

Construction Environmental Management PLAN (CEMP)



53 Sheen Lane, East Sheen, London,
SW14 8AB

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SCHEDULE OF APPENDICES

- A Architect's Scheme Drawings
- B Site Location Map / Aerial Photo

Reference: 53SLCEMP01 V1

Report by: TT

Checked by: NS

Issue	Date
Preliminary Issue	15 th June 2024
Final Issue (V1)	10 th July 2024
Amendment (V2)	N/A

1.0 Introduction

- 1.1 This Construction Environmental Management Plan (CEMP) has been prepared on behalf of Olympia Home Improvements Ltd in relation to the premises at 53 Sheen Lane, East Sheen, London, SW14 8AB no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 Olympia Home Improvements Ltd are the main contractor for the scheme and will be responsible for the implementation of the CEMP. The CEMP is required by London Borough of Richmond Upon Thames in accordance with condition DV49A (Construction Management Plan) of planning permission: 23/2413/FUL.
- 1.3 It is proposed to demolish the existing single storey outbuilding and to erect a side and rear extension to create office floor space and 1 x 2 bedroom flat, together with associated works at 53 Sheen Lane. Copies of the approved drawings are included at **Appendix A**.
- 1.4 This CEMP has been written in accordance with Transport for London's Construction Logistics Plan Guidance For Developers. It seeks to set out the approach to construction traffic and supply chain management during construction. The aim of the CEMP is to mitigate the impact of the development on the users of Sheen Lane and other adjoining roads. All opportunities will be used to coordinate the deliveries of the project in order to reduce the number of vehicle trips to and from the site.
- 1.5 Building materials and construction materials will need to be delivered to the site. On street parking is available in front of the property and the area to the rear provides suitable space for the storage of materials and equipment.
- 1.6 This management plan has been formatted to ensure the site layout and traffic management issues are addressed prior to the start of the construction works.
- 1.7 Safety and cleanliness will be needed throughout the contract and these matters will be of the utmost importance to the main contractor.
- 1.8 Consultations will take place with the local residents and regular newsletters will be issued along with notices to keep our neighbours informed of progress and impending work.

2.0 Existing site & description of proposal

- 2.1 The site consists of a terraced property, outbuilding and yard area. Access to the property is available from Sheen Lane via a private drive. The ground floor of the property is in use as an accountants business and the upper floors for residential.
- 2.2 The surrounding area consists of mainly terrace buildings with commercial uses on the lower levels and residential above. There are several examples of residential properties positioned to the rear of the main terrace buildings (for example 47C Sheen Lane and 51A Sheen Lane).
- 2.3 The site is accessed from Sheen Lane (B351) which provides access to Upper Richmond Road West (A205) to the south. A site location map / aerial view of the site is included at **Appendix B**.

2.4 It is proposed to demolish the outbuilding to extend the ground floor to create additional business floor space and 1 x 2 bedroom flat. Copies of the approved drawings are included at [Appendix A](#).

3.0 Health & safety

3.1 The site induction is the primary means of communicating the CEMP to all site personnel. The site induction is carried out by the Project / Site Manager to new operatives and on the first day of work.

3.2 The Method Statement and Risk Assessment for individual activities including Banksman/Road Marshall will be produced by the specialist sub-contractor for Olympia Home Improvements Ltd to review and incorporate within the plan.

3.3 Before construction commences the project manager will contact nearby residents and businesses, to address any specific concerns that they may have. We anticipate an on-going liaison between these parties. Coordination with other developments will be undertaken.

3.4 The site contractor will also provide the above with updates to advise them of our current and future activities. Any issues raised will be addressed by the site manager. Site contact details will be placed in a prominent place with 24hr contact numbers displayed (please see section 9.0.).

3.5 East Sheen has parking restrictions and therefore through traffic will be able to continue to use the road as long as the materials are confined to the designated areas within the site's boundaries.

3.6 The site boundary will be defined by a clean well, maintained hoarding. Safety signs and notice boards will be erected in accordance with company procedures. A Site Safety Notice Board will be located in a prominent position and regularly updated.

3.7 During work where materials are being transferred to and from the site a Banksman/Road Marshall will be assigned to ensure pedestrian and traffic safety.

4.0 Site operating hours

4.1 The site working hours will be between 0730 - 1800 Monday-Friday. Weekend work will only take place if required on a Saturday between 0800-1300 (it is not known if there will be any work taking place on Saturdays but permission is sought to cover the contractor's potential requirement). There will be no Sunday working.

4.2 The hours above will ensure that works are confined to normal working hours. This will avoid noise and general disturbance to neighbouring residents.

5.0 Supply chain

5.1 Routes to and from the site

5.1.1 All deliveries to site will be by vehicle. All freight deliveries to the project will be directed to site via Lower Richmond Road (A3003) or Mortlake High Street and then southward to Sheen Lane (B351). Once unloaded, all vehicles will be directed via the site management to continue

southwards along Sheen Lane to join Lower Richmond Road West (A205). This route will minimise delivery vehicles need to turn within the road whilst maximising use of the Transport for London (TFL) road network. The plan at [Appendix B](#) shows the intended route for delivery vehicles.

5.1.2 Where possible, local contractors and suppliers will be used to reduce travel distances.

5.2 [Local access arrangements](#)

5.2.1 Access is to be maintained at all times for the residents of Sheen Lane and for emergency service vehicles. If emergency service vehicles need to access the site, all unloading / collections will stop and the works vehicles will clear the area, drivers will stay with their vehicles at all times.

5.3 [Materials equipment delivery](#)

5.3.1 All deliveries to site will be controlled by the Site Manager and must be pre-booked. Any unauthorised deliveries will be turned away. This will further eliminate unnecessary congestion and nuisance especially for local traffic. Construction will be planned to minimise disruption to road traffic.

5.3.2 In promoting Corporate Social Responsibility, we promote local employment and economy. This is achieved by using local supply where feasible. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution, and road construction and road casualties.

5.3.3 All deliveries will be made by vehicle. As no vehicles will be leaving the carriageway there should be no muck on any of the vehicles wheels, operatives will ensure that if during unloading or loading anything falls on to the carriageway or footpath the area is cleaned at once. Wheel washing facilities will also be made available as a precaution.

5.3.4 Materials will be stored within the yard area at the front of the property. Materials stored on site will be minimised by "a just in time" delivery strategy. Deliveries will be made outside of the peak periods (0800-0900) and (1700-1800).

5.3.5 The primary materials for this project are:

- Steelwork
- Aggregates/concrete
- Mechanical & Electrical
- Finishing products

A consolidation centre has been considered for this project but as the project is relatively small, it is not considered appropriate.

5.3.6 Skips programmed and located off the Highways will be utilised for the removal of pre bagged rubble and hardcore and general construction waste arising from the works.

5.4 Estimated vehicle movements

5.4.1 When orders are placed with the delivery and collection firms, they will state the times deliveries / collections are allowed, agreed routes and that no lorries will be allowed to park or stack waiting to deliver or collect.

5.4.2 All lorries must contact the site by mobile phone to confirm that the site is ready for them, all drivers that do not abide by the proposed system will be warned and then banned from delivering if they continue to ignore the CEMP that has been put in place.

5.4.3 The maximum number of vehicles expected on any given day will be 2, but on most days the number will be lower. Most other deliveries are expected to have a turnaround of 5-10 minutes.

5.4.4 Estimated Construction Program

Task	Duration	Maximum No of Vehicles /Day
Enabling works	4 months	1
Construction works	18 months	2

5.4.5 Freight deliveries will be scheduled with the site manager and pre-booked so as to avoid conflicting vehicles arriving at once.

5.5 Vehicle Types

5.5.1 Given the size of the scheme and the site, no articulated lorries shall be allowed to make deliveries for the whole construction period. The largest vehicle to deliver to site shall be a rigid lorry limited to a 7.5T payload.

5.5.2 All freight vehicles more than 3.5 tonnes delivering to the construction site will have the following fitted as standard:

- Side guards
- Close-proximity sensors and warning alarms
- Rear cyclist warning signs and, where a Fresnel lens is not effective, CCTV. (Note that for those vehicles under 3.5 tonnes, only cyclist warning signs are required)

5.5.3 All drivers must have their driving license checked by the DVLA. They must also complete a driver safety training course such as Safe Urban Driving or similar. Any collisions will be reported to the appropriate bodies (Metropolitan Police, London Borough of Richmond Upon Thames and Transport for London).

6.0 Contractor travel

6.1 Contractors will be encouraged to travel to the site by non car modes of transport. Information regarding public transport links in the area will be made available to all sub-contractors at the

time of appointment. Site meetings are arranged with a view to ensuring that attendees can use the public transport system to arrive and disperse from the meetings. Details of the local bus and rail networks – identifying key routes to the project will be posted on site notice boards and will be covered in the site induction to promote the use of public transport. The Olympia Home Improvements Ltd site team will ensure that they are familiar with the local transport systems and operating times and to pass this information onto all personnel on site.

- 6.2 Parking on local streets will not be accepted. The Olympia Home Improvements Ltd team will be vigilant in ensuring that site personnel or visitors do not park illegally. Should any sub-contractor decide to continue to park illegally, the Site Manager will not hesitate to remove that contractor from the site.

7.0 Emissions and dust control

- 7.1 Best Practicable Mans (BPM) will be used, including low vibration methods and silenced equipment, as required. All equipment will accord with the approved codes of practice set out in BS5228:2009 (“Code of practice for noise and vibration control on construction and open sites” and The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance (2014) (SPG).

- 7.2 Where operations will create a large amount of dust, appropriate actions will be taken to keep it to a minimum. Operations to be controlled in this way include:

- Rubbish dumping in skips – sheeting shall be used to prevent the escape of dust, particularly during transportation.
- Earthworks/Haulage routes on site – Dust will be controlled at source using vehicle speed restrictions and/or damping down procedures. (Precautions will be taken to ensure that water used in the damping down process, which may have become contaminated, does not run into a watercourse or sewer).

- 7.3 All vehicles will be checked for cleanliness before leaving the site, where necessary the wheels will be cleaned to minimise debris on the highway. All existing highways used by vehicles entering and exiting from the site shall be kept clean and clear of all dust and debris. All dust, mud etc spreading onto the highway shall be immediately cleared with a road sweeper.

Vehicle Emissions

- 7.4 All construction vehicles are required to comply with relevant European standards. Suppliers and drivers are required to:

- Switch off their vehicle’s engine when stationary to prevent exhaust emissions
- Maintain vehicles including engines in tune and catalyts working efficiently
- All vehicles used by contractors must comply with MOT emission standards at all times.

- 7.5 All mechanical plant and vehicles will be fitted with effective exhaust silencers and will be maintained in good working order.

- 7.6 All compressors and generators will be sound reduced with acoustic covers which will be kept closed whilst in operation. Any ancillary pneumatic equipment will be fitted with mufflers of the type recommended by the manufacturer.

7.7 Plant in intermittent use shall be shut down in periods between works or throttled down to a minimum. All noise and vibration producing plant/ operations will be carefully controlled.

8.0 Refuse collection

8.1 No deliveries will be scheduled during the refuse collection times and a commitment is given that no deliveries would be planned until the refuse collections have been completed.

8.2 Rubbish from site shall be collected whenever possible by skip and not left out for refuse collections.

9.0 Site contacts and complaints

9.1 The main site contact will be:

Name: Ameer Mian
Tel: 07947606660

9.2 A Contractor's Handbook will be provided to support supervisors and managers in making sure the terms and conditions of the CEMP are met by everyone working at the site. The handbook will include the following:

- Communicate the aims and objectives common to all CEMPs
- Clearly explain all site-specific CEMP agreements and methods of working
- Sets out the main contractor's general practices and standards
- A site map
- Hours of site opening
- Details of other related sites
- Health and safety information
- The staff travel plan
- Main contact details

9.3 Site contact details will be shared with all neighbours who share a boundary with the site, those immediately opposite and all properties at Sheen Lane. Neighbours will also be advised of the duration of the build and how to make a complaint.

9.4 Whenever an incident on site has occurred with a 3rd party/local neighbour, a formal complaints procedure should be brought to the attention of the site management (Ameer Mian of Olympia Home Improvements Ltd – contact details as above). A complaints form will then be completed by the site manager or the complainant. When the incident is recorded it is subsequently raised to the Site, Health and Environment (SHE) advisor who shall then act upon the complaint and close out as soon as practical.

10.0 Review of the CEMP

10.1 The CEMP will be reviewed every 4 weeks to check it remains effective and that it reduces congestion, air pollution, noise and visual intrusion as much as possible. The review will also cover safety (on-site and on the highway), effectiveness of the waste plan and any breaches or complaints.

10.2 Targets for the CEMP need to be SMART (Specific, Measurable, Achievable, Realistic, Timely) and easily collected and interpreted. They will be agreed between the developer and the main contractor.

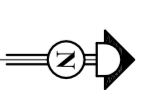
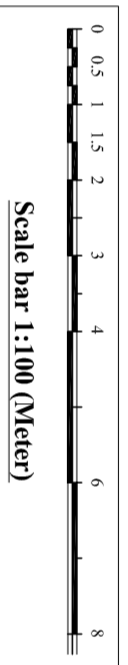
11.0 Conclusion

11.1 The CEMP has been prepared to protect highway safety and to ensure that the impact and inconvenience to local residents and highway users is minimised for the duration of the development.

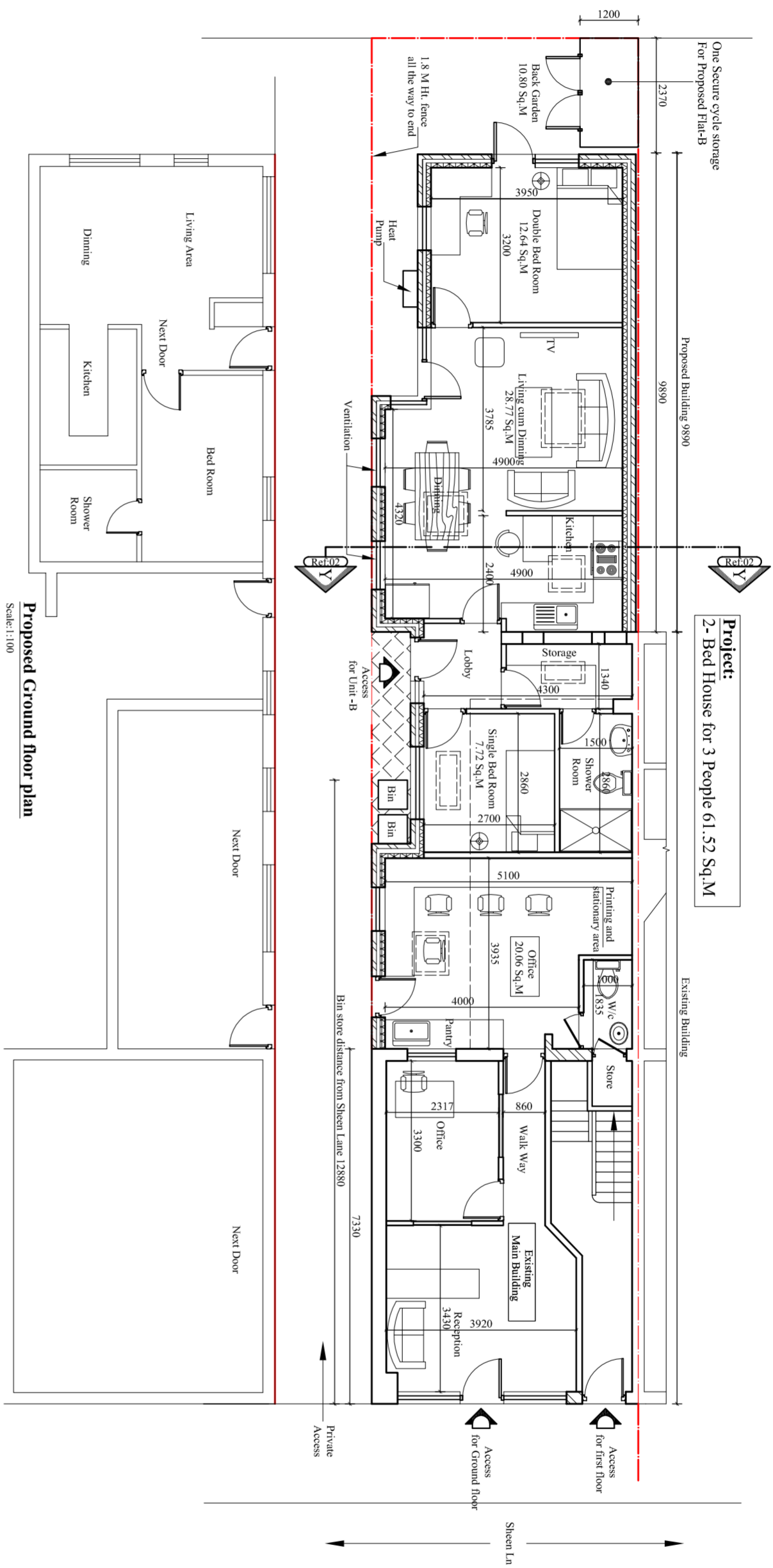
11.2 This CEMP will be reviewed regularly and updated as required in accordance with the procedures set out above.

- End of Report -

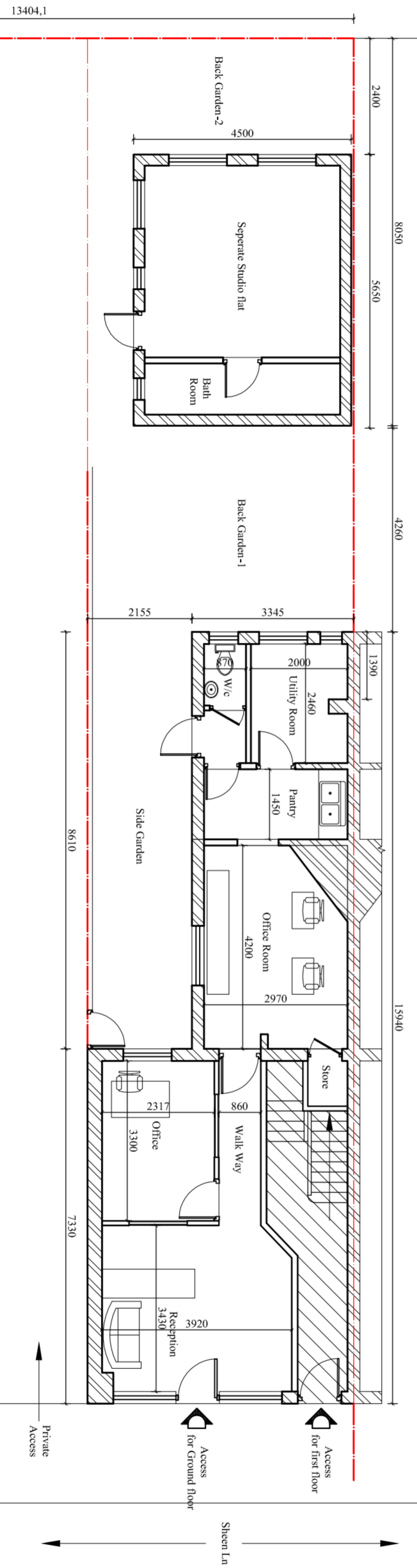
Appendix A



Project:
2- Bed House for 3 People 61.52 Sq.M

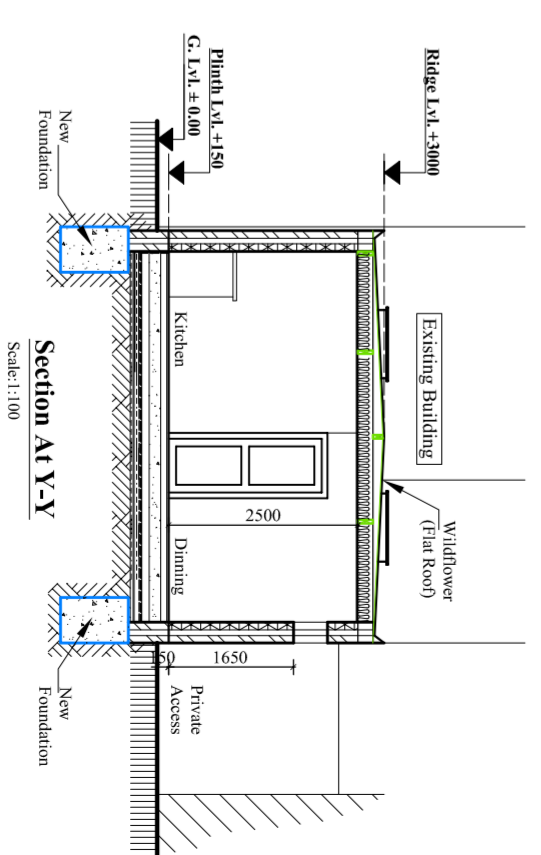
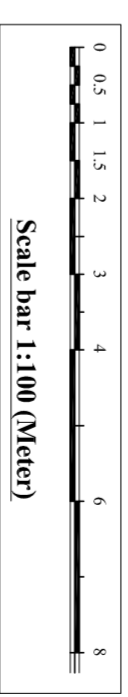
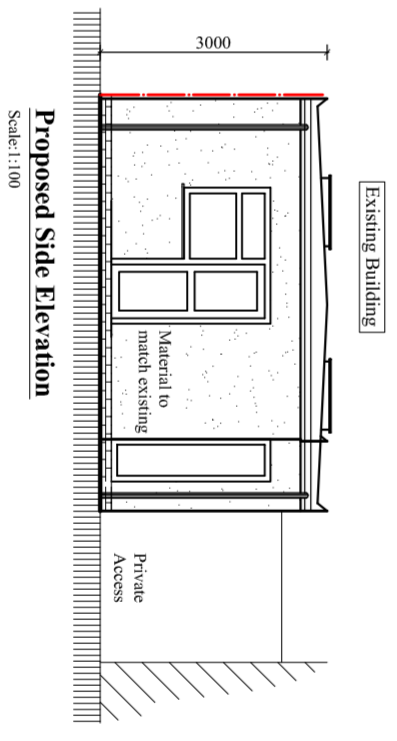
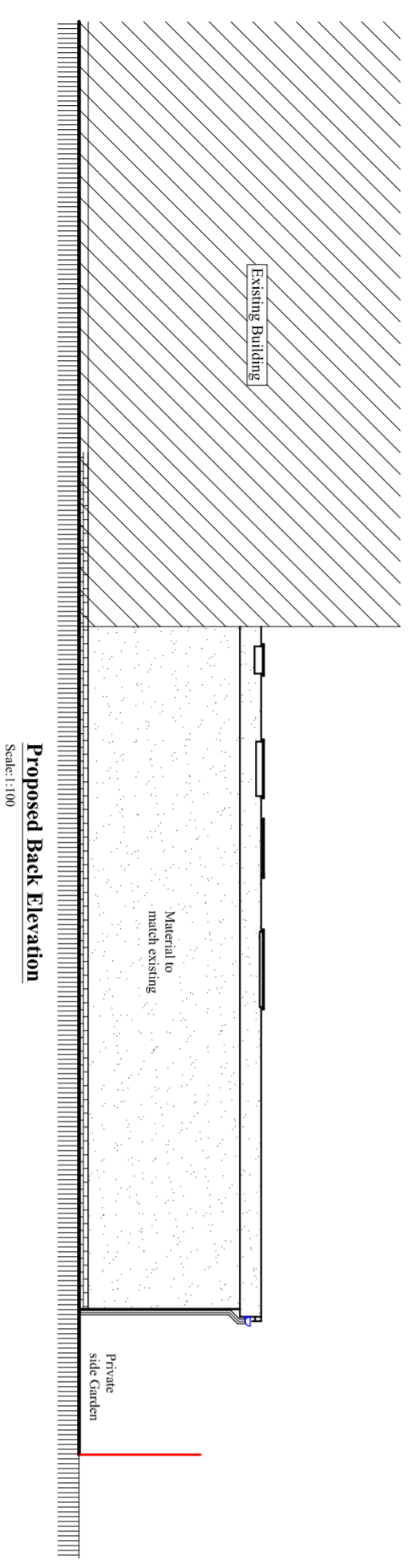
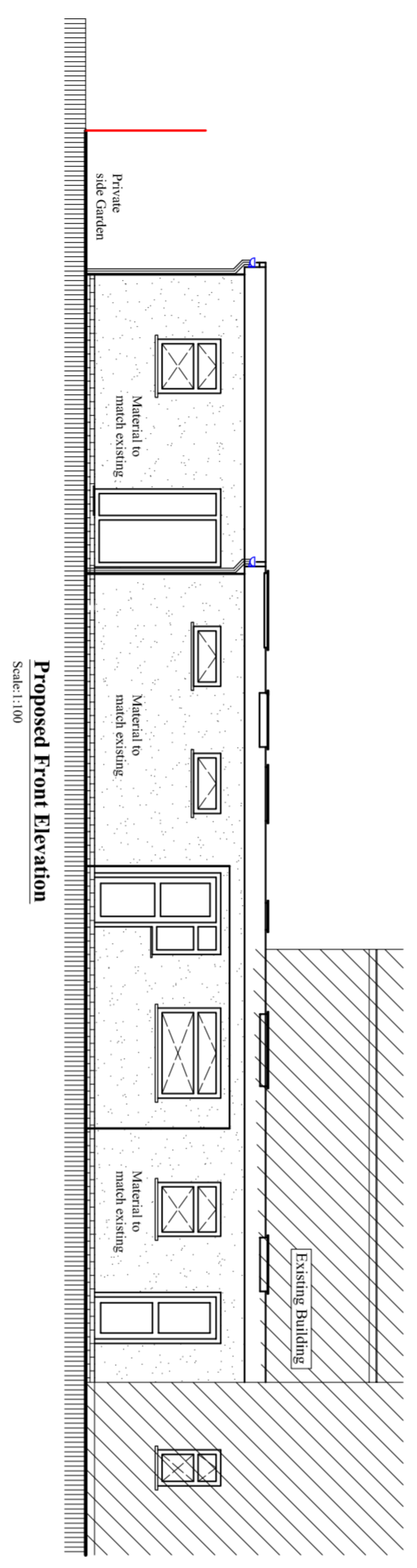
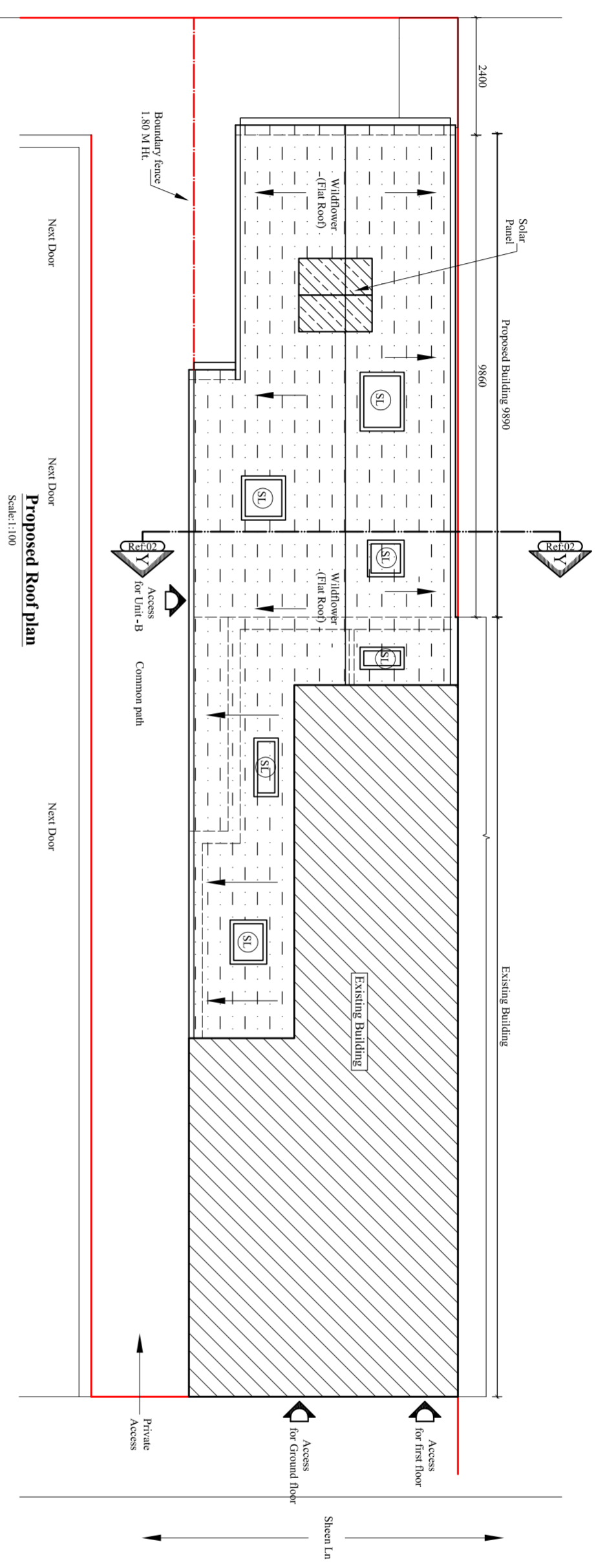
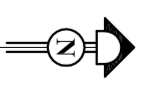


Proposed Ground floor plan
Scale: 1:100



Existing Ground floor plans
Scale: 1:100

For:	
Mr. Navin Sapkota	
Site Address: 53 Sheen Ln, London, SW14 8AB.	
Title: Existing and Proposed GF Plans	
Date:	Scale:
29/10/2023	1:100
Sheet no. 01	



For:	
Mr. Navin Sapkota	
Site Address: 53 Sheen Ln, London, SW14 8AB.	
Title: Proposed Roof plan and Elevations	
Sheet Size	A2
Date:	29/10/2023
Scale:	1:100
02	

Appendix B

Site Location and Route Map

53 Sheen Lane, London, SW14 8AB



All deliveries to site will be by vehicle. All freight deliveries to the project will be directed to site via Lower Richmond Road (A3003) or Mortlake High Street and then southward to Sheen Lane (B351). Once unloaded, all vehicles will be directed via the site management to continue southwards along Sheen Lane to join Upper Richmond Road West (A205). This route will minimise delivery vehicles need to turn within the road whilst maximising use of the Transport for London (TFL) road network.

Site Logistic Plan

53 Sheen Lane, London, SW14 8AB



Note:

- Delivery Area to use existing road side parking spot to ensure continual flow of road traffic.
- Parking spots will be booked for use during the course of the project.

- Delivery Area
- Storage Area
- Route to Site