

The Golden Lion Pub, Luddesdown

Construction Environmental Management Plan

Final Report

LS/OM/34109

July 2025



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THE GOLDEN LION PUB, LUDDESDOWN
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

DATE	Version	Revision Notes
18.07.2025	1.0	Final

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This Construction Environmental Management Plan (CEMP) has been prepared by DHA on behalf of Vineyard Farms Ltd in relation to a planning condition attached to an application to Gravesham Borough Council concerning the extension and refurbishment of the Golden Lion Pub, Luddesdown (Planning Reference: no.20250053). The application seeks consent for the:

"Erection of a rear and side extension and refurbishment of the Golden Lion pub including landscaping, parking and associated works."

- 1.1.2 The CEMP responds to planning condition 13 as stated in the Decision Notice and is as follows:

"13. No development shall commence until a Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include the following:

(a) Routing of construction and delivery vehicles to / from site.

(b) Parking and turning areas for construction and delivery vehicles and site personnel, which may require supporting vehicle tracking/swept paths.

(c) Timing of deliveries, avoiding network and school peaks where possible.

d) Provision of wheel washing facilities.

e) Measures to prevent the discharge of surface water onto the highway.

(f) Temporary traffic management / signage."

- 1.1.3 It is noted that at present, a lead contractor has not been appointed to undertake the works; therefore, a detailed CEMP cannot be provided at this time. This document nevertheless provides details of the proposed construction access and routing strategy, together with associated management and mitigation measures to satisfy the request of the Local Highway Authority in this regard. Subject to the grant of planning consent, and following the appointment of a lead contractor, this CEMP will be revised where necessary prior to the commencement of the works.

1.2 SITE CONTEXT

- 1.2.1 The site is located within the village of Luddesdown, Gravesend. The site is bound to the north and west by Luddesdown Road, to the east by Cutter Ridge Road, and to the south by The Silverhand Estate and Vineyard. More broadly, the site is

situated within a rural context and surrounded by agricultural land. The site is shown in Figure 1-1 below.



FIGURE 1-1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

- 1.2.2 At present, the site is accessed via Luddesdown Road which forms a priority junction with Henley Street just to the west. Luddesdown Road and Henley Street are unclassified single carriageway roads subject to the national speed limit of 60mph and are bounded by grass verges.
- 1.2.3 The proposed scope of the works can be seen on the plan included at **Appendix A**. It is noted that no work is proposed on the public highway external to the site.

2 CONSTRUCTION METHODOLOGY

2.1 CONSTRUCTION PROGRAMME

- 2.1.1 It is expected that the enabling works will take place across three stages. These are:
- (1) Excavation and archaeology works.
 - (2) Remediation works; and
 - (3) Ground improvement and placement of material on-site.
- 2.1.2 The exact programme of works will be confirmed upon the appointment of a lead contractor.
- 2.1.3 It is expected that the development will incorporate the following construction stages: -
- Establishing, clearing, and preparing the site.
 - Establishing a construction compound with the erection of hoarding or safety fencing.
 - Drainage, earthworks, and utilities work.
 - Enabling works including levels excavation and piling mat established.
 - Substructure – pile caps excavated, and cast followed by ground floor slab.
 - Superstructure – erected as ground floor slab areas become available, based on a mix of concrete and steelwork. Envelope construction based on structural frame system. Roof panes using suitable cranes and mast climber/scaffold arrangement.
 - Fit out works as areas become weathertight.
 - External works and landscaping; and
 - Commissioning of building services and removal of any temporary construction facilities and compound.

2.2 PUBLIC INFORMATION & CONSTRUCTION HOURS

- 2.2.1 Project information will be displayed at the construction access points, which will include key contact details and health and safety notices. Residents and businesses

will be updated on the construction programme and associated impacts via leaflet drops (as required).

2.2.2 The construction site operating hours will be as follows:

- Monday to Friday: 08:00-18:00.
- Saturday: 08:00-13:00.
- No work will be undertaken on Sundays or Bank Holidays; unless there is a requirement for emergency work, abnormal deliveries, or cranes. This would be agreed in advance with Gravesham Borough Council (GBC) and Kent County Council (KCC).

2.3 ACCESS & SITE SET UP

- 2.3.1 Access to the site will be achieved via the existing access on Luddesdown Road, which is proposed to be increased to 5.5m. The car park is currently open to Luddesdown Road with no separating barrier as shown in Figure 2-1.
- 2.3.2 Vehicle swept path analysis has been undertaken to demonstrate the suitability of the proposed access arrangements. This is included at **Appendix B**.
- 2.3.3 The existing car park has provision for 19 parking spaces with proposals to increase this provision to 37 spaces. While there is sufficient room in the carpark to accommodate workers' vehicles and delivery and construction HGV traffic, the phasing of the landscaping works will be managed to ensure that all workers will be able to park within the boundaries of the site and off the public highway.



FIGURE 2-1: EXISTING CAR PARK ACCESS (COURTESY OF GOOGLE MAPS)

- 2.3.4 Site set up details will be confirmed once a contractor has been appointed.
- 2.3.5 Wheel washing facilities will be placed at the site accesses and external roads will be cleaned proactively should any mud or debris be left beyond the site confines, to protect local highway safety and amenity.

2.4 CONSTRUCTION VEHICLES

- 2.4.1 Whilst the exact level and frequency of construction vehicle movements is not known at this stage, it is anticipated that the initial archaeology, excavation, and remediation works stages will attract a low level of Light Goods Vehicles (LGVs) each day, plus the excavator to be stationed on-site.
- 2.4.2 For the third stage of the enabling works, it is expected that larger tipper Heavy Goods Vehicles (HGVs) will be required to transport material to the site, albeit the frequency of these movements is again expected to be low.
- 2.4.3 The frequency and type of construction vehicles during each work stage will be confirmed by the lead contractor and included in the detailed CEMP to be submitted and agreed prior to the commencement of works.

3 CONSTRUCTION TRAFFIC MANAGEMENT

3.1 VEHICLE ROUTING

- 3.1.1 All construction vehicles will be required to adopt the proposed vehicle routing strategy when entering or leaving the site. It is expected that vehicles will utilise Luddesdown Road leading west to Warren Road and the A228.

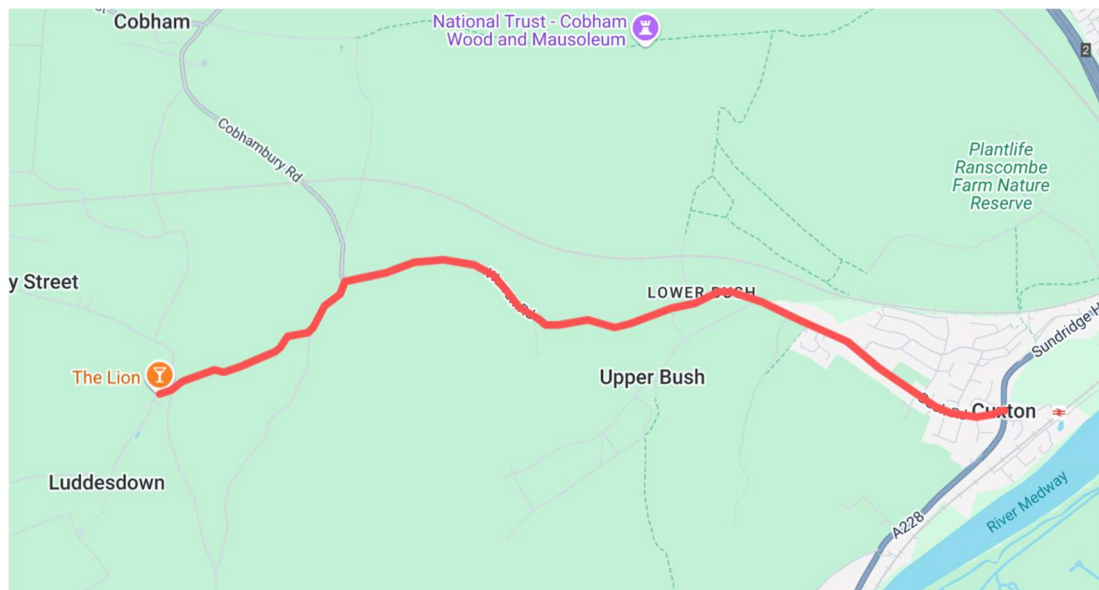


FIGURE 3-1: PROPOSED CONSTRUCTION VEHICLE ROUTING STRATEGY

- 3.1.2 There are several passing points along Luddesdown Road and Warren Road to allow construction and delivery vehicles to pass light vehicles and there is suitable forward visibility due to the generally straight alignment of the route. The A228 is located just 1km from the Merralls Shaw Interchange which provides access to the M2. HGV arrival and departures will be timed to prevent the unlikely event of large vehicles meeting on these routes from opposite directions.
- 3.1.3 It is noted that the Silverhand Vineyard directly generates its own HGV trips which suggests the roads are suitable to accommodate large vehicles. It is therefore proposed that construction traffic will utilise these same routes where applicable.

3.2 TRAFFIC MANAGEMENT

- 3.2.1 External construction vehicle movements will be restricted to outside of the weekday network peak hours (08:00-09:00 and 17:00-18:00) to minimise impacts to the operation of the local highway network.

- 3.2.2 Site supervision will be in place at all times during the enabling works phase to control and monitor access to the site. All vehicles / persons will be required to sign in and out.
- 3.2.3 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. Site management will ensure compliance with construction access arrangements.
- 3.2.4 It is noted, considering the rural nature of the site and the lack of available public transport facilities, that most workers are likely to use their personal vehicles or car share to access the site. There are multiple routes by which workers can access the site, so this is not expected to have a significant impact on the local road network.

3.3 PUBLIC SAFETY, EMERGENCIES AND ACCIDENTS

- 3.3.1 All suppliers will be obligated to adhere to safety and environmental standards and programmes, both on- and off-site throughout the construction period.
- 3.3.2 Where necessary, measures will be put in place in the form of pedestrian diversions to maintain safe routes around the site and security personnel will enforce traffic management measures for all construction traffic to maintain safety.
- 3.3.3 If an emergency or accident arises, guidance will be sought from the site manager and emergency services as appropriate.
- 3.3.4 Site offices and welfare facilities will be located on the construction site.

4 STRATEGY TO REDUCE IMPACTS

4.1 OVERVIEW

- 4.1.1 This section of the CEMP provides a summary of the potential traffic-related environmental impacts to be considered, and the associated mitigation measures proposed. These measures will be confirmed by the lead contractor within the detailed CEMP.

4.2 NOISE

- 4.2.1 Potential impacts of noise include increased adverse road noise levels from vehicles and general construction works. Mitigation measures to prevent noise affecting the amenity of nearby residents and businesses will include: -

- Vehicle engines to be switched off when not in use.
- Adherence to operational hours (outlined above).
- Programming of deliveries to arrive during daytime hours only. Care will be taken when unloading vehicles to minimise noise and the construction access routes will act to minimise disturbance to residents.
- Locating noisy equipment away from residential boundaries.
- Effective maintenance of machinery and efficient operation, with no excessive revving or idling; and
- Planning and sequencing of the works to take into consideration either imposed or preferred 'quiet times'.

4.3 VIBRATION

- 4.3.1 Increased adverse vibration levels from general construction works will be mitigated by regular monitoring.

- Complaints of any vibration impacts from neighbouring properties will be reviewed and measures will be taken to ensure the vibration limit is not exceeded; and
- Where monitoring demonstrates that limits are being exceeded, methods of working will be reviewed and changed with immediate effect to satisfy the vibration limits.

4.4 DUST / AIR QUALITY

4.4.1 Several control measures can be adopted to minimise dust emissions:

- Wheel washing facilities at the site accesses to minimise the transport of mud from the construction site on to adjacent roads.
- Damping down of internal site roads with water during prolonged dry and/or windy periods and fitting equipment with water sprays where practical.
- Regular cleaning of hard surfaced site access roads.
- Restricting vehicle speeds on internal site roads and other unsurfaced areas of the site.
- The use of sheeting or netting on vehicles involved in the importation or extraction of loose material to and from the site.
- Restriction of drop heights on to vehicles.
- Limiting on-site vehicle speeds to 5mph and routing of site traffic as far from residential properties as possible; and
- Prevention of dust-contaminated run-off water from the site.

4.5 WASTE

4.5.1 Those involved in the construction process will be informed in detail as to how it is proposed to dispose of and manage waste. Contractors will be required to investigate opportunities to minimise waste and where it is unavoidable, the need to maximise the recycling and re-use potential of construction materials will be stressed.

4.5.2 Any waste arisings from the Site will be transported and disposed of in accordance with relevant legislation, including the following:

- The Environmental Permitting (England and Wales) Regulations 20163 (as amended).
- The Waste (England and Wales) (Amendment) Regulations 20115 (as amended).
- The Waste Management (England and Wales) (Amendment) Regulations 2006; and Clean Neighbourhoods and Environment Act 2005.

- 4.5.3 The destination of waste or other materials removed from the site will be notified to the relevant authority for approval, with waste only deposited at authorised waste treatment and disposal sites.
- 4.5.4 No burning of construction waste will be undertaken on the site. Waste compaction methods will be utilised as much as possible to minimise unnecessary disposal trip generation.

4.6 CONSTRUCTION TRAFFIC

- 4.6.1 Construction traffic impacts will be mitigated by the following measures:
- Deliveries will be made outside of the highway network peak hours and the peak operating times of the site. Deliveries will be phased and controlled on a 'just in time' basis to minimise travel time around the Site, stock piling of materials and any associated noise and dust impacts.
 - Wheel washing facilities will be provided.
 - Ongoing monitoring of deliveries will be undertaken.
 - High visibility vests will be worn on-site at all times; and
 - HGV warning signs will be placed on the construction access routes.

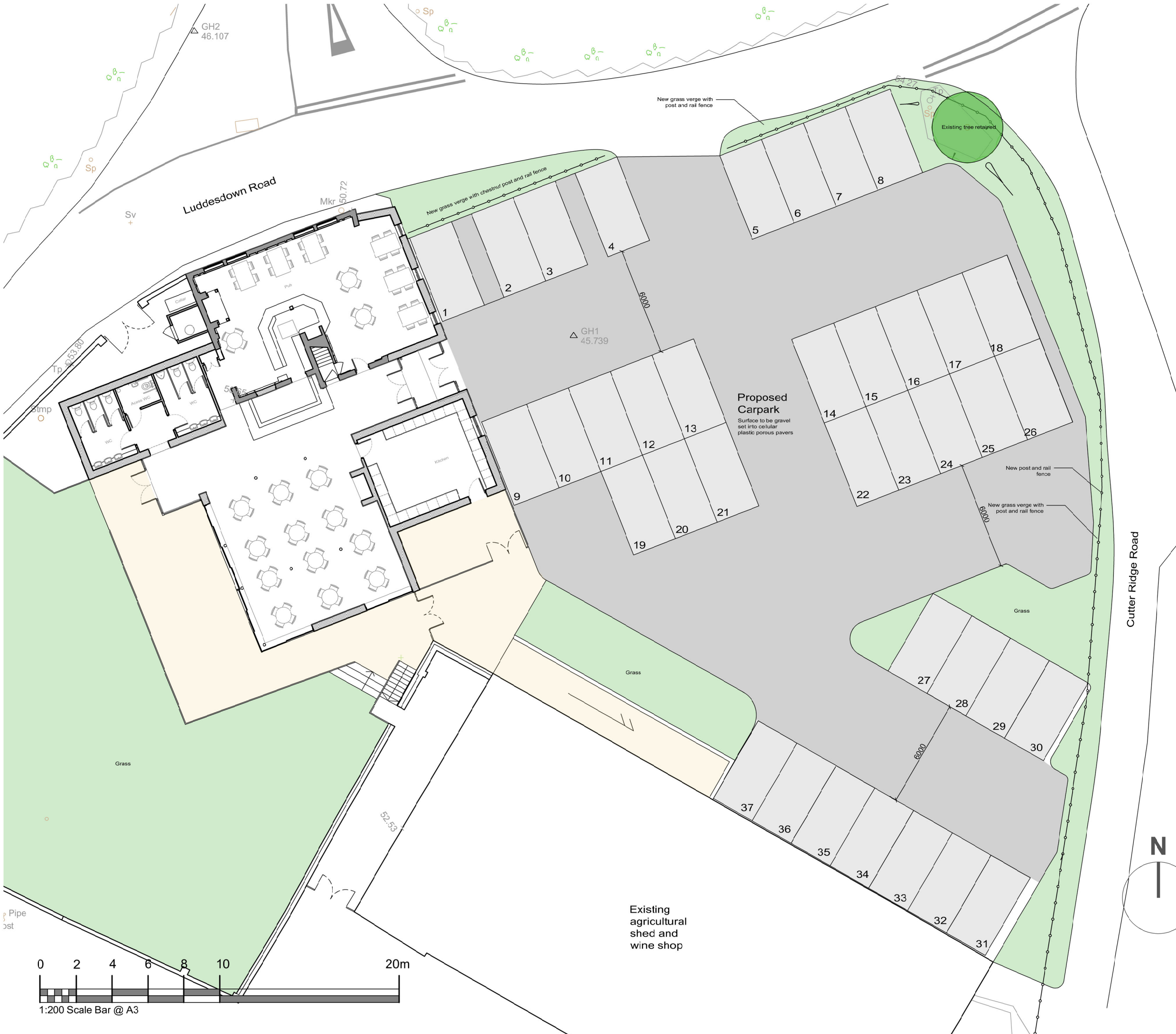
4.7 STORAGE OF FUELS AND CONSTRUCTION MATERIALS

- 4.7.1 Possible adverse accidental spills and discharges to drains which may create pollution hazards will be prevented by having a dedicated area for site storage, with no fuels or chemicals to be kept on-site without permits.

APPENDIX

A





Report all discrepancies, errors and omissions. Verify all dimensions on site before commencing any work on site or preparing shop drawings.

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Client

Project Title

The Golden Lion
Luddesdown Road
Luddesdown
DA13 0XE

Drawing Description

Proposed Site Plan - Car Park Layout

Scale	Date	Created	Checked
1:200 @ A3	December 2024	AR	AR

Drawing Status

Planning

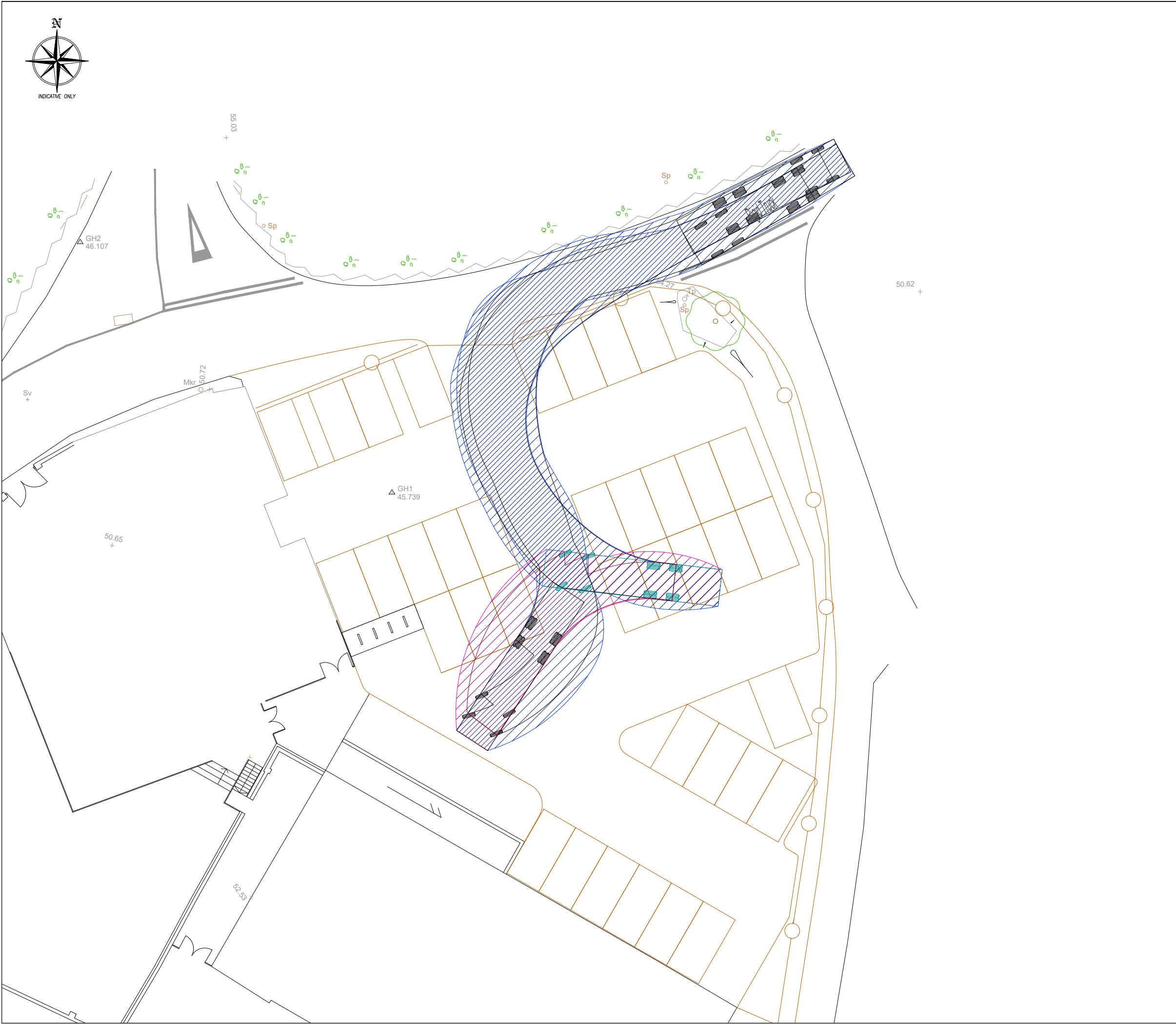
Project - Originator - Function - Spatial - Form - Discipline - Number. Revision

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APPENDIX

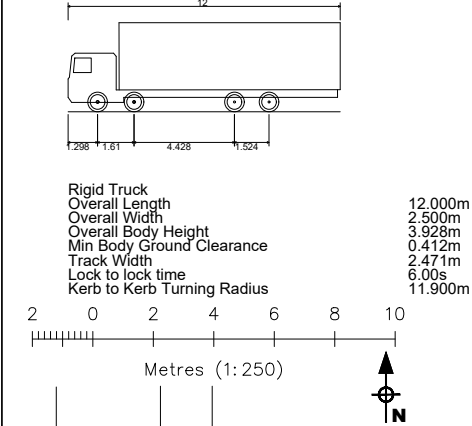
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client
VINEYARD FARMS LIMITED

project
GOLDEN LION

title
VEHICLE SWEPT PATH ANALYSIS
RIGID TRUCK

project 34109		drwg T-01		rev P1
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Drawn HL	Checked JM	Approved JM	scale @ A3 1:250	date 18.07.2025
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