ARDENT | CONSULTING ENGINEERS

1A HIGHGATE ROAD, LONDON, NW5 1JY

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

REPORT REFERENCE NO. Z180-02

PROJECT NO. Z180

MARCH 2016

PROPOSED MIXED-USE DEVELOPMENT
1A HIGHGATE ROAD, LONDON, NW5 1JY

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Ardent Consulting Engineers
Suite 207
One Alie Street
LONDON
E1 8DE
Tel: 020 7680 4088
Fax: 020 7488 3736
enquiries@ardent-ce.co.uk

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Client Issue	DH	CB	SJH	11/02/16
-	Final Issue	DH	CB	SJH	14/03/16

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by IDM Land LLP to prepare a Construction Traffic Management Plan (CTMP) for the proposed redevelopment of 1A Highgate Road, Kentish Town, London NW5 1JY for residential and commercial use.

1.2 This CTMP has been prepared to support a planning application for the proposed redevelopment of the site to provide nine residential units (Use Class C3) and four commercial/office units (Use Class B1) comprising 454sqm floorspace together with associated cycle parking, open space, landscaping and infrastructure works. The proposed site masterplan is contained within **Appendix A**.

1.3 The aim of this report is to provide the local planning and highway authority, the London Borough of Camden (LBC), with sufficient information on the management of construction traffic during the demolition and construction phases, and to demonstrate that no detrimental impact will occur on the local highway network.

1.4 Furthermore, the report seeks to highlight site specific requirements in order to put in place a level of control that minimises, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public. Routing of larger construction vehicles will likely involve use of the Strategic Road Network and liaison will take place with Transport for London (TfL) as necessary to minimise disruption to these routes during demolition and construction.

1.5 At this early stage, it is not currently possible to provide full details of site management or the numbers and timings of HGV movements, however this draft CTMP has been prepared to consider the anticipated programme of construction of the proposed development on the site. A full detailed CTMP will be provided for approval by LBC and TfL prior to commencement of works on site.

2.0 SITE LOCATION

The Site

2.1 The application site is located at 1A Highgate Road, Kentish Town, London NW5 1JY to the rear of properties on the western side of Highgate Road. The site measures 679sqm in size (less than 0.07 hectares) and is positioned within the northern area of Kentish Town's town centre in the LBC.

2.2 The site is bordered by properties 1-3 Highgate Road, 389 Kentish Town Road (The Bull and Gate public house) and Highgate Road to the east, as well as properties to the north. To the west lies a private road which is used to access the rear of neighbouring properties. Railway tracks are situated further to the west and south of the site.

2.3 The existing site comprises a single-storey, double height, late 19th Century brick built warehouse and an adjoining garage. These occupy the majority of the footprint of the site with an approximate Gross Floor Area (GFA) of 605sqm. The existing warehouse building is not listed and is currently used by Jaques Samuel Pianos (JSP) to store pianos.

2.4 The site is located just outside the London Plan's identified Central Activities Zone (CAZ). As a result, the surrounding site area is made up of high density residential, employment, leisure and retail uses. The properties at 1-7 (odd) Highgate Road towards the northeast of the site are listed buildings as well as the O2 Forum venue further north. The Bull and Gate Pub to the east of the site is also a listed building. The site location in the context of local facilities is outlined at **Figure 1**.

Site Access

2.5 The site is currently served directly from Highgate Road via an existing narrow access (varying in width between 2.5m and 3.7m)

which leads into an informal parking area adjacent to the warehouse building. The access is used by the site as well as the owners of the neighbouring Bull and Gate public house (no. 389 Kentish Town Road) who are also understood to have rights of access. Bollards are located either side of the access to the alleyway. The existing access and highway arrangements within the vicinity of the site are shown on **ACE Drawing W990-004**.

Local Highway Network

2.6 The site is situated on Highgate Road which runs towards Highgate to the north and forms a signalised junction with the A400 (Kentish Town Road)/Fortess Road to the south. Fortess Road runs northwards towards Tufnell Park, whereas Kentish Town Road runs southwards towards Camden and the A503 (Camden Road) which forms part of the TLRN.

2.7 Highgate Road comprises a two-way carriageway which is situated within a 20mph zone. The carriageway measures approximately 10-12m in width in the vicinity of the site access with one lane running in the northbound direction and two lanes running southbound including a bus lane within the nearside lane. Both sides of the carriageway are subject to single and double yellow line parking restrictions. Pedestrian guard-railing is provided on the western side of the road which extends from the adjacent signal controlled crossing towards the junction with Greenwood Place/Fortess Road.

2.8 Highgate Road is subject to a range of parking controls along its length, with a mix of residential permit holder/pay and display spaces. The proposed site is within LBC's Controlled Parking Zone (CPZ) CA-M, which controls parking between the hours of 08.30 – 18.30, Monday to Friday. A combination of single and double yellow line parking restrictions is provided on both sides of the carriageway, including double yellow lines across the site access.

2.9 Highgate Road forms a signal controlled junction with Fortess Road/Kentish Town Road approximately 20m to the south of the existing site access. The junction has pedestrian crossing facilities on all arms as well as pedestrian guard-railing, yellow-box keep clear markings and bus lanes on all approaches. Vehicles are not permitted to turn left from Highgate Road to Fortess Road. Fortess Road and Kentish Town Road are primarily of retail frontage with wide footways and double yellow road markings.

2.10 Kentish Town Road forms another signal controlled junction with Leighton Road/Regis Road approximately 100m to the south of Highgate Road. This junction also incorporates pedestrian crossing facilities on all arms of the junction.

2.11 Roads that provide access to the areas of light industrial use to the west of Highgate Road and the residential areas to the east often incorporate width and weight restrictions in order to prevent rat-running of through traffic and are also subject to a 20mph speed limit.

Strategic Highway Network

2.12 The A503 runs in a northeast-southwest direction to the east of the site and is subject to “Red Route” restrictions being part of the TLRN. The A503 is subject to a 30mph speed limit and is single carriageway two-way road with between one and two lanes running in each direction including bus lanes in places. The A503 runs towards Holloway to the northeast and forms two junctions with the A400 (which also forms part of the TLRN) to the southwest.

3.0 PROPOSED PROGRAMME AND RESTRICTIONS

3.1 The works associated with the development are envisaged to start in the Summer of 2016, and would take approximately one year to complete, divided into two phases: Phase 1 – Site set-up/enabling works/demolition; and Phase 2 – Construction. As a contractor is not currently appointed at this early stage, it is not possible to provide a programme of these works. This information will be provided when a contractor is in place. The working hours will be written into all supply chain sub-contractor orders.

3.2 General site working hours are envisaged to be as follows:-

- Monday to Friday - 08:00 to 17:00 hours
- Saturday - No working to take place
- Sundays and Bank Holidays - No working to take place

3.3 No deliveries will take place at the weekend (as shown above) in order to minimise conflicts during the busiest shopping days. The working hours will be written into all supply chain sub-contractor orders.

4.0 SITE SET-UP AND LOGISTICS

4.1 The below sets out the anticipated set-up procedures and logistical impact/mitigation for both the site set-up/enabling works/demolition works (phase 1) and construction works (phase 2).

Anticipated Vehicle Movements and Timescales

4.2 The average daily trip attraction of HGVs during the Phase 1 construction period has been predicted based on a five day working week (assumed working hours of 08:00-17:00 Mon-Fri). It is likely that there will be around five HGV movements per week. It is also anticipated that there would be around four transit van deliveries per week i.e. up to one delivery per day. It is therefore anticipated that there will not be more than one construction delivery vehicle at the site at any one time, thereby minimising the impact of the development works.

4.3 In terms of the workforce, it is anticipated that there will be an average of 20 staff on-site on any given day. It has been assumed that a large proportion of these could make use of public transport and although the workforce will result in vehicle trips being made, vehicle sharing is likely to be widespread. This would result in a daily total of up to around 40 two-way vehicle trips.

4.4 It should be noted that whilst these construction works are carried out, the current site occupiers will not receive deliveries thereby resulting in a reduced net change in movements than implied above.

Routing

4.5 Access to the site will be via Highgate Road and will involve using the A400 (Kentish Town Road), Leighton Road, A5200, A503 and the A1. These roads accommodate regular bus and delivery vehicle movements. Therefore, the highway network should be able to

accommodate demolition and construction vehicle associated with the site.

4.6 **ACE Drawing Z180-005** demonstrates the key advisory routes to and from the site from the A1. Due to a number of width restrictions, one-way routes and height restrictions, the routes taken to and from the site are different. Not all turning movements can be accommodated at the adjacent Fortess Road traffic signal controlled junction, whilst further north of the site, Highgate Road has a weight restriction that limits its use for construction related traffic. This has resulted in a requirement for vehicles to arrive from and depart towards the south using the A400.

4.7 The routes that vehicles will use during demolition and construction is provisional at this stage and will be fully co-ordinated with LBC/TfL by the contractor when appointed.

Access

4.8 Access into the site and the methodology of taking deliveries during the works will be different for the two phases so that these are optimised to minimise their impact. The following sets out the proposed access arrangements and intended delivery methodologies.

4.9 Since vehicular access to the site is limited, it is proposed that during the initial phases of development, delivery vehicles will be required to wait on Highgate Road and deliver from on-street. This will involve a temporary suspension of existing on-street waiting restrictions and appropriate safety protocols will need to be arranged to ensure materials can be wheeled onto site as necessary. This may also involve removal of a section of pedestrian guard-railing on Highgate Road in the vicinity of the site.

4.10 Larger vehicles will be required to use the area to the rear of the property, with access taken from Greenwood Place. Discussions will

be held with adjacent properties and nearby stakeholders to ensure that a satisfactory arrangement can be reached. It is likely that there will be a limited number of larger vehicles required on site which will therefore minimise the impact on neighbouring properties and the surrounding area.

4.11 In addition, several delivery vehicles will be required to wait off-street to the rear of the property. Greenwood Place has no footway on the northern side and includes a short section of pay and display parking along the southern side. This area of parking may be able to be temporarily suspended and utilised to accommodate delivery/construction vehicle activity. Although Greenwood Place is fairly narrow, existing signage indicates the route is used by HGVs in connection with the industrial uses to the west of the site. Again, these arrangements will be informed by discussions with the adjacent properties.

4.12 As construction progresses, it may be possible for smaller construction vehicles to make use of the alleyway. This could involve vehicles reversing along the alleyway into the site compound, which would require the use of a banksman. Vehicles would then be able to exit the site in a forward gear.

4.13 The likely vehicles types include a large tipper, mobile crane, excavator, skip lorries and cars/transit vans. **ACE Drawing Number Z180-007** shows the vehicular swept path manoeuvres associated with the larger construction vehicles visiting the site. The drawing demonstrates that each vehicle can satisfactorily perform the required manoeuvres.

4.14 To support these movements, qualified banksmen will be present to oversee all arrival and departure manoeuvres to ensure no conflict will occur between construction related traffic and members of the public. As previously highlighted, no deliveries will take place at the weekend to avoid the busiest periods for the surrounding retail uses.

4.15 Wherever necessary and subject to agreement and licencing, hoardings will be fixed around the site, with a controlled gate to allow vehicle access. This will allow all construction vehicles to gain satisfactory access whilst minimising any impact on existing users of the surrounding roads.

Procedures

4.16 During both phases, any vehicles travelling to the site for deliveries will be booked in advance to ensure that no over congestion occurs within the site. Before arrival, vehicle drivers will be required to call the Site Manager, to ensure that they can be accommodated.

4.17 When vehicles arrive and depart the site, a traffic marshal will oversee each manoeuvre to ensure that no impact occurs and work is being carried out properly.

4.18 Notice boards and signage will be provided prior to any construction vehicles entering the site to keep the public, especially local residents, informed about the works taking place. The notices will provide contact details of the site manager to allow residents to find out more information and notify them of any issues if required.

Disruption to Public Highway

4.19 Vehicles will be brought onto the site and kept behind hoardings wherever possible in order to minimise disruption to the public highway. If vehicles are required to wait on the public highway (such as Highgate Road), the arrangements will be agreed in advance with LBC. Two potential waiting locations have been identified and these would require temporary suspension of waiting restrictions and potentially the removal of a section of pedestrian guard-railing on Highgate Road.

4.20 A traffic management plan will be provided for each phase of the development to facilitate the safe arrival of vehicles. The details of

larger vehicle routing and arrivals will be agreed with LBC and TfL as necessary. It is estimated that this would occur within the first week of the construction phase to minimise disruption to the existing highway network.

4.21 The Contractor will work closely with LBC/TfL to minimise disruption to the existing highway network. The Contractor will maintain engagement with local authority officers and establish a work program to reduce the potential for conflicts on the highway network.

Pedestrian Conflict

4.22 To minimise the impact on pedestrians, footway access along the public highway will be maintained wherever possible during the demolition and construction phases. Pedestrian barriers will be erected between the site frontage and the footway to minimise the interface between pedestrians and on-site vehicles/works. It may on occasion be necessary to temporarily shut footways to accommodate safe passage of materials during certain times of the construction works.

4.23 To minimise conflict with materials coming to and from the site, hoardings will be erected as necessary and appropriate signage provided to warn and direct pedestrians to an alternative route.

4.24 To ensure that no conflicts occur between vehicles and pedestrians walking along the footway past the site, an on-site traffic manager will oversee the entry and exit manoeuvres of each vehicle and a banksman will be provided wherever necessary. Details of any closures will be discussed with LBC prior to commencement of works and in advance of any closures.

Measures to Reduce the Need to Travel

4.25 On-site parking spaces for key site operatives/management and visitors will be sought through liaison with neighbours. It is anticipated that these spaces will be provided to the rear of the property, and these will be kept to a minimum and managed accordingly. Construction workers will be encouraged to travel to the site by sustainable means. The local area has excellent public transport opportunities to accommodate any demands for non-car travel. If there are any requirements for staff members to travel to the site by car or van, car sharing will be encouraged.

4.26 Drivers of delivery vehicles travelling to the site will be informed of the appropriate routing arrangements which should be used to ensure that the most direct and efficient routes are taken, thereby reducing vehicle emissions and any potential disruption.

4.27 Materials used to construct the development could be locally sourced (where practical) to reduce the distance travelled from the suppliers to the site, and also to boost the local economy.

4.28 The contractors will aim to maximise the recycling of materials within the development, thereby minimising vehicles carrying waste whilst also benefiting the environment.

Rail and River Transport

4.29 Due to its location, there is no scope for construction materials to be transported to the site via rail or river.

4.30 Although there may be the potential for construction materials to be transported to the site via rail (which would be subject to discussions with Network Rail), it is envisaged that construction activity will be able to be accommodated on the local road network due to the small scale of the proposals.

Environmental Controls

4.31 In order to effectively control pollution from the site the developer/contractor will generally work in accordance with the requirements of TfL/LBC in relation to dust, emissions and noise monitoring during the demolition and construction works.

4.32 During all phases, suitable on-site measures will be put in place to maximise recycling potential. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Fuel Storage

4.33 Diesel fuel storage is unlikely to be required and will be kept to a minimum on site. The following measures will be implemented where fuel is stored on-site:

- Contained in a double-skinned fuel storage vessel to reduce the potential for leaks;
- Clearly sign posted;
- Kept locked at all times with authorised access only;
- Emergency spill kit will be provided adjacent to the fuel store; and
- Emergency procedures will be included within the Site Health and Safety Plan.

Dust Monitoring

4.34 The removal and construction of buildings materials are activities prone to generating dust. This may become problematic during prolonged spells of dry weather. A strict regime of dust control measures will be implemented by the developer/contractor including:-

- Dust monitoring at the site boundary;

- Encapsulating the building with light scaffold sheeting during demolition and new build activities; and
- Damping down with water and vapour sprays during dust generating activities.

4.35 In the event of variable weather patterns, the on-site management will monitor conditions to ensure the correct measures are implemented and emissions are controlled.

Road Sweeping and Wheel Washing

4.36 To ensure that the highway is kept clear of mud or debris, the following measures will be implemented: -

- Highway cleaning of the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- Adequate sheeting will be required on all vehicles carrying waste materials; and
- Measures will be taken to prevent mud/debris from being swept into gullies.

Noise and Vibration Monitoring/Control

4.37 Construction works have the potential to generate noise/disturbances. The site's location will demand that careful controls are put in place to minimise noise impact, particularly surrounding the site, where there are a number of existing residential and business properties. The developer will work closely with the local authority and any local resident groups to agree systems of work that minimise the impact to the surroundings.

4.38 Noise monitoring will be carried out prior to any works commencing (to understand baseline levels) as well as throughout the duration of the works. This will include checks by an independent representative to ensure on-going compliance with agreed noise level thresholds. Any non-compliances will be recorded and notified

to the site manager and developer director so that immediate remedial action can be taken.

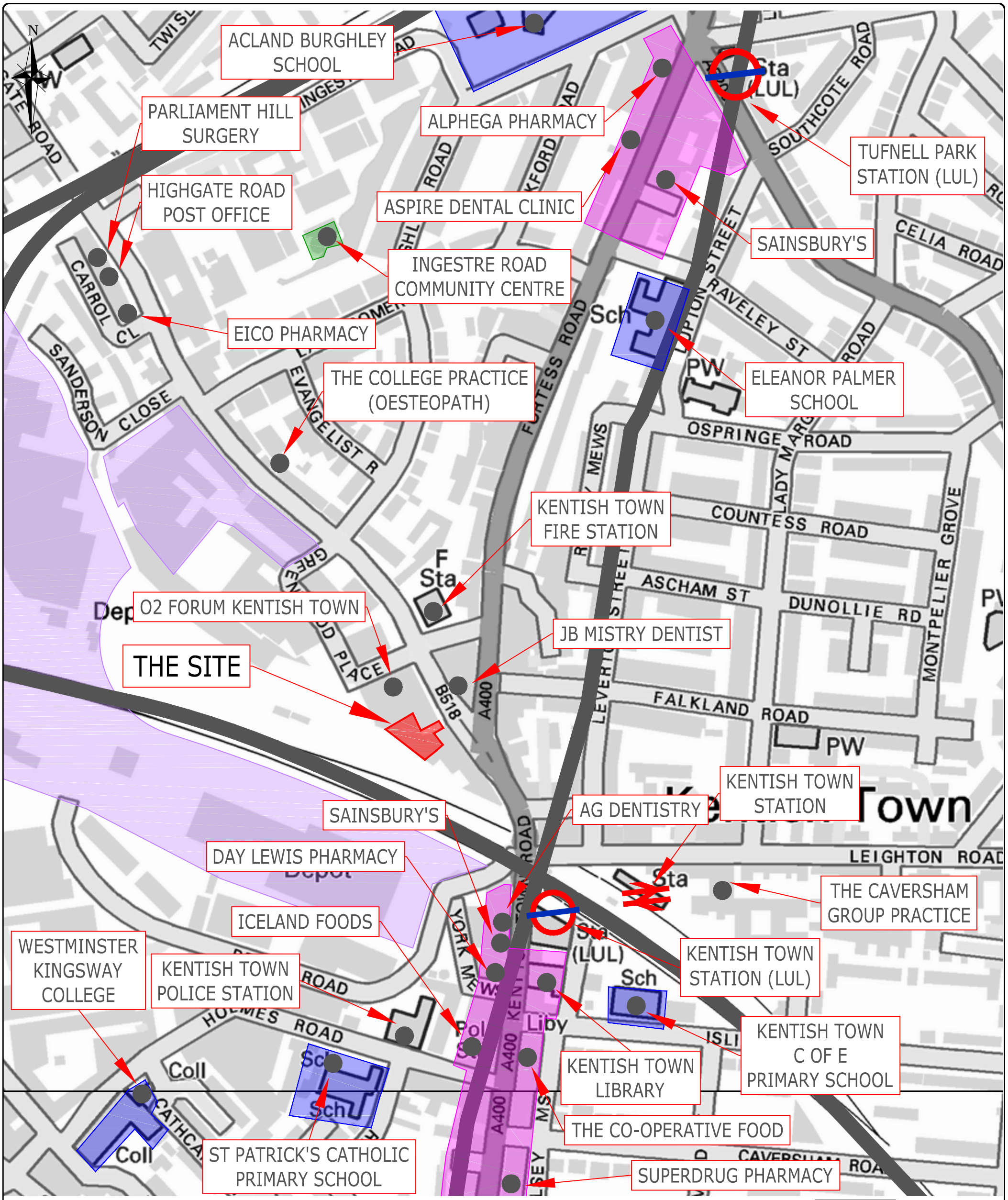
4.39 The following measures will be implemented to reduce the noise generated by on-site operations::-

- Noise control technology will be used where appropriate in accordance with current best practice;
- Plant used for breaking down materials will use crushing techniques rather than by using air driven impact or drop hammering where practical e.g. for cutting down piles;
- Where practical all fixings and holes will be formed/cast into concrete to minimise drilling and cutting on site;
- Off-site manufacturing will be utilised where possible to reduce production activity on site; and
- Where extremely loud activities are unavoidable, methods of working will be agreed with TfL/LBC.

Site Contact Details

4.40 At the time of writing, there is no appointed site contractor in place. However, once a contractor is appointed this information will be supplied to the Council. It is anticipated that these details will be placed on the hoardings at the front of the site to identify the site manager. The hoarding will also provide details of IDM Land Ltd (the developer) including the website to allow residents (and others) to find out more about the scheme including the anticipated construction programme, works and progress.

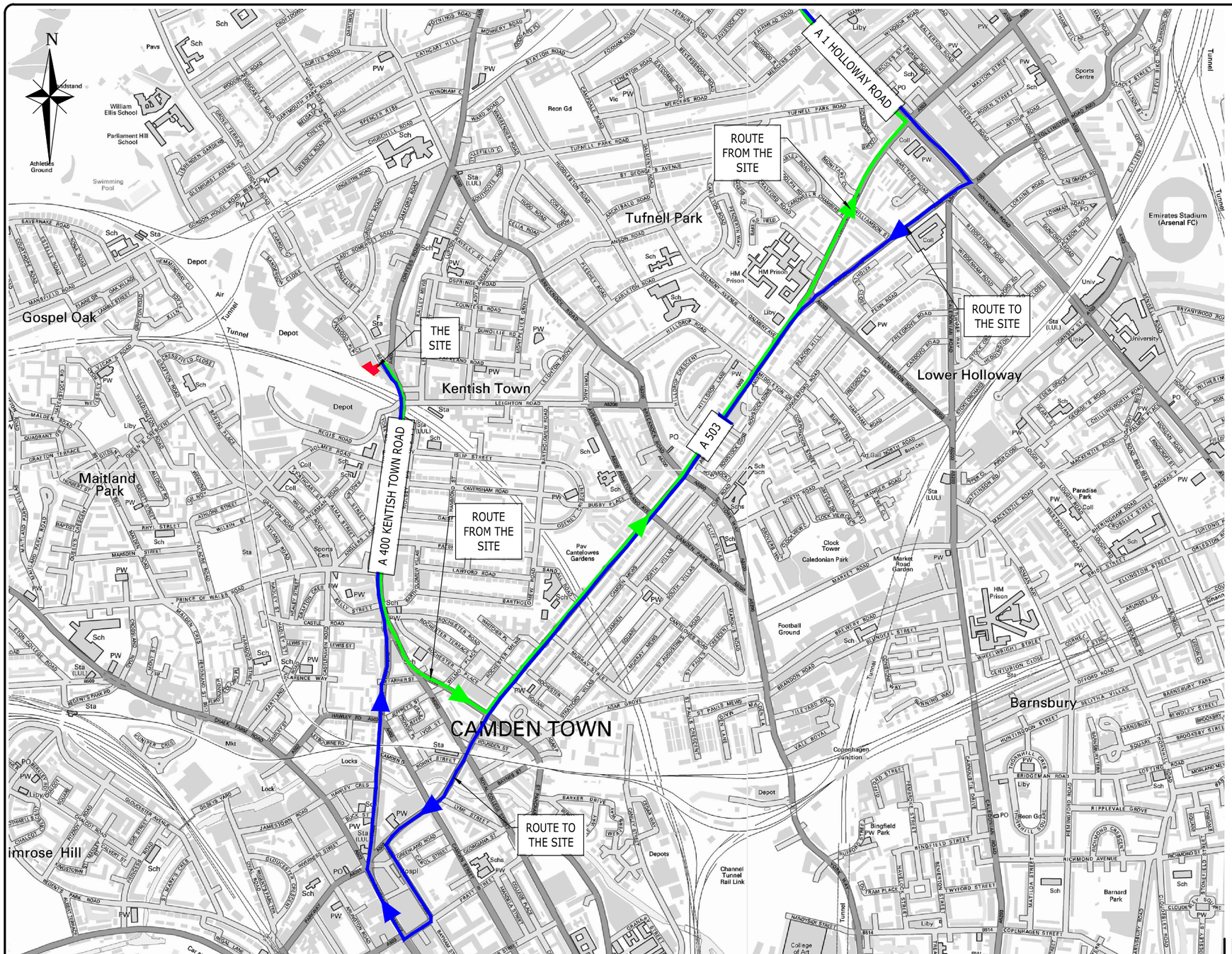
Figures



ARDENT CONSULTING ENGINEERS
Suite 207, One Alie Street, London, E1 8DE
t 020 7680 4088 f 020 7488 3736
w www.ardent-ce.co.uk e enquiries@ardent-ce.co.uk

PROJECT TITLE: 1A HIGHGATE ROAD, LONDON		
DRAWING TITLE: LOCAL FACILITIES		
CLIENT: IDM PROPERTIES		
SCALE: NTS	DATE: DECEMBER 2015	DESIGNED: RF
DRAWN: RF	CHECKED: CB	APPROVED: SJH
DRAWING NO. Z180 - FIGURE 1		REV -

Drawings



KEY

- SITE
- Route In
- Route Out

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REV.	AMENDMENTS	DRN	CHK	APP	DATE

ARDENT CONSULTING ENGINEERS

Suite 207, One Alie Street, London, E1 8DE
t 020 7680 4088 f 020 7488 3736
w www.ardent-ce.co.uk e enquiries@ardent-ce.co.uk

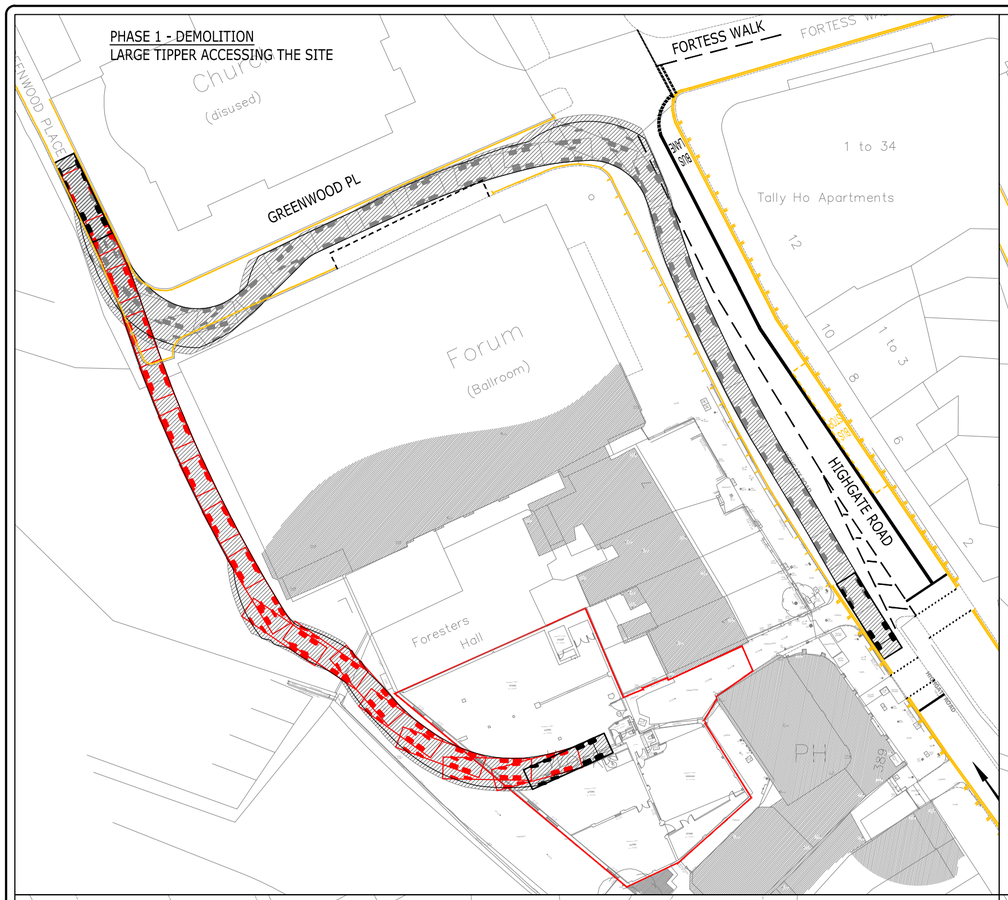
PROJECT TITLE: 1A HIGHGATE ROAD, LONDON

DRAWING TITLE: CONSTRUCTION TRAFFIC ROUTING PLAN

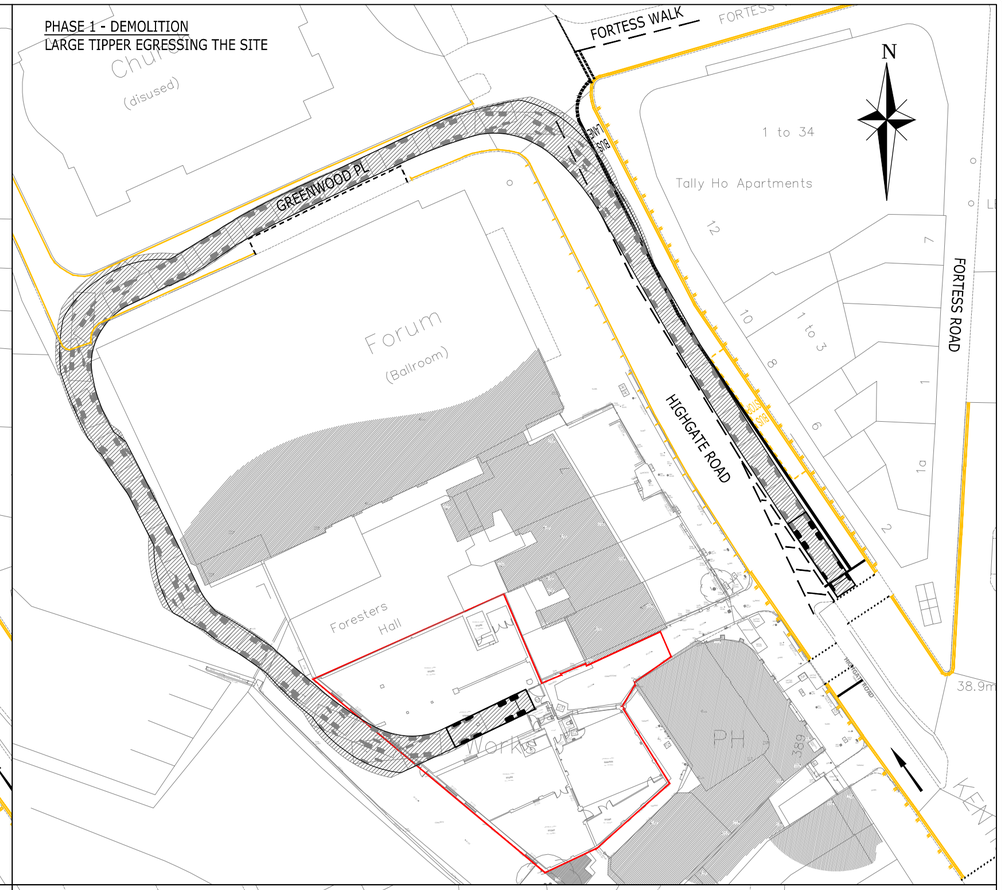
CLIENT: IDM PROTERTIES

SCALE:	DATE:	DESIGNED:
NTS @ A3	21/12/15	ADS
DRAWN: ADS	CHECKED: DH	APPROVED: ML
DRAWING NO. Z180-005		REV.:

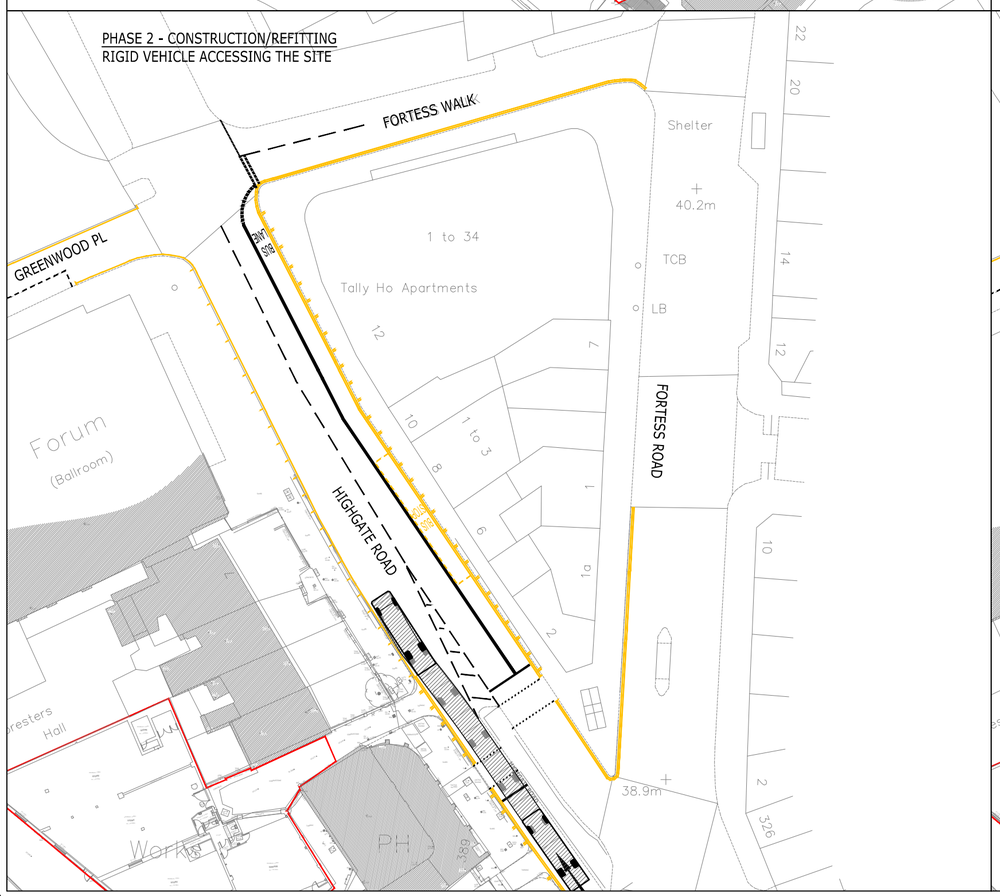
PHASE 1 - DEMOLITION
LARGE TIPPER ACCESSING THE SITE



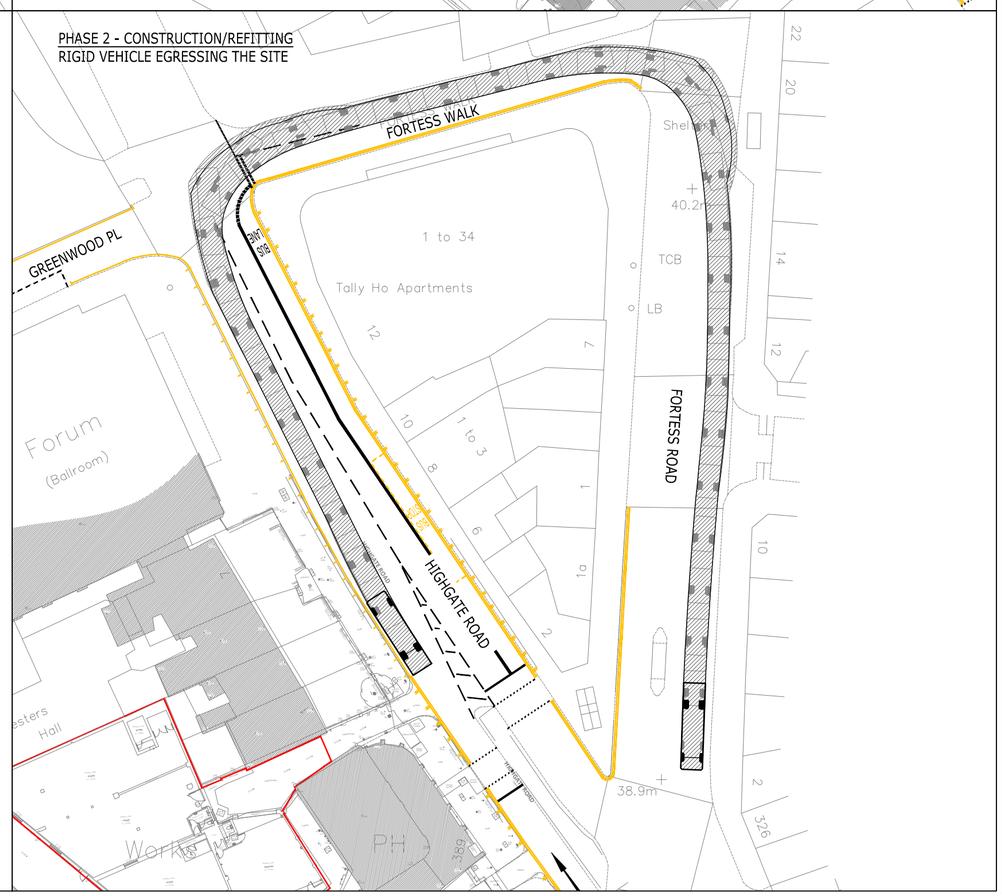
PHASE 1 - DEMOLITION
LARGE TIPPER EGRESSING THE SITE



PHASE 2 - CONSTRUCTION/REFITTING
RIGID VEHICLE ACCESSING THE SITE



PHASE 2 - CONSTRUCTION/REFITTING
RIGID VEHICLE EGRESSING THE SITE



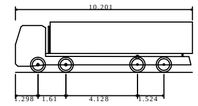
NOTES:

KEY:

- SITE BOUNDARY

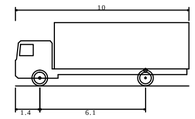
VEHICLES USED:

PHASE 1 - DEMOLITION:



Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

PHASE 2 - CONSTRUCTION/REFITTING



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

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REV	AMENDMENTS	DRN	CHK	APP	DATE

ARDENT CONSULTING ENGINEERS

Suite 207
One Alie Street
London
E1 8DE

t 020 7680 4088
f 020 7488 3736

w www.ardent-ce.co.uk
e enquiries@ardent-ce.co.uk

CLIENT:
IDM PROPERTIES LLP

PROJECT TITLE:
1A HIGHGATE ROAD
CAMDEN

DRAWING TITLE:
DEMOLITION AND CONSTRUCTION VEHICLE SWEPT PATHS

SCALE:	DATE:	DESIGNED:
1:500@A2	FEB 2016	KI
DRAWN:	CHECKED:	APPROVED:
KI	CB	ML

DRAWING NO. Z180-007 REV: -