



# David Lloyd Leisure Reading David Lloyd

## Construction Environmental Management Plan

Revision 02



| Document Details    |                                                          |                         |                          |
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|                  |          |                              |              |             |
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|                  |          |                              |              |             |

***This Construction Environmental Management Plan (CEMP) shall be read in conjunction with the following documents.***

- ***Construction Phase Plan***
- ***Quality Management Plan***
- ***Traffic Management Plan***
- ***Site Emergency Plan***
- ***Site Waste Management Plan***
- ***Site Services / Utilities Plan***
- ***Foxton Construction Group Procedures***

Construction Environmental Management Plan: READ AND UNDERSTOOD BY:

| Name | Position | Date | Signature | Rev |
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## 1 CEMP Introduction

Foxton Construction Ltd has been appointed by David Lloyd Leisure as Principal Contractor to undertake the development of the DLL Reading facility, comprising part new-build and part refurbishment

This Construction Environmental Management Plan (CEMP) has been compiled by the 'Principal Contractors' project management team to comply with the requirements of Construction Design and Management Regulations 2015 (CDM).

The plan is a 'live document' to be supplemented and/or revised as the project develops by the introduction of supporting documents such as Sub-Contractor method statements, risk assessments or any documentation relevant to the safety, health and environment of the project.

## 2 CEMP Objectives

This CEMP is to act as a dynamic, live document that is regularly updated, reviewed and adapted as the project moves through sequential phases of construction with the key objectives;

- **Ensure Compliance** – With all relevant environmental legislation, policy frameworks and planning conditions
- **Mitigation Measures** – Detail practical mitigation measures to eliminate or reduce adverse impacts during the construction phase
- **Minimise Disruption** – To local residents, businesses, general public and surrounding environment
- **Environmental Roles** – Establish clear responsibilities and communication channels for site personnel and contractors
- **Monitoring** – Provide a framework for monitoring, reporting and auditing to ensure ongoing compliance and continuous improvement

This plan is a detailed CEMP produced to provide the planning authority with the detail of the logistics activity expected during the construction phase of the project to meet the requirements of Planning Condition 4 of the consented scheme, application reference 253130.

*Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall have been submitted to and approved in writing by the Local Planning Authority. Construction shall be carried in accordance with the CEMP. The CEMP shall include the following matters:*

- a) A construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;*
- b) Construction Access*
- c) Loading and unloading of plant and materials;*
- d) Storage of plant and materials;*
- e) Identification of biodiversity protection zones.*
- f) The role and responsibilities on site of an ecological clerk of works (ECoW) or a similarly competent person.*
- g) Use of protective fences, exclusion barriers and warning signs.*
- h) The location and timing of sensitive works to avoid harm to biodiversity features.*
- i) The times during construction when specialist ecologists need to be present on site to oversee works.*

- j) Programme of works / phasing / lorry routing and potential numbers (including measures for traffic management and operating hours);*
- k) Vehicles and Non-Mobile Machinery to comply with Euro VI Emissions Standard as a minimum*
- l) Piling techniques including types of piling rig and earth moving machinery;*
- m) Provision of boundary hoarding and gates;*
- n) Protection of the aquatic environment in terms of water quantity and quality;*
- o) Details of proposed means of dust suppression and noise mitigation;*
- p) Details of measures to prevent mud from vehicles leaving the site during construction;*
- q) Details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;*
- r) Lighting on site during construction (including temporary);*
- s) Measures to ensure no onsite fires during construction;*
- t) Monitoring and review mechanisms;*
- u) Implementation of the CEMP through an environmental management system;*
- v) Details of the haul routes to be used to access the development;*
- w) Details of the temporary surface water management measures to be provided during the construction phase;*
- x) Details of the excavation of materials and the subsurface construction methodology*
- y) An invasive species management plan due to presence of Japanese Knotweed.*
- z) Appointment of a Construction Liaison Officer.*

*Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3, CP6 and CP7 and TB23 of the Managing Development Delivery Local Plan Policy.*

## 3 Project Overview

### 3.1 Site Location

The site is located within Thames Valley Business Park and directly neighbours a nursery and commercial building to the South, Thames Valley Park Nature Reserve to the North with private car parking to the East and public highways to the West.

Site Address:

David Lloyd Sports Centre  
1 Thames Valley Park Drive  
Earley  
Wokingham  
RG6 1PT

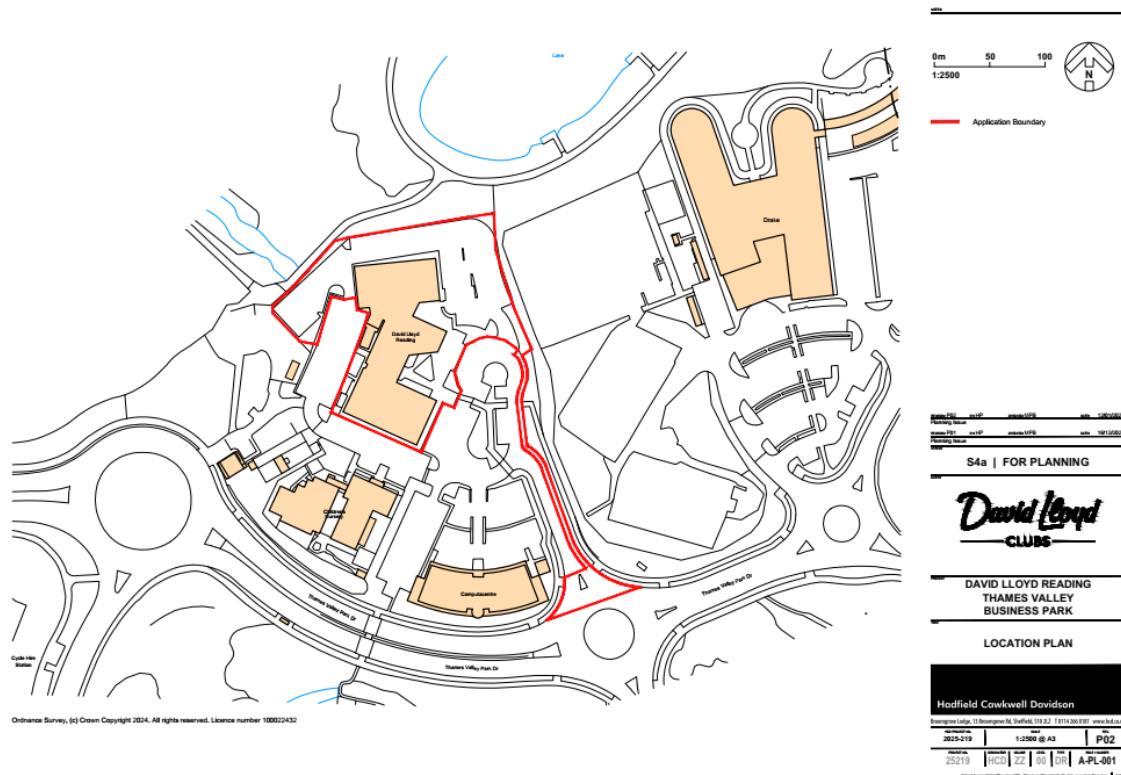


Figure 1 Site Location

## 3.2 Development Proposal

The development involves

- Demolition of existing pool housing structure and ancillary single storey link buildings
- Erection of new double storey accommodation housing;
  - Reconfigured pool hall
  - Spa & Wellness facilities including hydrotherapy pool, plunge pool, saunas & Ice caves (to both levels)
  - Extension to ground floor changing facilities
  - Open plan gym space to the first floor
- Existing building internal strip-out and new fit-out to suit reconfigured internal layouts
- Car parking alterations to suit new extension

Existing & Proposed HCD Architects general arrangement drawings have been included within Appendix A, an extract of which is included in figure 2 below;

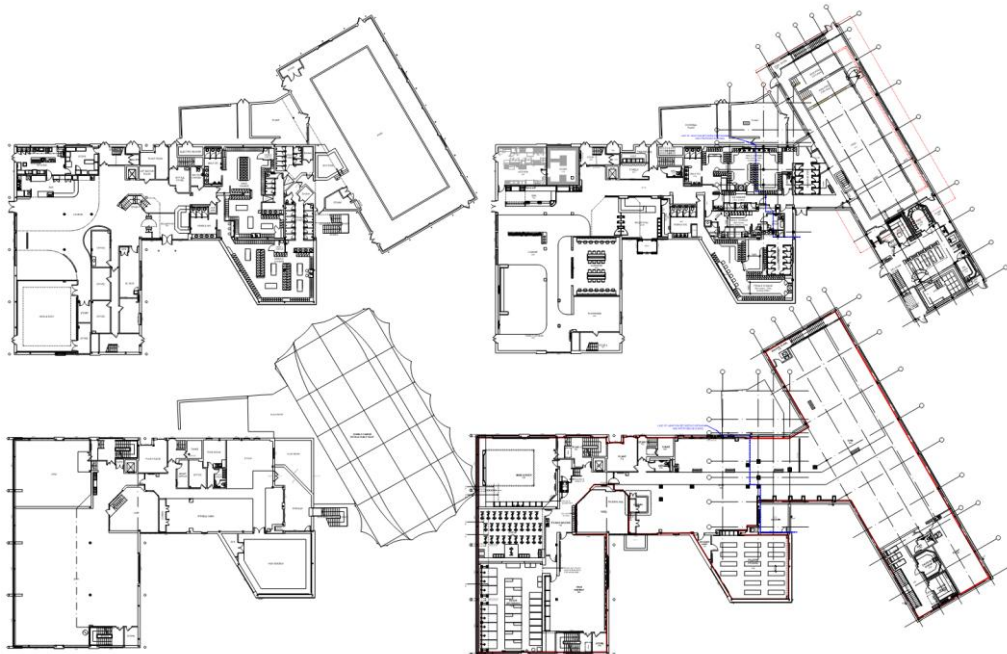


Figure 2 Existing & Proposed GA's

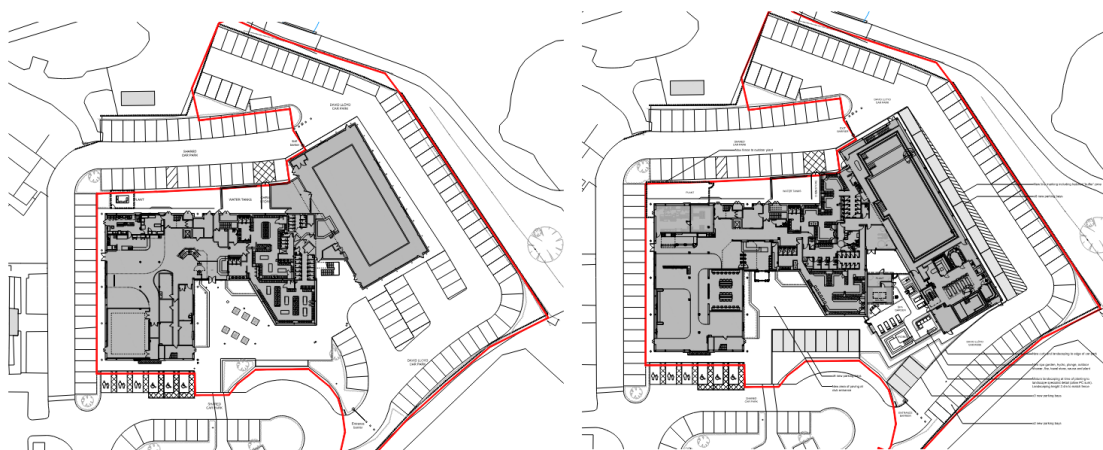


Figure 3 Existing & Proposed Site Plans

### 3.3 Project Particulars & Phasing

- Anticipated Start on site October 2026
- Anticipated Duration 46 Weeks
- Anticipated Peak Operatives 100 persons
- Working Hours No demolition or construction work shall take place on the site except between the hours of 7:30am to 6:00pm on Monday to Saturday.

No work shall take place on Sundays, Bank Holidays and Public Holidays without the prior agreement.

#### 3.3.1 Phasing

- Demolition - Weeks 1 - 3
- Substructure - Weeks 4 - 10
- Foundations - Weeks -2 – 5
- Superstructure - Weeks 9 – 15
- Envelope - Weeks 10 – 17
- Roofing - Weeks 15 – 19
- Internal Fitout / Services - Weeks 18 – 45

## 4 Travel Plan

### 4.1 Mode of Travel

All staff will be made aware that there is onsite parking and the surrounding roads are to be avoided. In accordance with Foxton Construction sustainable travel commitments the order of precedence for mode of travel to work will be:

1. Walking
2. Cycling
3. Public Transport (Rail & Buses)
4. Car

The anticipated mode of travel for the project will be as follows:

**Table 2.3: Existing Mode Share for the Site Area (Census 2011 Data)**

| MODE OF TRAVEL                    | MODE SPLIT (%) |
|-----------------------------------|----------------|
| Driving a car or van              | 73%            |
| Bus, minibus or coach             | 7%             |
| Train                             | 6%             |
| On foot                           | 5%             |
| Bicycle                           | 4%             |
| Passenger in a car or van         | 3%             |
| Underground, metro, light rail or | 1%             |
| Motorcycle, scooter or moped      | 1%             |
| Other method of travel to work    | 0%             |
| Taxi                              | 0%             |
| <b>Total</b>                      | <b>100%</b>    |

Information on the sustainable travel options will be included in the site staff and operatives' prestart induction.

Subcontractors will be encouraged to car/van share where possible when travelling to work and from lodgings if working away, however all subcontractors will be required to submit workforce travel plan proposals.

#### 4.1.1 Walking

Foxton Construction will encourage as many site-based personnel as possible walk to work. The site is readily accessible from all directions and a short walk from many public transport facilities.

#### 4.1.2 Cycling

Foxton Construction will encourage cycling as a preferred mode of travel to work by Implementing the following initiatives:

- Advertise the use of any local Cycle scheme.
- Ensure shower and changing facilities along with lockers are available for use by staff/site operatives.
- Promote the availability of cycling information, including route maps and useful tips and guidance available on the 'Walk Wheel Cycle Trust' (Sustrans) website.

Staff and site operatives will be encouraged to plan their own cycle routes, choosing less busy or more direct routes.

#### 4.1.3 Public Transport

Foxton Construction will provide information on access to public transport as shown below.

##### **Rail**

Reading station is the closest railway station to site with the following options available when exiting the station;

- |           |                                                                 |
|-----------|-----------------------------------------------------------------|
| • Walking | 2.1 Miles – circa 47 minutes                                    |
| • Cycling | 2.3 Miles – circa 12 minutes (with circa 75% being cycle route) |
| • Bus     | 850 / 127 – circa 25 minutes, busses every 20 minutes           |
| • Taxi    | 2.6 Miles – circa 11 minutes                                    |

##### **Bus**

Various bus routes are available within a 15-minute walk from site, these include the following on either London Road- The Drive or Shepherds House Lane ;

- 13 Orange / 14 Orange
- 127
- 129
- 850

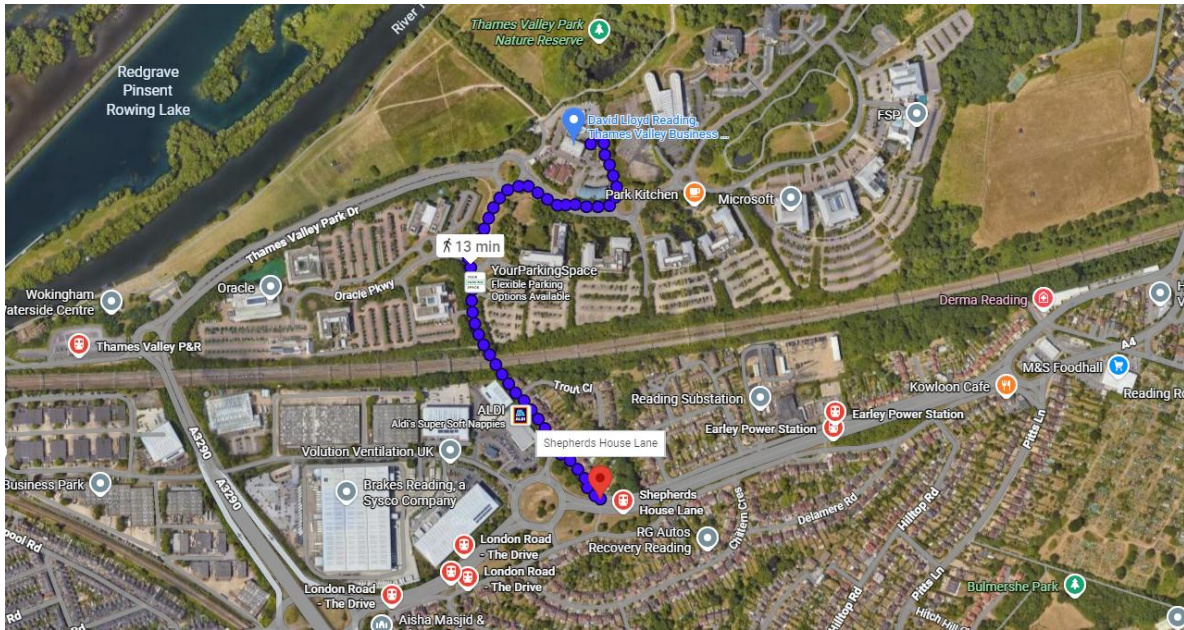


Figure 4 Bus Stops

#### 4.1.4 Automobile

For site operatives where private vehicle travel is essential, the site is highly accessible via the strategic road network.

The nearest motorway to site is the M4 (Junction 10), with the A329(M) / A3290 corridor which leads directly to the Thames Valley Park Drive roundabout where access to the site can be obtained.

##### Parking Arrangements

The existing David Lloyd Club has 75no dedicated parking spaces, along with a further 113no shared parking spaces to the perimeter of the club

The intention during the works is to utilise the dedicated parking only for site operatives. However, this number shall be limited to around 64no once the site offices and welfare is established.

During ‘peak’ construction it may become a necessity for additional car parking spaces, in the first instance Foxton construction shall explore opportunities nearby to secure off-site parking, should this not be feasible then we would seek to utilise some of the shared parking, this will however, be kept to the absolute minimum.

Site parking shall be managed alongside the construction works to facilitate the works activities and in consideration of the number of operatives on site.

For example, during the new-build steel frame erection operative numbers are expected in the region of 30 persons. To facilitate the steel erection a number of onsite parking bays will be suspended to maintain a clear and safe access around site.

Figure 5 below provides the starting sequence of the steel erection, as the erection moves ‘North’ along the building line, the crane and delivery locations along with the parking bay suspension moves in parallel to provide clear access routes around the site .

Operative numbers will be considered alongside the construction programme on a daily basis by the management team.

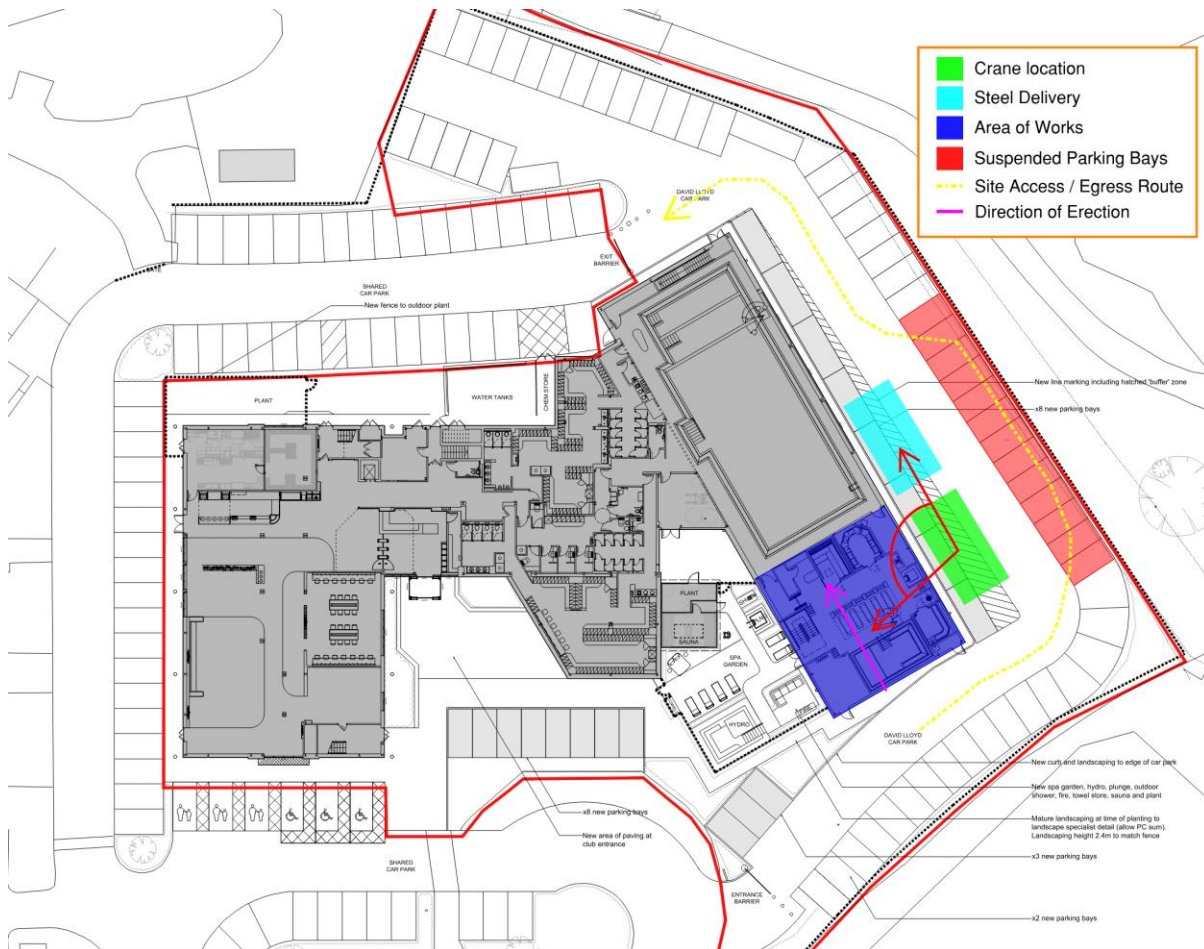


Figure 5 Phase 1 Steel Erection Parking Bay Management

## 5 Construction Access

All deliveries will be pre-planned to a timed schedule to ensure that road congestion is minimised and that deliveries can be managed efficiently.

HGV deliveries via road will be scheduled to arrive, where possible, during off peak times i.e. between the hours of 9.30am to 4:00pm Monday to Friday and 9.30am to 1:00pm on Saturdays.

**Expected construction delivery / plant vehicle types:**

| Vehicle Type           | Size                |
|------------------------|---------------------|
| Articulated HGV        | 40t                 |
| Rigid HGV              | 20t                 |
| 7.5t Van               | 7.5t                |
| 3.5t Van               | 3.5t                |
| Mobile Crane           | Up to 150t capacity |
| Concrete Lorry         | 30t                 |
| Tipper lorry (8 Wheel) | 30t                 |
| Road Sweeper           | 15t                 |

All companies making deliveries to the site will be provided with instruction on the agreed routing to be provided to their drivers. Adherence to this CEMP & CLP will be a contractual requirement of any company working on the development.

As noted within section 4.1.4 the site is highly accessible via the strategic road network.

The nearest motorway to site is the M4 (Junction 10), with the A329(M) / A3290 corridor which leads directly to the Thames Valley Park Drive roundabout where access to the site can be obtained.

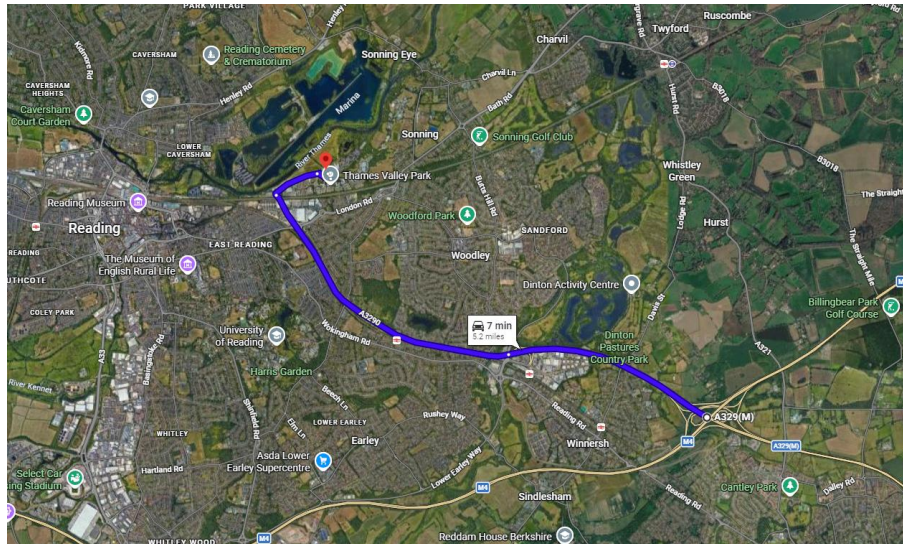


Figure 6 Construction Access

## 5.1 Site Access

The existing site has an established one-way access & egress which is planned to be maintained for the purpose of the construction works.

Figure 7 below shows the vehicular access and egress once exited from the A3290 onto Thames Valley Park Drive. With access highlighted green and egress highlighted yellow.



Figure 7 Site Access / Egress

Upon arrival at the site access point vehicles will be taken off the road to a holding area within the site by a Traffic Marshal, who will be in possession of a daily delivery schedule. If the load is compliant with the delivery schedule, the Traffic Marshal will firstly ensure that the driver is familiar with the site rules. The Traffic Marshal will then advise the relevant trade package contractor by radio/mobile telephone of the delivery and arrange for a Banks person to supervise the offloading by mobile crane/forklift.

If slinging of the load is required for offloading this, will be undertaken by the trained slinger/supervisors. The Banks person will always stay with the vehicle whilst on site until booked out at the exit gate.

If an unscheduled delivery arrives on site, it will be held back off site until such time on site it can be accommodated. Vehicles will not be allowed to 'stack' outside of the site.

There will be times when delivery vehicles will be required to be held off site due to either a delay onsite or a delivery congestion being governed by external factors. Deliveries to be held at an agreed location until such time where the vehicle will be called in and when site is ready for the vehicle.

## 5.2 Site Egress

A traffic marshal shall also be stationed at the site egress location, upon exiting the site the traffic marshal shall escort the vehicle along the carriageway, past the nursery and up to the exit roundabout.

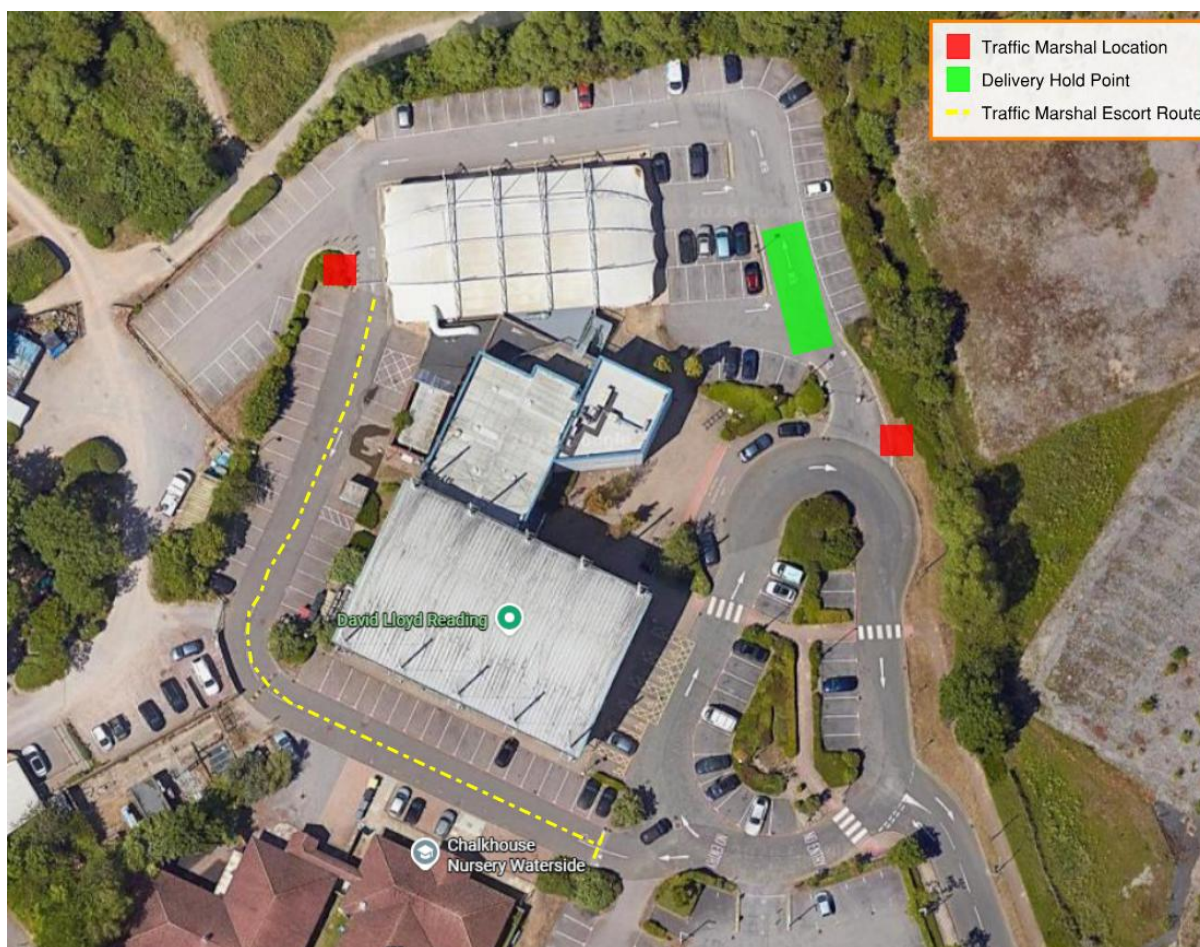


Figure 8 Traffic Marshals



## 7 Biodiversity & Ecological Protection

The 'Arbtech Consulting Ltd' Preliminary Ecological Appraisal (PEA) identifies the site as being predominantly of low ecological value, comprising developed land/hardstanding, modified grassland, introduced shrubs and scattered trees.

However, sensitive ecological receptors occur adjacent to and within the wider site context, including Thames Valley Park Nature Reserve to the north and deciduous woodland approximately 105 m east of the site. Construction activities therefore have the potential to cause indirect ecological impacts through pollution, dust, litter and surface-water runoff.

Refer to section 8 Environmental Operational Controls for specific mitigation measures.

Biodiversity & Ecological protection will be included as part of the site induction along with regular and relevant 'toolbox talks' undertaken to improve workforce awareness of the surroundings and potential implications.

An ecologist shall be appointed by Foxton Construction to provide ecological advice and supervision where required. Ecological supervision shall be undertaken for activities presenting an increased risk to protected or notable species, including vegetation clearance. The appointed ecologist shall also be available to advise on any unexpected discovery of protected species or ecological features.

### 7.1 Vegetation and tree clearance

Tree and vegetation removal shall, wherever practicable, be undertaken outside the main bird nesting period of 1 March to 31 August.

Where clearance during this period cannot be avoided, the vegetation shall be inspected immediately prior to works by a suitably qualified ecologist. Any active bird nests identified shall be retained and protected until the young have fledged.

A minimum 3–5 m buffer shall be maintained between construction machinery and active bird nests. Noise, plant movements and other construction activities shall be controlled to avoid unnecessary disturbance to nesting birds.

### 7.2 Bats and lighting

Although no evidence of bat roosting was identified within the building or trees, retained vegetation provides potential bat foraging and commuting habitat. Construction and operational lighting shall therefore be designed to minimise light spill onto retained vegetation and surrounding ecological receptors. Unnecessary night-time lighting shall be avoided, and dark ecological corridors shall be maintained.

If a bat or evidence of bats is encountered during construction, works in the affected area shall cease immediately and advice shall be obtained from a suitably qualified/licensed bat ecologist before works recommence.

### 7.3 Amphibians and reptiles

A precautionary working method shall be implemented. Vegetation within the working area shall be maintained at a short sward, approximately 5 cm, to discourage reptiles and amphibians from entering the construction area. Excavations shall be covered overnight or provided with suitable escape ramps.

Partial demolition of the existing building shall be undertaken within a defined and securely fenced/hoarded demolition area. Demolition may be undertaken using appropriate mechanical methods; hand dismantling of the building is not considered necessary solely for ecological purposes, provided that appropriate precautionary measures are implemented.

Demolition arisings and rubble shall be contained within the designated working area and shall not be allowed to accumulate in a manner that could provide shelter or refuge for reptiles, amphibians, hedgehogs or other wildlife. Arisings shall be removed from site or appropriately managed as soon as reasonably practicable.

The demolition area and adjacent retained habitats shall be inspected by the appointed ecologist where required by the agreed ecological method statement. If any protected species, active nest or potential wildlife refuge is identified during demolition, works in the immediate area shall cease and the ecologist shall be contacted for further advice before works recommence.

Site hoarding/fencing shall be maintained throughout demolition and construction to prevent unnecessary encroachment into retained habitats and to control the movement of personnel, plant and materials.

Should a great crested newt or other protected species be identified, works shall cease and advice shall be obtained from a suitably qualified ecologist.

### 7.4 Badgers and hedgehogs

The working areas shall be secured with suitable fencing to prevent unnecessary encroachment into retained habitats. Excavations shall be covered overnight or provided with escape ramps. Night-time lighting shall be avoided where practicable and, where required, shall be designed to prevent light spill onto retained habitats.

If a badger sett is identified, works shall cease and ecological advice shall be obtained. Hedgehogs or other small mammals encountered within the working area shall be allowed to disperse naturally or, where at immediate risk, moved by hand to suitable sheltered vegetation.

### 7.5 Pollution and invasive species

Construction activities shall incorporate appropriate pollution prevention measures to protect nearby woodland, ponds and other ecological receptors.

Fuels, chemicals and other pollutants shall be stored and handled appropriately, with suitable spill prevention and emergency response measures in place. Surface-water runoff, sediment, dust and construction waste shall be controlled to prevent impacts to surrounding habitats.

Japanese knotweed has been recorded approximately 70 m from the development area. An Invasive Species Management Plan will be implemented to prevent the spread of Japanese knotweed through construction activities, including appropriate controls on soil and plant movements.

## 8 Environmental Operational Controls

### 8.1 COSHH

#### 8.1.1 COSHH Storage

All hazardous substances (including chemicals, solvents, adhesives and curing agents shall be kept within the designated, secure and weather-proof COSHH store.

The COSHH store shall have a bund capable of holding 110% of the total volume of the largest container stored inside, or 25% of the aggregate total storage capacity (whichever is greater)

A file will be kept on site to contain COSHH Assessments relating to ALL materials to be used on the site. (This file will be updated as new products are used on the project).

Sub-Contractors are to supply their own COSHH assessments prior to the start of works.

The COSHH assessment will be briefed out to the workforce before the activity commences.

#### 8.1.2 Bulk Fuels

All bulk diesel, petrol and oil storage tanks or mobile bowsters shall be double-bunded (integrally bunded)

The outer wall shall be structurally independent and capable of holding a minimum 110% of the inner tanks maximum capacity

All filling valves, sight gauges and delivery hoses shall be contained entirely within a secure, lockable outer bund shroud to prevent fuel from escaping outside the footprint if a valve drips

#### 8.1.3 Catchment

Any static mechanical plant, such as, diesel generators, water pumps etc. shall be placed directly inside a catchment system before operation. Plant Nappies shall be employed wherever possible as the preferred approach, where this is not possible then drip trays shall be utilised which are to be checked / suitably emptied daily.

#### 8.1.4 Action In Event Of Spill

Emergency spill response procedure is as follows:

- Stop work immediately and prevent any further spillage
- Eliminate any sources of ignition
- Assess the situation. Ensure that appropriate PPE is worn. Do not put yourself at risk
- Contain the spill using Spill Response Kit
- Confirm the spill has not entered any drains, ditches, or watercourses
- Notify you line manager giving the following information:
  - Danger of entering drainage / water
  - Danger of environmental harm
  - Materials involved
  - Location of incident
  - Reason for pollution
  - Quantity involved

## 8.2 Noise

### Pre-Start Noise Assessment

We will implement a Noise & Vibration assessment in order to negate the need for any retrospective noise reduction measures factoring in existing traffic and background noise.

### Operational Controls

The following good practice operational controls will be implemented to reduce noise levels produced by the works.

- All work will be undertaken during the permitted site operating hours.
- All engine powered plant will be fitted with modern silenced exhaust systems; in addition, stationary plant such as generators will be housed in acoustic enclosures.
- Plant will be regularly maintained, serviced and greased up according to manufacturer's recommendations to ensure squeaking, rattling and other unnecessary noise is kept to a minimum.
- Machines will be correctly selected and sized to ensure they are capable of carrying out the required work without over revving or straining the power unit.
- Machines will not be permitted to stand idling.
- Where possible rubber tracked machines will be used to reduce track clatter.
- Mobile plant items will be fitted with white noise type reversing alarms and not the conventional bleeper type.

### Noise Monitoring

Daily noise monitoring will be undertaken by the site team staff to ensure noise levels do not exceed the set limits as per BS 5228 -1:2009 'Code of practice for noise and vibration control on construction and open sites.

Noise levels from the works shall not exceed the statutory requirements imposed by the Noise at Work Regulations 2005.

## 8.3 Vibration

Perception of construction works is often one of disruption including ground transmitted vibration. We recognize that to effectively carryout the deconstruction works while causing minimal disruption to the surrounding residents & environment, careful selection of the method, plant and process is required. To this end the plant and method will be carefully selected to minimise impacting on any surrounding operations.

We have assessed that activities likely to cause vibration in order of severity are;

- Demolition of existing buildings
- Enabling/ Earthworks as part of the external works for the installation of the building working platform
- Excavation for ground beams and foundations
- Excavation and installation of below ground services
- Installation of new steelwork frame.

## **Operational Controls**

- Vehicles will only use pre-defined routes which have been assigned by site management to limit movements near to the site boundary and sensitive vibration receptors.
- Suitability of plant and vehicles for all construction activities will be assessed by a competent person, a vibration assessment will be carried out and included within the relevant Safe System of Work (SSoW) package (includes Method Statements, Risk Assessments, Hand Arm Vibration Assessments, Care of Substances Harmful to Health Assessments, Whole Body Vibration assessments, Plant/Tool Noise Assessments), detailing activity specific vibration mitigation requirements.
- All personnel will be reminded of good practice through inductions at the start of works and subsequent task briefings and 'toolbox talks' during the course of the works.
- Plant operatives will be trained in the operation of their particular piece of plant and will be certified accordingly.
- Daily plant inspections will be carried out, with servicing and maintenance being carried out based on the findings. A record of the relevant certificates and inspections will be held on site throughout the project.
- We will only permit the use of plant and equipment that have been fully serviced & inspected, with certification to be used as per the manufacturer's handbook.
- Machines in intermittent use will be shut down in intervening periods or will be throttled down to a minimum. Plant and machinery will be started up sequentially rather than all at the same time to avoid a sudden unexpected increase in vibration.

## **Monitoring**

Vibration monitoring will be undertaken at the sensitive receptor locations during the demolition, enabling and excavation works in line with industry guidance such as;

- BS 7385:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration
- BS ISO 4866:2010 Mechanical vibration and shock - vibration of fixed structures - guidelines for the measurement of vibrations and evaluation of their effects on structures
- BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration

## 8.4 Dust / Fumes & Debris

### 8.4.1 Dust

Continuous dust monitoring shall be maintained during the Demolition, Enabling / Earthworks, Groundworks and Oversight phases of the project.

Site conditions, weather & wind speeds will be reviewed daily. Water suppression equipment and its use will be used as appropriate to suit the site & weather conditions

#### **Operational Controls**

- Damping down
- Use of temporary screens
- Covering of stockpiles
- Sheeting of vehicles
- Dust monitoring will be undertaken
- Cleaning of local/entrance roads via Road sweeper
- Enforcing speed limits
- Loading / unloading only in permitted areas
- Appointed person to oversee activities

### 8.4.2 Fumes

Harmful exhaust fumes shall be minimised to safeguard the site operatives and local receptors during all phases of the project;

Foxton Construction shall ensure that all heavy goods vehicles (HGV's), delivery trucks, muck-away tippers, skips and the like comply with Euro VI emission standards as a minimum

Any suppliers or subcontractors failing to provide evidence of compliance will be denied entry to site by the traffic marshal / gateman

Foxton Construction shall ensure that all off-road machinery, excavators, dumpers, piling rigs, telehandlers and the like comply with Euro V emission standards as a minimum

Subcontractors / plant operators will be required to provide valid plant emissions certificates to the Foxton team prior to unloading any equipment.

#### **Operational Controls**

- No idling policy
- Exhaust scrubbers utilised if enclosed
- Mains power preferable over generators

### 8.4.3 Mud / Debris

Given the existing site and established hard-standings the likelihood of mud and debris being 'tracked' on to the public highways by construction vehicles is considered low

Foxton Construction will however provide a wheel wash station at the site egress point to allow for vehicle / wheel clean-down as needed. The unit will be a contained system to collect any debris / silt allowing for suitable disposal.

Road sweepers shall be on call as required, to ensure surrounding highways / footpaths are clear of construction related debris at all times.

## 8.5 Surface Water Runoff

To prevent any contaminated, silty or highly alkaline water from leaving the site boundary, entering the public sewers / surface water drainage network or infiltrating local ecosystems during the works Foxton Construction shall provide;

- Drain Protection – all existing gullies within the site boundary to be sealed utilising silt socks, sediment barriers or bunded drain mats.
- Silt Management – muddy runoff from the demolition, excavations, sub base preparation (and the like) to be directed away from the existing site drainage systems and into a localised settlement tank, silt buster (or similar)
- Pumping Operations – Any ground or trench water that needs to be pumped shall pass through a silt filtration bag or settlement tank before discharge

### Concrete Washout

No concrete delivery trucks, mixers or concrete pumps will be permitted to wash out chutes, hoppers or drums directly onto the ground, into excavations or near any surface water drainage networks.

- A dedicated area shall be provided for the purpose of concrete washout, washout shall only be undertaken within the contained washout station. This area shall be clearly identified and a minimum of 20m from the Northan boundary (ecological sensitive receptor)
- The washout station shall be sited on a level and impermeable surface
- The washout station shall comprise of a lined leak-proof skip (or proprietary equivalent)
- Accumulated wash water will either be left to evaporate with the solidified concrete residue being broken out and suitably removed from site.
- In the event of any spillage, the process as defined in section 8.1.4 shall be followed.

## 9 Site Logistics

A copy of the site logistics plan has been included within Appendix B, an extract of which has been included below in figure 10 (for the demolition & enabling phases) and figure 11 (for the build phase) which identifies the following information;

- Site boundary protection (fencing & Hoarding)
- Site offices and welfare provision
- Materials storage
- Site one-way system

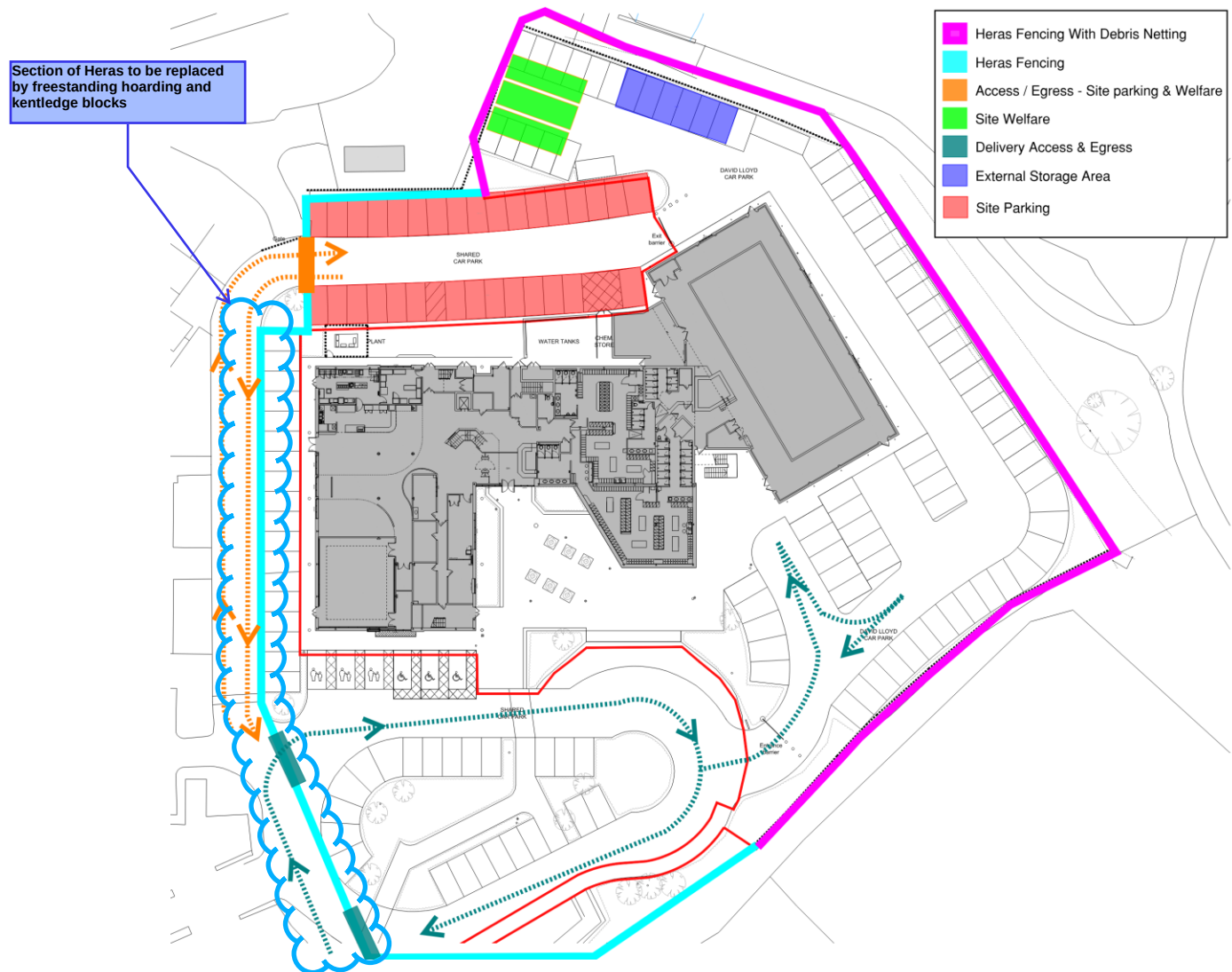


Figure 10 Demolition Phase Logistics

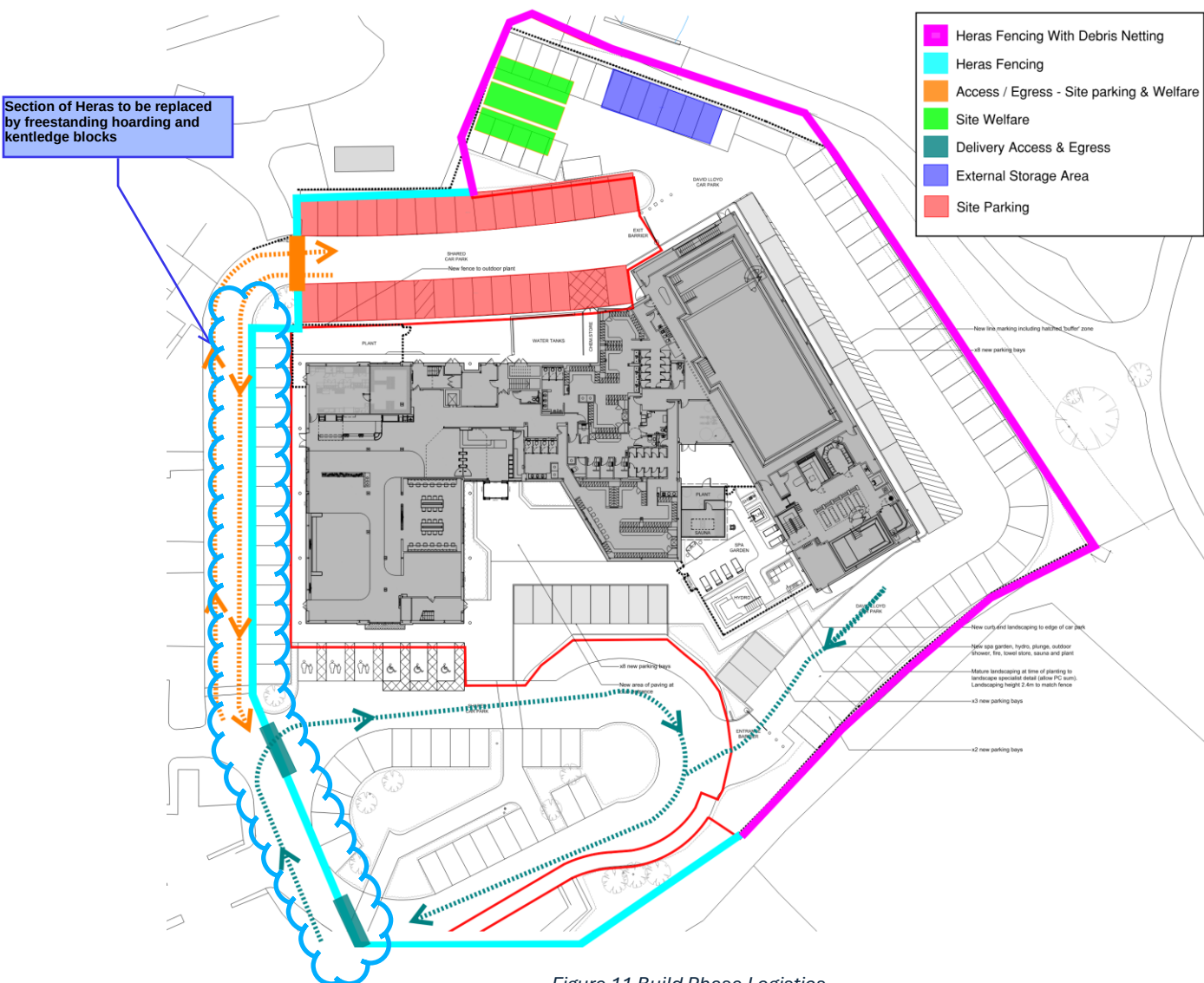


Figure 11 Build Phase Logistics

## 10 Construction Specifics

### 10.1 Construction Lighting

Appropriate lighting will be installed on site to ensure that access/egress points and clearly visible during operational hours.

Care will be taken to ensure that lighting 'over-spill' will be kept to a minimum (i.e. directed inwards of the site boundary) to minimise nuisance to neighbouring properties and in line with the ecological recommendations.

Lighting will be switched off during non-working hours with the exception of safety/Security lighting as required.

### 10.2 Hot Works

A Fire and Emergency Plan, part of the Construction Phase Health, Safety, Environmental and Quality Plan will be drawn up for the development.

All fire points and emergency assembly points will be marked and signed. The project manager will contact the emergency services to inform them of the work activities during mobilisation.

Hot works includes any activity involving open flame, sparks, or heat generation. Including but not limited to welding, flame-cutting, grinding, disc cutting, blowlamps, bitumen boilers and the like.

#### Operational Controls

- **Hot Works Permit System** – no hot works will be conducted without a daily, task-specific Hot Works Permit which shall include the need for dedicated fire watch and post-works fire watch as applicable
- **Safe Zone** – Any hot works being undertaken, shall be done so, no less than 10m from the Northan boundary line / any boundary line containing the existing woodlands
- **Alternate Methods** – Where practicable cold-cutting or mechanical fastening techniques shall be utilised in lieu of hot works
- **Combustible Clearance** – Any dry vegetation, deadwood and loose combustible materials must be cleared within a 5m radius (minimum) of the specific works area, prior to the works commencing
- **Fire Barriers** – Where required fire barriers shall be utilised to contain 'sparks' from blowing or bouncing from the works area.

### 10.3 Subsurface Construction

The scheme will utilise Controlled Modulus Columns (CMC's) for ground improvement, topped with shallow reinforced concrete pad foundations.

- CMC's are a vibration-free, displacement auger technique that displaces soil laterally rather than extracting it, eliminating the generation of contaminated or excess spoil
- CMC installation will utilise a sealed, pressurised grout injection system via the hollow stem of the auger. With grout pressure being continually monitored during the works to prevent uncontrolled grout migration.
- The smallest feasible CMC rig has been selected to undertake the CMC works, with the E250 selected by our preferred subcontractor Menard



Figure 12 CMC Rig

- Concrete pads constructed via typical construction methods (360 excavator and dumper) sized to suit the works being undertaken
- All below ground concrete shall be sheeted whilst curing to prevent any potential for high alkaline run-off.
- Excavated spoil to be removed from site and disposed at a suitably licenced land fill

## 11 Invasive species

In accordance with the Arbtech, preliminary ecological appraisal of the site Japanese Knotweed is present approximately 70m from the development area.

Based on industry standards the maximum lateral spread of subterranean knotweed rhizomes is 7m from a visible plant. The risk of interaction with the invasive species during the works is therefore deemed negligible.

However the following shall be undertaken during the works and in particular to the demolition, enabling and foundation phases;

- **Site Awareness** – The site induction will inform contractors of the off-site location and proximity to site
- **Toolbox Talks** – in the identification of knotweed presence
- **Vigilance** – should suspect knotweed rhizomes be encountered works in the immediate area shall cease and an arboriculturist or invasive weed specialist consulted

## 12 Implementation & monitoring

### 12.1 Minimising Waste

We will prepare a Site Waste Management Plan for this project. Within this plan we will identify all the waste streams to be produced on this project together with the estimated quantity for each stream.

We will work with our key suppliers to drive waste minimisation through a process of applying lean manufacturing principles and implement a programmed 'take back' for surplus materials and packaging.

Covered recycling and residual waste bins will be provided on site for the segregation and storage of suitable non-construction waste (e.g. paper, plastics, etc.) for collection and reuse or disposal without contaminating construction waste streams.

All waste produced on site will be segregated and then sent to a registered waste transfer facility for recycling and disposal, with quantities recorded and reported against our target KPI for the project on a monthly basis. This will enable any monthly increases in waste production to be questioned, explained and controlled.

### 12.2 FORS

FORS is a free membership scheme that's helping van and lorry operators to be safer, more efficient and more environmentally friendly.

We will encourage all suppliers and haulage companies to register with the FORS where possible

We recognise that FORS:

- Creates safer drivers – with significantly reduced collision rates.
- Will encourage suppliers to improve fuel economy for deliveries associated with our project.
- Provides more certainty with deliveries and collections.
- Promote less journeys to and from site.
- Ensures that vehicles are fitted with the latest safety equipment including side guards, close proximity CCTV cameras and detection sensors, blind spot mirrors and prominent signs to warn cyclists of the dangers of passing the vehicle on the inside.

### 12.3 Monitoring

It is important to monitor this plan and check it is effectively reducing congestion, air pollution, noise and visual intrusion. Regular reviews will be carried out as part of our monthly Contract Review Meetings.

The following is a list of information that will be collected and reviewed: -

- Number of vehicle movements to site including date, journey distance, vehicle type & size.
- Noise monitoring data.
- Air Quality monitoring data.
- Health & Safety data (see Construction Phase Health & Safety Plan for details).
- Effectiveness of Site Waste Plan (see Site Waste Management Plan for details).
- Breaches and complaints relating to site logistic/freight.

Collected data will be used to assess our compliance with this CEMP & CLP, to monitor trends and its requirements of our ISO accreditations.

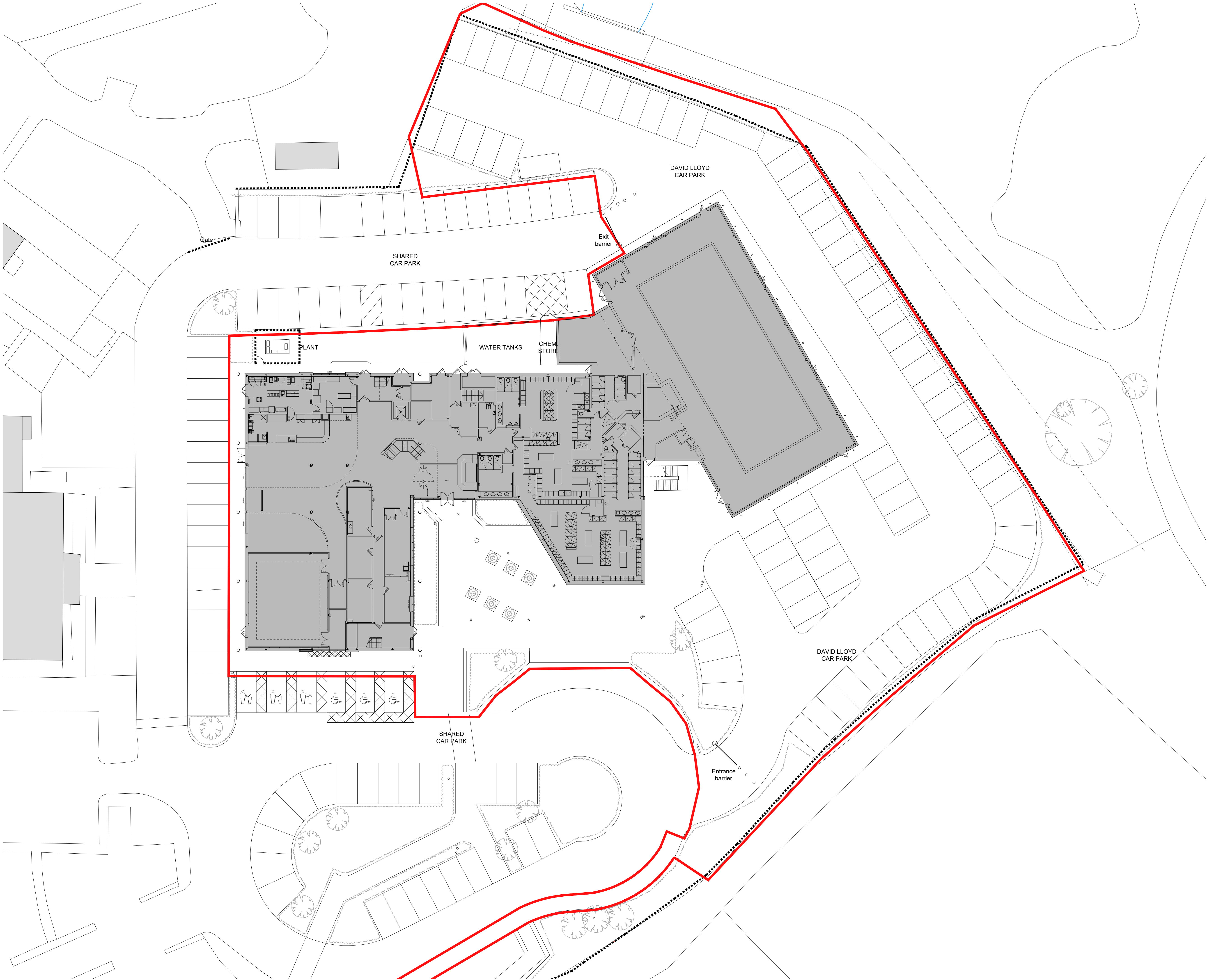
## 12.4 Construction Liaison Officer

Foxton Construction understand the importance of communication between the project team, local community, residents and stakeholders. As such Jon Barker (Senior Contracts Manager) shall be appointed as the Construction Liaison Officer.

The CLO's contact information shall be clearly signed along the site boundary, with the key responsibilities to;

- **Community Engagement** – Share project updated and distribute newsletters to keep the public informed as required
- **Complaint Resolution** – Address concerns regarding noise, traffic or disruptions where applicable
- **Access Coordination** – Coordinate access arrangements and monitor its implementation
- **Feedback Reporting** – Document any community feedback and report any issues directly to the project team for action as necessary

## Appendix A – Existing & Proposed GA's



NOTES

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Verify all dimensions and setting out on site. Notify any discrepancies to the architect.  
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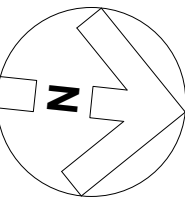
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To be designed, detailed, fabricated & installed by specialist. specialist to provide working drawings and sample of all finishes for approval prior to commencing fabrication.



- EXISTING CAR PARK**  
151 SPACES
- INC.**
- 74 DAVID LLOYD SPACES
  - 71 SHARED SPACES
  - 3 SHARED DISABLED
  - 3 SHARED PARENT & CHILD



REVISION: T01 BY: JIM CHECKED: CM DATE: 08/05/2026  
Initial issue

STATUS

**D2 | FOR TENDER**

CLIENT

**DAVID LLOYD**  
—CLUBS—

PROJECT

**DAVID LLOYD READING  
THAMES VALLEY  
BUSINESS PARK**

TITLE

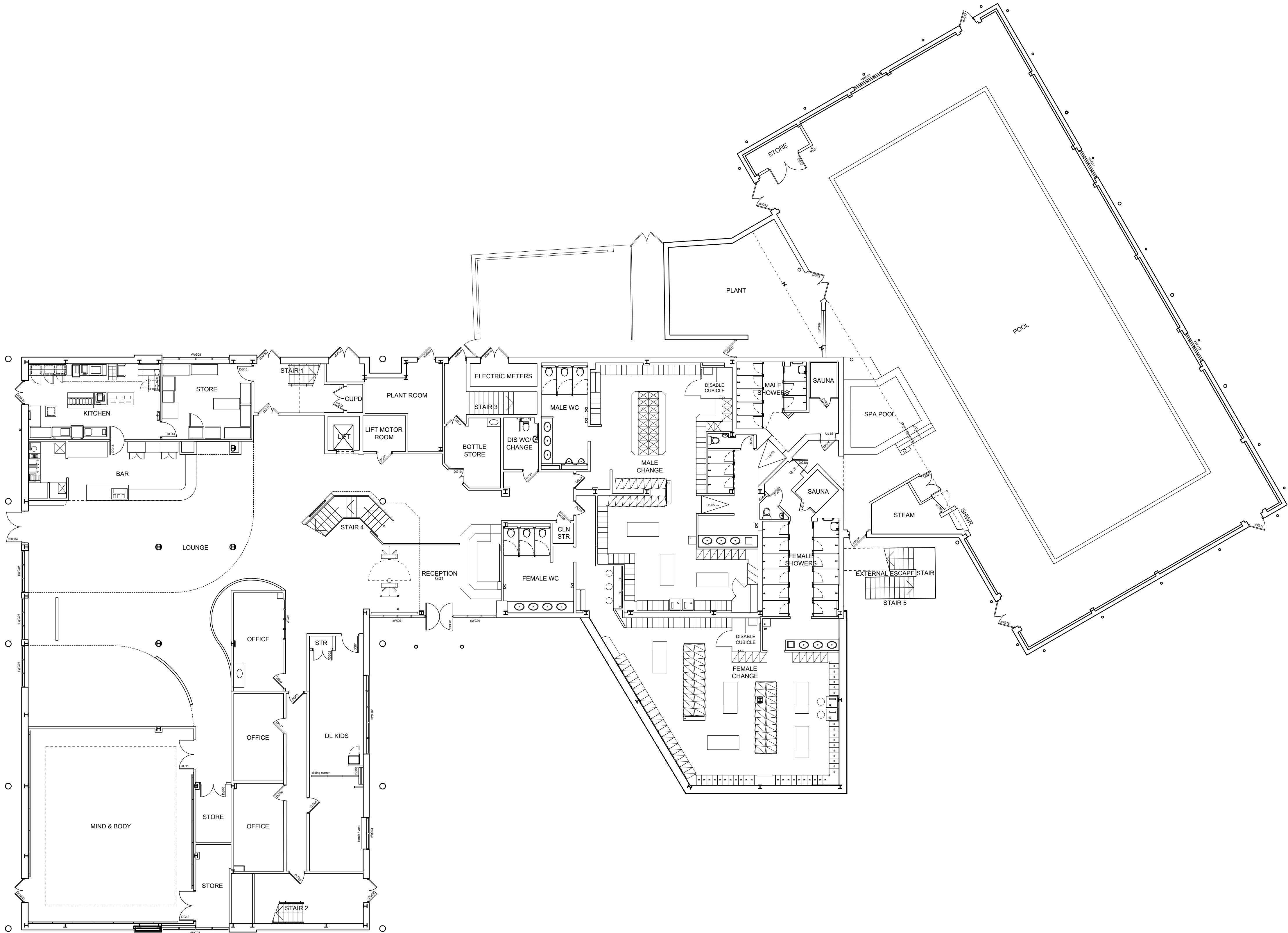
**EXISTING SITE PLAN**

**Hadfield Cawkwell Davidson**

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

|                                   |                            |                                  |
|-----------------------------------|----------------------------|----------------------------------|
| HCD PROJECT NO<br><b>2025-219</b> | SCALE<br><b>1:200 @ A1</b> | REV<br><b>T01</b>                |
| PROJECT NO<br><b>25219</b>        | ORIGINATOR<br><b>HCD</b>   | VOLUME<br><b>A0</b>              |
| LEVEL<br><b>00</b>                | TYPE<br><b>DR</b>          | ROLE - NUMBER<br><b>A-09-000</b> |

S:\Architecture\25219\Drawings\DR - Photosheets\A-09-000 - Existing Site Plan.dwg © HCD



NOTES

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REVISION: T01 BY: TD CHECKED: CM DATE: 08/05/2026  
Initial issue

SUITABILITY  
**D2 | FOR TENDER**  
CLIENT

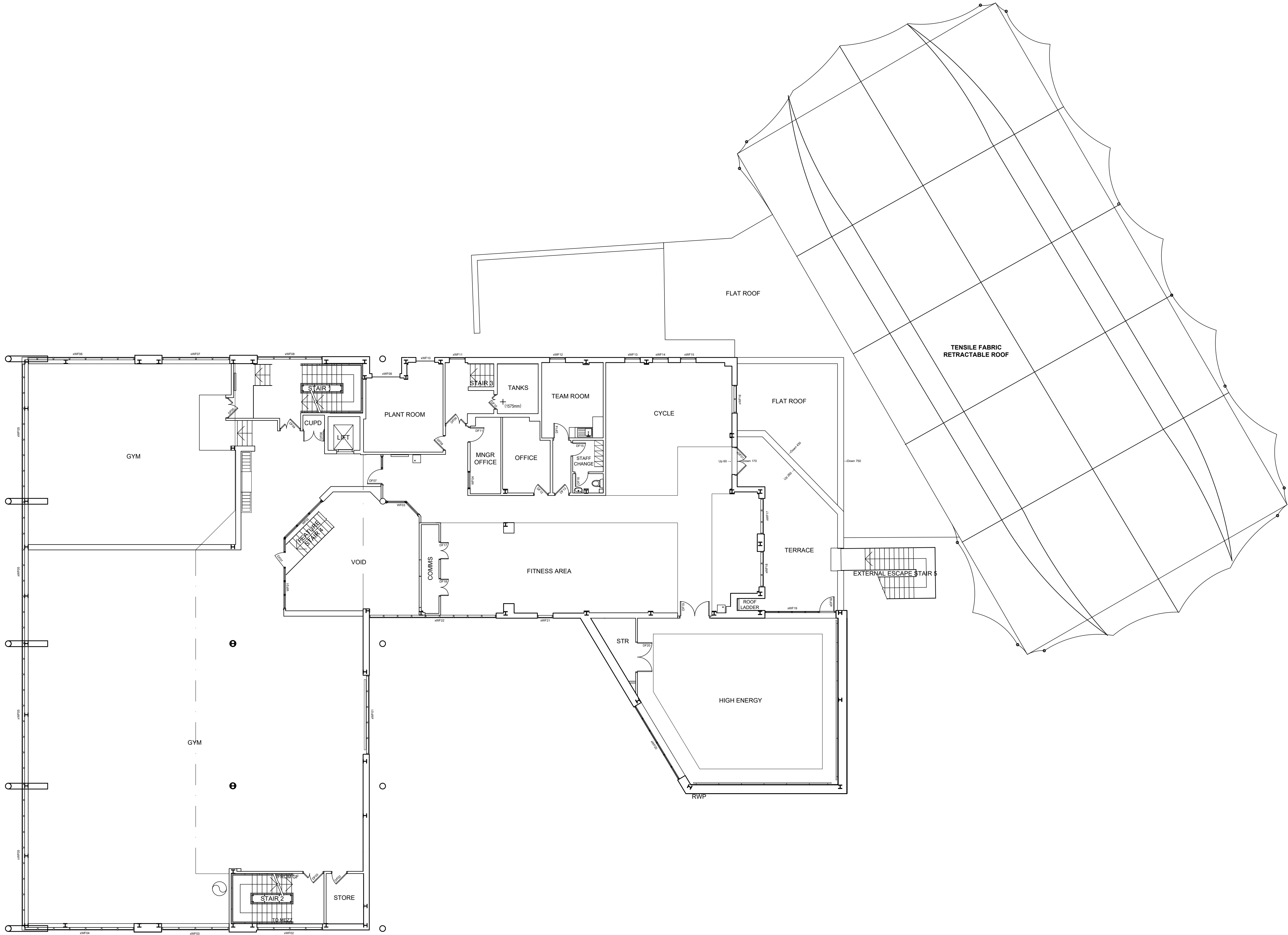
**DAVID LLOYD**  
— CLUBS —

PROJECT  
**DAVID LLOYD READING  
THAMES VALLEY  
BUSINESS PARK**  
TITLE  
**EXISTING  
GROUND FLOOR PLAN**

**Hadfield Cawkwell Davidson**

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

|                 |            |        |       |      |               |
|-----------------|------------|--------|-------|------|---------------|
| HCD PROJECT NO. | SCALE      |        |       |      | REV.          |
| 2025-219        | 1:100 @ A1 |        |       |      | T01           |
| PROJECT NO.     | ORIGINATOR | VOLUME | LEVEL | TYPE | ROLE - NUMBER |
| 25219           | HCD        | A0     | 00    | DR   | A-01-000      |



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REVISION: T01 BY: TD CHECKED: CM DATE: 08/05/2026  
Initial issue

SUSTAINABILITY

**D2 | FOR TENDER**

CLIENT

**DAVID LLOYD**  
— CLUBS —

PROJECT

**DAVID LLOYD READING  
THAMES VALLEY  
BUSINESS PARK**

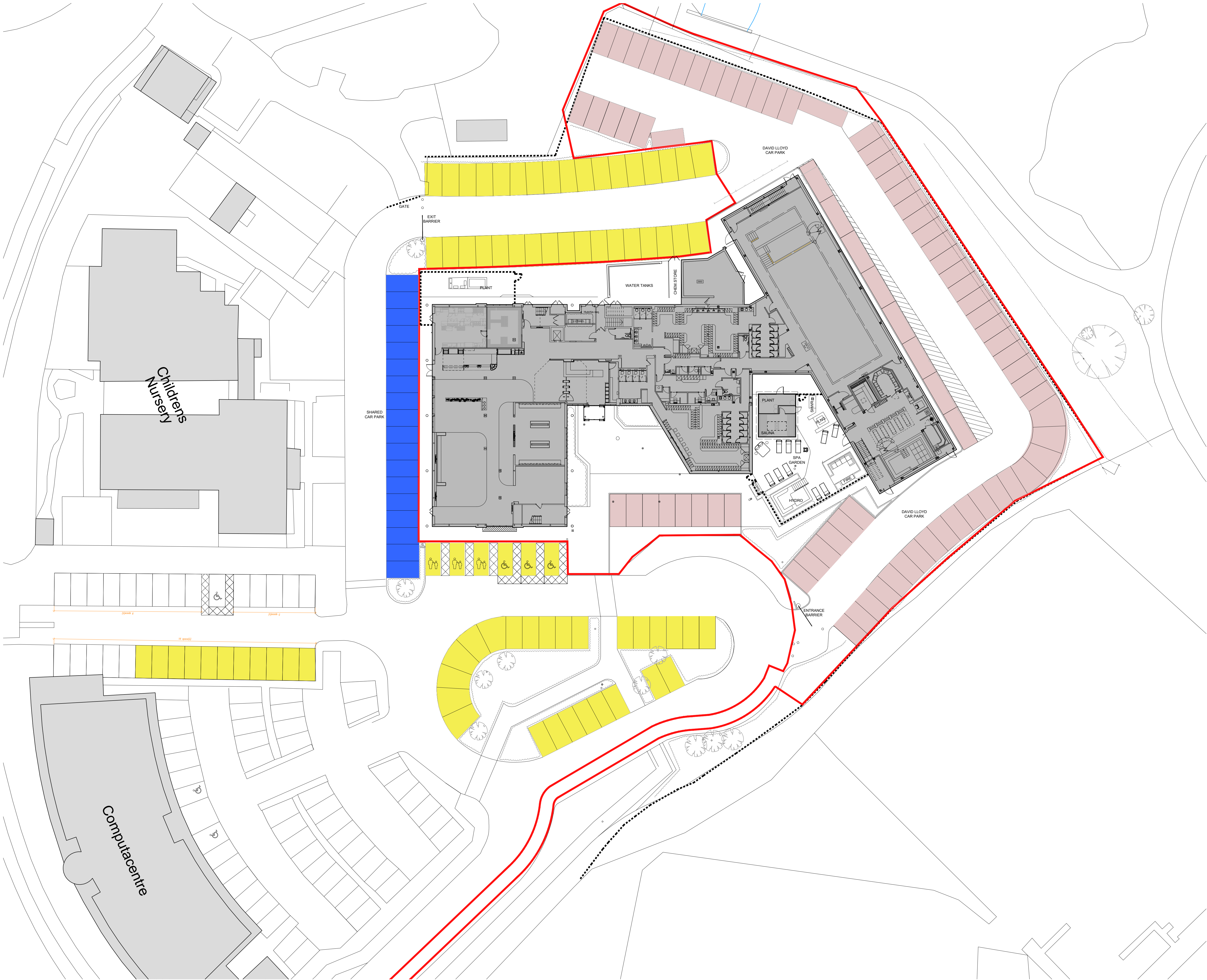
TITLE

**EXISTING  
FIRST FLOOR PLAN**

**Hadfield Cawkwell Davidson**

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

|                             |                   |                     |             |            |                           |  |
|-----------------------------|-------------------|---------------------|-------------|------------|---------------------------|--|
| HCD PROJECT NO.<br>2025-219 |                   | SCALE<br>1:125 @ A1 |             |            | REV.<br>T01               |  |
| PROJECT NO.<br>25219        | ORIGINATOR<br>HCD | VOLUME<br>A0        | LEVEL<br>01 | TYPE<br>DR | ROLE + NUMBER<br>A-01-001 |  |



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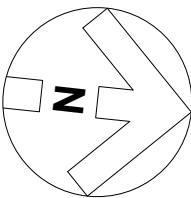
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| PROPOSED CAR PARK SPACES |                    |          |          |
|--------------------------|--------------------|----------|----------|
| Key                      | Type               | Existing | Proposed |
|                          | David Lloyd        | 74       | 80       |
|                          | Landlord Agreement |          | 70       |
|                          | LA Disabled        | 3        | 3        |
|                          | LA Parent & Child  | 3        | 3        |
|                          | Shared parking     | 71       | 18       |
|                          | TOTAL SPACES       | 151      | 174      |

|                                      |         |             |                  |
|--------------------------------------|---------|-------------|------------------|
| REVISION T02                         | BY: MRP | CHECKED: CM | DATE: 02/10/2026 |
| Updated to match new GA              |         |             |                  |
| REVISION P07                         | BY: JIM | CHECKED: CM | DATE: 18/09/2026 |
| New spaces in front of club to be DL |         |             |                  |

STATUS

S2 | FOR INFORMATION

CLIENT

DAVID LLOYD  
— CLUBS —

PROJECT

DAVID LLOYD READING  
THAMES VALLEY  
BUSINESS PARK

TITLE

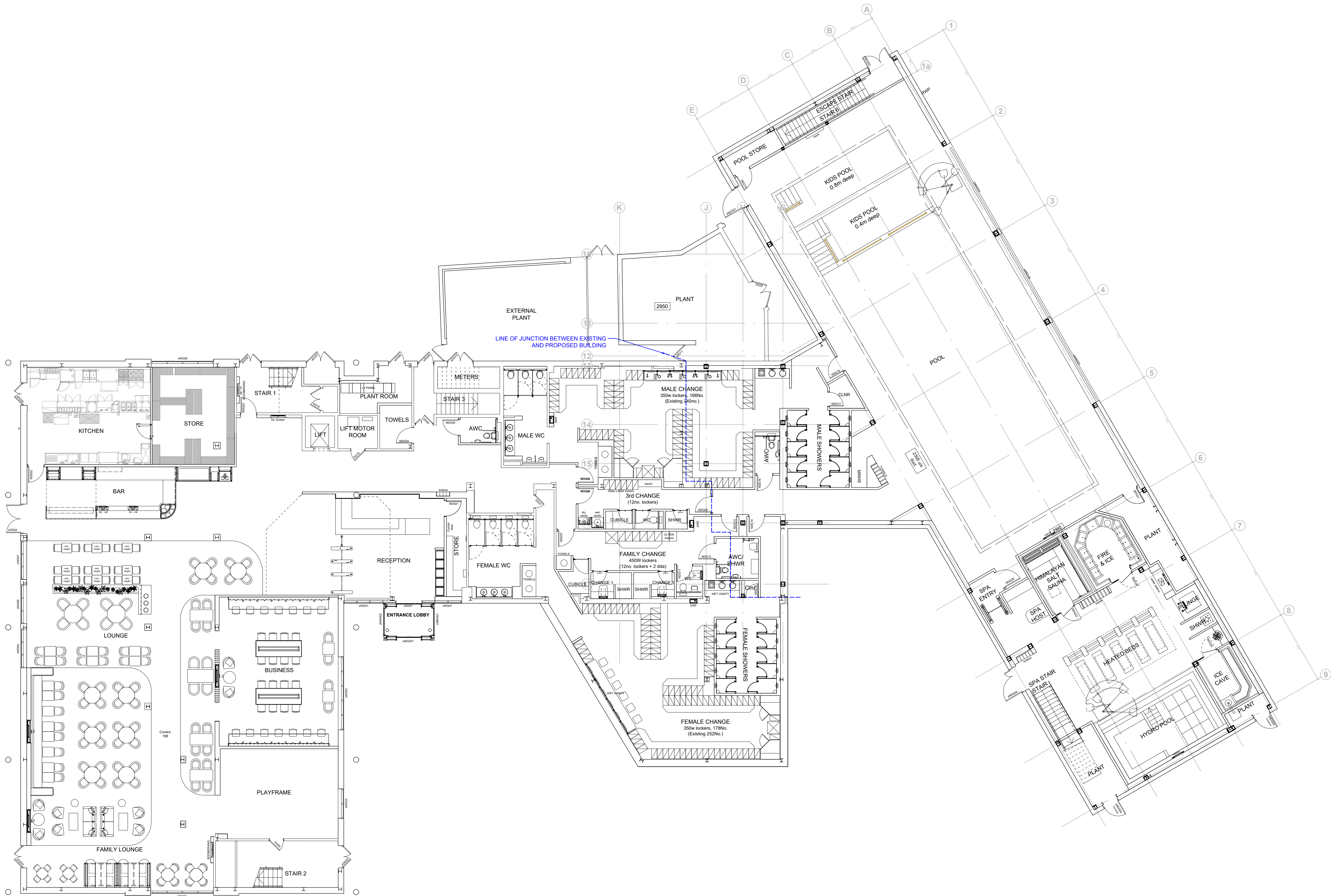
PROPOSED SITE PLAN

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

|                             |                     |                           |
|-----------------------------|---------------------|---------------------------|
| HCD PROJECT NO.<br>2025-219 | SCALE<br>1:250 @ A1 | REV<br>T02                |
| PROJECT NO.<br>25219        | ORIGINATOR<br>HCD   | VOLUME<br>A0              |
| LEVEL<br>00                 | TYPE<br>DR          | ROLE - NUMBER<br>A-09-003 |

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NOTES

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Refer to dwg A-04-018 for Revit Model Extension Plan

Structural Design subject to design development

Co-Ordination with M&E subject to design development of M&E Package

Co-Ordination with Pool Specialist subject to design development

REVISION: T04 BY: JM CHECKED: CM DATE: 02/10/2026  
Tender Issue: Existing pool retained & reduced to 8m width. Extension modified to suit & layout amended to have 4 changing rooms.  
REVISION: T03 BY: JM CHECKED: CM DATE: 09/07/2026  
Tender Issue: Grid coordinated. Junction to existing shown. Spa stairs revised.  
REVISION: T02 BY: JM CHECKED: CM DATE: 22/08/2026  
Grid lines and steel column positions amended.  
REVISION: T01 BY: TD CHECKED: CM DATE: 08/05/2026  
Tender Issue  
REVISION: P03 BY: CM CHECKED: MPB DATE: 11/02/2026  
Female Change - shower position amended and number as model (10No.). access route to pool amended. Family Change amended to suit amended  
Female Change, Male Change Wet vanity amended and Poolside Towels added. Male Change lockers increased to 198No  
REVISION: P02 BY: CM CHECKED: MPB DATE: 09/02/2026  
Changing Room layouts amended - locker layouts amended, female pool access amended, male showers & wet area amended  
REVISION: P01 BY: CM CHECKED: MPB DATE: 30/01/2026  
Planning Issue

STATUS

D2 | FOR TENDER

CLIENT

DAVID LLOYD  
— CLUBS —

PROJECT

DAVID LLOYD READING  
THAMES VALLEY  
BUSINESS PARK

TITLE

PROPOSED  
GROUND FLOOR PLAN

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

|                 |            |     |
|-----------------|------------|-----|
| HCD PROJECT NO. | SCALE      | REV |
| 2025-219        | 1:125 @ A1 | T04 |

|             |            |        |       |      |               |
|-------------|------------|--------|-------|------|---------------|
| PROJECT NO. | ORIGINATOR | VOLUME | LEVEL | TYPE | ROLE - NUMBER |
| 25219       | HCD        | A0     | 00    | DR   | A-04-010      |

S:\Architecture\25219\Drawings\DR - Plotsheets\A-04-010 - Proposed Ground Floor Plan.dwg © HCD

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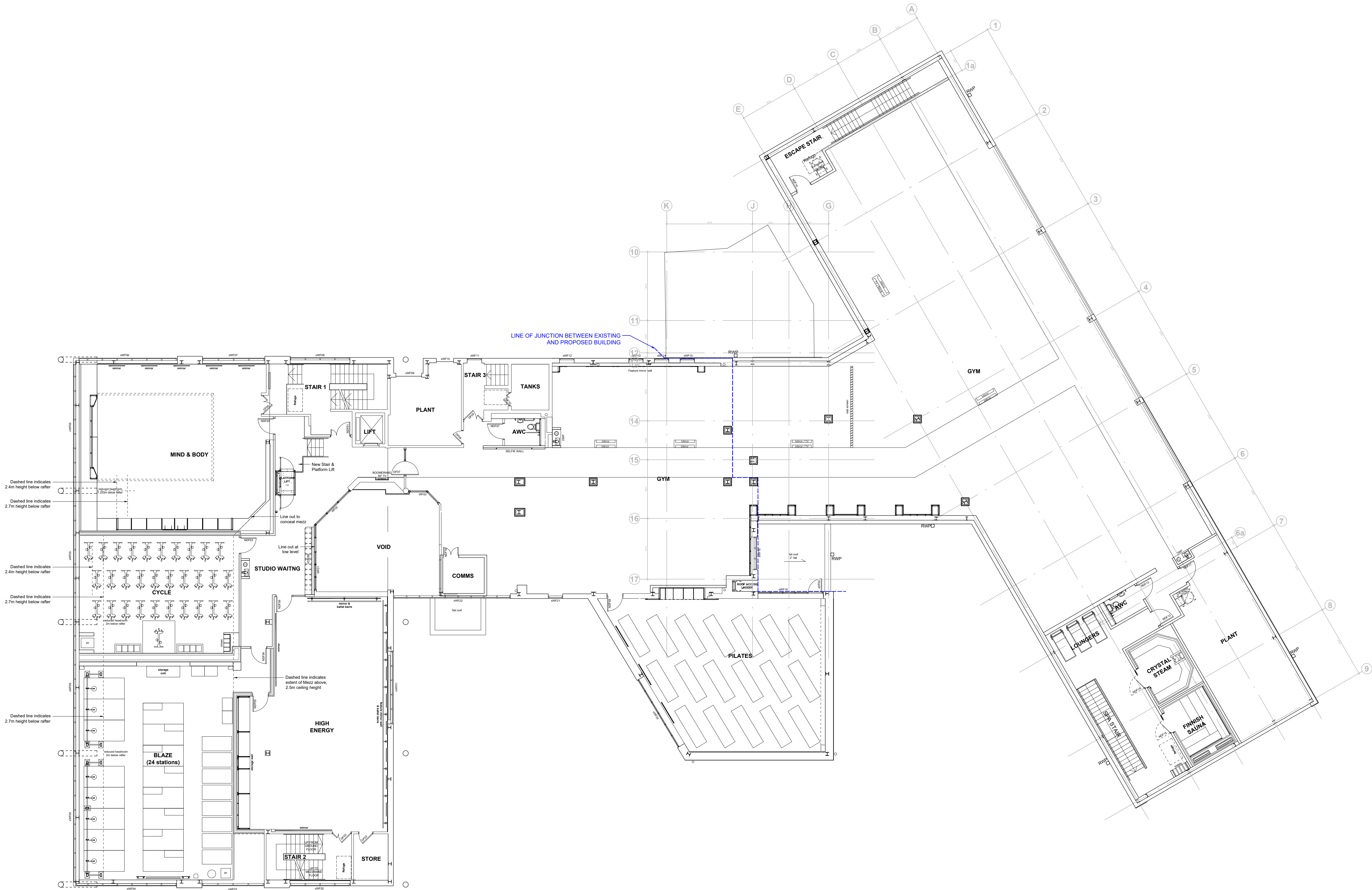
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Refer to dwg A-04-018 for Revit Model Extension Plan

Structural Design subject to design development

Co-Ordination with M&E subject to design development of M&E Package



|                                                                                                                                                                                                                                                              |     |    |    |         |     |      |            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|----|---------|-----|------|------------|
| REVISION                                                                                                                                                                                                                                                     | T04 | BY | JM | CHECKED | CM  | DATE | 02/10/2026 |
| Tender Issue: Extension size reduced.                                                                                                                                                                                                                        |     |    |    |         |     |      |            |
| REVISION                                                                                                                                                                                                                                                     | T03 | BY | JM | CHECKED | CM  | DATE | 09/07/2026 |
| Tender Issue: Grid coordinated. Junction to existing shown. Spa stairs revised.                                                                                                                                                                              |     |    |    |         |     |      |            |
| REVISION                                                                                                                                                                                                                                                     | T01 | BY | TD | CHECKED | CM  | DATE | 08/05/2026 |
| Tender Issue                                                                                                                                                                                                                                                 |     |    |    |         |     |      |            |
| REVISION                                                                                                                                                                                                                                                     | P02 | BY | CM | CHECKED | MPB | DATE | 06/02/2026 |
| First Floor - Studio layouts amended - Blaze studio 'flipped', Cycle studio 'flipped', M&B Feature wall position amended, M&B entrance amended to include platform lift, Gym wc omitted, Pilates layout & entrance amended. Existing external stair removed. |     |    |    |         |     |      |            |
| REVISION                                                                                                                                                                                                                                                     | P01 | BY | CM | CHECKED | MPB | DATE | 30/01/2026 |
| Mezz - 1No. WC omitted, Kids activity room area increased                                                                                                                                                                                                    |     |    |    |         |     |      |            |
| Planning Issue                                                                                                                                                                                                                                               |     |    |    |         |     |      |            |

STATUS

**D2 | FOR TENDER**

CLIENT

**DAVID LLOYD  
—CLUBS—**

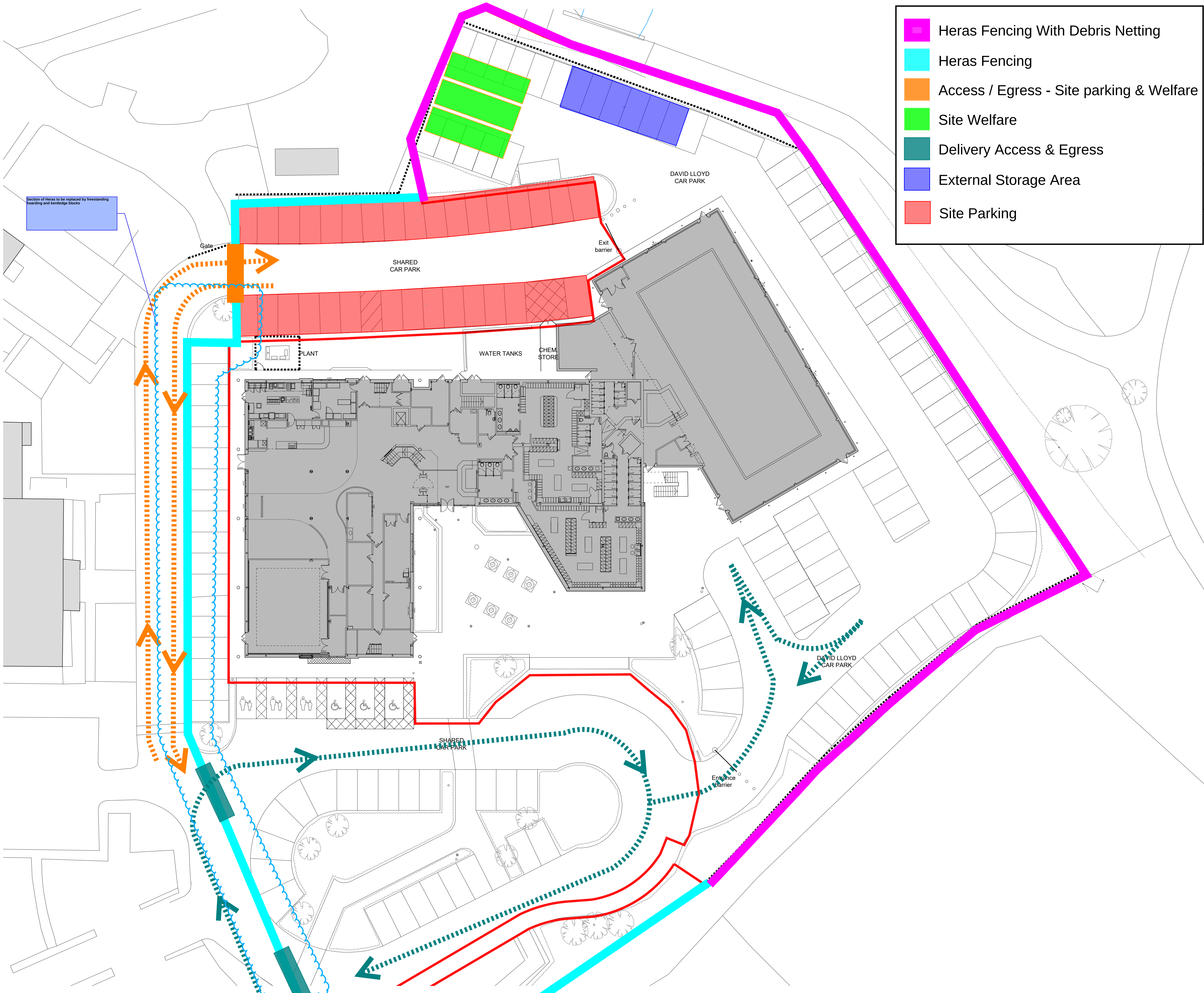
PROJECT

**DAVID LLOYD READING  
THAMES VALLEY  
BUSINESS PARK**

TITLE

**PROPOSED  
FIRST FLOOR  
PLAN**

## Appendix B – Site Logistics Plans



Heras Fencing With Debris Netting

Heras Fencing

Access / Egress - Site parking & Welfare

Site Welfare

Delivery Access & Egress

External Storage Area

Site Parking

NOTES

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To be designed, detailed, fabricated & installed by specialist. specialist to provide working drawings and sample of all finishes for approval prior to commencing fabrication.



EXISTING CAR PARK

151 SPACES

INC.

-

74 DAVID LLOYD SPACES

-

71 SHARED SPACES

-

3 SHARED DISABLED

-

3 SHARED PARENT & CHILD

REVISION: T01

BY: JM

CHECKED: CM

DATE: 08/05/2026

Initial issue

STATUS

D2 | FOR TENDER

CLIENT

DAVID LLOYD

— CLUBS —

PROJECT

DAVID LLOYD READING

THAMES VALLEY

BUSINESS PARK

TITLE

EXISTING SITE PLAN

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

HCD PROJECT NO.

2025-219

SCALE

1:200 @ A1

REV

T01

PROJECT NO.

25219

ORIGINATOR

HCD

VOLUME

A0

LEVEL

00

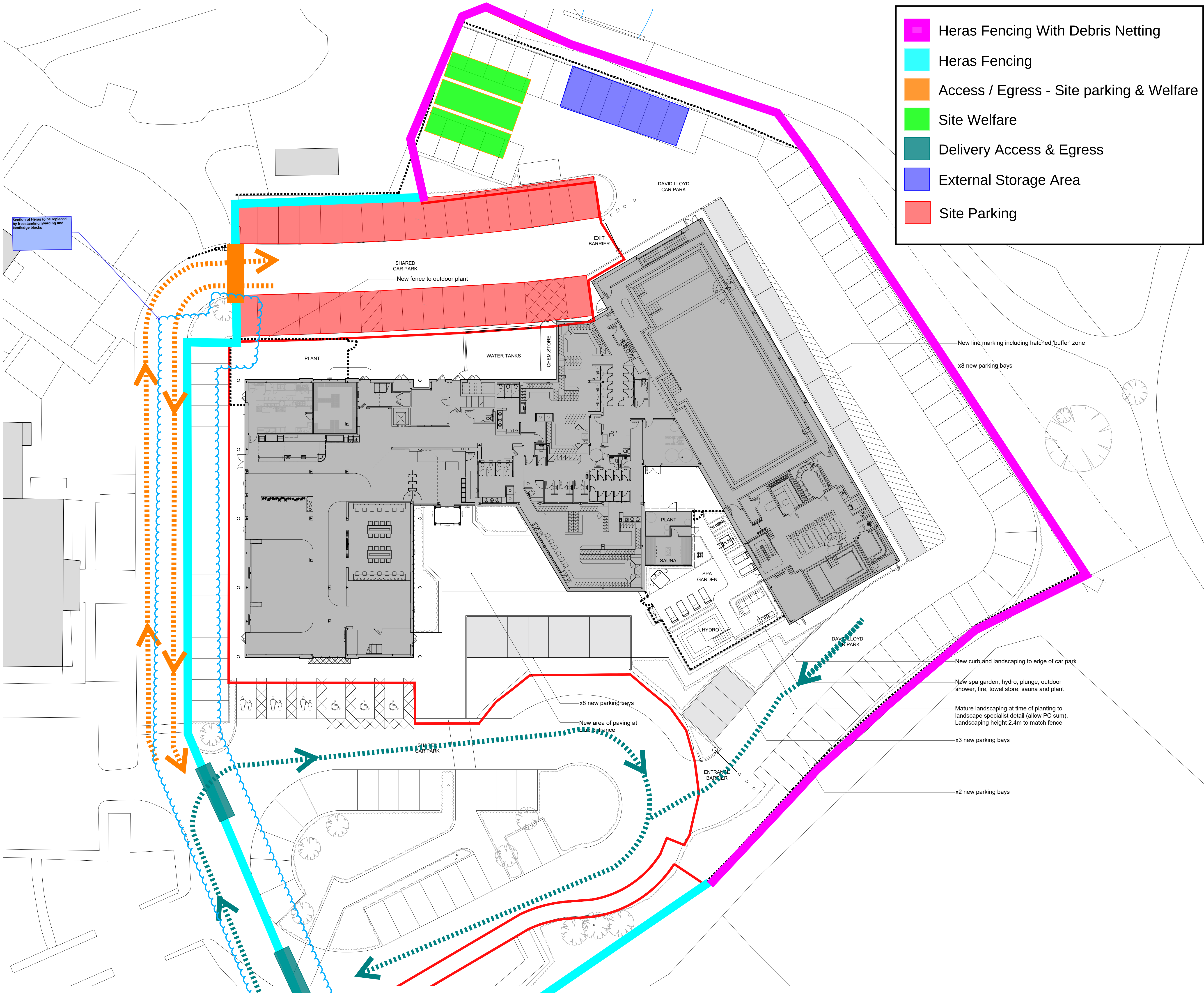
TYPE

DR

ROLE - NUMBER

A-09-000

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Heras Fencing With Debris Netting

Heras Fencing

Access / Egress - Site parking & Welfare

Site Welfare

Delivery Access & Egress

External Storage Area

Site Parking

NOTES

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

Verify all dimensions and setting out on site. Notify any discrepancies to the architect.

For structural information, refer to structural engineer's drawings & specifications. For M&E information, refer to M&E engineer's and sub-contractors' drawings & specifications. For health & safety information, refer to health & safety risk assessments.

This drawing and any related specifications are issued as architectural design intent and / or detailed design in accordance with the project specific design responsibility matrix. Whilst Hadfield Cawkwell Davidson have exercised all reasonable care and due diligence when developing the design, reference should still be made to the manufacturers' literature and any specialist sub-contractor design information, and all details should be constructed strictly in accordance with the manufacturers' instructions and / or specialist sub-contractor design where applicable. If in doubt, please consult Hadfield Cawkwell Davidson prior to installation. Where our information is superseded by specialist sub-contractor design information, all responsibility for the design is transferred to the specialist.

All new works, products and processes are to be in accordance with the relevant british standards and manufacturers' guidance.

This drawing is indicative of design intent only. all construction details, finishes and interfaces to be confirmed & agreed with David Lloyd prior to construction.

To be designed, detailed, fabricated & installed by specialist. specialist to provide working drawings and sample of all finishes for approval prior to commencing fabrication.



PROPOSED CAR PARK

153 SPACES

INC.

-

68 DAVID LLOYD SPACES

-

79 SHARED SPACES

-

3 SHARED DISABLED

-

3 SHARED PARENT & CHILD

= NEW PARKING BAY

REVISION: T01 BY: JIM CHECKED: CM DATE: 08/05/2026

Initial issue

STATUS

D2 | FOR TENDER

CLIENT

DAVID LLOYD  
— CLUBS —

PROJECT

DAVID LLOYD READING  
THAMES VALLEY  
BUSINESS PARK

TITLE

PROPOSED SITE PLAN

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

|                             |                     |                           |
|-----------------------------|---------------------|---------------------------|
| HCD PROJECT NO.<br>2025-219 | SCALE<br>1:200 @ A1 | REV<br>T01                |
| PROJECT NO.<br>25219        | ORIGINATOR<br>HCD   | VOLUME<br>A0              |
| LEVEL<br>00                 | TYPE<br>DR          | ROLE - NUMBER<br>A-09-001 |

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