

CONSTRUCTION METHOD STATEMENT & LOGISTICS PLAN IN SUPPORT OF THE OF THE
PLANNING PERMISSION 211224

Kadampa Meditation Centre, 9 Bath Road, Reading, RG1 6HH

March 2022

Construction logistics plan & Construction method statement

This statement is to be read in conjunction with the proposed construction and logistics plan drawing 659-02-20.

1 - PURPOSE

The purpose of this document is to address the following requirements set out by Reading Borough Council as part of the planning application process.

This plan has been submitted in line with the requirements of policy CC8 and TR3 of the Reading Borough Local plan 2019 and in accordance with condition no. (5) stated on the application no. 211224 planning approval letter.

2 - INTRODUCTION

The proposed development is to erect a purpose-built meditation room and internal refurbishment.

3 - SITE LOCATION

The location of the present development is 9 Bath Road, Reading, RG1 6HH

4 - METHOD OF CONSTRUCTION

The whole aspects of the construction will be in accordance to the Contractor's Policy Statements and Health & Safety policy plan.

4.1 Communication route

The site induction is the primary means of communicating the Construction statement to all site personnel. The site induction is carried out by the Site Manager to all new operatives and on the first day at work.

The method statement and risk assessment for individual activities including banksman will be produced by Colony Architects Ltd to review and incorporate within the plan.

Before the construction commences the project manager will contact nearby residents, businesses, to address any specific concerns that they may have. We anticipate an on-going liaison between these parties.

Any issues raised will be addressed by the project manager.

A site contract number will be placed in a prominent place with 24hr contact numbers displayed.

4.2 Working hours

Proposed hours of working and days of the week

Days and hours of operation;

0800 to 1800 Mondays to Fridays

0800 to 1300 Saturdays

No deliveries or noisy works will be made on Sundays and bank holidays, all in accordance to the local authority guidelines.

4.3 Site Access

Pedestrian access will be via the main entrance off Bath Road. This walkway will be marked and controlled by the operator control who is a competent person who will be in charge of monitoring safe and sequenced movement of pedestrians.

The main entrance off Bath Road will be controlled by former operator, or otherwise locked at all times to avoid non authorized people on site.

All workers and visitors to the site will report direct to the site office and to the site agent, details of arrangements for dropping off tools and parking are included in part 4.8.

4.4 Deliveries

No delivery or construction traffic shall operate within peak hours (08:00-09:00 & 17:00- 18:00)

All deliveries will be made within the normal working hours (off peak) and observe any local restrictions in operation. In particular, loading/unloading will be in strict accordance with specific double-yellow line restrictions in place on Bath Road.

The site has 18 internal parking spaces, lorries making deliveries will be parked in designated loading bays, and loaded or unloaded under supervision of the operator in control.

Main entrance on Bath Road will be used for ingress and egress of large deliveries of materials and rubbish loaded /unloaded MANUALLY to and from site into specialist caged waste removal lorries or delivery lorries parked in loading bays on Brixton Road. Materials will be loaded into site through the main entrance on Bath Road to a designated storage area on site for later distribution to specific working areas.

The frequency of lorry movements will be managed as per the construction phase requirements by the site manager and construction plan. On average, one materials delivery and one waste collection will take place a day to avoid congestion and disturbance for the normal traffic and pedestrians. Deliveries will be timed by the site manager on site and will be suspended if required, to avoid any congestion to traffic. Untimely deliveries will be turned away.

All ingress and egress movement of vehicles will be controlled by banksman or operator control. Signals and lights will be provided as required. The banksman or operator control shall be present at all

times (at the front of the site) to; pre-book and schedule deliveries, manage deliveries, pedestrians and cycles.

The banksman or operator control will ensure that deliveries are pre-booked and carefully scheduled to avoid any delivery vehicles waiting / queuing on the highway. Any vehicles that cannot be immediately offloaded will be sent away.

Wheel washing facilities will be used where necessary, to keep the Bath Road clean. The footway and carriageway will also be regularly inspected to ensure there is no transference of dirt and debris

All deliveries will be made from traders who are FORS accredited.

4.5 Traffic control

Loading and unloading lorries and van deliveries via Bath Road will be controlled by a traffic control operator. All lorries and skips: lorries will be small or medium sized to avoid congestion. No deliveries or collections will be made using arctic lorries.

4.6 Safety of the public

The safety of the public and protection of pedestrians will be ensured at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public

All construction vehicles are required to comply with relevant European standards. Suppliers and drivers are required to:

- Switch off their vehicle's engine when stationary to prevent exhaust emissions;
- Maintain vehicles including engines in tune and catalysts working efficiently; and
- All vehicles used by contractors must comply with MOT emission standards at all times

4.7 Parking

The site has 18 parking bays, of which partly will be designated to deliveries, workers, and visitors. There are parking restrictions in place on the roads in the surrounding area, but any additional requirements for parking will be encouraged to use side street parking.

All workers will be encouraged to use local public transport and subcontractors will be encouraged to use local Labor.

4.8 Storage

In general materials will be brought to site on a "just in time" basis to minimize the need for storing materials on site.

Storage will be located inside the construction site and noted on the Health & Safety plan. Storage will only be in accordance with manufacturer's guideline.

Gas canisters such as propane and inflammable paint will be stored in an open air storage cages secured with padlocks

4.9 Noise Control

No radios are permitted on site.

All machinery in use will conform to current legislation in respect of the db. output.

Sound testing will be carried out on a regular basis to ensure compliance and on occasions when the site activities dictate.

4.10 Dust control

Best Practicable Means (BPM) will be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2006 for Control of Dust and Emissions from Construction.

Where operations will create a large amount of dust, appropriate actions will be taken to keep it to a minimum. Operations to be controlled in this way include:

Rubbish dumping in skips-sheeting shall be used to prevent the escape of dust and loose material, particularly during transportation.

All vehicles will be checked for cleanliness before leaving.

All existing highways used by vehicles entering and exiting from the site shall be kept clean and clear of all dust and debris. All dust, mud etc. spreading onto these highways shall be immediately cleared with a road sweeper. Scaffolds will be sheeted with Monaflex type material or similar to prevent dust and material spillage into the air.

4.11 Waste

The contractor will, as far as is reasonably practicable, take all precautions and measures to ensure the effective control of waste/pollution.

Procedures will be continuously developed to ensure that all 'controlled waste' produced or held is disposed of in accordance with legislation, codes of practice and guidance notes. Only registered or exempted waste carriers and managers will be used and regular monitoring will be maintained to ensure compliance with relevant legislation by carriers and sub or work package contractors.

All construction waste will be loaded into specialist caged waste removal lorries loaded utilizing loading bays on Bath Road, a waste management plan will be in place to record all waste removed from site. Plasterboard waste will be loaded into separate lorries