

METHOD OF CONSTRUCTION STATEMENT



DEVELOPMENT AT:
1 Muswell Mews London N10 2BF

CLIENT

PCC Projects Limited
T/A Plan C
500 Muswell Hill Broadway
London N10 1BT

PREPARED BY

HSRS Limited
07766 705676

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1.0 Purpose of this Statement

In relation to planning application for a 2 bedroom single family dwelling please find a statement in support of this application.

- a) Parking and management of vehicles of site personnel, operatives and visitors
- b) Loading and unloading of plant and materials
- c) Storage of plant and materials
- d) Programme of works (including measures for traffic management)
- e) Provision of boundary hoarding behind any visibility zones
- f) Wheel washing facilities.

Have been submitted and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

This statement will outline how this project will be constructed efficiently and under controlled environmental conditions to ensure there are no adverse impacts on the freeflow of traffic on local roads and to safeguard the amenities of the area consistent with London and Haringey local policies.

We will ensure that the contents of this statement once approved will be implemented and retained by the appointed Principal Contractor both during the demolition and construction period.

2.0 Location & Proposed Access/Egress

The site is located on Muswell Mews which runs parallel with Muswell Hill Broadway within the London Borough of Haringey. The proposed development of offices will only be accessible by foot from Muswell Mews as there are no parking facilities planned within this project.

Muswell Mews is a no-through road which is accessed by a small number of vehicles via the Muswell Road. Some commercial operations from Muswell Hill Broadway use Muswell Mews as an access road for deliveries and this is complimented by new commercial developments which actually reside on the mews road itself.

The plot of land is located directly behind the Belmeis Restaurant which is number 488 Muswell Hill Broadway. The ground floor access onto the plot of land has been historically sealed however the rear residential premises above the restaurant appear to have an emergency escape route via a spiral staircase onto the proposed development. This escape route will be redeveloped as part of the works and redirected for the duration of the development.

Proposed Construction vehicle access/egress to the site will be with the aid of a Traffic Marshall guiding vehicles from Muswell Road along Muswell Mews into the proposed delivery zone. Further details will be provided in later sections of this document.



Site location plan of construction site in Red

The proposed access/egress point for operatives into the site compound will be via an operative door built into the hoarding and accessible via Muswell Mews.

The working hours for this site will be:

Monday to Friday	: 0800 to 1700 hours
Saturdays	: 0800 to 1300 hours
Sundays or Public Holidays	: No Working hours

3.0 Parking & Management of vehicles

Muswell Mews will be accessible for construction vehicles via Muswell Road. The existing crossover from Muswell Road into Muswell Mews Terrace will facilitate access.



Muswell Mews access from Muswell Road

There are no bus lanes or cycle lanes in the immediate vicinity of the site access/egress point on Muswell Mews or Road. The area is a relatively quiet commercial/residential garage access road.

The area surrounding the site (with the exception of Muswell Hill Broadway) does not have any parking restriction.

Travel Plan & Car Parking

The site does not have provision for car parking for site staff or visitors. In fact, parking of any vehicles on site is not an option for this project with the exemption of the dwell time for delivery vehicles. We estimate that the number of personnel working on the site will peak at about 8 persons for the construction of the offices. All personnel will be inducted prior to commencing work on the site. The site induction is the primary means of communicating the project travel plan and supporting information. The site induction will be carried out by the Construction Site Manager.

During the site induction, the appointed Contractors site representative will advise personnel of the following:

Parking:

Parking on local streets is prohibited and the local car parks or pay and display must be used if travelling to the site by car is a necessity, however it should be noted that there are limited opportunities to park within the vicinity of Muswell Mews. Anyone travelling to site by car will be encouraged to collect other site operatives on route. The appointed Principal Contractor's site team must be vigilant in ensuring that site personnel or visitors do not park illegally in the vicinity of the site. Should any sub-contractor decide to continue to park illegally, the Principal Contractor will not hesitate to remove that contractor from site

Public Transport:

Alternatives to private car use have been considered and efforts will be made to communicate the advantages of public transport to all site personnel. Site personnel will always be encouraged to use public transport especially as there are numerous London Transport bus routes that could service the site which include bus numbers 43, 102, 134, 144, 234, 299 634 & W7 with bus stops in close proximity to the site.

Site meetings will be arranged with a view to ensuring that attendees can use the public transport system to arrive and disperse from the meetings. Details of the local bus and rail networks – identifying key routes to the project will be posted on site notice boards and will be covered in the site induction to promote the use of public transport. The Principal Contractors site team will be encouraged to become familiar with the local transport systems and operating times and to pass this information onto all personnel on site.

Bicycles:

Bike stands will be provided within the site compound to encourage the use of public transport. The Principal Contractor will provide parking for everyone who already cycles to work plus another 50 per cent. When the cycling facility reaches 70% capacity, it will be increased by 20%. This will be revised periodically.

It is considered that the number of operatives working on-site will be low, and the number of visitors to the site will be negligible. There is no capacity on site to accommodate any parking for operatives or visitors.

4.0 Loading and unloading of plant & materials

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, ~~parking~~ traffic and pedestrians.

To minimize any air pollution vehicles will turn off engines when delivering to the construction site and will be turned away when the loading or parking areas are in use to ensure there is no localized waiting.

As part of the procedure for the allocation of delivery times to suppliers, care will be taken to reduce the amount of vehicle travelling time within peak periods. Whenever possible deliveries will be scheduled to avoid peak traffic periods to allow greater efficiency in predicting delivery times and reducing haulage costs.

The timing of all deliveries and collections will take into account School operating hours and TFL peak volume times. Deliveries will therefore only take place between 09:30 and 15:00 on Mondays to Fridays and between 8.00am and 1.00pm on Saturdays.

All suppliers and contractors will be notified of these conditions and the site manager will reject any deliveries/collections outside of these designated hours.

With the aid of a two banksman delivery vehicles will reverse into Muswell Mews from Muswell Road and then a short distance along Muswell Mews until the Vehicle reaches the site (1 Muswell Mews) which will be the proposed delivery zone. At this point new materials/tools will be unloaded or waste materials loaded. The types of vehicles delivering to this site will not exceed 2.6m in width to ensure they can comfortably turn into and travel comfortably along Muswell Mews. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries including maximum vehicle size details.

As the maximum dwell time of any vehicle is unlikely to exceed 1 hour the latest delivery to site will be scheduled to arrive by 2:00pm to ensure that it can be off loaded by the allotted time and the vehicles are able to leave the site to avoid peak traffic periods.

Where peak deliveries cannot be avoided, we will attempt to limit activity during this period. All construction vehicles will be managed and prevented from causing obstructions to the highway.

Impact on other Highway Users

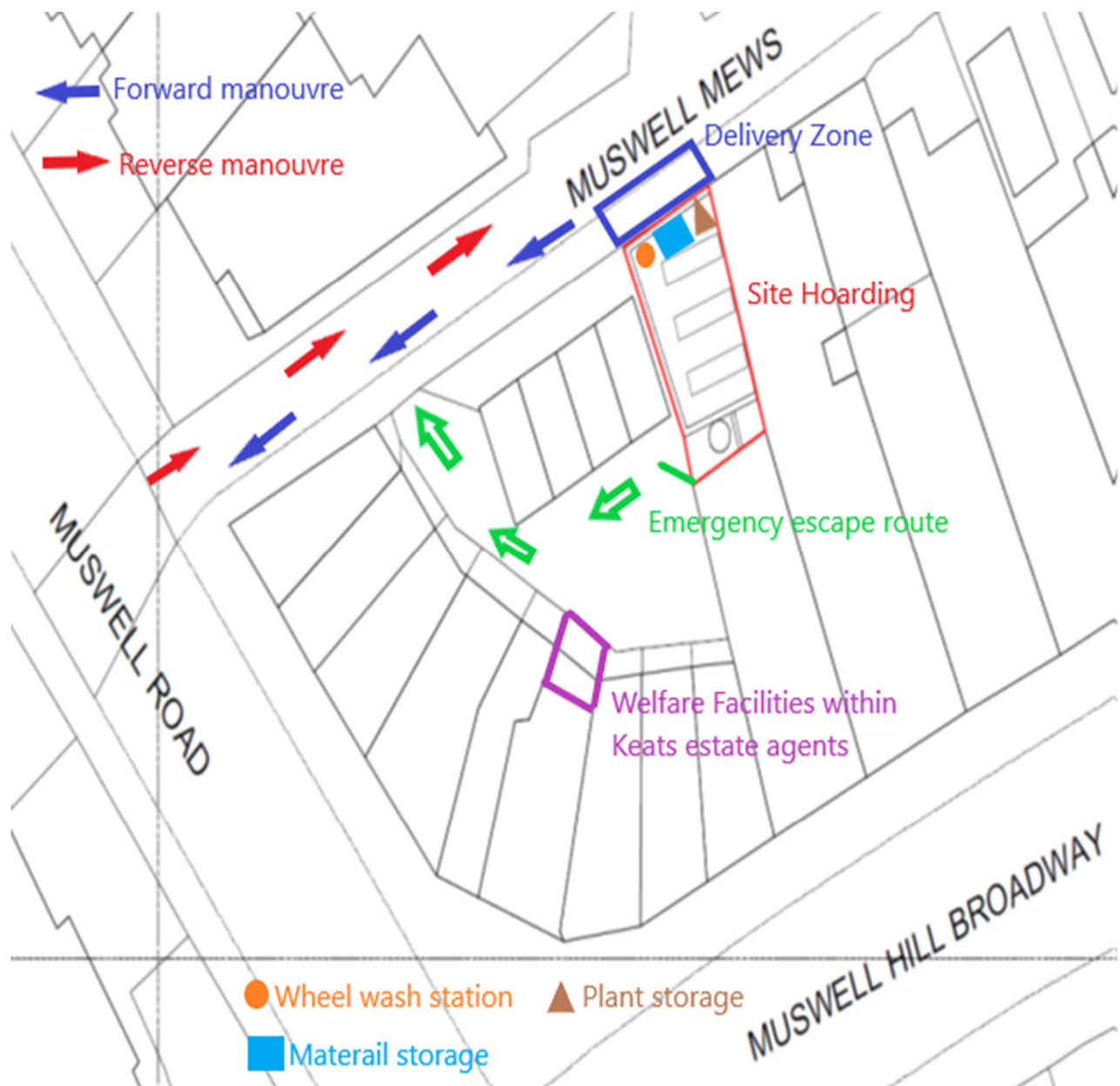
There will be no storage of plant or materials on any area of the public highway

Pedestrians will be protected from the construction site by use of the existing boundaries of the site and hoarding with lockable access.

Soil/Debris removal will be performed within the designated delivery area using wait & load Grab Lorries

Domestic waste collections take place along Muswell Road on a weekly basis. This project will investigate the timing of waste collections to avoid an obstruction to the refuse collection process. The contractor will also monitor changes in refuse collection dates due to bank holidays and ensure construction deliveries continue to work around such waste collections.

5.0 Storage of plant & materials



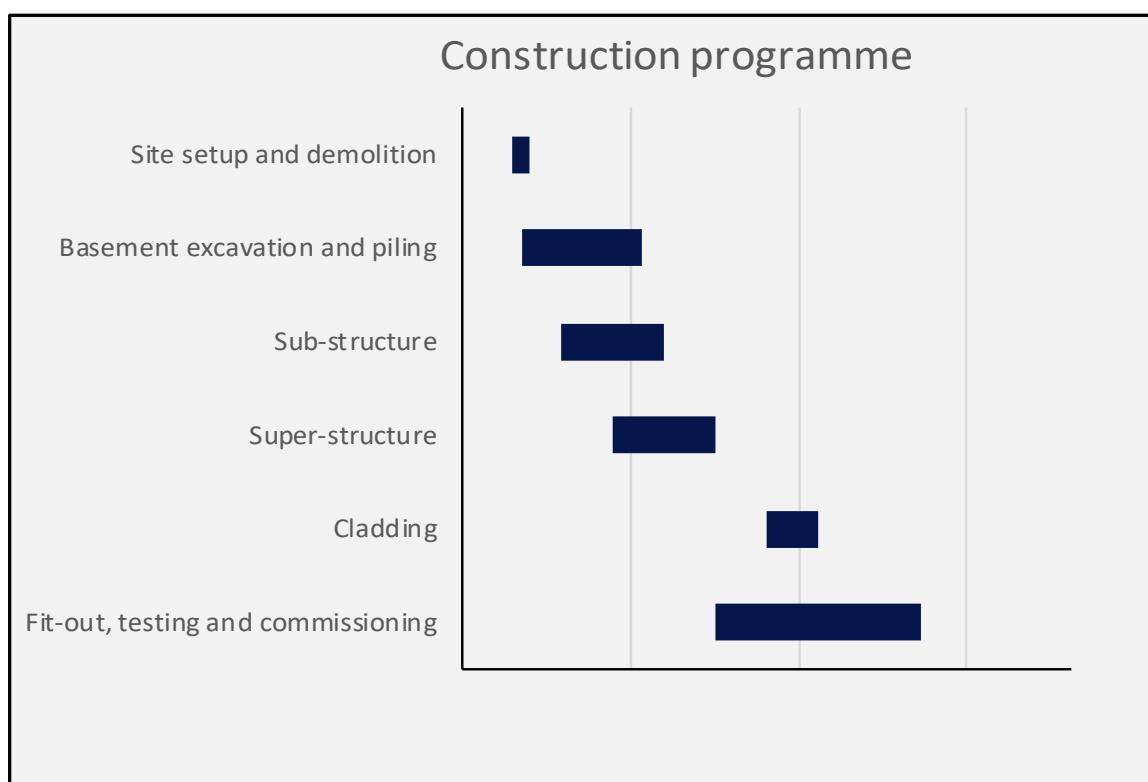
The diagram above clearly identifies the proposed site layout.

6.0 Programme of works (including measures for traffic management)

See attached detailed excel spreadsheet – Muswell Mews proposed programme of works

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	May-2025	May-2025
Basement excavation and piling	May-2025	Jul-2025
Sub-structure	Jun-2025	Aug-2025
Super-structure	Jul-2025	Sep-2025
Cladding	Oct-2025	Nov-2025
Fit-out, testing and commissioning	Sep-2025	Jan-2026



Vehicle types:

The appointed Principal Contractor (Plan C) will liaise with any other surrounding developments in the area or on route that are likely to affect the traffic volumes in the vicinity of this construction site.

Stage 1: Excavator delivery – Flat bed lorry

Stage 2: Groundworks – Grab lorry

Stage 3: Foundations – Cement mixer

Stage 4: Steel & Timber frame Installation - Hiab lorry

Stage 5: Materials (brick/blocks, roof tiles, timber, glazing, etc.) – Flat bed lorry.

Stage 6: Cladding & Roof coverings – Flat bed lorry

Stage 7: Materials (residential fit out) – Luton Van or Box truck

- Flat-bed lorry - 8.2m x 2.5m (Dwell time 30minutes – 12 times during lifespan of project)
- Grab lorry - 9m x 2.6m (Dwell time 1hour – 5 times per week - 4 weeks)
- Cement Mixer – 7.1m x 2.5m (Dwell time 1 hour – 3 times per week – 3 weeks)
- Hiab lorry 9m x 2.5m (Dwell time 1hour – 2 times during lifespan of project)
- Box truck 5m x 2.15m (Dwell time 30min – 2 times per week - 30 weeks)
- Luton Van 6m x 2.15m (Dwell time 30min – 2 times per week - 30 weeks)

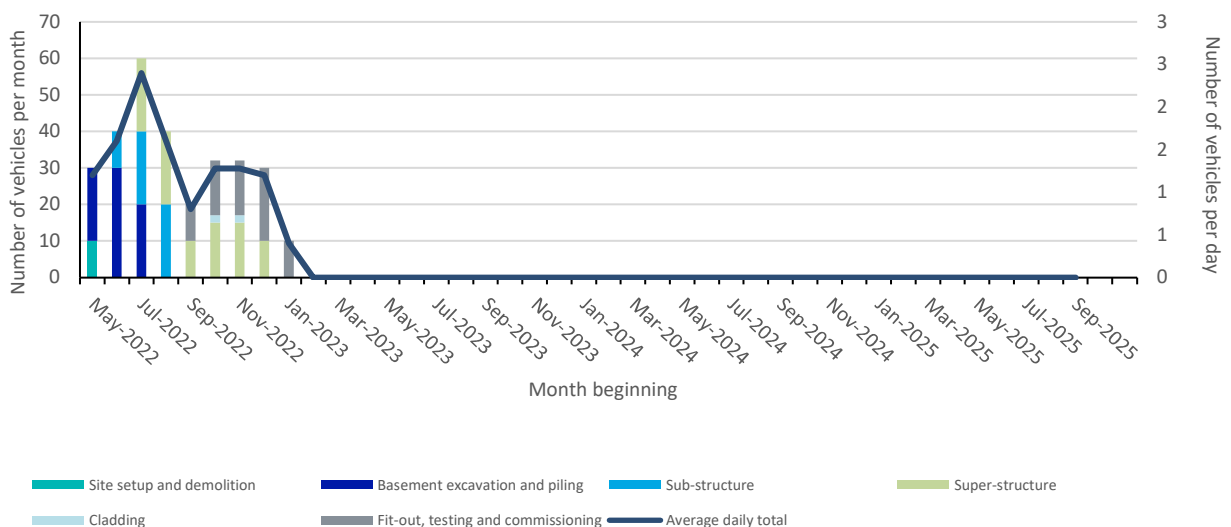
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

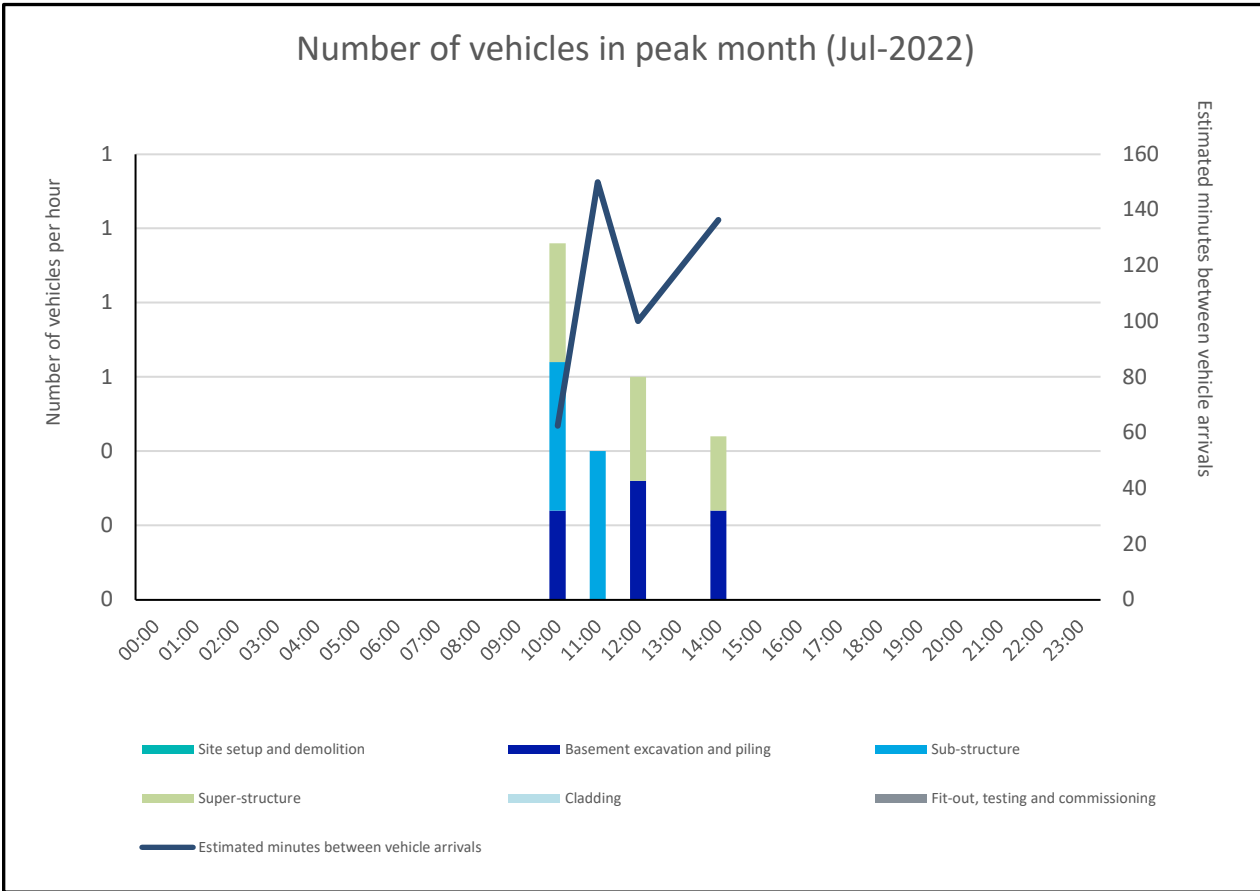
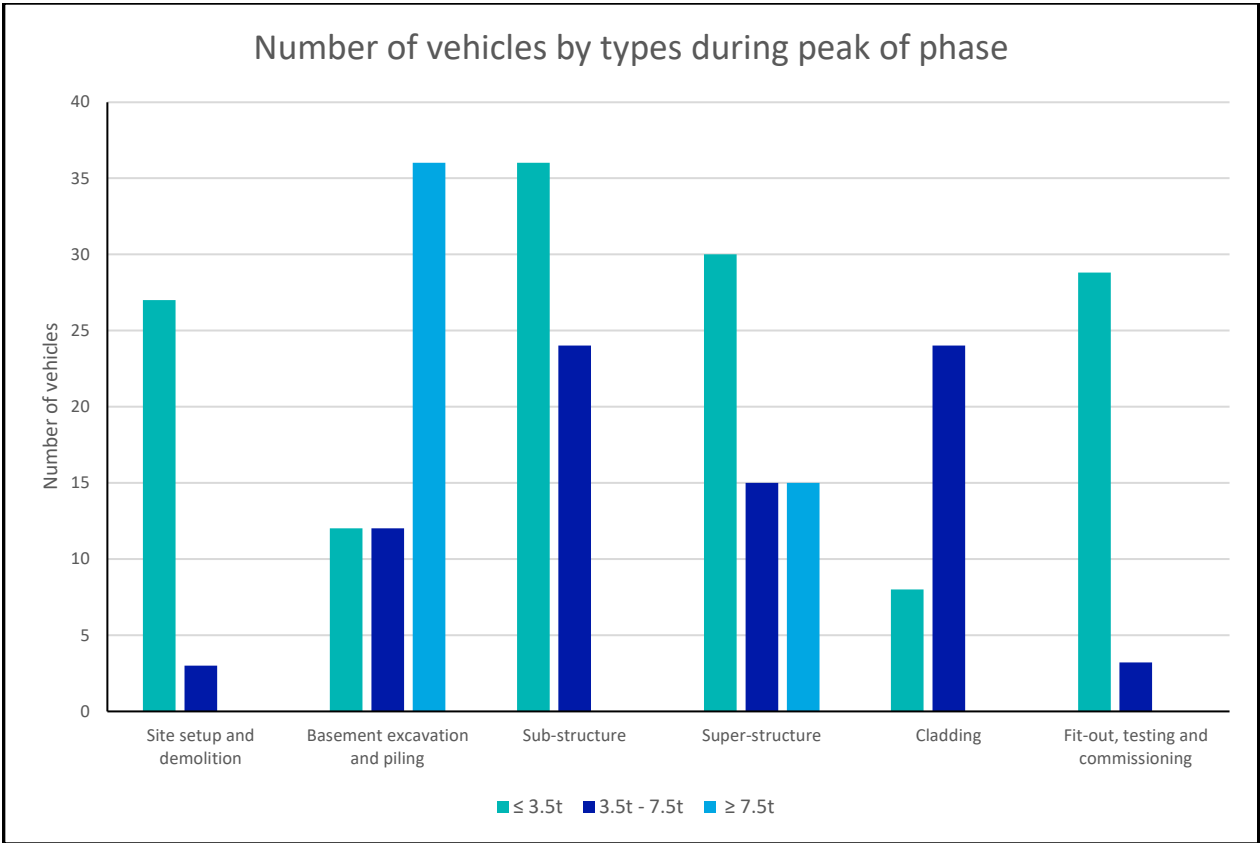
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2022 - Q2 2022	10	0
Basement excavation and piling	Q2 2022 - Q3 2022	30	1
Sub-structure	Q2 2022 - Q3 2022	20	1
Super-structure	Q3 2022 - Q3 2022	20	1
Cladding	Q4 2022 - Q4 2022	2	0
Fit-out, testing and commissioning	Q3 2022 - Q1 2023	20	1
Peak period of construction	Q3 2022 - Q3 2022	60	2

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

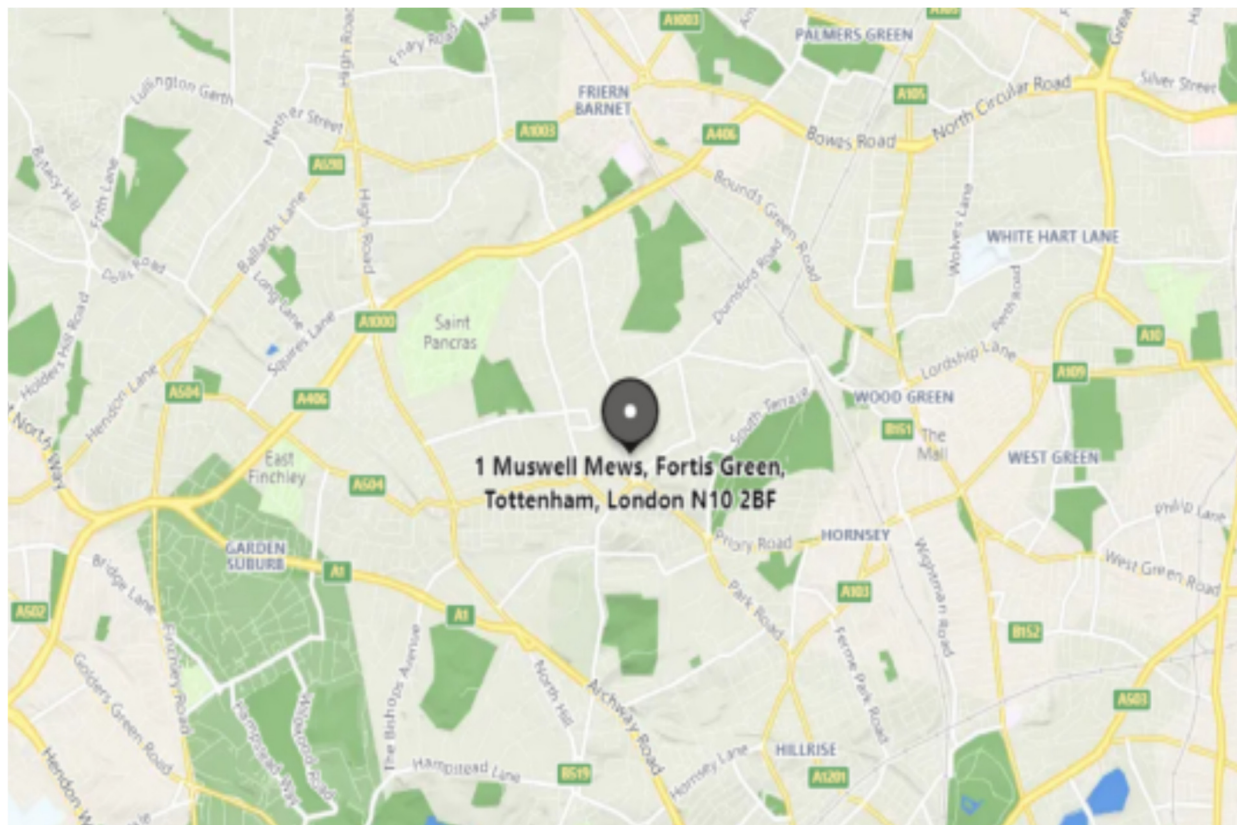
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2022 - Q2 2022	30	1
Basement excavation and piling	Q2 2022 - Q3 2022	60	2
Sub-structure	Q2 2022 - Q3 2022	60	2
Super-structure	Q3 2022 - Q3 2022	60	2
Cladding	Q4 2022 - Q4 2022	32	1
Fit-out, testing and commissioning	Q3 2022 - Q1 2023	32	1

Total number of vehicles through construction programme





Vehicle routes:



The site location is highlighted by the **Black Pin**. This map shows the location of the site relative to key arterial routes which will carry the majority of site traffic from all directions. These routes are the responsibility of Transport for London.

The site lies within the London Borough of Haringey. The appointed Principal Contractor (Plan C) will work in partnership with TFL, Haringey Council and their supply chain to reduce and in some cases eliminate the nuisance of fumes, noise and dust within the community.

The site is well served by a number of arterial Red Routes that will carry all of the site traffic which will be instructed to approach the site from the north side using the A406 connecting to the B550 before turning into Muswell Road and then Muswell Mews. The following guidance on the most appropriate route for our primary materials will be developed with Haringey Council and this document sets out the preferred access route to the site.

This information will be distributed through our supply chain mainly to the following key sub-contractors and suppliers:

- Groundworks
- Structural Steel
- Timber frame
- Brick & Blockwork
- Stud Partition
- Insulation
- Mechanical and electrical plant.
- Roofing suppliers.
- Doors, windows and cladding suppliers.
- Case-good items, finishes, carpets, and furniture.

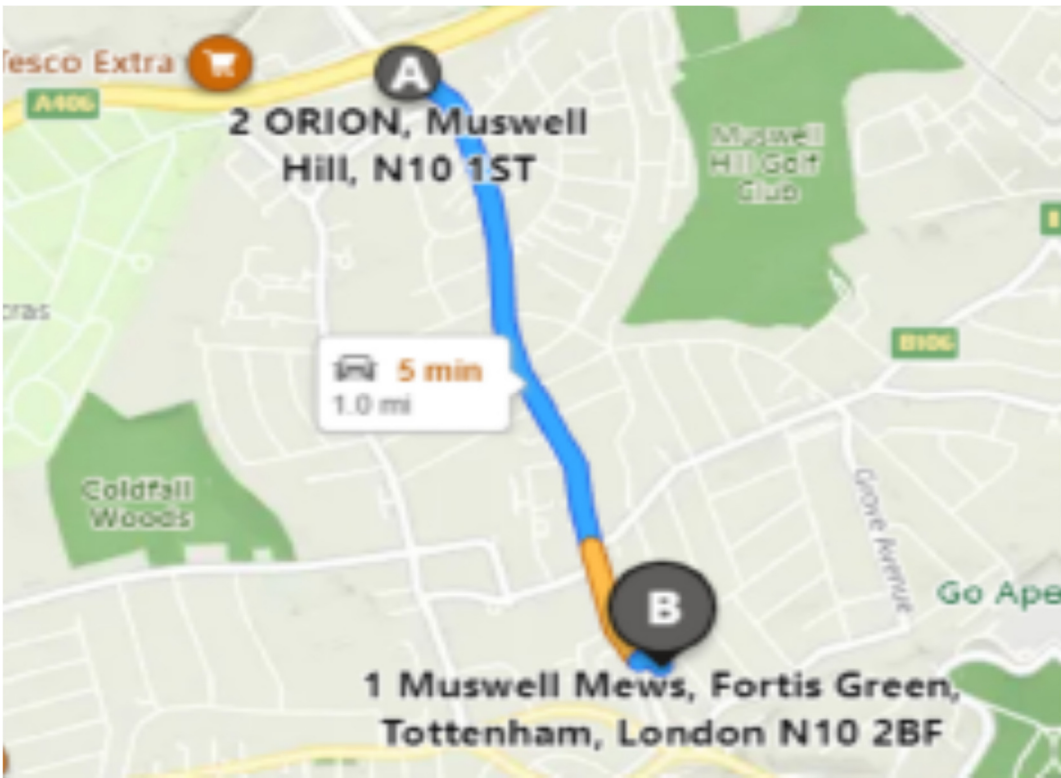
Preferred Access route:

The preferred access route for all delivery vehicles will be via the A406 joining the B550 Colney Hatch Lane and then turning left onto Muswell Road before turning right into Muswell Mews until they reach the delivery zone.

A 2 ORION, Muswell Hill, N10 1ST

↑	1. Head east on B550 / Colney Hatch Lane towards Orion Road	1.0 mi
↶	2. Turn left onto Muswell Road , then immediately turn right onto Muswell Mews	253 ft
	3. Arrive at Muswell Mews The last junction before your destination is Muswell Road	

B 1 Muswell Mews, Fortis Green, Tottenham, London N10 2BF



The route described above has been evaluated to consider any existing width restrictions, to accommodate the size of the vehicles, to ensure when possible ‘A’ roads are used to approach to the site, to avoid passing school locations and to avoid creating further congestion around the Muswell Hill roundabout and surrounding shopping area of Muswell Hill which are highly utilized by other vehicles including London transport buses during peak TFL travel hours.

When departing from site the vehicles will follow the exact same route back along the B550 and join the A406.

Local Highways Authority

London Borough of Haringey are responsible for all roads not classified as red routes. Their responsibilities include:

- highway maintenance
- drainage maintenance
- gully cleansing
- winter gritting
- filling salt bins
- repairing faulty street furniture
- making potential hazards safe in an emergency
- clearing up after road traffic accidents
- road and pavement markings
- street lighting and illuminated signs
- registration, co-ordination and inspection of roadworks

Consolidation of Loads

In promoting Corporate Social Responsibility, we will promote local employment and economy. This is achieved by using local supply where feasible. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution and road casualties.

Vehicle Call up Procedure

All delivery and collection vehicles will be given set arrival times to facilitate preparation for loading or unloading. This information will be communicated to all suppliers and contractors selected for this project. The Traffic Marshalls/Banksmen will ensure the safe passage of pedestrians, cyclists and other vehicles during the delivery process

Under no circumstances will vehicles be permitted to wait or stack in the vicinity of the construction site.

To ensure the site is prepared for the next vehicle (loading/collection area is clear) the site manager will arrange with suppliers and contractors (when appropriate) to call 30 minutes before arrival. If the loading/collection area is unprepared or occupied due to an unavoidable delay then the arriving vehicle will be turned away and that particular delivery will be rearranged to ensure that the vehicle will not cause any obstructions to the public highway.

Traffic Management

There will be no storage of plant or materials on any area of the public highway and Pedestrians will be protected from the construction site by use of secure hoarding around the compound.

The Traffic/Marshalls/Banksmen will also ensure the protection of vehicles, cyclists and pedestrians along Muswell Mews and Road when vehicles arrive or depart from site. During the loading/unloading process pedestrians on Muswell Mews will be guided around the delivery zone.

Vehicles delivering to the site will be met at the junction of Muswell Road & Mews by the two appointed Traffic Marshalls/Banksmen. Prior to vehicles reversing into Muswell Mews Stop/Go signs will be utilized on Muswell Road to control vehicles, cyclists and pedestrians until the delivery vehicle completes the reverse manoeuvre into Muswell Mews. The two banksmen (one at each end) will then guide the vehicle to the delivery zone along Muswell Mews ensuring any pedestrian, cyclist or vehicle movements are correctly managed.

Following completion of the delivery the vehicle will depart using a forward manoeuvre out of the delivery zone along Muswell Mews and turn left onto Muswell Road. This will again be performed with the aid of the Traffic Marshalls/Banksmen controlling any activities along Muswell Mews using Stop/Go signs at the Crouch Hill junction.

Strategies to reduce transport impacts

The following planned measures have been identified to achieve the goals of this Method of Construction Statement.

High Impact Site 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 Construction Consolidation Centres			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 amongst other sites in the area	x		
Implement a staff travel plan	x		
Preventing HGV movements during school drop off and pickup	x		

MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

Safety and environmental standards and programmes

We are committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Silver is the minimum requirement and will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use from the start of the project. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the site manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk

Adherence to designated routes

All suppliers and contractors utilized on this project will be provided with verbal and written communications to make them aware of the planned route. This communication will include the highlighted route on a map for distribution to all drivers. The agreed vehicle route shall be included as a contractual requirement of all of the Sub- Contractors

Suppliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the site manager to ensure deliveries are controlled and vehicles are not waiting on local Roads, thereby ensuring that there is always space at the site to accommodate the necessary deliveries.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

Delivery scheduling

The construction traffic volume is not considered significant enough to introduce strict procedures. The timing within the project ensures there is no overlap in contractor vehicle activities and therefore queuing of vehicles is unlikely to occur.

The Principal Contractor will nonetheless coordinate deliveries and collections to optimize the frequency of deliveries, reduce congestion and make more efficient use of delivery vehicles.

Should vehicles arrive outside their allotted time then they will be turned away and the delivery organized for another time that is suitable. In this case the Site Manager will make contact with the supplier to agree an alternative slot.

Suppliers and sub-contractors who abuse the system will be reprimanded initially, but if they continue to abuse the system and not work in accordance with the Principal Contractors site policy then their contract will be terminated and an alternative company sought.

The Principal Contractor will only off load one delivery at any given time within the designated delivery area and not allow the area to become congested.

Suppliers and subcontractors will be encouraged to optimize transport efficiency and minimize transport impacts by adhering to the delivery plan. The Principal Contractor will maintain a register of approved suppliers that are used on this project.

Re-timing for out of peak deliveries

Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The Principal Contractor will commit to attempting to re-time as many deliveries as possible out of the peak time and will ensure delivery hours are restricted to 9:30am to 2:00pm

Re-timing for out of hours deliveries

The Principal Contractor does not anticipate the need for out of hours deliveries however should this change they will seek planning permission for out of hour's deliveries and commit to deliveries in these times where possible.

Use of holding and vehicle call off areas

The site will have limited storage availability within the site compound; However the contractor does not anticipate the need for a delivery vehicle holding point as they will operate on a 'Just In Time' delivery process. Should the circumstances change then a holding point will be identified away from the site and any congested areas within Haringey. A holding point will allow vehicles to arrive in the vicinity early and delay their final approach to the site in line with the pre-arranged delivery time which will lead to a greater logistical efficiency and reduced disturbance in the immediate surrounding area.

Use of Construction Consolidation Centre

A Construction Consolidation Centre (CCC) is a distribution facility through which material deliveries are channelled to construction sites. The material is handled with appropriate equipment and stored in dry, secure locations. On call off from the site, the CCC operator makes up consolidated loads and delivers them on a Just-In Time basis. This process is often combined with on-site logistics specialists delivering materials to the point of use and provides an excellent opportunity to improve the overall resource efficiency of a construction project.

Unfortunately due to the location of the site and the planned timing of material deliveries this will not be feasible for this project. All materials for this site will be locally sourced on a Just-In-Time basis making the benefits of a construction consolidation centre redundant.

MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

Freight by Water

There are no canals in the vicinity of the site and therefore freight by water is not a possibility

Freight by Rail

Initial discussion on the possibility of using the underlying rail line as a freight network has been considered not to be a solution as it will disrupt the local railway line schedule to a great extent and there are no sidings nearby at which to unload

MATERIAL PROCUREMENT MEASURES

Design for Manufacture and Assembly and off-site manufacture

The potential benefits of off-site fabrication and consolidation are acknowledged and the potential use off-site fabrication will be considered during the lifespan of this project by the contractor.

The contractor will consider the appropriate use DfMA as a measure to reduce the impacts of construction. The contractor will be required to assess the potential benefits of the measure based on the delivery schedule, method and materials of construction and size of construction vehicles.

One example of DfMA already confirmed by the contractor is the prefabrication of steel works.

Re-use of material on site

A number of measures will be explored to re-use material on site. These will be decided upon in agreement with the client and contractor. However as the site is an empty plot and existing local welfare facilities will be used there will be limited opportunity for re-use. When appropriate excess materials will be recycled to decrease environmental impacts.

Smart procurement

The clients and Plan C will explore local suppliers in the procurement stage that will not only contribute to the local economy but also reduce fuel usage during deliveries.

OTHER MEASURES

Collaboration amongst other sites in the area

The developer and appointed contractor will consult with Haringey Council, TfL, and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis. We are currently not aware of any nearby developments but should any be found then the possibility of collaborating on holding areas and shared services will be pursued.

Implement a staff travel plan

There will be no on-site parking provided for construction worker's vehicles. Restrictions will also be imposed to prevent on-street parking. As there are excellent transport links nearby, travel by public transport will be strongly encouraged along with cycling to work. Cycle racks in a secured area will be made available to all operatives to take the cycling option.

Preventing HGV movements during school drop off and pickup

As indicated earlier in this document the nearby schools deserve extra attention and care to increase safety and reduce unnecessary risk. HGV deliveries will be scheduled, where possible, outside of school drop off and pickup times.

7.0 Provision of boundary hoarding

The construction site faces Muswell Mews and access to the site will be via hoarding installed around the plot known as 1 Muswell Mews.

Site traffic will utilize the existing dropped kerb facility (Crossover) on Muswell Mews to park directly to the front of the site.

All construction vehicles will load/unload within the site delivery zone to ensure there is minimal obstruction to traffic flows.

Muswell Mews is sparingly used by pedestrians and they will be protected during vehicle movements and loading/unloading as previously described.

8.0 Wheel washing facilities

There will be significant excavation works performed on this project, however the delivery zone will be located on Muswell Mews immediately outside the site compound which is a hard cobble stoned surface.

The wash station will be incorporated to facilitate the washing of wheels prior to departure from the construction site.

The site manager will be responsible for ensuring that any vehicle leaving the site has undergone wheel washing and that loads are completely covered/sheeted so that debris is not deposited on Muswell Mews or public highway.

- Vehicles departing the site will stop and turn the engine off. If necessary, any heavy deposits will be removed manually using scrapers.
- Wheels will then be washed using a high-pressure jet wash lance ensuring that any residual deposits lodged in the tyres are removed. If required, the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean

On completion of cleaning, wheels will be inspected and confirmed that the vehicle is fit to depart from the delivery zone.

The Site Manager will be responsible for ensuring that mud is not deposited on Muswell Mews or the public highway.

The operator will be given strict instructions to ensure that spraying is directed into the construction site compounds to avoid concrete/mud either being washed onto Muswell Mews or transported by residential vehicles along the access road or onto the public highway.

9.0 Community Liaison

The site manager shall keep residents informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic flows. Clear information shall be given well in advance and in writing.

On the hoarding and clearly visible a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

All Contact Boards shall include the following materials:

- (a) The title 'Contact Board'
- (b) Name of the main contractor, address and person to whom correspondence should be addressed.
- (c) Name of the site manager.
- (d) Month and year of completion of works.
- (e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

The site manager will ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to Haringey Council Noise and Licensing Enforcement Team

Should noise/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

Principal Contractor Contact Name: [PCC Projects Limited T/A Plan C](#)

Principal Contractor Contact Address: [500 Muswell Hill Broadway London N10 1BT](#)

Principal Contractor Contact Details: [Landline: 020 3488 2278](#)
[Mobile: 07976 206259](#)
[Email: ally@weareplanc.com](mailto:ally@weareplanc.com)

Site Manager: [Pierre Carboni – 07976 206259](#)

Duration of Works: [46 Weeks](#)

Community Liaison Contact Name: [Ally Carboni](#)

Project Manager Contact Name: [Pierre Carboni](#)

A Complaints Register will be maintained and where possible will contain the complainant's details, date and time of complaint made, causes of complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, reasons for any unresolved complaint.

An incident logbook shall be on site and all incidents shall be recorded stating date time and worker/s involved, action taken and measures incorporated to prevent recurrence of similar event.

In addition to the general site rules imposed on all operatives, the site induction process will reiterate the location of a suitable smoking area and that bad language and unnecessary shouting will not be tolerated. Any complaints received regarding individuals on site will be processed through the complaint's procedure described within the community liaison above.

Other Community Considerations

SCHOOLS

There are very few schools located in the vicinity of the site or on the proposed construction traffic route. Norfolk House School in the vicinity and Monkey Puzzle Day Nursery which is close to the proposed construction traffic route will be contacted to share information in order to maximise child and pedestrian safety.

ELDERLY CARE HOME

Alexander Park Home is located on the junction of Muswell Road and Methuen Park which plus St James Residential Home on Princes Avenue are located in the vicinity of the site. Although residents of these premises maybe particularly sensitive to noise and vibration they are considered to be a sufficient distance away from the works not to be an issue.

THE SHOPPING DISTRICT

The Muswell Hill Broadway shopping area is located in close proximity to the construction site. The facilities available to the community lead to a significantly populated area however the construction site and construction traffic route does not lie between the existing transport links and the shopping areas and therefore unlikely to cause an impact. The security of the site and specifically enclosure of the works will be key factors to ensure the safety of this community during the works.

HOSPITALS & HEALTH CENTRES

St Lukes Woodside Hospital is located approximately 0.6 Miles from the site. This NHS hospital is considered to be a sufficient distance from the site not to require collaboration with the community liaison officer.

NEIGHBOURING CONSTRUCTION SITES

At this present time there are **no known construction sites** located in the vicinity of the proposed works which would have an impact on traffic volumes. This will mean there will be no/limited risk of cumulative impact in terms of lorries etc. on the immediate area. If another construction site becomes operational before or during the works then coordination and cooperation with this site will take place via the respective site managers to ensure daily construction traffic volumes are limited.

PLACES OF WORSHIP

The nearest places of worship in the vicinity of the site are St Andrews and Muswell Hill Baptist Church. However these churches are predominately visited on Sundays' when the site is closed and it is unlikely that worshipers will be using the adjacent footpaths to walk to nearby transport links. The community liaison does not consider collaboration necessary in this case.

COMMUNITY CENTRES

Cufos Community Centre located on The Avenue approximately 0.7 miles from site is unlikely to be affected by the works.

SPORTS FACILITIES

There are a number of small gym's located in the vicinity of the site but the contractor does not consider these facilities to be affected by the construction works.

CYCLE LANES

There are no bus lanes between the site and proposed construction Vehicle route along Colney Hatch Lane. There is a section of Colney Hatch Lane where the part of the road has been converted into a cycle lane and unlikely to be affected by the proposed construction traffic.

10.0 Conclusion

- The site layout will allow for loading/unloading to take place within the delivery zone away from the public and highway.
- Procedures will be in place to prevent pollution of Muswell Mews and the public highway.
- There will be minimal construction traffic movements that will peak at two per day.
- A reputable Principal Contractor will be appointed that will carefully manage this project and minimize traffic and construction disturbance to the local area.
- Careful consideration has been given in relation to the community surrounding the site and local transport links