

CONSTRUCTION MANAGEMENT PLAN - LEGEND



Secure hoardings and gateways



Access to site office



No entry to site personnel



Existing Lowered Kerb



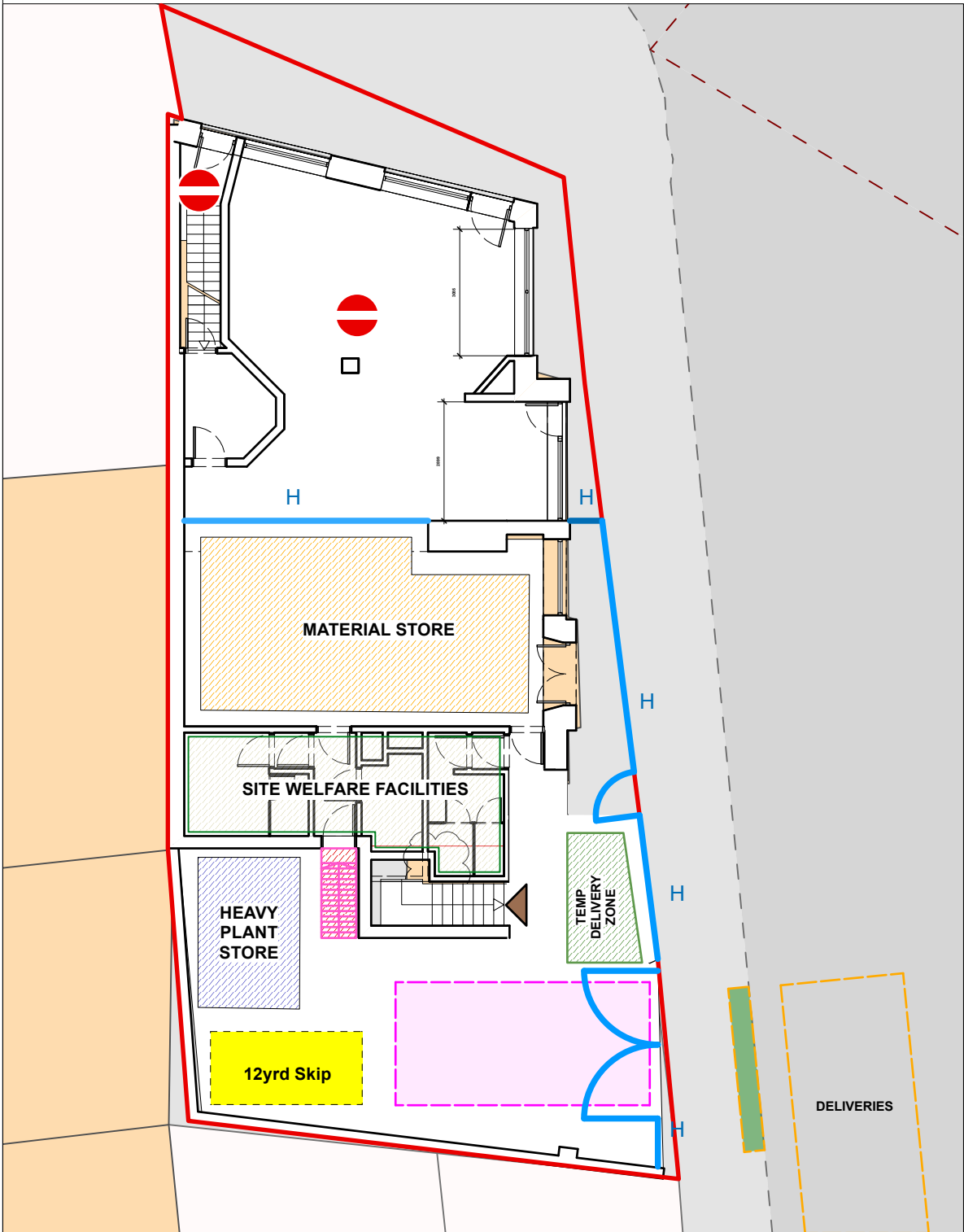
Skip Lorry



Temporary Stair to access upper levels

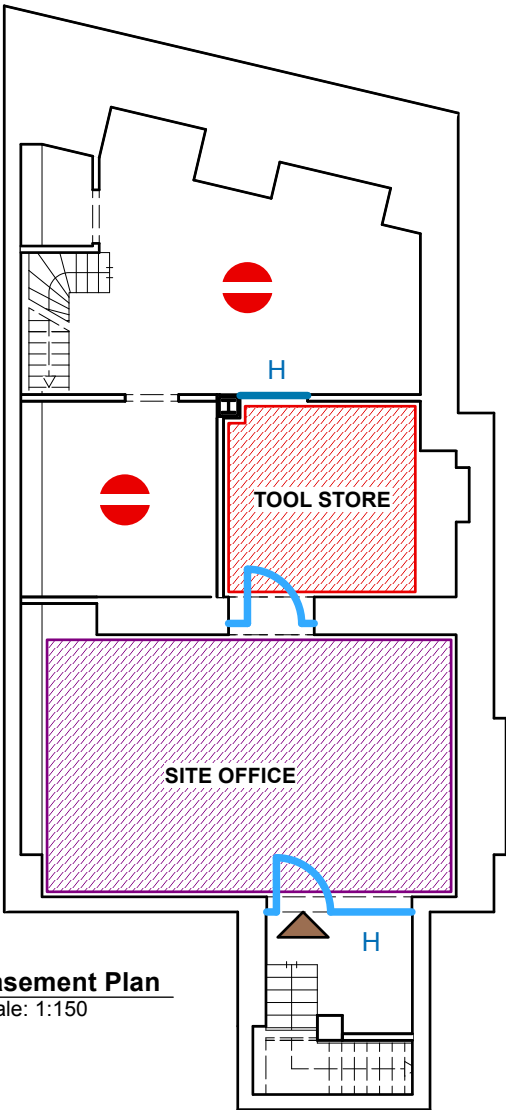


Skip / Waste Storage



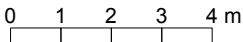
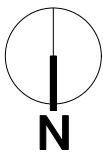
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Basement Plan
Scale: 1:150



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Ground Floor / Site Plan
Scale: 1:150



492 WEST GREEN ROAD, TOTTENHAM, LONDON, N15 3DA

PLANNING CONDITION 05 - CONSTRUCTION MANAGEMENT PLAN
APPLICATION REFERENCE HGY/2024/1971

No development shall take place, including any works of demolition, until a Construction Management Plan including details of:

- A programme of works (including measures for traffic management);
- Vehicle routing and if any reversing manoeuvres on public highway land is required, provision for the management of their movement by a qualified and certificated banksman;
- Storage of plant and materials used in constructing the development;
- Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure;
- The erection and maintenance of security hoarding where appropriate;
- Parking of vehicles of site operatives and visitors;
- Details in respect of how any adverse impact of noise, dust, vibration and traffic on adjoining and owners or occupiers will be mitigated, 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.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

The construction management plan ensures that disruption to flow of traffic and pedestrians will be minimised. Impact to amenity of neighbouring residents will also be minimised by ensure the development proceeds mostly within the boundary and curtilage of the existing building. The public house will not be open during the works and will provide facilities to assist personnel during the construction works. There is dedicated storage for equipment, materials along with ample space for a site office in the basement and welfare facilities on the ground floor.

Dust & Material Containment:
Water suppression will be used during all demolition, cutting, and breaking activities.

Secure Transportation: To ensure that dust, dirt, or construction debris does not escape onto the public footways or highway, all vehicles removing waste, spoil, or demolition materials from the site will be fully sheeted, netted, or securely covered before leaving the site boundary.

Furthermore, all incoming vehicles carrying loose aggregate or materials prone to wind-whip must arrive securely fastened. The highway and footway will be swept and cleared of any minor debris immediately following every delivery.

View to unloading zone on Willow Walk



View to looking West to no entry sign to West Green Road / The Green Gate



Issue Notes Date No.

Project ID
492 WGR N15 3DA

For Planning Purposes Only

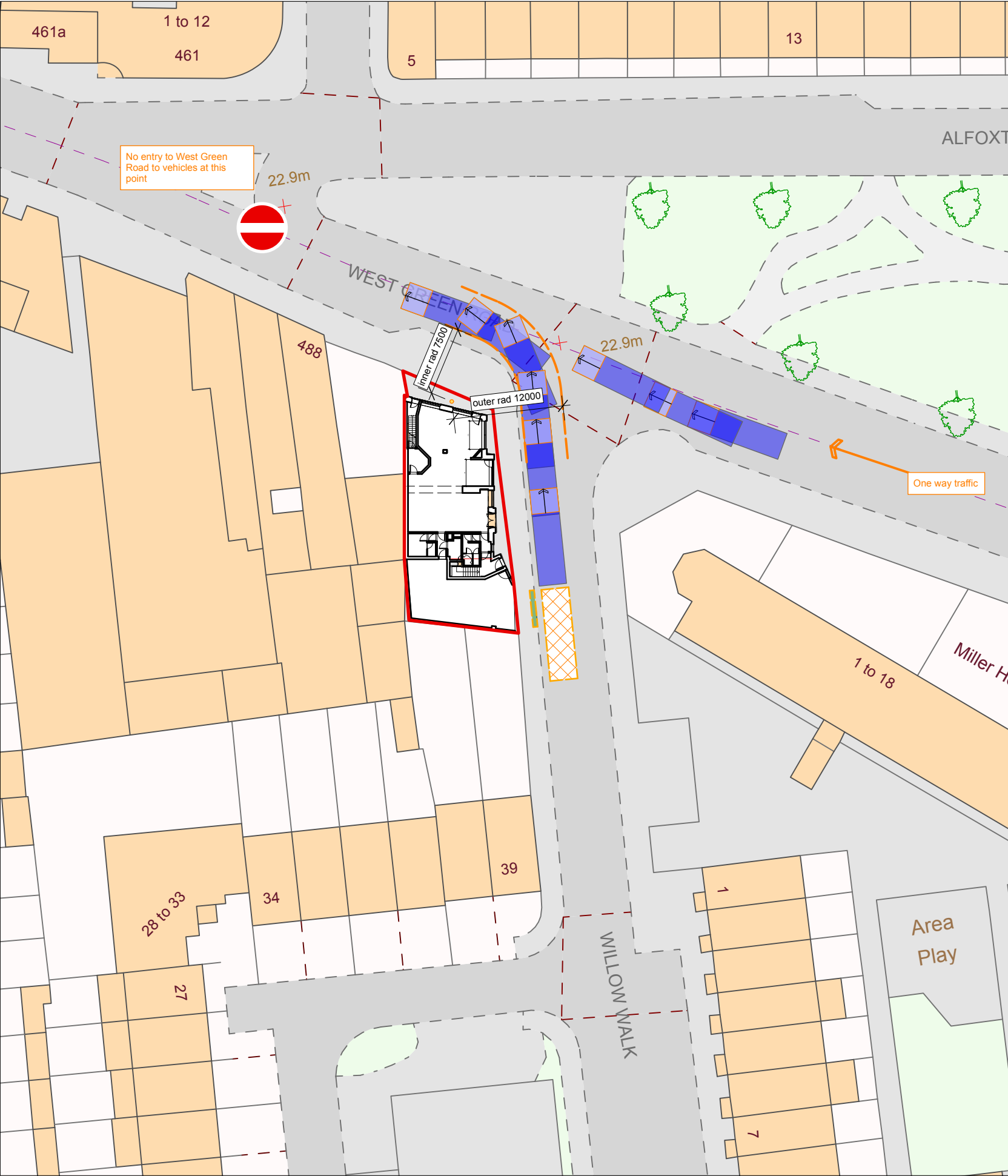
Sheet Title
CMP - Logistics

Project Title
492 W Green Road, London, N15 3DA

Scale Date
As Shown 14.09.26

Job No. Sheet No.
PC 005.1 A

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Deliveries and Vehicle Access

To minimize impact on local traffic and ensure safe site access, all heavy deliveries will be restricted to vehicles no larger than a 10-metre Rigid HGV (approx. 20ft load bed). No articulated 'semi-trailer' units (40ft+) will be permitted to access the site due to the constraints of Willow Walk

Minium turning circle for 10m rigid HGV:
Outer Turning Radius = approx. 10.5m
Inner Turning Radius = approx. 7.5m

-  RIGID HGV = 10.5m x 3.2m (with wing mirrors)
-  Designated delivery zone
-  Existing dropped kerb

Deliveries will be serviced by 20ft (10m) rigid vehicles equipped with integral HIAB cranes. All unloading will take place from the highway within a pre-booked parking suspension zone. To ensure the safety of the public, a 'sterile zone' will be created using cones and barriers during the lift, overseen by a qualified banksman. The highway will be swept and cleared of any debris immediately following the delivery.

Vehicle Routing

All construction traffic will approach the area via the road network to minimize local residential impact.

- Vehicles will exit the A10 (Great Cambridge Road / Bruce Grove) or the A503 (Seven Sisters Road) and head west onto Lordship Lane or West Green Road.
- The final approach will be eastbound along West Green Road (A1080), allowing vehicles to cleanly pull past the junction and line up for the designated "Reverse-In" maneuver into Willow Walk.
- Envisaged Outbound Route (From Site):
 - Upon exiting Willow Walk in a forward gear, vehicles will turn left (eastbound) onto West Green Road.
 - Vehicles will proceed along West Green Road directly back toward the A10 / Seven Sisters interchange, bypassing minor local roads entirely.

Vehicle Movement

Deliveries made by Rigid HGV will reverse into Willow Walk to avoid using the residential cul-de-sac at the end of the road to turn around. To ensure saftey, the following protocols will be applied:

1. Banksman Deployment:

Two qualified banksmen (wearing high-visibility PPE Class 3) will be used for all deliveries.

Banksman A will be stationed on West Green Road at the junction. Their role is to signal to traffic and cyclists that a maneuver is in progress.

Banksman B will be stationed at the mouth of Willow Walk to ensure the footway is clear of pedestrians and to guide the driver into the street.

2. Reversing Procedure

Positioning: The delivery vehicle will pull past the Willow Walk junction on West Green Road and come to a controlled stop.

Clearance: Banksman A will signal a gap in traffic. Once the road is clear, the driver will begin reversing into Willow Walk.

Pedestrian Safety: Banksman B will ensure that pedestrians on the West Green Road footway are held back or safely diverted while the rear of the vehicle crosses the pavement.

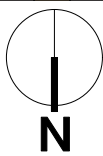
The "Forward-Out" Exit: Once unloading is complete, the vehicle will be able to exit Willow Walk in a forward gear, providing the driver with maximum visibility of the West Green Road cycle lanes and traffic flow.

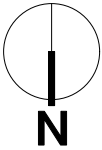
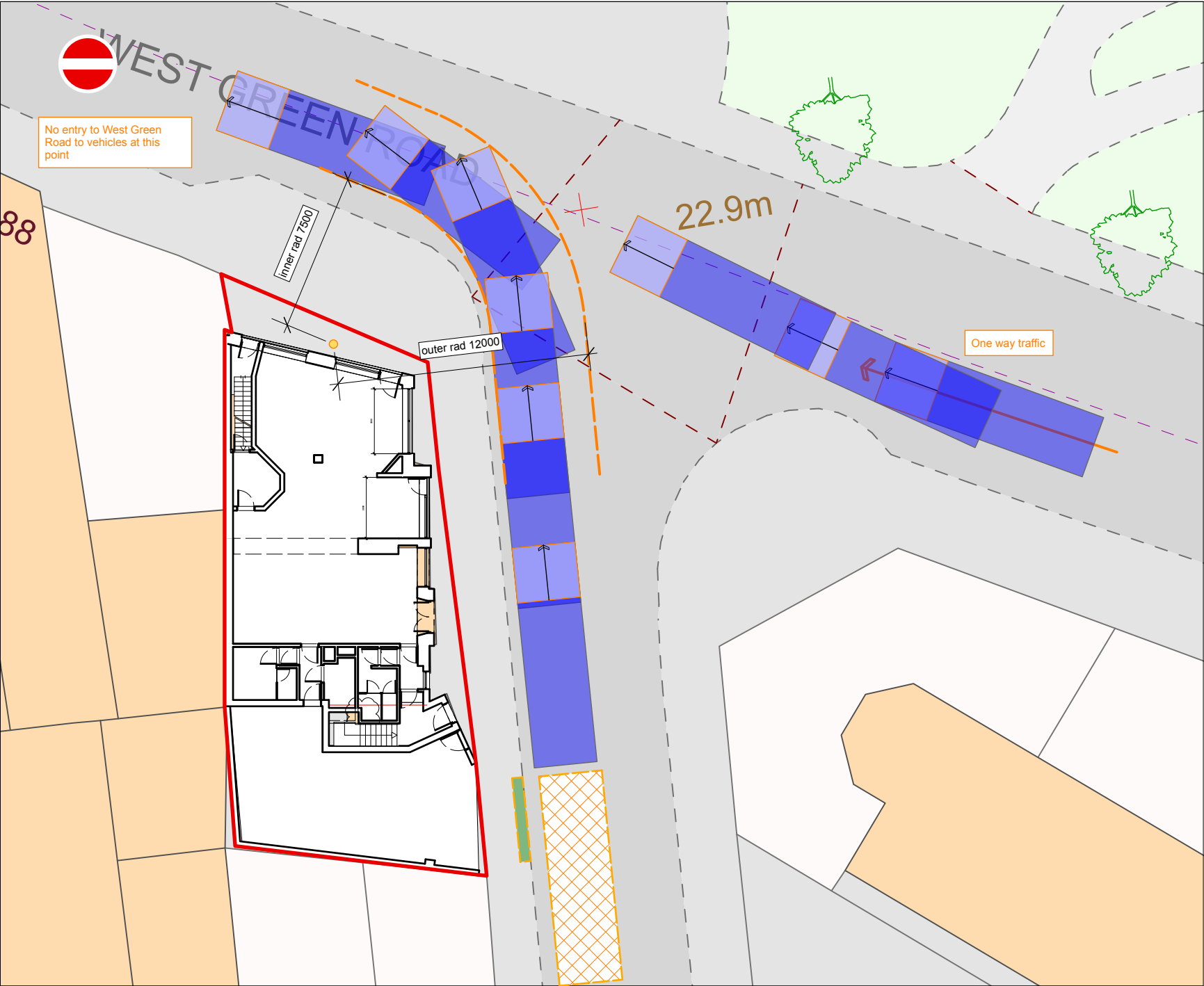
3. Safety Measures:

Communication: Banksmen and the driver will maintain constant visual contact or use two-way radios.

Audible Warnings: The vehicle will be equipped with a white-noise reversing alarm and hazard lights.

Abortion of Maneuver: If the junction becomes congested or a safety hazard is identified, the banksmen will signal the driver to stop immediately or pull forward to clear the highway.

 1 Scale: 1:500 0 5 10 15 20 m	Project ID 492 WGR N15 3DA	Sheet Title CMP - Logistics	Scale As Shown	Date 14.09.26	Job No. PC 005.2A	Issue Notes	Date	No.
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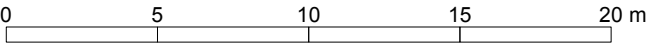
Deliveries Plan
Scale: 1:250



RIGID HGV = 10.5m x 3.2m
(with wing mirrors)



Designated delivery zone



Existing dropped kerb

PROGRAMME / SEQUENCE

Hours of Operation: Works will strictly follow Haringey's standard hours: 08:00–18:00 (Mon–Fri) and 08:00–13:00 (Sat).

Delivery Windows: To avoid peak congestion and bus lane restrictions on West Green Road, all heavy deliveries will be scheduled between 10:00 and 15:00.

A temporary delivery zone will be established on Willow Walk within a pre-booked parking suspension zone. The duration, frequency, and exact suspension requirements vary by phase as detailed below:

Phase 1: Site Setup (Weeks 1–2):

Frequency: 1–2 delivery movements per week.
Duration: The delivery zone will be active for a maximum of 45 minutes per movement to unload hoarding and welfare materials

Suspension Requirement:
Partial Suspension. Only 2 parking bays closest to the site entrance will be suspended during this setup phase.

Phase 2: Demolition & Site Clearance (Weeks 3–10):

Frequency: 2 skip lorry movements per week.
Duration: The delivery zone will be active for 30 to 45 minutes per movement for a direct skip swap.

Suspension Requirement:
Full Suspension. The entire designated parking bay area on Willow Walk must be suspended during this phase. This provides the necessary clearance and safety margins for the skip loader's arms to operate safely without risking damage to adjacent parked vehicles.

Phase 3: Substructure & Groundworks (Weeks 8–12):

Frequency: 3–4 HGV movements per week (bulk concrete/steel).
Duration: The zone will be active for 60 minutes per movement to allow for controlled unloading via HIAB.

Suspension Requirement:
Full Suspension. Required to accommodate the 10m rigid vehicle footprint and maintain the necessary banksman-controlled "sterile zone" for lifting.

Phase 4: Superstructure & Fit-out (Weeks 12–60):

Frequency: 2–3 delivery movements per week.
Duration: The zone will be active for 30–45 minutes per movement.

Suspension Requirement:
Partial Suspension. Reduced back down to 2 bays, as materials will be quickly moved directly into the internal Material Store, minimizing highway impact.

Phase 5: Landscaping & Commissioning (Weeks 60–72):

Frequency: 1–2 delivery movements per week.
Duration: The zone will be active for 30 minutes per movement.

Suspension Requirement:
Partial Suspension. 2 bays suspended for final fit-out deliveries.

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