

Chapter 5: Demolition and Construction

INTRODUCTION

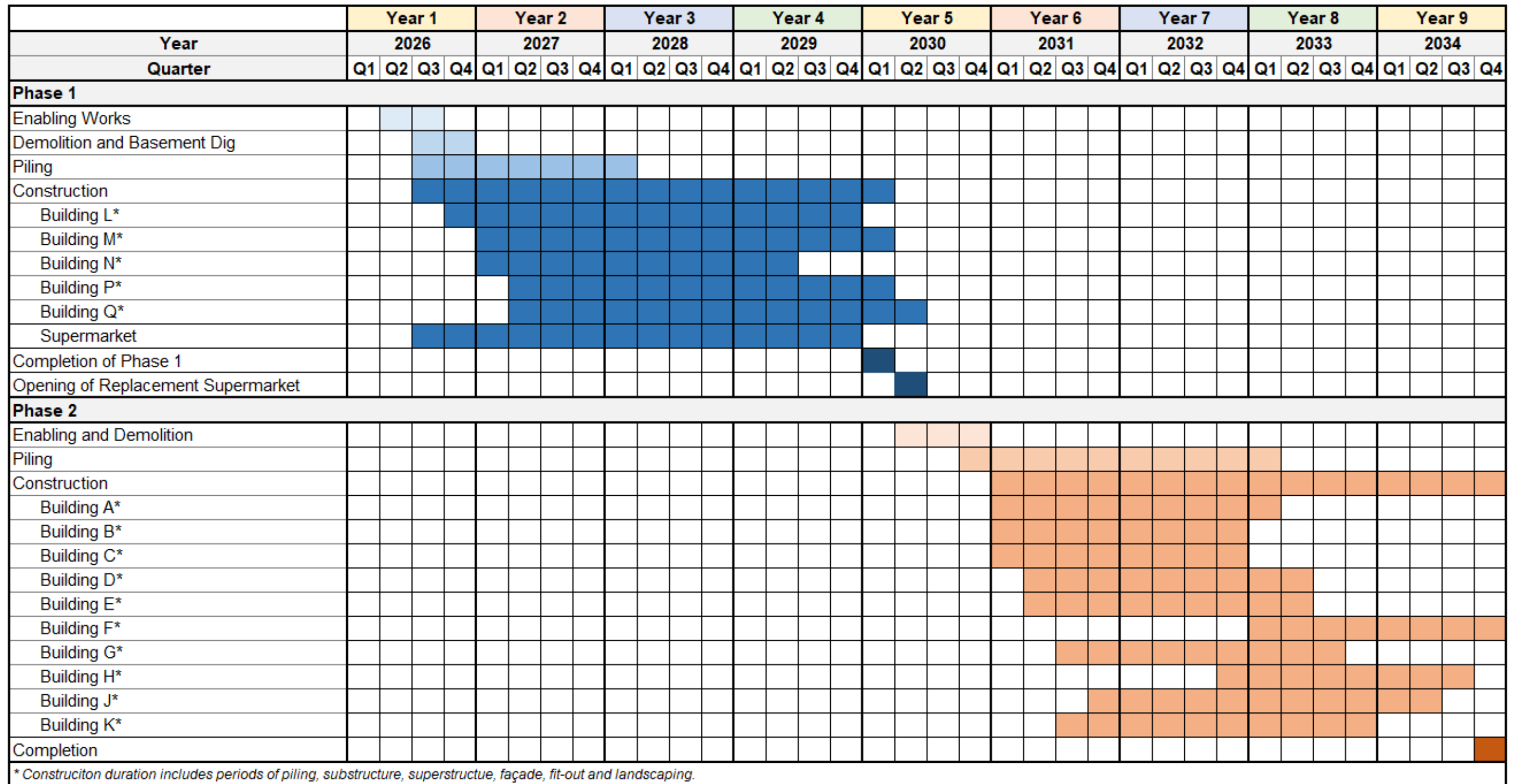
- 5.1** This chapter of the Environmental Statement (ES) describes the indicative programme for the demolition and construction works, specifically the key activities that will be undertaken prior to the completion and operation of the Proposed Development. This chapter of the ES provides a description of the demolition and construction works for the purposes of identifying and assessing the potential demolition and construction related environmental impacts and resultant environmental effects of the Proposed Development. The assessment of these impacts and effects is reported within each technical topic chapter of this ES (**ES Volume 1, Chapters 6 to 14 and ES Volume 2, Heritage, Townscape and Visual Impact Assessment**).
- 5.2** Planning for construction is broad at this stage in the planning process and may be subject to modification during the detailed planning of these works, particularly following appointment of a contractor and throughout preparation of various management plans including Construction Method Statements (CMSs). The information presented within this ES chapter is therefore based on reasonable assumptions made by the Applicant, and the wider planning and design team. The information presented within this ES chapter is therefore suited to this stage of planning. It is also considered robust for the purposes of the Environmental Impact Assessment (EIA) in defining a reasonable worst-case scenario for the purposes of assessment and any non-material changes to the timings of works is not considered likely to affect the findings and conclusions of the technical assessments.
- 5.3** Various environmental management controls will form the basis of a Demolition and Construction Environmental Management Plan (DCEMP) that will be implemented over the duration of construction works. An outline DCEMP has been prepared and is submitted in support of the application. It is anticipated that the preparation of a detailed DCEMP will be conditioned and prepared (alongside any other required management plans) prior to any works on-site starting, in agreement with the London Borough of Southwark (LBS). Demolition and construction related management, mitigation and monitoring measures on a topic-by-topic basis are described within the relevant technical chapters of this ES, as well as summarised in **ES Volume 1, Chapter 17: Environmental Management, Mitigation and Monitoring Schedule**. The DCEMP will define, amongst other things, the hours of operation, dust control measures and vehicle emission control. In addition to the environmental management measures and procedures (such as noise control and dust suppression (etc.)), consideration shall also be given to construction materials quantities and best practice environmental standards for construction sites.
- 5.4** It is intended that the DCEMP (and other plans, as relevant) will be 'live working' documents, and that the Principal Contractor's appointed representative will update the documents according with any amended construction environmental management measures as the scheme progresses. In addition, the site will be registered with the UK's Considerate Constructors Scheme.

PROGRAMME OF WORKS

- 5.5** An indicative construction programme has been prepared for the Proposed Development to assist in formulating the assessment of the probable environmental effects during the demolition and construction phase, as shown in Figure 5.1. The indicative construction programme is based on assumptions such as the likely phasing of the demolition and construction works, technical considerations and professional experience.
- 5.6** For the purpose of the EIA, and as detailed in Figure 5.1, it is envisaged that works will take place over across two broad phases over an approximate nine year period, from commencement of enabling and demolition works in Q2 2026 with completion in Q2 2034. Each phase is anticipated to be built in line with the following development trajectory:
- Phase 1 comprising the construction of the replacement supermarket and Buildings L, M, N, P and Q; and
 - Phase 2 comprising demolition of the existing Morrisons supermarket and construction of Buildings A, B, C, D, E, F, G, H and J.

- 5.7** For the purposes of assessing the demolition and construction works within the ES, it is anticipated that timings of each phase of the Proposed Development will be as follows:
- Phase 1: commencement of work in Q2 2026 with completion in Q2 2030; and
 - Phase 2: commencement of work in Q2 2030 with completion in Q4 2034.
- 5.8** Figure 5.1 shows the indicative demolition and construction programme. The programme has been defined solely for the purposes of the EIA specifically, the assessment of the likely significant effects of the Proposed Development over the build programme and on completion and operation and for no other purposes.
- 5.9** It should be noted that the occupation of the buildings within both Phase 1 and Phase 2 will likely be phased, therefore the earliest occupation of the Proposed Development is 2029 (Building N), as shown in Figure 5.1.
- 5.10** The indicative demolition and construction programme has been produced by an experienced construction manager and is representative of a programme that is reasonable and achievable, based upon the information available at the time of preparing this ES. The programme presents the likely sequence of activities and is based on reasonable assumptions in terms of the sequencing of works and site logistics. It is considered robust for the purposes of the EIA in defining a reasonable worst-case scenario for the purposes of assessment and any non-material changes to the timings of works is considered unlikely to affect the technical assessments.
- 5.11** For the purposes of the Community Infrastructure Levy ('CIL') Regulations (2010), phases may be subdivided into separate chargeable developments (sub-phases), including further enabling, demolition and public realm phases. Whilst these works have not been specified separately as part of this ES chapter, they have been captured within the overall programme and works described, and taken account within the technical assessments as appropriate.

Figure 5.1 **Indicative Demolition and Construction Programme**



DESCRIPTION OF WORKS

5.12 An indicative description of the method for the demolition and construction works is provided below and provides a reasonable basis of assessment for the EIA. A detailed methodology of these works will be set out in the final DCEMP prior to these works commencing.

5.13 Each phase is expected to comprise the following key activities:

- Site possession, clearance and welfare establishment;
- Demolition and remediation;
- Construction;
 - Substructure;
 - Superstructure;
 - Façade;
 - Internal Fit-out; and
 - Landscaping.

Site Possession, Clearance and Welfare Establishment

5.14 Prior to the commencement of demolition works, enabling works will be required to ensure the site has adequate welfare provisions and any necessary surveys are carried out and have any subsequent works addressed.

5.15 The existing building information pertaining to structures on-site will be reviewed with specific regard of known asbestos. Following on from this, a refurbishment and demolition survey will be commissioned to ascertain the presence and extent of any asbestos within the buildings. This survey will be in conjunction with the Control of Asbestos Regulations 2012 and the relevant HSE guidance notes. The results of the aforementioned survey will determine the extent to which provisions will be necessary for asbestos removal works. If further works are required, they will be done so by accredited parties from the appropriate body who have proven competence and in compliance with ISO 17020 and 17025.

5.16 Several surveys and investigations will need to be undertaken prior to the commencement of the works. In addition, various consents and licences will need to be granted. The following pre-commencement surveys and investigations are envisaged:

- Asbestos and Hazardous material surveys (as described above);
- Nesting birds survey (if site clearance works are to be undertaken between the months of March to July inclusive);
- Structural surveys of existing structures;
- Utility surveys to determine the position of any assets;
- CCTV survey of the existing surface water and foul water drainage to confirm their size and condition;
- Condition survey of highways and estate roads;
- Unexploded ordnance; and
- Ground conditions and geotechnical constraints including ground stability, contamination and bearing capacities.

5.17 All necessary consents and licences required to commence an on-site activity will be obtained ahead of the works commencing and giving the appropriate notice period. These will include:

- Notices for works on the highway in accordance with the Highways Act 1980 and Road Traffic Act 1998;
- Hoarding, scaffold and crane licences for works on the perimeter boundary;

- Connections to existing statutory services and main sewers;
- Licence for discharge of water from the site into the public sewer; and
- Any Party Wall Act notices and agreements; and
- Approval of relevant demolition and construction related site environmental management plans and other supporting documents.

5.18 Soft strip out of the buildings will progress in advance of main demolition works and will be related to any asbestos strip out works if necessary.

5.19 Temporary project welfare site cabins will be established for the duration of the build. The welfare will include facilities for all construction workers such as a canteen area, drying room with lockers, male and female toilets and showers, induction room and first aid room. Energy and water efficient fixtures and fittings will be incorporated in the welfare and office areas. There will be secure cycle parking for contractors and staff.

5.20 The site will be screened by 2.4m high boarding around the external boundary. The hoarding will be maintained to a high standard throughout the demolition and construction works. As works progress above the hoarding, measures will be introduced to control work at heights by task specific method statements and collective proprietary barriers to protect adjacent properties if necessary.

5.21 Where necessary to ensure safety, individual locations within the site where hazardous activities are being carried out will be secured with the installation of heras fence panels. The detailed arrangements for hoarding will be subject to further discussions with LBS.

Demolition

5.22 The demolition works on-site will occur in two phases. Phase 1 will comprise of the demolition of the petrol station and associated areas, as well as the eastern side of the current Morrisons car park. The current Morrisons supermarket car park (353 spaces) will be reduced in size as a temporary car park (140 spaces), as shown in Figure 5.2.

5.23 Phase 2 will comprise the demolition of the existing Morrisons supermarket and the Aylesham Centre, as shown in Figure 5.3 (excluding the Rye Lane commercial units known as the Old HSBC Building, Higgins Clock Tower and Peckham High Street commercial residents, which are located outside the planning application redline boundary). Phase 2 demolition works will proceed once Phase 1 construction works have completed and the replacement supermarket is operational in order to provide continuous commercial residence to the supermarket provider.

5.24 The principal contractor will provide the following information prior to the demolition and construction site works commencing, which will provide confirmation on the management strategy to be used to minimise the impact of the works:

- DCEMP – this will be in accordance with the Outline DCEMP;
- Construction Logistics Plan (CLP) – this will be in accordance with the Outline CLP submitted to support the planning application; and
- Project Waste Management Plan.

5.25 A pre-demolition survey will highlight the feasibility of material reuse and recycling. Subsequently, where possible, any demolition arisings will be processed on-site to maximise the opportunity for recycling and reuse. This will be in accordance with the Circular Economy Statement (submitted in support of the planning application) and findings of the Applicant's Designing Out Waste Workshop. In turn, this will reduce the need for taking materials off site and therefore reduce the need for additional Heavy Goods Vehicles (HGVs) to enter and depart site.

5.26 Following the removal demolition works, as required, existing utilities will be diverted, and the site remediated to bring it to an acceptable standard for redevelopment.

Figure 5.2 Early Phase 1 Construction Logistics Plan

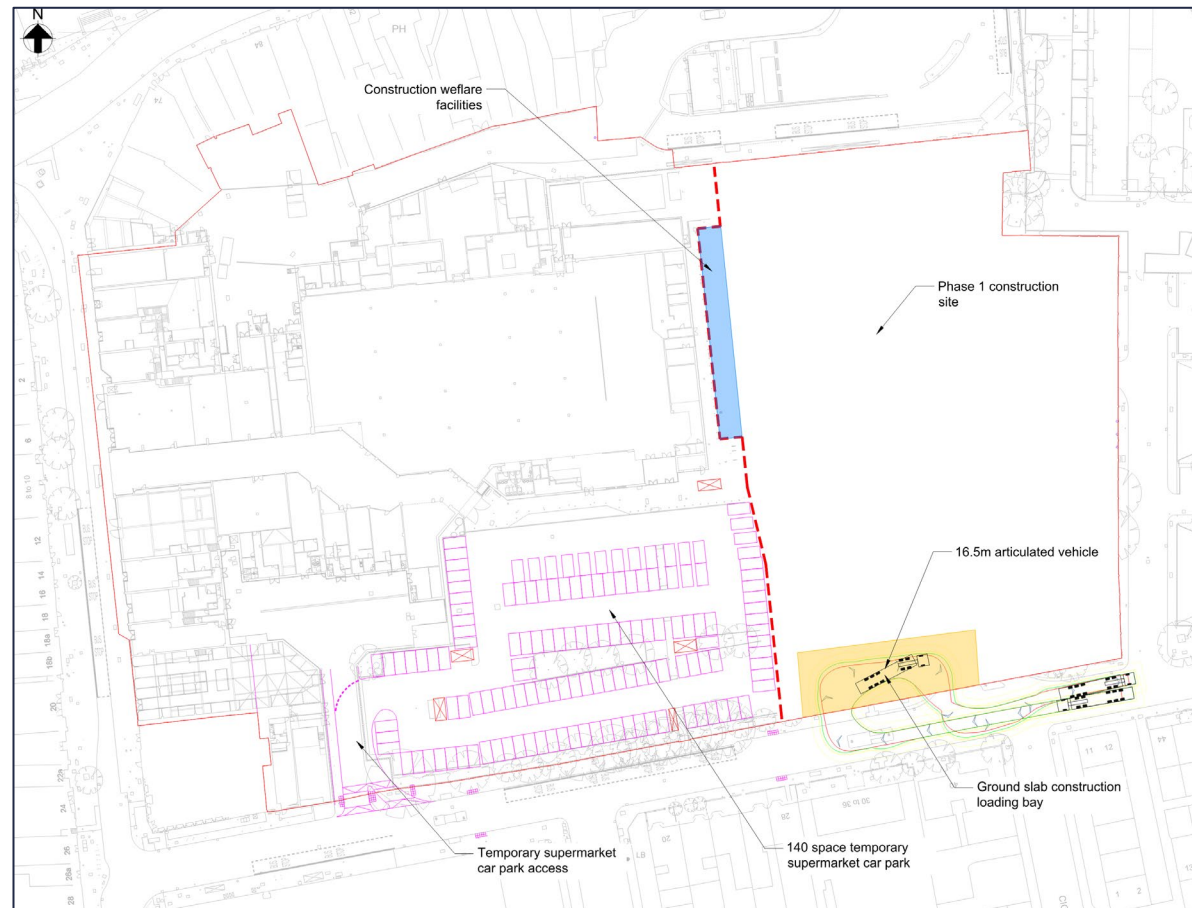
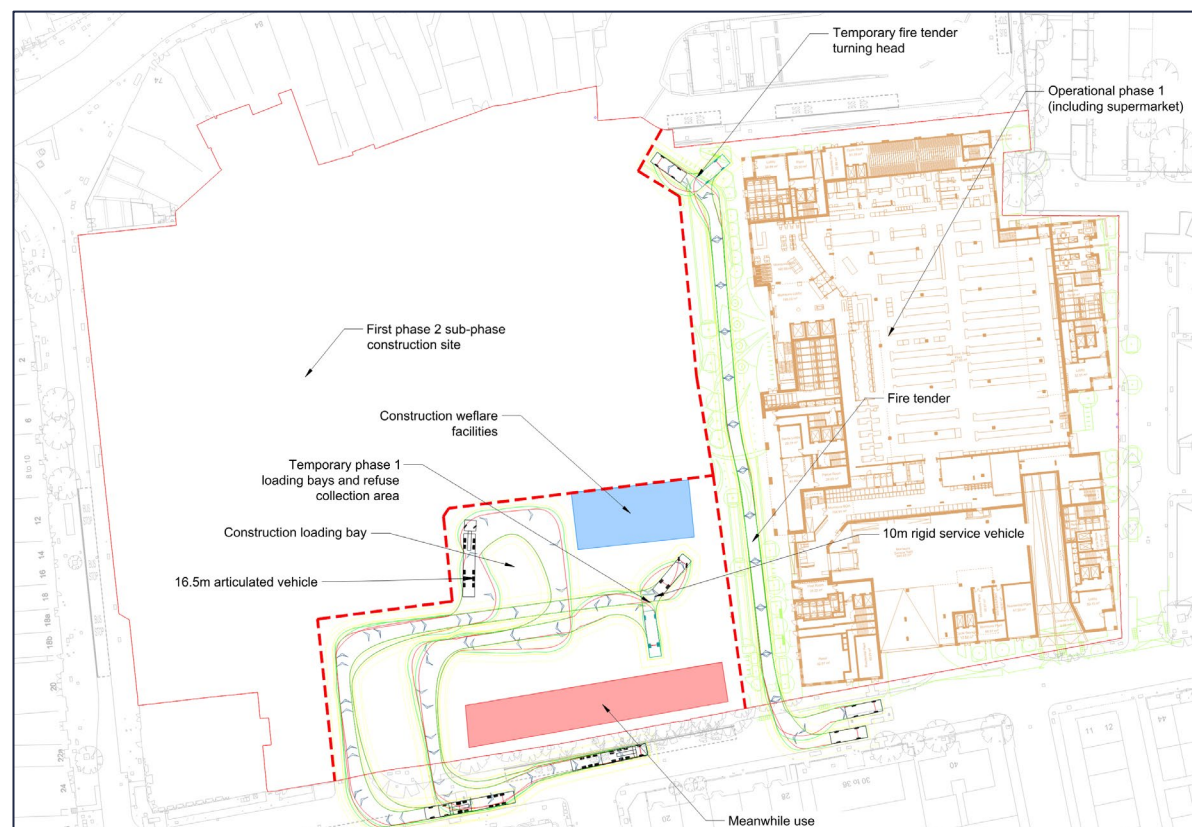


Figure 5.3 Early Phase 2 Construction Logistics Plan



Substructure

- 5.27** The proposed basement will follow the perimeter of the Phase 1 boundary, which covers Buildings L, M, N, P and Q.
- 5.28** After the demolition works, pile probing and pile mat installation will commence. The pile mat is anticipated to be made up from existing on-site crushed site clearance from the demolition works where possible. A combination of Continuous Flight Auger (CFA) and secant piling is proposed, the proposed basement within Phase 1 will have a secant piled basement wall with CFA pile caps for the columns. CFA piles are proposed for Phase 2. All piles will be deeper than 15m.

Superstructure

- 5.29** Following on from this, superstructure works will commence. It is envisaged the first tower cranes for the project will be installed at this stage to assist with the works. Until operational use of a permanent lift is secured, each building will utilise the stairs and have its own hoist to access work areas and move operatives to the workplace.
- 5.30** The frame is proposed to be built using reinforced concrete slabs. A decking system will be utilised to construct the frame with the decking being re-use on-site to progress the buildings as each floor is constructed.
- 5.31** Upon completion of the concrete structure, the next stage of the works will include; external envelope, internal partitions, mechanical and electrical, joinery and glazing works.

Tower Cranes

- 5.32** Trade Contractors shall liaise with the Appointed Person / Crane Co-ordinator in respect to the planning of their craneage requirements for the project. This is to ensure the safe operation of all cranes on the site, to ensure the avoidance of clashes and over sailing outside of the site boundary. Slew restrictors will be used as required.
- 5.33** Each Trade Contractor using cranes will provide competent persons in relation to any Lifting Operations in accordance with BS 7121 (The Safe Use of Cranes) and LOLER Regulations 1998 and will be responsible for the planning and safe operation of cranes on the project. Regular crane co-ordination meetings will be held on the project to discuss and review crane logistics, particularly in respect to safety of crane movements.
- 5.34** All crane lifting operations will be supported by a 'Lifting Plan' to ensure safety in lifting operations – in accordance with the requirements of the Lifting Operations and Lifting Equipment Regulations 1998 and BS7121 – The Safe Use of Cranes.
- 5.35** Cranes will be fitted with an anti-collision system. Not only does the system prohibit collision, but it also ensures that cranes do not over sail adjoining properties (also called zoning). The system continuously controls the working limits of the crane, displays information when approaching these limits and, if necessary, automatically slows down the crane to a stop.

Façade

- 5.36** The façades are proposed to be built using the traditional brick method. Where necessary, the tower cranes will be used to distribute the bricks and other façade materials vertically up the buildings with hoists. Balconies will be manufactured off site and delivered as completed units, to be lifted onto the buildings via crane.

Internal Fit-Out

- 5.37** Where possible, elements of the fit-out will be manufactured off site and brought to the site ready for final installation. Elements to be manufactured off site include but are not limited to utility panels and various component parts for plant rooms and services.

Landscaping

- 5.38 External hard and soft landscaping will be carried out according to landscape plans. The external landscaping will commence when the scaffolding to adjacent elevations is removed or construction works allow.
- 5.39 All trees, shrubs, plants and lawns will arrive on-site immediately prior to planting. There will be ongoing maintenance and repairs for hard and soft landscaping to ensure damage and plant failure are rectified immediately.

EMBEDDED CONSTRUCTION RELATED MITIGATION

- 5.40 For the purposes of the technical assessments provided as part of this ES, the following construction related mitigation measures are taken as ‘embedded’ and so factored into the technical assessments to define the potential for likely significant effects. All other construction related mitigation that has been identified as being required to reduce the scale and so significance of residual effects or render residual effects insignificant is ‘additional mitigation’ and is presented in **ES Volume 1, Chapter 17: Environmental Management, Mitigation and Monitoring Schedule**:
- Use of 2.4m high solid timber construction hoardings;
 - Implementation of wheel cleaning facilities at all site access and egress locations;
 - Use of Continuous Flight Auger piling techniques; and
 - Re-use and re-cycling of demolition materials.
- 5.41 Additionally, this also includes measures set out within the:
- The Control of Pollution Act (COPA) 1974¹ with particular reference to part III;
 - The Environmental Protection Act 1990²;
 - The Control of Noise at Work Regulations 2005³; and
 - The Health and Safety at Work Act 1974⁴.

MATERIALS AND WASTE

Estimated Demolition Quantities

- 5.42 It is expected that waste comprising of rubble, topsoil and piling arisings, will occur from site demolition, earthworks and installation of foundations. With the Proposed Development including a basement for Phase 1, excavation will be required during the construction phase and some contamination is expected from this due to the nature of the on-site petrol station. Any contaminated soil will be removed from site or remediated where possible and suitable.
- 5.43 Should there be any clean excavated material that cannot be reused on-site, it will be removed by the appropriate waste carriers and distributed for disposal or reuse at another development where possible. Contractors working on the Proposed Development will, in consultation with LBS and the Environment Agency, identify appropriate disposal sites and associated routes. Transportation options will be considered during the process to reduce adverse environment effects, transport times and landfill capacity.
- 5.44 Table 5.1 shows an estimation of the demolition waste volumes at the Proposed Development. The Proposed Development is anticipated to generate 8,289.54 tonnes of construction waste. Given waste reduction and reuse will be in practice, it is not anticipated that construction waste volumes will have any significant effect on landfill capacity.

¹ UK Government, The Control of Pollution Act 1974
² UK Government, Environmental Protection Act 1990

Table 5.1 Demolition Waste Volumes

Material	Estimated Quantity (Tonnes)
Concrete	5,077.91
Bricks	2,365.09
Stones	220.19
Metals	165
Timber and Timber Products	286.84
Tiles and Ceramics	63.15
Plasterboard (other gypsum containing materials)	3.69
Glass	3.76
Textiles	2.32
Plastics (including Vinyl Sheets)	14.62
Asphalt (containing bituminous material)	24.36
Insulation containing Asbestos	62.61
TOTAL	8,289.54

Excavation Volumes

- 5.45 It is estimated that there will be approximately 43,250m³ of material excavated associated with the bulk dig for the substructure construction.
- 5.46 This material will be generated from pile arisings, excavation for substructures and removal of material to form the new basement. Materials will be removed progressively throughout the construction period.

Estimated Construction Quantities

- 5.47 Table 5.2 presents estimates of the key construction materials associated with the construction of the Proposed Development.

Table 5.2 Estimates of Key Construction Quantities

Materials Delivered	Quantities
Concrete in Piles	7,300m ³
Concrete to foundations and substructures	4,500m ³
Concrete in Superstructures	15,000m ³
Substructure Rebar	250T
Superstructure rebar	700T
Structural Steel	100T
Façade Cladding and Glazing	150,000m ²
Roof finishes	6,000m ²
Blockwork Walls	2,500m ²
Internal Walls	90,000m ²
Ceilings	60,000m ²
Wall Finishes	90,000m ²
Floor Finishes	60,000m ²
Hard and Soft Landscaping	15,000m ²

³ UK Government, Control of Noise at Work Regulations 2005
⁴ UK Government, Health and Safety at Work etc. Act 1974

Construction Waste

- 5.48** Construction waste volumes have been estimated using Building Research Establishment (BRE) Waste Benchmarking data, which outlines likely construction waste arisings in tonnes for new build construction projects based on real life data. The BRE benchmark data identifies the average volumes and tonnage of construction waste per 100m² of proposed floor area. For the purposes of estimating anticipated construction waste quantities generated by the construction of the Proposed Development the benchmark rates for residential (18.1m³ per 100m²) for the residential component and commercial retail (20.9m³ per 100m²) for the replacement supermarket have been applied.
- 5.49** As such, construction of the Proposed Development is anticipated to generate 15,740m³ construction waste (excluding demolition and excavation waste). Construction waste will be managed through the implementation of the Project Waste Management Plan (PWMP) and opportunities to reduce, reuse and recycle will be implemented as part of this management plan.

Waste Management

- 5.50** The waste expected to be generated from the construction phase may include packaging, timber, plasterboard, plaster, cement, insulation, dry concrete products, metal, ceramic material, plastic products, and landscaping materials. Other forms of waste such as frames, doors, partitions, fixtures and fittings may also occur. Contractors working on the Proposed Development will be obliged to minimise waste generation where possible, in accordance with Waste and Resources Action Programme's (WRAP's) 'Halving Waste to Landfill' initiative. This includes:
- Agreeing with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme;
 - Implementing a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
 - Using standard size components in design detailing to eliminate risk at source where possible to do so;
 - Paying attention to material quantity requirements to avoid over-ordering and generation of waste materials;
 - Re-using materials wherever feasible, e.g. re-use of excavated soil for landscaping, and in keeping with best practice, contractors will be required to maximise the proportion of materials recycled;
 - Moving waste up the waste hierarchy with preference that waste is reduced, then re-used and recycled;
 - Designing to the principles of WRAP's 5 principles to design out waste;
 - Segregating waste at source where practical;
 - Re-using and recycling materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility, donation and re-sale for direct re-use or re-processing);
 - Colour coding, segregating and signposting skips to reduce risk of cross contamination and covered to prevent dust and debris blowing around the site, these will be cleared on a regular basis; and
 - Not burning waste or unwanted materials on-site.

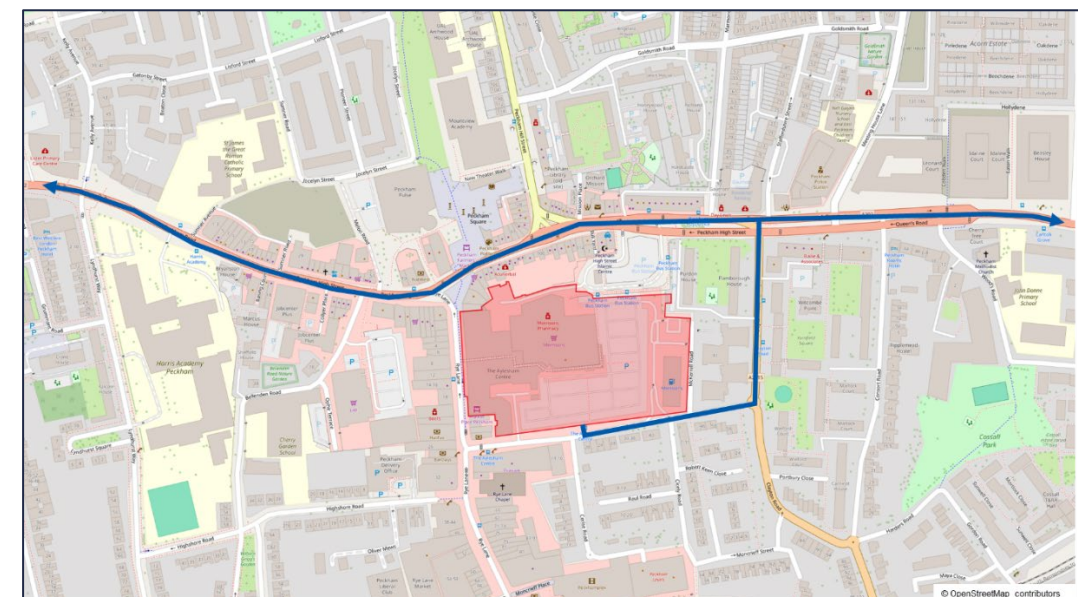
SITE ACCESS AND EGRESS

Access and Egress

- 5.51** All vehicular traffic associated with the construction of the Proposed Development will access the site via Hanover Park. The route follows the Transport for London Road Network, until the final approach to the site where local roads will be utilised for access.

- 5.52** Secure access points with wheel cleaning facilities will be established at each site when excavation and groundworks are taking place. Pedestrian access points for construction workers will generally be located close to the main vehicular access gates with separate pedestrian gates and footpaths provided.
- 5.53** To minimise the likelihood of congestion during the demolition and construction period, strict monitoring and control of vehicles entering and egressing the site will be implemented. Construction deliveries will be carefully planned with delivery times agreed with each contractor using a booking system. Delivery schedules will be produced in order to look at the profiles of up and coming deliveries, and to regulate deliveries and eliminate bottle necks.
- 5.54** Specific time slots will be allocated to the sub-contractors and suppliers for the use of cranes and hoists, to ensure that the main plant will be utilised efficiently, and that deliveries are not queued.
- 5.55** Mud and debris from the Proposed Development being carried out onto local roads will be minimised through the use of vehicle wheel washing facilities. This will contain a wash bay area which will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (foul and surface water drainage will be connected to the existing Thames Water networks). This facility will be available for contractors and its use will be assessed by on-site supervisors.
- 5.56** Vehicles will be monitored to ensure they do not leave the site if it is considered they pose any risk to the public highway. It is expected that contractors will also carry out cleaning for the surrounding roads to the site as necessary to remove any mud or debris that may have travelled out.
- 5.57** Muck away vehicles will be fully sheeted to minimise the risk of any mud over-spilling onto the highway and watering down will be carried out as required to suppress dust on:
- Unpaved areas that are subject to traffic or wind;
 - Sand, spoil and aggregate stockpiles; and
 - During loading/unloading of dust generating materials.
- 5.58** The process noted below will safeguard there being no mud, dirt, debris or other loose material deposited outside the site on the public highway:
- During the earthworks phase of the Proposed Development, facilities for wheel washing will be installed and maintained at the main site vehicle entrance;
 - All loads of loose or dusty materials transported from the site shall be securely sheeted; and
 - Sufficient road sweeping equipment and personnel will be provided to keep the highways clean.

Figure 5.4 Indicative Construction Vehicle Routing



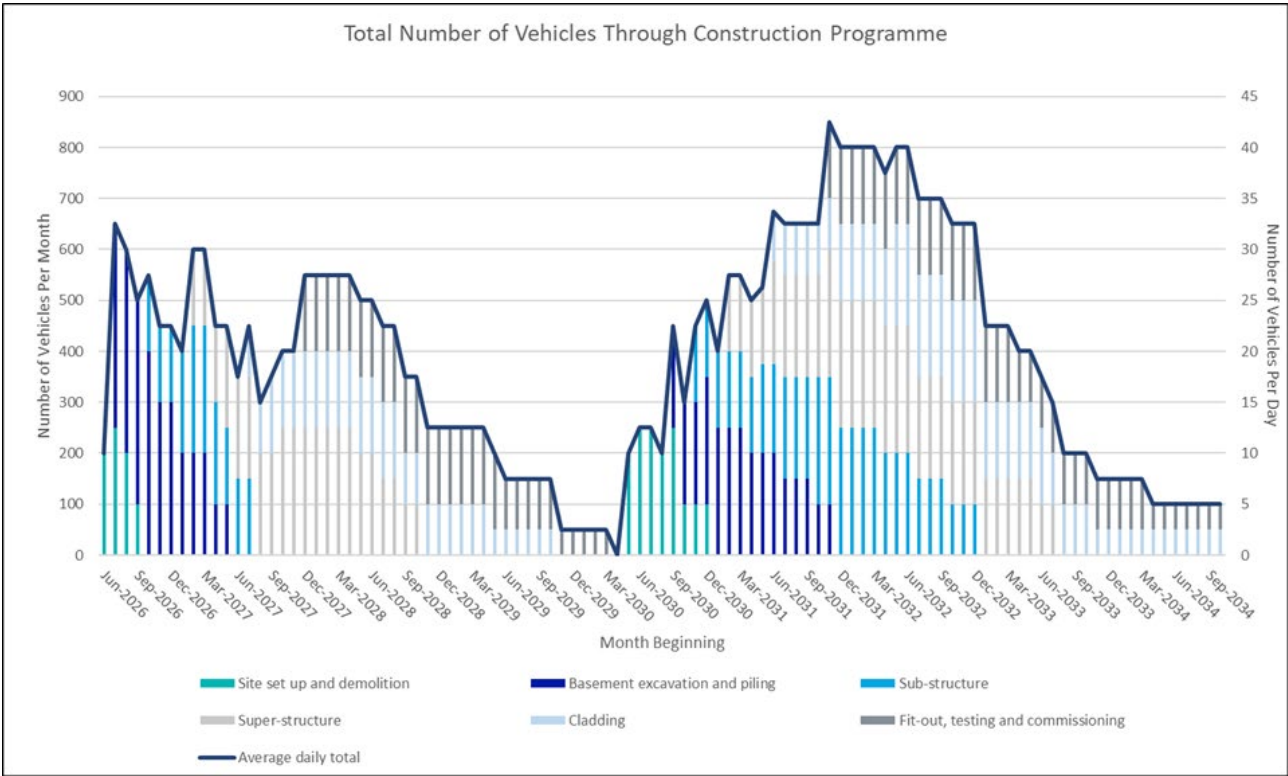
Vehicle Numbers

- 5.59 The anticipated number of demolition and construction vehicles serving the site has been reviewed over the duration of the demolition and construction programme. Table 5.3 and Figure 5.5 identify the anticipated average number of vehicles per month over the duration of the demolition and construction programme.
- 5.60 The anticipated average monthly number of vehicles is expected to peak during Q4 2031. This peak equates to 43 vehicles per day (86 two-way vehicle movements per day). Of the 43 vehicles, approximately 70% (30 vehicles) are expected to be HGVs. This corresponds with when most construction activity will be occurring on-site.

Table 5.3 Construction Vehicle Numbers

Construction Phase	Average Number of Trips (Monthly)	Peak Number of Trips (Daily)
Site Setup and Demolition	188	10
Basement Excavation and Piling	225	12
Substructure	181	9
Superstructure	193	10
Façade and Cladding	118	6
Fit-out, Testing and Commissioning	125	7
Peak period of construction (Q4 2031)	850	43

Figure 5.5 Construction Vehicle Numbers



PLANT AND EQUIPMENT

- 5.61 Consideration has been given to the types of plant that are likely to be used during the enabling, demolition and construction works. The indicative plant and equipment associated with the enabling and demolition works, and construction process is set out in Table 5.4.

Table 5.4 Plant and Equipment Schedule

Plant	Enabling and Demolition	Utilities and Infrastructure	Podium Construction	Substructure	Superstructure	Façade	Internal Fit-Out	Landscaping
Concrete Crusher	X							
Excavator	X	X	X	X				X
Tower / Mobile Crane			X	X	X	X	X	
Breaker	X	X		X				
Drills / Cutters	X	X	X	X				
Compactor / Roller	X	X	X	X				
Piling Ring			X	X				
Concrete Pump			X	X	X			
Small Tools	X	X	X	X	X	X	X	X
Welding Plant		X					X	
Generators	X	X	X	X	X	X	X	X
Scaffolding	X	X	X		X	X	X	
Asphalt Plant	X	X				X		X
Fork Lift Truck	X	X	X	X	X	X	X	X

HOURS OF WORKS

- 5.62 The anticipated core working hours for construction will be as follows:
- 08:00 – 18:00 hours on weekdays;
 - 09:00 – 14:00 hours on Saturdays; and
 - No working on Sundays, Bank or Public Holidays, unless otherwise agreed with LBS.
- 5.63 In order to maintain the above core working hours, the Principal Contractor may require at certain times a period of up to one hour before and after core working hours to start and close down activities (this will not include works that are likely to exceed any pre agreed maximum construction works noise levels). Specialist construction operations and deliveries may also be required to be undertaken outside these core hours in agreement with LBS and other relevant parties.
- 5.64 If there is a particular requirement to work outside of the above hours, this will require approval from LBS, except in the event of exceptional circumstances including, but not limited to:
- Any emergency requiring a continued demand of works, such as hoarding adjustments following an incident;
 - Works taking place within the confinement of the building envelope;
 - A need to complete concrete pours as a result of unforeseen events; and
 - Weekend periods where it is less of a disruption to the public and/or local traffic
- 5.65 Working hours will be reviewed in line with any emerging requirements that are relevant at the time of construction.

ENVIRONMENTAL MANAGEMENT, MITIGATION AND MONITORING

Demolition and Construction Environmental Management Plan

- 5.66** An Outline DCEMP has been prepared to support the planning application. An updated DCEMP will be provided closer to the time of construction.
- 5.67** The DCEMP will offer the main strategic framework for the management of environmental effects and the implementation of measures prior to, and during, the demolition and construction phase of the Proposed Development. The DCEMP will remain a 'live' document with continuous updates and reviews from the Applicant to reflect any programme, event or on-site activity changes, in consultation with LBS. As such, it will include the following (but may not be limited to):
- Site Information:
 - Information regarding the location of works, a site boundary plan and sensitive receptors plan;
 - Procedures pertaining to environmental training and health and safety issues through the means of 'Toolbox Talks';
 - Construction Information:
 - Description of planned works and a construction programme;
 - Proposed working hours during construction, including any abnormal hours;
 - Details of the main haulage routes and site access points;
 - Proposed dates and sequence of the works;
 - Equipment and plant to be used;
 - Method of delivery / removal of materials and plant;
 - Environmental Management:
 - Internal environmental audit programme;
 - Environmental mitigation schedule relating to each topic (based on the effects identified in the ES);
 - Process for dealing with the neighbourhood and complaints;
 - Exclusion measures between the public from the vicinity of the site during construction and ensure maintenance of public safety;
 - Reduction measures of visual impact of the construction site, including nuisance from construction lighting;
 - Arrangements for the removal of contaminated material, where appropriate;
 - Arrangements for the storage of raw materials on-site (including potentially contaminative material, such as fuels);
 - Waste storage and removal arrangements (either as part of the DCEMP or a separate Project Waste Management Plan (PWMP), or equivalent);
 - Measures to be followed to minimise noise, dust and vibration levels during demolition and construction, including limits to be complied with for certain high impact activities (such as piling), as appropriate;
 - Archaeological works management plans where necessary;
 - Ecology effect measures;
 - Waste water generated during construction activities measures to minimise the risk of potentially contaminative material entering the local drainage network;
 - Emergency procedures to be followed in the event of an environmental incident (e.g. spillage);
 - Monitoring:
 - Targets on construction environmental performance that will drive continuous improvement (such as energy, water use, carbon emissions and waste);

- Procedures and requirements for monitoring the recording and reporting of results as well as remedial action should non-compliance with limits occur. This will detail the receptors monitoring is required for, frequency of monitoring, thresholds, non-compliance actions and distribution of results;
- Construction process monitoring against environmental objectives and actions details that should be followed if such has been breached;
- Procedures for co-ordinating the monitoring results to ensure that the combined effect of the works in different locations does not trigger threshold levels;
- Legal Requirements:
 - Environmental legislation schedule with good practice guidance for both current and potentially upcoming contractual obligations at the time;
 - A list of specific objectives and targets that have been imposed by planning conditions and agreed in consultation with third parties; and
 - A register of permissions and consents required, with responsibilities allocated and a programme for obtaining them.

- 5.68** Further details on specific measures to mitigate potential effects are identified within technical chapters (**ES Volume 1, Chapters 6 to 14**) and **ES Volume 1, Chapter 17: Environmental Management, Mitigation and Monitoring Schedule**.

Considerate Constructors Scheme

- 5.69** The Proposed Development will be registered into the 'Considerate Constructors Scheme'. This is an initiative that operates nationally whereby sites are monitored against the Code of Considerate Practice, which encourages best-practice surpassing statutory requirements.

Construction Logistics Plan

- 5.70** An Outline Construction Logistics Plan (CLP) has been prepared to support the planning application. This offers information regarding the management of construction vehicle movements and measures that will be taken to ensure an efficient and sustainable approach is held for material distribution, demolition and construction waste.
- 5.71** A detailed CLP will be produced closer to the time of construction, which will include the following measures that will reduce the impact of construction vehicle traffic upon the local area:
- Where necessary, bulk transit trips and abnormal loads occur they will be scheduled to off-peak periods to minimise delays for local road users;
 - Construction vehicles will utilise designated routes in and out of the Proposed Development;
 - Where necessary, notification will be given to LBS and police as required where abnormal road traffic management measures will be implemented for instances such as crane deliveries;
 - Specified loading/unloading bays will be noted to avoid congestion for local road's in the Proposed Development's immediate vicinity;
 - Waste removal from site will follow a designated route;
 - Construction vehicle routes will be agreed with LBS and where possible will avoid assets such as local schools;
 - A Delivery Management System (DMS) will be used in conjunction with contractors and suppliers to all deliveries to be booked in advance and spaced out to avoid peak times and control vehicle flow;
 - The use of a vehicle holding area and construction consolidation centre will be investigated to help maximise efficient vehicle use and reduce the number of trips;
 - Pre-fabricated elements of construction will be explored to minimise the number of trips made to the site;

- The Considerate Constructors Scheme (CCS), Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) will all be committed to and any contractors and suppliers must also comply with such;
- The CLP will be continually managed, monitored and complied with; and
- Suitable hoarding will be established to provide a physical barrier between the site boundary and the public to maintain security and safety.

5.72 The CLP also provides a basis for on-site construction contractors to develop targets including the number of construction vehicle trips during AM and PM peak hours, the proportion of servicing and delivery companies to be members of FORS and a percentage of vehicles to be 'green' or low emission vehicles.

Neighbour and Public Relations

5.73 The Proposed Development will hold the maintenance of good relations with neighbours and the general public as a key part of its successful management plan. The development project team are already engaging in consultation with a range of stakeholders and neighbours. This will continue through the lifecycle of the project. This engagement will be detailed and secured via the DCEMP.

5.74 Communication with the local neighbourhood organisations and residents will occur during the construction works, on topics such as the various construction stages, abnormal deliveries or activities, etc. to ensure they are kept updated with any progress and/or changes. As Principal Contractor, the Applicant will be responsible for managing all community-related activities which may include:

- Organising regular community liaison group meetings and facilitate presentations that offer details on the project at programmed milestone moments;
- Arrange open forums to encourage general public participation, where appropriate;
- Distribute regular site newsletters to neighbouring properties with updates;
- Show project milestone activities on-site hoardings in prominent locations where appropriate;
- Facilitate Site Managers involvement with neighbourhood engagement; and
- Ensure there is a strategy and process for the neighbourhood to give feedback, a strategy to address any concerns raised and a mitigation strategy to prevent the same issues reoccurring.