

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Traffic Management London Ltd

Weatherill House, New South Quarter, 23 Whitestone Way, Croydon, CR0 4WF

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The purpose of this construction traffic management plan is to detail the 46-56 Kensington Church Street, Olaf Court construction logistics management arrangements, to minimise the impacts associated with the transportation of materials and equipment on the communities and the environment during the construction works.

The measures for the safe delivery or collection to and from site include:

- A) Reducing road vehicle trips, especially in peak periods, leading to less Congestion.
- B) Suppliers will be preferred according to their safety status.
- C) Maintaining traffic flows at all times.
- D) Maintaining pedestrian movements at all times.
- E) The main contractor will be a member of the Considerate Constructors Scheme, and work within the relevant Code of Construction Practice.
- F) Continued liaison with residents throughout life of development.
- G) The contractor will commit to no noisy works on Saturdays in line with CoCP.

The owner of this document will be the contractor Mayer Construction Project Manager who is responsible for its day to day implementation. The Project Manager will also be responsible for overseeing the whole development.

Reviews will be conducted by the site manager on a regular basis to ensure the plan is followed correctly.

The site manager is responsible for the communication of this plan once adopted by the programme, to all staff impacted, in accordance with the relevant Document Control procedure.

The site manager will be responsible for ongoing liaison with the local residents association.

This CTMP has been completed using the current 2019 proforma.

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Q1.

- Please confirm that you have read and understood the Council's Code of Construction Practice and the Council's planning guidance on construction traffic management set out within the Transport and Streets SPD and the Basements SPD.
- Please confirm that in preparing your CTMP proposal you have reviewed any Construction Traffic Management Plans (CTMP) that have been approved at nearby properties. These can be found using an online map based tool available [here](#).
- Please confirm that you have read the guidance notes on how to complete this proforma included on the final page of this document.
- Please note the approval of a CTMP does not remove the need to obtain highways licences and any other approvals that might be required.

Please delete as appropriate

Y

PLAN IDENTIFICATION

Q2. Provide a date of issue for this document and, if relevant, a revision number.

June 2021

Q3. What is the full postal address of the site?

Olaf Court
46-56 Kensington Church Street
LONDON
W8 4DG

Q4. Please provide the planning permission reference number for the development. Otherwise please confirm this is a Draft CTMP to accompany a planning application.

PP/18/03838

Q5. Please give a very brief description of the work.

Creation of 2 additional storeys to provide two 2 bedroom residential units, recladding of elevations, provision of lift with level access.

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Q6. Please provide contact details for the person responsible for completing this form.

Name: Traffic Management London Ltd

Address:

Weatherhill House, New South Quarter, 23 Whitestone Way, Croydon, CR0 4WF

Tel:02086679687

Email: info@trafficmanagement.london

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

PRE SUBMISSION NEIGHBOUR CONSULTATION

Q7. Please detail how neighbours have been involved in the development of this plan. Please confirm you have contacted the Residents' Association for the street (if there is one). Please identify whom you consulted on what dates and by what means. Please append any responses received.

Local people understand the local context and can provide constructive and valuable advice on how best to carry out a development given the context. We recommend that neighbours be contacted in writing with outline proposals and that they be given a minimum of two weeks to respond with their views in advance of any formal submission to the Council. Any consultation responses submitted to the Council in respect of a Draft CTMP should be used to inform the proposals and must be responded to in the Final CTMP. Details of the Borough's Residents' Associations can be found [here](#).

A residents letter drop was undertaken by hand to all flats within Olaf Court, businesses in front of the building, and all neighbouring properties as shown by the red lines on the diagram below. The letter was delivered by hand on Tuesday 7th June 2021



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We have also emailed a copy of the consultation letter to the local residents association, and we will also email them a copy of the formal CTMP as soon as it is completed.

The local residents association for this street is the 'Kensington Residents Group'

Email Address : Kensington@borwick.com

Areas Covered by Association

- **Roads Covered:** HOLLAND PARK, KENSINGTON CHURCH STREET, NOTTING HILL GATE, KENSINGTON HIGH STREET, PHILLIMORE GARDENS, UPPER PHILLIMORE GARDENS, ARGYLL ROAD
- **Post Codes Covered:** W11, W14, W2, W8
- **Wards Covered:** Campden, Holland

Consultation responses and our comments in red:

Resident of 5 Melon Place -

Firstly, I wish to know who or what is Traffic Management London is and by what or whose authority you have proposed the management plan for this project. Has this plan been sanctioned by Kensington & Chelsea and if yes by which department and by which member of staff.

Traffic Management London were commissioned by the developer (Pirton Ltd) in 2018 to provide the CTMP to discharge the planning condition against application PP/15/00744. A CTMP was submitted to RBKC in June 2018 which was generally accepted for its proposed methodology with the exception of the following comment:-

The applicant proposes to use a skip lorry that would wait in the vicinity whilst the skip was being loaded. The applicant would place the skip on the road surface whilst loading is taking place. The placing of a skip on the highway (even if it is tethered to the skip lorry) requires a skip licence. The submitted document does not acknowledge this. It is Council policy not to issue skip licences to place skips in front of third parties' properties without evidence of their express consent. Given the uncertainty as to whether a skip could be licensed at this location, a flat bed lorry should be used to remove materials instead

Following that consented planning application PP/15/00744, a second planning application was submitted in July 2018 ref number PP/18/03838 and consented 15th February 2019. We have been commissioned again to provide the CTMP to discharge the planning conditions.

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I wish to lodge an objection to the proposals which are completely unacceptable to the residents of and businesses in Melon Place.

Contrary to the first line of your letter you most certainly did not consult me about this plan in 2018, and indeed, your letter is the first I have heard of it. As I only returned from a break last evening, I have only managed to speak to one of my neighbours, at No.6 Melon Place, and he similarly has never been consulted and also knew nothing of the plan.

In 2018 when we prepared the first CTMP, we undertook a residents consultation exercise via letter drop which was delivered by hand. This is the exact same consultation process that we have now followed again for this CTMP. Both consultation exercises included all properties within Melon Place. In addition to the residents letter drop, we have hand delivered letters into the businesses below Olaf Court, and we have also emailed the local residents association.

Accordingly, my neighbour has asked me to add his objection to mine. I will be consulting with other neighbours over the next couple of days. I will inform you of their reactions.

I am copying this letter to the Borough Council and must insist that the plan is abandoned if for no other reason that there has been no consultation as you claim. Such presence of vehicles in Melon Place will severely restrict access to my house and also to Nos 6 and 9 and in addition:

1. The plan will make access to the apartments above No.62 and 64 Kensington Church Street unusable at certain times

Our CTMP does not restrict access to any property at any time. We are able to maintain a 1.8m minimum clear footway at all times during the works. Access to flats/shops is maintained.

2. It will make the currently vacant shop unit at No.64 unlettable

The development has been consented, and the CTMP ensures that the associated construction logistical activities are undertaken in a way to minimise the impact upon the local road network and residents. The CTMP provided does not suspend any parking bays, and maintains footway access at all times. Therefore we have met the requirements of the plan. Additional conversations can be held with the developer in which ideas may be presented/considered which could improve visibility of the businesses.

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3. It will severely interfere with the bridal shop at No.62 and likely ruin that business which has already suffered badly in the pandemic. The dust and dirt caused is hardly likely to assist a shop full of white dresses and I doubt that ladies trying on dresses would be amused at being looked at by a group of building operatives

Construction works are being undertaken from the top of the building, there will be no disturbed dust/dirt at ground level. We require a space to move the materials between the carriageway and the roof in a secure/safe method. This has been achieved via a hoarded area on the footway and scaffolding platform. The hoarding will ensure that all operations are hidden and secure from public view.

4. It will interfere with access to the heavily used fitness club which has its entrance in Melon Place and whose users frequently arrive by bicycle

We will not have any impact upon Melon Place. No construction vehicle will need to enter the road. No materials will be moved via Melon Place.

5. It will restrict access from the fire escape at the rear of No. 62 Kensington Church Street

We will not have any impact upon the fire escape route at the rear of No 62 Kensington Church Street.

6. It will interfere with the rear entrance to the adjacent property facing on to Vicarage Gardens

We will not have any impact upon properties of Vicarage Gardens. All of the construction activities are limited to Kensington Church Street outside Olaf Court.

Doubtless the proposed Contractor using due diligence will have located and reviewed services within Melon Place and will doubtless have discovered that the water main is very shallow in this location. I should advise that the last time heavy vehicles entered Melon Place to carry out the extension to 64 Kensington Church Street the cause collapse of the road surface and the breakage of the water main; leaving us without water for over a week.

No vehicle will enter Melon Place. All vehicles are using Kensington Church Street. You may have incorrectly assumed from the vehicle swept path drawing that it is a construction vehicle in Melon Place. The vehicle swept path drawing demonstrates that residents can access/egress the road when a construction vehicle is waiting on Kensington Church Street.

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I should point out that Kensington Church Street adjoining Olaf Court widens to effectively three lanes for a considerable length, as in fact illustrated by the photograph in your letter. There is more than enough length in this widened stretch to accommodate the single vehicle delivery you describe. I realise that such a proposal will likely entail payment to the Council; a payment made by all the Contractors I work with in similar situations.

No vehicle will enter Melon Place. All vehicles are using Kensington Church Street. You may have incorrectly assumed from the vehicle swept path drawing that it is a construction vehicle in Melon Place. The vehicle swept path drawing demonstrates that residents can access/egress the road when a construction vehicle is waiting on Kensington Church Street.

Finally, you note the Contractor as Mayer Construction. Can you please ask this Contractor to provide me with:

a) Proposed hours of working

The permitted hours for works that can be heard at the boundary of the site are :-

8am to 6pm Monday to Friday

Restricted hours for 'High Impact' works such as concrete breaking are restricted to:-

9am – 12 noon and 2pm to 5.30pm Monday to Friday.

No working on Saturday, Sunday and Bank Holiday.

b) Assurance that there will be no noisy work before 9 am and at weekends

No working on Saturday, Sunday and Bank Holiday

c) There will be no deliveries blocking any area at weekends

No working on Saturday, Sunday and Bank Holiday

d) An explanation of why this work will be taking some 12 - 15 months, which seems an excessive period. I assume that residents and other users of Melon Place will be kept up to date on programme.

The development is a considerable size with restricted access, a copy of the construction programme is attached to this email.

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Resident of 5 Melon Place to Pirton Ltd

Dear Mr Moffatt

Thank you for your call.

On the understanding that there will be no vehicles / unloading in Melon Place I have no objections to your plans

I will inform RBKC Planning accordingly

Kensington Residents Group –

Local residents are concerned about the traffic, as Olaf court is on the corner in Kensington Church Street and there does not seem to be anywhere that will not be an obstruction for traffic?

You mention Melon Place, but that is not wide enough to turn a truck in, and is just an “alley way”

I can confirm that NO vehicle will enter Melon Place. All of the construction vehicles will wait on Kensington Church Street where the road is very wide and does not impede the free movement of any other traffic. This was shown on the original letter i attached to my first email. Please see attachments.

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ROUTING OF DEMOLITION, EXCAVATION AND CONSTRUCTION VEHICLES

Q8. Please describe the construction traffic route to be used to and from the site, showing details of links to the strategic road network (A and B roads) and highlighting any nearby cycling facilities (including designated quiet ways and roads with contraflow cycling) that would be affected. **Provide a plan** (numbered and dated with a revision number if necessary) illustrating these details. Construction traffic on other routes is not permitted. The route described must be adhered to.

The route should avoid residential side streets wherever possible and vehicles should, in most circumstances, approach the site from the left hand side of the road in two-way streets. A plan of the route must be forwarded to visitors and delivery companies in advance. The route should be able to accommodate all vehicles visiting the site in terms of capacity, geometry, width and height. If necessary, submit swept paths to demonstrate the suitability of the proposed route. Consider any sensitive sites or major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route or nearby, and other planned developments and developments under construction - can they be avoided? Vehicles must not drive on footways other than at dedicated access points.

The following routes will be used by all vehicles:

Arrival to site:-

Eastbound Nottinghill Gate – Right turn Kensington Mall – Kensington Church Street – Site.

Depart from site:-

Kensington Church Street – right turn Kensington High Street – A3320

These roads have been specifically chosen to accommodate the swept path turning requirements for all types of vehicles arriving and departing site.

These routes avoid congestion charging zones, Low emission zones, Bridges over river Thames.

TM-PD-KEN-OLAF COURT-2018-005

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Q9. Please confirm that all contractors, sub-contractors, delivery companies and visitors will be advised of and required to strictly adhere to the specified route and all the other terms of this plan.

<i>Please delete as appropriate</i>	Y
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CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

CONSTRUCTION TRAFFIC HOURS

Q10. Deliveries and collections must be restricted to between 9.30am and 4.30pm, Monday to Friday. Where there is a school on route, then deliveries must be restricted to between 9.30am and 3pm, Monday to Friday, during term time. Deliveries and collections are not permitted on Saturdays, Sundays or public holidays. In some particularly sensitive locations, for example where there is a street market nearby, further restrictions will be necessary. The Council will not agree to construction traffic using Portobello Road or Golborne Road on Fridays.

Please identify schools, nurseries, markets, tourist attractions or other sensitive uses near the construction site which have informed the construction traffic hours, specified below.

Deliveries will operate to 0930 – 16:30 times. There are no sensitives areas near to the site

Acknowledging the restrictions on hours and days given above and considering nearby uses, please specify the hours during which construction traffic to and from the site is planned. Please enter a start time and an end time in the box below.

The site manager will be responsible for advance booking and coordinating all deliveries and collections, as well as specifying the type of vehicles accessing the road, and arranging the qualified traffic marshals to assist all vehicle movements

Deliveries and collections will be restricted to between Monday – Friday to 9.30am and 4.30pm

Any exceptions to the above must be specified here (for example where the delivery of abnormal loads such as tower cranes, heavy plant or site offices is planned).

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SITE ACCESS

Q11 Please supply an accurate (to scale) numbered and dated site plan annotated with dimensions showing;

- all points of site access (vehicular and pedestrian);
- where materials, skips and plant will be stored;
- position of hoarding;
- position of nearby trees (and tree protection structures);
- where construction vehicles would wait to load/unload;
- surrounding properties and their accesses;
- the layout of any approved construction sites on adjacent frontages;
- parking bay suspensions;
- a minimum of 1.2m clear footway width to be retained at all times and;
- a minimum of 3m clear carriageway width to ensure that development activity does not block the road.

Please provide the relevant drawing number (s).

The placing of welfare facilities, skips, plant and material should be on the site itself wherever possible. Their placement on the highway in front of adjoining properties will be unacceptable. The placing of welfare facilities, skips, plant or material on the highway in a position that would hinder access to surrounding properties will be unacceptable.

A minimum of 1.2m clear footway width is required to allow wheelchair users and push chairs to pass.

A minimum of 3m clear roadway width must be maintained to prevent the road becoming blocked. We will require the use of narrow body construction vehicles where 3m clear width cannot be achieved with larger construction vehicles. Narrow bodied construction vehicles are those that can be accommodated fully within on street parking bays (i.e. a maximum of 2m wide without wing mirrors).

Account must be taken of the potential for third party servicing occurring on the opposite side of the street or on adjacent frontages.

In circumstances where 3m clear roadway width could be achieved by parking suspensions or the use of narrow body vehicles, we will require the latter.

On Mews streets routine manoeuvring by HGVs adjacent to the threshold of neighbouring houses will not be acceptable.

Kensington Church Street is a very busy road in regard to traffic flows and movements. There are 6 bus routes (27,28,52,70,328,452) using this road.

There are no parking bays directly outside the building, and it is a controlled parking zone:-

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In order to facilitate the successful completion of this project we have identified a small area of road space on a single yellow line which can accommodate a HGV vehicle, whilst ensuring the traffic flows on Kensington Church Street are not impacted. The main works contractor will have to apply to RBKC for permission to park in the controlled zone, and will make the necessary applications/suspension required to facilitate the approval process for operating on the single yellow line.

The area of road space has been checked to ensure that our largest vehicle can fit in the space, and, we have provided an additional VSP drawing to demonstrate that access to Melon Place is maintained at all times.

The following images are snapshots from the site photographs and drawings attached to the end of this report in the appendix.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Looking northbound at proposed loading/unloading offset carriageway space.



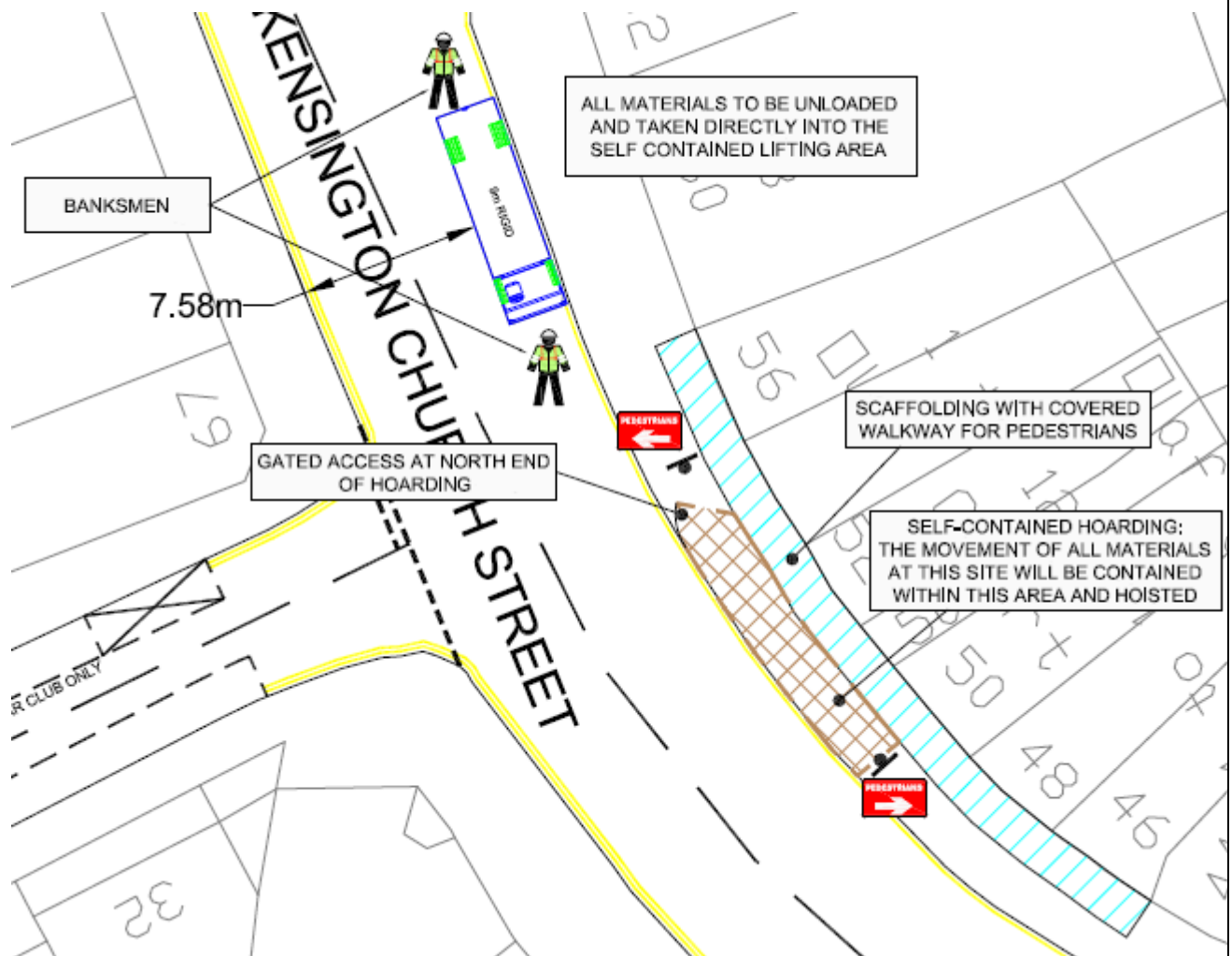
CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Looking southbound at proposed loading/unloading offset carriageway space.



CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

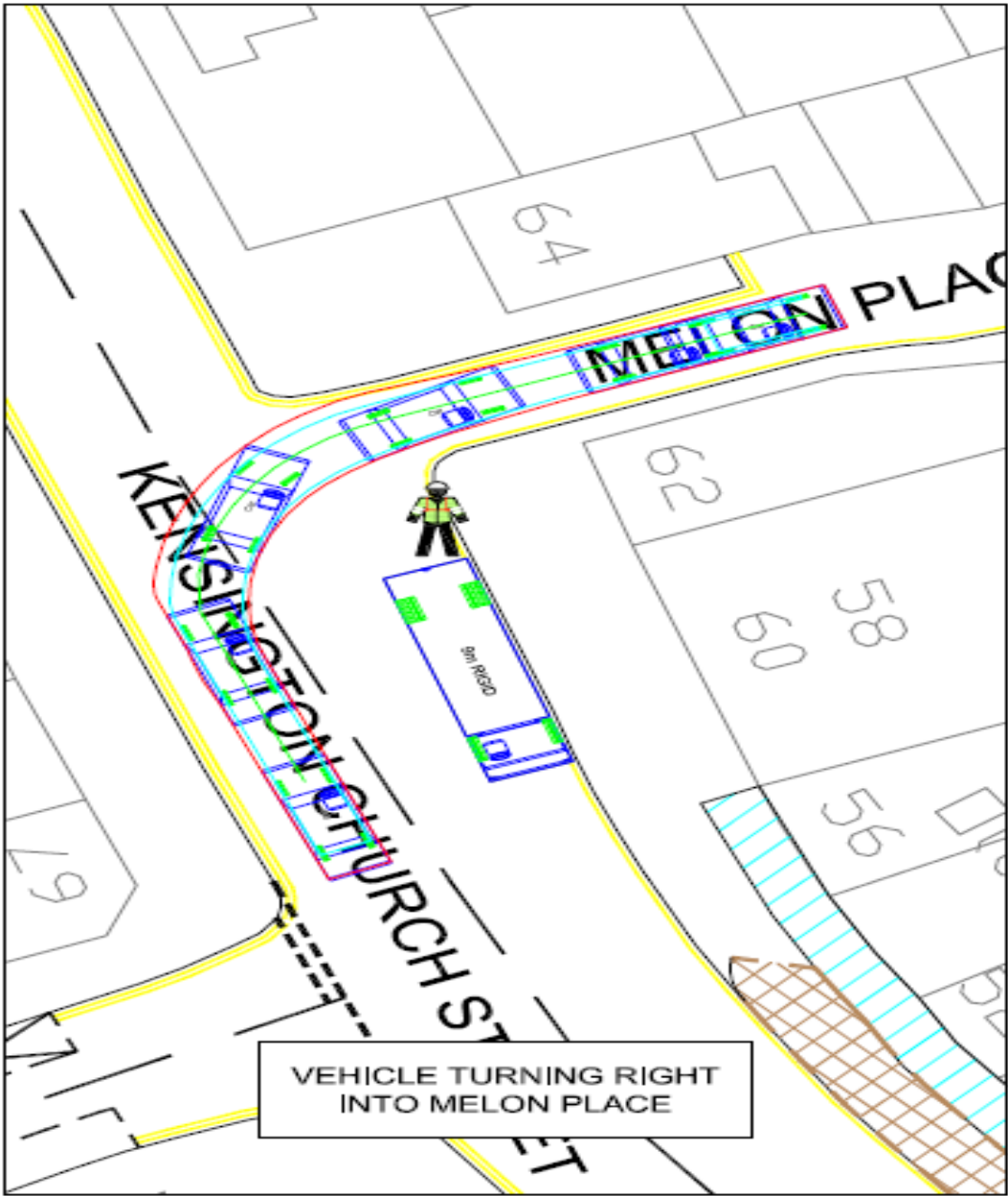
Snapshot of Drawing 003 Deliveries



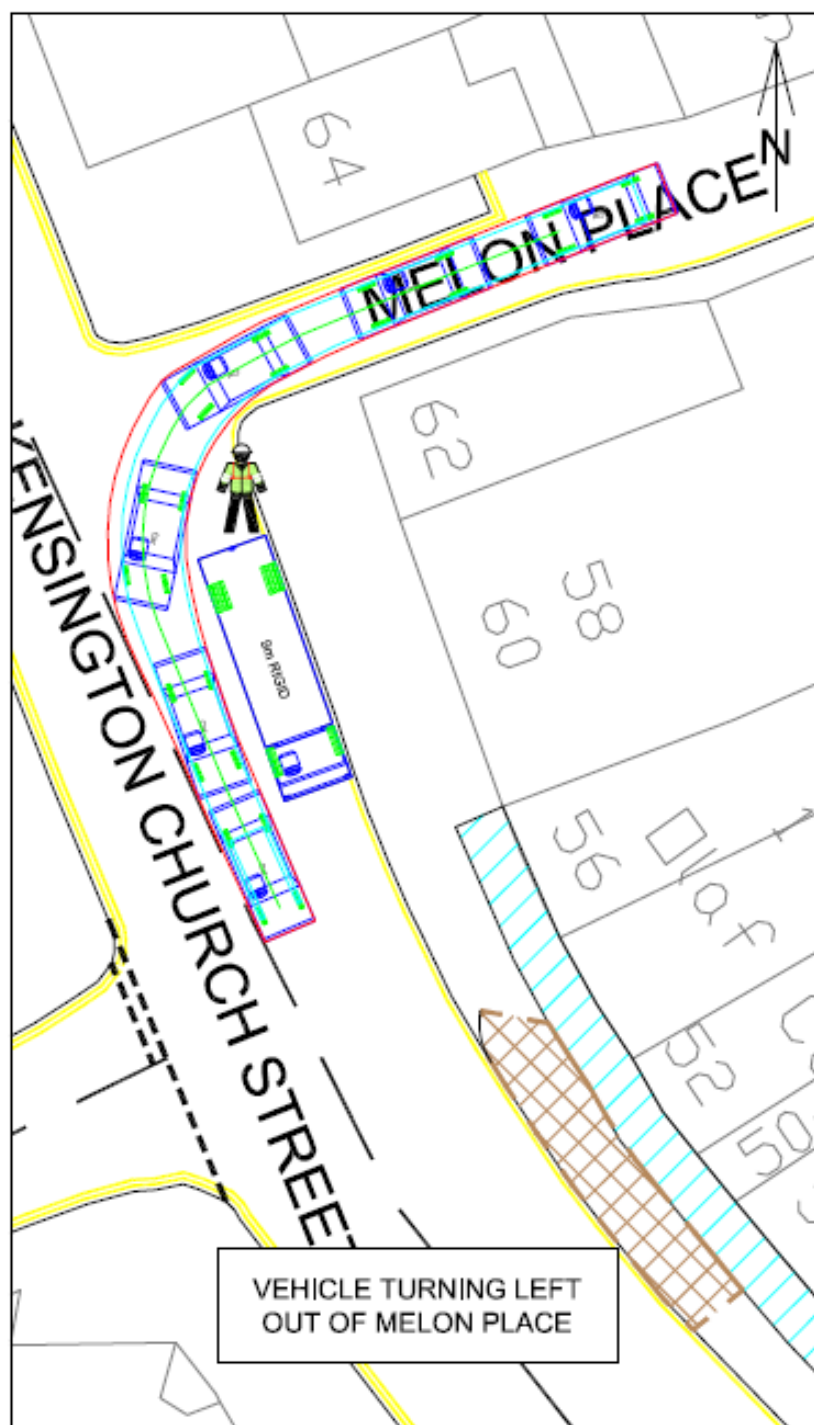
The above snapshot clearly shows that we can maintain a road width of 7.58m beside our delivery vehicle, which enables 2 way traffic flows on Kensington Church Street at all times. Lantra qualified banksman will supervise all vehicles movements, and, all movements to transfer materials from vehicle to site.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Snapshots of Drawing 006 VSP – residents access



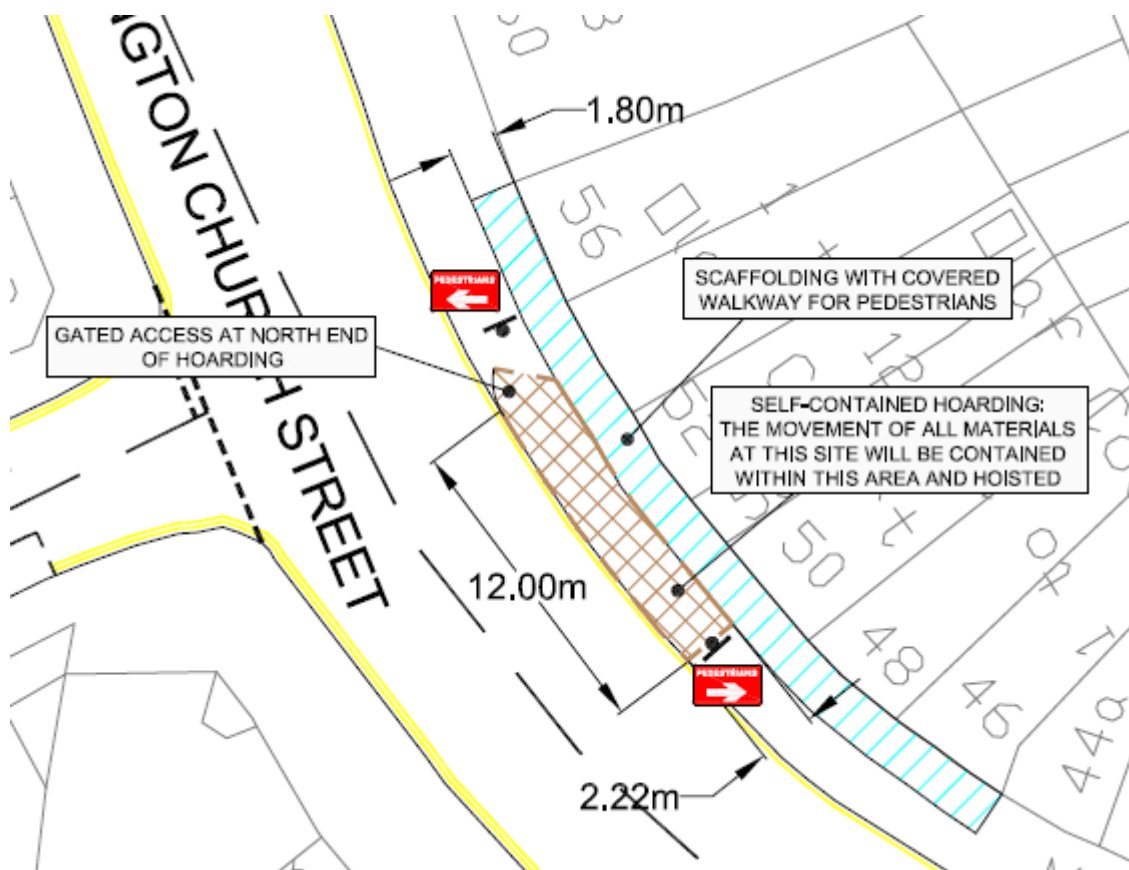
CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)



The above snapshots from the VSP clearly show that during deliveries we are not restricting access to the cul-de-sac street Melon Place. Lantra qualified traffic marshals will supervise all vehicle movements.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Snapshot of Drawing 001 Site Layout

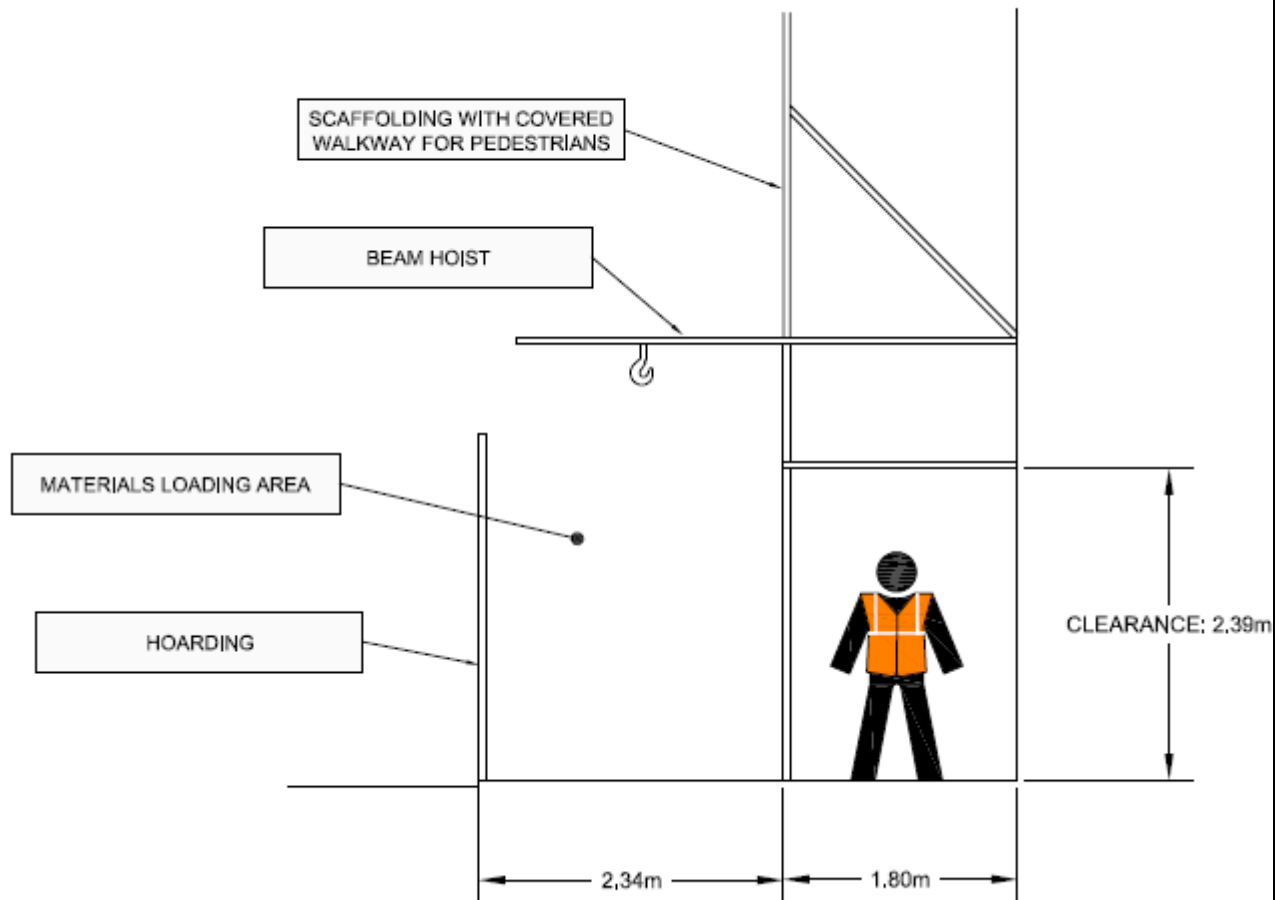


The above snapshot shows that scaffolding shall be erected along the entire frontage of the property. This is required for the recladding of the front elevations, and to enable the installation of the beam hoist to move materials from the highway to the gantry platform on the scaffolding. Pedestrians will be able to freely move under the scaffolding area.

The snapshot also shows a self contained area which will be used to facilitate the loading and unloading of materials using a beam hoist. This hoarded area will provide a secure keypad gated access point to ensure that no breach of access into site occurs. This small 12m long section of self contained hoarding will provide a safe facility to ensure that pedestrians are isolated from any site activities, and it will also be the location for the Haki staircase for site staff to access the overhead gantry platform. It will also minimise noise leakage.

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Snapshot of Drawing 002 Site Layout



The above snapshot shows the dimensions of the pedestrian walkway under the scaffolding structure. We can maintain a minimum 1.8m for 2 way pedestrian movements, and a height clearance of 2.39m.

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Q12 Please confirm that a minimum of 3m clear roadway width will be maintained at all times to prevent the road becoming blocked.

<i>Please delete as appropriate</i>	Y
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If it is not possible to maintain 3m clear roadway width and there is no alternative to the street becoming blocked during scheduled deliveries, please detail the management measures to be followed to ensure:

- Pedestrian passage is maintained at all times.
- Vehicular access to adjacent properties is maintained at all times.
- Emergency Access is maintained at all times.
- Domestic and commercial waste collections are not disrupted.
- Motorists are adequately forewarned of the blockage with appropriate signage on the approaches in conformance with Chapter 8 of the current TSRGD (Traffic Signs Regulations and General Directions).
- Trees do not become damaged.
- Vehicles will not drive on the footway other than at dedicated access points.

We will only agree to road closures in exceptional circumstances. In most cases good traffic management should ensure that the frequency and duration of blockages is managed so that vehicular traffic can pass the site. We will only agree to blockages occurring between 9.30am and 3pm. The driver must stay with the vehicle at all times and be ready to move on request if vehicular access to a neighbouring property is required and no alternative is available or in the event of an emergency. Banksman must be positioned on all approaches to the site to forewarn highway users and advise of alternative routes. You will need to establish the days and times of refuse collections and ensure that there is no conflict. These can be viewed [here](#)

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Q13. Will vehicles enter and leave the site (NO)? If yes, please detail how vehicles will enter and leave the site?

If vehicular access is provided vehicles should be able to turn within the site and exit in a forward direction. Alternatively, vehicles may reverse in and drive out in forward gear. Trained banksman MUST be provided at all times when vehicles are manoeuvring into and out of the site. As a minimum, banksman should have a Site Access Traffic Marshal qualification. The swept path of the chosen manoeuvre must be shown on the site plan. Trained banksman must ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are accessing or egressing from the site.

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CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Q14. Please provide full details of the method of spoil removal (wait & load, conveyor, grab, skip swap, etc.)?

We will only agree to a methodology that maintains 3m of clear roadway width. Where the maintenance of 3m clear roadway width is impossible, temporary blockages will only be permitted subject to stringent controls (see Q13). The use of the wait and load methodology means that the kerbside is available for parking at times when any parking suspensions do not apply. Grabbing spoil from the roadway or front gardens using a grab lorry blocks traffic and will not be acceptable in most locations. We will not agree to the placing of skips on streets that experience saturated parking conditions overnight (90% occupancy on residents' parking bays) and where alternative methods of spoil removal could reasonably be carried out. Details of recorded parking occupancy levels are available from the Council's Transport team. The chosen method of spoil removal must avoid damaging nearby trees, historic mews arches or street furniture.

"Wait and Load"

This is not a basement excavation project, however, there will be associated waste from the works which will be required to be removed from site. All waste will be stored on site, bagged, and then manually loaded onto a waiting 7.5t flatbed vehicle.

The 7.5t vehicle will be called in once a sufficient amount of waste has been stored. The vehicle will wait in the designated loading area and all materials will be carried out and loaded onto the waiting vehicle.



Lantra qualified traffic marshal's will be assigned to supervise all vehicle operations.

Pedestrian are not impacted by these works.

The site manager will be responsible for booking and coordinating the vehicle

It is estimated that 1 vehicle per week will be required for the duration of the project.

TM-PD-KEN-OLAF COURT-2018-007

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

- Q15. How will concrete be supplied to the site, where will the delivery lorries be located and for how long? Where will concrete pumps, whether static or mobile, be positioned? How will concrete be transferred across the footway? Please illustrate with a numbered and dated drawing annotated with dimensions.

We will only agree to the use of concrete wagons where a minimum of 3m of clear roadway width can be maintained. Otherwise concrete must be hand mixed on site. At all times safe pedestrian passage across the front of the site must be maintained. Appropriate ramping must be used if hoses are run across the footway in order to maintain pedestrian passage. Alternatively, a gantry should be used to secure the hose safely (at a minimum height of 2.3m) overhead.

There is no requirement for concrete deliveries on this project.

- Q16. Please confirm that the delivery and collection of scaffolding for the site will be undertaken in accordance with the requirements of this CTMP. Please confirm that scaffolding lorries will be positioned at the kerbside (or appropriately on mews) so that scaffolding deliveries and collections do not impact on highway operation. Please confirm that a sufficient number of parking suspensions will be sought to ensure that scaffold lorries are positioned so as not to interfere with traffic.

Please delete as appropriate

yes

SCHEDULING

- Q17 Please confirm that no more than a single delivery vehicle associated with the development will be positioned on the highway in the vicinity of the site at any given time.

For basement extensions to residential properties we will not agree to there being more than a single vehicle on the highway servicing the site at any given time (save for when a concrete pump is being used in conjunction with a concrete wagon).

Please delete as appropriate

Y

For some large development schemes, and solely at the discretion of the Council, it might be appropriate for more than a single construction vehicle to be on the highway in the vicinity of the site at a given time. The maximum number of such vehicles simultaneously on the highway in the vicinity of the site must be specified and justified here.

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Q18 In order to devise a robust scheduling strategy, the approximate number of construction vehicle movements necessary to complete the proposed development must be established. Please provide a robust estimate of the maximum number of vehicles visiting the site (daily or weekly) per vehicle type **during each major phase of the work**. For each vehicle type specify the vehicles' respective capacities and maximum dimensions (with and without wing mirrors). Please specify the maximum dwell time for each construction vehicle type.

The Council understands the exact number of construction vehicle movements cannot be known from the outset. However, the scheduling strategy must be sufficiently robust to satisfactorily deal with the construction traffic volumes that do arise. Accordingly, maximum vehicle sizes and maximum dwell times for each construction vehicle type must be set to ensure conflicting deliveries never arise and to maintain highway operation.

Large Rigid Lorry (deliveries) 9.0m (L) 2.3m (W) 2.4m (H); Dwell time 30 minutes

Large Rigid Lorry (scaffolding) 9.0m (L) 2.3m (W) 2.4m (H); Dwell time 6 hours

Transit Panel Van - 5.2m (L) 2.3m (W) 2.1m (H); Dwell time 20 minutes.

Site Set Up (8 days)

Scaffolding Vehicle – 1 per day for 4 days.

Delivery Vehicle – 1 per day for 4 days.

Main Works (Front Elevations and Flats) 12 to 14 months.

7.5t vehicle – 1 per week.

Delivery Vehicle – 3 per week.

Vans – 1 per day.

Site take down (8 days)

Scaffolding Vehicle – 1 per day for 4 days.

Delivery Vehicle – 1 per day for 4 days.

TM-PD-KEN-OLAF COURT-2018-003

TM-PD-KEN-OLAF COURT-2018-007

TM-PD-KEN-OLAF COURT-2018-006

VEHICLE CALL UP PROCEDURE

Q19. Please confirm you accept the below requirements.

- All deliveries shall be pre booked and allocated set arrival times.
- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
- Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.

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- If the loading area is unavailable construction vehicles shall not proceed to the site.
- Vehicles shall not wait or stack on any road within the Royal Borough.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling.

<i>Please delete as appropriate</i>	<i>Y</i>
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- Q20. How will you protect pedestrians during the construction works, particularly vulnerable users? *Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage must be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway. A banksman must be in position on the footway during the transfer of materials across the footway to ensure that safe pedestrian passage is maintained. As a minimum, banksmen should have a Site Access Traffic Marshal qualification.*

There are wide footways on Kensington Church Street.

We can erect the scaffolding and secure hoarding facility whilst maintaining a minimum of 1.8m footway width at all times for pedestrians.

A competent banksman will be in position to oversee all operations where pedestrians are in close proximity to construction activities such as loading and unloading.

All movement of materials from the road to the building will be within the enclosed hoarded area to protect pedestrians, vulnerable road users and cyclists.

Lantra qualified traffic marshalls will supervise all construction vehicle movements to ensure that pedestrians are not at risk.

Lantra qualified traffic marshalls will supervise all transference of materials into site and ensure the free passage of pedestrians and vulnerable road users.

A gantry platform will be erected over the highway to protect pedestrians from loading operations.

The footway and carriageway will be kept clean and clear of any debris.

The main contractor will be a member of the Considerate Constructors Scheme (CCS), and work within the relevant Code of Construction Practice.

CCS posters will be displayed on site.

HGV's will be arriving and departing site and travelling along the TLRN and RKBC network. Therefore during the procurement process for suppliers will be members of 'The Freight Operators Recognition Scheme (FORS)'

Further information about this scheme can be found on the TfL website:-

<http://content.tfl.gov.uk/attitudes-to-tfls-freight-operator-recognition-scheme-report.pdf>

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

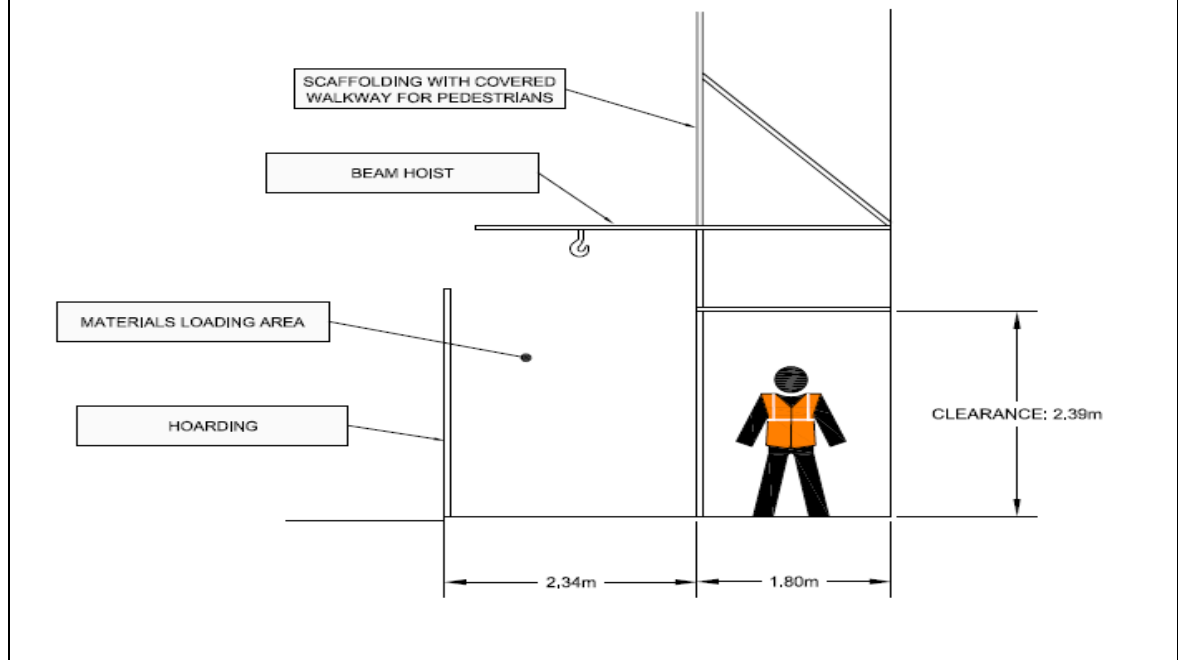
- Q21 Please confirm that the operators of the construction vehicles servicing the site have achieved FORS Silver accreditation to demonstrate your commitment to using clean safe vehicles with good levels of direct vision, safety bars and advisory signage.
The Council expect operators of construction vehicles to have achieved Freight Operators Recognition Scheme Silver accreditation to satisfy Council Policies on road safety (CT1 (h)) and air quality (CE5) .Details can be found [here](#).

<i>Please delete as appropriate</i>	Y
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HIGHWAY LICENCES

- Q22. Please confirm if you intend to erect hoarding or scaffolding on the highway or to use the highway for construction activity, for the storage of plant or materials or for welfare facilities. If so you need a highways licence and to lodge an agreed bond with the Council. Details on how to apply for highways licences are available [here](#).
Use of highway for storage or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose to place items on the highway you must supply full justification, setting out why it is impossible to allocate space on-site. The provision of hoarding around trees, street furniture or historic arches requires a highways licence.

A licence will be required for Hoarding & Scaffolding on the footway. The consented development is for works to the top floor of the flats. The only way to access the works area is via a scaffolding platform located on the public highway.



CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

- Q23. Please confirm if you intend to place a skip on the highway. If so you need a skip licence, even if the skip is only placed on the highway surface for a short period. A skip licence is distinct from a highways licence to place materials or temporary structures. Two licences may be required. Details on how to apply for a skip licence are available [here](#).

No

- Q24 Please confirm if you intend to close a footway at any stage during the construction works?

Permission will not be given to close footways unless this is unavoidable. Where a footway closure is proposed please submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc. All such signage must conform to Chapter 8 of the current TSRGD and be compliant with NRSWA regulations.

No footway closure.

- Q25. Please confirm if you intend to close a roadway at any stage during the construction works? Details on how to apply for a road closure are available [here](#).

The Council will only agree to traffic diversion that we consider necessary and for the minimum duration. If a traffic diversion is proposed, you should submit detailed dated and numbered plans showing the impact on the surrounding highway network including the extent of the closure; the proposed diversion route for vehicular traffic and pedestrians; traffic management; the affected waiting/loading restrictions; affected parking facilities; emergency services access; public transport; refuse collection; deliveries; local businesses; etc. Temporary Traffic Management Orders and consultation will require an 8-week lead-in time.

No road closure

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

- Q26. Please confirm if you intend to carry out any crane lifts during the construction works. If so a mobile lifting operation licence will be required. Details of how to apply for a mobile lifting operation licence are available [here](#).

No crane lifts.

- Q27. Please confirm whether a temporary crossover is required to enable construction vehicles to access the site or if you will need to protect the highway surface from outriggers, heavy or point loads or other equipment? If so you require a temporary crossover licence and to lodge an agreed bond with the Council. Details of how to apply for a temporary crossover licence are available [here](#).

The Borough's footways are not engineered to take heavy loading from construction vehicles. A temporary crossover licence must be obtained where either a new crossover is required for a temporary period for construction access or where construction vehicles are to cross the footway using an existing crossover. Under such a licence a suitable crossover can be provided for a temporary period after which the footway will be reinstated by the Council at the expense of the licence holder. The use of metal plates on the highway is not acceptable. The use of vehicles with outriggers on the highway requires a licence.

No crossover

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

PARKING SUSPENSIONS

- Q28. Will you require a parking suspension to facilitate the development? How many parking suspensions do you require? Please annotate the number of bays and/ or length of suspension required on the site access plan. Please specify the frequency and duration of the suspensions and identify what they are for e.g. loading, access, storage. Please provide justification for all intended parking bay suspensions.

Details on how to apply for parking suspensions are available [here](#).

The number of parking bay suspensions and the duration and frequency of those suspensions must be the minimum necessary to carry out the development while maintaining at least 3m of clear roadway for vehicular passage. Parking bay suspensions are normally only permitted outside the property being redeveloped. The Council will only agree to suspend disabled bays, doctors' bays, car club bays or diplomats' bays if there is no alternative. Parking bay suspensions will only apply during construction traffic hours except where an associated skip or hoarding licence has been issued. Skips should be removed to leave the highway clear over the weekend. Once the CTMP is agreed you will need to apply to the Council's Parking Section for the parking suspensions specified within this plan. Suspended parking bays are not to be used for simple parking convenience and the developer must ensure their contractors travel to the site using public transport, on foot or by bicycle. Contractors' vehicles will not be permitted to park in suspended parking bays. Bays are suspended for operational purposes only. We expect developers to let the Council know if they complete any task(s) earlier than anticipated and no longer need the suspended bays that they have reserved; so we can return them to use at the earliest opportunity.

There are no parking bay suspensions required. However, this area of Kensington Church street is within a controlled parking zone, and we need to carry out operations from a single yellow line.

We need to wait and load on the yellow line for an average of 1 hour per event, with the exception of the scaffolding works which will require a 6 hour dwell time.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)



CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

GENERAL MANAGEMENT ISSUES

Q29. Please confirm you accept the below requirements:

- The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable.
- Under no circumstances should concrete residue or other detritus be washed into the drainage system. Appropriate measures will be taken to prevent concrete and other detritus from being washed into the public highway drainage system. The Council will be informed promptly should any such damage to the highway occur and will be duly reimbursed for the cost of the repairs.
- A wheel washing facility shall be provided at all vehicular access gates to the development site to ensure that mud/detritus originating from the site is not deposited on the public highway.
- Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. Jet washers will not be used to flush such dirt into road gullies. No development dirt shall be evident on the highway at the end of any working day

<i>Please delete as appropriate</i>	Y
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Q30. Please confirm that you will make all reasonable efforts and always when specifically directed by the Council to coordinate the scheduling of construction traffic movement with other nearby developments and those on the construction traffic routes specified above. Please identify relevant development sites with which you will coordinate.

When more than one development is occurring on a narrow street or on cul de sacs where access is constrained, deliveries to development sites must be coordinated so as to maintain access at all times and minimise disruption.

We will coordinate with any other known activities as directed by RBKC.

Q31. Please confirm that if directed by the Council you will monitor any site accesses or loading areas authorised by this plan with CCTV between 8am and 6pm Monday to Friday and to make any footage available on request.

<i>Please delete as appropriate</i>	No
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CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

- Q32. Please identify who is responsible for the day to day implementation of this CTMP and provide their contact details. This person must be responsible for the supervising, controlling and monitoring vehicle movements to/from the site and coordinating and allocating time slots.

Notwithstanding the details given hereunder the developer/ owner will necessarily, as a condition of their planning permission, be responsible for ensuring this plan is adhered to in full.

Mathew Hamlin
Project Manager
Mayer Construction Ltd
105 Harbour Yard, Chelsea Harbour
London, SW10 0XD
Tel: 0207 351 9473

PROGRAMME/KEY DATES (FOR INFORMATION)

- Q33. Please supply a broad-brush programme and total timescale for the project, giving the duration of each major phase of the construction and the anticipated start date if known.

The Council understands the exact duration of the development works cannot be known from the outset. Nevertheless, an approximate programme is required to properly inform residents and to assist in the management of cumulative development impacts.

Below is an indicative works programme. The start and finish dates will be amended according to when the CTMP is discharged.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

1	01/07/2021	3w	21/07/2021	Site Set Up
2	22/07/2021	3w	11/08/2021	Scaffold Install - First Install
3	12/08/2021	2w	25/08/2021	Demolition Of Existing Structures
4	26/08/2021	6w	07/10/2021	Install Steelwork
5	08/09/2021	6w	19/10/2021	Install Joistwork - Working Platforms
6	20/10/2021	3w	09/11/2021	Scaffold install - Second Stage
7	12/08/2021	50w	17/08/2022	Front Facade Works
8	12/08/2021	1w	18/08/2021	Survey Front facade For All Works
9	19/08/2021	3w	09/09/2021	Cut & Remove Nibs to Windows
10	10/09/2021	1w	16/09/2021	Survey & Set A Window Install Programme
11	17/09/2021	12w	09/12/2021	Install Aluminium Windows In Sequence - Protect Finishes
12	10/12/2021	6w	03/02/2022	Install Fixing Track To Front Facade For Stone Rain Screen
13	04/02/2022	2w	17/02/2022	Complete All BWIC In Conjunction With M & E Services
14	18/02/2022	1w	24/02/2022	Template And Site Measure All Stone Work
15	25/02/2022	12w	24/05/2022	Install West Elevation Stone Work
16	25/05/2022	3w	15/06/2022	Install East Elevation Stone Work
17	16/06/2022	3w	06/07/2022	Install East Elevation Specialist Finishes
18	07/07/2022	3w	27/07/2022	Install Balcony Glazing
19	28/07/2022	2w	10/08/2022	Complete And Snag Front Facade Works
20	11/08/2022	1w	17/08/2022	Desnag & Complete Formal Sign-off Of Works
21	17/08/2021	50w	22/08/2022	Rear facade works
22	17/08/2021	3w	07/09/2021	Remove & Create New Roof For Water Tank
23	08/09/2021	3w	28/09/2021	Complete All Associated BWIC In Conjunction With Apartments
24	29/09/2021	1w	05/10/2021	Survey & Set A Window Install Programme
25	06/10/2021	12w	11/01/2022	Install Aluminium Windows In Sequence - Protect Finishes
26	12/01/2022	4w	08/02/2022	Install 100 mm Insulation To The Rear Facade
27	09/02/2022	4w	08/03/2022	Install Soffits & All Associated Trim & Rails To Sto Render
28	09/03/2022	8w	06/05/2022	Install Three Coat & Mesh Sto Render Acrylic Finishes
29	09/05/2022	4w	06/06/2022	Complete External Paving & Courtyard Works
30	07/06/2022	2w	20/06/2022	Inspect & Survey Knight Frank Roof Area
31	21/06/2022	4w	18/07/2022	Upgrade & Install New Roof Finishes
32	19/07/2022	3w	08/08/2022	Snag & Complete All Rear Facade Works
33	09/08/2022	2w	22/08/2022	De-Snag and Complete Sign-Off Of External Rear Works
34	25/08/2021	20w	26/01/2022	Communal Areas
35	25/08/2021	4w	22/09/2021	Install Ply Floors
36	23/09/2021	10w	01/12/2021	First Fix Electrical & Mechanical
37	23/09/2021	6w	03/11/2021	Insulate Roof
38	16/09/2021	6w	27/10/2021	Complete Main Roof Structure
39	09/09/2021	24w	09/03/2022	Install Windows
40	30/09/2021	10w	08/12/2021	Install Metsec Structure
41	09/12/2021	20w	16/05/2022	Install Architectural Glass
42	10/11/2021	4w	07/12/2021	Install Floor Buildups
43	23/02/2022	14w	06/06/2022	Stairs & Lift
44	08/12/2021	14w 4d	04/04/2022	Internal Partitioning
45	29/04/2022	7w	20/06/2022	Floor Finishes
46	05/04/2022	12w	01/07/2022	Bathrooms
47	27/06/2022	4w	22/07/2022	Kitchens
48	25/07/2022	3w	12/08/2022	Second Fix Carpentry & Doors
49	15/08/2022	4w	12/09/2022	Install Second Fix Electrical & Mechanical
50	01/09/2022	5w	05/10/2022	Painting
51	06/10/2022	2w	19/10/2022	Finishes Final Builders Clean
52	20/10/2022	3w	09/11/2022	Snagging & Desnagging

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

SUMMARY CTMP

Q34. Please confirm that you have completed the summary sheet on the following page and please confirm that should this plan be approved by the Council you will affix this summary sheet in a position prominent at the front boundary of the site for the full duration of your development works.

<i>Please delete as appropriate</i>	Y
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CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

SUMMARY OF CTMP REQUIREMENTS

SITE ADDRESS

Olaf Court
46-56 Kensington Church Street
LONDON
W8 4DG

PLANNING REF. NO. (to be filled in once a full CTMP is approved)

A SAFE PEDESTRIAN ROUTE MUST BE KEPT OPEN ADJACENT TO THE SITE

THE ROADWAY IN FRONT OF THE SITE MUST BE KEPT PASSABLE

PERMITTED CONSTRUCTION TRAFFIC HOURS (Monday to Friday only)

9.30am and 4.30pm, Monday to Friday

MAXIMUM NUMBER/LENGTH (in distance)
OF PARKING SUSPENSIONS REQUIRED

0

HIGHWAY LICENCES REQUIRED (Please tick
as appropriate)

Temporary Structure (including hoarding and scaffolding)

x

Skip Licence

Temporary Crossover Licence

Mobile Lifting Operation Licence

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

(delivered by hand)

8th June 2021,

Re: Olaf Court, 46-56 Kensington Church Street

Dear Sir / Madam,

Planning permission has been consented for the above development, and in 2018 we consulted with you in regard to the Construction Traffic Management Plan for the works. At that time works did not proceed, however a new contractor is now appointed (Mayer Construction) and is ready to proceed. Therefore, we are re-engaging with the residents

We propose to undertake all logistics from the carriageway space shown in the image below. We are able to accommodate a HGV in this location without impacting the general traffic lane. Lantra qualified banksman will be supervising all movements, and will ensure that access to Melon Place is maintained at all times. There will only ever be 1 vehicle delivering at any time.

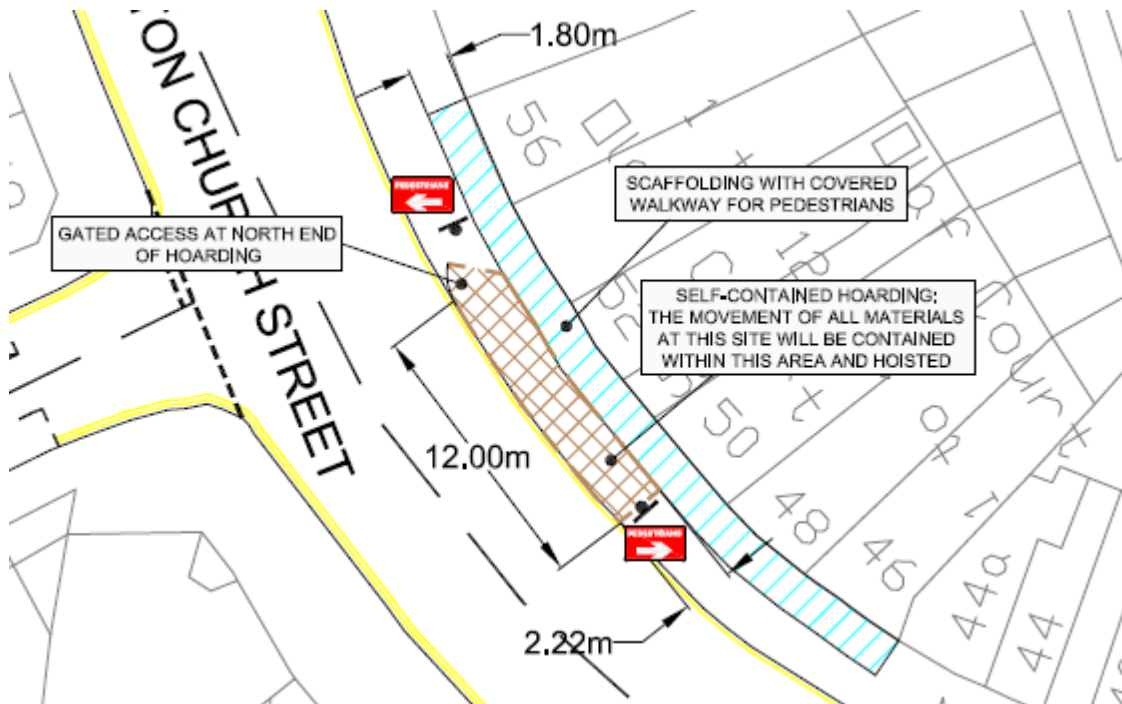


All goods and materials will be unloaded, and then immediately transferred into site via a hoist lift. We expect that there will be between 3 – 5 deliveries per day, however there will be times when these numbers are consistently lower.

There will be a small amount of waste to remove from site, this will be manually bagged, and loaded onto a waiting vehicle for removal. There will be no skips left on the road at any time.

Part of the works for this development will be the alterations to the old concrete panels and replacement of windows. To enable this, a scaffolding structure will be placed on the footway along the frontage of the property. This scaffolding structure will also be used to accommodate the lifting hoist to transfer all goods and materials.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)



Full details of the CTMP, site management logistics strategy and detailed drawings are available upon request via email.

The main works contractor Mayer Construction will provide all of the residents/businesses with a site contact so that you may continue to be engaged with them throughout the works period.

It is anticipated that the works will commence from August/September 2021 with a duration of 15 months, although preparation work will start sooner. I feel that this strategy minimises the impact upon the residents, as there is no loss of parking, and all materials are quickly and efficiently transported into site.

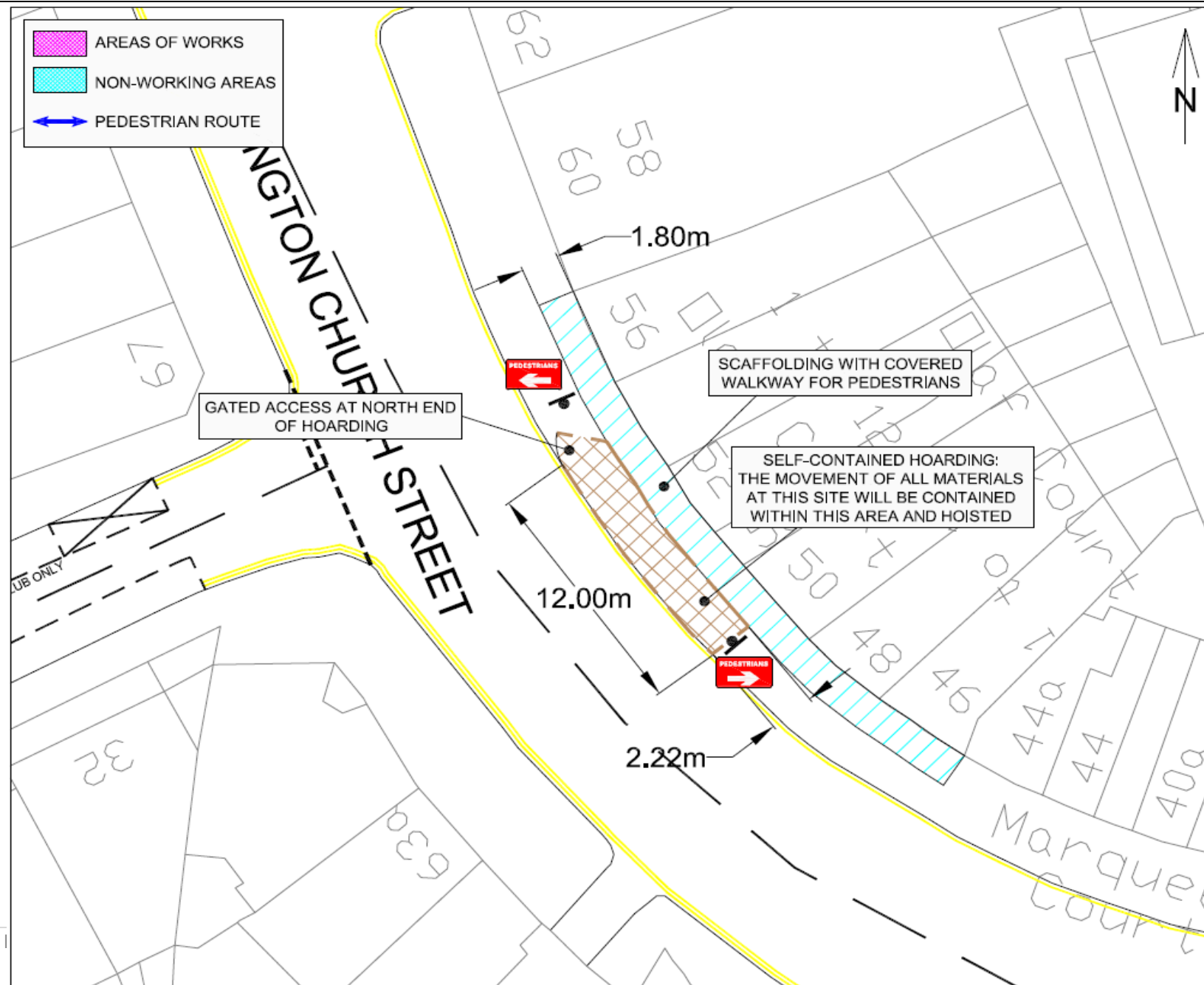
I would appreciate any comments you have with regard to these proposals. If you would like to offer me any comments, I would kindly ask that you contact me by email – Paul@trafficmanagement.london

I would be pleased to receive any correspondence via email by Tuesday 22nd June 2021.

Kind Regards,

Paul Morgan
Planning Director
Traffic Management London Ltd

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

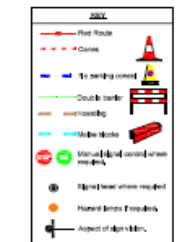


DO NOT SCALE FROM THIS DRAWING.
All dimensions to be verified on site.

This drawing has been produced for the specific client and project identified below and is not intended for use by any other person or for any other purpose.
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NOTES

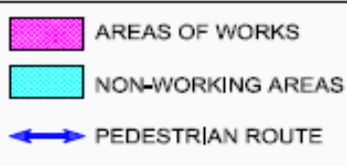
1. All temporary traffic management must be in accordance with Chapter 8 of the Traffic Signs Manual 2006
2. All temporary traffic management shall be in accordance with the Traffic Signs Regulations and General Directions 2016
3. All temporary traffic management shall conform to the Safety at Street Works and Road Works code of practice 2013
4. All sign placement subject to available safe working space.



A MINIMUM WIDTH OF 1.2m MUST
BE ALLOWED FOR PEDESTRIAN
ACCESS

REV	DESCRIPTION	DATE	CHK	
 TRAFFIC MANAGEMENT LONDON				
Weather II House New South Quarter 23 Whitlans Way Croydon CR0 4WF		Telephonet: 020 8667 8667 Mobile: 07831 440330 Email: info@trafficmanagement.london Web: www.trafficmanagement.london		
scale at A4	date	drawn	chk1	chk2
1:250	24.05.16	RGS	AE	AE
Client				
PIRTON LTD				
Project RB OF KENSINGTON AND CHELSEA OLAF COURT - KENSINGTON CHURCH STREET				
SITE LAYOUT SHEET 1				
DWG REF: TMPD-KEN-OLAF COURT-2016-001				REV: 00

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

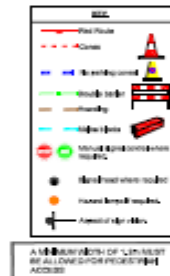


DO NOT SCALE FROM THIS DRAWING.
All dimensions to be verified on site.

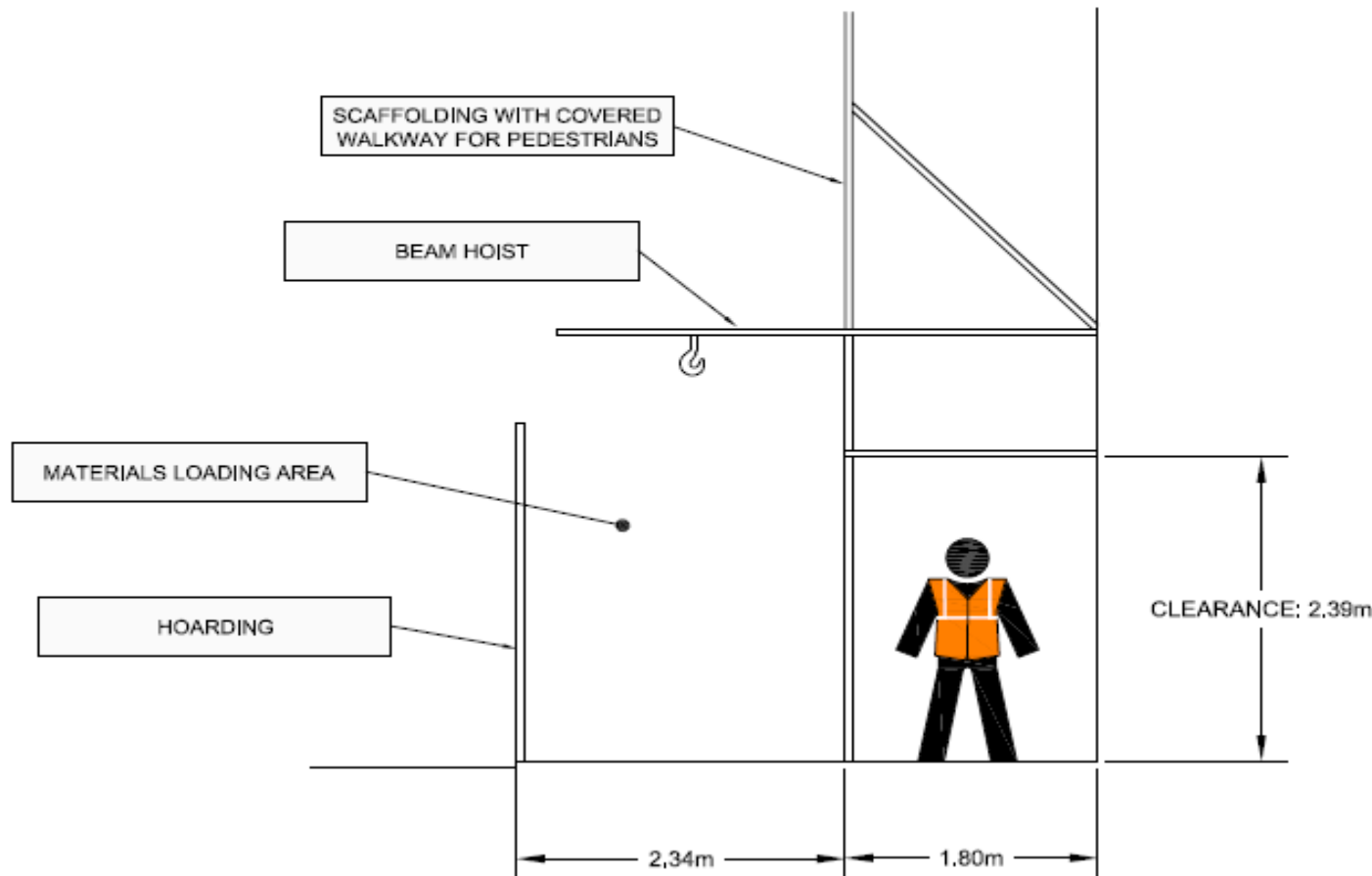
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4. All sign placement subject to available safe working space.



A18 SIGNAGE (BOTH OF LANE) SET
AS ALLOWED FOR PEDESTRIAN
ACCESS



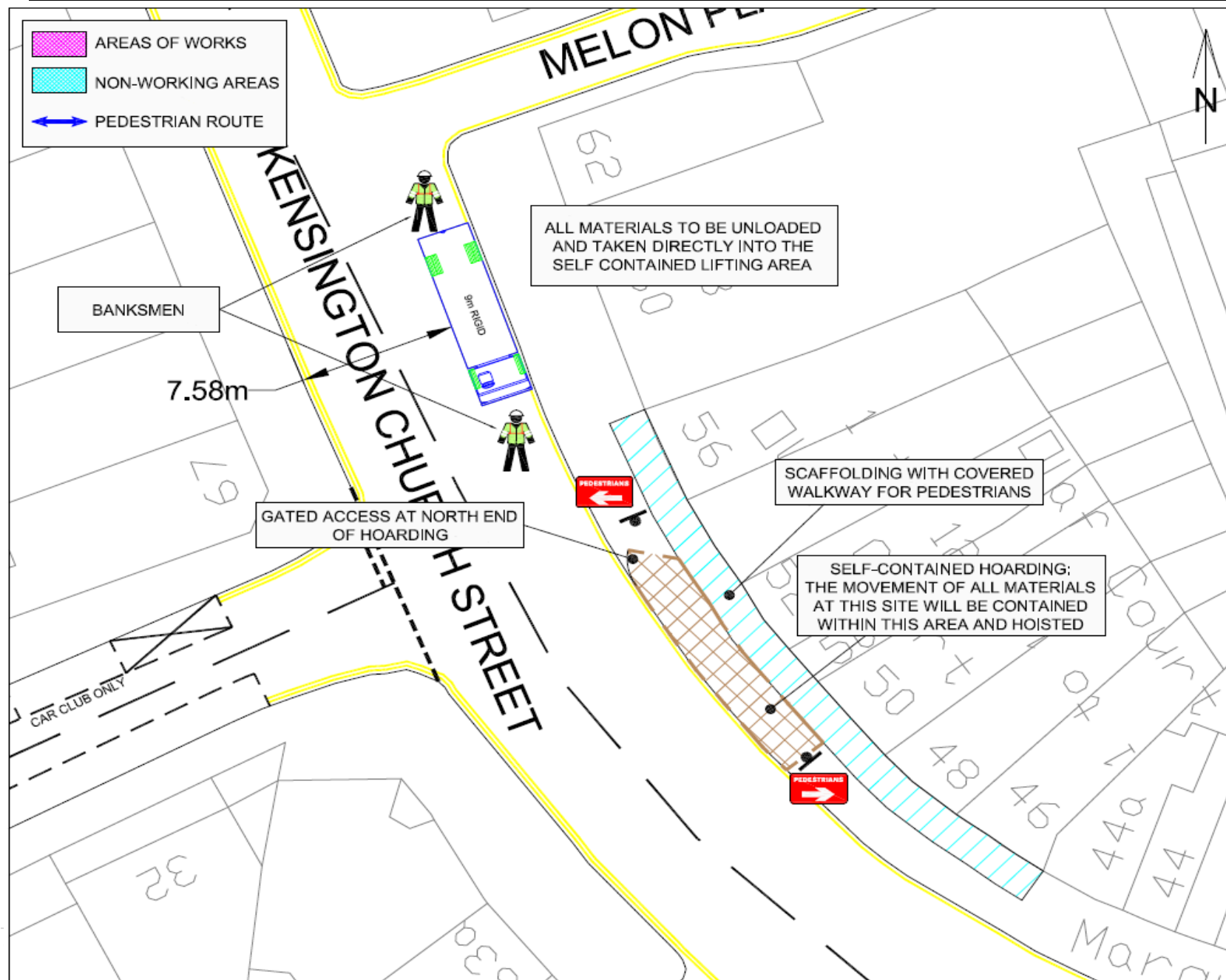
REV.	DESCRIPTION	DATE	CHK
1	ISSUED FOR CONSTRUCTION	24/05/18	AE

TRAFFIC MANAGEMENT LONDON Westfield House New South Quarter 23 Whitechapel Way Croydon CR9 4WF		Telephone: 020 8967 9887 Mobile: 07931 440330 Email: info@trafficmanagement.london Web: www.trafficmanagement.london
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scale at A4	date	drawn	chk1	chk2
1:50	24/05/18	RGS	AE	AE

Client	PIRTON LTD
Project	RE OF KENSINGTON AND CHELSEA OLAF COURT • KENSINGTON CHURCH STREET
SITE LAYOUT - ELEVATION SHEET 2	
DWG REF:	TM-PD-KEN-OLAF COURT-2016-002
Rev	00

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)



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4. All sign placement subject to available safe working space.



REV.	DESCRIPTION	DATE	CHK
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Weather|| House
New South Quarter
23 Whitestone Way
Croydon CR0 4WF

Telephones: 020 8667 9687
Mobile: 07931 440330
Email: info@trafficmanagement.london
Web: www.trafficmanagement.london

scale at A4	date	drawn	chk1	chk2
1:250	24.05.18	RGS	AE	AE

Client	PIRTON LTD
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Project RB OF KENSINGTON AND CHELSEA
OLAF COURT - KENSINGTON CHURCH STREET

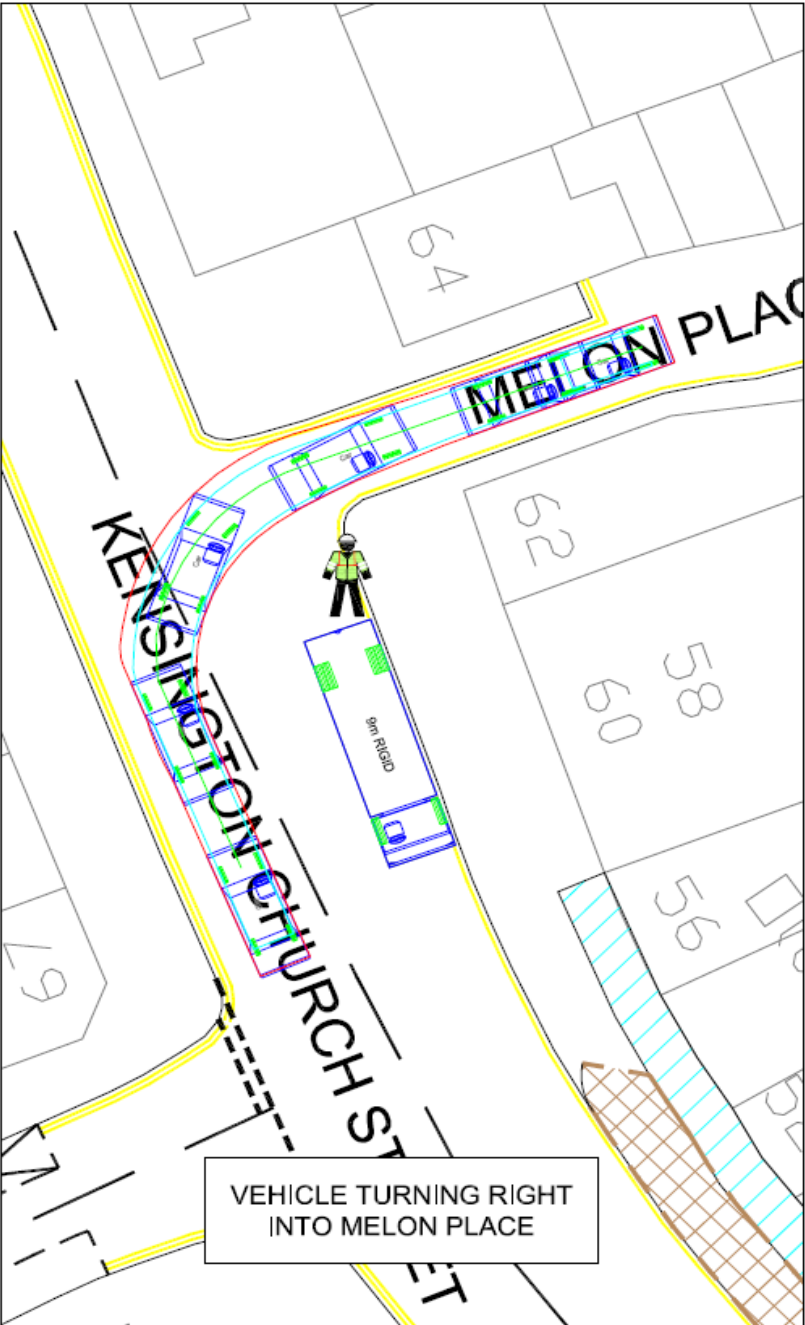
DELIVERIES
SHEET 3

DWG REF:	REV:
TM-PD-KEN-OLAF COURT-2018-003	00

4 | 1 | 1



CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)



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TECHNICAL INFORMATION - CAR	
LENGTH (m);	5.00
WIDTH (m);	1.90
WHEEL BASE (m);	2.95
MAX STEERING ANGLE (°);	24.03
LOCK TO LOCK TIME (sec);	4.00
DESIGN STEERING ANGLE (°);	21.80
DESIGN CENTRE RADIUS (m);	8.01

REV.	DESCRIPTION	DATE	CHK
1	ISSUED FOR TENDERS	24.05.18	AE

TRAFFIC MANAGEMENT LONDON

Weatherall House
New South Quarter
23 Whitestone Way
Croydon CR0 4WF

Telephone: 020 8667 9687
Mobile: 07931 440330
Email: info@trafficmanagement.london
Web: www.trafficmanagement.london

scale at A4

date	drawn	chk1	chk2
24.05.18	RGS	AE	AE

Client

PIRTON LTD

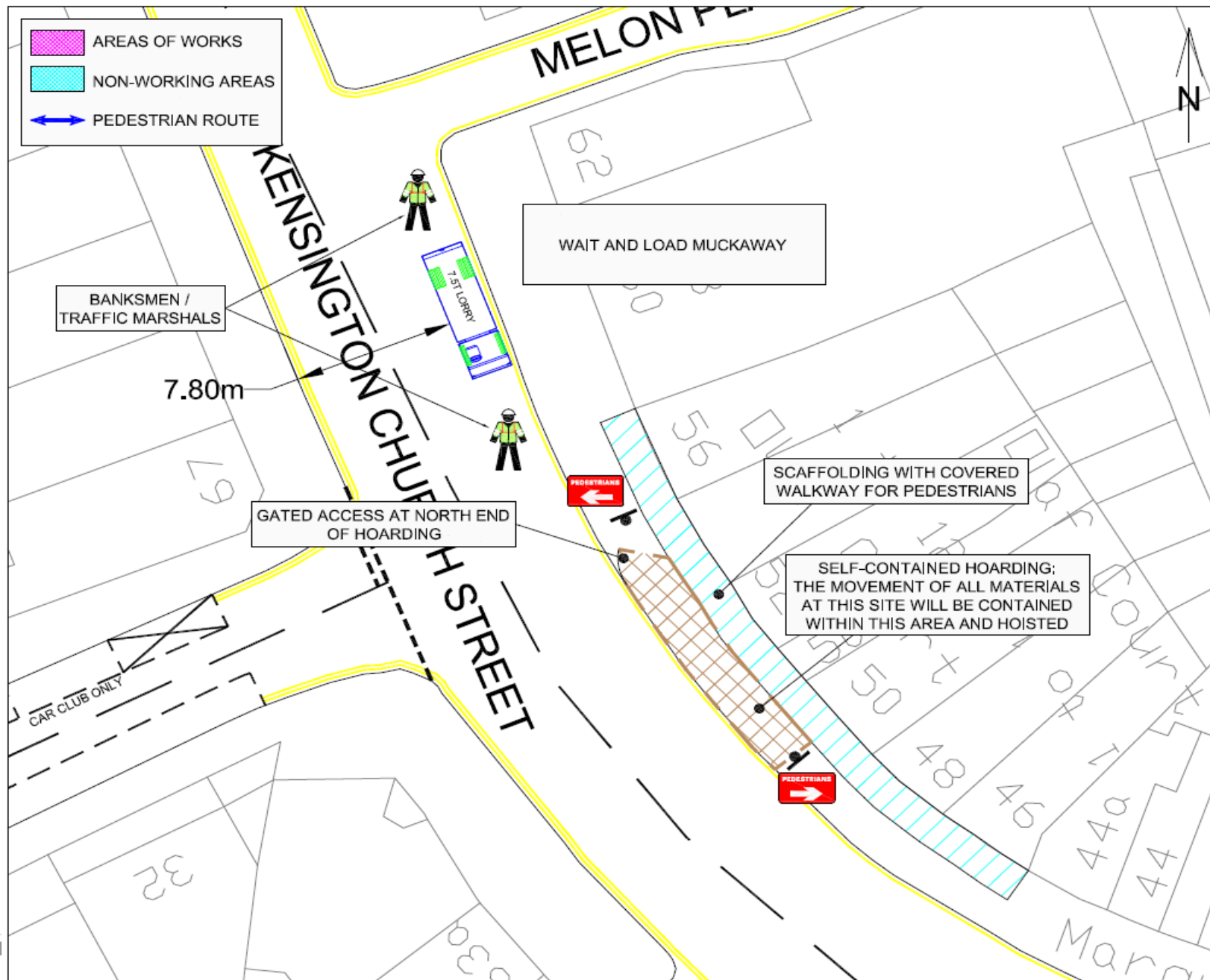
Project RB OF KENSINGTON AND CHELSEA
OLAF COURT - KENSINGTON CHURCH STREET

VEHICLE SWEEP PATH ANALYSIS - CAR
SHEET 6

DWG REF: TM-PD-KEN-OLAF COURT-2018-008

REV: 00

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

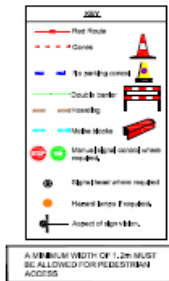


DO NOT SCALE FROM THIS DRAWING.
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© Traffic Management Technical Services Ltd

NOTES

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2. All temporary traffic management shall be in accordance with the Traffic Signs Regulations and General Directions 2016
3. All temporary traffic management shall conform to the Safety at Street Works and Road Works code of practice 2013
4. All sign placement subject to available safe working space.



REV.	DESCRIPTION	DATE	CHK.
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Weather|| House Telephone: 020 8667 9667
New South Quarter Mobile: 07931 440330
23 Whistlstone Way Email: info@trafficmanagement.london
Croydon CR0 4WF Web: www.trafficmanagement.london

scale at A4	date	drawn	chk1	chk2
1:250	24.07.18	RGS	AE	AE

Client	PIRTON LTD
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Project	RB OF KENSINGTON AND CHELSEA OLAF COURT - KENSINGTON CHURCH STREET
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MUCK AWAY
SHEET 7

DWG REF:	REV:
TM-PD-KEN-OLAF COURT-2018-007	00

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Guidance notes

The CTMP proforma sets out the information required to produce a satisfactory CTMP. Please provide a response to all questions in the box provided. Questions or statements that you feel do not apply to your development should be marked 'not applicable' (N/A). Guidance notes as to what is expected of CTMPs are shown after many of the questions in blue. The use of the proforma greatly increases the likelihood that precise enforceable CTMPs, compliant with Council Policies CL7 (k) and CT1 will be produced. The wording of CTMPs created using the proforma is a combination of the text contained within the questions and the answers given by the applicant.

The wording must necessarily be precise and must read as a set of restrictions. Ambiguous phrases such as “generally”, “normally”, “roughly”, “anticipated”, “intended”, “approximate” or “likely to be” must be avoided. Otherwise the CTMP will be rejected for being imprecise. Where exact details are not known at the time of drafting the CTMP a robust worst case should be stated.

The Council requires that a Draft CTMP be submitted with all planning applications for basement development. Draft CTMPs may also be required to support planning applications for major schemes or for other development works in constrained locations that are likely to impact significantly on highway operation.

The Council’s Planning Advice Service can be used to inform the preparation of a CTMP. Details of the service are available [here](#). Other than through the Planning Advice Service, it is not possible to meet contractors or review drafts of CTMPs before a formal application is submitted.

Liaison with neighbours is also vital when developing a Draft CTMP in order to address potential traffic and access issues at an early stage.

You are reminded of the importance in fully researching other properties in the Mews/road/street etc and demonstrating how you would accommodate their own construction traffic if construction work was taking place at the same time as your own, and how you would ensure that passage for residents and their vehicles would be maintained if multiple construction works were taking place, each with their own vehicles and their own site hoardings. Description of your discussions with any other developers/contractors will be necessary for you to show a sensible approach to managing the impact of development in the mews and if there are neighbouring developments planned to be carried out at the same time as yours, details of the planned site layouts for those works should be included in your CTMP drawings.

The Draft CTMP will be subject to public scrutiny through the planning application process. All comments received in respect of the Draft CTMP must be duly considered and addressed within the text of the Full CTMP to be prepared **by the lead contractor** pursuant to a planning condition prior to implementation.

The planning condition will need to be formally discharged by the Council before any licences for temporary structures on the highway and parking suspensions will be granted. Further approvals will be required for any skips, temporary structures on the highway, parking suspensions, road closures or

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Temporary Traffic Orders. In some cases, the timescales for these further approvals can be fairly significant. Equally, if the methodology set out in the CTMP requires licenses from a third party, most typically TfL, then they need to confirm with the third party directly that such approvals would be granted, prior to submitting the CTMP.

You should be aware that developments that are on or adjacent to the Transport for London Road Network (red route) will require additional liaison with Transport for London (TfL) and some licences (such as scaffold licences) will be issued through TfL.