b&m construction consultants

Certified B Corporation

# Construction Environmental Management Plan

## School Road

## Hurst

BM4179
Rev F

# School Road, Hurst
# Construction Management Plan

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Record of Amendments

| Date | Description | By | Signed |
|---|---|---|---|
| 26/03/2026 | Ecological Mitigation | Craig Nimmo | Craig Nimmo |
| 02/04/2026 | Edit after comments | Craig Nimmo | Craig Nimmo |
| 10/04/2026 | Edit after comments | Craig Nimmo | Craig Nimmo |
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| 19/05/2026 | Add additional comments from WBC Highways | Craig Nimmo | Craig Nimmo |
| 17/07/2026 | Additional comments from the Planning Consultant | Craig Nimmo | Craig Nimmo |
| 05/10/2026 | Addition of swept path analysis | Craig Nimmo | Craig Nimmo |
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## 1.0 Introduction

This Construction Environmental Management Plan (CEMP) has been prepared to support the Reserved Matters application and discharge the relevant planning condition. It reflects the approved ecological baseline established at outline stage and adopts a proportionate approach to managing ecological risk during construction, consistent with the Local Planning Authority's latest advice.




CONTEXT PLAN

PLANNING ISSUE 09.01.2023

LAND BETWEEN SCHOOL ROAD
AND ORCHARD ROAD
HURST
BERKS

HELMSLEY LAND LTD AND PENELOPE CLAYDEN

CONTEXT PLAN

SCALE 1:1250 DATE 01.01.2023

The purpose of this Construction Environmental Management Plan (CEMP) is to outline how this project will be managed given the location of the site in the heart of Hurst village with consideration to ensuring the works cause the minimum amount of disruption and disturbance to residents. This document will comment on any site constraints, their impact and measures

The project construction management and environmental goals are:

- To minimise, as far as reasonably practicable, adverse effects on the environment; additional mitigation measures will be implemented if required, based on site conditions encountered during works and avoidance measures for ecology, biodiversity and tree protection during the construction phase.
- To promote good standards of environmental awareness
- To develop environmental awareness and responsibilities amongst site personnel at all levels
- To maintain a safe and healthy working environment for the workforce
- To prevent nuisance to the local community/business' and avoid damage to the environment
- To implement a policy of potential reuse of all waste with disposal off site being a last resort
- Enable full compliance to be maintained with all relevant legislation

## 2.0 Project Overview

The proposed development comprises 23 new residential units between School Road and Orchard Road, Hurst, in Berkshire.

Area: 1.147Ha



Neighbouring Stakeholders
The development plot sits between Orchard Road and School Road and backs onto St. Nicholas Primary School and their playing fields and the Village Hall. The site is adjacent to listed Vine Cottage to the east.

Site Constraints:
From Wokingham Borough Council's Planning Polices and Constraints Map the site contains 2 Ash trees and groups and areas of trees with TPOs. It also sits within Flood Zone 2 and there are records of surface water flooding nearby. Due to its close proximity to Heathrow the area falls within the Aerodrome Safeguarding Zone regarding heights of buildings in the fleet path.
To the eastern boundary is a public right of way footpath connecting Orchard Road with School Road. The site is neither within a conservation area or scheduled ancient monument or in an archaeological site.

Address:
Land between Orchard Road and School Road, Hurst

OS Maps: Easting 479652 Northing 173367
What3Words: crowds.voted.brush



Fig. 1 Aerial view of the development area

## 3.0 Proposed Works

The proposed development comprises 23 2 storey residential units between School Road and Orchard Road with associated landscaping and car parking and designated car parking for the school. Grade C listed trees will be removed to provide access, planted screening to adjacent properties.
The dwellings will be a mixture of detached and semi-detached houses and 2 sets of flats and comprises both private and affordable properties.



Fig. 2 Adjacent land use

**Access**

Site access will be via the entrance on School Road via the A321 Wokingham Road.

All delivery drivers should call ahead to inform site management of anticipated arrival times and avoid busy school drop-off and pick-up times.

The A321 and School Road does have some overhead wires that cross the road at various points along their length.




Fig. 3 View of development area form School Road noting overhead cable

**Construction Phase and Sequencing of Works**
It is vital that the Principal Contractor incorporates and adheres to all of the elements of this Construction Management Plan into their Construction Phase Plan.

Sequencing of the works will be as follows:

- The access point for the school car park (contractor's compound) and sub-base and visibility splays on School Road
- Haul roads
- Drainage and services
- Dwellings nearest to Orchard Road (plots 1,23,4,5,6
- Dwelling in the centre of the area with plots 7-14
- Dwellings by School Road plots 15-13
- Landscaping and planting
- Road surfacing

**Enabling Works and Temporary Works**
The School Road entrance shall be constructed first with visibility splays and a haul road leading into the site.

A full dilapidation survey (with photographs) shall be carried out by the Contractor at the beginning of the works to include:

- Neighbouring properties
- Kerbs and pathways surfaces
- Roadway surface
- Street surfaces including street furniture

Copies are to be kept by the Contractor and Client, and a copy sent to the Highways Inspector and Project Manager.

**Demolition**
There are no existing buildings to demolish.

**Site Preparation and Sub-Structure**
The ground shall be prepared, and the foundations be laid using cement lorries. Ground vibration will be monitored by the contractor. Excavations and trenching for services shall have adequate edge protection, covers and vehicles stops.

**Bulk Excavations**
The area is relatively flat, negating large scale earth moving, any spoil will be retained for use around the site meaning less construction traffic on local roads taking it away.

**Superstructure**
Within the detailed design, brick/block cavity walls, black cedar cladding and timber floor and roof have been considered the best method for ease of construction for all on site.
It is likely that these will require lifting in by a telehandler with loading bays for each property. A full lifting operations plan including risk assessments and method statements will be included in the Construction Phase Plan (CPP).

**Material Delivery**
Materials will be delivered via School Road. These deliveries will be timed within the scheduled working hours and to avoid busy periods for the local primary school with full details being laid out in the Contractor's traffic management plan. The driver shall call the site prior to arriving to ensure that the local roads are not congested.

**Scaffolding**
Scaffolding shall be erected to all elevations of each dwelling to the full height of the roofscape.
Materials will be transported by a mechanical means such as a telehandler to reduce manual handling to a delivery bay. Scaffolding will only be in place for as long as it is required and wrapped to reduce the impact of noise and dust emissions.

**Operating hours**
Restricted working hours will be to Wokingham Borough Council's controlled hours of 8am – 6pm (Monday – Friday) and 8am – 1pm (Saturdays). There will be no working on Sundays or Bank Holidays.

**Programme and Sequencing**
The overall construction period (RIBA Stage 5 work) is forecasted to be 52 weeks.

## 4.0 Site Set-up/Security

The site will be accessed via School Road, and the site boundary shall be secured with either heras fencing or hoarding with lockable gates with warning signs to deter unauthorised access. The gates shall be set back into the area to avoid block the road when vehicles arrive.

The site office and welfare accommodation shall be double stacked to utilise available space.

There will be a vehicle turning bay located inside the site for deliveries and separate areas for waste and for materials storage.
Waste streams will be removed regularly to prevent arson. All materials, equipment and plant will be left in a safe condition to prevent injury and theft.
The site will be occupied as per the working times.

The site logistics plan (see figure 4) details the site arrangements including the location of the site access points, site accommodation, off road parking, material storage areas and waste skips.

Only materials for immediate use shall be stored on site, to reduce the risk on the visual impact of the environment, reduce the risk of arson, theft and vandalism. Regular site visits will be made by the Principal Designer to ensure compliance.

Wheel washing facilities shall be located inside the compoumnd adjacent to the site accommodation and staff parking before vehicles egress from site in order to reduce mud on local roads.

The maxium demand for parking onsite at anyone time will be 18 vehicles. Room for parking for 15 of the contractor's vehicles shall be accoommodated on site to avoid parking on School Road. If the on-site parking is full, a maximum of three vehicles shall park on School Road at anyone time and not to hinder the bus stop on School Road nor the junction with Tape Lane.

The gates shall be set back by the length of the longest vehicle to avoid blocking School Road to local traffic.

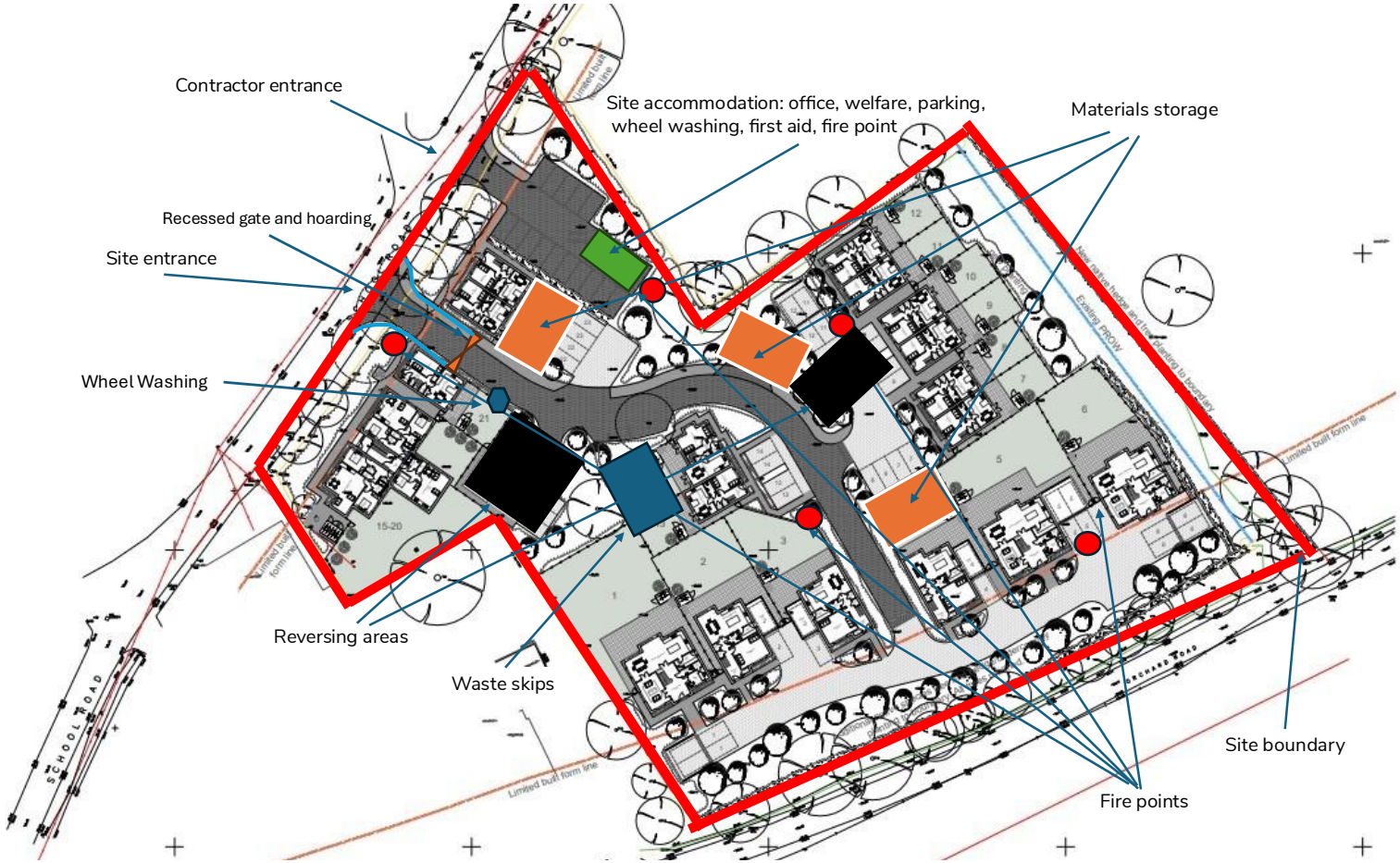


Fig. 4 - Outline Site Logistics Plan

## 5.0 Neighbourly Relations

The site is situated and within a residential area and next to the school, therefore the works will be managed accordingly considering the constraints of the site without impeding neighbouring properties. The selected contractor shall sign up to the Considerate Constructors Scheme and apply the principals as set-out by the scheme to the project, these are:

1. Respect the Community

Constructors must manage their impact on their neighbours and the public to support a positive experience, by:

- Ensuring courteous and respectful language and appropriate behaviour in and around the construction activity
- Providing a safer environment, preventing unnecessary disturbance, and reducing nuisance for the community from their activities
- Proactively maintaining effective engagement with the community to deliver meaningful positive impacts.

2. Care for the environment

Constructors must minimise their impact and enhance the natural environment, by:

- Prioritising environmental issues to protect the natural environment and minimising negative impacts
- Optimising the use of resources, including minimising carbon throughout the value chain
- Engaging with the community to improve the local environment in a meaningful way.

3. Value the workforce

Constructors must create a supportive, inclusive, and healthy workplace, by:

- Actively encouraging and supporting an inclusive and diverse workplace
- Proactively supporting safe working, mental and physical wellbeing at work
- Providing workplaces that are, well maintained, clean and secure from physical and biological hazards

As part of the scheme the contractor shall be visited periodically by a Scheme Monitor and assessed and awarded an overall score. This will highlight areas requiring improvement and any non-conformances and reward appropriately for innovation and best practice.

Starting with a letter drop, regular communication to the neighbouring residents and any community groups shall be maintained by the contractor throughout the duration of the works. The contractor will provide updates on scheduled works and any changes that may occur as a result of unforeseen circumstances. Any reasonable issues raised by local residents shall be recorded and where possible actioned, details of any unresolved actions shall also be kept.

A display board shall be mounted in a prominent position providing details on the nature of the works, a contact name and telephone number (including a number to be used outside normal working hours).

## 6.0 Construction Traffic Management

**Routing of site traffic and access**

- Site traffic will approach the site (see Figure 5) from the north via the A321 Wokingham Road through Twyford town centre and past residential areas and 3290/A329(M). An alternative route from the M4 and A321 from the south avoids passing through Twyford town centre It is not possible to exit the M4 onto the A321 nor at J10 without a long detour so is best avoided. Orchard Road is single track rural type lane and should also be avoided.

- School Road has a vehicle width limit of 6'6" (1.82m), construction traffic should not exceed the width limit. In the event if the proposed construction vehicle will have exceeded the width limit, separate consent from the Traffic Management team will be required.

- All vehicle movements should be directed by a competent banksman.

- A swept path analysis has been undertaken (Appendix A) and this suggests that vehicle size will be restricted to a maximum of 9.6m x 2.5m rigid axle vehicle PANTEC type vehicle. Where possible, smaller vehicles will be used to reduce the impact on the local environment. This type of vehicle will be able to enter and exit the site in forward gear.

- Collections and deliveries will be restricted to times to avoid impacting on the drop-off and pick up times for the St. Nicholas of England Primary School. All deliveries will be arranged with the site manager. All deliveries and collections shall take place within the scheduled working times.

- Vehicles shall manoeuvre in the turning bay only under the direction of a banksperson, with segregation of vehicle and pedestrian routes being clearly marked with directional signage on site. Any crossovers are to be clearly indicated, and suitable barriers installed in order to protect site operatives and members of the public.

- Wheel washing facilities will be located by the site exits fed from temporary water supplies, run-off is to be directed via the onsite drainage system.

- All vehicle loads will be covered to avoid materials falling off.

- Air quality on site will be continually measured.

- It is envisaged that there will be on average 3 deliveries or collections daily during the peak of the works.

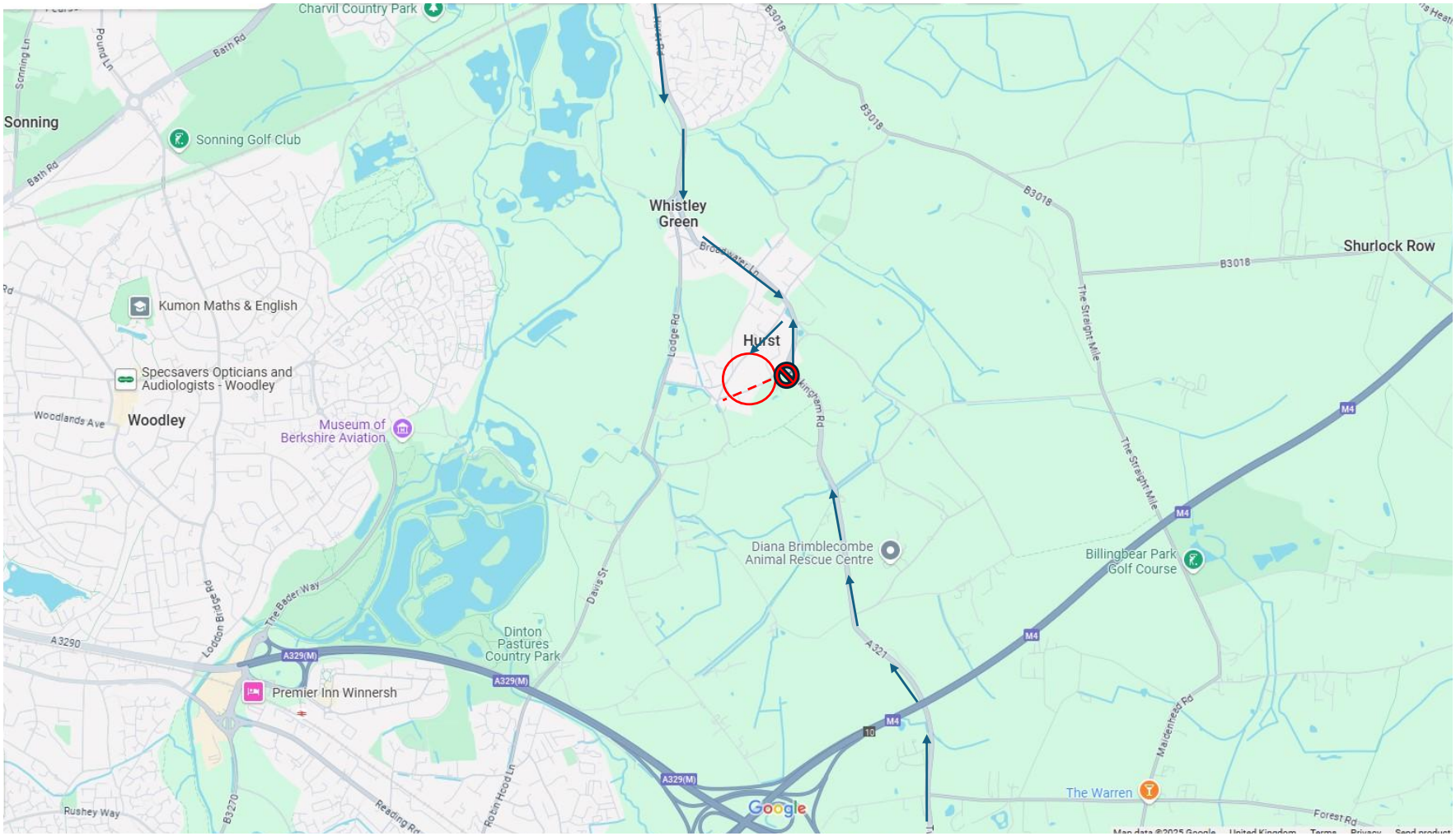

Fig. 5 Suggested construction traffic routes and approaches

## 7.0 Environmental Management Plan

**Ecological Mitigation**
**Site Baseline and Context**
The ecological baseline for the site was established and agreed at outline stage, where the site was characterised as short sward grassland of low suitability for reptiles and amphibians, including Great Crested Newt (GCN). The site lies within a GCN red risk zone; however, this constraint was fully understood and accepted at outline stage, and the agreed approach to managing ecological risk was through the implementation of a Construction Environmental Management Plan (CEMP).
The site is currently subject to active management and maintained as short sward grassland, consistent with the baseline condition. Whilst there has been a temporary period of longer vegetation, this does not represent a permanent or material change in habitat suitability.
On this basis, the ecological risk associated with the site remains low and can be appropriately managed through proportionate precautionary measures secured within this CEMP.

**Approach to Mitigation**
In accordance with best practice and the mitigation hierarchy, the approach to ecological protection during construction will be based on the implementation of Reasonable Avoidance Measures (RAMs). These measures are considered proportionate to the level of ecological risk and sufficient to ensure compliance with relevant wildlife legislation.

No further survey work, licensing or translocation is considered necessary based on the established baseline and current site condition.

**Primary Mitigation Strategy – Reasonable Avoidance Measures (RAMs)**

The following measures will be implemented throughout the construction phase:

- **Toolbox Talks**
  All site personnel will receive an ecological toolbox talk prior to commencement of works, including identification of protected species and procedures to follow if encountered.

- **Site Clearance**
  Vegetation clearance will be undertaken in a precautionary manner. Where required, clearance will be undertaken in a staged and directional approach to encourage any mobile species to disperse into adjacent retained habitats.

- **Timing of Works**
  Where practicable, vegetation clearance will avoid the bird nesting season (March–August inclusive), unless supervised and confirmed clear by a suitably qualified ecologist.

- **Sensitive Working Practices**
  Materials will be stored off the ground (e.g. on pallets) to prevent the creation of refuges for wildlife. Trenches and excavations will be covered overnight or fitted with escape ramps.

- **Supervision (if required)**
  An Ecological Clerk of Works (ECoW) will be available on a watching brief basis if required.

- **Stop Works Procedure**
  In the event that a protected species is encountered, works will cease in the immediate area, and an ecologist will be consulted before works recommence.

Given the established baseline and current site condition, ecological risk will be managed through the implementation of Reasonable Avoidance Measures (RAMs).
No further survey work, licensing or translocation is required based on the established baseline and current site condition. Should protected species be encountered during construction, works will proceed in accordance with the stop works procedure set out in this CEMP.

**Lighting**
Artificial lighting will be carefully designed and managed during the construction phase to minimise disturbance to bats, with particular regard to the treeline identified within the Preliminary Ecological Appraisal as a commuting corridor.
Directional lighting will be used throughout the construction period, with all luminaires angled inwards toward working areas and away from site boundaries, treelines, and any potential roosting or commuting habitats.
Lighting levels will be kept as low as practicable, with low-level lighting adopted only where necessary for health and safety purposes. Unnecessary night-time lighting will be avoided wherever possible, and lighting will be restricted to agreed working hours unless essential for safety or security, with lights switched off when not in use to minimise light spill.
All lighting will be designed and implemented in accordance with the Institute of Lighting Professionals and Bat Conservation Trust Guidance Note GN08/23 (Bats and Artificial Lighting), ensuring appropriate measures are in place to safeguard bat commuting routes.

**Waste**
Waste material storage on site will be kept to a minimum; waste types will be sorted and segregated. Due to the spatial constraints of the site, waste will be disposed of regularly of by a contractor with a valid waste carrier licence.

**Emissions**
Where practicable, operatives shall be encouraged to arrive on-site via public transport. All deliveries or collections will be scheduled to avoid peak hour traffic and minimise congestion but within scheduled working times. Mains power is preferred rather than using diesel generators.
Plant shall be switched off (not left idling) when not in use.

**Dust Mitigation**
Principles of control hierarchy will be employed through the construction phase to mitigate the impacts of dust on the surrounding neighbouring properties and to avoid causing ill-health effects to site operatives. As per EH40/2005 workplace exposure limits (WELs) for usual building related dusts such as respirable crystalline silica is 0.1mg.m$^{-3}$ and gypsum is 4mg.m$^{-3}$.

We refer the Principal Contractor to the IAQM Guidance on the Assessment of dust from demolition and construction and the procedure for undertaking of dust impact assessments and the appropriate project controls implemented. More than one assessment may be necessary and will include an initial assessment of nearby receptors such as neighbours, neighbouring properties and cars, trees and wildlife.

The assessment will include activities that require a separate risk assessment:

- Earthworks and excavations, this will include any excavated materials from trenching works
- Construction works to include cutting, sanding, drilling and the use, transport, storage and disposal of waste construction products e.g. cement, sand, plaster, scaffolding will be wrapped to control dust.
- Trackout from construction vehicles

The assessment looks at the following separate dust impacts:

- Annoyance and nuisance of dust soiling
- The risk of ill-health effects from an increased exposure to particulate matter
- Harm to local ecology and the effects on photosynthesis

Baseline monitoring of air quality levels (PM) using equipment will be undertaken at the site boundary before works commence and monitoring will continue through the construction phase.

To control levels of fugitive dust, water suppression shall be utilised during the construction phase where necessary to avoid ecological stress on surrounding vegetation. Depending on the wind direction at the time, neighbouring properties may act as a barrier.

Hoarding and dust screening around the site will be erected to minimise dust migration to neighbouring properties. Any stockpiles of material shall be covered with tarpaulins and secured and where necessary dampening down of materials or areas traversed by construction vehicles to avoid trackout. School Road will be swept by road sweeper when required.

Wheel washing facilities will be located inside the gates in the reversing area using where possible recycled water.

Noise & Vibration Mitigation

Principles of control hierarchy will be employed through the construction processes to mitigate the impacts of noise and vibration on the surrounding neighbouring properties and to avoid causing ill-health effects to site operatives.

- Monitor noise and vibration levels
- Local electricity supply will be used where possible to avoid the use of generators
- All openings (i.e. doors and windows) where practicable, will be sealed and radios will not be permitted
- Plant shall be utilised with noise and vibration mitigation measures and silencers engineered into their design
- Limit the hours of noisy operations and liaison with the school to avoid crucial times in the academic year (exams and assessments). Inform neighbouring stakeholders of noisy or vibrating works
- Plant to be switched off and not left idling when not in use
- The opening and closing of the site entrance will be kept to a minimum and coordinated with deliveries and collections

Baseline monitoring of both noise and vibration shall be undertaken before works commence and throughout the construction phase of the project. Equipment shall be used to measure excessive levels for the site manager (who shall act as the monitoring officer) to act. In the event of an amber trigger the contractor shall investigate to determine the source of the significant level of noise and reduce these levels as far as reasonably practicable. All works to cease upon reaching the red trigger level.

The limitations are:

| Parameter | Trigger (Amber) | Action (Red) |
|---|---|---|
| **Noise Level** | 75db (A)Leq,15min(short term) | 80dB(A)Leq,15min(short term) |
| | 70dB(A)Leq,10hr (08:00 to 18:00) | 75dB(A)Leq,10hr (08:00to18:00) |

Table 1 Critical Noise Level Limits

| | Step 1 | Step 2a dust emission magnitude | Step 2b sensitivity rating | Step 2c risk rating | Step 3 site specific mitigation / controls | Step 4 residual effects and adequacy of controls |
|---|---|---|---|---|---|---|
| **Demolition**<br>200m³ | Neighbours, neighbouring properties (c30) and cars in close proximity less than 50m, trees, wildlife within 20m | Small<br>Area for buildings to be demolished <12,000m³ | Medium<br>5 properties within 20m of boundary | Low | COMPLETED<br>Site hoarding and dust screening. Dust suppression equipment and monitoring.<br>Dampening down, cover waste materials and dispose of regularly.<br>Soft strip. Piecemeal method of demolition. | Monitor and review. Carry out site inspections where necessary to ensure compliance with this CEMP. Measure and keep records.<br>The works are sequenced to reduce cumulative effects. The site will display the contact details of the site manager.<br>Develop and implement a DMP. Keep records of complaints and actions taken. |
| **Earthworks**<br>The site sits on made ground, and Thanet beds. SI reports states the soils to be grey sandy silty clay between 0.6-1.2m below ground | | Small<br>Area less than 200m² | Medium<br>5 properties within 20m of boundary m | Low | New foundations and piling and localised trenching for services ducts. Dampening down, cover excavated materials. | Monitor and review.<br>The works are sequenced to reduce cumulative effects. |
| **Construction**<br>Building volume <12,000m³ | | Small | Medium<br>5 properties within 20m of boundary | Low | Good housekeeping and regular use of vacuum with H or M filters. Windows and doors kept closed.<br>Waste materials covered and disposed of regularly.<br>Use of cutting stations.<br>Engines switched of when not in use. Use mains power. No burning of waste see PCI Pack.<br>Scaffolding to be wrapped. | Monitor and review. The works are sequenced to reduce cumulative effects. |
| **Trackout**<br>Space for small <3.5t vehicles only<br>Area is hard surface. | | Small | Medium<br>5 properties within 20m of boundary | Low | Limited space for vehicles movement due to physical site constrictions, the site sits on nearly the whole footprint, and adjacency to neighbouring properties.<br>All vehicles to be ULEZ compliant.<br>Trackways to be covered and dampened down.<br>Loads covered. | Monitor and review. |

Table 2 Summary of Outline of the Dust Management Plan Assessment Based on IAQM Guidance Assessment of dust from demolition and construction

BS5228-2:2009+A1:2014 provides guidance on both noise and vibration control on construction sites, part 2 deals with vibration and the nuisance it causes to neighbouring properties. For any operations that maybe a source of vibration, monitoring at the site boundaries will be undertaken. Annex B Part B.2 states that the threshold of perception being typically in the peak particle velocity range (PPV) of 0.14mm.s$^{-1}$ to 0.3mm.s$^{-1}$. Above these values they can disturb occupants in premises. Records of any complaints shall be kept, and action taken.

| Vibration Level (mm.s$^{-1}$) | Effect |
|---|---|
| 0.14 | Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration. |
| 0.3 | Vibration might be just perceptible in residential environments. |
| 1.0 | It is likely that vibration of this level in residential environments will cause complaint but can be tolerated if prior warning and explanation has been given to residents. |
| 10 | Vibration is likely to be intolerable for any more than a very brief exposure to this level in most building environments. |

Table 3 Vibration Magnitude

**Good housekeeping**

- The site will be kept in a clean and safe condition at all times.
- The adjacent areas shall be routinely checked and monitored, the car park will be kept clean, and all rubbish removed. Skips will be kept covered and any graffiti shall be removed from hoardings.
- Wheel washing facilities shall be located by the site exits; road sweepers will be used to keep School Road clean.

**Smoke Control**

At the design phase, the design team have attempted to 'design out' or minimise the risk of fire and smoke starting during the construction phase through the use of a hazard identification list.

The development has been designed to Approved Document B of the Building Regulations (B1-B5) and a fire strategy by a fire consultant for when the building is occupied.

The principal contractor will be responsible for the site fire plan and updating it throughout the project. An assessment of the risks of fire (and the production of heat, hot gases and smoke) from any activities during the works will be undertaken and included as part of their Construction Phase Plan.

Fire procedures will be adhered to with all operatives being given induction training on:

- The fire procedures.

- Temporary early detection and warning systems (wireless)
- Actions on raising the alarm and alarm call points.
- Firefighting equipment.
- Escape routes, fire exits and assembly points.
- Any hot works procedure.
- Safe use of abrasive wheels.
- Smoking.
- Checks on tools, plant and equipment.
- The reporting of defects and taking items out of service.
- Promote good housekeeping.

Where operatives are trained in their use firefighting equipment such as appropriate extinguishers will be on hand to tackle any outbreaks. Waste will be removed regularly; all materials will be appropriately stored on site.

The site is unoccupied and will be secured out of hours to prevent unauthorised access and arson.

There are two types of smoke control systems including mechanical smoke control and passive smoke control. Where the risks of smoke migration are significant, additional fans will be used to blow or extract smoke and hot gases away from neighbouring properties. In some instances, the building itself will act as a passive smoke control system by providing compartmentation and a physical barrier.

**Pollution Control**

It is not envisaged that the construction processes pose potential for pollution or the need for significant use of hazardous chemicals. Any chemicals that are required for use on site will be kept to a minimal volume and accommodated in 110% bund and a spill kit supplied containing absorbent socks, pads and bags. Local drains will be protected from surface run-off from the site.

Plant will be maintained and kept in good working order to prevent leaks, drip trays and plant nappies will be used under static plant and at fuelling point.

**Lighting**

Site lighting will enable safe and efficient working conditions whilst also preventing light spillage into neighbouring properties to avoid nuisance or effects on amenity or wildlife and will be faced away from the boundaries.

All lighting except security lighting will be switched off at the end of the working day.

**Odour Control**

Offensive odours interfere with people's normal enjoyment and can cause feelings of revulsion, nausea and general annoyance to being detrimental to people's health and wellbeing in and around a construction site.

Odours on a construction site may arise from the following sources:

- Waste materials (rotting organic materials, VOCs from chemicals).
- Construction products such as solvents, paints, sealants, roofing tar, sprays.
- Construction processes from hot works and welding, mixing, spraying and applying.
- Plant and equipment such as diesel emissions, portable gas, other fuels and lubricants.
- Site welfare accommodation such as portable toilets.
- Existing drains and drainage, underground tanks, cess pits and stagnant water.
- Spilt materials that have not been stored in a bund.

These are to be managed by:

- Identifying those receptors that are at risk: operatives, members of the public, neighbouring residents, users of the car park etc.
- Appropriate risk assessment to include distinctions between unsafe, unwelcome, innocuous; sensitivity rating and likelihood.
- Application of hierarchy of control, i.e. the elimination or replacement with a less odorous product, reduction of exposure etc.
- Good housekeeping and regular removal of waste, waste is not to burnt on site.
- Careful specification of materials, chemicals and paints.
- Restricting vehicle movements.
- Using mains power rather than diesel generators, use of battery powered equipment and minimise use of petrol/diesel plant and vehicles.
- Routine emptying of portable toilets.
- Keeping an eye on meteorological factors such as wind direction and wind speed.
- Increase distance of source of odour from receptor where possible.
- Use of ventilation, extraction and filtration systems to dispose of or distribute odours such as air movement fans and air scrubbers
- Use of the existing buildings and other physical barriers.
- Adequate training, information, instruction and supervision of operatives.
- The availability and adherence of material safety data sheets.
- Keep records of the use of residual sources of odorous.
- Keep records of complaints and actions taken.

**Good housekeeping**

- The site will be kept in a clean and safe condition at all times.

- The adjacent areas shall be routinely checked and monitored, and all rubbish removed. Skips will be kept covered and any graffiti shall be removed from hoardings.
- Wheel washing facilities shall be located within the site entrance.

## 8.0 Fire and Emergency Procedures

The Principal Contractor shall implement fire and emergency procedures as part of their construction phase plan. These will include the following:

- Management of materials, waste and ignition sources.
- Means of alert and fire-fighting equipment.
- Evacuation plan.
- Pollution control measures.
- Maintain access for emergency services.
- Trained site first aiders and first aid equipment.
- Details of nearest A&E (Royal Berkshire Hospital approximately 5 miles)
- Temporary fire alarm system.

If an environmental incident occurs on the project all work will stop and emergency response procedures will be initiated.

## 9.0 Health & Safety

Prior to works commencing the Principal Contractor shall, in their construction phase plan, detail measures outlined in this document to mitigate health and safety risks to site operatives, site visitors and members of the public from demolition and construction processes. These will include:

- Risk assessments and method statements.
- Traffic management plan.
- Fire and emergency procedures.
- Site security plan.
- Environmental plan.

The site will be managed by a site manager, all operatives, members of the design team and visitors to site will receive a health and safety induction, an amount of PPE shall be made available for visitors.

## 10.0 Construction Management Plan

The Principal Contractor shall incorporate all of the elements of this Construction Management Plan (CMP) into their Construction Phase Plan (CPP). The CPP shall be reviewed by the Principal Designer in order to ensure compliance with the CMP.

The content of this CMP and the requirements of the Principal Contractor's CPP shall be communicated to all operatives, sub-contractors and visitors as part of the site induction. Copies of these documents and other health and safety information shall be prominently displayed in the site welfare area.

The Principal Designer shall visit site to ensure that the elements of the CMP and CPP are adhered to by the Principal Contractor.

Craig Nimmo
Senior Principal Designer 10/04/2026
B&M

# Appendix A – Swept Path Analysis

NOTES

CONTRACTORS MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK ON SHOP DRAWINGS

DO NOT SCALE FROM THIS DRAWING

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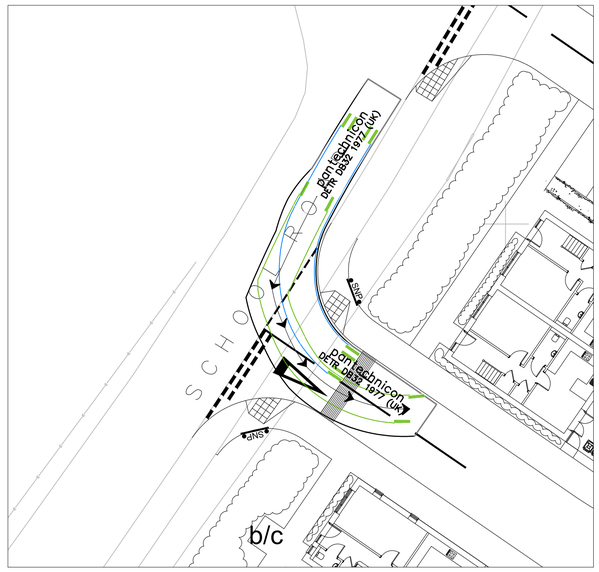
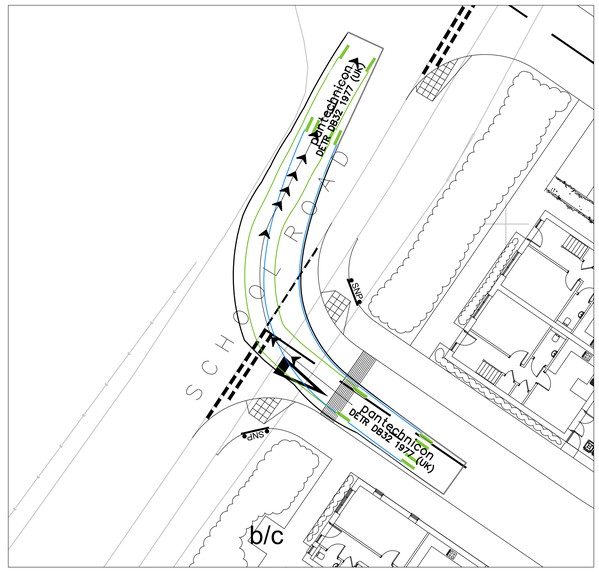
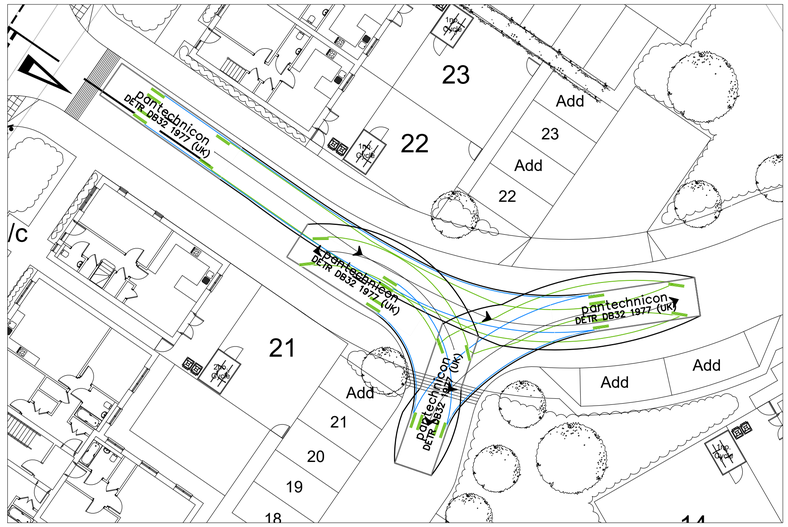
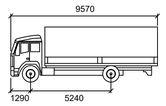



**PANTECHNICON ACCESS – MANAGED MANOEUVRE**

The swept paths show that the pantechnicon will cross the road centreline when entering and leaving the site. These movements shall take place only under the direction of trained traffic marshals positioned to observe and control approaching traffic. The vehicle shall wait until the full manoeuvre can be completed without conflict with other road users. The operator shall agree the traffic management arrangements with the highway authority before pantechnicon movements commence.




pantechnicon

| | | mm |
|---|---|---|
| Width | : | 2520 |
| Track | : | 2300 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | 39.9 |

| REV | AMENDMENT | DATE | CHKD |
|---|---|---|---|
| P3 | PRELIMINARY ISSUE | 28.09.2026 | RAC |
| P2 | PRELIMINARY ISSUE | 28.08.2026 | RAC |
| P1 | PRELIMINARY ISSUE | 19.05.2026 | RAC |

DRAWING STATUS

PRELIMINARY

RCD

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CLIENT

PROJECT

PROPOSED RESIDENTIAL DEVELOPMENT
SCHOOL ROAD
HURST

DRAWING TITLE

PANTECHNICON SWEPT PATHS
DURING CONSTRUCTION

CIVILS

| SCALE | DRAWN BY | CHECKED | DATE |
|---|---|---|---|
| 1:200 @ A1<br>1:400 @ A3 | STC | RAC | MAY 2025 |

DRAWING NUMBER: 1111-2530-CIV-SP04

REVISION: P3

N W E S

1m 2m 3m 4m 5m 10m 15m 20m

SCALE 1-200