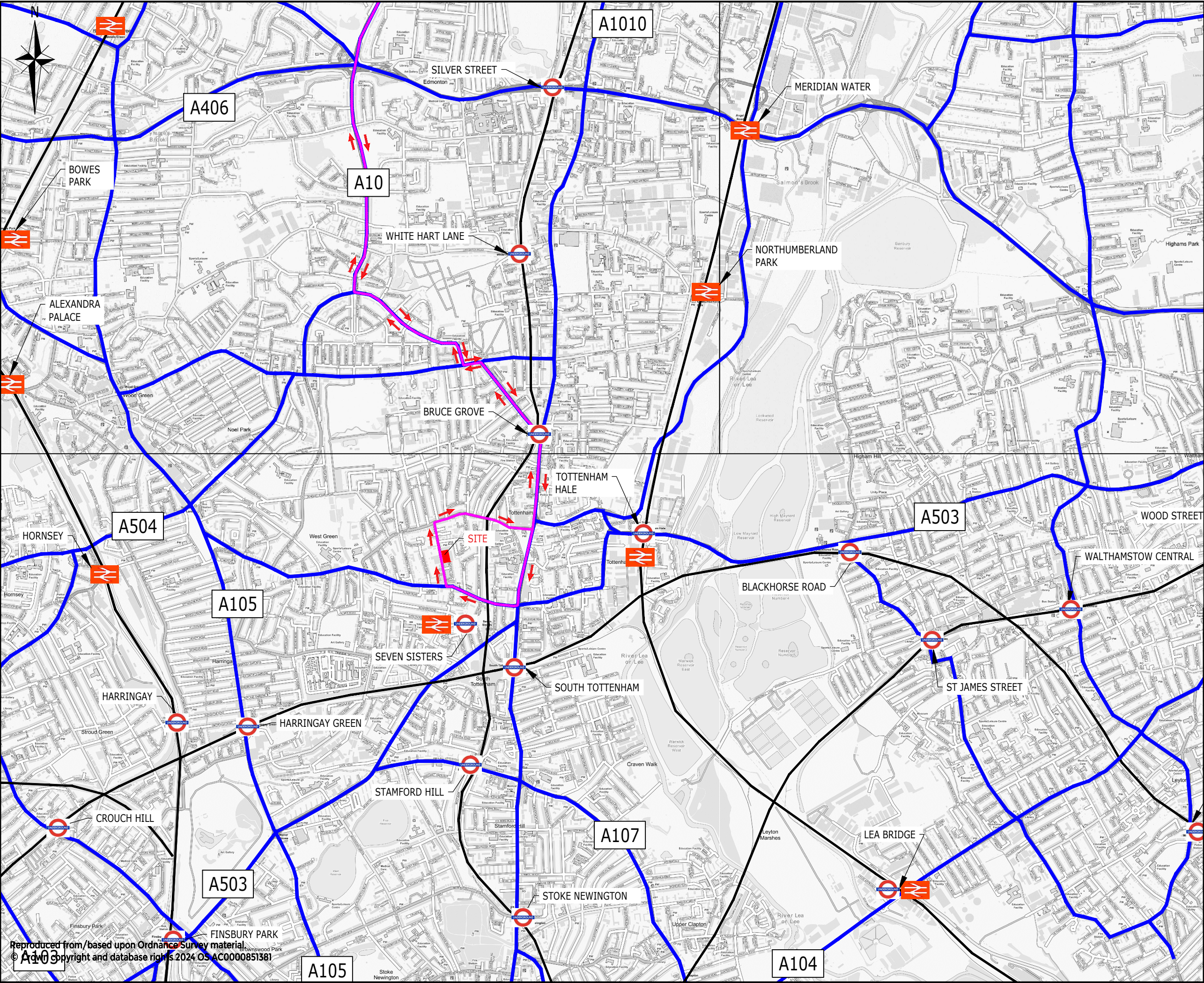




- KEY
- STRATEGIC HIGHWAY NETWORK
 - RAIL LINES
 - UNDERGROUND / OVERGROUND
 - NATIONAL RAILWAY STATION
 - PROPOSED CONSTRUCTION ROUTING
 - DIRECTION OF TRAVEL FOR CONSTRUCTION TRAFFIC

DRAFT

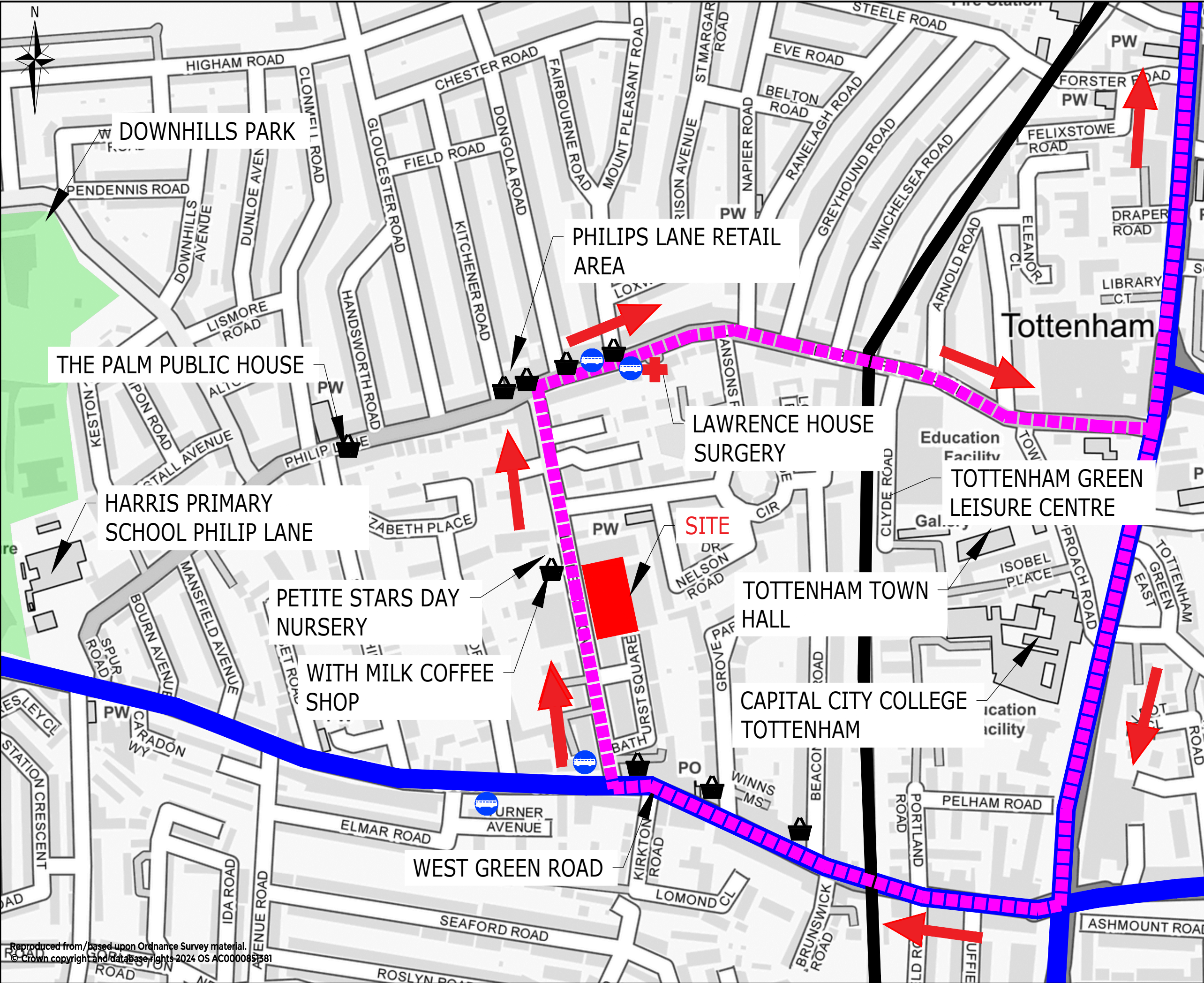
Rev	Description	Drn	Chk	App	Date
Purpose: DRAFT		Status: NOT YET APPROVED			
ARDENT CONSULTING ENGINEERS AN EMPLOYEE OWNED COMPANY Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk  www.ardenttd.com  					
Client SOUTH TOTTENHAM PROPCO LTD					
Project Title: LAWRENCE ROAD					
Drawing Title: REGIONAL ROUTING PLAN					
Drawn by SR		Checked by BS		Approved by KM	
A3 Scale 1: 25,000		Date 11.06.26		Revision -	
Drawing Number 2504840-ACE-XX-00-DR-C-0503					

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Local Routing & Access

- 4.4 All vehicles will approach from West Green Lane, utilising the junction with Lawrence Road. The existing vehicular access will be used for all construction vehicles accessing the site. Larger vehicles will route to the north when leaving the site, heading east from Philip Lane (B153) and north back onto the A10.
- 4.5 The routing adopted is the most direct available from major roads in the vicinity and minimises routing through residential areas and seeking to avoid high sensitivity receptors such as schools. Vehicle routing and local considerations are shown below. It should be noted that the rail bridge on West Green Road has a height restriction of 4.5m.

Local Routing Plan



- KEY
- STRATEGIC HIGHWAY NETWORK
 - RAIL LINES
 - UNDERGROUND / OVERGROUND
 - NATIONAL RAILWAY STATION
 - PROPOSED CONSTRUCTION ROUTING
 - LEISURE / GREEN SPACE

DRAFT

Rev	Description	Drn	Chk	App	Date
Purpose:		Status:			
DRAFT		NOT YET APPROVED			
ARDENT CONSULTING ENGINEERS AN EMPLOYEE OWNED COMPANY Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe consulting www.ardent.com SSIP SAFETY PRACTICE INSTITUTE BSI BUREAU VERITAS Certification 					
Client					
SOUTH TOTTENHAM PROPCO LTD					
Project Title:					
LAWRENCE ROAD					
Drawing Title:					
LOCAL ROUTING PLAN					
Drawn by	Checked by	Approved by	Revision		
SR	BS	KM	-		
A3 Scale	Date				
1: 3,000	11.06.26				
Drawing Number					
2504840-ACE-XX-00-DR-C-0504					

Site Access

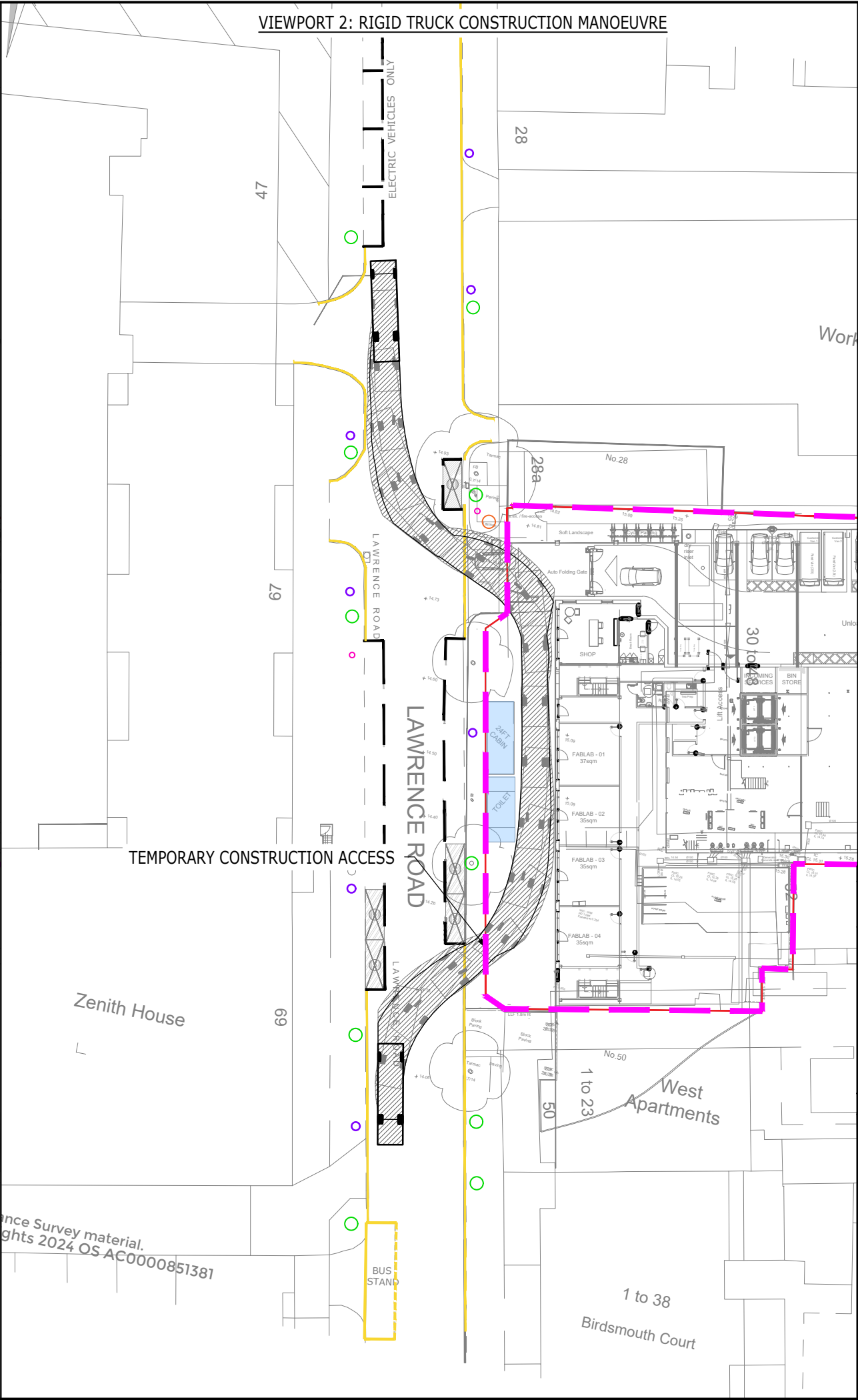
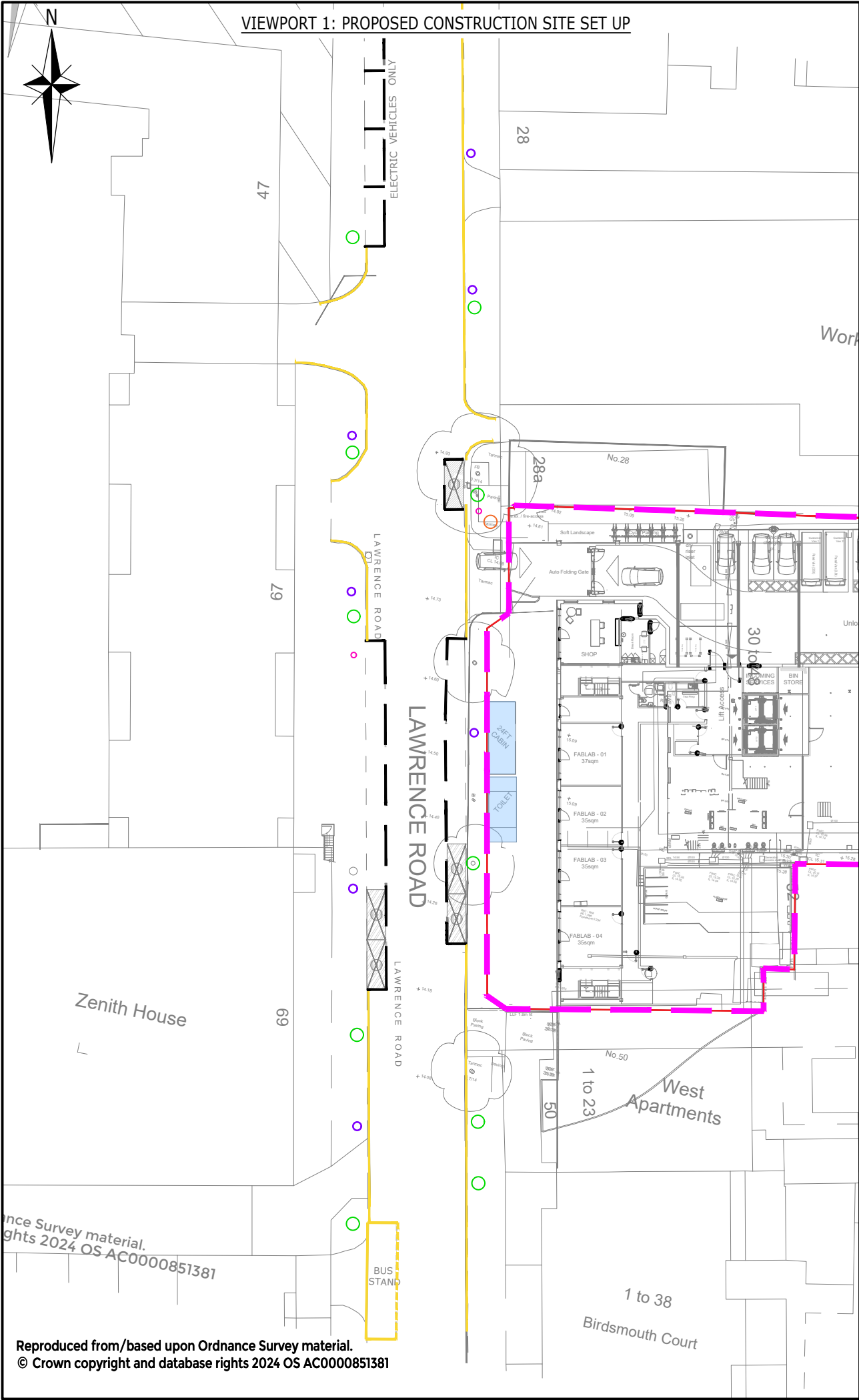
4.10 The access strategy for the build considers the constraints set out above.

4.11 The site will include a dedicated turning facility for rigid vehicles, allowing for safe entry and exit without the need for reversing in or out of Lawrence Road. This area will accommodate: -

- Rigid Delivery Vehicles up to 10m in length
- On – site manoeuvring for material handling
- Waste collection and plant delivery movements
- Banksmen will supervise all vehicle movements, including entry, exit and turning operations, in accordance with CLOCS and FORs Safety Standard.
- Traffic Marshalls will manage the interaction between the footways on Lawrence Road (including expected pedestrians) and the construction vehicle movements occurring on site.

4.12 The site boundary plan below shows the likely site set up for the early stages of construction when the largest vehicles will be utilising the site.

Site Setup Plan



KEY

- STREET SIGNAGE
- STREET LIGHTING
- TREES
- SITE BOUNDARY
- CONSTRUCTION HOARDING LINE
- ON SITE WELFARE FACILITIES/ OFFICE
- LOCATION OF TRAFFIC MARSHALL

VEHICLE USED:

FTA Design Rigid Vehicle (1983)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.632m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 12.000m

DRAFT

Rev	Description	Drn	Chk	App	Date
1	Purpose: DRAFT				
2	Status: NOT YET APPROVED				

ARDENT CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: SOUTH TOTTENHAM PROPCO LTD

Project Title: LAWRENCE ROAD

Drawing Title: SITE SET UP PLAN

Drawn by	Checked by	Approved by	Revision
SR	BS	KM	-

A3 Scale: 1: 500 Date: 11.06.26

Drawing Number: 2602780_A-ACE-XX-00-DR-C-0506

5. STRATEGIES TO REDUCE IMPACTS

5.1. A summary of measures considered and now adopted for the Detailed CLP are presented in **Table 5.1** on the basis that the site can be considered a medium impact site as referenced by the TfL CLP guidance. The guidance outlines that sites that propose the creation of sites of 1,000 + sqm of floorspace are classed as having a medium level of impact.

Table 5.1: Medium Impact Site Planned Measures

Planned Measures	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling		X	
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Vehicle choice			X
Measures to encourage sustainable freight			
Freight by Water			x
Freight by Rail			x
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site			X
Smart procurement		x	
Other Measures			
Collaboration amongst other sites in the area			x
Implement a staff travel plan		x	

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

5.2. All suppliers that the contractor/developer employs, will be obligated to adhere to a number of safety and environmental standards and programmes. These include adherence to the following safety standards:

- Construction Logistics and Community Safety (CLOCS);
- Fleet Operator Recognition Scheme (FORS) Silver; and
- HGV Direct Vision Standard.

5.3. In addition to the above, it is recommended that certain measures are put in place that ensures that vehicles travel to the site safely and efficiently. For example, some contractors pay suppliers per load, and this can encourage reckless / unsafe driving

to maximise the number of loads that can be achieved. In lieu of this, it is proposed that suppliers have a set number of deliveries with no extra fee for bonus loads.

Adherence to Designated Route

- 5.4. The routes outlined within this report, once agreed with LBH and TfL, will be adhered to by any supplier and contractor. The requirement to adhere to agreed routes will be written into appointment contracts as appropriate. Details of designative routes will be incorporated into delivery orders so drivers have these requirements ready for their delivery.
- 5.5. It is proposed that there will be a “yellow card” style system utilised to warn any drivers deviating from designated routes. Should variation from the agreed route be identified, the driver will be identified and “given a yellow card” warning about future conduct. Should a further transgression occur, that driver will not be able to deliver to the site and be involved in further deliveries until they have passed a test confirming knowledge of the correct routing that must be adopted and in the understanding that any future deviation from the agreed routing will result in a ban from the construction.

Delivery Scheduling

- 5.6. Through the works any vehicles travelling to the site for deliveries will be booked in advance to ensure that no congestion occurs within the vicinity of the site. The scheduling of vehicles has been carefully considered in detail for the element of works specifically the subject of this CLP.
- 5.7. When vehicles arrive and depart the site, an accredited Site Access Traffic Marshall will oversee each manoeuvre to ensure that these manoeuvres are being undertaken safely and work is being carried out properly.
- 5.8. A delivery management system is being adopted to control vehicle access and deliveries by contractors, implemented by the logistics manager. This will detail as appropriate vehicle routes and timeslots for each vehicle arrival, dwell time (anticipated to be up to around 20mins per vehicle) and associated routes and restrictions.
- 5.9. Copies of the routing arrangements as incorporated within **Section 4.0** will be provided to contractors for distribution to their drivers, thereby ensuring all drivers are suitably advised of the approved routes to/from the site. Routing arrangements

as agreed will be written into appointment contracts as appropriate to ensure suppliers adopt the appropriate routing strategies.

Re-timing for Out of Peak Deliveries

5.10. The anticipated delivery profile to serve the site is dispersed through the day which will reduce peak hour impact and reduce the potential for multiple vehicles arriving at the same time.

Re-timing for Out of Hours Deliveries

5.11. Certain deliveries may also require deliveries out of the designated construction hours. For example, the deliveries of cranes tend to be located out of hours as the impact on the local highway network could be significant / require lane closures.

5.12. For the initial stages covered within this Detailed CLP, no abnormal loads are anticipated that might require re-timing for out of hours, however for some later elements of work these may be required.

Use of Holding Areas and Vehicle Call Off Areas

5.13. A booking system for deliveries will be implemented to control the movement of vehicles and avoid vehicles waiting on the public highway. Traffic Marshals will be at the site gates to ensure vehicles are escorted into a holding area within site to maintain access on the road. We have agreed a road narrows scheme with Haringey highways which will allow us to use the suspended car parking on Lawrence Road as a holding area. Note; The suspended car parking bays will be fenced and will form part of the site boundary.

Use of Logistics and Consolidation Centres

5.14. The use of consolidation centres will be explored utilising TfL's document "The Directory of London Construction Consolidation Centres" as part of the Detailed CLP.

5.15. The use of consolidation centres will be reviewed and considered to meet the needs of the site as the proposals progress further. Their use is ultimately the decision of the Contractor and developer and whilst not likely to be useful for the very initial elements of work, they will be considered during subsequent elements of work to understand whether use of such centres will be useful to support the build.

Vehicle Choice

5.16. For the initial elements of work, the use of higher payload vehicles to reduce the number of vehicles visiting the site will be considered.

Measures to Encourage Sustainable Freight

Freight by Water

5.17. There are no navigable waterways in the vicinity of the site that could be utilised in order to reduce the impact of construction vehicles on local residents as last mile logistics would bring construction vehicles through residential areas.

Freight by Rail

5.18. There are no accessible railways that could be utilised in order to reduce the impact of construction vehicles on local residents.

Material Procurement Measures

DfMA and Off-site Manufacture

5.19. The potential for Design for Manufacture and Assembly (DfMA) and off-site manufacture will be explored to help reduce the level of traffic throughout the works.

Re-use of Material On-site

5.20. Suitable on-site measures will be put in place to maximise recycling potential. The contractors will aim to maximise the recycling of materials within the development, thereby minimising vehicles carrying waste whilst also benefiting the environment. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Smart Procurement

5.21. Materials used to construct the development could be locally sourced (where practical) to reduce the distance travelled from the suppliers to the site, and also to boost the local economy. Similarly, where feasible, local workers will be sourced to minimise travel and that will ensure that travel is being undertaken via sustainable modes.

Other Measures

Collaboration Amongst Other Sites in the Area

5.22. At this stage, collaboration with nearby developments has not been considered in detail, although potential exists for collaboration with the development the area, depending on the compatibility of construction programmes.

5.23. Only sites in the immediate vicinity would likely provide a benefit to local residents/businesses and the routing adopted for this initial element of works is the most efficient feasible, being the most direct route to major roads.

Implement a Staff Travel Plan

5.24. To help enforce the sustainable travel aspirations of the site, a summary of local public transport options is to be provided to construction staff via induction training as appropriate in the form of a Staff Travel Plan. This requirement will be relayed to management of contractors in order that they can suitably arrange for distribution of materials to staff. No parking will be provided for construction workers, and this will be enforced through the Travel Plan.

6. ESTIMATED VEHICLE MOVEMENTS

- 6.1. The number of vehicles anticipated to serve the site during the works has been prepared utilising the information provided based on the floor area of the development proposals.
- 6.2. The CLP tool has completed for an estimated 23-month build commencing in Q2 2026.
- 6.3. The full CLP tool output is attached at **Appendix A**, however, extracts are also incorporated in **Plate 6.1** and **Plate 6.2**.

Plate 6.1: CLP Tool Output (1)

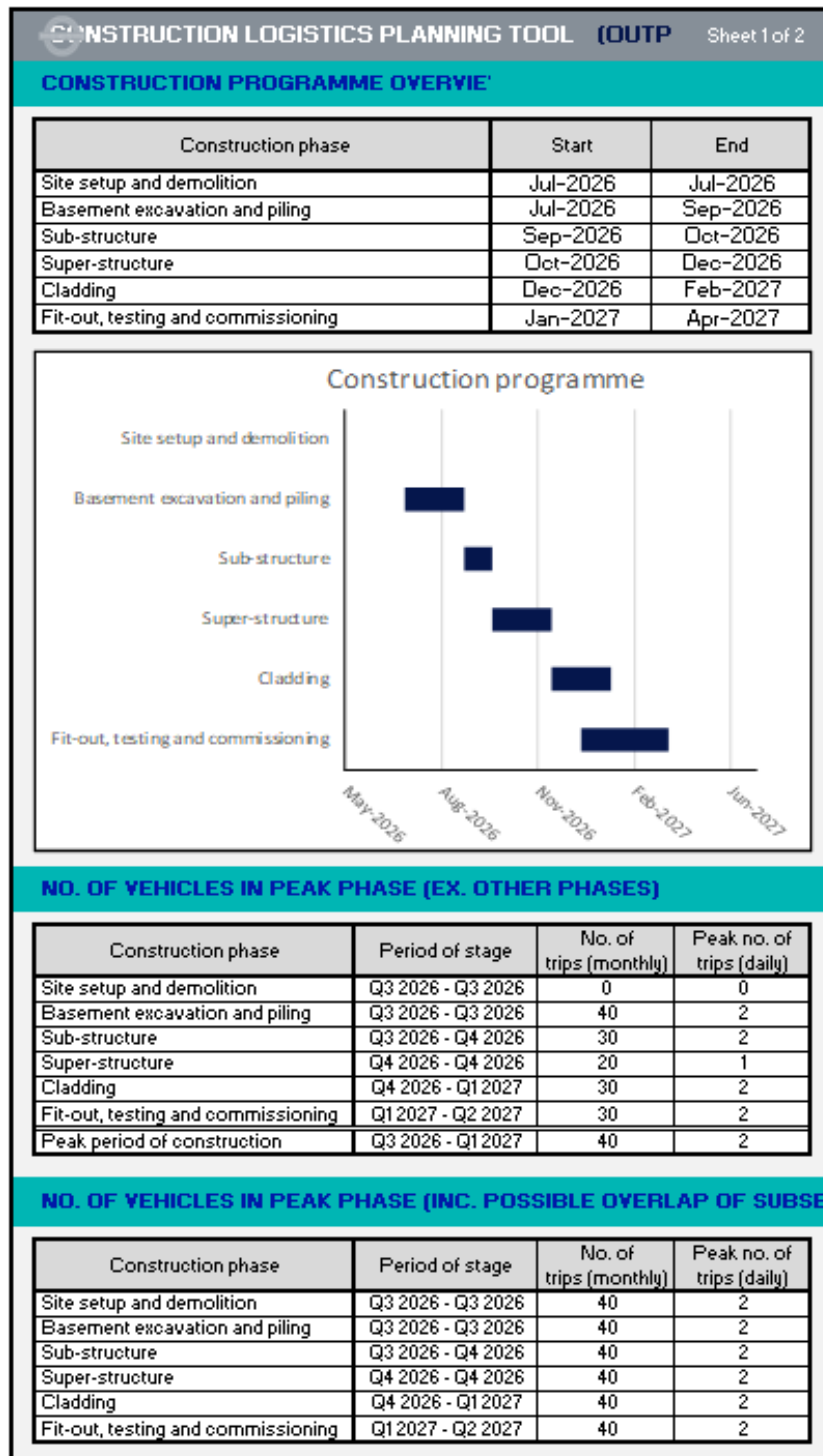
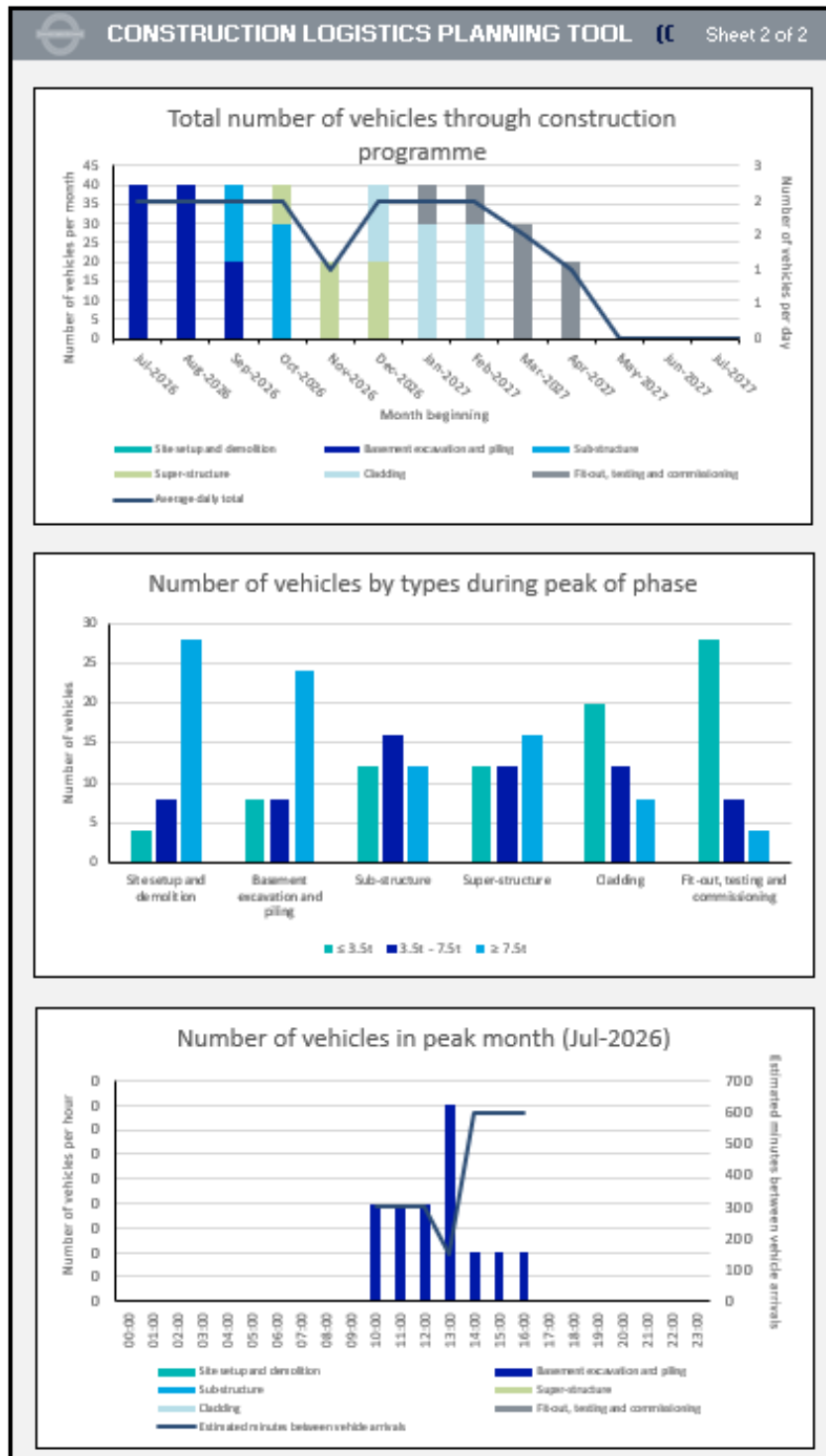


Plate 6.2: CLP Tool Output (2)



7. IMPLEMENTING, MONITORING AND UPDATING

- 7.1. Morda/Storex are committed to implementing a Detailed CLP throughout the construction of the proposals at Lawrence Road. TfL guidance on the preparation of CLPs state that they are a “living document” and should be updated during construction.
- 7.2. The applicant have paid a CLP monitoring contribution that was secured within the Section 106 Agreement and is a commitment to the ongoing implementation of a CLP to guide the build.
- 7.3. The CLP will be reviewed every 3 months for the duration of the construction program and any issues or changes that may need to be made should be discussed with the borough’s CLP monitoring officer to agree.
- 7.4. A Construction Logistics Manager (see **Section 1**) has been appointed to be in charge of implementing the CLP. Their role includes checking compliance with the CLP during construction and seeking mitigation measures to be implemented should any breaches or complaints be made.
- 7.5. The Logistics Manager will reconcile planned delivery data and traffic movements. This will aid in the monitoring of the CLP, by recording: total vehicle movements; type of vehicles; time spent on site; point of origin/destination; and knowledge of approved routing locally.
- 7.6. The Logistics Manager will collect data on any breaches or complaints associated with the construction in connection with vehicle routing in order that these can be assessed and resolved as appropriate. This will include recording breaches/complaints relating to routing, queuing/parking, anti-idling and adherence to safety standards.
- 7.7. The Logistics Manager will also collect data relating to logistics related incidents should they occur, including any injuries, methods of travel for staff, and any personal safety issues relating to logistics surrounding the site. To date there have been zero incidents reported and as such the management measures/strategies adopted are working well.
- 7.8. As part of contractor appointments the following will all be recorded and provided to contractors to aid in the efficient management of the site, and will be tracked by the site team to ensure adherence as appropriate:

- **CONTRACTORS HANDBOOK** – safety talks / anti-idling talks / vehicle scheduling system / driver training / safety standards;
- **CONTRACT COMPLIANCE** – record compliance with requirements from planning on the CLP and noise etc, setting out frequency of when they will be reviewed; and
- **DRIVERS HANDBOOK** – approved routes / opening times / booking and scheduling info / entry and exit points / anti-idling / vulnerable road user safety.

7.9. The following documents will need to be audited by the Council's CLP Monitoring officer on a regular basis (once every month) along with the checklist during the monthly site meeting. Failure to receive those reports during the site meeting would generate enforcement action. If this non-compliance activity occurs for 3 consecutive times, the site will be passed to the planning enforcement team, so that monitoring and enforcement is carried out on daily basis with penalty charges.

Appendix A