CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Erection of a new one-bedroom,
two-storey dwelling.
17 Marlborough Rd, London, N22 8NB
(Access via Thorold Road)
11.09.2024

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INTRODUCTION

As part of the planning application submission requirements, a Construction Environmental Management Plan (CEMP) was specified to reduce the development's impact during construction on the transportation and highway network.

The purpose of CEMP is to outline the approach management in construction for proposals to create a two-storey, one-bedroom dwelling at the rear site of 17 Marlborough Road, London, N22 8NB access via Thorold Road.

This document includes comments on the envisaged construction operations, including site establishment, logistics, and the overall local environment. It seeks to ensure that the works cause the minimum disruption to residents by achieving a safe working and living environment.

Throughout the project, we will regularly review the Plan and maintain a communicative relationship with the council, advising them of any changes and improvements to the Plan that may occur. The Plan's proposals shall enable third parties to understand the nature of the works and the various construction activities associated with the development.

To the extent that this project execution requires third-party regulator approval, this Plan will be reviewed to align it with such requirements. Formal approvals and activity methodology approaches will be addressed to the design team and the client in detailed submissions. Liaison with the neighbours and interested parties will continue throughout project execution and as information is updated. Neighbours will be kept informed of progress and anticipated works.

The Plan provides an overview of the key project activities. Generic statements, relevant procedures, and detailed method statements will be amplified at the appropriate stage of the project execution. This Plan will be used as a template for developing the construction phase health and safety plan in tandem with the Construction Method Statement. The contractor will be appointed to have an excellent track record with management procedures to ensure the capability to deliver a project safely and with minimum practicable disruption and inconvenience to residents.

The contractor must provide relevant method statements and risk assessments throughout the works.

OBJECTIVES

The overall objective of CEMP is to ensure that robust management policies and procedures are implemented throughout the construction phase at the rear side of 17 Marlborough Road via Thorold Road:

- Reducing the impact of the development during the construction process on the local area
- Our dedication to delivering a resource-efficient construction process is unwavering. We aim to achieve both waste reduction and improved business efficiency and cost savings, demonstrating our commitment to sustainability and responsible resource management.
- One of our key focuses is on developing good neighbour relationships. We understand the importance of community harmony and aim to foster a positive environment that enhances employee morale and makes our neighbours feel valued and considered.

SITE DESCRIPTION

The land rear of 17 Marlborough Road has an area size of approximately 58.11 sqm (11.86m length of 4.9m width). This site is a two-storey end-of-terrace property situated on the corner junction of Thorold Road & Marlborough Road and is predominantly formed of two-storey residential terraced properties. A tree is located within the site curtilage, but the tree is not under the Tree Preservation Order (TPO), according to the Haringey Council's Map of Protected Trees.

CONSTRUCTION PHASING

The schedule for this project is 6-12 months, including potential delays due to value engineering and unexpected discoveries on site.

<u>Schedule of Works</u>

The works are proposed to commence next year, lasting approximately 6-12 months with the available working hours:

08:00-18:00 hours – Monday to Friday

08:00-13:00 hours – Saturday

The site will not be in operation on Sundays or Bank Holidays.

Firstly, the site will be cleared and cleaned. Some tree removal work and the removal of soil conditions are required.

This process will be followed by constructing the underpinning foundations and installing the required services. A traditional cavity wall construction with beam and block flooring, drainage tanking and underpinning will be constructed from below ground level to the single-storey roof level, followed by 1st fix M&E, fit out 2nd fix M&E, finishing and external landscaping.

Site Set Up

The contractor will form site facilities temporarily until the building shell has been formed, at which point site facilities will be housed internally within the new building. Facilities will include:

- Location of welfare facilities
- Location of site personnel
- Location of construction materials storage
- Location of construction waste storage
- Location of fuel storage

All storage areas will be located away from surface water drains and other sensitive receptors. Boundary hoarding will be erected along the site boundary. Access to the site will be through the existing gate in the boundary wall from Thorold Road. The primary purpose of hoarding is to prevent unauthorised/unsafe access to the construction site.

ROLES AND RESPONSIBILITIES

Role	**Responsibilities**
Main Contractor	Personnel will be provided to fill other roles, as detailed below.
Site Manager	Weekly site audits ensure compliance with this CEMP. The team is responsible for communicating all aspects of site inductions, including, as necessary, toolbox talks on good practices, reviewing and implementing any required corrective actions, and handling complaints. The team monitors adherence to the CEMP against internal targets and reports performance to the ground staff and Senior Management.

LIAISION AND COMMUNICATION

Community Liaison Manager

- The main contractor will appoint an identified contact responsible for fulfilling the role.
- Community Liaison Manager for the development as a whole. The Community Liaison Manager's responsibilities will include the following:
- Recording and responding to enquiries or complaints from the local community, including local businesses and the general public.
- It is communicating to the local community, including local businesses, the nature of the construction work that will be carried out.
- It communicates the work programme to the local community, including local businesses, specifically highlighting any works that may result in complaints (e.g., Noisy activities).

- Updating the local community, including local businesses, of any changes to the nature of works or programme of works as necessary.
- Establishing and maintaining good relationships with local stakeholder groups.

Emergency Procedure

Contact names and phone numbers will be available in case of emergencies relating to the site during the out-of-hours. This information will be displayed prominently on the hoarding. The appointed contractor will draw up a fire evacuation plan that will be prominently displayed on site. Site offices will have their plans drawn up. Site evacuation routes will be marked on-site, and fire extinguisher points and practice drills will be carried out.

TRAFFIC MANAGEMENT

Sensitive Receptors

The main contractor recognises that traffic movements arising from site activities will require a management strategy to minimise the impact of such movements on the surrounding road network, including congestion, access problems, and noise. The key sensitive receptors that have been identified in this aspect of the development are:

- local businesses and residents,
- local air quality,
- local road network and users.

Pedestrian and Vehicle Access Arrangements

All pedestrian routes will be clearly defined and marked with temporary fencing and pedestrian route signage where necessary. All staff and supply chain personnel will comply with the local traffic management regulations and parking restrictions.

Given the site's good PTAL rating (5), most site personnel are envisaged to travel to the site by public transport.

The construction site is in controlled parking zone BG, with restricted parking between 10 am and 12 pm. Due to the small scale of the site, there will be no provision for parking off-road. The applicant would, therefore, apply for traders' parking permits for critical construction team members required to bring vehicles to the site (e.g., when carrying tools, materials, or other personnel), enabling them to park in resident parking bays. Workers coming to the site must use public transport whenever feasible.

External signage will be provided at the site entrance and points along the site boundary, providing information to the public about health and safety, restricted access, and traffic diversions (if necessary).

The single yellow line directly in front of the existing front gate in the development makes a suitable location for the delivery and unloading of materials without disruption to resident parking. The yellow line here presumably exists to protect the amenity of the users of the former access gate to

the rear of 17 Marlborough Road, which the development is replacing, so the developer proposes to apply for a licence to locate a skip here during the works. This decision would be positioned in line with adjoining designated parking bays and sufficiently distanced from the dropped kerb so as not to obstruct traffic flow or constitute a hazard.

Deliveries will be by pavement drop to Thorold Road directly in front of the site, where they will immediately be transferred onto the site and made secure.

Vehicles removing or delivering material should have their loads effectively sheeted. Any fine powder material should be in closed vehicles.

The times of lorry movements should be restricted to between the working hours agreed in the planning approval, i.e., 8 am-6 pm on weekdays and 8 am-1 pm on Saturdays.

An application will be made for the temporary closure of the footpath immediately in front of the development to facilitate the safe demolition of the existing buildings, the installation of the prefabricated timber structure, and the connection to the main water supply. A traffic management programme will be in place to provide signage, ramps, and barriers facilitating safe passage for pedestrians during these periods.

Immediately following demolitions, the site will be secured with a plywood hoarding to a height of 2.4 m. Signage will make clear that the hoarding represents the boundary of a construction site and what PPE and other safety measures are required on entry.

AIR QUALITY AND DUST MANAGEMENT

An Environmental Aspect is an element of an organisation's activities, products or services that can interact with the environment. An environmental impact is any change to the environment that is wholly or partially resulting from an organisation's activities, products, processes, or services, either directly or indirectly. An environmental aspect will have a corresponding environmental impact (or even several impacts) that can be adverse or beneficial.

Below are the leading environmental aspects and potential impacts associated with the site preparation, demolition, and construction works, along with information on how each will be tackled throughout the project.

<u>Dust and Air Quality</u>

Daily assessments will determine whether the construction works will likely give rise to fugitive dust and, if so, whether there will likely be any off-site dust emissions. Where necessary, mitigation measures will be implemented to eliminate off-site dust emissions and minimise fugitive dust generated by site operations and production processes.

The risks associated with potential construction phase dust impacts ranged from low to medium, indicating that some dust mitigation is required. The Mayor of London's Control of Dust and Emissions During Construction and Demolition SPG provides examples of measures that can be taken to reduce the potential impacts of dust in the construction phase.

The measures outlined include the following:

- Good site management involves responsibly managing the site during the demolition and construction phases of the development, involving stakeholders in planning, and ensuring that a responsible person can be contacted on-site at all times.
- Good site layout involves keeping dust-generating activities as far away from sensitive receptors as possible and installing solid screens or barriers around them.
- Operational controls, e.g. cessation of specific activities in high winds.
- Dust suppression
- Good site maintenance: Buildings within 100m of the site boundary should be checked regularly for soiling due to dust. Hoardings, fencing, barriers, and scaffolding should be regularly cleaned using wet methods. Real-time dust and air quality pollutant monitors should be implemented across the site and checked regularly.
- Preventing spillages
- Reducing emissions from site vehicles—All vehicles associated with the demolition/construction should comply with the London Low Emission Zone standards, keeping vehicle idling to a minimum.
- Planning Logistics to avoid congestion and delays
- Development of workplace travel plans which aim to reduce the emissions from workers and visitors travelling to and from the site.
- Use of renewable, mains or battery-powered plant items
- Avoiding, where possible, cutting, grinding and sawing by using prefabricated materials
- Use the best techniques by the Process Guidance note PG 3/16 (04)12 to bring mobile crushers onto the site.
- Avoid bonfires and burning of waste materials.
- Wash and clean vehicles – particularly wheels – before leaving the site.
- Ensure that hard surfaces or paving are used temporarily for all haul routes.
- All vehicles carrying dusty materials should be securely covered before leaving the site.
- Keep an accurate log of complaints from the public and the measures taken to address any complaints where they were required.
- Consider if monitoring of PM10 is necessary on-site or at the location of sensitive receptors.

<u>Solid Waste Management</u>

Consideration will be given to the wastes produced on-site, and compliance with all statutory requirements, waste management legislation, codes of practice, and the duty of care

will be ensured.

Whilst waste should be stored to a minimum, it will be inevitable during the different stages of development. It must be clearly labelled and contained appropriately in a designated area(s). Appropriate storage and controls should be in place to avoid additional dust rising.

To assist with the minimisation of such wastes, they will be segregated if possible, and consideration is given to the 'waste hierarchy':

- Reduce
- Reuse
- Recycle
- Recovery
- Disposal

This process will also allow waste streams to be identified and categorised so they are handled appropriately (e.g., hazardous, non-hazardous, or inert). This may minimise the quantity of waste sent for certain types of disposal by segregation.

Table 1: Potential Environment Aspects, Impacts, and Mitigation Measures details the appropriate mitigation of the potential environmental impact.

Table 1: Potential Environmental Aspects, Impacts and Mitigation Measures

Environmental Aspect	**Potential Receptor**	**Potential Impact**	**Mitigation Measures**
Waste	Road users Pedestrians Cyclists Local Businesses, Tourists Local air quality Groundwater Resources Waste end disposal location Waste transfer station Landfill Incinerator.	Generation of waste. Increased vehicle movements from waste transport. Pollution to land, air, water.	The disposal of all waste or other materials removed from the site will be according to the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environmental Protection Act 1990, Duty of Care Regulations 1991, Environment Act 1995, Special Waste Regulations 1996, the Duty of Care Regulations 1991, NOC Waste Regulations 2009, and the Environmental Permit Regulations 2010. Any waste effluent will be tested and disposed of where necessary at the facility where a licensed specialist contractor/s correctly licenses it. In general, and by the principles of the UK Government's 'Waste Strategy 2000', a principal aim during demolition and construction will be to reduce the amount of waste generated and exported from the site. This approach complies with the waste hierarchy, whereby the intention is first to minimise, then to treat at source or compact, and finally, to dispose of off-site as necessary. All principal and trade contractors will be required to produce a construction Site Waste Management Plan (SWMP), which will contain the following; 1. Classification of all wastes; 2. Performance measures and target setting against estimated waste forecasts;

			3. Measures to minimise waste generation; 4. Opportunities for reuse and recycling; 5. Provision for the segregation of waste streams on site that are clearly labelled; 6. Recording of proposed carriers and licences for disposal sites; 7. An audit trail encompassing waste disposal activities and waste consignment notes; 8. Measures to avoid fly-tipping by others on land being used for construction; 9. Measures to provide adequate training and awareness through toolbox talks and 10. Considerable alternative means of removing waste other than by road. All relevant contractors will be required to investigate opportunities to minimise and reduce waste generation in line with WRAP's 'Halving Waste to Landfill' initiative by: 11. Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme; 12. Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste; 13. Use of standard size components in design detailing to eliminate risk at source where possible to do so; 14. Attention to material quantity requirements to avoid over-ordering and generation of waste materials; 15. Reuse materials wherever feasible, e.g., reuse of crushed concrete from the demolition process for fill (crushed using an off-site concrete crusher) and reuse of excavated soil for landscaping. 16. Concrete will be taken off-site for crushing and reuse. The Government has set broad targets for the use of reclaimed aggregate, and in keeping with best practices, contractors will be required to maximise the proportion of materials recycled; 17. Segregation of waste at source where practical; 18. Reuse and recycling of materials off-site where reuse on-site is not practical (e.g. through the use of an off-site waste segregation facility and re-sale for direct reuse or re-processing); 19. Skips will be colour-coded and signposted to reduce the risk of cross-

			contamination and covered to prevent dust and debris from blowing around the site; these will be cleared regularly and 20. Burning of wastes or unwanted materials will not be permitted on site. Making adequate arrangements to dispose of food and other materials that may attract pests will minimise the risk of infestation by pests or vermin. Where there is a local infestation, the local environmental officer will be consulted about the action. All waste materials and rubbish associated with demolition and construction should be contained on-site in appropriate containers, which, when complete, should be promptly removed to a licensed disposal site. By the Site Waste Management Plans Regulations 2008, a SWMP will be submitted to the local planning authority. Stockpiles are to be sorted by type of material to enable recycling/reuse by the SWMP. Carriageways, cycleways, and footpaths in and near the site will be kept free of debris and litter. Use appropriate PPE for all on-site works, including (where necessary) overalls, dust masks, gloves, and protective eyewear.
Air Quality (Vehicle & Plant Emissions)	General public On site personnel Nearby Businesses	Exhaust emissions from vehicle movements and plant Exhaust emissions from plant and equipment (during construction)	A dust management plan will be prepared and agreed upon with the HDC before the commencement of any on-site work. The Plan will include details of proposed dust monitoring during demolition and construction works. Dust control will be achieved through: Site Planning: 1. No fires/bonfires; 2. Site layout will be planned – machinery and dust-causing activities will be located away from sensitive receptors where possible; 3. All site personnel will be fully trained; 4. Trained and responsible manager on-site during working times to maintain logbook and carry out site inspections and 5. Hard surface site haul routes. Construction traffic: 1. All vehicles to switch off engines when not in use – no idling vehicles;

			2. Regular vehicle cleaning and specific fixed wheel washing leaving the site and damping down of haul routes; 3. All loads entering and leaving the site will be covered; 4. On-road vehicles to comply with national and EU emission standards; 5. All non-road mobile machinery (NRMM) to use ultra-low sulphur diesel (ULSD) where available and be fitted with appropriate exhaust after-treatment from the approved list; 6. Minimise movement of construction traffic around the site and 7. Hard surfacing and effective cleaning of haul routes and appropriate speed limit around the site. Construction Works: 1. Use water as dust suppressant where appropriate during dry weather; 2. Cutting equipment to use water as suppressant or suitable local extract ventilation; and 3. Use enclosed chutes and covered skips, where applicable.
Air Quality (Dust)	Local air quality. Neighbouring residences. General public.	There was increased windblown dust from ground surfaces, stockpiles, vehicles, and work faces, as well as cutting and grinding of materials (during the development's construction). Increased windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials	Appropriate legal requirements will dispose of the run-off from dust suppression activities. Construction activities will be carried out using methods that do not inherently generate large amounts of dust, where practicable. Drop heights will be minimised. Limitation of the construction works area(s) to ensure that vehicles are confined within an area and can be subjected to appropriate dust control. Material stockpiles will be generally enclosed. The hard surfacing of heavily used areas will be cleaned by brushing and regular water spraying. Associated run-off from spraying will be prevented from entering surface water drains on site. Dust control will be applied during the cutting or grinding of material on site to minimise or mitigate dust. Smoke emissions or fumes from the site plant or stored fuel will be limited. The prevention of any fires on site. Dust screens/netting should be provided where these will be effective (i.e., where the source of dust is close to the receptor).

			BPM will be used to control dust emissions. Under the Pollution Prevention and Control Act 1990, any prescribed processes (e.g., concrete crushing) will be permitted as required. Use appropriate PPE for all on-site works, including (where necessary) overalls, dust masks, gloves and protective eyewear.

NOISE MANAGEMENT

Noise levels will be controlled as set out below to ensure that the works are undertaken to minimise detrimental impact to adjoining owners and local residents. As far as reasonably practicable, demolition and breaking out of any slabs will be carried out using methods that provide the highest level of noise mitigation. For actions such as breaking out of old foundations, there is little reasonable choice other than to use percussion tools in one form or another. Quieter types of machinery will be specified for these works where possible. Music broadcasting equipment on site will not be permitted to minimise noise pollution to adjacent buildings and occupied areas.

WATER MANAGEMENT

To protect the environment, surface water and effluent discharge must be appropriately managed and controlled on-site. Any pollutants entering surface water drains could end up in nearby streams or rivers.

<u>Materials Storage Area</u>

The main contractor will establish a dedicated hazardous material storage area within its site compound (e.g., Fuels, and oils). The area will be provided with appropriately segregated areas for different materials, each of which will be provided with secondary containment, typically to 110% of the volume of material stored (or to meet the requirements of applicable regulations). Spill kits will be available in material storage areas.

Materials storage areas will be inspected regularly, but at least once a week, as part of the scheduled site audit.

Ensure that refuelling is carried out away from water sources and drains if possible and in accordance with the following general principles:

1. An emergency spill kit containing sand or suitable absorbent materials is readily available in case of spillage in the main fuel storage area.
2. All bowsers must be equipped with an automatic cut-off mechanism
3. All refuelling operations must be supervised by trained personnel
4. Valves and taps must be secured and locked when not in use.
5. Personnel carrying out refuelling must be made aware of this code of practice and refuelling protocol and trained in using spill kits and emergency procedures.

Plant Maintenance Area

To facilitate this, an anti-vandal secure storage unit would be placed off-road in the development's garden area. To facilitate this, an agreement will be made with the development site's owner (the current owner of 17 Marlborough Road) for shared use of the garden space during the development.

Plants, tools, and materials required to be stored on-site during construction will be stored in a secure storage unit. Deliveries will be planned to minimise the materials held on-site at any given time.

The plant operator will inspect the plant daily to determine whether maintenance is required. Routine minor maintenance, such as refuelling and oil top-up, will be carried out on-site, with suitable precautions taken, i.e., away from surface water courses, on areas of hard standing, and in accordance with the refuelling principles detailed in section 8.1.

WASTE MANAGEMENT

Site Waste Management Plan

The following principles will inform the approach to waste management during the construction works:

Legal compliance with the appropriate legislation and regulations, including:

- Environmental Protection Act 1990;
- Environmental Permitting (England and Wales) Regulations 2012;
- Waste (England and Wales) Regulations 2012;
- Hazardous Waste (England and Wales) Regulations 2005;
- List of Wastes (England) Regulations 2005 and Duty of Care Code of Practice.
- Reuse of demolition materials and excavation surplus materials arising elsewhere within the site (subject to approval and material suitability);
- on-site segregation and recycling of wastes.

Solid Waste

Works carried out during the construction phase must consider the waste hierarchy; therefore, reducing the amount of waste produced during the works is necessary.Before commencing construction, the contractors will identify the means of reducing waste, including the following:

- use of off-site manufacturer for products, I.e. timber frames,
- use of returnable pallets,
- retention of materials in the packaging until required and
- ensure surplus materials are returned to suppliers.

Asbestos

There is no asbestos present on the site.

MONITORING OF SITE SAFETY

The measures and processes outlined in this document will be incorporated into the Principal Contractor's Construction Phase Plan.

This CEMP will form part of the Construction Phase Plan for reference and guidance.

The Site Manager will ensure the measures outlined in the CEMP are implemented and adhered to throughout the construction stage.