

**ASAVA CONSTRUCTION LTD**  
**METHOD OF CONSTRUCTION STATEMENT (REVISION A)**

*Discharge of Planning Condition 9  
52 Elmfield Avenue, London N8 8QG*

|                                 |                                                                                                                                                                 |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Site Address</b>             | 52 Elmfield Avenue, London N8 8QG                                                                                                                               |
| <b>Planning Reference</b>       | HGY/2024/2464 — Condition 9 (Method of Construction)                                                                                                            |
| <b>Employer / Client</b>        | YMCA London City and North, Landaid House, 10 Errol Street, London EC1Y 8SE                                                                                     |
| <b>Principal Contractor</b>     | Asava Construction Ltd, 12 Church Street, Storrington, West Sussex RH20 4LA                                                                                     |
| <b>Contract Administrator</b>   | Potter Raper (Employer's Agent)                                                                                                                                 |
| <b>Local Planning Authority</b> | London Borough of Haringey                                                                                                                                      |
| <b>This Revision</b>            | Revision A — issued in response to Haringey comments dated [INSERT DATE OF EUNICE HUANG EMAIL], addressing all points raised by the Council's transport planner |
| <b>Date of This Statement</b>   | 04.08.26 – Rev02                                                                                                                                                |

### **a) Programme of Works**

Asava Construction proposes a structured delivery programme, developed in Asta Powerproject and structured around the logical sequencing required for a refurbishment and extension scheme within a constrained residential environment. Following review, the envisaged start and end dates below have been updated.

**Target start on site:** 31 August 2026. Practical Completion is anticipated approximately 50 weeks from confirmed start on site, i.e. 16 August 2027, subject to contract execution.

#### **Key Programme Phases**

- Mobilisation and Pre-Construction (Weeks 1–14): Contract execution, design co-ordination, Construction Phase Plan preparation, statutory service enquiries, procurement of long-lead items (structural steelwork, fire doors, M&E). Hoarding and welfare establishment.
- Enabling Works and Demolition (Weeks 3–10): Site set-up, strip-out, soft demolition. Demolition arisings removed promptly. Temporary works and propping installed prior to structural alterations.
- Drainage Alterations and Below-Ground Works (Weeks 13–18): Drainage alterations, repairs and new foundations, co-ordinated with Building Control inspections, based on the Arvon Drain Clearing Ltd CCTV survey provided in the tender information.
- Structural Alterations and Superstructure (Weeks 15–32): Steel fabrication and installation, blockwork, roof structure, scaffold lifts, windows. Weather-tightness targeted as an early milestone around Week 35.
- Building Fabric, First-Fix M&E (Weeks 37–38): Envelope complete, first-fix mechanical and electrical services co-ordinated with fire compartmentation and life-safety systems.
- Internal Works, Second Fix and Finishes (Weeks 38–43): Phased internal fit-out, finishes, decoration, fire doors, front and rear landscaping, S278 works.
- Testing, Commissioning and Snagging (Weeks 44–50): Electrical and fire alarm testing, gas safe certification, air and acoustic testing, snagging, client demonstrations. Dedicated 4-week snagging period.

## Works Trip Generation by Phase

The following sets out the anticipated vehicle trip generation associated with each phase, by vehicle type and frequency, to inform the Council's assessment of highway impact:

| Programme Phase                         | Vehicle Type                                                                                                                                                                   | Anticipated Frequency                                                                    |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Mobilisation & Pre-Construction         | Vans / small rigid (welfare, hoarding materials)                                                                                                                               | 1 trip/week                                                                              |
| Enabling Works & Demolition             | Skip lorries (single skip, swapped periodically)                                                                                                                               | 1–2 trips/week                                                                           |
| Drainage & Below-Ground Works           | Rigid HGV (excavation plant, spoil removal)                                                                                                                                    | 1–2 trips/week                                                                           |
| Structural Alterations & Superstructure | HGV (structural steel — named delivery days only, confirmed with 5 working days' notice), concrete mixer trucks (pour days only), mobile crane (short-duration hire, 1–2 days) | Up to 2 no. steel delivery days; concrete mixers on pour days only, otherwise negligible |
| Building Fabric & First-Fix M&E         | Rigid / vans (M&E materials)                                                                                                                                                   | 1–2 trips/week                                                                           |
| Internal Works, Second Fix & Finishes   | Vans (smaller, more frequent loads)                                                                                                                                            | 1–2 trips/week                                                                           |
| Testing, Commissioning & Snagging       | Vans (minor materials, testing equipment)                                                                                                                                      | 1 trip/week                                                                              |

## b) Parking and Management of Deliveries to the Site

Asava Construction recognises that 52 Elmfield Avenue is located on a busy permit-controlled road within a 20-mph zone and in close proximity to neighbouring residential properties. The following arrangements will apply throughout the construction period.

### Contractor Parking

- Contractor and operative parking will not take place on Elmfield Avenue. Operatives will be encouraged to travel to site by public transport or to park in agreed off-street locations away from the immediate residential area.
- Subject to agreement with YMCA London City and North, limited use of parking bays at the rear of the main YMCA building may be utilised for contractor welfare and secure material storage during high-intensity phases. Any such use will be agreed in advance, controlled and removed immediately once no longer required.
- Contractor vehicles will not be left idling outside the site boundary. Engine-off policy will be enforced during unloading.

### Delivery Management

- All deliveries will be pre-booked and time-slotted in advance. No unplanned or ad-hoc deliveries will be permitted to site.
- Delivery schedules will be co-ordinated with the construction programme to support key work stages and avoid unnecessary congestion on Elmfield Avenue.
- Vehicle sizes will be restricted to those appropriate for the residential road. No abnormal loads will access the site without prior agreement with the Local Planning Authority and notification to residents.
- Asava Construction specifically commits to avoiding works deliveries during the following periods:** AM peak (08:00–09:00), PM peak (17:00–18:00), and school drop-off and pick-up times (08:00–09:00 and 15:00–16:00). Deliveries will be programmed outside these windows wherever practicable, and any unavoidable exception will be agreed in advance with the Local Planning Authority.
- Early and late works deliveries: where deliveries fall outside standard site hours (before 08:00 or after 18:00 Monday–Friday, or before 08:00/after 13:00 Saturday) are required to accommodate a specific operation (e.g. concrete pours, abnormal loads, crane oversail), these will be scheduled only with prior written agreement from the Local Planning Authority and with a minimum of [INSERT NOTICE PERIOD, e.g. 5 working days] notice to affected residents. No early or late deliveries will take place without such agreement.
- Parking bay suspensions:** 2 no. bays on Elmfield Avenue are anticipated to require suspension for an estimated duration of 6 months, covering the enabling works, drainage and structural phases (including the structural steel installation and crane oversail operations — see Section (e)) when dedicated space for deliveries and the banksman-controlled loading area is most critical. The bays will be reinstated once this

period is complete and will not remain suspended for the remainder of the programme. Applications for suspension will be made to the London Borough of Haringey Highways in advance, with residents notified in accordance with the Council's standard notice period.

- A trained site operative will act as banksman for all vehicle movements involving deliveries. No vehicle will manoeuvre without banksman supervision.
- Where on-street skips or temporary parking suspensions are required, these will be arranged in advance with the London Borough of Haringey and clearly communicated to residents with adequate notice.

### c) Loading and Unloading of Plant and Materials

All loading and unloading of plant and materials will be managed within the site boundary, utilising the defined delivery and unloading area to the front of the site as established within the adopted Site Logistics Plan (Drawing No. 4029-LB-ZZ-00-D-A-060700 Rev C02).

- A designated unloading area will be established at the Elmfield Avenue frontage within the hoarded site boundary. No loading or unloading will take place on the public highway unless a Temporary Traffic Regulation Order or Skip Licence has been obtained from the Local Planning Authority.
- During high-intensity phases (drainage and structural works), appropriately sized plant and vehicles will be pre-booked and supervised. Concrete deliveries will be time-controlled and supervised by the site manager.
- Spoil and demolition arisings will be removed promptly and co-ordinated to prevent stockpiling and double handling on the highway. All spoil and waste will be appropriately covered and securely fastened (e.g. sheeted and roped/netted) prior to and during transport away from the site, in accordance with the Environmental Protection Act 1990 (Duty of Care) and to prevent spillage, dust and debris on the public highway.
- A banksman will be in attendance for all deliveries and all loading/unloading movements. The banksman will control vehicle movements and ensure pedestrian safety at all times.
- During later stages (second fix and finishes), deliveries will transition to smaller, more frequent loads to reduce congestion and protect completed work.
- A site logistics register will be maintained by the site manager, logging all deliveries and vehicle movements throughout the project.

### d) Storage of Plant and Materials

External material storage will be kept to an absolute minimum throughout the project. The logistics strategy is based on just-in-time delivery scheduling to reduce the quantity of materials stored on site at any given time.

- Materials will be delivered on a just-in-time basis and either installed immediately upon delivery or transferred directly to designated internal storage areas once the building envelope is weather-tight.
- Plant and equipment will be stored within the secure hoarded site boundary. No plant or materials will be stored on the public highway or footway.
- **Supply chain contingency:** in the event of a supply chain failure or delivery delay affecting the just-in-time strategy, the site manager will hold a contingency buffer stock of critical items within the site boundary (not the highway) where space allows, and will re-sequence the programme to prioritise unaffected work fronts rather than accelerating deliveries to compensate. Any resulting change in delivery frequency, vehicle size or timing that would affect the agreed delivery windows or highway impact will be reviewed against this Method of Construction Statement and, where it would materially change the approved arrangements, agreed in writing with the Local Planning Authority before implementation. No additional on-highway storage will be used to mitigate supply chain disruption.
- Hazardous materials (fuels, adhesives, chemical products) will be stored in accordance with COSHH Regulations within appropriate locked and bunded storage areas within the site boundary.
- Daily housekeeping inspections will be carried out by site management to ensure clear access routes, safe working conditions and compliance with the Construction Phase Plan.
- Completed areas within the building will be protected from damage by subsequent trades. A clear floor-by-floor sequencing strategy will be implemented to safeguard finished works.

## e) Scaffolding, Skips, Hoardings and Hoists Over or On the Highway

### Hoarding

- A secure hoarded site boundary will be erected along the Elmfield Avenue frontage in accordance with the adopted Site Logistics Plan. The hoarding will be maintained in good condition throughout the project, kept clean and tidy, and will include contact details for the site manager.
- No hoarding will encroach onto the public footway without prior consent from the London Borough of Haringey Highways department and, where applicable, a Licence under Section 169 of the Highways Act 1980.
- **Footway width and accessibility:** a minimum clear footway width of 1.5m will be maintained along the Elmfield Avenue frontage at all times, in accordance with the London Borough of Haringey's requirements. This width has been confirmed as sufficient to accommodate mobility-impaired persons, wheelchair users and those with buggies or prams passing unobstructed. Any temporary reduction below this width for short-duration operations will be managed by a banksman providing assisted crossing, with signage and a clearly defined alternative route.
- Site entrance doorways/gates will be set to open inwards into the site, so as not to impede pedestrian thoroughfare on the footway abutting the site boundary.

### Scaffolding

- Scaffolding will be designed by a qualified scaffolding contractor in accordance with TG20:21 guidance and will be subject to structural engineer approval where required.
- Two scaffold lifts are programmed: Lift 1 from 26 August 2026, Lift 2 from 3 October 2026. The scaffold will be struck following achievement of weather-tightness, targeted for December 2026.
- Where scaffold is required to project over or adjacent to the public highway, a Licence under Section 169 of the Highways Act 1980 will be obtained from the London Borough of Haringey prior to erection. The scaffold will include appropriate fans, temporary roofing, lighting and safety netting as required.
- Scaffold inspections will be carried out weekly and following any adverse weather event. Records will be maintained on site.

### Skips

- Skips will be located within the secure hoarded site boundary wherever practicable. Where it is necessary to position a skip on the public highway, a Skip Licence will be obtained from the London Borough of Haringey Highways prior to placement.
- Highway skips will be lit and marked in accordance with the Highways Act requirements. Skips will be covered or sheeted when not in use to prevent wind-blown debris.

### Hoists

- It is not currently anticipated that a permanent hoist projecting over or onto the public highway will be required. A mobile crane may be required on a short-duration basis for structural steel installation. Where any crane operation requires oversail of the public highway or adjoining properties, a crane oversail licence will be obtained from the Local Planning Authority and/or a crane oversail agreement entered into with affected landowners prior to any lift taking place. No crane will operate over the public highway without all necessary consents in place. Affected residents and the Local Planning Authority will be notified in advance of any such operation.

### Temporary Parking Suspensions

- Where it is necessary to temporarily suspend on-street parking bays on Elmfield Avenue to facilitate safe delivery access or critical construction operations (including structural steel installation), Asava Construction will make the necessary application to the London Borough of Haringey Highways in advance and will provide advance notice to affected residents. See Section (b) for anticipated quantum and duration.
- **Safeguarding pedestrians, cyclists and other vulnerable road users:** a trained banksman will supervise all vehicle movements affecting the footway or carriageway, including reversing, loading and crane operations. Warning signage will be displayed at both approaches to the site during high-risk operations. Temporary pedestrian barriers and directional signage will be used where the footway is narrowed, providing a clearly defined and segregated route. Deliveries and crane operations will avoid peak pedestrian and cycle movement periods identified in Section (b) wherever practicable. All site operatives involved in traffic management will hold appropriate training (e.g. NRSWA/banksman certification).

## **f) Site Management**

The Site Manager shall be responsible for implementing this Method of Construction Statement throughout the construction period. Any significant changes to the construction methodology or site logistics shall first be agreed in writing with the Local Planning Authority.

### **Submitted by:**

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