

Construction Management Plan (CMP)

Logicor Park, Reading RG2 0BY



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1. Introduction

- 1.1. This Construction Management Plan has been developed to support the submission of a planning application to Reading Borough Council
- 1.2. The Construction Programme is a continuous build, lasting a duration of approximately 38 weeks, commencement TBC (Approx. December 2023).

Demolition of the existing Class E(g)(i) (Office) building and the construction of three buildings for Class E(g)(iii) (Light Industrial) / Class B2 (General Industrial) / Class B8 (Storage or Distribution) uses, including the provision of a new substation, parking, landscaping, and associated works.

- 1.3. The site is located on an existing office building plot, with associated car parking, which is currently unoccupied and is accessed via Rose Kiln Lane, Reading.

1.1. Scope

- 1.4. The outline scope of this CMP is set out to cover all matters and concerns that may arise during the construction of the proposed development.
- 1.5. This CMP covers the activities and operations under the control of the selected contractor (who will perform the role of 'the Principal Contractor') and its appointed Contractors, for the construction of the entire proposed development.
- 1.6. This CMP has been prepared as a guide to tendering contractors. The selected contractor will be responsible for developing the CMP to a site specific document as the project progresses.
- 1.7. The requirements of this CMP apply to all parties engaged in the project, including Contractors and Sub-Contractors involved in the works under the direction of the selected contractor. It should be noted that the balance of responsibilities between the selected Principal contractor and Contractors may change somewhat depending on the particular nature of the works package and the associated contractual arrangements. However, the CMP will comprise a core element of the legal contract with all Contractors and thereafter its requirements must be adhered to.
- 1.8. This CMP will ensure that best practice means (BPM) are employed in order that adverse effects of construction on the environment and the local community are avoided or minimised at source.
- 1.9. The selected contractor will undertake regular audits of the CMP throughout the construction programme.
- 1.10. The selected contractor is responsible for ensuring compliance with this CMP and that:
 - The appointed contractors submit reports regarding the performance and other relevant matters, sufficient to inform the selected contractor regarding compliance with this CMP;
 - Arrangements for auditing are in place and are implemented; and
 - Accountabilities and responsibilities, throughout the contractor organisations, are clearly allocated and identified.

2. Project Information

- 2.1. The project: Demolition of the existing Class E(g)(i) (Office) building and the construction of three buildings for Class E(g)(iii) (Light Industrial) / Class B2 (General Industrial) / Class B8 (Storage or Distribution) uses, including the provision of a new substation, parking, landscaping, and associated works.

Principal Contractor

Company	TBC
Address	TBC
Telephone	TBC
E-mail	TBC

3. Construction Methods and Techniques

- 3.1. The selected contractor will register the project with the Considerate Contractors Scheme. The Considerate Constructors Scheme Code of Practice includes:
- Consideration: All work to be carried out with the positive consideration to the needs of all potentially affected parties and environment in general;
 - Environment: Minimising noise and dust from construction, use of local resources where possible, attention to waste management and the implementation of the waste hierarchy (reduce, re-use, recycle) and the avoidance of pollution;
 - Cleanliness: The working site to be kept clean and in good order at all times;
 - Good Neighbours: Full and regular consultation with neighbours including adjacent traders and businesses regarding programming and site activities;
 - Respectful: Respectful and safe standards of dress shall be maintained. Lewd or derogatory behaviour will not be tolerated under threat of severe disciplinary action;
 - Safe: Construction operations and site vehicle movements are to be carried out with great care and with consideration for the safety and security of the general public and site personnel;
 - Responsible: Considerate Contractors will ensure all site personnel and any other persons working on the site understand and implement the Code;
 - Accountable: Posters and signs regulating to the project will be displayed adjacent to the site giving names and contract details of staff who can be contacted in response to issues raised by the general public or other persons affected by the site operations.

4. Waste Management

- 4.1. Reduction of waste will be promoted, where practicable, at source through the careful design and management of materials. All contractors will be required to investigate opportunities to minimise and reduce waste generation, such as:
- Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme;
 - Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
 - Attention to material quantity requirements, to avoid over-ordering and generation of waste materials;
 - Segregation of waste at source where practical; and
 - Reuse and recycling of materials off-site where re-use onsite is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct reuse or reprocessing).
- 4.2. Effective waste management will be facilitated through segregation (metal, timber, plaster board and general waste), and storage facilities being provided within the dedicated construction compound and lay down areas. The selected contractor will adopt a Site Waste Management Plan (SWMP) which will also be adopted by each contractor on site. The SWMP needs to ensure that the targets listed are met.

5. Management of Construction and Associated Vehicle Movements and Parking, Including Deliveries of Construction Materials

- 5.1. Site access will be via Rose Kiln Lane



5.2.

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- 5.3. The principal contractor will be responsible for erecting suitable traffic management and signage on and around the perimeter and entrance to the site to suitably warn pedestrians and vehicle users of the dangers and hazards of the construction site.
- 5.4. There will be car parking located within the main construction compound, however all construction staff and operatives will be encouraged to travel to the site using public transport where possible.
- 5.5. Considering the large volume of deliveries the project will need to manage daily, the selected Contractor will be adopting a 'Just in Time' delivery strategy. It is recognised however that due to the large number of deliveries coming from multiple parts of the country, this approach isn't without risk to scheduling and possible delay due to unforeseen traffic conditions and weather.
- 5.6. To mitigate this risk the selected contractor will adopt a 'Laydown and Staging Area'. The staging area will be used to store and stockpile materials at least one day in advance of the actual programme requirements, giving flexibility and greater control of the daily delivery demands.
- 5.7. A Logistics Manager will be based on site. The Logistics Manager will be responsible for liaising with sub-contractors and planning the required deliveries to each work face, as well as coordinating other high-volume deliveries or logistical movements such as concrete deliveries and muck-away / aggregates imports.
- 5.8. As well as producing a Weekly Look Ahead to schedule planned movements and deliveries, a daily meeting to discuss and agree the following days schedule will be held between the Logistics Manager and key team personnel.
- 5.9. The laydown and staging area will allow deliveries to be scheduled outside of traditional peak traffic hours, relieving some pressure on the surrounding road network.
- 5.10. Forecast weekly and daily delivery management will also be managed using the techniques mentioned below –
 - Hourly delivery schedules issued through the Logistics Manager to the sub-contractors and suppliers;
 - Morning briefings detailing correspondence of each delivery with each delivery point;
 - Clearly marked and defined traffic routes on the site with effective barriers and direction signage as well as issuing clear instructions at the access gate;
 - Evening briefing with the key site personnel to discuss and agree the following days plans and routes;
 - A white board with the project plan printed on it will be annotated to show the location of each piece of plant and lifting equipment, with the daily traffic and pedestrian routes marked for clarity;
 - Revised access and egress, where required, to suit build sequence to allow deliveries to each work face independently; and
 - Deliveries for the following day will be unloaded on site at the end of each day as required, in readiness for the following days' work face. This is to avoid unnecessary congestion with deliveries each morning and allow work to commence promptly each morning.

6. Means of Minimising Noise and Vibration (including any Piling)

- 6.1. The selected contractor will take account of the guidance and recommendations as outlined below and will implement where necessary:
- Appropriate operational hours for loud elements of work;
 - Ensuring the use of quiet working methods, the most suitable plant and reasonable hours of working for noisy operations, where reasonably practicable;
 - Locating noisy plant and equipment as far away from dwellings as reasonably possible and where practical, carry out loading and unloading in these areas;
 - Screening plant to reduce noise which cannot be reduced by increasing the distance between the source and the receiver (i.e. by installing noisy plant and equipment behind large site buildings or using acoustic barriers wherever necessary around loud operations while will be relocated to suit any new work faces);
 - Orienting plant that is known to emit noise strongly in one direction so that the noise is directed away from dwellings, where possible;
 - Closing acoustic covers to engines when they are in use or idling; and
 - Lowering materials slowly, whenever practicable, and not dropping them.
- 6.2. Access to high noise areas will be restricted to essential personnel only. In order to prevent exposure to potentially high noise levels the selected contractor will designate these areas as Mandatory Hearing Protection Zones. Suitable hearing protection will be freely provided and all access points into the areas will clearly display mandatory (blue) warning signs. All contractors are required to inform the principal contractor in advance of any potential high noise activities in order for suitable control measures to be implemented and communicated.
- 6.3. Where necessary, in extreme cases, noise attenuation boards will be deployed around the perimeter of specific works.

7. Means of Minimising Dust and Similar Emissions, in accordance with Air Quality: Best Practice Guidance – The Control of Dust and Emissions During Construction

- 7.1. Care will be taken to maintain dust emissions at a practicable minimum. Best practise mitigation would be required during dry conditions. The use of 'best practicable means' (as defined in Part III of the Environmental Protection Act 1990) would be employed. Dust reduction measures will include:
- Surfacing of the haul roads as soon as possible within the programme;
 - Damping down the haul roads using mobile water browsers, if required;
 - Haul roads to be regularly cleaned;
 - If required, a pressure wash and brushes will be implemented on site and supplemented by mechanical road sweepers;
 - Sheeting of vehicles transporting materials to and from site;

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- Limiting the speed of general vehicles within the site to 10mph;
- Skips to be enclosed/covered wherever possible;
- Excavation and earthworks may require to be damped down during dry periods;
- The long-term stockpiling of spoil, crushed materials, etc. will be avoided; and

- 7.2. Certain construction activities are inherently dusty e.g. stone or brick cutting would require additional controls. Such activities may require local extraction plant, damping down, or be limited to certain areas or times to limit impacts.
- 7.3. The selected contractors Sub-Contractors, once appointed, will be required to submit a method statement, or series of method statements, which summarise the site evaluation and identifies all anticipated dust generating activities accompanied with the proposed dust control measures.
- 7.4. The submitted Method Statements go through an approval process once submitted to ensure that they are inclusive of all safety procedures, legislation and recommendations (including the mitigation methods outlines in this CMP and all associated reports) before they receive sign-off. If sign-off is not received the Method Statements will be reviewed and amended to include all provisions before work is permitted to start.
- 7.5. Restrictions of Vehicle and plant emissions would include, where practicable:
- Use of cleaner low emissions fuel and materials for construction traffic and non- road mobile machinery (NRMM) such as an ultra low sulphur diesel (ULSD) to EN590:2004;
 - HGV class on road vehicles (gross vehicle weight over 3.5t) to be Euro III PM complaint;
 - Banning burning of materials on site;
 - Banning of idling vehicle engines on site;
 - NRMM to be regularly maintained.

8. Construction Site Lighting

- 8.1. Any temporary site lighting that will be utilised will be pointed down and away from residential areas and ecologically sensitive areas.
- 8.2. Efforts will be taken to ensure that minimal lighting is left on at night and for security purposes only. The security hut will have temporary lighting which will be pointed down and away from residential areas.

9. Local Community Engagement

- 9.1. A full contact list containing names, job titles and contact numbers shall be produced and maintained. On site communication will be provided by mobile telephone or two-way radio.

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- 9.2. The Project Manager, Site Managers and Emergency Contacts contact details will be displayed on the site's front entrance hoarding and in the welfare areas in the event that they are required to be contacted regarding an emergency or for any other matters, including deliveries.

10. Wheel Washing facilities

- 10.1. Wheel wash facilities will be located at the entrances to the site and will remain in place for the construction works to ensure all vehicles accessing the site are free from mud before returning to the public highway.
- 10.2. Wheel washing facilities will include, but not limited to, a high-pressure spray wash system:
- 10.3. High pressure spray system comprises of the manual washing of the vehicle, by site staff member, in a designated wash area. The manual washing process is more effective than the automated systems as it allows the operative doing the washing to visually inspect the vehicles before they leave site, as well as also allowing the cleaning process to reach places that the automated system would not.
- 10.4. The Banksman of the appointed contractors will be charged with the responsibility of checking the cleanliness of all vehicles leaving the site. Furthermore, should any mud be deposited on the public roads a road sweeping machine will be on call to respond swiftly. In addition, an emergency response team shall clean up the mud/dirt in anticipation of the road sweeper's arrival to deal with the bulk. The effectiveness of the above will be monitored by conducting visual inspections and corrective actions employed, if necessary.
- 10.5. Where practicable, the principal contractor will 'stone up' the site traffic routes.

11. Storage of Materials from Demolition and for Construction

- 11.1. The excavation spoil that cannot be re-used will be removed from site and disposed of at a suitable licensed waste transfer facility. The waste facility information will be identified in the disposal certificates. No spoil will be discharged outside of the site or be disposed of unlawfully.
- 11.2. Storage and laydown areas will be provided to enable bulk materials to be stored on site for use in accordance with the site programme. Materials are likely to be transported around the site from the storage areas by forklift/telehandler as and when required. Lockable containers will also be in use in the hardstanding storage yard.

12. Site Hoarding

- 12.1. The site will be secured throughout the duration of the project using a mix of timber hoarding and Heras fencing.
- 12.2. The hoarding will be located at the site entrance and the Heras fencing will line the remaining site perimeter. Heras fencing will be double clipped and anchored into the ground with Health and Safety signage throughout to alert the public to the construction and the hazards.

13. Hours of Work

13.1. Working hours would be restricted to “normal working hours”, these are anticipated as being:

- Monday - Friday: 0700 to 1800
- Saturday: 0700 to 1700
- With occasional working on Sundays and Bank Holidays (essential or traffic related works only).

13.2. Please note, the contractor will only utilise the later hours outside of these times, Monday to Friday, if absolutely necessary due to prolonged construction techniques – e.g. concrete curing.

13.3. The Construction Compound will be monitored 24 hours a day by security

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