

CONSTRUCTION LOGISTICS PLAN

233 LONDON ROAD, READING, RG1 3NY

Discharge of Condition 5 and 6

FEBRUARY 2025



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1.0 Introduction

This statement has been prepared by The White House Ltd to support the discharge of condition 5 and 6 for Planning Application No: 220678, submitted to Reading Borough Council.

The proposal comprises of the Erection of additional floor, rear extensions and new separate building at rear to provide 6 residential units. Remodelling of shop unit. Provision of refuse and cycle spaces, landscaping and other associated structures following removal of storage buildings.

1.1 Objectives

The overall objective of this Construction Logistics Plan is to ensure that robust management policies and procedures are implemented throughout the construction phases at the site, referencing the revised National Planning Policy Framework. This report provides an overview of the aims and objectives of this proposal during the construction, the below considerations have been made.

- a) Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives 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) Required wheel washing facilities on site;
- f) A scheme for recycling waste resulting from the construction works.
- g) Measures for controlling the use of site lighting whether required for safe working or for security purposes;
- h) Measures to control the emission of dust, dirt and other airborne pollutants during demolition and construction;
- i) Provisions to be made for the control of noise coming from the site during demolition and construction;
- j) Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements.

1.2 Site Context

Situated on London Road in Reading, RG1 3NY, 233 London Road is part of a mixed-use area comprising residential and commercial properties. The property is located near Cemetery Junction, a notable intersection in Reading. The area benefits from proximity to local amenities, including shops and eateries, and is well-connected by public transportation, with Reading Station approximately 2 kilometres away.

2.0 Construction Programme

2.1 Timescale

1. **Site Clearance and Set Up** Week 1 & 2
2. **Demolition** Week 3 & 4.
3. **Groundworks (Including Piling Mat, Piling & Excavation)** week 5, 6 & 7
4. **Substructure & Drainage (Including Ground Beams)** weeks 8, 9, 10
5. **Superstructure Work (Including Brickwork, Timber Members & Roof Structure)** Week 11 - 20
6. **Internal Fit Out 1 (Including Studwork, Floorboards, Plaster Boarding, Skimming, 1st Fix Electrics & Plumbing, Carpentry etc.)** Week 21 – 34
7. **Internal Fit Out 2 (Including Tiling, Floor Finishes, Kitchen Fit, 2nd Fix Electrics & Plumbing, Carpentry etc.)**
8. **Decoration** Week 40 - 43
9. **Site Clearance** Week 44 to 45

Provisional Dates for Commencement to Completion:

1. **Site Clearance and Set Up** 6th May 2025
2. **Demolition** 20th May 2025
3. **Groundworks** 3rd June 2025
4. **Substructure & Drainage** 24th June 2025
5. **Superstructure Work** 15th July 2025
6. **Internal Fit Out 1** 16th September 2025
7. **Internal Fit Out 2** 30th December 2025
8. **Decoration** 10th February 2025
9. **Site Clearance** 10 March 2025
10. **Completion** 17 March 2025

2.2 Methodology

Prior to demolition the site requires clearing. Clearance of the site will comply with the Construction (Design and Management) Regulations 2015. Any hazardous materials will be removed by licensed professionals, and the site will be cleared of debris not intended for demolition, smaller vegetation will be removed, trees on and near the site will follow '13.0 Arboriculture Constraints' of this report.

Demolition will adhere to a controlled sequence, beginning from the top and progressing downward. Heavy machinery will be operated by competent personnel in line with the Health and Safety at Work Act 1974. Dust suppression measures, including water spraying and dust control agents, will be implemented to comply with the Control of Substances Hazardous to Health (COSHH) Regulations 2002.

Excavation to prepare for groundworks will include levelling the site, removing soil and earthmoving as well as moving larger obstructions e.g. fencing, from the site. Other areas of the site will use trench foundations which will be excavated.

2.3 Site Management and Access

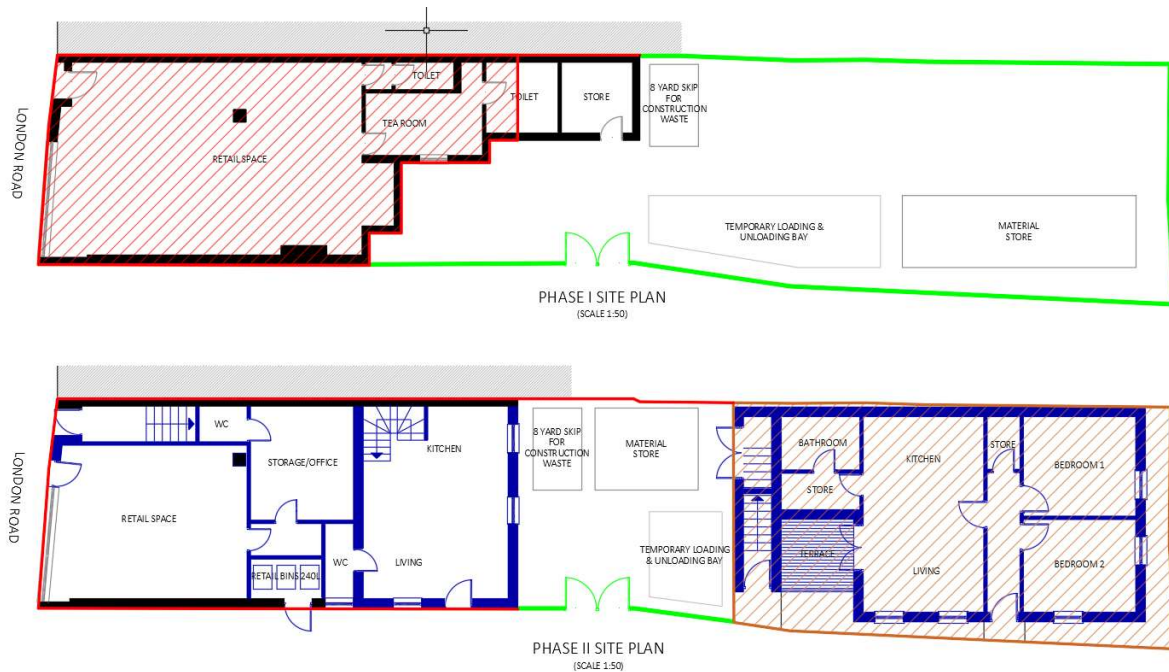
On site staff will be briefed in regard to health and safety and site conduct. All site staff will report to the construction site manager. It is the responsibility of the contract and the developer to limit disruption on site. On the Hoarding securing the site there will be the contact number of the site manager in case of emergencies on site 24/7. Access to the site will be located at the side of the site with access via Amity Road and will be accessible during operational hours.

2.4 Considerations and Challenges

It is accepted that working hours will be limited to ensure minimum disruption to neighbours. Hours of working will be 08:00-18:00 on Monday through Friday and 08:00-13:00 on Saturdays only with no working on Sunday or Bank holidays. However, quieter activities carried out indoors, such as, plastering, electrical works, plumbing may take place outside of the agreed working times as they do not result in significant disturbance to neighbouring occupiers. There are no local schools or hospitals that require special attention within the immediate vicinity of the site.

Noise production and management will be considered on site as noise should be managed to improve health and quality of life. Once completed, the development will avoid significant adverse noise that impacts quality of life by having appropriate closing times of the retail units to discourage the production of unnecessary noise and anti-social behaviour.

3.0 Site Setup



Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided



The site is situated within a Controlled Parking Zone (CPZ) managed by Reading Borough Council. This CPZ is designed to prioritize parking for residents and regulate commuter parking in residential areas. Parking restrictions within the CPZ typically include permit-only parking bays, time-limited spaces, and designated pay-and-display areas.

Due to space constraints, on-site parking for site operatives and visitors will be highly restricted. Where possible, a designated area within the site will be allocated for essential vehicles, such as site management and key deliveries, ensuring minimal disruption to construction activities. All other operatives and visitors will be required to utilise nearby public parking facilities or alternative transport options, such as park-and-ride schemes or public transportation, to reduce congestion. The site manager will oversee parking arrangements, ensuring compliance with local parking regulations and maintaining clear access routes for deliveries and emergency services.

Location on site for storage of plant and materials used in constructing the development

Detailed on site plan.

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

To ensure site security and public safety, a robust security hoarding will be erected around the perimeter of the construction site. The hoarding will be installed in compliance with relevant regulations, providing a secure barrier to prevent unauthorized access and protect pedestrians and neighbouring properties from construction activities. Regular inspections and maintenance will be carried out to ensure the hoarding remains structurally sound, clean, and free from damage. Any graffiti or fly posters will be promptly removed to maintain a professional appearance and minimize visual impact on the surrounding area. Upon project completion, the hoarding will be dismantled and removed safely, restoring the site's boundary to its original condition or as per the agreed development plan.

Required wheel washing facilities on site

To prevent the spread of mud, dust, and debris onto public roads, dedicated wheel washing facilities will be installed at site exit points. These facilities will include high-pressure jet washers or wheel wash baths, ensuring that all construction vehicles leaving the site are thoroughly cleaned. Regular monitoring and maintenance of the wheel washing system will be conducted to ensure effectiveness and compliance with local environmental and highway regulations. Additional measures, such as road sweepers and dust suppression techniques, will be implemented as needed to minimize any impact on surrounding areas.

Site Enclosure and Access

The site will be enclosed with 2.4m high hoarding made of plywood boards supported by timber posts. To minimise dust and debris tracking outside the site, a wheel washing system will be installed for vehicles exiting the site. Additionally, the footpath will be cleaned immediately after each vehicle exits to further reduce dust and other potentially harmful substances. The site will have a single locked gate for deliveries and vehicle access. All on-site staff will be briefed on health and safety procedures and site conduct. Staff will report directly to the construction site manager. It is the responsibility of both the contractor and the developer to minimise disruption on site. The contact number for the site manager will be clearly displayed on the hoarding securing the site, ensuring that emergency contact is available 24/7. Access to the site will be located at the side of the property, with entry via Amity Road. Access will be available during operational hours.

Vehicle Movement and Safety

All vehicles will enter site as per the designated route agreed at Pre-Start Meeting. All vehicle movements will be supervised by a Banksman. Furthermore, the vehicles needed for construction and aims to prevent traffic build-up of the public highway where possible.

Vehicle Management and Delivery Scheduling

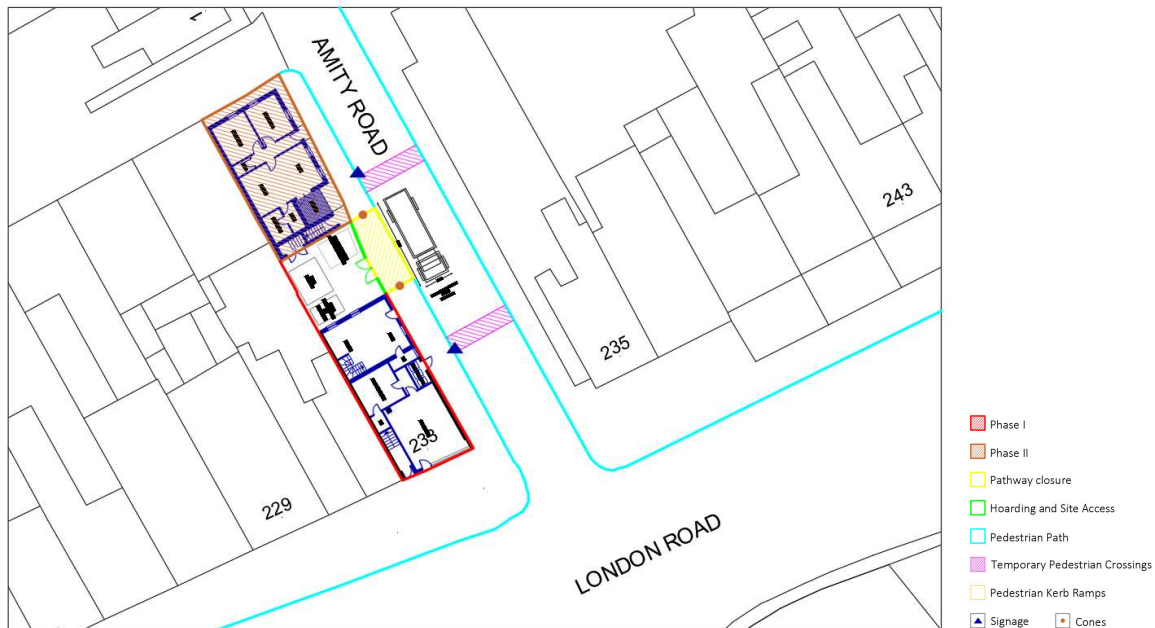
In the early construction stages, larger vehicles will be required on site, with smaller vehicles used as the project progresses. To minimise congestion on nearby residential roads, all deliveries will use London Road as the designated entrance and exit point. Deliveries will be carefully scheduled to avoid multiple vehicles arriving simultaneously. For instance, earth removal will occur earlier in the day, with concrete deliveries scheduled later. Vehicles will follow a designated travel route via main roads, avoiding school zones and peak traffic times to prevent congestion.

Unloading and storing of equipment and materials will take place at a position agreed at Pre-start. The Foreman will assess this position prior to unloading, taking into consideration other contractors, pedestrians, traffic routes etc.

Traffic and Air Quality Control

To mitigate traffic disruptions, deliveries will be scheduled to avoid peak traffic periods, and a logistics plan will be developed to optimise delivery routes. Where possible, we will work with local authorities to coordinate roadworks and avoid road closures during critical times. Additionally, we will aim to use vehicles that comply with the latest emissions standards to minimise air pollution and noise during construction.

4.0 Traffic Management



4.1 Vehicle Routing

To optimize construction vehicle access to 233 London Road, Reading, it is advisable to utilize the A329(M) and A4 routes, which provide direct connections to London Road. This approach minimizes the need for vehicles to navigate through central Reading, reducing potential congestion and delays. Given that London Road is a busy thoroughfare, particularly between Cemetery Junction and Sidmouth Street, coordination with local authorities is essential to schedule deliveries during off-peak hours.

4.2 Local Access

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

The site is located off London Road, on Amity Road. The immediate area has bus stops in an 6-minute walking distance. Alternatively, construction workers can travel to the site via train, Reading station is a 25-minute walk to the site which is serviced by the Elizabeth Line and National rail, providing links to Central London and the West of London.

Skips will be refrained from being placed on the street and will be kept at the middle of the site.

Site deliveries

Site deliveries will operate via a booking system and will be organised so that the vehicles arrive and depart in the least obtrusive way.

To facilitate the safe and efficient delivery of materials and equipment to the site, certain deliveries will require access from the road, necessitating a temporary road closure. All road closures will be carefully planned and coordinated with the local authorities to minimize disruption to traffic and pedestrians. Advance notice will be provided to affected stakeholders, and appropriate traffic management measures, including signage, barriers, and marshals, will be implemented to ensure safety. Deliveries will be scheduled during off-peak hours where possible to reduce congestion. Once unloading is complete, the road will be promptly reopened to restore normal traffic flow. All measures will comply with local regulations and best practices for temporary traffic management.

Pedestrian Rerouting

Pedestrian rerouting will be implemented only during periods when site access or deliveries are required. This ensures that the stretch of pavement in front of the site is closed temporarily to prioritize public safety. In these instances, pedestrians will be directed via alternative pathways as outlined in the accompanying diagram. Deliveries to the site will be carefully scheduled and clustered during off-peak times to minimize disruptions. As a result, the need for temporary pedestrian crossings will be limited to occasional instances, providing variability and reducing overall inconvenience. This approach balances operational requirements with pedestrian safety and accessibility, ensuring compliance with local guidelines.

In times of delivery or collection, the stretch of pavement bordering the site along Amity Road will be temporarily closed. Temporary pedestrian crossings will be provided in these instances.

As the site is located on a highly residential street it is important to have signage to notify neighbouring residents of construction. During certain construction periods the pavement immediately in front of the site may need to be closed, in that instance signage will be displayed to notify pedestrians and other users of the site.



Example Construction Signage for site users, pedestrians and others who may be around the site

4.3 Estimated Vehicle Movement

Vehicles delivering and collecting the digger / demolition plants will take place outside the peak periods of 07:00 – 10:00 and 16:00 – 19:00. All delivery vehicles will be less than 18 tonnes in weight. The concrete lorry delivery will be using 8m long by 2.8m wide lorries. The lorries for taking muck away will be 9m long and 2.8m wide. All vehicles will conform to Euro 6/VI Standard and machinery will comply with the emissions standards in Table 10 of the Low Emissions Strategy. There will be a total number of 6, 18 tonne vehicles entering the site on a daily basis and that no deliveries shall take place outside of the hours of 10am to 3pm other than with the prior agreement of the council. The deliveries have been planned to promote safety and efficiency.

These have been broken down as followed:

Demolition delivery 1

Debris away 15

Concrete delivery 20

Concrete pump lorry 2

Scaffolding delivery 2

Swap skips 15

Other truck deliveries 10

When each contractor is procured onto the project their terms and conditions of procurement will include the necessity for them to provide a Schedule of Predicted Site Traffic Movements (SPSTM), which will define for each movement the date and time, type of vehicle, its designated route to site and the estimated duration of stay. This information will then be used by the Designated Site Traffic Manager (DSTM) / Planner (usually the site manager) to create an overall daily Site Traffic Management / Monitoring Schedule, which will instantly highlight any conflicts which can then be avoided by re-scheduling.

When an acceptable/workable schedule is finalised, a copy will be circulated to all interested parties, i.e. the various sub-contractors expecting vehicle access for each day. No exceptions to this schedule will be permitted, except for Emergency Services vehicles which will always be exempt from any plan of this type. This Traffic Light System will be used by the DSTM to encourage 'Red' and 'Amber' type vehicles to attend the site outside of peak times and school opening and closing times. The DSTM will ensure that sufficient notice is given for this procedure to be effective. All deliveries will need to be booked in.

Traffic Light System:

Red - Large vehicle, causing either partial or full road coverage during delivery/approach.

Amber - Medium sized vehicle, causing partial road coverage during delivery.

Green - Smaller vehicles that will sit on the site footprint during delivery.

5.0 Waste Hierarchy and Management

A scheme for recycling waste resulting from the construction works.

Safe and efficient materials storage is dependent on good, planning co-operation and co-ordination between everyone involved including, client, contractors, suppliers and the construction trades. On this project the arrangement is for materials storage at the back and front of the site.

- **Storage Areas:** Designated areas on the site will be used for plant, materials, and waste storage.
- **Pedestrian Routes:** All pedestrian routes will remain unobstructed to ensure safe means of escape. Materials and waste will be stored in a controlled and organised manner, ensuring that footpaths and walkways are clear.
- **Flammable Materials:** Flammable materials will be stored away from other materials and will be protected from the risk of accidental ignition.
- **Tidiness:** All storage areas, whether in the main compound or on-site, will be kept tidy to ensure safety and efficiency.
- **Deliveries:** Deliveries will be planned carefully to keep the number of materials on-site to a minimum and avoid clutter.
- **Work Areas:** Waste clearance will be prioritised for all trades. The site foreman will ensure that everyone is aware of their responsibilities and that waste is managed properly.
- **Skips:** Sufficient space will be allocated for waste skips and bins. The position of skips will be planned, and collection frequencies will be arranged in advance to ensure smooth operations.
- **Waste Inside the Building:** Consideration will be given to waste generated within the building, including the use of wheeled bins or chutes for safely removing waste from the building.

Efficient waste management will be integral to minimising the environmental footprint of the project. We will ensure that all materials are ordered in precise quantities to avoid over-ordering and unnecessary waste. Excess materials will be reused where feasible, and recycling will be prioritised for items such as metals, plastics, and timber. A waste segregation strategy will be employed, with separate designated skips for different waste types. Skip swaps will be scheduled in advance to prevent the accumulation of waste on-site and ensure a tidy work environment.

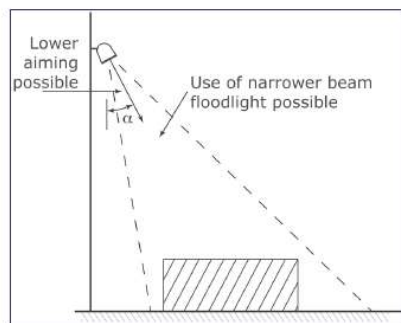
No bonfires or burning of waste will occur to prevent pollution and fire hazards, ensuring compliance with Reading Council's regulations. Waste materials such as brick, concrete, metal, and wood will be recycled or repurposed where possible, while hazardous waste will be safely handled by a licensed contractor in line with health, safety, and environmental standards - in the interests of air quality, the amenity of neighbours, and to promote more sustainable approaches to waste management in accordance with Policy CC8 of the Reading Borough Local Plan 2019.

6.0 Lighting

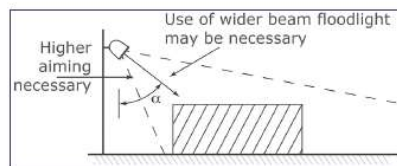
Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Following the Lighting 'Guidance Note 01/21 For the Reduction of Obtrusive Light' by Institution of Lighting Professionals, the demolition and construction takes into consideration reducing obtrusive light and minimising light pollution to protect the amenity of occupants and neighbouring properties.

Although demolition and construction will take place during the daytime between 08:00-18:00 on Monday through Friday and 08:00-13:00 on Saturdays geological factors like daylight saving time may mean that there are low levels of sunlight during the late afternoon on site. Light will be shielded and directed on site to reduce glare and light spillage; timers and motion sensors may be used; over illumination will be avoided by using low level wattage bulbs or fixtures with adjustable light levels – high mounting height is more beneficial as shown in figure 2a from 'Guidance Note 01/21 For the Reduction of Obtrusive Light' by Institution of Lighting Professionals.



✓ **Figure 2a: Higher mounting height**
– less spill light and glare



✗ **Figure 2b: Lower mounting height**
– more spill light and glare

7.0 Dust, Dirt, Airborne Pollutants

Measures to control the emission of dust, dirt and other airborne pollutants during demolition and construction.

The proposed development aims to manage and prevent any deterioration in existing air quality. Adequate dust control measures will be implemented during the construction process to minimise dust emissions and material dispersion. Surrounding amenities and properties are not expected to be diminished in appearance or value due to construction dust

- Sensitivities of people to the health effects of PM: low sensitivity receptor
- Direct human exposure to non-construction workers is impermanent
- Sensitivities of receptors to ecological effects: low sensitivity receptor
- Trees may be affected by dust deposition, however, the area is not near a special area of conservation
- Proximity and number of receptors
- The overall sensitivity of the area to dust soiling effects on people and property is low during construction.

The sensitivity of the area is low risk and the dust magnitude is small making the dust emission magnitude negligible.

Table 8: Risk of Dust Impacts - Construction

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table 8 from IAQM Guidance on the assessment of dust from demolition and construction

Whilst demolition and construction are taking place on site all dust and air quality complaints will be recorded; causes will then be identified and the appropriate measures will be taken with immediate response within 24 days with a remediation strategy enacted within 5 working days. The measure taken will also be recorded, this log will be available to the local authority if required.

To maintain the site, dust causing activities will be located as far as possible away from site. Solid screens will be placed around dusty activities to reduce mitigation and boundaries such as fencing, barriers and scaffolding will be kept dust-free and clean using wet methods such as water sprays, stockpiles on site and loaded vehicles will be covered to prevent dust nuisance. Run off into mud and water will also be avoided on site. During the construction process, the highest priority aim is to prevent significant effects on surrounding receptors through the use of effective mitigation.

Monitoring and Complaints:

All dust and air quality complaints will be logged, causes will then be identified, and appropriate measures will be taken within 24 hours. A remediation strategy will be implemented within 5 working days. Records will be maintained and made available to the local authority upon request.

Mitigation during Construction:

Dust-generating activities will be positioned as far as practicable from site boundaries. Solid screens will be placed around dusty activities to reduce mitigation and boundaries such as fencing, barriers and scaffolding will be kept dust-free and clean using wet methods such as water sprays, stockpiles on site and loaded vehicles will be covered to prevent dust nuisance. Run off into mud and water will also be avoided on site. During the construction process, the highest priority aim is to prevent significant effects on surrounding receptors through the use of effective mitigation.



example of screen protected scaffolding



example of solid screens around the construction site

Health and Safety:

Chronic illnesses such as lung cancer, silicosis, and asthma caused by dust exposure will be mitigated by following best practicable means, adhering to the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.

Specific measures include:

- Construction Dust (dust produced by internal construction from cutting and drilling)
Solution: Workers will use appropriate PPE to protect themselves from dust inhalation.
- Dust Suppression (dust produced by internal construction from cutting and drilling)
Solution: Water sprays and on-tool extraction will be used to minimise dust clouds.



Controlling dust with on-tool water suppression



Disposable respirator
(dust mask)



Reusable half-face
respirator



Full-face respirator (cartridge)



Full-face powered respirator (cartridge)



Machinery used during construction produces emissions during the demolition and construction process that may affect the local air quality. The NRMM Low Emission Zone requires that all engines used on site with a power rating between 37 kW and 560 kW meet an emission standard based on the engine emission. The site does not belong to a Central Activities Zone or Opportunity Area, therefore, the machinery used on site will need to meet at least stage IIIB for engine emissions, emissions will also be reduced on site by not having idling vehicles on site – engines will be switched off where possible. Generators used on site will not use either petrol or diesel, they will be battery powered or use the mains on site to further reduce emissions.

Over exposure to dust can lead to chronic illness, including lung cancer, silicosis and asthma. According to the Health and safety executive over 500 construction workers die each year due to silica dust every year, Silica dust comes is produced from concrete, mortar and sandstone, wood dust and general dust also creates dusty working environments. Best practicable means will be followed in controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition.

- Dust produced from the demolition of the existing building. Solution: enclose the site to prevent dust escaping to the local area
- Dust produced internally construction from cutting and drilling. Solution: construction workers wearing correct PPE to protect themselves from dust inhalation
- High volumes of dust production. Solution: minimise dust using water to dampen dust clouds, alternatively on-tool extraction and water suppression can be used
- After construction the air quality could further be improved by planting foliage that produces high levels of oxygen, for example; areca palms, peace lilies and spider plants.

8.0 Noise Control

Provisions to be made for the control of noise coming from the site during demolition and construction.

During the demolition and construction of the property on site, noise will naturally be created as part of the build process, The aim is to mitigate the noise and vibration levels to prevent distribution to local receptors including adjacent properties and human receptors in the immediate area.

Pre-Construction Notification:

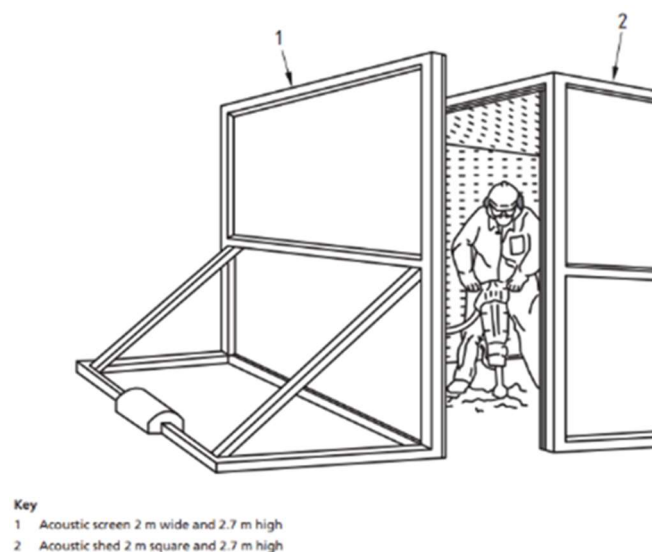
Prior to the commencement of any site works at least by 21 days, all neighbouring occupiers surrounding the site will be notified in writing of the nature and duration of works to be carried out. The name and contact details of persons responsible for the site works will be signposted at the site on the hoarding and made available for enquiries and complaints for the entire duration of the works. Updates of work should be provided regularly to affected neighbours. Any complaints should be properly addressed as quickly as possible.

Noise and Vibration Mitigation Measures:

With reference to the 'BS 5228 code of practice for noise and vibration control on construction and open sites' Earth moving plants including bulldozers, cranes, trucks and dumpers can produce noise during the demolition process from their engines, this noise can be avoided by using plant machinery that has efficient exhaust sound reduction equipment. Concrete breakers can be used on site with acoustic sheds to reduce noise and vibration. Noise during the construction process will be created from various plants and activities on site, these will be reduced and mitigated on site, for example during batch planting the engine will be enclosed to reduce noise and on a smaller scale when cleaning the concrete mixers, the drum will not be hammered – throughout the demolition and construction process measures will be made to ensure an appropriate level of noise is maintained.

Best Practicable Means (BPM):

Best Practicable Means will be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.



Example of acoustic shed on the construction site

9.0 Pest Control

Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements.

Effective pest control measures will be implemented at 233 London Road, Reading, to prevent infestations during and after demolition and throughout the construction phase. These measures will focus on mitigating risks associated with rodents, insects, and other pests that may be disturbed by demolition activities or attracted to waste materials.

Pest Control Measures

- A professional pest control contractor will conduct a site assessment before site clearance to identify existing pest activity.
- If active infestations are found, humane removal and extermination measures will be carried out, including baiting or trapping as necessary.
- Existing drainage systems and sewer connections will be inspected to determine potential rodent entry points, with capping or sealing measures implemented as required.

Pest Prevention Measures

- Capping of Drains/Sewers: All redundant drains and sewer connections will be capped or sealed to prevent rodent access.
- Waste Management: Demolition and construction waste will be stored in covered, sealed containers and removed regularly to avoid attracting pests.
- Baiting Arrangements: Rodent bait stations will be strategically placed around the site perimeter should they be required and monitored regularly by a pest control specialist.

Ongoing Site Management

- Regular site inspections will be conducted to check for signs of pest activity, with additional control measures implemented as needed.
- Any food waste from site operatives will be disposed of in sealed containers to prevent attraction of rodents and pests.
- Any pest sightings will be reported immediately, and professional pest control services will be engaged for prompt action.

10.0 Conclusion

This document highlights mitigation measures to ensure the control of noise and dust to reduce risk to on-site workers and the receptors in the local area. The Construction management plan also highlights the vehicles needed for construction and aims to prevent traffic build-up of the public highway where possible as well as prioritising the health and safety of site users during construction.

The development is proposed to start May 2025 and expected to be completed in March 2026.

Best practice methods will be followed at all times during construction and demolition phases in order to construct the proposal; and provision of associated cycle and refuse storage, amenity space and landscaping.