

Harrison Varma Projects Ltd

**44-46 Hampstead Lane,
London Borough of Haringey**

Outline Construction Logistics Plan

July 2022

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

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1 INTRODUCTION

- 1.1 This Outline Construction Logistics Plan (CLP) has been prepared by Caneparo Associates on behalf of Harrison Varma Projects Ltd ('the Applicant') in support of a planning application at 44-46 Hampstead Lane (the 'Site'), within the London Borough of Haringey (LBH).
- 1.2 The proposal is for the redevelopment of the Site, following the demolition of the existing properties, to provide a 66-bed specialist care home with associated parking at basement and ground floor level. Further details on the proposals are included within the Transport Statement that has been submitted as part of this planning application.
- 1.3 Caneparo Associates has prepared this Outline CLP as the basis for a subsequent detailed CLP to be prepared by a Contractor should planning permission be granted.

Objectives of the CLP

- 1.4 This Outline CLP details the expected management of traffic during the construction period. It seeks to provide a robust construction strategy that will minimise the potential for disruption to 'Community Considerations' such as local residents, schools, businesses, members of the public and visitors to the Site, as well as other users of the adjacent highway network. This Outline CLP has been prepared in line with TfL's Construction Logistics Plan guidance and will be updated following input from the appointed Contractor at such time that a final version of the CLP is required by planning condition.

Site Context

- 1.5 The Site is bordered by residential properties to the north and east with Hampstead Lane and Courtenay Avenue bordering the southern and western boundary of the Site. The Site is situated within a quiet residential area consisting of very large dwellings and numerous private roads, with local centres including Highgate, Golders Green and East Finchley surrounding the Site.
- 1.6 The Site is located approximately 1.8km south-west of Highgate Underground Station, with the nearest bus stops located approximately 130m to the south-east. As such, it is deemed that the public transport services can cater for staff during the construction period.

Proposed Development

- 1.7 The proposed development comprises a new 66-bed specialist care home catering for patients with dementia. The development also includes a basement level to accommodate car and cycle parking and necessary plant. The basement will be accessed via two car lifts located at the eastern boundary of the Site. The vehicle accesses onto Hampstead Lane will be retained, with the proposed building line circa 15m north of Hampstead Lane and therefore providing a front courtyard space which includes parking and a loading bay. This will ensure that all construction vehicle activity is undertaken on-site.

CLP Structure

- 1.8 The remainder of the CLP is set out as follows:
- Section 2 - the existing situation within the context of construction vehicles;
 - Section 3 - the outline construction programme and construction methodology;
 - Section 4 - the main construction vehicle routes to and from the Site;
 - Section 5 - the strategies and measures to be adopted for construction logistics;
 - Section 6 - the vehicular types and anticipated level of movements; and
 - Section 7 - details of the monitoring and review process for the CLP.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

National Planning Policy Framework (July 2021)

- 2.1 The latest version of the National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. The current NPPF will continue to provide the framework for which locally prepared plans focusing on development will be produced.

London Plan 2021 (March 2021)

- 2.2 The London Plan 2021 was formally adopted in March 2021. The policies relevant to this CLP is Policy T7 'Deliveries, servicing and construction' which states at Point G & K that:

"G - Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."

"K – During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times."

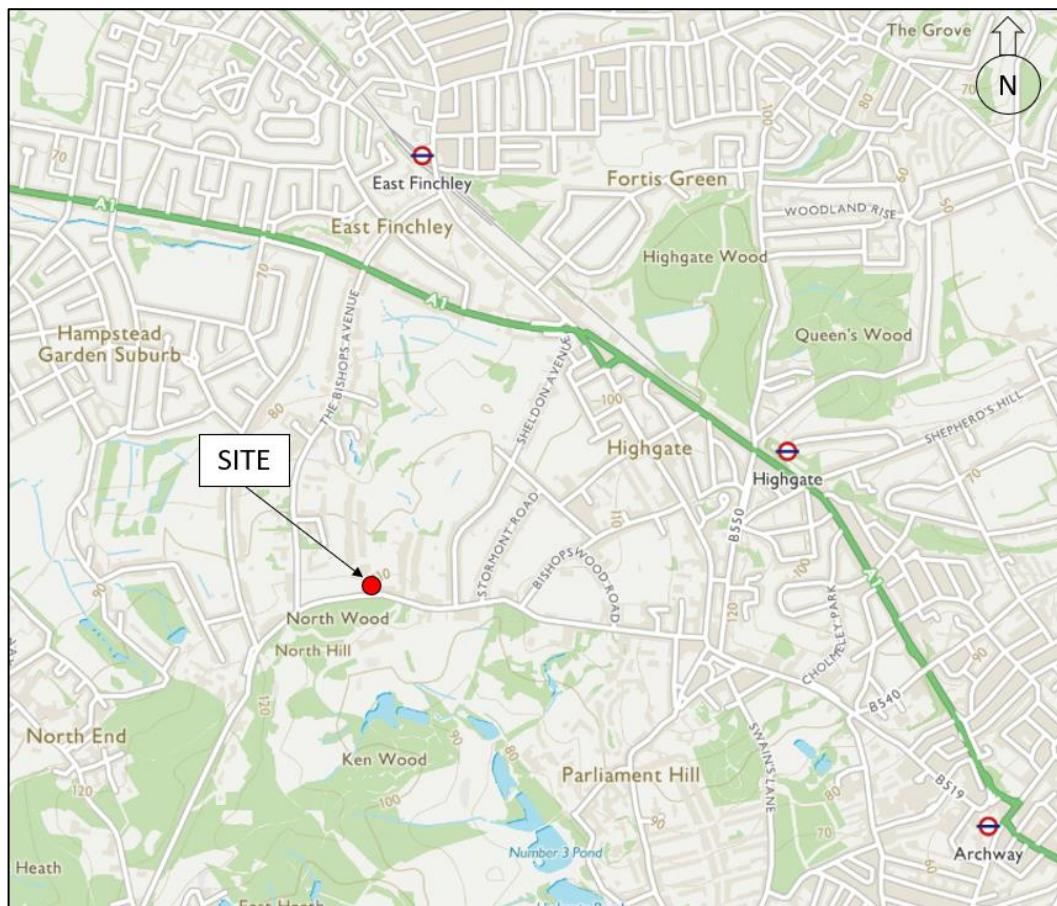
Mayor's Transport Strategy (2018)

- 2.3 The Mayor's Transport Strategy states at Proposal 15 that *"The Mayor, through TfL and the boroughs, will work with businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026."*

Context Maps

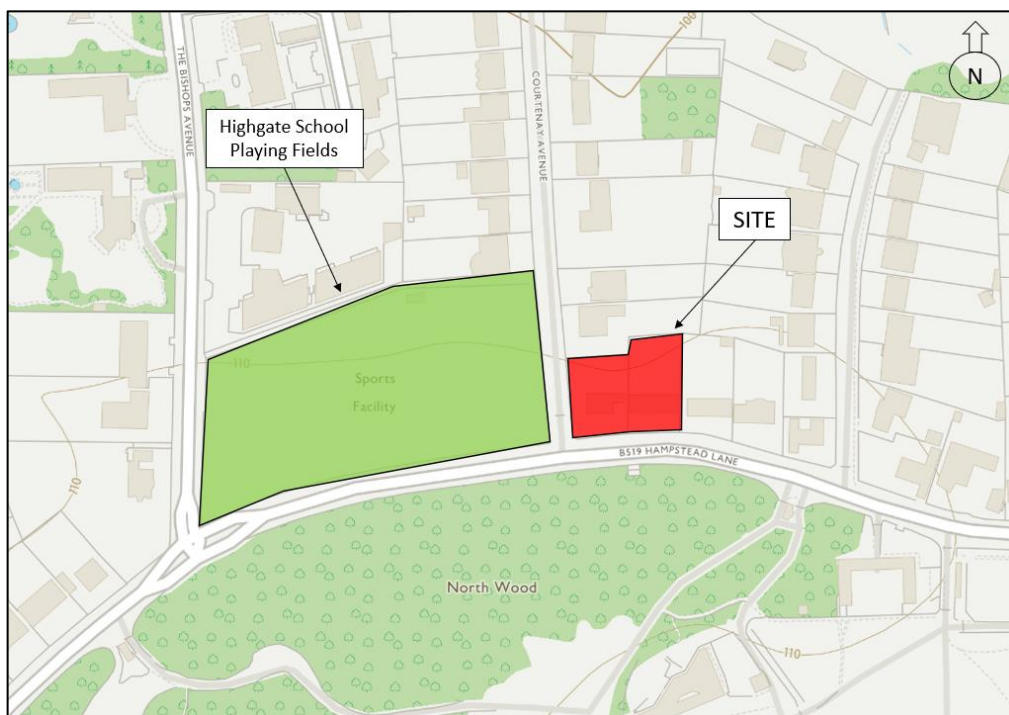
- 2.4 The Site is located at the junction of Hampstead Lane and Courtenay Avenue, within LBH.
- 2.5 **Figure 2.1** below shows a regional plan of the Site in the context of Greater London and the highway network. **Figure 2.2** below shows the location of the Site in relation to the surrounding local area and identifies local community considerations. **Figure 2.3** illustrates the detailed site boundary and immediate vicinity of the Site.

Figure 2.1 – Regional Context Plan



[Source: www.osmaps.ordnancesurvey.co.uk]

Figure 2.2: Local Context Plan



[Source: www.osmaps.ordanancesurvey.co.uk/]

Figure 2.3: Site Boundary Plan



Local Highway Network

- 2.6 Hampstead Lane runs in an east-west orientation along the southern boundary of the Site, connecting to Highgate to the east and Heath Street / A502 to the southwest which links to Hampstead. In the vicinity of the Site, the carriageway measures circa 13m in width and provides a single lane of traffic in either direction with traffic subject to a 20mph speed limit. There are cars parked on both sides with footways and street lighting present.
- 2.7 Courtenay Avenue is located along the western boundary of the Site in a north-south orientation. Courtenay Avenue is a private road and a cul-de-sac, with access onto Hampstead Lane controlled by a barrier. The carriageway measures circa 6.5m in width and has no footways along its length.
- 2.8 The A1 is a major trunk road connecting London with Edinburgh and is located an approximate 1.45km drive to the north of the Site. In the vicinity, the road acts as a two-lane road in a northwest to southeast orientation, providing access to Holloway and Islington to the southeast and the A406 and M1 roads to the northwest. The road is subject to a 40mph speed limit.

Public Transport

- 2.9 The Site achieves a Public Transport Accessibility Level (PTAL) rating of 1b, demonstrating that it has a 'very poor' level of access to public transport facilities.

Bus Services

- 2.10 The nearest bus stop is located approximately 130m southeast of the Site (2 minutes' walk) on Hampstead Lane (Bus Stop 'Compton Avenue Kenwood House Stop Q'). The stop comprises sheltered seating and timetable information, with a bus cage also present to ensure the flow of traffic along Hampstead Lane is not impacted when buses stop.
- 2.11 Bus route 210 services the stop, which provides a route between Finsbury Park Station and Brent Cross Shopping Centre, with services operating approximately every 8-12 minutes Monday to Friday, every 9-13 minutes on Saturday and every 10-14 minutes on Sundays. This provides a viable opportunity for construction workers to travel sustainably.

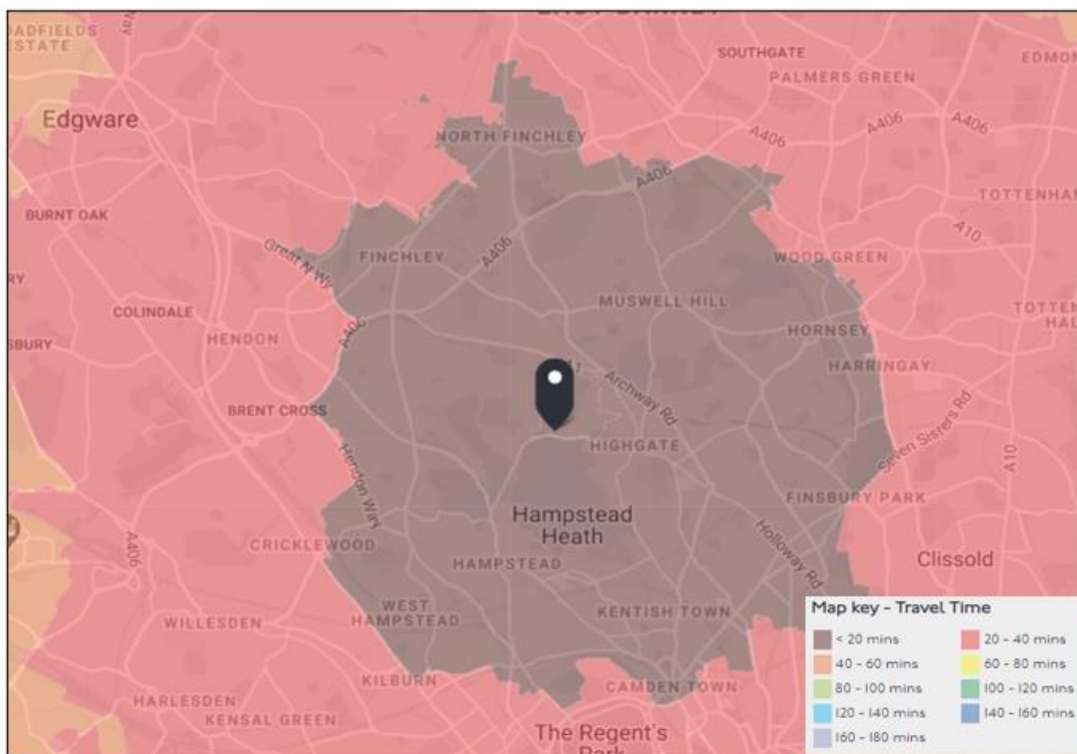
Underground Services

- 2.12 Highgate Underground Station is located approximately 1.8km north-east of the Site (23 minutes' walk or 7-minute cycle). The station is located on the Northern Line and provides approximately 27 services each hour to Morden, High Barnet and much of Central London. Despite the station being located a considerable distance from the Site, it is not deemed unrealistic that construction works could still travel sustainably.

Cycling

- 2.13 TfL's Local Cycle Guide 14 indicates that several cycleways are situated in the local area with Hampstead Lane labelled as a '*road recommended by cyclists*'. Further off-road routes are also provided in Hampstead Heath, accessible from Hampstead Lane.
- 2.14 On-street cycle parking is provided in the nearby East Finchley and Highgate areas, with 13 Sheffield stands (26 spaces) located on High Road near East Finchley Station and 2 Sheffield stands (4 spaces) provided outside Highgate Station.
- 2.15 **Figure 2.4** below indicates a 20-minute cycle distance from the Site, which also shows the area for which cycling has the potential to replace driving for distances up to 5 kilometres. This includes areas such as Finchley, Crouch End, Holloway, Camden Town, Swiss Cottage and West Kilburn.

Figure 2.4 – 20 Minute Cycle Time from Site



[Source: www.tfl.gov.uk]

- 2.16 In light of the local cycle routes and cycle infrastructure in the vicinity and across London, particular attention will need to be given to cyclists during construction.

Community Considerations

Schools

- 2.17 There are no schools along the construction vehicle route in the immediate vicinity of the Site. However, Highgate School Far-Field playing fields are located immediately to the west of the Site and therefore construction vehicle drivers will be made aware of this facility.

Public Relations

- 2.18 A member of the Project Management team will be elected as a Community Liaison Officer whose contact details will be made available on construction site hoarding (and elsewhere) including a 24 hour emergency number. Their role and responsibilities will be inclusive of being the primary point of contact for the local community and answering questions where necessary.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 The programme of construction has been informed by general knowledge of construction methodology and is subject to change once detailed contractor input is obtained in the preparation of a detailed CLP, following the appointment of the main contractor should planning permission be granted.

3.2 Construction is expected to take approximately 24 months with the building completed and ready for occupancy in the autumn of 2024. This is subject to the receipt of planning permission and associated clearance of planning conditions and obligations prior to commencement on-site.

Table 3.1 below provides a summary of the outline construction programme which would be subject to review once a contractor is appointed.

Table 3.1: Outline Construction Programme			
Phase	Start	End	Duration
Site Setup	01/09/2022	15/10/2022	6 weeks
Demolition works	15/10/2022	01/12/2022	6 weeks
Excavation and substructure	01/12/2022	01/05/2023	26 weeks
Superstructure	01/05/2023	01/10/2023	20 weeks
Envelope and cladding	01/10/2023	15/04/2024	26 weeks
Fit-out and commissioning	15/04/2024	15/09/2024	20 weeks

Proposed Site Arrangement

3.3 If necessary, the appointed contractor will apply to the Council and/or TfL in order to obtain the appropriate permissions for any temporary highway licenses and traffic management measures, such as hoarding. A site setup drawing is included later within this report.

Construction Traffic Hours

3.4 It is proposed that the standard operational hours for construction traffic will be as follows:

- Weekdays: 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sunday & bank holidays: No activity unless agreed with the Council

- 3.5 All vehicle activity will be scheduled and undertaken in accordance with the Council and TfL's guidelines. Vehicle activity will primarily take place outside of peak periods in order to minimise disruption to the local road network. All vehicle activity will be undertaken on-site, with banksmen made available at the site entrance to assist with access / egress manoeuvres and to assist with any pedestrians walking along the frontage of the Site.
- 3.6 In certain circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken. The Council will be provided with prior notification in the event any special dispensation is required with regards to any out-of-hours vehicle activity.
- 3.7 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works, abnormal deliveries or cranes. The Council will be provided with prior notification should working during abnormal hours be necessary.

Vehicle Types

- 3.8 There are no anticipated restrictions to the size of heavy good vehicles servicing the Site. Numerous types of vehicles will be used to bring materials, with the main vehicle types including:
- 12m length, 2.5m width rigid vehicles;
 - 8.2m length, 2.5m width 6 wheel Tippers;
 - 8.3m length, 2.5m width Concrete Lorries;
 - 3.5T Luton Vans; and
 - 5.5m length LGVs (Transit Vans)

Construction Phasing

Site Setup

- 3.9 Site setup will take place on-site, with access taken from Hampstead Lane. This allows all construction activity to be undertaken on-site and therefore not impacting pedestrians / cyclists along Hampstead Lane. Demolition of the Site will be required initially with excavation of the basement to follow. This phase will generate the most construction vehicle movements. For the safety of pedestrians, banksmen will be available at all times to ensure that pedestrians are given

priority over vehicles accessing / egressing the Site. This arrangement will be confirmed by a Contractor and will be included in the final CLP.

- 3.10 An indicative site setup drawing has been included in **Appendix A**, which demonstrates that a loading bay can be accommodated on-site. A hoarding will be erected around the perimeter of the Site in order to reduce the noise, vibrations and dust emissions, with banksmen available at all times to assist with vehicle arrivals / departures and pedestrian movements at the Site access. In order to allow larger vehicles to access/egress the Site, the access points will be widened temporarily for the duration construction.

Demolition

- 3.11 Demolition of the existing building will be 'top down' methods.
- 3.12 Dust emissions will be controlled at the workface through a site hoarding and loading away area by a fine water spray. The waste will be held on site for the shortest possible time with waste then transferred directly onto tipper Lorries.

Excavation and Substructure

- 3.13 A basement will be excavated with material removed directly into tipper Lorries.
- 3.14 Piling will be installed using piling rigs located within the Site to create the basement walls and structural footings of the building.
- 3.15 All vehicular activity will occur on-site, with specialised piling equipment/rigs required which will be used at times that best minimise disruption to nearby properties.
- 3.16 The principal works associated with this phase will be the pouring of concrete to form the foundations, basement slabs and walls and the building core. This will require an intense period of vehicle activity to ensure a continuous pour of concrete is achieved.
- 3.17 All vehicular activity will occur on-site with concrete pumped directly into the base of the structure.

Super-Structure

- 3.18 The frame of the building will most likely be constructed using steel girders tied into the concrete core created during the sub-structure phase. Any steel will be brought to the Site by flatbed vehicles and transferred within the Site by mobile crane units.

- 3.19 All vehicular activity will occur on-site with cranes either erected on-site and/or with the occasional mobile crane unit arriving/departing to load/unload steel and other bulky materials.

Envelope and Cladding

- 3.20 It is envisaged that cladding and glazing will be brought to the Site on low-loader and flatbed vehicles and lifted in to place by cranes or a Hi-Ab vehicle.
- 3.21 As above, all vehicular activity will occur on-site with an increase in the number of flatbed and low-loader type vehicles.

Fit-out, Testing and Commissioning

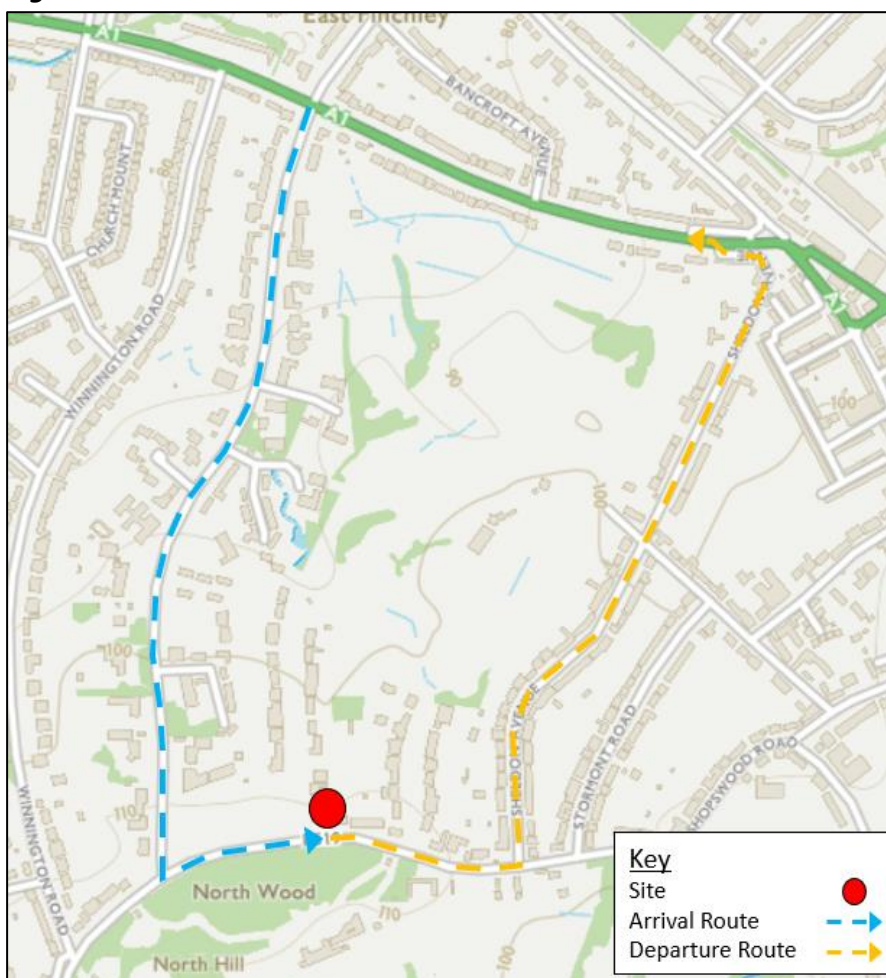
- 3.22 Traditional construction techniques will be used for the building fit-out phase with deliveries undertaken on-site with all materials transferred internally.
- 3.23 Deliveries will be primarily undertaken by vehicles in the 3.5T – 7.5T range with a small number of deliveries undertaken by rigid lorries up to 8m in length.

4 VEHICULAR ROUTEING AND SITE ACCESS

4.1 Vehicle routes will follow the strategic highway network until the final approach to the Site where local roads will be used for access. The recommended vehicle route is shown in **Figure 4.1** below and summarised as follows:

- Access: A1 – The Bishops Avenue – Hampstead Lane – Site.
- Egress: Site – Hampstead Lane – Sheldon Avenue – A1.

Figure 4.1 – Recommended Vehicle Route Plan



[Source: www.osmaps.ordanancesurvey.co.uk]

4.2 When appointed, the Contractor will liaise with the Council with the aim of agreeing vehicular routes to and from the Site for vehicles during the construction stages. Details on the agreed routes will be provided to drivers which will need to be adhered to at all times unless otherwise instructed by the Council.

- 4.3 Traffic marshals shall be employed throughout the contract to manage the flow of construction vehicles to ensure that public and pedestrian safety is maintained at all times, and that the highway is kept open for normal traffic and to ensure satisfactory access and movement for existing occupiers of neighbouring properties during the construction. In particular, banksmen will be positioned to assist when construction vehicles are arriving or departing the Site as well as pedestrian movements. Vehicle swept analysis of different construction vehicles accessing / egressing the Site have also been included within **Appendix B**.

5 STRATEGIES TO REDUCE IMPACTS

5.1 **Table 5.1** below sets out the committed, proposed and measures checklist replicated from the TfL Construction Logistics Plan guidance.

Table 5.1: Medium Impact Site Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling		X	
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres			X
Measures to Encourage Sustainable Freight			
Freight by Water			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture			X
Re-use of materials on site		X	
Smart procurement			X
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan		X	

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

5.2 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area.

5.3 It will be a requirement for Contractors to be registered with the Freight Operator Recognition Scheme (FORS) and ensure all subcontractors are also registered. FORS will be a mandatory requirement where applicable (except in the rare instances of international deliveries, other non-standard deliveries, and vehicle types and sizes that are not subject to the FORS standard) and recognise that FORS:

- Creates safer drivers – with significantly reduced occurrence of accidents;
- Will encourage suppliers to improve fuel economy associated with the project;

- Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
- Improves certainty of deliveries and collections; and
- Promotes a reduction in journeys to and from Site.

5.4 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard during all stages of demolition and construction.

5.5 Banksmen will be available throughout construction to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Designated Routes

5.6 Details of routes to be used for journeys to and from Site for road operations are provided in Section 4. The routes to/from the strategic highway network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

5.7 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route/s to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

5.8 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the Site.

5.9 The scheduling of materials, deliveries and waste collection will be managed in order to avoid more than one HGV seeking access to the immediate site frontage at any time. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the Site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.

- 5.10 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible out of the morning and evening peak hours.
- 5.11 The use of logistics and consolidation centres and holding areas will be reviewed by the chosen contractor who may choose to implement such measures if they are undertaking other construction projects in the local area.

Use of Logistics and Consolidation Areas

- 5.12 The use of logistics and consolidation centres and holding areas will be reviewed by the chosen contractor who may choose to implement such measures if they are undertaking other construction projects in the local area.

Measures to Encourage Sustainable Freight

- 5.13 It is not considered viable to undertake deliveries by water or by rail for this project, due to not being in close proximity to either option, as such, utilising the strategic highway network is the most efficient method of transporting freight.

Material Procurement Measures

- 5.14 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.
- 5.15 Consideration will be given to the opportunities to employ off-site manufacturing processes upon appointment of a contractor.
- 5.16 Consideration will be given to the employment of smart procurement measures such as last mile logistics solutions and sourcing local suppliers. This is ever increasing across London with the advancements of electric cargo bikes which make using local suppliers more feasible and efficient.

Other Measures

- 5.17 The developer and appointed contractor will consult with Haringey, TfL, and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis.

Staff Travel Plan

- 5.18 There will be no on-site parking provided for construction worker vehicles. There are no car parking restrictions along Hampstead Lane and therefore construction workers could drive each day. This will be actively discouraged by the Contractor who will promote the benefits of travelling sustainably and provide bus timetable information to show the frequency of the routes in the vicinity of the Site.

Preventing HGV Movements During School Drop-off and Pick-Up

- 5.19 Despite there not being any schools located in the immediate vicinity of the Site, HGV deliveries will still be scheduled, where possible, to occur outside of school drop-off and pick-up times in order to minimise the impact on the local highway network.

6 ESTIMATED VEHICULAR MOVEMENTS

6.1 A breakdown of average expected vehicle movements and anticipated dwell times during each phase of construction will be provided within the final CLP and once a contractor has been appointed. However, for the purpose of providing further details, a preliminary breakdown has been included within **Table 6.1** and **Figure 6.1-6.3** below which are provided for illustrative purposes.

Table 6.1: Outline Construction Programme & Vehicle Movements			
Phase	Start	No. of Trips (monthly)	Peak no. of Trips (daily)
Site Setup	Q3 2022 – Q4 2022	150	6
Demolition works	Q4 2022 – Q4 2022	150	6
Excavation and substructure	Q4 2022 – Q2 2023	450	18
Superstructure	Q2 2023 – Q4 2023	150	6
Envelope and cladding	Q4 2023 – Q2 2024	150	6
Fit-out and commissioning	Q2 2024 – Q3 2024	210	8

Figure 6.1: Estimated Construction Vehicles (Monthly and Daily) (Taken from TfL CLP Tool)

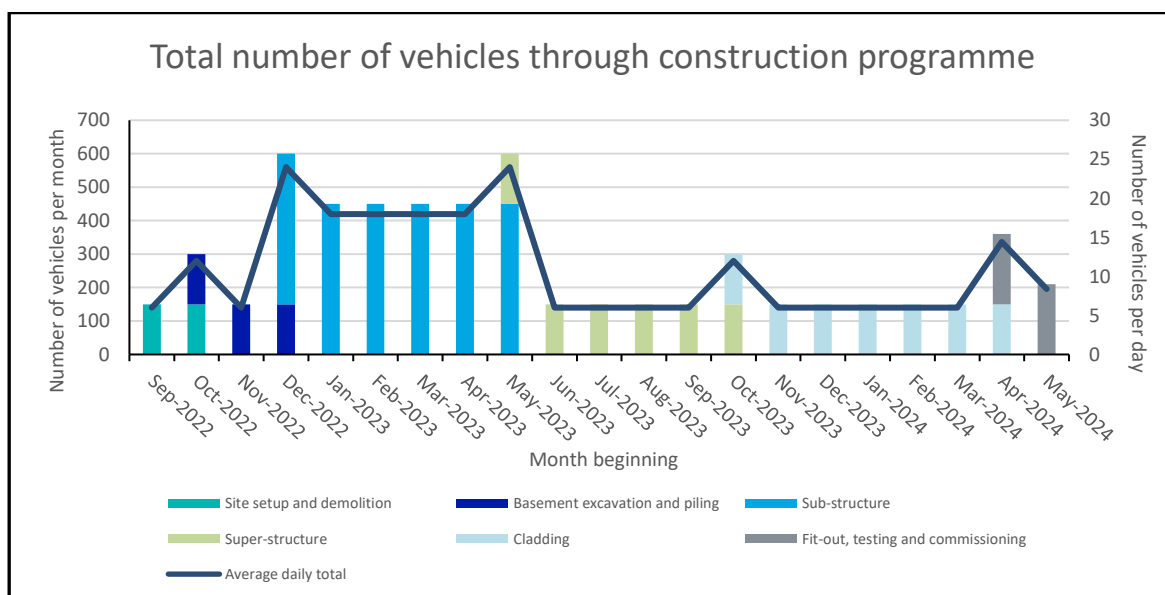


Figure 6.2: Number and Vehicle Type by Phase of Construction (Taken from TfL CLP Tool)

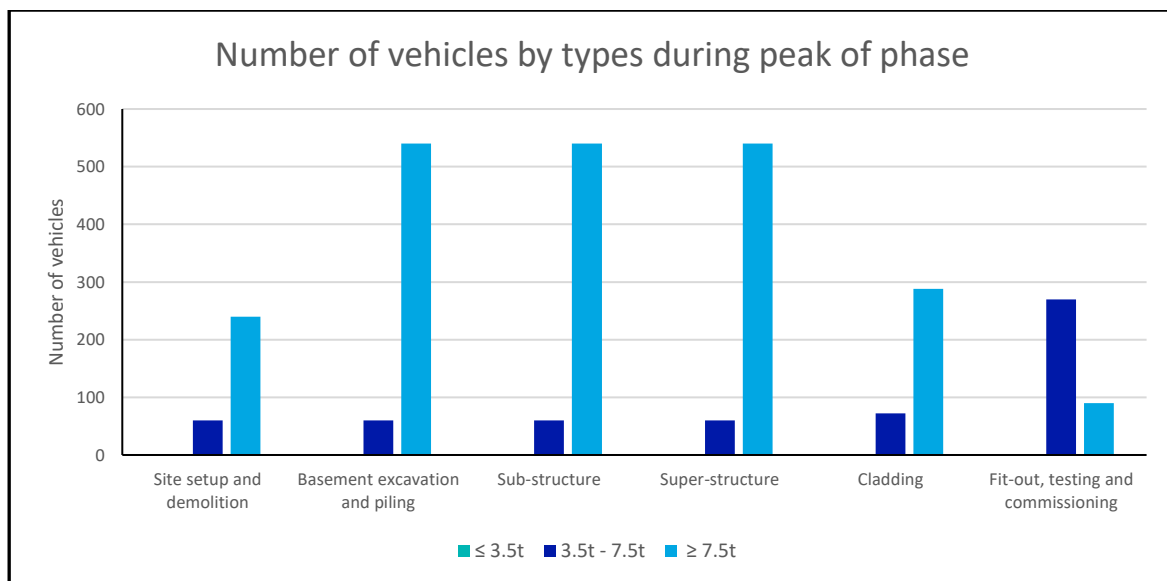
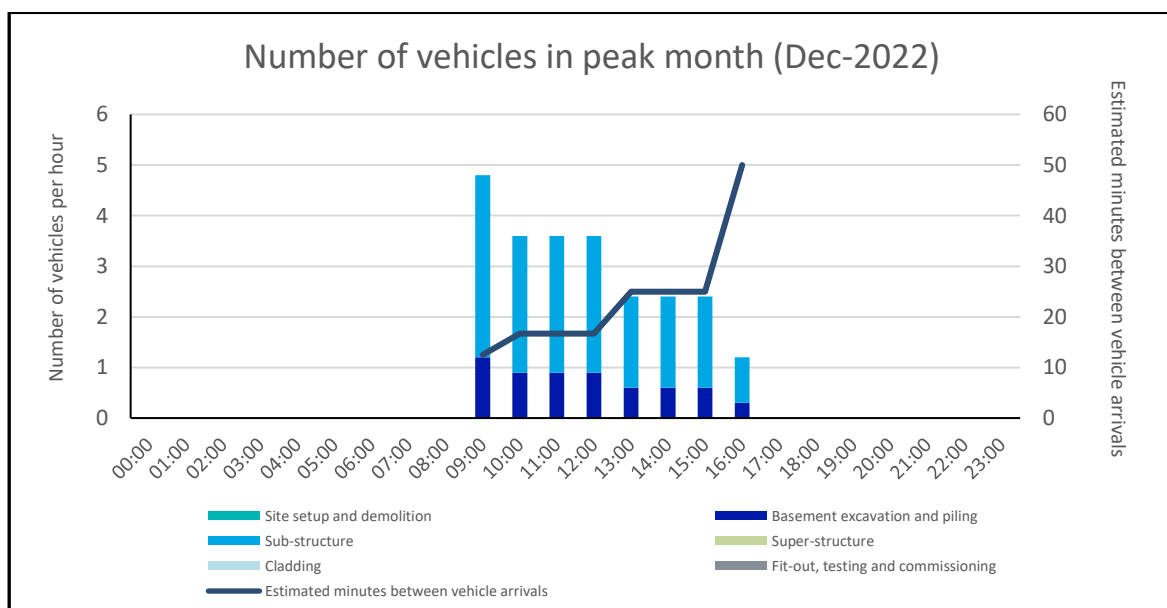


Figure 6.3: Hourly Arrival Profile of Vehicles During the Peak Month (Taken from TfL CLP Tool)



6.2 During the peak months of construction, approximately 540 construction vehicles will access the Site. This equates to circa 22 vehicles per day. This is indicative at this stage and assumes that the vehicle numbers in Table 6.1 are maintained throughout the duration of the phase, whereas in theory there would be a peak of construction vehicle movements, with the remainder of the phase having a reduced demand.

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 This Outline CLP cannot include a detailed and defined description of how the CLP will be implemented, monitored and updated at this initial stage. However, the following strategy can be confirmed at this stage. An appointed Construction Logistics Manager will be in charge of implementing the Detailed CLP on behalf on the contractor. Their job description will include collecting data on:

Number of Vehicle Movements to Site

- Total;
- By vehicle type / size;
- Time spent on site; and
- Delivery/collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated injuries; and
- Vehicles and operators not meeting safety requirements.

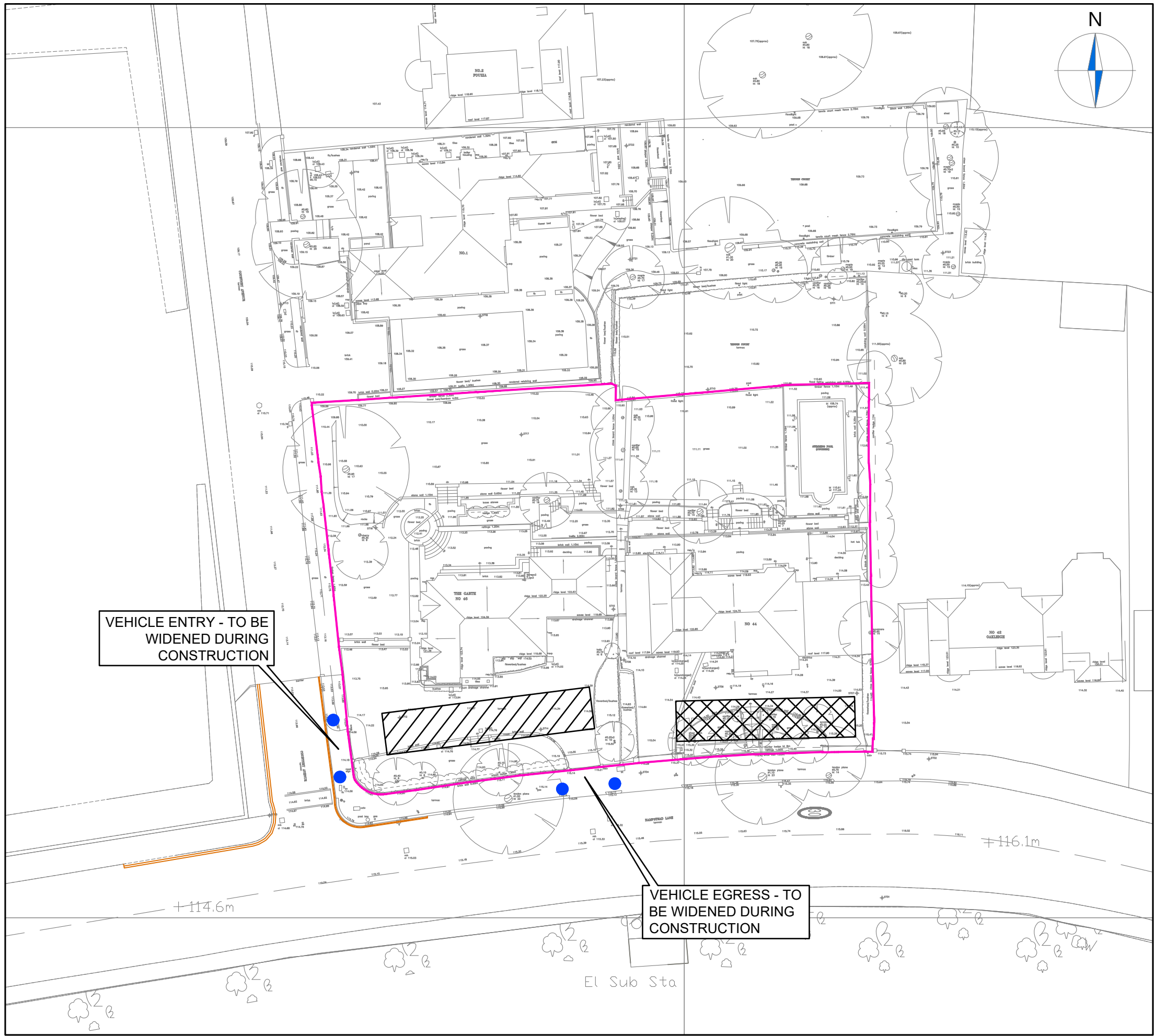
7.2 Contact details of the people responsible for approving and implementing the CLP will be provided within the final CLP.

7.3 A copy of a contractor's handbook and driver's handbook will be prepared in conjunction with the final CLP.

8 CONCLUSION

- 8.1 This Outline CLP has been prepared in accordance with policy on a national, regional and local level. The content of this document is considered to be outline or draft, and therefore subject to preparation of a final CLP once a contractor has been appointed should planning permission be granted.
- 8.2 The impact of construction will be mitigated through this document and the implementation of initiatives and best practices such as the Considerate Constructors Scheme (CCS), Freight Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety CLOCS.
- 8.3 The construction process will be monitored continuously with site supervision at all times to ensure the safety of all users, especially pedestrians walking along the Site frontage when construction vehicles are arriving / departing.
- 8.4 Any licences and/or traffic management permissions required will be applied for to the relevant highway authority in advance of the associated works.
- 8.5 The CLP will be subject to a regular review between the contractor and stakeholders, with any proposed changes subject to approval by the highway authorities.

Appendix A



NOTES

- 1. Do not scale from this drawing.
- 2. This drawing to be read & printed in colour.
- 3. This drawing is for illustrative purposes only.

KEY:

- SITE HOARDING
- LOADING AREA
- SITE STORAGE & WELFARE FACILITIES
- BANKSMEN

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction		
	☒ For Information	☐ For Tender	☐ As Built		

Client:
Harrison Varma Joinery Ltd

Project:
44-46 Hampstead Lane

Drawing Title:
Proposed Construction Arrangement

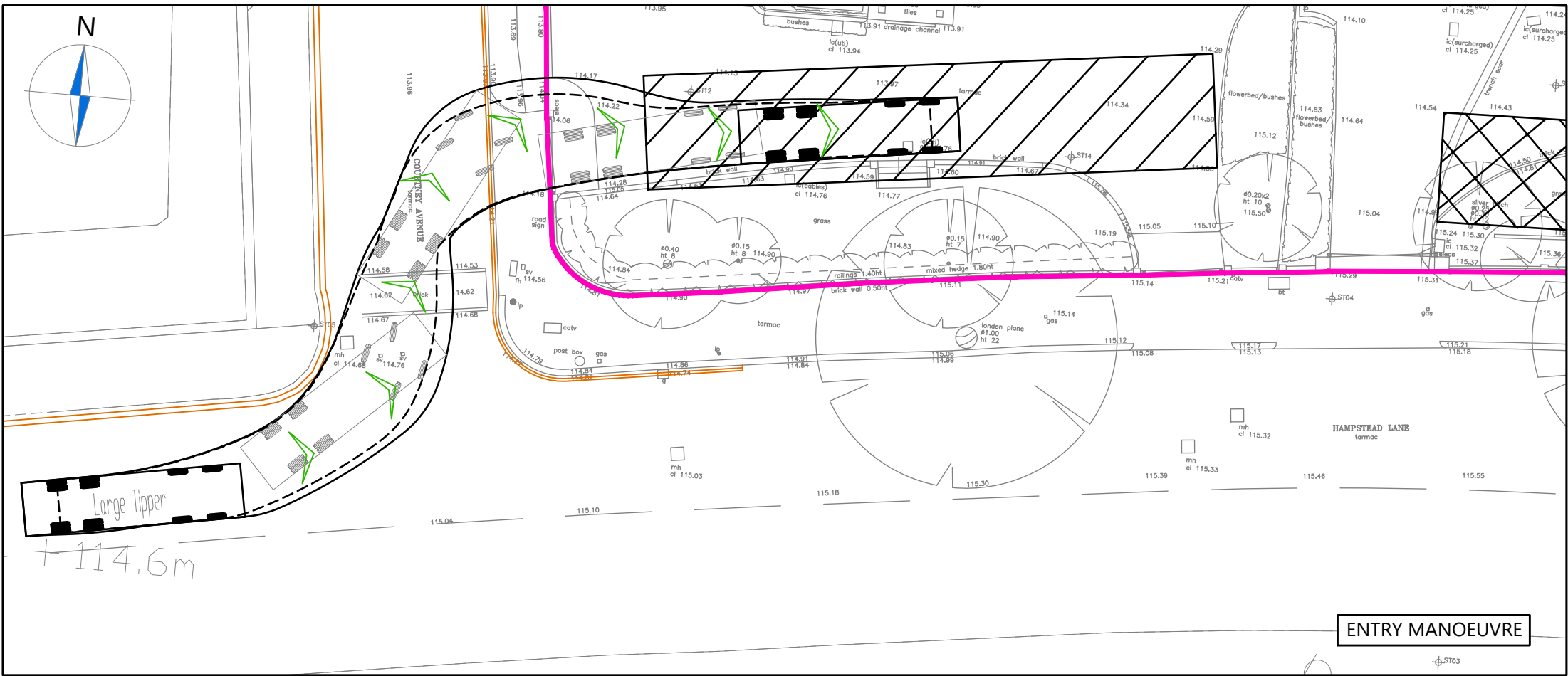
Scale: 1:500 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: CA4524 Drawing No: CT002 Sheet: 1 of 1 Rev: ...

Appendix B



NOTES

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only.

LARGE TIPPER

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

10.201m

2.495m

2.890m

0.341m

2.471m

6.00s

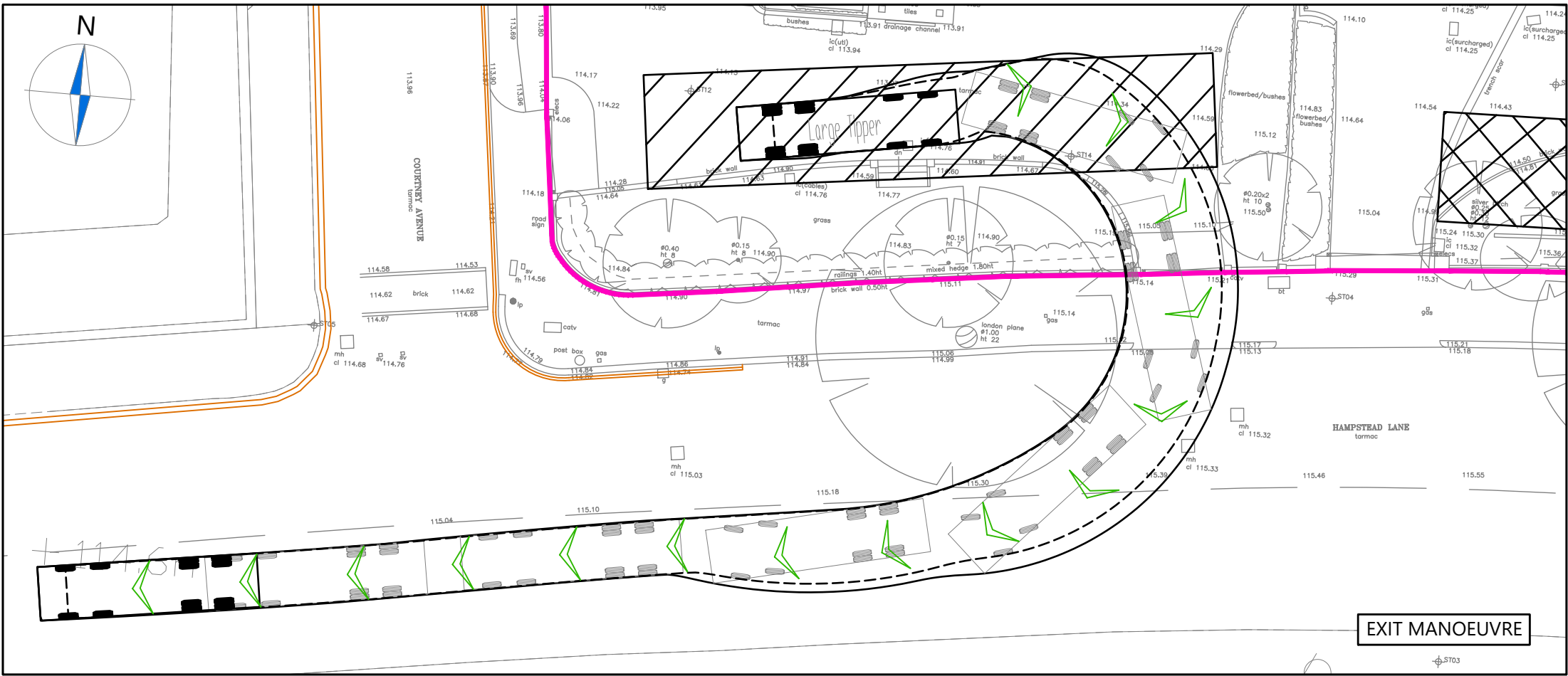
11.550m

FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

Rev	Details	Drawn	Checked	Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built



Client:

Harrison Varma Joinery Ltd

Project:

44-46 Hampstead Lane

Drawing Title:

Swept Path Analysis using a 10.2m Large Tipper Lorry

Scale:1:250

Size:A3

Drawn by:HE

Checked by:JT

Date:10.06.2021

Transport Planning & Highway Design

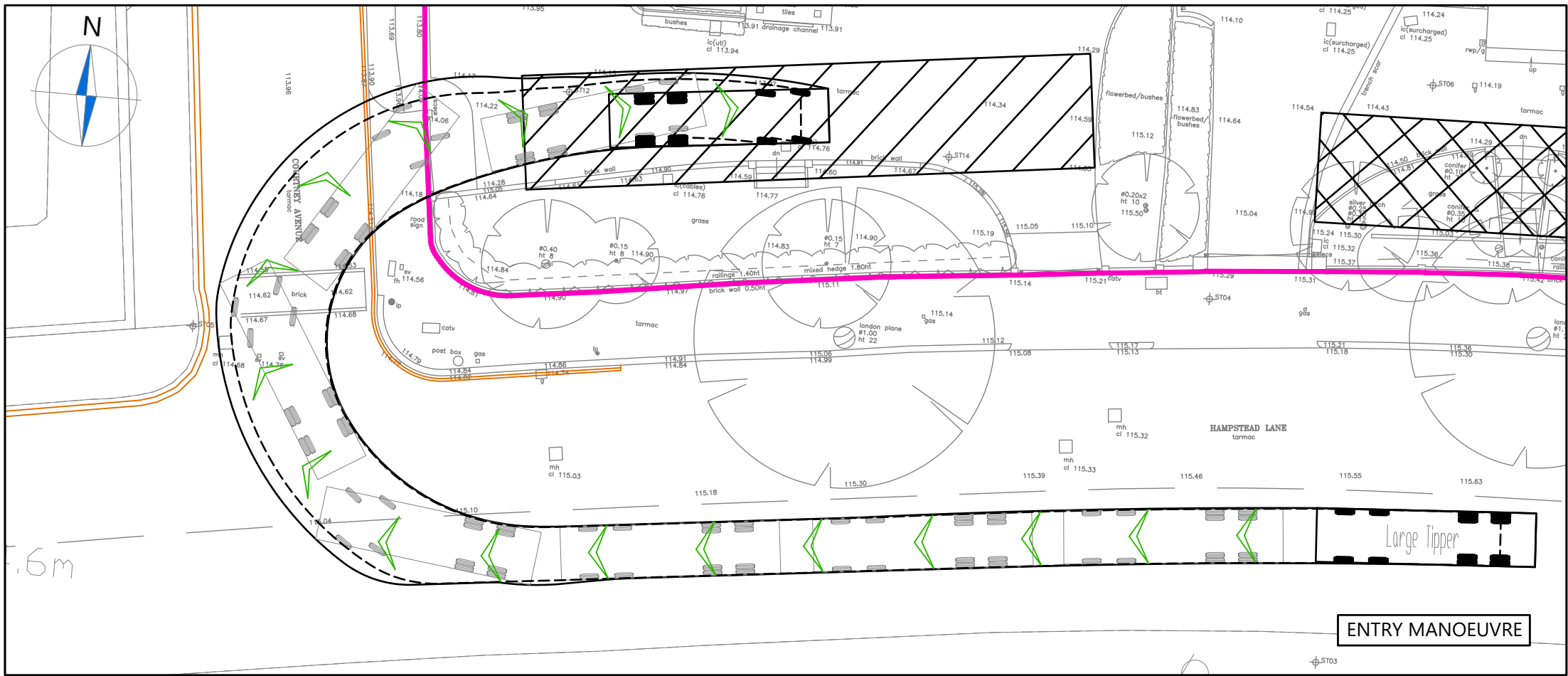
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:CA4524

Drawing No:CT003

Sheet:1 of 8

Rev:...



NOTES

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only.

LARGE TIPPER

Overall Length10.201m
Overall Width2.495m
Overall Body Height2.890m
Min Body Ground Clearance0.341m
Track Width2.471m
Lock to Lock Time6.00s
Kerb to Kerb Turning Radius11.550m

FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)
REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

Rev	Details	Drawn	Checked	Date

Status:

☐ Preliminary

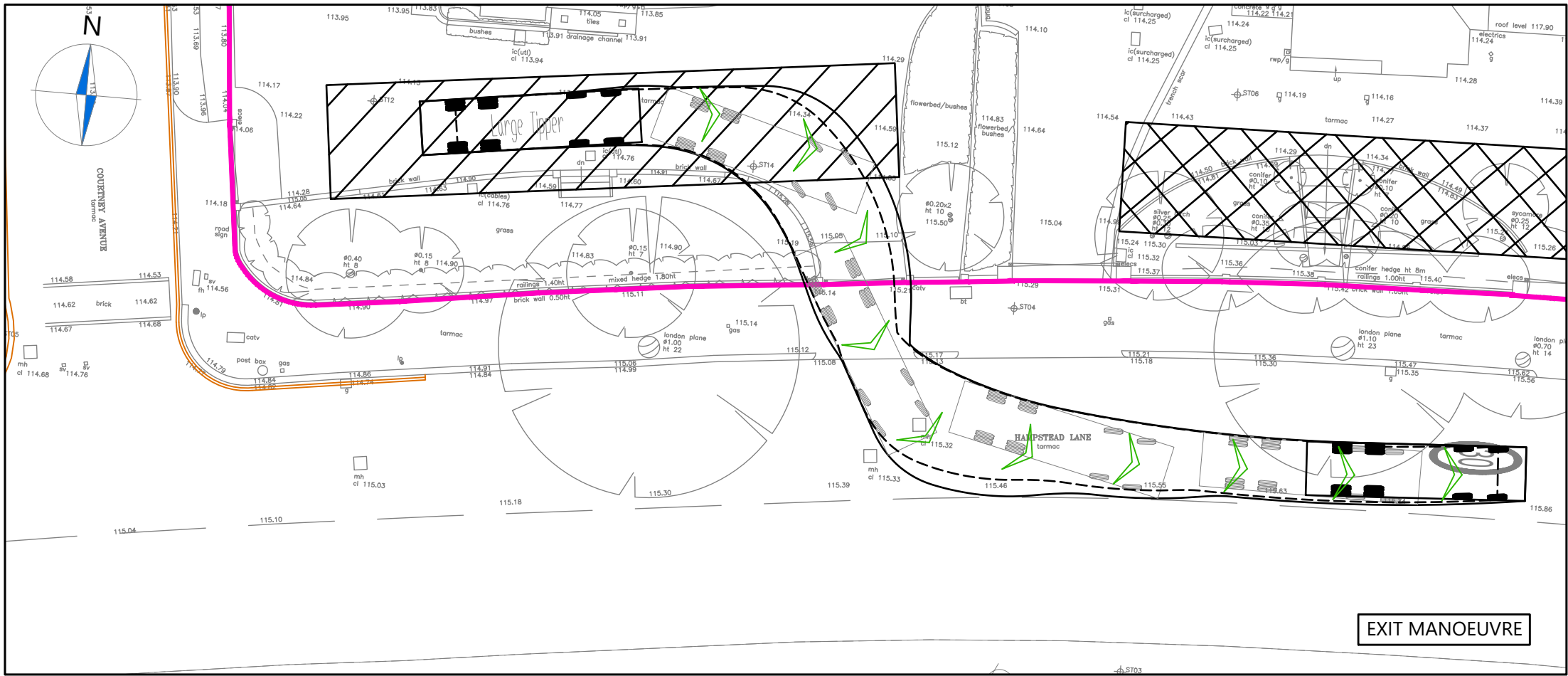
☐ For Approval

☐ For Construction

☒ For Information

☐ For Tender

☐ As Built



Client:

Harrison Varma Joinery Ltd

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44-46 Hampstead Lane

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Swept Path Analysis using a 10.2m Large Tipper Lorry

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Date:10.06.2021

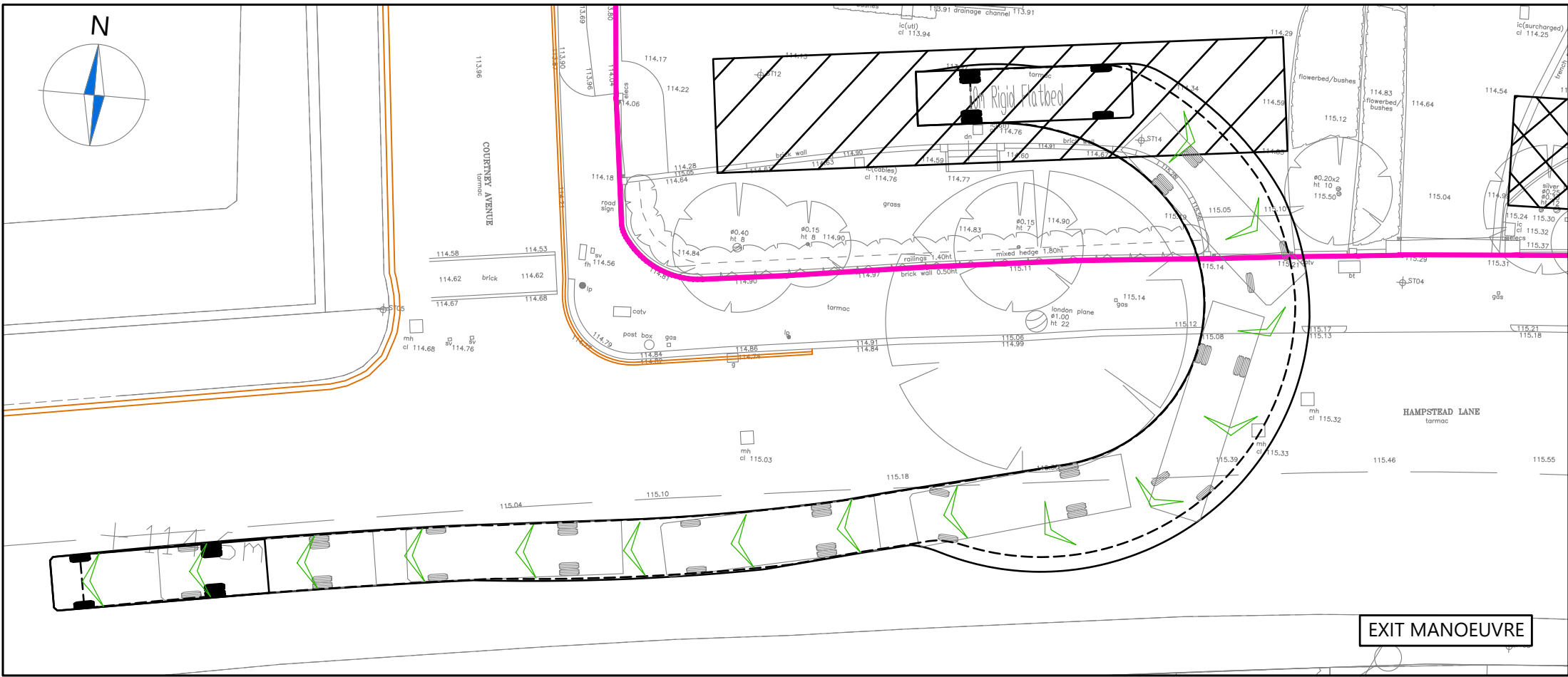
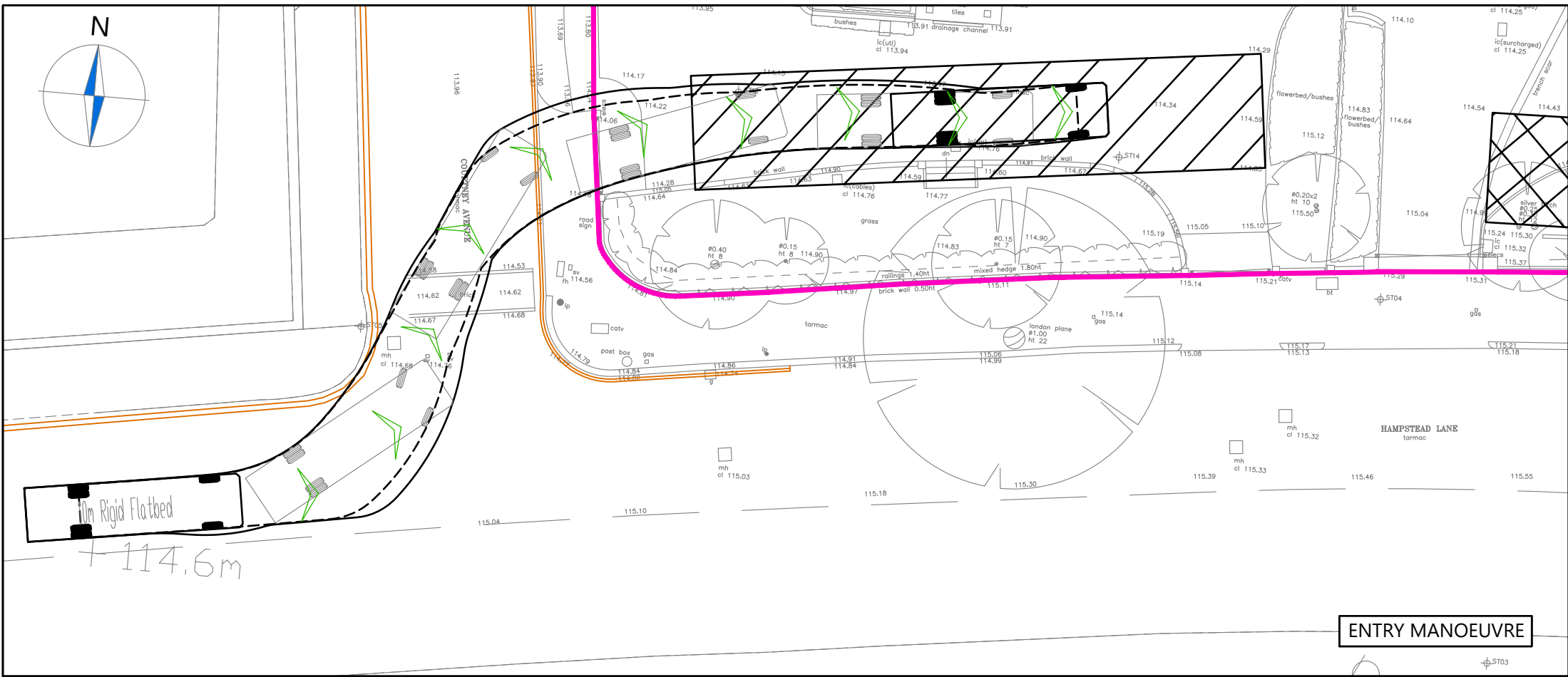
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Transport Planning & Highway Design
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Scheme Ref:CA4524

Drawing No:CT003

Sheet :2 of 8

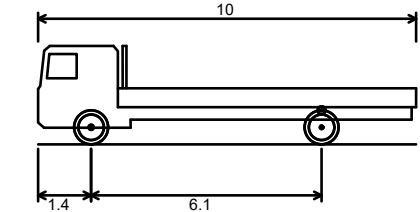
Rev:...



NOTES

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RIGID FLATBED



Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 2.602m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to Lock Time 3.00s
Kerb to Kerb Turning Radius 11.000m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction		
	☒ For Information	☐ For Tender	☐ As Built		

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

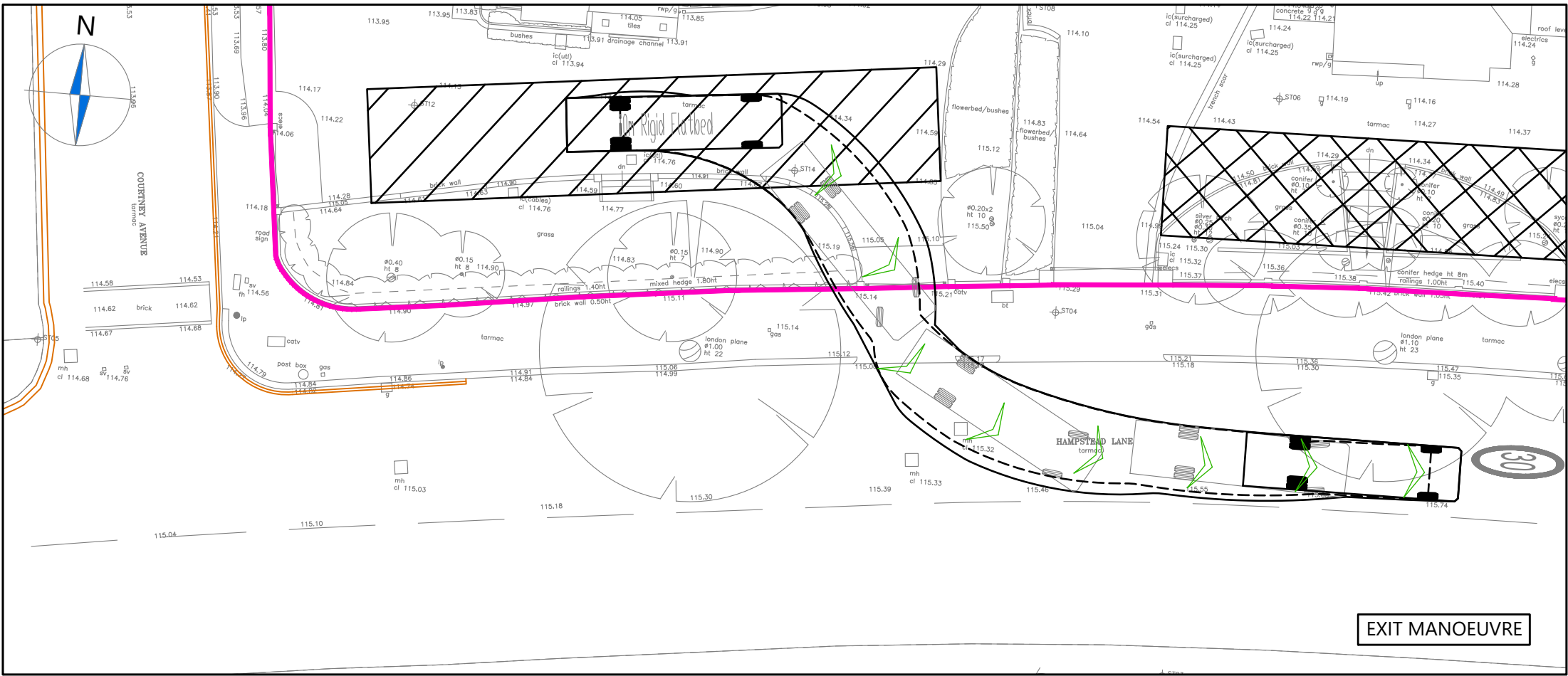
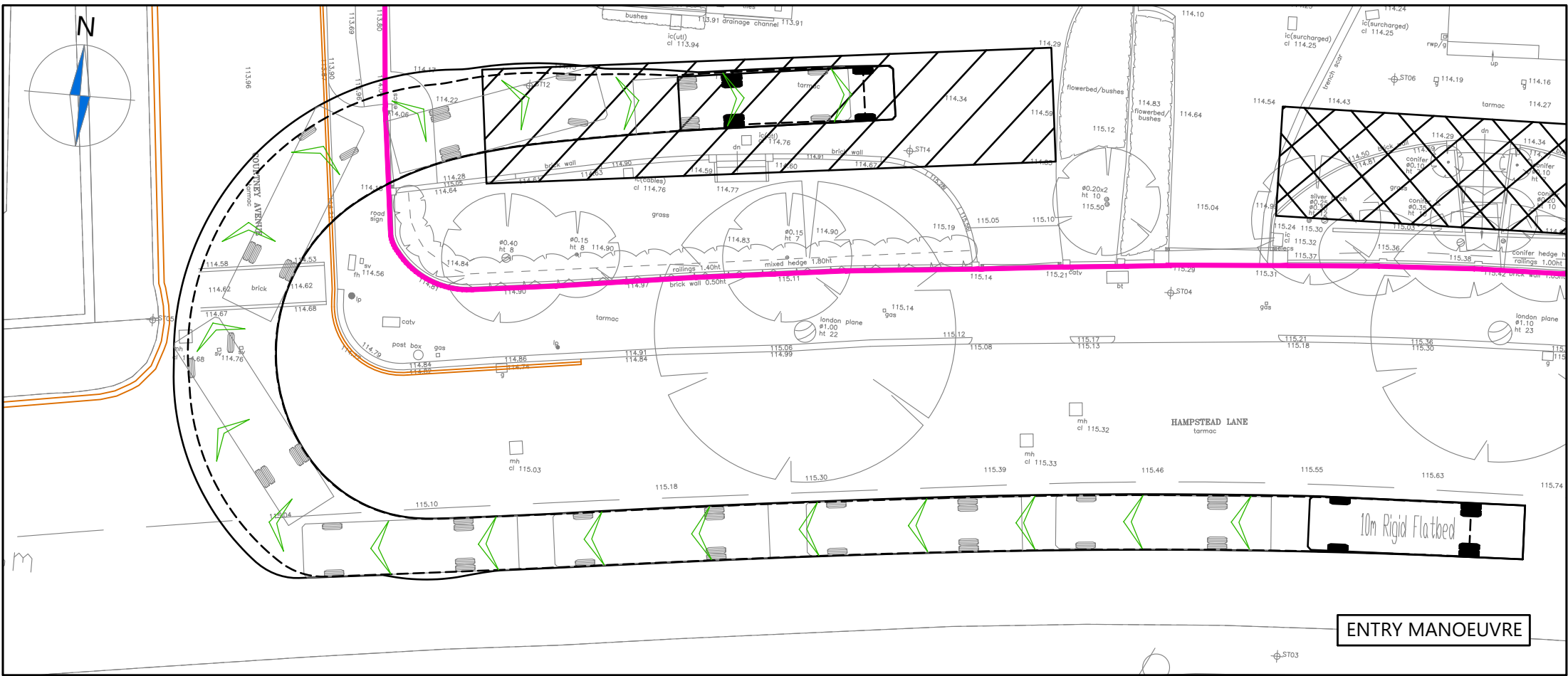
Drawing Title: Swept Path Analysis using a 10m Rigid Flatbed Lorry

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 10.06.2021

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Transport Planning & Highway Design
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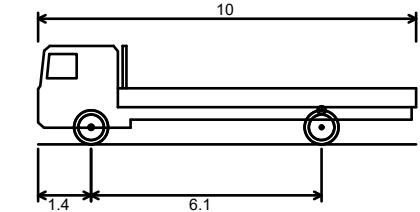
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	CT003	3 of 8	...



NOTES

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RIGID FLATBED



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction		
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Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

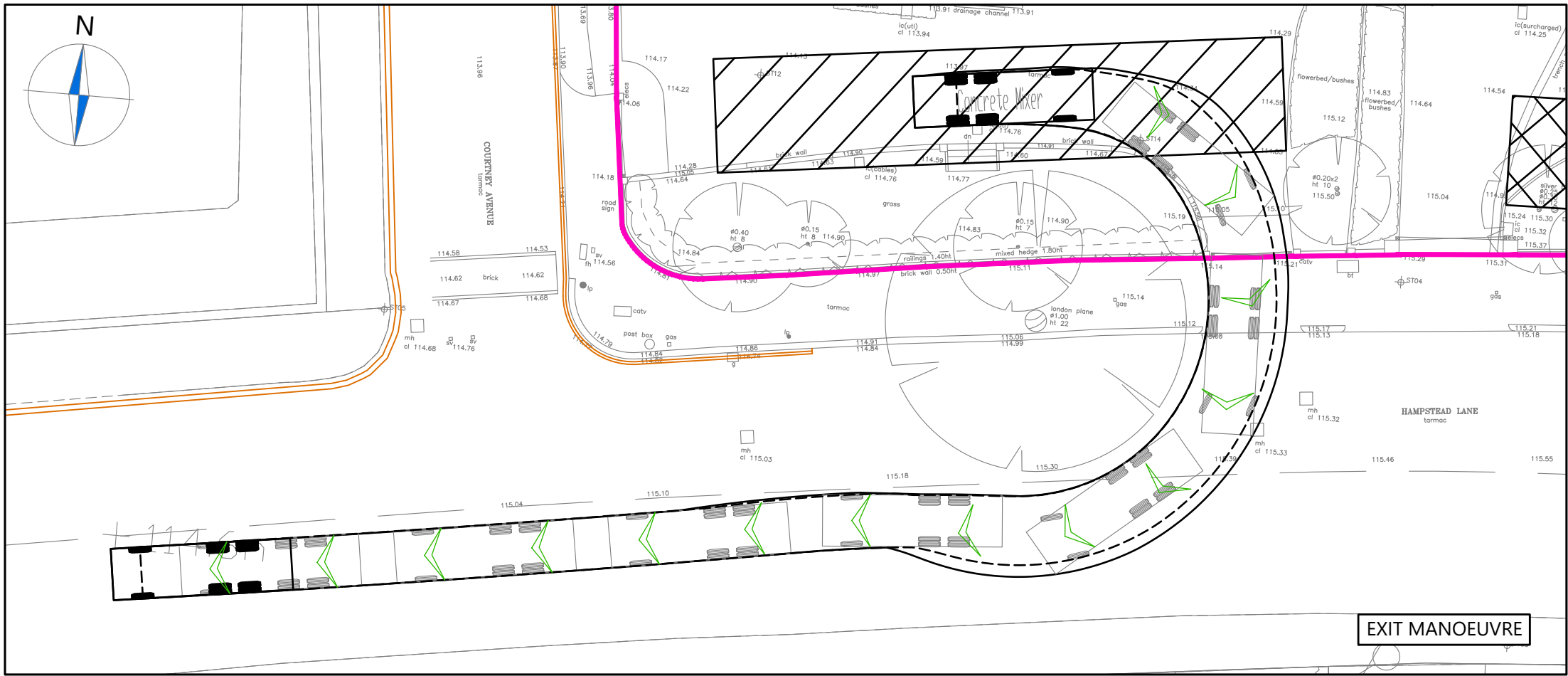
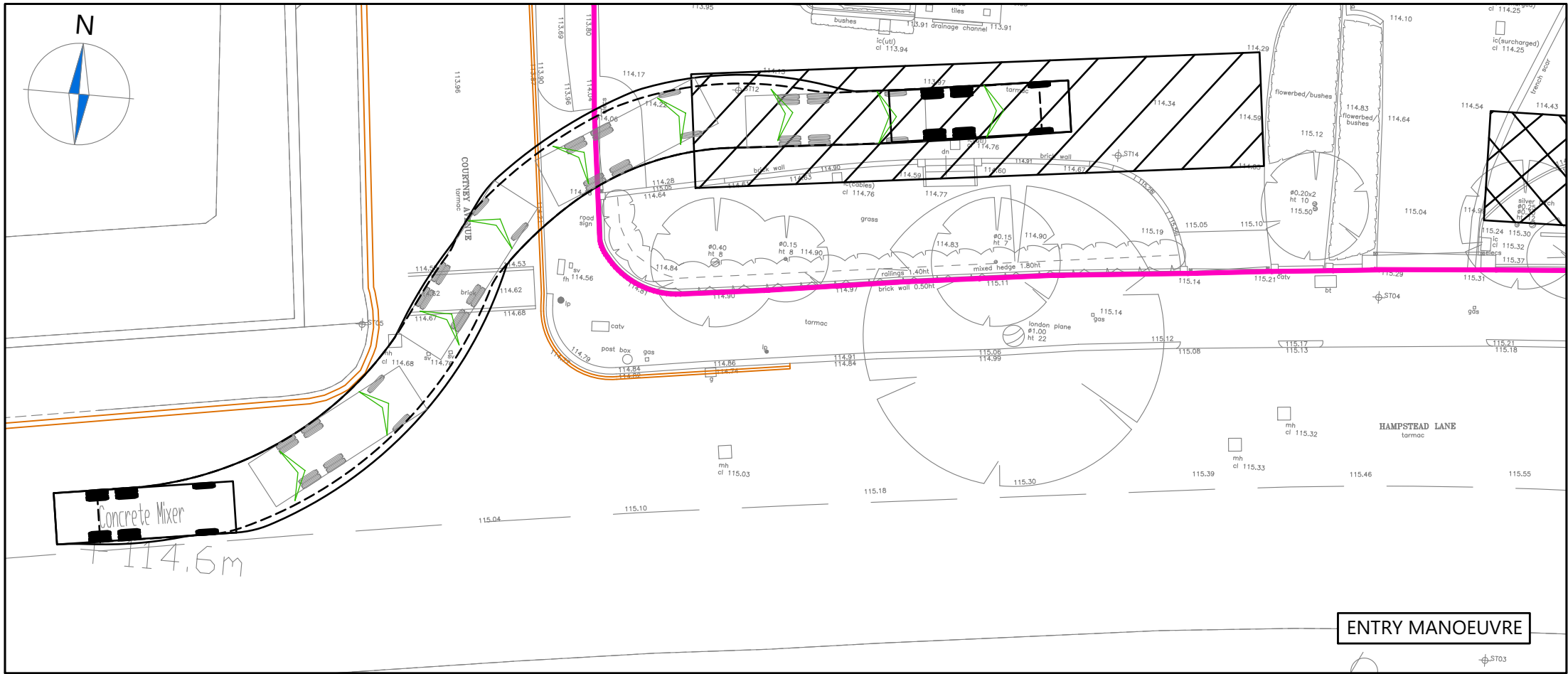
Drawing Title: Swept Path Analysis using a 10m Rigid Flatbed Lorry

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 10.06.2021

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Transport Planning & Highway Design
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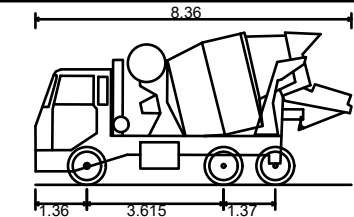
Scheme Ref: CA4524	Drawing No: CT003	Sheet: 4 of 8	Rev: ...
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NOTES

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CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

	FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)
	REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

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Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

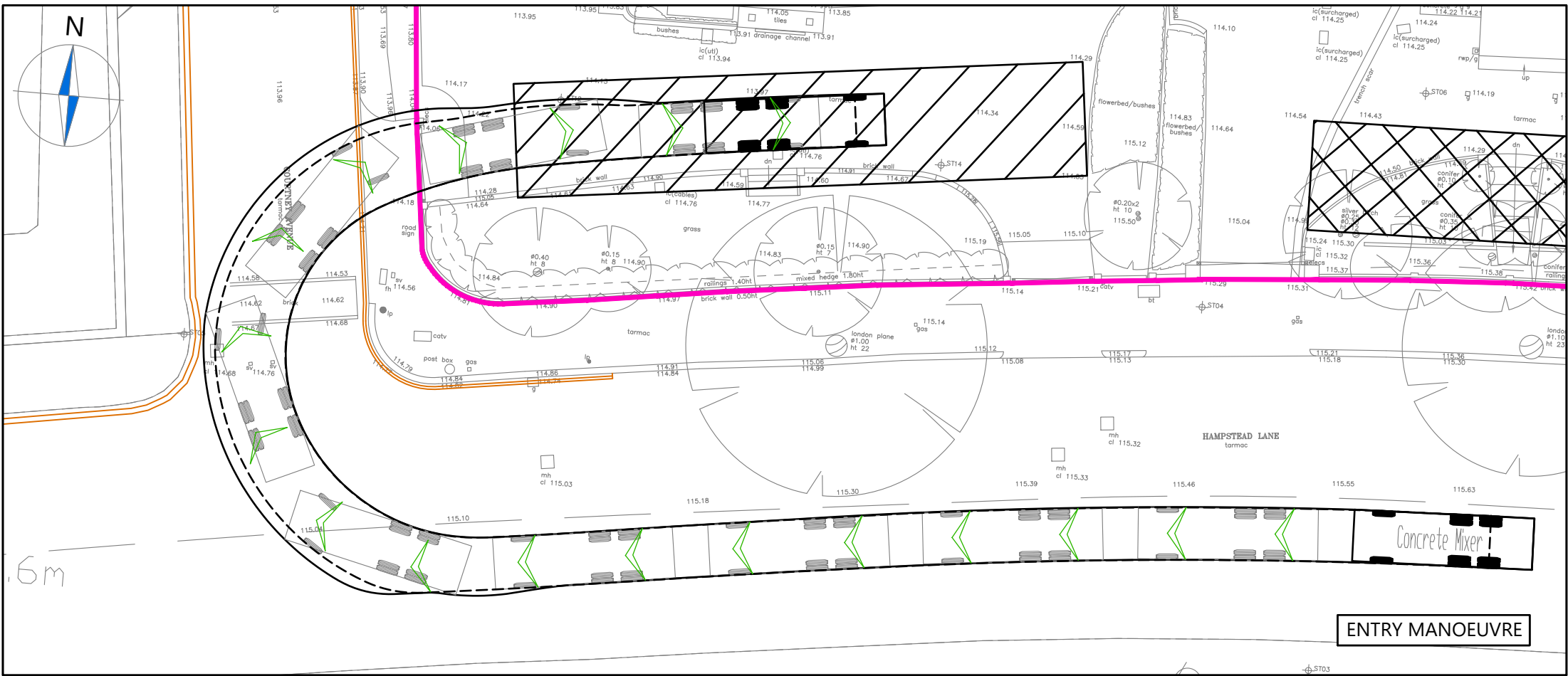
Drawing Title: Swept Path Analysis using an 8.36m Concrete Mixer

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 10.06.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	CT003	5 of 8	...



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CONCRETE MIXER

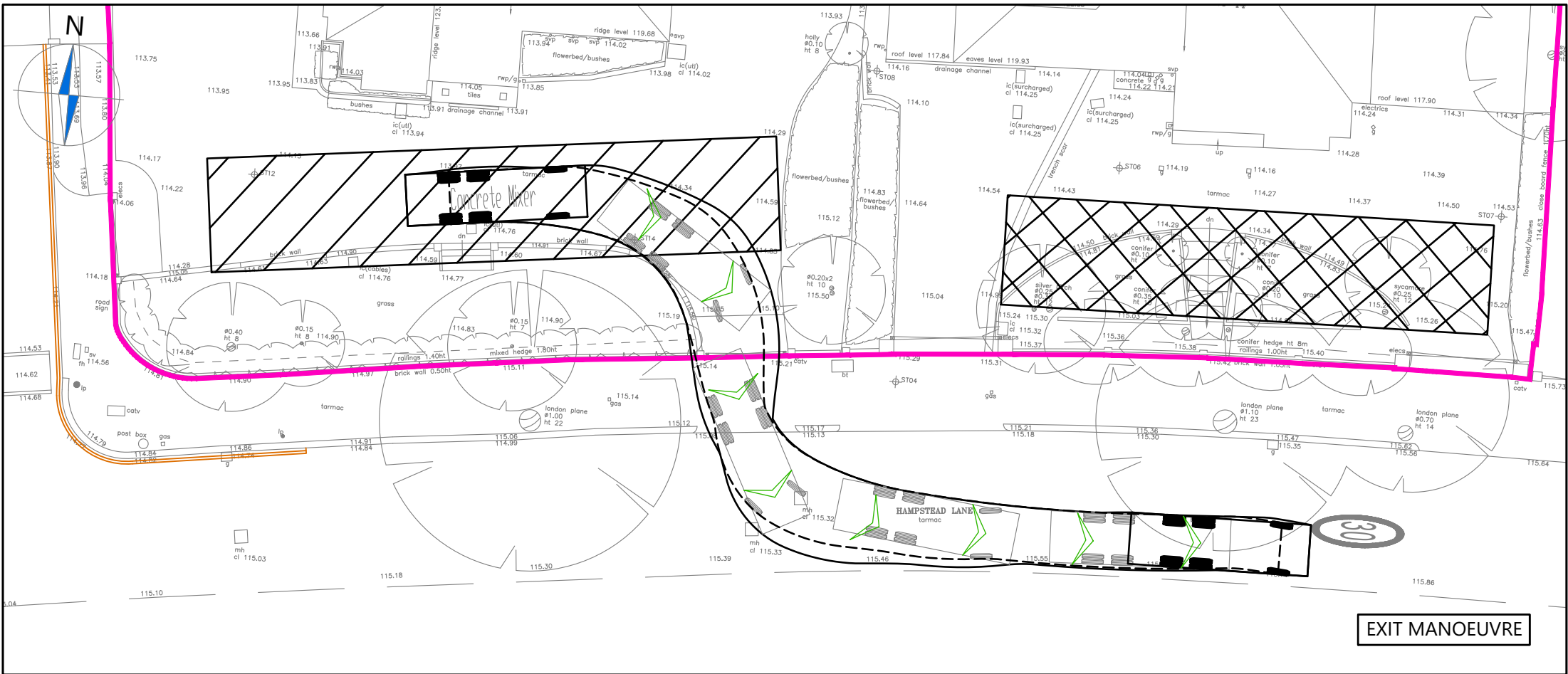
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

8.360m
2.390m
4.027m
0.358m
2.413m
6.00s
8.210m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
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Client:

Harrison Varma Joinery Ltd

Project:

44-46 Hampstead Lane

Drawing Title:

Swept Path Analysis using an 8.36m Concrete Mixer

Scale:1:250

Size:A3

Drawn by:HE

Checked by:JT

Date:10.06.2021

Transport Planning & Highway Design

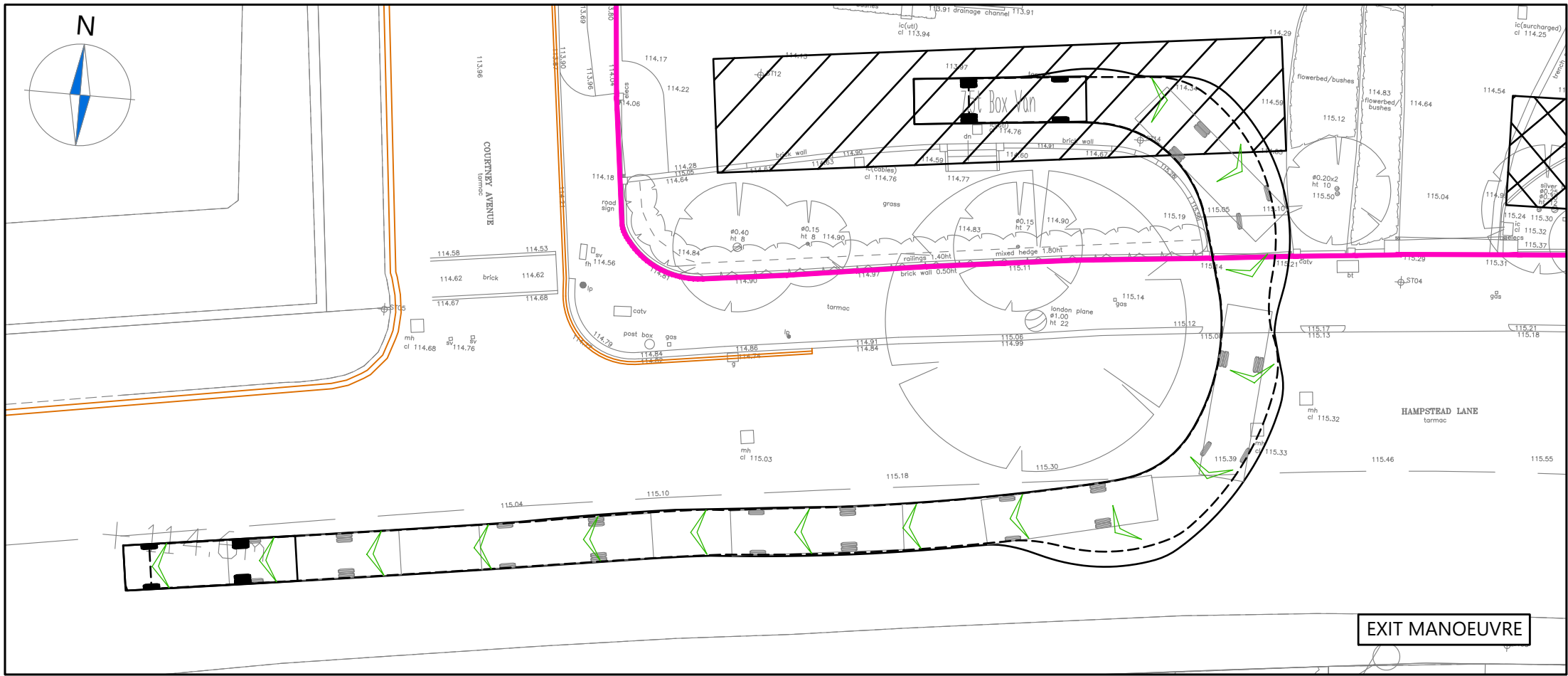
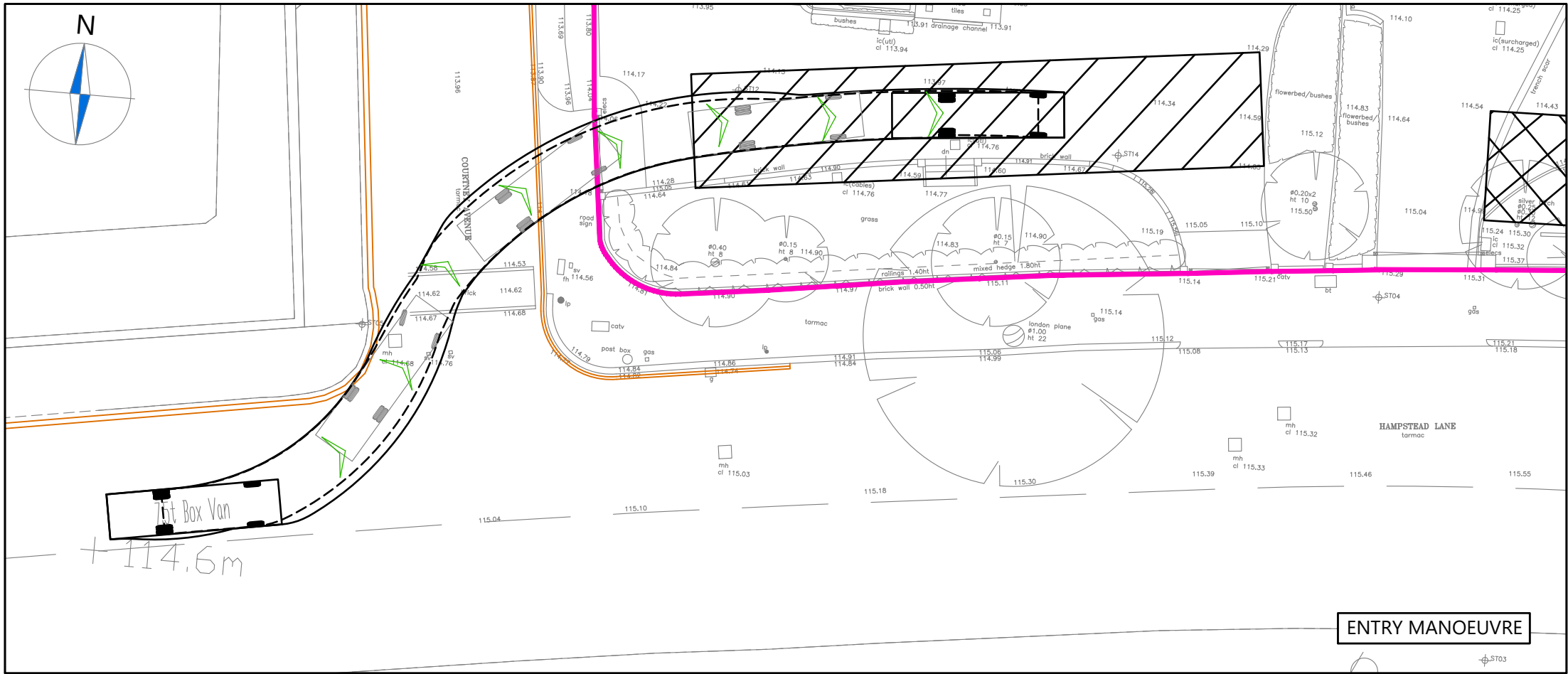
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Scheme Ref:CA4524

Drawing No:CT003

Sheet :6 of 8

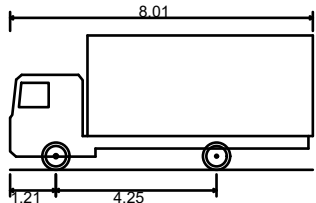
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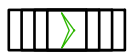
NOTES

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7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
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Status: ☐ Preliminary ☐ For Approval ☐ For Construction
☒ For Information ☐ For Tender ☐ As Built

Client:

Harrison Varma Joinery Ltd

Project:

44-46 Hampstead Lane

Drawing Title:

Swept Path Analysis using an
8m 7.5t Box Van

Scale:

1:250

Size:

A3

Drawn by:

HE

Checked by:

JT

Date:

10.06.2021



Transport Planning & Highway Design

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Scheme Ref:

CA4524

Drawing No:

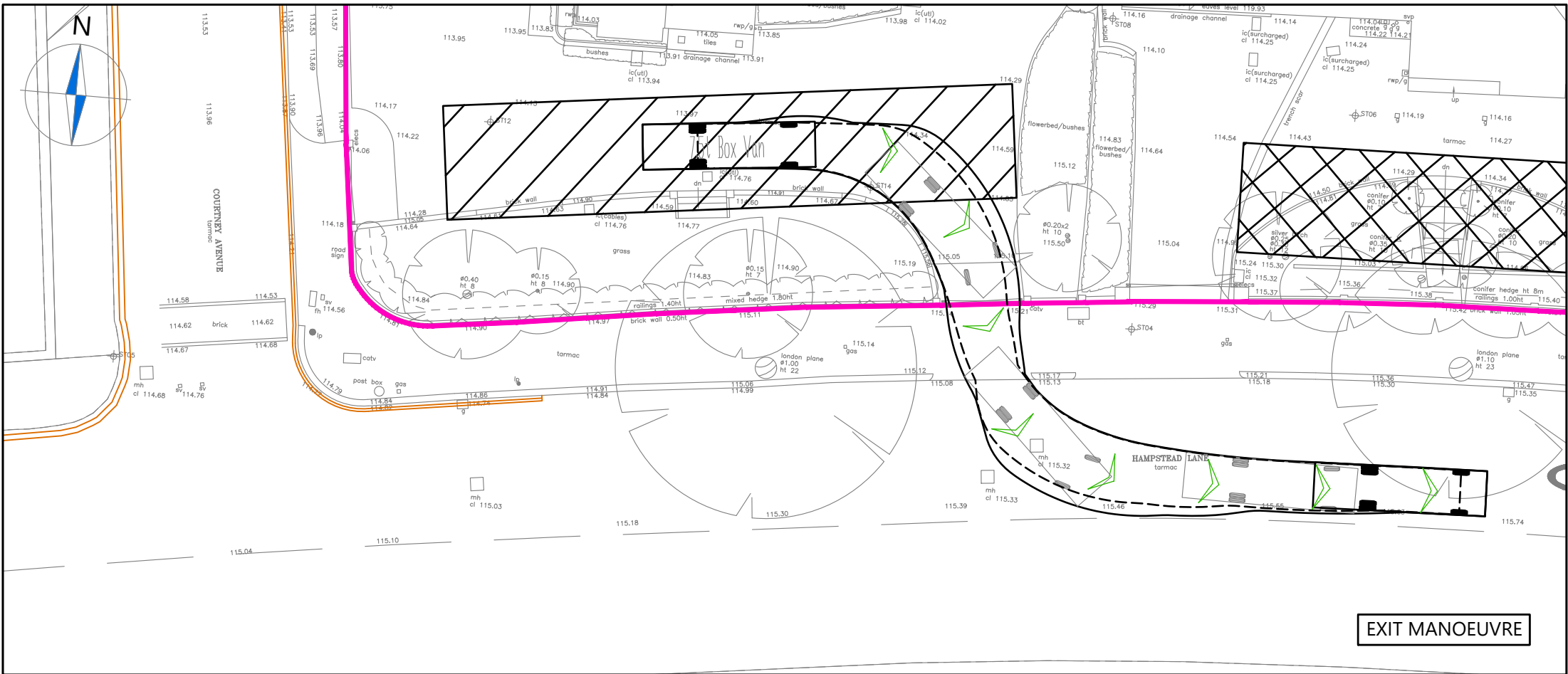
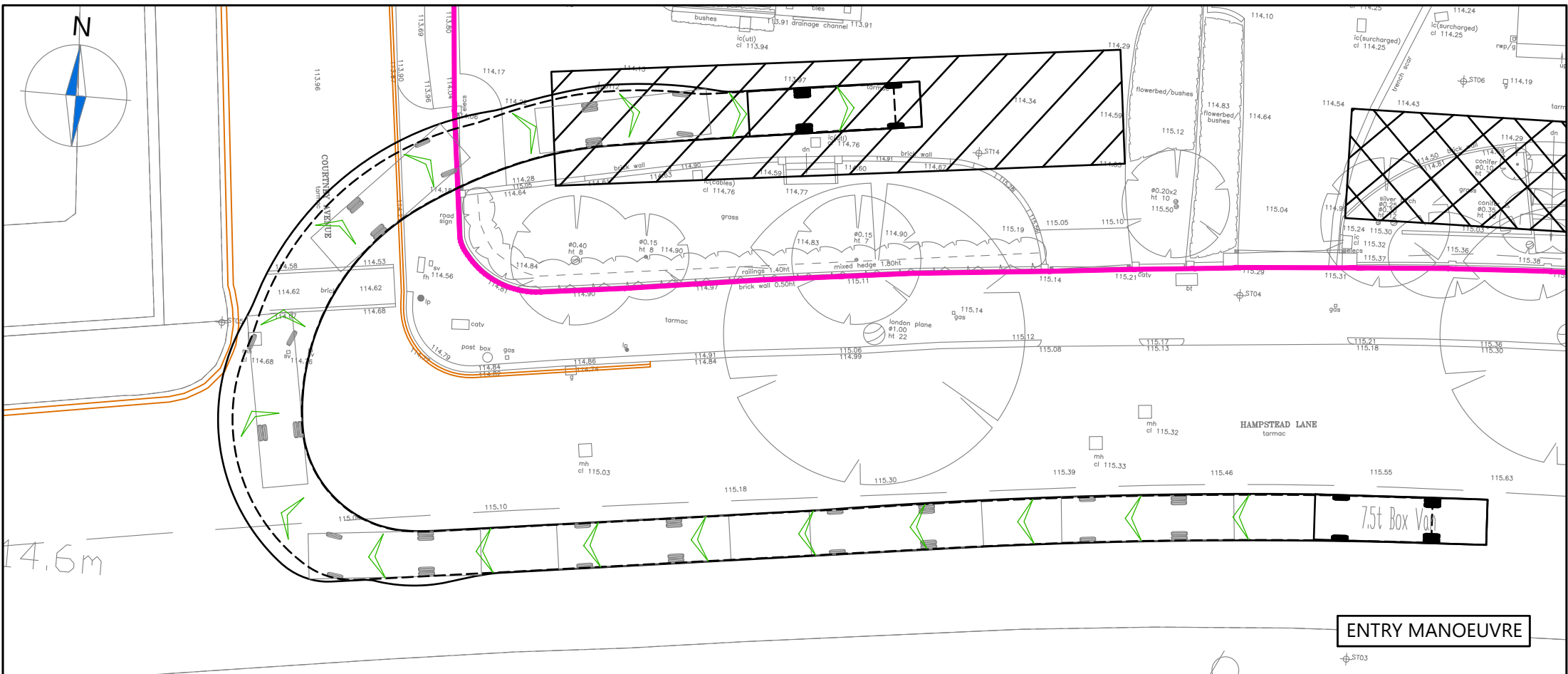
CT003

Sheet :

7 of 8

Rev:

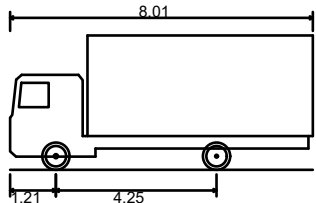
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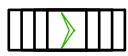
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REVERSE MOVEMENTS ARE SHOWN
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Rev	Details	REVISION HISTORY	Drawn	Checked	Date
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	☒ For Information	☐ For Tender	☐ As Built

Client:

Harrison Varma Joinery Ltd

Project:

44-46 Hampstead Lane

Drawing Title:

Swept Path Analysis using an
8m 7.5t Box Van

Scale:	1:250	Size:	A3
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Drawn by:	HE	Checked by:	JT	Date:	10.06.2021
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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	CT003	8 of 8	...