

TOTAL PROJECT
INTEGRATION

CONSTRUCTION
ENVIRONMENTAL MANAGEMENT
AND LOGISTICS PLAN

1-5 MARKET PLACE & MARKET STREET
DARTFORD
KENT
DA1 1EX



TOTAL PROJECT INTEGRATION

1-5 Market Place & 1 Market Street, Dartford, Kent, DA1 1EX

Construction Environmental Management and Logistics Plan – Rev 001 – 22nd February 2024

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TOTAL PROJECT INTEGRATION

Document Control Sheet:

Project Name: 1-5 Market Place & 1 Market Street, Dartford, Kent, DA1 1EX

Client: Market Street Dartford Limited, 35 Ballards Lane, London, N3 1XW

Planning Approval: Ref: DA/23/00207/VCON - dated 3rd November 2023 – Vary Condition of Original Planning Permission DA/21/00495/FUL dated 12th March 2020.

Total Project Integration have been appointed by Market Street Dartford Limited for services in relation to Project Management in connection with progressing the Construction Management Plan and demolition works at the site known as 1-5 Market Place & 1 Market Street, Dartford, Kent, DA1 1EX.

1. Project Overview

The Proposal

The proposed scheme relates to the development of land, situated at 1-5 Market Place & 1 Market Street, in Dartford. The planning decision has been granted permission to vary condition by Dartford Council on the following appeal given the reference 23/00207/VCON.

The application relates to the demolition of existing buildings at the corner of Market Place and Market Street and the erection of a replacement mixed use 6-storey building comprising a retail area at ground floor and 23 residential apartment units across the 5 floors above.

The site is immediately adjacent a local and regional highway network (A226) and is predominately a retail environment in nature but overlooks Dartford Central Park.

This CEM&LP looks to address the criteria within Condition 6 of the planning conditions. This condition is listed in detail below and covered off within this document.

Condition 6

Prior to commencement of development on site, a Construction Management Plan shall be submitted to and approved by the local planning authority covering the following issues:

- (a) Routing of construction and delivery vehicles to/from the site.
- (b) Parking and turning areas for construction and delivery vehicles and site personnel.
- (c) Timing of deliveries.
- (d) Provision of wheel washing facilities and measures for cleaning the highway.
- (e) Temporary traffic management/signage.
- (f) Location of the construction compound.
- (g) Loading and unloading of plant and materials.
- (h) The erection and maintenance of security hoarding.
- (i) Details of construction lighting.
- (j) Measures to control the emission of dust, dirt, noise and vibration during construction.

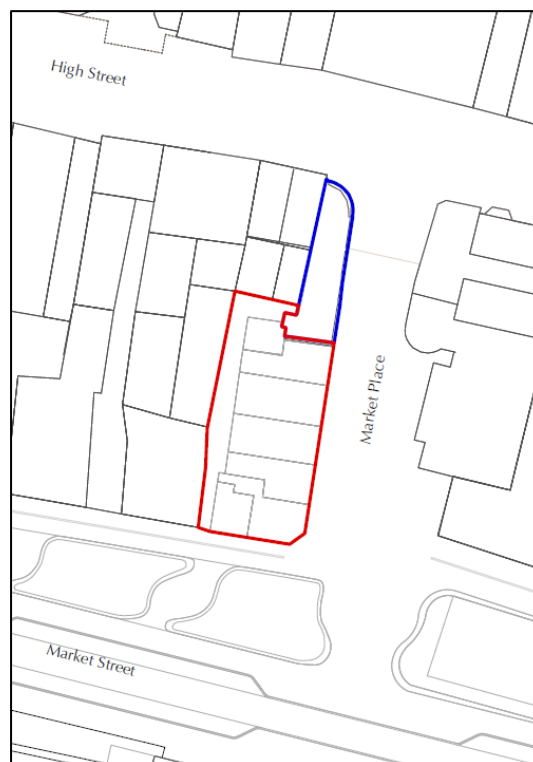
The construction works shall be carried out in accordance with the approved details.

2. Site Location

The site is located on the corner of Market Street and Market Place, within the Borough of Dartford. The area surrounding the site is predominantly retail in character, except for the Dartford Borough Museum, Dartford Library, and Dartford Central Park, which are all nearby.



Existing View of The Site from Market Place



Existing Site Plan - Red Line Indicates Site Boundary.

3. Proposed Site Set Up

Upon commencement of activities on site the construction site will be made secure through fencing, heras fencing, hoardings and site wide lighting. A hoarding licence will be required to be obtained from Dartford Borough Council prior to these works commencing and all works shall be completed in accordance with this licence.

Throughout the demolition and construction period, no footpaths or roads will be completely suspended, however, the footpath to the South of the site, parallel to Market Street, will be obstructed by the hoarding line, that will take up half of the current allowed footpath space. This will also be the case for the path along the Eastern boundary of the site, on Market Place, where the hoarding line will protrude around 5 metres into Market Place, to allow for a suitable demolition / construction buffer zone, as well as ample space for site welfare, storage, and wheel washing facilities. Although the hoarding line will protrude into the public footpaths surrounding the site, there will still be sufficient space for pedestrian access and circulation, as well as deliveries that require access through Market Place to service other businesses. This hoarding arrangement will be present for the duration of the demolition and construction works.

Loading bays will be incorporated into the area away from the public domain to allow for the delivery of site materials and plant. Though these are not estimated to be needed, any required suspensions will comply with Dartford Borough Council's policies and works will be carried out in line with any suspension permits obtained. A skip licence will be obtained from Dartford Borough Council and works will proceed in strict adherence with the licence.

All vehicle movements and deliveries will be scheduled in to limit multiple construction vehicles arriving simultaneously. If more than one vehicle tries accesses the site, vehicles will be turned away to limit the effect on the surrounding area. All vehicles will enter the designated loading area and will be directed by Traffic Marshals to ensure the safety of the public.

Prior to any works commencing on site, dust monitors will be installed on site and regularly reviewed to make sure all activities are within safe working limits.

4. Demolition Phase Site Set Up

A plan of the initial site set-up for the demolition phase can be found in Appendix B.

Pedestrian access around the perimeter of the site will be maintained to allow sufficient space for the public to navigate around the site.

Emergency access into the site will be maintained through locked gates within the site hoarding. Gates will be always locked to keep the site secure. In the event of emergency access being required, the contractor and traffic marshalling team will escort and open all entrance gates. Out of hours access will be provided by the main contractor.

Construction traffic will access site from one gate to the South-East of the site, by the entrance to Market Place. This gate will be permanent and will manage both access and egress to and from the site, for loading and unloading. The entire hoarding line, including the access gates, will be 2.4m high hoarding with Client advertisement / project information on the outside.

Although it is not expected, Footpath Suspension & Road closures will be obtained from Dartford Borough Council and all works will proceed in accordance with the relevant permits.

Site welfare cabins for the demolition phase will be mobile units and will allow the project team to relocate the cabin as required to mitigate and reduce the risks to operatives working on site. At all times the mobile cabins are to be located within the loading area furthest away from any

live demolition. These facilities will include a site office, site canteen, toilets with hot water and drying room. The welfare unit will be located away from the working area; the emergency muster point will be suitably located away for any live works.

All site traffic will require accessing and exiting site in accordance with Appendix A – DHA Transport Planning Drawings.

5. Demolition Plan

Demolition of the structures will be carried out within controlled areas segregated by Solid hoarding and access being monitored by banksmen.

Only the machine operator and machine will be allowed inside the debris area and the buffer zone.

The building will be demolished by high reach demolition Excavator fitted with specialist demolition attachments undertaking progressive fragmentation.

Demolition will commence at the front of the building from the footpath within the hoarding line. The building will be demolished structurally bay by bay.

Collapse of the building will be undertaken by causing the load bearing sections to fail and collapse within the imprint of the building being worked upon allowing for over spill within the fenced area.

The demolition driver will be an experienced demolition operative Suitably Qualified and Experienced Person (SQEP) and will demolish each section of the structure in a controlled manner structural bay by structural bay.

Each section of the building once raised to the floor will have the arising sorted and loaded away as required, the following will be worked with;

- Concrete
- Brick and Block (Hard-core)
- Steel RSJ
- M&E
- Concrete and brick will be processed and crushed off site.

Hold Point

While operatives are working within the slew radius of the machines the banks man will stop the machines working or relocate the machine to another area while hand picking is in operation.

Steel RSJ and M&E will be removed mechanically, processed to fit skip sizes and loaded away into awaiting skips for recycling.

On completion of the demolition of the structures and the sorting and loading away of the arising the floors slabs will be kept to be used as a piling matt. The demolition contractor will break out specific areas identified by the structural engineer.

Any voids will be backfilled to remove open excavations and risk of collapse or falling into.

Excavations if left open will be demarcated of temporally utilising chapter 8 fencing and or crowd barriers until backfilling can commence.

6. Construction Site Set Up

A plan of the initial site set-up for the construction phase can be found in Appendix B.

Pedestrian access around the perimeter of the site will be maintained to allow sufficient space for the public to navigate around the site.

Emergency access into the site will be maintained through locked gates within the site hoarding. Gates will be always locked to keep the site secure. In the event of emergency access being required, the contractor and traffic marshalling team will escort and open all entrance gates. Out of hours access will be provided by the main contractor.

Construction traffic will access site from one gate to the South-East of the site, by the entrance to Market Place. This gate will be permanent and will manage both access and egress to and from the site, for loading and unloading. The entire hoarding line, including the access gates, will be 2.4m high hoarding with Client advertisement / project information on the outside.

Although it is not expected, Footpath Suspension & Road closures will be obtained from Dartford Borough Council and all works will proceed in accordance with the relevant permits.

Site welfare cabins for the construction phase will be located to the North-East of the site on Market Place, within the hoarding line, and will not require the closure of any roads or footpaths, therefore it is anticipated that no permits or licences will need to be obtained from Dartford Borough Council to accommodate site welfare.

All site traffic will require accessing and exiting site in accordance with Appendix A – DHA Transport Planning Drawings.

7. Construction Plan

Following the commencement of the construction phase the site will be set up in accordance with the construction phase site set up plan detailed above.

A piling rig will be delivered and set up within the site compound and will drive contiguous piles into the ground forming the new basement walls.

There will be no piling taking place until an in-depth piling method statement has been submitted to and approved in writing by the Dartford Borough Council in consultation with Thames Water.

The contractor appointed is to progress in strict accordance with the design, and the engineer is to view the works at each stage signing off the relevant measures proposed, confirming works can progress.

A further detailed construction management appendix shall be submitted once a competent contractor has been appointed in which will develop the terminology and sequence of works further in dept.

This plan is to be resubmitted to the local authority for approval prior to further works progressing.

8. General Site Set Up

During the construction the site will be protected by a suitable construction hoarding a minimum of 2.4m tall to the perimeter of the site, the hoarding will be constructed from solid painted timber hoarding and gates will be erected around the site as appropriate. The hoardings will, on completion of the works, be dismantled.

The site benefits from existing hoarding around the site and prior to any works commencing onsite this hoarding will be inspected with any areas found to be inadequate either repaired or replaced. These hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure effective communication with the neighbouring residents and local businesses. 110v LED bulkhead lights will be installed as part of the hoardings to ensure footpaths, signage and notice boards are well lit.

The set-up will take into consideration site logistics and traffic management to effectively manage operations and assist with implementation of measures detailed in the subsequent sections of this Plan. The set-up will identify locations for the following facilities.

- Hoarding and Gates
- Lay-down/Loading/Unloading Area
- Lifting Areas
- Reception/ Meeting Room Area
- Scaffolding Zones
- Secure Storage Area
- Welfare Facilities
- Wheel Washing Area

Any marketing treatment to the hoarding to be confirmed by the client in due course.

Hoarding will be constructed in accordance with the terms of the Temporary Structure License to be obtained by the Contractor. Hoarding will be erected and dismantled in a safe manner in conjunction with the current legislation (Section 172 of the Highways Act 1980 and Chapter 8 of the Traffic Signs Manual under the New Roads and Street Works Act 1991) and Health and Safety Executive guidelines. All site boundaries will be totally enclosed by clean, safe and well-maintained hoardings.

Site Safety Notice Board will be in a prominent position and will be regularly updated. Hoarding and H&S notice boards will be clearly erected with the relevant information displayed. Out of hours contact for the site management team are to be always provided on the perimeter of the site for reference by the public and emergency services.

Site entrance gates will be installed to the hoarding to provide physical separation of both plant and material deliveries from operative and visitor access. This gate will be permanently staffed during site working hours and remain locked when site is closed. CCTV will be installed and operated remotely monitoring the site throughout the construction period.

24/7 remote site security will be provided on site for the duration of all phases of the construction process.

The site will accommodate a site compound off the public highway for all phases of the project. This facility will be located on-site. No reliance will be made on an on-street storage facility.

The location of the site accommodation for the construction phase will need to be assessed in due course by the appointed Principal Contractor by prior agreement, however a location by the North end of the site seems most appropriate to maintain access through Market Place for deliveries and pedestrians.

In managing any conflict that might occur between pedestrian and construction vehicles it is relevant to note that construction vehicle activity at the site will benefit from the direction of dedicated (suitably qualified) members of staff who will always act as banksmen.

The banksmen will ensure that any pedestrians are aware of the construction activity and associated vehicles at the site and will direct vehicles and pedestrians / cyclists, as necessary. No public access into the main site will be allowed and pedestrian access will be fully separated from all trafficked routes.

At the time of writing the final Shell & Core contractor are unknown and are subject to further discussions with the Dartford Borough Council and the appointed Principal contractor.

Construction materials will always be unloaded or loaded via loading bays on-site, within the site compound area or suspended parking bays dictated by Dartford Borough Council.

Material store will be limited and therefore deliveries of plant and materials should be managed on a 'just in time' basis. Construction materials will, in the main, be unloaded/ loaded via loading bays on/off-site, within the site compound area. Coordination and scheduling of all deliveries will be required to minimise disruption for the neighbouring properties and roads.

All deliveries will be diarised in advance to ensure that the suitable resources and traffic management is always in place.

The development will comply with all parts of the Construction Management Plan and has an overarching aim to reduce the environmental impact, highway safety risk and congestion associated with the programme of the proposed development. The following objectives have been identified to achieve the projects aim.

- Manage the delivery and storage of construction materials, and removal of waste in a safe and efficient manner.
- Plan and manage deliveries that could be reduced, re-timed or even consolidated,
- Particularly during peak periods.
- Reduce congestion on construction routes and ease pressure on the environment.
- Improve the reliability of deliveries to the site.

The details of the Construction Phase Plan will be compiled by the Principal Contractor once appointed. The Principal Contractor will consult with the Council as necessary to review the Construction Management Plan with any revised Plan thereafter being updated by the Contractor, for approval.

A suitable fire management plan is to be implemented on site for the duration of the works, with an agreed muster point for all operatives.

This fire management plan will be issued to the Dartford Fire Station for their information.

This again will be reviewed on a phase-by-phase basis.

The proposed contractors' compound will be located wholly on site with secure hard-standing and an area for temporary accommodation, storage and car parking.

A wheel washing facility will be provided at all point of vehicle egress from site from commencement to completion. This facility will be located to suit the relevant phase ongoing at the time.

The main site compound will contain management accommodation, operative welfare and administrative facilities, plus a storage area for plant and materials.

Electricity, water and telephone connections will be made to the site compound. This will provide a secure location for materials, plus a limited parking area for. Full details of proposed

storage areas for any subsequent development phases will be submitted for approval, as and when is required.

The Principal Contractor once appointed will implement a 'green transport policy' to minimise the emissions from vehicles travelling to site.

This document will promote the use of public transport and car sharing to site. Temporary EV charging points are available within the local surrounding area.

This 'green transport policy' will form part of the site induction for both management and operative teams.

9. Security

Guarding

24/7 remote security guarding will be employed on site for the duration of the development. This will include both static and mobile operatives located at the points of access to the site.

The guarding will prevent unauthorised entry or exit from the site. Site gates will be closed and locked when there is no site activity.

Site Lighting

Construction lighting will be sited to minimise visual intrusion and light spillage / pollution at nearby residential units, as far as is consistent with the site safety requirements.

The Principal Contractor will comply with the Institute of Lighting Engineers document 'Guidance notes on reduction of light pollution' (2000) to a degree that is practicable and applicable to the construction works.

Public Safety

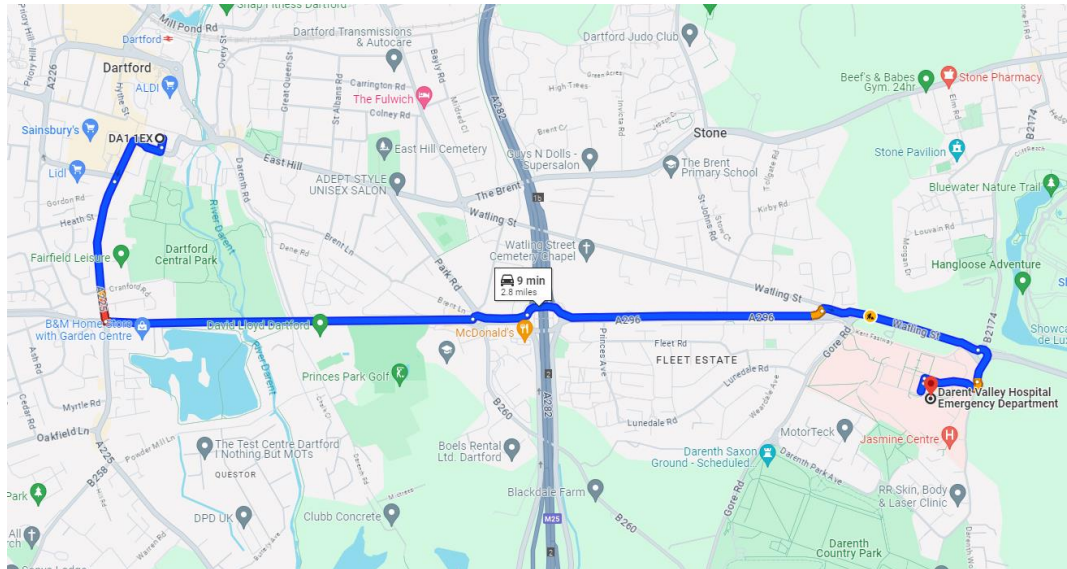
The safety of the public and protection of pedestrians will be always ensured. The construction areas, material storage areas and waste storage areas, either always hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public, including those focused on children.

A safe and secure route will be maintained to Panda House and surrounding residents.

A minimum of 2 weeks prior to any works on site, advance written warning will be circulated to the residents in the immediate vicinity and a letter drop will be undertaken with the described works and relevant contact numbers of both the Principal Contractor and the Project Manager.

This correspondence will be circulated to the residents and businesses of Market Street, Market Place, and High Street. On the commencement of each phase or should an adjustment to the Construction Management Plan be required an update will be released of any changes for the works.

The nearest large A&E hospital is Darent Valley Hospital, Darent Wood Road, Dartford, DA2 8DA, which is a 9-minute drive away. The emergency services can be reached for emergencies on 999 however any non-emergencies the hospital can be contacted on 01322 428100.



Route To Closest NHS -A&E Facility

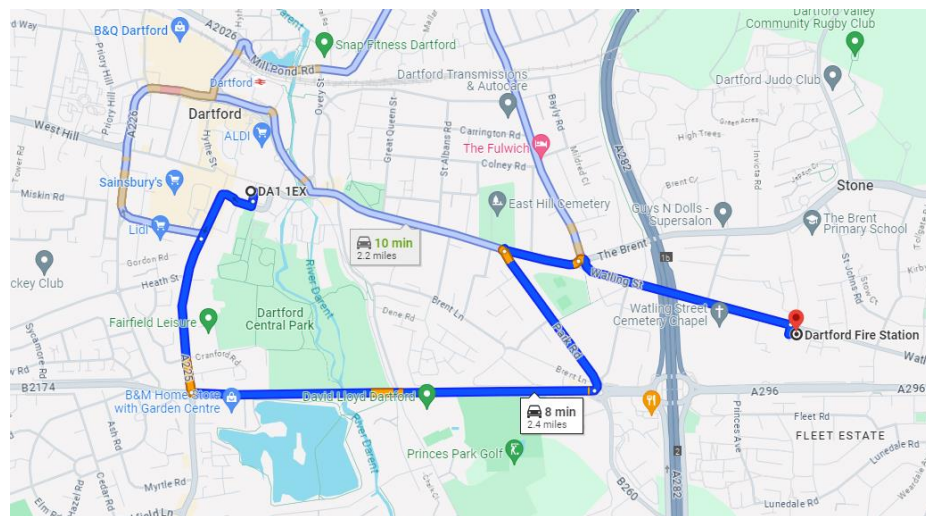
Fire Escape Routes

Fire escape routes, fire-fighting stations, alarm points, muster points and practice drills within the works will be detailed by the Principal Contractor appointed at each phase and reviewed prior to commencement of each phase of the works.

Within the site, all operatives and sub-contractors will be made aware of the fire procedures prior to accessing the site. Within each phase, site conditions will evolve and a new plan for escape routes, firefighting access, and muster points discussed and planned out. This section will be updated as required.

A site muster point will be located away for construction and within the site boundary. Weekly fire safety briefing will be held with regulate alarm testing and periodic drills.

The nearest fire station to site is Dartford Fire Station, Watling Street, Stone, Dartford, DA2 6EG, which is an 8-minute drive from site. The fire station can be contacted by calling 999 or for non-emergencies on 01622 692121.



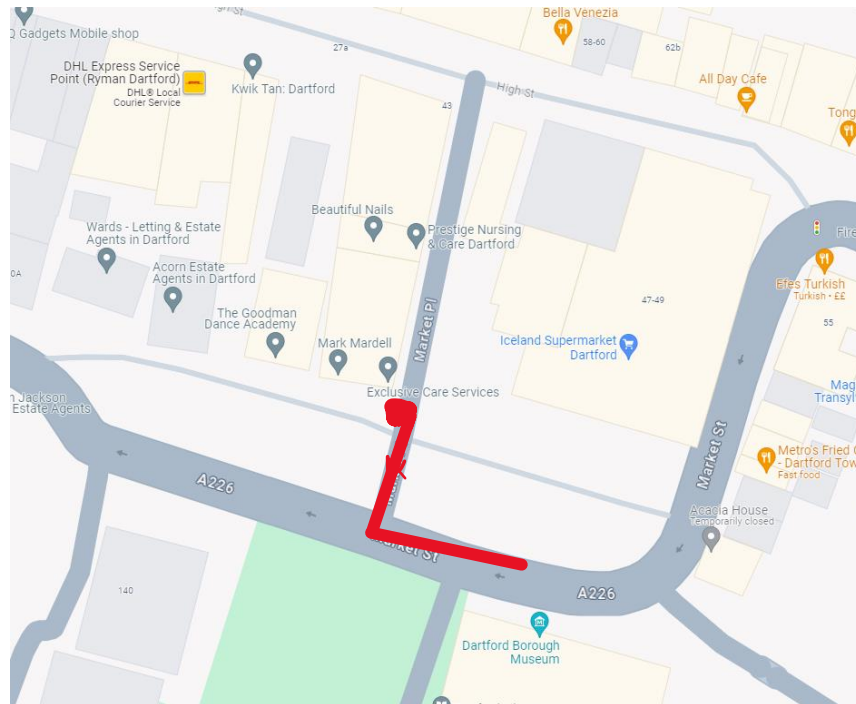
Route From Nearest Fire Station

Emergency Access

A suitable emergency access arrangement will be confirmed by the Principal Contractor appointed. The main access routes into the site will be kept clear of any construction traffic and will always allow for continuous access by the emergency services.

Hailing of emergency services will be actioned in accordance with on-site emergency procedures which will evolve and continually be updated as the project progresses through the relevant phases. This document will be updated to reflect each stage of construction.

Emergency services will be able to always access the site by Market Place just off Market Street as shown in the below diagram.



Emergency Entrance Route into Site

10. Good House Keeping and Site Welfare Arrangements

The Principal Contractor will always follow a 'good housekeeping' policy. This will include, but not necessarily be limited to the following.

- Ensure considerate site behaviour of the Contractor's and all sub-contractor staff.
- Prohibit open fires.
- Ensure that appropriate provisions for dust control and road cleanliness are implemented.
- Remove rubbish at frequent intervals.
- Frequently inspect, repair and re-paint as necessary all site hoardings to comply with the conditions of the relevant Hoarding License. All flyposting and graffiti are to be removed as soon as reasonably practicable and within 24 hours of notice from the Council.
- Maintain toilet facilities and other welfare facilities for its staff including canteen, changing room etc.
- The main access road into the site will be kept clean and presentable,
- Remove food waste; and,
- Prevent vermin and other infestations.

11. Induction / Site Rules / Consultation

Each person wishing to access the site will receive a project specific induction, with such inductions introducing the project, a description of the project risks and a review of the individual's competency. Site access passes will only be distributed following the formal site induction from the principal contractor's management personnel. All site operatives (and visitors) will be inducted prior to commencement on site without exception.

The induction process will include the following:

- a. Expected behaviour toward others on site.
- b. Drugs and alcohol policy.
- c. Identification of smoking areas.
- d. PPE and safety issues.
- e. Welfare facilities and use thereof.
- f. Security issues.
- g. Emergency procedures; and,
- h. Good and bad practice.
- i. Green Transport Plan

The appointed Principal Contractor will provide site inductions in languages other than English where appropriate and site signage in picture format to assist communications.

Regular "toolbox talks" will be undertaken by the CLP coordinator and sub-contractors, highlighting relevant health and safety issues as the works progress.

12. Health & Safety

To minimise the risk and control exposure, the Client will appoint a Principal Designer and comply with their responsibilities under the Construction Design and Management Regulations.

The Principal Designer will review all RAMS and inspect the works on a regular basis. Should any concerns be raised with the working on site a report will be circulated with actions for the principal contractor to close out. The Principal Designer will provide input at the early detailed design stage on all activities.

The H&S procedures set out by the Principal Contractor will be diligently monitored throughout the project.

All aspects of the Health & Safety at work act 1974 will be implemented on site and signage will be displayed at the entrance of the site and within the welfare facilities on site.

All PPE will be provided by the Principal Contractor and their sub-contractors. No works will be able to commence without suitable RAMS having been provided and reviewed by the Principal Contractor for each activity on site.

The Principal Designer will plan, manage and coordinate all health and safety matters during the pre-construction phase of a project. The Principal Designer employed in connection with the scheme will be circulated to the construction team prior to any works commencing on site.

The Principal Contractor will plan, manage and coordinate health and safety during the construction phase of a project involving, or likely to involve, more than one contractor. Any Contractor working on site must plan, manage and monitor all work carried out by themselves and their workers.

All works are to have a risk assessment prior to commencement of any task within the construction boundary.

Works prior to commencing will be notified to the HSE and full compliance will be adhered to by the Principal Contractor. A valid F10 will be on display both at the entrance to the site along with being displayed within the site welfare.

Any Accident, incident or near miss is to be reported to the site management team at once and works stopped until a report has been undertaken deeming the area/ activity safe to recommence. RAMS may have to be updated. Any accident, incident or near miss is to be reported to the client by the Principal Contractor. The Principal Contractor are also responsible for notifying the HSE as needed.

Health and Safety Law
What you need to know

All workers have a right to work in places where risks to their health and safety are properly controlled. Health and safety is about stopping you getting hurt at work or ill through work. Your employer is responsible for health and safety, but you must help.

What employers must do for you

- 1 Decide what could harm you in your job and the precautions to stop it. This is part of risk assessment.
- 2 In a way you can understand, explain how risks will be controlled and tell you who is responsible for this.
- 3 Consult and work with you and your health and safety representatives in protecting everyone from harm in the workplace.
- 4 If, as a result of change, give you the health and safety training you need to do your job.
- 5 If, as a result of change, provide you with any equipment and protective clothing you need, and ensure it is properly looked after.

What you must do

- 6 Provide toilets, washing facilities and drinking water.
- 7 Provide adequate first aid facilities.
- 8 Report injuries, diseases and dangerous incidents at work to our Incident Contact Centre: **0845 300 9923**
- 9 Have insurance that covers you in case you get hurt at work or ill through work. Display a hard copy or electronic copy of the current insurance certificate where you can easily read it.
- 10 Work with any other employers or contractors during the workplace or providing employees such as agency workers, so that everyone's health and safety is protected.

If there's a problem

- 1 If you are worried about health and safety in your workplace, talk to your employer, representative, or health and safety representative.
- 2 You can also look at our website for general information about health and safety at work.
- 3 If, after talking with your employer, you are still worried, phone our helpline. We can put you in touch with the local enforcing authority for health and safety and the Employment Medical Advisory Service. You don't have to give your name.

HSE helpline: **0845 345 0055**
HSE website: www.hse.gov.uk

Fire safety
You can get advice on fire safety from the Fire and Rescue Services or your workplace fire officer.

Employment rights
Find out more about your employment rights at: www.direct.gov.uk

Your health and safety representatives:

Other health and safety contacts:

HSE Health and Safety Executive

Health And Safety at Work Act Requirements

13. First Aid

Enough qualified First Aiders will be in attendance on-site at all times of works. Sub-contractors will have to provide First Aid trained staff, who will clearly be identified by badges.

The Principal Contractor will follow the mandatory first aid requirements for a construction site as covered in The Health and Safety (First Aid) Regulations 1981. An appointed person will always be on site and will maintain sufficient supplies to cater to the number of workers on site. The appointed person must always be on-site; The appointed person will be displayed on site on both the welfare cabin and at the entrance of site.

14. Demolition / Construction Activities

Demolition and construction will be conducted in accordance with details, method statements, and risk assessments approved by the Health & Safety Consultant and in accordance with this Plan. This plan has been based upon the Pre-construction information provided by the Principal Designer. Whilst the whole scheme has not been fully designed, and as and when the project progresses, this document is to be duly updated and resubmitted for approval by the local authority.

15. Risk Management

It is confirmed that the Contractors will use Risk Management Guidelines (RMG's) that have been established to improve the job specific assessment of risk and development of appropriate controls.

RMG's can be used to assist in the development of method statements; to take the place of method statements for straightforward minimal risk activities; used to check submitted method statements by specialist sub-contractors, and to function as an agenda at pre-start meetings with contractors.

The basics surrounding Risk Management Guidelines are identification, analysis and action. Before risk can be effectively managed, they must first be identified, described, understood, and assessed.

16. Pollution And Dust Control

The site will implement suitable measures to ensure minimal dust pollution, with the Principal Contractor overseeing the detailed measures to be implemented in this respect which include the following.

- Ensuring that all relevant materials transported to and from site are in enclosed containers or fully sheeted.
- Ensuring stockpiles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions.
- Making sure all dust generating materials are adequately packaged.
- Keeping the loading drop heights of soil into lorries as low as possible.
- Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions.
- All dust control measures to be in accordance with the Health and Safety Executives (HSE) document CIS 36 and other relevant HSE guidelines.

Further measures of control can be found in Section 19 of this document under Construction Management Measures.

17. Noise Vibration

The Principal Contractor will adhere to the key legislation on noise and vibration as detailed in the following documents:

- Control of Pollution Act 1974.
- Environmental Protection Act 1990 (ss 79-82); and
- BS 5228:1997 Code of Practice on Construction and Open Site.

Site operations will be controlled so that all plant and machinery noise emissions (including the provision of ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause nuisance to the nearest adjoining residential or retail units.

Further measures of control can be found in Section 19 of this document under Construction Management Measures.

18. Neighbours Access

Vehicular and pedestrian access surrounds the site and will need to be always maintained during the demolition and construction stages, including during deliveries. It is essential that any temporary works, including scaffolding and any excavations accommodate the access requirement.

All footpaths and pavements are to remain clear and unobstructed unless a closure is formalised with the local highways department, via a suitable license.

Pedestrians / Cyclists accessibility will be maintained along Market Street and Market Place (in the vicinity of the site) with dedicated banksman directing traffic and pedestrians / cyclists when appropriate.

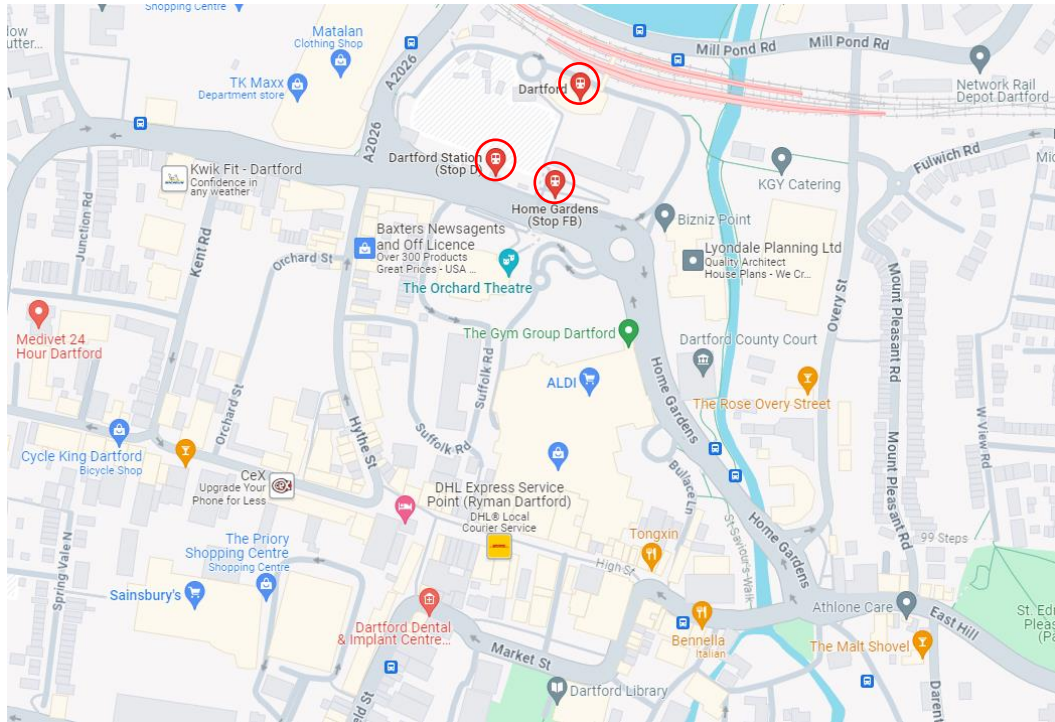
Deliveries will be programmed to avoid peak periods at the start and end of each day.

All staff and sub-contractors will be informed that parking provision will be made on site. No contractor parking will be permitted on residential streets in the vicinity of the site. Parking areas will be clearly signed and monitored by the site manager. Parking for contractors, personnel, site operatives and visitors will be provided within the Site Compound. If further spaces are required these will be provided in the existing compound or near to the compound.

Whilst Contractor parking will be provided within the local area, all construction staff will be encouraged to use public transport where possible, with the nearest bus stops located within a 5- minute walk from the site's entrance providing multiple bus services in the peak hours in both directions.

The nearest train station is Dartford Station and is located within a 5-minute walk from the site with 4-6 services per hour.

A map below shows the local public transport locations, in red. Operatives will be encouraged where possible to commute to site by public transport to reduce congestion within the surrounding roads.



Nearby Public Transport Access

Construction traffic will access the site based upon Dartford Borough Council's (DBC) approved hours of working of Monday to Fridays 08:00-18:00.

The number of vehicular movements associated with the construction site would vary throughout the day, with a concentration of light goods/car movements between 07:00 and 08:00 and at the end of the day between 16:00 and 18:00. Whilst a few of these trips would be single occupancy vehicles, it is anticipated that many contractors would car share with colleagues, which would help to reduce the number of vehicle movements on the local highway network.

Heavy goods vehicle movements will avoid peak periods (08:00-09:00 and 17:00-18:00) where possible, to ensure that impacts on the surrounding road network during school and commuter peak periods are minimised.

Where practicable, the Principal Contractor will use local companies to provide services such as supplies of materials, road transport, distribution facilities and subcontract labour and plant. On site management of construction activities, such as stock piling, plus measures to reduce and consolidate vehicle travel, may further reduce the number of vehicle trips associated with the construction of the site.

19. Working Hours

Working hours for both the demolition and construction phases are to be restricted to those set out by the local authority and local planning authority.

Working hours are set out below with the exception to any Piling, excavation and demolition works which will not take place on a weekend or bank holiday:

- 8.00am to 6:00pm Mondays to Fridays.
- 8:00am to 1:00pm Saturdays.
- No works shall be conducted at any time on Sundays or Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.

Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety).

The works manager / site supervisor will programme all construction vehicle trips such that none take place outside of the above hours. All suppliers will be informed of the site's hours of operation and any contractor's arriving after the identified deadlines will be turned away.

20. Site Management

The appointed Principal Contractor, Construction Logistics Planning coordinator, and sub-contractors will be required to adhere to the management measures described in this section of this statement. It will be required that the contractors are members of the Considerate Constructors Scheme. The code of Considerate Practice outlines the Schemes expectations and describes those areas that are considered fundamental for registration with the Scheme. Considerate constructors seek to improve the image of the construction industry by striving to promote and achieve best practice under the Code. The main objectives of the scheme are set out below:

- Care About Appearance: Constructors should ensure sites appear professional and well managed.
- Respect the Community: Constructors should give utmost consideration to their impact on neighbours and the public.
- Protect the Environment: Constructors should protect and enhance the environment.
- Secure Everyone's Safety: Constructors should attain the highest levels of safety performance; and
- Value their Workforce: Constructors should provide a supportive and caring working environment.

Site will be supervised by an appropriately qualified site team, permanently based upon site when any constructions works are commencing on site. All management personnel will have attended a CITB SMSTS and hold relevant CSCS cards detailing out there training.

Site management will be responsible for ensuring every operative entering site has a site-specific induction prior to commencing activity. All induction will be recorded and should any element on site change, operatives will be required to undertake a refresher induction familiarising themselves with the changes.

21. Contacts and Information

Out of hours contact numbers for the site management team are to be provided on the perimeter of the site for reference by the public and emergency services at all entrances to the site.

Contact details of the Construction Project Manager (CPM) will be displayed at the site should residents / members of the public have any concerns that they wish to raise. Relevant Officers at DBC will be issued with the above details after the contract is awarded. Any issues raised relating to the construction works will be taken seriously and will be addressed promptly by the CPM.

Safety signs and notices will be displayed at all access and egress points as well as at suitable locations across the site. Such boards will display the project particulars, contact details of relevant persons including telephone, email and postal address, site access and egress procedure, site rules, emergency procedures and health and safety information.

The Principal Contractor will make sure that work vehicles cause minimal obstruction or inconvenience to the operation of the local public highway, and residents by strict adherence to the measures set out in this Plan.

Site management will be responsible for seeing that all plant and materials are stored safely and securely after the workday ends.

22. Pre-Commencement

There are several pre-commencement activities that require discharging prior to commencement of the demolition phase:

- A full method statement for demolition of the buildings.
- An existing condition survey (including photographs) of the public realm hard landscaping works around the site.

23. Demolition

Demolition work should not take place outside of the hours and days detailed below:

- 8.00am to 6:00pm Mondays to Fridays.
- 9:00am to 1:00pm Saturdays.
- No works shall be conducted at any time on Sundays or Bank Holidays.

A full and detailed method statement will be provided by the appointed contractor. This is to be approved by the council prior to demolition. It sets out how the works will be undertaken in detail. Emphasis will be required on the works to the adjoining properties, together with the maintaining safe and unrestricted access all other properties within the local vicinity.

At least 21 days prior to the commencement of any site works and demolition, all occupiers surrounding the site will be notified in writing of the nature and duration of the works to be undertaken. The name and contact details of the persons responsible for the site works will be signposted at the entrance of the site and made available for enquires and complaints for the entire duration of the works. Updates of the works should be regularly communicated with the residents. Any complaints will be properly addressed and investigated within a timely manner.

Vibration monitoring and control, during the demolition phase should not be required, given the modest nature of the works, however this is to be assessed by the appointed contractor in due course.

Control Measure for dust will be in compliance with the Greater London Authority "*The Control of Dust and Emissions from Construction and Demolition: Best Practice Guidance*" (2006) along with the Best Practicable Means (BPM) being used in controlling dust emissions in accordance with the updated Greater London Authority Supplementary Planning Guidance "*The Control of Dust and Emissions During Construction and Demolition*" (2014).

Control measures for noise and vibrations will follow BS 5228-1;2009 – Code of practice for noise and vibration control on construction and open sites – Part 1; Noise.

It is anticipated that mechanical means will be used to demolish the existing property.

Specialist RAMS will need to be provided by the appointed contractor for review, on appointment.

24. New Build

The detailed nature of the construction is currently being developed however the following can be assumed:

- Masonry façade.
- Concrete foundations.
- Concrete or steel frame, with suitable infills to the façade.
- Concrete floors – insitu or pre-cast.
- Metal balustrades.

Given the nature and scale of this building it is anticipated that a piled foundation will be required. It has yet to be confirmed whether a CFA or precast pile solution will be used on this site.

Given the site restrictions and ground conditions a traditional foundation solution would be preferred, however this would be subject to completion of the suitable ground investigation and contamination survey.

If pile foundations are required a detailed method statement will be required for approval by the local planning authority prior to commencement of the works.

If piling is required, then vibration monitoring will be required for the duration of these works to prevent any potential damage to the neighbouring property.

Noise and dust control should continue for the duration of these works, together with a commitment to prevent litter or waste outside the site boundary.

As with the demolition phase it is essential that adjacent stakeholders are consulted regarding deliveries and any specialist activities, such as crane lifts.

The use of mobile cranes will be required during the works. Lifting plans will need to be approved by the appointed Principal contractor, together with any logistical requirements and parking enforcement suspensions.

25. Construction Management Measures

General

The Principal Contractor, and by delegation any site supervisor, will take ownership of the final / approved Construction Management Plan and will ultimately be responsible for implementing the measures set out therein. The site manager will contact Highways Officers at DBC prior to commencement of works to agree any final matters relating to the construction.

Vehicle Call-up Procedure

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to and prevent more than one delivery vehicle accessing the site at any one time. Drivers will be required to contact the site 30 minutes before arrival to ensure a clear space exists.

Co-ordination with Other Construction Activity

The Principal Contractor will, prior to commencement on site and at regular intervals during construction, check for any other local construction projects which might impact on the works at the development site for the purpose of consulting with those sites on matters relating to construction activity (including vehicle movements).

Co-ordination with Council Refuse Collection

The Principal Contractor, all sub-contractors and suppliers will be made aware of the existing collection activity and will ensure that waste collection vehicles are not unduly obstructed by the construction works. To this end, priority will be given by banksmen to waste collection vehicles where relevant.

Construction Traffic Trip Timings

The Principal Contractor will programme all construction vehicle trips such that none takes place outside of site operation hours listed in the working hours. All suppliers will be informed of the site's hours of operation and any contractor's arriving after the identified deadlines will be turned away.

Wheel Washing/ Highway Cleaning

Given that construction vehicles will enter the site itself, it is accepted that a wheel washing facility will be required at all points of egress from the site. Any mud or debris that might find their way onto the public highways will however expeditiously be removed by a dedicated member of the Principal Contractor's staff.

General Management

The following general measures will be in place:

- All parties to sign in & Out (name / time) at main entrance.
- A daily record of visitors will be kept on site.
- Deliveries to site will be restricted between the hours of 08.00 to 18.00 Monday to Fridays and 08.00 to 13.00 on Saturdays.
- Trade Contractors are to submit material delivery requests to the Construction Project Manager a minimum of 24 hours in advance.
- The Principal Contractor, once appointed, is to consult with all sub-contractors to inform them of the agreed vehicle routes to and from the site.
- The Contractor is to notify all suppliers that no waiting or queuing is permitted on local roads.
- No vehicles will be left unattended. No stacking of vehicles or parking within on-street parking bays is permitted. Vehicles not adhering to the above can and will be turned away by the Contractor.
- A banksman will be provided to manage all loading activity. The banksman will additionally, be tasked with ensuring that pedestrian/ cyclist's access can be safely provided whilst works are taking place.
- The Principal Contractor is to provide evidence of recycling by means of a waste data receipt/ form, which will be forwarded on to the Client; and,
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

Pollution and Dust Control

The Principal Contractor will be required to take all necessary measures to avoid creating a dust nuisance. The Contractor will in this respect adhere to relevant guidance relating to dust control set out in the following documents:

- 'The Control of Dust and Emissions from Construction and Demolition; Best Practice Guidance' (2006) – GLA.
- 'Controlling particles, vapour and noise pollution from construction sites' (2003) – Building Research Establishment.

The Contractor will strictly follow the dust controlling measures set out below:

- Water based dust suppression practice will be followed.
- No dry sweeping of large areas will be allowed.
- Public roads and access routes will be kept clean, using wet sweeping methods.
- No burning of waste materials will take place on site.
- All dust control equipment will be maintained in good condition.
- All vehicles carrying loose or potentially dusty material will be fully sheeted.
- Bulk cement and other fine powder materials are to be delivered in enclosed tankers and stored in silos.
- Any mixing of concrete (or similar) is to take place in designated areas (enclosed or shielded).
- Materials with the potential to produce dust will be stored away from site boundaries (Where practicable).
- Sand and other aggregates will be stored in bunded areas.
- Material stockpiles will be sheeted, sealed or damped down.
- Water suppression will be used during demolition operations.
- Rubble chutes and conveyors will, where reasonably practicable, be enclosed.
- Drop heights from conveyors, loading shovels and hoppers will be minimised; and
- The frequency of site inspections, when activities with a high potential to produce dust are being conducted, will be increased.

Noise/ Vibration

The Principal Contractor will monitor and control levels of noise and vibration from the site as far as is reasonably practicable, so that residents and other sensitive receptors are protected from excessive noise and vibration levels arising from construction activities. The Principal Contractor will apply Best Practical Means (BPM), as defined under Section 72 of the Control of Pollution Act (COPA)1974 to all activities.

A variety of measures will be used to minimise the noise levels at the site, including:

- Coordinated delivery times and efficient traffic management to prevent queuing of traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise.
- Utilisation of acoustic hoarding as appropriate.
- Strict adherence to the site working hours.
- Implementing an action plan where noise levels exceed acceptable levels.
- Positioning plant away from properties.
- Machines not in use will be throttled down to a minimum.
- Cutting operations will be kept off site as much as possible by pre-fabrication; and
- Localised shrouding of plant in accordance with BS5228.

Periodical noise surveys will be conducted at the perimeter of the site and the findings will be recorded.

Waste Management

Due to the constraints of the site, it will not be possible to segregate waste on site, this will need to be conducted at the designated waste transfer site.

Recycling of suitable waste should be conducted at the designated waste transfer site and reports provided to the client.

It is essential that any skips or waste storage is covered when retained on site and not allowed to spread to the highway or neighbouring properties.

Washdown of any vehicle or concrete lorries is to take place off site and in an approved location.

Any hazardous or special waste from the demolition process is to be removed by a suitably licensed contractor, as required, and in accordance with the current HSE guidelines.

Subject to confirmation of the ground conditions and final substructure design, it is recommended that any suitable material (concrete and masonry) from the demolition phase is crushed on site to 6F2 and is stockpiled for re-use.

A remedial strategy for any contamination has yet to be confirmed, however this will require to be confirmed with the LPA and approved prior to commencement of the demolition.

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

- Promoting reuse, recycling and recovery of waste, rather than disposal.
- Monitoring disposal, re-use and recycling of waste by keeping a full audit trail of waste removed from the site (in accordance with Waste Duty of Care regulations).
- Increase environmental awareness of the workforce and site management.
- Containers will be clearly labelled for segregated waste streams.
- Storage will take place in appropriate areas to prevent material spoilage and Contamination.
- Volatile materials will be stored in appropriate containers within secure compounds in accordance with good site practice and regulatory guidelines.
- Waste generated will be taken to a local recycling centre/ outlet; and
- A waste estimate template should be used to record estimates of the levels of re-use, recycling and recovery of waste at the site.

The Construction Project Manager will deal with any complaints from residents and businesses. To this end, contact details of the Construction Project Manager will be displayed at the site.

The CPM will also review the CMP and will update the Plan as required. This will consider residents, businesses and Council views on how the operation may be improved. Any significant changes to the CMP will be reported to DBC by the Principal Contractor. It is highlighted that the Principal Contractor will be a member of the 'Considerate Constructors Scheme'.

26. Traffic Management and Logistics Plan

The site is located on Market Street (A226), within the Borough of Dartford. The site is bounded by retail properties. A plan of the site location is shown above as Existing Site Plan.

Market Street is a principal road, which runs in east to west alignment. Market Place is a cyclist and pedestrian road only unless given authorised access. Both roads are subject to 20mph speed limits.

Vehicle and pedestrian access to the site is from the corner of Marke Street and Market Place. The local road network is well supported by footways and pedestrian crossing facilities.

The size of vehicles servicing the development shall be limited to 10m rigid lorries. Construction traffic will only be allowed to enter in accordance with Appendix A – DHA Transport Planning Drawings

It is essential that a detailed traffic management and logistics plan is provided by the appointed principal contractor, prior to commencement.

Routeing information will be supplied to all contractors/ suppliers at the site. Records of correspondence with suppliers relating to the agreed access routes will be maintained, so that in the event of non-compliance in this matter, suppliers will be held accountable.

The objectives of this plan will be the following:

1. Lower emissions.
2. Enhance safety - Improved vehicle and road user safety.
3. Reduce Noise and Inconvenience for our neighbours.
4. Reduce congestion - Reduced trips overall, especially in peak periods.
5. Reduce waste.

To achieve these objectives the following assessment should be made as part of the traffic management and logistics plan, by the appointed contractors in due course:

- Encouraging construction workers to travel to the site by non-car models.
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods.
- Pre-communicate the designated access roads and entrance to site to the contractors and suppliers.
- Establish robust traffic marshalling to prevent disruption to neighbours.
- Encouraging the use of greener vehicles.
- Encouraging the reuse and recovery of materials.
- Managing the on-going development and delivery of the CLP with construction contractors.
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

Deliveries and site access will largely be by the main approved arterial roads.

The plan also indicates the site boundaries including the extent of the footways, carriageways, and other buildings. The appointed contractors when procured will be required to continue with the neighbouring developer sites, which will also have a significant impact on the objectives of the Traffic Management and Logistics Plan.

Given the restricted access to the site it is essential that the appointed contractors provide a suitably trained and qualified operative to manage all aspects of the deliveries to site and to coordinate all traffic management, movements, and any required licenses to access the site.

An indicative list of the types of vehicles that will service the construction works is provided below:

- Skip Lorries – approximately 6.2 metres long, 2.3 metres wide and 3.7 metres high.
- Large Tipper – approximately 10 metres long, 2.4 metres wide and 2.9m.
- Concrete Mixer – approximately 8.4 metres long, 2.4 metres wide and 4m high.
- Articulated Lorry – approximately 16.5 metres long and 2.5 metres wide; and,
- 7.5t Box Van – approximately 4 metres long and 2 metres wide.

The above list of vehicles to access the site will be updated following the appointment of a Contractor and determination of the construction programme.

If any damage occurs to the kerbs or footpaths leading to the entrance of the site because of construction vehicles, the applicant will ensure all damaged kerbs and footpaths are reinstated to its original state when construction of the site has been completed.

27. Demolition and Principal Contractor Responsibilities

On appointment, both the Demolition and Principal contractor (if procured separately), will be fully responsible for providing all the following information within their individual Construction Phase Health and Safety Plans.

- Site Management and Resourcing.
- Site Set up.
- Traffic and Logistics Management.
- Waste Management.
- Environmental Controls.
- Emergency Planning and Response Procedures.
- All Health and Safety RAMS and Construction Phase Plans, to meet their requirements under the CDM Regulations 2015.
- Considerate Contractors Scheme Registration (if required).
- Stakeholder and neighbour communication and coordination plan.
- It is recommended that the scheme is registered for the Considerate Contractors Scheme.
- Produce an emergency plan, for inclusion in the Construction Phase Plan. This is to include responses to required events, such accidents, fire, or security.
- Compliance with the local authorities Code of Construction Practice.

It is essential that the Demolition Contractor and Principal contractor are ultimately selected based on their capacity, capability, and proven track record of successfully completing projects of a similar quality, size, and complexity, together with their price.

28. Development Programme.

The following assessments have been predicted based on current construction information:

- Site Mobilisation – 6 weeks
- Demolition – 16 weeks
- Construction – 62 Weeks

These are subject to the detailed design and specification, and the relevant contractor's program to be confirmed in due course. The relevant contractor will consult with residents and businesses when and where necessary to ensure that these stakeholder groups are aware of the programme of works taking place. The construction of relevant blocks/areas of site will be split up into separate phases and are still to be confirmed.

It is anticipated that the phases below will be undertaken subject to confirmation from the Principal Contractor, which will be updated in due course once the Principal Contractor has been appointed. The estimated phasing at the site is provided below:

Phase 1: Site establishments.

Phase 2: Piling and ground beams.

Phase 3: Basement bulk excavation.

Phase 4: Superstructure (street frame, concrete floors, cladding, roof).

Phase 5: M+E services and fit outs.

Phase 6: External works.

Phase 7: Final finishing, commissioning and snagging.

Phase 8: Clear-up and landscaping.

The programme will be updated with the dates envisaged for each phase of works once a contractor has been instructed and the date for work to start on site has been determined.

Details of the construction programme are yet to confirmed. Following confirmation, relevant details for each phase of the construction period will be updated and circulated to the relevant parties. The programme will be updated with the dates envisaged for each phase of construction following planning approval.

The construction site will be made secure through hoardings and lighting, site welfare and offices facilities and measures will be put in place to reduce construction activity impacts on the environment and surrounding roads. A plan of the site set-up / construction layout will be updated.

TOTAL PROJECT INTEGRATION

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