



## **Outline Construction Logistics Plan (CLP)**

### **Alexandra Park School**

### **Bidwell Gardens, London N11 2AZ**

**Erection of three-storey side extension to provide additional sixth form accommodation (Use Class F1) including access, landscaping, biodiversity enhancements, drainage, cycle parking, renewable energy and sustainability measures**

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Approved by: Thinking Buildings

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## Revision Record

### Revision

First issue: September 2023

Rev A: 4<sup>th</sup> October 2023

### Comments

In Response to Pre-App Presentation Comments

Swept Path Analysis Added



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## Introduction

Alexandra Park School, are proposing to construct an extension to their existing Sixth Form Building.

The parcel of land to accommodate the new extension is currently a soft landscaped area of recreational space with external seating for students.

The proposed works are to construct a new three storey Sixth Form extension including seminar rooms to the upper floors and a social area on the ground floor. The building will also accommodate the necessary circulation space, lift, staircases and wash rooms.

The structural design solution includes piled foundations, structural steel frame with composite floor plates.

The external envelope is dressed with brickwork, self-colour render, rainscreen cladding and glazing.

The site is located on the boundary of the school and adjacent to the Muswell Hill Golf Club.

The site has an immediate and separate access leading onto Bidwell Gardens [this also provides emergency vehicle access and must be kept clear at all times].

The main access for the school pedestrians and vehicles is off Rhodes Avenue, thus providing an ideal segregation of school and construction activities.

We are aware of the sensitive issues regarding traffic management and have utilised the Transport for London [TfL] Construction Logistics Plan Guidance document for reference.

This Draft Construction Logistics Plan [CLP] accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. TfL's guidance states that Draft CLPs should be prepared during the planning approval stage for medium and higher impact developments. Given the modest size of this development we have applied the relevant parts of the TfL document. This is a live document that should be updated.

A further and more detailed CLP will be submitted by the contractor once appointed and prior to commencement of construction activities.

We have made consideration to design, construction methods and approach in delivering a scheme that enhances the current plot with minimal impact on the surrounding area.

The anticipated 14-month programme is proposed to commence during in July 2024.



## **Context**

### **Policy and Guidance**

#### **Traffic Management Act (2004)**

Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes Transport for London's (TfL) role to manage certain areas of the Greater London route network.

#### **Mayor's Transport Strategy**

The Mayor's Transport Strategy was adopted in March 2018. It sets out a determination for London to become a city where walking, cycling and green public transport become the most appealing and practical choices for many journeys. There is a need for active travel to support the health and wellbeing of Londoners to help to reduce congestion and enable the most efficient use of valuable street space.

The document describes Construction Logistics Plans as a travel plan that aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network, number of deliveries required, while ensuring remaining deliveries are made as safely as possible and in an environmentally friendly way.

The Mayor requires all new development proposals to demonstrate through their Construction Logistics Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes.

#### **London Plan**

The London Plan (March 2021) describes that Construction Logistics Plans will be required and should be developed in accordance with TfL guidance and in a way which reflects the scale and complexities of developments. It also states that development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. Furthermore, during the construction phase of development, inclusive, and safe access for people walking or cycling should be prioritised and maintained at all times.

Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.



To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised, if at all possible, to plan for and monitor site conditions.

### **Timing of Operations**

There may be a requirement for a minor enabling works phase prior to the main building commencing, to relocate existing site services.

It is currently anticipated to commence works in July 2024.

Completion is anticipated in Summer 2025.

## Noisy Operations

Professional Consult Ltd have produced a Technical Note for Noise that may be referred to as part of the wider planning application.

In line with Harringey Council requirements “The whole of the borough is an air quality management area (AQMA) for both NO<sub>2</sub> and PM<sub>10</sub>. Noise/vibration and air quality studies would be expected with any full planning application”.

Whilst this assessment ensures compliance of the completed building there will also need to be good practice principles put in place to manage noise output from Construction Activities.

The building will be designed sympathetically and built using construction practices that reduce significant noise. For example, the foundation solution will avoid the use of driven piles wherever possible.

All works will be monitored in accordance with the Noise Control Best Practice Principles.

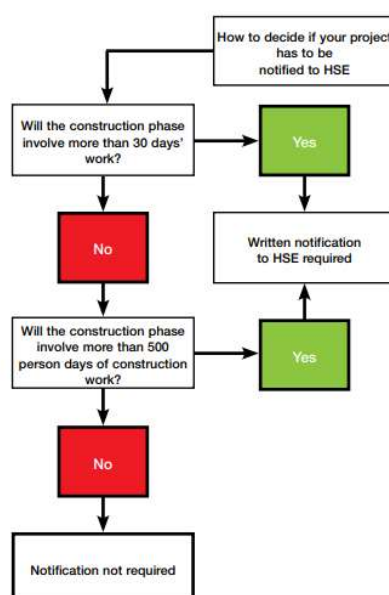
## Abatement noise techniques

All works on construction sites must employ ‘Best Practicable Means’ as defined by Section 72 of the Control of Pollution Act 1974 to minimise the effects of noise and vibration. The contractor will liaise closely to ensure that noisy practices are eliminated or reduced where ever possible.

The project will be run in accordance with the Health and Safety Executive Best Practice Guidance document HSG 150.

## Notification to HSE

The project will be notified to the Health and Safety Executive as per the criteria set out below. This project is notifiable.





While regulatory bodies and local governments and councils create laws, regulation and restrictions around noise pollution to protect nearby communities and workers on site, it's important for construction companies and workers to be conscious of their environment and the noises being emitted.

It's important for the people and organisations involved in conducting work and supplying equipment to construction sites to do everything within reason to mitigate noise pollution and control the constant stream of loud noises.

Alexandra Park School and their appointed contractors will embrace continual improvement to drive down any impact on the local community.

### **Monitoring noise levels**

Generally, acceptable hours for noisy work are considered as:

- Monday to Friday - 07:30-17:30
- Saturdays - 07:30-13:00

No noisy work will normally be permitted on Sundays and bank holidays

### **Vibration levels**

No significantly high vibration levels are anticipated.



## **Air Quality levels**

Professional Consult Ltd have produced a Technical Note for Air Quality that may be referred to as part of the wider planning application.

As outlined in the Mayor of London's 'The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance', residual effects will normally be not significant following implementation of appropriate mitigation. As such, potential dust impacts are not considered a constraint to the proposals, subject to the requirement for a Dust Management Plan or similar as a condition of any forthcoming planning consent. The development has the potential to affect existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site during the operational phase. However, given the nature of the proposals, impacts should be classified as not significant.

Best practice and the principles of The Considerate Constructors Scheme [CCS] will be adopted on the site and in particular when undertaking works that may be considered to impact on adjoining properties. The Contractor will register under the CCS Scheme.

A full height protective hoarding/fence will be put in place prior to any works commencing.

Site mitigation may include;

- Record any exceptional incidents along with action and resolution.
- Daily site inspection during higher risk operations.
- Ensure vehicles switch off engines – no idling.
- Avoid petrol / diesel generators where possible.
- Cutting and concrete sawing equipment must be fitted with dust suppression.
- Ensure adequate water supply is available for damping down.
- Use covered skips
- No bonfires or burning on site.
- Use water assisted road sweepers [particularly along Bidwell Gardens].

## **Wheel washing arrangements**

A facility for washing wheels will be provided on site to assist with the reduction of construction arising migration to the highway during the substructures phase.

Should unavoidable migration occur along Bidwell Gardens regular mechanical road sweeping will be employed

## **Rodent controls**

Keeping the site tidy, having suitable welfare facilities and regular waste transfer skip exchanges will significantly reduce the likelihood of rodent infestation. Should any infestation or rodent sightings be present a professional pest control expert will be employed.



## **Community Liaison**

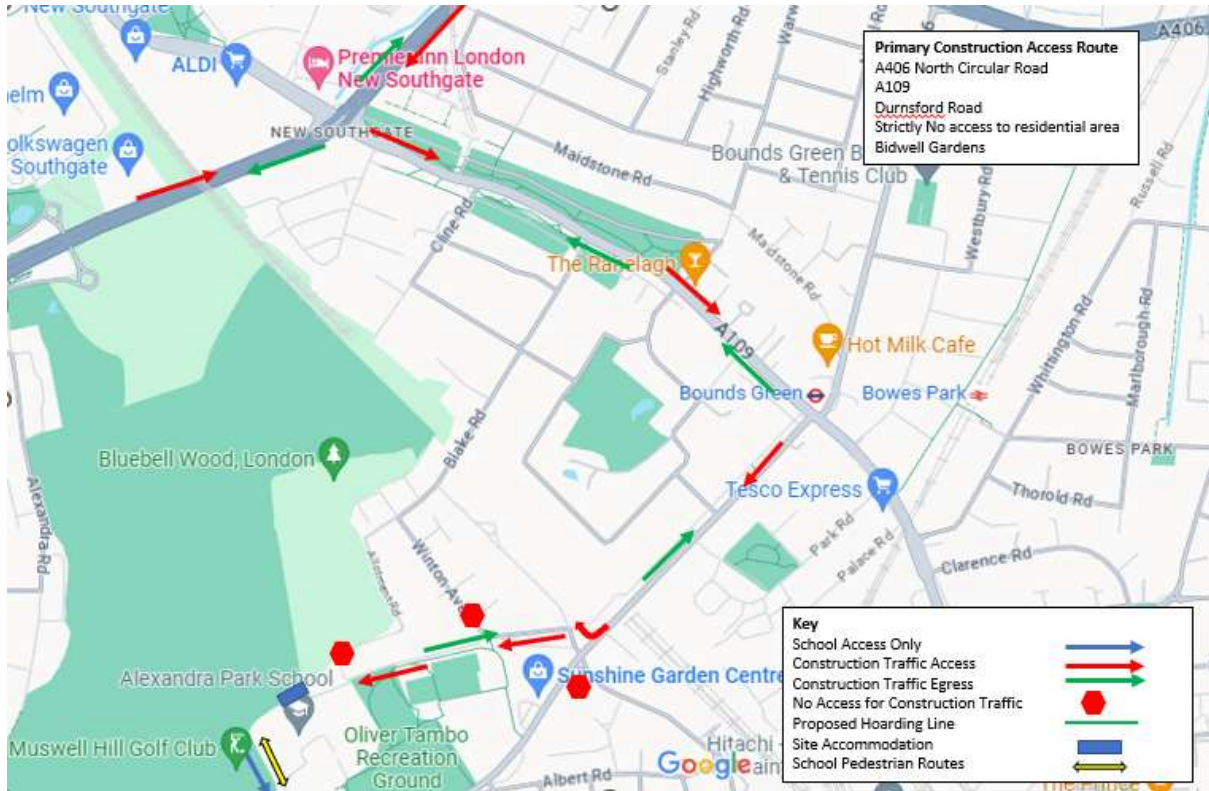
The site is positioned adjacent to residential properties and in particular along Bidwell Gardens.

Close communication and liaison will be encouraged with all local properties.

Regular news letters will be produced and distributed to provide updates to all of those immediately affected. These news letters will be informative and provide an up-to-date overview of the project along with advanced notice of any significant operation of site.

## Traffic Management

### Vehicle Routing – Surrounding Area



### Extract from Logistics Plan

#### Access Principles

All major traffic approaches via A406 North Circular Road leading to A109

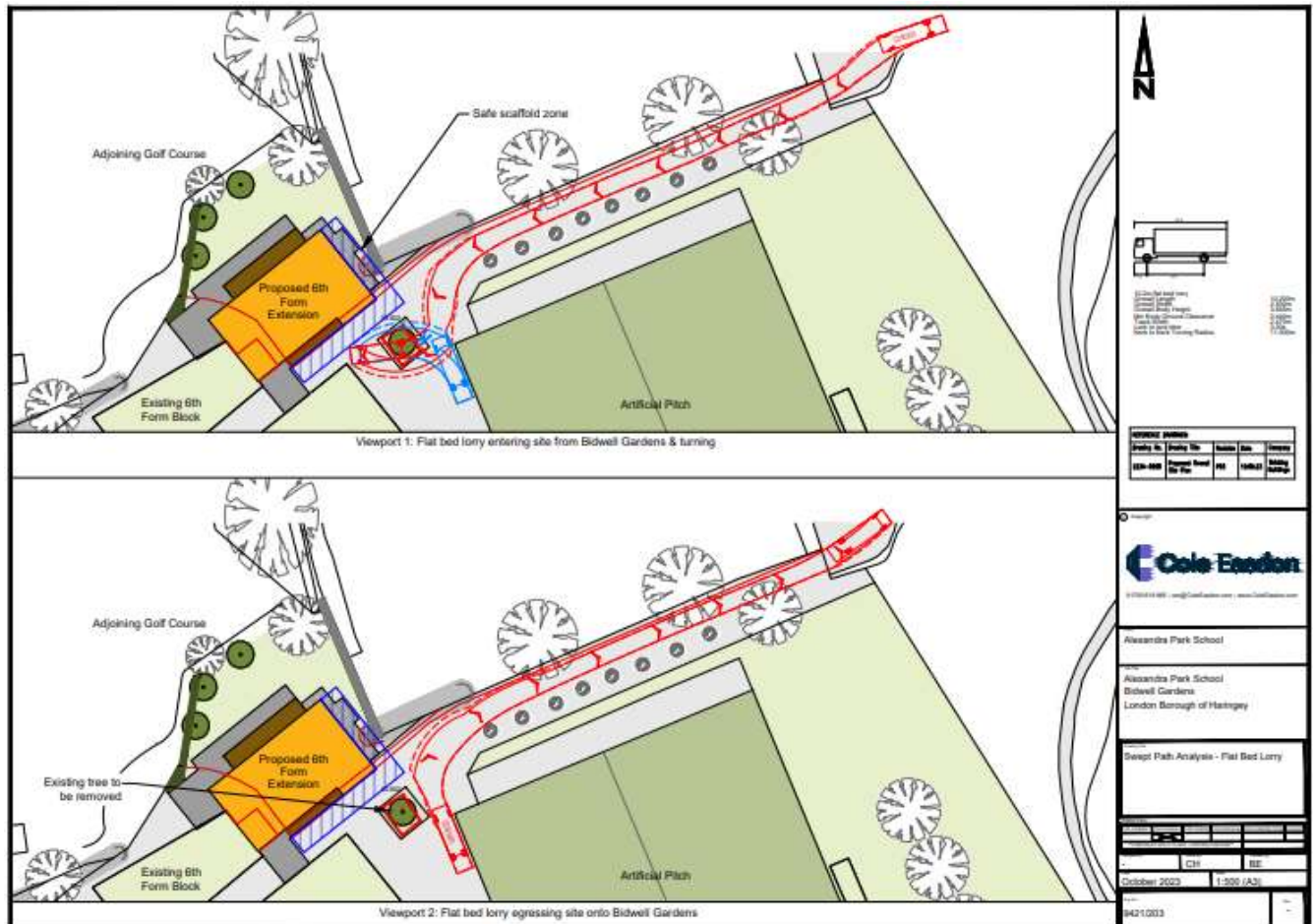
Traffic travels South along Durnsford Road

All traffic **MUST** access via Bidwell Gardens. Strictly no access through adjacent residential streets or Rhodes Avenue [through the school site].

A turning area will be provided on site to prevent the need for any vehicle reversing outside of the site area.

Vehicle size will be limited to flatbed lorries where ever possible. Unavoidable or exceptional access requirements ie piling rig will be escorted by traffic marshalling through Bidwell Gardens.

We have undertaken a swept path analysis on the lorry turning area as below.



## Swept Path Analysis

### Vehicle Types

A range of vehicles will attend the site including but not limited to the following:

- 10.2m flatbed
- Concrete Lorry [Fully laden 30t]
- 7.5t Box Vans and light goods vehicles (LGV)



## Delivery Schedules

There is anticipated approx 5 or less large deliveries proposed per day.

The site manager will control the volume of deliveries to site with a system that limits the number of delivery bookings to this defined capacity.

Sub-contractors and hauliers must be booked in advance in order to allow the request to be reviewed and subsequently approved/declined.

Deliveries will be restricted to times set out below to avoid peak rush hour periods and school drop off /pick up times.

Mondays to Fridays

Before 8.00am

9.30am – 3.00pm

## Material Procurement Measures

Design for Manufacture and Assembly and off-site manufacture

Reducing delivery numbers and effective delivery management is a core value of this development.

For example, the structural steel frame has been designed to allow off site fabrication and optimum deliveries will be scheduled accordingly.

Off-site construction will be discussed upon appointment of a contractor and used where possible.

## Routing into School Site



## Waste Materials

Waste management is taken seriously and follow the principles of waste hierarchy.



A significant reduction in waste can be made at design stages by designing out inefficiencies. Specifying suitably sized materials/components, pursuing off site manufacture and the reduction of unnecessary packaging all contribute to the overall reduction on a project.

The general principles are to re-use materials where ever possible, select new materials which reduce waste and have little or no impact on land fill.

Materials will be procured from sustainable sources.

The contractor will compile a Site Waste Management and Recycling Plan which will be updated as the project progresses. All materials consignments will be tracked and waste streams monitored.



### **General sequence of the build programme**

Prior to any works commencing a full height hoarding/fence will be erected to the entire perimeter of the site.

The project will commence in the third quarter of 2024.

Initial operations will include site set up and service diversion works [if required].

The current foundation solution is considering piles, the design will avoid driven piles wherever possible. Following piling operations concrete ground beams will be poured and holding down bolts placed.

The structural steel frame will be erected utilising assistance from a mobile crane.

Composite decking will be fixed and concrete floor plates poured.

The external envelope will be accessed via scaffolding and comprises of an SFS inner leaf, facing brickwork, through colour render system, rainscreen cladding and glazing.

Final finishings and external works including paved finishes and landscaping is targeted for completion by summer 2025.

## Proposed Outline Site Layout

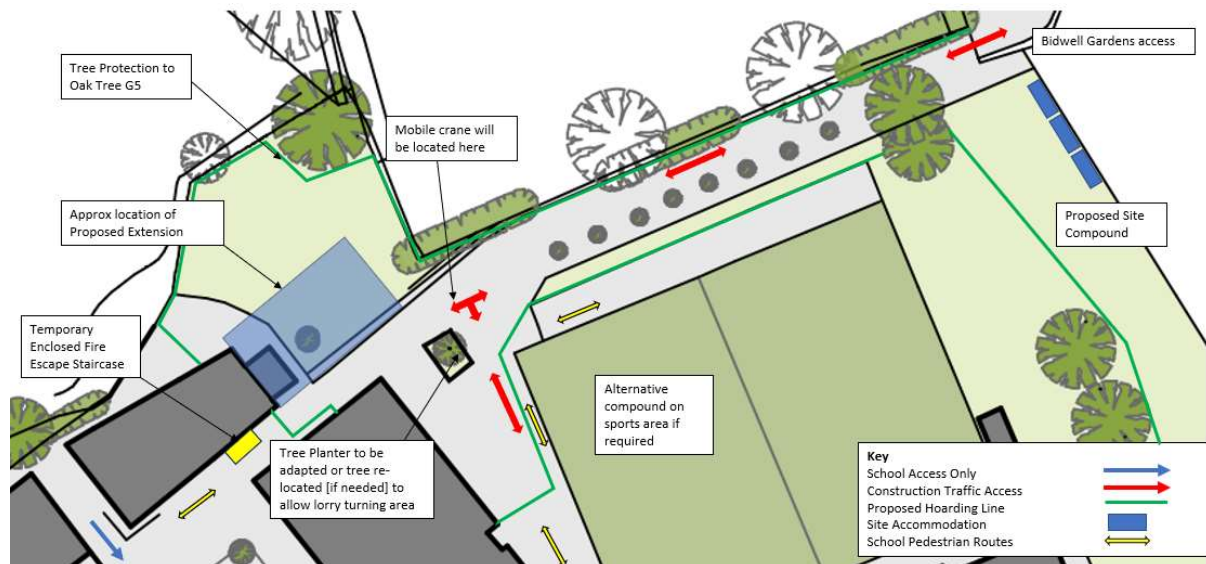
The site will be controlled with segregation of vehicular [red arrows] and pedestrian access [blue arrows].

The site accommodation will be positioned to provide control of all deliveries and visitors. Its location will also free up space on the site for limited materials storage.

The site perimeter [green line] will be enclosed in a full height hoarding/fence.

We have provided for a mobile crane to assist with vertical and horizontal materials movement during the superstructure phases of the project.

Site lighting will be provided in winter months. Some lighting will be sensor activated and will be provided for security purposes. This will be sympathetic to neighbouring properties and not incite lighting pollution issues.



## Proposed Site Layout

The above diagram sets out the tree protection measures on the site.

Protection of the public will be paramount in the site planning. All vehicle movements crossing the public footpath will be controlled by a qualified banksman. Traffic sight lines will be kept clear, temporary barriers will be provided across pathways and large vehicles will be guided into the site with a qualified banksman/marshal.

Suitable signage will be posted as early warning to both pedestrians and road users alike.



## **Construction methodology**

The detailed design is currently being progressed. This methodology will be refined once the final designs have been fully established.

### **Enabling Works**

A perimeter hoarding/fence will be erected to the site perimeter along with tree protection fencing.

There may be a requirement for services diversions to be undertaken to site area, these are currently being investigated.

Site Accommodation will be placed on the inner grass area to the north of the school sports courts

### **Sub-structures**

These are currently in the design phase but are likely to be bored concrete piles and concrete ground beams.

The proposed mobile crane location will need to be prepared to provide a suitable formation for erection and use of the crane.

There will be no crane over sail of adjacent properties.

Should there be a requirement to pump ground water, all water discharged into the storm drains will be routed via a silt box before entering the utility drainage network.

### **Superstructure**

The three-storey structural steel frame will be located onto cast in holding down bolts. Steel will be delivered on a just in time basis and methodically erected from ground level. The mobile crane will be supplemented by mobile elevating working platforms [MEWPs] for personnel access.

Steel composite decking will be placed by crane as the steel frame progresses and subsequently distributed and fixed.

Concrete floor slabs will be pumped via a mobile lorry mounted pump.



Concrete pump example

## External Envelope

All materials will be selected from the approved planning drawings submitted.



## Typical materials

Facing brickwork  
Through colour insulated render system  
Rain screen cladding  
Glazed elements  
Flat roof single membrane  
PV panels at roof level



- As soon as the structural frame has been completed the SFS infill [forming the inner skin of wall construction] will be fixed between the steel structure.
- The external envelope masonry cladding will be completed one lift at a time with traditional scaffolding being erected as the works progress.
- Roof finishes will commence as soon as the roof level deck is complete.



- Window /curtain walling frames will then be fitted and subsequently glazed.
- Insulation and vapour membrane will be fixed to the entire rendered areas. Finished coats of render will be applied progressively [when suitable weather permits].
- Upon completion of render, rainscreen cladding panels and metal trims will be finalised.
- After a detailed quality inspection scaffolding will be progressively struck.
- Internal finishes will commence as soon as the buildings are substantially water tight.
- Deliveries will continue to be co-ordinated from the Bidwell Drive entrance.
- The building will be completed with both hard and soft landscaping.
- At completion of the works both buildings will be cleaned, the site will be cleared and site accommodation removed.
- An inspection of the Highways will be undertaken with Haringey's Network Management and Highways Officer and conditions survey photographs reviewed. Should any damage been caused by the works this will be reinstated to their full satisfaction.

### **Environmental management measures**

Alexandra Park Schools environmental approach reinforces their move towards the delivery of fully sustainable construction.

An Ecologist and Arboriculturist have been appointed and surveys undertaken.

Tree Survey – There are two trees impacted by the works. T7 which will be removed and G5 and Oak [2m girth] to the perimeter of the site. This will be carefully protected and fencing erected to its root protection area [RPA].

Materials will be selected to reduce carbon and lower the impact on the environment.



## **Considerate Constructor**

Alexandra Park School will ensure that the contractor will register the project under the Considerate Constructors Scheme and will run the project efficiently and diligently in accordance with Harringey and the CCS requirements.



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.

Participation in the scheme will ensure and commit the construction project and its workers to providing competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance. Membership of the scheme requires compliance with a code of practice and seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt, and inconvenience) caused by construction sites to the immediate neighbours.
- Eradicate offensive behaviour and language.
- Result in an improved understanding and respect from residents and others in the community and fewer complaints.

Should there be any requirement for neighbourly contact or complaints beyond day-to-day site matters these can be directed to;

Contractor to be appointed – TBC

Alexandra Park School – Mr M McKenzie - 020 8826 4880

It will be the intention to keep local businesses and residents informed of progress. The contractor will compile and issue regular news letters to ensure that there is regular communication with the community.



## **Closing Statement**

Alexandra Park School are an open and collaborative organisation that wish to perform at the highest levels. We would welcome any comments that you may have on this Construction Logistics Plan.

## Photographic Record



A109



Junction A109 and Durnsford Road



Junction of Wroxham Gardens and Durnsford Road





Existing Sixth Form Building



Services to be Diverted?



Proposed Lorry Turning Area



Gated Access to Bidwell Gardens [School Side]



Gated Access Bidwell Gardens Side



Bidwell Gardens



Bidwell Gardens /Winton Avenue Junction



Bidwell Gardens



No Access into Winton Avenue



Bidwell/Wroxham Gardens Junction



Bidwell Gardens



Bidwell/Wroxham Gardens Junction



## **Reference Documents**

Construction Logistics Plan Guidance – TfL April 2013