



CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

O'Halloran & O'Brien Limited – Dalefield Way, Gravesend, DA12 2FL

West Yard

Establishment of open storage yard

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V2 – 13/02/2026



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1.0 EXECUTIVE SUMMARY

This Construction Environmental Management Plan (CEMP) has been prepared for the establishment of an open storage yard at Dalefield Way (West), Gravesend, Kent DA12 2FL (OHOB Yard West). The works comprise of a compacted selected fill surface across site, localised hardstanding works and drainage installation.

This document will cover Planning Condition 3. The full list of conditions is listed below:

Cond. No.	Topic	Condition Description
		Planning Conditions (Decision date: 23/01/2026)
3	Construction Management (CEMP + Dust)	Within one month of the date of permission and prior to any ground works, site and/or vegetation clearance: submit a Construction Environmental Management Plan (CEMP) including a Dust Management Plan in line with Appendix D of the Air Quality Assessment (30 May 2025). Implement per approved CEMP and timetable; reference BS5228, BRE DTi Feb 2003, IAQM Guidance v2.2 Jan 2024 (or updates).

2.0 INTRODUCTION & SCOPE

This CEMP sets out the construction and environmental management arrangements for the establishment of an open storage yard (hardstanding, drainage and associated boundary works) at Dalefield Way (West Yard).

Construction Management Arrangements

Prior to the commencement of any construction activities, a comprehensive Construction Environmental Management Plan (CEMP) will be implemented. This CEMP will address key aspects such as construction schedules, traffic management, communication with affected properties, contractor parking, and the control of noise and dust emissions. The plan will be carefully monitored to ensure that construction activities proceed with minimal impact on the local environment and the operations of our sister companies within the compound.

Lighting Scheme

As this site will be used mainly for open storage, the lighting requirements for the scheme are minimal. Lighting only inside the site entrance will be provided.

OHOB will ensure that all construction lighting is carefully positioned and managed to prevent any disruption to the residential properties located across the road from the site. Measures will be taken to direct lighting away from these areas, ensuring that local residents are not adversely affected during evening or early morning work.

Noise Pollution Control

To mitigate noise pollution during construction, OHOB will implement several strategies aimed at minimizing disruption to the surrounding area, particularly the residential properties located across the road. Construction activities will be scheduled during standard working hours to reduce the impact on the local community. Additionally, machinery and equipment will be maintained to operate efficiently. As there are no plant or machinery – or activities that produce high noise levels this is considered low risk.

Furthermore during site operation noise levels will be kept at a minimum, as most of the noise will be produced by telehandlers moving stored items.

Crime Prevention Measures

The site will rely on the existing compound security measures, which include a comprehensive system of cameras for main access to the yard and perimeter fencing, to maintain a secure environment throughout the construction process and during operation. Additional CCTV monitoring will be installed on the premises once the main works are complete.

Environmental and Health & Safety Considerations

OHOB will be responsible for managing the construction works in accordance with OHOB's environmental and H&S policies and procedures, adhering to current best practices and guidelines. Particular attention will be given to minimizing the impact of construction activities on the nearby Westcourt Marshes. Strategies will be implemented to control dust, noise, and waste, ensuring compliance with environmental regulations.

Noteworthy Site Details

The works included in this planning application will be constructed by O'Halloran & O'Brien Limited who will fully project manage and construct the works in accordance with current best practices and construction methods. OHOB will undertake to manage the works giving due regard to our environmental and H&S policies and procedures and giving full consideration to best practice and recommended guidelines. The aim is to minimise the impact of the works on the local residents and the surrounding community and environment.

2.1 SITE LOCATION

The site is located In Gravesend at Dalefield Way, Gravesend, Kent DA12 2FL (OHOB Yard West), within the Dalefield Way Industrial Park. The works are confined to the existing yard area and comprise formation of a tarmacked hardstanding in the South East corner with drainage to an interceptor, and formation of an open storage surface to the remainder of the yard using crushed and compacted selected fill. The site benefits from controlled access to Dalefield Way through the secure compound and is surrounded by industrial uses with residential properties across the road.



2.2 SITE & IMMEDIATE SURROUNDING AREA

The Dalefield Way Industrial Park is situated in Gravesend, with the town centre located approximately 1.5 miles to the West. The site benefits from good transport links, with Gravesend Station a 7-minute drive away, offering direct rail connections to London and other surrounding areas. The A226, which runs nearby, provides easy access to the A2, facilitating quick connections to the M25 and the wider motorway network. There is also a bus service stopping at Damigos Way Bus stop on Dering Way, a short 5 minute walk away from the offices and yard.

To the south of the site, across Dalefield Way, lies a residential neighbourhood, while to the north and east are the Westcourt and Great Clane Lane Marshes. The site's location within an established industrial park ensures that it is well-positioned for both logistics and accessibility, supporting the operational needs of OHOB and its sister companies.

2.3 THE SCHEME

Works to form the open storage yard hardstanding and drainage infrastructure within the existing industrial park.

The scheme is for open storage yard establishment. No new buildings are included within this scope.

The development is situated within an established industrial zone, ensuring minimal disruption to surrounding residential areas. The site's proximity to main transport routes, including the A226 and A2, ensures easy access for staff and deliveries. Public transport options are also conveniently available with a bus stop only 5 minutes walk distance on Dering Way and with Gravesend Station just a 7-minute drive from the site.

2.4 CONSTRUCTION

Site Setup and Enabling Works

The initial phase will focus on setting up the site, establishing access routes to existing welfare facilities, securing the perimeter, and setting out environmental constraints (including the 8 m buffer zones to the West and North boundaries). Site security will utilise the existing fencing where and existing industrial park security measures. As there are no services/drainage systems below ground, a further confirmation will not be required prior to excavation for new underground pipework and interceptor. On-site parking and vehicle routes will be managed in accordance with the overall industrial park logistics arrangements.

Construction Phases

Construction Phases:

Phase 1 - Enabling and setting out: set out buffer/exclusion zones; establish working areas; remove/prepare existing surfaces locally to receive new works; implement pollution prevention controls.

Phase 2 - Drainage and interceptor: install ACO channel drains to the South East hardstanding; connect via underground pipework to petrol interceptor located at the North East corner; provide headwall discharge to the swale along the North East boundary.

Phase 3 - Surfacing and boundaries: lay tarmac to the South East hardstanding; place, level and compact crushed and selected fill to remaining yard areas; install/upgrade acoustic fencing to the South boundary; install temporary winter lighting and low-level East boundary lighting for safe pedestrian movement; final clean-down and demobilisation.

Landscaping:

Soft landscaping, including the planting of grasses, shrubs, and other native flora to enhance the site's aesthetics and environmental value.

Finalization:

Removal of any temporary security measures and making good of any disturbed areas.

Final site clean-up and preparation for handover.

Logistics:

Phase 1: Focuses on the groundworks – formation and drainage. Dust and Noise control measures will be implemented.

Phase 2: Tarmac, white lining, acoustic fencing and pedestrian access.

2.5 DURATION

The overall duration of works is expected to last approximately 3 to 4 weeks from go-ahead, subject to weather and approvals. The programme comprises: site establishment and setting out; drainage and interceptor installation; formation of hardstanding and selected fill surfaces; tarmac, boundary fencing and lighting; and final clean-down and demobilisation.

2.6 WORKING HOURS

Construction Works hours:

- 8.00am – 6.00pm Monday to Friday
- 8.00am – 1.00pm Saturdays only if required.

No work will be carried out outside of these times or on Sundays or Bank or Public holidays without written consent. Work outside of these days or times may only take place if it is associated with an emergency or carried out with the prior written approval of the relevant planning authority.

3.0 CONTACT DETAILS

3.1 SITE MANAGER

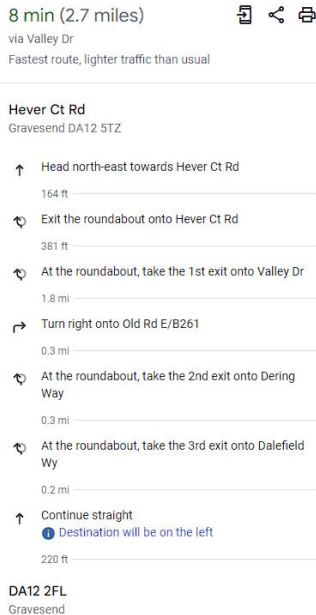
OHOB will install a display board at the site entrance which will clearly identify the contact details of relevant personnel that can be contacted during normal site operating times and an emergency number for all other times. This will include key personnel, email addresses, website and telephone numbers. Additional information may include details of the scheme and its progress.

3.2 CONSIDERATE CONSTRUCTORS

There is no requirement to register the site for the Considerate Constructor Scheme (CCS) but the site will be run in accordance with CCS rules.

4.0 ACCESS TO / FROM AND ON THE SITE

Access to site will be gained in most instances from the A2, although some vehicles can approach through local traffic routes. For general haulage, the main route will be from Watling St (A2) to the Hever Court Road Roundabout, then along Valley Drive and then turn right onto Old Rd E up to the Lion Roundabout, taking the 2nd exit onto Dering Way up to Dalefield Way Roundabout, taking the 3rd exit onto Dalefield Way and driving 300m to the Industrial Estate entrance gate on the left. The return route will follow the same roads, in reverse.



4.1 CONSTRUCTION VEHICLES

Registration for the Fleet Operator Registration Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) will be encouraged for OHOB Transport Operators used, and the haulage sub-contractors they use.

Construction Plant – such as excavators, dumpers, rollers and so on are not required to be compliant with the new NRMM regulations but the supplier (sister company B&T Plant Hire) has the vast majority of plant already compliant with the new NRMM regulations.

4.1.1 ROAD ACCESS

There is one access routes on site. Due to the current use case of the yard we can ensure the safe and clear vehicle movements within the site. The plan below shows the traffic movements through the main gate off of Dalefield Way, through the yard collapsable barrier, onto the one-way system that leads to the yard. The egress route out of the West Yard continues on the second half of the one-way system, then turn right towards the barrier and continues to the main gate leading to Dalefield Way and the way out.



4.1.2 EMERGENCY PROCEDURES

The site management must ensure that throughout the operations, at no time should the gates become inaccessible. Management is responsible with being able to give clear and concise guidance to emergency personnel attempting to reach site.

Health and Safety Manual procedures that shall be implemented on site:

Accident Reporting Investigation

Fire Precautions

Emergency personnel must be identified and clearly displayed on the site notice board and must include as a minimum: First Aiders, AP, TWS, Fire Marshal.

A&E – nearest facility:

Gravesham Community Hospital

Bath St, Gravesend DA11 0DG

Web: <https://www.nhs.uk/services/hospital/gravesham-community-hospital/RYYDN>

Tel: 01474360500

Google Code: C9V8+65 Gravesend

Map below.

9 min (2.5 miles)

via A226



O'Halloran & O'Brien

O'HALLORAN & O'BRIEN LTD, UNIT 2 DALEFIELD
 INDUSTRIAL PARK, Dalefield Wy, Gravesend DA12 2FL

> Take Dering Way to Rochester Rd/A226

1 min (0.5 mi)

> Follow A226 to Rathmore Rd

6 min (1.7 mi)

> Continue on Rathmore Rd to Bath St/A226

1 min (0.2 mi)

↑ Merge onto Bath St/A226

25 sec (316 ft)

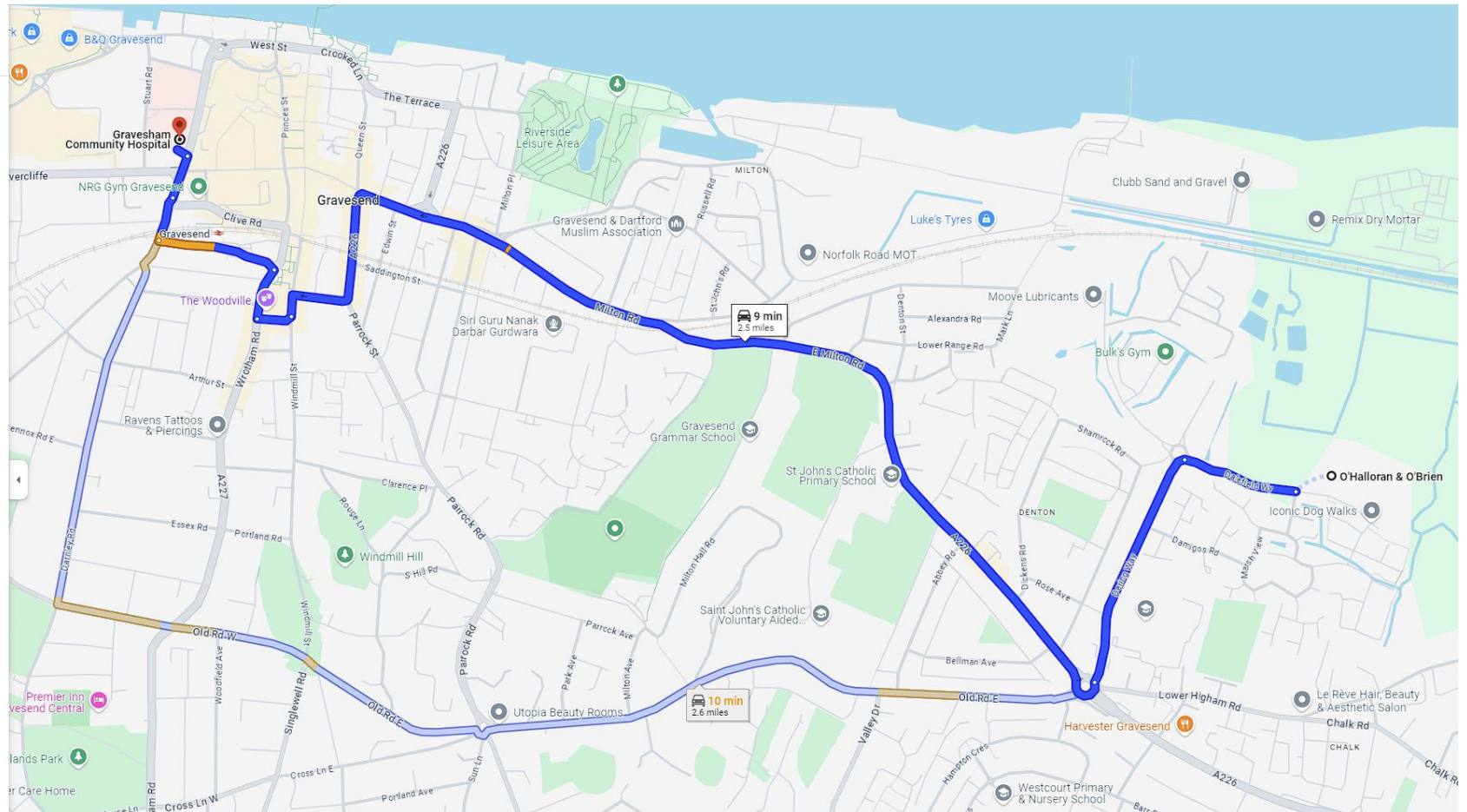
↩ Turn left

Destination will be on the right

11 sec (92 ft)

Gravesham Community Hospital

Bath St, Gravesend DA11 0DG



4.1.3 RESTRICTIONS ON SIZE / HEIGHT / WEIGHT TO ENSURE NO DAMAGE TO SURROUNDING ROADS AND UTILITIES

Given the location within an established industrial park and the presence of sister companies, the logistics for this project will be streamlined and efficient. B&T Plant Hire already has all the necessary plant equipment on site, including excavators, dumpers, rollers and so on. Access gear is stored within the O'Halloran & O'Brien (OHOB) compound storage areas and will be delivered as needed to the construction site via forklift or telehandler through the gate.

Vehicle Types and Movement

A variety of construction vehicles are expected to visit the site, including transit vans, articulated trucks, skip lorries and tipper trucks. These vehicles typically range in weight from 5 to 32 tonnes, with overall lengths between 4 meters and 16.5 meters. These are standard vehicle types for the area, and they do not exceed the typical 44-tonne gross weight limit for public roads. However, in the extremely unlikely event that there may be a need for transporting heavy items plant for example, additional measures will be implemented. These transport vehicles, classified as "abnormal and indivisible loads," could have a gross weight of up to 60 tonnes. These heavy loads will be transported using multi-wheeled articulated vehicles designed to distribute weight effectively, ensuring that no single axle exceeds the 10-tonne limit specified by Highways England. The expectation for Abnormal Loads use is close to nil.

Abnormal Load Management

For any transportation that involves abnormal loads exceeding 44 tonnes, OHOB will coordinate with a transportation company from the supply chain that specializes in handling such loads. This company will be responsible for submitting all necessary notifications and obtaining approvals via Highways England's Electronic Service Delivery for Abnormal Loads (ESDAL) system. They will also communicate with relevant authorities, including local councils, police departments, Network Rail, and other affected parties, ensuring all necessary precautions are taken.

Should any bridges or structures be affected by these routes, the transportation company will notify and work with the respective owners, such as Network Rail, to secure the required approvals.

Pre-Commencement Condition Survey

Given that the site is in an active industrial area where HGVs regularly operate, and the fact that transport vehicles do not exceed typical road weight limits, a formal pre-commencement condition survey of the surrounding highways is not required. However, should any abnormal load routes be utilized, a condition survey may be undertaken to ensure no damage occurs to the infrastructure. This survey would be communicated to all relevant parties involved.

4.1.4 DELIVERY CONTROLS

For the Construction Works Phase, OHOB estimates that during the height of construction the maximum one off daily of vehicle movements to be in the worst case scenario up to 30. For clarity a vehicle movement is travel in one direction only, so any delivery will have 2 vehicle movements. There is overlap between operations but this would translate to approximately up to 15 vehicle movements that will include HGVs, vans and other such vehicles for material/consumables deliveries as required.

On average, we expect the actual number of vehicle movements to be in the 10 region, which will translate to approx. 5 vehicles per day including all sizes.

Please note that these movements are estimate only. Deliveries to the site will preferably be organised in such a manner that they will avoid peak periods. We will aim as much as possible to eliminate deliveries during rush hour. Enforcing will be managed through the booking in system implemented with the suppliers.

No deliveries or collection prior 8am. We will target no deliveries during the week past 5pm and no traffic movements after 5:30 pm for deliveries and 6pm for commute – during weekdays, and 12 noon in the unlikely event of Saturday works for vehicle movements and deliveries and 13:00 for commute.

4.1.5 SITE PERIMETER ACCESS POINTS

The site features a controlled access system with one main compound entrance and two specific site access points designed to manage different types of deliveries and traffic efficiently.

Main Compound Gates – green in illustration: The primary access point to the overall compound, which serves as the main entry for all vehicles and personnel. Security protocols at this gate include vehicle registration checks and pedestrian sign-in at the security hut. All individuals entering the site must adhere to these procedures, ensuring safety and security within the compound.

Barrier – orange in illustration: This access point is designated for heavy vehicles, including HGVs, articulated trucks, and other large construction vehicles. A qualified banksman will be stationed here to control all vehicle movements in and out of the yard, ensuring safe and efficient operations.

West Yard Gate – blue in illustration: This is the gate leading to the West Yard (area of land highlighted in orange). Wheel washing facilities will be installed here to prevent debris from being transferred onto the rest of the compound and the public roads. All vehicles exiting will be required to pass through the wheel washing area before exiting the site.

Traffic Management and Site Safety

All vehicle movements within the site will be carefully managed by traffic marshals and banksmen. Drivers will be required to observe all site traffic signs and signals, adhering to the site speed limit of 5 mph. This controlled environment is essential to maintaining safety for both workers and visitors.

Pedestrian access to the site will be strictly via the security hut at the main compound gates. Here, all site operatives and visitors must sign in and out, ensuring that everyone on site is accounted for at all times.

4.2 WORKFORCE AND VISITORS

The Construction Works Phase Contractor 's workforce and visitors will be encouraged to make use of public transport whilst travelling to and from the site.

Gravesend Train station is approximately 20 minutes away walking distance. We will encourage the use of public transport and are considering using site transport to ferry part of the workforce to and from the train station.

Operatives are also encouraged to cycle to work, as cycle parking will be available on site.

Parking spaces will be made available for visitors and a the workforce.

4.3 SAFE PEDESTRIAN ACCESS PAST THE SITE ON EXISTING PUBLIC FOOTPATHS

Due to the location of the works within the compound no new measures above what the overall yard has already implemented are required. Current measures will continue to be implemented irrespective of the progress carried out on the West Yard.

5.0 SITE ESTABLISHMENT

5.1 HOARDINGS & GATES

The overall compound is securely enclosed with a 2.4m high fence around the perimeter, ensuring a safe and controlled environment for all activities. Specific areas within the build site, particularly those requiring additional protection, will be enclosed with Herras fencing – such as deep excavations for drainage). The main gates for the build site are installed at the easter elevation, providing controlled access for heavy vehicles.

All access to the build site will be strictly controlled. The main gate will be secured, and entry will only be granted following communication with designated site personnel. Visitors will only be allowed on-site if they are accompanied at all times by an inducted employee (manager or site supervisor), who will be responsible for ensuring that the visitor adheres to all safety precautions and wears the required PPE.

To maintain a professional and organized appearance, the entire compound and build site will be kept clean and tidy. There are no facilities for public viewing of the site/works

5.2 SITE OFFICES & WELFARE FACILITIES

The build site will utilize the existing welfare facilities within the compound, which are already established to meet CDM requirements and the best practices of the Considerate Constructors Scheme. These facilities are sufficient for the current workforce and will accommodate the additional personnel working on the build site.

The welfare provisions include:

Site Offices: For administrative tasks and project management.

Changing Rooms and Drying Rooms: To provide comfort and hygiene for site operatives.

Toilets: Fully equipped to handle the needs of the increased workforce.

Meeting, Briefing, and Induction Rooms: For conducting daily briefings, safety inductions, and project meetings.

Sign-In and Sign-Out Station: To ensure all personnel on site are accounted for.

Canteen and Kitchen Area: To offer a space for staff to take breaks and to buy freshly cooked food at heavily subsidised rates or prepare their own meals.

These facilities will be maintained and monitored to ensure they continue to meet the needs of the workforce throughout the project. The use of existing facilities streamlines operations and ensures that all personnel have access to the necessary amenities.

The current welfare facilities have all the necessary provisions for pest control. Rodent traps are maintained by a specialist subcontractor for the entire compound. No eating will be allowed anywhere except for the provided eating areas.

5.3 ACCESS ROUTES AND WAITING AREAS ON SITE

The interaction between plant, vehicle movements, and personnel is one of the primary health and safety risks on this project. To mitigate these risks, OHOB will utilise the main route, running from the entrance to the West Yard Gate. Existing pedestrian walkways around the site perimeter will be used accordingly.

Crossing points are already clearly marked where personnel need to cross vehicle routes. A “Thumbs Up” policy will be enforced across the site, requiring plant operators to acknowledge pedestrians with a thumbs-up signal before they cross, confirming that the driver has seen them.

Traffic marshals stationed at the build site entrance will brief drivers on the site speed limit (5 mph) and any current restrictions. Speed limit signs will be strategically placed throughout the site, and regular spot checks will be conducted to ensure compliance. Penalties for speeding include an initial warning for the first offense, a fine for the second offense, and a permanent ban from the site for a third offense.

The overall compound has existing waiting areas – which can be used if required. Movements to and from these areas will be managed by the existing compound workforce, as they are not only accustomed to the site layout and rules, but also as this is the safer option for this particular situation.

5.4 WHEEL WASH FACILITIES

Wheel wash facilities will be located in close proximity to the West Yard Gate, and will consist of a jet wash draining to the heavy duty system already installed in the yard.

OHOB will ensure that mud generated at the wheel wash is collected in a sump pit and removed off site on a regular basis – along with all the other silt already generated by the ongoing existing yard operations. In addition to the above the site hard paved roads and hard standings and surrounding public roads will be cleaned using a mobile road sweeper, as and when required, not periodically.

5.5 WASTE MANAGEMENT

An unavoidable by-product of construction activities is the generation of waste. Major sources of waste within the construction process are:

- Packaging - plastics, pallets, expanded foams etc.

- Waste materials generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc.; and
- Dirty water, for example from groundworks dewatering (potential) and site run-off containing silt

OHOB will drive-out waste from the site activities and from those of the supply chain. This can be achieved in a variety of ways:

- Using 'Lessons Learnt' reports from other projects.
- Engaging with product and materials suppliers to review value stream.
- Carrying out specific studies
- Shared Systems and Processes

OHOB will instigate a 'Site Waste Management Plan' on the project. All the relevant contractors, sub-contractors and members of the supply chain will be required to investigate opportunities to:

- Eliminate waste at source; i.e. avoiding un-necessary packaging.
- Reducing waste; cutting back on packaging, etc.
- Maximising re-use of packaging; i.e. returning packaging to source for re-use – (think pallets, stillages and the like as a minimum)
- Recycling where the Construction Phase Contractor are unable to eliminate, reduce or re-use.
- Where waste generation is unavoidable, to maximise the recycling and reuse potential of construction materials.

Wherever feasible, arisings will be dealt with in a manner that reduces their environmental impact and maximises potential re-use of materials. Recycling of materials will largely take place on-site. The destination of all waste or other materials removed from site will be notified to the relevant authority by OHOB for approval. Indicative potential haulers should be approached prior to works being awarded, in order to better manage the process and mitigate incorrect placement of removed materials.

A 'Site Waste Management Plan' (SWMP) will be maintained, compiled with the aid of the logistics and other contractors, and regularly monitored. Along with the SWMP, a 'Site Pollution Incident Response Plan' (SPIRP) must also be in place, as pollution incidents may occur, irrespective of how well managed the site is, and therefore this document needs to be developed to set out the appropriate response to the occurrence of such an unwanted event.

To prove the correct depositing of excavated material and to prevent the occurrence of fly-tipping, a docket system/waste monitoring system offsite will be used. OHOB and all associated trade-contractors will operate a sequentially numbered docket system, to confirm that each load is received at the approved disposal site. Copies of the dockets are to be provided to the nominated manager, and available for inspection on site, and also kept on a storage system that can allow access to the authorities if/when required. Waste targets (and the use of early indicators) will be set for each trade/trade-contractor, based on measurements taken from previous experience.

No burning of waste or any other material will be undertaken on the site.

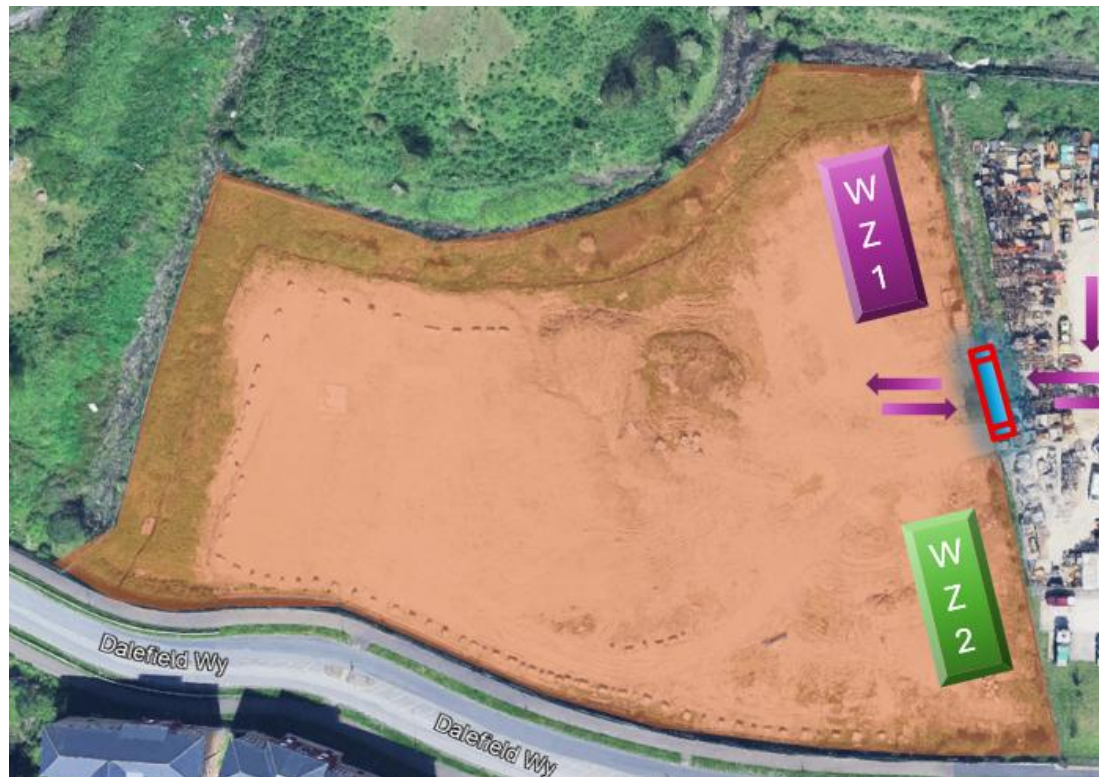
5.6 VEHICLE LAYDOWN / WAITING ZONES

Areas of the overall site will be designated as laydown and vehicle waiting zones. These are clearly delineated, and sign posted. This will ensure that vehicles are not parked in the surrounding roads and can arrive early on site prior to “just in time” deliveries, or if delayed, by traffic for example, they can wait their belated turn in the bays.

Although this site does not have issues with restricted space, it will be unfeasible and possibly dangerous to maintain parking spaces for all the operatives during the duration of the works, therefore a limited number of parking bays will be provided for operatives.

All vehicles coming to site, will be banked in 1st gear to the laydown areas, then they will be banked in reverse to the loading/unloading areas. Once loaded/unloaded the vehicles will be banked in 1st gear out of the building site. Operative vehicles will be banked in and out of the building site in 1st gear. Operative vehicles will use the parking bays for reversing operations.

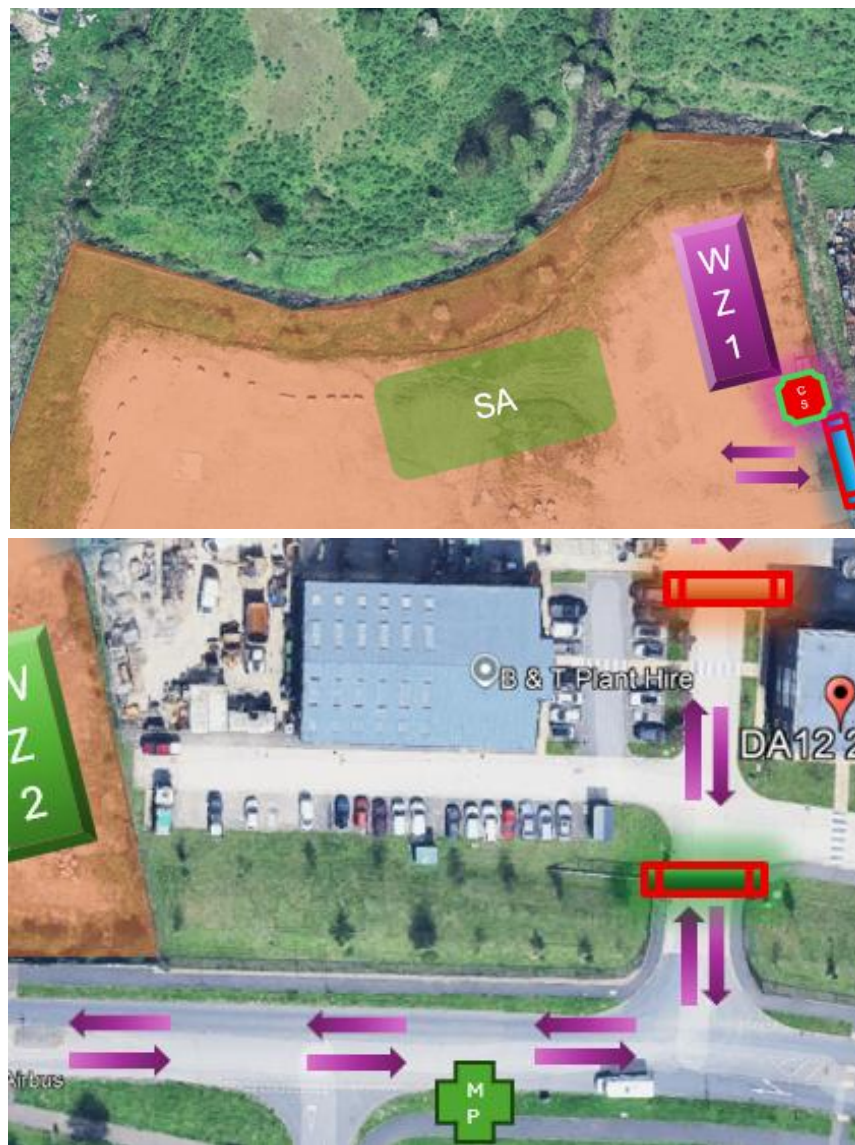
Waiting and laydown area shown below in the purple rectangle as LZ1 and the green rectangle as WZ2:



5.7 TMLP CONSTRUCTION PHASE – AND ADDITIONAL INFORMATION

On top of the items relating to the Traffic Management and Logistics plan, the following storage areas are being proposed in order to enable better segregation of material types, based on trades and use. They will be able to be accessed via telehandler. CS – COSHH Store. SA – Storage Area, MP – Muster Point.





6.0 ENVIRONMENTAL & GROUND RELATED ISSUES

6.1 SITE HOUSEKEEPING

OHOB will instigate management and organisation systems in order to implement measures to ensure that good housekeeping practices are employed on a daily basis, and, importantly, as and when required basis, throughout the entire period. A dedicated team will be used to ensure the offices, gates and welfare facilities are kept in a clean, tidy and safe manner at all times. Site operatives located in the work zones, general compounds and storage areas will be responsible for making sure that these areas remain clean and safe on a regular basis throughout the day and before leaving the site each day.

All site roads, laydown and general vehicle movement areas will be kept free of debris and clean as required, as and when and daily. Due to the nature of the works, site layout and controls placed, the use of mechanical cleaning equipment (road sweepers, etc) will not be necessary. As a precaution, mechanical cleaning equipment can be kept as an option for when extreme weather combined with certain work sequences might produce an excess of dirt and debris that cannot be otherwise managed.

6.2 NOISE & VIBRATION MONITORING & MANAGEMENT

The Construction Phase Contractor will:

- Adopt high standard of environmental community liaison and management using best practices. This will include the approach to noise and vibration levels to comply with Section 61 of the Control of Pollution Act 1972.
- Demonstrate 'Best Practicable Means' (BPM) and create a 'Scheme of Protective Works' for protecting neighbours from excessive noise and vibration, as defined by Section 72 of the Control of Pollution Act 1972.

Where appropriate, the following measures to minimise noise and vibration levels should be adopted:

- Employing only modern, quiet and well-maintained equipment (all equipment must comply with the EC Directives and UK Regulations set out in BS 5228-1:2009);
- Using low impact techniques, for example use of rotary drill rather than compact hammers for foundation piles.
- Careful planning of the sequence of work in order to minimise the transfer of noise/vibration to neighbours.
- Careful handling of materials & waste such as lowering rather than dropping items.
- Erection of safety scaffolding with acoustic screens where necessary.
- Avoidance of unnecessary noise (such as engines idling between operations, shouting, loud radios or excessive revving of engines) by effective site management.

Where control at source is not practicable or adequate, the distance between noise/vibration sources and sensitive neighbours would be maximised and the transmission path interrupted, with options considered in the order of source-pathway-receptor. Where practical this can be achieved by:

- Siting of stationary plant and loading/unloading areas;

- The use of temporary structures such as the erection of temporary Heras Panels with acoustic material at key areas and cutting of transmission pathways for vibration.
- Ensuring that as much of the noise producing kit is placed at a distance that exceeds a minimum of 10m from all site boundaries where residents or other community members reside. A list of plant and noise levels at 1m and 10 m can be issued.

Prior to commencing works on site OHOB may do noise checks prior and during the Enabling Works Phase at pertinent locations around the perimeter of the site, and take base readings. Following this, trigger levels are to be confirmed and checks at key points in the programme to occur and readings taken. If trigger levels are exceeded then OHOB will need to take the appropriate measures in order to resolve the situation. If the issue continues to exist, the works contractor will be instructed to cease the site operation until a suitable resolution can be made.

As works commence and are in progress, levels will be monitored. Noise levels will be measured from outside the window of the closest resident to the site to ensure levels of 90db/15minutes is not triggered – if noise levels get close to trigger levels the management will employ additional controls such as the use of phonic barriers.

Additional noise level monitoring can be made during site operations to ensure that the maximum level of 75db/10hr period / weekday and 5hr period / Saturday working hours will not be exceeded.

6.3 AIR POLLUTION & DUST CONTROL

OHOB will demonstrate 'Best Practicable Means' (BPM) and create a 'Scheme of Protective Works' for protecting neighbours from air pollution and dust, as defined by Section 72 of the Control of Pollution Act 1972.

Air quality can be affected by the dust generated during the enabling works phase on building sites which, in turn, can result in poor health of workers as well as residents close by. With good management the impact of this can be considerably reduced.

All works will be executed in accordance with the Considerate Constructor's Scheme Standards and have regard to the GLA Supplementary Planning Guidance (SPG) The Control of Dust and Emissions During Construction and Demolition (2014).

OHOB will need to use a number of mitigation, elimination and control measures related to air pollution and dust control, such as: wheel wash for vehicles, misters, wet cutting of concrete, air extraction when cutting wood or timber, air extraction when drilling holes in concrete and air extraction during welding operation, control of site run-off and so on.

Prior to commencing works on site, OHOB may wish to have air pollution and dust control checks prior and during the Enabling Works Phase at pertinent locations around the perimeter of the site and take base readings. Following this, if desired, trigger levels are to be agreed and checks at key points in the programme may occur and readings taken. If trigger levels are exceeded, then the contractor will need to take the appropriate measures in order to resolve the situation. If the issue continues to exist, the contractor may opt to cease the site operation until a suitable resolution can be made.

The potential for dust generation and its transport to sensitive receptors is highest during dry and windy conditions. The employment of Best Practicable Means (BPM) by the contractor would minimise the risk of adverse effects from construction dust and will reduce the risk of causing nuisance to local residents and adjacent neighbours.

Additionally, the works contractor should aim that no non-road mobile machinery (NRMM) to be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (the aim is to meet or exceed standards coming in to force in January 2025) published by the Centre for Low Emission Construction and until it has been registered for use on the site on the NRMM register (or any superseding register). This is a contractor choice and is not a requirement.

A separate CDMP – Construction Dust Management Plan can be found in Appendix 1 at the end of this document.

6.4 UNEXPLODED ORDNANCE

A Desktop Study related to Unexploded Ordnance (UXO) Study was carried out. There is a low risk of UXO presence. Please note that the existing buildings on the premises have been completed in 2018 and 2026 with no signs of UXO.

The following recommendations may be implemented:

Site Wide

- Explosive Ordnance Safety and Awareness Briefings to all personnel conducting intrusive works.

The Construction Works Phase Contractor has been provided with a copy of the report and instructed to implement these recommendations.

6.5 ASBESTOS SURVEY AND REMOVAL

Highly unlikely as the area has been previously checked circa 2018 and since then there has been no fly tipping registered. The contractor shall remain vigilant during the enabling works phase.

6.6 GROUND WATER TREATMENT & DISPOSAL

Best practice for water pollution prevention will be followed by OHOB to prevent the accidental contamination. All appropriate guidance issued by the Environment Agency shall be considered, and all works will be subject to the Control of Hazardous and Harmful Materials Regulations during their storage, transportation and use to control the exposure to employees and others from substances hazardous to their health.

OHOB will be obliged to undertake measures for all deleterious liquid materials such as oils and hydrocarbon to be stored and utilised (where possible) in bounded /contained designated areas (also commonly named COSHH STORES). Pollution of surface runoff can be caused by rainfall washing away solids and/or liquids accumulated on the ground (from excavation, wheel washing and concrete deliveries) or by deliberately hosing down a spill. OHOB will be expected to explore methods to mitigate against this pathway by restricting the potential for spillages at

source both by preventing contamination of the ground surface by suitable delivery, storage and usage procedures, and by treating the runoff using interceptors, settlement tanks or filters before discharge to an acceptable drain (subject to the consent of the sewerage undertaker). In addition, "Just in Time" deliveries may be utilised to prevent the build-up of any stored deleterious materials, and consequentially avoid the materials causing possible blockages to the local drainage system.

Potential methods to prevent water pollution include:

- Promote the travel of all tracked vehicles in straight lines wherever possible when moving around site;
- Encourage tracked vehicles to change direction at a limited number of locations, perhaps on prepared surfaces;
- Avoid unnecessary slewing of tracked vehicles and turning of large site plant. This will avoid excessive soil structure damage and will reduce the amount of material available for entrainment in site water; and
- Place silt fences of geo-fabric or similar material around open or exposed ground and stockpiles.

OHOB will be expected to maintain a tidy site and provide site signage to clearly identify the bounded/designated areas, as well as providing all site operatives with well-informed Tool Box Talks, and training to raise awareness and understanding for the prevention of water pollution.

6.7 DEWATERING

The Enabling Works finish above the existing ground water level and thus dewatering operations will not be required.

In any event, on site investigations and monitoring will take place to ensure that there is no unexpected water ingress during any of the works.

In the unlikely event that water ingress will be observed, the following steps should be incorporated in the respective contractors' methodologies:

- Form a series of strategically positioned sump pits to a pre-determined level to allow the water to be lowered below a threshold level that will allow works to continue.
- Install and operate the dewatering system: Dewatering sump pumps will discharge into a network of hoses which will be connected to silt busters (or similar system) to remove suspended particles prior to discharging the water into the existing surface water sewer system (this will necessitate obtaining the required permissions, permits and licences).
- OHOB will be required to produce and gain approval of the dewatering method they will be using. This will need to include: operating times (normal or 24/7), and associated personnel levels; noise and pollution control; emergency and back up plans associated with plant and equipment failures; etc.
- Part of the dewatering system may be retained for operation on an "as and when basis" to cater for rainwater removal and until the groundworks phase of the Enabling Works Phase is complete.

6.8 SOIL MANAGEMENT MEASURES

OHOB will need to be capable of ensuring soil sustainability during this phase of the construction project. The measures detailed below are aimed at reducing the risk of losing, damaging or contaminating valuable soil resources, whether the soil will be retained for future landscaping on-site, or used or sent off-site.

- There should be a set of drawings that will be showing topsoil and subsoil types and areas to be stripped, areas to be preserved and areas that require imported topsoil. Notable is the fact that the construction area is over an existing crushed concrete hardstanding.
- The contractors should ensure that any areas of soil that need to be protected from construction activities are clearly marked out by barrier tape and exclusion signs. These areas are unlikely to be affected as they are not in the vicinity of the build site.
- Subsoil is not as fertile as topsoil, but - because of the vital role it plays in storing and transmitting water – the contractor should still minimise any damage during stripping. Subsoil in areas designated for landscape plantings often just needs to be protected from damage rather than stripped. However, the contractors should remove subsoil from all areas that will be disturbed by construction activities or to make way for haul roads.
- There are a number of best practice measures the contractors should follow when stripping topsoil or subsoil to avoid soil damage as much as possible, such as:
 - using tracked machinery
 - carrying the work out in the driest conditions possible
- To enable soil to be reused on site at a later stage, it needs to be stored in temporary stockpiles to minimise any damage or loss of function. There are a number of important considerations when creating stockpiles - including soil erosion, pollution to the stockpile if placed in risk areas and the risk of flooding. These will be affected by the size, height and method of forming the stockpiles, and how they are protected and maintained.

The build contractor will be responsible with constructing and managing the following:

- build site haul routes
- location and content of each soil stockpile
- schedules of volumes for each material
- expected after-use for each material
- have a person assigned responsibility for supervising soil management

Additional to the above there are a number of specific activities that will be required to be actioned by the Enabling Works Phaser contractor. These activities have been based on a number of Soil Investigation Reports, risk assessments, and proposed remediation strategies – all available to be shared with any interested or relevant parties. These reports have identified previous uses and the associated potential contaminants, mitigation strategies that tackle the various pathways and set up a plan of action that will be implemented by the Construction Works Phase Contractor.

In the event that contaminant cleanup works are carried out, logs and measurements will be taken during the management works in order to compile a report that will include results of sampling and monitoring carried out to demonstrate that the site remediation criteria, where required, have been met. It may also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, a maintenance timetable and arrangements for contingency action arising from the monitoring.

6.9 CONSTRUCTION IMPACT MITIGATION ON ECOLOGY

OHOB will have to follow the Wildlife & Countryside Act 1981 (as amended) in England and Wales.

Every construction project that has the potential to disrupt wildlife and the habitats specific to them requires careful analysis. This in turn reveals a series of proven ways to ensure the building site does not destroy, disturb, or otherwise negatively affect the immediate environment.

As the works are over the existing previously used area, there is a very low likelihood of directly affecting any wildlife.

6.10 LIGHTING

OHOB will follow the HSG38 'Lighting at Work' (Second edition, published 1997). Therefore, every part of the construction site that is in use should be well-lit, either with natural light or artificial lighting. This ensures that wherever people are working, they are able to do their work effectively and move around the site safely and efficiently.

If work needs to carry on beyond daylight hours, artificial lighting must be used.

Project-specific lighting controls: temporary task lighting will be used ~~-during construction during winter months only~~, positioned and directed to minimise light spill beyond the site boundary. A low-level, low-intensity light will be installed along the East boundary fence adjacent to the main hardstanding area to provide safe pedestrian access/egress at night during winter months. No permanent high-level lighting is proposed.

For construction sites to work effectively and safely, it is important that the site is well lit, either by natural or artificial lighting. The following considerations need to be covered by the Construction Works Phase Contractor:

- Suitable and sufficient artificial lighting
- Natural light, as far as is reasonably practical
- Suitable and efficient emergency lighting provided where needed (Important areas are escape routes, around the welfare and along the exit path to the gate)
- Hazards should be easily noticeable so they can be assessed.
- All lighting must be suitable for the work undertaken and the environment.

- Different coloured lights must be easily distinguishable to promote safety. (ie green lights for escape routes)
- No strobes, flickers, or glares should be caused by lighting.
- Lights should not pose a risk to health and safety.
- Lighting should be easily accessible so that maintenance can be carried out and units can be replaced with ease.

The following means of maintaining a lit environment will be used:

- Lighting can be fixed to support poles and scaffolding,
- Flood lights can be installed on telescopic towers
- Temporary Mobile Diesel or Battery Operated Task Lights can be used outside
- Light beams, Festoon Lights and small neon light towers will be used along pedestrian routes
- The use of tungsten, tungsten halogen lights, high intensity discharge lamps, carbon-arc and short-arc lamps is forbidden on this project.

OHOB will aim to reduce impact of site lights towards the Neighbouring Residents by ensuring that work lights are not projected towards their windows. The aim is for any projecting light not to spill over the compound boundary.

7.0 NEIGHBOURS & COMMERCIAL OCCUPIERS

7.1 LIAISON

OHOB will appoint a community liaison manager to manage the interaction with local residents and groups. As a minimum, prior to commencement, posters will be placed on the hoarding highlighting a date and time on the premises, where a consultation with the local residents and business can take place.

The liaison manager will conduct, a high level public consultation which will provide information on the pre-construction methods, programme and project, using information provided by the Construction Works Phase Contractor. The strategy will include the contact details and programme for engagement in order to maintain a dialogue and information exchange with the local residents, commercial organisations, community facility providers, and so on. As part of the strategy, the 1st steps required from the Construction Works Phase Contractor will be to apply appropriate liaison measures by posting on the external notice board briefings and presentations concerning:

- Details of the 'Scheme of Works' in a readily understandable form.
- Readily understandable progress presentations.

Along with

- Contact details for enquiries; and
- Complaints Procedure.

The community liaison manager will establish a system and procedure for dealing with enquiries and complaints from the public, which will require a designated complaints/incidents logbook or register covering:

- The nature of the complaint.
- The cause; and, where appropriate; and
- The remedial action taken.

8.0 APPENDIX

8.1 APPENDIX 1 – CONSTRUCTION DUST MANAGEMENT PLAN

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CONSTRUCTION DUST MANAGEMENT PLAN

on behalf of

O'HALLORAN & O BRIEN LTD

for

**LAND AT DALEFIELD WAY, GRAVESEND
(WEST)**

REPORT DATE: 11TH FEBRUARY 2026

REPORT NUMBER: 103322-2

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Summary

This Construction Dust Management Plan has been prepared for the preparation works of open storage of construction-related equipment and operations (B8 use) with associated installation of hardstanding/surface treatment at Dalefield Way, Gravesend (West); planning reference 20250596.

This dust management plan forms part of the overall construction management documentation for the construction works programme at the site. This specific document identifies the mitigation measures required to ensure dust generation and transportation are minimised during the groundworks of the development. The appointed construction contractor will adopt this dust management plan document for the entirety of the construction phase.

This document also serves as the necessary documentation to discharge planning condition 3 of the planning application (ref. 20250596).

The dust management plan will be reviewed annually and/or in the event of a complaint raised.

Prepared By	Philip Walton	Reviewed By	Melody Horan
Signed		Signed	
Date	11th February 2026	Date	11th February 2026

Version	Date	Change	Initials
1	11th February 2026	CDMP Issued/Transferred to Principal Contractor	PW
2			
3			
4			
5			

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1 Introduction

1.1 Background

1.1.1 This Construction Dust Management Plan (CDMP) has been prepared for the groundworks of open storage of construction-related equipment and operations (B8 use) with associated installation of hardstanding/surface treatment at Land at Dalefield Way, Gravesend (West); planning reference 20250596.

1.1.2 This CDMP considers the entirety of the site formation works and all dust-generating activities. The document considers day-to-day activities and all foreseeable circumstances which may worsen dust conditions at the site. It will remain active and enforced throughout the groundworks period.

1.1.3 The CDMP includes:

- Identification of dust-generating activities, identification of sensitive receptors and dust generation risk;
- Specification of site, management, roles and responsibilities, and activity-specific mitigation measures; and
- Mitigation measures. The CDMP has been prepared from in-house knowledge and expertise by authors who are registered members of the Institute of Air Quality Management (IAQM), and the selection of mitigation by potential risk from the IAQM document '*Guidance on the Assessment of Dust from Demolition and Construction (2024)*'¹.

1.1.4 This document also serves as the necessary documentation to facilitate the dust-relevant discharge of planning condition 3 of the planning approval. The other parts of condition 3 are addressed in the wider Construction Environmental Management Plan, to which this CDMP will be appended:

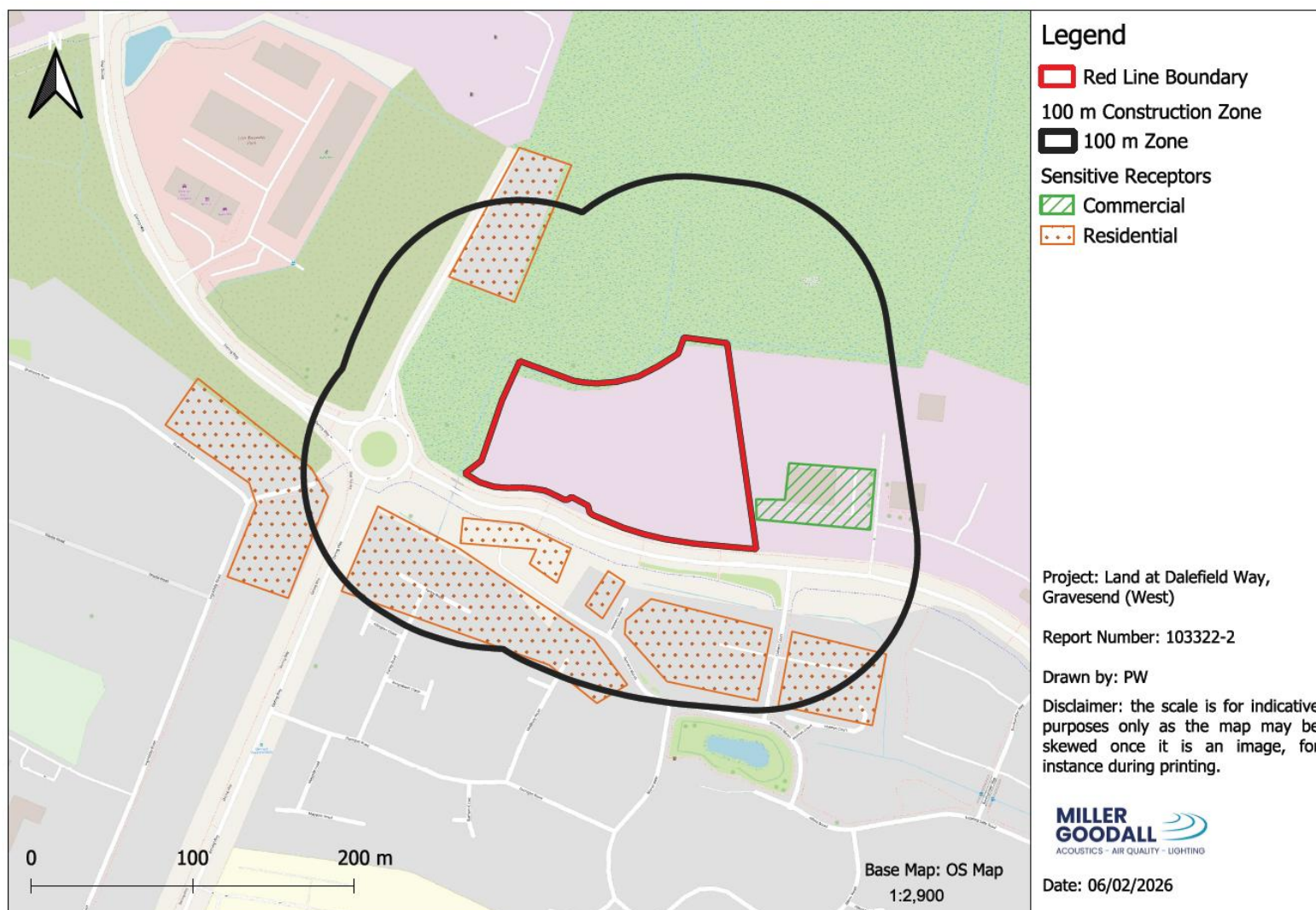
"Within one month of the date of permission and prior to any ground works, site and/or vegetation clearance being undertaken, a Construction Environmental Management Plan (CEMP) shall be submitted to and approval in writing by the Local Planning Authority, together with a timetable of works. This must include a Dust Management Plan in accordance with the details in Appendix D of the Air Quality Assessment (30 May 2025). The construction of the development shall be carried out in accordance with the approved CEMP and timetable of works. Reference should be made to

¹ Institute of Air Quality Management, 2024. Guidance on the Assessment of Dust from Demolition and Construction

guidance including the BS5228 Noise Vibration and Control on Construction and Open Sites, the Control of dust from construction sites (BRE DTi Feb 2003) and Institute of Air Quality Management (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction Version 2.2 January 2024 (or subsequent updated guidance).'"

1.2 Site Description and Sensitive Receptor Locations

- 1.2.1 The site is located approximately 1.5 km to the southeast of Gravesend town centre. West Court Marshes is located to the north and west of the site. Commercial open store businesses in Dalefield Way Industrial Park are to the east. Dalefield Way runs along the southern boundary, with dwellings beyond. Dwellings are present to the northwest.
- 1.2.2 Dwellings (highly sensitive receptors) are present to the south and northwest, approximately 40 m from the construction area. Commercial (medium sensitivity receptor) is adjacent to the east. **Figure 1** shows the site location and sensitive receptors.

Figure 1: Sensitive Receptor Plan

1.3 Project Description

- 1.3.1 The proposed works consist of creating an open store pad of hardstanding and a permeable tarmac area for the storage of materials and construction machinery only. The site is linked to Dalefield Way Industrial Park; therefore, employee welfare (e.g. cabins, office) is not required, as those exist in the existing site.
- 1.3.2 Activities comprise earthworks and trackout only. There is no demolition or construction required.

2 Timeline and Contractor Details

2.1 Appointed Construction Contractor

- 2.1.1 O'Halloran & O'Brien Ltd is the Principal Contractor and will oversee the implementation of the CEMP. The lead contact details are listed in the CEMP introductory section.

2.2 Construction Timeline

- 2.2.1 The groundwork programme is intended to be completed over **4** weeks.

3 Dust Risk

3.1 Potential Dust Sources

Earthworks

- 3.1.1 Earthworks include the process of soil stripping, ground levelling, excavation, and landscaping. This activity also includes material handling, the general handling of material and surfaces, and stockpiling. Unsealed surfaces and the drying out of materials and/or surfaces have the greatest potential to cause dust generation.

Trackout

- 3.1.2 Trackout is the transport of dust, dirt or mud by vehicles travelling from the construction site and onto the public road network. This may occur when vehicles travel over muddy or dusty road surfaces, exit with dirt attached to the wheels or vehicle bodies, and then deposit onto the public highway. This can be re-suspended as dust.

3.2 Institute of Air Quality Management Dust Risk Assessment

3.2.1 The level of mitigation is dependent on the risk of disamenity dust (the effect of dust deposition to harm amenity) and particulate matter health effects. The dust risks during earthworks and trackout were assessed against the IAQM dust guidance¹. Miller Goodall Ltd prepared a dust risk assessment for the planning application (ref. 103322, May 2025), which is still up to date. **Table 2** summarises the dust impact derived from the IAQM assessment.

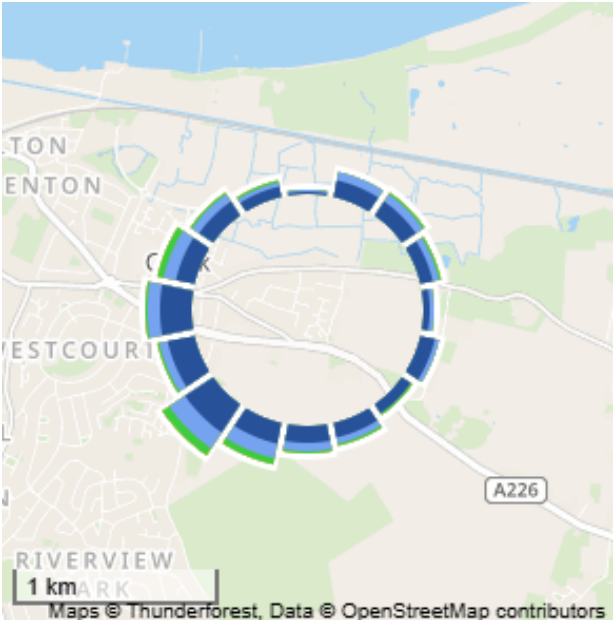
Table 2: Risk of Dust Impacts

Potential Impact	Dust Risk	
	Earthworks	Construction
Dust Soiling	Low	Low
Human Health	Negligible	Negligible

3.3 Prevailing Wind Direction

3.3.1 The prevailing wind direction is southwest and west. Dwellings, see **Figure 1**, are therefore upwind of the construction works. **Figure 2** shows the wind rose².

Figure 2: Chalk Wind Rose



² Windfinder 12/2012 to 10/2022 average, available at: https://www.windfinder.com/windstatistics/gravesend_chalk

- 3.3.2 An awareness of meteorological conditions will be completed each day (i.e. checking the weather forecast in the AM), noting in particular that long dry spells or winds arriving from the north or northeast may be prone to creating dust conditions at nearby dwellings.
- 3.3.3 This CDMP has been designed to minimise the impact on the nearest sensitive uses, which are located within 30 m of the site boundary and thus, potentially, any dust-generating activities. Sensitive receptors beyond 20 m will, by default, also be mitigated from dust deposition.
- 3.3.4 All Staff and subcontractors will:
- Carry out their operations in accordance with the CDMP document requirements and mitigation.
 - Provide support to the Contractor to ensure the effective implementation of the management and mitigation measures.

4 General Dust Mitigation

- 4.1 The following overarching mitigation will be implemented and enforced by the Site Manager during the day-to-day operation of the site:
- Enforce a 10 mph speed limit at the site;
 - plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
 - minimise drop heights when unloading material;
 - limiting stockpile heights of dusty material to 2 m only, or to the height of boundary fencing;
 - cleaning of site fencing, barriers and scaffolding using wet methods as necessary;
 - avoidance of runoff of water or mud from the site;
 - removal of materials that have the potential to produce dust from the site as soon as possible, unless being re-used on site;
 - covering, seeding or fencing of stockpiles and unsealed surfaces to prevent wind whipping;
 - switching off engines of all vehicles when stationary – no idling vehicles;
 - avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable;
 - use equipment offering dust extraction fittings if possible; and
 - no bonfires or burning of waste materials.

- 4.2 Due to the low risk and short-term nature of the construction programme, dust monitoring is unnecessary. Monitoring may be required if complaints develop, but a well-managed site and enforcing this CDMP can avoid these arising.

5 Daily Visual Inspection and Record Keeping

- 5.1 The Site Manager, or an appointed employee, will carry out at least one daily visual inspection. The inspection will include the following:

- Inspect current dust-generating activities/areas. Inspections shall be reactive, and if concerns are made (e.g. airborne dust seen visually leaving the site boundaries), details will be relayed back to the Site Manager so further mitigation can be taken as necessary. Dampening is the most effective method.
- Inspect the access and egress route to ensure there is no build-up of debris or mud. The inspection will include tarmacked areas in the site, the site exit, the wheel wash cleaning area and outside the site exit.
- Record all inspections of haul routes and any subsequent action in a site log book.
- Record details of daily activities onsite. This may include timeframes, delivery information or other such useful information on the day.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the logbook.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

- 5.2 The daily inspection results will be recorded in an environmental logbook. Information that will be recorded includes date, time, outcome and meteorological conditions at the time of the visual check and any other pertinent dust or operation-related information.

6 Water Suppression

- 6.1 Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

- 6.2 A water bowser will be maintained on the site and used, as and when necessary, to dampen down dust-generating areas such as stockpiles, access routes and unsealed surfaces. A water bowser will be kept filled when not in use to ensure a timely implementation. Ensure an adequate water supply is available.
- 6.3 Stockpiles and unsealed surfaces will be dampened as and when necessary to reduce dust generation and transportation of dust. This action is required when drying out of surfaces is observed and/or wind whipping is causing dust to become airborne and travel beyond the construction site boundaries. Prolonged dry periods (exceeding 2 days) may require increased dampening.

7 Earthworks

- 7.1 Only remove the cover in small areas during work and not all at once, if practicable. Increase dampening activities to reduce drying out of large surface areas.
- 7.2 Unsealed surfaces will be sealed with the compact surface or concrete as soon as practicable.

8 Trackout

- 8.1 All heavy-duty vehicles entering and leaving the site shall be sheeted to ensure construction material is covered to prevent escape of materials during transport.
- 8.2 A wheel washing system will be installed at the site. Vehicles exiting the site will have the wheels cleaned using a pressurised hose. It is recommended that an area of hard standing beyond the wheel wash, for several wheel rotations, is maintained (to ensure mud, dirt and dirty wheel marks are removed before exiting onto the public highway).
- 8.3 Dry sweeping of large areas will be avoided. The daily visual inspection and reactive observations during day-to-day working will inform the requirement for cleaning road surfaces outside and inside the site. Road sweeping, if needed, will use a water-assisted sweeper on the access and local roads.

9 Complaints

- 9.1 On receipt of a complaint relating to dust, details of the complaint will be recorded in the environmental logbook and potential sources or occurrences will be investigated by the Site Manager or appointed employee(s). Records of all complaints and the mitigation and remedial action taken will be recorded in the environmental logbook.

- 9.2 Complaints will be promptly investigated, and further mitigation taken at the site, as necessary, to remedy any dust emissions found. Details of the action taken will be recorded, and feedback will be provided to the complainant within two working days of receipt of the complaint; unless it is an anonymous complaint, or the Local Authority are leading on it.
- 9.3 The results of the complaint investigation and the mitigation undertaken will be recorded in the environmental logbook and made available to the Regulator upon request. An example complaint form is provided in **Appendix A**.

10 Roles and Responsibilities

10.1 The Principal Contractor will:

- Display the name and contact details of the person(s) accountable for air quality and dust issues on the site boundary fencing. This will be the Contractor/Site Manager or an appointed employee, so that if adverse dust generation is reported by a member of the public, it can be quickly identified and mitigated.
- Retain a copy of this CDMP on the construction site, either physical or digital. This document shall be made available to the Regulator if requested.
- Nominate appropriate members of the construction teams to carry out and enforce this CDMP during the construction period for day-to-day usage. This will, as a minimum, include a Site Manager and a member of staff who will be working on site each day.
- Ensure sufficient training and Personal Protective Equipment are provided for the employees to ensure the procedures, control measures, mitigation and actions of this CDMP can be carried out safely and to the best of their ability.

10.2 The Site Manager will:

- Ensure the CDMP and the mitigation measures in it are communicated to staff, including subcontractors. This may include toolbox talks at periods to be defined by the Contractor.
- Ensure the CDMP is enforced during the construction phase. Failure to do so could lead to complaints and enforcement by the Local Authority.
- Investigate and resolve any dust complaints that arise promptly and implement additional mitigation to avoid re-occurrences.
- Review the CDMP annually or if there is a change in circumstances, updating the date and version history at the front of the document.

Appendix A – Complaint Procedure (Example Form)

Complaint Detail		
<i>Note: The complainant's reporting time may differ from the time period when the issue occurred</i>		
Time and date of complaint (+Internal Ref No.)		
Name, address and telephone number of the complainant		
Details of complaint and Issue (e.g. date, time, duration, nature of issue)		
Any other relevant information		
Potential sources, operations or activities that were active and/or being carried out at the reported time of complaint		
Weather conditions at the time of complaint (wind speed/direction, temperature, atmospheric conditions)		
Are there any other reported complaints relating to this issue		
Follow Up		
Actions taken i.e. details of extra mitigation, inspection, monitoring etc.		
Date of call back to complainant and summary of call back conversation	Is the complaint resolved? Yes / No	
Recommendations		
Does the OMP need updating to ensure the issue does not repeat?		
Date changes implemented		
Form completed by:	<i>Signature:</i>	<i>Date:</i>

