

Construction Management Plan

For Construction

PROJECT: HGY/2024/2534

Land Rear of 98 Alexandra Park Road, London, N10 2AE

Owner :

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Prepared By :

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1.Introduction

This Construction Management Plan (CMP) has been prepared in support of the discharge of Condition 6 associated with planning permission **HGY/2024/2534** for the erection of a new two-storey dwelling at the rear of **98 Alexandra Park Road, London N10 2AE**. The purpose of this document is to clearly demonstrate how all construction activities will be managed in a safe, controlled, and considerate manner, ensuring that the impact on surrounding residential occupiers and the local highway network is kept to an absolute minimum throughout the duration of the works.

The proposed development is relatively small in scale and represents a typical rear garden infill scheme within an established residential context. However, even small-scale developments can generate temporary impacts such as vehicle movements, noise, dust, and general construction activity. For this reason, this CMP has been carefully structured to ensure that all such impacts are proactively managed through a clear logistics strategy, controlled delivery arrangements, and strict adherence to construction sequencing and environmental best practice.

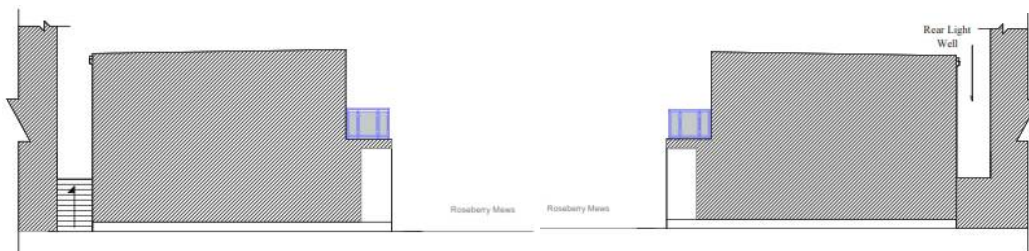
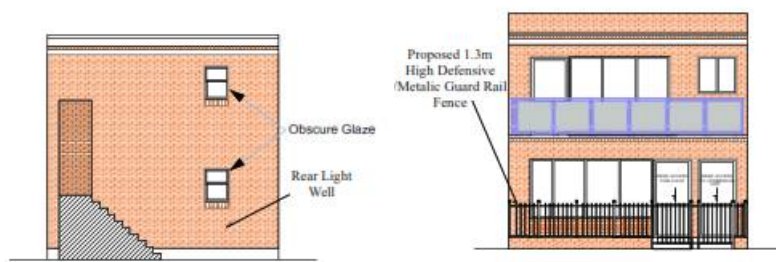
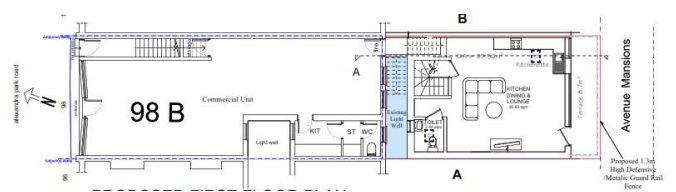
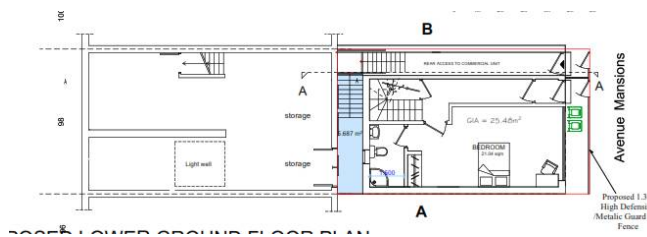
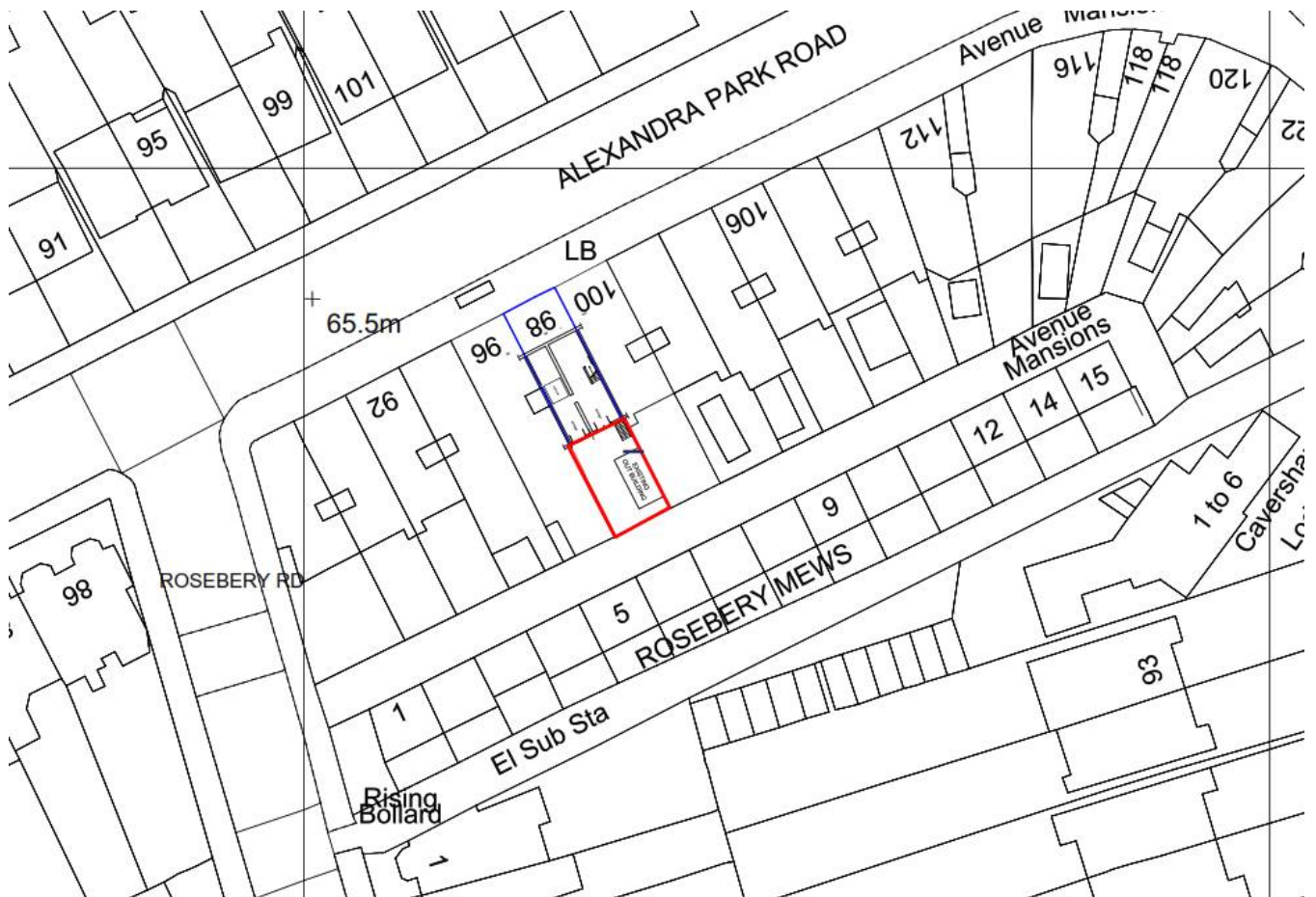
The approach set out within this CMP reflects a low-risk construction methodology with particular emphasis on maintaining safe access via Mansions Avenue, preventing any obstruction to the public highway, and ensuring that all construction activity remains fully contained within the site boundary at all times. The document should therefore be read as a practical management framework that will be implemented throughout the entirety of the construction phase.

2.Site Location

The site is located to the rear of 98 Alexandra Park Road and is accessed via Mansions Avenue through Rosebery Road. The surrounding area is predominantly residential in nature, consisting of low-density housing with typical estate-style road arrangements and relatively low traffic volumes compared to main arterial routes.

Mansions Avenue provides the only vehicular access to the site for small to medium construction vehicles, including transit vans and 7.5T delivery trucks. The road is of sufficient width to allow controlled one-way movement of vehicles, although all site-related traffic will be carefully managed to avoid unnecessary congestion or obstruction. Importantly, the site is not located within a Controlled Parking Zone (CPZ), is not adjacent to a school, and does not sit within an area of known traffic sensitivity or peak pedestrian flow.

The surrounding residential properties are considered standard urban dwellings with rear garden interfaces, meaning that the primary sensitivity relates to proximity rather than scale or height. As such, the construction approach has been designed to ensure that all works remain contained, discreet, and well-managed within the rear garden environment.



3. Working Hours

All construction activities associated with the development will be strictly carried out within the standard working hours as defined by the Local Planning Authority. These hours will be adhered to at all times to ensure that disturbance to neighbouring residential occupiers is minimised and fully compliant with planning expectations.

The site will operate under the following approved working hours:

- **Monday to Friday:** 08:00 – 18:00
- **Saturday:** 08:00 – 13:00
- **Sunday & Public Holidays:** No working permitted

These working hours will apply to all site operations including, but not limited to, demolition (where applicable), excavation, foundation works, material deliveries, loading and unloading activities, and general construction operations.

No noisy works will commence before 08:00 hours, and all high-impact activities will be programmed where possible to avoid early morning disturbance. Deliveries will be scheduled within the approved working hours and outside the weekday peak traffic periods. Deliveries will be controlled to avoid congestion or queuing on Mansions Avenue or surrounding roads.

To minimise disruption to the local highway network and neighbouring residents, construction vehicle movements, deliveries, collections and waste removal operations will not take place between 08:00–09:00 and 17:00–18:00, Monday to Friday. All deliveries and collections will be pre-booked by the Site Manager and scheduled outside these peak traffic periods. All suppliers and subcontractors will be informed of these delivery restrictions prior to attending the site.

The Site Manager will be responsible for ensuring strict compliance with these working hours and the delivery restrictions set out above. Any deviation from the agreed working hours will only occur following prior written agreement with the Local Planning Authority.

4.Site Contact

The following key personnel will be responsible for the day-to-day management and control of the construction works associated with this development. These contact details will be made available on site at all times and will also be communicated to neighbouring residents upon request to ensure transparency and effective communication throughout the construction period.

Developer / Client

Itu Property Ltd

Contact: Ibrahim Turk

Address: 20 Westerham Avenue, Edmonton, London, United Kingdom, N9 9BU

Email: ibrahim@ituconstruction.co.uk

Site Project Manager

Name: Ibrahim Turk

Email: ibrahim@ituconstruction.co.uk

Responsible for:

- Daily site operations
- Delivery coordination
- Health & safety compliance
- Liaison with residents
- Implementation of CMP measures

Community Liaison / Complaints Contact

Name: Ibrahim Turk

Email: ibrahim@ituconstruction.co.uk

Responsible for:

- Managing neighbour communication
- Handling complaints
- Providing programme updates where required
- Coordinating mitigation measures if issues arise

5. Proposed Development Description

The proposed development comprises the erection of a single new two-storey residential dwelling, forming a 1x1b2p unit located within the rear garden area of 98 Alexandra Park Road. The development is designed as a small-scale infill scheme that responds to the existing residential grain and character of the surrounding area.

In addition to the new dwelling, minor ancillary works include the removal of a small existing shed structure and associated site clearance works. No demolition of the principal host building is proposed, and there are no basement works, piling operations, or deep excavation elements included within the scope of this development.

The overall construction approach is therefore relatively straightforward and follows conventional residential building techniques. The design and construction methodology have been deliberately kept simple to reduce complexity on site, minimise disruption to neighbouring occupiers, and ensure a controlled and predictable build programme.

6. Construction Programme

The anticipated construction duration for the development is approximately twelve weeks from commencement on site. An indicative programme of works is provided below to demonstrate the anticipated sequence and timing of the construction activities. The programme has been structured to ensure a logical and efficient progression of works, allowing each stage to be completed without unnecessary overlap or disruption.

The initial phase will involve site establishment, including the erection of front hoarding, installation of welfare facilities, and setting out of the building footprint. This will be followed by the excavation and construction of trench foundations, which will form the structural base of the new dwelling. Once the foundations have been completed and approved by Building Control, construction will proceed to the superstructure phase, including ground and first floor wall construction, floor installation and roof structure erection.

Following completion of the external envelope, internal fit-out works will be undertaken, including mechanical and electrical installations, internal partitions and final finishes. The final phase will comprise commissioning, snagging and site demobilisation.

The programme has been deliberately structured to minimise the overlap of high-impact activities such as excavation works and material deliveries, thereby reducing the cumulative impact on neighbouring properties and the local highway network.

The programme below is indicative and may be subject to minor adjustments due to weather conditions, material lead times or Building Control inspections. Any changes will not materially alter the overall construction sequence.

Activity	Indicative Dates
Site Set Up & Hoarding	Week 1 (15–21 October 2026)
Trench Foundations	Week 1-2 (15–28 October 2026)
Superstructure	Week 3-7 (29 October–2 December 2026)
Roof & External Envelope	Week 7-9 (3–23 December 2026)
Christmas & New Year Shutdown – No Works	24 December 2026–3 January 2027
Internal Works	Week 9-11 (4–22 January 2027)
Completion & Demobilisation	Week 12 (25–29 January 2027)

7. Access & Highway Strategy

All construction access to the site will be via Rosebery Road and then along Mansions Avenue, which is a private access road serving the adjoining residential properties and provides the only vehicular access to the development site. Although the final section of the access route is private, all construction traffic will be carefully managed to minimise any impact on the surrounding public highway network. Construction vehicles will only access the site under the direction of the Site Manager and in accordance with the measures set out in this Construction Management Plan.

All construction traffic will be strictly limited to pre-arranged deliveries, and no ad-hoc or uncontrolled vehicle movements will be permitted. Drivers will be provided with clear instructions prior to arrival on site, and all subcontractors will be required to adhere to the approved routing strategy at all times.

Construction access will be undertaken via Mansions Avenue, which provides the only vehicular access to the site. However, all manoeuvres will be carefully controlled to ensure that no obstruction or unsafe reversing occurs within the surrounding public highway network.

Given the small scale of the development, traffic impacts are expected to be minimal. Deliveries will be pre-booked and coordinated by the Site Manager to prevent vehicle queuing on the highway. Vehicles will arrive on a staggered basis and will not be permitted to wait on Mansions Avenue. Any necessary reversing manoeuvres will be supervised by a qualified and certificated banksman. Pedestrian access along the highway will be maintained at all times.

Delivery and Traffic Management

All deliveries will be pre-booked and coordinated by the Site Manager during the approved working hours and outside the weekday peak traffic periods of 08:00–09:00 and 17:00–18:00. Early morning and late evening deliveries will not be permitted.

Due to the limited scale of the development, vehicle reversing manoeuvres are expected to be very infrequent and will normally occur no more than once every two weeks, only during the busiest stages

of the construction programme, such as major material deliveries or waste collection. All reversing manoeuvres will be supervised by a qualified and certificated banksman to ensure the safety of pedestrians, residents and other road users.

No on-street loading or unloading is anticipated. All deliveries will operate on a wait-and-load basis directly from the site entrance. No parking bay suspensions are expected to be required for the proposed development. Should any temporary traffic management measures become necessary, the relevant approval will be obtained from the Highway Authority before the works are undertaken.

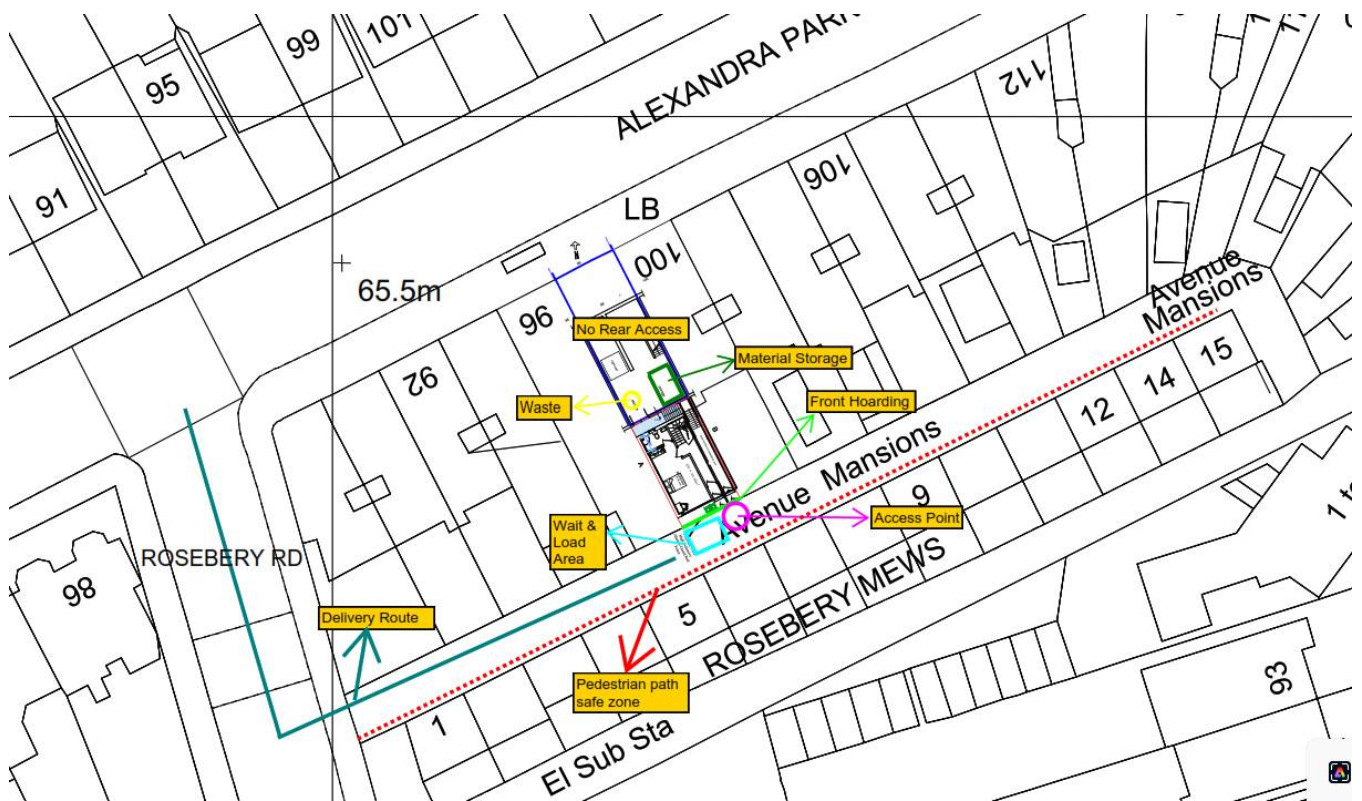
8. Site Logistics Plan

The site logistics plan will clearly identify the following:

- Hoarding line
- Access and egress point
- Material storage zones (entirely within site boundary)
- Skip / wait & load location
- Pedestrian protection strategy

All logistics operations will be confined entirely within the site boundary. No materials or equipment will be stored on the public highway under any circumstances. The layout has been designed to ensure safe movement of materials and efficient sequencing of construction activities without external disruption.

All construction materials, tools, plant and equipment will be stored entirely within the site boundary in designated storage areas shown on the Site Logistics Plan. No plant, machinery, materials or waste containers will be stored on Mansions Avenue, Rosebery Road or any other part of the public highway at any time during the construction period.



9. Hoarding And Site Security

Site security will be provided by a frontage hoarding only, which will be installed at the main access point from Mansions Avenue prior to the commencement of any works on site. Due to the nature of the development being located within a rear garden plot, the site is already enclosed on the rear and both side boundaries by existing residential buildings and boundary structures. These existing party walls and boundary enclosures effectively prevent any form of access from the rear, left, and right sides of the site, meaning that the only interface with the public realm is at the front access point.

The hoarding will therefore be limited to this frontage and will be designed to provide a secure and controlled boundary, preventing unauthorised access while also assisting in reducing visual impact, dust migration, and noise disturbance. The hoarding will be installed prior to any site mobilisation and maintained throughout the construction period, with regular inspections by the Site Manager to ensure it remains safe, stable, and effective for the duration of the works.

The site entrance gate will open inwards towards the site at all times and will not open outwards over Mansions Avenue, the private access road serving the site. This arrangement will ensure that the occasional vehicle movements associated with the development do not obstruct pedestrians or other

authorised users of the private access road. The gate will remain closed when not in use and will only be opened for authorised site access under the supervision of the Site Manager.

10. Foundations – Construction Method

The foundations for the proposed development will be constructed using traditional trench fill techniques. Excavation will be carried out using a small mechanical excavator if required suitable for restricted rear garden access conditions. All excavation works will be carefully controlled and carried out in a phased manner to ensure stability of surrounding ground conditions.

All excavated material will be immediately removed from site using a managed wait-and-load system, ensuring that no spoil is stored on site for extended periods or placed on the public highway. Concrete will be delivered in controlled quantities and placed directly into prepared trenches to minimise handling and reduce disruption.

11. Superstructure Method

The superstructure will be constructed using traditional masonry methods, comprising brick and block construction with timber roof structure. This conventional approach ensures a reliable and low-risk construction process suitable for residential development within a constrained site.

Construction will proceed sequentially, with ground floor walls completed prior to first floor works, followed by roof construction. This phased approach ensures structural stability and allows for efficient coordination of trades.

12. Delivery Management Plan

All deliveries will be pre-booked and coordinated by the Site Manager to ensure safe and efficient access to the site. Deliveries will primarily be undertaken using transit vans and occasional 7.5-tonne rigid vehicles appropriate for the scale of the development.

The Vehicle Tracking Plan accompanying this Construction Management Plan demonstrates the proposed access and egress arrangements for construction vehicles. All construction vehicles will approach the site from Rosebery Road in forward gear, continue along Mansions Avenue, and reverse into the site entrance under the supervision of a qualified and certificated banksman. Vehicles will leave the site in forward gear via Mansions Avenue and Rosebery Road.

No unsupervised reversing manoeuvres will take place on the public highway. Any reversing movement required to access the site will be undertaken only under the supervision of a banksman and in accordance with the Swept Path Tracking Plan.

Reversing manoeuvres will be kept to an absolute minimum and are expected to occur only during the busiest stages of the construction programme for major material deliveries or waste collection. Such manoeuvres are anticipated to occur no more than once every two weeks.

A wait-and-load system will operate throughout the construction period. Materials will be loaded and unloaded immediately adjacent to the site entrance and transferred directly into the site by operatives. No construction vehicles will remain waiting on Mansions Avenue longer than is necessary for loading or unloading operations.

The Site Manager will ensure that all deliveries are coordinated to prevent unnecessary vehicle movements, avoid obstruction of Mansions Avenue, and minimise any impact on the surrounding highway network. All reversing and unloading operations will be supervised by a qualified and certificated banksman in accordance with the approved Vehicle Tracking Plan.

The Vehicle Tracking Plan forms part of this Construction Management Plan and shall be implemented throughout the construction period unless otherwise agreed in writing by the Local Planning Authority.

Swept Path Tracking Plan



No Parking Restrictions

13. Waste Management

A comprehensive waste management strategy will be implemented for the duration of the construction works, with the primary objective of ensuring that all waste arising from the development is handled in a controlled, efficient, and environmentally responsible manner. Given the constrained nature of the rear garden site and limited storage capacity, a strict “wait-and-load” system will be adopted throughout the project to avoid any accumulation of waste on site or encroachment onto the public highway.

Under this system, waste materials will be collected and temporarily held within a designated internal area of the site, which will be clearly identified within the site logistics plan. Once a skip or waste vehicle is present and ready for immediate loading, materials will be transferred directly from the site into the vehicle without delay. This approach ensures that skips are not left on site for extended periods and that all waste movements are tightly controlled and coordinated with ongoing construction activities.

All waste operations will be carefully managed by the Site Manager to ensure that loading activities do not obstruct pedestrian movement, interfere with neighbouring properties, or cause any form of highway disruption. Vehicles attending site for waste collection will be scheduled in advance and will be required to adhere strictly to the agreed access route via Mansions Avenue. Any waste considered suitable for recycling will be separated at source where practicable, with the intention of minimising landfill disposal and promoting sustainable waste practices throughout the construction phase.

14. Environmental Management

All construction activities will be carried out with full regard to the protection of neighbouring residential amenity, with particular focus on controlling noise, dust, and vibration impacts throughout the duration of the works. Given the constrained rear garden setting and close proximity of adjoining residential properties, a proactive and preventative approach will be adopted rather than reactive mitigation.

Noise emissions will be controlled through adherence to the approved working hours, careful selection and maintenance of plant, and the use of quieter construction methods wherever reasonably practicable. All equipment will be switched off when not in use, and particularly noisy operations will be planned and sequenced to minimise disturbance to neighbouring residents. No works will take place outside the approved working hours.

Dust generation will be controlled through dampening down methods where necessary, good housekeeping practices, and the containment of all materials within the site boundary. All vehicles carrying loose materials will leave the site with their loads fully covered and securely fastened to prevent the escape of dust, spoil or debris onto Mansions Avenue or the surrounding public highway. Wheel cleaning measures will be implemented where necessary to prevent the transfer of mud or debris onto the highway. Vibration impacts are expected to be minimal given the absence of piling or heavy demolition works.

Due to the small scale and limited duration of the development, a permanent wheel wash facility is not considered necessary. However, all vehicles leaving the site will be visually inspected by the Site Manager. Any mud, dust or debris identified on vehicle wheels or bodywork will be removed prior to departure.

The site access, Mansions Avenue and the adjoining public highway will be visually inspected by the Site Manager at the start and end of each working day, and additionally following any significant delivery, waste collection or excavation activity. Any mud, dust, spoil or construction debris identified will be removed immediately to ensure that the site access, the private access road and the

surrounding public highway remain clean, safe and free from construction-related debris at all times.

15. Neighbour Communication

The applicant recognises that early and continuous communication with neighbouring residents is a key component in ensuring that construction impacts are understood and managed effectively. Prior to the commencement of any works on site, neighbouring occupiers will be notified of the proposed start date, anticipated duration of the works, and the general nature of construction activities to be undertaken. This initial communication will also include contact details for the Site Manager to allow residents to raise any concerns directly if required.

Throughout the construction period, communication will be maintained in a proactive and transparent manner, particularly during key phases of work such as excavation, structural construction, and any periods of increased delivery activity. Where necessary, advance notice will be provided for any particularly disruptive operations, ensuring that residents are kept informed and able to plan accordingly.

The overall approach is designed to foster a cooperative relationship with the surrounding community, ensuring that any concerns can be addressed promptly and that the construction process is carried out with due respect to neighbouring amenity at all times.

16. Conclusion

This Construction Management Plan demonstrates that the proposed development at the rear of 98 Alexandra Park Road can be delivered in a safe, controlled, and well-managed manner, with all potential impacts appropriately mitigated through careful planning and operational control. The scale and nature of the development, combined with the proposed construction methodology, result in a relatively low-impact scheme when assessed against typical residential construction projects.

The measures set out within this CMP ensure that construction activities will be properly managed in relation to access, logistics, environmental control, waste handling, and neighbour relations. In particular, the use of controlled access via Mansions Avenue, combined with strict delivery management and full containment of materials within the site boundary, ensures that highway safety and residential amenity are fully protected.

Overall, the development has been designed and will be constructed in a manner that aligns with both local planning expectations and best practice construction management principles. It is therefore considered that the implementation of this CMP will ensure full compliance with Condition 6 and facilitate the smooth and responsible delivery of the approved development.

CONDITION 6 COMPLIANCE SCHEDULE

Condition Requirement	CMP Reference Section
Programme of works including traffic management measures	Section 6 – Construction Programme & Section 7 – Access & Highway Strategy
Vehicle routing strategy defined and controlled	Section 7 – Access & Highway Strategy
Reversing manoeuvres managed by qualified and certificated banksman	Section 7 & Section 12 – Delivery Management Plan
Storage of plant, materials and waste within site boundary	Section 8 – Site Logistics Plan
Erection and maintenance of site hoarding	Section 9 – Hoarding & Site Security
Wheel cleaning / dust prevention measures implemented	Section 14 – Environmental Management
Waste management strategy (wait & load system)	Section 13 – Waste Management
Highway protection (no obstruction / no storage on highway)	Sections 7 & 8
Neighbour impact mitigation (noise, dust, communication)	Sections 14 & 15