KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

METHOD OF CONSTRUCTION STATEMENT
VARTRY ROAD, LONDON

6 VARTRY ROAD, LONDON, N15 6PT

METHOD OF CONSTRUCTION STATEMENT
MAY 2026

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PREPARED BY KRONEN LIMITED
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1 INTRODUCTION

1.1 METHOD OF CONSTRUCTION STATEMENT OBJECTIVES

The objectives of this Method of Construction Statement include reducing the project's construction-related:

- Road congestion on Vartry Road and the wider local road network
- Highway safety impacts on Vartry Road and the wider local road network

1.2 SITE CONTEXT

The site is 6 Vartry Road, London, N15 6PT (in the London Borough of Haringey planning and highway authority area).

The site is accessed from Vartry Road, a single carriageway unclassified local access road / residential street.

The site falls within the Seven Sisters South Permit Controlled parking Zone which is operational Mondays to Fridays 8am to 6.30pm.

1.3 DEVELOPMENT PROPOSALS

The site currently comprises a three-storey mid-terraced house.

The site has no vehicle access or off-street parking.

In May 2026 application "HGY/2026/0802" for the construction of a "Conversion of property into 3 self-contained flats with associated lowering of basement level, external alterations to fenestration of ground floor frontage and rear elevation, new mansard roof extension" was approved at the site.

1.4 PLANNING CONDITION 5 CMS

The decision notice for "HGY/2026/0802" included condition 5 as follows:

> "5. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
>
> a) details of the timing and routing of construction traffic to and from the construction site;
> b) loading and unloading of plant and materials
> c) storage of plant and materials
> d) programme of works (including measures for traffic management);
> e) details of scaffolding and hoardings
>
> 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."

These items in turn in Chapter 2.

1.5 ADDITIONAL CMS ITEMS

In addition to the items listed in the decision notice, based on past experience at the site, it is expected officers will require the following additional items or similar:

1. A highway dilapidation survey will be required to be agreed with LBH Highway Officers prior to start of works.
2. Details of basement excavation / under-pinning and arrangement for transfer of materials to/from construction vehicles and skips should be provided.
3. Details of Party Wall agreements with adjacent properties should be provided.
4. The size and number of construction vehicles expect should be provided.
5. A plan illustrating / detailing, material storage / refuse storage area, proposed location of skips, parking suspension including duration, loading/unloading area and programme for various phases of work is required.
6. Details of proposals to keep highway clear of mud deposit should be provided.
7. Outline any green/reverse logistics strategies to be employed.

This information, prepared with the assistance of a contractor, is provided in Chapter 3.

2 CMS DETAILS AND MEASURES

2.1 TIMING AND ROUTING OF CONSTRUCTION TRAFFIC

2.1.1 TIMING

A booking system will be used to plan deliveries to the site.

Deliveries will be booked out of peak times, 7am to 8am and 4pm to 6pm, to aid the operational efficiency of the construction works / site and the neighbouring area.

2.12 ROUTING

A map is provided in Appendix A.

As discussed the site is accessed from Vartry Road, a single carriageway unclassified local access road / residential street.

With regards the wider area context the site is well located for access to TLRN roads for construction access and these roads are the A10 Stamford Hill to the east and the A503 Seven Sisters Road to the west.

A copy of the route plans will be available to all suppliers when orders are placed to ensure drivers are fully briefed on the required routes to take. The suppliers will be made aware that these routes are always required to be followed unless agreed or alternate diversions are in place.

2.2 LOADING AND UNLOADING OF PLANT AND MATERIALS

On-street parking bay suspensions, highways skip licenses and scaffolding licenses will be required for the works. The contractor will apply for these via the standard online processes at least two weeks in advance. (< https://haringey.gov.uk/parking/suspensions-to-parking-bays >, < https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/building-near-road/skipbuilding-materials-licence > and < https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/building-near-road/scaffold-hoarding-container-and-crane-licences > respectively).

The contractor is aware that without suspensions and licenses or operating within existing traffic orders on surrounding roads that they risk being issued with Penalty Charge Notices.

The contractor expects 12 number skips in total for the works and each skip suspension would be 1 day only.

The contractor expects 12 number of larger deliveries in total for the works requiring parking bay suspensions, each skip suspension would be 1 day only. Most deliveries are expected by small van and can be carried out within the 20 minutes maximum loading from parking bay time limit.

The contractor will have a designated Banksman and / or a Traffic Marshall who will be responsible for the safe movement and guidance of any plant and material to the site to maintain pedestrian and general highway safety.

No abnormal loads are anticipated.

2.3 STORAGE OF PLANT AND MATERIALS

The contractor has advised that no storage of plant and materials will take place on-street.

The bay outside the site or nearest available unoccupied bay / kerb space will be used for deliveries. Plant and materials will be carried in by a 5 man team to promptly conclude delivery activities. Once completed the highway will be cleaned.

2.4 PROGRAMME OF WORKS (INCLUDING MEASURES FOR TRAFFIC MANAGEMENT)

The programme of works sequencing would be along the lines of the following:

Site setup for hoarding and staff welfare
Temporary props where needed prior to removal of existing items
Basement dig out and underpinning if needed as per Structural Engineer advice
Existing rear outrigger – underpinning if needed as per Structural Engineer advice
New foundations and footings as necessary
Laying of drains – foul and surface water
Walls up to DPC level, DPM, floor slab
Superstructure to roof level including insulation, steels, doors and windows.
Roof/ tiles, fascia, soffits guttering
Internal walls, staircases
First fix electrics and plumbing
Internal finishing/dryling/plaster/ceilings etc.
First coat paint
Woodwork, architraves doors skirtings etc.
Second fix, bathrooms, kitchens, fixtures, fittings.
Flooring/tiling
Final coat paint
External areas, bin enclosures etc.
Snagging
Handover

The contractor intends to start works immediately after the condition is discharged, anticipated August 2026. The programme of works is expected to have a duration of 9 to 12 months. Refer to Section 3.5.2 for indicative dates.

With regards to hours of working standard CCS working hours: Monday to Friday 8am to 6pm, Saturday 8am to 1pm, with no noisy works on Sundays or bank holidays, will be adopted.

No carriageway or footway closures are considered necessary and as above with regards to traffic management, contractors will marshal the access for plant, materials and vehicles.

2.5 SCAFFOLDING AND HOARDING

Highways scaffolding licenses will be required for the works. The contractor will apply for this via the standard online processes (< https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/building-near-road/scaffold-hoarding-container-and-crane-licences >).

There is not yet an appointed scaffolder to prepare a scaffold plan however the Ordnance Survey mapping shows the footway width at 2.7m wide. Allowing a 0.6m incursion on to the footway for scaffolding this would leave an approximate 2m wide effective footway.

The dimensions of footway are to be confirmed on-site with a Haringey Highway Officer and, if necessary the applicant will pay for removal / reinstatement of bollards to maintain adequate footway width for pedestrian use.

The contractor has confirmed that there is no intention to use hoarding.

3 ADDITIONAL CMS ITEMS

3.1 HIGHWAYS SURVEY

A highway survey will be carried out with a Highway Haringey Officer prior to the start of works.

It is anticipated that this will include a site visit and visual inspection to be made prior to works commencing with photo's recording highways conditions.

The client / contractor will fund the repair of any damaged directly caused to the highway.

3.2 BASEMENT EXCAVATION / UNDER-PINNING AND ARRANGEMENT FOR TRANSFER OF MATERIALS TO/FROM CONSTRUCTION VEHICLES AND SKIPS

The contractor advises:

> "Basement excavation and underpinning will be excavated according to the architectural, building control and structural engineers drawings which will also comply with the rules and regulations set by the council.
>
> Skips will be provided for the segregation and disposal of waste materials. These will be collected and disposed of by a licensed company.
>
> Site activities will have relevant risk assessments carried out prior to works beginning and sufficient controls put in place if needed to bring excessive levels to within an acceptable level.
>
> Materials and rubbish will be transferred from/to delivery vehicles and skips in the best possible way to minimise disruptions to neighbours."

3.3 PARTY WALL AGREEMENTS

A Party Wall Agreement will be in place.

3.4 SIZE AND NUMBER OF CONSTRUCTION VEHICLES

Provided in Section 3.5.2 below.

Skip lorries are anticipated to be 6.8m long and grab lorries are anticipated to be 9.2m long.

3.5.1 WASTE REMOVAL

The contractor advises:

> "Materials will be stores neatly inside the property to avoid any disruptions.
>
> All rubbish will be stored neatly in bags inside the property until a wait and load skip arrives to clear it.

Wait and load skip will be dropped outside the property for an approximate time of 45mins and taken away after loading is done.

Loading of rubbish and unloading of materials will be done outside the property in the best way to avoid any disruptions."

Figure 1 shows a plan illustrating the duration and extent of required on-street parking suspension. Vehicle swept path for skips being delivered and removed is also provided.

With regards to spoil / waste removal and materials deliveries the contractor has provided additional details as follows:

"Throughout the duration of the works, all rubbish will be bagged in heavy duty construction bags and stored on site. when the wait and load skip arrives, it will then be carried from site by a 5 man team and put straight into the skip. This will take approximately 45mins and once loading has been completed, the skip will be taken away.

Throughout the duration of the works, when materials are delivered to site, it will be offloaded and carried from the delivery vehicle by a 5 man team and taken into site. This will take approximately 20mins and once offloading has been completed, the delivery vehicle will leave."

The contractor will inspect loaded skips prior to departure to ensure that waste construction loads are secured appropriately to prevent discharge of dust on to the footway and highway.

3.5.2 CONSTRUCTION METHOD STATEMENT AND PROGRAMME

The contractor advises:

"Month 0 /1

Safety and indicative signage will be fixed to relevant where needed. Temporary lighting will be provided to the site and compound when/if needed.

All debris will be put into 8 yard skips and taken away by a licensed company

For this stage, 1 vehicles will be needed every week for skip drop-off and pick ups

Month 2 / 3

Stripping and excavating of every required area

All debris will be put into 8 yard skips and taken away by a licensed company

For this stage, 2 vehicles will be needed every week for skip drop-off, pick ups and materials delivery

Month 4 / 5

Erecting scaffolding around the building to allow for exterior work to commence.

Installation of mansard roof structure

Installation of staircase

Dividing interior with stud walls and appropriate insulation to clearly mark out rooms, kitchen, lounge and bathroom

Installation of plumbing and electrical first fix.

All debris will be put into 8 yard skips and taken away by a licensed company

For this stage, 2 vehicles will be needed every week for skip drop-off, pick ups and materials delivery

Month 6 / 7

Rounding up of all frame work, floor joist and insulation.

Boarding up of all frame work and floor joist

Plastering of all rooms and communal areas

Month 7 / 8

Application of first coat of paint everywhere

Installation of all door frames and skirting

Installation of all doors

Fitting of kitchen and bathrooms

Installation of plumbing and electric second fix in all areas

Month 9 / 10

Final paint work to interior and exterior of property where applicable

All debris will be put into 8 yard skips and taken away by a licensed company

For this stage, 2 vehicles will be needed every week for skip drop-off, pick ups and materials delivery

Month 11 / 12

All test carried out on property and issuing of all appropriate certificate"

3.6 HIGHWAY CLEANING

The contractor advises:

> "A wheel wash station will be provided as and when needed in the form of an operative and jetwash to ensure vehicle tyres are clean when leaving site."

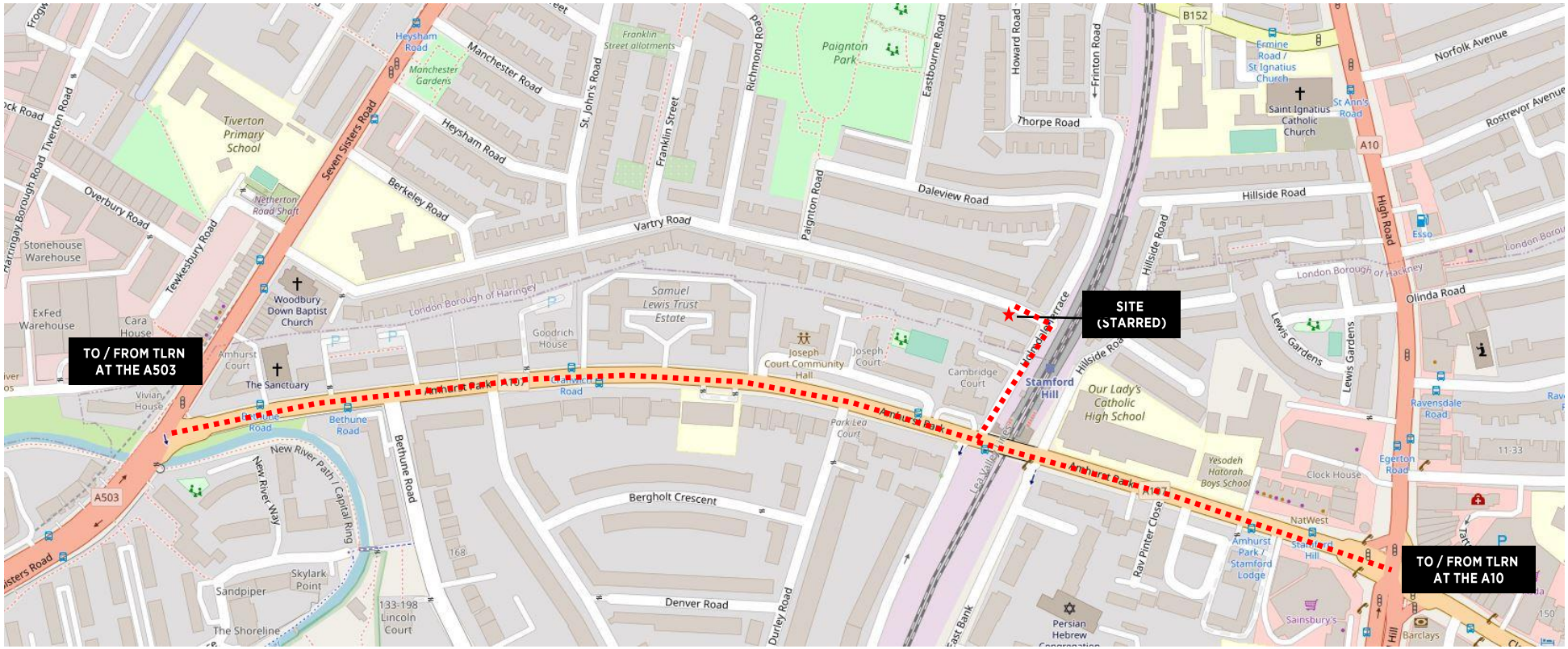
In addition the footway and carriageway will be swept daily and sprayed clean as required.

3.7 GREEN LOGISTICS

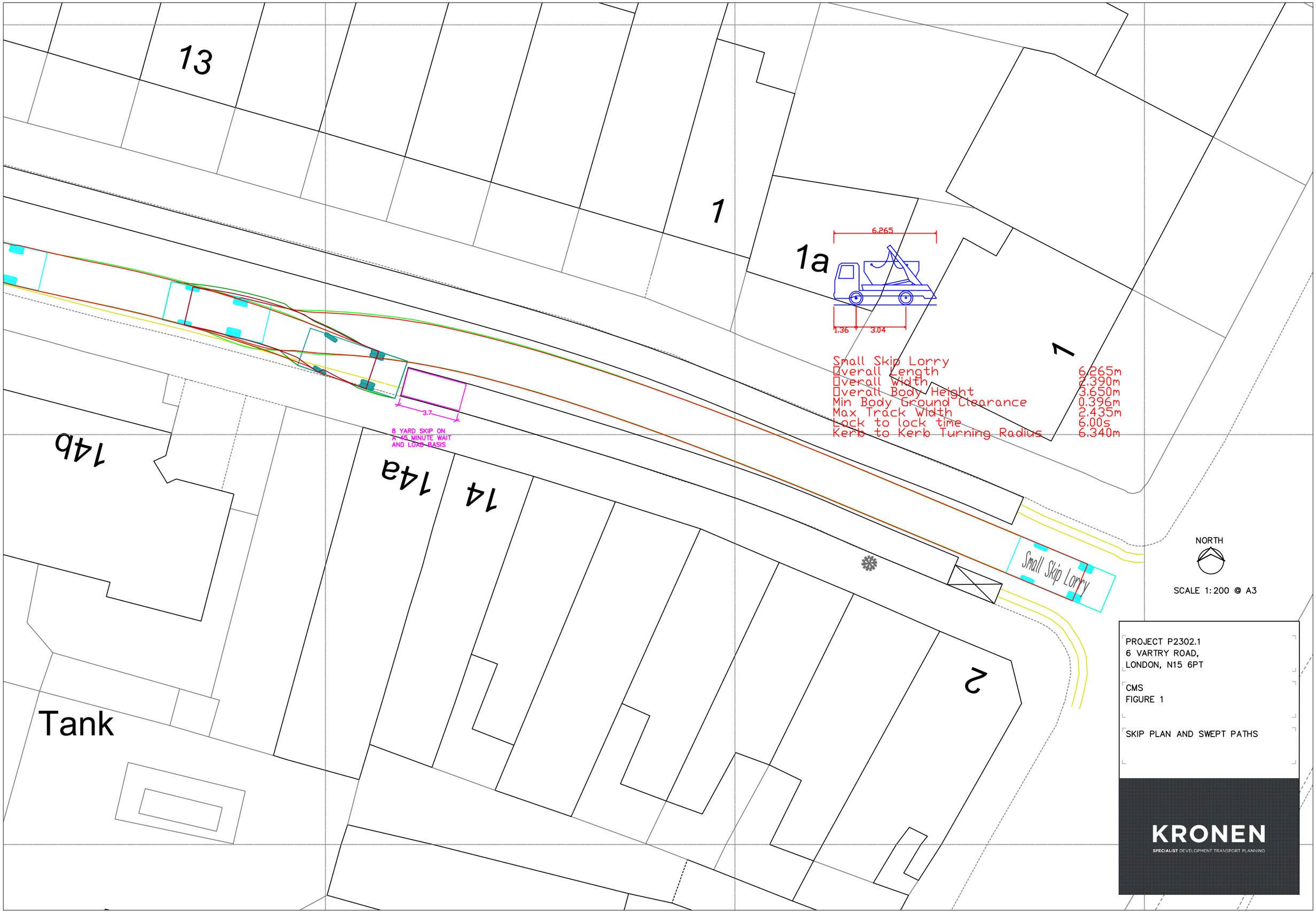
Section 2.1 states a booking system will be used to plan deliveries to the site.

The waste removal will sorted and stored to use the minimal amount of skip collections.

The supply chain will be managed alongside the booking system to minimise the number of material deliveries over the course of the programme.



CONSTRUCTION VEHICLE ROUTEING TO TFL ROAD NETWORK (MAP BASE OPEN STREET MAP)


13
1
1a
1
6.265
1.36
3.04
Small Skip Lorry
Overall Length 6.265m
Overall Width 2.390m
Overall Body Height 3.650m
Min Body Ground Clearance 0.396m
Max Track Width 2.435m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.340m
3.7
8 YARD SKIP ON
A 45 MINUTE WAIT
AND LOAD BASIS
14b
14a
14
2
Tank
Small Skip Lorry
NORTH
SCALE 1:200 @ A3
PROJECT P2302.1
6 VARTRY ROAD,
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CMS
FIGURE 1
SKIP PLAN AND SWEPT PATHS
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