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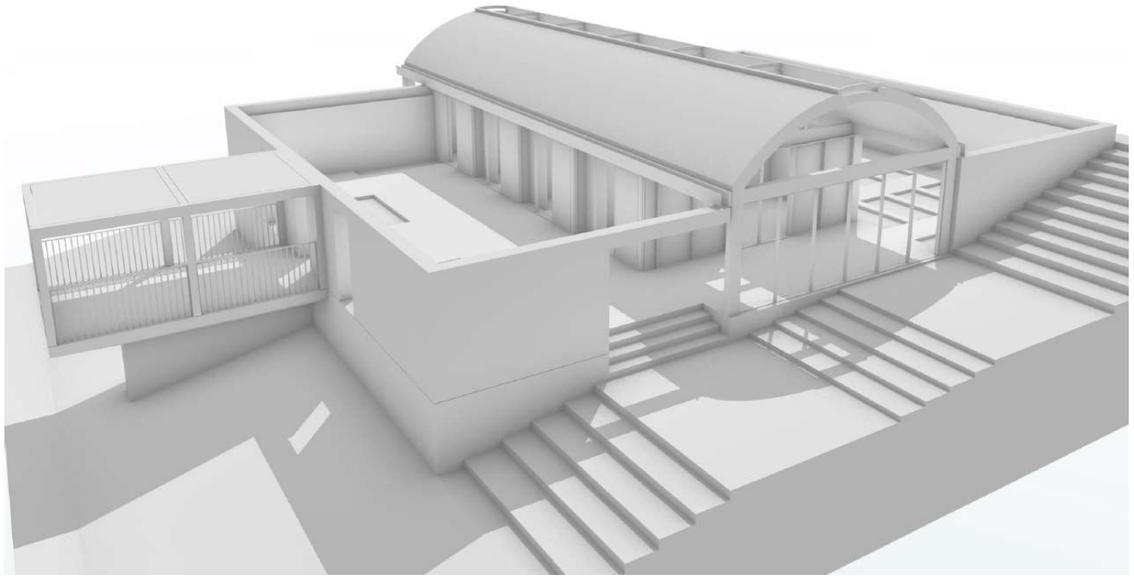

The Glasshouse, Omved Garden

Construction Logistics Plan

LON Job Number: 24059

Reference: 24059-LON-XX-XX-RP-C-0002

Revision: P02

Date: August 2024

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Contents

Document Control

Remarks		Construction Logistics Plan							
Rev	P01	Prepared	GM	Checked	MH	Approved	KL	Issued	30/08/24
Rev	P02	Prepared	GM	Checked	MH	Approved	KL	Issued	05/11/24

1. Introduction

Lyons O'Neill have been appointed by Smerin Architects to prepare a Construction Logistics Plan in support of a planning application for The Glasshouse.

The document has been prepared in accordance with the outlined requirements of Haringey Council. All information within this document will be confirmed and finalised by the main contractor following their appointment. During the project, the contractor will review and update the CLP accordingly, taking into account possible new restrictions and limitations other as the ones present at the time of writing.

1.1. The Site

The site address is: Glasshouse, Townsend Yard, Highgate, London, N6 5JF.

The site location plan is shown in **Figure 1** and the Glasshouse is highlighted in green.

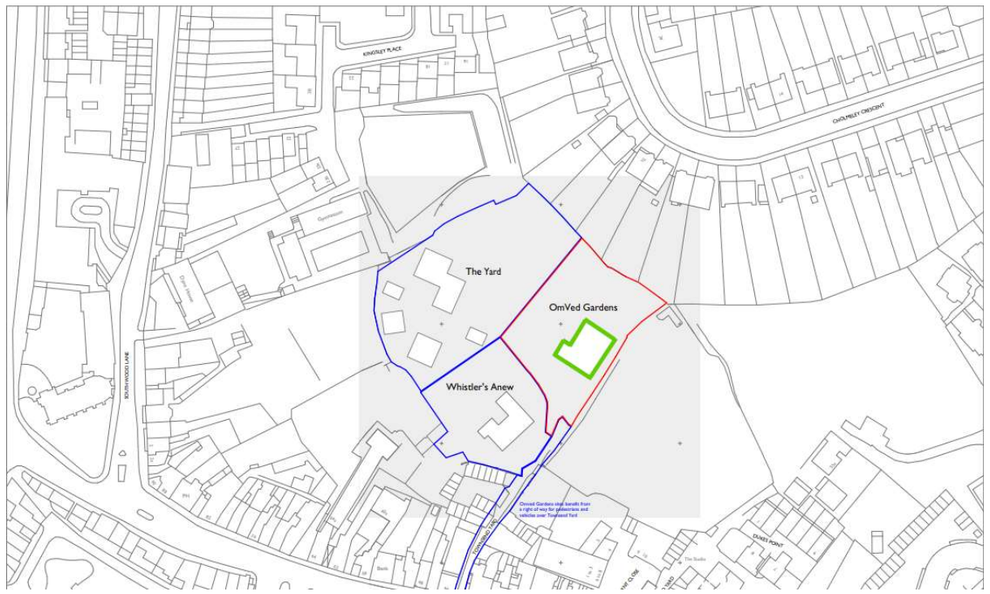


Figure 1 – Site Location Plan

The site is located in North London within the London Borough of Haringey, north-east of Highgate School, north-west of Archway Station and south of Highgate Station

1.2. Existing and Proposed Development

Glasshouse is a 320 square meter space, which terraces down a sloping site.

It comprises three semi-independent steel structures, each formed by a double duo pitch roof and single-glazing system as cladding.

The planning application seeks approval for the demolition and re-building of the major part of the existing Glasshouse, adding minor modifications to the site entrance.

Figure 2 and **Figure 3** show a view of the existing site plan and the proposed site plan.

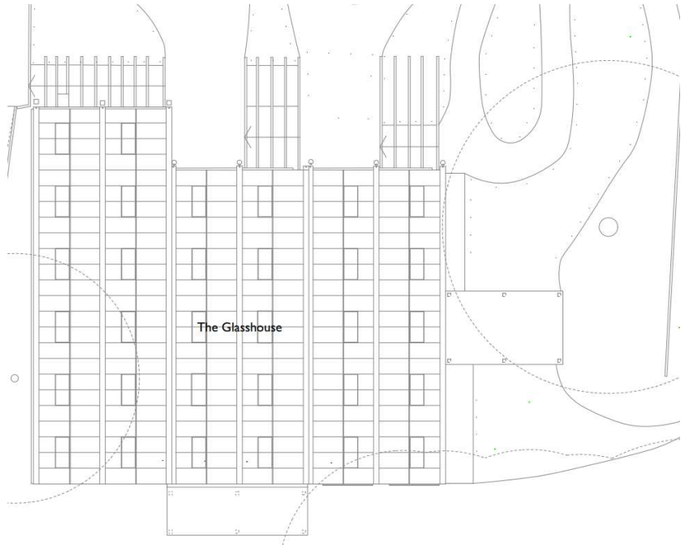


Figure 2 – Existing Site Plan

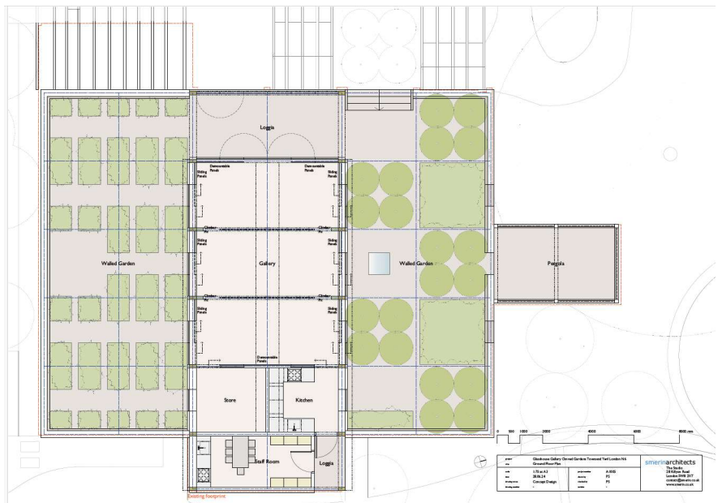


Figure 3 – Proposed Site Plan

1.3. This Report

The focus of this report is to consider how the transport impacts on and in the proximity of the site can be managed and reduced.

The structure of this report is therefore as follows:

Section 2 of this report reviews the design of the proposed development, and a review of the on-site logistical challenges highlighting how materials will be stored and accessed.

Section 3 will review the procurement strategy for the site with consideration given to sourcing materials and suppliers.

Section 4 considers how operational efficiencies can be achieved through the management of deliveries and reducing impacts on local roads and residents.

2. Design and on-site logistics

2.1. Development Phasing

The demolition and re-building of the major part of the existing Glasshouse is anticipated to be followed subsequently. This also to keep any required construction traffic condensed and not stretched across longer time periods.

2.2. Access and Movement

Access to the site is via a sharp turn from Highgate High Street into Townsend Yard. This access road measures 3.1m at its pinch point between restrictions (bollards/fences). These dimensions were taken from the digital survey data present at the time of writing.

A swept path analysis undertaken as part of this CLP shows that the existing access is fit for purpose for the development, however it is understood that only limit sizes of vehicles and plant will be able to access the site. Refer to swept path analysis drawings for critical vehicles in **Appendix A**.

Potentially a number of parking spaces need to be temporarily suspended to allow vehicles to turn into Townsend Yard.

It is assumed not to be necessary to apply for a licence to use the public highway for construction activity or for the storage of materials. Further it is expected that no part of the public footpath will need to be diverted during the works.

Prior to the start of construction, a risk assessment will be completed by the contractor to assess and mitigate any potential risks associated with the access proposals for the construction period.

Construction vehicles will enter and exit the site in a forward gear. The on-site turning area at the back in the "Contractors Yard" will be kept clear of construction materials throughout the construction period.

The contractor will issue clear instructions on traffic routes to all suppliers and subcontractors. These will inform of the restrictions in accessing site, and will state that all vehicles are to unload within the designated areas.

Particularly during the basement excavation works the contractor will oversee all vehicles leaving the site with respect to cleanliness of wheels before leaving the site main gate.

There is limited space for vehicles within the vicinity and back end of the site. When it is intended for vehicles to enter from High Street, presence of other vehicles on site must be considered to ensure that there is sufficient space for the vehicle in question to enter the site and retain.

Figure 4 – Site access and general logistics plan

Figure 5 – Confined site access from Highgate High Street

2.3. On-Site Storage

Dedicated weather protected storage points will be provided on-site in order to minimise damage, loss and waste of materials. At present it is proposed to locate the storage west of the site on the fenced car parking area that belongs to the site.

2.4. Security

Materials are to be stored in on-site sheltered, secure locations away from on-site activities in order to avoid criminal damage to reduce the chance of the loss and waste of materials.

Areas of the site under demolition or construction will be fenced off using hording to restrict access to the public and out-of-hours access. The main gate location for the site is pointed out on the Figure 2.

Traffic Marshalls will be present at the High Street access at the time of site delivery and disposal. Access to, on and around the site will be controlled by the main contractor at all times. The site foreman will be in control of all deliveries, movement of site traffic, and coordinating with neighbours street traffic requirements.

It is anticipated that the site hours will be 8am to 5.30pm Monday to Friday, and Saturday 8am - 1pm. This will be confirmed following the appointment of a main contractor. There will be no working on Sundays or Bank Holidays.

3. Procurement Strategy

A Procurement Strategy will be developed in order to demonstrate an awareness of the vehicle activity on site, the impacts associated with the construction of the development and measures to reduce the impacts. This will be undertaken by the main contractor and continually reviewed to respond to issues through the duration of construction.

The Strategy will consider how best to obtain materials and services through a commitment to safer, more efficient and more environmentally friendly distribution channels.

Suppliers and sub-contractors with good environmental track records will be encouraged.

3.1. Local Suppliers

In line with the Procurement Strategy, local suppliers for construction materials will be sought, in order to reduce the impact of the development on the surrounding highway network, as well as promoting a more sustainable development. Reductions in delivery costs, fuel usage and pollution along with congestion may be achieved.

The promotion of local suppliers also benefits the local community with investments into local employers and services.

4. Operational Efficiency

4.1. Deliveries

To reduce the likelihood of congestion during both the site clearance and the construction phases of the proposed development, suppliers will be requested to consolidate deliveries to single vehicles where multiple orders are placed. Deliveries will also be requested to arrive outside of the network peak hours (0800-0900 and 1700-1800).

To manage delivery vehicles entering and egressing from the single access point, strict monitoring and control will be implemented to ensure each vehicle has a pre-arranged delivery time. These would be undertaken by a Banksman who would agree times and the size / type of vehicles with all contractors to ensure vehicles are not kept waiting at the site entrance point on the Highgate High Street

In addition, the Banksman will be required to aid in the manoeuvring of the vehicles into and out of the site to minimise the number of manoeuvres required. The Banksman will also be required to assist whilst deliveries are taking place, helping to ensure the safety of pedestrians and cyclists to ensure no conflicts occur.

Any damage to the public highway occurring as a result of an abnormal load requirement will be reported to the developer to allow the Highways Authority to be informed accordingly.

4.2. Construction Traffic Routing

All construction vehicles will be expected to make use, where possible, of the main road network in order to avoid residential streets at all times. Construction vehicle routes will be confirmed by the main contractor following their appointment.

It is assumed that construction traffic from the northwest will travel down the A1 towards Archway Station and then up on Highgate Hill to reach the site. This to prevent the quiet and traffic calm area with roundabouts next to Highgate School.

Construction traffic from the north is sought to come down the A10 and further A503 Seven Sisters Road being split at Tollington Rd. to then enter Holloway Road and travel further north to site.

A feasible route coming from the south can lead along the A1 from Highbury and Islington and then travel up Holloway Road.

4.3. Traffic Management

4.3.1. On-site

The effective management of vehicles on-site is an important part of the demolition and construction process to ensure the minimum impact on the surrounding highway network and local residents.

Deliveries and the routeing of construction vehicles will be set out prior to works commencing and will be managed by the contractor to prevent congestion.

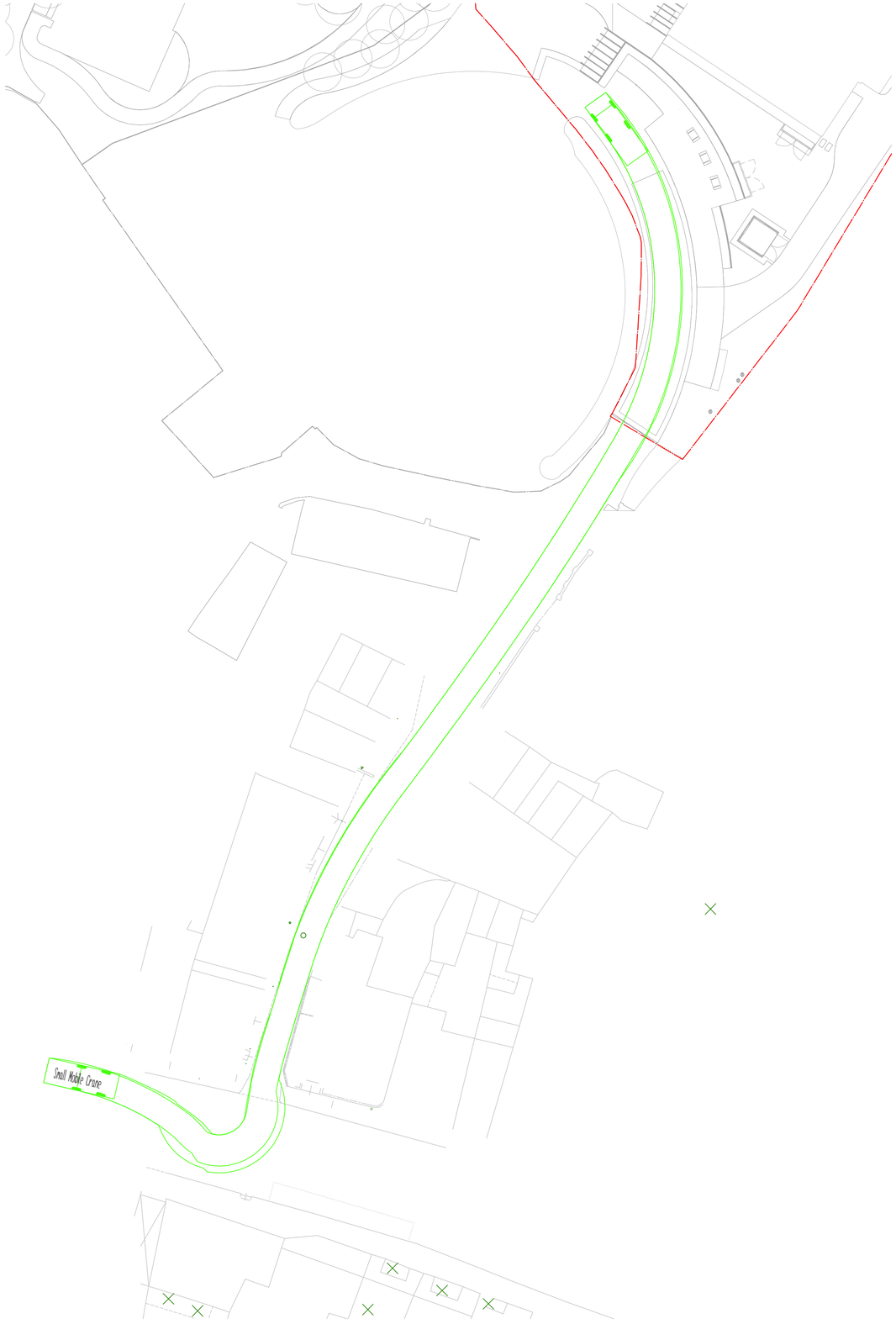
4.3.2. Off-site

Construction operatives and on –site employees driving to the site either by private car or van will park within a designated area. Site operative parking will be discouraged in the vicinity of the site.

The site is accessible by a range of sustainable modes and all employees will be encouraged to travel in this way.

The nearest bus stop to the site is located along the B519 Highgate High Street approx.. 50m away and services line 271 towards Archway station. Highgate Underground station is about 1km to the north.

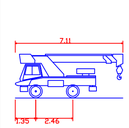
Appendix A – Swept Path Analysis



0 5 10 15 20 25m
SCALE 1:250

General Notes

1. This drawing is to be read in conjunction with all relevant Architect's and engineers drawings and specifications.
2. This drawing is only to be scaled from for the purposes of estimating and approximate sizing only. If exact dimensions are relied upon, written dimensions supercede any scaled dimension. Overall setting out is to Architect's details and this drawing therefore should be read in conjunction with their information.
3. All waterproofing, levels and finishes by others.
4. All temporary works by others.
5. Fire protection to Architect's details.
6. All dimensions are in mm unless noted otherwise.
7. All levels are in m unless noted otherwise



Small Mobile Crane
Overall Length 7.110m
Overall Width 2.500m
Overall Body Height 2.894m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

Rev	Comments	Date	Chk'd
P02	Issued for planning	16/04/24	MH
P01	Issued for planning	08/04/24	MH

Status
For Planning Submission

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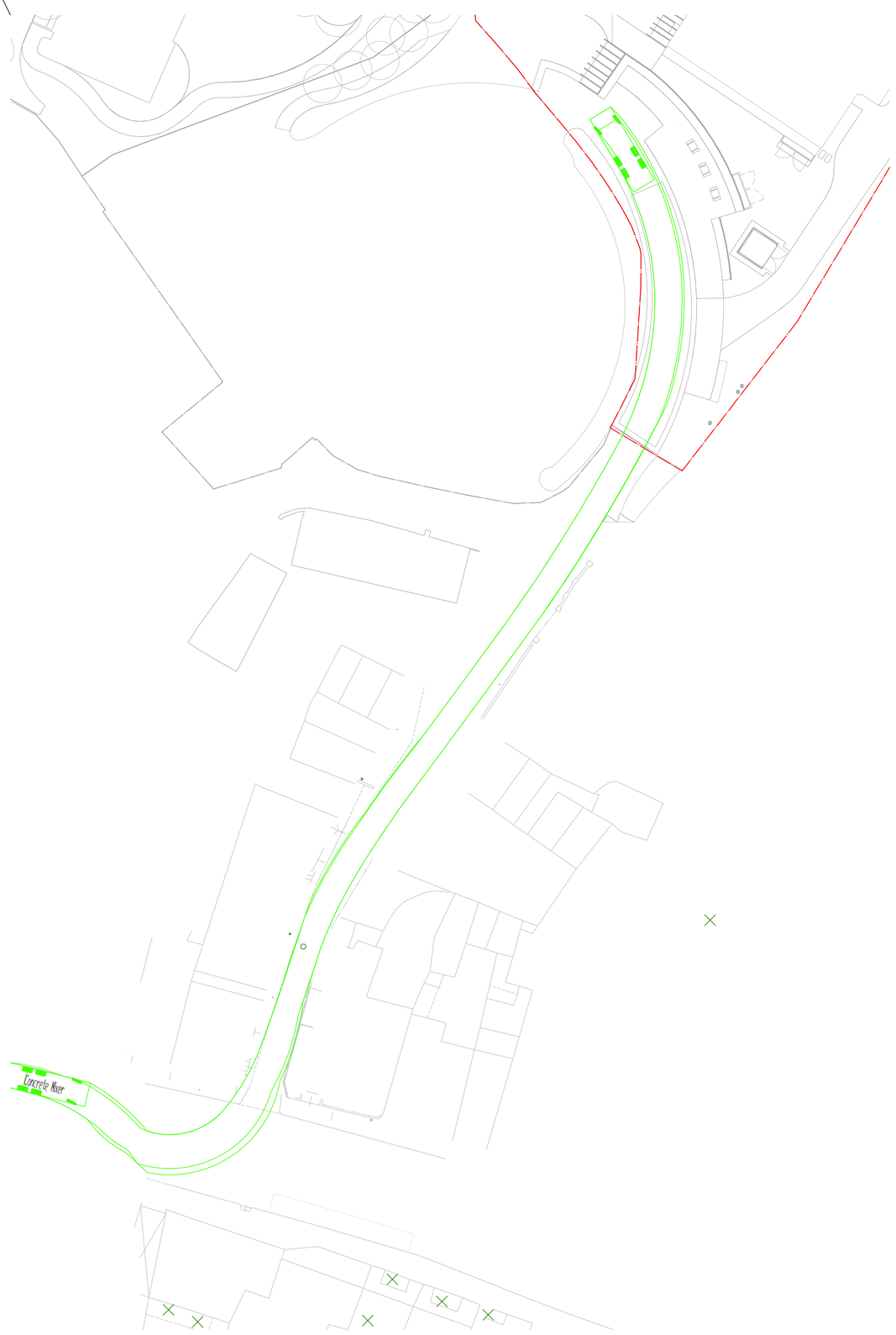
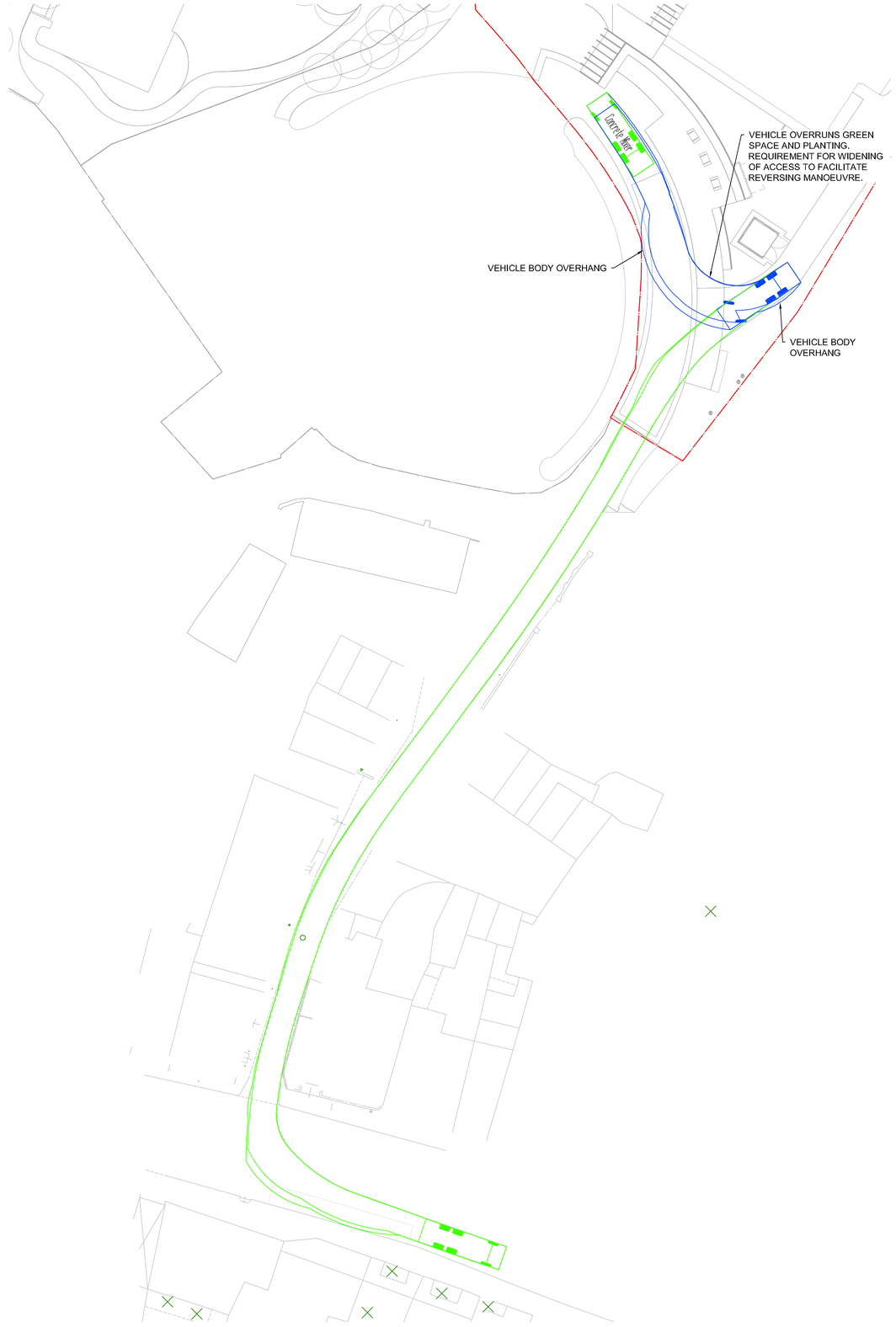
Project
The Glasshouse - Omved Gardens

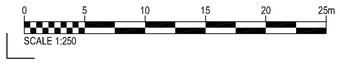
LON Project No. - **23055**

Subject
Swept Path Analysis
Small Mobile Crane

Scale @ A1	Date
1 : 250	08/04/24
By	Checked
TS	MH
Drawing No.	Rev
23055-LON-XX-XX-D-C-9500	P02







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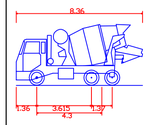

Concrete Mixer	
Overall Length	8.360m
Overall Width	2.291m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Rev	Comments	Date	Chk'd
P02	Issued for planning	16/04/24	MH
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Drawing No.	Rev
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