



ODYSSEY

DEVELOPING JOURNEYS

**18 WELLFIELD AVENUE, MUSWELL HILL,
LONDON, N10 2EA**

CONSTRUCTION METHOD STATEMENT



**18 WELLFIELD AVENUE, MUSWELL HILL,
LONDON, N10 2EA**

**CONSTRUCTION METHOD STATEMENT
ON BEHALF OF GEOFFREY MARGOLIS,
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CONSTRUCTION METHOD STATEMENT

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CONSTRUCTION METHOD STATEMENT

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1.0 INTRODUCTION

1.1.1 Odyssey has been appointed to prepare this Construction Method Statement (CMS) by Geoffrey Margolis, care of Spot Property Limited, to provide transport and highways advice relating to proposed works at 18 Wellfield Avenue, Muswell Hill, London, N10 2EA.

1.1.2 The development proposals include demolishing the existing conservatory of the property and building a new single-storey rear extension comprised of a basement and associated landscape works, along with the reinstatement of the front porch and the replacement of existing PVC windows with double glazed timber windows to the rear.

1.1.3 The proposed development was granted planning consent by the London Borough of Haringey Council (LBH) in August 2022 (planning reference: HGY/2022/1100). Condition 5 of the planning permission (attached in **Appendix A**) states that:

“No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors*
- b) loading and unloading of plant and materials*
- c) storage of plant and materials*
- d) programme of works (including measures for traffic management)*
- e) provision of boundary hoarding behind any visibility zones*
- f) wheel washing facilities*

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.”



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1.1.4 This Construction Method Statement therefore seeks to provide the relevant details to LBH thereby discharging Condition 5.

1.2 Construction Method Statement Objectives

1.2.1 The aim of this CMS is to minimise the impact of construction vehicle activity in the immediate vicinity of the site and on the surrounding public highway. This CMS has taken into account guidance published by Transport for London (TfL) for the production of Construction Logistics Plans (CLPs, principally very similar to CMSs) entitled *“Construction Logistics Planning Guidance”*, which details that a CLP *‘focuses specifically on construction supply chains and how their impact on the road network can be reduced’*.

1.2.2 In line with the above, the Construction Logistics Planning Guidance requires the following to be included in the CMS:

- *“The amount of construction traffic generated.*
- *The routes the construction vehicles will use.*
- *The impact on relevant Community Considerations.*
- *Any traffic management that will be in place.*
- *Any policies which encourage modal shift”.*

1.2.3 The CMS should be seen as a live document which would be updated and amended as required to ensure that the mitigation and practices on-site reflect the operation, and seek to minimise and manage the impacts on the surrounding area.

1.3 CMS Structure

1.3.1 This report is structured as follows:

- **Section 2.0:** prescribes the policy context for the CMS;
- **Section 3.0:** reviews the site’s accessibility to the local highway network, and public and sustainable modes of transport;
- **Section 4.0:** details the management systems to be put in place;
- **Section 5.0:** details the vehicle access and management at the construction site;
- **Section 6.0:** summarises and concludes the report.



2.0 POLICY CONTEXT

2.1 *The London Plan*

2.1.1 This CMS is based upon policies and guidance contained within The London Plan (2021). Policy T7 Deliveries, servicing and construction, is directly applicable to this CMS, prescribing in paragraphs G and H that:

“G. Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.”

2.2 *London Borough of Haringey*

2.2.1 LBH does not prescribe any specific guidance with respect to the preparation of CMS', however, they do produce a comprehensive guidance package which shapes the way buildings are designed and constructed within the Borough. This is found within the Sustainable Design and Construction SPD [Supplementary Planning Document] (2013).

2.2.2 The Sustainable Design and Construction SPD guidance is formed of seven parts, detailing amongst other things, the materials used for construction, the control of air pollution and waste control.

2.2.3 This CMS seeks to provide the information outlined above, as appropriate.



3.0 EXISTING CONDITIONS AND SITE ACCESSIBILITY

3.1 *General*

3.1.1 This section discusses the existing infrastructure allowing access to the site, including the local highway, public transport, walking and cycling networks, and locally available facilities and amenities.

3.1.2 The site is located in Muswell Hill approximately 200m north of Muswell Hill Roundabout, the junction of the A504 and B550 sections of Muswell Hill Broadway with the A504 Queens Avenue, the A504 Muswell Hill and Dukes Avenue. **Figure 1** shows the site's location and **Appendix B** shows the proposed site layout.

3.2 *Local Highway Network*

3.2.1 Wellfield Avenue is located parallel and to the east of the B550 Muswell Hill Broadway, and it connects northwards to Muswell Road and southwards to Dukes Avenue. The B550 links directly to the primary road network at the A406 North Circular Road to the north and the A1 Archway Road to the south.

3.2.2 The site is located on the eastern side of Wellfield Avenue near the junction with Muswell Road, which is circa 50m to the north. The area surrounding the site is residential in character, with all local roads having two-way traffic flow.

3.2.3 The site is also not within a controlled parking zone nor are there any yellow lines within the vicinity of the site that would impact the ability of construction traffic to access or egress the site.

3.2.4 Wellfield Avenue includes a 2.5 tonne weight restriction from 00:00 to 08:00 and 18:30 to 00:00. It is not proposed for any vehicles related to the development to be active during these hours so the works would expect to remain compliant. Additionally, a 7.5t weight limit restriction is in place covering the local residential area, commencing nearest the site on Muswell Road to the north from its junction with the A504 Muswell Hill Broadway and on Dukes Avenue from Muswell Hill Roundabout. This does however include an "Except for Access" exception with the weight restriction signage. On this basis the construction vehicles required to service the site would be permissible.



3.3 ***Walking and Cycling***

3.3.1 Owing to the site's location near the centre of Muswell Hill, there is good provision for walking and cycling. Wellfield Avenue has footways on both sides of the road with a typical width of between 1.5m and 2m.

3.3.2 The footways in the vicinity of the site, for the most part, link to surrounding residential areas as well as Muswell Hill Broadway, which is host to numerous shops, restaurants, leisure and social amenities. The availability of pedestrian footways would enable a sustainable option for construction workers to travel to and from the site.

3.3.3 There are no designated off-road cycle routes in proximity to the site; there are, however, a number of local roads which are recognised as suitable for cycling.

3.4 ***Public Transport***

3.4.1 The site has a PTAL rating of 3 and is located close to numerous bus services. Owing to the site's location near the centre of Muswell Hill, it is well connected to the local bus services. These bus services provide a sustainable opportunity for construction workers to travel to and from the site. The nearest bus stops to the site are on Muswell Hill Broadway, only 260m south of the site, and at 'Meadow Drive' only 280m to the north.

3.4.2 **Table 3.1** shows a summary of the nearby bus routes.

Table 3.1: Local Bus Routes

Number	Bus Route
43	Friern Barnet – Muswell Hill – Holloway – Islington – Moorgate – London Bridge
102	Edmonton Green – Palmers Green – Muswell Hill – East Finchley – Golders Green – Brent Cross
134	North Finchley - Friern Barnet - Muswell Hill - Archway - Camden Town - Warren Street Station
144	Edmonton Green - Silver Street - Wood Green - Hornsey - Muswell Hill
234	Barnet - Whetstone - Friern Barnet - Coppetts Road - Muswell Hill - East Finchley
299	Sussex Gardens
634	Cockfosters - Southgate - Bounds Green - Muswell Hill
W7	Muswell Hill – Friern Barnet – Whetstone – Barnet – Arkley
	Muswell Hill - Crouch End - Finsbury Park



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3.4.3 In addition to the bus services listed above, the site is located approximately 2km from London Underground stations at Highgate, East Finchley and Bounds Green, all of which are connected by regular bus services, thus enabling access as part of a wider sustainable transport journey for construction workers to reach the site.



4.0 SITE MANAGEMENT

4.1 *Principal Contractor*

4.1.1 The Principal Contractor onsite would oversee all phases of demolition, construction and fit-out of the proposed development. The key contact details for the Principal Contractor are presented below. If there is, for any reason, a change in the appointment of the Principal Contractor this would be communicated to LBH.

Principal Contractor: TBC

Tel: TBC

E-mail: TBC

4.1.2 Closer to the time of works commencing on site the Principal Contractor would appoint a site manager, with their specific contact details provided to LBH. At this pre-commencement stage the contact details provided above can be used to contact the site manager. The remainder of this section sets out the management measures that the Principal Contractor would implement and adhere to.

4.2 *Induction*

4.2.1 All operatives and visitors required to access the site would receive a site-specific induction. The induction would introduce the project and provide a description of any project risks whilst undertaking a check of any sub-contractor's qualifications / certificates.

4.2.2 Permission for contractors to enter the site would only be issued following the formal site induction from the Principal Contractor. All site operatives and visitors would, without exception, be inducted in a clearly defined area / facility prior to commencing work on site.

4.2.3 The induction process would cover the following as a minimum:

- Behaviour towards others on site.
- Drugs and alcohol policy.
- Identification of smoking areas.
- Requirement for Personal Protective Equipment.
- Welfare facilities and use thereof.
- Consideration of any site-specific safety issues.
- Consideration of any site-specific security issues.
- Emergency procedures.



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- Details of safety, storage and working practices on-site.
- Vehicle routing to / from the site.

4.2.4 The induction would also reference and comply with statutory best practice, provide notes of guidance and follow the requirements of LBH and TfL alongside that of the Principal Contractor.

4.2.5 The Principal Contractor would provide site signage in picture format to assist communications.

4.2.6 Regular 'tool-box talks' would be held by the Principal Contractor and sub-contractors as appropriate, highlighting relevant health and safety issues as the works progress.

4.3 Health and Safety

4.3.1 The Principal Contractor would ensure that all health and safety procedures are diligently monitored throughout the project. A copy of the Principal Contractor's Health, Safety, Welfare and Environmental plan and policies would be available on-site.

4.4 First Aid

4.4.1 A sufficient number of qualified First Aiders would be in attendance on-site at all times. Sub-contractors would be required to provide their own first aid trained staff, who would be clearly identified by appropriate badges.

4.5 Demolition Activities

4.5.1 Demolition would be carried out in accordance with details, method statements and risk assessments approved by the Principal Contractor. Further details of how demolition would be undertaken would be provided to the LBH by the Principal Contractor if required. It is expected that material would be removed from the site via the front driveway area, with a skip vehicle backing into the front of the site. The swept path analysis of this is included in **Drawing 22-255-002**. Traffic marshals would assist with all vehicle manoeuvres and ensure the safety of vulnerable road users on Wellfield Avenue.

4.6 Site Management

4.6.1 Contact details of the Principal Contractor would be displayed at the site entrance to enable communication should members of the public have any construction-related concerns that they wish to raise.



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4.6.2 A communications officer (expected to be the site manager) would be nominated by the Principal Contractor and their direct landline and mobile telephone numbers would be made available. A back up 24-hour telephone number should also be made available to LBH, TfL, the emergency services and any other relevant bodies prior to works commencing on-site.

4.6.3 Any issues raised relating to the works would be taken seriously and addressed promptly by the Principal Contractor.

4.6.4 Safety signs and notices would be displayed on boards at the site entrance point, as well as at suitable locations within the site. Such boards would also display the site access and egress procedures regarding traffic marshals, site rules, emergency procedures and health and safety information.

4.6.5 There would be no other contractor or third-party boards or advertising allowed on-site without the express permission of LBH.

4.6.6 The Principal Contractor would ensure that vehicles linked to the works cause minimal obstruction or inconvenience to the operation of the public highway and local residents by strict adherence to the measures set out in this CMS; refer to **Section 5.0** for details.

4.6.7 The site management team would be responsible for ensuring that all plant, materials and spoil are stored safely and securely at the end of each working day. Material would be stored to prevent the likelihood of damage which could therefore produce excess waste. Due to the relatively limited storage space available on-site it is proposed that materials and equipment are delivered (and removed) from the site on a 'just in time' basis.

4.6.8 As part of the 'tool-box talks' that would be delivered on-site to staff and sub-contractors, the Principal Contractor would promote the effective use of space, and highlight the responsibility for site tidiness.

4.7 Site Hours of Operation

4.7.1 The project would work to normal construction hours as agreed with LBH. The proposed construction hours are:

- Mondays to Fridays: 0800-1800
- Saturdays: 0800-1300
- Sundays and Bank holidays: No on-site working



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4.7.2 As far as possible vehicles accessing the site would be timed to arrive and depart outside the main commuter times of 08:00-09:00 and 17:00-18:00 in order to minimise the impact on the operation of the local highway. There are no local schools in the immediate vicinity of the site to take account of.

4.7.3 At the site induction, all site personnel / sub-contractors would be made aware of the site's working hours, and the recommended time of construction vehicle arrivals and departures.

4.8 Pollution and Dust Control

4.8.1 The site would implement suitable measures to ensure minimal dust pollution, with the Principal Contractor overseeing the detailed measures which would include the following:

- All works being conducted in accordance with LBH's current Code of Practice for the Control of Noise from Demolition and Construction Sites.
- Preparing a communication plan, including details of community engagement / liaison during works on-site.
- Hoarding would be erected around the site and contact details for the construction site management would be provided for any queries (dust, noise or other matters) to be directed to.
- Recording all dust and air quality complaints. This would allow causes to be identified and measures taken to reduce dust emissions.
- Maintaining a complaints log which would be made available to the local authority on request.
- Undertaking daily on and off-site (within the local vicinity) inspections (likely as part of the site manager's role) to monitor the emission of dust. Additional site inspections would be scheduled when activities which have the potential to emit a lot of dust are planned, or in dry / windy conditions.
- Conducting any dust creating methods away from sensitive receptors and with appropriate screening implemented, such as dust screens or barriers if appropriate.
- Undertaking any requirement for demolition, or material crushing on site with equipment that has dust suppressing technology, alongside a jet washer to keep areas damp and dust-free.
- Delivery and storage of materials on site would be kept to an absolute minimum.
- Covering or dampening down stockpiles and skips (any form of storage of loose material on site), alongside being stored in an appropriate location on-site.
- Vehicles will not be left idling on site – construction vehicles would have their engines turned off when not in use.



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- Equipment that has the potential to generate dust (such as grinders, cutters etc.) would be used in conjunction with dust suppression techniques, such as dampening down of material, appropriate screening, and / or vacuum extraction.
- A wheel wash would be provided for the duration of works on-site. This would wash the wheels and undercarriage of vehicles before they exit the construction site. If mud and debris does migrate onto the local highway network then the Principal Contractor would organise for the road to be swept clean (either by hand or with a road sweeper).
- As needed, dampening the front driveway with water to prevent vehicles generating dust.
- Water run-off from the wheel-wash facility would be captured to prevent pollution of the water course.

4.8.2 The measures implemented to reduce the potential emission of dust and pollution, as detailed above, would be in accordance with:

- 'The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance, Mayor of London, 2014'
- 'Guidance on the assessment of dust from demolition and construction' Institute of Air Quality Management (<https://iaqm.co.uk/>)'
- 'Guidance on Monitoring in the Vicinity of Demolition and Construction Sites' (<https://iaqm.co.uk/>)'

4.8.3 Any environmental issues raised by local residents or members of the public would be addressed as a matter of priority.

4.9 Noise and Vibration

4.9.1 The Principal Contractor would adhere to the key legislation on noise and vibration as detailed in the following documents:

- 'London Good Practice Guide: Noise and Vibration Control for Demolition and Construction' CIEH guidance document: <https://www.cieh.org/media/1251/london-good-practice-guide-noise-vibration-control-for-demolition-and-construction.pdf>
- 'Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2019' (produced by the City of London).'

4.9.2 The following range of noise-vibration mitigation measures will be implemented where appropriate:



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- Non-percussive groundworks and tooling.
- Rotational methods of guided piling to be used for minimal vibration and impact.
- Non-percussive tooling is to be used during other stages.
- Power tool work areas will be controlled by localised sound absorption and / or screening.
- External groundwork will use low power / mass vibratory plates or rollers.
- Fixed plant and equipment will be screened and attenuated.
- All powered site equipment will have tested sound power levels and will be selected for “low” sound levels.
- Site screening and localised screening shall be utilised.

4.9.3 The Principal Contractor would review and confirm mitigation measures in relation to the equipment used and programme proposed (and changed if equipment and work practices change). Each work area should be continually assessed to keep sound levels as low as feasible while applying the principles of “Best Practicable Means” (BPM).

4.9.4 Noise and vibration would be monitored during high and medium risk periods of working to ensure effective control of adverse impact (i.e semi-permanently or permanently). Periodic monitoring may be completed where monitoring individual work areas or processes, or where checking critical risks.

4.9.5 The Principal Contractor would implement a monitoring programme for noise and vibrations generated by the proposed works. These include the ability to respond to different trigger levels and send actionable alerts.

4.9.6 BPM of noise and vibration control shall be implemented to limit sound levels below the trigger levels wherever reasonably practicable. Such an approach represents the longest operational work period and is the most effective means of maintaining programme, as far as noise and vibration may affect it.

- Operating at or beyond the amber trigger level will reduce operational work underway and active work areas until monitoring shows the trigger no longer occurs.
- Operating at or beyond the red trigger level will mean immediate cessation of some or all work until monitoring shows the trigger no longer occurs.

4.9.7 The above described trigger levels apply at or near residential buildings, but due account would be taken of adjoining gardens to avoid excessively high sound levels in private amenity spaces. It is noted that there would be long periods when the site does not operate, particularly in the evening and during the weekend.



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4.9.8 BPM measures include hours of operation, boundary screening, work area screening, work area position and communication with local residents on a regular basis. Communication strategies shall follow the best practice approaches of contractor / constructor schemes and BS5228 (Code of practice for noise and vibration control on construction and open sites), the designated standard under the 'Noise and Vibration Approach'.

4.9.9 The minimum update cycle should be once per calendar month, whether by newsletter, site board, or other medium.

4.9.10 Each significant change in programme or works duration shall be identified at the earliest opportunity and before the main update if applicable.

4.10 Non-Road Mobile Machinery

4.10.1 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The Principal Contractor shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

4.11 Waste Management

4.11.1 Waste would be stored as appropriate in the site until it can be removed and correctly disposed of. A waste storage area would be provided on-site where waste would be segregated into the correct bins / skips. Where possible the amount of waste on-site would be reduced through re-using materials on-site, for example using some of the soil from the demolition works as fill around for new foundations.

4.12 Site Security

4.12.1 The Principal Contractor would be responsible for security at all times. Appropriate security would be implemented to prevent unauthorised entry or exit from the site. A secure perimeter would be erected around the boundary of the site. Site gates would be closed and locked when there is no site activity, whilst accesses would be manned during work periods. Access would be made available to LBH or TfL with 24 hours' notice.



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4.12.2 Fire escape routes and fire-fighting / alarm / muster points would be provided within the works areas as per the Principal Contractor's health and safety procedures and agreed with the local fire officer, if necessary.

4.12.3 All operatives and sub-contractors would be made aware of the health, safety, welfare and fire procedure prior to accessing the site.

4.12.4 Access for emergency services during the works would be via the site access from Wellfield Avenue.

4.12.5 Hailing of emergency service vehicles would be actioned in accordance with emergency procedures.

4.13 Lighting

4.13.1 The Principal Contractor would comply with the Institution of Lighting Professionals document 'Guidance Notes for the Reduction of Obtrusive Light' (2020) to a degree that is practicable and applicable to the construction works.

4.14 Asbestos

4.14.1 Prior to demolition works commencing, an asbestos survey would be conducted. If asbestos is found on-site LBH's Health and Safety Executive (HSE) would be notified of the works prior to such being undertaken and subsequent to completion of asbestos removal method statements, and suitably qualified contractors. All works areas would be sealed off from members of the public.

4.15 Public Safety

4.15.1 The safety of the public and protection of pedestrians would be ensured at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable accesses. Relevant signage would be erected to ensure adequate warning / information regarding the health and safety of the general public.

4.15.2 In order to ensure pedestrian safety at the location of the site's access, the Principal Contractor would employ a suitable number of trained banksmen who would be responsible for managing vehicles that pull up adjacent to the site for deliveries, and those that would reverse into the site / drive out of the site in a forward gear.



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4.15.3 The banksmen would instruct construction vehicles as appropriate to wait in order that pedestrian / cycle safety is maintained at all times. The banksmen would be provided with appropriate equipment (for example Stop / Go signs and retractable scissor barriers) in order to effectively manage construction vehicles and pedestrians.

4.16 Community Liaison

4.16.1 Prior to work starting on site local residents and businesses would be made aware of the scale and programme of the works. This would likely comprise of a letter drop. Residents and businesses would be provided with a contact number and email address of a site representative towards which any queries or complaints to be directed to. A complaints register would be kept recording any complaints that have been received, and how the issues raised have been addressed / resolved.

4.16.2 An information board would also be maintained on the external hoarding, which would be kept updated with project specific information and updates on the programme and progress.



5.0 CONSTRUCTION VEHICLE SITE ACCESS ARRANGEMENTS

5.1 General

5.1.1 It is proposed that all works would be undertaken under two phases, the first phase being the demolition and clearance of the site as well as the basement works including the new ground floor level slab, and the second being the construction of the extension and final fit out. The total construction, from site set-up and demolition works, to internal fit-out is expected to take in the region of up to 16 months. A breakdown of the different phases is set out as follows:

- Demolition – 6 weeks
- Groundworks – 7 weeks
- New Ground Floor Slab – 8 weeks
- Super Structure – 8 weeks
- Internal Fit-out – 19 weeks
- External Fit-out – 19 weeks
- Snagging – 2 Weeks

5.2 Vehicular Access

5.2.1 The first stage of the works would entail the erection of hoarding around the construction site in preparation for the demolition of the rear of the site. This hoarding would comprise of Heras fencing, with plastic screening on the internal side to shield the works from the neighbouring properties.

5.2.2 The Heras fencing would be erected along the boundary line to the front of the property, to maximise the available space within for storage of materials and working space. The proposed fencing would be designed to allow an opening to be created allowing for vans and other construction vehicles to deliver off street or park within the site, to not create excessive additional parking demand on-street. The proposed compound area is shown in **Drawing 22-255-001**, which shows the area to be fenced off as well as a small panel van parking within the fencing. The proposed construction vehicle details are detailed further within this chapter.

5.2.3 The Principal Contractor would employ a suitable number of trained banksmen who would be responsible for managing the site accesses and ensuring pedestrian safety, as well as providing assistance to construction vehicles when entering, exiting, and manoeuvring.

5.2.4 When vehicles are required to arrive or depart the site, banksmen would be deployed on-street prior to a vehicle movement. Arriving vehicles would be ushered along the kerbside if



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unloading, or into the site with the banksmen ensuring that the footways are clear of pedestrians and the vehicle is not left overhanging the footway once in the site. Vehicles that would be delivering on-street would be told where to wait by the banksmen, who would observe the waiting and unloading of the vehicle to ensure the safety of pedestrians while materials are moved into the site. The through flow of other traffic on Wellfield Avenue would not be impeded by waiting vehicles.

5.2.5 The banksmen would also help vehicles depart the site, by observing the flow of traffic on Wellfield Avenue and signalling to the departing vehicle when it is safe for them to depart the site. Once the vehicle has finished its manoeuvres, the Heras fencing would be retracted to allow the safe movement of pedestrians.

5.3 Vehicle Specification

5.3.1 An indicative list of the largest vehicles that would service the construction works are provided below:

- Builders vans – typically Transit-type panel vans, up to 6.5m long and 2.4m wide.
- Delivery HGVs – approximately 10m long and 2.4m wide.
- Skip HGVs – approximately 6.2m long and 2.4m wide.
- Demolition waste HGVs – approximately 10m long and 2.4m wide.
- Concrete mixer – approximately 8.3m long and 2.4m wide.

5.3.2 It is likely that a small mobile crane would be required to lift some of the steel elements into position on the property. It is expected that this would be undertaken from a kerbside position on Wellfield Avenue. The small mobile crane would have smaller dimensions than the 10m rigid vehicle listed above. As before, banksmen and marshals would assist with all manoeuvres, and ensure pedestrian / cycle safety.

5.4 Delivery and Servicing

5.4.1 It is proposed that whenever possible, delivery vehicles would make use of the existing driveway of the site, which will be fenced off; as previously detailed swept path analysis of a panel van accessing the site in this manner is shown in **Drawing 22-255-001**.

5.4.2 When this is not possible, such as when the compound is being used for storage or when deliveries are being made by a rigid HGV which would not fit within the fenced off area, vehicles would wait on the 'H bar' markings to the front of the site on Wellfield Avenue. As the vehicles would only be temporarily stopped for a short period of time to deliver to the site before departing, this is deemed acceptable, and would not affect the throughflow of vehicles on Wellfield Avenue.



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Additionally, as the H bar marking is designed to prevent parking across the driveway for 18 Wellfield Avenue, delivery HGVs will not cause any inconvenience.

5.4.3 Swept path analysis of a variety of different vehicles has been undertaken and is presented in **Drawing 22-255-002**. This drawing shows swept paths of a 10m rigid HGV, a small skip truck, small tipper truck and a concrete mixer. These are the types of vehicles expected to be utilised as part of the proposed works.

5.4.4 It is proposed that vehicles delivering materials to the site would park on the H bars and materials would be moved into the site either by hand or by the lifting device attached to the truck. This would involve the materials being moved across the footway so banksmen would be present to ensure pedestrian safety. **Drawing 22-255-003** shows that whilst this type of delivery is taking place, signage and fencing would be utilised (by the banksmen) to temporarily close the footway whilst a delivery / collection is taking place.

5.4.5 A similar delivery strategy would be used for the delivery of concrete to the site, whereby concrete would be transported from the rear of the vehicle to the site via a flexible tube running across the footway and into the property. This strategy ensures that no concrete is dropped on the public highway and pedestrians are kept clear of the vehicle / pumping tube. These delivery strategies are shown in **Drawing 22-255-003**.

5.4.6 Waste / material from the site would be collected by private waste management company(s), whose vehicles would collect waste from the fenced off area to the front of the site. This waste includes the demolition waste which would be stored in a skip and collected by a skip truck. The skip truck would be required to reverse into the fenced off area to the front of the site to collect and would be assisted by the banksmen as previously detailed.

5.5 Number of Vehicles Accessing the Site

5.5.1 It is expected that there would be between one and two builders' vans on-site per day, these would typically arrive during the morning and depart during the evening. It is likely that these vans would make between one or two two-way trips from the site during the day in order to pick up materials or conduct other development related work.

5.5.2 Additionally, during the first phase of the works, it is estimated that an additional two vehicles per week would be required during the site's permitted working hours to remove spoil and bring in materials and equipment. Spoil would likely be removed via a skip so it is assumed that one of these vehicles would be a skip truck, typically a small rigid HGV.



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5.5.3 During the construction and fit-out stages it is estimated that on average one additional delivery vehicle would be required to access the site every day. Depending on the stage of construction there would be some days when there is a higher demand for vehicles and other days where there is a lower demand for vehicles accessing the site. Where possible these vehicles would park off-street to deliver materials however where this is not possible, vehicles would wait on-street and deliver through or over the Heras boundary fence.

5.5.4 As far as possible, all site operatives would be encouraged to travel to and from the site by active or sustainable means. As outlined in **Section 3.0** the site has access to a wide range of public transport services and is well placed for access on foot and by bicycle. In the event that any on-street parking does occur by employees or contactors, vehicles would be parked considerately so that local junctions and private accesses would not become blocked, or access impeded.

5.6 Routing of Construction Traffic

5.6.1 The proposed construction vehicle routing plan is presented in **Figure 2**.

5.6.2 Construction vehicles would be routed to access the site in the same way for the duration of the construction. Vehicles arriving from the north would use the A406 North Circular Road, turning off and heading south on the B550 Colney Hatch Lane for approximately 1.6km. Vehicles would then turn left onto Muswell Road and then right onto Wellfield Avenue. Vehicles departing and heading north would continue on Wellfield Avenue towards its junction with Dukes Avenue, turning right and continuing south towards Muswell Hill Roundabout. From here, vehicles would continue back onto the B550 Muswell Hill Broadway / Colney Hatch Lane towards the A406 North Circular Road.

5.6.3 Vehicles arriving from the south would use the A1 and turn onto the B550 Muswell Hill Road, continuing approximately 1.5km north towards Muswell Hill Roundabout, joining the A504 Muswell Hill Broadway en route. Vehicles would continue over the roundabout onto the B550 Muswell Hill Broadway and turn right onto Muswell Road and then right onto Wellfield Avenue. Departing vehicles would continue on Wellfield Avenue towards its junction with Dukes Avenue, turning right and continuing south towards Muswell Hill Roundabout. From here, vehicles would continue back along the A504 Muswell Hill Broadway and the B550 Muswell Hill Road south to the A1.

5.6.4 It would be a requirement of the Principal Contractor and any sub-contractors to adhere to the vehicle routing as outlined herein.



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5.6.5 Owing to the residential location, construction vehicles would, as far as possible, be arranged to travel outside the main commuter times of 0800-0900 and 1700-1800 to help minimise the impact of the traffic on the local highway network.

5.7 Adherence to Designated Routes

5.7.1 Routing information would be supplied to all contractors / suppliers at the site. Records of correspondence with suppliers relating to the agreed access routes would be maintained, so that in the event of non-compliance in this matter, suppliers be held accountable.

5.7.2 Any supplier or sub-contractor that continually abuses the routing would have their contract terminated and an alternative company sought.

5.8 Vehicle Holding Area and Call Up Procedure

5.8.1 The Principal Contractor would be responsible for preparing a day to day schedule for construction vehicles to ensure no over-crowding, and that vehicle conflicts and blocking of the carriageway does not occur.

5.8.2 The Principal Contractor would ensure that there would be sufficient space for storage of materials and any construction vehicles parked during the day on site.

5.8.3 It is proposed that that following vehicle call up procedure is put in place:

- All deliveries and collections should be pre-booked with allocated arrival / departure times.
- Delivery instructions should be sent to all suppliers / contractors.
- Construction vehicle drivers should contact the construction site at least 20 minutes prior to arrival to confirm there is space on-site or on-street, if that is the only option. This ensures that there is no waiting or stacking on the local highway.
- The loading / collection areas should be clear and ready for vehicles.
- When not in use the construction vehicles engines should not be left idling.

5.8.4 Any construction vehicle arriving outside of its booked time may be turned away, and an alternative time organised.

5.8.5 The site manager (or a specifically dedicated member of the team) would keep a record of all traffic movements to the site, which would be made available for review by LBH upon request.



5.9 *Wheel Cleaning / Road Sweeping*

5.9.1 The Principal Contractor would ensure that the local highway remains clear of mud and debris generated by the development. Any vehicles would have their wheels cleaned if they have picked up dirt on site before departing, and any mud or debris on the public highway or footway is to be removed by a dedicated member of staff. A suitable site operative would monitor the local carriageway within the vicinity of the site for debris and clean as required.

5.10 *Parking Suspensions*

5.10.1 There is not expected to be a requirement for any suspension of any on-street parking restrictions in the vicinity of the site. All loading and unloading of construction vehicles would be contained on-site wherever possible and when it is not, it would be conducted on the public highway directly outside the site.

5.11 *Diversions, Disruption and Other Abnormal use of Public Highway*

5.11.1 It is not anticipated that any storage of construction related equipment would be required on the public highway.

5.11.2 It is unlikely that the volume and type of traffic required for the works would lead to the need for diversions, create severe or adverse disruption, or require any other abnormal use of the public highway. The construction site, and associated vehicles accessing the construction site, should not have a material effect upon public amenity owing to vehicle management and the call up procedure which the Principal Contractor would put in place.

5.11.3 During the works the footways adjacent to the site would be kept open. The Principal Contractor would ensure that there would be a sufficient number of suitably trained staff to act as banksmen, who would be responsible for vehicles entering and existing the site and who would instruct vehicles and pedestrians (the banksmen would be provided with scissor barriers to help manage pedestrians) to wait as appropriate to ensure safety of all parties.

5.12 *On-Site Services*

5.12.1 The Principal Contractor would be responsible for liaising with utility service companies and ensuring that services within the site would be stopped-up / connected as appropriate.



5.13 Co-ordination with Other Developments

5.13.1 It would be the responsibility of the Principal Contractor to liaise with LBH and TfL if appropriate to ensure co-ordination of deliveries and other traffic arrangements with any other developments in the immediate vicinity of the site. At the time of preparing this CMS there are no known forthcoming developments in the immediate vicinity of the site to take account of.

5.14 Construction Method Statement Review

5.14.1 The CMS is a live document that would be updated by the Principal Contractor should any material changes be required.

5.14.2 The Principal Contractor would liaise with local residents and businesses when necessary to ensure that these user groups are aware of the programme of works taking place. The Principal Contractor would deal with any complaints from local residents and businesses, and to this end, their contact details would be available, if requested.

5.14.3 The project would also be registered to the Considerate Constructors Scheme, which is a voluntary code of practice that seeks to:

- Minimise disturbance or negative impacts relating to noise, dirt and general inconvenience to neighbours from the construction site;
- Avoid and prevent offensive behaviours and language from construction sites;
- Recognise and reward the commitment to raise the standards of site management, safety and environmental awareness beyond statutory duties.



6.0 SUMMARY AND CONCLUSION

6.1 *Summary*

6.1.1 Odyssey has been appointed to prepare this Construction Method Statement (CMS) by Geoffrey Margolis care of Spot Property Limited, to provide transport and highways advice relating to proposed works at 18 Wellfield Avenue, London, N10 2EA.

6.1.2 The proposed development sets out to demolish the existing conservatory of the property and build a new single-storey rear extension comprised of a basement and associated landscape works, the reinstatement of the front porch and the replacement of existing PVC windows with double glazed timber windows to the rear.

6.1.3 The proposed development was granted planning consent by the London Borough of Haringey Council (planning reference: HGY/2022/1100) in August 2022. Condition 5 of the planning permission requires that:

“No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

a) parking and management of vehicles of site personnel, operatives and visitors

b) loading and unloading of plant and materials

c) storage of plant and materials

d) programme of works (including measures for traffic management)

e) provision of boundary hoarding behind any visibility zones

f) wheel washing facilities

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.”



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6.1.4 The site is located in Muswell Hill approximately 200m north of Muswell Hill Roundabout. Due to the site's close proximity to the centre of Muswell Hill there is a good level of walking. Cycling and public transport accessibility for the proposed construction staff to use when travelling to / from the site.

6.1.5 The Principal Contractor on-site would manage the demolition, construction and fit-out of the development. If there is for any reason a change in the appointment of the Principal Contractor this would be communicated to LBH.

6.1.6 It is proposed that all works would be undertaken under two phases, the first phase being the demolition and clearance of the elements required for removal / excavation, as well as the basement works, and the second being the construction of the extension and final fit out. The total construction process is expected to take in the region of up to 16 months.

6.1.7 The site would have hoarding around the frontage, comprising of Heras fencing with plastic screening on the internal side to shield the works from the neighbouring properties. This Heras fencing would be erected along the boundary line to the front of the property, to maximise the available space within for storage of materials and working space.

6.1.8 It is proposed that the majority of construction vehicles would be small vans, however other vehicles such as delivery HGVs, demolition waste HGVs, and concrete mixers would be required during the development, however these would be less frequent.

6.1.9 Vehicles would be routed to the site via the A1 or the A406 North Circular Road, and take the most direct route from there towards the site. It is proposed that all vehicles would follow a one-way operation down Wellfield Avenue to eliminate the chance of construction vehicles meeting on the road.

6.2 Concluding Comments

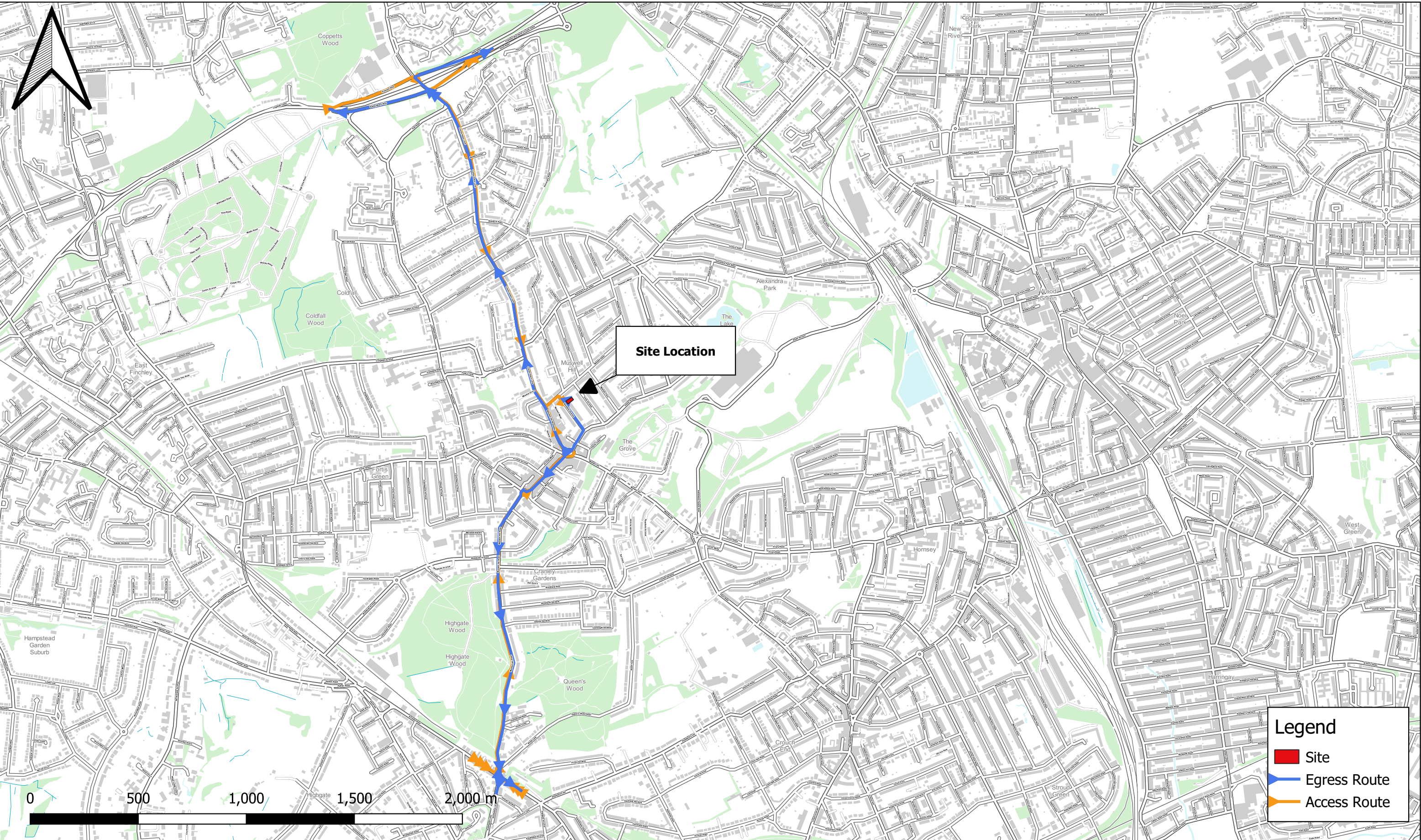
6.2.1 This Construction Method Statement contains the required information required by LBH in respect of Condition 5, and accordingly it is considered that this document therefore satisfies the discharge of the condition.

6.2.2 The CMS is however a live document which can be updated at the request of the applicant or LBH as required. Odyssey advises that any comments on the current CMS are directed to the Principal Contractor once appointed.

FIGURES



Ordnance Survey Material © Crown copyright and database right 2021		Job Title	Client	Scale	Date	Designed	
 18-21 Morley Street London SE1 7QZ Telephone: 0207 620 2444 Fax: 0207 620 1168 E: info@odysseyconsult.co.uk Q: www.odysseyconsult.co.uk		18 Wellfield Avenue		NTS	NOV 22	MN	
		Drawing Title		Drawn	Checked	Approved	
		Site Location Plan	Geoffrey Margolis, Care of Spot Property Limited	MN	BEB	MJB	
				Job No	Figure No	Rev	
				21-255	21-255-FIG1		



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 18-21 Morley Street London SE1 7QZ Telephone: 0207 620 2444 Fax: 0207 620 1168 E: info@odysseyconsult.co.uk Q: www.odysseyconsult.co.uk		18 Wellfield Avenue		NTS	NOV 22	MN	
		Drawing Title		Drawn	Checked	Approved	
		Vehicle Routing Plan	Geoffrey Margolis, Care of Spot Property Limited	MN	BEB	MJB	
				Job No	Figure No		Rev
				21-255	21-255-FIG2		