Construction Traffic Management Plan

22 Lawn Road Camden NW3 2XR

Clients:

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1. Introduction

The traffic management strategy for the project is one of minimizing the interface wherever possible between Public and Site Traffic: reducing the number of deliveries where practicable, including the staging of deliveries such that the volume of traffic is kept as even as possible avoiding peaks and controlling vehicular movements on the project.

Every year around 70 people are killed or injured by vehicles at work. This document provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points for consideration and necessary actions.

Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. This plan will include:

- Planning and managing both vehicles and pedestrian routes.
- The elimination of reversing where possible.
- Safe driving and working practices.
- Protection of the public.
- Adequate vision and lines of sight.
- The provision of signs and barriers.
- Adequate off loading/storage areas.
- 1.1. Introduction to the project:

The project involves the extension and refurbishment of a terrace house at 22 Lawn Road within the London Borough of Camden.

The proposed scheme comprises a rear extension and a subterranean garage extension to the rear of the property accessible from a private road. The scheme delivers improvement to the local area.

The proposal is prepared in response to the client brief, in line with national, regional and local planning policy. The design of the proposals has been carefully considered regarding townscape, materials and form to integrate with the character of the existing surrounding context.

1.1. Site Location:



The site comprised a ~190m2 rectangular shaped plot of land with a east to west orientation. The property is located along the east side of Lawn Road, approximately 40m south of the Garnet Road and located in Belsize Park, North London.

Existing context:

The site is located within a residential area on land between Lawn Road and private road accessible from Garnet Road where the garages of the houses between 21-28 Lawn Rd and 55-71 Upper Park Road are located.

The site fall within a conservation area and contains no listed buildings. It is within the neighborhood of Belsize Park.

Lawn Road is a two-way street with the character informed by a variety of tenures including single family dwellings and block of flats mainly to the west side. There is a range of residential architectural typologies within the surrounding area including Victorian and mid-century houses interspersed with more recent residential development and modernist block of flats.

In terms of scale, the properties are predominantly 2 - 4 stories with single story extensions and multi stories block of flats buildings.

Many of the properties, where once dwellings, have been subdivided into flat accommodation to meet demand. Within the wider context, Belsize Park tube station is 200m north of the property with a variety of shops and local amenities. The site is well located to public transport links and has a Public Transport Accessibility Level (PTAL) of 4. The site is around 200 meters south of Belsize Park tube station. The immediate area provides London Underground, London Overground, Thameslink and bus services.

Planning/Site History

The existing house has been vacant since September 2021 and there is N.1 previous planning application approved that is related to the current one by the same applicant. These include:

The site:

• Erection of single storey rear extension at ground floor following demolition of existing. Raising of rear garden decking, alterations to front and rear fenestration and insertion of rear rooflight.

Ref. No: 2021/4953/P Granted 09-03-2022

In addition, recent planning consents at neighbouring properties that are relevant include:

23 Lawn Road:

Erection of single-storey rear extension as replacement of existing; conversion of existing lower ground floor garage into additional habitable space; double glazed timber framed windows as replacement of timber and Crittal framed windows on the front and rear elevations; new aluminium powder coated framed window plus steel safety grill, ribbed steel sliding garage door as replacement to existing garage and entrance doors of single dwelling house

Ref. No: 2011/0934/P Granted 04-05-2011

24 Lawn Road:

Excavation for a basement extension, erection of single storey rear extension following demolition of existing, replacement of the balustrading at ground floor level and alterations to rear facade/fenestration at lower ground and ground floor level all associated with providing ancillary residential floorspace (Class C3).

Ref. No: 2017/5619/P Granted 23-04-2018

1.1. Scope:

The attached route maps show the proposed routes that all vehicle addressing the site, such as deliveries, will be directed along to gain access to the site. They also highlight the routes to be taken when leaving the site.

Immediately upon commencement, all deliveries, operatives and visitors to the Project will report to the security gate. They will be inducted by Company Staff, and be informed of Emergency procedures, assembly points, first Aid, site rules, location of welfare facilities, etc. at this time.

The attached logistic plan highlights the access point for the project, loading bay, pedestrian/vehicular segregation, welfare, storage, security & material handling that will be enforced following the full site establishment.

2. Pedestrian access

The contractor will use the secondary entrance from the rear private road by Garnett Road in order to minimize pedestrian disruption to Lawn Road.

The contractor is fully aware of the risks associated with having public access running past the front of the entrance gate. Pedestrians will be given specific consideration in the area of the main gates.

Pedestrian routing will be put into place to take residents and other pedestrians away from the construction entrance. Marshalling of pedestrians will be undertaken when large deliveries arrive and leave the development area.

Directional signage & suitable barriers will be also erected where appropriate.

All the entrances to the site will be provided with surveillance and/or properly secured with cards reader/locks to guarantee access to authorized personnel only.

The site manager will be responsible to ensure that all pedestrian routes are:

- clearly separated from vehicle routes by fencing and/or other suitable means.
- wide enough to safely accommodate the number of people likely to use them at peak times.
- allowing easy access to work areas.
- kept free of obstructions.
- clearly and suitably signed.
- allowing pedestrians to safely cross the main vehicle routes.

3. Vehicle route:

During the initial phase of the construction when the works are concentrating to the rear garage the contractor will use Lawn Road to access/egress the site.

Once the excavation and the garage are completed the contractor will also be able to use the private road by Garnett Road to access site.

The site hoarding/safety fencing at the access will be arranged such that minimum visibility requirements 2 metres x 70 metres for traffic and 2 metres x 2 metres for pedestrians are maintained at all times to ensure safe usage.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by the site manager and all vehicle movements into and out of the site will be controlled by a competent banksman.

Due to the limited site dimensions, a turning area will be provided on site only before the excavation phase to ensure that all vehicles may access and egress the site in a forward direction. Once the excavation has been completed all the deliveries will take place within a suspended car park in the proximity of the site (onto Lawn Road). The closest main road is the Haverstock Hill Road from where deliveries and any vehicle traffic will arrive. A well designed and coordinated delivery schedule will allow the progress of the works without disrupting the everyday activities of the neighborhood.

All vehicles will arrive to the construction site from the Haverstock Hill Road, driving onto the two-way Upper Park Crescent, turning to Lawn Road and leaving the premises through Garnett Road and Upper Park Road (as shown in the image below) without the need of reversion.

Site personnel operatives and visitors will use the pay display car parks available in the proximities of the site.



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- wide enough to safely accommodate the number of vehicle likely to use them at peak times.
- allowing easy access to work areas.
- kept free of obstructions.
- clearly and suitably signed.
- allowing pedestrians to safely cross the main vehicle routes.
- allowing pedestrians to have a clear view of traffic movements at crossing and gates which lead onto traffic routes.
- allowing at the final point of exit the drivers to clearly see pedestrians on the pavement.
- considering required parking areas.

4. Deliveries

The nature and frequency of construction traffic will change during the various stages of the build programme, but the site will be effectively managed to ensure that the number of vehicle trips generated will be minimized as far as practicable.

All the deliveries will be carefully managed to minimize disruption to neighbours and local schools/regular activities and will be well monitored by site agents and banksman from their arrivals to their exiting.

All plant and materials will be unloaded/loaded within the site boundaries or, when the limited space will not allow anymore to carry out the regular construction activities.

A delivery booking system will be produced and operated by the site manager to avoid delivery vehicles queuing or waiting outside the site. Nominated waiting areas for delivery vehicles will be identified in the locality to allow safe waiting where necessary.

Warning signage will be placed on Lawn Road/Garnett Road to warn the users of construction traffic movements ahead.

Where there may be exceptional loads and the site turning facilities are of insufficient size to enable vehicle turning, it is proposed that temporary traffic management would be utilized on Lawn Road to temporarily stop the flow of traffic and allow loads to be reversed onto site. Where the Loading/Unloading would cause disruption to the pedestrian route in front of the site, an alternative and temporary safe pedestrian route will be provided with low plastic barriers, in order to allow pedestrian to stay on a safe route from vehicles and do not incur in any construction site action.



The client benefit of the use of the space in front of N.22 garage. A skip will be positioned outside the garage as shown in the image below. The skip will be of adequate size to avoid disrupting the parking and maneuvering of the rest of the user of the garages/gates. The traffic marshall/banksman will make sure that the entry and exit are regulated and controlled for loading and unloading from the private vehicle road.



HM Land registry title plan showing 22 Lawn Road boundaries and usable space in front of the garage to the rear of the property



The site manager will be responsible for maintaining the existing highway and private road free from any soil spillage and causing mud on road during wet periods. All contractors and sub-contractors will be instructed to ensure and take all necessary steps to control the mud or dust from all their operations associated with this project.

Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.

4.1. Early / after-hours door:

Asking HGV drivers to arrive at site exactly at 8am to begin loading/unloading is challenging especially on heavily congested roads. Not only does this cause driver stress but can result in unwanted behaviours. Often drivers' set off and arrive early to avoid peak traffic. HGVs are frequently observed being parked outside site gates, on residential or main roads, on footways causing damage and in bus or cycle lanes with engines idling.

This leads to potential pedestrian and cycling safety concerns, obstruction causing traffic delay (impacting on bus journey times) and associated congestion resulting in negative emissions. An Early Doors Agreement is a method that formally agrees a set number of vehicles to access site early subject to a strict protocol. This includes engines off, no noise, no loitering and under constant monitoring to avoid non-compliance by the project team.

Involves:

Liaising with developers, local authorities and impacted stakeholders to address early arrival issues;

A site investigation that supplies the total room available to accommodate a specific number of HGVs;

Results:

Reduced safety conflicts; Reduced impacts on air quality; Reduced driver stress; Addresses residents' concerns; Reduces obstructions on all roads, bus & cycle lanes; Cost savings.

Therefore, the contractor will ensure no site traffic will deliver to or arrive on site between the hours of 08.30 to 09.30 or between 15.00 to 17.00. The contractor will carry out works only on permitted hours set by Camden: Monday to Friday from 8am to 6pm; Saturday from 8am to 1pm

5. Site Cleanliness

The site manager will be responsible for maintaining the existing highway free from any soil spillage and causing mud on road during wet periods.

All contractors and sub-contractors will be instructed to ensure and take all necessary steps to control the mud or dust from all their operations associated with this project.

Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.

6. Control of noise

Good working practices will be put in place to minimize generation of noise, vibration and dust, for example:

- All plant shall be switched off when not in use, or where this is not practicable, throttled down to a minimum.
- Wherever practicable, all plant and equipment shall be powered by main electricity in preference to locally powered sources such as diesel generators.
- All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers or enclosures, which shall remain closed whenever the machines are in use.
- All vehicles, plant and machinery used during the operations shall be fitted with effective exhaust silencers and all parts of such vehicles, plant or machinery shall be maintained in good order and repair and shall be in accordance with manufacturer's recommendations.
- All site personnel will be inducted before commencement on site ensuring that they are briefed of all site rules and restrictions.