Bedford House
Rutherford Close
Stevenage
Herts SG1 2EF

Tel: 01462 768355
Fax: 01462 769269
Email: enquiries@arjconstruction.co.uk

Construction Management & Logistics Plan



Ada College, Tottenham
Unit 2, Fountayne Business Centre, Broad Lane, N15

Revision table

Date:	Rev:	Revisions	Prep by:	App by:
06/04/16	01	Address added. Introduction amended. Management of deliveries updated. Times and waste management updated. Site set-up updated. Site manager details added.	LD	SD

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1.0 Introduction

This plan details how Arj will set out to manage the work during the refurbishment of the building to convert into education facilities. The plan will detail how vehicles and people will safely access and egress the site, material logistics, site set-up, and environmental management.

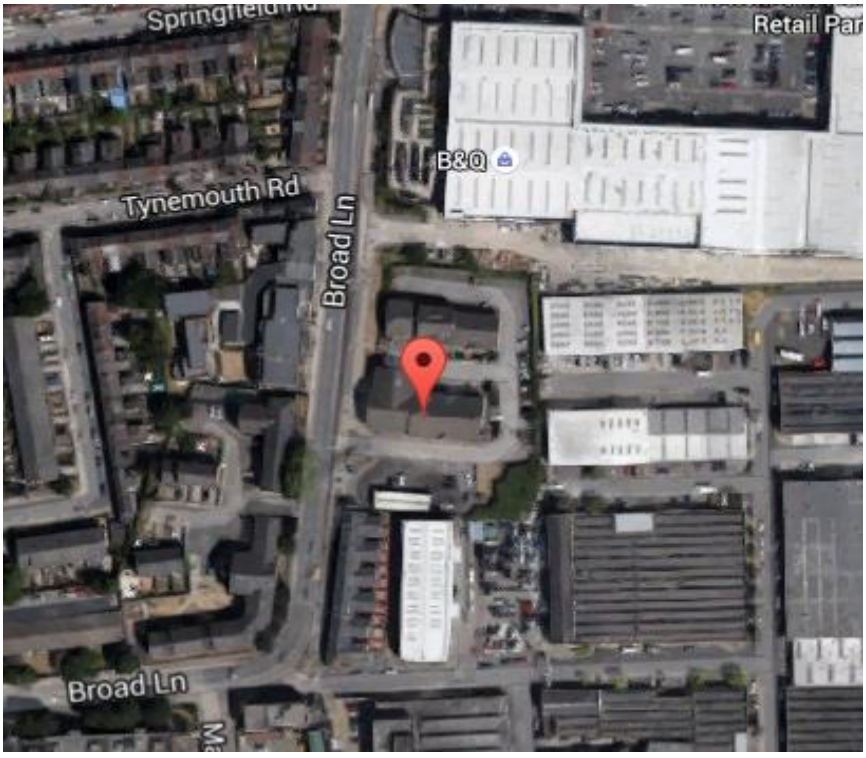
2.0 Scope of Works

The project is for the removal/demolition of internal partitions, the forming of new floor openings, forming new mezzanine level, replacement and upgrade of the existing MEP and decorations of the existing Block No 2 on Broad Lane Fountayne Business Centre to create the Broad Lane Campus.

3.0 Description of the Site

The building is located on the corner of Broad Lane and the access road to the Fountayne Business Unit site which is in constant use by vehicles and pedestrians. There is a carwash opposite the site which is in constant use by vehicles.

Add plans if possible



Key:	
	Site Location

4.0 Vehicles Safely Accessing the Site

Access to the site is off of Broad Lane and then left or right, depending on whether vehicles are traveling north or south into the side access road. Once vehicles have entered the access road they will continue round where they will pull past the building on the left and then reverse, control of a banksman into the unloading area under the which will be adjacent to the materials / waste storage area as shown on the site plan – appendix 2. Once the vehicles have finished, they will then make their back to Broad Lane where they can turn left or right and head north or south.

5.0 Arriving to and Leaving Site

Access to site: The site is accessed via Broad Lane which runs in a north / south direction. From the north, heading in a south direction Broad Lane is accessed via The Hale / Monument Way / A10 from the west or Ferry Lane from the east. If heading in a southern direction, the entrance to the site will be on the left hand side of the approaching vehicle's.

From the south, heading north along Broad Lane, access is via the High Road / A10 from the west. If heading from the west in an eastern direction, Broad Lane is followed, round to the left past Fountayne Road and the entrance to the site will be on the right hand side.

If traveling by public transport, Tottenham station is approximately 0.3 miles north east. Access from the tube station is west on Ferry Lane, then turn left into Broad Lan and head in a southern direction where the building will on the left. There also a number of bus stops along Broad Lane, one which is directly opposite the building.

Leaving: For vehicles leaving site the will either turn left and head south on Broad Lane, or turn right and head north. If heading south, Broad Lane will be followed round, thus heading east to meet the A10. If heading north, vehicles can either turn left onto The Hale or right on Ferry Lane. The Hale can be used to access Monument Way on the left which accesses the A10. Ferry Lane heads west which leads onto Forest Road 503 which continues to the A405 North Circular.

6.0 Traffic Conflicts

The building is located on the corner of Broad Lane, to the south there is the access road to Fountayne Business Unit site which is in constant use. To the north of the building there is an access road for the large B&Q which would be in use by large vehicles.

Opposite the building, on Broad Lane there is an access road leading to a residential area and directly opposite the access road to the building there is a bus stop.

There is a car wash which uses the same access road, vehicles will be using the car wash during the works therefore traffic movements will need to be controlled.

Directly opposite the building to the north there is an occupied office building, there will be an interface between construction vehicles and those working and visiting the office building. Close co-operation and co-ordination will be required to ensure impact is minimised and any interface is effectively controlled art all times.

Due to the built-up nature and the surrounding conflicts, traffic will need to be managed accordingly. The site manager will pass their details onto any buildings that may be affected in the event they need to be contacted. Their details will also be passed to all suppliers so they can contact the site while on-route so the vehicle can be met and guided in. Attempts will be made to avoid peak times such as morning and evenings. This especially important due to the adjacent office building that shares the access road, vehicles will avoid morning and evening when those using the building arrive to, and leave the building. Although Broad Lane will have increased traffic at peak times, there is sufficient room for vehicles to pull into the access road leading to the buildings therefore not having an impact. There is also sufficient room in the event two vehicles turn up at the same time, the second vehicle can pull off of Broad Lane and wait.

7.0 Deliveries and Vehicle Sizes

Vehicle Type	Frequency	Description
3.5t	Every other day	Small items and waste away
7.5t	2-3 times p/w	Delivery of materials and waste
Large ridged	Once p/w	Items such as steel, scaffolding etc.

Artic	Once p/m	May be required for any usually large or heavy items

8.0 Material Logistics

Materials will be stored in the designated storage area on site as shown in the site plan, vehicle movements within the confines of the site will be controlled via a banksman. Materials will then be transported into the building through the access door on the north elevation of the building. Material trolleys will be used to transport larger items that cannot be handled.

9.0 Environmental

There are residential properties on the opposite side of Broad Lane. Due to this, deliveries and noisy works shall be after 08:00am and not after 18:00pm Monday – Friday and 08:00am – 13:00pm on Saturdays.

Externally the area has existing tarmac, therefore dust from vehicles etc. is not envisaged to be an issue. The roads surrounding the building that will be used by construction traffic will be monitored and kept clean and clear at all times.

Dust from demolition works will be controlled via water suppression and extraction equipment to reduce the risk to operatives and nuisance to the environment.

Noise from the demolition activity will be closely monitored to ensure that there is minimal environmental impact such as to the adjacent office, residential and commercial facilities.

Plant and equipment will be turned off when idle and not in use to reduce nuisance. All plant and equipment will be maintained and in an efficient and god working state to prevent them emitting smoke that does not comply with clean air standards. If required noise and emission reducers / filters shall be installed.

Letter drops shall be completed to the adjacent properties and facilities, keeping them up to date and informed of the progress etc. of the project and the co-ordination of anything that may affect them, either directly or indirectly.

Temporary lighting shall be installed on the fencing that is situated adjacent to the access road leading into the industrial estate.

There will be segregated waste skips for better waste managed, it is not envisaged that there will be high volumes of waste although contractors are encouraged to use materials responsibly and not dispose of materials that can be re-used. Also Arj work with suppliers to help reduce packaging waste.

10.0 ARJ Site Set-Up

The welfare area for the project will be within the car parking spaces adjacent to the east elevation of the building as shown on the site plan. The welfare area will consist of double stacked containers, one being a split office / meeting room and the other a split toilet / canteen / changing room.

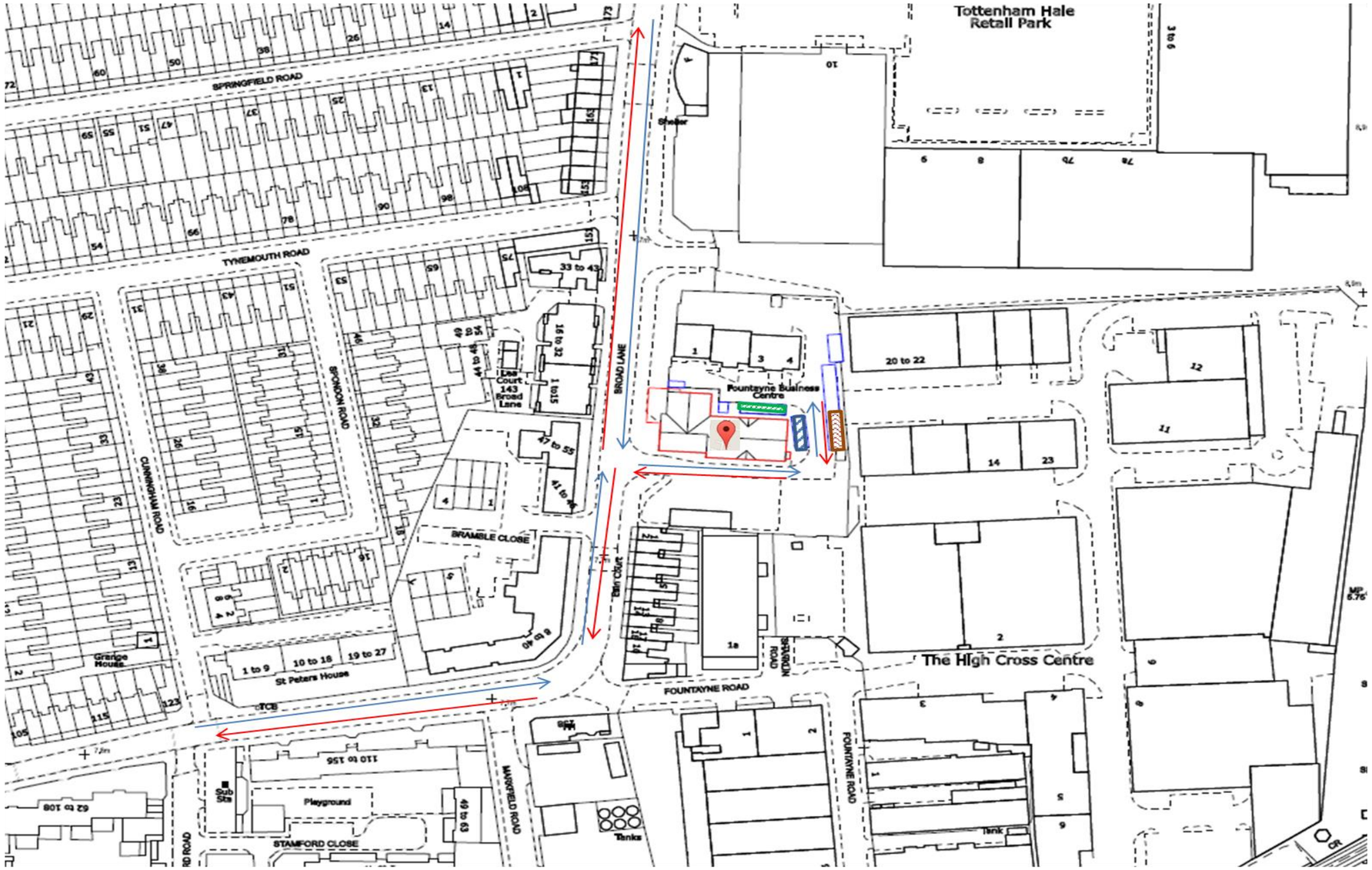
The external welfare area will be in place for approximately 10 weeks until such time internal areas are complete where one room will be used for office / canteen and the newly refurbished toilets will be utilised. All internal areas will be protected.

Externally there will be a compound area for materials and skips, space will allow for segregated waste skips. All external areas will be secured with heras fencing that will be double clipped and braced accordingly.

Opposite the east elevation, where the welfare set-up is located there are a number of car parking spaces which shall be used for the duration of the project for contractor parking.

Site Manager will be Ben Ingrey – 07817 481402. His main duties will be to set-up the site appropriately, liaise with the adjacent and local buildings and tenants, control and co-ordinate deliveries to minimise disputation, manage the works and contractors, manage all aspects of health, safety, environment and quality.

Appendix 1 – TM plan



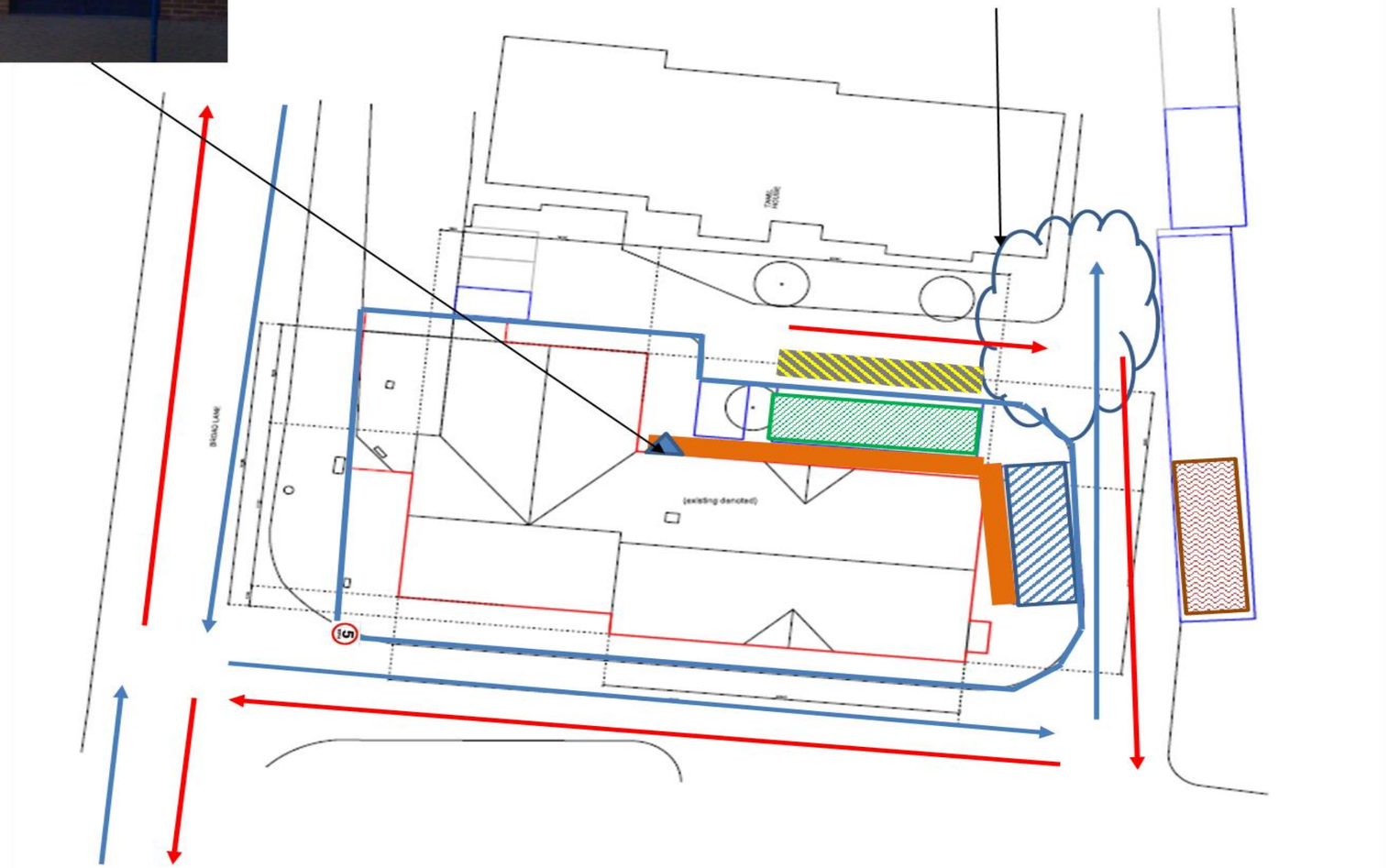
Key							
→	Access						
←	Exit route						
	Site location						
	Materials / waste						
	Welfare / office cabins						
	Parking						

Site	Ada College		
Drawing	TM Plan	Rev	0
Author	LD	Date	30/03/16

Appendix 2 – Site plan



Vehicles will drive past the running and reverse into the unloading area as shown to drop of material of collect / exchange skips form the materials / waste storage area as shown. Any reversing will be under the control of a banksman where they will then be able to drive straight out.



Key:	
	Access route
	Exit route
	Fencing
	Walkways
	Welfare / office cabins
	Materials / skip storage
	Unloading area
	Site parking
	Entrance into the building
5 MPH	Site speed limit

Site	Ada College		
Dwg	Site Plan	Rev	0
Author	LD	Date	30/3/16