

19 Mallord Street, Chelsea

DRAFT CONSTRUCTION TRAFFIC MANAGEMENT PLAN

DOCUMENT CONTROL

Project 19 Mallord Street
Report Draft Construction Traffic Management Plan

Version	Date	Authors	Reviewer	Comments
1.0	12/08/20	SA		Issued for team review
1.1	14/08/20	SA	JE	Draft issue
1.2	20/08/20	SA	JE	Revised
1.3	21/08/20	SA	JE	Draft final
1.4	25/08/20	SA	JE	Final



1 Introduction

1.1 Purpose

1.1.1 This draft Construction Traffic Management Plan (CTMP) has been prepared on behalf of Sloane Stanley LLP and Third Space to accompany a planning application for 19 Mallord Street.

1.1.2 The planning application is for the redevelopment of the former telephone exchange to provide a new health and fitness club.

1.2 Existing Development

1.2.1 The development site is located on 19 Mallord Street, Chelsea in the Royal Borough of Kensington and Chelsea (RBKC). The building fronts onto Mallord Street to the north with the rear of commercial properties on the King's Road to the south. There are residential buildings on its east and west sides.

1.2.2 The wider area location is shown in Figure 1.1, a detailed site plan is shown in Figure 1.2 and site photographs showing the building frontage are shown in Figures 1.3-1.5.



Figure 1.1 Wider area plan





Figure 1.2 Site location plan



Figure 1.3 Mallord Street looking west towards The Vale – site on middle left





Figure 1.4 Mallord Street looking east from The Vale – site on middle right



Figure 1.5 19 Mallord Street frontage

2 Draft content for Construction Traffic Management Plan

2.1 Introduction

- 2.1.1 A full Construction Traffic Management Plan (CTMP) will be prepared for the development as a pre-commencement condition.
- 2.1.2 Using RBKC's pro-forma template, draft content is provided below, **where known**.

2.2 Pre-submission neighbour consultation (Q7)

- 2.2.1 The applicants have engaged in a comprehensive consultation process with neighbouring residents and resident's associations, as set out in the Statement of Community Involvement submitted in support of the planning application. This has covered all matter relevant to the proposals, including the construction phase.

2.2.2 Neighbours will be involved in the development of the CTMP. This will be done in writing with outline proposals with a minimum of two weeks for responses. Any consultation responses submitted to the Council in respect of a draft CTMP will be used to inform the proposals and must be responded to in the final CTMP.

2.2.3 Communication will be maintained with all relevant neighbours and associations throughout the construction process.

2.3 Routing of demolition, excavation and construction vehicles (Q8)

2.3.1 In principle, the following routes have been identified for vehicles travelling to/from the site. The only sensitive site on the route is Cameron House School located on the corner of The Vale and Mallord Street.

2.3.2 The proposed routes have been designed so that vehicles approach the site from the left-hand side of Mallord Street.

2.3.3 Figure 2.1 illustrates the principle inbound routes from west (and north), east and south; written descriptions are overleaf.

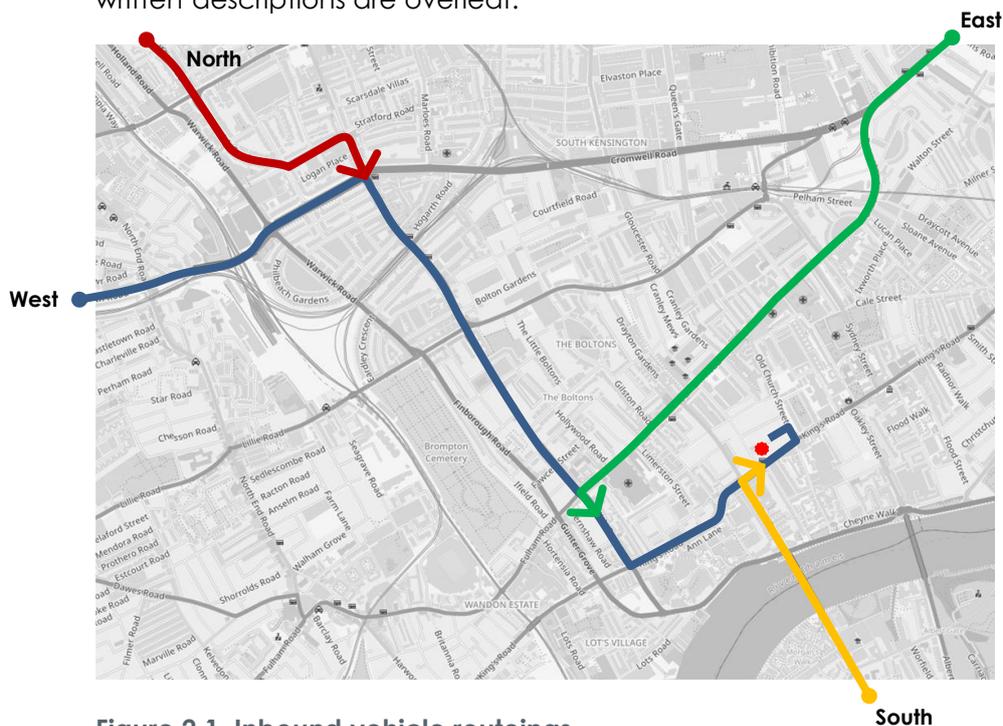


Figure 2.1 Inbound vehicle routings

2.3.4 Vehicles approaching from the west (or north) from West Cromwell Road would turn right into Earls Court Road, head south, turn left onto Kings Road and then turn left into Old Church Street. Vehicles will then take the first left into Mallord Street, approaching the site from the northeast.

2.3.5 Vehicles approaching from the east from the Brompton Road would turn left into Fulham Road, head southwest, turn left onto Edith Grove, turn left onto Kings Road. Vehicles will then take the first left into Mallord Street, approaching the site from the northeast.

- 2.3.6 Vehicles approaching from the south from will approach over the Battersea Bridge and straight over onto Beaufort Street, turn right onto Kings Road and then turn left into Old Church Street. Vehicles will then take the first left into Mallord Street, approaching the site from the northeast.
- 2.3.7 Vehicles leaving the site will head southwest along Mallord Street, turn left into The Vale and then turn right into Kings Road. Southbound vehicles would then turn right into Beaufort Street and over Battersea Bridge. For all other directions vehicles would continue along King's Road until Edith Grove one-way system.
- 2.3.8 All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all the other terms of the plan.

2.4 Co-ordination with any other live schemes

- 2.4.1 Any other nearby live developments will be taken into account when finalising these routes.
- 2.4.2 Once the final vehicle routes are confirmed, the applicants will ensure all contractors, sub-contractors, delivery companies and visitors will be advised of and strictly adhere to these routes (in accordance with **Q9**).

2.5 Indicative construction timings (Q10)

- 2.5.1 As there is a school located on the corner of The Vale and Mallord Street (on the northern side of Mallord Street), it is proposed that deliveries and collections will be restricted to between 9.30am and 3.00pm, Monday to Friday (during term times).
- 2.5.2 All deliveries / collections will be scheduled to avoid delayed clashes with refuse collections.
- 2.5.3 A material delivery schedule and booking system will be implemented to avoid multiple vehicles arriving at the site at the same time and causing unnecessary congestion. Drivers will be given a specific time slot to attend the site.

Site Access

3.0 Site plan (Q11)

- 3.0.1 The plan appended, no. ANT482/CTMP/0,1 indicates the following:
- a) all points of site access (vehicular and pedestrian);
 - b) where materials, skips and plant will be stored;
 - c) position of hoarding;
 - d) position of nearby trees (and tree protection structures);
 - e) where construction vehicles would wait to load/unload;
 - f) surrounding properties and their accesses;
 - g) the layout of any approved construction sites on adjacent frontages;



- h) parking bay suspensions;
- i) a minimum of 1.2m clear footway width to be retained at all times and;
- j) a minimum of 3m clear carriageway width to ensure that development activity does not block the road.

3.1 Maintaining 3m clear road width (Q12)

- 3.1.1 The Mallord Street carriageway is 7.4m width. All unloading to the site will be roadside to the double yellow lined area outside the existing entrance to the northwest.
- 3.1.2 The largest anticipated vehicles are concrete trucks and up to 18tonne delivery trucks.
- 3.1.3 The width of these vehicles is typically 2.5m. Drivers will be directed to park close to the kerb/ crossover.
- 3.1.4 The remaining width of 4.8-4.9m should allow for a 3m clear roadway width to be maintained, even if cars are parked directly opposite.
- 3.1.5 In the event of vehicles of unusual width or poor parking directly opposite the roadway may become less than 3m clear width. If such an occasion arises the following actions will be taken;
 - a) 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.
 - b) Banksmen must be positioned on all approaches to the site to forewarn highway users and advise of alternative routes.
 - c) Pedestrian passage will be maintained at all times.
 - d) Vehicles will not drive on the footway.

3.2 Site entry and exit (Q13)

- 3.2.1 Vehicles will not enter and leave the site.

3.3 Spoil removal method (Q14)

- 3.3.1 Spoil from the excavation for the proposed pool will be removed using a conveyor and wait and load. The conveyor will be located to ensure safe pedestrian passage across the front of the site can be maintained (at a minimum height of 2.3m)

3.4 Concrete Supply (Q15)

- 3.4.1 Concrete will be delivered via roadside concrete wagons.



- 3.4.2 Hoses will be run overhead to ensure safe pedestrian passage across the front of the site can be maintained. A gantry should be used to secure the hose safely (at a minimum height of 2.3m overhead).

Vehicle callup procedure

4.0 Impact on other highway users (Q20)

- 4.0.1 Safe pedestrian access will be maintained at all times and the public right of way will be regularly cleaned down and inspected for hazards to ensure road users and pedestrians are protected at all times.
- 4.0.2 All access routes in and around the site will be regularly checked for spoil, etc. and cleared away immediately. Specific, detailed information will be supplied in the full CTMP.

4.1 FORS accreditation (Q21)

- 4.1.1 Drivers will have achieved FORS Silver accreditation

Highway licences

5.0 Hoarding or scaffolding (Q22)

- 5.0.1 There is no intention 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.

5.1 Skip licence (Q23)

- 5.1.1 It is not anticipated that skips will be placed on the highway.

5.2 Footway closure (Q24)

- 5.2.1 There is no intention to close a footway at any time.

5.3 Roadway closure (Q25)

- 5.3.1 There is no intention to close the roadway.

5.4 Crane lifts (Q26)

- 5.4.1 No crane lifts are proposed.

5.5 Temporary crossovers (Q27)

- 5.5.1 No temporary crossovers are required

General management issues

6.0 Site access monitoring (Q31)

- 6.0.1 Site access will be monitored.



6.1 CTMP implementation (Q32)

6.1.1 This will be supplied at the appropriate time.

Programme / Key dates (for information)

7.0 CTMP programme and timescale (Q33)

- a) Anticipated start date ; TBC
- b) Total construction programme; estimated 12 months/52 weeks
- c) Demos inc. digging out works for proposed pool ; estimated 3 months/ 12 weeks (Months 1-3)
- d) Internal structural works inc. construction of new pool; estimated 3 months/12 weeks (Months 1-3)
- e) Repairs and alterations to existing elevations ; estimated 5 months/22 weeks (Months 4-9)
- f) Constructing shell & roof to proposed single storey extension to rear yard; estimated 3 months/12 weeks
- g) MEP installations; estimated 9 months/38 weeks (Months 4-12)
- h) Internal fit out; estimated 9 months/38 weeks (Months 4-12)
- i) Landscaping works; estimated 2 months/8 weeks (Months 10-11).

8.0 Other considerations

- 8.0.1 All other additional information as required by the pro-forma will be supplied.
- 8.0.2 The applicants confirm that *'appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. In addition, please confirm that 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'* (Pro-forma **Q29**).
- 8.0.3 The requirements as outlined in Pro-forma **Q19** are accepted.
- 8.0.4 Scheduling information is not currently known (Pro-forma **Q18**) but it is confirmed 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'* (Pro-forma **Q17**).
- 8.0.5 The vehicle call-up procedure requirements as outlined in Pro-forma **Q19** are accepted.
- 8.0.6 The developer confirms that *'you will make all reasonable efforts and always when specifically directed by the Council to coordinate the scheduling of construction*

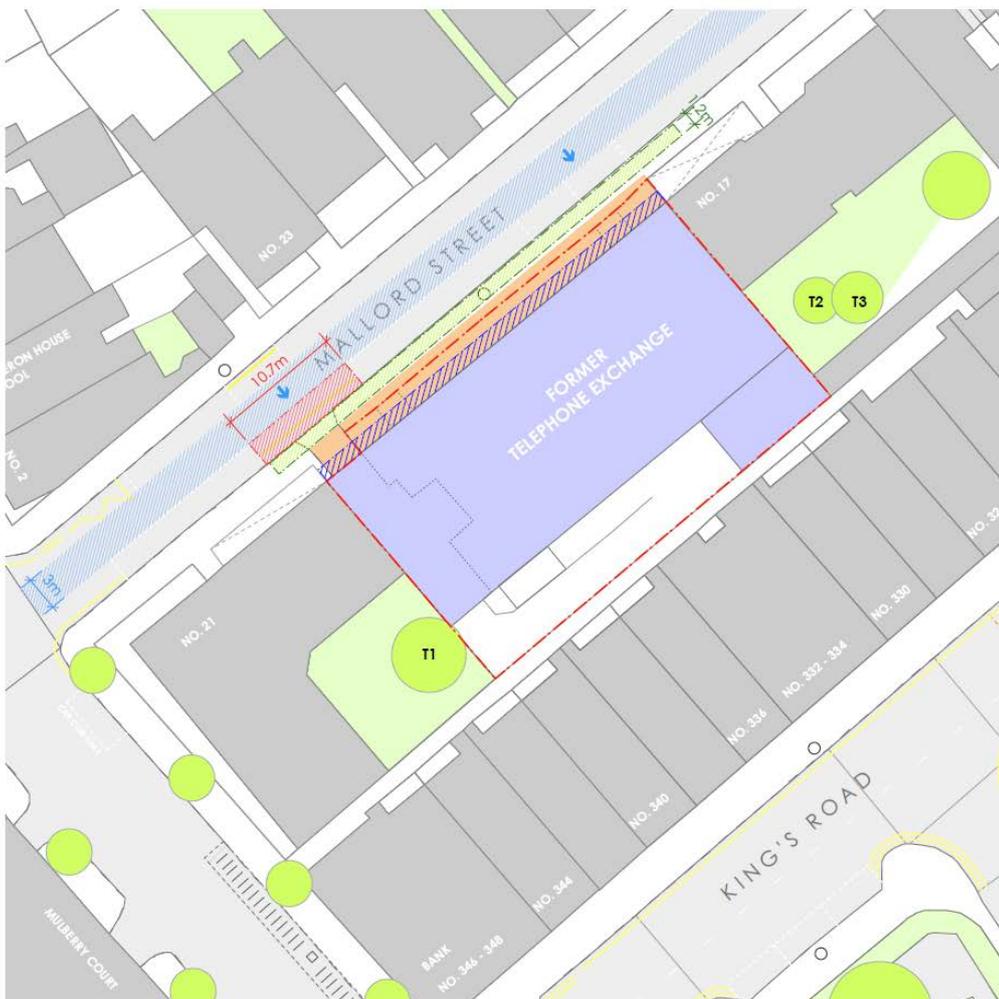


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traffic movement with other nearby developments and those on the construction traffic routes specified' (Pro-forma Q30).

- 8.0.7 It is expected that a length of the on-street parking directly outside the site will need to be suspended (Pro-forma Q28) in order to provide a sufficiently large area for construction activity to safely take place and to avoid the street becoming blocked (Pro-forma Q16). The extent of any required suspensions to parking or footway will be determined during the preparation of the full CTMP.
- 8.0.8 It is confirmed and accepted that 'you will ensure domestic and commercial waste collections are not disrupted'.



Scale 1:500

0 5 10 20 M

KEY

- Position of Nearby Trees
- Points of Site Access
- Construction Vehicles Waiting to Load/Unload
- Minimum Of 3m Clear Cartageway Width
- Minimum Of 1.2m Clear Footway Width To Be Retained At All Times
- Position Of Hoarding
- Part Of Forecourt Area (2.3m Depth)

Rev	Date	Notes

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Project Name	19 Mallord Street
Client Name	ANF 482
Drawing No.	CTMP05
Construction Diagram Plan	CTMP05
Issue No.	1/000
Issue Date	21 Aug 20

