



Construction and Environmental Management Plan

Port of London Authority
Port Control Centre

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Port of London Authority -Port Control Centre Construction Management and Environmental Plan

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1.0 Introduction

The purpose of this Construction Management Plan (CMP) is to outline how this project will be managed given the location of the site with consideration to ensuring the works cause the minimum amount of disruption and disturbance to residents.

The Port of London Authority is based on the southern bank overlooking the River Thames, close to the heart of the town centre within the Gravesend Riverside Conservation Area and adjacent to local heritage sites.

2.0 Project Overview

The project comprises of the refurbishment and extension of the existing Port Control Centre (PCC) building to improve its access to the London River House and Link buildings and consolidate the use of the PCC building, see Figure 1. The project will also accommodate an upgraded Vessel Traffic Service System, provide modern workspaces and associated facilities.

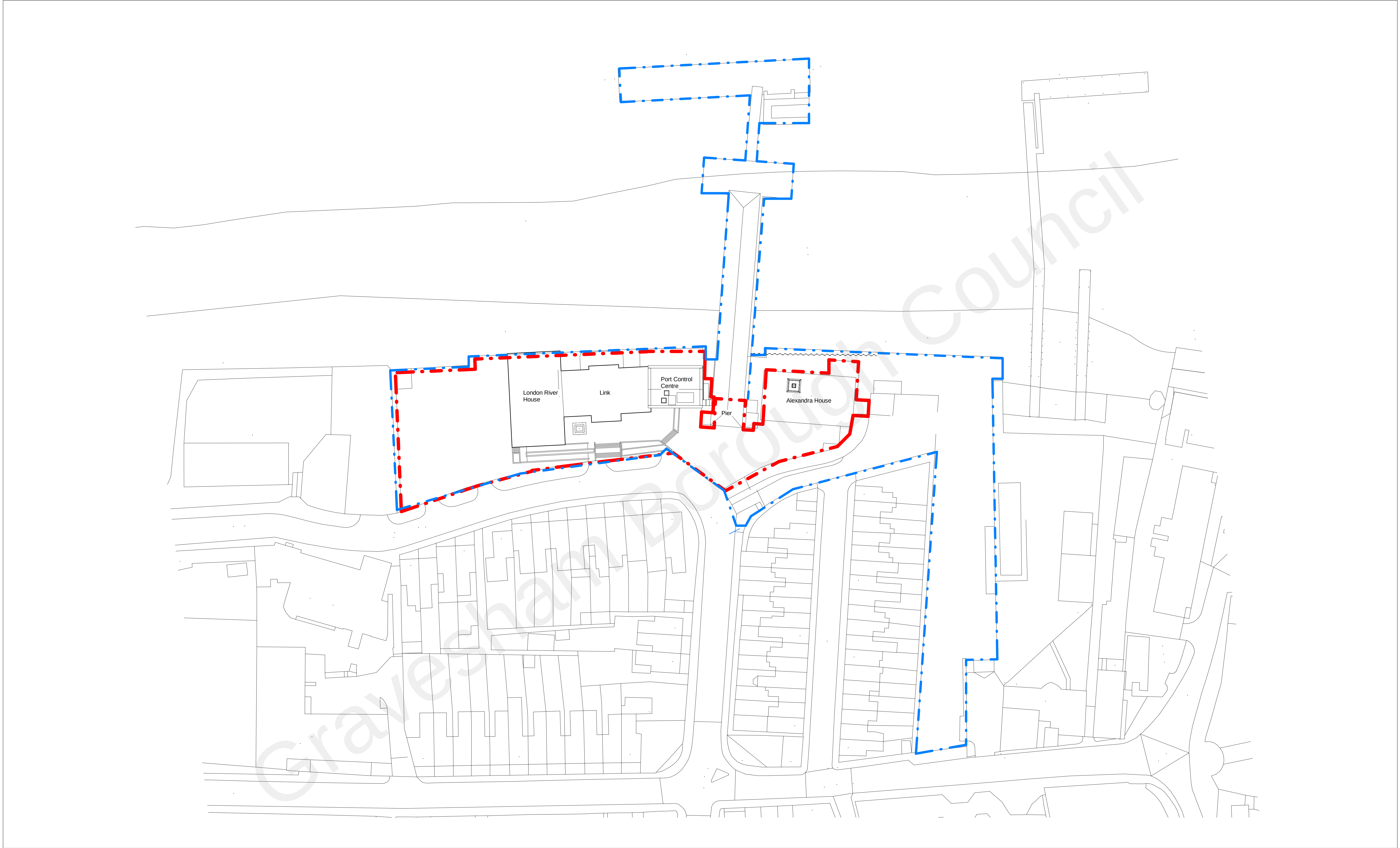
3.0 Proposed Works

The development will comprise of demolition of an external stairwell; construction of a new single storey roof space, removal and relocation of the comms tower, internal refurbishment, improvements to the exterior facades and new landscaping to provide a level access to London River House and the PCC.

Demolition

Prior to the demolition works commencing, a demolition methodology and programme will be detailed showing the expected duration of the works. All materials will be correctly disposed of and a clean and hazard free site will be left for the remaining works.

Figure 1 - Site Location (overleaf)



RevDateRevision P1221021Issued for Planning P2221117Issued for Planning	ByChk KLAB KLDK	Notes For Health & Safety related information please refer to the Rolling Designers Risk Register. Where relevant, elements identified on this register are highlighted within the model and on the drawings with the following logo. - DO NOT SCALE FROM DRAWING; - Drawing to be printed in colour; - All information contained in this drawing (including digital data) should be checked and verified prior to any fabrication or construction. Any inconsistencies or omissions should be reported to Bennetts Associates; - Unless otherwise stated, all grids or co-ordinates are based on the Ordnance Survey National Grid via GPS Observations; - Unless otherwise stated, all spot heights and levels are expressed as AOD for "above ordnance datum" based on the Ordnance Survey ODN (Ordnance Datum Newlyn). Bennetts Associates Architects make no warranties, express or implied, with respect to the reuse of the data provided hereafter, regardless of its format or the means of its transmission. At existing survey data is based on, or reference from, 3rd Party information. Unless otherwise stated, all structural, mechanical, electrical information is based on, or reference from, 3rd Party data. © Crown Copyright 2021. All Rights Reserved. Ordnance Survey Licence 123456	Project Boundary Ownership Boundary	N 0 25	BENNETTS ASSOCIATES 1 Rawstorne Place, London EC1V 7NL T +44(0)207 5203300 • www.bennettsassociates.com For Bennetts Associates' electronic information issue disclaimer	Project Port Control Centre Gravesend Port of London Authority Drawing Title Planning Proposed Location Plan	Drawing Number PCC-BA-10-ZZ-DP-A-02 Scale @ A3 1:1000 Scale @ A1 1:500	Project No. 2204 Revision/Suitability P2 S4 Revision Date 221117 YY MM DD
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Superstructure

For the various work packages (removal the radar tower, erection of the new roof, installation of cladding and glazing elements), it is highly likely that these will require either a tower crane or a mobile crane.

It is envisaged, through careful sequencing of the works that a mobile crane will be sufficient for these operations. If it is not, a tower crane will be employed and a crane base shall be installed within the site compound.

A full lifting operations plan including over sail, risk assessments and method statements will be included in the construction phase plan.

Gravesham Borough Council

Material Delivery

Materials will be delivered via the A226 along The Terrace and into Royal Pier Road. These deliveries will be timed to avoid busy periods for in the town centre, with full details being laid out in the Contractor's traffic management plan.

Scaffolding

Scaffolding shall be erected on all 4 elevations of the PCC building to the full height of the roofscape of the proposed development. Materials will be transported by a mechanical means either a hoist or brick lift, avoiding the need for an onsite telehandler and to reduce manual handling. Scaffolding will only be in place for as long as it is required.

4.0 Site Set-up/Security

The site shall be secured with wooden hoarding with a set of lockable gates fronting the site compound, PLA have existing access control and CCTV systems which cover the site compound and all other access points. To deter potential arson, waste skips will be removed regularly.

5.0 Neighbourly Relations

As the site is situated within Gravesend Riverside Conservation Area and is adjacent to a residential area to the south, the Client wishes to establish and maintain good neighbourly relations through good communication, including keeping local residents informed of site activities that may impact them. The Contractor shall initially undertake a letter drop to local residents and a contact phone number and email address provided on an external sign board for any further enquiries.

Both the Client and Contractor's representatives will be open to all reasonable concerns during the duration of the project and will demonstrate a considerate and professional approach.

6.0 Construction Traffic Management

Routing of site traffic and access

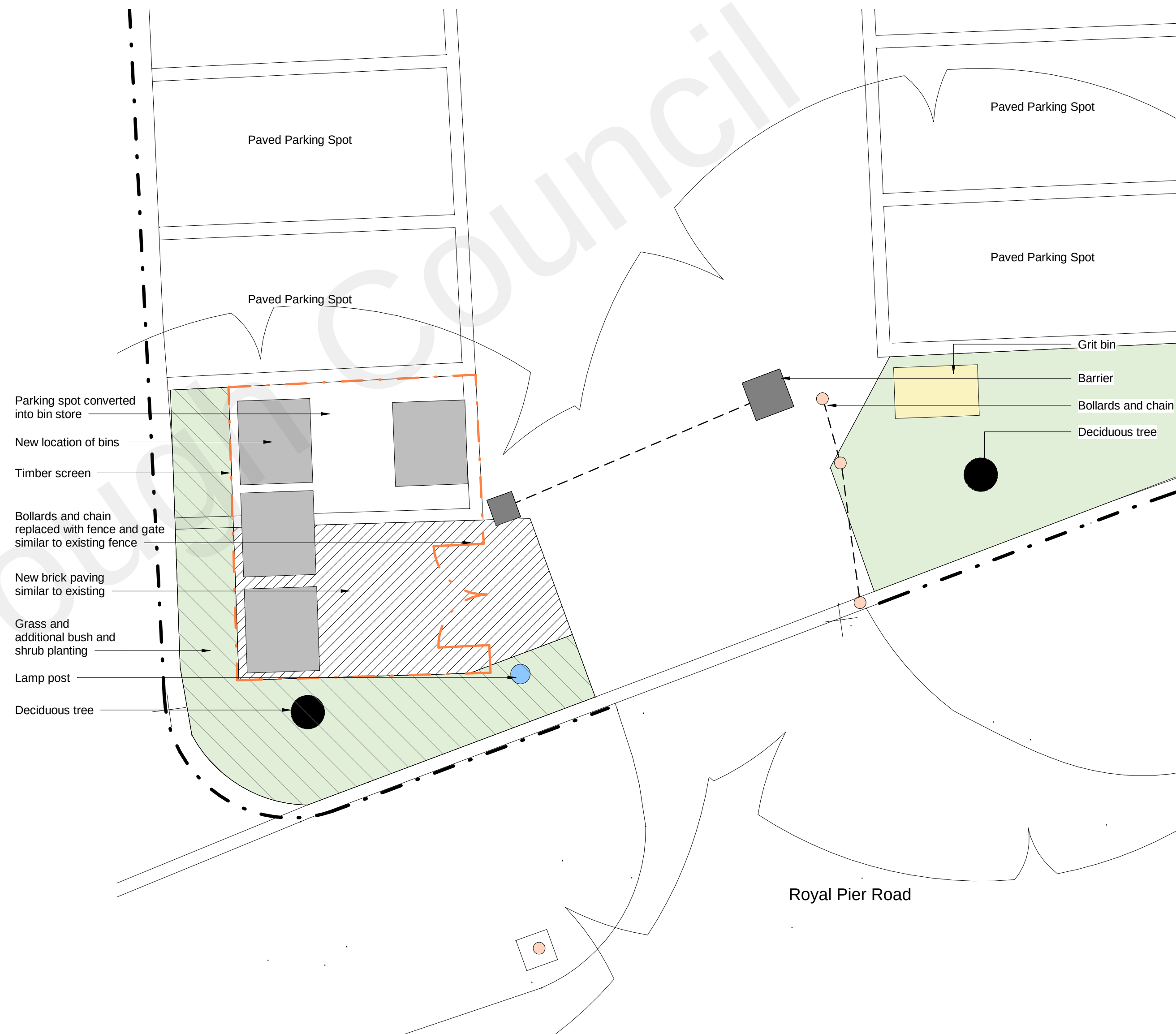
- Site traffic will approach the site from the west via Crooked Lane and Royal Pier Road and exit along the A226 Harmer Street, see Figure 2 - Construction Traffic Routing.
- The site shall allow access for river pilots, emergency services and the RNLI crews at all times.
- Figure 3, shows the bin compound re-located to the front of London River House to allow easy access on to site for the refuse lorries and does not block the Royal Pier Road for other users.
- Vehicle size will be restricted to maximum of 18T in exceptional circumstances for a scaffold lorry and normal deliveries to 7.5T for delivery vehicles and skip lorries. Where possible, smaller vehicles will be used to reduce the impact on the local environment.
- Collections and deliveries will be restricted to times to avoid impacting on the town centre.
- Vehicles shall manoeuvre only under the control of a banksman, with segregation of vehicle and pedestrian routes being clearly marked with directional signage. Crossovers are to be clearly indicated and suitable barriers installed in order to protect site operatives and members of the public.
- Wheel washing facilities will be located inside the gates.
- All vehicle loads and skip lorries will be covered to avoid materials falling off.
- Being conscious of the need to minimise impacts on air quality, the number of vehicle movements would be kept to a minimum.

It is envisaged that there will be on average 6 deliveries or collections daily during the peak of the works.

Figure 3 – Re-location of the bin compound (overleaf)



1 Existing car park entrance
1 : 50



2 Proposed bin store
1 : 50

Working Hours

Restricted working hours will be to Gravesham Borough Council's controlled hours of 8am – 6pm (Monday – Friday) and 8am – 1pm (Saturdays). There will be no working on Sundays or Bank Holidays.

7.0 Environmental Management Plan**Waste**

The project design team are by design keeping the production of waste materials from construction processes to a minimum to reduce the volume of waste generated by the project.

Waste material storage on site will be kept to a minimum; waste types will be sorted and segregated. Due to the spatial constraints of the site, waste will be disposed of regularly of by a contractor with a valid waste carrier licence.

Emissions

To reduce the impact on congestion and vehicle emissions, where practicable, operatives shall be encouraged to arrive on-site via public transport, the site is a 10 minute walk from Gravesend Train Station and Gravesend Town Centre Bus Station, with good links to the local area, East Kent and Central London. A bus stop is located nearby on West Street serving local buses including numbers 190, 490 and 483. The site is only a short walk from the Tilbury cross-river ferry.

Throughout the construction phase, all deliveries or collections will be scheduled to avoid peak hour traffic and minimise congestion.

Dust mitigation

Principles of control hierarchy will be employed through the demolition and construction processes to mitigate the impacts of dust on the surrounding neighbouring properties and to avoid causing ill-health effects to site operatives.

- During the demolition phase, water suppression systems shall be utilised to control levels of dust.
- Plant shall be utilised with noise and vibration mitigation measures engineered into their design.
- The car park and Royal Pier Road will be frequently swept.

Noise & vibration mitigation

Principles of control hierarchy will be employed through the demolition and construction processes to mitigate the impacts of noise and vibration on the surrounding neighbouring properties and to avoid causing ill-health effects to site operatives.

- Local electricity supply will be used to avoid the use of generators.
- All openings (i.e. doors and windows) where practicable, will be sealed and radios will not be permitted.
- Components of the building shall be demolished via careful top down, piecemeal methods of demolition to further mitigate noise, dust and vibration.
- The opening and closing of the site entrance will be kept to a minimum and coordinated with deliveries and collections.

Good housekeeping

- The site will be kept in a clean and safe condition at all times.
- The adjacent areas shall be routinely checked and monitored, the car park will be kept clean, and all rubbish removed. Skips will be kept covered and any graffiti shall be removed from hoardings.

Pollution Control

It is not envisaged that the demolition and construction processes pose potential for pollution or the need for significant use of hazardous chemicals. But due to the proximity to the River Thames any chemicals that are required for use on site will be kept to a minimal volume and accommodated in 110% bund and where appropriate spill-kits be provided.

Local drains will be protected from run-off from the site and from wheel washing.

Embodied Carbon

The principles regarding embodied carbon in the construction phase are being carefully incorporated into the design of the project to meet the reductions as stipulated by bodies such as LETI and RIBA.

8.0 Fire and Emergency Procedures

The Principal Contractor shall implement fire and emergency procedures as part of their construction phase plan. These will include the following:

- Management of materials, waste and ignition sources
- Means of alert and fire-fighting equipment
- Evacuation plan
- Pollution control measures
- Maintain access for emergency services
- Trained site first aiders and first aid equipment
- Details of nearest A&E XXX– located X miles away

9.0 Health & Safety

The Principal Contractor shall detail measures to mitigate health and safety risks to site operatives, site visitors and members of the public from demolition and construction processes. These will include:

- Risk assessments and method statements
- Traffic management plan
- Fire and emergency procedures
- Site security plan

During the construction phase, access for staff and visitors will be provided via the link building for London River House and separate access to Alexandra House. Car parks adjacent to both London River House and Alexandra House will remain in use for staff and visitor during the construction phase.

10.0 Construction Management Plan

The CMP will be shared with all contractors and operatives as part of their induction and will be overseen by the Principal Contractor and reviewed and monitored by the Client Representative/Principal Designer.