

04/12/2024
Revision B



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Application Ref: - 240102

31 Kingsgate Street
Reading
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First floor side extension

This Construction Method Statement is prepared in support application 240102. The details provided below relate to Condition 6 on the decision notice.

Condition No. 6

No development shall commence on site, including any works of demolition, until a site specific Construction Method Statement has been submitted to and been approved in writing by the Local Planning Authority. The statement shall provide for:

- a) Space on site where vehicles of site operatives and visitors can be parked with details of how site operative and visitors will be required to make use of the parking area provided;
- b) Location on site for storage of plant and materials used in constructing the development;
- c) The erection and maintenance (including removal of any graffiti or fly posters) of security hoarding around the site;
- d) Identification of any footpath closures or road closures needed during construction;
- e) A scheme for recycling waste resulting from the construction works.

Parking of vehicles of site operatives and visitors

Due to the minor size of development the number of site operatives will be small. Parking on site will be avoided as there is no suitable dropped kerb present on site. The contractor will apply for a temporary Tradesperson permit. If that's not possible a dropped kerb application will be submitted to allow parking on site and following the completion of the works it will be reinstated as it was.

Visitors will be discouraged from visiting the site by car, however they will be able to park on the road using the parking bays opposite the site. These days are time restricted.

Loading and unloading of plant and materials.

Kingsgate Street, opposite the site, has no loading/unloading restrictions in place and there are double yellow lines located directly outside. This area can be used for loading and unloading for a short period of time and it must comply with all relevant legislation and the requirements below:

- The loading / unloading must be a continuous activity and must cause no obstruction to traffic and vehicle must be moved once it is complete. The highway should be used only for a very short period of time (preferably no longer than 20 mins)
- The vehicle used for loading/unloading must be clearly visible to approaching vehicles
- The vehicle must have one or more roof-mounted beacons operating
- Use hazard warning lights
- Enough access should be allowed for emergency vehicles at all times
- Alternative footways (the other side of the road) should be provided. Use signs and protective barriers and best practices to avoid any injury to members of the public.

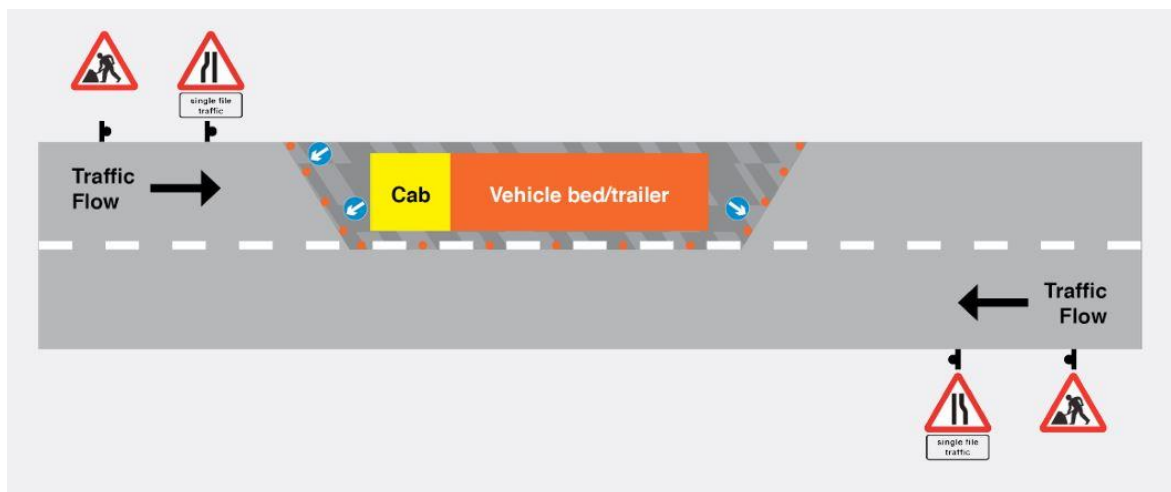


Figure 1 - Example of high risk or long duration un/loading (more than 20mins)

Please note: No plant or material should be stored on any part of the Public Highway or footway (including the grass verges).

Storage areas will be regularly inspected and maintained to present a tidy site and minimize the visual impact.

- Order the amount of materials you need as accurately as possible;
- Arrange for 'just in time' deliveries to reduce storage and material losses;
- Consider the source of materials;
- Consider the packaging used for materials delivered to the site -can this be reduced or recycled;
- Ensure that deliveries are rejected if damaged or incomplete;
- Make sure storage areas are safe, secure and weatherproof (where required);
- Store liquids away from drains, burns and in bunded areas to prevent pollution;

The erection and maintenance (including of any graffiti or fly posters) of security hoarding around the site;

The site will be secured utilizing existing fence (where appropriate) and additional security fencing (as required) to provide security and protection during construction works. Vehicular accesses will be secured by gates that will remain insitu and will be locked outside working hours. Also, perimeter fencing will be regularly inspected and maintained to present a tidy site and minimize the visual impact.

Identification of any footpath closures or road closures needed during construction;

No footpath / road closures at all times.

Please note: The vehicles leaving the site will have their wheels cleaned to prevent spreading any dirt and debris on public roads. The footway and carriageway will be regularly inspected to ensure they are kept free from dirt and debris.

A scheme for recycling waste resulting from the construction works.

A Site Waste Management Plan (SWMP) should be prepared that covers the requirements of the Site Waste Management Regulations 2008.

Induction and Training

Onsite briefing via induction of project environmental consideration, risk and actions, appropriate waste separation, handling, recycling should be provided on site. Re-use and return method to be used by all parties and at appropriate stages of the project where applicable.

Toolbox talks should be carried out regularly on environmental and waste issues and all sub - contractors will be expected to attend.

Waste Minimisation

- Exploring possibility of reusing the existing and excavating materials on site
- Materials particularly timber procured from renewable sources (FCS) approved
- Where possible, plasterboard sheets are to be made to standard sizes to suit in order to reduce the amount of off cuts.

All the above act to reduce the amount of waste and surplus materials, which traditionally would be skipped and sent to landfills sites.

Segregation

A site-specific area shall be laid out and labelled to facilitate the separation of materials for potential recycle, salvage, reuse and return. Recycling and waste are to be kept clean and clearly marked in order to avoid contamination of the materials. The labelling systems shall be the Waste Awareness Colour Coding Scheme. If the skips are clearly identified the bulk of the workforce will deposit the correct material into the correct skip. Skips for segregation of waste identified currently are:

- Wood
- Metal
- Brick/Rubble
- Canteen waste

As work progress and other trades come onto site other skips will be replaced to enable certain waste to be removed from site. This likely to include:

- Plasterboard
- Paper and cardboard

Waste Management

Waste material fall into three categories for management, these are:

Re-use: if surplus material can be used in the permanent works they are classified as materials, which have been re-used. If they are surplus to requirements and need to be removed from the site and they can be removed and used in their present form, they can be removed from site for reuse.

Recycle: if the surplus material cannot be re-used in its present form but could be used in a different form, it is sent for recycling.

Landfill: if either of the above cannot be satisfied then the only option left is to send the surplus material to landfill. However, landfill is always the last resort.

Appendix A

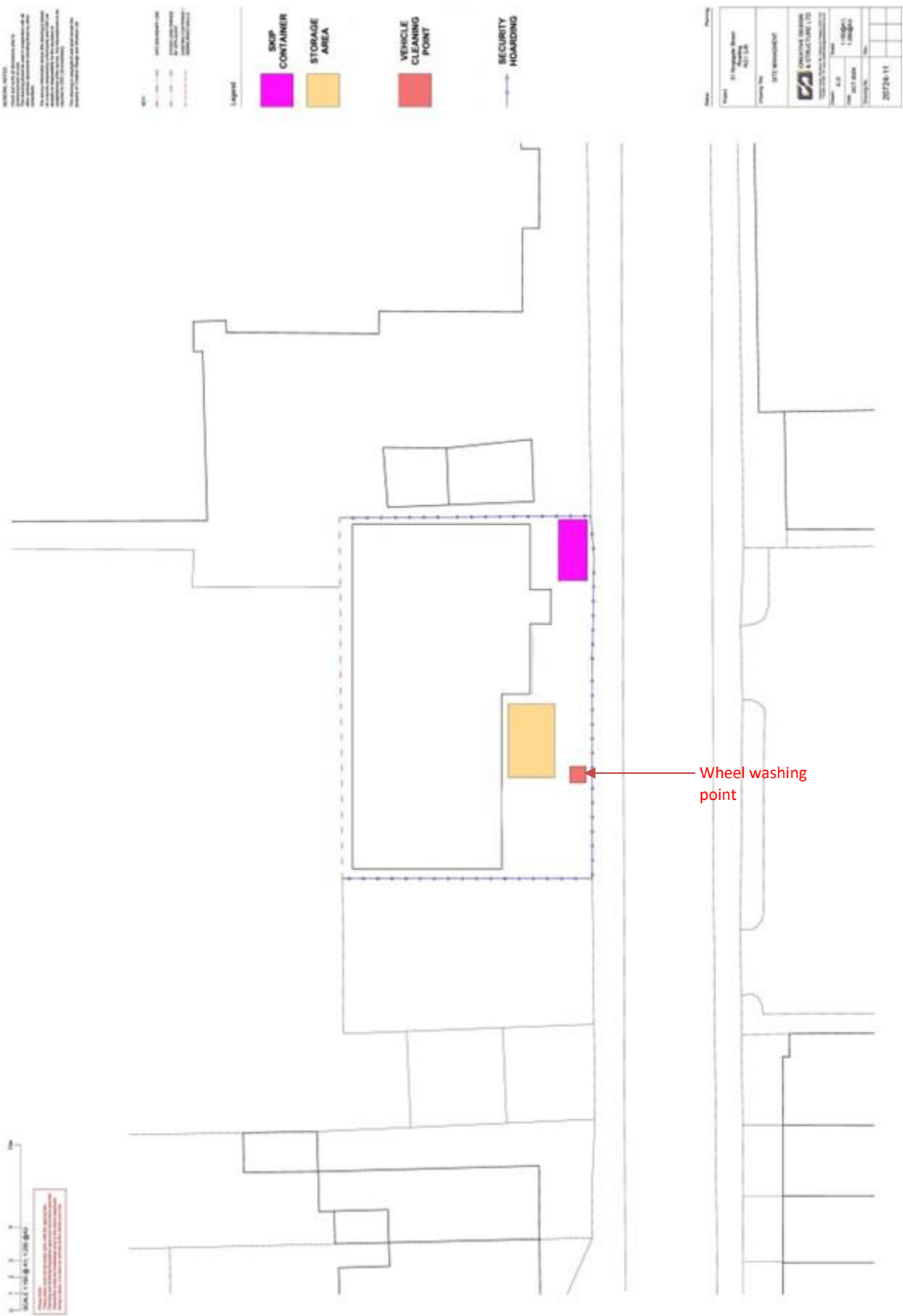


Figure 2 - Site Management Plan