

Construction Method Statement

387 Kentish Town Road, London, NW5 2TJ

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1. Introduction

- 1.1. This Construction Method Statement (CMS) provides the details of all the measures that can be undertaken in the construction of the proposed development to minimise the impact of the construction work on local residents and businesses, and on pedestrian and highway safety. It also seeks to promote sustainable and efficient methods of construction.
- 1.2. The CMS has been prepared in the context of a planning application submission, and it is commensurate with the scale of the proposed development. It is a “live” document that will evolve as necessary to address issues or concerns that may arise during the consideration of the planning application and/or during the various construction phases of the development.
- 1.3. In preparing this document, particular consideration has been given to Transport for London’s Construction Logistics Plan Guidance (July 2017) and the Mayor’s “Control of Dust and Emissions during Construction and Demolition” Supplementary Planning Guidance (July 2014).
- 1.4. All contractors involved in the construction will be provided with a copy of this document and will be expected to adhere to it.

2. The Site

- 2.1. The property comprises a three storey, end of terrace Victorian building located on the south-western side of the northern end of Kentish Town Road, opposite its junction with Highgate Road and Fortress Road.

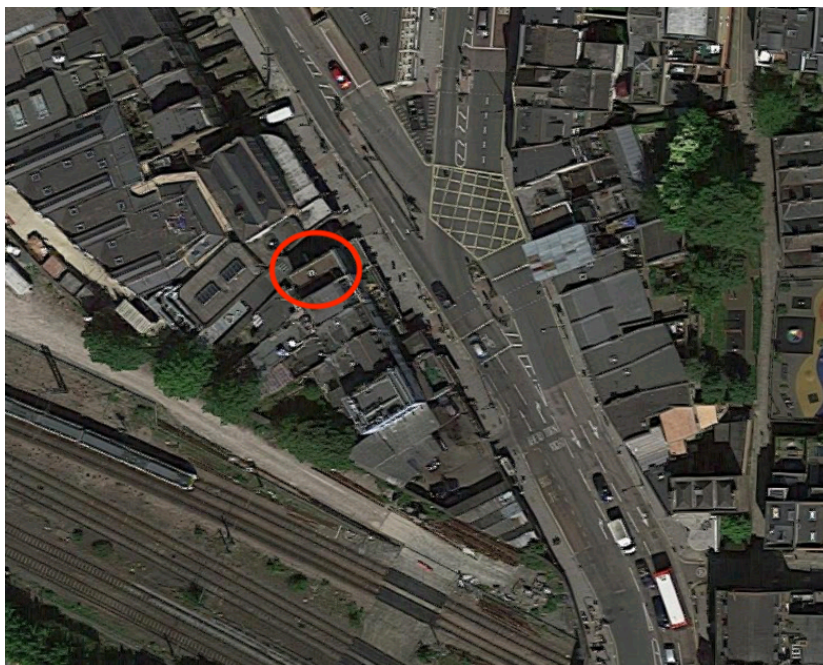


Figure 1 - The application site in context (courtesy Google Maps)

- 2.2. The ground floor of the property is currently vacant but formerly in use as a hairdressers. It has a glazed shopfront incorporating a single width door to its right hand side.
- 2.3. The front part of the building is single storey with a flat roof, protruding from the main three storey building behind. The upper floors of the building are separate from the ground floor, with a self-contained entrance located to the northern side of the shopfront. The stairwell immediately behind this entrance door leads to the upper floors. The upper floors were last used as a beauty salon, but also now vacant.
- 2.4. The building is at the northern end of a terrace of 5 properties. Adjacent the northern flank wall of the property there is a gated vehicular access to a single storey workshop building located towards the rear. The "Bull and Gate" Public House lies to the north of this access.
- 2.5. The surrounding area is mixed in character, typical of a busy London street. Buildings are generally three to four storeys in height, and comprise a mix of retail and residential uses.
- 2.6. The location of the site adjacent to the road junction restricts the parking of vehicles outside of the premises other than on the pavement, and parking restrictions do not allow for any loading at any time. There is a dropped kerb and vehicular access to the adjoining premises at No.389, although this appears little used. There are some marked short-term parking bays on the main roads away from the road junction. There is also parking availability in the side streets, with marked bays subject to a Controlled Parking Zone between 8.30am and 6.30pm Mondays to Fridays. The bays are marked to provide a mix of pay and display spaces, spaces for residential permit holders and spaces for car club permit holders.



Figure 2 - The front and rear of the premises

3. The Development

- 3.1. The development was granted planning permission on 21st February 2020 under reference 2019/3538/P. Full details of the proposal are shown within the planning application submission. It comprises the erection of one, two and three storey rear extensions, and a mansard roof extension and other alterations to provide 1 no. two bed flat, 1 no, one bed flat and 1 no two bed duplex flat, together with the retention of some A1 retail use at ground floor level.
- 3.2. The Planning Permission is subject to a number of conditions, including condition no.7 which requires the submission of a Construction Method Statement to the Local Planning Authority for their approval.

4. The Construction Method Statement

- 4.1. The objective of this Construction Method Statement is to ensure that the demolition and construction process is carried out in a manner that will minimise the impact of the construction work on local residents and businesses, that will maintain pedestrian and highway safety and that will promote sustainable and efficient methods of construction.

- 4.2. The construction will be undertaken in accordance with the following details:

a) Site Manager

- 4.3. A Site Manager will be appointed who will be responsible for the project, including appropriate liaison with neighbours, relevant authorities and interested parties. The Site Manager will be responsible for the implementation, continuation and refinement of this Construction Method Statement.
- 4.4. Contact details (including 24hr emergency contact) for the Site Manager will be displayed on the site frontage, and notification of contact details will also be sent to the Local Planning Authority and immediate neighbours prior to the commencement of any works.

b) Site access

- 4.5. The building occupies the whole of the site frontage and there is no access to the side or the rear of the building. No vehicular access will therefore be required into the site.
- 4.6. Pedestrian access will be through the existing door and shopfront to the front of the premises.

c) Means of enclosure of the site and security

- 4.7. Prior to the commencement of the development (including any demolition) a construction hoarding will be erected to the front of the property. This will involve the removal of the

existing shopfront and its replacement with plywood sheeting, incorporating a double access door.

- 4.8. The erection, and on-going maintenance of the site hoarding during the course of construction will be the responsibility of the Site Manager, who shall at all times ensure that the hoardings are maintained and structurally sound so that they do not pose a safety risk to neighbouring properties, passing pedestrians or vehicular traffic.
- 4.9. All works will be undertaken within the site hoardings where possible, although there may be instances where the hoardings may need to be temporarily removed (such as for the connection of drains or services). Where the hoarding is required to be removed to facilitate the construction it shall be re-installed on completion of the works, or when the site is left vacant, whichever is sooner, so as to ensure that the site is secure at all times.
- 4.10. Where scaffolding is required which may extend beyond the hoardings or encroach outside of the site, then the appropriate consents will be sought.
- 4.11. Warning signs will be placed on the hoarding to the road frontage that will highlight the dangers of entering a construction site, together with contractor and emergency contact details.
- 4.12. The Site Manager will be responsible for ensuring that the site is always suitably enclosed, safe and secure, and ensure that all adjoining public footpaths and highways are not obstructed by vehicles, equipment or materials associated with the development.
- 4.13. All materials and small plant will be stored "out of sight" and in a secure area when not in use, or when there is no-one on site. Valuable items will not be left on site overnight. The entrance to the site will always be secured by the last operative to leave the premises.

d) Measures to protect any tree, shrubbery and other landscape features

- 4.14. There are no trees on the site, nor are there any other substantial shrubbery or landscape features that are required to be retained.

e) Storage of plant, materials and operatives vehicles

- 4.15. It is acknowledged that there is limited scope within the site for the storage of plant and materials, and the construction process will therefore be in the form of an "as and when" basis. Equipment and materials will be delivered at the appropriate time of construction so as to ensure that space is not wasted by their storage in advance of works.
- 4.16. The ground floor of the premises will be the primary area used for the storage of plant and materials, accessed through the double doors within the hoarding to the front of the former shop.
- 4.17. Skips may be required for the collection of waste at various stages of the construction process and if required this may have to be placed on the adjoining land to the front of

No.389, subject to the landowners agreement. All skips will be collected as soon as they are full, and covered when not in use so as to prevent the spread of debris, vandalism or theft.

- 4.18. There will be no parking of operatives vehicles to the front of the site, and all contractors will be obliged to adhere to highways regulations and on-street parking restrictions.

f) Location of ancillary site buildings

- 4.19. Given the nature of the site and the development it is anticipated that there will be no ancillary site buildings. The ground floor will accommodate staff and changing facilities, including a WC, wash basin and kitchen. This area will also provide secure storage for tools and equipment.

g) Provision for loading/unloading materials

- 4.20. All delivery vehicles will have to park in designated parking bays near the site, with goods transferred by hand or trolley from the delivery vehicle to the site. Where the nature of the delivery requires the vehicle to be as close to the premises as possible, then the appropriate consents shall be sought from the Local Highways Authority to enable the occasional parking of delivery vehicles on the pavement, via the adjoining dropped kerb and access to the front of No.389.
- 4.21. Parked delivery vehicles will always be required to maintain a minimum 2m wide pavement unobstructed. A road marshal will always guide vehicles from and onto the carriageway, to ensure the safety of other road users and the protection of street furniture. Such movements will be undertaken outside of peak traffic flows as far as is practicable. All suppliers will be advised of the limited unloading facilities, and encouraged to deliver in smaller vehicles that have greater manoeuvrability and are capable of quick unloading.
- 4.22. All deliveries will be pre-planned and booked in advance so as to avoid peak times for vehicle movements. Any deliveries during the weekday in school term times will take place after 9am and before 3pm so as to avoid school drop-off and collection times.

h) Signing system for works traffic

- 4.23. There will be no requirement for signals or other physical measures to allow construction vehicles to access and egress the site, or for vehicles to unload or load goods from the public highway. When appropriate the Marshall may need to temporarily halt pedestrian and traffic flows to allow for deliveries and unloading.

i) Wheel washing equipment

- 4.24. There will be no vehicles entering or leaving the site. Any debris that accrues on the pavement or the carriageway shall be removed by means of sweeping and/or a hose which shall be connected to the water supply for the development. Cleaning shall take place

within the site as far as is practicable so as to avoid spillage of dust and debris onto the public highway or surrounding properties.

- 4.25. At the end of each working day, checks will be made by the Site Manager to ensure that there is no debris on the public highway.

j) Vehicle parking

- 4.26. All contractors will be encouraged to use public transport to gain access to the site. If private vehicles are to be used they will be asked park in adjoining roads and away from the site, subject to normal parking controls.

k) Dust mitigation measures

- 4.27. The developer acknowledges the Mayor of London's Supplementary Planning Guidance "*The Control of Dust and Emissions During Construction and Demolition*" (July 2014). However, the nature of the development is very small in comparison to the large development sites around London. The dust emission magnitude will be small and the risk of any harm being caused in this low sensitivity area in respect of dust and emissions is negligible.

- 4.28. It is nevertheless acknowledged that there is some potential for dust and dirt to be created during the development process. This will be limited to the initial stages of construction when some external walls may be demolished, although throughout the construction process dust can also be created from the cutting and preparation of materials on site, and their subsequent installation. The following measures will therefore be implemented to minimise this low or negligible impact:

- A water supply will be maintained across the site to ensure that dusty surfaces and activities can be damped down as appropriate.
- Any scaffolding used on the site will be covered with polythene sheets to form a barrier between the site and the surrounding properties. This will reduce the transport of dust off-site.
- There will be no burning of any material anywhere on-site.
- Surplus materials and rubbish will not be allowed to accumulate on the site or spill over into the surroundings.
- Ground & surface water will be managed by the insertion of all drainage at the beginning of construction. All drain runs will be made active so as to minimise surface water.
- Cutting of materials will be undertaken within the building, or preferably at source, as far as is reasonably practicable.

l) Noise and vibration mitigation measures

4.29. Noise emission can be a potential source of annoyance to the local population. The following measures will therefore ensure that this source of annoyance is minimised as far as possible:

- Any construction works that may cause noise to be audible outside of the site will be restricted to the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays. There shall be no working at all on Sundays or Bank Holidays without the prior written permission from the Council.
- Deliveries of materials to the site will not be permitted before 08.00 at any time.
- Standard Construction Plant / Equipment will be used. It is anticipated that there will not be any particularly 'noisy' activity that requires particular attention. Typical plant will include compaction equipment, excavators, breakers, dumpers, mobile cranes, scissor lifts, cherry pickers etc. Any stationary plant such as compressors and generators will be positioned away from sensitive locations within the confines of the operational use of the equipment.
- All employees and contractors will be informed about the need to minimise noise.
- Vehicles and mechanical plant used shall be fitted with effective exhaust silencers, maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. All contractors shall ensure that all plant complies with the relevant statutory requirements.
- Machines in intermittent use will be shut down or throttled down to a minimum when not in use.
- Where practicable, equipment powered by mains electricity shall be used in preference to equipment powered by internal combustion engine or locally generated electricity.
- Plant will be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All materials will be lowered where practicable and not dropped.
- Neighbouring occupiers will be advised in writing by the Site Manager of any activities or deliveries that may have the potential to cause unavoidable noise or other disturbance, so as to manage the expectations of all parties. Contact details, including an emergency telephone number shall be provided in all communications.

m) Control of Waste

4.30. All demolition works will be undertaken in accordance with statutory requirements, with particular attention given to the possibilities of the existence of asbestos, in accordance with the Control of Asbestos Regulations 2012 and the Approved Code of Practice.

- 4.31. All demolition or unwanted materials will be disposed of in accordance with relevant legislation and waste transfer licences, with the aim of preventing unnecessary waste, reuse, recycling or recovery.

5. Conclusion

- 5.1. This Construction Method Statement demonstrates the Developer's commitment to ensuring that the construction of this development will be undertaken in such a way as to minimise disruption to the local environment and ensuring pedestrian and vehicular safety. The measures proposed are commensurate with the scale and form of the development and its location.

end.