



Edmansons Close, Tottenham
The Drapers Almshouse Charity

Construction Logistics Plan

For

The Drapers Company

Document Control Sheet

Edmansons Close, Tottenham

The Drapers Almshouse Charity

The Drapers Company

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
06/09/2022	For submission	AM/ GL	AW



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1.0 Introduction

- 1.1 Motion has been appointed by The Draper's Almshouse Charity to prepare this draft Construction Logistics Plan (CLP) to accompany a planning application for the redevelopment of the charity owned dwellings surrounding Edmansons Close, Tottenham (herein referred to as 'the site').
- 1.2 The site is located to the east of the A10 Bruce Grove and is accessed via Edmansons Close. The site benefits from close proximity to the A10 Bruce Grove and the A406 North Circular Road, as well as multiple bus stops and Bruce Grove Railway Station.
- 1.3 The proposals include the demolition of the laundry building and 1970s infill building; alterations and extensions to existing 44 almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed units; alterations to existing Gatehouse to provide 1 x 2 bed unit; construction of 1 x new build 3 bed almshouse to replace existing 1970s infill building; construction of a new apartment building comprising 7 x studio units and 9 x 1 bed units; construction of 4 x new build 2 bed units within two new pavilions (2 units in each pavilion, 4 units in total); with landscaping; improvements to access; car parking; and ancillary development thereto.
- 1.4 The development will be provided with 28 car parking spaces for residents and 2 visitor spaces with cycle parking in line with local standards.
- 1.5 The location of the development site is shown in Figure 1.1 below.



Figure 1.1 - Site Location Plan

- 1.6 The site currently comprises 48 studios, 1 x 1 bed and 12 x 2 bed units, all of which are owned and maintained by The Drapers Almshouse Charity. There are also facilities including a community hall, within the old chapel, and a laundry building on site.
- 1.7 The purpose of this CLP is to ensure the impact of construction work on residents, businesses and the immediate highway network is kept to a minimum. In advance of construction a Construction Project Manager (CPM) will be appointed, and they will be responsible for implementing the measures set out in the CLP and will be the point of contact for residents and businesses. The CPM will also ensure that all contractors working on the site have public liability cover in place prior to the commencement of works.

- 1.8 At this stage, prior to the appointment of the contractor, some information relevant to the CLP is unknown. This document therefore provides an initial assessment of the likely construction access arrangements and strategy. The CLP is a live document and will be updated by the contractor, once appointed, to include relevant information and, if necessary, address issues that might be identified through consultation with local residents as the project progresses. Any revisions made to the CLP will be submitted to the Council for approval.

2.0 Construction Project Manager

- 2.1 The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CLP and will be the point of contact for local residents.
- 2.2 The 24-hour contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advance notice of any noisy or disruptive works.
- 2.3 The CMP will be responsible for the monitoring and reviewing of the CLP and will deal with any concerns of local residents and businesses. The details of the CMP will be added to this report once appointed.

Names:

Email:

Telephone:

3.0 Local Road Network and Access

- 3.1 The site is located to the east of Bruce Grove, and is accessed via Edmansons Close (private road). The northern junction between Bruce Grove and Edmansons Close is used solely to enter the site, the southern junction between the two roads is used to exit the site. Both accesses are deemed suitable for construction traffic. The site in relation to the wider highway network is shown in Figure 3.1 below.

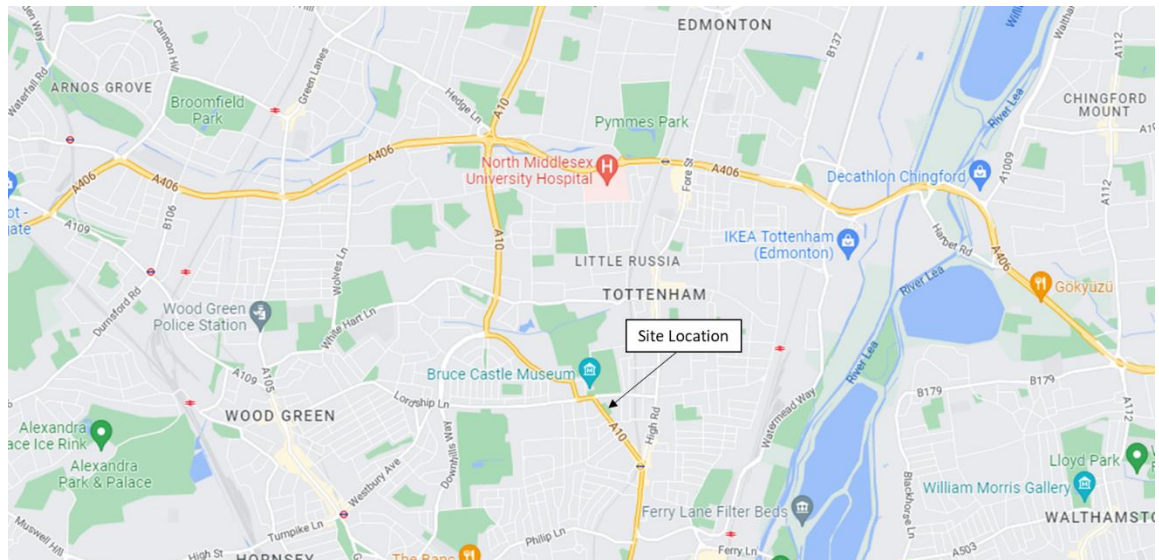


Figure 3.1 - Site Location and Wider Highway Network

Local Transport Network

- 3.2 The site is located to the south of Tottenham. The immediate local road network and the proposed access is identified on Figure 3.2.

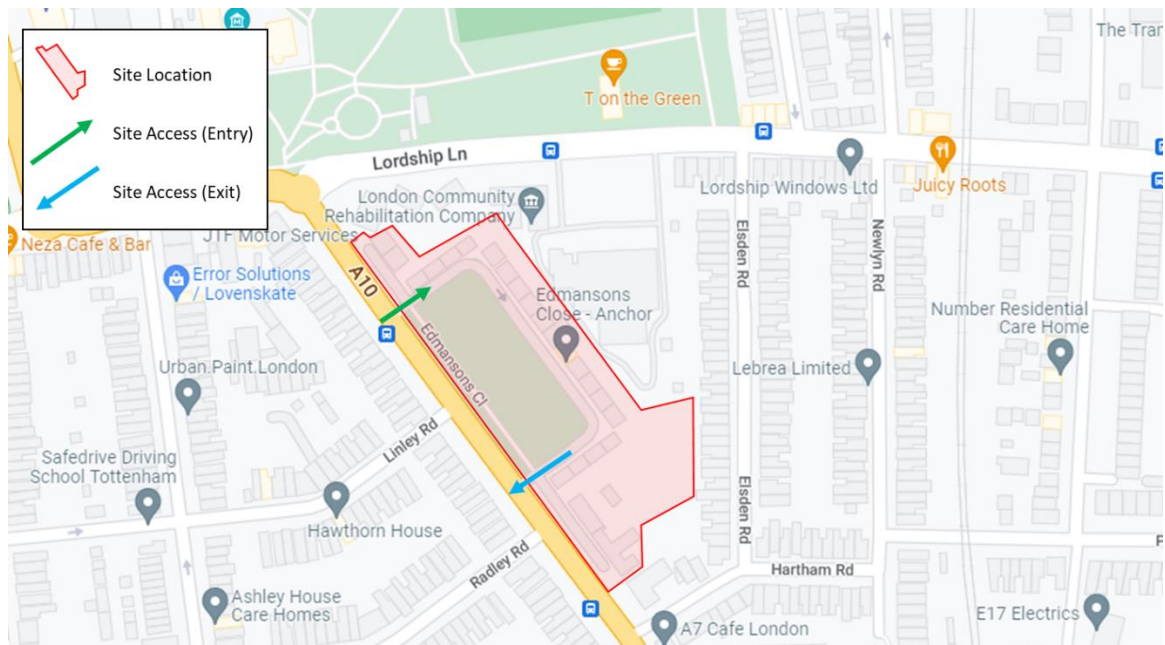


Figure 3.2 - Access to the site

- 3.3 The main traffic routes serving the site which would accommodate all traffic movements relating to the site are:

- ▶ The A10 Bruce Grove
- ▶ The A406 North Circular Road.

A10 Bruce Grove

- 3.4 The A10 Bruce Grove is the main road serving the site. The road is on a TfL red route and operates a 30mph speed limit in the vicinity of the site. The road connects Central London in the south with the A406, M25 and Cambridge in the north.
- 3.5 In the vicinity of the site, there are cycle lanes provided along both edges of the carriageway, and lit footways are provided along both sides of the road.

A406 North Circular Road

- 3.6 The A406 is a dual carriageway providing access through North London. The road connects the site to East Ham, Finchley and Ealing, as well as providing access to a number of motorways and other major roads into and out of London.

4.0 Construction Logistics Plan

- 4.1 This Construction Logistics Plan sets out the proposed construction management measures to be introduced to construct the building and minimise any impact on other users of Bruce Grove and Edmansons Close as well as members of the public that may be passing the site.
- 4.2 The general arrangements for the site during construction are presented in the figure attached at **Appendix A**.
- 4.3 There will be storage areas and loading/unloading bays provided at both ends of the access route. A welfare office will be located on the central green on the site.

Vehicular Access Arrangements

- 4.4 Construction vehicles will access the site via the entry only access to the north of the site and exit via the exit only access to the south of the site. A such, construction vehicles use the one-way system when accessing the site.
- 4.5 Details and frequency of vehicles expected to require access to the site will be confirmed by the contractor prior to commencement on site. It is envisaged that this could comprise of:
 - ▶ Tipper Lorry – up to 10 metres long
 - ▶ Concrete Delivery Lorry – circa 8.4 metres long
 - ▶ 7.5T flat bed/ box van – circa 8 metres long
- 4.6 Swept path analysis has been undertaken using the computer programme AutoTrack to demonstrate that the expected construction vehicles can access and exit the loading arrangements. The analysis demonstrates that the expected vehicles would approach the site southbound on Bruce Grove and enter the site in a forward gear via the entry only access to undertake loading activity. Vehicles would exit the site in a forward gear via the exit only access. The swept path analysis is attached at **Appendix B**.
- 4.7 Tracking has been undertaken of a large tipper vehicle instead of a roll-on roll-off skip vehicle due to the large tipper vehicle being one metre longer in size than the skip vehicle but with similar turning characteristics. In the absence of a large skip vehicle within the vehicle tracking software, this is considered to be a robust assessment of the tracking needs associated with the site. Tracking has also been undertaken for a Concrete Mixer to show which vehicle fits best around the site and how they will function around the site.
- 4.8 All vehicle manoeuvres to and from the site will be managed by trained banksmen.
- 4.9 Further vehicle tracking may be required if the construction contractor seeks to utilise alternative vehicles.
- 4.10 When considering construction traffic, a balance is needed between the size of vehicles and the number of vehicular trips. Generally, the larger the vehicle, the fewer trips that will need to be made. Therefore, environmental protection means that it is best to use larger vehicles where possible to limit vehicular movements, particularly for the removal of excavated material.
- 4.11 It is assumed that materials required for the development are delivered into the site in the largest possible quantities; i.e., the vehicles identified above are fully laden as opposed to part laden to minimise the number of delivery movements. Confirmation of this will be sought from the contractor once appointed to balance out the environmental benefits of using larger vehicles and fewer deliveries versus smaller vehicles and more deliveries.

Construction Access

- 4.12 It is proposed to implement a routing strategy that minimises impact on local roads surrounding the site that identifies the shortest, useable route to and from the strategic highway network. The nearest access point to the strategic highway network is at the A406 north of the site. The HGV routing is illustrated in Figure 4.1 below.

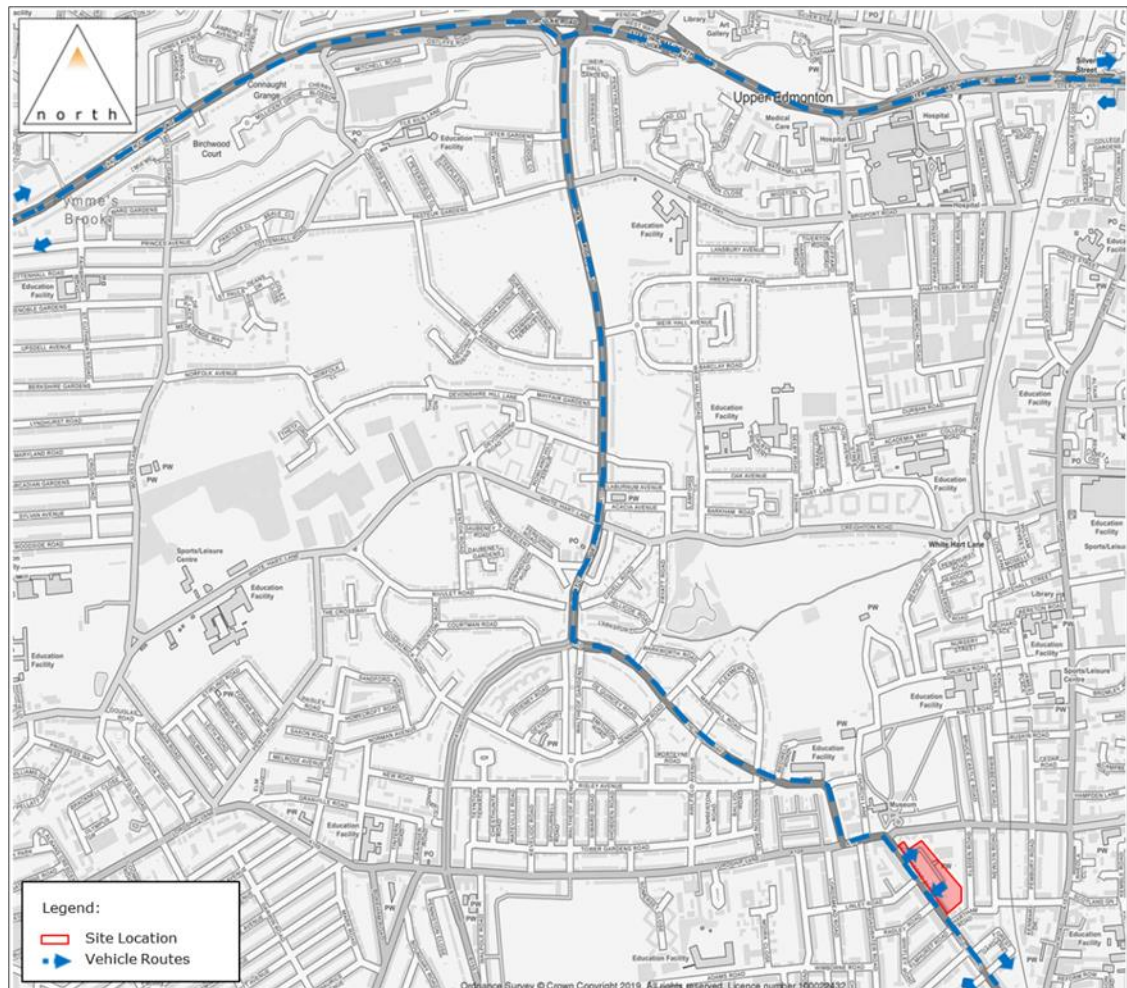


Figure 4.1 - Proposed HGV Routes

- 4.13 Vehicles accessing the site from the A406 North Circular Road will turn onto the A10 Great Cambridge Road, then continue south to A10 Bruce Grove. Vehicles accessing the site from the south will approach on the A10 Bruce Grove and turn onto Edmansons Close.
- 4.14 Vehicles exiting the site will do so via the A10 Bruce Grove to the south or to the north to connect to the A406 North Circular Road.

Draft Construction Programme

- 4.15 The construction programme is likely to be approximately 2 years, split into 2 phases, namely, the apartments / new build as phase 1 (and possibly. The corner buildings) with the remaining almshouses refurbishment as phase 2. A further Construction Logistics Plan will be submitted once a contractor is appointed.

- 4.16 Without a contractor's programme, the estimation of the number of vehicles and workers employed on site is difficult. However, based on previous experience, it is likely that the peak daily number of HGV's will be 15-20 HGV's /day. The number of workers on site is likely to peak at about 30/day.

Monitoring and Enforcement of Traffic Routes

- 4.17 The access routes defined in Figure 4.1 will be communicated with all supply orders and delivery companies, subcontractors, etc. will be asked to adhere to this. As a result, no minor roads will be impacted. A log of regular drivers will be maintained including records of agreements with organisations and drivers to demonstrate their understanding of the proposed access routeing.
- 4.18 In the event of non-compliance, the subcontractor or supplier may be asked to take disciplinary action against individual drivers.
- 4.19 Employees will be similarly advised of the access routes.
- 4.20 The contractor team will monitor the situation with regard to construction access movements to ensure compliance with the agreed arrangements.

Description of Works

Site Set-Up

- 4.21 A hoarding or debris netted fence line will be installed along the frontages of the site as required. The hoarding or debris netted fence line will assist in making the site structure and creating a safe working area whilst ensuring that unsightly construction works are screened from the public. Site set up will also include the erection of the gantry and welfare offices. The CPM will liaise with LBH and Transport for London to agree the exact extent of the hoarding or debris netted fence line, lighting and requirements in accordance with their licensing procedure as well as the details of vehicle timings for the gantry/site welfare set up.

Structural/ Non-Structural Works/ Internal Fit Out

- 4.22 Construction vehicles will approach the site from Bruce Grove, turning into the northern access onto Edmansons Close. All material will be loaded, unloaded and stored on-site. To this extent, no footway or road closures will be required.
- 4.23 Towards the end of the project, during fit out, smaller vehicles will be visiting the site such as plasterer's/electrician's/plumber's Transit type vans. Contractors will be advised that there is minimal parking on site and be encouraged to travel by sustainable modes of transport.

Access for Site Personnel

- 4.24 The contractor will make staff aware of local public transport services as an alternative to driving to the site. No commuter worker parking will be provided but some operational spaces will be made available if possible in the limited space.
- 4.25 The PTAL Index for the site is 5 'very good', indicating that the site is highly accessible by public transport. The high PTAL index is provided due to the proximity of Bruce Grove station and multiple local bus stops. The location of local bus stops and railway stations is shown in Figure 4.2 below.

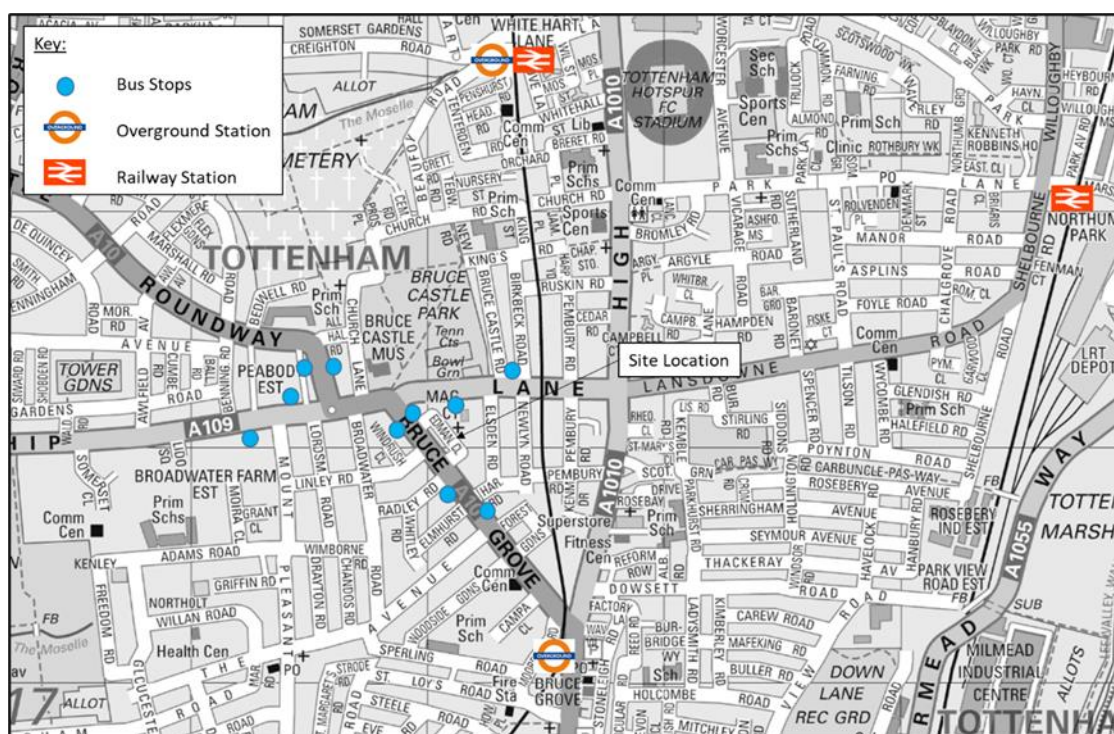


Figure 4.2 - Location of Public Transport Links in Relation to the Site

Accessibility by Bus

- 4.26 The nearest bus stops are located adjacent to the northern entrance to the site. Additional stops are located along the A109 Lordship Lane approximately 400 metres north of the site. A summary of the destinations served, and the frequency of the local bus services is provided below in Table 4.2.

Service Number	Route	Approximate Frequency		
		AM Peak	PM Peak	Sat Daytime
Bruce Grove				
123	Wood Green – Turnpike Lane – Bruce Grove – Tottenham Hale – Walthamstow – South Woodford – Gants Hill – Cranbrook - Ilford	Every 7 – 11 minutes	Every 7 – 11 minutes	Every 9 – 12 minutes
243	Wood Green – Bruce Grove – South Tottenham – Stamford Hill – Stoke Newington – West Hackney – Dalston – Haggerston – Hackney – St Lukes – Farringdon – Holborn – Waterloo	Every 5 – 8 minutes	Every 7 – 10 minutes	Every 8 – 12 minutes
Lordship Lane				
318	North Middlesex University Hospital – Tottenham – Bruce Grove – South Tottenham – Rookwood Road	Every 10-13 minutes	Every 10-13 minutes	Every 11-12 minutes

Table 4.2 – Local Bus Services

Accessibility by Rail

- 4.27 The closest railway station to the site is Bruce Grove, located approximately 600 metres south of the site, which equates to an eight-minute walk or a three-minute cycle. Bruce Grove is on the TFL-operated Overground Line.

Service	Destinations Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
London Liverpool Street	Bruce Grove – Seven Sisters – Stamford Hill – Stoke Newington – Rectory Road – London Fields – Cambridge Heath – Bethnal Green – Liverpool Street	Every 15 minutes	Every 15 minutes	Every hour
Enfield Town	Brice Grove – White Hart Lane – Silver Street – Edmonton Green – Bush Hill Park – Enfield Town	Every 16-20 minutes	Every 15 minutes	Every hour
Cheshunt	Bruce Grove – White Hart Lane – Silver Street – Edmonton Green – Southbury – Turkey Street – Theobalds Grove – Cheshunt	Every 20-40 minutes	Every 30 minutes	Every hour

Table 4.3 – Local Rail Services

Visitor Access

- 4.28 All visitors will be directed to the site compound offices for registration and as necessary, site induction.
- 4.29 All visitors will be required to sign in and out of the site on a daily basis. At no time will any visitors be allowed access to areas where construction works are in progress.
- 4.30 A non-PPE (Personal Protective Equipment) route will always allow pedestrian access to the office and welfare facilities prior to going on site and to ensure visitors use the appropriate PPE when being permitted to area of construction activity.

Loading/ Unloading Area for Plant and Materials

- 4.31 There will be two loading and unloading areas located within the site, these will be located on Edmansons Close (private road) adjacent to the storage areas. As such loading/unloading activity will not interrupt the free flow of traffic on the local highway network.

Storage and Site Offices

- 4.32 Two storage areas will be provided at the site, located near the entry and exit routes from the site on the shared green. Staff office facilities will also be provided on the green. The location of these is shown in the figure attached at [Appendix A](#).

Wheel Washing

- 4.33 The majority of construction servicing activity will take place within the construction site. A wheel washing facility will be provided at the site egress location to clean vehicles as they leave the site and will be available at all times.

Highway Drainage Protection/ Road Sweeping

- 4.34 The proposed wheel-washing facility will seek to ensure all debris remains within the site access road/construction site therefore reducing any spread of mud or gravel onto the highway. Regular inspections of the nearby highway gully drains will be programmed into the construction activities to ensure the existing drains are kept free from a build-up of dirt. When appropriate, the gullies will be cleared to ensure full operation is maintained. If necessary, the contractor will undertake regular road sweeping to contain the spread of dirt, mud and site material onto Bruce Grove.

5.0 Management Measures

Management of Construction Traffic and Driver Training

- 5.1 It is proposed that there will be restriction to the construction operations to Monday - Friday (0800-1800 hours), Saturday up to 1300 hours and no work on Sunday & bank holidays without prior arrangement. This will form the basis of discussions between the contractor and LBH.
- 5.2 A clear signage strategy will be implemented on the local approach roads and the agreed site access points to ensure that construction traffic utilises designated routes to minimise the impact on the surrounding road network. HGV movements will be restricted as far as reasonably possible so as to avoid network peak hours and school travel periods (e.g. only between 0930 hours and 1530 hours). The proposed signage for site access directions will be provided by the appointed contractor.
- 5.3 There may special arrangements for large / wide loads such as transportation of cranes, piling rigs etc. These will be planned following discussions with the Police and LBH, and will be mostly "out of hours" deliveries.
- 5.4 The construction team will ensure that their drivers complete the Safer Urban Driver Course to maximise the awareness of vulnerable road users (pedestrian and cyclists).

Traffic Management/ Signage

- 5.5 The Traffic Management for each part of the project is set out in this section and the plans have been prepared in accordance with the Department for Transport Safety at Street Works and Road Works, A Code of Practice document published in October 2013. Temporary highway direction signs will be provided in accordance with the Traffic Signs Manual, Chapter 8.

Access Management

- 5.6 Trained banksmen will be located at the site access points to direct vehicles into the site from Bruce Grove. If required, no vehicles will be allowed to enter or exit site until the Banksmen have ensured that it is safe to do so. Protection of pedestrians and other road users will be the number one priority.

Site Logistics

- 5.7 All construction traffic entering and leaving the Site (in forward gear where feasible) will be closely controlled and all site traffic movements will be in accordance with local authority requirements.
- 5.8 During delivery times a banksman will be positioned at the Site access to manage operations.
- 5.9 All plant and material will be on hard standings within the compound. No storage of materials outside the site hoarding area is permitted.

Vehicle Delivery Management

- 5.10 The majority of materials will be brought into Site on a 'just-in-time' basis. A designated Logistics Manager will control deliveries of materials to site through a booking system, requiring 48 hours' notice. No unauthorised deliveries will be accepted. Construction vehicle access to the site will only be allowed at times agreed in advance with LBH.
- 5.11 There will generally be no waiting for construction vehicles on the highway network. It will be down to the delivery/waste away driver and company to ensure they arrive at site at the specific time. Most vehicles will be fitted with an in-cab communication system which will aid the control of vehicle movements to and from the Site.

- 5.12 Prior to leaving the site, all vehicles will be inspected by the driver and designated banksmen to ensure that the vehicle is clean and safe to leave the site, all loads are secured and where applicable, sheeted over. Adjacent roads will be kept clean at all times by the use of manual and mechanical means as required, backed up by wheel washing and cleaning facilities on site as necessary.

Training and Induction

- 5.13 It is proposed that drivers of commercial vehicles who will be visiting the site on a regular basis will attend the site induction. This induction will include:
- ▶ Road safety for both public and site roads including speed restrictions and defensive driving;
 - ▶ Site procedures including queueing and parking;
 - ▶ Construction routes;
 - ▶ Embargoes;
 - ▶ Cyclist awareness videos;
 - ▶ Environmental issues and processes for their minimisation, including noise and vehicle cleanliness leaving site; and,
 - ▶ Discussion on potential hazards and risk reduction.

Public and Communities Relations

- 5.14 The Considerate Contractors Scheme (CCS) is a national initiative set up by the construction industry to improve their image. Construction sites and companies can register with the scheme and are monitored against a code of considerate practice, designed to encourage best practice beyond statutory requirements. The scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas of concern fall into three categories: the general public, the workforce and the environment.
- 5.15 A dedicated point of contact will be responsible for communication with statutory authorities, including LBH, non-statutory authorities and local interest groups. The dedicated person will be nominated once a contractor is appointed.
- 5.16 All queries and complaints received will be directed to the dedicated point of contact. The contact details and location of site offices and the dedicated points of contact will be communicated using site signage. A register of complaints will be maintained.

6.0 Measures for Interfacing with the Public

Protection Measures around the site for Pedestrians and Cyclists

- 6.1 All deliveries throughout the development works will be restricted to the hours for which construction occurs to reduce the risk of construction vehicles delivering at a time when the surrounding highway network is busy. The off-peaks will also tie in with reduced pedestrian and cyclist activity. The appointed contractor will programme deliveries to be outside the typical network morning and evening peak periods when local traffic levels tend to be higher. This will avoid any unnecessary congestion on the local road network.
- 6.2 Any potential conflict points between cyclists and pedestrians will be carefully designed out and managed. Consideration will be given to both physical and signing measures to protect cyclists from conflicts with construction vehicles. Local signage will be provided within the site and on Bruce Grove to ensure that construction vehicle drivers and pedestrians/cyclists are aware of each other.

Drivers Training/ Freight Operator Recognition Scheme

- 6.3 The project is designed to encourage freight operators to take up green fleet management and the use of best practice to increase the suitability of London's freight distribution. The project has already been developed with trade union involvement and with close collaborative partnership to engage effectively with freight operators and facilitate the sharing of information.
- 6.4 Operators will join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:
- ▶ Training to improve safety and reduce CO₂ and emissions;
 - ▶ Maintenance, to improve safety and reduce fuel consumption, CO₂ and emissions;
 - ▶ Management of road risk to improve safety, particularly for pedestrians and cyclists;
 - ▶ Fuel efficiency, to save costs and reduce CO₂ and emissions; and
 - ▶ The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO₂ and emissions
- 6.5 It will recognise legal compliance as the base 'bronze' level and promote the uptake of best practice covering fuel efficiency, alternative fuels and low carbon vehicles, management of road risk, legal record keeping and reducing penalty charge notices through the higher 'silver' and 'gold' levels. It will also recognise operator achievements with rewards that encourage operators to raise standards to reduce, in particular, CO₂ emissions and collisions between heavy goods vehicles (HGVs) and cyclists.
- 6.6 Benefits will be developed recognising operator needs. These will include a subsidised training programme called London Freight Booster which will include an NVQ Level 2 qualification that supports the ongoing competencies requirements for drivers.
- 6.7 Members will also benefit from advice about fuel efficiency, Penalty Charge Notice (PCN) reduction, legal record keeping and the management of occupational road risks. Tailored action plans to help reduce collisions, emissions and costs will also be developed.



- 6.8 The project will set Freight Operator Recognition Scheme Standards, a quality benchmark for use by clients when awarding servicing, maintenance and supply contracts. This provides a simple way for clients to ensure the sustainable credentials of freight operators.

Security

- 6.9 To prevent unauthorised people accessing the site, hoarding will be placed where necessary. The location of hoarding is to be agreed with the contractor.
- 6.10 The contact details of the site security team will be posted on the site hoarding or main construction access to ensure staff can be contacted at all times.

Lighting

- 6.11 Site lighting will be provided both for the external works and internal works. Outdoor lighting will be provided in the vicinity of the site compound on the northern part of the site to be used during working hours when it is dark. Measures will be made to ensure external lighting is directed into the site and there will be no light-spill onto adjacent residential properties.
- 6.12 External work lighting will be only used during working hours when there is inadequate day-light. Hoarding security lighting will be low-level and operational during night-time.

External Safety and Information Signs

- 6.13 Information boards will be provided on the site hoarding to offer visitors and members of the public details of the site activities, site procedures and out of hours/emergency contact numbers.
- 6.14 For any exceptional loads which require road closures, advance warning signs will be installed with a minimum 28-day notice.

Hoarding

- 6.15 It is proposed create the proposed compound and construction area with secure hoarding around the site, this will be installed by the contractor on behalf of the Developer. The hoarding will be entirely located on the site boundary, although LBH/TfL will be notified of any additional hoarding arrangements that may be necessary and the necessary licences will be acquired. The details for hoarding will be confirmed by the appointed contractor.
- 6.16 All hoarding around the site will be regularly inspected and maintained throughout the duration of the construction stage to ensure it remains as a deterrent. Appropriate lighting will be provided as required and all repairs and graffiti found are to be dealt with immediately.

7.0 Nuisance Control

- 7.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents, businesses and neighbours will be minimised. These measures are discussed below.

Dust Control

- 7.2 A hoarding bordering the frontage of the site will help contain any dust. If require, scaffolding and sheeting can be erected to contain any further dust. Water dampening measures will be used where considered necessary especially during the demolition process. Any spread of material onto the highway will be cleared immediately.

Noise Control

- 7.3 Deliveries to the site will take place between the hours of 08:00-18:00 on weekdays and 08:00-13:00 on Saturdays. Deliveries will be scheduled to distribute vehicle movements throughout these hours to avoid more than one vehicle delivering to the site at any one time. No noisy works will be permitted on Sundays and Bank Holidays.
- 7.4 The contractor will use well maintained and silenced plant and equipment and the CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible.

Site Security

- 7.5 All construction materials will be stored within the hoarded area. The CPM will be responsible for site security and emergency procedures. Once the CPM has been appointed, residents will be advised of the appropriate procedures and contact information for out of hours incidents. This information will be displayed on the site hoarding.

Consultation

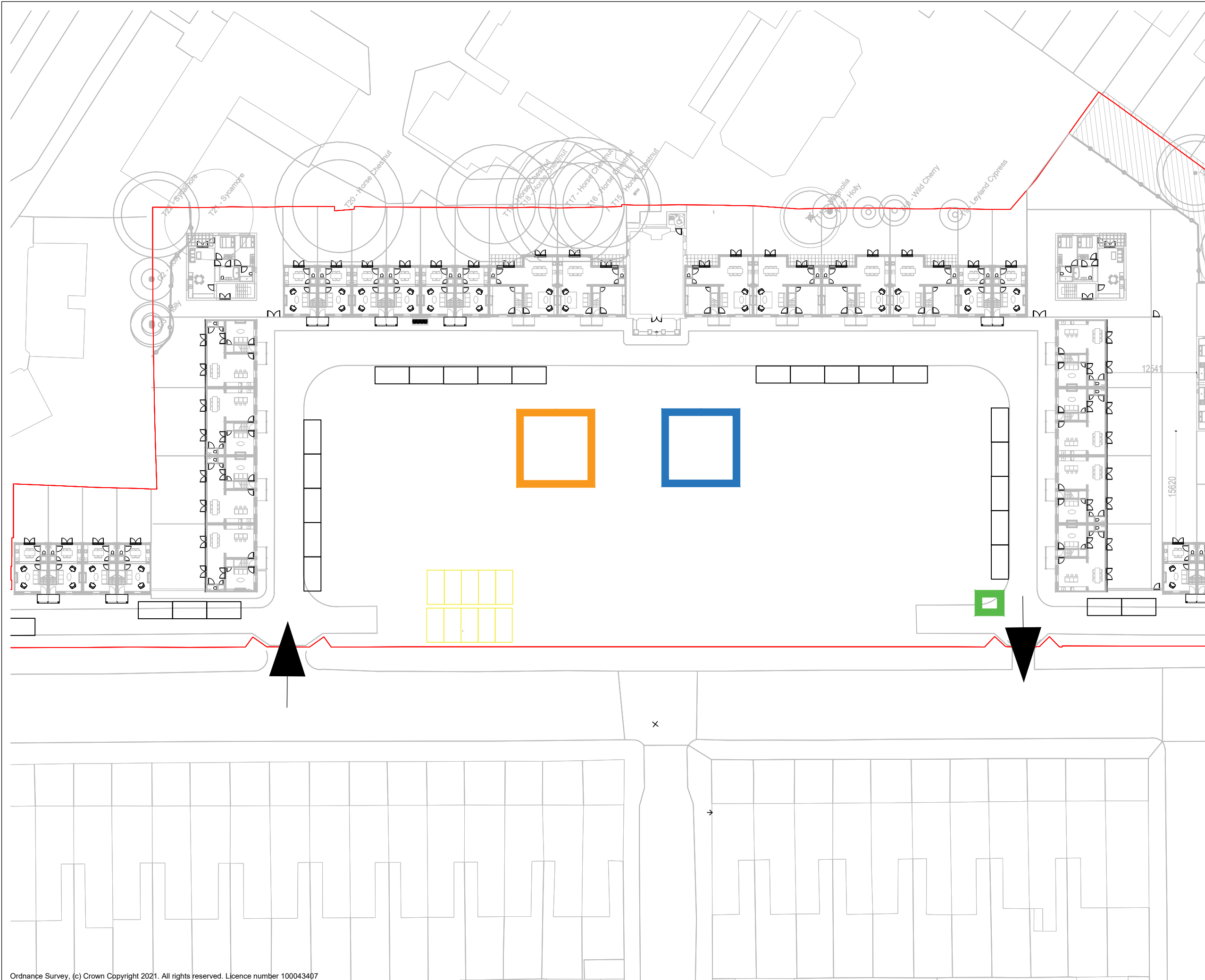
- 7.6 The CPM will liaise with immediate neighbours to ensure that residents are aware of how the construction works are progressing and provide them with the opportunity to raise any issues that may arise as they occur.

8.0 Summary

- 8.1 This Construction Logistics Plan has been prepared by Motion to support a planning application for the redevelopment of The Draper's Almshouses, Edmansons Close, Tottenham. The site is located within the London Borough of Haringey.
- 8.2 The site currently accommodates 50 studios, 2 one-bedroom flats and 9 two-bedroom flats, all of which are owned and maintained by The Drapers Almshouse Charity. There are also facilities including a community hall, within the old chapel, and a laundry building on site.
- 8.3 The development proposals are for the amalgamation and extension of the existing buildings, together with some new build apartments totaling 48 on site.
- 8.4 The purpose of the CLP is to ensure that the impact of construction work on the local residents and the immediate highway network is kept to a minimum. The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CLP and will be the point of contact for local residents. The CPM will also ensure that all contractors working on the site have public liability cover in place prior to the commencement of works.
- 8.5 At this stage prior to the appointment of a contractor, some information relating to the CLP is unknown. This document therefore provides an initial assessment of the likely construction access strategy and arrangements. The CLP is a live document and will be updated by the contractor, once appointed, to include relevant information and if necessary, address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the draft CLP will be submitted to the council.

Appendix A

General Arrangements During Construction



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- Key
-  Material Storage
 -  Staff Welfare
 -  Wheel Washing
 -  Staff Parking
 -  Hoarding
 -  Access



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Project:
Edmansons Close, Tottenham

Title:
General Arrangements
during Construction

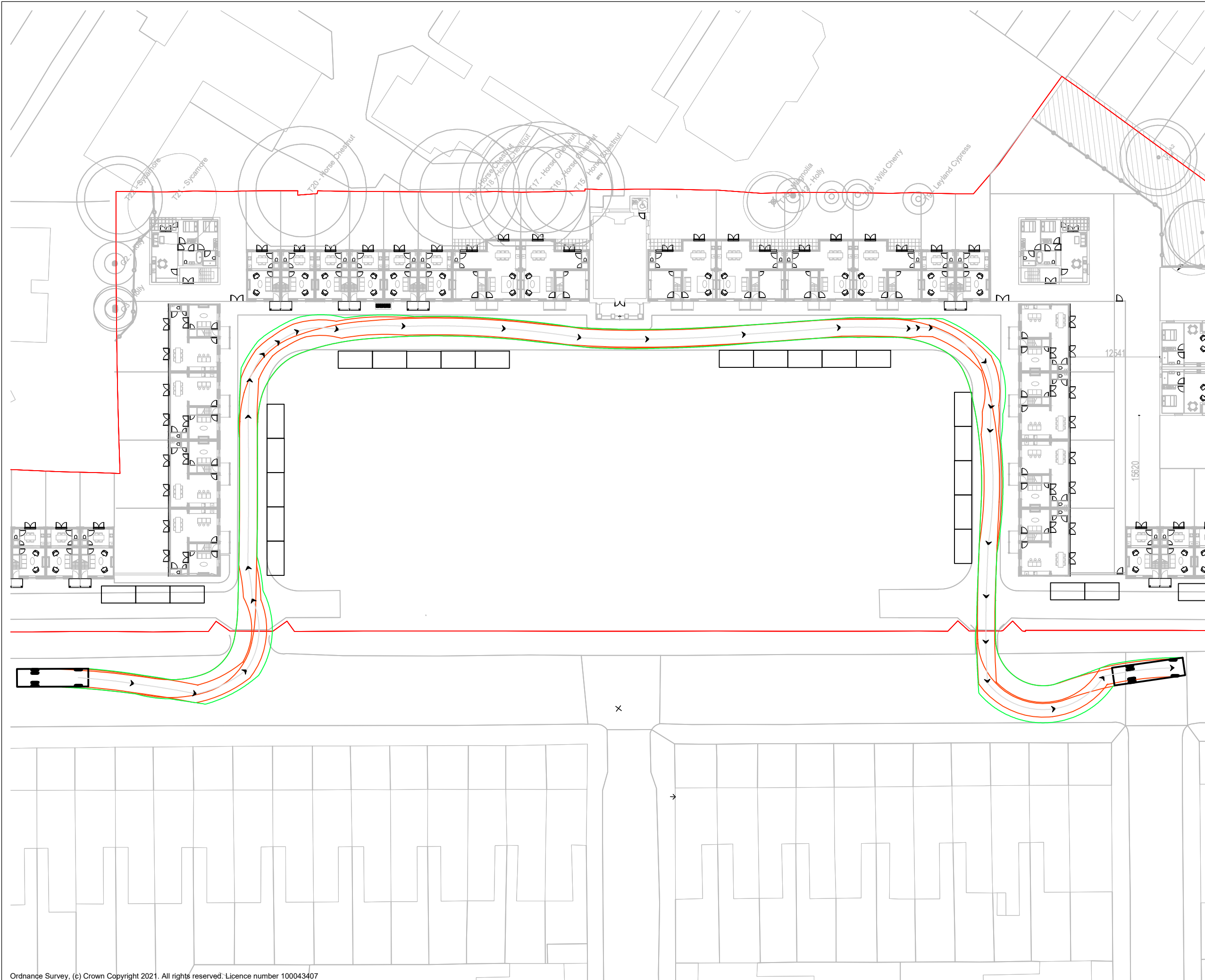
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Drawing:
1906030-05

Revision:
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Appendix B

Swept Path Analysis for a Construction vehicle



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LRIGID

	units
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.6



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Project:	Edmansons Close, Tottenham
Title:	Swept Path Analysis Construction Vehicle
Scale:	1:500 (@ A3)
Drawing:	1906030-TK04
Revision:	D