

SUMMARY OF PROOF OF EVIDENCE

- 1 My name is Derek Wilson. I am a chartered civil engineer. I graduated from the University of Glasgow in 1978 with a Bachelor of Science Honours Degree in civil engineering. I have 26 years experience in the construction industry.
- 2 I am a Projects Director with Taylor Woodrow Construction, a part of the Taylor Woodrow Group. Taylor Woodrow Construction is a major construction company operating internationally and employing approximately 1600 people in the UK.
- 3 I joined Taylor Woodrow on leaving university and have worked on a range of major inner city projects that have presented similar challenges to the Lots Road redevelopment.
- 4 I have been involved with the proposed redevelopment since October 2001 providing advice regarding programme, methods of working, logistics, construction traffic and management structures.
- 5 My evidence considers the demolition and construction works associated with the redevelopment and, in particular, the methods and controls required to ensure that those activities do not unduly affect the local environment and community.
- 6 My evidence responds to the Secretary of State's Call-In letter dated 19 April 2004 with regard to matters upon which he wishes to be informed. Those matters include whether any permission should be subject to conditions and, if so, the form they should take, and any other relevant material planning consideration.
- 7 Taylor Woodrow and other similar organisations have developed the capabilities and systems to enable them to successfully manage redevelopments of this type whilst minimising the environmental impact on the surrounding neighbourhood.
- 8 My evidence draws on my own experience and on the wider experience of Taylor Woodrow Construction. External organisations have acknowledged the success of Taylor Woodrow's approach to Corporate Social Responsibility. Recognition of its success has included a Gold Award from the nationwide Considerate Constructors Scheme and a Gold Award from the City of London's Considerate Contractors Scheme.
- 9 My evidence describes the measures that would be put in place as part of a sustainable approach to the demolition and construction phase of the Lots Road redevelopment and suggests suitable planning conditions to secure those measures.
- 10 My evidence considers decontamination, site drainage, waste management, demolition and construction traffic, noise and vibration, air quality, health and safety, procurement, employment, and liaison with the local community.
- 11 Surveys have already been carried out to provide an assessment of the existing contaminants on site. A Decontamination Plan would be developed and the works would be undertaken by specialist contractors. In particular, the method

statement for the removal of asbestos would be submitted for the approval of the Health and Safety Executive and air monitoring for the presence of asbestos fibres would continue during the plant dismantling and demolition phase. Measures would be agreed with the Environment Agency to prevent contaminants arising from the site works entering the groundwater, Chelsea Creek and the River Thames.

- 12 A Waste Management and Recycling Plan would identify the measures to be adopted to minimise waste materials and to minimise the associated environmental impact. The proposed measures would include on-site crushing of brickwork and concrete arising from the demolition works for re-use in the construction works.
- 13 A Transport Management Plan would be prepared to mitigate the potential impact of demolition and construction vehicles. A detailed assessment has already been carried out which concludes that medium goods and heavy goods vehicle movements to and from the site would peak at 9 per hour on average over a monthly period.
- 14 Circadian is proposing, subject to viability, to use river barges for the delivery of aggregates for on-site concrete batching. This would reduce the peak medium and heavy goods vehicle movements to 6 per hour. In addition, there are likely to be 2 light goods vehicle movements per hour to deliver small tools and office materials.
- 15 Parking would not be allowed on site except for essential vehicles and short-term visitors. Site vehicles would be required to follow the most appropriate routes agreed with the local authorities and all deliveries would be scheduled to spread vehicle movements throughout the day.
- 16 Site access and egress points would be manned to control the movement of vehicles on and off of the local roads. On-site wheel washing would be carried out when necessary and roads adjacent to the site would be cleaned manually and by regular visits by road sweeping vehicles.
- 17 An assessment of the noise and vibration levels likely to be generated by the demolition and construction activities is provided in the evidence of Les Jephson. His evidence concludes that, if normal working methods were adopted, the noise and vibration levels generated during certain periods as works were carried out close to sensitive receptors would exceed levels likely to cause disturbance.
- 18 In order to mitigate those effects, all works would be carried out in accordance with the best practicable means advised in Part 1 of British Standard 5228, Noise and Vibration Control on Construction and Open Sites. The demolition works would be undertaken by specialist contractors using appropriate specialist techniques and equipment. It is also proposed that noise limits and specific site working hours would be secured by suitable planning conditions.
- 19 Circadian would arrange for noise and vibration levels to be regularly monitored during the demolition and construction works to assess the effectiveness of the mitigation measures and to identify occasions when the measures may need to be modified. The results would be passed to the local authorities for their information and comment.

- 20 The evidence of Sarah Wilkinson concludes that vehicle emissions during construction activities would have no material effect on ambient levels of air pollution in the area.
- 21 The evidence of Sarah Wilkinson also identifies measures to mitigate the potential effect of dust arising from the demolition and construction activities. Her evidence concludes that following the implementation of appropriate site management and dust control techniques the dust impacts would be, at worst, minor, localised and temporary.
- 22 Circadian is proposing that maximum allowable levels of dust emissions emanating from the site are agreed with the local authorities. Circadian is also proposing that an Environmental Management Plan identifying the means of measuring, monitoring and controlling dust emissions to within the agreed limits is prepared and submitted to the local authorities for approval prior to the demolition and construction works commencing.
- 23 Circadian, the designers and the contractors are required by the Health and Safety at Work etc. Act 1974 and the Construction (Design and Management) Regulations 1994 to protect the health and safety of people working in demolition and construction and the people affected by their activities.
- 24 The Health and Safety Executive has prepared a Code of Practice for compliance with the regulations. Circadian would require the designers and contractors to follow the guidance provided in the approved Code of Practice to protect the safety of the public.
- 25 Where the necessary skills and capabilities exist, Circadian would seek to procure local contractors and would encourage all contractors involved in the redevelopment to recruit from the local area. Circadian would also establish an on-site recruitment facility and develop a co-ordinated strategy for advertising employment opportunities locally.
- 26 Circadian is committed to maintaining an open relationship with the local community. Local occupiers and residents would be kept up to date with regards to the progress of the works and the arrangements that would be put in place to protect the local environment and to safeguard the safety of the public.
- 27 A dedicated Community Liaison Officer would be responsible for developing and maintaining means of communication and co-ordinating the dissemination of information. The Community Liaison Officer would also be responsible for recording and responding effectively to any complaints.
- 28 Management plans developed for the works would ensure the effects of the mitigation measures are measured, monitored, reviewed and amended as necessary to ensure the works continue to comply with any pre-agreed limits. Audits would be conducted internally and by independent external organisations to ensure that the works were being carried out in compliance with the management plans.
- 29 I conclude that by implementing the proposed mitigation measures and adhering to the management plans, together with the imposition and policing of suitable planning conditions by the local authorities, the potential adverse effects of the demolition and construction activities would be mitigated.