

For: Venta Propco 1 Ltd

Project: Eaton Court, Reading

OSBORNE

Construction Environmental Management Plan

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Supporting Documents, located in appendices

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A. Project Description and Phasing Plan

Introduction

This document describes how Osborne intends to manage the construction of the new development on site, focusing primarily of the following aspects:

- Appropriate UK legislation
- The Clients tender documents and contract documents
- EMS and SHE policy
- Liaison with our neighbours
- Minimisation of noise, dust and vibration
- Engaging the local community
- Minimising complaints
- Managing logistics of deliveries and workforce to and from the construction site
- Controlling air pollution

The address of the site is as follows: **Eaton Court, Reading, RG1 7NG**

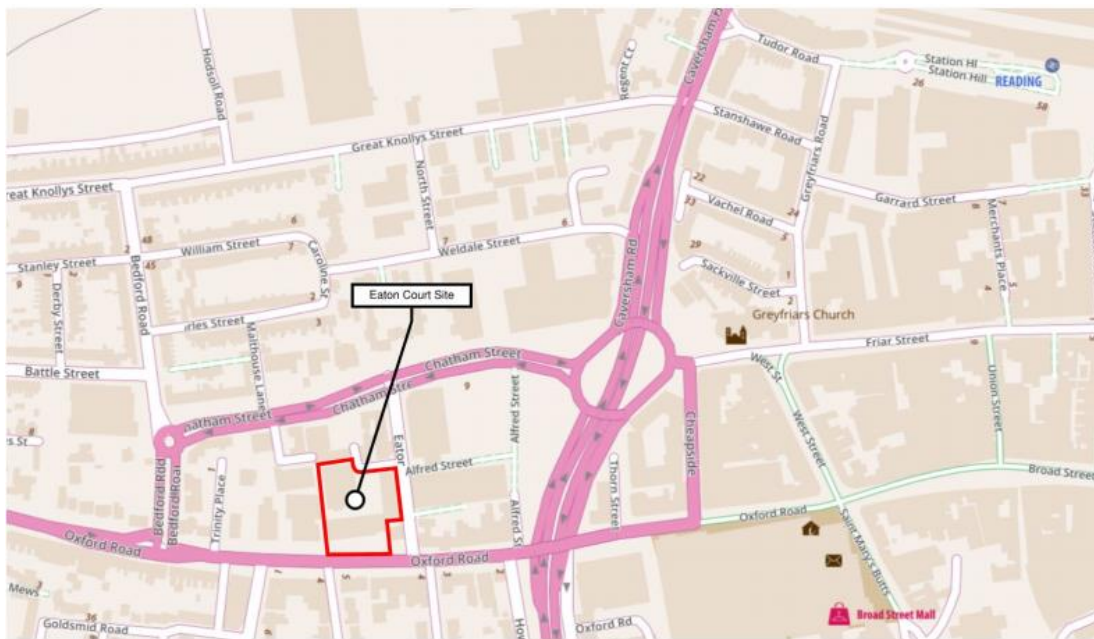
No Construction works will progress on the site until this CEMP has been approved by Reading Borough Council (RBC)

The content of this Construction Environmental Management Plan will be embodied into our construction phase health & safety plan that will be a live document that gets developed throughout the works and will be consistently monitored, looking for ways to improve the efficiency of the plan.

This Plan is part two of two that will be issued for the scheme. A separate Demolition Environmental Management Plan will be compiled by the demolition contractor. Any residual risks from the demolition works will be included within this document as the works progress.

Site Location and Overview

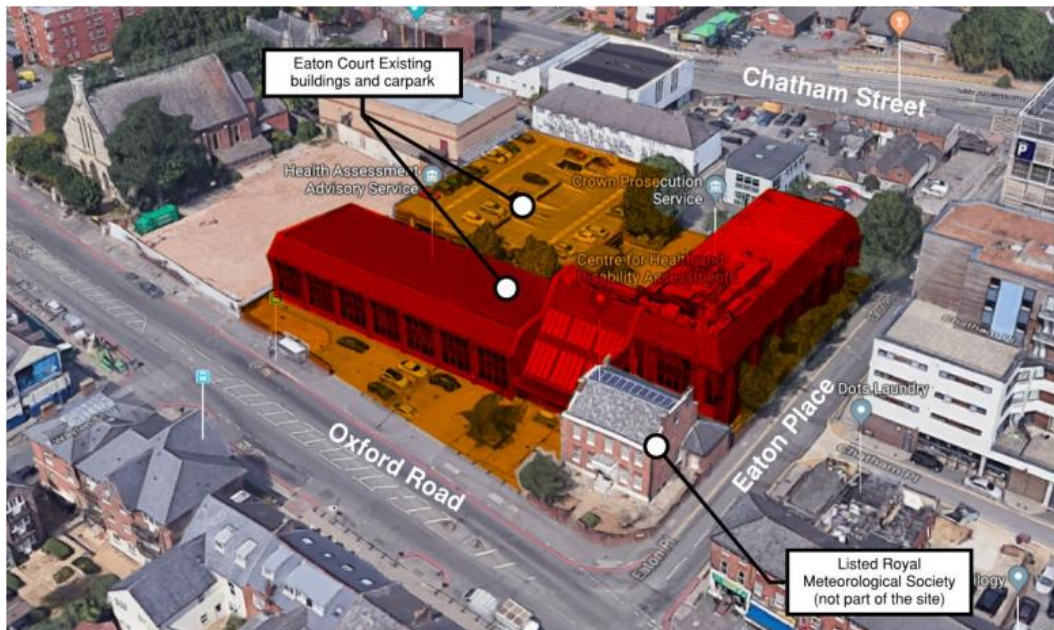
Demolition and residential redevelopment to provide three buildings comprising of 120 residential units (Use Class C3) along with car parking, cycle parking and associated landscaping, amenity space, plant and refuse areas, and access arrangements.



Eaton Court lies to the South West of the town centre approximately 10 mins walk from Reading Train Station and just off the A329 via Chatham Street. The site can be found immediately adjacent to Oxford Road to the South and Eaton Place to the North and East. To the West is the former Richer Sounds site under development into residential units.

The site is bounded by a secure metal gates and brick walls to the North and has an open carpark to the South.

Vehicle access to the site is very good with a dedicated entry/exit from Eaton Place and Oxford Road.



The site is bounded by the Oxford Rd to the South, Eaton Place to the East and residential and commercial properties to the North and West. To the North, beyond the commercial properties lies Chatham St which connects Eaton Place to the A33 Caversham Rd. This has informed the assessment of construction vehicle access and the logistics approach. The listed Royal Meteorological Society building sits immediately to the South East Boundary of the site. It is important that sensitivity when working close to the boundary is observed to avoid damage to the Royal Meteorological Society building or undue disruption to its occupants.

Primary construction vehicle access routes have been prepared taking these into consideration where practicable.

Outline Construction Method Statement

- The site will be permanently secured with solid hoarding 2.4m high. Until this is installed and as a temporary measure Heras fencing will be used.
- Enabling/Demolition phase is anticipated to commence June 23 for a period of 25 weeks.
- Once the demolition works have taken place and the site clear of obstructions a further site investigation and ground contamination surveys will take place to feed into a freeze the stage 4/stage 5 design.
- Using recycled, crushed and screened material from the demolition phase the piling mat will be established with all initial surveys for ground contamination conducted during this phase.
- Pedestrian access to into the site during the construction phase will be via the existing walkway off Eaton Place.
- Vehicle access will be via Eaton Place spur off Eaton Place following 'Brightplan CEMP'
- Works will progress from South to North piling in a continuous visit, as soon as it is practicable the foundations, drainage and substructure will commence following the same sequence.
- As soon as the demolition is complete, we will be installing the attenuation drainage tank servicing the project.
- During this stage 1nr tower crane will be erected as identified in Appendix A to assist with the build throughout until the roofs and facades are complete approximately 65 weeks. All deliveries offloaded by Cranes and distributed to work faces.
- The main super structure is an RC frame with SFS, brickslip cladding and windows
- The majority of work faces will be serviced with fully accessible scissor lifts with the set offs scaffolded. Loading bays, canti decks will be provided to distribute materials around the project and onto the facades/floor slabs.
- Waste removal will be via. Boat skip and segregated as much as possible on site, where this is not achievable this will be done at the waste transfer station. We target between 90% and 98% recycling rate.
- There is minimal soft landscaping on the project so we will be installing utility services / ducting at the earliest opportunity so the initial hard standings can be laid to minimise mud and dust on site.

- Upon completion all hoardings and temporary fencing will be removed and works carried out to footpaths and roads as per section 278 agreed scope of works

Key Programme/Delivery/Dates

- Contract Award GMP – 10th April 2024
- Enabling works commences – 1st June 2023
- Enabling works completion – 21st Nov 2023
- Main Contract Works Commence – 14th June 2024
- Practical Completion – 22nd July 2026

Pre-Start Surveys & Works by Others

Prior to the commencement of main works

- Handover to be conducted with demolition contractor of any residual risks as a result of the demolition works.
- Engage with RBC to arrange the necessary highways licencing to facility the main works incl. car parking suspensions, to extend beyond demolition phase.

B. Minimisation of Noise, Dust & Vibration

Best Practice Measures

Considerate constructors' scheme ~ All Osborne sites are registered with the *Considerate Constructors Scheme (CCS)* which ensures independent monitoring to assess site performance against the eight point Company Code of Considerate Practice – these include the categories *Considerate, Environment, Cleanliness, Good Neighbour, Respectful, Safe, Responsible and Accountable*.

The three main areas that the Scheme's Code covers are:

The environment: - Registered companies should do all they can to reduce any negative effect they have on the environment. They should work in an environmentally conscious, sustainable manner.

The general public: - Registered companies should do all they can to reduce any negative impact they may have on the area in which they are working. Companies should aim to leave a positive impression on those they affect.

The workforce: - Registered companies should provide clean, appropriate facilities for those who work on them. Facilities should be comparable to any other working environment.

Osborne has a strong record of high compliance with the CCS scheme and has received a number of awards for outstanding achievement for work undertaken in the past.

Mitigation of noise through best practice means will be employed at all times in accordance with section 72 of the Control of Pollution Act 1974. We will also follow BS5228:2009, both parts 1, 2 and A1 2014 'Code of practice and noise vibration control on construction and open sites' as guidance and recommendations for methods and vibration control relating to construction works.

Examples of specific methods employed to reduce the noise and vibration impact of the works will be:

- Carefully select methods and plant to minimise the potential for noise generation e.g. use of diamond cutting and hydraulic construction techniques as opposed to percussive method for breaking out
- Use of solid hoarding as indicated on our hoarding layout around the perimeters of the site
- Ensure plant is inspected and maintained at regular intervals
- Ensure that each potential noise generating activity is carried out with appropriate noise reduction equipment, and that baffles and silencers are used
- All compressors, percussion tools and vehicles will be fitted with effective silencers
- All trade contractors will be made familiar with acceptable noise levels to be produced without causing undue disruption to residents and the local community, which will form a pre-requisite of their appointment

- Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving of equipment or materials around site will be conducted in such a manner as to minimise noise generation and where practical will be conducted away from noise sensitive areas closest to the existing buildings.
- Positioning plant away from site boundaries and noise sensitive areas whenever practical
- No transistor radios to be used on site
- Plant and equipment to be switched off when not in use, no idling
- noise screens on hoarding, lowest noise and vibration plant selected, induction,

We will use our experience and expertise and that of our supply chain to schedule out the works we feel will generate the most noise. Two weekly noise look-ahead predictions will be prepared and displayed on the site noticeboards,

Careful programming of the works is also essential to ensure any particularly noisy elements of the work not to take place at the same time and to reduce the duration of noisy activities wherever possible.

Noise Monitoring

We will discuss and agree target benchmark acceptable levels of noise with RCC Environmental Health Department prior to work starting. By analysing data for noise emission from the typical construction plant that will be required (as obtained from BS5228:2009) and then factoring in a further 10dBA improvement by implementation of Best Practice Measures, we anticipate that noise levels at adjacent receptors should generally not exceed 75dBA over a 10 hour working day. This is deemed appropriate under BS5228:2009 for an urban site such as this and we will therefore make every effort to try not to exceed this target level wherever possible. This will be measured as 'significance based upon fixed limits', as described in annex E of BS 5228.

Site Working Hours

This will be subject to planning, however it is anticipated that site will be open from 07.30 to 19.00 Monday to Friday and 08.00 to 13.00 hours Saturday. Noisy working may only be undertaken during the hours of 08.00 to 18.00 hours Monday to Friday and 09.00 to 13.00 hours Saturday with no works happening Saturday afternoons, Sundays, bank or public holidays.

Materials and Storage

Materials required for construction activities and site set up will be delivered by adopting a just-in-time approach. This will allow materials to be stored in a controlled manner reducing damage and more importantly ensuring Health and Safety performs at the highest level. As the project nears its conclusion, storage space will be reduced on site as we systematically work our way out of site towards the site access point.

Plant and Equipment

Due to the close proximity of noise sensitive receptors to the site boundary, the use of acoustic screens and/or enclosures will be adopted for static items of plant which generate noise levels that have the potential to cause disturbance over and above the deemed acceptable levels. Items of plant this might apply to, include hand held pneumatic breakers and circular saws for certain activities, particularly when required close to the site boundaries of the commercial businesses and residences.

- Acoustic assessments for construction maybe undertaken and the requisite acoustic treatment will be produced and implemented
- All vehicles and plant will be checked prior to use to ensure no mechanical faults and exhaust systems are operating efficiently
- Noise and dust will be monitored at regular interval through the day. If further suppression is required, this will be actioned immediately with work being stopped until the correct procedures are in place.

C. Community Engagement & Liaison

Introduction

Being a family business means we take a long-term view of our relationship and our place in society. A number of our site management team involved in the scheme are residents of Brighton or live only a short distance away. Therefore, we are passionate about the project that will ultimately benefit our own community. We have always believed that we have a responsibility to the communities in which we work and in this case our commitment is further strengthened, as for many of us, it is in fact communities in which we also live nearby.

Local Residents

The site is bounded by residential properties and a pro-active approach is necessary in dealing with members of the public, especially in managing expectations. Commercial businesses and the nearby residential units will be made aware of the Construction programme and informed of the works by the following measures:

- Public presentations, project updates and general communication with neighbours and local groups.
- In addition to the regular scheduled community meetings described above, we will also run an open-door policy whereby any member of the public is made to feel welcome and come and see us within our site offices.
- We will issue regular newsletters updating residents of key events and site progress. These will be hand delivered to all residents in the local area. The newsletters will also be displayed at prominent positions on the site hoardings.
- In addition to the newsletters, we will put update notices re: noisy or dusty works on the hoardings and email the notices to the community officer who will print them and put them up on the site hoardings / noticeboards. These will generally be bi-weekly noise prediction charters (Red / Amber / Green) to keep the school and residents informed of upcoming noisy operations, always within the maximum noise guidelines as agreed with RBC Environmental Health Officer.
- Contacts and telephone numbers for out-of-hours emergencies will be displayed on the site hoarding.
- We will also keep residents informed on our site noticeboards of our site environmental and sustainability achievements as a whole, such as the amount of waste generated, CO2 emissions, water and energy consumptions etc.

Local Businesses

The material requirement for the Construction phase will be sourced as much as possible from within the local area.

We will promote local construction spending where possible and within our welfare and site offices we will advertise local businesses, shops and hotels on a specific 'Local community and business noticeboard'.

D. Minimisation of Complaints from Neighbours

We will implement a clear point of contact and action plan in the event of complaints. All complaints will be recorded and logged in our on-site complaints book and any complaint received, no matter how minor, will be treated seriously and dealt with in an efficient and timely manner. The complaints book will have a log that includes date of complaint, description of the complaint and all importantly a column of the action taken for all to see.

See section on 'minimisation of noise, dust and vibration' for measures that will be taken to reduce complaints in this respect.

All site lighting will be directed into the works so as to minimise the pollution to neighbouring properties. Internal temporary lighting will be controlled via a time clock so as to minimise out of hours lighting.

We will undertake daily perimeter safety checks around the external side of the hoarding, including any litter picking or waste that could have been left by any of the site operatives.

As well as our regular newsletters and attendance at community meetings to keep the residents and businesses informed and updated of construction activities, we will send out interim customer experience questionnaires to gain feedback on how we are performing and welcome suggestions on how we could improve.

All site staff will have specific inductions on their first day that will include explaining the site rules. This will include amongst other things the following:

- Always be professional and courteous to neighbours and members of the public around the perimeter of the site.
- No swearing or fraternising with members of the public
- All operatives will be required to dress appropriately when arriving and leaving site. No shorts, bare chests or vests will be permitted
- No transistor radios allowed on site
- Work outside the confines of the site hoarding without a separate permit obtained from the site management
- No on-site parking
- CSCS, Be a Good Neighbour Tool Box Talk

E. Traffic Management Strategy

The main aim of this section of the Construction Environmental Management Plan is to demonstrate that, despite the project not benefiting from excessive space outside of the footprint of the multiple buildings within the demise of the site hoardings, construction traffic has been as carefully planned as possible to minimise any detrimental effect on the highways or the local community in Reading.

Within this plan, careful consideration has been given to planning the designated routes and access point for construction works to minimise disruption to local residences and local businesses.

The location and nature of the works being undertaken and space constraints on site are such that it is not possible to achieve a safe working area and maintain traffic flows along the Eaton Place Spur. A road closure is therefore proposed at the junction of the Eaton place Spur and Eaton Place.

Traffic management will be controlled by Osborne. We will appoint a member of our Site Management to be accountable for construction traffic/logistics management on a day-to-day basis.

We will develop the traffic management plan as the works progress in line with our H&S plan and attached logistic plans, covering all aspects of traffic management, whether vehicle or pedestrian and will address all interfaces with the RBC Highways department. We will monitor and ensure compliance. The plan will be reviewed weekly by Bradley Smith (Project Director.), who will hold regular review meetings to discuss lessons learnt, how things can be improved and what has worked well.

The site's build can be broadly separated into demolition and construction phases. However, from a logistics perspective, there is considerable overlap between each phase. As such the general arrangement and street works design would be consistent throughout the build

The development would entail the demolition of Eaton Court and erection of 3 new buildings on the site. A 2.4m hoarding would segregate the site works area from the public realm and the Royal Meteorological Society building to the southeast. The three buildings would be scaffold on all sides (except the west frontage of building 1). Footways on the west side of Eaton Place would be closed to provide appropriate easement from the scaffold.

The site's segregation would include the Eaton Place Spur which would be used as the primary means of access to the site. The Eaton Place Spur would additionally be used as access for the 115 Chatham Street construction operation. The effect of access strategy, associated road closure / pedestrian diversions are addressed subsequently in the Brightplan CEMP contained within the appendix.

The delivery of materials to the site takes place between buildings 2-3. Heavy loading / unloading will be undertaken via a tower crane, also located between buildings 2 and 3, distributing materials around the site as necessary. Vehicle would be able turn at the far end of the Eaton Place Spur (see **Section 3.2**). The general arrangement is shown in **Drawing 2022-6475-001** and **Figure 3.1**.



Figure 3.1: General Arrangement

The permitted development site at no.10 Eaton Place – a former office facility with associated car park - would additionally be used by Osborne as the site office / welfare and it's car park used for the storage of materials, waste and some parking. No. 10 Eaton Place is also served from the Eaton Place Spur as demonstrated in **Drawing 2022-6475-001**.

To ensure the safety of construction operatives, and pedestrians / vehicles using the local road network, the street works setting out has been prepared in accordance with 'Safety at Street Works and Road Works: a Code of Practice' (2013) and 'Traffic

Signs Manual' (2009) (Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations)

The Eaton Place Spur would serve a variety of functions including: -

- i. Primary access to the Eaton Court site
- ii. facilitates vehicle turning at its far end
- iii. accommodates waiting vehicles
- iv. Access to no. 10 Eaton Place which will be used as the site office, car parking, materials, and waste storage
- v. Access to the development site at 115 Chatham Street.

To accommodate this level of use and ensure the safety of the public, the Eaton Place Spur would be subject to a road closure. The closure would be segregated through the provision of retractable barrier at the junction of the Eaton Place Spur and Eaton Place. A second gate would be located 23m from the junction allowing vehicles to pull into Eaton Place Spur and wait off the live carriageway.

Pedestrian access for site operatives would be served from a footway flanking the north side of the Eaton Place Spur / Eaton Place junction secured by a turnstile with biometric access. A gateman would be located at the primary access to control vehicle entries. The proposed road closure and street design is demonstrated in **Drawing 2022-6475-001**.

A pedestrian diversion has been provided around the footway closure. To divert pedestrians to the East footway on Eaton Place, the diversion will utilise the existing crossing point at the junction of Oxford Road and Eaton Place, and the existing signalised crossing at the junction of Chatham Street and Eaton Place. The pedestrian diversion is demonstrated in **Drawing 2022-6475-001**.

A vehicle swept path analysis has been undertaken to test the proposed access and delivery arrangements and consider its potential impact on the operation of the local road network. The vehicle swept path analysis demonstrates negotiation of the primary Eaton Place Spur junction, the site works area access, 115 Chatham Street site access, 10 Eaton Place access (site office / welfare / materials storage / car parking). The vehicle swept paths and associated drawings are set out below: -

- vi. Negotiation of the Eaton Place Spur / Eaton Place junction by a maximum legal length rigid HGV (12.0m) in **Drawings 2022-6475-101** and **2022-6475-102**.
- vii. Negotiation of the site works area access by a maximum legal length rigid HGV (12.0m) in **Drawing 2022-6475-101**.
- viii. On-site turning by a maximum legal length rigid HGV (12.0m), in **Drawing 2022-6475-104**.
- ix. Negotiation of the 115 Chatham Street site access maximum legal length rigid HGV (12.0m) in **Drawing 2022-6475-105**.
- x. Negotiation of the 10 Eaton Place site access by a large box van and skip lorry in **Drawing 2022-6475-107**.

- xi. Two-way vehicle movement along the Eaton Place Spur between a maximum legal length rigid HGV and box van in **Drawing 2022-6475-105**.
- xii. Emergency access through the Eaton Place Spur / Eaton Place junction, the site works area access, 115 Chatham Street site access in **Drawing 2022-6475-108**.

The signage scheme has been prepared in accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations'. The site would be signed by the following provision: -

- xiii. 'ROAD AHEAD CLOSED EXCEPT FOR ACCESS' (TSM ref. 7010.1) signs situated on Eaton Place.
- xiv. 'WORKS TRAFFIC' (TSM ref. 7303) signs located on Eaton Place.
- xv. 'FOOTWAY CLOSED' sign (TSM ref. 7010) situated on the existing footway where cessation occurs on Oxford Road.
- xvi. 'ROUTE FOR PEDESTRIANS' arrow sign (TSM ref. 7018) situated at diversion points on Oxford Road and Chatham Street.

An overview of the street works design and signage arrangements are shown in **Drawing 2022-6475-001** and **Figure 3.2**.

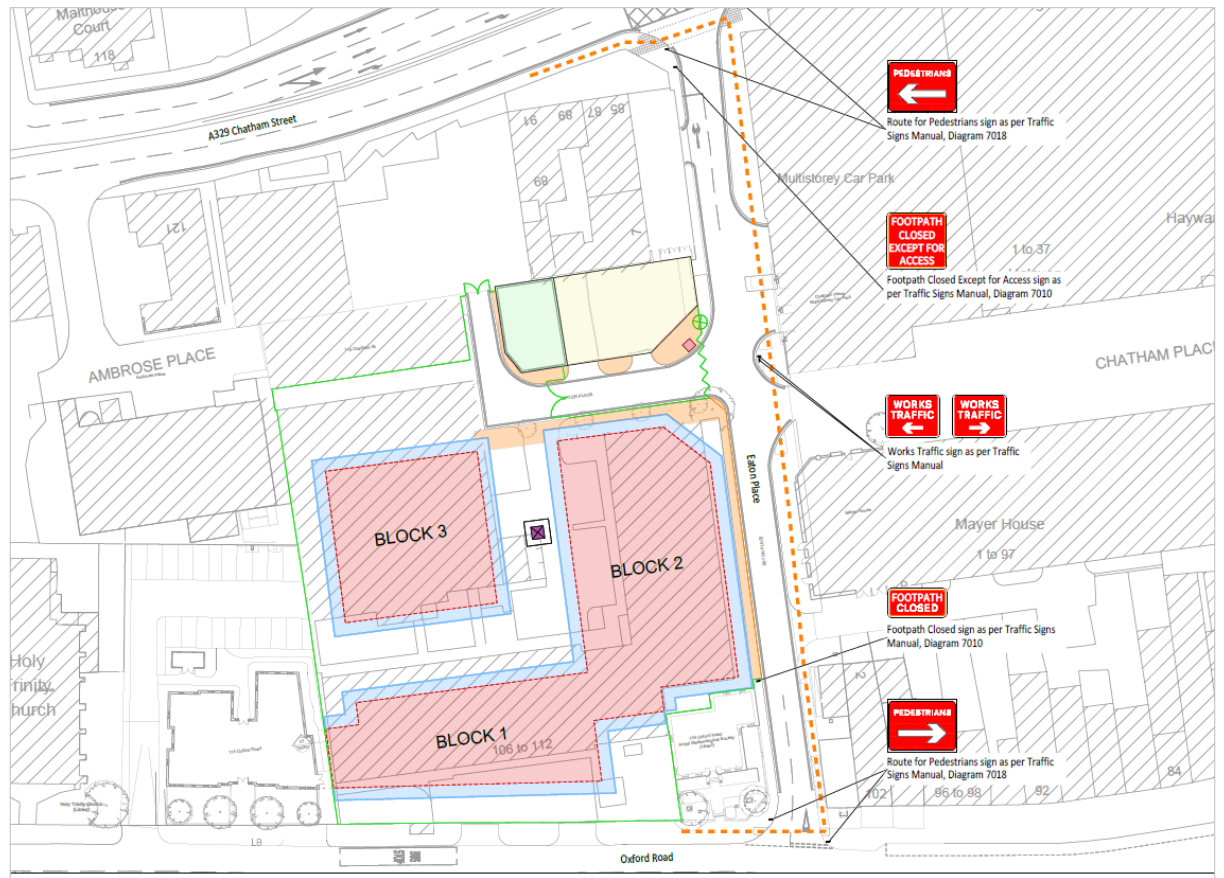


Figure 3.2: Street Works & Signage Overview

Material and waste storage, welfare facilities and site offices would be provided at no.10 Eaton Place. The office space is currently redundant and due for redevelopment under planning application ref. 201104. The office and car park would be leased to Osborne with the building serving as a site office, welfare facilities, whilst the car park area would be used for material and waste storage and some car parking. The welfare arrangements are demonstrated in **Drawing 2022.6475.001**

F. Proposed HGV Routing

Arrival and departure routes for HGV's have been considered to and from the strategic road network. The routings take account of road and junction geometry, carriageway restrictions, and route efficiency. The routing strategy identifies 4 routes to / from the north, south, east and west of the site via the strategic road network. A summary of the strategic road network approach and departures routes are summarised below in **Figure 4.1** whilst detailed routing plans are attached at **Appendix B**.

Origin / Destination	Route Summary
North Approach	A34, M4, A4, A4155, A329, Eaton Place.
North Departure	Eaton Place, A329, A4155, A4, M4, A34.
South Approach	M4, A33, A329, Eaton Place.
South Departure	Eaton Place, A329, A33, M4
East Approach	M4, A329(M), A3290, A4, A327, A329, Eaton Place.
East Departure	Eaton Place, A329, A4, A3290, A329(M), M4
West Approach	M4, A4, A4155, A329, Eaton Place.
West Departure	Eaton Place, A329, A4155, A4, M4.

Figure 4.1: Strategic Routing Summary

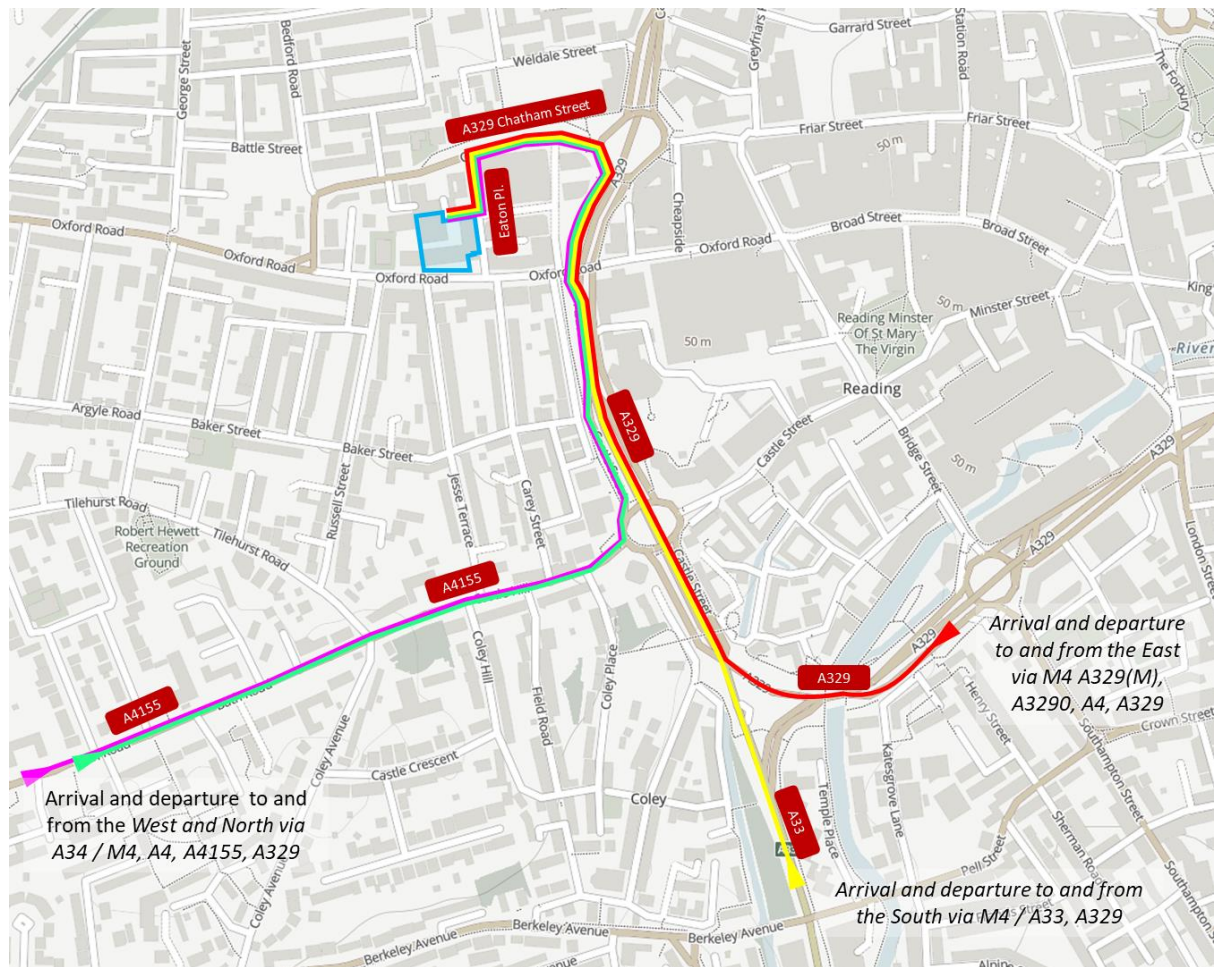


Figure 4.1: Strategic Routing Overview

Arrival and departure routes for HGV's identified in **Section 4.1** have been considered at a local level via an extended vehicle swept path analysis to demonstrate the navigability of the routes to and from the site. The swept path analysis identifies routes appropriate for vehicles up to the size of a 12.0m maximum legal length rigid lorry. The extended swept path analysis drawings only shows parts of the route they may be perceived to be constrained. An overview of the local routing strategy and associated drawings is provided in **Figure 4.2** and **4.3**.

Origin / Destination	Route Summary	Drawing no.
North Approach	A34, M4, A4 Bath Road, A4155 Bath Road, A4155 Castle Hill, A329, A329 Chatham Street, Eaton Place.	Drawings 2022-6475-101, 2022-6475-102 and 2022-6475-103
North Departure	Eaton Place, A329 Chatham Street, A329, A4155 Castle Hill, A4155 Bath Road, A4 Bath Road, M4, A34.	
South Approach	M4, A33, A329, A329 Chatham Street, Eaton Place.	
South Departure	Eaton Place, A329 Chatham Street, A329, A33, M4	
East Approach	M4, A329(M), A3290, A4 London Road, A4 Crown Street, A327 Southampton Street, A329, A329 Chatham Street, Eaton Place.	
East Departure	Eaton Place, Chatham Street, A329, A329 Queens Road, A329 Warlington Street, A329 Kings Road, A4 London Road, A3290, A329(M), M4	
West Approach	M4, A4 Bath Road, A4155 Bath Road, A4155 Castle Hill, A329, A329 Chatham Street, Eaton Place.	
West Departure	Eaton Place, Chatham Street, A329, A4155 Castle Hill, A4155 Bath Road, A4 Bath Road, M4.	

Figure 4.3: Local Routing Summary



The vehicle swept path analysis demonstrates that the proposed routing provides appropriate geometry for HGVs to access the site without effecting the operation of the local road network or requiring enabling works to amend the highway. The swept path analysis demonstrates that a maximum legal length 12.0m rigid lorry is the largest HGV that could serve the site.

Figure 3 shows our proposed vehicle access routes to the site for deliveries and removals outside of Brighton. The proposed route utilises avoids central Brighton and Hove by utilising the A270 to the north and then the A27 thereafter.

We have developed a number of delivery tracking drawings to verify our vehicle movements and these are included within appendix B for reference. The full list of the drawings is as follows:

- General Arrangement and signage
- Large Tipper Swept Path Analysis
- Concrete Mixer Swept Path Analysis
- 7.5t Rigid Vehicle Swept Path Analysis
- Construction Access Vehicle Swept Path Analysis
- Existing Accesses onto Pelham Street Vehicle Swept Path Analysis
- Large Tipper Swept Path Analysis Option 2
- Fire tender swept path analysis
- HGV Routing

Construction Vehicle Management

The list below provides basic ground rules that will be followed with the Construction vehicle management.

- The Project Manager and Site Manager will have undergone suitable training to be responsible for all logistics
- Traffic Marshalls are to be suitably trained
- Contact numbers of Project Manager and Traffic Marshall to be displayed in prominent positions
- Compliance with the Traffic Management Plan will be a pre-requisite of supply chain orders
- Remote holding area for deliveries ahead of designated time slot
- Deliveries only brought to site upon confirmation from Banksman/Traffic Marshall and Supply Chain Supervisor that they are ready and in a position to receive the delivery
- All operatives including management team will be encouraged to use public/green transport
- Bicycle racks will be provided for Construction personnel within the site compound and welfare area
- No deliveries outside of working hours (Monday to Friday 07.00 – 18.00 & Sat 08.00 – 13.00)
- Just-in-time delivery methods will be used
- All deliveries to be booked in advance with the Site Management Team
- All vehicles entering and leaving the site will be escorted by a Banksman/Traffic Marshall

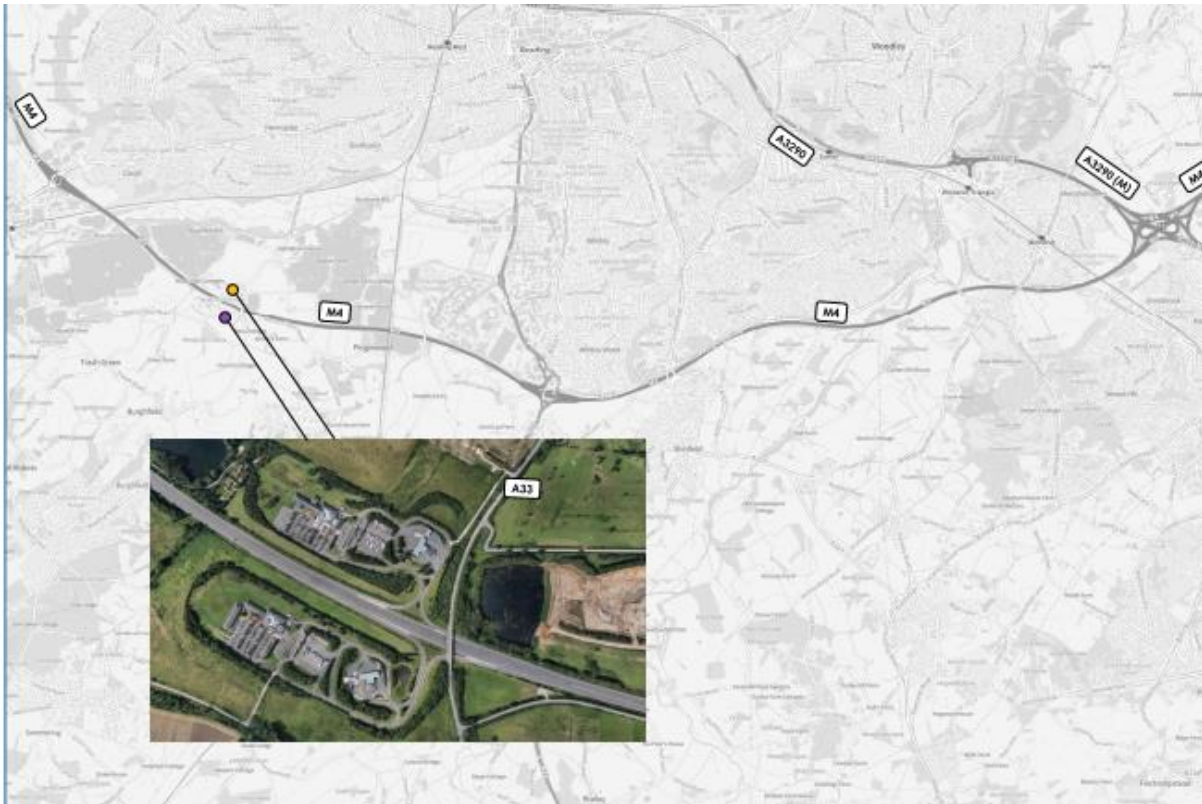
- Signage will be erected in appropriate locations warning pedestrians of site construction traffic movements
- Measure will be put in place to ensure construction traffic leaving the project are clean from construction waste and mud
- Banksman/Traffic Marshall accountable for ensuring all vehicles are clean prior to leaving the confines of the project
- Facility of road sweeper to attend at short notice will be set up should any mud spread to the surrounding roads
- All pedestrian footpaths in the immediate location will be swept daily
- Vehicle management on site will be managed by principal contractor's Site Manager
- On site delivery hours Monday to Friday 07.00 – 18.00hrs
- On site delivery hours Saturday (if required) 08.00 – 13.00hrs
- Wherever possible, off- peak deliveries will be the preferred option
- Deliveries will be on an as needed basis as there is only a small off-loading area. This approach will assist in ensuring logistics are managed safely.

Management of Deliveries

All subcontractors and suppliers will ensure that materials are delivered by rigid lorries. Articulated vehicles will not be permitted.

Off-Site Holding Bay

Vehicles will not be allowed to wait and/or block the nearby roads whilst waiting to enter the site. Should any deliveries find themselves approaching the site ahead of their confirmed delivery slot then they will need to wait off-site until their designated time slot. Figure 4, 5 and 6 shows the possible location of the off-site holding areas. These are also shown on Brightplan Drawing 01 located in appendix B.



Once in one of the off-site holding bays the driver will need to call the Osborne logistics manager (Tel number TBC) for unloading and time availability. Deliveries will then be called to site.

Delivery Booking System

For the Construction phase all deliveries will be booked by contacting the Osborne Site Management Team at least 24 hours in advance.

Any deliveries not booked in advance may be prohibited from entering site.

This level of discipline is essential for ensuring the process is managed safely with no impact on the local community and neighbouring businesses. This process will be owned by our Site Management.

A just-in-time basis will be applied to all deliveries, bulk delivering of materials will not be allowed.

Monitoring the Construction Environmental Logistics Plan

- Osborne will monitor the plan on a daily basis
- Osborne Project Manager will be accountable for all logistics
- A full time Banksman/Traffic Marshall dedicated to daily logistical operations ensuring the safety of pedestrians at all times
- Sub-Contractor's deliveries which arrive on site not having booked in advance may will be turned away. The responsible contractor will be contacted to understand the reasons for the non-compliance and to ensure no further repercussions occur
- All delivery drivers will receive a site induction prior to entering the construction area
- The regular monitoring of construction operative's daily mode of transport will be undertaken to ensure public /green transport is being used as opposed to use of individuals cars. This will ensure resident parking is not impacted upon and reduce construction generated CO2 omissions
- Osborne's supply chain will be monitored for registration of FORS. Supply chain members not registered will be contacted to enable an understanding of the reasons for non-registration, with help given, if required, to ensure registration is achieved
- Residential streets will be monitored to ensure they are not being used by construction traffic
- A copy of the Construction Environmental Management Plan will be added to all supply chain orders and discussed in detail at all pre-order meetings and site inductions
- Sheeting will be used on lorries and damping down carried out where necessary. Dust and noise suppression will be dealt with in method statements, risk registers and toolbox talks
- Dust and noise suppression will be evaluated on a trade-by-trade basis with risk assessments, method statements and toolbox talks being the tools to mitigate possible risks. Osborne will monitor all works on a daily basis.
- Water for dust suppression will be attached to cutting machinery at all times
- Dust exhaust bags will be attached to cutting machinery
- Acoustic assessments to be undertaken on a trade-by-trade basis. Should assessments highlight the need for an acoustic treatment, this will be produced and implemented
- All vehicles and plant will be checked prior to use to ensure no mechanical faults and exhaust systems are operating efficiently

- Noise and dust will be monitored at regular interval through the day. If further suppression is required this will be actioned immediately with work being stopped until the correct procedures are in place

Vehicle & Pedestrian Site Access

Access to the site for both vehicles and pedestrian will be from Eaton Court.

Pedestrians & the Public

We acknowledge that there will be the public in close proximity to the site areas. We will ensure pedestrian safety at all times. Clear and concise signage will locate in the area making them aware of construction traffic operating at all times through the day.

We will install pedestrian barriers on the kerb edge of Eaton Court footpaths to control pedestrian movements near the college. The extent of these barriers is detailed within Brightplan drawings within appendix B.

Within the site demise, pedestrian routes will be identified to separate construction traffic from site personnel using temporary fencing and vehicle barriers. This will be adapted as necessary during the progression of the works. Lighting will be provided to all temporary access routes and will be strictly controlled to prevent light pollution.

Our strategy for deliveries will seek to minimise the requirement for reversing vehicles. In the unlikely event that delivery vehicles do need to reverse, a banksman will manage the vehicle.

A speed limit of 'dead slow' will apply to all vehicles within the site.

Materials and Storage

Construction materials deliveries will adopt a just-in-time approach to reduce the impact on the local road network and storage areas within the site. As the project nears its conclusion, storage space will be reduced.

Plant and Equipment

The Construction phase will require some deliveries on large rigid vehicles for some of the larger plant items. These will be booked in advance with the Project team and the

site will be made ready so that the vehicle can pull directly into the site to offload. Articulated vehicles will be permitted to make deliveries of plant during the project.

Any additional traffic management required, to ensure these deliveries offer no risks to pedestrians and other road users will be provided within specific method statements for these individual operations.

Public Transport

We will ensure the continued provision of public buses around the site.

We do not foresee any impact to taxi and Reading Bike Share Scheme services during the project.

Freight Operator Recognition Scheme (FORS)

The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

FORS will:

- Create safer drivers – which significantly reduce collisions
- Encourage suppliers to improve fuel economy associated with the project
- Provide a system to identify 'at risk' drivers, allowing training to be provided
- Allow more certainty with deliveries and collection
- Promote fewer deliveries to site

Osborne will ensure all supply chain members are accredited to Silver standard of the Freight Operator Recognition Scheme

Euro-6 emission standard

HGVs used for construction of the development shall be minimum euro-VI(6) emission standard.

Local Suppliers

Osborne will ensure its chosen principal sub-contractors where feasible; use local services, materials and equipment. Osborne's objective is to promote and stimulate the local economy wherever possible.

Waste Minimisation

Osborne where possible, will minimise waste following the waste hierarchy in our push for helping to safeguard the environment. In the first instance we plan to do this by looking at all elements of the design to see where waste can be reduced by off-site design solutions and other solutions. We plan to reuse where practically possible. This will then be followed through the pre-construction phase and onto the construction phase. The project will commit to recycle 90%+ of waste generated through the project.

Tree Protection

One TPO offsite at the North-East corner of the site.

Temporary Floodlighting

External floodlights will be used to illuminate dark areas of the site during winter months (December – February) between the hours of 16:00-18:00, totally 10 hours a week. The floodlights will be controlled by timer/ clock. LED lights are much more energy efficient and lower carbon emissions

Security Hoarding

A solid 2.4m timber hoarding PEFC/FSC grade hoarding will be erected once for the demolition and left in position for the main works. Metal heras fencing will be used in various areas.

Wheel Washing Facilities

Upon completion of the demolition on site Osborne will install a slotted drain system across the site entrance at the vehicular gate, the slotted drain will be used to collect silts and other materials from construction vehicles leaving site.

A portable power washer with a water bowser will be used by our traffic marshal to power wash each vehicles wheels and undercarriage prior to the vehicles leaving site.

The material removed from vehicles by cleaning operations will be collected by the slotted drain and deposited into a bunded area at the end of the drain run. The bund will be subsequently cleared of silt and materials collected disposed of offsite.

In addition to the above, a street sweeper will be employed during groundworks and frames activity for a minimum of twice weekly clearing of Eaton Court and Place alongside the development,

Daily cleaning will be also implemented by our logistic manager. In order to protect the Eaton Court drainage outlets. Proprietary Gully Guard bags will be fitted onto the gulley's lining Eaton Place to collect any potential silt deposits deposited on the street after wheel wash cleaning. Osborne logistics manager will carry out weekly check of the gulley guards to ensure they are kept free of silts and other materials.

At no point will concrete be washed out into existing gullies, manholes or drains.

G. Environmental Control

Noise, Dust & Vibration Risk Assessment

We will use our experience and expertise and that of our supply chain to schedule out the works that will generate any significant levels of noise. We will benchmark acceptable levels of noise generation at the earliest opportunity. The method of assessment shall be in accordance with BS4142:2014. Careful programming of the works is also essential to ensure any particularly noisy elements of the work take place outside of exam periods. Two weekly noise look-ahead predictions will be prepared and issued to the immediate neighbours on a weekly basis.

Examples of specific methods employed to reduce the noise and vibration impact of the works will be:

- Carefully select methods and plant to minimise the potential for noise generation e.g. use of diamond cutting and hydraulic construction techniques as opposed to percussive method for breaking out.
- Use of solid hoarding as indicated on our hoarding layout around the perimeters of the site.
- Use of netting or monarflex on the elevation scaffolding.
- Ensure plant is inspected and maintained at regular intervals.
- Ensure that each potential noise generating activity is carried out with appropriate noise reduction equipment, and that baffles and silencers are used. All compressors, percussion tools and vehicles will be fitted with effective silencers.
- All trade contractors will be made familiar with acceptable noise levels to be produced without causing undue disruption, which will form a pre-requisite of their appointment.
- Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving of equipment or materials around site will be conducted in such a manner as to minimise noise generation and where practical will be conducted away from noise sensitive areas closest to the existing buildings.
- Positioning plant away from site boundaries / sensitive receptors where practical.
- No transistor radios to be used on site.

- Clear point of contact and action plan in the event of complaint.
- Plant and equipment to be switched off when not in use.

Dust and airborne pollutants can cause a nuisance to surrounding areas as it is a risk to the health of stakeholders and can be a source of ill feeling towards a construction project. Best practice guidance will be followed to minimise airborne pollutants; this will include:

- Carefully selecting methods and plant to minimise creation of dust and emissions which affect air quality.
- Ideally, cutting, grinding and sawing should not be conducted on site and pre-fabricated material should be brought in as with the cladding system.
- Where products are site cut, dust suppression / extraction must be used.
- Use of netting or monarflex on the elevation scaffolding facing noise sensitive receptors.
- Use of hoarding and timber, plywood and polythene screens.
- Considering wind direction before undertaking activities and dampening material down in dry weather.
- No engines left idle when plant is not in use
- Enclosing stockpiles or keeping them securely sheeted
- Covering / sheeting all loads entering or leaving the site
- Water will be used to minimise dust during construction and cutting of masonry.
- Dust extraction will be utilised where possible (e.g. wall chasing, cutting etc.).

Generally, dust will be controlled through the use of dust suppressant tools during construction and construction. The site and surrounding premises will be kept tidy, materials will be properly stacked, rubbish will be removed promptly and the approach roads will be kept free from mud or other debris.

Site operatives will be required to attend periodic site toolbox talks covering the subjects of Dust and Air Quality, Noise & Vibration Control.



Figure 9 – Toolbox Talk Example 1

Measures taken to prevent contaminants entering watercourses or the water environment and to protect drainage infrastructure.

Prior to commencement on site we will compile an Environmental Management Plan which will outline our proposals for managing water on the site. This will include a review of our standard procedures (copies available upon request)

- Osborne Standard Operating Procedure – ENV-SOP-003 – Ground Water Procedure
- Osborne Standard Operating Procedure – ENV-SOP-004 – Water (Abstraction & Discharge)

No substance will be discharged to a surface water drain; foul water drains may be used to dispose of some silty or foul water IF the consent of the sewerage undertaker has been sought.

Potentially polluting substances will be stored in suitably bunded areas in order to reduce the potential for ground contamination and, therefore, groundwater contamination. If polluting substances penetrate the ground the ground will be dug up and removed and replaced with a suitable replacement material. The polluted, excavated material will be disposed of according to legislative requirements.

Absorbent material containing oil digesters (spill kits) will be stored on site for use on minor spillages.

We will undertake a visual drainage survey to identify existing drainage on the site. Each existing drainage location will be identified and marked on a drawing to ensure the workforce is aware it is a live drainage point. This information will be explained at site induction to all site operatives. When completing works directly adjacent to drainage locations, we will temporality cap the end to prevent any material entering the drainage network.

Site operatives will be required to attend periodic site toolbox talks covering the subjects of water, pollution and environmental best practice. Pollution control plan will be displayed on site.

plan to prevent... pollution of...

Ground by:

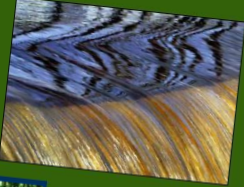
- Disposing of waste properly



Water by:

Ensuring risk of spillage is minimised by

- Proper used protective bunds
- Availability of emergency spillage granules
- Use of interceptors/silt traps



Air by:

Controlling noise and avoiding nuisance by

- Switching off idle plant
- Using tools that have acoustic mufflers
- Acoustic screening

Controlling dust and fumes by

- Extract and filter measures
- Properly maintained plant



Don't damage the ecology of your surroundings

- Think Flora and Fauna
- Consider the Birds, Bats, Badgers, Reptiles and plants etc



Don't waste resources. Segregate waste where possible

- Recycle to approved waste transfer stations



Prosecution: Deliberate pollution can attract fines of £20,000

think environment!



Figure 10 – Toolbox Talk Example 2

Controlling Risks

The significant aspects and impacts are determined through the environmental risk assessment register. The *activities* associated with the contract are identified, the individual tasks are broken down into *impacts* that could arise, or are likely to arise. The *probability* and *importance* of each impact is determined according to the known aspects. The scoring applied to the impacts is subjective according to knowledge of the task and the site in addition to information made available by the client to Osborne (1: minimal risk, 2: below average risk, 3: average risk, 4: above average, 5: high risk). *Significance* is a weighted score achieved by multiplication of the score applied to probability and importance. The risk register shall be updated and revised regularly. More detail is inserted for control measures if the score is greater than 12, i.e. a high impact. These impacts are also included in the objectives and targets section.

The Contracts Manager will record variations on a Variations Form.

Risk	Controls
Carbon emissions/ Ozone depleting substances	Eco cabins. Eco efficient office and canteen equipment. Lights on LIRs. On mains electricity ASAP. Most efficient type of plant. Fridge housing not to be pierced. Air con degassed by competent person and certificated. Plant fitted with catalytic converters.
Ground and water pollution	Cabin utilities connected correctly to prevent leakage. Liquid/ powders/ hazardous substances to be appropriately stored to prevent accidental release and away from sensitive receptors. Lockable double skinned fuel bunds, ideally on hard standing and protected to avoid accidental damage. Inspect & maintain plant/ bowser daily.. Pollution Incident Control Plan displayed clearly on site and all staff briefed. Plant nappy or drip tray to capture drips from refuelling and plant maintenance. Visual awareness by Site Management.. Static plant to be stored on drip trays. Chemicals to be stored on bunds. Concrete wash out water to be put in concrete skip and broken out.
Waste/ Vermin/ Odour	Apply the waste hierarchy to eliminate waste, recycle and reuse. Ensure removal according to Duty of Care. Prevent waste accidental escape such as lids on bins.

	Regular waste disposal. Ensure skips are labelled. Furniture to be donated for reuse at end of project. Concrete waste to be used as blinding or for site paths. Community Wood Recycling to remove timber waste. Site materials stored to reduce wastage. Waste Transfer Note and Waste Consignment Note (hazardous waste) kept on site. Only approved waste management companies used. Check waste management company have a valid waste carriers licence. Keep SWMP up to date. Contents of drip trays, plant nappies and rags contaminated with fuel to be disposed of as hazardous waste. Contaminated soil is removed from site as hazardous waste. Fridges and hazardous waste to be stored separately.
Contaminated Subsoil	Site soil survey to be consulted before work begins. Contaminated soil will be treated in accordance with the contaminated land management plan/remediation plan. Site staff to remain vigilant particularly during excavation. If contaminated land is found unexpectedly, work must stop and the SHE team contacted immediately. Contaminated soil will be stockpiled on polythene sheeting and covered with polyethylene.
Reduced bio diversity/ protected species	Preserve bio diversity by keeping and protecting as much original planting as possible. Enhancing bio diversity by adding planters and early permanent planting. Specialist to check vegetation and trees before alteration/removal for protected species. Site management to remain vigilant for protected species and tree protection. If a protected species is found unexpectedly, work must stop and the SHE team contacted immediately.
Archaeology	Archaeology TBT. In the event of accidental discovery stop work immediately, install exclusion zone and call the SHE team for advice ASAP.
Waste	Ensure removal according to Duty of Care. Prevent waste accidental escape such as lids on bins. Contents of drip trays, plant nappies and rags contaminated with fuel to be disposed of as hazardous waste. Invasive plant species if taken from site is disposed of as soil, if the soil contains weed killer it is classed as hazardous waste. Contaminated soil is removed from site as 'Contaminated Waste'. Regular waste disposal. Ensure skips are labelled. Concrete waste to be used as blinding, for site paths or crush. Community Wood Recycling to remove timber waste. Timber pallets and stillages on take back scheme.

	Waste Transfer Note and Waste Consignment Note (hazardous waste) kept on site. Only approved waste management companies used. Check waste management company have a valid waste carriers licence and waste destination has a valid permit.
Timber-sustainable resourcing	All timber from a sustainable source and FSC or PEFC certificated. Suppliers instructed timber to be FSC or PEFC. Timber register kept to record all timber deliveries. Supplier FSC and PEFC certificate numbers on delivery notes and stamped on timber to be verified.
Invasive plant species	Ecology survey to be consulted for location of invasive species. TBT on invasive species. Site management to remain vigilant. Invasive species to removed by specialist contractor. In the event of accidental discovery stop work immediately, make an exclusion zone and call the SHE team for advice ASAP.

Environmental Targets

The environmental objective for the project is to ensure that all practical steps are taken throughout the contract to minimise the environmental impacts. Site-specific impacts and mitigation requirements highlighted from the environmental risk assessment and the documents supplied by the Client include, but are not limited to:

Compliance with Client requirements and Osborne Business Plans (see relevant document for details)

As a result of these findings, the targets are:

Objective	Target	Responsibility	Means	Monitoring	Location of records	Progress & date
1 Noise	Noise minimising to adjacent buildings	Site staff / management	Best practical means , acoustic barrier for fencing, observing	Keeping records , complaints and dairy's , visual monitoring	On site	Quarterly

			quite times and site hours, hoarding, no idling plant, induction, tool box talk, no shouting across site, site on mains electricity ASAP, cutting in building	by site management		
2 Reduce waste and recycle when practicable possible.	To reduce, reuse and recycle about 85% of waste,	Site staff / management	Reuse materials on site and use accredited recycling carrier, use of community wood recycling, cable drums and pallets on take back scheme were possible, furniture to be donated at end of project, waste concrete to be reused for site	Keeping records , complaints and dairy's (SWMP), visual monitoring by site management	On site and iGO	Monthly

			paths. Use of offsite construction method.			
3 Energy	To use less electric energy	Site staff / management	Use signage to reduce (turn off lights) low energy bulbs and equipment, eco cabins, LED site lights, lights on PIRs	Keeping records, visual monitoring by site management	On site and Smartwaste	Monthly
4 Water	Reduce water use	Site staff / management	Water harvesting on site, spray head	Visual monitoring by site management	On site and Smartwaste	Monthly

			on hose, cover stock pile rather than damp down, haul road with crush surface to reduce dust			
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H. Movement of all Construction Workers to and from the Development incl. Parking

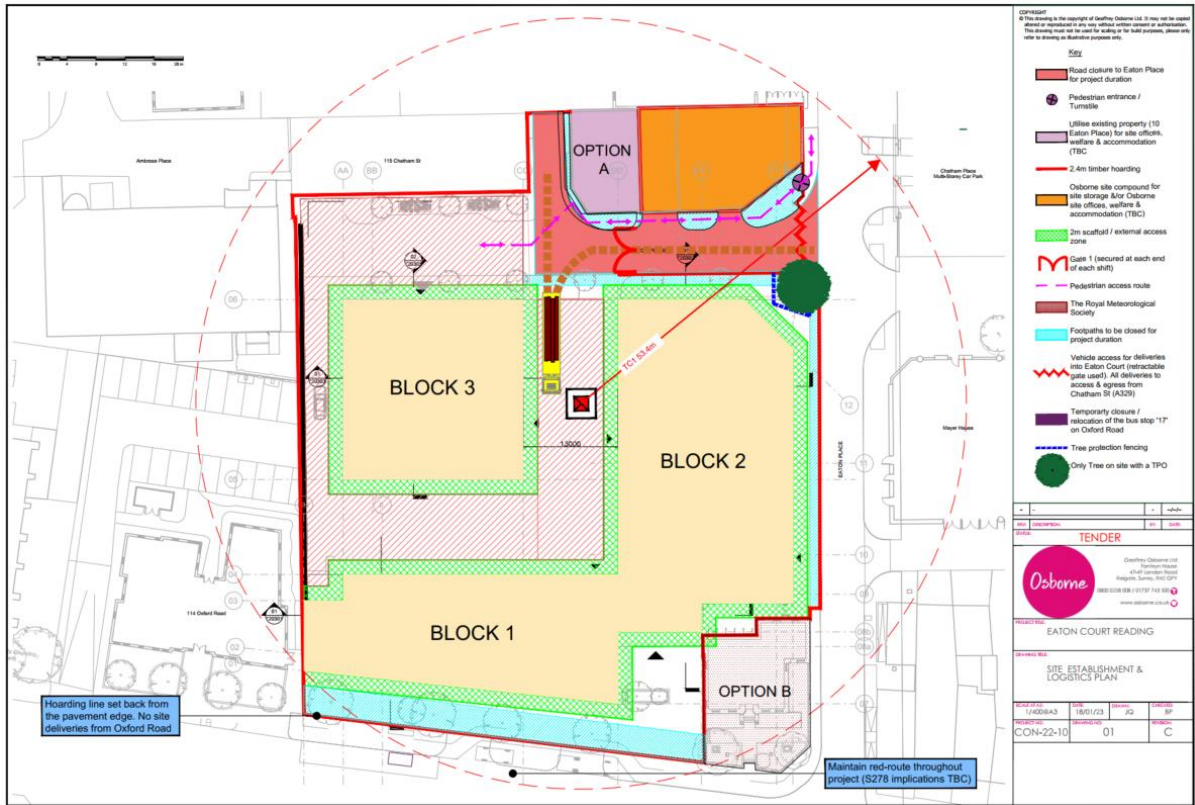
There will be no on-site parking for any construction personnel or operatives. Public/green transport for all construction personnel will be encouraged. There are a number of public car parking locations in close proximity to the site.

The project will provide secure bike racks within the site compound and we will promote the use of public transport. The use of a local supply chain will assist in minimising the volume of transport movement. When all avenues have been explored and the only option is private transport the use of minibuses to bring operatives to site in clusters, as opposed to individual cars, will be encouraged/incentivised. We do not envisage having to bring construction personnel from distances that will require overnight accommodation; however, if this should arise local accommodation will be arranged.

Parking in the area of local housing will be prohibited; all operatives and management will be made aware of this. Travel arrangements will be discussed during all pre-orders to ensure buy-in from senior management prior to placement of orders and will be further covered during all site inductions. If there is a requirement to drive to the project all personnel will be informed that they are to use local pay and display facilities only; using resident parking is not an option. Parking in local residential areas has the potential to upset neighbours and we will liaise very closely on a regular basis with our neighbours to ensure parking does not become an issue, avoiding upset.

I. APPENDICES

Appendix A: Logistic Plan



Appendix B: Bright Plan CTMP