



Peter Evans Partnership
**Transport Planning
& Highway Consultants**

Permitted Building Alterations 2-4 Darwin Close Reading

Magenta Storage (DC) Limited

Construction Method Statement v2

May 2022

21 Richmond Hill, Clifton
Bristol BS8 1BA
Tel: 0117 973 4355
Fax: 0117 973 2793
mail@pep-bristol.co.uk
www.pep-bristol.co.uk

Peter Evans Partnership Limited
Registered in England and Wales
No.4373657
Registered Office: Bath House,
6-8 Bath Street, Bristol, BS1 6HL

1.0 INTRODUCTION

- 1.1 This Construction Method Statement (CMS) has been prepared on behalf of Magenta Storage Limited in regards to a site at 2-4 Drawing Close, Reading RG2 0RB.
- 1.2 Planning permission was granted by Reading Borough Council on 6th April 2022 under application reference 212063 for 'External alterations, new canopy, provision of a photovoltaic array and the raising of site levels to form new concrete yard'.
- 1.3 Planning conditions 4 and 5 particularly relate to construction matters:

Condition 4 -

No construction, demolition or associated deliveries shall take place outside the hours of 08:00hrs to 18:00hrs Mondays to Fridays, and 08:00hrs to 13:00hrs on Saturdays, and not at any time on Sundays and Bank or Statutory Holidays without prior written approval from the Local Planning Authority.

Condition 5 -

No development shall commence on site until a site specific Construction Method Statement has been submitted to and been approved in writing by the Local Planning Authority. The Statement shall provide for:

- a) *Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided;*
- b) *Location on site for storage of plant and materials used in constructing the development;*
- c) *The retention and maintenance (including removal of any graffiti or fly posters) of security fencing around the site;*
- d) *Identification of any footpath closures or road closures needed during construction;*
- e) *Required wheel washing facilities on site;*
- f) *A scheme for recycling waste resulting from the construction works.*
- g) *Required measures to control the emission of dust, dirt and other airborne pollutants during demolition and construction;*
- h) *Provisions to be made for the control of noise coming from the site during demolition and construction;*
- i) *Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements.*

The measures within the approved Statement shall be adhered to throughout the demolition and construction period unless otherwise agreed in writing by the Local Planning Authority.

- 1.4 A number of other planning conditions provided in the consent include reference to measures to consider during the construction process including conditions 9 on contamination control and 10 on prohibiting burning of waste materials on site.
- 1.5 This CMS sets out the approaches and measures that will be implemented at the site for construction of the permitted building and site alterations in accordance with the requirements of conditions 4 and 5 of the planning consent. This will allow discharge of these and related planning conditions.

2.0 SITE LOCATION AND ACCESS CONTEXT

2.1 Local Road Network

- 2.1.1 The site is on the west side of Darwin Close some 3km south of Reading town centre in an extensive employment area of industrial, business and other commercial units. Commercial Road passes adjacent to the north side of the site with the priority junction of Darwin Close at the north east corner of the site. A car storage yard is to the west of the site and a business premises to the south.
- 2.1.2 Darwin Close is a cul-de-sac typically some 6.7m wide and around 110m long with a 22m ICD roundabout with over-runnable central island at the southern end to enable HGVs to turn around. Parking restrictions by way of a single yellow line are imposed on the west side of Darwin Close and these operate 08:00-18:30 Monday to Saturday. Bollards are provided on the west side footway of Darwin Close to prevent vehicles from parking on the footway.
- 2.1.3 Commercial Road continues east from Darwin Close and turns south to meet Bennet Road at a priority junction some 250m south east of the site. To the west of Darwin Close, Commercial Road continues for a further 350m as a cul-de-sac.
- 2.1.4 Bennet Road provides a west-east link through the middle of the wider employment area and meets the A33 at a large gyratory some 430m west of Commercial Road and the B3031 Basingstoke Road some 250m east of Commercial Road.
- 2.1.5 The A33 continues south from the gyratory for some 1.6km to meet the M4 at junction 11. To the north the A33 continues to the southern edge of Reading town centre and joins the A329 which continues further north. South of the M4 junction 11 the A33 continues south west for some 20km to the outskirts of Basingstoke to meet the A339 Ringway East which continues for a further 2.3km south to meet the M3 junction 6.

2.2 Site Access

- 2.2.1 The site is occupied by a storage depot/warehouse with ancillary offices, car parking and loading bays. Palisade fencing some 2m high is provided along the perimeter of the site on the Darwin Close and Commercial Road frontages for security.

- 2.2.2 Access to the site is provided off Darwin Close at two 5m wide kerbed bellmouth arrangements half-way along the site frontage and at the south east corner of the site. Each access is secured by a sliding gate. The southern access operates for entry only and the northern access is for egress only. An internal link road serving the car parking and loading bays is provided along the southern and eastern sides of the building with additional car parking on the west side of the building.

3.0 CONSTRUCTION STAGE MEASURES

3.1 Site Contact and Public Engagement

- 3.1.1 The main building contractor's appointed representative will deal with the day to day management of construction operations and traffic and implementation of the measures set out in this Construction Method Statement. Contact details of the representative and site manager, if different, will be displayed at the site entrance during the construction period. The details will include a 24-hour emergency contact phone number.
- 3.1.2 If requested the representative's contact details will be provided to Reading Borough Council's planning and highway officers following appointment of the contractor.
- 3.1.3 Businesses in the vicinity of the site on Darwin Close that could be affected by the works will be informed of the likely programme schedule including starting date in advance. This could be way of a letter drop or visit by a contractor or developer representative.

3.2 Construction Site Access and Layout

- 3.2.1 The works to be undertaken at the site include installation of photovoltaic panels on the roof and localised levelling and concrete surfacing of part of the sloping car parking area to provide level access into the building. The existing buildings are being retained.
- 3.2.2 The existing accesses off Darwin Close will be maintained and used to serve contractor and construction vehicles. The southern access will operate two-way and serve car parking for contractors along the south and west sides of the building as well as an area for materials/equipment storage. The northern access will serve the main area of the works being undertaken and allow for deliveries of materials and equipment directly to the works area.
- 3.2.3 The proposed layout and accesses including for car parking, materials storage, manoeuvring and welfare facilities during the construction period are shown at Appendix 1.
- 3.2.4 Two lines of Heras fencing will be installed within the site to enclose the area of the proposed works. One line of fencing with a pedestrian gate will be at the northern end between the building and the existing perimeter fence. The other will be across the internal link between the accesses with a gate provided to allow internal access between the two areas to be managed as necessary including for vehicle movements.

- 3.2.5 A route will be provided at the north end of the works area to allow contractor staff to walk along an existing path around the building to an entrance to allow use of welfare facilities provided inside the building. A second route to the building entrance for staff will be provided along the west side of the building from the car park.

3.3 Site Security

- 3.3.1 The site will continue to be secured by the existing fencing and gates provided around the site perimeter. Any breaches or damage to the fencing will be repaired by the contractor and then monitored and maintained throughout the construction process. Any graffiti or fly posters that appear will be removed to maintain the site in good order.
- 3.3.2 Any scaffolding required for undertaking the works will not be erected outside of the fencing.
- 3.3.3 Temporary signage will be displayed as necessary to ensure that contractors and visitors are able to find their way safely and easily around the site.
- 3.3.4 External works will not usually be undertaken once darkness has fallen unless under special circumstances and therefore lighting requirements will generally be limited to internal use for building fit out. If external lighting is required the contractor will operate under best practice to minimise nuisance from the lighting devices to passing vehicles and with regard to environmental considerations such as bats and other nocturnal creatures.
- 3.3.5 If fuels or chemicals are to be stored on site measures will be provided in accordance with best Health and Safety practice to ensure their safe storage and handling. Measures will include:
- provide a well lit and ventilated store with impervious floor and controlled access;
 - provide external tanks in bunded areas with appropriate labels;
 - ensure all chemicals are correctly labelled and warning signs provided in store;
 - check regularly for leaks;
 - provide in convenient locations suitable fire extinguishing equipment, spillage clear-up kits and personal protective equipment such as coveralls, gloves and masks;
 - arrange for safe disposal of spilt chemicals, empty containers and other related waste.

3.4 Dust Management

3.4.1 The level of dust emissions during the works will be monitored by the contractor and appropriate measures in accordance with best practice implemented to minimise dust emission. This particularly will apply in adverse weather conditions that could propagate dust emissions. Measures will include:

- prohibit bonfires on site;
- use water or ventilation system as suppressant when using cutting equipment;
- sheeting of waste materials when loaded onto lorries or into skips;
- suppress dust from waste stockpiles with water;
- minimise stockpiles of waste and delays to removal off site; and
- restrict vehicle speeds on local and urban haul routes.

3.5 Construction Traffic

3.5.1 The majority of deliveries to the site will be undertaken by rigid lorries with only a limited number of articulated vehicles anticipated, if necessary, to transport large plant and equipment on and off site primarily at the start and end of construction.

3.5.2 Construction traffic will typically consist of large rigid vehicles (4-axle/12m and 2-axle/10m), concrete mixers (3-axle/8m long) and large tipper lorries (4-axle/10.2m). There will also be a number of smaller vehicles such as vans associated with the contractors and sub-contractors employed on the site.

3.5.3 The number of large construction vehicles to the site is anticipated to be no more than five large vehicles in any single day. An updated estimation of likely daily HGV deliveries can be provided when the contractor is appointed.

3.5.4 Delivery movements will predominately consist of vehicles arriving on site, dropping off materials/equipment or collecting waste and leaving within a short space of time. Delivery drivers will be permitted to use the on-site welfare facilities if required.

3.5.5 If, on occasion, lorries need to stop on Darwin Close adjacent to the works area to unload materials for moving into the site using forklifts or other smaller vehicles banksmen and contractor staff will supervise the process and manage passing traffic as necessary to minimise delays.

3.5.6 Swept path analysis for a range of large HGVs likely to travel to the site is provided at Appendix 2 and Appendix 3. Manoeuvres by rigid lorries will involve reversing into either access from Darwin Close under the supervision and guidance of banksmen to control passing vehicles. Articulated lorries will first turn around using the roundabout on Darwin Close and stop alongside the kerb adjacent to one of the accesses.

3.6 HGV Access Routes

- 3.6.1 The principal routes to the site from the wider road network for construction related vehicles will be from the M4 via the A33. Vehicles arriving along the M4 in either a westbound or eastbound direction will turn on to the A33 northbound at junction 11, turn east on to Bennet Road from the gyratory, turn north on to Commercial Road and continue to the site on Darwin Close.
- 3.6.2 Vehicles arriving from further south via the M3 will join the A339 at Basingstoke from junction 6 and then the A33 to continue north east and across the M4 at junction 11.
- 3.6.3 The proposed HGV routes to the site are shown at Appendix 4.
- 3.6.4 Notification of the local routes to the site from the wider road network will be provided to all contractor and sub-contractor personnel and delivery companies as part of contract agreements.
- 3.6.5 Contractor staff in cars and work vans could arrive from residential areas in Reading and other towns or villages in the wider area via the A329/A33 from the Reading town centre direction or along the B3031 Basingstoke Road from the eastern and southern parts of Reading.

3.7 Construction Site Operation

- 3.7.1 Contractor staff will be provided with welfare facilities in the existing building. Pedestrian routes will be provided from the contractor car park and from the works area along footpaths to the building entrance in the north side frontage.
- 3.7.2 Storage for materials and equipment will be provided on site in an area adjacent to the southern access and within the works area off the northern access.
- 3.7.3 Deliveries of materials and plant to the site will be coordinated and pre-agreed with suppliers and scheduled to minimise the number of vehicles at the site at any one time. This will help prevent issues with managing large vehicles within the site and vehicles waiting on the local roads. In any event two rigid lorries could be tandem parked in the car park off the southern access if necessary. Deliveries will be scheduled where feasible to occur outside of the local peak traffic periods of 08:00-09:00 and 17:00-18:00.
- 3.7.4 Communication will be maintained with suppliers to check deliveries are within their allocated time slots and, if necessary, changes made to schedules in the event of delays to minimise disruption and impact on subsequent deliveries. Loading and unloading will occur within the site as far as is feasible.
- 3.7.5 The nature of the works means there will be limited opportunity to recycle waste materials at the site and thereby help minimise the number of vehicles required to remove waste. However the contractor will aim to maximise the potential for recycling.

- 3.7.6 Vehicles leaving the site, particularly if loaded with waste material, will be sheeted to prevent material falling onto the highway and minimise dust emission.
- 3.7.7 Waste management arrangements for the scheme works including disposal procedures will have due regard to and be in accordance with best practice measures identified in the following guidance documents. No waste will be burnt on site:
- Health and Safety at Work Act 1974;
 - Control of Substance Hazardous to Health Regulations (COSHH) 2002;
 - Control of Asbestos at Work Regulations 2002;
 - Control of Asbestos in the Air Regulations 1990.
- 3.7.8 Appropriate disposal of 'domestic' waste and recyclable materials from the staff facilities in the building and elsewhere on site will be organised to keep these separate from construction waste.
- 3.7.9 Noise mitigation during construction works will include:
- adherence to operating hours;
 - use of hoarding as acoustic screening for site where practicable;
 - provide enclosures for fixed plant;
 - maximise use of 'quiet' plant and positioning for minimum disturbance;
 - power equipment by mains electricity, if provided, rather than mobile generators; and
 - shutting down equipment and vehicles in intervening periods between usage.

3.8 Parking and Staff Travel

- 3.8.1 Car parking space for staff and visitors will be maximised on site where feasible in the existing car parking areas to the west and south of the building where vehicles will not cause obstruction to operational requirements. Contractor personnel that need to travel by car will be encouraged to park within the site as far as is practicable and the site manager will make reasonable endeavours to minimise parking occurring on local streets.
- 3.8.2 Staff will also be encouraged from the outset to use sustainable modes of travel to the site to minimise the demand for parking on site. These include walking, cycling, use of public transport and car sharing. Cycle stands for securing bicycles will be provided within the site subject to demand. Allowances for driving works cars and vans will be made for bringing tools and equipment to site at the beginning and for removal at the end of their work period.

3.9 Working and Delivery Hours

3.9.1 Normal working hours on the site for all construction related activities will be restricted to the following times in accordance with planning condition 4 unless otherwise agreed with the Local Planning Authority:

- 08:00 - 18:00 Monday to Friday;
- 08:00 - 13:00 on Saturday; and
- No construction work permitted on Sundays or Bank Holidays.

3.9.2 During the construction period it may be necessary in exceptional circumstances to work outside of the prescribed working hours. In this event Reading Borough Council will be consulted on the potential to temporarily extend the working hours.

3.9.3 The contractor will aim to minimise HGV traffic movements to the site in the local traffic peak hours subject to operational requirements. The site manager will ensure that should there be traffic congestion in the local area deliveries will be suspended until such time that the congestion has cleared to avoid disruption.

3.10 Pest Control

3.10.1 Contractor staff will monitor the site and building for evidence of pest problems as part of their ongoing roles and responsibilities. Signs of a problem can include droppings, scratch marks, scuffs, holes and gnawed cables. There may also be evidence of nesting.

3.10.2 Measures to minimise the risk of pests include:

- collect waste from the building facilities regularly and store in closed containers;
- arrange for waste to be collected by a waste contractor regularly;
- manage staff welfare facilities to prevent leaks and odours;
- clear waste and dust in the works area at the end of each working day.

3.10.3 Prior to the start of construction the contractor will identify any redundant components of the drainage system on site, including gullies, manholes and branch lines, and arrange for these to be removed or capped off as appropriate.

3.10.4 If evidence of a pest problem is identified in the building or elsewhere on site a pest control expert, which could be Reading Borough Council's appointed contractor, will be employed to implement appropriate actions for pest removal. Advice on further preventative measures will be identified and the strategy implemented to maintain a safe working environment.

4.0 FURTHER MEASURES

4.1 Debris Control

- 4.1.1 The nature and scale of the site works means that there is likely to be little occurrence of debris from the site being transferred to local roads by vehicles. In any case wheel washing facilities will be provided on site and if necessary construction vehicles that have entered will undergo a wheel washing procedure prior to leaving again. Adequate sheeting will also be provided on all vehicles carrying waste materials from the site. This will minimise the amount of mud, dirt and other debris transferred on to the public highway by vehicles leaving the site.
- 4.1.2 During the construction period the requirement for road sweeping on Darwin Close and Commercial Road will be assessed daily. If and when necessary an approved mechanical road sweeper will be used to clean the roads and footways of any debris deposited by site related vehicles. This includes checking that debris is not swept into road gullies. In addition local road signs will also be checked and cleaned or repaired as required.

4.2 Vehicle and Plant Emissions

- 4.2.1 When on site HGV drivers will be required to switch off their engines when stationary for long periods such as during unloading of materials from delivery vehicles. The only exception is when the engine needs to power lifting hoists and other related equipment.
- 4.2.2 Mechanical plant on site which operates with an engine will be serviced in accordance with relevant schedules. This is to ensure machines operate efficiently and to minimise the risk of a breakdown. Equipment will be switched off rather than kept idling when not in constant use.

4.3 Consideration for Neighbours

- 4.3.1 Occupiers of the nearby premises on Darwin Close will be notified of the start date of works and will be kept up to date with the construction process including by way of notices at the site accesses.
- 4.3.2 Contact details of the site management will be made available to neighbouring businesses for ongoing liaison and updates. Concerns raised such as inconsiderate off-site parking or obstruction of business accesses will be investigated and dealt with at the earliest opportunity by the appointed contractor representative.

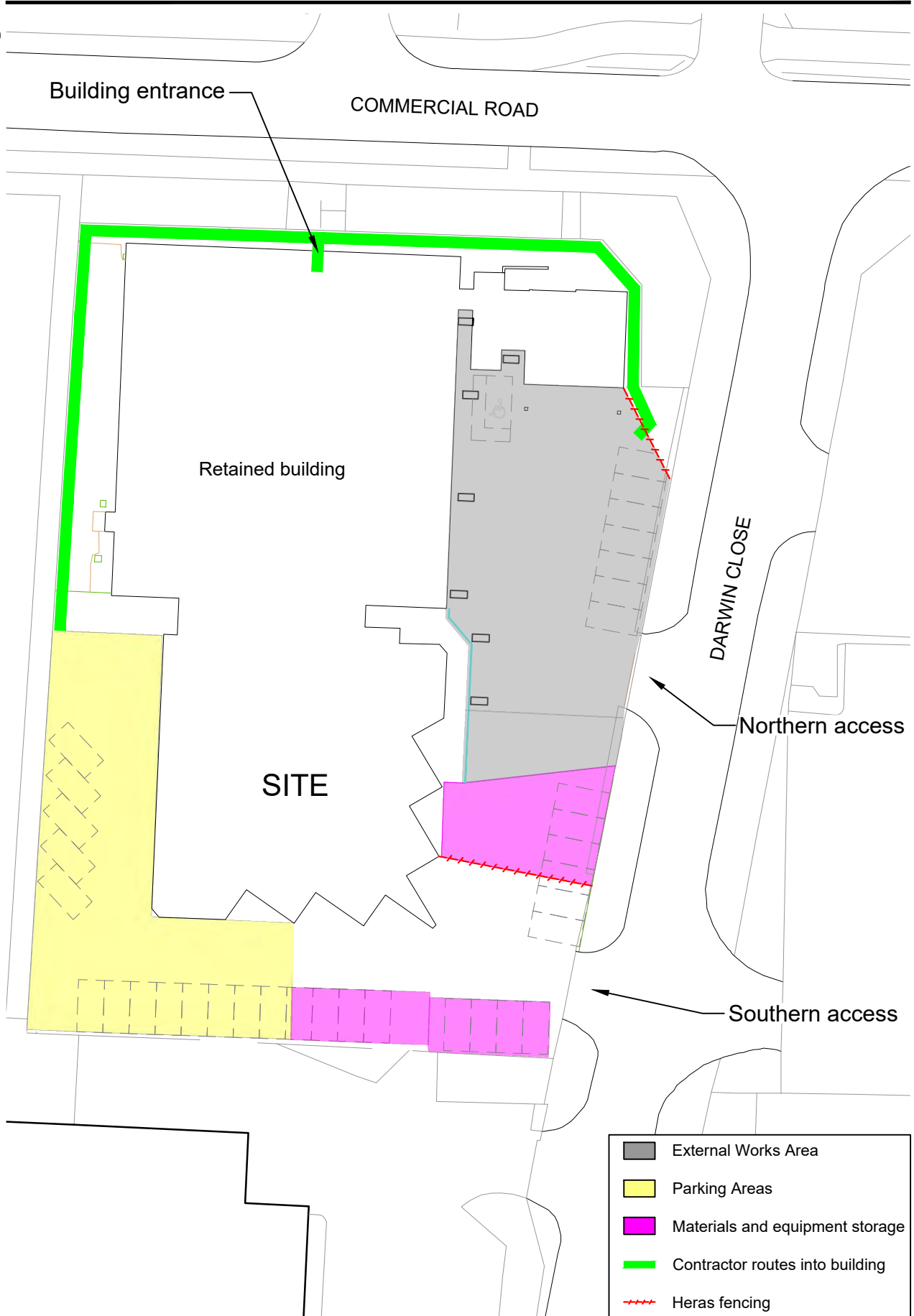
5.0 SUMMARY

5.1 The table confirms where in this report the specific requirements of conditions 4 and 5 are provided:

Condition 4 Summary	CMS Paragraph Nos.
Working hours	3.9.1 – 3.9.2
Condition 5 Summary	CMS Paragraph Nos.
a) Staff and visitor car parking	3.8.1
b) Storage of plant and materials	3.2.2, 3.2.3
c) Maintenance of security fencing	3.3.1
d) Footway/road closures	Not required
e) Wheel-washing facilities	4.1.1
f) Recycling of waste	3.7.5, 3.7.8
g) Control of dust/air pollutants	3.4.1, 3.7.6, 4.2.1
h) Control of noise	3.7.9
i) Pest control measures	3.10.1 – 3.10.4

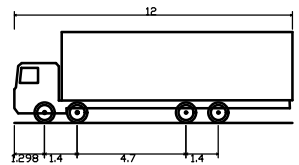
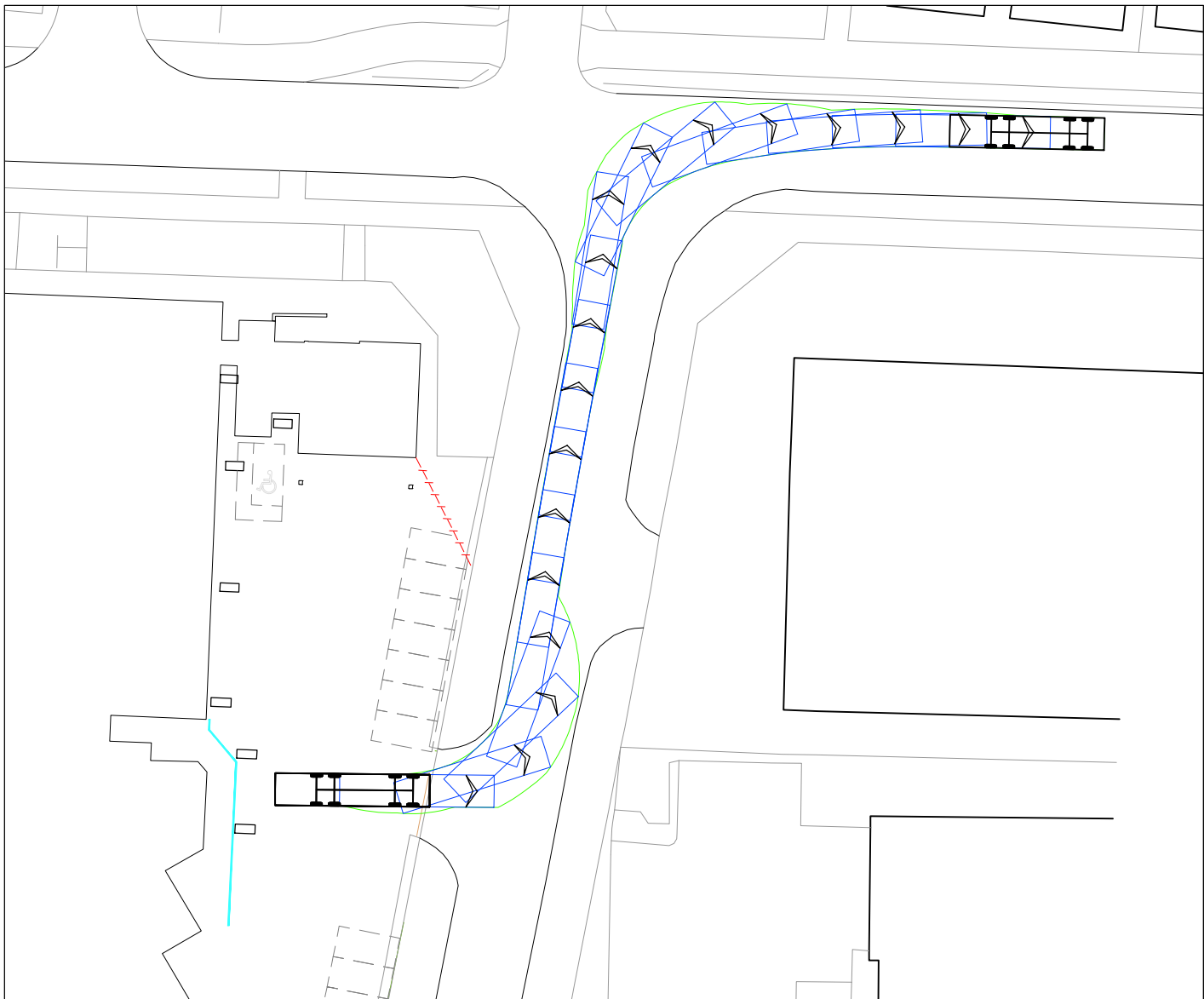
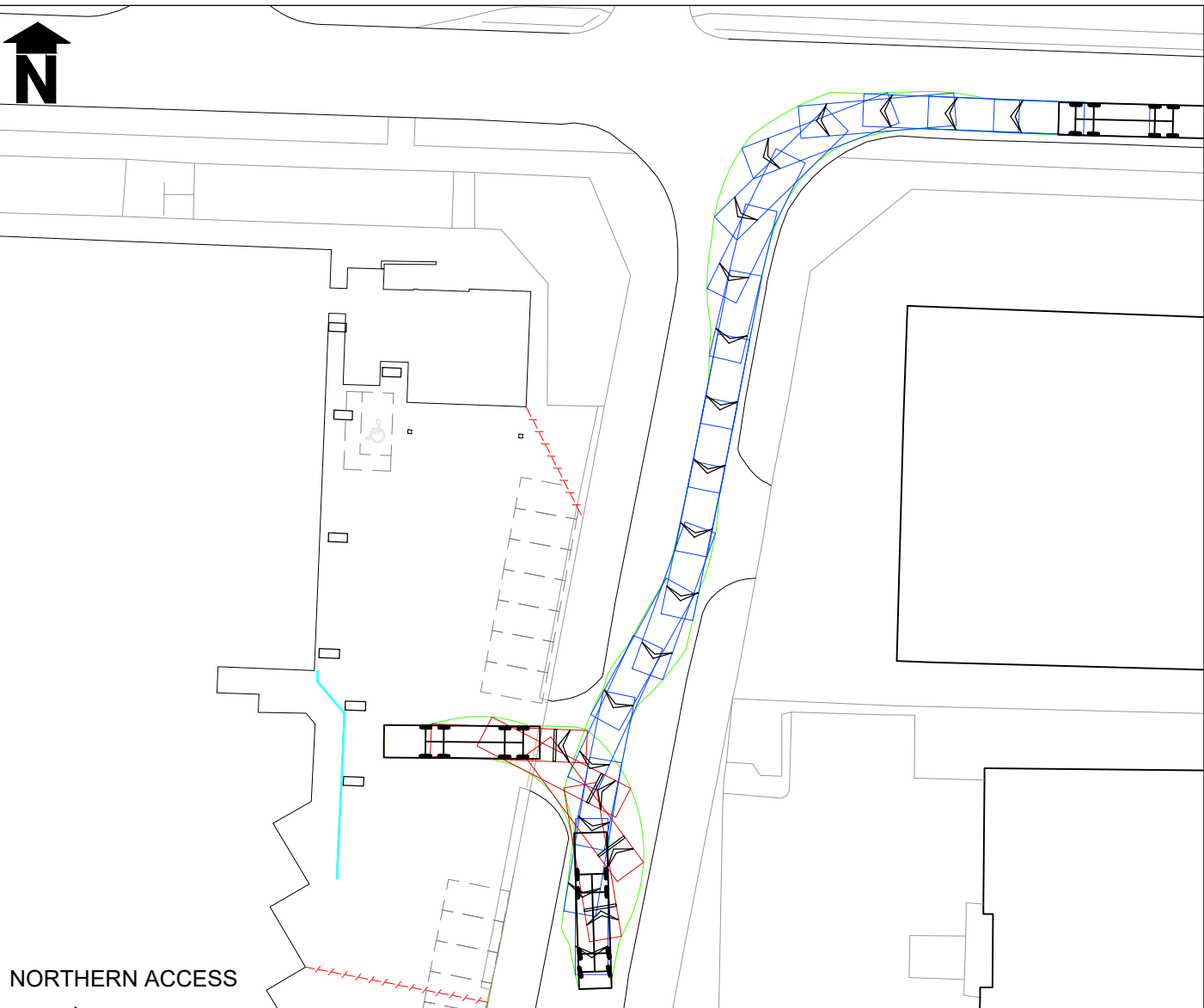
1 : 500 @ A4

BASE DRAWING PROVIDED BY FORUM, DRAWING NO. DCB-FORUM-01-SP-DR-A-XX-P101-P1, DATED 17.12.21
NOTE: REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 100006957



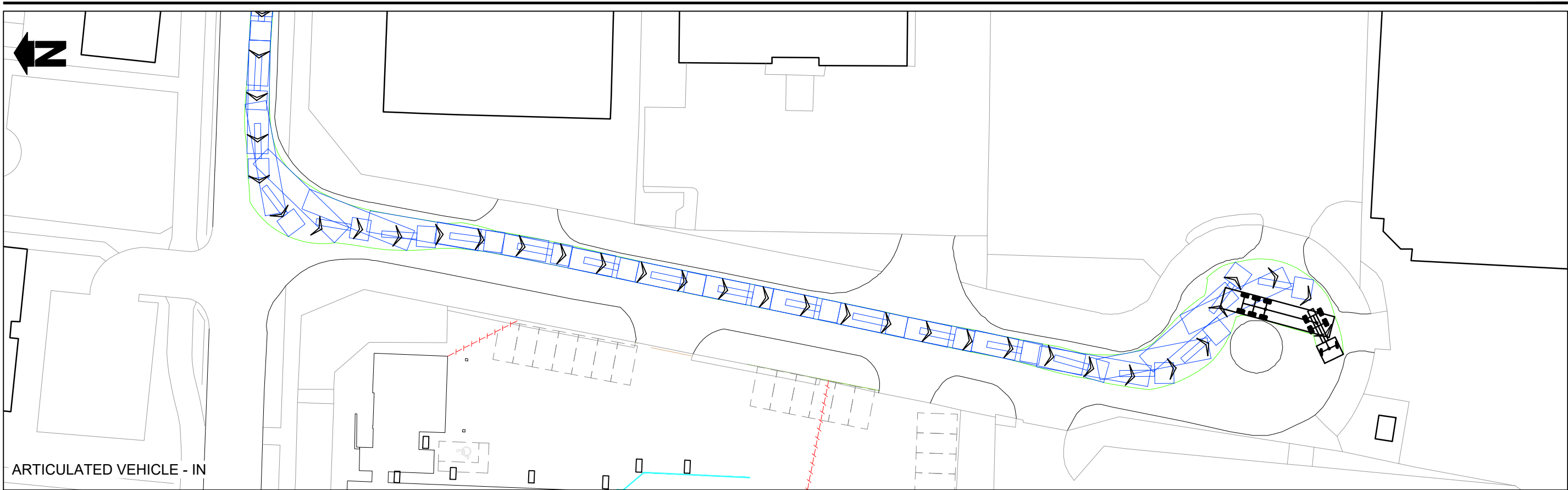
1 : 500 @ A3

BASE DRAWING PROVIDED BY FORUM. DRAWING NO. DCR-FORUM-01-SP-DR-AXX-P101-P1, DATED 17.12.21
NOTE: REPRODUCED FROM THE ORDINANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 10009597

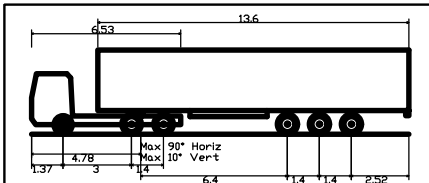
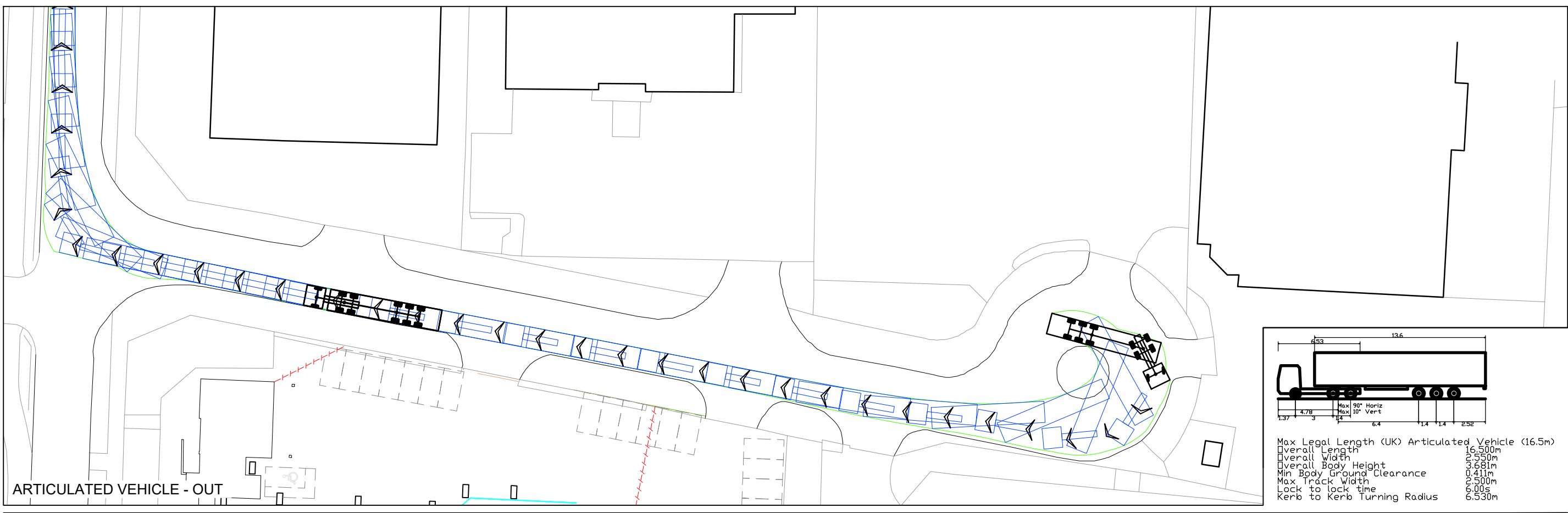


Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	2.471m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

1 : 500 @ A3

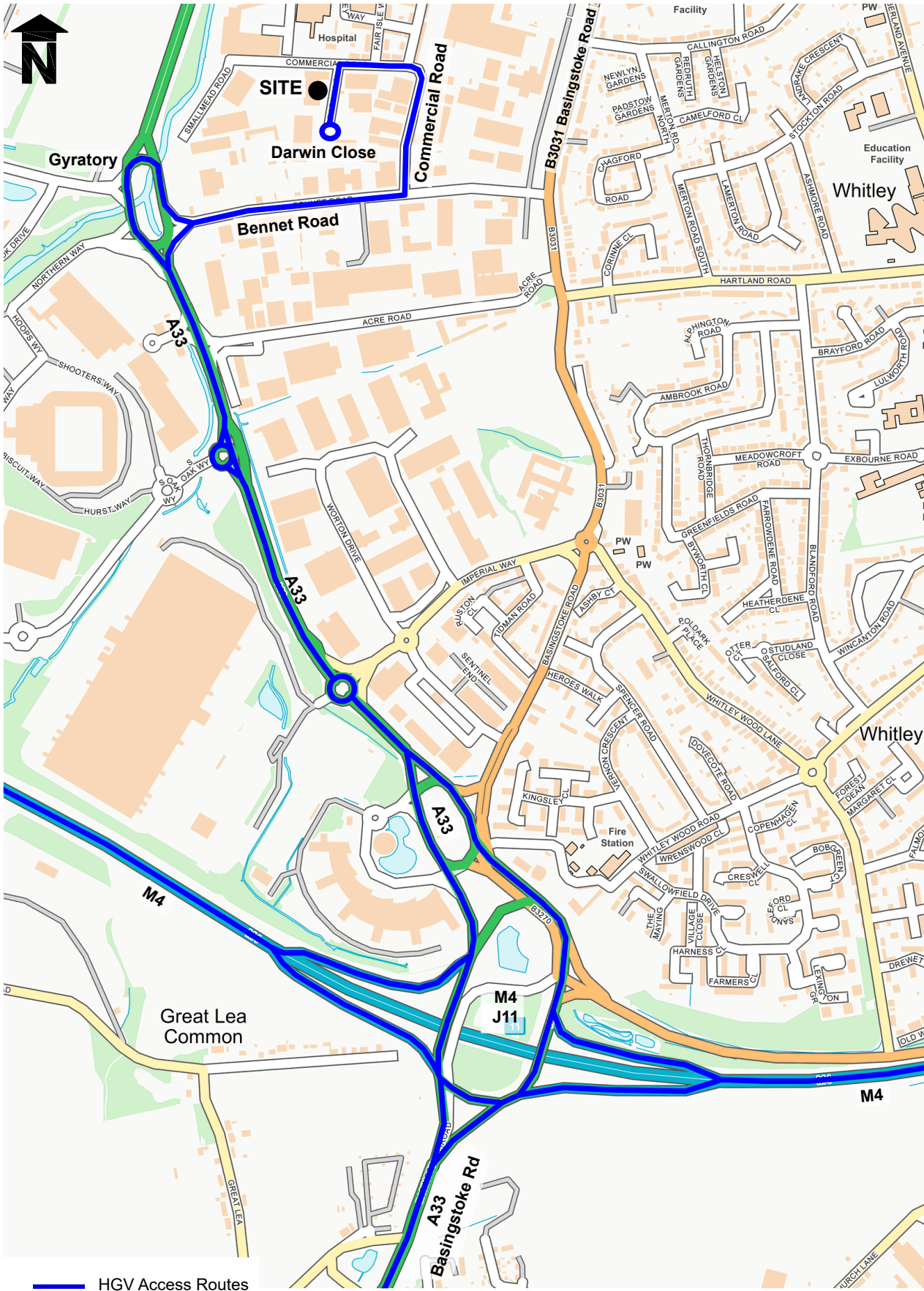


BASE DRAWING PROVIDED BY FORUM. DRAWING NO. DCR-FORUM-01-SP-DR-A-X-P101-P1, DATED 17.12.21
NOTE: REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 10009597



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

1 : 10,000 @ A4



NOTE: REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 100005697