



41-42 Chester Terrace,
London Borough of Camden, London

Framework Construction
Traffic Management Plan

For

Shalimar Investments Ltd

Document Control Sheet

Framework Construction Traffic Management Plan
41-42 Chester Terrace, London Borough of Camden
Shalimar Investments Ltd

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion has been appointed by Shalimar Investments Ltd to produce this Framework Construction Traffic Management Plan (CTMP) in relation to the site at 41-42 Chester Terrace within the London Borough of Camden (LB Camden). A site location plan is provided at [Figure 1.1](#).
- 1.2 Planning consent and listed building consent were granted in June 2013 for the conversion of two Grade I listed adjoining properties at 41-42 Chester Terrace into one single property. Works associated with the consented development started on site in April 2014, with strip-out and underpinning.
- 1.3 The subject Listed Building and planning application pertain to a basement extension under the north garden of the previously consented single dwelling. Should the basement extension be granted, the previously consented works and basement extension works will be carried out simultaneously and as such this CTMP covers both works.
- 1.4 The purpose of this Framework CTMP is to ensure that the impact of construction work on local residents and the immediate highway network is kept to an absolute minimum. The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM's name, telephone number and email address will be added to the CTMP once appointed.
- 1.5 At this stage of the planning process, prior to the appointment of a contractor, some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated by the CPM, once appointed, to include relevant information and if necessary address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CTMP document will be submitted to the Council for approval.
- 1.6 This document has been prepared with input from the project design team and with reference to the guidance provided by LB Camden in Camden Planning Guidance 6: Amenity.

2.0 Description of Road Conditions

- 2.1 The application site is situated on the western side of Chester Terrace, which runs on a broadly north-south alignment. Chester Terrace is a private road which operates one-way southbound. Directly adjacent to the site there are double yellow line restrictions on the western kerbside of Chester Terrace and no kerbside parking or loading restrictions on the eastern kerbside.
- 2.2 The site is bound to the west by Outer Circle and to the north by Cumberland Place. Cumberland Place is private road which operates one-way eastbound, connecting from Outer Circle to Chester Terrace. Double yellow line restrictions are in place on the southern kerbside of Cumberland Place, adjacent to the application site. There are no kerbside parking and loading restrictions on the northern kerbside of Cumberland Place.
- 2.3 At its western end Cumberland Place forms a simple priority junction with Outer Circle. Outer Circle is a private two-way carriageway that runs around the perimeter of Regents Park. At the junction of Outer Circle and Cumberland Place, double yellow line restriction are in place on both sides of the carriageway in the directly vicinity of the junction. South of the Cumberland Place, Outer Circle provides pay and display parking opportunities on both sides of the carriageway. A short distance north of the Cumberland Place junction, a pedestrian refuge island is provided on Outer Circle to assist pedestrians crossing.
- 2.4 There is no vehicle access to the site. The main pedestrian entrance to the building is taken from the Chester Terrace frontage of the site.
- 2.5 A plan showing the existing highway arrangement and parking/ loading restrictions in the vicinity of the site is attached at [Appendix A](#).

3.0 Construction Project Manager

- 3.1 The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents.
- 3.2 The contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advance notice of any noisy or disruptive works.
- 3.3 The CPM will be responsible for monitoring and reviewing the CTMP and will deal with any concerns of local residents and businesses. The contact details for the CPM will be confirmed once a contractor has been appointed.

4.0 Construction Access Arrangements

- 4.1 It is proposed that during construction a temporary pedestrian access to the site will be created from Outer Circle. A break will be formed in boundary wall/ fence along the Outer Circle frontage of the site to facilitate the transfer of construction goods and materials to and from the site. It is noted that the boundary wall/ fence is a listed structure and the temporary changes to the boundary wall/ fence to create the access will be subject to a separate planning application for listed building consent.
- 4.2 A section of the pay and display parking bay situated directly outside the site would be temporarily suspended during construction to enable vehicles to stop adjacent to the site and undertake loading activity. It is envisaged that a skip would be located on the kerbside adjacent to the site to accommodate waste and spoil removed from the site.
- 4.3 In order to ensure goods and materials can be safely transported from a vehicle to the site, a marshal would be employed to manage the interaction between pedestrians on the footway and any goods being delivered to, and removed from, the site. It is envisaged that the temporary closure or diversion of the footway would not be required, but if this is considered necessary during any phase of construction, the CPM would be responsible for applying for appropriate licences.
- 4.4 A plan indicating the temporary construction highway arrangement is attached at [Appendix B](#).
- 4.5 The majority of construction vehicle movements will be undertaken in forward gear except for when skips are already located on the carriageway. This will require vehicles to drive past the skip and then reverse. All reversing movements will be assisted by banksmen to ensure maximum safety to other road users and pedestrians. Swept path analysis demonstrating that a vehicle can suitable manoeuvre and loading adjacent to the site are provided at [Appendix C](#).
- 4.6 It is envisaged that all construction vehicles will approach the site from the south on Outer Circle which would be accessed from the A501 Marylebone Road via York Bridge. Vehicles would exit the site northbound on Outer Circle and connect to either the A4201 or A503 via Gloucester Gate. A plan indicating the construction vehicles routes to the site is attached at [Appendix D](#).
- 4.7 All contractors, delivery companies and visitors to the site will be made aware of the access arrangements at the site prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.

5.0 Indicative Construction Details

- 5.1 This section provides indicative details of the expected construction programme and activity. The information and numbers provided will be amended and revised once a contractor has been appointed.

Programme

- 5.2 An estimated duration of each phase of works along with a breakdown of the number of heavy goods vehicle movements that will occur during each phase of the construction process will be provided by the CPM upon appointment, and the indicative figures provided Table 5.1 will be updated. At present it is envisaged that the total project duration will be approximately 16 months.

Phase	Duration (Weeks)	Estimated Average Vehicles per Day
Site Setup	4	2
Excavation	4	5
Structural Works	32	4-5
Non-Structural Works	39	4-5
Site Clear Up	6	2

Table 5.1 – Indicative Programme of Works

Description of Works

Site Set-up

- 5.3 Prior to any works commencing a site hoarding will be installed on the site frontages, where necessary. The extent of the hoarding and lighting requirements will be agreed with the highway authority in accordance with their licensing procedure. The hoarding will assist in making the site area secure and creating a safe working area.
- 5.4 Any necessary licenses will be applied for by the CPM with any further details required to be provided at that stage.

Excavation

- 5.5 It is expected that excavated material will be transferred to a lorry or skip on the carriageway of Outer Circle, adjacent to the site. This is considered to provide the most efficient method of removing spoil.
- 5.6 Any skip would be located on the kerbside immediately outside the frontage of the site, utilising a stretch of suspended parking bay. The drop off and collection of skips will be managed by banksmen to ensure appropriate safety and traffic management measures are adhered to.
- 5.7 As described previously, approximately 530 cubic yards of excavation material is expected to be removed from site and this will be deposited into 12 cubic yard skips. This equates to approximately 44 skips being dropped off and picked up. It is considered that on average 1-2 skip lorries will be required on site each day, with no more than 5 construction vehicles arriving at the site per day.

Structural/Non-Structural Works

- 5.8 The number of construction-related delivery and waste collection vehicles during these activities is expected to be in the order of 20 vehicles per week and is unlikely to exceed 5 vehicles per day. Vehicles will continue to rely on the suspended parking space directly outside of the site.
- 5.9 Towards the end of the project during fit-out it is proposed for smaller vehicles to be visiting the site such as plasterer's/electrician's/plumber's Transit type vans which will need to park locally having first unloaded any heavy tools/materials. A number of pay and display opportunities are located directly adjacent to the site.

Types of Vehicles

5.10 The following list provides an indicative list of the type of vehicles that will need to serve the site during the construction process.

- ▶ skip lorries - these will be standard 4.2m skips for waste removal and lorries with an approximate size being 7m long and 2.4m wide;
- ▶ large tipper – approximately 9m long and 2.4m wide;
- ▶ concrete lorries - these will be a standard ready mixed lorry with an approximate size of 8m long by 2.4m wide;
- ▶ flat bed delivery vehicle - the flat bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. The approximate size will be 7m long by 2.25m wide; and
- ▶ box van (luton) - these will be utilised for all ancillary deliveries and small components, the approximate size of this vehicle is 4m long by 2m wide.

6.0 Organisation

- 6.1 All construction activities are expected to take place between 0800-1700 Monday to Friday.
- 6.2 The delivery of materials, collection of waste and delivery/collection of machinery will be scheduled and managed by banksmen. All drivers will be provided with instructions on approach routes and mobile phone contact details of a banksman who will be put on "stand-by" to receive a vehicle.
- 6.3 All necessary signage will be provided in accordance with relevant guidance. Banksmen will assist with any potential conflicts when materials are being transferred.
- 6.4 For any proposed scaffolding, the Council's procedures (applications, licences, etc) shall be adhered to with all preparations made to ensure compliance with health & safety regulations.
- 6.5 In the event of other construction activity taking place in proximity to the site, the CPM will liaise with other sites in order to avoid unnecessary conflicting vehicle movements. On the advice of the Council, the CPM will liaise closely with the Project Managers of any other construction sites in the immediate vicinity so that consideration can be given to any measures that could be implemented to minimise the cumulative effect of construction work.
- 6.6 The CPM will be responsible for any complaints made in relation to construction works associated with the site. Details for the CPM will be provided on the site frontage should any local residents or businesses have any concerns. Where possible the CPM will attempt to resolve any issues as quickly as possible.
- 6.7 The CPM will monitor all construction procedures to ensure all activities are undertaken in a safe and efficient manner. Should any issues arise the CPM will make efforts to provide a suitable solution. Monitoring checks will be undertaken on a monthly basis.
- 6.8 Should the development require any new utility connections the project manager will make contact with the relevant utility companies in order to co-ordinate any scheduled work.

7.0 Nuisance Control

- 7.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

Dust Control

- 7.2 Hoardings bordering the property will help contain any dust. Where required, scaffolding and sheeting can be erected to further contain dust. Water dampening measures will also be used if considered necessary.

Hazardous Materials

- 7.3 The CTMP is a live document which will require consultation with local residents. In the event that hazardous materials are present in the existing building, the materials and the appropriate procedures for their disposal will be detailed in an updated CTMP and local residents advised accordingly.

Noise Control

- 7.4 Deliveries to the site will take place between the hours of 0800 - 1700 on a weekday. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.

- 7.5 Noisy work on site (in excess of 80dB) will be carried out in accordance with guidance provided by LB Camden and Crown Estates, for example:

- ▶ Restricting the hours that noisy work is carried out to between 0800 and 1700 Monday to Friday. No noisy works should be carried out on Saturdays, Sundays and Bank Holidays.
- ▶ Using well-maintained and silenced plant and equipment including compressors, generators and power tools.

- 7.6 The CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible.

Wheel Wash

- 7.7 Any vehicles accessing the site will be inspected and wheels cleaned before leaving if necessary.

Site Security

- 7.8 All construction materials will be stored on site. The CPM will be responsible for site security and emergency procedures. Once the CPM has been appointed, residents will be advised of appropriate procedures and contact information for out of hour's incidents.

Consultation

- 7.9 The CPM will liaise with immediate neighbours to ensure that residents are aware of how the construction works are progressing and provide them with the opportunity to raise any issues that may arise as they occur.

Construction Good Practice

- 7.10 The CPM will ensure that the site operates in accordance with the good practice principles.

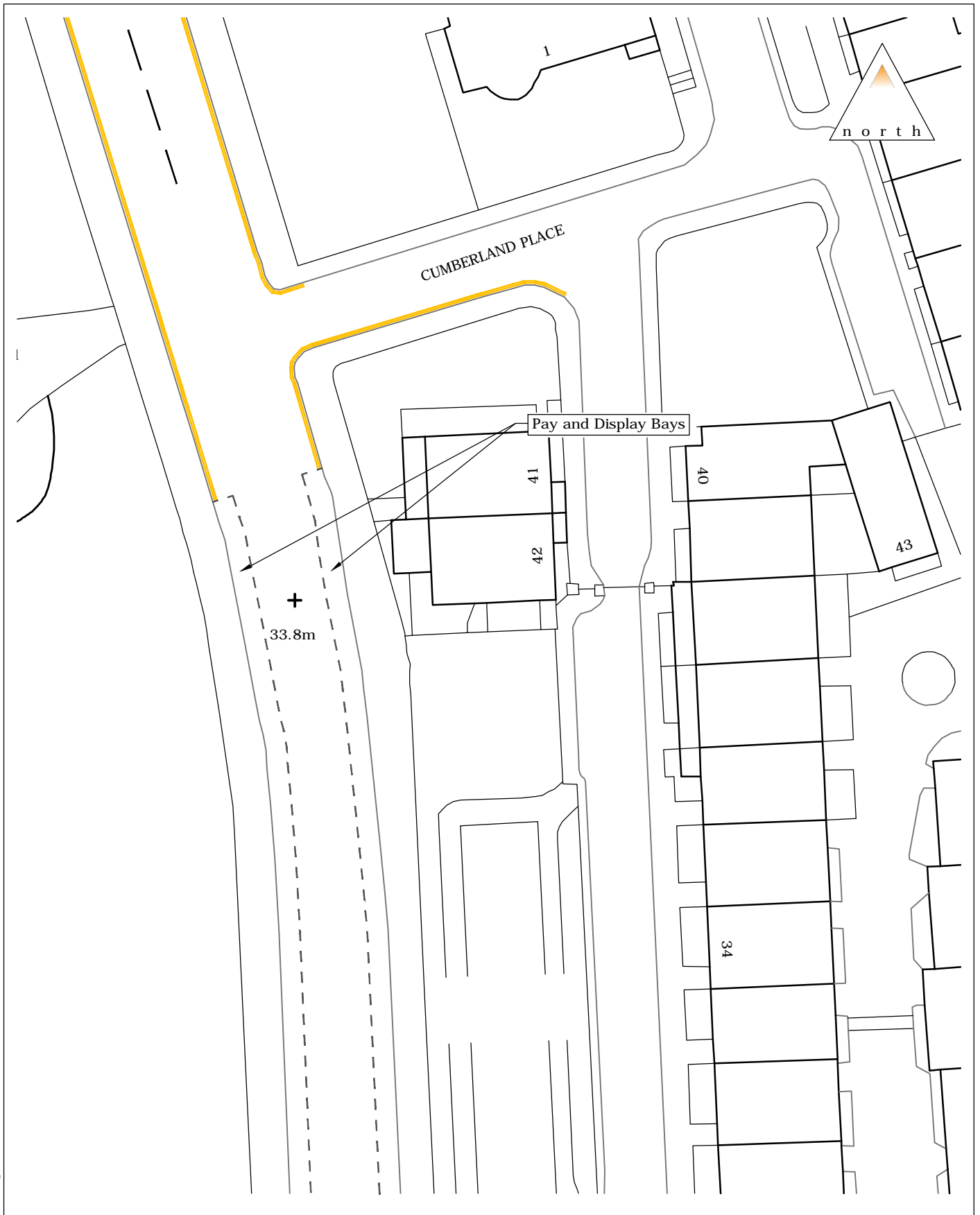
8.0 Summary

- 8.1 This Framework CTMP has been prepared in relation to the proposed refurbishment and subterranean extension of 41-42 Chester Terrace, LB Camden. The purpose of the CTMP is to ensure that the impact of construction works on the local residents and the immediate highway network is kept to an absolute minimum.
- 8.2 At this stage of the planning process some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated by the CPM, once appointed, to include relevant information. The CTMP shall work with the Council and review this document if any problems arise in relation to the construction of the development and in the event of issues arising from local residents.

Figures

Appendix A

Existing Highway Arrangement



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Project:

41-42 Chester Terrace

Title:

Existing Highway Arrangement

Scale: 1:500 (@ A4)

Drawing:

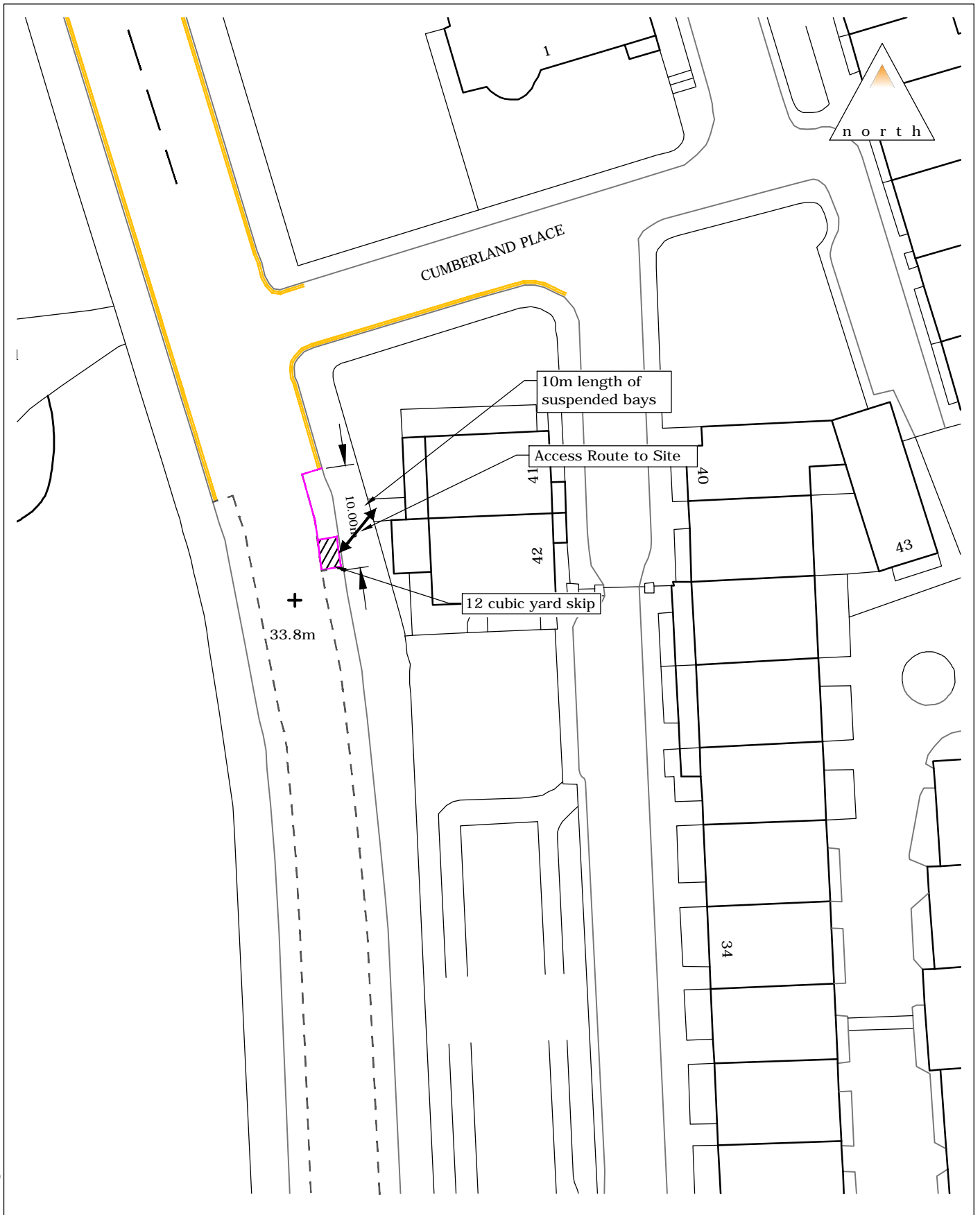
140237-01

Revision:

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Appendix B

Temporary Construction Arrangement



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232 High Street
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Project:

41-42 Chester Terrace

Title:

Proposed Temporary
Construction Arrangement

Scale: 1:500 (@ A4)

Drawing:

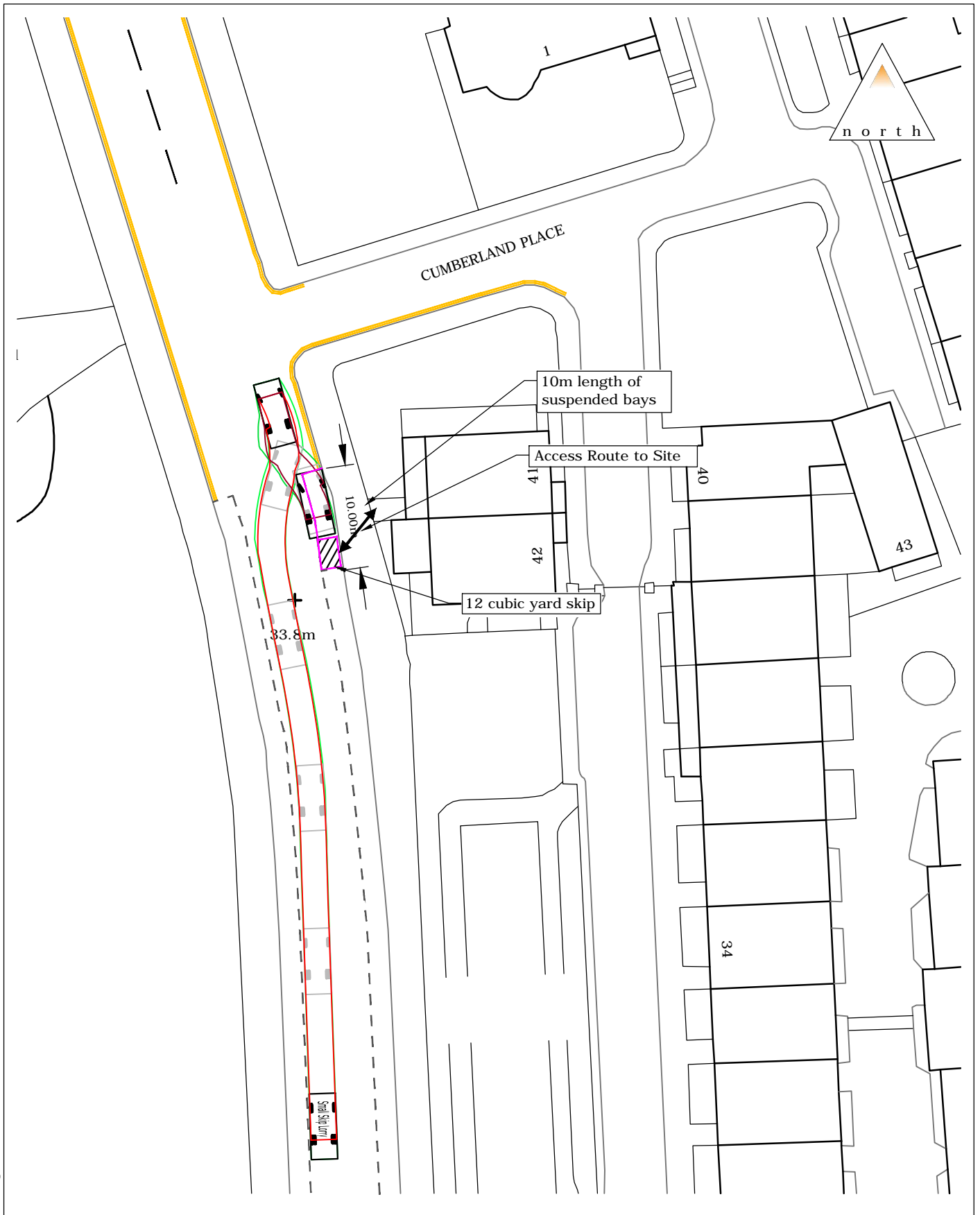
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Revision:

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Appendix C

Swept Path Analysis



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Project:
41- 42 Chester Terrace

Title:
Swept Path Analysis
Small Skip Lorry

Scale: 1:500 (@ A4)

Drawing:
140237-TK01

Revision:

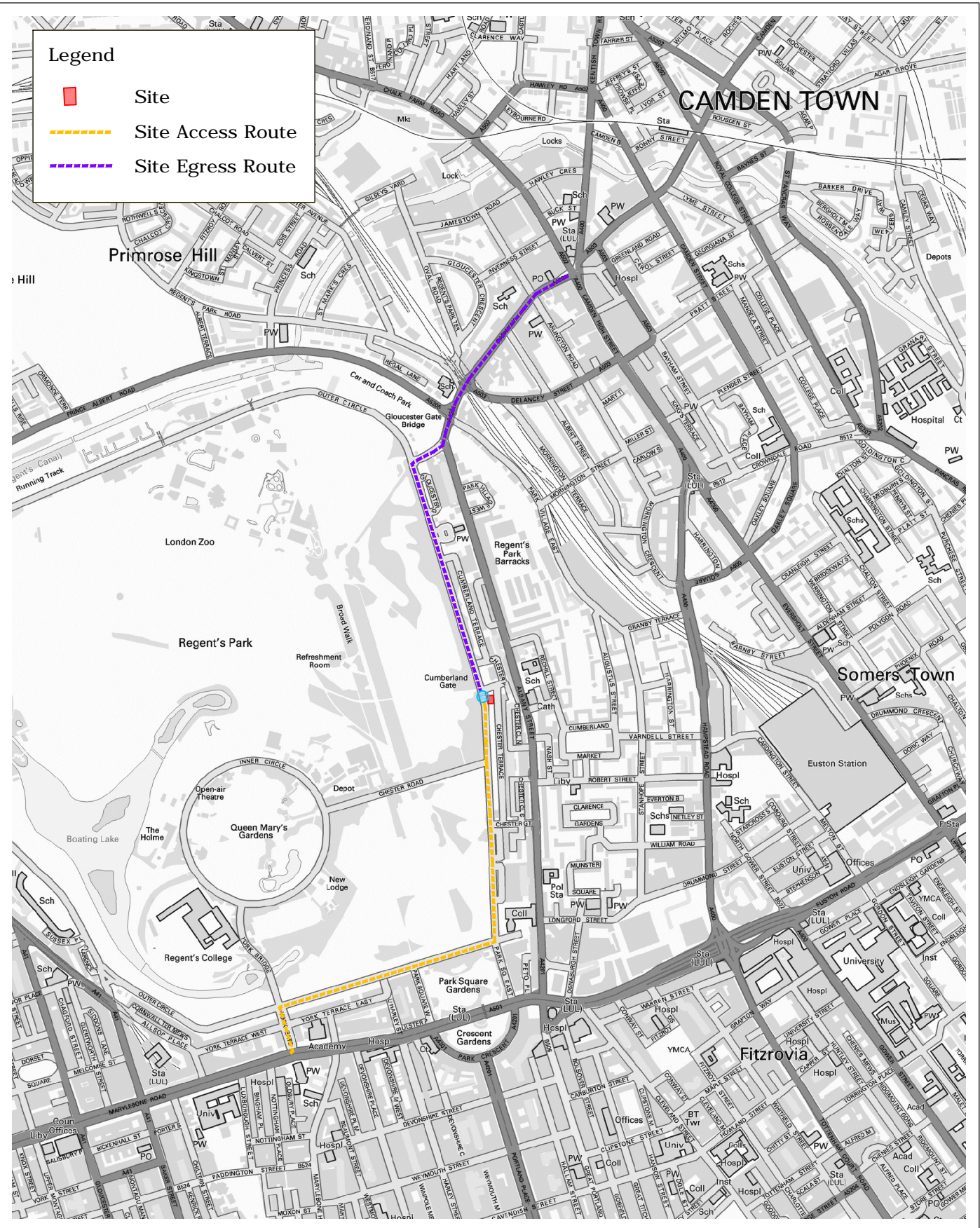
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Appendix D

Construction Vehicle Routes

Legend

- Site
- Site Access Route
- Site Egress Route



232 High Street
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Project:
41-42 Chester Terrace

Title:
**Construction Vehicle
 Access & Egress Routes**

Scale: NTS (@ A4)

Drawing:
140237-03

Revision:

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