MP Brothers

DEMOLITION & CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN INCORPORATING A TRAFFIC MANAGEMENT PLAN

FOR THE
DEMOLITION OF THE EXISTING STRUCTURES AND THE CONSTRUCTION OF AN 80 BED CARE HOME SPREAD OVER TWO FLOORS AT THE FORMER TRAVIS PARKINS SITE AT: CHURCH ROAD WOODLLEY READING RG5 4QP

For:

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Rev '1'

PLAN REVIEW & APPROVAL

Rev	Date	Description	Position	Name	Signature
'0'	31/12/'24	Provisional Issue – For Approval	H&S Consultant	J N Hirani	
'1'	31/12/'24	For Approval	H&S Consultant	J N Hirani	

SITE SIGN OFF

No	Date	Position	Name	Signature

DEFINITIONS & ABBREVIATIONS

The following definitions and abbreviations have been used in this Demolition & Construction Management & Logistics Plan. Further definitions and abbreviations are provided in referenced procedures and plans.

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MPB MP Brothers limited
DCMLP Demolition & Construction Management Logistics Plan
CTMP Construction Traffic Management Plan
HSE Health, Safety & Environment
HSP Health & Safety Plan
PPE Personal Protective Equipment **OHS** Occupational Health & Safety **PR** Procedure
S/C Subcontract(s) or Subcontractor(s) as the context requires

This Demolition and Construction Management Logistics Plan, incorporating a Construction Traffic Management Plan prepared for this project is 'an outline logistics plan' and the proposed outline measures may be subject to change.

This DCMLP sets out mitigation measures that will be implemented during construction phase in order to minimise risks, cover all aspects of health and safety, traffic management, fast track process and modern methods of construction.

INDEX

1.0 INTRODUCTION

Measures to be undertaken during construction phase in order to minimise the risks

1. The parking of vehicles of site operatives & visitors
2. Loading and unloading of plant & materials including the time frames etc.
3. Permitted times of working
4. Storage of plant & materials
5. Wheel washing facilities
6. Measures to control the emission of dust and dirt during the construction works
7. Scheme for Recycling/disposing of waste resulting from the demolition and construction works
8. Topographical & GPR Survey
9. Asbestos Survey & the safe removal by a licenced contractor
10. Erection and maintenance of security hoardings
11. Decorative Displays for Public Viewing
12. The time all aspects of health and safety
13. Traffic management
14. The modern methods of construction.

The site is located in a mixed commercial and residential area, approximately 5.75km to the east of Reading town centre and was last occupied as a Builders Merchants under the wing of Travis Perkins . There are two storey office / store type buildings at present in the north and approximate centre of the site. Warehouse buildings are present in the northeast and south.

The Bull & Chequers Pub/ Restaurant is located immediately to the north of the site that has it's own parking area immediately to the west of the site.

Residential buildings with private gardens are present beyond the northern and eastern boundaries of the site. Commercial type buildings are present to the south and west.

The site comprised rural fields until circa 1933, when small shed-type buildings were present in the south of the site. Mapping from 1960 indicated that two semidetached houses were present in the north of the site and a bungalow in the south. A commercial-type building was present in the centre of the site by 1969, with a yard area and ancillary buildings in the south. A further commercial type building and a yard were present in the northern section of the site by 1978. The warehouse type building currently present in the northeastern corner of the site was indicated to be present on mapping from 2021.

Surrounding land uses predominantly comprised rural fields until 1960. A pub was present beyond the northwestern corner. A works was present to the south of the site from 1960 and residential dwellings to the north. A telephone exchange was present to the west and further residential housing to the east by 1978. A trading estate was present beyond the southwest corner and an industrial estate approximately 50m to the southeast by 1988.

The proposed development will consist of an 74 Bedroom Care Home (Class 2), with associated landscaping and car parking with the usage of the current vehicular access.

The local area map with the **location of the site is shown at Appendix 1.**

This document sets out the logistics and traffic management arrangements associated with the aforementioned development.

UXO Risk Assessment

A review of publicly available bomb risk mapping from Zetica indicates the site to be in an area of low UXO risk. Therefore, no further assessment of the risk posed by UXO is considered to be required.

The overall programme for the works has an anticipated duration of around 95 weeks commencing January 2025.

It is expected that this document is a live document to be updated by MP Brothers Ltd, (MPB), regularly to ensure conformity to good practice and considerable contractor principles to ensure minimum impact of the construction on the local area.

Earley railway station is the nearest Railway Station to the site that is 2.4miles from the site. It is on the Waterloo to Reading Line, and forms the last stop before the terminus of the line at Reading.

The station is accessed by an approach road from the nearby main road between Reading and Wokingham, and on this approach is a terrace of three single storey cottages that were built for the South Eastern Railway at the same time as the station, to house railway staff and their families.

This DCMLP will identify and demonstrate that MP Brothers Limited have planned this project with full consideration to the health safety & environment quality and to the full requirement of the employer and demonstrate competency in the following areas:-

1) Comply with the Planning Conditions imposed.
2) Address all areas of concern as per the client's requirement at the early stage of the project.
3) List the key points raised at pre-contract stages.
4) Examine other aspects of the project and extend key points accordingly.
5) Implement the company's policy for Health, Safety and Welfare.

The planning authority for the area Reading Borough Council is required to approve this DCMLP before any works can commence on site.

As works are within the confines of the site, footpath diversions, closures, loading and unloading restriction suspension and parking bay suspensions will NOT be required.

During the initial demolition phase of the works the Welfare Facilities shall be accommodated in one of the existing buildings. (As marked on the Site Logistics Plan as located at Appendix 8).

Subsequently as work progresses Portacabins will be accommodated to house the following: [1] Site office [2] 2no Canteens [3] Dry Room [4] Wash Rooms. These temporary accommodation and welfare facilities will be positioned within the site boundary line and will be away from the 'main' build area of the site.

Loading and unloading will only be made on site during working hours:

The soil away and general debris will be kept on site until sufficient amount is available to enable lorries/ bins to cart it off site either for safe disposal or recycling.

Certain element of the works will entail the utilization of a suitably sized mobile crane to enable materials handling during construction or a Tower Crane etc. This can be positioned adjacent to the building being constructed. Mobile elevated platforms in the form of cherry pickers and scissor lifts will also be deployed for working at height tasks such as roof and wall cladding etc.

Scaffolding will be erected for the works; appropriate screening will be employed to protect the visitors/ neighbors and construction operatives from dust and debris.

1.1 HOARDING

- A security Hoarding / Fencing will be erected at the perimeter of the site on the boundary line. All lighting will be provided on the hoarding shall be internal facing only.
- The works will be carried out from within the hoarding.
- All delivery and waste removal vehicles will be parked on site and will gain access through the double vehicular gates that will be incorporated within the new hoarding.
- A dedicated pedestrian gate shall also be provisioned on the hoarding adjacent to the double vehicular gates.

1.2 CONSTRUCTION PROGRAMME & PHASING Summary Programme

The current programme for the construction works is anticipated to run for around 95 weeks.

The main construction works programme comprises the following key stages:

- Site set up & enabling works
- Demolition works
- Sub-structure works
- Scaffolding works
- Finishing & Fit out works
- Final fixtures & fittings
- External Drainage
- Statutory Supplies
- Soft & Hard Landscaping works

1.3 AIMS:

- Examine all aspects of project as per requirement.
- To progress works diligently, mitigate risks and liabilities of delay and disruption.
- To eliminate personal injury to site personnel and general public by implementation of strict
- Health and Safety standards.
- To minimise vehicle movements.
- To maintain a free flow of traffic on the highways.
- To identify methods to allow vehicles to safely enter and exit the site.

1.4 OBJECTIVES:

- To set out the standards in construction logistics and practices that will minimise construction cost and minimise impacts upon the local environment and local community.
- Demonstrate how construction materials and construction waste will be delivered and removed safely, efficiently and sustainably respectively.
- Identify those deliveries which could be reduced, re-timed or consolidated, particularly during busy periods.
- Help cut congestion and ease any environmental pressures.
- Improve reliability of deliveries to the site.
- Reduce the fuel costs of the freight operators.
- These objectives will be demonstrated by considering in particular the role of local sourcing and consolidation in reducing vehicle movements, as well as the types of vehicles which will best support the scope to minimise vehicle movements to and from the site.
- Implementation of Health and Safety policy as per the current CDM Regulations 2015.
- To meet the objectives of the plan A banksman will be in attendance at all times when vehicles enter or depart the site.
- We will maintain close communication with the local highways department and Police station and inform them of our operations.

- Concrete will be delivered by ready mix vehicles and placed insitu using chutes and pump as required.
- The structural designs will be developed to keep the length of vehicles to a minimum.
- Spoil from the excavations will be loaded directly into skips or muck away lorries.
- **As denoted at Appendix 6** of this documentation, though all vehicles will be sited within the temporary hard standing areas, wheel cleaning will still be appointed within the site at the entry/exit point.
- Arrangements will be made for road sweepers if and when required.
- The construction of the bulky elements of the works will be carried out using suitably sized mobile cranes.

1.5 DEFINITION OF CONSTRUCTION:

In this DCMLP, 'construction' includes all site preparation, demolition, materials delivery, spoil disposal, materials and waste removal and all engineering, construction and commissioning activities.

This DCMLP will apply throughout the construction, testing and commissioning period. Contractual provision will be made for auditing compliance and rectifying any breaches during these phases.

1.6 THE LOCAL AUTHORITIES:

Planning Authority	-	Reading Borough Council
Police	-	Thames Valley Police Reading
Highways	-	Directorate of Transportation and Highways & Reading Borough Council
Environmental Health	-	Directorate of Environmental Health

1.7 THE CONTRACTOR:

The Contractor in this DCMLP represents MP Brothers Ltd. or any other contractor/s employed to carry out the works.

1.8 SITE MANAGER:

Liaison with Local Authority and Adjoining Owners/Occupiers including schools

MP Brothers Ltd site manager based full time on site will manage public relations and other matters. He will regularly liaise with Neighbors, local authorities and the nearby schools namely, Beechwood Primary School,Chez School Berkshire and the Woodley CofE Primary School. He will be assisted by office based staff that will be dealing with the project and are familiar with the level of liaison required with the Local Authority Highways Department.

The liaison will consist of but not limited to the following:

Initial written introduction and brief explanation of scope of works to be sent to all Neighbours including the local schools and businesses prior to commencement of any site works which would incorporate:

- Introduction of Contactor, Client and other interested parties
- Brief scope of works and indication of programme
- Key contact details including out of hours arrangements
- Complaints procedure
- Brief details of potentially disruptive works
- Employment opportunities (if any)
- Update bulletins as the works proceed which shall include:
- Specific details and timing of potentially disruptive works
- Employment opportunities (if any).

Promotional visits or road shows to the Schools, youth groups or the like to target safety on construction sites, career opportunities or other issues appropriate to the site will be encouraged.

Contact details of Site Manager and person to contact outside of normal working hours will be posted in a prominent location on site.

1.9 NOTIFICATION:

1. Prior to the demolition and construction all neighbors in surrounding areas as well as the Thames Valley Police service, the local Fire Service and the local authorities will be notified of the commencement of the project.
2. As the Asbestos Survey carried out has identified Asbestos on site- prior to any Demolition works being undertaken the HSE MUST be notified and the Asbestos disposed of by the Licensed Contractors.

1.10 COMPLAINTS LOG:

All complaints received will be registered in a complaints log and remedial actions will be taken by the contractor. All other comments, questions, further complaints, responses and actions taken will be logged in writing. An up to date copy of the complaints register will be compiled weekly, together with a report on the progress of any actions. This complaints register will be signed daily by a nominated senior representative of the Contractor and will be counter signed by the Contracts Manager at least once per week.

1.11 STAFF IDENTIFICATION:

It is MP Brothers Limited's policy that ALL it's own site personnel are required to wear 'MPB' embossed hard hats steel toe boots and high visibility vests when working on site, (plus appropriate PPE as required for the tasks being carried out).

1.12 HOURS OF WORKING:

Normal hours of working on this project will be: Monday to Friday – 08:00 hrs. to18:00 hrs. and Saturday 08:00 hrs. to 13:00 hours.

As directed by the highways authority, no work will be carried out on Sundays and bank holidays except for the delivery of awkward loads.

As far as is reasonably practicable, all subcontractors and suppliers will be instructed to plan their deliveries so that that they arrive on site after 09:00am and depart site before 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

In certain circumstances different working hours will apply. These will be agreed between MP Brothers and the Local Authority well in advance. Applications for consents from Local Authorities will occur at least in such as:

- Mobile Crane / Tower Crane setup.
- Night-time road closure work, setting up contra-flows etc.;
- Utility diversions, in periods of low demand; (LA approved contractors will carry out these works)
- Special plant deliveries – 20 Tonne digger, mobile cranes etc.

2.0 ACCESS AND LOADING

2.1 LOCATION:

The site is located in Woodley Green Reading which is in the South East region of England. The postcode is within the Bulmershe & Coronation ward/electoral division which is in the constituency of Earley & Woodley Reading.

The site is approximately 5.7 miles from the centre of Reading.

Earley railway station is the nearest Railway Station to the site that is 2.4miles from the site. It is on the Waterloo to Reading Line, and forms the last stop before the terminus of the line at Reading.

The station is accessed by an approach road from the nearby main road between Reading and Wokingham, and on this approach is a terrace of three single storey cottages that were built for the South Eastern Railway at the same time as the station, to house railway staff and their families.

The site takes its vehicular and pedestrian accesses directly from Woodley Green off Church Road.

2.2 LOADING & UNLOADING:

As far as is reasonably practicable, all loading and unloading of vehicles will take place within the site boundary line.

The vehicles, with the aid of Banksmen, are to come in through the double gated entrance - upon unloading carry out a three point turn within the site and drive away etc. All vehicle movements on site will be atop the temporary apportioned hard standing areas hence there will be no mud on any of the vehicles tires. (All as denoted at Appendix 6 of this documentation). That being said there will be a Vehicle Wash Area accommodated with the site compound- as marked on the **Site Logistics Plan as located at Appendix 8 of this document.**

Unless agreed with the local council, delivery and reversing movements of vehicles will not be allowed to take place outside normal working hours.

When necessary, temporary barriers will be erected and signage provided on the footpath diverting pedestrians on to the opposite footpath.

2.3 CLEARANCE OF SITE ON COMPLETION

MP Brothers will clear & clean all working areas and accesses as work proceeds and when no longer required for the works.

All surplus soil/ materials & hard standings plus plant, welfare facilities & the temporary fencing will be removed, post holes filled & the surface of the ground restored as near as practicable to its original condition, or to such condition as has previously been agreed with the Local Authorities & or landowner.

2.4 SAFETY

Safety is of paramount importance on all MP Brothers construction sites. The following highlight a number of safety aspects but these are by no means comprehensive.

Safety procedures will be detailed in the construction phase health & safety plan and the method statements and risk assessments for the relevant tasks.

Resident health and safety coordinator will ensure that all health & safety measures have been risk

assessed prior to allowing any task to progress & he will also monitor that all such measures are put into practice. Any diversions required will be discussed and agreed before action.

MP Brothers and its representatives will ensure full compliance with all applicable health and safety legislation.

2.5 EMERGENCY CONTACTS AND PROCEDURES

The site manager will liaise with immediate neighbors and will formulate any emergency procedures. He shall prepare and maintain an Emergency Contact Procedure which will be displayed prominently on site. These Procedures will be followed in any site emergency.

The procedures will contain emergency phone numbers & the method of notifying Local Authorities/ services for action by the Contractor, and its Agent's site staff. Copies of the Procedures will be issued to the Local Authorities, community councils, the Fire Brigade, the Police, the Ambulance Service and the relevant statutory authorities.

Emergency telephone numbers for the Contractor's key personnel will also be included for the Authorised Undertaker‘s use in an emergency.

Health and Safety briefings will be conveyed to all staff before they enter the site initially and they will be asked to sign a register confirming that they have understood the rules with regular updates and awareness raising.

2.6 HEALTH AND SAFETY AT WORK

All site work will be carried out under the provisions of the Health & Safety Act, and to the satisfaction of the local HSE officer. The Health and Safety manager will ensure compliance with all health and safety legislation.

3.0 TRAFFIC AND TRANSPORT (Construction Traffic Management Plan)

3.1 OVERVIEW

No development shall take place until this CTMP has first been submitted to the local Planning Authority and a reply received back in writing for the agreement thereof of the said plan. The plan herein in details the arrangement for:

a) **As denoted at Appendix 8** Twin Gates will be provisioned for the vehicles entering into the site. A dedicated single leaf pedestrian gate shall also be apportioned for all site personnel, visitors etc.
b) There shall be room for the parking of vehicles of site operatives and visitors
c) Loading and unloading of plant & materials will all be within the 'hard standing' areas.
d) Storage of plant and materials used in construction of the development shall all be within the site compound
e) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing
f) Wheel washing facilities will be located on the hard standing area at the entrance to the site.
g) A scheme for recycling/disposing of waste resulting from the construction works has been proportioned as on Appendix 8 of this document.

Environment

Noise: (Please also refer to BS 5228 - guidance on noise within construction).

* Due to the nature of the construction works, it is inevitable that a temporary increase in noise and vibration will be experienced. It is anticipated that there will be noise and vibration level implications for nearby properties but should generally be of expected typical construction levels.

* As a starting point we propose a boundary trigger action level of 75dBA Leq (10 hour) Monday to Friday for noise and 3mm/s for vibration. Any action trigger levels imposed to control noise and vibration will be regularly reviewed (typically monthly) and adjusted up or down, based on review of data from noise and vibration monitoring equipment and feedback from the Local Authority and Neighbouring

The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites', including:

* The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition and construction works.

* The quietest vehicles and plant shall be used as far as is reasonably practicable.

* No machinery starting up on site before the designated site start times.

* No engines left running on vehicles waiting.

* Noise suppression / screening will be a prime consideration in order to reduce the noise impact for the surrounding community (e.g. around generators).

* Keeping voices and conversations to a low volume. No shouting or swearing.

* No banging of doors, gates, scaffolding.

* As far as reasonably practicable, construction methods will be selected to minimise noise and vibration. Noise monitoring will be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. Attended monitoring methods will

be carried out using a GEO Fennel FSM 130+ Noise Hand Held Type 2 Sound level Meter or similar. The purpose of this is to carry out spot checks on work activities against the levels predicted.

* Where the measured noise levels are more than 3 dB (A) above the predicted noise levels averaged over the defined period of time or in the event of a complaint of noise, an investigation shall be carried out to ascertain the cause of the exceedance of the complaint and to check that Best Practicable Means are being used to control the noise. Noise levels shall be reduced further if it is reasonably practicable to do so. The work activity will cease if found that improvements need to be made.

* Information relating to the control of noise and vibration will be communicated to all site operatives through the site induction, start of shift briefings and tool box talks. As such, all site operatives will be briefed to ensure that best practical means are implemented at all times and to show due consideration to sensitive receptors.

* Discussions will include measures to be adopted to minimise and/or change working practices that could foreseeably have the potential to cause excessive noise and vibration.

Dust/ Dirt

* Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions during Construction and Demolitions – Supplementary Planning Guidance, July 2014' produced by The Greater London Authority (Mayor of London). When necessary water mist suppression will be utilised at the point of work using 2 dust buster machines fed from the mains water supply.

* Dust emissions shall be monitored throughout the working day concurrently with the noise monitoring. Should dust be observed either in the air or deposited on vehicles **or** other sensitive receptors works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

* Due to the significant amount of dirt and dust that may be spread onto the public highway, as described previously, wheel washing will take place on the existing driveway of the property.

* Waste water from the wheel wash will be stored in a temporary "silt buster" holding and separation tank on site, the level of which will be closely monitored. When full the contents of the tank will be collected by a registered waste disposal contractor for processing and disposal.

Monitoring of Noise and Dust Levels

* A specialist consultant well versed in the expectations of the Local Council to provide real time monitoring stations for dust and noise. Amber triggers levels will be set on these monitoring stations these will be flagged up when the dust and noise levels approaches the red line.

Rodents, Including Rats

* MP Brothers will ensure that rodents, including rats will be prevented from spreading out from the site.

* Should we encounter these rodents, a specialist pest control company will be employed to perform an initial site survey and to then lay bate boxes as required of which would be maintained throughout the project duration.

* High standards of site cleanliness, particularly within the site welfare will be a focus throughout construction and all site operatives will receive a briefing to this effect.

* Monthly environmental inspections will be carried out on site within which signs of the existence of rodents will be covered. All connections to the sewer outfall will have installed an interceptor filled with water at the earliest opportunity to prevent rodents coming out of the sewers and onto site.

* Any open ends will be bunged as an additional precaution. MP Brothers would continue this strategy throughout the construction phase.

The construction of the development shall be carried out in accordance with the plan so agreed.

This section presents a Construction Traffic Management Plan (CTMP), which builds on the findings of MP Brothers Limited during condition survey of the surrounding buildings and roads. This sets out to be an ideal plan to execute the project.

The first week of the work will be in forming partitions within the existing building that is to be kept for the welfare facilities and running in the water and electrical services to suit.

The temporary electrical supply shall be tested and an NICEIC certificate will be issued by the respective contractor etc.

The 1st to 3rd week of the works will entail the site enabling works including forming the partitions for the Temporary welfare facilities in one of the existing single story buildings. This will entail **1 to 8 vehicles per day.**

The 4th to 25th week of the works will entail the clearing of the shrubs and the demolition of the existing structures. This will entail **10 to 17 vehicles per day.**

Thereafter, for the reducement of the grounds to formation level and thereby the foundations, we expect up **to 15 to 20 rigid back vehicles per day**, consisting reinforcement, steel, cladding, and light gauge steel frames and to remove waste and ready mix concrete wagon–max 7cu.m. capacity, to visit site during the early stages of the project–sub & super structure works. Thereafter, during the fit out and finishing works, maximum of 5 wagons & occasional lorry's will visit site to deliver materials and remove waste.

All vehicles will park within the site perimeter to be unloaded.

Modern methods of construction will be employed on this project as far as possible within the constraints of the planning conditions, therefore quite a large proportion of the construction will be carried out off-site such as steel members for the support of the timber frames of the roof, cladding etc. This reduces the number of vehicle movements to and from site.

The basement floor will be a raft slab foundations; ground floor, first floor and second floor l e v e l s will be of concrete planks. The roof construction will be of timber construction.

The external walls at basement level will be of masonry construction and above ground construction is to be of brick block construction. The roofs will be timber/steel and covered with tiles.

3.2 GENERAL MEASURES TO REDUCE CONSTRUCTION TRAFFIC IMPACTS

The following measures will be implemented to reduce impacts from construction traffic.

3.2.1 Safety Measures

The contractor will provide, erect and maintain such barriers and control measures necessitated by the construction in accordance with the recommendations of the HSE.

3.2.2 Mobile Crane / Tower Cranes

Suitable size mobile cranes, Tower Crane, hoists, forklift trucks will be employed inside the premises for vertical transportation of materials as situation demands.

This crane will be required on this project for the movement of formwork and reinforcement for the substructure and the timber frame construction on the roof.

3.2.3 Works Affecting Carriageways and Footways

Before commencing any works that will involve interference with a carriageway or footway, the Contractor will consult the Local Authority and / or the Roads Authority and community councils on:

- the proposed commencement date of these works;
- the area of the carriageway or footway to be occupied and duration;
- the proposed methods of construction in order to minimize inconvenience to the public.

All n necessary consents and licenses will be obtained in advance. In the case of temporary footways, reasonable access will be provided for people, including those with disabilities, wheelchairs and pushchairs, in accordance with the following requirements. In addition, access also will be made for all types of disabled/mobility scooter, and cyclists. Further information on the use of routes will be available from the Local Authorities' Local Access Officers.

- Any temporary footways & carriageways will be constructed to the reasonable requirements of Reading Borough Council applicable in such cases and will have uniform surfaces.There will be no steps and any gradient falls will be preferably 1 in 20 \& no greater than 1 in 12. In the event that steps are unavoidable, an alternative route will be identified for people with mobility impairments or disabilities.

- Pavement ramps will be provided at all junctions of footways with carriageways. Gradient falls must not exceed 1 in 12 and the base of the ramp must be flush with the carriageway.

- All temporary footways and ramps will be surfaced in non-slip materials to the satisfaction of the Highways Authority.

- Existing footway widths around construction sites will be maintained.

- If it is necessary to excavate the public road outside the building for the purposes of accessing, installing, servicing or removing any form of apparatus, written permission will be obtained from the local authority. These works will be carried out by approved specialist contractors.

- All pedestrian routes diverted onto the carriageway will be clearly defined by continuous barriers, constructed to the reasonable requirements of the Highways Authority, which will include a build-out and ramping parallel to the kerb line.

- So far as is reasonably practicable, all footways and carriageways will be kept free from mud & other loose materials arising from the works.

- Vehicles entering or leaving the site will only be allowed to traverse crossovers under the control of a competent banksman.

- After completion of the works, all materials arising from the works will be cleared from the roads, leaving them in a clean and tidy condition to the reasonable requirements of the Roads Authority.

3.2.4 Cutting of the footpath Kerb and maintenance / repair of the Road

The Contractor will be responsible for any damage caused by their activities to the road in the vicinity of the worksites.

The Contractor will carry out a pre-construction inspection and take photographs of the public roads, footways and cycle ways in the vicinity of the Site in conjunction with the Local Authorities' Roads Maintenance Team. The Contactor will produce a report of the results of the joint inspection. The report will establish the general road conditions within and in the vicinity of the Site and the level of reinstatement required. The report will be agreed and signed by both the Contractor and the relevant Local Authorities.

The contractor will compensate Local Authority for any costs associated with the reinstatement of the public highway and footpaths damaged by construction works.

Snow clearance, salting, gritting etc. will be carried out on the public roads as per normal by the Local Authorities during works.

3.2.5 Access across Site and to Frontages

MP Brothers will:

- ensure that all the access roads will be kept open and unimpeded at all times.

- where it is reasonably practicable to do so, maintain any existing right of way across public and private accesses to adjoining frontages in a safe condition and to a standard not less than that pertaining at the commencement of the Contract Agreement.; or

- Alternatively, MPB will provide acceptable alternative means of passage or access to the satisfaction of the persons affected. The Contractor will provide and maintain any guard rails, fences, gates, lights, crossovers, paving, steps, handrails, etc. needed and they will be of such size, strength and construction as will be adequate for their purpose.

- The Contractor will, in carrying out the works, take all reasonable precautions to prevent or reduce any disturbance or inconvenience to the owners, tenants or occupiers of adjacent properties, and to the public generally.

- The owners, tenants or occupiers of affected properties will be informed of the works to be undertaken, their planned duration, partial/temporary road and access closures and alternative access routes (where required) in writing and by locally posted public notices prior to work starting.

- The Contractor will render all necessary assistance to occupiers of premises affected by the works to enable them to get materials or goods into or out of their premises during the Contractor's normal working hours.

- In carrying out the work immediately adjacent to occupied premises outside the site, the Contractor will proceed with minimum inconvenience and disturbance to occupiers & users.

- Access to and from such premises will be maintained at all times, other than in exceptional circumstances.

3.2.6 Avoidance of Nuisance

Mud on Roads:

MP Brothers will implement strict measures to minimise what is considered to be one of the main environmental nuisance problems arising from construction sites. These will include, but will not necessarily be limited to, the following.

- The provision of easily cleaned hard-standing for vehicles entering, parking and leaving the site. This also serves to minimise dust nuisance.

- The provision of wheel cleaning and lorry jet washing facilities on the exit route of the site.

- As and when required, the utilization of a road sweeper to clean the site and hard standing of any mud or debris deposited by the site vehicles on roads or footpaths in the vicinity of the site.

- The adequate sheeting of each lorry load of spoil removed, to prevent spoil falling off during its journey.

- Measures will be taken to ensure that mud and detritus material is not swept into gullies.

Dust:

Its is likely that 'dust' will occur during the works. to prevent the dust flying across and over the site boundary lines the following measures shall be implemented:

- Periodically, damp down and clean un-surfaced haulage routes and verges where these are located close to sensitive locations;
- Provide easily cleaned hard-standing areas for vehicles;
- Keep the hard surfacing of heavily used areas clean by regular brushing and water spraying;
- Completely sheet the sides of all vehicles carrying spoil and other dusty or loose materials;
- Establish and enforce appropriate speed limits for all site traffic.

3.2.7 Vehicle Emissions - Compliance to Standards

Vehicle emissions are regulated through the Road Vehicles (Construction and Use) Regulations (as amended), and the Motor Vehicles (Great Britain) Regulations made under the Road Traffic Act 1988. Further amendments implement the European Directives on vehicle emissions known as the EURO standards. The EURO standards set emission limits for several pollutants from different types of vehicles.

Construction vehicles will be required to comply with relevant EURO standards. Drivers will be required to:

- keep their engines in tune and their catalysts working efficiently. In practice, emissions are controlled through the MOT.
  All vehicles used by Contractors must comply with MOT emission standards at all times. Vehicle owners can be prosecuted if their vehicle emits substances in excess of the standards. The Vehicle Excise Duty (Reduced Pollution) Regulations 1998 enable HGVs meeting certain particulate emission standards to qualify for a Reduced Pollution Certificate.

3.2.8 Site Access and Lorry Movements – LGV & HGV

(Please also refer to the Access & Egress Route Map as attached at **Appendix 2**)

In order to facilitate un-impinged access into the site, **ALL** Vehicle drivers must call the site 10 minutes prior to their estimated time of arrival.

As far as is reasonably practicable, the vehicle will enter directly into the site by turning left into on Woodley Drive via Church Road.

The Contractor will take all reasonable measures to ensure that delivery and waste removal vehicles do not park on the adjacent roads prior to approaching the Site.

MP Brothers when entering into any sub-contract for the execution of any part of the construction works or the supply or transport of heavy loads, construction plant, materials or spoil will incorporate in any such sub-contract provisions requiring the sub-contractor or supplier to comply with the requirements of this DCMLP/CTMP.

Lorry/Vehicle Movements

The sub-contractors and suppliers who may move large and/or heavy loads, construction plant, materials and spoil (including vehicles used for carrying such when running empty) will limit the use of public roads as far as is reasonably practicable.

Routes will be agreed with the Local Authorities in advance. HGVs transporting materials and waste to and from Site will do so between **08:00 and 18:00** hours, unless otherwise agreed with the Local Authorities or unless required by unforeseen events.

Other HGVs accessing or egressing the site will do so in accordance with the normal site working hours as outlined to date unless otherwise agreed with the Local Authorities or unless required by unforeseen events.

The Contractor will take all reasonable measures to ensure that delivery vehicles do not park on the adjacent roads prior to entering the Site.

MP Brothers when entering into any sub-contract for the execution of any part of the construction works or the supply or transport of heavy loads, construction plant, materials or spoil will incorporate in any such sub-contract provisions requiring the sub-contractor or supplier to comply with the requirements of this DCMLP.

Note: Booking of deliveries, within the time slots agreed is mandatory on this project – Hence no booking, no delivery!

Site management are to use the **'Delivery Booking form'** form or similar visible arrangements. **(example shown in Appendix 4).**

Pre-booking of deliveries will ensure no queuing of delivery vehicles thereby reducing CO2 emissions.

The site manager will be contactable at all times and drivers of delivery vehicles will be held and be required to phone ahead to ensure the road is clear.

Any delivery vehicle which misses the daytime slot will be instructed to park away from site in a suitable parking area.

Parking/Loading & Unloading:

There will parking on site for 8no MP Brothers/ Sub Contractors wagons. Arrangements must be made with the Project Manager for approval to park on site in the temporary hard stand created for the access purpose. The parking available will be on a permit basis.

Any delivery vehicle which arrives late in the afternoon and which cannot be offloaded will be directed to come back on the next working day.

Sub-contractors and suppliers will be instructed to take deliveries of long materials on long delivery vehicles on Saturdays and ensure that the delivery is off loaded during the designated Saturday working hours – 09.00 -13.00 Hrs.

3.3 Phasing Vehicle Activity

Based on experience of vehicular activity at other comparable and similar sites that MPB have been involved with, the table overleaf provides details of the week-by- week construction vehicles through to the end of the 95 Weeks programme. This information has firstly been disaggregated by construction activity, with the vehicles related to each activity being classified as either HGVs or LGVs and then by the typical vehicle being used.

For activities using HGVs the largest vehicle regularly used will be a 20-tonne (15 cum) large muck cart away lorry (or a 6/7 cubic meter concrete lorry), whilst for activities using LGVs the largest vehicle regularly used will be a 7.5t box van.

The table below presents a summary of the predicted construction vehicles associated with the works site. These figures are presented firstly as weekly figures, then the equivalent daily and hourly vehicle numbers (the latter set of figures based on the movement of vehicles being regulated by the pre-booking system and weekday working).

Details have been provided for the most-intensive periods of construction activity associated with the site, that during the first part of the programme and peaking with the excavation activity, for which information has been available to build more detail for this period, then followed by projections for the second part of the programme which have been based on current known information but which shall be reviewed at a later stage as part of a periodic review of the CTMP as works progress.

The use of the 20tons muck away vehicle instead of smaller-sized tipper (and equivalent) vehicles is put forward to minimise vehicle numbers and programme duration.

Table: Construction Vehicle Activity Summary

PERIOD	WEEKLY VEHICLES*		DAILY VEHICLES*		HOURLY VEHICLES*	
	HGVs	LGVs	HGVs	LGVs	HGVs	LGVs
Weeks 1-3	25	15	1-5	1-3	<1	<1
Weeks 4-25	50	35	8-10	3-7	<2	<1
Weeks 26- 70	60	45	10-12	4-8	<2	<1
Weeks 71-85	50	35	3-10	4-7	<1	<1
Week 86-95	15	25	1-3	3-5	<1	<1

Within the 'busy' period associated with the excavation & concrete delivery during weeks 4 to 85, the peak daily number of vehicles will be typically no more than 20 vehicles (with a maximum of around 10-12 HGVs and 4-8 LGVs), which is of a magnitude which has been seen on other MP Brothers sites undertaking similar basement excavation works. These numbers can be managed & controlled such that the bunching of these vehicles when arriving can be limited by means of constant communication with vehicle drivers and a stringent pre-booking system.

The concrete involved in the RC works would be brought to site by 6/8 cubic meter lorries. These concrete deliveries would not overlap with the peak activity in relation to the excavation works and the corresponding muck away.

The period of 'peak' activity in terms of HGVs supports manageable demands in terms of entry & exit requirements to the site, with a peak of no more than 12 HGVs requiring entry onto the site each day. During this period there would be a corresponding 4 to 8 LGVs requiring access, again considered manageable on a daily basis. Outside of the short 'peak' period, there will be significantly less HGV activity with other activities.

Whilst the profile of HGV activity for the site represents a 'normal' distribution, the overall profile of LGV movements generally reflects a reverse skewed distribution, with an extended and slow rise in vehicle numbers and movements to a later peak during the final weeks of the project. This peak level of LGV activity is reflective of deliveries of materials and equipment associated with fit- out and final decoration.

There may be a small number of additional vehicles during certain parts of each stage of work activity, but these will be occasional and managed to be kept at an absolute minimum. These vehicle volumes associated with the distinct construction activity stages make no allowance for the contribution of the local sourcing of materials, which may result in the trip to and from the site being part of an existing delivery route or the consolidation of local deliveries in particular to reduce vehicle movements to and from the site.

Based on the average weekly vehicle numbers for each activity, an average daily level of vehicular activity can be identified based on a six-day working week.

Vehicle activity associated with the main stages of construction, firstly the excavation associated with the basement and its envelope works, will likely have the highest individual average weekly flow, with a typical level of activity of 25-30 vehicles per day to the site. However, as the summary programme illustrates, this period of construction activity will not materially overlap with other periods of construction activity.

Based on the outline 95 weeks works programme there is not anticipated to be overlap between the main phases of work for this project, so this figure is representative of the busiest weeks in terms of the overall construction programme.

3.4 Noise & Vibration

Control measures: In addition to specific requirements of the Local Authority, MP Brothers shall adopt the following more site specific measures:

Without prejudice to the other requirements of this section, the MP Brothers shall comply with the recommendations set out in BS5228:2009 and in particular with the following requirements:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. MP Brothers will alsoensure that all plant complies with the relevant statutory requirements;

- HGV vehicles will be equipped with broadband, non-tonal reversing alarms;

- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;

- All pneumatic tools will be fitted with silencers / mufflers;

- Care would be taken when unloading vehicles to avoid un-necessary noise;

- The use of particularly noise plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning;

- Restrict the number of plant items in use at any one time;
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors;

- Reduce the speed of vehicle movement by imposing a 5MPH restriction within the site compound.

- Operations that are to be undertaken will be designed with any directional noise emissions pointing away from noise-sensitive receptors;

- When replacing older plant, MP Brothers ensure that the quietest plant available is considered;

- Drop heights will be minimised when loading vehicles with rubble;

- Vehicles will be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors;

- Local hoarding, screens or barriers will be erected to shield particularly noisy activities;

- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors; and

- Hours of operation will be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority.

Notifications: Occupiers of adjacent properties will be informed by the Contractor up to 2 weeks in advance of the works taking place, including the duration and likely noise and vibration effects. In the case of work required in response to an emergency, the Environment Agency and local residents will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected residents will also be notified of the helpline number for the contractor.

NOISE - Each installation will implement a noise control policy. This will include risk assessment, a ‘Noise Action Plan’, demarcation of high noise areas and health surveillance (audiometry) based on risk. Over reliance on ‘blanket’ hearing protection policies is often an indication of poor understanding of the regulations as priority should be given to control of noisy plant and machinery by engineering means.

Noise criteria shall be incorporated into design specifications of new plant and equipment. Consideration will need to be given to the effect of modifications on existing plant and structures. Formal arrangements shall be put in place for co-operation between operator and contractor to ensure that, where appropriate, contractor employees are placed under suitable health surveillance.

As far as is reasonably practicable MP Brothers shall ensure that risks arising from noise are eliminated, or, where they cannot be eliminated, at least controlled to ALARP, "as low as reasonably practicable". The risks arising do not only include the risk to hearing, but also the risk from impaired communication, inability to hear emergency alarms and announcements, and sleep deprivation. Similarly, DCR requires that Measures shall be taken to ensure that the exposure of a person on an installation to a risk to his health or safety from [noise and] vibration of plant shall be prevented or, where that is not reasonably practicable, adequately controlled.

VIBRATION - A control strategy should be in place to eliminate or reduce the risk of hand arm vibration syndrome as a result of working with hand held power tools and other vibrating equipment. This should include a Tool register, with 'in-house' or 'suppliers' data on vibration levels for each tool and an assessment of who Page 3 of 11 may be at risk. Control options to consider are alternative work methods, equipment selection, workstation design and management of work schedules. The tools should be maintained and health surveillance provided for workers who are likely to be exposed above the exposure action value.

MP Brothers shall ensure that risks arising from hand-arm vibration are eliminated, or, where they cannot be eliminated, controlled to ALARP. The risks arising mainly include the risk to the hand-arm system, including vascular and sensorineural damage).

We shall ensure that, as with Noise, CoVAWR "Control of Vibration at Work **Regulations**" requires that the vibration must be controlled by organisational or technical measures. In practice, this will often require task design and advance project planning to ensure that residual risks are managed effectively. This means demonstrable effort to look for alternatives to the use of vibrating equipment, and to minimising any residual risk where action values are likely to be exceeded.

In practice, as with noise, this will require an action plan. It is important to note that there is no PPE for hand-arm vibration, so there is no interim fall-back measure, and so effective management of residual risks is a requirement. In particular, exposure is not effectively managed by exposure recording systems alone. Because of the large amount of contracted work offshore involving exposure to vibration, the regulations require that, in certain circumstances, other provisions including training, provision of health surveillance for Hand-arm Vibration Syndrome (HAVS) are in place. In practice, this means that there needs to be good exchange of information between operator and MP Brothers management team, in terms of quantifying the risk, as well as taking the steps necessary to protect those with existing damage. The systems required to manage HAV need not be overly complex. MP Brothers have now devised simple procedures for ensuring contractor management is effective, particularly at managing residual risk.

Vehicles will switch off their engines while being loaded or unloaded to avoid unnecessary engine noise and emissions. Also, to prevent exhaust emissions (and noise), switch off the vehicle engines when stationary. An authorized person may request a driver to switch off their engine.

Management and review

- MP Brothers shall appoint a competent persons in order to manage and deliver all relevant aspects of their HAV control and management system.

- On the installation, MP Brothers shall ensure that those who are appointed to carry out the role of HAV focal point (HAV competent person, or similar) suitably informed, instructed and trained.

- MP Brothers shall ensure that employees been engaged, via the Safety Inductions in the development and implementation of action plans to manage and control vibration risks

- We shall ensure that contractor companies is similarly equipped, and that there is sufficient oversight of their systems by the site management team

4.0 TRAFFIC MITIGATION MEASURES

Introduction:

The following shall be implemented as a matter of best practice to ameliorate the effects of construction activities. All as described below:

The requirements of this section shall apply to all construction activities requiring a building permit or a grading and drainage permit issued by the Local Authority.

Unless waived by the Council's designee, a construction mitigation plan application shall be submitted with all applications for building permit.

This project shall be considered as a single project for determining the type of the construction mitigation plan, for identifying construction impacts, and for evaluating proposed mitigation measures.

4.1 Construction Personnel Traffic

The maximum number of construction workers on-site at any one time has been dictated by the construction programme and the most labour intensive activities. Up to a total of 55-75 staff will be employed on-site during peak construction period.

The development site is located within a mixed residential/ retail use area which has 'moderate' access to a range of public transport services.

4.2 Transport & Public Transport services.

Earley railway station is the nearest Railway Station to the site that is 2.4miles from the site. It is on the Waterloo to Reading Line, and forms the last stop before the terminus of the line at Reading.

The station is accessed by an approach road from the nearby main road between Reading and Wokingham, and on this approach is a terrace of three single storey cottages that were built for the South Eastern Railway at the same time as the station, to house railway staff and their families.

The site is approximately 5.7 miles from the centre of Reading.

Also note that the 'key' MP Brothers personnel will be bought the site from areas in North London in via it's ow mini buses.

Sub-contractors will be encouraged to use the public transport services. There will be parking available on site for any sub-contractors who may not be able to utilize public transport. However, to minimise this, a permit system will be deployed for the parking of any vehicles.

'Orange' bus routes 13 and 14 provides Public Transport near to the location of the site. The Bus stops for both are approximately a 5minute walk from the site.

4.3 EMERGENCY CONTACT NUMBERS

MP Brothers will provide and maintain a 24-hour Emergency Contact numbers to deal with any complaints received in connection with the construction. This will be notified to the management and all the adjoining owners and occupiers. The numbers will also be posted in a prominent location on the site so that anyone with any issues regarding the site could contact.

Project 24 Hour Contact Details:

Name: **TBA – will be posted on hoarding on site notice board**

Tel: **TBA – will be posted on hoarding on site notice board**

4.4 ACCESS ROUTES

The number of lorry movements, hours of operation will be agreed in advance with the Local Authorities, the Highways Authority and the Police.

An up to date log of all drivers will be maintained by the Contractor which will include a written undertaking from them to adhere to the Roads Authority's approved routes for construction traffic. In the case of non-compliance, the Contractor and/or their sub-contractor(s) would be in breach of contract, necessitating disciplinary action against individual drivers and their employers.

4.5 MONITORING

As part of the ongoing process for ensuring that impacts due to construction, including construction traffic, are minimized a designated person will continuously monitor the flow of traffic and amend the traffic management plan as and when required to suit the change in circumstances and inform all concerned in advance before implementation of the change.

5.0 DISPOSAL OF WASTE AND CONTAMINATED MATERIALS

5.1 INTRODUCTION

MP Brothers shall keep waste to a minimum by doing everything it reasonably can to prevent, reuse, recycle or recover the waste. It shall sort and store waste safely and securely. A 'Recycling' Zone has been provisions in the site logistics plan- As denoted at Appendix 4 of this documentation.

As identified on this document, we shall complete a waste transfer note for each load of waste that leaves the premises

We will also check that all waste carriers it utilises are registered to dispose the relevant waste.

We will not allow the utilised waste carrier to dispose of the waste illegally, (and report them to the relevant body if they do).

MP Brothers will pay due diligence and extra care when dealing with hazardous waste.

5.2 WASTE

Although the Site Waste Management Plan Regulations 2008 have been repealed, the Contractor will still in accordance with the said Site Waste Management Plan develop a Waste Management Plan, as good practice: Guidance for Contractors and Clients and in consultation with the Local Authorities. The plan will accord with the principles set out and will identify:

- Responsibilities for waste management;
- The waste category and quantities of materials generated;
- Measures to minimise waste generation;
- Opportunities for recycling and/or re-use;
- Proposed treatment and disposal routes; and
- Licensing requirements.

The plan will include an audit programme to be undertaken by the Contractor to demonstrate compliance with statutory requirements. Spoil arising from the works which is classed as 'acceptable fill' will wherever practicable be used in construction works.

The disposal of waste, including any surplus spoil, will be managed so far as is reasonably practicable to maximize the environmental and development benefits from the use of surplus material and reduce any adverse environmental effects of disposal. Possible licensed disposal sites to be identified.

The Contractor will comply with approved guidance and procedures in the identification, handling, storage, recovery and disposal of waste. The Contractor will also comply with the measures regarding discharges to controlled waters and wastewater. The Contractor must make provision for a suitable environmental specialist to identify any 'special waste' so that they can be suitably managed and disposed of during works. The Contractor must ensure that all necessary parties retain Duty of Care transfer notes or special waste consignment notes as appropriate.

MP Brothers have been very conscious of controlling waste on sites and have signed up with the Environmental Policy because of its concern for the quality of environment and therefore tries to minimise environmental pollution resulting from our activities and also try to influence others wherever possible.

Any timber/ply off-cuts are used as noggins for electrical and mechanical fittings or other accessories.

Examples of materials usually recycled are bricks, blocks, roof tiles and slates, structural steel, timber floors, doors, joinery, Sanitary ware etc. Some of these items are reused for the setting up of site accommodation. Timber is processed in our joinery and converted into joinery for fixing on sites.

MP Brothers will closely work the client's design team in setting a requirement for good practice and outline relevant communication.

MP Brothers project manager will identify key opportunities for Waste Minimization in conjunction with the design team at design and works procurement stages to develop and implement waste minimization strategies and practices. Waste reduction opportunities for the project will be outlined.

Development of the Site Waste Management Plan (SWMP) will include appointment of a person or 'Waste Champion' to take responsibility for the SWMP, identify waste arisings and disposal routes through a pre-build waste audit and forecasting and prioritizing waste production.

Packages Tender and contractual requirements for good practice will be requirements for good practice WMM that the contractor may be required to meet at the key stages of procurement (pre-qualification, tender and contract clauses) are outlined.

Outline how to set targets and Key Performance Indicators (KPIs) for waste recovery based on standard industry KPIs or internally established targets where WMM has been embedded into the organisation.

Outline & allocate typical waste management responsibilities for the main contractor, subcontractors and waste management contractor and provide comprehensive model contract clauses.

Identify waste arisings, reuse and recycling routes: include preparing waste management action plans, forecasting total waste costs and undertaking a site clearance waste audit once construction has finished.

Developing site design and training: include actions required for the effective segregation of waste on site and training site labour.

The key considerations Monitoring and Reporting Waste Management performance include recording waste data and then comparing it with the quantities forecasted prior to construction.

Review performance of the SWMP and lessons learnt during construction and at the end of the project and embed lessons learnt within company practices and procedures.

Whenever possible local materials are sourced to cut down on transport and packaging.

5.3 STORAGE OF MATERIALS

The materials used in the sites construction and development will be stored within a dedicated area within the site compound- **As denoted on the site logistics plan as at Appendix 8 of this documentation.**

Further, an area shall be earmarked for the storage of any reusable materials that may accrue from the works.

On sites where storage space is limited the removed materials may be taken to our storage depot and transported back to the site for use as and when required.

Site managers are required to work out accurate quantities of materials to minimise waste. Leftover materials are stored either on site or offsite as practical for use for snagging. Materials surplus to requirement due to design changes are taken to our other sites or storage yard for use on other projects at later date.

5.4 STORAGE OF PLANT

The Plant required to carry out the development shall be stored within a dedicated locked storage facility within the site compound.

For security purpose, at the end of the day's shift, all plant must be taken down to the storage area for safe keeping.

5.5 CONTAMINATED LAND AND MATERIALS

The Contractor will identify all areas within the Site where contamination may be encountered. In each of these areas the Contractor will:

- Carry out appropriate site investigations as per Development of contaminated land, to the satisfaction of the and the Local Authorities to determine the extent and type of contaminants present on the site;

- Identify potential sources, pathways and receptors and assess the risk of harm to receptors;

- Liaise with the Local Authorities to address their reasonable requirements and agree control or protection measures necessary for dealing with identified risks;

- Obtain any necessary licenses for the storage, treatment and disposal of contaminated material (including dewatering discharge); and

- Ensure that removal and disposal of any contaminated materials that the site may come across complies with a strict consignment note system and that delivery is to appropriately licensed disposal facilities.

Any contaminated material encountered will be dealt with in compliance with best practice and statutory guidance, for example the Control of Substances Hazardous to Health (COSHH) Regulations and through the Construction Design and Management (CDM) Regulations.

MP Brothers will remove any contaminated material that may be found from the site in accordance with the requirements of the Environmental Protection Act 1990 and to the complete satisfaction of the Building Control to ensure the whole site is free from contaminated material.

The removal and disposal of contaminated soil and other buried materials will be carried out and disposed at appropriate licensed waste transfer station by a licensed sub-contractor to the current Health & Safety Rules and Regulations. All the appropriate documents will be obtained from the sub-contractor and passed on to the Project CDM Coordinator/Lead Designer (CDM Regulations 2015) for his approval before carrying out any work.

The site manager will ensure that all the works associated with the asbestos and contaminated soil is carried out strictly in accordance with current Health & Safety Rules and Regulations.

The site manager will obtain consignment and disposal notes from the sub-contractor and forward them to the CA for the Health and Safety File. Copies of these documents will be kept in the file kept in the site office and the Head Office.

The works will be carried out in the presence of an experienced environmental engineer and soil samples will be taken and analyzed below the tanks and at the bottom of the made-up ground excavations. Backfilling with clean inert soil in layers as specification will be carried out after approval from the environmental officer.

If contamination that has not been previously identified is encountered on site, no further development will take place (except to the extent that would not disturb that contamination) until a site investigation is carried.

If remedial action is undertaken the Contractor will ensure that the works are carried out under the appropriate remediation licensing.

Appropriate precautions must be taken if materials containing asbestos are encountered. The Contractor will observe the exposure limits and measurement methods for asbestos, set out in and will comply with HSE Guidelines, the Health and Safety Commission Approved Code of Practice and Guidance Note Work with Asbestos Insulation and Asbestos Coating in so far as these are applicable to the construction works. The Contractor will ensure that any disposal of asbestos containing materials is undertaken in accordance with the Special Waste Regulations.

WASTE AUDIT

MP BROTHERS LIMITED
198/206 ACTON LANE
LONDON
NW10 7NH

SITE WASTE MANAGEMENT PLAN DATA SHEET

Project Name: Woodley Drive Care Home Reading
Date when this sheet was completed:…..… /…..… /……..
Stage of project (e.g. planning stage, during project delivery, end of project):
Report number (projected waste arising should be report number 1 etc.):
Project address/location: Woodley Drive, Church Road, Woodley, Reading RG5 4QP
Main contractor: **MPBROTHERS LTD**
Person responsible for waste management on site (name and job title): TBA
Person and company completing this form, if different:
Types of waste arising:

Material	Quantity (in m^3)							
	Re-used on site	Re-used off site	Recycled for use on-site	Recycled for used off-site	Sent to re-cycling facility	Sent to WML exempt site	Disposal to land-fill	WTN* Completed
Inert								
Active								
Hazardous								
Totals (in kg/T)								
Performance score as %+								
SWMP Target %+								

*Waste Transfer Note
+There is an option to use this form as a measurement tool to work out savings etc. against each waste stream.

6.0 PROTECTION OF THE WATER ENVIRONMENT

6.1 WASTE WATER AND GROUNDWATER

Provisions for construction site drainage along the building will be achieved via the development and implementation of an appropriate Construction Site Drainage Plan. This plan will be developed and will include measures to ensure that surface water runoff is contained and managed appropriately, as described below. Such provisions will also prevent washout from temporary construction laydown and storage areas into local watercourses.

The plan will take full account of regulatory requirements and relevant guidance such as the Pollution Prevention Guidelines (PPGs). This will include notifying relevant authority in advance of all works to allow pollution prevention and emergency procedures to be agreed. All wastewater and site discharges will only be permitted where the effluent quality and discharge location is acceptable to the concerned authority (as appropriate). The Contractor will ensure that all treatment facilities are regularly inspected and maintained and that a full record is kept of inspection, maintenance and measures to sustain equipment performance.

Prior to excavation below the water table, including site de-watering, the Contractor will inform the local authorities of the works to be conducted and where practicable and comments will be incorporated into the working methods. If required, applications for prior approval / consent will be made and consent secured before works commence. De-watering and disposal measures will be agreed with the council.

The Contractor will ensure that areas of exposed ground and stockpiles are minimized to reduce silty runoff. Geo-textiles or planting methods will be used as necessary to shield spoil mounds. Water containing silt will not be pumped directly into watercourses. Water must be stored in settlement tanks, filtered, or discharged to foul sewer.

The Contractor will ensure that any water that has come into contact with contaminated materials is disposed of in accordance with relevant regulations.

6.2 STORAGE OF POLLUTING MATERIALS

The Contractor will make provisions to ensure that containers or other potential contaminants stored on the Site are controlled in accordance with the Control of Substances Hazardous to Health (COSHH) Regulations, and are properly isolated and bounded and that no oil or other contaminants are allowed to reach watercourses or groundwater. Storage locations for such materials will be positioned away from watercourses. All surface water or other contaminated water which accumulates will be removed by manually controlled positive lift pumps and not by means of a gravity drain. This water will be removed from site and discharged into a public sewer in consultation with the relevant water companies.

6.3 PROTECTION OF AQUIFERS

N/A

6.4 CONTROLS AND MANAGEMENT OF FOUL DRAINAGE

Foul water and sewage effluents produced by the construction workforce will be contained by temporary foul drainage facilities to be installed. All foul water will be disposed of off- site by a licensed Contractor.

6.5 HISTORICAL DRAINS

Prior to construction, the Contractor will agree a process with the Local Authorities for identifying current and historical drains that will be affected by construction both on the site, and leading into or out of the site. It is, however, acknowledged that no identification techniques are 100% reliable with regard to current and historical drainage. Measures and commitments concerning the process to be followed and actions to be taken will be agreed by the Contractor within a detailed drainage management strategy (DMS).

6.6 WORKS IN THE VICINITY OF WATER

N/A

7.0 THE WATER FRAMEWORK DIRECTIVE, WATER ENVIRONMENT AND THE WATER SERVICES

The Contractor will be aware of the new consents system and associated requirements introduced under the Water Environment Regulations. Many activities associated with the construction will require consents from the respective directives, which may be issued separately or in the form of a composite license. The Contractor will fully comply with the consents required, and planning for the associated consent timescales and costs.

7.1 POLLUTION EVENTS

TBA

8.0 ECOLOGY

Foraging Bats; The loss of vegetation upon the site is not considered to significantly impact upon bats. The landscaping proposed for the site will retain boundary vegetation which will ensure connectivity through the site with new planting strengthening this boundary vegetation and connectivity over time. The sensitive lighting strategy for the site as documented above will ensure dark corridors in association with boundary vegetation to enable bats to forage and commute through the site. The above discussed lighting provision are site specific and comply with the intensions of the BCT lighting guidelines (Bats and Lighting in the UK (Bat Conservation Trust, 2018).

Site enhancements: Six integrated bat boxes will be installed on the east aspects of the new building. The bat boxes will be installed at least 4m in height and will be in proximity to boundary vegetation where bats can emerge into canopy cover. These bat boxes will provide permanent bat roost features on site adjacent connective habitat and will introduce bat roosting features that are currently unavailable on site.

With the implementation of mitigation it is considered the proposed development will have no significant negative impacts on bat activity on site. The proposed enhancements will provide bats with secure permanent roost features on site that are currently unavailable, and the residual impact of the development upon bats will therefore be expected to be minor positive.

Nesting birds; they utilise dense scrub and mature trees. Novegetation clearance works or any remedial tree works will be undertaken during the nesting bird season (generally regarded as March – August/September), as this would have the potential to disturb, kill or injure nesting birds, their chicks and/or their eggs, and/or to destroy the nest(s), should birds be nesting within these habitats.

Should works be unavoidable during this period it is recommended that a nesting bird check be undertaken by a suitable number of ecologists whom are members of CIEEM and adhere to their code of professional conduct to ensure that no nests are present up to five days prior to clearance works.

The creation of Root Protection Areas adjacent retained boundary vegetation will reduce the risk of disturbance to nesting birds.

Further, the landscaping proposed for the site will retain and strengthen boundary vegetation, which will ensure connectivity through the site and to adjoining habitats is retained continuing to allow birds to commute through the site. Retained and new planting will also continue to provide foraging opportunities for birds.

Bird boxes suitable for house sparrow, a UK BAP Priority Species and other common garden bird species recorded on site will be installed on the new building and upon retained trees to provide nesting opportunities. Two sparrow terraces (a combination of three joined individual nest boxes) will be installed at least 4m from ground level upon the east aspect of the building. Six other nest boxes for a variety of bird species will be installed on suitable mature trees on site as well as two boxes to be placed upon the building. Six integrated swift boxes will also be installed upon the north and east aspects of the new building. The boxes will be within close proximity to encourage their use and will be located at least 4-5m in height. A Schwegler 17A Triple Cavity Swift Box or a similar integrated box(es) will be used on both aspects.

Specific locations of bird boxes can be seen on proposed elevation the drawings by Candy Lofthouse Architects.

With the implementation of RAMs it is considered the proposed development will have no significant negative impacts on nesting birds. The proposed enhancements will provide bird species with nesting opportunities on site, including introducing nesting provision for a UKBAP species. The residual impact of the development upon nesting birds will therefore be expected to be neutral-minor positive.

Hedgehogs; the proposed development is considered unlikely to have any significant impact upon any other protected and/or notable species, however it is reasonable to presume that hedgehogs access site on occasion. Therefore, individual hedgehogs could be accidentally injured or killed during the vegetation clearance phase, or during the construction phase, with animals potentially falling into and becoming trapped in any development trenches or excavations left open overnight. Furthermore, should fencing be erected around the site post-development hedgehogs could be excluded from the site.

All trenches and excavations will be fitted with a plank of wood or similar so individual hedgehogs that may inadvertently fall into the trenches/excavations, have a means of escape. Preferably, the trenches/excavations will be filled in immediately following completion of works. Any hedgehogs found during development works will be relocated to suitable dispersal habitat to the west of the site.

The landscaping proposed for the site will retain boundary vegetation and will continue to provide shelter and foraging opportunities for hedgehog, if active upon the site.

Post-development hedgehog access will be provided to ensure any hedgehogs that utilise the site can continue to use the boundary vegetation and new lawned areas. Access will be created within boundary fencing i.e. cutting a hole at the base of the fence (approximate dimensions 13cm x 13cm) will ensure hedgehogs can commute through the site to and from adjoining habitats. No access will be provided in immediate proximity to Woodley Drive to reduce the risk of road traffic accident fatalities.

With the implementation of RAMs and mitigation it is considered the proposed development will have no significant negative impacts on hedgehogs that may on occasion be active on site. Therefore, a neutral residual effect is expected in the long term.

PROTECTION OF MATURE TREES

Prior to the commencement of any works, the contractor shall obtain the services of an Arboricultural firm to set out the plan for the protection of the trees on the premises.

All tree surgery operations will comply with the BS 'Recommendations for Tree Works' and a method statement addressing safety of workers and the public will be prepared and implemented. Woody material generated will be retained on site as far as is reasonably possible and used as part of habitat creation measures. Adverse effects on all trees within or in the vicinity of the site will be minimized by the adoption of suitable mitigation measures. These may include but are not limited to the following:

- selective removal of lower branches in an approved manner, to reduce mechanical damage by construction vehicles;

- the use of matting around the root zone to minimise soil compaction;

- notwithstanding the above, construction activities will be controlled to minimise compaction of the ground beneath the entire canopy of the tree. No heavy materials or plant will be stored, and construction traffic movements will be controlled, by fencing or other means, so as to minimise vehicle movement within the canopy; and

- the use of chestnut paling around the trunk to prevent damage.

TREE REPLACEMENT

Any tree that is damaged or cut down without approval or dies as a consequence of the construction will be treated or be replaced by a suitably sized transplant to the approval of the Local Authorities. The supply, storage, handling, planting and maintenance of new planting will be undertaken in accordance with the appropriate British Standards, including, but not necessarily limited to the following:

- Trees in Relation to Construction;
- Recommendations for Tree Works; and
- Code of Practice for General Landscape Operations (excluding hard surfaces).

PEST CONTROL

MP Brothers will ensure that the risk of infestation by pests or vermin is minimized by adequate arrangements for the disposal of food waste or other material attractive to pests. If infestation occurs the Contractor will take such action to deal with it as required by the Local Authorities. Specialist pest control contractor will be consulted initially with regards to Pest Control. All pest control measures will be agreed with current regulations to ensure that there is no detrimental impact to the environment and to identify any other consents / licenses that may be required.

9.0 LANDSCAPE AND VISUAL

The Contractor will take all necessary measures to minimise and avoid creating visual impacts during construction. The Contractor will ensure the following measures to minimise impacts are implemented.

- The measures approved on any future 'Tree Protection Plan' will be duly implemented.

- Unnecessary tree removal will be avoided. Detailed drawings will be drawn up before construction commences identifying the tree to be retained. The Environmental Compliance Officer will approve such drawings.

- Materials and machinery will be stored tidily during the works in order to minimise impacts on views.

- Portable machinery will be stored behind hoardings in compounds or covered over when not in use.

- High level flood lighting of compounds and works sites will be restricted to agreed working hours and those which are necessary for security and/or health and safety purposes. Boundaries will be illuminated outside normal working hours for security and/or health and safety purposes.

- The proposed access road into the side to the side of the existing building will be excavated to 250mm which will be laid with 2300mm crush and 50mm Tarmacadam. This will serve to reduce the transgression of dirt/ mud onto the roadway.

- On completion of construction the temporarily laid road and the all remaining construction materials will be removed from the site.

All of the above documents will be developed in consultation with the Local Authorities, local residents, any local business and stakeholders. The Contractor will ensure that any site excavation material or imported material used to form landscape features on the site is handled in a manner consistent with the Waste Management Licensing Regulations.

10.0 APPENDICES:

Appendix 1 **Site Location Of Map**

Appendix 2 **Access & Egress Routes**

Appendix 3 **Nearest Hospital – Route Map & Contact Number**

Appendix 4 **Delivery Booking Form**

Appendix 5 **Asbestos Survey**

Appendix 6 **Topographical & GPR Survey**

Appendix 7 **Site Logistics Plan**

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