

CONSTRUCTION METHOD STATEMENT AND LOGISTICS PLAN

DEVELOPMENT:	456-460 High Road N17 9JD
DESCRIPTION OF WORKS:	The project is an extension at roof level to form 6 no. flats.
CLIENT	Jayman Badiani Transfleet Properties
PRINCIPAL DESIGNER:	Peter Stirzaker MRICS for and on behalf of Design Group Nine London Ltd Tempo House 15 Falcon Road London SW11 2PJ
LOCAL AUTHORITY:	London Borough of Haringey Council
CONTRACT PERIOD:	44 weeks excluding bank holidays
PREPARED BY:	Safety CDM Ltd Oakridge House Wellington Road Cressex Business Park High Wycombe HP12 3PR



SAFETY CDM LTD
 DESIGN SMART BUILD SAFE

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Purpose of this Statement

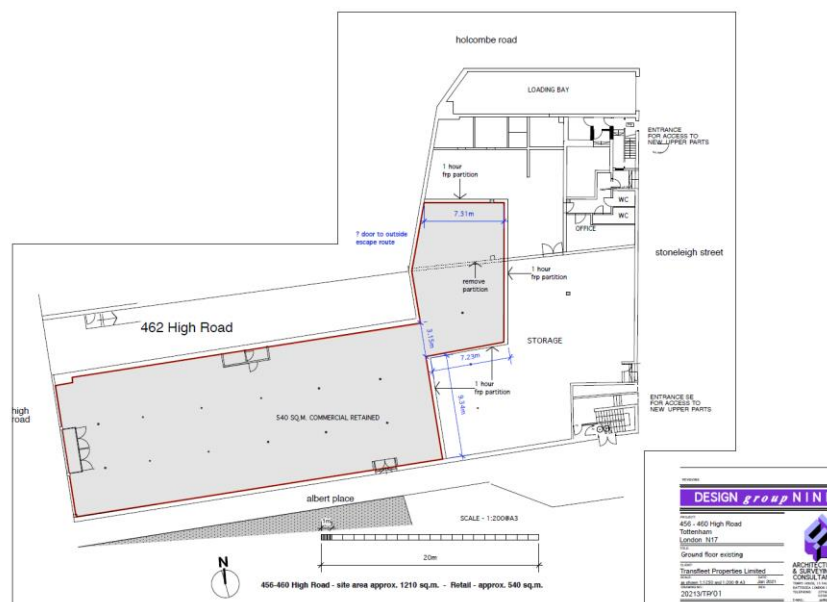
This statement is written in order to Condition 5 of planning application reference HGY/2019/2500. This statement has been compiled by and Safety CDM Ltd

This report outlines how this project will be constructed efficiently and under controlled environmental conditions. This method statement describes how we propose to minimise inconvenience to the neighboring properties.

The main contractor and the project team will work together in conjunction with one another to ensure that all stages of the process have been considered..

Site Location

The site layout is outlined in RED on the following map. Confinement of the site is clearly obvious and the proximity of the site to High Road is evident. The site has a limited area for storage of materials. See below section for more details.



Materials

The extension will be constructed using a range of construction materials, concrete, steel, internal finishes, timber, cladding; all the usual materials normally associated with a building of this classification. Accurate design information, material specifications and drawings have been issued by the lead designer of the project:

These documents will be printed and made available/displayed on site. This will enable the Developers purchasing to specify precisely what materials are needed on site. This exercise reduces over-ordering, off-cut wastage and re-working. The detailed drawings prepared by our design team are also provided to the sub-contractors to allow them to order materials in the same way. In a similar fashion, our sub-contractors will provide detailed vendor drawings for the building components they intend to supply.

As there will be limited storage on site we will use a system of just-in-time deliveries to make best use of storage space on site. This will avoid the storage of large quantities of materials on site at one time.

This information will be distributed through our supply chain mainly to the following key sub-contractors and suppliers:

- Demolitions
- Muck away
- Structural Steel
- Scaffolding
- Brick & Blockwork
- Stud Partition
- Insulation
- Mechanical and electrical plant
- Roofing suppliers
- Cladding and light gauge steel
- Insulation
- Doors, windows and curtain wall suppliers.
- Case-good items, finishes, carpets, and furniture.

Site Set-up for Offices and Welfare Facilities

Welfare facilities and office/storage space will be provided on the ground floor inside the existing building.

Welfare facilities will be in place in advance of the commencement of works on site and maintained for the duration of the works.

The welfare facilities will include as a minimum:

- Toilets water flush, but if not possible a chemical toilet.
- Washing facilities suitable for washing hands, face, and arms with hot, cold, or warm water, soap, and towels.
- Drinking water, mains or chilled bottled water and cups
- Storage and changing facilities.
- First Aid and eye wash station

On Site Worker Parking

Given the nature of the site, there will be no on-site car parking and the site labour force will be encouraged to use public transport. Any local traffic management measures for site access will be agreed with the local authority. Car parking is available on Stoneleigh Road but is very limited.

There is a London Overground station close to the site which workers can use as well as local buses.

Site Access

Access to the site will be via Stoneleigh Road.

Construction Vehicle Movements / Deliveries

Heavy Goods Vehicle (HGV) movements during this phase will have to be monitored closely.

The management of the site logistics is key to the success of the project and will require a dedicated member of the team to develop a detailed plan to control and manage the site. Deliveries will only be accepted on a just-in-time principle. There will be limited storage allowed on-site and it is expected that all deliveries will be booked in with the logistics team not less than 24 hours prior to arrival on-site.

In view of the location of the site, a senior member of the Construction site team will be nominated as a liaison officer responsible for communication with the local highway authorities and neighbors with regard to traffic problems, planned large deliveries and road maintenance issues. In this way it is anticipated that the risk of material shortages at key times can be reduced to a minimum.

A traffic Marshall will be present to assist the vehicles and ensure safety. And to assist deliveries to back into Holcombe Rd and then leave forward facing. In Holcombe Road there is a loading bay suitable for deliveries.

The construction team will assist in the unloading of materials to ensure this is done in a safe manner and to protect the permanent market that is on Holcombe Rd. The traffic Marshall will ensure any deliveries do not impact on the market by avoiding opening and closing times of the market.



Freight Operator Recognition Schemes (FORS)

FORS is a free membership scheme that is helping van and lorry operators in London to be safer, more efficient and more environmentally friendly. All suppliers and haulage companies will be encouraged to register with the Freight Operator Recognition Scheme administered by Transport for London.

**Freight Operator
Recognition Scheme**



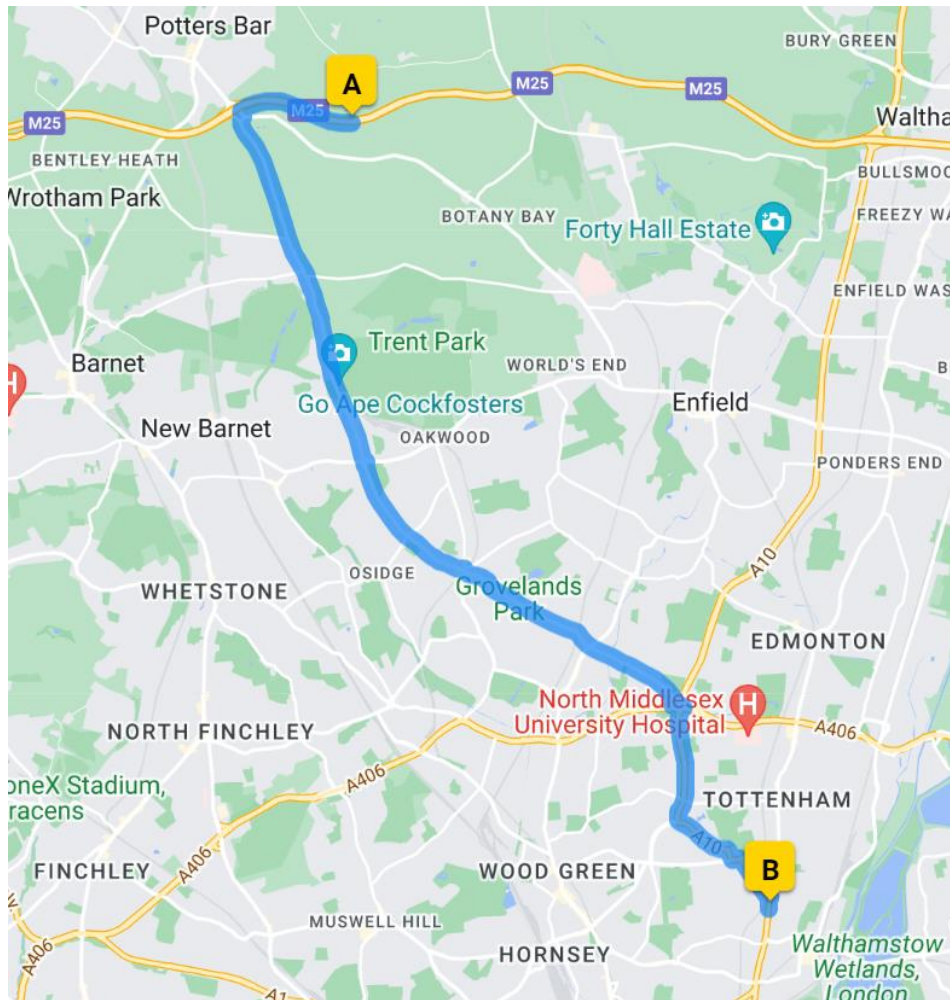
The Project Team recognizes that FORS:

- Creates safer drivers – with significantly reduces collisions.
- Will encourage suppliers to improve in fuel economy associated with our project.
- Provides a system to identify 'at risk' drivers, allowing The Developers and our suppliers to target training and incentives effectively.
- More certainly with deliveries and collections.
- Promote fewer journeys to and from site.

We will include this requirement in our pre-qualification process. We will state that FORS members will be considered favorably in addition to those who commit to up-take within a set deadline.

Preferred Access routes

Deliveries will be encouraged to use the approved route from the M2 , to the A111 and then onto the A10 to get to site.



Signage

Adequate signage will be required on the lead up and entrance to site as to enable safe traffic movements on the public highway.

Construction Times

No demolition or construction work or ancillary activities including deliveries shall take place before 8am or after 6pm Mondays to Fridays or before 8am or after 1pm on Saturdays or any time on Sundays or bank holidays.

Delivery Times

For delivery or pick up waste vehicles, there will be a rota system, whereby all vehicles to site must be pre-booked at least 24 hours in advance to avoid the areas peak travel hours, not only should this prevent congestion on the surrounding roads, but it will also spread the resultant traffic over a longer period.

Special deliveries to the site will be coordinated with the Local Authority highways department to avoid congestion during peak traffic periods and the loading, unloading restrictions to 40 min periods as stated above delivery times.

A Traffic Marshall will be available on site at all times to make sure access and exit of site vehicles is processed in a safe manner.

Any vehicle arriving without this prior booking may, at the discretion of the logistics staff, be turned away and advised to return at another appointed time. This procedure will be detailed within the contract documentation for both subcontractors and suppliers, to ensure that all delivery drivers are aware of the requirements. A traffic management system will be established to avoid congestion in the vicinity of the Proposed Development.

For a project of this size, we predict the number of daily vehicle trips to the site during the site set-up phase will be up to five lorries, the site set-up and Demolition phase on a project of this size would normally take a couple of weeks.

During the construction phase, it's expected that an average of five deliveries of materials and equipment will be needed per week, occurring in various sizes of vehicle.

Loading and unloading will be restricted to certain times of the day to further minimise the likelihood of congestion on Holcombe Road, Stoneleigh Road and High Road and strict monitoring and control of all vehicles delivering to the site will be maintained including;

- The setting of specific delivery and collection times;
- Consolidation of deliveries wherever possible;
- A system of 'just in time' deliveries; and

The requirement for prior authorisation when visiting the site via vehicle, which is managed by the logistics manager. The manager will agree at least a week in advance vehicle schedules and then review and prioritize them daily.

We will also avoid the markets' opening time and closing time as this will reduce congestion.

Delivery Vehicles

Wheel Washing / Road Cleanliness

As the deliveries will be using the loading bay and not entering the site as there is no other access suitable for deliveries, there will be no muck, so no need for a wheel washing.

Dust Suppression Measures, Noise Attenuation and Monitoring

Best practicable means of preventing, reducing and minimising dust will be adopted. It is expected that the Proposed Development will adhere to the relevant Code of Practice during construction and the GLA's SPG on the Control of Dust and Emissions. On-site good practice procedures will be followed in order to mitigate noise, vibration and air pollution (e.g. through dust and fume generation) impacts under the Considerate Contractors Scheme. Measures currently planned to be adopted include:

Non-Road Mobile Machinery:-

An Inventory and details of registration of all NRMM will be kept on site and updated as required, all Machinery (NRMM) of net power between 37kW and 560kW will meet the specific standards. For both demolition and the construction of the building this will also apply to NRMM engines for both Nitrogen Oxides (NOx) and Particulate Matter (PM) emissions, based upon engine emissions standards set in EU Directive 97/68/EC.

The contractor will use and apply Information from the GLA Non-Road Mobile Machinery (NRMM) Practical Guide.

Noise, Dust and Smoke Control:-

The various phases of this project are likely to create some noise and dust, although given the work scope, it is not considered to be significant. Provision for the control and reduction of noise and dust will be made within specific method statements and risk assessments. In particular damping down during the works will

form an integral part of our dust management strategy. Noise will be managed in conjunction with the local authority & neighbors.

- Use of scaffolding with fixed mesh screening assist in the screening of noise and dust generation from low-level sources;
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off-site pre-fabrication to be used, where practical, including the use of pre-fabricated structural elements.
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use and where practicable;
- Plant will be certified to meet relevant current legislation and British Standard 5228 (BS5228) Standards;
- All Trade Contractors to be made familiar with current legislation and the guidance
- Damping down of all cutting
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas;
- Deviation from approved method statements to be permitted only with prior approval from the Main Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken;
- Noise complaints, or exceeding of action levels, will be reported to the Main Contractor and immediately investigated;
- Brushing and water spraying of heavily used site hard surfaces and access points as required;
- Wherever possible, plant and equipment will be switched off when not in use;
- Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter;
- Effective wheel/body washing facilities to be provided and used as necessary;
- Burning of wastes or unwanted materials will not be permitted on-site;

All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas; and

- As far as possible, construction works will be carried out using methods that minimise noise. For actions such as breaking out of old foundations, there is little reasonable choice other than to use percussion tools in one form or another. Quieter types of machinery will be specified for these works where possible.
- In addition, Power banks will be used by all site workers to supplement use of diesel generators on-site. This will allow for a reduction in the size/capacity of generators specified for on-site use, leading to savings in cost, noise, pollution and residents' complaints.

Site Waste Management Plan

The client is acutely aware of the effects that the disposal of waste can have on the environment and our policy is clearly to reduce wastage in all possible areas. One of the key principles of the approach is to make the operatives more responsible for waste and waste management. This is embodied in the preference for each sub-contractor to be responsible for supplying its own materials, this ownership results in the minimising of unnecessary waste. These concepts will be incorporated within the sub-contract documentation, such that each sub-contractor considers the most environmentally acceptable solution to the packaging of their deliveries. A management plan will be developed to organize the segregation of waste into separate containers so that recyclable items such as metals and timber can be recovered.

The following practices will be adopted and monitored by the Main Contractor:

- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
- Attention to material quantity requirements to avoid over ordering and generation of waste materials;
- Segregation of waste at source where practical and re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or reprocessing);
- Burning of wastes or unwanted materials will not be permitted on-site;
- All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas

Public Relations / Complaints Procedures

A designated Project Team member will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to the Client and community groups prior to the start of construction and whenever a change of responsibility occurs.

Any complaints will be logged on-site, fully investigated and reported to the Client as soon as possible. The complainant will be informed as to what action has been taken. In the event of unusual activities or events, the Client and other relevant third parties (i.e. statutory and non- statutory bodies) will be notified in advance of the work being carried out.

Site Security

A highly visible 24-hour contact number will be displayed always for emergency and general queries.

Safety is paramount in the construction industry and occupies a large part of our site management daily routine. As such, all necessary protection, hoardings, covers and protected walkways will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons.

Furthermore, we will provide appropriate measures to mitigate against pollutions and the dangers of removing hazardous substances and materials. All entry points will be clearly signed.

The scaffolding will have ladders removed at night and the site entrance will be secured.

Materials handling and storage.

All materials will be handled and stored in a manner that protects them from damage, moisture, dirt and intrusion of foreign materials. All pallets containing salvaged materials will be raised off the ground by 150mm in designated areas away from the boundary lines and trees to protect fencing and tree roots.

Bricks will not be stacked higher than 2 pallets and will be hoisted in pallets or transported using a pallet jack.

Aggregates and sand for the mortar mix will also be contained off the ground with a proper base and with kerbs in a clean and dry area to protect from dirt and intrusion of foreign matter.

All passageways will remain clear of obstructions and tripping hazards.

Limited materials will be stored on site and a just-in-time delivery approach will be used.

Plant and equipment

Key items of construction plant are as follows:

- Fixed & Mobile Scaffold.

The building will need scaffolding during construction and the scaffold contractor will be compliant to undertake this project. All necessary public protection will be put in place and the scaffold checked as per regulations.

Program of works

3.1 Site setup

The 1st step will be the site set up where the site will need to be fenced off to protect the site from the public. Some minor demolition on the roof will take place in order to prepare for the structure to go up.

This stage will last approx. 3 weeks from start.

3.4 Super-Structure

During this stage the brick work will be taking place so there will be deliveries for this. The deliveries will be just-in-time deliveries as there will be limited space on site to store materials. The roof will also be completed during this stage.

All deliveries will be arranged to avoid peak traffic hours and will use the approved route to get to site.

This stage will be about 8 to 10 weeks. This will be the peak part of the construction phase where we will have the most contractors on site and deliveries to site.

3.5 Cladding

During this stage we will be installing the windows so again there will be deliveries for this stage. All deliveries will be arranged to avoid peak traffic hours and will use the approved route to get to site.

This stage should last 3-4 weeks.

3.6 Fit-Out, Testing and Commissioning

This stage we will be fitting out the inside of the building, this will include carrying out the electrical work and the plumbing work which all be tested.

Just-in-time deliveries will be utilised again in this stage of construction.

This will last 3-5 weeks.

Hours of work will be as above, and we will follow the traffic management laid out in this document.
