



Proposed Demolition of Existing Garages and
Subsequent Residential Development
The Russets, Strand Close, Meopham, DA13
0HB

**Outline Demolition and Construction
Management Plan**

For

Frankham Projects Ltd

Document Control Sheet

Proposed Demolition of Existing Garages and Subsequent Residential Development

The Russets, Strand Close, Meopham, DA13 0HB

Frankham Projects Ltd

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Contents

1.0	Introduction	1
2.0	Demolition and Construction Method Statement.....	3
3.0	Site Access.....	6
4.0	Mitigation Measures	8
5.0	Environmental Protection Measures	15
6.0	Implementing, Monitoring, and Updating	17

Figures

No table of figures entries found.

Appendices

- A Site Setup Plans
- B Swept Path Analysis

1.0 Introduction

- 1.1 This outline Demolition and Construction Management Plan has been prepared on behalf of Frankham Projects Ltd to accompany a planning application for the demolition of 29 existing garages prior to the subsequent construction of a 2-storey block of flats containing 5 dwellings at The Russets, Strand Close, Meopham, DA13 0HB (herein referred to as 'the site'). The site is located within the administrative boundaries of Gravesham Borough Council (GBC) and Kent County Council (KCC).
- 1.2 The site is located within Hook Green, a residential neighbourhood of Meopham. The site is located to the western extent of Hook Green, approximately 1.1 kilometres north of Meopham village centre. The site is located within a residential area with good accessibility to public transport provisions.
- 1.3 The site is currently occupied by 29 garages. It is proposed that the existing garages are demolished prior to the subsequent construction of a 2-storey block of flats providing 5 dwellings.

Objectives of this Document

- 1.4 The objective of this document is to provide outline management structures for the demolition and construction phases of the proposed development and highlight the ways in which there will be minimal impact had on the general public throughout both phases of the proposed development. Due to the nature of construction activity encapsulating both demolition and construction phases, the use of the term 'construction' within this document is in reference to both the demolition phase and construction phase for the development unless specified differences are required.
- 1.5 This document is a 'live' document and is subject to change. As it is being submitted as part of the planning application, feedback from GBC and KCC on the measures implemented within is expected and appreciated.

Roles and Responsibilities

- 1.6 This document will be delivered by the appointed contractor to carry out the works. Nevertheless, the responsibility for ensuring the measures set out within this document are adhered to remains with the developer. GBC will act as the enforcing agency.
- 1.7 Any concerns regarding the failure of part or all of this document should be addressed to the developer initially. Should the response not be satisfactory, then the concerns should be raised with GBC as the enforcing agency.

Construction Project Manager

- 1.8 A Construction Project Manager (CPM) will be employed upon the proposed development being granted planning permission and will be responsible for implementing the measures contained within this document. The CPM will also act as a point of contact for residents and businesses whilst ensuring that all contractors working on the site have public liability cover in place prior to the commencement of works.

Document Structure

- 1.9 Following this introduction, this document will be structured as follows:
 - ▶ Section 2 sets out an indicative demolition and construction method statement;
 - ▶ Section 3 outlines the access arrangements at the site;
 - ▶ Section 4 details the proposed mitigation measures to be implemented in order to manage construction vehicle movements to and from the site;

- ▶ Section 5 demonstrates the environmental protection measures that would be implemented at the site; and,
- ▶ Section 6 summaries the implementation, monitoring, and updating required if this document is not complied with.

2.0 Demolition and Construction Method Statement

- 2.1 This section provides an indicative timeline for demolition and construction activity at the site. This information will provide an estimate on the number of weeks each phase will take along with an estimate on the number of vehicles required at the site daily, however, is subject to change.

Phase	Weeks (Estimate)	Construction Vehicles per Day (Estimate)
Site Setup	4 weeks	2
Demolition/Site Clearance	10 weeks	4
Handover	1 week	1
Sub-Structure and Super-Structure	25 weeks	6
Façade	15 weeks	6
Fit out, testing, and commissioning	12 weeks	3

Table 2.1: Indicative Site Programme

- 2.2 The information provided in Table 2.1 above is subject to change upon contractor appointment. GBC will be provided updated information regarding the construction method, length of the construction phases, and the number of vehicles having to access the site throughout upon the proposed development being granted planning permission.
- 2.3 The demolition of the existing buildings will be phased and will occur in a methodical way throughout the site. During the demolition stage of the development, the existing building will be encapsulated in scaffolding. This scaffolding will have flame retardant Monaflex sheeting affixed to it and will be designed in accordance with BS EN12811-1. The scaffolding will be utilised for access to the works area whilst structural demolition occurs whilst also acting as a buffer for noise and dust created as a result of the demolition phase
- 2.4 During the demolition phase, the CPM will engage with the adjoining landowners and local residents to provide sufficient notice about key stages of the demolition phase to minimise the disruption had on the local community.
- 2.5 The construction phase will include key construction principles set out as follows.

Site Setup

- 2.6 The site setup phase will involve the following:

- ▶ Mobilisation;
- ▶ Handover from demolition team;
- ▶ Welfare and site storage installation; and,
- ▶ Dust/noise and vibration monitoring.

Sub-Structure and Super-Structure

- 2.7 The sub-structure and super-structure phase will involve the following:

- ▶ Piling;
- ▶ Drainage;
- ▶ Lower level foundations; and,

- ▶ Plinths and slabs to roof.

Façade

2.8 The façade phase will include the following:

- ▶ Scaffold installations;
- ▶ SFS and sheathing board installation;
- ▶ Window and louvre installation;
- ▶ Insulation installation; and,
- ▶ Scaffold strike.

Internal Fit Out

2.9 The internal fit out, testing, and commissioning phase will include the following:

- ▶ Partitions;
- ▶ Mechanical and electrical;
- ▶ Flooring;
- ▶ Doors;
- ▶ Joinery;
- ▶ Amenity fit out; and,
- ▶ Client handover.

Vehicle Types

2.10 It is anticipated that the largest vehicle requiring access to the site will be an 8.4 metre concrete mixer. It is not expected that construction delivery vehicle movements will be greater than 4 a day during the most intense period of construction activity.

Daily Profile of Deliveries

2.11 The operational hours of the site are proposed to be:

- ▶ 08:00-18:00 Monday to Friday;
- ▶ 08:00-13:00 Saturdays; and,
- ▶ No work on Sundays or bank holidays.

2.12 In addition to the above, the contractor would ensure that, where practicable, no HGV deliveries would occur during the hours of 08:00-09:00 and 17:00-18:00 on weekdays. In addition, during school term time, no HGV deliveries would be permitted to access the site between the hours of 15:30-16:30 due to the proposed development being located within a residential area.

2.13 The contractor would utilise an online booking system to ensure that deliveries occur throughout the day and that no unnecessary congestion is generated as a result of the construction works. Stacking of vehicles on the public highway would not be permitted.

Initiatives to Minimise Travel

- 2.14 The contractor would undertake several activities to minimise the number and length of journeys made in relation to construction work. These would include:
- ▶ Providing details of local public transport services;
 - ▶ Encouraging the uptake of lift sharing amongst staff;
 - ▶ Making reasonable endeavours to use local suppliers for materials where this is possible; and,
 - ▶ Making reasonable endeavours to coordinate material supplies with other construction sites in order to minimise the number of delivery vehicles on the local highway network.

Abnormal or Indivisible Loads

- 2.15 It is not anticipated that any abnormal or indivisible loads will be required throughout the demolition or construction phases of the proposed development.

3.0 Site Access

Site Setup

- 3.1 All key construction aspects of the site will be accommodated within the site boundary, including a material storage area, welfare facilities, and a designated pedestrian access route into the site. Drawings showing the proposed site setup within the demolition and construction phases are attached within **Appendix A**.
- 3.2 The widened access will be the first key component of both the demolition and construction phases with the proposed widening completed prior to the remaining demolition work occurring. This will allow for associated construction delivery vehicles to access and egress the site in a forward gear.
- 3.3 A skip will be located within the site confines to be collected by a skip lorry when required. The skip lorry will enter the site in a forward gear, collect the skip, and exit the site in a forward gear. All vehicular movements associated to the site will be undertaken under the instruction and direction of trained banksmen and traffic marshals to ensure the overall safety of the site workforce and the general public.
- 3.4 A site hoarding will be established at the boundaries of the site so as to prevent unauthorised access to the site as well as ensuring that a safe working area is formed. This will allow for unsightly construction works to be screened from the public. The CPM will liaise with GBC and KCC as required to agree the extent of the hoarding or debris netter fence line as well as lighting requirements in accordance with the licencing procedure. The CPM will then ensure that the appropriate licences are obtained prior to the commencement of construction works.
- 3.5 All boundary protection will be secure with on-site trained banksmen located at key locations to ensure the safety of the site and the general public. Trained banksmen and traffic marshals will be able to inform pedestrians of alternative routes to avoid the construction works if requested. Traffic marshals will monitor pedestrian behaviour throughout the extent of the works and report any concerns to the project management team.
- 3.6 Trained banksmen and traffic marshals will be located at the site access when deliveries are expected in order to ensure that the impact of the construction works on the general public is kept to a minimum whilst also retaining high levels of safety for the general public and construction staff.
- 3.7 Contractors working on site will be advised that limited parking provision is to be provided at the site and will be encouraged to vehicle share or access the site via sustainable transport methods.
- 3.8 A designated site office and welfare area is to be provided within the site acting as a key area for contractors working on the site. Pedestrian access to the site will be achieved from the footway provision along The Russets.
- 3.9 Wheel washing facilities will be provided at the site access to ensure that all vehicles exiting the site are clean and will not place any dirt, dust, or debris onto the local highway network. Gullies will have proprietary protection installed in order to prevent contamination. Wheel washing will be established on site within a designated area with bunded protections implemented, to prevent leeching into the surrounding ground, and management protocol specific to site would be enforced. Road sweeping will be undertaken at the request of GBC or KCC as and when required.

Vehicular Access

- 3.10 Vehicles will only access the site when required by the contractor with vehicle movements scheduled around the relevant construction phases.
- 3.11 All vehicle movements will be supervised by trained banksmen and traffic marshals to ensure the safety of passing vehicles and pedestrians along The Russets.

- 3.12 Wider access to the site can be taken via any appropriate route with the haulage company and delivery driver responsible for this aspect of the routing. Upon reaching the local area, construction vehicles will only be permitted to access the site along The Russets from the south. Upon exiting the site, vehicles will only be permitted to travel southbound along The Russets.
- 3.13 Wider access to the site will be taken from the A227. Construction vehicles will be permitted to access the site from either the north or south along the A227. Construction vehicles will turn to travel in a westward direction along Huntingfield Road and subsequently northbound along Strand Close and The Russets in order to access the site.
- 3.14 Drivers will alert the site of their arrival time prior to arriving. Trained traffic marshals will control traffic surrounding the site access when required through hand signals, stop signs, and blocking access as is standard practice for management. All deliveries will be booked in advance and occur outside of peak times in order to mitigate the impact on the surrounding local area.
- 3.15 Where possible, local companies will be utilised for the vehicles required to access the site so as to mitigate the wider environmental impacts of the site. On-site traffic management will be provided and prepared in accordance with the Department of Transport Safety at Street Works and Road Works, A code of Practice document published in October 2013. Trained banksmen and traffic marshals will be provided with a radio system in order to communicate effectively with the overarching traffic management strategy dictated by their decisions.

Swept Path Analysis

- 3.16 A swept path analysis of construction vehicles accessing the site is attached within **Appendix B**. This completed swept path analysis demonstrates the ability of construction vehicles to access and exit the site in a forward gear. The movement of vehicles will be managed by trained traffic banksmen and traffic marshals in order to prevent conflict with other highway users and damage to the footway provision. Any damage made to the footway provision as a result of site vehicle movements will be repaired by the contractor immediately.

Access for Site Personnel

- 3.17 Limited on site parking for contractor vehicles will be provided. Despite this, staff will be encouraged to travel to the site via sustainable transport methods. In the event of staff vehicles having to be parked on street, staff will follow local restrictions and only park in legal locations. Any member of staff found to be parking in an illegal or anti-social manner will be disciplined immediately by site management.

Visitor Access

- 3.18 All visitors will be directed to the site compound offices for registration and, as necessary, a site induction.
- 3.19 All delivery drivers will be provided with a site induction prior to accessing the site so that they are aware of the overarching vehicle strategy for the site.
- 3.20 All visitors to the site will be required to sign in and out of the site on a daily basis. At no time will any visitors be allowed access to areas where demolition works are in progress.
- 3.21 The general public will be excluded from the works area using appropriate signage and hoarding, although, there will be a safe route provided to enable the public to liaise with the CPM.

4.0 Mitigation Measures

- 4.1 In order to limit the effect of the construction works on the surrounding area and community, this document includes planned measures that will be implemented during the works.
- 4.2 As detailed previously, deliveries will be scheduled outside of peak hours unless exceptional circumstances dictate a requirement for deliveries during peak hours.
- 4.3 The vehicle access routes to the site will be communicated and provided to all supply orders, haulage companies, and drivers. Drivers of vehicles accessing the site will be directed to follow the designated site access routes and to not deviate from these.
- 4.4 Operational hours of the site, during the demolition and construction phases, will be restricted to 08:00 – 18:00 Monday to Friday, and 08:00-13:00 on Saturdays. No work will be completed on Sundays or public holidays.

Access Management

- 4.5 Trained banksmen will be located at the site access points to direct vehicles during loading/unloading and when accessing the site. All vehicle movements will be supervised by trained banksmen and traffic marshals to ensure the safety of passing vehicles and pedestrians. The trained banksmen and traffic marshals will be able to provide information surrounding alternative pedestrian routes to ensure the wider safety of the general public.
- 4.6 Vehicles will not be permitted to wait in the vicinity of the site in order to ensure that delivery vehicles do not have a detrimental impact on the local highway network. No stacking of construction vehicles waiting to access the site will occur in the local area.

Vehicle Management

- 4.7 An online booking system will be utilised with vehicles accessing the site booked into a specific slot. In the event of a driver not being able to meet the designated slot, the project management will reschedule the booking. This will be undertaken to ensure that there is a robust schedule of vehicle access so as to prevent congestion on the local highway network.
- 4.8 The booking system will be managed by the CPM with deliveries scheduled around the operational hours of the site. Deliveries will not be permitted to occur between the hours of 08:30-09:30 and 17:00-18:00. During school term times, no deliveries will be permitted between 15:30-16:30.
- 4.9 Vehicles accessing the site will be recorded in a digital and hardcopy log. Both logs will be accessible to the CPM and site management team with the hardcopy stored in a secure location within the site. This log will also include Non-Road Mobile Machinery (NRMM) and will be available to GBC to inspect within an appropriate time frame upon a request being made.
- 4.10 Drivers will call ahead to the site to ensure that the loading area is available to prevent congestion on the local highway network. Vehicles will not be permitted to stop and wait within the vicinity of the site.
- 4.11 All vehicles will be required to contact the CPM 1-hour before expected arrival at the site, such that the CPM can ensure that the site is ready for arrival. If a vehicle arrives at the site and is not booked to arrive, they will be turned away and advised to make a booked appointment to deliver.
- 4.12 Delivery drivers will only be permitted to wait on site for the duration of time the delivery takes to occur. Drivers will not be permitted to take rest breaks at the site or within the surrounding local vicinity of the site, including on local adjoining roads. There will be no stacking of vehicles at any time upon the local highway network.

Material Deliveries/Collections

- 4.13 The CPM will manage the delivery/collection of materials to the site through the aforementioned booking system, requiring 48 hours' notice. No unauthorised deliveries or collections will be accepted. This will ensure that site storage will not be impacted.
- 4.14 All vehicles will be required to contact the project management 1 hour before their expected arrival at the site, to ensure that the loading/unloading area is available to use. If a vehicle arrives at the site and is not booked to arrive, they will be turned away and advised to make a booked appointment to deliver. Vehicles will not be permitted to stop and wait within the vicinity of the site.
- 4.15 Prior to leaving the site, all vehicles will be inspected by the driver and designated banksman to ensure that the vehicle is clean and safe to leave the site. This includes ensuring that all loads are secured where applicable, and vehicles are sheeted over. Adjacent roads will be kept clean at all times by the use of manual and mechanical means as required, backed up by wheel washing and cleaning facilities on site, as necessary.
- 4.16 The CPM will liaise with nearby development sites to explore the possibility of sharing delivery vehicles to mitigate the environmental aspects of development within the local area. If this is deemed appropriate for both sites, then a shared delivery strategy will be utilised after discussions with the relevant haulage company surrounding the suitability of this.

Driver Training/Induction

- 4.17 Drivers of commercial vehicles visiting the site will be provided with an induction. This induction will include:
- ▶ Road safety for both public and site roads including speed restrictions and defensive driving;
 - ▶ Site procedures including queuing and parking;
 - ▶ Construction routes;
 - ▶ Embargoes;
 - ▶ Cyclist awareness video;
 - ▶ Environmental issues and processes for the minimisation, including noise and vehicle cleanliness leaving site; and,
 - ▶ Discussion on potential hazards and risk reduction.

Public and Communities Relations

- 4.18 The Considerate Constructors Scheme (CCS) is a national initiative set up by the construction industry. Construction sites and companies can register with the scheme and are monitored against a Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. The scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas of concern fall into three categories: the general, public, the workforce, and the environment. The contractor for the development will be a member of the CCS.
- 4.19 A dedicated point of contact will be responsible for communication with statutory authorities, including GBC and KCC, non-statutory authorities, and local interest groups.
- 4.20 All queries and complaints received will be directed to the dedicated point of contact. The contact details, location of site offices, and the dedicated points of contact will be communicated using site signage. A register of complaints will be maintained.

Pedestrian and Cyclist Measures

- 4.21 Any potential conflict points between cyclists and pedestrians will be carefully designed out and managed. Consideration will be given to both physical and signing measures to protect pedestrians and cyclists from conflicts with demolition vehicles. Local signage will be provided within the site and on the surrounding local highway network to ensure that drivers accessing the site and pedestrians/cyclists are aware of each other. Access documents provided by the appointed contractor will also remind the drivers of vehicles accessing the site of their responsibility to the safety of the general public.
- 4.22 Detailed risk assessments and mitigation strategies for reducing the risk to vulnerable road users will be prepared and provided to GBC by the appointed contractor. However, it should be noted that vehicle movements associated to the construction of the site will be low and outside of peak hours ensuring that the risk is kept to a minimal level.

Material Procurement Measures

- 4.23 Site materials will be procured in accordance with relevant guidance. Pre-fabricated and off-site manufacturing will be prioritised. Materials will be reused and/or recycled to enable future utilisation of waste material. Smart procurement will be utilised where appropriate so as to reduce vehicle movements associated to deliveries at the site.

External Safety and Information Signs

- 4.24 Information boards, which would include a readily visible 24-hour contact number for queries and emergencies, would be displayed on the site hoarding to offer visitors and members of the public details of the site activities and out of hours/emergency contact numbers.
- 4.25 Appropriate signage would also be provided on the local highway network to inform the general public of the location of the site and the likelihood of construction vehicles accessing and egressing from the access. This would be set up in accordance with relevant guidance.

Hoarding

- 4.26 Hoarding will be provided around the site to ensure safety for the general public. Any necessary licenses for the hoarding will be obtained by the CPM in advance of commencement of works on site. The hoarding will act to minimise noise and the unsightly construction works.
- 4.27 All hoarding around the site will be regularly maintained throughout the duration of the demolition and construction phases to ensure it remains as a deterrent. Appropriate lighting will be provided as required and all repairs and graffiti found are to be dealt with immediately.

Staff Cycle Parking

- 4.28 A sheltered and secure staff cycle parking area will be provided within the site. This will act to encourage staff to access the site by cycle.

Wheel Washing Facilities

- 4.29 Wheel washing facilities will be provided at the exit to the site to prevent any dirt/dust leaving the site. Any overspill will be washed off the road surface at regular intervals with local drainage systems utilised.
- 4.30 Vehicles will be cleaned prior to leaving the site so as to minimise deposits of spoil or debris on the local highway network. Vehicles will be inspected by trained banksmen and the driver prior to leaving the site.
- 4.31 A condition survey of the highway gully drains will be undertaken at the commencement of construction works. Following this, routine inspections will be incorporated into the construction programme to ensure

that nearby gullies remain free from a build-up of dirt. When appropriate, the gullies will be cleared to ensure full operation is maintained.

- 4.32 A road sweeper will be used as required on the surrounding local highway.

External Damage

- 4.33 Any external damage to the local highway network will be fixed immediately. Any damage to private property made as a result of the works will be fixed immediately unless the land owner agrees to wait until the completion of construction for damage to be repaired. The contractor will ensure that any repair work is completed to a high standard.
- 4.34 A pre-construction condition survey of the highway network will be completed and submitted to GBC and KCC. Upon the completion of the project, a post-construction condition survey will be undertaken and any damage repaired to a condition of the pre-construction condition survey or better.

Committed Measures

- 4.35 The following measures are committed to be implemented at the site. These comprise key principles of the DfT's Quiet Deliveries Good Practice Guidance and will be adopted as general servicing best practice, which include:
- ▶ Making sure all equipment is in good working order and maintained to minimise noise;
 - ▶ Ensuring all staff involved in delivery activity are briefed and trained appropriately, in accordance with the code of practice;
 - ▶ Ensuring all supply chain providers receive copies of the code and are aware of its importance;
 - ▶ Identify timings of vehicles accessing the site in advance so both the driver and site operatives are prepared for the arrival;
 - ▶ Seek to ensure that vehicles spend as little time as possible attempting to access the loading/unloading area, possibly tasking staff to ensure that manoeuvring can be accomplished quickly and safely;
 - ▶ The CPM will utilise the online booking system with drivers having to call the CPM in advance of their arrival to ensure that the site is accessible for use; and,
 - ▶ Engines will be switched off immediately when not manoeuvring and idling is not permitted.

Site Waste Management Plan

- 4.36 All waste collection will be pre-booked with allocated arrival times. The waste collection team will call the CPM before their vehicle arrives at the site to confirm that space within the site is available.
- 4.37 The following on site measures are to be adopted:
- ▶ Promotion of the reuse, recycling, and recovery of waste as opposed to disposal;
 - ▶ Reduce fly-tipping by keeping a full audit trail of waste removed from sites and complying with waste duty of care regulations;
 - ▶ Increase environmental awareness on the part of staff and management. Environmental management performance is likely to improve the more staff are aware of their responsibilities. Site Waste Management Plan information will be included in induction training or as part of environmental awareness training; and,
 - ▶ There will be no burning of any waste or other materials on site.

Air Quality and Dust Management Plan

- 4.38 The contractor will take all reasonable steps to suppress dust, dirt, and debris generated during construction, adhering to relevant British Standards and best working practices.
- 4.39 An on-site digital monitor will be active to track particulate levels and ensure compliance with air quality standards. In addition, all non-road mobile machinery (NRMM) used on-site will meet the required emission standards.

Site Setup

- 4.40 The site will be set up in such a way as to mitigate dust. The developer, when planning construction works, will consider and, where appropriate, shall:
- ▶ Locate machinery and dust generating activities away from sensitive off-site locations and receptors;
 - ▶ Create a physical distance and/or barrier between dust/emission generating activities and receptors;
 - ▶ Install solid screens/barriers around dust generating activities and stockpiles. These should be as high as the relevant stockpiles in question as a minimum;
 - ▶ Cover, seed, fix, or compact and profile stockpiles to prevent wind whipping; and,
 - ▶ Remove loose small grain materials as soon as possible.

Site Maintenance

- 4.41 The contractor will maintain the site to ensure it is kept in good working order. Measures required include:
- ▶ Run off and mud will be contained and managed on site;
 - ▶ Hoardings, fencing, barriers, and scaffolding will be regularly cleaned using wet methods to prevent resuspension of particulate matter;
 - ▶ Regular checks for soiling due to dust of buildings should be carried out with cleaning, using wet methods, carried out where and when visible dust depositions can be seen to be occurring;
 - ▶ Require a change of shoes and clothes by staff and visitors before going off site; and,
 - ▶ Provide personal cleaning facilities on site.

Deliveries

- 4.42 The contractor will carry out the following controls:
- ▶ All vehicles should switch off engines when not in use – no idling vehicles;
 - ▶ Fixed wheel and/or vehicle washing on leaving the site if required at the discretion of the trained banksmen;
 - ▶ All loads entering and leaving the site to be covered; and,
 - ▶ Hard surfacing and effective wet cleaning of haul routes.

Site Activities

- 4.43 Wherever possible, renewable, mains, or battery powered plant items will be used.
- 4.44 Cutting, grinding, and sawing should not be conducted on site, unless necessary, and prefabricated, pre-cut materials and modules should be brought to the site. In cases where on site cutting, grinding, and sawing must take place on site, this must be done using equipment fitted with functional dust arrestment/suppression.

- 4.45 Crushing plant and the discharge from crushers and grading screens should be enclosed in a temporary shed and have a fine spray of water fed into the top of the crusher hopper at all times whilst in use.
- 4.46 There will be no concrete batching on site, with all concrete ready mixed off site.
- 4.47 Skips, chutes, and conveyors should be completely covered or enclosed to ensure that dust does not escape. Drop heights should be minimised to control the fall of materials.

Damping Down

- 4.48 The contractor will commit to the following:
 - ▶ Wash or dampen haul routes within and outside the site. Where possible, the source of water should be sustainable, and re-use be optimised;
 - ▶ Clean road edges and pavements using wet cleaning methods;
 - ▶ Use wet cleaning methods and mechanical road sweepers on all roads within 100 metres of the site entrance when required;
 - ▶ Consider using fixed or mobile sprinkler or irrigator systems;
 - ▶ Where possible, use a sustainable source of water; and,
 - ▶ Provide hard-standing areas for vehicles and inspect and clean these areas daily.

Monitoring

- 4.49 The following measures will be implemented as monitoring procedures in order to manage the impact of the site on air quality and dust:
 - ▶ A digital environmental monitoring system will be used to conduct daily assessments of the area surrounding the site, ensuring that no excessive dust is emitted;
 - ▶ Carry out regular site inspections and record the results of these in a log which is readily accessible for inspection by GBC when requested; and,
 - ▶ Increase the frequency of site inspections by the member of staff accountable for air quality and dust management at the site during activities which have a greater potential to produce dust or during periods of prolonged dry and/or windy conditions.

Lighting

- 4.50 Floodlighting will be installed throughout the development. All lighting will be mounted onto the hoarding. White hoarding will be placed along pedestrian routes and red hoarding along vehicle routes. Fixtures will be directed downwards to minimise light spill and avoid disturbance to neighbouring properties. The full lighting specification will be submitted to GBC for approval prior to installation on site.

Noise Suppression

- 4.51 Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warning of danger must be given. Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained in a hard and digital copy and made available for inspection when requested. The mitigation of noise shall follow guidance set out within the British Standards 5228: Parts 1 and 2 document.
- 4.52 Construction noise is predominantly controlled by restricting the hours of work to:
 - ▶ Monday – Friday – 08:00-18:00;

- ▶ Saturday – 08:00-13:00; and,
 - ▶ No work on Sundays or bank holidays.
- 4.53 All plant and equipment, including any on hire, will be checked to ensure it is in good working order and conforms to the manufacturer's standards.
- 4.54 Noise suppression measures will include:
- ▶ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking, and squeaking is kept to a minimum;
 - ▶ Plant will be well maintained, and measures taken, to ensure that it is shut down in the intervening periods between work;
 - ▶ Idling delivery vehicles will not be permitted. All vehicles will be switched off during delivery except in circumstances where the engine is needed to facilitate delivery;
 - ▶ When working within a building, where possible, all openings (i.e. windows and doors) will be closed;
 - ▶ Plant, equipment, site offices, storage areas, and worksites will be located away from the adjacent residential properties where feasible; and,
 - ▶ Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.
 - ▶ Digital noise monitoring will also be implemented, to support effective noise management.

5.0 Environmental Protection Measures

Overview

- 5.1 This section will set out the environmental management strategies to be implemented as part of the construction phase of the development. These environmental management strategies will ensure an environmentally friendly construction process can be undertaken at the site.

Noise, Vibration, and Dust

- 5.2 Due to the nature of the development, there are risks associated with noise, vibrations, and dust which will be important issues and could lead to local disturbance.
- 5.3 Noise and vibration risk assessments will be carried out for all plant and equipment hired by subcontractors. Plant and equipment which are likely to cause health issues with regards to vibration will be identified within the specific Risk Assessments and Method Statements. The information will further advise the requirements of additional assessments, job rotations, and recording of trigger times. Any plant or equipment which does not meet the minimum requirements of the risk assessment will not be permitted for use at the site.

Noise

- 5.4 Noise exclusion zones will be created where equipment exceeds 80dB (A) and signage will be erected. Where subcontractors have to hire vibrating tools and equipment, low vibration tools and equipment that is remotely operated will be specified.
- 5.5 Efforts will be made to reduce the overall creation of noise associated to the site. Where noise cannot be reduced, the neighbouring properties will be informed via consultations in an endeavour to reduce or avoid disruption during any identified sensitive times.

Vibration

- 5.6 The regular and prolonged use of hand-held vibration tools, e.g. those of a rotary or percussive nature, can cause various types of permanent damage to the hands and arms, including impaired load circulation and damage to the nerves and muscles. Collectively, the injuries are known as 'hand-arm vibration syndrome'.
- 5.7 The risk depends on both the vibration magnitude and how long the operatives are exposed to it. If hand-held power tools are to be used, the risk from vibrations will be assessed, prevented, and controlled. Trade contractors shall ensure that hand arm vibration is covered in all applicable risk assessments.

Dust

- 5.8 Where contractors are engaged in tasks which may produce dust, contractors will utilise suitable extraction methods and/or dampening down techniques to keep dust to satisfactory levels.
- 5.9 Water bowsers, or similar, will be used to dampen the site roads and any other dust-laden areas to prevent the dust from becoming airborne. A jet wash will be employed to prevent dirt being dragged onto the roads and becoming dust as it dries. This will be more common in summer months.
- 5.10 Dust extraction and Class-M vacuums will be used, when possible, on equipment and cleaning.

Measures to Control Emissions

- 5.11 In order to minimise impacts on air quality surrounding the site, the CPM will ensure that all vehicles not being utilised for work associated to the site are not idling when stationary. This will ensure that the emissions being produced are reduced as well as limiting the noise of construction vehicles accessing the site and the wider impact on the local area.

Waste Management and Housekeeping

- 5.12 Efficient management of waste and good general site housekeeping is a fundamental means to a safe and productive site, as well as mitigating vehicular movements relating to waste removal and minimising pollution levels and environmental impact.
- 5.13 Excessive waste and poor site cleanliness significantly increases the risk of:
- ▶ Adverse impact on the environment;
 - ▶ Increased vehicular movements – causing inconvenience, disruption, and congestion;
 - ▶ Poor representation of the construction industry to the general public;
 - ▶ Slips, trips, and falls;
 - ▶ Fire hazards;
 - ▶ Congestion leading to an overall loss of productivity; and,
 - ▶ Discouraging environment for operatives to work in.
- 5.14 Regular waste collections will be arranged with a licenced waste removal contractor. The following documentation will be checked, copied, and retained on site before allowing any waste to be removed from the site:
- ▶ The person or company carrying the waste off site must be registered with the local Waste Regulatory Authority and be able to produce a copy of the registration document;
 - ▶ Confirmations that the waste is being transferred to an authorised person, tip, or transfer station;
 - ▶ Details of the waste material have been passed onto the carrier via a Waste Transfer Note; and,
 - ▶ All vehicles will be covered with netting or sheeting prior to removal from the site. This will be enforced by on site management.

Local Community Engagement

- 5.15 The contractor will keep local residents informed of upcoming works and anticipated impacts with the intention of developing a respectful working relationship with neighbours.
- 5.16 The contract will be associated with the Considerate Constructors Scheme (CCS) and the site will be registered with the Scheme, subjecting it to audit for compliance with the Code of Considerate Practice and CLOCS (Construction Logistics and Community Safety) standard. The site will be inspected for the level of respect for the community, the care taken in its appearance, and its impact on the environment.
- 5.17 Subcontractors must not carry out work or behave in a way that detracts the standing of the site with respect to Considerate Constructors including conduct outside of the site whilst wearing PPE associated with the project. Smoking, eating, drinking, or using foul/abusive language on the street near the hoarding is completely unacceptable and, although it is technically off-site, it will still be sanctioned as an offence as the contractor is bound to comply with the requirements of the CCS with regard to respect for neighbours.

6.0 Implementing, Monitoring, and Updating

- 6.1 The CPM will be responsible for the ongoing implementation of the components included within this document to ensure that it is utilised to aid the safe construction of the development in line with the guidelines set out. The CPM will also be responsible for being the point of contact for those working on the site, those impacted by the works, and the wider general public.
- 6.2 Monitoring will be the responsibility of the CPM who will follow the guidance set out within the management strategies identified within this document. These will provide the guide for the successful development of the site.
- 6.3 If there is a requirement for this document, or any of the elements within, to be updated, the project manager will liaise with GBC to update the document as necessary to ensure that a safe and sustainable development can take place.

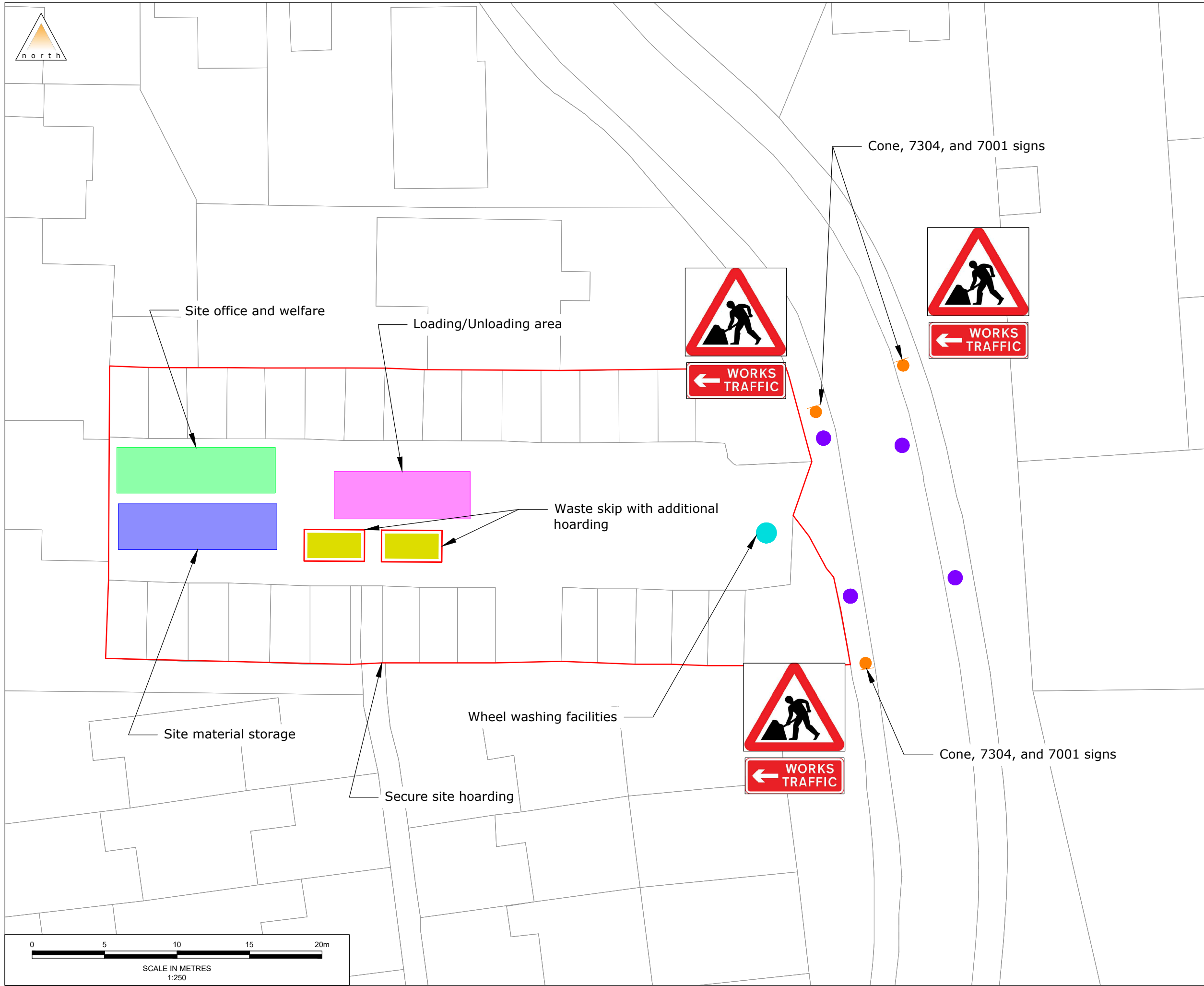
Correction Process

- 6.4 A three-stage correction process is proposed:
 - ▶ Stage one – GBC highlights a potential breach, or the general public reports a breach to GBC, and requests the developer to review the data and concerns. The developer and GBC would then agree the extent of the breach of controls, if it is material, and agree action. This is likely to be a contractor warning at this stage.
 - ▶ Stage two – If a further material breach is identified, the contractor would be given a further warning and required to produce an action plan to outline how the issue would be rectified and any additional mitigation measures proposed.
 - ▶ Stage three – Should further breaches still occur, the contractor would be required to either remove the offender from site or to stop using an offending supplier.

Appendix A

Site Setup Plans

C:\Users\eford\Motion\StaffSite - Fpgra2 2405028\Drawings\2405028-04A [Site 48 Demolition And Construction].dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on survey information supplied by Frankham Projects Limited and OS mapping. Motion cannot guarantee the accuracy of the data provided.

Legend

- Site Hoarding
- Cone with Signs
- Wheel Washing Facilities
- Site Office and Welfare Facilities
- Site Material Storage
- Waste Skip
- Loading/Unloading Area

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Frankham Projects Limited

Project:

The Russets, Strand Close, Meopham,
DA13 0HB

Title:

Site Setup - Demolition

Scale: 1:250 (@ A3)

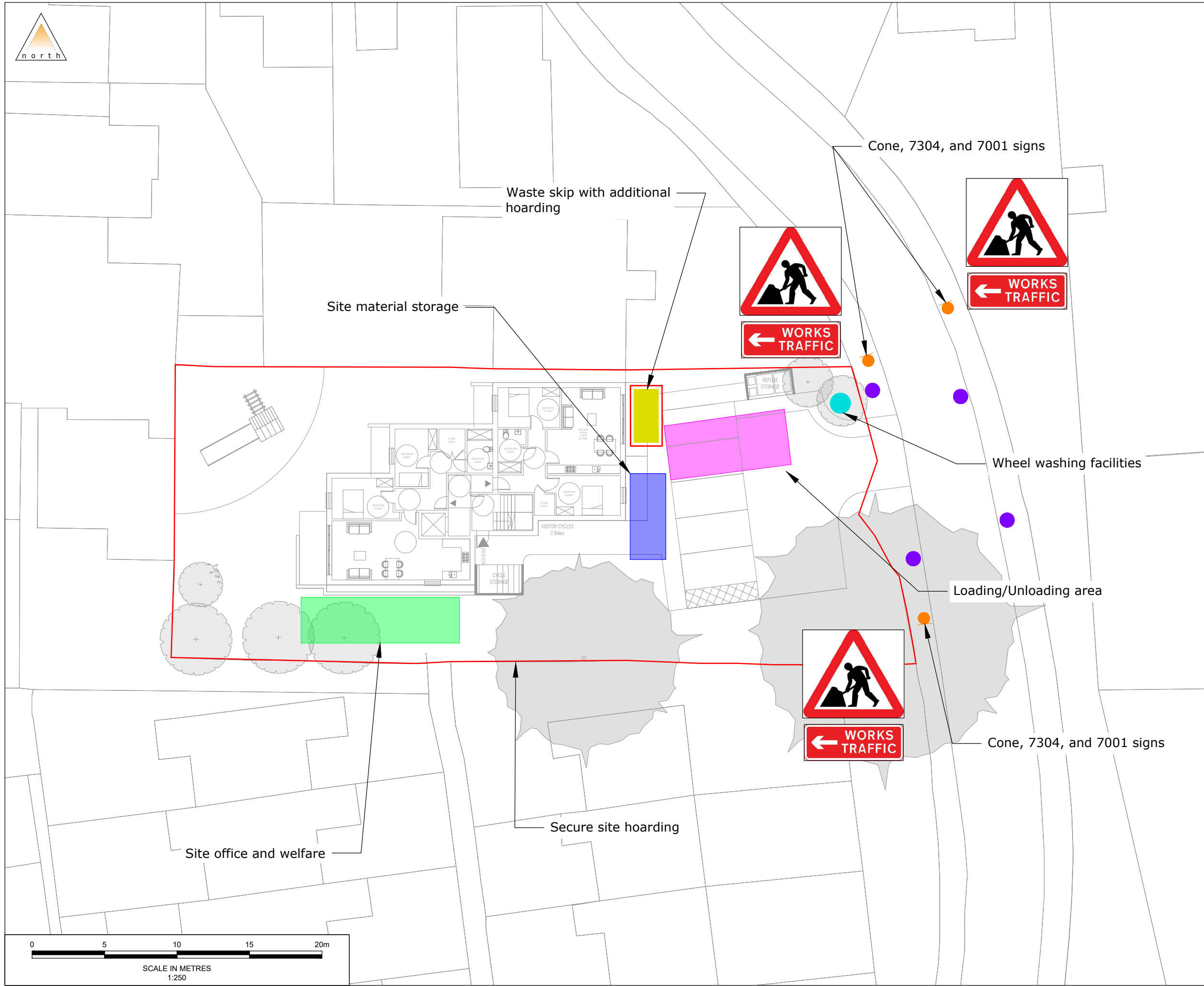
Drawing:

2405028-101

Revision:

A

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- Notes
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Legend

- Site Hoarding
- Cone with Signs
- Wheel Washing Facilities
- Site Office and Welfare Facilities
- Site Material Storage
- Waste Skip
- Loading/Unloading Area

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

Title:
Site Setup - Construction

Scale: 1:250 (@ A3)

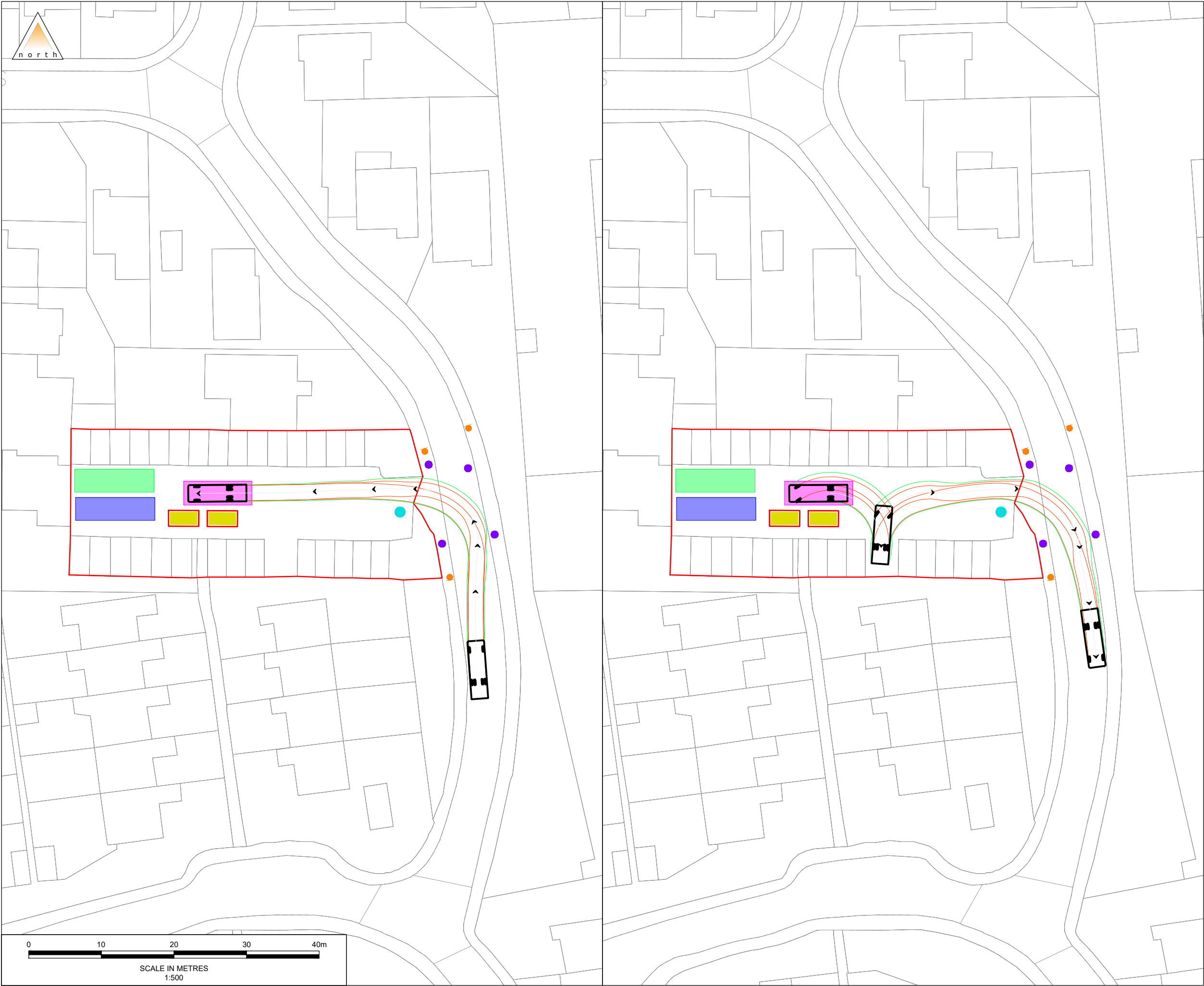
Drawing:
2405028-102

Revision:
A

Appendix B

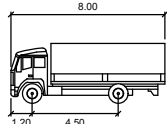
Swept Path Analysis

C:\Users\eford\Motion\StaffSite - Fp\ra2 2405028\Drawings\2405028-04A [Site 48 Demolition And Construction].dwg



- Notes
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- Legend
- Site Hoarding
 - Cone with Signs
 - Wheel Washing Facilities
 - Site Office and Welfare Facilities
 - Site Material Storage
 - Waste Skip
 - Loading/Unloading Area



8.0m Rigid

Width	: 2.30
Track	: 2.12
Lock to Lock Time	: 6.0
Steering Angle	: 42.7

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

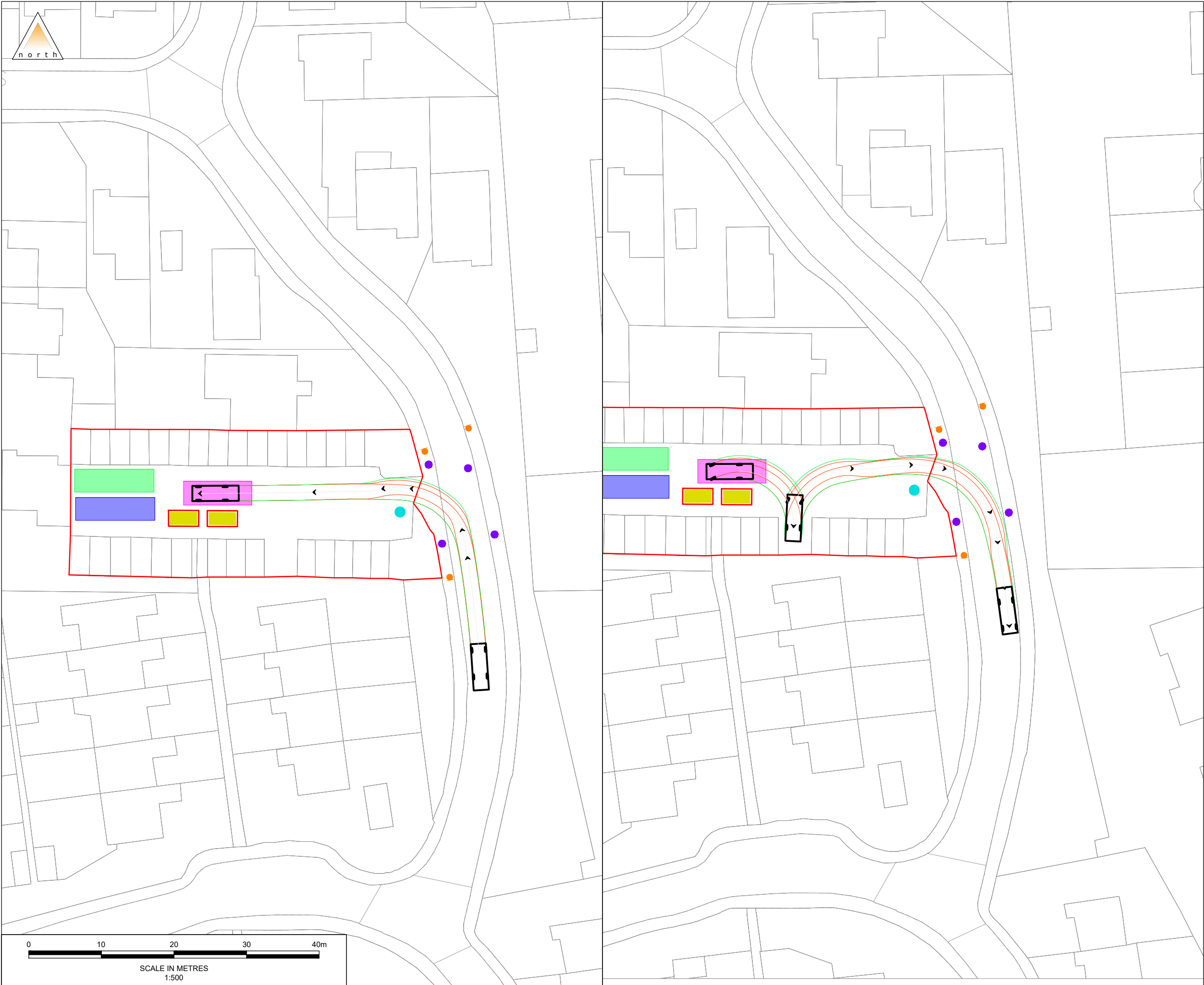
Title:
Demolition Swept Path Analysis -
8m Rigid HGV

Scale: 1:500 (@ A3)

Drawing:
2405028-TK101

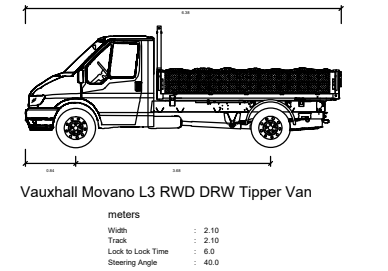
Revision:
A

C:\Users\eford\Motion\StaffSite - Fpgra2 2405028\Drawings\2405028-04A [Site 48 Demolition And Construction].dwg



- Notes
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- Legend
- Site Hoarding
 - Cone with Signs
 - Wheel Washing Facilities
 - Site Office and Welfare Facilities
 - Site Material Storage
 - Waste Skip
 - Loading/Unloading Area



A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Frankham Projects Limited

Project:

The Russets, Strand Close, Meopham, DA13 0HB

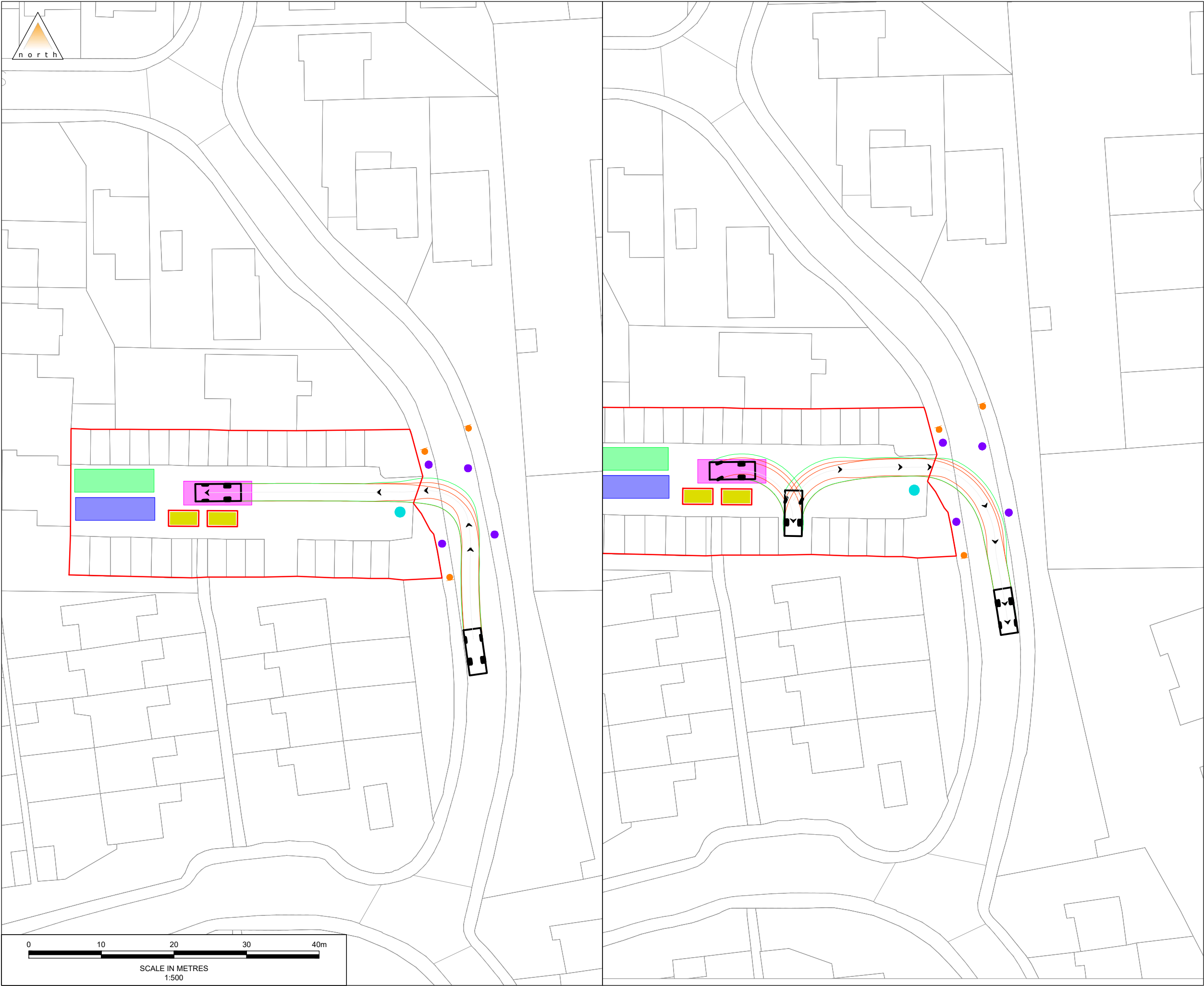
Title:

Demolition Swept Path Analysis - Tipper Van

Scale: 1:500 (@ A3)

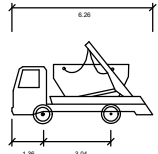
Drawing: **2405028-TK102** Revision: **A**

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- Notes
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- Legend
- Site Hoarding
 - Cone with Signs
 - Wheel Washing Facilities
 - Site Office and Welfare Facilities
 - Site Material Storage
 - Waste Skip
 - Loading/Unloading Area



Small Skip Lorry

Width	: 2.39
Track	: 2.44
Look to Lock Time	: 6.0
Steering Angle	: 34.8

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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Client:

Frankham Projects Limited

Project:

The Russets, Strand Close, Meopham,
DA13 0HB

Title:

Demolition Swept Path Analysis -
Skip Lorry

Scale: 1:500 (@ A3)

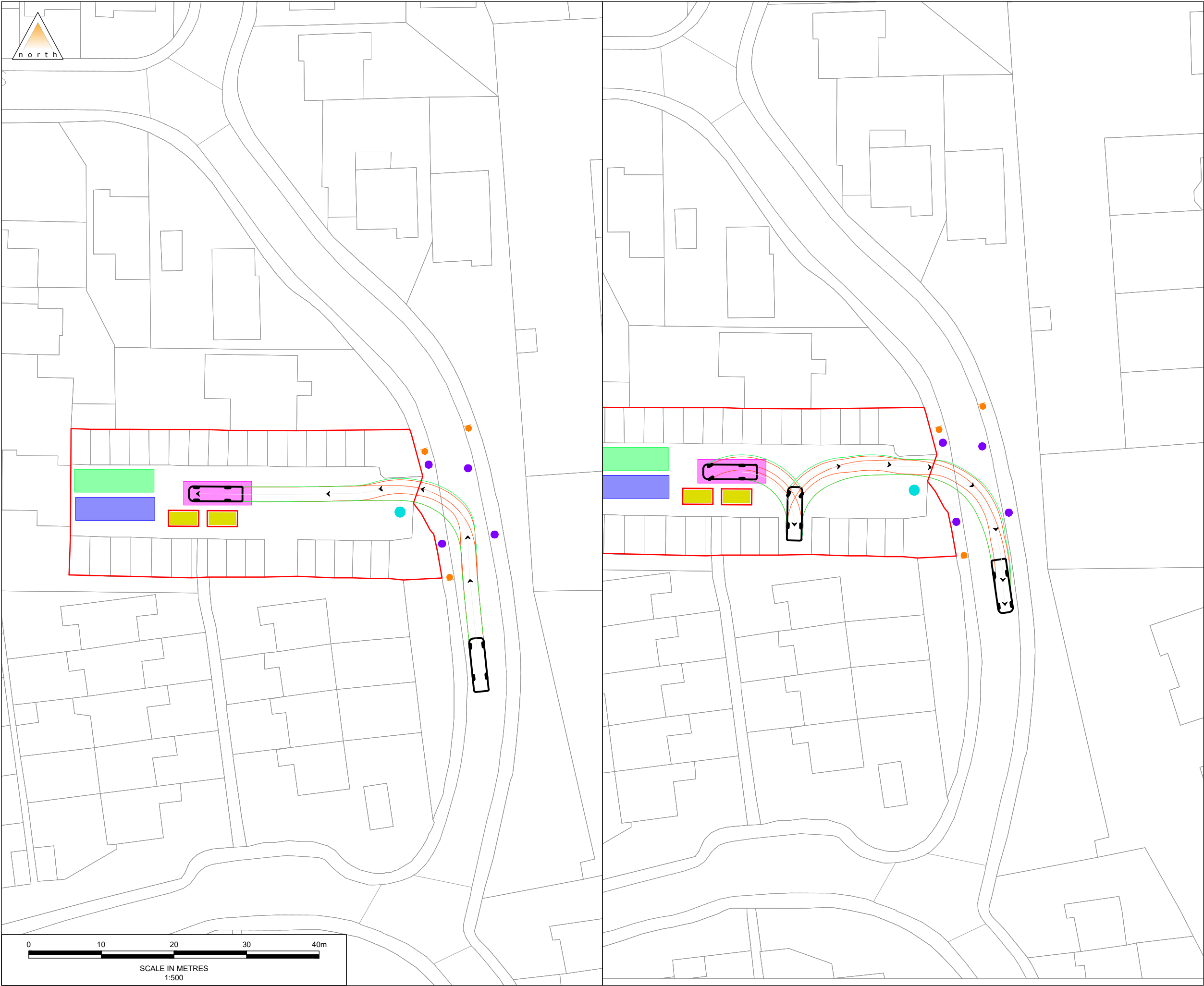
Drawing:

2405028-TK103

Revision:

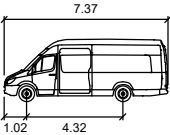
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C:\Users\eford\Motion\StaffSite - Fp\ra2 2405028\Drawings\2405028-04A [Site 48 Demolition And Construction].dwg



- Notes
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- Legend
- Site Hoarding
 - Cone with Signs
 - Wheel Washing Facilities
 - Site Office and Welfare Facilities
 - Site Material Storage
 - Waste Skip
 - Loading/Unloading Area



Mercedes Sprinter XL 2023

	metres
Width	: 2.02
Track	: 2.02
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

Title:
Demolition Swept Path Analysis -
Delivery Van

Scale: 1:500 (@ A3)

Drawing:
2405028-TK104

Revision:
A

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- Notes
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Legend

- Site Hoarding
- Cone with Signs
- Wheel Washing Facilities
- Site Office and Welfare Facilities
- Site Material Storage
- Waste Skip
- Loading/Unloading Area

8.0m Rigid

Width : 2.30
Track : 2.12
Lock to Lock Time : 6.0
Steering Angle : 42.7

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

Title:
Construction Swept Path Analysis -
8m Rigid HGV

Scale: 1:500 (@ A3)

Drawing:
2405028-TK105

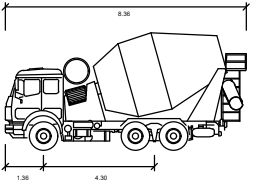
Revision:
A

C:\Users\eford\Motion\StaffSite - Fpgra2 2405028\Drawings\2405028-04A [Site 48 Demolition And Construction].dwg



- Notes
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- Legend
- Site Hoarding
 - Cone with Signs
 - Wheel Washing Facilities
 - Site Office and Welfare Facilities
 - Site Material Storage
 - Waste Skip
 - Loading/Unloading Area



Concrete Mixer

meters
Width : 2.39
Track : 2.41
Lock to Lock Time : 45.0
Steering Angle : 96.6

A	Updated Site Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

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Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

Title:
Construction Swept Path Analysis -
Concrete Mixer

Scale: 1:500 (@ A3)

Drawing:
2405028-TK106

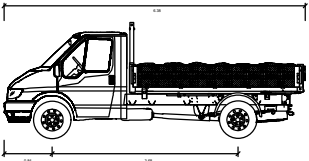
Revision:
A

C:\Users\ford\Motion\StaffSite - Fppra2 2405028\Drawings\2405028-04A [Site 48 Demolition And Construction].dwg



- Notes
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- Legend
- Site Hoarding
 - Cone with Signs
 - Wheel Washing Facilities
 - Site Office and Welfare Facilities
 - Site Material Storage
 - Waste Skip
 - Loading/Unloading Area



Vauxhall Movano L3 RWD DRW Tipper Van

metres

Width	: 2.10
Track	: 2.10
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

Title:
Construction Swept Path Analysis -
Tipper Van

Scale: 1:500 (@ A3)

Drawing:
2405028-TK107

Revision:
A

C:\Users\eford\Motion\StaffSite - Fpgra2 2405028\Drawings\2405028-04A [Site 48 Demolition And Construction].dwg



- Notes
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Legend

- Site Hoarding
- Cone with Signs
- Wheel Washing Facilities
- Site Office and Welfare Facilities
- Site Material Storage
- Waste Skip
- Loading/Unloading Area

Small Skip Lorry

metres

- Width : 2.39
- Track : 2.44
- Lock to Lock Time : 6.0
- Steering Angle : 34.6

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

Title:
Construction Swept Path Analysis -
Skip Lorry

Scale: 1:500 (@ A3)

Drawing:
2405028-TK108

Revision:
A

C:\Users\eford\Motion\StaffSite - Fppra2 2405028\Drawings\2405028-04A [Site 48 Demolition And Construction].dwg



- Notes
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Legend

- Site Hoarding
- Cone with Signs
- Wheel Washing Facilities
- Site Office and Welfare Facilities
- Site Material Storage
- Waste Skip
- Loading/Unloading Area

Mercedes Sprinter XL 2023

Dimensions (meters):

- Width: 2.02
- Track: 2.02
- Lock to Lock Time: 6.0
- Steering Angle: 37.0

A	Updated Layout	EF	DM	DM	12/12/2025
-	First Issue	EF	DM	DM	29/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

Title:
Construction Swept Path Analysis -
Delivery Van

Scale: 1:500 (@ A3)

Drawing:
2405028-TK109

Revision:
A