



P L A N C

DESIGN BUILD CREATE

CONSTRUCTION MANAGEMENT PLAN

1 Muswell Mews, London N10 2BF

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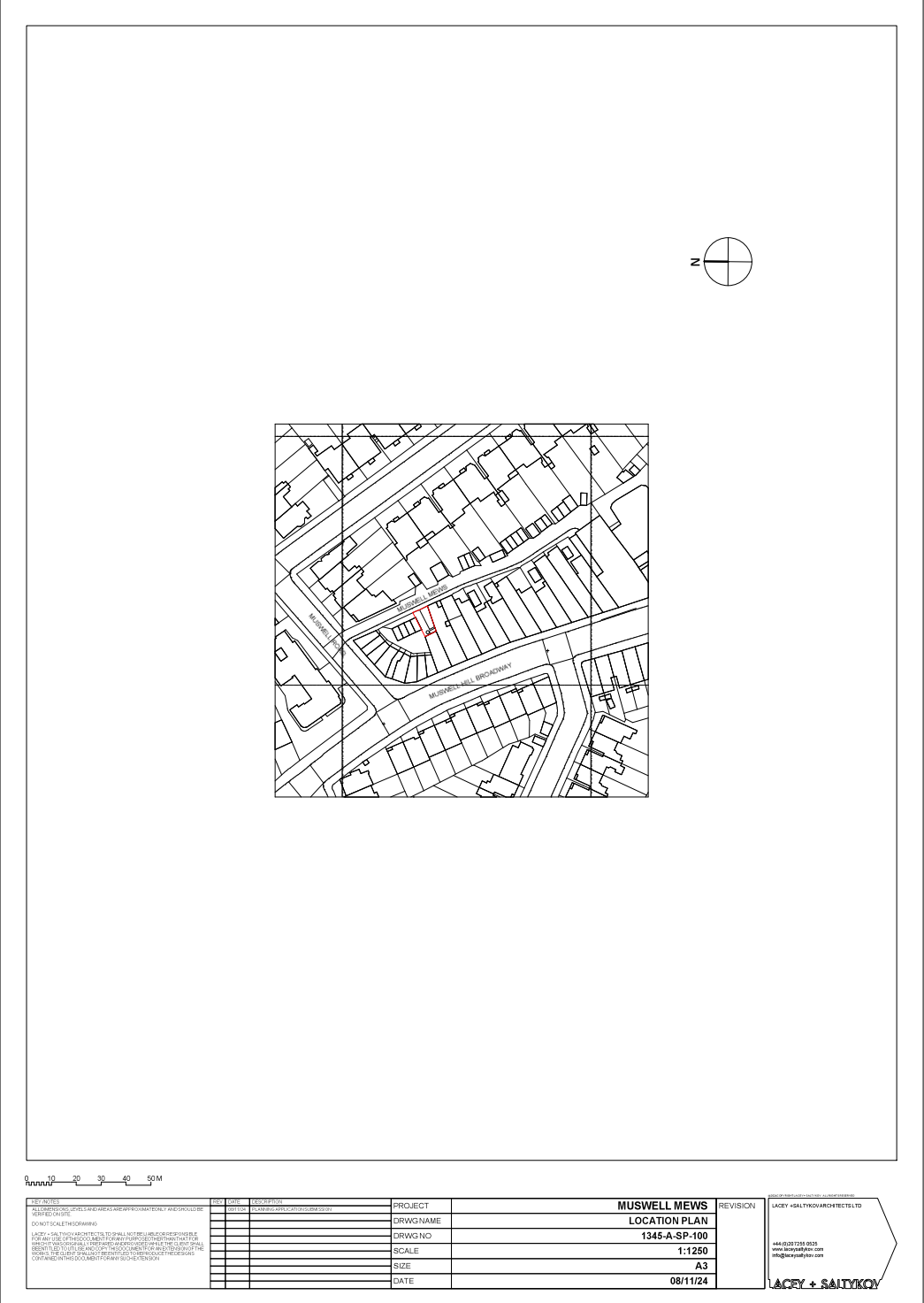
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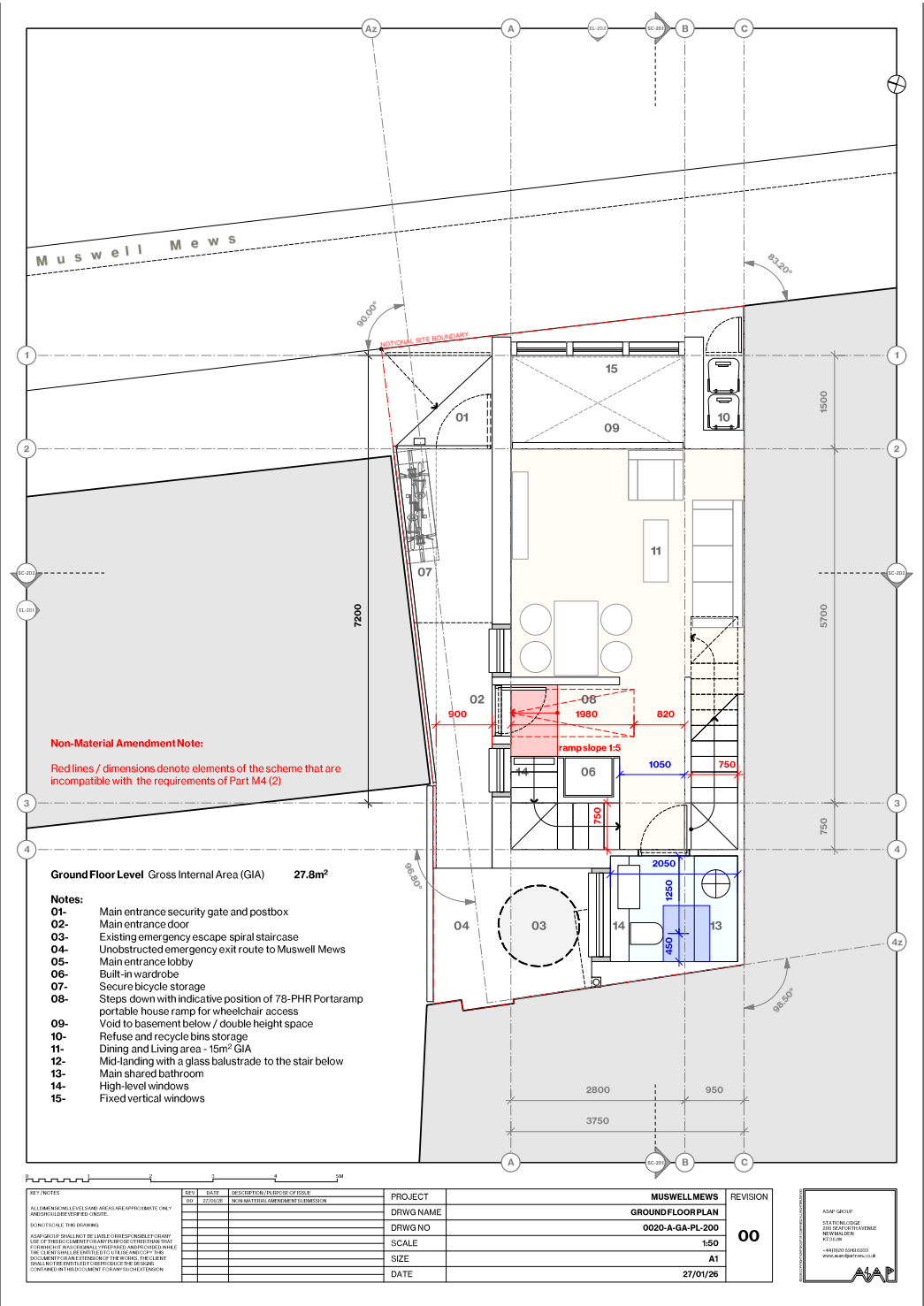
1.Introduction

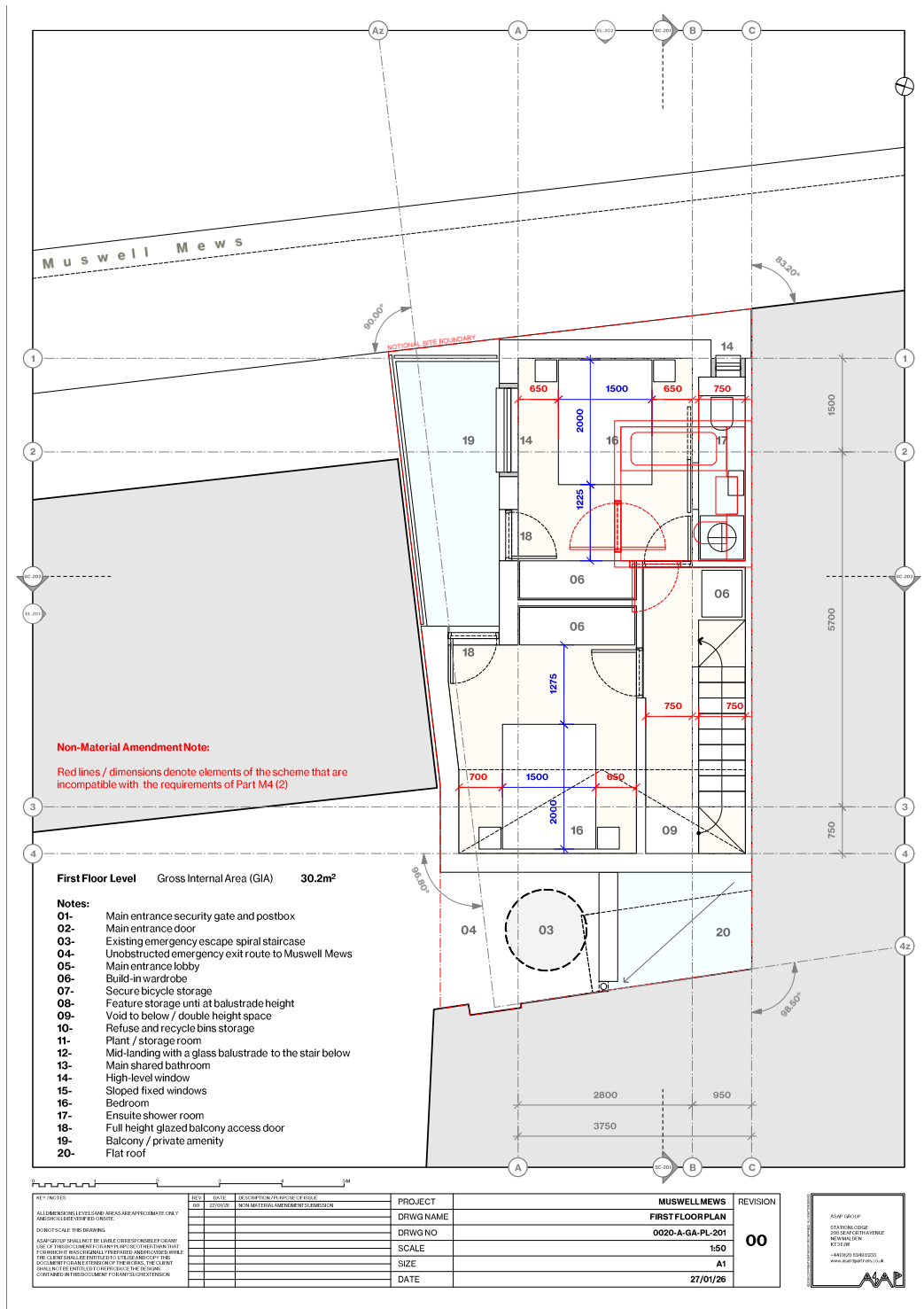
1.1.Introduction

- This is a Construction Traffic Management Plan (CTMP) in support of proposals to construct a single domestic unit (detached house) at 1, Muswell Mews, London N10 2BF, approximately 8km north of Central London
- The site location is shown in **Figure 1.1** below



The proposed development is shown in **Figures 1.1 and 1.2** below





1. Construction Traffic Management Plan

1. The purpose of this CTMP is to determine the environmental, safety and congestion impacts on the local road network associated with the proposed development. Following this introductory section, the CTMP is structured as follows:

- Section 2 details the general on-site health and safety;
- Section 3 outlines the construction phasing and programme;
- Section 4 details the construction site layout, including the location of the site compound, staff parking, and wheel-washing area;

- Section 5 describes the volume and type of construction vehicles likely to access the site, the routing of construction vehicles and proposed traffic management measures;
- Section 6 outlines measures to control muck and debris on the public highway;
- Section 7 describes any highway licences and traffic orders that may be required, and outlines the measures proposed to manage the impact of construction on local residents and the public; and,
- Section 8 outlines the 24hr emergency contact details

2.General on-site health and safety

2.1.Introduction

- 2.1.1 PCC Projects Ltd, trading as 'PLAN C' (hereafter referred to as 'PLAN C') will develop a system of Safety, Health & Environment procedures that cover all site activities and resulting environmental impacts that fall within current Health & Safety legislation.
- 2.1.2 Current Safety, Health and the Environment (SHE) manuals will be kept on site, and all activities on site must comply with the SHE documents. All statutory inspections are recorded on the relevant SHE system forms.

2.2.Sub-contractors

2.2.1.All sub-contractors must submit risk assessments and method statements for their individual activities, plus any licenses or permits to work required for daily activities. These are held on site, and are monitored to check that they are being implemented correctly.

2.3.Health and safety induction

- 2.3.1 All site personnel and visitors undergo a Health & safety induction when first entering the development. The induction warns the person(s) of the works being carried out on a day to day basis on the development.
- 2.3.2 A standard F10 notification for the site start will be submitted to the Health & Safety Executive.

2.4.Noise and vibration management

- 2.4.1 It is considered that the site operation will result in noise, therefore, PLAN C will ensure that the development complies with the key legislation on noise and vibration:
 - Environmental protection act1990;

- Control of Pollution Act 1974;
 - Noise Emission in the Environment by Equipment for Use Outdoors Regulations 2001; and,
 - BS5228:2009 Code of Practice on Construction and Open site
- 2.4.2 To control, prevent and minimise noise and vibration generated during demolition and construction periods, the following measures will be implemented:
- Ensure good relations with people living in the vicinity of, and working within the site;
Noisy operations will only take place during hours specified hours by the London Borough of Haringey;
 - Routine monitoring of noise and vibrations at the site boundary will be provided; Noise emitting equipment will be switched off when not in use;
 - The use of quieter equipment will be used where possible, and/or plant and machinery will have silencing apparatus attached;
 - When noisy operations are being carried out, when possible, all doors and windows will be closed to reduce noise escaping from the site;
 - Ensure that workers are supplied with hearing protection;
 - Hiring equipment from reputable companies which supply well-maintained equipment; and,
 - Any radio played on-site will be at a level that does not disturb neighbours.

2.5.Dust and air quality management

2.5.1.It is considered that the contractor will ensure that the requirements of the Environment Protection Act 1990 are met, and that dust on the site is kept to a minimum. The measures taken to achieve this will include:

- Dust suppression techniques will be employed as necessary and available at all times to reduce the risk of dust settling on the public highway;
- Adequate sheeting of loads leaving the site;
- Loads leaving site will be both covered and securely fastened so as to ensure no discharge onto highways or footways
- Dust levels on the highway and footways abutting the site will be monitored daily
- Regular road sweeping, clearing, washing and vacuuming will be implemented;
- Work area will be surrounded by hoarding to prevent the escape of dust.

6. Recycling/disposing of waste

- 2.6.1 To control, prevent and minimise waste generated during demolition and construction periods, the following measures will be implemented:
 - Favour suppliers who remove packing as part of their contract;
 - Where possible return excess material to the supplier or manufacturer;
 - Encourage reuse of recycling waste wherever possible;
 - Encourage the purchase of products with recycled content, and/or select materials with recycling potential;
 - Avoid and minimise waste streams of high volume and high cost;
 - Adopt a 'just in time' material delivery system, to avoid materials being stockpiled on site and avoid degradation through weathering and moisture damage.
 - Burning of waste and unwanted materials will not be permitted on site;
 - Limit unnecessary excavation;
 - Colour coded, covered skips will be made available within the site to reduce the risk of cross contamination and prevent debris and dust from blowing around the site. These will be cleared on a regular basis; and,
 - Collected waste and debris will be disposed at a licensed waste facility.
 - We use MCS Waste Management Services - <https://mcswastegroup.co.uk/sustainable-waste-management/> - who are committed to sustainable practices. They will provide detailed waste reports including a breakdown of what waste was collected by material and how it was disposed of
- 2.6.2 It is considered important to provide correct handling, storage and disposal of waste in order to ensure compliance with environmental legislation and for pollution prevention. It is considered that consultations with the regulators will be carried out to ensure that the best practice is adopted.

2.7. Energy consumption

2.7.1. PLAN C will adhere to key legislation on energy consumption including Energy Performance of Buildings Regulations (2010) and Carbon Trust. In order to reduce energy consumption, implementing energy efficient measures will be encouraged, including:

- Switching off the equipment when not in use;
- Using energy efficient light bulbs;
- Servicing site heaters; and,
- Minimising draughts at all project spaces.

2.8. Monitoring

2.8.1. The measures detailed within this report will be monitored by PLAN C to ensure they are adhered to by all contractors and sub-contractors, and any adverse impacts avoided

3. Phasing, timing and programming of scheme

3.1.1 It is anticipated that the proposed development will be carried out within 40 weeks. Table 3.1 below summarises the works undertaken and the time (in weeks) required for each task.

Table 3.1 Construction phasing

DATE	TIME (weeks)	TASK
24.08.26	2	Site set up
07.09.26	8	Foundations
07.09.26	2	Construction, waste removal and material delivery
16.11.26	7	Sub-structure
04.01.27	12	Superstructure
29.03.27	4	Services and systems installation
19.04.27	5	Internal finishes
28.05.27		Completion

TOTAL: 40 weeks

3.2 Hours of operation

- 3.2.1 The site operation hours will be in accordance with Condition 10, which states that all works (including activities audible beyond the site boundary) will be restricted to:
 - 8am and 6pm (Mon. to Fri.); and,
 - 8am to 1pm (Sat.).
- 3.2.2 There will be no works or deliveries taking place on site outside these hours, or during network peak periods (i.e. 8am-9am and 5pm-6pm)

4. Construction site layout

- 4.1.1 As outlined above, the site is located on land at 1 Muswell Mews, Muswell Hill, approximately 8km north of Central London. The site has previously been used for parking and storage for the unit at number 500 Muswell Hill Broadway
- 4.1.2 The road serves as an access road serving shops/units along Muswell Hill Broadway

Constraints

3. It should be noted that there are a number of existing constraints surrounding the site, including:
 - Width of the mews road - this is somewhat narrow and for the most part is only wide enough to allow vehicles to travel in one direction at a time;
 - Limited turning facilities - there is also nowhere along the mews road for construction vehicles to 'u-turn', and therefore construction vehicles will egress the site in forward gear and will reverse down the Mews Road under supervision of a banksman.
 - Constrained junction on to Muswell Rd – the junction on to Muswell Rd is constrained, and it will be difficult for larger construction vehicles to access the site. In the event that larger vehicles cannot enter (e.g. for deliveries), site team will

4. PLAN C will need to liaise with the appropriate regulatory bodies to determine any working restrictions that will affect the proposed development

2. Parking for site operatives and visitor vehicles

- 4.2.1 It is considered that the number of operatives working on-site will be low, and the number of visitors to the site will be negligible. There is no capacity on site to accommodate any parking for operatives or visitors. There is limited on-street parking in surrounding residential streets and paid parking nearby on Muswell Hill Broadway and Muswell Rd
- 4.2.2 The site is within easy walking distance of regular scheduled bus services. It is therefore anticipated that operatives and staff will travel to/from the site by public transport.
- 4.2.3 It is also anticipated that occasional visitors will be advised to travel to the site by public transport or to use paid parking nearby

3. Plant and materials - loading and unloading

- 4.3.1 PLAN C will seek to reduce the number of deliveries required
- 4.3.2 All materials will be delivered on a timely basis, which is considered efficient and will provide accurate progress reporting of the project's programme. The material delivery will be provided in line with the materials required on-site. Up-front orders will be minimised to reduce over-stocking of the material on site. Delivery times will be strictly adhered to, to avoid peak traffic
- 4.3.3 All contractors and suppliers will be met prior to commencement on-site, and a copy of the Traffic Management Plan will be included within their contracts/orders
- 4.3.4 Materials will be unloaded via lorry mounted hi-abs or lorry mounted Moffatt, and materials will then be transferred directly to the work area
- 4.3.5 It is anticipated that the structural components will need to be hoisted into position directly on to the site by hi-abs

4. Hoarding

- 4.5.1 A 2.4m high plywood hoarding will be erected around the perimeter of the site to comply with safety requirements. The hoarding will be painted to

minimise its aesthetic impact on the local area, and contractor details will be displayed. Hoarding will also be equipped with relevant safety signage to comply with safety regulations in the public realm

- 4.5.2 The road leading to the site and the site access will be monitored by a Gatesman/Banksman. The site will be securely locked at all times
- 4.5.3 The Gatesman/Banksman will inspect the fencing erected on the vicinity of the works twice a day, to check the fencing is secure. The Gatesman/Banksman will also maintain the temporary traffic management signage, checking all signs are in the correct position. The Gatesman/Banksman will report any deficiencies in the fencing or signage to the site manager, and take any remedial action necessary to secure this site boundary, of the development and ensure all signage is in the correct position

5. Construction traffic

5.1. Type and size of vehicles using the site

5.1.1. It is considered that during the construction phase, the likely vehicles using the site will be:

- Small tipper (overall dims. 6.5m(l) x 2.5m(w) x 2.9m(h)); 2/3 times per week
- A concrete mixer (overall dims. 7.1m(l) x 2.5m(w) x 2.9m(h)); 2/3 times per week
- Grab lorry (overall dims. 8m x 2.5m wide) - 2/3 times per week
- Large HIAB delivery truck (overall dims. 10m(l) x 2.5m(w) x 2.2m (h)); 5 times per week and;
- Small mobile crane (overall dimensions 10.2m(l) x 2.5m(w) x 2.9m(h)); 3 times total

5.2. Construction vehicle activity

- 5.2.1 It is considered that during the construction phase, the proposed development could generate a relatively modest number of construction vehicles per day (five days/week), and it is, therefore, considered that construction vehicle activity is unlikely to have a significant adverse impact on the local highway network
- 5.2.2 **As requested by the Highway Authority, no deliveries will take place during network peak periods (i.e. between 8am-9am and 5pm-6pm).**

- *Routing and manoeuvring*
- 5.2.3 It is considered that the implementation of a heavy goods vehicle routing strategy will reduce the impact on the operation of the local highway network. The drivers will be advised of:
 - the designated route to ensure vehicles use the most appropriate route to enter and exit the site; and,
 - the timings of deliveries to and from the site.
- 5.2.4 The exact destinations of heavy goods vehicle movements are not known, however, this report sets out the recommended routes to the strategic highway network. It is considered that construction vehicles will access Muswell Mews from Muswell Hill Broadway, via Muswell Rd
- 5.2.5 As outlined above, the site is surrounding by existing residential properties and commercial properties, and it is therefore proposed to minimise the impact on local residents by restricting construction activity on the site to between 8am and 6pm (Mon. to Fri.) and 8am and 1pm (Sat.), and to avoid any deliveries during network peak periods
- 5.2.6 It is considered that there will little or no issue with vehicles entering the site. However, due to restrictive turning facilities, vehicles will need to reverse along the road to access the site, and then leave the site in a forward-gear (or vice-versa). A banks-persons will be employed to escort the vehicles along Muswell Mews and to/from Muswell Rd

4. Holding areas

4.1. It is considered that given the size of the development, it is anticipated that the development will generate a small number of construction vehicles on any particular day, and that there is no requirement to identify any on- or off-site holding areas

5. Traffic management

- 5.5.1 PLAN C will instruct all of its suppliers and contractors that all plant and materials delivered to the site should be loaded and unloaded from the road fronting the site, and that no plant and materials should be loaded or unloaded on the adopted public highway. This will be enforced by the Site Manager to avoid disruption to traffic and/or inconvenience to pedestrians along the lane

- 5.5.2 Delivery vehicles will not be allowed to reverse along the lane or the adjacent roads, without the assistance of a banks-person.
- 5.5.3 The delivery vehicles will be unloaded from the lane fronting the development, and the materials offloaded will be distributed to the appropriate area
- 5.5.4 To avoid congestion and vehicles conflicting on the road, the number of delivery vehicles allowed to access the development at any one time will be controlled. To control the number of delivery vehicles accessing the development, a call up procedure will be put in place where any delivery vehicle will be required to contact the Site Manager, prior to arriving at the development for permission to proceed to the development.
- 5.5.5 The Gates-person/Banks-person will be responsible for managing the movement of vehicles along the lane, and two suitably qualified banks-persons will be responsible for stopping traffic along Muswell rd (using stop/go boards) to allow construction vehicles to enter/exit the road The gates-person will inform the Site Manager when a delivery vehicle has left the development

6.Road sweeping

Road sweeping

- 6.1.1 It is considered that the site operator will ensure that the public highway is kept clear at all times. The measures to achieve this will include the following:
 - Regular road sweeping, clearing, washing and vacuuming etc. will be implemented to ensure that construction site is in good order and the public highway is kept clear and clear of dust and debris; and,
 - Monitor cleanliness on the access route on a regular basis and assess if further measures are required to maintain cleanliness.
- 6.1.2 It is anticipated that the roads will be swept twice a week in normal circumstances, usually on Tuesday or Wednesday, and Friday. However, this may change due to circumstances on site. For example, if earth moving operations are taking place. Likewise, the frequency of sweeping may decrease to once a week
- 6.1.3 The Site Manager will be responsible for monitoring the condition of Muswell Mews and Muswell rd. If the Site Manager thinks that the condition

of the roads requires additional cleaning, then the Site Manager will arrange for additional visits from a road sweeper

7.Highway licences and traffic orders

7.1.Pedestrians

- 7.1.1 It is anticipated that the existing footway fronting the site may need to be closed when deliveries are being made to the site
- 7.1.2 Prior to any closures being implemented, the necessary permissions and licences will be obtained by PLAN C from the local highway authority, and the appropriate barriers and signage will need to be installed

7.2.Management of impact on residents/businesses

7.2.1.PLAN C will take steps to ensure that the impact on residents/businesses is minimised and, therefore, the following measures will be applied:

- The sequence of development will be carried out in an efficient manner to shorten the overall programme;
- Ensuring that vehicle and pedestrian access for residents/businesses is maintained;
- Ensuring that all residents are safe at all times by maintaining a clear separation between the site and communal areas;

Works will be carried during approved hours as specified by the London Borough of Haringey; and liaising with residents/businesses and ensuring that all issues are dealt with in professional manner.7.2.2 A letter will inform residents/businesses of the intended development, as well as the likely duration of the works

- 7.2.3 The local ward members will be informed of the works, and a copy of the letter to residents will also be provided

7.3.Management of impact on members of the public

7.3.1.PLAN C will take steps to ensure that the impact on public will be monitored and minimised by ensuring that:

- The sequence of development will be carried out in an efficient manner to shorten the overall programme;

- The footway fronting the site is kept clear at all times
- All deliveries take place within the site, and that the carriageway is kept clear of obstruction at all times;
- Appropriate safety signage to be provided within the public realm to ensure safety of members of public;
- All members of public are safe at all times by maintaining a clear separation between the site and public areas.
- 7.3.2 It is considered that during construction, the existing pedestrian routes will be maintained and free to use as is reasonably practicable.
- 7.3.3 If any temporary closures or road signage to guide construction vehicles into the site are required, permission and licences will be obtained, and appropriate barriers and signage will be provided

7.4. Highway condition survey

- 7.4.1 An initial condition survey will be undertaken by PLAN C along the length of Muswell Mews, prior to the erection of the hoardings around the site. The extent of the survey will need to be agreed with the Council, however, it is anticipated that the survey will include the length of the road leading to the site from Muswell Rd
- 7.4.2 The Gatesperson/Banksperson will also inspect the adopted carriageway, kerbs and footpath (fronting the site), and will make note of any damage to the adopted carriageway, kerbs, and footpath, and inform the Site Manager as to the nature and location of the damage.
- 7.4.3 The Site Manager will inform the local highway authority that damage has occurred to the adopted highway, and will then arrange for the damage to be repaired once the proposed development has been completed.

8.24-hour emergency contact details

8.1.1 This section of the report (Table 8.1 below) will set out contact details of the client, contractor and sub-contractors, which will be completed and submitted to the Local Planning Authority prior to any construction works commencing on site.

Table 8.1

Client	PCP27 Ltd
Construction Manager	Pierre Carboni (PLAN C)
Site Manager	Lee Townsend (PLAN C)
Architect	ASaP

24-hour emergency contact details

Name: Pierre Carboni (Construction Manager)

Organisation: PCC Projects Ltd, trading as 'PLAN C'

Contact number: 07956 206259

Contact email: pierre@weareplanc.com

Name: Lee Townsend (Site Manager)

Organisation: PCC Projects Ltd, trading as 'PLAN C'

Contact number: 07402 491271

Contact email: lee@weareplanc.com

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