



Demolition & Construction Management and Logistics Statement

Manak Homes

Site Address:

**Land to the rear of 250
East End Road, East
Finchley, N2 8AU**

July 2023

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Date:	05/07/23

Version Control Record				
Description of Status	Date	Author Initials	Reviewer Initials	Amended Sections and Highlight Colour
V1	05/07/23	GH	AC	
V2	12/10/23	GH	DW	Two figures added in Traffic Plan. Additional info provided throughout
V3	13/11/23	GH	DW	Added additional Dust mitigation. Site Layout plan added.
V3.1	21/11/23	GH	DW	Further amendments following planner feedback. Swept Path Analysis added.
V4	12/12/23	GH	DW	Amendments made in response to transport comments.
V5	05/01/24	GH	DW	Further statements added in response to Planners
V6	04/04/24	GH	DW	Addition of tower crane information

Introduction

This Demolition & Construction Management and Logistics Plan has been prepared to discharge Condition 10 of the Planning Permission Ref. No: PP-09700022 which stated:

No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- i. Details of the routing of construction vehicles to the site, hours of access, access arrangements within the site and security procedures*
- ii. Site preparation and construction stages of the development*
- iii. Details of provisions for recycling of materials, the provision on site of a storage/ delivery area for all plant, site huts, site facilities and materials*
- iv. Details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage of mud and dirt on to the adjoining highway*
- v. The methods to be used to and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works*
- vi. A suitable and efficient means of suppressing dust, including the adequate containment of stored accumulated material to prevent it becoming airborne at any time and giving rise to nuisance*
- vii. Noise mitigation measures for all plant and processors*
- viii. Details of contractors' compound and car parking arrangements*
- ix. Details of interim car parking management arrangements for the duration of construction*
- x. Details of a community liaison contact for the duration of all works associated with the development.*
- xi. Provision of a competent Banksman*

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM02 and DM17 of the Barnet Local Plan and policies SI1, T4 and D14 of the London Plan.

Further and/or additional or updated information will be included in the Construction Phase Plan prepared by the Principal Contractor as required under the CDM Regulations and the latest version provided to all relevant persons.

A site safety file containing checklists, accident report forms, signing in registers, etc. will be always kept on site and the relevant documents completed as required.

The Site and Location

Site address: Land to the rear of 250 East End Road, East Finchley, London, N2 8AU Local

Authority: London Borough of Barnet

Current Use: Unused

Description of the works

Construction of a three-storey building, plus roof, comprising residential units (Use Class C3), together with plant, car parking, cycle parking, refuse stores, hard and soft landscaping, and associated works.

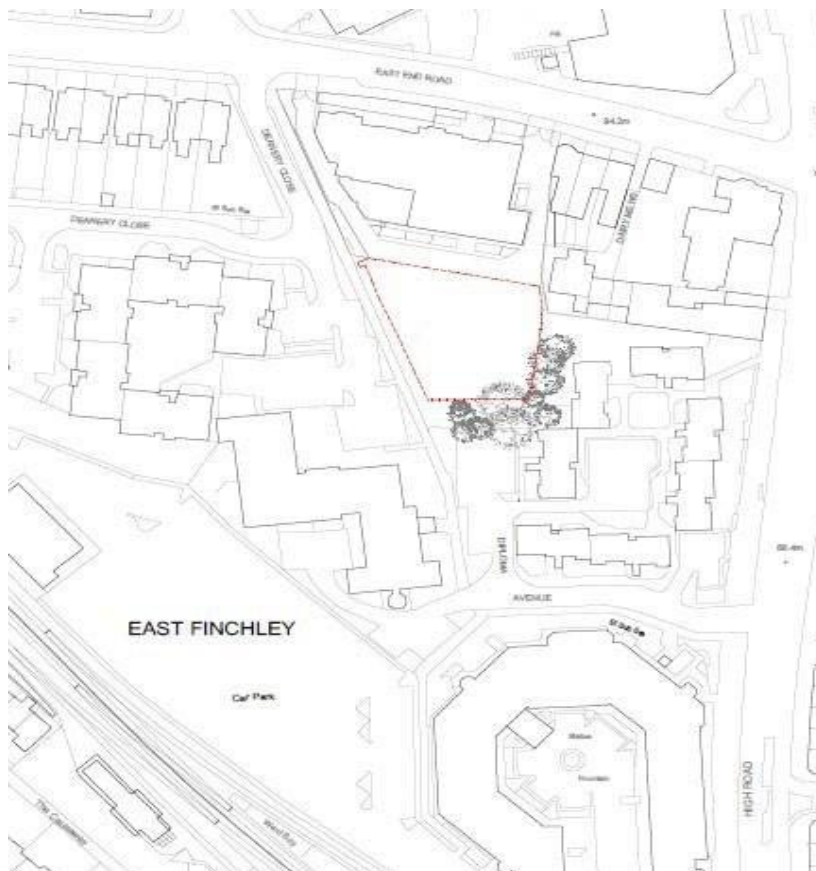


Fig.1. Site Location

Site Context

The site is located in North London and is bounded by residential properties in all directions. The site is currently undeveloped and unused. The only building is a disused toilet block that is to be demolished prior to commencement. The building immediately in front of the site is in use as an early education centre, and several neighbouring gardens back onto the site boundary.

Traffic Plan

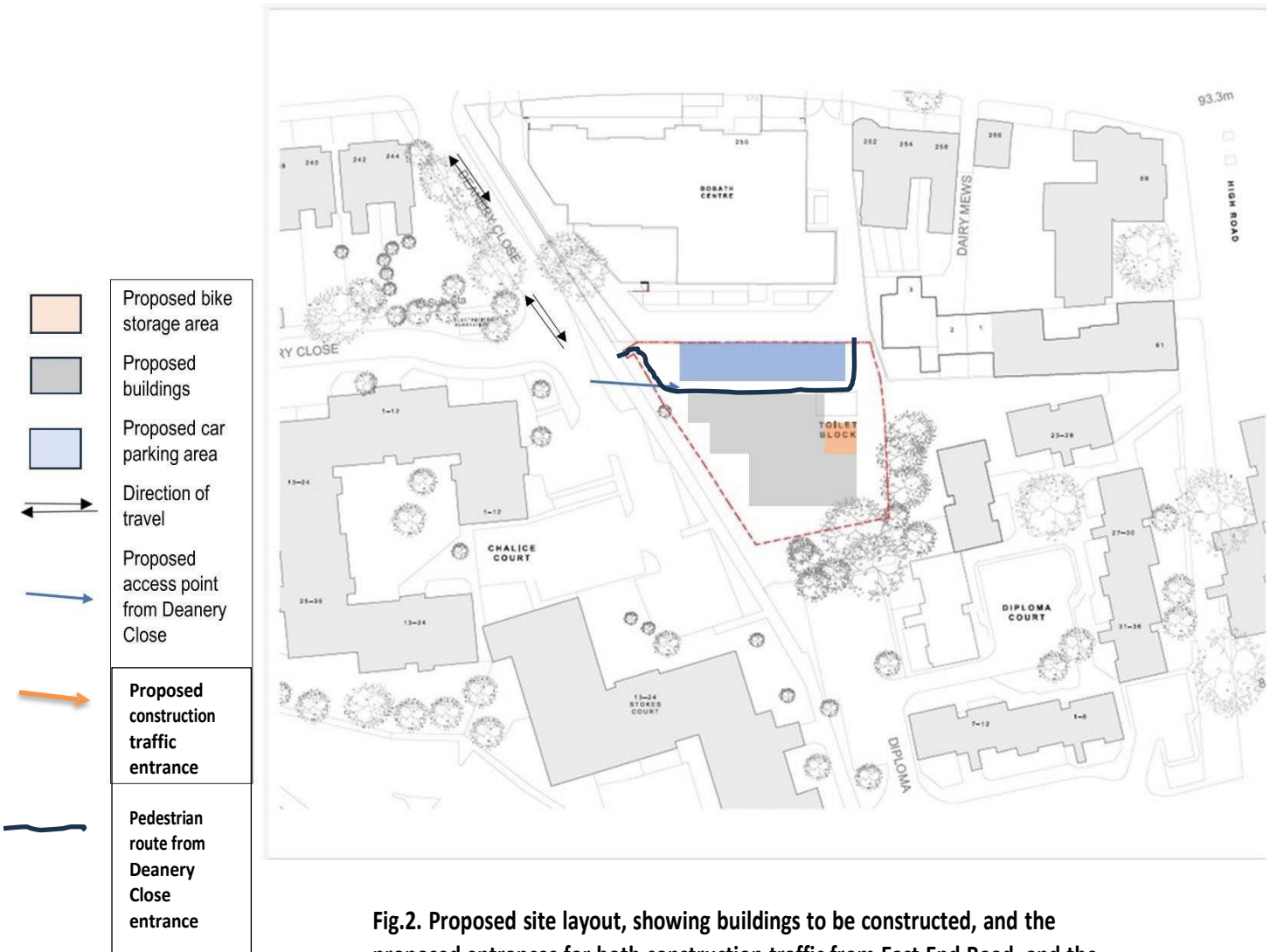


Fig.2. Proposed site layout, showing buildings to be constructed, and the proposed entrances for both construction traffic from East End Road, and the proposed pedestrian entrance from Deanery Close.

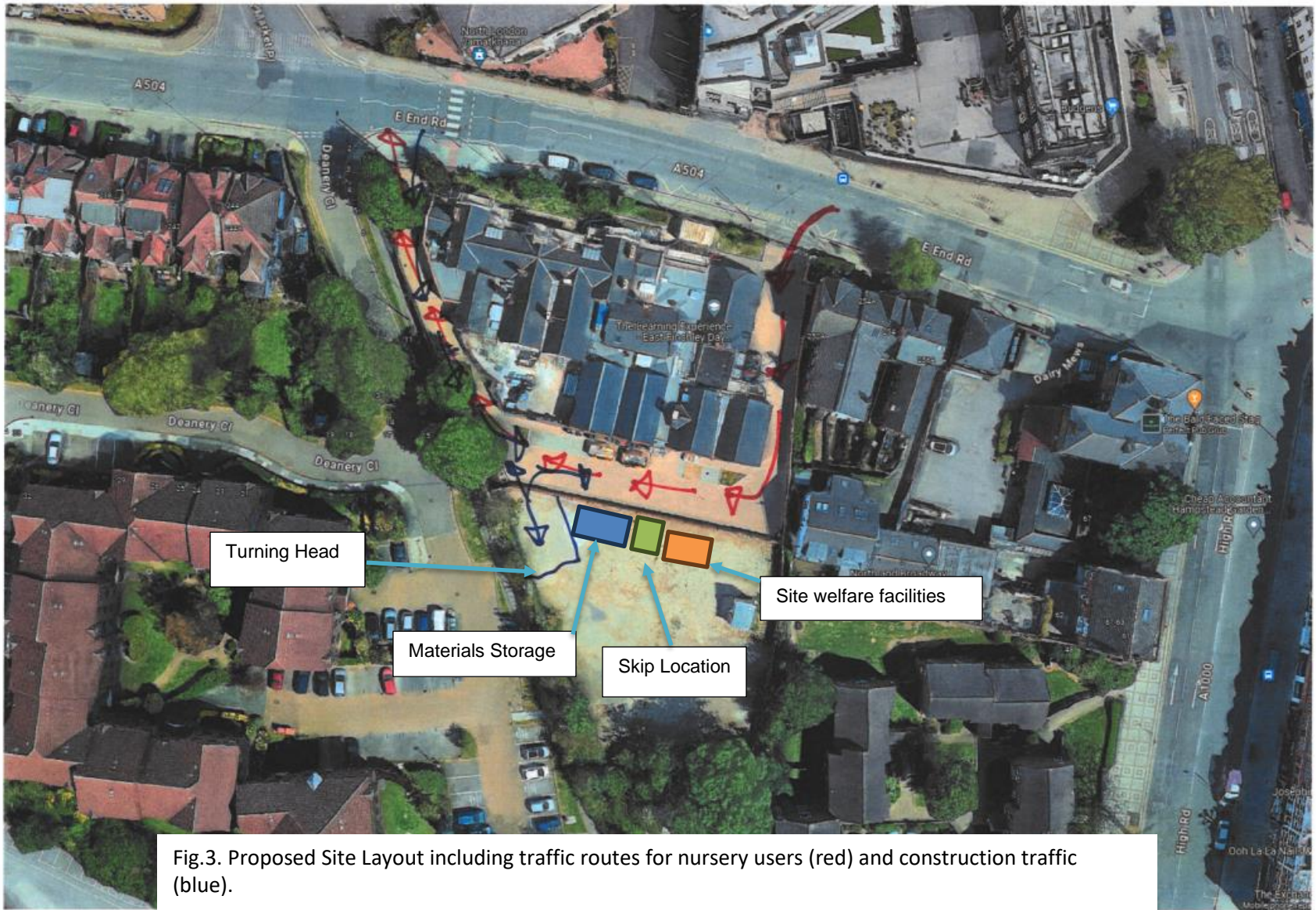


Fig.3. Proposed Site Layout including traffic routes for nursery users (red) and construction traffic (blue).

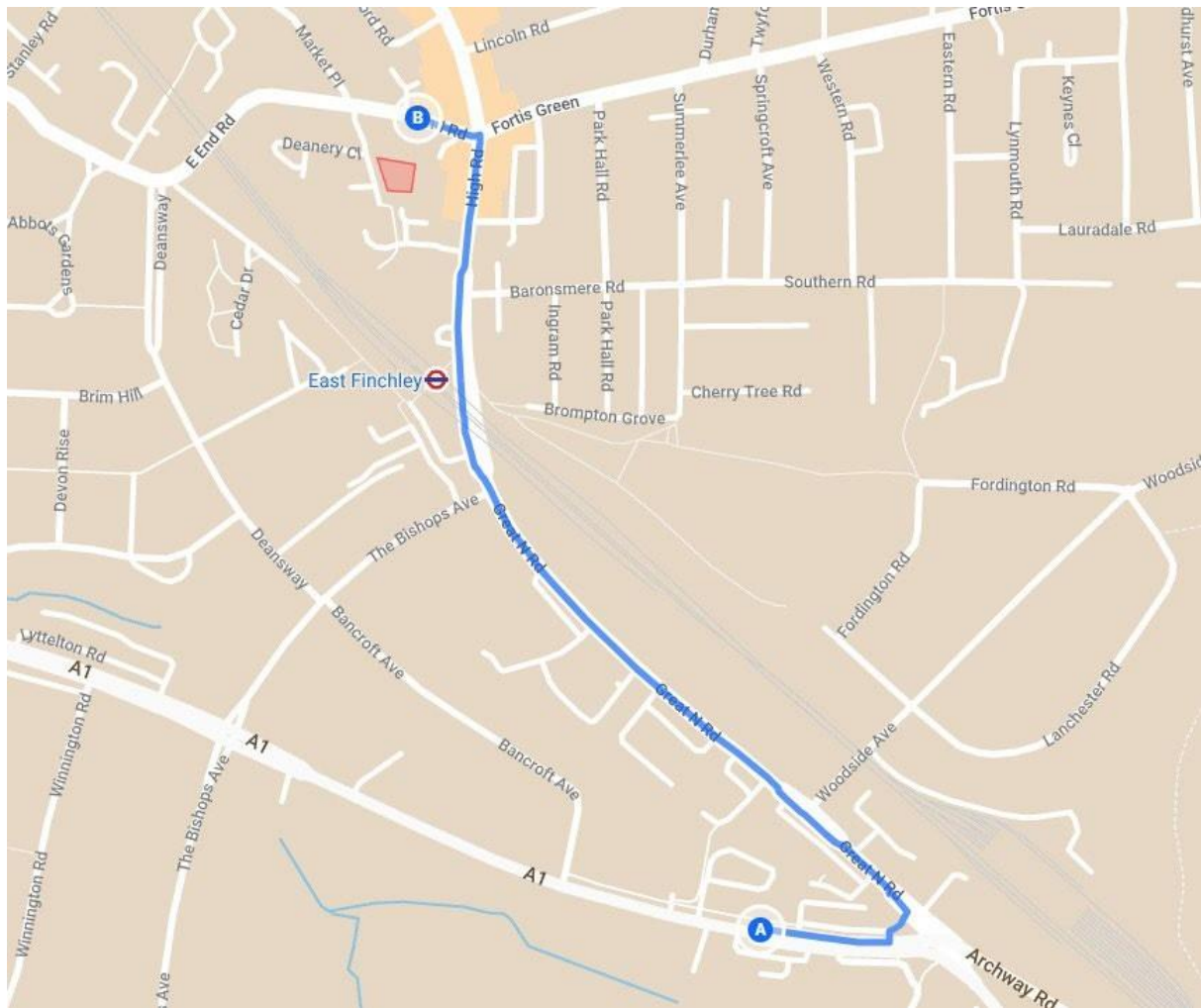


Fig.4. Access route for construction vehicles from A1 via Great North Road and High Road

All licences and/or permits for the proposed suspensions will comply with the Highways Act 1980 and will be applied for prior to the commencement of any works.

Site operating hours:

The normal site working hours will be Monday to Friday 8:00 to 18:00, and Saturdays from 8:00 to 13:00. It is not intended to carry out works outside these times unless to carry out specific specialist operations which, if required, communication will be made with the relevant parties affected including the immediate neighbours and other key stakeholders whilst obtaining the necessary approvals.

Hours of deliveries:

- ☒ 10:00 to 15:00 Monday to Friday
- ☒ 08:00 to 13:00 Saturdays
- ☒ No work on Sundays or Bank Holidays

These hours will ensure the main 'drop off' and 'pick up' times for the adjoining nursery are avoided.

Hours of loading and unloading of plant and materials:

- ☒ 10:00 to 15:00 Monday to Friday
- ☒ 08:00 to 13:00 Saturdays
- ☒ No work on Sundays or Bank Holidays

Number of vehicles per day:

On average, no more than 3-4 construction vehicles/deliveries per day are expected.

Abnormal Loads:

A tower crane is anticipated for the project. It will be located in the southeast corner of the site, to the rear of the proposed building. The crane will be used to offload materials from delivery vehicles and move materials from storage areas to works areas.

The operation of the tower crane will be restricted to the site boundary such that it does not sail over public footpaths or private estate parking to the west.

Delivery of the crane to the site will constitute an abnormal load and will require special considerations. All movements will be coordinated with the local authority and local residents. Installation of the tower crane will involve a mobile crane. Both loads will arrive to site utilising the access routes outlined in this document, including using the access road to the rear of the nursery building (as shown in Fig. 3.)

Appendix C details the location and operating arc of the proposed crane.

Delivery Management

Deliveries to the Site are to be planned to take account of the following:

Site located in a residential area.

Access to the site is via an entranceway shared with the adjoining nursery

Peak vehicle traffic times.

Storage ability on site.

Manual / mechanical handling distances.

Other deliveries.

Third parties including users of the nursery building.

Vehicular arrivals to site are to be from East End Road from either direction, utilising the existing western entrance alongside the existing nursery building. See Appendix B for Swept Path Analysis.

Deliveries will be managed on a 'just in time' basis, to avoid potential backlogs of delivery vehicles. No vehicles will park, wait, or unload on the public highway. Drivers will call 30 minutes prior to arrival, and then again when 5 minutes away, to allow banksmen time to prepare for the delivery.

Upon arrival, any vehicles exiting the nursery car park will be temporarily held during the manoeuvre, although it is unlikely that this will be a regular occurrence. During unloading to provide additional safety, Banksmen will remain with the vehicle throughout this process. The vehicle will utilise the turning head constructed within the site boundary (see Fig.3.) before being escorted out of the site and onto the highway, closing the gate behind it. These procedures, coupled with the agreed delivery times, will minimise the impact of deliveries on pedestrians and users of the nursery, and significantly reduce the risk of any incident or accidents. Signage will be clearly displayed indicating the potential presence of construction traffic.

The largest delivery vehicle that would be used would be a rigid lorry. No articulated lorries would be used.

All vehicles will be FORS accredited, ideally to a minimum of Silver level.

Where possible, the Principal Contractor will look to utilise consolidated freight so far as possible, to reduce the number of deliveries required. This could be achieved by ordering all structural elements from a wholesaler rather than several different suppliers. It can also be achieved by ensuring multiple small deliveries arrive on one vehicle rather than multiple.

Deliveries will be scheduled a minimum of 24 hours in advance. A risk assessment of vehicle movements will be carried out with a senior representative and will be reviewed regularly.

Security

The principal contractor will propose and agree the line and nature of the site hoarding (and any adjustments necessary as work proceeds) with the building owner and neighbouring owner/occupiers.

All statutory signage will be displayed.

All site personnel will be required to sign in on arrival and sign out before leaving the site. This will be incorporated into the site rules and included as part of the site induction process. The hoarding will be regularly inspected to ensure that it remains secure. All access will remain closed when the site is not operational. The access door to the site will be fitted with a combination security lock to only allow access for authorised personnel.

Any scaffolds will be erected by authorised scaffold contractors. Once works commence, the lowest access ladder

to the scaffold will be removed at the end of each day to prevent access by unauthorised persons. Scaffolding will be alarmed at night.

Open gates will be always manned to prevent unauthorised access.

Contractors are required to liaise with the Project Manager on all equipment and material deliveries, giving 24 hours' notice of impending deliveries.

Health and Safety

A Construction Phase Health and Safety Plan will be prepared for the works in accordance with the CDM Regulations and F10 will be submitted to HSE.

Risk Assessments will be developed and agreed. Sub-contractors' detailed method statements will also be produced, and safe methods of work established for each element of the works and updated as appropriate. All site personnel will be required to read the emergency procedures when signing in for the first time, and sign to the effect that they have read the procedures. These will include any relevant neighbourly issues.

All necessary precautions are to be taken in respect of the electricity substation which is situated adjacent to the new development. Liaison, already in progress with UK Power Networks is to be ongoing.

The Principal Contractor will look to minimise on site vehicular movements, to reduce the risk of accident of injury. Steps to achieve this include:

- ☒ Controlling entry of vehicles to sites.
- ☒ Ensuring contractor/visitor parking is away from work areas.
- ☒ Scheduling works to avoid multiple vehicles operating together.
- ☒ Loading/unloading and storage areas are kept to the periphery of the site, so that delivery vehicles are not encroaching on works areas.

Asbestos

The asbestos register will be examined, and an asbestos survey will be undertaken prior to commencement of any works on site unless the site area is shown to be free of asbestos. A copy of this report will be made available prior to the commencement of any works.

Site Fires

Bonfires are not permitted on site.

Complaints

A logbook will be provided on site for any complaints.

Neighbouring Properties

Residents around the site will be contacted to inform them of the construction works proposed and progress thereof and all necessary protection to residential gardens will be provided.

Additional liaison will be carried out with the adjoining nursery, in particular to alert them that

construction vehicles will be using the shared entranceway. A letter will be prepared to provide parents and carers with the details of the construction works, which will be issued to the nursery, for them to share with all users of the nursery.

Arboricultural report

The original report is to be issued to the principal contractor and retained on site.

Several trees are present along the site boundary and the requirements for protection are to be assessed. Subject to the updated proposals any tree protection fencing is to be installed before machinery enters the site and to remain in place until the end of construction.

The tree protection fencing will be designed and reviewed by the project manager to assess the health and safety risk of having a visual barrier at height.

Storage of plant and materials:

- ☒ Existing entrance from East End Road is to be used for all loading/unloading.
- ☒ Storage of plant and materials to be on site, suitably protected, as far as possible. No materials or equipment will be stored on the public highway.
- ☒ Recyclable materials to be separated from waste when temporarily stored on site.

Dust, mud, and debris control:

- ☒ Regular wheel washing to be carried out as necessary. This will be carried out by a Banksman with hoses.
- ☒ Dust to be controlled by erecting dust sheeting along areas of Heras fencing and dampening down areas of high dust activity. Accumulated material will be stored adequately and securely to prevent nuisance.
- ☒ Dust suppression will be achieved using continuous jet sprays.
- ☒ Only approved delivery vehicles to access site.
- ☒ All construction vehicles removing demolition spoil and soil will be sheeted over before leaving and the sheeting checked to see that it is in good condition.
- ☒ Machinery and dust generating activities will be located furthest away from receptors where possible.
- ☒ Any materials that have the potential to produce dust will be removed as soon as possible.
- ☒ Any chutes used, will be enclosed and skips covered.
- ☒ Sand and aggregates which are to be stored will not be allowed to dry out.
- ☒ Stockpiles will be covered to prevent wind and whipping. Any loose materials will be removed as soon as possible.
- ☒ A road sweeper vehicle will be on call and able to reach the site within 3 hours.
- ☒ Daily litter picks will be undertaken to remove litter and debris, with particular focus on the shared access route and car parking areas.

Noise mitigation measures and vibration control:

- ☒ All plant will be fitted with suitable noise and vibration suppression units.
- ☒ All work will be carried out in accordance with British Standards BS 5228 – 1:2009 + A1:2014 and best practicable means will be employed.
- ☒ No radios or other audio equipment will be allowed on site.
- ☒ As the site is located within a Low Emission Zone, all relevant plant on site will be registered with the

London NRMM Register. No diesel or petrol-powered generators will be permitted on site.

- ☒ The use of a mobile crusher is not anticipated for this project.

Waste Disposal:

- ☒ Segregated skips will be placed as necessary to remove waste or collection from licensed operators to be arranged.
- ☒ Opportunities for recycling and re-use of materials will be maximised.
- ☒ Recycling/disposing of waste to be in accordance with current good practice and in line with statutory regulations and requirements. All waste removal will be accompanied by a Waste Transfer Note.
- ☒ Any Hazardous Waste produced will be stored separately from non-hazardous waste and will be removed in accordance with the Hazardous Waste Regulations (2005).

Principal Contractor

Manak Homes will be the Principal Contractor on this project.

Contractors Compound Management and Parking Arrangements

There is the potential for onsite parking for one visitor/contractor vehicle. Staff and visitors will be encouraged to use public transport as far as possible when visiting site. Posters and Toolbox talks outlining the benefits of public transport will be displayed, and staff members who utilise public transport will be recognised. No parking will be allowed on the public highway.

East Finchley station is a five-minute walk from the site. Several bus routes run along the A1000/High Road.

During the required demolition of the toilet block, the main contractor's site team will be following the bespoke method statement and safeguarding the surrounding areas.

The site team will manage and direct all construction vehicle site access and egress movements. They will also ensure that vehicles loading or unloading from Deanery Close, are aware of, and prioritise the safety of, any passing pedestrians, cyclists, and vehicles.

The site team will wear appropriate high-vis clothing and PPE and will use appropriate signage to forewarn public of construction vehicle movements.

Interim Parking Management

Liaison will take place with the occupants of nearby properties to ensure parking arrangements are agreeable to all parties during the duration of construction works and safe passage and secure parking is maintained to suit the requirements.

Community Liaison

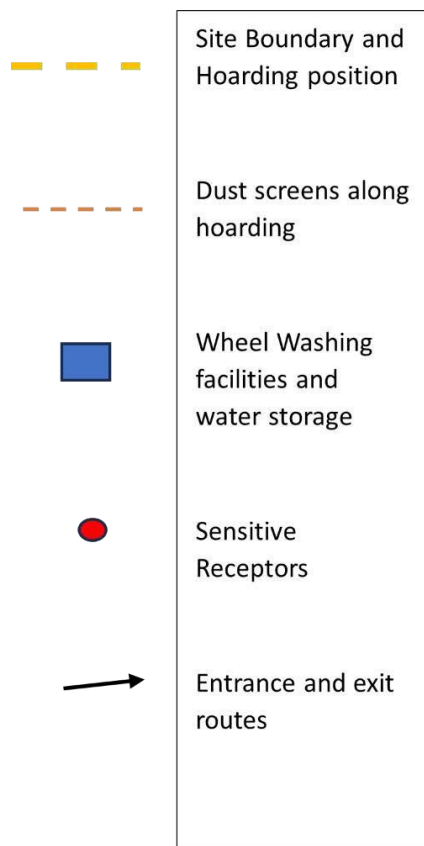
Community liaison will be the responsibility of the Principal Contractor. The name and contact details for the appointed Community Liaison Officer will be provided on the site notice board along with all Site Health & Safety notices.

The interim Community Liaison Officer is:

Gagan Manak
Tel: 07866 559718
Email: gagan@manakhomes.co.uk
Competent Banksman

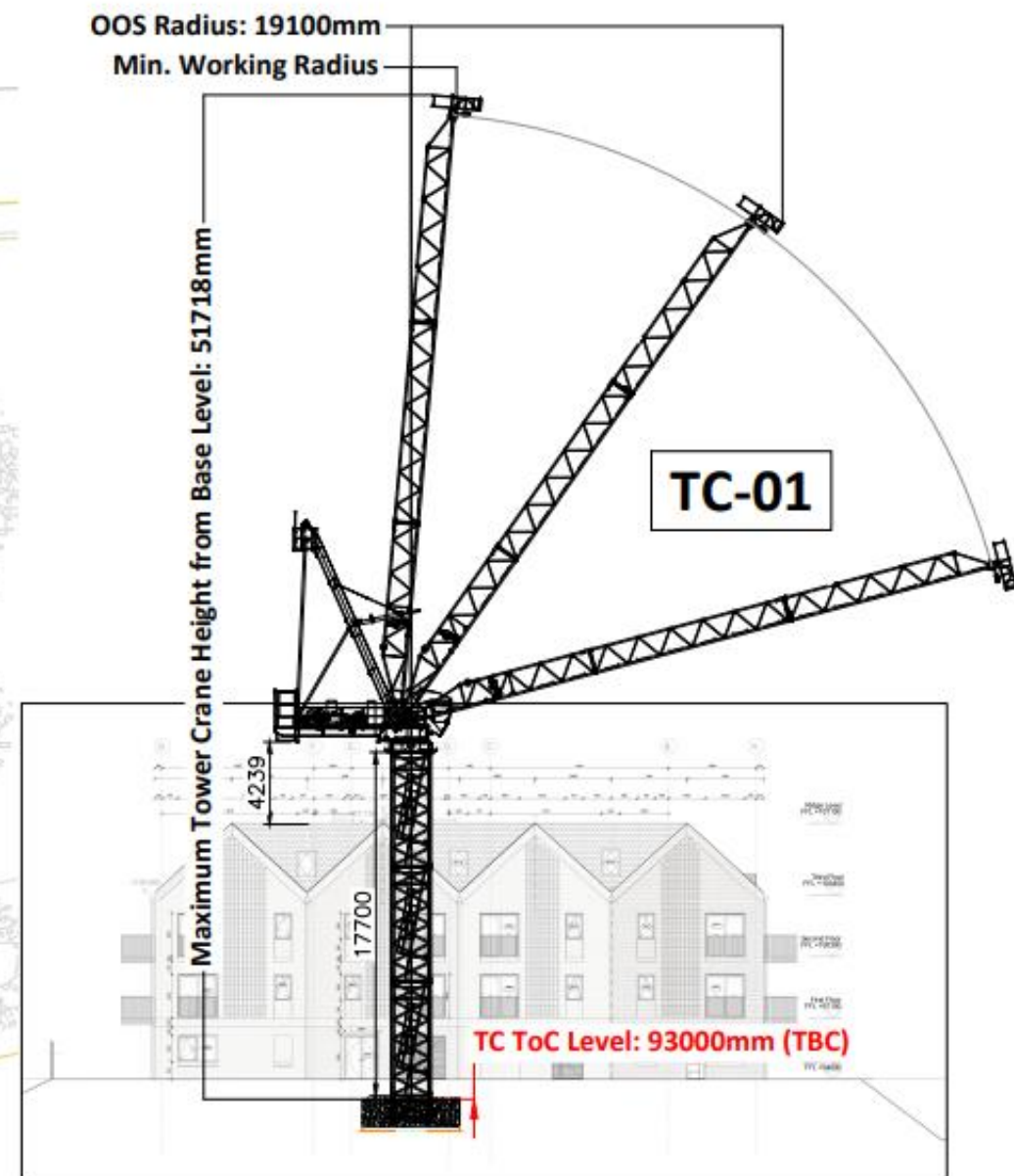
A competent and experienced Banksman will be present to aid the access and egress of any construction vehicles or plant to site. As set out earlier, The Banksman will be made aware of the presence of the adjoining nursery.

Appendix A: Dust Mitigation



Appendix B: Swept Path Analysis

Appendix C: Tower Crane Location



0	GD	-	12.03.24	Original
REV	BY	CHK	DATE	AMENDMENTS
Project No.		Option	Type	Revision
TCUK-2024-021		1.0	LE.TC1	Original
Scale: NTS @ A1 <small>Under no circumstances should dimensions be scaled from this drawing</small>				
Title:	Crane Layout/Elevation			
Project:	250 East End Road			
Client:	Manak Homes			
Status:	Tender Enquiry			

TC-01	Make & Model	Tenax CTL 140-B	Jib Length	30.0m	Tower Height	17.7m	Base Type	Fixing anchor
	Standard		SWL (100%)					
Jib Length	OOS Radius	Falls	Max. load up to	20.0m	25.0m	30.0m		
30.0m	19.1m	4	8.00t @ 22.00m	8.00t	6.84t	5.40t		

Notes:
Client to confirm tower crane base position & base top of concrete level.

Orange hatched area = Tower Crane Zoning Restriction

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