

Ashley Road Depot

**Construction Method
Statement**

June 2023



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Document Control Sheet	
Report Reference	CBE2133/RD/CMS/202206-EC
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Assessor	Edward Coate
Approved By	Ryan Thrower

1. INTRODUCTION

NRG Consulting have been commissioned to undertake a Construction Method Statement for the redevelopment of the vacant land at Ashley Road Depot within the London Borough of Haringey (LBH).

The description of development is:

“The erection of 272 homes extending 4-13 storeys, 174sqm of flexible Use Class E floorspace along with a new vehicular access to the site, car parking and two pedestrian north south routes.”

This report has been written to address the CMS element of Planning Condition 25 which states:

25) Above ground works for the development hereby approved shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

- i. A construction method statement which identifies the stages and details how works will be undertaken;***
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;***
- iii. Details of plant and machinery to be used during demolition/construction works;***
- iv. Details of an Unexploded Ordnance Survey;***
- v. Details of the waste management strategy;***
- vi. Details of community engagement arrangements;***
- vii. Details of any acoustic hoarding;***
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);***
- ix. Details of external lighting; and,***
- x. Details of any other standard environmental management and control measures to be implemented.***

The aim of this CMS is to set out the Code of Construction Conduct for the development, to prevent, reduce and mitigate potential significant impacts and effects.

More specifically, the CMS defines relevant requirements, thresholds/limits, measures, procedures, roles and responsibilities for the implementation of environmental and management controls throughout the duration of the works.

2. SITE DETAILS

2.1 Working Hours

The site will conform to the working hours below:

- Monday - Friday: 08.00 - 18.00 hrs
- Saturday: 08.00 to 13.00
- Sunday, bank holidays and public holidays: No works

2.2 Site Manager's Details

The point of contact for the site will be the Site Manager. Their details can be found below:

Details	
Name	Bryan McNamee
Company Name	Formation Design & Build Ltd
Telephone Number	07836518235
Email	bryan.mcnamee@formationdnb.co.uk
Position	Senior Contracts Manager

2.3 Principal Contractor

Formation Design & Build Ltd will be the principal contractor for the development at Ashley Road Depot. Any reference to a contractor within this CMS refers specifically to Formation Design & Build Ltd.

2.4 Construction Programme and Methodology

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2023 - Q2 2023	120	6
Basement excavation and piling	Q2 2023 - Q4 2023	160	8
Sub-structure	Q3 2023 - Q1 2024	120	6
Super-structure	Q4 2023 - Q2 2025	150	8
Cladding	Q1 2024 - Q3 2025	120	6
Fit-out, testing and commissioning	Q1 2025 - Q1 2026	100	5
Peak period of construction	Q3 2024 - Q3 2024	310	16

Table 3.1: Construction Programme

2.4.1 Site Setup and Enabling Works

The initial phase of the project involves thorough site setup and enabling works, which are essential for establishing a strong foundation for successful construction activities. This stage will include the removal of any existing hardstanding areas, a reduced level excavation, and the subsequent construction of a pile mat and haul roads. These foundational elements are crucial in ensuring adequate site preparation and the establishment of necessary infrastructure before commencing the main building works.

Since the site currently lacks any utilities, there is no requirement for service disconnection, simplifying the initial site preparation process.

The vehicle requirements for this phase of the project are outlined below:

- 4 x 13+ tonne excavators: These machines will be instrumental in carrying out extensive excavation work for site preparation.
- 2 x 6-9 tonne dumpers: These vehicles will be used to remove earth and debris resulting from the excavation process.
- 1 x 18 tonne muckaway lorry: This vehicle will be responsible for disposing of waste materials generated during site setup and enabling works.

To comply with best practice measures, it is important to ensure that these vehicles are maintained in optimal condition and adhere to the latest emission standards to minimize environmental impact. Furthermore, efficient scheduling and routing of vehicles will be implemented to reduce congestion and minimize noise pollution in the surrounding residential area.

2.4.2 Basement Excavation and Piling

The site necessitates the construction of a basement intended to house a sprinkler tank, located in the northern quadrant of Block C. This task will encompass the erection of a secant piled wall and the execution of requisite temporary works, subsequently followed by a phase of excavation.

Further to this, pile cropping and the casting of pile caps are mandatory tasks to ensure the necessary structural support is provided for the building. Alongside these activities, the installation of extensive service provisions and an effective drainage system are also required.

A crucial element within the project's best practice measures is the comprehensive training and accreditation of traffic marshals. These personnel will be present onsite during vehicle loading and unloading operations, ensuring the safe and efficient movement of vehicles, minimising potential hazards, and mitigating any risk of accidents. This practice not only prioritises the safety of personnel but also contributes to the smooth progression of the project..

2.4.3 Sub-Structure

As the project enters this phase, the influx of deliveries will significantly increase, necessitating the presence of vehicles for on-site unloading. These deliveries will primarily consist of materials integral to the substructure development. This pattern of loading and unloading is set to persist throughout the construction period, ensuring a steady supply of necessary materials and facilitating seamless construction processes.

The formation of the slab and core will primarily involve the use of concrete, leading to ready-mix lorries being the predominant vehicles accessing the site during this construction stage. Furthermore, it is projected that a crane will be essential at this juncture and is expected to be in operation for the remainder of the construction period.

During concrete pours, a Section 61 agreement will be sought after if any hours, which do not conform to this document's working hours, are required and/or agreed upon. No concrete pours of this nature will take place unless this Section 61 is in force.

Given the medium to large footprint of the site, along with its four entrances, it is well-equipped to accommodate a high volume of deliveries. This design advantage ensures smooth logistical operations and minimises potential disruptions.

The vehicle requirements for this phase include:

- 3 x piling rigs: These are essential for drilling holes for the foundation piles.
- Possibly 2 x 8-tonne excavators: These may be needed for digging, material handling, and demolition tasks, among others.

In line with best practice measures, it is crucial to schedule deliveries to avoid peak traffic times and minimise disruption to the local community. Similarly, ensuring that the vehicles and equipment adhere to emission standards will help reduce the environmental impact. Finally, the implementation of safety protocols for the operation of heavy machinery, such as cranes and piling rigs, is paramount to maintain a safe construction environment.

2.4.4 Super-Structure

One of the critical components of this stage is the fabrication of the reinforced concrete (RC) frame, a requirement for all blocks within the site. This phase will also see the installation of the Steel Frame System (SFS), further reinforcing the structure.

To facilitate the handling of heavy materials and the execution of high-level construction tasks, tower cranes will be strategically installed on-site. These cranes will significantly improve the efficiency of construction processes and are essential for the successful completion of the superstructure.

Another vital aspect of this phase is the erection of scaffolding around the perimeters. This is necessary to provide a secure working platform for construction work at height, ensuring the safety of workers and the efficiency of construction activities.

The positioning of the tower cranes can be found in the diagram below. In addition to these, three hoists will be operational during this phase, along with a telehandler, augmenting the handling and transportation of materials and equipment within the site.

Best practice measures for this phase include ensuring the safe and proper installation and use of tower cranes and scaffolding, complying with all safety regulations. Regular inspections and maintenance of these structures are also important to prevent accidents and keep the construction process on schedule. Furthermore, training for workers in handling heavy machinery and working at height will be crucial in maintaining a safe and efficient construction site.

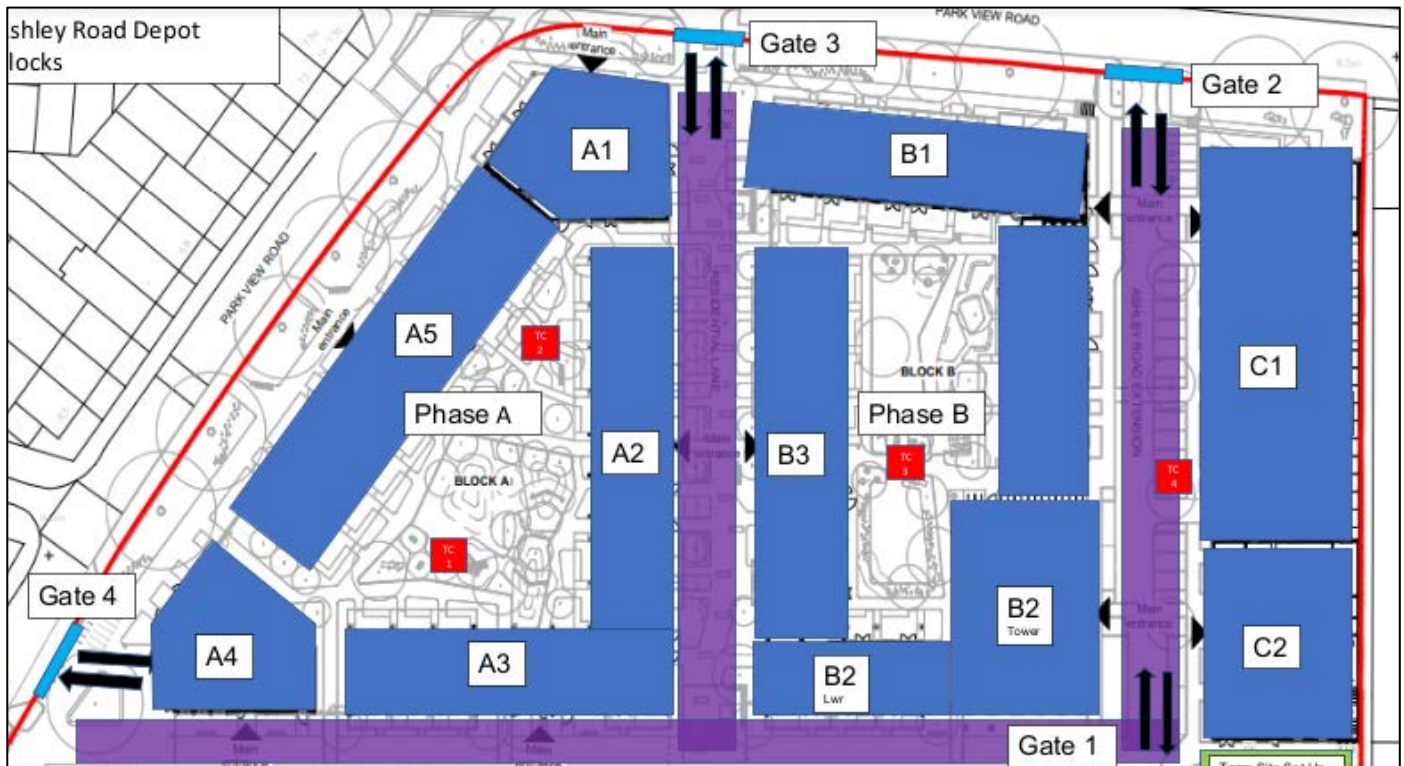


Figure 3.1: Site Crane Locations

2.4.5 Cladding

The façade works for this project involve several key elements. These include the installation of Cement Particle (CP) boards, window fitting, insulation placement, and comprehensive brickwork across all facades. The roofing component of this phase encompasses the construction of green and blue roofs, in addition to traditional flat roof construction. Block A5 necessitates a mansard construction, introducing a unique architectural feature to the building. These critical elements of the superstructure contribute towards the completion of the building's frame and exterior, resulting in a safe, functional, and aesthetically pleasing structure that aligns with the project's specifications.

2.4.6 Fit-out, Testing and Commissioning

The final interior fit-out will occur sequentially, at the culmination of each block's construction. This phase focuses on refining the interior spaces once the building has been rendered sufficiently watertight. Concurrently, the site hoarding will be removed from the exterior and replaced with Heras panel fencing to maintain a secure boundary. Prior to the completion of this stage, all cranes will be safely decommissioned and removed from the site.

Subsequent to the dismantling of the scaffold, external works will commence. This includes both hard and soft landscaping and the introduction of Sustainable Urban Drainage Systems (SUDS) in the form of via Attenuation Tanks.

2.5 Plant and Machinery

The expected heavy plant and machinery to be used for construction are noted below:

- Excavator – HITACHI ZX160LC-7 – (duration on site approx. 12 – 14 weeks)
- Dumper – Thwaites 9T Dumper – (duration on site approx. 12 – 14 weeks)
- Crane – Commansa (with reduced Jib height to comply with Network Rail)
- Roller – Bomag 120 Roller (Piling mat)
- Piling Rig – Soilmech Hydraulic Piling Rig SG65 (duration on site approx. 16 weeks)
- Telehandler – (varying duration on site)
- Articulated Lorries (Substructure, superstructure, cladding)
- Rigid Vehicles (throughout development)
- Vans (substructure through to fit-out)
- Mobile Crane

2.6 Unexploded Ordnance Survey

Details of the Unexploded Ordnance Survey can be found in Appendix 1.

2.7 Waste Management Strategy

The Project team will manage the waste on site and record the waste details. Waste Reports will be provided by the Waste Carriers on a monthly basis which will include:

- European Waste Code (EWC)
- Waste description
- Weight in tonnes
- Percentage of waste recycled

The details of waste carrier hired to transport non-hazardous waste and hazardous waste will be included and presented in this document once known. Their associated Waste Management License number and/or Pollution Prevention and Control Permit Number will also be presented here.

Details of the project waste management performance will be reported to the client at project meetings, where required. The SWMP will include targets for re-use, recycling and disposal of waste expressed as percentage. The client waste monthly report will include as a minimum:

- Comparison of waste management targets and actual performance.
- Analysis of waste produced on site per month.

The Project Manager is fully responsible for ensuring compliance with the current waste management legislation. All documents are to be retained for a minimum of 3 years.

In order to comply with current legislation, the Project Manager will:

- Identify the types and quantities of waste that the project will produce.
- Ensure that the recording of waste is updated as necessary, as a minimum monthly, to reference all waste that has been produced at site and removed from site.
- Nominate a member of the team on site as a “waste champion”, e.g. site manager, site supervisor.
- Ensure that the waste management strategy is communicated to everyone working on site.
- Ensure that waste management companies responsible for removing the waste provide copies of their carrier licences and environmental permits.
- Ensure that copies of all relevant hazardous waste consignments notes, and duty of care waste transfer notes are readily available on site for reference and review.

2.7.1 The Waste Hierarchy

Formation recognises that sustainable waste management starts with resource efficiency, using the raw goods purchased wisely. Their waste management incorporates *The Waste Hierarchy* and prioritises all such measures to:

- Minimise the generation of waste and target Zero Waste to Landfill.
- Increase the use of recycled and recovered materials.
- Reuse materials on site, wherever possible.
- Segregate non-hazardous waste for recycling, wherever possible.
- Segregate hazardous waste.
- Ensure the waste collected on site is efficiently managed to enable recycling, recovery or the best disposal option.

In order to manage waste effectively on-site, Formation will also:

- Implement just in time delivery
- Ensure that materials delivered to site are not damaged or unusable.
- Reduce the amount of packaging, wherever possible.
- Ensure that waste is handled and stored correctly.

2.7.2 Segregation on site

Where possible, the Project team will segregate non-hazardous waste material into separate waste streams.

When segregating waste, the Project Team will

- Use appropriate containers.
- Label containers clearly using appropriate signage.
- Allocate designated areas for container in suitable locations.
- Empty containers regularly to prevent lack of space and possible contamination.

- Monitor waste containers to ensure that contamination of segregated waste does not occur.
- Train site personnel via toolbox talks and the site induction programme.
- Enforce the segregation scheme using appropriate personnel, waste champion.

2.8 Hoarding

The information of the two standard Hoarding details, one with kentledge, one pots in ground can be found in Appendix 1.

2.9 External Lighting

Lighting will be sited to minimise visual intrusion and light spillage / pollution at nearby residential units, in so far as is consistent with the site safety requirements. Relevant guidelines and standards here are:

- BS 5489 for road lighting,
- BS EN 12464-2 for outdoor lighting.
- ILP's "Guidance Notes for the Reduction of Obtrusive Light GN01" (2011)
- CIRIA's "CIRIA Report C532: Control of Light Pollution from Exterior Lighting Installations."
- Institute of Lighting Engineers document 'Guidance notes on reduction of light pollution' (2000)
- HSE – HSG38 "Lighting at Work"

Although some of the documents are not specifically tailored to construction sites, these guidelines can be applied to ensure minimal light pollution and obtrusive light.

Lighting will be spaced out along the hoarding line to ensure that it is visible to nearby pedestrians, cyclists, and any other nearby residents. The specified unit can be seen below (ASD Anti-Vandal Bulkhead White Prismatic with an efficacy of 72 lm/W).

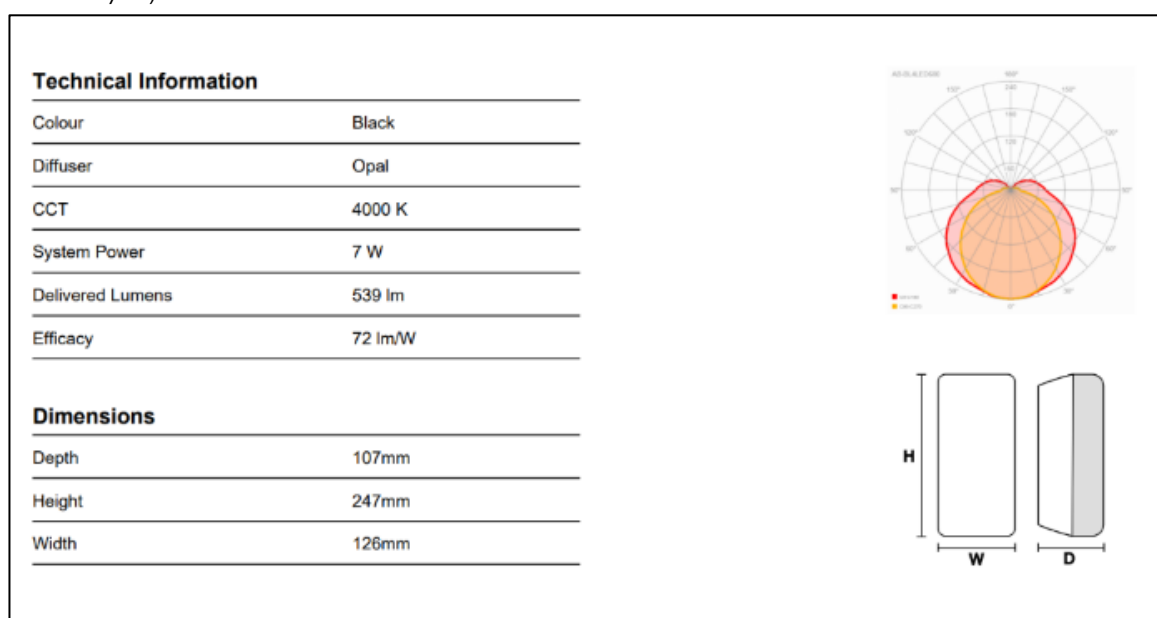


Figure 3.2: Hoarding Lighting Specification

2.10 Drainage Strategy and Surface Water Runoff Performance Specification

Details of the Drainage Strategy and Surface Water Runoff Performance can be found in Appendix 3.

3. COMMUNITY ENGAGEMENT STRATEGY

Formation place genuine emphasis on stakeholder and community engagement and want to leave a lasting legacy behind that provides more than simply delivering a successful project.

The success of delivering a project depends on their ability to engage with and respond to the local community, neighbours, schools and wider stakeholders. Formation aim to establish and maintain a proactive dialogue with the community to ensure a comprehensive understanding of the project's impact and to respond promptly to any queries.

The stakeholder engagement strategy will ensure that the appropriate method of engagement is delivered during the Construction Stage of works.

3.1 Community Engagement & Liaison Officer

Formation will have in place a dedicated and experienced Community Engagement Officer for the scheme, with local knowledge gained during previous projects in London with similar briefs.

Current Details (subject to change) are:

Information	Details
Name	Anita Collopy
Email	anitacollopy@formationdnb.co.uk
Number	020 7920 7590

The Community Engagement Officer will have an open-door policy, this ensures that the officer is accessible to any member of the community who wishes to discuss the project. Formation believe in transparency and open communication, and Formation understand that their activities will impact the daily lives of residents and stakeholders.

The following actions will form the responsibilities of the Community Engagement Officer (CEO):

- The CEO will make sure the construction team understands and accommodates for local constraints, events, peaks, (e.g. school timetable, church events, sporting events,). This includes regularly updating the team about these constraints and ensuring they are factored into the project planning and execution.
- The CEO will be responsible for implementing our Community Engagement Strategy to address how Formation will engage with the community throughout the project, managing enquiries and complaints, and liaising with all identified resident groups. This includes being a point of contact for the community, providing clear and prompt responses to all enquiries, and ensuring any complaints are effectively addressed and resolved.
- The CEO will use early consultation with the client to understand engagement with the community that has taken place to date and any S106 requirements. These will be integrated into the community engagement strategy. The CEO will make sure Formation always adhere to all client requirements and obligations, including but not limited to noise, dust and vibration, traffic management, and environmental impacts.
- The community engagement strategy will include agreed KPIs to measure and monitor our performance. Formation will regularly review these KPIs to ensure they are meeting our community engagement objectives

and to identify any areas for improvement. Formation will make sure they provide a consistent high level of engagement.

- The community engagement strategy will have an integrated Communications Plan (which will be fully managed by the CEO). This plan will outline the key messages, communication channels, and frequency of communication to ensure clear, consistent and timely communication with all stakeholders and community members.

3.2 Stakeholder Identification

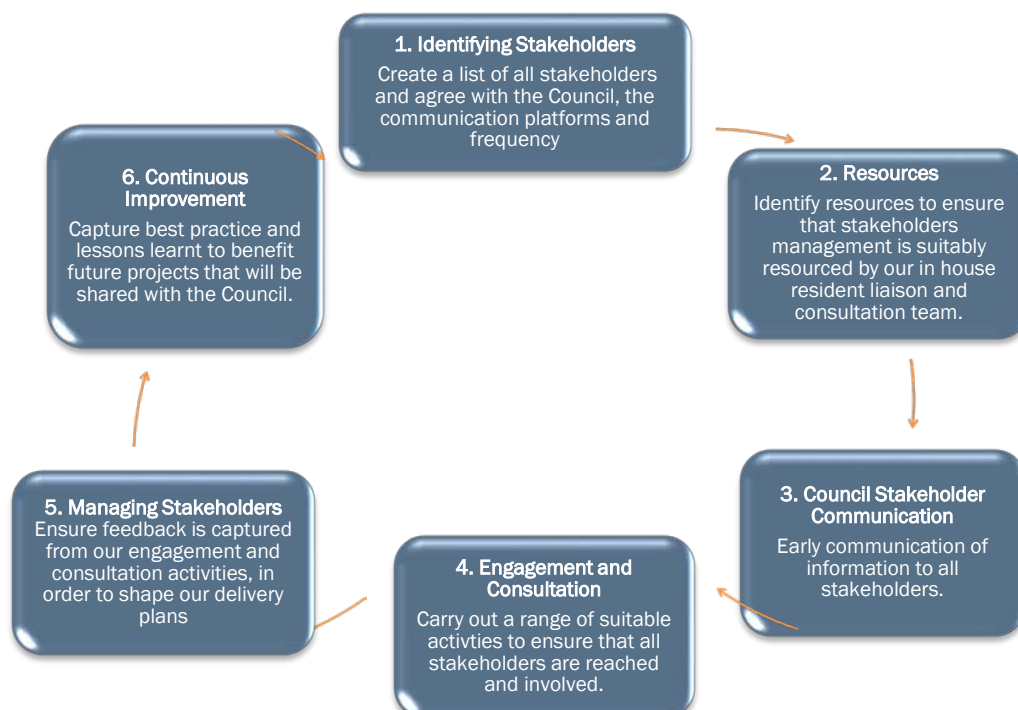
The first task to be undertaken by the Community Engagement Officer (CEO) will be to undertake Initial Stakeholder Analysis to establish key Stakeholders involved at this stage of the project, the initial assessment has identified the below schedule of Stakeholders.

Formation will ensure to engage with these stakeholders early and often. Regular meetings and updates will be scheduled to keep them informed about the progress and any changes in the project. Formations goal is to build strong relationships with stakeholders, and they believe that regular, open and respectful communication is key to achieving this.

Project Stakeholders Identified

- Council Cabinet Members
- Local Ward Councillors
- Planning Department
- Highways Department
- Canals and Waterways Trust
- Client Project Development Team
- Scientific Services Department.
- Utility Providers
- Health & Safety Executive
- Local Residents
- Local Businesses
- Local Schools

Engagement Strategy



- The Community Engagement Officer (CEO) will provide a consistent approach to community engagement throughout the project, managing enquiries and complaints, and liaising with resident groups. They will actively listen to and incorporate community requirements, particularly those related to local safety, during construction.
- Formation will continue with monthly newsletters, regular updates to the project website, and ad hoc notices of site events, such as early morning crane deliveries. Additionally, Formation will ensure these communications are accessible to all community members, including those with disabilities or language barriers.
- Formation will continue to attend regular meetings with resident groups and local businesses, providing them with updates and addressing their concerns.
- The site will be registered with the Considerate Constructors Scheme) registration and there will be a display notice board with the relevant contact details.
- Site operatives, including the supply chain, will receive training in respectful public liaison at their site induction training. This will ensure all interactions with the public are carried out in a polite, professional, and considerate manner.
- Formation will ensure the community has regular, easy access to our Community Engagement Officer through a dedicated telephone number and email. Formation will also offer alternative contact methods, such as social media or a dedicated website contact form, to accommodate different preferences.
- The Community Engagement Officer will attend the project progress meetings. This will ensure stakeholder requirements are always included in our methodologies, programmes, and schedules for deliveries. Furthermore, the CEO will provide regular feedback to the project team on community sentiment, concerns, and suggestions, ensuring a two-way dialogue between the project and the community.

The below table sets out the Strategy for engaging with the Project Stakeholders & Local Communities.

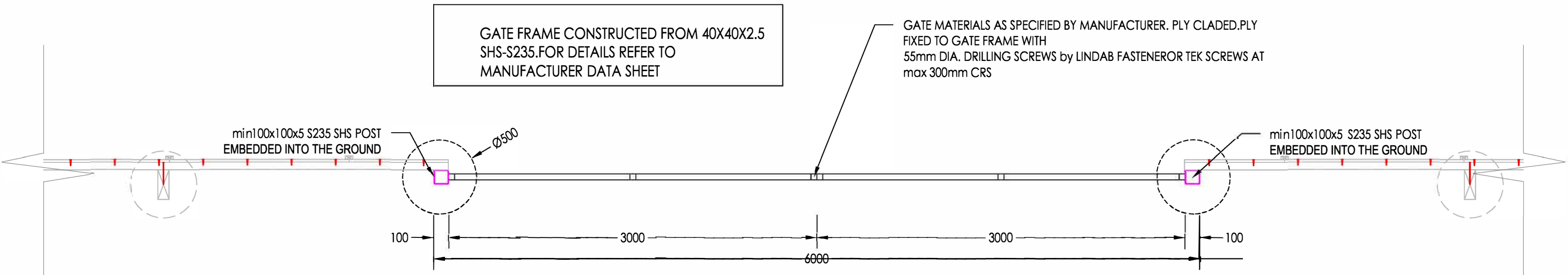
Stakeholder	Initial Steps	Proposed engagement and consultation methods	Proposed Frequency
Council Cabinet Members	Introductory Meeting / Stakeholder-specific meetings	Provision of project progress reports	Quarterly
Local Ward Councillors	Introductory Meeting / Stakeholder-specific meetings	Monthly progress reports including photos Compliments/complaints report Site visits and estate walkabouts	Monthly
Planning Department	Introductory Meeting / Stakeholder-specific meetings	Our in-house technical team working with planners, and all the key stats authorities including UKPN, Thames Water and British Gas.	In accordance with statutory requirements and best practice

Highways	Introductory Meeting / Stakeholder-specific meetings	Our in-house technical team working with the Highways division and all the key stats authorities including UKPN, Thames Water and British Gas.	In accordance with statutory requirements and best practice
Canals and Waterways Trust	Introductory Meeting / Stakeholder-specific meetings	Updates and agreements including consents for works adjacent and in proximity to the canal	In accordance with statutory requirements and best practice
Client Project Development Team	Introductory Meeting / Stakeholder-specific meetings	Monthly progress reports including photos Compliments/complaints report Site visits and estate walkabouts	Weekly/monthly
Scientific Services Department.	Introductory Meeting / Stakeholder-specific meetings	Provision of project progress reports	Monthly
Utility Providers - Disconnections of Existing Services	Introductory Meeting / Stakeholder-specific meetings	Our in-house technical team working with planners, and all the key stats authorities including UKPN, Thames Water and British Gas.	In accordance with statutory requirements and best practice
Health & Safety Executive	Introductory Meeting / Stakeholder-specific meetings	Our in-house technical team HSE in Accordance with Statutory Requirements.	In accordance with statutory requirements and best practice
Local Residents	Introductory Meeting / Stakeholder-specific meetings	• Monthly Newsletters • Project Website • Regular visits from RLOs • 24/7 customer care call centre • Estate walkabouts • Neighbouring Property Booklets • Advance notification of deliveries and noisy/disruptive works / dust creating work during demolition phase. • Safety talks • Attending local community meetings	Ad hoc / monthly

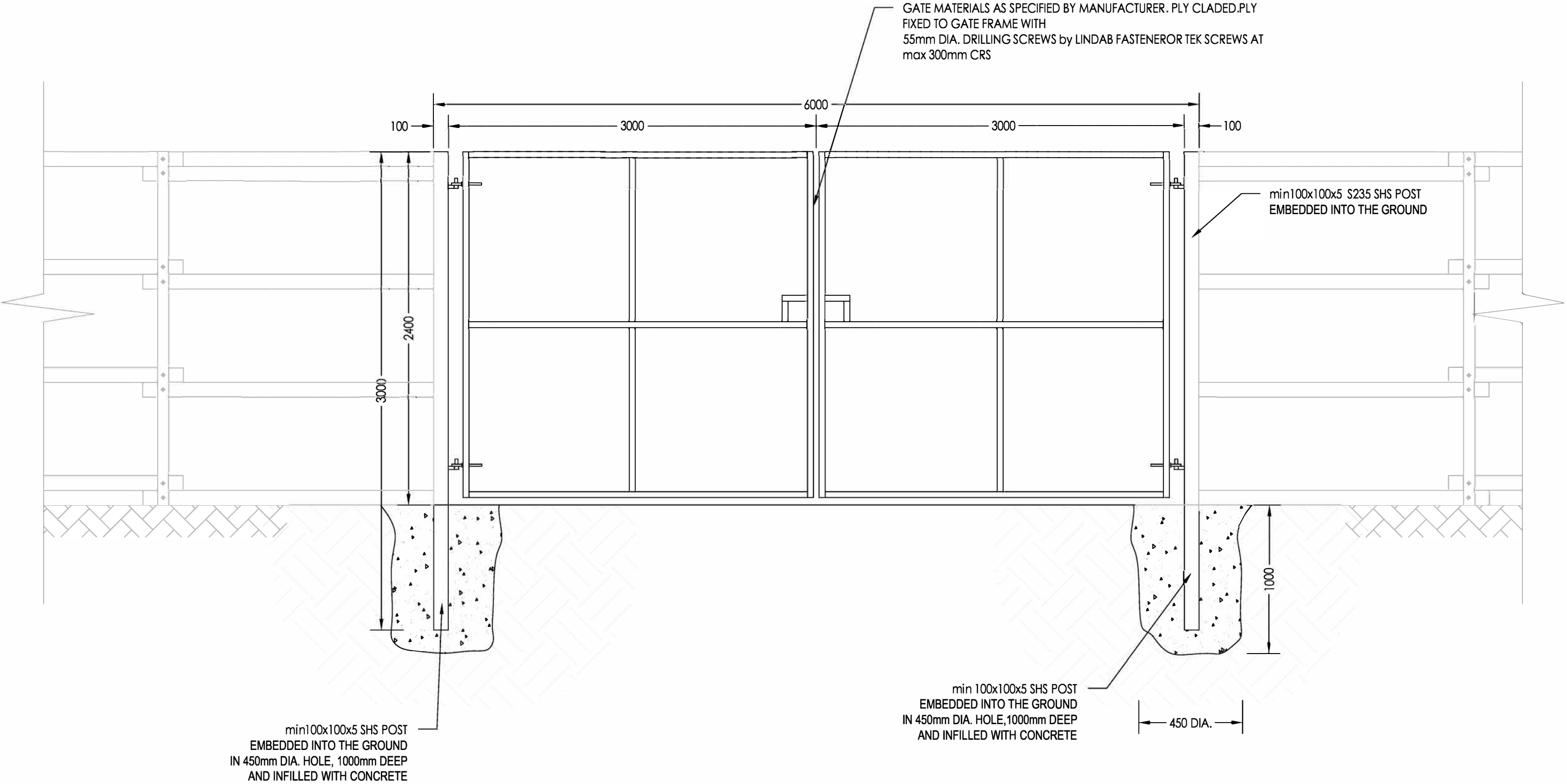
Local Schools	Introductory Meeting / Stakeholder-specific meetings	Meetings and email to ensure accurate provision of key project information including traffic management plans. Attendance at school assemblies and other events to promote careers, learning and construction safety amongst pupils	Weekly/monthly
Local Businesses	Introductory Meeting / Stakeholder-specific meetings	Meetings and email to ensure accurate provision of key project information including traffic management plans and significant noisy / dust creating work during demolition phase.	Ad hoc / monthly

Appendix 1





PLAN VIEW
Scale 1:25



FRONT ELEVATION
Scale 1:25

! MAX WEIGHT OF THE GATE 350kg ONE LEAF



GENERAL NOTES:

This drawing has been prepared from information supplied to us by our Client / the Contractor . All information within this drawing is subject to checking by our Client and the Contractor to ensure the requirements have been correctly interpreted. The Client & Contractor must satisfy themselves that all dimensions, setting out are as required and practicable.

Hoarding designed in accordance with the following codes.
IS EN 1991-1:2005+NA:2013 Actions on structures-wind loading
IS EN 1992-1:2004-Design of timber structures

IMPOSED WIND LOADING

Full Wind Pressure kN/m²: 0.231
Horizontal Load kN/m: 0.74

ALTERATIONS & CHANGES:

No change or alterations of use without prior confirmation from TWS Design Limited.

The Client / Contractor must verify all site dimensions and notify of any discrepancies prior to erection.

RESIDUAL RISK NOTES:

It is not the policy of TWS Design Limited to prepare specific Designer Risk Assessments as design risks are identified within the drawing. Where risks cannot be eliminated and inherently reside within the scheme they are classified as 'Residual Risks' and will be identified with a warning triangle: ⚠

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DATE	REV	REVISION DESCRIPTION	DR	CHK



TWS Design Limited

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London
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Tel: 07565658751

www.twsgdesign.co.uk
info@twsgdesign.co.uk

CLIENT NAME
FORMATION CONSTRUCTION

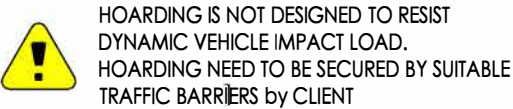
PROJECT NAME

DRAWING TITLE
2,4x6,0M GATE TO GROUND

DRAWING NUMBER	REVISION	SCALE	DESIGNER	DATE
3021-03	0	As Shown @ A1	MH	24/08/22
			CHECKER	DATE
			TS	24/08/22

THROUGHBOLT B. FIXING GUIDE

EXCALIBUR BOLTS FIXING GUIDANCE



GENERAL NOTES:

This drawing has been prepared from information supplied to us by our Client / the Contractor. All information within this drawing is subject to checking by our Client and the Contractor to ensure the requirements have been correctly interpreted. The Client & Contractor must satisfy themselves that all dimensions, setting out as required and practicable.

Handing designed in accordance with the following codes:
IS EN 1902-1:2005+NA:2013 Actions on structures-wind loading
IS EN 1902-1:2004 Design of timber structures

IMPOSED WIND LOADING

Full Wind Pressure kN/m ² :	0.231
Horizontal Load kN/m:	0.14

CHANGES & ALTERATIONS:

No change or alterations of use without prior confirmation from TWS Design Limited.

The Client / Contractor must verify all size dimensions and notify of any discrepancies prior to erection.

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DATE	REV	REVISION DESCRIPTION	DR	C
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TWS DESIGN
temporary works engineers

CLIENT NAME
FORMATION CONSTRUCTION

PROJECT NAME

DRAWING TITLE

2,4M HOARDING TO BLOCKS

DRAWING NUMBER	REVISION	SCALE	DESIGNER	DATE
3021-01	0	As Shown @ A1	MH	24/08
			CHECKER	DATE
			TS	24/08

Appendix 2



Appendix 3

