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Construction Management Plan (CMP)

Site

8 Middle Lane, Crouch End, London N8

Development

Change of Use from Offices (Class E) to Residential Apartments (Class C3)

Local Planning Authority

London Borough of Haringey

Planning Condition

Condition 4

6th August 2026

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1. Purpose of the Construction Management Plan

This Construction Management Plan (CMP) has been prepared in accordance with the requirements of Condition 4 attached to the planning permission for the redevelopment of 8 Middle Lane, Crouch End, London N8, comprising the change of use of the existing office building to provide residential apartments.

The purpose of this document is to demonstrate how the construction works will be planned, managed and undertaken in a safe, organised and considerate manner, whilst minimising disruption to neighbouring occupiers, local businesses, pedestrians, cyclists and highway users.

The Construction Management Plan establishes the principal site management procedures, construction logistics and environmental mitigation measures that will be implemented throughout the construction period. These measures have been developed to safeguard residential amenity, maintain highway and pedestrian safety, and minimise the effects of construction activities on the surrounding area.

The appointed Principal Contractor shall be responsible for implementing this Construction Management Plan throughout the construction period and shall ensure that all contractors, subcontractors and site personnel are made aware of, and comply with, its requirements. The Principal Contractor shall regularly monitor the effectiveness of the measures contained within this Plan and make adjustments where necessary to ensure that construction activities continue to be undertaken safely, efficiently and with the minimum reasonably practicable impact on neighbouring occupiers and the public realm.

2. Site Constraints

The site is located on Middle Lane, Crouch End, within a well-established mixed-use area comprising residential properties, commercial premises and regular pedestrian activity. The existing building fronts directly onto Middle Lane, with secondary access available from the rear via the adjoining mews.

The site is constrained by its urban setting and the limited space available for construction activities. Careful planning and coordination of the works will therefore be required to minimise disruption to neighbouring occupiers, highway users and pedestrians throughout the construction period.

The principal site constraints include:

- Limited on-site storage capacity for construction materials and plant.
- Busy pedestrian movements along Middle Lane throughout the day.
- The close proximity of neighbouring residential and commercial properties requiring careful management of noise, dust and general construction activities.
- Restricted opportunities for contractor parking within the surrounding area.
- Limited space for deliveries, loading and unloading operations.
- The need to maintain safe access to adjoining properties and ensure that pedestrian movement along Middle Lane is not unnecessarily impeded.
- Restricted working space within the site boundary, requiring the careful sequencing of construction activities and efficient use of available space.

In response to these constraints, the construction programme has been developed to minimise the duration and impact of the works through careful programming, advance booking of deliveries, just-in-time material procurement and effective site management.

Where practicable, deliveries will be coordinated and undertaken via the rear mews to reduce disruption to Middle Lane, subject to vehicle size, access availability and prevailing site conditions. Materials will be delivered in manageable quantities to avoid unnecessary storage on site, and construction activities will be sequenced to minimise conflicts between deliveries, contractors and neighbouring occupiers.

Throughout the construction period, the Principal Contractor shall regularly review the construction logistics strategy and make adjustments where necessary to ensure the works continue to be undertaken safely, efficiently and with the minimum reasonably practicable impact on the surrounding area.

3. Programme of Works and Traffic Management (Condition 4(a))

The construction works will be undertaken in a logical sequence to ensure the safe and efficient delivery of the development whilst minimising disruption to neighbouring occupiers and highway users. The anticipated programme of works comprises the following principal stages:

1. Site establishment, temporary welfare facilities and protection works.
2. Site clearance, soft strip-out and removal of redundant materials.
3. Structural alterations and associated construction works.
4. Roof works and improvements to the external building envelope.
5. Installation of mechanical, electrical and plumbing services.
6. Internal construction, fit-out and finishing works.
7. External works, landscaping and final completion.
8. Testing, commissioning, final inspections and site demobilisation.

The construction programme is anticipated to extend over a period of approximately 12 months, although this may be subject to minor adjustment depending upon weather conditions, material availability and other unforeseen circumstances.

Throughout the construction period, works will be planned and managed to minimise disruption to surrounding residents, businesses and highway users. Construction activities will be coordinated to reduce unnecessary vehicle movements and avoid the simultaneous arrival of multiple delivery vehicles.

Traffic management measures shall include:

- All deliveries shall be pre-booked and coordinated by the Site Manager.
- Materials will be delivered on a just-in-time basis wherever practicable to minimise on-site storage requirements.
- Deliveries will, where reasonably practicable, be scheduled outside peak traffic periods to reduce congestion on the surrounding highway network.
- Construction vehicle movements will be coordinated to prevent unnecessary congestion on Middle Lane and the adjoining road network.
- Construction vehicles shall not queue or wait unnecessarily on the public highway prior to accessing the site.
- Where vehicle size and access permit, deliveries will be made via the rear mews to minimise disruption to Middle Lane. The suitability of the access route will be assessed in advance of each delivery.
- The number of deliveries will be kept to the minimum reasonably necessary through careful procurement and material scheduling.
- The Site Manager shall monitor delivery operations throughout the construction period and make adjustments where necessary to ensure traffic continues to be managed safely and efficiently.

Construction activities shall be undertaken in a manner that maintains safe pedestrian movement and minimises disruption to neighbouring properties throughout the duration of the works

4. Vehicle Routing and Reversing Manoeuvres (Condition 4(b))

Construction traffic shall approach the site via the principal highway network before accessing Middle Lane. Drivers shall be instructed to use appropriate classified roads wherever practicable and avoid unnecessary use of surrounding residential streets.

Due to the constrained nature of the site and the urban location, deliveries shall be carefully coordinated by the Principal Contractor. Deliveries will be pre-booked and scheduled to avoid congestion and minimise conflict with pedestrians, cyclists and other road users. Where practicable, deliveries shall be arranged outside peak traffic periods.

Where vehicle size and site access permit, deliveries will be undertaken from the rear of the site via the mews. The suitability of this access route will be assessed in advance of each delivery, taking account of vehicle size, existing traffic conditions, access constraints and any temporary obstructions. Smaller delivery vehicles will be utilised wherever practicable to reduce the impact on the surrounding highway network.

Construction vehicles shall not arrive on site without a pre-arranged delivery slot and shall not wait or queue on the public highway. Should a vehicle arrive before its allocated delivery time, it shall be instructed to wait at an appropriate off-site location until access to the site is available.

Vehicles shall enter and leave the site in a forward gear wherever reasonably practicable. Reversing manoeuvres on the public highway shall be avoided wherever possible. Where reversing cannot reasonably be avoided, the following measures shall be implemented:

- A trained and certificated banksman shall supervise all reversing manoeuvres.
- Pedestrian and vehicle movements shall be managed throughout the manoeuvre to ensure public safety.
- Appropriate warning signals shall be utilised during reversing operations.
- Reversing shall be undertaken slowly and only where it can be completed safely and without undue obstruction to the highway.
- Where necessary, deliveries shall be temporarily paused until the manoeuvre has been completed safely.

All construction vehicles shall comply with current highway legislation and any instructions issued by the Site Manager or appointed banksman at all times.

The Principal Contractor shall regularly review construction vehicle movements throughout the construction period to ensure deliveries continue to be managed safely and efficiently, with disruption to neighbouring occupiers and highway users kept to a minimum.

5. Parking of Vehicles and Parking Bay Suspensions (Condition 4(c))

The development site does not provide dedicated contractor parking or permanent on-site vehicle parking for construction personnel. Consequently, contractor parking will be carefully managed throughout the construction period to minimise disruption to neighbouring residents, businesses and highway users.

The following measures shall be implemented:

- Contractors shall be encouraged to travel to and from the site by public transport, bicycle or other sustainable means wherever reasonably practicable.
- Where private vehicles are required, contractors shall be encouraged to utilise existing public car parks or other authorised parking facilities rather than surrounding residential streets.
- Contractor parking within nearby residential roads shall be discouraged and no informal parking arrangements shall be permitted that would obstruct residents, businesses or highway users.
- The Site Manager shall coordinate vehicle movements to minimise the number of contractor vehicles attending the site at any one time.
- Deliveries shall be pre-booked and managed to avoid unnecessary waiting or parking on the public highway.
- Construction vehicles shall not queue or wait outside the site pending access and shall arrive only at their allocated delivery time.
- Any parking bay suspensions required to facilitate deliveries, scaffolding, skips or other construction activities shall be agreed in advance with the London Borough of Haringey and implemented in accordance with the Council's highways procedures.
- Suspended parking bays shall only be occupied for activities directly associated with the approved development and shall be used for the minimum period reasonably necessary.
- The Site Manager shall monitor the use of any suspended parking bays throughout the construction period to ensure they remain available for authorised construction activities only.

During the initial stages of the construction programme, the rear of the site provides an area capable of accommodating approximately two vehicle parking spaces, prior to the construction of the approved garden, refuse store and cycle store. Subject to the construction programme and site conditions, this area will be utilised for temporary contractor parking, unloading and short-term storage associated with the works. The use of these temporary on-site spaces will reduce the need for contractor vehicles to occupy the public highway and will minimise disruption to both Middle Lane and the rear mews during the early stages of construction.

As the construction works progress, these temporary spaces will be relinquished to facilitate the construction of the approved external works, including the garden, refuse store and cycle store, in accordance with the approved planning permission. Their temporary use for construction purposes will not prejudice the delivery of the approved development.

Every effort shall be made to minimise the impact of construction-related parking on neighbouring occupiers and to ensure that the surrounding highway network continues to operate safely and efficiently throughout the duration of the works.

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6. Storage of Plant and Materials (Condition 4(d))

Due to the constrained nature of the site, construction materials shall be delivered on a just-in-time basis wherever reasonably practicable to minimise on-site storage requirements and reduce unnecessary vehicle movements.

Plant, equipment and construction materials shall be stored securely within the site boundary in designated storage areas and arranged so as not to obstruct access routes, emergency escape routes or construction activities. Materials shall be stacked safely and maintained in an orderly condition at all times to minimise the risk of accidents or damage.

No construction materials, plant or equipment shall be stored on the public highway unless specifically authorised by the London Borough of Haringey and all necessary licences or permits have been obtained.

The Principal Contractor shall ensure that storage areas are regularly inspected and maintained in a clean and organised condition. Surplus materials and construction waste shall be removed from the site at regular intervals to prevent unnecessary accumulation and to maintain a safe working environment.

Any fuels, oils, chemicals or other hazardous substances shall be stored in accordance with current environmental legislation and manufacturers' recommendations. Where required, suitable secondary containment (bundling) shall be provided to prevent accidental spillages or contamination of the surrounding environment.

Where practicable, valuable plant, tools and equipment shall be stored within secure lockable compounds or containers outside normal working hours to minimise the risk of theft or unauthorised access.

7 Construction Compound and Temporary Facilities (Condition 4(e))

Owing to the relatively small scale of the development and the constrained nature of the site, no permanent or large-scale construction compound is proposed.

Temporary site facilities will be provided only for the duration of the construction works and will be appropriate to the scale and nature of the development. Where reasonably practicable, all temporary facilities shall be located within the site boundary to minimise disruption to neighbouring occupiers and the surrounding highway.

The temporary facilities are anticipated to comprise:

- Welfare accommodation for site personnel.
- Portable toilet and hand-washing facilities.
- Temporary storage areas for construction materials.
- Secure storage for small plant, tools and equipment.
- Waste skips and recycling facilities.
- Temporary site office accommodation, if required by the appointed Principal Contractor.

Materials and equipment shall be stored in an organised manner to ensure safe working practices are maintained at all times. Storage areas shall be regularly monitored to prevent unnecessary accumulation of materials and to maintain clear access routes throughout the site.

Construction waste shall be segregated wherever reasonably practicable and removed from the site at regular intervals by appropriately licensed waste contractors. Waste skips shall be exchanged promptly when full to minimise the amount of waste stored on site.

Where sufficient space is unavailable within the site boundary, temporary occupation of the public highway for skips or other essential construction activities shall only be undertaken following the prior approval of the London Borough of Haringey. All necessary licences and permits shall be obtained before any equipment is placed on the highway, and any occupation shall be limited to the minimum period reasonably necessary.

The Principal Contractor shall ensure that all temporary facilities are maintained in a clean, safe and secure condition throughout the construction period and removed from the site promptly upon completion of the works.

All welfare facilities shall comply with the requirements of the Construction (Design and Management) Regulations 2015, together with all other relevant health and safety legislation.

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8. Scaffolding and Pedestrian Management (Condition 4(f))

Scaffolding shall be erected, altered and dismantled by competent contractors in accordance with the Construction (Design and Management) Regulations 2015, the Work at Height Regulations 2005, and all relevant British Standards and industry guidance.

Where scaffolding occupies, projects over or otherwise affects the public highway or footway, all necessary licences shall be obtained from the London Borough of Haringey prior to installation. Appropriate measures shall be implemented to ensure the continued safety of pedestrians, neighbouring occupiers and highway users throughout the duration of the works.

Where appropriate, protective measures shall include:

- Pedestrian gantries.
- Debris netting.
- Hoarding.
- Warning signage.
- Temporary pedestrian routes.
- Protective fans or sheeting where required to safeguard the public from falling materials.

All scaffolding shall be inspected by a competent person:

- before first use;
- at intervals not exceeding seven days;
- following any event likely to have affected its structural integrity, including severe weather, substantial alteration or impact; and
- after any significant modification.

Records of all scaffold inspections shall be maintained on site and made available for inspection if required.

The Principal Contractor shall ensure that scaffolding is maintained in a safe condition throughout the construction period and that any defects identified during inspections are rectified without delay. Safe, clearly defined and unobstructed pedestrian access along Middle Lane shall be maintained throughout the construction period wherever reasonably practicable. Where temporary diversions are necessary, these shall be clearly signed, adequately protected and agreed with the Local Highway Authority where required.

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9. Ingress and Egress for Other Users of Middle Lane (Condition 4(g))

Throughout the construction period, the Principal Contractor shall ensure that the movement of pedestrians, neighbouring occupiers, businesses and vehicles is managed in a safe and controlled manner. Construction activities shall be planned and coordinated to minimise disruption to the normal operation of Middle Lane and the surrounding highway network.

The following measures shall be implemented throughout the duration of the works:

- Safe and unobstructed pedestrian access along Middle Lane shall be maintained at all times wherever reasonably practicable.
- Access to adjoining residential and commercial premises shall be maintained throughout the construction period, and any temporary restrictions shall be kept to the minimum duration reasonably necessary.
- Emergency service access shall remain available at all times and shall not be obstructed by construction vehicles, plant, materials or temporary works.
- Construction vehicles shall only occupy the highway for the minimum time reasonably necessary to facilitate loading and unloading operations.
- Deliveries and collections shall be pre-booked and coordinated by the Site Manager to minimise disruption to neighbouring occupiers and highway users.
- Temporary obstructions associated with deliveries, scaffolding or other construction activities shall be removed promptly upon completion of the relevant operation.
- Appropriate warning signage and, where necessary, temporary barriers shall be provided to safely manage pedestrian and vehicular movements during construction activities.
- The Site Manager shall monitor access arrangements throughout the construction period and, where necessary, amend construction operations to maintain safe and efficient access for all users of Middle Lane.

Particular care shall be taken during periods of loading, unloading and material deliveries to ensure that pedestrian routes remain clearly identifiable and that disruption to neighbouring residents, businesses and visitors is kept to the minimum reasonably practicable.

10. Noise, Dust, Vibration and Traffic Mitigation (Condition 4(h))

Construction activities shall be planned and undertaken in accordance with recognised good practice to minimise adverse impacts upon neighbouring residential and commercial occupiers, pedestrians and highway users throughout the construction period.

The Principal Contractor shall be responsible for implementing appropriate environmental controls and monitoring site operations to ensure that construction activities are undertaken in a considerate manner.

The following mitigation measures shall be adopted throughout the works:

- Construction works shall only be undertaken during the approved working hours unless otherwise agreed in writing by the Local Planning Authority.
- Noisy operations shall be programmed to minimise disturbance to neighbouring occupiers wherever reasonably practicable.
- Plant, machinery and equipment shall be appropriately maintained and fitted with silencers or acoustic enclosures where necessary.
- Plant and construction equipment shall not be left running unnecessarily, and vehicle engines shall be switched off when not in active use.
- Dust generation shall be minimised through damping down, water suppression, careful handling of materials and good site housekeeping.
- Materials likely to generate dust shall, where appropriate, be stored in covered containers or suitably protected.
- Site access points and surrounding footways shall be kept clean, with any mud or debris arising from the works removed promptly to prevent nuisance or hazards to highway users.
- Construction waste shall be segregated where practicable and removed regularly from the site by appropriately licensed waste contractors.
- Waste skips shall be covered where appropriate to prevent dust, litter and debris escaping from the site.
- The burning of waste materials on site shall not be permitted at any time.
- Construction methods shall be selected to minimise vibration, particularly during structural alteration works, and activities likely to generate significant vibration shall be limited to the shortest practicable duration.
- Deliveries and construction traffic shall be carefully coordinated to minimise congestion and avoid unnecessary disturbance to neighbouring residents and businesses.
- The site shall be maintained in a clean, safe and orderly condition throughout the construction period.

Where appropriate, neighbouring occupiers shall be given reasonable notice of any construction activities that may result in temporary increases in noise or disruption. The Principal Contractor shall respond promptly to any reasonable concerns or complaints received during the course of the works and, where necessary, review working methods to minimise any identified impacts.

The Principal Contractor shall adopt a considerate approach throughout the construction period and shall take all reasonably practicable measures to safeguard residential amenity whilst ensuring the safe and efficient delivery of the approved development.

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11. Site Management

A suitably qualified Principal Contractor shall be appointed prior to the commencement of construction works and shall assume overall responsibility for the management of the site throughout the construction period in accordance with the Construction (Design and Management) Regulations 2015.

The Principal Contractor shall be responsible for:

- implementing the measures contained within this Construction Management Plan;
- ensuring that all contractors, subcontractors and site personnel are made aware of, and comply with, the requirements of this Plan;
- coordinating all construction activities to ensure the works are undertaken safely and efficiently;
- maintaining effective communication with neighbouring occupiers where necessary;
- monitoring compliance with health, safety and environmental requirements throughout the construction period; and
- reviewing and updating site management procedures where necessary to respond to changing site conditions.

A competent Site Manager shall be present during construction activities and shall be responsible for the day-to-day management of the works, including the coordination of deliveries, contractor access, environmental controls and liaison with neighbouring occupiers where appropriate.

Emergency contact details for the Site Manager and Principal Contractor shall be prominently displayed on site throughout the construction period to enable neighbouring occupiers and the Local Planning Authority to report any urgent site-related matters.

The Principal Contractor shall ensure that the site is maintained in a safe, secure and orderly condition at all times, with appropriate measures implemented to safeguard the public, neighbouring properties and all persons working on or visiting the site.

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12. Conclusion

This Construction Management Plan has been prepared to satisfy the requirements of Condition 4 of the planning permission for the approved development at 8 Middle Lane, Crouch End.

The Plan demonstrates how the construction works will be managed in a safe, organised and responsible manner to minimise disruption to neighbouring residents, businesses, pedestrians and highway users whilst maintaining appropriate standards of health, safety and environmental protection throughout the construction period.

The measures set out within this Construction Management Plan shall be implemented by the appointed Principal Contractor throughout the duration of the works. All contractors and subcontractors working on the development shall be made aware of the requirements of this Plan and shall comply with its provisions at all times.

The Construction Management Plan shall remain a live management document and may be reviewed and updated during the construction period where necessary to respond to changing site conditions or construction sequencing. Any material amendments required to satisfy the approved planning condition shall be agreed with the Local Planning Authority where appropriate.

It is therefore considered that the proposed construction methodology and management measures will ensure that the approved development can be delivered in a controlled, safe and considerate manner, with the minimum reasonably practicable impact on neighbouring occupiers, the surrounding highway network and the wider public realm.