
Demolition & Construction Method Statement Addendum

May 2020

On behalf of MacNiven Quays Ltd.
34-38 Southampton Street, Reading
RG1 2QL

Rev: 3A

Issued by:

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DOCUMENT ISSUE SHEET

Version	Issue Date	Issued By	Approved By	Comments on Version
Draft	13/02/20	SJM	-	Draft for comment.
1	14/02/20	SJM		Incorporated comments from MB.
2	25/02/20	SJM		Revised access to site from rear.
3	09/03/20	SJM		R&D asbestos survey received.
3A	01/05/20	MB		Update of demolition works & associated access.

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1.0 Introduction

This document has been prepared by K2 Consultancy on behalf of MacNiven Quays Ltd. to discharge pre-commencement conditions prescribed by Reading Borough Council relating to the development of the site at 34-38 Southampton Street, Reading RG1 2QL [1].

1.1 Addendum Scope

Further to the Memo from the Transport Development Control, Floor 1, North Rear Civic Offices Bridge Street Reading RG1 2LU, 21st April 2020, and the submitted Demolition & Construction Method Statement Rev 3 March 2020, this Addendum responds to the Condition 5 response.

Condition 5 of the planning permission states that:

5. No development shall take place, including any works for demolition, until a Demolition and Construction Method Statement has been submitted to and been approved in writing by the Local Planning Authority to provide for:

- d) any footpath closures or road closures needed during demolition and/or construction

The Memo from the Transport Development Control advised that:

It is noted that there are no pedestrian crossings over Southampton Street unless you cross at the signalised junctions at either end of that stretch of Southampton Street. A footpath closure would be extremely inconvenient, especially for those residents of the adjacent units or those that are unaware that have travelled from Pell Street.

RBC Transport and RBC Network Management/Highways consider that a temporary path around the works should be provided. It is advised that this would need to be very robust, due to Southampton Street being a busy 3 lane carriageway.

Officers would, for example, also recommend water filled barriers. You should also provide details of the length of time such a temporary footpath would be required for. The Highways Works co-ordinator will require detailed TM plans for this, which he will be happy to discuss/review once they are drawn up.

The present arrangements are unacceptable and revised details are required to be submitted for future consideration.

1.2 Scope of Works Demolition Works

Having reviewed the comments and project sequencing, a footpath closure will not be required to allow the necessary access to demolish the existing buildings. The demolition will be completed with crash deck protection installed and a fully scaffolded gantry tunnel which will be illuminated. The scaffold will bridge over the footpath to allow the footpath to remain open during the works. As the gantry will be scaffolded, water filled barriers will not required for the footpath to remain open during the works.

The scope of the project is to demolish the existing former public house at 34-36 Southampton Street (basement and three storeys) and residential building at 38 Southampton Street (two storeys), and erect a new building (basement and four storey) comprising 11 residential units (Class C3) with associated communal/amenity spaces.

Paragraphs and Appendices that supersede those in the March 2020 Demolition and Construction Method Statement Revision 3.

5.0 Demolition Phase Management

5.3 Site Set Up

The logistics plan during the demolition phase is shown in Appendix A. The key points are:

- A scaffolded crash deck and illuminated gantry will be installed above the footpath to protect the public and allow the necessary access to demolish the existing buildings and erect further demolition scaffold as necessary. This will allow the footpath to remain open during the works. The scaffolded crash deck & gantry will bridge the footpath for support. The necessary permits for the crash deck, gantry & scaffolding will be applied for by the demolition contractor;
- Hoarding with lockable gates to prevent public access to site.
- Site welfare (canteen, changing rooms, lockers, WCs etc) located at the rear of the site.
- Segregated waste area at rear of site for sorting demolition material (once rear extension has been demolished).
- Jet wash for wheel cleaning at vehicle exit.

6.0 Construction Phase Management

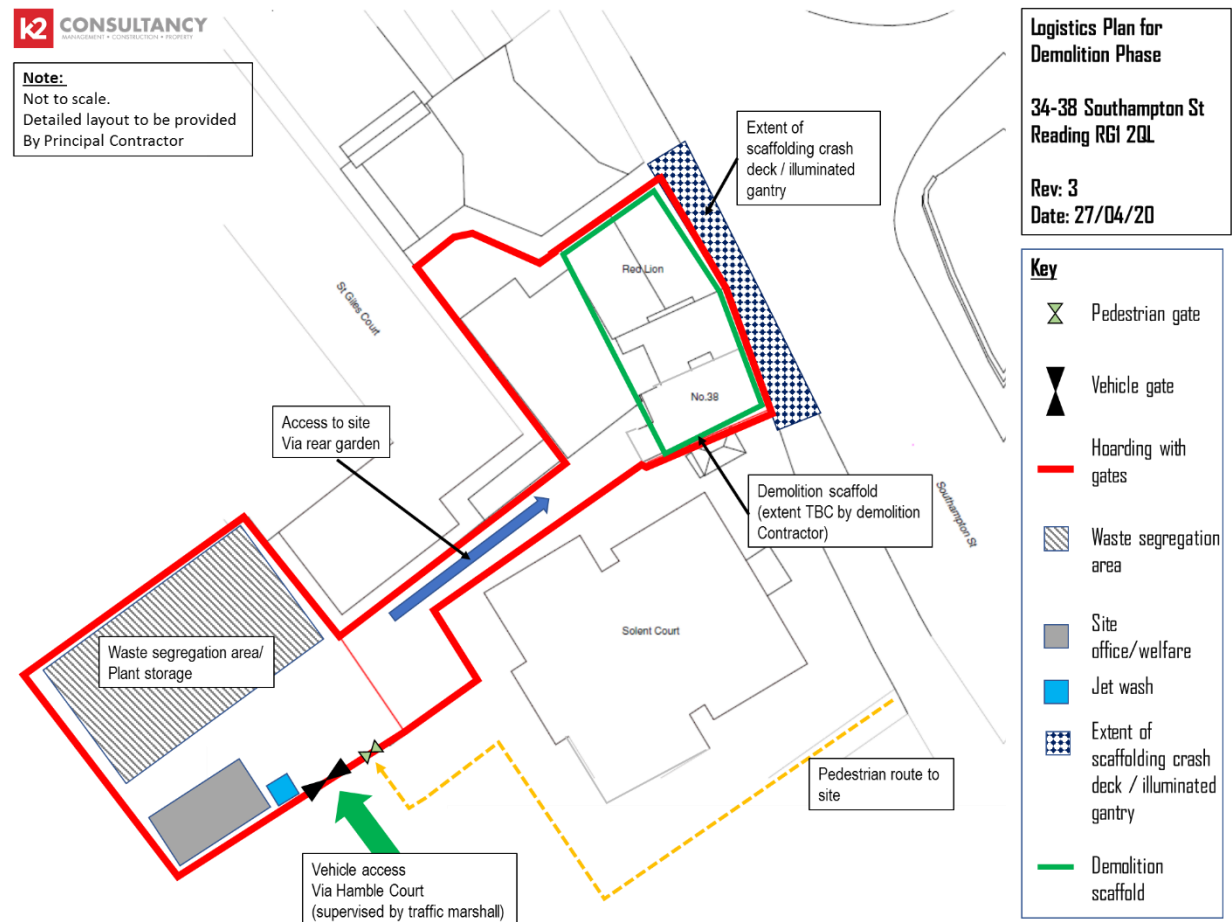
Upon completion of the demolition works, the construction phase will begin.

6.1 Site Set Up

The logistics plan during the construction phase is shown in Appendix B. The key points are:

- A scaffolded crash deck and illuminated gantry will be installed above the footpath to protect the public and allow the necessary access to demolish the existing buildings and erect further demolition scaffold as necessary. This will allow the footpath to remain open during the works. The scaffolded crash deck & gantry will bridge the footpath for support. The necessary permits for the crash deck, gantry & scaffolding will be applied for by the demolition contractor;
- Hoarding with lockable gates to prevent public access to site;
- Site welfare (canteen, changing rooms, lockers, WCs etc) will be located within the site;
- Materials will be stored largely within the building as it is constructed;
- Jet wash for wheel cleaning at vehicle exit;
- Segregated waste skips at front of site for easy loading/unloading.

Appendix A – Demolition Phase Logistics Plan



Appendix C – Relevant Health and Safety Legislation

Applicable legislation has been listed below.

The Health and Safety at Work Act 1974

The Construction, Design and Management Regulations 2015

The Management of Health and Safety at Work Regulations 2006

The Regulatory Reform (Fire Safety) Order 2005

The Working at Heights Regulations 2007

The Control of Asbestos Regulations 2012

The Manual Handling Regulations 1992

The Personal Protective Equipment Regulations 2002

The Construction (Head Protection) Regulations 1989

Confined Spaces Regulations 1997

The Health and Safety (First Aid) Regulations 1981

The Control of Substances Hazardous to Health Regulations 2004

The Electricity at Work Regulations 1989

The Provision and Use of Work Equipment Regulations 1998

The Lifting Operations and Lifting Equipment Regulations 1998

The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013

Control of Noise at Work Regulations 2005

Environmental Protection Act 1990

IAQM Guidance on the Assessment of Dust from Construction and Demolition 2014

The Hazardous Waste (England and Wales) Regulations 2005

[Workplace \(HS&W\) Regulations 1992](#)

Other consents and licences that are likely to be required include:

- Utilities Consents/Licenses – Water companies and power providers.

References

- [1] Reading Borough Council Planning Application No.: 181117
- [2] *Design and Access Statement, 34-38 Southampton Street, Reading*, Somorjay & Talliss, Rev A (June 2018).
- [3] *Refurbishment and Demolition Survey*, DX Risk Ltd. (September 2019).
- [4] *Air Quality Assessment*, Accon UK Environmental Consultants (June 2018).
- [5] *Preliminary Bat Roost Assessment Report*, Aspect Ecology (April 2018).
- [6] www.gwr.com
- [7] <https://www.reading.gov.uk/buses>
- [8] <https://www.reading.gov.uk/parking>