Construction Management Plan

pro forma

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
31/01/20	Outline 01	Shepheard Epstein Hunter / Jerram Falkus Construction Ltd

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

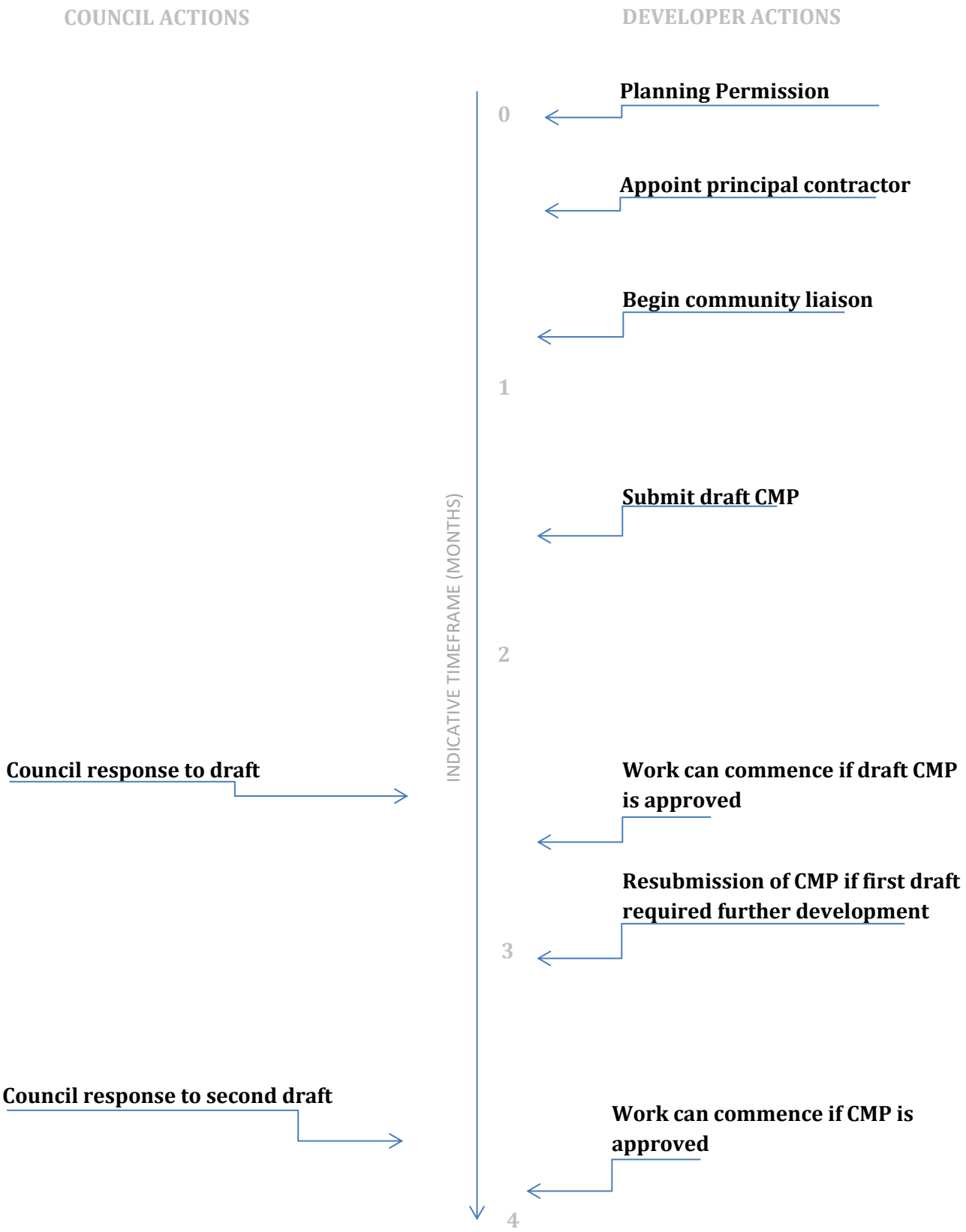
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

Timeframe



Camden

Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address:
Phoenix Yard
65 & 67-69 King's Cross Road
London
WC1X 9LW

Planning reference number to which the CMP applies: This is an outline document submitted with a planning application as requested by LBC. **Pre-App Reference 2019/2046/PRE**.

2. Please provide contact details for the person responsible for submitting the CMP.

Name: Nick Hufton

Address: Shepheard Epstein Hunter, Phoenix Yard, 65 King's Cross Road, London WC1X 9LW

Email: nickhufton@seh.co.uk

Phone: 0207 841 7500

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: **This is an outline CMP only. Details of the Principal Contractor will be provided when appointed, following the grant of planning permission.**

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Name: This is an outline CMP only. Details of the Principal Contractor will be provided when appointed following the grant of planning permission.

Address:

Email:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: This is an outline CMP only. Details fo the Principal Contractor will be provided when appointed following the grant of planning permission.

Address:

Email:

Phone:

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

A site location plan is attached at the rear of this pro forma CMP. Please also refer to the Jerram Falkus Planning Application Stage CMP & EMP **(PACMP)** Appendix 1. Also attached.

The site comprises three interconnecting buildings arranged round a small courtyard on the western side of King's Cross Road. The existing buildings fill the entire plot except for the small entrance courtyard. They adjoin dwellings to the north and south along King's Cross Road. Other dwellings are located opposite on the eastern side of King's Cross Road. Cubitt Street and Pakenham Street to the rear (western side of the site) are smaller streets, serving a mixed residential and commercial area.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

Please refer to PACMP:

Brief description – Section 1.2

Main issues and challenges are:

- Close proximity to residential dwellings.
- Deliveries must all be from King's Cross Road, which is a designated red route.
- Constructional challenges involved in the vertical extension of existing building which fill the entire plot with the exception of a small entrance courtyard.
- Preservation of existing features of historic interest.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Programme timescale not applicable. However, general principles of proposed programming are described in PACMP Section 2.

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

As Camden's standard working hours for the site will be observed, as follows:-

- 8.00am to 6.00pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or public holidays

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Adjoining dwellings to the north and south of the site on King's Cross Road.

Dwellings to the rear (west) of the property on Cubitt Street.

Dwellings opposite the front (east) of the property on King's Cross Road.

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Not applicable to consult on CMP prior to appointment of Principal Contractor. However, it is proposed to consult with neighbours as listed under item 10 (above), as set out in the attached PACMP, Sections 24 & 25.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Please refer to the attached PACMP, Section 27.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

Please refer to PACMP. Section 24.

14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

There are no known construction sites pending in the immediate vicinity of Phoenix Yard. The large scale Mount Pleasant redevelopment is around 500m away. It is not appropriate to provide a plan at this stage as the Principal Contractor is not appointed and works are not yet programmed. Details of neighbouring sites and mitigation can be provided once this is underway.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Not applicable at this stage. The Principal Contractor will be appointed following the grant of planning consent.

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document and Q18 example response).

Not applicable to provide at this stage. See PACMP 6.2 for approach.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Not applicable to provide at this stage.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Please see attached PACMP Appendix C for proposed site logistics plan.

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Please see attached PACMP, Section 2.4.

19. Control of site traffic, particularly at peak hours: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.**

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

Please see PACMP, Section 3.

b. Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Not applicable. Refer to response to Question 14 regarding neighbouring sites.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

See PACMP Attachment C.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public

highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Not applicable. Refer to CMP Section 2.4 for approach to red route constraints.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Not applicable at this stage.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

See PACMP, Section 18.

20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be

equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Please see PACMP Attachment C.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Please see PACMP, Sections 2.4 and 6. & logistics plan Attachment C.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

See logistics plan PACMP attachment C. Swept path analysis not required.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

See PACMP, Section 21.

21. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Please see PACMP, Section 6 & logistics plan Attachment C.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Please see PACMP Item 6 & logistics plan Attachment C.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Not applicable for pre-planning application stage. Principal Contractor is not appointed.

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

Not applicable for pre-planning application stage. Principal Contractor is not appointed.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

Not applicable for pre-planning application stage. Principal Contractor is not appointed.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Not applicable for pre-planning application stage. Principal Contractor is not appointed.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

Not applicable for pre-planning application stage. Principal Contractor is not appointed.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

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, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Not applicable for pre-planning application stage. Principal Contractor is not appointed.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Not applicable for pre-planning application stage. Principal Contractor is not appointed.

27. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

Not applicable for pre-planning application stage. Principal Contractor is not appointed.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

28. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out.

Full details not appropriate. See PACMP, Section 18 for outline proposals.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Noise survey carried out and submitted as part of the planning application associated with this document.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Please see PACMP, Section 18.

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Please see PACMP, Sections 16 & 18.

32. Please provide evidence that staff have been trained on BS 5228:2009

Not applicable prior to appointment of Principal Contractor.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Please see PACMP item 20.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Please see PACMP items 20 & 21.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Please see PACMP items 18 & 20.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and

Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Please see PACMP, Attachment B.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

Please see PACMP, Attachment B.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Please see PACMP, Attachment B.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Please see PACMP item 15.

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos register for the buildings is currently maintained by Shepheard Epstein Hunter. No asbestos has been found except in two isolated areas relating to older flues.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

Please see PACMP, items 9.2 & 24.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (mm/yy - mm/yy): To be completed following appointment of Principal Contractor, following receipt of planning approval.

b) Is the development within the CAZ? (Y/N):

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:
It is not likely that NRMM will be used on a development of this size, but when the Principal Contractor has been appointed following planning consent the position will be confirmed.

SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

DRAFT OUTLINE ONLY – SIGNATURE NOT APPLICABLE

Signed: ……

Date: ……..

Print Name: ……..

Position: ……

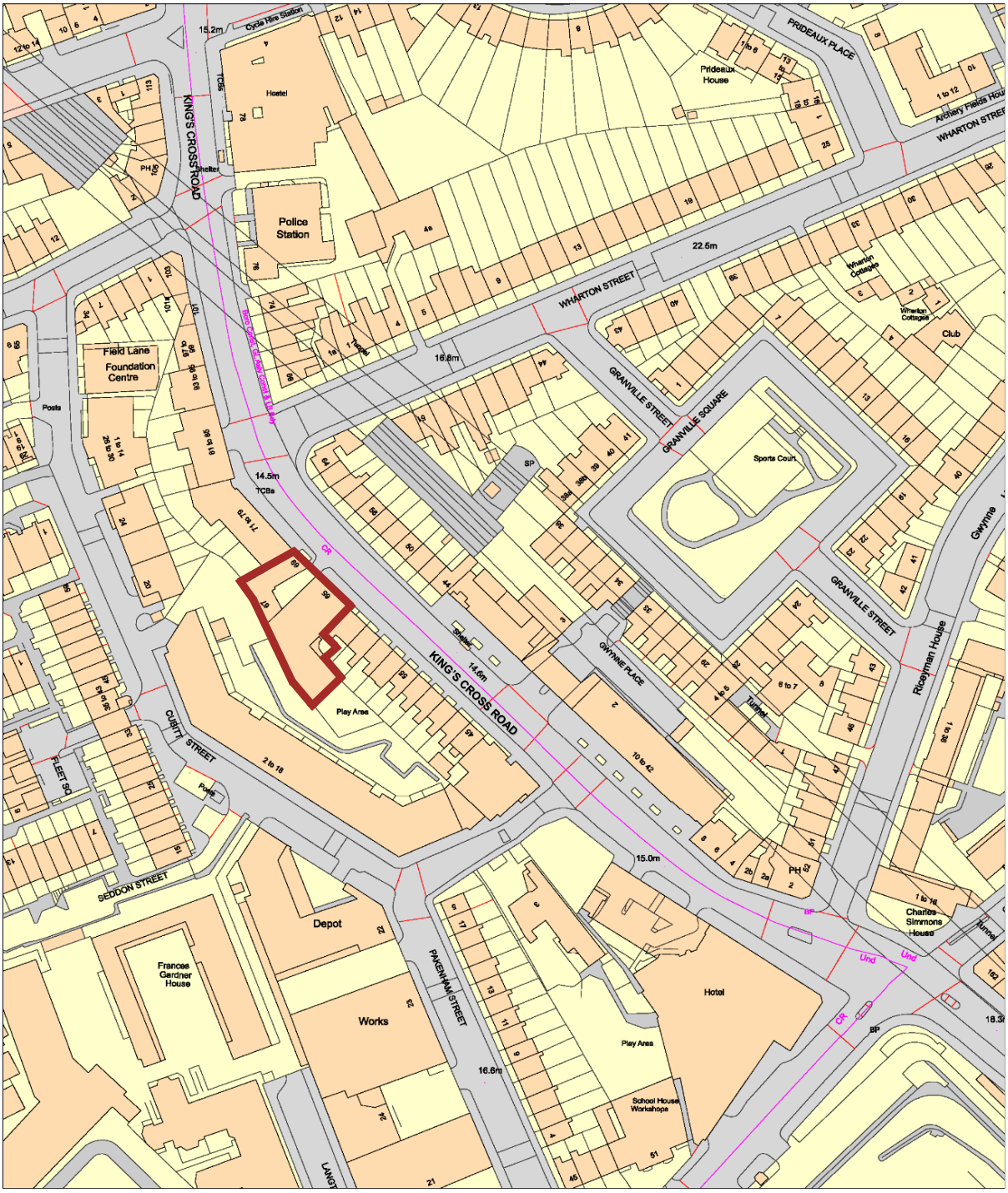
Please submit to: planningobligations@camden.gov.uk

End of form.

jerramfalkus

Site Location Plan

65, 67 & 69 King's Cross Road, WC1X 9LW



Planning Application Stage

Construction Management Plan

&

Environment Management Plan

Report

Prepared for

Shepheard Epstein Hunter

PHOENIX YARD

65, 67 & 69 KING'S CROSS ROAD

WC1X 9LW

CONTENTS

Revisions & Additional Material

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Signed:	
Date:	31.01.2020
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Position:	Construction Director Jerram Falkus Construction Ltd

Management plan

Introduction

This Construction Management Plan (CMP) Report has been prepared to accompany the planning application for Shepheard Epstein Hunter's proposed redevelopment of properties at 65, 67 & 69 King's Cross Road, London, WC1X 9LW, known as Phoenix Yard. It has been commissioned by Shepheard Epstein Hunter to enable the LB of Camden's CMP pro forma to be partially completed at this early stage of their project and assist the principal contractor, when appointed, to continue processing the document in more detail.

Phoenix Yard is comprised of three interconnected buildings arranged around a small courtyard on the western side of King's Cross Road and is situated within the Bloomsbury Conservation Area, in the London Borough of Camden. The site is also within the London Borough of Camden's Central Activity Zone (CAZ).

Once planning consent has been granted and a principal contractor has been appointed the neighbourhood consultation process should be commenced. This will be undertaken in consultation with the Community Liaison Officer at the LB of Camden, local residents, businesses, local groups, ward councillors and stakeholders. This consultation should be commenced with feedback, prior to the submission of the first CMP draft.

The submission of the CMP is the responsibility of the appointed principal contractor. It is a document that is intended to evolve, be reviewed and added to following community consultation, and as the project progresses through the design and various construction phases. It is recommended that the LB of Camden's CMP electronic pro forma is used and submitted as a word file to the Local Authority, to enable the document to be approved and amended, as required.

1. Project Management

A full site team will be appointed at the commencement of the project and will be chosen based on their qualifications and experience appropriate for this type of project.

	Principal Contractor Project Director Tel: Email: Construction /Safety Director: Tel: Email: Project Leader Tel: Email

1.1 Site Description

Phoenix Yard comprises three interconnected buildings arranged around a small shared courtyard on the western side of King's Cross Road. The existing buildings fill the entire plot with the exception of the small entrance courtyard. They adjoin dwellings to the north and south along King's Cross Road (A201, Red Route) and dwellings located opposite (eastern side of King's Cross Road). King's Cross Road is two way and approximately four car widths wide, outside the subject site. Cubitt Street and Pakenham Street to the rear are smaller streets serving a mixed residential and commercial area.

1.2 Brief Description of Works

The proposal involves increasing the floor area of the buildings through the provision of additional floors, glazing over and partly infilling the existing courtyard area to form a new internal atrium, providing additional circulation and useable accommodation. The interior of 65 King's Cross Road contains some historically interesting features from its industrial past and the proposal seeks to retain these, make them more prominent by opening up new views through the buildings on the inside and from King's Cross Road outside.

1.3 Site Set Up

The site offices and welfare accommodation will be positioned within the site area. The set up will consist of site offices equipped with telephone and broadband connection, a fully equipped canteen to comply with CDM regulations, a changing room and a secure store for small tools. The access gates to the site compound (courtyard) will be locked when not in use and site contact telephone numbers will be displayed should access be required.

Pedestrian access to the site will be from King's Cross Road via the office area which will be segregated from the unloading and delivery areas. Directional signage will be used to indicate the site access routes. All visitors when visiting the site will report to the site office where they will sign in and be inducted. There will be no parking on site and operatives will be encouraged to use the local public transport system or bussing schemes.

Site storage will be in the form of secure containers and along with waste skips will be located within the courtyard.

All plant deliveries/unloading and removal will be pre-arranged.

2. Programme

A Master Programme will be produced during the pre-commencement period, outlining the proposed methodology, activity sequencing, durations and key dates and will be made available for the local authority when the dates are available. The programmes will be divided into the following key stages:-

2.1 Procurement - The key packages will be detailed and show the individual elements of the tendering process that will be used to track the progress of the procurement and the sub-contractors design and manufacturing. The procurement is linked to the construction stage and dictates the earliest date the activity can commence on site. Procurement times will be based on current lead-in times which may change when orders are placed.

2.2 Lead-in - This details the production of the health and safety information and the initial notifications to be carried out. Prior to commencement of works on site arrangements will be made for the existing services to be isolated and / or made safe.

2.3 Construction - The construction programmes will be sequenced into key areas as shown below:-

- Demolitions/Strip Out.
- Substructure works.
- Structure.
- Cladding/external facades.
- External windows.
- Roof Finishes.
- Internal fit out.
- Testing and commissioning.
- External works.

All Construction phase plans relating to the works being carried out will be held in the site office and the main contractors drawing office. All contractors will be issued details relative to their own specific works for reference.

2.4 Access and Egress During the Works

King's Cross Road (A201) is two way and is a Classified Red Route with a bus stopping area close to the site. Subject to discussions with TFL access to the site will be via King's Cross Road and it is proposed that delivery vehicles will be unloaded from King's Cross Road, via a luffing jib tower crane situated in the courtyard.

A full gantry scaffold system is proposed over the footpath but **not** protruding into the road space and pedestrian use at pavement level will be maintained. A license from the LB of Camden will be required for this item. This structure will be constructed at the onset of the project and will allow vehicles to pull up next to the gantry without blocking the road which is two lanes, (approximately four car widths). This unloading bay will require a Highway License to be obtained from TFL. The tower crane will unload materials straight onto the gantry or to within the courtyard compound. When unloading the deliveries will be under supervision of the Traffic Marshal **(See Attachment C. Site Access, Logistics and Accommodation Plan).**

A detailed Delivery Schedule will be produced and maintained by the Project Manager ensuring that there is not more than one delivery at a time. All drivers will be notified of the site telephone number and required to contact the site prior to arrival. **It will not be permitted to have deliveries during peak times and vehicles will not be permitted to wait or park in adjoining or adjacent roads.**

The development of the site and methods of construction will be precisely planned to ensure that the limitations of the site are understood and planned for, to avoid delays and disruption to construction progress and to neighbours.

A just-in-time delivery schedule will be implemented to minimise the amount of material stored on site for long periods. The site entrance will be securely gated and kept shut at all times when not in use. **(See Section 6. Plant, Material Delivery and Storage details).**

2.5 Processes Required to Ensure Logistical Success of the Project include:-

- Notify the local residents of the intention to commence on site, including time and date.
- Full Risk Assessments including environmental considerations, fire plan and first aid provision.
- Full access signage and management incl. traffic marshal.
- Erection of hoarding including separate managed vehicle access gate and a pedestrian gate
- Welfare facilities including site office, meeting room, canteen and drying/changing room, secure storage.
- Temporary services installed.
- Construction of temporary storage area and unloading.
- Dedicated safe pedestrian route marked clearly.

3. Typical Delivery Vehicles

There will be varying sizes of delivery and spoil removal vehicles during the course of the works. Flat bed and open sided tipper vehicles will be used for the majority of demolition and material deliveries, including muck away, brickwork / blockwork, cladding, roof materials, internal boarding etc. The approximate size of all delivery vehicles will be 8.5m long and 2.45m wide.

All waste materials will be taken to a waste transfer station where materials will be segregated and recycled where possible.

Ready mixed concrete lorries will be used for concrete deliveries and unloaded via the tower crane. The ready mixed concrete lorries are generally sized 8.25m long and 2.45m wide.

Skip lorries will be used for general waste; they generally are sized 7m long and 2.4m wide.

There will be a reasonable mix of delivery vehicles; it is unlikely there will be more than two articulated lorry deliveries in any one day, however articulated deliveries are a likely requirement for tower crane deliveries, which will take place at times to be agreed with TFL and the Local Authority.

3.1 Deliveries Schedule

The following information will be used to predict vehicle movements:

Detailed information obtained from the final design drawings, employer's requirements, contractor's proposals and the pricing documents that have been prepared for the Project. This detailed process, involves collecting advice from the supply chain and the detailed tender information and will be compiled in a live working Management Plan as the scheme develops.

The information will be shared, discussed and agreed with the Local Authority Highways Team and Transport for London (TFL), where appropriate.

3.2 Site Delivery Tracking Document

This tracking document (or similar) should be used as orders are placed following discussions with sub-contractors suppliers **(See Attachment A. Site Delivery Tracking Document).**

4. Highway Protection From Damage Arising From Demolition & Construction Period

A full survey of the adjacent highways and access routes will be carried out at the outset with the Local Authority Highways Team to ensure any damage that is a direct result of the construction works can be identified and repaired at the contractor's expense.

No tracked vehicles will travel on the public highway, or access routes and off-loading of plant and materials will take place by tower crane, or within the site courtyard area.

5. Pedestrian, Visitor and Public Protection

Pedestrian access to the site will be via a separate controlled gate which will give access to the site office. The access gate to the site will be locked when not in use and contact numbers displayed should access be required. All visitors to the site will report to the site office where they will sign in and be inducted. There will be no parking on site, operatives will be encouraged to use the local public transport and the tube/London overground. Site traffic movements will be continually monitored in and around the site entrance and surrounding roads to ensure that all entrances and roads remain free from congestion.

The pedestrian route in King's Cross Road will be hoarded off with overhead protection installed as necessary to ensure that all pedestrians are safe. Measures will be put in place to ensure that no falling objects or vehicles can encroach into this area.

The pedestrian way will be designed and drawings issued for approval by the Health and Safety team to ensure that all parties are confident with regard to the safety measures. Daily inspections will take place to ensure that all measures are in place before any pedestrians use the route.

During normal working hours, all site personnel, operatives and visitors will be required to report to the Gate Manager and then to the Site Office to sign in and out, to ensure an accurate account of personnel on site is maintained.

There will be a full solid hoarding around the site. The hoarding and gates will be inspected on a daily basis and all access gates will be kept locked when not in use. A dedicated pedestrian access will be used for personnel and visitors arriving by foot and will be controlled. Additional fire escape gates around the perimeter will be provided to meet the requirements of the fire officer. The main entrance gates will have a full time gate manager/traffic marshal supervising access and site security. All reasonable measures will be taken to ensure the security of the building throughout the Construction Period and the security of adjacent buildings are not being compromised as a result of the construction works.

At the end of each working day the Project Manager will double check the security of the site prior to leaving. Contact names with telephone numbers will be made available and displayed prominently on the frontage hoarding for contacting staff in case of an emergency / incident outside normal working hours.

6. Plant, Material Delivery and Storage

King's Cross Road is two way and classified as a Red Route. A bus stopping area is close to the site. Subject to discussions with TFL access to the site and delivery vehicles will be unloaded from King's Cross Road, via a tower crane situated in the courtyard. A full gantry is proposed over the footpath, but **not** protruding into the road space. This will be constructed at the onset of the project and will allow vehicles to pull up next to the gantry without blocking the road which is two lanes width. The tower crane will unload materials straight onto the gantry, or to within the courtyard compound. When unloading deliveries it will be under supervision of the Traffic Marshal.
(See Attachment C. Site Access, Logistics and Accommodation Plan).

6.1 Site Deliveries

A detailed delivery schedule will be produced by the Project Manager ensuring that not more than one delivery at a time occurs, which will include the following information:-

- The size and weight of the vehicle.
- The name of the company making the delivery.
- Registration of the vehicle.
- The driver's contact details.
- The estimated time of arrival.

(See Attachment A. Site Delivery Tracking Document)

All drivers will be notified of the site telephone number and be required to contact the site prior to arrival. Deliveries will not be permitted during peak times and vehicles will not be permitted to wait or park in adjoining, or adjacent roads.

When placing orders the main contractor will ensure that the supplier is aware of the site restrictions including:-

- Restricted delivery times.
- Weight restrictions.
- Directions to the site entrance.
- Speed limits.
- Site contact details, to ensure contact with site is made prior to delivery.
- The method of unloading.
- Use of pallets.
- Method of protection of the goods while in transit.

On arrival at the site the vehicle will enter the unloading area. The traffic marshal will manage the site compound area and will be responsible for the movement of all vehicles, along with all unloading, distribution and storage of materials, ensuring materials are moved quickly away from the unloading area to allow the next vehicle to gain access.

Arrangements should be made to ensure the designated area is clear before the next delivery arrives. All deliveries/unloading and removal will be pre-arranged. Large plant delivery/unloading and removal will conform to specific arrangements for delivery as agreed with TFL, the Police and the Local Authority. The Traffic Marshal will supervise the lorries when entering the unloading area and all drivers will be notified of the site number so that they can contact the site prior to arrival. A 24 hour booking system with time slots will be implemented for all site deliveries.

The foregoing will ensure that the local road network does not suffer from the backing up of deliveries. The booking slots will be issued to the Traffic Marshal at the start of each day, who will be responsible

for coordinating and controlling all deliveries. The Traffic Marshal/Banksman will manage the delivery logistics, ensure that delivery timings are agreed and coordinated, to ensure that no vehicles arrive unexpectedly and have to wait on the public highway.

Where possible the main contractor will be encouraged to use a local supply chain, so in the event planned deliveries need to be delayed, a problem should not arise.

6.2 Tower Crane

The largest item of plant will be the luffing jib tower crane. The delivery and removal of this will be undertaken out of normal hours subject to Police, Local Authority & TFL requirements.

All delivery vehicles arriving at the site will be required to confirm their usage of TFL's Freight Operator Recognition Scheme (FORS) or similar.

The main contractor should be compliant with and follow 'CLOCS'. (Construction Logistics and Community Safety), Standards.

The principal points of the scheme include:

1. Risk assessing routes to/from and on site, in particular with regard to vulnerable road users (VRUs). – such as cyclists, pedestrians and children to develop a safe traffic route.
2. Vehicles with enhanced safety features such as side under run protection, blind spot minimisation, warning signage.
3. Driver training.
4. Checking performance.
5. Writing requirements into contracts.

Plant storage on site out of working hours, will comply with the following:

- All plant will be parked within the fenced compound and keys removed.
- Plant will be immobilised.
- Fuel caps to all plant will be locked.
- Small plant will be stored within the steel containers provided

Large Plant delivery/unloading and removal will also conform to the above requirements and any specific arrangements agreed with the police and Local Authority.

All Vehicles entering or leaving unloading areas must be under the supervision of a qualified Traffic Marshal and not exceed the maximum site speed of 5mph. The main contractor's Traffic Marshal will be in mobile communication with their site offices.

7. Public Safety and Traffic Management

7.1 Unfortunately local residents will be affected by the proposed construction works as the site adjoins and is in very close proximity to occupied areas. With this in mind, a clear policy with regard to the interaction and sensitivities of the location and works is essential. This will include close liaison and continual communication with all neighbours through regular liaison meetings. The main contractor will work hard to establish good relationships with neighbours and communicate regularly with them regarding works operations. This will include regular monthly newsletters giving forewarning of any events likely to cause disturbance. The main contractor will ensure that vehicle movements

and deliveries are well co-ordinated, kept to a minimum by sensible planned material and plant traffic management.

7.2 Special attention should be paid to the need to manoeuvre and park all works vehicles safely, ensure the protection and safety of the public, site users/visitors when loading, unloading and distributing plant and materials. Adequate labour shall be utilised and adequate assistance deployed to ensure the safe movement of large vehicles large vehicles manoeuvring into and out of the unloading area to ensure the safety of pedestrians and traffic.

7.3 As part of the main contractor's site induction procedures and when orders are placed with their supply chain, the aforementioned Public Safety and Traffic Management requirements will be highlighted and compliance monitored. Regular checks will be undertaken to ensure good neighbourly measures are being upheld. Should it be envisaged that a particular activity may impose any potential disruption to neighbours and/or local community then early discussions will be held with the Contract Administrator and any other third parties as considered appropriate.

7.4 Coordination With Other Developments Within the Vicinity;
The Principal Contractor, (main contractor) will liaise with the Local Authority to identify other developments within the vicinity and make contact with these parties to ensure the correct working hours, public safety and Traffic Management procedures are adhered to.

8. Working Hours

It is confirmed the standard working hours for the site will follow the standard working hours for construction sites in the London Borough of Camden, which are as follows :-

- 8.00am to 6.00pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or public holidays

These times will be displayed at the entrance to the site. Deliveries will be within the site hours as above, except by special arrangements with the Local Authority and police where travel and delivery may be required out of hours. Where occasions arise that deliveries need to occur outside the permitted hours i.e. tower crane delivery & removal, this will be pre-arranged and follow any specific arrangements agreed with the Police and Local Authority

9. Health & Safety

THE INCLUSION OF THE FOLLOWING STATEMENT OF HEALTH AND SAFETY PRINCIPLES AND OBJECTIVES WILL BE REQUIRED FROM THE MAIN CONTRACTOR:-

Professional and technical advice is sought from their independent safety consultant and/or manufacturers or specialist associations to ensure the project's safety plan comprehensively evaluates the project risks.

Safety audits will be carried out at intervals not more than 21 days apart.

All technical and management will undergo regular training updates.

All necessary training will be provided to ensure all types of equipment are used correctly, which shall be defined within the main contractor's own safety policy.

Detailed evaluation of risks to the general public will be carried out to ensure works do not compromise their safety.

Monitoring is carried out as follows:-

Safety audits will be carried out on a regular basis by the main contractor's in house or external safety consultants. One copy of the resulting report will always remain on site. The second copy of the report shall be sent to the main contractor's head office. All safety audits shall be evaluated by the main contractor's relevant Directors and Project Leader. Immediate checks shall be carried out to ensure that the Project Manager has implemented any action necessary.

The Construction (Design & Management Regulations) 2015 (CDM)

Full compliance with CDM Regulations will be met and the required responsibilities will be exercised in the following manner:-

1. The Construction Director assumes overall responsibility.
2. Implementation will be by the allocated Project Leader, together with the Project Manager.
3. The Pre-Construction Information (PCI) will be developed by the main contractor into the Construction Phase Health & Safety Plan, with full regard to the nature of the works and components.

a) Construction Skills

Construction Skills training courses are used for all operatives involved with driven plant. Where possible these should be carried out on site.

b) North East London Training Group (NELTG)

Under the guidance of this organisation the main contractor will take part in joint training and safety discussions and courses. (Other accredited organisations are available)

c) St John Ambulance Service / British Red Cross

All project managers will be trained in first aid and training courses will be provided to attendant labourers and gate managers. There will always be a minimum of one qualified First Aider on site, but generally more than one.

d) **The Building Safety Group (or similar organisation)**

The main contractor will use a recognised and qualified organisation for all training and monitoring needs e.g. scaffold Inspection & asbestos awareness and other awareness courses. This organisation or similar should advise the main contractor on all matters in connection with current and pending legislation, advise on training needs, inspect the site on a twice weekly basis, issue reports and provide an audit regarding overall performance every six months.

The main contractors CMP will, prior to commencement name the Director responsible for Health and Safety for this project and the same across their organisation.

There are many constraints which affect Health and Safety elements on a construction site and they all need to be considered to ensure effective management and co-ordination of the works, they include:-

- Safety of the public in relation to the neighbouring properties and the access to the site.
- Segregation of the public from the works by ensuring the installation of robust, secure site hoarding.
- When working adjacent to residential properties and any occupied premises, the Project Manager will ensure that inconvenience is kept to an absolute minimum in particular with relation to noise, dust and vibration, particularly during the demolition stages of the project.

- Location, identification and protection of any existing services.
- Works carried out at height ensuring all necessary Health and Safety measures are implemented to provide protection to adjacent buildings, occupiers and general public.
- Maintaining access for local residents at all times.
- Ensure security of the occupied adjacent buildings is not compromised with alarms installed to scaffolds.
- Traffic Management Plan for material deliveries to site including general traffic control measures to minimise any disruption to traffic.

At site level, the project manager is responsible for day-to-day Health and Safety monitoring and for ensuring that adequate resources are made available to operatives. The **Site Daily Log** will record all relevant Health and Safety events, including visits, inspections, accidents and incidents. These are also reported back to Head Office. Monthly Project Reports will contain a section for Health & Safety matters, where specific issues, accidents and incidents are reported and outcomes are discussed. At each Monthly Site Meeting, this report is discussed in detail, with corrective actions agreed. These meetings are minuted and the minutes distributed to all entitled to attend.

Any accidents, incidents, or formal complaints received will be recorded and reported directly to the Project Manager and Employer's Agent/Contract Administrator. Follow-up reports will be provided giving progress up-dates and actions taken. Where "closure" of reported issues or events are achieved, these will also be reported. The Project Manager, Gate/Traffic Marshal and attendant labourer will all ideally be current, qualified First Aiders (Generally more than one). First Aid equipment will be maintained in the Site Office at all times. It is recommended that an automatic electronic defibrillator (AED) is kept on site and clearly signposted.

The main contractor's Health & Safety Policy will be kept on site and their Health & Safety Statement displayed too. **Site Rules** and specific project procedures will also be displayed on site, as well as being provided to each organisation and individual, as part of their compulsory site induction. As part of the induction, the main contractor will inform all operatives that an open door policy for Health & Safety is operated on site. As part of the weekly contractor meetings, which plans work for the following weeks, any exchange of Health & Safety matters between contractors will be raised here, as part of this meeting. **(See 9.2. Site Rules, Inductions and Code of Conduct).**

9.1 Safeguarding

The main contractor shall undertake and implement a stringent programme of safeguarding measures to protect:-

- Children, young and vulnerable adults.
- Members of the public.
- The main contractor's own workforce including managers, operatives and members of their supply chain.

The main contractor shall align their own safeguarding requirements with those of the client and as a result, will generally comply without adjustment to their own procedures and controls. **However, the main contractor will review such procedures and controls against the client's specific requirements prior to commencing work on the project.** The site management team both on site

and visiting should be DBS checked and any works required to occupied areas of the building, or adjoining buildings will need to be undertaken, out of hours.

9.2 Site Rules, Inductions and Code of Conduct:

At the outset of the off-site lead period, the main contractor's management team will work with the client's management to ensure that a comprehensive set of Site Rules are drawn up. These will generally be in line with standard site rules, but will also contain client and local authority specific rules. The Site Rules form part of all sub-contract orders and are also an integral part of the Site Induction that each individual must successfully complete before being allowed access to undertake any works. Site Rules also apply to visitors to the site, including client and stakeholders.

Site Rules will be clearly displayed around the site, at the entrance and in site welfare and office facilities in order to enforce the Site Rules and Induction Procedures and to ensure all clients and end users understand how the main contractor proposes to operate. The main contractor will ensure their work force maintains a **respectable standard of dress code and any bad or inappropriate language will not be tolerated - both will be included in the Site Rules and Induction Procedure.**

All managers, operatives (directly employed or sub-contracted), consultants, client team and visitors will undergo a Health and Safety Induction process before they are allowed to commence work on site and be issued with an identification security pass. This induction training will concentrate on specific health and safety issues and will be given by Site Management. Hi-Viz identification waistcoats and other appropriate safety wear, including helmet, protective eye wear, dust masks, ear plugs, gloves and glasses will be worn at all times by all personnel working on the site. The hard hat and waistcoat should have the company logo and name on it. All personnel, including consultants and client representatives will be provided with personal protective equipment.

All operatives will wear the security identification passes to prevent unauthorised access to site and breaches of security.

The following tool box talks will form part of the Induction Process:

a) Pollution Prevention (Fuel and Oil)
b) Water Pollution (Silt)
c) Tree Protection
d) Spill Control
e) Dust & Air Quality
f) Noise & vibration
g) Be a Good Neighbour
h) Storage of waste

9.3 Sub-Contractor Selection

Before any sub-contracts are placed, each sub-contractor will be made fully aware of the tasks involved, the perceived hazards are discussed and the methods to deal with them agreed. Sub-contractors must be able to demonstrate responsible attitudes and resources for health and safety procedures, training and documentation, as per the sample Competence Assessment Questionnaire which follows.

9.4 CDM 15: COMPETENCE ASSESSMENT QUESTIONNAIRE FOR CONTRACTORS

It is recommended the following Competence Assessment Questionnaire is adopted and used by all contractors and sub-contractors:-

Contractor's Details Name: Address:		Telephone: Fax: Email:
Completed By: Date:		**Position:** **Signature:**
Please answer the following questions and supply the relevant information as requested, providing supporting details and documentation separately.		
1. Are you registered with CHAS	Yes ☐	No ☐
If 'Yes' provide registration details and skip the remainder of this questionnaire.		
2. Provide details of work recently carried out which demonstrates your safety performance with details of complexity and scale.		
Enclose details	Yes ☐	No ☐
3. If more than five people are employed, provide a copy of your organisation's safety policy, as required by s.2(3) of the **Health and Safety at Work Act etc.... 1974**		
Copy of Policy enclosed	Yes ☐	No ☐
4. Provide details of your organisation's health and safety management procedures, which will ensure the health and safety of your own workforce and others who could be affected by your activities.		
Enclose details	Yes ☐	No ☐
5. Who provides you with professional safety advice?		
Enclose details		
6. How do you monitor and report on safety performance?		
Enclose details		
7. Supply examples of risk assessments prepared in accordance with the **Management of Health and Safety at Work Regulations 1999** (SI 2042/2051)		
Enclose details	Yes ☐	No ☐
8. Who in your organisation has day-to-day responsibility for the management of Health and Safety?		
Name: Address:	Position:	Telephone: Fax:
9. Provide details of the experience and qualifications of the person named at 7 above.		
Curriculum Vitae Enclosed	Yes ☐	No ☐

10. Who will be responsible for the site health and safety in respect of your works?			
Name:	Position:	Telephone:	
11. Provide details of the experience and qualifications of the person named at 9 above.			
Enclose C.V		Yes ☐	No ☐
12. Provide details of the health and safety training, which you provide for your employees and others to ensure they are competent to carry out their designated responsibilities.			
Enclose details		Yes ☐	No ☐
13. What measures would you adopt to ensure the competence of any sub-contractors you appoint?			
Enclose details		Yes ☐	No ☐
14. How do you control your operatives whilst on site, including reduction of manual handling risks and COSHH?			
15. The main contactor has a specific site induction procedure prior to works commencing. What system of induction and/or Tool Box Talks do you operate?			
16. How do you ensure that plant and equipment used by your employees is issued and kept in a safe condition?			
17. Have any formal notices been issued or legal proceedings been taken against your organisation by the Health and Safety Executive in the last 3 years?		Yes ☐	No ☐
If yes, provide details separately			
18. Provide details of any accidents/incidents reported by, or on behalf of, your organisation to the Health and Safety Executive during the last 3 years (as required by the **Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995** (SII995/3163)			
Enclose details		Yes ☐	No ☐
19. What resources (including staff, equipment and technical facilities), as required by the **Construction (Design and Management) Regulations 2015** does your organisation have available for the works you carry out?			
Enclose details		Yes ☐	No ☐

9.5 Induction and Training Procedure for Employees New to the Site

Everyone will go through a Health and Safety Induction process before they are allowed to commence work on site. This induction training, which will concentrate on specific health and safety issues, will be given by Site Management and will include as a minimum the points below:

- Project Description.
- Key members of the Site Management Team.
- Site Layout – boundaries, security, notice boards, travel arrangements, etc.
- Major Risks and Project Standards.

- Conditions and Substances affecting the Health and Safety file and major causes of accidents.
- Health and Safety targets.
- Employers and Individuals Responsibilities.
- Personal Protective Equipment (PPE).
- Accident Reporting and First Aid Arrangements.
- Fire and Emergency Procedures.
- Fire Extinguishers.
- Welfare Arrangements.
    - Canteen.
    - Toilet and Washing Facilities.
    - Changing/Drying Rooms.
- Overlap of Activities
    - Coordination between Contractors.
    - Environmental Issues to be considered at all times.
- Further/Continuing considerations
    - Clear open communication.
    - Method Statements and Risk Assessments.
    - Toolbox Talks.

During the first two weeks on site the main contractor shall consider the following relevant topics for Tool Box Talks:

- Noise and vibration.
- Dust and air quality.
- Cleanliness and site tidiness.
- Wearing of PPE.
- Existing services awareness.
- Washing.
- Water pollution.
- Spillages.
- Storage fuels.
- Scaffold awareness.
- Asbestos awareness.
- Contamination awareness.

EVERYONE WILL BE REQUIRED TO SIGN THE HEALTH AND SAFETY RECORD SHEET TO CONFIRM THAT THEY HAVE RECEIVED INDUCTION TRAINING

NOTE: The above applies to <u>ALL</u> contractors working on the site during the currency of the Construction Management Plan (CMP).

10. Emergency Procedures

Controlling risk to safeguard life is everyone's priority.

Emergency procedures apply to all actual and potential emergency situations which can, or have the potential to cause and impact on the environment or/and on individuals. Given to the site's location and proposed activities, the Phoenix Yard Project, will require emergency procedures to be developed to cover the following foreseeable emergencies:-

- Fire.

- Chemical spillage.
- Gas leak.
- Live cable strike.
- Flood.
- Unexploded bombs.

Note: In all cases, safety of personnel, contractors, visitors and other individuals is of higher priority than prevention or mitigation of environmental emergencies.

A specific procedure and method statement setting out how each of the aforementioned, emergency situations will be managed, together with Evacuation Plans and Risk Assessments must be completed by the main contractor and be in place prior to construction works commencing on site, **(and will comply with ISO 14001 systems)**. These documents will be constantly reviewed as the construction work changes and the means of escape routes and risk profile will change.

Communication of the emergency procedures and systems is essential and a full understanding of how evacuation of the construction site will be controlled, will be agreed prior to commencement on site. Training and fire drills must be held regularly to test and monitor the efficiency of the plans.

These emergency procedures must be agreed by both the management team and the main contractor on site to ensure the proposed systems align with each other. Training and fire drills must be held regularly to test and monitor the efficiency of the plans.

Hot Works should be carefully planned and appropriate fire prevention and extinguishing measures set up. At the end of each working day, the project manager or designated **Fire Marshal** should walk the site to ensure every area is safe and free from hazard and that no heat or smoke is detected.

Electronically controlled self-contained fire alarm call points to alert the site team to fires or other hazards will be installed. The main areas of risk are fire, potential collapse of access equipment or usage of plant and equipment. Clear guidance will be given to all operative, site workers and others at work or in occupation of adjacent buildings, including when to cease activities and move to a place of safety. This guidance will be included within the site rules and site induction process.

The fire alarms systems (existing and temporary site systems) must be tested at regular intervals. Fire fighting equipment will be identified in the Risk Assessments and Fire Plan and will be provided on site in clearly marked areas. Signage shall be provided showing where such firefighting equipment is located. All equipment will be regularly maintained and tested.

The main contractor will liaise with the local Fire Officer and other emergency services to ensure that all of their emergency procedures are compliant. In accordance with the **Public Health, Smoke-free (Premises and Enforcement) Regulations Act 2006, no smoking is permitted anywhere on the site**, including site compound or site offices, etc. In accordance with **The Smoke Free (Signs) Regulations 2007 adequate 'no smoking allowed' signage will be maintained at all entrances to the compound, compound accommodation and work areas.**

11. Logistics:

It is envisaged that 25 to 35 personnel will be on site and where possible local labour will be employed.

The site accommodation will be accessed from a dedicated controlled access gate.

At the start of the project a self-contained 'oasis' units may be used, until the full site set up is established. Site logistics are critical to the successful delivery of the project. All deliveries and logistic movements will be co-ordinated and pre-arranged by the management team. **(See, Site Access Logistics & Accommodation Plan, Attachment C)**. Materials will generally be unloaded and stored on site and the main contractor should implement a 'just in time' delivery schedule where possible, minimising the material stored on site. The site entrance will be securely gated and kept shut at all times when not in use.

Large deliveries will be brought in at times subject to approval by Police, TFL and the Local Authority.

Environment Plan

(This is not an individual document and forms part of the Site Construction Management Plan CMP)

Best Practical Means (BPM) shall be used to ensure that potential disturbances due to noise and vibration, public safety, traffic management, dusts and waste are kept to an acceptable minimum without restricting construction works unnecessarily.

By adopting and referring to **Best Practical Means (BPM)** the following has been considered in producing this Environment Plan.

- Noise monitoring using current available technologies
- Vibration monitoring of specific tasks
- Sound barriers to specific operations
- Dust control
- Costs
- Local Environment

12. Waste

The control of waste on this project will be the responsibility of the Management Team, supported by the main contractor's Head Office dedicated Safety Manager. The main contractor shall be **ISO 14001 Environmental Management System accredited** (or similar) and operate a strict site waste management policy that exceeds industry regulations and standards. All access routes and fire escapes are swept and kept clear of debris on a regular basis. Sub-contractors will be required to remove their waste to a central point on site and the site will be maintained in a general state of cleanliness. Waste will be segregated at the central point and further segregation will be undertaken by each waste/ logistics company off site.

13. Contamination

A ground conditions survey will be carried out prior to any ground or sewer works being undertaken. A Soil Analysis and wac test will also be carried to evaluate the waste acceptance criteria of the existing ground, local to the works, prior to any excavations/groundworks being carried out. In addition, a full material and asbestos survey of the building will be undertaken prior to any demolition works commence. The results of all ground/soil/building surveys will be subject to consultation with the relevant landfill operators to ensure authorise disposal measures are undertaken.

The site investigation will be undertaken in compliance with an approved site investigation scheme. This investigation shall assess the nature of any contamination found and include a conceptual

preliminary risk assessmernt based on the information gathered from site testing and determine the risks posed by any contamination found.

Care should be taken during all excavations and full risk assessments and method statements will be agreed by all parties before works proceed.

The results will also be included as part of the induction process. Should any **unidentified** contamination including asbestos materials be encountered the following procedure will be adopted. Any removal will need to be carried out under controlled conditions.

1) When a material or substance, which may appear to be contamination, including asbestos, is encountered all works in the immediate vicinity are to cease without further delay.
2) The area is to be sealed to prevent any further access.
3) The Client, Principal Designer/CDM Co-ordinator and Local Authority are to be informed.
4) A licensed specialist is to be employed to analyses the substance found.
5) Specialist tips are to be consulted for acceptance of materials.
6) Note: Asbestos Licensed Contractors must be employed for removal, stripping and transporting of asbestos.
7) If the substance is asbestos based then the substance must be removed in accordance with the current legislation for Asbestos. Removal or encapsulation must be carried out by licensed contractors to ensure there is no further disturbance or spread of the contamination material/particles.
8) If the material is to be removed then the HSE must be informed and a 14- day notice period must be served prior to the removal.
9) Once the substance has been dealt with either by removal or encapsulation an air test must be carried out before to any work is recommenced.

14. Liaison with Environmental Health and Building Control

Liaison with Environment Health advisors will be carried out both prior to commencement and on a continued regular basis throughout the project. Once a Building Control Officer has been allocated to this project, the main contractor will instigate early contact to establish Building Control inspection requirements.

As environmental and building control inspections proceed, each report will be made available to the client team and a schedule of inspections included in the progress reports. Final inspection and test certification will be compiled and issued to enable the Building Control Certificate to be issued and final clearance of all Planning Conditions.

15. Demolition

Prior to demolition being carried out, **a separate demolition** plan and notice will be submitted to the local authority. **28 days prior to demolition and commencement on site a Rodent Survey (including rats) will be undertaken.** Any trappings or other recommended measures to prevent spreading of rodents from the site will be implemented.

16. Enabling work

Prior to any demolition works commencing the main contractor will issue a demolition notice to the local authority. Existing mains services will be terminated beyond the boundary of the Demolition Area. Hoarding to the site will provide secure segregation of the site, compound and works areas from the public areas and the pavement. If contaminated materials are present e.g. asbestos and lead, these will be stripped out by specialist licensed contractors, under controlled conditions.

Scaffold will be set up to existing buildings including Monarflex sheeting suitable for demolition. Structures shall be carefully stripped out, demolished professionally and carried out as planned.

17. Temporary Works

The main contractor will be responsible for the provision of temporary works across the programme of the project, whether or not specifically referred to in the tender or contract documents

The most significant areas of temporary works are:

- Demolition and alteration of existing buildings and its connections with existing structures
- Groundworks and concrete works in forming foundations and drainage.
- Erection of new structures.

Scaffolding will be fully designed to ensure that it is suitable for its purpose and will be clad in Monarflex plastic sheeting to prevent dust and debris from spilling out of the working area.

The scaffolding will have double boarded and sheeted protection fans to the elevations adjacent to public areas and to areas where construction personnel are likely to be traversing the site. The scaffolding will be independent yet cross braced as necessary to ensure stability during the works. The scaffolding will not be loaded except on dedicated loading bays. All debris will be transported to gantry level internally within the existing building. Where it is considered that additional bracing or propping of the existing building is needed during demolition, this shall be designed and provided.

18. Noise & Vibration Management

Noise and Vibration will arise from the normal site activities and will be monitored against BS 5228-2009 parts 1 & 2. Prior to commencement on site the main contractor will undertake a noise survey and provide a copy of the same to the Local Authority.

The main contractor will aim to reduce noise and vibration nuisance to local residents, pedestrians, visitors and to businesses in the area. **The main contractor will provide predictions for the noise and vibration levels proposed throughout the works to the Local Authority.**

Arrangements will be made where, should excessive noise, dust or vibration operations become necessary, i.e. noise above 72dB LAeq; they will only be undertaken after careful consideration to ensure that neighbours or any third parties are not affected, following discussion with the local receptors and environmental control. Appropriate noise reduction/containment will form part of the Risk Assessment/Method Statement (RAMS) e.g. Acoustic enclosures/ barriers.

For noise exposures liable to exceed 80 dB(A) **(this being the noise level at which employers must assess the risk to workers health and provide them with information and training, under the Control of Noise at Work Regulations 2005).** To establish whether this decibel Db(A) level is reached, assessments will be undertaken over a working day. Such assessments may be specific to this site, but more commonly will be generic for similar types of work undertaken. Operatives shall ensure that the precautions suggested are implemented. Such precautions may include noise reduction techniques and/or the use of hearing defenders.

The site will be enclosed by solid hoarding and enclosed scaffolds, with gates being kept locked shut when not in use.

Whenever possible items of construction equipment will be powered by electricity and where this is not practical suitable measures will be taken to reduce the effect of noise, including:-

- Generators – acoustic silencers and/or acoustic screens.
- Delivery vehicles required to switch off engines on their arrival at site and be co-ordinated to ensure vehicles are not waiting in local streets.
- Machinery not in use will be switched off.
- Radios will not be permitted on site.

The main contractor will endeavour to minimise the disruption of noise by:

- Where possible avoid the use of percussive tools.
- Ensure plant is not left running.
- Carry out off-site manufacture minimising noisy works on-site.
- Ensure plant is in good working order and fitted with silencers.
- Notify local residents of noisy activities.
- Design builder's work holes to avoid cutting on site.
- Carryout works that interface with the existing building during agreed times with agreed noise free periods.
- Rubbish chutes will not be used and waste materials will be bagged and deposited into skips or waiting vehicles.
- All vehicles while being unloaded will switch off their engines.
- Minimal reversing to avoid the annoyance of reverse 'bleepers'.

Noise and vibration reduction will form part of the site induction process, including awareness of BS 5228:2009.

Risk Assessments & Method Statements (RAMS) will be carried out for all operations and will include noise and vibration as part of that assessment.

19. Car Parking and Travel to Site

There will be no on-site parking for the main contractor, site staff, operatives and visitors. All operatives and visitors will be advised to utilise public transport. Continual monitoring of traffic movements in and around the site entrance and surrounding roads will be maintained to ensure that all entrances and access roads remain free from congestion by site traffic movements. Sub-contractors will also be encouraged to bus their operatives to and from site if appropriate, or use public transport.

20. Control of Dirt and Dust

This will be maintained by good "housekeeping" to ensure that dust and debris are cleaned up as they accumulate. Where dust is prevalent due to the works, measures will be taken to restrict the airborne transference of dust particles either by screening and / or vacuuming extraction.

The access to the site and the surrounding roads will be kept free from mud and debris. Debris and waste materials with a potential dust element will be discarded into covered areas within the courtyard.

All waste/demolition lorries will be fully sheeted to minimise the risk of any muck falling onto the highway.

Dust suppression will be used on all cutting plant and equipment.

Cement based materials will be stored securely to prevent unnecessary damage and release into the atmosphere. (See attachment B. Dust Risk Assessment & Controls Guide)

Debris and waste materials with a potential dust element will be placed into sealed skips. The site team will monitor and record the condition of the immediate surrounding area around the site, to ensure possible dirt and dust does not accumulate. **(See Attachment B. Dusk Risk Assessment & Controls Guide)**

21. Wheel washing facilities

Wheel washing facilities are not required as waste materials will be removed via the gantry into lorries or skips. This will be managed by the Traffic Marshal / Banksman.

22. Cameras and Site Lighting

It is not proposed to install site surveillance equipment, unless the main contractor or client requires this facility. It is not proposed to install site lighting that will be intrusive to neighbours.

23. Alarms

It is proposed to install security alarms to scaffolding lifts, although these may exclude loud audible sounders and be replaced by flashing beacons and alarm-activated cameras.
It is recognised that reversing alarms /beepers and overloading alarms can be a cause of irritance to neighbours.
Due to the methodology of deliveries and waste materials it is unlikely that reversing alarms will be a problem on this project. Part of the lifting plans for the craneage includes for load and weight management to ensure the cranes do not try to lift excessive loads, hence triggering an alarm.

24. Considerate Constructors Scheme

The Main Contractor will register and comply with the requirements of the 'Considerate Constructors Scheme'.

This scheme is run by the Construction Confederation on behalf of the Construction Industry Board. The scheme is a national initiative to improve the image of construction by managing, running and presenting building sites more effectively.

'It aims to raise the standards of construction design and management above statutory requirements.'

'It seeks to minimise the impact of the construction process on the surrounding area and the people who may be affected, by providing support and encouragement to the constructors.'

Under the scheme, contractors must follow a code of considerate constructors standards. Experienced professionals will the visit site, suggest and encourage improvements and also monitor the scheme. National awards are made to project managers responsible for the best-performing sites.

A complaints and consultation procedure for local residents will be set up.

The Project Manager will deal personally with comments or complaints from the public or neighbours and will ensure they are swiftly resolved and recorded in a complaints book. The need for maximum safety of the local residents, the public and visitors to site and site users is of paramount importance at all times. The site entrance shall be well signed to ensure safe passage from the road.

A resident communication process will be established from the outset

25. Consultation with Neighbours & Interested Parties

a) The Local Community and Neighbourhood will be consulted and feedback received before the main contractor submits their draft CMP, following the grant of planning consent
b) The main contractors personnel responsible for community consultation needs to be passed to the Local Authority's Liaison officer as early as possible after planning consent has been grant.
c) If required, at an early stage a 'Community Working Group' will be set up and communicated to the Local Authority, to assist the consultation process.
d) A 'Meet the Builder' event before commencement on site will be held. The main site staff will be introduced and people will be given a point of contact in case they have a complaint. Head office details will also be given.
e) Local residents and interested parties will be given an information sheet about the company carrying out the work, the development and the expected timetable of work.
f) Residents will be kept in and be informed, beforehand, of any events that may be different to normal operations and how long they will last for.
g) Provide monthly newsletter on progress, forthcoming events etc.
h) Have a system in place to handle any complaints and enquiries from the public. The site will be clearly signed with the company name and contact phone numbers, and all relevant staff will be easily identifiable by identity cards or the equivalent.
i) Plan work to cause as little nuisance as possible. Take steps to control noise, vibration, dust etc. and smoke caused by work carried out on the site
j) Keep the roads leading off the site clean and tidy
k) Provide effective access and traffic- management measures for all site vehicles.

The following will be consulted in advance of the Commencement Date:

- Residential owners, occupiers and businesses.
- Local interest groups e.g. cyclist organisations, disabled groups, local schools and organisations
- Emergency Services
- Local Authority
- Ward Councillor
- Highways
- Planning
- Building Control
- Environmental Health
- Health & Safety Executive
- Client's representative
- TFL

An open evening for local residents will be held where the scheme will be explained and a question /answer session held. The site team will carry out letter drops in the local area and personally 'knock on doors' to introduce themselves. A regular monthly newsletter will be circulated which will advise of progress and give advance notice of site events in the forthcoming periods.

26. Maintaining Pedestrian and Cyclist Safety

Cyclist & pedestrian safety is always a concern with reversing / turning vehicles. When vehicles are entering or leaving the unloading area, they will be supervised by the traffic marshals.

The general public/pedestrians will have right of way along pathways around the site.

The construction gates will be kept closed and monitored.

The diversion of cycle routes and footpaths is not considered necessary. The new site gates will be installed to open inwards so as not to form obstructions and locked shut when not in use.

The traffic marshal will manage safe access and egress to and from the site area.

27. Construction Working Group (CWG)

It is proposed that a Construction Working Group is formed to comprise:

Main Contractor - Project Leader.

Main Contractor - Project Manager.

Client Representative - Shepheard Epstein Hunter.

Main Contractor - Safety Manager.

Local residents/interested parties by invitation.

Local Authority Environment Officer by invitation.

28. General Statement:

''The agreed contents of the Construction & Environment Management Plan must be complied with unless agreed otherwise with the CWG. The Project Leader shall work with the CWG to review the Construction Management Plan, if problems arise in relation to the construction of the Development. Any future revised plans must be approved by the CWG and complied with thereafter''.

These arrangements to be monitored at the joint main contractor/client weekly review meetings and the (CWG) working group meetings (Timetables to be agreed).

29. Attachments:

A. Site Delivery Tracking Document.
B. Phoenix Yard – Dust Risk Assessment & Controls Guide.
C. Site Access, Logistics & Accommodation Plan.

Attachment A

Site Delivery Tracking Document

Site Delivery Tracking Document

Project

Project number

Requisition				Purchase order number				Delivery		Contacts		
Site requision number	Date requested	Material	Date required	Purchase order number	Date	Supplier	Order delivery date	Actual date delivered	Delivery ticket number	Name	Telephone	E-mail

Attachment B

Dusk Risk Assessment & Controls Guide

1. SCOPE

1.1. The following procedure is applicable to control emissions to air at the above development site, known as Phoenix Yard, 65 Kings Cross Road, WC1X 9LW

The scope covers:

- Alteration & Demolition.
- Construction.
- Earthworks.
- Tracking of vehicles within 500m of the site.

1.2. It is recommended the main contractor will have in place the required Environmental, Health & safety systems and procedures encompassing in the following:-

- ISO 14001:2015 Environmental Management Systems.
- ISO 45001:2018 Occupational Health & Safety Management Systems.
- Considerate Constructors Scheme.
- Three weekly inspections by the Building Safety Group (or similar accredited internal, or external organisation).

2. OBJECTIVES

2.1. To minimise health, nuisance and environmental risks associated with dust.

2.2. To satisfy the required Planning Conditions relating to this application.

3. RESPONSIBILITIES

3.1. The Project Leader has overall responsibility for controlling emissions to air during all phases of this project.

3.2. The Project Leader is responsible for developing and updating this Dust Risk Assessment and providing technical support to the project team and the local authority as required.

3.3. The Project Manager is responsible for day to day control of emissions to air from the site.

3.4. All site personnel and visitors are expected to follow good practice in order to minimise the emissions to air from all activities on site.

4. REFERENCES

4.1 The Control of Dust and Emissions during Construction and Demolition, SPG July 2014.

4.2 Site Aerial Plan – see Appendix 1.

5. PROJECT DESCRIPTION

5.1. The site is situated in a mix residential/commercial area of Camden and can be accessed from King's Cross Road, WC1X 9LW

The proposed involves increasing the floor area of the buildings through the provision of additional floors, glazing over and partly infilling the existing courtyard area to form a new internal atrium, providing additional circulation and useable accommodation. The interior of 65 King's Cross Road contains some historically interesting features from its industrial past and the proposal seeks to retain these, make them more prominent by opening up new views through the buildings on the inside and from King's Cross Road outside.

5.2. Potential Dust Emission Magnitude

5.2.1. Demolition & Alteration phase – **Small** (<20,000 m^3).
5.2.2. Earthworks phase – **Small** (<2,500 m^2).
5.2.3. Construction phase = **Small** (25,000 m^2).
5.2.4. Trackout phase – **Small** (<10 HDV) in any one day, and unpaved road length <50m.

6. SENSITIVITY OF THE AREA

6.1. Dust Soiling/Nuisance - it is reasonable to assess the sensitivity of the adjacent receptors as **'High'** due to the proximity of local residents, pedestrians and businesses, both to the construction site and the vehicle tracking route.

6.2. Sensitivities to Health Effects of PM_{10} - it is reasonable to assess the sensitivity of the adjacent receptors as **High** due to the proximity of local residents, pedestrians and businesses, both to the construction site and the vehicle tracking route.

Hence the sensitivity of the surrounding area to human health impact is:-

High.

6.3. Sensitivities of Receptors to Ecological Effects – there are no nearby locations with any international or national designations or known communities of particularly dust sensitive species, such as vascular species included in the Red Data List for Great Britain, hence the sensitivity is assessed as 'Low' and the sensitivity of the surrounding area is also low.

Overall sensitivity of receptors to ecological effects is:-

Low.

7. OUTCOME OF DEFINING SENSITIVITY OF THE AREA

Receptor Sensitivity	**Sensitivity of the Surrounding Area**			
	Demolition	**Earthworks**	**Construction**	**Trackout**
Dust Soiling	High	Low	High	High
Human Health	High	High	High	High
Ecological	Low	Low	Low	Low

Notes:

a) Number of human receptors within 20m of site boundary is in range 10-100.
b) No ecological receptors within 50m of the boundary of the site.

8. RISK OF DUST IMPACTS

8.1. Demolition & Alteration. Refer to **4.1** in SPG July 2014, table 4.6 – **Medium.**

8.2. Earthworks. Refer to **4.1** in SPG July 2014, table 4.7 – **Low.**

8.3. Construction. Refer to **4.1** in SPG July 2014, table 4.8 **– Low.**

8.4. Track out. Refer to **4.1** in SPG July 2014, table 4.9 – **Negligible.**

9. SITE MANAGEMENT

9.1. Local stakeholders will be issued with regular project newsletter to communicate progress and provide a programme of works going forward.

9.2. Considerate Constructors posters will be displayed at the site entrance will provide contact details for the Project Manager.

9.3. The Project Manager will monitor the site daily and take action to address any specific sources of air emissions.

10. SPECIFIC MITIGATION MEASURES

10.1. Demolition

10.1.1. The buildings will be soft stripped prior to demolition and alteration works being undertaken.

10.2. Earthworks

10.2.1. It is not anticipated that there will be any soil stockpiles.

10.3. Construction

10.3.1. On-tool extraction using M or H rated extraction units will be employed on motorised saws.

10.3.2. Damping down will be put in place when grinding is taking place.

10.4. Track out

10.4.1. Vehicle speed limit on site to be 5 mph, access only to paved courtyard

10.4.2. The existing hard surfacing should be retained as long as possible.

10.4.3. Wheel washing will not be required.

10.4.4. In the event the above measures fail to prevent tracking of mud/dust onto the Local Road System then a Road Sweeper shall be hired to clean up the road surface.

10.4.5. Vehicles will not be allowed to idle whilst waiting to deliver materials.

10.4.6. Non-Road Mobile Machinery (NRMM).

It is not likely that NRMM, will be used on the development of this size, should the main contractor decide it does, then the CMP will be updated accordingly and London Borough of Camden will be informed.

In the event the main contractor does decide to use NRMM, the following Directives must be observed:-

From 1st September 2015

i) **Major Development Sites –** NRMM Used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

ii) **Any development site within the Central Activity Zone** –NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

iii) **Any development site -** NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

iv) **Any development site within the Central Activity Zone** – NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

11. OIL/DIESEL STORAGE

All containers of 200 litres and above to be stored on bunded pallets away from any drains.

12. MATERIALS & CHEMICAL STORAGE

12.1. In order to prevent pollution to water, works will be carried out in accordance with the following guidance documents published by the Environment Agency:

- PPG 1: Good Environmental Practices – July 2013.
- PPG 6: Working at Construction and Demolition Sites.
- PPG 22: Dealing With Spills.

12.2. Materials are to be stored in such a way as to prevent:

- Damage.
- Deterioration.
- Spillages entering surface waters and drains.
- Incompatible materials being stored closely together.

12.3. Copies of the Material Safety Data Sheets (MSDS) will be kept in the Site Office as a central point of reference.

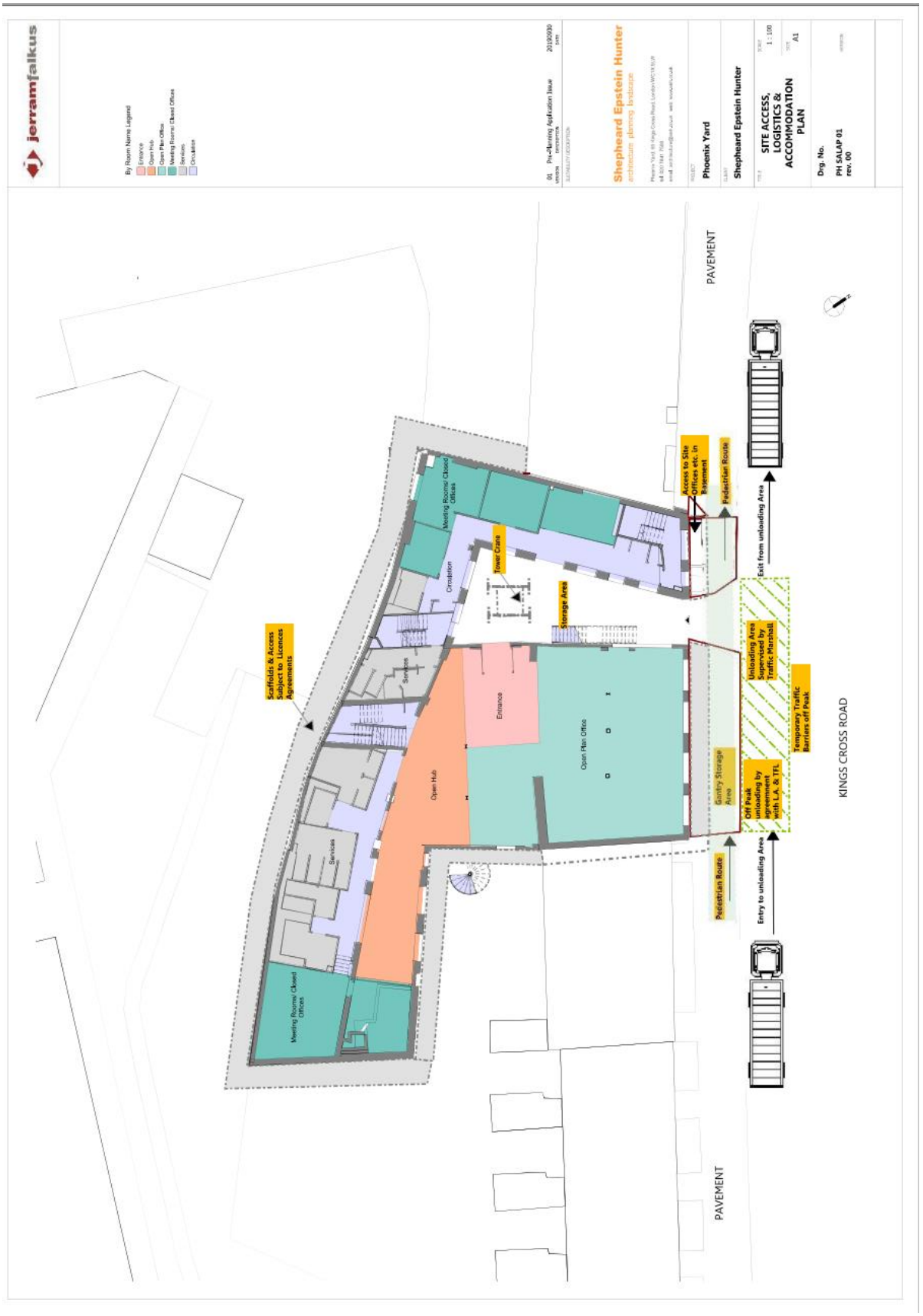
Appendix 1.

Site Location Plan

Site Aerial Plan

Attachment C

Site Access, Logistics and Accommodation Plan


jerramfalkus
By Room Name Legend
Entrance
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Open Plan Office
Meeting Rooms/ Closed Offices
Services
Circulation
01 Pre-Planning Application Issue
Shepheard Epstein Hunter
architecture planning landscape
Phoenix Yard
Shepheard Epstein Hunter
SITE ACCESS, LOGISTICS & ACCOMMODATION PLAN
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A1
Drg. No.
PH SALAP 01
rev. 00
PAVEMENT
KINGS CROSS ROAD
Meeting Rooms/ Closed Offices
Circulation
Tower Crane
Storage Area
Services
Entrance
Open Hub
Open Plan Office
Gantry Storage Area
Scaffolds & Access Subject to Licences Agreements
Access to Site Offices etc. in Basement
Pedestrian Route
Exit from unloading Area
Unloading Area Supervised by Traffic Marshall
Temporary Traffic Barriers off Peak
Off Peak unloading by agreement with L.A. & TFL
Entry to unloading Area
Pedestrian Route