Proposed Residential Development No. 85 High Road, Wood Green, London

Construction Traffic Management Plan

June 2026

Client: Belgravia Design & Build

Ref: RHC-25-254-CTMP

Roberts Highway Consultants Limited
Company Number: 13958498

Contents

1.0 INTRODUCTION 3
2.0 EXISTING CONDITIONS 7
3.0 CONSTRUCTION VEHICLE MOVEMENTS 9
4.0 SITE SPECIFIC CONDITIONS 11
5.0 SUMMARY & CONCLUSION 16

Appendices

Appendix A – Approved Site Plans
Appendix B – Drawing Number RHC-25-254-01 Swept Paths & Skip Location

Revision History

Revision	Comments	Written By
- June 2026	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS

© Roberts Highway Consultants Limited
enquiries@robertshighwayconsultants.co.uk
Company Number: 13958498

1.0 INTRODUCTION

1.1 Roberts Highway Consultants Limited has been appointed by Belgravia Design & Build to produce a Construction Traffic Management Plan in relation to a residential development at No. 85 High Street, Wood Green, London.

1.2 The purpose of this report is to discharge planning Condition No. 4 associated with the planning approval for the erection of second floor and dormer extensions with roof terraces to rear, and installation of front roof lights, in connection with the conversion of the upper floors and part ground floor from commercial storage to 2x self-contained flats, granted by Haringey Council under planning application reference: HGY/2024/1785.

1.3 Approved site plans are attached within **Appendix A** with a contextual site location plan outlined on **Plan 1**.

Plan 1: Contextual Site Location Plan

Image Source: Google Maps

1.4 Condition 4 of planning Permission HGY/2024/1785 states that:

> *"No development shall take place, including any works of demolition, until a Construction Management Plan, to include details of:*
>
> *a) parking and management of vehicles of site personnel, operatives and visitors;*

b) loading and unloading of plant and materials;

c) storage of plant and materials;

d) programme of works (including measures for traffic management) provision of boundary hoarding behind any visibility zones;

e) wheel washing facilities;

f) highway dilapidation survey undertaken in consultation with Haringey Highway Officers.

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period."

1.5 This Construction Traffic Management Plan is intended to be a 'live' document and the traffic management principles outlined within this report will form the basis for subsequent detailed arrangements between the building contractor and Highway Authority.

1.6 The overall objectives of the plan are to:

- Enhance safety - Improve vehicle and road user safety; and
- Reduce congestion - Reduce trips overall, especially in peak periods.

1.7 The contents of this plan will be adhered to unless otherwise agreed with Haringey Council. It is a live document and will be updated as necessary to incorporate relevant information and address any issues identified as the project progresses.

Policy and Legislation

Traffic Management Act (2004)

1.8 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.

1.9 Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes Transport for London's (TfL) role to manage certain areas of the Greater London route network.

London Plan

1.10 Policy T4 of the London Plan states that Construction Logistics Plans will be required and should be developed in accordance with TfL guidance and in a way that reflects the scale and complexities of developments.

Transport for London Construction Logistics Planning Guidance

1.11 The TfL guidance document seeks to establish a standardised approach to preparing and assessing Construction Logistic Plans (CPL) type documents. It includes details of technical requirements, planned measures that should be considered, implementation and monitoring, and how the impact on the community should be addressed.

1.12 The purpose of a Construction Logistics Plan guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce:

- Environmental impact: Lower vehicle emissions and noise levels.
- Road risk: Improving the safety of road users.
- Congestion: Reduced vehicle trips, particularly in peak periods.
- Cost: Efficient working practices and reduced deliveries.

1.13 The project will comply with all applicable legislation, regulations and standards, including obtaining and complying with all necessary consents.

Legislation

1.14 A legislation register should be maintained and updated by the designated environmental function. Any requisite changes in procedures due to legislation changes shall be communicated to the relevant personnel.

1.15 Relevant legislation and guidance includes but is not limited to:

- Control of Pollution Act 1974;
- Countryside and rights of Way Act 2000;
- Environmental Act 2021;
- BS 5228-1:2009+A1:2014 Code of practise for noise and vibration control on construction and open sites.
- Environment Act 1995, and;
- CIRIA C741 Environmental Good Practice on Site.

Report Structure

1.16 The structure of this report is as follows:

- A summary of the development proposals and existing conditions of the site and highway can be found within **Chapter 2.0**.
- Information outlining the proposed construction traffic routing strategy alongside any required mitigation can be found within **Chapter 3.0**.
- Site-specific measures are included within **Chapter 4.0**.
- A summary and conclusion of all findings can be found within **Chapter 5.0**.

Disclaimer

1.17 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.

1.18 Roberts Highway Consultants Limited accepts no responsibility or liability for:

a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned.

b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING CONDITIONS

Existing Site

2.1 The site comprises a mid-terrace commercial property located on the south-west side of the High Road in Wood Green, as shown within **Plan 1**. The building forms part of a late-Victorian retail parade and comprises a ground-floor retail unit with ancillary storage accommodation on the first and second floors.

2.2 The site lies within the designated Primary Retail Frontage of Wood Green Town Centre. It benefits from excellent public transport accessibility (PTAL+6a), with both Turnpike Lane and Wood Green Underground stations within walking distance, as well as numerous bus services operating along the High Road. The site is also located within a Controlled Parking Zone (CPZ).

2.3 **Image 1** depicts the site frontage with High Road and its immediate surroundings.

Image 1: Site Frontage

Image Dated October 2024

High Road

2.4 High Road, situated along the eastern boundary of the site, runs in a north–south direction and connects the A406 via Green Lanes to Westbury Avenue to the south. The carriageway is approximately six metres wide and is subject to a 20mph speed limit. Dedicated cycle lanes are provided, and the road is regulated by a series of Traffic Regulation Orders (TRO), including extensive double yellow line restrictions. On-street parking bays are also present, designated for loading only between 08:00 and 18:30, Monday to Saturday.

2.5 Generous footways, each at least 3.5 metres in width, are located on both sides of the carriageway. Pedestrian crossing facilities, including puffin crossings, are provided along the High Road to support safe pedestrian movement, typical of a high-street environment characterised by a concentration of shops and local services.

Brampton Park Road

2.6 Brampton Park Road is a side road accessed from High Road, with an approximate carriageway width of five metres and a posted speed limit of 20mph. It is a no-through road and is subject to TROs, including double yellow lines along much of its length. In areas without double yellow lines, formal parking bays are provided. Parking on the northern side of the carriageway is restricted to resident permit holders between 08:00 and 22:00, while parking on the southern side operates as pay-and-display with a maximum stay of two hours during the same hours.

Amber Mews

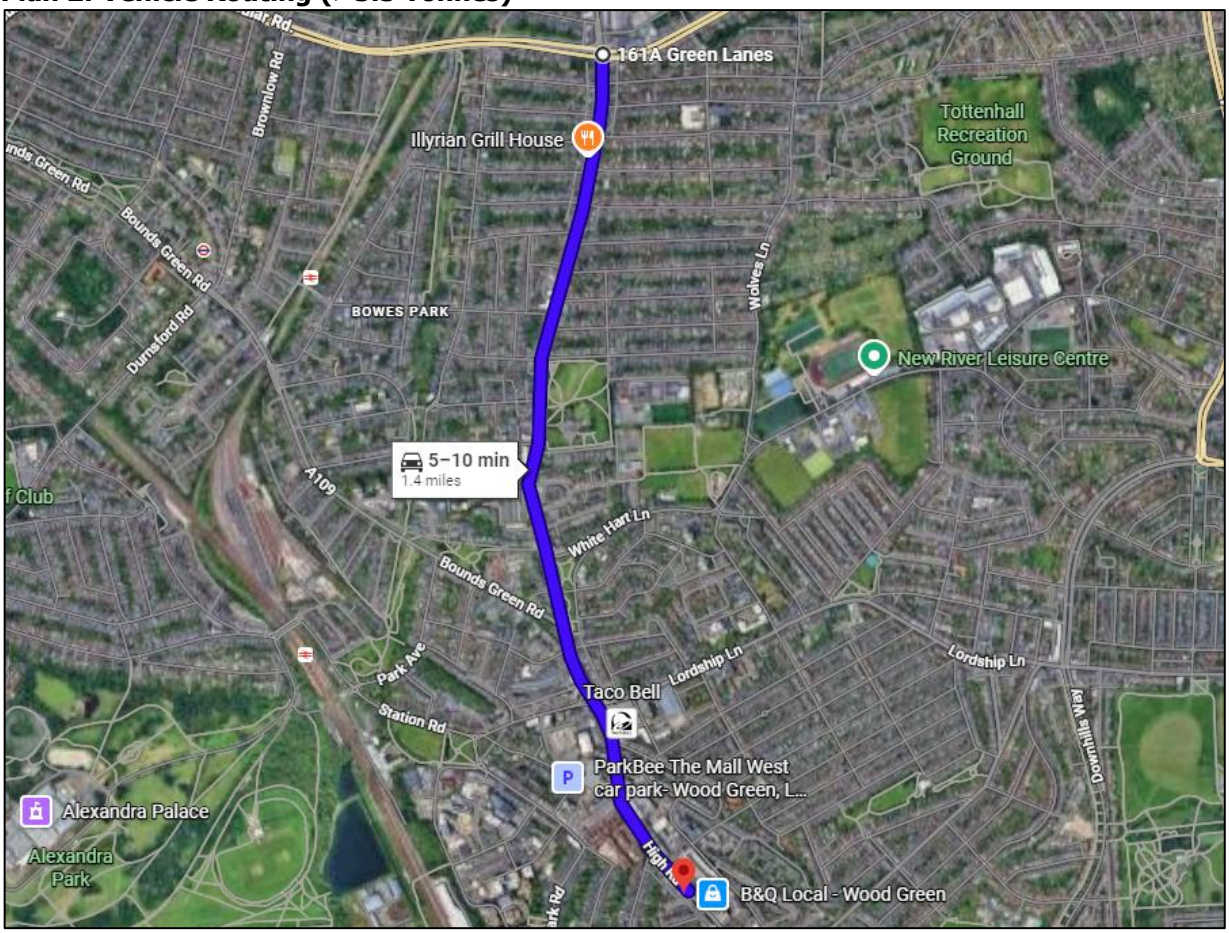
2.7 Amber Mews runs along the western boundary of the site and is a single-track access road serving the rear of properties fronting the High Road. It is subject to TROs, with double yellow lines provided along both sides of the carriageway, and benefits from street lighting. The carriageway extends approximately 35 metres from its junction with Brampton Park Road and terminates at a turning area at its northern end.

© Roberts Highway Consultants Limited
enquiries@robertshighwayconsultants.co.uk
Company Number: 13958498

3.0 CONSTRUCTION VEHICLE MOVEMENTS

3.1 While not anticipated, any construction vehicles larger than 3.5 tonnes would arrive and depart via High Road to the north, towards the A406 North Circular Road, as shown within **Plan 2**.

Plan 2: Vehicle Routing (>3.5 Tonnes)



© Google

3.2 Material transportation to and from the site will primarily be carried out using transit style vans. Deliveries will typically be made via transit/drop-side vans as required, depending on material size and load requirements. It is not foreseen that vehicles exceeding 3.5 tonnes would be associated with the site during construction.

3.3 The main point of access to the site for contractors and deliveries will be via the rear (back side) entry via Amber Mews. This access point will also accommodate vehicle and material entry as needed throughout the project duration.

3.4 When a vehicle is reversing from Amber Mews onto Brampton Park Road, a banksman, with suitable training, will supervise each manoeuvre. Such courses like the RTITB Commercial Vehicle Banksman

course, or Reversing Assistant course, are designed to eliminate preventable crush injuries and incidents in the workplace and to protect highway users.

3.5 During the development construction, it is likely that the Site Manager will manage the delivery of vehicles, ensuring that only one vehicle is at the site at any given time, to avoid vehicles waiting within the highway or obstructing other highway users.

3.6 Footways and footway widths will be maintained, with there being no storage of materials or waste along the footways at any time.

3.7 In regards to staff working at the site, it is anticipated that a maximum of approximately 10 staff will be present during the construction works, with the numbers fluctuating depending on the stage of the construction programme and work required. Staff will likely arrive to the site by public transport or will be accommodated in a single vehicle (MPV), likely travelling from a nearby hotel each day. By consolidating staff into a single vehicle, parking pressures along the immediate highway are reduced, and every effort will be made to limit staff parking demand.

Loading and Unloading

3.8 All loading and unloading will be undertaken outside the rear of the property along Amber Mews to minimise disruption to highway users along Brampton Park Road.

3.9 As noted previously all deliveries will be off peak, but due to the potential pedestrian interaction, during delivery's, a traffic marshal/banksman will manage vehicular movements to enable a safe and controlled transition. Drawing Number RHC-25-254-01, attached within **Appendix B**, outlines this manoeuvre.

4.0 SITE SPECIFIC CONDITIONS

Roles & Responsibilities

4.1 Key individuals should be identified before construction activities commence, to undertake management activities throughout the construction period. Suggested roles and responsibilities in implementing the Construction Traffic Management Plan are provided below.

Project Manager

4.2 The Project Manager would be responsible for overall management of the project, ensuring that all works are carried out in accordance with the Construction Traffic Management Plan and all other obligations.

Site Manager

4.3 The Site Manager (or suitable nominated persons) would be expected to report to the Project Manager and be responsible for:

- Manage the delivery of vehicles ensuring that two vehicles do not arrive at the site at the same time.
- Ensure correct directional signs are placed along the local highway network and that these are in place at the start of each working day/prior to any construction.
- Ensure equipment and materials are stored in the correct areas within the site in accordance with the site operations plan.
- To act as the Community Engagement/Liaison Officer.

Site Preparation

4.4 As with all construction activities, a site set up would be required. The following steps will be taken for this stage:

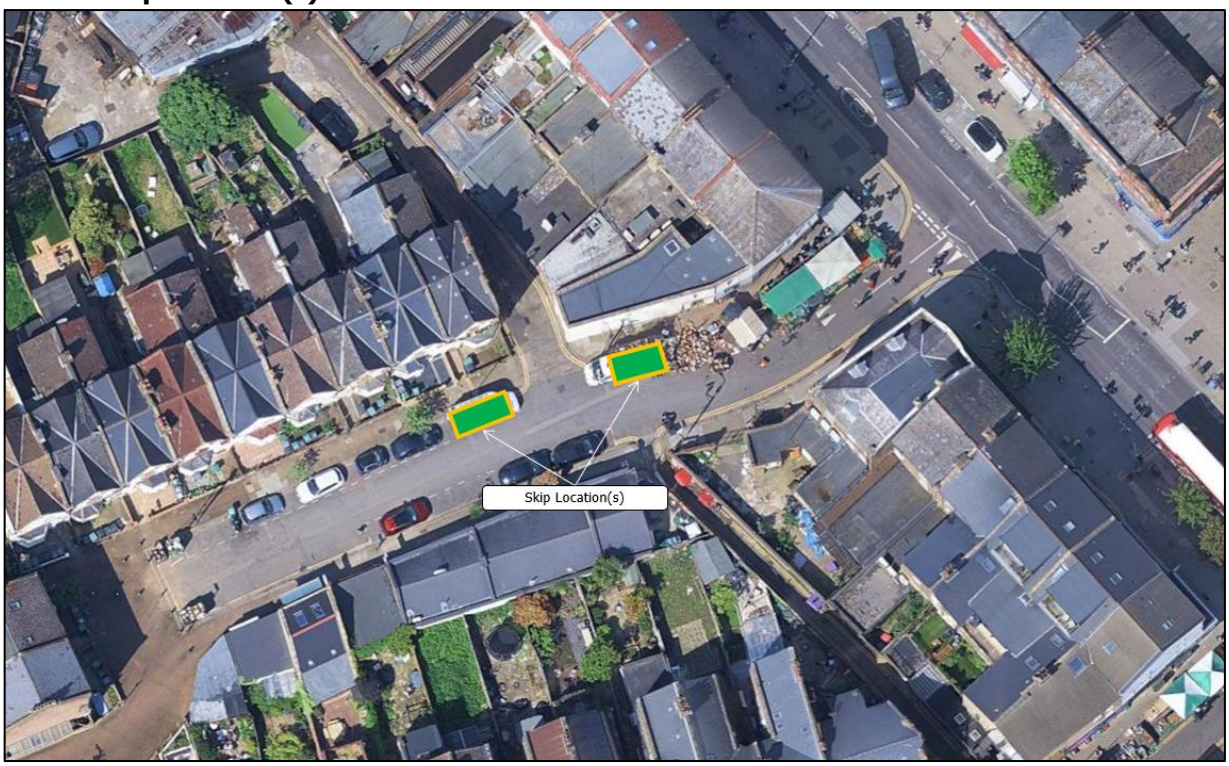
- Clear the working area and ensure that the working zone is safe and free from any obstructions.
- Record base noise levels prior to commencement of any works using a decibel recording device.
- Undertake pre demolition photographic survey (undertaken in consultation with Haringey Highway Officers).
- Wet down the Slab demolition area using water bowser and hoses before commencement of work to suppress dust.
- Erect security fencing around the site where it meets with the Highway.

© Roberts Highway Consultants Limited
enquiries@robertshighwayconsultants.co.uk
Company Number: 13958498

4.5 Whilst some construction waste is likely to be reusable on site, it is expected that most construction waste is likely to require skips to be delivered to, and removed from, the site.

4.6 Due to the limited availability of space on the site, it is proposed that a skip(s) will be situated along the highway, likely within the parking bay(s) on the northern side of Brampton Park Road (see below). A highway license would be required for this skip(s) and for the suspension of a parking bay(s).

Plan 3: Skip Location(s)



© Google Maps

Working Hours

4.7 Construction work and deliveries is/are likely to take place between agreed hours and days of the week. It is estimated that the majority of deliveries will take place during non-peak hours with fewer deliveries during the afternoon. Deliveries to, and collections from the site will aim to be scheduled during the hours of 09:30 - 15:00 to avoid the traditional peak periods on the wider road network, and school opening and closing times.

4.8 It is anticipated that normal working hours on site will be 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays, with no work on Sundays or Bank Holidays (this includes for deliveries to the site and any work undertaken by contractors and sub-contractors). This is given due regard to BS 5228 Code of Practice for Noise and Vibration Control on Construction and Open Sites as well as the Control of Noise at Work Regulations.

4.9 The developer of the site will engage with residents and businesses, using a letter drop, prior to commencement of the works to advise on start dates, key contract information and how construction traffic and deliveries will be controlled.

4.10 A development timetable/work programme associated with the site can be found below.

Table 1: Approx. Development Schedule

Activity	Timeline (MM/YYYY)
Site Setup and Demolition	05/2026 – 12/2026
Super-Structure	12/2026 – 07/2027
Fit-out, testing and commissioning	07/2027 – 12/2027

Dust Control & Wheel Wash

4.11 Any vehicles carrying loose loads will be required to arrive and leave with a sheeted cargo area to ensure the spread of dust is kept to a minimum. HSE guidance on vehicle sheeting will be applied to ensure dust mitigation and safety for workers.

4.12 As there will be an element of demolition/clearance at the site, the following measures will also be taken to keep dust levels at a minimum:

- A soft strip of the internal elements of the building will be undertaken prior to any demolition. Where practicable, external walls and windows will be retained to act as a barrier and reduce the level of dust.
- Effective water suppression measures will be employed during demolition activities. Handheld sprays will be utilised in preference to hoses attached to plant, as they allow for more precise targeting.
- Any biological debris will either be securely bagged and removed from site or dampened down prior to demolition to minimise dust generation.

4.13 Given that the site surrounding the existing building is extensively tarmacked and that external excavations are to be limited, it is deemed that no wheel washing will be required. The cleanliness of the site will, however, be constantly reviewed and action taken should the site conditions deteriorate below expected levels.

Construction Traffic Noise and Vibration

4.14 Given the site is near residential properties, every effort will be made to minimise impact upon the surrounding area.

4.15 The chosen contractor will contact neighbours via a letter drop to inform them of the anticipated duration of the works, and to provide details of how to contact key personnel.

4.16 Where noisy activities are unavoidable, the disturbance shall be minimised or attenuated. This will include for:

- Turning vehicle engines off when not in use.
- Turning off equipment when not in use.
- Using noisy equipment for limited time or limit noise through the fitting of silencers to electric and pneumatic machinery.
- The handling of materials shall be conducted in such a manner that minimises noise, including minimising drop heights into hoppers and lorries.
- No stereos or similar amplified devices shall be audible at the site boundary.
- Wherever possible mains electricity or battery powered equipment shall be used instead of diesel or petrol powered generators.
- Implement the site hoarding early as to act as a barrier to noise and ensuring good relations with occupants of the surrounding area.

4.17 The above shall be achieved by the appropriate choice of technique or timing, or the shielding or protection of equipment as necessary. No work will be undertaken outside of the permitted hours.

4.18 The chosen contractor will adopt best practises, adhering to BS 5228-1:2009+A1:2014 for noise and vibration control on construction and open sites.

Material Storage & Waste Management

4.19 Materials will always be stored within the site. Waste materials generated will be segregated on site where it is practical in accordance with any Waste Management Plan prepared. A skip(s) will be provided at the site and will be collected/replaced regularly. Skips will be covered to prevent the escape of building debris during transportation. There will be no burning of materials.

Lighting

4.20 As works on site progress, lighting will be required, particularly in the winter months. Temporary lighting will be used throughout construction and will be switched off at night to reduce lighting pollution outside of working hours. Lighting will also be required within the site compound with any lighting being orientated to reduce glare and impact upon surrounding properties.

Provision for Vehicle Parking & Highway Users

4.21 There is no accommodation for on-site parking for operatives. All site personnel, operatives and visitors will be encouraged to use public transport and car sharing. As outlined within the decision notice, the site is located within a very sustainable location with a PTAL score of 6a therefore, public transport journeys for site personnel is considered likely.

4.22 It is possible that trade personnel may travel in vans and would be required to park on the street. On-street parking is available along the southern side of Brampton Park Road for paying users. However, all site personnel, operatives and visitors will be encouraged to use public transport and car sharing due to the limited parking availability.

4.23 Whilst unlikely, any damages caused to the highway by the movement of construction traffic will be rectified once construction is completed following the completion of a pre and post construction highway condition survey, undertaken in consultation with Haringey Highway Officers.

4.24 All works will be carried out in a manner such that the day-to-day activities of all adjacent residents and businesses are maintained and unaffected by the works is paramount. This includes for provision of emergency services and at no time will there be blocking of Amber Mews or Brampton Park Road preventing emergency vehicles from accessing the residential properties to the north and west of the site.

Site Security

4.25 Access for construction personnel will be via the rear of the premise off Amber Mews. Where not fully secured by existing infrastructure, areas will be fenced off during the hours where no construction works is allowed as to maintain site security and prevent unauthorised access to the site. This will be in the form of Herras type fencing positioned adjacent to the highway.

4.26 The rest of the site is self-contained and access to it should not be feasible. No other security measures are considered to be necessary.

Community Awareness

4.27 As previously mentioned, the developer of the site will engage with residents/local businesses, using a letter drop, prior to commencement of the works to advise on start dates, key contract information and how construction traffic and deliveries will be controlled.

5.0 SUMMARY & CONCLUSION

5.1 This Construction Traffic Management Plan has been prepared to discharge planning Condition No. 4 in connection with the conversion of the upper floors and part ground floor from commercial storage to 2x self-contained flats, granted by Haringey Council under planning application reference: HGY/2024/1785.

5.2 The plan is intended to be a 'live' document and the traffic management principles outlined within this report will form the basis for subsequent detailed arrangements between the building contractor and Local Authority.

5.3 Deliveries will typically be made via transit/drop-side vans as required, depending on material size and load requirements. It is not foreseen that vehicles exceeding 3.5 tonnes would be associated with the site during the construction.

5.4 All loading and unloading will be undertaken outside the rear of the property along Amber Mews to minimise disruption to highway users along Brampton Park Road.

5.5 Due to the limited availability of space on the site, it is advised that a skip(s) will be situated along the highway, likely within the parking bay on the northern side of Brampton Park Road. A highway license would be required for this skip(s) and for the suspension of a parking bay(s).

5.6 To mitigate potential safety and environmental impacts of construction traffic activity on the adjacent highway network, a series of site measures are proposed including:

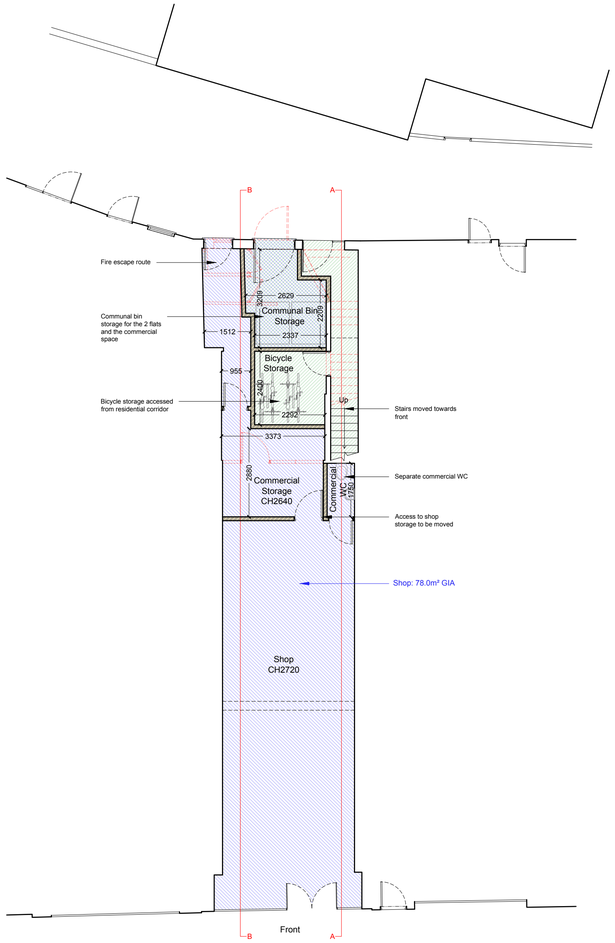
- Site Manager to oversee construction activities at the site.
- Site compound for storage of materials.
- Truncated working hours as to not impact surrounding residents and businesses.
- Dust control measures.
- Measures to minimise noise, vibration, waste and lighting.
- Appropriate site security and off-site signage.

5.7 As the proposed measures accord with current best practice, this Construction Traffic Management Plan will be adopted by the contractor of the site and implemented as part of demolition and construction works.

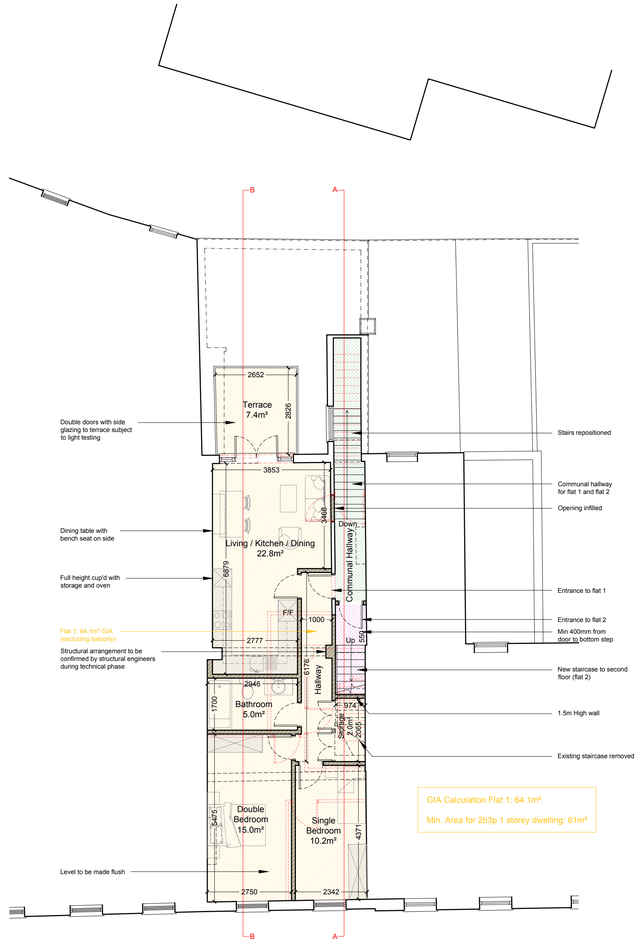
5.8 A pre and post construction highway condition survey will be undertaken in consultation with Haringey Highway Officers as to set a baseline of the existing highway conditions prior to construction.

© Roberts Highway Consultants Limited
enquiries@robertshighwayconsultants.co.uk
Company Number: 13958498

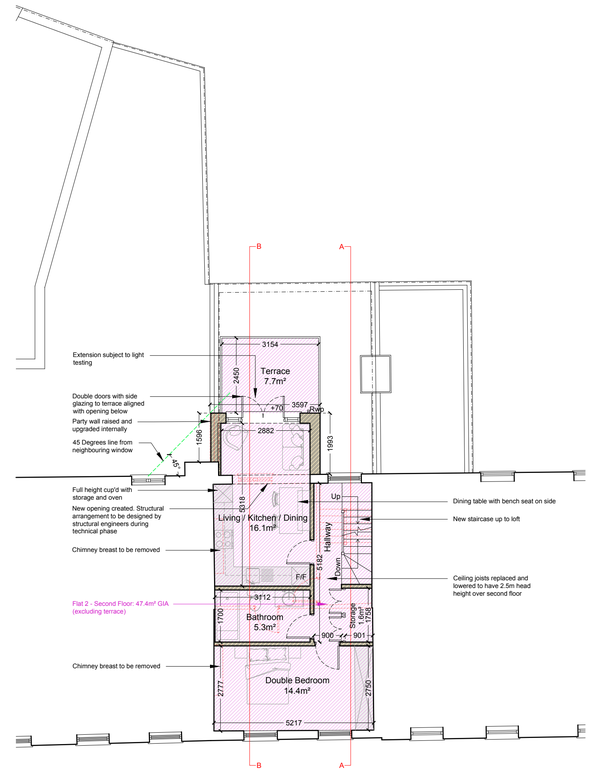
Appendix A: -



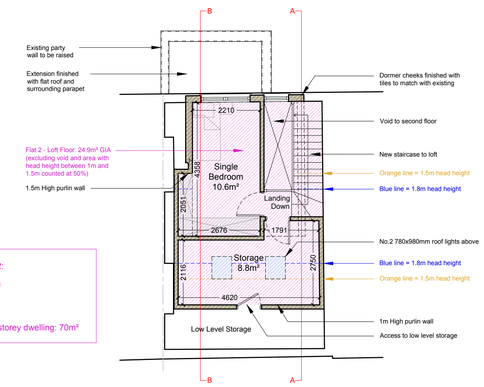
Ground Floor Plan
As Proposed 1:100



First Floor Plan
As Proposed 1:100



Second Floor Plan
As Proposed 1:100

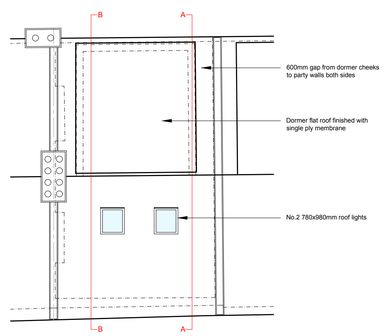


GIA Calculation Flat 2:

Second Floor: 47.4m²
Loft Floor: 24.9m²

Total: 72.3m²
Min. Area for 2b3p 2 storey dwelling: 70m²

Loft Plan
As Proposed 1:100



Roof Plan
As Proposed 1:100

N O T E S :

© COPYRIGHT - DETAILED PLANNING LTD

All dimension should be checked on site prior to works commencing. Variations in squareness, depth of plaster etc. must be checked for. Where new walls are shown as aligned with existing walls, physical removal of brickwork and / or plaster to establish the actual position of the wall being attached to must be checked.

Any discrepancies should be reported in writing immediately.

When printing off PDF's, check that the drawings are printed to correct paper size and scale.

Documents should be used as to the drawing status described

Property owner to ensure that all aspects of the "party wall etc., act 1996" are complied with prior to any works commencing on site.

Client to be aware of CDM duties and appoin/act as appropriate.

CIAT
REGISTERED PRACTICE

SCALE: 1:50

SCALE: 1:100

DETAILED **PLANNING**

GREENSIDE HOUSE
50 STATION ROAD
LONDON, N22 7DD

T 0208 1500 494
E INFO@DETAILED-PLANNING.CO.UK
WWW.DETAILED-PLANNING.CO.UK

SITE
85 High Road, London, N22 6BB

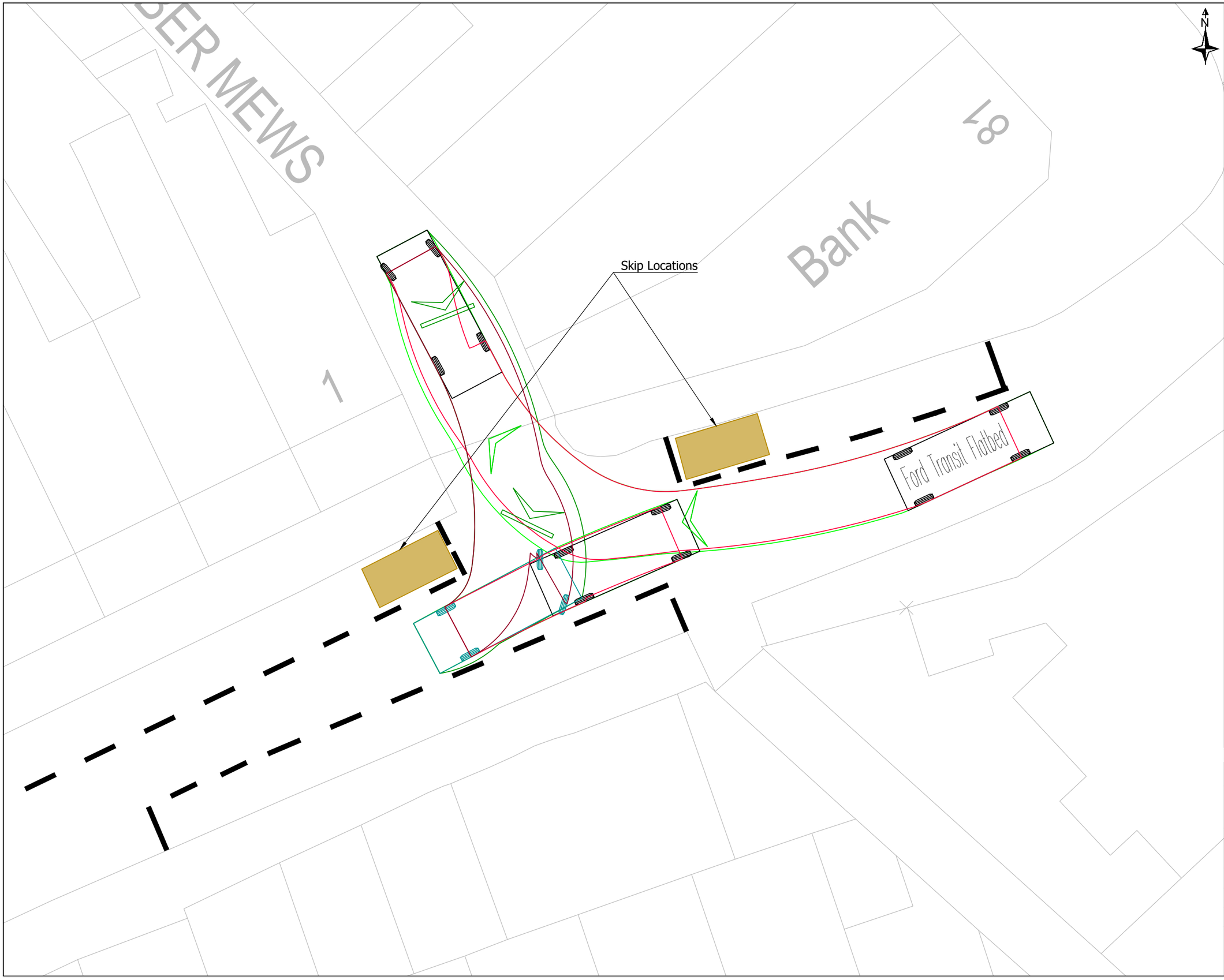
DRAWING TITLE
Proposed Plans

DRAWINGS STATUS
Planning

SCALE	DATE	DRAWN	CHECKED
As Noted @ A1	*Nov.2024*	*C.W.*	*P.C./E.B*

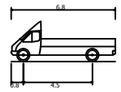
DRAWING NO.		REVISION
239443_FUL:	*SH3*	*B*

Appendix B: -



Notes:

1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
2. All Dimensions Are In Metres Unless Otherwise Stated.
3. The Design Shown Is Aligned With Ordnance Survey Mapping And Not Topographical Survey Data. This Drawing Is For Information Only And Should Not Be Used For Construction.
4. Swept Paths May Vary Subject To The Dimensions And Specifications Of Vehicles Used.
5. A Banksman With Suitable Training Will Supervise Each Reversing Manoeuvre.
6. Highway Licence Required To Suspend Parking Bay For Skip Placement.



Ford Transit Flatbed	
Overall Length	6.800m
Overall Width	2.400m
Overall Body Height	2.637m
Min Body Ground Clearance	0.410m
Track Width	2.400m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Rev	Description	Date

Client: Belgravia Design & Build

Project: No. 85 High Road
Wood Green
London

Drawing Title: Swept Paths & Skip Location

Drawing Number: RHC-25-254-01

Revision:	Sheet Size:	Scale:
-	A3	1:150
Drawn & Checked By:	**Date:**	**Status:**
AR	12/06/2026	Information

E: enquiries@robertshighwayconsultants.co.uk
P: +44 (0)7935 229255
W: www.robertshighwayconsultants.co.uk

Ordnance Survey ©
Crown Copyright 2026.
All Rights Reserved.

Roberts Highway Consultants

Roberts Highway Consultants Limited
154 Rothley Road, Mountsorrel, Leicestershire, LE12 7JX
T: +44 (0) 7935229255
E: enquiries@robertshighwayconsultants.co.uk
W: www.robertshighwayconsultants.co.uk
Company Number: 13958498