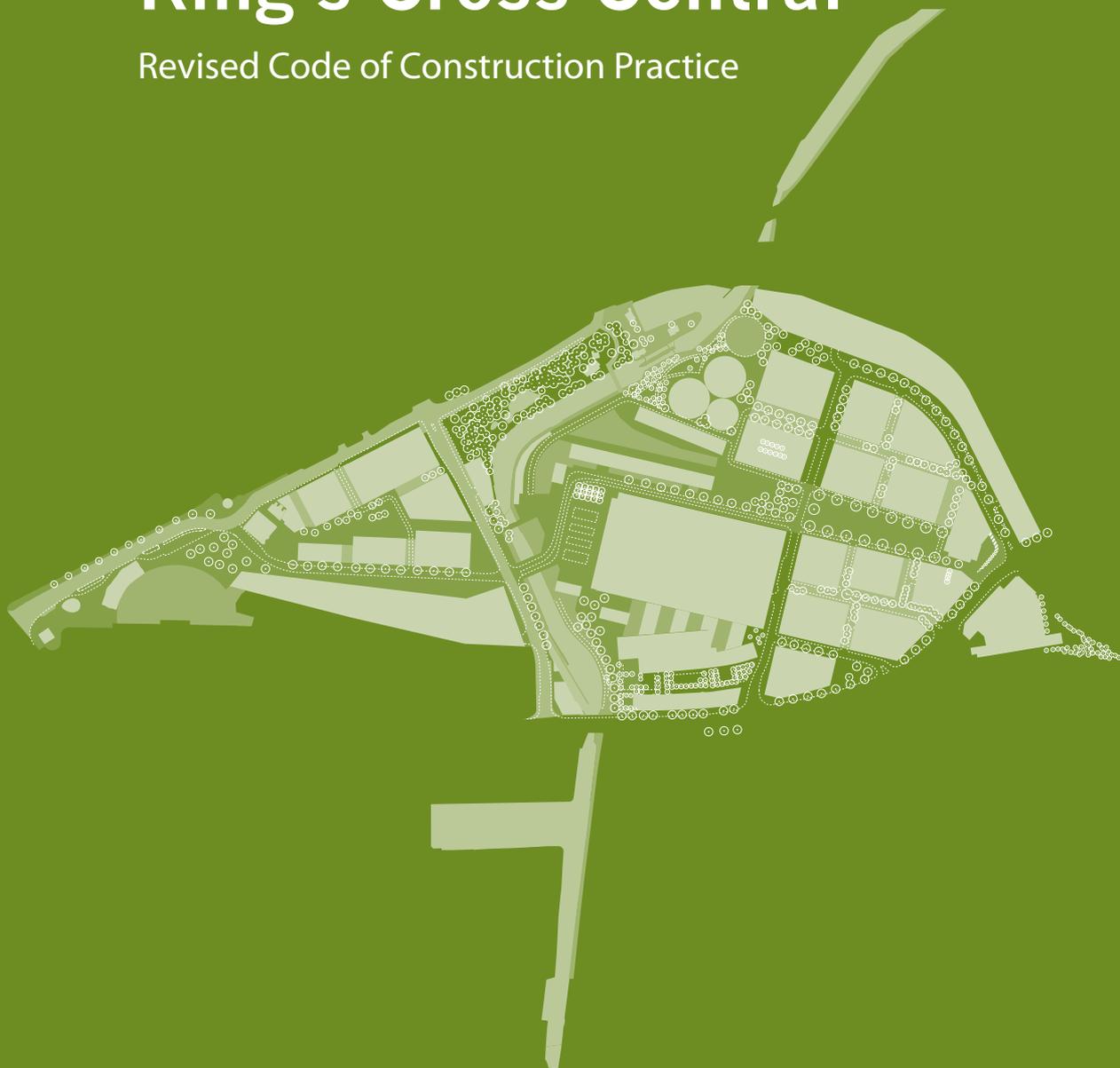


# King's Cross Central

Revised Code of Construction Practice



Prepared by:

**RPS**

for:

**Argent (King's Cross),  
London and Continental Railways  
and Exel**

September 2005



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Prepared by:

RPS for Argent (King's Cross) Limited, London and Continental Railways Limited  
and Exel plc

September 2005

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## Summary

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- S.1 The King's Cross Central Revised Code of Construction Practice (CoCP) explains how Argent (King's Cross), London and Continental Railways (LCR) and Exel, the applicants for the proposed King's Cross Central development ("the Applicants"), intend to implement the construction activities throughout the phased implementation of the scheme. This revised version takes into account comments on the original (May 2004) document, principally from Camden planning and environmental health officers.
- S.2 The CoCP applies to the King's Cross Central development, as defined in the Main Site and Triangle Site Revised Development Specifications and associated Revised Parameter Plans. It has been submitted as a supporting document to the Planning Applications, to explain the Applicants' intended approach to construction management.
- S.3 The CoCP sets out the strategy, standards, control measures and monitoring procedures that the Applicants intend to observe to manage any adverse environmental effects of the construction process, to meet the Applicants own commitments to high standards and address the requirements and aspirations of the local authorities.
- S.4 The CoCP defines the specific commitments made by the Applicants, both for general site management (including working hours, site layout and appearance, security and health and safety), and specific environmental topics (including Public Access and Traffic Management, Noise and Vibration, Air Quality, Contaminated Land, Waste Management, Protection of Surface and Groundwater Resources, Landscape and Visual Impact, Ecology, Cultural Heritage, Workforce/Local Employment Opportunities and Health).
- S.5 The CoCP also defines how these commitments would be implemented through the Contractors' Construction Environmental Management Plans, and how all the stakeholders would be consulted during the construction process, through a robust liaison/consultation strategy. This includes continuation of the King's Cross Construction Impacts Group who would play a strategic role in monitoring the construction activities, and a King's Cross Central Community Relations Team that would provide the day to day interface between the local authorities and the Contractors. In addition, the Applicants would identify a Focal Point for dissemination of information, via a Helpline, Website, Information Boards and Exhibitions.



# 1 Introduction

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## Purpose

- 1.1 The King's Cross Central Revised Code of Construction Practice (CoCP) explains how Argent (King's Cross), London and Continental Railways (LCR) and Exel, the applicants for the proposed King's Cross Central development ("the Applicants"), intend to implement the construction<sup>1</sup> activities throughout the phased implementation of the scheme. This revised version takes into account comments on the original (May 2004) document, principally from Camden planning and environmental health officers.
- 1.2 Most of the proposed King's Cross Central site is currently within the site of the Channel Tunnel Rail Link (CTRL) works, which is a large scale Civil Engineering Project. The CTRL project team has adopted a robust construction management process to manage the impacts that arise from this project. Specific to this site, the CTRL project has also linked into the Camden-formed King's Cross Construction Impact Group, which is tasked with ensuring that the CTRL, London Underground, Regent's Quarter and other projects in the area are coordinated.
- 1.3 The Applicants have learnt much from these management processes, and this CoCP sets out the intentions to adopt a similar approach. It is however important to recognise that the nature of the King's Cross Central proposals are somewhat different to CTRL. While the King's Cross Central proposals do include civil and infrastructure enabling works, the vast majority of construction would comprise buildings using well established techniques for controlling disruption in high density urban settings.
- 1.4 The CoCP does not formally form part of any planning applications. Rather, it has been submitted as a supporting document, to explain the Applicants' intended approach to construction management. In due course its application and implementation could be secured by planning conditions and/or legal agreement.
- 1.5 The Applicants are committed to the use of best practice in the management of the environmental impacts of construction. Both the London Boroughs of Camden and Islington have policies to control environmental impacts during construction, as set out in their Unitary Development Plans. The London Borough of Camden's approach is further defined in their Supplementary Planning Guidance (2002) and the Considerate Contractor Manual (1996),

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<sup>1</sup> The term 'construction' is used to refer to all those works, activities and processes that would be involved in carrying out the proposed development, including excavation and other earthworks, the erection and dismantling of buildings and structures, demolition and other works.

and the London Borough of Islington set out details of their approach in their “Environmental code of practice for construction sites”.

- 1.6 The CoCP sets out the strategy, standards, control measures and monitoring procedures that the Applicants intend to observe to manage any adverse environmental effects of the construction process, to meet the Applicants own commitments to high standards and address the requirements and aspirations of the local authorities.
- 1.7 The CoCP would aim to ensure that the Best Available Techniques Not Exceeding Excessive Costs (BATNEEC), as introduced in the Environmental Protection Act 1990 to cover both technologies and management techniques, are used, where appropriate, for the control of the environmental impacts and construction. It would also aim to ensure that, where appropriate, the Best Practical Environmental Option (BPEO), ensuring least impact to the environment as a whole, and/or Best Practical Means (BPM), in terms of controlling emissions and potential nuisance, are implemented and achieved.
- 1.8 The likely environmental effects of construction are addressed in the Environmental Statement (ES) submitted in support of the proposals. This CoCP does not form part of the ES, but rather sits alongside. Where the ES takes measures within the CoCP into account, in arriving at its judgements, those measures are clearly stated within the ES document.

## Scope

- 1.9 The CoCP applies to all demolition and construction activities of the King’s Cross Central development, as defined in the Main Site and Triangle Site Revised Development Specifications and associated Revised Parameter Plans.
- 1.10 The management of the construction activities for the proposed scheme would need to take account of any other projects in close proximity as they come forward, and therefore the need for liaison/communication etc.

## Structure

- 1.11 The CoCP sets out a series of objectives and measures to be applied throughout the construction period by the nominated contractors. It comprises four sections:-
  - **Part A Construction Environmental Management Strategy** This section defines the overall strategy for managing environmental impacts that may arise during the construction phase. It outlines how the CoCP would be implemented, including the liaison/consultation strategy.
  - **Part B: General Site Specific Requirements** This section sets out the requirements for managing the construction impacts of all site operations.

- **Part C: Environmental Topic Specific Requirements** This section sets out the specific requirements for environmental topics. This covers the following topic areas:-
  - Public Access and Traffic Management
  - Noise and Vibration
  - Air Quality
  - Contaminated Land
  - Waste Management
  - Protection of Surface and Groundwater Resources
  - Landscape and Visual Impact
  - Ecology
  - Cultural Heritage
  - Workforce/Local Employment Opportunities
  - Health
- **Part D: Monitoring** This section sets out the specific requirements for monitoring the construction activities.



# Part A - Construction Environmental Management Strategy

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## A1 Implementation

### Responsibilities

- A1.1 The Applicants would retain overall responsibility for the development during all stages of construction. An individual would be identified who would have overall responsibility to ensure that all construction activities are in compliance with the CoCP, statutory and other obligations. This individual would also ensure that construction activities are successfully managed and integrated with estate management arrangements. He/she would have sufficient powers to require immediate cessation or modification of any works that are contrary to the CoCP.
- A1.2 The CoCP would be a contract requirement and therefore form part of each Contractor's contract documents. It would be updated as the design progresses and as new information becomes available. Each Contractor would be responsible for implementing the requirements of the CoCP through the development of a Construction Environmental Management Plan (see below). All site staff would have a duty to minimise the risk of impacts to the environment from the activities on the site, and therefore, environmental responsibilities would be required to be put in place at all levels within the Contractor's team.
- A1.3 Each Contractor would be responsible for managing their sub-contractors and for ensuring they understand and comply with the environmental obligations of the CoCP. All construction personnel should be briefed regularly on how these obligations affect their working practice, and such briefing should include considerate off-site behaviour.
- A1.4 Each main contractor would nominate a community relations representative, and these representatives would collectively form the liaison team (see A2 – Liaison/Consultation). Each representative would be empowered within each contract to take action where necessary.
- A1.4a The Applicants would bring to the attention of statutory undertakers and other third party contractors the expectation that, in carrying out any works on-site, they would abide by this CoCP. Where appropriate, these other organisations/contractors would be invited to attend the construction Impact Group.
- A1.4b A key part of the CoCP is the provision of sufficient and timely information to local authorities and the wider public.

### Construction Environmental Management Plans

A1.5 Within the suite of contract documents, the Contractor would be required to produce a Construction Environmental Management Plan (CEMP), which would explain how the Contractor would comply with all the requirements set out in the CoCP. This would function as the Contractor's Environmental Management System (EMS). Appendix 1 defines the minimum environmental requirements of the CEMP, which would be developed in consultation with the Local Authorities, and subject to approval by the Applicants. The Applicants would make available the approved CEMPs, to the London Boroughs of Camden and Islington and relevant statutory bodies. They would be publicly available, on request.

### **Method Statements**

A1.6 Prior to commencement of relevant site activities, Contractors would be required to produce Method Statements. These would include measures to implement the CEMP and CoCP in respect of particular tasks and locations. Applications made to the London Boroughs of Camden or Islington for a Section 61 consent (as defined under the Control of Pollution Act 1974) would be accompanied by method statements.

## **A2 Liaison/Consultation**

A2.1 The King's Cross Construction Impacts Group has a strategic role, and currently monitors the CTRL, London Underground Limited (LUL) and P&O Developments construction works. The Applicants would support the continuation of the King's Cross Construction Impacts Group, with its role becoming increasingly active as the project approaches implementation. The group, currently chaired independently by Sir Bob Reid, would include participants in other major developments in the King's Cross Area and representatives from the local authorities and other major agencies. It would continue to contribute significantly to achieving early and effective consultation with relevant agencies and keeping all interested parties apprised of progress and issues. The terms of reference for the Construction Impact Group, as currently constituted, is included at Appendix 2.

A2.2 The Applicants envisage that the Construction Impacts Group would continue to meet quarterly, as a minimum, or as required, according to events or issues of particular concern. The Construction Impact Group is and would be retained by Camden under Camden control.

A2.3 In addition to the high level, strategic role played by the Construction Impact Group, Camden would maintain a King's Cross Central Community Relations Team that would provide the day to day interface between the Contractors and the local authorities, the police, and other parties as appropriate. Meetings of this Team would be organised by Camden, and the community relations representative from each main contractor would attend, along with specialists as necessary.

- A2.3a The Applicants would ensure that there is a single point of contact at strategic and day-to-day liaison levels, so that other parties do not have to liaise with numerous project personnel on all matters.
- A2.4 The Applicants would identify a Focal Point for the dissemination of information and handling of any complaints for King's Cross Central. This Focal Point would be responsible for developing and administering a Helpline to respond to inquiries, concerns or complaints raised and a Website to provide information on the development, its progress and forthcoming works. The website would include options to send comments and feedback to the Focal Point. All calls to the Helpline and feedback from the Website would be logged, together with the response given. Each concern/comment would be responded to rapidly and actioned in an appropriate manner, immediately if necessary. A summary of the calls/comments received and actions taken would be produced as a quarterly monitoring report for the Construction Impacts Group.
- A2.5 The Helpline number and website address would be clearly advertised on prominent displays of information around the site (on hoardings) and at exhibitions. The Helpline service would ensure that calls are answered on a freephone basis, and where appropriate are passed directly to the duty manager on site for immediate action. Return calls should normally be made within 24 hours. During normal construction activities the Helpline would be manned during normal working hours and connected to an answering machine out of hours. During periods of extended hours working, where local authority approval is required, the Helpline would be manned while such work is taking place.
- A2.6 It is envisaged that the Construction Impacts Group, the King's Cross Central Community Relations Team and the Helpline would be of most benefit during the early, infrastructure-heavy, stages of the proposed development, when there is potential for other developments being constructed in the area at the same time. The continuing need for the Construction Impacts Group, the frequency of meetings, and the benefits of running the Helpline would be reviewed as the development progresses, to ensure it is adding value to the management of environmental impacts of construction.
- A2.7 The applicants would develop a public relations strategy with the aim of keeping residents, businesses and other local community informed about the impacts of the works. As part of the strategy, a regular newsletter could be produced and flyers would be distributed to provide targeted information about particular impacts. Public meetings with local residents and businesses would be organised through the Construction Impact Group and held as appropriate, particularly at the start of or during major civil and infrastructure works, and where particular or local effects may be anticipated, such as works close to housing or prolonged road closures.



## Part B – General Site Specific Requirements

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### B1 Introduction

B1.1 The general management of the site is important in controlling environmental impacts from all construction activities. The following section sets out the requirements for all major phases of the development with respect to working hours, general site layout and appearance, and security. The controls related to specific environmental topics are set out in Part C.

### B2 Working Hours

B2.1 In normal circumstances, works would be undertaken during normal hours, i.e. 0800 to 1800 on weekdays and 0800 to 1300 on Saturdays, with no start-up works starting before 7:30am and no close-down works ending after 7:00pm. Where this is not practicable, preference would be given to undertaking works during the evening rather than at night, and consideration would be given to additional weekend (day) working.

B2.2 For internal fit-out work, where there is demonstrably no disturbance, out of hours working would be allowed.

B2.3 Activities likely to generate high levels of noise that would affect sensitive areas would occur during normal working hours other than in exceptional circumstances (as defined in Appendix 4). Where such activities have to occur outside normal hours, occupiers of nearby residential or other properties and the travelling public would, where practicable, be given notification of the time of the works and their likely duration, not less than two weeks in advance.

B2.4 In the case of work required in response to an emergency, the local authority and local residents would be advised as soon as is reasonably practicable that the works are taking/have taken place and their (likely) duration.

### B3 Layout and Site Appearance

B3.1 All phases of the construction would be carried out following a general 'good housekeeping' policy, including: -

- All work areas would be kept clean and tidy. Rubbish would be removed at frequent intervals. Burning of materials on site would be prohibited.
- Hoardings and security fences would be inspected frequently, and repaired and re-painted as necessary (see below for further details on security).

- Reinstatement/good upkeep of street surfaces, even where temporary
  - Street cleaning (avoidance of mud on the road)
  - Site entrances/gates would be positioned to minimise traffic congestion and noise transmitted from site activities and deliveries.
- B3.2 Storage sites, fixed plant and machinery, equipment and temporary buildings etc, would be located to limit adverse environmental effects. All reasonable precautions would be taken for the operation of plant and equipment, including screening, to avoid nuisance and excessive noise impact on surrounding residents. The environmental effects to be considered are not just the proximity of operations to sensitive properties or ecologically sensitive locations, but also to the risks of pollution.
- B3.3 Lighting of the site boundary and associated areas would be provided to ensure sufficient illumination for safety of the passing public/personnel, and positioned such that it does not intrude unnecessarily on adjacent buildings and land uses, cause distraction or confusion to passing drivers, or constitute a road hazard. The aim would be to minimise light pollution effects and encourage crime/anti-social behaviour. These measures would be linked to existing CCTV coverage and new CCTV coverage forming part of the permanent works.
- B3.4 The visual intrusion of construction sites on nearby residents and users of local facilities and amenities would be contained and limited.
- B3.5 For pest control, the following measures would be adopted: -
- Removal or stopping and sealing of drains and sewers brought into disuse;
  - Prompt treatment of any pest infestation and arrangements for effective preventative pest control; and
  - Appropriate storage and regular collection of putrescible waste
- B3.6 Any instances of pest infestation on the construction sites would be notified to the relevant local authority as soon as practicable.

## **B4 Security**

- B4.1 Site security is of the utmost importance. The following security measures would be adopted from the beginning of the works, in liaison with the London Boroughs of Camden and Islington and police experts:-
- Complete site hoardings with vision panels would be installed around each construction site. The layout of hoardings would be designed to ensure that no blind corners, recesses, 'dead' zones of footway or loitering places, are created.

- Each construction site would be security patrolled 24 hours/7days week.
- Informal surveillance through presence of workers on site.
- Links forged with the Police for liaison regarding general traffic, co-ordination of construction activities and major public events, personal safety, and crime displacement.
- CCTV and lighting (lighting designed not to create shadowing of footpaths and roads by the site hoarding).
- Lighting levels in all public street areas would be a minimum of 30 lux.
- Where appropriate, undeveloped areas of the site would continue in their existing uses, or temporary uses may be found. The continuation of active use would enhance security on the site.
- Where buildings are unused, they would be effectively secured and subject to the same requirements for security patrols as construction sites.
- All fencing, gates and other such structures, temporary or permanent, would be maintained in a safe, clean and tidy condition, and fit for purpose.

B4.2 The Applicants would have regard to the reasonable needs of the stations in respect of the safe evacuation of these buildings, and liaise with the station managers as appropriate.

## **B5 Health and Safety**

B5.1 The safety of construction workers would be dealt with in the Contractor's Health and Safety Plan, which would set out how all health and safety risks are identified and managed in accordance with current best practice and legal requirements. The Contractor would also be responsible for ensuring the safety of the general public and any visitors to the site.



## Part C - Environmental Topic Specific Requirements

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### C1 Public Access and Traffic Management

#### Objectives

- C1.1 To carry out works in such a way that inconvenience to the public arising from increases in traffic flows and disruptive effects of construction traffic on local and main roads is limited.
- C1.2 Where necessary, ensure that temporary diversion routes are established, signposted and notified in advance, taking into account King's Cross Station evacuation routes/procedures and other such requirements.

#### Control Measures

- C1.3 A Traffic Management Plan would be developed, taking into account the advice of the highway authority, other relevant local planning authorities, the police and other emergency services. It would be reviewed and updated regularly, in line with the construction programme, and would typically include details of the following:

- Traffic control measures
- Access to the works – for personnel/vehicles
- Traffic management procedures for waste disposal vehicles
- Works to public highways

#### *Traffic control measures*

- C1.4 An on-site speed limit of 10mph would be set.
- C1.5 Routes to and from the site would be agreed with the appropriate highway authority(ies). Routes through residential areas, or close to other sensitive receptors, would be avoided where practicable.
- C1.6 Where practicable, all existing public access routes and rights of way would be maintained during construction and properly signposted. Where this cannot be achieved, suitable alternative routing would be provided and would be signposted, and the alternative route would be illustrated on maps displayed at appropriate locations. All alterations to routes would be notified in advance with suitable signage. Where routes to public transport infrastructure are varied or bus stops relocated the same approach would be adopted to ensure that the travelling public can easily identify the best way to reach their desired mode of transport.

- C1.7 The Contractor would be required to ensure that public notices are issued to provide information on the dates and duration of any closure of routes. These would be appropriately distributed and would display the Helpline telephone number and web address of the development as well as a plan showing the alternative route.
- C1.8 All pedestrian routes would be clearly defined utilising temporary fencing and pedestrian route signage where necessary. Pedestrian crossover routes would have appropriate warning signs displayed e.g. give-way signs, vehicle crossings etc.
- C1.9 In the case of temporary footways, reasonable access would be provided for all people, including those with disabilities, wheelchairs and pushchairs.
- C1.9a Routes shall be maintained in a clean, safe and tidy manner. The Applicants would liaise with the local authorities on the interface with, treatment and reinstatement of adopted highways.

*Access to the works – for personnel/vehicles*

- C1.10 Vehicle access to the site would primarily be a) via the A5200 York Way, the A503 Seven Sisters Road and Pentonville Road for areas to the north and east and b) via the A501 Euston Road for western access to the site. During the early stages of development vehicle circulation through the site would be on existing highways; haul roads left in place following the CTRL development; and new routes created within the site. Construction traffic would shift to completed primary roads within the site as these become available for use.
- C1.11 Site personnel access to construction sites would be via security-manned posts/gates and segregated from construction traffic, by means of vehicular barriers/fencing/hoardings etc.
- C1.12 Good public transport links are available for all construction workers to site, and they would be encouraged to use them. All operatives would be given a specific site induction, and briefed with reference to the use of designated pedestrian access ways and crossover points.

*Traffic management procedures for waste disposal vehicles*

- C1.13 Options would be considered for reducing the quantities of construction materials requiring transport by public roads as far as reasonably practicable.
- C1.14 Delivery vehicles would be used to take materials away from site where practicable.

*Large or abnormal loads*

- C1.15 Movements of large or abnormal loads would be discussed in advance with the local Boroughs, other relevant highway authorities and the Police in order to ensure compliance with regulations and advance notification for local residents.

## C2 Noise and Vibration

### Objectives

- C2.1 Control and limit noise and vibration levels, so far as is reasonably practicable, so that residential properties and other sensitive receptors are protected from excessive or unnecessary noise and vibration levels arising from the construction activities.

### Control Measures

- C2.2 Details of construction activities, prediction levels and assessments would be discussed with the relevant authority, both prior to and during construction. The definition of excessive or unnecessary noise levels, especially at site boundaries, would be agreed following completion of the baseline noise monitoring and discussions with the relevant authorities. Construction programmes would be available in advance of work starting on site for each development phase. Prediction, evaluation and assessment of noise and vibration would be a continuous activity throughout the development of the site, with monitoring results shared with the Construction Impact Group.

- C2.3 Where the potential for significant noise or vibration exists, e.g. during piling/demolition etc, "Best Practicable Means" would be used to reduce noise to achieve compliance consistent with the recommendations in BS 5228, and may include: -

- Careful selection of plant items, construction methods, programming, implementing a 'noise and vibration protocol' which outlines quiet periods/monitoring frequency/action levels etc.
- Design and use of site hoardings and screens/noise barriers, to provide acoustic screening at the earliest opportunity.
- Informing local residents if any particularly noisy operations are planned, and addressing any complaints that may arise (see Part A, Section B2).
- Choice of routes and programming of transport of construction materials.
- Drivers of construction vehicles to avoid reversing into or out of the site wherever possible.
- Percussive piling would generally be avoided. Where there is no alternative to percussive piling (for example where sleeved piles are needed to avoid unacceptable ground movements in nearby sensitive structures) all practical means would be employed to reduce noise, such as erecting an enclosure around the piling rig.

- C2.4 The actions agreed to be taken for each 'noisy activity' would be defined in the relevant Method Statement and where appropriate, an application would be made to the London

Boroughs of Camden or Islington for a Control of Pollution Act (COPA) Section 61 consent. The application would include a description of the proposed works, the likely noise impacts from the activities, the equipment to be used and the measures that would be taken to minimise disturbance.

### **C3 Air Quality**

#### **Objectives**

- C3.1 To minimise the emissions to air of pollutants (particularly dust, fine particles (PM<sub>10</sub>) and nitrogen dioxide) and ensure that best practicable means are employed.

#### **Control Measures**

- C3.2 Where the potential for an impact on air quality exists, "Best Practicable Means" would be used to reduce the impact, including the following control measures as appropriate: -

##### *Materials Storage and Handling*

- Materials handling and storage areas would be sited as far away as reasonably practicable from public/residential areas and the canal. These areas would be actively managed, dry material would be stored inside enclosed shields/buildings or within a central storage area. Material that cannot be used immediately would be stored in stockpiles that would either be covered with tarpaulin or kept damp to avoid dust generation. Prolonged storage of debris on site would be avoided.
- Handling areas would be kept as clean as practicable to avoid nuisance from dust.
- Should a concrete batching plant be operated during the construction period, to allow concrete to be manufactured on site, the cement and other powdered cementitious materials would be delivered by road and transferred through a closed system of heavy duty hoses to storage silos, or delivered to inline covered bin storage areas. Alarms or sensors would also be installed to prevent overfilling or system failure.
- Monoflex sheeting would generally be added to the side of scaffolding to prevent dust blowing off completed floorplates.
- Other dusty materials would dampened down using water sprays in dry weather.
- Particular care would be taken to ensure construction activities do not result in damage, pollution, litter or other adverse effects on the canal and towpath.

### *Construction Plant*

- Site plant and equipment would be kept in good repair and maintained in accordance with the manufacturer's specifications.
- Where practicable, low emission fuels would be employed for construction plant. No plant would be left running when not in use.
- Any fixed plant and equipment would be located away from sensitive receptors and residential areas near the site.
- Fencing/enclosures would be erected around major construction plant items, including any onsite concrete batching plant.
- Plant with dust arrestment equipment (such as particle traps) would be used where practicable.

### *Vehicle Movements*

- All-weather surfaces would be provided on heavily used haul roads and at access points onto the public highway, and near sensitive locations. These would be cleaned frequently according to deposition and weather conditions, and any unsurfaced haul routes and verges kept damped down.
- Effective wheel cleaning would be undertaken of traffic leaving the construction sites onto site haul/public highway roads by the use of wheel washes. Road sweepers and vacuum sweepers would be used to maintain such roads in a clean condition at all times, and avoid sweeping mud and detritus into drains and gullies.
- During prolonged dry periods or as directed by the site manager, haul roads would be dampened down.
- Speeds would be restricted to 10 mph on haul roads across the site.
- All site vehicles would be kept in a good state of repair and maintenance.
- The use of low emission vehicles would be specified in construction contracts where practicable (e.g. specified EURO standard – EURO IV).
- All vehicles carrying dusty materials into or out of the site would be sheeted to prevent escape of materials.
- Any contaminated material that could not be remediated in situ would be trucked to properly certified landfill sites and would be covered (or sealed if hazardous) during haulage.

### *Operational Control*

- Site operations would be planned to take into account local topography, prevailing wind patterns and local sensitive receptors.
- Burning of materials on site would be prohibited.
- Loading and unloading would only be permitted on designated areas.
- Appropriate dust controls would be employed for the demolition work, including sheeting, use of enclosed rubble shutters, wetting down, use of well designed hoarding etc.
- When bulk excavation is to be carried out during dry weather, sprinklers would be employed to control dust generation.
- Dust controls for 'special operations' would be specified, e.g. cutting or grinding of stone or metalwork, sandblasting or other similar cleaning, and crushing.
- Where mobile concrete crushers are used during demolition, these would be sited as far away as possible from sensitive receptors.
- Immediate clean up of spillage would be employed.
- Completed earthworks would be sealed or planted as early as practicable.
- Where parts of the site have been identified as potentially contaminated, any necessary precautions indicated by risk assessments would be specified for dust control, spoil removal and disposal.

C3.3 The above measures would also be applied to those parts of the overall site not being used directly for construction activities.

## **C4 Contaminated Land**

### **Objectives**

C4.1 Carry out the works in such a way as to prevent, contain or limit, as far as reasonably practicable, any adverse impacts arising from the presence of contaminated material encountered during the construction activities.

### **Control Measures**

C4.2 The measures would be consistent with current industry good practice for construction on brownfield sites, and would include the following as appropriate:

- The potential for residual ground contamination within any construction site would be confirmed prior to the start of any piling or excavation work, with the consideration of

potential sources, pathways and receptors. This would be maintained when trenching is carried out for installation of new utilities as part of the development.

- Sampling and testing of excavated spoil and piling arisings, in order to assess the suitability of materials for reuse on site against site specific criteria.
- Stockpiling of contaminated materials would be avoided where practicable. Where it is necessary (e.g. for bioremediation), stockpiles would be located on areas of hardstanding or plastic sheeting to prevent contaminants infiltrating into the underlying ground.
- Where remediation is required, on-site treatment, including bioremediation, would be carried out wherever practicable.
- Imported Landscaping material would be clean and validated by testing as source.
- Any necessary licences would be obtained for the storage, treatment and disposal of waste.
- Where significant unforeseen contamination is identified during the course of the work, the Construction Manager would instruct specific investigations in the areas in question. The construction manager would advise the Local Authority and liaise on the appropriate remediation methodology.

C4.3 Special precautions would be taken if materials containing asbestos are encountered (see waste management below).

## **C5 Waste Management**

### **Objectives**

C5.1 The disposal of waste, including surplus spoil, would be managed to maximise the environmental and development benefits from the use of surplus material and to minimise any adverse effects of disposal, as far as practicable. In general, the principles of the waste management hierarchy, reduce-reuse-recycle, would be applied.

### **Control Measures**

#### *Waste Minimisation*

C5.2 Raw material waste would be reduced through analysing design and construction techniques (e.g. pre-fabrication) where possible. (Refer to the Environmental Sustainability Strategy for further details on waste minimisation).

#### *Reuse*

- C5.3 Wherever practical, concrete and masonry would be crushed for reuse for backfilling and other purposes. There would be a separate programme of salvage of historic construction and landscaping materials to provide for their potential re-use in refurbishment and new construction.
- C5.4 The Contractor(s) would liaise with suppliers to enable packaging material to be sent back for reuse.

#### *Segregation and Recycling*

- C5.5 Opportunities would be investigated to maximise the recycling potential of demolition and construction materials e.g. structural steelwork would be removed from site for recycling, plasterboard offcuts would be recycled where practicable.
- C5.6 Recyclable materials such as metals, timber, cardboard and office paper, would be put in colour coded bins, ready for collection by the appropriate contractor.

#### *Disposal of residual waste*

- C5.7 All wastes would be subject to controlled collection and storage on-site, to keep the construction site tidy, avoid unsightly accumulations of waste and minimise dust, pest infestation, odour and litter. Wastes would not be stored in areas of the site adjacent to sensitive environmental features or receptors.
- C5.8 All residual waste would be removed from site by licensed carriers to suitable licensed disposal sites. Suitable disposal sites would be identified in consultation with the local authorities and the Environment Agency.
- C5.9 Waste transfer notes would be held by the Construction Manager and would fully describe the waste in terms of type, quantity and containment in accordance with the relevant regulations.

#### *Asbestos and Contaminated materials*

- C5.10 Buildings and materials potentially containing asbestos would be fully assessed in advance of demolition works commencing. In accordance with the relevant legislation, a licensed contractor would remove any identified asbestos using “hand” techniques before commencing bulk demolition. Measures such as transporting materials in polythene bags would be taken to ensure that release of hazardous materials does not occur.
- C5.11 The Contractors would obtain any necessary licences for the storage, treatment and disposal of waste and use registered waste carriers, or seek registration as a waste carrier for the handling of contaminated materials.
- C5.12 Any arisings from areas containing remnants of invasive/noxious weeds would be treated as controlled waste and disposed of off-site at a landfill site that is licensed to receive such

material. The disposal recommendations referred to within the relevant Environment Agency best practice guidance would be followed.

## **C6 Protection of Surface and Groundwater Resources**

### **Objectives**

- C6.1 Implement working methods to protect surface and groundwater from pollution and other adverse impacts including changes to water levels, flows and quality.

### **Control Measures**

- C6.2 All works would be carried out taking full account of the requirements of the Environment Agency "General Guide to the Prevention of Pollution of Controlled Waters" and other Environment Agency Pollution Prevention Guidance.
- C6.3 Spoil and other materials on site would be controlled to prevent spillages, particularly during September to March when flooding is more likely. The handling and storage of potentially hazardous liquids on site, e.g. fuels and chemicals, would be controlled and best practice guidance from the Environment Agency would be applied. Storage tank/container facilities would be appropriately bunded within designated areas and sited as far as practicable from any watercourse or surface drain.
- C6.4 A Spillage Response Plan would be developed and implemented by the Contractor, in consultation with the appropriate statutory bodies (including the HSE and local Fire/Civil Defence Authority, as well as the Environment Agency and the Local Authority Environmental Health Department). It would set out systems to ensure that pollution impacts upon people, flora, fauna, land, air and water are contained and minimised and that clean-up procedures and spill kits are in place to respond effectively once an incident is discovered.
- C6.5 Adequate temporary site drainage would be designed, in association with the Local Authorities and, if appropriate, the Environment Agency, and installed during construction works. Levels would be modified where necessary to minimise overland flow. Cut off trenches, dewatering measures, settlement tanks and interceptors would be used across the site to manage surface water run off and prevent any contaminated water from entering the Regent's Canal, either directly as surface run-off, or indirectly via the surface water drainage systems.
- C6.6 All oil interceptors and sediment settlement or other treatment facilities would be regularly inspected and maintained.
- C6.7 Any water from the localised dewatering of perched water within the made ground or clay during basement construction would be discharged to the combined sewers (after agreement

with Thames Water) because of its potential to be of poor quality due to the sediment loading or localised contamination.

## **C7 Landscape and Visual Impact**

### **Objectives**

C7.1 Construction works would be carried out to ensure that, as far as reasonably practicable, disturbance to landscape and townscape is contained.

### **Control Measures**

C7.2 The following measures would be adopted as appropriate:

- Erect hoardings to minimise as far as reasonably practicable the visual intrusion of the worksites.
- Site specific measures for the planting of trees and shrubs and the protection of trees and landscaping would form part of the detailed the landscaping proposals.
- Appropriate protection of any trees within or in the vicinity of the Works, particularly those subject to Tree Preservation Orders (TPOs) or located in Conservation Areas, as required by the local authority. Where a consent is required for tree works, this would be sought and obtained by the Contractor.

## **C8 Ecology**

### **Objectives**

C8.1 Construction works would be carried out in such a way as to ensure that disturbance to Camley Street Natural Park and the Regent's Canal is controlled and that appropriate measures are adopted to protect the ecology of these areas and avoid impacts on protected species, in accordance with relevant good practice and statutory provisions/legislative requirements.

### **Control Measures**

C8.2 Where species are protected by specific legislation, approved guidance would be followed in order to comply with the relevant requirements and sufficient time would be allowed for any licences or consents to be obtained.

C8.3 The following control measures would be employed as appropriate:

- Where necessary, working sites would be fenced with a standard design hoarding or other appropriate screening to protect adjacent areas of conservation interest.
- To prevent disturbance to nests of breeding birds, areas for construction would be cleared outside the bird breeding season (March-August inclusive) wherever practicable. If clearance during the breeding season cannot be avoided, birds would be deterred from breeding from March onwards in the areas to be affected. Where such deterrence was employed, the absence of breeding black redstarts would be confirmed by survey prior to work commencing. If breeding black redstarts are found, measures would be undertaken to protect the nest until the end of the breeding season.

## C9 Cultural Heritage

### Objectives

- C9.1 Construction works to be carried out in such a way to ensure that any adverse impact on historic structures, surfaces, other Conservation Area features and areas of archaeological interest are controlled and limited.

### Control Measures

- C9.2 The Listed Building and Conservation Area Consent processes would cover all identified works to relevant buildings and structures. In addition, 'Watching Brief'<sup>2</sup> control measures would be implemented to meet the above objective:

- There would be an archaeological consultant responsible to the developer for programming and integrating archaeological site works and ensuring engineering contractors conform to the CoCP for archaeological matters. There would be an archaeological presence (Archaeological Watching Briefs) at the times when site investigations (including engineering trial pits), temporary and permanent ground works encounter made ground from the 19<sup>th</sup> century or earlier, and Fleet River Alluvium. There would be no archaeological attendance where ground works are within gravel and London Clay formations, or made ground that is demonstrably from the 20<sup>th</sup> century or later.
- Site works would be carried out by a firm of archaeological contractors approved by Institute of Field Archaeologists (IFA) and English Heritage (EH) for undertakings in

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<sup>2</sup> An archaeological watching brief is defined by the Institute of Field Archaeologists as "A formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons within a specified area or site on land or underwater where there is the possibility that archaeological deposits may be disturbed or destroyed. The programme will result in the preparation of a report and ordered archive."

Greater London. The archaeological contractor may be appointed to the developer or to the main contractor.

- Pre development archaeological works would conform to 'good practice' required by IFA and EH.
- A strategy shall be agreed with the engineering contractors to minimise the chance of accidental damage to known and predicted archaeological resources, and including for the protection of resources to be documented during construction, excavated prior to construction, or retained *in situ* for the foreseeable future. This CoCP strategy also requires the engineering contractors to notify the developer or his site representative of any encounter of heritage assets found in the made-ground and in the underlying alluvium/other superficial natural soils.
- Where buildings or structures to be demolished are close to heritage resources explosive and 'wrecking ball' techniques would not be appropriate. In these areas bulk demolition would be carried out using more incremental techniques, such as large scale excavators using bucket and shear jaw attachments.
- The archaeological site programme shall be designed to be safely carried out, and carried out in a fashion that minimises the potential for construction delays.
- There would be 'structural' archaeological watching briefs at times when new interventions and conservation were occurring to listed buildings and other notable historic buildings.

## **C10 Workforce/Local Employment Opportunities**

### **Objectives**

- C10.1 Implement methods to enhance the opportunities for the employment of a local workforce for the construction of King's Cross Central, with associated educational initiatives.

### **Control Measures**

- C10.2 The Applicants would facilitate the development of local labour and trade contractor initiatives with London Boroughs of Camden and Islington. The Applicants would also sponsor construction industry graduates during the project.
- C10.3 The Applicants are committed to supporting various construction training initiatives, to address the difficulties experienced by local people in finding and sustaining employment within the construction industries, and the requirement of contractors for a suitably trained

and experienced workforce. The Applicants' commitments will be set out in a planning agreement with the local planning authority.

- C10.4 The Applicants would work with London Boroughs of Camden and Islington to encourage the involvement of the local community, sponsoring local events and organising educational visits, including both visits to schools and schools visiting the site.

## **C11 Health**

### **Objectives**

- C11.1 Construction works to be carried out in such a way in order to minimise any detrimental effects to the health of local residents, visitors to the area and construction workers.

### **Control Measures**

- C11.2 The measures described throughout this document are consistent with achieving the objective of minimising the health impact of the construction of the development on the surrounding receptors.
- C11.3 The safety of construction workers would be dealt with in the Contractor's Health and Safety Plan, which would set out how all health and safety risks are identified and managed in accordance with current best practice and legal requirements. The Contractor would also be responsible for ensuring the safety of the general public and any visitors to the site. Each site would have first aid facilities for their workers and visitors to site, as required by normal practice.



## Part D – Monitoring

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### D1 General

- D1.1 The Applicants would take an active role in monitoring and reviewing the delivery of all requirements defined in this CoCP, from the start of works.
- D1.2 In addition, the monitoring of the Helpline/web site would be used as a tool to assist in informing all interested parties on the success of the CoCP and so advise whether methods should be changed.
- D1.3 Specific environmental monitoring requirements that would be required to be undertaken through the construction phase are identified below. The design of such monitoring would be discussed by the Contractor(s) and the relevant consultees as agreed by the Construction Impacts Group.

### D2 Specific Monitoring Requirements

#### Noise Monitoring

- D2.1 Baseline noise monitoring survey would be carried out prior to commencement of work on the site.
- D2.2 Monitoring would be carried out at appropriate intervals during construction, for established and agreed monitoring stations around the development. This would be reviewed periodically to ensure that there have been no exceedances of any action levels set and agreed.
- D2.3 The results of any noise monitoring would be made available to the Construction Impacts Group and would be publicly available, and would feed directly into the improvement of construction practice on site where necessary.

#### Air Quality Monitoring

- D2.4 Monitoring would be undertaken throughout the construction period to enable proactive management of dust and PM<sub>10</sub> levels. Wind speed and direction would be included in the monitoring.
- D2.5 Dust complaints to be investigated at the earliest opportunity and appropriate action taken to control the source or remedy the effect as appropriate.
- D2.6 The Construction Impact Group would be given access to all records of dust monitoring undertaken as they become available. They would be available to the public on request.

### **D3 Reporting**

D3.1 The results of the monitoring would be reviewed by the Construction Impacts Group at the quarterly meetings or as agreed to be appropriate.

## **Appendices**

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## **Appendix 1**

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### **Minimum Requirements of Construction Environmental Management Plans**



- An implementation schedule, which is consistent with the overall Contract work programme.
- A Management Structure, which includes an organisation chart encompassing all staff (including sub-contractors) responsible for the work. This would set out the respective roles and responsibilities with regard to the environment. This would show the nominated Environmental Site Manager.
- Procedures for meeting the requirements of the Code of Construction Practice, including the General Site Specific Requirements at Part B and the Environmental Topics Specific Requirements at Part C.
- Procedures for environmental training of site staff.
- Procedure(s) setting out how internal communication would be programmed, managed and documented in respect of all environmental matters.
- Procedures for handling external communications, liaison and complaints including the development and maintenance of a clear audit trail.
- An Environmental Risk Register (which may be a discrete part of the project risk register) and associated procedures which show how environmental risks would be addressed.
- A register of permissions and consents required with responsibilities allocated and a programme for obtaining them.
- Procedures for dealing with unexpected occurrences or finds during construction.
- Procedures for monitoring, recording and disseminating environmental performance throughout the Contract.
- An internal environmental audit programme (which may be part of an overall project audit programme).
- Procedures for addressing non-compliance and corrective actions.



## **Appendix 2**

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### **Construction Impact Group**

#### **Terms of Reference**



## **King's Cross Construction Impact Group – Terms of Reference**

1. The particular and combined effects of major construction activities in the King's Cross area will continue to have significant and sometimes severe implications for local communities over many years, and the purpose of the Group is to:
  - a. to ensure that the problems and opportunities arising from the prolonged period of major construction in the King's Cross area are anticipated and considered at senior levels across the range of agencies involved.
  - b. to ensure that the responses to problems and issues are delivered effectively by the agencies and organisations concerned.
  - c. to ensure that the various opportunities arising from construction activity are fully taken, such as employment and training, enhanced community safety and cultural activities.
  - d. to ensure that the necessary co-ordination between stakeholders is maintained, at the appropriate levels.
2. The Group is to receive briefings and updates from across the range of activities and remit and to make key, strategic decisions to act on and resolve issues as and where necessary, before they arise.
3. The matters for the Group to consider include pollution and environmental impacts, wider health issues, traffic management, community safety and policing arrangements, effective communication, and local employment and training.
4. The construction projects on which the Group will focus include:
  - a. Channel Tunnel Rail Link
  - b. London Underground works at King's Cross
  - c. Thameslink 2000 works
  - d. Railtrack works at King's Cross Station
  - e. Major works at development sites such as the P&O blocks
  - f. Other developments which may be connected in terms of impacts, best practice, resources, and including congestion charging
  - g. The King's Cross Central development

The Group will also consider other relevant activities in the area arising from regeneration programmes, private development etc.

5. Members of the Group are expected to provide information as required, and to be able to take the required, decisions and progress the work of the Group within their own organisation, recognising that many issues will need prompt action.
6. The Group is expected to look ahead at significant construction events and plan for them accordingly.
7. The Group will meet at approximately six-week intervals unless it determines otherwise.
8. The Group will invite local councillors and community representatives to their meetings, who will be asked to report on their constituents' experience of the works and offer advice and information to help in the Group's work.
9. The membership of the Group can vary according to need, with additional members co-opted as required. Substitute representatives will need to be able to progress the work of the Group with equal effectiveness.
10. The Group would be supported by the King's Cross Team in Camden.

## **Appendix 3**

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### **Regulatory Framework**



## **General**

Town and Country Planning Act 1990 (as amended)

Environmental Protection Act 1990

Environment Act 1995

## **Public Access and Traffic Management**

Transport Act 1968

Highways Act 1980 – particularly Part IX. Includes it is an offence to obstruct a highway, for example with builders materials, which results in a public danger/nuisance.

Road Traffic Regulation Act 1988

Town and Country Planning Act 1990 (Part X) requires that a Public Right of Way may not be obstructed or diverted without an Order permitting it.

New Roads and Street Works Act 1991

The Traffic Signs Regulations and General Directions, 1994.

## **Noise and Vibration**

Principal controls contain within Part III, of the Control of Pollution Act (COPA) 1974. In addition, statutory nuisance provisions contained within Environmental Protection Act 1990 (ss.79-82) also apply to noise.

Prior permission to be sought from Local Authority relating to noise from construction activities (s.61 of COPA 1974).

Best Practicable Means (BPM) as defined in Section 72, Part III, of the Control of Pollution Act (COPA) 1974.

British Standards Institution (1997) BS 5228: *Part 1: 1997 Noise and vibration control on construction sites and open sites: Code of practice for basic information and procedures for noise and vibration control.*

British Standards Institution, (1992) BS 5228: *Part 4: 1992, Noise and vibration control on construction and open sites: Code of practice for noise and vibration control applicable to piling operations*

## **Air Quality**

Environment Protection Act 1990. Dust can give rise to a statutory nuisance if it is considered to be 'prejudicial to health or a nuisance'.

Smoke, e.g. from burning waste on site, controlled by Clean Air Act 1993.

Ambient air quality standards and objectives set for PM10 and a number of other substances in the - Air Quality (England) Regulations 2000 and Air Quality (England) (Amendment) Regulations 2002.

Vehicle Emissions – Road Vehicles (Construction and Use) Regulations as amended, and the Motor Vehicle (Type Approval) (Great Britain) Regulations made under the Road Traffic Act 1988. Emissions controlled through MOT Test.

## **Contaminated Land**

Environmental Protection Act 1990

Environment Act 1995

Contaminated Land Regulations 2000

## **Waste Management**

The management of waste would be undertaken in accordance with Part II of the Environmental Protection Act 1990 and the Environment Act 1995.

Special Waste Regulations 1996.

Environmental Protection (Duty of Care) Regulations 1991

## **Protection of Surface and Groundwater Resources**

Water Resources Act 1991 – It is an offence to cause or knowingly permit pollution of controlled water, either deliberately or accidentally. In addition, formal consent of the Agency is required for many discharges to controlled waters, including both direct and indirect discharges to soakaway. Such consents are granted subject to conditions.

## **Landscape and Visual**

Environmental Protection Act 1990

BS 5837:1991 Trees in Relation to Construction

## **Ecology**

Wildlife and Countryside Act 1981 (and amendments),

The Conservation (Natural Habitats &c) Regulations 1994 (as amended) – implements the EC Habitats Directive.

Countryside and Rights of Way Act 2000

## **Cultural Heritage**

Ancient Monuments and Archaeological Areas Act 1979

Planning (Listed Buildings and Conservation Areas) Act 1990



## **Appendix 4**

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### **Definition of Exceptional Circumstances**



In relation to activities that are likely to generate noise that would affect sensitive areas (see B2.3), the following are examples of exceptional circumstances under which it could be possible that the activities would need to occur outside of normal working hours. This list is not intended to be exhaustive, but illustrative of the type of circumstance that may lead to this situation.

- Works in close proximity to operational railway that could only safely take place during railway possessions;
- Deliveries of abnormal loads that require the use of non-standard vehicles;
- Use of large mobile cranes to install heavy plant or remove tower cranes, that would require adjacent highways to be partially or fully blocked;
- Works within public highways;
- Situations where a continuous concrete pour is required to achieve structural integrity;
- Certain commissioning activities, e.g. load bank testing of end user's uninterrupted power supply.

Each instance where such works might be required would be considered on a case by case basis.

