
Barnes Design

Discharge of Condition 16 – Method of Construction Statement

Corner of Dawlish and Scales Road

BD847

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London
N17 9HN

16

Condition No:

1.0

Introduction

Site Address:

Corner of Dawlish and Scales Road,
London, N17 9HN

Local Planning Authority:

Haringey

Planning Application Reference:

HGY/2022/2000

Decision Notice:

Granted on 8/03/2023

Proposal:

Proposal Two new-build residential dwellings (one on each site). Including works to gardens, boundaries, hard and soft landscaping and new street tree planting

Condition to be Discharged:

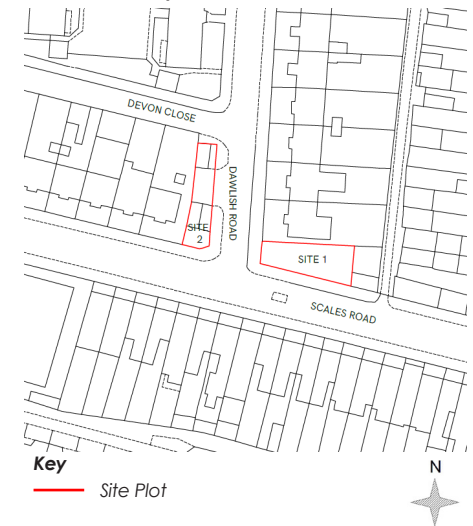
Condition 16

No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors;
- b) loading and unloading of plant and materials
- c) storage of plant and materials;
- d) programme of works (including measures for traffic management);
- e) provision of boundary hoarding behind any visibility zones; and f) wheel washing facilities, have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

Ordnance Survey



Condition 16 – Details

Introduction

In support of the application to discharge Condition 16 for planning permission HGY/2022/2000, this submission provides a detailed Method of Construction Statement for the development at the corner of Dawlish Road and Scales Road.

The enclosed DCMLP (Job Ref: 26064), prepared by YES Engineering Group Limited, outlines the operational procedures to be implemented by the contractor, Adam Renovations Ltd, to ensure that construction activities do not adversely impact the local highway network or residential amenity.

Summary of Construction Methods

The DCMLP provides a comprehensive response to the specific requirements of Condition 16:

Personnel & Visitor Management (a): To minimize local parking pressure, site personnel and visitors are encouraged to use sustainable travel modes. No on-site parking will be provided for staff, and the contractor will monitor local streets to ensure no obstructive parking occurs.

Loading & Unloading (b): A dedicated temporary loading bay will be established on the eastern side of Dawlish Road. All loading/unloading will be managed by trained site banksmen, ensuring that footways and carriageways remain clear of obstruction.

Storage of Plant & Materials (c): All construction plant and materials will be stored securely within the site boundaries of Plot 1 and Plot 2. Deliveries will be “just-in-time” to prevent the build-up of excess material in this constrained urban location.

Traffic Management & Programme (d): The project adopts a northern delivery route via the A1010/Dowsett Road. To protect the free flow of traffic, deliveries are restricted to off-peak hours (10:00–16:00 Mon–Fri). A “Delivery Booking System” will ensure only one vehicle is at or near the site at any time.

Boundary Hoarding (e): Secure site hoarding will be installed around the perimeter of both plots. As specified in the DCMLP, hoarding will

be positioned to maintain clear visibility zones for pedestrians and vehicles at the junction of Dawlish Road and Scales Road.

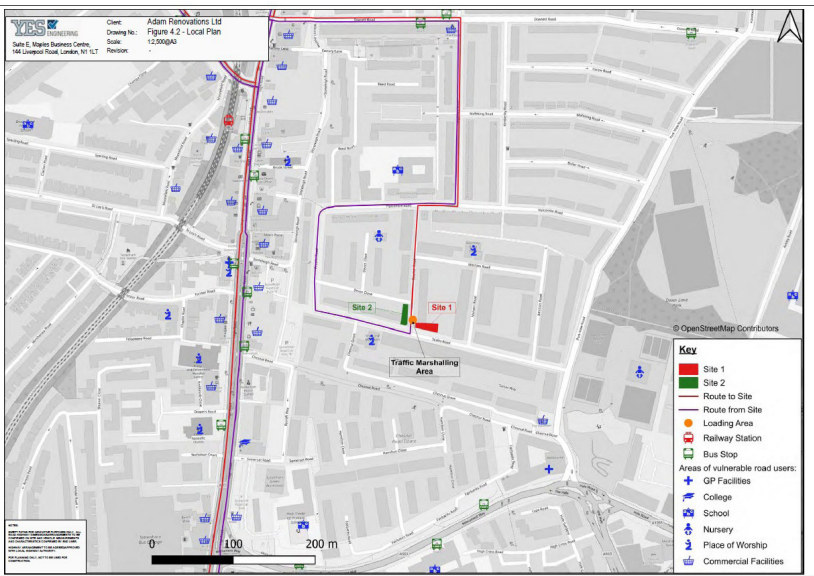
Wheel Washing Facilities (f): To prevent the migration of debris onto the public highway, the site will implement a robust cleaning regime. This includes the use of pressure washers for vehicle wheels and undercarriages prior to exiting the site, alongside regular sweeping of the immediate site entrance.

Conclusion

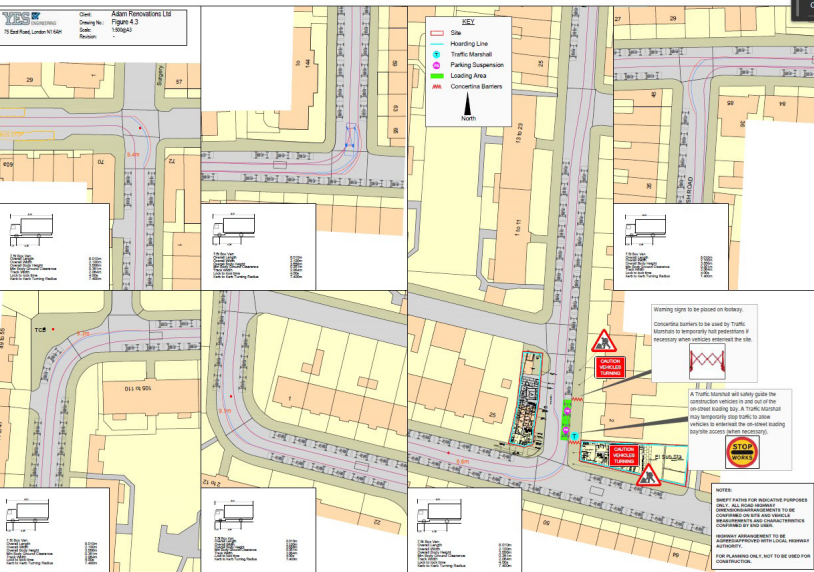
The YES Engineering DCMLP effectively serves as the Method of Construction Statement required by this condition. The strategy adheres to London Plan Policies T4, T7, and D14, and Haringey Local Plan Policy SP0. By implementing these controlled logistics and site management measures, the development will proceed in a manner that safeguards the free flow of traffic and the general safety of the highway throughout the construction period.

Refer to attached Consultant Report (Yes Engineering - DCMLP) for further technical information and details.

Condition 16 – Evidence



Vehicle Routing, Local Context



Site Access and Loading/ Unloading Areas/Swept Paths