

**Ashley Road Depot**

**Construction Method  
Statement**

**July 2023**

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| Document Control Sheet |                          |
|------------------------|--------------------------|
| Report Reference       | CBE2133/RD/CMS/202207-EC |
| Rev.                   | -                        |
| Issue Purpose          | Condition 25             |
| 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**

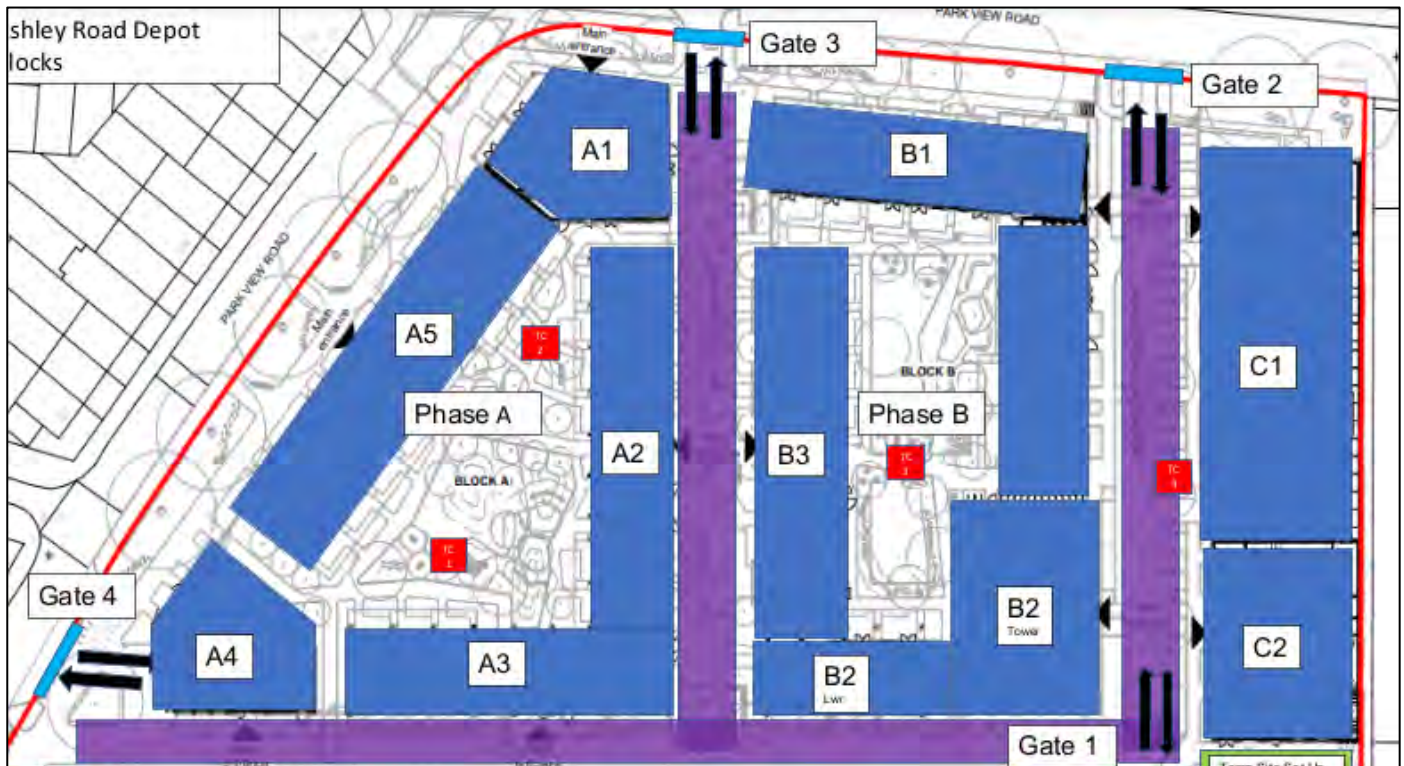
One of the critical components of this stage is the fabrication of the reinforced concrete (RC) frame, a requirement for all blocks within the site. This phase will also see the installation of the Steel Frame System (SFS), further reinforcing the structure.

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.

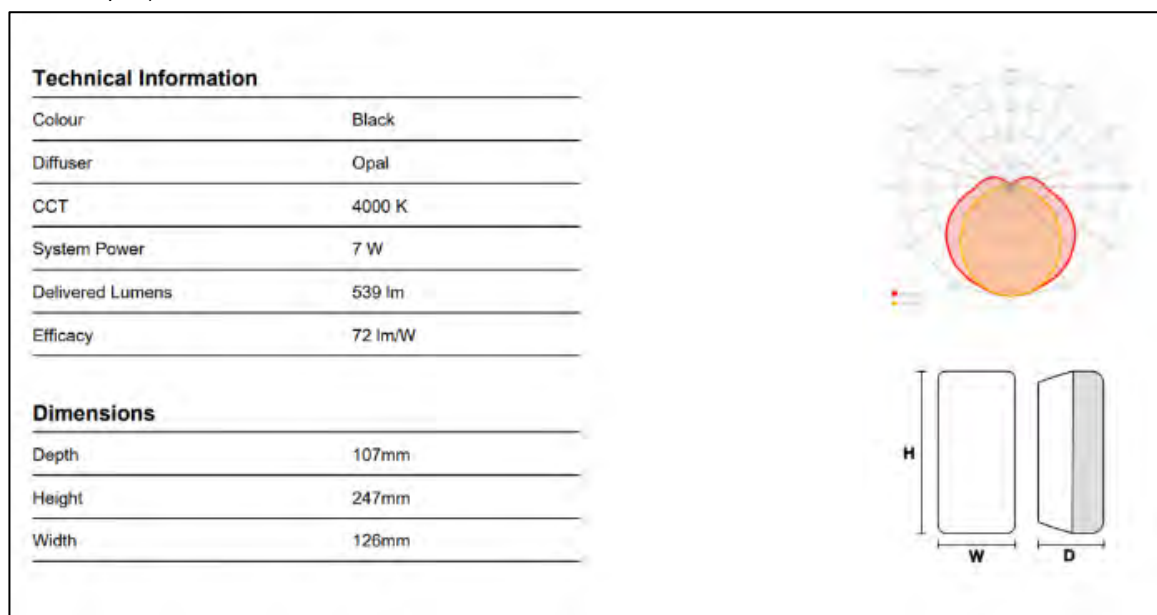
## 2.9 External Lighting

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

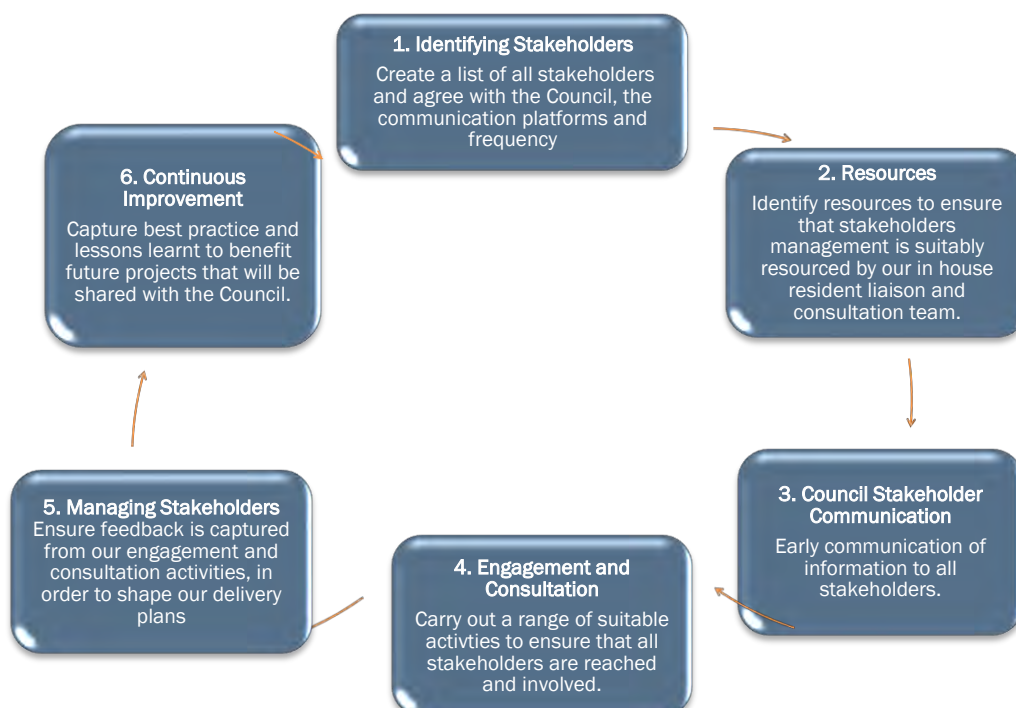
The first task to be undertaken by the Community Engagement Officer (CEO) will be to undertake Initial Stakeholder Analysis to establish key Stakeholders involved at this stage of the project, the initial assessment has identified the below schedule of Stakeholders.

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<br>Compliments/complaints report<br>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<br>Compliments/complaints report<br>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 | <ul style="list-style-type: none"> <li>• Monthly Newsletters</li> <li>• Project Website</li> <li>• Regular visits from RLOs</li> <li>• 24/7 customer care call centre</li> <li>• Estate walkabouts</li> <li>• Neighbouring Property Booklets</li> <li>• Advance notification of deliveries and noisy/disruptive works / dust creating work during demolition phase.</li> <li>• Safety talks</li> <li>• Attending local community meetings</li> </ul> | 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.<br>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 |

## 4. NRMM

The project has been registered on Non-Road Mobile Machinery(NRMM)

Evidence that the site has been registered with NRMM can be found in Appendix 4. This includes email correspondence and confirmation of NRMM registration. All applicable machinery will be registered.

NRMM is defined as any mobile machine or vehicle that is not solely intended for carrying passengers or goods on the road.

Generally, this includes all machinery on site, even those with road going registration plates, such as telehandlers and dumpers, as well as those that are not self-propelled, such as generators and compressors. The NRMM LEZ only applies to machines on construction and demolition sites, with rated power outputs between 37-560kW.

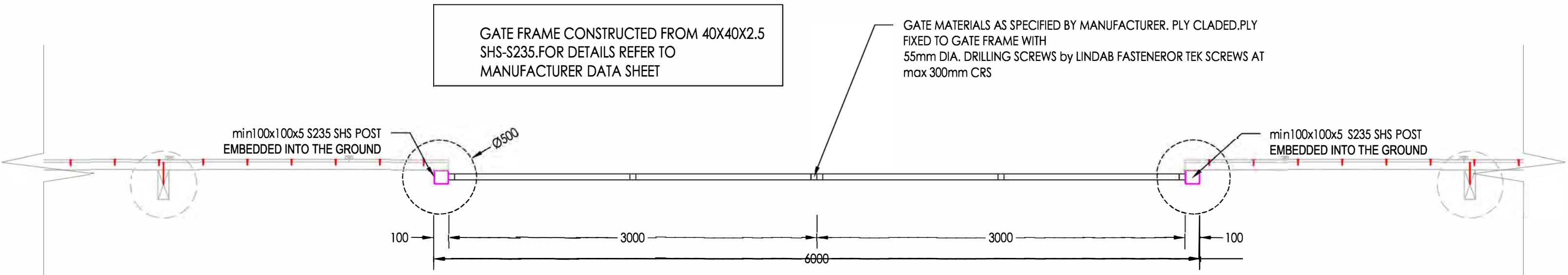
This evidence will also be made available on site in the event of local authority inspection with the site manager.

Plant and machinery on site will belong to each sub-contractor. Once these have been appointed and approved their plant and machinery will be continuously added to the NRMM register.

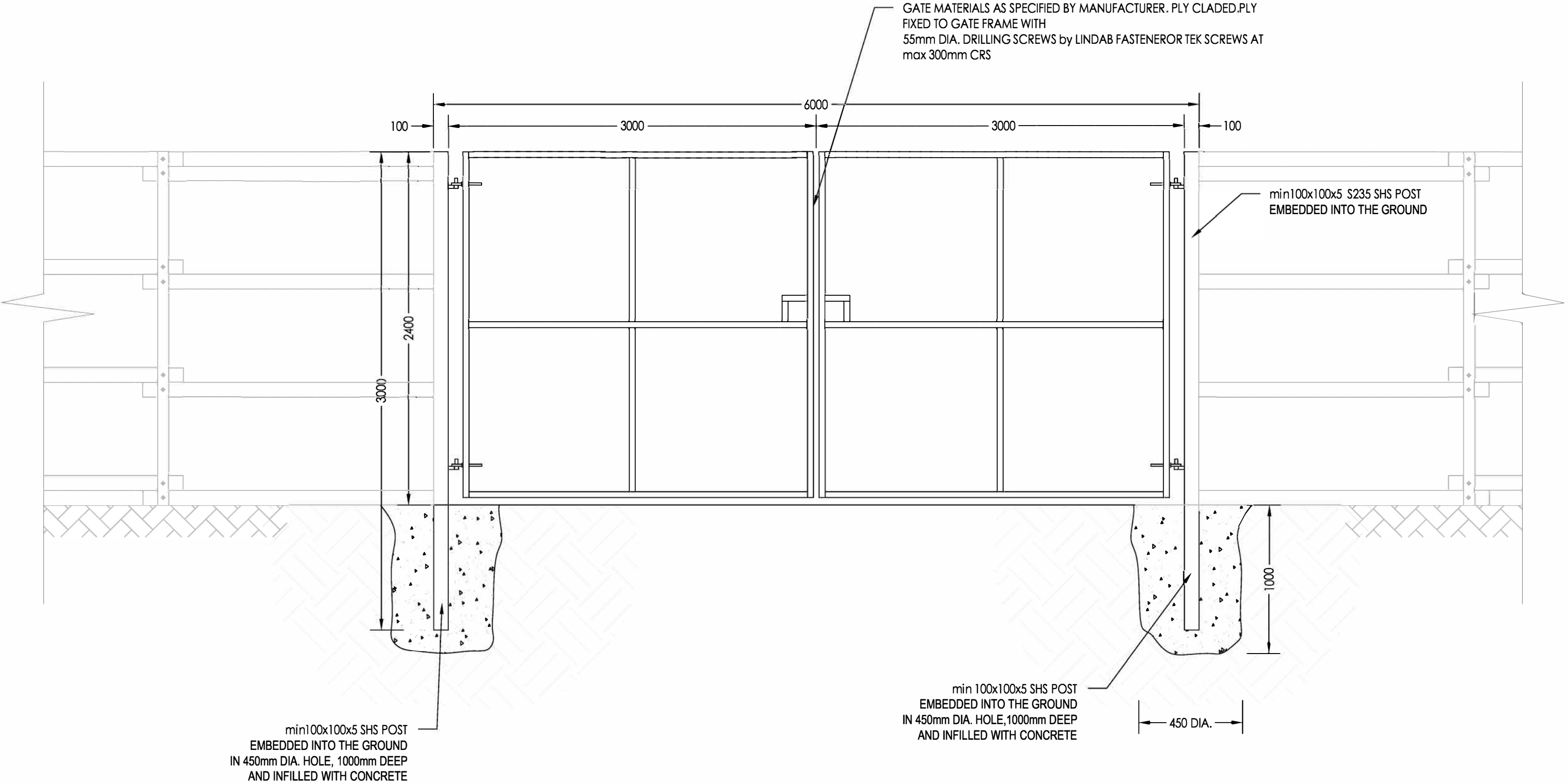


# Appendix 1





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: ⚠

This drawing is the property of TWS Design Limited and no reproduction or disclosure thereof may be made in whole or in part without written permission.

| DATE | REV | REVISION DESCRIPTION | DR | CHK |
|------|-----|----------------------|----|-----|
|      |     |                      |    |     |



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CLIENT NAME  
FORMATION CONSTRUCTION

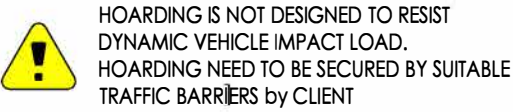
PROJECT NAME

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

[illegible]

# GENERAL NOTES:

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Heading designed in accordance with the following codes  
IS EN 1991-1-2:2005-NA:2013 Actions on structures-wind loading  
IS EN 1992-1-2:2004 Design of timber structures

## IMPOSED WIND LOADING

Full Wind Pressure kN/m<sup>2</sup>: 0.231  
Horizontal Load kN/m: 0.174

## 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 design and construction. Where risks cannot be avoided and theoretically reside within the system they are classified as 'Residual Risks' and will be identified with a warning triangle.

| DATE | REV | REVISION DESCRIPTION | DR | C |
|------|-----|----------------------|----|---|
|------|-----|----------------------|----|---|

 **TWS DESIGN**  
temporary works engineers

**TWS Design Limited**  
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CLIENT NAME  
FORMATION CONSTRUCTION

PROJECT NAME \_\_\_\_\_

DRAWING TITLE

2,4M HOARDING TO BLOCKS

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

# Appendix 2





# Preliminary UXO Risk Assessment

[www.1stlinedefence.co.uk](http://www.1stlinedefence.co.uk)

|                         |                                               |
|-------------------------|-----------------------------------------------|
| <b>Client</b>           | GEA Ltd                                       |
| <b>Project</b>          | Ashley Road Depot, London                     |
| <b>Site Address</b>     | Ashley Road Depot, Tottenham, London, N17 9AZ |
| <b>Report Reference</b> | PA14366-00                                    |
| <b>Date</b>             | 08/10/21                                      |
| <b>Originator</b>       | HF                                            |

## Assessment Objective

This preliminary risk assessment is a qualitative screening exercise to assess the likely potential of encountering unexploded ordnance (UXO) at the Ashley Road Depot site in London. The assessment involves the consideration of the basic factors that affect the potential for UXO to be present at a site as outlined in Stage One of the UXO risk management process.

## Background

This assessment uses the sources of information available in-house to 1<sup>st</sup> Line Defence Ltd to enable the placement of a development site in context with events that may have led to the presence of German air-delivered or Allied military UXO. The report will identify any immediate necessity for risk mitigation or additional research in the form of a Detailed UXO Risk Assessment. It makes use of 1<sup>st</sup> Line Defence's extensive historical archives, library and unique geo-databases, as well as internet resources, and is researched and compiled by UXO specialists and graduate researchers.

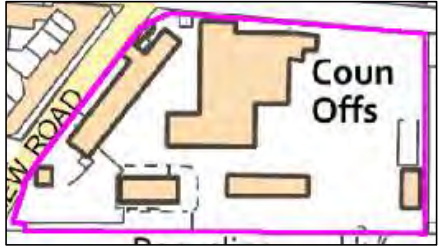
The assessment directly follows CIRIA C681 guidelines "Unexploded Ordnance, a Guide for the Construction Industry". The document will therefore assess the following factors:

- Basic Site Data
- Previous Military Use
- Indicators of potential aerial delivered UXO threat
- Consideration of any Mitigating Factors
- Extent of Proposed Intrusive Works
- Any requirement for Further Work

It should be noted that the vast majority of construction sites in the UK will have a low or negligible risk of encountering UXO and should be able to be screened out at this preliminary stage. The report is meant as a common sense 'first step' in the UXO risk management process. The content of the report and conclusions drawn are based on basic, preliminary research using the information available to 1<sup>st</sup> Line Defence at the time this report was produced. It should be noted that the only way to entirely negate risk from UXO to a project would be to support the works proposed with appropriate UXO risk mitigation measures. It is rarely possible to state that there is absolutely 'no' risk from UXO to a project.





| Risk Assessment Considerations                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site location and description/current use                                              | <p>The site is located in Tottenham, in the London Borough of Haringey.</p> <p>Recent aerial imagery dated 2021 indicates that the site comprises multiple warehouse structures and their associated hardstanding ground and access ways.</p> <p>It is bordered by Park View Road to the north and west, multiple sports courts and an area of car parking associated with the Harris Academy to the east, and Down Lane Park to the south.</p> <p>The site is approximately centred on the OS grid reference: <b>TQ 34469 90128</b>.</p>                                                                                                                                                                                                                                                                                             |
| Are there any indicators of current/historical military activity on/close to the site? | <p>In-house records do not indicate that the site footprint had any former military use. No features such as WWII defensive positions, encampments or firing ranges are recorded to have been located at or in the immediate vicinity of the site. In addition, no information of ordnance being stored, produced, or disposed of within the proposed site boundary could be found.</p> <p>The closest recorded Heavy Anti-Aircraft (HAA) battery was situated approximately 2.6km to the north-east of the site. The conditions in which unexploded anti-aircraft ordnance may have fallen unrecorded within the proposed site are analogous to that of aurally delivered Luftwaffe bombs.</p>                                                                                                                                                                                                                          |
| What was the pre- and post-WWII history of the site?                                   | <p>Pre-WWII OS mapping dated 1935-36 indicates that the site comprised multiple structures, and areas of hardstanding ground associated with <i>Refuse Destructor (Tottenham Corporation)</i>. It was bordered by <i>Parkview Road</i> to the north and west, an additional section of the refuse destructor site to the east and <i>Down Lane Recreation Ground</i> to the south.</p> <p>Post-WWII OS mapping dated 1946 does not show the site to have undergone any major changes since the previous OS mapping edition. It can now be more clearly observed that the refuse destructor on site is connected via railway sidings to the main railway line to the east.</p>                                                                                                                                                                                                                                            |
| Was the area subject to bombing during WWII?                                           | <p>During WWII, the site was located within the Municipal Borough of Tottenham, which was subject to an overall high density of bombing with an average of 103.9 items of ordnance per 1,000 acres according to official Home Office bombing statistics. This comprised 283 high explosive bombs, 4 parachute mines, 18 oil bombs, 5 V-1 pilotless aircraft and 3 V-2 long-range rockets, resulting in 313 incidents across 3,013 acres.</p> <p>London Bomb Census mapping does not record any bomb strikes within the site boundary or immediately bordering. The closest recorded bombing incident recorded on a local Tottenham bomb map was located north of the site boundary,. Accompanying written information indicates this incident was a UXB that fell at the rear garden of 122 Thackeray Road. It is believed to have been too far removed to have directly affected the area within the site boundary.</p> |
| Is there any evidence of bomb damage on/close to the site?                             | <p>Middlesex County Council (MCC) War Damage mapping does not record any damage within the site boundary or in the immediate vicinity. Although, it should be noted that this mapping only records significant damage, and as such, more minor or blast damage</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |





|                                                                |                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                | was not noted. When comparing pre- and post-WWII OS mapping, no significant changes can be seen within the site that may be indicative of damage.                                                                                                                                    |
| To what degree would the site have been subject to access?     | No evidence could be found to suggest that the site was not subject to frequent access for the duration of the war. Additionally, the site's industrial usage and proximity to a main road way would have increased the likelihood of the site being accessed by post-raid checking. |
| To what degree has the site been developed post-WWII?          | The site has been subject to significant redevelopments since WWII with the demolition of some pre-war structures and construction of modern structures.                                                                                                                             |
| What is the nature and extent of the intrusive works proposed? | The nature and extent of works proposed was not available at the time of writing.                                                                                                                                                                                                    |

### Summary and Conclusions

During WWII, the site was located within the Municipal Borough of Tottenham, which was subject to an overall high density of bombing with an average of 103.9 items of ordnance per 1,000 acres according to official Home Office bombing statistics. Despite, no bomb strikes were recorded on or directly adjacent to the site in any bomb maps consulted for the purposes of this report. The closest recorded strike was located north of the site boundary, opposite Park View Road and does not appear to have had a significant impact on the site. Additionally, no anecdotal or published information was located suggesting the site was bombed during WWII.

No damage is recorded on site or in the surrounding area on MCC damage mapping. Furthermore, no evidence could be found to suggest that the site was not subject to frequent access for the duration of the war. Due to the site's industrial usage and positioning in a built-up urban area, it is believed to have been subject to post-raid checks.

### Recommendations

Given the findings of this preliminary report, the risk from UXO on site is not considered to be significantly elevated above the background level for the region. It is therefore recommended that **no further research** be undertaken for this site. Whilst it would be possible to conduct a Detailed UXO Risk Assessment to analyse local bombing records, it is not thought likely that the acquisition of such records would significantly alter the findings of this report

**If the client has any anecdotal or empirical evidence of UXO risk on site, please contact 1<sup>st</sup> Line Defence.**





It should be noted that although the risk from unexploded ordnance on this site has been assessed as low/minimal, this does not mean there is 'no' risk of encountering UXO. This preliminary report has been undertaken with due diligence, and all reasonable care has been taken to access and analyse relevant historical information. By necessity, when dealing with historical evidence, and when making assessments of UXO risk, various assumptions have to be made which we have discussed and justified within this report. Our reports take a common-sense and practical approach to the assessment of UXO risk, and we strive to be reasonable and pragmatic in our conclusions. As referenced, it would be possible to undertake further research into this site, but based on the evidence to hand, this is not deemed strictly necessary, and no reasonably justifiable requirement for proactive on-site mitigation has been identified.

It should however be stressed that if any suspect items are encountered during the proposed works, 1<sup>st</sup> Line Defence should be contacted for advice/assistance, and to re-assess the risk as necessary. Furthermore, we would recommend that ground personnel are always made aware of the potential for encountering UXO, what to look out for and what to do in the unlikely event that a suspect item is encountered, and that a UXO Risk Management Plan is put together for the proposed works. We would be happy to provide a template and guidance for this – contact us on 01992 245020. Should the scope of works change or additional works be proposed, 1<sup>st</sup> Line Defence should be contacted to re-evaluate the risk.



# Appendix 3



## Ashley Road Depot

# Construction Surface Water Management Plan

### 1.0 Existing Site Details

#### 1.1 Site Description

Ashley Road Depot is in North London, approximately 800 metres from Tottenham Hale station and Tottenham Hale retail park. Figure 2 shows an aerial view of the site located at the northern end of Ashley Road. The site is currently a waste management depot. The total site area is approximately 1.62 hectare with national grid coordinates 534525, 190118 and the postcode is N17 9AZ. The site is bordered to the west and north by terraced housing on Park View Road, to the east by Harris Academy Sports Facilities and to the south by Down Lane Park.

#### 1.2 Existing Watercourse

The closest watercourse to the site is the Moselle Brook located approximately 300 metres to its north. The River Lee and the Lee Valley Reservoir Chain are located 500 metres to the east of the site.

#### 1.3 Existing Site Drainage

A utility survey of the site was conducted by Site Engineering Services Ltd in July 2021. The survey shows that the existing buildings are served by separate private foul and surface water sewers. There appears to be:

- a 150mmØ and a 400mmØ surface water connections to the surface water public sewer in the southwest corner of the site, in Park View Road;
- a 225mmØ surface water connection to the surface water public sewer in the northwest corner of the site in Park View Road; and
- a 100mmØ and a 150mmØ foul water connection to the foul water public sewer in the northwest corner of the site, also in Park View Road.

These outlets will be retained and utilised to support the management of surface water throughout the project.

#### 1.4 Topography

A topographical survey of the site was conducted by Site Engineering Surveys Ltd in June 2021. Their drawings are shown as background information in the Utility Survey available in Appendix A. The land falls away towards the southwest corner of the site where levels are in the range of 8.60mAD compared to the northeast corner where levels are in the range of 9.60 mAD. A plan showing the existing overland flow route is available in Appendix B.

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The proposed scheme levels follow the same.

## 1.5 Hydrological assessment

### 1.5.1 Flooding History

No history of flooding has been found within publicly available documents.

### 1.5.2 Fluvial Flood Risk

The EA Flood Risk from Rivers or the Sea Map (Figure 1) indicates the site is at low risk from fluvial flooding.



Figure 1: Flood Risk from Rivers or the Sea Map (Source: <https://flood-warning-information.service.gov.uk>)

### 1.5.3 Surface Water Flood Risk to Site

The EA Flood Risk from Surface Water (Figure 2) shows that part of the site is at a low risk from surface water flooding; this is likely to be due to existing depressions in the local topography. The site is considered to be at low risk from surface water flooding.



Figure 2: Pluvial Flood Risk (Source: <https://flood-warning-information.service.gov.uk>)

#### 1.5.4 Ground Water Flood risk

Haringey's Local Plan (Figure 3) identifies the site (red box) as being outside of any Critical Drainage Area



Figure 3: Critical Drainage Areas (source: Haringey London Development Management DPD adopted 2017)

### 1.5.5 Public Sewer & Highway Drainage Flooding and Infrastructure Failure

Thames Water asset records, available in Appendix E, shows small diameter (4" & 9") water mains running in Park View Road. Thames Water asset records also show a 1372mm diameter surface water sewer and a 375mm diameter foul water sewer running to the west of the site in Park View Road. A 229mm diameter surface water sewer also runs to the north of the site in Park View Road. A Thames Water 1372mm diameter combined sewer clips the southeast corner of the site. The sewer is at a depth of over three metres and so does not represent a significant risk of flooding to the site. A build-over agreement is currently underway with reference DS4106821. Figure 4 shows Table 3-5 from Haringey Council's Surface Water Management Plan (SWMP) 2011. The table presents sewer flood records for ten years prior to June 2010 provided by Thames Water. The data indicates one external and one severe flood event in the N17 9 sector; this is considered a low number of flooding for an area this size over ten years.

| Post Code Sector | 2 in 10 external | 2 in 10 internal | 1 in 10 external | 1 in 10 internal | 1 in 20 external | 1 in 20 internal | Severe | Total Properties |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------|------------------|
| N10 1            | 0                | 0                | 0                | 0                | 0                | 2                | 0      | 2                |
| N10 2            | 0                | 0                | 0                | 0                | 5                | 1                | 0      | 6                |
| N10 3            | 0                | 1                | 0                | 3                | 0                | 3                | 1      | 8                |
| N11 2            | 0                | 0                | 1                | 0                | 0                | 3                | 0      | 4                |
| N15 3            | 0                | 0                | 0                | 0                | 0                | 1                | 0      | 1                |
| N15 4            | 0                | 6                | 7                | 8                | 0                | 6                | 2      | 29               |
| N15 5            | 0                | 0                | 0                | 0                | 0                | 1                | 2      | 3                |
| N17 0            | 0                | 0                | 0                | 1                | 0                | 0                | 0      | 1                |
| N17 7            | 0                | 0                | 1                | 0                | 1                | 0                | 0      | 2                |
| N17 9            | 0                | 0                | 1                | 0                | 0                | 0                | 1      | 2                |
| N2 0             | 0                | 0                | 2                | 1                | 0                | 11               | 0      | 14               |
| N2 9             | 0                | 0                | 0                | 1                | 0                | 10               | 0      | 11               |
| N22 5            | 0                | 0                | 1                | 0                | 0                | 3                | 0      | 4                |
| N22 6            | 0                | 0                | 0                | 0                | 0                | 1                | 2      | 3                |

Figure 4: Number of Thames Water sewer flood records within the London Borough of Haringey

## 2.0 Management Plan

- 2.1 The permanent drainage will be installed at an early stage of the project within 6 months of commencement.
- 2.2 The site falls to the south where existing drainage and hardstanding will be retained and used in a temporary state until the new drainage has been installed. See figure 5 Site Plan.

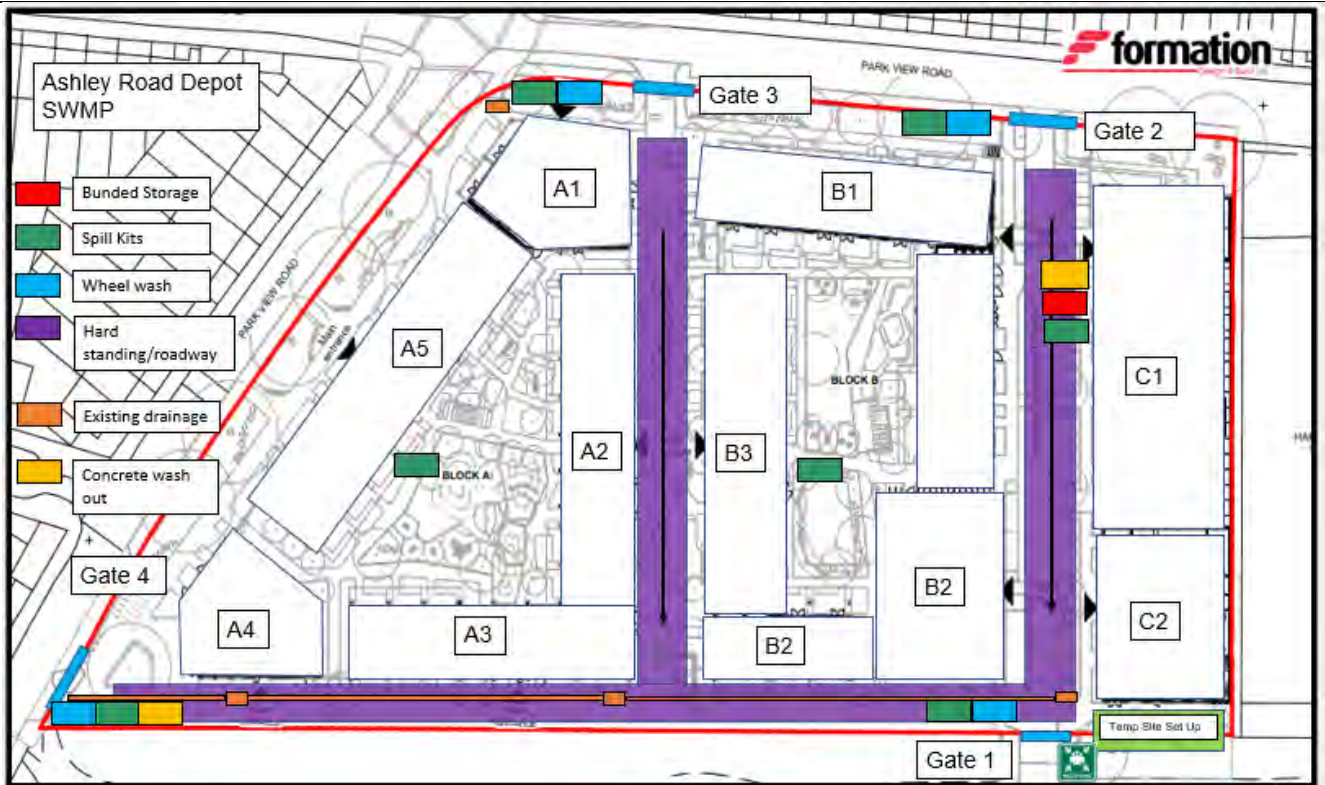


Figure 5: SWMP

- 2.3 All other surface areas are permeable.
- 2.4 All site works will be undertaken in accordance with CIRIA (2001) Control of Water Pollution from Construction Sites<sup>i</sup> which promotes environmental good practice for control of water pollution arising from construction activities.
- 2.5 The early phasing of the operational surface water quality elements in addition to temporary water quality measures will minimise the risk of the pollutants entering the surface water receptors. This will incorporate the following:
- Management of construction works so as to comply with the necessary standards and consent conditions as identified.
  - All construction workers will be briefed on the importance of the water quality, location of the surface water features off-site and the location and use of the accidental spill kits as part of the site induction.
  - There is the potential for drains to be blocked by cement or other solid waste debris. In order to mitigate against this, the exposure of bare earth and storage of materials in stockpiles will be minimised. Good housekeeping practices will

be applied, concrete will not be allowed to enter drains and lightweight materials will be covered or weighted down.

- Concrete wash out areas will be defined with wash out being carried out in a contained skip.



Figure 6 Concrete wash out

- Any areas where there is increased risk of hydrocarbon/chemical spillage and hazardous substance stores additional precautions will be taken in accordance with best practice; and
- All plant and machinery will be maintained in a good condition and any maintenance required will be undertaken within safe areas.
- Mobile plant servicing areas and re-fuelling points shall be undertaken in defined areas on the site only. Such areas shall be located at points remote from sensitive receptors, such as water courses and surface water drains.

2.6 The construction drainage system will be designed and managed to comply with BS6031 “The British Standard Code of Practice for Earthworks”<sup>ii</sup>, which details methods that should be considered for the general control of drainage on construction sites. Further advice is contained within the Geotechnical Design, General Rules (BS EN 1997)<sup>iii</sup> which should be read in conjunction with Basis of Structural Design (BE EN 1990)<sup>iv</sup>.

2.7 Stockpiling of materials during construction may restrict flow and result in ponding of water on-site. In order to maintain flow paths across the site, stockpiling will be kept to a minimum and space will be provided between stockpiles to minimise the impact on overland flow.

- 2.8 Construction vehicles will be properly maintained to reduce the risk of hydrocarbon contamination and will only be active when required. Construction materials will be stored, handled and managed with due regard to the sensitivity of the local water environment and thus the risk of accidental spillage or release will be minimised.
- 2.9 In accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001<sup>v</sup>, any tanks storing more than 200 litres of oil will have secondary bunding. Bunding will be specified having a minimum capacity of “not less than 110% of the container's storage capacity or, if there is more than one container within the system, of not less than 110% of the largest container's storage capacity or 25% of their aggregate storage capacity, whichever is the greater.” Any above ground storage tanks will be located on a designated area of hardstanding. No underground storage tanks will be used during the construction period. Storage of liquids such as degreasers, solvents, lubricants and paints will be in segregated, bunded enclosures.
- 2.10 The following control measures will also be incorporated:
- Temporary surface water management system holding tanks to remove suspended sediment before discharge in the event of pumping etc;
  - Equipment maintenance
  - Wheel washing
  - Covering stockpiles; and
  - Storage of substances in accordance with applicable legislation

### **3.0 Environmental Management Spill Response**

In the event of the spillage of fuels, oils, chemicals or hazardous materials on site, the following action should be taken:

- 3.1 Contain the pollution at source, stop any more materials from spilling, stop the filling / re-fuelling process and make the area safe.
- 3.2 Stop the pollution from spreading, contain the spillage with materials from the site spill kit or sand and ensure any surface water drains are protected.
- 3.3 Report the incident to your supervisor and FDB Site Management immediately. If it is a large
-

spill(over 1000L) or the substance has entered a drainage system or watercourse call the spill response contractor Tardis 0800 731 0589.

3.4 Contain the pollution in the drainage system (if relevant). If the spill has entered a live drainage system use shut off valves if present,

3.5 Contain the pollution on or in the watercourse (if relevant). If the spilt material floats on water, e.g. oil, put a river boom across the water. If the spilt material mixes with water and the watercourse is small, consider blocking the whole flow by damming the watercourse. All contaminated material should be cleaned up and deposited in a demarked area/skip for disposal as Hazardous Waste.

## References

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<sup>i</sup> CIRIA C532 (2001) Control of Water Pollution from Construction Sites Guidance for consultants and contractors

<sup>ii</sup> British Standards Institution (December 2009) BS6031:2009 Code of Practice for Earthworks

<sup>iii</sup> British Standards Institution (December 2004) BS EN 1997-1:2004 Eurocode 7. Geotechnical Design. General Rules.

<sup>iv</sup> British Standards Institution (2002) BS EN 1990: 2002 Basis of Structural Design

<sup>v</sup> The Control of Pollution (Oil Storage) (England) Regulations 2001, Statutory Instrument 2001 No. 2954

# Appendix 4



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**From:** nrmm@london.gov.uk  
**Sent:** 04 July 2023 17:06  
**To:** Bryan McNamee  
**Subject:** NRMM - Registration of site - \$Site.name

Dear Bryan

Thank you for registering Ashley Road Depot. The site is within Central Activities Zone and Opportunity Areas

The current emissions requirement on your site is:

All machinery on your site must meet EU Emission Stage IV. Because EU Emissions Stages IIIB and IV have not been defined for constant speed engines, this means that all constant speed machinery will effectively be required to meet EU Emission Stage V.

The emissions standards apply to all machinery with an engine power between 37 kW and 560 kW. Please add all in-scope NRMM to the site record as it arrives on your site. You can also use the site to record equipment that does not fall within these power bands. This will assist the enforcement officers to identify machines that they do not need to inspect in detail when they visit the site.

As the site administrator you are expected to ensure that all machinery used over the course of the development is correctly logged, including any retro-fits or other machinery that requires an exemption to operate. You are also expected to ensure that non-compliant machinery, or machinery that has been refused an exemption, is removed promptly. Failure to comply with the NRMM Low Emission Zone can result in formal enforcement action against the site.

Please login to:

[Add machinery](#)

[Invite machinery administrators to your site](#)

[Invite sub-contractors to your site](#) [Invite a new site administrator to your site](#) (You should only normally do this if you are handing the site over to a new manager, or to a new company who are taking over a later stage of the development. Please note that if you invite a new site administrator to the site, they will be able to view all existing and previous machinery records for the site.

Machinery administrators can add machinery to the site and view/edit all machinery at that site but will not be able to edit the site details or manage other site users.

Sub-contractors can add machinery to the site and view/edit their own machinery at that site but will not be able to view/edit machinery added by other site users, edit the site details or manage other site users.

Kind Regards

The NRMM Team