

**PATRICK
PARSONS**

CREATING PLACES  FOR FUTURE GENERATIONS TO THRIVE

Construction Method Statement

423 – 435 Lordship Lane
Wood Green, London,
N22 5DH

for

**Ivorystone Investments
Ltd**
11513

March 2023

Construction Method Statement

423 – 435 Lordship Lane

for

Ivorystone Investments Ltd

Revision	Date of issue	Comments	Prepared By	Checked By
1.0	08/03/2023	Initial Issue	JBr	JB
2.0	14/03/2023	Tree Protection Added	CV	JB

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1.0 Introduction

- 1.1 Ivorystone Investment Ltd has commissioned Patrick Parsons to prepare this Construction Method Statement (CMS) to discharge planning condition 4 for the approved development at 423 – 435 Lordship Lane, Wood Green, London, N22 5DH. The Site Location Plan is shown in **Appendix A**.

- 1.2 The London Borough of Haringey (LBH) is the Local Planning Authority and Highway Authority.

Approved Development

- 1.3 The approved development is for the: *“Demolition of existing building and erection of part 1, part 5, part 6 and part 7 storey building comprising commercial uses (use class A1, A2, A3, A4, A5) at ground floor and 50 residential dwellings above. Provision of waste refuse storage, cycle parking, disabled car parking and amenity space.”*

- 1.4 The Approved Site plans can be seen in **Appendix B**.

- 1.5 Planning permission was granted in June 2020 via an appeal , the Appeal Decision Note can be seen in **Appendix C**.

- 1.6 Planning Condition 4 states:

“No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The Statement shall include details of:

- a) The parking of vehicles of site operatives and visitors;*
- b) Construction Logistics covering delivery, loading, and unloading of plant and materials;*
- c) Storage of plant and materials used in constructing the development;*
- d) The erection and maintenance of security hoarding;*
- e) A Tree Protection Plan for retained trees;*
- f) Wheel washing facilities;*
- g) A scheme for recycling/disposing of waste resulting from demolition and construction works;*

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.”

Appointed Contractor

- 1.7 The contractors for the development are yet to be appointed. However, when they are appointed, their details will be listed here. They will be responsible for the construction of the scheme, and they will liaise with LBH prior to starting on-site to finalise and agree details and methods.

Photographic Survey

- 1.8 If required, Ivorystone Investments Ltd will agree a scope with LBH for a photographic condition survey of the public roads, footways, and verges adjacent to the site with and area agreed, and photos sent to LBH prior to starting on-site.

2.0 Background

Site Location

- 2.1 The site is located on the southern side of Lordship Lane (A109) situated between the junctions of Westbury Avenue and Downhills Way, approximately 1.4km east of Wood Green, within the Borough of Haringey. The site is identified as a local shopping centre within the policies map and is consequently surrounded by a number of retail and commercial premises; to the south the area is more residential in character. The Site Location Plan is included in **Appendix A**.
- 2.2 Local and Regional Context Plans are included in **Appendix D**.

Local Highway Network

- 2.3 Access to the development is gained by an existing vehicular access onto Downhills Way immediately before the northbound stop line at the signalised junction. A gate is set back approximately 6m from the back edge of the footway controlling access. Immediately outside the northeast corner of the junction is the signalised junction of Lordship Lane (A109), The Roundway (A1080), and Downhills Way (B155). Across each arm of the signalised junction a pedestrian crossing is in place. Some arms provide a controlled crossing, others are uncontrolled.
- 2.4 Lordship Lane (A109) runs east / west linking Wood Green in the west to the A10 in the east. It is approximately 13m wide outside the site, with two lanes running east and two running west, although one of these is for right turning vehicles into Westbury Avenue. Westbury Avenue is one way, southbound only and links to Turnpike Lane in the southwest. It varies in width being approximately 5m near the junction with Lordship Lane and widening out to over 7m in other places. Downhills Way is a dual carriageway approximately 20m wide in the immediate vicinity of the site, reducing down to a single carriageway after about 120m from the junction with Lordship Lane. The Roundway is also dual carriageway approximately 22.5m wide immediately to the north of its junction with Lordship Lane and remains as such until its junction with the A10 approximately 700m to the northeast. All roads within the vicinity of the site are subject to a speed limit of 30mph and have a network of street lighting in place.
- 2.5 Controlled Parking Zones (CPZ) are in place throughout the borough of Haringey. The site is within the Belmont CPZ (B) which restricts parking between the hours of 08:00 Monday to Friday. In addition, the following CPZ adjoins Zone B:
- Woodside (WS) – Monday to Friday 08:00 – 18:30
 - Tower Gardens (TG) – Monday to Sunday 08:00 – 18:30
 - Bruce Grove (BGW) – Monday to Saturday 08:00 – 18:30
 - Wood Green Outer Zone (WG) – Monday to Saturday 08:00 – 18:30

Public Transport.

- 2.4 The site has a PTAL rating of 3. The PTAL result is shown in **Figures 2.1** and **2.2** below.

Figure 2.1 – PTAL Rating

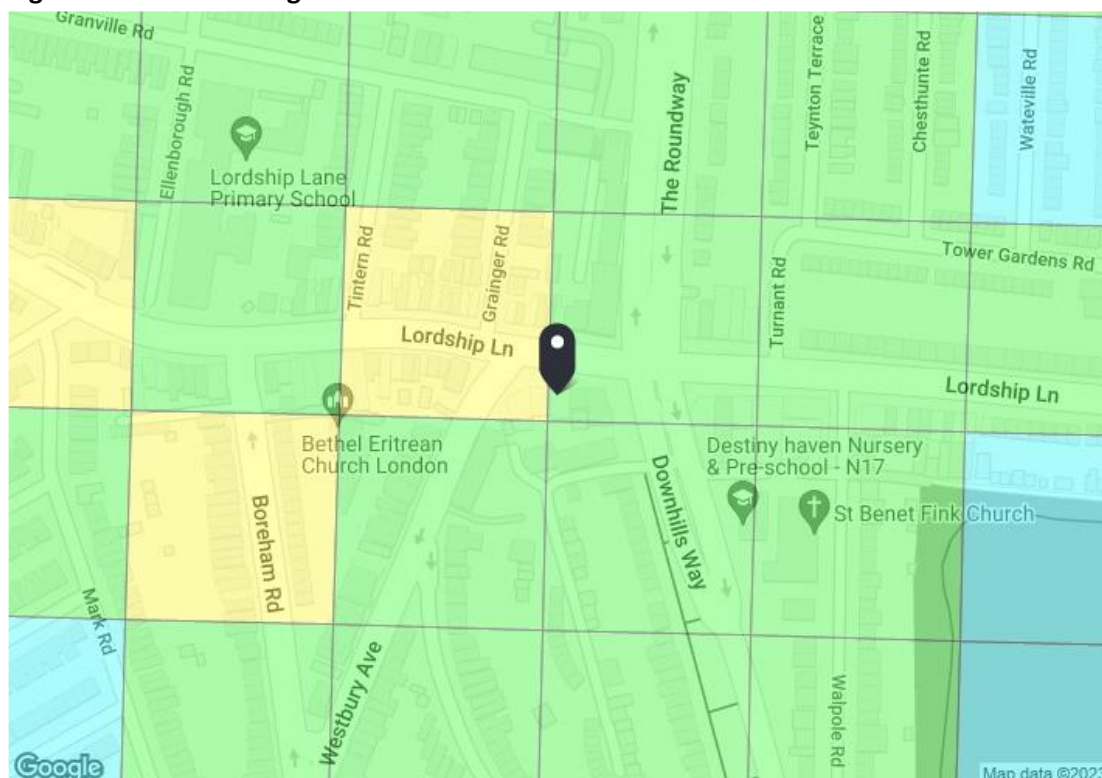


Figure 2.2 – Local Bus Routes

Calculation data											
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	THE ROUNDWAY/LORDSHIP LN	444	73.03	5	0.91	8	8.91	3.37	0.5	1.68	
Bus	THE ROUNDWAY/LORDSHIP LN	231	73.03	4	0.91	9.5	10.41	2.88	0.5	1.44	
Bus	THE ROUNDWAY/LORDSHIP LN	243	73.03	11	0.91	4.73	5.64	5.32	1	5.32	
Bus	THE ROUNDWAY/LORDSHIP LN	144	73.03	8	0.91	5.75	6.66	4.5	0.5	2.25	
Bus	THE ROUNDWAY/LORDSHIP LN	123	73.03	5.5	0.91	7.45	8.37	3.59	0.5	1.79	
Bus	THE ROUNDWAY/LORDSHIP LN	217	73.03	5	0.91	8	8.91	3.37	0.5	1.68	
										Total Grid Cell AI:	
										14.17	

Bus Routes

- 2.5 **Figure 2.2** shows that there are several bus services within easy walking distance of the site including routes, 444, 231, 243, 144, 123, and 217 offering good services for construction staff.

London Underground

- 2.6 Wood Green London Underground station is located within 1400m of the site (16 minute walk) and is served by the Piccadilly Line which offers regular services for construction staff.

Policy Context

The Traffic Management Act (2004)

- 2.7 The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street.' It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

2.8 *Designing for Deliveries, Freight Transport Association (2016)*

Updated in 2016, Designing for Deliveries provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

2.9 *Delivering a Road Freight Legacy (2013)*

This document details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital. Seven key elements are covered:

- Better planning;
- Improving safety;
- Re-timing deliveries and collections;
- Kerbside access;
- Increasing efficiency;
- Effective communications; and
- Journey planning

2.10 *The London Plan (2021)*

Addressing the key trends and challenges that London will face, this document pays particular attention to encouraging sustainable modes of travel. Policy 6.3 states that CMSs should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans. In addition, Policy 6.14 stresses the need to promote movement of freight by rail and waterway. Development proposals promoting the uptake of the Fleet Operators Recognition Scheme (FORS), CMSs and Delivery and Servicing Plans (DSP) to consolidate freight will be encouraged.

2.11 *The Mayor's Transport Strategy (2018)*

Freight and servicing is frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles, and air. The document especially highlights the importance of the London Freight Plan, DSPs, CMSs and FORS to encourage improved efficiency and provide a framework for incentivisation and regulation. In particular, Proposal 99 states that "the Mayor, through Transport for London (TfL) and working with the London Boroughs, road freight operators and other stakeholders, will:

- Aim for 50% of HGVs and vans servicing London to be members of FORS by 2016;
- Encourage, and where appropriate specify, improved freight movement efficiency through, for example, greater consolidation more off-peak freight movement and greater use of water and rail-based transport;
- Support freight industry land requirements for locally focussed consolidation and/or break-bulk facilities and access to waterways and railways.

Proposal 117 acknowledges the incorporation of DSPs, CMSs and the FORS; “the Mayor, through TfL, and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of ‘delivery and servicing plans’, ‘construction logistics plans’, the Fleet Operator Recognition Scheme and other efficiency measures, across London”.

2.12 *Freight and Servicing Action Plan (2019)*

The vision for sustainable freight distribution in London over the ensuing years is for: “...the safe, reliable, and efficient movement of freight and servicing trips to, from, within, and, where appropriate, through London to support London’s economy, in balance with the needs of other transport users, the environment and Londoners’ quality of life.” The Plan identifies FORS, DSPs, CMSs and the Freight Information Panel (FIP) as key projects for delivering freight more sustainably in London.

2.13 *Fleet Operator Recognition Schemes (FORS)*

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient, and more environmentally friendly. It’s relevance to the CMS is via its mention in the Mayor’s Transport Strategy and requirements will be relayed to all operators engaged during the development.

2.14 *Vision Zero for London*

Together we can eradicate deaths and serious injuries from our roads and make London a safer, healthier, and greener place.

- Major cities around the world are taking a stand to end the toll of deaths and injury seen on their roads and transport networks by committing to Vision Zero. London is at the forefront of this approach and the Mayor’s Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London’s transport network.
- It is neither inevitable nor acceptable that anyone should be killed or seriously injured when travelling in London. When we leave our homes each day, we should feel safe and confident about the journey ahead.
- While work continues to make our wider transport network even safer, the Vision Zero action plan focuses on the areas where our greatest challenges lie — London’s streets.
- It will demonstrate to everyone who uses our streets the commitment of the Mayor, TfL, London boroughs, the police, and other partners to taking bold action and putting the Vision Zero ambition at the heart of everything we do. While the Vision Zero strategy is being set by The Mayor of London, Transport for London and the Metropolitan Police, the responsibility for its success is shared by all, including those who have a role in designing, building, operating, and managing our transport network as well as everyone that uses it.

2.15 *The Vision Zero Action Plan*

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits

- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents

2.16 *A shared responsibility*

All of us, whether we are travelling in London or managing the transport network, share a responsibility and a moral obligation to reduce danger and the fear it creates.

2.17 *TfL Healthy Streets*

Prioritising walking, cycling and public transport to create a healthy city. TfL have adopted the Healthy Streets Approach to improve air quality, reduce congestion, and help make London's diverse communities greener, healthier, and more attractive places to live, work, play and do business.

The Healthy Streets Approach puts people, and their health, at the heart of decision making. This results in a healthier, more inclusive city where people choose to walk, cycle, and use public transport.

The Healthy Streets Approach is not an idealised vision for a model street. It is a long-term plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets. 80% of Londoners' travel happens on our streets. The best way to get more people out walking, cycling, and using public transport is to improve the quality of the experience of being on those streets. The Healthy Streets Approach focuses on creating streets that are pleasant, safe, and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about.

The 10 Healthy Streets indicators are:

- Pedestrians from all walks of life London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.
- People choose to walk, cycle, and use public transport. A successful transport system enables more people to walk and cycle more often.
- Clean air Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

- People feel safe. The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.
- Not too noisy Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.
- Easy to cross Making streets easier to cross is important to encourage more walking and to connect communities.
- Places to stop and rest A lack of resting places can limit mobility for certain groups of people.
- Shade and shelter Providing shade and shelter enables everybody to use our streets, whatever the weather.
- People feel relaxed More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.
- Things to see and do People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting, and street art.

3.0 Site Specific Constraints

3.1 The following site-specific constraints were identified at an early stage and will need to be controlled or mitigated:

- Limited space for staging and storage of construction materials and equipment, which may require careful planning and coordination to ensure that work can be completed efficiently and safely;
- Access constraints due to the location of the site on a busy road, a temporary lay by will have to be installed along Lordship Lane during the beginning phases of the project;
- Pedestrians and Cycling on Lordship Lane;
- Disturbance to residents will have to be kept to a minimum and pedestrians and other road users will have to be protected from construction works. It is important to be sensitive to the neighbours' concerns and seek to minimise disruption; and
- Existing servicing requirements for the nearby properties.

4.0 Construction Programme and Methodology

- 4.1 No detailed works programme has yet been provided. Initially the site will be demolished. Due to the limited availability of on-site parking construction vehicles a temporary lay-by may need to be installed on the footway fronting the site during the beginning phases of the development. The details of any such arrangements will need to be provided in detail by the chosen contractor.
- 4.2 Site hoarding will be installed to ensure safe pedestrian routes are maintained for the duration of demolition and construction.

Working Hours

- 4.3 In the interest of neighbouring residents, local authorities working restrictions set by the local authority, the site working hours will conform to the following hours.
- Monday to Friday – 8.00am to 6.00pm
 - Saturday – 8.00am to 1.00pm
 - Sunday and Public Holidays – no work permitted.
- 4.4 All vehicles and plant arriving at and leaving the site will only be able to do so between the hours of 9:30am to 4:30pm Monday to Friday. Instruction will be given to suppliers and subcontractors via formal orders, advising them not to arrive and leave site outside of this period.

Vehicle Routes

- 4.5 The main entry into the Site for the construction vehicles will be from Lordship Lane. See Vehicle Route Plan in **Appendix F**. Construction vehicles should approach the site from the north and then continue along the Lordship Lane. We would suggest that they should take the A10 from the M25, before turning right onto The Roundway, then turning right onto Lordship Lane. They will then continue along Lordship Lane, then turn right onto the A105 and back onto the M25 via the A406 and A10. All construction vehicles associated with the development should follow a predetermined route which will, wherever possible, avoid sensitive areas and highway constraints. All agreed vehicle routes will be subject to final approval by LBH and TfL.
- 4.6 Although there will be increased HGV movements during the construction period, these are not expected to cause severe disruption or have any lasting effect. Vans and some smaller HGVs will be able to access the site via the existing vehicular access. Larger HGVs will need to wait on Lordship Lane to unload and the timing of these will need to be carefully managed.
- 4.7 All vehicles entering and leaving the site will be escorted by a team of Banksman/traffic marshals (minimum 2 traffic marshals for each delivery) equipped with “lollipop warning signs” to warn the pedestrians and traffic. Retractable pedestrian barriers will be used for all the deliveries entering or leaving the site if necessary.
- 4.8 Larger flat bed or articulated vehicles may not be able to enter the site, so will need to deliver from the carriageway. If this is the case, then these types of deliveries will be planned ahead.

- 4.9 The site is in the London Lorry Control area which restricts vehicles over 18 tonnes between 7 am and 9 pm, from Monday to Friday. On Saturdays, the restriction is between 7 am and 1 pm. The restriction applies all day on Sundays.

Contractor Parking

- 4.10 The site will not initially have provision for car parking for site staff, sub-contractors, and visitors, once the existing building has been demolished a car parking area within the site may be established.
- 4.11 All personnel will be required to park away from the site. A secure store for tools will be provided on site.
- 4.12 Travel to work by staff where possible will be by public transport. All site operatives are to inform the Site Manager of how they will travel to the site on a daily basis at the outset.

Bus Routes

- 4.13 There are several bus services within easy walking distance of the site including routes, 444, 231, 243, 144, 123, and 217 offering good services for construction staff.

London Underground

- 4.14 Wood Green London Underground station is located within 1400m of the site (16 minute walk) and is served by the Piccadilly Line which offers regular services for construction staff.

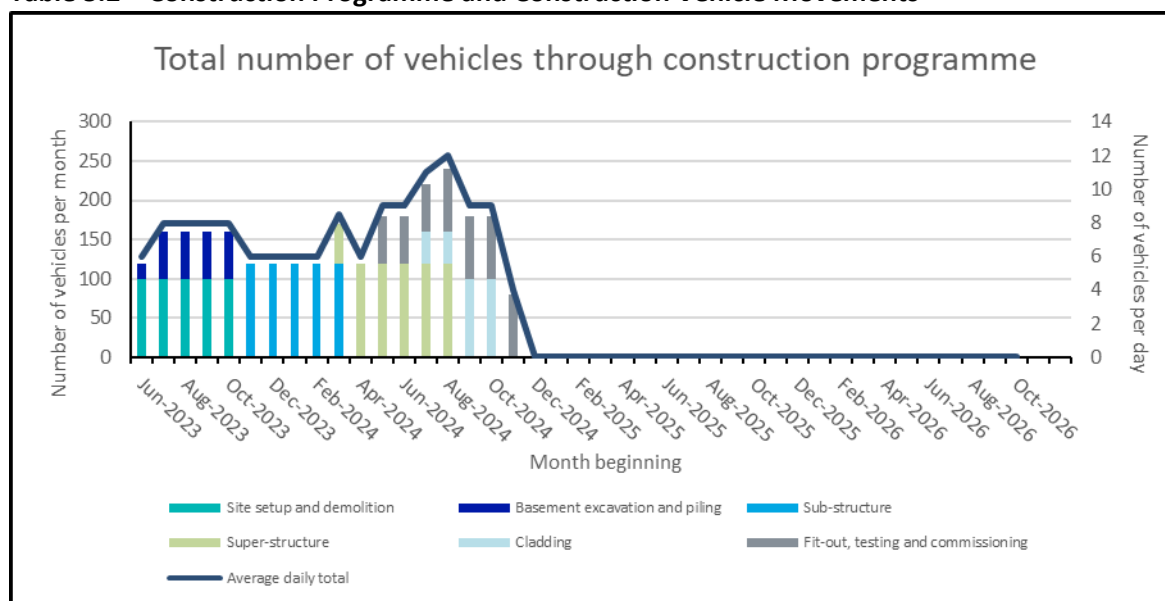
5.0 Estimated Vehicle Movements

- 5.1 The level of construction traffic generated over the construction period will vary. This strategy sets out the fundamental requirements for the CLP. There will be increased HGV movements to the site, but it is considered that these will not be severe, and there will be no residual effects.
- 5.2 We have used TfL's construction logistics tool to calculate the peak number of delivery and traffic movements, and the results are included in Tables 5.1 and 5.2 below. The full data is included in **Appendix E**.

Table 5.1 – Estimated Peak Construction Vehicle Movements (Daily Trips)

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)			
Construction phase	Period of stage	No. of	Peak no. of
Basement excavation and piling	Q2 2023 - Q4 2023	160	8
Sub-structure	Q4 2023 - Q1 2024	170	9
Super-structure	Q1 2024 - Q3 2024	240	12
Cladding	Q3 2024 - Q4 2024	240	12
Fit-out, testing and commissioning	Q2 2024 - Q4 2024	240	12

Table 5.2 – Construction Programme and Construction Vehicle Movements



- 5.3 The following types of delivery vehicles will be used:
- **Skip Lorries:** These will include roll on/off skips for major demolition works (approximate size 7.5m long and 2.4m wide) and standard 8-yard skips for waste (approximately 7m long and 2.4m wide);
 - **Flatbed Delivery Vehicles:** These will be used for delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery, etc. (approximate size 8.5long and 2.45m wide).
 - **Articulated Lorries:** for delivery of pre cast concrete units and other cladding. Rigid back lorries are to be utilised where possible, to minimise the use of articulated lorries.
- 5.4 It is anticipated that there would be just 8-12 HGV deliveries to the site per day during the construction period.

6.0 Delivery Procedures and Strategies to Reduce Impact

- 6.1 The following Planned Measures have been identified to help the contractor achieve the goals of the CMS and better manage the challenges identified in the previous sections.

Table 6.1 – Planned Measure to Reduce Impacts of Development

Planned Measures Checklist	Committed	Not Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Measures to encourage sustainable freight			
Freight by Water		X	
Freight by Rail		X	
Material procurement measures			
Re-use of material on site	X		
Off-site manufacture	X		
Smart procurement	X		
Other Measures			
Preventing HGV movements during school drop off and pickup	X		
Implement a staff travel plan	X		
Collaboration amongst other sites in the area	X		

Delivery Procedure

- 6.2 A delivery procedure will be implemented to ensure that local roads are not overrun with site and delivery vehicles. Deliveries and construction traffic will only be allowed to access the nearby roads during the hours of 09:30am and 4:30pm Monday to Friday to avoid peak hour traffic.
- 6.3 Delivery drivers and companies will be advised of parking restrictions and highway regulations. As mentioned previously, when larger flat bed or articulated vehicles are delivering to the site, they may not be able to enter the site. Therefore, they will have to delivery from the carriageway. In this instance, deliveries will need to be planned well in advance and permission sought from TfL to temporarily suspend the bus and cycle lanes. Temporary traffic management to protect all road users will also need to be agreed with TfL.
- 6.4 A banksman will oversee vehicles entering and exiting the site (both entering in forward gear and should the need arise in reversing).
- 6.5 Suppliers and sub-contractors will be informed of delivery procedures and the routes to and from site to take. They will be made aware that these are always to be followed unless otherwise agreed.
- 6.6 No storage of materials or waste will be permitted outside of the site.

- 6.7 The Site Manager will be responsible for keeping the site tidy. Regular tool-box talks will be held with all subcontractors to support using the space in the most efficient manner. The contractor is responsible for producing and implementing a Site Waste Management Plan (SWMP). A storage area is to be provided to the west (at the frontage) of the site.

Driver Rules

- 6.8 All drivers on site are required to comply with relevant site worker rules and the following site safety rules:
- All drivers must use the specific access routes to the site;
 - All drivers must comply with any “Traffic Management Controls” in place;
 - All drivers must call ahead 30 minutes prior to arrival;
 - Drivers are required to wear high visibility clothing when not in their cab;
 - The instructions of relevant Traffic Marshalls must be followed; and
 - All vehicle/ lights, warning lights and other warning devices must be fully operational.

Traffic Marshal and Access Control

- 6.9 Traffic marshals will be employed for the duration of the build to manage pedestrians, traffic and turning construction vehicles near to the site.

Reverse Logistics

- 6.10 Reverse Logistics is the return of unused or surplus goods back to the source supplier (especially efficient when a delivery is made to the site the vehicle can take surplus or unused goods on return journey). Suppliers who operate using reverse logistics will be prioritised as this management technique allows the return of un-needed materials back to the supplier, reducing waste and cost.
- 6.11 Construction vehicle deliveries are to be planned to use a delivery booking system which will mean deliveries are timed to avoid waiting prior to site delivery. All sub-contractors and suppliers will be required to give 24 hours’ notice of deliveries. The Site Manager will log delivery times and produce schedules. Where possible deliveries will be organised to avoid the morning and evening peak hours as well as school start and finish times. This will also allow for “Demand Smoothing” where deliveries are organised so there are less peaks (which can cause congestion on-site and on the local highway network) and less troughs (where delivery management staff are idle).
- 6.12 Details of agreed access / egress routes and times of deliveries will be issued to all suppliers and subcontractors and be clearly displayed at all entrances and at regular intervals on all hoardings.
- 6.13 A wide range of materials and plant will be required through the different construction phases of the project. It is the responsibility of all designers and project managers to ensure accurate and up-to-date design information, specification, drawings, and schedules for all aspects of the construction process are provided so all suppliers and contractors can indicate precisely when specific materials are needed. Deliveries will be made on a “just in time” basis where possible. This helps prevent materials being damaged in storage or stolen and helps make the most effective use of the available space possible.

Quiet Delivery Schemes

- 6.14 The full benefits, guidance on implementation and good practice of Quiet Delivery Schemes can be found in the document Department for Transport – Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Construction Logistics 2014. The main benefit of implementing a quiet delivery scheme is that it can enable deliveries to be received outside the main working day. This can reduce congestion, lower emissions, improve relation with neighbours, improve road safety, improve the reputation of the developer, increase the efficiency of the scheduling of work and improve the overall construction management of a site.

Freight Operators Recognition Schemes (FORS)

- 6.15 The Freight Operator Recognition Scheme (FORS) is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. FORS helps fleet operators to measure and monitor performance and alter their operations to demonstrate best practice. It is open to operators of vans, lorries, mini-buses, coaches, and other vehicles, and to the organisations that award contracts to those operators.
- 6.16 Delivery vehicles to site will where possible have a minimum of Silver FORS accreditation. FORS will benefit operators who want to:
- Improve road safety;
 - Reduce the incidence of fines and other charges;
 - Reduce fuel emissions and enhance fuel efficiency;
 - Gain greater industry intelligence and networking opportunities; and
 - Stand out from the crowd.
- 6.17 FORS offers best practice toolkits and advice, which include:
- FORS performance management system - demonstrates safety and efficiency improvements and progress through the FORS accreditation levels;
 - Penalty Charge Notice toolkit - monitor, manage and reduce the number of penalties your business receives;
 - Fuel use tracker - record and track fuel usage, monitor miles per gallon, CO₂, and efficiency improvements; and
 - Congestion toolkits - improve delivery plans and reduce the amount of time spent in traffic.

7.0 Material Logistics & Construction Waste Management

Material Logistics

- 7.1 The contractor will ensure that waste is minimised at every step of the build to reduce the need for skip deliveries / removals.

Material Wastage Areas

- 7.2 Material wastage on construction projects has been identified to occur mainly through the following mechanisms:

- Off-cuts of materials such as tiles and plasterboard;
- Inaccurate or surplus ordering of materials;
- Damage to materials via inappropriate storage, handling, or loss via theft;
- Reworks due to errors, poor workmanship, or defective site processes; and
- Inefficient use of materials e.g., uses of temporary materials such as hoardings.

Waste Mitigation Measures

- 7.3 The following measures can be undertaken on-site to address these issues such as:

- All materials to be segregated on site;
- Re-usable materials will be identified on site and either re-used on site or removed for storage and re-sale;
- Recyclable materials will be removed from site for processing in licenced facilities;
- Recoverable materials will be removed from site for processing in licenced facilities;
- The overall creation of waste resulting from over-ordering and inefficient design will be minimised;
- Reduction of materials sent to landfill during the construction process;
- Using more recyclable materials and products with a higher recycled content on site; and
- No waste materials are to be burned on site.

Removal of controlled waste from site

- 7.4 The following documentation will be checked, copied, and retained on site before allowing anyone to remove 'controlled waste' from site:

- The person or company carrying the waste offsite must be registered with the local Waste Regulatory Authority and be able to produce a copy of the registration document.
- Confirmations that the waste is being transferred to an authorised person, tip, or transfer station.
- Details of the waste material have been passed onto the carrier via a Waste Transfer Note with a covering order.
- All vehicles must be covered by the licensed carrier with netting or sheeting.

- 7.5 **Location of any mobile plant machinery**

- Locate machinery and dust generating activities away from receptors, i.e., all cutting activities will be undertaken in the middle or as close to the middle of the site as possible;

7.6 **Preparing and maintaining the site**

- screens or barriers around dust generating activities. These will be at least as high as any stockpiles on-site. Impermeable site hoardings will be erected around the site;
- Stockpiles will be covered or seeded to prevent wind whipping;
- Stockpiled material will be constructed with gentle slopes;
- Any loose materials will be removed as soon as possible;
- Mud and runoff will be cleared up as soon as it appears and prevented from leaving the site with the use of bunds; and
- Hoardings, fencing, barriers, and scaffolding will be regularly cleaned.

7.7 **Reducing emissions from vehicles**

- Vehicles delivering to or collecting from the site will not be left idling and will be instructed to turn off their engines if waiting for more than a minute;
- The loading and delivery procedures are outlined earlier in this report; and
- Site workers will be encouraged to use public transport to get to the site, thereby reducing emissions from personal vehicles. There are bus stops located close to the site on The Roundway. Wood Green Underground station is located close to the site and has regular Piccadilly Line services.

Non Road Mobile Machinery (NRMM)

7.8 Non Road Mobile Machinery (NRMM) will be provided on site.

7.9 All Non Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of any demolition, site preparation and construction phases shall not exceed the emission standards set out in the Mayor of London's 'Control of Dust and Emissions During Construction and Demolition' Supplementary Planning Guidance 2014. Unless it complies with the above standards, 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 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://nmm.london/>. It should be noted that there are no major demolition works proposed, and the demolitions will mainly relate to the careful removal of the roof.

Control of Dust and Emissions

7.10 Construction works shall be carried out in compliance with "Control of Dust and Emissions During Construction and Demolition" (the Mayor of London, SPG 2014) to avoid air pollution and dust nuisance.

7.11 **Dust inspections / toolbox talks (TBT):**

- All employees shall be provided with an appropriate induction and ongoing briefings and toolbox talks (TBT) regarding management of environmental issues (i.e., dust mitigation measures required from the works they are carrying out, etc.).
- Weekly visual dust site inspections shall be carried out to monitor compliance with air quality and dust control procedures, and to monitor site outside the work site.
- Records of inspection results shall be maintained within the respective site offices and make available to the local authority when asked.

- When activities with a high potential to produce dust and emissions are being carried out during prolonged dry or windy conditions, daily dust visual inspections at the boundary of such activities shall be completed to ensure dust and emissions are controlled.
- Record any exceptional occurrences causing dust episodes on or off the site and the action taken to resolve the situation.
- In the event of non-compliance with obvious visual impacts and/or complaints, the following measures shall be implemented: Immediately undertake an investigation of activities on site to ascertain whether any visible dust is emanating from the site or activities are occurring that are not in line with dust control procedures. If on-site sources are identified, the relevant activities shall be rectified and/or suspended where practicable until remedial measures can be implemented. Actions shall be recorded in a site logbook. The activity shall then be monitored to ensure that the mitigation measures are working and that there is no repeat incident. If the cause of the alert is not related to site operations, the outcome of any investigations shall be recorded in the site logbook.

7.12 The proposed mitigation measures will ensure that dust generation is minimised and therefore, the associated hazard and nuisance caused to pedestrians, vehicles and will be reduced.

Controlling Construction Noise and Vibration

7.13 Where practicable and appropriate, the following measures to minimise the noise and vibration levels associated with the construction will be implemented:

- Employing only modern, quiet, and well-maintained equipment (all equipment must comply with the EC Directives and UK Regulations set out in BS 5228-1:2009+A1:2014)
- Using low impact techniques, such as bored or hydraulically jacked piling rigs;
- Careful planning of the sequence of work to minimise the transfer of noise/vibration to neighbours;
- Using fully silenced modern piling rigs with careful operation of the rig so there is no reversing of the Kelly/auger bars;
- Careful handling of materials and waste;
- Taking steps to isolate the works from sensitive neighbours, to minimise the transfer of vibration and structure borne noise;
- Erection of acoustic screen or enclosures where necessary;
- Noise control measures will be implemented to reduce the likely impact to residents and amenities;
- Specified working hours and an acceptable range of measures will be considered during the detailed design stage of the development;
- Appropriate working hours are likely to be 08:00-18:00 on weekdays and 08:00-13:00 on Saturdays; however, no demolition, or excavation will be undertaken on Saturday mornings when only quite activities will take place.
- Plant will be effectively sound attenuated by means of silencers, mufflers, acoustic linings, shields, acoustic sheds, or screens;
- Plant will be regularly serviced and maintained; and
- Operation of plant will be carried out in such a way that noise is minimised e.g., plant will be throttled down or switched off when not in use.

Welfare Facilities

- 7.14 The contractor will be responsible for making sure that legal requirements for welfare are met for the site. In practice, this means the Contractor will provide or arrange for common facilities for everyone. The contractor will ensure that everyone working under their control is either provided with or has access to suitable welfare facilities. This will need to be agreed with the person who has overall control of the site. If work is carried out in occupied premises, it may be possible to make arrangements with the client to use the permanent facilities at the premises. A General Construction Layout is shown in **Appendix G**.
- 7.15 The contractor will consider welfare facilities, their location onsite and regular maintenance during the planning & preparation stage of any project, whether or not CDM Regulations applies. The Contractor will arrange for equipment to be available, provided, sited and connected to services before construction work (including demolition) starts or when additional numbers of workers start onsite, and they will make sure the facilities reflect the site size, nature of the work and numbers of people who will use them (if a large number of people are working on site or the work being carried out is particularly dirty or involves a health risk you will need more washing facilities). All toilet, washing, changing, personal storage and rest areas are to be accessible and have adequate heating, lighting, and ventilation (facilities may need to be provided at more than one location to make sure workers have easy access). A person will be appointed to make sure someone is responsible for keeping the facilities clean and tidy including how often the facilities need cleaning.

8.0 Mitigation Measures for Construction

- 8.1 Vehicles servicing the site will include sidebars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads.
- 8.2 All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/EC for both NO_x and PM emissions.
- 8.3 The construction process can generate several effects on the general environment and local amenities / residents. These include:
- Reduction in local air quality due to dust generation and increased traffic movements during construction of the development
 - Increase in current noise levels associated with construction activities.
 - Potential damage to local infrastructure, including footways and carriageway materials.
- 8.4 The movement of construction traffic will be managed through careful consideration. The objectives of the CMS are:
- Minimum disruption by working to specified hours only;
 - The on-site co-ordination of construction movements;
 - Manage the conflicts between construction and local vehicular traffic on the surrounding highway network;
 - Manage the conflicts between bus, pedestrian/cycle, and construction traffic in the locality;
 - Ensure lorries are fully loaded to minimise traffic movements where possible; and
 - Consultation with local authorities and residents.
- 8.5 The condition of the highway will also be monitored throughout the construction phase and if necessary, any work will be carried out as soon as a need for it is identified.

Wheel Washing

- 8.6 If required, the wheels and undercarriage of all construction vehicles exiting the site will be thoroughly cleaned to prevent dirt and debris being deposited on the local highway.
- 8.7 In addition to the on-site wheel washing facilities, the contractor will arrange for a road sweeper to attend the site if required.

Visual and Audible Alarms

- 8.8 All site vehicles such as excavators, mobile cranes, dumpers, rollers must have a flashing beacon so that they are visible to others on site. These beacons must be in use whilst the machine is in use. Any reversing vehicles must have audible alarms to warn others on site of the intent to reverse. There will always be a banksman to guide reversing HGVs vehicles.

Access for Emergency Vehicles

- 8.9 The main site entrance and Lordship Lane will be kept clear and free of any obstructions, such as delivery vehicles to ensure that access can be gained to the site if required in an emergency.

Storage

- 8.10 Materials will be stored on site in a way to prevent the likelihood of damage which would otherwise become waste. There will be storage spaces on site, although sub-contractors will be encouraged to deliver materials on a “just in time” basis, to limit the amount of materials stored on site. The contractor is responsible for site tidiness and tool-box talks are held regularly with all the sub-contractors to promote the effective use of the space available. Sub-contractors not adhering to the Principal Contractor site policy for tidy site are reprimanded at site progress meetings and payment may be deducted from their contract should they fail to discharge their duties.

9.0 Details of Any Hoardings

- 9.1 The contractor's compound and any parts of the site that require temporary restricted access, will be enclosed with a 2m high metal or wooden hoarding, and comply with the HSE booklet HSG151 "Protecting the Public" and will be painted as agreed with the LBH and the appointed developer. Vision panels will be provided in the hoardings. Hoarding panels will be maintained and kept clean for the duration of the project. The hoarding alignment may change throughout the construction process, with the location of the hoarding being agreed with LBH at every step.
- 9.2 Noticeboards will be erected at relevant sections of hoarding which display site rules and any other pertinent information mentioned in later sections.
- 9.3 All worksites will be completely fenced from public ingress. A range of allowable variations are as follows:
- The Minimum Case A post chain link/mesh fence, where appropriate for minimum security and noise limitation needs.
 - The Standard Hoardings A 2.4m minimum height, plywood faced, timber framed boundary hoarding, of a surface density of not less than 7kg/m² for normal security and noise limitation requirements. It may be necessary to increase the minimum height to protect buildings from noise.
 - Special Circumstances Where a particular appearance or acoustic rating is needed.
- 9.4 The provisions of the Health and Safety at Work Act 1974 will be followed in all cases. Hoardings erected causing poorly lit walkways will have bulkhead lights fitted. Gates in the fencing or hoarding should, as far as is practicable be positioned and constructed to minimise the noise transmitted to nearby noise sensitive buildings from the worksite or from plant entering or leaving the site.
- 9.5 Hoardings will be provided and maintained, by the Contractor, and the Conditions of License issued by LBH. Adequate security will be exercised by the Contractor to prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security provisions will be set in motion.

10.0 Tree Protection

- 10.1 The trees adjacent to the front of the site, requires protecting for the duration of the works.

Tree protection barriers

- 10.2 For the protection of the tree, as there is no direct conflict with the RPA, the creation of a construction exclusion zone through position of vertical tree protection barriers is considered appropriate. Tree protection barriers shall be installed prior to the commencement of all works on site and according to the position agreed with the local authority arboriculturist.
- 10.3 These vertical barriers are for the purpose of excluding all construction activity (creating a construction exclusion zone and shall be maintained as fit for purpose throughout the duration of the project.
- 10.4 Our recommendation for protective fencing is as follows; barriers shall be formed from a system of Heras style weldmesh panels securely fixed around each tree.

Signage of the RPA

- 10.5 Appropriate signage (as shown in **Figure 10.1** below) must be installed to warn of the tree protection zones.

Figure 10.1 – Tree Protection Signage to be installed.



11.0 Security

- 11.1 Only authorised personnel will be allowed on site, and they will be required to sign in and out upon arriving and leaving the site. Personnel will be made aware of this during the site induction.
- 11.2 The main construction site will be accessed by a secure biometric turnstile. A temporary site facility will be setup within the existing building footprint.
- 11.3 Access to the site will be locked with a combination lock to prevent unauthorized access and the hoardings will be checked regularly to ensure that they remain secure.
- 11.4 An appropriate member of staff will be appointed, and their contact details made available to deal with emergencies.
- 11.5 A secure storage area will be provided on site for personnel to leave large tools and machinery overnight in.

12.0 Health and Safety

- 12.1 Construction Health and Safety Plan will be prepared in accordance with regulations. Method Statements and Risk Assessments will be produced to establish safe methods of work and access.
- 12.2 All new personnel on site will be required to attend a site induction where safety procedures and site rules will be explained, and they will be required to sign to acknowledge that they have been informed and understand them. This information will also be included on the noticeboards.
- 12.3 A Site Fire Safety coordinator will be appointed who will be responsible for producing a Site Fire Safety Plan and assessing the risk of fire on site. The location of emergency assembly points, fire alarms and firefighting equipment will be mentioned during site induction and included on the site noticeboards.
- 12.4 Safety signage must be used to inform all pedestrians of the desired route which is to be taken to avoid interaction with delivery and collection vehicles. The Project Manager and Safety Manager will ensure that this is completed with the aid of the Construction Manager.
- 12.5 The site will be protected with visual and audible alarms full details of which will be provided by the contractors.
- 12.6 The site will be registered on the Considerate Constructors Scheme.

13.0 Implementation and Monitoring

- 13.1 The CMS will be implemented and monitored by the chosen contractor, appointed by Ivorystone Investments Ltd.
- 13.2 The Contractor will appoint a Site Manager to take overall responsibility for the delivery of the CMS. They will be responsible for consulting with the relevant officers at LBH.
- 13.3 Benchmarks will be used, and targets will be set and continuously monitored with regards to:
- No complaints regarding the condition of the footway or roads from the public or local neighbours;
 - Contract compliance of main and subcontractors;
 - High standards of Health & Safety on site and on the surrounding roads;
 - Waste minimisation and cost-effective construction logistics activity;
 - Efficient delivery scheduling to minimise delays to construction, idling of construction delivery vehicles and contribution to congestion of the local highway network;
 - Encouragement of contractors, operatives, and visitors to use sustainable transport modes;
 - Training for staff on site and construction delivery vehicle drivers;
 - Adherence to the most appropriate and up to date Best Practise, Standards and Regulations;
 - Identifying inefficiencies in planning management such as supply routes, scheduling of deliveries, storage and handling of materials, site security and use and recycling of excess materials; and
 - Minimising deleterious effects to the environment such as carbon footprint, light pollution, noise pollution, volume of material sent to landfill etc.
- 13.4 The contractor will clearly display contact details in prominent locations, at various points around the site boundary. The principal contractor will keep accurate records of any complaints received. The Contractor will advise the Wandsworth Council Environmental Protection Team of any complaints received and how they have addressed them.
- 13.5 The contractor may hold appropriate documentation that may include vibration and dust monitoring results, complaint logs and action taken record.

14.0 Pedestrian and Cyclist Safety

- 14.1 Vehicles servicing the site will include sidebars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads.
- 14.2 The public / pedestrians will have right of way along local roads close to the site; however, it will be necessary for the traffic marshal to hold pedestrians on the footway when deliveries are entering / exiting. As mentioned previously, it may also be necessary to temporarily suspend the bus and cycle lane fronting the site for very large deliveries. TfL permission will need to be sought and appropriate traffic management put in place, in accordance with Chapter 8 of the Traffic Signs Manual.
- 14.3 The appointed Site Manager will also ensure that the external perimeter of the site is regularly patrolled to ensure that any debris is kept clear of local roads and the surrounding highway network.
- 14.4 Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any persons visiting the site will be requested to sign-in. Complaints from the public or neighbours should be dealt with swiftly and a record will be kept of all comments and complaints.

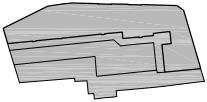
15.0 Consultation with Neighbours

- 15.1 Any particularly sensitive works or issues will be dealt with in a professional and accountable manner, with the public and local community kept informed always. This may include things like out of hours' delivery of large items of plant etc.
- 15.2 The Owner will appoint a Residents Liaison Officer (who may be the Site Manager) and will circulate contact details to the residents in the neighbouring properties and to the relevant amenities. Contact details will include emergency contact telephone details for use outside of the hours of operation of the site.
- 15.3 Information boards will also be displayed on the site hoarding which will highlight the key personnel on site, including their contact details. All complaints will be logged, all actions will be tracked, and each item closed out to the satisfactory agreement of all parties.
- 15.4 Before work commences, letters will be sent to neighbouring properties informing them of what will be happening and giving them the contact's name and telephone number. This will include a 24-hour emergency hotline. Full and regular communications with affected neighbours regarding site activity, deliveries and traffic will be on-going throughout the duration of the build. All complaints or information requests will be made aware to the Client Project Manager and will be logged promptly.
- 15.5 Noise may be a key subject of complaint where construction works take place close to residential areas. Working hours, plant types, construction methods and noise mitigation measures are likely to be subject to Section 61 consent, under the Control of Pollution Act which is granted by the local authority. Close liaison with the local authority environmental health team is likely to be necessary to develop mitigation measures.
- 15.6 Liaison will also be undertaken with local councillors and the local council as representatives of the local community to discuss and address any issues.
- 15.7 The local authority environmental health team may also be the first to be contacted by residents affected by noise and will require to be kept apprised of progress, programme and upcoming phases of works that may give rise to disturbance in order that they can respond to complainants.
- 15.8 Careful monitoring of complaints received, including recording details of the location of the affected party, time of the disturbance and nature of the noise can assist with managing the works to reduce the likelihood of further complaint.

- 15.9 All site staff will have specific inductions on their first day that will include explaining the site rules. This will include amongst other things the following:
- Always be professional and courteous to neighbours and members of the public around the perimeter of the site.
 - No swearing or fraternising with members of the public.
 - Work outside the confines of the site hoarding will be undertaken under a separate permit obtained from the site management.

Appendix A

Site Location Plan



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Report all errors, discrepancies and omissions to the Architect
All dimensions must be checked on site prior to construction



Notes

Application boundary



P02	07.04.2021	Planning Conditions	DL	LK
P01	07.12.2017	Planning Application Issue	DL	LK
Rev.	Date	Description	Drm, Chk.	

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Client

Ivorystone Investments Limited

Project

Westbury Court
423-435 Lordship Lane, London, N22 5DH

Drawing Title

Site Location Plan

Drawing Status

Planning

Scale

1:1250/A3

Drawing Number

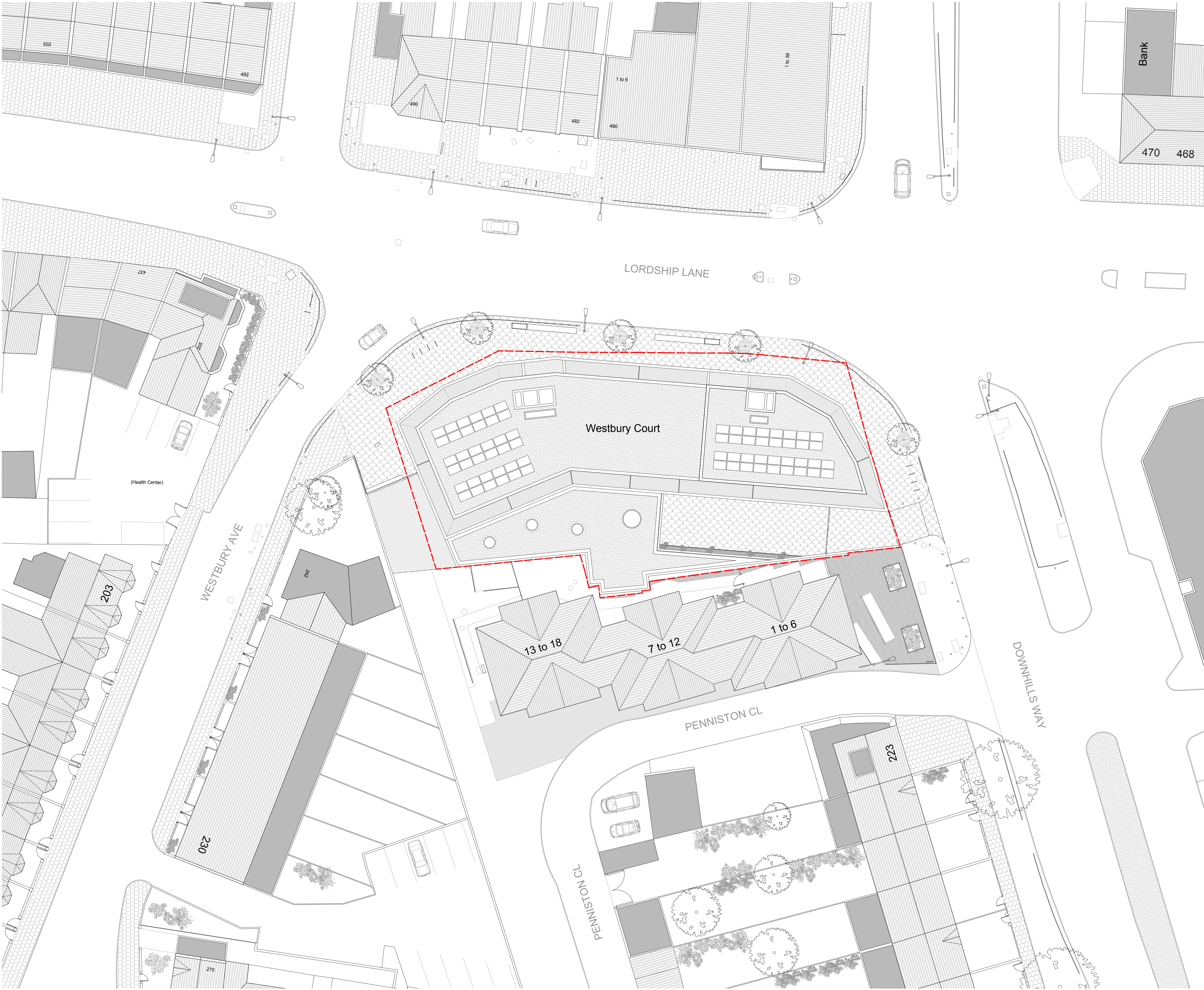
0097-DR-0010

Revision

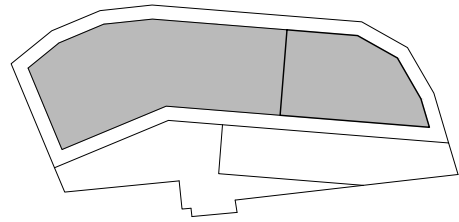
P02

Appendix B

Approved Site Plans



Key Plan



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0 1 2 5 8

Notes

Application boundary

P01	07.12.2017	Planning Application Issue	NL	KL
Rev.	Date	Description	Drm. Chk.	

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Westbury Court
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Drawing Title

Proposed Block Plan

Drawing Status

Planning

Drawing Number

0097-DR-0099

Scale

1:200/A1

1:400/A3

Revision

P01



Key Plan

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Notes
Application boundary
Existing Building
Existing Back of Paving

P06	07.02.2018	Bins Store Revision	NL	KL
P05	07.12.2017	Planning Application Issue	NL	KL
P04	23.11.2017	Pre-Application Issue	NL	KL
P03	18.10.2017	Quality Review Panel	NL	KL
P02	03.08.2017	Quality Review Panel	NL	KL
P01	14.07.2017	Pre-Application Issue	NL	KL

Rev.	Date	Description	Drn.	Chk.
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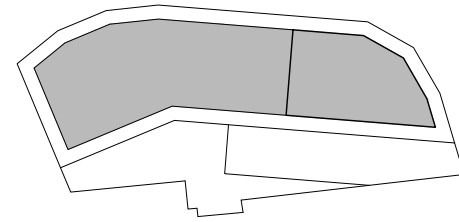
Drawing Title
Proposed Ground Floor Plan

Drawing Status
Planning

Scale
1:100/A1
1:200/A3

Drawing Number
0097-DR-0100

Revision
P06



P06	14.05.2018	Amended Plans	NL	KL
P05	07.12.2017	Planning Application Issue	NL	KL
P04	23.11.2017	Pre-Application Issue	NL	KL
P03	18.10.2017	Quality Review Panel	NL	KL
P02	03.08.2017	Quality Review Panel	NL	KL
P01	14.07.2017	Pre-Application Issue	NL	KL

Rev.	Date	Description	Drn.	Chk.
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Ivorstone Investments Limited

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Westbury Court
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Drawing Title

Proposed First to Second Floor Plan

Drawing Status

Planning

Drawing Number

0097-DR-0101

Scale

1:100/A1

1:200/A3

Revision

P06



Key Plan

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Notes

Application boundary

P06	14.05.2018	Amended Plans	NL	KL
P05	07.12.2017	Planning Application Issue	NL	KL
P04	23.11.2017	Pre-Application Issue	NL	KL
P03	18.10.2017	Quality Review Panel	NL	KL
P02	03.08.2017	Quality Review Panel	NL	KL
P01	14.07.2017	Pre-Application Issue	NL	KL
Rev.	Date	Description	Drn. Chk.	

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Westbury Court
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Drawing Title

Proposed Third To Fourth Floor Plan

Drawing Status

Planning

Drawing Number

0097-DR-0102

Scale

1:100/A1
1:200/A3

Revision

P06



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Application boundary

P05	07.12.2017	Planning Application Issue	NL	KL
P04	23.11.2017	Pre-Application Issue	NL	KL
P03	18.10.2017	Quality Review Panel	NL	KL
P02	03.08.2017	Quality Review Panel	NL	KL
P01	14.07.2017	Pre-Application Issue	NL	KL

Rev.	Date	Description	Drn.	Chk.
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Westbury Court
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Drawing Title

Proposed Fifth Floor Plan

Drawing Status

Planning

Drawing Number

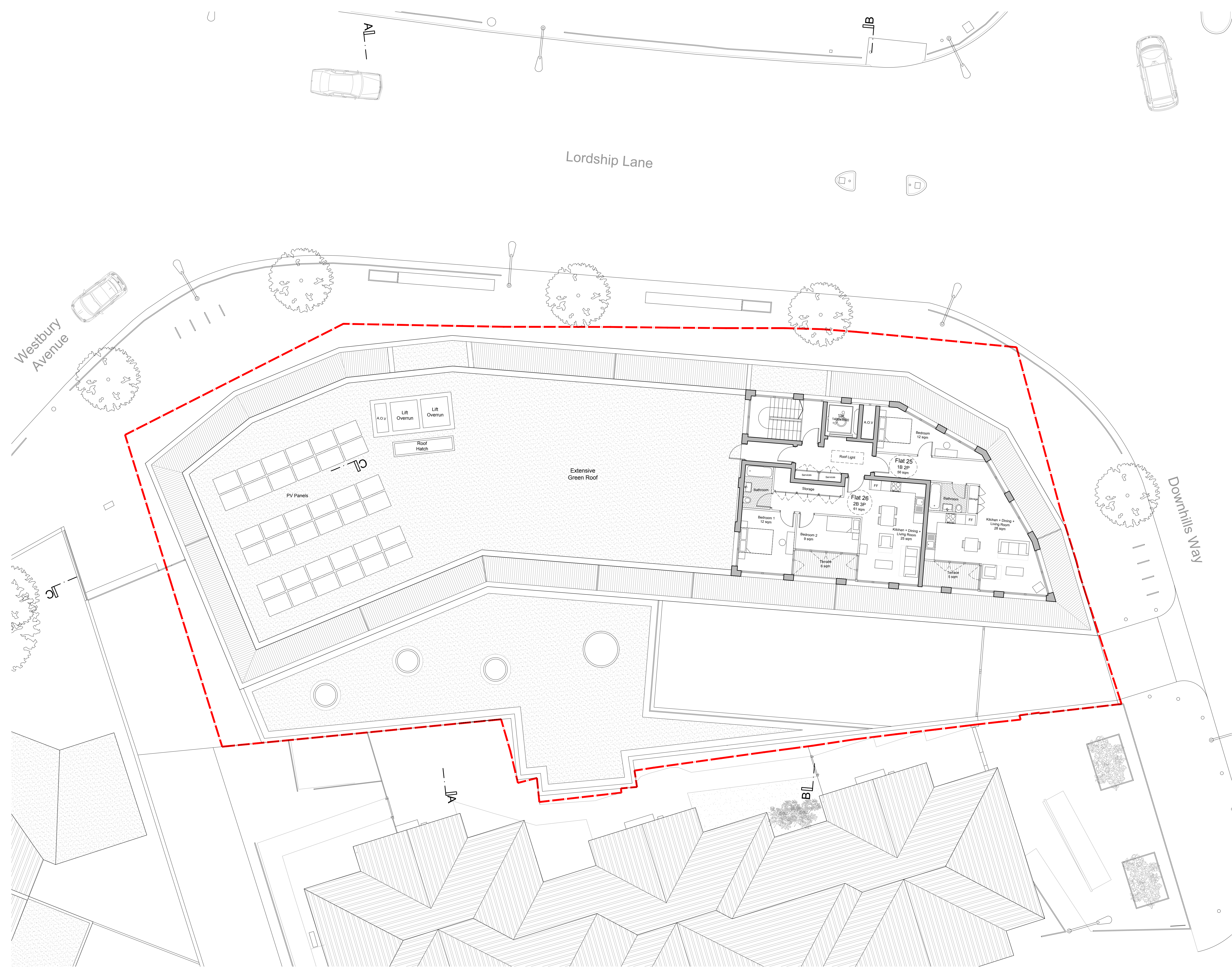
0097-DR-0103

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1:100/A1
1:200/A3

Revision

P05



Key Plan

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Notes

Application boundary

P05	07.12.2017	Planning Application Issue	NL	KL
P04	23.11.2017	Pre-Application Issue	NL	KL
P03	18.10.2017	Quality Review Panel	NL	KL
P02	03.08.2017	Quality Review Panel	NL	KL
P01	14.07.2017	Pre-Application Issue	NL	KL

Rev.	Date	Description	Drn.	Chk.
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Client

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Project

Westbury Court
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Drawing Title

Proposed Sixth Plan

Drawing Status

Planning

Drawing Number

0097-DR-0104

Scale

1:100/A1
1:200/A3

Revision

P05

Appendix C

Decision Notice

Appeal Decision

Site visit made on 25 February 2020

by S D Castle BSc (Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 29 June 2020

Appeal Ref: APP/Y5420/W/19/3223654

423-435 Lordship Lane, Wood Green, London N22 5DH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Ivorystone Investments Ltd against the Council of the London Borough of Haringey.
 - The application Ref HGY/2017/3679, dated 14 December 2017, was refused by notice dated 31 August 2018.
 - The development proposed is demolition of existing building and erection of part 1, part 5, part 6 and part 7 storey building comprising commercial uses (use class A1, A2, A3, A4, A5) at ground floor and 50 residential dwellings above. Provision of waste refuse storage, cycle parking, disabled car parking and amenity space.
-

Decision

1. The appeal is allowed and planning permission is granted for the demolition of existing building and erection of part 1, part 5, part 6 and part 7 storey building comprising commercial uses (use class A1, A2, A3, A4, A5) at ground floor and 50 residential dwellings above. Provision of waste refuse storage, cycle parking, disabled car parking and amenity space at 423-435 Lordship Lane, Wood Green, London N22 5DH in accordance with the terms of the application, Ref HGY/2017/3679, dated 14 December 2017, subject to the conditions in the attached Schedule.

Procedural and Preliminary Matters

2. A planning hearing was scheduled for the 25 February 2020. Prior to the hearing date, the main parties mutually agreed and requested that the appeal be dealt with by written representations. The request followed the agreement between the main parties of the heads of terms of the legal agreement under s106 of the Town and Country Planning Act 1990 (the s106), as set out in an updated Statement of Common Ground (SoCG), received 17 February 2020. An agreed draft of the s106 was received 21 February 2020.
3. The updated SoCG also confirmed that the appellant would not be challenging the Council's stated 5-year housing land supply position. Given these factors, it was confirmed to all parties that the appeal would be determined through the written representations procedure, subject to an agreed timetable for the submission of final documents.
4. The Council submitted a CIL Compliance Statement, received 24 February 2020, that sets out how the obligations within the s106 meet the relevant tests of the Community Infrastructure Levy Regulations 2010 (as

amended) (the CIL Regulations) and the requirements of other relevant planning policies. The completed and signed s106, dated 26 February 2020, was received 27 February. The s106 addresses the following matters: affordable housing; build to rent; training and employment; construction management; transport and highways; energy efficiency; public realm improvements; and monitoring.

5. The Council's updated 'Planning Balance Note', received 28 February 2020, confirmed the Council's withdrawal of both reasons for refusal. The Council advises that the first refusal reason is addressed by the provisions of the s106 including the securing of the residential element of the development as 'Build to Rent'¹. Based on the evidence before me, I have no reason to consider otherwise.
6. The Council's second refusal reason relates to the absence of a legal agreement securing: i) training and employment; ii) sustainable modes of travel; and iii) a financial contribution towards carbon offsetting. In the appellant's 'Statement of Planning Balance', received 02 March 2020, the appellant confirms agreement with the justification for the planning obligations as set out by the Council. I will consider the planning obligations secured by the s106 later in this decision.
7. The Council's Planning Balance Note concludes that the proposal is not in conflict with the development plan overall, and that planning permission should be granted subject to appropriate conditions. A set of conditions agreed between the main parties was received 04 March 2020.
8. As such, there are no remaining areas of dispute between the main parties that are material to the outcome of the appeal.

Main Issues

9. In light of the extent of common ground between the main parties, the main issue is whether there are any other considerations that might indicate that the appeal should be dismissed.

Reasons

10. Notwithstanding the Council's position on the proposed development, concerns have been expressed by other interested parties with respect to several considerations. These include the effect of the development on the living conditions of neighbours; existing property values; highway safety and congestion; air pollution; and the character and appearance of the area. Furthermore, the site is located near to several designated heritage assets.
11. With regard to living conditions, objections have been received in relation to the loss of privacy, daylight and sunlight from residents of flats at 1 The Roundway, a 7-storey building opposite the site to the north. The proposed building and the existing flats to the north would be separated by the width of Lordship Lane, a distance in excess of 20 m. Whilst outlook from, and sunlight/daylight to, the existing properties to the north would be changed as a result of the development, a reasonable relationship would be achieved in relation to these matters given the separation distance. This is supported by a

¹ As defined by the Mayor of London's Affordable Housing and Viability SPG (2017) & the National Planning Policy Framework

report within the evidence which assesses the development's effect on daylight and sunlight. The appellant's 'Daylight, Sunlight and Overshadowing Assessment' concludes that the development is not anticipated to have a notable impact on the daylight received by neighbouring properties or on the sunlight access to windows of surrounding developments. I see no substantive reason to disagree. Furthermore, the separation distance is sufficient to maintain acceptable levels of privacy for the existing occupiers of dwellings opposite the site to the north.

12. Whilst I appreciate the concern raised regarding the issue of the impact of the proposal on existing local property values, I have no substantive evidence regarding the likely effect of the proposal on local property prices. Furthermore, it is a well-founded principle that the planning system does not exist to protect private interests such as value of land or property.
13. I have had regard to the concerns of interested parties in relation to the impact of the development on existing public transport facilities, highway congestion and the suitability of the existing road crossings in the area for increased numbers of pedestrians. Whilst the number of dwellings would increase by 38 units, the residential element of the development is designed to be car free, with only wheelchair accessible car parking spaces being provided on-site. The site is within an area that is busy for both pedestrian and vehicular traffic. The Council's Transportation Officer advises, however, that additional public transport trips generated by the development would not have any significant impact on local bus or underground routes. Neither the Council's Transportation Team, nor Transport for London, have objected to the proposal. I see no substantive reason to take a different view and find the development acceptable with regards to highways safety and access to sustainable means of transport.
14. The proposals are supported by an Air Quality Assessment (AQA) that advises the impact of the development from dust and particulate matter would be negligible subject to appropriate construction management. Whilst the AQA concludes that the transport emissions of the development would not be air quality neutral, mitigation measures including electric vehicle charging points and the provision of a travel plan are recommended. The s106 secures appropriate residential and commercial travel plans. The Council's Pollution Officer advises that the proposal cannot be considered air quality neutral but does not object to its air quality impact subject to conditions securing an updated AQA (including mitigation measures), and the installation of appropriate boilers and chimneys. Subject to these conditions, I see no substantive reason to take a different view and find appropriate mitigation measures can be secured to prevent the development contributing to unacceptable levels of air pollution in accordance with Policy DM23 of the Haringey Development Management DPD 2017 (DMDPD) and paragraph 170 of the National Planning Policy Framework (the Framework).
15. In respect to character and appearance, the stated concerns include that the building would have an excessive scale and height. As noted above, the existing building opposite the site to the north is a modern 7-storey building and the site is a busy local intersection and local shopping centre. A significant area of pavement would remain to ensure the building would be set back from the highway and the commercial units would ensure an active street frontage. Whilst the building would be prominent, its scale and rhythmic street facing

elevations would appropriately address this focal corner plot, contributing positively to the character of the area.

16. Whilst the appeal site is not located within a conservation area, the Tower Gardens Conservation Area (TGCA) is located approximately 65 m north-east, and the Noel Park Conservation Area (NPCA) is located approximately 160 m west of the site. The Framework makes clear that, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. I am also mindful of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the LBCA Act) which requires that decision makers pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area. The TGCA's special interest is substantially derived from its garden suburb layout and the high-quality design of dwellings typical of the 'Arts and Crafts' architectural movement. The NPCA also displays a distinctly planned urban layout, with attractive back-to-back terraces that include a variety of decorative design details.
17. I note that the Council's Conservation Officer advises that the scale of the building would result in less than substantial harm to the TGCA and the NPCA. The proposed development would be clearly visible in views from within the TGCA. It would also be visible from within the NPCA, although these views would be limited and largely screened by existing housing and flatted development. Whilst the development would be significantly taller than the majority of buildings within the TGCA and the NPCA, there is already variation in the height, design and age of buildings in the area immediately surrounding the appeal site. Given this existing variation, including the modern 7-storey building opposite the site, the proposal would not appear discordant with the character and appearance of the area, or represent any more than very limited harm to the significance of the TGCA and the NPCA. Any such harm by virtue of the scale of the proposal being significantly in excess of the prevailing scale of the buildings within those conservation areas would be substantially tempered by the separation distances from the appeal site. As such, I find the proposal would result in less than substantial harm to the significance of both the TGCA and the NPCA.
18. I also have a statutory duty, under Section 66(1) of the LBCA Act, to have special regard to the desirability of preserving the setting of listed buildings. The Grade II listed St Benet Fink Church and its Grade II Listed Vicarage are early 20th Century red brick buildings located approximately 75 m to the south-east of the site. Whilst there would be inter-visibility between the proposal and the listed buildings, the visual link between them would be limited by the intervening distance, extensive large street trees and busy wide road. Furthermore, the proposed building, though higher than the existing building, would be in an established area of urban development adjacent to an existing 7-storey building. Given these factors, the development would, by virtue of its scale, have a very limited adverse effect on the setting of the identified listed buildings. The harm to the significance of the listed buildings would be less than substantial.
19. Given the harm to the significance of heritage assets identified above, the proposal would conflict with DMDPD Policy DM9 and Policy SP12 of the Haringey Strategic Local Plan (2017) (SLP) which taken together require,

amongst other things, the conservation of the historic significance of Haringey's heritage assets, their setting and the wider historic environment.

Paragraph 196 of the Framework requires less than substantial harm to the significance of designated heritage assets to be weighed against the public benefits of the development. I will consider the public benefits as part of my planning balance section later in this decision.

Planning Obligations

20. I have considered the s106 legal agreement (dated 26 February 2020) in light of the CIL Regulations, paragraph 56 of the Framework and the Planning Practice Guidance (the PPG).
21. The s106 agreement secures the entire residential element of the proposal as 'build to rent' units, including three-year tenancy agreements, a fifteen-year covenant and a clawback mechanism to ensure that there is no financial incentive to break the covenant. These provisions are in accordance with Policy H11 of the Emerging London Plan – Intend to Publish Version (December 2019) (the ELP). Policy H11 is not the subject of a direction by the Secretary of State² and was not subject to objections in the Report of the Examination in Public of the London Plan 2019³ (EIP). As such, I give significant weight to the policy.
22. Part D of ELP Policy H11 states that where build to rent schemes do not meet a 35% affordable housing threshold they should follow the 'Viability Tested Route' as set out in ELP Policy H5, and in accordance with the Mayor's Affordable Housing and Viability SPG (2017)(the SPG). ELP Policy H5 is not the subject of a direction by the Secretary of State and was not subject to objections in the EIP. As such, I give significant weight to the policy. The s106 includes an early stage review and a late stage review. Depending on the outcome of those reviews, a contribution towards affordable housing may be triggered. This would be in accordance with SLP Policy SP2, DMDPD Policy DM13, Policy 3.12 of the London Plan 2016 (LP), the SPG, and ELP Policies H5 and H11, which taken together, require, amongst other things, affordable housing contributions to take account of development viability.
23. There is an obligation included to require the developer to provide an Employment and Skills Plan. This is necessary to support local employment, skills and training as required by SLP Policies SP8 and SP9 and is in accordance with the Council's Planning Obligation SPD (2018) (the SPD).
24. The s106 agreement requires that the developer seeks to construct the site in the manner of a considerate constructor, submitting a Construction Management Plan and a construction logistics plan to safeguard the living conditions of local residents and to ensure against traffic disruption or highway safety issues through the construction period. These requirements are in accordance with LP Policy 7.15 and paragraph 8.22 of the SPD.
25. The proposed development would provide limited on-site car parking but is reasonably close to public transport facilities. The S106 includes requirements for the provision of on-street car club spaces and a financial contribution towards car club memberships. It also requires the submission of commercial and residential travel plans; a contribution towards a Traffic Management Order

² London Plan: Directions on future housing delivery in London – dated 13 March 2020

³ The Report of the Examination in Public of the London Plan – dated 8th October 2019

- amendment to ensure proposed residents cannot apply for parking permits; and highway works to be completed. These requirements are necessary to promote sustainable transport, provide adequate car parking provision, to mitigate pressure for on-street parking spaces in surrounding streets and to ensure the free flow of traffic and conditions of general safety along the neighbouring highways. This is in accordance with LP Policies 6.3 and 6.13, SLP Policy SP7 and DMDPD Policies DM2, DM31 and DM32, and paragraph 8.11 of the SPD.
26. A contribution towards offsetting carbon emission impacts and an assessment of the development's compliance with the energy strategy is included in the legal agreement. These provisions are necessary in the interests of energy efficiency and reducing climate change. This is in accordance with LP Policy 5.2, ELP Policy GG6, SLP Policy SP4, and paragraphs 11.8-11.21 of the SPD.
27. The legal agreement requires a financial contribution towards public realm improvements, including the provision of cycle parking and the installation of a new ornamental fountain. Such improvements to the character and appearance of the local area are in accordance with LP Policies 6.9 and 7.5, ELP Policy T5, SLP Policy SP7 and DMDPD Policies DM3 and DM31, and paragraphs 9.24-9.27 of the SPD.
28. The s106 also includes contributions towards the Council's costs incurred in the administration, monitoring, and reporting of the discharge of planning obligations in accordance with paragraphs 5.4-5.42 of the SPD.
29. Overall, I am satisfied that the obligations contained within the s106 would meet the tests set out in paragraph 56 of the Framework and Regulation 122 of the CIL Regulations. I regard the obligations are necessary given development plan policies and other adopted planning documents. They are directly related to the development proposed and would be fairly and reasonably related to the scale of the development. The s106 has been properly executed and would be effective. The matters required by these obligations would be additional to any CIL contributions and there would be no overlap to my knowledge. The existence of the completed s106 is, therefore, a material consideration in this appeal.

Planning Balance

30. I acknowledge that the Council has withdrawn its reasons for refusal and considers that the proposal is not in conflict with the development plan overall. Nevertheless, I have found less than substantial harm to the significance of heritage assets and it is, therefore, necessary that this identified harm is weighed against the public benefits of the proposal. The PPG⁴ states that public benefits could be anything that delivers, social or environmental objectives as described in the Framework. Such benefits would include the proposal's contribution towards boosting housing supply in accordance with paragraph 59 of the Framework. Given the number of dwellings proposed, I give significant weight to the delivery of the homes. Economic benefits would be derived from jobs provided through construction and within the proposed commercial units. Future occupiers would support services and facilities in the area and this represents further economic benefits in favour of the proposed development. I give moderate weight to these economic benefits. Environmental benefits

⁴ Paragraph: 020 Reference ID: 18a-020-20190723 (Revision date: 23 07 2019)