

Construction Management Plan (CMP)

Site address:
2-4 Send Road,
Caversham,
Reading
RG4 8EH

September 2021
Raywood Developments Limited

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Figure 1.1 Site location

Figure 2.1 Proposed development plan

The CMP contains the following tables:

Table 3.1 Construction phasing

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1.0 Introduction

This Construction Management Plan (Draft) has been created in support of proposals to construct a residential development at 2-4 Send Road, Caversham, Reading RG4 8EH.

The purpose of this CMP is to determine measures and behaviours to minimise the safety, congestion and environmental impacts on the local road network and the immediate neighbourhood associated with the proposed development.

Following consent and any associated planning conditions and completion of construction drawings, the CMP will be updated to include details of site layout for demolition and construction phases.

The proposed works include the construction of two terraces of two and three bedroom houses, four fronting Send Road and five fronting Forge Close. This will follow the demolition of the existing bungalow at 2 Send Road, and the commercial buildings on 4 Send Road.

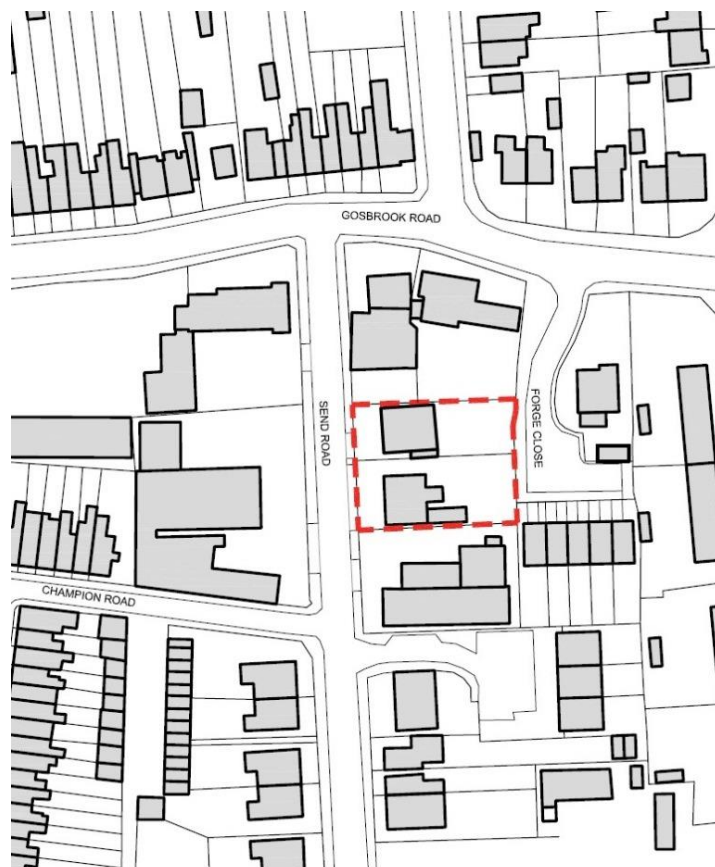
A preliminary contamination survey has been carried out and is also submitted with this application. A phase 2 investigation will be carried out following planning consent. We are aware of cement asbestos roofing panels on some of the roof of 4 Send Road and this waste will be disposed of appropriately.

The Project Manager shall work with the council to review the Construction Management Plan should any issues arise in relation to the construction of the development. The building will be two to 2.5 storeys above ground. The construction is traditional brick construction with tiled roofs.

The site will be registered with the “considerate constructor’s scheme”, requiring a strict code of practice, with regular management and monitoring of the site, with high standards of consideration to the public and adjoining property owners.

The development site is located at 2-4 Send Road, Caversham, Reading RG4 8EH (see figure 1.1 below).

Figure 1.1 Site location



2.0 Development proposals

The proposal is for the demolition of the existing bungalow and commercial buildings and replacement with two terraces of houses, one fronting Send Road and one fronting Forge Close. The scheme comprises 7 x 3 bedroom houses and 2 x 2 bedroom houses.

The proposed development (roof plan) is shown in Figure 1.2 below.

Figure 2.1 Proposed development plan



3.0 Construction hours, delivery, storage, traffic management

3.1 Working hours and construction phasing

Construction hours will be determined by the Council, and detailed by planning condition.

We anticipate the following construction hours will apply:

Monday – Friday: 8:00am – 6:00pm
Saturday: 9:00am – 1:00pm

The exception to these working hours may be during the process of practical completion when maintenance, site accommodation removal and building cleaning may take place. In addition property sales staff will be permitted at the weekends and Bank Holidays. Any of these activities must not cause any noise or unnecessary inconvenience or disturbance to the public or adjoining properties.

Exact dates of Construction Phasing cannot be provided at this point as it is dependent on the time taken to achieve planning permission and associated clearance of planning conditions, and further surveys and detailed construction design work. However, target time-frames are provided in Table 2.1: Construction Phasing.

Table 3.1: Construction phasing

Time (weeks)	Task
6	Demolition & site clearance
6	Site set up
42	Foundations
	Construction, waste removal & material delivery
	Sub-structure
	Superstructure
	Services & systems installation
6	Landscaping & finishes
Total 60 weeks	

3.2 Construction site layout

Demolition phase site layout and construction phase site layout will be determined following any planning consent as part of the detailed construction design. Indicative details regarding site set-up, on-site facilities and materials storage are set out below.

Demolition phase

During the soft strip-out stages of demolition, the demolition contractor will set up an office and welfare area within the existing building (likely 2 Send Road) as facilities are still operational;

After soft strip-out is completed, the buildings will be demolished and a mobile welfare unit will be moved into position along with a small porta-cabin for office use.

It is not anticipated that the demolition contractor will require materials storage on-site.

Construction, shell & core/internal fit out phases

The contractor will locate (site office/welfare, toilet etc.) on the site.

Materials for construction will be stored on-site, away from the public domain. The contractor will need to liaise closely with their sub-contractors to ensure that materials are delivered as and when required to avoid overloading the site.

The Main Contractor will need to liaise with the appropriate regulatory bodies to determine any working restrictions that will affect the proposed development.

3.3 Proposed hours vehicles will arrive and depart

In general hours in which vehicles will arrive and depart will coincide with site hours are 8.00am to 6.00pm. However, deliveries will be encouraged to take place out of peak traffic hours. Occasionally, heavy/wide loads may need to be delivered and removed from site outside of these hours. On such occasions, local neighbours will be informed two weeks earlier via a newsletter. A strict delivery structure will be implemented to ensure construction traffic is managed. All sub-contractors and suppliers will be required to give 48 hours notice of deliveries.

3.4 Loading and unloading

During the demolition and construction phases the proposed development could generate a relatively modest number of construction vehicles per day, and it is therefore considered that vehicle activity is unlikely to have a significant adverse impact on the local highway network.

In accordance with the measures detailed above; unloading will typically be done by Moffatt (forklift truck mounted to a lorry), by hand, or by hi-ab (crane mounted on a lorry). It is possible that a crane will be required on site temporarily during the construction and may be used for unloading. Should a hi-ab or crane be required, the safety precautions listed above will be utilised (a risk assessment will be undertaken for each lift type).

Accurate design information and drawings will be produced at the detailed design stage, specifying all design information and building components. Based on the finalised design information, the Main Contractor will seek to reduce the number of deliveries required.

All materials will be delivered on a timely basis, which is considered efficient and will provide accurate progress reporting of the projects programme. The material delivery will be provided in line with the materials required on-site. Up-front orders will be minimised to reduce over-stocking of the material on site. Materials will then be placed within the compound or bulk storage areas or transferred directly to the work area.

All contractors and suppliers will be met and briefed prior to commencement on-site, and a copy of the Construction Management Plan will be included within their contracts/orders.

The movement of materials will be staged and managed by our road marshals. Drivers will pull into the site for delivery wherever possible.

It is a preference for all vehicular traffic attending site is to comply with accreditation via membership of the Fleet Operator Recognition Scheme System (FORS - www.tfl.gov.uk/fors).

All drivers must undertake a cycle awareness training such as Safe Urban Driver or through FORS or similar.

All vehicles associated with the construction of the development must;

- Have cycle side guards fitted
- Have a close proximity warning system to make road users aware of any planned manoeuvres
- Have a class VI mirror
- Bear prominent signage to the rear of the vehicle to warn cyclists to the dangers of the vehicle

3.5 Parking for site operatives and visitor vehicles

It is considered that the number of operatives working on-site will be low, and the number of visitors to the site will be negligible. In initial stages of demolition and construction there may be some capacity to accommodate parking for operatives or visitors on site. There is a good scope to park acceptably within a short walk to the vicinity of the site, and contractors will also be encouraged to use public transport (bus and rail) and personal modes of transportation (bicycles, e-scooters etc). Subcontractors will be informed at the pre-order meeting that the parking surrounding the site is for residents only. The Site Management Team will thoroughly investigate any instances of “inconsiderate or anti-social” parking within local streets. The transport statement submitted with this application details the transport and parking options available.

3.6 Type and size of vehicles using the site

At this pre-planning stage, it is considered that during the demolition and construction phases, the likely vehicles using the site will be:

Table 3.6 Construction vehicle types and sizes

Vehicles	Dimensions (m)
Large tipper	Overall dimensions. 10.2m(l) x 2.5m(w) x 2.9m(h)
Small tipper	Overall dimensions. 6.5m(l) x 2.5m(w) x 2.9m(h)
Concrete mixer	Overall dimensions. 7.1m(l) x 2.5m(w) x 2.9m(h)
10m rigid	Overall dimensions. 10m(l) x 2.5m(w) x 2.2m(h)
Large HI-AB delivery truck	Overall dimensions. 10m(l) x 2.5m(w) x 2.2m(h)
Articulated low-loader	Overall dimensions. 16m(l) x 2.5m(w) x 3.4m(h)
Small mobile crane	Overall dimensions 10.2m(l) x 2.5m(w) x 2.9m(h)
Skip lorry	Overall dimensions 7.5m(l) x 2.4m(w)
Flatbed delivery vehicle	Overall dimensions 8.5m(l) x 2.4m(w)
Small transit delivery van	

If it is found that materials will need to be hoisted to the upper floors during construction, then a small mobile crane may be required. The typical dimensions of a mobile crane are also outlined above.

3.7 Routing and manoeuvring

The implementation of a heavy goods vehicle routing strategy will reduce the impact of the operation on the local highway network. The drivers will be advised of:

- The designated route to ensure vehicles use the most appropriate route to enter and exit the site.
- The timings of deliveries to and from the site via the Main Contractor.

The exact originations of the heavy goods vehicle movements are not known; however, drivers will be informed of the recommended routes from the Strategic Highway Network.

The Main Contractor will instruct all of its suppliers and contractors that all plant and materials delivered to the site should be loaded and unloaded within the development site, via the access directly off Send Road.

No plant and materials should be loaded or unloaded on the adopted public highway, except for heavy or oversize plant or materials delivered by low loader or long or articulated vehicles which would be too large to access and turn within the site. This will be enforced by the Site Manager to avoid disruption to traffic and/or inconvenience to pedestrians along Send Road.

It is not anticipated that any existing parking on Send Road will need to be suspended in order to accommodate the swept-path of certain construction vehicles/deliveries vehicles accessing the site. If any parking suspension is required, a temporary traffic regulation order will need to be submitted by the Main Contractor and approved by the Council prior to any suspension taking place.

All construction vehicle movements will be very closely supervised by suitably qualified and experienced Banksmen with the use of 'STOP/WORKS' signs, and if required the use of radio contact between them as necessary; to ensure the footway remains open to the public and to ensure the safety of the public, and to protect public and private property.

The number of delivery vehicles allowed to access the development at any one time will be controlled. To control the number of delivery vehicles accessing the development, a call up procedure will be put in place where any delivery vehicle will be required to contact the Site Manager, prior to arriving at the development for permission to proceed to the development.

The Gatesman/Banksman will be responsible for managing the entrance and exit of the delivery vehicles from the development, and will inform the Site Manager when a delivery vehicle has left the development.

Major deliveries are to be planned in good time and sufficient space on site formed to accommodate all delivery vehicles and storage. Parking / waiting on the highway of Send Road or Forge Close will not be permitted.

Sub-contractors will be expected to bring as many materials to site themselves on a daily basis to reduce the number of wagons and heavy vehicles that have to deliver to site.

3.8 Delivery management system (DMS)

Further to the above, the Site Management Team will implement a robust Delivery Management System (DMS), with the primary objective of ensuring that construction vehicles are able to be received directly into site on arrival.

The main elements of the Delivery Management System will be as follows:

- Consideration will be given when placing orders to avoid "part loaded" vehicles and to best coordinate orders to reduce generated construction vehicle road trips and to avoid traffic during peak hours.
- All contractors must inform the Site Management Team about all deliveries a minimum of 48 hours before attending site.
- All deliveries will be recorded on a delivery chart located within the project office and will be monitored and checked by Site Management Team.

- The delivery chart will be arranged on an hour-to-hour basis.
- All drivers will contact the Site Management Team a minimum of half an hour before attending site, to avoid vehicles having to “layup” or “circle” around the site.
- In cases of delayed or failed delivery the contractor must inform the Site Management Team as soon as possible to rearrange delivery.
- Gateman/Banksmen and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times.
- Whilst vehicles are parked that engines are switched off, unless required for powered loading.
- Gateman/Banksmen will wear appropriate high-vis clothing and PPE.
- Gateman/Banksmen will use appropriate signage ‘STOP/WORKS’ (to forewarn public of construction vehicle movements).
- Gateman/Banksmen will use expandable barriers to separate the public from construction vehicle movements, if required.
- Gateman/Banksmen will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks.
- Deliveries will only be scheduled and accepted within the permitted delivery hours.
- When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into site, this includes Banksmen being ready to supervise the construction vehicle manoeuvres into site and to ensure separation of construction vehicles and the public.

3.9 Methods of protection of adjacent highway infrastructure

Appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. In addition, we also confirm that the Local Authority will be informed promptly should any such damage to the highway occur.

It is anticipated that wheel washing facilities are not required on-site as construction vehicles will be positioned on an area of hard-standing (construction vehicle loading/off-loading area) whilst within the site boundary.

The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable. Under no circumstances will concrete residue or other detritus be washed into the drainage system.

Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials and equipment.

All construction vehicle manoeuvres/activities will be supervised by suitably qualified and experienced Banksmen to ensure that public and private property is not damaged, if required adequate “boxing” will be installed to further protect public and private property.

If any vehicles are on site and do become muddy a jet wash will be used to make sure that the vehicle exits the site clean. The contractor will introduce a tyre wash area on site and create hardcore delivery areas to reduce dirt deposit to coincide with the proposed site layout. Water run-off will be monitored to make sure this does not dirty the highway. All concrete wagons and pumps will be jet washed in to a skip after each visit to make sure it leaves clean.

In addition, the site management team will monitor the local road and clean through jet washing and sweeping should any deposit make its way on to the road. There will be a constant assessing of the situation and in the muddiest of times, a road cleaner will be utilised if required.

3.10 Highway condition survey

An initial Highway Condition survey will be undertaken (by the Main Contractor) of the existing highway in the vicinity of the site, prior to the erection of the hoardings around the site. The extent of the survey will need to be agreed with the Council.

The Gatesman/Banksman will also inspect the adopted carriageway, kerbs and footpath (fronting the site), and will make note of any damage to the adopted carriageway, kerbs, and footpath, and inform the Site Manager as to the nature and location of the damage.

The Site Manager will inform the local highway authority that damage has occurred to the adopted highway and will then arrange for the damage to be repaired to adoptable standard.

3.11 Storage of materials

A good standard of “housekeeping” will be achieved and maintained throughout the site, and all materials will be securely stored within the site boundary.

Safe and efficient materials storage depends on good co-operation and co-ordination between everyone involved including, client, contractors, suppliers and the construction trades.

The delivery vehicles will be unloaded within the development, and the materials offloaded will be distributed to the appropriate storage facility or area. Bulk materials will be stored in the open within a bulk materials storage area, while other materials will be stored in the site compound area. The locations of the site compound and the bulk materials storage area will be detailed in a construction site layout plan at the detailed design phase.

Best practice for materials storage includes:

- Storage areas - designate storage areas for plant, materials, waste, flammable substances e.g. foam plastics, flammable liquids and gases such as propane and hazardous substances e.g. pesticides and timber treatment chemicals.
- Pedestrian routes – do not allow storage to “spread” in an uncontrolled manner on to footpaths and other walkways. Do not store materials where they obstruct access routes or where they could interfere with emergency escape.
- Flammable materials - will usually need to be stored away from other materials and protected from accidental ignition.
- Storage at height - if materials are stored at height e.g. on top of a container, make sure necessary guard rails are in place if people could fall when stacking or collecting materials or equipment.
- Tidiness - keep all storage areas tidy, whether in the storage areas or on the site itself.
- Deliveries - plan deliveries to keep the amount of materials on site to a minimum as required.

3.12 Reducing the impact of associated traffic

Waste shall be consolidated on site as much as possible in order to reduce bulk and the number of trucks required to remove it. The number of vehicle movements will be kept to a minimum by ensuring that only full loads are delivered. Any waste removed from site will be done in the largest containers possible to reduce the frequency of deliveries.

We will seek to source materials from local providers wherever possible. No hazardous waste will be sent to land fill sites.

As part of our environmental approach we seek to source green energy providers for the construction phase.

We strive to procure local contractors for the project therefore reducing transport costs and minimising the impact on the local environment.

4.0 Neighbours and Local Businesses

The contractor is to keep dialogue with neighbours and local businesses in the vicinity and inform them of the schedule of upcoming works and programme. The contractor's adoption of the Considerate Contractors Scheme will be a consideration for their selection.

Party Wall awards may be required as part of the works. A suitably qualified Party Wall Surveyor will be appointed to begin dialogue on these matters.

Additional consultation will take place with adjacent neighbours with regard to large or noisy works.

Plant and equipment will be regularly checked to ensure it is in good working order, silenced and meets emissions standards.

The site, toilets, hoardings and surroundings will be regularly checked to ensure of a safe and tidy site.

Lighting is to be directed internally to the site to minimise disruption to neighbouring properties.

Burning of materials and waste on site will not be permitted.

Working practices to limit airborne dust will be implemented.

Particular care will be taken by the chosen developers in protecting the adjoining owners from the inevitable disruption that occurs during the construction phases. Clear and to be agreed site areas for huttage, storage, deliveries and possible phased building works, whilst maintaining clear and uninterrupted access to the neighbouring properties will be agreed. The existing footpaths around the property will not be disturbed during construction and will be kept clear at all times.

Raywood Developments Limited is committed to community engagement. We will ensure that we communicate with the surrounding neighbours throughout the construction process. Information boards will be mounted onto the site to provide the contact details of key site personnel.

If local residents have any queries or questions arising regarding the works they will be able to contact the site office. Our site manager will personally address any comments and complaints and ensure that any issues are resolved quickly. A log of all complaints will be kept.

4.1 Managing impact on residents

The Main Contractor will take steps to ensure that the impact on residents is minimised, and therefore, the following measures will be applied:

- The sequence of development will be carried out in an efficient manner to shorten the overall programme;
- Ensuring that vehicle and pedestrian access for residents is maintained;
- Ensuring that all residents are safe at all times by maintaining a clear separation between the site and communal areas;
- Works will be carried during approved hours as specified by Reading Council; and
- Liaising with residents and ensuring that all issues are dealt with in professional manner with appointed individual to be appointed to deal with any concerns and complaints.
- Contractor details, contact details for Site Manager, duration of project and site working hours displayed clearly on the site hoarding.
- Person appointed to deal with complaints.
- All staff and subcontractors briefed on noise mitigation and permitted hours for noisy works, including restricted hours for high impact activities.
- Keep the public safe at all times by maintaining a clear separation between the site and public areas.

It is considered that during construction, the existing pedestrian routes will be maintained and free to use.

If any temporary closures or road signage to guide construction vehicles into the site are required, permission and licenses will be obtained, and appropriate barriers and signage will be provided.

4.2 Noise and vibration complaints

Communication with the local residents and businesses is important and will ensure any concerns about the adverse impacts due to construction are reduced.

It is advised that Best Practical Means (BPM) are employed throughout the construction process to reduce the likelihood of noise and vibration complaints. All contractors and sub-contractors should be made aware of the working practices implemented to reduce complaints. This should be informed at all site inductions.

The proposals with regard to general noise and vibration mitigation would be in accordance with Best Practical Means (BPM) as specified in BS 5228-1:2009 and would comprise of the following, where possible:

- Investigate the cause of complaint.
- Investigate as to whether the agreed limits have been exceeded.
- Provide a response regarding the complaint.
- Good communication with the adjacent residents is required, especially during periods of high noise and vibration.
- Switching off engines where vehicles are standing for a significant period of time.
- Fitting of acoustic enclosures to suppress noisy equipment as appropriate.
- Operating plant at low speeds and incorporating automatic low speed idling.
- Selecting electrically driven equipment in preference to internal combustion power, hydraulic power in preference to pneumatic and wheeled in lieu of tracked plant.
- Properly maintaining all plant (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced, etc).

4.3 Dust suppression

The GLA guidance, which is used as a benchmark for developments across the UK, suggests a number of mitigation measures that should be adopted in order to minimise impacts from dust during demolition and construction phases of a development.

These appropriate measures will be adopted in the demolition and construction phases of the proposed development include:

- Sufficient water suppression during demolition work and other major dust generating activities, such as cutting, grinding and sawing.
- Skips, fences, gates, chutes and conveyors to be completely covered and, if necessary, enclosed to ensure that dust cannot migrate or escape easily.
- No burning of any materials will be permitted on site.
- Any excess material to be reused or recycled on-site in accordance with appropriate legislation.
- Following earthworks, exposed areas and soil stockpiles should be re- vegetated to stabilise surfaces, or otherwise covered with fleeces/hessian or mulches.
- Stockpiles to be stored in enclosed or bunded containers or silos and kept damp where necessary.
- The site is mainly comprised of hard surfaces, these will be used for haul routes where possible.
- Haul routes to be swept/washed regularly.
- Vehicle wheels to be washed on leaving the site (only as required).
- All vehicles carrying dusty materials to be securely covered.
- Delivery areas, stockpiles and particularly dusty items of construction plant to be kept as far away from neighbouring properties as possible.

5.0 Other Matters

5.1 Enabling works

New electrical, water and gas connections may be required for the site which will be applied for in the usual manner.

Other enabling works will include the construction of a site welfare cabin and portable toilets which will sit inside the site's boundary.

5.2 Access

Third party protection is a priority, a site plan will be produced for the layout of site prior to commencement of work. Site segregation and recessed entrance gates will be installed throughout and shall only be removed upon risk assessments being carried out and safe methods of work produced. If any work is to be performed on the highways, prior applications for permission and highway licenses shall be obtained in good time. For the demolition of the existing building the existing perimeter will be harris fenced with secure gate access. For the main construction, the site will be hoarded with secure gate access to be implemented on the existing ramped driveway.

5.3 Scaffolding

Scaffolding will be erected around the site. The contractor will apply for license from LBC where necessary. Should a crane be erected then any crane overhang will be agreed with LBC.

5.4 Site Security and Hoarding

Site security will be rigorously maintained at all times, with a secure perimeter, CCTV coverage of the site access and egress points. Health and Safety under the CDM Regulations will be strictly imposed on the site and to all operatives and visitors to the site.

The site area and the contractor's compound will be enclosed with a 2.4m high wooden hoarding or harris fencing. This will be adapted as necessary and painted as agreed with LBC. We will ensure that the hoarding panels are maintained and kept clean and clear of graffiti or fly posters for the duration of the project. The hoarding will generally be fixed to the scaffolding where the building sets back. The hoarding will ensure that the footpath remains clear for pedestrians.

Secure equipment and tool storage will be provided on site to reduce the number of visits by contractors and subcontractors to the site area in vehicles.

At no time will plant or machinery be allowed to be stored off the immediate site area.

The site will be controlled and managed by an experienced construction project manager who will have a dedicated team under his direction. This responsible person will liaise with and deal with any queries during the duration of the works and manage the site and progress of the works on a day to day basis.

5.5 Pedestrian safety

It is not anticipated that the existing footways fronting the site will need to be closed when deliveries are being made to the site.

When vehicles are entering or leaving the site, these will be supervised by our road marshals.

The general public/pedestrians will have right of way along the pathways that surround the site.

The construction site gates will be kept closed and monitored by site security. The gates will only be opened to allow vehicles to access the site. Pedestrian barriers will be manned by our site security to prevent access by

pedestrians. The appointed Site Manager will ensure that the perimeter of the site is patrolled and that pavements are kept clear of any debris. Any vehicles which require parking in front of the site will be coned off to redirect cyclists.

Pavement and areas around site are to be kept clean and clear of debris and obstructions at all times.

5.6 Waste Management

The site manager will be responsible for the waste management at the site. This contractor is responsible for;

- Ensuring the site is kept clean and safe
- The collection of waste from a central point
- Segregation of waste on site and transfer to recycling plants

The waste management contractor will ensure that all access routes are swept and kept clear of debris on a regular basis to maintain high standards of health and safety on the project. All general areas of the project will be swept clean on a weekly basis. Sub-contractors will be responsible for removing waste emanating from their works to a central point on site. Rigid waste management and recycling of material in accordance with directives will be employed on site. The separation and recycling of materials on site will assist in limiting the number of skip movements and the management of this limited site. No burning of any waste materials will be permitted on the site at any time during the pre-construction and construction works.

The appointed contractor for the scheme will be encouraged to develop a comprehensive site waste management plan (SWMP) prior to the start of construction reflecting the recognition that reduction of waste begins in the design and ordering stage of a project and carries on through to the sign-off of the building. This SWMP will set targets and procedures for the sorting, reusing and recycling of construction waste into defined waste groups, either on site or through a licensed contractor at a waste transfer station.

As the proposal will see existing buildings taken down and hard standing removed, a demolition audit will also be undertaken, to see if any of the materials being removed can be recycled for use on this or other building projects in the area or the materials recycled for use by others.

5.7 Tree protection and management

There are no trees requiring protection inside the site ownership boundary or root protection areas within close proximity to it. None of the branches in the trees neighbouring gardens overhang the site.

Please see the tree survey and schedule submitted with this site application for further detail on trees.

5.8 24-hour emergency contact details

This section of the report will be updated following any planning consent and detailed design work. Emergency contact details will include Client, Contracts Manager, Construction Manager, Site Manager, Architect, and the various key sub-contractors working on the project (site ecologist, arboriculturalist etc).

5.9 Pest control

Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements.

Appendix 1: Pest control specification and quote



Quote Ref: 096279/CG/ct

30th July 2021

Raywood Developments Limited
2-4 Send Road
Caversham
Reading
RG4 8EH

6 Churchill Business Park
The Flyers Way
Westerham
Kent
TN16 1BT

Telephone: 01959 565777

www.safeguardpestcontrol.co.uk

PEST CONTROL –

We thank you for your valued enquiry and have pleasure in submitting our report and subsequent recommendations for the pest related issue at the above site.

OBSERVATIONS

We have been asked to attend site to provide recommendations for pest preventative measures.

The site is currently waiting for plans to be approved to commence demolition, in place is currently a house and a small business, these will be replaced with a development of houses.

These houses will have large garden areas, with sheds, storage areas and refuse stores.

Pest preventative measures will need to be in place through demolition and the rebuild phase as the area may be desolate for a period of time, there is a heavy rat presence in Reading and the site may be at high risk to infestation.

The contract can be amended once the rebuild has been complete.

RECOMMENDATIONS

Pest control contract

It would be recommended that our *Safeline* pest prevention service be implemented. This would consist of the following:

- 12 routine visits to site per annum
- 2 emergency call out visits per annum should they be required, for the pests covered in Normal Working Hours
- Areas Covered: All external high-risk areas will be monitored. Externally we will provide 10 x plastic external boxes to maintain a perimeter of protection to the site.
- Pest Covered: Rats and mice

Plastic bait stations

In order to carry out the above contract we would require the client to purchase **10 plastic external bait stations**.

PEST CONTROL – MONITORING AND REPORTING

We use the latest cloud based Service Tracker programme for reporting to our clients about the details of all works carried out. These reports are available instantly in digital format. The Service Tracker system holds all relevant information pertaining to the service including visit dates, pests found, treatments/baits used and their location, COSHH data and any recommendations our serviceman feels would benefit your premises in helping to maintain a pest free environment. This is available to our clients at all times and reports are emailed upon completion of each visit.

- Reports available immediately and emailed upon completion of works.
- Fully compliant with Food Hygiene, Food Safety and Environmental legislation.
- Paperless and secure.

QUOTATION

Pest control contract

Our cost to carry out the above works would be **£235.00 plus VAT per quarter**.

The above price is fixed for a period of 2 years upon the date of acceptance.

Plastic bait stations

Our cost to supply and install the above bait stations would be **£350.00 plus VAT**. *Once purchased, these will become your property.*

This quotation is valid for 90 days.

The above cost is subject to our business terms and conditions

<https://www.safeguardpestcontrol.co.uk/Business-Terms-and-Conditions.pdf>

ADDITIONAL SERVICES

As well as pest control, we carry out many other environmental services including, but not limited to:

- Bird control, cleaning and proofing
- Hygienic cleaning
- Electric fly killers
- Fly screens
- Void clearances
- Sharps removal
- Anti-static treatments
- Specialist reporting for food and high risk premises (audit to BRC level)

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Safeguard Pest Control and Environmental Services Ltd
Registered Office: One Fleet Place, EC4M 7WS
Registered No: 2597625
Place of Registration: England and Wales
VAT No: 425 2536 67