

PROJECT New 62 Bed Care Home, Central Avenue, Gravesend, DA12 5AD

Code of Construction Practice/Construction Management Plan

DATE 26th September 2022



1.0 Introduction

- 1.1 This Code of Construction Practice/Construction Management Plan has been prepared in regard to a development for a 62 bedroom care for Avery Healthcare at Central Avenue, Gravesend.
- 1.2 The development was granted planning permission on 13 July 2022 by Gravesham Borough Council under application ref 20220207. Condition 3 details the requirement for a Code of Construction Practice/Construction Management Plan as follows:-

No works shall commence on site until a comprehensive Code of Construction Practice/Construction Management Plan covering all environmental impacts of this development has been submitted to and approved by the Local Planning Authority.

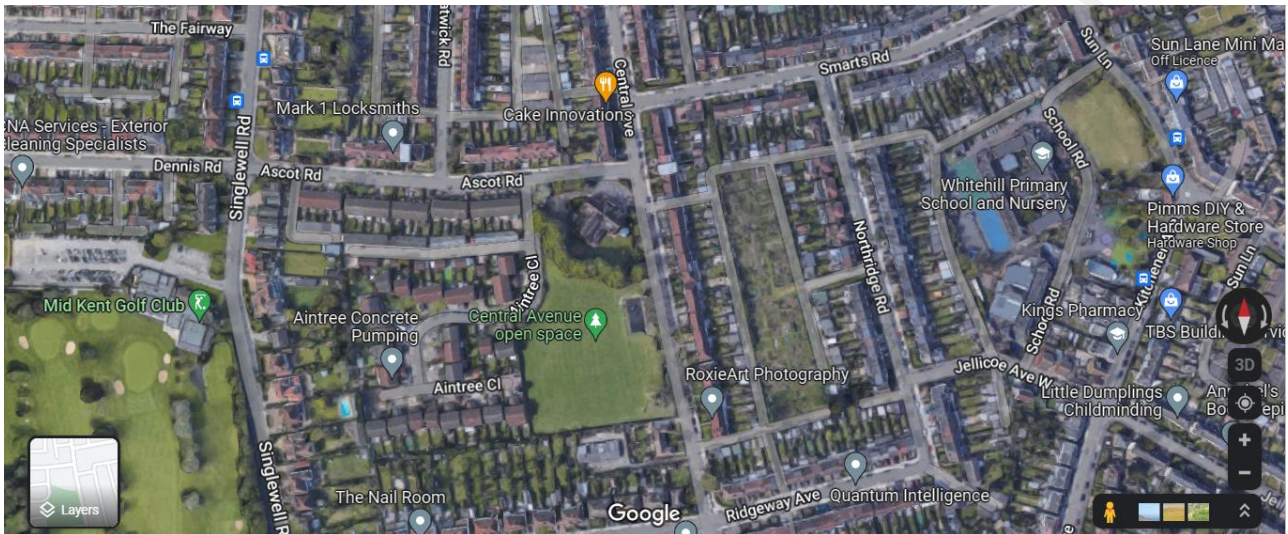
The Code of Construction Practice/Construction Management Plan shall include details, where relevant, of the following, including any other measures deemed reasonably necessary:

- (a) Suitable mitigation measures to minimise noise pollution and vibration during the construction phase including the insulation of fixed plant and the silencing of vehicles and mobile machinery.
- (b) A Dust Management Plan to minimise emissions to air and to prevent nuisance from wind-blown dust including fencing and the dampening down with water of excavated construction and cover materials on site, and other areas traversed by plant vehicles and machinery.
- (c) A Construction Traffic Management Plan covering:
 - Details of numbers and routing of construction and delivery vehicles and site personnel
 - Type and location of wheel washing and chassis cleaning facilities
 - Temporary traffic management/signage
- (d) Details of the location of the proposed construction compound
- (e) Details of security fencing and other site security features
- (f) Details of stockpile areas for building materials or for fill or removed topsoil
- (g) A Construction Drainage Design Plan to identify the required devices to prevent construction run off from flowing into existing drainage
- (h) Ecological mitigation measures
- (i) Measures to be undertaken to protect any public sewers and water apparatus
- (j) Details of vibration monitoring and mitigation during any necessary piling works
- (k) Details of the location, form and visual appearance of any site hoardings along road frontages and footpaths
- (l) Details of temporary construction or security lighting
- (m) Monitoring and review provisions with the Local Planning Authority

This Code of Construction Practice/Construction Management Plan sets out the approaches and measures that will be implemented at the site for the demolition and construction phases of the development in accordance with the requirements of planning condition 3 of the care home planning consent.

2.0 Site Location and Access

2.1 The site is in Gravesend, Kent, located on the site of the former Ascot Arms public house.



- 2.2 The site is currently a redundant public house which will be demolished as part of the development and is bordered by Central Avenue to the East, Ascot Road to the North, Aintree Close to the West and a central open space to the South.
- 2.3 The development comprises the construction of a 62 bed three-storey care home including external works, landscaping, services, and drainage installations.
- 2.4 The designated site working hours are 07:30 to 18:00 Mondays to Fridays and 0800 to 1300 Saturdays and no works on Sundays and back/public holidays. Access into the site is restricted for security reasons. Construction operatives will arrive between 07:00 and 08:00 and leave between 17:00 and 18:30. These times avoid the peak traffic flows.
- 2.5 Construction works will take place within a perimeter security fence. This will ensure a secure site with no access for members of the public, especially children.

3.0 Demolition Stage

- 3.1 The first stage in the development process will be the demolition of the existing buildings and structures on site. Security fencing will be erected in the form of tree protection, timber hoarding and Heras fencing. The condition of the fencing will be checked regularly, and any damage repaired to maintain integrity and security.
- 3.2 The existing site access will be used to enable entry by vehicles delivering materials and equipment for demolition and to remove waste from site. Security gates will be provided at the site access and wheel washing facilities installed within the site.
- 3.3 It is likely that the demolition will be undertaken outside of the bird nesting season and although there is a low bat roost potential the building will be checked prior to demolition.

- 3.4 A condition survey of all boundaries and the adjoining roads within 50m of the site will be undertaken prior to commencement. A representative from Kent County Council Highways will be informed and invited to attend the initial survey. Photographic evidence will be used to record any existing defects or issues identified.
- 3.5 Qualified banksmen will supervise and help guide contractor drivers and manage passing traffic and pedestrians on Ascot Road when large vehicles are manoeuvring in and out of the site.
- 3.6 The demolition process will require a minimal number of personnel and minimal storage facilities on site. Travel to the site will consider the latest transport and travel related Government guidance.
- 3.7 Parking for demolition staff that need to drive to the site will be available on site.

4.0 Noise and Vibration

- 4.1 Noise will be kept within British Standards which will be monitored by the Site Manager at regular intervals. Measures to ensure noise levels fall within the standards include:
 - Adherence to working hours;
 - No plant will be left idling when not in use;
 - Installation of an electrical temporary supply as early as possible to avoid the use of generators;
 - Maintain regular communication with neighbours
- 4.2 During demolition and piling works, noise vibration units will be installed by a specialist at various boundary locations within the site. The vibration readings will be accessed via a cloud based system.

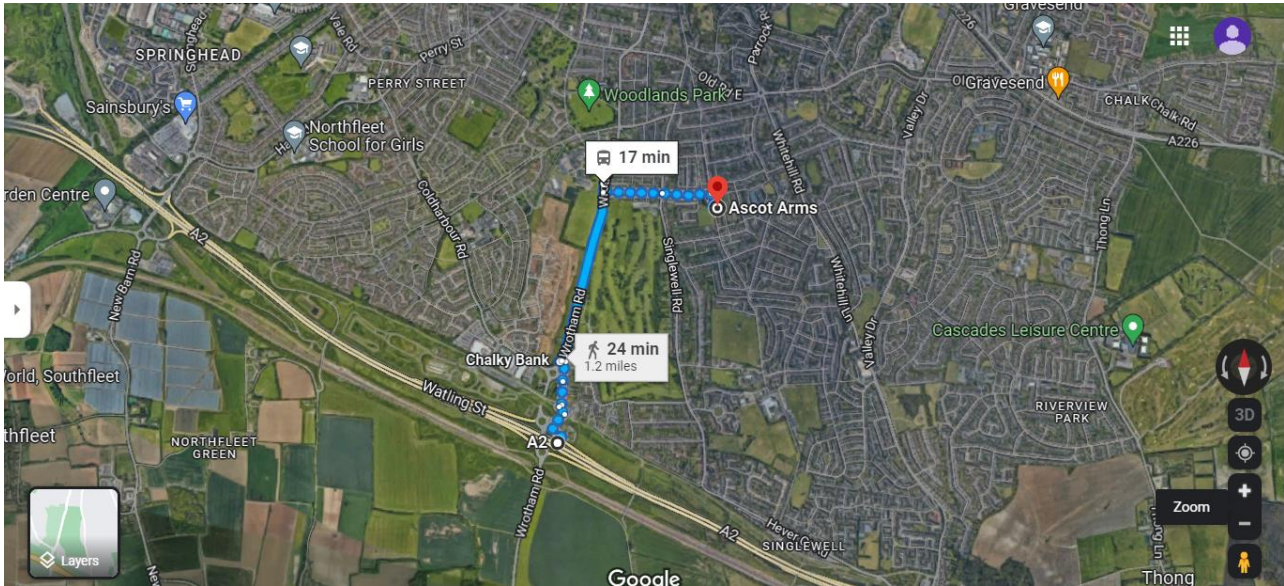
5.0 Dust Management Plan

- 5.1 The level of dust emissions will be monitored during demolition and construction and appropriate measures implemented to minimise dust emission to acceptable levels in accordance with best practice guidance.
- 5.2 Appropriate monitoring includes:
 - Initial pre-commencement visual inspection of off-site surfaces in the immediate vicinity such as on street furniture, cars and window sills of nearby properties.
 - Regular inspection of off-site surfaces and comparison with baseline review.
 - Maintaining a log of inspections and any inspections taken to address identified issues.
- 5.3 Dust management particularly will apply in adverse weather conditions that could propagate dust emissions. Measures will include:
 - Prohibit bonfires on site.
 - Use water or ventilation systems as suppressant when using cutting equipment.
 - Sheeting of waste materials when loaded onto lorries or into skips.
 - Suppress dust from waste stockpiles with water.
 - Minimise stockpiles of waste and delays to removal off site.

- Local roads will be cleaned regularly by road sweeper, more intensively when excavation operations are underway. During dry periods, the roads will be sprayed if operations are likely to generate dust.
- A tarmac base course will be installed to main site traffic routes to provide a clean running surface to reduce the generation of dirt and dust.
- Wheel washing will be undertaken on site (see also section 5.12).

6.0 Construction Traffic Management

- 6.1 The entry into the site will be via the existing entrance located on Ascot Road as indicated on the site logistics plan included within Appendix A. Where possible we propose to use the existing access within Aintree Close for construction vehicles to exit the site. A swept path analysis will be undertaken to determine the size of vehicles that will be able to use this exit without damaging the public highway. Traffic routing will ensure that all construction traffic and deliveries avoid Gravesend town centre.
- 6.2 All construction vehicular deliveries will be unloaded from within the site via a tower crane or forklift, to avoid disruption to the surrounding neighbourhood. Whenever possible deliveries will be avoided between 0800hrs – 0930hrs and 1500hrs – 1800hrs i.e. the busiest times when the nearby public highways are likely to be busier than normal with rush hour traffic. We will also ensure that the Site Manager is informed of deliveries by the supplier approximately one hour prior to delivery. The Site Manager/ site operative will bank in any large deliveries and assist them in unloading the delivery in a safe and efficient manner. We will fit directional signage to nearby roads to expedite the deliveries accessing site.
- 6.3 We encourage all workers to take public transport where possible. Gravesend railway station is approximately 1 mile from the site. If workers choose to utilise cars, we ask them to car share where possible.
- 6.4 An area of parking within the site boundary to the South has been designated to minimise the disruption to local residents. This is shown on the extract from the site logistics plan below.
- 6.5 The map below shows the main route delivery vehicles will be encouraged to take to site from the North of the A2.



- 6.6 The majority of deliveries to the site will be undertaken by rigid lorries with a small number of articulated vehicles anticipated to transport large plant and equipment on and off site primarily at the start and end of construction.
- 6.7 Construction traffic will typically consist of rigid lorries (4-axle/12m and 2-axle/10m), concrete mixers (3-axle/8m long) and large tipper lorries (4-axle/10.2m). It is expected that an articulated low loader will bring and remove the largest items of plant such as the piling rig and tower crane. There will be a number of smaller vehicles such as vans associated with suppliers and sub-contractors.
- 6.8 The number of large construction vehicles to the site is anticipated to be no more than 8-10 vehicles per day during peak periods of the build.
- 6.9 Delivery movements will mainly consist of vehicles arriving on site, being unloaded via forklift/tower crane and leaving within a short space of time. Delivery drivers will be permitted to use the on-site welfare facilities if required.
- 6.10 It is intended that delivery vehicles will be able to enter and leave site in forward gear. Construction vehicles will enter and leave the site under the supervision of banksmen to guide drivers in and out and manage passing traffic and pedestrians as and when required.
- 6.11 Consultation will also be undertaken with Kent County Council's highway works team prior to commencement to agree routing of vehicles and any signage required on the highway etc.
- 6.12 We will have a gateman/operative who will wash down by hand (Jet wash) the wheels and chassis of any vehicles leaving site. We will install a sump / rubble filled soakaway nearby to prevent build-up of water run-off.

7.0 Construction Compound

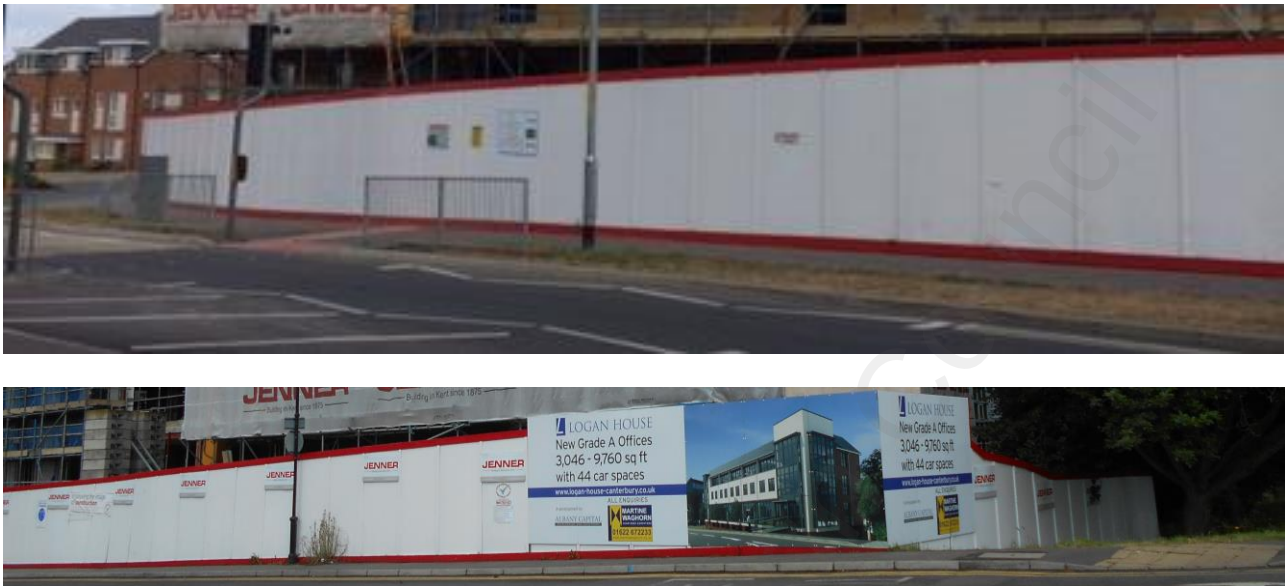
- 7.1 We will erect our site compound to include site accommodation, material storage and skips, as indicated on our site logistics plan within Appendix A.

- 7.2 We confirm that our site accommodation and general welfare provisions shall be provided maintained and used in accordance with the Construction (Design and Management) Regulations 2015.
- 7.3 We plan to install a 32' site office/meeting room and a 32' canteen/mess-room these will be stacked on site if space allows. There will also be a main toilet block. A number of 20' stores will be used as the site stores. Electrics, water and broadband will be provided.
- 7.4 Protected pedestrian routes will be established as indicated on the site logistics plan.
- 7.5 First aid facilities will be available from the welfare area, with a minimum of one trained first aider on site at any time. A first aid box and accident book will be in the site office.
- 7.6 In the event of a fire or other emergency all staff/visitors will muster to the site compound area adjacent to the site entrance.
- 7.7 A pedestrian gate will lead into the site compound/welfare area. An important safety issue is the site traffic routes and segregation of vehicles and pedestrians. This is to ensure that pedestrians are always kept separate from vehicles and plant when accessing and leaving the workplace. We will utilise half height fencing from the compound to the work areas to ensure that a safe access is available for the pedestrian access into the workplace. This will be achieved by installing pedestrian crossover points on site as early as possible.
- 7.8 Clear signs will be erected to indicate the approved pedestrian route on site. Plant movements across the site will be kept to a minimum and when unavoidable, the site gates will only be opened once a banksman is in place to control traffic movements onto and off site.
- 7.9 Compliance with this document is required by the site rules which will be communicated to all operatives during the site induction. The site rules are included within the Construction Phase Health & Safety Plan, the site induction and displayed on-site.
- 7.10 All operatives working on the site are required to undertake a site induction and to sign up to their Companies Approved Method Statements.
- 7.11 All sub-contractors and suppliers are contracted to abide by the content of this document.
- 7.12 The local nearest trains and bus routes will be published on site notice boards and operatives will be encouraged to travel by public transport.

8.0 Security Fencing and Other Security Measures

- 8.1 Security fencing will be erected to the perimeter of the site. There will be a pair of gates for vehicle access and egress, and a separate single gate for pedestrian access. Signs will be erected to warn of construction activities and any fire escape signs required will be erected as required on site.
- 8.2 The type of security fencing will be a mixture of solid timber hoarding, retained metal palisade fencing and Heras tree protection fencing as indicated on the site logistics plan.
- 8.3 Good housekeeping will always ensure that the site fencing will be maintained to provide protection for members of the public and our site operatives as well as preventing trespassers entering site.

8.4 Examples of our typical site hoarding can be seen below:



8.5 Our Site Manager will maintain site security during the day. At the end of each working day the Site Manager will ensure that the site is left in a secure state. Offices and the other temporary buildings will be locked, and all plant parked in a safe fashion, locked, with the keys removed from the machine(s). Loose materials will be safely stacked.

8.6 A CCTV security system will be installed as soon possible once construction work commences. The system will be remotely monitored and supported by a key holder response organisation.

9.0 Communication with Residents

9.1 Jenner (Contractors) Ltd will develop and implement a stakeholder communication plan that includes community engagement before work commences on site.

9.2 Local resident newsletters will be published and displayed within the site office along with a letter drop circulated by Jenner (Contractors) Ltd to the residents in which we will include information of forthcoming construction operations.

9.3 A nominated contact name and a contact number will be available and notified to all local residents and the adjacent organisations in order that any concerns may be quickly reported and managed.

9.4 There will be a display with the Head Office contact information.

9.5 A formal complaints log will be maintained by the site team.

9.6 This project will be registered with the Considerate Constructor Scheme. This will give an external audit of the impact of the project on local residents and will offer ideas for improvement. Emergency contact numbers are included in our Construction Phase Plan and displayed on the site notice board/Fencing.

10.0 Stockpile Areas

- 10.1 Proposed material storage areas are indicated on the site logistics plan. Because of the restricted nature of the site, generally materials will be delivered and lifted into the proposed building via the tower crane once they arrive on site.
- 10.2 The restricted space on site also means that there will not be room to store surplus excavated material for any length of time.

11.0 Ecological Mitigation Measures

- 11.1 All retained trees will be protected during construction in accordance with the tree protection measures detailed in the Arboricultural Report and Tree Protection Plan by Andrew Day Arboricultural Consultancy Ltd. No vehicle, plant, temporary building or materials, including raising and or, lowering of ground levels will be allowed within the protection area(s). On completion of the construction works and before the first occupation of the development the trees will be inspected by a competent tree surgeon and all necessary works to tidy the trees and maintain their health will be undertaken.
- 11.2 All removal of vegetation and trees will be undertaken outside of the bird nesting season.
- 11.3 Tree protection will be installed in accordance with the tree protection plan.

12.0 Protection of Existing Drainage and Water Apparatus

- 12.1 The site foul waste and sewerage effluents produced by site operatives will be discharged to the public sewer. All hazardous substances on site are contained, labelled appropriately, and controlled in accordance with COSHH Regulations.
- 12.2 The site management team will be vigilant regarding spillages and this will be covered in the site inductions. This will include the Measures for protection of retained features and surface water bodies on or adjacent to site. These measures are as follows;
 - (a) The site facilities will facilitate a combined, imperviously surfaced and bunded fuel storage and refuelling area. The area will be hard surfaced on an impermeable membrane, laid on a sand bed to prevent puncturing. It will be laid to minimal falls to drain to a sump, sized to accept surface water discharge from the area equivalent to rainfall at the rate of 200mm/hour for a period of 10 minutes. The sump will be inspected on a daily basis and emptied by disposal tanker or pumped to temporary storage tank as necessary. The fuel storage and refuelling area will be positioned in an area easily visible and accessible from the site accommodation facilities.
 - (b) To the perimeter of the fuel storage and refuelling area, a minimum 50mm high bund will be formed to prevent any potential fuel spillage running off the area. All fuel bowsers will be double skinned with a total volume of 110% of the notional fuel storage capacity. Bowsers will be equipped with automatic shut-off nozzles. The nozzles will not be equipped with any form of stay-open latch. Where practical, drip trays will be used when refuelling any hand-held plant or equipment within the fuel storage and refuelling area. Fuel storage will be in accordance with Control of Pollution (Oil Storage) (England) Regulations 2001. The volume of fuel storage will be kept to the practical minimum.

Refuelling procedures will be included in the Contractor's site rules and the induction procedures for all site operatives.

- (c) Only refuelling of essential, site-based plant and equipment will be allowed on site. No refuelling of lorries, vans, trucks, and the likes will be allowed on site. No refuelling of plant or equipment, other than within the designated refuelling area, will be allowed on site.
- (d) Preventative maintenance will be carried out on all plant to reduce the risk of mechanical breakdown and the discharge of containments. All hydraulic equipment will have frequent checks of hoses and connectors.
- (e) All cleaning agents, solvents, admixtures and the like, that would have potential to contaminate the aquifer, will be monitored and preventative maintenance will be carried out on all plant to reduce the risk of mechanical breakdown and the discharge of contaminants. All hydraulic equipment to have frequent checks. If stored on site they will be kept in the minimum viable commercial quantity and in a secure, controlled store. Where it is essential to keep such products on site, they will be stored on/in impervious drip trays/tubs of sufficient size to accept 1.5 times the volume of the stored product. Where on-site storage of large volumes of any such products is necessary and feasible, this will be in double-skinned bowers with a total volume of 110% of the notional capacity.
- (f) Irrespective of the method of construction, all materials and products intended for use in the development will be checked to establish their risk potential to any aquifer, water body or watercourse. Wherever possible only materials and products with an insignificant/low risk potential will be used. Material safety data sheets are to be supplied with all deliveries of hazardous materials and include details of their chemical composition.
- (g) Spill kits will be kept on site. Where practicable, a spill kit will be stored near to the refuelling facility. Where the arrangement of site accommodation is such that it close to the refuelling facilities, the spill kit can be kept in the Site Safety Officer's office/store.

- 12.3 All waste carriers and receivers will be inspected for their license and compliance to remove such waste in accordance to Environmental Protection Act 1990. Waste will be managed in accordance with WRAP and SWMP protocol. Waste to landfill will be limited. Construction waste where possible will be segregated.
- 12.4 If contaminated soil or groundwater is encountered, the site management team will be sufficiently experienced and suitably trained through Site Environmental Awareness Training scheme to determine the required action. Options include enhanced PPE, instigation of air monitoring or suspension of the works.
- 12.5 We will install road gullies as soon as possible and we will basecourse the roads to ensure water runs freely. We will place terram over the gullies which will hold back the silt but let water percolate into the gullies and into the new drainage system. The last gully in the run will not be covered and we will have a specialist company visit site as often as required to remove the silt from the trapped gully to prevent silt entering the drainage system.
- 12.6 Should there be a breach of an underground pipe containing hydrocarbons the immediate danger is that the hydrocarbon is mobile and may run, uncontrolled across site, contaminating soils and possibly the on/off site drainage system. Absorbing material, such as sawdust, will be placed in a manner that the hydrocarbon is absorbed. If possible, the breach in the pipe should be covered with sawdust sufficient to absorb the quantity of liquid flowing. The flow of liquid should be halted by building a bund around the breach, such that a head of liquid is built

up to equal that in the pipe. This may involve building a substantial bund around the breach if it occurred on steeply sloping ground.

13.0 Site Security Lighting

- 13.1 All construction lighting will be managed on a time clock controlled and set to turn off outside the hours of 07.30 to 18.00. There will be a manual override to allow security inspections in the event of an incident within the site.
- 13.2 There will be solid fencing complete with debris netting where applicable surrounding the boundary of the site which will help control overspill of lighting. The site temporary lights will generally be fastened onto the perimeter fencing and angled inward and downwards to further control overspill.

14.0 Waste Disposal and Re-use

- 14.1 Waste will be managed in accordance with the WRAP protocols. We will also adopt the BRE Smartwaste data base as the format of our Site Waste Management Plan.

Appendix A – Proposed Site Logistics Plan

