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info@docklortress.com
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CONSTRUCTION MANAGEMENT, LOGISTICS AND ENVIRONMENTAL MANAGEMENT PLAN

24 Barnsbury Street

24 Barnsbury Street, Islington, London N1 1PW

CLIENT	DOCUMENT REF	REVISION	DATE	PEAK VEHICLES	IMPACT LEVEL
Barnsbury Developments Limited	FA-CMP-0135	P01	14 November 2025	4/day	Medium

Contents

Document control

PROJECT	24 Barnsbury Street
REPORT	Construction Management, Logistics and Environmental Management Plan
SITE	24 Barnsbury Street, Islington, London N1 1PW
CLIENT	Barnsbury Developments Limited
DOCUMENT REF	FA-CMP-0135
REVISION	P01
DATE	14 November 2025
PLANNING STAGE	Full planning application
PREPARED BY	Fortress Associates

This report has been prepared for the sole use of the named client for the purposes of the planning application described. Environmental information reflects the datasets listed in the Data Sources section as at the date of access; conditions may change. No liability is accepted to third parties.

Executive summary

This Construction Management, Logistics and Environmental Management Plan, incorporating the Construction Method Statement, accompanies planning reference P2025/1184/FUL for demolition of the existing single-storey workshop and erection of a four-storey building providing 18 self-contained flats with commercial floorspace at ground floor, cycle and refuse stores, and associated landscaping at 24 Barnsbury Street, Islington, London N1 1PW. It sets out how the construction phase will be managed so that the works are carried out without unacceptable impact on the highway network, on neighbouring occupiers or on the environment.

The works run to 83 weeks, equivalent to 457 working days, and are carried out in 6 phases. Construction working hours are 08:00-18:00 Mon-Fri - 08:00-13:00 Sat - none Sun & Bank Holidays. Deliveries are confined to 09:30-15:00 Mon-Fri during term time - 08:00-13:00 Sat, tightened to the term-time restriction because William Tyndale Primary School lies 303 m from the site, on the construction vehicle route.

The development generates 656 one-way vehicle trips over the programme, estimated using the Ready Reckoner in the TRICS Construction Traffic Research Report, averaging 1.4 vehicles a day and peaking at 4 arrivals - 8 two-way movements - on the busiest day, during basement excavation and piling. Heavy goods vehicles account for 89 per cent of movements. A peak workforce of 40 operatives generates a further 44 two-way staff movements a day, counted separately from deliveries. Against the 8,288 vehicles a day recorded on B515 in 2009, the peak-day construction movements represent 0.6 per cent of the existing flow.

Vehicles use the approach and departure routes drawn in this plan, which have been risk assessed under the CLOCS Standard Version 5 against the 72 constraints identified on the corridor. The site is enclosed by 140 metres of solid hoarding with a wheel wash at the exit. The assessed dust risk before mitigation is medium risk, and the mitigation schedule for that category is applied in full, with 2 real-time dust monitors installed 3 months before commencement.

Every measure set out in this plan is a commitment of the application, written so that the local planning authority can secure it by condition. With those measures in place there is no construction management reason for planning permission to be withheld or for the relevant condition to remain undischarged.

Key construction management information

Item	Value
Site address	24 Barnsbury Street, Islington, London N1 1PW
OS grid reference	TQ 31482 84157
Local planning authority	Islington
Planning application reference	P2025/1184/FUL
Development	Demolition of the existing single-storey workshop and erection of a four-storey building providing 18 self-contained flats with commercial floorspace at ground floor, cycle and refuse stores, and associated landscaping
Documents issued	Construction Management Plan; Construction Logistics Plan; Construction Method Statement; Construction Environmental Management Plan
Level of detail	Full - council proforma
Construction logistics impact level	Medium - a construction value above £2m, 18 residential units and 1,710 m² of floorspace
Construction value	£4,058,400, from the proposed floor areas at indicative build rates for a flats / apartments scheme
Programme	83 weeks (457 working days), from the scale of the works
Working hours	08:00-18:00 Mon-Fri - 08:00-13:00 Sat - none Sun & Bank Holidays
Delivery hours	09:30-15:00 Mon-Fri during term time - 08:00-13:00 Sat
Peak construction vehicles	4 arrivals per day (8 two-way movements) during basement excavation and piling
Peak workforce	40 operatives, 44 staff movements per day
Dust risk category	Medium risk (IAQM)
24-hour site contact	To be issued to the local planning authority and displayed at the site entrance before works begin
Site-specific conditions	Demolition of existing structures; Basement excavation or piling; Works affecting a party wall or adjoining structure; Tower crane or mobile crane lifts; Listed building or within a conservation area; Trees to be retained on or adjoining the site
Term-time delivery restriction	Applies - 09:30-15:00 Mon-Fri during term time - 08:00-13:00 Sat
Real-time dust monitors	2 required by the GLA Supplementary Planning Guidance, installed 3 months before commencement
Non-road mobile machinery	Stage IV for engines of 37 kW to 560 kW

Matters requiring the applicant's attention

- The site is recorded as tightly constrained with no on-site turning. Swept path analysis by the appointed contractor is required and is referenced rather than reproduced.

Introduction and responsibilities

Purpose & scope of this plan

The plan is set out to meet the requirements of London Borough of Islington in full, and answers Construction Management Plan pro forma question by question.

The plan is a live document. It is reviewed and updated before the start of each new phase of construction and whenever the works, the programme or the site circumstances change materially, and any revision is submitted for approval and complied with thereafter.

Responsibilities & 24-hour contact

The principal contractor is responsible for the day-to-day management of the site and for implementing this plan. The site manager is the single point of contact for the local planning authority, for neighbouring occupiers and for anyone affected by the works. The site manager's name and a 24-hour telephone number are issued to the local planning authority and displayed at the site entrance before works begin, and are kept current for the duration of the works.

Every complaint is logged with the date, the time, the nature of the complaint and the response given, is investigated the same working day, and the outcome is recorded. The log is available for inspection by the local planning authority on request.

Objectives

The objectives of this plan are to reduce the risk to vulnerable road users from construction vehicle journeys, to reduce the number of vehicle trips the development generates, to keep those trips out of the network peak periods, and to reduce the emissions and the congestion arising from them.

The development is assessed as a medium impact site on the criteria in the Construction Logistics Planning Guidance, on the basis of a construction value above £2m, 18 residential units and 1,710 m² of floorspace. At that level the guidance expects an Outline Construction Logistics Plan at the planning approval stage, and a detailed construction logistics plan.

This Construction Management, Logistics and Environmental Management Plan, incorporating the Construction Method Statement, has been prepared in support of the development at 24 Barnsbury Street, Islington, London N1 1PW under planning reference P2025/1184/FUL. It sets out how the construction phase will be managed so that the works are carried out without unacceptable impact on the highway network, on neighbouring occupiers or on the environment.

The logistics content follows the Construction Logistics Planning Guidance published by Transport for London and CLOCS, and is presented as an outline construction logistics plan submitted with the planning application. Written during the planning and design stage, a contractor has usually not been appointed, so the plan commits to measures rather than naming a contractor.

The development is assessed as a medium impact site on the criteria in that guidance, on the basis of a construction value above £2m, 18 residential units and 1,710 m² of floorspace. At that level the guidance expects an Outline Construction Logistics Plan at the planning approval stage and a detailed construction logistics plan.

Responsibilities

Role	Responsibility
Principal contractor	Not yet appointed. The contract will require compliance with this plan, registration of the site with the Considerate Constructors Scheme before commencement, and fleet accreditation meeting the standards described as Silver in the FORS Standard or an accepted equivalent.
Day-to-day site management	The site manager appointed by the principal contractor, whose name and 24-hour telephone number are issued to the local planning authority and displayed at the site entrance before works begin.
Community liaison and complaints	The site manager is the first point of contact. Every complaint is logged, investigated the same working day and the outcome recorded.
Considerate Constructors Scheme	The site is registered before commencement and the registration number displayed on the hoarding.

The site and the development

The site & its surroundings

The application site is at 24 Barnsbury Street, Islington, London N1 1PW, at Ordnance Survey grid reference TQ 31482 84157, within Islington. A vacant single-storey light industrial workshop with a hardstanding yard, bounded by Victorian terraced housing to the north and east. The site is served by bus stops within walking distance.

The proposed development

Demolition of the existing single-storey workshop and erection of a four-storey building providing 18 self-contained flats with commercial floorspace at ground floor, cycle and refuse stores, and associated landscaping. The works comprise demolition and new build, including the demolition of 420 square metres of existing floorspace. The construction value is £4,058,400, derived from the proposed floor areas at indicative build rates for a flats / apartments scheme, and the programme runs to 83 weeks.

Considerations & challenges

The site is tightly constrained - no on-site turning, back-of-pavement working. There are 5 schools within 400 m of the site, the nearest being William Tyndale Primary School at 303 m, and the delivery timings are set accordingly. Weight restrictions on the surrounding network are excluded from the routing. Height restrictions on the surrounding network are excluded from the routing.

Cycle infrastructure runs close to the site, so the routing and the access arrangements are designed around the safety of cyclists. Swept path analysis for the largest vehicle servicing the site, a low loader / articulated HGV of 16.50 m, is produced by the appointed contractor using vehicle tracking software and is submitted with the detailed plan.

Sensitive receptors

The nearest sensitive receptors are residential properties within 20 m of the site boundary, with 10 to 100 such receptors in the surrounding area. William Tyndale Primary School lies 303 m from the site. The dust, noise and vibration controls set out in this plan are specified against those receptors.

The application site is located at 24 Barnsbury Street, Islington, London N1 1PW, at Ordnance Survey grid reference TQ 31482 84157, within Islington. A vacant single-storey light industrial workshop with a hardstanding yard, bounded by Victorian terraced housing to the north and east.

Demolition of the existing single-storey workshop and erection of a four-storey building providing 18 self-contained flats with commercial floorspace at ground floor, cycle and refuse stores, and associated landscaping. The works comprise demolition and new build.

Quantity	Value
Dwellings created	18 units
Residential floorspace	1,450 m2 GIA
Non-residential floorspace	260 m2 GIA
Floorspace to be demolished	420 m2
Site area	1,180 m2
Storeys	4

Considerations and challenges

- The site is recorded as tightly constrained - no on-site turning, back-of-pavement working.
- There are 5 schools within 400 m of the site, the nearest being William Tyndale Primary School at 303 m. Delivery timings are set accordingly.
- There are 25 weight restrictions on the surrounding highway network, which the routing avoids.
- There are 7 height restrictions on the surrounding highway network, which the routing avoids.
- Cycle infrastructure runs close to the site, so the routing and the site access arrangements are designed around the safety of cyclists.

Policy and standards

National policy & legislation

The works are carried out under the Construction (Design and Management) Regulations 2015, which place a duty on the client and the principal contractor to ensure so far as is reasonably practicable that the work is carried out without risk to the health or safety of any person affected by the project, including the wider community and all vulnerable road users.

The Control of Pollution Act 1974 and Part III of the Environmental Protection Act 1990 govern noise and statutory nuisance from the site. Where an operation cannot be completed within the agreed hours, an application for prior consent under section 61 of the Control of Pollution Act 1974 is made not less than 28 days before the relevant works begin.

Local policy & authority guidance

This plan responds to the requirements of Islington, and is set out against Construction Management Plan pro forma, answered question by question. Islington is a CLOCS Champion. The proforma quotes CLOCS v3 clause numbers; this plan cites the current Version 5 equivalents. Standard borough working hours are 08:00-18:00 Mon-Fri, 08:00-13:00 Sat, none on Sundays or Public Holidays.

The CLOCS Standard & fleet accreditation

The transport content follows the CLOCS Standard Version 5, published November 2024 and in force from 1 March 2025. The Standard applies to all heavy goods vehicle operations and specifically construction vehicles over 3.5 tonnes gross vehicle weight servicing the project, including abnormal loads and engineering plant.

Fleet operators servicing the site are part of a recognised independent fleet accreditation scheme, or hold a management system addressing management, vehicles, drivers and operations, meeting the standards described as Silver in the FORS Standard. Attainment of FORS Silver accreditation is not itself a requirement of the CLOCS Standard, and alternative schemes such as DVSA Earned Recognition, Mission Zero or ISO 39001 are accepted.

Heavy goods vehicles over 12 tonnes operating in Greater London require a valid HGV Safety Permit. The minimum Direct Vision Standard rating rose from one star to three stars on 28 October 2024. Vehicles rated two stars or below must be fitted with the Progressive Safe System and provide proof of this to obtain a permit. The grace period for fitting the Progressive Safe System closed on 4 May 2025.

This plan is prepared under the Construction (Design and Management) Regulations 2015, which place a duty on the client and the principal contractor to ensure so far as is reasonably practicable that the works are carried out without risk to the health or safety of any person affected by the project, including the wider community and all vulnerable road users.

The transport content follows the CLOCS Standard Version 5, published November 2024 and in force from 1 March 2025. The Standard applies to all heavy goods vehicle operations and specifically construction vehicles over 3.5 tonnes gross vehicle weight servicing the project, including abnormal loads and engineering plant. Where a local authority template quotes clause numbers from an earlier edition of the Standard, the current Version 5 equivalents are cited here.

Clause	Requirement	How this plan responds
5.1	Risk assessment	Risk assessments throughout the life of the project identify and assess risks to vulnerable road users arising from construction logistics activity, considering the local environment, the volume, frequency and type of vehicle movements, other road user demand, and high-risk roads, junctions and routes.

Clau se	Requirement	How this plan responds
5.2	Construction Logistics Plan	A project-specific Construction Logistics Plan provides the framework for planning and managing vehicle movements into and out of the project, has input from significant site and fleet operators, risk-assesses and specifies the safest vehicle routes and the last-mile routes, requires a delivery management system and competent site access traffic marshals, and is reviewed and updated before the start of each new phase of construction.
5.3	Construction Traffic Management Plan	An overarching Construction Traffic Management Plan describes how traffic is managed while works are carried out, the activities proposed, their impact on the roadway and road users including vulnerable road users, and how those impacts are addressed.
5.4	Procurement	CLOCS requirements are included in the procurement strategy, tender documentation and contracts, and contracts issued to site and fleet operators specify compliance with the CLOCS Standard.
5.5	Delivery management systems	An effective delivery management system plans and schedules delivery times, captures vehicle and driver details, controls and reduces peak-hour traffic, addresses holding areas, and communicates routes and site rules to the operator.
5.6	Vehicle routing	Preliminary risk assessments of proposed vehicle routes select the safest routes to and from the site considering potential conflict with vulnerable road users, the committed routes are specified and communicated to all sub-contractors, fleet operators and service suppliers, with maps distributed and permitted deviations clearly communicated.
5.7	Ground conditions	Site ground conditions are suitable for the vehicles servicing the site, particularly those fitted with safety features, and are reviewed regularly.
5.8	Access and egress	Access to and egress from the site is clearly marked, understood, appropriately managed and clear of obstacles, with hazards minimised by one-way systems, avoidance of reversing manoeuvres, physical separation of pedestrians and vehicles, and appropriate signage.
5.9	Site access traffic management	Site traffic is managed in the context of the Construction Traffic Management Plan, competent site access traffic marshals hold formal approved traffic marshal training including practical experience, and vehicles and drivers are checked against the Standard through general observation and frequent formal checks.
5.10	Loading and unloading	Vehicles are loaded and unloaded on site as far as is practicable on a stable, graded surface; any off-site loading area is used only with consent and after risk assessment.
5.11	Monitoring and reporting	Compliance is monitored through approximately six-monthly independent formal CLOCS site monitoring assessments, records of delivery performance, and quarterly reports to the client covering fleet and site performance including the results of site access gate checks.
5.13	Community engagement	The principal contractor engages with the local community, including local schools, on road safety.
7.1	Fleet accreditation	Fleet operators are part of a recognised independent fleet accreditation scheme, or hold a suitable management system, meeting the standards described as Silver in the FORS Standard. Attainment of FORS Silver accreditation is not itself a CLOCS requirement and alternative schemes such as DVSA Earned Recognition, Mission Zero or ISO 39001 may be used.

Superseded clause references

Topic	Earlier edition	Version 5
Vehicle routing	3.4.5	5.6
Access and egress	3.4.3	5.8
Loading and unloading	3.4.4	5.10
Control of site traffic at peak hours	3.4.6	5.5 and 5.9

Fleet accreditation

Fleet operators servicing the site are part of a recognised independent fleet accreditation scheme, or hold a management system addressing management, vehicles, drivers and operations, meeting the standards described as Silver in the FORS Standard. Attainment of FORS Silver accreditation is not itself a requirement of the CLOCS Standard, and alternative schemes such as DVSA Earned Recognition, Mission Zero or ISO 39001 are accepted.

Heavy goods vehicles over 12 tonnes operating in Greater London require a valid HGV Safety Permit. The minimum Direct Vision Standard rating rose from one star to three stars on 28 October 2024. Vehicles rated two stars or below must be fitted with the Progressive Safe System and provide proof of this to obtain a permit; the grace period for fitting the Progressive Safe System closed on 4 May 2025.

Construction programme and methodology

Construction phases & methodology

The construction methodology is described using the six phases set out in the Construction Logistics Planning Guidance. Each operation is assessed for hazard and risk before it begins, the control measures are communicated to everyone affected, and the safe system of work is monitored and supervised throughout.

Programme & phasing

The programme runs to 83 weeks, equivalent to 457 working days at 5.5 days a week, derived from the scale of the works. The phase durations and the sequence are shown in the programme table and the accompanying bar chart.

The construction methodology is described using the six phases set out in the Construction Logistics Planning Guidance. The programme runs to 83 weeks, equivalent to 457 working days at 5.5 days per week, derived from the scale of the works.

#	Phase	Dur.	Programme	Description
1	**Site setup and demolition**	10 wks	Week 1 to 10	Establishing welfare accommodation, setting up hoarding, demolishing existing buildings and clearing the site of debris.

#	Phase	Dur.	Programme	Description
2	**Basement excavation and piling**	11.6 wks	Week 11 to 22	Removing excavated material from the site and excavating the basement. Piling forms the basement walls and structural footings.
3	**Sub-structure**	13.3 wks	Week 22.6 to 35	Below-ground works including foundations and basement walls. Plant installation can also occur.
4	**Super-structure**	19.9 wks	Week 35.9 to 55	Above-ground works including the structural elements of the building and the floors.
5	**Cladding**	13.3 wks	Week 55.8 to 68	The external elements of the building including the façade, roof and glazing.
6	**Fit-out, testing and commissioning**	14.9 wks	Week 69.1 to 83	All mechanical, electrical and plumbing installation, and testing of newly installed systems.

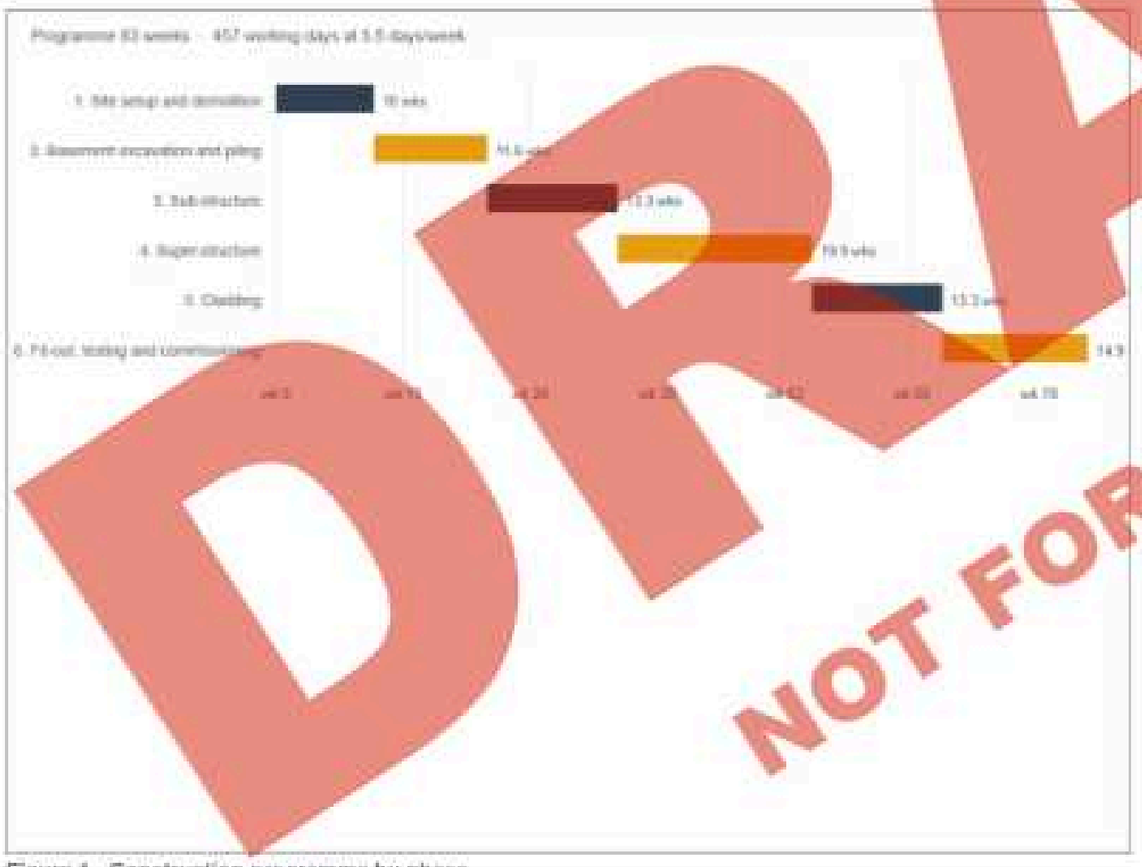

Figure 1 - Construction programme by phase

Working and delivery hours

Working & delivery hours

Construction working hours are 08:00-18:00 Mon-Fri - 08:00-13:00 Sat - none Sun & Bank Holidays.

Deliveries are restricted to 09:30-15:00 Mon-Fri during term time - 08:00-13:00 Sat because a school lies 303 m from the site at William Tyndale Primary School, on the construction vehicle route.

Vehicles may arrive from 08:00 where they can be accommodated within the site, and must then wait with engines switched off. No works audible at the site boundary are carried out outside these hours.

This restriction is applied because of the proximity of the school named above to the site and to the construction vehicle route. It is a requirement of the local authority guidance and is committed to here rather than left to be imposed by condition.

Hours summary

Activity	Permitted hours	Basis
Construction working	08:00-18:00 Mon-Fri - 08:00-13:00 Sat - none Sun & Bank Holidays	The commonest pattern in the corpus and the stated borough standard in Islington's proforma.
Deliveries and collections	09:30-15:00 Mon-Fri during term time - 08:00-13:00 Sat	Hertfordshire CC Q17 and Islington Q22: where a school lies in the vicinity of the site or on the access or egress route, deliveries are restricted to between 09:30 and 15:00 on weekdays during term time.
Sundays and Bank Holidays	No working	Standard across the authorities reviewed

No works audible at the site boundary are carried out outside these hours. Where an operation cannot be completed within them - a continuous concrete pour, a crane lift or an abnormal load - prior written agreement is obtained from the local authority, and where the Control of Pollution Act 1974 applies an application for prior consent under section 61 is made not less than 28 days before the relevant works begin.

Traffic management and routing

Vehicle routing - approach & departure

Construction vehicles approach and leave the site on the routes shown on the route plans. The routes have been risk assessed under CLOCS clause 5.6, taking account of the potential for conflict with vulnerable road users, weight and height restrictions, cycle infrastructure and the trip generators on the corridor. The approach and departure routes are drawn separately because they are not

necessarily the same.

A copy of the route plan is issued with every order. Suppliers and hauliers are required by contract to use the specified routes at all times unless an unavoidable diversion is in place, and any permitted deviation is communicated in advance.

Route constraints & risk assessment

The constraints identified on the corridor within 400 m of the site are listed in the table below, each with its distance from the site and the response adopted.

Estimated vehicle movements

Vehicle movements are estimated using the Ready Reckoner in the TRICS Construction Traffic Research Report, which records 29.4 one-way trips onto a site per £100,000 of project value at 2006 prices. That base is inflated to £182,000 using the building cost index at Q3 2025.

On that basis the development generates 656 one-way trips onto the site over the programme, or 1,311 two-way movements, averaging 1.4 vehicles a day across 457 working days. Deliveries are not evenly spread, so the peak day for each phase is reported alongside the average. Heavy goods vehicles account for 89 per cent of movements.

Workforce travel & parking

The peak workforce is 40 operatives, derived from the floor area and dwelling count of the scheme. Applying a car share of 55 per cent, taken from a typical construction workforce car share after travel-plan measures, gives 22 staff vehicles and 44 two-way staff movements a day.

These are counted separately from deliveries throughout this plan. Operatives arrive before the working day and leave at the end of it, whereas deliveries are booked into the delivery window. Operatives are encouraged to travel by means other than the private car, and parking on the surrounding residential streets is prohibited by contract on every sub-contractor.

Control of site traffic at peak hours

Deliveries are booked through a delivery management system that plans and schedules arrival times, records vehicle and driver details, controls peak-hour arrivals and communicates the route and the site rules to the operator before the journey begins. Vehicles arrive to a booked slot; no vehicle waits or circulates on the public highway.

The nearest Department for Transport count point publishing an annual flow is on B515, 114 m from the site, which recorded 8,288 motor vehicles a day in 2009. The peak-day construction movements represent 0.6 per cent of that flow. That is below the 30 per cent screening threshold at which further assessment is warranted, so the works do not materially alter the operation of the surrounding highway network.

Construction vehicles approach and leave the site on the routes shown on the route plans. The routes have been risk assessed against the criteria in CLOCS clause 5.6, taking account of conflict with vulnerable road users, weight and height restrictions, cycle infrastructure and the trip generators on the corridor. The approach and departure routes are drawn separately because they are not necessarily the same.

Figure 2 - Construction vehicle approach route and corridor constraints

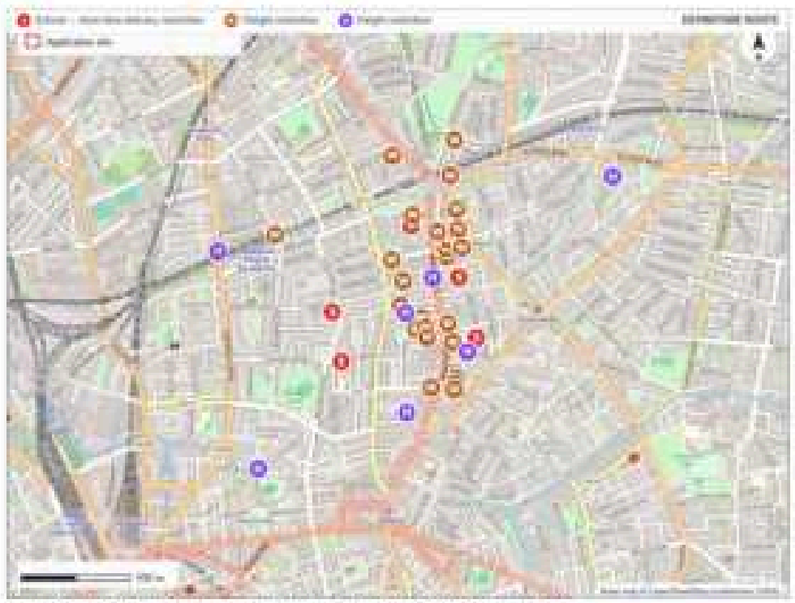

Figure 3 - Construction vehicle departure route and corridor constraints

The approach plan shows the last-mile route from the strategic road network to the site. The departure plan shows the route from the site back to it, drawn at the wider extent because the return leg is not the reverse of the approach where one-way working applies.

Route constraints identified

Constraint	Feature	Distance	Response
School	William Tyndale Primary School	303 m	Deliveries restricted to the term-time window; drivers briefed on school arrival and departure times
School	Thornhill Primary School	306 m	Deliveries restricted to the term-time window; drivers briefed on school arrival and departure times
School	Laycock Primary School	360 m	Deliveries restricted to the term-time window; drivers briefed on school arrival and departure times
Nursery	Beckett House Nursery School	374 m	Deliveries restricted to the term-time window; drivers briefed on school arrival and departure times
School	St Mary's Church of England Primary School	393 m	Deliveries restricted to the term-time window; drivers briefed on school arrival and departure times
Weight restriction	Barnsbury Street - 7.5	14 m	Excluded from the routing
Weight restriction	College Cross - 7.5	104 m	Excluded from the routing
Weight restriction	Waterloo Terrace - 7.5	127 m	Excluded from the routing
Weight restriction	Napier Terrace - 7.5	141 m	Excluded from the routing
Weight restriction	Battishill Street - 7.5	168 m	Excluded from the routing
Weight restriction	Islington Park Street - 7.5	201 m	Excluded from the routing
Height restriction	Unnamed road - below_default	58 m	Excluded from the routing
Height restriction	Coopers Yard - below_default	196 m	Excluded from the routing
Height restriction	Dagmar Terrace - 2.9	388 m	Excluded from the routing
Height restriction	St. Alban's Place - 3.2	502 m	Excluded from the routing
Height restriction	Caledonian Road - 15'6"	862 m	Excluded from the routing
Height restriction	Wynford Road - default	992 m	Excluded from the routing
Cycle route	Liverpool Road	55 m	Marshal holds vehicles until the cycle lane is clear; warning signage on the cycle approach
Cycle route	Barnsbury Street	61 m	Marshal holds vehicles until the cycle lane is clear; warning signage on the cycle approach
Cycle route	College Cross	79 m	Marshal holds vehicles until the cycle lane is clear; warning signage on the cycle approach
Cycle route	Richmond Grove	289 m	Marshal holds vehicles until the cycle lane is clear; warning signage on the cycle approach
Nursery	Beckett House Nursery School	374 m	Considered in the routing risk assessment

Estimated vehicle movements

Vehicle movements are estimated using the Ready Reckoner in the TRICS Construction Traffic Research Report, which records 29.4 one-way trips onto a site per £100,000 of project value at 2006 prices. That base is inflated to £182,000 using the building cost index at Q3 2025, giving 656 one-way trips onto the site over the programme, or 1,311 two-way movements. Spread across 457 working days this averages 1.4 vehicles per day. Deliveries are not evenly spread, so the table below reports the peak day for each phase as well as the average.

Phase	Trips	Days	Average/day	Peak vehicles/day	Peak movements/day
Site setup and demolition	66	55	1.2	3	6
Basement excavation and piling	92	64	1.4	4	8
Sub-structure	105	73	1.4	3	6
Super-structure	170	109	1.6	3	6
Cladding	105	73	1.4	3	6
Fit-out, testing and commissioning	118	82	1.4	3	6

The peak figures are the greater of the modelled average for the phase multiplied by a phase intensity factor, and a practical floor of three vehicles a day for phases involving concrete delivery and two vehicles a day otherwise, since any working day generates at least that. The busiest period is basement excavation and piling, at 4 arrivals and 8 two-way movements on the peak day.

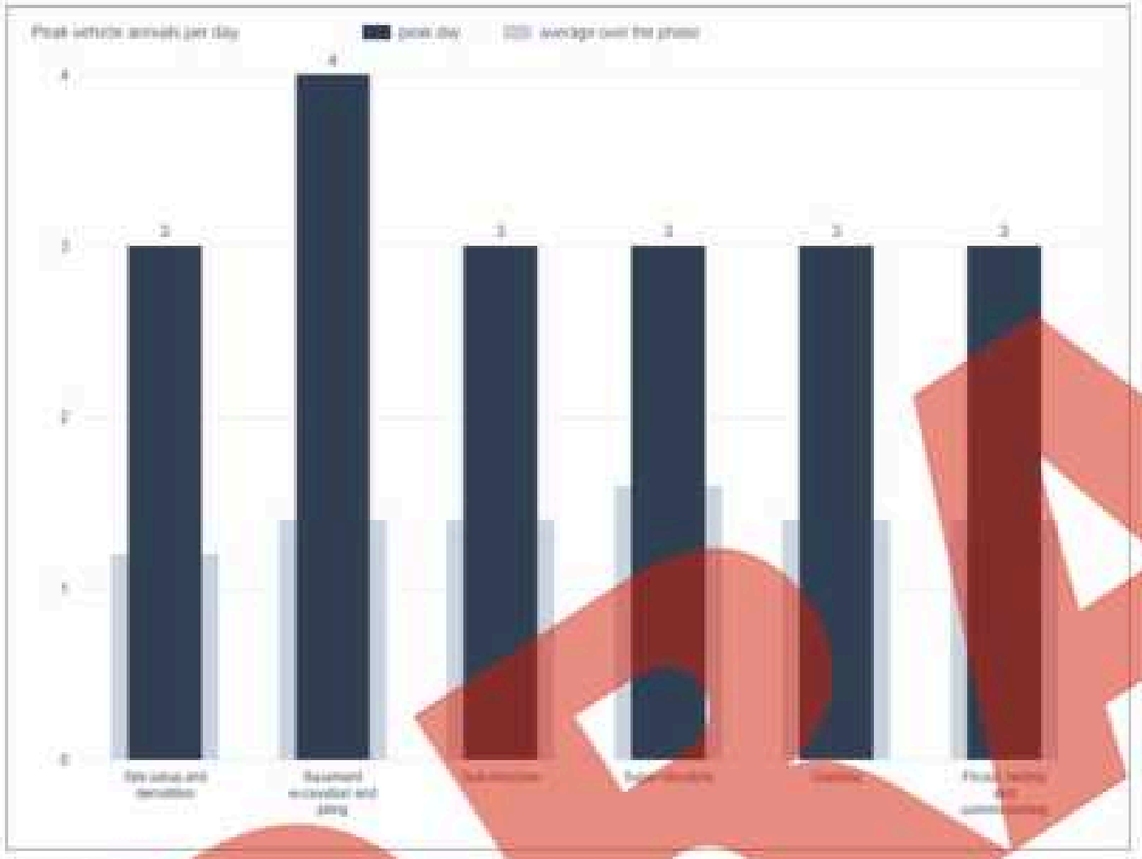

Figure 4 - Peak construction vehicle arrivals per day by phase

Vehicle types

Vehicle type	Share of movements	One-way trips	HGV
Car / pick-up / 3.5 t van	10.8%	71	No
7.5 t box van / panel van	17.8%	117	Yes
Low loader / articulated HGV	2%	13	Yes
Ready-mix concrete truck	22.8%	149	Yes
Mobile crane	1%	6	Yes
Skip lorry	1%	6	Yes
32 t tipper truck	44.6%	292	Yes

Heavy goods vehicles account for 89 per cent of movements. Every vehicle over 3.5 tonnes gross vehicle weight servicing the site falls within the scope of the CLOCS Standard.

Construction traffic against the existing flow

The nearest Department for Transport count point publishing an annual flow is on B515, 114 m from the site, which recorded 8,288 motor vehicles a day in 2009, of which 303 were heavy goods vehicles.

Measure	Value
Existing flow, all motor vehicles (2009)	8,288 per day
Existing flow, heavy goods vehicles	303 per day
Construction delivery movements, peak day	8
Construction workforce movements, peak day	44
Total construction movements, peak day	52
Construction movements as a proportion of the existing flow	0.6%
Construction HGV movements as a proportion of existing HGV flow	2.3%

Screening practice treats an increase of 30 per cent in total traffic, or 10 per cent where the receiving environment is sensitive, as the point at which further assessment is warranted. The peak-day construction movements fall well below that threshold, so the works do not materially alter the operation of the surrounding highway network.

Workforce travel and parking

The peak workforce is 40 operatives, derived from the floor area and dwelling count of the scheme. Applying a car share of 55 per cent, taken from a typical construction workforce car share after travel-plan measures, gives 22 staff vehicles, or 44 two-way staff movements a day. These are counted separately from deliveries throughout this plan: staff arrive before the working day and leave at the end of it, whereas deliveries are booked into the window set out above.

Operatives are encouraged to travel by means other than the private car. There are bus stops within walking distance of the site. Parking on the surrounding residential streets is not permitted and is a contractual requirement on every sub-contractor.

Site access, egress and set-up

Access & egress arrangements

Access to and egress from the site is clearly marked, understood, appropriately managed and clear of obstacles, in accordance with CLOCS clause 5.8. A trained traffic marshal supervises every vehicle movement across the footway. No vehicle reverses onto or from the public highway. Swept path analysis for the largest vehicle servicing the site, a low loader / articulated HGV of 16.50 m, is produced by the appointed contractor using vehicle tracking software and is submitted with the detailed plan.

Site set-up, welfare & security

The site is enclosed by solid hoarding 2.4 m high in metal or timber, in a colour agreed with the local planning authority, with vision panels where they can be provided safely. The hoarding line measures approximately 140 metres, taken from the site area, taken as a rectangle of proportion 3:2, with 1 gated access point.

Welfare accommodation meeting Schedule 2 of the Construction (Design and Management) Regulations 2015 is provided within the site boundary, together with the site office, a first aid point and secure storage. All temporary buildings, plant and materials are located within the hoarding line; the public highway is not used for storage or welfare. Closed circuit television covers the perimeter and the access gates, which are locked when the site is closed.

Parking of operatives' & visitors' vehicles

Vehicles belonging to site operatives and visitors are parked within the site where space allows. Where it does not, operatives use public transport or the parking arrangements agreed with the local authority. Parking on the adjoining residential streets is prohibited and is a contractual requirement on every sub-contractor.

Loading, unloading & storage

Loading and unloading is carried out on site on a stable, graded surface, in accordance with CLOCS clause 5.10. Where any off-site loading is unavoidable it is undertaken only with the consent of the highway authority and after risk assessment, with a traffic marshal ensuring the safe passage of pedestrians, cyclists and motor traffic throughout.

Plant and materials are stored within the hoarding line in the positions shown on the site set-up plan, stacked so that they cannot fall, and secured outside working hours.

Hoarding, scaffolding & pedestrian management

The hoarding is checked regularly and maintained in a clean and tidy condition. Noticeboards are fixed at relevant sections of the hoarding displaying the site rules, the name and 24-hour contact number of the site manager, and the Considerate Constructors Scheme registration.

Pedestrian and cyclist safety is maintained at all times. Where a footway must be closed, a signed alternative route of adequate width is provided and maintained, with ramping where cables or hoses cross the footway, and the needs of wheelchair users, people with visual impairment and people with prams are accommodated. Any hoarding, scaffolding or gantry that oversails or occupies the public highway is licensed separately before it is erected.

Wheel washing & highway cleanliness

A wheel washing facility is provided at the exit. Every vehicle leaving the site passes through it and the wheels and underside are cleaned before the vehicle reaches the public highway. Run-off is contained, settled and either recirculated or removed from site by a licensed carrier; it is not discharged to the highway drainage.

The adjoining highway is inspected daily and mechanically swept whenever material is deposited on it. A road sweeper is available on call throughout the works. All vehicles carrying loose material are sheeted before leaving the loading position.

Access to and egress from the site is clearly marked, understood, appropriately managed and clear of obstacles, in accordance with CLOCS clause 5.8. Swept path analysis for the largest vehicle servicing the site, a low loader / articulated HGV of 16.50 m, is produced by the appointed contractor using vehicle tracking software and is submitted with the detailed plan.

Figure 5 - Indicative site set-up: hoarding line, gates, wheel wash and compound

Traffic marshalling

- A trained traffic marshal supervises every vehicle movement across the footway, holding formal approved traffic marshal training including practical experience, and is equipped with STOP-WORKS signs where control of traffic on the public highway is required.
- Pedestrians retain priority across the site access at all times, and the footway is not used for the storage of plant or materials.
- No vehicle reverses onto or from the public highway; vehicles enter and leave the site in forward gear wherever the site layout allows.
- Advance warning signage is placed on the approach to the site access in both directions, and site rules and speed limits are displayed at the gate.

- Where the access crosses a cycle route, the marshal holds vehicles until the cycle lane is clear, and warning signage is provided on the cycle approach.

Site set-up, welfare and security

The site is enclosed by solid hoarding 2.4 m high in metal or timber, in a colour agreed with the local planning authority, with vision panels where they can be provided safely. The hoarding line measures approximately 140 metres, taken from the site area, taken as a rectangle of proportion 3:2, with 1 gated access point of approximately 4.5 metres. Noticeboards are fixed at relevant sections of the hoarding displaying the site rules, the name and 24-hour contact number of the site manager, and the Considerate Constructors Scheme registration.

Welfare accommodation meeting Schedule 2 of the Construction (Design and Management) Regulations 2015 is provided within the site boundary, together with the site office, a first aid point and secure storage. All temporary buildings, plant and materials are located within the hoarding line; the public highway is not used for storage or welfare.

Closed circuit television covers the site perimeter and the access gates. Gates are locked when the site is closed, and only authorised personnel signed in at the gate are admitted.

Parking, loading, unloading and storage

- Vehicles belonging to site operatives and visitors are parked within the site where space allows; where it does not, operatives use public transport or the parking arrangements agreed with the local authority. Parking on adjoining residential streets is prohibited by contract.
- Loading and unloading is carried out on site on a stable, graded surface, in accordance with CLOCS clause 5.10. Where any off-site loading is unavoidable it is undertaken only with the consent of the highway authority and after risk assessment.
- Plant and materials are stored within the hoarding line in the positions shown on the site set-up plan, stacked so they cannot fall, and secured outside working hours.
- Deliveries are booked through a delivery management system that plans and schedules arrival times, records vehicle and driver details, controls peak-hour arrivals and communicates the route and the site rules to the operator before the journey begins.

Wheel washing and highway cleanliness

A wheel washing facility is provided at the exit. Every vehicle leaving the site passes through it, and the wheels and underside are cleaned before the vehicle reaches the public highway. Run-off is contained, settled and either recirculated or removed from site by a licensed carrier; it is not discharged to the highway drainage.

The adjoining highway is inspected daily and mechanically swept whenever material is deposited on it. A road sweeper is available on call throughout the works.

Planned measures

Committed, proposed & considered measures

The Construction Logistics Planning Guidance requires the measures adopted to be specific, measurable, achievable, relevant and time-bound, and to be classified as committed, proposed or considered. Committed measures are secured by planning condition or by the Section 106 agreement, are included in tender documentation, and non-compliance is a material breach of contract. Where a proposed measure is not taken forward, the justification and the supporting evidence are recorded.

Strategies to reduce impacts

The number of vehicle trips is reduced at source. Orders are consolidated so that full loads are delivered to a booked slot rather than part loads on demand. Material suitable for re-use is tested, stockpiled and used within the site, reducing both import and export movements. Off-site manufacture of repeating elements reduces both the number of deliveries and the time vehicles spend at the site. Delivery timings are coordinated with any other active construction site on the same corridor to avoid compounding peak-period movements.

The Construction Logistics Planning Guidance requires the measures adopted to be specific, measurable, achievable, relevant and time-bound, and to be classified as committed, proposed or considered. Committed measures are secured by planning condition or by the Section 106 agreement, are included in tender documentation, and non-compliance is a material breach of contract. Where a proposed measure is not taken forward, the justification and the supporting evidence are recorded.

Measure	Status	How it is applied
Safety and environmental standards and programmes	Committed	All fleet operators servicing the site meet the standards described as Silver in the FORS Standard or an equivalent accredited scheme, and the site is registered with the Considerate Constructors Scheme.
Adherence to designated routes	Committed	The routes committed to in this plan are issued with every order and are a contractual requirement on all suppliers and hauliers.
Delivery scheduling	Proposed	A delivery management system books every vehicle to an arrival slot, records vehicle and driver details, and prevents vehicles arriving unbooked.
Re-timing for out-of-peak deliveries	Proposed	Deliveries are scheduled outside the network peak periods so far as the programme allows.
Re-timing for out-of-hours deliveries	Proposed	Out-of-hours deliveries are used only where a specific operation requires it and only with the prior written agreement of the local authority.
Use of holding areas and vehicle call-off areas	Proposed	A call-off arrangement holds vehicles away from the site until a loading position is free, so that no vehicle waits or circulates on the public highway.
Use of logistics and consolidation centres	Proposed	Consolidation of loads through a logistics centre is evaluated at procurement to reduce the number of individual deliveries.

Measure	Status	How it is applied
Vehicle choice	Considered	The vehicle mix is matched to the load and the access constraints, favouring low-entry vehicles with increased direct vision.
Freight by water	Considered	Applies where the site, a consolidation centre or a holding area lies within 100 m of the foreshore of a navigable waterway.
Freight by rail	Considered	Applies where the site, a consolidation centre or a holding area lies within 100 m of a rail freight siding.
Design for Manufacture and Assembly and off-site manufacture	Considered	Off-site manufacture of repeating elements reduces both the number of deliveries and the time vehicles spend at the site.
Re-use of material on site	Considered	Excavated material suitable for re-use is tested, stockpiled and used within the site, reducing both import and export movements.
Smart procurement	Proposed	Orders are consolidated and scheduled so that full loads are delivered to a booked slot rather than part loads on demand.
Collaboration with other sites in the area	Considered	Delivery timings are coordinated with other active construction sites on the same corridor to avoid compounding peak-period movements.
Implement a staff travel plan	Proposed	A construction staff travel plan sets out the public transport, cycling and car-sharing measures that reduce workforce vehicle trips.

Site-specific controls

Controls arising from the site conditions

The following conditions apply to this site, and each brings its own controls: demolition of existing structures; basement excavation or piling; works affecting a party wall or adjoining structure; tower crane or mobile crane lifts; listed building or within a conservation area; trees to be retained on or adjoining the site.

They are set out in full below so that the local planning authority can see in one place what governs the works beyond the general measures, together with the standard each engages.

The conditions below apply to this site and each brings its own controls. They are set out here so that the local planning authority can see, in one place, what governs the works beyond the general measures.

The works

Demolition of existing structures

BS 6187:2011 Code of practice for full and partial demolition

Demolition is carried out under a demolition method statement prepared by the specialist demolition contractor in accordance with BS 6187, working in reverse order of construction and top down to maintain stability at all times. A pre-demolition survey records the condition of adjoining structures, an exclusion zone is established and maintained, and the effects of any unplanned collapse are considered in siting operatives, plant and temporary bracing.

- A refurbishment and demolition asbestos survey is completed before any demolition begins, and any asbestos-containing material is removed by a licensed contractor under HSE requirements in advance of the works.
- Notice of demolition is given to the local authority under section 80 of the Building Act 1984 and the statutory undertakers are notified so that services are disconnected and made safe before work starts.
- Debris netting or sheeting is fitted to the scaffold, material is lowered rather than dropped, and enclosed chutes are used where debris is dropped from height.

Basement excavation or piling

BS 8004 Code of practice for foundations and BS 5228-2 for ground-borne vibration

Piling and basement excavation are carried out to a temporary works design prepared by a competent engineer. Underpinning proceeds in short, numbered bays in a hit-and-miss sequence with a minimum curing period between adjacent bays, and no excavation is left unsupported at the end of a shift.

- A ground movement monitoring regime is installed before excavation begins, with trigger levels agreed in advance and an agreed response at each level.
- The piling method is selected to limit ground-borne vibration at the nearest sensitive receptor, and vibration is monitored against the BS 5228-2 cosmetic damage limits at the boundary.
- Groundwater is controlled by pumping to a settlement system, and no silt-laden water is discharged to the surface water system.

Works affecting a party wall or adjoining structure

Party Wall etc. Act 1996

Notice is served on the adjoining owners under the Party Wall etc. Act 1996 in advance of the relevant works, and the works do not begin until the award is in place or consent has been given. A schedule of condition of the adjoining property is agreed before work starts.

- A schedule of condition of every adjoining property is prepared and agreed before works begin, and is used to resolve any subsequent claim.
- Where the works affect a party structure, the sequence and the temporary support are set out in the award and are not varied without the agreement of the appointed surveyors.

Tower crane or mobile crane lifts

BS 7121 Code of practice for the safe use of cranes

Lifting operations are planned by an appointed person and carried out under a lift plan. The crane position, the radius and the oversailing envelope are shown on the site set-up plan.

- Where the jib oversails land outside the site, an oversailing licence or the written consent of the affected owner is obtained before the crane is erected.
- Lifts over the public highway are carried out only under a road closure agreed with the highway authority, outside peak periods, with the closure notified to residents and businesses in advance.
- No load is carried over an occupied building or over the public highway other than during an agreed closure.

Heritage & environment

Listed building or within a conservation area

Planning (Listed Buildings and Conservation Areas) Act 1990

The site lies within a designated heritage context. The appearance of the hoarding, the siting of plant and the control of vibration are set with that in mind, and any works to listed fabric are carried out only under the listed building consent granted.

- The hoarding is finished in a colour agreed with the local planning authority and is kept clean and free of unauthorised material for the duration of the works.
- Vibration at the boundary of any listed structure is monitored against the BS 5228-2 cosmetic damage limits, with an agreed trigger level and an agreed response.
- Percussive methods are avoided adjacent to historic fabric; where no alternative exists the method is agreed with the conservation officer in advance.

Trees to be retained on or adjoining the site

BS 5837:2012 Trees in relation to design, demolition and construction

Trees to be retained are protected in accordance with BS 5837. Protective barriers are erected around the root protection area before any material, plant or vehicle is brought on to the site and are not moved without the written agreement of the local planning authority.

- The root protection area is not used for storage, for mixing, for vehicle movement or for the siting of welfare accommodation.
- Where access within the root protection area is unavoidable, a no-dig cellular confinement surface is installed under arboricultural supervision.
- Any pruning necessary for construction access is specified by an arboriculturist and carried out to BS 3998.

Standards engaged by these conditions

- BS 6187:2011 Code of practice for full and partial demolition
- BS 8004 Code of practice for foundations and BS 5228-2 for ground-borne vibration
- Party Wall etc. Act 1996
- BS 7121 Code of practice for the safe use of cranes
- Planning (Listed Buildings and Conservation Areas) Act 1990
- BS 5837:2012 Trees in relation to design, demolition and construction

Construction method

Sequence of operations

The works proceed in the sequence set out in the table below. Before any operative begins work on the site they receive an induction covering the sequence, the access arrangements, the site rules and the emergency procedures, and confirm by signature that they understand the safe system of work.

Plant & equipment

The principal vehicles and plant for each phase are listed below. All plant is maintained in good working order, fitted with effective silencers, inspected before use and removed from service if it is out of test or examination date.

Temporary works

All temporary works are designed by a competent temporary works engineer in accordance with current structural engineering standards, taking account of the condition and design constraints of the existing structure, the loads arising from the construction operations and the prevailing exposure. Excavations are supported throughout and dewatered where required, and no excavation is left unsupported at the end of a shift.

Existing services & utilities

Statutory undertakers are notified before works begin and the position of every service crossing or serving the site is identified, marked and protected. No live working on services is permitted; isolation is controlled through a permit-to-work system, with advance warning of the timing and the anticipated duration given to anyone affected.

The works proceed in the sequence below. Each operation is assessed for hazard and risk before it begins, the control measures are communicated to everyone affected, and the safe system of work is monitored and supervised throughout.

#	Operation	Method
1	**Site setup and demolition**	Establishing welfare accommodation, setting up hoarding, demolishing existing buildings and clearing the site of debris.
2	**Basement excavation and piling**	Removing excavated material from the site and excavating the basement. Piling forms the basement walls and structural footings.
3	**Sub-structure**	Below-ground works including foundations and basement walls. Plant installation can also occur.
4	**Super-structure**	Above-ground works including the structural elements of the building and the floors.
5	**Cladding**	The external elements of the building including the façade, roof and glazing.
6	**Fit-out, testing and commissioning**	All mechanical, electrical and plumbing installation, and testing of newly installed systems.

Plant and equipment

Phase	Principal vehicles and plant
Site setup and demolition	32 t tipper truck; Skip lorry; Low loader / articulated HGV; Car / pick-up / 3.5 t van
Basement excavation and piling	32 t tipper truck; Low loader / articulated HGV; Ready-mix concrete truck
Sub-structure	Ready-mix concrete truck; 32 t tipper truck; 7.5 t box van / panel van
Super-structure	Ready-mix concrete truck; Low loader / articulated HGV; Mobile crane; 7.5 t box van / panel van
Cladding	7.5 t box van / panel van; Low loader / articulated HGV; Car / pick-up / 3.5 t van
Fit-out, testing and commissioning	Car / pick-up / 3.5 t van; 7.5 t box van / panel van; Skip lorry

Temporary works

All temporary works are designed by a competent temporary works engineer in accordance with current structural engineering standards, taking account of the condition and design constraints of the existing structure, the loads arising from the construction operations, and the prevailing exposure. Excavations are supported throughout and dewatered where required.

Existing services

Statutory undertakers are notified before works begin and the position of every service crossing or serving the site is identified, marked and protected. No live working on services is permitted; isolation is controlled through a permit to work system, with advance warning of the timing and duration given to anyone affected.

Highway interventions

- Any parking bay suspension required to facilitate the works is applied for separately. Suspensions are sought only where they are genuinely necessary and are permitted for a maximum of six months; exclusive use of a bay beyond that period requires a Temporary Traffic Order, for which a separate application is made.
- Any hoarding, scaffolding or gantry that oversails or occupies the public highway is licensed separately by the highway authority before it is erected. A licence is not assumed by the approval of this plan.
- Where a footway must be closed, a signed alternative route of adequate width is provided and maintained, with ramping where cables or hoses cross the footway, and the needs of wheelchair users, people with visual impairment and people with prams are accommodated.
- A photographic condition survey of the highway and footway adjoining and leading to the site is undertaken before works begin, and digital copies are lodged with the highway authority. Any damage attributable to the works is made good on completion.

Dust and air quality

Dust risk assessment

The risk of dust impacts has been assessed using the Institute of Air Quality Management guidance on the assessment of dust from demolition and construction, considering demolition, earthworks, construction and trackout against the sensitivity of the surrounding area. The highest risk category before mitigation is medium risk.

The site is classified as a Medium Risk Site for the purposes of the Greater London Authority supplementary planning guidance. 2 real-time dust monitors are installed 3 months before works commence, positioned having regard to the sensitive receptors around the site, and real-time data and quarterly reports are provided to the council detailing any exceedance of the agreed threshold and the measures implemented in response.

Dust & dirt control measures

The dust and dirt control measures listed below are the schedule the guidance specifies for the assessed risk category, and are applied in full for the duration of the works. A daily visual inspection for dust is recorded and the log is available for inspection by the local authority.

Non-road mobile machinery & emissions

All non-road mobile machinery with a net rated power between 37 kW and 560 kW used on the site meets Stage IV as a minimum, the standard applicable in Greater London from 2025-01-01. The standard rises to Stage V from 2030-01-01, and machinery is specified with that in mind where the programme extends beyond that date.

All machinery in scope is registered on the NRMM Register at nrmm.london under the site name before it is brought into use. An inventory of all non-road mobile machinery is kept on site together with service logs and legible photographs of individual engine plates, and each machine is marked in a prominent position as compliant with the applicable emission stage.

The risk of dust impacts has been assessed using the Institute of Air Quality Management guidance on the assessment of dust from demolition and construction. The assessment considers the four activities the guidance identifies - demolition, earthworks, construction and trackout - against the sensitivity of the surrounding area.

Activity	Dust emission magnitude	Risk of dust soiling	Risk to human health
Demolition	Small	Medium risk	Negligible
Earthworks	Small	Low risk	Negligible
Construction	Small	Low risk	Negligible
Trackout	Small	Low risk	Negligible

The highest risk category before mitigation is Medium risk. The mitigation applied below is the schedule the guidance specifies for that category. With those measures in place the residual effect is not significant.

The site is classified as a Medium Risk Site for the purposes of the Greater London Authority supplementary planning guidance on the control of dust and emissions during demolition and construction. 2 real-time dust monitors are installed 3 months before works commence, positioned having regard to the sensitive receptors around the site. Real-time data and quarterly reports are provided to the council detailing any exceedance of the agreed threshold and the measures implemented in response.

Figure 6 - Dust assessment buffer distances (IAQM)

Dust and dirt control measures

- Hard surfaces, haul routes and stockpiles are damped down using a bowser or hose during dry or windy weather and during any operation liable to generate dust.
- Cutting, grinding and breaking are carried out using water suppression or on-tool local exhaust ventilation, and dry cutting is not permitted.
- Stockpiles are sited away from the site boundary and from sensitive receptors, kept to the minimum practicable height, and sheeted or seeded where they are to remain in place.
- Material is lowered rather than dropped, enclosed chutes are used for debris, and drop heights are kept to a minimum.
- All vehicles carrying loose material to or from the site are sheeted before leaving the loading position.
- The public highway adjoining the site is inspected daily and mechanically swept whenever material is deposited on it.
- The site is enclosed by solid hoarding, and debris netting or sheeting is fitted to scaffolding where demolition or façade works are in progress.
- No material is burned on site at any time.
- Daily visual inspections for dust are recorded, and the log is available for inspection by the local authority.

Non-road mobile machinery

All non-road mobile machinery with a net rated power between 37 kW and 560 kW used on the site meets Stage IV as a minimum, the standard applicable in Greater London from 2025-01-01. The standard rises to Stage V from 2030-01-01, and machinery is specified with that in mind where the programme extends beyond that date.

- All machinery in scope is registered on the NRMM Register at nrmm.london under the site name before it is brought into use.
- An inventory of all non-road mobile machinery is kept on site together with service logs and legible photographs of individual engine plates, and each machine is marked in a prominent position as compliant with the applicable emission stage.

Noise and vibration

Noise & vibration control

Noise and vibration are controlled by best practicable means in accordance with BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014. The quietest available plant and methods are selected, static plant and generators are sited as far as practicable from noise-sensitive receptors and screened, and the noisiest operations are scheduled within a restricted daily window agreed with the local authority. Site management staff are trained on BS 5228 and evidence of that training is available for inspection.

Section 61 & out-of-hours working

Where an operation cannot be completed within the agreed hours, prior written agreement is obtained from the local authority. Where the Control of Pollution Act 1974 applies, an application for prior consent under section 61 is made not less than 28 days before the relevant works begin, and the works are carried out in accordance with the consent granted.

Noise and vibration are controlled by best practicable means in accordance with BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - Part 1: Noise and BS 5228-2:2009+A1:2014 - Part 2: Vibration. Site management staff are trained on BS 5228 and evidence of that training is available for inspection.

- Best practicable means are applied to every operation in accordance with BS 5228, and the quietest available plant and methods are selected.
- All plant is maintained in good working order, fitted with effective silencers, and switched off when not in use rather than left idling.
- Static plant and generators are sited as far as practicable from noise-sensitive receptors and screened by acoustic barriers or by the site accommodation.
- The noisiest operations are scheduled within a restricted daily window agreed with the local authority and are not carried out at the start or end of the working day.
- Loading, unloading and the handling of materials are carried out so as to minimise impact noise, and vehicles do not queue with engines running.
- Any noise complaint is logged, investigated the same working day, and the outcome recorded and reported to the local authority on request.

Statutory controls

- Section 61 of the Control of Pollution Act 1974 provides for prior consent to be obtained from the local authority for works, and any application is made not less than 28 days before the relevant works begin.
- Section 60 of the Control of Pollution Act 1974 allows the local authority to serve a notice imposing requirements on the way the works are carried out.

Waste management

Waste arisings, recycling & disposal

Waste is managed in accordance with the waste hierarchy. Arisings are reduced at source, material suitable for re-use is re-used on site, and what cannot be re-used is segregated at source into separate skips for inert, metal, timber, plasterboard and general waste. The target is to divert 95 per cent of construction and demolition waste from landfill.

All waste is removed by a registered carrier to a permitted facility, and waste transfer notes are retained on site and made available to the local authority on request. No material is burned on site at any time.

Demolition & excavation arisings

The demolition and excavation arisings and the vehicle movements they generate are set out in the table below. Loads are calculated at the stated capacity of the carrying vehicle, taking the greater of the volume and the mass constraint, with bulking factors applied to give the loose volume actually carried. This is what makes the vehicle movement figures in this plan defensible rather than assumed.

Waste is managed in accordance with the waste hierarchy. Arisings are reduced at source, material suitable for re-use is re-used on site, and what cannot be re-used is segregated for recycling. The target is to divert 95 per cent of construction and demolition waste from landfill.

Stream	Volume	Mass	Vehicle movements
Demolition arisings	630 m3 in situ	945 t	72 loads
Excavated material	1,368 m3 in situ	2,462 t	124 loads
Construction waste	325 m3	205 t	28 loads

Loads are calculated at the stated capacity of the vehicle carrying them - a 32 t tipper truck at 14 m3 or 20 tonnes, and a skip lorry at 12 m3, whichever governs. Excavated volumes are bulked by a factor of 1.25 and demolition arisings by 1.6 to give the loose volume actually carried. This is what makes the vehicle movement figures in this plan defensible rather than assumed.

- Waste is managed in accordance with the waste hierarchy, reducing arisings at source, re-using material on site where it is suitable, and recycling what cannot be re-used.
- Waste is segregated at source into separate skips for inert, metal, timber, plasterboard and general waste, with clearly labelled positions shown on the site set-up plan.
- All waste is removed by a registered carrier to a permitted facility, and waste transfer notes are retained on site and made available to the local authority on request.
- Hazardous materials are identified before works begin, stored separately under cover, and consigned separately using hazardous waste consignment notes.
- No waste is burned on site.

Water, drainage and pollution prevention

Pollution prevention & surface water

Fuels, oils and chemicals are stored in bunded containers with a capacity of at least 110 per cent of the largest vessel, sited away from drains and watercourses. Refuelling takes place at a designated impermeable area with spill kits held adjacent and operatives trained in their use. Surface water from excavations and haul routes is passed through settlement before discharge, and no silt-laden water is discharged to the surface water system. Concrete washout is carried out in a dedicated lined container and the residue removed from site.

Ecology, trees & protected species

Trees to be retained are protected by barriers erected in accordance with BS 5837 before any material, plant or vehicle is brought on to the site, and the protected area is not used for storage, mixing or vehicle movement. Vegetation clearance avoids the bird nesting season where practicable; where it cannot, the area is checked by a competent person immediately beforehand and works stop if an active nest is found. Any protected species licence required is obtained before the relevant works begin.

- Fuels, oils and chemicals are stored in bunded containers with a capacity of at least 110 per cent of the largest vessel, sited away from drains and watercourses.
- Refuelling takes place at a designated impermeable area with spill kits held adjacent and operatives trained in their use.
- Surface water from excavations and haul routes is passed through settlement before discharge, and no silt-laden water is discharged to the surface water system.
- Wheel washing run-off is contained, settled and either recirculated or removed from site by a licensed carrier, and is not discharged to the highway drainage.
- Concrete washout is carried out in a dedicated lined container and the residue removed from site; washing out into excavations or drains is not permitted.

Ecology, trees and protected species

Trees to be retained are protected by barriers erected in accordance with BS 5837 before any material, plant or vehicle is brought on to the site, and the protected area is not used for storage, mixing or vehicle movement. Vegetation clearance avoids the bird-nesting season where practicable; where it cannot, the area is checked by a competent person immediately beforehand and works stop if an active nest is found. Any protected species licence required is obtained before the relevant works begin.

Neighbours and community

Neighbour liaison & complaints

Neighbouring occupiers are notified in writing before works begin and are given the name and 24-hour telephone number of the site manager. Advance notice is given of any operation likely to cause particular disturbance, including demolition, piling, concrete pours and crane lifts. Every complaint is logged, investigated the same working day, and the outcome recorded.

Considerate Constructors Scheme

The site is registered with the Considerate Constructors Scheme before works commence and the registration number is displayed on the hoarding. The Scheme's Code of Considerate Practice is applied throughout: care about appearance, respect for the community, protection of the environment, securing everyone's safety and valuing the workforce. Compliance with the CLOCS Standard is evidenced by approximately six-monthly independent formal CLOCS site monitoring assessments, delivered in partnership with the Scheme, with the results reported to the client quarterly together with the outcome of the site access gate checks.

Consultation & cumulative impact

Neighbouring occupiers, local businesses and the ward councillors are consulted on the draft of this plan before it is submitted. The consultation relates specifically to construction impacts, and those consulted are given a copy of the draft and adequate time to respond. The comments received, and the changes made in response to them, are recorded and appended.

Delivery timings are coordinated with any other active construction site on the same corridor so that the cumulative effect of construction traffic in the area is managed rather than compounded.

Neighbouring occupiers are notified in writing before works begin and are given the name and 24-hour telephone number of the site manager. Advance notice is given of any operation likely to cause particular disturbance, including demolition, piling, concrete pours and crane lifts.

Every complaint is logged with the date, time, the nature of the complaint and the response, investigated the same working day, and the outcome recorded. The log is available for inspection by the local planning authority on request.

Considerate Constructors Scheme

The site is registered with the Considerate Constructors Scheme before works commence and the registration number is displayed on the hoarding. The Scheme's Code of Considerate Practice is applied throughout: care about appearance, respect for the community, protection of the environment, securing everyone's safety and valuing the workforce.

Compliance with the CLOCS Standard is evidenced by approximately six-monthly independent formal CLOCS site monitoring assessments, delivered in partnership with the Considerate Constructors Scheme, with the results reported to the client quarterly together with the outcome of the site access gate checks.

Monitoring and review

Monitoring & review

This plan is monitored throughout the works. Daily checks cover dust, highway cleanliness, the wheel wash and the vehicles and drivers arriving at the gate. Weekly checks cover the delivery log against the booked slots, the complaint log and the condition of the hoarding and signage. Monthly checks cover route compliance and the waste transfer documentation. Approximately six-monthly independent formal CLOCS site monitoring assessments are arranged, and the client is provided with quarterly reports on fleet and site performance.

Summary of commitments

The commitments made in this plan are set out in the summary table. They are written so that the local planning authority can secure them by condition, and each is a commitment the works can keep.

This plan is a live document. It is reviewed and updated before the start of each new phase of construction, and whenever the works, the programme or the site circumstances change materially. Any revision is submitted to the local planning authority for approval and complied with thereafter.

- Daily: visual dust inspection, highway cleanliness check, wheel wash operation, gate checks on arriving vehicles and drivers.
- Weekly: review of the delivery log against the booked slots, review of the complaint log, inspection of the hoarding and signage.

- Monthly: review of route compliance, review of waste transfer documentation and diversion performance.
- Approximately six-monthly: independent formal CLOCS site monitoring assessment.
- Quarterly: report to the client on fleet and site performance, including the results of the site access gate checks and any serious incidents.

Summary of commitments

Item	Committed measure
Documents issued	Construction Management Plan; Construction Logistics Plan; Construction Method Statement; Construction Environmental Management Plan
Working hours	08:00-18:00 Mon-Fri - 08:00-13:00 Sat - none Sun & Bank Holidays
Delivery hours	09:30-15:00 Mon-Fri during term time - 08:00-13:00 Sat
Term-time restriction	Deliveries restricted during school term time because of the school on the route
Peak vehicle movements	4 arrivals per day, 8 two-way movements, during basement excavation and piling
Workforce movements	44 two-way staff movements per day at peak, counted separately from deliveries
Routing	Approach and departure routes as drawn, issued with every order and contractually binding on all suppliers and hauliers
Fleet accreditation	Standards described as Silver in the FORS Standard, or an accepted equivalent scheme
Direct Vision Standard	Minimum three-star rating or the Progressive Safe System, with a valid HGV Safety Permit
Traffic marshalling	Trained marshals supervise every vehicle movement across the footway; no vehicle reverses onto or from the public highway
Hoarding	2.4 m solid hoarding, approximately 140 m, with 1 gated access point
Wheel washing	Wheel wash at the exit; run-off contained and settled; highway swept daily and whenever material is deposited
Dust	IAQM medium risk mitigation schedule applied in full; 2 real-time monitors installed 3 months before commencement
Noise and vibration	Best practicable means under BS 5228; section 61 consent obtained where works fall outside agreed hours
Non-road mobile machinery	Stage IV minimum, registered on the NRMM Register with records held on site
Waste	95 per cent diversion from landfill; segregation at source; registered carriers only
Considerate Constructors	Site registered before commencement, registration number displayed on the hoarding
Demolition of existing structures	BS 6187:2011 Code of practice for full and partial demolition
Basement excavation or piling	BS 8004 Code of practice for foundations and BS 5228-2 for ground-borne vibration
Works affecting a party wall or adjoining structure	Party Wall etc. Act 1996
Tower crane or mobile crane lifts	BS 7121 Code of practice for the safe use of cranes
Listed building or within a conservation area	Planning (Listed Buildings and Conservation Areas) Act 1990
Trees to be retained on or adjoining the site	BS 5837:2012 Trees in relation to design, demolition and construction
Review	Reviewed and updated before each new construction phase and resubmitted where materially changed

Data sources and basis of assessment

Dataset / service	Publisher	Access
Postcode geocoding, region & local authority lookup	postcodes.io (ONS/OS open data)	api.postcodes.io
Address geocoding	OpenStreetMap Nominatim	nominatim.openstreetmap.org
Base mapping, highway network, schools, bus stops and cycle routes	OpenStreetMap contributors	openstreetmap.org
Highway weight and height restrictions on the routed corridor	OpenStreetMap (maxweight / maxheight tags)	overpass-api.de
Conservation areas, listed buildings & Central Activities Zone	MHCLG planning.data.gov.uk	planning.data.gov.uk
Air Quality Management Areas	Defra UK-AIR	uk-air.defra.gov.uk
Flood zones	Environment Agency	environment.data.gov.uk
Public Transport Accessibility Level	Transport for London WebCAT	tfl.gov.uk/webcat

All datasets were accessed on 14 November 2025 under the Open Government Licence v3.0 / ODbL. Contains public sector information licensed under the Open Government Licence (Environment Agency, MHCLG, Met Office); base mapping (c) OpenStreetMap contributors.

Guidance applied

- CLOCS Standard Version 5 (November 2024, in force 1 March 2025) - Construction Logistics and Community Safety
- Transport for London and CLOCS - Construction Logistics Planning (CLP) Guidance, version 1.2 (April 2021)
- The Construction (Design and Management) Regulations 2015
- TRICS - Construction Traffic Research Report, Incorporating the Constructing Excellence Commercial Vehicle Movement KPI
- Institute of Air Quality Management - Guidance on the assessment of dust from demolition and construction (v2.2, 2024)
- Greater London Authority - The Control of Dust and Emissions During Demolition and Construction, Supplementary Planning Guidance (2014)
- BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014 - Code of practice for noise and vibration control on construction and open sites
- Control of Pollution Act 1974, sections 60 and 61
- Environmental Protection Act 1990, part III
- Considerate Constructors Scheme - Code of Considerate Practice
- Transport for London - Direct Vision Standard and HGV Safety Permit scheme
- London Low Emission Zone for Non-Road Mobile Machinery (nrmm.london)
- National Planning Policy Framework (December 2024)

Basis of assessment

- Vehicle movements are estimated using the Ready Reckoner in the TRICS Construction Traffic Research Report, which records 29.4 one-way trips onto a site per 100,000 pounds of project value at 2006 prices. The base is inflated to the assessment date using the published building cost index. The method gives an average over the programme; the peak day for each phase is reported separately, and the basis on which it is derived is stated in the traffic chapter.
- Demolition and excavation arisings are converted to vehicle loads at the stated capacity of the carrying vehicle, taking the greater of the volume and the mass constraint, with bulking factors applied to give the loose volume actually carried.
- Workforce movements are reported separately from delivery movements throughout. They are staff car trips arriving before and departing after the working day, and are never added into a delivery table.
- The route constraints were identified from Ordnance Survey and OpenStreetMap highway data for the corridor around the site, covering schools, weight restrictions, height restrictions, cycle infrastructure and trip generators. Where a school lies on or near the route the delivery window is tightened to the term-time restriction the local authorities apply, and the reason is stated.
- The dust assessment follows the Institute of Air Quality Management guidance and drives the mitigation schedule and, where the Greater London Authority guidance applies, the number of real-time dust monitors.
- Swept path analysis requires vehicle tracking software and is produced by the appointed contractor. Where the site accommodates the largest vehicle in forward gear that position is stated instead.
- The measures in this plan are commitments of the application and are written so the local planning authority can secure them by condition. A Construction Management Plan is enforceable, and every commitment made here is one the works can actually keep.

Closure

This Construction Management, Logistics and Environmental Management Plan sets out how the construction phase of the development at 24 Barnsbury Street, Islington, London N1 1PW will be managed. The works run to 83 weeks and generate 656 one-way vehicle trips, peaking at 4 arrivals a day during basement excavation and piling. Deliveries are confined to 09:30-15:00 Mon-Fri during term time - 08:00-13:00 Sat, tightened for the school on the construction vehicle route, vehicles use the approach and departure routes drawn in this plan, and the dust, noise and waste controls set out above are applied in full. With those measures secured there is no construction management reason for planning permission to be withheld or for the relevant condition to remain undischarged.

Prepared by
Fortress Associates
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