

Construction Management Plan

On behalf of:

Highgrove Portfolio Investments Ltd

Proposal:

Demolition of existing buildings and erection of 8 new dwellings (use class c3), with associated parking and landscaping.

Development Site:

125 Highgrove Street, Reading, RG1 5EJ

Site •

125 Highgrove Street, Reading, RG1 5EJ.

Report for •

Highgrove Portfolio Investments Ltd

Document revisions •

No.	Details	By	Date
VJS/BDL	Planning Submission	Jordan Bratby	Aug 2020 – Rev A

VJS Projects Ltd • 2nd Floor • 181 Queensway • Bletchley • MK2 2DZ

Tel • 01908 771285

Email • info@vjsprojects.co.uk

Copyright – The contents of this document must not be reproduced in whole or in part without the written consent of VJS Projects Limited.

Contents

Section 1.0	Introduction	page 3
Section 2.0	Programme	page 3
	Site Preparation Works	page 4
	Construction	page 4
Section 3.0	Access	page 4
Section 4.0	Nuisance Control	page 5
	Sewer Protection Measures	page 5
	Footpath Protection Measures	page 6
	Dust Control	page 6
	Wheel Wash	page 6
	Storage of Materials	page 6
	Hazardous Materials	page 7
	Noise Control	page 7
	Site Security	page 8
	Consultation with Local Residents and Other Parties	page 8
	Parking & Travel Plans	page 9
	Mortar Production	page 10
Section 5.0	Pedestrian and Road User Safety	page 10
Section 6.0	Damage to Road Surface	page 11
Section 7.0	Emergency Access	page 11
Section 8.0	Summary	page 11

1.0 Introduction

- 1.1 VJS Projects Limited has been instructed by Highgrove Portfolio Investments Limited to produce a Construction Management Plan (CMP) in relation to the proposed development at 125 Highgrove Street, Reading. The development proposals involve the demolition of existing buildings and construction of 8 new dwellings, with associated parking and landscaping.
- 1.2 The purpose of the CMP is to ensure that the impact of construction work on the local residents and the immediate highway network is kept to an absolute minimum. The CMP provides detail of all measures that are considered appropriate at this time; however, the CMP is a live document that will evolve as necessary to address issues that may be identified through ongoing consultation with local residents as the project progresses.
- 1.3 The Construction Project Manager will be responsible for implementing measures contained in the CMP and will be the point of contact for local residents. The Construction Project Manager will ensure that all contractors working on site have public liability cover in place before starting on site and that they are registered with the Considerate Constructors Scheme. The Project Managers name, telephone number and email address will be added to the CMP once he/she has been appointed.
- 1.4 This document has been prepared with input from the project architects and structural and civil engineers to ensure that the CMP can comprehensively address all issues that may arise during construction works.

2.0 Programme

- 2.1 As planning approval has been granted and works are yet to start, the programme below provides an indication of the duration of each phase of the works. The programme will be updated with the dates envisaged for each phase of works once the date for works to start on site has been determined.

<i>Activity</i>	<i>Weeks</i>	<i>Workers on Site</i>
<i>Site Preparation</i>	2	4
<i>Building Regulations and Health & Safety Documentation</i>	4	4
<i>Substructure</i>	12	8
<i>Superstructure</i>	24	10
<i>Windows</i>	3	2
<i>Roof</i>	4	4
<i>Internal Finishes</i>	12	8

Site Preparation Works

- 2.2 Material removed from the site will be loaded onto trucks efficiently within the site on a temporary staging area, thus not disrupting the local residents and businesses or the flow of traffic using the access served from 'Highgrove Street'. Delivery vehicles will also use this staging area for entry into the construction site.

Construction

- 2.3 During the construction, deliveries will be accessed from Highgrove Street. A storage area will be located within the site in a designated area, the proposed construction parking will be provided in and around the site where possible to cause minimum disruption for residents and the local community. (Please see page 9)
- 2.4 Therefore all deliveries to the site during the construction process will take place via Highgrove Street and stored within the boundary of the site and no materials or equipment will be stored or placed on Highgrove Street or the pedestrian access route running adjacent.

3.0 Access

- 3.1 All construction and delivery vehicles will approach the site from either the B3031 or A327 onto Highgrove Street. The following list provides detail of the type of vehicles that will need to gain access to the site during the construction process.
- Mortar Delivery Vehicle 6 Wheel, 24 Tonne, G.V.W
 - Building Deliveries 4 Wheel, 17 Tonne, G.V.W
 - Ballast and Loose Materials 4 Wheel, 17 Tonne, G.V.W, Tipper
 - General Building Materials 4 Wheel, 17 Tonne, G.V.W, HIAB Flat Bed or 7.5 Tonne Rigid Vehicle
 - Sundry Materials 4 Wheel, 3 Tonne, G.V.W, Van / Flat Bed
 - Skip lorries 4 wheel, 8 Tonne, G.V.W
- 3.2 Construction vehicle movements will not be permitted at weekends or during public holidays. The following table provides a breakdown of the number of heavy goods vehicle movements, and the type of vehicle, that will occur during each phase of the construction process. The vehicles proposed have been selected by considering the type of goods/materials to be transported, the number of vehicle movements arising and the constraints of the local road network. One delivery comprises two movements, one to and one away from the site.

Construction Phase	Duration (Weeks)	Total Vehicle Movements	Daily Vehicle Movements	
			Maximum	- Average
<i>Site Preparation</i>	2	6	1	1.0
<i>Concrete Delivery</i>	3	10	2	2.0
<i>Building Materials</i>	20	100	2	1.0
<i>Roof</i>	4	8	1	0.5
<i>Skips</i>	5	20	2	0.5

3.3 This table will be updated to provide more specific detail of anticipated delivery times once the date for works to start on site has been determined. The vehicle movement programme shows an average and a maximum number of daily vehicle movements. This will enable there to be a degree of flexibility when scheduling vehicle movements so that if works coincide with other construction activity along Highgrove Street, the cumulative effect of construction traffic associated with the works and other sites can be minimised.

3.4 The table does not include smaller vehicles that may need to access the site, such as plasterers/electricians/plumbers/painters with transit type vans. These vehicles would typically need to access the site towards the middle/end of the project, when there will be fewer heavy goods vehicle movements.

3.5 It is estimated that at times, there could be 3 or 4 light vans needed to transport tools and materials to and from the site.

4.0 Nuisance Control

4.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

Sewer Protection Measures

4.2 To address these concerns and to enable protection measures to be developed further, a detailed site investigation shall take place prior to the commencement of the development to obtain site specific information regarding the route and depth of any foul or storm sewer beneath the existing access serving the development. 'Sewers for Adoption' detail protection measures required to sewers that have a depth to the soffit of the pipe below 1350mm, these mitigating measures would be taken prior to the construction phase to avoid or minimise potential damage.

Highway & Footpath Protection Measures

- 4.3 A scheme for recording the condition of the existing highway and footpath shall be carried out and shall comprise a report and photographs of the highway and footpath before construction commences. On completion of the development, the report and photographs shall be updated and any deterioration shall be the responsibility of the developer to reinstate to its original condition.

Dust Control

- 4.4 Best Practice Means (BPM) will be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition, this must include the sheeting of vehicles when exiting the site.

Wheel Wash

- 4.5 Site vehicles will have wheels washed down prior to leaving the site so as to reduce unwanted debris spreading onto Highgrove Street if required. A track mat will be used which can be easily cleaned and washed down to minimise the potential transfer of debris onto the road if required.

Storage of Materials

- 4.6 Construction materials such as cement, oils and fuels for site plant etc have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing. All pumps, hoses etc would be checked regularly.
- 4.7 Provision would be made for the washing out of concrete and cement lorries and mixing plant. These washings would be disposed of within the site limits. All waste materials created during construction would be stored in designated storage areas isolated from surface drains to prevent any chemical spread.

Storage of site materials and plant will be designated and marked out on site preparation. The site manager and project manager are responsible for ensuring the safety and correct provision for the materials and plant usage whilst the site is active. The law says you must keep every part of your construction site in 'good order' and every place of work clean. The objective is to achieve what is usually called a good standard of 'housekeeping' across the site.

Please see below the denoted area in **red** for storage of materials and plant (88sqm):



Hazardous Materials

- 4.8 The CMP is a live document which includes a commitment to ongoing consultation with local residents and neighbours. In the event that hazardous materials are present, the materials and the appropriate procedures for their disposal will be detailed in the CMP and local residents and neighbours advised accordingly.

Noise Control

- 4.9 Trees and buildings that surround the site will assist in acting as a noise barrier. Deliveries to the site will take place between the hours of 8:00 and 16:00 and scheduled to distribute vehicle movements throughout these hours, to avoid periods of intensive activity therefore limiting noise and vehicle emissions in busier times.
- 4.10 Noisy work on site will be carried out in accordance with guidance provided by Reading Borough Council.
- *Permitted hours for building work:* Construction & Demolition works and associated activities at the development including deliveries, collections and staff arrivals audible beyond the boundary of the site will not be carried out other than between the hours of 08.00 – 18.00hrs

Mondays to Fridays and 0800 – 14.00hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays.

- Using well-maintained and silenced plant and equipment including compressors, generators and power tools.

4.11 *Noise and Vibration from demolition, construction, piling, concrete crushing, drilling, excavation, etc:* Best Practice Means (BPM) will be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restrictions of hours of work and all associated activities audible beyond the site boundary, in accordance with the approved Codes of Practice of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites – Noise, and BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Vibration.

4.12 The use of electrically powered Modec vehicles has been considered but this has had to be discounted as most materials requiring movement will be in bulk and heavy and no commercially available vehicles of the size needed are yet available. In addition, there will be no power on site for safety reasons, and therefore on site charging of electric vehicles would not be possible.

Site Security

4.13 All construction materials will be stored on site. It is proposed that a full painted plywood hoarding will be erected along the route for delivery of materials from Highgrove Street to safe guard pedestrians and promote site safety. This will be the height of the existing brick walls either side of the site with access gates formed in the fence to serve access to the site. The site will be locked outside of working hours to ensure that all materials and equipment are stored securely in a safe and professional manner.

4.14 The Construction Project Manager will be responsible for site security and emergency procedures. Once the Construction Project Manager has been appointed, residents/workers will be advised of appropriate procedures and contact information for out of hour's incidents.

Consultation with Local Residents and Other Parties

4.15 *Notification to neighbours of demolition/building works:* The name and contact details of persons responsible for the site works will be signposted at the site and made available for enquires and complaints for the entire duration of the works and updates of work will be provided regularly. Any complaints will be properly addressed as quickly as possible.

- 4.16 It is proposed that a 'Construction Working Group' will be formed by the Construction Project Manager to ensure that neighbours are aware of how the construction works are progressing and provide them with the opportunity to raise any issues that may arise as they occur. Representatives of the neighbouring properties will be invited to join the Construction Working Group as well as any other parties affected by the works and Council Officers.
- 4.17 The Construction Project Manager will keep in regular contact with neighbours, affected parties and the Council by sending a fortnightly update by email, and post if necessary. It is also proposed that fortnightly meetings will be held with neighbours if required. This will enable neighbours to be updated on progress of the project and given advance notice of noisy works, periods of higher levels of HGV movements etc.

Parking & Travel Plans

- 4.18 There will typically be a total of 5-7 construction workers on site, although at times, this will increase to 8-10 towards the middle/end of the project. To minimise the potential impact of construction workers travelling to the area in cars, they will be encouraged the use of sustainable modes of travel to and from the site and minimise the use of private cars, or encourage car-sharing if possible. Construction workers will be instructed not to park private vehicles on Highgrove Street as it may cause obstructions, they will be encourage to park in or around the site vicinity. Parking will be available on site for light vans used to transport tools and materials required by contractors..

Please see below denoted are in **red** for site operatives parking (9 parking spaces):



- 4.19 A Travel Plan leaflet will be given which will include details of local public transport services, promote walking, cycling and encourage car sharing. Consideration will be given to the operation of a bus service to and from the site from nearby public transport nodes.

Mortar Production

- 4.20 Consideration has been given to the production of mortar on-site in order to minimise the quantity of mortar to be transported. This will be considered with the site and project manager once the design of the site compounds and contractor parking has been confirmed.

5.0 Pedestrian and Road User Safety

- 5.1 The main access route served from Highgrove Street fronting the development is a publicly maintained one-way access route, which has a rough width of 5.00 metres. Therefore, it is proposed to implement measures to ensure that pedestrian and road user safety is maintained throughout the construction process.
- 5.2 To ensure that pedestrian and road user safety can be maintained, it is proposed to implement a banksman strategy, which will be managed by a Banksman Co-ordinator. The strategy will comprise of the following measures.
- The Banksman Co-ordinator will keep a log of all construction vehicle movements to and from the site in order to monitor them closely.
 - No construction vehicles will be permitted to stop, be held, or wait in the public highway. Vehicles will instead be waived on by a banksman stationed at the top of Highgrove Street to return when available if Highgrove Street is occupied by an existing construction vehicle.
 - Vehicle manoeuvres into and out of the site from Highgrove Street will be monitored and assisted by a banksman stationed outside the entrance to the site. This will allow vehicles to manoeuvre to and from site with minimal disruption to traffic on Highgrove Street. All loading will take place within the site boundaries.
 - The banksman team will have one member, who will all be on site from Monday to Friday between 8:00 and 16:00 when construction traffic movements will take place.
 - Temporary road signage will be positioned on Highgrove Street at either end of the construction vehicle route warning road users of the presence of construction traffic.

6.0 Damage to Road Surface

- 6.1 Highgrove Street is a public highway, which is maintained by Reading borough Council. The banksman strategy will minimise the potential for damage to street furniture as all construction vehicle manoeuvres will be assisted and supervised.
- 6.2 The condition of the road surface and street furniture will be monitored throughout the construction period to enable any deterioration or damage to be identified and appropriate action to be taken.
- 6.4 Prior to works starting on site, a photographic survey of Highgrove Street and the pedestrian access route to a point just beyond the proposed works will be undertaken. The results of the survey will be appended to the CMP to assist with the monitoring of the condition of the road surface during the construction period.

7.0 Emergency Access

- 7.1 The development of the site will not prevent any access along Highgrove Street in normal circumstances. In the event that a construction vehicle breaks down, blocking access along Highgrove Street, the Construction Project Manager will arrange for the broken down vehicle to be repaired/recovered at the earliest opportunity and liaise with the emergency services to ensure that they are aware that access along Highgrove Street is restricted.

8.0 Summary

- 8.1 This Construction Management Plan relates to the proposed development on land at 125 Highgrove Street, Reading. The purpose of the CMP is to ensure that the impact of construction works on the neighbours and the immediate highway network is kept to an absolute minimum.
- 8.2 The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The person responsible for implementing the CMP shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development and complaints from local residents. Any future revised plan must be approved by the Council and complied with thereafter.