

Cascades (Main Works)

CEMP & LOGISTICS PLAN

Construction & Environmental Management Plan



Cascades (Main Works)

CEMP & LOGISTICS PLAN

Contents

1.	Introduction	1
1.1.	Overview of project	2
2.	Construction & Environmental Management Plan	4
2.1.	Security and Site Establishment.....	4
2.2.	Vehicle Movements	6
2.3.	Site Accommodation & Waste	7
2.4.	Number of operatives	8
2.5.	Excavations.....	9
2.6.	Silt Run Off	9
2.7.	Storage & Handling	10
2.8.	Waste Management.....	10
2.9.	Environmental Mitigation, Construction and Demolition Control Measures	10
2.10.	Asbestos	12
2.11.	Urban Ecology	13
2.12.	Environmental & Biodiversity Overview	13
2.14.	NRMM	14
2.15.	Demolition	14
3.	Construction Methodology	15
3.1.	Initial Site Set Up	15
3.2.	Construction Phase	16
3.2.1.	Substructure.....	16
3.2.2.	Superstructure.....	16
3.2.3.	Envelope and Roof.....	16
3.2.4.	Internal Works	17
3.2.5.	External Works.....	17
4.	Construction Legislation	17
5.	Considerate constructors' scheme (CCS).....	17
6.	FORS/CLOCS.....	18
7.	Local community	18

Cascades (Main Works)

CEMP & LOGISTICS PLAN

Appendix A – Draft Programme

Appendix B – Logistics Plan (Regan's Bar Demo)

Appendix C – Logistics Plan (Main Works)

Appendix D – Logistics Plan (New Car Park)

Appendix E – Vehicle Route to Site

Appendix F – Vehicle Route from Site

Appendix G – HGV Route from Site

Appendix H – Emergency Hospital route

Cascades (Main Works)

CEMP & LOGISTICS PLAN

1. INTRODUCTION

The purpose of this document is to set out the Construction and Environmental Management Plan for the construction of the new Cascades Leisure Centre, including the demolition of Regan's Bar in support of planning application **20221293**. This document seeks to discharge the following conditions:

Condition 3 Construction Environmental Management Plans (CEMP)

No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The document shall be based on the submitted draft Construction, Environmental Management Plan and cover all environmental impacts from the clearance and construction phases of this development including details of the following, as well as 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:
 - Means of direct access to the site from the adjoining maintainable public highway
 - Surface treatment of the access to avoid spill of migratory material on to the maintainable public highway.
 - Details of numbers and routing of construction and delivery vehicles to / from site
 - Timing of deliveries and waste movement.
 - Loading and unloading of plant and materials away from the maintainable public highway.
 - Parking and turning areas for 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 measures.
- (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 including decorative displays and facilities for public viewing, where appropriate.
- (l) Details of pest control.
- (m) Details of temporary construction or security lighting; and

Cascades (Main Works)

CEMP & LOGISTICS PLAN

(n) Monitoring and review provisions with the Local Planning Authority. Gravesham Borough Council

(o) A Community Engagement Strategy covering how local residents, community groups and businesses will be kept informed about the development and construction timetable and works taking place, until completion of the development.

The construction of the development shall adhere at all times and be carried out in full accordance with the relevant approved document or any subsequent variations that may be approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable programme of all works is set out from the commencement of development, to demonstrate that the free flow of traffic on the highway and to minimise the impact on local residents and businesses, in accordance with policies CS11, CS12 and CS19 of the Gravesham Core Strategy 2014.

1.1. Overview of project

The project is located within the Cascades Leisure Centre grounds within the main car park, and opposite the main entrance of the existing leisure centre.

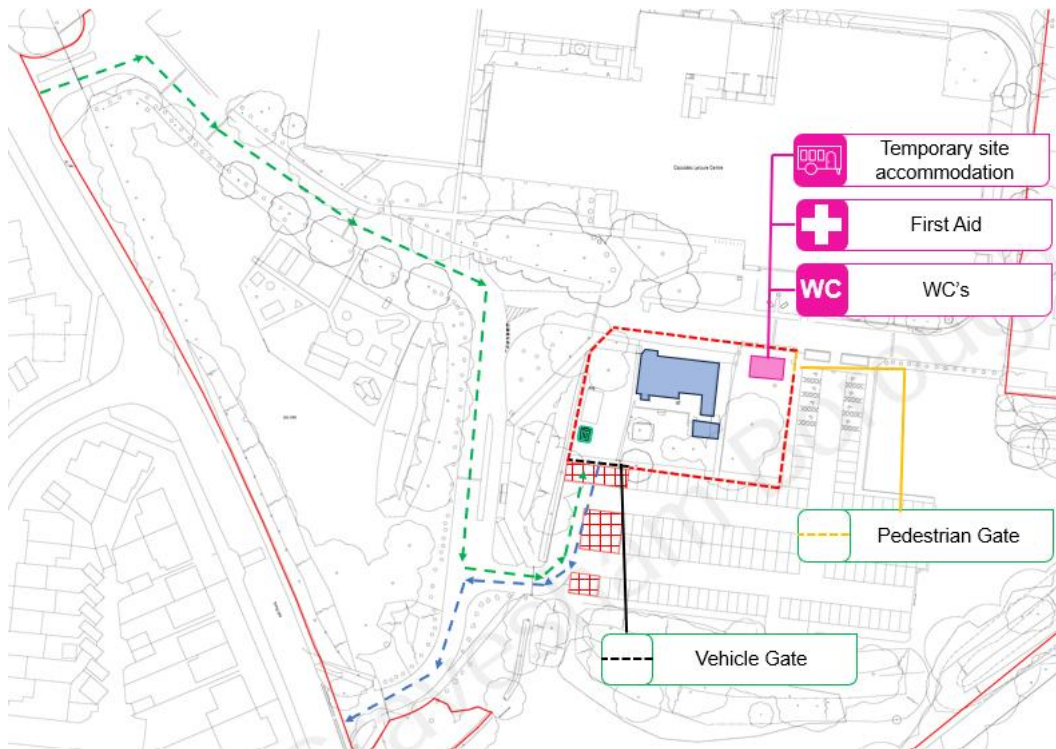
The project comprises of the demolition of Regan's Bar, then the construction of a new wet and dry leisure centre positioned on the existing car park to the South of the current Cascades Leisure centre. The new centre will include an 8no lane swimming pool to regional standard, a learner pool and splash pool with water features including water flumes/slides to the ground floor. Also on the ground floor is a 6no court sports hall, changing village, café, soft play, plant areas and ancillary rooms. The first floor comprises a fitness suite, male & female changing rooms, 2no fitness studios and a spin studio. The roof has a small plant area in the centre as well as areas of photovoltaic panels.

Once the new building is constructed, tested and open to the public, the existing centre will be demolished to make way for a new car park. This car park will use surface water drainage connected to soakaways. A new MUGA pitch will be constructed to the West of the new car park. The new building is ground plus first floor with plant space on the roof level.

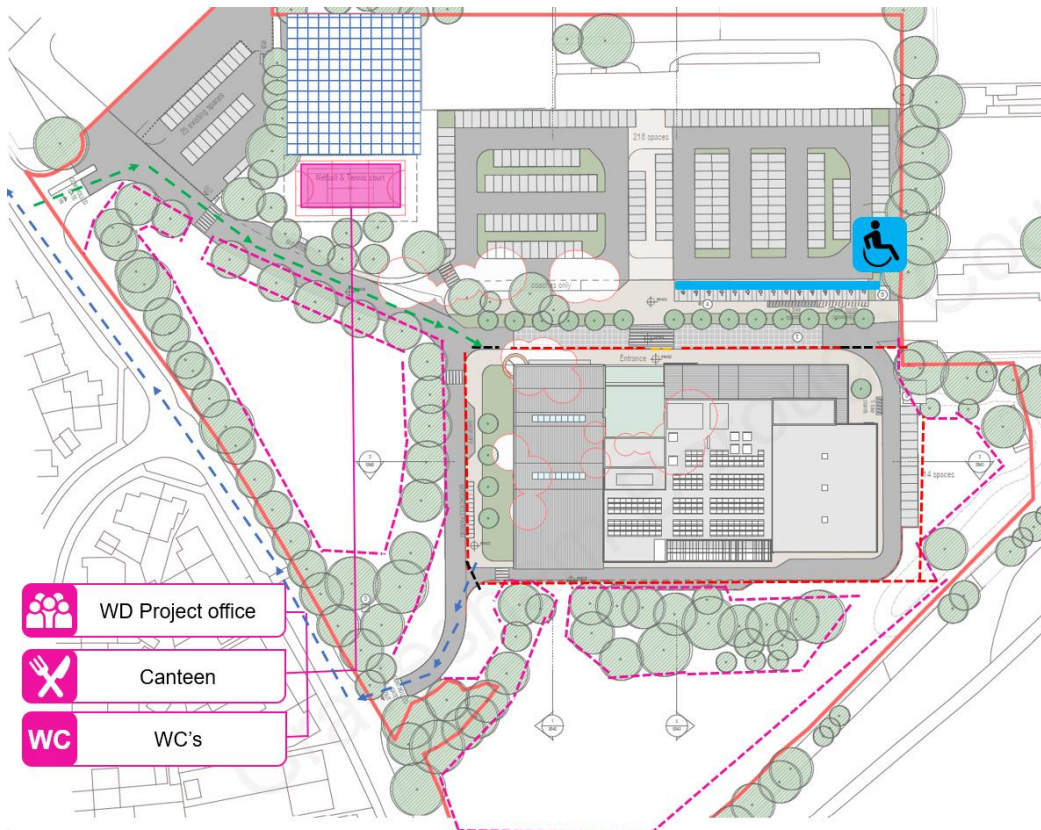
There are numerous other stakeholders within the Cascades site boundary, these include the mini train line, golf centre and Legends sports club.

Cascades (Main Works)

CEMP & LOGISTICS PLAN



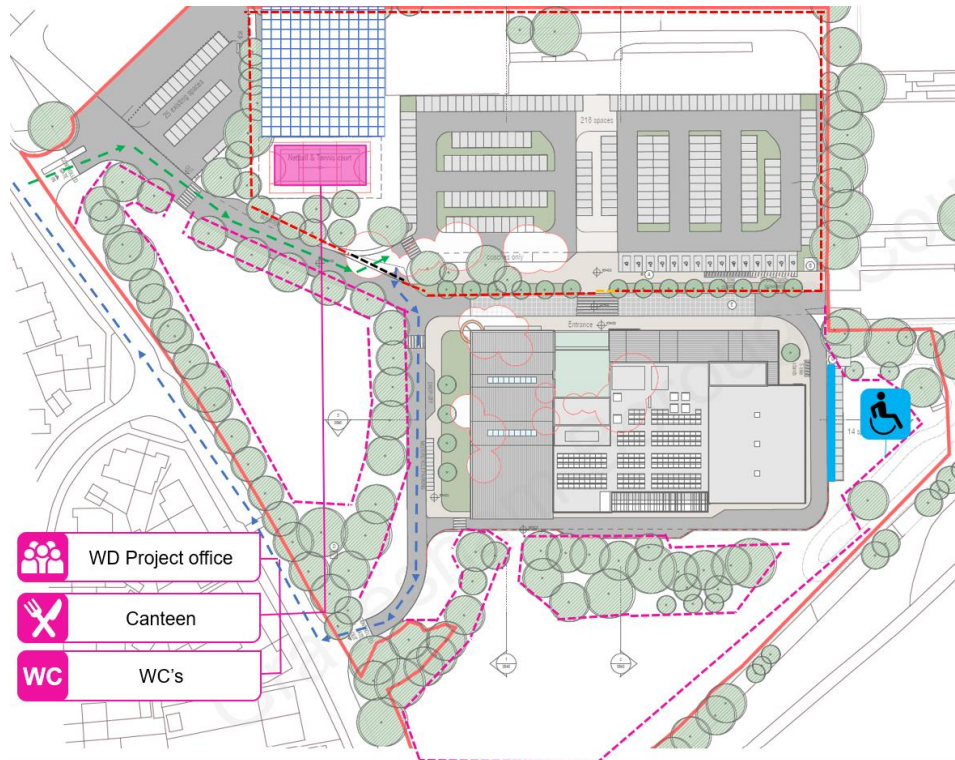
Logistics plan for Regan's Bar demolition phase



Logistics plan for the main works

Cascades (Main Works)

CEMP & LOGISTICS PLAN



Logistics plan for the new car park

2. CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN

2.1. Security and Site Establishment

Site hours: Mon – Fri 8am – 6pm. Sat 8am – 1pm. Sun No works

The initial welfare and site office will be placed on the grassed area to the east of Regan's Bar within the fencing line. This will serve for the duration of the demolition/facilitating works period. This location will have a pedestrian gate installed to the east to connect to the existing footpath to enable access without having to enter the works/PPE area.

Following the demolition of Regan's bar the site fencing will be altered as per the 'logistics plan for main works' above to segregate site works from the pedestrians using the existing leisure centre, legends sports bar, the mini railway and the golf centre.

Once the new building is complete, we will remove the site fencing and establish a new site boundary for the car park works as per the 'logistics plan for the new car park' snip above.

The site fencing will be installed as per the manufacturers recommendations and recorded within the site temporary works folder. Willmott Dixon will place safety signage and lighting on the fencing as required. Exact locations of fencing are TBC and are detailed indicatively on the above plan.

For Regan's bar demolition, a vehicle gate will be installed to the South of Regan's bar within the car park to enable easy access for plant and waste transportation as well as skip exchanges, a number of existing car park spaces will need to be suspended to allow

Cascades (Main Works)

CEMP & LOGISTICS PLAN

large vehicles to turn unimpeded (highlighted on above '*logistics plan for Regan's bar demo*').

All vehicles will use the existing one-way system from Thong Lane and will avoid using the service road to the neighbouring sports pitches to ensure this remains clear from construction traffic in case of emergencies

Delivery vehicles will be marshalled into the designated area promptly to reduce blockage to the car park.

- Articulated Vehicles will only be used by exception for large plant deliveries i.e. demolition plant, and where absolutely necessary. All deliveries and specifically articulated vehicles will be controlled strictly in with advance with an agreed and managed delivery schedule.
- All Sub-Contractors and Suppliers will receive a copy of the agreed strategy as part of their sub- contract or supply orders, and these instructions will be strictly reinforced. Vehicles will be turned away that are not booked in.

A detailed traffic management plan will be implemented and issued to all sub-contractors and managed by our Traffic Marshall / Logistic Manager, whose duties will include:

- Managing and collating the delivery and booking of all site delivery vehicles and waste management vehicles.
- Ensure the compliant waste stream documentation and identification is adhered to and recorded on our online systems
- Ensure vehicle engines are switched off while parking
- Banking & reversing vehicles where necessary
- Ensuring vehicle wheels are clean prior to leaving the construction area

Willmott Dixon will ensure that the public highway is kept clear of any waste arisings from the construction site.

We will liaise with the local authority highways team/officer to ensure that, if we are required to clean the local highway, it will not impact the adjacent public highways or stakeholders.

Cascades (Main Works)

CEMP & LOGISTICS PLAN



Typical Willmott Dixon site accommodation and main access gates/secure hoarding.

2.2. Vehicle Movements

The table below provides an estimate on the number of delivery vehicles trips anticipated to the site on a monthly basis. The below figures are based on deliveries only, they do not include vehicles parking on site of the employees and is based on one vehicle entering and leaving site being one trip. The figures are an estimate and are based on numbers of projects that Willmott Dixon has completed of a similar size and nature.

Activities on site	Examples of vehicles anticipated	Estimated number of vehicles per month
Enabling Works -	• Demolition • Hoarding Erection • Temp welfare deliveries	20 (based on average 5 vehicles per week)
Site Setup -	• Hoarding Erection • Temp welfare deliveries	20 (based on average 5 vehicles per week)
Sub-Structure -	• Reduced level dig • Muck away vehicles • Concrete deliveries	120 (based on average 30 vehicles per week)
Superstructure -	• Concrete/steelwork deliveries • Reinforcement	120 (based on average 30 vehicles per week)
Envelope -	• Brick/material deliveries • Scaffolding • Windows • Mobile plant	100 (based on average 25 vehicle per week)
Internal finishes -	• Material deliveries • Waste management vehicles	120 (based on average 30 vehicles per week)
External works -	• Muck away vehicles • Material deliveries	40 (based on average 10 vehicles per week)
Demolition of Existing leisure centre -	• Demolition waste • Plant	80 (based on average 20 vehicles per week)
External works (new car park) -	• Muck away vehicles • Material deliveries	40 (based on average 10 vehicles per week)

To minimise the impact of the development on local traffic, deliveries will be managed on a 'just in time' basis through an online booking system, with a minimum 48 hours notice. This will enable our supply chain partners to book timed slots in advance. The booking will allocate times, unloading locations and method of offloading required. Through the

Cascades (Main Works)

CEMP & LOGISTICS PLAN

system we can ensure that the site-specific instructions are passed on to haulage companies and we have full details of the delivery:

- Vehicle type (size, FORS registration)
- Journey details
- Delivery information (supply chain contact, nature of load and destination)
- Offloading requirements (crane, forklift, banksman etc).

The delivery management system will also block delivery times as requested by the leisure centre for certain events, for example, a large school group drop off or pick up.

Due to the limited number of vehicles envisaged and the availability of holding areas on-site it is not necessary to have off-site holding areas

Neighbours and communications

Willmott Dixon are aware of the live leisure centre users, the neighbouring play park, bus routes and residents of Thong Lane. Careful consideration is to be given regarding deliveries and any events / activities that our neighbours may have planned to avoid disruption at peak times. The Willmott Dixon site team will maintain constant communications with key stakeholders during the works period to promote coordination of large/special deliveries and to minimise congestion and the impact to the local community.

Potential vehicle routing

In general, deliveries will approach the site from the A2 Watling Street leaving at the Gravesend (E) junction, then use Valley Dr, Marling Way and Leander Dr to Thong Lane. Appendix C

Vehicles leaving site will do so via Thong Lane, Vigilant Way, Marling Way onto the A2 Watling Street having turned round within the site. Appendix D

Large HGV's can leave site via Thong Lane, to Old Road East, Wrotham Rd then enter the A2. Appendix E

All Sub-Contractors and Suppliers will receive a copy of the agreed strategy as part of their sub- contract or supply orders, and these instructions will be strictly reinforced. All Sub-Contractors and Suppliers will receive a copy of the agreed strategy as part of their sub- contract or supply orders, and these instructions will be strictly reinforced. Suppliers and sub-contractors will be penalised by the turning away of vehicles that are not booked in.

2.3. Site Accommodation & Waste

For the demolition phase Willmott Dixon will be installing temporary accommodation units as per the logistics plan. Oasis style cabins will be utilised for our site welfare and office space, which will be on site for approximately 4 weeks.

Cascades (Main Works)

CEMP & LOGISTICS PLAN



Typical Oasis units to provide offices and welfare facilities for the demolition phase of work.

These cabins will be used during the demolition phase. The permanent site set-up and office facilities will comprise of double stacked modular units incorporating site management offices, meeting room, induction room, canteen and welfare facilities. These will be erected on hard standings within an agreed area and segregated from construction traffic.

We propose to set up a temporary metered supply for the electrical and water supplies to service our main welfare facilities.

Temporary site lighting will be installed and utilised during the construction works. The external lights will be on timers to only turn on when required and will be installed in such a way as to eliminate disturbance to neighbouring properties. The internal lighting will be via PIR sensors so only turn on when movement detected.

A secure waste compound with segregation skips will be located when the project starts. Please note this location will change as the site logistics changes over the course of the project.

2.4. Number of operatives

Willmott Dixon always seek to minimise the travel distances involved with their operative's journey's to/from site. Our procurement strategy emphasises on 'local spend' and 'local procurement' where possible and when placing supply and sub-contractor orders. This ensures that the majority of deliveries and operatives are from the local area, which in turn assists in minimising traffic movements, congestion and pollution.

We anticipate the maximum number of operatives working on the construction phase of the project to be approximately 120No.

There is public transport available which serves Gravesham. The buses that serve Cascades include the 480, 481, and 748. This is all noted in our Construction Travel Plan which will be issued to all involved with the project.

Cascades (Main Works)

CEMP & LOGISTICS PLAN

2.5. Excavations

If, during site works, contamination is encountered on site that has not previously been identified, no further works will be carried out until a site investigation has been completed. This investigation will characterise the level of risk associated with the contamination whilst also assessing the extent of the contamination. Recommendations for remediation will be submitted to and approved in writing by the Council's Environmental Protection Team before further works can proceed.

Waste transfer notes (WTN's) will be received for each and every removal of excavated material from site (as well as every other waste removal). Willmott Dixon will ensure that contractors have valid waste carriers' licenses and waste disposal site permits to eliminate the risk of fly-tipping. Where possible (and safe from contamination) spoil will be re-used on site to reduce the number of vehicle movements to site.

2.6. Silt Run Off

During the demolition phase, any silt run off from dampening down dusty works will be managed via the existing drainage within the footprint of Regan's bar, this will be protected by the use of an environmental drainage cover to ensure debris does not contaminate the drainage runs, these drainage covers will be inspected regularly and cleaned/replaced as required.

During the construction phase, any silt run off will be managed via the existing surface water drainage within the building footprint, these are connected to existing soakaways that will be removed during the works, once the soakaways are removed we will divert the site run off to surface water drainage that is to remain, these will be protected by the use of an environmental drainage cover to ensure debris does not contaminate the drainage runs, these drainage covers will be inspected regularly and cleaned/replaced as required.

Full time trained traffic-marshals will be employed to ensure that haul roads are kept clean and to reduce unwanted deposits.

The permanent surface water drainage connection will be established as early as possible, and this will only be used as intended for clean surface water run-off.



Cascades (Main Works)

CEMP & LOGISTICS PLAN

2.7. Storage & Handling

Due to the size of the site, material deliveries will be organised so that they are on programme and can be incorporated directly into construction.

Holding areas within the site boundary will be setup for materials delivered to site to be stored in a neat and safe fashion within the site boundary.

Some materials will be stored on upper floors within the building footprint ready for the finishing trades, once the envelope is weather tight.

More vulnerable materials will be stored in a secure container.

All Supply Chain partners will be encouraged to engage their material suppliers to collect reusable timber pallets etc, to avoid placing in our waste skips.

2.8. Waste Management

A waste elimination and management strategy will be developed during the pre-commencement period, in collaboration with the highest waste producing contractor partners. This strategy will be incorporated within all trade contractor orders.

All waste and resource management procedures and Duty of Care information will be included within the Project Environmental Plan and the Willmott Dixon online environmental risk management system, Smart Waste. The Construction Manager will appoint a waste Co-ordinator from amongst the Building Managers to ensure best practice for waste reduction, segregation and record keeping etc, are all maintained for the contract duration. All waste removed from site will be fully compliant with Duty of Care legal obligations and will be logged on our online database, Smart Waste.

Skips will be provided within the contractor's site area. All trade contractors will be required to transport and deposit their waste within this provision. It is also important that no waste nor materials is blown into neither neighbouring property or roads, therefore covering nets will be provided to any open skips during periods of high winds. Lightweight materials will be stored and secured to prevent materials leaving site during periods of high wind. Tarpaulins will be used to protect plasterboard waste from rain etc.

The working site is to be kept clean and in good order at all times. Surplus materials and rubbish will not be allowed to accumulate on the site or spill over into the surroundings.

Packaging, whilst used where necessary, will also be kept to a minimum.

2.9. Environmental Mitigation, Construction and Demolition Control Measures

WDC are very mindful of our neighbours and will strictly monitor and control any noisy or dusty works, and the commencement/completion of the same, in compliance with LPA requirements.

Cascades (Main Works)

CEMP & LOGISTICS PLAN

Noise Control

Regulatory Overview

The principal legislative controls on noise which includes vibration are contained within the Control of Pollution Act 1974. In addition, statutory nuisance provisions contained within the Environmental Protection Act 1990

Section 72 of the Control of Pollution Act 1974 requires that 'Best Practicable Means' (BPM) is employed at all times when controlling noise and vibration on construction sites. This means that the measures must be taken to control environmental impacts and the recommendations and good practice that is outlined in British Standard 52281&2:2009+2014 Code of practice for noise and vibration control on construction sites. It is the responsibility of Willmott Dixon Construction that all activities adhere to current codes of practice and environmental law.

Willmott Dixon will regularly monitor air quality, dust and noise and follow the BRE Pollution Control Guides "Controlling particles and noise pollution from construction sites"

Detailed Provisions

Vehicles and mechanical plant used for the purpose of the works will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

On site where environmental disturbance may arise, compressors will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which must be kept closed whenever the machines are in use, and pneumatic percussive tools must be fitted with shrouding or silencers of the type recommended by the manufacturers.

Equipment that breaks concrete by munching or similar, rather than by percussion, shall be used as far as is practicable.

Noisy plant or equipment will be sited as far away as is practicable from noise sensitive buildings.

Care shall be taken when loading or unloading vehicles or dismantling scaffolding or moving materials, etc. to reduce impact noise.

Where large plant is used, for instance in demolition, soil movement or foundation works, modern plant, with noise suppressors and silencers will be utilised. All WDC staff have access to noise meters, and trigger, exposure and control limits will be strictly monitored and adhered to.

Any necessary localised noisy operations during will be positioned to minimise disruption and screening utilised during works as appropriate to control noise at source.

Should a need ever arise to work past the specified site operating hours due to unforeseen circumstances, Willmott Dixon will inform the council immediately and the surrounding community by form of a letter drop.

General

Cascades (Main Works)

CEMP & LOGISTICS PLAN

Noise assessments will be carried out as per Control of Noise at Work Regulations 2005.

There will be careful selection of the plant to be used to reduce noise.

On site noise assessments will be carried out and recorded.

All supply chain partners will provide full risk assessments and method statements.

Air Quality & Dust Management Survey

Dust is an unwanted waste product of our construction activities and is treated as such within Project Environmental Plan.

The Institute of Air Quality Management (IAQM) has produced guidance on assessing the risks of dust arising from site activities and this guidance and risk assessment methodology will be followed by Willmott Dixon.

Willmott Dixon will comply with all regulations introduced under The Clean Air act 1993.

Site Planning

- No bonfires / burning of any materials on site.
- Plan site layout – machinery and dust causing activities away from sensitive receptors.
- All site personnel are to be fully trained.
- Hard surface haul routes where practical.

Construction Traffic

- All vehicles to switch off engines.
- Effective cleaning and wheel washing on leaving site.
- All loads entering the site are to be covered.
- No runoff of site water or mud.
- All plant on site to be regularly maintained with appropriate filters in place.
- Regulate movement of construction traffic onsite.
- Ensure that onsite haul routes are effectively maintained and kept clean.

Site Activities

- Minimise dust generating activities.
- Use water as dust suppressant where applicable.

2.10. Asbestos

An asbestos R&D survey will be undertaken on Regan's bar and the existing leisure centre prior to any demolition commencing. During any asbestos removal works, Willmott Dixon will comply with the Control of Asbestos at Work Regulations and our specialist supply chain will observe the exposure limits and measurement methods for asbestos that are set out in the current Health and Safety Executive (HSE) Guidance Notes. Willmott Dixon and our specialist asbestos removal contractor will consult with

Cascades (Main Works)

CEMP & LOGISTICS PLAN

the HSE concerning precautions required when removing asbestos material and any notifications required to be issued to the HSE will be done so in good time. All asbestos waste will be transferred and disposed using approved waste carriers and disposal sites with all permits saved within Willmott Dixons Project Environmental Plan and Waste Transfer Notes saved on our online portal MiProject

2.11. Urban Ecology

Willmott Dixon will comply with the provisions of the current Wildlife and Countryside Act; and according to the specific requirements of any planning permission and related conditions. The first priority is to maintain habitats intact and undisturbed and, if possible, to make improvement to enhance the natural habitats.

Protection will be provided to all trees as identified within the Tree Protection Plan. Signage and protective fencing will be installed and all operatives will be informed during the site induction of the Tree protection measures, and the rules associated with working on site with tree protection in place. Protection will be installed in line with BS5837 (2012)

2.12. Environmental & Biodiversity Overview

Willmott Dixon's environmental policy requires a Biodiversity Champion to be appointed within the on-site team. A nominated Willmott Dixon site Waste Co-ordinator will also be appointed from within the site team.

The protection of trees and tree roots will be taken into consideration to ensure that trees are not damaged or otherwise adversely affected by the building operations. A method statement and tree protection plan will be produced and will be followed to manage the trees within the construction area. The proposed tree protection methodology will be agreed in conjunction with the local tree officer prior to construction works starting on site.

Full and specific Project Environmental Plans will be developed and approved by Willmott Dixon's internal Environmental Manager.

We place a great deal of importance on the ecological aspects of the scheme and we are mitigating the following:

- Deterioration of habitats as a result of light spill – Minimise light spill in hours of darkness
- Accidental damage to retained trees – Tree root protection.
- Encroachment on bat community activity – Identification and awareness through induction and toolbox talks.
- Impact on breeding birds – Avoiding breeding / nesting season or employing a certified ecologist to survey the areas in question prior to removal.
- Pest control – Ensuring welfare waste is disposed of adequately and collected from site in a timely manner to minimise the possibility of pests

Willmott Dixon will install a site notice board on the hoarding to ensure regular communication with the local residents on the site's environmental performance. For communication purposes, newsletters advising on progress and up and coming activities will be distributed to our neighbours monthly.

Site contact details, including telephone numbers will be displayed on the hoardings, with photos of all relevant site staff. This will be in addition to emergency contact details

Cascades (Main Works)

CEMP & LOGISTICS PLAN

which will also be posted on the site hoardings.

Engagement with neighbours will be managed in a professional manner with the utmost courtesy with responses being dealt with promptly by the project lead. Any complaints received will be investigated and any findings communicated promptly to the individual concerned.

2.14. NRMM

Not required

2.15. Demolition

All works will be undertaken in accordance with the public protection measures as required in British Standard BS 6187:2011: Code of Practice for Demolition.

The demolition included within the main contract works is to Regan's Bar and the existing Cascades leisure centre.

Haulage / deliveries

The site is located off Thong Lane. We recognise that there is a necessity to manage the volume of traffic arriving to and leaving the site in such a way as to reduce the impact of this traffic on the existing leisure centre and the community. As such the following shall apply:

- All deliveries shall be pre-booked and allocated set arrival times.
- Delivery instructions shall be sent to all suppliers and contractors.
- The engines of contractors' vehicles shall not be kept idling – to minimise noise and air pollution.

All vehicle routes will utilise the existing access roads and hard standing surfaces of the site - and demolition operatives shall always adhere to the traffic management plan.

The demolition area will become a designated exclusion zone and physical segregation of vehicles and pedestrians will be achieved by a mix of solid timber hoarding and full height Heras type fencing with gates and / or pedestrian barriers as appropriate.

Access into restricted areas will be controlled by the site supervisor whose contact details will be prominently displayed, to enable access to be arranged.

Vehicles are not permitted to reverse onto the site without guidance from a competent Banksman. A traffic marshal along with suitably qualified banksmen shall be always present, to coordinate the access and egress of vehicles.

Demolition plant

- All plant to be used on site should have a valid Certificate of Thorough Examination.

Cascades (Main Works)

CEMP & LOGISTICS PLAN

- Daily pre-use inspections shall be undertaken and recorded by plant operators ensuring that any defects are reported immediately.
- Flashing amber warning beacons shall be switched on whenever plant is in
- Plant/vehicles must only be used on suitable ground, in adequate lighting conditions.
- Where required, provision shall be made for suitable and sufficient task lighting.
- All plant/vehicles will have additional mirrors where necessary to ensure that operators have 360° visibility from the driver's seat.
- When not in use, plant/vehicles must be secured, and keys removed to prevent unauthorised access and use.
- All plant shall be inspected weekly by a competent person as required under both LOLER 1998 and PUWER 1998 with the inspection being recorded on the site plant register.

Demolition environmental control

Consideration for the protection of the environment is paramount. Start and finish times will be regulated to take into consideration the residents of neighbouring properties and to comply with any local authority implied restrictions (peak times and school drop off times). Noise from plant/machinery will, so far as is reasonably practicable, be kept to the lowest level possible. In order to restrict the production of dust arising from demolition, contractors use means such as water mist cannons and hoses to suppress dust within the area during demolition and to stockpiles of materials. All plant associated with undertaking demolition works are also fitted with adjustable spray nozzle attachments to control water flow.

Storage of fuel

The storage unit provided will be double bunded and have a trigger nozzle fitted to minimise the potential for spillages, there will be a suitable spill kit located within the storage area and a drip tray/plant nappy will be utilised whilst refuelling is undertaken. In the event of a spillage our demolition contractor will take immediate action to contain the spill by employing their emergency spill control procedure specified in their RAMs.

Our site supervisor will carry out a weekly check of the environmental issues on the site via our environmental site weekly audit / inspection report.

3. CONSTRUCTION METHODOLOGY

A full condition survey of neighbouring buildings and surrounding infrastructure will be completed prior to any construction works being undertaken and any damage caused as a direct result of the construction process will be repaired as required.

An indicative programme of works included in appendix A.

3.1. Initial Site Set Up

Initial enabling works activities will commence with the erection of site safety hoarding and the establishment of the site compound and offices as shown in Appendix B.

A small office and welfare unit will be provided during the demolition phase, there will also be separate site vehicle and pedestrian gates into the site compound area.

Cascades (Main Works)

CEMP & LOGISTICS PLAN

3.2. Construction Phase

3.2.1. Demolition/Enabling Works

Once the site has been secured following the erection of the site safety hoarding and vehicle/pedestrian gates and the temporary welfare unit has been delivered and commissioned the demolition of Regan's bar can commence. Gas and electric services will be isolated with certificates issued to the demolition supervisor. Water will be isolated throughout the building with a single point of connection agreed for any dampening down required. The building will be stripped of all internal fixtures and fittings using hand and battery-operated tools with all waste being removed to the appropriate skips. Once the building is back to a 'shell' the safe demolition of the building structure can commence, this will be undertaken using a tracked excavator with a 'munching' attachment. The hardcore from the building structure will be stockpiled in readiness for a muck away lorry to remove from site.

3.2.2. Substructure

The foundations currently designed for the new leisure centre are a piled solution with pile caps, ground beams and raft slabs.

The substructure works will also include the construction of the pool tanks, pool filtration pump pit and balance tanks using in-situ waterproof concrete with all associated pool filtration pipe work cast in's installed.

As part of the substructure works the lift pits and other substructure works, including staircase bases, will be installed to allow the ground floor slab construction

3.2.3. Superstructure

The structure of the new leisure centre will consist of a steel frame and be constructed using mobile cranes.

A detailed method statement for the superstructure erection will be produced by the works Supply Chain Partner in line with the structural engineer's sequence of construction and agreed with Willmott Dixon Construction prior to commencement.

A temporary works design will be developed in accordance with BS 5975. Edge protection and access will be installed to the buildings as the works progress.

3.2.3 Envelope and Roof

Once the frame is erected the following trades will commence; envelope cladding, windows, curtain walling and roofing. These will involve the use of MEWP's and forklifts.

The weatherproof roof finishes will follow the completion of the frame progressively. A mobile crane and telehandler will serve as the means of vertical movement of materials during these works.

Cascades (Main Works)

CEMP & LOGISTICS PLAN

The external walls will be installed via MEWPs that will have access to all elevations of the building and will be driven across a stone MEWP matt suitable for taking the load of the MEWP plus materials

3.2.4 Internal Works

With the building enclosed, the internal fit out activities will start. During the final phase we will look to install fixed furniture and equipment and commission the building.

3.2.5 External Works

Towards the latter end of the construction period, external landscape works will be carried out around the new building and within the site hoarding for the new build only. The external works to the car park will commence once we have removed all site hoarding from the new leisure centre, erected in the new location as shown on the 'New Car Par' logistics plan, and the existing leisure centre demolished.

4 CONSTRUCTION LEGISLATION

Willmott Dixon will be working on this project under the below Environmental regulations and legislation

- The Control of Pollution Act
- The Environmental Protection Act
- The Highways Act
- The Road Traffic Act
- The Control of Asbestos Regulations 2006 (if asbestos is found)
- Asbestos Essentials Task document (if asbestos is found)
- HSG 189/2 Working with Asbestos (if asbestos is found)
- The Hazardous Waste Regulations 2005
- The Waste Electrical / Electronic Equipment Regulations
- The Control of Pollution (Oil Storage) Regulations 2001
- The Provision and Use of work Equipment Regulations 1999
- The Control of Noise at Work Regulation

5 CONSIDERATE CONSTRUCTORS' SCHEME (CCS)

The project will be registered with the Considerate Constructors Scheme, which is the Industry Leading Benchmark of professional construction standards. Willmott Dixon Construction prides itself on regular high scoring in scheme audits and achieving award winning status across many sites.

Willmott Dixon will always seek to work with our neighbours, and the wider community to ensure that our site operations cause the very least amount of impact and disturbance during the build phase.

Willmott Dixon also seek to work in the wider community during our projects to use the project to benefit worthy causes, and as a springboard for recruitment and education in the immediate locality.

We do not condone using foul language on site and smoking within the construction area is not permitted - only in designated smoking shelters. We expect all Personal

Cascades (Main Works)

CEMP & LOGISTICS PLAN

Protective Equipment (PPE) to be left at the site offices and not worn away from the site demise.

Our Supply Chain Partners are long established and share the same values as all Willmott Dixon staff.

6 FORS/CLOCS

Willmott Dixon Group is continually striving to improve health and safety standards across all its operations; and this includes work related road safety.

In recent years there has been several fatal and serious collisions within the construction industry, many involving construction traffic and cyclists or other vulnerable road users. As a result, the industry is working together to improve road safety for all vulnerable road users.

You may be aware of the Construction Logistics and Community Safety (CLOCS) Standard, which is supported by the Health and Safety Executive and Department for Transport. Willmott Dixon Group will be mandating the CLOCS Standard across all of our construction operations and compliance throughout our Supply Chain. This standard is applicable to all vehicles over 3.5 tonnes gross vehicle weight. We believe that death and injury on the road is avoidable. Complying with the CLOCS Standard and adopting an 'All Safe on the Move' culture will enable a fair and consistent approach to managing safety beyond the site gate and boundary.

The CLOCS Standard compliance can be met by demonstrating Fleet Operators Recognition Scheme (FORS) Silver Accreditation or above.

In line with our commitment to both CLOCS and FORS, we request that all of our supply chain now achieve the following, if these commitments have not already been gained to date:

1. FORS Silver Accreditation for vehicles (over 3.5T)
2. FORS Silver accreditation to be gained for all UK operating centres

7. LOCAL COMMUNITY

Communication will be ongoing during the works, with neighbours being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings. Community liaison will be promoted on site and our assistance continually offered to Gravesham as and when required.

Willmott Dixon will carry out a 'meet the contractor' event, whereby the team will present logistics proposals, community investment and supporting local community groups, schools and charities. This will allow residents in the area to voice any concerns, ahead of our start on site. The site team will have a dedicated residents liaison contact.

Cascades (Main Works)

CEMP & LOGISTICS PLAN

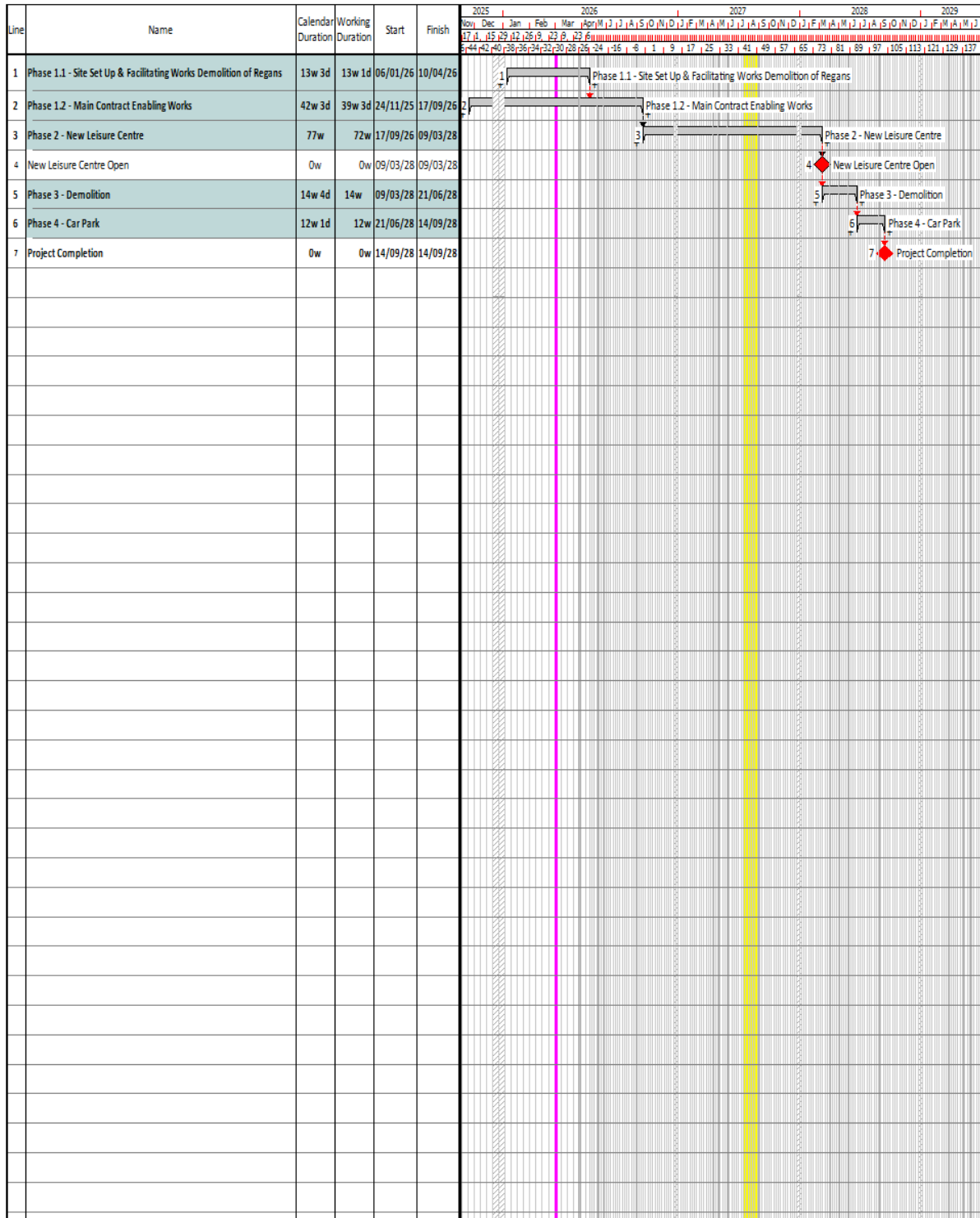
Regular Open Evenings will also be conducted so we can keep the local residents updated with our works, with visuals and plans. Contact details for key members of the site team will be displayed on the hoarding.

Cascades (Main Works)

CEMP & LOGISTICS PLAN

Appendix A – Programme

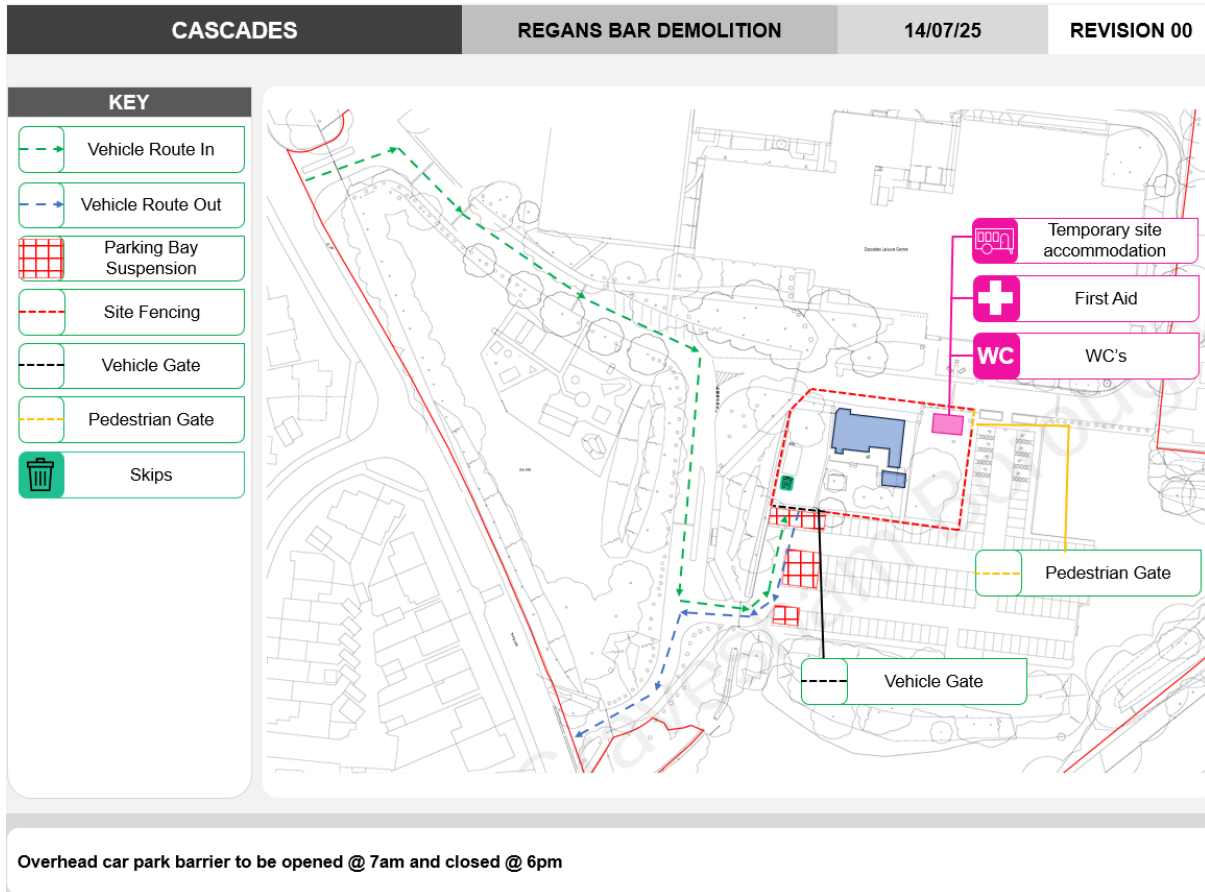
Cascades Leisure Centre Preconstruction Programme



Cascades (Main Works)

CEMP & LOGISTICS PLAN

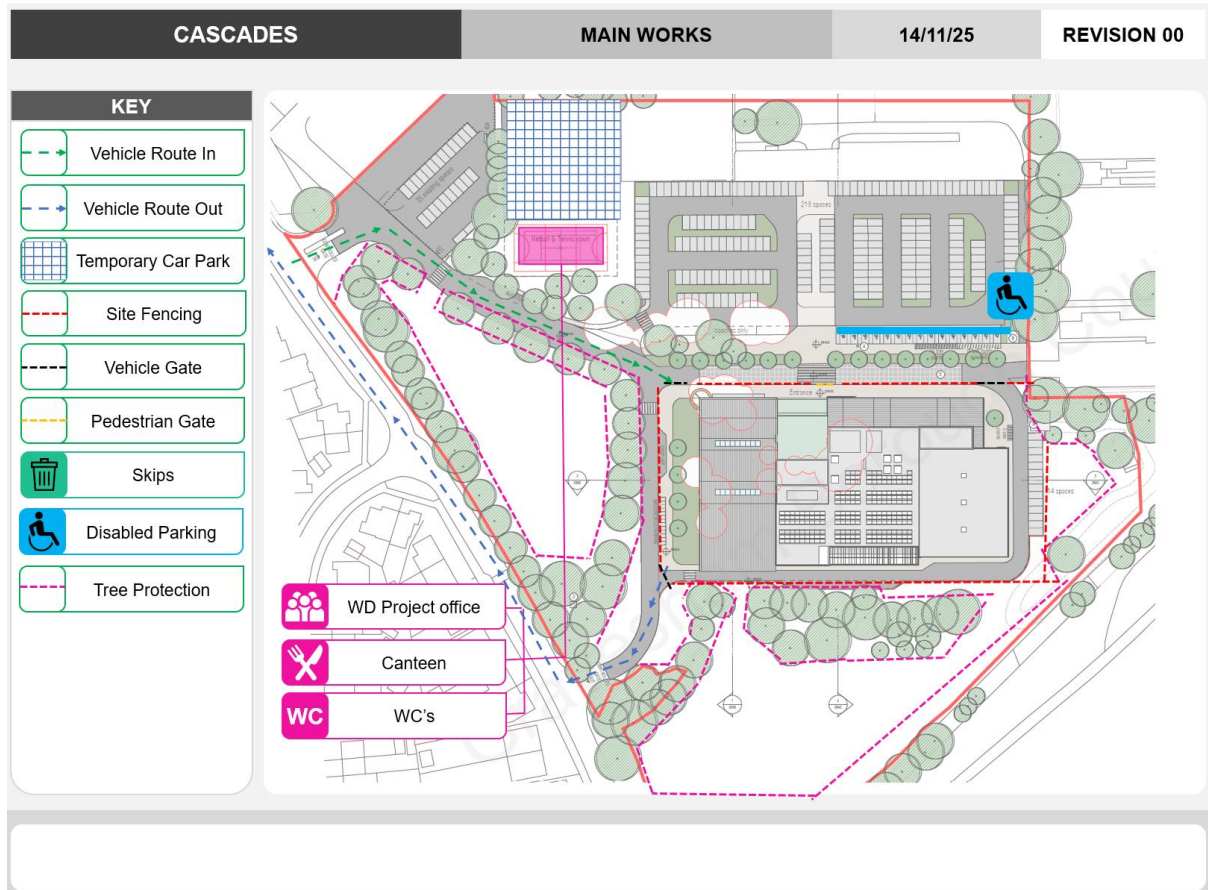
Appendix B – Logistics Plan (Regan's Bar Demo)



Cascades (Main Works)

CEMP & LOGISTICS PLAN

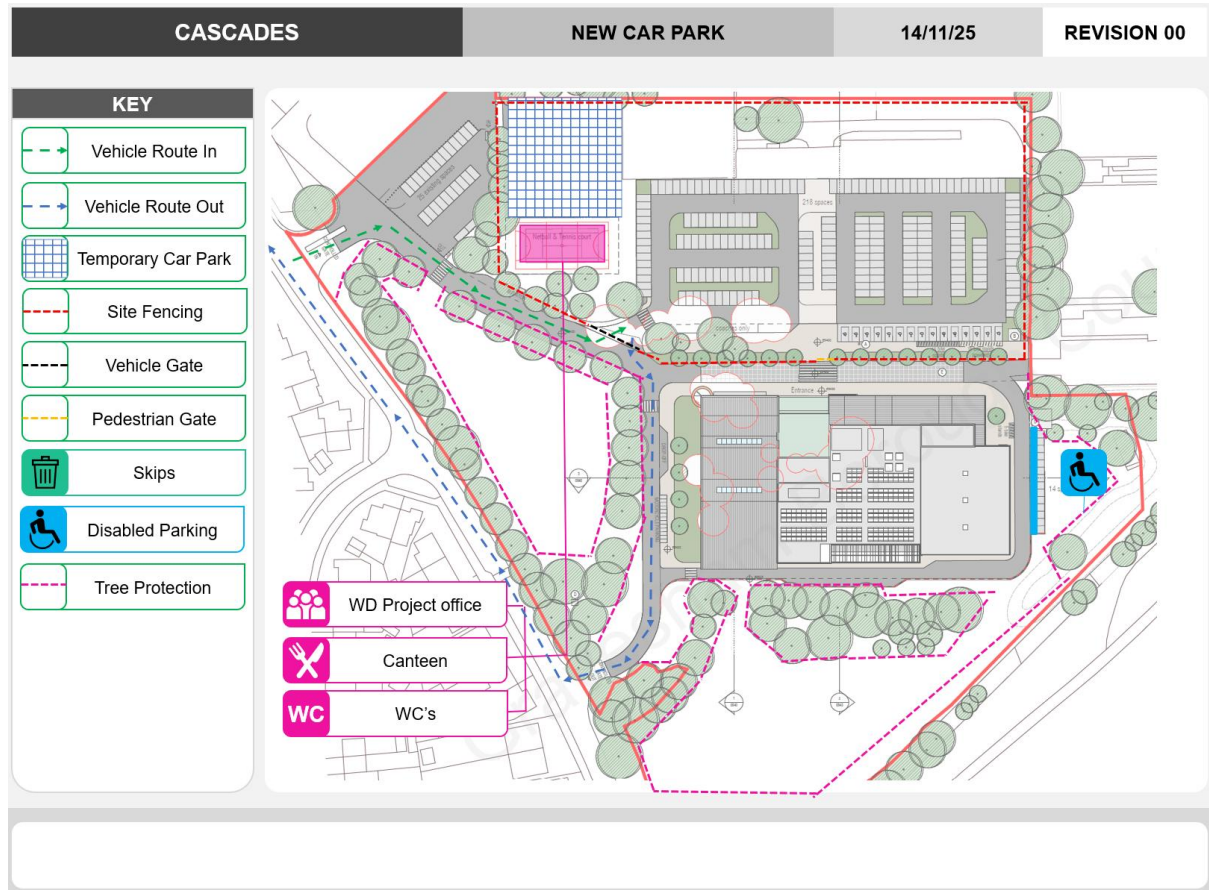
Appendix C – Logistics Plan (Main Works)



Cascades (Main Works)

CEMP & LOGISTICS PLAN

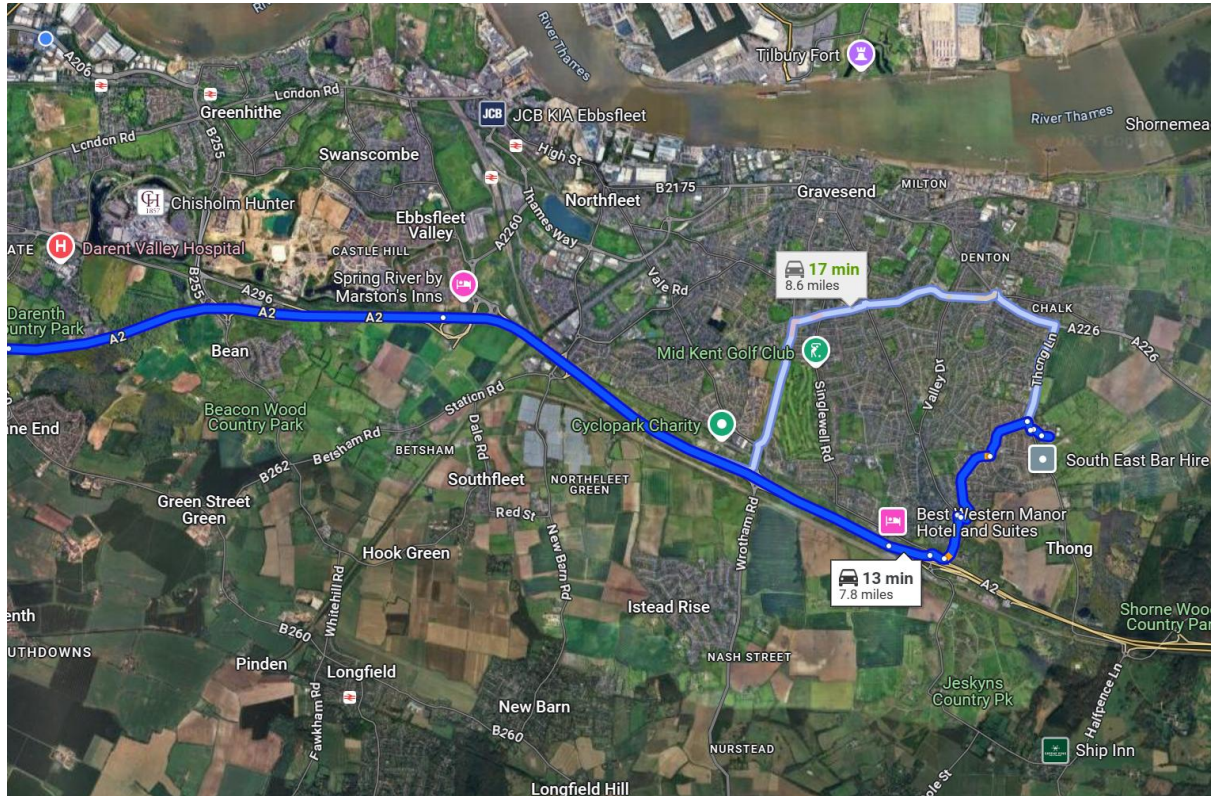
Appendix D – Logistics Plan (New Car Park)



Cascades (Main Works)

CEMP & LOGISTICS PLAN

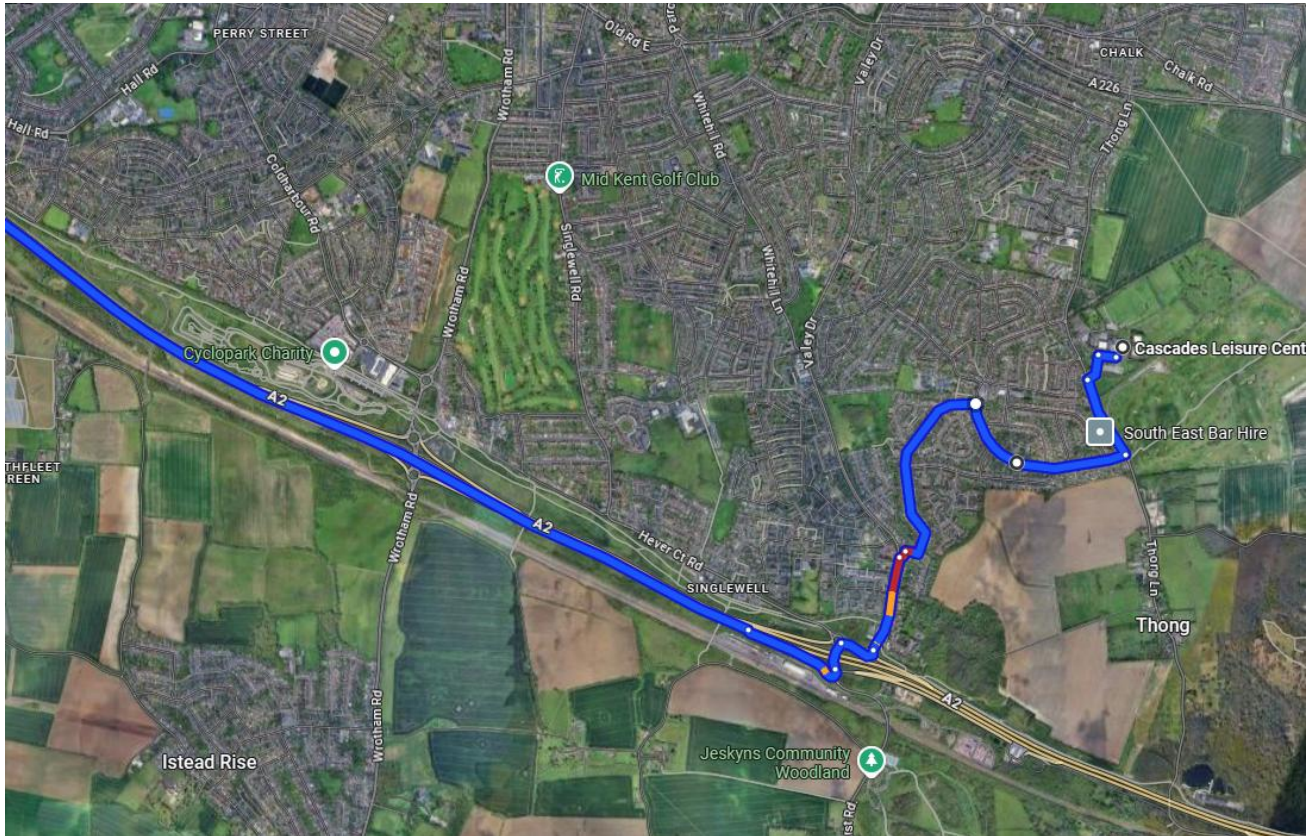
Appendix E – Vehicle Route to Site



Cascades (Main Works)

CEMP & LOGISTICS PLAN

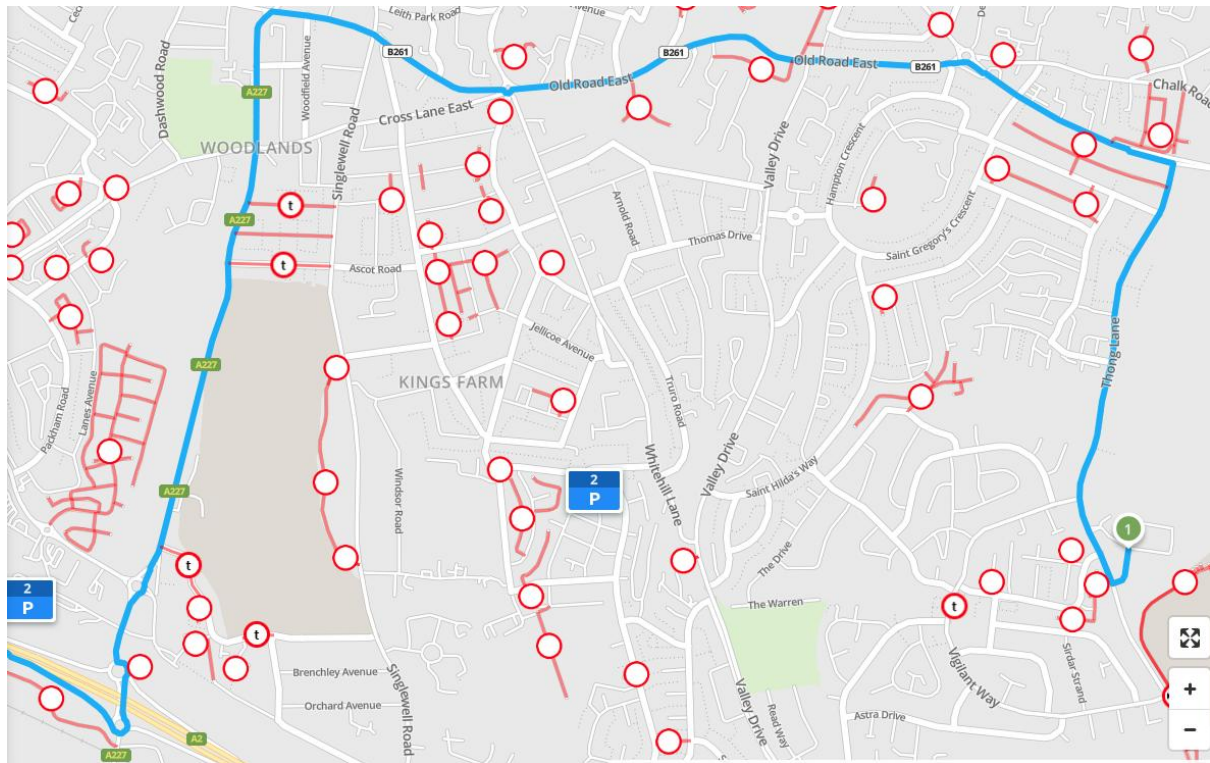
Appendix F – Vehicle Route from Site



Cascades (Main Works)

CEMP & LOGISTICS PLAN

Appendix G – HGV Route from Site

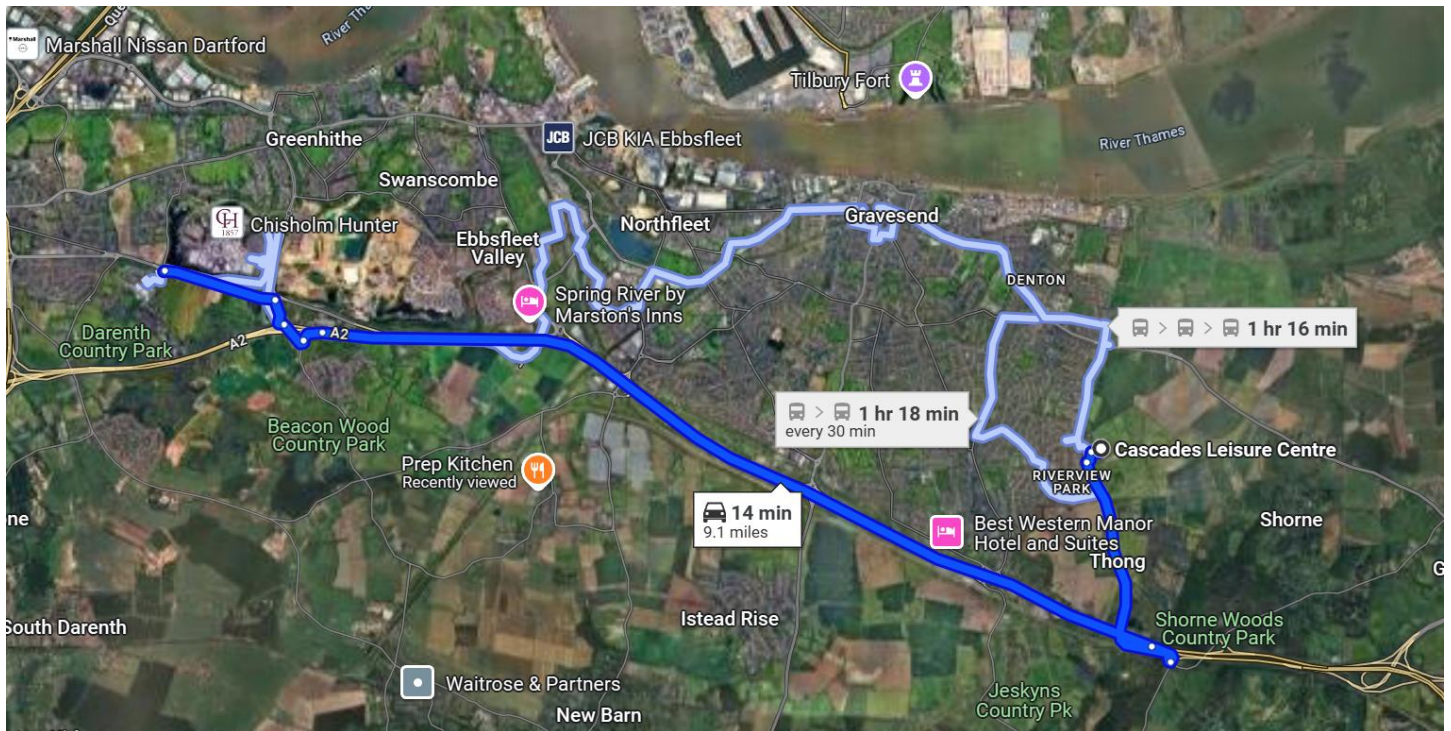


Cascades (Main Works)

CEMP & LOGISTICS PLAN

Appendix H - Emergency Hospital route

The nearest Accident & Emergency Hospital is located at Darent Valley.



The site management team will familiarise site personnel with directions to the Hospital during the site induction briefing. Copies of these directions will also be available at the first aid point on site.