

Construction Environmental Management Plan



Gravesham BC – Worchester Close

Planning Application Number: 20230136

Condition Number: 003

Prepared By: Elkins Construction

Date: 05/12/2024

Modern Building Traditional Values

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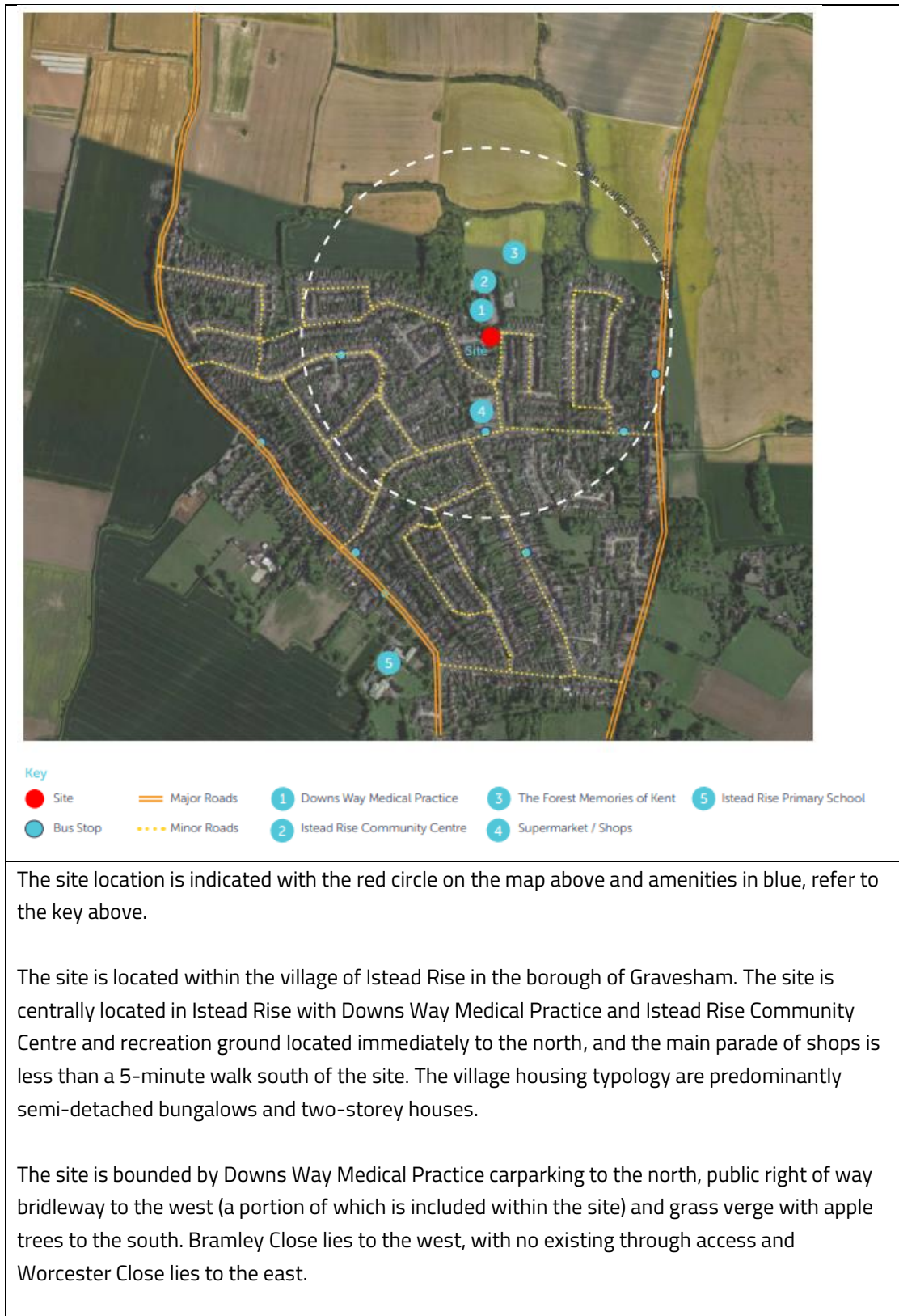
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1.0 Version Control

Revision History			
Rev	Date	Summary of Changes	Section & Number
01	05/12/24	Original Draft	All

2.0 Full address of the site

Land at Worcester Close', adjoining Bramley Close, Istead Rise, Gravesend, Kent, DA13 9LB



The site is well connected to modes of transport other than the private car. The nearest bus stops are 220 metres to the south of the site with frequent services to Sevenoaks, Bluewater and Gravesend. Meopham railway station is located approximately 2.8 kilometres to the south of the site with services to London Victoria, Ramsgate and Dover. There is also an existing cycle trail which connects Istead Rise to Gravesend along the A227.



The site is currently an open grassed area located adjacent to Worcester Close in the village of Istead Rise.

An existing public bridleway runs along the western boundary of the site from The Drove Way to the medical practice. Part of this bridleway lies within the site, but is currently inaccessible due to overgrown vegetation.

The site extends to approximately 0.13 hectares

The proposed Site Boundary Plan (Appendix A)

3.0 Working hours

Standard Working Hours:

- Monday - Friday: 08.00 - 18.00 hrs
- Saturday: 08:00- 13:00hrs (if required)
- Sunday, bank holidays and public holidays: at no time

Noisy work will not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 Section 61 Prior Consent.

4.0 Planning permission reference

Application Number: 20230136

There are no known neighbouring construction works within the vicinity. Other active and local construction sites in Gravesham are shown in Appendix B.

5.0 Anticipated start date and estimated duration of works

- Construction Period: 11/02/2025 – 30/01/2026
- Enabling Works: 11/02/2025 – 03/03/2025
- Sub-Structure: 04/03/2025 – 27/06/2025
- Superstructure: 27/06/2025 – 21/11/2025
- Internal Works: 01/09/2025 – 07/11/2025
- External Works: 21/11/2025 – 29/01/2026

It is not envisaged that updates to the CEMP will be required at each phase, but this is to be reviewed at each stage to ensure compliance.

6.0 Description of the work

The proposal involves the construction of 8 new affordable-rent residential units (Use Class C3) with associated vehicular and pedestrian access, car parking, cycle parking, refuse storage, and landscaping.

The construction method involves using pre-manufactured panels to drive productivity and provide extra speed, flexibility, and reliability than traditional construction. We will use a light gauge steel framing system and infill panels built in a factory away from the site.

The development will provide a mix of one and two-bedroom affordable homes and will provide a valuable contribution towards the Council's housing supply at a time when the Council cannot demonstrate a five-year housing land supply

The proposals will provide 8 new units comprising:

4 x 1B2P apartments (50%), 2 x 2B3P apartments (25%), 2 x 2B4P apartments (25%)

7.0 Site Team Project Directory

Position	Name	Phone	Email
Company Office		0208 692 4960	enquiries@elkinsconstruction.co.uk
Operations Manager	Jamie Watkins	07423680943	Jamie.watkins@elkinsconstruction.co.uk
Lead Senior Contracts Manager	Billy Mould	07917737914	billy.mould@elkinsconstruction.co.uk
Senior Contracts Manager	Trevor McLellan	07710077700	trevor.mclellan@elkinsconstruction.co.uk
Contracts Manager	Marnie Greenwood	07918238525	Marnie.greenwood@elkinsconstruction.co.uk
Site Manager	David Glisson	07766626670	david.glisson@elkinsconstruction.co.uk
HSEQ Manager	Ion Virlan	07748130368	Ion.virlan@elkinsconstruction.co.uk
HSEQ Quality and Compliance Manager	Jina Tzankova	07943377829	Jina.Tzankova@elkinsconstruction.co.uk
Customer Services Manager	Sarah Feleppa	07767101066	sarah.feleppa@elkinsconstruction.co.uk
Resident Liaison Officer	Daniela Grozavu	07817062363	daniela.grozavu@elkinsconstruction.co.uk
Emergency Number (24/7)*	Out Of Hours Operator	07432054504	n/a

*Our emergency contact number will be shared in our newsletters and displayed on the site hoarding.

8.0 Community Liaison

Elkins Construction will act as the project's community liaison.

A monthly newsletter will be posted and displayed on the hoarding outside of the site to provide regular updates to the local neighbours and the community on the upcoming works and details as the project progresses.

Elkins Construction has an allocated Resident Liaison Officer (RLO) for the project. The details will be provided in the introduction newsletter, which will be delivered to;-

- The Gap, Worcester Close, DA13 9LB
- 1 – 55 Worcester Close, DA13 9LB
- 1 – 12 Bramley Close, DA13 9LA
- 8 & 16 The Drove Way, DA13 9JZ
- Downs Way Medical Practice, Worcester Close, DA13 9LB
- Istead Rise Community Association, Community Centre, Worcester Close, DA13 9LB

The RLO will be responsible for:

- Explaining the programmed works and answering any initial queries raised by residents.
- Give details of our code of conduct whilst working on site.
- Be on hand to respond to any queries during the work.

The site will be registered with the Considerate Constructors Scheme and will also adhere to all relevant Client guidance.

9.0 Construction vehicle access and egress routes

The routes to and from the development site have been carefully considered and risk assessed.

Route Arrival (red arrows):

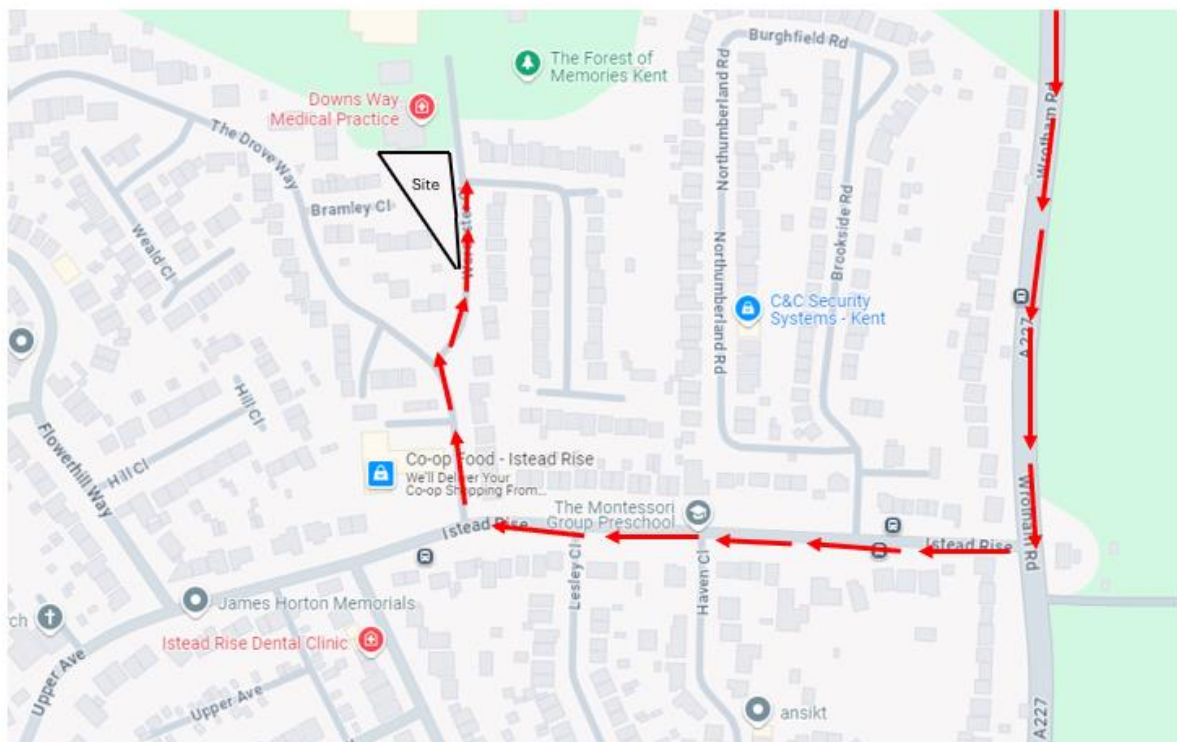
1. From Wrotham Rd/A227
2. Turn right into Istead Rise.
3. Turn onto The Drove Way
4. Turn right onto Worcester Close

Site Departure (green arrows):

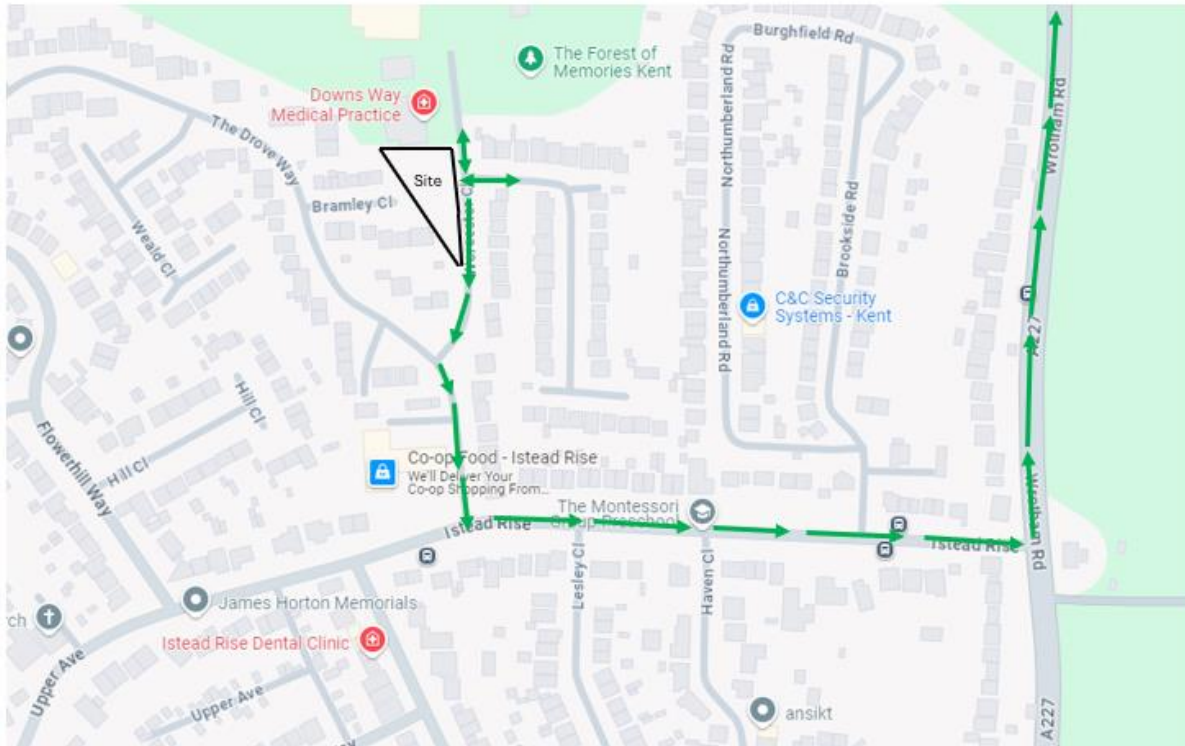
1. Turn on Worcester Close
2. Drive down Worcester Close
3. Turn left onto The Drove Way
4. Turn left onto Istead Rise
5. Turn onto Wrotham Rd/A227

9.1 Appendix C – Site Traffic Routes

Arrival Route



Departure Route



Signage will be erected to direct deliveries to the required routes and unloading zones, no signage will be erected on the public highway. Any traffic management will ensure priority is provided to non-motorised users and public transport.

Routing plans will be clearly communicated to suppliers and sub-contractors. All subcontractor and material orders will include documentation identifying the specific direction and routes to be taken. Ensuring all supply chain partners are issued with the site traffic management plan.

All vehicle drivers will be made aware prior to attending site that:

- Routes are within a 30mph zone; construction traffic is to travel at a maximum of 5 mph when entering the Istead Rise area.
- Downs Way Medical Practice and Istead Rise Community Centre are in very local proximity to the site.
- The site is located in a residential area with many local residents to the site.
- All delivery drivers must call the Site Manager 10 minutes before arrival to ensure the site is ready to receive deliveries without causing disruption to the area.
- Suitably qualified and experienced banksmen will oversee all vehicle manoeuvres to ensure: Construction vehicle drivers are aware of the presence of road users, cyclists and pedestrians and Road users.
- Any parked vehicles, street furniture, trees and private property are protected from potential damage caused by construction vehicle movements.

For further information refer to Appendix D for our full transport statement, which considers the development of transport characterises and its impact on the surrounding area.

10.0 Deliveries

All deliveries to the project compound must be pre-arranged with 24 hours' notice given to Elkins Site Manager by the relevant sub-contractor/supplier. All delivery vehicles and drivers must comply with the Elkins and Gravesham Council requirements.

All vehicles used must be Freight Operator Recognition Scheme (FORS) registered and fitted with the latest Construction Logistics and Community Safety (CLOCS) initiatives for cycle safety. Before commencing work on the contract, each driver who works on the contract will have a driving licence check with the DVLA and will have their licence rechecked regularly.

Elkins Construction will operate a simple and effective vehicle management procedure with the primary aims of ensuring that:

- Not more than one construction delivery vehicle attends the site at any one time.
- Construction delivery vehicles do not park up anywhere within the Istead Rise whilst waiting for a slot to attend site.
- Construction delivery vehicles do not circle the site on public highways within the whilst waiting for a slot to attend site.

The main elements of the vehicle management procedure are detailed below:

- The Principal Contractor will be responsible for and will control all deliveries and collections.
- Deliveries and collections will only be scheduled and accepted within the permitted delivery hours, avoiding clashes with the nearby school's typical drop-off and pick-up times.
- The Principal Contractor will prepare a delivery schedule which will be agreed in the planning phase and kept up to date by the Site Manager.
- The delivery schedule will be realistic and will allow adequate time for vehicles to access site, egress site and undertake their relevant functions whilst on site.
- The Site Manager will contact all delivery drivers prior to attending site to confirm arrival time
- In cases of delayed or failed delivery the Site Manager will liaise with the supplier and reschedule the delivery
- The Site Manager will ensure that the site is ready to receive delivery vehicles on arrival and that banksmen are in attendance to oversee all vehicle manoeuvres

Prior to any heavy load delivery at the site compound, a delivery loading and unloading method statement shall be produced and approved if applicable. An appointed person must control all deliveries whether representing Elkins or its sub-contractors employed on site. Persons controlling deliveries will be expected to brief the relevant parts of the method statement to all delivery personnel prior to commencing the delivery.

All delivery personnel must always wear the minimum mandatory PPE when on site. Any driver failing to meet this requirement will either be supplied with PPE or will be prevented from completing the delivery.

Where lorry-mounted equipment is to be used to complete deliveries, all relevant certifications and evidence of training must be provided prior to undertaking the delivery.

11.0 Construction vehicle types and frequency

The site will only require a maximum of one delivery vehicle on-site at a time, so an off-site holding area will not be required. Site activities and estimated vehicle movements for the duration of the project.

SITE ACTIVITY *	DURATION (WEEKS)	VEHICLE MOVEMENTS PER WEEK				
		TYPE 1	TYPE 2	TYPE 3	TYPE 4	TOTAL(AVG) PER WEEK
Site establishment	3	3			3	2
Groundworks and Drainage	12		35	118	15	14
Superstructure	20	35		5		2
M&E	8			6	14	2-3
External envelope (windows and brickwork)	6	4			16	3-4
Internal Floors	4	5			5	2-3
Landscaping	6	2	3	6	8	3-4
Dry lining & plastering (decoration)	8			8	8	2
Utility connections	3				6	2

*** SOME CONSTRUCTION ACTIVITIES WILL BE CARRIED OUT CONCURRENTLY**

11.1 Construction vehicle descriptions, dimensions and expected dwell times

Type	Vehicle description	Length (m)	Width(m)	Dwell time (mins)
Type 1	Rigid delivery lorries	10	2.5	30
Type 2	Concrete wagons	9.5	2.4	30
Type 3	Waste vehicle (muck-away and skips)	9.5	2.5	40
Type 4	General Deliveries (Flat Back/Covered Lorry)	6.9	2.5	20

12.0 Delivery and collection times

Consideration will be made to the local proximity to the residents and medical centre, deliveries to the site will arrive after 8:00 a.m. and no later than 5:00 p.m.

Permitted Hours for Deliveries & Collections:

Monday – Friday: 08:00hrs – 17:00hrs

Saturday – 08:00hrs – 13:00hrs

No Deliveries Between:

Sundays: at any time

The Site Manager will liaise and coordinate construction vehicle movements with the aim of reducing the cumulative impact of construction traffic.

13.0 Traffic Management & Deliveries

The speed limit for all site vehicles within the site compound is **5** mph.

Elkins will have arrangements in place to ensure safe movements and interactions between vehicles and pedestrians, on site. The Elkins Project Management Team will ensure that vehicular and pedestrian access routes are maintained throughout the life of the works for all users.

Vehicular routes that may be required for the use of emergency services will be assessed on a regular basis for their continued suitability and will be maintained accordingly. These routes will always be kept clear to allow emergency vehicle access, should the need arise.

14.0 Safe Movement of Vehicles & Pedestrians

Elkins will work with contractors to ensure adequate arrangements are in place at the site compound and site offices to ensure that Elkins operatives, contractors, and visitors are kept clear of vehicles and mobile plant by providing adequate traffic routes and other controls.

Walking routes will be clearly signed and segregated to prevent any risks arising from the movement of vehicles and mobile plant. The location of all walking routes will be communicated as part of the site induction and/or the Start of Shift briefing.

Vehicle reversing will be prohibited unless under the direction of a trained and competent Traffic Marshal, Banksman, identifiable by an orange vest.

Doors and gates used by pedestrians will be separated from vehicle routes and will enable pedestrians to see approaching vehicles and plant.

All vehicles being used for construction work shall:

- Be driven in a manner which is safe.
- Be loaded in a way that it can be driven, operated or towed safely.
- Have means to provide adequate visibility to the operator.
- Have suitable steps taken to prevent unintended movement of the vehicle and,
- Have the person in control of the vehicle able to give adequate warning to any person liable to be at risk from movement of the vehicle.

15.0 The parking of vehicles of site operatives and visitors

There will be limited parking provisions for site personnel and operatives; site parking will be available inside the site subject to the works taking place. The Principal Contractor will proactively encourage all site personnel and operatives to use public transport, vehicle sharing, and sustainable forms of transportation, such as cycling, when attending the site to minimize potential disruption to local residents.

In instances where site personnel, visitors, and operatives are required to park in residential streets, they must adhere to the signage and be considerate of local residents.

16.0 Loading and unloading of plant and materials

All mobile plant either hired direct by Elkins or through the supply chain will be examined prior to use by a competent person. As a minimum requirement, all mobile plant must be fitted with audible reverse warning (white noise), convex mirrors or CCTV, horn and orange flashing warning beacon. All plant to be fitted with reversing and 360-degree vision aids.

In line with industry-standard procedures, Elkins will ensure that their contractors provide information on quick hitches, that they are available in the cab of the relevant plant, and that Site Supervisors have verified the competence of Operators and Banksman on the quick hitch attachments to be used.

Machine Operators must wear seat belts, which are provided while driving any plant item. All Machine Operators must hold a current, valid UK driving licence and the appropriate ticket for the plant they are driving, all records will be retained.

The Machine Operator will ensure the machine is parked correctly, engine off and isolated, stored energy released, keys removed, and brakes applied, when leaving any machine unattended.

Should the machine be left unattended (the Machine Operator must be within sighting distance and easy reach), the doors shall be locked in addition to the above.

17.0 Storage of plant and materials used in constructing the development

All plant and materials will be stored securely within the site boundary. Materials will not be stored or left unattended in any public areas or on public carriageways, and carriageways will not be used for the storage of materials, plants, site offices, or any other construction-related facilities.

Upon delivery, plant and materials will be taken directly to the site; these movements will be closely supervised to ensure public safety.

18.0 The erection and maintenance of security hoarding

A solid timber hoarding will be erected to create a fully enclosed worksite, the hoarding will be approximately 2.4m in height, and will be erected for the Health & Safety of the public, prevention of unauthorised access and acoustic reduction purposes. For security measures, CCTV will be installed inside the site and operated when the site is closed. The area is well-lit with local street lights; the hoarding and boundary paths will be reviewed, and additional lighting will be installed as required.

The hoarding will be decorated in accordance with Local Authority guidelines and will clearly display the contractors contact detail and information regarding the development. The site hoarding will:

- Be high enough that it can't easily be scaled
- Be secure enough that it can't be knocked/down or penetrated
- Obscure the site visually, to deter opportunistic theft or temptation to enter
- Control access to the site through secure gates/access points

As required, the solid timber hoarding will feature lockable vehicle and pedestrian site entrances, doors will swing into the site to eliminate the risk of pedestrians being struck by an opening door.

The work site will be designed to ensure that:

- The pedestrian passage is always maintained at all times
- There will be an adequate number of qualified banksmen present during all vehicle movements. During these vehicle movements, the banksmen will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled.
- Vehicular access to adjacent properties is always maintained at all times, vehicle drivers will remain with their vehicles at all times to ensure that vehicles can be immediately moved to allow access and egress to neighbouring properties as required.
- A banksman will be present during deliveries and removals to make sure that the vehicle is positioned in accordance with this document.
- Emergency Access is maintained at all times.
- During vehicle movements, the banksmen will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled, during these instances all parties will be adequately forewarned of any blockages.
- Trees do not become damaged; tree protection will be installed to any trees that could potentially be damaged during these construction works.

19.0 Highways and Licences

When carrying out the building work, the safety of people on the perimeter roads and local area is paramount, to segregate the site safely, a hoarding will need to be put up around the perimeter.

During the construction phase, certain licences will be required for:-

- Hoarding licence
- Bridleway path closure
- Section 50 drainage works
- TTRO Partial Road Closure (if required) to facilitate the drainage works

Please refer to Appendix F for a visual of the location of the bridleway pathway and drainage works.

All licence permissions will be obtained in advance from Gravesham Council to obtain a valid and appropriate licence. The terms and conditions will be followed to comply with the requirements.

20.0 Wheel washing facilities

We confirm that appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. In addition, we also confirm that the Council will be informed promptly should any such damage to the highway occur.

The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable. Under no circumstances will concrete residue or other detritus be washed into the drainage system. Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials, and equipment.

In addition, the points below will also be implemented as the scope of works dictates:

- A wheel wash facility shall be provided at all vehicular access/egress gates to the development site to ensure that mud/detritus originating from the site is removed prior to leaving site and is therefore not deposited on the public highway.
- Wheel washing will be carried out by a suitably attired operative using a water-only system. All removed waste will be bagged up and disposed of using a regulated waste disposal permit.
- At no time will mud be washed into the foul water drainage system
- Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared. No development dirt shall be evident on the highway at the end of any working day.
- Where required the main contractor will provide an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits?

21.0 Measures to control noise and vibration during construction

The nearest potential receptors are:

- Residential dwellings on 1 – 55 Worcester Close, 8 & 16 The Drove Way, 1 – 12 Bramley Close
- The Gap Worcester Close
- Downs Way Medical Practice
- Istead Rise Community Centre

Communication with the local residents and businesses is important, as it will reduce any concerns about the adverse impacts of construction.

The site operations shall be subject to noise assessment (if required) and control measures implemented.

In terms of controlling noise from the development, the following mitigation measures could be implemented as and when required:

- a) If this were an option that did not affect productivity or compromise health and safety, the first action that would be taken at the site level would be to simply undertake a different (less impactful) activity on-site.
- b) If (a) were not possible, the next option would be to mitigate noise by limiting the periods of noisy work during any particular day. For example, work could be limited to 2 hours on/off to allow respite periods during the working day.
- c) Where, for practical reasons, such activity (a) or time limiting (b) cannot be achieved i.e. when undertaking a concrete pour or due to health and safety and/or structural reasons, the proactive construction of a noise enclosure, which should reduce noise levels in line with the noise criterion for all phases of the proposed work.

It is advised that Best Practical Means be employed throughout the construction process to reduce the likelihood of noise and vibration complaints.

All Trade-contractors are to implement best practicable means to minimise noise in accordance with current statutory regulations and local requirements. Where necessary Trade-contractors will include within their proposed method statement a noise assessment that states how they will mitigate noise emissions. The Site Manager will instruct the stoppage of any operation they deem to be unreasonably noisy. All Contractors will ensure that Personal Protective Equipment to comply with Noise at Work Regulations 2005 is issued to their own operatives.

The proposals regarding general noise and vibration mitigation would be in accordance with BS 5228-1:2009 and would comprise of the following, where possible:

- Investigate the cause of the complaint.
- Investigate as to whether the agreed limits have been exceeded.
- Provide a response regarding the complaint.
- Good communication with the adjacent residents is required, especially during periods of high noise and vibration.

- Switching off engines where vehicles are standing for a significant period.
- Fitting of acoustic enclosures to suppress noisy equipment as appropriate.
- Operating plant at low speeds and incorporating automatic low speed idling.
- Selecting electrically driven equipment in preference to internal combustion power, hydraulic power in preference to pneumatic and wheeled in lieu of tracked plant.
- Properly maintaining all plant (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced, etc.)

22.0 Measures to control the emission of dust and dirt during construction

The GLA guidance, which is used as a benchmark for developments across the UK, suggests several mitigation measures that should be adopted in order to minimise impacts from dusts and fine particles.

Dust must be controlled through the hierarchy of controls and used in conjunction with RPE unless dust monitoring conducted by an occupational hygienist indicates otherwise. Silica must be controlled through COSHH assessment.

All high-risk activities using cut off saws and power tools must have suitable dust suppression as well as RPE. This includes EITHER On-tool extraction e.g., chasing concrete or mortar, scabbling or grinding, drilling holes, dry coring and cutting and sanding wood or Water suppression e.g., cutting materials such as concrete, brick, roof tiles, with pneumatic or hydraulically powered cut off saws, wet coring, soft strip demolition and removing small rubble, dust and debris.

Dust inspections/ toolbox talks (TBT):

All employees shall be provided with an appropriate induction and ongoing briefings and tool box talks (TBT) regarding management of environmental issues (i.e. dust mitigation measures required from the works they are carrying out, etc.).

Weekly visual dust site inspections shall be carried out to monitor compliance with air quality and dust control procedures, and to monitor site outside the work site.

Records of inspection results shall be maintained within the respective site offices, and make available to the Local authority when asked

When activities with a high potential to produce dust and emissions are being carried out during prolonged dry or windy conditions, daily dust visual inspections at the boundary of such activities shall be completed to ensure dust and emissions are controlled.

Record any exceptional occurrences causing dust episodes on or off the site and the action taken to resolve the situation.

In the event of non-compliance with obvious visual impacts and/or complaints, the following measures shall be implemented: Immediately undertake an investigation of activities on site to ascertain whether any visible dust is emanating from the site or activities are occurring that are not in line with dust control procedures. If on-site sources are identified, the relevant activities shall be rectified and/or suspended where practicable until remedial measures can be implemented. Actions shall be recorded in a site logbook. The activity shall then be monitored to ensure that the mitigation measures are working and that there is no repeat incident. If the cause of the alert is not related to site operations, the outcome of any investigations shall be recorded in the site logbook."

Appropriate measures that could be included in the construction of the proposed development include:

- Sufficient water suppression during demolition work and other major dust-generating activities, such as cutting, grinding and sawing
- Skips, chutes and conveyors should be completely covered and, if necessary, enclosed to ensure that dust does not escape
- No burning of any materials should be permitted on-site
- Any excess material should be reused or recycled on-site in accordance with appropriate legislation
- Developers should produce a waste or recycling plan
- Following earthworks, exposed areas and soil stockpiles should be re-vegetated to stabilise surfaces, or otherwise covered with hessian or mulches
- Stockpiles should be stored in enclosed or bunded containers or silos and kept damp where necessary
- Hard surfaces should be used for haul routes where possible
- Haul routes should be swept/washed regularly
- Vehicle wheels should be washed on leaving the site
- All vehicles carrying dusty materials should be securely covered
- Delivery areas, stockpiles and particularly dusty items of the construction plant should be kept as far away from neighbouring properties as possible

23.0 Statement to confirm sign up to considerate constructor's scheme

The site will be registered with the Considerate Contractors Scheme and that a copy of their certification will be made available on request.

All relevant information/signage relating to the Considerate Contractors Scheme will be displayed in a prominent position on the site hoarding.