



Construction Logistics Plan Planning Application Phase

August 2023

For
32 Endymion Road, London, N4 1EQ



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1 Introduction

This preliminary method statement has been prepared in support of the planning application for conversion of a family dwelling into 2 x 3 Beds & 1 x 1 Bed Luxury Apartments Scheme, at 32 Endymion Road, London, N4 1EQ.

The site is bounded by A105 Green Lanes and Endymion Road, the existing site comprises of an end of Terrace Property and Garden which adjoins Tancred Road.

2 Scope of the Works

The proposed works include the conversion of a family dwelling into 2 x 3 Beds & 1 x 1 Bed Luxury Apartments Scheme.

3 General Considerations

3.1 Site Access & Security

The site will be segregated from the surrounding properties and public footway by a perimeter hoarding/fence. This will comprise a full height painted timber hoarding to the front elevation, tied into existing fencing on the other boundaries. Designated site personnel will be responsible for ensuring that access to the site is restricted to construction personnel and site visitors only. Delivery vehicle and pedestrian access will be segregated. Vehicle access gates will be closed when not in use.

3.2 Deliveries

The site is on the A105 Green Lanes. Following review of the initial CLP the site construction delivery vehicles will park up on Tancred Road, therefore not obstructing the Endymion Road. As part of the pre-construction site method statement, lorry access routes will be defined and implemented – these will be submitted to the Highways authority for reference and comment. Deliveries will be made during the prescribed hours working hours. Lorries will not be allowed to stand or wait in the surrounding streets.

A105 Green Lanes is generally in good condition and Endymion Road has a two-way traffic flow with on-street parking available directly outside the site on Tancred Road. Prior to construction the main contractor will survey the condition of the existing road and will undertake works necessary to ensure that deliveries to the site can be made. Any required improvements will be maintained throughout the construction period and immediately following the works.

The preliminary proposed route for delivery access /drop-off is:

- Tancred Road (accessed via A105 Green Lanes) which is feasible for goods vehicles and has un-restricted off-street parking.
- Delivery/Loading from Tancred Road adjacent to site using manual operatives or plant equipment (turning of delivery vehicles and/or plant equipment all under the supervision of banksman). Wheel jet wash.
- Exit via Endymion Road which has a two-way traffic flow, so construction/delivery vehicles will be able to enter from Tancred Road and exit onto Tancred Road in a forward gear.

3.3 Considerate Constructors Scheme

The project will be registered under the Considerate Constructors Scheme. The CCS code of practice will be implemented on site.

3.4 Hours of work

Subject to any further agreements regarding hours of operations, normal construction hours will be worked at the site (8am – 6pm Mon to Fri; 8am – 1pm Sat). So far as reasonably practicable the site team will coordinate noisy operations in order to minimise any adverse impact.

3.5 Travelling to Work

There is limited parking on site for vehicles.

Operatives will be encouraged and incentivised to make use of the nearby public transport facilities.

Manor House Station is within easy reach of the site – approximately 10 minutes walk. The station is served by TFL which serves trains into London Bridge and London Victoria

Cycle parking and associated facilities will be made available to operatives.

The estimated number of construction operatives is expected to peak at 10 personnel. The target is to minimise the potential impact of vehicles travelling to site and to encourage the use of public transport. This target of 60% travelling using public transport will be included within the tender documentation and also within the site induction pack.

3.6 Welfare

Site welfare facilities will be available throughout the construction period. These will be located within the development at the rear of the garden.

4 Supervision, Managing and Delivering the Project

4.1 Site Management

An experienced site based Project Management team will be responsible for delivering this project and the associated Health and Safety requirements.

Along with visits by the site safety consultant, the Project Management team will manage the works and safety challenges on the site. Regular safety audits will occur.

4.2 Programming and Phasing of the Works

The detailed construction programme will be produced as part of the pre-construction activities. Subject to planning consent, the primary work phases will include:

- Enabling works and incoming services
- Temporary support of retained elements
- Demolition
- Sub-structure/Foundations & drainage
- Structural frame
- External Envelope & roof finishes
- Internal works and finishes
- External works and finishes
- Testing and Commissioning

The works on site will be coordinated and sequenced to ensure efficient construction and minimizing disruption.

5 Specific Site Safety Arrangements

5.1 Delivery and distribution of materials

All deliveries are to be coordinated by the Site Manager.

Where possible, deliveries will be offloaded within the site perimeter fencing.

The Site Manager will ensure that all deliveries are unloaded safely and that all lorry and vehicle movements are supervised.

Suppliers lorries with mechanical offloading equipment will be used wherever possible. Any manual handling will be reduced to a minimum. The mechanical materials handling equipment will also be used on site.

Materials will be stored neatly and in designated areas.

Materials deliveries will be phased to suit the progress of works on site. It is envisaged that the total number of lorry deliveries will be in the region of 15 Nr. The landscaping scheme will use a balanced earthworks approach to handling excavated material - wherever possible suitable excavated materials will be used as fill as part of the landscaping scheme. During the groundworks phase it will be the objective of the site team to coordinate activities so that lorries bringing imported materials to site are returned with spoil (thereby minimising the total number of deliveries).

So far as reasonably practicable consolidated deliveries from merchants will be procured – so as to minimise the total number of overall deliveries to site.

So far as reasonably practicable pre-fabricated materials will be used on site.

5.2 Temporary Works

All temporary works will be designed in accordance with current structural engineering standards and accepted principles by a competent person with recognised qualifications.

The designs are to take into account the current condition and design constraints of the building/supporting structure; as well as relevant loads from the construction operations and other factors such as prevailing weather conditions; elevation & exposure; other temporary works that will be in-place during the relevant activity.

Activities requiring Temporary Works design, include (but are not limited to):

- Loading platforms and hard standing areas (where positioned within the vicinity of excavations).
- Temporary support of structures undergoing demolition – or to be retained.
- Temporary support of excavations.
- Access Scaffold systems.
- Temporary support of structural elements and plant under construction.

Temporary works designs shall be produced as; and be an integral part of the Method Statement.

5.3 Waste materials

Waste building materials will be segregated into waste types and placed within the designated refuse points. Waste types include:

- Metals
- Inert materials
- Wood
- Gypsum
- Packaging

The waste will be removed from site on a regular basis, by a registered waste carrier, and taken to a waste management facility. The waste materials will be recycled where possible.

Information regarding proposed and actual types and quantities of wastes will be included within the Site Waste Management Plan (SWMP). The SWMP will provide information as to how waste materials can be reduced, re-used, recycled and if necessary disposed with minimal environmental impact.

5.4 Construction Phase Environmental Considerations

As part of the pre-construction method statement the environmental and dust mitigation measures will be defined. These will include:

- Damping down during demolition and other activities liable to result in dust
- Correct selection of construction plant
- Coordinating, where possible, noisy operations
- Monitoring processes
- Managing excavated material and vehicle movements
- Scaffold fitted with debris screening, enclosed chutes, and leading to covered skips
- Equipment fitted with dust suppression attachments

The above will take into account good practice and correct sequencing of construction operations. Where possible the existing hard standing areas will be retained during the initial phases of works, to allow a working platform for plant and delivery vehicles.

Particularly during the initial phases of the project, delivery vehicles will be inspected prior to leaving site. Jet washing of vehicle wheels to remove mud/debris will be undertaken and any the roads surrounding the site entrances will be checked regularly. Where mud from the site has found its way onto the road, the site general works team will remove this as soon as it is safe and practicable to do so.

No site burning of materials will be permitted.

5.5 Lighting

All necessary lighting for safe access around the site and on the perimeter hoarding will be provided during the construction operations.

5.6 PPE

All operatives will be required to wear the personal protective equipment to suit the progress of works.

- Safety Boots
- Safety Helmet
- Hi-Visibility Jacket
- Any other protection as defined by the risk assessment.

6 Demolition Phase

The envisaged demolition method/sequence is as follows:

1. Site perimeter fencing and welfare facilities will be established prior to commencement. Contact information for main contractor to be provided on site hoarding.
2. Any materials to be removed from site will be segregated into waste streams, and loaded into lorries/skips with sheeted load covers fitted prior to leaving site.
3. Prior to commencement of the main demolition, any general items (e.g. furniture), fittings and specialist materials identified within the pre-demolition survey will be removed.
4. The building will be soft-stripped – including doors, internal non-loadbearing partitions, floor finishes WCs etc. These will be placed within skips – to be covered when not in use.
5. Temporary support of the retained elements of the structure.
6. The existing building is a standalone structure and therefore demolition will be undertaken using mechanical equipment. The works will be preceded by damping down using water sprays and this will be continued during the operation. Preference will be given to the use of plant:
 - fitted with integral water jet spray facilities
 - fitted with selector grapples
 - with low operating noise
 - with low emissions
7. Vehicles removing demolition materials will park on Cheyne Walk and vehicles will be loaded manually and/or by mechanical plant whilst on hardstanding from the site via Cheyne Walk with highway safety barriers and signage put into place as necessary. Plant and delivery vehicles will have their wheels jet washed (where necessary) prior to leaving the site and Cheyne Walk. Drainage with settlement traps will be provided as necessary. Cheyne Walk has a two-way traffic flow so construction vehicles will be able to enter from Addiscombe Road and exit onto Addiscombe Road in a forward gear. A total of 3 banksman will be on hand to guide construction vehicles to ensure pedestrian and highway safety.
8. A perimeter bund will be installed to manage surface water run-off.
9. Any fuel/lubricants storage will be segregated in a bunded area. Spillage kits will be provided. Spillage trays will be provided underneath any containers or filling points.

10. Site mechanical plant will be parked when not in use within a designated bunded plant area. They will not be allowed to idle when not in use.
11. Where permitted suitable (inert) material will be used for hard standing/working platforms. Water sprays will be used during spreading and compaction of these materials.
12. In order to ensure that the safety of operatives and other persons, the site perimeter fencing will be adapted/supplemented to ensure that the works are effectively contained.
13. Noisy operations will be coordinated where possible to be undertaken so as to minimise the overall duration. The site management team will consult with the neighbouring properties in order to provide advance warning and to discuss any noise sensitive periods.

7 Health & Safety principles and objectives for this project

Central to the construction strategy is achieving a high standard of Health & Safety. The site will operate under a comprehensive Health and Safety Management System, with the construction team assisted by Health and Safety professionals and advisors.

The main aim of this contract is to complete it on time and with zero accidents.

The site team will only employ competent operatives and specialist contractors, who themselves comply with their legal obligations and ensure that suitable and sufficient training is given to their staff.

The site team will also take a proactive approach to liaising with local residents and businesses. Appropriate signs and suitable perimeter safety fencing will be maintained throughout the project.

8 Additional Information

- **Restricted Delivery Times** – No site traffic shall deliver to site or arrive in proximity to the site during peak traffic periods (AM and PM rush hour).
- **Route Signage** – The contractor will arrange with LBH for signage to the site to be installed from the major A road identified on their route plan to the site and from it if the exit route is different.
- **Crossovers and Highways**– Any and all access to site by vehicles will be made via vehicle crossover. If a crossover does not exist then the developer should contact LBH to establish acceptable parameters for the construction of a crossover rated to withstand the weight of construction vehicle traffic and any other related access measures. These and measures to return the carriageway to either its previous state or an agreed upon future state will be paid for by the developer. Developers will also undertake a photographic survey of the highway and footway adjacent and leading to their site, extent to be agreed with LBH. They shall lodge digital copies of these images with LBH before the start of works. These images will form the basis of assessment of any highway damage at the conclusion of works, which shall then be made good by the developer. Failure to do so will result in all highway defects adjacent to the site being attributed to the site traffic and operation.
- **Utility Co-ordination** – Developers are to commit to co-operation with LBH-led utility co-ordination initiatives aimed at bringing in utility connections with the minimum possible disruption to the traffic network. This will require a full list of required utility connections and specifications to be made available at the earliest possible opportunity so that co-ordinated installation can be arranged. Particularly, developers should commit to bringing utility connections up to site in a single co-ordinated set of works, with final connection then to be made at will.

Suggested:

The following conditions have been identified as useful to developers and are supported by LBH. These measures offer cost savings and mitigation against some of the mandatory restrictions. Due to the positive impact on the local area of these measures adoption of them is encouraged, but is not mandatory. Further detail regarding each of the items is available upon request:

- Power banks – Developers are strongly encouraged to utilise power bank systems to supplement and at times take over from the use of diesel generators on-site. This will also allow for a reduction in the size/capacity of generators specified for on-site use, leading to savings in cost, noise, pollution and residents' complaints.
- Early Doors Delivery – In order to mitigate the effects of the restricted delivery hours on construction sites, developers are encouraged to engage with LBH regarding an 'early doors' arrangement wherein both parties will work with the local community to establish agreements whereby deliveries may be made early in the morning prior to the start of the AM traffic peak period. These vehicles will then remain in/near the site in question ready for the start of works on site.

9 Site Vehicle Details

Vehicles entering the site for deliveries will include heavy and light goods vehicles which are not limited to the following and are as detailed below; -

Concrete wagons (8.5 x 3m) –
 Rigid Lorries (8.8m x 3m) –
 Mobile Crane(s) (17.6 x 3m) –
 LGV's (2.5 x 5m)

Frequency of deliveries Endymion Road is a small development of only 1 unit and therefore delivery density will not be high over the duration of the construction process. There will be periods when deliveries will peak and during elements of the construction process. The below periods will have the highest number of larger deliveries.

- Demolition/site clearance
 - o For 6 weeks-approx-delivery of plant, removal of demolition waste (4 per middle week), removal of foundations (4th week 2 lorries), removal of existing oversite (4th week 3 lorries). Clearing site and readying for main construction and site establishment. All rigid Lorries.
- Sewer and storm cell construction
 - o For 2 weeks-excavation of attenuation tank and drainage, removal of spoil, installation of attenuation cells, backfilling and levelling of site. 1st week 3 lorries removing spoil, 2nd week, delivery of tanks cells 1 delivery total, 3rd week, 1 deliveries for back filling. All rigid lorries.
- Foundations/substructure
 - o For 5 weeks following on from the drainage installation. Excavation and removal of spoil for 1st 2 weeks, 2-3 lorries removing waste/delivering concrete to/from site. All rigid lorries

- Brickwork/scaffold

- o For 4 weeks following the foundation works, daily deliveries of bricks, block and mortar. 2-3 deliveries depending of programme. All rigid lorries

- Fit out period Plan

- o For a 16 week period. At this time heavy traffic will drop markedly and deliveries will be on smaller lorries and carrying lighter site building materials. 3-4 small trucks and vans delivering sundries and lighter building materials.

- Final landscaping /site completion

- o For 2 weeks, removal of hoarding, hard and soft landscaping and final completion of site. 3-4 rigid lorries delivering materials and removing spoil from site. Smaller vehicles 3-4 delivering final fixtures and fittings. We have tried to assess the likely traffic loading at Endymion Road and have based our assessment on rigid lorries as opposed to articulated lorries due to the tight nature of the surrounding roads and the highlighted pinch point on the route to site. If the use of an articulated lorry is required we will make special arrangements for the lorry to be guided to site. The construction period is currently assessed at 24 weeks with some of the above periods overlapping during the construction phase.

Mud on roads (If required Wheel washing facilities will be provided or jet wash.) Most area of the site is covered by hardstanding and the materials to be used for construction will predominantly be of a granular nature. The potential for mud is therefore much reduced, and by segregating the on-site traffic from the delivery vehicles this can be further reduced. However there is still the potential during certain phases of the construction for vehicle washing and road sweeping to be required.

The Builder will therefore enforce strict measures to avoid the environmental nuisance of mud on roads. These measures may include but are not limited to: Use of on approved mechanical road sweeper to clean the site of any mud or debris deposited by site vehicles within the vicinity of the site.

The builder will, as far as is reasonably practicable, take all precautions and measures to ensure the effective control of waste/pollution. Procedures will be continuously developed to ensure that all 'controlled waste' produced or held as a broker is disposed of in accordance with legislation, codes of practice and guidance notes. Only registered or exempted waste carriers and managers will be used and regular monitoring will be maintained to ensure compliance with relevant legislation by carriers and sub or work package contractors.