

**NORTH LONDON HEAT AND POWER PROJECT  
APPLICATION REFERENCE EN010071**

**TABLE OF REVISIONS TO THE CODE OF CONSTRUCTION PRACTICE (APPLICATION DOCUMENT REFERENCE AD05.12)  
SUBMITTED BY THE APPLICANT ON 16 JUNE 2016 (TO MEET DEADLINE 6 OF THE EXAMINATION TIMETABLE)**

	<b>Section in the CoCP (as at submission, document number AD05.12 / APP-032)</b>	<b>Amendment and revised numbering in updated CoCP (new text in bold, deletions as strikethrough)</b>	<b>Reason for Amendment</b>
1	Para 3.2.4	A Community Liaison Group will be established comprising representatives from the Contractor, LondonWaste Ltd, LB Enfield, Lee Valley Regional Park Authority, neighbouring borough councils, <b>Eley Industrial Estate</b> and community representatives.	Reference to the Eley Industrial Estate has been included to address concerns by the company about impacts during construction, as detailed in the Applicant's response to 2Q 6.3.
2	6.3 Measures in the event of unexpected discoveries, para 6.3.1	6.3.1 Should unexpected archaeological or cultural heritage assets be discovered or revealed during construction, the Contractor will consult with HE and the LB Enfield (where appropriate) to enable appropriate measures to be implemented to mitigate potential impacts. <b>This will include the preparation of a WSI for any stage of archaeological work required.</b> <del>Measures to be implemented</del> <b>The WSI may will</b> include the following, as appropriate: <ul style="list-style-type: none"> <li>a. investigation and assessment of discoveries to determine their significance;</li> <li>b. assessment of potential Project impacts to inform design of appropriate mitigation measures;</li> <li>c. <del>preparation of a written scheme of investigation for any stage of archaeological work required</del> <b>targeted geo-</b></li> </ul>	The change to the text reflects the Applicant's response to 1Q 10.3 submitted at Deadline 3. The change has been discussed and agreed with Historic England.

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		<p><b>archaeological boreholes on selected proposed pile locations;</b></p> <p>d. excavation, recording and reporting on any discoveries;</p> <p>e. recording and implementing measures to preserve any discoveries in situ, if required or if appropriate; and</p> <p>f. the requirements to implement appropriate watching briefs and archaeological monitoring.</p>	
3	11.2 Works within the road or on a Public Right of Way	<p><b>11.2.4 Works will be undertaken on Lee Park Way to create the new Lee Park Way access to the EcoPark. This will require the temporary diversion of the existing pedestrian and cycle routes on Lee Park Way. However, a safe route for vehicles, pedestrians and cyclists will be maintained at all times with appropriate segregation from the construction works provided. Signage will also be provided to aide navigation and to alert construction vehicles to the presence of pedestrians and cyclists. The cycle crossing point, which connects National Cycle Network Route 1 on Lee Park Way to the local cycle route on Lower Hall Lane and is located some 15m north of Advent Way, will also be maintained with the aim of ensuring that cyclists can connect between the two routes safely.</b></p> <p><b>11.2.5 Works may be undertaken at the junction of Walthamstow Avenue with Lower Hall Lane as part of the establishment of the Temporary Laydown Area to the north of Advent Way and east of the River Lee</b></p>	New text has been included to provide further clarity on management and maintenance of access at both the junction of Walthamstow Avenue / Lower Hall Lane (access to the Temp Laydown Area), and also along Lee Park Way. This is intended to ensure that these access points onto the public highway are maintained in good condition should damage occur due to construction or other traffic associated with the proposed scheme.

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		<p><b>Navigation. This could include, for example, carriageway resurfacing to avoid damage to construction vehicles as well as other vehicles using the junction and route. The works, if required, would be undertaken such that at least one lane would be open at all times to maintain access to Lower Hall Lane. The works may also require the temporary diversion of the pedestrian and cycle route on Lower Hall Lane, which crosses the route which would be used to access the Temporary Laydown Area. A safe route for pedestrians and cyclists will be maintained at all times. Signage will also be provided to aide navigation and to the alert construction vehicles to the presence of pedestrians and cyclists.</b></p>	
4	11.3 Measures to reduce construction traffic impacts	<p><b>11.3.4 Works may be undertaken at the junction of A1055 Meridian Way and Ardra Road and on Ardra Road (other than works associated with the creation of a give-way junction with Deephams Farm Road), for example, carriageway resurfacing required to avoid damage to construction vehicles as well as all other vehicles using the Ardra Road. If such works are required, the works will be undertaken in short sections and at least one lane would be open at all times in the sections where works are undertaken to ensure continued access to affected businesses. To minimise disruption, night working will also be considered, subject to agreement from LB Enfield and consent under Section 61 of the Control of Pollution</b></p>	<p>New text has been included to confirm the provisions that maintain access to affected businesses that use Ardra Road and/or at the junction of Ardra Road with Deephams Farm Road during works, as detailed in the Applicant’s response to 2Q 6.3 submitted at Deadline 5 and Sections 2.5 and 2.6 of the Applicant’s response to written representations submitted at Deadline 4.</p>

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		<b>Act 1974. Notice will be given to any resident or local business that would be affected, with the durations provided.</b>	
5	11.8 Monitoring	<p><b>11.8.2 During construction, vehicular traffic along Deephams Farm Road will be controlled through the use of traffic marshals at both the northern and southern ends of the road. This will help to regulate traffic entering and leaving the site during the busiest construction periods. The need for traffic marshals at both the northern and southern ends of Deephams Farm Road will be reviewed periodically.</b></p> <p><b>11.8.3 The HGV monitoring strategy will be agreed with LB Enfield and is likely to include the following:</b></p> <ul style="list-style-type: none"> <li><b>• Recording of all vehicles entering/exiting the Edmonton EcoPark via the northern access, including details of the trip purpose and origin/destination;</b></li> <li><b>• Undertaking regular (at least once a year) traffic surveys on Ardra Road during the construction period to understand the vehicle movements to the Edmonton EcoPark in the context of the traffic flows at that time. Traffic surveys will also be undertaken in the first year following the completion of construction. Given that the volume of traffic associated with the Project using Ardra Road is likely to remain unchanged, no further monitoring is proposed beyond this point;</b></li> <li><b>• A mechanism to review the use of the northern access and will identify if vehicles should be using an</b></li> </ul>	New text has been included to set out Details of the proposed monitoring in accordance with the Applicant’s response to 2Q 6.3 submitted at Deadline 5 and Section 2.6 of the Applicants response to written representations submitted at Deadline 4.

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		<p><b>alternative access (e.g. RRF construction vehicles which should be arriving via the southern site access on Advent Way); and</b></p> <ul style="list-style-type: none"> <li>• <b>Regular liaison with the other business which use Ardra Road to understand any issues and/or concerns that arise during the construction period.</b></li> </ul>	