

## 6.8 Construction and demolition

6.8.1 The comments raised in respect of construction and demolition issues during Phase Two Consultation are summarised in Table 6.7, together with the Applicant's response.

Table 6.7: Comments on construction and demolition received in Phase Two Consultation

Ref	Comment	SC	LA	LI	No. CC	CC IDs	Applicant's response	Change
<b>Construction and demolition</b>								
Concern								
6.8.2	Concern that the construction stage would have adverse impact on the local traffic and transport.	TfL	-	-	0	-	A full assessment of the potential effect on traffic during construction has been undertaken and is set out in the Transport Assessment (AD05.11). Section 11 of the Code of Construction Practice (AD05.12) sets out measures to manage traffic during construction.	N
Mitigation measures								
6.8.3	Suggested mitigation measures include:	TfL	LBE	-	0	-	Section 11 of the Code of Construction Practice sets out measures to reduce the impact on traffic, including a requirement that a Traffic Management Plan is produced prior to construction.	N
	a) measures to minimise the impact on traffic; for example the introduction of Construction Logistics Plan;							
	b) measures to prevent the release of air pollutants;						Section 5 of the Code of Construction Practice sets out measures to manage potential air pollution during construction.	N
	c) measures to minimise the impact on surrounding areas: Eley and Aztec 406 Industrial Estates and Salmon's Brook; these measures should comply						The Code of Construction Practice sets out measures to manage the potential impacts of construction including on the surrounding areas.	N

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<b>Construction and demolition</b>								
	with the Edmonton EcoPark Planning Brief SPD, Enfield's Local Plan and CLAAP.							
Comments on the Interim Code of Construction Practice (CoCP)								
6.8.4	The CoCP is comprehensive and should be strictly applied.	-	LBE	-	3	10080; 10046; 10047	Noted. The Draft DCO requires the Project to be undertaken in accordance with the Code of Construction Practice.	N
6.8.5	Responses supported the following elements of the Project: a) introduction of Traffic Management Plan; b) proposed measures to reduce construction traffic impacts; c) proposed approach to work related road risks.	TfL	-	-	0	-	Supported for the measures proposed is noted and welcomed.	N
6.8.6	The following measures were suggested to improve the CoCP: a) appoint a contractor to oversee the implementation of the Traffic Management Plan;	TfL	-	-	0	-	It is standard practice for the contractor to oversee the implementation of the Traffic Management Plan and this will be implicit in the contract.	N
	b) develop further the construction traffic management measures;						Construction traffic management measures will be further detailed in the Traffic Management Plan.	N
	c) consider if restricting operations to core hours would not have undesired						The Transport Assessment has assessed the impacts of the proposed construction assuming that work is	N

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<b>Construction and demolition</b>								
	traffic implications such as increasing traffic intensity at peak hours;						undertaken during restricted hours – the assessment concluded that there would be no significant impact.	
	d) set up a booking system and agree where holding areas would be acceptable as stopping is not allowed on the TfL Road Network unless permission is obtained;						Adequate space to hold vehicles is provided within the Application Site, additional holding areas and a booking system are therefore not required.	N
	e) find the right balance between meeting transport demands and promoting sustainable travel among workers.						A Construction Travel Plan is appended to the Transport Assessment this sets out measures to promote sustainable transport whilst recognising the location of the Application Site and nature of construction works.	N
6.8.7	Request that the CoCP provides details on the measures required to protect and enhance the SMINC.	-	-	LVRPA	0	-	<p>Less than 0.5 per cent of the total area of the Site of Metropolitan Importance of Nature Conservation (SMINC) falls within the Application Site. A small area (0.11ha) of the SMINC would be will be permanently lost to hardstanding as it is located under the proposed ERF ramp, new entrance or new path alongside Lee Park Way. The Vol 2 Section 2 of the ES assessed the impact of the Project on the SMINC and concludes that the proposals are offset by the proposed enhancements of habitats along Lee Park Way and along Enfield Ditch.</p> <p>The Code of Construction Practice includes a range of measures which apply to all areas, and therefore include the SMINC located outside the</p>	N

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<b>Construction and demolition</b>								
							Application Site, for example measures to protect ground water and limit noise.	
Comments on Community Liaison Group								
6.8.8	Introducing a Community Liaison Group is a good idea.	-	-	-	1	10046	Support for the Community Liaison Group is noted and welcomed.	N
Comments on the proposed Temporary Laydown Area								
6.8.9	General support for the Temporary Laydown Area.	-	-	-	13	10114; 10111; 10112; 10113; 10077; 10087; 10093; 10075; 10045; 10047; 60; 87; 80	Support for the Temporary Laydown Area is noted and welcomed.	N
6.8.10	Specific reasons for support include: a) would enhance operations; b) site is suitable as it is currently unused; c) would help local residents who need to access the area on a regular basis; d) would ease congestion.	-	WCC	-	4	5; 68; 10080; 10079		N
6.8.11	Support if properly mitigated.	-	WCC	-	0	-	The ES assesses the potential effects of the whole Project i.e. including the Temporary Laydown Area, and proposes mitigation measures as needed and these are set out in the Environmental Commitments and Mitigation Schedule (AD06.03).	N
6.8.12	Support if it is temporary and the area is returned to its	-	-	-	2	10078; 10046	The Temporary Laydown Area is a temporary feature and the Applicant will	N

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	previous state at the end of the project.						have no use for it once construction is complete. The Draft DCO requires the suitable reinstatement of the Temporary Laydown Area.	
6.8.13	Concern that it would become a permanent feature.	-	-	-	1	10120		N
6.8.14	Concern that the temporary laydown area sits outside the "envelope of the existing site" and would disrupt park users and local businesses; query if other options were considered.	-	-	LVRPA	1	99	<p>A Temporary Laydown Area outside of the Edmonton EcoPark is needed as the existing Edmonton EcoPark does not have sufficient space to support the construction activities of the scale required.</p> <p>There is currently no public access to the proposed Temporary Laydown Area and as such park users will not be disrupted. There will be some minor footpath diversions along Lee Park Way, which retain access routes throughout.</p> <p>A number of key considerations were taken into account when selecting an appropriate Temporary Laydown Area. These included, ease of access, distance from the Edmonton EcoPark, layout and size, utilities, site security etc. Other off-site locations were considered including the land within Deephams Sewage Treatments Works, Eley Industrial Estate and the car park at IKEA. These locations were not considered suitable as they did not satisfy the key considerations needed to ensure the proposed Temporary Laydown Area would be feasible for the purposes of the Project.</p>	N

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6.8.15	Suggested mitigation measures include: a) provide a replacement habitat;	TWUL	LBE	LVRPA	2	79; 88	The Vol 2 Section 2 of the ES has concluded that since the small area of habitat lost as a consequence of the Project has no ecological value no offsetting is required. Nevertheless habitat enhancements are proposed along Lee Park Way.	N
	b) prevent water and air pollution;						Measures to prevent air and water pollution are set out in Sections 5 and 12 of the Code of Construction Practice and include measure such as screening buildings to be demolished, and suitable storage of potentially polluting materials.	N
	c) ensure that any reinstatement scheme takes into account that this area is earmarked for flood storage/recreational space for the Meridian Water development;						It is acknowledged that the proposed Temporary Laydown Area is proposed for formal recreation and flood alleviation as part of the Meridian Water masterplan. The Draft DCO requires the restoration of the Temporary Laydown Area to its prior condition.	N
	d) secure Thames Water's consent before start using the site.						Discussions with Thames Water are underway with a view to securing consent to use this land. In the absence of such agreement appropriate are being sought through the DCO.	N
<b>Comments on Management</b>								
6.8.16	Request to recycle the materials from the current site	-	-	-	1	79	The Code of Construction Practice requires that all waste generated during construction will be managed, so far as reasonably practicable, in accordance with the waste hierarchy. The contractor will be required to prepare a Site Waste	N

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							Management Plan in accordance with the Waste and Resources Action Programme (WRAP) guidance.	
6.8.17	Request to take into account nearby developments and existing infrastructure including:	NG; TWUL; GLA	LBE	-	0	-	Potential impacts of the Project on the Eley and Aztec Industrial estates have been considered in the ES which concludes there are no significant impacts.	N
	a) Eley and Aztec 406 Industrial Estates;							
	b) Thames Water's sewerage infrastructure: this may be impacted by impact piling so piling method statement should be submitted to and approved by the local planning authority;							
	c) TfL operational land interests on the site;							
d) National Grid's infrastructure including towers, low or medium pressure gas pipes and above ground gas pipes.								
6.8.18	Request to ensure the site is secured from vandals	-	-	-	1	10086	Fencing during construction is required in accordance with the Code of Construction Practice. Permanent fencing is part of the authorised development within the DCO.	N
6.8.19	Request to keep construction pollution, noise, traffic and general disruption to a	-	-	-	8	10116; 10119; 10083; 10084; 10103; 10080; 10082; 85	The Code of Construction Practice includes a range of best practicable measures to reduce pollution, noise,	N

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	minimum; concern about toxic substances such as asbestos.						traffic and general disruption during construction. The Code of Construction Practice requires the Contractor to carry out site assessments, investigations and/or risk assessments to assess the potential for contamination. Where the presence of contamination is revealed an appropriate remedial strategy, approved by LB Enfield, is required.	
6.8.20	Request to keep residents informed	-	WCC	-	3	5; 10092; 10091	Maintaining community relations is a key element of the Project. The primary mechanism for engagement is the Community Liaison Group, further details of which are set out in the Code of Construction Practice.	N
6.8.21	Request to clean roads regularly	-	-	-	2	10077; 10079	Section 11 of the Code of Construction Practice requires all reasonable measures to be put in place to avoid and mitigate the deposition of mud and other debris on the highway, for example through vehicle wash down points at each exit point on the highway.	N
<b>Comments on Timeline</b>								
6.8.22	Query if this is the minimum time period in which construction can be completed.	-	-	-	1	78	The proposed construction programme is realistic for a project of this nature and scale, and ensures adequate time to assess and mitigate for any potential effects.	N



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Further assessment is required								
6.8.23	These include: a) produce Construction and Decommissioning Environmental Management Plans;	NG; PHE	-	-	0		Section 2.3 of the Code of Construction Practice requires the Contractor to produce a Construction Environmental Management Plan, this document will also cover decommissioning of the existing EfW.	N
	b) include Protective Provisions aimed at safeguarding National Grid's apparatus in the DCO						Protective provisions are included in the Draft DCO.	N
Requests for more information								
6.8.24	Request for information on: a) what will happen to the existing site once the current plant is demolished;	-	-	-	5	10047; 66; 10081; 10082; 10116	No development is proposed for the existing EfW plot as part of this DCO Application. This area will be available for future waste use, subject to securing the appropriate permissions, in accordance with the Edmonton EcoPark's designation as a waste site.	N
	b) what is the purpose of a laydown area						The Temporary Laydown Area is necessary to construct the Project. It will be used for parking for construction workers; temporary accommodation, storage/laydown and fabrication of materials and temporary attenuation storage.	N

### **Account taken of Phase Two construction and demolition comments**

- 6.8.25 Respondents suggested that the Project should incorporate measures to minimise impact on traffic, prevent air pollution, ensure the site is secure, recycle materials from the existing site and keep roads clean. Measures in respect of all of these elements are set out in the CoCP (AD05.12).
- 6.8.26 Several comments noted that the CoCP is comprehensive and agreed that it should be applied during construction. There was particular support for the proposed approach to managing traffic during construction. The proposed Community Liaison Group was also supported and there was a request to keep residents informed.
- 6.8.27 Several respondents understood the need for the Temporary Laydown Area, and were supportive so long as it is temporary and is suitably reinstated afterwards. Some respondents queried the alternatives considered for the Temporary Laydown Area and questioned why it had to be in this location. The Temporary Laydown Area is needed because the existing Edmonton EcoPark does not have sufficient space to support the construction activities of the scale required. The considerations in selecting an appropriate laydown area include ease of access, distance from the Edmonton EcoPark, layout and size, utilities, and site security. No other site was identified which satisfied these considerations.
- 6.8.28 Several comments highlighted the need to take into account neighbouring properties and existing utilities. Appropriate provisions have been incorporated into the DCO to protect existing utilities within and close to the Application Site. The potential impact of the Project on neighbouring areas has been assessed in the ES (AD06.02) which concludes there would be no significant impact.