

COMMITTEE REPORT

BY THE EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 29th March 2023

Ward: Emmer Green

App No: 230024/APC

Address: Reading Golf Club, 17 Kidmore End Road, Emmer Green

Proposal: Application for approval of details reserved by condition 29 (Construction Method Statement) of planning permission ref. 211843

Applicant: Vistry Thames Valley

8 Week Target Decision Date: 27/01/2023

RECOMMENDATION:

Delegate to the Assistant Director of Planning, Transport and Public Protection Services (ADPTPPS) to approve the Constriction Method Statement documents set out below under condition no. 29 of outline planning permission ref. 211843OUT:

Condition 29 Approved Documents:

- Vistry Housebuilding - Reading Golf Club - Construction Method Statement ref. VG-CMS001 Revision D - March 2023
- Appendix A - Site Compound Plan Rev C
- Appendix B - Site Compound Demolition
- Appendix C - Close Boarded Fence
- Appendix D - Steel Fencing Un-sheeted
- Appendix D - Steel Fencing with Impermeable Sheeting
- Appendix D - Steel Fencing with Vented Sheeting
- Appendix E - Gate in Site Hoarding
- Appendix E - Site Hoarding
- Appendix F - Sales Images for Hoarding Rev A
- Appendix G - No Dig Heras Fencing
- Appendix H - Site Traffic Management Plan Rev A
- Appendix I - Site Segregation Plan
- Appendix J - Construction Sequencing for Internal Roads
- Appendix K - Construction Phasing Plan
- Appendix L - VG-TBT-SHE-013 Dust and Air Quality
- Appendix M - VG-TBT-SHE-019 Noise and Vibration
- Appendix N - D2218AMS (Arboricultural Method Statement)

Received by the Local Planning Authority on 17th March 2023

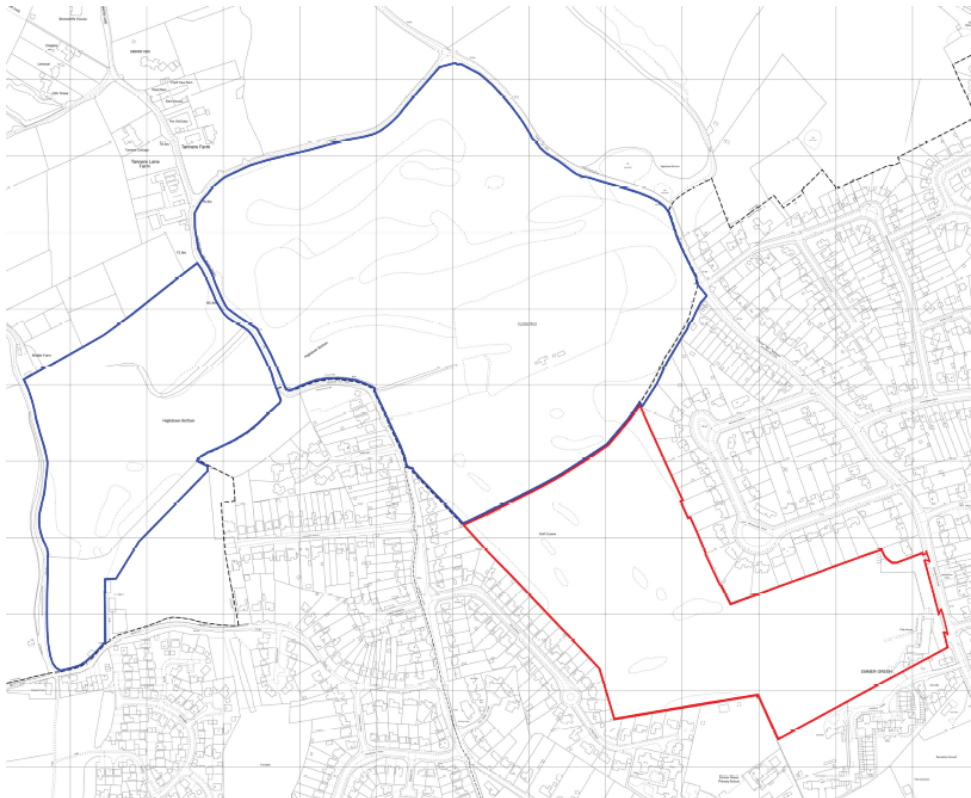
Informatives:

1. The above condition shall have been considered to have been discharged, providing that the development is undertaken in accordance with the approved details.

2. Please note that it is the responsibility of the developer to ensure that all relevant conditions are complied with during the construction and/or subsequent use of the development

1. INTRODUCTION

1.1 The outline permission site, delineated by the red line boundary, is 12.5ha in size and forms part of the former Reading Golf Club playing course.



Location Plan - Red Line Area - Application Site and Land within Reading Borough. Blue Line Area - Land under the Applicant's Control within South Oxfordshire District

1.2 Outline Planning Permission ref. 211843 was granted at the site on 31st March 2022, with matters reserved in respect of Appearance only, for demolition of the existing clubhouse and the erection of a new residential scheme (C3 use) to include affordable housing and public open space at the former reading golf club.

1.3 The development granted outline planning permission included:

- 223 residential dwellings including 67 (30%) affordable houses.
- 442 vehicle parking spaces
- A development layout set around a central spine road providing access from Kidmore End Road and a series of circular cul de sacs leading off from this central access road.

- 3.89ha of public open space and 0.74ha of public green space (total 4.63ha)
- A 0.16ha Local Equipped Area of Play (LEAP)
- Removal of 112 trees and planting of 196 new trees (net gain of 84 trees)
- SuDS

2. PROPOSALS AND SUPPORTING INFORMATION

2.1 The application seeks approval of details under condition no. 29 of outline planning permission ref. 211843 relating to the Construction Method Statement (CMS) for the development.

2.2 Condition no. 29 states the following:

29. No development shall commence on site, including any works of demolition, until a site-specific Construction Method Statement has been submitted to and been approved in writing by the Local Planning Authority. The Statement shall provide for:

A. The parking of vehicles and site operatives and visitors, to be shown on a Plan not less than 1:500 and to include the total amount of parked vehicles;

B. Loading and unloading of plant and materials relating to demolition and construction of the development: areas to be shown on a plan not less than 1:500;

C. Storage of plant and materials relating to demolition and construction of the development: areas to be shown on a plan not less than 1:500;

D. The erection and maintenance of security hoarding (including decorative displays/murals/scaffolding if required);

E. Wheel washing facilities;

F. Measures on-site to control the deposition of dirt/mud on surrounding roads during demolition and construction;

G. Measures for controlling the use of site lighting whether required for safe working or for security purposes;

H. Method of any piling;

I. Footpath Closures/Road Closures needed during demolition and construction;

J. Traffic Management needed during demolition and construction;

K. Times, routes and means of access into and from the site for demolition and construction traffic and delivery vehicles (including the removal of any associated construction and demolition waste from the site and methods of preventing deposition of materials on the public highway);

L. A commitment to regular meetings with the Council's Streetworks Co-ordinator;

M. A dust mitigation and monitoring scheme during demolition and construction;

N. Measures to control noise including controls on timing of operations (to include quiet periods);

O. Provisions to be made for the control of vibrations coming from the site during demolition and construction

P. Temporary external lighting relating to demolition and construction works;
Q. A scheme for recycling/disposing of waste resulting from the demolition and construction works;
R. Measures to control exposure to contaminated land;
S. Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements
T. Contact details and a “helpline” number should be provided so that problems can be reported and dealt with swiftly.
The measures within the approved Statement shall be adhered to throughout the demolition and construction period unless otherwise agreed in writing by the Local Planning Authority.

REASON: These details are required due to insufficient information being contained within this submission and in the interests of protecting the amenity of local land uses or neighbouring residents, the character of the area and highway safety in accordance with Policy CC8 and TR3 of the Reading Borough Local Plan 2019.

2.3 A previous application (ref. 220958) for approval of the CMS under condition no. 29 was submitted on 30th June 2022 but the Applicant failed to obtain approval for the CMS. The decision notice for this application was issue on 4th January 2023 which confirmed that the CMS was not approved at that time for the following reasons:

- a) The Construction Method Statement does not address where the parking will take place once the housing is constructed on the compound area.*
- b) The Construction Method Statement does not address where the loading/unloading will take place once the housing is constructed on the compound area.*
- c) The Construction Method Statement does not address where storage of plant and materials will be located once the housing is constructed on the compound area.*
- d) The Construction Method Statement does not include sufficient detail in relation to control of construction related dust or Institute of Air Quality Management (IAQM) (2014) guidance as specified in section 7.7.2 of the Temple Air Quality Assessment submitted and upon which outline planning permission was granted.*
- e) Most significantly of the above the guidance asks for dust monitoring positions to be agreed with the Local Authority and carried out 3 months in advance of development of the site. Continuous dust monitoring is required for this development, to be positioned at the borders of the site nearest to residential properties. Details of this are required to be included within the Construction Method Statement.*

f) The Construction Method Statement does not include sufficient detail in relation to control of construction noise. The statement is required to make reference to BS5228:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites. The measures for noise and vibration control from this standard should be included within the statement, including noise monitoring to ensure that target noise levels (worked out from BS5228) are met at the site boundaries near to residential properties. In addition, we would expect the developer to apply for a Control of Pollution Act S61 consent to ensure noise from the site is adequately controlled.

2.4 The current application is accompanied by a revised detailed construction method statement which again seeks to demonstrate compliance with the detailed requirements of the condition set out above. The documents submitted are:

- Vistry Housebuilding - Reading Golf Club - Construction Method Statement ref. VG-CMS001 Revision C - January 2023
- Appendix A - Site Compound Plan Rev C
- Appendix B - Site Compound Demolition
- Appendix C - Close Boarded Fence
- Appendix D - Steel Fencing Unsheeted
- Appendix D - Steel Fencing with Impermeable Sheeting
- Appendix D - Steel Fencing with Vented Sheeting
- Appendix E - Gate in Site Hoarding
- Appendix E - Site Hoarding
- Appendix F - Sales Images for Hoarding Rev A
- Appendix G - No Dig Heras Fencing
- Appendix H - Site Traffic Management Plan Rev A
- Appendix I - Site Segregation Plan
- Appendix J - Construction Sequencing for Internal Roads
- Appendix K - Construction Phasing Plan
- Appendix L - VG-TBT-SHE-013 Dust and Air Quality
- Appendix M - VG-TBT-SHE-019 Noise and Vibration
- Appendix N - D2218AMS (Arboricultural Method Statement)

Received by the Local Planning Authority on 10th March 2023

2.4 Applications to discharge planning conditions are usually dealt with by your officers under delegated powers, however, this Application has been called to Planning Applications Committee for determination by the Chair (Councillor Lovelock) and Vice Chair (Councillor Leng) of the Committee due to the level of local interest in the impacts of the construction of the development upon the surrounding area.

3. PLANNING HISTORY

3.1 211843: Outline planning application, with matters reserved in respect of Appearance, for demolition of the existing clubhouse and the erection of a new residential scheme (C3 use to include affordable housing) and public open space

at the former Reading Golf Club. Granted on 31st March 2022 (linked to a S106).

- 3.2 220738: Application for approval of details reserved by conditions 19 (Habitat Enhancement Scheme), 20 (Construction Environmental Management Plan) and 44 (Archaeology) of planning permission ref. 211843. Split Decision on 4th November 2022 (details under condition 44 approved but details under condition 19 and 20 not approved)
- 3.3 220930: Application for approval of reserved matters (appearance) submitted pursuant to outline planning application ref. 221312/VAR. Under Consideration.
- 3.4 220958: Application for approval of details reserved by conditions 25, 26 (Contamination) and 29 (Construction Method Statement) of planning permission ref. 211843. Split Decision on 4th January 2023 (details under conditions 25 and 26 approved but details under condition 29 not approved)
- 3.5 220960: Application for approval of details reserved by conditions 21 (External Lighting) 35 (Refuse) and 39 (Vehicle Parking) of planning permission ref. 211843. Withdrawn on 30th August 2022
- 3.6 221312: Outline planning application with matters reserved in respect of Appearance for demolition of clubhouse and erection of a new residential scheme (c3 use) including affordable housing and public open space at former reading golf club without complying with conditions 5 (Plans), 8&9 (Emissions) 10&11 (SuDS), 12 (Levels), 13 (Mix), 17 (AMS), 19 (Habitat Enhancement), 20 (CEMP), 22 (Biodiversity), 25&26 (Contamination), 29 (CMS), 34 (Cycle Parking), 35 (Refuse), 39 (Car Parking), 41 (Traffic Calming) & 44 (Archaeology) of outline permission 211843 for amendments including changes to layout, mix, parking, drainage, landscaping, open space and energy. Under Consideration.
- 3.7 221713: Application for approval of details reserved by conditions 47 (water infrastructure phasing plan) and 48 (water network upgrades) of outline planning application ref. 221312/VAR. Under Consideration
- 3.8 221762: Application for approval of details reserved by condition 6 (Phasing) of planning permission ref. 211843. Under Consideration
- 3.9 221764: Application for approval of details reserved by condition 7 (Materials) of outline planning application ref. 221312/VAR. Under Consideration
- 3.10 221765: Application for approval of details reserved by condition 21 (external lighting scheme) of outline planning application ref. 221312/VAR. Under Consideration
- 3.11 230024: Application for approval of details reserved by condition 29 (Construction Method Statement) of planning permission ref. 211843. Under Consideration
- 3.12 230073: Application for Approval of details reserved by condition 14 (hard and soft landscaping) of planning permission ref. 211843. Under Consideration

4. CONSULTATIONS

RBC Transport

4.1 No objections. Comments on the relevant sections of the CMS set out below:

a) **Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided;**

The parking area for the demolition phase of the development will be located on the original hard standing at the front of the site which currently serves as car parking (as shown on (READ-DM-001 Rev A).

The new bell mouth junctions will be the first works to be undertaken following the demolition phase and once constructed all access to and from the site will be via these new access points.

During the construction phase, the parking areas for site operatives and visitors will be located inside the site as shown as on the site Compound & Material Storage Layout (READ-SC-001 Rev B). As the programme reaches the material storage, operative parking and welfare area, these areas will be reduced in size and transfer other areas within the site.

The CMS confirms that no parking associated with development will occur of the public highway at any time to ensure there is no impact on the surrounding residential roads.

b) **Loading and unloading of plant and materials relating to demolition and construction of the development**

During the demolition phase, the area for the loading and unloading of plant and materials will be within the separate fenced demolition compound constructed on the original hard standing which currently serves as car parking as shown on “Demolition Plan” located at Appendix B.

During the construction phase of the development all construction materials and plant will be off-loaded at the relevant materials storage area as shown on the “Compound Plan” located at Appendix A which are located within the site.

When the final units are under construction, the material storage will occupy the remaining visitor bays in areas where construction is still commencing. All vehicles will access and egress the site in forward gear. No vehicle will be permitted to reverse into, or out of the site.

c) **Location on site for storage of plant and materials used in constructing the development**

During the demolition phase, the storage of plant will be within the separate fenced demolition compound constructed on the original hard standing which currently serves as car parking. These storage areas are shown on “Demolition Plan” located at Appendix B.

During the construction phase of the development all construction materials and plant will be provided within the materials storage areas. These areas are shown on the “Compound Plan” located at Appendix A.

When the final units are under construction, the material storage will occupy the remaining visitor bays in areas where construction is still commencing.

d) The erection and maintenance of security hoarding

Security hoarding will be located around the perimeter of the site in the form of 1.8m close board timber fencing or Heras fencing. To the front of the site, along Kidmore End Road hoarding will be used. It is stated that these site boundaries will initially surround the whole site but will move back in line with construction progress. The majority of the existing boundary fence will be retained for the demolition with no dig heras fencing placed to the inside of it. Once erected, maintenance of the security fencing / hoarding will fall to the site team led by the Site Manager who will carry out weekly inspections of the site perimeter and respond to any issues raised regarding the condition of the fencing / hoarding by local residents. This is acceptable providing all gates open into the site, away from the public highway.

e) Wheel washing facilities;

Wheel washing facilities will be kept on site throughout the duration of the build and will be located at the entrance to the site. It is stated that this will gradually move back along the spine road as more plots are completed as outlined on the “Site Segregation Plan” Appendix I.

f) Measures on-site to control the deposition of dirt/mud on surrounding roads during demolition and construction;

Wheel washing facilities will be kept on site throughout the duration of the build. The Principal Contractor will regularly monitor the on-site roads and the section of Kidmore End Road outside of the entrance for dirt and debris and will arrange for road sweeps when necessary.

g) Measures for controlling the use of site lighting whether required for safe working or for security purposes;

No comments to make.

h) Method of any piling;

No comments to make.

i)Footpath Closures/Road Closures needed during demolition and construction;

All demolition and construction will be within the boundary of site, with the exception of the formation of two new bellmouth junctions and the closure of the existing entrances. Any footpath diversions required to construct the new bellmouths or close the existing entrances will be agreed through the S278 process with the Highways Authority.

j) Traffic Management needed during demolition and construction;

It is stated that during the Construction Phase there will be sufficient space to turn vehicles on-site, and all vehicles will access and egress the site in forward gear. No vehicles will be permitted to reverse into, or out of, the site.

All loading and unloading from delivery vehicles and construction traffic (including building materials, finished or unfinished products, parts, crates, packing materials and waste) will take place inside the site material compounds only.

The roads outside the site will be kept clear at all times with clear access for fire appliances and emergency services.

Once appointed the Site Manager will contact Reading Councils Street Works Co-ordinator and offer to meet them prior to any works starting on site.

k) Times, routes and means of access into and from the site for demolition and construction traffic and delivery vehicles

Given the location of the site, permitted delivery times will avoid peak traffic hours to avoid congestion within the town and residential areas. Where possible, deliveries will be scheduled to arrive outside of the hours 08:00-09:30 and 17:00-18:00 and in the afternoon (14:45-15:30) to avoid times when children are most likely to be walking past the site to school. The CMS states that should a delivery arrive outside the agreed schedules hours, a bankman will be available to navigate deliveries into the site safely.

A traffic route from Junction 11 to the site has been submitted using the classified road network for as long as possible. However, in order to access the site, HGV and plant deliveries will be routed along Kidmore End Road which can't accommodate 2-way movement on some sections of the road. The CMS confirms that prior to commencement of demolition or construction works on site Vistry will contact RBC Development Control/Streetworks team to determine where a Temporary Traffic Regulation Order can be implemented to provide a passing location along Kidmore End Road and that Vistry will submit the relevant application form, and funding for both legal and works costs would be covered by Vistry, via the TTRO process.

The TTRO works are likely to entail the introduction of waiting restrictions (such as a single or double yellow line) for a short stretch to break up the length of on-street parking to facilitate a passing place along Kidmore End Road. It is not anticipated that this would significantly impact the availability of on-street parking for the local residents as we would look to introduce restrictions where there are existing breaks for driveway access.

RBC Environmental Protection

- 4.2 No objections. Comments discussed in Appraisal section of this report.

RBC Planning Natural Environment Team (Trees)

- 4.3 The Officer is concerned that the proposed site segregation plan (Appendix I to the CMS) which shows how construction fencing and hoarding would be re-sited as the development progresses presents some conflicts with the proposed position of tree protection fencing required for the demolition and construction works. Other comments discussed in Appraisal section of this report.

Public Consultation

- 4.4 No public consultation is required in relation to applications which seek approval of details reserved by planning conditions. However, given the likely level of local interest in the application, neighbour notification letters advising that the application had been submitted were sent to the following local community groups who commented on the original planning application when outline planning permission for the development was granted:

- Keeper Emmer Green (KEG)
- Caversham and District Residents Association (CADRA)
- Emmer Green Residents Association (EGRA)
- Reading Friends of the Earth
- Caversham Globe

- 4.5 Emmer Green Ward Councillors were also notified when the application was submitted.

- 4.6 As with all applications the proposals were also available to view on the Council website. Six letters of objection to the application have been received raising the following issues (*officer comments in italics where not addressed in Appraisal section of this report*):

- Concern regarding the high volume of construction traffic that will be required along Kidmore End Road. The road is narrow and due to resident vehicle parking, traffic is only one way at any time and the road narrows approaching the Peppard Road Junction. Lorries have to cross the centre line and will cause constant congestion and blocking of the road.
- In the past, when construction lorries have passed along Kidmore End Road, parked cars have suffered gravel and stone damage.

- The danger of HGV traffic to children and other pedestrians along Kidmore End Road has been greatly underestimated. School children pass along the road going to and from school and the park and elderly residents of Lyefield Court also pass along it to get to the shops, doctors surgery or cross the road to the bus stop
- Kidmore End Road has two bus routes (no.s 23 and 24) which are an additional hazard for HGVs.
- Congestion at the junction of Kidmore End Road and Peppard Road will result in traffic diverting along Grove Road.
- There is a serious danger to children and the elderly at the exit point from the golf course to Kidmore End Road from high level lorry cabins and low-level children and elderly using mobility vehicles, due to impaired visibility.
- There is inadequate provision for external (independent) monitoring of noise and dust levels. There is no plan for local residents to access the readings from monitoring equipment. *Dust monitoring arrangements are to be agreed with the Environmental Protection Team.*
- Many recently re-surfaced roads in the local area are already cracking and losing their surfacing creating potholes. Regular use of the roads by HGVs will significantly exacerbate this issue.
- The development should not have been approved as traffic has detrimental impact on the community.
- Traffic calming measures should be put in place before construction starts. *The CMS confirms that the new bellmouth accesses to the site from Kidmore End Road (as secured by s278 works agreement under the associated s106 agreement) will be provided prior to construction works starting. The CMS also confirms that the developer will obtain a Temporary Traffic Regulation Order (TTRO) to provide a two-way passing location for vehicles on Kidmore End Road.*
- The developer has confirmed that there will be in excess of 100 HGV movements in and out of the development along Kidmore End Road per day. *The CMS states that 20-30 HGV movements are projected.*
- The developer states they intend to install designated pedestrian walkways which will be physically segregated from the road using traffic barriers, but the CMS does not state where these walkways will be located. *These walkways would be within the construction site only for site operatives and visitors*
- The narrowness of Kidmore End Road is an issue along its length from the golf club entrance to Peppard Road and of particular concern are the narrow pathways outside the White Horse and Black Horse pubs.
- The CMS states that the developer will encourage all site operatives to share cars and utilise public transport to minimise traffic which is unrealistic.
- The CMS states that the developer will co-ordinate with local schools to offer services of an external trainer to visit and brief children on the dangers of construction sites and traffic which I welcomed. However, it is unrealistic to expect this to have a lasting effect on young children unless the trainer visits the schools on a regular basis for the next five years. How will this arrangement work? *The CMS states that the frequency of this training will be agreed between the contractor and the school as necessary.*

- How will roads outside the site be kept clear for emergency services access and passage?
- The CMS states that deliveries to the site will not take place between 0800 to 0930 hours, 1445 and 1530 hours and 1700 and 1800 hours which is welcomed. However, the CMS also states that if deliveries arrive during these time, they will still be allowed to proceed - this is not acceptable. The restrictions do not appear to cover vehicles departing the site.
- A fully maintained site log of vehicle entry and exit from the site must be kept *This is standard site security practice.*
- The CMS states traffic will only be supervised within the development site. This should be expanded such that all construction traffic is monitored between the site and Peppard Road.
- How will RBC ensure the CMS is complied with? *If the CMS is approved the developer will be required to carry out the demolition and construction activities associated within the development only in accordance with the approved documents as per condition 29 of the outline planning permission. The Council's Planning Enforcement Team would investigate if any breaches of compliance with the requirements of the CMS are identified. The associated Section 61 consents for control of noise and vibration and Temporary Traffic Regulation Order arrangements would be legally binding upon the developer.*

4.7 For clarity, public comments received in relation to the previous application (ref. 220958) for approval of the CMS, which was refused, have also been reviewed again and any additional comments not covered in those summarised above are set out below:

- Concern about noise and disturbance from the development given the site is surrounded by residential dwellings, a retirement complex and a school. The development will have a negative mental impact on local residents for five years whilst it is built. Many residents work from home.
- The construction compound and materials should not be stored so closely to the gardens of Eric Avenue. This will result in noise, dust and light pollution.
- No site notice advising that the application has been submitted was displayed.
- Construction activities will release ground contaminants
- The construction contractor should be required to register with the Considerate Constructors Scheme (CCS).

5 RELEVANT PLANNING POLICY AND GUIDANCE

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy Framework (NPPF) which states at Paragraph 11 "Plans and decisions should apply a presumption in favour of sustainable development".

National Policy

5.2 National Planning Policy Framework (2021). The following chapters are the most relevant (others apply to a lesser extent):

2. Achieving sustainable development
4. Decision-making
8. Promoting healthy and safe communities
9. Promoting sustainable transport
15. Conserving and enhancing the natural environment

Manual for Streets

Local Policy

5.3 Reading Borough Local Plan (November 2019)

The relevant policies are:

- CC1: Presumption in Favour of Sustainable Development
- CC2: Sustainable Design and Construction
- CC3: Adaptation to Climate Change
- CC5: Waste Minimisation and Storage
- CC8: Safeguarding Amenity
- EN12: Biodiversity and the Green Network
- EN14: Trees, Hedges and Woodland
- EN15: Air Quality
- EN16: Pollution and Water Resources
- EN17: Noise Generating Equipment
- TR1: Achieving the Transport Strategy
- TR3: Access, Traffic and Highway-Related Matters

CA1b: Sites for Development in Caversham and Emmer green:

CA1b	PART OF READING GOLF COURSE, KIDMORE END ROAD
	<i>Development for residential and replacement clubhouse, subject to the future provision of golf on the remainder of the Golf Club site, which fulfils an important sports and leisure function for Reading, being secured. On-site facilities should be provided to mitigate impacts on community infrastructure, including for healthcare. On-site public open space will be provided.</i>
	<i>Development should:</i>
	<ul style="list-style-type: none">• <i>Avoid adverse effects on important trees including those protected by TPO;</i>• <i>Provide a green link across the site from Kidmore End Road to the remainder of the golf course, rich in plant species and habitat opportunities;</i>• <i>Ensure that vehicular access is provided from suitable roads to the area to be retained for golf;</i>• <i>Take measures to mitigate impacts on the highway network, particularly on Kidmore End Road and Tanners Lane;</i>• <i>Include all parking requirements within the site to avoid exacerbating parking issues on existing streets;</i>• <i>Take account of potential archaeological significance; and</i>• <i>Take account of the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.</i>
	<i>Site size: 3.75 ha 90-130 dwellings, community provision including healthcare and replacement clubhouse</i>



5 APPRAISAL

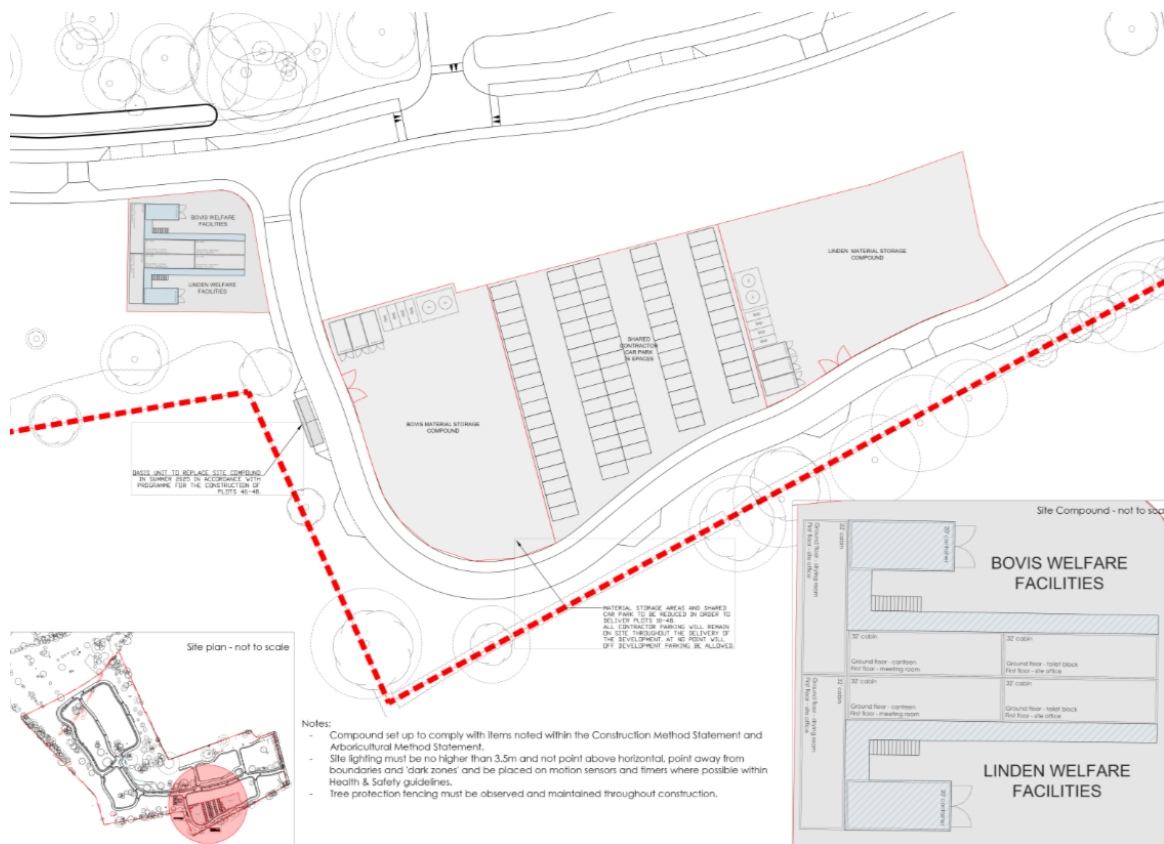
- 5.1 This section of the report will consider whether the submitted CMS and associated appendices have demonstrated compliance with each of the requirements set out under conditions no. 29 of planning permission ref. 211843.
- a) **Details of parking of vehicles, site operatives and visitors**
 - b) **Details of loading and unloading of plant and materials relating to demolition and construction of the development**
 - c) **Details of storage of plant and materials relating to the demolition and construction of the development**
- 5.2 During the initial demolition phase of the development the parking area for operatives and visitors (5 spaces), areas for loading, unloading and storage of plant and materials and operative welfare facilities, would be located on the existing hard standing car park at the front of the site adjacent to Kidmore End Road. This area is directly adjacent to the clubhouse buildings at the front of the site which are the buildings to be demolished.
- 5.3 Use of the existing hardstanding car park means that the activities here would not adversely affect any retained trees and there would be limited distance for plant and materials to travel between the compound area and areas of the site where demolition would take place.
- 5.4 Vehicles and operatives would access this area via the existing access from Kidmore End Road. The demolition phase parking area is shown on the demolition plan below which is attached as appendix B to the CMS.



Demolition Plan (Appendix B of the CMS)

- 5.5 The CMS document confirms that the new bellmouth junction accesses to the site from Kidmore End Road, which are to be provided as part of the section 278 highway works agreement secured under the section 106 agreement linked to the outline planning permission, will be the first works to be undertaken following the demolition phase. All access to and from the site for the construction phase of the development would be via these new bellmouth junction accesses.
- 5.6 During the construction phase, parking areas for site operatives and visitors (76 spaces) and areas for loading, unloading and storage of plant and materials would all be located within a construction compound area. This area would be located inside the site, towards the southeast corner of the development. The

construction compound area is shown as on the site Compound & Material Storage Layout plan below which is attached as appendix A to the CMS.



Compound & Material Storage Layout Plan (Appendix A of the CMS)

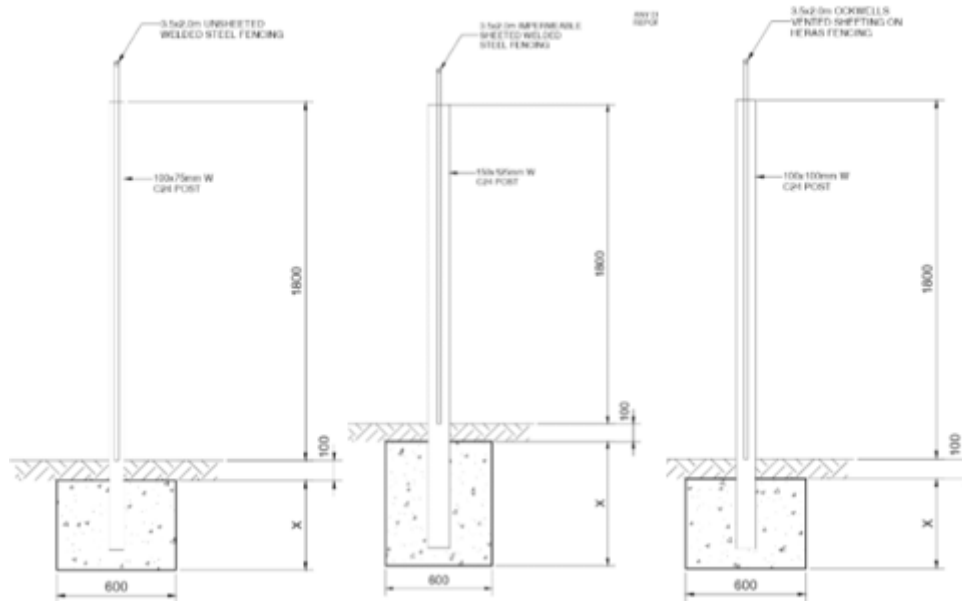
- 5.7 RBC Transport Officers are satisfied that there is space for all vehicles to access and egress the site in forward gear and that sufficient operative and visitor parking spaces are provided. The CMS states that no vehicles will be permitted to reverse into, or out of the site. Given the size of the site there is sufficient space for all vehicles to turn within the site .
- 5.8 The construction phase parking spaces, materials and plant loading, unloading and storage areas would be located 12m at the nearest point from the southern site boundary with the garden areas of the residential dwellings to the south at Brindles and Lyefield Court and 28m from the closest dwelling. This separation is considered sufficient to prevent any undue disturbance to these existing residents when considered together with the noise and dust control measures discussed elsewhere in the CMS and later on in this report.
- 5.9 When the dwellings where the material storage and loading/unloading compounds are proposed to be located are being constructed then the parking and loading/unloading areas will occupy the remaining visitor parking bays in areas where construction is still commencing.
- 5.10 The staff welfare facilities (toilets, drying room, canteen) and site offices are proposed to be located on the pre-formed foundation of plots no. 46-49. This area is directly adjacent to the visitor and staff parking area and areas for

loading, unloading and storage of plant and materials. The welfare facilities and offices would consist of two storey cabins.

- 5.11 The cabins would be located 15m from the southern boundary of the site with Emmer Green Primary School Playing Fields which is considered sufficient to prevent any undue disturbance to the school. The site welfare facilities would also be located over 50m from the closest existing residential dwellings on Gorselands to the southwest of the site.
- 5.12 The Council's Natural Environment Officer is satisfied that the construction phase visitor parking areas for plant and materials and site welfare facilities are located such that they would not impact upon the canopies or rooting areas of retained trees and no specific protection measures are recommended
- 5.13 As the construction programme reaches the area of the site to be used for operative and visitor parking areas and plant and materials storage requirements reduce in size. These areas will then transfer to other areas within the site, occupying visitor parking bays in areas where construction is still commencing or in the garden and drives of plots yet to be completed. Similarly, the welfare facilities will transfer to an oasis unit located in the visitor bays opposite plots no. 26-29. The above is considered to have overcome reasons for refusal a, b and c of the decision to refuse the previous application for approval of the CMS (ref. 220958) referred to under paragraph 2.3 of this report.
- 5.14 The CMS confirms that no parking associated with the development will occur on the public highway at any time to ensure there is no impact on the surrounding residential roads.
- 5.15 The proposed staff and visitor parking areas for the construction site and areas for loading, unloading and storage of materials are considered to comply with Policy TR3 (Access, Traffic and Highway Related Matters) in that they would provide for suitable off-street servicing and as such would not have a material detrimental impact on the functioning of the local transport network or highway safety.

d) The erection and maintenance of security hoarding

- 5.16 Security fencing will be located around the perimeter of the site. This will generally take the form of secure 'Heras' fencing. Where this fencing faces existing housing, it will have vented sheeting attached to it as to provide a visual screen. Drawings of the Heras fencing line / locations are shown below and are attached as appendix D of the CMS.



Secure Heras Fencing (Appendix D of the CMS)

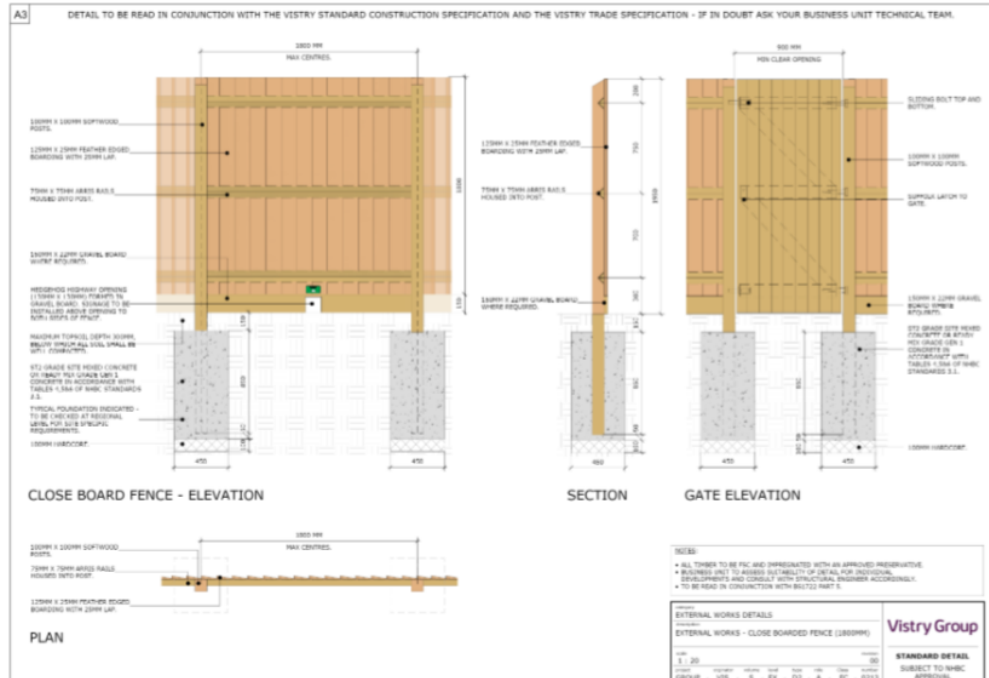
5.17 This fencing will initially surround the whole site but will move back in line with construction progress as noted on “Site Segregation Plan” shown below which is attached as appendix I to the CMS. The site segregation plans will also ensure that the fencing is in place to provide protection for new residents from construction works as the site becomes occupied.



Site Segregation Plan (Appendix I of the CMS)

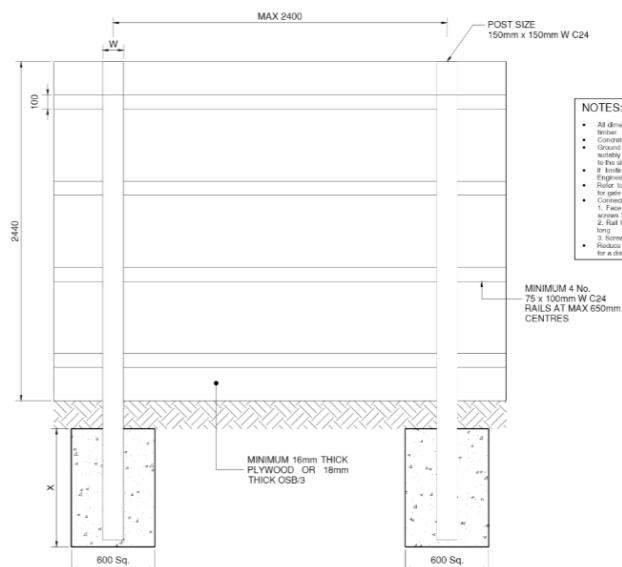
5.18 In places, where tree protection fencing is required (in accordance with the Arboricultural Method Statement (AMS) details under condition no. 17 of the outline planning permission) tree protection fencing will be used as the secure boundary to avoid additional works being undertaken around protected trees. The AMS is attached as Appendix N to the CMS.

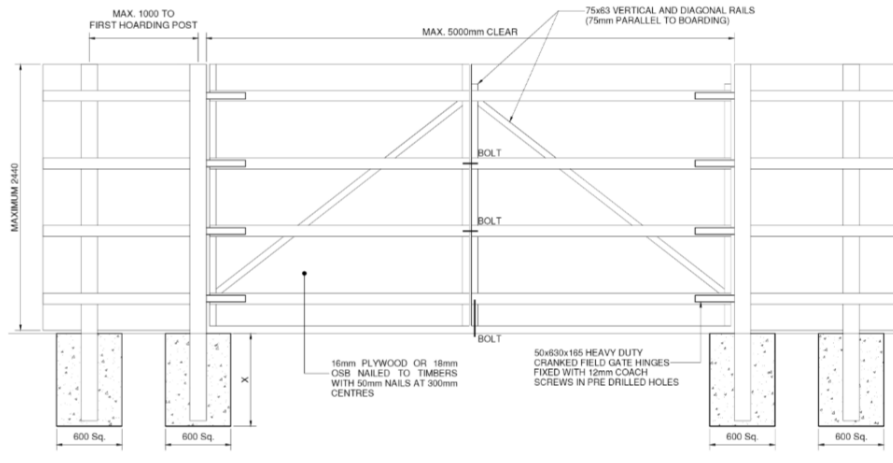
5.19 Fencing around the staff and visitor car parking, loading, unloading and storage of materials and welfare compounds inside the construction site will take the form of 1.8m closed board timber fencing. This fencing is shown on the plan below which is attached as appendix C to the CMS.



Closed Board Timber Fencing Plan (Appendix C of the CMS)

5.20 To the front of the site, along Kidmore End Road, hoarding will be used to secure the site permitter which will also display marketing images of the development. Hoarding will also be used to form the gates to the site entrance from Kidmore End Road. The hoarding will be a maximum of 2.4m in height. Details of the hoarding is shown below and is attached as appendix E to the CMS. RBC Transport Officers are satisfied with the proposed gates which would open inwards into the site and away from the public highway.





Site Hoarding (Appendix E of the CMS)

5.21 The Council's Natural Environment Officer is content with the construction fencing proposals which would be carried out in line with the AMS requirements. However, the Officer has raised a concern that some of the future locations for construction fencing/hoarding showing on the Site Segregation Plan (Appendix I of the CMS), which shows how the fencing and hoarding would be re-sited as construction of the different parts of the development progresses, would conflict with the agreed locations for tree protection fencing. Further information on this matter will be provided in an update report.

5.22 The CMS sets out that maintenance of all site fencing and hoarding would be the responsibility of the Site Manager who will carry out weekly inspections of the site perimeter and respond to any issues raised regarding the condition of the fencing / hoarding, including any issues raised by local residents.

e) Wheel washing facilities

f) Measures on-site to control the deposition of dirt/mud on surrounding roads during demolition and construction

5.23 The CMS states that wheel washing facilities will be provided on site through the duration of the development demolition and construction works. The initial location of the wheel washing facilities is at the site entrance from Kidmore End Road and is shown as the thick light blue line on the demolition plan above which is attached as appendix B to the CMS.

5.24 The CMS goes on to state that the wheel washing facilities will gradually move back along the new spine road of the development as more plots are completed as shown by the small red circles on the site segregation plan above which is attached as appendix I to the CMS.

5.25 The CMS also confirms that the Principal Contractor will regularly monitor the on-site roads and the section of Kidmore End Road outside of the entrance for dirt and debris and will arrange for road sweeps on the public highway when necessary. To prevent debris spillage, lorries carrying loose materials will be

covered before leaving the site and material will also be damped down beforehand if necessary. RBC Transport Officers are satisfied with the wheel washing proposal and other measures proposed to control deposition of dirt/mud on surrounding roads.

- 5.26 The proposed measures to control deposition of dirt/mud on roads are considered to comply with Policy TR3 (Access, Traffic and Highway Related Matters) and would ensure that dirt/mud associated with the development would not have a material detrimental impact on the functioning of the local transport network.

g) Measures for controlling the use of site lighting whether required for safe working or for security purposes

- 5.27 The CMS sets out that temporary site lighting will be required during winter months to provide safe access and working conditions for those working on and visiting the site. It is proposed that lighting would be task-specific where appropriate and would be switched off at the end of each working day. Lighting will primarily be focussed around the site compound areas.

- 5.28 The CMS confirms that construction lighting will adhere to the following principles issued by the Bat Conservation Trust:

- No 'upward pointing' or bare bulb lights will be installed anywhere on the development.
- All external lights will not be more than 3.5 metres in height and will have shields installed to focus light towards construction areas only. No light will be allowed to emit light past horizontal (90 degrees from the ground).
- 'No-light zones' will be observed, to protect the boundaries of the site from any artificial light. No artificial lighting shall be positioned within 15 metres of these boundaries and no lights shall be positioned to face towards these boundaries.
- All external lighting shall be on motion sensors and timers.

- 5.29 The above principles align with those set out in the submitted Construction Environmental Management Plan (CEMP) for the development which details the mitigation measures proposed to minimise the impacts of the construction of the development on wildlife. Submission and approval of the CEMP is required under condition 20 of the outline planning permission. A CEMP has been submitted for consideration under the variation of condition application ref. 221312VAR which is under consideration as Item 13 on the agenda and is considered to be acceptable by the Local Planning Authority's Ecology Adviser.

- 5.30 The above principles are also considered sufficient to ensure the lighting would not result in significant glare or spill and adversely impact on existing surrounding residential properties. Notably no lighting would be located within 15m of the site boundaries with cowls (shields) attached to all lights/columns which would not exceed 3.5m in height. All lighting would also be turned off at

the end of each day with construction hours limited to 1800hours on Mondays and Fridays.

- 5.31 The proposals are considered to satisfactorily demonstrate that the temporary site lighting would not adversely impact on biodiversity in accordance with Policy EN12 nor the amenity of surrounding residential occupiers in accordance with Policies CC8 (Safeguarding Amenity) and EN16 (Pollution and Water Resources).

h) Method of any piling;

- 5.32 The CMS states that piled foundations will be utilised as part of the development. Continuous flight auger (CFA) piles are proposed to be used within the development which are drilled and concreted in one continuous operation enabling much faster installation time than for standard bored piles and minimising associated vibrations. The CMS and associated AMS confirm that no piling would take place within the root protection areas (RPAs) of retained trees. It is stated that in locations where piling is required close to RPAs, piling rig access will be from within the structure footprint and therefore from outside of the RPAs. The AMS also details foundation specifications for dwellings close to RPAs which will be adhered to. The Council's Natural Environment Officer does not object to the method of piling proposed.

- 5.33 The proposals are considered to demonstrate that the piling proposed as part of the development would not result in the adverse impact on retained trees in accordance with Policy EN14 (Trees, Hedges and Woodlands).

- 5.34 Noise, vibration and dust matters are discussed under sections m, n and o of the CMS.

i) Footpath Closures/Road Closures needed during demolition and construction;

- 5.35 The CMS sets out that (aside from highway improvement works secured under associated section 278 and 106 agreements) all demolition and construction activities will take place within the boundary of the site. There is also no public access to or across the existing site, and as such, RBC Transport Officers are satisfied that no temporary footpath closures are required.

- 5.36 Any pavement closures required as a result of associated off-site highway works will be agreed through the separate section 278 highway works process with the Highways Authority.

- 5.37 Subject to the construction and demolition of the development being carried out in accordance with the CMS, it is not considered that the works would have a material detrimental impact on the functioning of the highway network in terms of pavement or road closures.

j) Traffic Management needed during demolition and construction;

k) Times, routes and means of access into and from the site for demolition and construction traffic and delivery vehicles

- 5.38 RBC Transport Officers are satisfied that there is sufficient space within the development site to turn vehicles on-site and that all vehicles will be able to access and egress the site in forward gear. The CMS is clear that no vehicles will be permitted to reverse into, or out of, the site.
- 5.39 Within the construction site there will be protected 'operative walkways' which will be physically separated from construction roads using traffic barriers. There will be designated crossing points where operatives will have a 'right of way' over construction vehicles.
- 5.40 It is stated that all loading and unloading from delivery vehicles and construction traffic (including building materials, finished or unfinished products, parts, crates, packing materials and waste) will take place inside the site material compounds only and that the roads outside the site will be kept clear at all times with clear access for fire appliances and emergency services.
- 5.41 It is also set out that the developer will liaise with Emmer Green Primary School to offer a member of the construction team or an external trainer to visit and brief the school children on the dangers of construction sites and construction traffic.
- 5.42 All site operatives will be encouraged to share cars and utilise public transport where possible as a measure to keep associated traffic volumes to a minimum.
- 5.43 RBC Transport Officers are satisfied that the proposed permitted delivery times will avoid peak traffic hours to avoid congestion within the town and residential areas. Deliveries will be scheduled to arrive outside of the hours 08:00-09:30, 14:45-15:30 and 17:00-18:00 during school terms times to avoid times when children are most likely to be walking past the site to school. The CMS states the developer has liaised with Emmer Green School prior to proposing these delivery time restrictions.
- 5.44 The CMS sets out that the developer will enforce these hours by noting on delivery tickets to the suppliers, orders and the site rules and restrictions that deliveries should be conducted outside of the above hours. The CMS goes on to state that in the event that any deliveries arrive at site prior to works commencing at 0800, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 0800, and any idling HGVs will be instructed to have their engines switched off. All deliveries and removal of waste will be planned for within the approved working hours. Transport Officers are satisfied with this arrangement.
- 5.45 The CMS proposes a construction traffic route from Junction 11 of the M4 to the site using the Classified road network for as long as possible. However, given

the site's location, all HGV and plant deliveries will have to be routed along Kidmore End Road which cannot accommodate two-way vehicle movements along some sections of the road. At the request of RBC Transport Officers, the CMS states that prior to commencement of demolition or construction activities, the developer will contact RBC Transport Development Control/Streetworks team to determine where a Temporary Traffic Regulation Order (TTRO) can be implemented to provide a passing location along Kidmore End Road and that the developer will submit the TTRO application and cover the cost of any associated legal costs and costs for carrying out implementation of the TTRO via the standard TTRO process. RBC Transport Officers consider that this TTRO is required in order to provide suitable access arrangement for construction vehicles along Kidmore End Road.

- 5.46 The TTRO works are likely to entail the introduction of waiting restrictions (such as a single or double yellow line) for a short stretch to break up the length of on-street parking to facilitate a passing place along Kidmore End Road. Transport Officers do not anticipate that this would significantly impact the availability of on-street parking for the local residents as the restrictions would be introduced where there are existing breaks for driveway access.
- 5.47 The transport route between junction 11 of the M4 and Kidmore End Road also has limited suitable 'holding points' for heavy goods vehicles. The CMS states that suppliers delivering to the site will be required to determine a suitable holding point themselves based on the size and load of their consignment should their expected arrival time coincide with the restricted delivery times included in the CMS. In the unlikely event that a delivery arrives outside of the agreed scheduled hours (such as if it is delayed in traffic on the way to site), it will be ensured that a banksman is available to navigate deliveries into the site safely. Banksmen are trained to direct vehicle movements on or around site and they will remain in situ at the entrance to the site during working hours. This approach is considered acceptable by RBC Transport Officers.
- 5.48 It is also proposed that additional safety measures will be ensured through traffic and highway safety signage outside of the local schools; approval for which will be sought from the Highway Authority and the developer will maintain dialogue with Emmer Green Primary to monitor the situation and respond accordingly.
- 5.49 The CMS also sets out the estimated number of daily deliveries to the site during the demolition and construction of the development. Based on similar sized developments the developer estimates that, on average, there will be between 20-30 deliveries per day but that this number will vary based on the stage of build being undertaken with groundworks invariably producing greater levels of movement of materials on and off site. On days when higher number of deliveries are required, the developer will seek to work with suppliers to stagger the deliveries to reduce the number of vehicles on surrounding roads at one time. RBC Transport Officers are satisfied that this estimation is reasonable and that the traffic and access management measures proposed are suitable for the likely number of deliveries.

5.50 Subject to the development being undertaken in accordance with the traffic and access management requirements of the CMS it is considered that the development can be managed in manner which would not have a material detrimental impact on the functioning of the transport network or highway safety in accordance with Policy TR3.

L) A commitment to regular meetings with the Council's Streetworks Co-ordinator

5.51 The CMS confirms that once appointed, the Site Manager will contact the Borough Council's Street Works Co-ordinator and offer to meet them prior to any works starting on site and make themselves available for regular meetings at regular intervals, the frequency of which is to be agreed between both parties.


M) A dust mitigation and monitoring scheme during demolition and construction

5.52 RBC Environmental Protection Officers are satisfied that the CMS demonstrates that potential dust impacts of the demolition and construction of the development have been appropriately considered and that suitable mitigation measures are proposed.

5.53 It is likely that demolition and construction activities will generate dust when there are dry and windy conditions at the site, particularly during activities involving earthworks.

5.54 Dust levels would be monitored and recorded, and water suppression shall be used for dampening down when deemed necessary by the site manager.

5.55 Dust mitigation measures proposed within the CMS include damping down of loose materials on lorries and covering of open backed lorries moving in and around the site. Operatives at the site will carry out the development in accordance with the following dust control principles:

DO	DON'T
<ul style="list-style-type: none"> ✓ Keep surfaces swept and damp down with water at regular intervals ✓ Minimise drop heights into haulage vehicles and into conveyors ✓ Ensure cutting and grinding operations are adequately shielded or wetted ✓ Sheet lorries carrying dry materials off site ✓ Keep to site speed limits to minimise dust ✓ Use of wheel wash, for appropriate vehicles, if one is provided on site ✓ Store fine, dry materials within buildings or provide adequate protection from the wind ✓ Store bulk cement and bentonite in silos ✓ Position silos and stockpiles away from residential areas or watercourses ✓ Clean up or damp down any spillage of dry dusty materials ✓ Notify your Line Manager if work activities are causing poor air quality 	<ul style="list-style-type: none"> ✗ DON'T burn materials on site without approval from your Project Manager. Permission is required first from the Environment Agency / Natural Resources Wales / Scottish Environment Protection Agency ✗ DON'T use poorly maintained plant. Black smoke may give rise to poor health and can cause a nuisance ✗ DON'T leave plant running if not in use ✗ DON'T ignore sources of poor air quality, notify your line manager ✗ DON'T ignore complaints. 

5.56 As required by RBC Environmental Protection Officers, the CMS also states that any dust impacts of the demolition and construction process would be managed in accordance with Institute of Air Quality Management (IAQM) 2004 guidance with the following specific stipulations:

Communication

- Develop and implement a stakeholder communications plan;
- Display the name and contact details of persons accountable on the site boundary; and
- Display the head or regional office information on the site boundary.

Management

- Develop and implement a Dust Management Plan (DMP) which will be agreed with the EHO [Environmental Protection Team] prior to demolition.
- Record all dust and air quality complaints, identify causes and take measures to reduce emissions;
- Record exceptional incidents and action taken to resolve the situation;
- Carry out regular site inspections to monitor compliance with the DMP and record results;
- Increase site inspection frequency during prolonged dry or windy conditions and when activities with high dust potential are being undertaken;
- Agree dust monitoring locations with the local authority and instigate monitoring in advance of works commencing in the area in order to achieve a base line;
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible;
- Erect solid screens or barriers around dusty activities or the site boundary at least as high as any stockpile on site;
- Fully enclose Site or specific operations where there is a high potential for dust production and the Site is active for an extensive period;

- Avoid site run off of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Remove potentially dusty materials from Site as soon as possible;
- Cover, seed or fence stockpiles to prevent wind whipping;
- Ensure all vehicles switch off engines when stationary;
- Avoid the use of diesel or petrol powered generators where possible;
- Produce a Construction Logistics Plan (CLP) to manage the delivery of goods and materials;
- Only use cutting, grinding and sawing equipment with dust suppression equipment;
- Ensure an adequate supply of water on-site for dust suppression;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use water sprays on such equipment where appropriate;
- Ensure equipment is readily available on-site to clean up spillages of dry materials; and
- No on-site bonfires and burning of waste materials on-site.

Demolition

- Incorporate 'soft-strip' inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust);
- Ensure water suppression is used during demolition operation;
- Avoid explosive blasting, using appropriate manual and mechanical alternatives; and
- Bag and remove any biological debris or damp down such material before demolition.

Earthworks

- Re-vegetate earthworks and exposed areas /soil stockpiles to stabilise surfaces as soon as practicable; and
- Only remove the cover in small areas during work and not all at once

Construction

- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless required for a particular process; and
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emissions control systems.

Trackout

- Use water assisted dust sweepers on the Site access and local roads;
- Avoid dry sweeping of large areas;
- Ensure vehicles entering and leaving the Site are covered to prevent escape of materials;
- Record inspection of on-site haul routes and any subsequent action, repairing as soon as reasonably practicable;
- Install hard surfaced haul routes which are regularly damped down;

- Install a wheel wash with a hard-surfaced road to the Site exit where site layout permits; and
 - The Site access gate to be located at least 10 m from receptors where possible.
- 5.57 Notably, the developer is required to agree a site-specific dust management plan with RBC Environmental Protection Officers prior to any demolition or construction work commencing.
- 5.58 The CMS also confirms that dust monitors recording PM10 particles will also be installed at two locations on the site boundary with residential receptors. As set out above the exact location for the dust monitors will be agreed with RBC Environmental Protection Officers prior to any demolition or construction work commencing with the locations to be agreed prior to each phase of the development. The monitors will alert site operatives to elevated dust levels in real time. In the event of an exceedance of dust beyond levels agreed with RBC Environmental Protection Officers, works on site will stop and measures will be identified and applied to reduce or mitigate the dust impact.
- 5.59 Subject to the development being undertaken in accordance with the dust management requirements of the CMS, it is considered that the development can be managed in manner which would not have a material detrimental impact on the surrounding occupier and the environment in terms of dust in accordance with Policies EN16 (Pollution and Water Resources) and CC8 (Safeguarding Amenity).
- 5.60 The above is considered to have overcome reasons for refusal d and e of the decision to refuse the previous application for approval of the CMS (ref. 220958) referred to under paragraph 2.3 of this report.
- N) Measures to control noise including controls on timing of operations (to include quiet periods)**
- O) Provisions to be made for the control of vibrations coming from the site during demolition and construction**
- 5.61 RBC Environmental Protection Officers are satisfied that the submitted CMS demonstrates that potential noise and vibration impacts of the demolition and construction of the development have been appropriately considered and that suitable mitigation measures are proposed.
- 5.62 As required by condition 30 of the outline planning permission, demolition and construction activities associated with the development will take place between the hours of 0800 to 1800 Mondays to Fridays and 0800 to 1300 hours on Saturdays and not at any time on Sundays and Bank or Statutory Holidays without prior written approval from the Local Planning Authority.
- 5.63 The CMS states that all demolition and construction related activities on site will be assessed for by the site manager for anticipated noise levels prior to

works commencing and taking into account the potential for amplification of noise due to the layout of the site and proximity to neighbours. It is also stated that staff at the site will carry out the development in accordance with the following noise and vibration control principles:

DO	DON'T
<ul style="list-style-type: none"> ✓ ADHERE TO WORKING HOURS. Some sites are only allowed to work at certain times ✓ NOTIFY the Local Authority IN ADVANCE of any planned noisy works that need to be conducted outside permitted working hours ✓ Plan deliveries. Arrange routes and times to minimise potential nuisance to the local community ✓ Keep noisy plant away from public areas ✓ Minimise drop heights into hoppers, lorries and other plant ✓ Use local screening where necessary. Noise can be reduced if a screen is placed between plant and nearby sensitive locations e.g. houses. Screens can be straw bales or plyboard ✓ Use silenced generators and tower lights ✓ Keep acoustic doors and hoods on plant closed – it does make a difference! 	<ul style="list-style-type: none"> ✗ DON'T undertake noisy works during the evening, at night or very early in the morning if it can be avoided! ✗ DON'T leave doors and hoods open on plant ✗ DON'T leave plant running unnecessarily ✗ DON'T use poorly maintained plant ✗ DON'T ignore complaints from the local community ✗ DON'T undertake activities that could cause damage to nearby structures through vibration unless approved by your line manager.

- 5.64 Continuous flight auger (CFA) piles are proposed to be used within the development which are drilled and concreted in one continuous operation enabling much faster installation time than for standard bored piles and minimising associated vibrations.
- 5.65 The CMS wording stipulates that the developer will apply for a separate Section 61 consent under the Control of Pollution Act 1990 in order to ensure that noise and vibration emissions from the demolition and construction activities associated with the development are kept to acceptable levels. Once the Section 61 consent is approved the developer would then be legally bound to comply with its terms. The CMS goes on to confirm that the S61 application will include calculations of likely demolition and construction impact level at neighbouring (receptor) properties carried out in accordance with the relevant British Standard guidelines (ref. BS 5228:2009) and the Code of Practice for Noise and Vibration Control on Construction and Open Sites (ref. A1:2014).
- 5.66 The CMS also sets out that throughout the demolition and construction activities, noise monitoring will be undertaken at two nearby residential properties (to be agreed as part of the Section 61 consent application). The monitoring will commence with baseline noise surveys prior to the start of the works (of a week in duration each). This data, together with the construction noise predictions, will be used to derive project noise limits. The noise monitoring will log noise levels in real-time and will alert site staff immediately in the event of exceedances (or near exceedances of the limits). In the event of an exceedance, works will stop, and an investigation undertaken to determine if the works may be undertaken using alternative methodology to reduce the noise impact accordingly. As with the dust monitoring, the exact

location of the noise monitors will be reviewed prior to each phase of the development beginning.

5.67 Subject to the development being undertaken in accordance with the noise and vibration management requirements of the CMS it is considered that the development can be managed in manner which would not have a material detrimental impact on the surrounding occupier and the environment in terms of noise and vibration in accordance with Policies EN16 (Pollution and Water Resources), EN17 (Noise Generating Equipment) and CC8 (Safeguarding Amenity).

5.68 The above is considered to have overcome reasons for refusal d and e of the decision to refuse the previous application for approval of the CMS (ref. 220958) referred to under paragraph 2.3 of this report.

P) Temporary external lighting relating to demolition and construction works

5.69 This is covered under part g) of the CMS discussed above.

Q) A scheme for recycling/disposing of waste resulting from the demolition and construction works

5.70 The CMS confirms that hazardous materials discovered during demolition (e.g. asbestos) will be removed from site by a specialist contractor and disposed of in line with National requirements.

5.71 It is stated that where possible, non-hazardous materials resulting from on-site demolition will be sorted and used as hardcore in the base of the site compound and site parking areas. During construction, all waste produced on site will be sorted into separate waste streams and recycled where possible, such as for use in providing the culverted crossings over the drainage attenuating swales within the development.

5.72 It is proposed that a coloured skip system will be used for all trades on site to sort waste into the appropriate streams. The skips will be located within the site materials storage area (as shown on the "Site Compound Plan - Rev B" located at Appendix A) and their correct use monitored by the site manager.

5.73 The proposals are considered to make sufficient provision for waste minimisation in accordance with Local Plan Policy CC5 (Waste Minimisation and Storage) which requires that developments demonstrate measures to minimise the generation of waste in construction and promote more sustainable approaches to waste management, including the reuse and recycling of construction waste and the promotion of layouts and designs that provide adequate, well-designed space to facilitate waste storage, reuse, recycling and composting.

R) Measures to control exposure to contaminated land

5.74 The CMS confirms that the demolition and construction activities will be undertaken in full accordance with the Contamination Remediation Strategy for the development which has been approved and agreed with Environmental Protection Officers under condition 26 of the outline planning permission (agreed as part of approval of details reserved by condition application ref. 220958 on 4th January 2023).

5.75 On this basis, the proposals are considered to demonstrate compliance with Policy EN16 (Pollution and Water Resources) which require that where identified, contamination is managed or remediated to ensure that it will not impact on the wider environment during development demolition and construction activities.

S) Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements

5.76 The CMS sets out that pest control on the construction site will be monitored by the site manager and if necessary, specialist contractors used. The on-site canteen area will provide a fridge to allow those working on the site to store food for that day safely however, there will be a sign stating that this should be emptied at the end of each day, and no food will be stored on site overnight. Waste is regularly removed from the site and not allowed to build up. Due to the separation of waste streams in the coloured skip system, general site waste should not be contaminated with food waste and therefore pests will not be attracted to these skips.

T) Contact details and a “helpline” number should be provided so that problems can be reported and dealt with swiftly

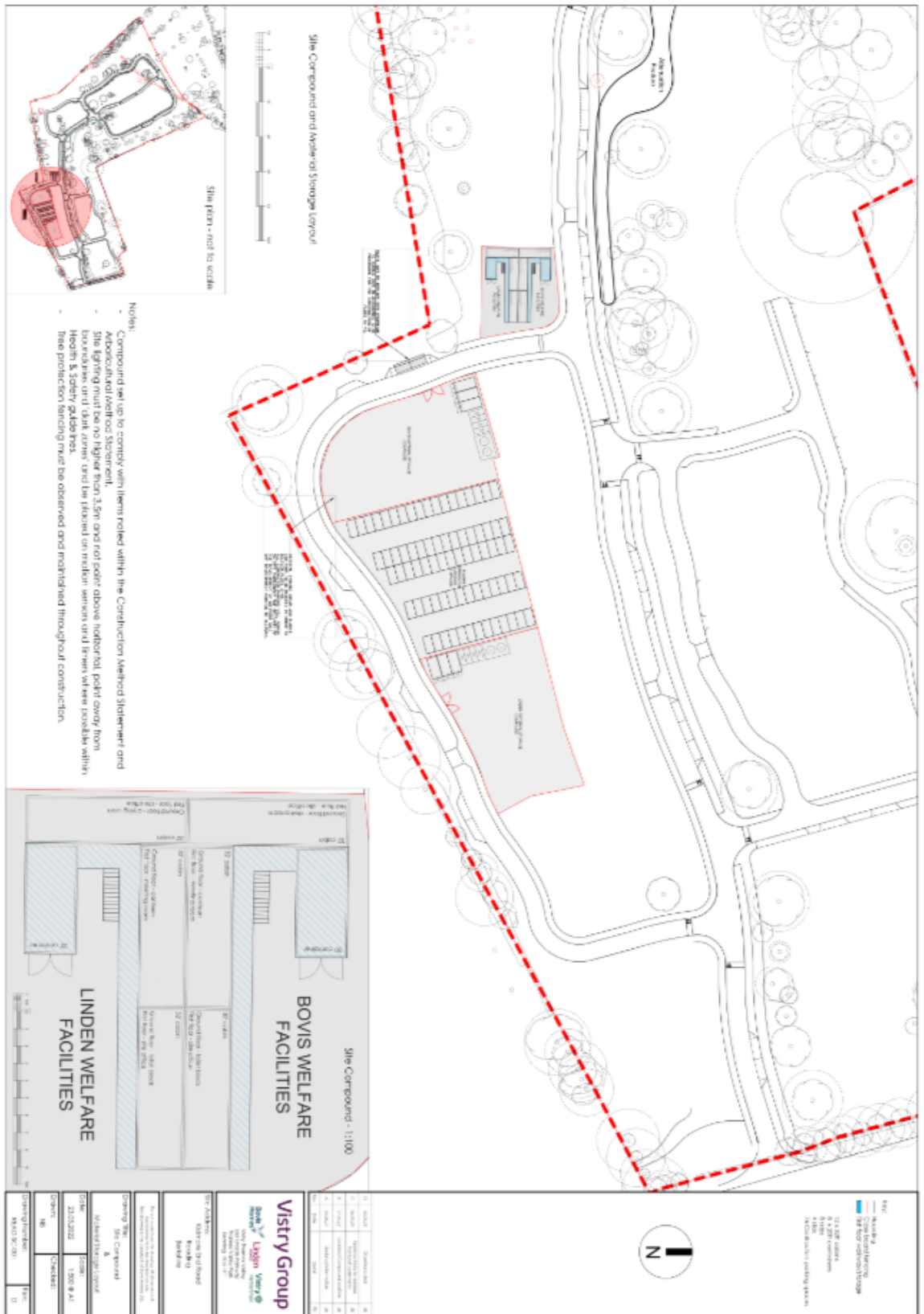
5.77 The CMS confirms that once a site manager has been assigned to the site, the contact details for them and the assistant site manager will be displayed at the entrance to the site to allow any issues to be reported and dealt with by them directly.

6 Conclusion

6.1 The submitted Construction Method Statement is considered to acceptably demonstrate measures that would ensure the demolition and construction of the development can be carried out in a manner which would satisfactorily protect the amenities of neighbouring residents, the surrounding natural environment and ensure that there would not be material detrimental impacts on the functioning of the transport network and highway safety in accordance with the relevant Policies of the Reading Borough Local Plan 2019 set out above.

6.2 The officer recommendation is to approve the CMS and associated appendices for the purposes of condition no. 29 of outline planning permission ref. 211843.

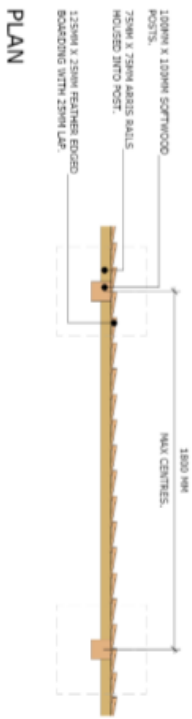
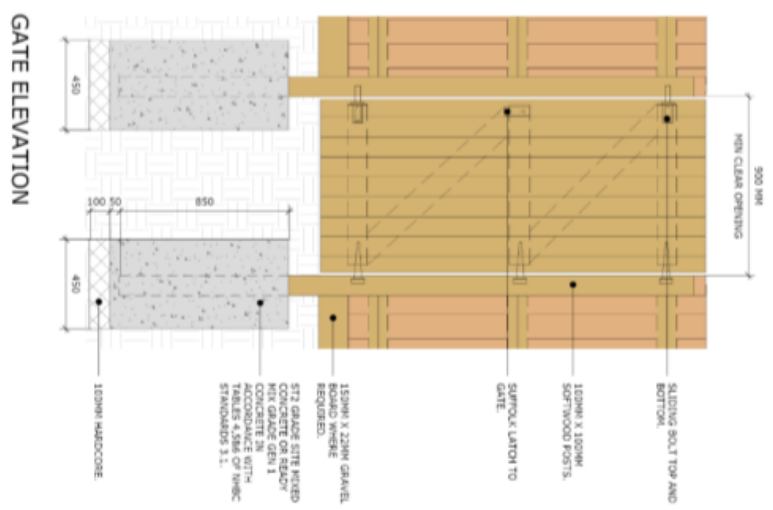
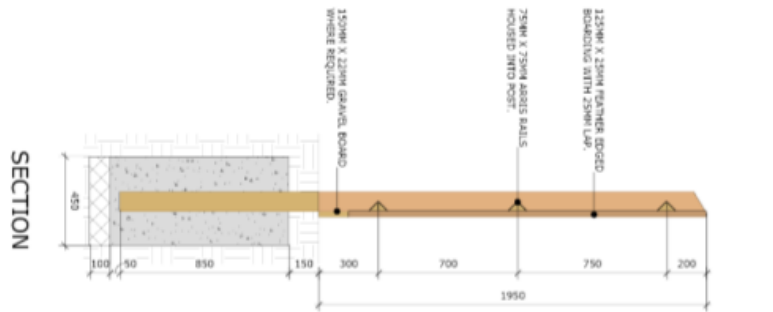
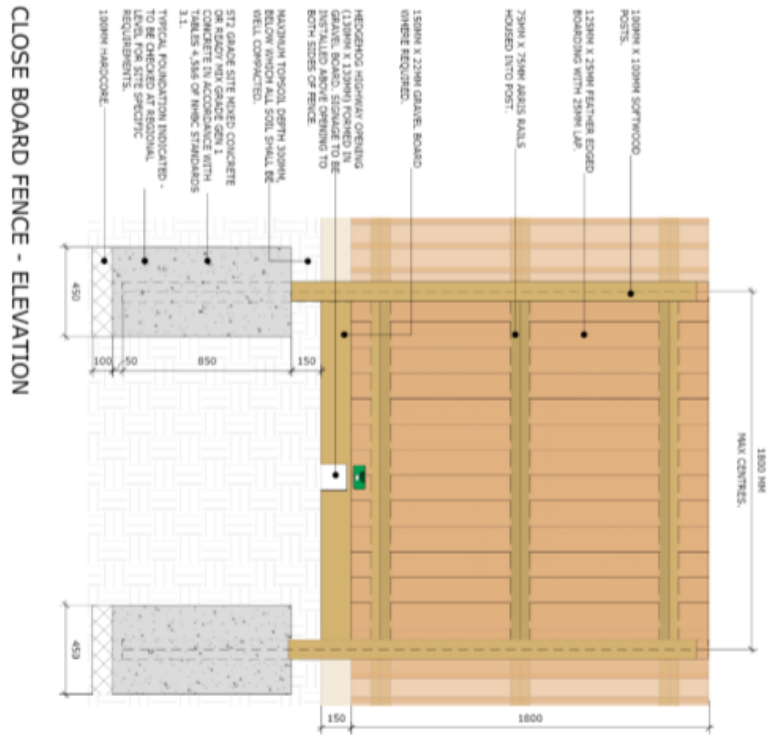
Case Officer: Mr Matt Burns
Plans and Drawings:



Appendix A - Site Compound Plan



Appendix B - Demolition Compound Plan



NOTES:

- ALL THRESH TO BE FRC AND IMPREGATED WITH AN APPROVED PRESERVATIVE.
- BUSINESS UNIT TO ASSESS SUITABILITY OF DETAIL FOR INDIVIDUAL DEFERMENTS AND CONSULT WITH STRUCTURAL ENGINEER ACCORDINGLY.
- TO BE READ IN CONJUNCTION WITH BS1722 PART 2.

EXTERNAL WORKS DETAILS

EXTERNAL WORKS - CLOSE BOARDED FENCE (1800MM)

SCALE	1 : 20
DATE	00
PROJECT	VIS - 5 - EX - D2 - A - FC - 0213
GROUP	VIS - 5 - EX - D2 - A - FC - 0213

Vistry Group
STANDARD DETAIL
SUBJECT TO NHBC
APPROVAL

Do not scale from this drawing. Use written dimensions only. Any discrepancy or suggested modification is to be reported to Vistry Group Plc, © Vistry Group Plc.

Appendix C - Closed Board Fencing

Health & Safety Information Key:

-  H&S-INFO
-  H&S-PREVENT
-  H&S-WARN
-  H&S-ACTION

NOTES:

- All dimensions are in mm.
- If limiting dimensions are exceeded or if ground is poor refer to the Engineer.
- Assumed Ground Bearing Capacity of 75kN/m².

GENERAL NOTES

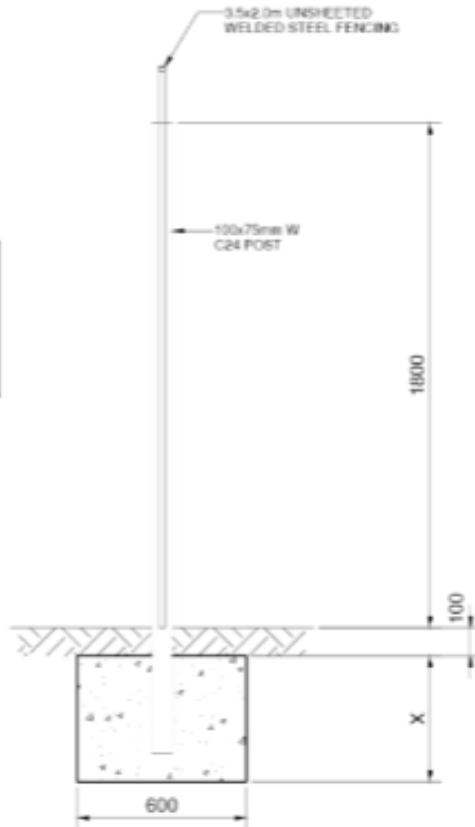
NO DIMENSIONS TO BE SCALED OFF THIS DRAWING.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.

ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.



WIND ZONE	"X" (m)	Design life of temporary structure (years)			
		2	4	6	8 - 10
A	A	0.35	0.35	0.40	0.40
	B	0.35	0.40	0.40	0.45
	C	0.40	0.45	0.45	0.50
	D	0.40	0.45	0.50	0.50

01 20 10 20 GSP note updated. C.T. K.T.
 Rev. Date Amendments By Chk. by
 Drawing Title



VISTRY GROUP
 Project
GENERIC TEMPORARY WORKS DESIGN

STEEL FENCING - UNSHEETED WELDED STEEL FENCING

Scale Drawn Checked Date
 A4 @ 1:20 R.H. C.T. MAR '20

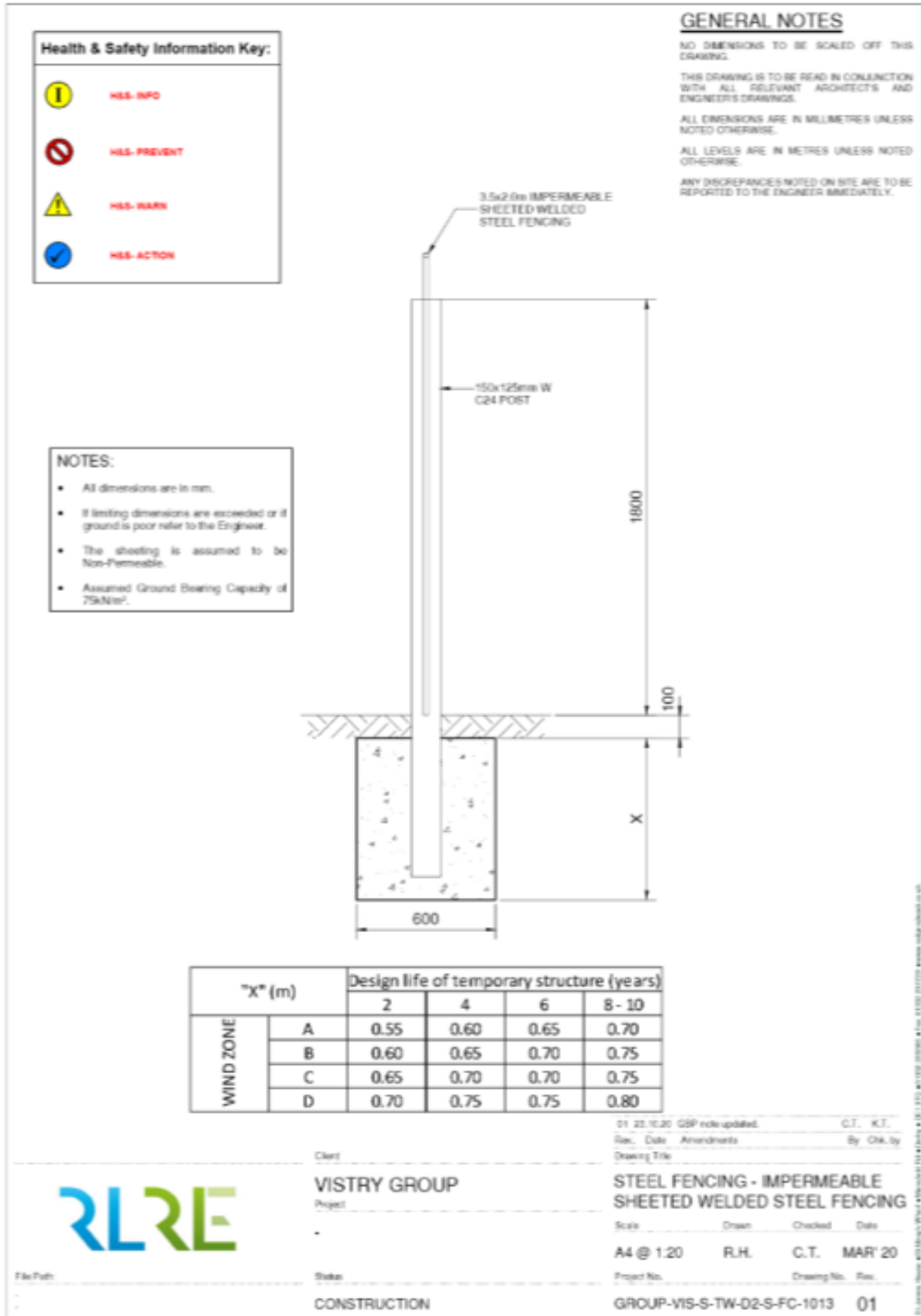
File Path

Status
 CONSTRUCTION

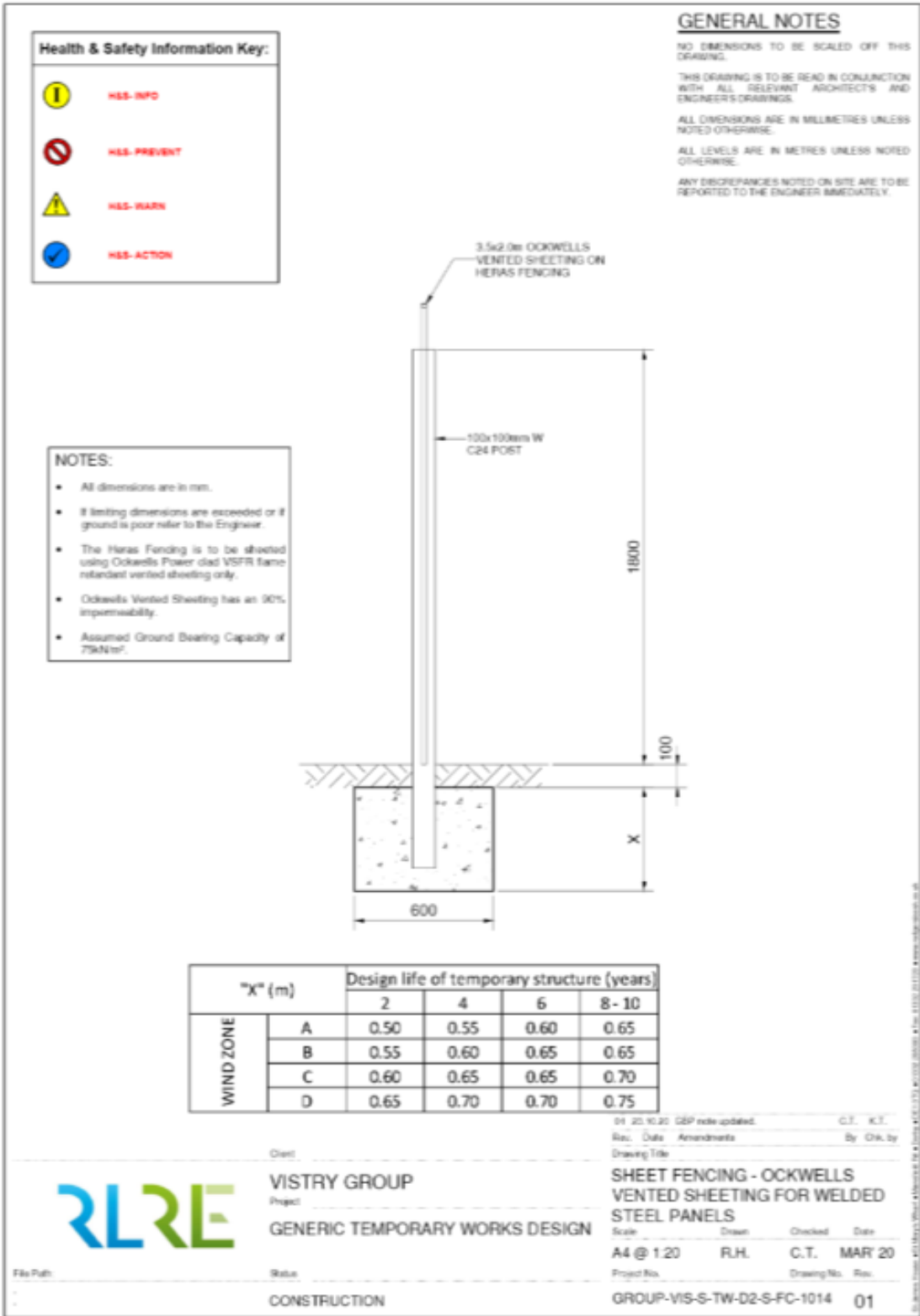
Project No. Drawing No. Rev.
 GROUP-VIS-S-TW-D2-S-FC-1012 01

01 20 10 20 GSP note updated. C.T. K.T. Rev. Date Amendments By Chk. by Drawing Title

Appendix D - Steel Fencing - Un-sheeted

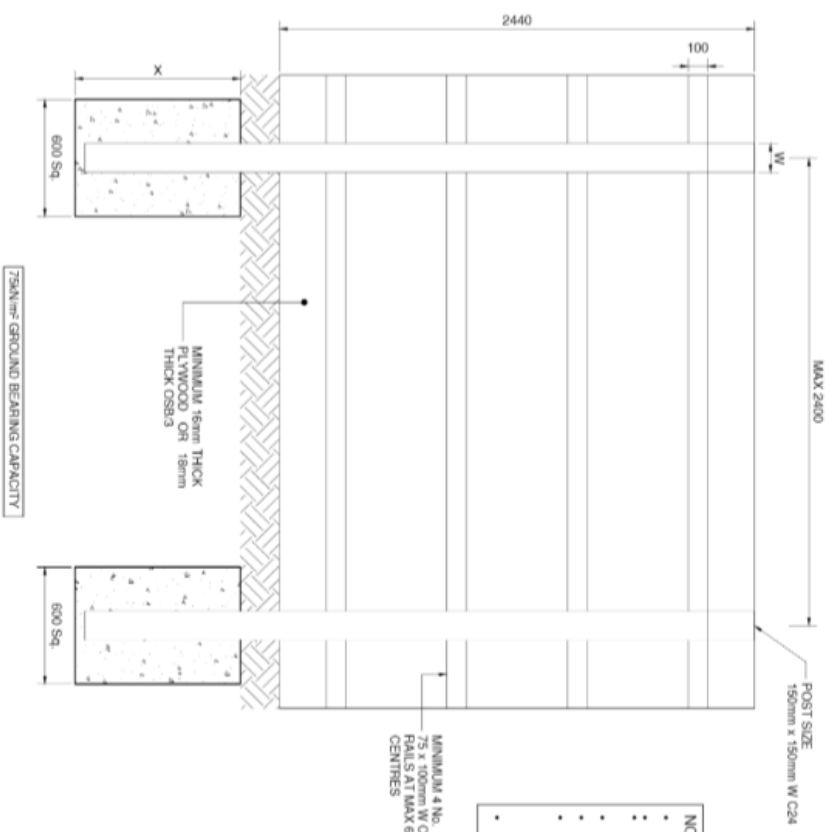


Appendix D - Steel Fencing - Impermeable Sheeting



Appendix D - Steel Fencing - Vented

WIND ZONE	Design life of temporary structure (years)				
	2	4	6	8 - 10	
A	0.95	0.90	0.95	1.00	
B	0.90	0.95	1.00	1.05	
C	0.95	1.00	1.05	1.10	
D	1.00	1.05	1.10	1.15	



- NOTES:**
- All dimensions are in mm. C24 refers to the grade of timber.
 - Concrete to be cast in-situ. To be assumed by a suitably qualified person. It is not possible refer to the site-specific Consultant Engineer.
 - Engineering dimensions are rounded up to the nearest millimetre.
 - Refer to drawing No. 19719-BTL-19XX-016-1005 for details.
 - 1. Face material to red concrete - stem diameter 75mm.
 - 2. Rail to post - 200mm stem diameter across 150mm.
 - 3. Rail to post - 200mm stem diameter across 150mm.
 - 4. Face material to red concrete - stem diameter 75mm.
 - 5. Rail to post - 200mm stem diameter across 150mm.
 - 6. Rail to post - 200mm stem diameter across 150mm.
 - 7. Rail to post - 200mm stem diameter across 150mm.
 - 8. Rail to post - 200mm stem diameter across 150mm.
 - 9. Rail to post - 200mm stem diameter across 150mm.
 - 10. Rail to post - 200mm stem diameter across 150mm.

GENERAL NOTES

NO DIMENSIONS TO BE SCALED OFF THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS AND DRAWINGS PERTAINING TO THE PROJECT. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

ALL LISTS ARE IN LETTERS UNLESS NOTED OTHERWISE.

ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT IMMEDIATELY.

Health & Safety Information Key:

- HAZARD
- HAZ PROHIBIT
- HAZ WARNING
- HAZ ACTION

2LR

VISTRY GROUP
 Project: **GENERIC TEMPORARY WORKS DESIGN**

Client: **SITE HOARDING - TIMBER RAILS, POSTS AND FOUNDATIONS**

Drawing Title: **CONSTRUCTION**

Scale: **A3 @ 1:20**

Project No: **R.H. C.T. MAR 20**

Group No: **GROUP-WIS-TW-02-S-FC-1010_01**

Date: **14/03/20**

Drawn by: **[Signature]**

Checked by: **[Signature]**

Approved by: **[Signature]**

Project Manager: **[Signature]**

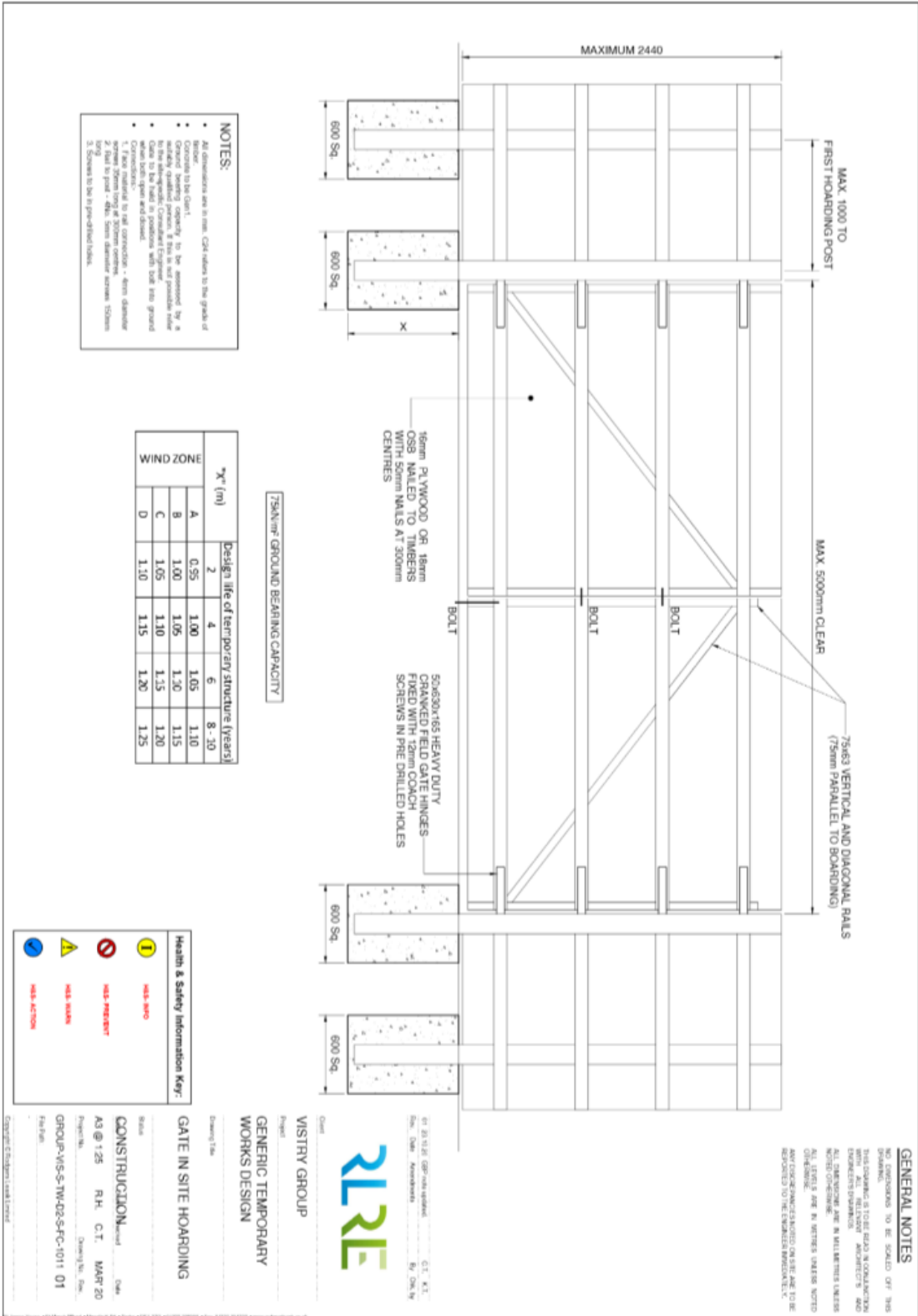
Client Representative: **[Signature]**

Contract No: **[Signature]**

Revision: **[Signature]**

Change Control: **[Signature]**

Appendix E - Hoarding



Appendix E - Gate in Site Hoarding

Section A

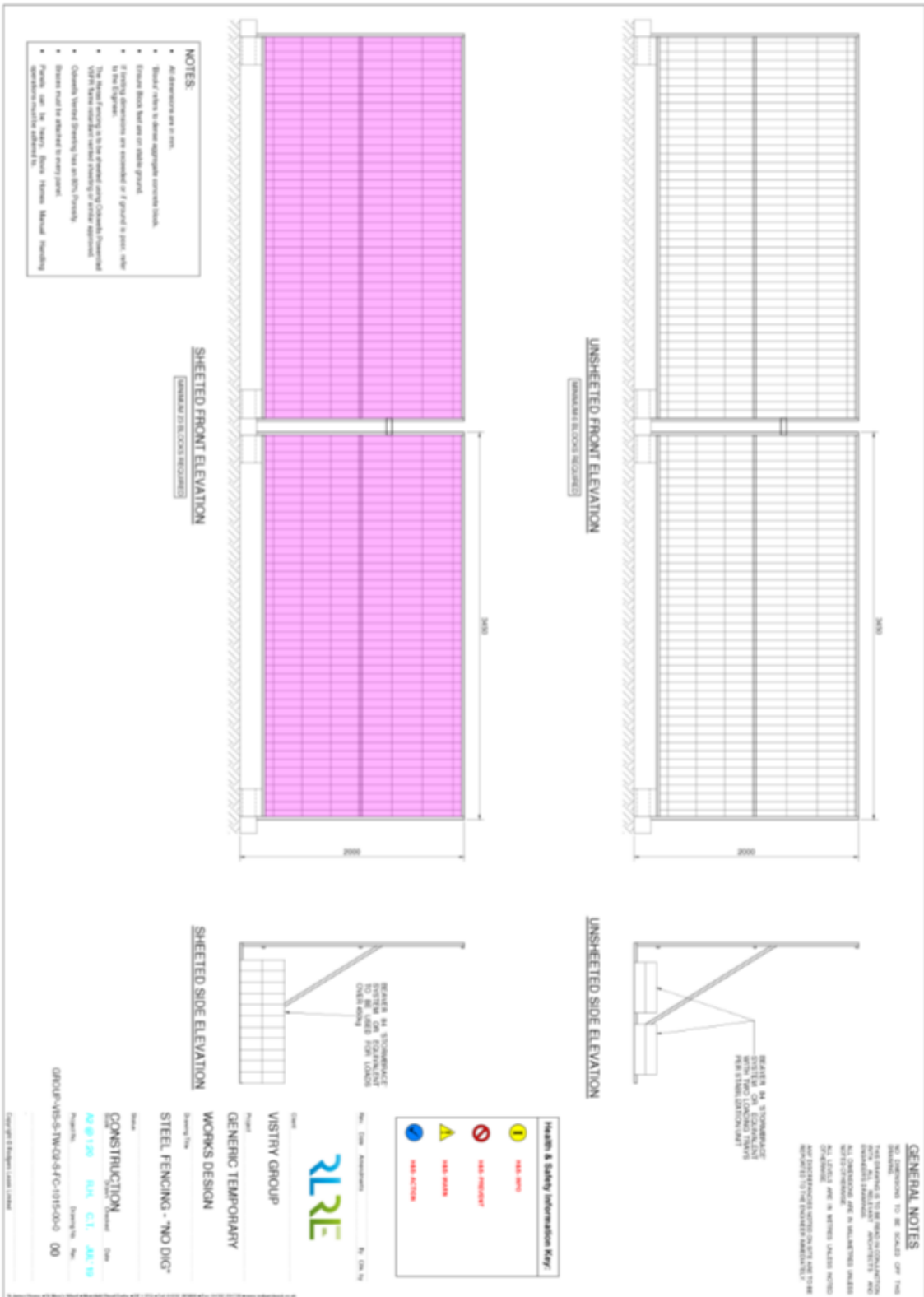


EMMER GREEN DRIVE
BEAUTIFUL 2, 3, 4 AND 5 BEDROOM HOMES
COMING SOON



CONTRIBUTING TO THE COMMUNITY			
LABOUR COUNCIL £557,000 FOR A VIBRANT RECREATION CENTRE	LOCAL SCHOOL £350,000 FOR A NEW RECREATION CENTRE	RECREATION CENTRE £100,000 FOR A NEW RECREATION CENTRE	LOCAL STREET LIGHTS £700,000
CAR CLUB			CONTRIBUTION FOR THE £135,000





Appendix G - No Dig Herras Fencing



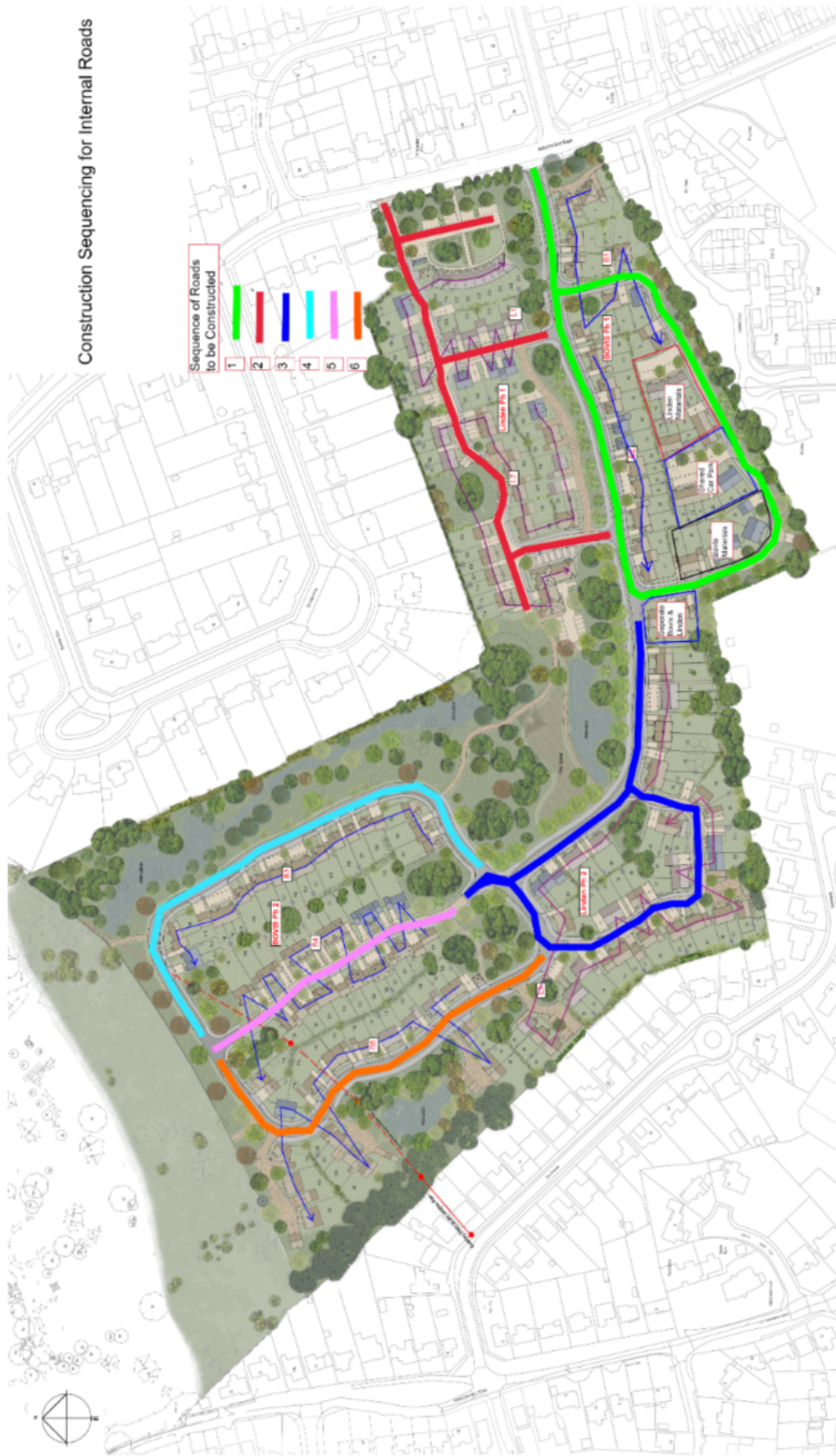
Appendix H - Site Traffic Management Plan



Site Segregation during Phases of Construction

Appendix I - Site Segregation Pla

Construction Sequencing for Internal Roads



Appendix J - Construction Sequencing for Internal Roads

Construction Phasing Plan



Appendix K - Construction Phasing Plan