



Consented Residential Building
59 London Street, Reading, RG1 4PS

Construction Method Statement

For

ET Planning

Document Control Sheet

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59 London Street, Reading, RG1 4PS
ET Planning

This document has been issued and amended as follows:

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15 th July 2025	1 st Draft	ATW/AN	JNR
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1.0 Introduction

1.1 Motion has been appointed by ET Planning ("the Client") to provide highways and transportation advice regarding a consented Planning application for the Conversion of the first and second floors to provide 2 one-bedroom flats (C3 Use Class) and erection of a roof terrace ("the Development") at 59 London Street, Reading, RG1 4PS ("the Site"). The Site is within the jurisdiction of Reading Borough Council (RBC) who are the planning authority and highway authority.

1.2 This document sets out the Construction Method Statement (CMS) to be adopted by the contractor during the construction phase of the Development. Planning permission was granted on 22nd November 2024 (LPA Reference: 24/01755/FUL). Condition 3 states:

"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 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) 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 including capping of drains/sewers and baiting arrangements.

The measures within the approved Statement shall be adhered to throughout the demolition and construction period unless otherwise agreed in writing by the Local Planning Authority."

1.3 The Site is located on the eastern side of London Street, with the vehicular access located off South Street. The Site is circa 200 metres south-east of the Oracle Shopping Centre and Riverside area. The location of the Site can be viewed at **Figure 1.1**:

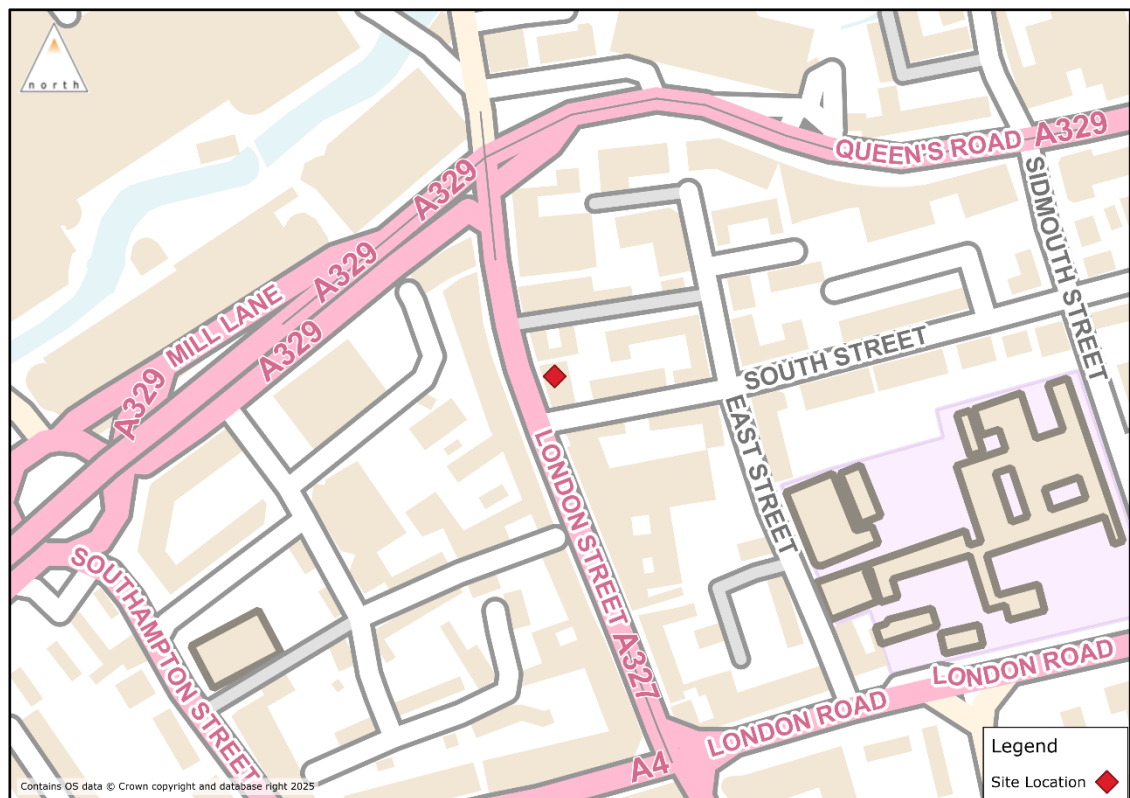


Figure 1.1 – Site Location Plan

Scope of the Construction Method Statement

- 1.4 The purpose of this Construction Method Statement is to outline the strategy for the efficient movement and management of demolition on Site and construction traffic associated with the Site. This will take into account the residential nature of the surrounding area, as well as sensitivities to noise and disturbance.
- 1.5 This CMS is a 'live' document, and given that no contractor has yet been appointed, the information contained within may be subject to changes / amendments, which would be agreed, in advance, with RBC.
- 1.6 The aim of this CMS is to minimise the impacts of demolition and construction on the local road network and to minimise any environment impact of the works. The principal issues addressed by the CMS are:
 - ▶ Loading and unloading of plant and materials;
 - ▶ Hoarding provision;
 - ▶ Site compound layout and access; and
 - ▶ Construction vehicle deliveries and hours of operation.
- 1.7 Following this introduction, the remainder of this report comprises the following sections:
 - ▶ Section 2 – Considerate Contractors;
 - ▶ Section 3 - Construction Layout;
 - ▶ Section 4 – Construction Vehicle Activity;
 - ▶ Section 5 – Other Measures; and,

- ▶ Section 6 – Monitoring and Management.

2.0 Considerate Contractors

Site Management Contact Details

- 2.1 The Construction Project Manager (CPM) will be responsible for implementing the measures contained in the CMS and will be the point of contact for local residents.
- 2.2 The contact details of the CMS will be displayed on the frontage of the Site. The CPM will liaise with local residents when necessary to ensure that they are aware of the program of works taking place and to give advance notice of any noisy or disruptive works.
- 2.3 The CPM will be responsible for the monitoring and reviewing of the CMS and will deal with any concerns of local residents and businesses.
- 2.4 The CPM is as follows:
 - ▶ Project Manager Name: Judy Norman
 - ▶ Phone Number: 07733103224
 - ▶ Address: Heathlands Riding Establishment, Heathlands Road, Wokingham, Berkshire, RG40 3AS

3.0 Construction Layout

- 3.1 This section of the CMS sets out the times of delivery to Site, as well as how the Site will be accessed.

Delivery Vehicles

- 3.2 It is proposed that vehicles will arrive and depart the Site between the hours of:

- ▶ 08:00-18:00 hours Monday-Friday; and
- ▶ 08:00-13:00 hours on a Saturday.

- 3.3 The only exception to the above will be Monday to Friday 08:00 to 09:00 hours, 14:30-15:30 hours and 17:00 to 1800 hours where no vehicles will be permitted to navigate on the local road network to avoid any school and commuter traffic. A record will be kept indicating all anticipated vehicles and their arrival time daily.

Construction Signs

- 3.4 Throughout the duration of construction, temporary signage indicating the movement of construction vehicles will be installed. Either side of the Site access on South Street signage stating 'Caution Site Access' will be installed.

Access and Parking

- 3.5 Construction vehicles will access the Site via the existing shared parking court to the rear of the building, accessed off South Street. **Figure 3.1** below shows the access to the parking court:



Figure 3.1 – Access image

- 3.6 Pedestrian access to the Site will be retained via the same entrance on London Street.

- 3.7 Delivery vehicles will enter the parking court, turn and exit the Site in a forwards gear. A swept path analysis can be viewed at **Appendix A**.

Construction Site Layout

- 3.8 The Site will be provided with the following:

- ▶ Wheel washing facilities
- ▶ Loading / Unloading Area
- ▶ Material Storage Area

- 3.9 The Construction Site Layout can be viewed at **Appendix B**.

Material Storage Security

- 3.10 Storage of plant will be provided on Site in a secure location as marked on the Site Layout plan.

- 3.11 Noisy plant will be sited as far away as is practicable from neighbouring buildings. The use of barriers, such as acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable. Other measures relevant to plant operation include:

- ▶ All plant and equipment will be powered by mains electricity in preference to locally powered sources such as diesel generators;
- ▶ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and
- ▶ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work.

- 3.12 Mechanical plant will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions. All plant will comply with the relevant statutory and manufacturers requirements.

Hoarding

- 3.13 Hoarding will be provided around the development Site to protect neighbouring properties and pedestrians where required.

- 3.14 All hoardings will be erected and maintained in accordance with Section 4 of Reading Borough Councils Document "[Guidance Notes for Activities on the Public Highway Within the Borough of Reading](#)"

- 3.15 The hoardings will be painted in accordance with Section 4.2 of the guidance and while there is no requirement to remove graffiti or fly posters within the guidance, these will be removed as soon as practicably possible including repainting the hording if necessary.

Construction Staff Parking

- 3.16 It is proposed that construction staff can utilise parking in the vicinity of the Site such as the Oracle car park. Construction staff can utilise the loading / unloading area to unload tools at the Site before parking in the surrounding area. There is on street parking restrictions in the form of double yellow lines and permit holder only which restrict parking on South Street.

4.0 HGV Activity

- 4.1 Safe and legal loading will take place within the designated delivery area on South Street, adhering to the Code of Considerate Practice and following best practice such as accreditation to the Fleet Operators Recognition Scheme (FORS). Construction vehicles and to comply with Euro VI Emissions Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
- 4.2 Proactive management of deliveries will be required to reduce the number of vehicle movements. All material unloading will be undertaken within the delivery area.
- 4.3 The largest vehicle expected to access the Site is a Ford Transit Van.

Construction Vehicle Routing

- 4.4 Construction vehicles will reach the Site via the following route:
 - ▶ Construction vehicles will turn off the A329 onto the A327 and travel south until the junction with South Street is reached;
 - ▶ Construction vehicles will turn left onto South Street and continue circa 20m until the Site access is reached.
- 4.5 Construction vehicles will exit the Site via the following route:
 - ▶ Construction vehicles will travel east along South Street for circa 250m until the junction with Sidmouth Street is reached;
 - ▶ Construction vehicles will turn left onto Sidmouth Street and travel north until the junction with the A329 is reached;
 - ▶ Construction vehicles will turn off Sidmouth Street onto the A329
- 4.6 The construction access and egress route can be viewed below at **Figure 4.1**:

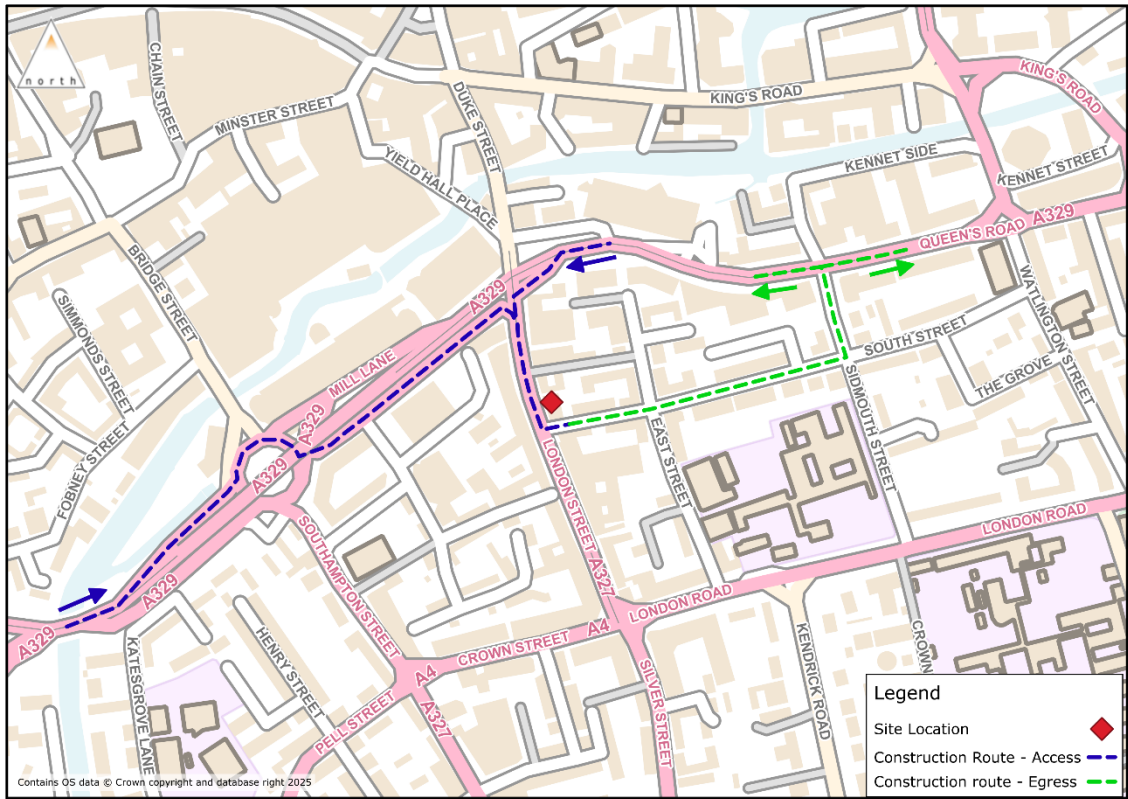


Figure 4.1 – Construction Access Route

5.0 Other Measures

Wheel Washing Facilities

- 5.1 The contractor will operate a hose at the entrance/exit to prevent any dirt/dust leaving the Site. Any overspill will be washed off the road surface at regular intervals.
- 5.2 Vehicles will be cleaned prior to leaving the Site to minimise deposits of spoil or debris on the local highway network.

Site Waste Management Plan (SWMP)

- 5.3 The following on-site measures will be adopted:
 - ▶ Promotion of the reuse, recycling and recovery of waste, rather than disposal;
 - ▶ Reduce fly-tipping by keeping a full audit trail of waste removed from sites and complying with waste duty of care regulations; and
 - ▶ There will be no burning of any waste or other materials on site.

Dust and Noise Separation

Dust Separation

- 5.4 The contractor will take reasonable steps to suppress dust, dirt and debris generated by the scheme, working to the relevant British Standards and best working practices.

Site Set-up

- 5.5 The site will be set up in such a way as to mitigate dust. The developer when planning construction works will consider and where appropriate shall:
 - ▶ Locate machinery and dust generating activities away from off-site sensitive receptors;
 - ▶ Create a physical distance and/or barriers between dust/emission generating activities and receptors;
 - ▶ Install solid screens/barriers around dust generating activities and stockpiles. These should be as high as the relevant stockpiles in question as a minimum;
 - ▶ Cover, seed, fix, or compact and profile stockpiles to prevent wind whipping; and,
 - ▶ Remove loose small grain materials as soon as possible.

Site Maintenance

- 5.6 The contractor will maintain the Site to ensure it is kept in good working order. Measures required include:
 - ▶ Run off and mud will be contained and managed on Site;
 - ▶ Hoardings, fencing, barriers and scaffolding will be regularly cleaned using wet methods to prevent resuspension of particulate matter;
 - ▶ Regular checks for soiling due to dust of buildings should be carried out with cleaning, using wet methods, carried out where and when visible dust deposition can be seen to be occurring;
 - ▶ Require a change of shoes and clothes by staff and visitors before going off-site; and
 - ▶ Provide personal cleaning facilities on Site.

Transport to Site

5.7 The contractor will carry out the following controls:

- ▶ All vehicles should switch off engines when not in use – no idling vehicles;
- ▶ Fixed wheel and/or vehicle washing on leaving site e.g. hand held jet washers;
- ▶ All loads entering and leaving Site to be covered;

Site Activities

5.8 Wherever possible, renewable, mains or battery powered plant items will be used.

5.9 Cutting, grinding and sawing should not be conducted on-site and pre-fabricated, pre-cut materials and modules should be brought to site. In cases where on site cutting, grinding and sawing must take place on site this must be done using equipment fitted with functional dust arrestment/suppression.

5.10 Crushing plant and the discharge from crushers and grading screens should be enclosed in a temporary shed and have a fine spray of water fed into the top of the crusher hopper at all times whilst in use.

5.11 The contractor will notify the local authority if a concrete batcher is to be used on site; use best available techniques identified in the Process Guidance note; and carry out these processes in an enclosure, wherever possible.

5.12 Skips, chutes and conveyors should be completely covered or enclosed to ensure that dust does not escape.

Noise Suppression

5.13 Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given. Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained.

5.14 Construction noise is predominantly controlled by restricting the hours of work. All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturer's standards.

5.15 Noise suppression measures to support the aforementioned Noise and Vibration Assessment include:

- ▶ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- ▶ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work;
- ▶ Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given;
- ▶ Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained;
- ▶ When working within a building, wherever possible, all openings (i.e. windows and doors) are closed;
- ▶ Plant, equipment, site offices, storage areas and worksites will be located away from the adjacent residential properties; and

- ▶ Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

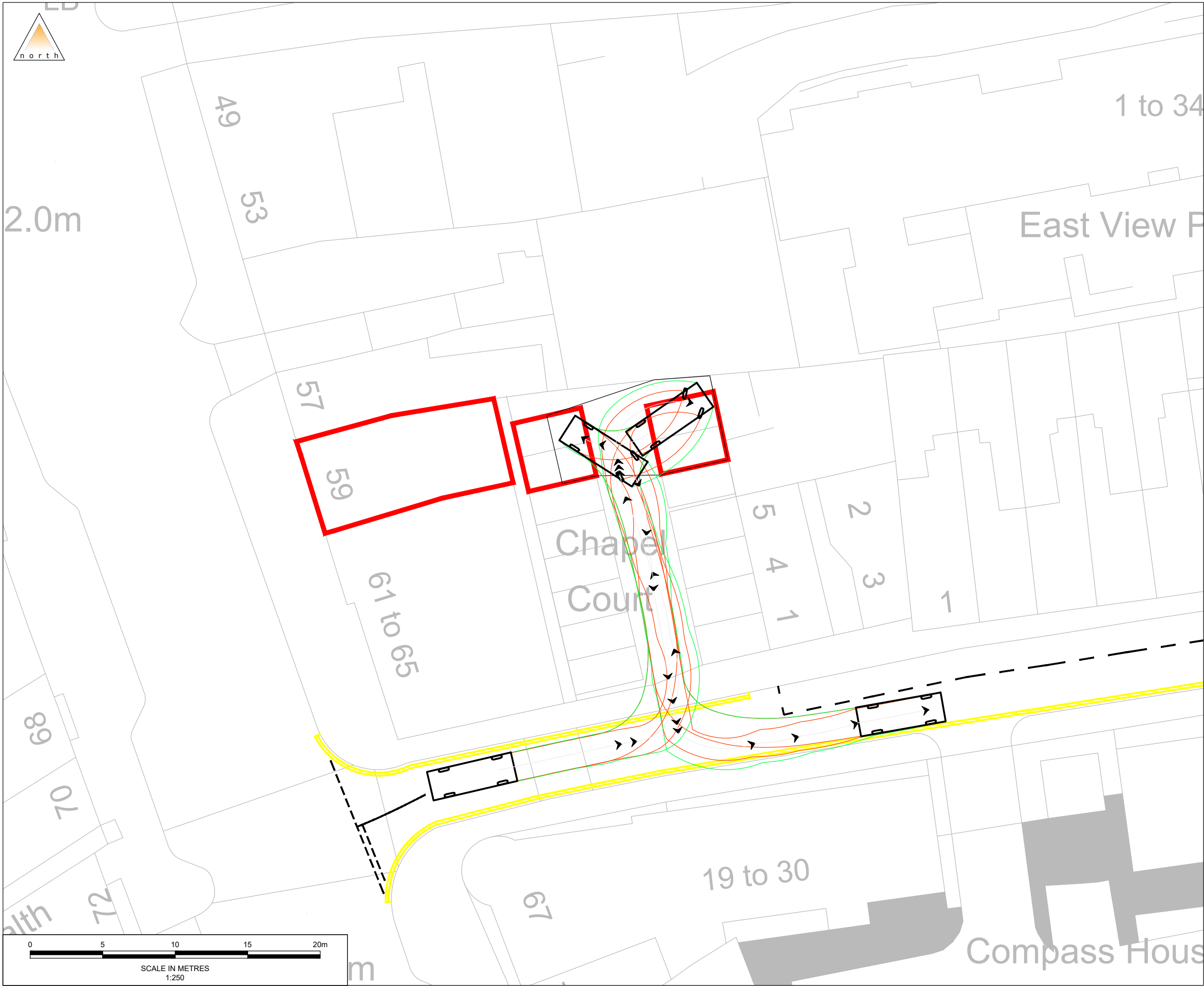
6.0 Monitoring and Review

- 6.1 As a live document, the CMS will be reviewed and updated by the CMS Co-ordinator on a regular basis. The CMS Co-ordinator will be the first point of contact regarding the CMS and its implementation on Site.
- 6.2 The CMS Co-ordinator will liaise with Reading Borough Council, where appropriate to provide regular updates on the implementation of the CMS and its effectiveness.

Appendix A

Swept Path Analysis – Ford Transit

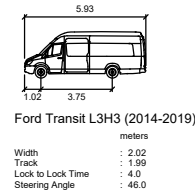
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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph.

Legend

Site Boundary



-	First Issue	XX	XX	XX	dd/mm/yyyy
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

ET Planning

Project:

59 London Street, Reading, RG1 4PS

Title:

Swept Path Analysis
Transit Van 3.5T

Scale: 1:250 (@ A3)

Drawing:

2504077 - TK02

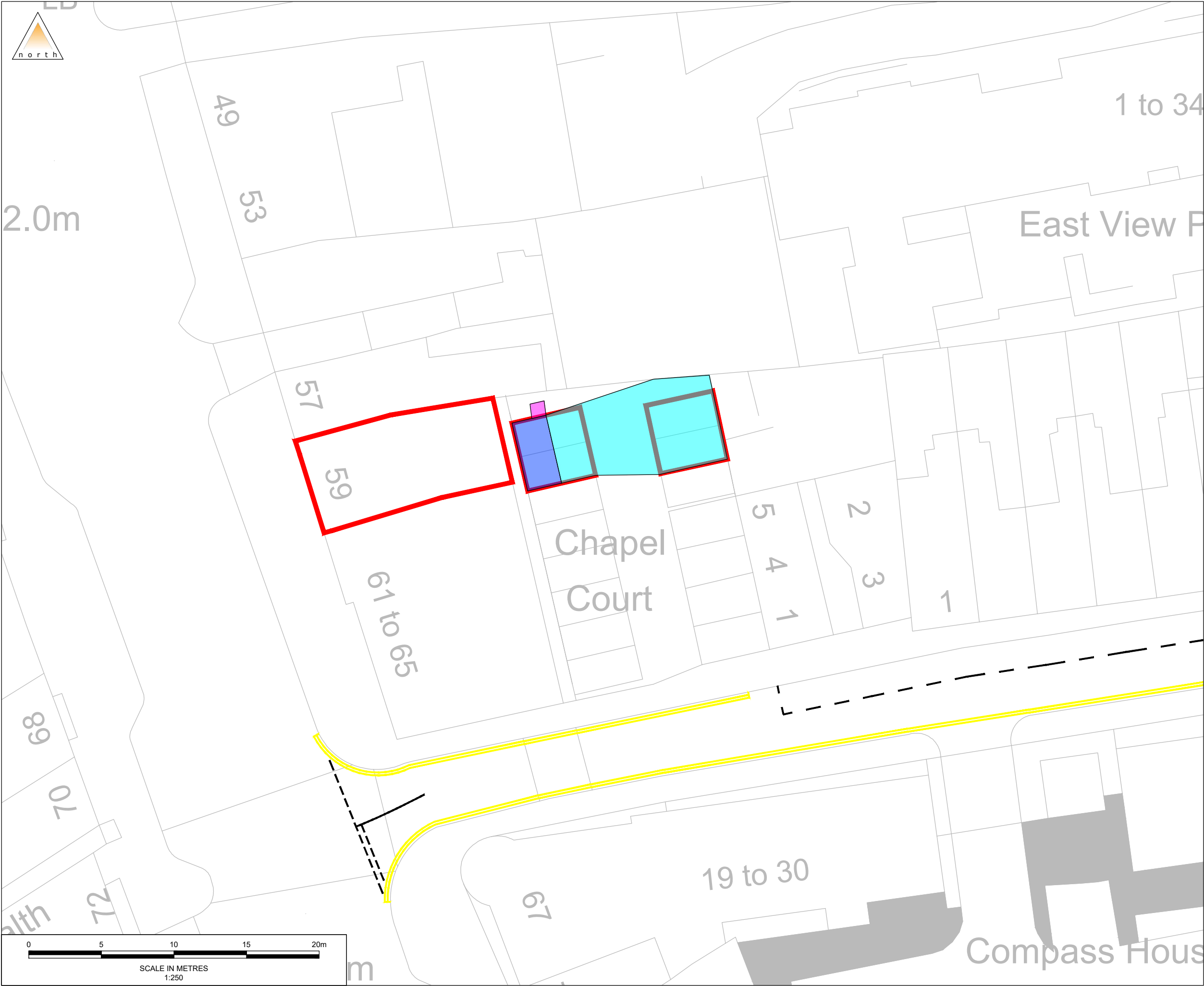
Revision:

A

Appendix B

Site Layout

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

- Legend
- Site Boundary
 - Material Storage Area
 - Loading / Unloading Area
 - Wheel Washing Facility

-	First Issue	XX	XX	XX	dd/mm/yyyy
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

ET Planning

Project:

59 London Street, Reading, RG1 4PS

Title:

Site Layout Plan

Scale: 1:250 (@ A3)

Drawing:

2504077 - 01

Revision:

A