



1 Whittington Road, Haringey

METHOD OF CONSTRUCTION STATEMENT

for Residential Development
on behalf of Whittington Road Developments LTD

2026/8615/MoCS01

August 2026

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1 INTRODUCTION

1.1 Document Context

- 1.1.1 This Method of Construction Statement ("MoCS") is prepared by RGP Consulting Engineers Limited ("RGP") in support of residential development at 1 Whittington Road, London, N22 8YS ("the site").

1.2 Planning History

HGY/2019/2614

- 1.2.1 A planning application (reference. HGY/2019/2614) was submitted to Haringey Council for:

"Erection of a single storey dwelling to the rear of 1 Whittington Road."

- 1.2.2 The application was approved in December 2019 subject to conditions. Condition Seven of the Decision Notice required the preparation of a MoCS.

HGY/2020/0579

- 1.2.3 A planning application (reference. HGY/2020/0579) was submitted to Haringey Council for:

"Approval of details pursuant to conditions 3 (materials), 4 (treatment of the surroundings), 5 (refuse and waste storage and recycling facilities), 6 (secure and covered cycle parking facilities), 7 (Method of Construction Statement), 8 ('vegetated' or 'green' roof), 10 (fencing for the protection of any retained tree), 11 (lighting assessment), 12 (details of all enclosures around the site boundary) and 14 (drainage works) attached to planning permission HGY/2019/2614."

- 1.2.4 In support of the application, a 'Method Statement for Demolition & Construction' was prepared. This document was approved in May 2020.

HGY/2022/1428

- 1.2.5 A further planning application (reference. HGY/2022/1428) was submitted to Haringey Council for:

"Renewal of planning permission for ERECTION OF A SINGLE STOREY DWELLING AT REAR OF 1, Whittington Road, Wood Green, London, Haringey, N22 8YS approved application number HGY/2019/2614."

- 1.2.6 The application was approved in July 2022.

1.3 MoCS

- 1.3.1 This MoCS is prepared in support of residential development at the site to comprise the delivery of two dwellinghouses and reflects the information and assessments presented in that formerly approved (reference. HGY/2020/0579) Method Statement for Demolition & Construction.

2 PLANNING POLICY CONTEXT

2.1 Haringey Local Plan

2.1.1 Policy SP0 (Presumption in Favour of Sustainable Development) of the Haringey Local Plan confirms:

“When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord with the policies in Haringey’s Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or
- Specific policies in the NPPF indicate that development should be restricted.”

2.2 Haringey Development Management DPD

2.2.1 Policy DM1 (Delivering High Quality Design) of the Haringey Development Management DPD confirms:

“All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- a) Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b) Make a positive contribution to a place, improving the character and quality of an area;
- c) Confidently address feedback from local consultation;
- d) Demonstrate how the quality of the development will be secured when it is built; and
- e) Are inclusive and incorporate sustainable design and construction principles.

Development proposals should relate positively to their locality, having regard to:

- a) Building heights;
- b) Form, scale & massing prevailing around the site;
- c) Urban grain, and the framework of routes and spaces connecting locally and more widely;
- d) Maintaining a sense of enclosure and, where appropriate, following existing building lines;
- e) Rhythm of any neighbouring or local regular plot and building widths;
- f) Active, lively frontages to the public realm; and
- g) Distinctive local architectural styles, detailing and materials.

Development proposals shall demonstrate how the landscaping and planting are integrated into the development as a whole. The Council will expect development proposals to respond to:

- a) Landform;
- b) Levels, slopes and the fall of the ground;
- c) Trees on and close to the site;
- d) Landscaped boundary and treatments; and
- e) Any other significant biodiversity (including prioritising native over invasive species) on or close to the site.

Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that:

- a) Provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land;
- b) Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development; and
- c) Address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development."

3 PRINCIPAL CONTRACTOR

3.1 Principal Contractor

- 3.1.1 A Principal Contractor will be appointed to oversee the construction programme. The Principal Contractor will be a member of and operate the construction site as per the requirements of the Considerate Constructors Scheme (CCS).
- 3.1.2 The contact details of the Principal Contractor, as well as any other responsible persons at the site, will be provided on the construction site hoarding for the duration of the construction programme.

3.2 Code of Considerate Practice

- 3.2.1 The CCS 'Code of Considerate Practice' (COCP) commits Contractors to operating in a way that:
- Respects the community – Contractors must manage their impact on their neighbours and the public to support a positive experience.
 - a) Ensuring courteous and respectful language and appropriate behaviour in and around the construction activity.
 - b) Providing a safer environment, preventing unnecessary disturbance, and reducing nuisance for the community from their activities.
 - c) Proactively maintaining effective engagement with the community to deliver meaningful positive impacts.
 - Cares for the environment – Contractors must minimise their impact and enhance the natural environment, by:
 - a) Prioritising environmental issues to protect the natural environment and minimising negative impacts.
 - b) Optimising the use of resources, including minimising carbon throughout the value chain.
 - c) Engaging with the community to improve the local environment in a meaningful way.
 - Values their workforce – Contractors must create a supportive, inclusive, and healthy workplace, by:
 - a) Actively encouraging and supporting an inclusive and diverse workplace.
 - b) Proactively supporting safe working, mental and physical wellbeing at work.

- c) Providing workplaces that are, well maintained, clean and secure from physical and biological hazards.

4 COMMUNICATION STRATEGY

4.1 Communication Strategy

4.1.1 The Principal Contractor will:

- Identify potential impacted communities and provide pre-start information, to include details of any expected disruptive works – this will include one of or a combination of the following communication streams:
 - a) Notice boards.
 - b) Letter drops.
 - c) Social Media.
- Implement reasonable working hours (as set out later in this document) with consideration to the requirements of the Local Planning Authority (LPA) and impacted communities.
- Display on the construction site hoarding the following information:
 - a) The CCS registration poster / certificate.
 - b) The construction site programme.
 - c) The Principal Contractor contact details.
 - d) Out of hour emergency contact details.

4.2 Stakeholder Communications Logs

- 4.2.1 With consideration to the Monitor Checklist, the Principal Contractor will maintain a Stakeholder Communications Log, or similar, to comprise all compliments, comments and complaints received. The Monitor Checklist will be made available to LPA on request.

Complaints

- 4.2.2 Should a complaint be received by the Principal Contractor, this will be recorded within the Monitor Checklist. The Contractor will aim to acknowledge any complaint within 24 hours of receipt.
- 4.2.3 Any complaint will be fully investigated. Where the matter can be resolved quickly, appropriate remedial action will be agreed and taken within an appropriate timescale. The resolution will be confirmed with the Complainant.

- 4.2.4 Should a complainant not be satisfied with the outcome of the resolution, the matter will be escalated and subject to further review. Should additional action be deliverable, this will be agreed and taken within an appropriate timescale. The resolution of which will be confirmed with the Complainant.
- 4.2.5 Should a complainant not be satisfied with the outcome of the further resolution, it is anticipated the CCS will review the complaint and may offer additional deliverable actions. Where the Contractor has either resolved the issue to the complainant's satisfaction or made reasonable efforts to address it in line with the COCP, the concern will be closed by the CCS.

5 CONSTRUCTION PROGRAMME

5.1 Construction Programme

5.1.1 The construction programme is anticipated to be as follows:

- Site clearance.
- Site setup.
- Excavation.
- Piling.
- Foundations.
- Superstructure.
- First fix.
- Second fix.
- Cladding.
- Services.
- Snagging.

6 CONSTRUCTION SITE

6.1 Hoarding

- 6.1.1 The construction site will be hoarded for security and the control of dust and noise. The hoarding will detail the following information:
- a) The CCS registration poster / certificate.
 - b) The construction site programme.
 - c) The Principal Contractor contact details.
 - d) Out of hour emergency contact details.
- 6.1.2 The Principal Contractor will inspect all hoarding throughout construction works. Any repairs will be undertaken in a timely manner as possible.

6.2 Loading & Unloading

- 6.2.1 All construction vehicles will unload / load from within the construction site. Should other arrangements be required (i.e. off-site unloading / loading), the Principal Contractor will apply for the relevant licenses as required.

6.3 Materials & Plant

- 6.3.1 Materials and plant will be stored on-site throughout the construction programme. No materials or plant will be stored at locations other than on-site. All materials and plant will be suitably stored as per relevant regulations and guidance i.e. dusty materials will be covered, and flammable liquids will be stored in fire-resisting bins or cabinets.

6.4 Parking

- 6.4.1 Some on-site car parking will be available throughout the construction programme. All construction personnel and visitors to the site however will be requested to travel by active and sustainable travel modes. Parking associated with construction personnel or visitors will not be permitted on Whittington Road, or other local roads.

7 CONSTRUCTION SITE HOURS

7.1 Construction Site Hours

7.1.1 The construction site will be operational:

- Monday to Friday – 08:00 to 18:00.
- Saturday – 09:00 to 13:00.
- At no time on Sundays, Public and Bank Holidays.

7.2 Deviations

7.2.1 Hours of working outside the above could be unavoidable:

- Emergency works.
- Works required for immediate health and safety reasons.
- Works which are likely to cause major disruption to traffic, and where the policy or the Council's Highways Officers decide they should take place at night or at a weekend.

7.2.2 In cases of emergency works and works required for immediate health and safety reasons, the Principal Contractor will contact the Council as soon as practically possible with the reason for the work and likely duration. Details of these works will be recorded, to include any remedial actions, to prevent further such instances.

7.2.3 In case of works which are likely to cause major disruption to traffic, the Principal Contractor will apply to the Council in advance for prior permission.

7.3 Construction Vehicle Hours

7.3.1 Construction vehicle hours will be within the above construction site hours. To avoid peak hours on the local highway network, construction vehicles will be timed to arrive at the site after 09:30 and to have departed prior to 16:30.

8 CONSTRUCTION VEHICLES

8.1 Routing

- 8.1.1 Construction vehicle routing is dependent on the origin and subsequent destination of the vehicle. However, it is reasonable to assume construction vehicles will arrive from the A109, Bounds Green Road, turning into Whittington Road. Construction vehicles will egress the site turning onto Whittington Road, to its junction with the A109, Bounds Green Road.

8.2 Specification

- 8.2.1 Construction vehicles will predominantly comprise the following specification.

Vehicle	Dimensions
Medium Tipper Lorries	Length: 8.2m Width: 3.5m
Small Tipper Lorries	Length: 6.5m Width: 2.5m
Concrete Lorries	Length: 8.4m Width: 2.4m
Flat-bed Trucks	Length: 8.0m Width: 2.1m
Skip Lorries	Length: 6.3m Width: 2.9m
Panel Vans	Length: 5.3m Width: 2.0m

Figure 1 Construction Vehicle Specification

- 8.2.2 Wherever possible, larger construction vehicles will be used to reduce the overall frequency of construction vehicle movements.

8.3 Vehicle Schedule

- 8.3.1 A Construction Vehicle Schedule will be prepared for all vehicles to ensure just one vehicle is present on site at any one time and that movements are undertaken in a clean, efficient and safe manner.
- 8.3.2 All vehicle movements will be booked in advance, at minimum, 48 hours prior to arrival at the site. All drivers will be requested to telephone prior to their arrival so any necessary steps can be taken at site. All drivers will be notified of any intended vehicle routing to ensure their compliance with the route.
- 8.3.3 As a Vehicle Schedule will be prepared, it is not anticipated vehicle hold off areas will be required. Vehicles will not be permitted to wait on Whittington Road, or other local roads, prior to delivering to or collecting from the site.

8.4 Traffic Management

- 8.4.1 All vehicle movements will be supported by a combination of Banksman and Traffic Marshals as required – the use of such persons will minimise conflict between the vehicles and pedestrians and other vehicles.
- 8.4.2 All drivers will be requested to telephone prior to their arrival at the site so that any necessary steps can be taken at site (i.e. Banksman and Traffic Marshals are ready to receive the vehicle).

8.5 Vehicle Features

- 8.5.1 The Principal Contractor will aim for all construction vehicles to benefit from the following features:
- Audible Turning Alert.
 - Camera Monitoring System.
 - Class V and VI Mirrors.
 - Moving Off Information System.
 - Nearside Blind Spot System.
 - Side Under Guard Protection.
 - Warning Signage.

8.6 Wheel Washing

- 8.6.1 Wheel washing facilities will take the form of a pressure washer, or similar. The Principal Contractor will ensure there is an adequate area of hard surfaced road between the wheel washing facility and the site exit, as far as is reasonably practicable. The wheel washing facility will be suitably maintained and serviced so as to avoid failure, however, should the facility fail, sufficient other measures will be enacted (i.e. sweeping).

9 DUST

9.1 Mitigation

9.1.1 With consideration to the Institute of Air Quality Management (IAQM), the following dust mitigation measures will be implemented:

Communications

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.

Monitoring

- A responsible person will undertake visual dust monitoring in the vicinity of the site boundary (internal and external) at least once on each working day throughout demolition and construction – results of which will be recorded in a Site Log.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Avoid site runoff of water or mud.

Operating Vehicle / Machinery and Sustainable Travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable.
- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate,
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Waste Management

- Avoid bonfires and burning of waste materials.

10 LIGHTING

10.1 Context

10.1.1 Lighting associated with construction works could result in disturbance.

10.2 Mitigation

10.2.1 To minimise any disturbance, all lighting will be kept to the minimum requirement for the safety of construction personnel and to ensure effective site security.

10.2.2 Additionally, all lighting will be sited and oriented away from light sensitive (i.e. local residents and habitats of terrestrial mammals) receptors.

10.2.3 Finally, all lighting will be sited and oriented so as not to cause distraction, glare or confusion to drivers on the local road network.

11 NOISE & VIBRATION

11.1 Mitigation

11.1.1 With consideration to BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014, the following noise and vibration mitigation measures will be implemented:

- Construction vehicles will arrive at and depart from the site as per the hours of this document, so as not to inconvenience noise-sensitive areas.
- Drop height of materials will be minimised.
- Equipment will be switched off when not required or throttled down to a minimum.
- Loading and unloading will be completed away from noise-sensitive area, where practicable.
- Methods of working causing significant vibration will be considered for other less intrusive methods, where practicable.
- Plant and sound-reducing equipment will be maintained.
- Plant and vehicles will be started up sequentially.
- Plant causing significant levels of vibration will be replaced by other less intrusive plant, where practicable.
- Plant will be low or zero emission where practicable.
- Plant will be modified to reduce noise where practicable.
- Plant will be sited away from noise-sensitive areas, where practicable.
- Plant will be the quietest available for the required purpose.
- Rubber linings will be used to reduce impact noise.
- Sources of significant noise will be enclosed, where practicable.
- Unnecessary revving of engines will not be permitted.
- Vibrating plant will be isolated, where practicable.
- Vibrating plant will be sited away from sensitive areas, where practicable.

12 RETAINED TREES

12.1 Context

12.1.1 Construction works could result in the disturbance of retained trees.

12.2 Mitigation

12.2.1 Protective measures will be installed around retained trees. Access to the protected areas will not be permitted, nor would the storage of construction materials or waste be permitted within these areas.

12.2.2 With consideration to BS 5837:2012 "Barriers should be fit for the purpose of excluding construction activity and appropriate to the degree and proximity of work taking place around the retained tree(s). Barriers should be maintained to ensure that they remain rigid and complete."

12.2.3 The default specification for protective barriers is illustrated in the figure below, as reproduced from BS 5837:2012.

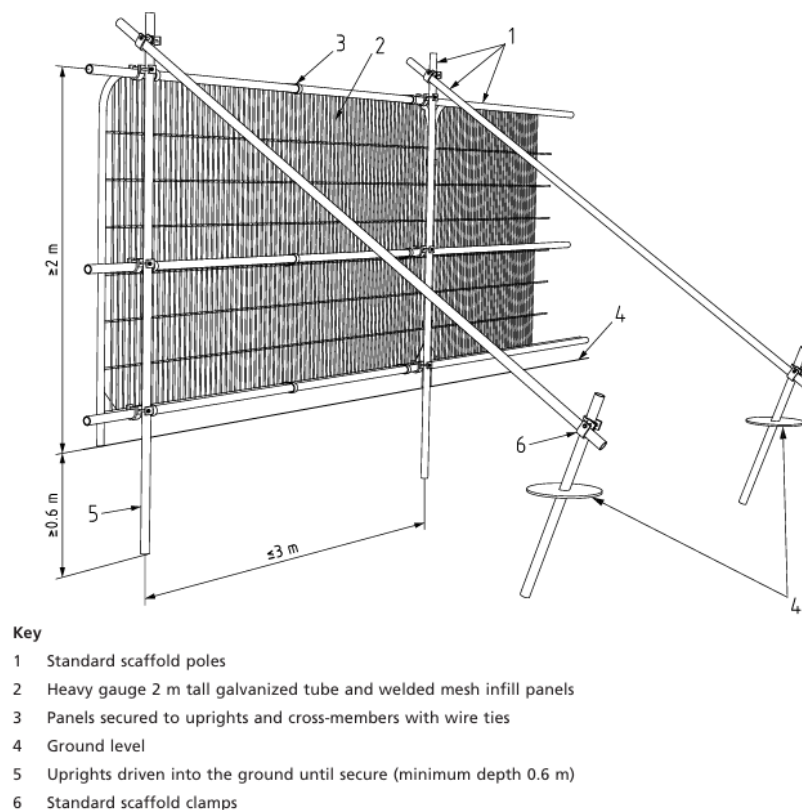


Figure 2 Default Specification for Protective Barrier (BS 5837:2012)

12.2.4 The secondary specification for protective barriers is illustrated in the figure below, as reproduced from BS 5837:2012.

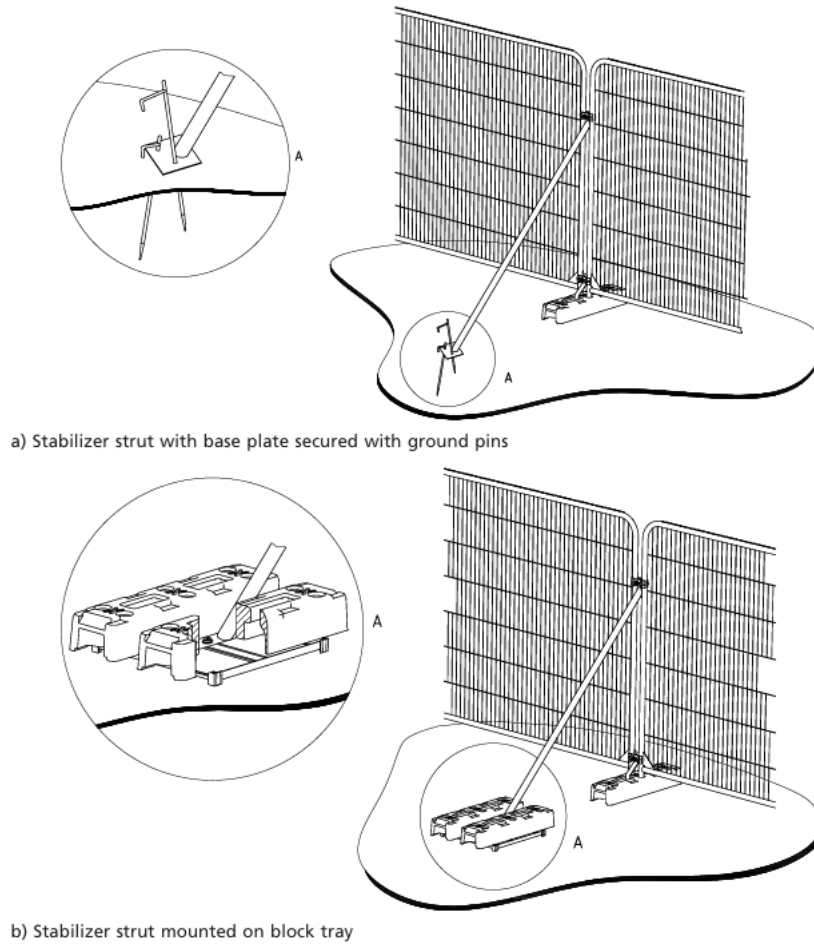


Figure 3 **Above Ground Stabilising Systems (BS 5837:2012)**

- 12.2.5 Notices will be applied to the protective barriers to confirm it is a construction exclusion zone and that access is not permitted.

13 TERRESTRIAL MAMMALS

13.1 Context

13.1.1 Construction works could result in the disturbance of terrestrial mammals.

13.2 Mitigation

13.2.1 To minimise any disturbance, all excavations will be covered, or a ramp will be installed, so that trapped animals can escape.

13.2.2 Additionally, all lighting will be designed to avoid light spill on to retained habitats terrestrial mammals could use.

13.2.3 Finally, any chemicals and pollutants will be suitably stored and disposed of according to Control of Substances Hazardous to Health (COSHH) Regulations.

14 WASTE

14.1 Waste Hierarchy

14.1.1 The Waste Hierarchy will be implemented and followed.

14.1.2 The Department for Environment, Food & Rural Affairs 'Guidance on Applying the Waste Hierarchy' confirms the Waste Hierarchy "ranks waste management options according to the best environmental outcome taking into consideration the lifecycle of the material." The Waste Hierarchy, as reproduced from the Guidance, is illustrated in the figure below.



Figure 4 Waste Hierarchy (DEFRA)

14.1.3 The Waste Hierarchy gives top priority to preventing waste, and where waste is generated, preparing it for reuse, then recycling, then other recovery, prior to disposal. Application of the Waste Hierarchy supports the move to a Circular Economy.

14.2 Circular Economy

14.2.1 The Circular Economy aims for materials to be retained at their highest value for as long as possible, prior to their reuse or recycling, leaving a minimum of residual waste. The Circular Economy, as reproduced from the Department for Environment, Food & Rural Affairs 'Resources and Waste Strategy: At a Glance', is illustrated in the figure below.

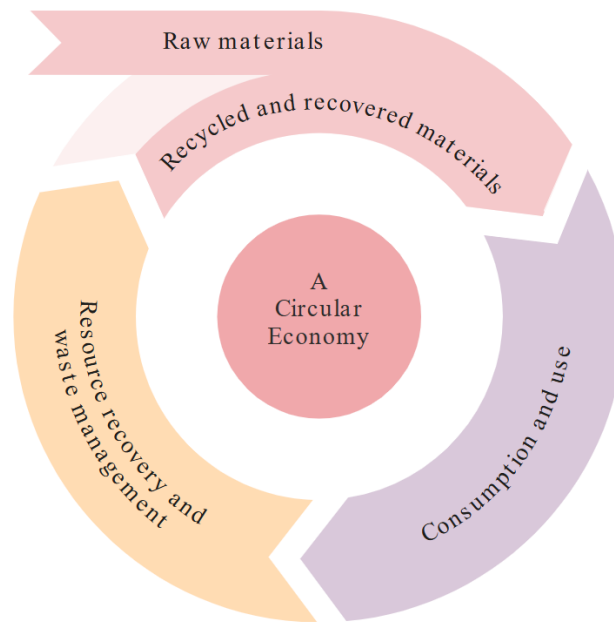


Figure 5 Circular Economy (DEFRA)

14.2.2 With consideration to the Circular Economy, it is a commitment of this document that all waste will be managed (demolition, excavation and construction) sustainably and to the highest value.

14.3 Mitigation

- All waste will be segregated into appropriate waste streams to prevent cross contamination.
- All waste will be appropriately sheeted prior to leaving the site.
- All waste will be processed at an appropriately licenced waste processing facility.
- All waste will be transferred under a Waste Transfer Note, or Waste Consignment Note, as appropriate.
- No waste will be permitted to be burned on-site.
- No wastewater will be discharged to controlled waterways or to foul or surface water drains.
- A Site Waste Register will be maintained at the site.

14.3.1 If necessary, asbestos will be removed by a Licenced Contractor in compliance with the Control of Asbestos Regulations.

15 PLANNED MEASURES

15.1 Checklist

15.1.1 The table below summarises measures that will be implemented by the Principal Contractor throughout the construction programme.

Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out-of-peak deliveries	X		
Re-timing for out-of-hours deliveries			X
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Vehicle choice		X	
Measures to encourage sustainable freight			
Freight by water*			X
Freight by rail*			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site			X
Smart procurement		X	
Other measures			
Collaboration with other sites in the area			X
Implement a staff travel plan	X		

Figure 6 Planned Measures Checklist

**If site, consolidation centre or holding areas are within 100m of foreshore of navigable water-way or rail freight siding.*

16 IMPLEMENTING, MONITORING & UPDATING

16.1 Data Collection

16.1.1 It is anticipated the Principal Contractor will collect data on:

- Community concerns about construction activities.
- Unacceptable queuing or parking.
- Adherence to safety & environmental standards & programmes.
- Low Emissions Zone (LEZ) and Ultra Low Emissions Zone (ULEZ) compliance.
- Anti-idling.
- Logistics-related incidents.
- Record of associated fatalities and serious injuries
- Methods staff are travelling to site.
- Vehicles and operators not meeting safety requirements.
- Personal safety surrounding the site.



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