FRAMEWORK
CONSTRUCTION
ENVIRONMENTAL
MANAGEMENT PLAN
U and I (8AE) Limited and the London Fire Commissioner (LFC)

8 ALBERT EMBANKMENT
Framework Construction Environmental Management Plan
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Framework Construction Environmental Management Plan

TYPE OF DOCUMENT (VERSION) Public

PROJECT NO. 70016347
OUR REF. NO.

DATE: MARCH 2019
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SCHEDULE OF ENVIRONMENTAL LEGISLATION
1. INTRODUCTION

1.1.1. This framework Construction Environmental Management Plan (CEMP) is submitted in support of the planning application by U and I (8AE) Limited and the London Fire Commissioner (LFC) (the ‘Applicant’) for the mixed-use redevelopment (the ‘Proposed Development’) of the site at 8 Albert Embankment, including the London Fire Brigade’s Lambeth Fire Station (Grade II Listed) and adjoining parcels of land (the ‘Site’).

1.1.2. This framework CEMP is appended to the Environmental Statement (ES) submitted in support of the Planning Application. This framework CEMP forms **Appendix 5-1** of the ES.

1.1.3. The Site is formed of three parcels of land which total approximately 1.06 hectares (ha) in size, wholly located within the administrative area of the London Borough of Lambeth (LBL). The Site comprises 8 Albert Embankment, the former LFC workshops, the Command and Mobilising Control Building (CMCB) and land at Newport Street/ Black Prince Road. The Site is bounded by Albert Embankment to the west, Black Prince Road to the south, Whitgift Street to the north and Newport Street to the east. Lambeth High Street passes between the two largest building plots within the Site, in between the ‘West Site’ and ‘Central Site’.

1.1.4. The full planning application is submitted as follows for the provision of:

- Eight main buildings will be provided, supporting largely residential, commercial and retail uses;
- A total of up to 417 residential units will be provided;
- 2,489 m² (gross external area (GEA)) fire station (sui generis) in Building A1 on the West Site;
- 1,498 m² GEA London Fire Brigade Museum (D1 use) in the West Site;
- 39,357 m² GEA residential (C3 use) across the entire Site (West, Central and East);
- 6,593 m² GEA hotel space (C1 use) in Building A3 on the West Site;
- 956 m² GEA restaurant use (A3 use) in the West Site;
- 9,606 m² GEA Corporate Office floorspace in (B1 use) within the Office Building;
- 1,373 m² GEA Medium Office (B1 use) within the ground floor level of the Office Building and the lower ground floor of the Central Site;
- 202 m² GEA Small Office (B1 use) within the Whitgift Street Building at ground floor level. (Central Site);
- 154 m² GEA Micro Office (B1 use) within the ground floor of the Eastern Garden Building (Central Site);
- 681 m² GEA retail space (D1 /D2 /B1(a) /B1(b) /B1(c)) in the Central Square Building, Eastern Garden Building and Whitgift Street Building in the Central Site;
- 2,255 m² GEA gym (D1 use) in Building B2 The Office on the Central Site; and
- 9,867 m² of ancillary servicing, parking / plant (sui generis).

1.1.5. This framework CEMP is provided as a framework document, as the expectation is that the planning permission will include appropriate conditions that will require additional details to be provided to discharge relevant conditions when more detailed construction information becomes available. Such conditions are likely to include the requirement that a detailed Construction Method Statement be submitted to LBL for approval. This will document the proposed works that are expected to take place during the Demolition and Construction Stage and will include:
1.1.6. This framework CEMP has been informed by the 8 Albert Embankment ES and other Application Reports that support the application and therefore provides LBL with the Applicant’s approach to the demolition and construction of the Proposed Development and the measures that will be employed to mitigate any adverse effects.

1.2. PURPOSE OF THIS FRAMEWORK CEMP

1.2.1. WSP has prepared this framework CEMP for the Applicant to accompany the Planning Application for the construction mixed-use redevelopment of the Site at 8 Albert Embankment, including the London Fire Brigade’s Lambeth Fire Station and adjoining parcels of land.

1.2.2. This framework CEMP has been informed by the ES and other Application Reports that support the submission and it should be read in conjunction with the ES chapters, in particular Chapter 5 Demolition and Construction and the remaining Chapters 6 – 14.

1.2.3. This framework CEMP sets out the proposed controls, roles and responsibilities to be implemented to minimise and adverse effects from the demolition and construction process of the Proposed Development. More specifically, the framework CEMP aims to:

- Ensure that the mitigation measures set out in the Application Reports submitted as part of the Planning Application are implemented during construction. The assumption is that such measures would be controlled by planning conditions on the future permission which will either require further details to be submitted for approval or compliance with measures outlined; and
- Ensure that construction industry best practice standards are adopted throughout the construction process.

1.2.4. This framework CEMP demonstrates the commitment of the Applicant to undertaking the construction activities in such a way as to avoid or minimise environmental effects, and provides a mechanism for the implementation of recommended mitigation and monitoring measures throughout construction.

1.2.5. A Detailed CEMP will be required by condition and its contents agreed with LBL, prior to the commencement of construction. The Principal Contractor (and all sub-contractors) will be required to comply with the requirements of the CEMP.

1.3. LEGAL COMPLIANCE

1.3.1. Considerable environmental legislation applies to the works to be undertaken. The expectation is that, all relevant legislation, including requirements for licences, permits and / or consents shall be identified, and the appointed Principal Contractor will be required to provide details of how compliance is to be achieved, as part of the construction process.

1.4. STRUCTURE OF THE FRAMEWORK CEMP

1.4.1. This framework CEMP is based on established good management practice and includes the following information:
Site Information: including environmental management structure, roles and responsibilities, location of any potentially sensitive receptors such as trees, watercourses, local residents, etc;

Construction Information: a description of the works, construction programme, proposed working hours, details of haulage routes, equipment to be used, etc;

Environmental Management: details of the audit programme, methods for managing environmental risks and reducing effects, emergency procedures, waste and hazardous materials storage procedures, liaison with the local neighbourhood, and specific management plans relating to archaeology, dust, landscape, lighting, and noise;

Monitoring: procedures for recording and reporting monitoring results and taking remedial action in the event of any non-compliance, details of receptors, threshold values and analysis methods; and

Legal Requirements: a schedule of relevant and current environmental legislation and good practice, objectives and targets imposed by planning conditions, consultations and a register of permissions and consents required, with responsibilities allocated and a programme for obtaining these.
2. SITE INFORMATION

2.1. THE SITE AND SURROUNDING AREA

EXISTING SITE

2.1.1. The ‘Site’ comprises 3 parcels of land, referred to as the West, Central and East Sites. The Site is within the Albert Embankment Conservation Area (CA57) as designated by LBL. This area is characterised by large buildings of a mix of uses, the majority of which date from the 20th century fronting the River Thames along the Albert Embankment.

2.1.2. The Detailed Flood Map provided by the Environment Agency as part of their Product 4 (see Chapter 11 Water Resources, Flood Risk and Drainage) shows that the Site is located in the defended Flood Zone 3, the tidal floodplain of the River Thames. Flood Zone 3 is an area where the annual probability of flooding would exceed 0.5% (which corresponds to a 1 in 200-year return period tidal flood event) in the absence of flood defences.

2.1.3. In 2007, LBL declared the whole borough an Air Quality Management Area (AQMA) due to widespread exceedances of Air Quality Strategy (AQS) objectives (to protect public health) for nitrogen dioxide (NO₂) and PM₁₀ concentrations, associated with emissions from road traffic.

2.1.4. The Site is located within protected vistas from Parliament Hill and Primrose Hill, identified by the London View Management Framework (2012). The Site is also located within locally designated views identified by Policy Q25 of the Lambeth Local Plan (2015).

2.1.5. The topography of the Site is relatively flat although there is a very gradual slope down from east to west towards the River Thames which lies 25m to the west of the western boundary of the West Site. It is likely the Thames frontage has been artificially raised to form the Albert Embankment. At the West Site the north-east corner lies at 4.2m Ordnance Datum (OD), the south-east corner at 4.0m OD, the south-west corner at 4.4m OD and the north-west corner at 4.6m OD. The Central Site is flat with all four corners lying at 4.2m OD. The East Site slopes up from the south-east corner (4.5m OD) to the north-west corner (4.8m OD), although this may be due to the demolition of earlier buildings.

THE WEST SITE

2.1.6. The West Site contains two Grade II listed buildings, the former Fire Brigade Headquarters Building (the ‘Former Headquarters Building’) (Ref. 1392337), and the Drill Tower (Ref. 1392338) both built in the 1930s and officially opened in 1937. The late 19th century Grade II listed Southbank House, formerly the headquarters building for Doulton’s Lambeth Pottery, lies just outside the Site, adjacent to the southern boundary of the Central Site. The majority of the Site (West and Central Site) is within the North Lambeth Archaeological Priority Area (APA), which includes prehistoric settlement, Roman settlement and a boat, medieval riverside zone village centres and important houses, post-medieval settlement and early industrial development.

2.1.7. The Former Headquarters Building continues to operate as the Lambeth Fire Station at ground level with approximately 93 full time employees. This is a stepped 9-10 -storey brick building with a single storey basement and is separated from the River Thames to the west by the Albert Embankment (A3036). The basement extends across much of the West Site. The upper levels were formally used for fire operative accommodation and the facilities are currently unoccupied. Car parking is provided at ground level for London Fire Brigade operatives and
visitors and the space is also used for fire fighter training and the storage of London Fire Brigade plant/machinery. The car park is accessed off Lambeth High Street and provides 42 car parking spaces and 5 spaces for longer vehicles (Fire tenders). The fire station includes 4 spaces within the main building for emergency vehicles. In the event of a ‘call-out’, the vehicles egress directly onto Albert Embankment and return via the Lambeth High Street access. A 3-storey concrete extension lies to the south-east of the Former Headquarters Building, which is the former Communications Mobilising Centre (CMC Building) (Ref. 1392337). In the north-east of the corner of the West Site is the Grade II listed brick Drill Tower and a large obelisk ventilation shaft.

THE CENTRAL SITE

2.1.8. The Central Site is located to the south of Whitgift Street and between Lambeth High Street and the raised railway viaduct running into London Waterloo. The Central Site was formally occupied by the London Fire Brigade workshops (The Workshop) and was used for fire tender and London Fire Brigade vehicle maintenance. The Workshop is 5 stories in height in the west and 2 stories in height in the centre and east. Three vehicle inspection pits are present in the west of the main building. A small single storey basement is present in the south of the Central Site which contains historical boilers and three oil tanks.

2.1.9. The Central Site forecourt for the workshop site accommodates some 32 car parking spaces which are accessed off Lambeth High Street. There are an additional two access points into the building from Whitgift Street.

2.1.10. A Planning Application was submitted in early 2016 to temporarily house a fire service museum within the disused workshops in the Central Site, with this being granted permission in September 2016 (16/03122/FUL) and the permission for the temporary use was extended in December 2017 until 31 December 2018 (ref 17/05142/VOC). A further application seeking to allow the use to continue until 31 December 219 has recently been submitted and a decision on the application is pending. After which time it is proposed that redevelopment takes place and the museum can be housed within the 8 Albert Embankment building and newly designed museum space in the Western Site. A number of additional temporary uses exist within the Central Site, with approximately 30 full time employees and 3-part time. These temporary uses are made up of small and medium sized enterprises (SMEs).

THE EAST SITE

2.1.11. The East Site is located to the east of the raised railway viaduct and bounded by Black Prince Road to the south and Newton Street to the east. The East Site is a small area of hard standing which is currently not accessible to the public and is surrounded by a secure fence and gate. The East Site is used as a vacant surface level car park associated with the Fire Station, and is also leased as a temporary community garden to an office in the direct vicinity. The area is occupied by small raised beds with small shrubs surrounded by concrete blocks for seating. The area is bound to the north by a masonry wall and to the west, south and east by a metal fence. A mature tree is present in the south-western edge of the Site.

SURROUNDING AREA

2.1.12. The uses of the surrounding area are varied in nature, including residential and commercial. The Site is located in an area historically served by industrial type activities, but these traditional activities have been declining for decades. In accordance with mayoral and council regeneration policies, much of the surrounding area is now being redeveloped for a
range of uses, and comprises a mixture of residential, retail and commercial uses, with most of recent development being residential-led and high-rise.

2.1.13. The residential and non-residential uses within the immediate surrounding area are listed below and illustrated in Figure 2-1.
Figure 2-1 – Residential and Non-Residential Uses
2.1.14. As noted above, the Former Headquarters Building is Grade II listed, as is the detached Drill Tower. The cultural significance of the buildings lies in their use, as much as their architecture. The Grade II listed Southbank House lies adjacent to the southern boundary of the Site, opposite the Central Site.

2.1.15. There are three locally listed buildings in close proximity to the Site: the former Queen’s head public house (71 Black Prince Road), built in 1890, is located 10m from the southern boundary of the Rear Site, on the opposite site of Black Prince Road, while the mid-19th century Windmill public house (44 Lambeth High Street) is adjacent to the north-east corner of the Front Site. The historic graveyard on Lambeth High Street, 40m north of the site, is a locally listed designated space and landscape (Basil Holmes 1896, 188) and contains a Grade II listed 18th century wall belonging to the former burial ground. In addition, approximately 300m to the north of the Site is the Grade I listed Lambeth Palace.

2.1.16. On the opposite side of the River Thames are the Grade II* listed Tate Britain and Grade II listed Millbank Tower, whilst further north, on the opposite side of the Grade II* listed Lambeth Bridge is the Palace of Westminster, a World Heritage Site.

2.1.17. The River Thames to the west of the Site is classified as a Site of Metropolitan Importance (SMI) for nature conservation.

2.2. SCHEME DESCRIPTION

2.2.1. The Proposed Development will provide eight new buildings which will comprise three buildings on the West Site, four on the Central Site and a single building on the East Site. A description of each element of the Proposed Development is confirmed below, including the anticipated future use class and quantum.

WEST SITE

2.2.1. The West Site comprises the following:

- Building A1 – The Fire Station Building: A three-storey building to be constructed along the northern boundary of the West Site; the Former Fire Brigade Headquarters Building (Former Headquarters Building) and The Drill Tower (10 storeys) will provide ancillary accommodation for the new Fire Station back of house offices, sleep-over accommodation, bin stores etc;
- Building A2 – The Listed Building: Retention of the Grade II Listed Building to accommodate a new fire station connected to Building A1 on the ground floor (Sui Generis) along with a new London Fire Brigade Museum (ground floor and basement) (Class D1), residential dwellings and a single-story extension to provide a restaurant with ancillary bar;
- Building A3 – The Hotel Building: The CMC Building will be demolished and a new ten-storey hotel (Class C1) will be constructed in its place, with a flexible retail/lobby unit (Classes D1/D2/ B1(a) / B1(b) / B1(c)) on the ground floor and links to the rooftop restaurant. The basement will also contain some stores and exhibition space for the new London Fire Brigade Museum;
- The fire station drill yard will remain operational, with 10 car parking spaces and cycle parking. Retention of the existing access arrangements for the Fire Station on the West Site, with access from Lambeth High Street and emergency vehicle egress onto Albert Embankment;
Residential cycle parking, plant, storage and generator / switch rooms located in the basement; and
An area of public realm known as ‘South Square’ is proposed on the corner of the London Fire Brigade Museum entrance point.

CENTRAL SITE

2.2.2. The Central Site comprises the following:

- Demolition and redevelopment of the former workshops on the Central Site to accommodate residential buildings and commercial uses (office and retail);
- Building B1 – Central Square Building: One of the two residential buildings (Class C3) which will be constructed, consisting of 26 storeys with retail space on the ground floor;
- Building B2 – The Office: An eight-storey building which will consist of predominantly a corporate office with medium studio office space at ground and lower ground level (Class B1) and gym;
- Building B3 – Eastern Garden Building: The second of the two residential buildings which will be constructed, consisting of 24 storeys with affordable studio office space on the ground floor;
- Building B4 – Whitgift Street Building: Five-storey townhouses situated along the northern edge of the Central Site, between B1 and B3. The ground floor will also consist of affordable residential and small studio office space;
- Extension of the existing basement to create a two-storey basement that will extend across the majority of the Central Site, to accommodate car and cycle parking and waste storage facilities; and
- Three areas of public realm consisting: ‘Central Square’ to the west of the Central Site, ‘Central Garden’ in between buildings B2 and B4, and ‘Eastern Garden’ to the east of the Central Site.

EAST SITE

2.2.3. The East Site comprises the following:

2.2.4. Building C1 – Newport Street Building: To be constructed over eleven storeys plus basement with the provision of market residential housing and flexible retail/community/leisure/office use (Classes A1/A2/A3/A4/D1/D2/B1).

2.2.5. Additional detail on the Proposed Development can be found in Chapter 4 The Proposed Development of the ES.

2.3. SENSITIVE RECEPTORS

2.3.1. Table 2-1 lists several receptors that have been identified as being potentially sensitive to the works during the construction of the Proposed Development due to their location in proximity to the Site and access roads.

Table 2-1 - Potential Sensitive Receptors in the Vicinity of the Site

<table>
<thead>
<tr>
<th>Receptor Type</th>
<th>Receptor description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social Infrastructure</td>
<td>Effects of the changes to the demography, wellbeing and socio-economics in the area on education and school facilities, churches and</td>
</tr>
</tbody>
</table>
- places of worship; health and community facilities such as GP surgeries, child care facilities and local community facilities. Receptors would also include central London tourism and cultural facilities.

### Transport Network

Existing sensitive receptors comprise:

- Local highway network;
- Users of the surrounding streets;
- Network of footway and pedestrian connections that serve the Site;
- On-street cycle routes on Albert Embankment / Black Prince Road junction adjacent to the Site;
- Taxi ranks situated at the Park Plaza Riverbank hotel on Albert Embankment, and the Novotel hotel on Lambeth Road; and
- Car clubs located on Black Prince Road close to the Site, and on Juxon Street some 300m north-east of the Site.

### Heritage assets, including archaeological, heritage and landscape features

Conservation areas, Listed Buildings on-site, Scheduled Monuments in the locality. There are 2 Listed Buildings on-site, these are:

- Lambeth Fire Station (Grade II listed ref. 1392337); and
- Drill Tower to the East of 8 Albert Embankment (Grade II listed ref. 1392338).

The nearest Listed Building outside of the Site is Southbank House (Grade II listed) to the immediate south of the Site.

The Site is also located within the Albert Embankment Conservation Area (Western Site and Central Site).

### Protected Views

The Site is located within protected vistas from Parliament Hill and Primrose Hill, identified by the London View Management Framework (2012).

The Site is also located within locally designated views identified by Policy Q25 of the Lambeth Local Plan (2015).

### Hydrological Receptors

- The River Thames, a Main River watercourse;
- White Hart Dock, with connections to the TW sewerage network
Thames Barrier and the Thames Tidal Flood Defences
A public combined sewer within the area, whereby combined sewers run along the carriageways within proximity of the Site: to the north on Whitgift Street, to the east on Newport Street, to the south on Black Prince Road, to the west on Albert Embankment and central to the Site on Lambeth High Street.

<table>
<thead>
<tr>
<th>Residential and Commercial development (See Figure 1.4 in Chapter 1)</th>
<th>Existing surrounding residential and commercial properties, including Southbank House; future residents of the Proposed Development.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential:</strong></td>
<td></td>
</tr>
<tr>
<td>▶ 44A Lambeth High Street (3 flats) – 4 storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ 15, 16 &amp; 17 Lambeth High Street (incl. 16 flats) – 2 storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ Whitgift House, Whitgift Street (24/25 flats) – 5 storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ 2 Whitgift Street (17 flats) – 7 storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ 17 Newport Street (5 flats) – 5 storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ 21-67 Newport Street (25 flats) – 3 storey);</td>
<td></td>
</tr>
<tr>
<td>▶ 69-85 Newport Street (9 flats) – 2 storey);</td>
<td></td>
</tr>
<tr>
<td>▶ Arden House, Black Prince Road (35 flats) – 4 storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ 73-79 Black Prince Road (11 flats) – 4-storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ 81 Black Prince Road (104 flats) – up to 17 storeys; and</td>
<td></td>
</tr>
<tr>
<td>▶ 9 Albert Embankment (196 flats) – up to c12 storey.</td>
<td></td>
</tr>
<tr>
<td><strong>Non-residential:</strong></td>
<td></td>
</tr>
<tr>
<td>▶ 4 Albert Embankment (International Maritime Organisation – offices) – up to 9-storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ The Windmill PH, 44 Lambeth High Street;</td>
<td></td>
</tr>
<tr>
<td>▶ Beaconsfield Gallery, Newport Street – 2 3 storeys;</td>
<td></td>
</tr>
<tr>
<td>▶ Railway Arches 130-133, Newport Street (commercial);</td>
<td></td>
</tr>
<tr>
<td>▶ Arden House, Black Prince Road (retail – ground floor);</td>
<td></td>
</tr>
<tr>
<td>▶ The Queens Head Café Bistro, 71 Black Prince Road (restaurant, offices – ground. /1st/2nd floor);</td>
<td></td>
</tr>
<tr>
<td>▶ Southbank House, Black Prince Road (offices) – 5 storeys (Note: tall floors); and</td>
<td></td>
</tr>
</tbody>
</table>
2.4. MANAGEMENT STRUCTURE

2.4.1. The expectation is that a condition will be imposed on the planning permission requiring a detailed Construction Method Statement (CMS) to be submitted to the LBL for approval.

2.4.2. The anticipated roles and responsibilities of the parties involved in the construction works are set out below. However, it should be noted that all members of staff are responsible for ensuring the requirements of the CEMP are met.

**PRINCIPAL CONTRACTOR**

2.4.3. The Principal Contractor will be responsible for the day to day management of Health and Safety, as well as Environmental and Quality performance during construction. The Principal Contractor will be responsible for implementing the CEMP, including monitoring the performance of sub-contractors and maintaining records to demonstrate compliance with and implementation of the CEMP.

**PROJECT MANAGER**

2.4.4. The Project Manager will be responsible for directing the Principal Contractor on the delivery of the CEMP. This will include checking that the Principal Contractor has allocated sufficient resources to allow delivery of the CEMP, participating in communication with the LBL and other third parties e.g. Environment Agency as required and arranging for the periodic review and update of the CEMP. The Project Manager will regularly review the findings of the monitoring programme, co-ordinated by the Site Environmental Manager and direct the Principal Contractor as necessary.

**SITE ENVIRONMENTAL MANAGER**

2.4.5. A suitably qualified Site Environment Manager (SEM) will be appointed to report on the implementation of the CEMP and to oversee any environmental monitoring programmes. The SEM will facilitate communication on environmental matters between the project partners and any relevant statutory consultees, will carry out site environmental inspections and audits as necessary, and will co-ordinate the environmental monitoring programme. The SEM will also be responsible for monitoring the Principal Contractor to ensure that all relevant legal consents, licences and exemptions are in place in advance of relevant works commencing and that all requirements are adhered to.

**ALL STAFF AND SUBCONTRACTORS**

2.4.6. All staff and subcontractors have the responsibility to:

- Work to agreed plans, methods and procedures to minimise environmental effects;
- Understand the importance of avoiding pollution on-site, including noise and dust, and how to respond in the event of an incident to avoid or limit environmental effects;
- Report all incidents immediately to their line manager;
- Monitor the work place for potential environmental risks and alert their line manager if any are observed; and
Co-operate as required during site inspections and audits.

2.5. CONTACT INFORMATION

2.5.1. The contact details of key personnel will be provided within the CMS.
3. CONSTRUCTION INFORMATION

3.1. DEMOLITION AND CONSTRUCTION WORKS

3.1.1. The CMS will document the proposed construction works which are expected to comprise of utility diversions and demolition works followed by enabling works and the construction of the Proposed Development. The demolition and build out of the development will start in 2020 with an anticipated overall completion date in 2024. The phasing plans and construction programme are to be included within the CMS. The construction phasing will be secured by a planning condition as an approved plan.

3.2. CONSTRUCTION PHASING

3.2.1. It is anticipated that demolition and construction works are planned to commence in Q3 2020 on Site, subject to the granting of planning permission and listed building consent by LBL and the discharge of any relevant conditions. The construction phasing will be secured by a planning condition as an approved plan.

3.2.2. Construction compounds for each phase will be encompassed within hoarding surrounding the West, Central and East Sites. All construction related activities, storage of materials and plant and machinery and any welfare facilities will be within the confines of the compounds. Full details on construction phasing and compounds can be found within Chapter 5: Demolition and Construction.

3.2.3. Demolition and construction activities will occur across seven phases as summarised in Table 3-1 below.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Description</th>
<th>Indicative Timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Building A1: The Fire Station Building with a new London Fire Brigade museum, West Site</td>
<td>2020 – 2023</td>
</tr>
<tr>
<td>2</td>
<td>Building A2: The Listed Building, West Site</td>
<td>2020 – 2023</td>
</tr>
<tr>
<td>3</td>
<td>Building A3: The Hotel Building, West Site</td>
<td>2021 - 2023</td>
</tr>
<tr>
<td>4</td>
<td>Building B1: Central Square Building and Whitgift Street Building, Central Site</td>
<td>2022 – 2024</td>
</tr>
<tr>
<td>5</td>
<td>Building B3: Eastern Garden Building, Central Site and Building C1: Newport Street Building, East Site</td>
<td>2022 – 2024</td>
</tr>
<tr>
<td>6</td>
<td>Building B2: The Office and Building B4: Whitgift Street Building, Central Site</td>
<td>2023 – 2024</td>
</tr>
<tr>
<td>7</td>
<td>Building C1: Newport Street Building, East Site</td>
<td>2023 - 2024</td>
</tr>
</tbody>
</table>
### 3.3. CONSTRUCTION EQUIPMENT

#### 3.3.1. The type of plant needed for each type of construction activity is indicated in [Table 3-2](#).

<table>
<thead>
<tr>
<th>Construction Plant and Equipment</th>
<th>Site preparation and Demolition</th>
<th>Removing existing foundations</th>
<th>Groundworks and frame construction</th>
<th>Cladding M and E and fit out</th>
<th>External Works</th>
</tr>
</thead>
<tbody>
<tr>
<td>360 tracked excavators</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Concrete crushing plant</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>Concrete mixers and pumps</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Cranes and hoists</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Lorries and Vans</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Scaffolding and platforms</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Material away lorries</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Generators</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Angle grinders and cutting equipment</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fork lift trucks</td>
<td>-</td>
<td>-</td>
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</tr>
</tbody>
</table>
### 3.4. HOURS OF WORKING

3.4.1. Unless agreed otherwise with the LBL (i.e. during the negotiation of the Section 61 consent), the standard working hours for all construction activities will be from:

- Monday to Friday – 8am to 6pm;
- Saturday – 8am to 1pm; and
- Sundays and Bank Holidays – No Working.

3.4.2. No continuous 24-hour activities are envisaged at this stage and any working on Sundays or Bank Holidays will be subject to reasonable notice and agreement with the LBL. Any change to working hours will be agreed in advance with the LBL.

3.4.3. These hours will be strictly adhered to unless or in the event of:

- An emergency demands continuation of works on the grounds of safety;
- Fitting out works are being carried out within the containment of the building envelope; and
- Completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished.

<table>
<thead>
<tr>
<th>Floodlights</th>
<th></th>
<th></th>
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<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Bowsers</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Piling Rigs</td>
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<tr>
<td>Mortar Silo</td>
<td></td>
<td></td>
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<tr>
<td>Tarmac laying equipment</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Tower crane erection</td>
<td></td>
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<tr>
<td>Road Sweepers</td>
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<td></td>
</tr>
<tr>
<td>Wheel washing</td>
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</tr>
</tbody>
</table>
3.5. WASTE AND MATERIALS MANAGEMENT

3.5.1. Waste produced on-site will be subject to the Duty of Care under the Environmental Protection Act (1990). Liaison with the Environment Agency will be undertaken to ensure that waste and materials handling on-site will be conducted appropriately.

3.5.2. The waste streams will be managed so far as is reasonably practicable to maximise the reuse of surplus materials and to ensure any adverse environmental effects are minimised. Waste will be segregated onsite into key waste streams such as metals, wood/timber, glass and general construction waste.

3.5.3. The transportation of waste to and from the Site will comply with the Duty of Care requirements. These include ensuring waste is transported by registered carriers, disposal to appropriately licensed sites and maintenance of appropriate waste transfer documentation.

3.5.4. The Principal Contractor will audit waste carriers and disposal facilities and maintain documentary evidence that these requirements are being met, including a register of waste carriers, disposal sites (including transfer stations) and relevant licensing details for each waste stream. Waste contractors who remove waste will be registered with the Environment Agency.

3.6. TRAFFIC AND HIGHWAYS

CONSTRUCTION TRAFFIC

3.6.1. It is expected that construction traffic will enter the Proposed Development via Albert Embankment, Lambeth High Street from Lambeth Road or Whitgift Street via Newport Street and Black Prince Road. Vehicular access into the Site will be formed by manned vehicle gates fronting Whitgift Street, Newport St and Lambeth High Street with delivery zones for waiting vehicles established on Albert Embankment, Lambeth High Street, Newport Street and Whitgift Street, as shown in Figure 3-1.
3.6.2. Haulage routes to and from the Site will be agreed with the LBL and all necessary consents and licences will be obtained prior to any work commencing.

3.6.3. Access points to the Site shall be located to ensure the minimum disturbance from vehicles entering or leaving the Site. All access points to the Site and delivery zones will be manned with clearly identifiable traffic marshals.

3.6.4. The number of lorry movements, hours of operation and any lorry holding areas will be agreed and pre-planned with the LBL and where required the local police prior to works commencing. Full details will be provided in the CMS.

3.6.5. It is expected that a clear signage strategy will be implemented to ensure that construction traffic utilises designated routes to minimise the effect on the surrounding road network. HGV movements will be restricted as far as reasonably practical so as to avoid peak traffic flow periods (i.e. from 8 to 9am and 5 to 6pm).

3.6.6. All construction traffic entering and leaving the Site will be closely controlled and during delivery times, traffic marshals will be positioned at the site entrance. Deliveries will be on a 'just-in-time' basis. Accesses to the Site shall be located to ensure the minimum of disturbance from vehicles entering or leaving the site to persons in nearby noise sensitive buildings.

**MUD ON ROADS**

3.6.7. The Principal Contractor shall minimise mud on the local road network through the provision of:
Easily cleaned hardstanding for vehicles entering, parking and leaving the Site; Wheel washing facilities including, where practicable, mechanical wheel spinners; Approved mechanical road sweeper to clean the Site hardstanding and any mud or debris deposited by site vehicles on the carriageway or footpaths in the vicinity of the Site; and Vehicles carrying spoil loose aggregate and workings to be sheeted at all times.

3.6.8. Full details on the location of hardstanding and wheel washing facilities will be provided in the CMS. Where works traffic must use public highways, the Principal Contractor shall take necessary precautions to prevent damage to roads and footpaths.

**TEMPORARY AND PERMANENT CLOSURES AND DIVERSSIONS**

3.6.9. It is anticipated that some short-term road closures will be required. Any temporary road closures will be agreed with the LBL, TfL, Ambulance Service, the local police, organisations representing road users, organisations representing people who are likely to be affected by any proposed change to the highway (temporary or permanent) as well as consultation with the London Fire Commissioner and the London Fire Brigade’s Lambeth Fire Station prior to works commencing. Details will be provided on:

- The proposed commencement date and duration of works;
- The area of the carriageway or footway to be occupied; and
- Proposed methods of construction to minimise inconvenience to the public.

3.6.10. Notices will be posted to alert the public to any planned road closures and / or diversions.

3.6.11. Reasonable pedestrian routes will be provided throughout the construction period and will conform to the requirements of LBL. Where reasonably practicable, temporary or diverted footways will be designated for access for wheelchairs and pushchairs.

**3.7. SITE ACCOMMODATION AND WELFARE FACILITIES**

3.7.1. All staff will benefit from full site accommodation (site offices) and welfare facilities (mess room, locker / drying room toilets and showers) in accordance with Schedule 2 of the Construction (Design and Management) Regulations 2015. Details on the location of these facilities will be provided in the CMS. Living accommodation will not be permitted on Site.

**3.8. MATERIALS STORAGE AND HANDLING**

3.8.1. A secure and bunded storage area will be located on-site and will be provided for the duration of the construction period.

3.8.2. Plant and equipment would be stored in areas which are less susceptible to possible pollution incidents, or in dedicated areas of hard standing. A spill kit will be available for use in the event of an incident.

3.8.3. All deliveries will be supervised by a responsible person. Any fuel deliveries will take precautions to ensure that the fuel storage tanks are checked before and during delivery to prevent overfilling.

3.8.4. Vehicles will be off-loaded using a site forklift. Where practicable, the loading and unloading operations must be carried out avoiding the need for persons to climb onto the vehicles to undo straps etc. If this is not possible, then a system of fall prevention, for example scaffold platforms with guardrails, will be provided.
3.8.5. Where possible, pre-cast and prefabricated elements will be delivered directly to their final position; thereby limiting the number of plant movements associated with double handling. All deliveries would be dealt with at the designated materials handling locations.

3.9. SECURITY AND HEALTH AND SAFETY ON-SITE

3.9.1. In accordance with the Construction (Design and Management) Regulations 2014 the construction teams will be required to prepare detailed written health and safety plans, specific fire and emergency procedures, risk assessments and method statements for each stage and activity of the demolition and construction.

3.9.2. Only authorised persons will be allowed on the Site. To prevent unauthorised access to the Site, the following arrangements will be implemented, as shown in Figure 3-2:

- Barriers, platforms and hoardings will be erected, adapted and maintained throughout the Demolition and Construction Stage to completely segregate the public from construction activity. Any hoardings erected that result in poorly lit walkways will have bulkhead lights fitted;
- Gates in the fencing will be positioned to minimise the noise transmitted to nearby noise sensitive buildings from the building site and adequate security will be exercised to prevent unauthorised entry. Site gates will be closed and locked when there is no site activity;
- Separate pedestrian access points will be established with turnstile control gates;
- All site hoarding will conform to the LBL’s standards. All site hoarding will be painted on both faces in a plane uniform manner so as not to distract drivers on the adjacent highway; and
- Everyone employed on the project will receive a site specific induction to inform them of the health and safety arrangements, welfare on site and to ensure they understand the requirements of the risk assessment and method statement relevant to their work. Workers will be informed of their legal obligation to comply with health and safety.
PEST CONTROL

3.9.3. Measures will be put in place to ensure that the risk of infestation by pests or vermin is minimised by the timely disposal of food wastes or other material attractive to pests. If any infestation occurs the Site Manager (or nominated representative) will implement corrective measures / actions to deal with the infestation as required by the LBL’s Environmental Health Officer.

3.9.4. Details on the on-site Health and Safety Arrangements will be provided in the CMS.

3.10. EMERGENCY PROCEDURES

3.10.1. Procedures will be set in place to respond to any emergency incidents that may occur on Site. A Site Pollution Incident Response Plan will be developed by the Principal Contractor prior to works commencing on Site.

3.10.2. All appropriate staff will be trained and made aware of the spill contingency plan set in place, following Pollution Prevention Guidelines 21 and 22 as best practice. In the event of any incident the Developer will be notified. Additionally, the Environment Agency and any other interested bodies will be notified as required.
3.11. CONTRACTOR TRAINING

3.11.1. The detailed CEMP will form part of all tender documents circulated to all trades associated with the development of the Site to ensure that the agreed principles are communicated.

3.11.2. Site specific inductions completed by the Site Management Team for all staff and contractors new to the development will include reference to the key sensitivities outlined in this framework CEMP.

3.11.3. In order to ensure that environmental issues are communicated on site, the Environmental training and on-going communication methods as detailed in Table 3-2 will be carried out. This list is not exhaustive:

Table 3-3 - Environmental Training and Communication

<table>
<thead>
<tr>
<th>Meeting / Briefing/ Training</th>
<th>Frequency</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSEQS Progress Meetings</td>
<td>Monthly</td>
<td>The Developer, Principal Contractor and Project Manager</td>
</tr>
<tr>
<td>Induction Training (which will include environmental aspects)</td>
<td>On first visit to site</td>
<td>All persons attending site (site personnel, sub-contractors, clients, visitors)</td>
</tr>
<tr>
<td>RAMS Briefings</td>
<td>Every job task</td>
<td>All involved in task</td>
</tr>
<tr>
<td>Environmental Toolbox Talks</td>
<td>Minimum of one per month</td>
<td>All persons carrying out work on site (site personnel, sub-contractors)</td>
</tr>
<tr>
<td>Environmental Toolbox Talks will be carried out appropriate to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>the construction works being carried out on site at that time.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental briefings e.g. Environmental Bulletins / Alerts,</td>
<td>As required</td>
<td>All persons carrying out work on site (site personnel, sub-contractors)</td>
</tr>
<tr>
<td>Lessons Learnt, Results of Inspections / Audits.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Job specific training e.g. Dealing with spillages</td>
<td>As required</td>
<td>As identified for personnel with environmental responsibilities</td>
</tr>
<tr>
<td>Environmental awareness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site Waste Management Management Environmental Representative</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4. **KEY ENVIRONMENTAL ISSUES**

4.1. **POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS**

4.1.1. A schedule of potential environmental effects relating to each activity is provided in Table 4-1.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Potential Environmental Effect</th>
</tr>
</thead>
</table>
| Socio-Economics (Chapter 6)                | - Generation of direct employment opportunities during construction;  
                                            | - Generation of indirect and induced employment opportunities during construction; and  
                                            | - Increase in spending in the local area during construction. |
| Transportation and Access (Chapter 7)      | - Severance may affect pedestrian traffic using local footways in the vicinity of the Site;  
                                            | - Fear and intimidation may affect pedestrian traffic using local footways in the vicinity of the Site, depending on the volume of traffic, HGV composition, proximity to people or the sense of vulnerability caused by such factors as narrow footway widths and the degree of natural surveillance;  
                                            | - Transfer of mud and other materials by vehicles onto the local road network;  
                                            | - Accidents and Road Safety;  
                                            | - Pedestrian Amenity;  
                                            | - Pedestrian Delay; and  
                                            | - Driver Delay. |
| Air Quality (Chapter 8)                    | - Increase in dust deposition at nearby sensitive receptors during certain demolition and construction activities; and  
                                            | - Increase in exhaust fumes from construction vehicle movements. |
| Noise and Vibration (Chapter 9)            | - Increase in noise levels outside sensitive receptors due to construction works;  
                                            | - Increase in noise levels associated with increased traffic as a result of the construction vehicles; and  
<pre><code>                                        | - Vibration levels within sensitive receptors due to construction works, particularly in relation to any piling (foundations) and drilling work during construction. |
</code></pre>
<table>
<thead>
<tr>
<th>Section</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Archaeology (Chapter 10)</td>
<td>🟢 Substantial harm to, or loss of, significance of an asset of very high, high or medium heritage significance, as a result of changes to its physical form or setting. This could include remains of post-medieval pottery manufactories and/or remains of later medieval settlement.</td>
</tr>
</tbody>
</table>
| Water Resources, Flood Risk and Drainage (Chapter 11)                  | 🟢 Risk of flooding;  
                               | 🟢 Increased water demand; and  
                               | 🟢 Drainage quality and quantity. |
| Ground Conditions, Hydrogeology and Contaminated Land (Chapter 12)      | 🟢 Increase in dust generated by on-site activities (including construction traffic);  
                               | 🟢 Risk of spillage of hazardous substances;  
                               | 🟢 Potential for impact to controlled waters from possible on-site contamination  
                               | 🟢 Mobilisation of existing contamination during excavation, piling, etc.; and  
                               | 🟢 Potential exposure of site workers to hazardous material and contaminated land. |
| Wind Microclimate (Chapter 13)                                         | 🟢 Temporary effects of construction on the surrounding settings and the character of the area.    |
| Daylight, Sunlight, Overshadowing Solar Glare and Light Pollution (Chapter 14)| 🟢 Temporary effects of construction on the surrounding existing residential receptors.           |
                               | 🟢 Changes to the setting of designated and non-designated heritage assets during construction. |
5. ENVIRONMENTAL CONTROL MEASURES

5.1. ENVIRONMENTAL PROCEDURES

5.1.1. The Applicant will ensure that all sub-contractors adhere to the relevant local policies and good practice guidelines for implementation during all site activities.

5.1.2. In order to avoid and mitigate against any significant environmental effects, a series of Project Environmental Procedures (PEP) have been proposed.

5.1.3. Proposed responsibilities for the implementation of each PEP have been assigned to specific members of the project team, which it is envisaged will comprise:

- Principal Contractor (site based);
- SEM (site based); and
- Environmental Consultant(s) (including air quality and noise specialists).

5.1.4. A list of the key PEPs is provided in Table 5-1. Further details relating to each PEP are contained within Appendix A of this document.

Table 5-1 - Project Environmental Procedures

<table>
<thead>
<tr>
<th>Procedure</th>
<th>Title</th>
<th>Procedure relevant to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Principal Contractor</td>
</tr>
<tr>
<td>PEP/01</td>
<td>Site Investigation</td>
<td></td>
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<tr>
<td>PEP/02</td>
<td>Waste Management</td>
<td></td>
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<tr>
<td>PEP/03</td>
<td>Noise and Vibration</td>
<td></td>
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<tr>
<td>PEP/04</td>
<td>Dust and Air Quality</td>
<td></td>
</tr>
<tr>
<td>PEP/05</td>
<td>Vehicles Management</td>
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</tr>
<tr>
<td>PEP/06</td>
<td>Pollution Control Incident</td>
<td></td>
</tr>
</tbody>
</table>

5.2. TRANSPORT

5.2.1. Traffic management will be agreed with LBL prior to any work commencing.

5.2.2. Full details will be provided in the CMS.

5.3. NOISE AND VIBRATION

5.3.1. Construction works will comply with BS 5228:1997 Noise and Vibration control on construction and open sites and the following mitigation measures will be considered:
PLANT AND EQUIPMENT

Plant will be certified to meet relevant current EU legislation and should be no noisier than would be expected based on the noise levels contained in Annex C and Annex D of BS 5228-1:2009 Noise and Vibration Control on Construction and Open Sites;

Noisy plant or equipment will be situated as far as possible from site boundaries and will be fitted with effectuated exhaust silencers, maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. Plant will comply with the relevant statutory requirements;

Compressors will be fitted with properly lined and sealed acoustic covers which will be kept closed whenever in use;

Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers;

Equipment and vehicles to be shut down when not in use;

Semi-static equipment is to be sited and oriented as far as is reasonably practicable away from noise sensitive receptors and will have localised screening if deemed necessary; and

Where practicable, mains electricity to be used instead of generators.

GENERAL METHODS OF WORKING

Site inductions will highlight the need for vehicle horns and alerts to only be used when absolutely necessary;

No work which is audible at the site boundary will be undertaken outside the specified hours, except in cases of emergency where safety is an issue, or where a prior agreement has been reached with LBL;

The contractor will comply with the requirements of the Control of Pollution Act 1974 (with particular reference to Part III), the Environmental Protect Act 1990, the Health and Safety at Work Act 1974 and the Control of Noise at Work Regulations 2005;

Burning equipment will be used in preference to cold cutting where possible;

Large concrete pours (for which an extension of working hours may be necessary) will commence as early as possible within normal working hours so that activities can be completed within normal working hours as far as practical;

All trade contractors will be made familiar with current noise legislation and the guidance contained in BS 5228 (Parts 1 and 2) which will form a prerequisite of their appointment;

Unless agreed in advance, all deliveries will be during the construction site hours and on a “just-in-time” basis to avoid/minimise vehicles waiting outside or on the Site with engines running;

Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the Site will be conducted in such a manner as to minimise noise generation;

Deviation from approved method statements will be permitted only with prior approval from the PC and other relevant parties. This will be facilitated by formal review before any deviation is undertaken; and

A contact number which the public may use shall be displayed prominently on the Site board and any noise complaints will be reported to the PC and immediately investigated.
DEMOLITION

- When breaking out concrete, an oversized breaker will be used to minimise the blow rate and hence the percussive nature of the noise being produced. This should also minimise the time taken to complete the breaking out works;
- Where possible, hand breakout of structures will be encouraged and walls/structures will be dismantled or ‘pushed over’ rather than conventionally broken-out using pneumatic drills;
- Hydraulic ‘munchers’ will be used where reasonably practicable in preference to breakers;
- All materials will be handled, stored and used in a manner that minimises noise; and
- Concrete bursting and cutting will be considered where practical.

MONITORING AND REPORTING

5.3.2. Noise and Vibration levels during construction will be monitored in accordance with provisions of BS 5228 (1997) by a qualified Acoustician using an approved noise device, and through regular communication with those residents in close proximity to the Site. Any noise issues (through complaints or exceedance of trigger levels) are expected to be resolved quickly.

5.3.3. As detailed in Section 6 of this framework CEMP, a complaints procedure will be put in place by the Principal Contractor in order to address problems quickly and efficiently.

5.4. AIR QUALITY

5.4.1. The Site is located on the northern section of the Lambeth AQMA. The Principal Contractor shall take all necessary measures to avoid creating dust nuisance including industry best practice to minimise the nuisance and impact arising from dust produced during construction and demolition. These may include the following:

Table 5-2 - Mitigation for all sites: Communications

<table>
<thead>
<tr>
<th>Mitigation Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.</td>
</tr>
<tr>
<td>2. Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.</td>
</tr>
<tr>
<td>3. Display the head or regional office contact information.</td>
</tr>
</tbody>
</table>

Table 5-3 - Mitigation for all sites: Dust Management

<table>
<thead>
<tr>
<th>Mitigation measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. The DMP may include monitoring of dust deposition, dust flux, real-time PM10 continuous monitoring and/or visual inspections.</td>
</tr>
</tbody>
</table>
### Site Management

2. Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.

3. Make the complaints log available to the local authority when asked.

4. Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.

5. Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/ deliveries which might be using the same strategic road network routes.

### Monitoring

6. Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary.

7. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.

8. Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

9. Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.

### Preparing and maintaining the site

10. Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.

11. Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.

12. Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.

13. Avoid site runoff of water or mud.


15. Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.

16. Cover, seed or fence stockpiles to prevent wind whipping.

### Operating vehicle/machinery and sustainable travel
17. Ensure all on-road vehicles comply with a minimum of Euro Standard 3.

18. Ensure all vehicles switch off engines when stationary - no idling vehicles.

19. Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

20. Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas.

21. Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.

22. Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

**Operations**

23. Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.

24. Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.

25. Use enclosed chutes and conveyors and covered skips.

26. Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

27. Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

**Waste management**

28. Avoid bonfires and burning of waste materials.

---

**Table 5-4 - Mitigation specific to demolition**

<table>
<thead>
<tr>
<th>Mitigation measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).</td>
</tr>
<tr>
<td>2. Ensure effective water suppression is used during demolition operations. Hand held 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 systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.</td>
</tr>
<tr>
<td>3. Avoid explosive blasting, using appropriate manual or mechanical alternatives.</td>
</tr>
<tr>
<td>4. Bag and remove any biological debris or damp down such material before demolition.</td>
</tr>
</tbody>
</table>
### Table 5-5 - Mitigation specific to earthworks

<table>
<thead>
<tr>
<th>Mitigation measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.</td>
</tr>
<tr>
<td>2. Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.</td>
</tr>
<tr>
<td>3. Only remove the cover in small areas during work and not all at once.</td>
</tr>
</tbody>
</table>

### Table 5-6 - Mitigation specific to construction

<table>
<thead>
<tr>
<th>Mitigation measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Avoid scabbling (roughening of concrete surfaces) if possible.</td>
</tr>
<tr>
<td>2. Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.</td>
</tr>
<tr>
<td>3. Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.</td>
</tr>
<tr>
<td>4. For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.</td>
</tr>
</tbody>
</table>

### Table 5-7 - Mitigation specific to Trackout

<table>
<thead>
<tr>
<th>Mitigation measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.</td>
</tr>
<tr>
<td>2. Avoid dry sweeping of large areas.</td>
</tr>
<tr>
<td>3. Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.</td>
</tr>
<tr>
<td>4. Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.</td>
</tr>
<tr>
<td>5. Record all inspections of haul routes and any subsequent action in a site log book.</td>
</tr>
<tr>
<td>6. Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowser and regularly cleaned.</td>
</tr>
<tr>
<td>7. Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).</td>
</tr>
</tbody>
</table>
8. Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.

9. Access gates to be located at least 10m from receptors where possible.

5.5. GROUND CONTAMINATION AND WATER QUALITY

5.5.1. The following mitigation methods should be implemented during construction to ensure the safety of construction workers, visitors and to avoid any potential pollution of surface and ground water:

- Use of appropriate Personal Protective Equipment at all times during the construction works;
- Provision of adequate hygiene facilities for washing and changing;
- Excavated soils will be used on-site wherever possible;
- Implementation of an appropriate temporary drainage system will be required in order to minimise the potential risks of contamination or excess sediment reaching nearby surface water.
- Any contaminated material encountered on-site, the handling, storage and removal will be subject to current waste management legislation and guidance.

5.5.2. Should significant unexpected contamination be encountered this will be managed appropriately and reported to the Environment Agency. If required, this risk assessment will also be updated.

5.5.3. All construction activities will be undertaken in accordance with legislation and the Environment Agency Pollution Prevention Guidance (PPG) and other relevant documents, in particular:

- PPG 1: General Guide to the Prevention of Pollution of Water Resources (Environment Agency, reviewed July 2013);
- PPG 2: Choosing and using Storage Tanks (Environment Agency, 2014);
- PPG 3: Choosing and using Oil Separators (Environment Agency, 2006)
- PPG 5: Works and Maintenance In or Near Water (2007);
- PPG 6: Working at Construction and Demolition Sites (Environment Agency, 2014);
- PPG 7: Operating Refuelling Facilities (Environment Agency, 2011);
- PPG 13: Vehicle Washing and Cleaning (Environment Agency, 2007);
- PPG 21: Pollution Incident Response Planning (Environment Agency, 2004); and

5.5.4. Implementation of an appropriate temporary drainage system will be required in order to minimise the potential risk of increased sediment reaching nearby surface waters.

5.5.5. Works should be carried out in a way that results in the minimal amount of waste water that needs to be discharged, transported and disposed of. The Principal Contractor will comply with BS 6031:1981 Code of Practice for Earthworks.

5.5.6. The Principal Contractor must take precautions during the construction phase to protect the entire drainage system from siltation or pollution.
5.6. **ASBESTOS**

5.6.1. A Type 2 asbestos survey of the site was undertaken by Blues Consultants Limited (June 2008) which indicated the presence of asbestos containing materials, especially throughout the basements of the West and Central Sites. Any identified asbestos containing materials will be removed in line with the necessary Asbestos Demolition Survey and best practice prior to demolition of the buildings.

5.6.2. All works which may involve the disturbance or removal of materials containing asbestos must be undertaken in accordance with the Standard Station Design Brief; London Fire Brigade’s Requirements for Lambeth Fire Station (2015), in particular: Appendix Ui) Procedure for managing asbestos in London Fire Brigade premises and Appendix Uii) the Asbestos management plan for the control of asbestos in LFB.

5.6.3. Although robust measures will be put in place to remove the risk of asbestos exposure during construction, the risk cannot be entirely removed.

5.6.4. All site operatives will undergo Asbestos Awareness training and all Ground worker sub-contractors will require asbestos training. Asbestos awareness is to be included in the site induction and tool box talks. An Asbestos Management Plan must be in place prior to works commencing.

5.7. **ECOLOGY**

5.7.1. An extended Phase 1 Habitat Survey and ecological desk study were completed in 2016 by WSP. Report findings concluded that there is limited ecological potential of the existing Site, and therefore it is considered that the Proposed Development will not result in significant ecological effects.

5.7.2. In addition, an Arboricultural Impact Assessment was undertaken to support the planning application. A total of three low quality trees were identified within the East Site with a further low quality specimen identified within the adjacent public footway. The AIA identified that the Proposed Development would have a negligible impact on arboriculture, and therefore no significant effect on sensitive trees.

5.7.3. The Principal Contractor will comply with relevant legislation and should, if possible, enhance natural habitats. If it is impossible to maintain habitats in their existing condition, replacement habitat of equivalent or richer ecological status should be created. If protected species are unexpectedly discovered, work should cease and advice should be sought immediately from a suitably qualified ecologist.

5.7.4. Any habitat removal should take place outside the breeding bird season, if this is not possible, mitigation advice should be sought from a suitably qualified ecologist. Any nesting birds should not be disturbed until they and their young, if present, have left on their own accord.

5.8. **ARCHAEOLOGY**

5.8.1. The Principal Contractor must allow for prior archaeological excavations of particular interest.

5.8.2. Site evaluations should be carried out to a specification agreed with the LBL in advance. Any significant remains should be preserved in situ and if this is not achievable then preserved by record under the terms of an archaeological condition attached to planning consent.
5.8.3. Prior to the start of each phase or archaeological work, the Principal Contractor shall outline its scope and methodology for any archaeological works within a Written Scheme of Investigation (WSI) to be approved by LBL’s Conservation Officer.

5.8.4. Depending on the results of Site evaluations, it may be appropriate for the Principal Contractor to excavate within proposed pile locations and pile caps for well-preserved archaeological remains, or a watching brief on pile cap and ground beam locations for poorly preserved remains.

5.9. LANDSCAPE AND VISUAL

5.9.1. The following measures may be considered during the construction works to ensure protection of the existing townscape setting and views to the Site:

5.9.2. Temporary screening to the sensitive visual receptors through the implementation of solid construction hoardings;

- Use of attractive hoardings to screen low-level ‘clutter’;
- Appropriate location, organisation and phasing of construction activities;
- Tidy site management to reduce the visual clutter associated with building works; and
- Cranes, batching plants and similar large plant should be located away from the most sensitive receptors, where there are viable alternative locations.

5.9.3. The hoarding to be erected around the Site will visually contain many of the construction activities from the surrounding areas in terms of influencing the visual setting.

5.9.4. Hoardings should be well lit in poorly lit walkways and any gates should be positioned to minimise the noise transmitted to nearby sensitive receptors.

5.9.5. The Principal Contractor is normally required to provide steel beam framed structures rather than scaffolding where such structures are to be in place for relatively long period of time.

5.10. HAZARDOUS SUBSTANCES

5.10.1. Materials used in the construction process such as oil, fuel, solvents and paints have the potential to cause serious pollution incidents. Therefore, the Environment Agency’s PPG’s and other relevant guidance will be followed during the handling and storage of such materials.

5.10.2. All workers on-site will be made aware of potential contamination issues on the Site and will use best practice techniques during the construction phase. The operation of construction vehicles and the handling, use and storage of hazardous materials will be undertaken as follows:

- Construction vehicles and plant will be regularly maintained and supplied with spill kits and drip trays to reduce the risk of hydrocarbon contamination;
- Refuelling would be undertaken in specified areas where there is non-permeable hardstanding and drainage passes through an oil interceptor prior to discharge. Drip trays will be installed to collect leaks from diesel pumps;
- Adequate bunded and secure areas with impervious walls and floors, with a capacity of 110% of substance volume, are to be provided for the temporary storage of fuel, oil and chemicals on site during construction;
- Oil interceptor(s) will be installed on discharge points from any temporary oil storage/refuelling areas; and
Development of site pollution control procedures in line with Environment Agency’s PPG’s, and appropriate training for all construction staff. Provision of spill containment equipment such as absorbent material on site.

5.10.3. Hazardous materials already present on-site, or proposed to be used during the construction works will be identified and an appropriate Control of Substances Hazardous to Health Assessment carried out.

5.10.4. The Principal Contractor will comply with relevant legislation, technical guidance and regulations in the identification, handling, storage, recovery and disposals of waste. Provision will be made for a suitably qualified consultant to identify “hazardous waste” so that materials can be appropriately managed and disposed of during works.

5.10.5. Disposal sites and routes will be identified by the Principal Contractor in consultation with the LBL and the EA. Consideration should be given to transportation modes and alternatives to reduce the adverse environmental effects, times, landfill capacity and license conditions.

5.10.6. Management of the waste stream to maximise the re-use of surplus materials and minimise any adverse effects resulting from disposal. Works should be carried out in such a way that the amount of spoil and waste to be disposed of is minimised, and transported/disposed of in accordance with the Regulations.

5.10.7. Where contamination is identified at a site during ground works, a procedure for handling and disposal of material is to be agreed with the LBL. A validation report is to be submitted to the LBL following completion of any remedial works at the Site.

5.10.8. The Principal Contractor should comply with all relevant legislation and regulations when dealing with contaminated materials. The Principal Contractor will prepare a full management plan where contaminated land is identified in order to comply with all relevant handling and disposal legislation. Where earthworks or piling operations are planned, a detailed site investigation will be carried out to ensure appropriate mitigation.

5.10.9. The Principal Contractor is to endeavour to reuse and recycle construction and demolition waste to reduce wastage of construction materials, also enabling the reduction in vehicles movements from the Site. Measures should be employed to reduce waste that arises during construction.
6. MONITORING

6.1. MONITORING, CONTINUAL IMPROVEMENT AND REVIEW

6.1.1. The SEM will hold the responsibility for maintaining a register of all environmental monitoring, which should be made available for auditing and inspection.

6.2. REPORTING

6.2.1. Reporting procedures will be defined by the SEM who will hold overall responsibility for providing feedback to the Principal Contractor and the Developer on the environmental performance of the construction works.

ENVIRONMENTAL INCIDENTS

6.2.2. The Principal Contractor will advise the LBL within 24 hours of any incidents of non-compliance with the CEMP and will respond to any reported incidents within 24 hours, or as soon as reasonably practicable. In the event of working practices being deemed dangerous either by the LBL or the Health and Safety Executive (HSE), immediate remedial action will be taken.

6.2.3. The formal procedure for handling Environmental Incidents will be developed and agreed by the Principal Contractor / Site Manager but may include a procedure similar to that detailed below:

- Environmental Incidents are to be reported to the Site Manager;
- The Site Manager (or nominated representative) will record full details of the Environmental Incident and ensure that they are responded to as soon as reasonably practicable (preferably within one hour but always within 24 hours);
- The Site Manager (or nominated representative) will monitor and ensure that appropriate action is taken; and
- Site Manager (or nominated representative) will undertake an investigation to assess what corrective and preventive action, or further investigation is necessary to avoid recurrence of the Environmental Incident.

COMMUNICATION AND COMPLAINTS

6.2.4. The Principal Contractor will define procedures for managing complaints. A centralised register of all reported complaints and incidents should be maintained by the Site Manager.

6.2.5. The formal procedure for handling project complaints / concerns will be developed and agreed by the Principal Contractor / Site Manager but may include a procedure similar to that detailed below and represented in the flow chart (Figure 6-1):

- All stakeholders will be able to report any concerns, complaints or other comments to the Site Manager in writing, by email or in person at the site offices. Site contact details should be provided at site entrances, on perimeter hoardings and possibly at appropriate community locations.
- The Site Manager (or nominated representative) will take full details of the concerns expressed and ensure that a formal assessment is commenced of the reported concern. They will also issue an initial response to the person who has submitted the complaint / concern confirming its receipt. The Site Manager will record the date and contact
information associated with a complaint / concern on a standard form and place a copy in a project grievance register;

☒ The Site Manager (or nominated representative) will undertake an investigation to assess what corrective and preventive action, or further investigation is necessary;

☒ The Site Manager (or nominated representative) will respond within a reasonable timescale (typically not more than 30 days) and place details of the completed corrective and preventive actions within the project grievance register. If a longer term programme is required to provide an adequate solution then this programme will be detailed on the register against the specific issue;

☒ The Site Manager (or nominated representative) will notify the relevant stakeholder of the proposed corrective and preventive actions to be adopted;

☒ Any corrective measures / actions will be implemented with associated implementation dates being recorded;

☒ For long term corrective action, the complainant will be informed of proposed action; and

☒ Following the implementation of the corrective action and agreement with the relevant stakeholder that the complaint has been adequately addressed, the case will be closed and date recorded.

---

**Figure 6-1 - Grievance Procedure**

1. **Grievance received (in verbal or written format)**
   - Record the date in the Grievance Register

2. **Immediate action enough to satisfy complaint**
   - YES
     - Inform complainant of corrective action
     - Record the date. Close the case.
   - NO
     - Identify any long-term corrective action required
     - Inform complainant of the proposed corrective action or clarify why action is not required within 30 days
     - Implement the corrective action and carry out the follow-up of the corrective action
     - Record the date in the Register

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WSP Framework Construction Environmental Management Plan
March 2019 U and I (8AE) Limited and the London Fire Commissioner (LFC)
6.2.6. In the event that a complaint is not resolved to the satisfaction of the complainant directly with the Site Manager the following levels of mediation should be available:

- If the grievance cannot be adequately addressed by the Site Manager, the complaint / concern will be escalated to an appropriate contact within both the Principal Contractor and Developer; and
- If the grievance is still not adequately resolved the issue will be taken to the LBL for a final decision to be made.
7. LEGAL REQUIREMENTS

7.1. SCHEDULE FOR ENVIRONMENTAL LEGISLATION

7.1.1. For each significant environmental aspect the relevant applicable environmental legislation and regulations will be identified from, but not limited to the list provided in Appendix B. The list of relevant legislation and its applicability to the Site and the construction works will be reviewed and updated where necessary.
8. SUMMARY

8.1.1. This framework CEMP has been developed to outline measures to minimise and mitigate the environmental effect of the Proposed Development during construction to ensure industry best practice is followed and to discharge the planning conditions imposed by the LBL. The CEMP outlines the specific measures that will be adopted in order to minimise the environmental effects associated with construction processes as discussed in the technical chapters (Chapters 6 – 14) of the ES.

8.1.2. The framework CEMP confirms how the detailed CEMP will address the following key environmental issues and notes where further consideration / protection during the construction works will be provided:

- Emissions to air quality of dust from the construction works and pollutants from construction vehicle movements;
- Contamination of nearby water courses;
- Waste arisings;
- Vehicle management;
- Increase in noise levels as a result of the construction works and construction vehicle movements; and
- Community disturbance.

8.1.3. The expectation is that a condition will be imposed on the planning permission requiring a detailed CMS to be submitted to LBL for approval. This will document the proposed construction works which are expected to comprise of utility diversions and demolition works followed by enabling works and the construction of the Proposed Development and will set out processes and procedures to minimise impacts.
Appendix A

OUTLINE PROJECT ENVIRONMENTAL PROCEDURES (PEP)
### Site Investigation

**REF:** PEP/01

**Action By:** Principal Contractor and Site Environmental Manager

**Purpose:**
- Identification, handling and removal of contaminated land and/or invasive species.
- Identification of areas requiring protection.

<table>
<thead>
<tr>
<th>Procedure</th>
<th>Identification of potentially contaminated land:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>It will be ensured that samples have been taken to identify the type and extent of contamination.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Procedure</th>
<th>Excavation and clearance of contaminated land:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Areas identified as being contaminated and in need of further remediation will be clearly marked out on site.</td>
</tr>
<tr>
<td></td>
<td>Prior to the excavation of any area of contaminated land:</td>
</tr>
<tr>
<td></td>
<td>- The extent and volume of contaminated materials to be removed will be identified; and</td>
</tr>
<tr>
<td></td>
<td>- A stockpile area to temporarily store the excavated materials will be identified.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Procedure</th>
<th>Handling of contaminated materials:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Designated areas of storage will be used for contaminated materials;</td>
</tr>
<tr>
<td></td>
<td>Nearby potentially sensitive receptors will be identified and appropriate safe actions taken to prevent contamination migrating; and</td>
</tr>
<tr>
<td></td>
<td>All staff will be made aware of safe handling of contaminated materials.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Procedure</th>
<th>Removal:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Suitable vehicles and haul routes for transport of the materials will be identified.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Procedure</th>
<th>Final Disposal:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Suitable contractors for the disposal of materials that require disposal off-site at a suitably licensed facility will be selected. No materials are to be deposited anywhere within the site unless in designated areas or this approach forms part of an agreed management / remediation strategy.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Procedure</th>
<th>Archaeology:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Authorities to be informed should any archaeological remains be discovered.</td>
</tr>
</tbody>
</table>

**References:**
- PEP/02 Waste Management
- Environmental Protection Act (EPA) 1990 – Part 2a
- Environment Act 1995
The Groundwater Regulations 1998  
Water Resources Act 1991  
Town and Country Planning Act 1990  
Countryside and Rights of Way Act 2000


<table>
<thead>
<tr>
<th><strong>Procedure</strong></th>
<th><strong>Waste and Materials Management</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REF:</strong></td>
<td>PEP/02</td>
</tr>
<tr>
<td><strong>Action By:</strong></td>
<td>Principal Contractor and Site Environmental Manager</td>
</tr>
<tr>
<td><strong>Purpose:</strong></td>
<td>Management of the storage, handling, movement and disposal of waste materials.</td>
</tr>
</tbody>
</table>
| **Procedure:**| Classification:  
- The amount of waste, its classification and disposal route will be identified at site set-up to facilitate separation and correct disposal.  
Segregation:  
- Waste materials will be segregated by type. A separate skip for special waste will be used.  
Storage:  
- All waste will be stored in designated areas which are isolated from surface drains;  
- Waste will be stored in such a manner as to prevent its escape. This may be achieved through secondary containment as necessary;  
- Stored waste will be clearly identified and its stability monitored;  
- Sufficient equipment will be provided to staff on site to enable the safe storage and containment of waste; and  
- Skips should be covered and regularly checked to see if they are full.  
Hazardous wastes:  
- Used oil should be stored in bunded area for collection.  
Waste licensing and Duty of Care:  
- A full audit of materials leaving the site will be made;  
- Licences of waste carriers, contractors and final disposal sites and consignment notes will be inspected and the results recorded;  
- Waste management registers will be maintained in line with current legislation; and  
- Checks will be made to ensure the accurate completion of transfer notes; and |
Checks will be made to ensure waste reaches the destination detailed on the transfer note.

All records for waste disposal will be maintained for a minimum of three years after the completion of the contract, or any such period necessary to comply with relevant legislation.

References:
- Waste Transfer Notes
- Special Waste Transfer Notes
- Controlled Waste (England and Wales) Regs 2012;
- Environmental Protection (Duty of Care) Regs 1991;
- Environmental Protection Act 1990: Part 2 – Waste on Land;
- The Hazardous Waste Regs 2005 (as amended);
- The Waste Management Licensing Regs 1994 (as amended); and
- Control of Substances Hazardous to Health (COSHH) Regs 2002.

PPG8: Safe storage and disposal of used oils (Environment Agency)
Waste Management Guidance Notes (Environment Agency)
CIRIA, Waste minimisation in construction, Special Publications 133, 1997; and
WRAP, Practical solutions for Sustainable Construction: Achieving Good Practice Waste Minimisation and Management.

<table>
<thead>
<tr>
<th>Procedure: Noise and Vibration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REF:</strong> PEP/03</td>
</tr>
<tr>
<td><strong>Action By:</strong> Principal Contractor, Site Environmental Manager and Noise Consultant</td>
</tr>
<tr>
<td><strong>Purpose:</strong> Monitoring and control of noise and vibration</td>
</tr>
</tbody>
</table>

**Procedure:**

Licensing:
- It will be ensured that where appropriate a Section 61 consent is in place prior to work starting (in accordance with the Control of Pollution Act 1974).

Identification of sensitive receptors:
- Local receptors to noise and vibration nuisance will be identified; and
- Interested parties will be pre-notified of noise and vibration levels associated with activities on Site through the Construction Liaison Plan.

Plant maintenance:
- All plant will be maintained in accordance with the manufacturers’ or suppliers’ instructions;
- All machines in intermittent use will be shut down when not in use; and
Where possible all plant will be placed away from the site boundaries to reduce the effect on the local community.

Noise and vibration abatement measures:
- Working hours will be limited to those agreed with LBL to minimise disruption to neighbours;
- All vehicles, plant and other equipment will be fitted with the appropriate silencers, mufflers or acoustic covers as applicable;
- Neighbours will be kept informed of the times and dates of any potential noise nuisances; and
- Noise barriers, e.g. mounds of earth, fences, etc. will be put in place where necessary early in the construction works.

Crushing of concrete:
- Where possible concrete sections will be removed whole and crushed off-site;
- Checks will be made to ensure that concrete crushers used on site are fully licensed and maintained; and
- No materials are to be stored upon the site.

References:
- Control of Pollution Act (COPA) 1974;
- Environmental Protection Act (EPA) 1990: Part 3 – Statutory Nuisance;
- Countryside and Rights of Way Act 2000;
- Noise and Statutory Nuisance Act 1993;
- Noise Act 1996;
- HSE, Noise in construction, 1992; and

Procedure: Dust and Air Quality

REF: PEP/04

Action By: Principal Contractor, Site Environmental Manager and Air Quality Consultant

Purpose: Control of dust and atmospheric emissions affecting local air quality

Procedure:
- Identify potential receptors:
  - Residents
  - Pedestrians
  - Neighbouring tenants
  - Local transport infrastructure
  - Drainage systems
– Controlled waters.

- Regular communication with local residents and businesses will be established.

Dust risk register:

- Site activities causing dust problems and existence of sensitive receptors will be identified to assess the risk of nuisance caused by dust; and
- Identify and record activities and receptors and any control or protection measures put in place.

Wind:

- Wind speed and direction will be observed prior to conducting dust-generating activities to determine the potential for dust nuisance to occur when wind direction may carry dust into sensitive areas and avoiding dust-generating operations during periods of high or gusty wind.

Equipment:

- All construction plant and dust abatement equipment will be maintained in good working order and will not be used if it is not in full working order.

Construction:

- Cutting and grinding will be conducted using dust suppressed equipment and water sprays will be used to minimise dust emissions;
- On-site cement and concrete batching will be undertaken in enclosed areas with suitable water dowsing and wind shielding;
- On-site aggregate handling will be carried out in enclosed areas where practicable;
- The height from which materials will be tipped or dropped during transfer will be minimised; and
- The mixing of large quantities of concrete or bentonite slurries shall take place in enclosed or shielded areas where practicable.

Demolition:

- Water sprays will be applied to reduce dust on site;
- Dust extractors will be used on cutters and saws where feasible; and
- All loose materials that could be blown about by high wind will be secured.

Vehicles:

- Haul roads and associated vehicle waiting areas will be regularly inspected and kept clean of all materials (including dust);
- Wheel washing will be undertaken on vehicles leaving the Site;
- General site traffic will be restricted to watered or treated haul roads; and
- Local highways and site boundaries will be regularly inspected for dust deposits and, if necessary, cleaned.

Smoke nuisance:
No burning of rubbish or any other activity likely to give rise to dark smoke on or off the site shall be undertaken.

| References: | PEP/05 Vehicles Management |
| References: | Environmental Protection Act 1990 (EPA); |
| References: | Clean Air Act 1993; |
| References: | Environment Act 1995 Part 4; and |
| References: | Road Vehicles (Construction and Use) Regulations 1986 (as amended). |

| Procedure: | Vehicles Management |
| Procedure: | REF: PEP/05 |
| Procedure: | Action By: Principal Contractor and Site Environmental Manager |
| Procedure: | Purpose: Minimisation of the effect of vehicles on site |
| Procedure: | Traffic Management: |
| Procedure: | Permitted access routes for HGV movements will be clearly signed and compliance with these restrictions regularly monitored; |
| Procedure: | Speed limits will be set within the Site which are appropriate to the various activities which are required to be undertaken; |
| Procedure: | Delivery routes will be clearly marked; and |
| Procedure: | Plant crossings, access and egress points will be kept clean in order to avoid the deposition of debris, mud or other materials which could cause nuisance to other road users. |

Control of dust and other materials:
- Haul roads and associated vehicle waiting areas will be regularly inspected and kept clean of all dusty materials;
- General site traffic will be restricted to watered or treated haul roads;
- Local highways and site boundaries will be regularly inspected for dust deposits and, if necessary, cleaned; and
- Refer to Procedure PEP/3 Dust and Air Quality.

Fuel handling:
- Refuelling will be carried out as far away as feasible from any drain or other sensitive receptor, only in designated areas on impermeable surfaces;
- Refuelling equipment will be regularly inspected with maintenance and repair as appropriate;
- Spill kits, locks and other suitable security devices will be provided; and
- Fuel bowser stores will be secure and as far as possible vandal-proof.
Washing vehicles:
- Where required, wheel-washing facilities will be provided at main construction access and crossing points;
- Hardstanding areas will be used for all plant maintenance and washing off;
- These areas will be sited away from any drain or watercourse; and
- Water released from this area will be directed to a temporary drainage system or pumped for off-site disposal.

Avoidance of nuisance from exhaust emissions:
- No vehicle or item of equipment emitting visible black smoke, other than during ignition, will be used on any construction site or public highway;
- Combustion engines on all plant and equipment shall not be left running unnecessarily;
- All vehicle and equipment engines and exhaust systems will be maintained so that the exhaust emissions do not breach statutory limits for the vehicle/equipment type and mode of operation;
- All vehicles and equipment shall be maintained in accordance with the manufacturers’ and suppliers’ recommendations; and
- Exhausts of vehicles and equipment used for construction shall be positioned at a sufficient height to ensure dispersion of exhaust emissions.

References:
- PEP/03: Noise and Vibration
- PEP/04: Dust and Air Quality

Anti-Pollution Works Regs 1999;
Clean Air Act 1993;
Environmental Protection Act 1990 – Part 3: Statutory Nuisance;
Road Vehicles (Construction and Use) Regs 1996;
Road Traffic Regulation Act 1984;
Water Industry Act 1991;
Water Resources Act 1991;
The Groundwater Regulations 1998;
PPG6: Working at Construction and Demolition Sites (Environment Agency); and
PPG7: Refuelling Facilities (Environment Agency).

<table>
<thead>
<tr>
<th>Procedure</th>
<th>Pollution Incident Control</th>
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<tbody>
<tr>
<td>REF:</td>
<td>PEP/06</td>
</tr>
<tr>
<td>Action By</td>
<td>Principal Contractor and Site Environmental Manager</td>
</tr>
<tr>
<td>Purpose:</td>
<td>Identification, prevention and control of pollution incidents</td>
</tr>
</tbody>
</table>
Procedure: Storage of hazardous materials:

- Stockpiles will be located, as far as is reasonably practicable, away from sensitive receptors such as residential areas, places of public access etc.;
- On site storage of chemicals, fuels etc will be checked regularly and any container found to be leaking will be removed immediately;
- Hazardous substances will only be stored in dedicated enclosed areas with an impervious base;
- Adequate secondary containment (bunding) will be put in place. This should be at least 110% of the capacity of the containers where possible;
- Secondary containment will be regularly inspected, emptied and maintained; and
- A COSHH register documenting all materials stored and safe handling requirements will be kept in the site office.

Handling hazardous materials:

- Use of potentially hazardous materials will be minimised and quantities stored will be kept to a minimum;
- Designated access routes for the delivery and transport of such materials will be used; and
- All site staff will be made aware of risks associated with the handling, storage and use of hazardous materials through training sessions.

Spill kits:

- Spill kits with instructions will be sited in areas of high risk and in close proximity to material storage areas;
- All staff will be trained in the use of spill kits and the correct disposal of used spill control material;
- Used spill kit equipment should be disposed of as hazardous waste (see PEP/02 Waste Management); and
- Spill kits will be maintained and periodically inspected.

Site drainage and water courses:

- Site drainage plans will be obtained and a copy kept on site;
- The on-site drainage system will be tested;
- Abandoned drains will be sealed off or removed to minimise the loss of contaminated water; and
- The layout of the Site will be designed to minimise the risk of pollution reaching the groundwater or watercourse.

Discharge of water:

- Written discharge consents will be obtained prior to any discharge to public sewer from the Environment Agency or the local sewerage undertaker as appropriate; and
- Consents to discharge will be recorded.

Actions in the event of a pollution incident on site:
Stop work on site immediately and take appropriate safe actions to prevent further pollution occurring;
- Notify Site Manager / Project Manager of incident, possible environmental effects and impact on works;
- Identify nearby potentially sensitive receptors and take appropriate actions to prevent migration of pollutants;
- Monitor surrounding areas for further contamination / migration of pollutants; and
- Agree and implement remediation techniques.

Pollution incident reporting:
- Reporting form should include the following information:
  - Date, time and location of incident;
  - The nature of the incident and a description of the events;
  - The environmental effects of the incident;
  - Immediate action taken following the incident; and
  - Corrective action taken and the date closed.
- The completed form should be signed by the Project Manager and a copy passed to the Principal Contractor for signing.

Emergency contact and telephone numbers:
- A list of emergency contacts will be kept on display in the site office and in high risk areas (e.g. oil storage locations), including:
  - Site Environmental Manager;
  - Environment Agency contacts; and
  - Approved pollution clean-up contractors.

References:
- PEP/02 Waste Management
- COSHH Register
- Emergency contacts list
- Water Resources Act 1991
- Water Industry Act 1991
- Environment Act 1995
- Anti-Pollution Works Regulations 1999
- Control of Pollution Act (COPA) 1974
- The Groundwater Regulations 1998
- Environment Agency Pollution Prevention Guidelines, including:
  - PPG1 – General guide to the prevention of pollution of controlled waters
  - PPG2 – Above ground oil storage tanks
  - PPG4 – Disposal of sewage where no mains drainage is available
<table>
<thead>
<tr>
<th>PPG5 – Working in or near rivers</th>
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<tbody>
<tr>
<td>PPG6 – Working on Construction and Demolition Sites</td>
</tr>
<tr>
<td>PPG8 – Safe storage and disposal</td>
</tr>
<tr>
<td>PPG21 – Pollution Incident Response Planning</td>
</tr>
</tbody>
</table>
Appendix B

SCHEDULE OF ENVIRONMENTAL LEGISLATION
<table>
<thead>
<tr>
<th>Environmental Legislation</th>
<th>Summary of Relevance to the Site</th>
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</thead>
<tbody>
<tr>
<td><strong>Hazardous Substances</strong></td>
<td></td>
</tr>
<tr>
<td>Asbestos (Licensing) Regulations 1983 (as amended 1998)</td>
<td>Intended to ensure that physical works involving asbestos, such as asbestos removal, are undertaken only by suitably qualified persons. Licences are issued by the Health and Safety Executive detailing specific time restrictions for completing necessary works or, imposing other conditions to ensure the safe removal and appropriate disposal of asbestos material.</td>
</tr>
<tr>
<td>Control of Asbestos 2012</td>
<td>Employers are designated various responsibilities to protect employees from potential exposure to asbestos at work, including: Identification of asbestos risks within the workplace; Prevention and reduction in the spread of asbestos materials; Implementation of asbestos control and maintenance procedures; The commissioning of licensed contractors to carry out asbestos installation or removal works; and The Regulations are due to be amended to include a requirement for all site owners and operators to maintain a Register of asbestos containing materials.</td>
</tr>
<tr>
<td>Control of Substances Hazardous to Health (COSHH) Regulations 2002 (and amended 2003, 2004)</td>
<td>The COSHH regulations provide a legal framework for controlling people’s exposure to all ‘very toxic, toxic, harmful, corrosive or irritant’ substances and apply to all places of work. There are various requirements including an assessment of the risk to the health of employees arising from their work and what precautions are needed, introduction of appropriate measures to prevent or control the risk, use of control measures and maintenance of equipment.</td>
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<tr>
<td><strong>Waste</strong></td>
<td></td>
</tr>
<tr>
<td>Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991</td>
<td>This legislation provides powers to control fly-tipping and prevents the unlicensed transport of waste materials. All carriers of controlled waste including the producers of building and demolition waste, are required to be registered with the Environment Agency. Controlled waste is defined as household, industrial or commercial waste other than agricultural, mineral/ quarrying or explosive wastes. This registration must be renewed every 3 years.</td>
</tr>
<tr>
<td>The Environmental Permitting (England and Wales) Regulations 2010</td>
<td>The Regulations consolidate the Pollution Prevention and Control and waste Management Licensing</td>
</tr>
<tr>
<td>Regulations</td>
<td>Description</td>
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<td>---------------------------------------------------------------------------</td>
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<tr>
<td>Hazardous Waste (England and Wales) Regulations 2005</td>
<td>The Regulations ensure the sound management, storage and safe disposal of hazardous wastes, to prevent environmental pollution and harm to human health. ‘Hazardous’ waste applies to wastes which contain any substance which:</td>
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<td></td>
<td>§ is listed a hazardous waste in the List of Waste Regulations 2005 (see below);</td>
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<td></td>
<td>§ is exceptionally classified as hazardous by the Secretary of State or any of the National Executives; or</td>
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<td></td>
<td>§ is declared hazardous by virtue of any regulations under section 62 of the Environmental Protection Act (EPA) 1990.</td>
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<td></td>
<td>All hazardous waste movements require pre-notification to the Environment Agency prior to any hazardous waste being produced (where possible).</td>
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<td></td>
<td>Producers are required to know and document the quantity, nature, origin and final destination of the Hazardous Waste and to certify that the waste carrier is registered under the Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991.</td>
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<tr>
<td></td>
<td>Copies of the completed consignment notes must be retained for at least 3 years by all those in the waste chain.</td>
</tr>
<tr>
<td>List of Waste (England) Regulations 2005</td>
<td>The List of Waste Regulations categorises wastes as hazardous, and provides a coding system of waste and hazardous waste.</td>
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<td></td>
<td>Wastes included in the list are subject to the provisions of Directive 75/442/EEC.</td>
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<tr>
<td></td>
<td>Under the List of Waste Regulations, a set of criteria are provided to determine whether or not a waste is classified as hazardous, e.g. if it has a flash point lower than 55°C.</td>
</tr>
<tr>
<td>Environmental Protection (Duty of Care) Regulations 1991 (amended 2003)</td>
<td>A legal duty of care is imposed on anyone – from producers, to carriers and disposers of waste, to ensure that:</td>
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<tr>
<td></td>
<td>§ Waste is not illegally disposed of or dealt with without a licence or in breach of a licence or in any way that causes pollution or harm;</td>
</tr>
<tr>
<td></td>
<td>§ Waste is transferred only to an ‘authorised person’, i.e. a local authority, registered carrier or a licensed disposer; and</td>
</tr>
</tbody>
</table>
When waste is transferred, it is accompanied by a full written description which forms part of a waste transfer note (or consignment note for hazardous wastes). All persons subject to duty of care are required to ensure that neither they nor any other person commit an offence under the Regulations.

<table>
<thead>
<tr>
<th>Environmental Protection Act (EPA) 1990: Part 2 – Waste on Land (amended 2010)</th>
<th>This Act builds on the system put in place by the Control of Pollution Act with stricter licensing controls and other provisions aimed at ensuring waste handling, disposal and recovery operations do not harm the environment. It reorganised Local Authority responsibilities for waste management, introduced a duty of care for producers and handlers of waste and described the offences of unauthorised storage, treatment and disposal of waste.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Protection Act (EPA) 1990: Part 2a</td>
<td>The section of the EPA created by the Environment Act 1995 setting out the legislative framework for identifying and dealing with contaminated land.</td>
</tr>
<tr>
<td>Environment Act 1995</td>
<td>Inserted Part ‘2a’ to the EPA 1990 giving powers and responsibilities to Local Authorities regarding contaminated land.</td>
</tr>
</tbody>
</table>

**Discharges to Water / Land**

<table>
<thead>
<tr>
<th>Anti-Pollution Works Regulations 1999</th>
<th>Aimed at ensuring that site owners pay for the prevention and remediation of pollution arising from their activities. Notices can be served by the Environment Agency directing a site owner to carry out anti-pollution works where any poisonous, noxious or polluting matter is likely to enter, or to be, or to have been present in any controlled waters.</th>
</tr>
</thead>
</table>
| Water Industry Act 1991 (amended 1999) | The Act prohibits certain discharges to sewers including:  
- Any matter likely to injure the sewer or interfere with the free flow of its contents or to affect the treatment, disposal of its contents;  
- Liquid waste or steam at a temperature higher than 110°F or any other chemical waste which is dangerous, a nuisance or prejudicial to health;  
- Any petroleum spirit; and  
- Calcium carbide.  
Trade effluents may be discharged into public sewers only with the consent, or by agreement with, the sewerage undertaker (i.e. local water company). The consent may stipulate conditions relating to:  
- Nature or composition of the effluent; |
| Water Resources Act 1991 (amended 2009) | The Act requires water abstractions to be licensed, and certain discharges into controlled waters to be subject to Environment Agency consent.

It is an offence under the Act ‘to cause or knowingly permit’:

- Poisonous, noxious or polluting matter, or any solid waste matter, to enter controlled waters
- Matter, other than trade or sewage effluent, to be discharged from a sewer in contravention of a relevant prohibition;
- Trade or sewage effluent to be discharged into controlled waters or through a pipe into the sea (beyond the controlled waters)
- Trade or sewage effluent to be discharged onto land or into a lake or pond in contravention of a relevant prohibition or;
- Any matter to enter inland waters so as to cause or aggravate pollution by impeding flow.

Pollution from individual discharges into water is controlled by a system of discharge consents which set legal limits on the type, concentration and total volume of discharge which can be released. |
| --- | --- |
| Groundwater Regulations 1998 (amended 2009) | The Regulations transpose the requirements of the Groundwater Directive into UK legislation. The Regulations aim to prevent and limit the pollution of groundwater by certain listed substances or groups of substances. The listed substances are the same as those in the Groundwater Directive. The Regulations aim to prevent entry of List I substances into groundwater and prevent groundwater pollution by List II substances.

The direct or indirect discharge of List I or II substances must be subject to prior investigation and authorisation. The Regulations also allow notices to be served to control activities which might lead to an indirect discharge of List I substances or groundwater pollution by an indirect discharge of substances in List II. |
<table>
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<tr>
<th>Regulation</th>
<th>Description</th>
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<tbody>
<tr>
<td>Control of Pollution (Oil Storage) (England) Regulations 2001</td>
<td>These Regulations require a person having custody or control of oil to carry out certain works and to take certain precautions and other steps for preventing pollution of any waters which are controlled waters for the purposes of Part III of the Water Resources Act 1991. The Regulations impose general requirements in relation to the storage of oil and the types of container used. Where the Environment Agency considers that there is a significant risk of pollution of controlled waters from the oil in question it has the power to serve a notice on the person having custody or control to minimise the risk.</td>
</tr>
<tr>
<td>Contaminated Land (England) Regulations 2000 (amended 2006 and 2012)</td>
<td>Local Authorities have a duty to inspect land, to identify contamination and to decide whether any such land should be designated a ‘special site’. Public registers of contaminated land and special sites are kept by the local authority and the Environment Agency. Following designation of land as contaminated or a special site, the enforcing authority can serve a remediation notice on the appropriate person(s) specifying what needs to be done and the period within which remedial work should be completed. The appropriate person will be the person(s) who caused or permitted the contamination of the land. If this person cannot be identified then responsibility falls to the current occupier or owner of the land.</td>
</tr>
<tr>
<td>Building Regulations 1991 (amended 2002)</td>
<td>The Regulations impose requirements upon people carrying out certain building operations, including new buildings, building extensions and a material change of use of land or a building. Building work must comply with schedule 1 of the Regulations which include minimum standards for various aspects including site preparation, toxic substances, drainage etc.</td>
</tr>
<tr>
<td>Emissions to Air / Noise</td>
<td></td>
</tr>
<tr>
<td>Control of Pollution Act (COPA) 1974 (Sections 60, 61) (amended 1989)</td>
<td>Section 60 of COPA gives powers to the Local Authority to control noise and vibration from construction sites. The basis of the COPA legislation is that Best Practical Means should be used to control noise and vibration pollution. Control is by service of an abatement notice (under S60) on the person responsible for the noise requiring specific controls to minimise noise and vibration. The notice may specify types of plant and machinery, hours of work, boundary noise levels, etc. Section 61 provides for the Principal Contractor to apply to the Local Authority for consent before works commence. This protects the Principal Contractor</td>
</tr>
<tr>
<td>Law / Act</td>
<td>Description</td>
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<tr>
<td><strong>Clean Air Act 1993</strong></td>
<td>The Act prohibits, subject to certain conditions, the emission of dark and black smoke from chimneys serving boilers and other industrial plant. The Local Authority is empowered to undertake an examination of a plant likely to be causing air pollution, taking into account the possible relevance of statutory exemptions.</td>
</tr>
<tr>
<td><strong>Noise and Statutory Nuisance Act 1993</strong></td>
<td>This Act amends the Environmental Protection Act (EPA) 1990 to make noise emitted from vehicles, machinery or equipment in the street a statutory nuisance. It gives the Local Authority powers to serve an abatement notice on the person responsible.</td>
</tr>
<tr>
<td><strong>Noise Act 1996</strong></td>
<td>Introduces a new procedure for Local Authorities to seize noisy equipment, in relation to statutory nuisance offences under the EPA 1990.</td>
</tr>
<tr>
<td><strong>Control of Noise at Work Regulations 2005</strong></td>
<td>Requires that all employers must conduct an assessment of the exposure and therefore of the risk of their employees to noise where they have reason to believe that any of the specified action levels for various noise exposures is or could be exceeded.</td>
</tr>
<tr>
<td><strong>Construction Plant and Equipment (Harmonisation of Noise Emission Standards) Regulations 1985 (amended 1995)</strong></td>
<td>Provides for examination and certification of construction plant that comply with noise emission standards. The Regulations require that plant is certified by approved bodies. Various types of plant manufactured after the dates of the regulations are to meet noise emission standards and are certified as such.</td>
</tr>
<tr>
<td><strong>Environmental Protection Act (EPA) 1990: Part 3 – Statutory Nuisance (section 80)</strong></td>
<td>When a complaint of statutory nuisance is made to the Local Authority by a person living in its area, the Authority has to take steps to investigate the nuisance. Statutory nuisances include any premises maintained in such a state to be prejudicial to health or a nuisance; any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance. Noise emitted from premises so as to be prejudicial to health or a nuisance.</td>
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</table>

**Vehicles**

<table>
<thead>
<tr>
<th>Regulations</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>Road Vehicles (Construction and Use) Regulations 1986 (amended 2015)</strong></td>
<td>It is an offence to use a vehicle if it is emitting ‘smoke, visible vapour, grit, sparks, cinders or oily substances’ in such a way as is likely to cause ‘damage to any property or injury to any person’. It is an offence to use a vehicle in such a way as to cause excessive noise.</td>
</tr>
<tr>
<td><strong>Road Traffic (Vehicle Emissions) (Fixed Penalty) Regulations 1997 (amended 2002 and 2003)</strong></td>
<td>These Regulations give powers to Local Authorities to enforce vehicle emission standards at the roadside</td>
</tr>
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</table>
Under the Regulations, Local Authorities may issue fixed penalty notices to users of vehicles that do not comply with emissions standards set in the Road Vehicles (Construction and Use) Regulations 1986 as amended. Appropriately trained Local Authority officers can test emissions from vehicles with the help of a uniformed police officer to stop the vehicle. The Local Authority officer may also issue a fixed penalty notice to drivers who leave their engines running unnecessarily.