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CRAWFORD
PARTNERSHIP



Construction Logistics & Management Plan

139 Cranley Gardens, London N10
London Borough of Haringey

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Executive Summary

This Construction Logistics & Management Plan (CLMP) has been prepared by The Crawford Partnership with reasonable skill, care and diligence, in accordance with our appointment for submission to the London Borough of Haringey.

It provides an outline strategy for managing construction logistics, site operations and associated risks in relation to the proposed basement extension and swimming pool at 139 Cranley Gardens, London N10. The document is intended to support the planning application and will be further developed and refined by the appointed main contractor prior to commencement on site.

The CLMP is based on:

Site inspections and photographic surveys

Review of the local context and residential constraints

Our experience of similar basement and residential projects

Best practice guidance for construction logistics and site safety

All copyright and intellectual property in the drawings and text remain vested in The Crawford Partnership. This CLMP should be read as a whole; clarification should be sought on any elements that may be unclear.



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1.0 Introduction

1.1 The Proposal

The proposed development comprises a basement extension with swimming pool and associated internal and external works at a semi-detached residential property.

The works include:

- Basement excavation and structural works
- Waterproofing and reinforced concrete construction
- Installation of services and pool plant
- Internal fit-out
- Landscaping and making good

1.2 Objectives of the CLMP

The key objectives of this CLMP are to:

- Ensure construction works are undertaken safely and efficiently
- Minimise disruption to neighbours and the surrounding residential environment
- Maintain safe pedestrian and highway conditions
- Provide a clear framework for logistics, environmental management and site operations

1.3 Site Visual



2.0 Site Constraints & Risks

2.1 Residential Context

The site is located within a predominantly residential street characterised by semi-detached dwellings and on-street parking.

The surrounding area is sensitive to:

- Noise and vibration
- Construction traffic movements
- Dust and air quality impacts

2.2 Site Access Constraints

The site benefits from an existing private driveway, which will provide the principal pedestrian and materials access route between Cranley Gardens and the construction site. Construction and delivery vehicles will not enter the driveway or mount the kerb. Due to the restricted dimensions of the driveway and limited on-site manoeuvring space, deliveries will be undertaken from a kerbside position on Cranley Gardens, with materials manually transferred along the driveway into the site.

Constraints include:

- No suitable on-site turning space for construction vehicles
- Potential interaction with pedestrians and parked vehicles
- Restricted road width typical of residential streets

The constrained residential nature of the site requires strict control of delivery timings, vehicle sizes and routing to minimise disruption to neighbouring properties and the local highway network.

2.3 Basement Excavation Risks

The primary construction risk relates to basement excavation, including:

- Ground movement and structural stability
- Temporary works requirements
- Vibration impacts on adjoining properties

2.4 Neighbouring Properties

The site is directly adjacent to residential properties on both sides.

There is a requirement to:

- Protect adjoining structures
- Maintain safe access at all times
- Minimise disturbance to occupants



3.0 Construction Methodology

3.1 Enabling Works

- Pre-commencement condition surveys of adjoining properties
- Identification and protection of existing services
- Installation of hoarding and site setup

3.2 Basement Excavation and Structure

- Controlled excavation using appropriate temporary support systems
- Sequenced excavation to minimise structural risk
- Construction of reinforced concrete basement structure
- Installation of waterproofing systems in accordance with best practice

3.3 Superstructure and Fit-Out

- Installation of mechanical and electrical services
- Swimming pool installation and commissioning
- Internal finishes and fixtures

3.4 Working Hours

Unless otherwise agreed with the London Borough of Haringey:

Monday–Friday: 08:00–18:00

Saturday: 08:00–13:00

Sunday and Bank Holidays: No noisy works

Any out-of-hours activities will be agreed in advance with the Local Planning Authority.



4.0 Site Access & Traffic Management

4.1 General Principles

Priority will be given to pedestrian safety and maintaining the residential amenity of the surrounding area.

Construction traffic will be carefully managed to minimise disruption.

4.2 Access Strategy

Delivery vehicles will remain kerbside on Cranley Gardens and will not enter the private driveway or mount the kerb, ensuring the general flow of traffic is maintained. Vehicles will be unloaded promptly, with materials transferred and stored within the hoarded site area to minimise disruption to pedestrian movement.

4.3 Deliveries and Collections

All deliveries and collections will be strictly managed through a coordinated booking system controlled by the Site Manager.

All delivery vehicles will remain kerbside on Cranley Gardens during loading and off-loading operations. Vehicles will not enter the private driveway or mount the kerb. Materials will be transferred manually between the kerbside delivery position and the site via the existing driveway.

Expected Vehicle Movements:

Project Phase	Estimated Duration	Predominant Vehicle Types	Average Deliveries (p/Day)	Anticipated Kerbside Lifting / Off-loading (p/Day)	Average Movements (p/Week)
Phase 2: Enabling & Site Setup	4-6 Weeks	3.5t Vans, 7.5t Rigid Trucks	2	1-2	20
Phase 3: Excavation & Basement	12-16 Weeks	20t Tipper Trucks (Spoil), Concrete Mixers	8-12	2-4	80-120
Phase 4: Fit-Out & Services	8-10 Weeks	3.5t Vans, 7.5t Rigid Trucks	3-4	0-1	30-40
Phase 5: Landscaping & Completion	2-3 Weeks	3.5t Vans, 7.5t Rigid Trucks	2	1-2	20

Delivery Management:

- All deliveries must be pre-booked
- Vehicles will be allocated fixed delivery time slots
- No unplanned arrivals will be permitted
- A “just-in-time” delivery approach will be implemented



Late and Unexpected Deliveries:

- **Communication Protocol:** All drivers are required to notify the Site Manager if they anticipate arriving outside of their allocated time slot.
- **Rescheduling:** If a vehicle arrives late and misses its slot, or arrives during the specified peak hours (08:00–09:00 or 15:00–16:00), it will not be permitted to access the site or wait on the public highway.
- **Off-site Holding:** Such vehicles will be directed to a pre-agreed off-site holding location or instructed to return at a newly coordinated time to prevent any obstruction or congestion on Cranley Gardens.
- **Supply Chain Safeguards:** In the event of a broader supply chain failure, the Site Manager will immediately suspend non-essential deliveries and re-sequence site activities to ensure the highway remains clear and the logistics strategy is not compromised.

4.4 Vehicle Holding, Routing & On-Street Management

- No vehicles will queue or wait on Cranley Gardens
- Delivery vehicles will use an appropriate kerbside position adjacent to the site for the duration of loading or off-loading only
- Drivers arriving early will be directed to an off-site holding location
- Engines must be switched off when stationary (no idling policy)

Routing Strategy:

- Vehicles will approach via main distributor roads (e.g. Park Road)
- Drivers will be instructed to avoid:
 - School drop-off and pick-up times (08:00–09:00 and 15:00–16:00)
 - Congested residential routes

4.5 Traffic Management & Pedestrian Safety

- A trained banksman will be present during all vehicle movements
- Clear communication between drivers and site operatives at all times
- Pedestrian routes will be maintained and protected
- Temporary barriers and signage will be installed where required
- Public footway access will be maintained except for brief controlled restrictions during lifting operations



4.6 Swept Path Analysis & Vehicle Maneuvering

A Swept Path Analysis drawing is appended to this document (Appendix A) and illustrates the typical kerbside vehicle positions associated with the construction phases of the development.

The analysis demonstrates the approach, kerbside stopping position and onward departure of construction vehicles on Cranley Gardens. Construction and delivery vehicles will not enter the private driveway or mount the kerb. Deliveries, collections and excavation-related loading activities will instead be undertaken from the carriageway immediately adjacent to the site under controlled conditions.

All deliveries and collections will be pre-booked and coordinated by the Site Manager to avoid congestion and unnecessary vehicle waiting times. No vehicles will queue on Cranley Gardens and all loading and unloading activities will be undertaken under the supervision of a trained banksman.

Vehicle positions shown within the Swept Path Analysis represent typical operational arrangements and demonstrate that construction activities can be undertaken whilst maintaining pedestrian safety, access along the public highway and the free flow of traffic.

All construction vehicles will approach and depart the kerbside loading position in forward gear. No construction vehicle will reverse into or out of the private driveway.



5.0 Site Setup, Security and Asset Protection

5.1 Site Establishment

A site compound and welfare facilities will be established within the site boundary.

Construction personnel access will be controlled and segregated.

5.2 Hoarding and Protection

- Secure hoarding installed to site perimeter
- All site gates and doors will open inwards only to ensure no obstruction of the public footway
- Protection measures implemented for adjacent properties
- Safe pedestrian routes will be maintained, with minimum footway widths preserved alongside the site boundary to ensure unobstructed access for pedestrians, wheelchair and mobility-impaired users, and those with pushchairs.

5.3 Security

- Controlled site access points
- Locked gates outside working hours
- Visitor and delivery logs maintained

5.4 Protection of Adjacent Properties

- Pre-condition surveys undertaken
- Protective coverings installed where required
- Monitoring of potential impacts during construction

5.5 Material Storage & Logistics Strategy

- All materials will be stored within designated zones inside the site boundary
- No materials will be stored on the public highway
- Waste skips will be located within the site hoarding

5.6 Plant & Equipment

- All plant and equipment will be positioned within the site boundary wherever practicable
- Any lifting operations will be carried out in accordance with approved method statements and lifting plans
- Where mechanical off-loading is required, vehicles will remain within the designated kerbside loading position on Cranley Gardens.
- The banksman will deploy temporary barriers and signage as necessary to establish a safe exclusion zone around the unloading operation, while maintaining safe passage for pedestrians and cyclists.



- The required kerbside loading area will be formally secured through the appropriate temporary parking/highway restriction agreed with Haringey. Any restriction will be limited to the minimum length and duration necessary to facilitate the works.
- Kerbside lifting and off-loading operations will occur at the indicative frequencies identified in Section 4.3, with the greatest frequency anticipated during Phase 3.
- Any temporary footway restriction will be limited to the site frontage and the minimum duration necessary for each lifting operation.
- Lifting operations will be restricted to the site-facing side of delivery vehicles, with no loads slewed over the live carriageway or cycle route. The cycle route will remain unobstructed during kerbside off-loading.



6.0 Environmental Management

6.1 Noise and Vibration

- Works limited to approved hours
- Use of modern, low-noise equipment
- Monitoring during excavation phases

6.2 Dust and Air Quality

- All vehicles carrying loose or potentially dusty materials will have their loads securely fastened and fully sheeted before leaving to prevent any escape of debris
- Dust suppression measures (water sprays, damping down)
- Covered skips and controlled material handling
- Regular cleaning of access route
- Wheel cleaning measures will be implemented where necessary to prevent mud transfer onto the highway
- Daily visual inspections of surrounding roads will be undertaken, with cleaning carried out as required
- Any dust or dirt accumulating on the footway or highway as a result of the works will be cleared immediately

6.3 Waste Management

The contractor will utilise on-site waste compactors where practicable to maximise load efficiency and reduce the total frequency of waste-related vehicle movements to and from the site.

- Segregation of waste streams where practicable
- Removal by licensed waste carriers
- No burning of waste on site

6.4 Green & Reverse Logistics

- Consolidation: Suppliers must consolidate loads to minimise total vehicle trips
- Delivery vehicles will remove empty pallets and packaging on return journeys to reduce "dead mileage"
- Local Sourcing: Priority will be given to local suppliers to minimise transport distances
- Emission Standards: Contractors are encouraged to use FORS-accredited hauliers and Euro VI compliant vehicles

7.0 Drainage and Utilities

All drainage works will be conducted in accordance with Thames Water guidelines and approval ref: DS6134040.

Foundation designs comply with stipulated clearance distances and depths, safeguarding the existing Thames Water asset pipe.

A CCTV survey will be undertaken post-construction to ensure compliance, safety, and operational integrity of Thames Water infrastructure.



8.0 Health, Safety, Monitoring & Compliance

The project will be managed in accordance with the Construction (Design and Management) Regulations 2015 (CDM 2015).

The appointed contractor will prepare:

- Construction Phase Plan
- Risk assessments and method statements

8.1 Monitoring, Reporting & Corrective Actions

- Weekly site inspections will be undertaken by the Site Manager
- Monthly compliance reviews will be carried out
- Records will be maintained and made available to the Local Planning Authority upon request

Non-Compliance Procedure:

- Any breach of this CLMP will be:
 - Recorded immediately
 - Investigated
 - Rectified within 24–48 hours

8.2 Community Liaison & Complaints Procedure

- A complaints log will be maintained on site
- All complaints will receive:
 - Acknowledgement within 24 hours
 - Full response within 48 hours
- A named contact will be displayed on site signage

8.3 Emergency Services & Third-Party Access

- **Unobstructed Access:** The Site Manager will ensure that Cranley Gardens remains clear of construction-related obstructions at all times to allow for the immediate passage of emergency services vehicles.



9.0 Programme & Phasing

Works are currently anticipated to commence around 1 November 2026, with an indicative construction period of approximately 10 months and completion by approximately 30 August 2027, subject to confirmation of the final construction programme.

Phase 1 – Pre-Construction (4–6 weeks)

- Contractor appointment
- Pre-condition surveys
- Final logistics planning

Phase 2 – Enabling Works (4–6 weeks)

- Site hoarding and setup
- Welfare installation
- Service identification and protection

Phase 3 – Excavation & Basement Construction (12–16 weeks)

- Bulk excavation and spoil removal
- Temporary works installation
- Reinforced concrete structure and waterproofing

This phase will generate the highest levels of vehicle movements and noise and will be carefully managed.

Phase 4 – Fit-Out & Services (8–10 weeks)

- M&E installation
- Pool installation and commissioning
- Internal finishes

Phase 5 – Landscaping & Completion (2–3 weeks)

- Garden reinstatement
- Removal of site compound
- Final clean and handover

Each phase will have tailored delivery schedules and environmental controls.



10.0 Conclusion

This CLMP demonstrates that the proposed basement extension at 139 Cranley Gardens can be constructed:

- Safely and efficiently within a residential setting
- With construction traffic managed from the controlled kerbside position on Cranley Gardens
- With appropriate measures in place to protect neighbouring properties and the public realm
- With environmental impacts minimised through best practice controls

The document will form the basis for the main contractor's detailed construction management strategy and can be secured by planning condition.



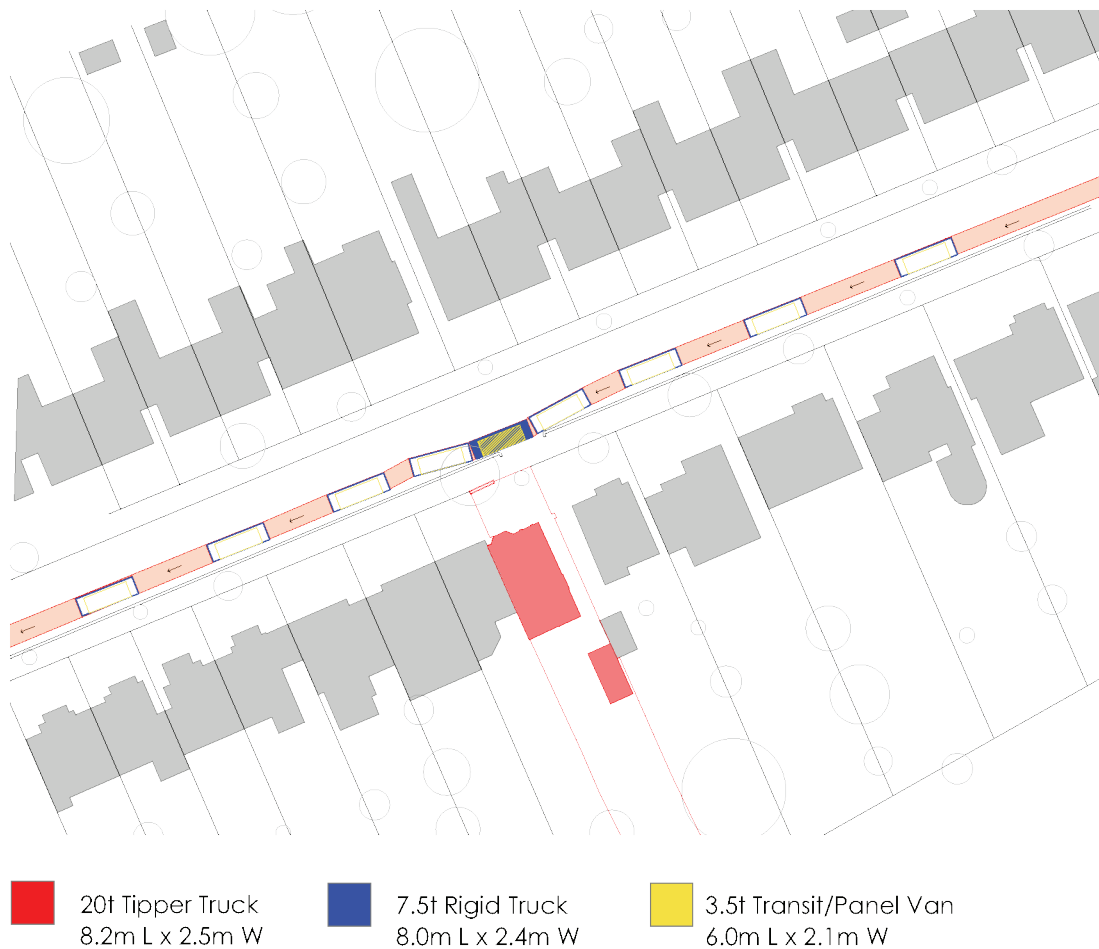
11.0 Appendix

Vehicle positions shown within the Swept Path Analysis drawing indicate typical kerbside loading and unloading arrangements associated with the construction phases of the development. Construction vehicles will remain on the carriageway and will not enter the private driveway or mount the kerb.

All vehicle manoeuvres will be undertaken under the supervision of a trained banksman to ensure the safety of pedestrians, site operatives and other road users.

Construction vehicles will be managed through a pre-booked delivery system and will approach and depart the kerbside loading position in forward gear.

Figure 11.1 Swept Path Analysis



- Vehicle positions indicate typical loading/unloading arrangements.
- All manoeuvres undertaken under banksman supervision.
- All vehicles approach and depart the kerbside loading position in forward gear.



