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METHOD OF CONSTRUCTION STATEMENT

PREPARED FOR:

12 Canning Crescent,

Haringey,

London,

N22 5SR

REF: 26.002

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1.0 INTRODUCTION

Cadoo Studios have been appointed to prepare a Method of Construction Statement (MOCS) in relation to the proposed redevelopment at 12 Canning Crescent, London, N22 5SR. The development comprises of the erection of a five-storey block of nine flats including four 1-bedroom flats, four 2-bedroom flats and a 3-bedroom flats. Formation of new street access.

This MOCS includes specific comments on the site establishment, logistics, and the process of managing the overall environment surrounding the property. It will also ensure that the construction works cause the minimum disruption to the adjacent residents with a safe working and living environment maintained. The agreed contents of the MOCS will form part of the development plan and will be agreed by Haringey Borough Council.

The agreed contents of the MOCS must be complied with unless otherwise agreed with the Council. The Contractor's project manager shall work with the Council to review this MOCS if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter. All revisions shall be signed and dated in an addendum format forming part of the original. A full copy of the approved MOCS and addendums shall be kept on site readily available for inspection at the request of an Authorised Officer of the Council.

These proposals are to enable third parties to understand the nature of the works and the various construction activities associated with the development. This MOCS is subject to third party approvals and therefore amendments are likely. Formal approvals and activity methodology approaches will be addressed in detailed submissions to the design team and the Client. Liaison with the neighbours and interested parties will continue throughout the project, as information is updated and as the project develops. Particular attention will be paid to ensure that the neighbours are kept appraised of progress and future works on the project. The information provided in this document is an overview of the key project activities at 12 Canning Crescent. Generic statements herein are to be further developed into plans, procedures, and detailed method statements as the project develops.

This statement is to inform interested parties. It will be used as the background for the detailed construction method and risk assessments and will be included in all specialist trade contractor portions of the works.

1.1 SITE HISTORY

The building currently occupying the site is a fully-detached dwellinghouse. The site has its main entrance from the west on Canning Crescent and distinctive side and rear yards. The property is a two-storey house with a detached garage/storage in the north-eastern corner.

The premises are now vacant, and the development seeks to demolish the building to accommodate the erection of a five-storey block of nine flats, four 1-beds, four 2-beds & a 3-bedroom flat.

The building fronts onto Canning Crescent and is the only single point of access, but the site also fronts to Newnham Road on the side elevation.

2. OUTLINE METHOD OF WORKS

The proposed site plan relating to this proposed outline method of works is indicated below and included in Appendix A of this Method of Construction Statement (MOCS).

The proposed preliminary programme for the works setting out the timescales envisaged for the works is included under Appendix B of this Method of Construction Statement (MOCS).

2.1 MOBILISATION

Following appointment and prior to commencement on site the contractor will mobilise his resources in preparation for a start on site. This work will also include establishing several reporting, monitoring and management regimes prior to starting on site covering

- Application for scaffold and hoarding licences
- Enrol the scheme in the Considerate Contractors Scheme
- Pre demolition surveys of the existing structures

2.2 SITE ESTABLISHEMENT

Cadoo Studios propose for hording to be erected to the front & side elevations of the site and along the boundary, with a personnel site entrance gate at the front, opening inwards. It will be painted and kept in a clean and tidy condition on a weekly basis throughout the works. All hoardings/fencing will be regularly checked and maintained in a clean and tidy condition and signage will be positioned so it is clearly visible to warn members of the public of any potential hazards surrounding the site. No hoarding or scaffolding shall overflow onto the pavement and neighbouring properties.

The site accommodation will be located inside the property on the ground floor, leaving the pavement access to remain clear. The site will be maintained in a safe and tidy manner with the implementation of good housekeeping procedures regularly checked by our Health and Safety Advisor on fortnightly site inspections and be set up with temporary power, water and drainage throughout the duration of the works.

We will also register the site under the Considerate Constructors scheme, and we will therefore comply with the scheme's Code of Practice.

2.3 STRIP-OUT AND DEMOLITION

Internal strip out will commence once the site set up is established. Access for the demolition materials and arisings will be via the front of the property. The demolition materials will be loaded on to a flatbed lorry with an integral mounted crane.

2.4 EXISTING STRUCTURES

The current building is a two-storey building, ground and first floors. The whole structure is to be demolished.

2.5 PROPOSED GROUND FLOOR LEVEL STRUCTURE

The proposal seeks to change the access point to Newnham Road.

The proposed external ground floor walls are to be brick slip façade on a blockwork wall with insulation filled metal frame structure, covered with plywood and plasterboard. Internal load bearing walls are to be blockwork covered in plasterboard.

The ground floor level is to be made of rib deck filled with reinforced concrete between I beams and suspended above the ground.

The ceilings would be suspended from the rib deck to allow for services and lighting.

2.6 PROPOSED FIRST FLOOR LEVEL STRUCTURE

The new first floor structure is to be of similar construction to the ground floor structure.

2.7 PROPOSED SECOND FLOOR LEVEL STRUCTURE

The proposed second floor is to be of similar construction to the first floor structure.

2.8 PROPOSED THIRD FLOOR LEVEL STRUCTURE

The proposed third floor is to be of similar construction to the second floor structure.

Full structural design will be provided prior the work commencing.

3. PROGRAM OF WORKS

NO.	DESCRIPTION	WEEK NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
		MONTH																																	
		WEEK COMMENCING																																	
1	SITE SET-UP																																		
	GENERAL																																		
2	STRIP OUT																																		
3	DEMOLITION & CLEAN UP																																		
	NEW STRUCTURE																																		
4	FOUNDATIONS																																		
5	STEELWORK																																		
6	CONCRETE CASTING																																		
7	STAIRCASES																																		
8	ROOFING																																		
9	INTERNAL PARTITIONS																																		
10	SERVICES FIRST FIX																																		
11	LIFT INSTALLATION																																		
12	INTERNAL DOOR LININGS																																		
13	TACKING AND PLASTERING																																		
14	TILING																																		
15	SANITARYWARE																																		
16	JOINERY AND DOORS																																		
17	SERVICES SECOND FIX																																		
18	INTERNAL DECORATIONS																																		
19	SUNDRIES AND FINAL FIX																																		
20	FLOOR COVERING																																		
	EXTERNAL WORKS																																		
21	DOOR & WINDOWS INSTALLATION																																		
22	FAÇADE																																		
	COMPLETION																																		
23	SNAGGING AND HANDOVER																																		

Start Date: October 2026

End Date: June 2027

4. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

In the first phase of the project, strip out and demolition of the site is to be carried out.

It will be the aim of the construction team to reduce as far as possible, any potential impact of the project on the highway network during the strip out and construction phase. It is recognised that there will be a modest increase in traffic volumes on the surrounding road network, however every effort will be made to mitigate the effects of the increased traffic by implementing and strictly monitoring specific measures.

4.1 ACCESS ROUTES – EXISTING ARRANGEMENTS

There is no existing vehicle access to the site. The nearest provisions to allow for deliveries to the site are parking bays directly outside 12 Canning Crescent on Canning Crescent (West) and Newnham Road (North), adjacent to the application site. Pedestrian access is the same entrance.

The completed development has been designated a 'car free' development.

4.2 CURRENT TRAFFIC AND PEDESTRIAN MOVEMENTS

High Road (A105) is a local transport artery linking the site to central London. It features multiple bus routes running through and allows vehicle to join onto the North Circular Road (A406) further along the road. The site has excellent public transport links with Alexandra Palace & Bowes Park railway stations and Wood Green and Bounds Green underground Stations within 18 minute walks from the site and bus stops situated less than 100 meters away.

The pavement directly outside the building extends around 2 meters to the kerb. Canning Crescent and Newnham Road have full width pavements on both sides. Pedestrian flow is low, with mostly associated with residential access.

4.3 CURRENT PARKING ARRANGEMENTS

The applicant site falls within the Wood Green Outer Zone (WG-O) Controlled Parking Zone, which limits all parking bays during the hours of 8:00 – 18:30 Monday to Saturday. Outside these hours and on Bank holidays parking is free, otherwise On-street parking costs £3.90 per hour.

4.4 PROPOSED ACCESS AND ROUTING

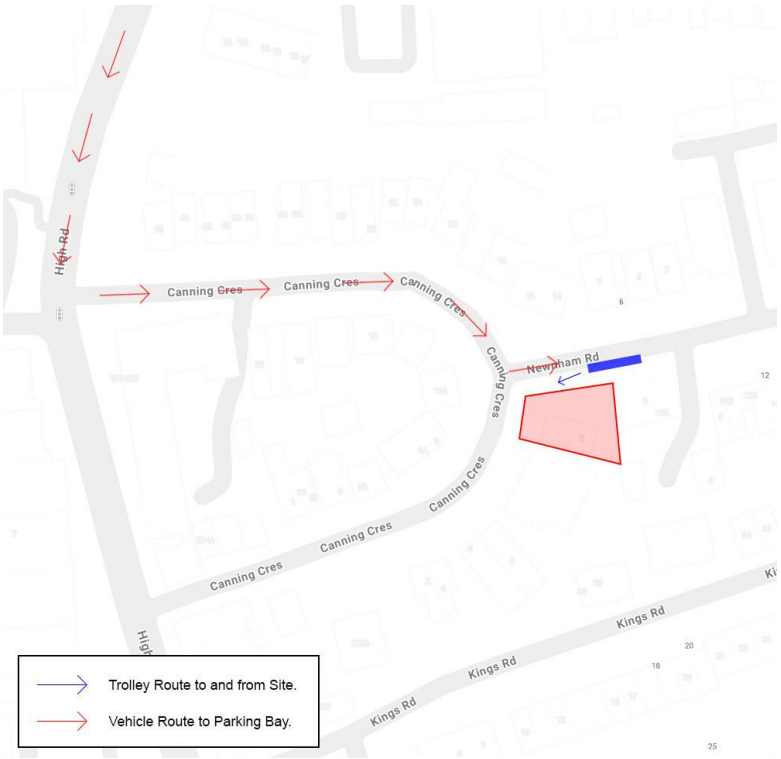
Routing will be planned to allow vehicles to approach the site from the northbound carriageway of High Road (A105) and turn left onto Canning Crescent and then turn left onto Newnham Road. The construction vehicle movements will be fully marshalled and controlled by qualified banksmen.

Vehicles will be directed in forward gear to the parking bays on Newnham Road, where all the construction waste and deliveries will be serviced during the Construction phase. This will be strictly carried out using hand trolleys where materials are unloaded/loaded to/from the vehicles on Newnham Road and taken to/from the site. No materials will be left or stored within the Parking Bay.

No construction loading or unloading will be carried out from the High Road or Canning Crescent. Delivery access will be constricted to between 09:00 and 17:00 (9:00 and 15:00 on school days) and all professional personnel will be required to use a keypad to enter the site. Any early, late or unexpected deliveries will be unloaded as quick as possible, unscheduled deliveries that clash with other deliveries will need to be redirected and told to arrive later when the loading bays are free.

The operation of the adjacent footway will not be affected during deliveries/collections and pedestrians will be given the right of way during any loading or offloading activities.

Details of agreed access/departure routes will be issued to all suppliers and sub-contractors and deliveries will strictly be by means of low flatbed rigid vehicles at worst. There will not be any deliveries onto site by means of articulated HGV. A plan illustrating the local construction access strategy is illustrated below.



The site manager will implement a schedule for all deliveries and departures, with each package contractor and supplier being required to submit details of deliveries in advance. It will be our intention to arrange all deliveries on a `just in time' basis, thus reducing the need for storage of materials.

All delivery drivers/suppliers will be instructed to call the Site Supervisor 10 minutes prior to arrival on site. The site Supervisor will in turn deploy a traffic marshal to the loading bay on Newnham Road.

Parking within the Parking bay on Newnham Road during deliveries will be suspended to ensure vehicles have a safe and convenient place to deliver materials/tools and collect waste. Further details of the proposed closure are set out within section 4.5.

No skips will be used for this project. Construction Waste will be segregated into small manageable bags which will be trolleyed into wait-and-load rubbish lorries parked in the Parking Bay on Newnham Road. All materials will be loaded into the waiting vehicle from the Parking Bay, and no materials will be stored within the Parking Bay or on the adjacent footway.

4.5 PARKING BAY SUSPENSIONS ON NEWHAM ROAD

It is proposed to apply for a temporary suspension of two parking spaces, a total of 10 metres in length, situated on Newnham Road, adjacent to 12 Canning Crescent. The proposal requires a 12-month suspension of the parking bays.

The suspended parking bays on Newnham Road provide sufficient space for one vehicle at a time to be loading or unloading. Consequently, the scheduling deliveries and material movements for the demolition materials arisings form the development will be very carefully controlled and monitored.

All deliveries will be scheduled by the contractor's site manager with no deliveries other than scheduled deliveries will be allowed. As the total number of deliveries per day is anticipated to peak at average of only 2 the timing of the deliveries will be such that it very unlikely that any two deliveries will arrive at site at the same time and consequently, in this situation a designated holding area will not be required.

In the unlikely event that two deliveries do arrive in the same time window the second delivery will be instructed to leave the site area and recirculate, either returning to the warehouse or finding a free parking spot close to the site, when the loading bay becomes free the traffic marshal will call the vehicle back to site by mobile telephone.

4.6 PEDESTRIAN AND CYCLIST SAFETY

When vehicles are either approaching or leaving the Parking bay on Newnham Road, they will be supervised by our road Marshalls. Once vehicles have parked in loading/unloading bays for unloading purpose, all unloading operations will be supervised by a dedicated road Marshall.

The general public/pedestrian will always be provided the right of way on the surrounding footways to the site. The adjoining footpaths are not required to be suspended, but will be routinely maintained, up to three times a day.

The project Logistics Manager will ensure that the footways on Newnham Road and Canning Crescent, adjacent to the suspended parking bays and site, are kept clear of any debris or material from the site. There will be an allocated site operative whose sole task will be to ensure that all roads and pavements surrounding the site are regularly checked and swept clear of any debris. Inspections will be undertaken on a regular basis throughout the day.

The safety of cyclists within proximity of the site will be given careful consideration. All vehicles approaching the parking bay area, will do so under the guidance and direction of the Road Marshal, who in turn will ensure safe access for cyclists.

The contractors Liaison Manager will deal personally with any comments or complaints and will endeavour to resolve at the earliest any complaints received. A log will be retained on site recording all comments and complaints.

4.7 VEHICLE SIZE

Varying types and size of delivery vehicle will be used to bring materials and waste to and from site. All vehicles would not exceed 4m in height, to ensure clearance below the height restriction on Canning Crescent and Newnham Road. The vehicles proposed to be utilised are summarised below:

WASTE REMOVAL VAN

Standard wait and load rubbish lorries will be used for non-recyclable and recyclable waste. An example of the type of waste removal van to be used is shown below:

VANS AND PICKUP

All manageable materials will be delivered to site by vans or maximum 3t pickups.

All vehicles drivers will be instructed to switch off their engine when stationary. All vehicles used by contractors must always comply with MOT emission standards.

Only one delivery/collection vehicle will be allowed into the parking bay of Newnham Road at any one time, which will be carefully managed.

FLAT BED/RIGID LORRIES/TAIL LIFT LORRIES

These will be used for the delivery of heavy construction materials such as plasterboards, plywood, steels etc. All palleted items will either be pallet trucked along Newnham Road or pallets opened and items trolleyed to site.

4.8 VEHICLE MOVEMENT

VEHICLE TYPE	NO. OF VEHICLES	ITEMS	DELIVERY/ COLLECTION	FREQUENCY
Rubbish lorry	1	Construction/recycling waste	Collection	Once a week, only between 09:30 and 15:00
Vans	1	Small construction items such as tools, equipment, PPE, screws, rubble bags, paints etc.	Delivery	Once a week, only between 09:30 and 15:00
Van	1	Wooden staircase	Delivery	Approximately twice during construction
Van	1	Doors and frames, skirting, bathroom fixtures, electrical cables and plumbing items etc.	Delivery	Approximately over 8 times over construction
Rigid or flat bed	1	Plasterboard, plywood, plastering cement, steel beams, bathroom tiles etc.	Delivery	Approximately over 8 times over construction
Scaffolding lorry	1	Scaffolding tubes, boards, sheets, netting etc.	Delivery & Collection	2 days as start and 2 days at end of construction

5.0 CONTROL OF DUST, NOISE AND EMISSIONS

The control of dust and noise is a major consideration in terms of the impact it can have on the local environment and persons living and working in the vicinity of the works. Every effort will be made towards preventing dust and other pollutant emissions for being carried outside the site boundary.

Noise and vibration levels will be closely monitored throughout the working day. Any works deemed excessively noisy, that may impact adjoining businesses and residents will be restricted to a time agreeable to all parties and will not commence prior to 9.00am and will cease by 4.30pm.

As there will be no external excavation or vehicles entering or leaving the site it is unlikely that wheel washing facilities will be required, in the event any vehicles are required to enter the site a wheel washing facility will be set-up as soon as possible. However, the following provisions will be implemented on various tasks.

DEMOLITION

To mitigate dust emission during the demolition phase, the following measures will be taken:

- Detailed method statements for breaking out and other sensitive activities will be provided to the work team prior to any strip out works.
- Areas of work and any small stockpiles will be dampened down to minimise and supress dust.
- A designated area will be provided for the purpose of segregating waste for disposal to recycling facilities.
- All vehicles removing waste from site will be suitably sheeted to prevent dust or debris falling onto the highway or pavement.
- Burning of waste or unwanted material will not be permitted on site.
- Any use of chutes will have minimal drop heights to control the fall of materials and creation of dust`.
- The pavement and highway shall be checked daily for dust and debris during break hours, before and after work.

CONSTRUCTION

To mitigate dust emission during the construction phase, the following measures will be taken:

- Any works loads will be checked regularly to be fastened and secured to avoid dust and debris from forming around the site and surrounding areas.
- Drains will be regularly inspected to ensure no effect has occurred because of construction activities.
- Cutting, grinding, and sawing - wherever possible prefabricated items would be brought to site to minimise such operations. A wet cut will be used for any masonry cuts.
- Mechanical cutting tools/equipment will be fitted with dust extraction attachments.

The construction methods and selection of plant will always comply with the guidelines set out in BS5228 (2009) "Code of practice for Noise & Vibration Control on Construction and Open Site". Where practicable the contractor will explore methods of construction that minimise noise levels from site activities.

In regard to operative training and induction, the site induction and training process that all operatives must attend prior to commencing work on site in order to comply with the requirements of the Health and Safety at Work Act will include a specific section on the importance on the minimisation of noise and vibration nuisance to the adjoining receptor sites. This will include -

- The proper use and maintenance of tools and equipment
- The positioning of machinery and equipment to reduce noise emission to neighbouring properties

- The avoidance of unnecessary noise when carrying out manual operation and when using mechanical plant and in particular switching off mechanical plant when not in use
- The protection of operatives against noise

5.1 CO2 EMMISSION REDUCTION

The main contract for the construction of the works requires that the contractor and their subcontractors adopt 'green fleet' management practices in the operation of the site construction plant and the road licensed vehicles servicing the site. The contract requires that all equipment and vehicles comply with the Euro 4 emission regulations. The contractor and his subcontractors will be required to demonstrated that they are taking measures to further reduce the carbon emissions of the operated plant through use of fuel saving equipment as accredited by the Freight Operation Recognition Scheme or have adopted the Safe and Fuel Efficient Driving scheme (SAFED).

6.0 COMMUNITY RELATIONSHIPS

Before the commencement of the works several actions and procedure will be established and acted upon, to ensure the project and the works entailed have been given careful consideration prior to commencement.

6.1 CONSIDERATE CONTACTOR SCHEME

The development will be registered with Considerate Contractors Scheme.

The works will be audited on a regular basis by the scheme inspectors and the site notice board will include details of the site registration, the scheme administrator contact details as well as those of the contractor's site management team.
A designated individual who is directly involved in the management of the site will be identified as being specifically responsible for community relations. The individual will be focused on engaging with the community and for providing the appropriate information. They will also be the first line of response to resolving and addressing any issues of concern or complaints received.

The appointed Community Liaison Manager will undertake the following responsibilities:

- Prior to commencing on site, notify all residents and businesses of the pending work and introduce him/herself as the point of contact for all future liaison.
- Provide details of the project and inform neighbours of any work that may impact on their daily routine and activities. Provide assurance that best endeavours will be applied to minimise or eliminate disruption or inconvenience.
- Provide assurance that consideration will be given to any concerns they may have regarding any specific works being undertaken as part of the overall project.
- Inform neighbours that a site log will be kept on site, showing any comments or complaints received and detailing what actions were taken to resolve.

6.2 INTERFACE WITH ADJOINING SITES

There are no developments within close enough proximity of the site to impact on this development, should any construction work commence within close proximity of the site within the contract period then site management will liaise with neighbouring contractors as necessary.

7.0 SITE ACCOMODATION, WELFARE AND TRAVEL

Due to the restrictions surrounding the site, we will locate our project office and site welfare facilities within the existing building. All management personnel and visitors will arrive via the front entrance on Canning Crescent and ring the doorbell for attention. All personnel and visitors will be required to Sign in and Sign Out.

All site operatives will enter via the front entrance through a single manned entry point. Only registered employees and operatives will be provided access.

All site operatives and staff will be provided facilities in accordance with Health & Safety requirements, and will include the following:

- Toilet/Washroom connected to mains drainage
- Canteen
- Drying Room
- Store
- First Aid Facility
- Site Induction Room (Site Office)
- All entry points will be manned during working day and securely locked at night.

There will be no facilities for car parking on site.

7.1 SITE SECURITY

All construction machinery, equipment and material will be stored within the site boundaries at the north-eastern most point. The pedestrian site access will be on Canning Crescent. The site will be locked outside of working hours to ensure that all materials and equipment are stored securely.
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7.2 CONSTRUCTION LIGHTING

Lighting used during the construction phase of the works will be limited and task specific procedures will be put in place for monitoring the lighting and adjustments will be made to all site lighting to ensure minimal environmental and social impact occur.

7.3 TRAVEL TO WORK PLAN

The numbers of site operatives and supervisory staff will gradually increase as the works progress. Initial operative numbers will be limited in the range 10-20 in the initial demolition stages and this will increase to peak levels of approximately 30 during the later stages of the project when the internal finishes phases are being undertaken. It will be a condition of the building contract that no workers vehicles will be allowed on to the site and construction operatives must access the site on foot along High Road, or via the adjacent public footpaths or cycle routes.

To minimise the potential impact of construction workers travelling to the area a Travel Plan will be implemented to promote and encourage the use of sustainable mode of travel to and from the site and minimise the use private cars.

The site has excellent communication links with national rail Thameslink and Underground stations and extensive bus routes all within 1km of the site. In view of these excellent existing provisions is likely that all operatives using attending the site will utilize public transport.

To assist operatives in making the best use of the public transport links the construction phase Travel Plan will take the form of a leaflet that will include details of local public transport services, promote walking and cycling. This Travel Plan will form part of the site Health and Safety site induction pack that all operatives and staff working on site are required to undertake before commencing works on site.

8.0 SUMMARY

This Method of Construction Statement (MOCS) relates to the proposed development of the site at 12 Canning Crescent. The purpose of this MOCS is to ensure that the impact of demolition and construction works on the local residents and the immediate highway network is kept to an absolute minimum.

This plan seeks to address the concerns which may be expressed by the users of the site, local residents and other interested parties.

This scheme developed by Cadoo Studios represents an inclusive and open approach to the site and the way it is developed, the materials selected, and the techniques used.