

Construction method Statement

EATON COURT
104-112 OXFORD ROAD
READING
RG1 7FU
Report Jan 2026
Ref: JLC/CMS/V1

Cardinal Point, Park Road, Rickmansworth, England, WD3 1RE

ivaro

CONTENTS.

1. Introduction 3

Contents

Contents

Document Control Sheet..... 3

1.2. Site Overview 6

Figure 1.2: Site Location Plan. 6

2. Site Information 8

2.3 The Proposed Development 12

2.4 Site Transport Network and Parking Constraints 26

3 Construction Details and Method Statement..... 27

3.3 Works Program 27

3.4 Hours of Site Operation 27

3.5 Proposed Construction Methodology Site set up 28

3.4 Soft strip 10

3.5 Substructure 11

3.7 Commissioning and Building Handover 11

3.8 Significant Hazards During Demolition and Construction Phases 11

3.9	Injury from falling materials	13
3.6.3	Control Measure:	13
3.10	Uncontrolled collapse	13
3.10.2	Control measure:	13
3.11	Risks from connected services	14
3.11.2	Control measures:	14
3.12	Hazardous materials.....	14
3.12.2	Control measures:	14
3.13	Falls from height	14
3.13.2	Control Measure:	14
3.14	Noise and vibration	14
3.14.2	Control measures:	14
3.15	Noise Regulations	15
3.15.3	Control Measures:	15
3.15.4	Regulation	15
3.16	Worker involvement.....	15
3.17	Mitigation Measures	15
3.18	Management of Trade Contractors	15
3.19	Public Relationss	15
3.20	Construction Vehicle Management	17
3.21	Deliveries and Collections	17
3.22	Road Cleanliness	17
3.23	Dust Suppression	17

Jan 2026

Document Control Sheet

Report for • EATON COURT
104-112 OXFORD ROAD
READING
RG1 7FU

Ivaro Ltd

Document revisions •

No.	Details	By	Date
CMS	Planning Submission	Gary Tillcock Project manager	July 2025

Tel: 07393569835
Email: gary@jlcontractors.co.uk

Contacts details of the site project manager responsible for the day-to-day management of the works and liaison with local residents and businesses are outlined below.

Company Name: IVARO

Site Manager and emergency contact: Gary Tillcock

Email: gary@jlcontractors.co.uk

Contact number: 07393569835 (daytime and out of hours)

Office address: Cardinal Point, Park Road, Rickmansworth, England, WD3 1RE

Tel: 020 3355 0333

1. Introduction

- 1.1.1. IVARO have requested JL Contractors to produce a Construction method statement (CMS) for the proposed development at Eaton CT Reading
- 1.1.2. The scheme is located in the Borough of reading
planning reference PL/25/1025 The site is located on Oxford road.
- 1.1.3. The objective of this detailed CMS is to identify and address the requirements of the project, through reducing the negative transport effects of construction work on local communities, users of the public highway, businesses and the environment. The CMS will look in to how to overcome these issues that may arise as a direct result of the construction work of the project.

1.1.4. Forethought to managing the construction process, will form a coherent on site plan of works, well executed on site works have a positive effect on the greater site area.

1.1.5. The proposed development will start with the site set up of the timber hoardings, and continue through to soft strip of the existing offices. The subsequent redevelopment of the site will see the commercial offices redeveloped to provide 40 x1 bedroom and 12 x2 bedroom units..

- Condition 5 of planning permission PL/25/1025 to be amended to read:

The Construction Method Statement shall include details regarding:

- 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, including any areas where parking will be restricted (including enforcement by the Applicant for unauthorised site operative parking);
- 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) Required 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.

REASON: These details are required due to insufficient information being contained within this submission and in the interests of protecting the amenity of local land uses or neighbouring residents, the character of the area and highway safety in accordance with Policy CC8 and TR3 of the Reading Borough Local Plan.

1.1.1. Deliveries will be undertaken from a rear access road, a traffic Marshall will aid movements of vehicles from Eaton place.

1.1.2. Vehicles will be unloaded Away from the main road in a private carpark not accessible by the general public.

1.1.3. All vehicles will leave site in a forward direction again under control of the traffic Marshall. No reversing into Eaton Place will be allowed.

1.1.4. No temporary diversions or closures of roads and/or footpaths have been anticipated at this stage. However, should the need arise to temporarily alter access arrangements, notice will be given by the construction contractor to Reading council, the police and the emergency services sufficiently in advance of the required closure or diversion dates.

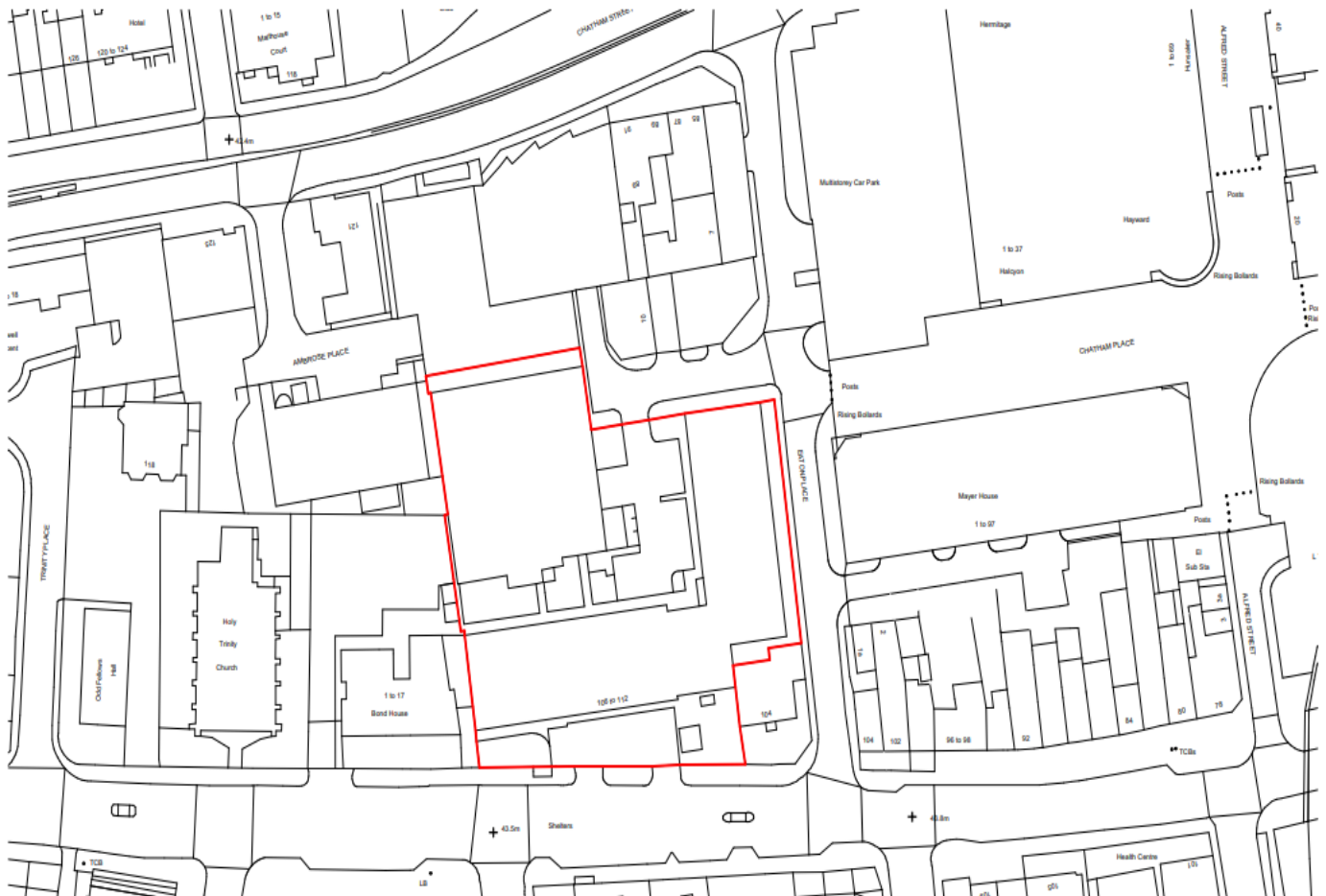
1.1.5. All deliveries are to be pre booked and scheduled with the Site Manager and will be "just in time". The main contractor through his site team will ensure that all reasonable measures to ensure that deliveries to site and removal of waste from site are carried

out in a controlled manner. Vehicles will not be permitted to wait in the neighboring streets and any driver observed doing this will be banned from site.

1.2. Site Overview

1.2.1. The site is located on Oxford road Figure 1.2.

Figure 1.2: Site Location Plan.



1.2.2. There are no statutorily listed buildings within the curtilage of the site. The application site is not located within a Conservation Area.

2. Site Information

2.1 Existing Site

2.1.1 The site is currently vacant.





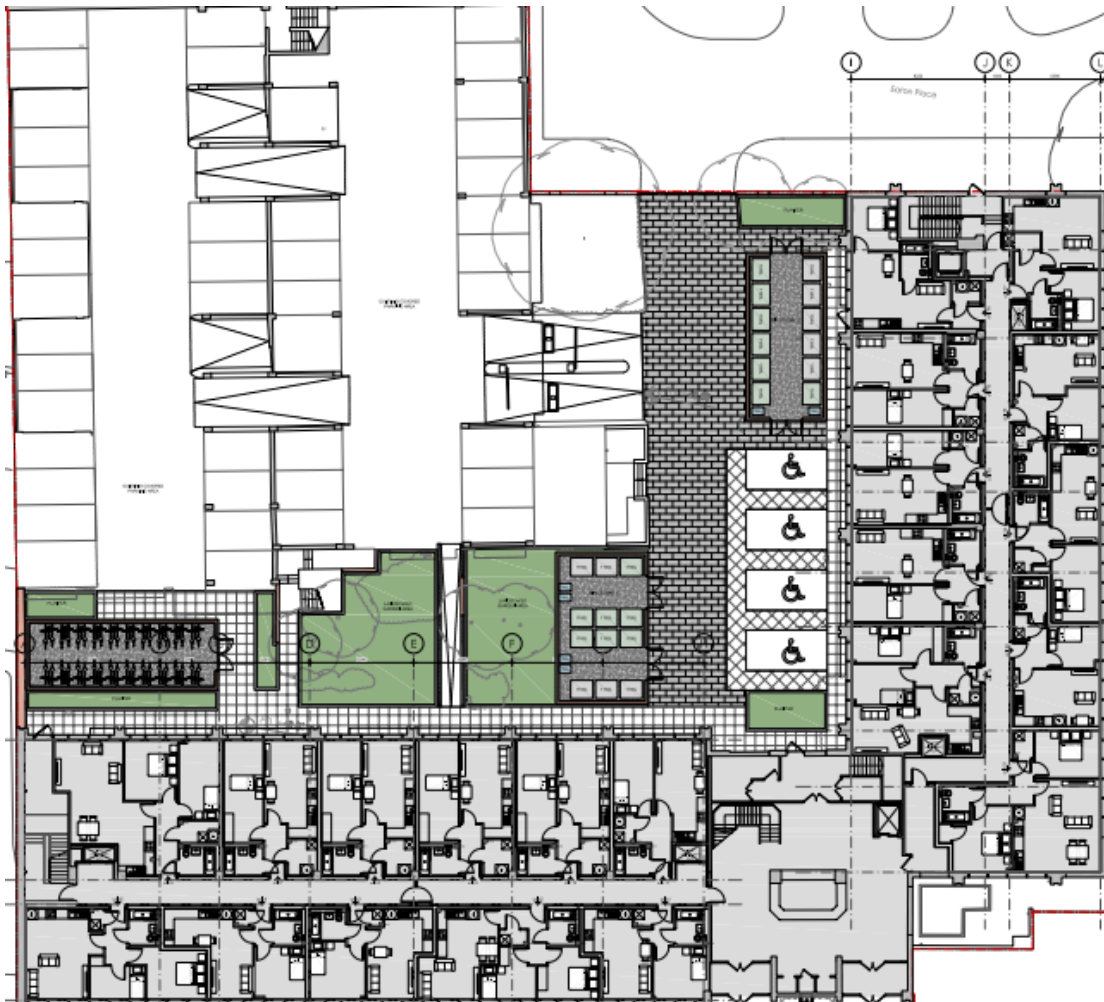
View 2

2.3 The Proposed Development

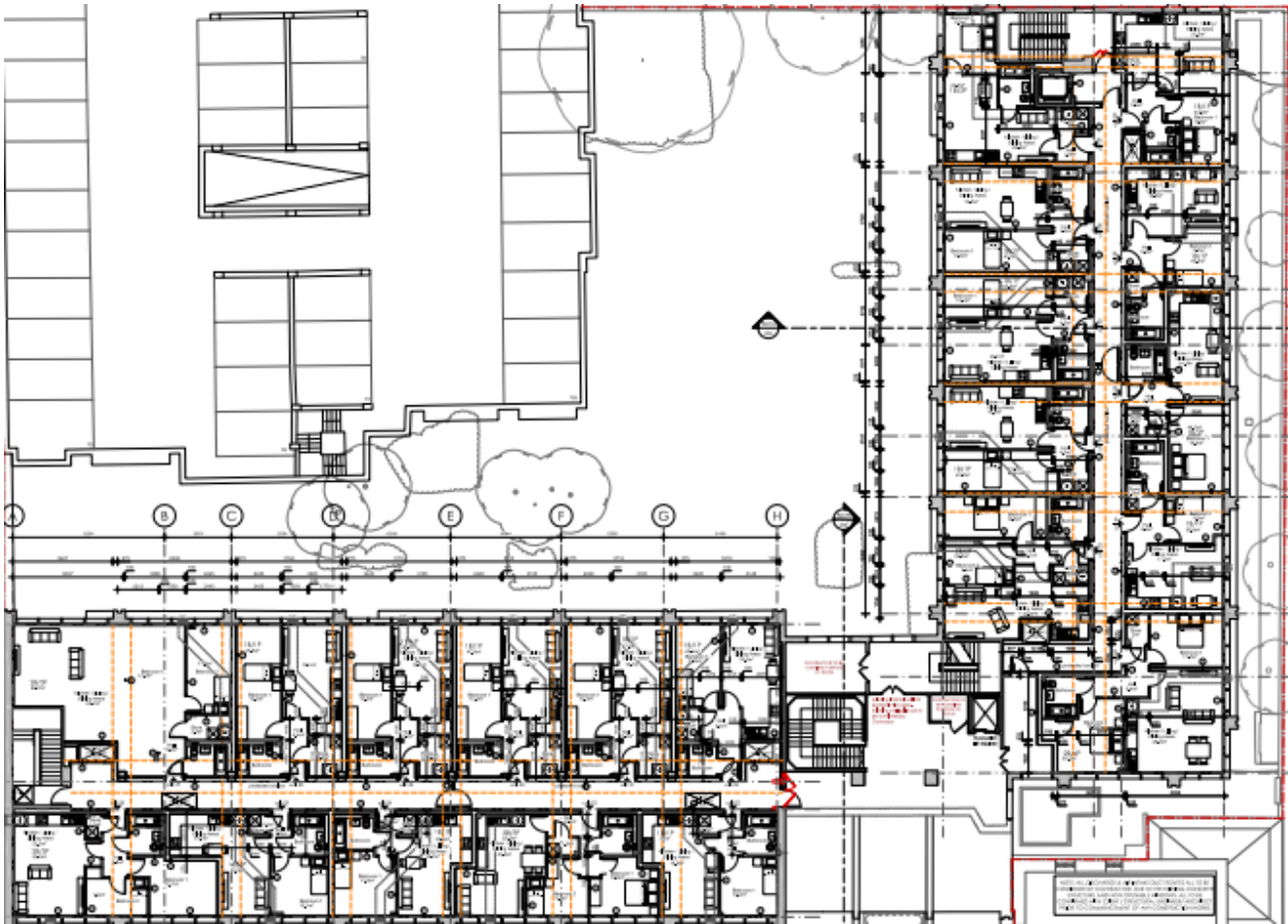
2.3.1 The existing building will be redeveloped; the proposed development comprises of 52 residential units 53 residential private parking.

2.3.2 The development of the site will comprise of the following:

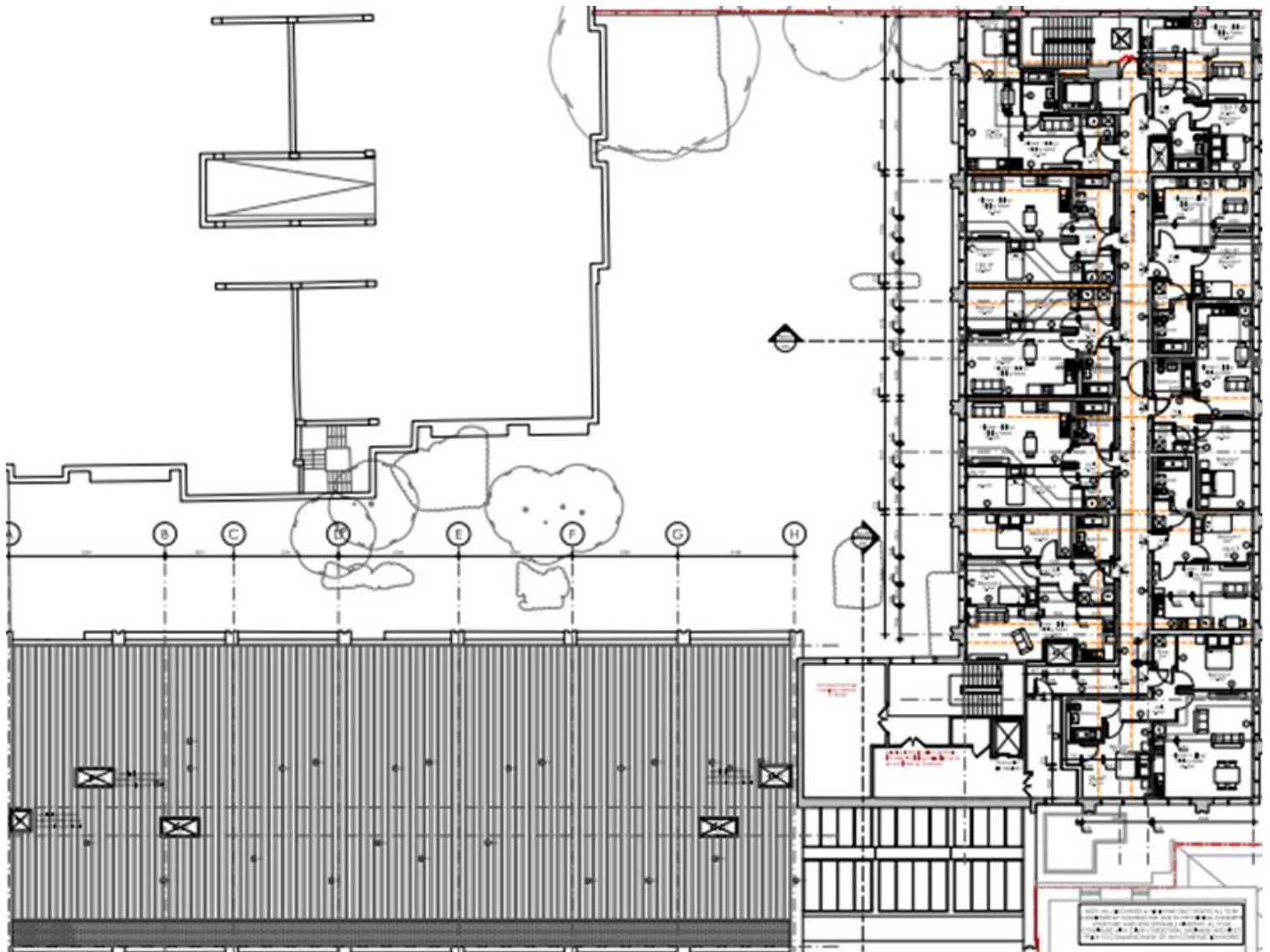
- Soft strip of the existing building.
- Redevelopment of the floors g-4th.
- Refuse storage will be located within a waste store to the rear of the building at ground floor level



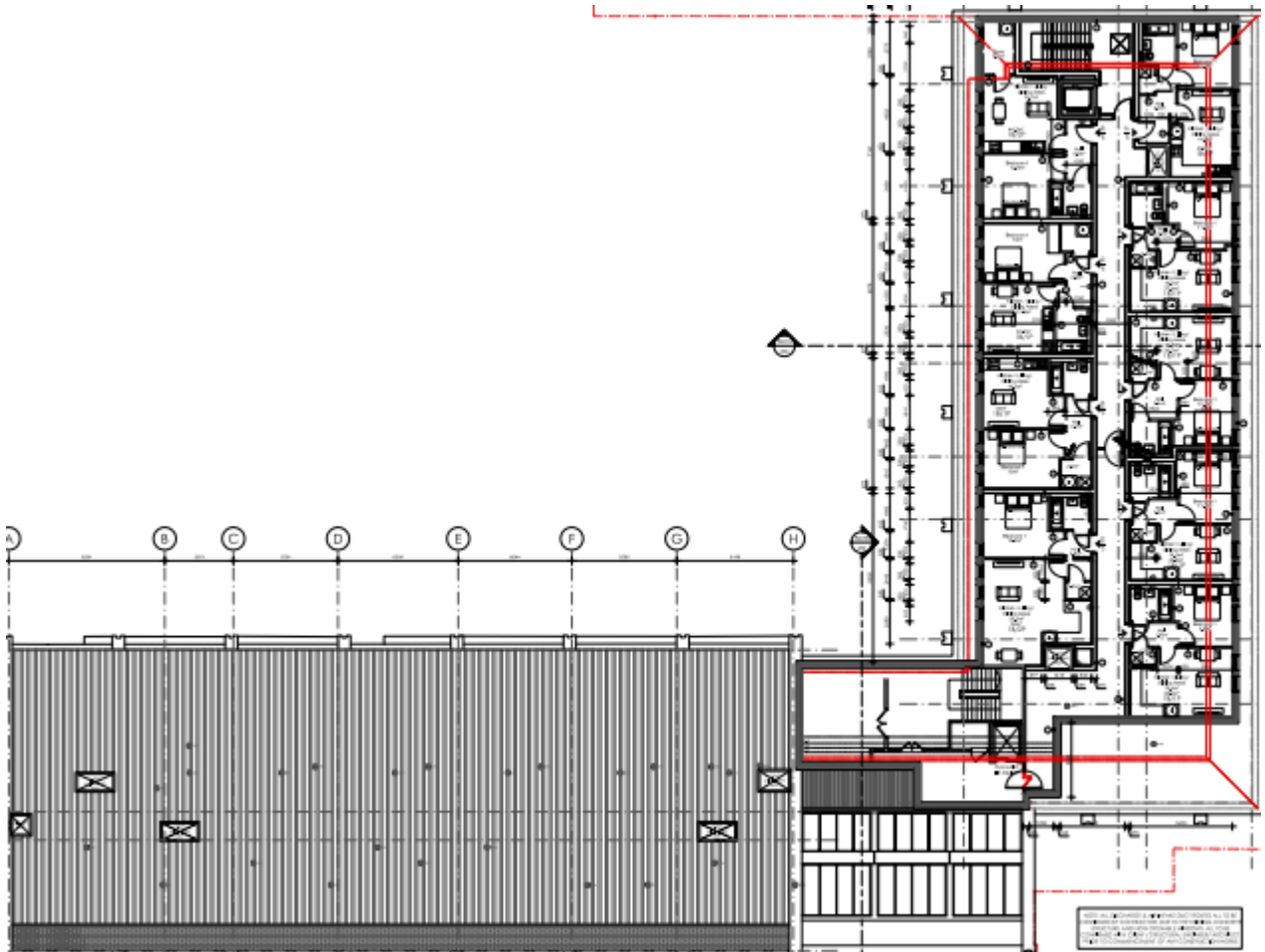
Preliminary Ground Floor



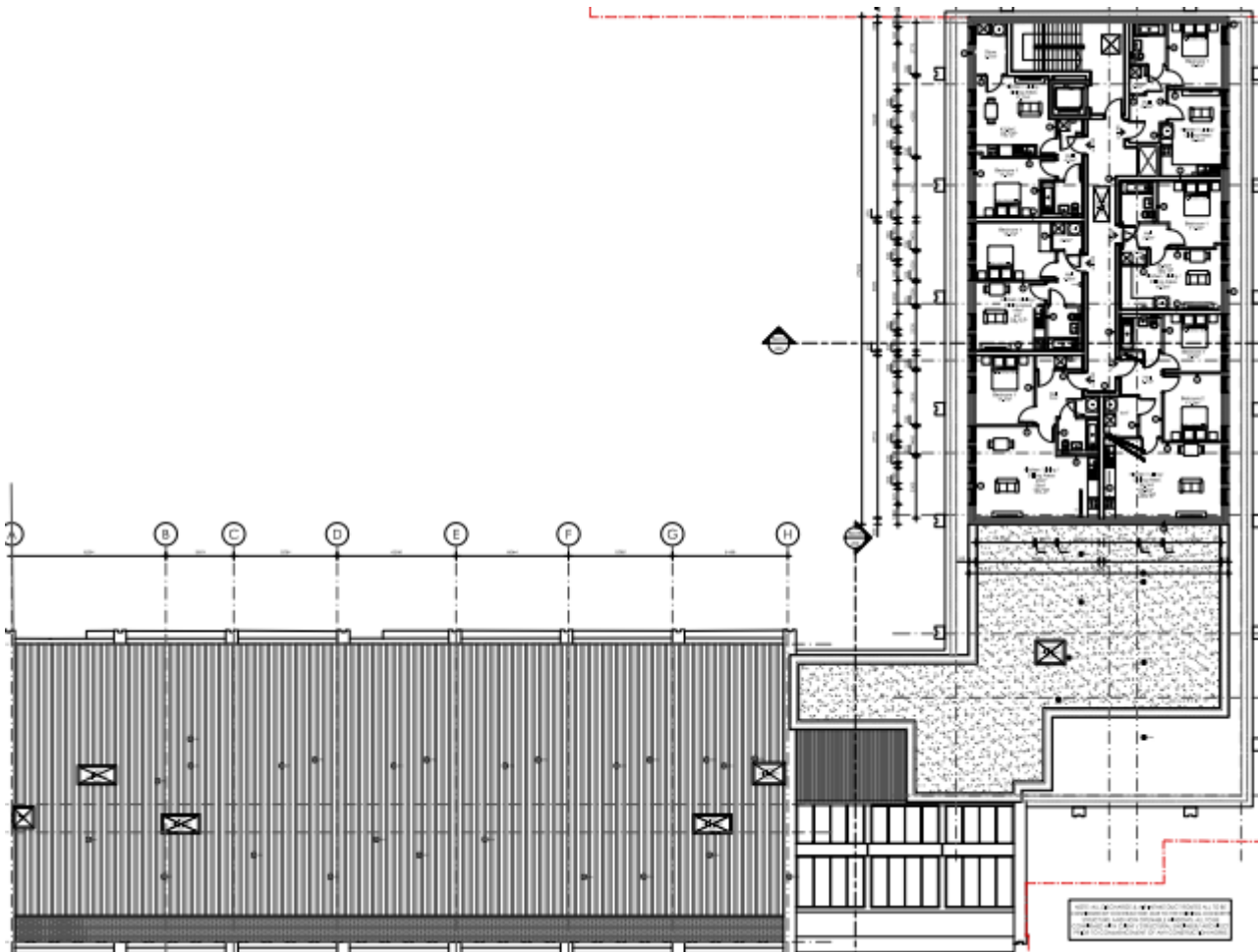
Preliminary First floor plan



Preliminary second Floor



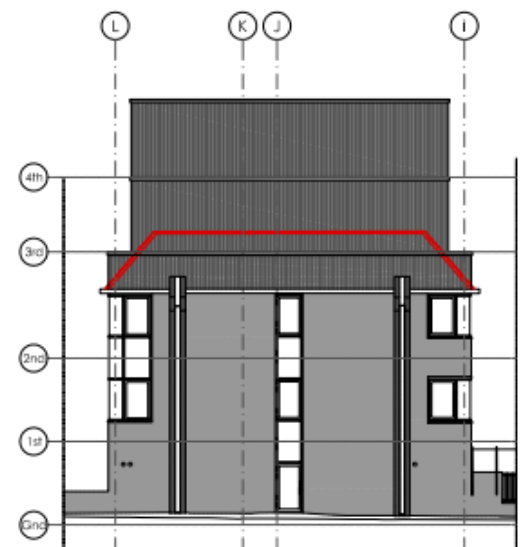
Preliminary third floor plan



Preliminary forth floor plan



PART EAST ELEVATION



Elevations

2.4.1 Eaton place is a two way road.

The closest bus stop to the site is the Waylen Street bus stop, located immediately outside the proposed site. This bus stop is conveniently accessible directly from the site entrance, providing excellent connectivity for residents and visitors. Reading station is accessible within an approximately 800m 10-minute walk. Reading station is a major transport hub with notable onward connections such as Birmingham, Oxford, London, Southampton Central, Gatwick Airport, and Heathrow Airport via the Elizabeth Line

Jan 2026

3.5 Proposed Construction Methodology

Site set up

- 3.5.1 The development will begin with the setup of the site; this includes the construction of timber hoarding (2.4 m high) that Separates the construction site from members of the public. This will be painted and regularly maintained and inspected for any graffiti and fly posters which will be removed or painted over
- 3.3.2 The primary purpose of the hoardings will be to prevent unauthorized/unsafe access to the construction site. The hoarding will also provide a clear and secure demarcation between operational activities and other areas and provide information regarding the proposed development and its progress. Particular attention will be paid to locations supporting high volumes of pedestrians. Also note there is already existing security gates to prevent access to the rear carpark
- 3.3.3 Initial site setup will also include the following:
- ☐ Install all temporary works as indicated discussed and agreed with contract manager & supervisor.
 - ☐ Removal of the current water and electricity supply and installing site temporary supplies
 - ☐ Ensure dust suppression is operating as necessary.
- 3.3.4. The main compound will comprise of material storage, site loading and unloading, and waste management facilities. The main storage will be in the current carpark. There is access to this via Eaton place
- 3.3.5. No parking suspension on any surrounding access road are required due to access to current carpark.
- 3.3.6 Prior to the commencement of the soft strip, the client and the representatives will have ensured all services except the water supply has been isolated before any demolition works are to commence.

3.4 Soft strip

3.4.1 demolition will commence with stripping and removal of all internal furnishings from the existing building e.g. doors, skirting boards, electrical fittings, suspended ceilings from all areas.

3.4.2. The materials will be removed manually using hand tools and moved across the levels and through a chute set up externally.

3.4.3. The waste will be manually cleared down the chute directly into a skip. The area will be kept clear of personnel when this activity is taking place.

3.4.4 Water will be sprayed to keep dust to a minimum if necessary.

3.4.6 Where possible, demolished materials that can be recycled or reused will be sorted on site before being sent to a recycling center.

3.4.7 At the end of each day the work area is to be left in a clean, safe and presentable manner as agreed with the site manager.

3.5 Substructure

3.6.1 Construction work on site will commence after the soft strip has been cleared from the building. Starting with the new wall layouts fire prevention and services

3.7 Commissioning and Building Handover

3.7.1 As each of the systems is completed throughout the building, it will be tested in accordance with the mandatory specifications and codes. On completion of all works the buildings and systems shall be subjected to statutory inspections and testing before finally being handed over A safety file is to be provided for the client for use by any maintenance operatives (OEM).

3.8 Significant Hazards During Demolition and Construction Phases

3.8.1 A review has been undertaken of the potential sources of adverse impacts associated with the construction works. The results of this have been presented in Table 3.9.

Table 3.9: Potential Environmental Impacts

Issue	Potential Impacts
Dust/Air Quality	Wind-blown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plan delivering and removing materials including dust and particulates
Ecology	Water run off into drains
Energy Usage	Indirect impacts associated with energy consumption such as CO ² emissions, depletion of natural resources, air pollution etc
Fuel & construction materials storage	Accidental spills, discharges to drains/storm water systems, contamination to ground
Noise	Increase noise levels from plant during general construction works (e.g. from the use of Dust suppression systems and diamond cutters) on-site
Site & surroundings pedestrian access	No Restrictions on pedestrian access to walkways, footpaths and roads
Traffic	Traffic congestion caused by the site traffic. Increased vehicle movements mainly consisting of HGV's. highway. Disruption from delivery's. Exhaust emissions.
Waste	Waste generation which will be controlled through the SWMP (Site waste management plan).
Water and Water Usage	Increased sediment loadings to storm water system. Potentially contaminated storm water run off. Natural resources depletion.
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during general construction works.

3.9 Injury from falling materials

3.9.1 Hazard:

Workers and passers-by can be injured by the by flying debris.

3.6.3 Control Measure:

Implement a safe system of work that keeps people as far as possible from the risks.

This will include:

- Establishing exclusion zones and hard-hat areas, clearly marked and with barriers
- & signs as necessary.
- Ensure that no materials are stored upon scaffolding.
- Ensure work is cleaned regularly as work progresses.
- Training and supervising site workers.
- Fans on scaffolding at site perimeter if nessary.

3.10 Uncontrolled collapse

3.10.1 Hazard:

Workers and passers-by can be injured by the premature and uncontrolled collapse of sub structure.

3.10.2 Control measure:

Inspect structure, design and install temporary works, plan/sequence works to ensure that risk of uncontrolled collapse managed at all stages of the task. A safe system of work is one that keeps people as far as possible from the risks. This will include:

3.10.3 The structural survey should consider:

The age of the structure.

- Its previous use.
- The type of construction.
- Nearby buildings or structures.
- The weight of removed material or machinery on floors above ground level.

3.10.4 Following the survey, a temporary works package is designed by The Temporary Structures Coordinator and structural engineer for implementation prior to works beginning.

3.11 Risks from connected services

3.11.1 Hazards:

Gas, electricity, water and telecommunications services.

3.11.2 Control measures:

These shall all be isolated or disconnected before soft strip begins.

3.12 Hazardous materials

3.12.1 Hazardous materials that need to be considered include dust & respirable crystalline silica.

3.12.2 Control measures:

Ensure that any asbestos containing material is identified and removed by an accredited/competent contractor before the main demolition works commence. Ensure that safety glasses and respiratory protection are worn by work operatives, use dust suppression methods, including water spray & containment (with hoardings) and separate site workers and pedestrian and those in neighboring properties from risk of exposure to hazards.

3.13 Falls from height

3.13.1 Hazard;

During construction, workers can be injured falling from edges, through partially constructed walls/floors.

3.13.2 Control Measure:

Contractor to assess, eliminate and control the risks of falls from height. Install access scaffolding, all construction operatives to receive task specific induction & instruction on tasks and to wear safety harness while working near to partially constructed wall/floor edges. Safety harness to be attached to access scaffolding handrail/standard junction.

3.14 Noise and vibration

3.14.1 Hazards: - Loud Noise on Demolition Site

Frequent exposure to loud noise can permanently damage a person's hearing. Noise can also create a safety risk if it makes it difficult for workers to communicate effectively or stops them hearing warning signals. Vibrating hand tools used in demolition can cause hand arm vibration syndrome (HAVS). Workers exposure to vibration needs to be managed and reduced as far as possible?

3.14.2 Control measures:

Ensure that operatives wear suitable ear protection, provide dampened hand tools where possible, workers exposure to vibration needs to be managed and reduced as far as possible, rotate work tasks within team, regularly monitor task and review method of working.

3.15 Noise Regulations

3.15.1 The Control of Noise at Work Regulations came into force for Great Britain on 6 April 2006. Their aim is to ensure that workers' hearing is protected from excessive noise at their place of work. The site manager will ensure that all site workers comply with these regulations.

3.15.2 Hazards: - Noise from Demolition site

Loud noise can cause distraction and nuisance to neighboring properties.

3.15.3 Control Measures:

Working hours shall be strictly enforced. Wherever practicable noisy tasks shall be carried out between 9am-3pm and on Monday-Friday. All plant and machinery shall be turned off when not in use. if possible electric plant will be used. Where practicable equipment and tools shall be dampened.

3.15.4 Regulation

Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

3.16 Worker involvement

3.16.1 Everyone involved will be inducted on specific task requirements identifying significant hazards and what the correct control measures required to reduce the level of risk to within acceptable limits are. All necessary training, instruction & information shall be provided as required.

3.17 Mitigation Measures

3.17.1 The limited space available on site, along with the impacts from the construction works, restricted access and the combined potential nuisance factors of noise, dust and vibration, has resulted in a number of mitigation methods to be imposed on the site and surrounding environment.

3.18 Management of Trade Contractors

3.18.1 Individual contractors (e.g. for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as outlined in the statutory requirements.

3.19 Public Relations

3.19.1 The site manager will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number prior to the start of construction. The site will either be controlled by the site manager or an appointed person.

3.19.2 There will a initial meeting with the neighboring buildings to set out what the likely construction impacts will be and how we intend to address and

3.20 Construction Vehicle Management

3.20.1 Parking is permitted on site in the existing carpark, All contractors and site labor force will be encouraged to access the site via public transport. Due to the onsite parking no local parking either on public roads or carparks will be necessary. This message will be reinforced through the induction process when contractors first commence their work on site.

3.21 Deliveries and Collections

3.21.1 All deliveries will arrive from Eaton place and unloaded in the private carpark. The site entrance will be clearly identified, and deliveries will arrive at a designated time window. A record of the deliveries will be made in the daily diary filled out by the Site Manager.

3.22 Road Cleanliness

3.22.1 Delivery vehicles will only drive on tarmacked roads so there will be no mud issues on local roads. No wheelwash facilities are planned but will be reviewed if Debris becomes an issue

3.22.2 Site operatives shall sweep/clear any debris brought onto the pedestrian walkway and carriageway from the site daily and as it is required throughout the day. This is to keep the roadway system and the public highway immediately adjacent to the Site clean, and to prevent nuisance or hazards to other highway users and/or the Developer. The collected debris will be disposed of at a licensed waste disposal facility.

3.23 Dust Suppression

3.23.1 In areas where dust production is likely, a hose and brush will be used to suppress dust spread. The work will be wet down, dust may still need to be suppressed. In the unlikely event of a hose pipe ban during the works, the water supply would be maintained for the dust suppression by refillable bowsers with the potential for importing water if necessary. There is no hard demolition so there should be no need for jet wash/mist suppression systems

3.24 Pedestrian and Traffic Movements

3.24.1 The site entrance is off Eaton place. To limit the potential of incidents between other traffic pedestrians / local residents it is proposed to clearly identify the site entrance with traffic marshals guiding the site deliveries. The site gates will be kept closed at all other times to prevent unauthorized vehicles attempting to enter the site.

3.24.2 Special arrangements and prior agreement with the Developer or the Site Manager, in consultation with Reading council, will be required for the routing and timing of any abnormal and large loads to or from site. Currently there is no

3.25 Dust & Air Pollution Management Controls

3.25.1 Contractors will implement all necessary management and Best Practicable Means (BPM) to reduce levels of dust emissions from the Site. Site specific control measures will include:

- Planning and controlling the orientation, shape and locations of stockpiles to minimise the risk of dust rising through e.g. wind action, handling operations and transferring material onto stockpiles.
- Maintaining access roads and hard standings to minimise dust generation;
- using bowsters during dry periods to wet haul and access roads.
- Spraying of water mist where particularly dusty works are proposed.
- Sheeting vehicles transporting materials capable of generating dust, to and from the Site, on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears.
- Enforcing a maximum speed of 5 miles per hour on the site access road. Reductions to this speed limit may be applied at the discretion of the contractor or the Developer where dust problems dictate.
- Prohibiting burning of wastes or unwanted materials on-site.
- Using, where appropriate, electrically powered plant instead of petrol or diesel;
- directing vehicle exhausts vertically upwards where possible, and directing away from the ground at minimum.
- Locating/siting stationery plant as far as possible from inhabited buildings.
- Covering any storage areas that are not enclosed.
- Avoiding prolonged storage of debris on-site.
- Erecting a barrier around dusty activities or around the Site boundary.
- Not leaving vehicle engines, equipment running for long periods when not directly in use, as far as possible; and
- properly maintaining fixed and mobile plant generating exhaust gases in accordance with manufacturers' requirements.

3.26 Noise Management Controls

3.26.1 Contractors will be required to ensure that works are carried out in accordance with best practicable means as stipulated in the Control of Pollution Act 1974 and Code of Practice BS 5228:2009.

- To minimize effects due to noise, site-specific best practice measures will be implemented by the Contractor/s. The following mitigation measures will be employed at the Site:
- Limiting activities that may give rise to the highest noise levels, as well as HGV deliveries to the Site to the hours 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays;
- Implementing traffic management systems at the entrances to the Site at all times to control the traffic into the Site;
- Maintaining the 2.4 m high hoarding around the front entrance to screen noise from low level sources and/or street level receptors
- Restricting nighttime working to exceptional circumstances;
- Substituting noisy plant with quieter alternatives;
- Providing enclosures and barriers around noisy plant;
- Operating plant at low speeds where possible and incorporating automatic low speed idling;
- Undertaking breaking out of concrete structures, where possible, using low noise impact methods including using bursting and splitting rather than percussive breaking;
- Using 'silenced' plant and equipment wherever possible and maintaining plant on a regular basis;
- Selecting electrically driven equipment where possible in preference to internal combustion powered; hydraulic power in preference to pneumatic; and wheeled in lieu of tracked plant;
- Temporarily screening or enclosing static noisy plant to reduce noise emissions and certifying plant to meet relevant standards;
- Carefully using and siting of noisy plant;
- Maintaining plant regularly to minimise increase in noise with age and use;
- Switching off vehicle engines where vehicles are standing for an extended period of time;
- Minimising disturbance from reversing beepers through measures such as site layout, provision of screening or use of broadband sound emitting reversing alarms;
- Implementing noise monitoring to accord with maximum levels set out in the ES;
- Lowering materials whenever practicable rather than dropping; and
- Making all contractors familiar with the guidance in BS 5228 and BS 7385 which will form a pre-requisite of their appointment.
- Equipping all vehicles, compressors and plant with effective silencers and noise reducing insulation in accordance with BS5228: 2009 Part 1;
- Obtaining prior approval for any deviation from approved method statements from the Contractor; and
- Investigating noise complaints and informing the Contractor immediately.

3.27 Vibration Management Controls

3.27.1 Site construction measures will be designed and planned to avoid the generation of vibration, or where vibration is unavoidable, to control vibration at source.

3.27.2 As is the case for noise, contractors will be required to ensure that works are carried out in accordance with BPM as stipulated in the Control of Pollution Act 1974. Mitigation measures will likely include the following, where possible:

- Replacing plant and/or work methods producing significant levels of vibration by less intrusive plant or techniques;
- Locating stationary plant, such as generators, pumps and compressors away from sensitive receivers and installed on resilient mountings;
- Locating vibrating equipment as far from sensitive receptors as possible;
- Certifying plant to meet any relevant EC Directive standards;
- Maintaining a mitigation plan, to include justification for siting of plant, types of plant selected, periods of use, working hours, access points, schedule of works likely to cause complaints (if not pre-notified), as and when required.

3.27.3 For any proposed construction works to be undertaken outside of the permitted working day, particularly at night, prior consent will be sought from Reading council. Should any non-routine activities be identified that will make it impracticable to work to the target criteria, provisions will be set out in advance and agreed with Reading council, in order to minimise any potential impacts.

4 Resource and Waste Management

4.1. Waste Minimisation

4.1.1 The following principles will inform the approach to waste management during the construction works:

- Legal compliance with the appropriate legislation and regulations, including:
- Environmental Protection Act 1990;
- Environmental Permitting (England and Wales) (Amendment) Regulations 2012
- Waste (England and Wales) (Amendment) Regulations 2012;
- Controlled Waste (England and Wales) (Amendment) Regulations 2012;
- Hazardous Waste (England and Wales) (Amendment) Regulations 2009;
- Duty of Care Code of Practice.
- Re-use of demolition materials
- On-site segregation and recycling of wastes.

4.1.2 It is proposed that waste will be segregated and stored for collection onsite. colour coded wheelie bins will be placed at appropriate locations for each material type for manual loading. These bins will be transferred by trolleys to the relevant skip storage location.

4.1.4 In addition, the following waste management measures will be followed within the construction materials supply chain:

- Avoiding over-ordering of materials.
- Determining when and where materials are required and requesting 'just in time' deliveries.
- Minimising the time between delivery and installation and hence the risk of damage and waste;
- Selecting products with minimal packaging and requiring suppliers to use returnable transit packaging (e.g. return of storage pallets) where possible.
- Where possible and appropriate to do so, using prefabrication off-site.
- Having appropriate storage areas ready - these should be covered to protect against rain and ideally have a hard-standing surface.
- Determining where special handling is required.
- Securing the Site to avoid theft and vandalism; and
- Ensuring good on-site segregation of wastes.

4.2 Initial Waste Management Proposals

4.2.1 Skip providers will transport skips to transfer station for further sorting and recycling.

4.2.2. Subcontract orders will have a clause added to advise the sub-contractor that they must 'take all reasonable steps to handle materials efficiently and manage waste materials.

4.3 Estimated Quantities of Waste to be Produced.

4.3.1 The waste typically being produced during the project will vary through the project programme. As part of the development Waste Management Process a pre-award period assessment of the types of waste likely to be generated for the project is shown in the table below. Approximate volumes of wastes expected are not shown here.

4.3.2 At the soft strip of the project the majority of wastes will be metal, plasterboard, carpets and timber As the project progresses and envelope and fit- out finishing works start, the wastes will become lighter but bulkier, with an increase plastics, polythene and other packaging.

4.3.3 Although the table below indicates typical wastes for certain packages on the project, there may be occasions when certain works packages will produce wastes either not shown in the table or wastes which have been left blank. Subcontractors managing their own waste for any given package are not limited just to managing the specific waste types shown in the table below.

4.3.4 The handling and collection procedures for waste at certain periods in the contract are outlined in this document.

Table 4.4

Expected waste streams for each stage of the development.

	Inert	Concrete	Mixed	Metal	Timber	Plasterboard	Plastic	Polythene	Packaging	Insulation	Ceramics	Flat glass	Cable	Vegetation	Office	Canteen
Demolition/Site Clearance			X	X	X	X	X	X		X	X	X	X	X	X	X
Earthworks	n/a															
Drainage					X		X		X						X	X
Frame: Steel	n/a															
Envelope			X	X	X		X	X	X						X	X
Glazing			X		X			X				X			X	X

Roofing			X	X	X		X	X	X	X					X	X
M&E			X				X	X	X				X		X	X
Fit-out			X	X	X	X	X	X	X	X	X				X	X
Hard landscape	X	X	X	X	X		X	X	X						X	X
Soft landscape	X		X				X		X					X	X	X

4.4 Material Storage

- 4.4.1 The material storage areas will be developed as the work progresses, with the majority of the storage area located in the rear carpark before being loaded out into the flats for installation. All materials will be stored on site and stacked safely to avoid collapse of packs or materials becoming damaged. The materials will be stacked in such a way so that the mechanical equipment can easily pick up the pallet or item to be transferred. There must be adequate space around the stored goods so that operatives can carry out their work safely.

4.5 Site Waste

- 4.5.1. A central waste station area will be located in the existing carpark; the proposed location will be shown on a copy of the site plan which will be displayed in the site office. This will be the point where all development and subcontractor waste must be taken to.
- 4.5.2 All skips provided will: (1) prevent spillages or leakages, (2) be corrosive resistant (to weather elements), (3) prevent materials from being blown away and (4) will prevent savaging from animals.
- 4.5.3 Where appropriate the storage of materials onsite for potential reuse will be at locations agreed by the site manager. Materials likely to be stored include waste timbers, pallets, cable-drums and metals. The contractor will allocate space appropriately for the stockpiled areas. If no reuse of the reclaimed materials occurs, the contractor will dispose of the reclaimed materials to a suitable end market off site and may require the suspension of stockpiling of such materials.

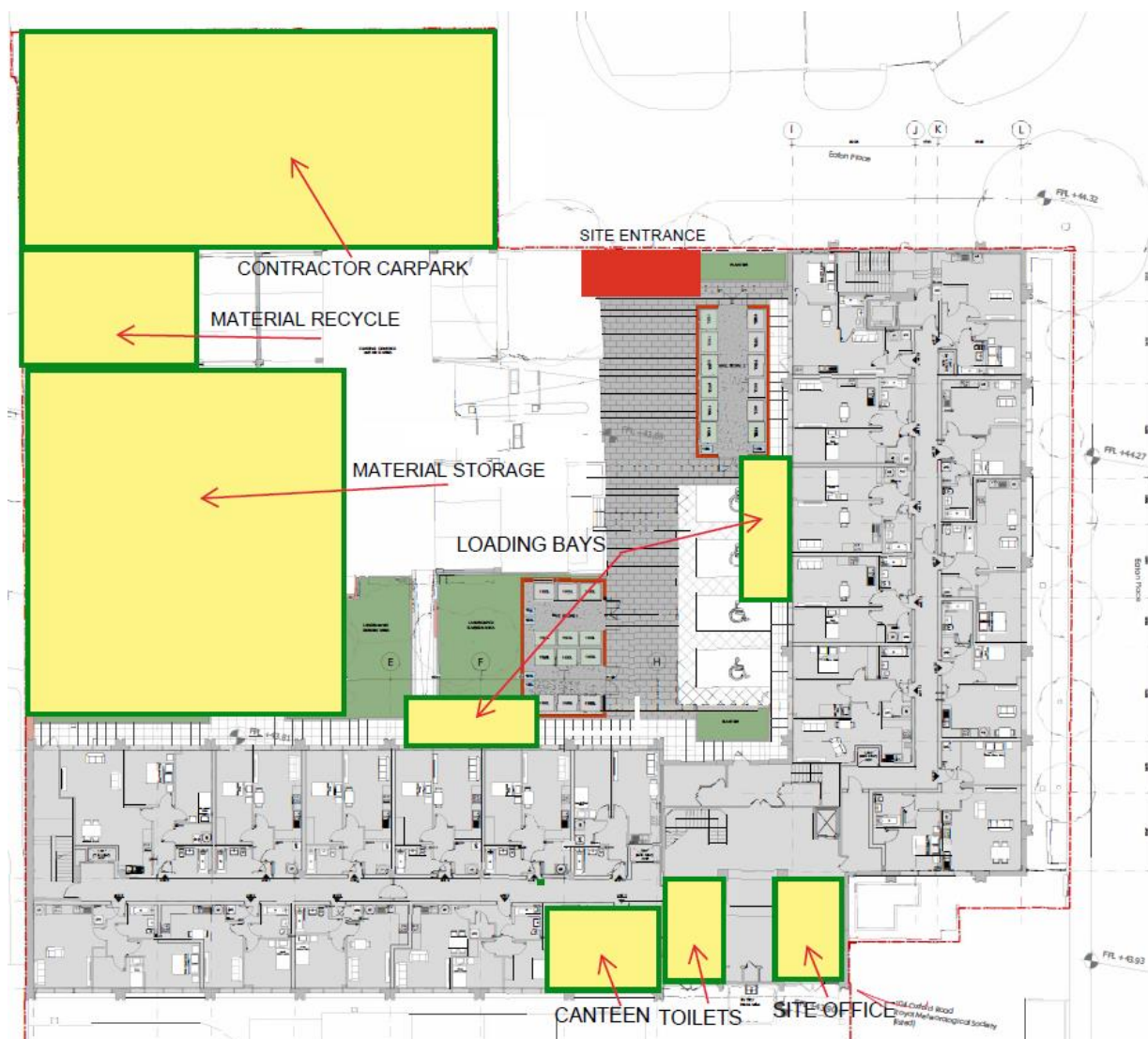
5. Access Arrangements and Logistics Plan

5.1 Access Arrangements for Vehicles

5.1.1. The Site Setup layout is shown in Figure 5.1; it will include: a site welfare and Office on the 1st floor. The majority of the deliveries will take place via the rear carpark entrance just off of Eaton place; The carpark will be used for storage

5.1.2. All demolition, construction and delivery trips are to be during off-peak hours only, (9:30-4:30 pm)

Figure 5.1 Site Plan



5.1.2. No restricted parking on site; contractors will be strictly prohibited parking of vehicles on the public highway or surrounding access roads and vehicle movements will be staggered to avoid queuing outside the Site access points.

5.1.3 Deliveries to the site will be up to the order of 2 to 3 deliveries per day; however, this will vary on the stage of the development. The typical type of vehicles making the majority of the day to day deliveries to the site will be vans, measuring in the region of 4.1m by 1.7m. Large deliveries/collections will typically be carried out by Flatbed lorries with Hiab offload for all other deliveries, measuring no greater than 12m by 2.55m. Vehicles making deliveries to the Site or removing demolition material will travel via designated route.

5.1.4 All deliveries and traffic entering and exiting the Site will be controlled by the Site Manager or by the developer in consultation with the Site Manager. Contractors will be required to maintain clear and safe pedestrian access, and maintain existing easements, access and egress.

5.1.5 Contractors will co-ordinate all deliveries and collections to/from the Site, and ensure that as far as possible:

- All delivery and collection vehicles are aware of the approved routes.
- Occupants of adjacent buildings are consulted to avoid delays to service deliveries due to construction vehicles;
- Deliveries are made on a 'just-in-time' basis.

5.1.6 All delivery drivers must report to the compound manager, and when on site must wear safety helmet, safety footwear and hi-visibility clothing. **Deliveries shall be refused if drivers do not conform.**



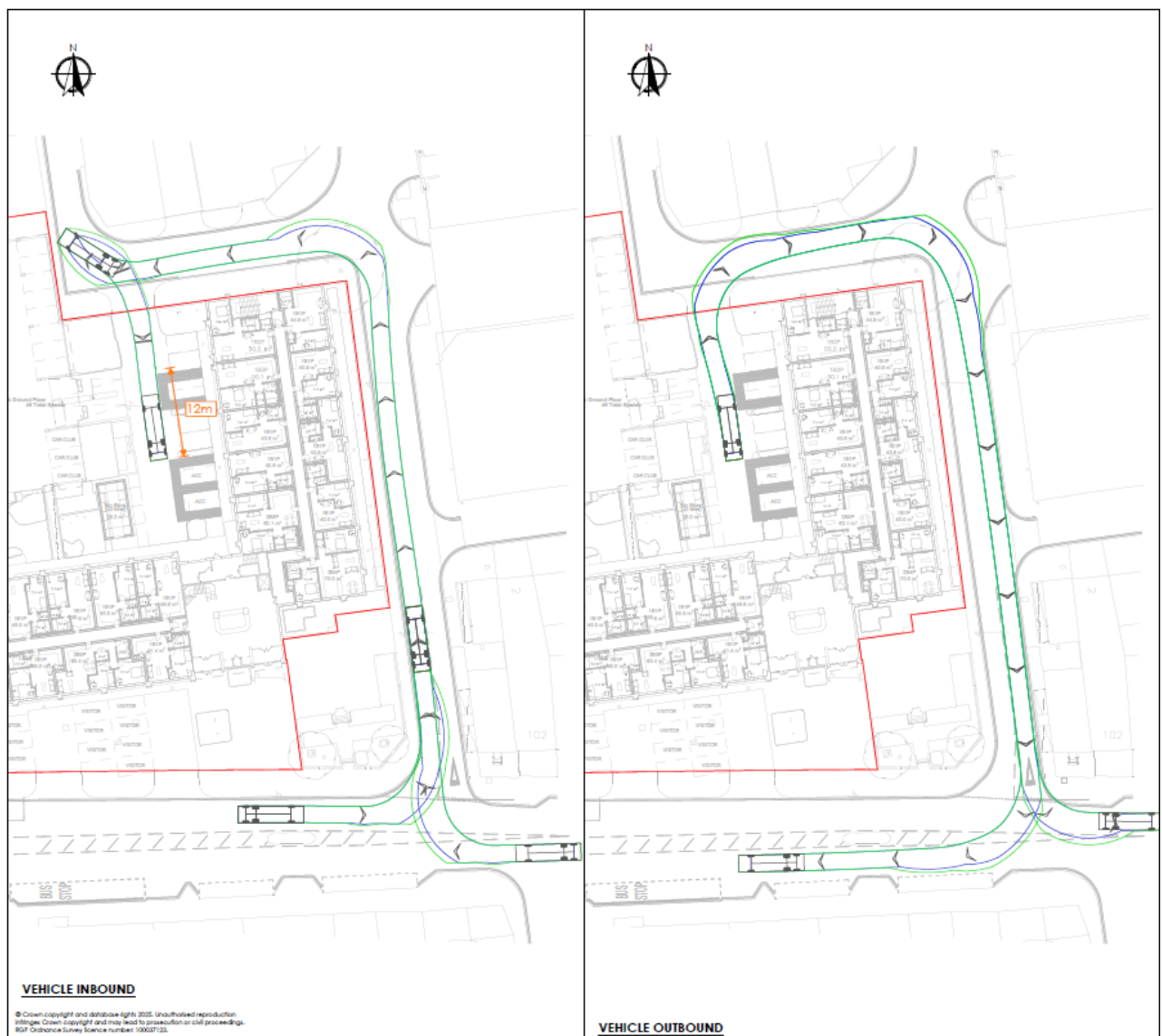
5.1.7 All deliveries will be made to the designated areas for the Site. No waiting will be permitted off site. It is not acceptable for vehicles to arrive at site early and wait in potentially dangerous or unsuitable locations that may cause damage, hazardous obstructions and/or congestion. Nor is it acceptable for vehicles arriving early to

circulate and contribute to local congestion and pollution. If vehicles are unable to wait on site, then they must be turned away and not wait on adjacent public highway.

5.1.8 All access routes and internal haul routes for Site traffic will be clearly signed at changes of direction. Areas for vehicle storage, deliveries, and parking will also be identified.

5.1.9 All contractors with vehicles will access the site carpark. Public transport methods will be used when possible. There will be a pedestrian access via ground floor entrance on oxford road. No parking on the public highway will be permitted.

SWEPT PATH ANALYSIS FOR REAR ACCESS



5.2 Proposed Vehicle Routes

Fig 5.1 London Gates and railings

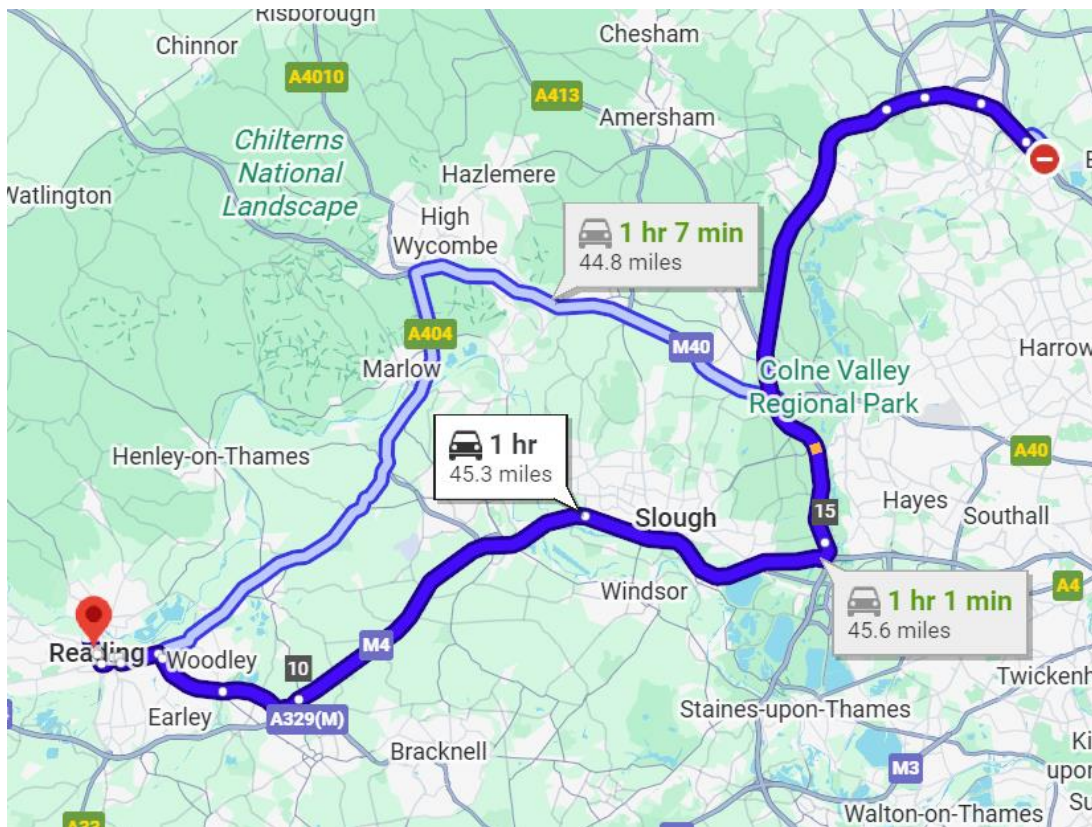


**Fig 5.2 APT
(skip hire)**

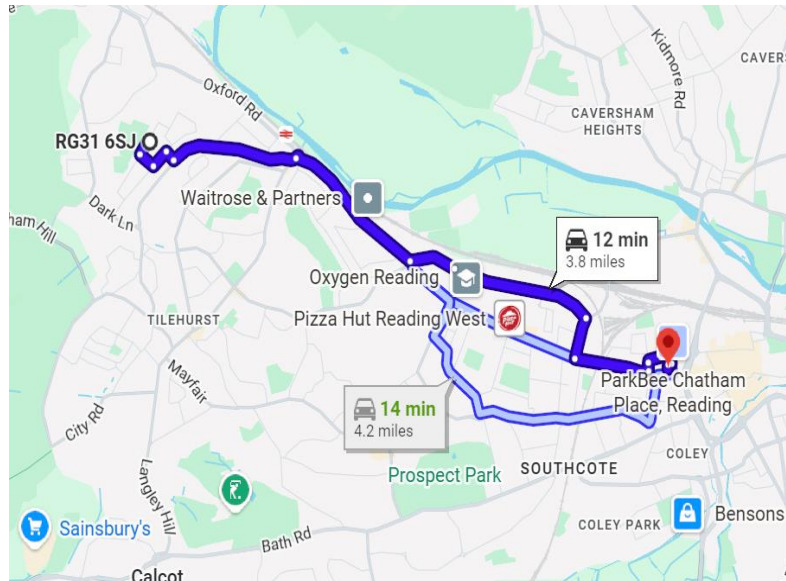


**Fig. 5.3 Sunbelt Rentals
(tool hire)**

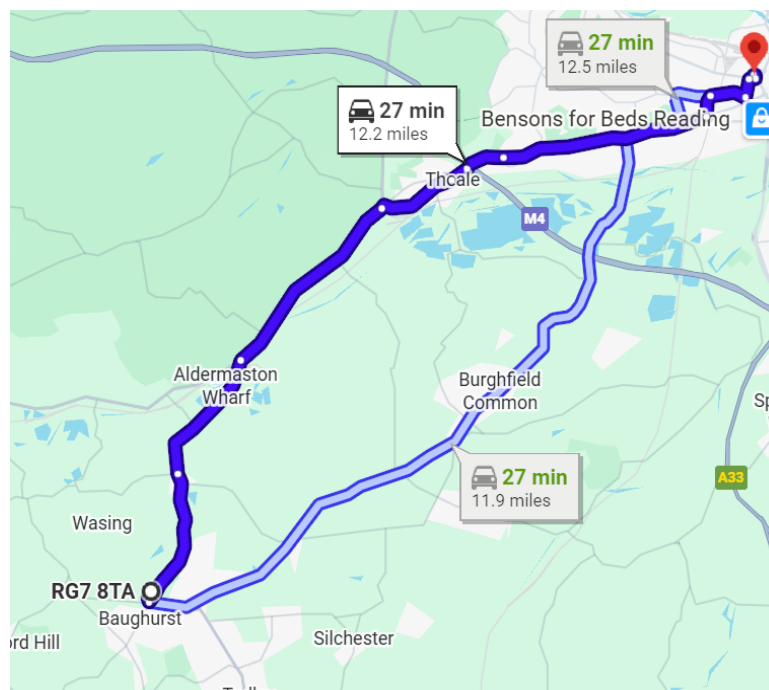
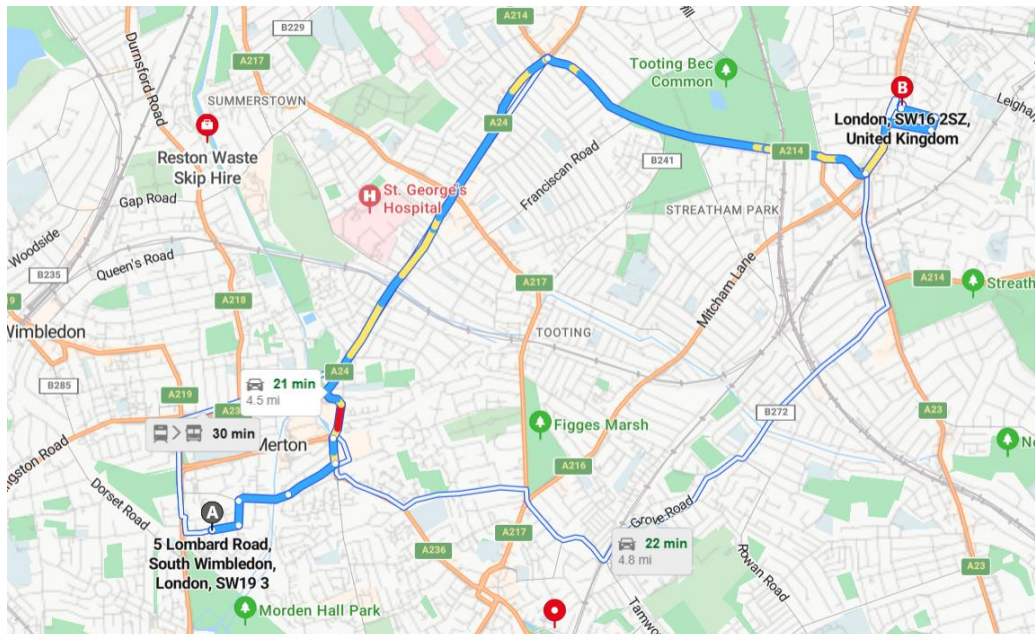
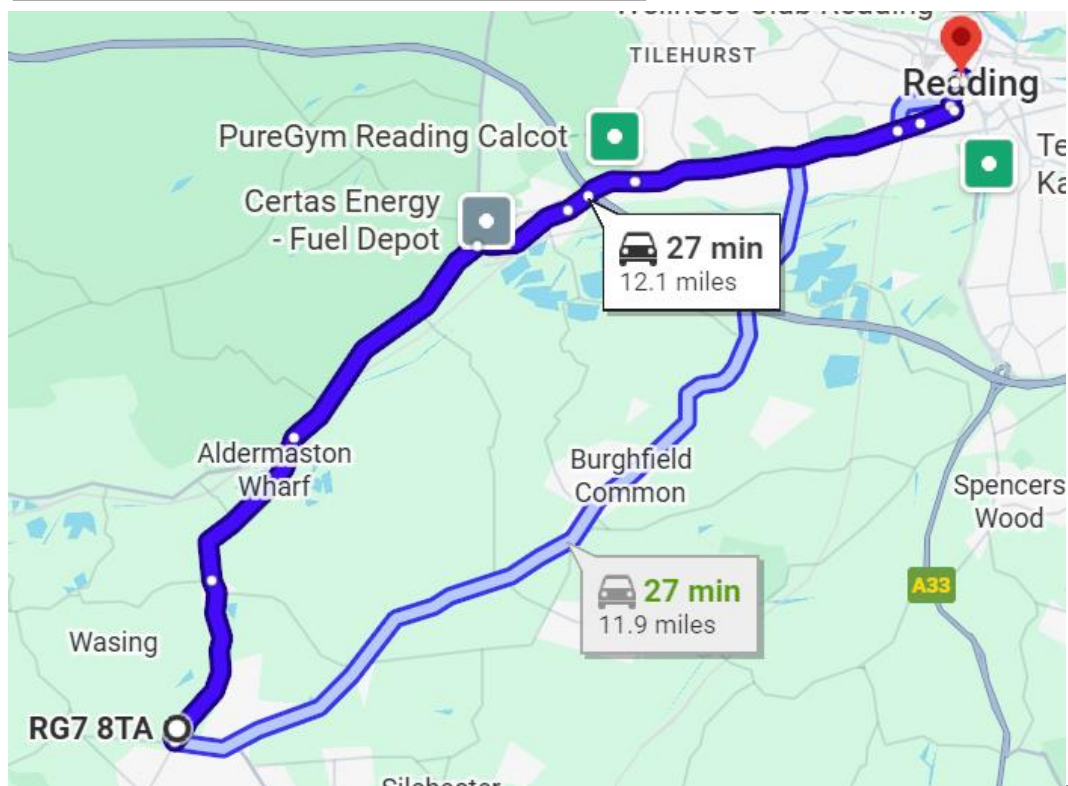


Fig. 5.4 Lawsons(building materials supplier)



Sunbelt rentals



- 5.2.1 All deliveries will access the site entrance from Eaton place which offers a quiet, area for loading and drop-off facilities. Eaton Place is considered wide enough for construction vehicles such as flat bead lorry, skip Lorries, etc. They must leave the site in a forward direction.
- 5.2.3 Larger vehicle movements will be scheduled to avoid peak hours on the local road network, if at all possible.

5.2.4 All deliveries will be managed and controlled by the Site Manager or by the developer in consultation with the Site Manager, with qualified marshals on the footpath, to raise awareness of the delivery and to mitigate any safety risk to passing pedestrians. Banksman and staff will also be provided to deal with backing lorries; therefore, deliveries are not anticipated to cause a high level of disruption to local residents and other road users.

5.3 Construction Vehicles Required for The Development

5.3.1 Construction vehicles that are required at the site during the Strip out stage of the development will include skips for material removal or flatbeds for construction deliveries.

5.4 Traffic Management

5.4.1 Main contractors to the development must also show they and their suppliers are committed to safer and more efficient ways of working on site. TfL recommends that within 90 days of an awarded contract, all contractors will meet CLOCS and have registered and gained FORS accreditation as a minimum standard.

5.4.2 All staff and supply chain personnel will comply with the local traffic management regulations and parking restrictions.

5.4.3 Traffic management arrangements need to be flexible so they can adapt to needs on-site and to local concerns. Any changes or actions will be promptly communicated by the developer to contractors and vice versa.

5.4.4 Contractors will be required to regularly maintain plant and equipment in accordance with manufacturers' specifications. Copies of vehicle maintenance records will be maintained in a designated file and made available to the developer and/or Reading council on request;

5.4.5 There is no planned onsite plant to exceed 37kW

5.4.6 On site routes will be restricted to a maximum speed limit of 5 mph.

5.4.7 External signage, providing information to the public in respect of health and safety, restricted access, and traffic diversions (if necessary) will be provided at the site entrances and at points along the site boundary.

5.4.8 Drivers must be aware of other road users, and in particular vulnerable road users, while driving to and from the site. This includes pedestrians (especially children and older people), cyclists and motorcyclists. The aim of this is to align with CLOCS guidelines. Vehicles will have safety features such as blind spot elimination, warning signage and side guards.

5.4.9 The site is outside The London Ultra Low Emission Zone (ULEZ) that sets a 'baseline' standard. But meeting the ULEZ standard will be expected as a minimum of the developer or main contractor for site vehicles. This will help to minimise the local air pollution as a result of the development.

5.4.10 The entrance gate will be kept locked shut when not in use. The gate will be manned by a Banksman during working hours. Gate control will include;

- Provision of a mobile phone, such that they can liaise with site staff and incoming delivery drivers.
- A traffic marshal to manage maneuvering vehicles onto site
- A site 'banksman' – to direct the deliveries from the entrance to the point of off-loading
- Contact with and control of incoming delivery drivers.
- Management and control of daily agreed schedule of vehicle movements
- Clear instructions will be given to all lorry drivers as part of the official orders. Any non- authorized or un-scheduled deliveries will be turned away.
- The banksman/site managers unique phone number will be given as the sole point of contact for incoming deliveries, along with clear instructions and the site rules.

5.4.11 All drivers and pedestrians entering a site need to be informed of these site transport hazards and relevant site rules, including the correct traffic routes to use. The amount and detail of information given needs to reflect the assessment of site hazards.

Information will be provided by:

- Verbal instructions on arrival at site.
- Site induction.
- Giving site-specific delivery instructions when ordering materials from suppliers
- All supplier orders have statements on PPE to be worn and safe unloading requirements.

5.4.12 Any change, made to site traffic routes need to be communicated to site workers and visiting drivers. Workers, and their safety representatives, should be consulted on any changes that may significantly affect their health and safety.

5.5 Use of alternative modes of transport

5.5.1 Opportunities to use alternative modes of transport for deliveries/collections will be utilised where possible. These could include using electric vehicles for the last mile, particularly for bulk movement of raw materials, at any point during the supply chain.

6. Monitoring, Compliance, Reporting and Review

6.1 The CMS Coordinator and Site Monitoring

6.1.1 The CMS coordinator has provisionally been by JL Contractors they will take responsibility for the day-to-day management of the CMS and is the first point of contact for site issues. The CMS coordinator will help the development run smoothly by making sure each construction stage complies with the CMS. It is also the coordinator's role to oversee the effectiveness of the CMS and prepare regular updates to the planning authority when asked.

6.1.2 The CMS coordinator is to be responding to any questions or queries about the development and any mitigation measures that will be put in place to resolve traffic, noise and dust issues connected with the construction work. This may include:

- Undertake monitoring in order to demonstrate compliance with occupational exposure standards for their employees as detailed in the Control of Substances Hazardous to Health (COSHH) Regulations 2002.
- Remind subcontractors about designated routes to and from the site;
- Check vehicles arriving at site to make sure they meet the contractor's safety requirements and
- Manage the delivery booking and scheduling tool that records deliveries.

6.1.3 All Material entering or leaving the site will be monitored; recording details that will include the point of origin or destination, and estimated quantities. The materials that are to be record will include, but is not limited to the following:

- Aggregates;
- Steel and fabrication;
- Mechanical and Electric (M&E);
- Glazing;
- Finishing products;
- Modes of transport.

6.1.4 This information is to help people understand the vehicle movements that are required at the site. Consolidation of deliveries and waste movements will be encouraged as part of the development, to minimise traffic disruption and lane closures. Consolidation is to be achieved through contractors selecting materials / goods from the same source, where possible, thus combining materials into one single delivery, as opposed to a number of vehicles delivering goods from different sources. The selected contractor should actively seek and investigate ways of consolidating deliveries to reduce the total number of vehicle deliveries at the site.

6.2 CMS Compliance

6.2.1 Vehicles more than 3.5 tons at construction sites have the following fitted as standard:

- Side guards.
- Close-proximity sensors and warning alarms.
- Rear cyclist warning signs and CCTV. (Note that for those vehicles under 3.5 tons, only cyclist warning signs are required).

6.2.2 All drivers must have their driving licence checked by the DVLA. They must also complete a driver safety training course such as Safe Urban Driving or similar.

6.2.3 TFL also requires collision reporting.

6.2.4 All traffic will report to either The Site Office or The onsite banksman, which will be staffed during normal working hours. Banksmen will be available to facilitate large vehicle movements into and around the Site as required.

6.2.5 The Site Manager will conduct regular inspections to ensure adequate implementation of control measures, in particular, with relation to the presence of signage.

6.2.6 Explaining and marketing the CMS to the supply chain, local community, residents, and businesses is essential to raise awareness and show the developer's commitment to using safe and efficient construction vehicle practices. This CMS will therefore be made accessible to all parts of the supply chain involved in the development.

6.2.7 To ensure the working practices agreed in this CMS are to be followed by the main contractors, subcontractors and suppliers, developers are encouraged to include this CMS as an annex to a contract.