

Beard Construction Ltd

CONSTRUCTION MANAGEMENT & ENVIRONMENTAL PLAN rev 0

Location:
North Street
Reading
RG1 7DA

Date 19/11/2020

Location

The works are to be undertaken at the site on the north west corner of the junction of Weldale Road and North Street, Reading, RG1 7DA.

Introduction

The works comprise the design and construction of two new four and five storey blocks to provide total of 41 flats comprising 19No One Bedroom Apartments, 21No Two Bedroom Apartments, 1No Three Bedroom Apartment, 9 Parking spaces together with all associated infrastructure and external works.

The works also includes site roads, footpaths, fencing, screen walling, parking areas, landscaping, drainage, service connections and works.

The off-site works include off site road and pavement alterations at the site entrance and all necessary sewers from the site for adoption.

The programme of works will start in March 2021 and will take around 63 weeks. The works will be phased as standard construction, with groundworks followed by the envelope and the internal finishes. The construction works will peak in terms of large vehicles coming to and from site between March 2021 and April 2022 during substructure and superstructure construction. Thereafter works will primarily comprise of finishes and fit out works, which will mean smaller vehicles but possibly larger numbers of people.

The works are being undertaken by Beard Construction whose Project Manager will be contactable by mobile phone and email. The Project Manager will be site based and will be the primary point of contact. A display board with contact names, numbers and emergency details will be provided. Information will also be issued to the local community.

Site Boundary

The construction site area will be secured by means of solid plywood hoarding to the North Street and Weldale Street elevations. The boundary with the ambulance station has palisade fence. Anti-climb Heras system metal fencing will be used in other places to ensure the site is secure. The site area will be temporarily extended into the Weldale Street parking bays to provide space for the site welfare and accommodation. The north bound side of North Street will also be closed to provide a safe off loading and logistics area. The traffic management and logistics plans are attached.

Arrangements for construction parking

During the initial three months parking will be on site for the relatively low number of vehicles required. As the project progresses the amount of room available on site for parking will reduce and the operative numbers will increase. There is public parking available at the Cattle Market carpark that will be used. This is within walking distance and will ensure that no parking associated with the construction works will take place on the public highway at any time.

Site Access

All site access will be from North Street. There will be a segregated pedestrian route from the access gates to the site compound. Signage and contact information will also be displayed at the entry point for general visitors to be able to arrange and gain access into site safely.

Segregated pedestrian routes, demarcated with hoop type crossing points will be set up around the site where appropriate, as the works progress. There will be some points where pedestrian and site traffic interfaces cannot be avoided, and in these instances, specific details will become part of the induction process. Suitable signage and instruction notices will be strategically positioned at such locations. The daily hazard notice boards will include change in site logistics or conditions accordingly.

Public Transport

Local bus services run regularly through the area and the railway stations are a short walk away. The nature of the bus services means that it will be most appropriate for those living near the bus routes. The train service may also be suitable for those living further away.

The scheme will require labour and we would naturally look to employ local persons from Reading or from nearby areas to help with local employment and ensure we have reliable people on site.

In line with good site practice Beard Construction will provide facilities to ensure that those choosing to use public transport will be able to do so without causing disturbance to other users because of their appearance and cleanliness.

We will undertake an ongoing dialogue with our workforce and contractors to look at options for combining journeys amongst the construction team to further reduce

vehicle movements. Car and van sharing is popular with the workforce as it minimises travelling costs. All will of course be in line with the Government guidance on Covid-19 that is in place at the time.

Cycling

Cycle parking spaces will be available on site to encourage their use by the workforce, thus reduce vehicle movements and promoting a healthy lifestyle.

Site Security

Our working site environment will be secured from a safety perspective during the working day and all access points will be made secure during out of hour's periods. PIR controlled lighting will serve the site office/welfare area with a time clock to reduce light pollution.

The site could be open to potential unauthorised attempts at access. Boundary fencing and security measures will be commensurate with the potential additional risks in respect to vandalism and possible arson. We will utilise remotely monitored CCTV to protect the site. This will allow swift detection of any intruders that the control room can then deal with appropriately.

The hoarding will be inspected each working day and any graffiti or fly posters covered or removed.

Management of Construction Delivery Vehicles

There is generally a good surrounding road network and access routes for construction traffic. A traffic management plan will be implemented to control the traffic and pedestrian movement. This will involve the suspension of parking bays on Weldale Street and the closure of North Street to north bound traffic to facilitate safe access and construction. The proposed traffic management plan is attached.

The size and scheduling of vehicle movements will be carefully planned, coordinated and physically managed by the site team. Permissible times for construction deliveries will be stipulated on all orders placed.

To further ensure that general daily disruption and congestion is minimised our traffic management plan will also identify the permitted access routes to site and suitable laybys and holding stations will be identified on the approach routes, where delivery drivers will be instructed to wait while phoning the site for authorization to proceed further. This practice is particularly effective when dealing with multiple vehicle movements such as muck away or repeat concrete deliveries, etc.

Once authorization to proceed is granted, the delivery vehicle will then be able to move up and into site, under supervision of our site team. Once the vehicle has either offloaded or loaded up, and subject to the timing, the vehicle will leave site, with supervision at the gate to ensure it is clear and safe to do so.

All unloading and loading of plant and materials will be undertaken within the site boundary.

Effects on the Highway Network

We are in dialogue with our contractors and they are generally seeking working hours between 07:30 and 17:30. The concentration of vehicle movements will be at work start and work finish. Work start is likely to deliver peak traffic between 07:00 and 07:30 and work finish between 16:00 and 17:00.

The start time does not conflict with local rush hour traffic and the “trickle” nature of the end of the construction day will not generate significant peak loads on the local road network. The site access will benefit from the closed length of North Street. This will assist in ensuring that vehicles are not required to queue on the public highway to access the construction works area or reverse out onto the main road to allow vehicles to pass. Prior to work starting on site a highway condition visual and photographic survey will be undertaken and kept on site for future reference.

Volume of Traffic

The volume of traffic generated by the works will not be significant when viewed against the current traffic volumes within the area and can be split into 3 categories: -

- 1) Those working on and visiting site
- 2) Deliveries to site – planned to schedule at the delivery point (HGV vehicles).
- 3) Ad hoc parcel type deliveries – small/medium sized vehicles.

1) Those working on and visiting site will not be expected to exceed 35 persons on any given day. The workforce will park in local carparks and not on the public highway the majority of which is for residents permit holders only. Car and van sharing will be actively encouraged should the Covid situation allow.

We will consult with our proposed contractors as they will largely rely on works vans (shared occupancy) to bring their labour gangs and equipment to site. We anticipate that this will reduce the number of vehicles travelling to site.

2) Planned deliveries to site: Whilst it is difficult to be totally accurate regarding the numbers of vehicles that will visit site to carry out deliveries or removals on any given day, we would expect them to peak as below:- (or more than likely a selection of the below)

- 2 no Full bed articulated lorry
- 1 no Mobile crane visit
- 1 no Drag and drop trailer (self-offload) lorries
- 6 no concrete mixer lorries
- 5 no 4 axle lorries
- 3 no 3 axle lorries
- 6 no Transit type vans

3) Ad hoc type deliveries to site. Whilst again it is hard to be totally definitive about the numbers of vehicles that will visit site to carry out deliveries on any given day, we would expect them to peak as below: -

- 3 No 7.5 tonne Luton types
- 4 Transit type vans

When the number of construction vehicles is set against the existing overall level it represents a minimal increase in the level of vehicles utilising the local road network.

Arrangements for Material Storage and Waste Management

Operating room and material storage space and suitable storage space on site is limited, so materials will where possible need to be delivered to site to suit the programme of works. Generally, materials will be off loaded and distributed to their place of use, via mechanical means including forklift, pallet truck or crane.

Where possible and space allowing, we will operate segregated skips, positioned within the main compound, allowing easy collection and exchange. Smaller bins will be positioned around the site as the works proceed and waste segregated in the correct skips. Any mixed waste will be sorted at the recycling station to ensure WRAP 80% waste recovery targets are met/exceeded.

To discourage vermin all food and canteen waste will be stored in separate skips and bins (with lids) to the construction waste and these containers will be regularly emptied. There will be no eating allowed on site or in the storage and parking areas.

Environmental Considerations

All activities having a potential effect on the environment will be kept to a minimum. This will be achieved by choice of working methods and selection of suitable plant and by pro-active control.

Control of noise:

Noise generation will be kept to a minimum. Plant will be selected to minimise noise and will be thoroughly tested, maintained in a good working order and sound attenuated where possible. Beard will ensure we adhere to the Control of Pollution Act 1974 (CoPA 1974).

Controlling generation of mud and dust:

Due to the nature of the site and the restricted access route we will carefully plan and execute the works in a specific and controlled manner.

The access into the site will be constructed from clean stone and incorporate a concrete/tarmac run off before it reaches North Street. We therefore feel that with this haul road being regularly maintained and cleaned there will be a very minimal chance of mud and dust being taken onto the local road network. Notwithstanding this protocol, we will ensure that vehicles are checked before leaving site for debris and jet washed if necessary and leave site in a clean condition. The location for the vehicle cleaning down area will be adjacent to the exit.

As an additional measure, we will also arrange for regular road sweeping visits to site, should this become necessary. Conversely, during times of hot and windy conditions there is the possibility of migrating dust, which we will control by dampening down as and when necessary.

Lighting:

We will light the main site area during the working hours and have some PIR controlled safety lighting around the welfare / office area. We will ensure that any such lighting is set up so that it is not intrusive to the adjacent residents.

Control of Debris and Litter:

We will take regular and constant measures to ensure that packaging, insulation or other susceptible materials are not left in a vulnerable position to be blown around by the wind. All packaging and waste materials on production will be moved directly to the waste management location and loaded directly into covered skips that will be removed and exchanged on a regular basis. It is not envisaged that any immediate pest control measures will be required. The site will be inspected for vermin once works commence and early in the programme redundant drainage will be grubbed up and capped to reduce the available habitat for vermin.

Signage

Clear site entrance signage will be provided and maintained to assist in its identification at the point of access for the works from Weldale Street and North Street. Mandatory and advisory safety signs will be displayed as necessary on the external fencing and within the site.

Continuing Liaison

A letter drop will be carried out to all neighbouring properties introducing ourselves, outlining the project and providing contact details. Regular updates will be issued to keep neighbours informed of project progress and to encourage engagement and feedback.

Beard Site Compound Plan

A0227 North Street Residential Site Plan

