

**SAFE SYSTEM OF WORK – St Pancras Way Sewer Connection**

**FOR**

**79 CAMDEN ROAD, CAMDEN, LONDON. NW1 9EU**

**REV 04 – DATED 28 01 2016**



**SSoW017 Rev 04**

**OUTLINE SAFE SYSTEM OF WORK**

<b>Client</b>	Barratt London		
<b>Principal Contractor</b>	Erith Contractors		
<b>CDM Co- coordinator</b>	Trevor Christmas		
Rev	Detail	Prepared by – Date	Authorised By - Date
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## **1 Introduction**

This Method Statement and Construction Management Plan Adendum (CMPA) is specifically written to outline the proposals for the upcoming Sewer Connection that is to take place within St Pancras Way. It is written in addition to the earlier submission of information to for the works and this is CMPA is written to bring together all of these items into one concise document. The Sewer Connection is part of the overall construction of the project and involves a new Ø225mm Sewer being connected from the new building out to the existing Thames Water sewer in St Pancras Way. The outline of what this document will cover are as follows:

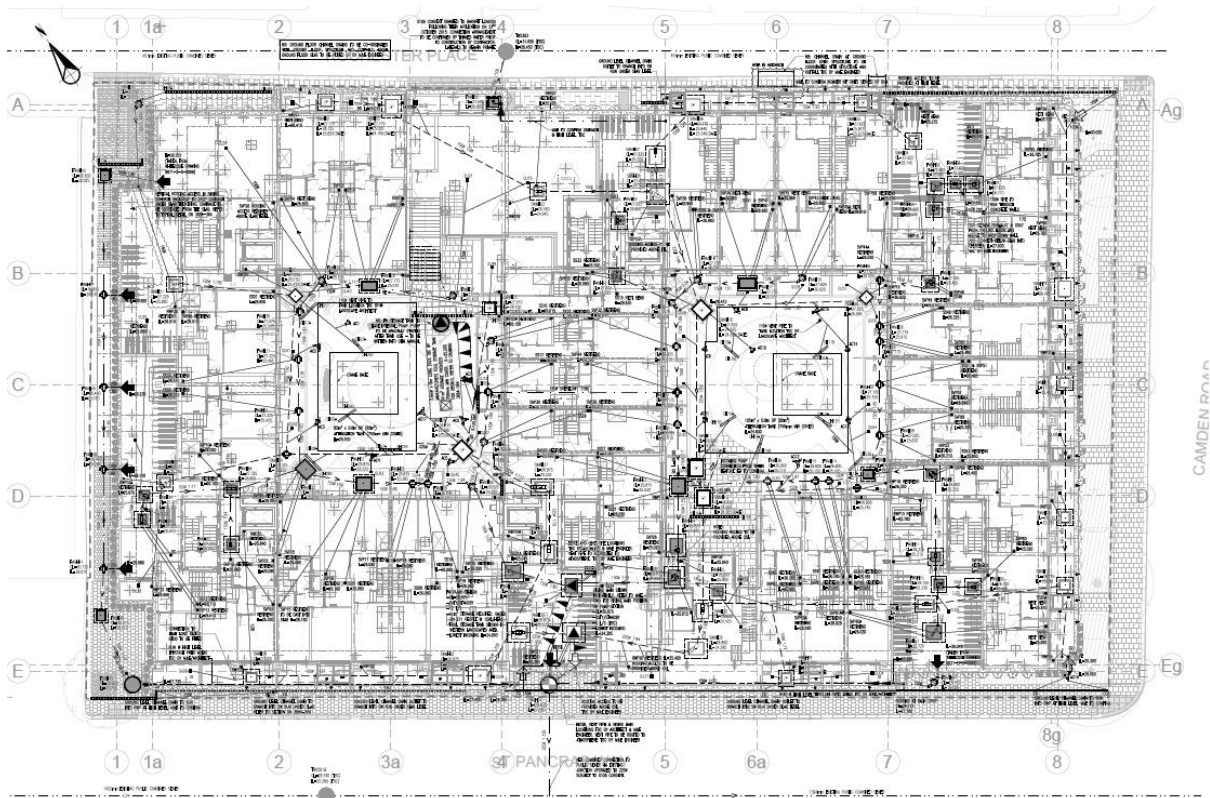
- Introduction
- The Works Being Carried Out
- Control Measures
- The Works Set Up
- Control of Traffic
- Interface with existing SSoW021 (Temporary Boom Set Up) issued as a previous CMPA documents.
- Closing down of the works
- Local Impact Assessment.

Limitations of this documents: - This document does not seek to predict traffic fluctuations in traffic through Camden but is designed to set out procedures on how Erith can will manage work flow to current known conditions experienced to date on the project as well as plan and work to try and accommodate any variations to them so as to have a minimum impact to traffic flow around the site and Camden, in particular the immediate vicinities of St Pancras Way and the streets branching from this street. , it also seeks to find the safest routes for all Deliveries to and from the Site itself. Should additional information be received from sources of authority that allow this to be reviewed then the Method Statement laid down will be reassessed and if necessary recompiled and re-issued.

## **2. The Works Being Carried Out**

The following is a summary of the works being carried out and why there is a requirement for the latest CMPA.

The Project currently has 2 Combined Sewer exit points on site, which are to be installed in agreement with Thames Water and Planning Conditions. These consist of a Ø150mm sewer existing onto Rochester Place and a new Ø225mm Combined Sewer connection to come out onto St Pancras Way. Please see drawings below.



Reviews have previously been undertaken to ascertain how the connections could be carried out with the minimum impact to the surrounding area. Where possible connections would be made without placing an impact on activities outside the site.

In Rochester Place, the sewer connection was only 2m beyond the boundary and on a depth in line with existing Basement fall levels for sewer connections. Therefore the Rochester Place connection has been carried out with a heading connection allowing the connection to run from the new building out to the sewer from the basement level.

In St Pancras Way the current Sewer lies in the middle of the St Pancras Way. Full assessment were made to find a non-intrusive system but given the depth and position of the existing sewer, fall levels of the combine sewer exit and weight loadings of traffic currently using St Pancras Way this option was finally ruled out after much investigation.

A Full Cut Sewer Connection, cut from above ground in the road would result in a having to at some point close each side of St Pancras Way.

A final solution has been therefore been put in place involving an Open Cut from the site side of St Pancras Way to just short of the midway point of the road. From this point a 1 to 1.5m small heading can be duct from the bottom of the excavation to carry on the final connection. This was found to have the least possible practical solution to making the Sewer Connection from the Site to the Thames Water existing Public Sewer.

A Specialist Thames Water Approved Specialist Contractor has been engaged to undertake these works. The Specialist Contractor has also undertaken the Temporary Works designs necessary to carry out the works and Erith have had these checked, verified and approved by a separate

Engineering and Design Consultants. They have also been submitted as part of the Projects existing Approved In Principal (AIP) submission for the project.

In addition all Section 106 Water Industry Act permits and approvals have been applied for and approved by Thames Water and all necessary licencing and permits applied for to undertake the essential works.

### **3. Control Measures.**

Safety is of upmost importance to all works carried out as part of the Project.

Erith for these works have had to consider the following stakeholders safety:

- Road Users
- General Public / Pedestrians.
- Site Personnel.

#### **Road Users**

Ashtead Plant (A-Plant) who current have supplied and managed the setting up of the existing Chapter 8 New Roads and Street Works Traffic Management in St Pancras Way have been consulted with regards to the correct set up that would be necessary to ensure road user safety when undertaking these works.

Road Users would need to be protected from the area of the works being carried out by a clearly defined hard barrier that will offer a clear separation of traffic from site personnel and equipment undertaking these works.

Given the nature of the works, equipment has to be brought to site to carry this out, normally this would also be stored within the segregated workzone on the street. However Erith have reviewed this to find the most suitable time when the ground floor slab would be extended to this area so that the equipment could instead be stored on the site itself and not take up part of St Pancras Road.

#### **General Public / Pedestrians.**

There is already Chapter 8 Traffic Management signage and segregation set up within St Pancras Way.

For pedestrians the current set up would continue, whereby with the use of Temporary Traffic Lights at the West end of the site on St Pancras Way and the existing Traffic Light Crossing at the junction of Camden Road and St Pancras Way will be utilised to ensure that all pedestrians are directed to the footpath opposite the site to ensure their safety when walking passed the site. This will remain in place throughout these sewer connection works.

For the General Public as a whole, especially small children, it has been decided that a hard barrier that is secure needs to be put in place to prevent the General Public from entering the site and of the works and falling down the exaction or other injury.

#### **Site Personnel.**

Site Personnel also include those personnel engaged to carry out the works themselves. It has been decided that by placing a hoarding around the works would protect these personnel from passing traffic.

By extending the current hoarding on site out to this point and therefor incorporating this work area within the overall site, better access and working areas can be created to make the works safer and more efficient. It would also allow these personnel to make use of the existing site welfare facilities, thus removing the need for them to supply their own which would also reduce the amount of equipment and deliveries/collection made to site.

For the remaining site personnel already working on site, a review and set up of areas would be prepared to ensure that site personnel currently working on site are not placed at any risk from these sewer works connections taking place.

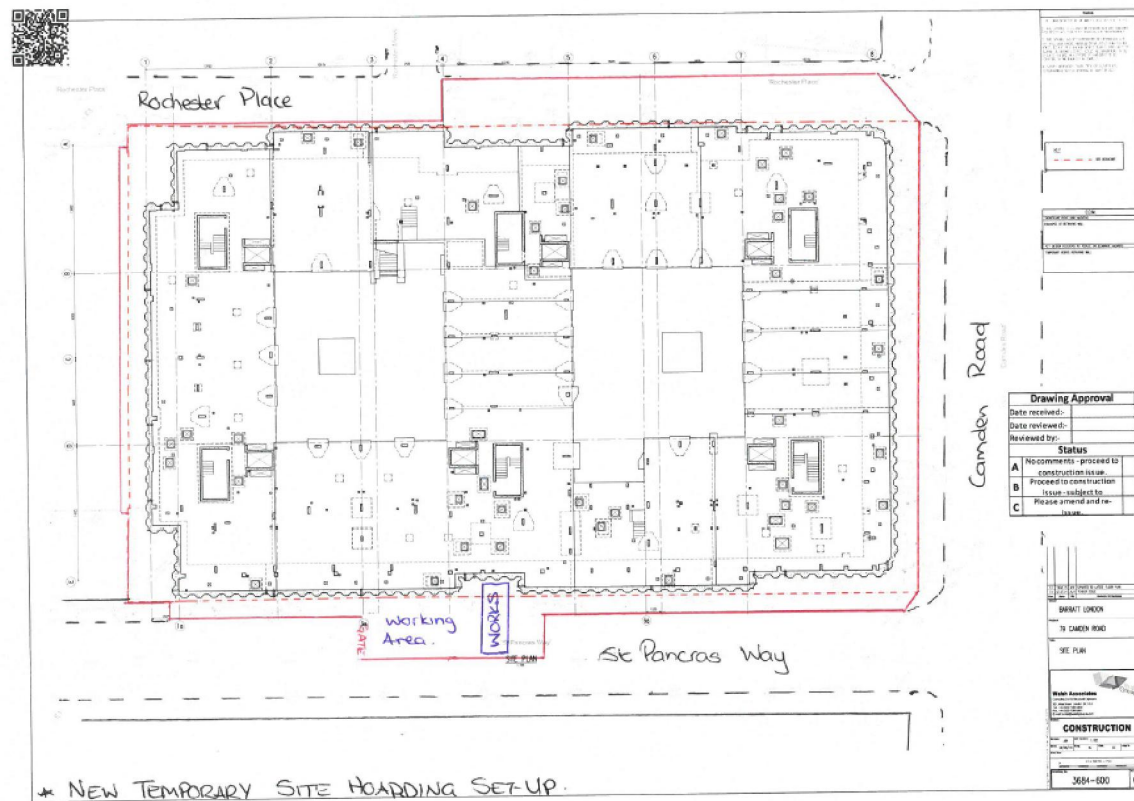
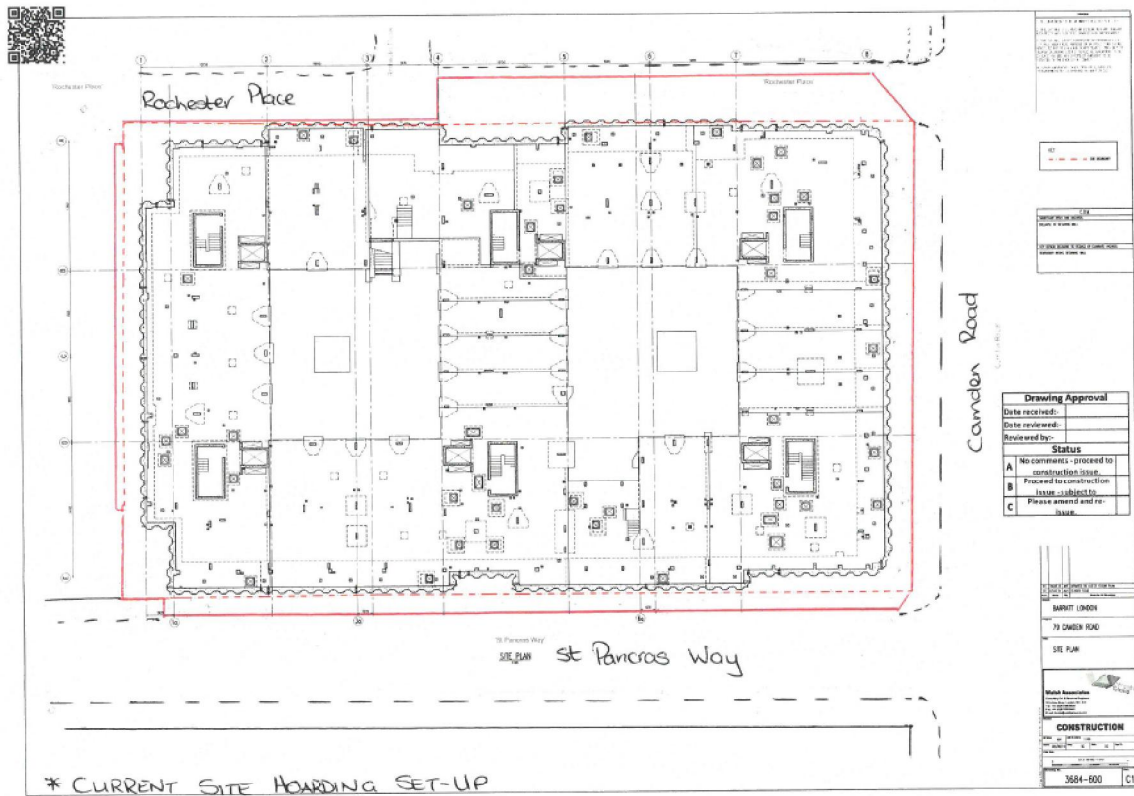
#### **In Summary**

By extending the existing site hoarding out to encapsulate the sewer connection works that need to be undertaken it has been found to be beneficial to the protection and safety off all road users, general public, pedestrians walking passed, personnel engaged in the works and existing site personnel.

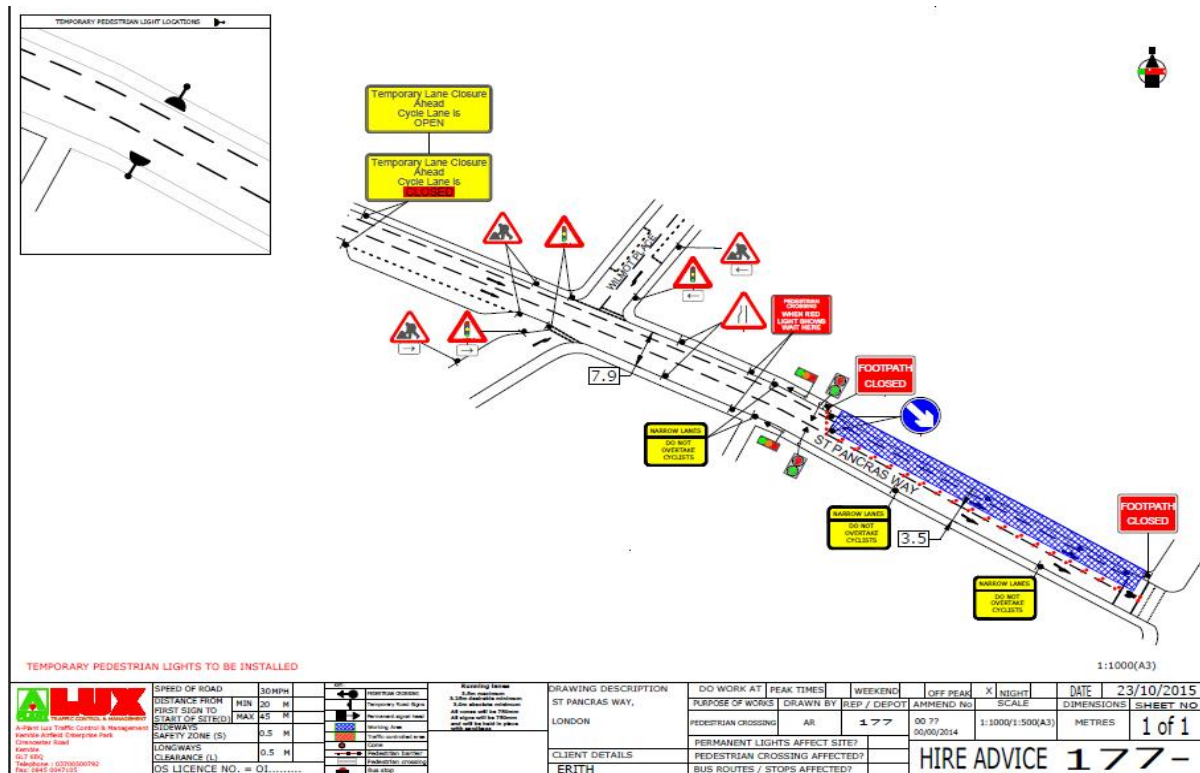
#### **4. The Works Set Up**

##### **Hoarding Amendments**

The changes to the new hoarding are demonstrated in the diagrams below.



A-Plant will be continuing to manage the site. There is in place already an existing Temporary Lane Closure Closure signage will continue in place as shown below.



Currently the Chapter 8 is set up for the Temporary Lane Closure to remain in Place from Monday to Friday from 09:30 to 15:30 and Saturdays from 08:00 to 13:00hrs

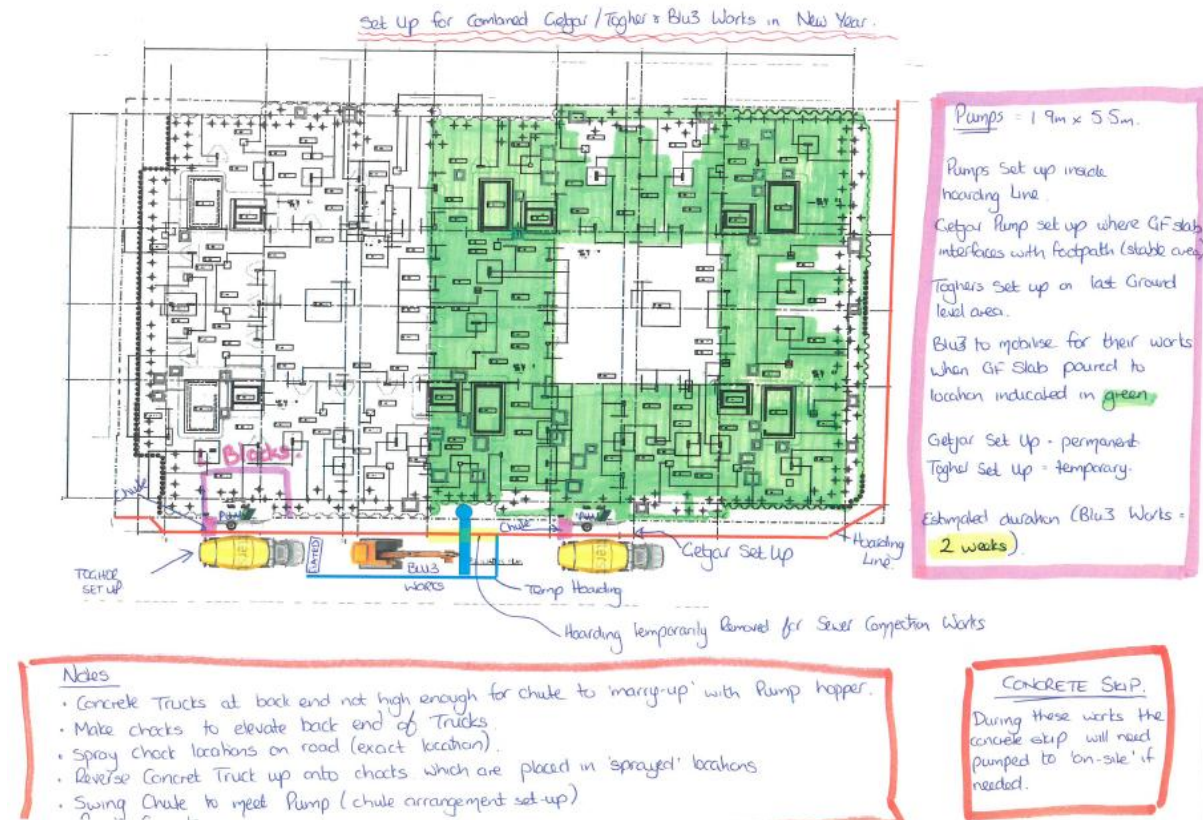
With the hoarding movement there will be a permanent Temporary Lane Closure, which will be shorted down to just the hoarding zone outside these hours. This will remain in place for 4 weeks from Monday 8<sup>th</sup> February 2016 until Friday 4<sup>th</sup> March 2016. Every endeavour will however be made to try and shorten the length of duration that this hoarding will remain in place.

Once the works are complete the hoarding will be restored to its former position and the Temporary Lane Closures will also revert back to their existing days of the week and timetable.

In planning for the works the amount of hoarding in the road has been planned to minimise the amount of the road that will remain permanently closed. This is to allow for the end of St Pancras Way at the junction of Camden Road to open back up into 2 lanes to allow for the flowing of traffic at peak times and weekends.

To achieve this the project has had to plan to install the sewer connection at this time as it will also be the point in the Project Programme when the Ground Floor Slab would have extended across the site far enough to allow the non-essential works equipment required for the sewer connection to be placed on the ground floor slab rather than needing to store it out in the road. Please see below





The works have also been established to allow for the general works to continue on site ensuring that these works remain contained within the existing Temporary Lane Closures so as further minimal upon the local traffic flows and community.

### Setting Up the Site

Specialist Hoarding Contractors will be involved in the setting up of the hoarding extension into St Pancras Way.

To undertake this first the hoarding will be extended out into the hoarding under the approved Temporary Works Design for Hoarding. This will be erected fully before the existing hoarding to open up the site is fully removed. At all times the site shall remain safe and secure.

Hoarding Lights will be placed on all 3 sides of the hoarding extension out into the street and in addition red/white traffic barriers/bollards will be placed along the edge of the hoarding edge on the outside to protect traffic and cyclists from the hoarding as well as to be clearly visible during the hours of poor light and darkness. Adequate Chapter 8 signage will also be in place on the gates to clearly make traffic a night fully aware of the bear right requirements into the single lane down St Pancras Way.

On setting up the site, a gate is placed at the back of the hoarding being extended into St Pancras Way. This is to allow for the delivery of an excavator, which will be excavating the works/sewer connection and will remain in position within the hoarding extended out into the road throughout the duration of the actual works phase.

The delivery and unloading as well as its final collection and removal will be carried out in accordance with the existing CMP Conditions.

Opening up the site as also allowed for the excavator to place excavate fill within the site boundary and this material can then better controlled by the existing Project Team for its eventual removal from site.

By controlling all deliveries and removal of spoil in this manner the project team have tried to ensure that that have taken control of these essential utility works within the existing CMP guidelines. As this is a new short term Contractor involved in the works, it was essential to the Project Team that this was taken control of by themselves.

## **5. Control of Traffic**

### **Erith External Works Supervisor**

The External Works Supervisor has sole authority for managing all activities outside the site, he will report directly to the Site Manager for whom the responsibility of managing the overall site inside and out remains.

As part of the EW Supervisor's duties he shall:

- Ensure that the traffic on the roads outside the site continue to flow reasonably free of hindrance from Site Deliveries.
- Ensure that pedestrians and the general public remain informed, safe and aware of any traffic movements affecting them.
- Ensure that cyclists are well directed safely through the site and that all Delivery drivers can access and exit the site without fear of cyclist interface affecting them.
- He will also attempt to move on any vehicles not related to the site that are causing a hindrance to the traffic flow and safety outside the site although his capacity to control these factors does require the good will of those causing the obstruction to the area.
- Will make recommendations to the Project Team on how the external works can be more effectively managed and will contribute to any revisions of this document should they be required.
- He shall be the approachable face of the Project, whereby the general public and local residents can approach him or raise any concerns they have which he will either attempt to answer/resolve straight away or shall direct these issue to the attention of the Site Manager / Project Manager to address.
- He shall be responsible for 'walking the area' to ensure that no vehicles back up around the area, that the Chapter 8 signage around the site remains clearly visible and in compliance with regulations and that the site is functioning externally in a safe manner.
- The above 'walking the area' shall also incorporate the 07:30 to 09:30am patrol when this walking around the area becomes a major priority and critical to ensuring the area remains free of traffic, and clear of any construction based intrusions and activities into St Pancras Way during the morning rush hour period.
- Responsible for taking note of all vehicles (via photo record) that impact upon the site but that are not directly part of the project (for example parked up vehicles causing hindrance to traffic flow that are not delivering or collecting from this project).

- Ensure that the daily logs are maintained listing all the vehicles that come to site.
- Ensure that pedestrians are encouraged to use the footpath on the opposite side of St Pancras Way.
- The External Works Supervisor is to maintain a log/daily diary of his activities for record.
- Is to record any incidents where the TMP / CMP has not been adhered to, the reason for the failure and suggest measures to improve the TMP to avoid future occurrences.
- Work in co-ordination with Erith's Transport Manager on the ground for the control of the Tippers, concrete trucks and other deliveries.
- To provide a Weekly Report to the Erith Project Manager so that he can in turn prepare his Weekly Report to Barratts and Fortnightly update to Camden Council.

#### **Taking Control of Situations.**

- The External Works Supervisor outside the site is in a position to monitor Traffic movements directly at all times around the site and should there be any issues he is in a position to call a temporary stop to all operations . He will initiate this procedure should situations or traffic conditions change outside or near the site, ensuring that all priority is given to keeping traffic moving along St Pancras Way.
- Where routine public traffic movements start to increase or build up the External Works Supervisor will if necessary take the decision to stop all construction transport movements until the traffic has calmed down so as to ensure the safety of all and the impact on traffic around the site and Camden is brought back under acceptable levels of control.
- As part of this Erith and Barratts will look to comply with the conditions laid down in the Freight Operators Recognition Scheme (FORS) details of which can be found at <https://www.london.gov.uk/sites/default/files/Responsible%20Procurement%20Case%20Studies%2012%20FORS.pdf> a copy of which will be sent out to all of the Projects Suppliers, Haulage and Delivery Companies.

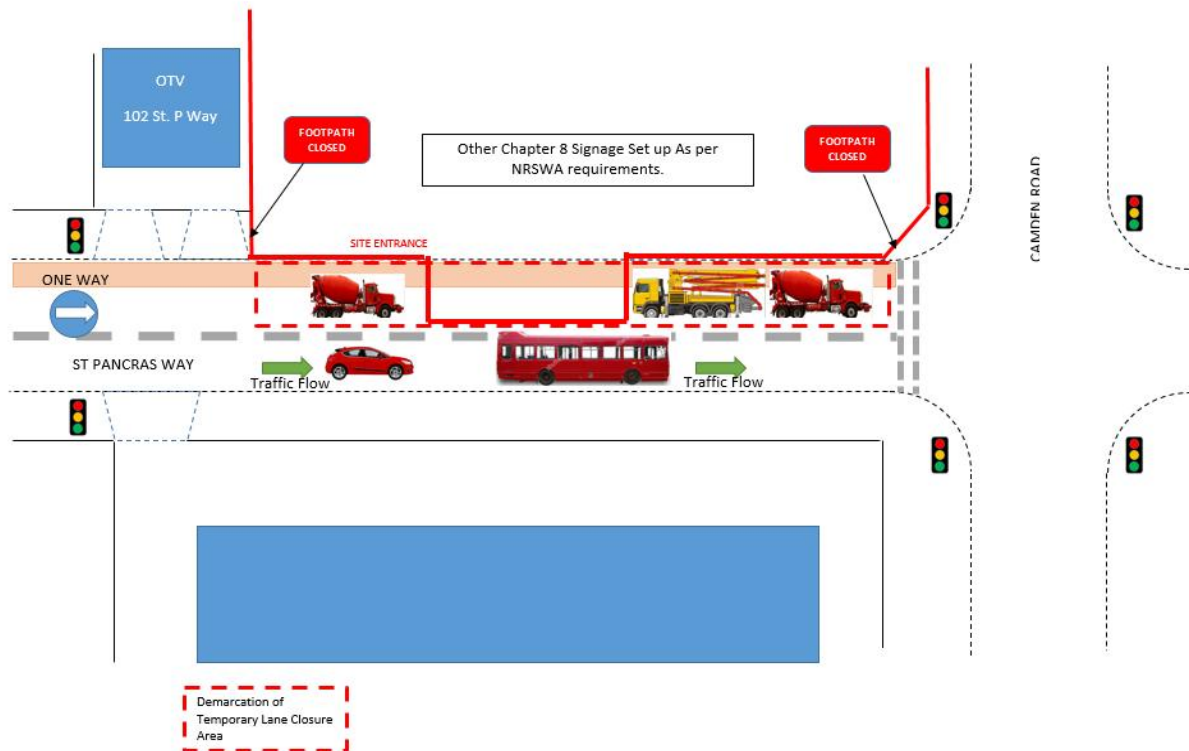
#### **6. Interface with existing SSoW021 (Temporary Boom Set Up) issued as a previous CMPA documents.**

Currently there is another CMPA listed under SSoW21 Temporary Boom Set Up regarding the temporary siting of a Boom Pump within St Pancras Way.

As part of the resubmission of this document it also highlights that consideration of the pump was also co-ordinated in conjunction with this Sewer Road Crossing and Hoarding extending out into St Pancras Way.

In planning for the pump, measurements were taken to ensure that the Pump could also be set up when the Hoarding had been extended out into the road. For more information about the Temporary Boom Set up please refer to that document.

As part of this document we also submit how this layout will appear with the Extended Hoarding in place and the Boom Pump set up being fed by the Concrete Truck when it delivers. Please see below.



## 7. Closing Down the Works

Once the works are complete, the plant and equipment shall be removed from site. The hoarding to the perimeter shall be put back in its original position and all the hold hoarding extended out into St Pancras Way, including the gates, will be fully removed from site. The Red & White Traffic barriers/bollards shall also be taken away.

The road will be cleaned and then reopened back to the traffic once the Temporary Lane closure is removed. The site will then revert back to the pre-existing CMP Conditions for the Temporary Lane Closures on site.

## 8. Local Impact Assessment of the Works

Risk Matrix – To be used to determine the degree of risk for each hazard i.e. 'how bad and how likely'						
0 = Impossible/No Injury/No risk	Severity of Impact					
Probability of Harm	0 = No Injury/Affect	1 = Minor	2 = Moderate	3 = Serious	4 = Major	5 = Catastrophic
0 = Impossible	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk
1 = Improbable	No Risk	Low Risk	Low Risk	Low Risk	Moderate Risk	Moderate Risk
2 = Remote	No Risk	Low Risk	Moderate Risk	Moderate Risk	Moderate Risk	Moderate Risk
3 = Possible	No Risk	Low Risk	Moderate Risk	Moderate Risk	Substantial Risk	Substantial Risk
4 = Probable	No Risk	Moderate Risk	Moderate Risk	Substantial Risk	Substantial Risk	Extreme Risk
5 = Likely	No Risk	Moderate Risk	Moderate Risk	Substantial Risk	Extreme Risk	Extreme Risk

Risk Matrix – To be used to determine the degree of risk for each impact effect i.e. 'how bad and how likely'						
0 = Impossible/No Injury/No risk	Severity of Impact					
Probability of Harm	0 = No Impact/Affect	1 = Minor Impact	2 = Moderate Impact	3 = Serious Impact	4 = Major Impact	5 = Catastrophic Impact
0 = Impossible	0	0	0	0	0	0
1 = Improbable	0	1	2	3	4	5
2 = Remote	0	2	4	6	8	10
3 = Possible	0	3	6	9	12	16
4 = Probable	0	4	8	12	16	20
5 = Likely	0	5	10	15	20	25

Probability Classification (P)	Severity Classification (S)	Degree of Risk (PxD)	Persons Affected
0 = Impossible	0 = No Impact / affect	0 = No risk	E = Employee
1 = Improbable – Very low probability of such an event occurring.	1 = Minor – Minor occurrence, resulting in no impact or affect upon the local community, little or no damage to property or the environment.	1 to 5 = Low Risk – ensure controls are adhered to and activity need not alter	PB = Member of the Public
2 = Remote – Would rarely occur.	2 = Moderate – Potential impact necessitating less than 10 minutes in any hour of minor inconvenience or, minor environmental impact requiring remedial action.	6 to 10 = Moderate Risk – tolerable, but efforts should be made to reduce the risk of impact where effective and reasonably practicable.	LR = Local Residents
3 = Possible – May occur on occasions.	3 = Serious – Reportable impact that has to be brought to the attention of the local authority and community or serious damage to the environment.	11 to 15 = Substantial Risk – all practicable measures must be taken to reduce the level of impact, tolerable only where impact reduction is impracticable or disproportionate to the impact involved.	PB = Member of the Public
4 = Probable – Could occur frequently.	4 = Major – Impact resulting in serious or long term or semi-permanent impact, major or permanent damage to community or the environment.	16 - 25 = Extreme Risk – unacceptable except in extraordinary circumstances, all control measures must be taken regardless of cost.	VT = Vehicular Traffic
5 = Likely – Very likely to happen unless activity prevented.	5 = Catastrophic – Impact resulting in unacceptable impact upon the community, affecting		CY = Cyclists

Site Location		79 Camden Road			Initial Impact			Controlled Impact			Residual Impact		
Date of Assessment		08 January 2016			Probable of Impact			Probable of Impact			Sheet No.F.7		
Assessed by:		Craig Krzyzanowski de Sloan			Severity of Impact			Severity of Impact			Score		
Hazards		Community Impact Assessment			Score			Score			Score		
Item	What are the Impacts	Who might be affected	Probable of Impact	Severity of Impact	Score	What are we already doing	Probable of Impact	Severity of Impact	Score	What else can be done?	Probable of Impact	Severity of Impact	Score
1	Affect on Traffic Flow along St Pancras Way during working Hours Monday to Friday 09:30 to 16:30 and Saturday mornings 08:00 to 13:00hrs	Local Commuters coming into work, including Bus and Cycle Users. Pedestrians being affected by the need to cross the road during caused by the works. Noise of any impacts on Traffic Flow affecting the peace and wellbeing of the local community	3	5	15	Chapter 8 New Roads and Streetworks signs and barriers with Temporary Traffic Light Cross over allowing pedestrian to cross the road. Temporary Lane Closure implemented under Chapter 8	2	5	10	External Works Supervisor to monitor the works, alongside the Project Team and if traffic conditions become effected regularly then a review of systems to be discussed with Camden Council highlighting the reasons.	2	5	10
2	Affect on Traffic Flow along St Pancras Way outside working hours with Temp Lane Closure around hoarding still in place.	Local Commuters coming into work, including Bus and Cycle Users. Pedestrians being affected by the need to cross the road during caused by the works. Noise of any impacts on Traffic Flow affecting the peace and wellbeing of the local community	2	1	2	Chapter 8 New Roads and Streetworks signs and barriers with Temporary Traffic Light Cross over allowing pedestrian to cross the road. Temporary Lane Closure implemented under Chapter 8	2	1	2	Monitoring and obtaining feedback from the local community regarding any concerns raised by them.	2	2	4
3	Likelihood of Affect on Traffic Flow In Camden Road at any Time of Day	Local Commuters coming into work, including Bus and Cycle Users. Pedestrians being affected by the need to cross the road during caused by the works. Noise of any impacts on Traffic Flow affecting the peace and wellbeing of the local community	3	3	9	CMP Traffic Routes agreed to ensure that traffic does not affect traffic flow. Traffic exiting onto Camden Road is in accordance with existing traffic conditions	1	3	3	Continue to monitor and liaise with Local Authority with regards to any other road condition changes that are likely to have an effect upon this Project, in particular those that may affect St Pancras Way	1	3	3
4	Likelyhood of Boom Pump Works increasing the impact of this current activity on the local community.	All of the above.	3	3	9	S5oW21 CMPA carried out and submitted showing how to control the arrival and departure of the Boom Pump. All other deliveries to site during these activities restricted to only essential thereby reducing construction site traffic flow on these days.	1	3	3	Continue to carry out a review and feedback to the Local Authority after each Pump Visit to ascertain where improvements to the systems and CMPA can be made.	1	3	3
5	Affect on Traffic Flow when deliveries arrive on site.	Congestion caused by deliveries affecting Traffic and the Local Community caused by Traffic diverting to miss the delays potentially caused.	4	2	8	Banksmen out on site to control arrival of site deliveries. Holding Point in line with CMP instigated for days when higher deliveries arrivals are expected. External Works Supervisor appointed to manage these works.	2	2	4	PM to make periodic review of changes and to continue to liaise with the Local Authority and the Local Community through the existing channels of communication for any feedback and then assess how it can be addressed.	1	2	2
6	Likelihood of Traffic diverting to take short cuts through residential areas.	Affects to the local community and traffic if road users choose to divert through residential areas to avoid these works in St Pancras Way.	3	2	6	This is hard to control as it is often done by drivers heading up Camden Road, that take the Junction up Wilmot Place as they are aware that it will be the lights itself. Controlling our own Temporary Lane Closure to ensure traffic is kept flowing wherever possible should however help to reduce this slightly, however minimal.	2	2	4	Remain in touch with the local community through the existing channel on of communication for any feedback and then assess if there is any way in which it can be addressed	2	2	4
7	Likelihood of Traffic backing up along St Pancras Way back to Kentish Town	Road Users, Cyclists and Local Residents and Businesses. Also affecting other outlying areas caused by diverting traffic if this occurs	2	3	6	This is generally rare. External Works Supervisor employed to notice when this is at risk and stop all site traffic exiting to assist in removing the conjection before continuing.	2	3	6	External Works Supervisor to make Project Manager (PM) of any excessive traffic build up so that it can be investigated further by the PM to see if a solution can be found to the problems causing the traffic build up.	1	3	3

8	Likelihood of General Public being affected by the works when passing the site.	General Public to also include the local residents, cyclists and other passers-by	3	4	12	Temporary Traffic Lights have been put in place next to 102 St Pancras Way to allow Pedestrians and the General Public to cross safely to the public footpath opposite the site. Cycle Bankman in place to ensure cyclists are integrated safely with traffic flows. Additional Signage placed advising other road users to be aware of cyclists.	1	3	3	Chapter 8 to be regularly monitored to ensure that it remains in place and is reviewed and fixed whenever there becomes an issue with it.	1	3	3
9	Likelihood of Local Businesses being affected by the works.	Local Businesses - ability to run their business, affects on trade and employees.	2	3	6	Full Traffic Management System in place to help avoid this. All deliveries to site kept away from Rochester Place to assist in avoiding any traffic impact on the small businesses in this street. Some businesses also gained in trade due to the number of workers using local cafe's, restaurants and amenities in the vicinity.	1	2	2	Continue to liaise with local business and advertise those businesses who wish to be advertised within the Site itself so that workers can be made aware of their various services.	1	1	1
10	Likelihood works having a detrimental affect on the environment.	Local Environment, including Fauna and Flora. Dust and Noise Pollution.	1	5	5	Numerous standard and requirements are already in place and being complied with as part of standard operational procedures with regards to Environmental Impact and Environmental Audits are carried out periodically.	1	2	2	Regular Auditing with feedback for improvement to be carried out along with continue assessment of each task and its affects on the environment before it is carried out.	1	2	2
11	Likelihood of the works having a negative affect on the communities wellbeing.	Local Residents, General Public, Local Businesses plus Vehicular Traffic and Road Users.	1	3	3	CLM Meetings, visiting the local community by the PM and Hard Hat liaison are undertaken to assess these potential impacts and address them where possible as well as liaising with Camden Council to ensure meeting with the needs of the local authority on behalf of the local community.	1	3	3	Continue to try and address all local concerns that are raised where practicable and where these cannot be fully achieved endeavour to achieve what can be fixed to the best of the project teams ability	1	2	2
12	Likelihood of having an impact on the general safety and security of the local community.	Local Residents, General Public and Local Businesses.	1	5	5	Unlikely to occur due to 24hour security on the site. Security Cameras also around the hoarding which are directed to the outside perimeter as well to assist in any enquiries by the local police whereby security footage can be made available.	1	4	4	Continue to work closely with the local community and local police services.	1	4	4
12	Likelihood of Emergency Services being affected by congestion during caused by Temporary Lane Closure, thus delaying response times.	Police, Fire Brigade, Ambulances, people requiring the emergency response team.	2	5	10	External Works Supervisors and Banksmen to always be aware of the need for Emergency Vehicles to get through and if necessary remove cones to temporary lane closure to allow them to pass.	2	4	8	Continue to monitor and listen to any feedback from the Local Authority and community on how this can further be improved where necessary	2	4	8
13	Likelihood of Delays placing additional impact on the community	All of the above.	1	5	5	Programming of the works to finish on time is a fundamental aspect of the works and where issues arise replenishing and contingencies are put into place to try and rectify them.	1	5	5	Keep the process ongoing	1	5	5

