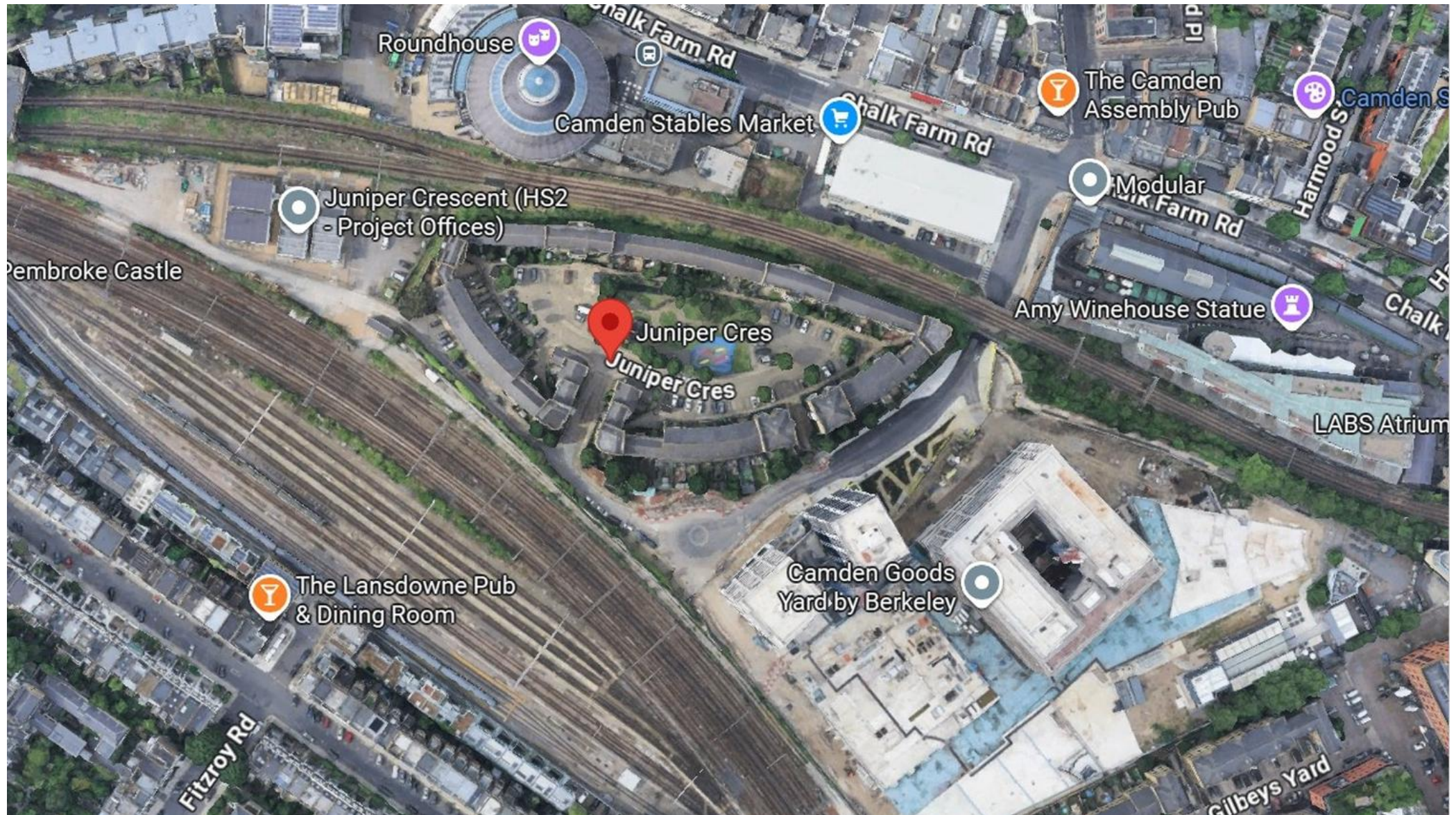


Logistics Strategy Phase 1

Juniper Crescent



Logistics Strategy

Phase 1 Juniper Crescent

- **Maintaining Security/ Site access/ Egress/ Delivery Control Management:**
- *At all times during the working day, the main access gate (Gate House shown on logistics plans) to the development will be permanently manned by a Gate Marshall stationed within a proprietary gate house.*
- *The Gate House will be fully equipped with tailored Biosite IT/CCTV & communication systems.*
- *The gateman will be the first security checkpoint for all deliveries.*
- *Resident access will be via a dedicated single lane carriageway, utilising the existing entrance road.*
- *The main construction access gate will remain closed outside of delivery access times.*
- *A secondary emergency access gate has been incorporated in the event of any blockage to the resident's access lane, which will enable vehicles to leave under supervision via the construction access gate.*
- *The existing entrance carriageway widths have been maintained, thereby allowing access for emergency vehicles & refuse collections to remain unaffected.*
- *The access management of all traffic movements at the site entrance will be controlled by a dedicated Traffic Marshall, under the direct supervision of the Logistics Manager.*
- *Material deliveries will be the responsibility of the Logistics Manager to control, and all deliveries will be scheduled via approval from an online booking system which assesses the time availability and the period required to unload.*
- *All vehicles will enter & leave the site in forward gear, utilising the internal turning circle area.*
- *An occasional use external vehicle holding area has been positioned adjacent to the existing roundabout within our land demise.*
- *The Traffic Marshall & Gate Marshall will also be responsible for ensuring all access road surfaces are maintained & jet washed on a regular basis during the working day, to ensure all adjacent & surrounding highways are unaffected by our works activities.*

Main Works Logistics

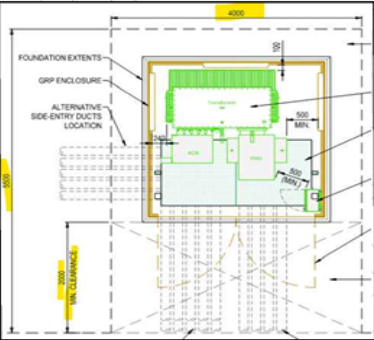
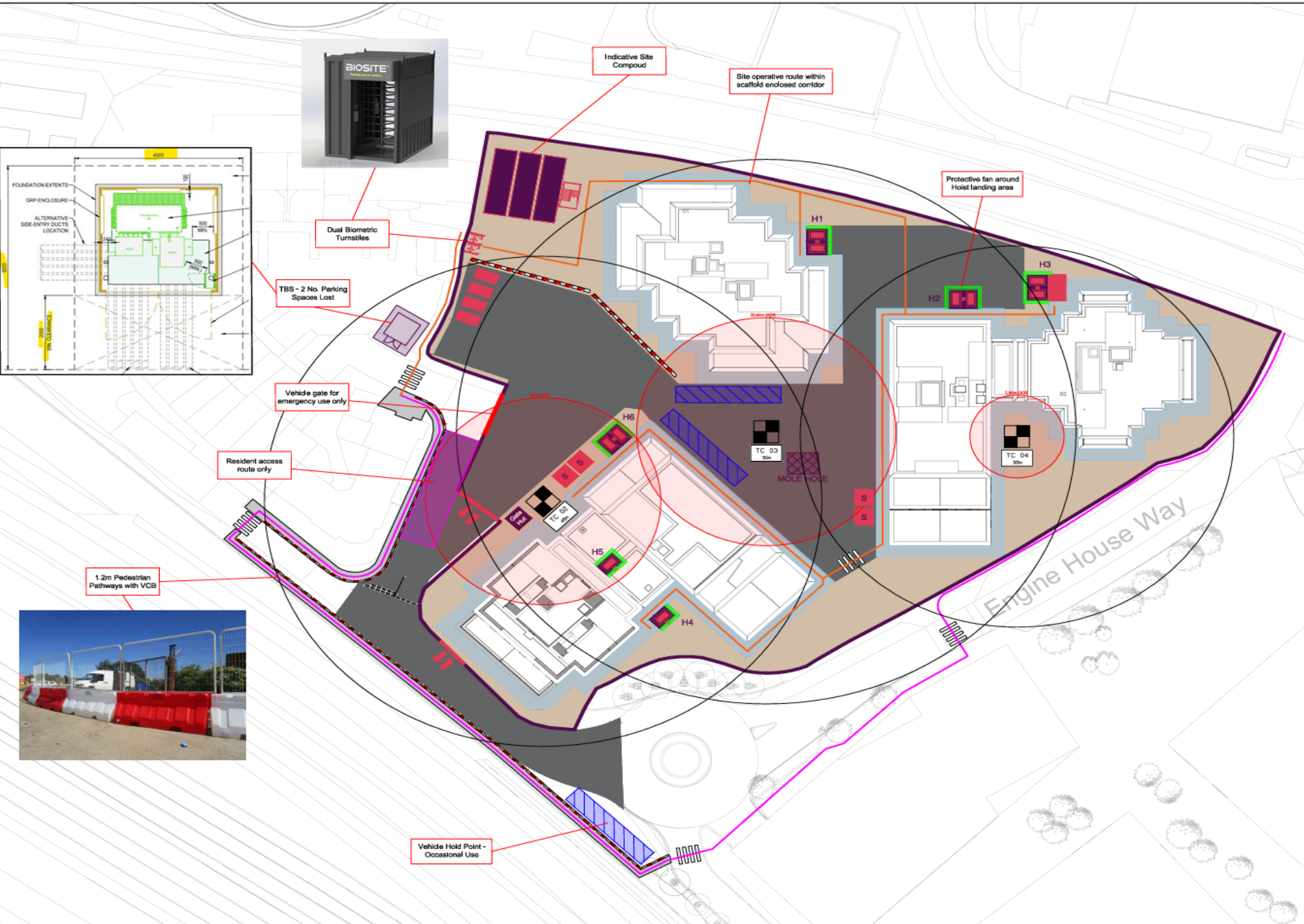
-  Tower Crane Base
-  Goods Hoist
-  Silos
-  Scaffolding
-  Skips
-  Haul Road
-  Public Pedestrian Route
-  Site Operative Route
-  Temporary Crossing Point
-  Loading Bay / Hold Point
-  Hoist protection fans
-  Scaffold enclosed corridor

PROJECT TITLE:
Juniper Crescent

CLIENT:

DRAWING NO. -	DRAWING STAGE: -
DATE: May 2026	REVISION: -
DRAWN BY: SP	SCALE: NTS

Drawing has been issued to approximate scale for illustrative purposes only. Do not use as reference during construction phase.



Logistics Strategy

Phase 1 Juniper Crescent

Main Works Logistics

-  Tower Crane Base
-  Goods Hoist
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PROJECT TITLE:
Juniper Crescent

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May 2025

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SP

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Vehicle gate for emergency use only

Resident access route only (Single Lane)

Give way established at junction

Access to basement entrance ramp

15m OCS

H6

Gate Hut

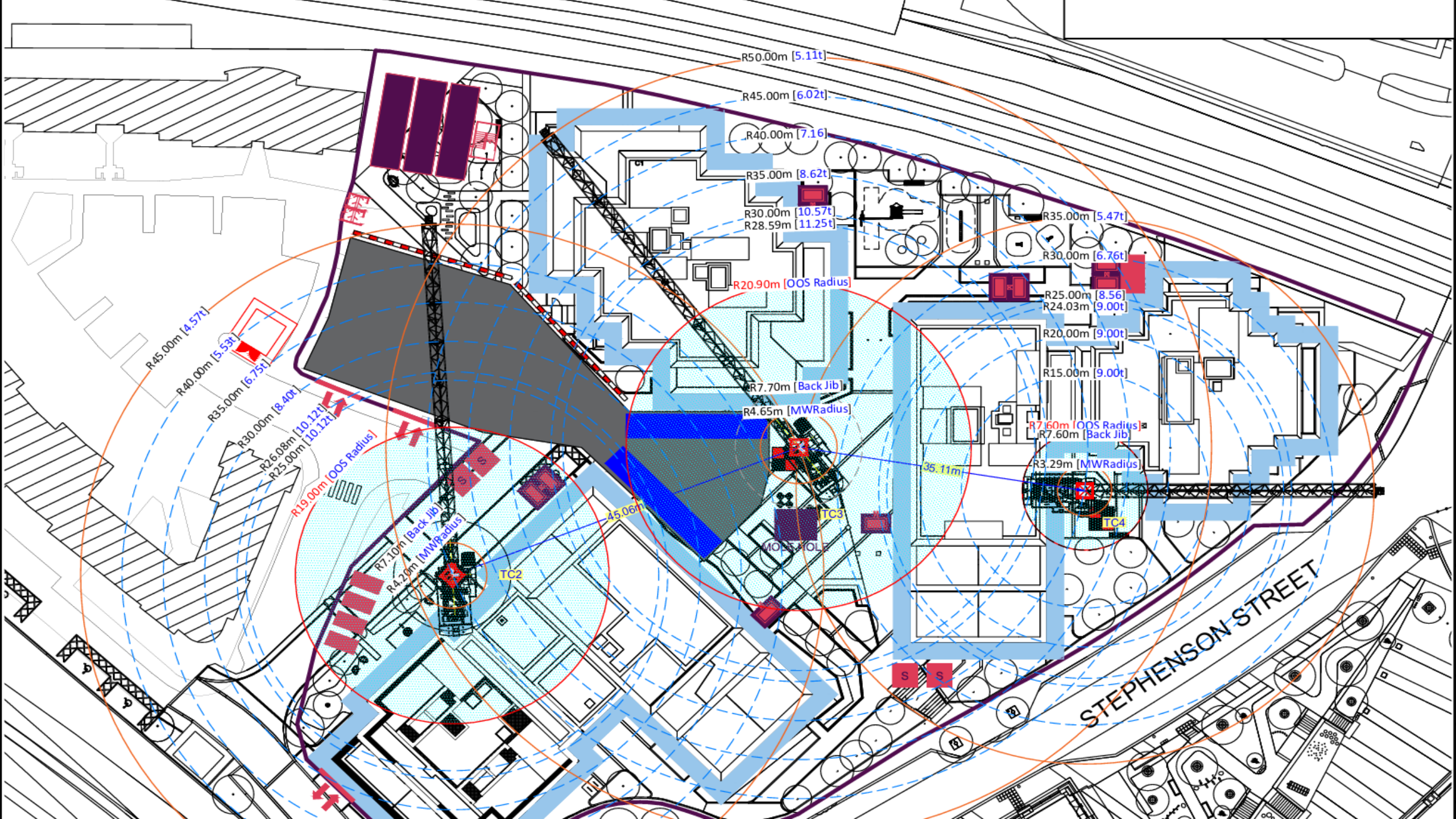
TC 02
45m

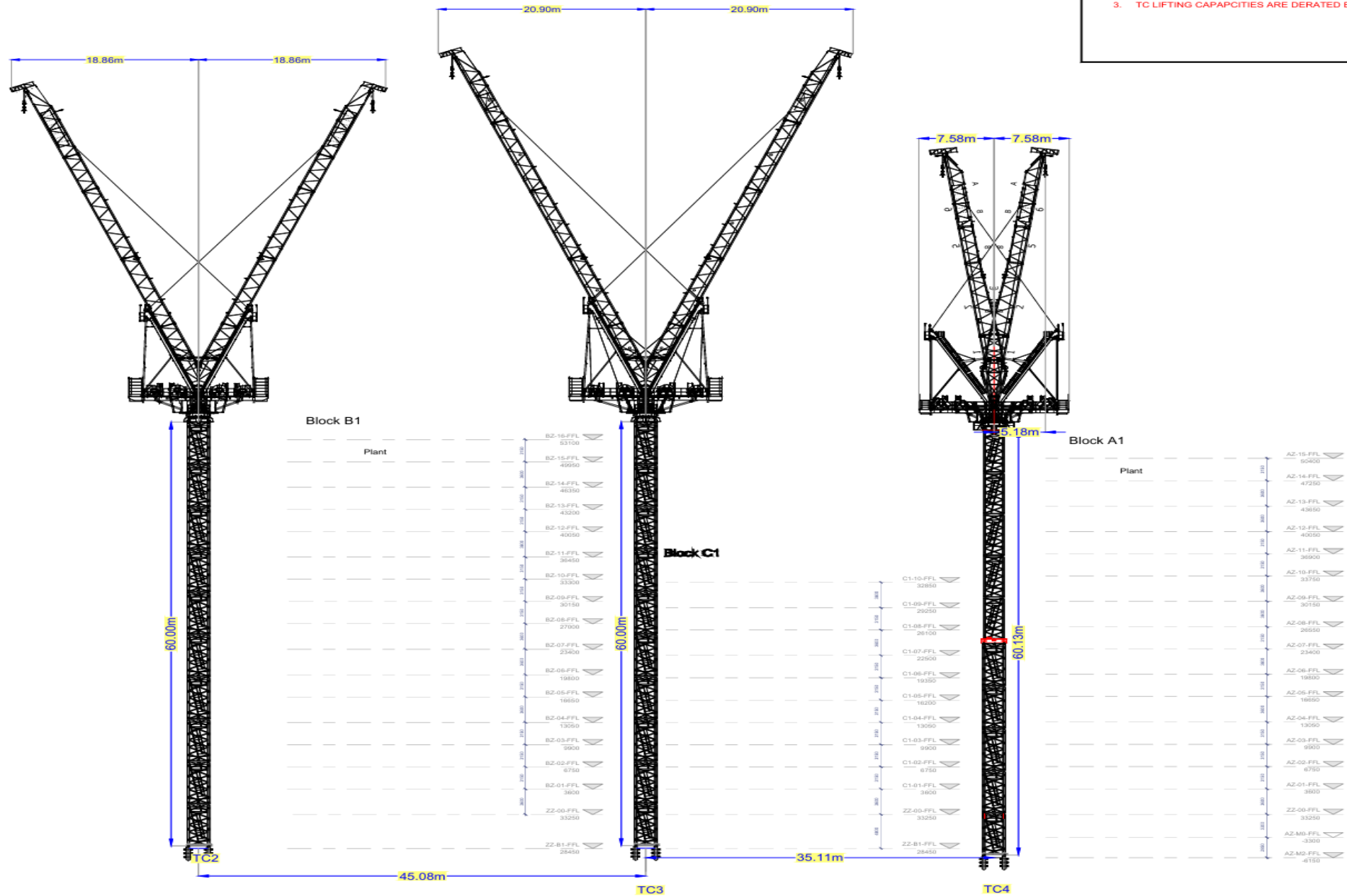
H5

Logistics Strategy

Phase 1 Juniper Crescent

- **Tower Crane provision**
- *We have taken due consideration of the site location & the proximity to the adjoining occupied residential units (Phase 2 units 1-45) & the constraints imposed by the adjacent NR assets/boundaries, which impact the north, south & western elevations of the development & consider the use of Luffing cranes to be the most appropriate solution for delivering the project safely & with minimal disruption to these key stakeholders.*
- *Luffing cranes are renowned for their efficiency and versatility. These machines are designed to handle heavy loads with accuracy and ease. The term luffing refers to the ability of the crane's jib or boom to change its inclination angle, allowing it to lift materials vertically and then lower them at precise locations.*
- *The functionality of a luffing crane is what sets it apart. Its unique design enables it to operate in tight spaces where saddle jib tower cranes may not have sufficient clearance. This makes luffing cranes particularly useful in urban areas with limited space for manoeuvring heavy machinery. Additionally, their ability to lift loads vertically without any obstruction allows for increased productivity and safety on construction sites.*
- *A luffing crane features a shorter and more compact design compared to a Saddle jib tower crane. It consists of a vertical mast, similar to a saddle jib tower crane, but instead of a horizontal jib arm, it has a luffing jib that can be angled or inclined. Unlike saddle jib tower cranes, luffing cranes have a smaller footprint and can operate and be placed out of service in confined sites.,*
- *Luffing cranes can eliminate/reduce the oversail of adjacent structures/properties, due to the inclined jib design. This allows them to operate in confined spaces without obstructing nearby structures, which negates the requirement for oversailing licence applications.*
- *Luffing cranes can be programmed to slew within strictly controlled zones, using anti-collision & zoning system software such as SMIE or Ascorel, which defines 3D modelling no go areas with virtual mapping of the site.*





- IMPORTANT NOTES:-**
1. CLIENT TO CONFIRM CRANE BASE LOCATION AND LEVELS.
 2. ALL THE DIMENSIONS SHALL BE CHECKED BEFORE COMMENCEMENT OF WORK ON SITE.
 3. TC LIFTING CAPACITIES ARE DERATED BY 25% DUE NWR/TFL

Logistics Strategy

Phase 1 Juniper Crescent

- **Access Hoist provision.**
- *The location of the twin passenger & goods hoists serving the main high-rise blocks, has been considered against the latest floor layouts, & safe ease of access from the dedicated pedestrian routes linked to the accommodation/welfare compound.*
- *The majority of pedestrian access routes in the vicinity of the Blocks will be under cover within the scaffold zone, utilising an enclosed corridor design .*
- *Block B1 & B2 will be served with a twin hoist at GF level of B2, with x 2 single hoists serving B1 from GF & 7th floor roof/terrace level for both personnel & materials respectively. The twin hoist will feed the single materials hoist at 7th floor roof/terrace level.*
- *As far as practicably possible all hoists are located with access through a single apartment unit, which will be thereafter designated as ‘hoist flat’ for programming purposes.*
- *Hoists will be installed in conjunction with the external access scaffold, with operation occurring once 3- 4 floors are complete, with this cycle continuing as the block rises.*
- *All hoists will be allocated with sufficient levels of qualified operators, including relief operators as deemed necessary to optimise hoist efficiency during working hours.*
- *Hoists will be the primary means of distribution for all materials associated with the internal fit out works & personnel access to all floor levels.*
- **Material Distribution & Storage**
- *All blocks will be provided with dedicated cant-decks during the RC frame construction period, which will facilitate early pre-loading of materials related to SFS & Dry Lining activities etc.*
- *Loading gantries will be provided at staggered locations as the scaffold progresses, serving individual floor levels to primarily facilitate the masonry façade activity.*
- *Material storage on site will be principally held & distribute by forklifts from the basement area, with distribution also facilitated via the mole hole through the podium slab TC lifting area.*