



Proposed Redevelopment  
40 Bernard Street, London

**Construction Traffic Management Plan**

For

Tudehope Limited

## Document Control Sheet

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40 Bernard Street, London  
Tudehope Limited

This document has been issued and amended as follows:

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## 1.0 Introduction

- 1.1 Motion is instructed by Tudehope Limited (London) to prepare this draft Construction Traffic Management Plan (CTMP) to accompany a planning application for proposed construction of an additional storey at 40 Bernard Street, London, to provide additional office space.
- 1.2 The site is located in Bloomsbury, within the administrative boundary of the London Borough of Camden (LBC). The proposals comprise the internal reconfiguration and refurbishment of existing 5th floor level including the enclosure of an external plant room and new cladding to exterior walls; construction of new 6th floor level to provide 980 sqm GEA of Class E office floor space; retention and refurbishment of existing 5th floor external terrace and construction of new wrap around terrace at 6th floor level and provision of bicycle parking within existing basement level.
- 1.3 This CTMP continues as follows:
  - ▶ Considerate Constructors Scheme;
  - ▶ Demolition / construction Programme;
  - ▶ Parking and storage of materials;
  - ▶ Details of site security, including site hoarding;
  - ▶ Levels of vehicle movement; and
  - ▶ Mitigation measures including wheel washing and dust and noise control.
- 1.4 The CTMP is a 'live' document and the information contained within may be subject to changes/amendments, which would be agreed, in advance, with LBC.

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## 2.0 Considerate Constructors Scheme

2.1 The Applicant has confirmed that the contractor will be an affiliate of the Considerate Constructors Scheme (CCS - [www.ccscheme.org.uk](http://www.ccscheme.org.uk)). The CCS seeks to improve the image of the industry by striving to promote and achieve best practice under the Code. The Code of Considerate Practice, which outlines the Scheme's expectations, consists of the following key items which are considered to be the basic expectations:

- ▶ Care About Appearance;
- ▶ Respect the Community;
- ▶ Protect the Environment;
- ▶ Secure Everyone's Safety; and,
- ▶ Value Their Workforce.

### 3.0 Construction Site Layout and Programme

#### Site Management

- 3.1 The Site Manager will be responsible for managing day-to-day activities and ensuring appropriate protocols are adhered to. Relevant contact details will be provided once a contractor is appointed.

#### Programme

- 3.2 At this stage it is unclear how long the redevelopment will take. Further detail will be provided as and when a contractor is appointed.

#### Construction Delivery Hours

- 3.3 The site will operate between the hours of 09:00 to 16:00 Monday to Friday and 09:00 to 13:00 on Saturday, with deliveries and servicing undertaken between these hours. This seeks to avoid the network peak hours.
- 3.4 On a weekly basis the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure deliveries are controlled and vehicles are not waiting on local roads, thereby ensuring that there is always space at the site to accommodate the necessary deliveries.
- 3.5 Use of the agreed vehicle routes shall be included as a contractual requirement of the Sub-Contractors and will be communicated to all individuals associated with the works. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Visitors to site will be made aware of local transport trains, buses and the main route if driving.
- 3.6 During the construction period it is important that construction traffic is managed and integrated into the existing road highway network, to maximise construction efficiency and safety whilst minimising the risk of inconvenience and nuisance to the public.
- 3.7 This will be achieved through management, programming and co-ordination of the construction works. To minimise the impact of construction traffic on the existing road and highway network the following principles will be actioned:
- ▶ Delivery vehicles whenever practical will avoid peak periods to reduce traffic congestion and nuisance to the existing surrounding road and highway networks;
  - ▶ Local suppliers will be used wherever practical and possible to do so to minimise the volume of construction traffic;
  - ▶ The site entrance will be appropriately signed to avoid congestion and delay;
  - ▶ The site entrance will be suitably guarded to prevent unauthorised access and minimise nuisance; and
  - ▶ All suppliers and contractors will be made aware of the traffic routes to avoid delays and congestion at the site entrance.

#### Access and Parking

- 3.8 There will be limited vehicle access into and out of the site itself other than for specific vehicles delivering construction materials. All vehicles will be required to telephone ahead to the full time Site Manager. All

vehicles will be guided into the designated unloading area by a banksman to ensure that vehicles are parked appropriately. There will be no parking on site for personnel/tradesmen/visitors. All contractors and suppliers will be made aware that there is no parking on site.

- 3.9 Pedestrian access to the site will be to the building's service yard, accessed from Herbrand Street, with pedestrians able to access the site in designated areas. Cycle access will be via Herbrand Street or Marchmont Street, with a designated cycle storage area to be provided on site.
- 3.10 All staff and visitors will be encouraged to travel via public transport as no designated staff parking area will be provided. The site is located in a PTAL 6b location indicating excellent accessibility to public transport. Russell Square underground station is located opposite the site, with numerous bus stops, underground stations and railway stations located within close walking distance.

### Materials Storage

- 3.11 Storage of plant will be provided on site in a secure location. It is proposed to use the existing building service yard to store plant and materials.
- 3.12 Noisy plant will be sited as far away as is practicable from neighbouring buildings. The use of barriers, such as acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable. Other measures relevant to plant operation include:
- ▶ All plant and equipment will be powered by mains electricity in preference to locally powered sources such as diesel generators;
  - ▶ Plant will be maintained in good working condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and
  - ▶ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work.
- 3.13 Mechanical plant will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions. All plant will comply with the relevant statutory and manufacturers requirements.
- 3.14 The contractor will notify the local authority prior to the movement of any plant on site.
- 3.15 It is anticipated that a large majority of concrete and hardcore demolition arisings from the demolition works will be crushed on site and remain on the site for reuse during the construction phase.

### Site Security

- 3.16 During working hours, access gates will be kept closed except when vehicles are accessing or leaving the site. The site entrance will be clearly marked.

## 4.0 HGV Activity

- 4.1 Safe and legal loading will take place within or adjacent to the site, adhering to the Code of Considerate Practice and following best practice such as accreditation to the Fleet Operators Recognition Scheme (FORS).
- 4.2 Proactive management of deliveries will be required to reduce the number of vehicle movements. Material unloading will be undertaken on site wherever possible. It is anticipated that forklift trucks will be used to facilitate the unloading of delivery vehicles when on site.

### HGV Routing

- 4.3 It is proposed to implement a routing strategy that minimises impact on local roads surrounding the site that identified the shortest, usable route to and from the strategic highway. The nearest access point to the strategic highway network is at the A1 Islington High Street north-east of the site. The HGV routing is illustrated in Figure 4.1 below.

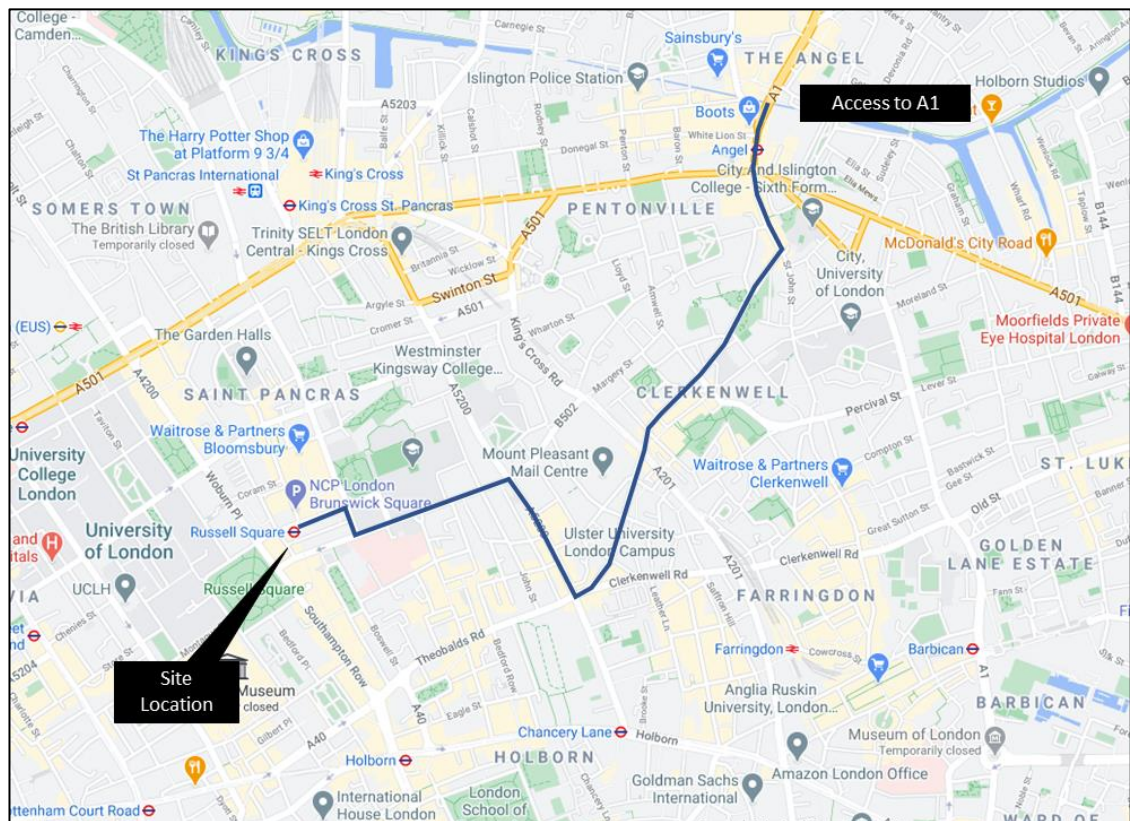


Figure 4.1: HGV Routing

### Signage

- 4.4 Temporary highway direction signs will be provided in accordance with the Traffic Signs Manual, Chapter 8.
- 4.5 No alterations are anticipated to existing highway restrictions or parking on surrounding roads and no temporary alterations are proposed to the site access to facilitate construction related activity.



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### **Loading/Unloading Activity**

- 4.6 Vehicle movements will be managed to ensure that no more than two vehicles will require access to the site at one time,. Various construction vehicles will need to access the site at various stages throughout the demolition and construction schedule. Vehicle tracking may be required if the construction contractor seeks to utilise alternative vehicles.

## 5.0 Mitigation Measures

### Wheel Washing Facilities

- 5.1 Vehicles will make use of the existing service yard at the ground floor of the existing office building. This area is hard surfaced, hence there is no requirement for wheel washing facilities. This surfaced area will be checked on a regular basis by the Site Manager and repairs made as necessary.

### Committed Measures

- 5.2 The following measures are committed to be implemented at the site, which comprise key principles of the DfT's Quiet Deliveries Good Practice Guidance, including:

#### General Servicing Best Practice:

- ▶ Making sure all equipment is in good working order and maintained to minimise noise;
- ▶ Ensuring all staff involved in delivery activity are briefed and trained appropriately, in accordance with the code of practice; and
- ▶ Ensuring all construction supply chain providers receive copies of the code and are aware of its importance.

#### The Delivery Area:

- ▶ Identify timings for deliveries in advance so both the driver and site operatives are prepared for the arrival;
  - ▶ Seek to ensure that delivery vehicles spend as little time as possible attempting to access the loading/unloading area, possibly tasking site staff to ensure that manoeuvring can be accomplished quickly and safely; and
  - ▶ Engines should be switched off immediately when not manoeuvring.
- 5.3 In addition, the site will adhere to relevant safety and environmental standards and programmes.

### Site Waste Management Plan

- 5.4 The following on-site measures will be adopted:
- ▶ In accordance with current legislation, different waste materials i.e. concrete/wood/soil will be segregated and will be recycled rather than disposed of to landfill;
  - ▶ General site waste will be loaded and removed by skip to waste transfer stations;
  - ▶ Waste carriers used will work with 100% recycling targets;
  - ▶ Where Wait & Load vehicles are used, the vehicle will park in in the site and be loaded directly from the site;
  - ▶ Reduce fly-tipping by keeping a full audit trail of waste removed from sites and complying with waste duty of care regulations; and,
  - ▶ Increased environmental awareness on the part of staff and management. Environmental management performance is likely to improve the more staff are aware of their responsibilities. Including SWMP information in induction training or as part of environmental awareness training can help with this.

## **Dust and Noise Suppression**

### **Dust Suppression**

- 5.5 The contractor will take reasonable steps to suppress dust, dirt and debris generated by the scheme, working to the relevant British Standards and best working practices.
- 5.6 During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. The contractor will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading any waste materials for disposal.
- 5.7 The following on-site measures will be adopted:
- ▶ Ensuring that the area around the site, including the public highway, is regularly and adequately swept using wet sweeping methods only to prevent any accumulation of dust and mud;
  - ▶ Waste and recycling skips will be covered to prevent wind effects on contents;
  - ▶ Machinery will be appropriately tested and certified for the task being executed;
  - ▶ All waste and recycling materials will only be transported and disposed of by Licenced Waste Carriers;
  - ▶ The application of dust suppressants to the hard surfaces on and around the site; and,
  - ▶ Methods of work to prevent dust from becoming airborne at source, including enclosure of fixed plant, addition of moisture, and provision of effective exhaust ventilation and filtering.
- 5.8 Hoarding will be erected around the site if necessary. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust originating from within the site.
- 5.9 Monitoring of dust is expected at all demolition/construction sites. This will involve regular visual observations and record-keeping. A fully trained Manager will be on site throughout the construction period to ensure this is adhered to.

### **Noise Suppression**

- 5.10 Construction noise is predominantly controlled by restricting the hours of work to:
- ▶ Monday–Friday, 09:00 – 16:00 hours;
  - ▶ Saturday, 09:00 – 13:00 hours; and
  - ▶ No work on Sundays or bank holidays.
- 5.11 All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturers standards.
- 5.12 Noise suppression measures to support the aforementioned Noise and Vibration Assessment include:
- ▶ Plant will be maintained in good working condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
  - ▶ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work;
  - ▶ Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given;

- ▶ Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained;
- ▶ When working within a building, wherever possible, all openings (i.e. windows and doors) are closed;
- ▶ Plant, equipment, site offices, storage areas and worksites will be located away from the adjacent residential properties; and
- ▶ Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

### Condition Survey

- 5.13 The contractor will undertake a condition survey of the surrounding highway to a scope to be agreed with the highway authority. A further survey will then be undertaken once works have completed. If damage is shown to have occurred as a result of construction related activity, then this will be rectified by the contractor to the cost of the client.

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## **6.0 Monitoring and Review**

- 6.1 As a live document, the CTMP will be reviewed and updated by the CTMP Co-ordinator on a regular basis. The CTMP Co-ordinator will be the first point of contact regarding the CTMP and its implementation on site.
- 6.2 The CTMP Co-ordinator will liaise with LBC, where appropriate to provide regular updates on the implementation of the CTMP and its effectiveness.