

Demolition & Construction Environmental Management Plan

Client: Base Contracts

Project: Printworks 819 – 829 High Road N17

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Introduction

Background

A Demolition & Construction Environmental Management Plan (DCEMP) has been procured from WPS Compliance Consulting Ltd by Base Contracts to accompany the planning application for Printworks 819-829 High Road, Tottenham N17 8ER.

As full information for this project is not yet known, this is to be considered as a “Live” document and will be fully updated prior to the commencement of the project when full information is known, this will then be submitted to the Haringey Council for approval.

A provisional programme of works has been included but will be revised prior to the commencement of the project when full information is known.

Objectives

This report has been prepared to discharge Condition 41 of application number HGY/2021/2283 for the proposed development at Printworks 819 – 829 High Road, Tottenham, N17 8ER. The overall objective of a DCEMP is to ensure that robust management policies and procedures are implemented throughout the demolitions and construction phases at the site, referencing the revised National Planning Policy Framework updated in February 2019.

This report provides an overview of the effects of the demolition & construction by:

- Protecting the environment and achieving compliance with environmental legislation.
- Protecting the adjacent neighbours from noise, dust and vibration nuisance from plant or machinery.
- Protecting the nearby residential properties from the potential of artificial light intrusion.
- Reducing vehicle emissions and noise levels.
- Improve the safety of road users.
- Reduce the number of vehicle trips, particularly in peak periods.
- Promote more efficient work and delivery practices.
- Developing good neighbour relationships and heightened employee morale.

Site Location

The grid reference for the site is TQ 33854 91465

The site is situated along the Tottenham High Road, and forms part of the larger High Road West Masterplan Framework.

The site comprises of 819-829 High Road; 819-821 are currently used as commercial properties at ground level, with residential units above, including land at the rear with a large shed behind connected to the Grade II Listed Nos 819-821. 823-825 are currently used as commercial units at ground level, with residential units above, and 827-829 are being used as commercial units at ground level, with residential units above and including land at the rear.

The site is surrounded by Peacock Industrial Estate to the West, various shops to the East, that have flats located on the upper levels. On the south side there is the Tottenham Hotspur Foundation and shops, and to the North there are various shops that have flats located on the upper levels.

Site Location Map

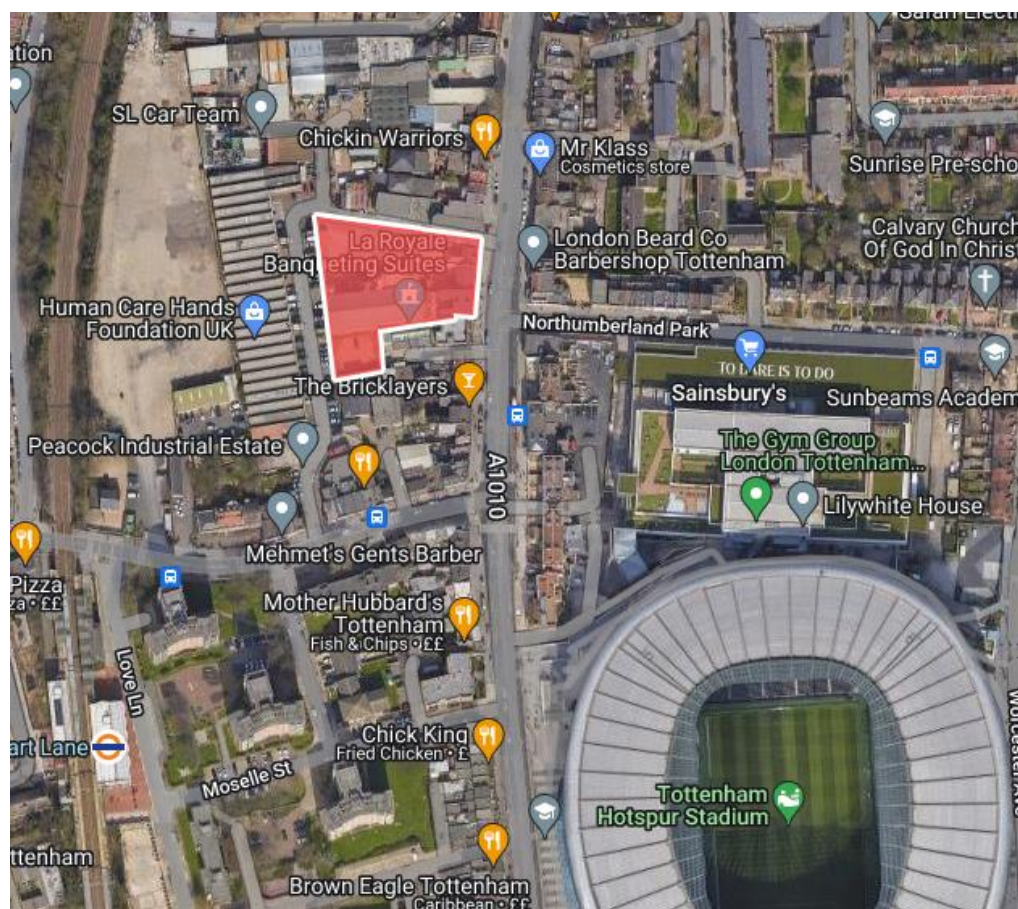


Figure 1: Site Location

Development Proposal

The Proposed Development is Demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation and supporting flexible commercial use, hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation and commercial use. Internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations, and associated works.

Management of the Demolition & Construction Environmental Management Plan (DCEMP)

The Main Contractor once appointed, will be onsite during the construction period to ensure that all contractors and material suppliers are aware of this DCEMP and are safely implementing it. They will also liaise with council officials, stakeholders and neighbouring businesses and any nearby construction sites. Consideration has been made as to how works will, or not, impact Events and Match Days.

The DCEMP is a “live” document and will be regularly reviewed to ensure it is being implemented correctly and this will be recorded.

Context, Considerations and References

This sets out the relevant national and local guidance that has informed the development of this DCEMP.

The National Planning Policy Framework 2023 (NPPF)

The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

The NPPF aims to promote the use of sustainable transport throughout the UK, safe road design and the efficient and sustainable delivery of goods and supplies.

The London Plan 2021

The New London Plan (NLP) that came into force on the 2nd of March 2021 is the latest spatial development strategy that must legally be considered when planning decisions are made in the Greater London Area.

Serving as a blueprint for sustainable and inclusive growth, the policies set out in the NLP will lead the way in tackling climate change and make London a net-zero carbon city by 2050. In this way, it challenges the Built Environment to focus on strategically identified issues that will considerably impact future building design and operation.

This document provides a summary of key policies and their requirements for:

- Air Quality
- Carbon Emissions and Energy Reduction
- Green Infrastructure
- Waste and a Circular Economy
- Fire and Life Safety
- Noise

Haringey Local Plan

Haringey Council currently adopt a number of local and national policies to form the so-called Local Plan. They outline development criteria, environmental considerations etc. and are used to inform planning decisions. The council is currently in the process of developing and implementing a new Local Plan, due to be introduced in 2024.

DCEMP Strategy

Overview

This DCEMP provides an overview of the demolition and construction processes, the type and size of vehicles expected to be used on site, access arrangements and any necessary highway works and traffic management orders. In particular it considers and addresses the following:

- Construction Method Statement including stages and works details
- Working hours
- Details of plant and machinery to be used
- Details of Unexploded Ordnance Surveys
- Waste management
- Community engagement
- Hoarding & security
- Temporary drainage
- Lighting
- Environmental management

Site Manager

- The project manager will assume all responsibility for implementing the measures in the DCEMP, including air quality and dust mitigation. The contact details for the Company and the Project Manager will be displayed on the hoarding and at the site and published on any temporary licenses granted by the Council (e.g., for hoarding or scaffolds).
- The project manager will liaise with local stakeholders and the project managers for other construction activity in the local area where it is relevant to do so. The project manager will also be responsible for monitoring and reviewing this DCEMP on an ongoing basis to reflect the changing needs of the project and / or any changes to the local road network.
- The project manager will act as a point of contact between local stakeholders / businesses, so that in the event of issues / concerns arising during the demolition & construction processes, action can be taken as quickly as possible.
- Information boards highlighting key personnel on site and their contact details, will be displayed at the site.
- A 24-hour emergency contact number will also be displayed on the hoarding. Local neighbours will be able to call the site office to raise any concerns and the project manager will deal with any complaints or comments to ensure that they are resolved quickly.
- Any comment or complaint will be dealt with and will be recorded in a log which will be located in the site office. This will be made available to the local council if requested.

Programme

A full detailed Programme of Works has yet to be finalised but will be added to the DCEMP when available. Below are the anticipated stages of the work:

- Site set up and demolition – this will include establishing welfare accommodation, demolishing existing structures and clearing the site.
- Excavation and piling – this will include removal of excavated material from the site.
- Substructure – this will include below ground works including foundations.
- Super Structure – this will include above ground works including the structural elements of the building including floors.
- Cladding – this will include the external elements of the building including the façade, roof, and glazing.
- Fit out, testing and commissioning - this will include all mechanical, electrical, and plumbing installation and testing of newly installed systems.

The following vehicles are anticipated during the demolition phase:

- Skip Lorries
- Mobile Crushers
- Tipper lorries

The following vehicles are anticipated during the construction phase:

- Cement Lorry
- Skip Loader Trucks
- Scaffold trucks
- 8-Wheeler delivery vehicles
- Curtain Sider Lorry

Hours of Operations

The hours of operation will be as follows:

Weekdays: 08:00 – 18:00

Saturdays: 08:00 – 13:00

Sunday & Bank Holiday: No activity unless prior agreement has been received from the council.

All vehicle activities will be scheduled and undertaken in accordance with Haringey Council guidance. Vehicle movements will primarily take place outside peak periods to minimise disruption to the local road network.

During the construction period it may be necessary, in exceptional circumstances to work outside the prescribed working hours. Should this occur, the hours and duration of these works will be subject to consultation with Haringey Council. Noted circumstances for example are to meet Police traffic restrictions, in an emergency or in other interests of Public Safety.

To avoid conflicts between visitors and residents, deliveries will be scheduled to avoid peak seasonal periods and weekends, whenever possible. This will minimise disruption to local attractions and amenities.

Site Arrangement

A site office and welfare facilities will be provided on site for staff and operatives. Initially this will be constructed to suit the needs of the Demolition Contractor and Principal Contractor.

Site Hoarding / Fencing

Barriers, platforms, and hoardings will be erected, adapted, and maintained throughout the demolition and construction phase to completely segregate the public from the construction activity.

Heras fencing / hoarding will be installed around the perimeter of the site and remain throughout the construction phase. This will prevent unauthorised site access, allow the installation of safety lighting, and will be made of suitable materials from a sustainable source.

The hoarding that will be provided is a 2.5m high timber hoarding round the perimeter of the site, in accordance with all Haringey Council regulations. Hoarding used will be required to meet relevant acoustic standards in line with BS:5228 2009

Once procured, the Principal Contractor (PC) will sign up for the Considerate Construction Scheme (CCS) and will ensure that this is published on the hoarding / fencing. The Principal Contractor will ensure that the Site Manager name and contact details, including daytime and out of hours telephone numbers are displayed on all sides of the hoarding.

The Site Manager or Project Manager will be available on the published numbers during all operational hours and will be authorised to resolve any problem or complaint that may arise.

Authorisation and / or Licence Issues

Below identifies activities, plant or equipment that will require authorisation and / or licence to be issued by Haringey Council:

- Skips
- Scaffolding
- Parking Suspension
- Hoardings
- Temporary Structures
- Footway Closure
- Material Storage

Traffic Management Principals

Vehicle Scheduling

When each contractor / sub-contractor is procured onto the project their terms and conditions of procurement will include the necessity for them to provide a Schedule of Predicted Site Traffic Movements (SPSTM), which will define for each movement the date and time, type of vehicle, its designated route to site and the estimated duration of stay.

This information will then be used by the Designated Site Traffic Manager (DSTM) / Planner (usually the site manager) to create an overall daily Site Traffic Management / Monitoring Schedule, which will instantly highlight any conflicts which can then be avoided by re-scheduling.

When an acceptable/workable schedule is finalised, a copy will be circulated to all interested parties, i.e., the various sub-contractors expecting vehicle access for each day.

No exceptions to this schedule will be permitted, except for Emergency Services vehicles which will always be exempt from any plan of this type.

As part of the SPSTM each movement will be categorised by vehicle type using a Traffic Light System, as follows:

- **Red** – Large vehicle, causing either partial or full road coverage during delivery/approach.
- **Amber** – Medium sized vehicle, causing partial road coverage during delivery.
- **Green** – Smaller vehicles that will sit on the site footprint during delivery.

These vehicles only impinge on the DCEMP due to scheduling necessities, in order that no more than one vehicle of any type is attending site at any one time.

This Traffic Light System will be used by the DSTM to encourage 'Red' and 'Amber' type vehicles to attend the site outside of peak times and school opening and closing times. The DSTM will ensure that sufficient notice is given for this procedure to be effective. All deliveries will need to be booked in.

When a vehicle is approaching site (approx. 30 minutes ETA from site) the driver will contact the DSTM to advise of the vehicle's ETA and obtain final approval from the DSTM that the vehicle may complete its journey to the site.

The DSTM must ensure that the site approach will be clear of all other site related vehicles by the ETA, thus providing clear access for this approaching vehicle.

Road Routes

The road route to be used by each sub-contractor vehicle will be identified in their SPSTM (see above), however, they will be informed of any route restrictions to which they must adhere.

Construction traffic will access and egress the site via Brunswick Square, connecting to the A1010 High Road. Please refer to accompanying Logistics Plan for further details.

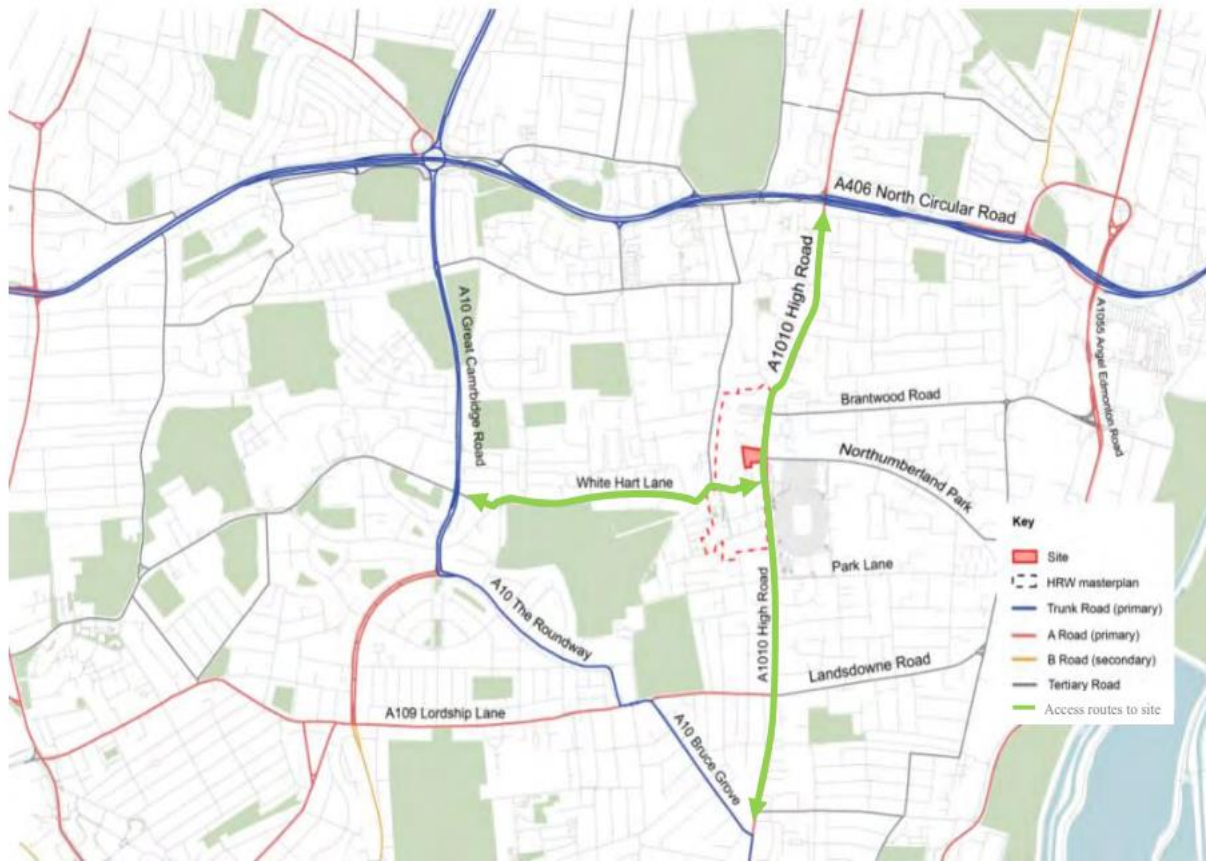


Figure 2: Access and egress routes

Site Access and Management on Arrival

The site is to have a register system. Operatives and visitors will be required to sign in via the site offices. Induction/briefings to be given to all site operatives and all visiting personnel who enter the site.

During any vehicle and plant movements to the site a Banksman will be placed at the unloading area to ensure the safety of all pedestrian users as well as the traffic using the access road. All site personnel and drivers of delivery vehicles are to be aware of the width of the road and the potential of other vehicles using the road.

All sub-contractors will be made aware that all vehicles attending the site must be FORS and CLOCS compliant for relevant vehicles. Fors Silver is preferable as this ensures CLOCS compliance.

All operatives also to be made aware of the Direct Vision Standard that is required from 28 October 2024. To improve the safety of all road users, heavy goods vehicles over 12 tonnes will need to have a three-star rating or fit a Progressive Safe System to operate in Greater London.

The Site Manager will ensure FORS and CLOCS compliance are implemented, managed and checks are monitored in accordance with the Levels of Compliance: Checking and Monitoring Process. One example of how this will be managed on site is that one of our Banksman will be using the CLOCS checklist to ensure that all vehicles entering the site are complying.

Vehicle engines will be switched off whilst off-loading as per the no idling policy.

Date	Trade	Company Name	FORS compliant	Audit and Compliance checked
18/01/19	DEMO Contractor	ABC Sample	Yes	Yes

Table 1: Example of how FORS Management will be recorded on site.

Date	Time Vehicle Arrived on Site	Vehicle Registration	Trade	Company Name	FORS Compliant	CLOCS Vehicle Checking (3 Stages)

Table 2: Example of how CLOCS is being complied with on site.

Loading / Unloading Procedures

Banksman will be used during each delivery to stop all public movement whilst the vehicle accesses the loading / unloading area. Additionally, more banksman will be assigned to monitor and control the traffic during the vehicle's manoeuvres.

'Red Vehicles' should be able to be unloaded in approximately 45 – 60 minutes to unload.

'Amber Vehicles' should be able to be unloaded in approximately 30 minutes.

'Green Vehicles' should be able to be unloaded in 15 minutes.

Construction Planning

Construction Planning

The proposed Demolition works at this site will commence in 2024 with the completion later that year. The Construction phase is then expected to commence late 2024. Each of the procured Contractors / Sub-Contractors will be required to inform their vehicular movements and timescales before commencing works on site.

The Demolition Contractor will be: Hill Demolition, 1-3 Edinburgh Place, Harlow, Essex, CM20 2DJ

The Main Contractor for the Construction phase will be: TBC

The Developers Project Manager will be: Ian Clarke, Stace LLP, 1 Finsbury Avenue, London, EC2M 2PF

Demolition/Construction Vehicles

The anticipated number of vehicles is not yet known, however once known a full list and schedule will be inserted into this document.

Non-Road Mobile Machinery (NRMM) Register

As Tottenham High Road is located in a Low Emission Zone, the site will be required to register on the NRMM Register.

All qualifying plant will be checked and then checked and then registered on the London NRMM Register and details kept in the site office.

It should be noted that no diesel- or petrol-powered generators will be used or allowed on site.

Access Arrangements for Vehicles

General

All personnel responsible for delivering material to and / or transporting material away from the site will be advised in writing of the proposed / agreed vehicle access route. It is very important that the route is followed and that all construction vehicles adhere to the routes outlined the Logistic Plan.

Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site.

The scheduling of material deliveries and waste collection will be managed to avoid more than one vehicle seeking to deliver / collect at any time, using a booking in system.

Suppliers will be given instructions asking the vehicle driver to call approximately 30 minutes ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors, and visitors prior to them undertaking a journey.

Staff and visitor parking will be available within the site footprint, initially utilising existing parking areas.

Photographs of the nearby roads will be taken prior to any works commencing and any damage seen afterwards will be addressed.

Loading / Unloading Arrangements

All deliveries and collections must be booked in at least 24 hours in advance, so they can be scheduled in.

Drivers should ring 30 minutes before arriving on site to ensure there are no problems and that they will be able to be loaded / unloaded. No vehicles will be allowed to queue.

Prior to the delivery of the construction vehicles the banksmen will be positioned to ensure control and safe conduct of the public and vehicles using the highway. Pedestrian barriers will be set up with the appropriate signage securely attached. All pedestrians will be requested to use the pavement on the other side of the road to the site, but if they require any assistance (e.g., with wheelchair / pushchairs) this will be given by the banksmen.

When the vehicle has been loaded / unloaded, the banksmen will ensure that the vehicle is safe to move away and will escort the vehicle as required whilst it moves away from the site, controlling the traffic and pedestrians as required.

Public Highway

Protection of pedestrians / vulnerable road users is of the highest importance to Base Contracts and therefore if it is required that the pedestrian pavement be closed, all the appropriate licences will be applied for, and all necessary paperwork will be put up and clearly visible.

The developer will agree a schedule which details the condition of the public highway in the immediate vicinity of the site with the Highway Authority prior to works commencing.

Pedestrian and Cyclist Safety

Construction traffic poses a potential risk to pedestrian and cyclist / scooter safety. Vulnerable road users' safety will always be paramount. The use of Banksman during all periods of operations at the site will assist pedestrian and cyclist safety.

A dedicated traffic marshal / banksman will supervise all arrivals and departures of construction traffic.

All contractors and suppliers will be required to achieve accreditation for FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Logistics: Managing Work Related Road Risk).

It is also a requirement from 28th October 2024, heavy goods vehicles over 12 tonnes will need to have a three-star rating or fit a Progressive Safe System to operate in Greater London.

Abnormal Loads

A crane is anticipated during this project, and if short term road closures are required in order to undertake any element of the works, then the appropriate consents and licenses will be obtained. If required, road closures and pavement closures will be planned, in accordance with the relevant authorities and in compliance with prescribed notice periods.

Notice regarding planned closures and diversions of roads and footpaths forming part of the site will be given to the Council, the Police, Fire Brigade, other emergency services.

Sustainability

Commencing at the design stage of the of the project many sustainability related decisions have been made, which impact directly upon the traffic movements to and from the site and minimisation of such movements by both commercial and domestic vehicles.

Although some parking will be available, staff and visitors will be encouraged to use public transport when visiting the site. This will reduce the impact on local roads and businesses, as well as reducing the site's carbon footprint.

There are several major bus routes in the area with bus stops opposite the site along High Road. In addition, White Hart Lane Station, part of the London Overground network, is located less than 10 minutes from the site on foot.

The site will be seeking to reduce their carbon usage at every opportunity. The decision, although not having direct impact on the DCEMP, contributes to the overall striving for optimisation of sustainability targets and intentions as well as supporting the other sustainability aims and objectives of the project. The site is targeting a BREEAM Excellent rating for the project.

Vulnerable Receptors

The Principal Contractor, once appointed, will be made aware that the site is in a residential area and therefore these neighbouring residents are the nearest vulnerable receptors. These neighbours will be the most at risk from any dust or noise created during this project, including:

- Local Businesses 10m
- Local Road Network 10m
- Local Residents 50m
- London Academy of Excellence 80m
- London Overground Railway line 110m
- Tottenham Hotspur Stadium (Semi-professional) 135m
- Brook House Primary School 160m
- Haringey Sixth Form College 185m
- Sunbeams Academy 235m

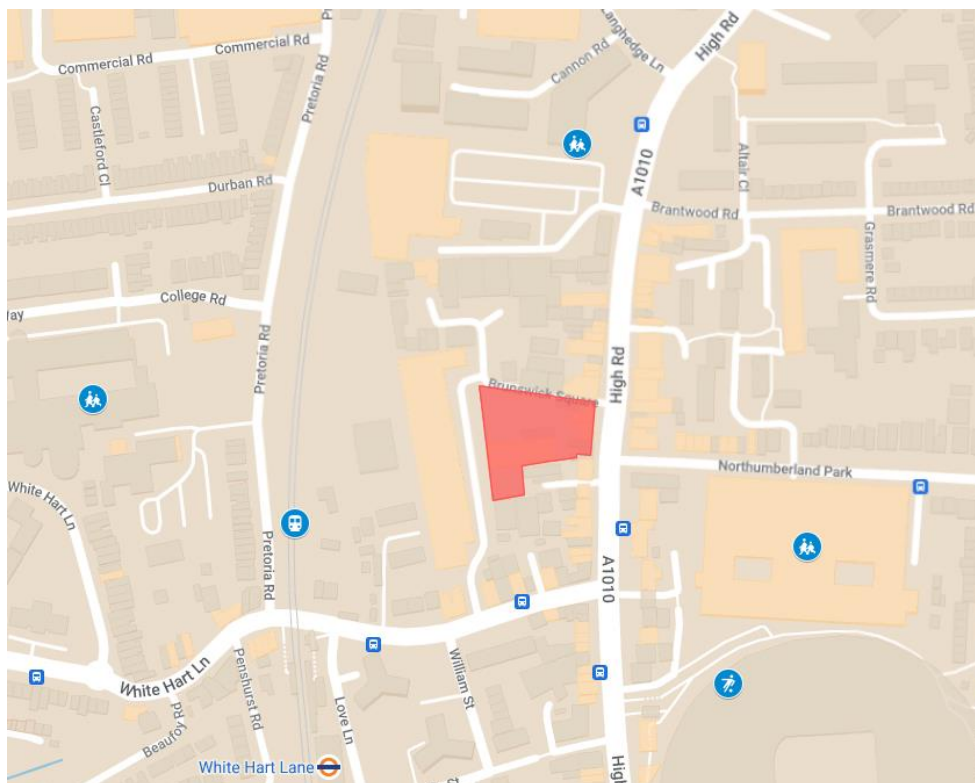


Figure 3: Sample of Sensitive Receptors

The sensitive receptors within 500m of the site will be notified of the Works via the Community Liaison Officer of THFC.

This will be for their use, should the occupiers have any issues or complaints they want registered, as well as communicating the programme of works and the nature of the construction work that will be carried out. The Site Manager or appointed Community Liaison Manager will continue to update these receptors throughout the project maintaining a good relationship with all local groups necessary.

At least three weeks before any construction work begins on site, all neighbouring occupants will be informed in writing of the type and duration of the work that will be carried out on site. The Principal Contractor will issue the site's Community Liaison information contact details to community neighbours if required. Regular progress updates should also be provided to neighbouring occupants. Any complaints will be promptly addressed.

Dust and Dirt Minimisation

Air pollution and nuisance dust emissions from construction activities are issues that require close attention and consideration.

A full Air Quality & Dust Management Plan has been completed, including a Dust Risk Assessment and will be submitted for approval separately.

Dusty emissions escaping the work area may cause nuisance through, for example, surface soiling, loss of visibility due to deposition, and effects on flora and fauna. Since it is difficult to suppress dust once it is airborne, it is preferable, where possible to prevent dust from being generated in the first place. Therefore, a philosophy for the prevention of dust formation in the first place should be adopted. Dealing with dust should follow the regime:

- Prevention
- Suppression
- Containment

These three principles are well established and central to the dust control strategies. They follow a hierarchy to control the emissions.

The Principal Contractor, once appointed, will ensure that their own employees working on the site and all sub-contractors will always follow best practice to control and limit emissions of gaseous and particulate pollutants into the atmosphere from the construction activity.

The following Best Practicable Means (BPM) will be implemented, in accordance with the Supplementary Planning Guidance by the GLA (2014) for the Control of Dust and Emissions:

- All construction vehicles removing demolition spoil and soil will be sheeted over before leaving and the sheeting checked to see that it is in good condition.
- The hoarding and heras fencing will be regularly cleaned using wet methods, where possible to prevent re-suspension of particulate.
- The construction area will be bunded, where possible, to prevent any runoff.
- The site manager will also undertake weekly on and off-site inspections where receptors are within 100m of the site boundary to check for soiling. Any cleaning will be carried out where necessary.
- Contact details for the site Community Liaison Manager will be issued by the Main Contractor upon request so that local residents and businesses are able to contact the developer to raise any complaints.

- Machinery and dust generating activities will be located furthest away from receptors where possible.
- All vehicles leaving will be inspected and the wheels will be washed if necessary.
- Sufficient bins and waste facilities will be installed on the site.
- Dry sweeping of large areas will be avoided.
- Any materials that have the potential to produce dust will be removed as soon as possible.
- Sand and aggregates which are to be stored will not be allowed to dry out.
- Stockpiles will be covered to prevent wind whipping. Any loose materials will be removed as soon as possible.
- A litter picking facility for un-attributable materials will be used.
- The site will have spillage kits readily available. Any spillages will be cleaned using wet handling methods.
- Facilities to minimise the formation and spread of dust by continuous fine water spray will be used if necessary.
- Specific operations which have a high potential to produce dust will be fully enclosed.
- Any cutting equipment will use water as a dust suppressant or suitable local extract ventilation.
- Any chutes used, will be enclosed and skips covered.
- No materials will be burnt on site. All excess material will be reused or recycled on or off-site.

Site specific measures will be taken for demolition of the building.

- A soft strip of inside the buildings before demolition will be undertaken (retaining walls and windows in the rest of the buildings where possible, to provide a screen against dust).
- It will be ensured that effective water suppression is used during demolition operations. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.
- Biological debris will be bagged and removed or damped down such material before demolition.

Site specific measures will be taken for construction of the building:

- Cement, sand, fine aggregates, and other fine powders will be sealed after use and, where necessary, stored in an enclosed or bunded container.
- Where possible, materials will be kept damp to reduce the risk of drying out.

Dust Management Controls

Management controls will be implemented throughout the construction phases to mitigate any nuisance caused by dust, these will as a minimum:

- Where practicable, ready mixed materials (e.g., use of ready mixed concrete) will be used to replace those that would otherwise have the potential to produce dust.
- Material stockpiles (e.g., granular materials, topsoil, excavated soils) will be minimised and positioned away from sensitive receptors where possible.

- Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears.

Dust Control Monitoring

Other than monitoring the activities outline above, it is not anticipated that specific monitoring to assess environmental nuisance will be required during the construction works, provided the control measures outlined above are put in place. However, in the event of a complaint, the Principal Contractor will take the appropriate action to deal with the problem.

The Site Manager will keep records of the result of any monitoring undertaken. Additionally, a record of all environmental incidents that result in air pollution and remedial action taken will be recorded in an Environmental Incident Log. Complaints received will be recorded and investigated by the Site Manager and recorded together with any action taken in the incident log. This will be kept in the Site Office and made available to the council if requested.

Waste Minimisation

Site Waste Management Plan

A Site Waste Management Plan (SWMP) will be implemented for this project. A SWMP is intended to define roles and responsibilities for the construction project with respect to waste management and minimisation. The SWMP will identify waste streams and re-use, recycling, and reduction targets.

It is an active document that will be updated regularly and will be used to track waste movements, ensuring that Duty of Care has been complied with. It will also provide a method of compiling this information into an auditable document.

Solid Waste

Works carried out during the construction phase must consider the waste hierarchy, therefore there is a need to consider reducing the amount of waste produced during the works.

Prior to commencing construction, the Principal Contractor will identify the means of reducing waste, including (but not limited to) consideration of the following:

- Use of offsite manufacture for products, i.e., timber frames.
- Use of returnable pallets.
- Retention of materials in their packaging until required.
- Ensure surplus materials are returned to suppliers.
- Segregation of waste at source where practical.
- Re-use and recycling of materials off-site where re-use on site is not practical.

Material Storage

A designated material storage area will be provided with appropriately segregated for areas for storage of different waste materials, each of which will be provided with secondary containment, typically 110% of the volume of material stored. The Principal Contractor will establish a dedicated hazardous material storage area within its site compound (e.g., for fuels and oils).

Spill kits will be available in the materials storage area.

All COSHH items are to be clearly marked and stored safely. Records of all COSHH items being used will be recorded within the site files.

Material storage areas will be inspected on a regular basis, but at least once a week as part of the scheduled site audit.

Noise

Noise and vibration caused by site activities will be controlled as far as reasonably practicable so that surrounding residents and vulnerable receptors are protected from excessive levels arising from the construction process.

All hand operated tools and equipment shall be effectively silenced and will bear the manufacturer's guaranteed maximum sound level generated.

The recommendations made in BS5228 -:2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be adopted by the Principal Contractor as well as all subcontractors.

The contractor will work under the guidelines set out in the legislation below:

- Public Health Act 1961
- Health and safety at Work Act 1974
- Control of Pollution Act 1974
- Environmental protection Act 1990
- The Noise at Work Regulations 2005
- British Standard 5228

The Contractor will aim to keep noise levels to a minimum. This will be carried out by:

- All works will be carried out using Best Practice Methods (BPM), in accordance with BS5228-1&2:2009+A1:2014
- Ensuring all plant is fitted with the correct working exhaust mufflers and noise suppression kits.
- Changing where possible, methods and process to keep noise levels low.
- Position plant as far away from residential property as physically possible.
- Limit the hours worked on noisy operations.
- All engines of vehicles will be switched off when not in use as per site rules regarding anti-idling.
- All vehicles, compressors and plant will be equipped with effective silencers and noise reducing insulation in accordance with BS5228:2009 part 1

Vibration

General Guidance

Guidance given to BS 5228-2 2009 will be used to assess the likely impact of vibration on building occupants and is reproduced below.

Vibration Level (PPV)	Effect
0.14 mm/s	Vibration might be perceptible to the most sensitive situation for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
0.3 mm/s	Vibration might be just perceptible in residential developments.
1.0 mm/s	It is likely that vibration at this level in residential / commercial environments will cause complaints but can be tolerated if prior warning and explanation has been given to major stake holders.
10.0 mm/s	Vibration is likely to be intolerable for any more than a brief exposure at this level.

The activities which cause the most vibration on a construction site are piling activities using heavy plant.

Demolition/Construction Phases

The Main Contractor will ensure that vibration nuisance is kept to a minimum and will be within the acceptable level of 1mm/s PPV.

However, should they receive a complaint, monitoring equipment will be installed to measure the level of vibration being caused and if it is deemed necessary, measures will be implemented to reduce the nuisance of vibration.

Relevant Documents

BS 5228-2 2009+a1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration.

Should any vibration related complaints received, they must be relayed to the Site Manager who will investigate each complaint and keep a record of all environmental incidents and remedial action taken in an environmental incident logbook.

Artificial Lighting Management

General Guidance

The Potential sources of artificial light intrusion whilst Work is carried out in connection with the construction of this project are likely to include (but not restricted to):

- Artificial lighting usage on site
- Vehicle deliveries

The Main Contractor will implement the necessary management and operational controls in order to minimise any adverse effects of artificial lighting on the local community from works' activities, referencing the guidelines from the Institute of Lighting Professionals.

Artificial Light Management Controls

A Lighting Scheme and Artificial Light Management Controls will be made in accordance with Guidance Notes for the Reduction of Obtrusive Light from the Institute of Lighting Professionals, particularly the objective to keep glare to a minimum by ensuring that the main beam of all lights directed towards any potential observer is not more than 70°.

Lighting will be designed to limit obtrusive light to sensitive receptors surrounding the project site whilst considering national, regional, and local planning policies. Sensitive receptors include residents, businesses, and key ecological factors (bats, birds).

The general design principles that will be used to minimise the impact of key lighting receptors and to meet environmental requirements are:

- To design for optimal light levels which provide enough illumination to safely undertake operational activities while limiting their impact on sensitive receptors.
- To locate significant sources of light away from sensitive landscape and ecological receptors.
- To include full horizontal cut-off luminaires to prevent upward light with shields and baffles that can be directed downwards rather than horizontal to limit light pollution onto sensitive areas.
- To use columns of a minimum height. When lighting a large area, preference will be given to several lower units rather than a tall wide beam lighting unit to limit trespass, glare and skyglow.
- To use controls to avoid unnecessary illumination and to ensure efficient luminaires are used.
- To use automated devices to switch lights on and off according to activity and ambient levels.
- To direct light to the area where it is needed to avoid reflectance from buildings and structures and to avoid illumination building facades.
- The lighting will incorporate festoon lighting and portable LED lighting powered by a temporary mains electricity supply. This is envisaged to maintain the minimum lux levels for the required job specifics but minimize light pollution.
- All security lighting will be PIR controlled.

Details of Timings of Lighting Requirements

Artificial lights may be required during the following hours dependent upon season: Monday to Friday 4.00pm-6.00pm. Some low-level lighting may be required outside of these hours to allow security staff to safely patrol the site.

Depending on the conditions in the workplace, illumination may be required during other periods of the day, but best endeavours will be made to keep these to a minimum.

Water Management

General Guidance

It is vital that surface water effluent discharge is properly managed and controlled on-site to protect the environment. Any pollutants entering surface water drains could end up in the nearby streams or rivers.

Throughout the demolition and construction phases, the pollution prevention measures detailed below will be required to be implemented. The measures detailed in the following sections will be protective of sensitive receptors and ensure compliance with applicable regulations (as presented in Appendix C).

Site Drainage

Drainage Systems

A temporary surface drainage plan will be submitted for approval, if required, along with a Pollution Prevention Plan.

Materials Storage Area

The Main Contractor will establish a dedicated hazardous material storage area within its site compound (e.g., for fuels and oils).

The material storage area will be provided with appropriately segregated areas for storage of different materials, each of which will be provided with secondary containment, typically to 110% of the volume of material stored (or to meet the requirements of applicable regulations, see Appendix C).

Spill kits will be available in areas of material storage. All COSHH items to be clearly marked and stored safely. Records of all COSHH items being used will be recorded within the site files.

Materials storage areas will be inspected on a regular basis, but at least once per week as part of the scheduled site audit.

It will be ensured that refuelling is carried out away from water sources and drains, if possible, in accordance with the following general principles:

- An emergency spill kit containing sand or suitable absorbent materials is to be kept readily available in case of spillage in the main fuel storage area. All personnel will be trained on the use of these spill kits and any other emergency procedures.
- All bowsers must be equipped with an automatic cut-off mechanism.
- All refuelling operations must be supervised by trained personnel.
- Valves and taps must not be left open unattended and must be locked when not in use.
- Personnel carrying out refuelling are to be made aware of this code of practice.

Plant Maintenance Area

Plant maintenance will, in general, be carried out off-site.

Daily inspections of plant by the plant operator will identify whether maintenance is required.

Routine minor maintenance such as refuelling and oil top up will be carried out on-site, with suitable precautions taken, e.g., away from surface water courses, on areas of hard standing and in accordance with the refuelling principle.

Ecology

Previous Ecology Reports

Full references for previous ecology reports are including in section 11.5 of this report.

An Ecological Impact Assessment (EcIA) was published in November 2023 by Logika Noise Air Quality Consultants. Its purpose was to assess the potential of the site as habitat for sensitive species and assess the potential impact of the development on said species.

The findings were presented as part of Landscape and Ecological Management Plan (LEMP).

Ecological Protection Measures

Care will be taken to prevent pollution from dust, noise, water, and light. Details can be found in previous sections. Where it is necessary to remove existing vegetation, care will be taken to ensure minimal disruption.

The site in question has very low biodiversity, and does not contain any trees or significant habitats, so overall Ecological impact is minimal.

Roles and Responsibilities

It is necessary to ensure that the project team and site operatives are aware of details of personnel and lines of communication necessary for the full implementation of this DCEMP.

The DCEMP document will be reviewed by the Site Manager (TBC) whose duties will include:

- Oversee the implementation of the CEMP on site.

- Arrange appropriate inspections to ensure compliance with the CEMP.
- Monitor and record implementation of any corrective action required.
- Monitor the developer's management of environmental complaints
- Ensure that all appropriate ecological reports etc. are kept in the site office available for reference at any time.
- Arrange a "Toolbox talk" for any operatives undertaking work with risk of damaging any ecological features mentioned within this document. This will include a summary of the DCEMP and appropriate precautions to be implemented.

Relevant Documentation

- British Standards Institution (2013). BS42020 – Biodiversity – Code of practice for planning and development.
- Joint Nature Conservation Committee (2010). Handbook for Phase 1 habitat survey. A technique for environmental audit.
- Ministry of Housing, Communities and Local Government (2019). National Planning Policy Framework.
- Natural England (2011). Horizon-scanning for invasive non-native plants in Great Britain. Natural England Commissioned Report NECR053.
- Logika Noise Air Quality Consultants – Ecological Impact Assessment – November 2023
- Logika Noise Air Quality Consultants – Landscape and Ecological Management Plan – September 2023

Additional Surveys

Asbestos

Base Contracts will commission an Asbestos survey once the buildings have been vacated, the findings of which will inform demolition strategy and working methods. Should any Asbestos be located, certified removal contractors will be employed to remove it prior to the commencement of major works.

Unexploded Ordnance

The site comes with a Moderate Risk for UXO. A detailed UXO Risk Assessment has subsequently been implemented by 6Alpha and recommended mitigation measures will be implemented by the Principal Contractor.

The findings of both Asbestos & Unexploded Ordnance Surveys, along with details from any others deemed necessary, will be added to the DCEMP once known.

Community Engagement

The Principal Contractor will ensure that contact details for the Site Manager are displayed on the hoarding. In addition, regular updates regarding the progress of the development will be displayed and communicated to local residents and businesses.

All Stakeholders are committed to delivering a well-managed construction project and promoting excellent neighbour relations. If any complaint is received in relation to the works or behaviour on the construction site, then it will be dealt with by the Site Manager.

A response time of no longer than 24 hours will be implemented when responding to complaints received by the Principal Contractor.

A record of the complaint together with the results of any investigation and any actions taken will be recorded in an Incident log kept in the site office. This will be available to Haringey Council upon request.

Considerate Constructors Scheme

This project will likely be required to be registered with the Considerate Constructors Scheme to minimise any negative impact the construction activity may have on the local area.

Participation in the scheme will ensure and commit the project and its workers to provide competent management, efficiency, and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.

Appendix A: Relevant Air Legislation

Relevant Legislation	Description
Clean Air Act 1993	Bans emission of dark smoke from chimneys and furnaces, sets minimum chimney heights, and creates smoke control zones.
Clean Air Strategy 2019	This strategy sets out our aim to reduce particulate matter emissions by 30% by 2020, and by 46% by 2030.
Climate Change Act 2008	Sets 2050 as the target for reducing greenhouse gas emissions outlines a carbon budgeting system, greenhouse gas emissions trading schemes, financial incentives for businesses to reduce waste and recycle more and powers to charge for single use bags.
Environmental Permitting (England and Wales) Regulations 2007 SI 3538	Introduces a system for environmental permits (and exemptions) for industrial activities and waste operations, including landfill and waste incineration, and sets out the powers, functions, and duties of the regulator.
Environmental Protection (Controls on Ozone-Depleting Substances) Regulations 2002 SI 528	Controls the production, marketing, use of, trade in, emission and transport of specified ozone-depleting substances.
Volatile Organic Compounds in Paints, Varnishes and Vehicle Refinishing Products Regulations 2005 SI 2773	Sets maximum levels of organic solvents that can be contained in paints, varnishes and vehicle refinishing products (such as cleaners, primers, and fillers).

Appendix B: Relevant Noise Legislation

Relevant Legislation	Description
Control of Pollution Act 1974 SI 1974/40	Part III of COPA sets out control of noise pollution, and specifically sections 60-61 set out requirements for construction sites.
Control of Noise (Codes of Practice for Construction and Open Sites) (England) Order 2002 SI 2002/461	Approves four British Standards Institution codes of practice for appropriate methods of minimising noise and vibration from construction and open sites in England. Compliance with the British Standards cited in the Order ensures compliances with COPA.
Environmental Protection Act 1990 (sections 79-81) SI 1990/43	Defines within England, Scotland, and Wales the legal framework for duty of care for waste, contaminated land and statutory nuisance which includes noise. Local authorities are empowered to deal with noise nuisance.
Clean Neighbourhoods and Environment Act 2005 SI 2005/16	Sets out mechanisms by which noise nuisance caused by intruder alarms may be dealt with.
Noise Emission in the Environment by Equipment for Use Outdoors Regulations 2001 SI 1701 (as amended)	Establishes maximum noise levels for equipment used outdoors, mainly in construction and land maintenance, such as generators, lawn mowers, compaction machines and concrete breakers.

Appendix C: Relevant Water Legislation

Relevant Legislation	Description
Water Resources Act 1991	Sets up the regime, now controlled by the Environment Agency, to conserve, manage and control pollution of water resources, abstraction and impoundment, and offences for contravening and organizing flood defences.
Water Industry Act 1991	Consolidates previous legislation on water supply and sewerage services (including trade effluent consents) and opens the market to allow private sector companies to compete to be appointed as water and sewerage undertakers.
Anti-Pollution Works Regulations 2999 SI 1006	Made under the WRA 1991. Sets out the contents of anti-pollution works notices, how to appeal against such notices, and how to claim compensation for access rights in connection with anti-pollution works.
Control of Pollution (Applications, Appeals and Registers) Regulations 1996 SI 2971	Made under the WRA 1991. Sets out procedures for applying for or varying consents for discharge into controlled waters and appeals to the Secretary of State. Details the information the Environment Agency must keep in water pollution control registers.
Control of Pollution (Oil Storage) (England) Regulations 2001 SI 2954	Imposes general requirements for preventing pollution of controlled waters from oil storage, particularly fixed tanks, or mobile bowers, by setting out minimum standards for tank construction and secondary containment. Makes contravention a criminal offence.
Groundwater Regulations 1998 SI 2746	Empowers the Environment Agency in England and Wales and SEPA in Scotland to prevent direct or indirect discharge of certain dangerous substances to groundwater and control pollution resulting from the discharge of those and other substances.
Water Act 2003	Sets out the framework for abstraction licensing, regulates impoundments, increases competition in water supply and includes measures for drought management and flood defence work in England and Wales.
Environmental Damage (Prevention and Remediation) Regulations 2009 SI 153	Implemented the European Directive on Environmental Liability. Makes operators responsible for an imminent threat of, or actual, environmental damage, as defined in the Regulations. With respect to the controlled waters environmental damage includes an adverse effect that could result in deterioration.

Appendix D: Wildlife Law and Planning Policy

Species	Legislation
Reptiles	All species of native reptiles are protected against killing or injury under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). The sand lizard (<i>Lacerta agilis</i>) and smooth snake (<i>Coronella austriaca</i>) are further protected under The Conservation of Habitats and Species Regulations 2017 and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 against capture or disturbance and the places they use for breeding, resting, shelter and protection are protected from being damaged or destroyed.
Great Crested Newts	The great crested newt and its habitat are protected under the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017 and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. This legislation makes it an offence to deliberately kill, injure or capture a great crested newt; deliberately disturb a great crested newt; damage, destroy or obstruct access to a structure used for shelter or protection by a great crested newt; or possess or transport a great crested newt.
Bats	All species of bat and their breeding sites or resting places (roosts) are protected under Regulation 41 of The Conservation of Habitats and Species Regulations 2017 and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 and Section 9 of the Wildlife and Countryside Act 1981. It is an offence for anyone intentionally to kill, injure or handle a bat, to possess a bat (whether live or dead), disturb a roosting bat, or sell or offer a bat for sale without a license. It is also an offence to damage, destroy or obstruct access to any place used by bats for shelter, whether they are present or not.
Badgers	Badgers and their setts are protected under the Protection of Badgers Act 1992 which makes it an offence to kill, injure or possess a badger; interfere with, damage, or destroy a badger sett including obstructing access to a badger sett; cruelly treat or harm a badger; or disturb a badger in a sett.
Otters	Otters and their resting places are protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. This legislation makes it an offence to deliberately kill, injure or capture an otter; deliberately disturb an otter in their breeding or resting places; damage, destroy or obstruct access to their resting or breeding places.
Water Voles	Water voles are protected under the Wildlife and Countryside Act 1981 (as amended) from killing or taking by certain prohibited methods. Their breeding and resting places are fully protected from damage, destruction, or

	obstruction; it is also an offence to disturb them in these places.
Dormice	Hazel dormice are protected under both The Conservation of Habitats and Species Regulations 2017 and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 and the Wildlife and Countryside Act 1981 (as amended). Dormice and their breeding sites and resting places are fully protected. Without a license it is an offence for anyone to deliberately disturb, capture, injure or kill them. It is also an offence to damage or destroy their breeding or resting places, to disturb or obstruct access to any place used by them for shelter. It is also an offence to possess or sell a wild dormouse.
Birds	All wild birds are protected under the Wildlife and Countryside Act 1981 (as amended), which makes it an offence to kill, injure or take wild birds; take, damage, or destroy the nest of wild birds while it is in use or being built; or take or destroy the eggs of wild birds. Certain bird species are listed on Schedule 1 of The Wildlife and Countryside Act 1981 (as amended). Under this legislation they are afforded the same protection as all wild birds and are also protected against disturbance whilst building a nest, or on or near a nest containing eggs and or unfledged young.
White-clawed crayfish	White-clawed crayfish are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) protecting them from harm, disturbance, and capture without an appropriate licence. It is illegal to buy or sell white-clawed crayfish whether alive or dead.
Invertebrates	Three UK invertebrate species are protected under The Conservation of Habitats and Species Regulations 2017 and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 – large blue butterfly, fisher’s estuarine moth, little ramshorn whirlpool snail. It is an offence for anyone to deliberately disturb, capture, injure or kill them. It is also an offence to damage or destroy their breeding or resting places, to disturb or obstruct access to any place used by them for shelter. It is also an offence to possess or sell these species. Approximately 400 further invertebrate species are listed as ‘Species of Principle Importance under Section 41 of the NERC Act (see below).
Invasive Plant Species	It is prohibited to plant or otherwise cause to grow in the wild any species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended). The Environmental Protection Act 1990 also classifies certain invasive plants as controlled waste which must be disposed of safely at an appropriately licensed landfill site (e.g., Japanese knotweed). Under section 57 of the Anti-social Behaviour, Crime and Policing Act 2014, if an individual or an organisation fails to control an invasive plant species which is having a detrimental effect on the quality of life of those in the locality. A notice can be issued after a mandatory written warning has been served. Breach of

	this notice, without reasonable excuse, would be a criminal offence, subject to fixed penalty notice (a penalty of £100) or prosecution. On summary conviction an individual could be liable to a level 4 fine and an organisation (e.g., a company) could be liable to a fine not exceeding £20,000.
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The planning policy imposes responsibilities on planning applicants to consider protected species and habitats at development sites, with the goal of avoiding a decrease in the diversity of species and habitats that are considered priorities in the UK as a result of development.

Legislation	Description
National Planning Policy Framework (NPPF)	The National Planning Policy Framework requires the promotion of sustainable development, including the achievement of net gains for nature and the conservation and enhancement of the natural environment and reduction of pollution through planning. Planning should prioritize preserving and restoring priority habitats, species populations and ecological networks, and if significant harm from a development cannot be avoided, mitigated, or compensated for, planning permission should be denied.
Natural Environment and Rural Communities Act (NERC Act)	Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity.
Priority Habitats and Species	The NPPF 2018 defines priority habitats and species as those included in the England Biodiversity List published by the Secretary of State under the NERC Act 2006. The S41 list guides decision-makers in preserving biodiversity when carrying out their functions. The S41 list includes 56 habitats and 943 species of principal importance, identified as conservation priorities in the UK Biodiversity Action Plan and the UK Post-2010 Biodiversity Framework. The habitats range from upland hay meadows to lowland mixed deciduous woodland, and freshwater and marine habitats. The Hen Harrier has also been added to the list due to concerns over its low population in England.
ODPM Circular 06/2005	This 2005 Government Circular provides guidance on nature conservation in the planning system in England. The impact of development on priority habitats and species, along with England Biodiversity Strategy policies, can influence the preparation of planning strategies and decisions. The presence of a protected species is a key factor in granting planning permission, and ecological surveys should be conducted if the species is likely to be affected. Surveys should not be required unless there's a reasonable chance the species is present. If it is, measures to protect it should be established before permission is granted.