2 & 3 Akenside Road
London Borough of Camden

Framework Construction Traffic Management Plan

For

NGM Consult Limited

motion

Document Control Sheet

Framework Construction Traffic Management Plan

2 & 3 Akenside Road, London Borough of Camden

NGM Consult Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
22/12/2014	Draft	HW	DL
07/01/2015	Revised Draft	HW	DL
12/01/2015	Final	HW	DL

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Appendices

1.0 Introduction

1.1 Motion has been appointed to prepare this Framework Construction Traffic Management Plan (CTMP) in relation to development proposals at 2 & 3 Akenside Road within the London Borough of Camden (LBC). A site location plan is provided at Figure 1.1.

1.2 The development proposals comprise the excavation of new basements to both 2 & 3 Akenside Road, the extension and refurbishment of the properties at ground floor level and refurbishment of the properties at the upper floors.

1.3 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. A single planning application has been submitted covering the proposals to both properties, however construction works associated with each property may come forward separately and consideration of this scenario is included within this Framework.

1.4 At this stage of the planning process, prior to the appointment of a demolition/building 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. Should the construction works associated with each property come forward separately then separate final CTMPs will be prepared for each property, based on this Framework. Any revisions made to the CTMP document will be submitted to the Council for approval.

1.5 A Construction Project Manager (CPM) will be appointed and will responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM will ensure that all contractors working on site have public liability cover in place before starting on site. The CPM's name, telephone number and email address will be added to the CTMP once he/she has been appointed.

1.6 This document has been prepared in accordance the LBC Planning Guidance document 6 and seeks to minimise the impact of construction activity of the local highway network and residential amenity. In preparing this document, input has been provided from the project managers and project architect.

2.0 Description of Road Conditions

2.1 The application site is situated on Akenside Road, to the north of Regents Park approximately 700 metres from Belsize Park and Hampstead London Underground Stations and Finchley Road London Overground Station.

2.2 The site is bound to the west by Akenside Road and is located just to south of its junction with Lyndhurst Road. The site is surrounded on all other sides by further residential properties. No. 2 Akenside Road benefits from a small private drive, accessed from Akenside Road.

2.3 Akenside Road is a two way carriageway and is subject to a 20mph speed limit in the immediate vicinity of the site. Towards the north, Akenside Road provides access to the B511 which in turn provides access south to the A41.

2.4 Resident permit holder only parking bays are present in close proximity of the site on both sides of the road.

2.5 A drawing showing the highway arrangement adjacent to the site is provided at Appendix A.

3.0 Construction Project Manager

3.1 A 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 Programme

4.1 The duration of each phase of works, expected vehicles and approximate number of workers required on site will be updated by the CPM at the earliest opportunity following appointment.

Phase	Weeks	Average Vehicles per day	Workers on Site
Site Setup	TBC	TBC	TBC
Excavation	TBC	TBC	TBC
Structural Works	TBC	TBC	TBC
Non-Structural Works/ Internal Fit Out/ Site Clear Up	TBC	TBC	TBC

Table 4.1 – Programme of Works

Description of Works

Site Set-up

4.2 Prior to any works commencing a site hoarding will be installed on the site frontage, where necessary. The hoarding will assist in making the site area secure and creating a safe working area.

4.3 A gantry level and covered walkway outside the frontage of the site will be provided to ensure the safety of pedestrians and provide an opportunity for materials and equipment to be hoisted directly to/from adjacent vehicles. If this arrangement is required, all appropriate licences will be applied for.

4.4 The extent of any hoarding, gantry and scaffolding requirements will be agreed with the local highway authority in accordance with their licensing procedure. All licenses will be applied for by the CPM with any further details required to be provided at that stage.

4.5 A skip will be situated outside the front of the property, on the carriageway. In addition a vehicle loading area will be set out adjacent to the skip to enable deliveries to be undertaken and the skip to be collected.

4.6 Should construction works associated with the two properties come forward separately then separate skip and loading areas would be required for each site. Construction works associated with each property could come forward at different times and as such only one of the loading and skip areas would be required at any time. However, the worst case scenario with regard impact on the public highway would occur if the schemes forward separately but concurrently then this would require two separate loading areas and skips to be situated on the public highway at the same time.

4.7 The plan, attached at Appendix B, indicates the provision of separate skips and loading areas on the carriageway associated with each property, should construction occur separately but concurrently. It is envisaged that approximately 22 metres of resident permit holder parking bay will be temporarily suspended to facilitate the provision of the loading area and skip on carriageway for both properties. All of the appropriate licences and permissions for the suspension of parking bays will be applied for and agreed with the local highway authority.

Excavation

4.8 It is expected that excavated material will be transferred from the site to a skip situated on the carriageway outside the frontage of the property. This is considered to provide the most efficient method of removal of material from site.

4.9 It is estimated that approximately 956 cubic metres of excavation material will be removed to create the additional basement level to No. 2 Akenside Road and approximately 1,018 cubic metres of excavation material will be removed to create the additional basement level to No. 3 Akenside Road. This is considered to be a robust estimation and takes into consideration a bulking factor of 1.4 to account for the increase in volume when soil is disturbed.

4.10 On the assumption that 12 cubic yard (9.17 cubic metre) skips are utilised to transport extracted material it is estimated that a total of 104 skips of material would be extracted in associated with No. 2 Akenside Road and a total of 111 skips of material would be extracted in associated with No. 3 Akenside Road

Structural/Non-Structural Works/ Internal Fit Out

4.11 Concrete would be brought onto site via the frontage of the site and concrete delivery vehicles would stop on carriageway in front of the site, utilising the vehicle loading area identified.

4.12 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 and these vehicles would stop on site.

5.0 Vehicle Access

5.1 Vehicles would utilise either the double yellow line loading opportunity in front of No. 2 Akenside Road or the stretch suspended parking bay outside the frontage of No. 3 to stop and undertake loading/ deliveries. This access strategy is considered to be the most effective in creating minimal disruption to local traffic.

5.2 Based on the loading arrangements set out in Section 4, construction vehicles associated with No. 2 Akenside Road would approach the site from the south and pull up adjacent to the existing stretch of double yellow line and reverse up to the skip. Vehicles associated with No. 3 Akenside Road would approach the site from the north on the Akenside Road and it is envisaged that vehicles would pull up adjacent to the suspended parking bays and reverse up to the skip. Vehicles would leave the property in a forward gear heading either north or south on Akenside Road, respectively. A vehicle routing diagram is provided at Appendix C.

5.3 Swept path analysis is attached Appendix D showing a skip lorry manoeuvring adjacent to a skip outside the properties.

5.4 All contractors, delivery companies and visitors to the site will be made aware of the access and egress route and of on-site restrictions prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.

5.5 Deliveries and loading activity will be assisted by banksmen, where necessary, to ensure maximum safety to other road users and pedestrians.

6.0 Nuisance Control

6.1 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

6.2 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

6.3 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

6.4 Deliveries to the site will generally take place between the hours of 0800 - 1630 on a weekday and 0900-1300 on a Saturday. 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.

6.5 Noisy work on site will be carried out in accordance with guidance provided by the LBC, for example:

- Restricting the hours that noisy work is carried out from 08:00 until 18:00 Monday to Friday and 08:00 until 13:00 on Saturdays. No noisy works should be carried out on Sundays and Bank Holidays.
- Using well-maintained and silenced plant and equipment including compressors, generators and power tools.

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

Wheel Wash

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

Site Security

6.8 Construction materials and equipment would not be stored on the public highway. 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

6.9 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.

7.0 Summary

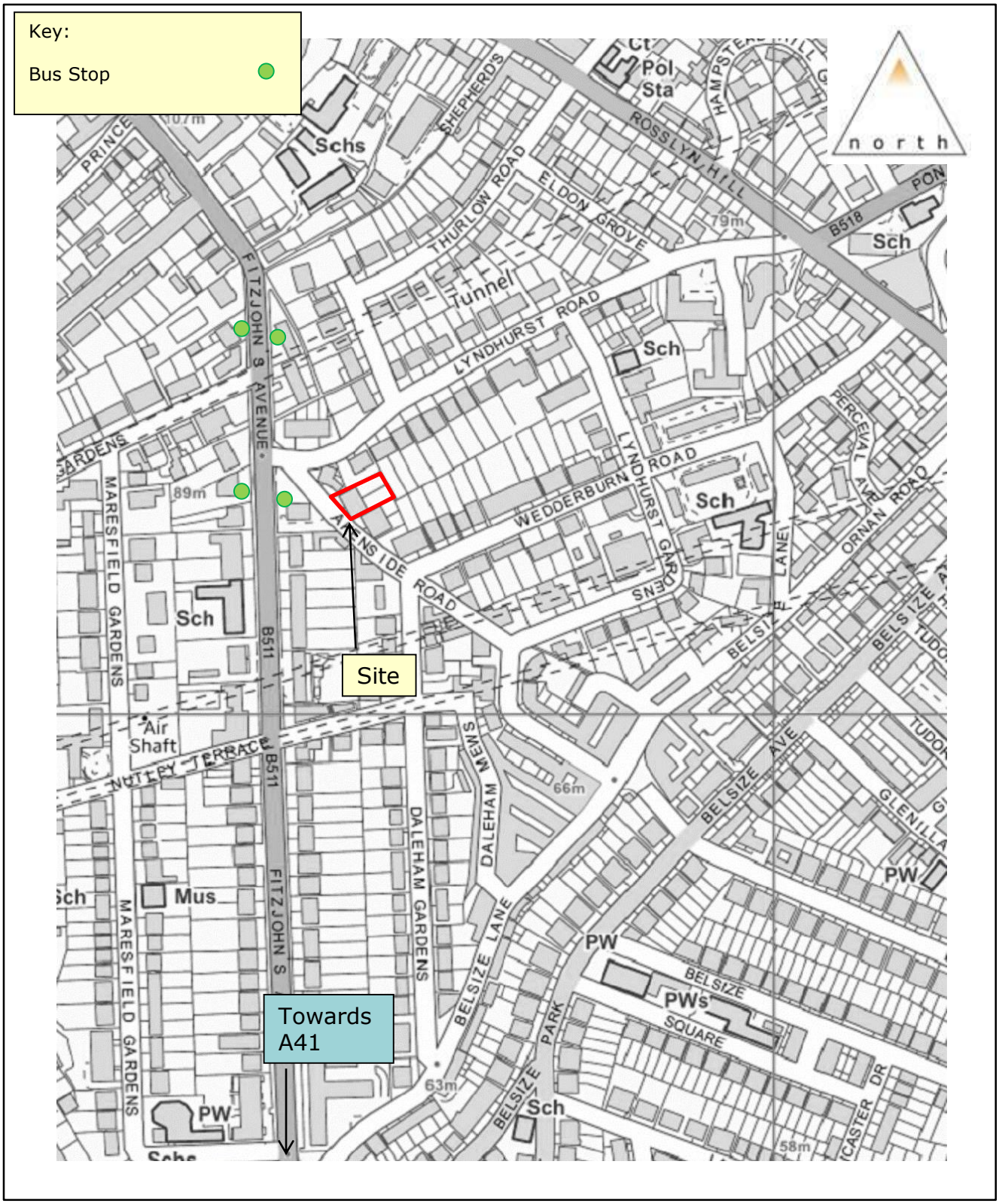
7.1 This Framework CTMP has been prepared in relation to the development proposals at 2 & 3 Akenside Road within the London Borough of Camden.

7.2 The development proposals comprise the excavation of new basements to both 2 & 3 Akenside Road, the extension and refurbishment of the properties at ground floor level and refurbishment of the properties at the upper floors.

7.3 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. A single planning application has been submitted covering the proposals to both properties, however construction works associated with each property come forward separately and consideration of this scenario is included within this Framework.

7.4 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 CMP 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



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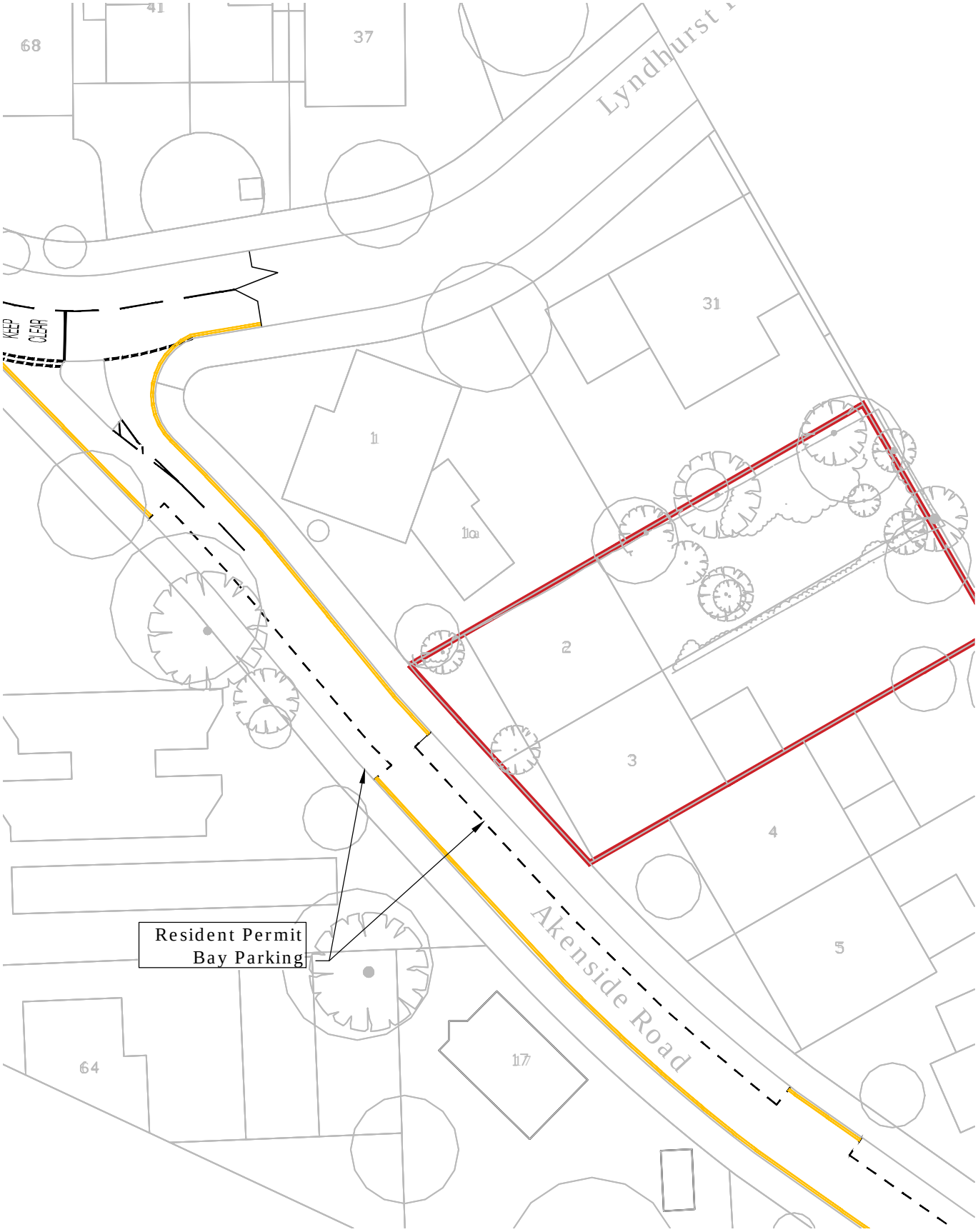
2 & 3 Akenside Road
London Borough of Camden

Site Location Plan

Not to Scale

Appendix A

Existing Highway Arrangement



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Project:
2 & 3 Akenside Road

Title:
Existing Highway Arrangement

Scale: 1:500 (@ A4)

Drawing: 141213-01

Revision: -

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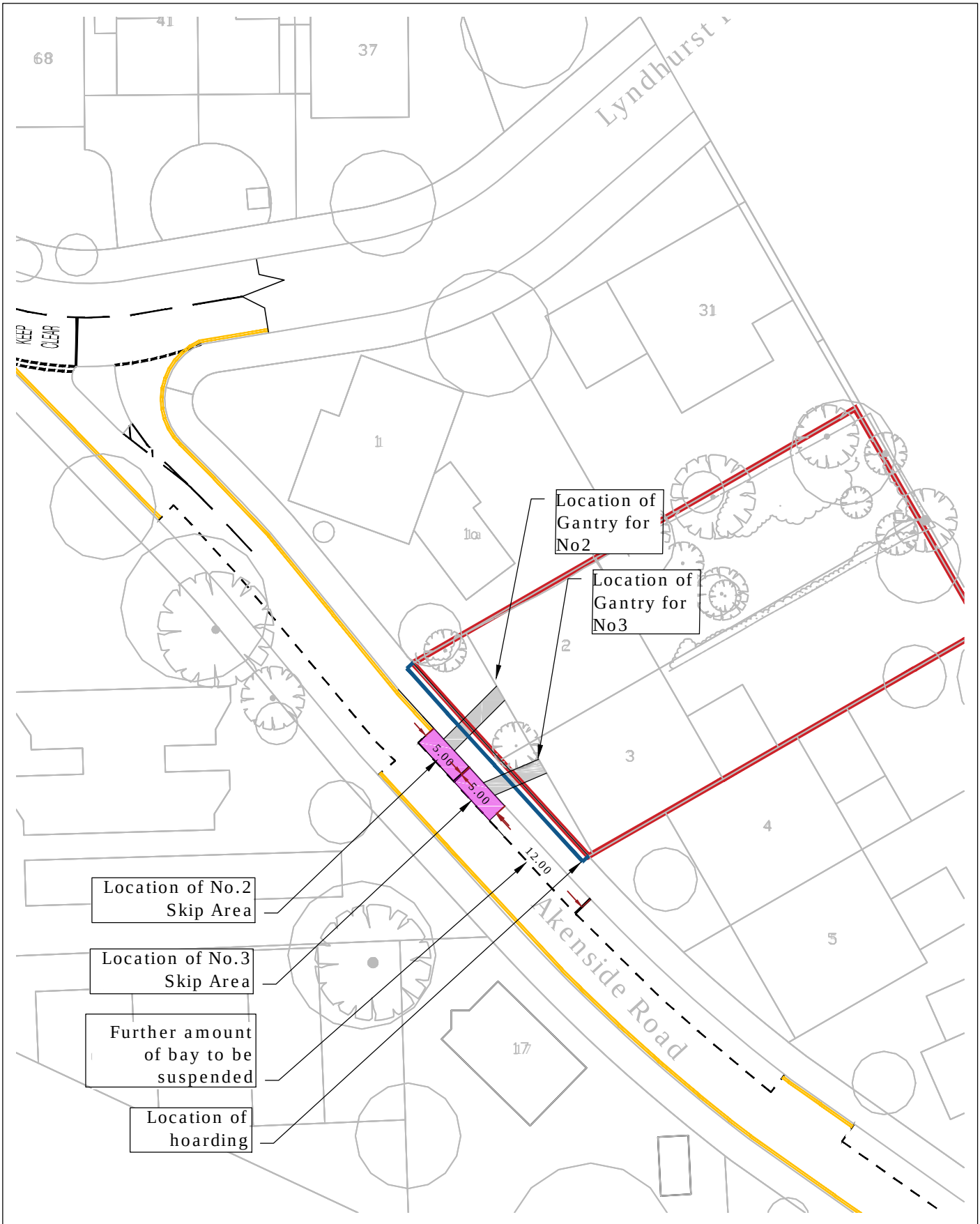
Appendix B

Temporary Construction Highway Arrangement



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Project:
2 & 3 Akenside Road

Title:
Proposed Temporary Construction Arrangement

Scale: 1:500 (@ A4)

Drawing: 141213-02

Revision: A

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Appendix C

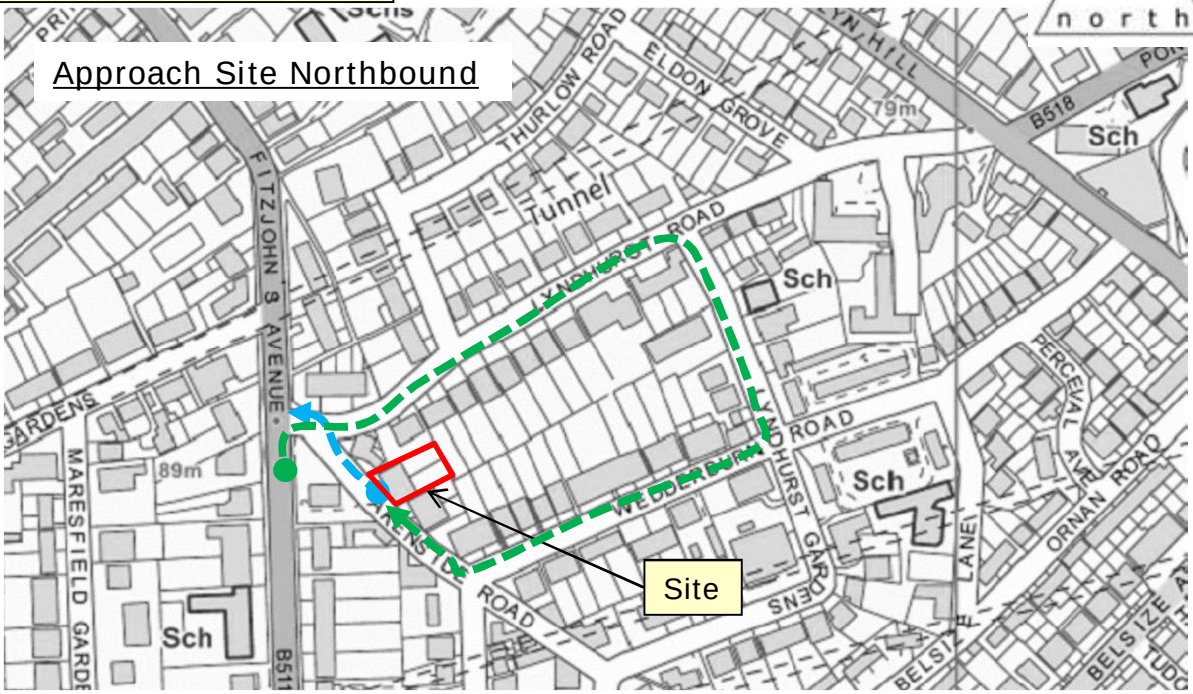
Construction Vehicle Access Routes

Arrivals

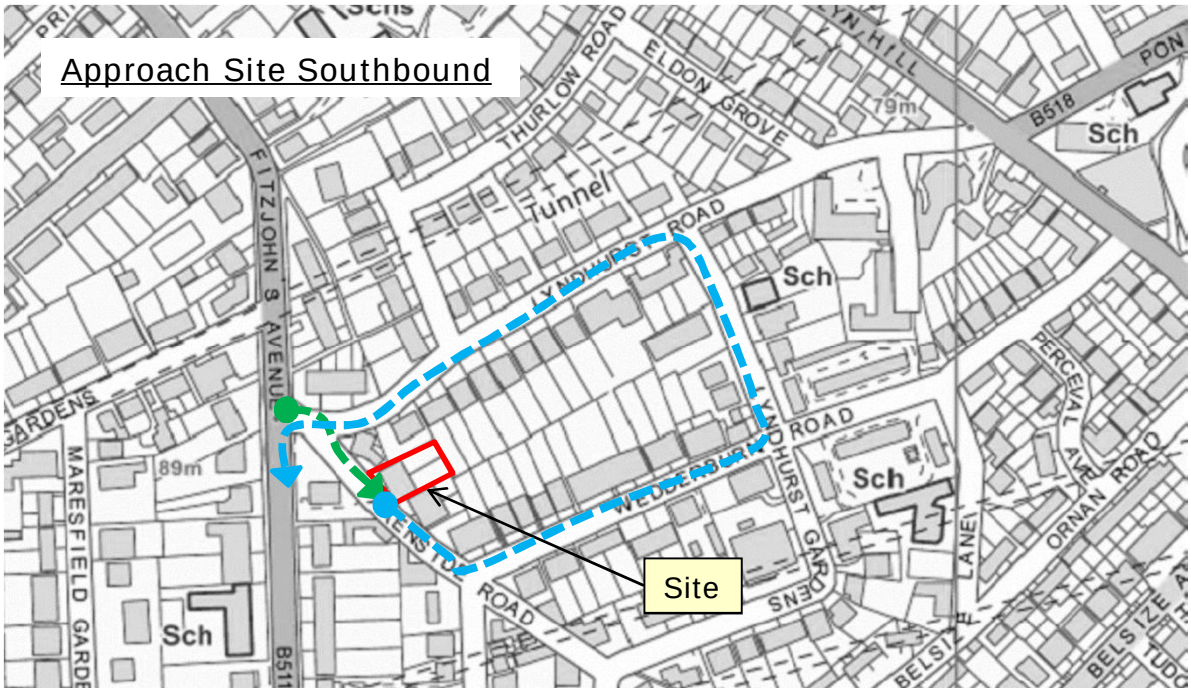
Departures

north

Approach Site Northbound



Approach Site Southbound



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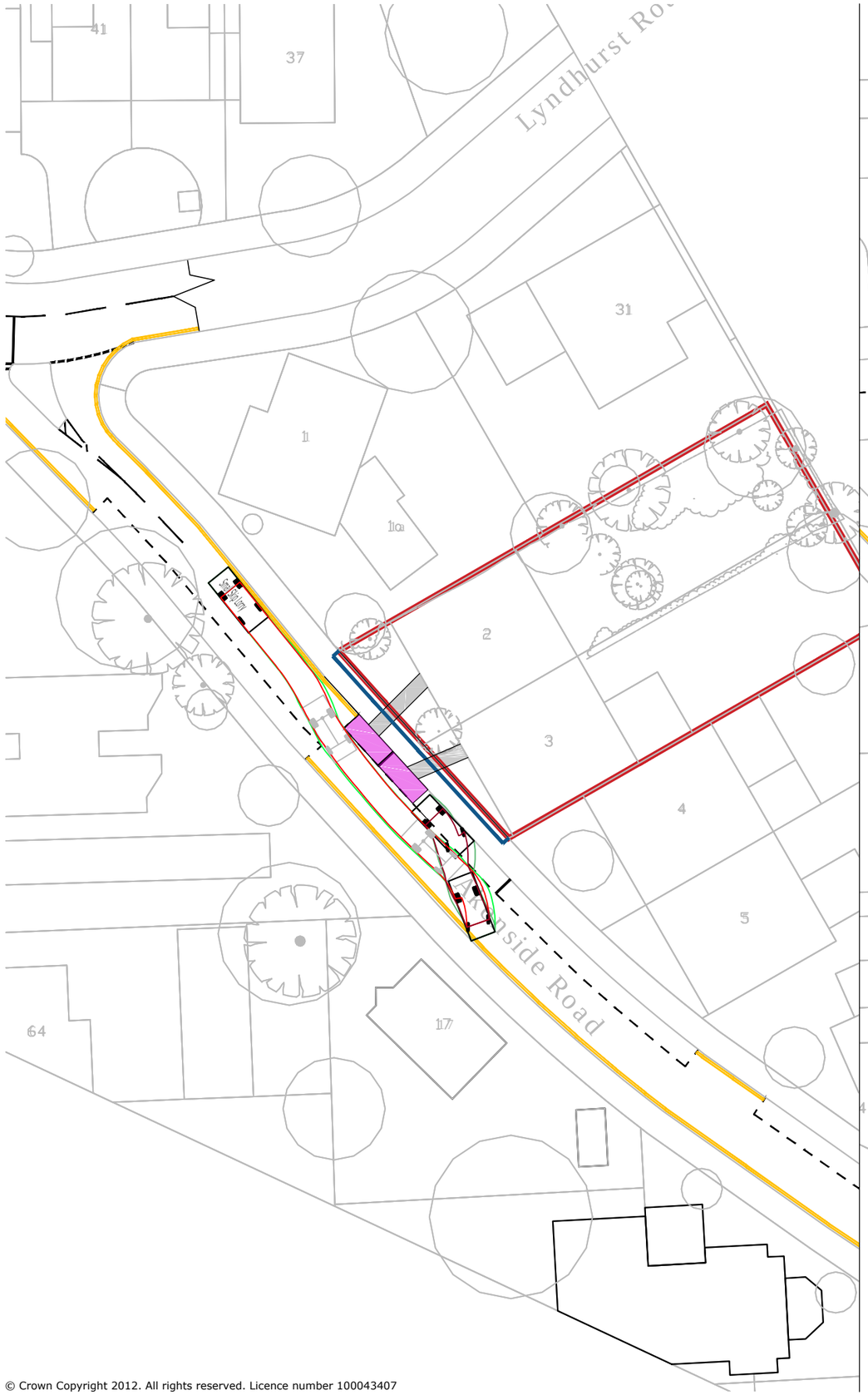
2 & 3 Akenside Road
London Borough of Camden

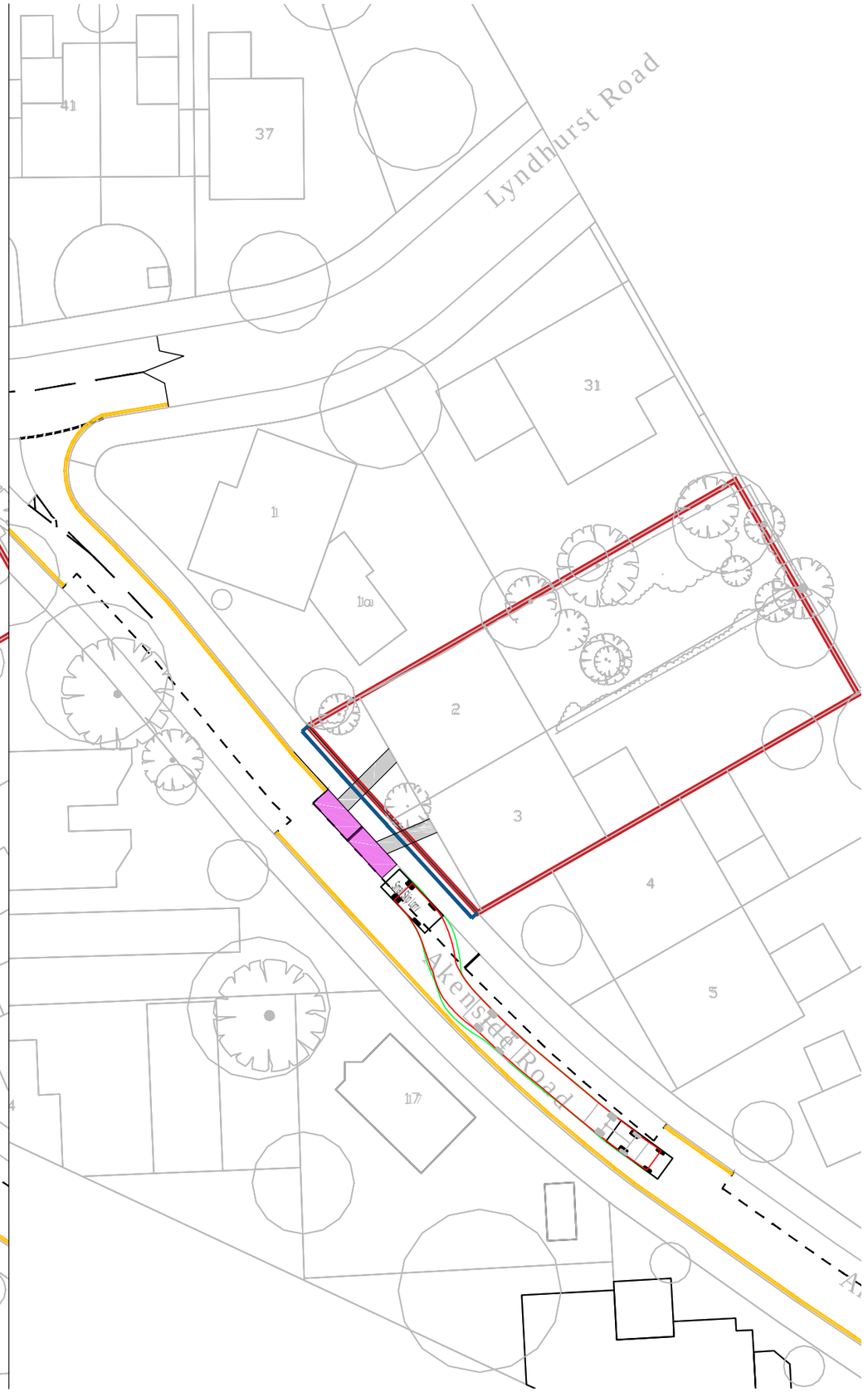
Construction Vehicle Access Routes

Not to Scale

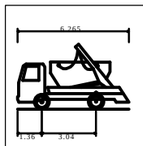
Appendix D

Swept Path Analysis





north



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	6.00s
Kerb to Kerb Turning Radius	6.340m

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Project:
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Title:
Swept Path Analysis
Small Skip Lorry

Scale: 1:500 (@ A3)

Drawing: 141213-TK02

Revision:

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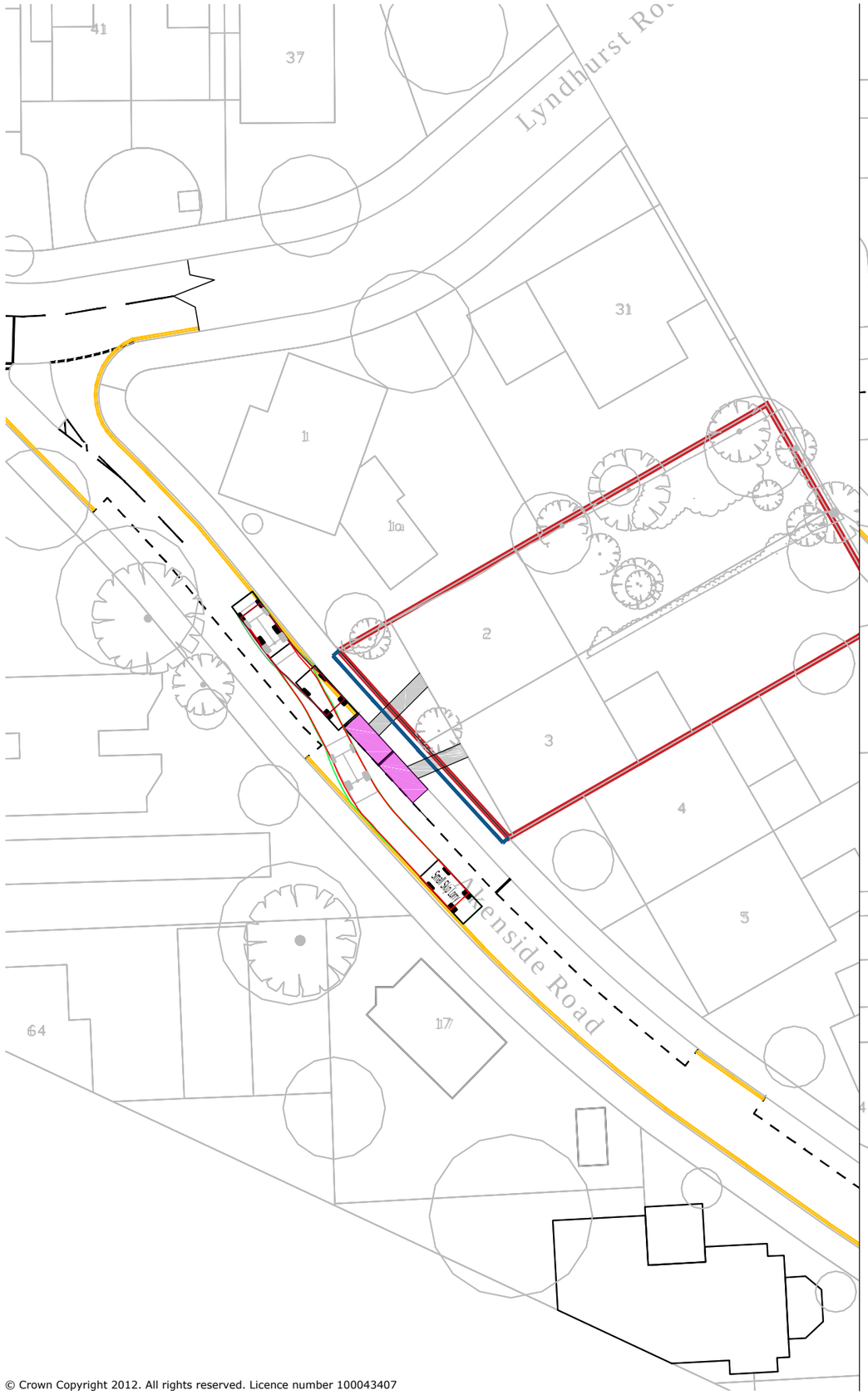
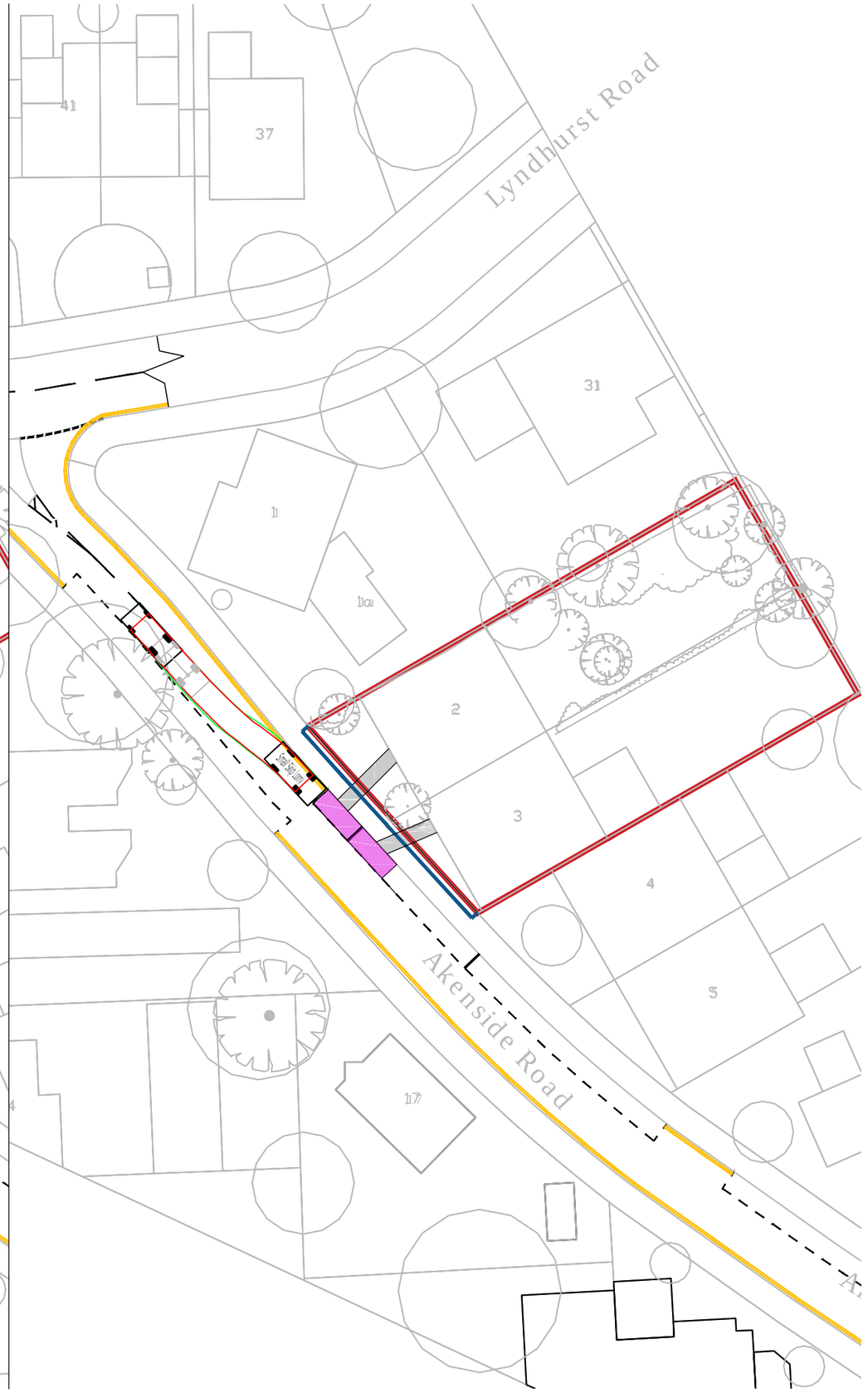
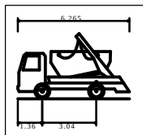




north



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Project:
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Title:
Swept Path Analysis
Small Skip Lorry

Scale: 1:500 (@ A3)

Drawing: 141213-TK03

Revision: -

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