

Construction Method Statement

**1029 Oxford Road, Tilehurst, Reading,
RG31 6TL**

1 – Site Safety & Site Planning

The site is bounded by existing close board fencing to the south east, south west and north west with an open frontage to the north east.

A temporary 2.0m high Heras fence will be erected alongside the northeastern boundary which will step back and follow the line of existing hardstanding to provide both site security and tree protection. A pair of access gates will be provided within the hoarding in line with the existing dropped kerb along Oxford Road. This will serve as the access point into the site. The line of the gates will not affect visibility splays.

In addition to the above points the contractor will

- Erect effective barriers around dusty activities

- There will be strictly no bonfires or burning of materials on the site

- The contractor will plan the layout of the site and its activities to ensure that site layout machinery and dust causing activities are located away from sensitive receptors

- All plant and machinery to be used on the site shall be properly maintained in accordance with the manufacturer's recommendations and where noisy machinery is to be used it shall be fitted with silencers to mitigate any noise disturbance.

2 - Construction Traffic, Parking of Vehicles for Site Personnel, Operatives and Visitors

Parking is available on site as indicated on the accompanying drawing no. 24.1168.P06- Construction Management Plan. The site is also within close proximity to Tilehurst Train Station.

Parking will be organised with sub-contractors so that operatives will be brought to site in shared vehicles wherever possible.

All vehicles should switch off engines while waiting to reduce the emissions from idling vehicles. The area to the front of the site will remain as tarmac and the site should remain relatively 'clean' and not give rise to significant mud or other debris being dropped on the highway. The contractor will however wash or clean all vehicles effectively before leaving the site if this is deemed necessary. The contractor will also ensure there is no site runoff of water or mud from the site.

All loads entering and leaving the site, including skips must be covered to prevent debris being deposited on the highway.

All loads entering and exiting the site will be from Oxford Road.

3- Loading and Unloading Plant & Materials:

All deliveries will be reverse off Oxford Road into the site utilizing the access point along the northeastern boundary.

Deliveries will be arranged outside of the peak traffic times wherever possible.

Major deliveries of materials for the works will be held in storage areas as indicated on the drawing 24.1168.P06.

Deliveries will be arranged at the quieter times of day and only be permitted to unload when sufficient site personnel will be on hand to ensure safe unloading.

4 - Storage Plant / Materials:

Secure storage units will be provided to the front of the site. A small telescopic handler will be used to move larger or heavier materials.

Materials will also be scheduled for "Just in Time" deliveries wherever possible so that the site does not become congested with materials standing for a long time which are not being used.

No holding areas will be required on land outside of the site boundary. All materials will be stored securely within the site and delivery times will be staggered to ensure that there is no congestion caused by construction works.

5 – Measures to prevent the deposit of materials on to Oxford Road.

The front area of the site is already covered in hardstanding which is to be retained in order to reduce the risk of mud etc. Care will be taken by the main contractor to ensure that any debris on the ground is kept off the access with regular inspections, particularly after deliveries have been made.

The site boundary will be regularly swept clear and any debris migrating outside of the site will be immediately attended to.

6 – Construction Waste

Targets will be established to enhance resource efficiency, guided by best practices from **WRAP**, **Envirowise**, **BRE**, and **DEFRA**. The overarching principle is that waste should be treated or disposed of within the region where it is produced, minimizing environmental impacts and fostering regional sustainability.

Construction operations typically generate waste from handling losses and material surpluses. To mitigate these, the Construction Strategy will address several key areas, including:

- Proper handling and storage of all materials to prevent damage.
- Efficient purchasing practices to minimize over-ordering.
- Segregation of construction waste to maximize opportunities for reuse and recycling.
- Partnering with suppliers who collect and recycle packaging materials.

By adopting these strategies, the project aims to reduce waste, promote recycling, and minimize its environmental footprint throughout the construction process.

7 – Working Hours

Construction work of any sort within the area covered by the application shall only take place between the hours of 0730-1800 on Monday to Fridays and 0800-1300 on Saturdays. No work at all shall take place on Saturday afternoons, Sundays and Bank or Statutory Holidays.