

CONSTRUCTION MANAGEMENT PLAN

Submission to discharge Condition 11

1 Ferrestone Road, Hornsey, London N8 7BX

Planning permission HGY/2024/1601 | Discharge application HGY/2026/2194

Demolition of an existing single-storey domestic garage and erection of a two-storey, one-bedroom dwellinghouse with study room

Revised to include Appendix E swept-path analysis following Transportation Officer review

Applicant / developer	Mr David Appleton
Architect / agent	Appleton Weiner
Principal contractor	Richmond Traders Ltd
Site manager / contact	Judmir Kuqi, mobile 07448 992 848
Anticipated construction period	14 September 2026 to 8 March 2027 (approximately 25 weeks)
Document date / revision	14 September 2026 / Rev 02

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1. Purpose and status

1.1 This Construction Management Plan (CMP) accompanies discharge application HGY/2026/2194 to discharge Condition 11 of planning permission HGY/2024/1601, issued by the London Borough of Haringey on 30 May 2025. The permission relates to 1 Ferrestone Road, Hornsey, London N8 7BX. This Rev 01 incorporates the Transport comments dated 14 August 2026.

1.2 The CMP sets out the arrangements that will control demolition and construction so that vehicle movements, loading, storage, site security, mud and debris, noise, dust and the general operation of the site do not adversely affect highway safety, traffic flow, pedestrians, neighbouring occupiers or the local environment.

1.3 The controls in this document apply to the applicant, the principal contractor, all subcontractors, suppliers and delivery drivers. They will be incorporated into tender and contract documents. The appointed principal contractor will be responsible for implementation throughout the works.

1.4 No development, including demolition, will commence until the Local Planning Authority has approved this CMP in writing. Once approved, the CMP will remain available on site and will be implemented for the full demolition and construction period.

Condition 11

Condition requirement

No development shall take place, including any works of demolition, until a construction management plan, to include details of: (a) a programme of works, including measures for traffic management; (b) vehicle routing; (c) loading and unloading of plant and materials; (d) storage of plant and materials; (e) provision of boundary hoarding behind any visibility zones; and (f) wheel washing facilities, 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.

2. Site and approved development

2.1 The site is a small, constrained former domestic garage plot on Ferrestone Road, immediately adjoining No. 1 Ferrestone Road and close to the junction with Church Lane (A103). The surrounding area is predominantly residential. The site has a direct frontage to Ferrestone Road and no space for construction vehicles to park or turn within the site.

2.2 The approved development comprises demolition of the existing single-storey garage and construction of a compact two-storey, one-bedroom dwelling with study. The approved plans show an approximately 58 sq m gross internal area, a narrow footprint, an entrance from Ferrestone Road, external amenity areas, a green roof, solar panels and an air-source heat-pump enclosure.

2.3 Because of the limited site area, deliveries must be carefully sequenced and materials brought to site on a just-in-time basis. One vehicle only will attend the loading point at any time. Large articulated vehicles are prohibited.

2.4 The approved Tree Report and Condition 10 require protective fencing to be installed and maintained throughout construction. These tree protection measures will be established before demolition and will take precedence over storage or access arrangements.

Local sensitivities

- Residential properties directly adjoining and overlooking the site.
- The junction with Church Lane (A103), where visibility and traffic flow must be protected.
- Pedestrian movement along Ferrestone Road and Church Lane.
- A primary school in the immediate Church Lane area, requiring deliveries to avoid school arrival and collection periods.
- On-street parking and controlled parking restrictions.
- Retained neighbouring structures, boundary walls and trees.

3. Condition 11 compliance schedule

Condition 11 requirement	CMP response	Principal commitment
Programme of works and traffic management	Sections 5 and 6	14 September 2026 to 8 March 2027; phased 25-week programme; traffic peaks and school times avoided; booked delivery system.
Vehicle routing	Section 6 and Appendix A	Inbound via A103 Church Lane; forward-gear egress; maximum 7.5 t rigid; route issued to every driver; swept-path tracking required.
Loading and unloading	Section 7	One vehicle at a time; banksman; up to two-bay / approx. 12 m suspension when required; short-duration kerbside unloading; footway kept open.
Storage of plant and materials	Section 8 and Appendix B	All storage within the hoarded site; just-in-time deliveries; no highway storage.
Boundary hoarding / visibility	Section 9 and Appendix B	2.4 m solid hoarding; inward-opening gates; visibility protected; existing footway retained with minimum 1.5 m clear width where available.
Wheel washing	Section 10 and Appendix B	Wheel cleaning / contained wash-down; immediate sweeping; all loose / dusty loads fully covered and secured.

4. Management responsibilities

4.1 Applicant / developer

- Ensure that Condition 11 is discharged before any demolition or development begins.
- Appoint a competent principal contractor and provide this CMP as a contract requirement.
- Ensure that adequate resources are available to implement the traffic, environmental and neighbour-protection measures.

4.2 Principal contractor

- Nominate a site manager with day-to-day responsibility for the CMP.
- Prepare task-specific risk assessments and method statements under the Construction (Design and Management) Regulations 2015.
- Brief all workers, subcontractors and suppliers at induction and retain briefing records.
- Operate the delivery booking system and reject non-compliant vehicles.
- Maintain the hoarding, wheel-cleaning measures, highway cleanliness and complaint log.
- Coordinate with Haringey Highways regarding any required parking suspension, temporary traffic order, scaffold, hoarding, skip or highway licence.

4.3 Site manager

- Be present or contactable during working hours.
- Act as the single point of contact for neighbours and the Council.
- Check the highway and footway at the start and end of every working day and after each soil or demolition movement.
- Stop work or deliveries if unsafe conditions, congestion, excessive dust, mud, noise or obstruction occurs.

- Record inspections, incidents, complaints and corrective action.

4.4 Contact information to be completed before commencement

Principal contractor	Richmond Traders Ltd
Site manager	Judmir Kuqi
Daytime telephone	0208 2874 4494
24-hour emergency telephone	07448 992 848
Confirmed start date	14 September 2026
Indicative completion date	8 March 2027

5. Programme of works

5.1 The indicative construction programme commences on 14 September 2026 and ends on 8 March 2027, an overall period of approximately 25 weeks. The sequence below is proportionate to the approved small dwelling and establishes the anticipated intensity of operations. The final contractor programme may refine individual phase dates and overlaps, but must not weaken the controls in this CMP, extend the overall period materially without review, or extend working hours beyond those stated.

Phase	Work activity	Indicative duration	Traffic / management measures
1	Pre-start mobilisation	1 week	Dilapidation photographs; tree protection; service checks; hoarding; welfare; delivery booking system.
2	Garage demolition and clearance	1 week	Small plant; covered skips; damp-down; one removal vehicle at a time; road swept after each load.
3	Excavation, foundations, drainage and ground floor	3 weeks	Highest spoil movements; pre-booked tipper / skip visits; wheel cleaning; no stockpiling on highway.
4	Structural frame / masonry and upper floor	6 weeks	Just-in-time bricks, blocks, steel and timber; small rigid vehicles; short unloading periods.
5	Roof, windows and external envelope	4 weeks	Scaffold delivery by small rigid vehicle; scaffold entirely within licensed / approved limits.
6	First fix services and internal construction	4 weeks	Predominantly vans; low delivery frequency; materials stored internally.
7	Second fix, finishes and commissioning	4 weeks	Predominantly vans; packaged deliveries; no external storage.
8	External works, demobilisation and completion	2 weeks	Remove temporary works; clean highway; repair any damage; final waste removal.

5.2 Working hours

Construction work audible at the site boundary will be restricted to the hours stated in the planning permission informative:

- 08:00-18:00 Monday to Friday.
- 08:00-13:00 Saturday.
- No work on Sundays or Bank Holidays.

Deliveries will normally be restricted to 09:30-15:00 on weekdays and 09:00-12:00 on Saturdays, with no deliveries during weekday commuter peaks or school arrival / collection periods. Drivers arriving early must not enter or wait on Ferrestone Road, Church Lane or adjoining residential streets: they must remain off the local residential network and telephone the site manager, who will call them forward only when the booked loading position is available. A vehicle arriving late will be admitted only if its unloading can be completed safely within the approved delivery and working hours; otherwise it will be turned away and re-booked. A delivery outside these windows will occur only where genuinely necessary and after prior written approval from the site manager together with any required highway authority consent; neighbours will be notified in advance where practicable.

6. Construction traffic and vehicle routing

6.1 Route

1. Construction vehicles will use the strategic / distributor road network and approach the site via the A103 Church Lane.
2. Vehicles will turn from Church Lane into Ferrestone Road and proceed directly to the pre-booked loading point outside the site.
3. Following unloading, vehicles will leave the loading point in forward gear and continue along Ferrestone Road. Routine construction traffic will not reverse into or across the Church Lane junction. The onward egress route to the strategic / distributor network will be issued to drivers and must accord with the approved swept-path arrangement.
4. Vehicles must not wait, queue, load or unload on Church Lane. Drivers must not use residential side streets as holding areas.
5. The site manager will issue Appendix A and written driver instructions before dispatch. Live restrictions, temporary roadworks and parking controls will be checked on the day.

If the appointed contractor identifies that a particular vehicle cannot safely undertake the route or manoeuvre without obstruction or reversing at the Church Lane junction, that vehicle will not be admitted. The load must be split and delivered by a smaller vehicle.

6.2 Vehicle limits and anticipated movements

Vehicle type	Typical use	Anticipated frequency	Control
Cars / small vans	Workforce, tools, small materials	0-4 per day	No site parking; use lawful local parking or public transport.
3.5 t panel van / tipper	General materials and waste	1-3 per week	Preferred delivery vehicle; pre-booked.
Up to 7.5 t rigid lorry	Bricks, blocks, timber, scaffold, skips	Normally 1-2 per week at peak	Maximum routine vehicle; no articulated HGVs.
Small concrete mixer / pump	Concrete pours	Approximately 2-4 visits total	Timed slot; washout contained; banksman present.
Skip / grab lorry	Demolition and excavation waste	As required, normally no more than one visit per week	Covered loads; highway kept clear; permit if any skip is placed on highway.

6.2.1 Variation by construction phase

- Phase 1 - mobilisation: predominantly cars / small vans (normally 0-4 per day) plus one or two small rigid deliveries for hoarding, welfare and setup.
- Phase 2 - demolition: short peak in waste traffic; on active clearance days up to 1-2 tipper / skip or 7.5 t rigid visits may occur, always one vehicle at a time.
- Phase 3 - excavation / foundations: the highest construction-vehicle intensity. On spoil-removal or concrete days, up to 2-4 booked construction-vehicle visits may occur during the permitted delivery window, with no queuing.
- Phase 4 - structure / masonry: generally 1-3 material deliveries per week by 3.5 t or 7.5 t rigid vehicle, plus workforce vans.
- Phase 5 - roof / windows / envelope: generally 1-2 rigid deliveries per week, including scaffold / envelope materials, plus vans.
- Phases 6-7 - first fix, second fix and finishes: predominantly vans, normally 0-4 per day, with occasional packaged-material deliveries and materially fewer rigid-lorry visits.
- Phase 8 - external works / demobilisation: short-duration waste and collection movements, normally no more than 1-2 construction-vehicle visits on an active day.

6.3 Traffic management measures

- All deliveries must be booked at least 24 hours in advance and allocated a defined arrival slot. Unbooked vehicles will be turned away. Suppliers will be told expressly that there is no local waiting area and that early vehicles must telephone from outside the local residential network before being called forward.
- Only one construction vehicle may attend the loading point at any time.

- A trained banksman wearing high-visibility clothing will supervise every reversing or loading movement.
- No vehicle will mount the footway, block a dropped kerb, obstruct access to neighbouring premises or prevent emergency access.
- Engines will be switched off during unloading; no idling or horn use except in an emergency.
- The site manager will suspend deliveries if congestion, school activity, refuse collection, emergency operations or another obstruction makes attendance unsafe.
- Where a parking suspension is needed, it will be obtained from Haringey in advance and signed in accordance with the licence. The maximum routine requirement is up to two adjacent on-street parking bays / spaces immediately outside the site frontage on Ferrestone Road, approximately 12 m of kerbside in total. No suspension will extend into the Church Lane junction or a visibility area. Suspensions will be used only for booked larger deliveries and removals, not as contractor parking.
- Anticipated suspension frequency is highest during demolition and groundworks (normally up to two booked days per week during Phases 2-3), reducing to approximately one booked day per week for larger material deliveries during Phases 4-5, and normally none during Phases 6-8 other than isolated special deliveries. Each suspension will be requested only for the shortest practicable Council permit period covering the booked operation; the active loading occupation itself will normally be limited to approximately 20-45 minutes per vehicle.
- If the required loading envelope or forward-gear swept path is obstructed by parked vehicles, the delivery will not proceed. The site manager will use an approved parking suspension, re-book the delivery, split the load or require a smaller vehicle.
- The contractor will carry out pre-commencement highway dilapidation photographs in line with the decision notice informative and retain a dated record.

6.4 Vehicle manoeuvring and swept-path tracking

The routine design vehicle is the maximum 7.5 t rigid lorry identified in Section 6.2. Construction vehicles must access and leave the kerbside loading area in forward gear; routine reversing at the Church Lane / Ferrestone Road junction is prohibited.

A separate scaled swept-path tracking drawing is required to accompany this CMP. It must demonstrate the inbound and outbound movement of the 7.5 t rigid vehicle to and from the loading position, account for representative on-street residential parking and any required parking suspension, and demonstrate safe forward-gear egress. The drawing is identified as Appendix E.

If tracking demonstrates that the 7.5 t rigid vehicle cannot safely complete the manoeuvre under the actual parking conditions, that vehicle will not be admitted. The load will be split and delivered by a smaller vehicle or the necessary parking suspension / alternative traffic-management arrangement will be agreed with Haringey Highways before the delivery.

7. Loading and unloading of plant and materials

7.1 The site has no internal vehicle turning area. Loading and unloading will therefore be undertaken from the kerbside directly in front of the site, for the minimum practicable period, under active banksman control.

1. The delivery is booked and the vehicle type, load, arrival time and contact number recorded.
2. The site manager confirms that the frontage and internal receiving area are clear before allowing the vehicle to approach.
3. The banksman controls pedestrians and guides the vehicle into the loading position without blocking the Church Lane junction.
4. A safe pedestrian route along the public footway is maintained. Where a short controlled interruption is unavoidable for a lift, pedestrians are stopped only by trained personnel and released immediately after the lift.
5. Materials are transferred directly into the site. Nothing is placed on the carriageway or footway.
6. The vehicle departs as soon as unloading is complete. The banksman checks the road and footway for debris and arranges immediate cleaning if required.

7.2 Parking suspensions and highway inspections

The loading position is the kerbside directly outside the site frontage on Ferrestone Road. Standard car / van activity will not require a parking suspension. For tippers, skips, scaffold deliveries, concrete and other rigid vehicles, up to two adjacent parking bays / spaces may be suspended, giving approximately 12 m of clear kerbside. The suspension

will be limited to the frontage side of Ferrestone Road and will not extend into the Church Lane junction or visibility area.

During demolition and groundworks, a suspension may be required on up to two days per week; during the structural and envelope phases, normally up to one day per week; during fit-out it will normally not be required. The contractor will seek the shortest practicable suspension period available from Haringey, targeted to the booked operations; a vehicle will occupy the loading point only for the minimum unloading / loading time, normally about 20-45 minutes.

The site manager / banksman will inspect the footway and carriageway at the start and end of every working day, immediately after every loading or unloading event, after each spoil / demolition / concrete movement, and at least every two hours while demolition or excavation activities are generating dust or debris. Any mud, dust, spill or debris will be removed immediately; vehicle movements will stop until the highway is clean and safe.

7.3 Special deliveries and lifting

- No mobile crane, telehandler or large lifting appliance will be used from the highway without a separate lifting plan, highway licence and traffic-management approval where required.
- Scaffold components will be delivered in manageable loads and transferred immediately within the site.
- Concrete will be supplied by the smallest practical mixer. Concrete washout will not take place on the highway and will be contained within a designated impermeable receptacle.
- Materials projecting beyond vehicle bodies are prohibited unless legally secured and separately managed.

8. Storage of plant and materials

8.1 All plant, materials, skips, waste containers, fuel and tools will be stored within the secure hoarded site. No material will be stored on the public footway or carriageway.

- Deliveries will follow a just-in-time system appropriate to the small site.
- Storage zones will be identified during site setup and kept clear of the entrance, tree protection, escape route and neighbouring boundaries.
- Materials will be stacked on firm level bases, below safe heights and secured against collapse or wind movement.
- Cement, plaster and other fine materials will be stored dry and covered.
- Liquids, fuels and chemicals will be kept in locked, bunded storage with spill kits available. Refuelling will be supervised.
- Gas cylinders will be secured upright in a ventilated cage away from ignition sources.
- Small plant will be immobilised and locked when not in use. Plant keys will be controlled by the site manager.
- Waste will be segregated where practical and removed frequently in covered containers.

9. Boundary hoarding, security and visibility

9.1 Before demolition begins, the Ferrestone Road frontage will be secured with robust solid hoarding, approximately 2.4 m high, with lockable inward-opening gates. The hoarding will be wholly within the site boundary unless a separate highway licence is obtained.

- Hoarding and gates will be positioned behind all highway visibility zones and will not obstruct sightlines at the Church Lane junction.
- No gate, door or panel will open outward across the footway.
- The full existing pedestrian footway width along and around the site frontage will be kept clear of hoarding, gates, materials, hoses, plant and debris. Where the existing footway is at least 1.5 m wide, a minimum unobstructed clear width of 1.5 m will be maintained at all times; if an existing pinch point is narrower, the works will not reduce that existing clear width. Wheelchair users, mobility-impaired people and persons with buggies must be able to pass the site unimpeded.
- The hoarding will be maintained plumb, stable, free from sharp projections and in good decorative condition.
- The site name, planning reference, contractor, site manager and emergency telephone number will be displayed clearly.
- Suitable warning signs will be provided, including "Construction Site - Keep Out", mandatory PPE and delivery contact instructions.
- Any lighting will be directed downward and away from neighbours and highway users.

- The site will be locked outside working hours. Access will be restricted to authorised persons.
- Fire extinguishers, first-aid equipment and emergency information will be maintained within the site.

9.2 Temporary fencing required by the approved Tree Report will be installed before demolition and retained in accordance with Condition 10. It will not be moved to accommodate storage or deliveries without the written agreement required by that condition.

10. Wheel washing and highway cleanliness

10.1 The compact site does not justify a large mechanical wheel-wash plant. A proportionate wheel-cleaning station will be established immediately inside the gate and will comprise a heavy-duty cleaning mat / hardstanding, stiff brushes, scrapers, a low-pressure hose or pressure washer, and a contained collection system for dirty water and sediment.

1. Before leaving, every vehicle that has entered the work area will stop at the cleaning point.
2. Wheels, tyres, wheel arches and lower bodywork will be inspected and cleaned as necessary.
3. Dirty water and sediment will be contained within the site, allowed to settle and disposed of lawfully. It will not discharge to the highway, a surface-water gully or neighbouring land.
4. The banksman will inspect the footway and carriageway after each excavation, demolition or concrete movement.
5. A stiff broom and suitable road-sweeping equipment will be kept on site. Any mud, dust or debris will be removed immediately.
6. All vehicle loads capable of releasing dust, spoil, waste or loose material - including soil, demolition material, fine aggregate and skips - will be fully covered or sheeted and positively secured before the vehicle enters or leaves the site. Tailgates, doors and covers will be checked by the banksman so that no material can discharge onto the footway or highway.

Escalation measure

If dry brushing and the contained wash-down point do not keep the highway clean, the contractor will deploy a mechanical road sweeper or specialist cleaning contractor before further soil or demolition vehicle movements continue.

11. Environmental and amenity controls

11.1 Noise and vibration

- Use modern, well-maintained plant and the quietest practical construction method.
- Locate stationary plant away from neighbouring windows and use acoustic screening where necessary.
- Switch off plant when not in use; prohibit unnecessary idling, shouting and radios.
- Notify adjoining occupiers before particularly noisy or vibration-generating operations.
- Use hand tools or smaller plant close to retained structures where reasonably practicable.
- Comply with the stated construction hours and the Control of Pollution Act 1974.

11.2 Dust and air quality

- Damp down demolition, cutting and excavation as necessary.
- Use local extraction or water-suppressed cutting tools and avoid uncontrolled dry sweeping.
- Cover skips and stockpiles; minimise drop heights; remove waste frequently.
- Stop dusty work during unsuitable high winds if emissions cannot be controlled.
- Keep the site frontage, hoarding and adjacent highway clean.
- Comply with Condition 12 for Non-Road Mobile Machinery (NRMM), including applicable emission standards and the London NRMM online register.

11.3 Waste and materials

- Apply the waste hierarchy: prevent, reuse, recycle, recover, dispose.
- Use registered waste carriers and retain waste transfer notes.
- Do not burn waste on site.

- Use covered waste containers and avoid overfilling.
- Separate hazardous waste and dispose of it through licensed facilities.

11.4 Water, drainage and spills

- Prevent silt, cement slurry, fuel or chemicals from entering highway gullies or drains.
- Keep spill kits available and train operatives in their use.
- Inspect fuel and chemical storage regularly.
- Report and contain any spill immediately and notify the relevant authority where required.

11.5 Green and reverse logistics

- Deliveries will be consolidated wherever practical so that suppliers combine loads and avoid multiple part-load journeys. Just-in-time ordering will be used to reduce vehicle trips and on-site storage. Local / regional suppliers and lower-emission delivery vehicles will be preferred where reasonably practicable.
- The workforce will be encouraged to use public transport, walking, cycling or shared travel; there is no contractor parking within the site. Vehicle engines must be switched off while stationary and unnecessary idling is prohibited.
- Reverse logistics will be used wherever practicable: delivery vehicles will backhaul reusable pallets, stillages, packaging, supplier take-back items and segregated waste on their return journey rather than returning empty. Suppliers will be asked to use reusable / returnable packaging and pallet take-back arrangements.
- Waste collections will be coordinated with incoming deliveries where lawful and operationally practicable, while maintaining waste-transfer documentation and avoiding cross-contamination. Delivery records will be reviewed by the site manager to identify opportunities to reduce empty running and repeat trips.

12. Public safety, liaison and complaints

12.1 Pedestrians, cyclists and neighbours

- Maintain a clear, unobstructed and adequately lit pedestrian route along the site frontage.
- Protect neighbours' access and refuse collection arrangements.
- Do not obstruct cycle movements or create hidden hazards with open gates, materials or hoses.
- Coordinate disruptive operations and large deliveries with immediate neighbours where practical.
- Provide at least 48 hours' notice of unusual operations likely to cause short-term noise or access effects.

12.2 Complaints procedure

1. The site manager records the complainant, date, time, issue and contact details where supplied.
2. The site manager investigates promptly and, where possible, takes immediate corrective action.
3. The complainant is informed of the action taken within one working day for routine matters.
4. The complaint and response are entered in the site log and reviewed for recurring causes.
5. Serious or unresolved matters are escalated to the applicant / developer and, where necessary, the Council.

13. Monitoring, records and review

13.1 The site manager will maintain a CMP file, electronically or in hard copy, containing:

- The approved CMP and any written approval from the Local Planning Authority.
- Site induction and supplier briefing records.
- Delivery schedule and vehicle log.
- Daily highway / footway inspection records.
- Hoarding, tree protection and wheel-cleaning inspection records.
- NRMM details and registration records where applicable.
- Waste transfer notes and licences.
- Complaints, incidents and corrective actions.
- Highway dilapidation photographs before and after the works.

13.2 The CMP will be reviewed at mobilisation, after demolition, before the main structural phase, and whenever a complaint, incident or material change in method occurs. Any change that could alter the approved traffic, loading,

hoarding or wheel-washing arrangements will be submitted to the Local Planning Authority for written approval before implementation.

14. Conclusion and undertaking

14.1 The approved development is small, but the constrained location requires disciplined logistics. The measures in this CMP provide a practical system for phased construction, controlled vehicle routing, pre-booked loading, internal storage, secure hoarding, wheel cleaning and protection of the highway and neighbours.

14.2 The applicant and appointed principal contractor will implement this plan throughout demolition and construction. No development will commence until Condition 11 has been discharged in writing.

Applicant undertaking

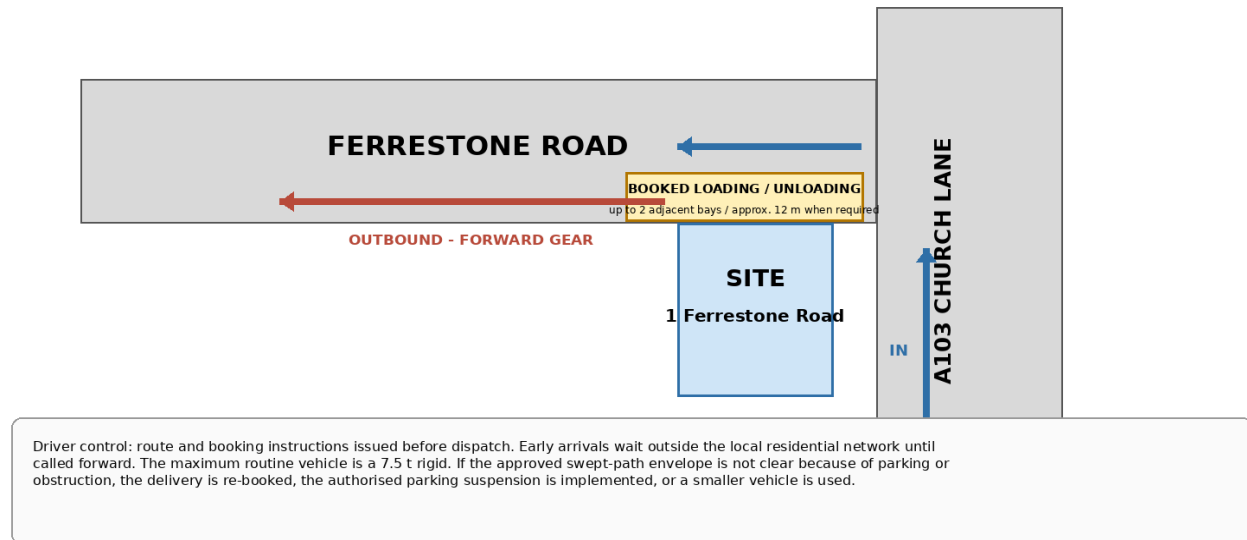
The applicant confirms that this CMP will be incorporated into the construction contract and that the appointed principal contractor will be required to sign Appendix C before commencement.

Appendix A - Vehicle route plan

The diagram below is a management schematic, not a highway survey or swept-path drawing. Drivers must follow the approved route instruction, live signs and lawful restrictions and must contact the site manager before arrival. The routine arrangement requires forward-gear egress; the separate scaled tracking identified at Appendix E must be followed.

VEHICLE ROUTE - INDICATIVE / NOT TO SCALE

Inbound: strategic / distributor road network -> A103 Church Lane -> Ferrestone Road -> booked loading point.
 Outbound: leave the loading point in forward gear and continue along Ferrestone Road. No reversing at the A103 / Ferrestone Road junction.
 No waiting or loading on Church Lane. No articulated vehicles. One construction vehicle at the loading point at any time.

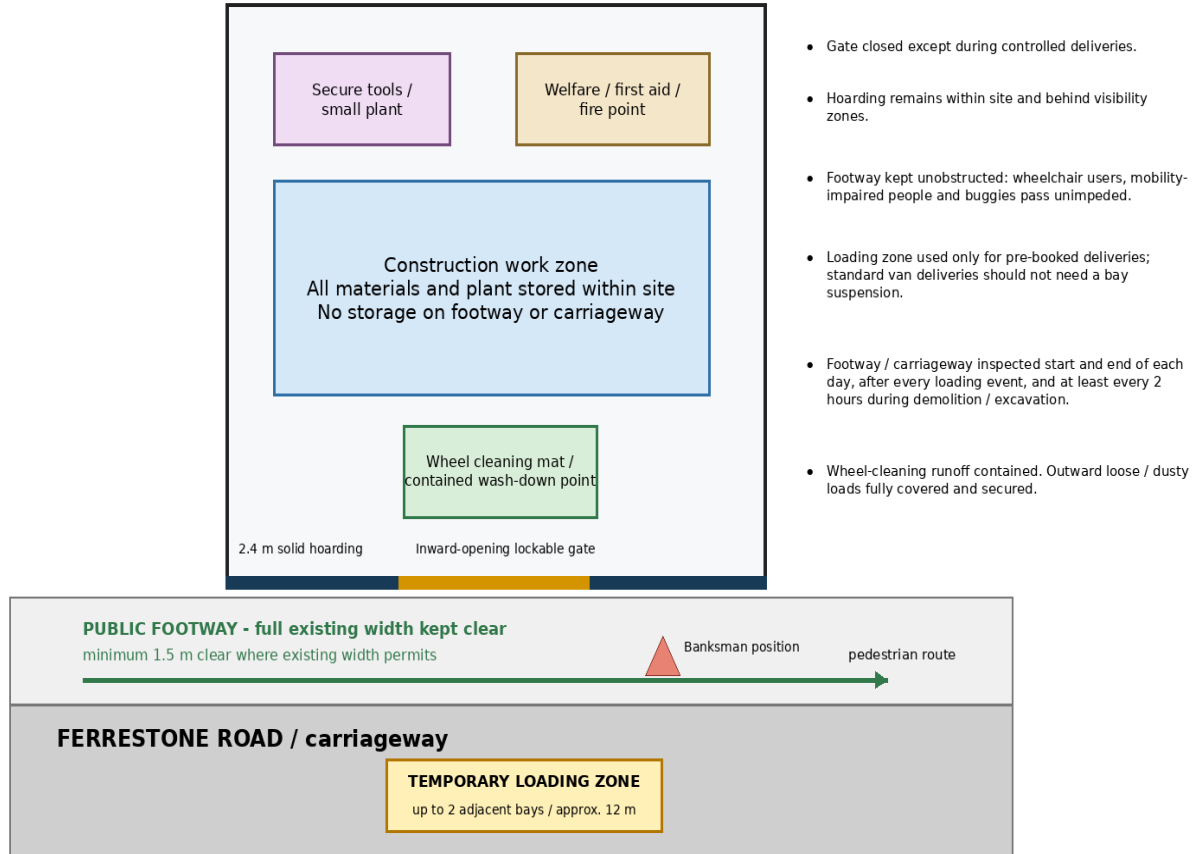


Key controls: inbound access via A103 Church Lane; no waiting or unloading on Church Lane; one vehicle at the Ferrestone Road loading point; maximum routine vehicle 7.5 t rigid; no articulated vehicles; forward-gear egress; parking suspension where necessary; banksman control for all delivery movements.

Appendix B - Site logistics plan

The diagram is indicative and will be translated into the contractor's physical site setup. It does not override the approved architectural drawings, the Tree Report, the swept-path tracking or any highway licence. The full existing footway width is to be retained, subject to the minimum clear-width commitment in Section 9.

SITE LOGISTICS PLAN - INDICATIVE / NOT TO SCALE



Appendix C - Contractor undertaking

To be completed and retained on site before demolition or construction begins.

Planning reference	HGY/2024/1601
Site	1 Ferrestone Road, Hornsey, London N8 7BX
Principal contractor	Richmond Traders Ltd
Site manager	Judmir Kuqi
Daytime / emergency telephone	0208 2874 4494/07448 992 848
Confirmed commencement date	14 September 2026
Signature	
Date	31 July 2026

Declaration: I confirm that I have read and understood the approved Construction Management Plan and will ensure that it is briefed to all relevant staff, subcontractors and suppliers and implemented throughout the works.

Appendix D - Approved documents and references

D1. Planning permission

- London Borough of Haringey decision notice HGY/2024/1601, dated 30 May 2025.
- London Borough of Haringey Transport comments on discharge application HGY/2026/2194, dated 14 August 2026; incorporated in Rev 01 of this CMP.
- Condition 10: Tree Report S1420-J1 and protective fencing.
- Condition 11: Construction Management Plan.
- Condition 12: Non-Road Mobile Machinery emission standards and registration.
- Informative: construction hours under the Control of Pollution Act 1974.
- Informative: pre-commencement highway dilapidation survey and photographs.

D2. Approved drawings relevant to this CMP

Drawing	Title
FER 310 Rev V	Proposed floor plans
FER 311 Rev I	Proposed front elevation
FER 312 Rev I	Proposed rear elevation
FER 313 Rev M	Proposed side elevation
FER 314 Rev R	Proposed sections AA and BB
FER 316 Rev A	Existing and proposed part-section / side elevation
FER 317	Proposed section DD

D3. Guidance used

- Transport for London guidance on Construction Logistics Plans and safe, efficient freight movements.
- Greater London Authority guidance on the control of dust and emissions during construction and demolition, including NRMM requirements.
- Haringey planning and highway requirements for minimising disruption to traffic and pedestrians.
- Control of Pollution Act 1974 and relevant good-practice construction standards.

Appendix E - Swept-path tracking

This appendix contains the swept-path analysis requested by the Transportation Officer for the Construction Management Plan. The analysis demonstrates the inbound movement of the maximum routine 7.5 t rigid vehicle from A103 Church Lane into Ferrestone Road, its approach to the booked kerbside loading position, and its forward-gear departure west along Ferrestone Road.

The drawing shows the vehicle body swept envelope and wheel tracks, the kerb line and footway, the site frontage, representative on-street parking and the approximately 12 m parking suspension used for larger deliveries. Routine reversing at the Church Lane / Ferrestone Road junction is not required.

The tracking has been prepared for the CMP design vehicle stated in Section 6.2. The contractor must check the highway condition and parking arrangement before each delivery. If the manoeuvring envelope is obstructed, the delivery will be re-booked, the parking suspension extended within the approved limits, or a smaller vehicle used in accordance with Sections 6.3 and 6.4.

Drawing: AW-FER-CMP-E01 Rev 02 - 7.5 t rigid swept-path analysis

Scale: 1:200 at A3

Design vehicle: 7.5 t rigid lorry, 7.50 m overall length x 2.40 m overall width (tracking model)

Status: Construction Management Plan / Condition 11 discharge

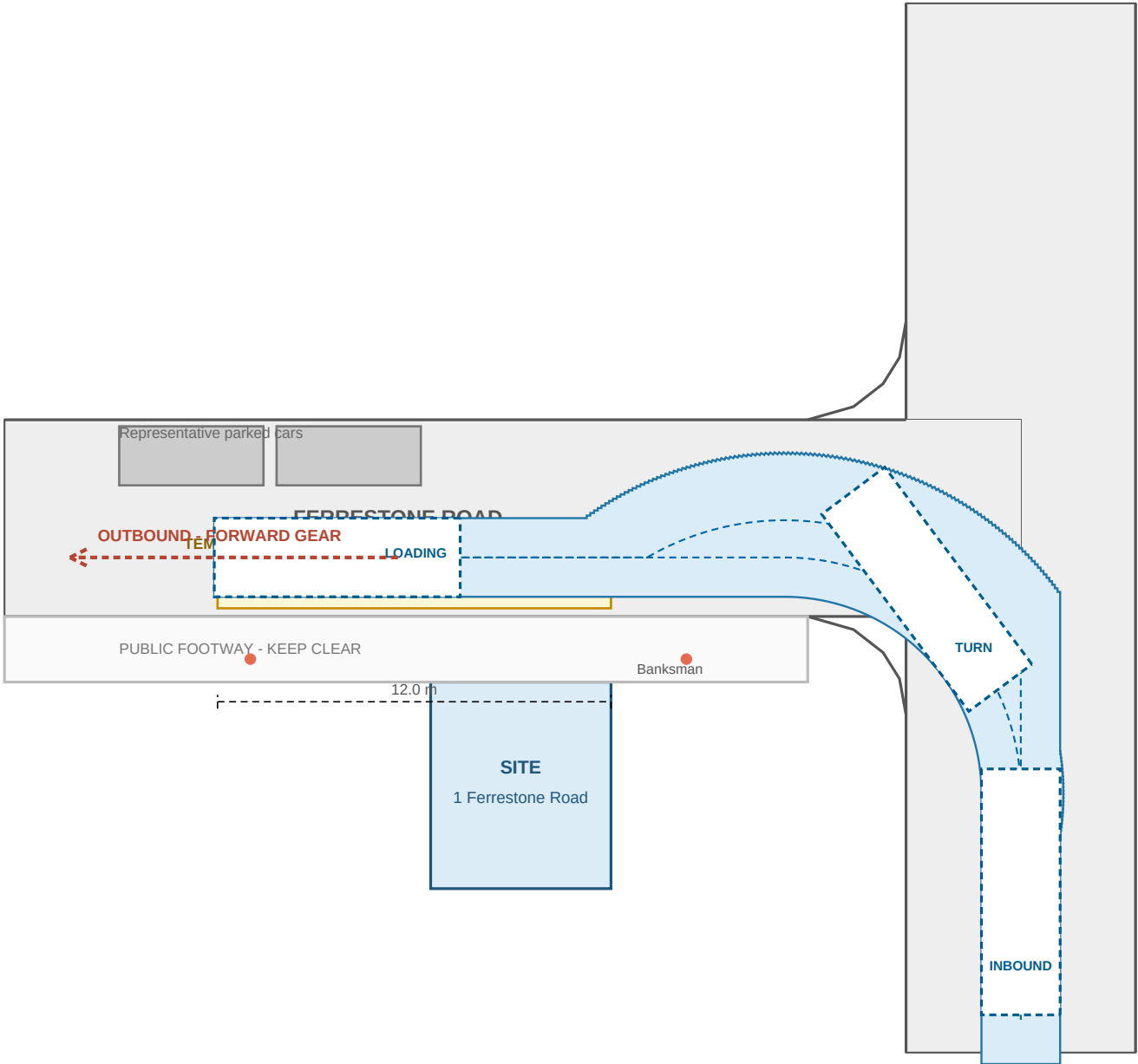
Important basis note: The swept-path geometry is a vehicle-manoevring analysis for the CMP and is based on the junction and kerbside arrangement shown in the submitted planning/CMP material. It is not a topographical survey. The contractor shall verify critical highway dimensions on site before the first 7.5 t rigid delivery; any material discrepancy must be referred back to the architect/highway authority before the manoeuvre is undertaken.

Drawing included in this Appendix

AW-FER-CMP-E01 Rev 02 - 7.5 t rigid swept-path analysis (A3 landscape)

APPENDIX E - SWEPT-PATH ANALYSIS

1 Ferrestone Road, Hornsey, London N8 7BX | Condition 11 | HGY/2024/1601 / HGY/2026/2194



SWEPT-PATH TRACKING

Project:
1 Ferrestone Road, Hornsey, London N8 7BX

Drawing:
7.5 t rigid - inbound, loading and forward egress

Drawing no.:
AW-FER-CMP-E01

Revision:
02

Date:
14 September 2026

Scale:
1:200 @ A3

Status:
CMP / Condition 11 discharge

Design vehicle:
7.50 m long x 2.40 m wide rigid lorry; 4.20 m wheelbase model; rear overhang 1.35 m.

KEY / NOTES

- Blue shaded area: full vehicle body swept envelope.
- Blue dashed lines: rear- and front-axle tracks.
- Yellow area: approx. 12 m suspension/loading envelope for larger deliveries.
- Grey rectangles: representative parked vehicles outside the suspended area.
- Routine manoeuvre is forward-only at the Church Lane / Ferrestone Road junction. No reversing at the junction.
- One vehicle only at the loading point. Banksman to control each rigid-lorry movement.
- Highway dimensions shown are a CMP tracking basis, not a topographical survey. Contractor to verify critical dimensions before the first 7.5 t delivery.
- If the swept envelope is obstructed by parking or temporary conditions, the delivery must not proceed: re-book, arrange lawful suspension, or use a smaller vehicle.