

Construction Logistics Plan

January 2024

EAS

Arundel & Baldwyne Courts

Lansdowne Road, LB Haringey

LB Haringey

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1 Introduction

- 1.1 This Outline Construction Logistics Plan (CLP) has been prepared by EAS Transport Planning Ltd on behalf of LB Haringey to support a full planning application for a proposed residential redevelopment within the borough.
- 1.2 The CLP is considered a 'living document' and will evolve following granting of planning consent, discussions with LB Haringey and Transport for London (TfL), plus following the appointment of a contractor for the works. This report will form the basis of the subsequent Detailed CLP to be produced upon appointment of a contractor.

Objectives

- 1.3 The overall objectives of this Outline CLP are to:
 - Enhance the safety of and protect vulnerable road users;
 - Increase the efficiency of construction traffic movements and reduce congestion, particularly during the peak periods; and
 - Mitigate potential negative environmental impacts (e.g. air quality, noise) through improving construction logistics.
- 1.4 To support and influence the above principal objectives, the following sub-objectives shall be considered within this CLP:
 - Encourage construction workers to travel to the site by non-car modes;
 - Promote smarter operations that reduce the need for construction movements, to reduce or eliminate trips, particularly during the peak periods;
 - Manage the on-going development and delivery of the CLP with construction contractors;
 - Communication of site delivery and servicing facilities to workers and suppliers;
 - Encourage the most efficient use of construction freight vehicles.

Site Context

- 1.5 The proposed site comprises Arundel Court and Baldewyne Court, two social housing courts owned and managed by Homes for Haringey, part of LB Haringey. The courts are located opposite each other on Lansdowne Road – Arundel Court on the north side of the road and Baldewyne Court on the south side – within the Tottenham Hale ward of LB Haringey. The two courts respectively have post codes N17 0LL and N17 9XH. A location plan is contained at **Appendix A**.
- 1.6 Across the two courts, the site currently comprises flatted units, parking spaces and lock-up garages. It is proposed that additional flat units will be provided in place of the existing lock-up garages and part of the parking area, with some parking provision to be retained.

- 1.7 The WebCAT gives the site a 'current' PTAL of 4. However, the PTAL report identifies that the PTAL AI is 19.43, on the cusp of a PTAL 5 which has an AI of 20.01. When looking at the '2021 Forecast', which is considered to be reasonable given it is now 2024, the site receives a PTAL of 5. Thus, there are viable sustainable travel options for site workers.
- 1.8 There are no cargo rail lines or navigable waterways with suitable unloading facilities in the vicinity of the site, preventing their use for freight transport to the site.

Development Proposal

- 1.9 The existing parking and lock-up garages, which currently serve residents of the existing social housing units, are proposed to be redeveloped into further social housing units, with some parking provision to be retained.
- 1.10 The additional proposed social housing comprises 18 new flats at Arundel and 12 new flats are proposed at Baldewyne. These are formed of 7 x one-bedroom units and 23 x two-bedroom units.
- 1.11 Arundel Court will retain 17 on-site parking spaces, and Baldewyne will retain 13 on-site parking spaces. Plans of the proposed site are included at **Appendix B**.
- 1.12 However, during the construction process all on-site parking provision will be suspended to facilitate construction and ensure safety of workers and residents.
- 1.13 Appropriate space will be made available within the sites for storage of equipment and site facilities (e.g. welfare).
- 1.14 Access is currently made from Lansdowne Road via bellmouth priority junction access points with adjacent footways leading into Arundel Court to the north and Baldewyne Court to the south.

Report Structure

- 1.15 This report had been prepared with regard to TfL's CLP guidance.
- 1.16 The remainder of this Outline CLP is set out under the following structure:
- Section 2 – context, considerations and challenges;
 - Section 3 – construction programme and methodology;
 - Section 4 – vehicle routing and access;
 - Section 5 – strategies to reduce impacts;
 - Section 6 – estimated vehicle movements;
 - Section 7 – implementing, monitoring and reviewing.

2 Context, Considerations and Challenges

Introduction

- 2.1 This section outlines the policy context that informed the production of this Outline CLP; local access including highway, public transport, cycling & walking; and considerations and challenges related to the proposed development.

National Policy

- 2.2 The National Planning Policy Framework ('NPPF', 2023) promotes the use of sustainable transport, safe road design, and the efficient and sustainable delivery of goods and supplies throughout the UK. The NPPF sets out the long-term strategy for spatial sustainable development.
- 2.3 The Traffic Management Act (2004) makes 'provision in relation to the management of road networks: to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways use may be impeded by construction activities and identifies appropriate charges for any extended occupation. It sets out the responsibility of local authorities to manage their transport networks through efficient use to avoid traffic congestion.
- 2.4 Designing for Deliveries (2006) by the Freight Transport Association provides specifications for delivery vehicle sizes, turning radii and clearance requirements necessary to ensure safe and efficient access to construction sites.

The London Plan

- 2.5 The London Freight Plan (2007) discusses TfL's aims to increase use of sustainable freight transport within London and identifies CLPs as a component for delivery sustainable freight movements in London.
- 2.6 'Delivering a Road Freight Legacy' (2013) explains how stakeholders can work together to improve freight transport, focusing on better planning; improving safety; re-timing deliveries and collections; kerbside access; increasing efficiency; effective communication; and journey planning.
- 2.7 The London Plan (2021) includes policies T4 'Assessing and mitigating transport impacts' and T7 'Freight and servicing' which identifies that CLPs are *"required having regard to Transport for London guidance... in a way which reflects the scale and complexities of developments"*.
- 2.8 Policy T7 also identifies that use of rail and water for transportation should be considered; that safer HGVs, for instance with good direct vision, should be used; construction consolidation centres should be used; and that throughout the construction phase, inclusive and safe access for pedestrians and cyclists should be prioritised.

- 2.9 Paragraph 10.7.4 of this document states that CLPs must include reasonable endeavours towards the use of non-road vehicle modes. Paragraph 10.7.6 explains that TfL's schemes including CLOCS and Fleet Operator Recognition Scheme ('FORS') should be utilised. The London Plan also recommends that development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level, enabling the use of vehicles with improved levels of driver direct vision with regard to the Mayor's Direct Vision Standard (vehicles rated 0 to 5).
- 2.10 Policy T2 regards the 'Healthy Streets' approach, stating that development plans must promote and demonstrate application of the approach in order to, among other aims, reduce road danger and improve street safety, comfort, convenience and amenity, to promote the use of sustainable modes of travel.

Other Regional Policy

- 2.11 The 'Mayor's Transport Strategy' (2018) explains how CLPs act as a Travel Plan for construction freight movements, to improve the sustainability of developments. It reiterates that all developments are required to produce a CLP, as per the London Plan.
- 2.12 Vision Zero is the aim for there to be no deaths or serious injuries caused by road collisions, as set out in the Mayor's 'Vision Zero Action Plan' (2018) and comprising Policy 3 of the 'Mayor's Transport Strategy': the aim for no one to be killed in or by a bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's street by 2041. The 'Vision Zero Action Plan' follows Proposal 10 of the 'Mayor's Transport Strategy'.
- 2.13 The Action Plan notes that collisions involving HGVs (and buses) are disproportionately likely to result in fatalities. Risks associated with construction vehicles can be limited by reducing road mileage, promoting innovative traffic management, and improving surface conditions of construction sites. Action 6 of the Action Plan identifies the rollout of the current Direct Vision Standards and promotes a minimum requirement of FORS Silver accreditation for HGVs.
- 2.14 TfL's 'Construction Logistics Plan Guidance' (July 2017 – v3.0) explains when and why CLPs are produced – to reduce environmental impact, road risk, congestion and costs associated with developments – and details the differing requirements of an Outline and Detailed CLP. At the planning approval stage, an Outline CLP is required, which this report fulfils. The document also states that it should support local borough guidance on CLPs.
- 2.15 TfL's Freight and Servicing Action Plan (2019) is the Mayor's key document for improving freight and servicing in London. This identifies the need for use of standards like CLOCS, FORS, Direct Vision and the use of Construction Consolidation Centres ('CCCs').

Haringey's Local Plan Strategic Policies

- 2.16 In line with London Plan policy, the Council will promote and require all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation

Outline Construction Logistics Plan | Arundel Court and Baldewyne Court, Lansdowne Road

- 2.17 With predicted change in climate in London, measures against heat island effect, use of cooling and shading techniques and the use of sustainable urban drainage measures are all crucial for creating climate resilient communities. Measures to reduce construction waste and water usage, and design solutions which protect and enhance habitats for wildlife are also key components of sustainable design and construction.

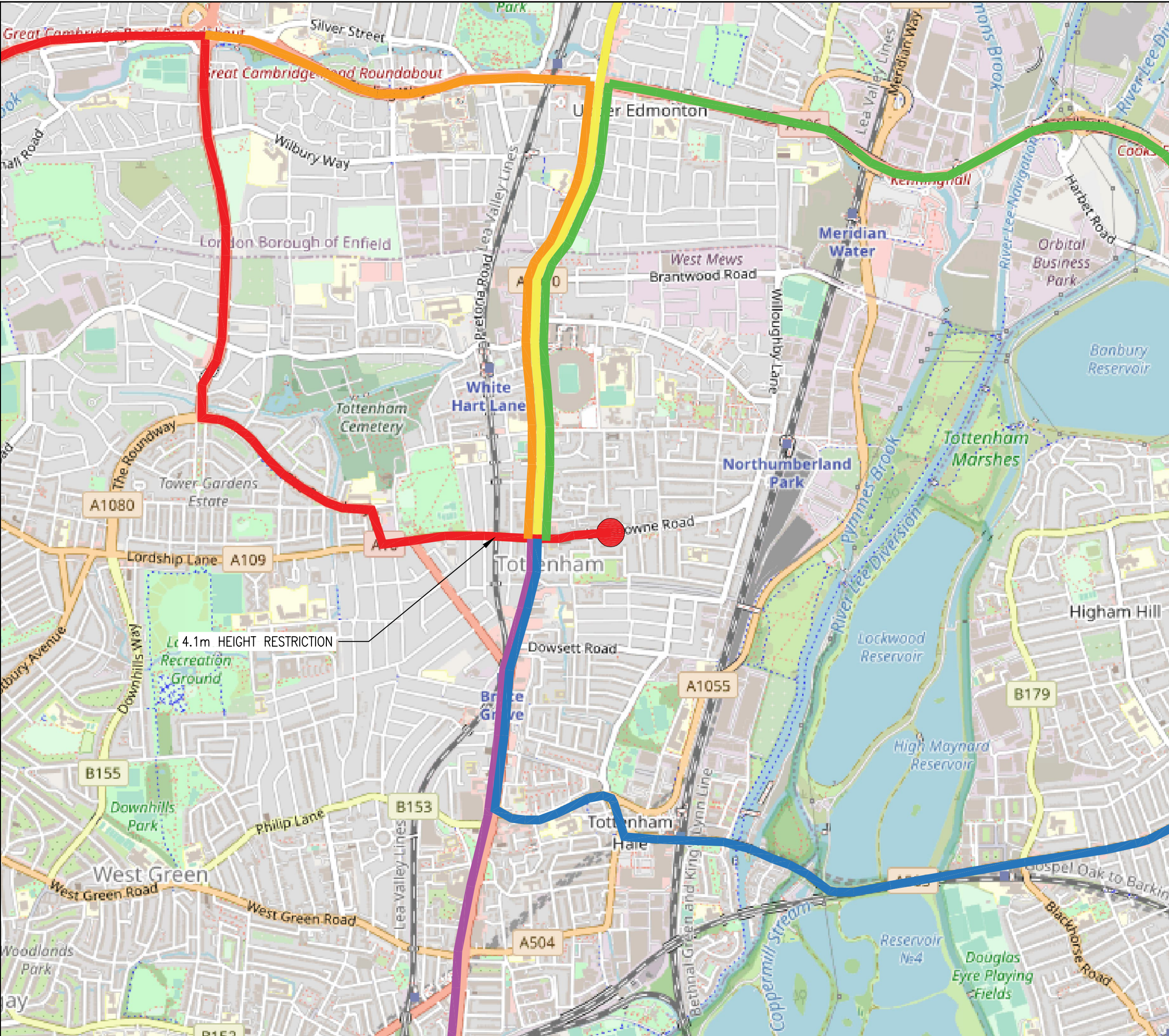
Haringey Development Management DPD

- 2.18 All proposals should consider how to sustainably manage waste arising from the development during the design, construction and occupation phases of new developments
- 2.19 All proposals will be expected to consider how waste can be reduced and managed from the design all the way through to the construction and occupation phases.
- 2.20 There is also potential through the construction phase of self or custom build development to support the local economy by providing work for local builders and tradesmen and maximising the use of local supply chains. Where appropriate, the Council will seek to secure benefits to the local economy through the use of planning obligations.
- 2.21 The London Plan and the Strategic Policies Local Plan respond to the issue of climate change, both through promoting mitigation and adaptation measures. The Plans seek to ensure that new development incorporates the latest sustainable design and construction methods, particularly to improve the energy performance of buildings and reduce carbon emissions, as well as to reduce and mitigate flood risk.
- 2.22 The type and source of materials used for the construction of buildings has a major impact on sustainability. It is now common for building materials and their components to be assessed in terms of their environmental impact across their entire life cycle, including through energy ratings. The Council encourages applicants to use materials with high environmental performance ratings wherever possible.
- 2.23 The use of locally sourced labour has many benefits, including support for the local economy through provision of local jobs and limiting environmental impacts by reducing travel distance and promoting sustainable travel modes.
- 2.24 The Mayor's 'The Control of Dust Emissions from Construction and Demolition' SPG (2014) should be referred until such time it is replaced by equivalent guidance, such as the proposed London Plan supplementary guidance.

Site Plans and Mapping

- 2.25 Three plans have been prepared as part of this document:
- 2.26 A regional plan (SK27) showing strategic construction vehicle routing to the work site with context of main roads and key infrastructure (e.g. height restrictions), is inserted below and also contained at **Appendix C**.

- 2.27 A local context plan (SK28) showing local construction vehicle routing to the site along with community considerations for construction routing is inserted below and also contained at **Appendix D**.
- 2.28 A site boundary plan (SK29) displaying the local context of the area with a fine level of detail highlighting the extent of footways and surrounding buildings is inserted below and also contained at **Appendix E**.



- KEY:
- SITE LOCATION
 - ROUTE FROM NORTHWEST VIA A406 (4.1m HEIGHT RESTRICTION)
 - ROUTE FROM NORTHWEST VIA A406 & A1010 (NO 4.1m HEIGHT RESTRICTION)
 - ROUTE FROM NORTH VIA A1010
 - ROUTE FROM NORTHEAST VIA A406 AND A1010
 - ROUTE FROM SOUTHEAST VIA A503 & A1010
 - ROUTE FROM SOUTH VIA A1010

REV	DATE	BY	DESCRIPTION	CHK	APD
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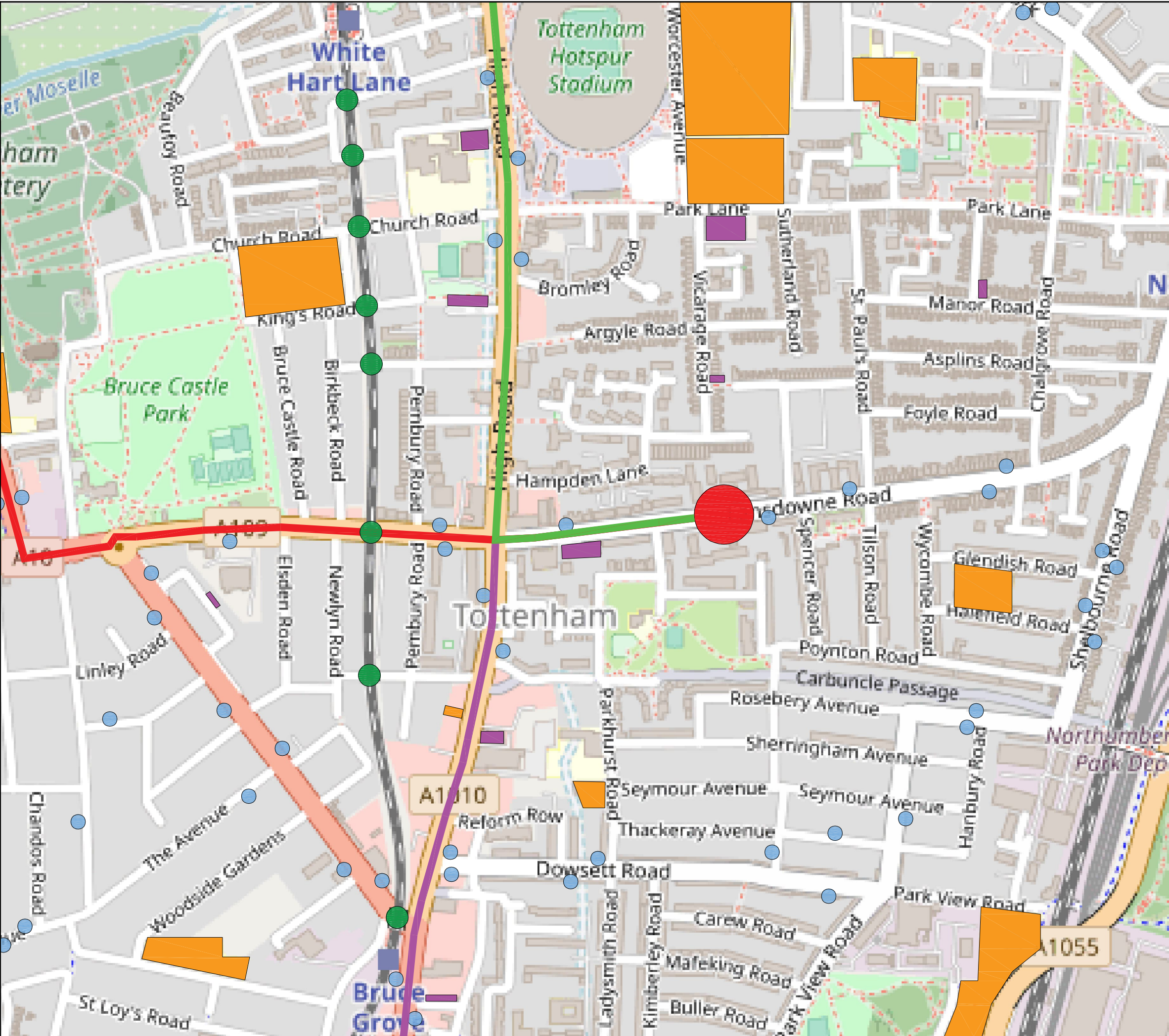
ARCHITECT:

PROJECT:
ARUNDEL & BALDWYNE COURTS,
LANSDOWNE ROAD, HARINGEY

TITLE:
REIGONAL ROUTING PLAN

SCALE: A3: 1:15000	DESIGN-DRAWN: TS	DATE: 16/01/2024
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PROJECT No: 2789	DRAWING No: SK27
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- KEY:
- SITE LOCATION
 - BUS STOP
 - HEIGHT RESTRICTION
 - SCHOOL
 - PLACE OF WORSHIP
 - ROUTE FROM NORTHWEST
 - ROUTE FROM NORTHEAST
 - ROUTE FROM SOUTH

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ARCHITECT:					
PROJECT: ARUNDEL & BALDWYNE COURTS, LANSOWNE ROAD, HARINGEY					
TITLE: LOCAL ROUTING PLAN					
SCALE @ A3: 1:5000			DESIGN-DRAWN: TS		DATE: 16/01/2024
PROJECT No: 2789			DRAWING No: SK28		



- KEY:
- EXISTING PARKING BAY
 - HOARDING & GATES
 - SCAFFOLDING
 - SITE ACCOMMODATION
 - CRANE BASE POSITION
 - PLATFORM HOIST
 - PROPOSED PEDESTRIAN ACCESS ROUTES
 - LOADING AREA

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CLIENT:					
ARCHITECT:					
PROJECT: ARUNDEL & BALDWIN COURTS, LANSDOWNE ROAD, LB HARINGEY					
TITLE: PRELIMINARY SITE CONSTRUCTION PLAN					
SCALE @ A3: 1:500			DESIGN-DRAWN: TS		DATE: 16/01/2024
PROJECT No: 2789			DRAWING No: SK29 REV B		

Local Access and Considerations

Local Highways, Carriageways and Footways

- 2.29 The application site comprises Arundel and Baldewyne Courts, which are located opposite each other on Lansdowne Road to north and south respectively in the Tottenham Hale area of LB Haringey. A location plan is included at **Appendix A**.
- 2.30 Existing access points are present at each site to facilitate vehicular access. These take the form of bellmouth junctions, both circa 5m in width
- 2.31 Footways run along the frontage of both sites, extending along the entirety of Lansdowne Road to both the east and west.
- 2.32 Pedestrian access into the courts is provided via the footways which extend along both sides of the Baldewyne Court access, and along the western side of the Arundel Court access point.
- 2.33 Dropped kerbs facilitate pedestrian movement along Lansdowne Road past the site across both access points, with tactile paving provided at the Baldewyne Court access.
- 2.34 There are double yellow line restrictions along the site frontage within the immediate vicinity of both access points, with intermittent on-street parking bays along Lansdowne Road to both the east and west of the courts.
- 2.35 The site is within the Tottenham Event Day CPZ requiring on event days at the Tottenham Hotspur Stadium a permit to park from 17:00 to 20:30 Monday to Friday and 12:00 to 20:00 on Saturdays, Sundays, and Public Holidays.
- 2.36 It is envisaged that the following Temporary Traffic Regulation Orders (TTRO) may be required for the construction of the proposed development:
- Possible temporary closure of part of the carriageway on Lansdowne Road along the site frontage for use as a loading bay (construction phase) (to be confirmed by appointed contractor in due course)
- 2.37 Pedestrian access to existing properties of Arundel Court and Baldewyne Court will be maintained at all times, as will all access to neighbouring properties.
- 2.38 HGV movements will be coordinated to avoid periods with high volumes of pedestrian movements generated by any conflicting facilities, and will be timed – using a Construction Consolidation Centre (CCC) – so that the final approaches on non-TLRN roads will occur outside of the network peaks (08:00-09:00 and 17:00-18:00) and outside of times when pupils will generally be travelling to and from school. Thus, HGV movements at the site will likely occur between 09:30 and 15:00 and will always be aided by traffic marshals.

Rail

- 2.39 Bruce Grove railway station (London Overground) is located circa 720m southwest of the site.

- 2.40 Northumberland Park railway station (National Rail) is located circa 750m northeast of the site.
- 2.41 White Hart Lane railway station (London Overground) is located circa 775m northwest of the site.
- 2.42 Liaison between the Site Manager and relevant station managers will ensure construction works impose no change to the safe and efficient operating of the railway lines. This will ensure compliance, safety and cohesion between both parties.
- 2.43 However, the distance of the site to railway lines is such that it is not expected would be any risk of vibration to railway infrastructure from piling or other construction activities.

Bus

- 2.44 The nearest bus stop is Spencer Road (Stop NK) located circa 70m east of the Arundel Court access point.
- 2.45 The stop serves bus routes 318, 341 and 476. These routes are understood to serve a combined total of circa 15 services per hour in each direction. The existing circa 5.5m wide carriageway between parking bays would be narrowed slightly to 5.3m for a length of circa 15m to accommodate a loading bay. It is not expected that this, nor any other proposed TTROs, would lead to any notable issues to buses. Regardless, TfL will be made aware of the development schedule, proposals and associated TTROs, and would receive further notification in the event that further changes are expected that may affect the bus route.

Cycle

- 2.46 There is no dedicated cycle infrastructure on Lansdowne Road.
- 2.47 Where possible, HGVs will be routed on roads with the most favourable cycle infrastructure to maximise the safety of cyclists. All drivers would have the appropriate training and all vehicles will meet the FORS, CLOCS and Mayor's Direct Vision standards.

Schools and Churches

- 2.48 Schools in the vicinity of the site include Harris Primary Academy (400m southeast of the site), The Mulberry Primary School (450m south) and St Pauls & All Hallows Junior School (600m north). The Community Engagement Officer will liaise with the schools to share general information on HGV movements and maximising safety, particularly those passed by construction traffic routing.
- 2.49 There are also a number of churches in the vicinity of the site, including some passed on construction vehicle routes. Information regarding site works will be communicated through the CLO, informing worshippers of potential nearby HGV movements with respect to highway safety.

Elderly Care Homes

- 2.50 There are no elderly care homes within close proximity of the site.

Hospital

- 2.51 North Middlesex University Hospital is situated around 1.6km northwest of the site and would be passed on by construction traffic heading to and from the A406 west of the site. Access will be maintained at all times and, if necessary, the Community Engagement Officer will collaborate with hospital management to ensure any disruption to sensitive patients can be minimised.

Public Relations

- 2.52 The Community Engagement Officer will mitigate and resolve any issues that may arise between the community and the development process. This Outline CLP acts as an initial strategy for mitigating potential issues. Nevertheless, contact details for the Community Engagement Officer will be displayed on the site hoardings to facilitate communication. Any difficulties encountered or complaints received will be logged through use of a 24-hour telephone line and actioned accordingly. Regular community meetings would deal with potential issues such as noise, construction vehicle congestion or other disruptions.

3 Construction Programme and Methodology

Construction Programme

- 3.1 As a contractor has not yet been appointed, an initial preliminary construction programme has been produced using the TfL Construction Logistics Planning Tool. The full output is contained at **Appendix F**. Table 3.1 below summarises the assumed construction phases for the proposed development.

Construction Phase	Start	End
Site setup and demolition	January 2025	March 2025
Basement excavation and piling	March 2025	April 2025
Sub-structure	April 2025	August 2025
Super-structure	May 2025	October 2025
Cladding	September 2025	November 2025
Fit-out, testing and commissioning	September 2025	April 2026

Table 3.1: Assumed Construction Programme

- 3.2 During the demolition phase, materials and equipment storage can utilise hardstanding areas within the construction compounds. During the construction phases materials and equipment will be securely stored within the structure.

Site Setup and Demolition

- 3.3 Site setup will comprise erection of site hoardings (2.4m ply), establishing the site office and demarcating the vehicle loading and unloading areas. Following a soft strip of the garages, the structures will be demolished using mechanical plant.
- 3.4 Where possible, generated material will be reused, reducing the number of vehicles required to access the site. Unused material will be loaded into tipper lorries and removed from the site by appropriately licenced waste carriers.

Basement Excavation and Piling

- 3.5 Where possible any excavated material will be retained for later use, though any potentially contaminated materials will be stored securely stored on bunded polythene and covered to be disposed of by a suitably certified waste carrier.

Sub-Structure

- 3.6 Foundations for the building will be constructed, reusing any materials where practicable.

Super-Structure

- 3.7 The structure will be constructed from large components which will be brought to site by lorry and unloaded in the designated loading area. Use of prefabricated components reduces the need for construction vehicles to attend site. Deliveries to the two courts can be shared to reduce total HGV movements. Mast-climbers will be used where possible to limit the requirement for craneage.

Cladding

- 3.8 Craneage would be required for installation at the upper floors. The façade contractor will be instructed to design the façade as to be delivered and installed in consolidated loads, reducing the number of deliveries required. Deliveries to the two courts can be shared to reduce total HGV movements.

Fit-Out, Testing and Commissioning

- 3.9 This contractor will consider utilising DfMA principles with components manufactured and amalgamated off site, allowing quick installation, reduced time required on site and the number of deliveries. For instance, plumbing, mechanical and electric equipment are expected to be manufactured and assembled off site, to be installed as complete units.

4 Vehicle Routing and Access

- 4.1 A regional map displaying strategic constructing routing to the site is contained at **Appendix C**.
- 4.2 A local routing plan is included in **Appendix D** which shows local considerations, such as facilities with large numbers of vulnerable road users.
- 4.3 All routing would occur via Lansdowne Road utilising the Lansdowne Road/High Road (A1010)/Lordship Lane junction to the west of the site.
- 4.4 In the vicinity of the site the A10 and A406 comprises part of the Transport for London Road Network (TLRN).
- 4.5 All routing utilises TLRN highways (A10 and A406) where practicable until the final section of the journey where lower classification roads (Lansdowne Road) must be used. Various potential routes from the TLRN to the site were assessed to find the most suitable route, subject to the 4.1m high railway bridge present on Lordship Lane and the A10 adjacent to Bruce Grove station.

Routing To Site

- 4.6 From the northwest (non-height restricted vehicles only):
 - Travelling east on the A406
 - Exit A406 at 'Great Cambridge Junction'
 - Take the third exit southbound onto A10 'Great Cambridge Road'
 - Continue along the A10, keeping to the left to continue in a southeastbound direction along The Roundway
 - Take the first exit at the A10/Lordship Lane roundabout
 - Take the first exit at the Lordship Lane/Bruce Grove roundabout to remain on Lordship Lane
 - Pass under the height restricted bridge
 - Continue straight on at the Lordship Lane/High Road/Lansdowne Road junction onto Lansdowne Road
 - Continue eastbound along Lansdowne Road, arriving at Baldewyne Court and Arundel Court to the drivers right and left respectively.
- 4.7 From the northwest (height restricted vehicles only):
 - Travelling east on the A406
 - Exit A406 at 'Angel Edmonton' onto Silver Street.
 - Continue along Silver Street onto Victoria Road, before turning left onto Sterling Way.
 - Continue along Sterling Way up to the Sterling Way/A1010 'Fore Street' junction. Make a right turn and continue southbound along the A1010 'Fore Street'
 - Continue along the A1010 'Fore Street' onto A1010 'High Road'

Outline Construction Logistics Plan | Arundel Court and Baldewyne Court, Lansdowne Road

- Make a left turn at the Lordship Lane/A1010 'High Road'/Lansdowne Road junction onto Lansdowne Road
- Continue eastbound along Lansdowne Road, arriving at Baldewyne Court and Arundel Court to the drivers right and left respectively.

4.8 From the north:

- Approach from north via A10 'Great Cambridge Road'
- Non-height restricted vehicles should take the second exit, continuing along the A10, before following the abovementioned routing for non-height restricted vehicles approaching from the northwest
- Height restricted vehicles should take the first exit onto the A406 'Sterling Way', before following the abovementioned routing for height restricted vehicles approaching from the northwest.

4.9 From the northeast:

- Approach from the northeast via the A406 'North Circular Road'
- Continue along the A406 up to the Sterling Way/A1010 'Fore Street' junction. Make a left turn and continue southbound along the A1010 'Fore Street'
- From here follow the abovementioned directions for vehicles approaching from the north.

4.10 From the south:

- Approach from the south via A10
- Continue northbound along the A10, before turning right at the Lordship Lane/High Road/Lansdowne Road junction onto Lansdowne Road
- Continue eastbound along Lansdowne Road, arriving at Baldewyne Court and Arundel Court to the drivers right and left respectively.

4.11 From the southeast:

- Approach from the southeast via A503 'Forest Road'
- Continue westbound onto A503 'Ferry Way'
- Make a left turn onto Monument Way
- Make a right turn onto the A10 'High Road'
- Follow the abovementioned directions for vehicles approaching from the south.

Routing From Site

4.12 To the northwest via A406 (non-height restricted vehicles only):

- Leave the site along Lansdowne Road in a westerly direction
- Continue straight on at the Lordship Lane/High Road/Lansdowne Road junction onto Lordship Lane
- Pass under the height restricted bridge

- Take the second exit at the Lordship Lane/Bruce Grove roundabout onto the A10 'Lordship Lane'
- Take the second exit at the A10/Lordship Lane roundabout onto the A10 'The Roundaway'
- Make a right turn onto the A10 'Greater Cambridge Road'
- Continue northbound, before taking the first exit at the 'Great Cambridge Junction' onto the A406 (westbound).

4.13 To the northwest via A406 (height restricted vehicles only):

- Leave the site along Lansdowne Road in a westerly direction
- Turn right at the Lordship Lane/A1010 'High Road'/Lansdowne Road junction onto the A10 'High Road'
- Continue northbound along the A1010 'High Road' and 'Fore Street'
- Turn left onto Sterling Way
- Follow Sterling Way until merging with the A406 (westbound).

4.14 From the north:

- Leave the site along Lansdowne Road in a westerly direction
- Turn right at the Lordship Lane/A1010 'High Road'/Lansdowne Road junction onto the A10 'High Road'
- Continue northbound along the A10.

4.15 From the northeast:

- Leave the site along Lansdowne Road in a westerly direction
- Turn right at the Lordship Lane/A1010 'High Road'/Lansdowne Road junction onto the A10 'High Road'
- Continue northbound along the A1010 'High Road' and 'Fore Street'
- Make a right turn onto Sterling Way
- Follow Sterling Way until merging with the A406 (eastbound).

4.16 From the south:

- Leave the site along Lansdowne Road in a westerly direction
- Turn left at the Lordship Lane/A1010 'High Road'/Lansdowne Road junction onto the A10 'High Road'
- Continue southbound along the A10.

4.17 From the southeast:

- Leave the site along Lansdowne Road in a westerly direction
- Turn left at the Lordship Lane/A1010 'High Road'/Lansdowne Road junction onto the A10 'High Road'
- Continue southbound along the A10 before turning left onto Monument Way

- Make a right turn onto Ferry Way
 - Continue in a easterly direction onto the A503 'Forest Way'.
- 4.18 The most aptly located construction consolidation centre (CCC) is Avondale: The Assertive Centre, located at 8 Stucley Place, London NW1 8NS. The site is located approximately 9.6km southwest of the site. Access can be gained utilising the A503 and A10, utilising the 'from the south' routing as described previously in the chapter. The consolidation centre is an approximately 40-minute drive from the site and can provide just in time deliveries.

Site Access

- 4.19 **Appendix E** includes site maps showing the location of features such as loading areas, on-street parking and swept paths.
- 4.20 The construction compounds will be boarded and gated to minimise conflict with pedestrians and other road users. Arundel Court will have a single construction compound with a single gated access at the existing access point.
- 4.21 Loading for Arundel Court will take place within the construction compound, with traffic marshals assisting with all required construction vehicle movements.
- 4.22 Baldewyne Court will be split into two separate construction compounds: one to the east and one to the west of the access, each with their own gated access point off the access. The existing Baldewyne Court access will continue to provide pedestrian access to the existing dwellings via the existing site access. A loading bay will be provided on-street with materials etc to be transported into the construction compounds using forklifts, pallet trucks and similar, assisted with traffic marshals to ensure safety of all highway users and pedestrians entering Baldewyne Court.
- 4.23 The loading area highlighted in SK29 contained at **Appendix E** has been proposed as to avoid any closure of on-street parking bays whilst ensuring safe pedestrian movement for residents of the existing units at the site as well all pedestrians passing the site's frontage.
- 4.24 All vehicle, material and equipment storage is proposed to take place within the boarded site areas, as demonstrated in SK29 contained at **Appendix E**.
- 4.25 HGVs will be able to turn using the access to Arundel Court and reversing to/from Lansdowne Road with the assistance of banksmen. An example of a 10.2m long rigid vehicle completing this manoeuvre can be seen in SK30 contained at **Appendix E**.
- 4.26 Deliveries to the two courts would be managed such that HGVs would be able to turn at Arundel Court when leaving the site.

Construction Staff Access

- 4.27 The WebCAT gives the site a 'current' PTAL of 4. However, the PTAL report identifies that the PTAL AI is 19.43, on the cusp of a PTAL 5 which has an AI of 20.01. When looking at the '2021

Forecast', which is considered to be reasonable given it is now 2023, the site receives a PTAL of 5.

- 4.28 The site is a circa 850m/11-minute walk or 3-minute cycle from both Bruce Grove London Overground station to the south-west, or a circa 950m/11-minute walk or 3-minute cycle to Northumberland Park rail station to the north-east.
- 4.29 Bruce Grove provides services northbound to Enfield and Cheshunt and southbound to Liverpool Street. Northumberland Park rail station serves north into Hertfordshire and Essex and south into London Liverpool Street and Stratford.
- 4.30 There are around 6 peak hour services in both directions from Bruce Grove, with 4 services per hour outside of peak periods. From Northumberland Park there are around 4 peak hour services with 2 per hour outside of peak periods.
- 4.31 Where car or van journeys do occur there would be high rates of car-sharing as is common in the construction industry. Any construction workers travelling to and from the site by private car or van will do so out outside of the network peak hours (08:00-09:00 and 17:00-18:00) where practicable.
- 4.32 Measures to promote sustainable transport use among construction workers are discussed in Chapter 5 of this report.

5 Strategies to Reduce Impacts

Introduction

5.1 This section identifies appropriate measures to mitigate any negative effects of construction traffic with respect to the following:

- Enhance the safety of and protect vulnerable road users;
- Increase the efficiency of construction traffic movements and reduce congestion, particularly during the peak periods; and
- Mitigate potential negative environmental impacts (e.g. air quality, noise) through improving construction logistics.

5.2 Table 5.1 below details mitigation measures relating to construction deliveries.

Mitigation 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		
Use of traffic marshals	X		
Wheel cleaning and footway sweeping	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	
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		
Designation of a Community Engagement Officer	X		

Table 5.1 – Adoption of mitigation measures to reduce impacts of the development on the local highway network

Measures Influencing Construction Vehicles and Deliveries

- 5.3 The developer will obtain quotes for construction deliveries and material removals from multiple companies, giving preference to suppliers local to the site or CCC. The developer will also ensure chosen contractors are accredited with the Fleet Operator Recognition Scheme (FORS) and further preference will be given to companies who meet the Construction Logistics and Community Safety (CLOCS) standards. Additionally, companies who can supply HGVs that achieve higher scores on the London Mayor's Direct Vision Standards will also be favoured.
- 5.4 LB Haringey will communicate the designated routes that have been outlined in this report to potential contractors, explaining the importance of adherence to these, prior to deliveries commencing. Contractors will be required to ensure their vehicles can comply with these routes. This will ensure that residential routes near to the site are not required to be used by construction vehicles.
- 5.5 Depending on the final contractor, a choice of the CCC will be made, with preference towards the nearest ones, which will limit the travel time to ensure that time slot booking is maintained. This will also reduce the total number of delivery vehicles required to attend the site. Although, if HGV movements are identified as a particular problem, scheduling of deliveries can be altered.
- 5.6 If HGV movements become identified as a problem with relation the peak traffic periods, scheduling can be altered as to avoid these. Deliveries will be scheduled so there is sufficient space for all vehicles on site to access, manoeuvre, load/unload and egress from site.
- 5.7 Traffic marshals will always be stationed at the site access point to ensure the safety of pedestrians, cyclists and drivers when HGVs are accessing or leaving the site. Traffic marshals can coordinate the passage of construction HGVs and all other highway users.
- 5.8 A wheel cleaning station will be situated at an appropriate point to ensure HGV wheels are clean before exiting the site, preventing dirtying of the highway or footway. No vehicle that has crossed the site boundary will be allowed to leave until a banksman has checked and deemed all wheels to be appropriately clean, having utilised the wheel cleaning facility if necessary. Traffic marshals will also be responsible for ensuring the crossovers on the footway between the site boundary and highway remain clean. Roads used for construction traffic routing will be regularly inspected for any deposits of soil or other debris by construction vehicles. If required, roads will be cleaned by mechanical sweepers, or manually by traffic marshals.
- 5.9 Deliveries are proposed to be scheduled between 09:30 to 15:00 on weekdays, and 08:00 and 13:00 on Saturdays. If deliveries overlapping the peak periods are consistently delayed, deliveries in these periods can be rescheduled to the interpeak period to reduce delays.
- 5.10 Construction vehicles will not be allowed to wait on adjoining roads and there are no designated hold off areas. Instead, initial smart scheduling to avoid overlaps of deliveries will be augmented by use of a CCC, generally accessible to the site within circa 40-minutes.

Communication between personnel at the site, at the CCC, and drivers will ensure deliveries do not overlap unfavourably.

Measures to Encourage Sustainable Freight

- 5.11 There are no rail freight centres or navigable waterways with suitable unloading facilities near to the site, preventing the possibility of freight delivery by rail or water.

Material Procurement Measures

- 5.12 Contractors will be instructed to utilise Design for Manufacture and Assembly (DfMA) principles when procuring materials. This will reduce the requirement for deliveries to site. The responses of potential contractors to these requests can be considered when selecting contractors to use, to limit potential impacts.
- 5.13 Contractors will be encouraged to consider planning for reuse of materials when procuring and scheduling construction. For instance, piles removed during basement excavation can be reused for substructure works, and soil/earth removed can be used for landscaping purposes later. This means materials can be provided at a negative cost, i.e. through saving on waste collection and processing costs. Any waste or hazardous waste will be stored appropriately and removed by suitably certified waste carriers.
- 5.14 Smart procurement through planning the procurement of materials as early as possible in the construction planning process will be suggested to potential contractors. The benefits of reduced HGV movements and faster construction will be communicated.

Other Measures

- 5.15 Relevant personnel of local development sites could be liaised with, in aiming to seek coordination of deliveries to minimise highway impacts and other nuisances.
- 5.16 The contractor will actively discourage construction personnel from travelling to and from the site via private car. Public transport maps and timetables will be shared with staff at toolbox talks, enabling them to utilise public transport. Additionally, the developer, or contractor, could seek to reimburse travel to the site by non-car means, further encouraging the avoidance of transport by car. Where travel by personal vehicle is necessary, car/van sharing will be encouraged, which is normal practice among construction workers. Further, the majority of construction personnel will arrive and depart from the site before the traditional network peak hours. Regardless, traffic associated with the construction will be monitored by the Site Manager. Should evidence of negative transport impact arise, the Site Manager will liaise with LB Haringey to agree any necessary mitigation measures.
- 5.17 A Community Engagement Officer will be established, with experience in liaising with community institutions such as nearby schools, as well as local residents. They will be responsible for communicating with the organisations noted in Section 3 of this report,

providing information on the construction schedule, in addition to possible impacts on the highway network and on the amenity of local residents. They will also absorb and act upon complaints from local residents or other stakeholders.

Other Matters

- 5.18 During the construction, it is likely that some noise and dust will be generated. The hours of operation during the period of construction will reduce the impact of noise and dust on local residents, while on-site risk assessments will identify any needs for the management of noise or dust generation. It should however be noted that any impacts would be temporary. During excessive dry periods, damping will be carried out as needed on site routes to reduce the occurrence of airborne dust.
- 5.19 Security hoardings will be placed along the frontage of the premises. These will be 2.4m in height, composed of a timber frame with a plywood face. General information regarding the development, such as the estimated duration, will be displayed on the outer face of the hoarding. Contact details for the Site Manager will also be displayed. This will aid the ability of local residents and other members of the public to communicate with and understand the development process, improving community engagement and reducing potential conflict.
- 5.20 Access gates will be included within the hoardings and will open into the site. Access gates will be securely locked at the end of each working day.
- 5.21 Access for the emergency services on The Ridgeway will not be impeded. Traffic marshals located at the site entrance will ensure that safe access routes are always maintained for the emergency services to pass the site.
- 5.22 The implementation, monitoring and any necessary review of this CLP will be the responsibility of the appointed contractor.
- 5.23 Any complaints should be directed to the appointed contractor.

6 Estimated Vehicle Movements

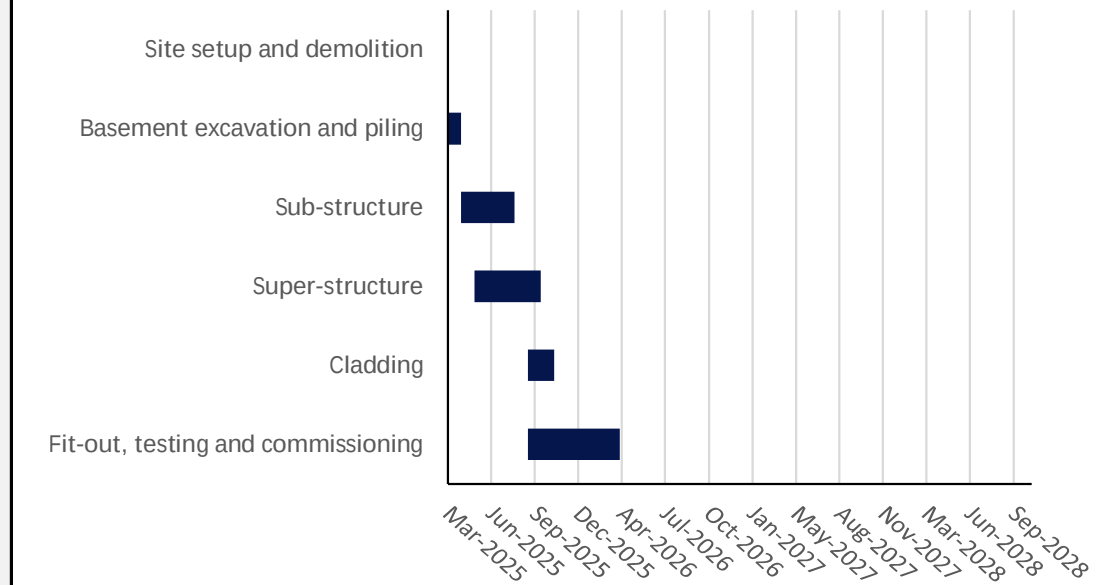
- 6.1 Estimations of vehicle movements for each construction phase have been estimated. Proposed gross floor area plus estimations of the number, size splits and arrival times of HGVs were inputted into the TfL CLP tool. This generates graphics which allow visualisation of construction traffic generation during the construction process.
- 6.2 The output identified peak daily construction traffic generation of 6 vehicle movements (i.e. 3 deliveries) during site setup and demolition through to super-structure works. HGV movements will always be aided by traffic marshals.
- 6.3 HGV movements will not occur during periods with lots of people arriving at or leaving the opposite church and primary school. With the use of a Construction Consolidation Centre (CCC), deliveries to the site will be timed as ensure final approaches on non-TLRN highways do not occur during the network peaks. Thus, HGV movements at the site will likely occur between 09:30 and 15:00, giving a 5.5-hour window in which to coordinate up to 3 deliveries.
- 6.4 Development works are expected to begin in January 2025, lasting an estimated 16 months in total, to be completed and ready for occupation in April 2026. It is expected that this programme will be updated once a contractor is appointed. A further detailed version will also be completed as part of the Detailed CLP required prior to construction commencing.
- 6.5 Details of the estimated HGV numbers, size splits and arrival times are included in **Appendix D**.
- 6.6 Site layout drawings showing facilities such as the site office and loading areas, as well as access points and swept path analysis are **Appendix C**.
- 6.7 The full TfL CLP tool output is displayed below, and also contained at **Appendix F**.



CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Oct-2022	Feb-2023
Basement excavation and piling	Feb-2023	Feb-2023
Sub-structure	Feb-2023	Apr-2023
Super-structure	Apr-2023	Apr-2024
Cladding	Apr-2024	Aug-2024
Fit-out, testing and commissioning	Oct-2023	Aug-2024

Construction programme



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

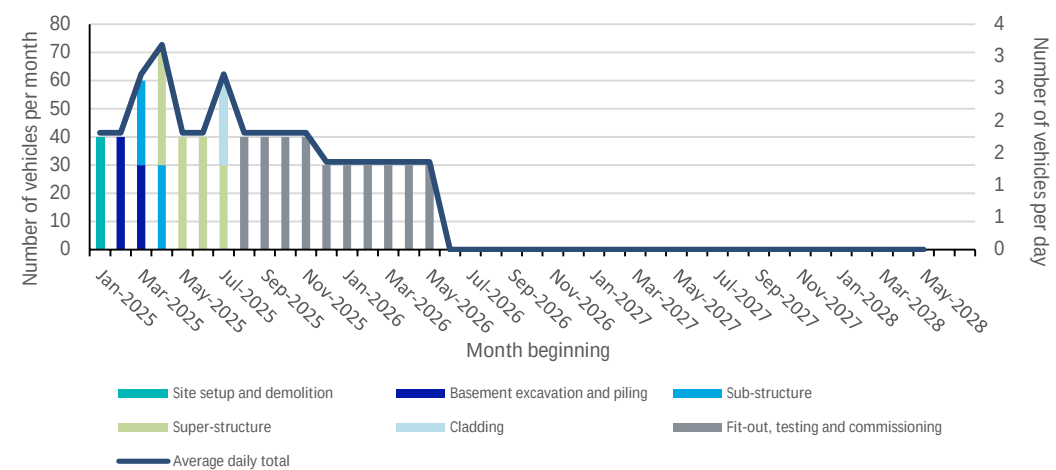
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q1 2025	40	2
Basement excavation and piling	Q1 2025 - Q2 2025	40	2
Sub-structure	Q2 2025 - Q3 2025	30	1
Super-structure	Q2 2025 - Q4 2025	40	2
Cladding	Q3 2025 - Q4 2025	30	1
Fit-out, testing and commissioning	Q3 2025 - Q2 2026	40	2
Peak period of construction	Q2 2025 - Q2 2025	70	3

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

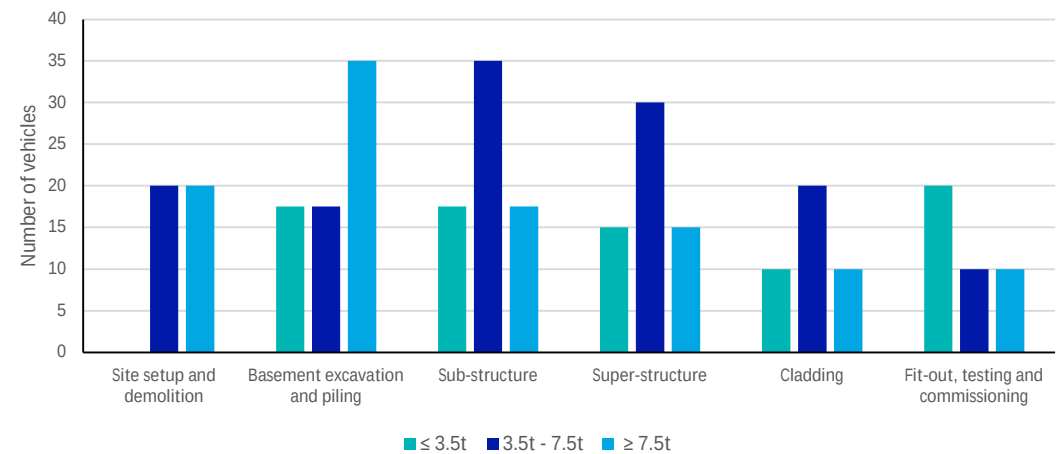
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q1 2025	40	2
Basement excavation and piling	Q1 2025 - Q2 2025	70	3
Sub-structure	Q2 2025 - Q3 2025	70	3
Super-structure	Q2 2025 - Q4 2025	60	3
Cladding	Q3 2025 - Q4 2025	40	2
Fit-out, testing and commissioning	Q3 2025 - Q2 2026	40	2



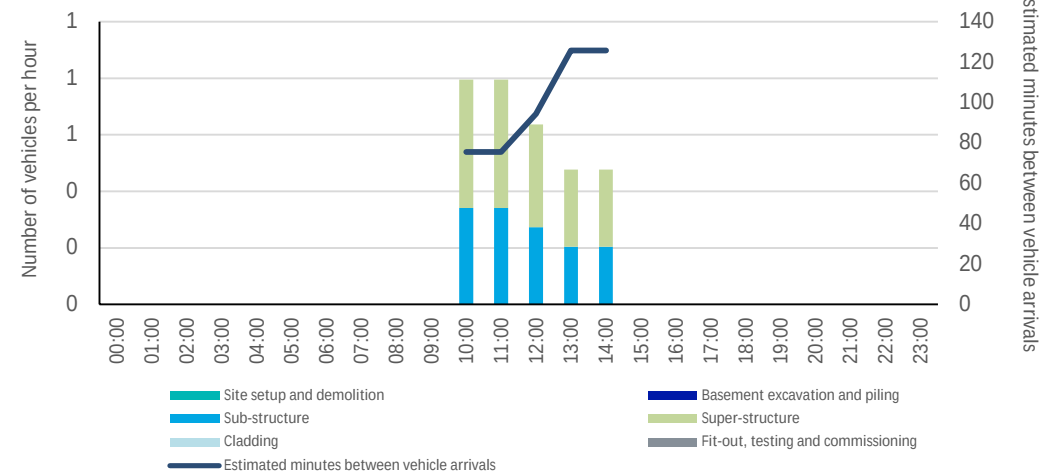
Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Apr-2025)



7 Implementing, Monitoring and Review

- 7.1 A programme of monitoring and review will be implemented to assess the success of the CLP in reducing the impact of the proposed demolition and construction works on the local area. This will review the impact of HGV movements and other construction traffic on both local residents and on the local highway network.
- 7.2 The CLP is a 'living document' and so is expected to be updated during construction, should any significant changes to the scope or programme of works occur. While the CLP can be reviewed at any time, CLPs are typically reviewed prior to the start of a new phase of construction, while a further Detailed CLP is produced prior to construction commencing.
- 7.3 The monitoring process will provide the facility for construction operations and procedures to be reviewed and new management measures implemented, if necessary, with monitoring records made available to LB Haringey upon their request. Monitoring and review of the construction activity will be the responsibility of the Site Manager.
- 7.4 Data that could be collected as part of the monitoring and review include but are not limited to:

Vehicles movements to site, collected through a delivery booking-in system:

- Total
- Vehicle type/size/age
- Time spent on site
- Distance travelled/journey time
- Delivery/collection time accuracy, compared to schedule

Breaches and complaints

- Vehicle routing
- Unacceptable queuing
- Unacceptable parking
- Noise and dust

Safety

- Logistics-related incidents
- Vehicles and operations that do not meet safety requirements

- 7.5 To pursue these aims, a contractor's handbook and a driver's handbook will be produced and distributed, informing personnel of measures they can, should and must take to implement and maximise the effectiveness of the CLP.

- 7.6 The contractor's handbook will provide requirements for each contractor with regard to the implementation of the CLP, such as the frequency and nature of reporting; toolbox talks; driver and other safety training; safety and environmental standards; and vehicle routing and delivery scheduling.
- 7.7 The driver's handbook will be similar, with focus on authorised routes; booking and scheduling information; site entry, loading/unloading and exit; and vulnerable road user safety.

8 Appendices

Appendix: A – Location Plan

Appendix: B – Site Masterplan

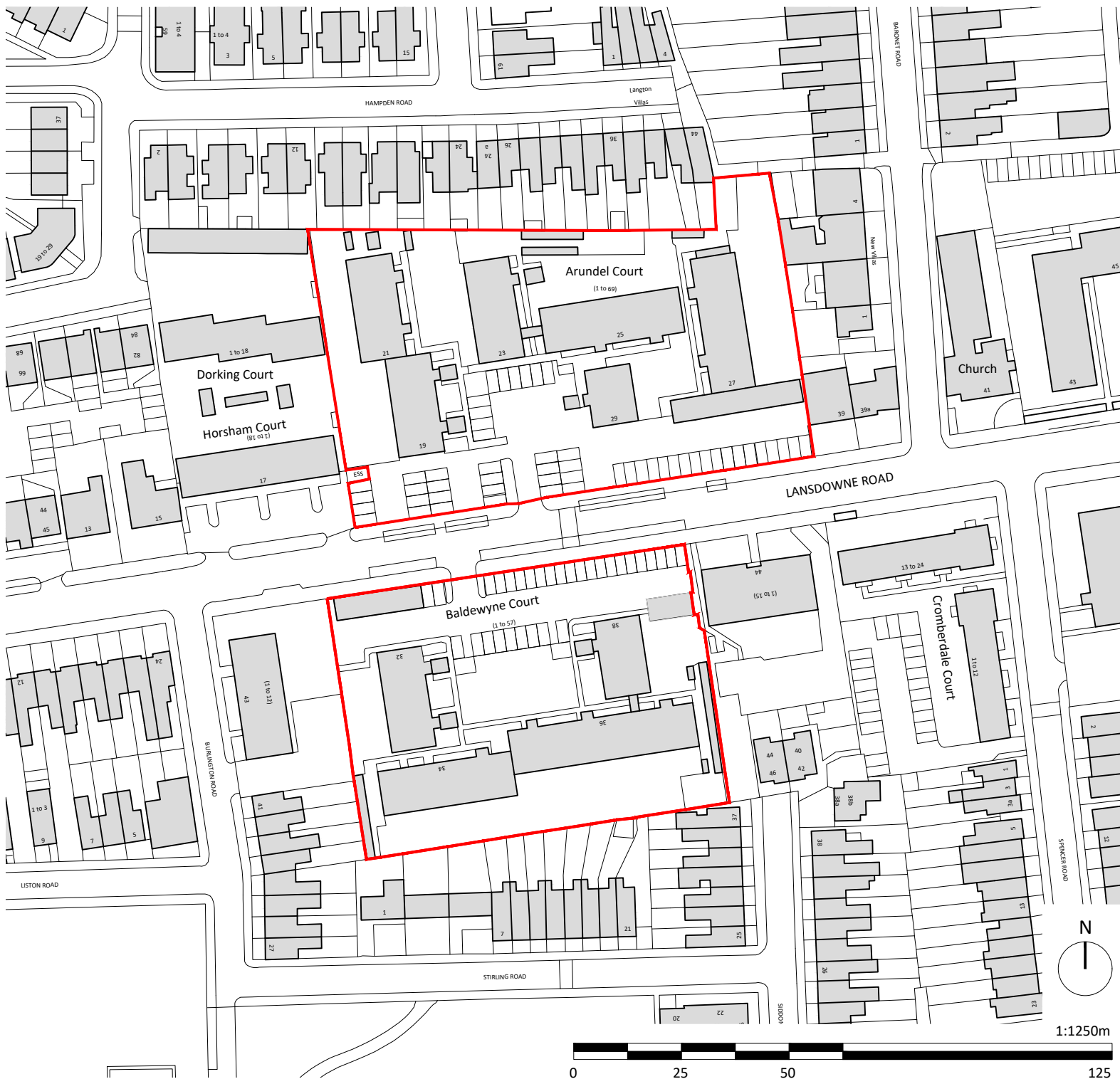
Appendix: C – Regional Mapping

Appendix: D – Local Mapping

Appendix: E – Site Boundary Plan with Swept Path Analysis

Appendix: F – TfL CLP Tool

Appendix: A – Location Plan



Key:

— Wider Site Boundary

Notes:

Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Revisions:

Rev	Status	Date	Description	Drn	Chkd
P01	S3	12.11.21	Preliminary Issue	JS	

Client Name:

LB Haringey

Project Name:

Lansdowne Road - Arundel Court and Baldewyne Court

Drawing Name:

Existing Site Layout

Drawing Number:

LAAB-BPTW-500-00-DR-A-0106

Rev:

P01

Status:

S3

Project No:

20-011

RIBA Stage:

3

Drawn By:

RA

Scale:

1:1250 @ A4

PRELIMINARY - FOR COMMENT

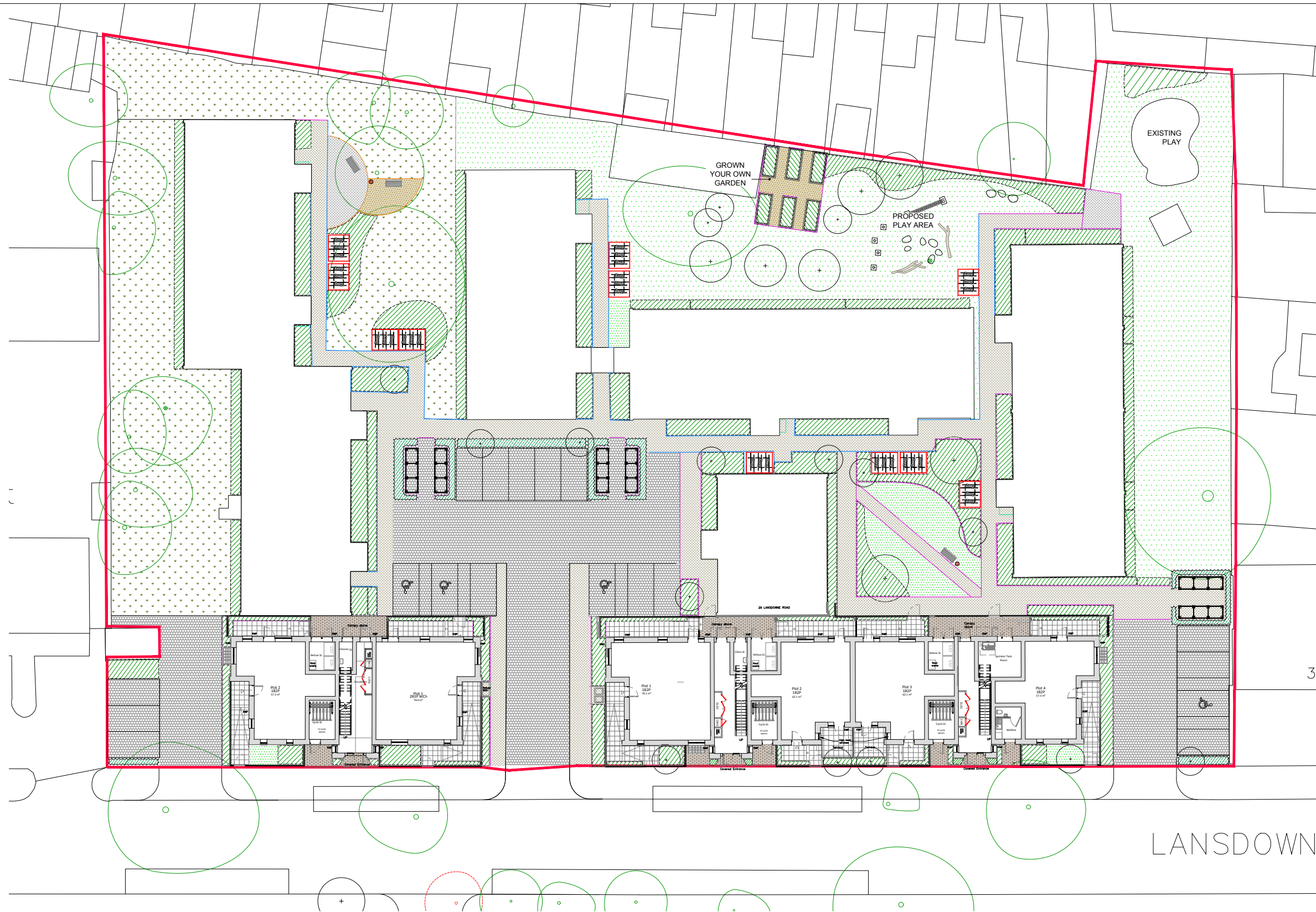
40 Norman Road,
Greenwich, London
SE10 9QX

t. 020 8293 5175
bptw.co.uk



1:1250m

Appendix: B – Site Masterplan



39

LANSDOWNE

HARDWORKS KEY

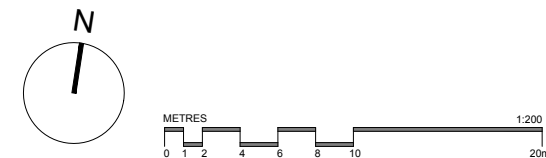
- PERMEABLE TEXTURED CONCRETE BLOCKS TO CAR PARK
Tegula Priora pre-cast concrete sett paving, colour: Charcoal; sizes: 120x160mm x 80mm thickness; Manufacturer: Marshalls - www.marshalls.co.uk or equivalent
- TEXTURED PERMEABLE CONCRETE LINEAR FLAGS - TO COMMUNAL ENTRANCES
600 x 300mm x 80mm; Marshalls 'Modal Priora'; Colour: Mid-grey www.marshalls.co.uk - or equivalent
- PRE-CAST CONCRETE FLAGS - TO PRIVATE GARDENS
450 x 450mm x 50mm; Marshalls 'Chamwood'; Colour: Buff - Or equivalent
- IMAG BOUND GRAVEL
Hydraulically-bound gravel
'Raisby Golden Gravel'; Colour: Golden Amber www.imag.co.uk - or equivalent
- PERMEABLE RESIN-BOUND GRAVEL - TO FOOTPATHS
Porous system; Adasap 'Terrabase'; Colours: Rustic Beach & Rustic Oak - Or equivalent
- CONCRETE KERBS
'Conservation X' kerbs and edging; 145 x 255 x 915; 63 x 150 x 915mm with concrete haunching; Colour: 'Silver grey'; www.marshalls.co.uk - or equivalent

- EXISTING EDGING/KERBS
To be retained (TBC)
- METAL EDGING
'AluExcel' flexible aluminium edging; 120mm height; fixed in accordance with manufacturer's recommendations; Manufacturer: Kinley (www.kinley.co.uk) - or equivalent
- RAISED PLANTERS
'Grow your own' planters. Made with railway sleepers.
- LITTER BINS
Eco Steel Litter Bin; Product Code: BX45 2561; Manufacturer: Broxap (www.broxap.com; tel: 01782 564411) - or equivalent approved
- BENCHES
Riverside Seat; Product Code: BX 2041-BP Manufacturer: Broxap www.broxap.com; tel: 01782 564411 - or equivalent approved

- PLAY EQUIPMENT
A range of 'natural' elements and proprietary equipment.
Supplier: Timberplay; www.timberplay.com - or equivalent approved
- PLAY BOULDERS
Caledonian mixed glacial boulders - to BS EN 1176-1
Size: 1200mm max. length x 600mm max. height; Manufacturer: Playdale; www.playdale.co.uk - or equivalent
- PLAY TREE
Bark to be sanded to remove sharp edges and all cut ends to be sanded smooth; Size: Min. trunk size 500mm with several branches of at least 200mm; Method of fixing: to manufacturers details; Manufacturer: www.copperbeechplay.co.uk - or equivalent
- RUBBER PLAYGROUND SAFETY GRASS MATTING
To areas of high wear under play equipment. In accordance with BS EN 1177:2008
www.grassmats.co.uk - or equivalent approved

- EXISTING LAWN
To be made good where required
- HARDWEARING LAWN
To private gardens
- PROPOSED WILDFLOWER MEADOW
- PROPOSED ORNAMENTAL PLANTING, SHRUBS & GROUNDCOVERS
- PROPOSED HEDGES

- PROPOSED TREES
- EXISTING TREES RETAINED
- APPLICATION BOUNDARY

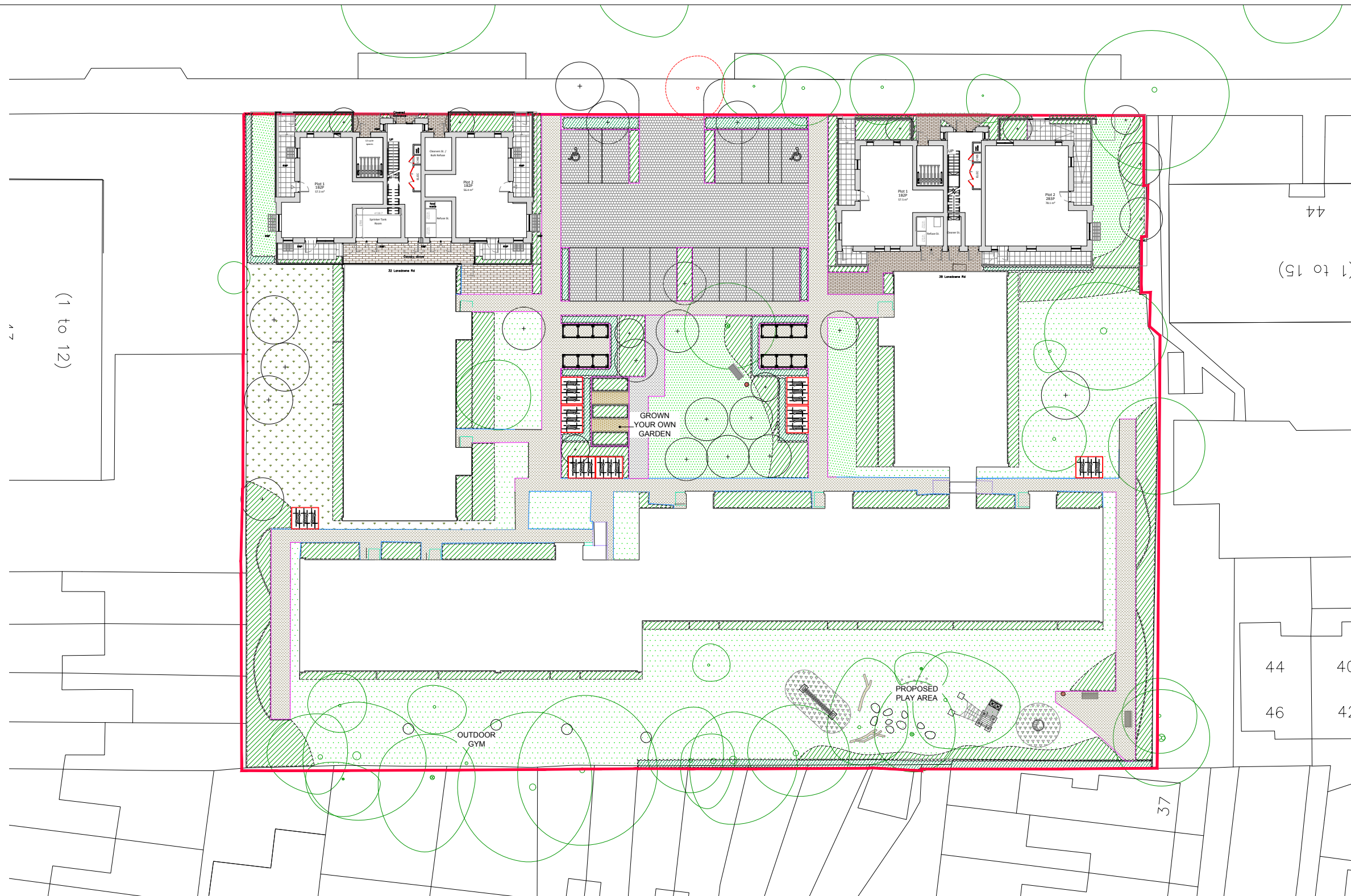


Revisions		
Rev	Date	Description
P01	16.11.2023	Draft issued for comment

49 Canonbie Road, London SE23 3AQ
07971 699 601 info@me-landscape.com



Project	Arundel Court	Client	LB Haringey
Drawing	Landscape Masterplan	Status	Comment
Project No.	0192.04	Drawing no.	0192.04_100
Scale	1:200 @A1	Scale	1:200 @A1
Drawn	EL	Checked	ML
Date	16.11.2023	Rev	P01



HARDWORKS KEY

- PERMEABLE TEXTURED CONCRETE BLOCKS TO CAR PARK**
"Tegula Priora" pre-cast concrete sett paving, colour: Charcoal, sizes: 120x160mm; 160x160mm x 80mm thickness; Manufacturer: Marshalls - www.marshalls.co.uk - or equivalent
- TEXTURED PERMEABLE CONCRETE LINEAR FLAGS - TO COMMUNAL ENTRANCES**
600 x 300mm x 80mm; Marshalls "Modal Priora"; Colour: Mid-grey www.marshalls.co.uk - or equivalent
- PRE-CAST CONCRETE FLAGS - TO PRIVATE GARDENS**
450 x 450mm x 50mm Marshalls "Charmwood"; Colour: Buff - Or equivalent
- IMAG BOUND GRAVEL**
Hydraulically-bound gravel
"Raisby Golden Gravel"; Colour: Golden Amber
www.imag.co.uk - or equivalent
- PERMEABLE RESIN-BOUND GRAVEL - TO FOOTPATHS**
Porous system; Addagrip "Terrabase"; Colours: Rustic Beach & Rustic Oak - Or equivalent
- CONCRETE KERBS**
"Conservation X" kerbs and edging; 145 x 255 x 915; 63 x 150 x 915mm with concrete haunching. Colour: "Silver grey"; www.marshalls.co.uk - or equivalent

EXISTING EDGING/KERBS
To be retained (TBC)

RAISED PLANTERS
"Grow your own" planters. Made with railway sleepers.

LITTER BINS
Eco Steel Litter Bin; Product Code: BX45 2561; Manufacturer: Broxap (www.broxap.com; tel: 01782 564411) - or equivalent approved

BENCHES
Riverside Seat; Product Code: BX 2041-BP
Manufacturer: Broxap www.broxap.com; tel: 01782 564411 - or equivalent approved

OUTDOOR GYM EQUIPMENT (4 PIECES)
Supplier: The Great Outdoor Gym Company; www.tgogc.com - or equivalent approved

PLAY EQUIPMENT
A range of "natural" elements and proprietary equipment.
Supplier: Timberplay; www.timberplay.com - or equivalent approved

PLAY BOULDERS
Caledonian mixed glacial boulders - to BS EN 1176-1
Size: 1200mm max. length x 600mm max. height; Manufacturer: Playdale; www.playdale.co.uk - or equivalent

PLAY TREE
Bark to be sanded to remove sharp edges and all cut ends to be sanded smooth; Size: Min truck size 500mm with several branches of at least 200mm; Method of fixing: to manufacturers details; Manufacturer: www.copperbeechplay.co.uk - or equivalent

RUBBER PLAYGROUND SAFETY GRASS MATTING
To areas of high wear under play equipment. In accordance with BS EN 1177:2008
www.grassmats.co.uk - or equivalent approved

EXISTING LAWN
To be made good where required

HARDWEARING LAWN
To private gardens

PROPOSED WILDFLOWER MEADOW

PROPOSED ORNAMENTAL PLANTING, SHRUBS & GROUNDCOVERS

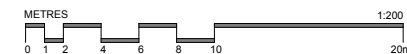
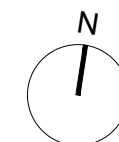
PROPOSED HEDGES

PROPOSED TREES

EXISTING TREES RETAINED

EXISTING TREES REMOVED

APPLICATION BOUNDARY



Revisions

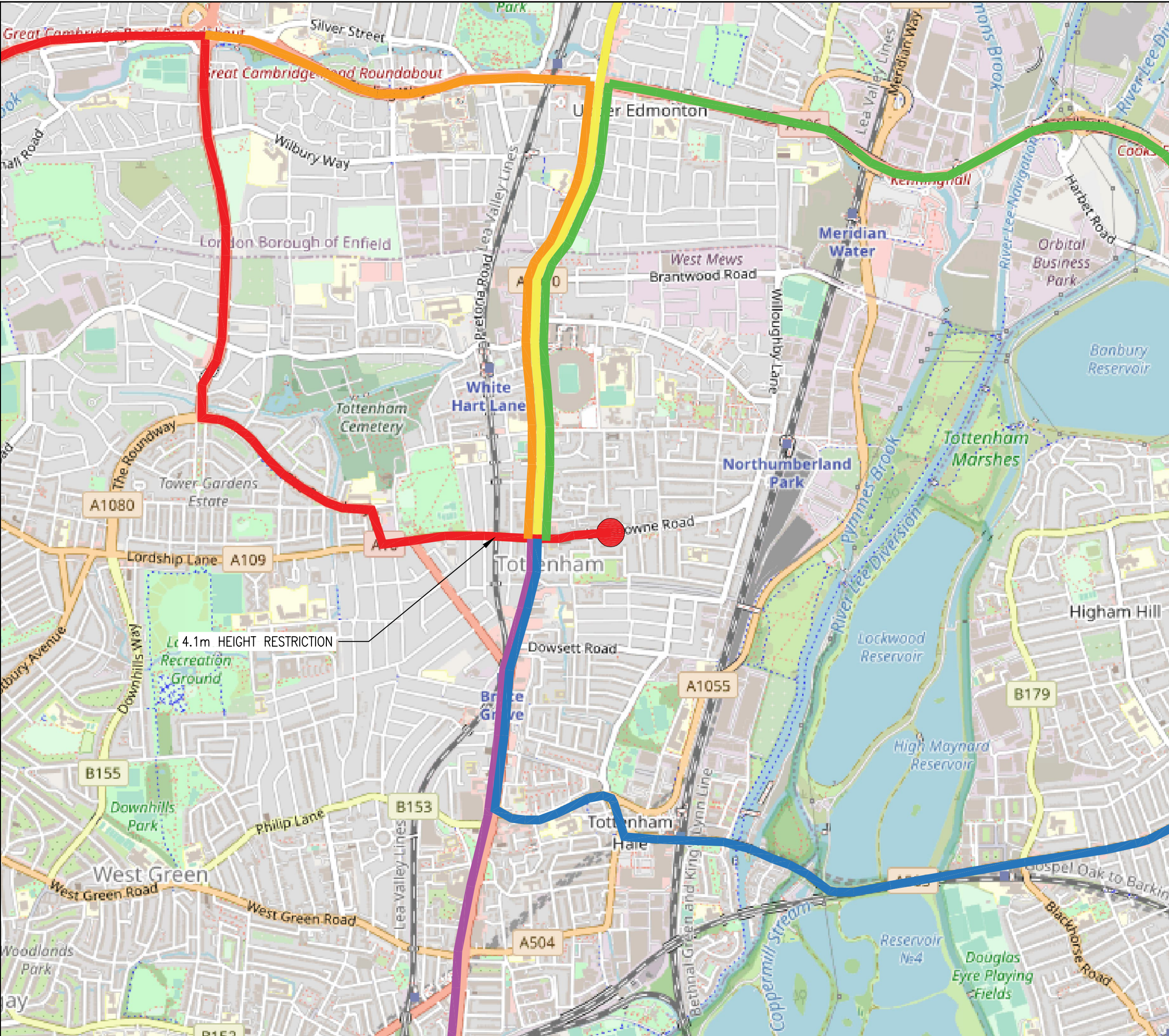
Rev	Date	Description
P01	16.11.2023	Draft issued for comment

49, Canonbie Road, London SE23 3AQ
07971 699 601 info@me-landscape.com

ME Landscape Studio

Project	Baldwynne Court	Client	LB Haringey
Drawing	Landscape Masterplan	Status	Comment
Project No.	0192.03	Drawing no.	0192.03_100
Scale	1:200 @A1	Date	16.11.2023
Drawn	EL	Checked	ML
Rev	P01		

Appendix: C – Reigonal Mapping



- KEY:
-  - SITE LOCATION
 -  - ROUTE FROM NORTHWEST VIA A406 (4.1m HEIGHT RESTRICTION)
 -  - ROUTE FROM NORTHWEST VIA A406 & A1010 (NO 4.1m HEIGHT RESTRICTION)
 -  - ROUTE FROM NORTH VIA A1010
 -  - ROUTE FROM NORTHEAST VIA A406 AND A1010
 -  - ROUTE FROM SOUTHEAST VIA A503 & A1010
 -  - ROUTE FROM SOUTH VIA A1010

REV	DATE	BY	DESCRIPTION	CHK	APD
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DRAWING STATUS:

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1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

ARUNDEL & BALDWYNE COURTS,
LANSOWNE ROAD, HARINGEY

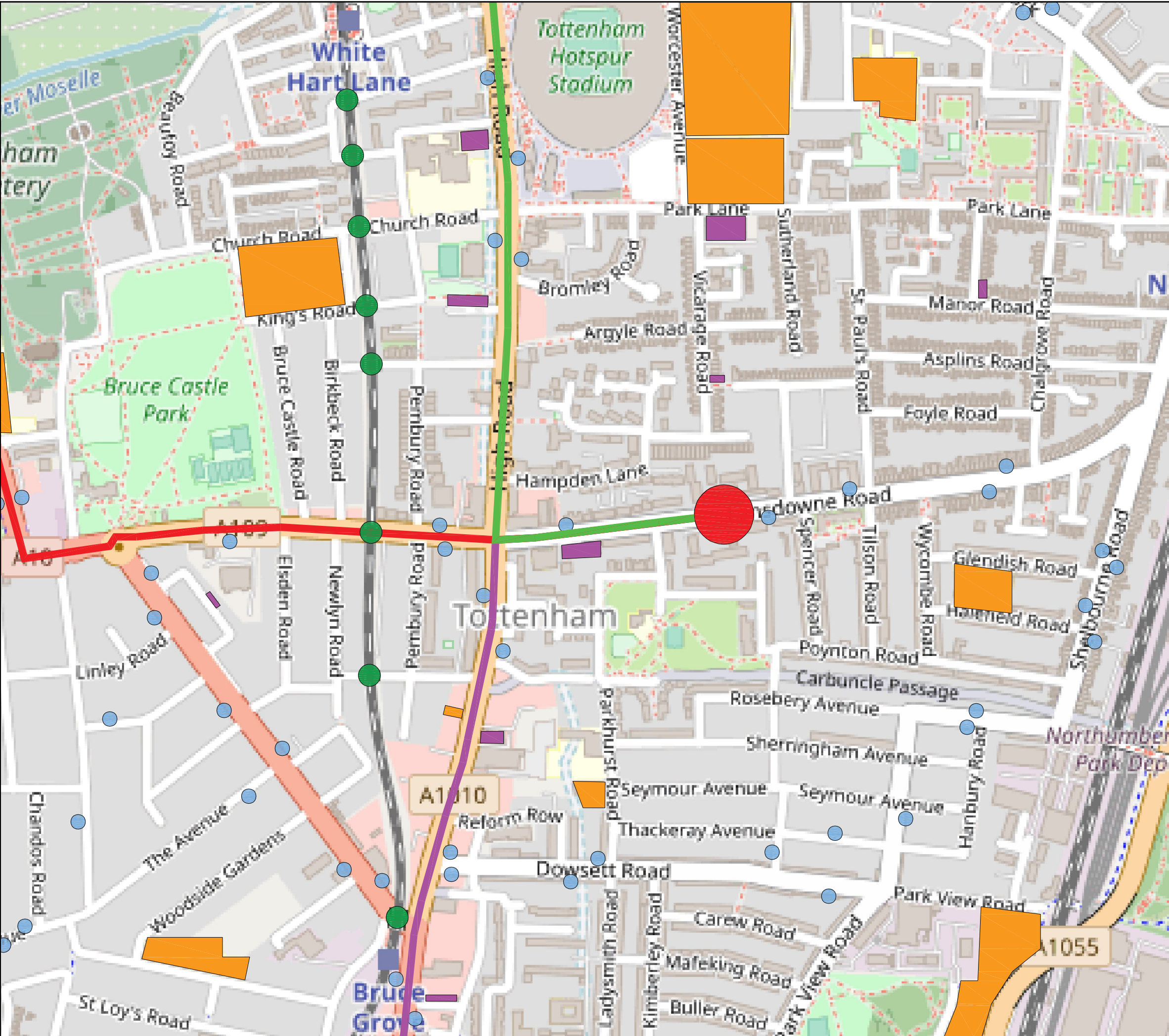
TITLE:

REGIONAL ROUTING PLAN

SCALE @ A3: 1:15000	DESIGN-DRAWN: TS	DATE: 16/01/2024
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PROJECT No: 2789	DRAWING No: SK27
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Appendix: D – Local Mapping



KEY:

– SITE LOCATION

– BUS STOP

– HEIGHT RESTRICTION

– SCHOOL

– PLACE OF WORSHIP

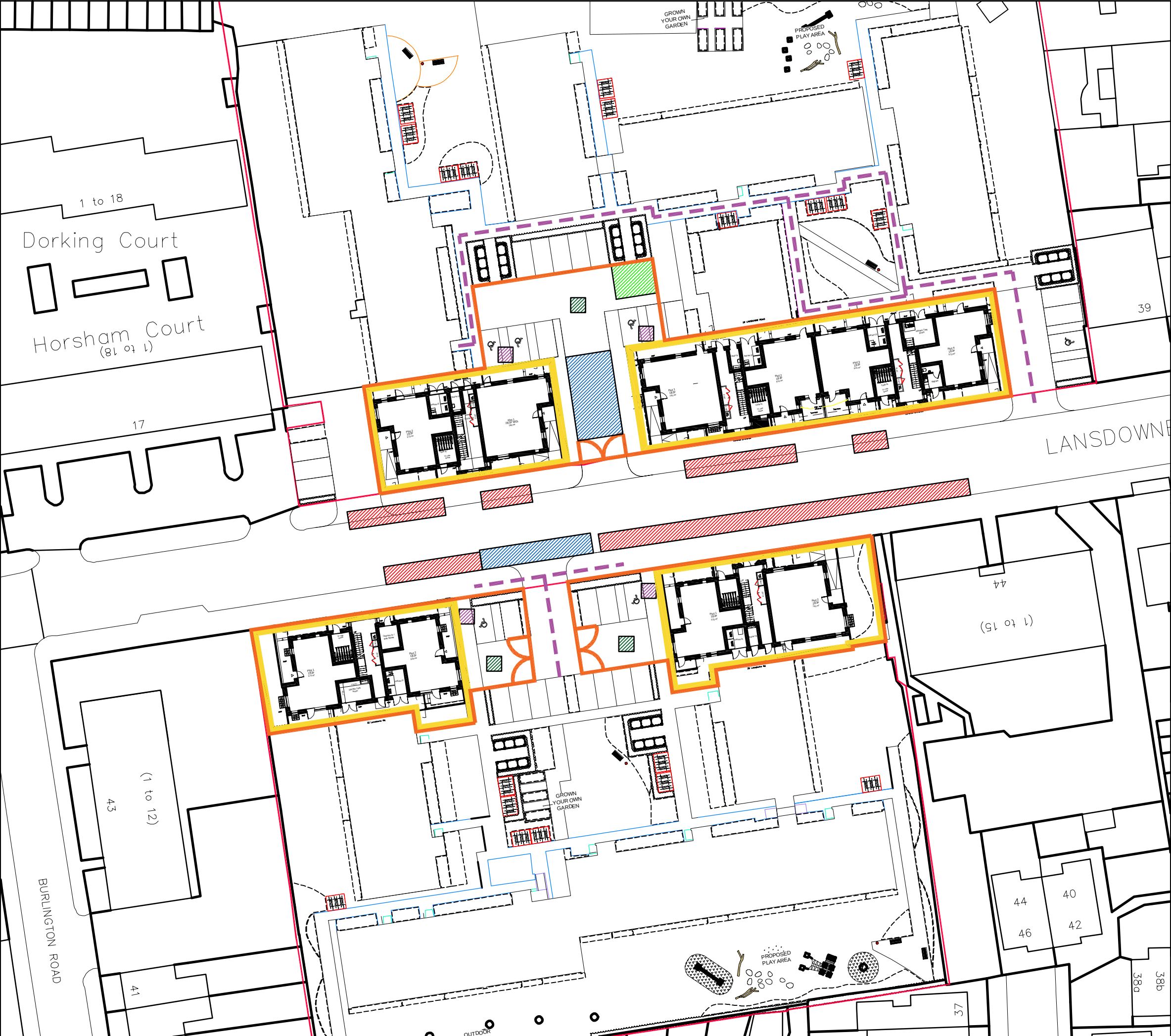
– ROUTE FROM NORTHWEST

– ROUTE FROM NORTHEAST

– ROUTE FROM SOUTH

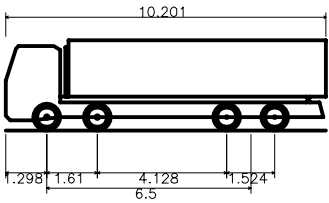
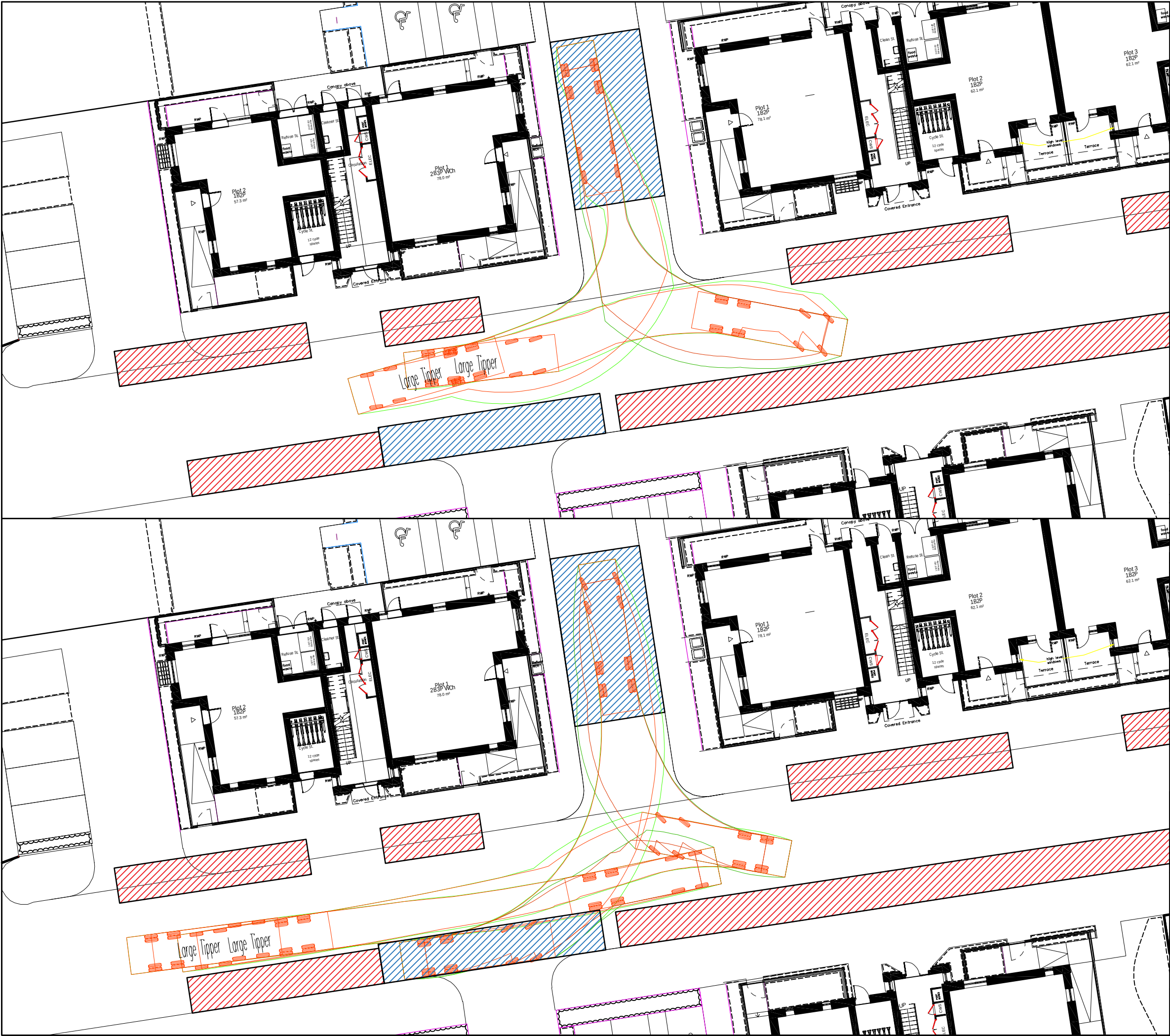
REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: ARUNDEL & BALDWYNE COURTS, LANSOWNE ROAD, HARINGEY					
TITLE: LOCAL ROUTING PLAN					
SCALE @ A3: 1:5000		DESIGN-DRAWN: TS		DATE: 16/01/2024	
PROJECT No: 2789		DRAWING No: SK28			

Appendix: E – Site Boundary Plan with Swept Path Analysis



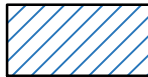
- KEY:
-  - EXISTING PARKING BAY
 -  - HOARDING & GATES
 -  - SCAFFOLDING
 -  - SITE ACCOMMODATION
 -  - CRANE BASE POSITION
 -  - PLATFORM HOIST
 -  - PROPOSED PEDESTRIAN ACCESS ROUTES
 -  - LOADING AREA

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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CLIENT:					
ARCHITECT:					
PROJECT: ARUNDEL & BALDWIN COURTS, LANSDOWNE ROAD, LB HARINGEY					
TITLE: PRELIMINARY SITE CONSTRUCTION PLAN					
SCALE @ A3: 1:500			DESIGN-DRAWN: TS		DATE: 16/01/2024
PROJECT No: 2789			DRAWING No: SK29 REV B		



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

KEY:

-  - PROPOSED LOADING BAY
-  - EXISTING PARKING BAYS

REV	DATE	BY	DESCRIPTION	CHK	APD
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CLIENT:

ARCHITECT:

PROJECT:

ARUNDEL & BALDwyNE COURTS,
LANSDowne ROAD, LB HARINGEY

TITLE:

PRELIMINARY SITE CONSTRUCTION PLAN
SWEPT PATH ANALYSIS

SCALE @ A3: 1:250	DESIGN-DRAWN: TS	DATE: 15/01/2024
PROJECT No: 2789	DRAWING No: SK30	

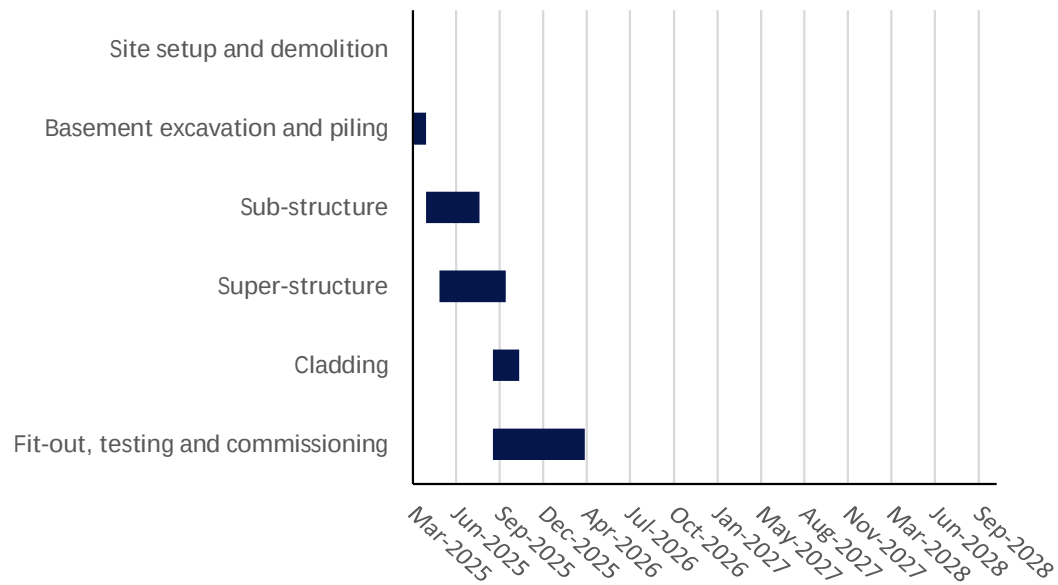
Appendix: F – TfL CLP Tool



CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Oct-2022	Feb-2023
Basement excavation and piling	Feb-2023	Feb-2023
Sub-structure	Feb-2023	Apr-2023
Super-structure	Apr-2023	Apr-2024
Cladding	Apr-2024	Aug-2024
Fit-out, testing and commissioning	Oct-2023	Aug-2024

Construction programme



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

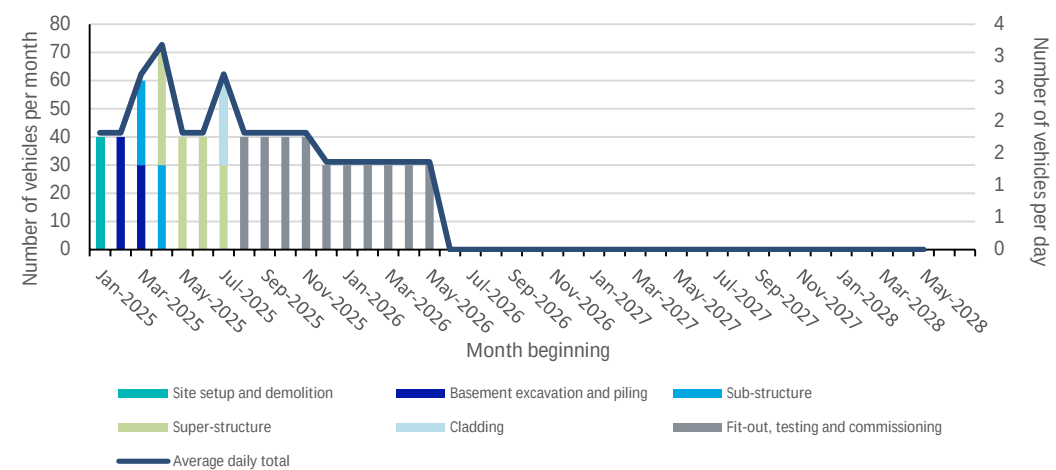
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q1 2025	40	2
Basement excavation and piling	Q1 2025 - Q2 2025	40	2
Sub-structure	Q2 2025 - Q3 2025	30	1
Super-structure	Q2 2025 - Q4 2025	40	2
Cladding	Q3 2025 - Q4 2025	30	1
Fit-out, testing and commissioning	Q3 2025 - Q2 2026	40	2
Peak period of construction	Q2 2025 - Q2 2025	70	3

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

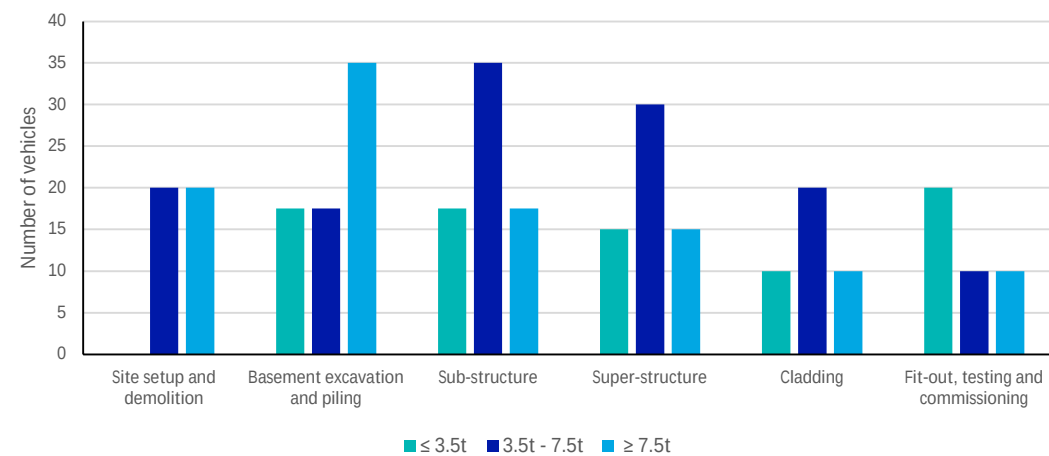
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q1 2025	40	2
Basement excavation and piling	Q1 2025 - Q2 2025	70	3
Sub-structure	Q2 2025 - Q3 2025	70	3
Super-structure	Q2 2025 - Q4 2025	60	3
Cladding	Q3 2025 - Q4 2025	40	2
Fit-out, testing and commissioning	Q3 2025 - Q2 2026	40	2



Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Apr-2025)

