

Construction Management Plan

Site: Land rear of 43 Belmont Avenue, Tottenham, London, N17 6AX

Planning Ref: HGY/2023/0926

Proposal: Redevelopment of site to provide 5 apartments – consisting of 3 x 1 bed and 2 x bed flats

Revision: 1

Date: 8th June 2026

1. Introduction

This Construction Management Plan (CMP) has been prepared to discharge Condition 4 of planning permission HGY/2023/0926 for the approved development at the above site.

Notwithstanding the submitted details and prior to commencement of the development hereby approved a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority, detailing the programme of works and providing details in respect of the construction traffic movements, material and plant storage areas, details of necessary suspended car parking spaces, details of conveyor and gantry to transfer materials over the footway. The approved details thereafter shall be implemented throughout the project period.

This document sets out the proposed construction methodology, traffic management arrangements, and site logistics to ensure that the development is carried out with minimal disruption to the surrounding highway network and neighbouring residents.

2. Description of Works

The development comprises the construction of a new residential building providing 5 apartments.

The works will consist of:

- Site setup and enabling works
 - Substructure and foundations
 - Superstructure construction
 - External envelope
 - Internal fit-out
 - External works
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3. Programme of Works

The construction is anticipated to commence in **August 2026** for a duration of approximately **14 months**, broken down as follows:

- Site setup: 2 weeks
- Substructure: 18-20 weeks
- Superstructure: 12-14 weeks
- Roof: 6-8 weeks
- Internal works and fit-out: 24-26 weeks
- External works and completion: 12-14 weeks

Please refer to Appendix A – Programme of Works.

4. Working Hours

Construction activities will be carried out in accordance with the following hours:

- Monday to Friday: 08:00 – 18:00
 - Saturday: 08:00 – 13:00
 - Sundays and Bank Holidays: No work
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5. Site Access and Logistics

Access to the site will be taken from Belmont Avenue.

The site is a back land development accessed via a narrow passage between Nos. 43 and 45 of Belmont Avenue.

The access is a constrained access point with limited space for vehicle manoeuvring. However, it has been designed to allow vehicles to reverse into the site boundary, enabling the majority of deliveries to be accommodated within the site by moving the existing site gate into the boundary.

Swept path tracking analysis demonstrating safe vehicle manoeuvring, reversing, and access arrangements within the constrained site entrance – including operation with the skip in situ – is provided within Appendix B.

To manage this, the following measures will be implemented:

- Smaller vehicles (e.g. vans, light goods vehicles, etc.) will enter the site directly
- Where feasible, vehicles will be carefully managed when reversing into the site under banksman control

- In exceptional circumstances (e.g. larger delivery vehicles, etc.), limited unloading at the site entrance may be required; however, this will be infrequent, of short duration, and carefully managed under supervision
- A trained banksman will be present at all times to supervise vehicle movements and ensure pedestrian safety
- Where vehicles cannot fully enter the site, unloading will be undertaken promptly and under supervision, and a forklift truck will be used to transfer materials safely from the site entrance into the main site area, minimising the duration of any obstruction.
- Deliveries will be controlled via a pre-booked system to avoid congestion
- Deliveries arriving early will not be permitted to wait or idle on Belmont Avenue or surrounding residential streets. Drivers will instead be instructed to remain at their previous location until contacted by the site manager and called forward to site.
- Late or unexpected deliveries will be managed directly by the site manager and will only be accepted where it is safe to do so and where they do not conflict with other scheduled deliveries.
- Kerbside unloading is anticipated to occur infrequently and primarily during excavation and substructure works only. It is estimated that such operations will occur no more than 1-2 times per week during peak construction activity.
- Under no circumstances will materials, plant, or waste be stored on the public highway or footway. Any materials unloaded at the kerbside will be transferred immediately into the site under banksman supervision.

All unloading operations will be carried out efficiently to minimise disruption to the highway and footway.

6. Construction Traffic Management

Construction traffic associated with the development will be carefully managed to minimise disruption to Belmont Avenue and the surrounding highway network. Given the small scale of the development, vehicle movements will be relatively limited and controlled.

6.1 Delivery Management

- All deliveries will be arranged through a pre-booked delivery system to prevent vehicle stacking and congestion on the public highway
- Deliveries will be scheduled to avoid peak traffic hours, including school drop-off and pick-up hours between 08:00–09:00 and 15:00–16:00 wherever practicable.
- Suppliers will be instructed not to arrive early and will not be permitted to wait or idle within Belmont Avenue or surrounding residential roads. Vehicles arriving before their allocated slot will remain at their previous location until called forward by the site manager.

6.2 Vehicle Types and Frequency

Typical vehicle movements will include:

- Transit vans and light goods vehicles (primary mode of delivery)
- 7.5 tonne vehicles for bulk materials (where required)
- Occasional larger vehicles for specific operation, subject to prior coordination

Due to site constraints, the use of large articulated vehicles will be avoided where practicable.

Construction Phase	Typical Vehicle Type	Estimated Frequency
Site Setup	Vans/LGV	2-4 per day
Excavation & Substructure	7.5t Tippers/LGV	4-6 per day
Superstructure	Vans/Small Rigid Vehicles	4-6 per day
Internal Fit-Out	Transit Vans/Small Rigid Vehicles	2-5 per day
External Works	Skip Lorries/Small Rigid Vehicles	2-3 per day

** The estimated frequencies above represent anticipated peak daily vehicle movements and do not indicate that such movements will occur every day throughout the construction programme.

6.3 Access and Unloading Strategy

- Vehicles will approach and depart via Belmont Avenue
- A banksman will be present at all times during vehicle manoeuvring to ensure safe operation and to manage interactions with pedestrians and other road users
- The revised site access arrangement allows most vehicles to reverse fully into the site, reducing reliance on highway-based unloading
- Where vehicles cannot fully enter the site due to the narrow access, unloading will take place at the site entrance under strict supervision
- Kerbside unloading activities are anticipated to occur intermittently during excavation and structural phases only and are expected to last approximately 15-20 minutes per delivery.
- During all kerbside unloading activities:
 - A trained banksman will supervise operations at all times
 - Temporary cones and barriers will be used where necessary to protect pedestrians and vulnerable road users
 - Materials will be transferred immediately into the site
 - The public footway will be kept clear and safe at all times
- The majority of deliveries will be accommodated within the site boundary, significantly reducing reliance on any unloading from the public highway

This approach significantly reduces disruption to Belmont Avenue and improves overall safety.

6.4 Parking and Traffic Control Measures

- Temporary parking bay suspensions will be implemented, where necessary, to facilitate safe delivery and unloading operations
- Suspension locations and durations will be agreed with the Haringey Transport & Highway Authority in advance
- A dedicated parking bay suspension will also be utilised for skip placement (see Section 8), ensuring the site entrance remains clear for deliveries and material handling
- Clear signage and advance notice will be provided to neighbouring residents

6.5 General Traffic Management Measures

- All drivers will be briefed on site access arrangements and expected behaviour
- Engines will be switched off when vehicles are stationary (no idling policy)
- Deliveries will be coordinated to avoid overlap wherever possible

This approach ensures that construction traffic is managed safely and efficiently, with minimal impact on the surrounding highway network and neighbouring residents.

7. Parking Bay Suspension

To facilitate safe construction operations, temporary suspension of on-street parking bays on Belmont Avenue will be required.

- The number and location of bays will be submitted to the Haringey Transport & Highway Authority for licensing approval
- Suspensions will be implemented only for the minimum duration necessary according to the programme of the relevant work
- Appropriate signage and notices will be provided in advance
- A maximum of 5 parking bays on Belmont Avenue are anticipated to require temporary suspension during the peak excavation and substructure phases
- The extent and duration of parking bay suspensions will vary depending on the construction phase and operational requirements.

Construction Phase	Number of Bays Suspended	Estimated Duration
Excavation & Substructure	Up to 5 bays	Approx. 10 weeks
Superstructure	Up to 3 bays	Approx. 12 weeks
Internal Works	1-2 bays intermittently	As required
External Works	Up to 2 bays	As required

- Advance warning notices relating to parking bay suspensions will be installed a minimum of 7 days prior to implementation.

Please refer to Appendix C.

8. Materials, Plant Storage and Skip Provision

All materials and plant will be stored within the site boundary.

Due to the constrained nature of the site, a just-in-time delivery strategy will be adopted to reduce on-site storage requirements.

- Materials delivered to the site entrance will be promptly transferred into the site using a forklift truck
- No materials, plant, or waste will be stored on the public highway or footway, with the exception of a covered skip located within a formally suspended parking bay
- Small plant and equipment will be securely stored within the site

Skip Storage

A dedicated skip will be located within a suspended parking bay:

- Positioned to maintain a clear site entrance
- Enables efficient waste removal
- Managed to avoid obstruction to traffic and pedestrians

This approach ensures that the highway remains unobstructed and that materials handling is undertaken in a safe and efficient manner.

The skip shall remain covered and secured when not in active use to prevent dust, debris, or waste escaping onto the public highway or footway.

The skip area and surrounding footway or highway will be inspected a minimum of twice daily by the site manager.

Any debris, mud, dust, or waste identified outside the designated skip area will be removed immediately.

In the event of supply chain delays or unexpected deliveries, deliveries will be rescheduled and managed by the site manager to prevent multiple simultaneous unloading operations or accumulation of materials on the highway.

Please refer to Appendix C.

9. Conveyor Operations

A temporary conveyor system may be utilised during the excavation phase to facilitate the efficient removal of excavated material (muck away), due to the constrained nature of the site and limited access for vehicles.

The conveyor will be positioned to transfer material directly from the excavation area to waiting vehicles, reducing the need for manual handling and minimising the duration of vehicle presence on the public highway.

Where the conveyor oversails the footway, a temporary protection gantry or covered walkway will be provided to ensure safe pedestrian passage.

The following measures will be implemented:

- All necessary approvals and licences will be obtained from the Haringey Transport & Highway Authority prior to installation
- Any oversailing equipment, gantry structure, or temporary highway occupation will be subject to the appropriate licences and approvals from the Haringey Transport & Highway Authority prior to installation
- The conveyor will be installed and operated in a manner that ensures safe passage for pedestrians at all times
- Clear signage and barriers will be installed to segregate pedestrians from construction activities
- The system will be operated under supervision at all times

The conveyor will be used only for the duration of the excavation phase and will be removed from site as soon as it is no longer required.

The conveyor system and temporary gantry arrangement are anticipated to be required for approximately 6-8 weeks during excavation works only.

Any temporary covered walkway or gantry structure provided over the footway shall maintain safe and accessible pedestrian passage for wheelchair users, pushchairs, and visually impaired users in accordance with relevant highway accessibility guidance.

Please refer to Appendix D.

This approach allows for efficient material removal while minimising disruption to the surrounding highway network and maintaining safety for all users.

10. Pedestrian and Highway Safety

The development is located on a residential road, and particular care will be taken to ensure the safety of pedestrians, cyclists, and other road users throughout the construction period.

Site Access and Vehicle Movements

- All vehicle movements will be managed by a trained banksman at the site entrance
- Vehicles will enter and exit the site in a controlled manner, with priority given to pedestrian safety at all times

- The revised access arrangement allowing vehicles to enter the site further reduces interaction between construction activities and the public highway, improving pedestrian and highway safety
- Where vehicles are required to stop on the carriageway for unloading, this will be for short durations only and under strict supervision

Pedestrian Protection Measures

- The public footway along Belmont Avenue will be kept clear and accessible at all times, unless temporary measures are in place
- Where construction activities interface with the footway (e.g. unloading, conveyor use), appropriate barriers, signage, and segregation measures will be implemented
- Where required, a temporary protected walkway or gantry will be installed to maintain safe pedestrian passage

Please refer to Appendix D.

Forklift and On-Site Movements

- Forklift operations used to transfer materials from the site entrance into the site will be:
 - Undertaken by trained operatives only
 - Restricted to controlled areas within the site
 - Managed to avoid conflict with pedestrians and vehicles

Traffic and Parking Controls

- Temporary parking bay suspensions will be implemented to facilitate safe delivery and construction operations
- Clear signage and advance warning notices will be provided
- No contractor parking will be permitted on surrounding streets
- This restriction will be enforced through contractor inductions, written site rules, regular monitoring by the site manager, and removal from site for repeated breaches.

Temporary Works and Equipment

- Any temporary equipment (e.g. conveyor, etc.) affecting the public highway will:
 - Be subject to prior approval from the Haringey Transport & Highway Authority
 - Include appropriate safety measures such as protective coverings, barriers, and signage

General Safety Measures

- Site hoarding will be erected to clearly define the construction boundary
- Site hoarding shall be positioned to maintain minimum footway widths in accordance with Haringey Council highway guidance at all times.
- Any pedestrian access gates or vehicular access gates shall open inwards only and shall not obstruct the public footway.
- Warning signage will be displayed at key locations

- All operatives will be briefed on site safety procedures and responsibilities

These measures will ensure that construction activities are carried out safely, with minimal risk to members of the public and disruption to the surrounding highway network.

11. Noise and Vibration

Construction activities will be managed to minimise noise and vibration impacts on neighbouring properties.

All works will be carried out in accordance with the hours specified within the planning permission and relevant legislation, including the Control of Pollution Act 1974

General Mitigation Measures

- Use of modern, well-maintained plant and equipment
- Avoidance of unnecessary idling of machinery
- Positioning of noisy equipment away from site boundaries where practicable
- Use of temporary barriers or screening where appropriate
- Avoidance of multiple high-noise activities occurring simultaneously where possible

Management of High-Noise Activities

Certain activities (e.g. excavation works, use of mechanical plant, etc.) may generate higher levels of noise for short durations. These will be carefully managed as follows:

- Such activities will be limited in duration
- Scheduled during standard working hours
- Wherever possible, works will be programmed to avoid prolonged continuous disturbance

Neighbour Communication

Adjacent neighbours will be informed in advance of any works likely to generate higher levels of noise

Letter of Notifications will be provided to include:

- Nature of the activity
- Expected start time and duration

Monitoring and Management

The site manager will monitor noise levels and respond to any concerns raised.

And where necessary, additional mitigation measures will be reviewed and implemented.

This proactive approach ensures that neighbouring residents are kept informed and that any potential disturbance is appropriately managed.

This strategy will ensure that noise and vibration impacts are kept to a minimum throughout the construction period.

12. Dust and Air Quality

All construction activities will be managed to minimise dust generation and protect local air quality, particularly given the residential nature of the surrounding area.

General Approach

Works will be undertaken in accordance with best practice guidance, including that issued by the Greater London Authority, with a focus on prevention, control, and monitoring of dust emissions.

Dust Mitigation Measures

The following measures will be implemented throughout the construction period:

- Damping down of exposed surfaces and materials during dry or windy conditions
- Use of water sprays during excavation, cutting, and loading activities
- Stockpiles kept to a minimum and covered where necessary
- Avoidance of dropping materials from height where practicable
- Hard surfaces kept clean through regular sweeping and washing
- Wheel cleaning (if required) to prevent mud and dust being tracked onto the highway
- All materials and waste transported to and from the site shall be carried in covered and secured vehicles to prevent dust emissions and material escape onto the public highway or footway.

Site Management

- A just-in-time delivery strategy will be adopted to minimise material storage and associated dust generation
- Dust-generating activities will be planned and managed to reduce duration and intensity
- The site will be regularly inspected by the site manager to ensure mitigation measures are effective

Non-Road Mobile Machinery (NRMM)

The development has been registered with the London NRMM Low Emission Zone, and all relevant details of plant and machinery have been uploaded to the appropriate system.

- All Non-Road Mobile Machinery (NRMM) used on site will meet the required emissions standards in accordance with the Greater London Authority requirements

- All equipment will be regularly serviced and maintained to ensure compliance with emissions limits
- An up-to-date inventory of NRMM will be maintained on site and made available for inspection by the Haringey Planning Authority upon request
- Engines will be switched off when not in use (no idling policy)

To ensure ongoing compliance, these requirements will be communicated to all contractors, subcontractors, and suppliers involved in the development. Any plant or machinery brought to site will be required to comply with NRMM standards and be appropriately registered where applicable.

This approach ensures full compliance with local air quality requirements and minimises emissions during the construction phase.

Monitoring and Complaints

Visual inspections will be carried out regularly to identify any dust issues.

Any complaints received will be investigated promptly, and additional mitigation measures implemented where necessary.

This approach ensures that dust and air quality impacts are minimised and managed effectively throughout the construction period.

All plant will comply with relevant emissions standards and NRMM requirements.

Please refer to Appendix E – NRMM registration.

13. Waste Management

Construction waste will be managed in accordance with best practice and the waste hierarchy (reduce, reuse, recycle).

- Waste materials will be segregated where practicable to maximise recycling opportunities
- All waste will be removed from site by licensed waste carriers

A dedicated skip will be utilised for the storage of construction waste:

- The skip will be located within a suspended parking bay on Belmont Avenue (as outlined in Section 8), subject to approval from the Haringey Transport & Highway Authority
- This arrangement ensures that waste can be removed efficiently without obstructing the site entrance or impacting ongoing construction activities
- Skips will be exchanged on a scheduled basis to avoid overflow and minimise disruption
- All loading of waste into skips will be carried out in a controlled manner

Waste compactors are not proposed due to the limited scale and constrained nature of the development site.

Reverse logistics principles will be adopted where practicable, including the removal of waste and packaging materials via returning delivery vehicles to minimise unnecessary vehicle trips.

No waste materials will be stored on the public highway or footway outside of the designated skip area.

This approach ensures effective waste handling while maintaining a safe and unobstructed working environment.

14. Community Liaison

A proactive approach will be taken to communication with neighbouring residents and stakeholders throughout the construction period, recognising the residential nature of the surrounding area.

Site Contact and Communication

- A dedicated site contact (Site Manager) will be made available to neighbouring residents
- Contact details (telephone and/or email) will be displayed on site entrance and made available upon request
- All enquiries and complaints will be logged and responded to in a timely manner

Advance Notification of Works

- Residents in the immediate vicinity, Nos. 43 and 45 Belmont Avenue and other neighbouring residents where relevant will be notified in advance of any potentially disruptive activities, including:
 - High-noise operations
 - Conveyor installation and operation
 - Temporary traffic or parking restrictions
- Notifications will include:
 - Nature of the works
 - Expected start date
 - Duration of the activity

Where appropriate, notices may be issued via letter drops or on-site signage.

Ongoing Engagement

- The construction programme will be managed to minimise disruption where practicable
- Regular reviews will be undertaken by the site team to identify opportunities to reduce impacts on neighbouring residents

- Feedback from neighbouring residents will be considered and, where possible, mitigation measures adjusted accordingly

Complaint Management

- Any complaints received will be recorded and investigated promptly
- Appropriate corrective actions will be implemented where necessary
- A record of complaints and actions taken will be maintained on site

Considerate Construction

- Operatives will be instructed to act in a considerate manner at all times
- Noise, dust, and general disturbance will be minimised through adherence to this Construction Management Plan

This strategy ensures clear communication with neighbouring residents and enables potential issues to be addressed quickly and effectively throughout the construction period.

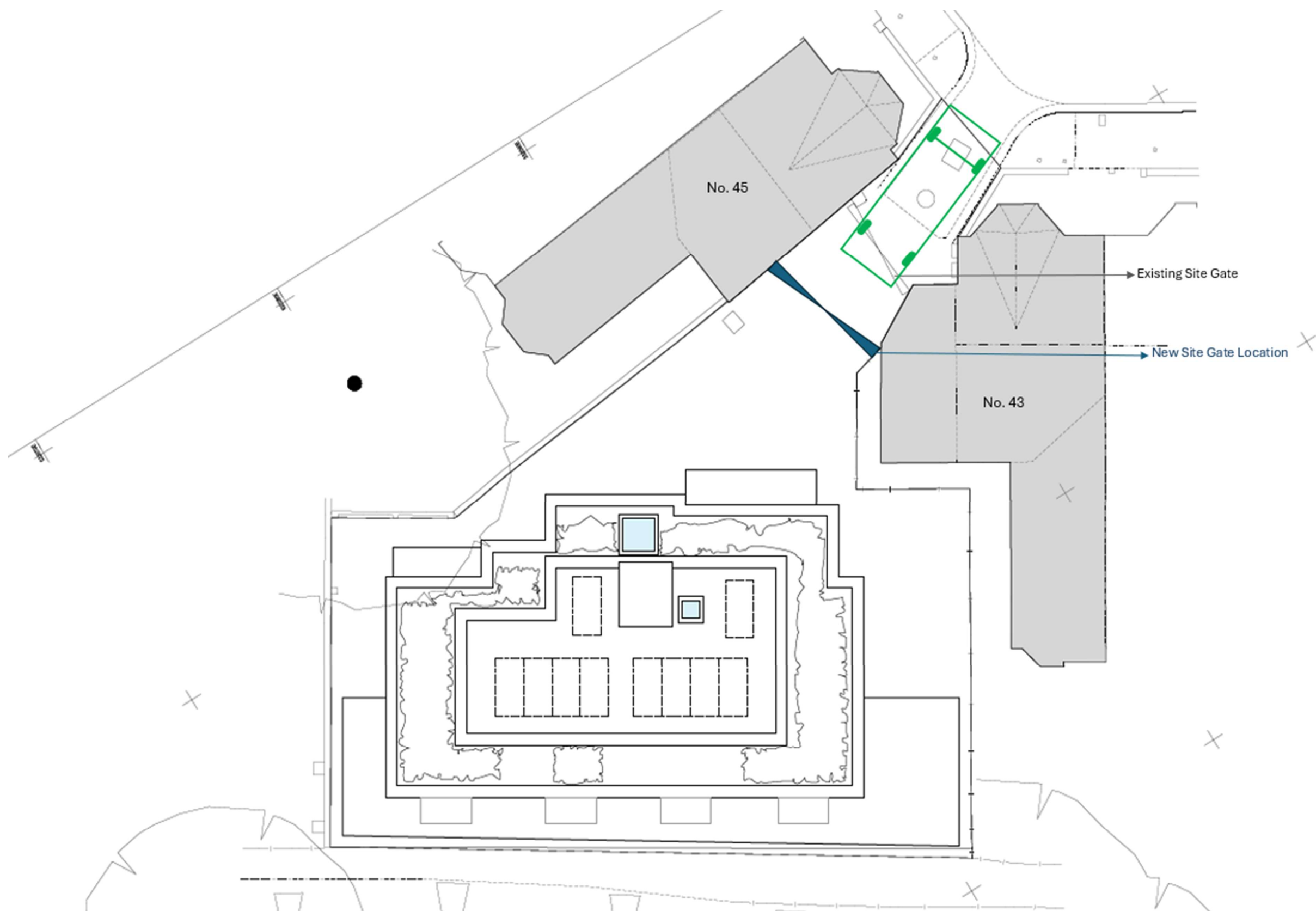
15. Summary

The development will be carried out strictly in accordance with this Construction Management Plan throughout the construction period.

APPENDIX A

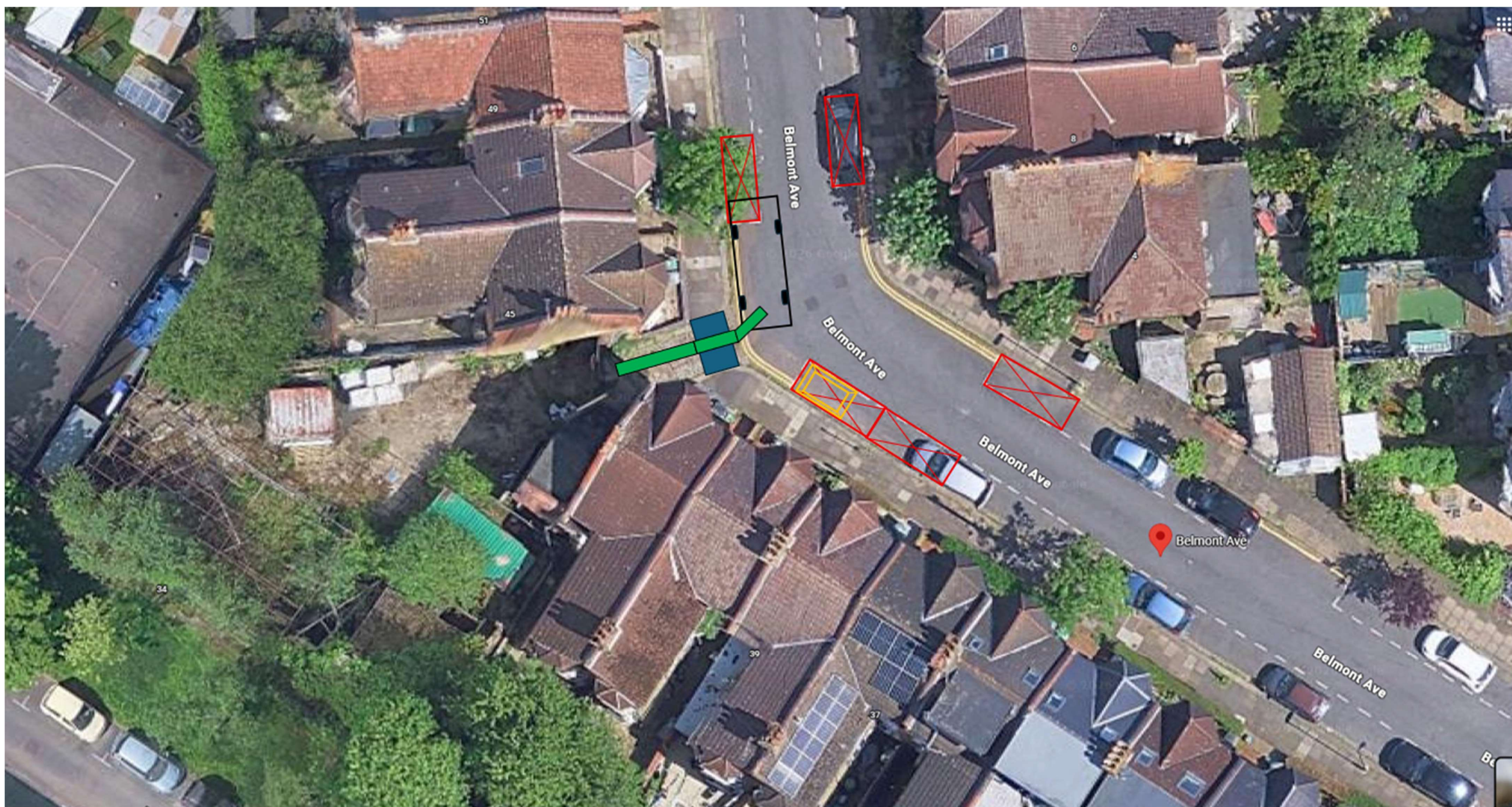
ID	Task Mode	Task Name	Duration	Start	Finish	Aug 03	Aug 10	Aug 17	Aug 24	Sep 31	Sep 07	Sep 14	Sep 21	Oct 28	Oct 05	Oct 12	Oct 19	Oct 26	Nov 02	Nov 09	Nov 16	Nov 23	Dec 30	Dec 07	Dec 14	Dec 21	Jan 28	Jan 04	Jan 11	Jan 18	Jan 25	Feb 01	Feb 08	Feb 15	Feb 22	Mar 01	Mar 08	Mar 15	Mar 22	Mar 29	Apr 05	Apr 12	Apr 19	Apr 26	May 03	May 10	May 17	May 24	Jun 31	Jun 07	Jun 14	Jun 21	Jun 28	Jul 05	Jul 12	Jul 19	Jul 26	Aug 02	Aug 09	Aug 16	Aug 23	Sep 30	Sep 06	Sep 13	Sep 20	Sep 27	Oct 04	Oct 11																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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APPENDIX B





APPENDIX C



Proposed Parking Bay Suspension



Proposed Skip Placement



Gantry
(Excavation Phase only)



Conveyor route
(Excavation Phase only)

APPENDIX D

PROPOSED GANTRY SYSTEM



APPENDIX E

Carly

From: nrmml@london.gov.uk
Sent: 29 April 2026 13:26
To: Construction
Subject: NRMM - Registration of site - RO 43 Belmont Avenue

Dear Carly

Thank you for registering RO 43 Belmont Avenue.

The current emissions requirement on your site is:

All machinery on your site must meet EU Emission Stage IV. Because EU Emissions Stage IV has not been defined for constant speed engines, this means that all constant speed machinery will effectively be required to meet EU Emission Stage V.

The emissions standards apply to all machinery with an engine power between 37 kW and 560 kW. Please add all in-scope NRMM to the site record as it arrives on your site. You can also use the site to record equipment that does not fall within these power bands. This will assist the enforcement officers to identify machines that they do not need to inspect in detail when they visit the site.

As the site administrator you are expected to ensure that all machinery used over the course of the development is correctly logged, including any retrofits or other machinery that requires an exemption to operate. You are also expected to ensure that non-compliant machinery, or machinery that has been refused an exemption, is removed promptly. Failure to comply with the NRMM Low Emission Zone can result in formal enforcement action against the site.

Please login to:

Add machinery

Invite machinery administrators to your site

Invite sub-contractors to your site

Invite a new site administrator to your site (You should only normally do this if you are handing the site over to a new manager, or to a new company who are taking over a later stage of the development. Please note that if you invite a new site administrator to the site, they will be able to view all existing and previous machinery records for the site.

Machinery administrators can add machinery to the site and view/edit all machinery at that site but will not be able to edit the site details or manage other site users.

Sub-contractors can add machinery to the site and view/edit their own machinery at that site but will not be able to view/edit machinery added by other site users, edit the site details or manage other site users.

Kind Regards

The NRMM Team