

**HARMONIX CONSTRUCTION LTD
ACCESS SELF STORAGE, CHARLTON
CONSTRUCTION MANAGEMENT PLAN**



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ACCESS SELF STORAGE READING
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN**



Preliminary Construction Method Environmental Statement for Planning Condition

Local Authority: **Reading borough Council**
Planning Decision Notice: **170114**
Site: **62 Portman Rd, Reading, Berkshire, RG30 1EA**

INTRODUCTION

As a company, Harmonix Construction Ltd (HXC) recognises that construction work has the potential to become a nuisance to the local area and can have significant environmental impacts. By implementing good practice measures we aim to considerably reduce these effects and will do so as detailed within this Construction Environmental Management Plan.

To demonstrate our commitment to the environment further, we will register this project with the Considerate Constructors Scheme (CCS) with the registration number confirmed to the LPA.

This Construction Management Statement relates to the works to be carried out at 62 Portman Road, Reading. The works include:

- Erection of an extension above ground, first and second floors for Class B1 office purposes.
- Erection of extension above ground, first and second floors for class B8 self-storage purposes.
- Alterations to existing elevations. Ancillary car and cycle parking. Demolition of approx. 275 m2 of existing Class B8 self-storage space.
- New external surfacing and reconfiguration of car parking.
- New/Updated Storm and Foul water drainage,

GENERAL PRINCIPLES

HXC will employ a permanent Site Manager responsible for the day-to-day running of the site. He will ensure that throughout the construction period all activities are carried out safely and have a minimum impact on the surrounding environment. This is all in accordance with the pre-planned methods formed during the pre-construction stage, which are developed throughout the project.



Prior to works commencing, our Site Manager will introduce himself to the neighbours and surrounding residents/businesses of the site and issue a regular newsletter explaining what works are to be carried out and approximate time scales for each activity.

This will outline that the initial activities on site are to include the demolition at back of the existing building, including the removal of the existing slab. Whilst there will be noisy works throughout the construction period the front end activities will be the noisiest and will also pose some vibration to the surrounding area, however this noise and vibration will be monitored to ensure that we are working within the limits as set out by the appropriate British Standards.

We will regularly update and liaise with the neighbours, keeping them up-to-date with the progress of the works. They will also have been left with a list of contact details and escalation process (see Appendix 1) should they have any queries, concerns or urgent matters they wish to discuss in relation to the works.

Our standard working hours will correspond with Reading Borough Council's advice and are as follows:

Monday – Friday:	07.00-18.00
Saturday:	08.00-13.00
Sunday and Bank Holidays:	No noisy works

Noisy works will be limited to these hours and deliveries are also in the main to be planned within these times with very large deliveries to be where possible out of hours. All deliveries will be via the existing service yard entrance on Loverock Rd. We will have a logistical manager present on site at all times to manage any deliveries and vehicles to and from site.

However, in the event that works or deliveries need to be executed outside these hours, we will inform all neighbours well in advance, listening to any concerns they may have.

COMMUNITY CONSIDERATIONS

In the first instance, as detailed above, our Site Manager is responsible for community liaison, e.g. before major deliveries or specific elements of works we will notify our neighbours.

Our site is surrounded by retail/industrial units and active businesses and we recognise that it is important to keep them informed of any significant work, deliveries or changes to the site that have the potential to affect them. Contact details of the Site Manager and other persons responsible for the site are to be displayed on the perimeter hoardings.

All delivery carriers will be asked to inform the Site Manager / Logistics Manager / Traffic Marshall when they are within half an hour of the site to allow him to prepare the site for the delivery, which will in turn eliminate any potential traffic issues outside the site boundary.

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Furthermore, all operatives, visitors, and delivery drivers are to be inducted / made aware of the busy nature of the road and that pedestrians may be crossing adjacent to the site.

Harmonix Construction's traffic management plan will regulate and manage traffic entering and exiting the site to minimise disruption to the Trading Estate and the surrounding roads. The plan will include the following:

- All suppliers and sub-contractors will be provided with a full postal address including all site contact details as well as a map clearly directing them to site.
- A full time traffic marshal will be employed by Harmonix Construction for the duration of the contract to manage the deliveries within the confines of the Trading Estate. He will be equipped with a 2 way radio and will be in constant contact with the site office.
- All deliveries will be booked in a minimum of 24 hours in advance. Large deliveries will require a minimum of 72 hours' notice and as mentioned above may well have to be delivered out of hours. All oversize deliveries will be met at the entrance to the park by our traffic marshal
- All delivery drivers will phone the site when they are approximately 20 minutes out to reconfirm their delivery slot and make the site aware of their imminent delivery.
- All vehicles making deliveries to the site are to be members of the Fleet Operators Recognition Scheme (FORS)

As encouraged by the CCS, we will maintain a Compliments, Comments and Complaints Record (see Appendix 2). This details the date the log was made and the comment from an individual, which we will then action and also note on the record. As a company we will review the record to try and improve our processes as a whole. We are aware that some find it difficult to voice their comments or complaints. We will therefore fix a comments box to the Fence to allow individuals to express any concerns they may have.

The following Harmonix Construction personnel can be contacted in event of an accident or emergency:

<u>Role</u>	<u>Contact Name</u>	<u>Office Telephone</u>	<u>Email</u>	<u>Mobile Telephone</u>
Director	John Farragher	02074963680	john@harmonixconstruction.com	
Project Manager	Gearoid Keane	02074963680	gearoid@harmonixconstruction.com	07825142862
Construction Manager	Jeff Covelli	02074963680	jeff@harmonixconstruction.com	<u>07920721772</u>

NOISE AND VIBRATION

We have limited noisy works to the hours listed above but aim to reduce the effects of noise and vibration further by implementing various procedures as detailed below.



The biggest impact by far will be from the demolition.

With the demolition the works will be carried out predominately by mechanical means which with the superstructure for which we will use a 30 tonne machine with a 'muncher'.

This will reduce the time taken to complete the works and will also offer a slight reduction in noise and vibration in comparison to other mechanical demolition processes. With the demolition of the slab, we again intend to carry this out by mechanical means using a 30 tonne machine with a breaker with acoustic screens and dust water dampening to the works area to minimise any disruption.

We will liaise closely with our neighbours during the works and intend to hold weekly meetings with the client representative to discuss any issues that may arise.

We will also be operating an 'open door policy' to the site office to maintain lines of communication with our immediate neighbours should they have any concerns.

Our site cabins will be located next to the existing main gate on Loverock Road. This will allow our site set up to be contained close to the site entrance and ensure safe pedestrian access to the site offices and welfare facilities via a pedestrian gate without having to access the site first for any visitors.

Vehicular access will be via the existing Gate on Loverock Road. When not 'in use' these gates will be kept closed and will be managed by our Logistics Manager and Traffic Marshall.

We will of course liaise with our neighbours to ensure that our site vehicle movements do not affect their deliveries and/or business.

The Logistics and Traffic Management Plan clearly identifies points of access for both pedestrians and vehicles and shows the line of the site boundaries which will be predominately closed off with hoarding.

Again, our deliveries can be accepted within the confines of our site due to the access road and available service yard area.

A temporary electrical supply will be derived from within the site during the construction phase, eliminating the need for any generators and therefore minimising any noise impact to the surrounding area. This will also aid with reducing any diesel fume emissions in to the local air. All other plant will be checked to ensure it complies with manufacturers' standards and that all sound reducing parts are fitted correctly and utilised. Plant will be regularly checked to ensure it is in good working order.

Thoughtful programming is an effective way to reduce noise throughout the construction process. For example, all large concrete pours will commence as early as possible to avoid delays and works outside of noisy hours later in the day. We have also programmed to complete each unit's envelope as soon as possible, which will contain subsequent noisy works within each unit.



DUST AND AIR POLLUTION

Harmonix Construction Ltd is committed to limiting dust emissions in to the local environment, as far as reasonably practical. We recognise that air pollution from construction works can be a major problem if not properly controlled from the outset. We will take all appropriate measures to control dust and pollution and these are detailed below.

Water suppression techniques will be used on site to control any activities that produce dust, such as demolition.

Our Site Management team will visually inspect the site and local area around the site for excessive levels of dust, and will also conduct dust and air monitoring to ensure the water suppression is effective.

This will be recorded and evaluated to establish whether we are able to reduce dust levels further.

During the removal and delivery of aggregate materials, it is possible that dust can be left behind on the local road into the trading estate, every effort is taken to prevent this including dampening down areas where dust is likely to spread, which we acknowledge is more prominent in the summer months.

Due to the confines of the site it may be difficult to have a mechanical wheel washer. We will however, maintain a clean hard-surfaced route on site for any delivery vehicles to use and jet wash as and when required. Within the site we will have a dedicated hardstanding that will be used to locate 'muck away' and concrete vehicles. Any spoil to be removed will be stored adjacent to the hard standing to enable vehicles to be filled without the need to travel across the site.

This will minimise the amount of dirt and dust getting stuck to tyres and then transferred onto the local roads. We will also clean vehicles where necessary and cover loads entering and leaving the site. When required, a road sweeper will be utilised.

During the site induction we will advise all operatives to switch off vehicle engines when they are not in use. On these non-road vehicles ultra-low sulphur tax-exempt diesel will also be used. Generally, we will try and minimise the number of vehicles used on site. We will also encourage all workers to make use of public transport rather than driving to site. Where operatives drive to work parking, will be at the off-site Commercial Road pay and display car park located a short distance from the site.

Where possible, activities creating dust will be carried out away from the neighbouring public and buildings. If necessary, barriers will also be erected around these works to prevent the spread of dust. Further to this, we will avoid carrying out dusty works during windy weather conditions. When using tools that create dust water will be used a suppressant or suitable local extract ventilation will be used.



PRELIMINARY WORKS METHOD STATEMENT

We set out below our preliminary method statement for to provide details of the demolition, excavation and construction techniques, to demonstrate how we will deal with the potential impact of the works to both the neighbouring building and the Trading estate in general.

Neighbours and Boundaries

Next & Network Rail

Our immediate neighbours and those in the zone of influence of the construction works are Next in the adjoining building and Network Rail to the rear.

Our Demolition Team will get in touch with them before any works start to discuss the demolition processes we intend using to ensure minimal impact on their day to day operations.

Car Parking

The existing customer car park is to the north boundary of the site. This will be segregated from the public with a metal hoarding/fence yard and will have a sliding gate for vehicular access.

Notifications to Neighbours and Statutory Authorities

In addition to the Notifications explained elsewhere in this document, a formal Section 80 Notice of Demolition has been submitted to Reading Borough Council.

Demolition Works

Once the fence and site set up are complete, our first operation is the demolition works associated with the existing building.

The works will commence with the demolition of the existing structure. The proposed sequence of works is to commence from the south to the north elevation. The first activity is the removal of the Canopy roof sheeting. This will be removed mechanically under water suppression. Upon completion of the removal of the roof the steel structure are to be removed.

These works will be carried out using a 20t-30t machine with shears and a grab. Particular care is to be taken with works around the new line of the build. Any enabling works to the tie beams from the Main structure are to have been satisfactorily completed prior to commencing any works in this area.

The existing slab and foundations to the existing building are to broken up and will be crushed on site for use sub base to which will reduce import and export vehicular movements.



Archaeological Works

Berkshire Archaeology confirming that no further archaeological work is necessary at this site.

Foundations

Following the demolition we will start the piled foundations from the south to the north.

During the course of these works we will commence the reduced level to the new slabs, new drainage works and lift pits formation.

Superstructure

Once the foundations are complete the erection of the steel frame will commence working from the south to the north. Consideration will be given to the location of the crane when planning the works to avoid any potential issues with Network Rail.

On completion of the superstructure and envelope works the concrete slab will be poured to the profile decking. The concrete will be pumped so again consideration will be given to the location of the pump.

Roof and Wall Cladding

Once we have had partial hand over of the frame e.g. SE, we will net and hand rail the roof to allow commencement of the roof.

At the same time as the frame is handed over will commence the perimeter block and brick cavity wall construction with overhead safety netting to protect operatives below.

Wall cladding will follow with re-weathering of the party wall junctions to Next, and at a suitable point the windows and curtain wall will be installed and sealed with EPDM junctions for airtight detailing.

At this point the works will begin to require a greater degree of management of deliveries from both the traffic marshal and the logistics manager to ensure that all access routes and service roads are kept clear.

Internal Works

Once the roof is complete and there is sufficient external wall cladding installed will look to pour the mezzanine slab to the office area and install the timber mezzanine floor.

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With the ground floor slabs poured that we will install the entrance and glazed screens and fire exit doors.

Once poured it will be given sufficient time to cure prior to protecting to allow access zones onto it and to the areas of any remaining internal blockwork and partition walls, stair handrails and doors, install the goods/passenger lift.

External Works

The external work to the north is predominantly the new tarmac car park updating the fence and sliding gate.

The external work to the west is a new car parking layout with new ramp layout.

The attenuation, drainage and new incoming services are contained pretty much within our site area and compound and we would look to do these as early as possible.