

CONSTRUCTION MANAGEMENT & LOGISTICS PLAN



PROPOSED DEVELOPMENT AT:
189 Mount View Road London N4 4JT

CLIENT

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PREPARED BY

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1.0 Purpose of this draft plan

In relation to planning application reference number: **HGY/2021/2919**

The proposal is to erect a part single/part two-storey dwelling in the rear garden of No 189 Mount View Road.

The adjacent gardens of properties 11-14 High bank Way are elevated above the proposed site with a retaining wall along this boundary of approximately 3m higher than the level of the site.

The proposed site is also approximately 1.5m above the level of the High bank Way alleyway and would be lowered as part of the proposed works.

A pre-application advice note PRE/2022/0174 was issued following a meeting on 26th July 2022 involving, the clients representative, the principal planning and principal conservation officers.

Point 4.23 of this note states:

Given the site's location adjacent to other residential developments, and without any direct highway access, a draft of a Construction Logistics Plan will be required to accompany any future application. This would need to detail how the development will be built out, the programme duration, arrangements for accessing and servicing the site, including deliveries and removal of materials and plant from the site.

Point 5.15 also states:

Draft Construction Management Plan

Therefore this draft Construction Management & Logistics Plan is written in order to meet the information required for a suitable planning application and will include the following:

- a) Location & Proposed access/egress
- b) Construction method
- c) Parking & Management of vehicles
- d) Loading & unloading of plant & materials
- e) Storage of plant & materials
- f) Programme of works
- g) Provision of boundary hoarding
- h) Wheel washing facilities
- i) Community liaison

This statement will outline how this project will be constructed efficiently and under controlled environmental conditions to ensure there are no adverse impacts on the freeflow of traffic on local roads and to safeguard the amenities of the area consistent with London and Haringey local policies.

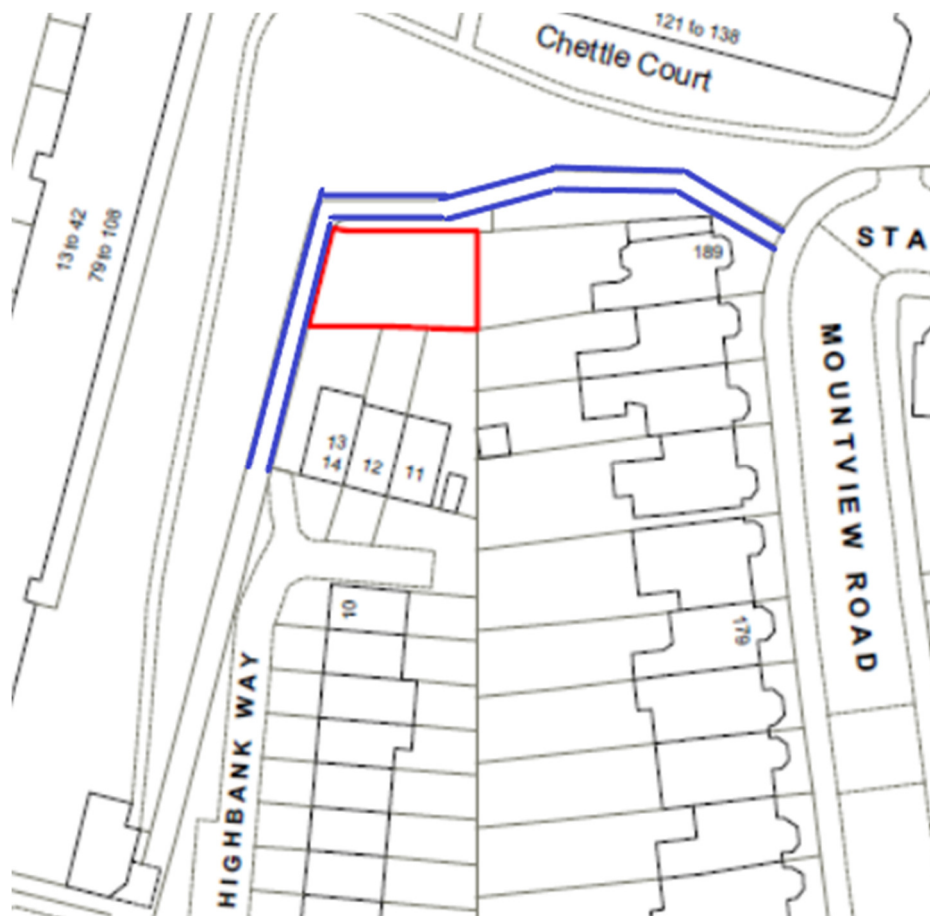
We will ensure that the contents of this statement once approved will be implemented and retained by the appointed Principal Contractor both during the excavation and construction period.

2.0 Location & Proposed Access/Egress

The application site relates to part of the rear garden to No 189 Mount View Road which is an end of terraced property located on a quiet road within the London Borough of Haringey on the bend which joins Mount View and Stapleton Road.

189 Mount View Road is in a location that forms part of a road loop leading to Oakfield Road and therefore the vehicle movements in the vicinity of the property are minimal and predominantly only local residents and visitors.

The proposed site (shown in **red** below) runs adjacent to a pedestrian walkway (in **blue**) that provides access to Mount View Road from High Bank Way. This walkway is probably being used by residents located on Uplands Road, High Bank Way or in Chettle Court to facilitate access to Harringay Railway Station.



There will be no construction vehicle access/egress to this site. Vehicles will need to park on Mount View Road and materials transported using mechanical devices from/to the rear garden via a side entrance. Further details will be provided in later sections of this document.

The proposed access/egress point for operatives into the site compound will be via an operative door built into the hoarding and accessible via the side entrance of 189 Mount View Road.

The working hours for this site will be:

Monday to Friday	: 0800 to 1800 hours
Saturdays	: 0800 to 1300 hours
Sundays or Public Holidays	: No Working hours

3.0 Construction Method

Given the ground conditions and the proximity of existing trees it is very likely that the Geotechnical site investigation will indicate that either deep strip footings or mini piled-foundations are necessary.

The ground floor level of the proposed new house has been set at split levels to minimise the excavations adjacent to the boundary wall and rear gardens to the properties at No. 11-14 High Bank Way.

Excavations will still be required adjacent to the boundary wall however to accommodate the New build-up of ground floor slab, insulation and accompanying finishes.

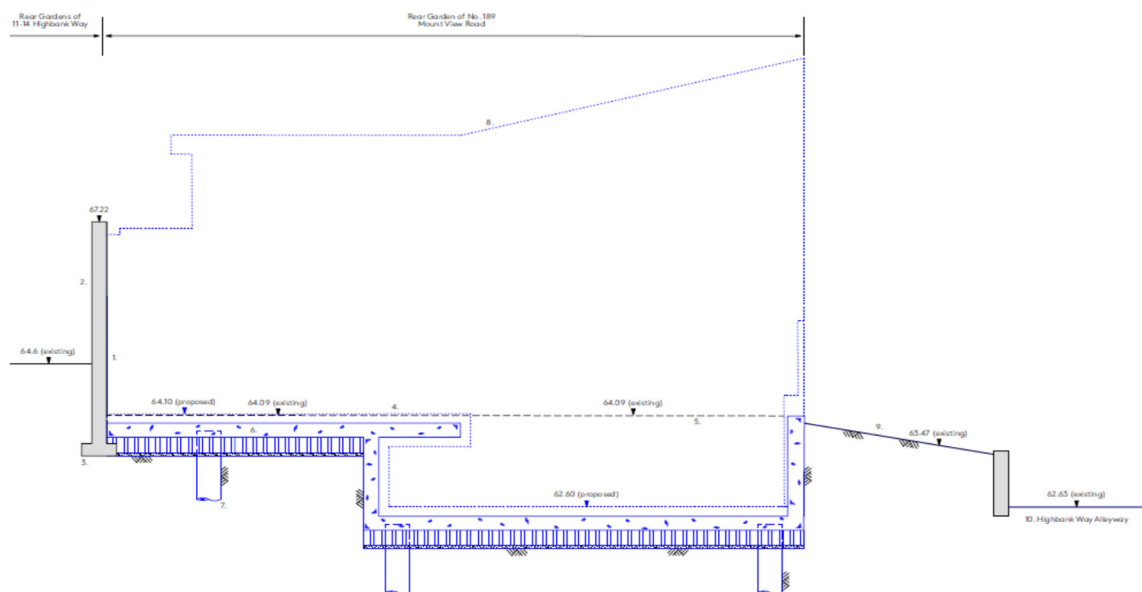
The depth and extent of the existing footings of the boundary wall have not yet been determined, however within the next stage of design, development investigation trial pits will be carried out against the face of this wall to determine the depth and extent of the existing foundations to this wall.

If the existing foundations are very shallow, the excavations for the new higher level slab build-up may extend below the underside of the existing adjacent footings. If this is the case then a degree of shallow underpinning may be required to ensure that the existing boundary wall footings are extended down below the underside of any excavations for the new slab build-up.

The levels of the rear gardens to the properties at No. 11-14 High Bank are assumed to be approx. 700 – 800 mm higher than the rear garden level of No. 189 Mount View Road. This boundary wall is therefore acting as a retaining wall providing restraint to the higher-level No. 11-14 High Bank gardens.

To maintain the lateral restraint which is likely provided by the existing garden level of No. 189 Mount View Road to the base of this wall the new higher level ground floor slab will be designed to provide lateral restraint to the inside face of the wall at ground level – reinstating the likely lateral restraint provided by the garden level of No. 189 Mount View Road.

It is anticipated that the ground floor slab build-up can be designed to span between and over the top of supporting mini piles set well back from the face of the existing wall with the slab cantilevering out over the head of the piles out to the face of the wall to avoid the requirement for piling to be carried out in close proximity to the face of the wall.



Proposed foundation structure

3.0 Parking & Management of vehicles

There will be no access for construction vehicles into the site. All deliveries must take place via Mount View Road and materials transported along the side pathway through to the rear garden using mechanical devices whenever possible.

To facilitate this route which will become the access/egress path for the proposed construction on completion a shed to the side of the existing property will be removed .



Proposed parking location for deliveries on Mount View Road



The existing path to rear garden



Shed to be demolished.

There are no bus lanes or cycle lanes in the immediate vicinity of the site access/egress point on Mount View Road, however the site is on the bus route W5 and construction vehicles will ensure that the highway is not obstructed during deliveries. The area is a relatively quiet residential road.

The area surrounding the site including Mount View Road has parking restrictions in place between 12 noon – 2 pm Monday to Friday.

Travel Plan & Car Parking

The site does not have provision for car parking for site staff or visitors. In fact, parking of any vehicles on site is not an option for this project with the exemption of the dwell time for delivery vehicles. We estimate that the number of personnel working on the site will peak at about 8 people for the construction of the rear residential unit. All personnel will be inducted prior to commencing work on the site. The site induction is the primary means of communicating the project travel plan and supporting information. The site induction will be carried out by the Construction Site Manager.

During the site induction, the appointed Contractors site representative will advise personnel of the following:

Parking:

Parking on local streets is prohibited and the local car parks or pay and display must be used if travelling to the site by car is a necessity, however it should be noted that there are limited opportunities to park within the vicinity of Mount View Road between the hours of 12 noon - 2 pm. Anyone travelling to site by car will be encouraged to collect other site operatives on route. The appointed Principal Contractor's site team must be vigilant in ensuring that site personnel or visitors do not park illegally in the vicinity of the site. Should any sub-contractor decide to continue to park illegally, the Principal Contractor will not hesitate to remove that contractor from site.

Public Transport:

Alternatives to private car use have been considered and efforts will be made to communicate the advantages of public transport to all site personnel. Site personnel will always be encouraged to use public transport especially as the London Transport bus route W5 stops in close proximity to the site plus Harringay Railway station and Harringay Green Lanes overground station are only 3- and 12-minutes' walk from the site respectively.

Site meetings will be arranged with a view to ensuring that attendees can use the public transport system to arrive and disperse from the meetings. Details of the local bus and rail networks – identifying key routes to the project will be posted on site notice boards and will be covered in the site induction to promote the use of public transport. The Principal Contractors site team will be encouraged to become familiar with the local transport systems and operating times and to pass this information onto all personnel on site.

Bicycles:

Bike stands will be provided within the site compound to encourage the use of public transport. The Principal Contractor will provide parking for everyone who already cycles to work plus another 50 per cent. When the cycling facility reaches 70% capacity, it will be increased by 20%. This will be revised periodically.

It is considered that the number of operatives working on-site will be low, and the number of visitors to the site will be negligible.

4.0 Loading and unloading of plant & materials

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians.

To minimize any air pollution vehicles will turn off engines when delivering to the construction site and will be turned away when the loading or parking areas are in use to ensure there is no localized waiting.

As part of the procedure for the allocation of delivery times to suppliers, care will be taken to reduce the amount of vehicle travelling time within peak periods. Whenever possible deliveries will be scheduled to avoid peak traffic periods to allow greater efficiency in predicting delivery times and reducing haulage costs.

The timing of all deliveries and collections will take into account School operating hours and TFL peak volume times. Deliveries will therefore only take place between 09:30 and 15:00 on Mondays to Fridays and between 8.00am and 1.00pm on Saturdays.

All suppliers and contractors will be notified of these conditions and the site manager will reject any deliveries/collections outside of these designated hours.

With the aid of a banksman delivery vehicles will park immediately outside 189 Mount View Road into the proposed delivery zone. At this point new materials/tools will be unloaded or waste materials loaded. The types of vehicles delivering to this site will not exceed 2.6m in width to ensure they can comfortably park within the delivery zone without causing an obstruction to the highway.

All suppliers and contractors will be given prior instruction for the route and procedure for deliveries including maximum vehicle size details.

As the maximum dwell time of any vehicle is unlikely to exceed 1 hour the latest delivery to site will be scheduled to arrive by 2:00pm to ensure that it can be off loaded by the allotted time and the vehicles are able to leave the site to avoid peak traffic periods.

Where peak deliveries cannot be avoided, we will attempt to limit activity during this period. All construction vehicles will be managed and prevented from causing obstructions to the highway.

Impact on other Highway Users

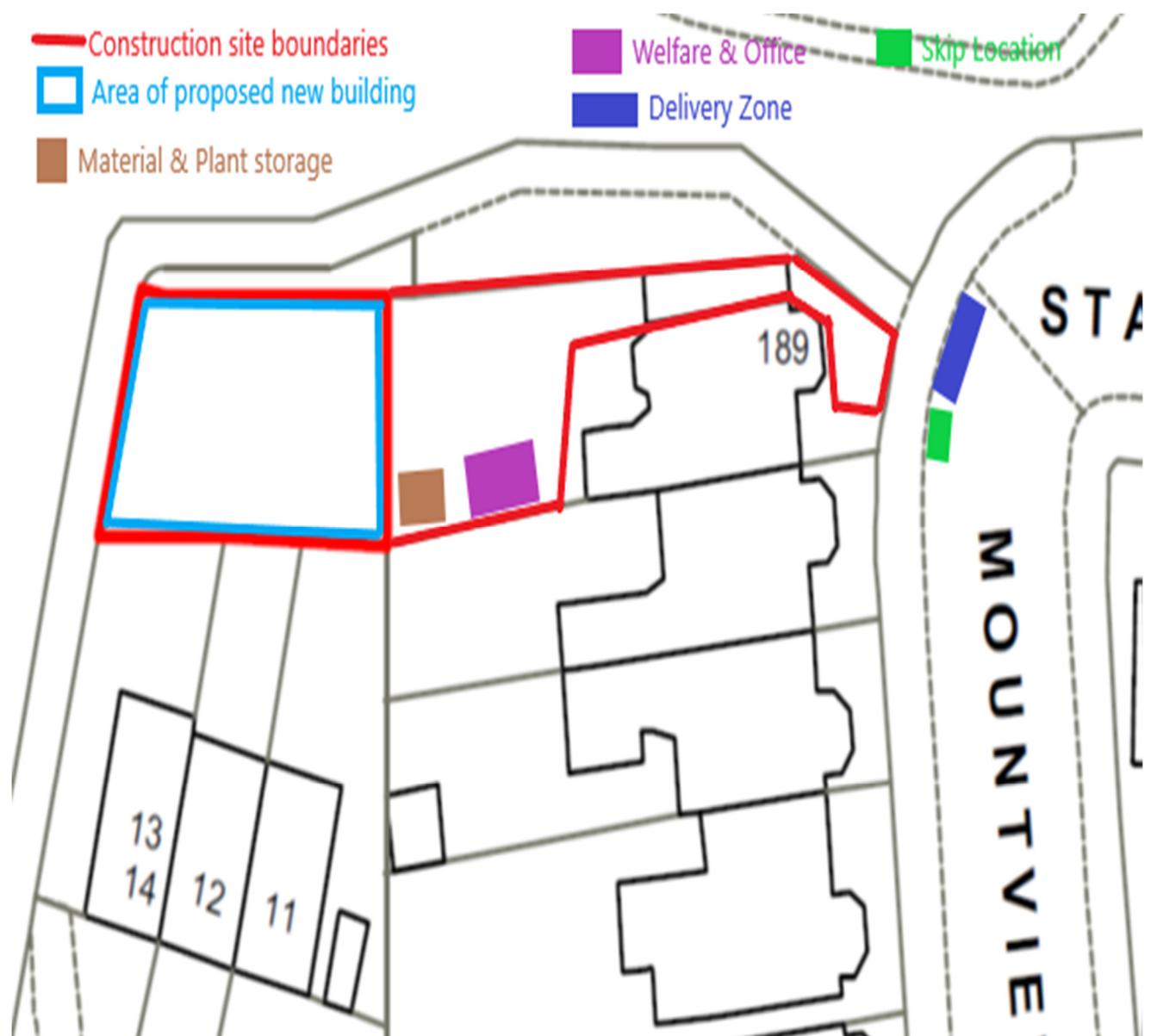
There will be no storage of plant or materials on any area of the public highway

Pedestrians will be protected from the construction site by use of the existing boundaries of the site and hoarding with lockable access.

Soil/Debris removal will be performed using a skip located within one of the parking bays on Mount View Road. A Skip licence under The Highways Act (1980) will be obtained by the householder or contractors from Haringey council prior to commencement of works.

Domestic waste collections take place along Mount View Road on a weekly basis. This project will investigate the timing of waste collections to avoid an obstruction to the refuse collection process. The contractor will also monitor changes in refuse collection dates due to bank holidays and ensure construction deliveries continue to work around such waste collections.

5.0 Storage of plant & materials

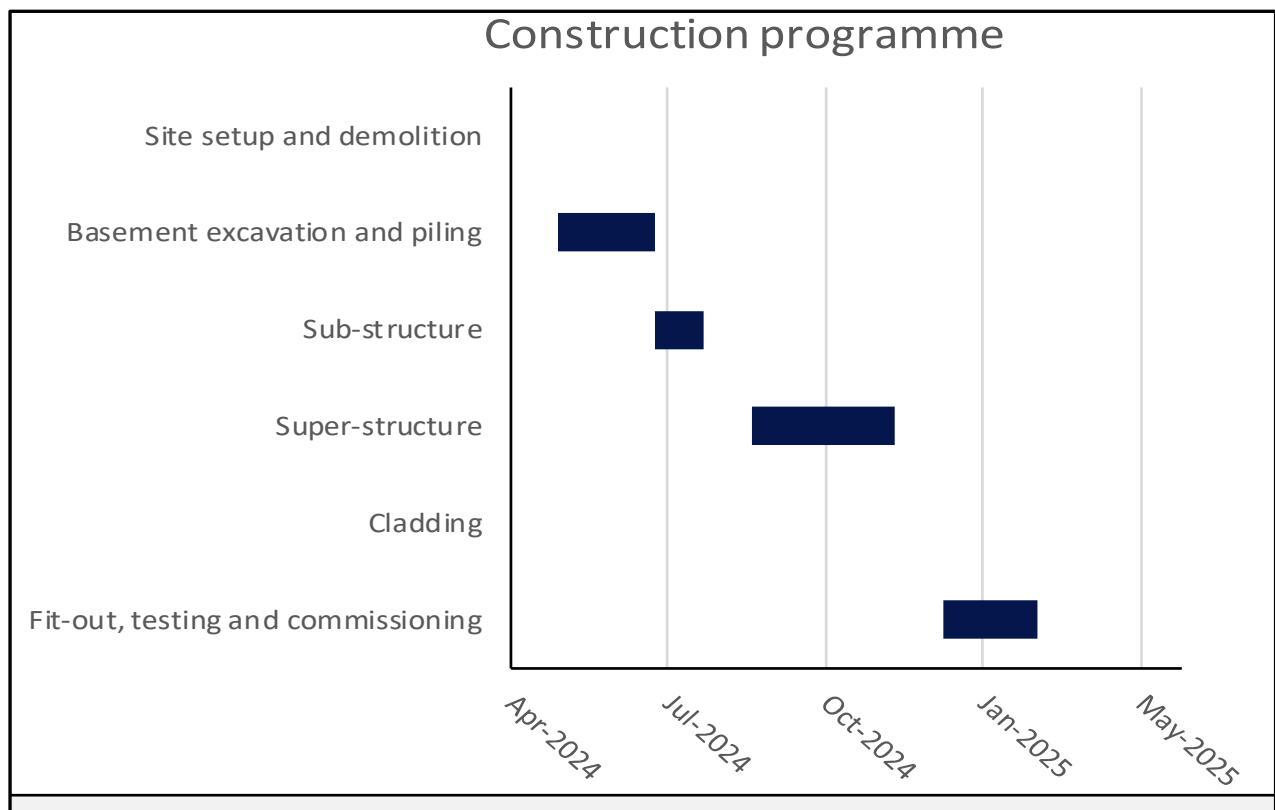


The diagram above clearly identifies the proposed site layout.

6.0 Programme of works (including measures for traffic management)

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	May-2024	May-2024
Ground excavation	May-2024	Jun-2024
Sub-structure	Jul-2024	Aug-2024
Super-structure	Sep-2024	Dec-2024
Cladding	Dec-2024	Jan-2025
Fit-out, testing and commissioning	Jan-2025	Mar-2025



Vehicle types:

The appointed Principal Contractor will liaise with any other surrounding developments in the area or on route that are likely to affect the traffic volumes in the vicinity of this construction site.

Stage 1: Mini Excavator delivery – Flat bed lorry

Stage 2: Groundworks – Skip lorry

Stage 3: Foundations – Cement mixer

Stage 4: Steel & Timber frame Installation - Hiab lorry

Stage 5: Materials (brick/blocks, roof tiles, timber, glazing, etc.) – Flat bed lorry.

Stage 6: Cladding & Roof coverings – Flat bed lorry

Stage 7: Materials (residential fit out) – Luton Van or Box truck

- Flat-bed lorry - 8.2m x 2.5m (Dwell time 30minutes – 12 times during lifespan of project)
- Skip lorry - 9m x 2.6m (Dwell time 1hour – 5 times per week - 4 weeks)
- Cement Mixer – 7.1m x 2.5m (Dwell time 1 hour – 3 times per week – 3 weeks)
- Hiab lorry 9m x 2.5m (Dwell time 1hour – 2 times during lifespan of project)
- Box truck 5m x 2.15m (Dwell time 30min – 2 times per week - 30 weeks)
- Luton Van 6m x 2.15m (Dwell time 30min – 2 times per week - 30 weeks)

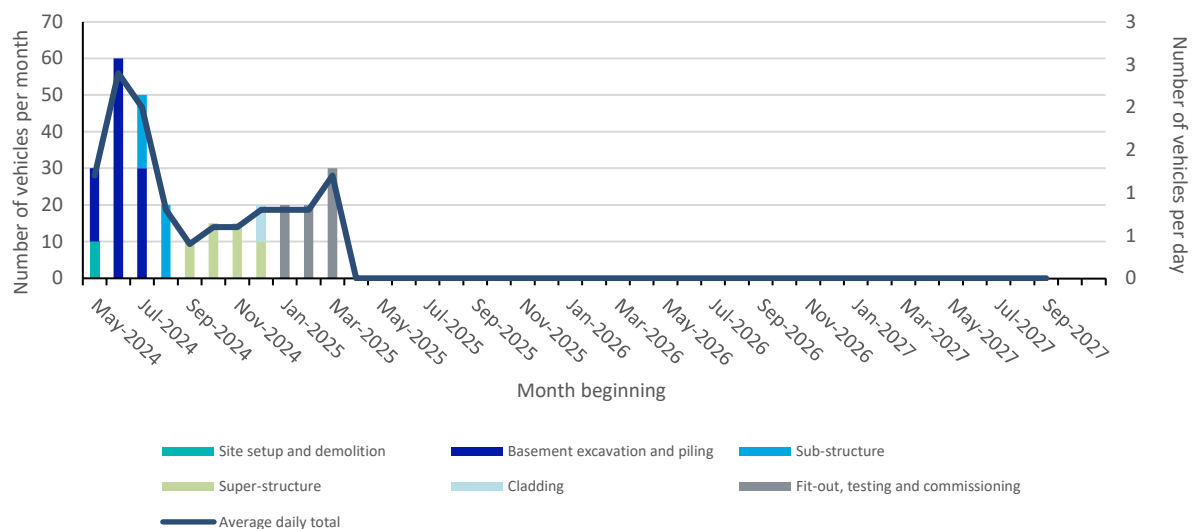
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

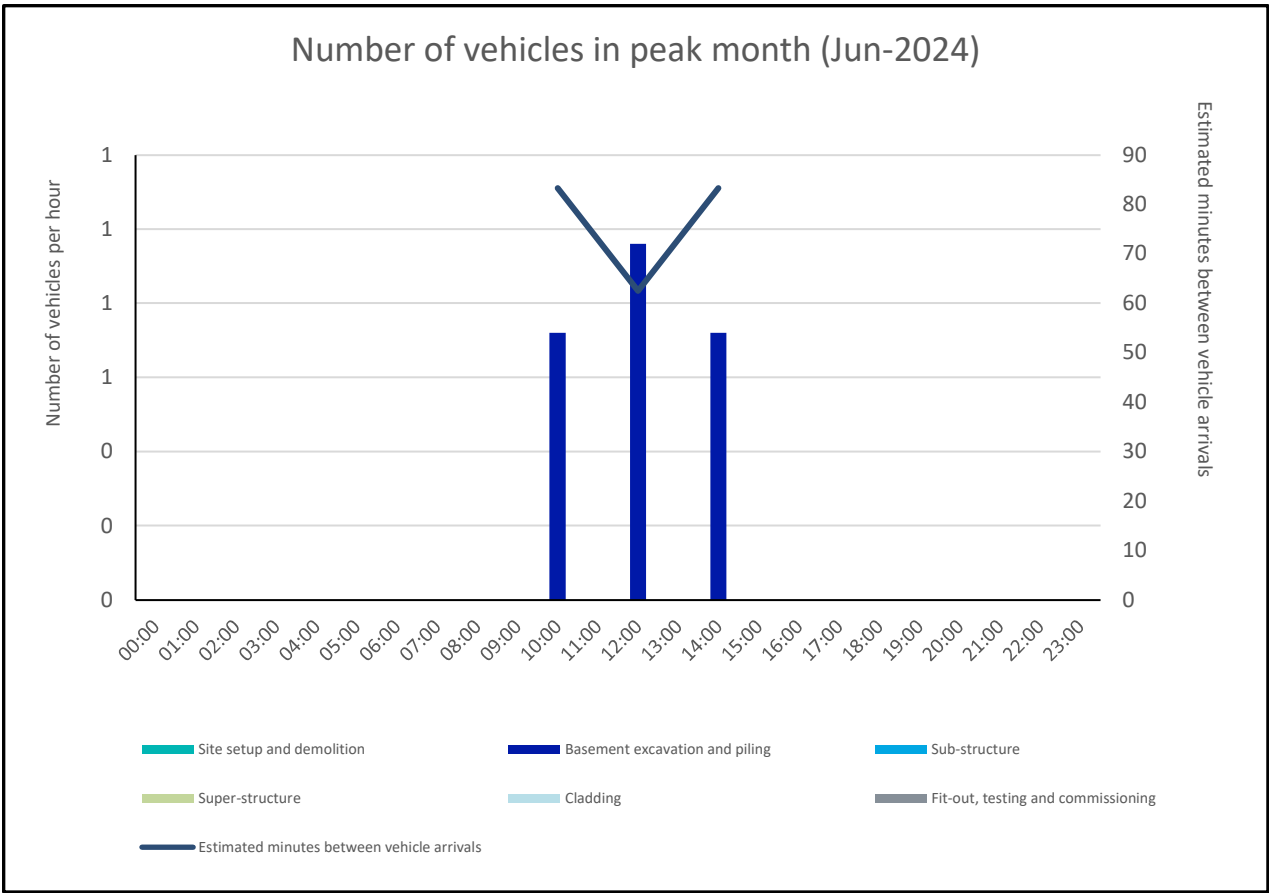
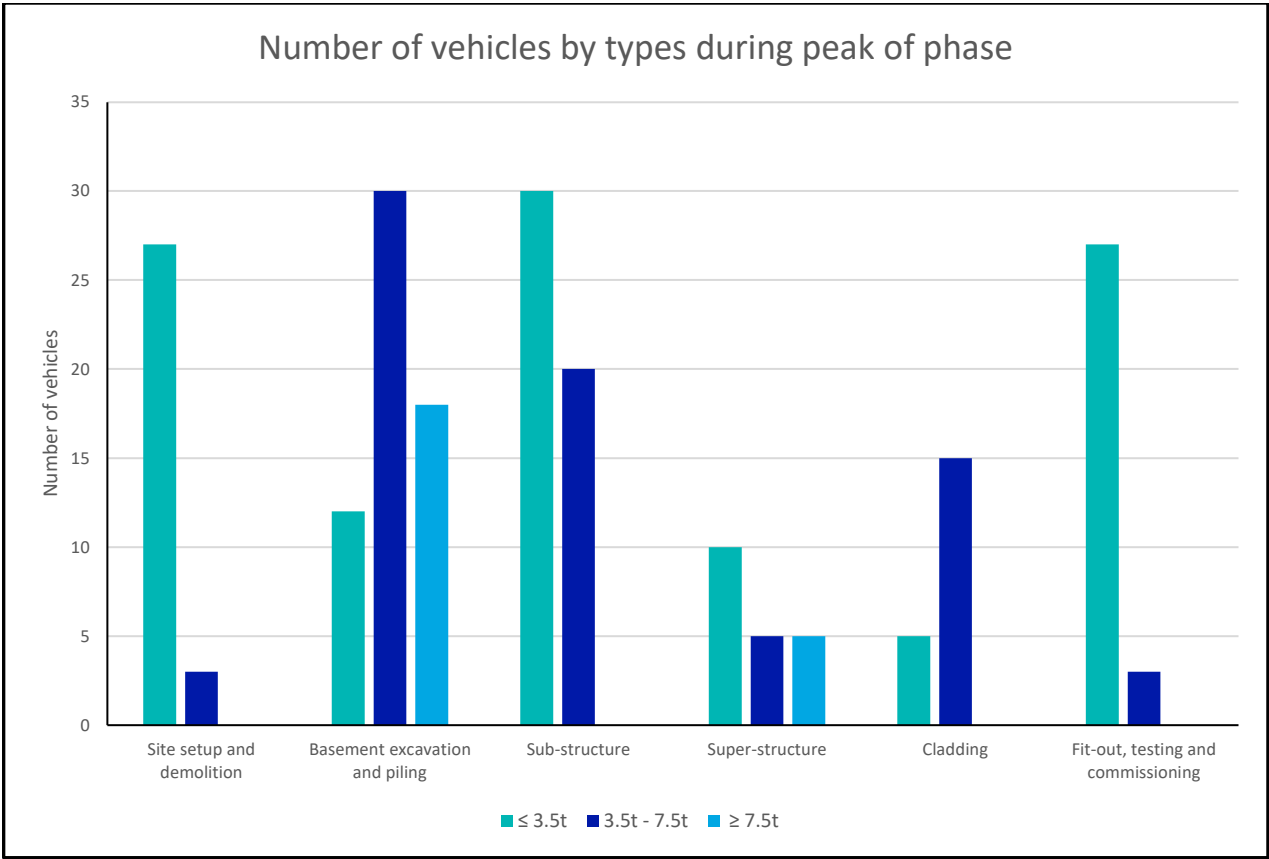
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q2 2024	10	0
Basement excavation and piling	Q2 2024 - Q3 2024	60	2
Sub-structure	Q3 2024 - Q3 2024	20	1
Super-structure	Q3 2024 - Q4 2024	15	1
Cladding	Q4 2024 - Q4 2024	10	0
Fit-out, testing and commissioning	Q1 2025 - Q1 2025	30	1
Peak period of construction	Q2 2024 - Q2 2024	60	2

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

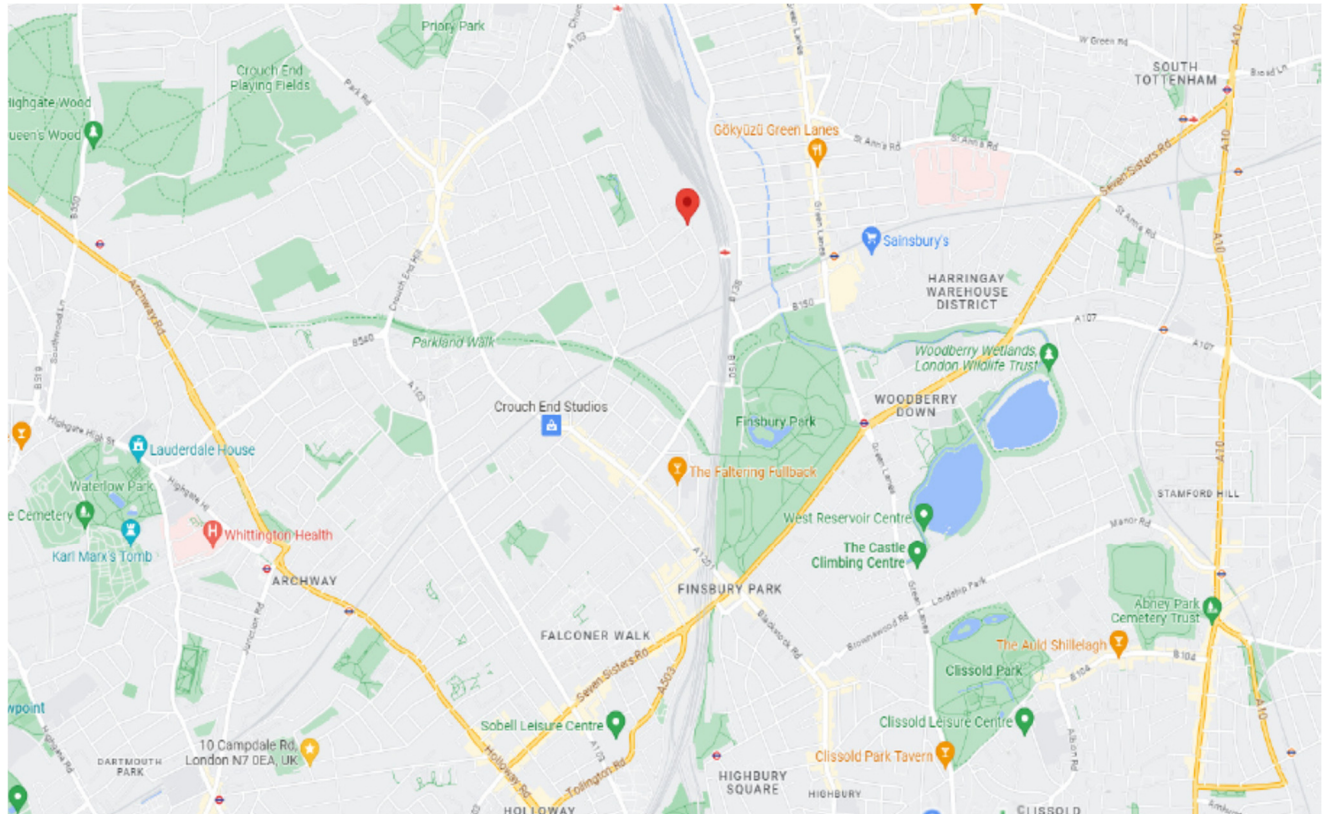
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q2 2024	30	1
Basement excavation and piling	Q2 2024 - Q3 2024	60	2
Sub-structure	Q3 2024 - Q3 2024	50	2
Super-structure	Q3 2024 - Q4 2024	20	1
Cladding	Q4 2024 - Q4 2024	20	1
Fit-out, testing and commissioning	Q1 2025 - Q1 2025	30	1

Total number of vehicles through construction programme





Vehicle routes:



The site location is highlighted by the **Red Pin**. This map shows the location of the site relative to key arterial routes which will carry the majority of site traffic from all directions. These routes are the responsibility of Transport for London.

The site lies within the London Borough of Haringey. The appointed Principal Contractor will work in partnership with TFL, Haringey Council and their supply chain to reduce and in some cases eliminate the nuisance of fumes, noise and dust within the community.

The site is well served by a number of arterial Red Routes that will carry all of the site traffic which will be instructed to approach the site from the north side using the A406 connecting to the B550 before turning into Muswell Road and then Muswell Mews. The following guidance on the most appropriate route for our primary materials will be developed with Haringey Council and this document sets out the preferred access route to the site.

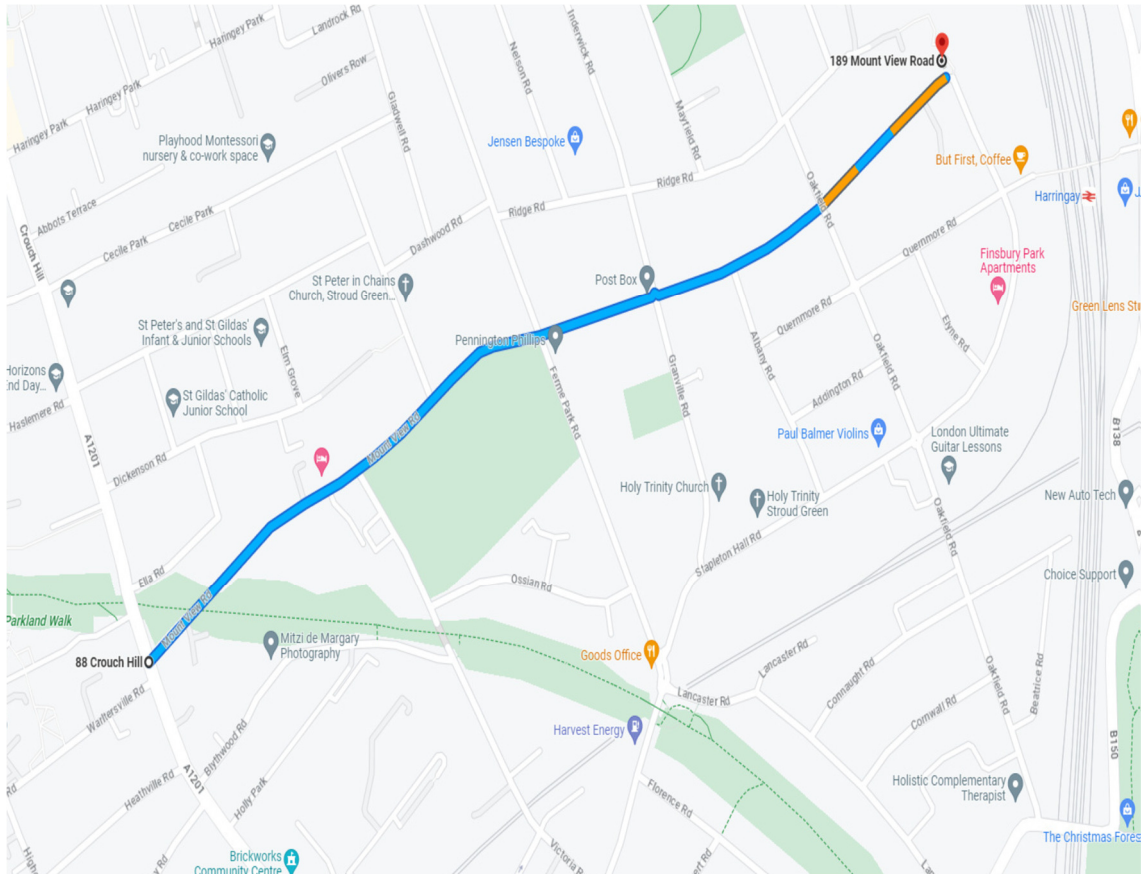
This information will be distributed through our supply chain mainly to the following key sub-contractors and suppliers:

- Groundworks
- Structural Steel
- Timber frame
- Brick & Blockwork
- Stud Partition
- Insulation
- Mechanical and electrical plant.
- Roofing suppliers.
- Doors, windows and cladding suppliers.
- Case-good items, finishes, carpets, and furniture.

Preferred Access route:

The preferred access route for all delivery vehicles will be via the A1201 Crouch Hill either turning left if approaching from the North or Turning right if approaching from the south onto Mount View Road.

The proposed delivery zone is located at the bend where Mount View joins Stapleton Road..



The route described above has been evaluated to consider any existing width restrictions, to accommodate the size of the vehicles, to ensure when possible 'A' roads are used to approach to the site, to avoid passing school locations.

When departing from site the vehicles will continue along Stapleton Road, Turn right onto Oakfield Road and then left onto Mount View Road. Vehicles will then follow the exact same route back along Mount View Road until reaching the A1201.

Local Highways Authority

London Borough of Haringey are responsible for all roads not classified as red routes. Their responsibilities include:

- highway maintenance
- drainage maintenance
- gully cleansing
- winter gritting
- filling salt bins
- repairing faulty street furniture
- making potential hazards safe in an emergency
- clearing up after road traffic accidents
- road and pavement markings
- street lighting and illuminated signs
- registration, co-ordination and inspection of roadworks

Consolidation of Loads

In promoting Corporate Social Responsibility, we will promote local employment and economy. This is achieved by using local supply where feasible. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution and road casualties.

Vehicle Call up Procedure

All delivery and collection vehicles will be given set arrival times to facilitate preparation for loading or unloading. This information will be communicated to all suppliers and contractors selected for this project. The Traffic Marshalls/Banksman will ensure the safe passage of pedestrians, cyclists and other vehicles during the delivery process.

Under no circumstances will vehicles be permitted to wait or stack in the vicinity of the construction site.

To ensure the site is prepared for the next vehicle (loading/collection area is clear) the site manager will arrange with suppliers and contractors (when appropriate) to call 30 minutes before arrival. If the loading/collection area is unprepared or occupied due to an unavoidable delay then the arriving vehicle will be turned away and that particular delivery will be rearranged to ensure that the vehicle will not cause any obstructions to the public highway.

Traffic Management

There will be no storage of plant or materials on any area of the public highway and Pedestrians will be protected from the construction site by use of secure hoarding around the compound.

The Traffic Marshall/Banksman will also ensure the protection of vehicles, cyclists and pedestrians along Mount View Road, Stapleton Hall Road and the walkway from High Bank Way when vehicles arrive or depart from site. During the loading/unloading process pedestrians will be guided between the delivery zone and the site compound.

Vehicles delivering to the site will park in the proposed delivery zone with the aid of two appointed Traffic Marshalls/Banksman. Prior to vehicles reversing into the delivery zone Stop/Go signs will be utilized on Mount View and Stapleton Hall Road to control vehicles, cyclists and pedestrians until the delivery vehicle completes the reverse manoeuvre.

Following completion of the delivery the vehicle will depart using a forward manoeuvre along Stapleton Hall Road Turn right onto Oakfield Road and then left onto Mount View Road. Vehicles will then follow the exact same route back along Mount View Road until reaching the A1201.

Strategies to reduce transport impacts

The following planned measures have been identified to achieve the goals of this Method of Construction Statement.

High Impact Site Planned Measures Checklist	Committed	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 Construction Consolidation Centres			x

Measures to encourage sustainable freight			
Freight by Water			X
Freight by Rail			X
Material procurement measures			
DfMA and off-site manufacture		X	
Re-use of material on site	X		
Smart procurement	X		
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		
Preventing HGV movements during school drop off and pickup	X		

MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

Safety and environmental standards and programmes

We are committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Silver is the minimum requirement and will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use from the start of the project. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the site manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk

Adherence to designated routes

All suppliers and contractors utilized on this project will be provided with verbal and written communications to make them aware of the planned route. This communication will include the highlighted route on a map for distribution to all drivers. The agreed vehicle route shall be included as a contractual requirement of all of the Sub- Contractors

Suppliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the site manager to ensure deliveries are controlled and vehicles are not waiting on local Roads, thereby ensuring that there is always space at the site to accommodate the necessary deliveries.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

Delivery scheduling

The construction traffic volume is not considered significant enough to introduce strict procedures. The timing within the project ensures there is no overlap in contractor vehicle activities and therefore queuing of vehicles is unlikely to occur.

The Principal Contractor will nonetheless coordinate deliveries and collections to optimize the frequency of deliveries, reduce congestion and make more efficient use of delivery vehicles.

Should vehicles arrive outside their allotted time then they will be turned away and the delivery organized for another time that is suitable. In this case the Site Manager will make contact with the supplier to agree an alternative slot.

Suppliers and sub-contractors who abuse the system will be reprimanded initially, but if they continue to abuse the system and not work in accordance with the Principal Contractors site policy then their contract will be terminated and an alternative company sought.

The Principal Contractor will only off load one delivery at any given time within the designated delivery area and not allow the area to become congested.

Suppliers and subcontractors will be encouraged to optimize transport efficiency and minimize transport impacts by adhering to the delivery plan. The Principal Contractor will maintain a register of approved suppliers that are used on this project.

Re-timing for out of peak deliveries

Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The Principal Contractor will commit to attempting to re-time as many deliveries as possible out of the peak time and will ensure delivery hours are restricted to 9:30am to 2:00pm

Re-timing for out of hours deliveries

The Principal Contractor does not anticipate the need for out of hours deliveries however should this change they will seek planning permission for out of hour's deliveries and commit to deliveries in these times where possible.

Use of holding and vehicle call off areas

The site will have limited storage availability within the site compound; However the contractor does not anticipate the need for a delivery vehicle holding point as they will operate on a 'Just In Time' delivery process. Should the circumstances change then a holding point will be identified away from the site and any congested areas within Haringey. A holding point will allow vehicles to arrive in the vicinity early and delay their final approach to the site in line with the pre-arranged delivery time which will lead to a greater logistical efficiency and reduced disturbance in the immediate surrounding area.

Use of Construction Consolidation Centre

A Construction Consolidation Centre (CCC) is a distribution facility through which material deliveries are channelled to construction sites. The material is handled with appropriate equipment and stored in dry, secure locations. On call off from the site, the CCC operator makes up consolidated loads and delivers them on a Just-In Time basis. This process is often combined with on-site logistics specialists delivering materials to the point of use and provides an excellent opportunity to improve the overall resource efficiency of a construction project.

Unfortunately due to the location of the site and the planned timing of material deliveries this will not be feasible for this project. All materials for this site will be locally sourced on a Just-In-Time basis making the benefits of a construction consolidation centre redundant.

MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

Freight by Water

There are no canals in the vicinity of the site and therefore freight by water is not a possibility

Freight by Rail

Initial discussion on the possibility of using the underlying rail line as a freight network has been considered not to be a solution as it will disrupt the local railway line schedule to a great extent and there are no sidings nearby at which to unload

MATERIAL PROCUREMENT MEASURES

Design for Manufacture and Assembly and off-site manufacture

The potential benefits of off-site fabrication and consolidation are acknowledged and the potential use off-site fabrication will be considered during the lifespan of this project by the contractor.

The contractor will consider the appropriate use DfMA as a measure to reduce the impacts of construction. The contractor will be required to assess the potential benefits of the measure based on the delivery schedule, method and materials of construction and size of construction vehicles.

One example of DfMA already confirmed by the contractor is the prefabrication of steel works.

Re-use of material on site

A number of measures will be explored to re-use material on site. These will be decided upon in agreement with the client and contractor. However as the site is an empty plot and existing local welfare facilities will be used there will be limited opportunity for re-use. When appropriate excess materials will be recycled to decrease environmental impacts.

Smart procurement

The clients and appointed contractor will explore local suppliers in the procurement stage that will not only contribute to the local economy but also reduce fuel usage during deliveries.

OTHER MEASURES

Collaboration amongst other sites in the area

The developer and appointed contractor will consult with Haringey Council, TfL, and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis. We are currently not aware of any nearby developments but should any be found then the possibility of collaborating on holding areas and shared services will be pursued.

Implement a staff travel plan

There will be no on-site parking provided for construction worker's vehicles. Restrictions will also be imposed to prevent on-street parking. As there are excellent transport links nearby, travel by public transport will be strongly encouraged along with cycling to work. Cycle racks in a secured area will be made available to all operatives to take the cycling option.

Preventing HGV movements during school drop off and pickup

As indicated earlier in this document the nearby schools deserve extra attention and care to increase safety and reduce unnecessary risk. HGV deliveries will be scheduled, where possible, outside of school drop off and pickup times.

7.0 Provision of boundary hoarding

The construction site faces Mount View Road and runs along the High Bank Way walkway and access to the site will be via hoarding installed around the plot known as the rear garden of 189 Mount View Road.

Site traffic will park directly to the front of the site within the proposed delivery zone.

All construction vehicles will load/unload within the site delivery zone to ensure there is minimal obstruction to traffic flows.

Mount View Road is sparingly used by pedestrians however they will be protected during vehicle movements and loading/unloading as previously described.

8.0 Wheel washing facilities

There will be significant excavation works performed on this project, however the delivery zone will be located on Mount View Road immediately outside the site compound which is a hard standing surface.

The route between the site and any skip or wait & Load facility will be swept up and debris collected after each and every delivery. A wash station will be incorporated to facilitate the washing down of this area after any sweeping is completed.

The site manager will be responsible for ensuring that the loads of any vehicle leaving the site are completely covered/sheeted so that debris is not deposited on the public highway.

The operator using the wash down facility will be given strict instructions to ensure that spraying is directed into the construction site compounds to avoid concrete/mud either being washed onto Mount View Road or onto the public highway.

9.0 Community Liaison

The site manager shall keep residents informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic flows. Clear information shall be given well in advance and in writing.

On the hoarding and clearly visible a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

All Contact Boards shall include the following materials:

- (a) The title 'Contact Board'
- (b) Name of the main contractor, address and person to whom correspondence should be addressed.
- (c) Name of the site manager.
- (d) Month and year of completion of works.
- (e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

The site manager will ensure that a staffed telephone enquiry line is maintained at all times when site work is in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to Haringey Council Noise and Licensing Enforcement Team

Should noise/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

Principal Contractor Contact Name: TBC

Principal Contractor Contact Address: TBC

Principal Contractor Contact Details: Landline: TBC
Mobile: TBC
Email: TBC

Site Manager: TBC

Duration of Works: 46 Weeks

Community Liaison Contact Name: TBC

Project Manager Contact Name: TBC

A Complaints Register will be maintained and where possible will contain the complainant's details, date and time of complaint made, causes of complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, reasons for any unresolved complaint.

An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved, action taken and measures incorporated to prevent recurrence of similar event.

In addition to the general site rules imposed on all operatives, the site induction process will reiterate the location of a suitable smoking area and that bad language and unnecessary shouting will not be tolerated. Any complaints received regarding individuals on site will be processed through the complaint's procedure described within the community liaison above.

Other Community Considerations

SCHOOLS

Weston Park & St Aidans VC Primary schools are located nearby the site but neither is located along the proposed construction traffic route. The schools will be contacted to share information in order to maximise child and pedestrian safety.

ELDERLY CARE HOME

There are a number of care homes located on the Haringey ladder running parallel with the railway line. Although residents of these premises may be particularly sensitive to noise and vibration they are considered to be a sufficient distance away from the works not to be an issue.

THE SHOPPING DISTRICT

Wood Green shopping Centre is the nearest mall which is some distance from the site. Green Lanes would be the shopping area located in proximity to the construction site. The facilities available to the community lead to a significantly populated area however the construction site and construction traffic route does not lie between the existing transport links and the shopping area and therefore unlikely to cause an impact. The security of the site and specifically enclosure of the works will be key factors to ensure the safety of this community during the works.

HOSPITALS & HEALTH CENTRES

There are no hospitals in the vicinity of the site and therefore do not to require collaboration with the community liaison officer. There are a number of Health Centre's located on the Haringey ladder but again the site works are unlikely to have any impact on their operations or the community travelling to them.

NEIGHBOURING CONSTRUCTION SITES

At this present time there are **no known construction sites** located in the vicinity of the proposed works which would have an impact on traffic volumes. This will mean there will be no/limited risk of cumulative impact in terms of lorries etc. on the immediate area. If another construction site becomes operational before or during the works then coordination and cooperation with this site will take place via the respective site managers to ensure daily construction traffic volumes are limited.

PLACES OF WORSHIP

The nearest places of worship in the vicinity of the site are St Paul's Haringey and Holy Trinity. However these churches are predominantly visited on Sundays when the site is closed and it is unlikely that worshipers will be using the adjacent footpaths to walk to nearby transport links. The community liaison does not consider collaboration necessary in this case.

COMMUNITY CENTRES

Hornsey Vale and Kurdish Community Centre's are located a reasonable distance from the site and therefore unlikely to be affected by the works.

SPORTS FACILITIES

There are no sports facilities or gyms located in the vicinity of the site that would be affected by the construction works.

CYCLE LANES

There are no bus or cycle lanes between the site and proposed construction vehicle route along Mount View Road to/from the A1201 Crouch Hill.

10.0 Conclusion

- The site layout will allow for loading/unloading to take place within a delivery zone with the route in between managed by the delivery zone and site being managed by a banksman during the process.
- Procedures will be in place to prevent pollution of Mount View Road and the public highway.
- There will be minimal construction traffic movements that will peak at two per day.
- A reputable Principal Contractor will be appointed that will carefully manage this project and minimize traffic and construction disturbance to the local area.
- Careful consideration has been given in relation to the community surrounding the site and local transport links

We trust the above document satisfies the local authority to accompany the planning application reference number: HGY/2021/2919.