

Auckland Hill

Construction  
Environmental  
Management Plan

November 2023



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## 1. INTRODUCTION

NRG Consulting have been commissioned to undertake a Construction Environmental Management Plan (CEMP) for the proposed development at 193 Auckland Hill, London, SE27 9PD

The proposal is for:


*Demolition of existing two storey property and outbuildings and erection of three storey building with roof and basement accommodation providing 7 self-contained flats ( 3 x 3-bedroom, 2 x 2-bedroom, 2 x 1-bedroom/1-person), including private amenity space, together with the provision of covered/secured refuse and cycle storages, plus boundary treatment. (Re-submission).*

This document has been written to satisfy Planning Condition 6, which states:

### 6. Construction and Environmental Management Plan

The development hereby approved shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

- i. An introduction consisting of a demolition plan and construction phase environmental management plan, definitions and abbreviations and project description and location;
- ii. A description of management responsibilities;
- iii. A description of the construction and demolition programme which identifies activities likely to cause high levels of noise or dust;
- iv. Site working hours and a named person for residents to contact;
- v. Detailed Site logistics arrangements;
- vi. Details regarding parking, deliveries, and storage;
- vii. Details regarding dust and noise mitigation measures to be deployed including identification of sensitive receptors and ongoing monitoring;
- viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
- ix. Communication procedures with the LBL and local community regarding key construction issues – newsletters, fliers etc.

| DOCUMENT CONTROL SHEET |   | DISCLAIMER  |
|------------------------|---|---|
| Report Reference       | CS/SNS/DCMS/20221019-NR   | <p>The information contained within this Report is based on Drawings and Specifications provided by the Design Team along with information assumed by NRG Consulting for the purposes of compliance. Any budget costs or plant sizing contained within are based upon the best available information, are to be taken as an estimation and guideline only.</p> <p>NRG Consulting disclaims any responsibility to the Client and others in respect of any matters outside the intended scope of this report.</p> |
| Issue Purpose          | Planning Condition 14   |   |
| Report Prepared For:   | Revive Renovations Ltd  |   |
| Author                 | Neil Rothern  |   |
| Signature              |  |   |
| Approved By            | Ryan Thrower  |   |
| Date of Issue          | 20 <sup>th</sup> November 2023  |   |

The approved CEMP shall be adhered to throughout the construction period for the development.

| Planning Condition   | Section of Report                              |
|--|--|
| i i. An introduction consisting of a demolition plan and construction phase environmental management plan, definitions and abbreviations and project description and location; | <i>Section 1 and 2</i>                         |
| ii ii. A description of management responsibilities;   | <i>Section 3,4 and 6</i>                       |
| iii iii. A description of the construction and demolition programme which identifies activities likely to cause high levels of noise or dust;                                  |  |
| iv. Site working hours and a named person for residents to contact;  | <i>Section 4 and 3.5</i>                       |
| v. Detailed Site logistics arrangements;   | <i>Section 2</i>                               |
| vi. Details regarding parking, deliveries, and storage;  | <i>Section 3.8 and 3.9<br/>Figures 3 and 6</i> |
| vii. Details regarding dust and noise mitigation measures to be deployed including identification of sensitive receptors and ongoing monitoring;                               | <i>Section 6</i>                               |
| viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and                | <i>Section 3</i>                               |
| ix. Communication procedures with the LBL and local community regarding key construction issues – newsletters, fliers etc.   | <i>Section 3.6</i>                             |

## 2. SITE DETAILS

### Site Manager's Details

The point of contact for the site will be the Site Manager. Their details can be found below:

| Details                 |                              |
|-------------------------|------------------------------|
| <b>Name</b>             | Austin Warnes                |
| <b>Company Name</b>     | Revive Renovations Ltd       |
| <b>Telephone Number</b> | 07801 203681                 |
| <b>Email</b>            | Austin.warnes@btinternet.com |
| <b>Position</b>         | Construction Manager         |

### 2.1 Principal Contractor

Revive Renovations Ltd will be the principal contractor for the development at Auckland Hill. Any reference to a contractor within this CMS refers specifically to Revive Renovations Ltd.

## 2.2 Site Description

The site is located at 193 Auckland Hill in the London Borough of Lambeth, relatively close to West Norwood station. The site is on a residential street off of Norwood High Street and bounded at the rear by Southern Railways train track. It is rectangular on plan, being 15m in width and covering an area of approx. 275m<sup>2</sup>.

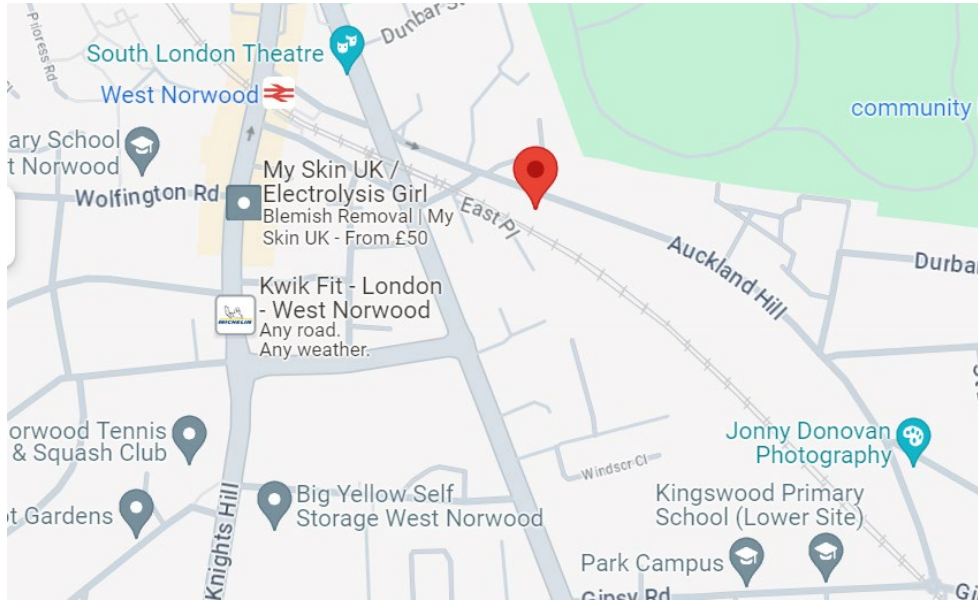


Figure 1: Site Location Map



### 2.3 Existing Site Description

The current site is a two story detached property with an adjacent garage to the side which is to be completely demolished to make way for the new building.



**Figure 2:** Building to be Demolished

### 3. DEVELOPMENT PROGRAMME AND GENERAL ARRANGEMENTS

#### 3.1 Development Programme

*Table 1: Indicative Construction Programme*

| Indicative Construction Programme – 16 months |       |       |                   |  |
|---|-------|-------|-------------------|--|
| Activity                                      | Weeks | Staff | No. of Deliveries | Number of Vehicles on Site at One Time |
| Demolition/Site Clearance                     | 3     | 4     | 10                | 1                                      |
| Groundworks                                   | 12    | 4     | 50                | 1                                      |
| Main Build                                    | 20    | 6     | 30                | 1                                      |
| 1 <sup>st</sup> and 2 <sup>nd</sup> Fix       | 20    | 4     | 30                | 1                                      |
| Decoration/Testing/Landscaping                | 10    | 4     | 10                | 1                                      |

##### 3.1.1 Site Set-up

The following will be completed prior to the commencement:

- Site will be setup (facilities established, hoarding erected).

#### 3.2 Access Arrangements

The pedestrian access to the site will be from the pathway directly along Auckland Hill

The vehicle access will be directly along Auckland Hill entering via the High Street and leaving via Gypsy Road.

#### 3.3 Diversion on the Public Highway

The expected volume (see Table 1 above) and type of construction traffic required for the considered works will not lead to the requirement for diversion of traffic on the public highway.

#### 3.4 Provision for Pedestrians/ Cyclists

There are currently no plans for the provision of alternative routes or closures for pedestrian and cyclists as these will not be impacted by the site's scope of in situ construction works. There are no designated cycle routes along Auckland Hill.

#### 3.5 Working Hours

Lambeth Councils permitted construction noise and working hours are:

- Monday to Friday, 8am – 6:00pm
- Saturday, 8am – 1pm

No work is permitted on Sundays or Bank Holidays

### 3.6 Community Engagement and Liaison Arrangements

Prior to the demolition phase, Revive Renovations will undertake a letter drop to nearby residents and neighbours along Auckland Hill. This letter drop will contain primarily demolition and construction information for the duration of the build regarding noise, dust, parking and deliveries. Furthermore, this will include The Client & Principal Contractor details (contact, phone number, email, titles, and names), and any other information pertaining to the relevant scope of the works including hours of work.

Regular updates will then be displayed on the site notice board mounted in a prominent position on the front hoardings.

Directly adjacent neighbours have already been contacted and consulted by the party wall surveyors.

Practices to minimise disruption and implement proactive measures shall be utilised to encourage an exemplary relationship with local residents, third parties and other external stakeholders and neighbours, managing the impact of construction and lessening the likelihood of complaints.

Revive Renovations are notifying the railway company of the proposed works, registering the site with their on line portal.

### 3.7 Construction Hoarding

Hoarding will be erected in accordance with the terms of the Temporary Structure License to be obtained by the principal contractor and will be erected and dismantled in a safe manner in conjunction with the current legislation (Section 172 of the Highways Act 1980 and Chapter 8 of the Traffic Signs Manual under the New Roads and Street Works Act 1991) and Health and Safety Executive guidelines.

The site boundary will be totally enclosed by clean, safe and well-maintained 2.4m solid timber hoardings, regularly checked for safety and security. The installer will ensure that the hording does not obscure the vision of any road users. Furthermore a new palisade fence will be installed at the rear to the railway with the hoardings then installed in front of this.

The hoardings will be designed to allow the displaying of any relevant signage and notices.

No hording will be on the public footpath.

Any scaffolding will be contained within the perimeter of the hoardings.

### 3.8 Site Parking

Parking along Auckland Hill is unrestricted. However due to the lack of residents off road parking, spaces are limited. Therefore all visitors, including construction staff and sub-contractors will be actively discouraged from parking in Auckland Hill.

All construction staff and visitors will be encouraged to use public transport, as there is a bus stop (West Norwood Station Stop and Knights Hill) which are well served by 8 different bus routes totalling 50 buses an hour. The closest rail station to the site is West Norwood which is which is an approx. 10 min walk.



### 3.9 Materials Unloading/Storage

The loading/unloading point can be seen in Figure 3 below. Due to the sites frontage being directly adjacent to the public highway there is no access for vehicles to be able to enter the site. Therefore all loading and unloading will need to take place at the kerbside. Vehicles will park direct outside the site and unload from the road. Site operatives will be available to immediately move any materials inside the site boundary and to the store area.

To ensure that there is vacant spaces outside the site for loading / unloading, Revive Renovations will apply separately to LB of Lambeth for parking bay suspensions directly outside, ensuring this space is always available for deliveries.

Site operatives will ensure that any members of the public and pedestrians using the pavement will be diverted away at a safe distance from the vehicle and loading / unloading operation, and if necessary assisted across the highway to the opposite pavement to continue their journey. Due to the small size of the site, each delivery is only expected to take a very short time.

A store area is designated on site, therefore no off site storage will be required. The sites welfare area will also be set up here. This will include the site office and operatives facilities.

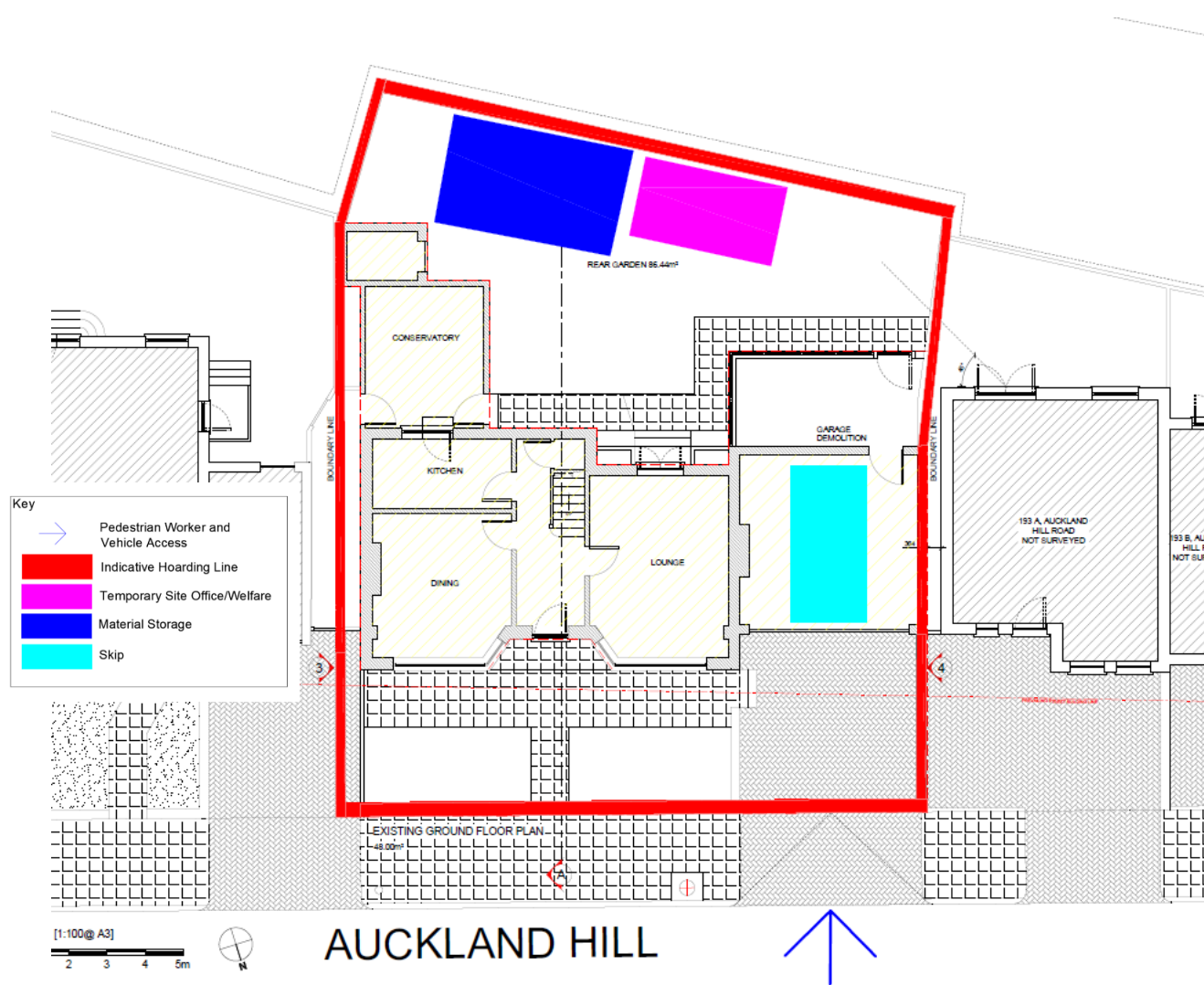


Figure 3: Site Set UP

## 4 CONSTRUCTION TRAFFIC MANAGEMENT MEASURES

### 4.1 Access

Vehicles and construction traffic will enter Auckland Hill from Norwood High Street. It is expected that vehicles will arrive into the area using main roads and generic routes from both directions on the A205 and A23 and if from further afield, the A2 and M25 motorway:

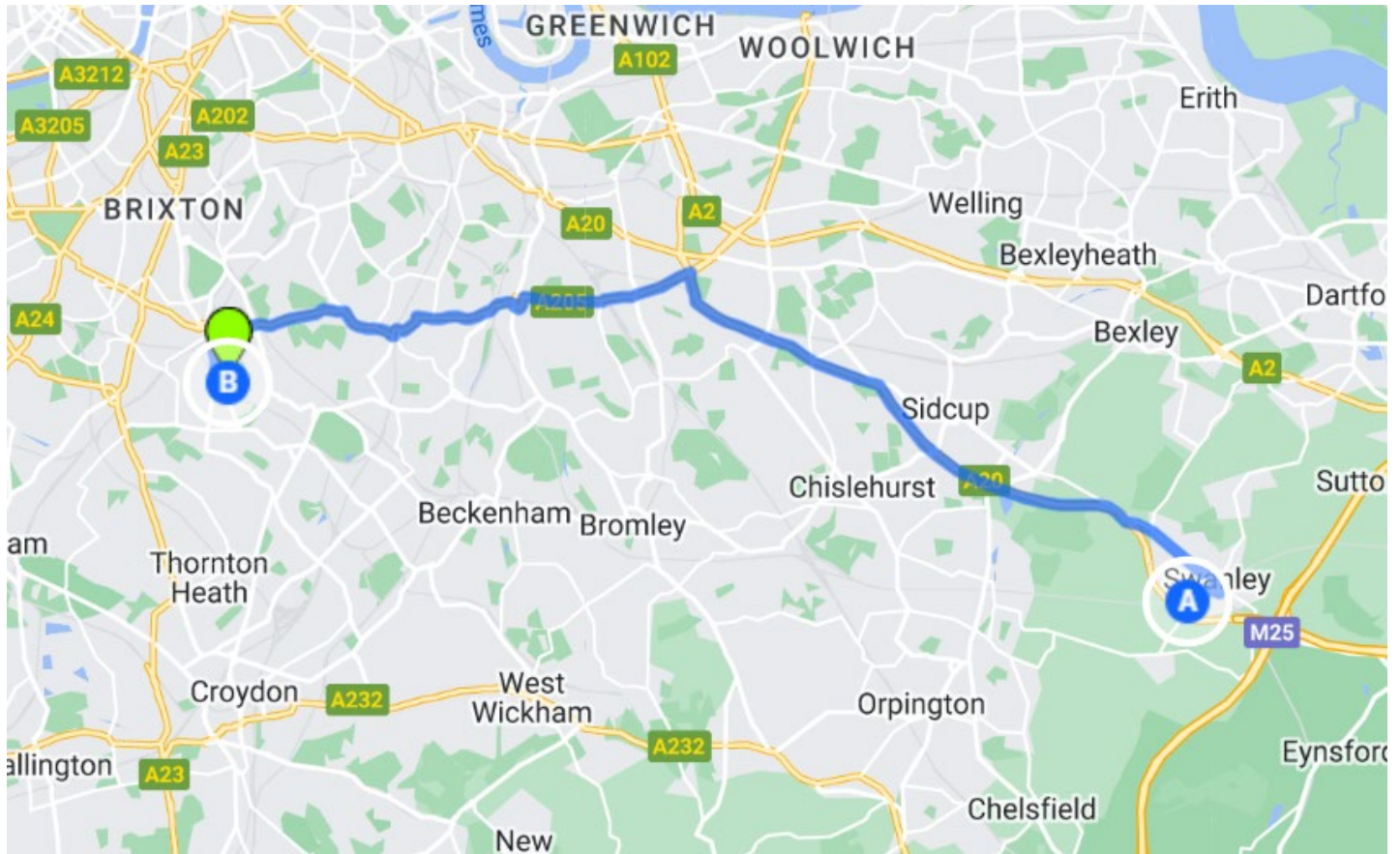


Figure 4: Main delivery route

Due to the nature of Auckland Hill Road, vehicles will be unable to manoeuvre to turn around. Therefore to exit the site, vehicles will continue along Auckland Hill to the roundabout and interchange with Gypsy Road. Vehicles will then turn right and follow Gypsy Road to the cross roads with Norwood High Street. They will then be able to rejoin and follow the same route back.

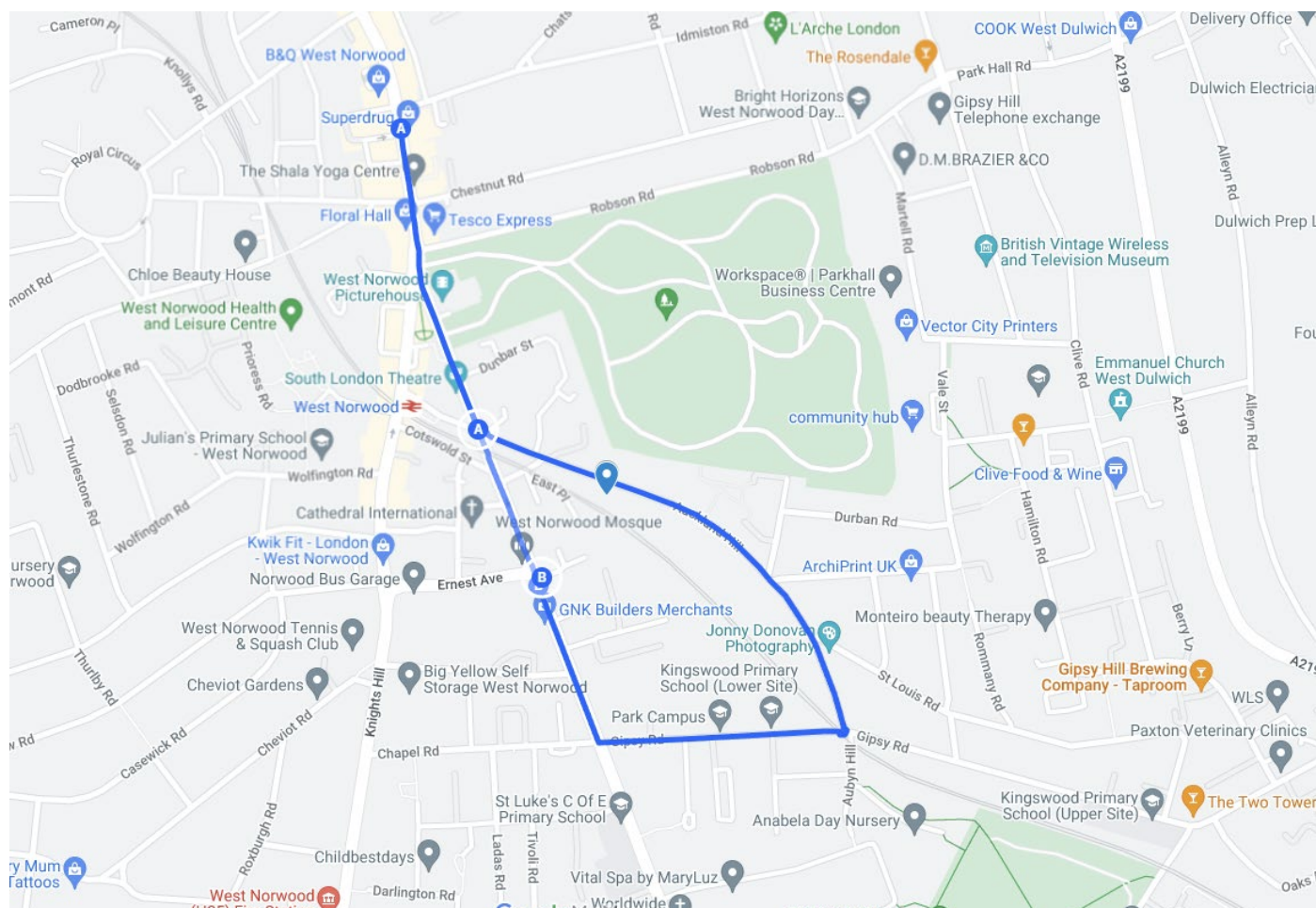


Figure 5: Exiting the site



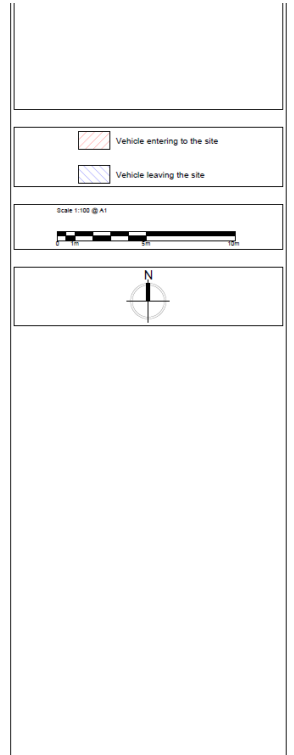
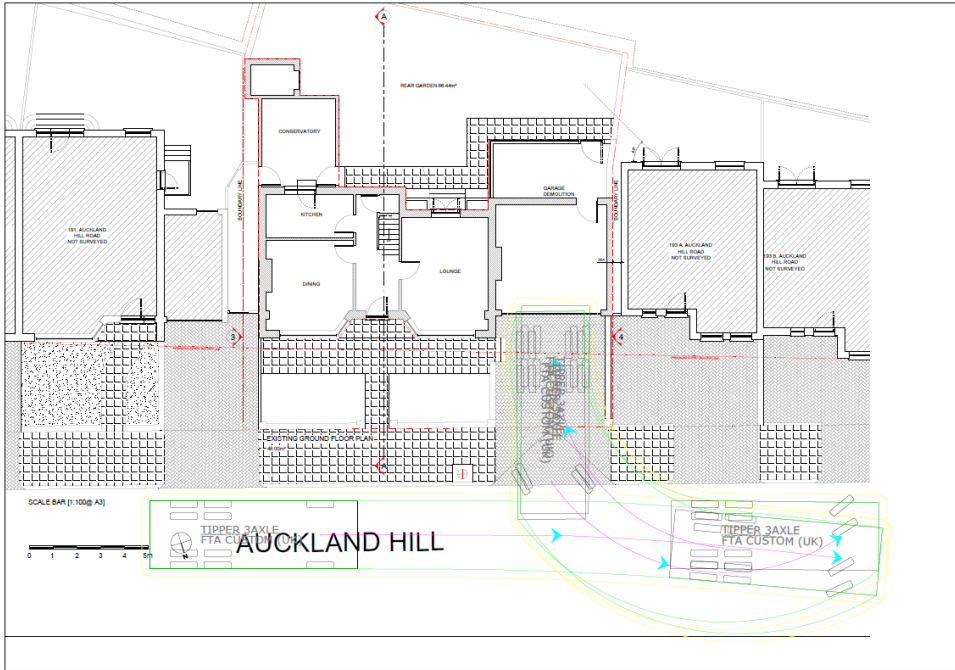


Figure 6: Swept path analysis showing skip lorries able to manoeuvre in the road for drop of and collections

## 4.2 Vehicle Call Up Procedure

- Pre-arranged delivery times will be set by the site manager and will be strictly adhered to. This is to eliminate the possibility than one delivery vehicle will access the site at any one time.
- Drivers will be required to contact the site 30 minutes before arrival to ensure a clear space.
- The above requirement will form part of all contract documentation with suppliers.
- Construction vehicle trips will be coordinated to eliminate queuing.
- Vehicles will not be permitted to idle on nearby roads.

## 4.3 Wheel Washing/Highway Cleaning

Any mud or debris that might find their way onto the public highways will expeditiously be removed by a member of the on-site staff. Wheel washing facilities will be not be required as road-worthy vehicles will not enter onto the site directly.

## 4.4 General Traffic Management

The following general measures will be in place:

- A daily record of visitors will be kept on site.
- Trade Contractors are to submit material delivery requests to the Construction Project Manager a minimum of 24 hours in advance.
- The contractor is to liaise with all sub-contractors to inform them of the vehicle route and parking.
- The contractor is to notify all suppliers that no waiting or queuing is permitted on local roads.
- No vehicles will be left unattended. No stacking of vehicles or parking within on-street park is permitted.

Vehicles not adhering to the above can and will be turned away by the Contractor.

## 4.5 Delivery Hours

- All deliveries and collections will be scheduled with the supply chain to follow the site working hours (Section 3.5)
- The contractor will advise delivery companies the site opening hours to ensure no parking elsewhere on the road
- Delivery companies will be advised to avoid rush hour traffic both morning and evening.  
The contractor will schedule deliveries to avoid peak time rush hour traffic between 07.00 to 09.15 , 14.30 -1800 weekdays and to avoid school collection and pick up at the nearby Kingswood Primary School.
-



## 5 DEMOLITION PHASE

The demolition of the existing residential property will take place as the first phase of the works. The demolition phase is expected to take 3 weeks and will consist of the total removal of the building.

Following the site establishment, any live services will be located, checked and isolated back to incoming heads. A full-service trace will be undertaken on site to ascertain the locations of these services and ensure that any neighbouring tenants remain unaffected by the works.

The building has a potential for Asbestos containing materials. Prior to demolition an asbestos survey will be undertaken. Any asbestos will be identified and dealt with by an appropriately trained individual. An individual Plan of Works will be provided for notifiable asbestos. The demolition contractor shall also ensure that all operatives have received (as a minimum) basic asbestos awareness training. All asbestos removal works would be carried out in accordance with The Control of Asbestos Regulations 2012.

The adjacent side garage will be demolished first with the area cleared. The remaining garage hardstanding base will be used to position a skip.

All potential recyclable items from the main building will be placed within the skip. Each skip will be taken away for waste segregation and recycling. Figure 3.0 shows the skip position. It is not proposed that any materials will be recycled or re-used on site. All demolished materials will be loaded into large skips and taken off site for sorting, recycling and disposing. The main contractor will ensure that a suitable and reputable company with this off site facility is used and that all waste is dealt with in accordance with the regulations.

Once the soft strip has been completed the main building structure will be demolished including foundations. All demolition will take place manually using hand tools and techniques to avoid disturbance to local residents

Hardcore will be picked up by daily grab lorries. Furthermore the excess spoil from the basement excavation will be deposited to the side on the former garage area of the proposed development and collected daily by a grab lorry.

## 6 POLLUTION AND WASTE MANAGEMENT MEASURES

Due to the position of the site, with residential properties adjacent to both sides and opposite and a railway to the rear, the site is surrounded by sensitive receptors. Therefore demolition and construction will be carefully managed. The adoption of the best practice measures is required in minimising the level of noise and dust exposure. However due to the relatively small site, careful soft strip, and using mainly hand tools, and short demolition time frame it is expected to be a low risk site.

### 6.1 Pollution and Dust Control Mitigation and Minimisation Measures

The principal contractor will be required to take all necessary measures to avoid creating a dust and/or waste nuisance.

The principal contractor will strictly follow and implement the dust controlling measures set out below to reduce the likelihood of dust nuisance

- Water based dust suppression practice will be followed;
- No dry sweeping of large areas will be allowed;
- Public roads and access routes will be kept clean.
- No burning of waste materials will take place on site;
- All vehicles carrying loose or potentially dusty material will be fully sheeted;
- Materials with the potential to produce dust will be stored away from site boundaries (where practicable);
- Material stockpiles will be sheeted.

### 6.2 Noise and Vibration Mitigation and Minimisation Measures

- The contractor will monitor and control levels of noise and vibration from the site as far as is reasonably practicable. The contractor will also apply Best Practical Means (BPM), as defined under Section 72 of the Control of Pollution Act (COPA) 1974 to all activities.
- However, due to the size of the site, limited demolition and proposed construction technique, noisy works are anticipated to be minimal and there is negligible vibration. There will be piling around the perimeter of the new site before the basement excavation commences.
- Where applicable and possible, the following measures will be used to minimise the noise levels at the site, including:
  1. Working Hours: Schedule construction activities during standard working hours, which are less likely to cause disturbance, in line with local council guidelines and BS5228.
  2. Quieter Equipment: Use the quietest equipment available for each task. Manufacturers often provide noise data to aid in this selection. This strategy is recommended by the BS5228 guidelines.
  3. Regular Maintenance: Ensure regular maintenance of machinery to prevent excess noise caused by wear and tear, in line with manufacturer recommendations.
  4. Vehicle Management: Ensure engines are switched off when not in use and limit the speed of vehicles on site to reduce noise from vehicle movement, as suggested in BS5228.

- 5 Noise-Awareness Training: All site workers should receive training to be aware of the need for noise control and know how to use equipment correctly to minimise noise.

Should any non-routine activities be identified, that would exceed target noise levels, provisions would be set out in advance to reduce and control the effect.

By implementing the aforementioned measures, it is anticipated that any noise impacts to nearby sensitive receptors during the construction works will be minimised.

### 6.3 Water

There is limited water present on site. Furthermore, there is a limited water expected to be on site, or as a result from demolition operations. Any excess water will drain to main sewers.

### 6.4 Basement Excavation

A Basement Impact Assessment has been undertaken by Quorum Consulting Engineers. The principal contractor will ensure that this is followed for all stages of the basement construction and the report made available to any sub-contractors. See separate document.

### 6.5 On Site Waste Management

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

- Promoting reuse, recycling and recovery of waste, rather than disposal;
- Monitoring disposal, re-use and recycling of waste by keeping a full audit trail of waste removed from the site (in accordance with Waste Duty of Care regulations);;
- Containers will be clearly labelled for segregated waste and spoil
- Storage will take place in appropriate areas to prevent material spoilage.
- Volatile materials will be stored in appropriate containers within secure compounds in accordance with good site practice and regulatory guidelines;
- Any waste generated (from byproduct of construction or from staff) will be taken to a local recycling centre/outlet;

## 7.0 NRMM AND NRMM REGISTRATION

The use of Ultra-Low Emission Vehicles (ULEV) (e.g., Euro VI (HGV), Electric, Hybrid (Electric-Petrol) will be prioritised and the Contractor will be encouraged to work with suppliers that can provide Euro VI vehicles, and preferably electric or hybrid vehicles.

Due to the location of the site in the Central Activities Zone, emissions from non-road mobile machinery (NRMM) with net power between 37kW and 560kW used on site will meet the Stage IV of the EU Directive 97/68/EC and its subsequent amendments as a minimum.

Stages IIIB and IV have not been defined for machines with constant speed engines, such as generators. This means that these machines will need to meet stage V. Stage IV has also not been directly defined for variable speed engines smaller than 56 kW. In most cases these engines will need to meet stage V if they are in the Central Activities Zone.

All eligible NRMM will meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible. The full exemption and retrofit procedure document for NRMM can be found here -

[https://www.london.gov.uk/sites/default/files/nrmm\\_lez\\_exemption\\_and\\_retrofit\\_policy\\_-\\_covid-19\\_update\\_final\\_0.pdf](https://www.london.gov.uk/sites/default/files/nrmm_lez_exemption_and_retrofit_policy_-_covid-19_update_final_0.pdf)

The details of all proposed NRMM to be used on the site for the demolition phases of the development will be registered on the NRMM register (<https://nrmm.london/user/register>). The contractor will keep an inventory of NRMM currently on site and upload this to the NRMM platform.

A NRMM compliance log (including inventory) will be created, updated, and maintained by the contractor. This will be issued to Islington Council on request (Local Authority Inspection) via e-mail and will be also online utilising the NRMM portal found at: <http://nrmm.london> as mentioned above.

## 8 SUMMARY AND CONCLUSION

This CEMP has considered the Planning Condition and general construction considerations.

Loading/unloading will take place in the road. Due to the small scale of the development, it has been demonstrated that use of this area will not materially impact on existing traffic.

Suitable measures have been identified in this statement which will be implemented at the site with a view to protecting the local area and residents whilst the development is in progress.

Revive Renovations will be the principal contractor and as such their details, site manager and contact numbers will be clearly displayed on the site notice board fixed to the site hoardings in a suitable place, clearly visible to the public. The information will also include Revive Renovations Complaints Procedure. Furthermore they will be responsible to ensuring that community liaison is kept up to date with the surrounding neighbours. They will also review the Demolition and Construction Logistics Plan on a continuous basis and will update the statement as required.

The approved Demolition and Construction Logistics Plan shall be adhered to throughout the construction period for the development.



