

Planning Application Reference No. HGY/2021/0542
30 Queens Avenue, London, N10 3NR
Application to Discharge Condition 6
March 2024
IC Construction Ltd.

CONSTRUCTION MANAGEMENT PLAN

For the development at 30 Queens Avenue.

00.0: CONDITION NO. 6

Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The statement shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) the estimated number and type of vehicles per day/week;
- c) estimates for the number and type of parking suspensions that will be required;
- d) details of measures to protect pedestrians and other highway users from construction activities on the highway.

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.

01.0: PURPOSE OF THIS STATEMENT

This statement has been written to discharge planning condition 6 as stated above. This report outlines how this project will be constructed efficiently, under controlled environmental conditions. This method statement describes how we propose to minimize inconvenience to the neighbouring owners.

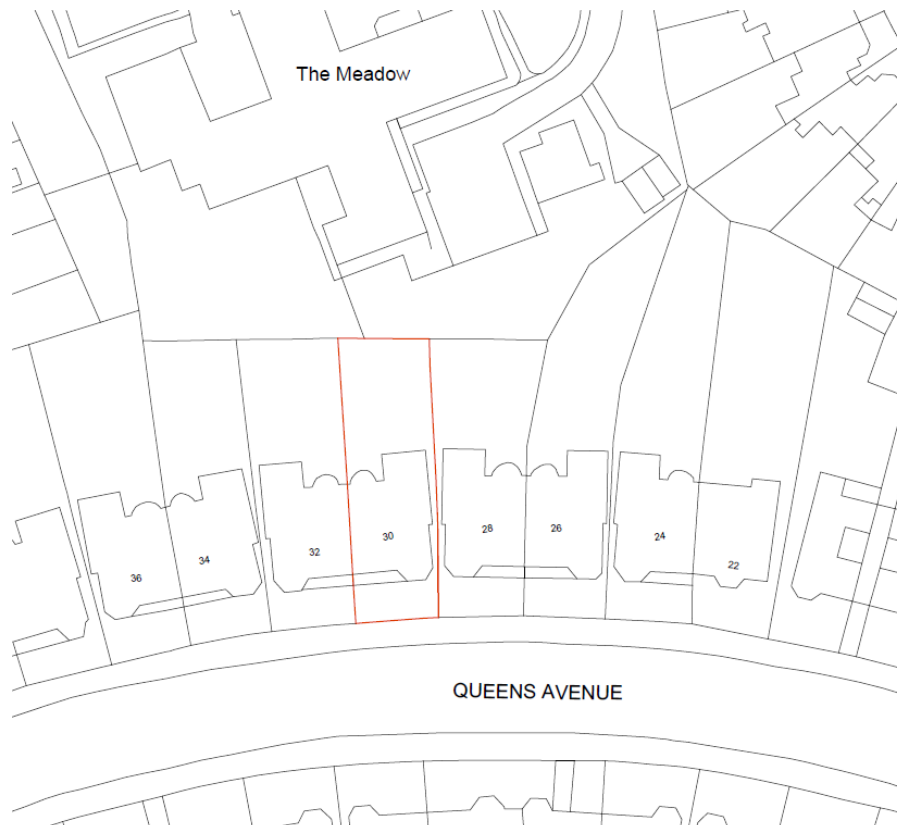


FIG.01 – SITE LOCATION PLAN (NOT TO SCALE) NO SITE COMPOUND AS NO SPACE ON THE SITE

02.0: ROUTING OF CONSTRUCTION VEHICLES

Heavy goods vehicles (HGV) movements during this project will have to be monitored closely with detailed traffic management and logistics plans updated and monitored daily and kept and provided by the site manager.

The site is located on a road that is known as a 'restricted route', and during 'restricted hours' (evenings and weekends) lorry drivers need permission from London Councils to use them. Even during these restricted hours, the drivers must commit to using the ERN as much as they can or smaller goods vehicles will be used.

Restrictions apply:

Monday-Friday: 21:00-07:00

Weekends: Saturday 13:00 to Monday 07:00

Bank holidays: Treat as normal weekday

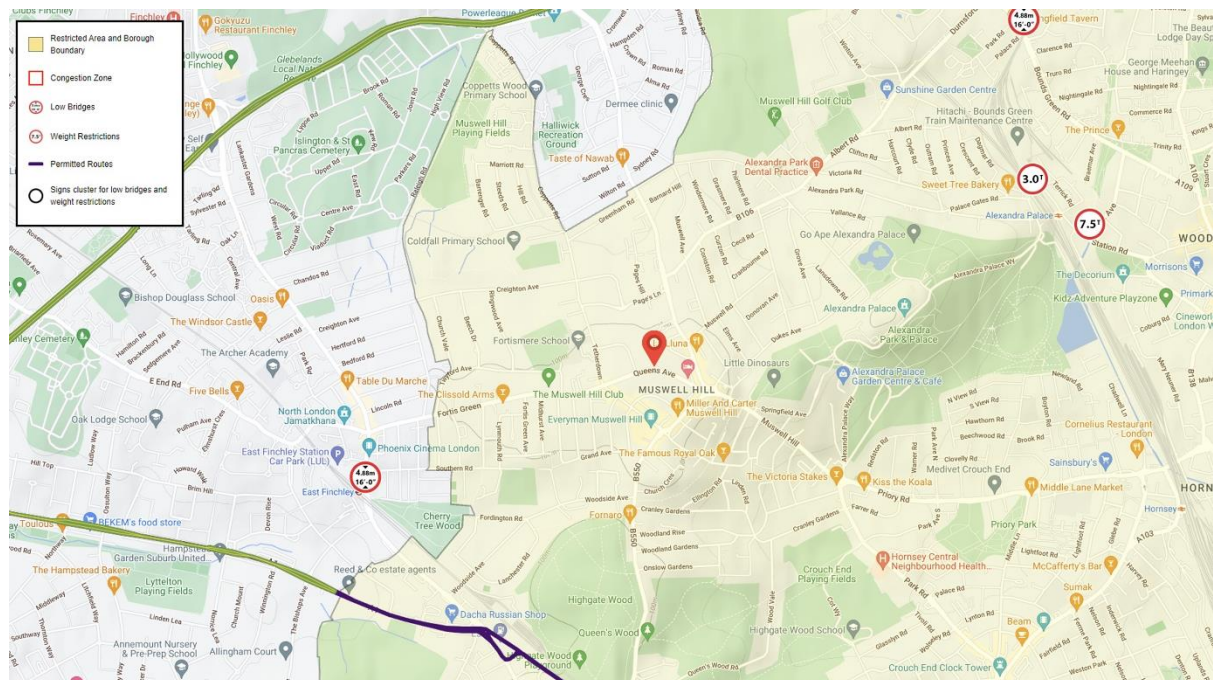


FIG.02 – RESTRICTED AREA FOR HEAVY GOODS VEHICLES

03.0: SITE SET-UP FOR OFFICES AND WELFARE FACILITIES

Temporary buildings, such as site offices, toilets, washrooms, canteens and stores, will be located close to the main site entrance if possible.

04.0: SITE WORKER AND VISITOR PARKING

Given the nature of the site, there will be no on-site car parking and the site labour force and visitors will be encouraged to use public transport. Any local traffic management measures for site access, will be agreed with the local authority. We fully support and encourage both staff and construction staff to use public transport.

It is likely that no parking suspensions will be needed.

05.0: CONSTRUCTION VEHICLE MOVEMENTS / DELIVERIES

Deliveries will only be accepted on a just-in-time principle. There will be no storage allowed on-site and it is expected that all deliveries will be booked in with the logistics team not less than 24 hours prior to arrival on-site. The principles of the logistics plan will be detailed in all tender and contract documents issued to suppliers and subcontractors. It is anticipated that site logistics will form a significant part of the pre-appointment meetings for contractors and sub-contractors and that regular coordination meetings will be held throughout the construction phase of the project.

In view of the location of the site, a senior member of the logistics team will be nominated as a liaison officer responsible for communication with the local highway authorities and neighbours with regards to the traffic problems, planned large deliveries and road maintenance issues. In this way it is anticipated that the risk of material shortages at key times can be reduced to a minimum.

Some delivery arrangements will of course need to be agreed with Haringey Council.



FIG.03 – SITE LOCATION PLAN (NOT TO SCALE) WITH EXAMPLE ROUTE FOR A HGV

06.0: DELIVERY TIMES

We will adhere to the following key principles:

The working hours set by the local authority are from:

- 08:00 am – 18:00 pm Mon – FRI
- 08:00 am – 13:00 pm SAT

Where works needs to occur beyond the agreed “normal” working hours, consultation and agreement will be sought from the local authorities at least 2 days before such an event.

07.0: VEHICLE ENTERING & EXITING THE SITE

For delivery vehicles, there will be a delivery rota system, whereby deliveries must be pre-booked at least 24 hours in advance to avoid the areas peak travel hours. Not only should this prevent congestion on site, but it will also spread the resultant traffic over a longer period. Special deliveries to the site will be coordinated with the local authority highways department to avoid congestion during peak traffic periods.

Loading and unloading will be restricted to certain times of the day to further minimize the likelihood of congestion on the road to the rear of the site and strict monitoring and control vehicles delivering to the site will be maintained including:

- The setting of specific delivery and collection times.
- Consolidation of deliveries wherever possible.
- A system of "just in time" deliveries.
- The requirement for prior authorisation when visiting the site via vehicle, which is managed by the logistics manager. The manager will agree at least a week in advance delivery schedules and then review and prioritise them on a daily basis.

The use of a waste compacter on-site will be investigated as an additional way of reducing the number of vehicle trips related to waste collection, where applicable.

08.0: DUST SUPPRESSION MEASURES, NOISE ATTENUATION AND MONITORING

Best practicable means of preventing, reducing and minimising dust will be adopted. It is expected that the proposed development will adhere to the relevant code of practice during construction. On-site good practice procedures will be followed in order to mitigate noise, vibration and air pollution (e.g., through dust and fume generation) impacts under the considerate contractor's scheme. Measures currently planned to be adopted include.

1 Use of hoarding around the elevation (A5200) at high level to assist in the screening of noise and dust generation. As well as reducing the risk of falling debris.

- Hydraulic construction to be used in preference to percussive techniques where practical.
- Off-site pre-fabrication to be used, where practical, including the use of pre-fabricated structural elements, cladding and glazing;
- All trade contractors to be made familiar with current legislation and the guidance in BS5228 (PARTS 1 AND 2), which will form a prerequisite of their appointment.
- Threshold noise and vibration limits will be set, and monitoring equipment established at locations outside the site (and agreed with the local planning authority) that are deemed sensitive, such as nearby office areas, churches and listed building.
 - Any noisy construction activities will be carried out within the timeframes outlined on the Haringey planning website which states that the normal hours for noisy construction are: Monday to Friday; 08:00am – 06:00pm
 - Saturday; 08:00am – 01:00pm
 - Sunday or bank holidays; NO WORK ALLOWED

- If it is predicted that thresholds will be exceeded the relevant approvals will be sought under section 61 Control of Pollution Act 1974;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas;
- Deviation from approved method statements to be permitted only with prior approval from the main contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken.
- Noise complaints should be reported to the main contractor in the first instance and immediately investigated;
- Brushing and water spraying of heavy used site surfaces and access pints as required;
- Wherever possible, plan and equipment will be switched off when not in use.
- Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter;
- Effective wheel/body washing facilities to be provided and used as necessary;
- Burning of wastes or unwanted materials will not be permitted on site; and
- All hazardous materials including chemicals, cleaning agents, solvents and solvents containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bunded storage areas.
- Include water spray attachment to circular cutting saws both hand held and fixed to suppress dust.
- As far as possible, construction works will be carried out using methods that minimize noise. Quieter types of machinery will be specified for any works where we are not able to avoid the use of percussion tools.

09.0: SITE WASTE MANAGEMENT

The developer is acutely aware of the effects that the disposal of waste can have in the environment and our policy is clearly to reduce wastage in all possible areas. One of the key principles of the approach is to make the operatives more responsible for waste and waste management. Each sub-contractor will be made responsible for supplying their own materials – this ownership results in the minimising of unnecessary waste. These concepts will be incorporated within the sub-contract documentation, such that each sub-contractor considers the most environmentally acceptable solution to the packaging to their deliveries. A management plan will be developed to organise this segregation of waste into separate containers so that recyclable items such as metals and timber can be recovered.

Implementation of a “just in time” material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste.

Attention to material quantity requirements to avoid over-ordering and generation of waste materials;

Segregation of waste at source where practical; and re-use recycling of materials off-site where re-use on site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or processing)

Burning of waste or unwanted materials will not be permitted on-site. All hazardous materials including chemicals, cleaning agents, solvents and solvents containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bunded storage areas.

10.0: PUBLIC RELATIONS / COMPLAINTS PROCEDURES

A designated project team member will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to the client and community groups prior to the start of construction and whenever a change of responsibility occurs.

Any complaints will be logged on site, fully investigated and reported to the client as soon as possible. The complainant will be informed as to what action has been taken. In the event of unusual activities or events, client and relevant third parties (i.e. statutory and non-statutory bodies will be notified in advance of the work being carried out.

11.0: SITE SECURITY

Access directly to the work site will be controlled by locked doors.

Furthermore, we will provide appropriate measures to mitigate against pollutions and the dangers of removing hazardous substances and materials. All entry points will be clearly signed.

12.0: SITING AND DESIGN OF TEMPORARY BUILDINGS

There will be no site compound as there is no area for one on the site, and all deliveries will be made on a "just in time" basis.