

Traffic Management Plan

11 Albert Terrace Mews, London, NW1 7TA

October 2014



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1 Introduction

This Construction Traffic Management Plan is one of the conditions for planning and should be read in conjunction with the proposed Construction Method Statement prepared by James Frith (Structural Engineer), also dated October 2014, and the main documents prepared by MRJ Rundell Associates Ltd.

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 contractor's appointment, an amended version of this document that incorporates the contractor's proposed methodology will be issued to the relevant parties prior to any works commencing on site.

2 Site Location

The full site address is 11 Albert Mews Terrace, London, NW1 7TA.
The proposed works involve the creation of a new cellar below the footprint of the existing building. There are no other known construction sites within the mews.

3 Programme

At the present time the intended start date for the site is 1st of February. It is estimated that the total timescale for the project for the creation of the new cellar is approximately 6 months. Note these are approximate durations only which will be firmed up by the contractor.

- Underpinning existing walls and formation of the Basement: 20 weeks
- Fit out works in basement: 6 weeks

The proposed working hours are from 8.30 am to 5.00 pm five days a week, with noisy work not starting till 9.00 am. Working on Saturday mornings is permitted between 9.00 am - 12.30 pm.

4 Access to and from the site

Appendices B and C show access to site and where traffic management will be required to control vehicle access to site. Two banksmen will be employed to direct delivery vehicles around the Mews. 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 in the Appendix A, and these will be firmed up once the contractor has been retained.

The main contractor will inform deliveries of the required route to site in order to minimize disruption to the surrounding local residents.

Site workers will be expected to utilise public transport to get to site, as there will be no provision for parking private vehicles at the site. Camden Town tube station is within close proximity to the site and regular bus services routing from close by up to locations near to the site. The number 274 bus routes from Islington Angel to Lancaster Gate and routes along Regents Park Road.

5 Albert Terrace Mews

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

Bankmen will be in place during time at which the mews is blocked for loading spoil via a lorry.

The loading / drop of point will be located at the East End of the site and this will remain the unique site vehicular access. The contractor will be responsible to manage deliveries and drop off in accordance with plan.

A condition schedule of the roadway and pavement outside the property is to be undertaken by the contractor prior to work 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 contractor office and site welfare will be located within the property itself. The contractor will be able to store materials within the house, or within the garden to the front of the site.

6 Basement formation

Prior to any works commencing, hoarding will be erected around the perimeter of the garden. The height and form of this will be agreed with Royal Borough of Camden. Excavated material will route on a conveyor out to the East of the site onto a platform installed for temporary storage of the spoil within the garden of the site. A second conveyor will rise up over the existing pavement onto trucks parked in the mews. 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.

There will be a cover to the top of any lorry to minimize the risk of any dust or airborne particles to others.

The main vehicle movements to and from the site will be to load/unload lorries, concrete wagons, small flatbed trucks with reinforcement and general builders' vehicles, shown on drawing 002. During excavation of the new basement, it is expected that 1 to 2 lorries will be filled a day. This would mean that one end of the mews would be blocked for about 40 minutes a day for a period of approximately 15 working days (3 weeks).

The contractors will communicate fully with the neighbors regarding timings for deliveries and pick up of materials, allowing suitable preparation time.

Concrete wagons required for the new foundations will park in Albert Terrace Mews. Concrete will be pumped in through the garden gate, with the concrete hose routed up at high level over the pavement on the same hoarding as the conveyor system.

Concrete wagons are expected to take 30 mins to unload and are expected to wait on the mews. Access to the rest of the mews from the West entrance will still be maintained.

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.

Where structural steelwork is to be brought to site, long lengths of steel will be designed with splices in them in order to assist in getting these to site and into the house, and to limit the size of vehicle required for transportation.

7 Deliveries

To ensure that there are no multiple delivery vehicles coming onto site at the same 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. The contractor will have limited room for storing materials and will be expected to utilize a "just in time" delivery service for materials required on site.

The main vehicles throughout the works will be the concrete wagons, diggers, and small flatbed lorries together with some general delivery vehicles. These are indicated in Appendix B.

It is expected that the contractor will contribute to the use of road sweepers on a regular basis to maintain the appearance of Albert Terrace Mews.

8 Monitoring

The main contractor 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.

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.

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. A named contact and a telephone number (and any changes to it) will be placed on the hoarding to the edge of the garden.

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

9 Consultation Process

At the start of the works on site, the contractor will nominate one of their staff who will be the point of contact for any comments of the works, and will produce a weekly newsletter that will outline the work that will be occurring on site during that period, together associated with the vehicle movements. 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.