

CONSTRUCTION METHOD STATEMENT

Development at:

**Reading Cold Store
Deacon Way
RG30 6AZ**

Dated: January 2023

CONSTRUCTION METHOD STATEMENT

Development at Reading Cold Store, Deacon Way RG30 6AZ

1. Introduction

1.1 Purpose of the Report

- 1.1.1 This report on construction methodology has been prepared by Craftsman LTD.
- 1.1.2 This report is in the form of a Construction Method Statement (CMS) and it outlines proposed measures to minimise and mitigate construction impact on adjoining occupiers. It also considers the phasing and sequencing of works during the construction process. The CMS adopts construction industry best practice and takes full account of relevant health and safety legislation and environmental guidance.

1.2 Development Proposal

- 1.2.1 The proposed development is the extensions and refurbishment of building
- 1.2.2 The development proposal is subject to Planning Application Ref: 221003.

1.3 The Approach to the Construction Method Statement

- 1.3.1 The objectives of this Study are to ensure that the physical and environmental impact of the construction works to the adjoining neighbourhood are avoided or mitigated through the management of the construction process together with minimising risk to the work force and members of the public during the lifetime of the project.
- 1.3.2 The CMS is constructed in three sections:

- Section 2: General Construction Methodology
- Section 3: General Health and Safety Provisions
- Section 4: General Environmental Provisions

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- 1.3.3 The standards of procedure set out in this statement may need to be reviewed and updated as the design and scheme progresses.

2. GENERAL CONSTRUCTION METHODOLOGY

2.1 Introduction

- 2.1.1 This section discusses the extent of the construction works and the measures that will be adopted to reduce the impact of the construction process on the existing community.

2.2 Scope of Construction Works

- 2.2.1 The main element of the construction works are as follows:

- (a) Month 1: Creation of access, demolition of existing building, creation of parking and material storage, securing all boundaries, erection of site signage and establishment of welfare facilities. See separate Method Statement for Demolition in Appendix 2.

Month 2: Excavation of foundations and removal of all surplus ground materials from site. Formation of foundations and construction of floor slabs. Phase 1.

Month 3: Erection of shell. Phase 1.

Month 4: Fitting out both units and connection of all services to existing.

Months 5: Decoration and erection of shell of Phase 2.

Month 6: Fitting out of Phase 2. Provision of hard landscaping, snagging works and final completion.

- 2.2.2 The construction works will be managed by the developer Craftsman Ltd who will act as main contractor.

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2.3 Control of Construction Process

2.3.1 The construction process will be managed by Craftsman Ltd as main contractor with their own Site Manager, responsible for overall implementation, compliance with site rules and monitoring health and safety issues and neighbour liaison.

2.3.2 The demolition and site clearance will be carried out as a separate contract.

2.3.3 The main contractor will be employing sub contractors on a labour only basis as well as a supply and fit basis. The site manager will have responsibility for all vehicle movements on site and it is accepted that vehicle movements are the potential source for the greatest problems in respect of both health and safety and impact on the neighbouring community. To minimise this impact, the following specific measures will be taken in conjunction with DN1200/206 Plan.

- (a) The site has an access from Scours Lane. This will be the access for all deliveries to site.
- (b) There will be provision for unloading on site. Banksman will be provided when delivery vehicles manoeuvre in and out of the site.
- (c) There is no provision for parking on site. A secure compound will be created on site for site operative tools. All operatives will be delivered to site either by transport provided by the main contractor or by public transport.
- (d) There will be provision for all materials to be stored on site.
- (e) Delivery times will only be during the hours of 10.00 a.m. and 3.00 p.m. Monday to Friday. There will be no deliveries on Sunday or Bank Holidays. Limited Saturday deliveries may occur between 9.00 a.m. and 12.00 noon.
- (f) There will be no loading or unloading on the Public Highway.
- (g) There will be no parking of operatives vehicles on the public highway.
- (h) There will be no storage of plant or materials on the public highway.
- (i) All scaffolding will be contained within the site. In the event that any scaffolding projects into the highway a licence will be obtained from RBC prior to its erection.
- (j) All deliveries to and from site will be directed in accordance with the site access plan attached in order to minimise construction traffic on residential roads.

2.3.4 All construction activities will be co-ordinated by the Site Manager who will be responsible for agreeing procedures with subcontractors and delivery agents. In the event of any exceptionally large delivery vehicles Craftsman Ltd will liaise with the Council's Transport Development Control Team and Parking Services Department.

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2.3.5 In the event that any works are required on the Public Highway these will be carried out in accordance with the Guidance Notes for Activities on the Public Highway 2nd Edition June 2011.

3. GENERAL HEALTH AND SAFETY PROVISIONS

3.1 Health and Safety Management

3.1.1 Craftsman Ltd is committed to promoting a positive safety culture within all of the organisations involved in planning, design and construction of this development.

3.1.2 The enforcing authority for health and safety on construction sites is the HSE who will be notified of all construction works prior to their commencement on site. Craftsman Ltd will appoint a CDM Co-ordinator and day to day enforcement of health and safety on site will be the responsibility of the Site Manager.

3.2 Welfare Facilities

3.2.1 The Site Manager will co-ordinate the arrangements for provision and maintenance of reasonable welfare facilities to all visitors to the site. The main contractor will be responsible for preparing the strategic emergency plan for the prevention and control of emergencies.

3.3 Working Hours

3.3.1 The site working hours will be restricted to Monday to Friday, 8.00 am to 5.00 pm and Saturday 8.00 am to 1.00 pm. No work shall take place on Sundays or Bank Holidays.

3.3.2 The Site Manager will be responsible for ensuring that the restrictions to the construction working hours are enforced.

4. GENERAL ENVIRONMENTAL CONDITIONS

4.1 Public Access and Traffic Management

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- 4.1.1 There are no public rights of way across the site and the public will not be admitted except under the supervision of the Site Manager and, if admitted, shall wear protective safety equipment at all times.
- 4.1.2 Security fencing will be erected along both the frontages of the site.
- 4.1.3 The Traffic Management Plan will be prepared by the Site Manager to regulate vehicular movement on site. The Site Manager will be responsible for ensuring that all contractors and visitors to the site are aware of the agreed proposals.

4.2 Reduction, Re-use and Recycling of Construction Waste

- 4.2.1 Elegant Homes is committed to reducing waste generated during the construction process and to recycling. A waste minimisation scheme will be introduced that maximises material use and keeps waste to a minimum. This will be achieved by:
 - (a) Reduction of material wastage through good storage and handling
 - (b) Reduction of material wastage through efficient estimation of materials required on site to prevent over ordering.
 - (c) Careful setting out of slab levels and road levels to ensure that the existing ground levels are maximised thereby reducing cart away or bringing in ground fill materials.
 - (d) Ensuring all suppliers of materials provide returnable or practicably recyclable packaging.
 - (e) Provide waste minimisation induction courses for all site personnel.
 - (f) Regular tool box talks throughout the construction phase to raise awareness of the importance of minimising, segregating and recycling waste during the construction process.
 - (g) Ensuring adequate waste storage facilities are provided for both raw materials and waste streams generated.
 - (h) Re-use of suitable excavating materials from site works.
 - (i) Reduction of construction and demolition waste through good site practice.
 - (j) Deliveries should be on 'just in time' basis to minimise potential damage and wastage of materials.
 - (k) Segregated waste for recycling will be removed from site by a licenced contractor to an appropriate Materials Recycling Facility for reprocessing.

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- (l) Wastes which cannot be recycled will be removed from site by a licenced waste contractor to an appropriate licenced landfill facility, ensuring adherence to the Environmental Protection (Duty of Care) Regulations 1991.

4.3 Noise and Vibration Controls

- 4.3.1 During the construction of the road development there will be various site clearance and construction activities all of which have the potential to generate noise and vibration to neighbouring properties.
- 4.3.2 Adherence to the construction working hours, as detailed in Section 3, will ensure that any noise and vibration will be limited to specific times during the week.
- 4.3.3 All plant items brought to site will be properly maintained, provided with effective silencers and operated in a manner so to avoid causing any excessive noise, vibration or exhaust emission.
- 4.3.4 All items of plant operating on site in intermittent use will be shut down in the intervening periods between use.

4.4 Air Quality Control Measures

- 4.4.1 All buildings on site have already been demolished.
- 4.4.2 The main source of particle emissions during the construction activities include:
 - (a) Vehicle and construction traffic
 - (b) Material handling, storage, stockpiling, spillage and disposal
 - (c) Site preparation and restoration after completion
 - (d) Construction and fabrication process
 - (e) Internal and external finishing
- 4.4.3 In order to minimise particle emissions, a mitigation plan will be implemented including the following:
 - General Management
 - (a) No burning of any materials anywhere on site
 - (b) Procedure for liaising with the local community will be established with the site manager

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Aggregates

- (c) Vehicles carrying loose aggregate and workings to and from the site will be chuted at all times.
- (d) On site aggregate handling and mixing will be carried out in controlled areas to minimise dust.

Contaminated Materials

- (e) Vehicles carrying contaminated materials to off site licenced tips will be fully chuted.

Equipment and Vehicles

- (f) Use of dust suppressed tools for all operations
- (g) Ensure that all construction plant and equipment is maintained in good working order and not left running when not in use.

Earthworks and Stockpiles

- (h) Minimise surface area of stockpiles to reduce areas of surfacing exposed to wind pick up
- (i) Dampening of exposed soil and material stockpiles, if necessary using sprinklers and hoses.
- (j) Complete landscaping works to all soil areas as soon as practicably possible.
- (k) Top soil stockpiles will not exceed a height of 1.5metres.

Wind Sensitive Activities

- (l) Observation of wind speed and direction prior to conducting particle generating activities to determine the potential for dust nuisance to occur.
- (m) Avoidance of particle generating activities when the wind direction and/or high wind speeds may carry particles to neighbouring properties.

Roads

- (n) Regular inspection and, if necessary, cleaning of local highway and site boundaries to check for dust/mud deposits (and remove if necessary).
- (o) Preparation of permanently surfaced site roads as early as possible during the development period.
- (p) Surfaced and unsurfaced site access roads will be watered as necessary during dry weather conditions.

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- (q) Establishment of wheel washing facility as shown on the site drawings.

4.5 Site Hoarding

- 4.5.1. Prior to any works commencing a site hoarding will be installed on the site frontages, where necessary. The hoarding will assist in making the site area secure and creating a safe working area. It is envisioned Hoarding will be in place surrounding the building with a gate in place where the existing gated access is located. Once the hoarding is erected and works begin, the site access will shift to the centre of the site as per the proposed plan. As such there will be 2 layouts for the hoarding based on the access in operation at the time.
- 4.5.2. The hoarding will be 2.4m tall and regularly checked for any damage or graffiti. If any damage is identified the hoarding will be promptly replaced with the supply of spare hoarding kept on site at all times.
- 4.5.3. As a construction vehicle approaches the loading / unloading area a qualified banksman will stop traffic on Deacon Way whilst the reversing manoeuvre is performed. The banksman will then assist the construction vehicle reversing to the loading / unloading area, making sure the construction vehicle performs the manoeuvre safely.
- 4.5.4. Swept path analysis has been undertaken to demonstrate that construction vehicles can access and exit the loading area from either access point depending on the stage of construction. The swept path analysis is shown within Appendices A-D.

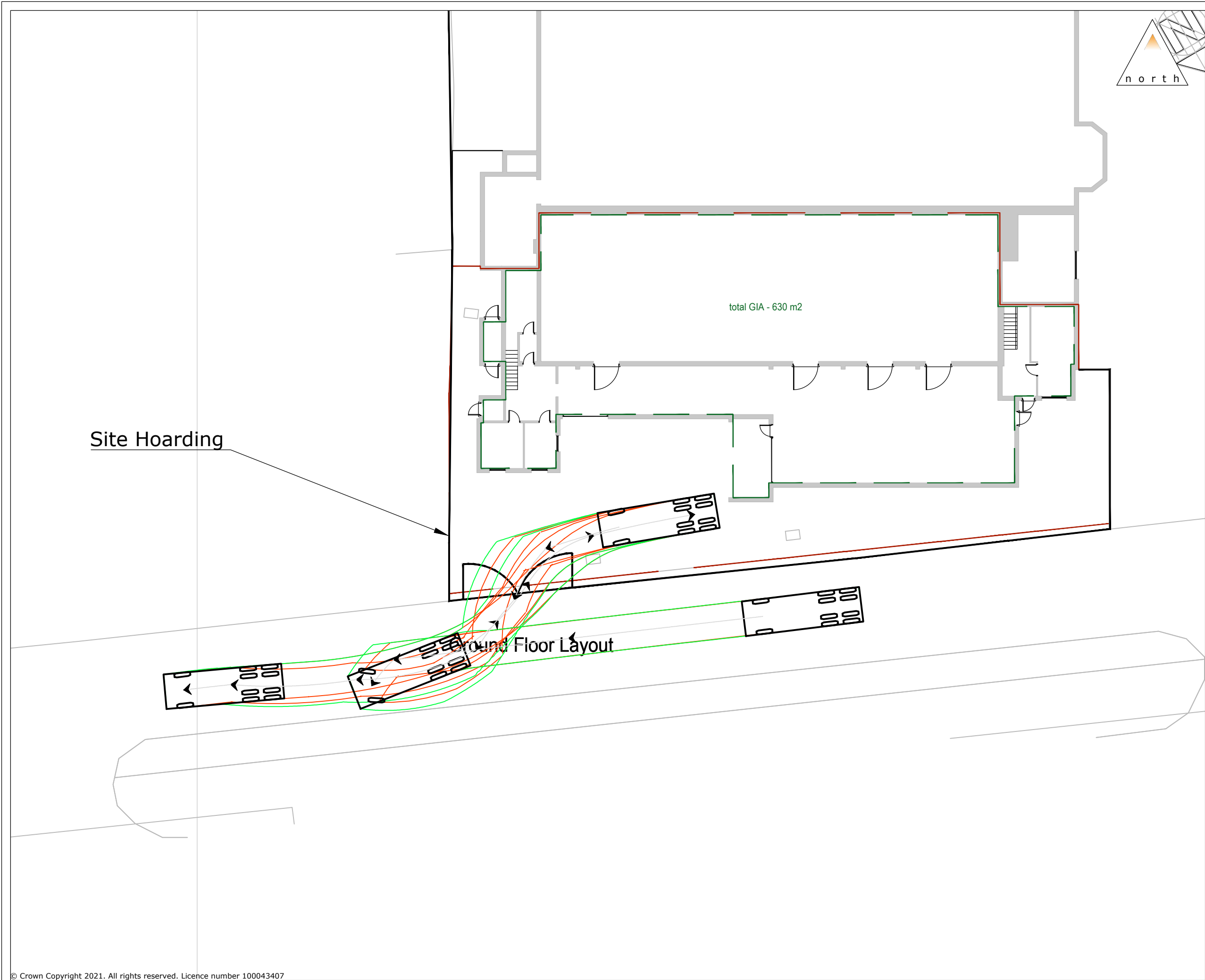
4.6 Access

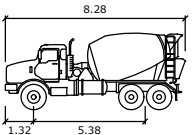
- 4.6.1 At present large rigid vehicles drive along Deacon Way passed the Application Site and turn using the roundabout (to the west of the Application Site). They then reverse into the Application Site of Deacon Way. It is proposed for the initial phase of demolition/construction that construction vehicles undertake this manoeuvre. The attached construction drawings demonstrate that a range of construction vehicles can undertake this manoeuvre. Once construction has progressed and the proposed access is operational, construction vehicles will use this access. The Technical Note written by Motion demonstrates that vehicles as large as 10m can safely access the Application Site. It is anticipated construction vehicles will be smaller than this and as such, it has been demonstrated construction vehicles can use the proposed access.

Appendix A

Swept Path Analysis – Concrete Mixer – Current Access

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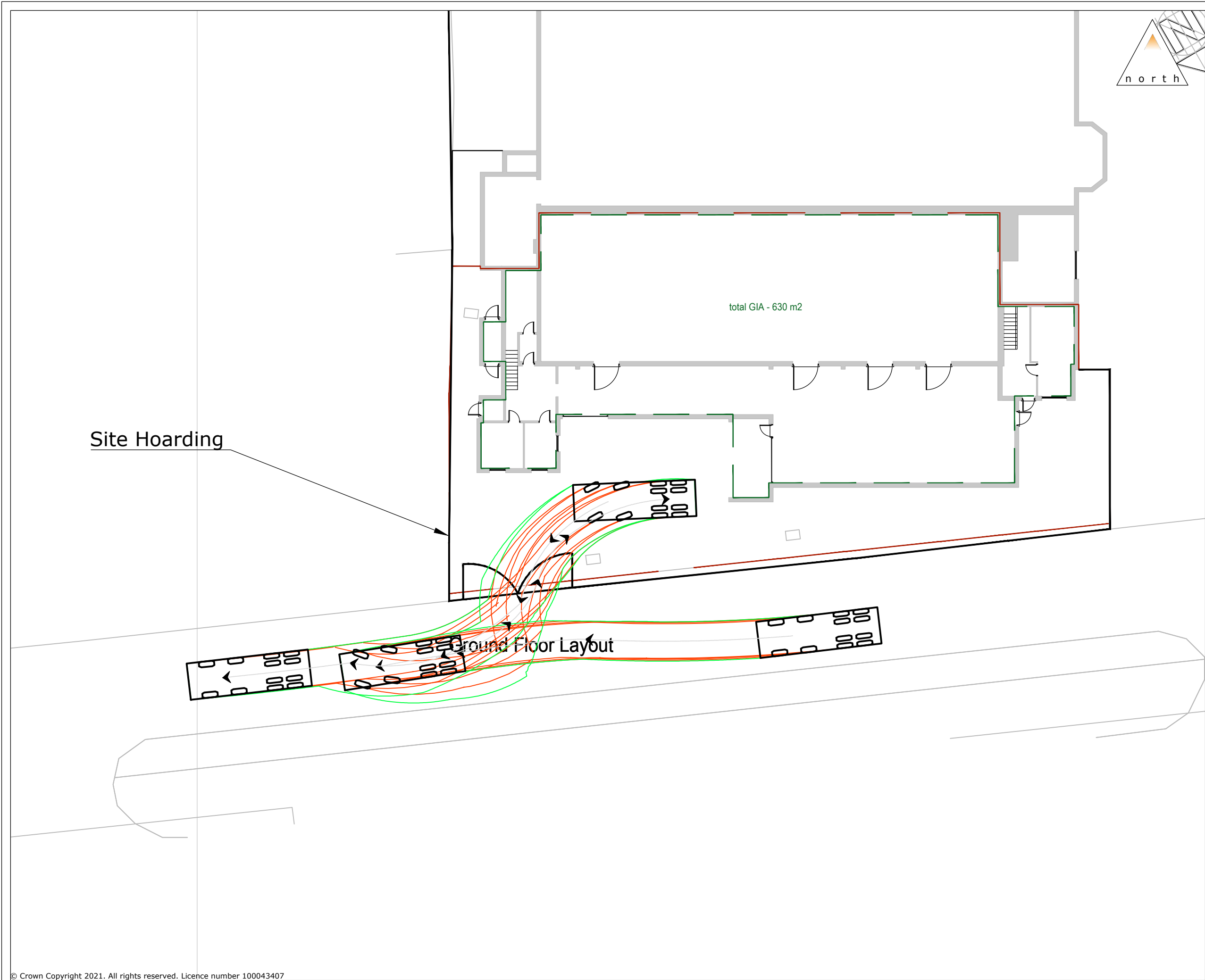


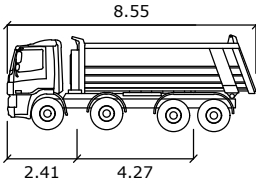
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 Schwing Conventional Mixer meters Width : 2.44 Track : 2.44 Lock to Lock Time : 6.0 Steering Angle : 35.4				
 9 Greyfriars, Reading, Berkshire, RG1 1NU T: 0118 206 2930 Guildford - London - Reading www.motion.co.uk				
Project: Deacon Way, RG30 6AZ				
Title: Swept Path Analysis Concrete Mixer				
Client: Craftsman Brothers Ltd.				
Drawing Status:				
Scale: 1:250 (@ A3) Date: 12/12/2022				
Drawn: AN Checked: CM Approved: CM				
Drawing: 2211031 - TK06 Revision: B				

Appendix B

Swept Path Analysis – Tipper Lorry – Current Access

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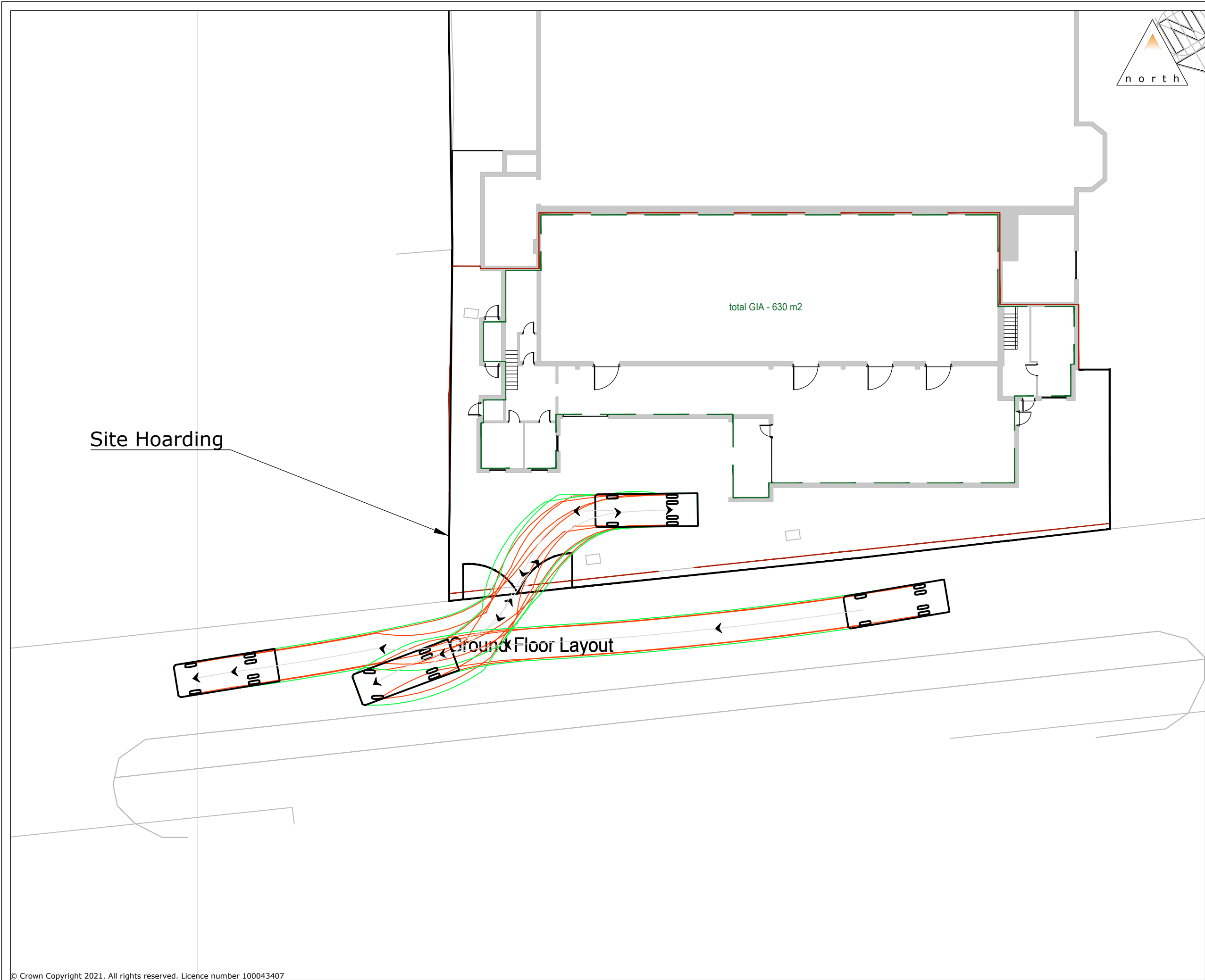


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Project: Deacon Way, RG30 6AZ												
Title: Swept Path Analysis Tipper												
Client: Craftsman Brothers Ltd.												
Drawing Status:												
Scale: 1:250 (@ A3) Date:12/12/2022												
Drawn: AN Checked: CM Approved: CM												
Drawing: 2211031 - TK07 Revision: B												

Appendix C

Swept Path Analysis – Small Rigid - Current Access

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Small Rigid

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

meters

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Project:	
Deacon Way, RG30 6AZ	
Title:	
Swept Path Analysis Small Rigid	
Client:	
Craftsman Brothers Ltd.	
Drawing Status:	
Scale: 1:250 (@ A3)	Date:12/12/2022
Drawn: AN	Checked: CM Approved: CM
Drawing:	Revision:
2211031 - TK10	A

Appendix D

Swept Path Analysis – 10m Rigid - Proposed Access

