

**11 VIEW ROAD, HIGHGATE,
LONDON, N6 4DJ**

**CONSTRUCTION LOGISTICS
MANAGEMENT PLAN**

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REVISION NO: 2

Building
projects
together

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Document Register				
Revision No.	Comments	Revised/Created By.	Approved	Date
1	See email dated 22 nd March from Joshua O'Donnell	Ben Cliffe	-	-
2		Ben Cliffe		

1. INTRODUCTION

1.1 CLMP OBJECTIVES

The Construction Logistics Management Plan has been prepared to explain the programme of works for the construction period, construction traffic movements using swept path analysis, as well as indicate the need for any parking suspensions during the construction period.

The purpose of this Construction Logistics Management Plan is to use this as the basis for the implementation of the construction phase as well as all logistics during this phase.

The management plan will detail the method statement by which the construction phase will be undertaken whereby the impact on the neighbouring owners, pedestrian & vehicular traffic will be reduced as much as is feasibly possible.

1.2 SITE CONTEXT

The existing site is located at 11 and 11a View Road in Highgate, London, N6 4DJ. The existing house is set back approximately 15m from the main road with two access points to the existing house that are each approximately 3m in width. Both of these entrances will remain before and after the construction works take place.

The site itself falls within the Haringey Local Authority, it has good transport links and is located off Denewood Road and North Hill Road.

A location plan of the existing site can be seen in the figure below.



Figure 1 – Existing Site Location Plan

1.3 DEVELOPMENT PROPOSAL

The development comprises the demolition of an existing pair of semi-detached dwellings and the replacement with a new two storey dwelling with accommodation in the roof.

Planning permission for the development described above was granted on the 31st of July 2023 under planning case reference HGY/2023/0441.

2 CONSTRUCTION PROGRAMME AND METHODOLOGY

2.1 CONSTRUCTION PROGRAMME

The overall construction programme including the demolition and construction phase is estimated to last around 18 months (approx. 78 weeks).

The main sequence of construction activities will be as follows:

- Site preparation & set up.
- Demolition and strip out.
- Construction of substructure.
- Construction of superstructure.
- Construction of roof.
- Internal fit out.
- Hard & Soft Landscaping.
- Final Practical Completion and handover.

Each of these will be outlined in further detail below.

2.2 CONSTRUCTION METHODOLOGY

2.2.1 SITE PREPARATION AND SET UP

The site preparation and set up phase will consist of getting the site ready for the demolition of the main house.

This will include the setup of welfare facilities which are anticipated to be located at the rear of the house and setting up material/storage areas which will be located at the front & rear of the house. Hoarding will be installed at the front of the site with the existing two entrances maintained; one will be used for small vehicular traffic/parking (on the left side) and the other for larger vehicles for material offloading and pickups (on the right side).

The site set up is anticipated to last no longer than 1-2 weeks and will require a small flatbed truck/transit van size vehicle as the biggest vehicle.

2.2.2 DEMOLITION AND STRIP OUT

The demolition and strip out phase will see the demolition of the existing house including all of the superstructure and the existing substructure.

All of the existing services will be isolated, and then the existing building will be stripped out including the stripping off the existing roof tiles. Skips will be used during this period. Once the building has been stripped out an excavator will be used to

2.2.3 CONSTRUCTION OF SUBSTRUCTURE, SUPERSTRUCTURE & OTHERS

The “construction” phase will see the construction of a new 2 storey property with accommodation in the roof. This will be constructed with traditional masonry.

The foundations will be of traditional form; other than where stated within the structural engineer’s design. Material from the existing house will be used as crush/type 1 from the existing house (using a concrete crusher) in the new foundation/substructure where possible.

As the structure progresses the floors will start to take shape, with the timber hipped roof going in once the structure is up to roof plate height.

It should be noted that a temporary roof will be in place at this point and a hoist will be used to get materials up to this level.

Once the proposed timber windows & external doors are in the building will be water and weather tight. At this point the internal fit out will be well underway.

It is anticipated that the overall construction period excluding the demolition will take almost 60 weeks to complete to reach practical completion.

3 VEHICULAR ROUTING AND ACCESS

As part of this Construction Logistics Management Plan a swept path analysis of the vehicle routing to and from the site has been completed.

A number of options have been considered as part of the swept path analysis. The option presented within this document is considered the optimum option considering the ease of traffic movement in and out of the site and disturbances to the surrounding area.

It should be noted that with this option there is a requirement to suspend a number of parking bays outside of the site location (up to 6 suspensions), which will need approval by Haringey Council. The chosen contractor should apply for these parking bays via the Haringey council's website in the following link: <https://new.haringey.gov.uk/parking/suspensions-to-parking-bays>. A more detailed programme of when these suspensions will be required to be made by the contractor once appointed.

The proposed routing of vehicles will be routing onto View Road via North Hill Road approaching from the North East and Exiting to the North East.

Vehicles will enter and exit the site via the front right entrance; a full time banksman will be on call to assist with all vehicular movements coming in and out of the site.

The following documents should be referred to in appendix 1 of this document which clearly identify the proposed vehicular movement routes to and from the site.

- SWEPT PATH ANALYSIS – 8M 6X4 TIPPER
- SWEPT PATH ANALYSIS – 8.2M 4X2 FLATBED
- CONSTRUCTION TRAFFIC ROUTE

4 STRATEGIES TO REDUCE IMPACT

4.1 MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

Prior to any vehicle arriving on site a routing plan will be given to each of the vehicles/companies coming to the site. A route as can be seen in section 7.1 of the appendix of this document will be given to each company as well as a clear procedure to follow with all deliveries/pickups on how to enter the site. Deliveries/pickups will be scheduled outside of peak vehicle movement hours (avoiding where possibly the following times: 08:00-09:00, 15:00-16:00 and 17:00-18:00) to ensure minimal impact on the surrounding areas. Each delivery will be met by a banksman at the front of the site whereby clear instructions will be given on how to enter and exit the site.

In addition, we will ensure where possible that each company is FORS and CLOCS registered ensuring adherence to Safety and environmental standards. Carbon emissions will be recorded as part of these standards. It should be also noted that the site should be registered with considerate constructors' scheme with the CLOCS addition to ensure further adherence and compliance with the environmental standards and consideration for embodied energy and carbon footprints.

Please refer to section 6 covering vehicle movements, as well as consideration to minimising vehicle movements sizes and movements where possible.

4.2 OTHER MEASURES

Prior to starting on site, the contractor should liaise with any local live construction sites and collaborate with them, with particular emphasis on the minimisation of interferences with neighbouring properties. This may be co-ordination of vehicular traffic for site staff, such as sharing vehicles/use of public transport/other transport means or for scheduling material and equipment deliveries and pickups with co-ordination with other sites. Workers, visitors and contractors shall ensure the most sustainable means of transport are used when coming to and from site. Preferably by foot/bicycle or private (shared) car use.

This collaboration shall be maintained for the full duration of the project and where possible, action is to be taken to reduce the impact on the surrounding areas.

Finally, the recycling of materials will be undertaken where possible, such as the use of the existing foundations as crush for the new foundations/substructures, the existing brickwork and roof tiles. Consideration should be given to the use of recycled materials from local suppliers eliminating longer vehicular movements and increased carbon footprints.

5 ESTIMATED VEHICLE MOVEMENTS

The requirements for construction related vehicle movement on-site will vary from day today and there will a greater level of demand in certain phases than in others.

Consideration will be given to using 3.5T loading/delivery vans as much as possible.

It is anticipated that the following vehicle types will be used throughout the construction period.

Demolition and strip out: Waste Removal of existing house

15-20 weeks

6-8 times a week

Vehicle Type (largest): 6x4 Tipper with Hiab

Overall Length: 8m

Overall Width: 2.5m

Overall Body Height: 2.896m

Min Body Ground Clearance: 0.346m

Track Width: 2.5m

Lock to Lock Time: 6s

Kerb to Kerb Turning Radius: 9m

Demolition and strip out: Plant Drop off and pick up (excavator & crusher)

2-3 weeks

4 vehicle movements max.

Vehicle Type (largest): DAF LF 230 4x2 (19T) Flat Bed

Overall Length: 8.25m (9.5m is possible with routing shown in appendix)

Overall Width: 2.5m

Overall Body Height: 2.562m

Min Body Ground Clearance: 0.419m

Track Width: 2.45m

Lock to Lock Time: 6s

Kerb to Kerb Turning Radius: 9m

Substructure / Superstructures / Fit Out / Landscaping: Delivery/removal of materials/equipment

58 weeks

2 times a week; larger vehicles will be kept to a minimum during this time and potentially loads split to reduce the requirement for parking bay suspensions.

Vehicle Type: Same as above

In addition to the above there will be the delivery of tools and materials in smaller vehicles in the form of transit style cans; these will not require any parking bay suspensions and are able to enter and exit the site via Route A shown in the swept path analysis in the appendix of this document.

Also, waste removal at this point will be via skips and will use a 6-7m long vehicle which will not require parking bay suspensions and can enter/exit the site via route A.

The proposed arrangement will remain under review and will be revised if the council deems it necessary.

6 APPENDIX

6.1 SWEPT PATH ANALYSIS

6.2 SITE ACCESS AND EGRESS