

CONSTRUCTION MANAGEMENT PLAN & METHOD STATEMENT

for

PROPOSED CONSTRUCTION OF A NEW SINGLE DWELLING WITH BASEMENT LEVEL ON LAND
ADJACENT TO 175 NIGHTINGALE LANE, LONDON N8 7LJ

at

175A Nightingale Lane N8 7LJ

Application Ref:

Rev: 01

Prepared by **DE Architectural Consultancy**

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1. Introduction

This Construction Management Plan (CMP) has been prepared by DE Architectural Consultancy on behalf of the applicant to support a planning application for the site located at Land Adjacent to 175 Nightingale Lane, London, N8 7LJ (the 'site'). The site is located within the administrative boundaries of the London Borough of Haringey.

A location plan and block plans are included at Appendix A and Appendix B respectively.

The proposal includes the development of an existing open land parcel to provide a new-build residential development together with associated access, servicing, and landscaping works.

It is worth noting that the CMP process is considered to be a 'living document' and will evolve following the approval of the planning application, both through discussions with London Borough of Haringey and subsequently following the appointment of a contractor for the works. This report will form the basis of the subsequent Detailed CMP to be prepared upon appointment of a contractor.

The principal contractor once appointed will work with the project team to ensure that all stages of the process have been considered.

Site Context

The site under consideration comprises a vacant side plot located adjacent to No. 175 Nightingale Lane, London N8 7LJ, which is proposed to be redeveloped to provide a new single residential dwelling with basement level.

The site is situated within an established residential area and occupies a constrained infill location adjacent to the existing residential property at No. 175 Nightingale Lane. Access to the site will be taken directly from Nightingale Lane and via Newland Road for construction and servicing activities where required.

The site is generally bounded by existing residential properties and gardens, with the surrounding area comprising predominantly residential development. Due to the constrained nature of the site and surrounding highway environment, careful management of construction activities, deliveries and vehicle movements will be required throughout the construction phase.

Nightingale Lane and Newland Road operate as local residential roads connecting to the wider highway network within the London Borough of Haringey. The surrounding road network provides connections towards Wood Green town centre and nearby strategic transport routes, whilst the site also benefits from good accessibility to public transport services, including nearby bus routes, Turnpike Lane Underground Station and Alexandra Palace railway station.

Construction vehicle movements associated with the proposed development will be carefully coordinated and managed throughout the construction period to minimise disruption to neighbouring residents, pedestrians and the surrounding highway network. All deliveries and servicing activity will be controlled through a coordinated pre-booking system, with vehicles restricted to scheduled delivery periods.

Due to the constrained nature of the site, delivery vehicles will stop only for short durations at the site frontage during loading and unloading operations and will not remain on the public highway longer than necessary. All deliveries, unloading activities and vehicle manoeuvres will be supervised by a banksman/traffic marshal where necessary to ensure pedestrian and highway safety is maintained at

all times. Materials will be transferred directly into the site in a controlled manner, with no storage taking place on the public highway.

Construction traffic routes, delivery arrangements and site logistics will be managed in accordance with the approved Construction Management Plan and coordinated with the relevant highway authority where required throughout the construction period.

Development Proposals

The proposals comprise the development of a vacant side plot adjacent to No. 175 Nightingale Lane, London N8 7LJ, to provide a new single residential dwelling with basement level together with associated access and ancillary works.

The proposed works will include:

- site clearance and preparation work;
- excavation for basement construction and underpinning works adjacent to neighbouring structures;
- construction of reinforced concrete retaining walls and basement slab;
- installation of structural steelwork and associated beam supports;
- construction of masonry and cavity wall structures;
- installation of intermediate floor structures and timber roof construction;
- construction of warm roof systems and associated waterproofing works;
- installation of walk-on roof glazing, lightwell structures and external glazing systems;
- installation of windows, doors and external envelope works;
- drainage and utility connection works;
- internal fit-out and mechanical/electrical installation works; and
- associated external works and final landscaping.

During the early phases of construction, the available area within the site will be utilised in a controlled manner for the storage of materials, small plant, skips and welfare facilities. Due to the constrained nature of the site and basement construction requirements, material deliveries and storage operations will be carefully coordinated throughout the construction period.

As construction progresses, materials will be delivered on a planned and pre-booked basis and transferred directly into designated storage areas within the site boundary, minimising the need for prolonged unloading activities at the site frontage. Delivery operations, lifting activities and vehicle movements will be carefully managed in accordance with the Construction Management Plan to minimise disruption to the surrounding highway network, neighbouring residential properties and pedestrian movements along Nightingale Lane and Newland Road.

Objectives

The objectives and sub-objectives of this Construction Management Plan (hereinafter referred to as the 'CMP') are to:

- Minimise risks to vulnerable road users and ensure that the surrounding highway network remains safe and operational during the construction works, particularly for pedestrians and cyclists;
- Assist in the effective management and coordination of construction vehicle activity associated with the development;
- Minimise the impact of construction traffic on the surrounding local highway network, along Nightingale Lane and Newland Road, and neighbouring residential properties;

- Ensure that deliveries to the site are appropriately managed and scheduled outside of peak traffic periods where practicable, including pick and drop times of school located opposite to the site;
- Encourage efficient delivery operations and minimise unnecessary vehicle trips associated with the construction process;
- Reduce congestion and maintain the safe and efficient operation of the surrounding road network throughout the construction period; and
- Minimise environmental impacts associated with the construction works, including noise, dust, vibration and air pollution.

To support and influence the above principal objectives, the following sub-objectives shall also be considered within this CMP:

- Encourage construction workers to travel to the site by sustainable modes of transport where practicable;
- Promote efficient construction operations and delivery scheduling to reduce vehicle movements during peak periods;
- Manage the ongoing implementation and delivery of the CMP with the appointed contractor;
- Communicate site delivery procedures and access arrangements to workers, suppliers and delivery operators; and
- Encourage the efficient and safe use of construction vehicles servicing the site.

Report Structure

The remainder of this Construction Management Plan is set out under the following structure:

- Section 2 – Site Context, Considerations and Constraints;
- Section 3 – Construction Programme and Methodology;
- Section 4 – Site Access, Vehicle Routing and Delivery Management;
- Section 5 – Strategies to Reduce Construction Impacts
- Section 6 – Construction Vehicle Movements and Delivery Arrangements;
- Section 7 – Appendices

2. Site Context, Considerations & Constraints

Context Maps

The drawings and plans are provided separately that describe the area surrounding the development site and the proposed construction arrangements associated with the scheme. Regional location and highway context plans are also provided within Appendix C.

The submitted Location Plan and Block Plans illustrate the site location within the context of the surrounding highway network, including Nightingale Lane, Newland Road, and Priory Road. The drawings also identify the site boundaries, neighbouring residential properties, surrounding footways, and the proposed site arrangement for the development.

Local Access and Considerations

Local Highways, Carriageways and Footways

The site under consideration is located adjacent to 175 Nightingale Lane at the corner of Nightingale Lane and Newland Road, within an established residential area in the London Borough of Haringey. Access to the site will be taken directly from Nightingale Lane.

Newland Road and Nightingale Lane operate as local residential roads connecting to the wider surrounding highway network, including Priory Road and nearby local distributor routes. The site occupies a constrained infill position adjacent to existing residential properties and open parkland.

Pedestrian footways are present along both Nightingale Lane and Newland Road. Due to the residential nature of the surrounding area, together with the adjacent public open space and pedestrian access routes, careful management of construction traffic, deliveries and unloading activities will be required throughout the construction period.

Due to the constrained and irregular shape of the site, together with the limited available working space within the site boundary, it will not be possible for delivery vehicles to be fully accommodated within the site during the construction period.

During active construction phases, much of the available frontage area will be occupied by construction activities, material storage, skips, scaffolding and access requirements. In addition, the limited rear external area associated with the proposed dwelling will be occupied by office, lightweight storage, and welfare facilities and will not be of sufficient size or geometry to safely accommodate delivery vehicles or turning manoeuvres.

Construction deliveries and servicing activities will therefore take place from the adjacent highway network, primarily from Newland Road. All deliveries will be carefully managed and coordinated by the appointed contractor to minimise disruption to the surrounding highway network and neighbouring residential properties.

Vehicle movements, unloading activities and any temporary occupation of the highway will be supervised by suitably trained operatives and banksmen where necessary to ensure the safe movement of pedestrians, cyclists and other road users. Deliveries will be scheduled to avoid peak traffic periods, school times wherever practicable.

Construction vehicle movements associated with the development will only occur during permitted construction working hours unless otherwise agreed with the Local Planning Authority. This is anticipated to be between:

08:00 – 18:00 Mondays to Fridays; and
08:00 – 13:00 Saturdays.

Deliveries to the site will be appropriately managed and coordinated by the appointed contractor to ensure that construction vehicle movements occur in a safe and efficient manner and do not result in unnecessary disruption to the surrounding highway network or neighbouring residential properties. Deliveries will be scheduled where practicable to minimise vehicle waiting times and reduce the number of simultaneous vehicle movements associated with the site.

Due to the constrained nature of the site and surrounding roads, the site will operate a managed delivery booking system to ensure that only a limited number of construction vehicles are present at the site at any one time. Where practicable, deliveries will be scheduled outside of local peak traffic periods.

Bus

The site benefits from good access to local public transport services operating within the surrounding Haringey area. In particular, bus routes 144 and W3 operate along Priory Road, which connects directly to Nightingale Lane. The nearest bus stop is located approximately 8 minutes walking distance (0.4 miles) from the site. These services provide connections to nearby residential areas, local centres and wider public transport interchanges, offering an alternative mode of travel for construction workers travelling to and from the site.

Rail

The site also benefits from access to nearby rail and London Underground services. Turnpike Lane Underground Station (approximately 25–30 minutes walking distance, 1.1 miles) provides access to the Piccadilly Line, offering direct connectivity to wider parts of London.

In addition, Alexandra Palace railway station (approximately 13 minutes walking distance, 0.6 miles) and Hornsey railway station (approximately 15–18 minutes walking distance, 0.7 miles) provide National Rail services connecting the area to central London and surrounding destinations. Highgate Underground Station (approximately 42 minutes walking distance, 1.8 miles) also provides access to the Northern Line. These public transport services provide sustainable travel opportunities for construction personnel travelling to and from the site from further afield.

Cycle

The surrounding area benefits from existing pedestrian and cycle infrastructure associated with the local highway network. Construction workers travelling to the site by bicycle will be encouraged where practicable, and temporary cycle parking can be accommodated within the site boundary if required during the construction period.

Construction vehicle drivers will be made aware of the presence of pedestrians and cyclists within the surrounding residential area, and vehicle movements will be managed carefully to minimise risks to vulnerable road users.

Construction Staff Access

The site is located within a sustainable urban location with access to nearby public transport services and local amenities, as mentioned above. Construction workers will therefore be encouraged to utilise sustainable modes of transport where practicable.

Due to the constrained nature of the site and surrounding residential roads, no on-site parking will be available for construction workers during the construction period. Construction personnel will therefore be encouraged to travel by public transport, cycle, walk or car-share where practicable and to avoid travelling during peak network hours where possible.

Measures to promote sustainable transport use among construction workers are discussed further within this CMP.

Other Considerations

Public Relations

The appointed contractor will maintain communication with neighbouring residents and surrounding stakeholders throughout the construction period. Contact details for the Site Manager or relevant site representative will be displayed on the site hoardings to allow local residents to raise any concerns associated with the construction works where necessary.

Any complaints or issues arising during the construction process will be recorded and addressed by the contractor as appropriate, with reasonable steps taken to minimise disruption to neighbouring properties and the surrounding area throughout the duration of the works.

3. Construction Programme and Methodology

Construction Programme

As a contractor has not yet been appointed, the construction programme set out below is preliminary and may be refined following the appointment of the Principal Contractor and commencement of detailed construction planning.

Table 4.1 below summarises the anticipated construction phases associated with the proposed development.

Table 4.1 – Preliminary construction programme

Construction Phase	Anticipated Duration
Site setup and preparation work	Approx. 1–2 weeks
Basement excavation and underpinning works	Approx. 3–4 weeks
Sub-structure and reinforced concrete basement work	Approx. 3–4 weeks
Superstructure and structural works	Approx. 4–6 weeks
Roof and external envelope work	Approx. 3–4 weeks
Internal fit-out and first fix works	Approx. 4–6 weeks
Final finishes and external works	Approx. 2–3 weeks

Due to the constrained nature of the site, construction deliveries and waste collection activities will be managed from the adjacent highway network, primarily via Nightingale Lane and Newland Road.

As vehicle entry into the site is not possible, all loading and unloading activities will take place from the site frontage on Newland Road under controlled conditions and for limited durations only. Vehicles will leave the area immediately following completion of deliveries or collections.

The front section of the site will be utilised as the primary construction and storage area, including temporary skip placement and storage of heavy materials such as structural steel beams and similar construction elements within an enclosed area. The rear section of the site will be used primarily for site offices, welfare facilities and associated services. Limited lightweight materials, small plant and machinery may also be stored within the rear section of the site where appropriate.

The proposed site logistics and storage arrangements are illustrated within Appendix E.

All deliveries and waste collections will operate on a pre-booked ‘just-in-time’ basis to minimise congestion and avoid unnecessary vehicle waiting times within the surrounding highway network.

All servicing operations will be carefully managed by the appointed contractor to minimise disruption to pedestrians, cyclists and the surrounding highway network. Banksman and site operatives will be utilised where necessary to supervise vehicle manoeuvring, loading activities and pedestrian safety.

Any necessary highway permits, temporary traffic management measures, parking suspensions, skip licences or other approvals required in connection with construction servicing activities will be agreed with the Local Highway Authority prior to commencement of the relevant works.

Site Setup and Preparation Work

Initial works will comprise the erection of temporary site hoarding, establishment of welfare facilities and temporary services, and preparation of the site for construction activities. Welfare facilities, site office accommodation and associated services will be positioned within the rear section of the site. Temporary traffic management and pedestrian safety measures will be implemented where required during these works.

Basement Excavation and Underpinning Works

The development will require basement excavation, underpinning works, reinforced concrete retaining wall construction and associated below-ground infrastructure works.

Foundation and excavation works will be undertaken using conventional construction methods appropriate to the scale and constrained nature of the development. Excavated material and waste generated during these works will be removed from site by appropriately licensed contractors where necessary.

Sub-Structure and Reinforced Concrete Basement Works

Sub-structure works will include construction of reinforced concrete basement structures, retaining walls, drainage infrastructure and intermediate floor structures in accordance with the approved construction details.

Superstructure and Structural Works

The superstructure will be constructed using traditional construction methods, including masonry/blockwork wall construction, structural steel installation, intermediate floor structures and roof construction.

Where practicable, materials will be delivered in coordinated loads on a pre-booked 'just-in-time' basis to minimise the number of vehicle trips associated with the development. Due to site constraints, delivery vehicles will remain on Newland Road for limited durations only during loading and unloading activities.

Roof and External Envelope Work

Roof construction and external envelope works will include installation of the roof structure, roof coverings, walk-on roof glazing, external walls, insulation, windows, doors and associated weatherproofing works.

Internal Fit-Out and First Fix Works

The later phases of construction will comprise internal fit-out works, including installation of mechanical and electrical services, partitions, plastering, joinery, sanitaryware, decorations and final finishes. External works and landscaping will also be completed during this stage of the programme.

4. Site Access, Vehicle Routing and Delivery Management

Vehicle Routing

Vehicle Route

Construction vehicles associated with the development will primarily access the site via the surrounding local highway network, including Nightingale Lane and Newland Road, which provide suitable access for servicing vehicles associated with the construction works.

Due to the constrained nature of the site, together with the limited available working space within the site boundary, delivery and waste collection vehicles will not be able to enter or park within the site during the majority of the construction period. Construction deliveries and servicing activities will therefore be managed from the adjacent highway network, primarily via Newland Road, under controlled conditions.

Construction vehicles, including delivery vans, skip lorries, small tipper vehicles, grab lorries and occasional HIAB vehicles where required, will approach and depart the site in a forward gear at all times.

All deliveries and collections will operate on a pre-booked 'just-in-time' basis to minimise congestion and reduce vehicle waiting within the surrounding highway network.

Site Access

Delivery and servicing vehicles will temporarily stop adjacent to the site on Newland Road for loading and unloading activities. Vehicles will remain within the carriageway and positioned as close to the kerb line as practicable during these operations. All loading and unloading activities will be undertaken for limited durations only and carefully coordinated by the appointed contractor to minimise disruption to the surrounding highway network.

Material Storage & Skip Positions

The front section of the site adjacent to Newland Road will be utilised for temporary material storage, skip storage and construction operations associated with the works. Heavy materials, including structural steel beams and similar construction elements, will be stored within enclosed areas at the front section of the site where required.

The rear section of the site will primarily accommodate welfare facilities, temporary services, site office accommodation and limited lightweight material storage. Small plant and machinery may also be stored within the rear section of the site where appropriate.

Skips will generally remain within the site boundary and will only be repositioned closer to the site frontage when skip exchange or collection activities are required. Skip lorries and delivery vehicles will not enter the site, and all collection and delivery activities will take place from Newland Road under controlled conditions and for limited durations only.

Construction Vehicle Management

Construction deliveries and servicing activities will be coordinated through a managed booking system operated by the appointed contractor. This will ensure that only a limited number of construction vehicles are present at the site at any one time and will minimise vehicle waiting on the surrounding highway network.

Where practicable, deliveries will be scheduled outside of peak traffic periods to minimise disruption to the surrounding highway network.

Temporary Highway Servicing Operations

Due to the constrained nature of the site, delivery vehicles will temporarily stop adjacent to the site on Newland Road for loading and unloading activities. Vehicles will remain within the carriageway and positioned as close to the kerb line as practicable during servicing operations.

All loading and unloading activities will be temporary in nature and undertaken for the minimum duration necessary. Construction vehicles will not generally wait on the surrounding highway network outside of their allocated delivery slot.

Traffic management operatives and banksmen will supervise all significant servicing operations where necessary to:

- assist delivery vehicles entering and leaving the designated parking space on the Newland Road adjacent to the front portion of the site;
- monitor approaching traffic conditions;
- manage temporary carriageway obstructions;
- coordinate vehicle movements during unloading operations;
- protect pedestrians and cyclists;
- and maintain the safe operation of the surrounding highway network.

Where loading or unloading activities temporarily reduce the available carriageway width on Newland Road, banksmen will coordinate traffic movement to maintain traffic flow and minimise congestion. Temporary pauses to traffic movement may be implemented where necessary during active lifting operations. Delivery and other construction vehicles will be avoided during school pick-up and drop-off periods where practicable to help minimise traffic congestion and disruption within the surrounding residential area.

Pedestrian & Cyclist Safety

Safe pedestrian routes will be maintained throughout the construction period. During active loading and unloading activities, temporary pedestrian management measures may be implemented where necessary to safely direct pedestrians around the working area.

Pedestrians and cyclists will be protected through the use of:

- banksmen and traffic marshals;
- temporary barriers and cones where required;
- supervised unloading operations;
- controlled lifting activities;
- and temporary suspension of loading/unloading operations where pedestrian conflict arises.

Construction vehicle drivers will be made aware of the presence of vulnerable road users within the surrounding residential area and will be instructed to operate vehicles safely and responsibly at all times.

Waste Management & Skip Operations

Waste generated during the construction works will be managed using temporary skips generally stored within the site boundary. Due to the constrained nature of the site, skips may be temporarily

repositioned closer to the front near Nightingale/Newland Road during skip exchange and collection activities.

Skip lorries will not generally enter the site and waste collection activities will be undertaken from the adjacent highway under controlled conditions supervised by banksmen where necessary.

Environmental Management

Measures will be implemented throughout the construction period to minimise environmental impacts associated with the works. These measures may include:

- regular sweeping of surrounding footways and carriageways;
- wheel cleaning where required;
- dust suppression measures;
- appropriate waste management procedures;
- and coordination of deliveries to minimise unnecessary vehicle movements.

Community Liaison

The appointed contractor will maintain communication with neighbouring residents and surrounding stakeholders throughout the construction period. Contact details for the relevant site representative will be displayed on the site hoardings to allow concerns or complaints associated with the construction works to be raised and addressed where necessary.

5. Strategies to Reduce Construction Impacts

Introduction

This section identifies mitigation strategies intended to minimise potential impacts associated with construction traffic and servicing activities during the construction period. The mitigation measures outlined within this CMP are intended to:

- enhance the safety of pedestrians, cyclists and other vulnerable road users;
- minimise disruption to the surrounding highway network;
- reduce congestion associated with construction traffic and servicing activity;
- ensure the safe and efficient coordination of construction vehicle movements; and
- minimise environmental impacts associated with the construction works, including dust, noise and debris on the surrounding highway network.

Table 6.1 below details the mitigation measures proposed as part of the development.

Table 6.1 – Mitigation measures to reduce impacts associated with the construction works

Mitigation Measures	Proposed
Adherence to designated construction vehicle routes via Priory Road and Nightingale Lane	✓
Managed delivery scheduling and booking system	✓
Temporary supervised kerbside unloading arrangements	✓
Use of banksmen and traffic marshals during servicing operations	✓
Temporary pedestrian management measures during loading/unloading	✓

Mitigation Measures	Proposed
Coordination of deliveries outside peak traffic periods where practicable	✓
Wheel cleaning and regular footway/carriageway sweeping where required	✓
Controlled skip management and waste collection procedures	✓
Temporary material storage within the site boundary	✓
Re-use and efficient management of construction materials where practicable	✓
Sustainable travel measures for construction staff	✓
Community liaison and stakeholder communication measures	✓

Noise, Vibration and Dust Impacts

Noise, vibration and dust associated with the construction works will be carefully managed throughout the construction period in order to minimise potential impacts on neighbouring residential properties and the surrounding area.

The proposed construction methodology has been developed having regard to the constrained residential nature of the site at land adjacent to 175 Nightingale Lane and the requirement to minimise disturbance to surrounding occupiers. In this regard, the following mitigation measures will be implemented throughout the construction works where practicable.

Noise & Vibration Control Measures

The following measures will be adopted to minimise noise and vibration impacts associated with the construction works:

- Construction activities generating significant noise or vibration will generally be limited to normal construction working hours; 08:00 – 18:00 Mondays to Fridays and 08:00 – 13:00 Saturdays,
- Construction vehicle movements associated with the site will only take place during approved construction working hours;
- Plant and equipment will be switched off when not in use and unnecessary vehicle or plant idling will be avoided wherever practicable;
- All fixed plant and equipment associated with the construction works will, where practicable, be positioned within the site boundary and away from neighbouring residential properties;
- Temporary site hoarding will be erected around the site boundary where required to provide security and assist in reducing noise emissions associated with construction activities;
- Materials such as reinforcement steel, timber and prefabricated components will, where practicable, be cut or prepared off-site prior to delivery in order to minimise noisy on-site processing activities;
- Modern construction plant and equipment fitted with appropriate silencers and acoustic controls will be utilised where practicable; and
- Loading, unloading and material handling activities will be carefully managed by the contractor to minimise unnecessary noise generation.

Dust Control Measures

The following measures will be implemented to minimise dust generation and prevent dust migration beyond the site boundary:

- Dust generated by construction activities will be suppressed using water spray or similar dust suppression methods where required;
- Cutting equipment will utilise water suppression or suitable extraction systems where practicable;
- The stockpiling of dust-generating materials on site will be minimised where possible;
- Construction materials and waste skips will be covered where appropriate when not in active use;
- No burning of waste materials will take place on the site;
- Spillages of dusty materials will be cleaned promptly;
- Footways and carriageways surrounding the site will be inspected and cleaned regularly where required;
- Wheel cleaning measures will be implemented where necessary to prevent mud or debris being deposited on the surrounding highway network or immediate pavements;
- Regular visual inspections for dust and debris will be undertaken during the construction period; and
- Battery-powered or mains-powered plant will be utilised where practicable to reduce emissions associated with diesel-powered equipment.

The appointed contractor will be responsible for implementing and monitoring these measures throughout the construction period to minimise impacts on neighbouring occupiers and the surrounding highway environment.

Measures Influencing Construction Vehicles and Deliveries

All construction vehicle movements associated with the development will be managed and coordinated by the appointed contractor throughout the construction period. Any incidents, accidents or near misses associated with construction traffic or servicing operations will be reported to the Site Manager and appropriately recorded and investigated where necessary.

Construction vehicles approaching the site from the wider strategic highway network will primarily route via the A1 corridor and North Circular Road (A406), before travelling eastbound along Falloden Way and Lyttelton Road. Vehicles will then continue via Aylmer Road and Muswell Hill Road before accessing Priory Road towards the site. From Priory Road, construction vehicles will access Nightingale Lane and temporarily stop on Newland Road adjacent to the site for loading and unloading activities. Following completion of servicing operations, vehicles will depart the area in forward gear via Newland Road, Bayton Road and Nightingale Lane before rejoining the wider highway network. The construction vehicle routing plan is provided within Appendix D.

Deliveries to the site will operate through a managed booking system to ensure that vehicle arrivals are coordinated and that only a limited number of construction vehicles are present adjacent to the site at any one time.

Due to the constrained nature of the site and absence of suitable holding areas within the surrounding area, construction vehicles will not be permitted to wait on neighbouring roads prior to their allocated delivery slot.

Traffic marshals and banksmen will be positioned at the interface between the site and public highway during significant loading, unloading and servicing operations where required. These operatives will be responsible for:

- assisting construction vehicles entering and leaving the designated parking/servicing area adjacent to the site on the Newland Road;
- coordinating temporary unloading activities adjacent to the site;

- monitoring approaching traffic conditions;
- managing temporary pedestrian movements around unloading zones;
- assisting cyclists and vulnerable road users passing the site;
- coordinating temporary traffic flow where carriageway width is reduced during servicing operations; and
- ensuring construction vehicles can safely re-enter the live highway network following unloading activities.

Where loading and unloading activities are taking place, temporary pedestrian management measures will be implemented where necessary. Due to the presence of the adjacent public access route and park entrance near the site frontage, pedestrians and cyclists may be temporarily guided around active loading, unloading or lifting operations by banksmen or traffic marshals to maintain safe access through the area. Pedestrians may be temporarily held or redirected until it is safe to proceed, and loading or unloading activities will be temporarily suspended where necessary to allow safe pedestrian and cyclist movement adjacent to the site.

Construction vehicles will remain within the carriageway and positioned as close to the kerb line as practicable during servicing activities. Traffic marshals and banksmen will monitor traffic flow on Newland Road and Nightingale Lane during unloading operations and coordinate temporary traffic movement where necessary to minimise congestion and maintain the safe operation of the surrounding highway network.

Skips associated with the construction works will generally remain within the site boundary and will only be repositioned closer to the site frontage during skip exchange or collection activities. Skip lorries will not generally enter the site and waste collection activities will be managed from the adjacent highway under controlled conditions.

Reasonable measures will be implemented to ensure that mud, debris or detritus are not deposited onto the surrounding highway network. Road surfaces and footways in the vicinity of the site will be inspected regularly during the construction period and cleaned where necessary. Wheel cleaning facilities and mechanical or manual sweeping measures will be utilised where required to maintain safe and clean highway conditions.

Material Procurement Measures

Where practicable, materials and construction components will be prepared, pre-cut or partially assembled off-site prior to delivery to reduce on-site processing activities, minimise waste generation and reduce the duration of unloading operations at the site.

Construction materials will be ordered and delivered on a managed 'just-in-time' basis.

Where practicable, materials generated during the construction process may be reused on site in order to reduce waste generation and minimise disposal requirements.

Material & Plant Storage

Temporary light material storage areas, welfare facilities and site office/WC accommodation will generally be located within the rear section of the site. Heavy materials, including structural steel beams and similar construction elements, will generally be stored within the front section of the site together with temporary skip storage areas to facilitate efficient loading and unloading operations.

This arrangement will help minimise unnecessary waiting or idling of construction and lifting vehicles on the surrounding highway network and avoid over-congestion within the site wherever

practicable. The appointed contractor will manage storage, servicing and delivery activities in accordance with the constraints and operational requirements of the site throughout the construction period.

All materials, plant and waste stored on site will be managed in accordance with good construction practice. Dust-generating materials will be covered or appropriately protected where necessary to minimise dust emissions during the construction period.

Site Enclosure & Access

Temporary site hoarding and secure fencing will be erected around the site boundary for the duration of the construction works. The hoarding will provide site security while assisting in protecting pedestrians and neighbouring properties from construction-related activities.

Information relating to site management, emergency contacts and relevant construction information will be displayed on the site hoarding where appropriate. Contact details for the Site Manager or relevant site representative will also be provided to allow local residents and stakeholders to raise concerns associated with the construction works where necessary.

Site access gates will be secured outside of approved construction working hours. All construction vehicle movements associated with the development will be managed and supervised by site operatives, banksmen and traffic marshals where necessary.

A log of construction vehicle arrivals and departures may be maintained by the appointed contractor throughout the construction period where appropriate.

Road surfaces and footways adjacent to the site will be inspected regularly and cleaned where necessary throughout the construction period.

Other Measures

Construction personnel will be encouraged to utilise sustainable transport modes where practicable. Public transport connections serving the site, including nearby bus and rail services, will be communicated to staff and subcontractors throughout the construction period.

Where travel by private vehicle is necessary, construction workers will be encouraged to car-share where practicable and utilise lawful on-street parking provision within the surrounding area where available.

The contractor will monitor the operation of construction traffic associated with the site throughout the construction period. Should any significant transport or highway issues arise, additional mitigation measures will be reviewed and implemented where reasonably necessary in consultation with the Local Highway Authority.

Communication with neighbouring residents and surrounding stakeholders will be maintained throughout the construction period.

The implementation, monitoring and ongoing review of this CMP will be the responsibility of the appointed contractor throughout the construction period. The contractor will be responsible for ensuring that all construction activities, servicing operations and traffic management measures are undertaken in accordance with the principles and mitigation measures set out within this document.

6. Construction Vehicle Movements and Delivery Arrangements

At this stage, a contractor has not yet been formally appointed and therefore the construction vehicle estimates set out below are preliminary only. The scale of the proposed development is relatively modest and, as such, construction vehicle movements associated with the site are anticipated to remain limited throughout the construction period.

The anticipated construction vehicle movements associated with the development are summarised below:

- Small delivery vans and light goods vehicles (LGVs): approximately 1–3 deliveries per day throughout the main construction phases;
- Skip lorries: periodic visits associated with waste collection and skip exchange activities throughout the construction period as required;
- Small tipper vehicles: periodic visits associated with foundation works, aggregates and material deliveries during early construction phases; and
- Occasional grab lorry visits where required during excavation, foundation or bulk material removal activities.

The precise frequency of construction vehicle movements will vary depending on the active construction phase and contractor operations at the time.

All deliveries and waste collection activities will be coordinated through a pre-booked ‘just-in-time’ delivery system to minimise unnecessary vehicle waiting, congestion and disruption within the surrounding highway network. Construction vehicles will not generally wait on surrounding roads outside their allocated delivery periods.

7. Appendices

Appendix A – Location Plan, OS MAP

Appendix B – Proposed Block Plan

Appendix C – Regional Location & Highway Context Plan

Appendix D – Construction Vehicle Routing Plan

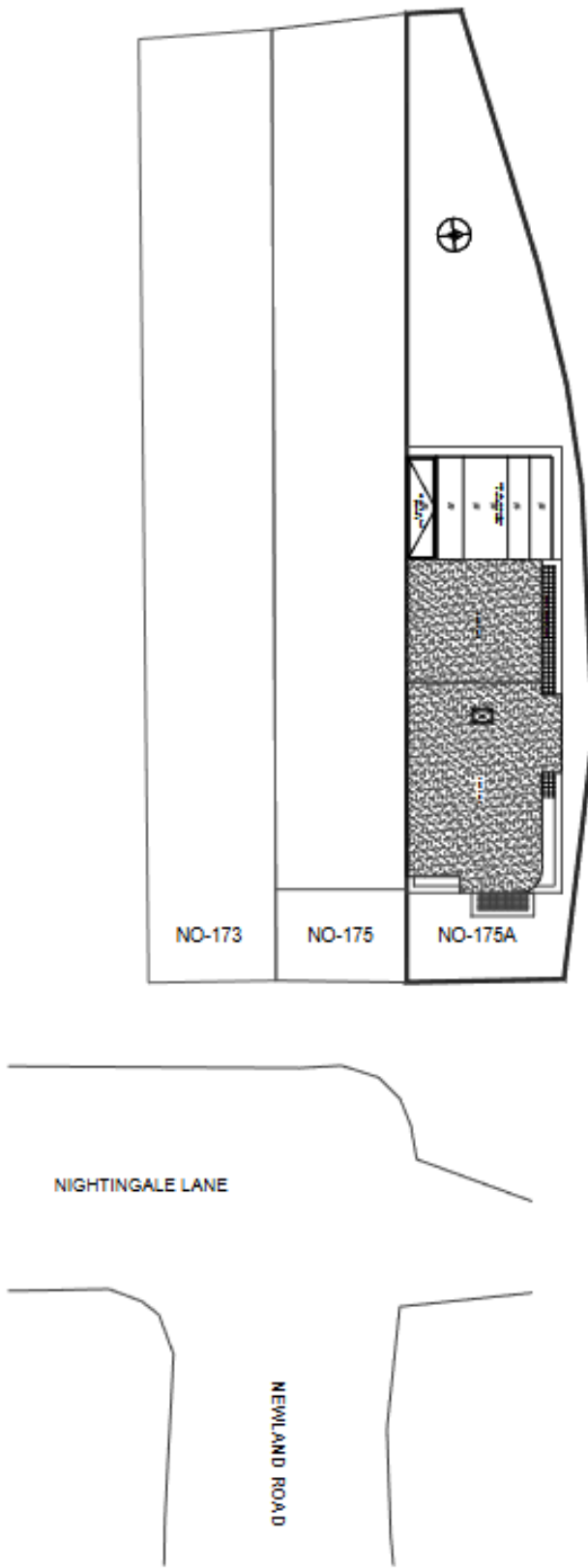
Appendix E – Site Logistics & Boundary Plan

Appendix A – Location Plan, OS MAP

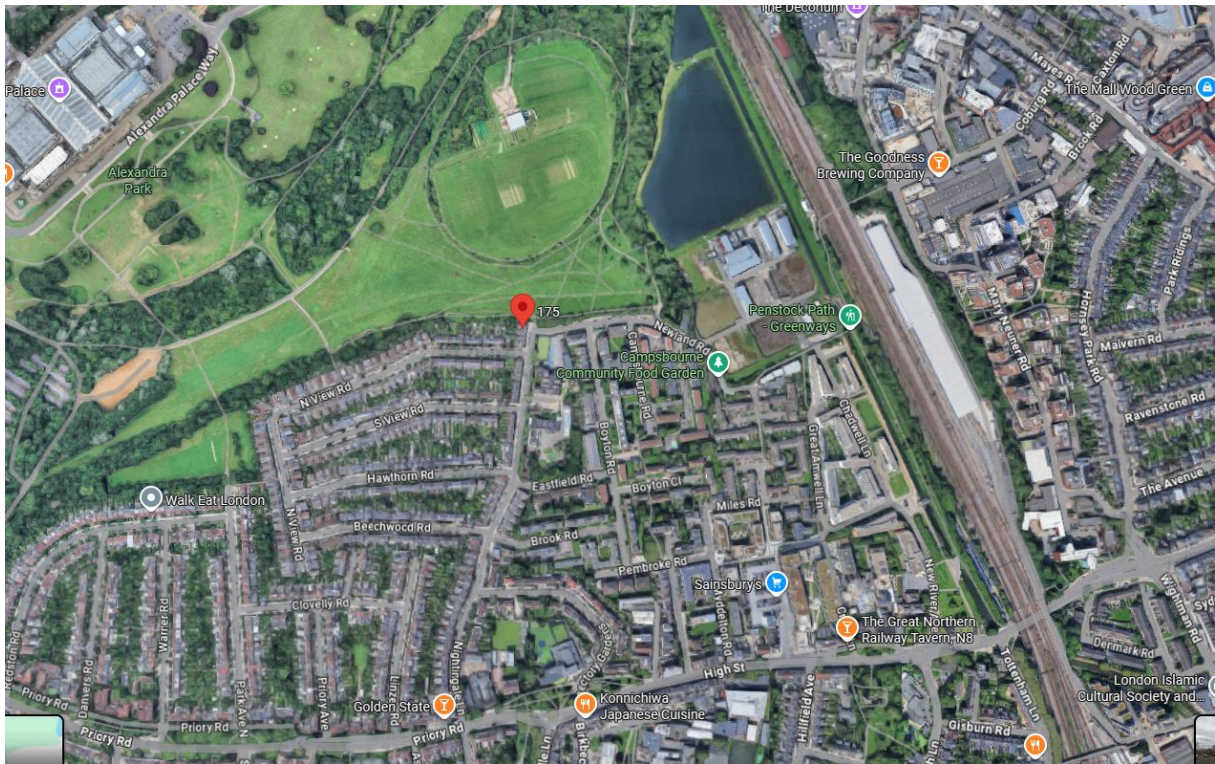


01 - OS MAP SCALE 1:1250

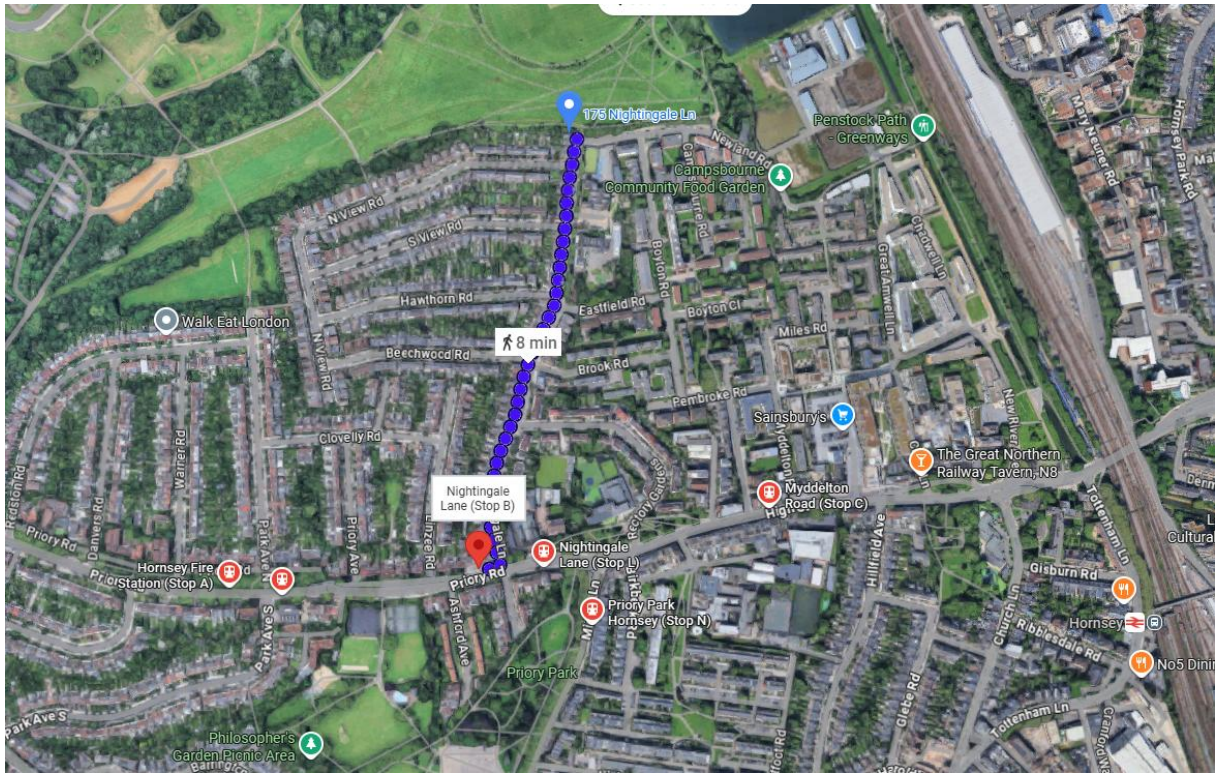
Appendix B – Proposed Block Plan



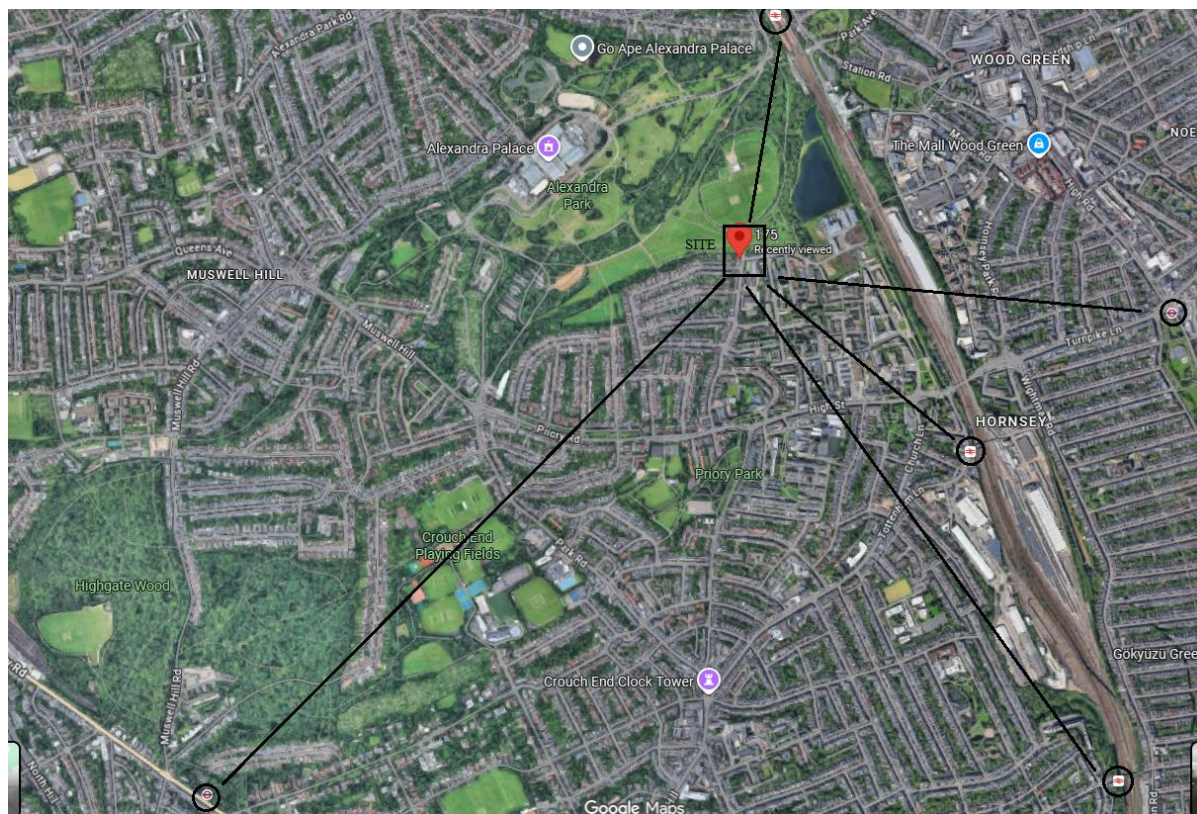
Appendix C – Regional Location & Highway Context Plan



Google Map view of the site and surrounding location



Nearby Bus stops, less than 5 mins walk



Nearby Rail Stations

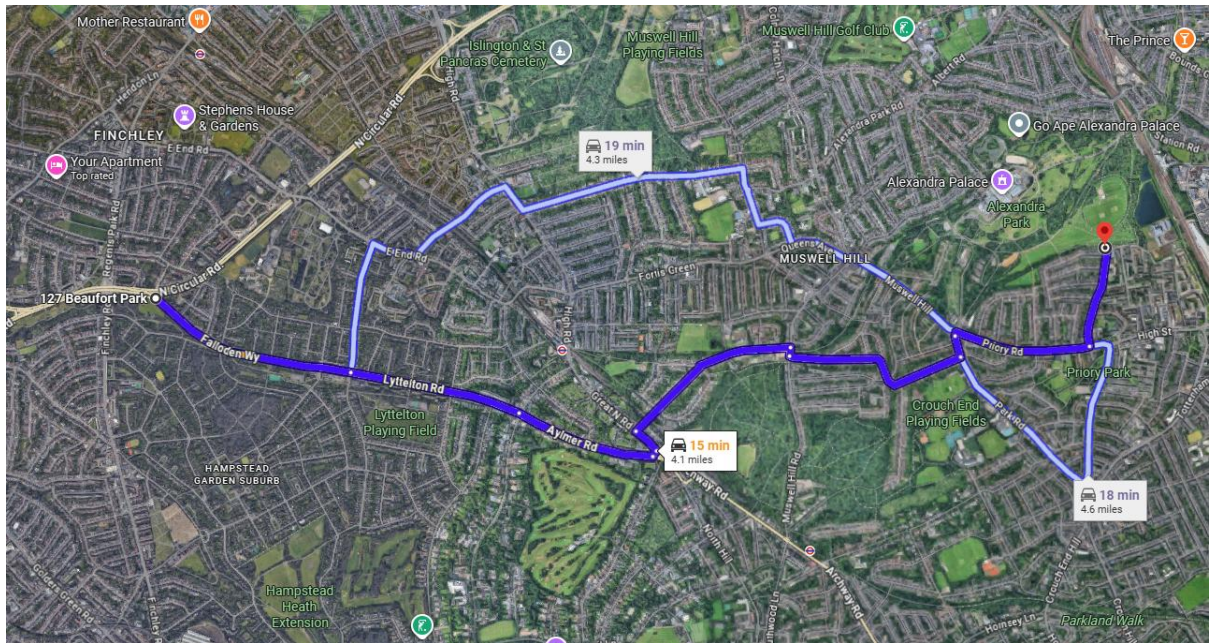


Street View from the junction of Nightingale Lane and Newland Road



Google view of the site in context

Appendix D – Construction Vehicle Routing Plan



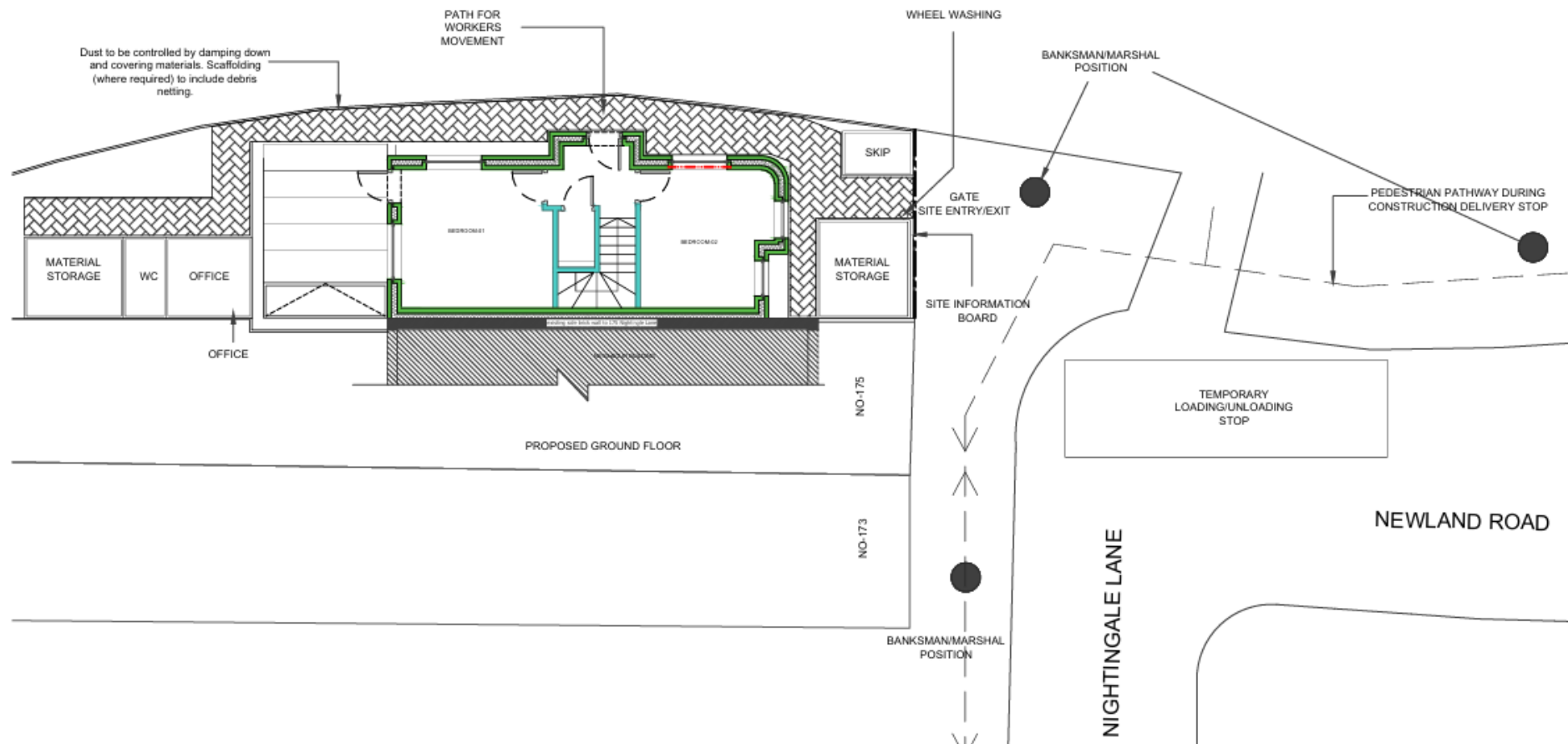
Google view of the route plan



Route Plan from priory road to the site in Red colour and leaving from the site in Green colour.

Appendix E – Site Logistics & Boundary Plan

- NOTES
- Dimensions are not to be scaled from this drawing by contractors. The contractor is requested to check all dimensions before the work starts.
 - Report any discrepancies to the client or architect before undertaking the work described in the drawing.
 - Dimensions are approximate site dimensions and are to be verified by the contractor on site before any fabrications/works or foundations are cast.
 - Contractor is responsible for all temporary propping to existing structure.



LEGEND

- Site boundary
- Site information board
- Pedestrian route/ safe passage
- Temporary loading/ unloading stop
- Wheel washing
- Banksman / Marshal position
- Material storage / office / wc / skip
- Path for workers movement

NOTES

- Deliveries managed from Blackhorse Road.
- Vehicles stop for a limited duration only for unloading.
- Pedestrian safe passage to be maintained at all times (minimum 1.5m clear width).
- Banksman to control vehicle manoeuvring and protect pedestrians.
- Skip located at rear for direct waste loading from the highway.
- All works to comply with highway permits and any TTRD / parking suspensions agreed with the LHA.

SERVICING PRINCIPLES

- Short duration unloading only.
- Banksman to manage vehicles and protect pedestrians.
- Pedestrian safe passage to be maintained at all times.
- Skip at rear for efficient waste loading from highway.
- All required permits / suspensions to be obtained prior to works.

REVISIONS			
NO.	DESCRIPTION	DATE	BY

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Project: 175 A Nightingale Lane LONDON, NE 3LJ			
Title: SITE LOGISTICS & BOUNDARY PLAN			
Drawn:	Checked:	Approved:	Date:
As shown@A3	IM		MAY-26
Drawn:	Checked:	Approved:	Date:
DAG-449/26	CMP-175NL-01		-