From:	Caneparo Associates
To:	File, Project Team, LB Camden
Job Title:	1 Fitzroy Road, Camden
Job No:	2016-3123
File Ref:	N02-SM-Construction Traffic Management Plan (160615) Final Issued
Date:	15 June 2016

Subject: **Construction Traffic Management Plan**

Introduction

1. Caneparo Associates has been instructed by Greg and Eve Cohen (the 'Applicant') to provide highway and transportation advice in relation to the proposed development at 1 Fitzroy Road, Primrose Hill, within the London Borough of Camden. A Site Location Plan is included at **Appendix A**.

2. This draft Construction Traffic Management Plan (CTMP) has been prepared in support of a planning application which seeks permission for the conversion of two residential units to one residential dwelling.

3. This draft CTMP has been prepared to outline how the construction process will be managed and controlled, so as to minimise disruption arising from the work and to ensure the safety of all users in the vicinity of the site.

Construction Programme / Phasing

4. A detailed outline construction programme will be provided once a contractor has been appointed, subject to planning consent. The programme will detail the various construction phases and anticipated timescales. In the interim an indicative programme is included below to set out the kay stages during construction along with estimated timescales.

Activity	Duration (Weeks)
Site Setup	2
Excavation/Substructure	20
Superstructure	14
Fit out	12
Site Clean Up	2
Total Works	50

5. At this stage, the anticipated start date is unknown. Construction works for the proposed development would not begin prior to receiving approval from LBC. In addition, an agreed CMP will need to be discharged by way of condition before construction activity takes place.

Hours of Operation

6. It is proposed that the site's hours of operation will be:

    - Weekdays: 08:00-18:00
    - Saturday: 08:00 - 13:00
    - Sunday and Bank Holidays: No activity unless agreed with the Council

Access Arrangements

7. The location and use of site accesses, along with the method of spoil removal and construction methodology, will be confirmed by the Contractor once appointed. The existing highway layout is shown in **Appendix B**.

8. All construction traffic movements will be supervised with banksmen to prevent any conflict between construction vehicles and other road users.

9. Delivery arrival times will be programmed to reduce any potential impact on the operation of the local highway network, adjacent car park, and neighbouring buildings. All deliveries will be undertaken outside of the typical highway network morning and evening peak hours, i.e. 08:00 - 09:00 and 17:00 - 18:00.

10. At this stage there is no requirement for materials to be stored on the footway, given that there is room within the site. In addition, site offices will be setup within the existing site and will not require any space on the footway or highway.

Construction Vehicles

11. The construction work will involve excavation of the basement, along with materials deliveries for construction and fit-out. It is envisaged that the following vehicle types will visit the site:

    - 8m rigid/tipper vehicles (including with Hiab craning/grabber arm);
    - Concrete Mixer Lorry (8 metre length);
    - 8m Box van; and

- Transit vans (6m or smaller).

12. An indicative breakdown of the number and type of construction vehicles to the site, along with estimated dwell times, is included below. All vehicles will be pre-booked with a strict schedule implemented.

Period	Weekly Vehicles		Daily Vehicles		Max Dwell Time
	HGV	LGV	HGV	LGV	
Site Setup	5	3	1	<1	60 mins
Excavation/Substructure	25	10	5	2	40 mins
Superstructure	15	10	3	2	40 mins
Fit out	2	16	<1	<4	20 mins
Site Clean Up	5	3	1	<1	60 mins

13. The estimated number of vehicle movements associated with each vehicle type will be confirmed by the Contractor when the CMP document is agreed with LBC prior to commencement.

Route to Site

General

14. All personnel working at the site will be required to travel by sustainable modes of travel, i.e. public transport, walking or cycling. The site has a PTAL of 3 and benefits from convenient access to London Underground services at Chalk farm station (Northern Line) along with several bus services on Chalk Farm Road, therefore this is considered reasonable and appropriate.

15. All personnel responsible for delivering material to and / or transporting material away from the site will be advised in writing of the proposed / agreed vehicular access route. The agreed route will need to be adhered to at all times unless otherwise instructed by the Council.

16. The scheduling of materials, deliveries and waste collection will be managed in order to avoid more than one construction vehicle seeking access to the immediate site frontage at any time and reduce the potential for unnecessary delay and congestion at the site.

17. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition verbal briefings of the access route will be provided to all suppliers, Contractors and visitors prior to them undertaking a journey.

18. All construction vehicle arrivals and departures will be managed by banksmen to ensure appropriate safety and traffic management measures are adhered to.

Proposed Route

19. The Contractor will liaise with the Council with the aim of agreeing vehicular routes to and from the site for vehicles during the various construction stages. Consideration will be given to weight restrictions, low bridges and the cumulative impacts of construction traffic on the highway.

20. Construction vehicles will travel from the A41 via Finchley Road/Wellington Road to the A5205 Prince Albert Road, the A4201 and Gloucester Avenue/Regents Park Road to Fitzroy Road. The proposed route allows vehicles to approach the site from the strategic road network in the most direct manner. The route is suitable for larger vehicles and seeks to reduce and minimise disruption to local road users.

Vehicle Movement Mitigation Measures

21. All loading, unloading, deliveries of materials to the site and removal of waste material will be carried out within normal site working hours (as set out previously). In the event deliveries are required outside normal working hours, prior approval will be requested from LBC.

22. The project manager will ensure that construction activities do not impede the movement of the Council's waste vehicles.

23. Drivers will be required to turn off engines when stationary to ensure vehicles are not left idling.

24. The Contractor will be responsible for making good any damage caused to the highway as a result of the construction works, and will pay all reasonable costs required to achieve this once the construction process is complete.

Vehicle Safety Measures

25. Freight operators will be sought who can demonstrate their commitment to following best practice, including the Fleet Operator Recognition Scheme (FORS).

26. HGVs will be fitted with the necessary safety features to minimise the potential for conflicts with other road users, particularly cyclists.

Highway Cleaning

27. The adjacent highway will be inspected for debris at the end of each working day throughout the construction period. If required, the highway will be swept to remove any debris.

Waste Management Strategy

28. The primary aims of the waste management strategy is to reduce the amount of construction waste produced, ensure that it is disposed of as efficiently and sustainable as possible, and reduce the number of associated vehicle movements.

29. The handling and disposal of waste will be carried out in consideration of the following waste hierarchy:

    - Prevention
    - Potential for re-use
    - Recycling
    - Other recovery
    - Disposal

30. The following methods will be adopted in response to the aims of the waste management strategy and waste hierarchy.

    - Where practicable, those elements of the development that can be constructed off-site will be, so as to reduce waste associated with the construction process on-site.
    - The process for handling and disposing of construction waste will be continually reviewed as the project evolves so as to provide an opportunity for the introduction of more efficient methods.
    - Recyclable material will be segregated from general waste and transported to a suitable recycling facility.
    - Waste will only be disposed of at a landfill once all other options for re-use and recycling have been exhausted.
    - Construction vehicles delivering material to the site will be encouraged to reload with waste material to reduce the number of vehicle trips.

Other Issues

Projection over the Highway

31. It is not envisaged that the construction works will require any projection over the highway. Should this change once a Contractor is appointed, the Contractor will liaise with the Council and obtain the necessary approval for this arrangement.

Hoarding

32. A site hoarding will be provided at the site for the duration of the construction works. The Contractor will apply to LBC for the necessary hoarding licence.

Utility Connections

33. 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. At this stage, no new utility connections are anticipated to be necessary.

Control of Noise, Dust and Vibrations

34. Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the site. Given vehicles will not be leaving the highway jet washing is not considered necessary.

35. The Project Manager will ensure that the immediate loading area is kept clear of any construction debris at all times.

36. Water spray techniques will be used to control dust associated with the construction process. Furthermore, vehicles will be sheeted to prevent any impact from dust arising.

37. All works will be undertaken during the daytime to reduce any impacts with noise. In addition, no works will be undertaken on a Sunday. In addition, works will be undertaken in a considerate and sensitive manner.

Air Quality

38. A number of mitigation measures are recommended to assist with reducing dust, PM10 and NO2 emissions, which are as follows:

    - The highway will be inspected and cleared of any debris at the end of each working day;
    - The scheduling of the arrival/departure of freight vehicles would be such that the need for vehicles to wait on-street would be avoided, where possible, and to ensure there is no impact on the operation of the local highway;

- Ensure that all vehicles switch of engines when not in use i.e. no idling vehicles on-site or whilst waiting or parking on the highway; and,
- Regular inspection of vehicles, local highways and site boundaries to check for debris and dust deposits (and removal if necessary).

39. The developer and Contractor are committed to working with LBC throughout the construction process, and any incidents which lead to excessive elevation of dust deposition would be reported to the Environmental Health Department. In the event complaints are received from neighbours, these will be documented in a log held on site by the Site Manager. A nominated member of the construction team (e.g. Site Manager) will also act as a point of contact for neighbours who may be concerned about elevated deposition of dust.

Pedestrian and Cyclist Safety

40. Construction traffic poses a potential risk to pedestrian's and cyclist's safety. Vulnerable road users' safety will be paramount, therefore the works include the use of banksmen during all deliveries periods of operation at the site to ensure pedestrian and cyclist safety.

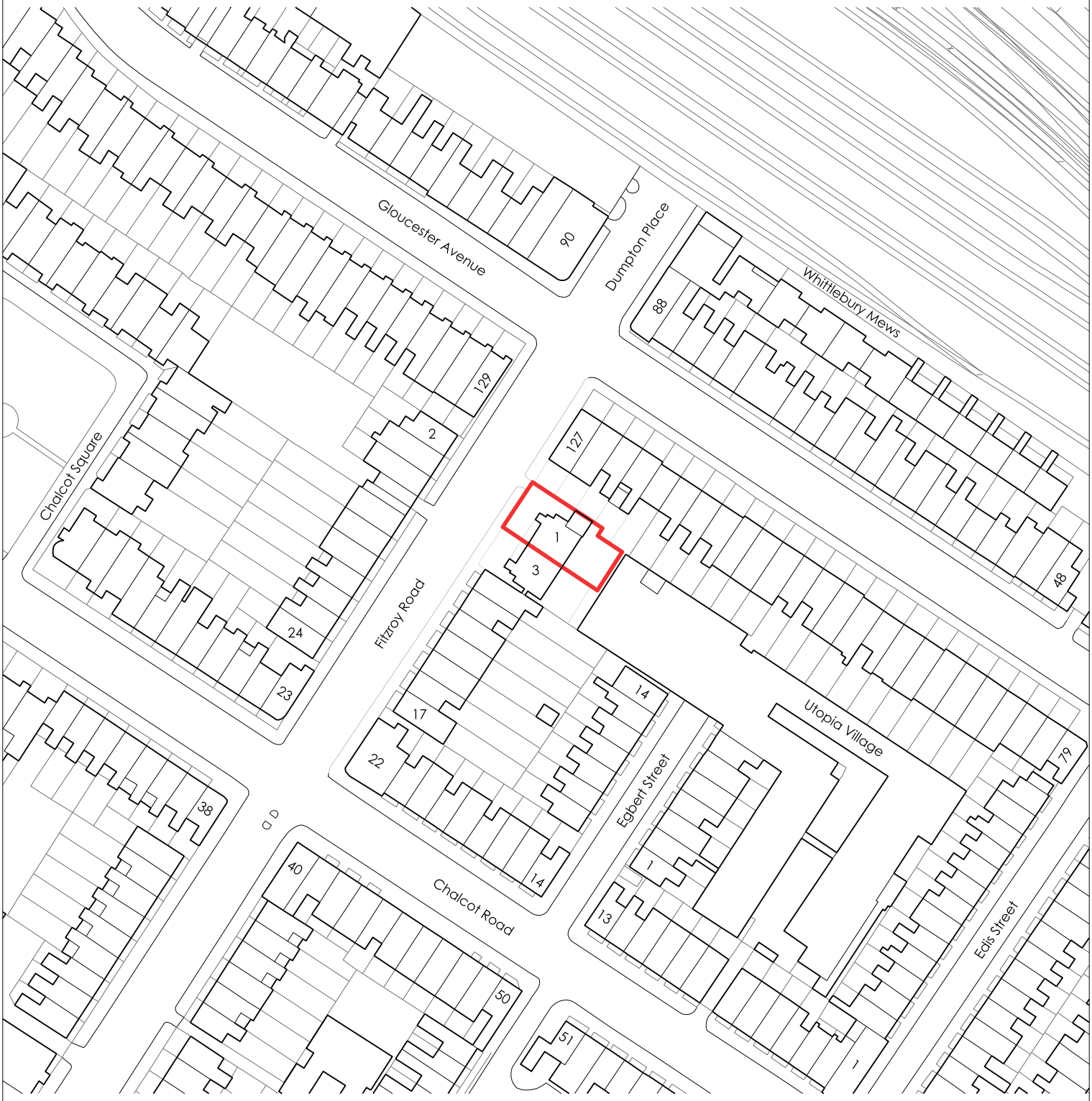
41. Professional banksmen will supervise all arrivals and departures of construction traffic in order to prevent any conflict between pedestrians/road users and construction vehicles. In addition, appropriate signage and traffic cones/barriers will be provided where necessary.

Summary

42. This CTMP provides an outline demolition and construction strategy. It is a 'live' document that will be updated as necessary to include relevant information and address issues that may be identified through consultation with local residents as the project progresses and on appointment of the main contractor. A detailed CMP will be agreed with LBC by way of condition, subject to planning consent.

43. Construction procedures will ensure that works are undertaken in the most considerate manner, in order to reduce the impact of the work on the local highway network and associated users.

Appendix A



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1:1250 10m 50m

Site Boundary

N

Project	1 Fitzroy Road
Subject	Site Location Plan
Scale	1 : 1250
Original Size	A4
Date	01.06.2016
Drawing No.	312_001

Appendix B

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	EXISTING SINGLE YELLOW LINES
	RESIDENTS PERMIT HOLDERS ONLY PARKING

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Newmark Properties Limited

Project:

1 Fitzroy Road, Primrose Hill, Camden

Drawing Title:

Existing Highway Arrangement

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
AS	SMcC	13.06.2016

CANEPARO ASSOCIATES
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Scheme Ref:	Drawing No:	Sheet :	Rev:
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