



Consented Redevelopment of a Former
Convent
St Joseph's Convent of Mercy, Hillside Drive,
Gravesend, DA12 1NY

**Construction Environmental Management
Plan**

For

C.A.P. Developments Limited

Document Control Sheet

Consented Redevelopment of a Former Convent

St Joseph's Convent of Mercy, Hillside Drive, Gravesend, DA12 1NY

C.A.P. Developments Limited

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Construction Environmental Management Plan (CMP) has been prepared on behalf of C.A.P. Developments Limited to discharge a planning condition in relation to the *"Change of use of surplus convent buildings into two 6-bedroom townhouses, demolition of existing single-storey extensions to the west and construction of a 2-bedroom attached chalet bungalow, reorganisation of the convent car park and alterations to create a front entrance, erection of two single-storey bays to the rear elevation, dividing up the existing garden, and forming a new driveway to access the gardens to the rear"* at St Joseph's Convent of Mercy, Hillside Drive, Gravesend, DA12 1NY (herein referred to as 'the site'). The site is located within the administrative boundaries of Gravesend Borough Council (GBC) and Kent County Council (KCC).

- 1.2 The development has been granted planning permission (Reference: 20241161) with conditions implemented. The full decision notice is attached within **Appendix A**. This document has been prepared in order to discharge Condition 16 which states:

"Prior to commencement of works (including site clearance), a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- (a) Routing of construction and delivery vehicles to / from site.*
- (b) Parking and turning areas for construction and delivery vehicles and site personnel, which may require supporting vehicle tracking/swept paths.*
- (c) Timing of deliveries, avoiding network and school peaks where possible.*
- (d) Provision of wheel washing facilities.*
- (e) Measures to prevent the discharge of surface water onto the highway.*
- (f) Temporary traffic management / signage.*

The approved CEMP will be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason: To protect habitats and species from adverse impacts during construction."

- 1.3 The site is located at the easternmost extent of Hillside Drive, a private road accessed via an existing priority junction with the B261. The site is located approximately 1.8 kilometres south-east of Gravesend town centre. The site is located within a residential area.

Objectives of this Document

- 1.4 The objective of this document is to discharge Condition 16 set out above. As such, this document will initially set out a construction methodology before providing information on the environmental measures which will be adhered to in order to establish a safe, efficient, and environmentally proficient development. This document is a 'live' document and is subject to change.

Roles and Responsibilities

- 1.5 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.
- 1.6 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

- 1.7 A Construction Project Manager (CPM) will be employed and responsible for the construction phases of the development and will be responsible for implementing the measures contained within this document. This individual will also be the point of contact for residents and businesses whilst also ensuring that all contractors working on the site have public liability cover in place prior to the commencement of works. The contact details of the CPM will be provided to GBC as required.

Document Structure

- 1.8 Following this introduction, this document will be structured as follows:
- ▶ Section 2 sets out an indicative 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 Construction Method Statement

- 2.1 This section provides an indicative timeline for construction activity. The overall construction period is expected to last 20 months. Table 2.1 sets out the indicative timeframe for each of the key phases of construction. The indicative site programme has been prepared in order to ensure that any delay impacting the contractor is factored in. It should be noted that each of these phases can operate at the same time due to the nature of the site, with this acting to reduce the overall construction period.

Phase	Months (Estimate)	Construction Vehicles per Day (Estimate)
Site Setup	6 weeks	2
Sub-Structure and Super-Structure	30 weeks	4
Façade	20 weeks	4
Fit out, testing, and commissioning	20 weeks	3

Table 2.1: Indicative Site Programme

- 2.2 Throughout the construction programme, the CPM will engage with the adjoining landowners and local residents to provide sufficient notice about key stages of the construction phase to minimise the disruption had on the local community.
- 2.3 The construction phase will include key construction principles set out as follows.

Site Setup

- 2.4 The site setup phase will involve the following:

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

Sub-Structure and Super-Structure

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

- ▶ Piling;
- ▶ Drainage;
- ▶ Lower level foundations; and,
- ▶ Plinths and slabs to roof.

Façade

- 2.6 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

2.7 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

2.8 The largest vehicle requiring access to the site will be an 8 metre rigid HGV. 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

2.9 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.

2.10 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.

2.11 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

2.12 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

2.13 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

Existing Highway Network

- 3.1 The B261 is a two-way, single carriageway road subject to a 30mph speed limit. The B261 is aligned to a predominant east to west axis. The B261 provides connections to the local residential area and can be classified as a residential road with limited traffic flow, especially outside of peak periods. The B261 is capable of servicing HGVs with these observed during a visit to the site.
- 3.2 Hillside Drive is a two-way, single carriageway private road aligned to a north to south axis. Hillside Drive is accessed via an existing priority junction with the B261. This junction is characterised with a carriageway width of approximately 3.5-3.7 metres is width with brick pillars either side. This acts to limit the accessibility of Hillside Drive for larger vehicles. Hillside Drive serves residential dwellings as well as the site and is lightly trafficked, especially outside of peak periods.

Site Setup

- 3.3 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 B.**
- 3.4 Due to the constraints of the junction between Hillside Drive and the B261, construction vehicles accessing the site will have to swing onto the opposite side of the carriageway during access and egress manoeuvres. To enable this to occur in a safe manner, trained banksmen and traffic marshals will be present at the junction prior to construction vehicle arrivals. Banksmen and traffic marshals will subsequently halt traffic along the B261 utilising hand signals in order to allow for construction vehicles to safely access the site. Once this manoeuvre is completed, traffic along the B261 will be unimpeded.
- 3.5 Due to the low levels of construction vehicles associated to the site, it is not expected that this will occur frequently throughout a typical day. In addition, as deliveries will occur outside of peak hours, it is expected that traffic flow along the B261 will be low and that the short and temporary halting of traffic will not have a detrimental impact on the operation of the local highway network.
- 3.6 Larger delivery vehicles are not able to turn into Hillside Drive in a forward gear. As such, once trained banksmen and traffic marshals have halted traffic, construction vehicles will pull forward and reverse into Hillside Drive and to the site. This is a typical movement undertaken for construction sites, especially those with limited accessibility, and due to the utilisation of professional drivers and trained banksmen/traffic marshals, will be completed in a safe and efficient manner. In addition, the reversing manoeuvre is occurring along a private road.
- 3.7 All vehicles accessing the site will be escorted along Hillside Drive by a site operative with radio communication utilised in order to prevent conflict with residential vehicles. This will ensure that safety of the general public is paramount throughout the construction phase and that no general public vehicles will be forced to either reverse along Hillside Drive or back onto the public highway. All vehicles travelling from the B261, regardless of whether they belong to the general public or are associated to the development, will have priority as communicated by trained banksmen and traffic marshals in order to prevent waiting or reversing onto the public highway.
- 3.8 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.
- 3.9 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.

- 3.10 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.
- 3.11 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.
- 3.12 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.
- 3.13 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 B261 and subsequently the shared surface along Hillside Drive.
- 3.14 Whilst all deliveries will occur on existing hardstanding, Wheel washing facilities will still 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. Road sweeping will be undertaken at the request of GBC or KCC as and when required.

Vehicular Access

- 3.15 Vehicles will only access the site when required by the contractor with vehicle movements scheduled around the relevant construction phases.
- 3.16 All vehicle movements will be supervised by trained banksmen and traffic marshals to ensure the safety of passing vehicles and pedestrians along the B261 and Hillside Drive. All vehicles travelling along Hillside Drive will be escorted by site operatives to prevent conflict with local residents.
- 3.17 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 B261 from the east. Upon exiting the site, vehicles will only be permitted to travel westbound along the B261.
- 3.18 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 traffic 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.
- 3.19 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

- 3.20 A swept path analysis of construction vehicles accessing the site is attached within **Appendix C**. This completed swept path analysis demonstrates the ability of construction vehicles to safely access and exit the site. 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

- 3.21 On site parking for contractor vehicles will be provided with enough space provided for all staff vehicles to park on site if required. 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

- 3.22 All visitors will be directed to the site compound offices for registration and, as necessary, a site induction.
- 3.23 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.
- 3.24 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 construction works are in progress without being accompanied by a member of construction staff and without wearing appropriate personal protective equipment.
- 3.25 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. 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 Despite all deliveries to the site occurring on existing hardstanding, 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.

Committed Measures

- 4.34 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

- 4.35 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.

- 4.36 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

- 4.37 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.
- 4.38 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

- 4.39 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

- 4.40 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

- 4.41 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

- 4.42 Wherever possible, renewable, mains, or battery powered plant items will be used.
- 4.43 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.

- 4.44 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.
- 4.45 There will be no concrete batching on site, with all concrete ready mixed off site.
- 4.46 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

- 4.47 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

- 4.48 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

- 4.49 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

- 4.50 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.
- 4.51 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.
- 4.52 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.
- 4.53 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

Decision Notice

Application: 20241161

**TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015 (AS AMENDED)**

NOTIFICATION OF GRANT OF PERMISSION TO DEVELOP LAND
--

To: **Sister A O'Connell, Sisters Of Mercy
C/O Mr Kasan Goh, Clay Architecture Ltd
Great Lines Studios
Marlborough Road
Gillingham
Kent
ME7 5HB**

TAKE NOTICE that the **GRAVESHAM BOROUGH COUNCIL**, the Local Planning Authority under the Town and Country Planning Acts, has **GRANTED PERMISSION** for development of land situate at:

**St Josephs Convent Of Mercy
Hillside Drive
Gravesend
Kent
DA12 1NY**

and being **Change of use of surplus convent buildings into two 6-bedroom townhouses, demolition of existing single-storey extensions to the west and construction of a 2-bedroom attached chalet bungalow, reorganisation of the convent car park and alterations to create a front entrance, erection of two single-storey bays to the rear elevation, dividing up the existing garden, and forming a new driveway to access the gardens to the rear.** Your application dated 14th January 2025 is permitted subject to the following:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out only in precise accordance with the following schedule of approved plans and details, unless alternative details are approved pursuant to the conditions imposed on this decision notice:

Application form
Covering Letter
BNG Calculations
Transport Statement by Stantec
Biodiversity Net Gain by Lizard
Ecological Impact Assessment by Lizard
Planning Statement by CB Wright and Associates
Design and Access Statement
Arboricultural Report by Sylvanarb
Tree Survey Plan

Tree Protection Plan

Drawing no. 5287/PL/105 rev D (proposed site plan)
Drawing no. 5287/PL/114 (existing roof plan)
Drawing no. 5287/PL/103 (existing site plan)
Drawing no. 5287/PL/113 (existing second floor plan)
Drawing no. 5287/PL/102 rev A (proposed block plan)
Drawing no. 5287/PL/101 (existing block plan)
Drawing no. 5287/PL/100 (proposed location plan)
Drawing no. 5287/PL/116 (existing section)
Drawing no. 5287/PL/112 (existing first floor plan)
Drawing no. 5287/PL/120 (proposed basement plan)
Drawing no. 5287/PL/124 rev A (proposed roof plan)
Drawing no. 5285/PL/121 rev A (proposed ground floor plan)
Drawing no. 5285/PL/122 (proposed first floor plan)
Drawing no. 5287/PL/127 rev A (proposed cross section)
Drawing no. 5285/PL/123 (proposed second floor plan)
Drawing no. 5287/PL/117 (existing cross section)
Drawing no. 5287/PL/126 (proposed section and cross section)
Drawing no. 5287/PL/125 rev A (proposed elevations)
Drawing no. 5287/PL/115 (existing elevations)
Drawing no. 5287/PL/110 (existing lower ground floor)
Drawing no. 5287/PL/104 (existing site plan, detail of Hillside Drive)
Drawing no. 5287/PL/111 (existing ground floor plan).

Reason: For the avoidance of any doubt and in the interest of proper planning.

3. No development shall commence above ground until details of the facing materials including bricks, tiles, rainwater goods, windows and doors, to be used in the construction of the external surfaces of the new dwelling hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy 2014.

4. No development shall be undertaken (including any site and/or vegetation clearance) until an updated badger survey report for the site (including any necessary mitigation, compensation and licensing measures) has been provided to, and approved in writing by, the Local Planning Authority.

Reason: In accordance with paragraph 187 of the NPPF 2024 and Policy CS12 of the Gravesham Local Plan Core Strategy 2014.

5. No on-site building demolition, or works affecting the bat roost within Building B01 (as identified within Lizard Landscape Design and Ecology (25/11/24) Ecological Impact Assessment. Ref: LLD3294-ECO-REP-001-01-EcIA) shall be undertaken (including any site clearance) until one of the following has been provided to the Local Planning Authority which clearly shows that the impacts from the development with regards to roosting bats have been appropriately compensated for:
- A copy of the relevant granted protected species licence; or
 - A copy of a statement in writing from Natural England stating that such a licence is not necessary for the specified development.

Reason: In accordance with paragraph 187 of the NPPF 2024 and Policy CS12 of the Gravesham Local Plan Core Strategy 2014.

6. Non-bitumen coated roofing membranes (or breathable roofing membranes) shall not be used in any new roofing on-site or a certificate shall prove the roofing membrane has passed a 'snagging propensity test' if using a non-bitumen coated roofing membrane. This is to prevent bat entanglement and death.

Reason: In accordance with paragraph 187 of the NPPF 2024 and Policy CS12 of the Gravesham Local Plan Core Strategy 2014.

7. From commencement of works (including site/vegetation clearance) and for the duration of construction, all mitigation measures for habitats and protected and priority species shall be carried out in accordance with the details contained in section 4 of the Ecological Impact Assessment for The Convent of Mercy, Hillside Drive, Gravesend, by Lizard Landscape, Design and Ecology (Rev 01; Ref: LLD3294-ECO-REP-001-01-EclA; dated 25th November 2024). With regards to bats, all mitigation and compensation measures for bats shall be carried out in accordance with the aforementioned Ecological Impact Assessment unless additional and/or alternative measures are required by Natural England through the licensing process. Should Natural England require less mitigation than that detailed within the Ecological Impact Assessment, then all remaining measures shall be included as enhancements under the National Planning Policy Framework 2024. Bat mitigation, and any enhancements, shall be implemented as above and retained thereafter.

Reason: In accordance with paragraph 187 of the NPPF 2024 and Policy CS12 of the Gravesham Local Plan Core Strategy 2014.

8. The Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Net Gain Statement (Ref: LLD3294-ECO-REP-003-00-BNG), submitted with the planning application, for The Convent of Mercy, Hillside Drive, Gravesend, dated 27th November 2024 and prepared by Lizard Landscape Design and Ecology.

Reason: In accordance with paragraph 187 of the NPPF 2024 and Policy CS12 of the Gravesham Local Plan Core Strategy 2014.

9. The development shall not commence until a Habitat Management and Monitoring Plan(s) (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan, and including the information required by (a) to (e) below, has been submitted to, and approved in writing by, the Local Planning Authority:
- (a) A non-technical summary;
 - (b) The roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - (c) The planned habitat retention, creation and enhancement works to conserve, create and/or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan and the NPPF 2024. This shall include the provision of scaled and detailed soft landscaping plans, as well as planting schedules. This shall also include details of habitat features to be provided (e.g., hedgehog highways, bat and bird boxes) shown on scaled plans with details regarding numbers, target species, make and model, and precise locations (including height);
 - (d) The management measures to conserve, maintain and improve habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - (e) The monitoring methodology and frequency by suitably qualified person, in respect of the retained, created and/or enhanced habitat to be submitted to the local planning authority.

The retained, created and/or enhanced habitat specified in the approved HMMP(s) shall be managed, created and maintained in accordance with the approved HMMP(s).

Reason: To ensure the development delivers the required biodiversity net gain on site in accordance with Policy CS12 of the Gravesham Local Plan Core Strategy and Schedule 7A of the Town and Country Planning Act 1990.

10. Prior to any ground works taking place, a plan shall be submitted to the Local Planning Authority for approval showing full details of hard landscaping and surface finishes for the development, including details of a porous access drive and car parking area, any patio areas, any screening or boundary treatment by walls, fences or other means and any steps. The scheme shall be constructed in accordance with the approved details and completed, in its entirety, prior to the first occupation of the dwellings hereby permitted.

Reason: In order to protect and enhance the appearance and character of the site and locality in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy 2014.

11. Prior to the first occupation of the dwelling hereby approved, details of a soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the type and species of planting to be carried out, to include their quantity and size as well as arrangements for aftercare. The approved scheme shall be carried out in full during the first available planting season following first occupation of the dwelling hereby approved. Any trees or plants that die, are damaged, removed or become diseased within five years from the date that the soft landscaping scheme is implemented shall be replaced with a species of a similar size and species during the next available planting season.

Reason: To ensure that the landscaping is maintained in the long term in the interests of the visual amenity of the development and the wider area, in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

12. In this Condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs a) and b) below shall have effect until the expiration of 5 years from the date of occupation of the building for its permitted use.

a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any pruning approved shall be carried out in accordance with British Standard 3998 (Tree Work).

b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time as may be specified in writing by the Local Planning Authority.

c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this Condition and the ground levels within those areas shall not be altered, nor shall any excavation be made without the written consent of the Local Planning Authority.

Reason: To protect and enhance the appearance and character of the site and locality, in accordance with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy 2014.

13. The applicant shall undertake a watching brief during construction in case any contamination issue is encountered. If during development any contamination is found, the Local Planning Authority should be informed as soon as practical and the work shall not continue until written agreement is provided by the Local Planning Authority as to the appropriate measures to be taken to resolve the matter and they are satisfied that those measures have been carried out.

Reason: To prevent harm to human health and pollution of the environment in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy 2014.

14. Prior to the installation of any external lighting and prior to the first occupation of the dwelling (whichever is earliest), a detailed lighting plan to include the following:

- Plan showing location of lighting, light fittings and light spill
- Downward facing
- On a motion sensor (where possible)
- Follow the recommendations within Bat Conservation Trust/Institute of Lighting Professional's 'Guidance Note 08/23 Bats and Artificial Lighting at Night'

must be submitted to and approved in writing by the Local Planning Authority. It must demonstrate that the lighting plan has been designed in accordance with Bat Conservation Trust's 'Guidance Note 8 Bats and Artificial Lighting' guidelines (or subsequent editions/updates) and the replacement bat roosts will not be impacted by artificial lighting. The plan must be implemented as approved and maintained thereafter.

Reason: In order to limit the impact of the lighting on wildlife with regard to Policy CS12 of the Gravesham Local Plan Core Strategy 2014.

15. Notwithstanding the provisions of Article 3 and Classes A, B, C and E of Schedule 2 to Part 1 of the Town and Country Planning (General Permitted Development) Order 2015, as amended (or any provision equivalent to those classes in any statutory instrument revoking and re-enacting that Order, with or without modification), no enlargement, improvement or other alteration of the dwellings hereby permitted shall be carried out, including any alterations to the roof, including the installation of additional dormers and rooflights, and no additional buildings required for a purpose incidental to the enjoyment of the dwellings shall be provided in the curtilage of the dwelling houses.

Reason: In the interests of controlling development to protect amenity in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and paragraph 135f National Planning Policy Framework 2024.

16. Prior to commencement of works (including site clearance), a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- (a) Routing of construction and delivery vehicles to / from site.
- (b) Parking and turning areas for construction and delivery vehicles and site personnel, which may require supporting vehicle tracking/swept paths.
- (c) Timing of deliveries, avoiding network and school peaks where possible.
- (d) Provision of wheel washing facilities.
- (e) Measures to prevent the discharge of surface water onto the highway.
- (f) Temporary traffic management / signage.

The approved CEMP will be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason: To protect habitats and species from adverse impacts during construction.

17. Within three months of the commencement of development full details of cycle storage at a provision of 1 space per bedroom shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle storage shall be retained thereafter.

Reason: To ensure that the development is built in accordance with Policies CS11 of the Gravesham Local Plan Core Strategy 2014 and T5 of the Gravesham Local Plan First Review 1994.

18. Notwithstanding the provisions of Article 3 and Class L of Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any provision equivalent to those Classes in any statutory instrument revoking and re-enacting that Order, with or without modification), no change of use to HMO is permitted to either of the three dwellings herein approved.

Reason: In order that any proposal to convert to an HMO shall be subject of a planning application that the Local Planning Authority would wish to determine on its merits, having particular regard to protecting the amenity of adjoining properties.

INFORMATIVES:-

1 BIODIVERSITY GAIN PLAN

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Gravesham Borough Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

The permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
 - (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
 - (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
 - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
 - i) the application for planning permission was made before 2 April 2024;
 - ii) planning permission is granted which has effect before 2 April 2024; or

iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.6 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and

- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

2 DEVIATION FROM APPROVED PLANS

It is possible that any proposed deviation from the approved plans could be classed as a 'material' change requiring a further application/permission. In the event that any change is proposed, applicants are advised to seek advice from the Local Planning Authority [as proceeding without the necessary permissions could nullify this permission].

3 BUILDING REGULATIONS AND PARTY WALL ACT

This decision DOES NOT imply any consent which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

4 NAMING & NUMBERING

As a result of the changes to this property, it appears that a change has to be made to the national property gazetteer. It is a legal requirement that a property or premises is registered.

The Naming and Numbering Certificate, when issued, will reduce location or delivery problems via Royal Mail or other carriers, and importantly for the Police, Ambulance, and Fire & Rescue services. Registration is also necessary to register to vote, for utility connections, and will avoid duplicate addresses.

The Naming and Numbering service is provided by the Borough Council. The on-line form is available at the Planning/House Numbering page of the council's web-site <http://www.gravesham.gov.uk/street-naming> Please submit the application and the requisite fee in accordance with the guidance on the form.

5 AGREEMENT FOR IMPOSITION OF PRE-COMMENCEMENT CONDITION(S)

In accordance with The Town and Country Planning (Pre Commencement Conditions) Regulations 2018 and paragraph 36 of the Planning Practice Guidance the Local Planning Authority has agreed in writing with the applicant on 2 July 2025 to the inclusion of the following pre-commencement conditions.

Condition 3 - materials
Condition 4 - badger survey
Condition 5 - roosting bats
Condition 9 - habitat management and monitoring plan
Condition 10 - hard landscaping
Condition 16 - construction environment management plan.

6 STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION-MAKING

In accordance with Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and paragraph 39 of the National Planning Policy Framework (NPPF) 2024, the Local Planning Authority has approached the assessment and determination of this application in a positive and creative way and, where appropriate, has worked pro-actively with the applicant to secure a development that is sustainable and that improves the economic, social and environmental conditions of the area, and that is in accordance with the Development Plan for the area.

7 SOUTHERN WATER

A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

Please read their New Connections Services Charging Arrangements documents which has now been published and is available to read on their website via the following link

<https://beta.southernwater.co.uk/infrastructure-charges>

8 MAINS DRAINAGE

The foul sewage shall be removed by means of the mains drainage system and not by the use of non-mains sewerage systems, unless connection to the drainage system is not reasonably practicable. If foul sewage is to be removed using non-mains sewerage systems, a sewage treatment plant or septic tank system will be considered in preference to a cesspool. Such a system may require the prior consent of the Environment Agency under the terms of the Water Resources Act 1991. Applicants are therefore advised to discuss their requirements with the Environment Agency at the earliest opportunity. It should be ensured that the septic tank or cesspool is of adequate capacity to serve the proposed development and suitable access and hardstanding area shall be maintained to it on site.

DOMESTIC REFUSE ARRANGEMENTS: SINGLE DWELLINGS

The dwelling should have sufficient storage capacity to cope with the waste generated in between collections (1 week).

DOMESTIC REFUSE ARRANGEMENTS: ADVISORY NOTES

Plastic sacks are issues for solid waste storage and collection will be from the front entrance to the property adjacent to the road or footpath.

9 ASBESTOS

Owing to the likelihood of the existing building containing asbestos products, the applicant should be informed to contact the Health and Safety Executive (HSE) for advice on the submission of a suitable method statement for removal. Any asbestos found on site must be removed in a controlled manner by an appropriately qualified operator. This is in the interests of safeguarding the amenities of the surrounding area and safety.

Dated: 9 July 2025

Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Shazad Ghani
MPhil, MA, BA (Hons)
Head of Planning
Planning Service

NOTIFICATION TO APPLICANT

APPEALS TO THE SECRETARY OF STATE

- If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.

- If this is a **householder application*** which has been refused and you want to appeal against your Local Planning Authority's decision then you must do so within **12 weeks of the date of this notice**.
- For all other applications, refused or permitted, if you want to appeal against your Local Planning Authority's decision then you must do so within 6 months of the date of this notice.
- **For further information regarding Appeals and to make an application please click the relevant link:**
<https://www.gov.uk/appeal-householder-planning-decision>
<https://www.gov.uk/appeal-planning-decision>
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

***Householder applications**

These are:

- applications for planning permission for development of an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse, or
- an application for any consent, agreement or approval required by or under a planning permission, development order or local development order in relation to such development

but does **not** include –

- an application for change of use;
- an application to change the number of dwellings in a building.

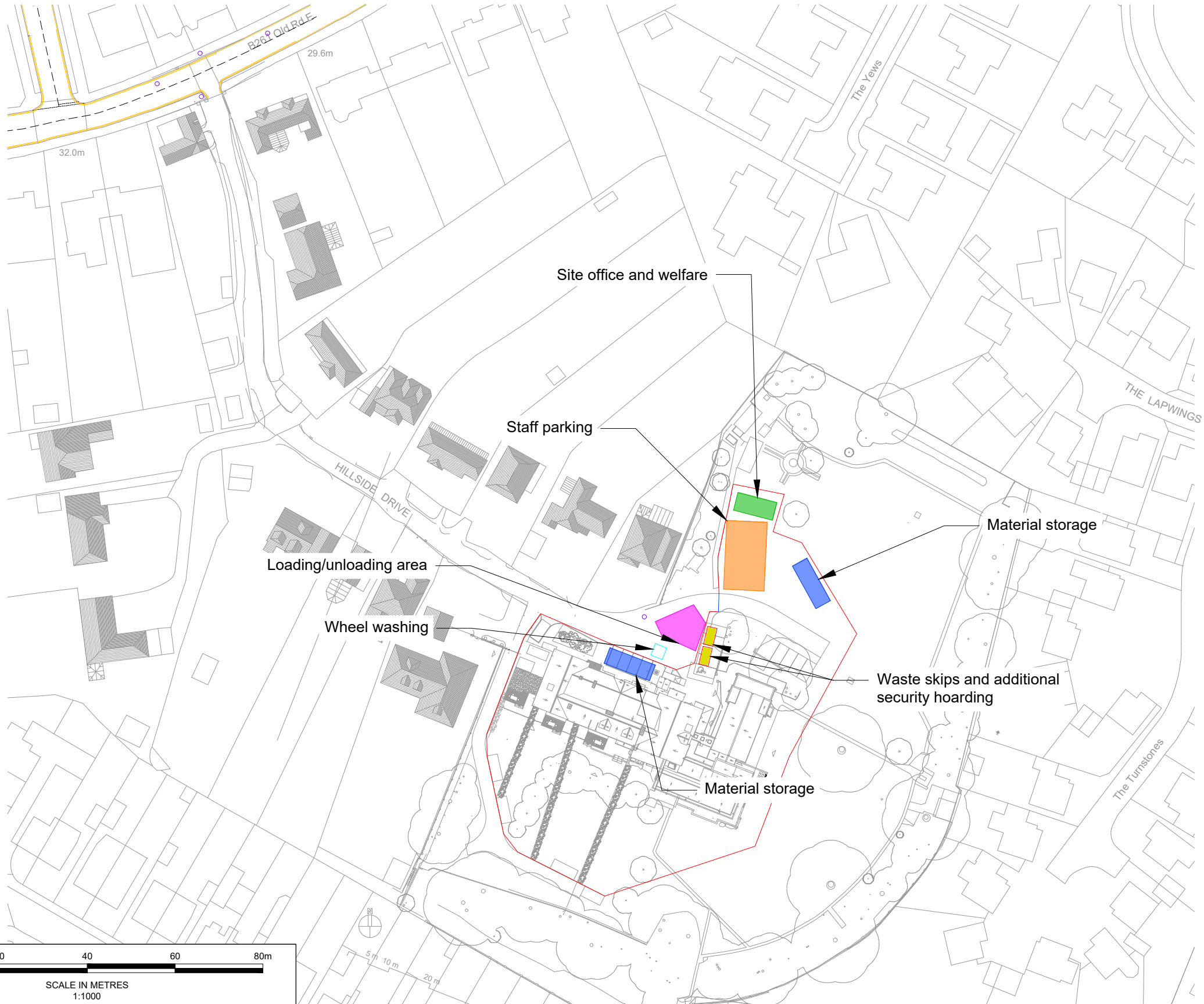
PURCHASE NOTICES

If either the Local Planning Authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor can he/she render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Appendix B

Site Setup Plans



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 Clay Architecture. Motion cannot guarantee the accuracy of the data provided.
3. Banksman locations are indicative and they will move with the vehicle. Trained banksman will escort all construction vehicles along Hillside Drive.

Legend

- Site Hoarding
- Site Gates
- Visibility Splay
- Loading/Unloading Area
- Material Storage
- Site Office/Welfare
- Staff Parking
- Waste Skip
- Wheel Wash Facilities

A	Updated Client Name	EF	DM	DM	04/12/2025
-	First Issue	EF	DM	DM	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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

Client:

C.A.P. Developments Limited

Project:

St Joseph's Convent of Mercy,
Hillside Drive, Gravesend, DA12 1NY

Title:

Site Setup

Scale: 1:1000 (@ A3)

Drawing:

2511032-01

Revision:

A

Appendix C

Swept Path Analysis

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C:\Users\eford\Motion\StaffSite - Cagrav 2511032\Drawings\2511032-01A.dwg

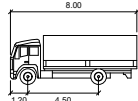


Notes

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2. This drawing is based on survey information supplied by Clay Architecture. Motion cannot guarantee the accuracy of the data provided.
3. Banksman locations are indicative and they will move with the vehicle. Trained banksman will escort all construction vehicles along Hillside Drive.
4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.

Legend

- Site Hoarding
- Site Gates
- Visibility Splay
- Loading/Unloading Area
- Material Storage
- Site Office/Welfare
- Staff Parking
- Waste Skip
- Wheel Wash Facilities



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

A	Client Name Updated	EF	DM	DM	04/12/2025
-	First Issue	EF	DM	DM	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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

Client:
C.A.P. Developments Limited

Project:
St Joseph's Convent of Mercy,
Hillside Drive, Gravesend, DA12 1NY

Title:
Swept Path Analysis - 8m Rigid

Scale: 1:1000 (@ A3)

Drawing:
2511032-TK02

Revision:
A

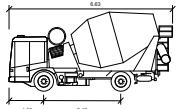
C:\Users\eford\Motion\StaffSite - Cagrav 2511032\Drawings\2511032-01A.dwg



- Notes
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Legend

- Site Hoarding
- Site Gates
- Visibility Splay
- Loading/Unloading Area
- Material Storage
- Site Office/Welfare
- Staff Parking
- Waste Skip
- Wheel Wash Facilities



Mercedes Econic Concrete Mixer

	metres
Width	2.40
Track	2.40
Lock to Lock Time	4.0
Turning Angle	30.7

A	Client Name Updated	EF	DM	DM	04/12/2025
-	First Issue	EF	DM	DM	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

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Client:
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Project:
St Joseph's Convent of Mercy,
Hillside Drive, Gravesend, DA12 1NY

Title:
Swept Path Analysis - Concrete Mixer

Scale: 1:1000 (@ A3)

Drawing:
2511032-TK03

Revision:
A

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- Notes
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Legend

- Site Hoarding
- Site Gates
- Visibility Splay
- Loading/Unloading Area
- Material Storage
- Site Office/Welfare
- Staff Parking
- Waste Skip
- Wheel Wash Facilities

Vauxhall Movano L3 RWD DRW Tipper Van

metres	
Width	2.10
Track	2.10
Lock to Lock Time	0.0
Steering Angle	40.0

A	Client Name Updated	EF	DM	DM	04/12/2025
-	First Issue	EF	DM	DM	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

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Client:
C.A.P. Developments Limited

Project:
St Joseph's Convent of Mercy,
Hillside Drive, Gravesend, DA12 1NY

Title:
Swept Path Analysis - Tipper/Delivery
Van

Scale: 1:1000 (@ A3)

Drawing:
2511032-TK04

Revision:
A

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- Notes
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Legend

- Site Hoarding
- Site Gates
- Visibility Splay
- Loading/Unloading Area
- Material Storage
- Site Office/Welfare
- Staff Parking
- Waste Skip
- Wheel Wash Facilities

Small Skip Lorry

width	: 2.30
track	: 2.44
lock to lock time	: 0.0
steering angle	: 34.8

A	Updated Client Name	EF	DM	DM	04/12/2025
-	First Issue	EF	DM	DM	27/11/2025
Rev.	Description	Drm	Chk	App	Date

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Client:
C.A.P. Developments Limited

Project:
St Joseph's Convent of Mercy,
Hillside Drive, Gravesend, DA12 1NY

Title:
Swept Path Analysis - Skip Lorry

Scale: 1:1000 (@ A3)

Drawing:
2511032-TK05

Revision:
A

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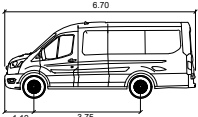


Notes

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Legend

- Site Hoarding
- Site Gates
- Visibility Splay
- Loading/Unloading Area
- Material Storage
- Site Office/Welfare
- Staff Parking
- Waste Skip
- Wheel Wash Facilities



L4 H3 Ford Transit
Width : 2.06
Track : 2.06
Lock to Lock Time : 6.0
Steering Angle : 40.0

A	Client Name Updated	EF	DM	DM	04/12/2025
-	First Issue	EF	DM	DM	27/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

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Hillside Drive, Gravesend, DA12 1NY

Title:
Swept Path Analysis - Delivery Van

Scale: 1:1000 (@ A3)

Drawing:
2511032-TK06

Revision:
A