



Delegated Report

Approval of Conditions Application

Application No:	20240369
Location:	FM Conway, Imperial Wharf, Clifton Marine Parade, Gravesend, Kent, DA11 0DY
Description:	Application for the approval of condition 3 attached to planning permission reference number 20220733 relating to Construction Environmental Management Plan (CEMP).
Applicant:	FM Conway Limited

Submitted Documents/Plans

- Application Form – dated 19 April 2024;
- Covering Letter by PDE Consulting Ltd (dated 17 April 2024);
- Construction Environmental Management Plan by PDE Consulting Ltd (dated 17 April 2024).

Relevant Planning History

Reference	Description	Decision	Decision Date
20220733	The installation of two additional bitumen tanks, load out gantry and the installation of a bitumen emulsion plant and alternative car parking.	PERMITTED	11.09.2023

Consultations, Publicity and Representations

Internal Consultees

GBC Environmental Protection - The submitted CEMP is acceptable from Environmental Protection's perspective. Matters relating to dust and noise have been appropriately addressed. It's noted that a piling risk assessment is to be submitted under Condition 14 of 20220733 and matters contained in this will be adhered to in terms of the CEMP.

There is no objection to his condition being discharged. Advice should also be sought from the Highways Officer as some of the matters in the CEMP fall under Highway's jurisdiction.

Officer's Analysis

This is an application for the approval of condition 3 attached to planning permission reference 20220733 relating to the Construction Environment Management Plan.

Condition 3 states the following:

3. *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 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 routeing 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*
 - (n) Monitoring and review provisions with the Local Planning Authority.*
 - (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.

This condition was attached to ensure that a suitable programme of works is set out prior to the commencement of works.

The details submitted in relation to the condition are considered acceptable:

(a) Noise Pollution –

The CEMP sets out that the development will follow Best Practical Means (BPM) with the BS5228 Code of Practice for Noise and Vibration Control being employed which will balance noise and vibration against the works to be completed.

This has been considered by GBC Environmental Protection, who have raised no objection.

This is considered acceptable.

(b) Measures to Prevent Nuisance from Windblown Dust –

The CEMP states that appropriate site-specific mitigation measures, as set out within IAQM 2014 Guidance on the Assessment of Dust from Demolition and Construction v1.1, will be employed during the construction phase.

This is considered acceptable.

(c) Traffic Management Plan –

The CEMP contains a Construction Traffic Management Plan (CTMP). The key elements of the CTMP are as follows:

- *Means of direct access to the site from the adjoining maintainable public highway* - The main site has direct access from the public highway at Clifton Marine Parade via existing access points. No new accesses are required to facilitate the construction of the proposed bitumen storage tanks, bitumen emulsion plant and loading gantry.

Access to the proposed new car park will be via West Mill, with no new access point is required to facilitate this.

- *Surface treatment of the access to avoid spill of migratory material on to the maintainable public highway* - The entire site is already laid to hardstanding, which will be maintained where possible. Vehicles making deliveries to the site will be directed to surfaced areas near to the locations where the materials are required for construction. As far as possible, delivery vehicles will not travel on unsurfaced areas. Departure checks will be made to vehicles to ensure no spilling of migratory material onto the maintainable public highway. Water assisted sweepers will be used to maintain haul routes and accesses free of debris.
- *Details of numbers and routeing of construction and delivery vehicles to / from Site* - During the peak of the construction phase it is anticipated that there will be approximately 15 deliveries of materials per day, though the number of deliveries on any given day are likely to be variable depending upon the works taking place at the time. These deliveries will predominately be made by HGV, though some smaller LGV deliveries will also be made.

Construction traffic leaving the site will head south along Clifton Marine Parade which links to Thames Way via a roundabout junction. Vehicles will continue south up to a signal-controlled junction with the A226. The A226 leads west from where vehicles will travel onto the A2260 which provides a link south onto the A2 Springhead Interchange and therefore onto the A2. Vehicles accessing the Site shall do so in the opposite direction along this route.

- *Timing of deliveries and waste movement* - Construction activity and associated deliveries will be limited to the hours specified below:
 - 08:00 to 18:00 Mondays to Fridays;
 - 08:00 to 13:00 Saturdays; and
 - Sunday and Bank Holidays. No works audible at the site boundary or any other place agreed by the council.

- *Loading and unloading of plant and materials away from the maintainable public highway* - A temporary construction compound will be erected on land to the west of the proposed bitumen storage tanks. The compound will be used to store any materials required for the construction of the proposed bitumen storage tanks, emulsion plant and loading gantry, together with other ancillary aspects of the Development. The location has been selected as it is central to the individual aspects of development and is in close proximity to the proposed bitumen storage tanks which will be the main focus of construction activities.

This area is already laid to hardstanding, thus providing a suitable maintainable surface for loading and unloading activities.

- *Parking and turning areas for construction and delivery vehicles and site personnel* - Initially car parking for site personnel will continue to be provided for within the existing site car park whilst the new alternative car park is established. The location of the existing car park can be seen on Drawing Number KD.IMP.D.003. Once the new car park has been constructed as illustrated on Drawing Number KD.IMP.D.004A, car parking for site personnel will be switched to this new area, allowing work to commence on the two main bitumen storage tanks. Car parking will also be provided within the Construction Compound for construction vehicles.
- *Type and location of wheel washing and chassis cleaning facilities* - Due to the nature of the Site and the type of development proposed it is not considered that wheel washing facilities will be required. Delivery vehicles will be restricted to surfaced areas of the Site as far as possible and will be inspected prior to departure should there be a risk of tracking debris out of the Site. Water assisted sweepers will be used to maintain haul routes and accesses free of debris.
- *Temporary traffic management / signage* - Due to the nature of the Development, no temporary traffic management measures will be required during the construction phase however a banksman will be on hand to direct delivery vehicles when required.

This is considered acceptable.

(d) Construction Compound –

A temporary construction compound will be erected on land to the west of the proposed bitumen storage tanks, as shown in Figure 1 below.



The location has been selected as it is central to the individual aspects of development and is in close proximity to the proposed bitumen storage tanks which will be the main focus of construction activities.

This is considered acceptable.

(e) Site Security Measures –

The construction areas will be secured daily and on weekends when working is ceased and security patrols will be implemented.

The CEMP states that the operator will make certain that access to the Site is restricted only to those with a legitimate reason to be there, including staff working on site and legitimate visitors.

The Site Compound will be properly protected with hoarding, safety signage and controlled vehicle / pedestrian entry points that will prevent unauthorised access.

This is considered acceptable.

(f) Details of stockpile areas for building materials –

The compound (highlighted in the image above (d)) will be used to store any materials required for the construction of the proposed bitumen storage tanks, emulsion plant and loading gantry, together with other ancillary aspects of the Development.

The location is central to the individual aspects of development and is in close proximity to the proposed bitumen storage tanks. This area is already laid to hardstanding, thus providing a suitable maintainable surface for loading and unloading activities.

This is considered acceptable.

(g) Drainage Design Plan –

The construction of the development essentially comprised of four main areas:

- new car park
- the proposed bitumen storage tanks
- the emulsion plant and
- the loading gantry and associated HGV parking

The management of surface water would be undertaken locally to the areas highlighted above.

The CEMP states that the nature of the construction limits the risk of construction runoff from entering existing drainage networks and where possible existing surfacing will be retained, reducing the risk of bare ground becoming uncovered which would present a risk of transporting silts into the drainage system.

Where excavations are required which present a risk of contaminated runoff flowing to drainage systems, measures will be implemented to contain any water. This water will be captured by a mobile treatment system such as a 'Siltbuster' interceptor which is able to separate the sediments from the water before it can be discharged to the drainage network.

This is considered acceptable.

(h) Ecological Mitigation –

The original planning application was supported by a Preliminary Ecological Assessment (PEA), which concluded that there will be no significant adverse impacts upon valued ecological resources and no specific mitigation measures relating to ecological interests are required.

This is considered acceptable.

(i) Protection of Public Sewers –

There are no known operational water apparatus or public sewers within close proximity to the main components of the proposed development, as highlighted surveys and searches, and therefore the risk to these features is assessed to be low. The location of any utilities will be marked by a surveyor prior to construction works breaking ground to ensure that activities are kept well away from these assets. During excavations a CAT scanner will be used to search for buried utilities.

This is considered acceptable.

(j) Piling Works (vibration monitoring and mitigation) –

The CEMP states that prior to the commencement of any piling works, a piling risk assessment / RAMS will be produced and submitted to GBC. As part of this document consideration will be made to the chosen method of piling outlined as part of the risk assessment and this will consider the risk of noise and vibration as well as any necessary mitigation measures deemed necessary to reduce these risks.

This has been reviewed by GBC Environmental Protection, with no objection, and is considered acceptable.

(k) Site Hoardings –

The existing site has steel palisade fencing in place along Clifton Marine Parade which prevents unauthorised access to the proposed new car park and the land to the west of The White House where the new load out gantry is proposed to be constructed. There is steel palisade fencing also in place along Clifton Marine Parade to the west of the proposed bitumen storage tanks. The steel palisade fencing will be extended east along Clifton Marine Parade near to the completion of construction works to surround the land where the new bitumen tanks will be constructed.

During the construction phase, temporary timber or steel hoarding will be erected around the site compound and construction activities associated with the new bitumen storage tanks. A vehicle gate will be installed within the hoarding to allow access into the compound and working areas. The temporary fencing will conceal the building works and increase site security during the construction phase. It will also protect the public from any hazards.

The size of each hoarding panel will be circa 2 m wide x 2.4 m in height. The access gate to the site compound and working areas will comprise of a half mesh secure vehicle gate measuring 2.4 m in height by 5.1 m wide. The hoarding is considered to be high enough to ensure that it cannot be easily scaled, secure enough that it cannot be easily penetrated or knocked down and obscure construction activities visually.

This is considered acceptable.

(l) Pest Control –

Due to the nature of the development proposed it is not considered that there will be a need for pest control during the construction phase. Any waste produced that would attract pests will be disposed of in appropriate bins which shall be emptied on a regular basis.

This is considered acceptable.

(m) Temporary Construction or Security Lighting –

The construction works would be limited to the following hours:

- 08:00 to 18:00 Mondays to Fridays;
- 08:00 to 13:00 Saturdays; and
- Sunday and Bank Holidays. No works audible at the site boundary or any other place agreed by the council.

The CEMP states that the need for any external lighting during the construction phase will therefore be limited and if deemed necessary mobile lighting rigs will be used and positioned where needed to support any specific construction tasks. These lights would be positioned pointing downwards to the locations where they are required in order to minimize light spill.

Condition 12 attached to 20220733 requires details of lighting, post-development, to be submitted to and approved in writing by the Local Planning Authority.

This is considered acceptable.

(n) Monitoring and Review Provisions –

The CEMP states that day to day monitoring of activities will be carried out by an appropriate person using a field inspection sheet. Further to this a weekly inspection will be undertaken and completed against a suite of agreed site standards. The results of these inspections will be discussed at the project team meeting.

The Operations Manager will also carry out a monthly assessment of the project's environmental performance, based upon the performance measured; environmental monitoring undertaken and their own Site inspections.

Regular audits will be completed to verify that the project is compliant with the CEMP, and legislation.

All areas of non-conformance identified through the monitoring will be documented and investigated and corrective measures will be developed, implemented and then formally closed out through follow up inspections.

This is considered acceptable.

(o) Community Engagement Strategy –

The CEMP states that an information board will be maintained on site which shall contain updates

relating to the progress of the construction of the development. The information board will contain a brief description of the development works and will be regularly updated as construction activities progress.

A complaints procedure will be implemented at the site to provide local stakeholders with the appropriate channels through which they can raise any concerns in respect of the development and these shall be passed through to the project team for investigation.

A business identification board will be prominently displayed at the entrance to the site, that states the company name and emergency contact details.

As soon as a complaint is received the Operations Manager will be informed. A complaints record shall be fully completed, with measures to be taken to assess the issue and find possible mitigation methods. For instance, if there is a complaint of dust, ensure dust suppression systems are functioning correctly and sweepers are on hand to clean the site and access if required. The record should be kept and if deemed necessary discussed with the Local Planning Authority on their next visit.

This is considered acceptable.

Conclusion

The details submitted are adequate to discharge Condition 3 (Construction Environment Management Plan).

Recommendation

Approval

Case Officer:	Mr Ethan Bonthron	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	9 th June 2024	Dated:	09 July 2024