

Construction Logistics and Management Plan
10 Ellington Road, Muswell Hill, London N10 3DG
Form4 Ltd
18/06/2026 Rev 3

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1.0 PROJECT INFORMATION

1.1 Introduction

This Construction Logistics Management Plan (CLMP) has been prepared to demonstrate how construction activities associated with the proposed new-build development at 10 Ellington Road, N10 3DG will be managed to minimise impacts on the local highway network, residents, pedestrians, cyclists, public transport operations, and the environment.

The development has an estimated construction value of £2.1 million and a construction programme of approximately 52 weeks.

The objectives of this CLMP are to:

- Minimise construction vehicle movements.
- Improve road safety for vulnerable road users.
- Reduce congestion and disruption.
- Promote sustainable construction logistics.
- Comply with TfL's Vision Zero objectives.
- Ensure effective communication with local stakeholders.
- Monitor and review construction transport impacts throughout the project lifecycle.

This Plan is a dynamic document that will change and developed throughout the project. All persons working on or visiting the site will be made aware of the availability of this plan and its contents. The proposal comprises:

- Demolition of existing structures (if applicable)
- Construction of a new-build residential property
- External landscaping
- Utility connections
- Associated infrastructure works

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Expected workforce:

- Average: 8–12 operatives
- Peak: 20 operatives

NB. This document will be clearly displayed and available to all persons working / visiting site

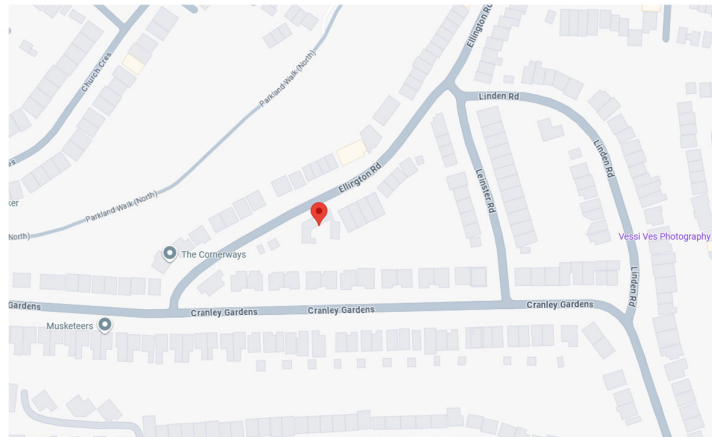
1.2 Planning condition reference

HGY/2023/1406

1.3 Site address

The site address is:

10 Ellington Road
Muswell Hill
London N10 3DG



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1.4 Project details and overview

Nearby strategic routes include:

- Colney Hatch Lane (A1080)
- Muswell Hill Broadway (A504)
- Bounds Green Road (A109)
- North Circular Road (A406)

The surrounding area contains:

- Residential properties
- Local schools
- Local shopping facilities
- Bus routes operating along nearby corridors

Development Description

Redevelopment of the existing site at 10 Ellington Road by way of demolishing the existing commercial buildings and constructing 2no. houses and 3no. flats within 3no. terraced buildings.

1.5 Project program

	Start	End
Temps and demo works	July 2026	Aug 2026
Structural / ground works	Aug 2026	Sept 2026
Superstructure works	Sep 2026	Jan 2027
Internal fit out	Dec 2026	Mar 2027
Snagging & Handover	April 2027	July 2027

The above dates are indicative, and may be subject to change

2.0 SITE MANAGEMENT

2.1 Site personnel responsibilities

The principal contractor would have overall responsibility for the project for the development and implementation of the CMP. Other members of the project team would also be assigned specific roles and would be responsible for the correct application of the CMP. Individual specialists may also be appointed to provide expert advice.

The Principal Contractor would be responsible for coordinating and managing all the environmental activities during the construction phase. The Construction Manager would carry out the following duties:

- Develop and review the CMP and specialist procedures.
- Update the CMP and inform the council if required
- Lead the appointment of construction staff and environmental specialists.
- Ensure delivery of environmental training to personnel within the project team.
- Monitor construction activities and performance to ensure compliance with the CMP and that identified and appropriate control measures are being effective
- Act as a main point of contact between the regulatory authorities and the project on environmental issues.

2.2 Development site layout and welfare

Site layout is shown in Appendix A.

2.3 Site personnel and visitors traffic

The Principal Contractor will instruct and train the team, subcontractors, and visitors to have minimum impact to the neighbourhood in terms of traffic. No on-site worker parking will be provided. Public transport will be encouraged for the whole team to reduce the traffic impact.

The estimated number of personnel working on the site will peak at about 10 persons. All personnel will be inducted prior to commencing work on the site. The site induction is the primary means of communicating the project travel plan and supporting info. The site induction is carried out by the Construction Manager or the Site Manager.

2.4 Managing materials, site storage and housekeeping

The Contractor will facilitate welfare, material storage and skips as per Appendix A.

For the housekeeping the Contractor will follow the below.

- Keep the site boundary fence or hoarding in good repair (with regular inspections)
- Only allow authorized people on site, keeping the gate secured between deliveries.

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- Keep vehicles and pedestrians apart while they are moving around the site. Use barriers if necessary.
- Make sure footpaths and traffic routes are firm, level, stoned up if necessary, and gritted if icy.
- Keep walkways, stairs, and work areas clear and free from obstructions such as trailing cables, rubbish, and unused materials.

Welfare arrangements will include:

- Toilets with hot water, paper, and soap
- somewhere for workers to change, store and dry their clothing, and somewhere to sit and eat.
- welfare areas will be kept clean, tidy, well-lit, and warm.
- Put skips where they can be filled easily and collected safely, and advise all operatives to clear rubbish as they go
- Explain to everyone on site the importance of keeping their work area clear and make sure this is enforced.

2.5 Site security

- The site will be completely fenced off from any public access with secured heras fencing or timber hoarding where appropriate.
- Site gate will be secured out of hours, and closed during working hours. Only opened for deliveries when they arrived and closed after offload.
- If heras is used this will be netted to help reduce any noise or dust / debris spreading past the site boundary.
- Site boundaries to be checked at the start and end of every working day, and maintained / replaced where necessary.
- Cameras will be installed to cover internal site security and record entrance / egress from the site itself.

3.0 COMMUNITY LIAISON AND COMMUNICATION

3.1 Site contact

Principal Contractor

Andy Szymanski
Form4 Design & Construction Ltd
9 Mannicotts, Welwyn Garden City AL8 7BW
m: 07709 432688
e: a.szymanski@form4.co.uk

Project Manager

Tahir Noor
m: 07568550264
e: tahir.noor@form4.co.uk

Principle Designer

Andrew Shorten
Shorten Architects, 17 City North Place, London N4 3FU
m: 07401 142162
e: andrew@shorten.co

3.2 Complaints Procedure

All site contact information will be clearly displayed on the notice boards within the site and on the site entrance. Accurate records of any complaints will be kept and actioned. A log will be kept of any complaints from receipt of complaint to resolution.

3.3 Documentation

Digital copies of all documentation will be held where appropriate, as well as paper copies if required. This will include but not limited to:

- Site Induction
- Sign in details
- Subcontractor RAMS
- Hot work permits
- Plant checks
- Accident records
- Site diary
- Scaffold inspections

Weekly checks of the site inspections will be done by management to make sure the general health & safety of the site is up to date, as well as weekly documentation checks to make sure all required paper work is up to date.

4.0 SITE OPERATIONS AND MANAGEMENT

4.1 Working hours

All construction work will be carried out between 8am and 6pm Monday to Friday, 8am to 1pm Saturdays, and no working on Sundays or Bank Holidays.

(Subject to: Any over run or emergency works that are required. If so, details will be sent to the council as soon as possible before and after and works outside these times are needed.)

4.2 Deliveries (material and plant)

Existing Highway Conditions: Access to the site will be gained via Ellington Road. The road is characterised by:

Residential frontage, on-street parking, pedestrian footways on both sides; Low-Moderate local traffic flows, access restrictions typical of residential streets

Construction activity will therefore be managed to minimise obstruction and maintain safe access at all times.

6. Construction Vehicle Management

Vehicle Types

The following vehicle types are anticipated:

- Transit vans - Workforce and small deliveries
- 7.5 tonne rigid vehicles - Building materials
- 18 tonne rigid vehicles - Bulk deliveries
- Concrete wagons Foundation works
- Grab lorries - Waste removal
- HIAB vehicles - Structural materials
- Skip vehicles - Waste exchange
- (Articulated HGVs will be avoided wherever practical.)

Estimated Vehicle Movements

Given the relatively modest scale of the development and the application of a just-in-time delivery strategy, construction vehicle movements will be carefully managed to minimise impacts on the local highway network. Peak construction activity is anticipated during the groundworks and superstructure phases.

Vehicle Type	Average Daily/Two-Way Trips
Vans 6-8	6-8
Light Goods Vehicles	2-4
Heavy Goods Vehicles	1-2

The above figures represent anticipated average daily movements during peak construction periods and are expected to be lower during fit-out and finishing stages.

Weekly Vehicle Movements

Based on a five-day working week, peak vehicle activity is expected to generate approximately:

Vehicle Type	Average Daily/Two-Way Trips
Vans	30-40
Light Goods Vehicles	10-20
Heavy Goods Vehicles	5-10

Total peak construction traffic is therefore anticipated to be approximately: 45–70 two-way vehicle movements per week, equating to an average of 9–14 two-way movements per working day. These levels are considered low in transport planning terms and are unlikely to have a material impact on the operation of the surrounding local highway network. Vehicle arrivals and departures will be controlled through the site's Delivery Management System to avoid clustering of deliveries and minimise disruption to local residents.

Construction vehicles will utilise strategic roads wherever possible.

Preferred Route

Inbound:

- A406 North Circular Road
- A109 Bounds Green Road
- A504 Muswell Hill Broadway
- On to either Muswell Hill Road or Park Road and then top site3 via Cranley Gardens and Ellington Road from the west.

Outbound:

- Reverse of inbound route but egress Ellington Road via Leinster Road and left or right onto Cranley Gardens

Drivers will be instructed:

- Not to use unsuitable residential side streets.
- To avoid rat-running.
- To follow approved routing plans.

A route plan will be issued to all suppliers.

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Construction Workforce Travel Plan

The workforce will be encouraged to travel sustainably. Measures include:

Public Transport

Nearby bus services provide access from:

Highgate, Bounds Green, East Finchley, Alexandra Palace

Walking

Local staff will be encouraged to walk where feasible.

Cycling

Secure cycle parking will be provided on site.

Car Sharing

Car sharing will be encouraged where public transport is unavailable.

No dedicated workforce parking will be provided on surrounding streets.

4.3 Noise control and management

- The Principal Contractor will assess the risks to employees & neighbourhood from noise at work; take action to reduce the noise exposure that produces risks. The contractor will also make sure legal limits on noise exposure are not exceeded and provide employees with information, instruction and training and carry out health surveillance where there is a risk to health.

- The principal contractor will make sure that all contractors should make available for inspection a method statement (in accordance with the principle described in BS 5228: 2009: Part 2: Code of practice for noise and vibration control on construction and open site) stating precisely the type of plant to be used and the proposed noise control methods. The contractors will also be required to comply with other relevant provisions of the Control of Pollution Act 1974.

The risk assessment will:

- Identify where there may be a risk from noise and who is likely to be affected
- Contain a reliable estimate of employees' exposures and compare exposure with the exposure action values and limit values
- Identify what we need to do to comply with the law (e.g. whether noise control measures or hearing protection are needed and if so where and what type)
- Identify who needs to be provided with health surveillance and whether any are at particular risk

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The contractor should also comply with the recommendations set out in BS 5228:1997 AMD 1 Code of practice for noise control on construction and demolition sites.

- Compressors should be fitted with properly lined and sealed acoustic covers, which should be kept closed whenever in use.
- Pneumatic percussive tools should be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Machines in intermittent use should be shut down in the intervening periods between work or throttled down to a minimum.
- Care should be taken when loading or unloading vehicles or dismantling scaffolding or moving materials etc. to reduce impact noise.

Best practice should be adopted where possible, to minimise noise from site preparation, demolition, earthworks and landscaping. Examples of this are:

- Developers and constructors to follow guidelines in BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites.
- Plant and vehicles should comply with EU noise emission limits.
- Select quiet plant whenever possible.
- Control the hours of operation of all plant and vehicles and avoid their unnecessary use.
- Use acoustic screening where possible.
- Use noise attenuators where needed.
- Locate vehicle routes away from sensitive sites and ensure road surfaces are well maintained to reduce rattling of vehicles.
- Avoid noise-sensitive areas regards to materials handling and storage.
- Locate stationary plant away from noise-sensitive areas.

Requirements under the law:

- Provide employees with hearing protectors if they ask for them and their noise exposure is between the lower and upper exposure action values
- Provide employees with hearing protectors and make sure they use them properly when their noise exposure exceeds the upper exposure action values
- Identify hearing protection zones (ie areas where the use of hearing protection is compulsory and mark them with signs if possible)
- Provide employees with training and information on how to use and care for the hearing protectors
- Ensure that the hearing protectors are properly used and maintained

Using hearing protection effectively:

- Make sure the protectors give enough protection (aim at least to get below 85 dB at the ear)
- Target the use of protectors to the noisy tasks and jobs in a working day
- Select protectors which are suitable for the working environment (consider how comfortable and hygienic they are)

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- Think about how they will be worn with other protective equipment (eg hard hats, dust masks and eye protection)
- Provide a range of protectors so that employees can choose ones which suit them

4.4 Vibration control and management

The Principal Contractor will assess the risks to employees from vibration, and take action to reduce the environmental and health risks.

In conducting a risk assessment, the contractor will assess daily exposure to vibration by means of:

- Observation of specific working practices
- Reference to relevant information on the probable magnitude of the vibration corresponding to the equipment used in the particular working conditions
- If necessary, measurement of the magnitude of vibration to which his employees are liable to be exposed
- Employer shall assess whether any employees are likely to be exposed to vibration at or above an exposure action value or above an exposure limit value

The risk assessment will include consideration of:

- Magnitude, type and duration of exposure, including any exposure to intermittent vibration or repeated shocks
- Effects of exposure to vibration on employees whose health is at particular risk from such exposure
- Any effects of vibration on the workplace and work equipment, including the proper handling of controls, the reading of indicators and the stability of structures
- Any information provided by the manufacturers of work equipment
- Availability of replacement equipment designed to reduce exposure to vibration
- Any extension of exposure at the workplace to whole-body vibration beyond normal working hours, including exposure in rest facilities supervised by the employer.
- Specific working conditions such as low temperatures
- Appropriate information obtained from health surveillance including where possible published information

The control measures will include:

■ **Prevent:** Where possible think about eliminating or reducing the amount of vibration. Consider:

- eliminating unnecessary vibrating tasks at the design stage and using prefabricated components
- using an alternative process that does not expose workers to vibration. For example:
 - block splitters instead of cut-off saws
 - bursting or crushing instead of pneumatic drilling
 - isolating workers from tasks creating vibration; e.g. by using a breaker attachment for an excavator or remote controlled equipment instead of a hand-held breaker

■ **Control:** Even if you stop some of the risk this way, you may still do other work that can create significant vibration. Control the risk by:

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- Equipment – don't buy or hire a problem if you don't have to. Select low-vibration tools and equipment. Make sure it is also correct for the work you are doing. Equipment that is unsuitable, too small or not powerful enough may mean the task takes much longer and exposes workers to unnecessary vibration.
- Work practices – the right equipment still has to be used correctly. Check how it should be operated to ensure you get reduced vibration levels. Promote techniques that reduce grip force. Improve the design of workstations to limit the loads on hands, wrists and arms caused by any possible poor posture. Devices, such as jigs and suspension systems, can be used to take the weight and vibration of the tools away from the worker.
- Rest and rotate workers – limit the time workers are exposed to vibration for long, continuous periods. Rotate workers where tools require continual or frequent use.
- Gloves and warm clothing – provide protective clothing if needed to keep workers warm and dry. Maintain core body temperature as this encourages good blood circulation. Use gloves to keep hands warm but be aware that they do not provide any protection from vibration.
- **Train:** Tell workers about the risks from vibration and how to use the controls properly.

4.5 Air quality & dust control

The site is located within the London Borough of Haringey, Air Quality Action Plan, 2025-30 . The contractor shall comply with the codes & policies listed below:

- London Borough of Haringey, Air Quality Action Plan, 2025-30 Link:
<https://haringey.gov.uk/sites/default/files/2026-03/air-quality-action-plan2025-30-appendix-b.pdf>

A range of approaches to mitigate the impact on air quality will be used to meet best practice:

- Use of low-emission vehicles where possible
- Removal of materials that have potential to produce dust, where possible;
- Enclosure of material stockpiles at all times and damping down of dusty materials during dry weather
- Provision of appropriate hoarding and / or fencing to reduce dust dispersion and restrict public access
- Maintenance of Site fencing, barriers and scaffolding clean using wet methods
- Control of cutting or grinding of materials on the Site and avoidance of scabbling
- Dust generating machinery e.g., disk cutters to be fitted with vacuums
- Appropriate handling and storage of materials, especially stockpiled materials
- Restricting drop heights onto lorries and other equipment
- Fitting equipment with dust control measures such as water sprays, wherever possible;
- Using a wheel wash and avoiding unnecessary idling of engines
- Switching off all plant when not in use
- No fires would be allowed on the Site

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- All Non-Road Mobile Machinery will comply with Greater London Authority emission standards and be registered where required.

4.6 Mud control & management

The principal contractor will take strict measurements to prevent deposition of mud on the highways. This will be included but necessarily be limited to:

- There will be clean hard standings for vehicle entering, parking, and leaving the site.
- Wheel cleaning facility will be deployed
- Complete sheeting of each lorry load of spoil removed to prevent spoil falling off

Wheel Cleaning

During the ground works operations vehicles exiting the site may carry deposits of clay or wet concrete, trapped on their tires, out on to the street. To prevent this occurring, a wheel cleaning regime will be implemented.

All construction vehicles accessing and egressing the site will pass through our access on Ellington Rd. As noted on Appendix 1. Where necessary a mobile Jet wash will be placed and used to remove any mud from construction vehicles. Strict traffic management on site should minimize the risk of vehicles tracking debris from the site. Wheel cleaning will consist of two simple operations carried out by designated operative, suitably attired for this work.

- Before leaving, the vehicle will stop and turn the engine off. If necessary, any heavy deposits will be removed manually using scrapers or the like.
- Following step one, wheels will be washed using a high-pressure jet wash lance ensuring that any residual deposits lodged in the tires are removed. If required, the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean.

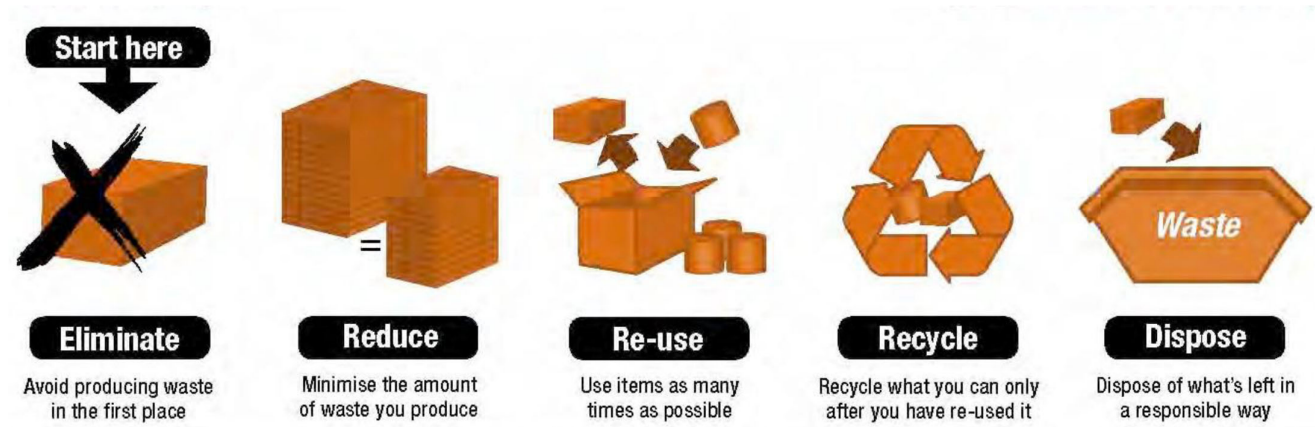
On completion wheels will be inspected and confirmed that the vehicle is fit to leave site. The site operatives will ensure that water used during wheel washing operations does not migrate out onto the main highway.

4.7 Artificial lighting

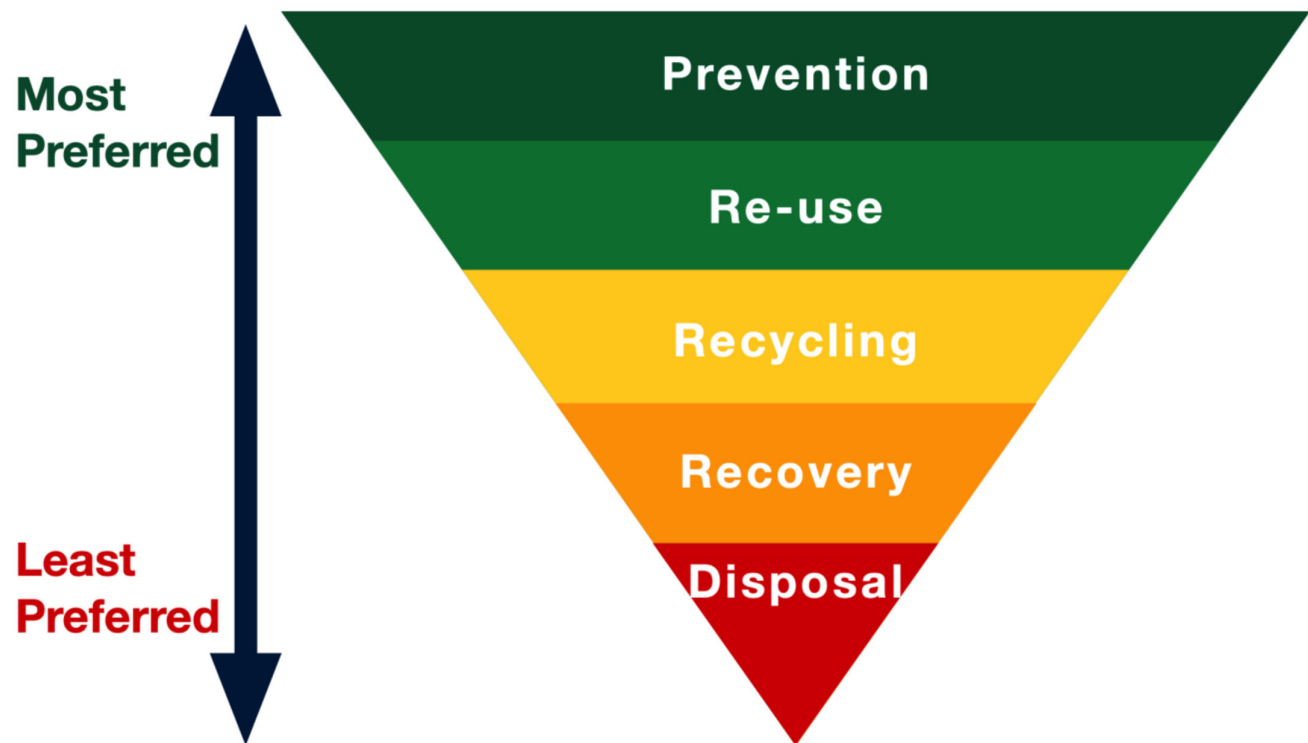
Wherever possible, lighting will be fed from an electricity mains supply. Precautions will be taken to avoid shadows cast by the site hoarding on surrounding footpaths and roads. Site lighting will also be positioned and directed as so to minimize nuisance to residents or adjacent buildings and land uses, or to cause distraction or confusion to be passing traffic on adjoining public highways. The contractor shall comply with the Institute of Lighting Engineers document Guidance Notes for Reductions of Light Pollution 2000 (revised 05/03).

5.0 WASTE MANAGEMENT

The Principal Contractor will comply with the related Site Waste Management regulations and will also follow the below site waste management hierarchy:



The site waste management preference is described as below.



Waste Management on Site

Surplus or waste materials arise from either the materials imported to site or from those generated on-site.

Imported materials are those, which are brought to the project for inclusion into the permanent works.

Generated materials considerations to waste management such as waste reduction, segregation of waste, disposal of waste, financial impacts of waste disposal and recording, monitoring, education and reviewing.

This section outlines the procedures that have been put into place and demonstrate how they benefit the environment, how the principal contractor can measure the effects and how these procedures and practices are sustainable.

Segregation

A specific area shall be laid out and labelled to facilitate the separation of materials for potential recycling, salvage, reuse, and return. Recycling and waste bins are to be kept clean and clearly marked to avoid contamination of materials and minimize/eliminate the adverse impacts.

The labelling systems shall be the Waste Awareness Colour Coding Scheme. If the skips are clearly identified the bulk of the workforce will deposit the correct materials into the correct skip. Skips for segregation of waste identified currently are:

- Wood
- Metal
- Brick/rubble
- General waste

Management

Waste materials fall into three categories for management, these are:

- Re-use
- Recycle
- Landfill

Re-use

If surplus materials can be used in the permanent works they are classified as materials, which have been re-used. If they are surplus to requirements and need to be removed from site and they can be removed and used in their present form, they can be removed from site for reuse.

Recycling

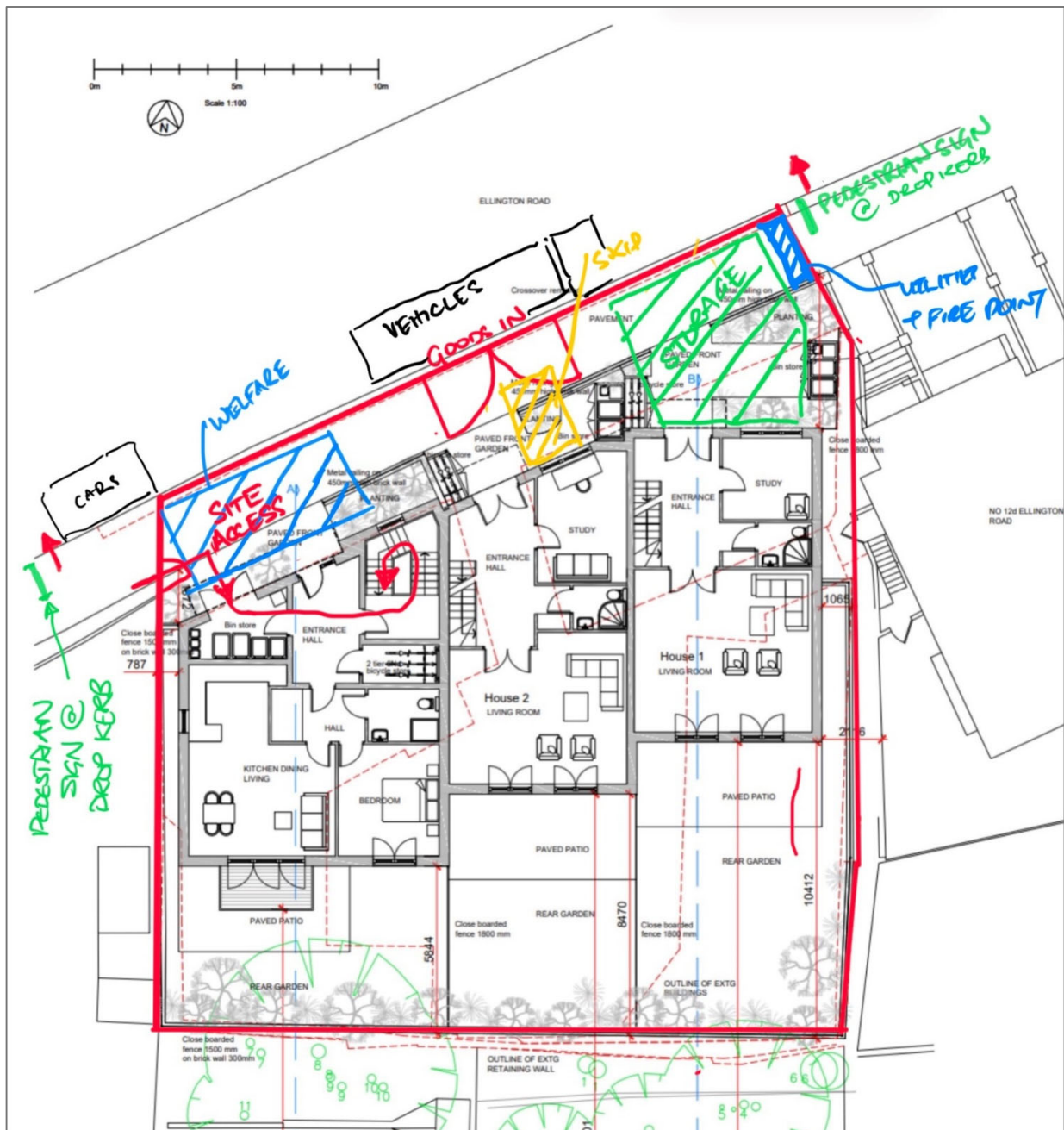
If the surplus material cannot be re-used in its present form but could be used in a different form, it is sent for recycling such as 50x50 timber to make chipboard.

Landfill

If either of the above cannot be satisfied, then the only option left is to send the surplus materials to landfill.

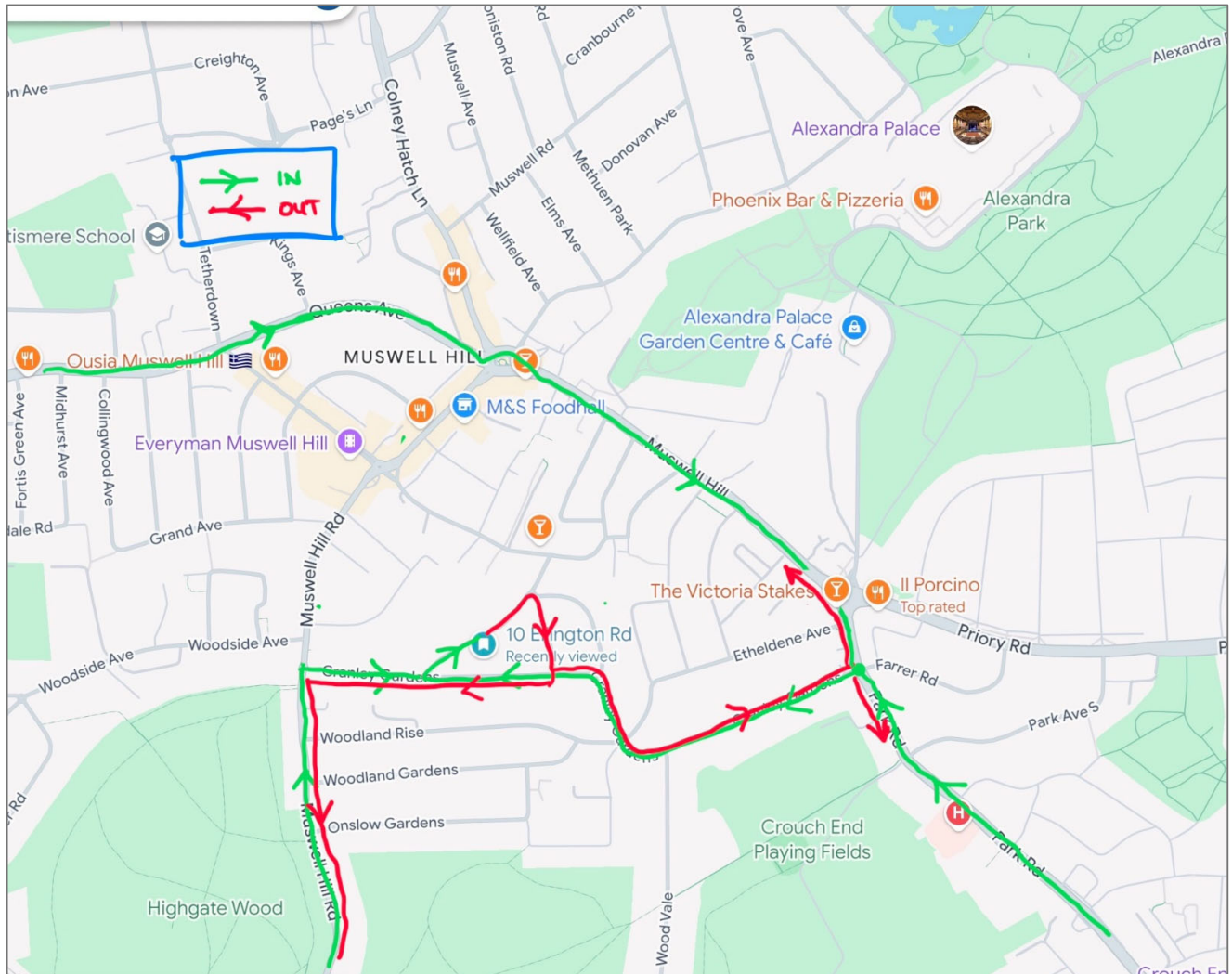
APPENDIX A

The below mark up indicates the proposed parking, welfare, skip and material drop off area. It also highlights the site boundary as well as site access and egress. Basic traffic management will be carried out by marshals, and most deliveries will use a simple layby style approach as indicated.



APPENDIX B

The below map indicates the intended vehicle routing. Route in will be via Cranley Gardens, using either Muswell Hill Road or alternatively Park Road as agreed with the Highways Officer on site. Route out will be first right into Leinster Road turning into Cranley, all designed on minimising traffic on smaller residential roads.



APPENDIX C

The below vehicle tracking shows the movements on the main entry and exits from site.

