



Construction Logistics Plan

Custom House, The Terrace, Gravesend, Kent, DA12 2DE

Prepared for Mile Property Group Limited

By YES Engineering Group Limited

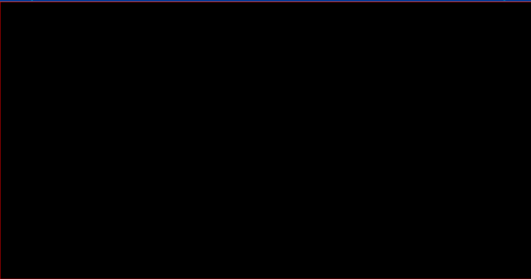
May 2024



Revision History

Revision Nº	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	K. Backhouse		May 2024
Reviewed by	J. Willis		May 2024
Approved by	P. Willis		May 2024
on behalf of	YES Engineering Group Ltd		

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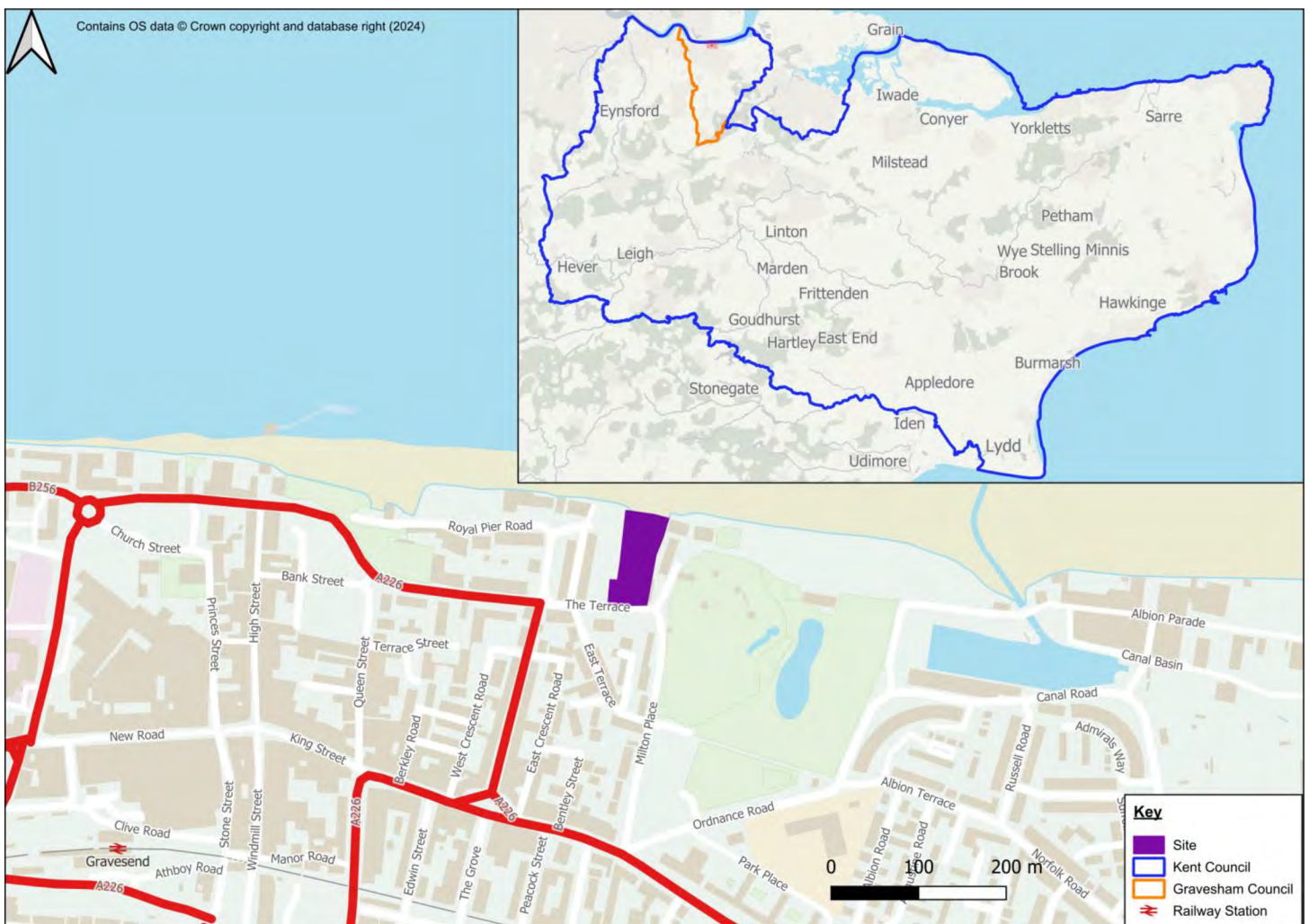
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1 Introduction

YES Engineering Group Ltd was appointed by Mile Property Group Limited to produce a Construction Logistics Plan (CLP) to accompany the Construction Environmental Management Plan associates with the consented planning application (reference 20210725) for the redevelopment of the site at Custom House, The Terrace, Gravesend, Kent, DA12 2DE (the 'site').

As shown in **Figure 1.1**, vehicular access to the site is from the northern side of The Terrace.

Figure 1.1 – Location Plan



The aim of this document is to maximise safety of the workforce and the travelling public during the course of construction. Every attempt is also made to ensure that traffic is kept flowing as freely as possible on the public highway in the vicinity of the operations. This CLP also addresses environmental impacts of construction in the interest of residential amenity.

The Highway Authority will be consulted on issues relating to temporary closures, and works affecting the public highway.

Policy

There are no national, county or local council policies that are specific to the construction of the development.

Scope of the CLP

This document has been prepared to support the Construction Environmental Management Plan being provided to discharge planning Condition 3 associated with the planning consent (Ref: 20210725) for redevelopment of the site including demolition of the southern part of the workshop building and existing corridor link at first floor level between Custom House and the outbuildings and conversion of Custom House, the coachhouse and outbuildings to include extensions, the Old Boathouse and the Boathouse with external alterations and erection of a new three storey building to provide 27 residential units (6 x 1 bed, 15 x 2 bed and 6 x 3 bed) with associated landscaping and parking.

A Construction Environmental Management Plan is required under Condition 3 as a pre commencement planning Condition. The CLP covers items a to g and o of Condition 3, which reads as follows:

“3 No development shall commence on site until a Construction Environmental Management (CEMP) covering all environmental impacts of this development has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- a) Construction Logistics Plan (CLP)*
- b) Routing of construction and delivery vehicles to and from site*
- c) Parking and turning areas for construction and delivery vehicles and site personnel*
- d) Timing of deliveries*
- e) Provision of wheel washing facilities*
- f) Temporary traffic management/signage*
- g) Storage of plant and materials*
- h) Dust management controls;*
- i) Location and height of cranes and scaffolding;*
- j) Measures of minimising the impact of noise and, if appropriate, vibration arising from construction activities;*
- k) Predicted noise and, if appropriate, vibration levels for construction using methodologies and at locations agreed with the Local Planning Authority;*
- l) Scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authority;*
- m) Scheme for location and appearance security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;*
- n) Details of disposal of waste arising from the construction programme, including final disposal points (the burning of waste on the site at any time is specifically precluded);*

o) Hours of construction;

p) Smoke management controls;

q) Odour controls; and

r) Any other matters relevant to this particular site.

s) Details of ecological mitigation measures including integrated bat roosting features and precautionary mitigation measures for other species.

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 construction of the development does not result in avoidable congestion on the local highway network, to protect the amenity of local residents and businesses, protected species and to mitigate the risks to groundwater in accordance with Policies CS11, CS12 and CS19 of the Gravesham Local Plan Core Strategy (September 2014)."

Following this introduction, the report is structured in accordance with the following manner:

Section 2.0, Site Location and Highway Network; a brief description of the site, local highway network, and key junctions and corridors leading to the site.

Section 3.0, Construction Details; sets out the various phases during the course of construction, and considers lorry routing to and from the site.

Section 4.0, Traffic and Environmental Management; sets out the temporary traffic and environmental management measures that will be put in place during the course of construction.

Section 5.0, Developing and using Policies; looks at the policies put in place to management the CLP efficiently.

Section 6.0, Monitoring, Compliance, Reporting and Review and using Policies; a brief description of how the CLP will operate and be monitored.

Section 7.0, CLP Management; sets management measures that will be put in place during the course of construction.

2 Site Location and Highway Network

This section provides an overview of the location of the proposed site and characteristics of the surrounding area.

2.1 Local Highway Network

The carriageway of The Terrace is 7.73m in width with footways on both sides. The road connects to the A226 becoming known as Crooked Lane at the western end and becomes known as Milton Place connecting to Milton Road at the southern end. The Terrace is a one-way street access from Milton Road and only a left turn is permitted onto the A226.

2.2 Existing Access and Servicing Provision

The main vehicular access into the site is at the southern end of the site frontage. This access is around 5.5m in width.

The site is within a Controlled Parking Zone A operating between Monday to Sunday, 6.30 to 8am Permit holders only, 8am to 6.30pm 1-hour no return within 2-hours, permit holders are exempt.

2.3 Public Transport

Bus stops are located on the A226 just 290m south-west of the site providing access to bus routes 190, 416, 417, 480A, 489, M1 and VIG01. There are further bus stops located along the A226 just 550m providing access to bus routes 483 and G1 and along Milton Road south of the site providing access to bus routes 481, 490A and NAG1.

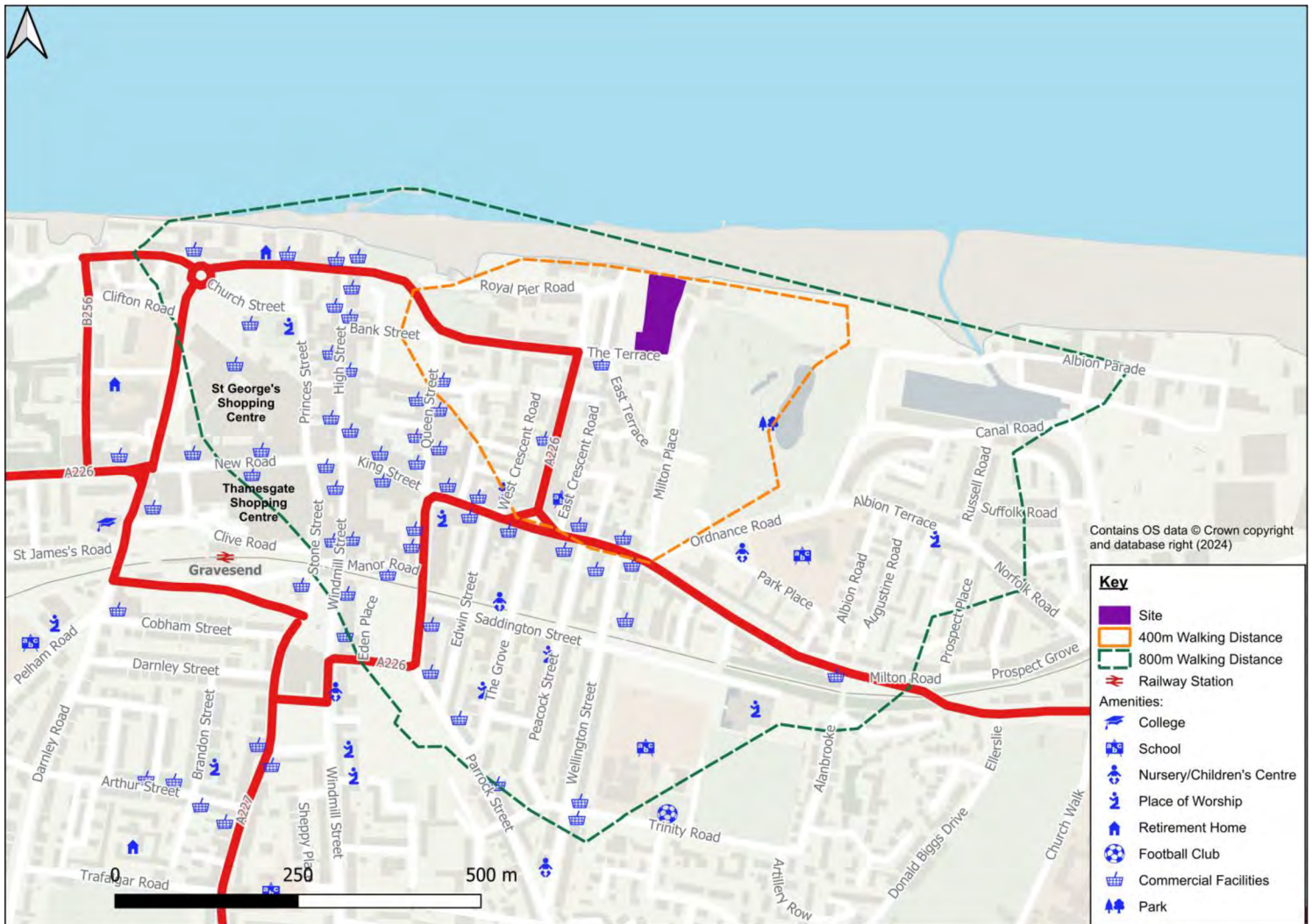
The nearest railway station is Gravesend, which is located 900m to the south-west of the site.

Bus and rail services are discussed in more detail in Section 5.4 of the CLP.

2.4 Sensitive Receptors

An amenities plan is shown at **Figure 2.1** overleaf.

Figure 2.1 – Amenities Plan



Residential development is located to the west and south of the site and Riverside Leisure Area is located to the east of the site, which needs to be considered during the construction phase.

All these residential properties and park use needs to be considered during the construction phase of development and impacts on amenity reduced as far as possible.

3 Construction Details

The consented development is for the redevelopment of the site including demolition of the southern part of the workshop building and existing corridor link at first floor level between Custom House and the outbuildings and conversion of Custom House, the coachhouse and outbuildings to include extensions, the Old Boathouse and the Boathouse with external alterations and erection of a new three storey building to provide 27 residential units (6 x 1 bed, 15 x 2 bed and 6 x 3 bed) with associated landscaping and parking.

A brief outline of the construction phases is listed below:

3.1 Hours of Construction

Working hours will be agreed with the Gravesham Council, but are expected to be in accordance with the Control of Pollution and Noise from Demolition & Construction Sites (May 2008) Code of practice

- Monday – Friday 08:00 – 18:00.
- Saturday 08:30 – 13:00.
- Sundays and Bank Holidays the site would be closed.

However, consideration of quiet periods would be made in consultation with neighbours. Construction vehicles would only travel to and from site outside peak school periods so there is no conflict between pupils arriving and departing. The hours of traffic arriving and departing would be relaxed during school holidays.

Notwithstanding this, there may be certain occasions when work outside these hours may be necessary. In the event of this, work would only be carried out following consultation and agreement with Gravesham Council.

The site will be manned during the working hours set out above.

3.2 Construction Routes and Deliveries

The construction routes will be established once it is known where the materials are going to be sourced. However, construction vehicle drivers will be encouraged to arrive/depart from the south using the Milton Place to minimise impact on local roads to reach the site where possible.

The construction vehicles arriving at the site will continue within the site to the dedicated loading/unloading area as shown on **Figure 4.1 (discussed in the next section of this CLP)**. This will ensure the adjacent carriageway of The Terrace will remain unaffected.

3.3 Materials Storage and Security

All plant and materials will be stored on-site when not in immediate use and will be secure against vandalism and theft. Where this is not possible alternative arrangements off-site will be made to ensure they do not affect any of the adjacent footways/carriageways.

On-site tool storage will be provided to reduce the number of vehicle journeys to the site. If possible, the storage location will be insured for contractors' tools as well as supplied tools, to help reduce potential vehicle journeys to the site.

4 Traffic and Environmental Management

Residential development is located to the west and south of the site, so it is therefore recommended that the following measures are introduced during construction:

- Construction vehicles (heavy goods vehicles) of up to 10m in length will use the existing vehicular access from The Terrace and through the site for deliveries/supplies. There is sufficient space to accommodate a 10m long vehicle (as demonstrated in **Figure 4.1** attached) turning within the site to ensure vehicles can enter and leave in a forward gear;
- Deliveries do not take place before 8am and after 6pm Monday to Friday, during school drop off and pick up times (taking into consideration the different finish times over the week), and to avoid Saturday deliveries where possible;
- Areas will be identified within the site for the storage of plant and materials throughout the course of construction;
- Materials will be covered in order to reduce the likelihood of dust being transported to the neighbouring properties during construction;
- Wheel wash facilities are provided within the site adjacent to where the construction vehicles are turning to ensure that mud and dust is not transported onto the public highway; and
- A route for heavy goods vehicles associated with the construction phase will be identified and a route map produced to provide to the drivers.

4.1 Deliveries

This site will operate a material delivery scheduling and booking system to ensure that congestion is avoided on the surrounding highway. Each delivery will be allocated a delivery time period and an allotted area from which to load or unload. Clear instructions will be issued to all direct suppliers and subcontractors detailing access routes. Only one delivery will be permitted to visit the site at any one time.

Delivery vehicles will be controlled using a Banksman to ensure that unloading only takes place within designated times and in the correct location. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored, and they will be required to book a delivery slot with the CLP Coordinator (Site Manager or person allocated by the Site Manager who reports directly to them). Use of white noise and/or volume reduced warning alarms on site plant and delivery vehicles will be specified by the contractor.

“Just in Time” scheduling of deliveries will be used where possible will minimize storage capacity required. Where “Just in Time” deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones.

Where possible the Local Authorities/Police will be notified in advance should abnormal loads need to access the site. All deliveries to site will be scheduled by the Site Manager.

The vehicular access to the site and construction vehicles turning area within the site will be overseen by Banksmen and Traffic Marshals whilst deliveries or loading takes place to ensure that this area is always free for use and the movement of other users within the site

and on the public highway are not compromised. When deliveries are due, the suppliers will be expected to phone through prior to delivery to ensure they can park in the loading area, avoiding any problems within the site.

Any damage made to the carriageway or kerbs during the course of construction will be repaired prior to occupation.

4.2 Measures to Avoid Disruption on the Public Highway

As previously stated, all deliveries to the site will be pre-booked and Banksmen available for ensuring safety is maintained and disruption to the free-flow of traffic kept to a minimum. During the movement of material to the construction area, Banksmen will be used to oversee the pedestrian flow within the site.

4.3 Vulnerable Highway Users

Construction will take place some distance from the public highway so there will be no impact on vulnerable users on The Terrace.

Details of the number and size of vehicles anticipated to visit the site during the construction will be confirmed by the Contractor once appointed.

Other vulnerable highway users such as wheel-chair users, the elderly, people with walking difficulties, parents with young children or prams, blind and partially sighted, etc on the footway of The Terrace in the vicinity of the site accesses will also be considered during the construction period. The construction site area will be secure (boarded/locked) and free from obstacles at all times to protect vulnerable users from harm.

As mentioned in Section 4.1 above, Banksmen and Traffic Marshals will be used when construction vehicles are accessing/leaving the site and loading/unloading within the site to ensure deliveries are handled in a safe manner and forewarn people a delivery is in progress. The footway will also receive regular sweeping to make certain any debris is cleared from the adjacent pavement. Signage will be erected to warn any users of any potential hazards in advance of the construction site.

5 Developing and using Policies

This section provides an overview of policies and procedures to be in place during the construction.

5.1 Deliveries

This site will operate a material delivery scheduling and booking policy to ensure that congestion is avoided on the surrounding highway. A CLP Coordinator will be installed to ensure there is a point of contact. Each delivery will be allocated a delivery time period and an allotted area from which to load or unload. Clear instructions will be issued to all direct suppliers and subcontractors detailing access routes.

“Just in Time” scheduling of deliveries will be used where possible will minimize storage capacity required. Where “Just in Time” deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones.

Deliveries will not take place before 8am and after 6pm Monday to Friday. Saturday deliveries will be avoided where possible.

5.2 Use of Alternative Modes of Transport

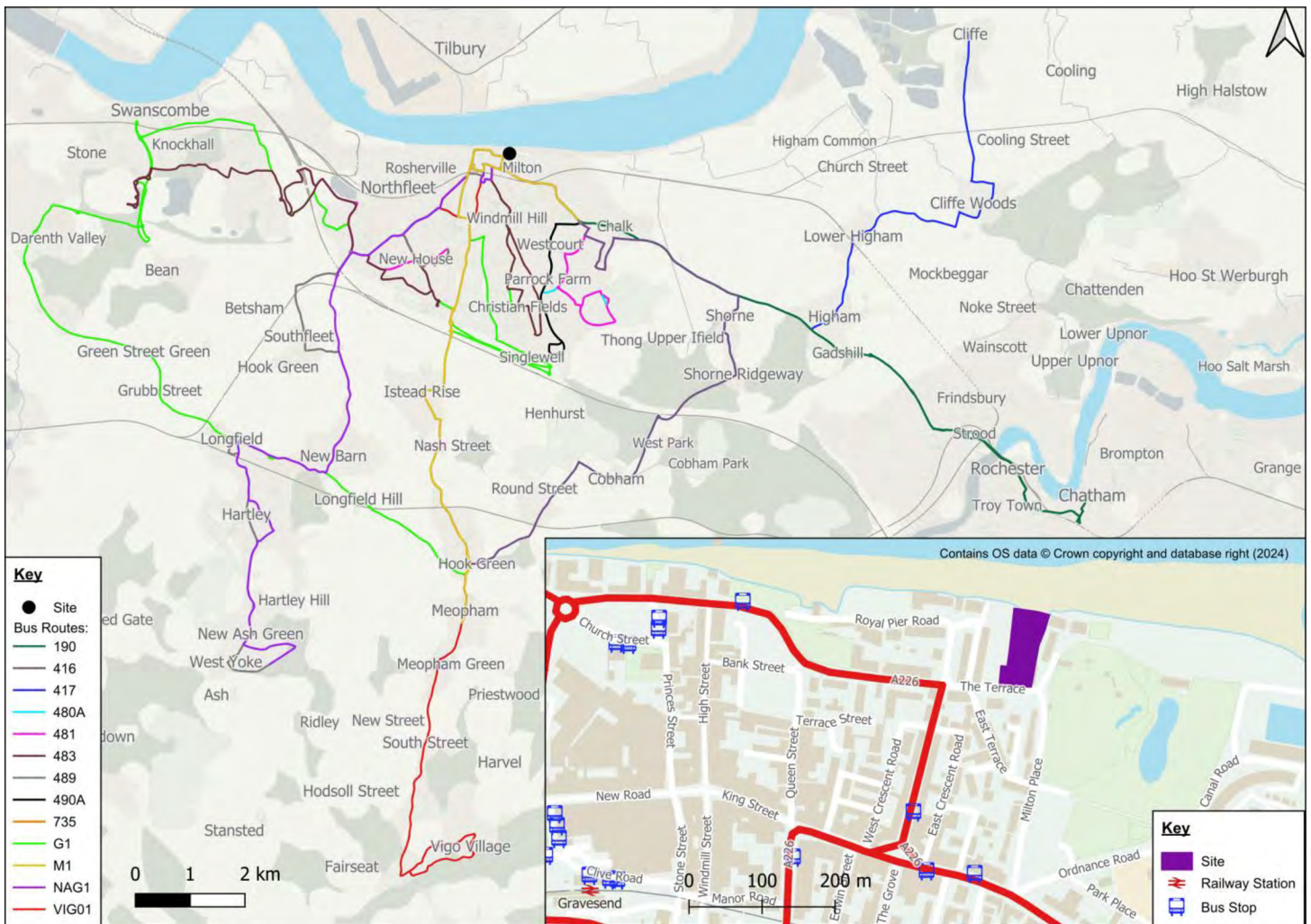
Given the location the site, there is little alternative other than to use the road network to deliver material to and from site.

Staff/contractor's and visitors will not be encouraged to travel by car to the site and will be expected to make their own travel arrangements. The application site is accessible by modes of transport other than the private car.

Bus stops are located on the A226 just 290m south-west of the site providing access to bus routes 190, 416, 417, 480A, 489, M1 and VIG01. There are further bus stops located along the A226 just 550m providing access to bus routes 483 and G1 and along Milton Road south of the site providing access to bus routes 481, 490A and NAG1.

A bus map is set out in **Figure 5.1** overleaf.

Figure 5.1 – Bus Map



The nearest railway station is Gravesend, which is located 900m to the south-west of the site so there would be few contractors travelling by this mode.

Gravesend Station provides access to Southeastern and Thameslink services to St Pancras International, Rainham, Charing Cross via Sidcup, Maidstone West, West Hampstead Thameslink, Margate and Cannon Street via Woolwich and Lewisham.

A railway map is set out in **Figure 5.2** overleaf.

Figure 5.2 – Railway Map



5.3 Collaboration

The Site Manager/CLP Coordinator will keep in contact with organisations that have an interest in the site and how the development is progressing. These bodies, groups and individuals include planning and highways authorities, local residents, businesses and community groups. Such communication will occur through liaison with the local authority on whom should be contacted (e.g. nearby stakeholders, businesses, and neighbours) and frequency of meetings, and contact details of the contractor being clearly displayed on site.

In addition to the above, the contractor on-site will be expected to register with the Considerate Contractor Scheme.

6 Monitoring, Compliance, Reporting and Review and using Policies

6.1 CLP Coordinator

The CLP will be managed by the CLP Coordinator (CLPC), who will be appointed by the developer on site occupation. The CLPC will be given sufficient time as necessary to manage the CLP to ensure the measures are carried out.

The CLP coordinator takes responsibility for the day-to-day management of the CLP and is the first point of contact for site issues. They help the development run smoothly by making sure each construction phase complies with the CLP. It is also the coordinator's job to oversee the effectiveness of the CLP, and prepare regular updates to the planning authority when asked.

The coordinator's name will be supplied to the Planning Authority once the CLP is finalised and the developer will inform the planning authority, if, and when the coordinator is replaced. The CLP coordinator will respond to any questions or queries about the development and put in place any mitigation measures needed to resolve traffic issues connected with the construction work. For example, a coordinator will:

- Remind contractors and subcontractors about designated routes to and from the site.
- Check vehicles arriving at site to make sure they meet the developer's safety requirements.
- Manage the delivery booking and scheduling tool that records deliveries.
- Ensure that the policies set out in Section 5 are adhered to.

6.2 Publicising the CLP

Explaining and marketing the CLP to the supply chain, local community, residents and businesses will be undertaken by the CLPC to raise awareness and show the developer's commitment to using safe and efficient construction vehicle practices. This commitment will need to be communicated to all parts of the supply chain involved in the development.

6.3 Keeping other Organisations and Local People Informed

The CLP will also explain how the Contractor will keep in contact with organisations that have an interest in the site and how the development is progressing. These bodies, groups and individuals include planning and highways authorities, local residents, businesses and community groups.

7 CLP Management

The CLPC will take responsibility for the day-to-day management of the CLP and is the first point of contact for site issues. They help the development run smoothly by making sure each construction phase complies with the CLP measures and policies set out above.

The coordinator's will prepare regular updates to the planning authority when asked and also keep other interested parties informed.

The CLP will be updated once the full construction method is confirmed.

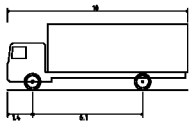
Figures

Figure 4.1 – AutoTrack Swept Paths of Construction Vehicles

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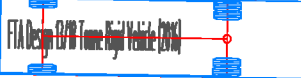
- Site
- Temporary Delivery Area
- Storage Area
- Temporary Site Personnel Parking
- Canteen, WC
- Banksman
- Traffic Marshall
- Wheel Washing Facilities

North



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

THE TERRACE



NOTES:

SWEEP PATHS FOR INDICATIVE PURPOSES ONLY. ALL ROAD HIGHWAY DIMENSIONS/ARRANGEMENTS TO BE CONFIRMED ON SITE AND VEHICLE MEASUREMENTS AND CHARACTERISTICS CONFIRMED BY END USER.
HIGHWAY ARRANGEMENT TO BE A GREED/APPROVED WITH LOCAL HIGHWAY AUTHORITY.
FOR PLANNING ONLY. NOT TO BE USED FOR CONSTRUCTION.