Lyons | O'Neill
Structural Engineers

5 Bacon's Lane, N6 6BL

Job No. 13059

Construction Traffic Management Plan

September 2024

Rev P01 October 2013

Rev P02 June 2019

Rev P03 July 2019

Rev P04 Sept 2024

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Contents

Appendices

1. Introduction

This Construction Traffic Management Plan (CTMP) is one of the requirements of planning and has been produced in accordance with the requirements outlined in "The Schedule, Construction Management Plan Highway Measures", produced by Camden.

All information within this document will be confirmed and finalised by the main contractor following their appointment. The contractor may have alternative ways of undertaking the works, and following the contractors appointment, an amended version of this document that incorporates the contractors proposed methodology will be issued to the relevant parties prior to any works commencing on site.

2. Site

2.1. Site Location

The full site address is 5 Bacon's Lane, N6 6BL

The proposed works involve the full demolition of the existing house and single storey annex and formation of a new 2 storey house in its place.

The site is located at the bottom of Bacon's Lane, a private road accessed off of South Grove There is no through access to the road, though there is a turning head adjacent to the site.

Within a 250m radius of the site there are no other construction sites that are known about..

2.2. Programme

The total timescale for the project has been estimated at 18 months, with an intended start on site date of July 2025, with a period on site of approximately 16-18 months. The assumed durations for main work phases is indicated. Note that these are approximate durations only which will be firmed up by the contractor who is yet to be appointed.

- Mobilise / Demolition 3 Months
- Sub-Structure 2-3 Months
- Frame/Superstructure 3-4 Months
- Envelope & Cladding 3-4 Months
- Fit Out 5-6 Months

The site hours will be 8am to 6pm, Monday to Friday and Saturday 8am - 1pm, as specified by Camden within the planning approval.

2.3. Access to and from the site

Drawing 13059/900 shown in Appendix A shows A and B roads that are close to the site. These will be useful in allowing delivery vehicles that extend around the site and will be used by the main delivery vehicles. All vehicle routes to the site will be expected to make use, where possible, of the main TFL road network. Possible routes to the site from different parts of London are explored below, and these will be firmed up once the contractor is on board.

Vehicles coming from the north may route down the M1 to Brent Cross, turning east onto the A406 keeping on this to where it turns into the A1, then routing off of this onto the B550, following this down to Highgate.

Vehicles coming from the west are expected to route along The Westway, then turning north onto the A400 and following this north past Kentish Town, then branching off this onto the B518 Highgate Road which then turns into Highgate West Hill. Routing up this hill will then lead to South Grove and Bacon's Lane.

Vehicles routing from the south and east are expected to route up Holloway Road and onto the B519 Highgate Hill, following this up to Highgate and then turning west down South Grove and into Bacon's Lane.

Three routes based on the above are shown on the drawing within Appendix A.

The main contractor will inform deliveries of the required route to site in order to minimise disruption to the surrounding local residents. Refer to Section 2.4 which describes the delivery process in more detail.

Site workers will be expected to utilise public transport to get to site. There are three tube stations which have regular bus services routing from close by up to locations near to the site. The number 214 bus routes up Highgate West Hill past Kentish Town station and close to Gospel Oak Station. The 210 and 271 route up Highgate Hill and goes past Archway tube station.

2.4. Deliveries

The site foreman will be in control of all deliveries, movement of site traffic, and co-ordinating with neighbours street traffic requirements. The banksman will direct reversing and forward moving traffic as required. All delivery vehicles will be assisted in exiting the site through the use of a banksman.

To ensure that there are not multiple delivery vehicles coming onto site at one time, the main contractor will be responsible for operating a booking system so that all vehicles coming to site are known about in advance and have been programmed in accordingly. Holding zones on roads surrounding Bacon's Lane will not be permitted.

Each morning, the site foreman will make contact with all companies intending to route

vehicles to site (builders merchants, skip lorries,etc) in order to establish a delivery time such that vehicle clashes are avoided. The site foreman will ensure the readiness of staff for each delivery, and should a delivery be running off schedule, will contact other conflicting vehicles to either delay these or re-arrange them.

Whilst the contractor will be able to store some materials within the garden at the rear of the property, the contractor will be expected to utilise a "just in time" delivery service for materials required on site.

Main deliveries, including the removal and replacement of skips, will occur outside of the school run hours of 8-9am and 3-4pm to minimise disruption to school related traffic. During concrete pours, concrete wagon deliveries will be co-ordinated by the contractor so that these are on a just in time basis. All deliveries are expected to take a maximum of 30 minutes.

Emergency vehicles will be provided immediate access as required. All deliveries will be monitored by the banksman and the site foreman and so no vehicle will be left unattended blocking the route of emergency vehicles. If a delivery vehicle has just pulled into Bacon's Lane then this will either pull over to a suitable spot to allow the emergency vehicle to pass, or it will reverse from the lane with the aid of a banksman to allow the emergency vehicle access/

The weight limit on Bacon's Lane is noted as being 20 tonnes. The contractor will liaise with all of his sub contractors and delivery firms and receive conformation from them that no vehicle will come to site which weighs more than this. The temporary protection shown on the phasing drawing, placed immediately in front of the existing garage will ensure that any vehicles requiring feet to be placed onto the roadway surface will not damage the roadway surface.

The contractor will check daily that there are no road closures on the surrounding streets leading to Bacon's Lane and will advise all delivery vehicles in advance of any disruption.

All vehicles will route off of South Grove and turn into Bacon's Lane. At the turning head adjacent to the No. 5 Bacon's Lane, a banksman will be present to assist in these turning movements. The swept path movement for both of the these vehicle movements is indicated on drawing 903 within Appendix C.

The main vehicles throughout the works will be concrete wagons, skip deliveries, flatbed lorries together with some general delivery vehicles. These are indicated on drawings 901 and 902.

All operatives will access the site from the main entrance to Bacon's Lane with South Grove. The contractor will keep this entrance clean and tidy.

It is expected that the contractor will contribute to the use of road sweepers on a regular basis to maintain the appearance of Bacon's Lane.

2.5. Bacon's Lane

Drawings contained within Appendix B indicate the proposed arrangement of the two main phases of works and how materials will route into the site. The site is categorised as a low risk (Development up to 1000m2) in accordance with the GLA document.

The tree protection, in line with the Aboriculturalist's report, will installed at the start of the works and maintained until the works are complete.

The asphalt road surface immediately in front of the entrance to the garage to No. 5 will be temporarily protected during the works. A condition schedule of the roadway and pavement outside the property is to be undertaken by the contractor prior to the works commencing and upon completion of the works. Based on this, the contractor will be responsible for making good any damage caused to verges, footpaths during the construction of the new works.

Throughout the works it is expected that the contractors office and site welfare will be located to the rear of the main property within the garden space.

2.6. Demolition and Foundations

The formation of the new 2 storey dwelling will require demolition of the existing building. Prior to any works commencing, hoarding will be erected around the front two sides of the existing building that face onto neighbouring property at No. 4 Bacon's Lane. The hoarding will be erected close to the existing fence along this boundary edge. Any damage to this fence as a result of the construction works at No. 5 will be repaired at the contractors own cost. The height and form of this will be agreed with Camden.

It is expected that firm material (such as a layer of stone) is placed on top of the lawn at the rear of the property at the start of the works in order to allow for small construction traffic to easily traffic around this area.

The demolition will be undertaken in a controlled manner. Due to the scale of the building it is expected that it will be able to be demolished by hand, with some of the materials salvaged for re-use elsewhere. In the event of the works being undertaken over a dry period, the material will be damped down with water in order to limit the spread of dust.

All materials will be routed around the rear of the building and out to an 8 yard skip placed within the garage. This will either be modified, or taken down, such that skip lorries can access and pick up/offload the skips as required.

All skips will be covered to minimise the risk of any dust or airborne particles to others.

The new foundations are expected to be either CFA or screw piles into the London Clay. Piles will be formed using a mini rig (able to route through a doorway). Ground beams will be dug by hand or using a mini excavator. Spoil from this will be routed out to the skip using a digger bucket attachment to the front of the telehandler.

The main vehicle movements to and from the site will be to pickup/unload skips, and for the delivery of materials and this is shown on the drawing within Appendix B. The swept path movement of the skip picking up a skip is shown in Appendix C. During the demolition and formation of new foundations, it is expected that there will be up to 2 movements a day during this time. Each skip delivery is expected to take 15-20mins. In order to avoid blockages on Bacon's Lane, the refuse collections times for Bacon's Lane will be determined and the contractor will plan his deliveries around these accordingly.

Concrete wagons required for the new foundations will park tight to the garage to No. 5, with concrete will be pumped in around the back of the site.

Concrete wagons are expected to take 30 mins to unload, which will not impeed other vehicles routing past to either the garage of No. 4 or No. 6 Bacon's Lane.

There are a number of concrete batching plants located within and on the outskirts of London and where possible the contractor will be advised to use one within close proximity.

2.7. Main Building

Within the construction phase the volume of material to be removed from the site is considerably reduced, with the main movement being materials delivered to site. During this phase a skip for general construction waste will be used on a as required basis in the same location as previously shown. The swept path movement for this shown on drawing 903 within Appendix C.

Vehicles expected during this period are scaffold wagons and general delivery vehicles.

The steel and timber frame for the new building will be delivered to site on a flatbed lorry (or similar).

These would come to site on the back of a flatbed lorry (or similar), and be lifted off the delivery vehicle using a telehandler. The swept path movement in Appendix C indicates that a flatbed lorry parked at the side of the road will still allow a car to route past to access the garage of No. 4 Bacon's Lane.

They would then be lifted into position either using the telehandler from the rear of the site, or using a small spider crane from the front of the site that would sit within the roadway and lift the panels over the top of the two small trees.

Using a framed structure for the building to be erected in a short space of time, thus minimising the disturbance to neighbours.

The contractor is likely to require a scaffolding (or similar) around the perimeter of the new building in order to permit working at height.

Towards the end of the works there will be some cutting of paving elements for hard landscaping, this will be suppressed with water to limit the dust created.

2.8. Noise and Vibration

The main Contractor shall determine the background noise levels before any work is carried out on site. This background noise levels shall be registered in the Construction/Demolition Management Plan.

Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods.

The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling are to have been agreed with London Borough of Camden prior to the works commencing.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

2.9. Dust and Pollution

The C/DMP shall identify all the dusty operations and establish the best available techniques required to control dust emissions. Fugitive dust emissions should be prevented whenever practicable. When this is not practicable, emissions should be controlled at source.

Any stockpiles on site will need to take account of factors such as the prevailing winds, proximity of site boundary and proximity of neighbours. Minimisation of drop height is very important in stockpiling to reduce wind whipping of particulates. The contractor will also need

to make sure that there is effective preventative maintenance of all plant.

The contractor is to ensure that no manholes are left uncovered or drainage runs left exposed, and is to undertake general good housekeeping on the site in order to prevent any ingress from rodents.

2.10. Contractor Liaison

The contractor shall notify all occupiers in the vicinity who may be affected by noise from these works of the nature of the works, and provided with a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

A staffed telephone enquiry line will need to be maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

If there are any complaints regarding noise/dust from the building construction/building works, these complaints must be recorded in a complaint's register and make available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Until the complaint has been resolved, all works/activities being the cause of complaint must temporarily cease, (apart from any tasks where the structural integrity would be compromised if the task was stopped part way through). This is until such time as further agreement to work is negotiated.

2.11. Consultation Process

At the start of the on site works, the contractor will nominate one of their staff who will be the point of contact for any comments on the works, and will produce a fortnightly newsletter that will outline the works that will be occurring on site during that period, together with the associated vehicle movements. The contractor will advise within this if he will be working weekends. There will also be a letter box placed on the site hoarding throughout the works to allow any comments to be received from the local residents.

The contractor will be part of the Considerate Contractors Scheme, and the contractor will be asked to demonstrate that all of their sub contractor's drivers comply with traffic regulations and have suitable devices to make them aware of cyclists in accordance with Camden's guidance.

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the Development. Any future revised plan must be approved by the Council and complied with thereafter.

2.12. References

1. Guide for Contractors Working in Camden, London Borough of Camden, February 2008

2. Best Practice Guidance for the control of dust and emissions from construction and demolition, Greater London Authority and London Council's, November 2006.

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Appendix A

Plan Showing Access Roads and Surrounding Features

NOTES

1. This drawing is to be read in conjunction with all relevant architect's and engineers drawings and specifications
2. Do not scale this drawing

Key to Roads/Symbols

- Place of Interest
- London Underground Station
- School
- Hospital
- A Road
- B Road

Key to Traffic Routes

- Route 1 - from A1 (North)
- Route 2 - from Hampstead
- Route 3 - from Archway

REV	COMMENTS	DATE	CHK
P1	Issued for information	May 17	IJ

STATUS
Preliminary

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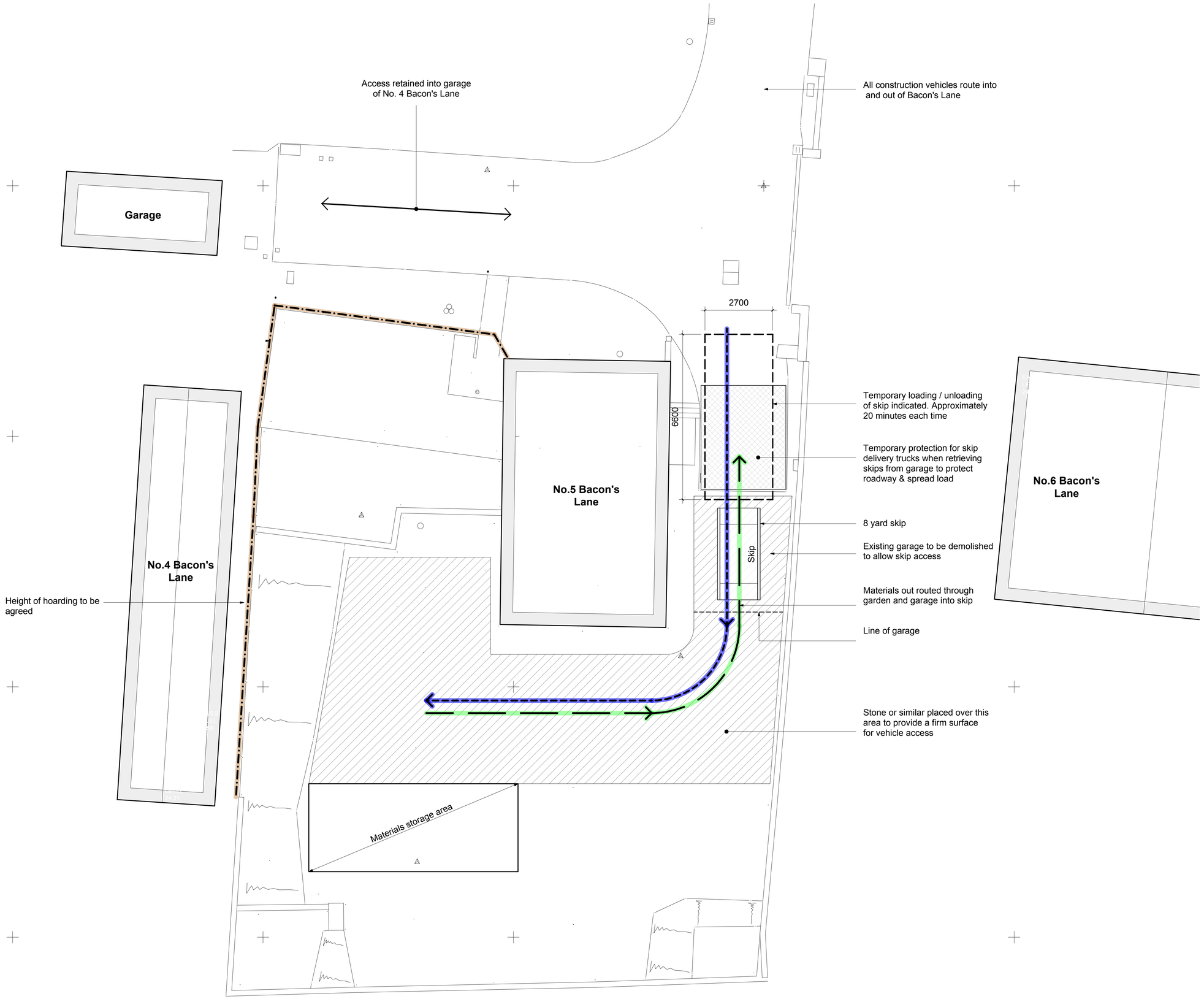
PROJECT
5 Bacon's Lane
Highgate N6 6BL

SUBJECT
Construction Management Plan
Access Roads/Surrounding Areas

SCALE @ A3	DATE
1:750 approx	May 17
BY	CHECKED
SW	IJ
DRAWING No.	REV
12164/900	P1

Appendix B

Site Plans Showing Demolition and Construction Phases



NOTES

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2. This drawing is only to be scaled from for the purposes of estimating and approximate sizing only. If exact dimensions are relied upon, written dimensions supersede any scaled dimension. Overall setting out is to Architect's details and this drawing therefore should be read in conjunction with their information.

KEY:

Hoarding Line

Materials In

Materials Out

REV	COMMENTS	DATE	CHK
P1	Issued for information	May 17	IJ

STATUS

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PROJECT

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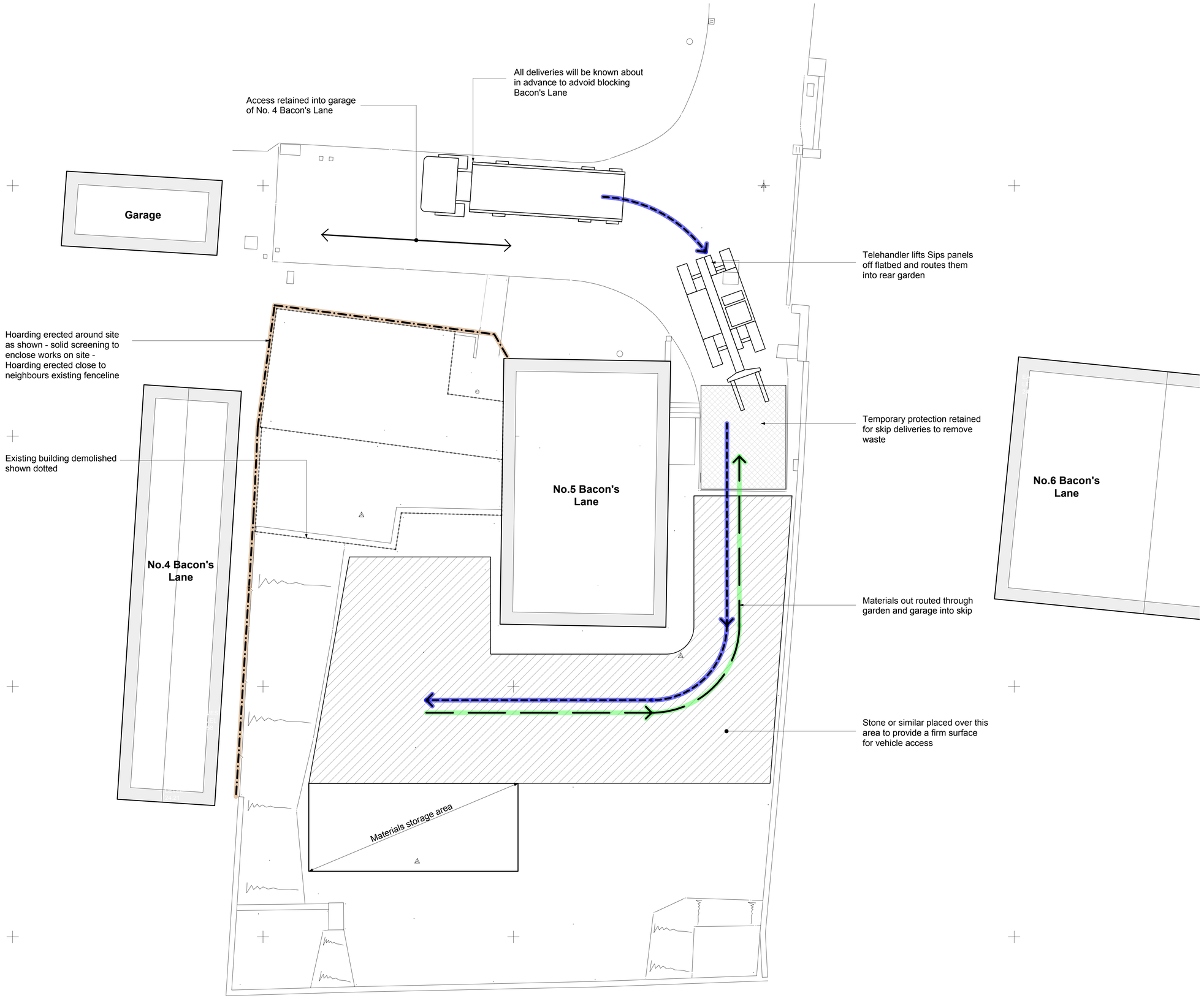
Highgate N6 6BL

SUBJECT

Construction Management Plan
Phase 1 - Demolition Of Existing Building & Digging Of Ground For Foundations

SCALE @ A1	DATE
NTS	May 17
BY	CHECKED
DON	IJ
DRAWING No.	REV
13059/901	P1



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KEY:

Hoarding Line

Materials In

Materials Out

REV	COMMENTS	DATE	CHK
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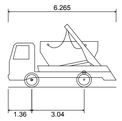
SUBJECT

Construction Management Plan
Phase 2 - Construction of The New Extension

SCALE @ A1	DATE
NTS	May 17
BY	CHECKED
DON	IJ
DRAWING No.	REV
13059/902	P1

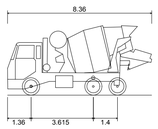
Appendix C

Vehicle Swept Path Movements



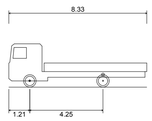
Small Skip Lorry

Overall Length	6.265m
Overall Width	2.500m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.340m



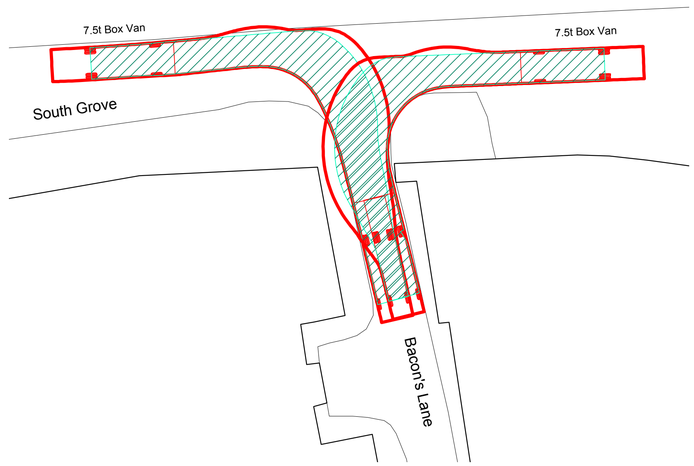
Concrete Mixer

Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	8.210m



7.5t Box Van

Overall Length	8.330m
Overall Width	2.360m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m



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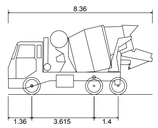

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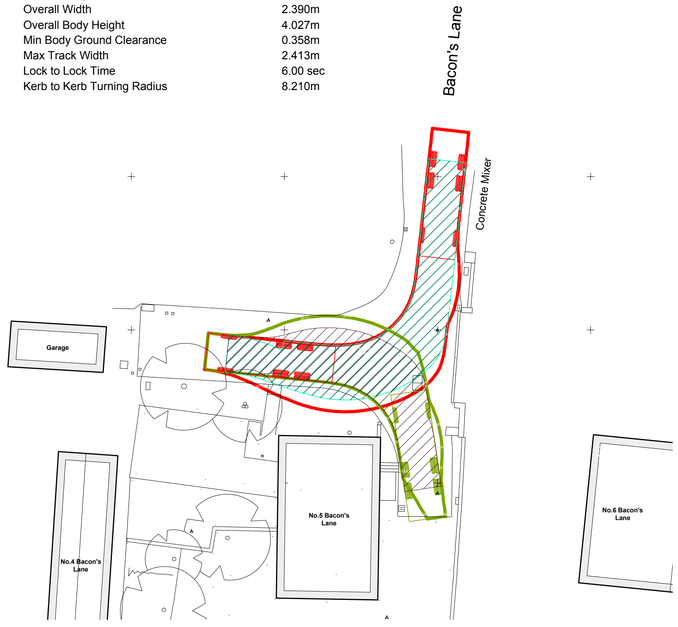

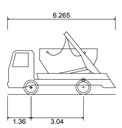

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Overall Width	2.500m
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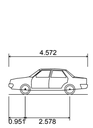
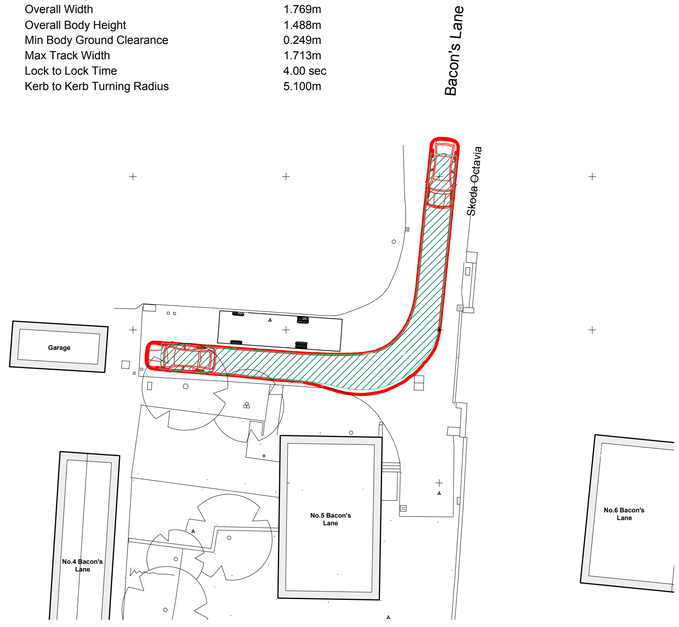
Max Track Width	2.435m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.340m



Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.100m



REV	COMMENTS	DATE	CHK
P1	Issued for information	May 17	IJ

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PROJECT

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SUBJECT

Swept Paths

SCALE @ A1	DATE
1:200	May 17
BY	CHECKED
DON	IJ
DRAWING No.	REV
13059/903	P1

Appendix D

Neighbours Comments received on LON's CMP, August 2013 and LON's responses to these

3. Comments received from neighbours on LON's CMP.

The dates the comments were received are shown. LON Responses are shown in orangey brown

3.1. No. 3 Bacons Lane – 9 September 2013

- Unimpeded, instant access for fire and ambulance services to all the houses at all times. It is therefore essential that the houses and garages of no. 4,6 and 7 remain clear at all times;

  All emergency vehicles will be provided full access as required to the properties on Bacon's Lane. The procedure for dealing with emergency vehicles is noted in Section 2.4 of the CMP.

- Provision of a turning area to ensure vehicles do not back out into Southwood Lane which would be extremely dangerous. The turning area is the leg of the roadway extending up to the garage of no.5;

  All vehicle movements from Bacon's Lane onto South Grove will only be undertaken using a banksman. Refer to Section 2. 4 of the CMP.

- The drawing does not indicate a garage but shows a skip where the new garage now exists. Is it anticipated that the skips are driven into the garage and remain there? The turning area may not be used to park skips and concrete wagons.

  The skip will be placed within the existing garage and will therefore not be on the roadway.

- A 20 tonne weight restriction is imposed on Bacon's Lane and this should be observed since private roads are not engineered to the standard of public thoroughfares. I note the warning of a hire firm that " when the full skip is taken away, the lorry will need the use of its stabilisers - metal legs which exert huge pressure on the ground, and could easily dent soft tarmac or break paving stones." I have also been informed that a fully loaded concrete truck weighs 18 tonne. A full survey of the condition of the road before and after the build, at the developers` expense, is necessary. A condition schedule of the roadway and pavement outside the property, as stated in the C.M.P. is not sufficient;

  The contractor will be advised of this weight limit. The contractor will ensure that no vehicle comes to site which exceeds this weight limit. Please refer to Section 2.4 for further information.

- It should be made clear that there is no parking whatsoever in Bacon`s Lane for contractors` cars or other vehicles;

  This was previously noted within the CMP.

- I object to any working outside the specified hours of 8am-6pm Monday to Friday and 8am-1pm Saturdays;

  No working outside of these hours is permitted

3.2. No. 1 Bacon's Lane – 10 September 2013

- When we had our relatively minor building works done recently, there were inevitably several vans accumulating in Bacons Lane at the same time and parking really was quite often a problem. I do note that public transport will be used where possible. Also the changing of our (much smaller) skips often caused chaos with such large trucks getting in and out of the Lane. Apart from the weight-load on Bacons Lane, which I understand could be a concern - the size of trucks that would be used with such large skips could perhaps cause problems.

  All deliveries to site will be co-ordinated by the site foreman, including any skip movements.

  The contractor will liaise with his delivery firms and skip hire companies to ensure that all vehicles that arrive at the site are less than the allowable weight limit.

  Standard skip lorries will be used for the pick up and drop off of the 8 yard skips. The combined weight of the lorry and the skip is approx 11 tonnes.

3.3. Old Hall – 10 September 2013 (The Old Hall)

- Can you please confirm that access to my garden gate from The Old Hall into Bacons Lane will not be obstructed?

  Access from the gate onto Bacon's Lane will not be obstructed.

3.4. No. 4 Bacon's Lane – 11 September 2013 (Landlord of No.4 Bacon's Lane)

- Can the plan be amended to include a weight restriction such as 20 tons? I believe that this was the weight restriction when No 6 & No 7 were built;

  The contractor will be advised of this weight limit and will adhere to this with all vehicles coming to site. Please refer to Section 2.4 for further information.

- There is reference to vehicles being parked in front of No.5`s garage but that is part of the lane & the designated turning area for all vehicles using the lane and it should not be obstructed at any time, as is clearly stated in our deeds. A car coming from our garage at No 4 has got to be able to turn there, as it has always done, before proceeding up Bacon's Lane to South Grove: there is no room to turn anywhere else & it would be unacceptably dangerous as well as illegal to reverse out into South Grove;

  The skip has been moved onto the footprint of the garage therefore a car will still be able to turn in this hammerhead space. Refer to the amended drawings within Appendix B

- Access to No.4 to be kept clear at all times for emergency access.

  Refer to the comment on the first page on this.

- No 4 shares a long boundary with No 5 and we wish to make it quite clear that under no circumstances will we grant access onto our land for the purpose of carrying out this building project. Most of the boundary is delineated by a post and rail fence which is our property & was erected by us on our land. We wish to be assured that this fence will not be damaged in any way during the building work.
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  No access should be required onto your land for the construction of this project.

  Any damage to the fence as a result of the construction process for No. 5 Bacons Lane will be repaired by the contractor. Refer to section 2.6 for further information.

- We object to Saturday afternoon and Sunday work and indeed consider Saturday morning work to be unreasonable as the wall of our house will be less than two yards from the site of No 5's extension & this is a residential area

  No works will be undertaken on Sundays. Working on Saturday will only be undertaken between 8am and 1pm, in accordance with Camden's guidelines.