



Construction Method Statement

For the Approved Development at 26 Campdale Road
(Continental Cars Centre), London N7 0ED

October 2014 v1.1

Issue and revision notes

29 August 2014	v 0.1	First draft
3 September 2014	v 1.0	Final release
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Table of contents

1. INTRODUCTION	4
2. PROPOSED PROGRAMME	5
3. WORKING HOURS	5
4. HOARDING	5
5. SITE ACCESS	5
6. ON-SITE OFFICES AND WELFARE FACILITIES	6
7. PARKING	6
8. LOADING AND UNLOADING OF PLANT AND MATERIALS	6
9. VEHICULAR MOVEMENTS AND DELIVERIES	6
10. STORAGE OF PLANT AND MATERIALS	7
11. WHEEL WASHING FACILITIES AND ROAD CLEANLINESS	7
12. DUST AND DIRT CONTROL MEASURES	8
13. SITE WASTE MANAGEMENT	8
14. NOISE AND VIBRATION	9
15. COMMUNITY LIAISON	9
16. CONSTRUCTION MANAGEMENT SITE PLAN	10

1. Introduction

The purpose of this construction method statement (CMS) is to ensure that the development approved at 26 Campdale Road (LB Islington planning reference P2012/0419/FUL) is carried out with minimum disturbance to neighbouring occupiers (in terms of noise, vibration, traffic and dust) and does not detrimentally impact on the environment and the safe operation of surrounding highways. All main- and sub-contractors will adhere to the objectives of the CMS, many of which are also found in Islington's Code of Practice for Construction Sites.

The application site, edged in red on the site plan below (not to scale), is currently occupied by a purpose built single storey car showroom (set back from Campdale Road) and a workshop building surrounded to the rear by an L-shaped open service yard / driveway accessible via an existing crossover on Tufnell Park Road.



The site adjoins Tufnell Park Playing Fields to the north (Public Open Space), the Tufnell Park Tavern Public House to the south and terraced residential properties (including gardens) to the east and west. The site is situated in a predominately residential area.

As part of the approved development, it is proposed to demolish the existing workshop and showroom buildings and to erect a terrace of three x three storey over basement (plus roof space) townhouses and one x two-bedroom ground floor flat fronting Campdale Road ("Campdale Road Block") and three x two storey over basement contemporary houses to the rear of the site ("Tufnell Park Road Block"), together with associated hard and soft landscaping, cycle parking and refuse facilities.

2. Proposed programme

The target construction start and completion dates (as of August 2014) are as follows:

Enabling, demolition and foundation works (pre-superstructure)

Start date: 1 November 2014 (subject to on-time discharge of pre-commencement planning conditions)

End date: 1 February 2015

Main superstructure and contract works (until completion)

Start date: 1 February 2015 (subject to on-time discharge of pre-superstructure planning conditions)

End date: 1 May 2016

3. Working hours

No deliveries or noisy work (including the loading and unloading of waste and materials) is to take place on Sundays, bank holidays or outside the following working hours:

8am – 6pm Monday to Friday

8am – 1pm Saturday

Any requests to carry out such works outside of these working hours will be directed to the Local Authority at least seven days in advance, together with details of the works (including the expected noise levels) and why these cannot be carried out during the normal working hours.

4. Hoarding

Painted ply hoarding is to be erected along the entire site boundary and will be fixed either to a metal frame structure or scaffolding (where the building is set back). The hoarding is to be 2.4m high throughout in order to control dust, noise and in the interest of safety. All hoarding is to be erected with regard to the approved tree protection plan.

The hoarding will feature notice boards detailing the contact details of the main contractor as well as telephone numbers for emergencies and complaints. At a later stage, the hoarding might be used for marketing purposes (subject to approval by the local authority). Whenever possible, the contractor will seek to reuse hoarding from other building sites and recycle / reuse the hoarding after use.

5. Site access

All access to the site will be via the existing crossover on Tufnell Park Road. No access is proposed along Campdale Road, which is to be hoarded off. Access will be via inwards-

opening gates (faced with and identified by painted ply hoarding), to remain closed whenever possible. In the interest of pedestrian, cyclist and vehicular safety, vehicles may only enter the site via the Tufnell Park gate by prior appointment and in the presence of an experienced banksman and road marshal.

6. On-site offices and welfare facilities

On-site facilities will be housed in the former Continental Car Centre spare parts room (to be converted into a 2 bedroom flat at the very end of the construction program).

7. Parking

On-street parking will not be allowed in connection with this development. All sub-contractors and labourers will be encouraged to use public transport whenever possible and will be handed out transport advice leaflets. The site, which has a PTAL rating of 4, is located just a few minutes away from Tufnell Park underground station and benefits from a direct bus service and various low-traffic cycle routes nearby.

8. Loading and unloading of plant and materials

All loading / unloading is to take place within the site (via the existing Tufnell Park Road crossover) and never outside the permitted working hours unless previously agreed upon with the Local Authority. No on-street loading will be permitted without prior approval from the Local Authority. The access gates will be shut during loading and unloading in the interest of pedestrian safety as well as dust and noise suppression.

9. Vehicular movements and deliveries

It is anticipated that the largest lorry type utilized during the construction of the development will be of a maximum gross weight of no more than 20 tonnes. This type of vehicle will fit within the designated on-site loading area and trips are not anticipated to exceed more than 3-4 times per month. Other vehicles expected on site will consist of standard skip lorries and flat bed delivery vehicles.

There will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period of time. Whenever possible, there will be no major vehicle movement during “rush hours”, defined as 07.30 – 10.00 and 16.30 – 18.30 Monday to Friday.

A traffic marshal will be available on site to coordinate deliveries and to ensure that the safety of pedestrians, cyclist and other vehicles is ensured at all times.

Other methods to optimize deliveries and to reduce their impact on traffic and congestion include:

- Consolidating deliveries whenever possible
- Not accepting part loads unless essential

- Issuing notices to sub-contractors and delivery companies stipulating that deliveries that have not been booked in advance or happen outside agreed delivery slots may be turned back and re-scheduled

All drivers will be informed of Islington's lorry restriction areas and will not be allowed to drive through any of these zones. The use of Dartmouth Park Hill as a through-route will be discouraged. Drivers will be advised to use the shortest possible route between the site and larger roads (such as the TFL Network and the A1 Road); in this case most traffic will be diverted through the A1 (Holloway Road) via Tufnell Park Road and, if necessary, Junction Road.

In the interest of noise control and subject to a risk assessment, delivery vehicles and site plant are to make use of white noise alarm systems or are to disable reversing alarms (in presence of an experienced banksman).

10. Storage of plant and materials

In addition to the delivery procedures listed above, the principle of "just in time" deliveries will be followed strictly throughout the development process to ensure that plant, machinery and materials are not stored on site before they are actually required for the building works. When materials are kept on site then this will always be within the site boundary and only for as long as absolutely necessary. All materials, especially those prone to emitting dirt or dust, will be covered by appropriate sheeting and securely fastened. All areas within the site and on adjoining highways will be checked for spillages on a regular basis. Machinery, when in use, will be kept away from noise-sensitive areas such as residential dwellings and their gardens. All machinery and plant equipment that has to be kept on site will be switched off and secured when not in use.

11. Wheel washing facilities and road cleanliness

Wheel and chassis washing facilities will be provided on site within an impermeable wash bay area which is to be isolated from other areas by a raised kerb or roll over bund to contain solids. These facilities will ensure that mud, stones and any other extraneous materials are removed from vehicles before they exit the site. Lorries, especially those carrying excavation mud or soil, are expected to be fully sheeted before entering and leaving the site in order to minimize the risk of any over-spilling onto the highway. Effluent resulting from these facilities will not be directed into the public sewerage or any street gullies but will be disposed off on site with the necessary consents from Thames Water or the Environmental Agency where necessary.

The contractor will monitor the surrounding highways and footpaths on a daily basis and ensure that the construction works do not have a negative impact on road cleanliness. A schedule of condition of the surrounding footpaths and highways will be prepared prior to any works starting on site to ensure the highways are kept in a good condition throughout the development process.

12. Dust and dirt control measures

Several measures to control dust and dirt have already been mentioned in previous paragraphs, such as:

- Wheel and chassis washing facilities near the vehicular exit
- 2.4m ply boarding around the entire perimeter of the site
- Covered storage areas and sheeted delivery lorries

In addition to the above, the following dust and dirt suppression measures will be pursued:

- All site personnel to enter and leave the site wearing clean clothes and shoe wear
- The use of fine sprays during the loading or unloading of materials as well as on buildings and structures (during demolition works), cutting and drilling plant, unpaved areas, sand, spoil and aggregate stockpiles
- Preference of hydraulic construction over percussive techniques
- Where practical, the use of building materials that are pre-fabricated or cut offsite including structural elements, cladding and woodwork
- Burning of waste or unwanted materials on site to be strictly forbidden
- Covering of all skips
- Correct use of all plant and machinery and regular maintenance of their exhaust systems, which are to be positioned as far away from adjoining buildings as possible

Where practical, further measures will be devised in accordance with the BRE's *Pollution Control Guides* (2003) publications and the GLA's *Best Practice Guidance on The Control of Dust and Emissions from Construction and Demolition* (2006).

Dirt, dust and noise emissions will be continuously monitored by a designated person. Any deviation from the above methods will only be permitted in exceptional circumstances and with prior consent from the main contractor and all other relevant parties.

13. Site waste management

Waste will be managed under the principle of hierarchical waste management priorities which, in order of importance, are as follows: Reduce, Reuse, Recycle and Dispose.

It is important to tackle waste at the outset by reducing the amount of waste being produced in the first place, that is ensuring that the correct quantity of materials are ordered in the most environmentally friendly way. Each sub-contractor will be responsible for ordering and supplying their own materials, thus minimizing the risk of waste through overordering (for which the subcontractor would be financially liable). Each sub-contractor will also be required to use the most environmentally friendly packaging at its disposal (including recycled) without adversely affecting the safe handling and protection of materials. The principle of "just-in-time" deliveries will furthermore reduce the risk of damage (and thus waste) through stockpiling. The main contractor will employ as many local sub-contractors and suppliers as possible in order to reduce fuel consumption and packaging needs. An audit trail, covering incoming materials and outgoing waste, will be kept.

Where practical (and in agreement with recommendations from the ground investigation reports), waste resulting from site clearance and demolition will be salvaged (such as crushed concrete or soil reused for landscaping). The use of reclaimed aggregate will be encouraged. Where it is not possible to reuse materials on site the contractor will attempt to transport these materials to other nearby building sites or to sell them to intermediary companies for reuse. The contractor will make use of material and waste exchanges, such as those listed on the BRE's smartwaste.co.uk website or wastebook.org.

Where reuse is not practical or possible, the contractor will endeavour to recycle as much waste as possible offsite through the use of recycling companies. To facilitate this, segregated waste and recycling skips will be located at the rear of the site and will be made available at all times. Each sub-contractor will be responsible for moving waste and recycling (segregated at source where possible) into these skips and inducted beforehand on the correct use thereof. The use of a waste compactor will be considered in order to further reduce the amount of vehicle trips required.

Hazardous materials are to be sealed, stored and disposed of in appropriate and safe manner in order to avoid contact with ground- or wastewater. Burning of waste will not be allowed on site. The management and disposal of any remaining landfill waste will be handled in accordance with all relevant statutory requirements, including the Environmental Protection Act 1990 and the Environmental Permitting Regulations 2007.

The above principles will be incorporated into all sub-contractor documentation and discussed with all relevant parties before works commence.

14. Noise and vibration

Best practical means are to be used at all times to minimise the noise and vibration impact of the works. All works are to follow the guidance of Islington's Code of Construction Practice and BS5228:2009. Machinery and vehicles will be fitted with effective silencers wherever available, and kept in good working order. Acoustic covers are to be closed during operation. Equipment will be operated so it produces as little noise as possible. No idling engines or plant allowed onsite. Toolbox talks will take place for all contractors to ensure they are aware of noise and vibration issues onsite.

15. Community liaison

A dedicated member of the contractor's team will be given the role of community liaison. This person will have had prior experience in this role. He or she will handle any queries, concerns and complaints from neighbours and maintain a log book detailing such enquiries and any follow-up actions. The community liaison will discuss the works program with those neighbours directly adjoining the site to ensure they are aware of the works involved and to address any concerns beforehand. Contact details will be displayed on the hoarding surrounding the site and distributed to adjoining neighbours.

16. Construction management site plan

The construction management plan is printed overleaf at a scale of 1:400 when printed out on A4 paper.

