

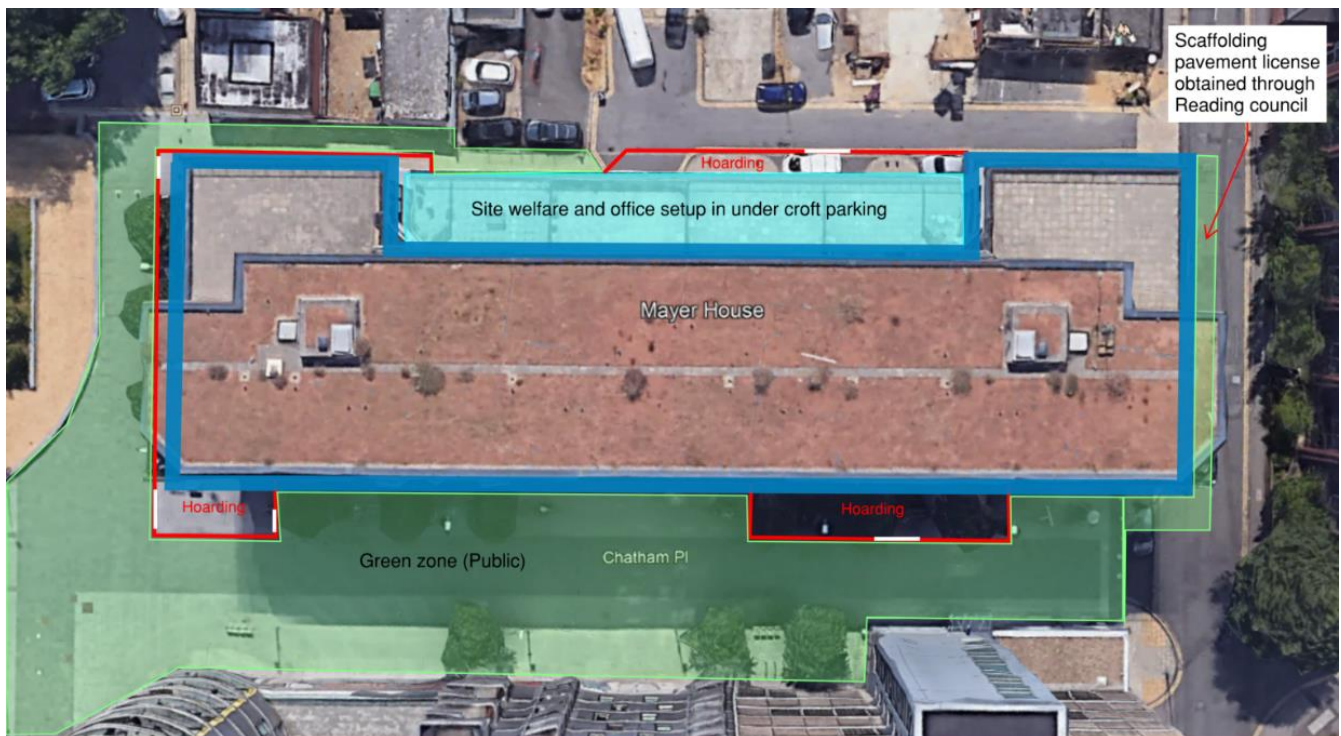
Construction Management Statement V2
Mayer House, Reading,
RG1 7AN



The Transport department require further information prior to a CMS being agreed which would be as follows:

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; There will be no parking provided for contractor/ site operatives.

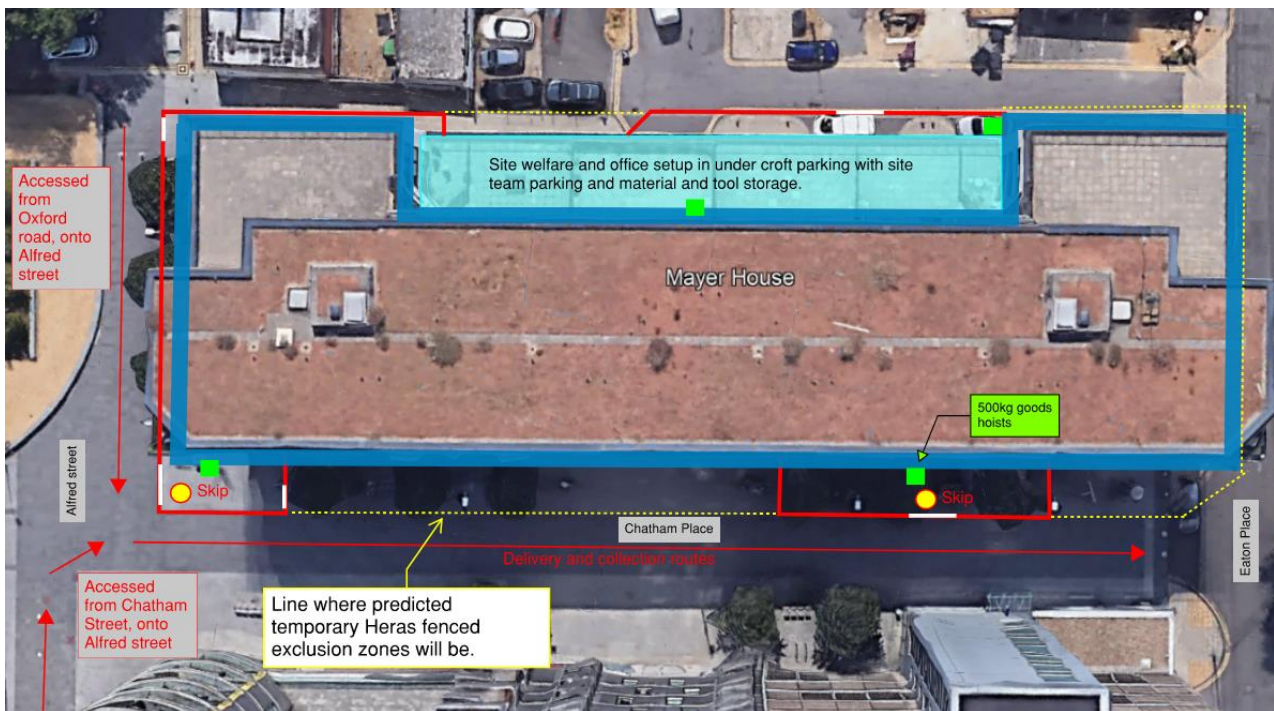
The only parking that is provided is for Higgins site management team and visitors and is in the undercroft parking (site welfare setup) as seen below and is out of the public realm. See below mark up showing the current and full site setup for the project.



b) Location on site for storage of plant and materials used in constructing the development and full details as to how deliveries will be managed which should ensure that vehicles can enter and exit the Public Highway in forward gear;

There will be no major plant kept on site other than the 500kg goods hoists seen below. Storage of materials will be in the undercroft area predominantly but there will be material lay down areas within the hoarding lines. Deliveries will access the site from Chatham street as the main access route into Alfred street and drive through onto Chatham Place and exit onto Eaton place to the west of the site. Oxford road will only be used as access to Alfred street on rare occasions. See below mark-up. There will be a dedicated Traffic marshal who will ensure all vehicular movements (Deliveries and collections) on site are safe and controlled for the vehicles and pedestrians throughout. Former resident parking spaces in the undercroft area has been relocated by the

applicant to QPark multi storey car park, across from Mayer house, this will be restored following the works.



c) *How will deliveries be managed to ensure that conflict with pedestrians does not occur.*

Each contractor has a specified supervisor/ site manager who will ensure the movement of materials is handled safely through and around site, the manner in which this is done will be covered in their RAMS. Higgins site management will be monitoring all material and equipment movement on a daily basis too.

d) *The hoarding around the site in particular the northern boundary seems to enclose trees, street lighting and other street furniture I therefore question whether the proposed offices/welfare can be accommodated as illustrated;*

Higgins and Catalyst have reviewed every possible option with regards to site setup and we have now moved all welfare, offices, toilets and material storage to the under croft parking which means that there are only a few trees and street lights within our hoarding. We have to have the hoists and Haki stair cases surrounded by hoarding to ensure that they the public is kept well away from these 'danger' areas of site and to prevent tampering and climbing of the equipment.



Hoarding as marked above in the plan is 2.4m high throughout.

Heras fencing will be used only for temporary exclusion zones as and when required on site (see yellow dotted line on mark-up above) shown below.



e) Further to the above point it would need to be clarified that the emergency / delivery route that runs along Chatham Place can be maintained, this would therefore need to be confirmed / illustrated on detailed plans.

As seen in the first mark-up in green, the delivery/emergency route has been kept clear and will be kept clear throughout. We have made it a specific requirement for all contractors to provide a driver in full attendance if they have a delivery/collection that is to take a few hours, so as to be able to move the vehicle at any given moment.

f) The proposal identifies footpath closures surrounding the site, the documents should therefore be updated to clarify how pedestrians will be managed and what signage will be put in place during these footpath closures.

Signage and arrows will be placed around site and hoarding directing the public around the hoarding and they will be required to use the emergency route (dark grey paving area) as their footpath which upon initial investigations is how the natural flow of pedestrians plays out in Chatham Place and Alfred street. On the Eaton place side, out scaffolding is only taking up half of the pavement, with hoarding directly attached to the scaffolding and thus keeping the pedestrian walkway free of obstruction (no need for a tunnel or to cross the road).

A commentary and site plan would be required to address the above matters, either now, or as part of a pre-commencement condition.