



Outline Construction Management Plan

138-144 Friar Street



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Version

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Prepared By

Tam Uddin



Reviewed By

Keith McGuinness

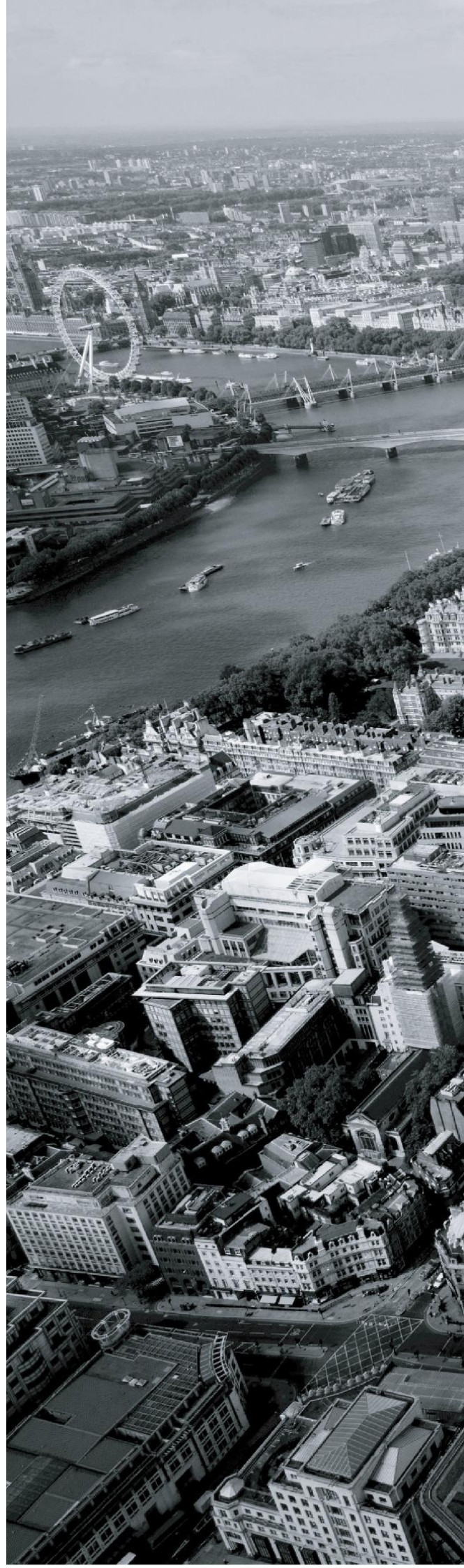


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TAM@ELLNO.CO.UK

079393 03514



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1.0 Introduction

1.1 Preliminary Information

Ellno Ltd. have been commissioned to produce the Outline Construction Management Plan (CMP) for the development works at 138-144 Friar Street, Reading, RG1 1EX, hereafter referred to as “the site”.

This Outline CMP has been prepared in support of the planning application for the redevelopment of the site. It sets out the outline arrangements by which the demolition and construction works shall be managed on site throughout the development.

1.2 Report Objectives

The objectives of this report are to:

- Set out the construction management measures proposed for the development and ensure suitable actions are developed throughout the report;
- Develop a suitable Outline Construction Management Plan to cover all stages of the development works, including demolition, groundworks and construction works; and,
- Ensure the site is developed safely with regards to construction and environmental risks, and nearby receptors.

1.3 Development Works

The scope of the development shall comprise the following works:

- Site establishment, including hoarding, a pedestrian gantry and scaffold to the Friar Street frontage, and the temporary suspension of the kerbside bus lane to form a controlled loading area;
- Isolation and disconnection of existing utilities and the soft strip of the existing buildings;
- Top-down demolition of Nos. 138-143 and partial demolition of No. 144, with arisings removed via Fife Court;
- Excavation of the proposed basement, including the installation of a piled retaining wall, temporary works and propping, and the removal of arisings from site;
- Foundation and substructure works, anticipated to comprise piling, subject to the final engineering design;
- Erection of the six-storey reinforced concrete and structural steel frame, served by a tower crane within the building core;
- Installation of the building envelope, including brickwork, facade, roofing and glazing;
- Internal fit-out, mechanical and electrical installation, and testing and commissioning; and,
- External works, reinstatement of the frontage and completion.

The works are to be undertaken using conventional construction methods appropriate to the scale and nature of the development, with all activities managed in accordance with the measures set out within this CMP.

1.4 Confidentiality

Ellno Ltd. have prepared this report solely for the use of the Client and those parties with whom a warranty agreement has been executed, or with whom an assignment has been agreed. Should any Third Party wish to use or rely upon the contents of the report, written approval must be sought from Ellno Ltd.; a fee may be levied against such approval.

2.0 Site Information

The site is approximately rectangular, centred on grid reference SU 71461 73562 and encompasses an area of circa 0.13 hectares. The site is shown outlined in red on Figure 2.1 below. The full drawing is presented in Appendix A.

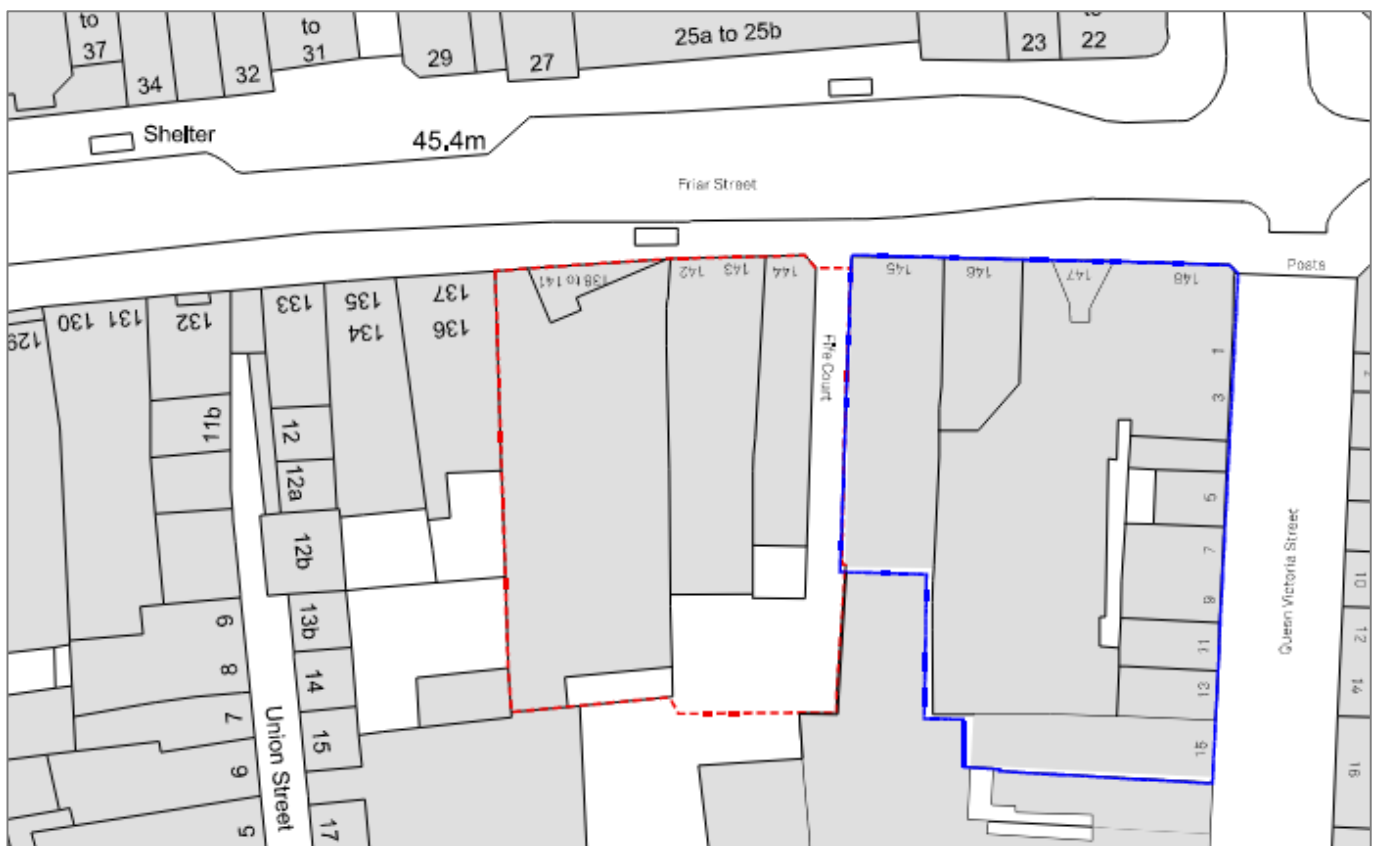


Figure 2.1 – existing site area, shown outlined in red.

The site comprises a row of commercial premises fronting the northern side of Friar Street, currently in general commercial use including the vacant Bugle public house building on the corner at No. 144. The

buildings are of traditional masonry construction and rise to between two and four storeys. The site is wholly developed, with no significant areas of soft landscaping or vegetation within the boundary, and is bounded to the rear by Fife Court, a narrow access serving parking and servicing for adjoining premises. There is no off-street parking within the site, which operates on a car-free basis. Pedestrian access is taken directly from the Friar Street frontage, with the rear of the site accessed from Fife Court.

The site occupies a central position within Reading town centre and is surrounded by a dense mix of town centre uses. To the north lies Friar Street and, beyond it, further commercial and retail premises and Reading railway station. To the east, the site adjoins further commercial frontages and Fife Court, which provides rear servicing access. To the south, beyond the rear boundary, lie the premises fronting Broad Street, the principal retail thoroughfare of the town centre. To the west, the commercial frontages of Friar Street continue towards the junction with Queen Victoria Street. Upper-floor residential accommodation is present within the surrounding townscape, and the wider area is characterised by relatively high levels of pedestrian activity throughout the day.

The site fronts Friar Street, a single-carriageway urban street that forms part of the Reading town centre one-way circulatory system and operates as a principal bus corridor. Friar Street is designated as a Red Route, on which stopping is prohibited at all times other than within designated loading bays, and is subject to restrictions on general motor traffic, with westbound movement prohibited other than for buses and wheelchair accessible taxis, and eastbound access restricted during the morning and evening peak periods. To the west, Friar Street connects to the A329 Caversham Road, which forms part of the town centre ring road and provides access to the strategic road network and, in turn, to the M4. Reading railway station lies approximately 250m to the north, and the surrounding footways carry consistently high volumes of pedestrians. A children's nursery (Your Co-op Little Pioneers) is located 240m north east of the site, and the town centre setting gives rise to a high concentration of pedestrians, cyclists and bus movements in the immediate area.

The principal highway constraints comprise the Red Route designation along the site frontage, the town centre one-way system, the peak-hour restrictions on general traffic using Friar Street, and the presence of a bus stop and bus stand on the frontage. Kerbside loading capacity in the vicinity is limited and subject to time restrictions. These constraints require construction vehicle activity to be carefully managed, and the measures to address them are set out in the Construction Logistics and Construction Management sections of this report.

There are no watercourses, designated ecological sites, ancient woodland or other notable natural features within the influencing distance of the site that would be affected by the proposed works. The site itself does not lie within a conservation area and contains no statutorily listed buildings, although the retained Bugle

public house at No. 144 is a locally listed, non-designated heritage asset and a number of listed buildings are present on the adjoining Queen Victoria Street and Friar Street frontages.

A Preliminary Ecological Appraisal of the site has been undertaken. The existing buildings offer potential to support roosting bats and nesting birds, and the survey and protection measures arising from that appraisal are set out in Section 6.10 of this report.

Relevant drawings are presented in Appendix A, including location and proposed development plans. For reference, the site in context is presented in Figure 2.2 below.

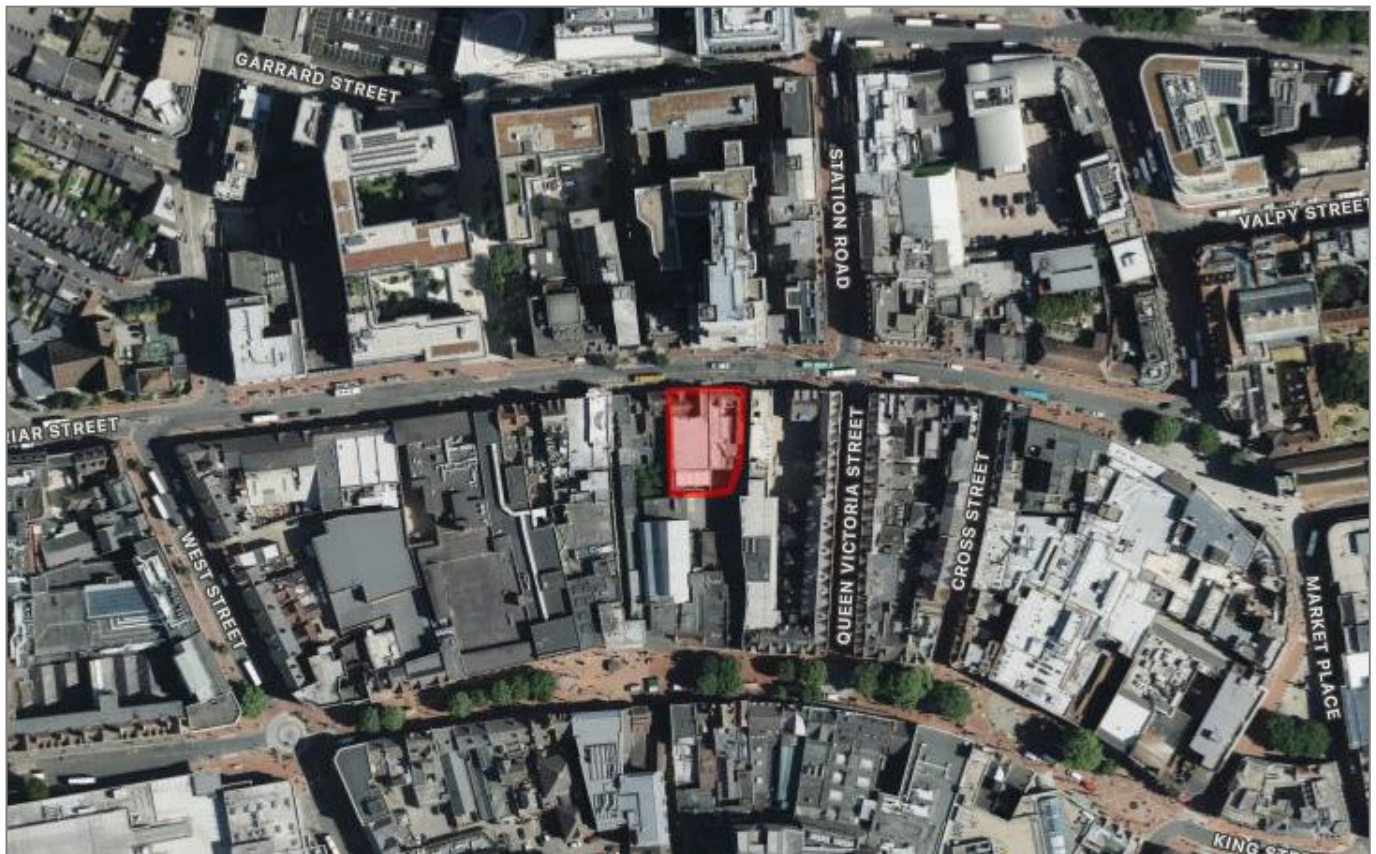


Figure 2.2 – Site in context.

3.0 Outline Methodology

3.1 Demolition

Demolition of the existing bar/restaurant, opticians and associated commercial buildings at Nos. 138-143, together with the partial demolition of the Bugle public house at No. 144 shall be undertaken in a phased and controlled manner, reflecting the constrained town centre setting, the proximity of neighbouring occupied premises and the high levels of pedestrian activity on the Friar Street frontage.

Demolition and soft strip works shall be preceded by the ecological survey and protection measures set out in Section 6.10.

3.1.1 Site Access Establishment

Perimeter scaffold and a pedestrian gantry shall be erected to the Friar Street frontage to provide safe access for the works and to maintain a protected pedestrian route past the site. Erection and dismantling of the scaffold and gantry shall be carried out at night under localised footpath closures, agreed with the Local Highway Authority, in order to minimise conflict with daytime pedestrian activity on the frontage. All works shall be undertaken by trained operatives and the scaffold inspected and maintained in accordance with the relevant standards for the duration of the works.

The affected bus stop and stand shall be suspended under a traffic regulation order.

This pit lane will be required to facilitate the remainder of the works.

3.1.2 Utilities

Prior to the commencement of any soft strip or demolition works, all existing utility services serving the existing buildings shall be identified, isolated and disconnected as required.

Disconnection works shall be undertaken in coordination with the relevant statutory undertakers and service providers, with confirmation of isolation obtained where applicable.

Any redundant services within the site shall be made safe and appropriately capped.

These works shall be completed in advance of demolition to ensure that subsequent activities can be carried out safely and without risk to operatives, neighbouring properties or the public.

The utility arrangements for the development are set out in the Utilities Statement prepared by Innovo Engineering & Consultancy Ltd (ref. FRST-INN-XX-XX-R-ME-00002, Rev. 3). The development shall be served by electricity only and no new gas connection is proposed. All existing natural gas supplies shall be stripped out and capped off.

Thames Water is the statutory undertaker for water and drainage. The existing incoming cold water supply shall be stripped out to allow construction of the new development. The existing connection serving the retained Bugle building shall be reused or upgraded, subject to Thames Water advice. Foul water shall discharge to the existing foul sewer within Fife Court and Friar Street, and surface water shall be attenuated on site before discharge to the Thames Water surface water network beneath Friar Street. Pre-capacity enquiries have been submitted to Thames Water and the responses remain outstanding.

The three existing buildings are each served by a separate low voltage supply. The supply serving the Bugle is taken independently from a passing low voltage ring on Friar Street and shall be retained. The two supplies taken from the existing secondary substation to the rear of the site shall be stripped out back to the local transformer in accordance with the requirements of the distribution network operator, Scottish and Southern Electricity Networks.

Provision has been made within the footprint of the development for a new secondary substation, should the existing substation prove to have insufficient capacity. Where a new high voltage connection is required, this may involve trenching and the installation of new cables within the adjoining street. Utility surveys shall be completed and the proposed route coordinated with known archaeological features and other constraints before any such works are undertaken. The network operator has identified a requirement for 24 hour access at street level to any new substation, which may necessitate access from the Friar Street frontage. Works within the highway shall be programmed and managed in coordination with the Local Highway Authority.

Existing telecommunications cabling shall be stripped out as part of the works. The access chambers within the footway fronting the site are anticipated to be reused for new connections, and the incoming ducts may require replacement during construction of the new basement, subject to confirmation from the utility providers.

Final below ground service routes have not been fixed at this stage. Routes shall be coordinated to avoid, so far as reasonably practicable, archaeological remains and retained trees and their root protection areas. Where works within a sensitive area cannot reasonably be avoided, protection measures shall be agreed with the project archaeologist, the arboricultural consultant and the relevant statutory undertaker.

3.1.3 Soft Strip

Initial works shall comprise a full soft strip of the existing structures, including the removal of internal fixtures, fittings, non-loadbearing partitions, roof coverings, windows and doors. Soft-strip materials shall be segregated at source where practicable to facilitate reuse, recycling or appropriate disposal in accordance with the waste hierarchy.

3.1.4 Superstructure Demolition

The superstructure shall be demolished on a top-down basis, using hand demolition and remote-controlled demolition plant working from the upper levels downward. Material shall be processed and crushed at the lower levels and removed from the rear of the site via Fife Court using vehicles in the range of 8 to 13 tonnes. Demolition shall proceed progressively in order to maintain structural stability, with dust suppression and the segregation of arisings undertaken throughout.

Recyclable materials shall be stored separately within designated areas prior to removal from site by licensed waste carriers.

3.2 Enabling Works

Enabling works associated with the development shall be undertaken in a phased and controlled manner to facilitate safe access, site preparation and subsequent construction activities.

3.2.1 Site Clearance

Following completion of the access works, the site shall be cleared of remaining demolition arisings, redundant hardstanding, and obstructions within the site boundary. Clearance works shall be undertaken to prepare the site for groundworks and construction activities and to establish suitable working areas for plant and materials storage.

3.2.2 Groundworks

Localised excavation works shall be undertaken to facilitate the formation of foundations, below-ground drainage and service infrastructure. Excavations shall be undertaken using appropriately sized plant operating within the site boundary.

3.2.3 Piling and Sub-Structure Works

It is understood piled foundation solution shall be adopted, with a low-vibration, low-noise technique such as CFA piling proposed given the neighbouring premises and heritage assets. A certified piling platform shall be installed to facilitate these works.

Following installation, the piles shall then be trimmed and the substructure formed using reinforced concrete pile caps with associated beams installed thereafter. Noise and vibration shall be monitored in accordance with BS 5228 throughout.

3.2.4 Basement Excavation

A basement is proposed beneath the footprint of the new building to accommodate communal amenity space, cycle parking and building services. A piled retaining wall shall be installed from ground floor level in advance of bulk excavation in order to provide support to the surrounding ground and to the adjoining structures, with the wall design and sequence confirmed by the temporary works engineer.

Bulk excavation shall be undertaken on a propped basis in accordance with the temporary works design, with material removed by excavator or grab and loaded directly into vehicles within the site boundary. Arisings shall be removed via the pit lane at the Friar Street frontage under the delivery and holding arrangements set out within this report, with vehicle numbers controlled through the booking system so as to avoid queuing on the public highway.

Ground movement and vibration monitoring shall be undertaken throughout the excavation works, with monitoring points established on the adjoining structures and trigger levels agreed in advance of the works commencing. Should trigger levels be approached, works shall be suspended and the temporary works design reviewed before excavation continues.

3.3 Construction

3.3.1 Superstructure

Following completion of the substructure, the superstructure of the proposed six-storey co-living building shall be erected. Works shall include the erection of a reinforced concrete and structural steel frame and floors, served by a tower crane positioned within the building core, progressing in a logical sequence to maintain structural stability at all times.

3.3.2 Crane Establishment

A tower crane shall be erected within the building core to serve the main construction works. Erection and dismantling of the crane shall be undertaken over a weekend period under a temporary closure of the Friar Street frontage, agreed in advance with the Local Highway Authority, in order to allow the lift to be carried out safely and with least disruption to traffic and bus services. A mobile crane shall be used for the operation, with an exclusion zone established and a lift plan prepared by the appointed contractor.

The location of the crane is shown in the Construction layout drawing in Appendix A.

3.3.3 Envelope and Weather Proofing

External envelope works shall include the installation of brickwork, facade systems, roofing, glazing, windows and external doors

3.3.4 Internal Works and Utilities

Internal construction works shall comprise the installation of internal partitions, fixtures, fittings and finishes, together with the installation of building services including electrical, water, drainage and telecommunications infrastructure.

Works shall be managed to minimise concurrent activities where practicable, reducing noise and disturbance to neighbouring commercial premises and nearby residential receptors

3.3.5 External Works and Completion

External works shall include reinstatement of the Friar Street frontage and footway, the formation of servicing and refuse areas, and external finishes. Final surfacing works shall be undertaken following completion of heavy construction traffic movements to prevent premature damage.

4.0 Construction Logistics

4.1 Site Access

Swept path analysis for the largest construction vehicle anticipated to regularly access the site during the demolition phase is provided at Appendix A. The assessment is based on a 16.5m length articulated vehicle in accordance with Freight Transport Association (FTA) guidance (2016).

The selected vehicle envelope is considered an abnormal load and is anticipated to comprise less than 5% of all vehicle movements to the site. The largest vehicle to regularly attend the site is considered to be a 20T, 10m length rigid wagon, which geometry covers concrete wagons, tippers and larger deliveries.

The principal constraints are the Red Route designation, the one-way system and the peak-hour restrictions on Friar Street, together with the limited kerbside capacity and the presence of the frontage bus stop. These are addressed through the temporary suspension of the frontage bus lane to form a controlled loading area, the use of a delivery booking and call-off system to prevent queuing on the highway and the timing of deliveries outside peak periods and out of hours (where agreed with the LHA and Environmental Health). All movements shall be managed by trained banksmen and undertaken in accordance with the agreed temporary traffic management arrangements.

Vehicles serving the frontage shall enter and leave the pit lane in forward gear within the one-way system where practicable.

Banksmen shall be maintained at the entry and the exit of the pit lane to manage access and egress and reduce the risk of disruption.

4.2 Routing to the Site

Construction vehicles shall access the site from the strategic and primary road network, travelling to and from the M4 via the A33 and A329 corridors and the Reading town centre ring road. On the final approach, vehicles shall leave the A329 and route via Forbury Road, proceeding onto Blagrove Street and then Friar Street to reach the site frontage. On departure, vehicles shall continue along Friar Street and rejoin the A329, in keeping with the one-way circulatory system operating through this part of the town centre.

This routing has been adopted because it makes the fullest possible use of the strategic and primary road network and the established town centre ring road, follows the direction of the one-way system, and keeps construction traffic on roads suitable for the vehicle types involved. Approaching via Forbury Road and Blagrove Street also avoids the Reading railway station one-way loop and the sections of the town centre subject to bus and taxi only access restrictions, ensuring that construction vehicles remain on roads where they are permitted and do not conflict with the most heavily controlled parts of the network. It thereby

avoids the routing of heavy vehicles through unsuitable residential streets and minimises the distance travelled on the constrained town centre network.

All construction traffic shall be instructed to utilise this prescribed route only, and alternative routes through the surrounding streets shall not be permitted. Delivery drivers shall be provided with routing details prior to departure.

The routing strategy is presented as Figure 4.1 below.

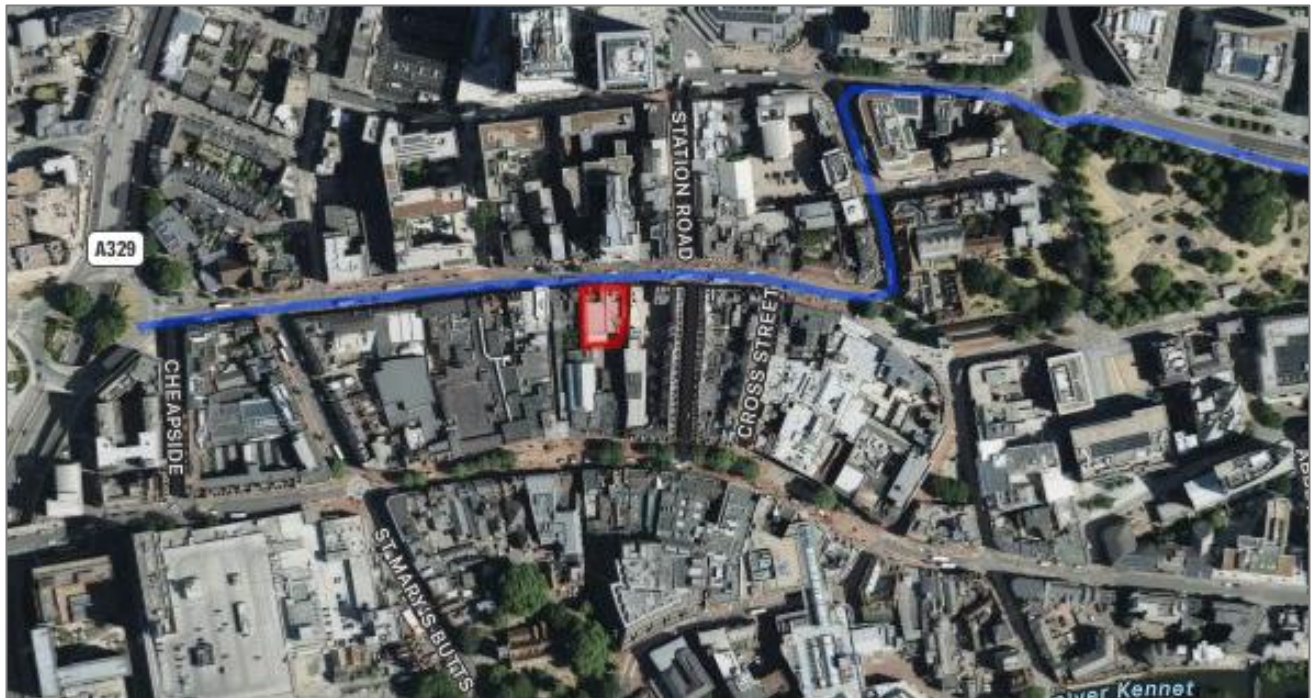


Figure 4.1 – Routing Strategy

4.3 Highway Defect Monitoring

The Contractor shall undertake a photographic dilapidation survey of the adjacent highway and access points prior to commencement of the Works. A copy of this survey shall be retained on site for the duration of the project and made available to the LHA upon request.

The Contractor shall also undertake daily inspections of the access route to identify any deterioration or defects arising from construction vehicle movements, including but not limited to surface rutting, edge wear or damage to verges.

In the event that any such damage is identified and reasonably attributable to site-related traffic, the Contractor shall notify the Client immediately and implement remedial measures. All reinstatement works shall be carried out in agreement with the Local Highway Authority and in accordance with their permitting and reinstatement requirements.

The condition survey shall extend along the principal access roads serving the site, comprising the approach via Forbury Road, Blagrove Street and Friar Street to the frontage, the onward length of Friar Street to its junction with the A329, and the Fife Court rear access. These roads represent the extent of the highway over which construction traffic shall regularly pass and are therefore the focus of the pre- and post-construction condition surveys.

4.4 Parking

No parking shall be provided on site for operatives or visitors, reflecting the constrained town centre location. All operatives shall therefore be required to travel to site by public transport, walking or cycling. Where travel by car is unavoidable, operatives shall use the public car parks within the town centre, including The Oracle and Broad Street Mall, which together provide substantial capacity within a short walk of the site. Such parking shall be undertaken legally and considerately, without obstruction or disruption to neighbouring businesses, residents or other road users, and sufficient capacity is expected to be available.

The site is exceptionally well served by public transport. Reading railway station, approximately 250m to the north, provides frequent Great Western Railway, South Western Railway, CrossCountry and Elizabeth line services, and Friar Street is itself a principal bus corridor, with stops on or near the site frontage served by a comprehensive network of local, Park and Ride and RailAir services. This level of accessibility supports the movement of the construction workforce by sustainable modes.

The Contractor shall seek to employ local labour where practicable, and car sharing among site personnel shall be encouraged, in order to reduce the number of vehicles associated with the development and minimise impacts on the surrounding area.

Should any complaints regarding workforce parking be received, the Contractor shall investigate promptly and implement appropriate mitigation, which may include further restricting or managing parking arrangements as necessary.

4.5 Vehicle Holding Areas and Delivery Strategy

A pit lane shall be formed at the site frontage by the temporary suspension of the kerbside bus lane, providing a controlled loading and holding area, with the affected bus stop and stand suspended and relocated in agreement with Reading Borough Council and the bus operators. Traffic past the site shall be managed by temporary traffic signals operating single-lane shuttle working, the arrangement and timings of which shall be agreed with the Local Highway Authority in advance.

Vehicles shall be called forward to the pit lane only when the site is ready to receive them, operating on a call-off basis managed through the delivery booking system, so that vehicles do not wait or queue on the surrounding highway. The booking system shall be structured so that only one delivery or collection vehicle

is scheduled to attend the site at any one time, and where the pit lane is occupied, any further vehicle shall be held at their point of departure and called forward in turn.

All deliveries shall be coordinated by the Site Manager, who shall be responsible for programming and controlling vehicle arrivals. A just-in-time delivery approach shall be adopted to prevent the accumulation of materials on site and to ensure that adequate space is available to receive each scheduled vehicle safely.

Any vehicle arriving outside its agreed booking slot shall be instructed to leave and return at a rebooked time, and under no circumstances shall vehicles be permitted to queue, wait or circulate on the public highway while awaiting access to the site.

Delivery and scheduling logs shall be maintained and provided to the Local Highway Authority upon request.

5.0 Construction Management

5.1 Site Hours of Operation

No construction, demolition or associated deliveries shall take place outside the hours of 08:00 to 18:00 Mondays to Fridays, 09:00 to 13:00 on Saturdays, and not at any time on Sundays or Bank or Statutory Holidays, without prior written approval from the Local Planning Authority.

Should the Contractor be required to work outside of these agreed hours, prior written approval shall be obtained from the Local Planning Authority before any such works take place. It is the Contractor's responsibility to manage this process and to maintain all necessary liaison with the Authority.

Routine construction and demolition activity shall take place within the permitted hours. A limited number of specific operations are, however, anticipated to require weekend or out-of-hours working, and these shall be the subject of separate prior agreement with the Local Planning Authority and the Local Highway Authority. These comprise the erection and dismantling of the tower crane at the Friar Street frontage, which shall be undertaken over a weekend period under a temporary road closure in order to allow the operation to be carried out safely and with least disruption to the highway network and bus services, together with the erection and dismantling of the perimeter scaffold and pedestrian gantry, which may be undertaken at night under localised footpath closures in order to minimise conflict with daytime pedestrian activity on the frontage.

These operations shall be notified to neighbouring occupiers in advance, and shall be timed and managed to limit noise and disturbance.

5.2 Public Communications

Prior to works commencement, the Contractor shall, as a minimum, conduct a letter drop exercise to local residents and businesses, including, but not limited to, the following information:

- Summary of the works and the development;
- Mitigation measures employed to ensure minimal nuisance from the site;
- Summarised programme of works; and,
- Name and contact details (phone number and email address) of a dedicated person to be on site full time during the operational hours for local stakeholders to contact should the need arise.

The proposed letter drop area is shown in Figure 5.2 below.



Figure 5.1 – proposed letter drop area to local residents. Red – approximate site area. Green – proposed letter drop recipients. Properties selected as the closest to the site and most likely to experience potential disruption from environmental or logistical related impacts. Other receptors considered appropriately screened by distance, other structures or both.

5.3 Site Security

The site shall be secured by the erection and maintenance of solid hoarding (minimum 2.4m tall) around the perimeter, incorporating the pedestrian gantry to the Friar Street frontage. The hoarding shall be maintained in good condition throughout the works, including the prompt removal of any graffiti or fly posters, and shall be inspected regularly.

Site lighting shall be provided as required for safe working and security purposes, directed and controlled so as to avoid unnecessary light spill and disturbance to neighbouring occupiers and passing road users. Access points shall be kept locked outside working hours and the site shall be managed in order to prevent unauthorised entry.

5.4 Welfare Arrangements

Indicative site layout plans for the works are provided at Appendix A.

Welfare facilities shall be provided within the retained corner public house building at No. 144, which shall be fitted out and used as the site welfare area for the duration of the works. The use of the retained building avoids the requirement to place welfare units on the public highway and makes efficient use of the available accommodation on this constrained town centre site.

Welfare facilities shall include appropriate provisions in accordance with the Construction (Design and Management) Regulations 2015, including rest areas, toilet facilities and hand-washing facilities.

5.5 Plant and Material Loading/ Unloading and Storage

Loading and unloading shall take place within the controlled loading area formed at the Friar Street frontage by the temporary suspension of the kerbside bus lane, as shown on the site set-up layout drawing in Appendix A.

The removal of demolition arisings and other waste shall also take place via the pit lane of Friar Street.

Materials shall be delivered on a just-in-time basis in order to minimise on-site storage. During the early phases, materials shall be stored within the site footprint in designated areas, and once the building is weathertight, storage shall be taken internally. Storage areas shall be positioned away from the site boundaries adjoining occupied premises where practicable.

Where lifting operations are required, they shall be planned and undertaken in full compliance with the Lifting Operations and Lifting Equipment Regulations 1998 (LOLER), using competent personnel, appropriate equipment and task-specific lift plans proportionate to the nature of the works.

Throughout the works, the site shall be maintained in a clean, safe and orderly condition. All waste materials shall be stored securely within the site boundary in designated areas only and shall be removed from site at regular intervals to prevent accumulation.

Building materials, plant and equipment shall be stored neatly within the site boundary and shall not be placed on the public highway or outside the agreed working area.

Deliveries shall be scheduled on a just-in-time basis to minimise on-site stockpiling and to ensure that adequate space remains available for safe unloading and storage.

Loose materials shall be appropriately covered or contained to prevent dispersal by wind, and skips or waste containers shall be sheeted when not in active use.

The burning of waste on site shall be strictly prohibited.

Regular housekeeping inspections shall be undertaken by the Site Manager to ensure that access routes, working areas and the site frontage remain tidy and free from obstruction. Any litter or debris generated by site activities shall be promptly collected and removed. In the event that material is inadvertently deposited on the public highway, it shall be cleaned and removed without delay.

5.6 Collaborative Construction Approach

The Contractor shall adopt a coordinated approach with any other development works in the vicinity of the site in order to avoid cumulative impacts on the surrounding highway network and local amenity. Although no other major construction sites are currently known to be active immediately adjacent to the site, the wider area is subject to ongoing town centre regeneration, including schemes on the adjoining Queen Victoria Street frontage, and the position shall be kept under review throughout the works.

Prior to commencement and at regular intervals during the works, the Principal Contractor shall liaise with Reading Borough Council and with the contractors responsible for any concurrent nearby developments to coordinate vehicle movements, delivery scheduling, road space and lane closure bookings, and temporary traffic management arrangements. Particular regard shall be given to the management of the Friar Street frontage, where the pit lane and temporary signal arrangements shall be coordinated with any neighbouring works affecting the same section of highway, so that conflicting closures, simultaneous heavy vehicle movements and cumulative congestion are avoided. Where potential conflicts are identified, delivery windows and working sequences shall be adjusted by agreement to maintain the safe and efficient operation of the network.

6.0 Environmental Management

6.1 Dust Management

6.1.1 Dust Risk Assessment

The site has been assessed in accordance with IAQM Guidance on Assessment of Dust from Demolition and Construction V1.1 .A summary of the assessment has been presented in Table 6.1 below.

Table 6.1 – Overall Dust Risk in Accordance with IAQM Guidance

Development Phase	Dust Emission Magnitude	Sensitivity of Area	Overall Risk
Demolition	Medium	High	High
Earthworks/ civils	Small		Medium
Construction	Medium		Medium
Trackout	Small		Low

The demolition phase has been assessed as having a Medium dust emission magnitude. The works involve the demolition of several masonry buildings of up to approximately four storeys, and the on-site crushing of arisings increases the potential for dust generation. The total demolition volume is, however, moderate and the footprint limited, such that the activity falls below the threshold associated with a Large magnitude and is appropriately classified as Medium.

The earthworks and civils phase has been assessed as Small. Excavation is limited to the formation of piled foundations and associated groundworks across a small, predominantly hard-surfaced footprint, with limited soil handling and no significant stockpiling. The quantity of material disturbed and the absence of large exposed areas are consistent with a Small magnitude.

The construction phase has been assessed as Medium, reflecting the erection of a six-storey reinforced concrete and steel-framed building and the associated cutting, fixing and finishing activities. The building volume and the duration of construction place the activity within the Medium category, while remaining below the scale and on-site batching that would indicate a Large magnitude.

The trackout phase has been assessed as Small. The site exit is hard-surfaced and lies immediately adjacent to the public highway, the number of outward HGV movements per day is modest, and wheel and road cleaning shall be provided. There is no significant length of unpaved haul route, and the potential for material to be carried onto the highway is therefore low.

The area surrounding the site is sensitive, principally as a result of its town centre location and the close proximity of receptors. Residential accommodation is present within the surrounding townscape, including upper-floor flats within approximately 10m of the works. Reflecting the sensitivity of residential receptors to both dust soiling and human health effects, and their proximity to the site, the residential receptor category has been assessed as High, and this is the principal driver of the overall area sensitivity.

6.1.2 Dust Control Measures

Dust control measures are presented in Table 6.2.

Table 6.2 – Dust Control Measures

Phase	Control Measure	Minimum Risk Level
<i>COMMUNICATIONS & SITE MANAGEMENT — All Phases</i>		
All Phases	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	
	Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	
	Display the head or regional office contact information.	
	Record and respond to all dust and air quality pollutant emissions complaints.	
	Make a complaints log available to the local authority when asked.	
	Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	
	Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out, and during prolonged dry or windy conditions.	
	Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation in the log book.	
	Hold regular liaison meetings with other high risk construction sites within 500 m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised.	
<i>PREPARING AND MAINTAINING THE SITE — All Phases</i>		
All Phases	Plan site layout: machinery and dust causing activities should be located away from receptors.	
	Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	
	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	
	Avoid site runoff of water or mud.	
	Keep site fencing, barriers and scaffolding clean using wet methods.	
	Remove materials from site as soon as possible.	
	Carry out regular dust soiling checks of buildings within 100 m of site boundary and cleaning to be provided if necessary.	

<i>MONITORING — All Phases</i>	
All Phases	Agree monitoring locations with the Local Authority.
	Where possible, commence baseline monitoring at least three months before phase begins.
	Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly.
<i>OPERATING VEHICLES / MACHINERY AND SUSTAINABLE TRAVEL — All Phases</i>	
All Phases	Ensure all vehicles switch off engines when stationary — no idling vehicles.
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).
<i>OPERATIONS — All Phases</i>	
All Phases	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
	Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
	Use enclosed chutes, conveyors and covered skips.
	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
<i>WASTE MANAGEMENT — All Phases</i>	
All Phases	Reuse and recycle waste to reduce dust from waste materials.
	Avoid bonfires and burning of waste materials.
<i>MEASURES SPECIFIC TO DEMOLITION</i>	
Demolition	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
	Ensure water suppression is used during demolition operations.
	Avoid explosive blasting, using appropriate manual or mechanical alternatives.
	Bag and remove any biological debris or damp down such material before demolition.

<i>MEASURES SPECIFIC TO EARTHWORKS</i>	
Earthworks	Only remove secure covers in small areas during work and not all at once.
<i>MEASURES SPECIFIC TO CONSTRUCTION</i>	
Construction	Avoid scabbling (roughening of concrete surfaces) if possible.
	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless required for a particular process, in which case ensure appropriate additional control measures are in place.
	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
	For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.
<i>MEASURES SPECIFIC TO TRACKOUT</i>	
Trackout	Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.
	Avoid dry sweeping of large areas.
	Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.
	Record all inspections of haul routes and any subsequent action in a site log book.
	Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.
	Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
	Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
	Access gates to be located at least 10 m from receptors where possible.
	Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site.

6.1.3 Dust Monitoring

On the basis of the preliminary assessment set out above, the development presents an overall dust risk ranging from High during the demolition phase to Low during trackout, reflecting the proximity of sensitive

receptors within the surrounding town centre. The full suite of dust control measures set out in Table 6.2 appropriate to the determined risk levels, up to and including the High risk category, shall be implemented.

Notwithstanding the risk classifications set out above, the site lies within a sensitive town centre environment with occupied premises and high pedestrian activity in close proximity. As a proportionate measure, a targeted dust monitoring regime shall be implemented for the duration of the demolition and construction works. This shall comprise daily visual inspections of dust conditions by the Site Manager or a suitably competent person, recorded together with any actions taken, supplemented by continuous dust monitoring at representative positions along the Friar Street frontage (the locations of which are shown on the site layout plan in Appendix A).

Monitoring records shall be retained by the Contractor and made available to the Local Planning Authority or Environmental Health upon request.

6.2 Noise Mitigation Measures

The Contractor shall ensure that all plant and equipment used on site is modern, properly maintained and operated in accordance with manufacturers' instructions, with the aim of achieving the lowest practicable noise levels, in line with the principles of BS 5228-1:2009+A1:2014.

Plant shall not be left running unnecessarily, and engines shall be switched off when not in use.

Where practicable, reversing alarms shall be selected to minimise disturbance to neighbouring receptors, with broadband (white-noise) systems used in preference to tonal alarms.

Noisy works shall be restricted to the permitted working hours of 08:00–18:00 Monday to Friday and 09:00–13:00 on Saturdays. Any requirement for works outside these hours shall be agreed in advance with the Local Planning Authority and/or the Environmental Health Team, as appropriate.

Stationary plant such as generators, pumps and compressors shall, where reasonably practicable, be positioned away from sensitive site boundaries.

Where necessary, acoustic enclosures or temporary screening shall be employed to reduce noise emissions.

The Contractor shall also adopt quiet working practices throughout the works, including appropriate sequencing of activities to avoid unnecessary overlap of high-noise operations or scheduling continuous noise generation in phases to break up the emission (0900-1100, 1300-1500).

Drop heights shall be kept to a minimum, and materials shall be placed rather than dropped where feasible. Loading of arisings into skips or vehicles shall be undertaken in a controlled manner to avoid unnecessary clatter.

Where activities are undertaken close to site boundaries, the Contractor shall consider the use of localised mitigation measures, such as temporary screening or positioning of plant to provide acoustic shielding, where reasonably practicable.

Site operatives shall receive noise awareness briefings as part of site induction to promote considerate working practices.

6.3 Vibration Control Measures

Activities with the greatest potential to generate vibration are considered to be the mechanical demolition of the existing buildings, the breaking out of below-ground structures and foundations, and any piling operations undertaken to form the foundations of the new building.

The proposed foundation solution is anticipated to comprise piling, subject to the final engineering and remediation design. Piling has the potential to generate moderate levels of ground-borne vibration, and the piling method shall be restricted to CFA piling to mitigate the vibration potential from this set of works.

The use of hydraulic breakers shall be restricted to short, controlled periods and avoided where alternative non-percussive methods are reasonably practicable.

Compaction plant shall be appropriately sized for the works being undertaken and shall not exceed what is necessary to achieve the required ground conditions.

Plant and equipment shall be properly maintained and operated in a controlled manner to avoid unnecessary vibration.

A targeted and proportionate vibration monitoring approach shall be adopted during the demolition and piling phases, reflecting the proximity of adjacent occupied premises and heritage assets. Monitoring shall be undertaken at representative positions on or adjacent to the relevant boundaries, with trigger levels set in accordance with BS 5228-2 (1.5mm/s/ppv). Should trigger levels be approached, working methods shall be reviewed and adjusted in order to maintain vibration within acceptable limits.

6.4 Non-Road Mobile Machinery and Plant Emission Control

All plant and equipment used on site shall be appropriately selected, operated and maintained in accordance with manufacturers' recommendations to minimise emissions to the atmosphere. Engines on

plant, machinery and delivery vehicles shall be switched off when not in use, and unnecessary idling shall be avoided.

All Non-Road Mobile Machinery (NRMM) operating on site shall comply with the requirements of the Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 2018. Evidence of compliance, including emissions certification or details of any approved retrofit measures, shall be made available to the Local Authority upon request.

6.5 Environmental Pollution Incident Emergency Response Measures

Common types of pollution incidents that may occur on construction sites include, but are not limited to:

- Fuel or oil spills;
- Concrete or cement washout water;
- Silt-laden runoff entering watercourses; and,
- Leaks of chemicals or hazardous materials.

The Contractor shall ensure that all hazardous materials and environmental risks on site are recorded within their Construction Phase Plan, along with all relevant COSHH information. They shall also ensure that control measures to manage the risk of hazardous material leakages & environmental pollution hazards are present on site throughout the duration of the works.

In the event of a pollution incident, the following measures shall be taken by the Contractor & the Contractors operators:

- All work in the affected area shall cease immediately;
- The source of the pollution shall be immediately isolated (for example, fuel pumping apparatus switched off);
- The site manager will be informed & situation will be assessed to identify the source, type, and extent of the pollution;
- Containment measures will be deployed promptly using on-site spill kits or other containment materials, such as absorbent pads for oil spills or sandbags for sediment runoff;
- The affected area will be isolated and remediated to minimise risks to personnel and ecological receptors, as appropriate;
- If required, a geoenvironmental engineer or similar may need to observe the remediation methods and liaise with the Environment Agency/ Local Authority Environmental Health team to ensure that the measures taken to contain & remediate the pollution incident are appropriate.

To minimise risks proactively, all fuel and oil storage tanks on-site shall comply with secondary containment requirements, such as bunding to 110% capacity. Surface water management measures, including silt traps and temporary drainage systems, will be installed where necessary to control runoff effectively.

6.6 Mud Control

The Contractor shall implement appropriate mud and debris control measures for the duration of the works.

A wheel washing facility shall be installed within the pit lane, positioned at the site exit so that all vehicles pass through it prior to exiting onto Friar Street.

All vehicles exiting the site shall use the jet-wash facility as required. The Contractor shall ensure that no mud, dust or debris arising from site activities is deposited on Friar Street or the surrounding streets.

In the event that any tracking or soiling of the highway occurs, immediate remedial measures shall be implemented, including manual clearance and, where necessary, the use of a road-sweeping vehicle, to maintain the highway in a clean and safe condition at all times.

Site access routes and hardstanding areas shall be maintained in a clean condition to minimise the generation of dust and loose material.

Surface water generated from wheel washing, vehicle cleaning or site cleaning operations shall be managed so as to prevent the uncontrolled discharge of silt-laden runoff onto the public highway or into the surface water drainage network. All cleaning activities shall take place within the site boundary, and appropriate measures such as silt traps, settlement tanks or filter systems shall be used to capture sediment prior to any discharge.

6.7 Site Waste Management

6.7.1 The Waste Hierarchy

All waste generated on site shall be managed in accordance with the established waste hierarchy, which shall be applied to all demolition and construction activities in the following order of priority:

Prevention – Waste generation shall be prevented wherever practicable. This shall be achieved through accurate material ordering, efficient design and construction practices, careful handling and storage of materials, and the use of just-in-time deliveries to avoid surplus, damage or unnecessary off-cuts.

Reuse – Where waste materials are unavoidably generated, opportunities for direct reuse on site shall be identified and implemented as the first preference. Suitable existing materials and inert arisings shall be reused within the development wherever practicable.

Recycling – Materials that cannot be reused on site shall be segregated at source and sent for recycling through appropriately licensed facilities. Segregation shall be undertaken to maximise recycling rates and minimise the generation of mixed waste.

Recovery – Where recycling is not practicable, alternative recovery options shall be pursued, including energy recovery from suitable waste streams.

Safe Disposal – Disposal to landfill shall be used only as a last resort for waste materials for which no practical option for prevention, reuse, recycling or recovery is available.

These hierarchy principles shall form the basis of all waste management decisions on the project and shall be implemented through the Site Waste Management Plan and associated site procedures.

In accordance with the commitment set out in the Energy and Sustainability Statement, at least 95% of construction and demolition waste by weight shall be diverted from landfill through source segregation, reuse, recycling and recovery.

Waste transfer records shall be maintained throughout the works to demonstrate the diversion rate achieved, and shall be made available to the Local Planning Authority on request.

6.7.2 Waste Management Procedures

The Contractor shall ensure that all waste materials stored on site are adequately secured and contained to prevent unnecessary and unsightly dispersal of materials within the site or beyond its boundaries. Waste containers and skips shall be sheeted or covered when not in active use to prevent wind-blown debris. In the event that waste materials are inadvertently dispersed, the Contractor shall be responsible for the immediate recovery of such waste through a litter picking and site clean-up exercise.

The burning of waste on site shall be strictly prohibited at all times.

All waste generated during the demolition and construction works shall be stored securely within the site boundary. Under no circumstances shall waste be placed, stored or accumulated on the public highway.

Waste shall be segregated at source wherever practicable to maximise opportunities for reuse and recycling. Separate, clearly labelled containers or skips shall be provided for individual waste streams including, as a minimum: inert construction waste, metals, timber, plasterboard, packaging, and general mixed waste.

Hazardous or special wastes, if encountered, shall be stored in appropriate containers and handled in accordance with all relevant legislation and duty of care requirements.

Given the site layout, it is anticipated that skips will be called in on a load on site basis and not be dropped within the highway/ pit line. Skips shall be scheduled regularly to prevent the accumulation of waste on site.

All waste movements shall be undertaken by suitably licensed waste carriers and taken only to appropriately permitted waste management facilities. The Contractor shall retain copies of all waste transfer notes and, where applicable, hazardous waste consignment notes as evidence of compliant disposal.

Regular housekeeping inspections shall be carried out by the Site Manager to ensure that working areas remain tidy, access routes are kept clear, and waste storage arrangements are being properly implemented.

Any deviations from these waste management procedures shall be documented and reported to the Contracts Manager. Appropriate remedial actions shall be implemented without delay to restore compliance with the Site Waste Management Plan.

6.8 Pest Control Measures

A pest control contractor accredited under BS EN 16636 'Pest management services' shall be engaged to attend the site and install tamper-resistant bait stations at the building perimeters, adjacent to drainage runs and refuse points, and at the boundaries facing neighbouring premises, in order to control rodents and prevent their displacement into the surrounding area during demolition. All rodenticides shall be selected and applied in accordance with the CRRU UK 'Code of Best Practice: Best Practice and Guidance for Rodent Control and the Safe Use of Rodenticides'. The bait stations shall be checked and replenished at regular intervals, with records kept and made available to the Local Planning Authority or Environmental Health on request, and the programme shall be intensified should evidence of activity be found.

As demolition proceeds, redundant drains and sewers that are encountered or taken out of use shall be capped and sealed at the point of disconnection in order to remove harbourage and prevent rodents migrating through the below-ground network into adjoining premises.

Good housekeeping shall be maintained throughout in order to avoid attracting pests. Waste shall not be allowed to accumulate on site and shall be stored in covered skips and containers and removed regularly. Particular care shall be taken with food waste arising from site welfare facilities, which shall be stored in sealed, lidded containers separate from construction waste and cleared frequently to prevent it providing a food source for vermin.

The sealing of openings, voids and vents on Buildings B2a and B3a shall not be undertaken in advance of the bat emergence surveys required under Section 6.10. Pest proofing of these two buildings shall be

coordinated with the project ecologist so that potential bat access points are not obstructed before their status has been determined.

6.9 Site Lighting

All site lighting shall be designed, installed and managed in accordance with the Institution of Lighting Professionals' Guidance Note GN01/21 'The Reduction of Obtrusive Light', and shall provide illumination for safe working in accordance with BS EN 12464-2:2014 'Lighting of work places - Outdoor work places'.

Luminaires shall be positioned, directed and cowled so as to focus illumination within the working area and to avoid unnecessary light spill, glare or upward illumination beyond the site boundary, having particular regard to the upper-floor residential accommodation in the vicinity and to drivers, cyclists and pedestrians on Friar Street.

Lighting columns and floodlights shall be set at the lowest practicable height and angle consistent with safe working, and directional or task lighting shall be used in preference to general floodlighting where reasonably practicable.

Outside working hours, lighting shall be reduced to that required for security purposes only, using low-level or movement-activated units where appropriate. The Contractor shall respond promptly to any complaint regarding light spill and shall adjust the arrangements as necessary.

External lighting shall also be designed to limit its effect on bats. Luminaires shall be specified in accordance with the Institution of Lighting Professionals and Bat Conservation Trust Guidance Note GN08/23 'Bats and Artificial Lighting at Night', using fittings of low illuminance with no ultraviolet component, shrouded to prevent upward light spill.

Fixed lighting shall not be left on permanently overnight. Luminaires shall be controlled by light level or movement sensors together with a time switch, and night working during the spring and summer months shall be avoided where reasonably practicable. Should the emergence surveys confirm the presence of a bat roost, a site specific lighting plan shall be prepared and implemented for the duration of the works.

6.10 Ecological Protection Measures

A Preliminary Ecological Appraisal, incorporating a Preliminary Roost Assessment of the on-site buildings, was undertaken by Bracken and Wild on 15th June 2026 (ref. 26/143). The principal ecological receptors identified are roosting bats and nesting birds. No statutory designated sites lie within 2km of the site, and the non-statutory sites within that radius are ecologically separated from it. The measures set out below shall be implemented in addition to those in Sections 6.8 and 6.9.

Building B2a, the render-fronted building at the Fife Court end of the site, and Building B3a, the former Bugle public house, were both assessed as having moderate suitability for roosting bats, with hibernation potential noted at B3a. Two dusk emergence surveys of these buildings shall be completed between May and September, with at least one survey undertaken within the optimal May to August period, before any works affecting them commence. An internal inspection of B3a for hibernation and crevice roosting features shall be carried out during the first emergence survey.

Should a bat roost be confirmed, it will be a legal constraint on the works. A European Protected Species Mitigation Licence shall be obtained from Natural England, supported by an appropriate mitigation strategy, before any works affecting the roost are undertaken.

Soft strip, demolition and vegetation clearance shall be undertaken outside the bird nesting season, taken as March to August inclusive, wherever the programme allows. Where works within that period are unavoidable, a pre-commencement nesting bird check shall be carried out by a suitably qualified ecologist. Any active nest identified shall be retained and protected until the young have fledged. Particular regard shall be had to swift, house sparrow, starling, house martin and black redstart, each of which is recorded locally and may nest within the existing building fabric.

The bird deterrent netting and spikes already installed at the rear of Buildings B2a and B3a shall be left in place and undisturbed until the pre-commencement checks have been completed.

7.0 Conclusion

This Outline Construction Management Plan has been prepared in support of the planning application for the redevelopment of the site and sets out the outline measures by which the demolition and construction of the proposed co-living development at 138-144 Friar Street shall be managed. It establishes the methodology for demolition and construction, the arrangements for site access, vehicle routing, parking, deliveries and holding areas, and the management of the site in respect of hours of operation, security, welfare and communications. It further sets out the environmental control measures to be implemented in respect of dust, noise, vibration, plant emissions, mud and waste.

The measures described reflect the constrained town centre location of the site, the Red Route designation of Friar Street and the proximity of sensitive receptors, and are considered proportionate to the scale and nature of the works.

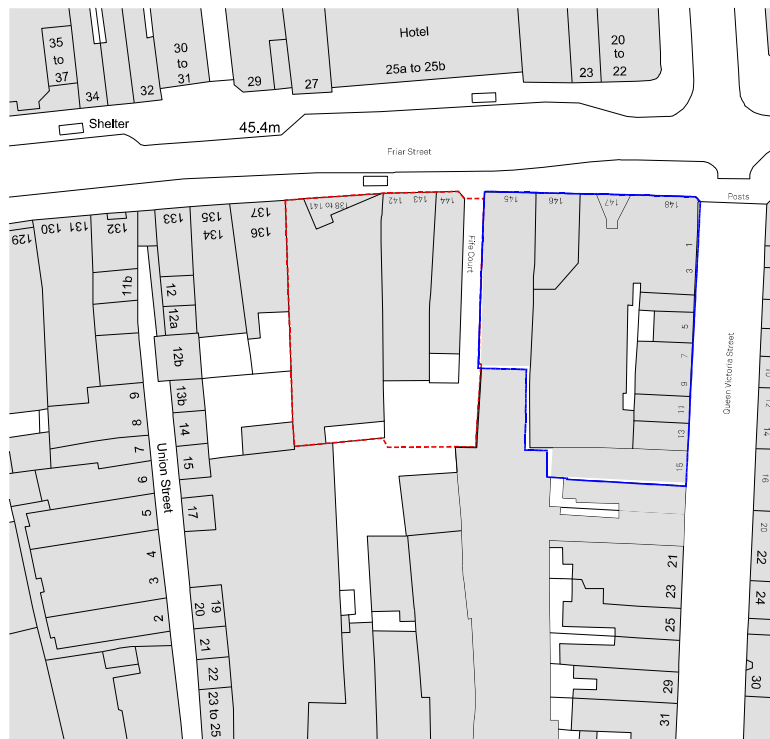
Subject to the implementation of the measures established within this report, it is considered that the development can be undertaken without unacceptable impact on the surrounding highway network, local

amenity or environmental receptors, in accordance with relevant planning policy and the requirements of the Local Planning Authority.

End of Report

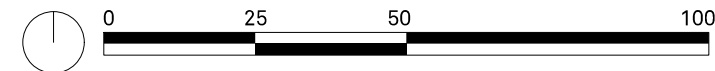
ELLNO

Appendix A – Drawings



Notes

This document is © Falconer Chester Hall Limited.
All drawing measurements shall not be obtained by scaling. Any discrepancies on this document to be immediately reported to the Architect. Verify all dimensions and levels prior to construction. This Document shall be read in conjunction with related documents, specifications and associated models.



KEY

--- Application Boundary

P01 17.08.22 EF YP First Issue

Rev: | Date: | By: | Chk By: | Rev Note:

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Project Title
138-144 Friar Street

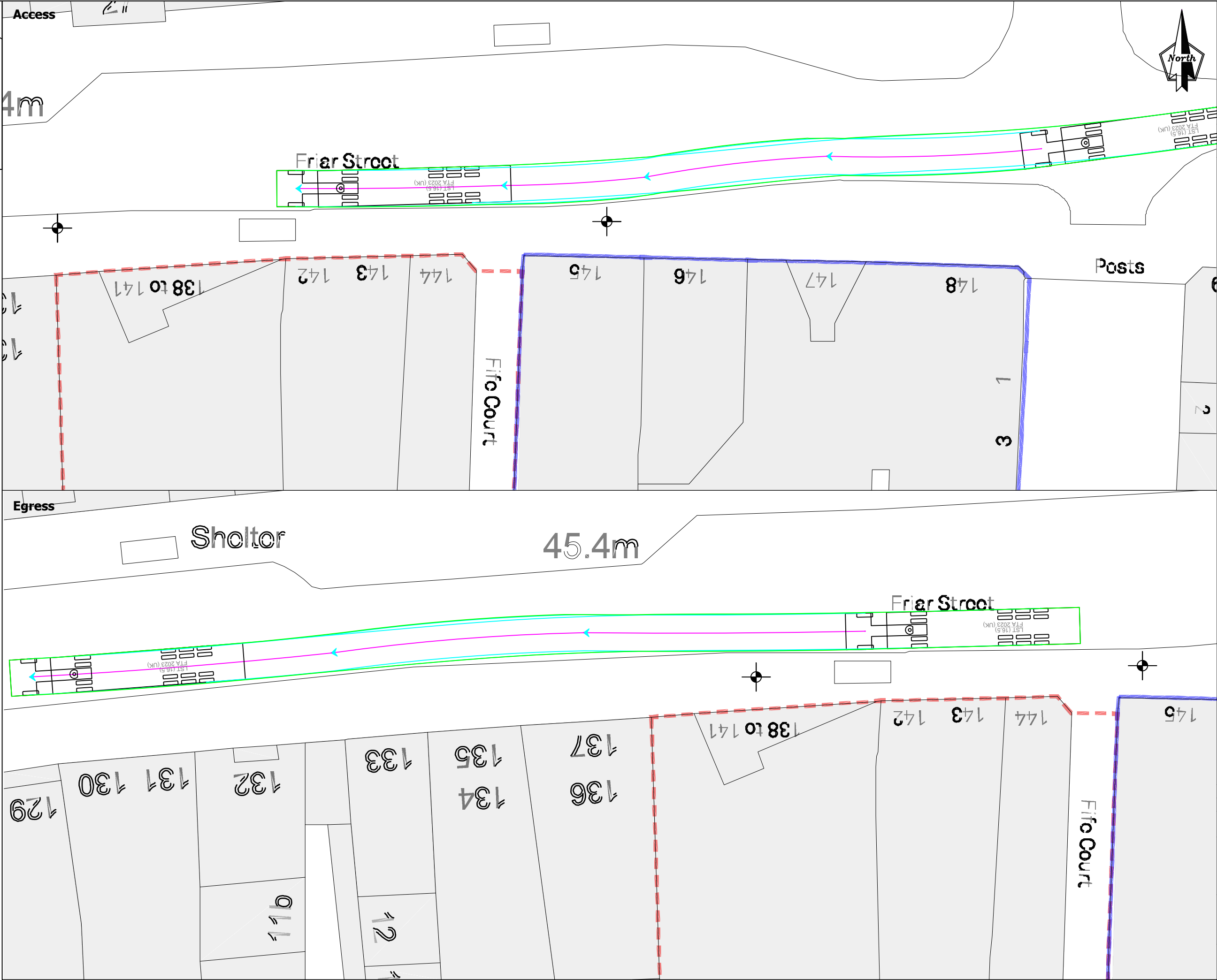
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Thackery Estates
Drawing Title
Location Plan

Drawing No.
P21109-FCH-BB-XX-DR-A-1201

Status S2 Issue suitable for: Information Date 17.08.22

Job No. P21-109 Drawing Stage Planning Scale 1:1250 @ A4

Rev P01
Drawn By EF
Checked By YP



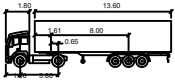
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Job Title
138-144 Friar Street

Location
Reading

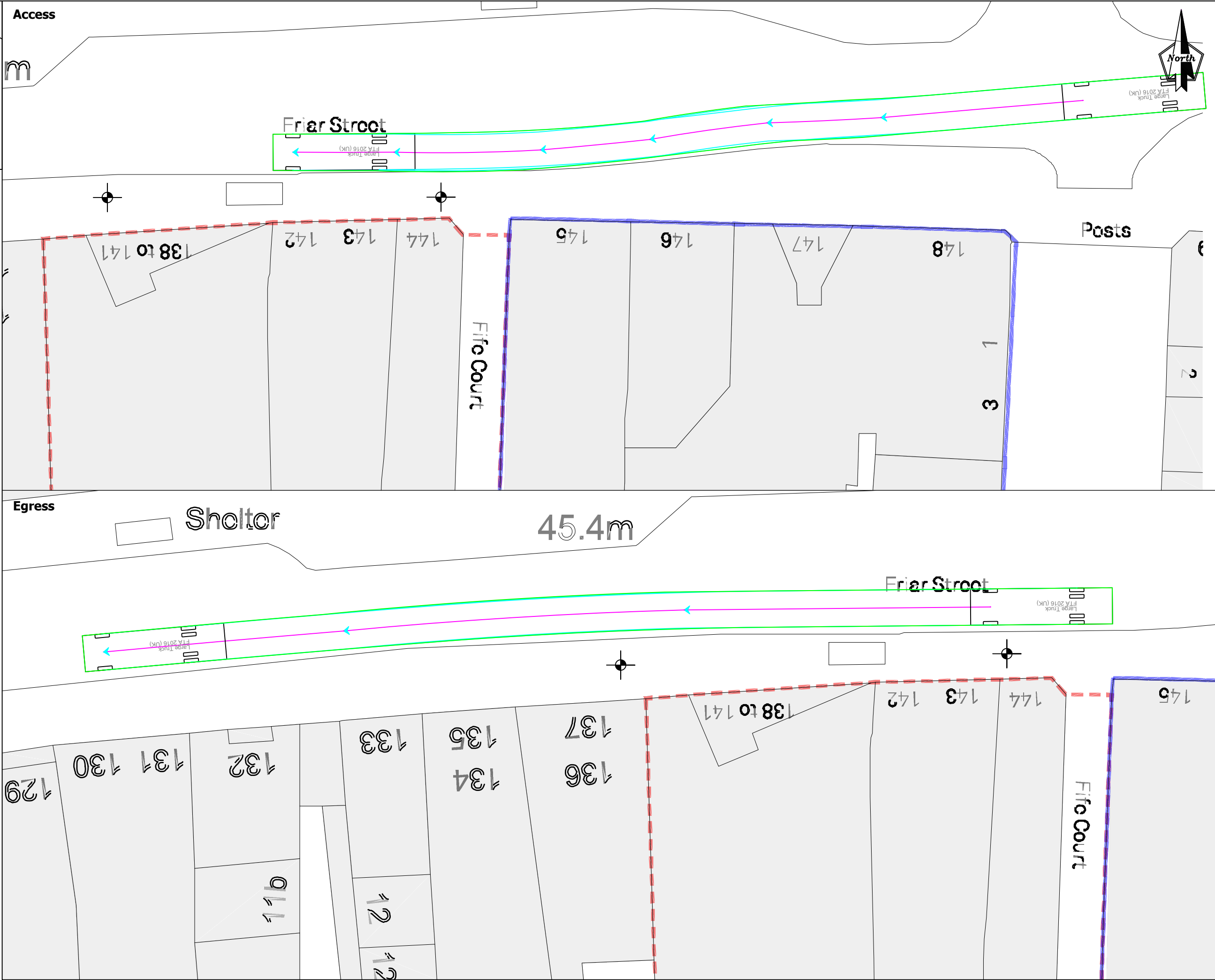
- Key
- Approximate site boundary
 - Vehicle Body
 - Wheel path
 - Body path
 - Center line
 - Banksman location

Vehicle modeled:



LST (16.5)		
Tractor Width	2.55	Lock to Lock Time
Tractor Width	2.55	Steering Angle
Tractor Track	2.55	Articulating Angle
Tractor Track	2.55	

Rev	Date	Description
A	24/06/26	Information
Information		
Drawing Title		
Swept Path Analysis		
Abnormal Articulated Loads		
Project Code	405	Scale
		1:250
	Date Drawn	24/06/26
	Drawn By	TM
	Reviewed By	TU
	Original Size	A3
Drawing Number		Rev
405-SPA-001		A



ELLNO

Job Title
138-144 Friar Street

Location
Reading

Key

Approximate site boundary

Vehicle Body

Wheel path

Body path

Center line

Banksman location

Vehicle modeled:

10.00

1.40

6.10

Large Truck

Meters

Width : 2.55

Track : 2.55

Lock to Lock Time : 6.00 s

Steering Angle : 37.75 deg

Rev	Date	Description
A	24/06/26	Information

Drawing Status
Information

Drawing Title
Swept Path Analysis
Largest Regularly Anticipated Vehicle

Project Code : 405

Scale : 1:250

Date Drawn : 24/06/26

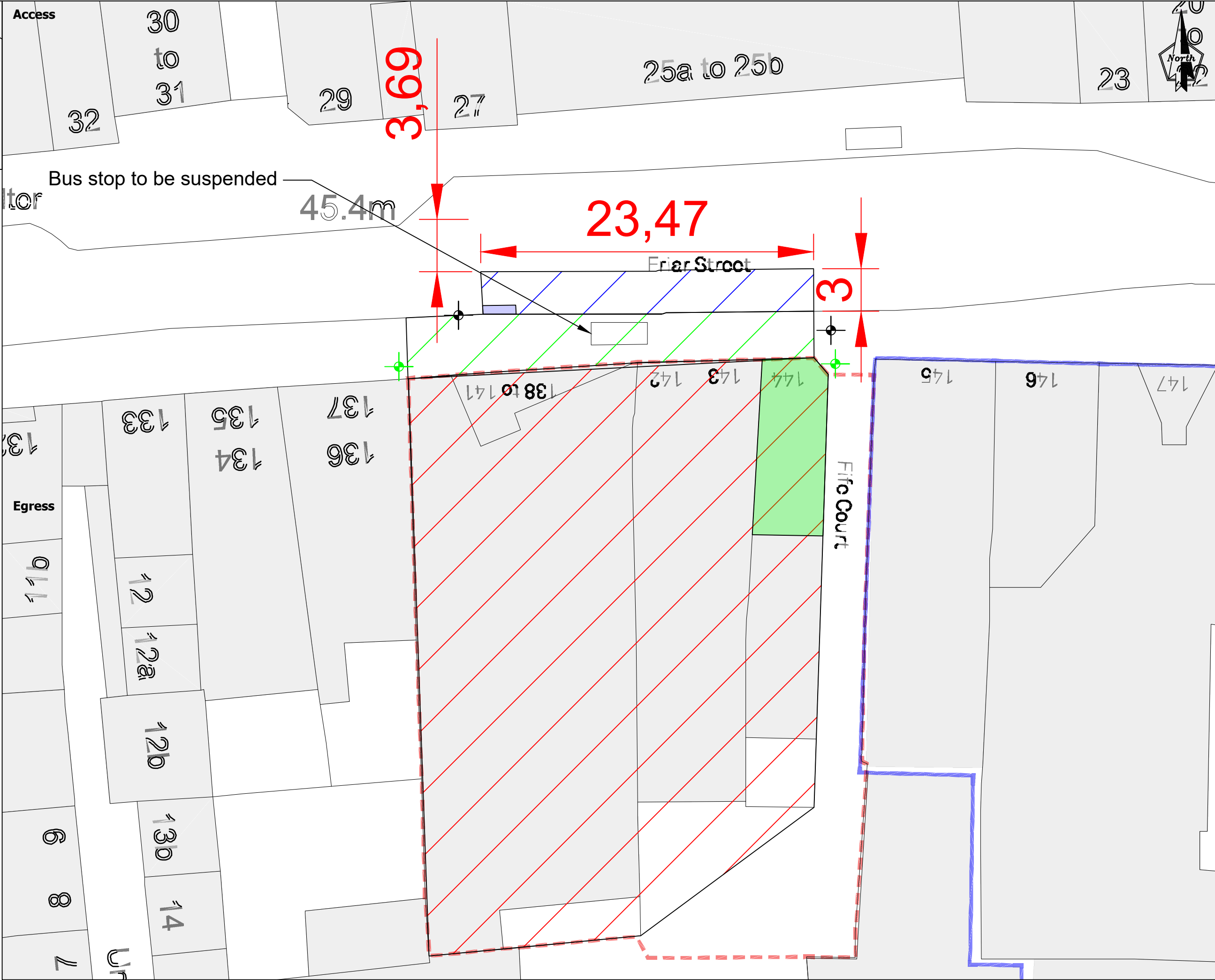
Drawn By : TM

Reviewed By : TU

Original Size : A3

Drawing Number
405-SPA-002

Rev
A



ELLNO

Job Title

138-144 Friar Street

Location

Reading

Key

Approximate site boundary

Main demolition and storage area

Note that locations of individual activities may need to be readjusted as works, particularly civils works, progress.

Drawing Status

Information

Drawing Title

Site Layout Plan

Drawing Number

405-SLP-001

Rev

A

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07939303514



tam@ellno.co.uk