



Civil Engineers & Transport Planners

24 Stone Street,
Gravesend

Construction
Logistics Plan

August 2023

231707/CLP/MS/RS/01



Civil Engineers & Transport Planners

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231707/CLP/01 – Construction Logistics Plan

APPENDIX B
Rathmore Road Scheme Layout Plan

1 INTRODUCTION

1.1 Scope

1.1.1 Lanmor Consulting has been commissioned to prepare this Construction Logistics Plan (CLP) in respect of development proposals at 24 Stone Street, Gravesend, Kent, DA11 0NP.

1.1.2 This CLP has been prepared in support of the discharge of Planning Condition 6 of the consented planning permission ref 20191187 for the redevelopment of the site to provide 14 flats above 2 floors of commercial space.

1.1.3 This CLP provides an informative and recommended strategy for the efficient movement and management of construction traffic, materials and personnel during the construction of the proposed development. A more detailed report (Construction Management Plan) will be prepared by the principle contractor once appointed which will set hours of working, types of delivery vehicles and timings, based on the principles established by this CLP.

1.1.4 The key aim of the CLP is to minimise any potential negative impacts of construction of the local environment, road network and upon local businesses and occupants and to demonstrate that any construction traffic or impacts generated by the works can be safely accommodated at the site and on the surrounding highway network.

1.2 Site Description

1.2.1 The site is located in Gravesend, Kent and part of which is currently an unoccupied piece of land to the rear of 5 buildings facing onto Stone Street, numbers 20-24. There is currently no vehicular or pedestrian access to the site as it is private property. The area surrounding the site is mainly commercial and industrial as it is located in Gravesend town centre. Figure 1.1 below shows the location of the site.



Figure 1.1 – Site Location

1.3 Development Proposals

- 1.3.1 The development proposals will seek the construction of a 5-storey building comprising of 1 commercial/retail unit on the ground floor of the building, offices on the first floor, and 14 self-contained residential flats above. The proposals will be a car free development with no parking provided. The proposed layout for the site is included in Appendix A as drawing 5232/D.10/E.

2 CONSTRUCTION MANAGEMENT

2.1 Consultation and Community Liaison

2.1.1 The main point of contact in relation to the content of the CLP during construction will be confirmed upon an appointment of a contractor and will be referred to as the CLP Coordinator.

2.1.2 Contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses will be:

Project Manager Contact Details (CLP Coordinator)

Name:	TBA
Address:	TBA
Email:	TBA
Phone:	TBA

Community Liaison Officer Contact Details

Name:	TBA
Address:	TBA
Email:	TBA
Phone:	TBA

Main Contractor Contact Details

Name:	TBA
Address:	TBA
Email:	TBA
Phone:	TBA

2.1.3 Prior to works commencing onsite, the CLP Coordinator will ensure that local businesses and residents are informed of the works programme and have contact details for any concerns.

2.1.4 In order that the works on site are undertaken in a safe and efficient manner the contractor would be an affiliate to the 'Considerate Contractors Scheme'. The non-profit scheme encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:

- i. Care and Appearance;
- ii. Respect the Community;
- iii. Protect the Environment;
- iv. Secure Everyone's Safety; and
- v. Value their Workforce.

2.1.5 The scheme provides information, advice and e-learning for the topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as examples of best practice, leading to future improvement.

2.2 Programme

2.2.1 The construction duration is expected to take approximately 20 months following permitting consents/discharge of planning conditions. The detailed programme will be developed and finalised when the main contractor has been appointed.

2.3 Construction Phasing

2.3.1 The proposed development will see the construction of a 5-storey building comprising of 1 commercial/retail unit on the ground floor, offices on the second floor, and 14 self-contained residential dwellings above.

2.3.2 The Principal Contractor will provide a full construction programme once appointed which will detail the key construction activities and construction sequencing, the date they will take place and the duration of each activity and will include:

- Site Set-up
- Ground works and drainage
- Basement construction
- Installation of steelwork
- Installation of precast planks
- Brickwork
- Floor Slab construction
- Mechanical and Electrical Installation
- Glazing
- Plastering and Drylining
- Internal Fit Out
- Decoration
- External Landscaping

2.3.3 The works will be undertaken in 4 phases, site setup and demolition, installation of foundations, reception of superstructure and fit-out & finishing works. The key element to development is the demolition of the existing single storey building, temporary accommodation will be set-up on site for operatives. The initial stage will be to undertake a soft strip of the building, all materials will be sorted and placed in the appropriate recycling container, skip, etc. the suggested location for the recycling area is indicated on drawing 231707/CLP/01.

- 2.3.4 Once the soft strip is complete the roof will be removed again materials arising from the removal will be sorted for recycling. The permitted walls will be demolished by excavator with selector grab, the northern wall on the boundary is of greatest concern, the excavator should be able to remove the wall without risk to neighbouring properties, however is any risk is identified during the works the demolition will be undertaken by hand.
- 2.3.5 Once the walls have been demolished the excavator using its rotating attachment will sort the materials such as timber, plastic, inert material etc. for recycling. The clean hard core will be retained on site and crushed for reuse in the final scheme, any excess material will be removed off site. A summary of the construction activities and timings are set out below.

Description of Construction Works

The works include the clearance/demolition of the existing building, to erect the new five-storey building which will consist of initial site preparation and clearance of the site. The installation of drainage components will then take place followed by the foundation works. Brickwork and cladding will then be carried out as part of the superstructure development prior to final landscaping and the completion of works.

The main construction works for the building will comprise of the following phases: - 1) site clearance / demolition, 2) foundations / substructure installation, 3) superstructure and roof structure / cladding, 4) fit out, final landscaping / completion of works.

The duration of the works will last approximately 20 months, the site clearance / demolition stage will be 5-8 weeks, the installation of foundation will take 12-15 weeks, the superstructure and roof will have a duration of 40-45 weeks and the fit-out period / final landscaping and site completion will take 20 weeks.

- 1) The clearance of the site will be carried out to clear the site for the main construction activities and site establishment. Any ground improvements required will also be carried out at that time. The designated compound construction areas will also be set up as well as the installation of any site hoardings/scaffolding, security measures, signage of entrance and exit etc.
- 2) The foundation construction will involve the installation of pile foundations. These activities will be spread over a period of time, following the foundation works, any reinforcement / infrastructure works will also be undertaken with new services being provide don site.
- 3) The next phase of the works will involve the construction of the superstructure, scaffolding will be erected around the building and once complete the external walls and floor will be erected. On completion of the external envelope the roof structure will be installed. Windows and doors will also be installed to provide a watertight structure.
- 4) During the fit-out period the construction activities will include installation of electrical wiring, heating pipework, fire alarms, lightning, water main, as well as installation of bathrooms, kitchens etc to make the residential units / interior spaces suitable for habitable use. Finally, hard and soft landscaping will take place as well as the removal of hoarding etc, ready for the final completion.

2.3.6 The nearest local receptors to the site are the commercial and residential properties located east of the site. The following measures are proposed to mitigate the impact of the construction activities.

Measures to Mitigate Impact of Construction Activities

- Erect tree protection fencing and provide ground protection prior to occupation of the site for all activities, specifically demolition.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery, high pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal.
- Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Hoarding will be erected around the site where necessary. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
- All HGVs removing soil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. The excavated material being loaded will be directly from conveyors or craned (by use of a truck mounted crane) to lorry located on..., so the wheel washing requirement is minimised, any overspill will be washed off the road surface.
- The area around the site including the public highway is to be regularly and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

2.4 Working Hours

- 2.4.1 The working hours allowable on site will likely be specified within any planning consent, it is anticipated that the hours of work would be as set out below:

Site Working Hours

- 08:00 – 18:00hrs Monday to Friday;
- 08:00 – 13:00hrs Saturday; and
- No working on Sunday and Bank Holidays.

- 2.4.2 Although work would not normally be permitted outside these hours, it is possible that certain works may have to be undertaken outside of normal working hours. If necessary, the hours of operation for such works would be subject to prior agreement and reasonable notice with Kent Council, except in emergency conditions when this may not be possible.

2.5 Control of Noise, Vibration and Dust

- 2.5.1 The appointed contractor will confirm details of compliance with British Standard BS5288: 2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' and 'The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance' (SPG) provided by the Greater London Authority.
- 2.5.2 Under the guidance the potential dust emission, the magnitude is considered small as there is only a small building on the current site to demolish.
- 2.5.3 The guidance suggests suitable mitigation measures to combat dust and these will be incorporated during the works to limit and suppress the generation of dust. Suitable mitigation measures that will be implemented are set out below.
- 2.5.4 The following best practice mitigation measures would be included within the CLP:

- The contact details for the individual(s) responsible for air quality and dust issues and/or the CLP Coordinator should be displayed on site boundaries.
- Complaints regarding air quality should be logged by the CLP Coordinator, and the log made available to the local authority on request.
- The site should be at least visually monitored for dust on a daily basis, with the frequency of monitoring increased during dry and windy conditions.
- The site should be organised so that:
 - Physical barriers or screens are installed around the site to limit the dispersal of dust emissions; and
 - Loose materials are covered as soon as possible
- Haul routes should be kept free from dust as far as possible and swept regularly (water assisted). No dry sweeping of large areas will be carried out. Wheel washing facilities must be provided on site to assist in preventing mud and dust being transferred on public highways.
- Materials will not be burnt on site.
- Skips, chutes and conveyors will be kept covered to ensure dust does not escape.
- Minimum drop heights will be used from conveyors, loading shovels and loading equipment.
- All vehicles carrying loose or potentially dusty material to or from the working areas will be fully sheeted.
- Vehicles will not be allowed to idle on site.
- Provision of adequate water will be supplied to the working areas.

- Suitable dust suppression techniques such as water sprays or local extraction will be used when cutting, grinding or sawing materials onsite.
- Dust soiling checks are sensitive receptors and automatic monitoring of PM10 at the site boundary should be undertaken to ensure that the mitigation measures are being effective.
- PM10 concentration thresholds as set out should be implemented at these locations, with exceedance alerts being sent to the individual responsible for air quality on the site. Where the site threshold is being significantly exceeded, work should cease on site until the source of the dust emissions is identified and negated.
- Given the site is small scale, it is considered the site has a low risk of impacting the air quality however will be monitored by keeping an accurate log of complaints from public and the measures implemented to address any complaints. The above mitigation measures will be implemented as part of the construction in accordance with the SPG and British Standard BS5228.

2.5.5 The Institute of Air Quality Management's (IAQM) published recommendations on how to analyse the effects of dust emissions from demolition and building sites which will be taken into consideration. If the operational risk limits stated in The Control of Noise at Work Regulations 2005 are likely to be exceeded, the procedures outlined to remove or decrease noise levels must be followed. Maximum exposure times must be communicated to the appropriate Site Personnel and rigorously followed.

2.6 Waste Disposal

2.6.1 The appointed contractor will be required to provide a Site Waste Management Plan (SWMP) as part of their proposals. It is anticipated that the appointed contractor will incorporate into their plan the use of waste removal systems. The contractor will be responsible for:

- Ensuring the site is kept clean and safe;

- The collection of waste from a central point; and
- Segregation of waste on site.

2.6.2 The contractor is to be aware of their responsibilities regarding waste disposal and recycling in terms of current legislation as well as their client's requirements to maximise the reuse of materials and minimise landfill.

2.6.3 As well as sorting and recycling demolition waste the appointed contractor will be responsible for any excavation waste and minimising construction waste. The contractor will be required to grade all excavated material and reuse selected and appropriate excavated materials and aggregates for subbases and the like where practicable.

2.6.4 There is a single building on the current site, but it is unknown if there is an asbestos register for the site as required, so an asbestos survey will be conducted of the building prior to commencement of construction activities.

Details of Asbestos Survey

Date of Asbestos Survey: TBA

Details:

2.7 Condition Survey

2.7.1 A condition survey prior to commencement of any construction works will be carried out. This would consist of a photographic aided report on the existing environment including existing structures, boundaries, footpaths, carriageways, access points, fence lines, walls, buildings, hedge lines, kerb lines, lighting columns, street furniture and road signs. The findings of the survey will be documented and stored within the project offices.

2.8 Materials Storage and Security

- 2.8.1 The majority of materials and other resources are to be delivered to site as and when needed. The confined space on site means there is limited opportunity to store materials on site therefore all deliveries will be coordinated to ensure delivery vehicles do not arrive at the same time causing traffic congestion.
- 2.8.2 Deliveries will be monitored by the site team, with a banksman to guide the delivery vehicles to the unloading point where necessary. Delivery drivers will not be allowed to park on the surrounding roads before delivering or after. Any waiting vehicles will be moved on by site management team.

3 CONSTRUCTION TRAFFIC MOVEMENTS

3.1 Construction Traffic Type

3.1.1 The activities that may take place during construction will require the use of a wide range of vehicle types, consisting of mainly the type of identified below:

- Car/pick up/3.5 ton van
- 7.5 ton box van/panel van
- Heavy Goods Vehicle (HGV)
- Ready mix concrete truck
- Skip lorry
- Tipper trucks

3.1.2 The on-site management team will ensure that all delivery company drivers entering the site will be FORS silver accredited, this will also apply to those driving 7.5 ton delivery vehicles.

3.2 Frequency of Construction Traffic

3.2.1 At this stage in the project, a preliminary estimate of the number and classification of vehicle movements that can be expected to and from the development site during the construction process has been made. This will evolve and be updated as the development progresses.

3.2.2 The construction period is likely to be in order of 20 months and there will be busier periods when construction traffic will be at its highest and quieter periods when very little construction is expected.

3.2.3 Based on evidence collected elsewhere it is estimated the volume of construction traffic for each phase of the construction works will be: -

Phase 1: (Demolition)

- 3.2.4 Prior to the initial phase of works, hoarding and protective fencing will be erected around the site, including the loading area in the public highway. The materials for this are expected to be delivered by 1 or 2 rigid vehicles movements. Next an excavator will be craned onto the site to commence demolition of the existing building. Whilst this is occurring the existing retaining wall along the northern boundary will be demolished to provide access into the site. The machinery is likely to come on 2-3 vehicles over a period of 1-2 days.
- 3.2.5 Next ground levels across the site need to be lowered significantly to allow construction of the new ground floor. This will require removal of a substantial amount of soil from the site which will generate a total of approximately 40-60 movements during this phase for the removal of waste, with the peak being 5 or 6 movements per day.
- 3.2.6 Once ground levels have been lowered the site cabins and material and waste storage areas can be set up. Five to eight weeks have been allocated to complete this phase and prepare the site for the following phase.

Phase 2 (Foundation Insulation)

- 3.2.7 Construction of the foundation will involve excavations and laying of concrete with reinforcement where necessary. Excavated material will be stored on site and removed as and when required.
- 3.2.8 Deliveries over this phase will be intermittent consisting of cement mixers and small goods. Twelve to fifteen weeks have been allowed for this phase of the works. During this phase there will be 1 or 2 large deliveries of blocks and reinforcement, these will be delivered off road from the loading bay on Athboy Road and transferred to site.
- 3.2.9 There will also be other smaller deliveries during this phase of no more than 1 or 2 per week, the biggest number of construction vehicles during this phase will be concrete deliveries. It is expected there could be 3 or 4 deliveries per day at its peak, but these will only be on days when the foundations are being poured.

Phase 3 (Superstructure and Roof)

- 3.2.10 Following installation of foundations, the construction of the concrete frame will commence, this will involve the delivery of concrete, reinforcement, false work etc. daily deliveries of materials are expected to peak at a frequency of 2-3 large deliveries per day depending on the programme. During this phase there will be deliveries of beams and concrete floor planks, these will be craned off the lorry direct into the building on day of delivery, these are likely to arrive on articulated vehicles on 1 or 2 lorries at the peak operation.
- 3.2.11 At the same time external cladding of the structure will also be happening. The windows and associated fixings will also arrive on large delivery vehicles but these can be stored in the compound so deliveries can be coordinated to avoid busy periods. At the peak these activities will generate 1-2 deliveries per day. There will also be deliveries of bricks, blocks, timber etc. at a rate of 1 or 2 10m long rigid lorries per week and these will be coordinated to avoid other deliveries.
- 3.2.12 On completion of the superstructure the roof structure will be installed, the trusses will be craned directly off the vehicle on to the roof. This means the Artic will be parked for long periods but during these periods no other deliveries will be arranged. There will also be other smaller deliveries of ancillary items during this period, but these are likely to be via Transit type vans with 1 to 2 movements per week. This phase will aim to be completed within 10-12 months.

Phase 4 (Internal Fit-out) and Finishing Works

- 3.2.13 This phase will involve the insulation of new partitions, lining ceiling's etc. This involves bringing timber and plasterboard etc to site. The first fix of services such as plumbing, carpentry, electrical and coms will take place. This will not generate many vehicle movements. The initial delivery of materials will arrive on one or two large rigid vehicles over the period of a couple of weeks. The majority of materials for the first fix will come via small 7.5 ton vehicles, over this 20 week period, during this phase it is expected there will be 15-20 deliveries, but it is unlikely it will peak at more than 3-4 per week.

- 3.2.14 The final phase will consist of final fix of services (i.e. plumbing, carpentry etc) as well as the installation of kitchens. The external hardstanding and landscaping will also take place during this phase, these works could involve deliveries of material by 1 or 2 rigid. Other deliveries during this period are likely to be small transit type vans.

3.3 Hoarding Requirements

- 3.3.1 The site will be fenced off which is likely to remain for the duration of the works. The hoarding will be placed around the site boundary to suit the extent of scaffolding, the taxi rank on Athboy Road will need to be closed for the duration of the construction works so it can be used as the loading bay when delivery vehicles are servicing the site. Full traffic management measures will be agreed with the highway department prior to start of construction.

3.4 Management of Access Routes

- 3.4.1 Defined traffic management procedures will be implemented for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. Where practicable, the appointed contractor/sub-contractors will source items locally, and where possible amalgamate deliveries in order to reduce the overall number of vehicle movements taking place.
- 3.4.2 The traffic management plan will be controlled by the Project Manager and reviewed regularly. The material deliveries and waste collections will be undertaken from within the site. Drivers will be instructed to turn off vehicles engines when delivering.
- 3.4.3 The Project Manager will manage the traffic and working within the unloading point on the road all deliveries will be booked electronically in advance to ensure single delivery and co-ordinated with waste removal.

- 3.4.4 Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered and offloaded into the building or to the identified storage area.
- 3.4.5 Delivery timing of materials and waste collections will be out of the peak rush hour periods. Every effort will be made to ensure the deliveries occur during the periods set out below, however it may not be possible to always achieve this.

Delivery Hours

Delivery Hours:	Mon-Fri 9.30am to 4.30pm
	Sat 8.00am to 1.00pm

3.5 Access Routes

Construction-related traffic will only be able to access the site off Stone Street onto Athboy Road, directly north of the proposed site. It is anticipated that the vast majority of construction traffic will use either the A2/A227 from the south, or the A226 from the east or west to access the site which are strategic highway networks and would avoid quieter residential roads.

Delivery drivers will not be allowed to use local residential streets as a means of access to get to the site. Signage will be installed around the site inform drivers that residential roads are not to be used, allowed routes of access to the site will be clearly displayed on site and in the welfare, facilities showing the suitable routes of access to and from the site.

Athboy Road is a one-way street with traffic only travelling in a westbound direction from Stone Street towards the railway station. To exit the site vehicles will pass through the station forecourt onto Rathmore Road. They can then either travel west on the A226 or east, loop around Windmill Street and south on the A227 to the A2.

The acceptable routes to be used to access the site are highlighted on the map below. The red line shows the suggested route to site.

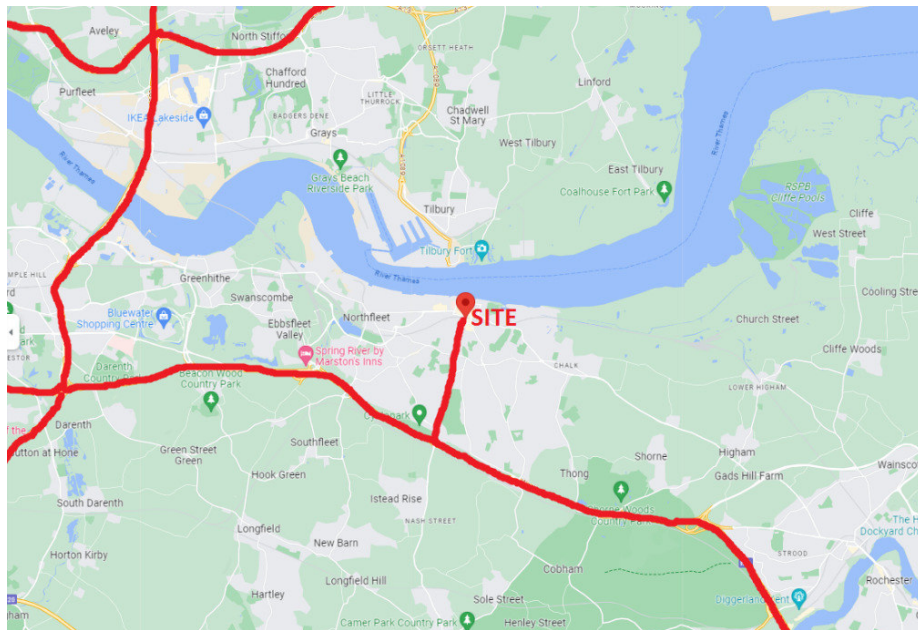


Figure 3.1 – Site Access Routes

3.6 Pedestrian Safety Routes

3.6.1 Safe access routes for pedestrians will be maintained off Athboy Road and Rathmore Road. The hoarding will close off the footpath on the southern side of Athboy Road, but the footpath on the northern side will remain open so a safe access for pedestrians will always be available.

3.7 Management of Traffic

3.7.1 The contractor will highlight the appropriate controls that will be put in place when vehicle loading/unloading is taking place, it will set out the circumstances and process of how the banksmen will control traffic flows if/when a vehicle is required to reverse to/from the development site off Athboy Road.

3.7.2 Delivery vehicles will be only be allowed to park in the areas identified for loading and unloading. The majority of vehicles will be able to drive out Athboy Road, through the station forecourt and turn directly onto Rathmore road, so there should be no need for reversing vehicles.

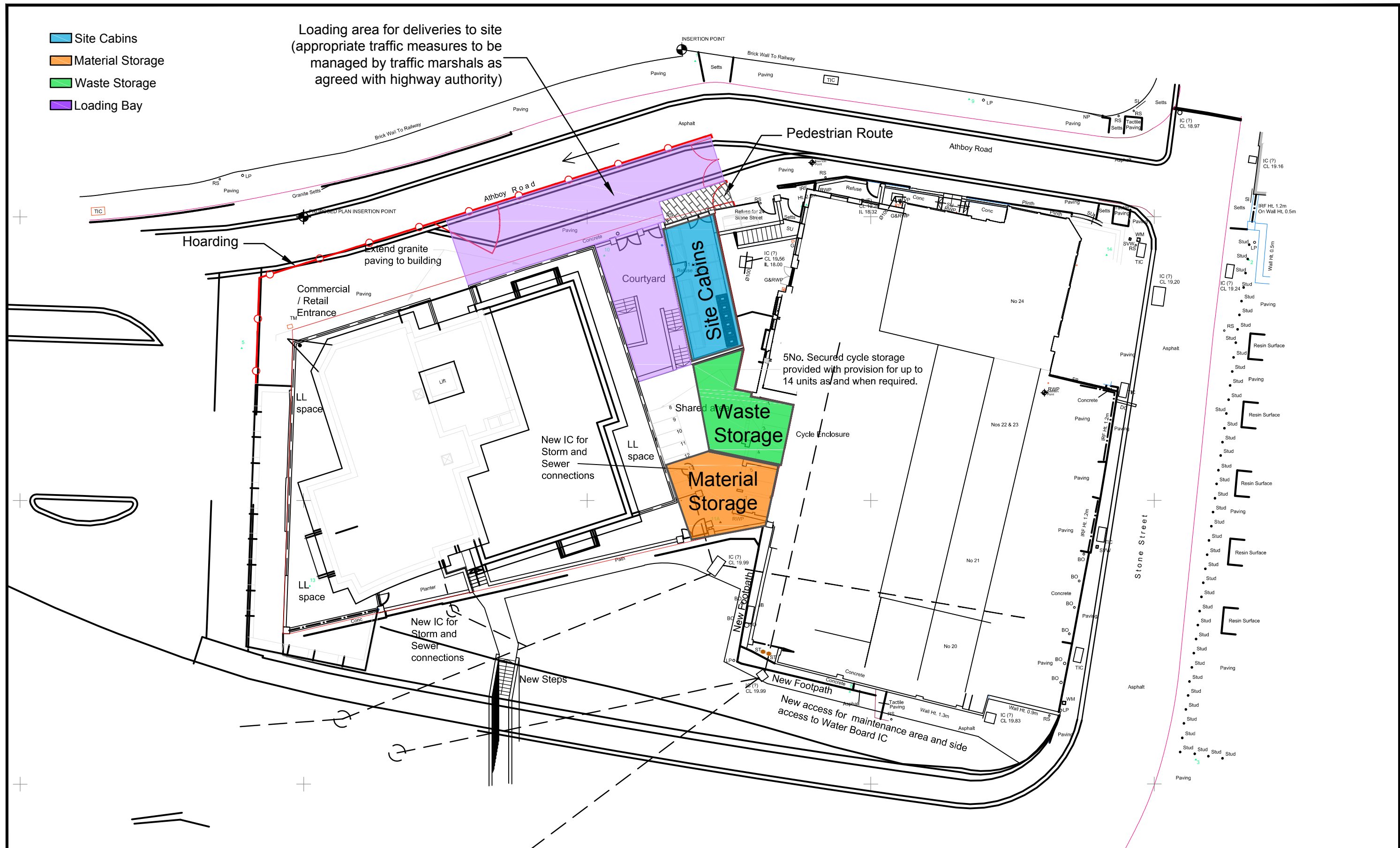
- 3.7.3 The roads in the area will be monitored for any misuse and corrective action will be taken if suppliers etc. are not complying with the agreed traffic management plan. There shouldn't be any debris carried from the site on to the surrounding roads but a regular plan for sweeping the access will be in force, if it is identified during the course of the works mud is being carried out on the roads additional visits will be instructed for road sweepers to make sure the roads are clean at all times.

4 MONITORING AND REVIEW

- 4.1.1 As a live document, the CLP would be reviewed and updated by the CLP Coordinator on a regular basis. The CLP Coordinator will be the first point of contact regarding the CLP and its implementation on site.
- 4.1.2 The CLP Coordinator shall ensure that recommendations for the monitoring by the arboriculture consultant are implemented and reported back to the Local Planning Authority.
- 4.1.3 The CLP Coordinator will liaise with local business occupants and the Council officers and any other affected parties where appropriate, in order to provide regular updates on the proposed works, updates on the construction programme and the effectiveness of the CLP.

APPENDIX A

231707/CLP/01 – Construction Logistics Plan



Kallarview Construction Ltd

Land r/o 24 Stone Street
Gravesend

Construction Logistics Plan

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SCALE 1:250

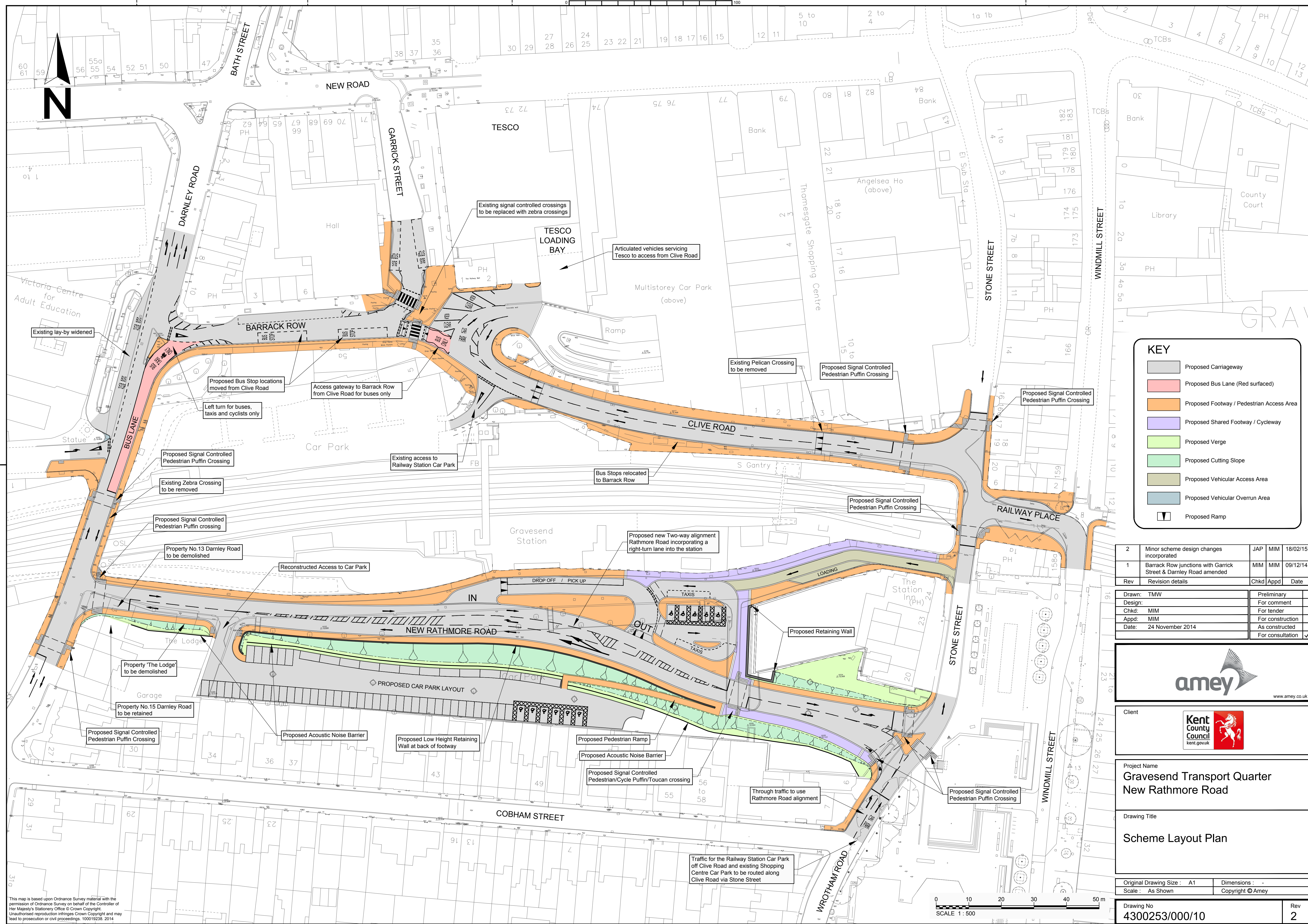
DRAWN BY RS

PRJ No. 231707

DWG No. 231707/CLP/01

APPENDIX B

Rathmore Road Scheme Layout Plan



KEY

- Proposed Carriageway
- Proposed Bus Lane (Red surfaced)
- Proposed Footway / Pedestrian Access Area
- Proposed Shared Footway / Cycleway
- Proposed Verge
- Proposed Cutting Slope
- Proposed Vehicular Access Area
- Proposed Vehicular Overrun Area
- Proposed Ramp

2	Minor scheme design changes incorporated	JAP	MIM	18/02/15
1	Barrack Row junctions with Garrick Street & Darnley Road amended	MIM	MIM	09/12/14
Rev	Revision details	Chkd	Appd	Date

Drawn:	TMW	Preliminary
Design:		For comment
Chkd:	MIM	For tender
Appd:	MIM	For construction
Date:	24 November 2014	As constructed
		For consultation

 www.amey.co.uk

Client

 kent.gov.uk

Project Name

**Gravesend Transport Quarter
New Rathmore Road**

Drawing Title

Scheme Layout Plan

Original Drawing Size : A1	Dimensions : -
Scale : As Shown	Copyright © Amey
Drawing No 4300253/000/10	Rev 2

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