

Construction Method Statement

119 High Road, Haringey

1 February 2024

Prepared for
FOREST CREEK LIMITED



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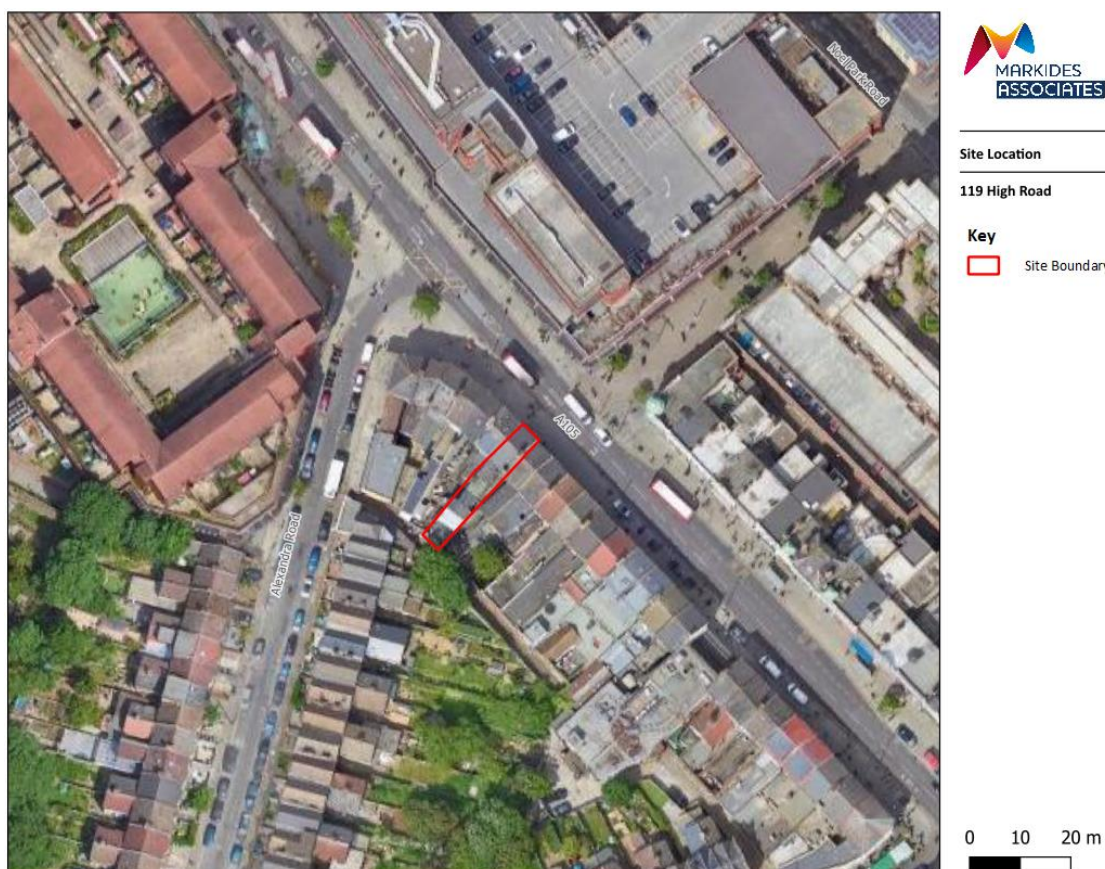
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1. Introduction

Purpose of the Report

- 1.1 Markides Associates (MA) has been instructed to prepare this Construction Method Statement (CMS) by SM Planning on behalf of FOREST CREEK LIMITED ('the applicant') for development located at 119 High Road, London N22 6BB (hereafter referred to as 'the site'). The site falls within the authority area of the London Borough of Haringey (LBH). The location of the site is illustrated in **Figure 1.1** below.

Figure 1.1 Site Location



The Development and Planning Permission

- 1.2 The development description under planning application reference: HGY/2022/2793 is as follows:

Rear extension and associated alterations for the change of use from ancillary retail storage (use class E) to provide two self-contained residential flats (use class C3).

- 1.3 The development was granted planning permission from LBH on 5 July 2023 subject to 5 conditions. Condition 4 stated:

“No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors;*
- b) loading and unloading of plant and machinery;*
- c) details of measures to protect pedestrians and other highways users from construction activities on the highway;*

Reason: To protect the amenity of neighbouring properties and to maintain traffic safety.”

Scope of the CMS

- 1.4 This CMS provides construction information and detail wherever possible. This report is therefore expected to be considered a ‘live’ document, subject to review and revision following the appointment of a Principal Contractor and as on-site parameters evolve as well as in response to any further consultation with relevant stakeholders, including LBH.
- 1.5 From the time of appointment, the Principal Contractor will be the party responsible for ensuring that changes in on-site procedures or updates to build method set out in this report are reported to LBH, the police, or other relevant parties in a timely manner.

Structure of the CMS

- 1.6 The remainder of this report is structured as follows:
 - **Section 2 – Site Access** sets out the parameters and constraints on access, indicative routeing of construction traffic in the last mile, and indicative proposals for parking and loading.
 - **Section 3 – Assumed Build Method and Construction Impact** provides a high-level scope of the possible build method, subject to update following the appointment of the Principal Contractor. It sets out an indication of the largest vehicle type required for work of this scale, an estimate of vehicle movements, and potential scale of impact, including consideration of cumulative impacts.
 - **Section 4 – Mitigation and Monitoring** makes suggestions for the likely mitigation and monitoring processes required, makes proposals for public consultation/notification, and indicative procedures in the event of emergency or accident.
 - **Section 5 – Summary of Impacts and Associated Mitigation** provides a summary of the potential impacts and headline mitigation measures.

2. Site Access

Overview

- 2.1 This section of the report discusses the constraints and opportunities in the locality of the site, its access by walk, cycle and public transport, and the existing vehicle and servicing access.

Site Location

- 2.2 The site, on the southern side of High Road near its junction with Alexandra Road, is part of a streetscape with commercial use on the ground floor and a combination of residential, office and retail storage on upper floors. It has direct frontage onto High Road and is bounded by three-storey buildings.

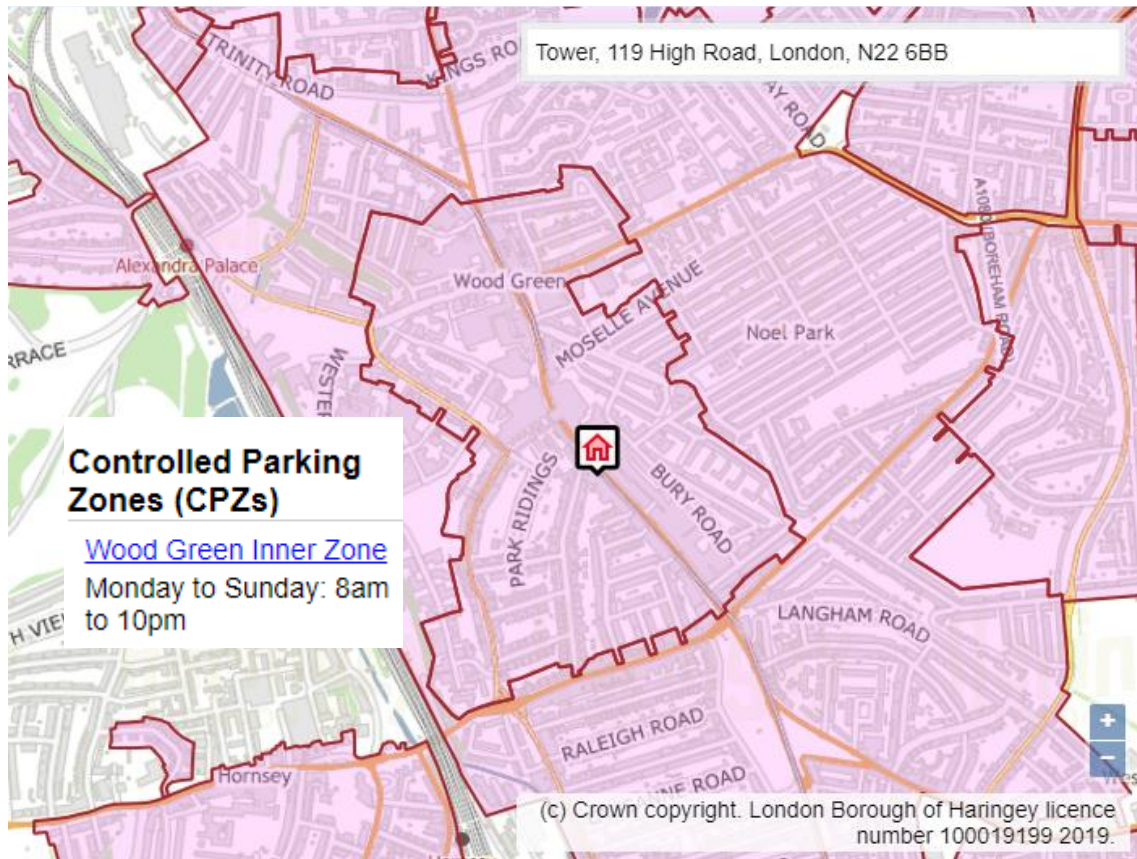
Local Highway Network

- 2.3 High Road forms part of the A105 and is a two-lane single carriageway. It has bus stop laybys and on-street disabled parking, loading bays and taxi bays on the footway at various points along the road which therefore does not obstruct the flow of two-way traffic. Elsewhere no stopping is permitted along High Road in the vicinity of the site.
- 2.4 The A105 connects to the A503 Seven Sisters Road approximately 2.7km to the south of the site. The A105 is a 'permitted route' under the London Lorry Control Scheme, connecting to a wider network of permitted routes throughout Greater London. It is noted that there is a height restriction of 4.8m on the A105 at the Harringay Green Lanes overground bridge.
- 2.5 Alexandra Road is a one-way road routeing between High Road and Turnpike Lane with parking on both sides of the road.

Car Parking

- 2.6 The site is located within the Controlled Parking Zone (CPZ) 'Wood Green Inner Zone' (WG) which operates Monday to Sunday between 08:00 and 22:00, as shown in **Figure 2.1**. On-street parking is £3.63 per hour. Parking is free outside of the CPZ hours and on bank holidays.
- 2.7 There are disabled parking spaces in proximity to the site on High Road (adjacent to the loading bays described below).

Figure 2.1 CPZ Map

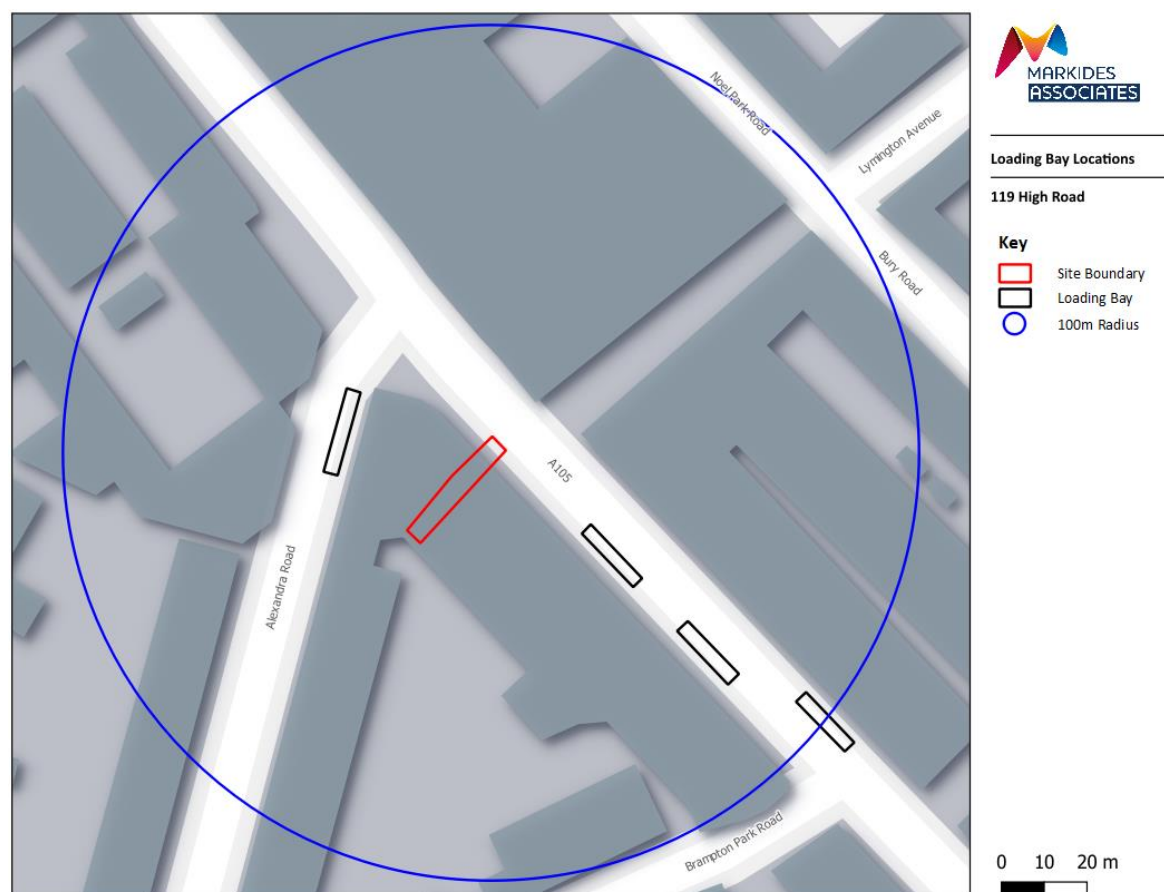


Source: Haringey Council

Loading Bays

- 2.8 There are existing loading bays in proximity to the site at the following locations, also indicated in **Figure 2.2**:
- 110 Alexandra Road approximately 35m west of the site (same side of the road)
 - 109 High Street approximately 35m south of the site (same side of the road)
 - 93 High Road approximately 60m south of the site (same side of the road)
 - 76 High Road approximately 100m south of the site (opposite side of the road)
- 2.9 The loading bay on Alexandra Road is approximately 22m long and the others are approximately 16m long, therefore they can accommodate two typical delivery vehicles at once (<10m long). On this basis, there are at least eight loading spaces within 100m of the site. The loading bays are operational Monday to Sunday between 08:00 and 12:00 and allow general parking outside of these times.

Figure 2.2 Location of Loading Bays



Pedestrian / Cyclist Environment

- 2.10 There is a well-established network of footways in the vicinity of the site providing access to numerous local amenities and modes of transport, with street lighting provided throughout.
- 2.11 Along High Road there is an uncontrolled crossing point immediately to the north of the site with dropped kerbs, tactile paving and a refuge island and a signalised pedestrian crossing with dropped kerbs and tactile paving approximately 140m to the south of the site.
- 2.12 Lymington Avenue is a pedestrianised street opposite the site providing a link between High Road and Bury Road to the north-east of the site, which is permissible for cycling. Martins Walk provides a pedestrian connection between Alexandra Road and Park Ridings Road to the west of the site, also permissible for cycling. There is ample public cycle parking provided along High Road. The cycle facilities surrounding the site are illustrated in **Figure 2.3**.

Accessibility for Staff

- 2.13 All operatives and staff will be expected to either use active travel or public transport when routing to and from site. No onsite parking for staff will be provided. The site benefits from being within short walking distance from bus and rail services. Brampton Park Road (Stop KA) bus stop is located across the road from the site and is served by four daytime bus services. There are further bus services from Stop K adjacent to Stop KA.

- 2.14 The bus services, the routes and frequencies operating at the aforementioned bus stops are summarised in **Table 2.1**, demonstrating that the site is well served by buses, with high frequency bus services to a range of destinations across London.

Table 2.1 Bus Timetable

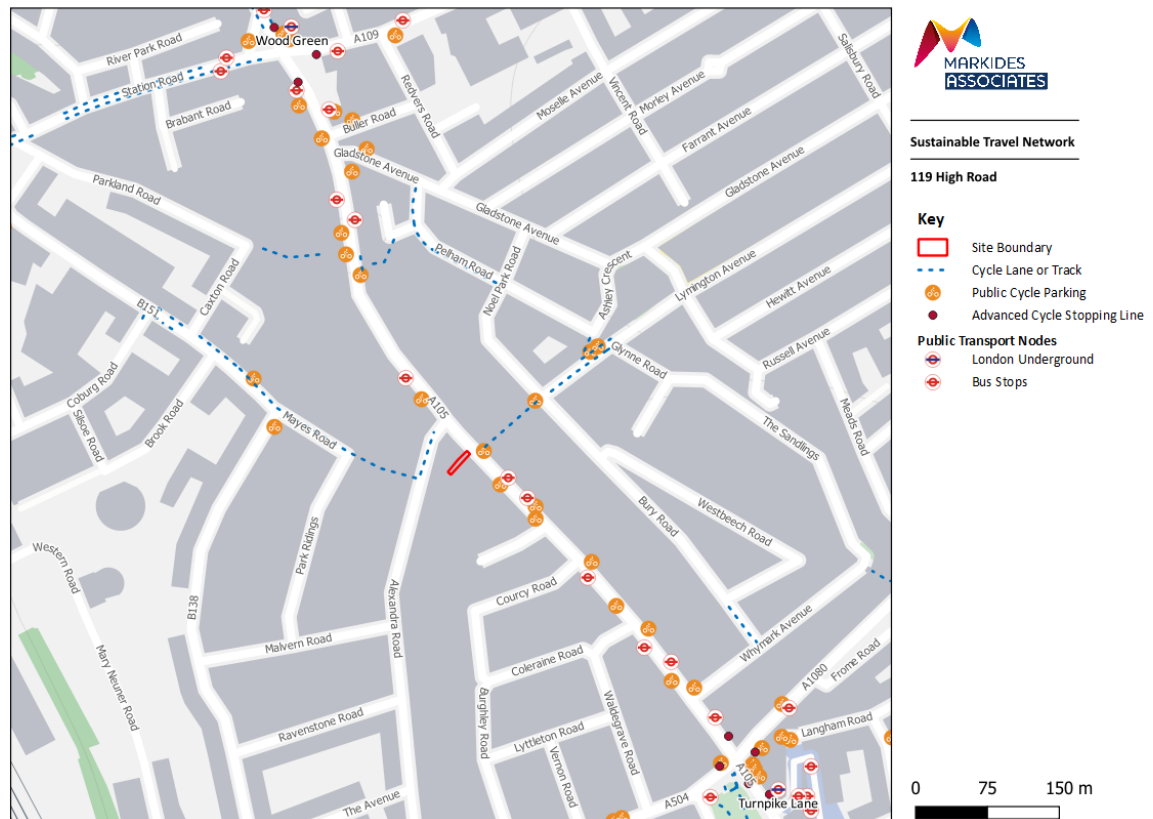
Bus Service	Route	Peak Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
Bus Stop KA						
29	Lordship Lane – Trafalgar Square or Stephen Street	5 mins	10 mins	10 mins	05:45	23:53
67	Wood Green – Stamford Hill – Dalston Junction	10 mins	10 mins	12 mins	04:41	23:56
141	Palmers Green – Wood Green – Haringay – Manor House – Newington Green – Hoxton – Moorgate – London Bridge	5 mins	8 mins	10 mins	04:26	23:51
230	Wood Green Station – Fyfield Road	15 mins	15 mins	15 mins	04:51	23:46
Bus Stop K						
121	Enfield Island Village – Enfield Lock – Southbury – Enfield – Oakwood – Southgate – Palmers Green – Wood Green – Turnpike Lane Station	10 mins	10 mins	15 mins	06:47	00:30
123	Wood Green – Turnpike Lane Station – Bruce Grove – Tottenham Hale – Blackhorse Road Station – Waterworks Corner – Charlie Brown’s Roundabout – Gants Hill – Ilford	10 mins	10 mins	15 mins	01:11	23:46
144	Muswell Hill – Alexandra Park - Hornsey – Turnpike Lane – Wood Green – Lordship Lane – Great Cambridge Road – Silver Street – Edmonton (Angel) – Edmonton Green	8 mins	10 mins	10 mins	05:26	00:10
184	Turnpike Lane Station – Wood Green – Alexandra Palace Station – Alexandra Park – Bounds Green – Arnos Grove – Osidge – East Barnet – New Barnet – Barnet Church – Barnet, Chesterfield Road	10 mins	10 mins	12 mins	06:06	00:29
221	Edgware - Mill Hill – Woodside Park – North Finchley – Friern Barnet – New Southgate – Bounds Green – Wood Green – Turnpike Lane Station	8 mins	8 mins	12 mins	06:11	00:37
232	St Raphael's – Brent Cross – Arnos Grove – Turnpike Lane	12 mins	12 mins	20 mins	06:17	00:43
329	Enfield – Bush Hill Park – Winchmore Hill – Palmers Green – Wood Green – Turnpike Lane Station	8 mins	8 mins	12 mins	05:51	00:14

2.15 The site is located approximately 400m (5 mins walking distance) from Turnpike Lane and 450m from Wood Green London Underground stations. The Piccadilly Line operates from these stations between Heathrow and Cockfosters via Central London. The journey time on

the underground from Turnpike Lane to King's Cross St Pancras Station is approximately 12 mins.

- 2.16 The location of bus stops, London Underground and cycle facilities surrounding the site are shown in **Figure 2.3** below.

Figure 2.3 Sustainable Travel Network



Construction Vehicle Access and Routing

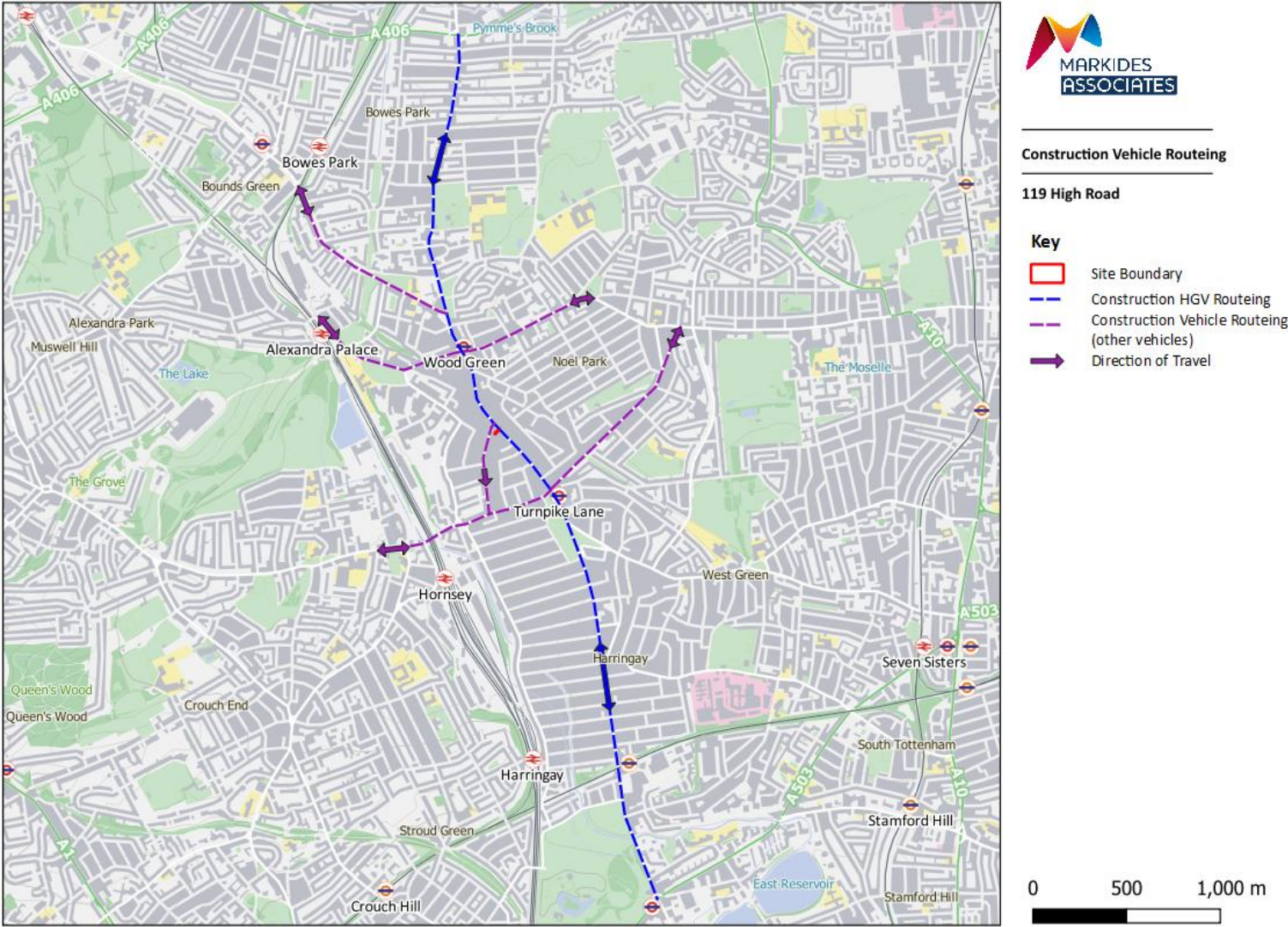
- 2.17 Off-site construction methods will be maximised as far as practicable. The current working assumption would enable the majority of construction vehicles to be transit vans (approx. 7.2m long x 2.2m wide) and be able to utilise the existing on-street loading bays to deliver materials which will immediately be transported into the site to avoid obstruction of the road or footway.
- 2.18 Deliveries will be on a just-in-time basis and a delivery booking system will be implemented and operated by the contractor's site traffic manager. The system will aim to mitigate the following:
- Queuing outside the site;
 - Arrival of unscheduled deliveries;
 - Deliveries clashing with refuse collection;
 - Deliveries arriving late due to supplier dispatch misunderstandings;
 - Deliveries failing to arrive;

- Wrong quantities or materials arriving by mistake, requiring the vehicle to be sent away, or an additional 'part-load' vehicle delivery to make up delivery requirements;
 - Delivery vehicles arriving early in the hope that they will be dealt with out of turn; and
 - No staff or equipment being available on-site to unload the vehicle.
- 2.19 Mitigation of the above will avoid unnecessary vehicle movements to and from the site. It will also importantly reduce the possibility of construction vehicles queuing near the site waiting to be processed. Only a single vehicle will be permitted to drop-off at the site at any one time to ensure loading bay availability for ongoing delivery and servicing activities of existing premises along High Street.
- 2.20 The delivery booking system will decrease and mitigate any potential negative environmental and/or social impacts that construction traffic may have on the surrounding area.
- 2.21 The delivery booking system will be operated by the construction site manager. Banksman will ensure the efficient and safe movement of vehicles to and from the site. The banksman will be coordinated by the site manager.

Last-mile Routing

- 2.22 All traffic will use High Road to access the site. Vehicles can reach High Road from various different routes, however, any HGVs accessing the site must do so from the A503 or A406 only which are 'Permitted Routes' under the London Lorry Control Scheme, as illustrated in **Figure 2.4**.
- 2.23 Depending on the origin of materials, LGVs will be expected to stick to the key routes highlighted in **Figure 2.4**, to avoid travelling along narrow and/or residential streets to minimise disruption. Routing to the site will be determined by the origin-destination of materials, to be confirmed by the Principal Contractor once appointed.

Figure 2.4 Construction Vehicle Routing



Parking

- 2.24 No general parking will be provided, and construction staff will be required to travel by modes other than the car or utilise public car parks elsewhere and complete their journey on foot. No vehicles will be parked or stored on site or at the site frontage.

Storage

- 2.25 At this stage, it is assumed that no materials will be stored on-site but that they will be delivered on a just-in-time basis. No materials will be stored on the footway or at the site frontage on-street.

3. Assumed Build Method and Construction Impact

Overview

- 3.1 This section of the report sets out the assumptions regarding the requirements of the site in terms of demolition/strip out and build, for the purposes of assessing the likely type of vehicle required.

Method by Phase

- 3.2 It is expected that construction of the development will take approximately 12-months. A preliminary build sequence and programme developed for the site by a Structural Engineer is outlined in **Table 3.1** overleaf.

Table 3.1 Outline Construction Programme

Item	Construction Operation	Months											
		1	2	3	4	5	6	7	8	9	10	11	12
1	Site establishment												
2	Foundations and new frame												
3	M&E and fit out												
4	Internal finishes												
5	External walls												
6	Snagging, commissioning & final clean												
7	Practical completion												

- 3.3 Detailed phasing and commencement dates for each task will be confirmed following appointment of the Principal Contractor.

Site Working Hours

- 3.4 Normal Working Hours will be 08:00 – 18:00 hours (Monday – Friday) and 08:00 – 13:00 hours (Saturday). Works outside of these hours will only be requested if there are exceptional health and safety or operational constraints and where clear justification can be provided to gain the explicit consent of the local authority, the police, and other relevant parties as necessary.

Anticipated Plant and Vehicle Requirements

- 3.5 The anticipated plant and vehicle requirements, where feasible to identify, are shown in **Table 3.2** below. These are marked by 'X' indicating no requirement, and '✓' indicating a high possibility of requirement. All requirements will be subject to update following the appointment of a Principal Contractor and assume the worst-case demand.

Table 3.2 Anticipated Plant and Vehicles

Plant and Equipment	Phase		
	Site set-up	Fit out	External Works
Lorry/Van	✓	✓	✓
Scaffold and MHA platform	X	✓	X
Small rigid truck	X	✓	X

- 3.6 Vehicles will be called up to the site on a just-in-time basis. Banksman/Marshalls will be appointed to oversee this to ensure that space is free for use by the time the vehicle arrives.

Estimated Vehicle Movements

- 3.7 A full detailed trip generation assessment cannot be undertaken at this time; however, an estimate has been undertaken of some of the core movements for the site which are given below:

Site Set-up

- 2no. small delivery vehicle (7.5T rigid assumed) weekly
- 2no. Flatbed truck x hoarding delivery
- 3no. Flatbed truck delivery of scaffold

Substructure, Fit out and Testing

- 3.8 The remaining phases cannot be estimated at this time as these rely on the details of phasing, piling and build method; a Gantt chart detailing phasing by site by task will be created and submitted at the first opportunity following the appointment of a contractor. Estimates based on other sites suggest a total of some 8 vehicles delivering materials per day at construction peak.

Construction Impact

Noise and Vibration

3.9 The following best practice measures will be put in place to minimise noise emissions:

- Works generating significant noise and vibration will be limited to the core working hours as defined above;
- Contractors must use “best practicable means” (BPM) to minimise the nuisance from noise and vibration, with especial consideration for night-time deliveries;
- Use of most environmentally acceptable and quietly operating plant and equipment appropriate to the works with emission levels limited to relevant EC Directive/UK Statutory Instrument levels and levels quoted in BS5228;
- Site staff should be aware that they are working adjacent to a residential area and avoid all unnecessary noise due to misuse of tools and equipment, unnecessary shouting, and radios;
- All plant and machinery should be regularly maintained to control noise emissions, with particular emphasis on lubrication of bearings and the integrity of silencers;
- Where possible, avoidance of two noisy operations occurring simultaneously in close proximity;
- Deliveries will be programmed to arrive during daytime hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed so as to minimise disturbance to local residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running;
- Engines are turned off when not in use;
- Where processes could potentially give rise to significant levels of vibration, on-site vibration levels should be monitored regularly by a suitably qualified person appointed specifically for the purpose, particularly if changes in machinery or project designs are introduced;
- Limits on vibration can be set in conjunction with the Local Planning Authority requirements, with compliance monitoring programmed where considered necessary;
- Where reasonably practicable, low vibration working methods should be employed, with any plant and/or methods of work found to be causing significant levels of vibration at sensitive premises replaced by other less intrusive plant and/or methods of working; and
- Stationary plant (e.g., generators, pumps, compressors) should be located away from sensitive receptors, or isolated using vibration resilient mounting if this is not possible.

Dust and Emissions

3.10 The potential dust and emissions management control measures are summarised in **Table 3.3** overleaf.

Table 3.3 Dust Emissions Mitigation Measures

Aspect	Measure to be Implemented
Communication	A stakeholder communications plan will be implemented, including community engagement before construction commences
	The name and contact details of person(s) accountable for dust issues will be displayed on the site boundary.
Site Management	All dust complaints will be recorded, the cause identified, and appropriate measures taken to reduce emissions in a timely manner, with a record maintained.
	The complaints log will be made available to the local authority when asked.
	Any exceptional incidents that cause dust and/or air emissions, either on- or off- site will be recorded along with the action taken to resolve the situation in the logbook,
Monitoring	Regular site inspections will be carried out to monitor compliance with this CLP, with inspection results recorded and the inspection log made available to the local authority when asked.
	The frequency of site inspections will be increased by the person accountable for dust issues on the site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
	Following site inspections, if any activities are identified as causing or likely to cause visible emissions across the site boundary, or if abnormal emissions are observed within the site, the Site Manager will immediately modify, reduce, or suspend those activities until either effective remedial action can be taken or the weather conditions improve.
	Exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, will be recorded and any action taken to resolve the situation will be recorded in the logbook.
Preparation & Maintenance of the Site	The site layout will be arranged so that machinery and dust causing activities are located away from receptors, as far as possible.
	Hoarding will be erected and maintained.
	Site runoff of water or mud will be avoided.
	Materials that have a potential to produce dust will be removed from site as soon as possible unless being re-used on site. Any chutes or skips will be enclosed.
Operations	Ensure all on-road vehicles comply with the requirements of the London LEZ (and ULEZ)
	Ensure all Non-Road Mobile Machinery (NRMM) comply with the standards set within the GLA's Control of Dust and Emissions During Construction and Demolition SPG.
	Engines will be switched off when not in use.
	Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery-powered equipment where practicable.
	Only cutting, grinding, or sawing equipment will be used that is fitted with or used with suitable dust suppression techniques such as water sprays or local extraction.
	An adequate water supply will be maintained on site for effective dust suppression using non-potable water where possible and appropriate.
	Drop heights will be minimised and water sprays used wherever appropriate.
	Equipment will be readily available on site to clean any dry spillages as soon as reasonably practicable using wet cleaning methods.
	Only small areas of cover will be removed when required during work and not all at once.
	Bulk cement and other fine powder materials will be delivered in enclosed tankers.
	Vehicles will be covered wherever possible to prevent escape of material during transport.
	Visual inspections will include haul routes and any actions required will be recorded in the logbook.

4. Mitigation and Monitoring

Consultation and Communications

- 4.1 There will be regular and proactive liaison with LBH and other third parties as appropriate on environmental issues throughout the project implementation.
- 4.2 All significant matters and major items of works, particularly exceptional vehicle movements where these movements could potentially conflict with neighbouring developments, will be notified and agreed in advance with the LBH and will be communicated to neighbours via the site notice boards and leaflet drops to the relevant parties to fulfil our commitment to the Considerate Constructors Scheme.
- 4.3 The contact number(s) for the site manager and/or relevant person will be provided on signage at the hoarding line, as well as distributed to neighbouring residents and businesses in a newsletter or other notification not later than 14-days prior to commencement.
- 4.4 There will be a designated liaison officer from the Principal Contractor whose duty would be to deal with queries from the public and any complaints. This nominated individual will be named at the site entrance, with a contact number, and will be identified to LBH and community groups, no later than 14 days prior to the start of site activities. Details will be updated promptly whenever a change of responsibility occurs.
- 4.5 Any complaints received will be logged and reported to LBH as soon as practicable.

Neighbours and Sensitive Receptors

- 4.6 Particular attention will be given to the neighbouring residents, local businesses, and bus users during the entire construction process. The Developer proposes to manage this key interface and ensure that the contractors keep residents informed as to works on site on a regular basis as the works progress.
- 4.7 The Principal Contractor will be the initial point of contact on site. They will display site contact numbers on the site hoardings to provide the local residents with a method of dialogue.
- 4.8 All staff on site should understand the chain-of-command when a complaint is made, and any complaint received in relation to noise and vibration will be investigated by the appropriate worksite personnel. It should be stressed that night working other than deliveries is not generally being proposed and impacts relating to noise and vibration overnight should therefore be minimal.
- 4.9 Records of any complaints about noise and/or vibration received by and relating to the site should be recorded and retained. If significant, details of the complaint will be forwarded to the Local Authority, including:
 - Name of complainant

- Address of affected property
- Contact phone number
- Date and time of complaint
- Method of notification (i.e., complaint line, email, letter)
- Type of complaint (i.e., noise or vibration)
- Details of complaint
- Any previous or related complaints

- 4.10 All complaints should be investigated and where appropriate noise and/or vibration measurements taken. Mitigation methods should be implemented, or work practices modified to reduce noise and vibration levels where it is reasonably practicable to do so. The results of the investigation, including details of any mitigation methods implemented, work practices that have been modified and how complainants have been kept informed should be recorded.

Public Safety, Emergencies and Accidents

- 4.11 It is noted that the site fronts High Road which is a busy pedestrian thoroughfare and construction activities would be managed to minimise the impact to the local area.
- 4.12 Pedestrian safety will be maintained along High Road during construction by installing 2.4m high temporary hoarding with debris netting along the boundary of the site; fencing and scaffolding will be designed and installed in accordance with LBH guidelines; and, ensuring that at least 2m of footway remains open at all times along the frontage of the site.
- 4.13 The contractor carrying out the works will be required to liaise with the LBH, the Police, and other relevant parties, when necessary, with regard to maintaining and contributing to a safe environment along High Road and around the site.
- 4.14 A clear and secure demarcation between operational activities and other areas will be maintained to ensure public safety. Particular attention will be paid to any crossing points on surrounding roads, demolition and construction routes and access gates arrangements. A 'clean site' policy will be maintained. Hoardings will be used around the site to prevent public trespass and to provide information regarding the project and its progress. In any cases where there is a perceived risk to the public from falling materials, measures would be put in place in the form of gantries, fans, or pedestrian diversions to maintain safe routes.
- 4.15 The contractor will be required to maintain high safety standards on-site, and to be fully compliant with current health and safety legislation. An Emergency Incident Plan would be in place to deal with potential spillages and/or pollution incidents. Any pollution incidents would be reported immediately to the regulatory bodies.
- 4.16 The nearest A & E hospital is located at:

North Middlesex University Hospital
Sterling Way
London, N18 1QX

Information Boards

- 4.17 As part of the recommendations and requirements relevant to the site's registration in the Considerate Constructors Scheme, information boards fixed to the site hoardings will contain both mandatory information, (F10, Insurances etc.), along with other site-specific information relating to the programme and progress of the ongoing works.
- 4.18 Information on the notice boards will be reviewed and updated as required during the course of the project to include information on significant upcoming events and any intended changes to the site access or daily operations.

Health and Safety Report

- 4.19 A Health and Safety Report will be drafted by the Principal Contractor, once appointed, and implemented through the CLP.

General Management

- 4.20 To ensure smooth running of the construction activities with minimal impact, the following general measures will be in place:
- All parties to sign In & Out (name / time) at main entrance;
 - A daily record of visitors will be kept on site;
 - Deliveries to site will be restricted between the hours of:
 - 08:00 to 18:00 Monday to Fridays;
 - 08:00 – 13:00 Saturdays and no other times, including Sundays and Public Holidays.
 - Trade Contractors are to submit material delivery requests to the Site Manager a minimum of 24 hours in advance;
 - The Principal Contractor, once appointed, is to liaise with all sub-contractors to inform them of the agreed vehicle routes to and from the site;
 - The Contractor is to notify all suppliers that no waiting or queuing is permitted on local roads;
 - No vehicles will be left unattended. No stacking of vehicles or parking within on-street parking bays is permitted. Vehicles not adhering to the above can and will be turned away by the Contractor;
 - All vehicles will load / unload materials on-site. The Contractor is to maintain safe control of traffic and deliveries on the public highway;
 - A banksman will be provided to manage loading activity (if necessary). The banksman will additionally be tasked with ensuring that pedestrian/ cyclists' access can be safely provided whilst works are taking place;
 - The Principal Contractor is to provide evidence of recycling by means of a waste data receipt/ form, which will be forwarded on to the Site Manager; and

- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

Fleet Operator Recognition Scheme

- 4.21 Contractors with Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) certification will be preferentially appointed. The registering of the site with the Considerate Constructors Scheme will also be encouraged.
- 4.22 The FORS is a free, voluntary scheme operated by TfL encouraging sustainable best practice for road freight operators who deliver in, and service, London or who intend to do so. FORS promotes safe working practices, legal compliance and safety of road freight operations in London.
- 4.23 Additionally, as the site lies within the London Low Emission Zone, it will also be a requirement that all HGV supply vehicles servicing this project must comply with the 'Euro 3' particulate emissions limit.

Considerate Constructors Scheme

- 4.24 The project will be registered with the Considerate Constructors Scheme and the site constraints required to achieve compliance with the "Code of Considerate Practice". This will be explained to the involved operatives and management staff at commencement during their site induction and, additionally, with periodic toolbox talks during the course of the project.

5. Summary of Impacts and Associated Mitigation

- 5.1 A review has been undertaken of the potential source of adverse impacts, which can be associated with carrying out construction works. The results of this are represented in the **Table 5.1**.

Table 5.1 Potential Impacts and Headline Mitigation Measures

Issue	Potential Impacts	Mitigation
Noise	Increased road noise levels from vehicles. Increased noise levels from plant during excavation, piling and general construction works (e.g., from the use of air compressors and diamond cutters).	Defined working hours, baffles to certain plant, local acoustic screening. Controlled vehicle routeing. Radios etc. to be silenced. Engines turned off.
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during general construction works. Defined working hours. Selection of appropriate plant and work procedures.	'Just in Time' delivery. Controlled vehicle routing. Engines to be switched off when vehicles are idle or on site.
Dust / air quality	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	Cover all open backed vehicles; switch off vehicle engines when parked.
Waste	Waste generation and its disposal.	Instigate Site Waste Management Plan and re-cycling programme.
Water	Increased sediment loadings to storm water system. Potentially contaminated storm-water runoff.	Do not allow direct discharge of water into sewerage collection system.
Traffic	Traffic congestion caused by site traffic. Increased vehicle movements. Exhaust emissions.	Phased deliveries to minimise numbers, switch off vehicle engines when parked, minimise abnormal loads. Vehicle routeing. On-site loading/offloading. Just in time delivery system and booking system.
Storage	Accidental spills, discharges to drains/storm-water systems. Contamination to ground.	No discharge allowed into the sewerage collection system.
Pedestrian access	Potential restriction on pedestrian access to walkways, footpaths, and roads.	Erect barriers and signage.
Ecology	Water / mud run off into the drains.	Do not allow direct discharge of water into sewerage collection system, utilise interceptors where necessary.