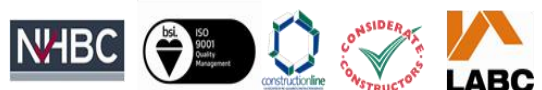


Construction and Logistics Plan

Kerswell Close



Adding value to our communities



Introduction

Applicant :

Selsdon Building Contractors,
Unit 10, Twin Bridges Business Park,
232 Selsdon Road,
CR2 6PL

Key issues of the development are precise delivery planning due to the constraints of the site and continues perimeter inspections to ensure that where possible the traffic flow is not restricted. To prevent the risk of debris entering the public highway during the construction phase of the scheme, the external perimeter will be encased in debris netting.

The programme for the scheme is contained within folder 2.

Overview of Development

The proposed development site is located at Kerswell Close, N15, within the London Borough of Haringey. The site currently consists of a car park area, a small landscaped area towards the north of the site plus areas of hardstanding with parcels of accompanying amenity grassland, including several semi-mature trees at the south half. An old commercial building is situated in the south-west corner of the site.

The proposal is for the redevelopment of the car park, commercial unit and open space at the junction.

The new scheme is to construct two blocks of apartments, consisting of a four storey and a five storey blocks of new dwellings for council rented properties. This includes the construction of refuse/recycling stores, play area for local residents, parking spaces for residents that will include separate parking for disabled residents. The construction of the new project will enhance the existing amenity space within Kerswell Close Estate.



Kerswell Close – Site Location

Possible trip Generation

Over the duration of the scheme, there will be an average of 1 skip exchange a week and approx. 2 material deliveries per day. This will decrease during the lift cycle of the scheme.

Routing and Delivery Scheduling

All deliveries will arrive to the scheme via Kerswell Close/ St Anns Road and managed through a booking system to minimise traffic and congestion caused during the construction of the scheme.

All deliveries will arrive to site via a booking system that will be in place from the outset of the scheme. The suppliers will be notified that all delivery drivers will need to contact the site management team to be given a time slot for their arrival to the scheme. This will be managed on a daily/weekly basis by the site management team.

There is no holding points for delivery vehicles due to the nature of the area, therefore all deliveries drivers will be instructed to contact the site management team ten minutes before arriving to the scheme to ensure that space has been allocated for the delivery. The delivery system will be included within all material and sub-contractor packages.

The above booking system will prevent the requirement of introducing a permit to enter scheme for the project.

Due to the location of the project and the nature of the system that will be in place for deliveries no adjustment to the local roadwork network will be required during the construction of the new proposed development.

All deliveries will be restricted to arrive on the project between the 9am and 3pm were possible. In the event that deliveries need to arrive on the project outside the perimeter hours this needs to be arranged at 48 hours prior to the event. The main exception to the delivery hours will be the requirement for concrete lorries to arrive on the project, however this will be mainly during the onset of the scheme and the requirement will reduce during the lift cycle of the project.

Concession to these specific deliveries maybe required to allow the project to operate at a functional level without causing delays to the daily operations that will occur and also prevent excavations from being exposed for long time periods.

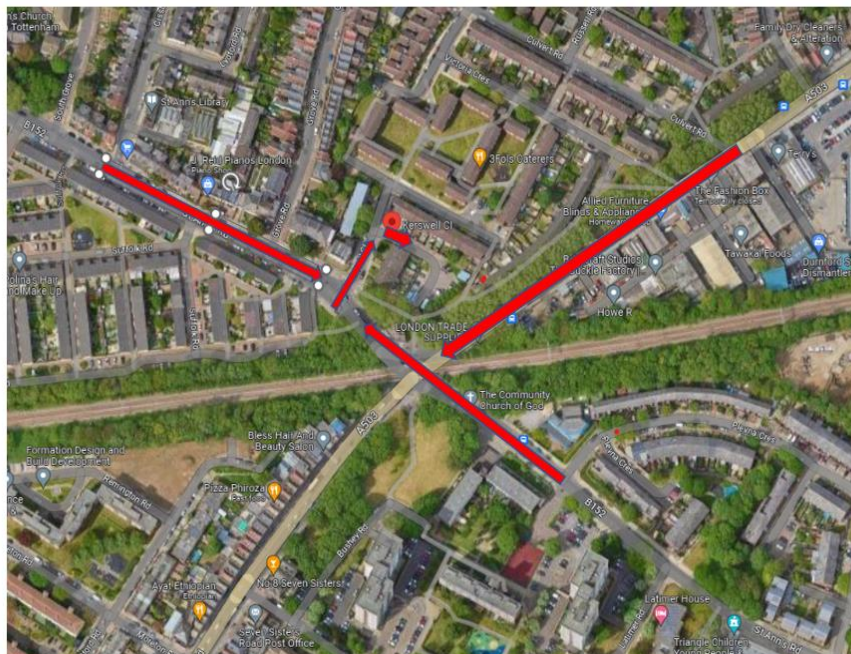
All deliveries will be required to call forward 10 minutes prior to arrival on site to ensure site is ready to accept any delivery and competent operatives can meet vehicles at the site entrance to ensure smooth transition on to site premises avoiding disruption to the public highway. This will include a booking in system so site Operatives are aware if the slop is booked by another on white board in the office, example below,

Kerswell Close delivery booking system

Time	Monday	Tuesday	Wednesday	Thursday	Friday
08.00am	NDA	NDA	NDA	NDA	NDA
09.00am					
10.00am					
11.00am					
12.00am					
13.00pm					
14.00pm					
15.00pm					
16.00pm	NDA	NDA	NDA	NDA	NDA
17.00pm	NDA	NDA	NDA	NDA	NDA

NDA = No Deliveries Allowed , all will be turned away

A copy of the site traffic and delivery plan will be provided with each, and every order placed.



Kerswell Close - Delivery Routes – Rev 1 – 1.9.23 by TB

Swept Path Analysis

The existing pavements to the external of the project, will be inspected on a daily basis by the site management team to ensure that no damage or debris are visible. In the event that damage is caused by a delivery that is scheduled to arrive on site, all damage will be recorded and repaired. In the event that debris are visible that has been caused by the construction of the new project the site management team will arrange for the pavement to be swept.

Site Access and car parking arrangements

Personnel access to the site shall be via the main entrance located on Kerswell Close where all contractors will sign in with site management. There will be no parking available on the project for contractors, visitors or site management. On-street parking is limited within the local area and contractors discouraged from parking in a manner that causes distress to residents. All operatives/visitors will be encouraged to use public transport where possible.

There are no adjoining neighboring developments within the surroundings of the project where it will be possible to share parking or use for temporary parking for lorries or alike.

The Principal Contractor shall ensure that vehicular access routes remain accessible to others (particularly the Emergency Services and any other users) during the project. Furthermore, the Principal Contractor shall ensure that appropriate measures are undertaken to protect and secure the public from all construction activities.

NRMM - None Road Mobil Machine

Please see Planning discharge notes attached within folder 3 attached.

An inventory and plant registration / log books will be maintained within the project offices at all times recording plant used on site to ensure that all plant complies to the NRMM.

Selsdon Building Contractors will require the use of a 18m telehandler from JCB (540-180 Hi Viz Telehandler) during the external works construction.

During the demolition phase the demolition contractor will have a 13 Tonne excavator and Dumper on the scheme to assist with the demolishment of the existing structure, Please see details contained within the risk assessment and method statements for the demolishment attached within folder 4.

During the piling phase of the scheme the piling contractor will require the use of a piling rig to form the piles and the scheme will be cleaned with a jet wash that will be contained on a trailer.

Pollution

- Burning of materials on the project shall not be permitted, Emphasis will be placed on using methods that do not cause unnecessary emissions (e.g. dust smoke).
- Dust pollution will be minimized during demolition of the existing building by the complete screening if practicable, a dust suppression system will be in operation during the required works. This will be controlled by the use of a watering system, dampening down the existing building to prevent the risk of dust being exposed to the atmosphere.
- The suppression system will be operated where necessary to minimize dust transfer into neighboring premises.
- Stockpiles of earth shall be damped down or otherwise suitably treated to prevent the emission of dust from the project. Stockpiles will be planned and sited to minimize the potential for dust generation. The handling of spoil will be kept to a minimum and when materials are deposited onto a stockpile it will be from the minimum possible height.
- Selsdon Building Contractors will ensure that the area around the project, including the public highway, is regularly and adequately swept to prevent any accumulation of dust and dirt.
- Where possible, skips and removal vehicles will be properly sheeted when leaving the project. Watering of rubble chutes shall be undertaken where necessary to prevent dust emissions.
- Selsdon Building Contractors will take all necessary precautions to prevent smoke emissions or fumes from plant or stored fuel oils. In particular, measures will be taken to ensure that all plant is well maintained and not left running for long periods when not in use.

Fuel spillage

Diesel bowser to be double walled sealed tank to catch any spills with a plastic lined sand pit where the operative will stand when filling the plant up.

A 360 ltr spill kit will be provided to stay with the diesel bower to contain and clean up if diesel was to leak onto the floor

AQDMP

A Report was formed by Aval Consulting Group for Kerswell Close on Behalf of Selsdon Building Contractors.

This attachment is contained within folder 1

Agreed Routes to / from Plot

All site personnel will follow fenced walkways, keeping segregated to All HGV and plant movement on the project.

Crossover points will be formed in areas where crossing of roads is required. These will be formed of barriered gates with signage to advise to take care whilst crossing.

Crossing points will be clearly marked on the floors and this will be maintained during the construction phase.



Kerswell Close – Access Plan - Rev 1 -1.9.23 by T.B

Travel Plans for staff / Personnel

Personnel access to the site shall be via the main entrance located on Kerswell Close where all contractors will sign in with site management. There will be no parking available on site for contractors or visitors, on-street parking is limited and contractors discouraged from parking in a manner that causes distress to residents are encouraged to use public transport where possible.

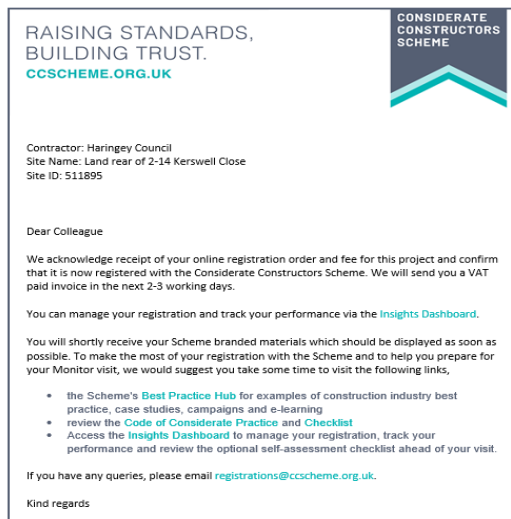
We have no adjoining neighboring developments that we can share parking or use for temp lorry parking

The Principal Contractor shall ensure that vehicular access routes remain accessible to others (particularly the Emergency Services and any other users) during the project.

Furthermore, the Principal Contractor shall ensure that appropriate measures are undertaken to protect and secure the public from all construction activities.

Considerate Constructors Scheme

Please see evidence below for enrolment in the Considerate Constructors Scheme



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