

5 Demolition and Construction

5.1 Introduction

- 5.1.1 This chapter describes the proposed programme of enabling, demolition and construction works and the key activities that will be undertaken prior to completion and occupation of Development.
- 5.1.2 Quod has prepared this chapter in conjunction with AFK and the design and consultant team (see Table 1.2 in Chapter 1: Introduction). Planning for enabling, demolition and construction works and the key activities is necessarily broad at this stage and will be subject to modification during any future detailed construction planning with the appointed Principal Contractor. For this reason, the following assessment is based on reasonable assumptions in the enabling, demolition and construction works programme and the collective experience of the design and consultant team with similar projects.
- 5.1.3 It should be noted that this is an informative chapter. The assessment of effects of demolition and construction of the Development are provided in the technical chapters of this ES (i.e. chapters 6 to 11). In addition, each technical chapter of this ES assesses the cumulative effects of the Development with other schemes in the vicinity and Chapter 12: Effect Interactions presents a summary of the combined impact of different

5.2 Programme of Works

- 5.2.1 The indicative delivery programme for the Development is approximately 48 months with enabling works commencing in third quarter of 2019 and completion in the third quarter of 2023.
- 5.2.2 It is possible that the construction period may be longer than 48 months. For the purposes of the construction assessment within this ES, a 48 month construction programme has been assessed as it represents a worst-case assessment of construction effects on surrounding receptors due to the condensing of the construction programme. With a condensed 48 month construction programme, construction works would be accelerated by undertaking more activities concurrently, i.e. greater overlap in construction activities across the buildings that form the Development, when compared to a longer programme. This overlap of activities can result in greater impact magnitude and intensity of effect as multiple demolition and construction effects would affect receptors simultaneously. An increase in the magnitude and/or intensity of demolition and construction effects experienced by a receptor can result in a greater significance of effect and therefore represents a worse-case assessment scenario when compared to a longer programme. As a result, should the construction programme be extended at a later date the construction assessment as reported within this ES would remain robust for decision making.
- 5.2.3 Whilst all details regarding future construction have not been finalised at this stage, it is possible to provide general information about the construction activities. The anticipated programme is presented and summarised in Table 5.1. See Section 5.3 for the full description of works to be undertaken.

Table 5.1 – Indicative enabling, demolition and construction activities and duration

Activity	Approximate Duration (months)
Enabling and Demolition Works	
Services disconnections & diversion	2.5
Demolition	

Activity	Approximate Duration (months)
*Podium Works	
Site works, groundwork engineering, piling, road infrastructure and services	12
Sub-structure and Undercroft (including energy centre)	
Construction Period	14.5
*Main Works	
Superstructure	36.5
Facade	
Fit Out	
Landscaping and Public Realm	
Construction Period	36.5

*Note: Construction activities would overlap for Podium and Main work activities, i.e. superstructure and road infrastructure activities could overlap, as well as activities overlapping for specific works within the Podium and Main Works stages, i.e. Facade and Fit Out activities could overlap.

5.3 Description of Works

5.3.1 The following sections provide an overview of the anticipated enabling, demolition and construction strategy for the Development, as well as site preparation works. It is assumed that construction of Development will be undertaken in one continuous construction phase: this provides for a reasonable worst-case assessment for construction effects.

Enabling Works, Demolition, Engineering Groundwork, Infrastructure and Services

5.3.2 The following works will be undertaken during the enabling works, demolition, engineering groundwork, infrastructure and services stage:

- Hoarding will be erected around the boundary of the construction site areas, and fencing around all trees to be protected, where required;
- All relevant enabling works to utilities will be carried out and this will involve capping-off or removal of redundant utilities, diversions, new supplies and connections as agreed with the statutory undertakers;
- Internal building soft furnishings would be stripped and removed, and an intrusive inspection would be undertaken to identify the presence of any potentially hazardous materials. If present, hazardous materials would be removed from the Site and disposed by appropriately licensed contractors following prescribed health and safety procedures. Demolition of the above ground building structures would then proceed;
- Existing hardstanding (concrete/asphalt parking areas, concrete floor slabs and foundations) will be broken up. During the course of these activities, large quantities of materials including concrete, asphalt, sub-base material, engineered fill material, aggregates, soils and sub-soils are to be generated;
- To achieve the required site levels during enabling works, there will be some general civil engineering groundwork activities including excavation, grading and preparation of surfaces, and the placement / compaction of fill undertaken. Aggregate material, i.e. concrete, asphalt, brick, sub-base material, engineering fill, aggregate, from the demolition activities

will be incorporated into the construction of the Development, where practicable, for example, concrete and brick could be crushed to form re-usable secondary aggregates for the new building programme and incorporated into the sub-base for roads, foundations and to bring up site levels in existing depressions;

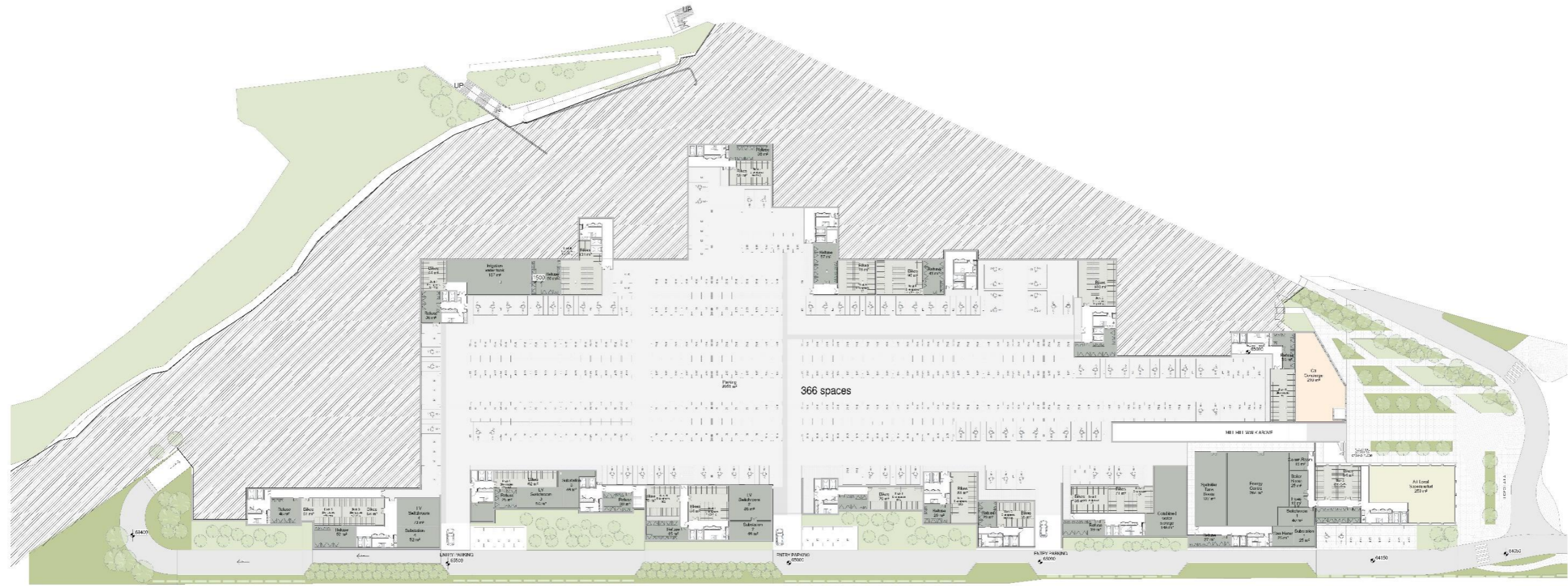
- During engineering groundwork activities for the Site infrastructure and services required by the Development, including but not limited to electrical, telecommunications, potable water and drainage infrastructure, will be installed for the Development;
- Following completion of the engineering groundwork activities, construction of the perimeter access road, energy centre, car parking area and access points to the Site will be undertaken; and,
- Following the completion of enabling, demolition works, engineering groundwork activities, perimeter access road, and commercial car parking area, construction will commence on the building structures of the Development.

Construction

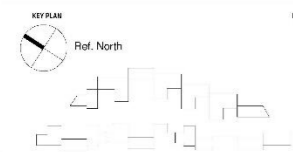
5.3.3 Construction activities to be undertaken across the construction programme are outlined as follows:

- Foundations - The structural loads generated by the proposed buildings would necessitate the use of piled foundations. The specific type of piles would be determined as part of the detailed design stage. Nonetheless, it is likely that either Continued Flight Auger ('CFA') or bored piles would be used. A pilling mat would be prepared for the pilling rig, following which piled foundations to support each building would be installed;
- Sub-structure and Undercroft - Construction of the sub-structure is likely to comprise reinforced concrete pile caps for cores and columns, with reinforced concrete ground beams interconnecting the pile caps, where needed. Some drainage runs are also likely to be required under the ground or beneath the ground floor slabs. It has also been assumed that the ground floor slab would be of suspended construction and comprise as a minimum 250mm thick reinforced concrete slab with waterproofing and a gas membrane. The undercroft will house the main car parking area, plant rooms, cycle storage, refuse areas, and electrical sub-substations for the Development. The extent of the undercroft area is shown within Figure 5.1. Minimal retaining walls are expected around the outside perimeter of the Development due to the Site levels. Once the reinforced concrete ground floor slab has been poured, the frame to cast any walls would be erected and walls cast. A column grid of reinforced concrete columns, which tie into the piled foundations, will likely be formed to support the ceiling concrete slab which would form the base level of the ground floor and podium areas above;
- Superstructure - Construction would progress vertically up each of the building's superstructure with the stair and lift cores being used as the lateral stability. It is expected that once construction on the buildings reach the second floor that material hoists, tower and/or mobile cranes would be used to ferry materials to the various levels;
- Facade - Upon completion of the building's superstructure, the facade of the buildings would be installed/constructed. Upon completion of each floors facade, interior fit out together with mechanical, electrical and plumbing systems would commence; and,
- Public realm (including landscaping) – Would be completed around each building up to hoarding lines (in accordance with the Landscaping Strategy submitted as part the Design and Access Statement) to enhance the area during each phase while enabling the other buildings to continue to be constructed.

Figure 5.1: GA_LEVEL LG_OVERALL PLAN (Drawing No. A10-LG-01)



STRUCTURE TO BE COORDINATED



REV	DATE	DESCRIPTION
P1	21/02/19	For Submission



NOTES
 Check and verify all dimensions prior to commencement of work.
 This drawing shall be read in conjunction with all other contract documents including those by other consultants, and including specifications.
 Seek a list of inconsistencies on file.
 Figure dimensions shall take precedence to scaled dimensions.

DRAWN	CHECKED	JOB NO
MMR	JC	44032

This drawing is the property of ARNEY FENDER KATSALIDIS

CLIENT
 Meadow Residential

PROJECT
 Mill Hill - London

ARCHITECT'S
 ARNEY FENDER KATSALIDIS
 1000
 MILL HILL - LONDON

DRAWING TITLE
 GA_LEVEL LG_OVERALL PLAN

STRUCTURAL ENGINEER
 ARNEY FENDER KATSALIDIS
 1000
 MILL HILL - LONDON

MECHANICAL ENGINEER
 ARNEY FENDER KATSALIDIS
 1000
 MILL HILL - LONDON

SCALE
 1 : 500@ A1

Arney Fender Katsalidis

REVISION: DRAWING NO.
 P1 PLANNING

A10-LG-01

5.4 Material Quantities

Demolition

- 5.4.1 It is not possible to accurately quantify the amount of materials arising from the demolition works for the Development. This is partly due to the varying construction of the buildings across the Site and their differing uses, as a result the materials used are not standardised across the Development. An indication of materials likely to be generated from the demolition of the buildings/associated car parking hardstanding areas onsite is shown in Table 5.2.

Table 5.2: Estimated Demolition Quantities

Demolition Materials	Estimated Quantity
Soft Strip (Floors, ceilings, services, partitions, sundry fixtures)	10,500m ²
External Cladding incl. roof	11,350m ²
Structural Steel	55 tons

Excavation and groundwork activities

- 5.4.2 Waste arising from enabling works, demolition, primary infrastructure and engineering groundwork activities is expected to comprise vegetation (limited), topsoil (limited), concrete and asphalt from former hardstanding, gravel and spoil material. The likely material that will be generated onsite is shown in the indicative cut and fill calculations provided by Heyne Tillet Steel, attached as Appendix 5.1.
- 5.4.3 It is noted that the indicative cut and fill calculations provided within Appendix 5.1 are based on the previous parking requirements for 540 car parking spaces within the undercroft for the Development. The reduction in the number of parking spaces provided by the Development to 366, as detailed within Chapter 4: Description of Development, will led to a smaller undercroft being delivered by the Development. As a result, the materials to be generated during excavation and groundwork activities would be less than the quantum shown within Appendix 5.1. However, for the purposes of the ES, the higher quantum, as shown with Appendix 5.1, continues to be used within the assessment, which represents a worse-case assessment.
- 5.4.4 Where practicable, the materials arising will be retained to create the piling mat for the Development (concrete/brick/earth spoil) and used as engineering fill beneath the proposed ground floor concrete slabs. Re-use of the material will be dependent on it meeting relevant specification requirements, i.e. being inert and not contaminated. Reuse of material reduces deliveries to the Site and the amount of waste for disposal. For the purposes of the ES, the assessment has assumed zero re-use of Site won material and the requirement to import all material to Site, which represents a worse-case assessment.

5.5 Construction

Plant and Equipment

- 5.5.1 An indicative list of large plant and equipment that are likely to be used at various stages of construction across the phases have been considered, these are shown in Table 5.3.

Table 5.3: Indicative list of large equipment and plant to be used during the Development

Plant and Equipment	Stage of Works				
	Demolition	Substructure	Superstructure	Facade	Fit-Out
Concrete Crusher	✓	✗	✗	✗	✗
3600 Excavator	✓	✓	✓	✗	✗
Tower / Mobile Crane	✗	✓	✓	✓	✓
Breaker	✓	✗	✗	✗	✗
Compressor & Air Tools	✓	✓	✓	✓	✓
Drills / Cutters	✓	✓	✓	✓	✓
Compacter / Roller	✗	✓	✗	✗	✗
Piling Rigs	✗	✓	✗	✗	✗
Concrete Pumps	✗	✓	✓	✗	✗
Generators	✓	✓	✓	✓	✓
Concrete Vibration Equipment	✗	✓	✓	✗	✗
Scaffolding	✓	✓	✓	✓	✓
Asphalt Plant	✓	✓	✗	✗	✗
Fork Lift Truck	✓	✓	✓	✓	✓
Goods/ Passenger Hoist	✗	✓	✓	✓	✓
Mast-climber Platforms	✗	✓	✓	✗	✗
Mechanical Road Sweeper	✓	✓	✓	✓	✓
Floodlights	✓	✓	✓	✓	✓
Hydraulic benders and cutters	✓	✓	✓	✗	✗
Lorries and Vans	✓	✓	✓	✓	✓
Ready mix concrete trucks	✗	✓	✓	✗	✗

Hours of Work

5.5.2 It is anticipated that the core working hours for the Development will be set out as follows:

- 08:00 – 18:00 hours Weekdays;
- 08:00 – 13:00 hours Saturday; and
- No working normally undertaken on Sundays or Bank Holidays.

5.5.3 It is recognised that approval from the LB Barnet is required for any works that need to be undertaken outside these permitted hours, and that the LB Barnet may vary these hours where the works are in close proximity to sensitive businesses or residential properties.

5.5.4 Typically, the works that may need to be undertaken out of hours would be for the delivery and removal of the tower crane sections to/from Site, for which the Principal Contractor will be expected to make the necessary road closure applications to the LB Barnet, if required.

5.6 Traffic Management

Construction Vehicle Movements

5.6.1 The estimated numbers of enabling, demolition, and construction related vehicle journeys have been calculated based on volumes of demolition/excavated waste material, together with imported concrete, piling, and cladding. A full assessment of the construction vehicle movements on the surrounding road network is presented within Chapter 7: Traffic and Access, Chapter 9: Air Quality and Chapter 10: Noise and Vibration of this ES.

5.6.2 A draft Construction Travel Management Plan (CTMP) has been prepared by the Transport Consultant, Velocity Transport Planning, to support the planning application, with proposed construction traffic routing being provided within the CTMP (Appendix 7.1).

5.6.3 The estimated number of Heavy Goods Vehicles (HGVs) movements has been projected for the busiest periods during the enabling, demolition, and construction programme to allow for an assessment of the worst case scenario; thereby making the assessment as robust as possible.

5.6.4 It is estimated that enabling, demolition and construction works will produce approximately 12 HGVs trips per day on average, which equates to a maximum of 2 vehicle trips per hour resulting in 4 HGV movements (inbound and outbound) per hour.

5.6.5 During demolition, construction and refurbishment, vehicles will access the Site via Watford Way. Due to the one-way system to be implemented around the Site, construction traffic will also leave the Site via Watford Way.

5.6.6 On-site parking for construction workers will be restricted to an absolute minimum. This will only be made available to those construction personnel who need to carry heavy equipment or materials to the Site. Unapproved parking on public roads will not be allowed and the construction workers will be encouraged to use public transport. Any local traffic management measures for Site access will be agreed with the LB Barnet.

5.7 Potential Environmental Effects

5.7.1 All construction sites have the potential to cause temporary nuisance effects and other disruption to sensitive receptors situated on the Site or in the surrounding area. Detailed assessments of effects resulting from demolition and construction works are provided in chapters 7 to 11. Table 5.4 provides a summary of potential effects which could arise in the absence of mitigation.

Table 5.4: Summary of Potential Effects during Demolition and Construction

Location	Potential Effects
Socio-Economic	Temporary increase in construction related employment and jobs. Increased local expenditure as a result of the Development construction workforce in the surrounding area.
Transport and Access	Temporary traffic disruptions due to road closures and diversions, if required. Traffic disruption caused by Site vehicles and an increase in HGV movements. Transfer of mud and materials from vehicles onto the public highway. Disruption to pedestrian / cycle access and routes within the locality of the Site.
Townscape and Visual	Temporary visual intrusion of construction, with respect to tower cranes/hoarding/machinery/plant/site offices etc., to nearby residents, occupiers of residential, commercial and industrial properties in the surrounding area; pedestrians and road users.
Air Quality	Temporary generation of windblown dust from cleared surfaces, stockpiles, vehicles, work areas and demolition activities. Generation of exhaust emissions from construction vehicles and plant.
Noise and Vibration	Temporary increased road noise and vibration generated from construction vehicles, plant and machinery required for construction of the Development.

5.8 Environmental Management and Mitigation Measures

- 5.8.1 The Applicant will develop and implement a Construction Environmental Management Plan (CEMP) through which mitigation and compliance with the Greater London Authority's (GLA) Sustainable Design and Construction Supplementary Planning Guidance¹ (SPG), and The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance², and the LB Barnet's Sustainable Design and Construction Supplementary Planning Document³ will be managed. The requirement for a CEMP will be subject to approval by LB Barnet and secured through an appropriate planning condition.
- 5.8.2 The CEMP will also refer to industry standards, good practice and guidance, such as the Considerate Constructors Scheme⁴ and Environment Agency Guidance for Pollution Prevention (GPP) notes (i.e. GPP13: Vehicle Washing and Cleaning⁵ and GPP22: Dealing with Spills⁶).
- 5.8.3 A full assessment of potential construction related effects has been undertaken and mitigation measures identified within technical chapters (i.e. chapters 6 to 13) of this ES. The mitigation measures within the technical chapters will be reviewed at the detailed enabling, demolition and construction planning stage to ensure that the mitigation measures and management controls and/or procedures adopted as part of the CEMP are sufficient to meet the commitments made throughout the assessments.
- 5.8.4 The CEMP will include roles and responsibilities, detail on control measures and activities to be undertaken to minimise environmental effects, and monitoring and record-keeping requirements.
- 5.8.5 A commitment will be made to periodically review the CEMP and undertake regular environmental audits of its implementation during the construction phases.
- 5.8.6 The CEMP will comprise the following elements to minimise the environmental effects of the construction of the Development on the surrounding area:
- Construction Method Statement;

- Construction Travel Management Plan;
- Considerate Constructors Scheme;
- Neighbour and public relations;
- Management of trade contractors;
- Noise and vibration;
- Air quality;
- Waste management;
- Ground conditions;
- Protection of water resources;
- Ecology; and
- Energy and water usage.

Construction Method Statement

5.8.7 The Construction Method Statement (CMS) will sit within the CEMP. The CMS will outline the different activities and procedures to be undertaken in order to complete the various construction works. The CMS will include the following main items:

- The detailed construction programme for works, highlighting the various stages and their context within the project, including a full schedule of materials and manpower resources, as well as plant and equipment schedules;
- Detailed site layout arrangements (including requirements for temporary works), plans for storage, accommodation, vehicular parking areas, delivery and site access and egress;
- Prohibited or restricted operations (locations, hours, etc.);
- Details of operations that are likely to result in disturbance, with an indication of the expected duration of each phase with key dates, including a procedure for prior notification of the LB Barnet and relevant statutory and non-statutory (including neighbours) parties so that local arrangements can be agreed;
- Site working hours;
- A procedure to ensure communication is maintained with the LB Barnet and the local community to provide information on any operations likely to cause disturbance (e.g. through meetings and newsletters, if necessary);
- Provisions for affected parties to register complaints and the procedures for responding to complaints; and
- Provisions for reporting to the Applicant and the LB Barnet, if required.

Considerate Constructors Scheme

5.8.8 The Site will be registered with the 'Considerate Constructors Scheme' (CCS). The CCS ensures that contractors carry out their operations in a safe and considerate manner with due regard to passing pedestrians, road users and surrounding properties.

Neighbour and Public Relations

5.8.9 A key aspect of the successful management of the project will be the maintenance of good relations with Site neighbours and the general public. The Principal Contractor should commit to appointing a community liaison manager, who will be the first line of response to resolve issues of concern or

complaints. Reasonable steps will be taken to engage with local residents during the Development. Occupiers of neighbouring properties will be informed in advance of works taking place. Site boards outlining information on the project and forthcoming works will be erected at the entrance to the Site. Site contact numbers will be displayed as appropriate, along with the complaint procedure.

Management of Sub-Contractors

- 5.8.10 Contracts of sub-contractors appointed by the Principal Contractor will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as outlined within the CEMP and CMS, as well as, statutory requirements.

Waste Management

- 5.8.11 Waste produced during all construction activities on Site will be subject to the 'Duty of Care' under the Environmental Protection Act 1990⁷. It is the joint responsibility between the Principal Contractor and the Applicant to ensure that waste produced onsite is disposed of in accordance with relevant legislation.

- 5.8.12 All relevant contractors will be required to investigate opportunities to minimise and reduce waste generation in line with WRAP's Halving Waste to Landfill⁸ initiative by:

- Agreeing with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme;
- Implementing a 'just in time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
- Paying attention to material quantity requirements to avoid over ordering and generation of waste materials;
- Segregating waste at source where practical;
- Reusing and recycling of materials offsite where reuse onsite is not practical (e.g. through use of an offsite waste segregation facility and resale for direct reuse or reprocessing);
- Prioritising preassembled and prefabricated construction materials, wherever practicable, to minimise onsite generation of waste and packaging and reduce the number of delivery and collection vehicles to and from the Site;
- Colour coding and signposting skips to reduce risk of cross contamination. Skips will also be covered to prevent dust and debris blowing around the Site, these will be cleared on a regular basis; and
- Not burning wastes or unwanted materials onsite.

- 5.8.13 In addition, disposal sites and routes will be identified by the Principal Contractor in consultation with the LB Barnet and the Environment Agency. When assessing the most suitable option for landfill disposal, the mode of waste transportation and alternatives to reduce adverse environmental impacts, transport times and landfill capacity should be considered.

- 5.8.14 The Development will seek to maximise the reuse of suitable soils onsite, where possible, in order to minimise waste disposal. Intrusive site investigation work has been undertaken to identify any significant areas of contamination (refer to Listers Geotechnical Consultants – Ground Investigation Reports dated April 2016 and May 2015).

- 5.8.15 Further soil sampling and testing will be undertaken for classification and disposal of waste soils, and will follow the methodology described in the following two EA publications: Framework for the

Classification of Contaminated Soils in Hazardous Wastes 2004⁹, and Waste Acceptance at Landfills: Guidance on waste acceptance procedures and criteria 2010¹⁰. All soil sampling and testing will be undertaken in accordance with BS 10175: Investigation of Potentially Contaminated Sites: Code of Practice¹¹.

Ecology

- 5.8.16 The habitats within the Site consist of largely built form of negligible nature conservation value, with the small areas of landscape planting comprising largely of non-native ornamental species, and are of no intrinsic ecological interest. Furthermore, the Site is not connected to any statutory and non-statutory nature conservation sites by functional habitats.
- 5.8.17 Scrub, amenity planting and limited trees do however offer some limited opportunities for nesting birds, it is therefore recommended that all tree felling/vegetation clearance on the Site be undertaken outside the breeding bird season, i.e. between September and February inclusive.
- 5.8.18 Measures proposed to protect the local ecology during construction works will be included within CEMP, and should any ecological issues be identified during the course of development, consultation with the relevant statutory and advisory bodies such as Natural England and the Environmental Agency will be undertaken.

Energy and water usage

- 5.8.19 All contractors will be required to investigate opportunities to minimise and reduce the use of energy and water, such as:
- Use of alternatives to diesel/petrol powered equipment, where possible;
 - The incorporation of sources of renewable energy to offset the use of main utilities will be considered;
 - Selection and specification of energy efficient plant and equipment, wherever viable;
 - Implementation of staff based initiatives such as turning off taps, plant and equipment when not in use both onsite and within site offices; encouraging a paper reduced office and encouraging double sided printing and photocopying when these activities are necessary;
 - Use of recycling water systems such as wheel washes; and
 - Use of a rainwater harvesting system for use in equipment and vehicle washing will also be investigated.
- 5.8.20 The energy and water consumption of the project will be monitored, either through sub-metering or reading of utility bills, to allow comparison against good practice benchmarks and improvements to be made.

REFERENCES

- ¹ Greater London Authority (GLA), 2014. The London Plan, Supplementary Planning Guidance (SPG): Sustainable Design and Construction, Consolidated with Alternations since 2011, April 2014.
- ² GLA, 2014. The London Plan, SPG: The Control of Dust and Emissions during Construction and Demolition, Consolidated with Alternations since 2011, July 2014.
- ³ London Borough of Barnet, 2013. Barnet's Local Plan, Supplementary Planning Document (SPD): Sustainable Design and Construction, April 2013.
- ⁴ Considerate Constructors Scheme. [Online] Available: <https://www.ccscheme.org.uk/>
- ⁵ Environment Agency (EA), 2017. Guidance for Pollution Prevention, Vehicle Washing and Cleaning: GPP13, April 2017.
- ⁶ EA, 2018. Pollution Prevention Guidelines, Dealing with Spills: GPP22, October 2018.
- ⁷ Her Majesty's Stationary Office, 1990. The Environmental Protection Act 1990.
- ⁸ Waste and Resources Action Programme (WRAP). 'Halving Waste to Landfill' [Online] Available: <http://www.wrap.org.uk/category/initiatives/halving-waste-landfill>
- ⁹ EA, 2004. Framework for the Classification of Contaminated Soils as Hazardous Waste, July 2014.
- ¹⁰ EA, 2010. Waste Acceptance at Landfills: Guidance on Waste Acceptance Procedures and Criteria, November 2010.
- ¹¹ British Standards Institute, 2011. BS 10175, Investigation of Potentially Contaminated Sites: Code of Practice.