

1. Introduction

This Construction Method Statement (CMS) has been prepared by Doswell in accordance with Condition 15 of planning permission 223691 for the redevelopment of the former Lee Spring site at Latimer Road, Wokingham. The approved scheme comprises the demolition of the existing commercial buildings and construction of 42 apartments across three blocks, with associated car and cycle parking, hard and soft landscaping, amenity areas, and refuse storage facilities.

The CMS sets out how Doswell will manage construction activity in a safe, orderly and environmentally responsible manner. It responds specifically to the condition wording as follows:

“No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors,
- ii) loading and unloading of plant and materials,
- iii) storage of plant and materials used in constructing the development,
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v) wheel washing facilities,
- vi) measures to control the emission of dust and dirt during construction,
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.”

*Reason: In the interests of highway safety & convenience and neighbour amenities.
Relevant policy: Core Strategy policies CP3 & CP6.*

Generally, all of the provisions detailed below shall be shown on the marked-up site plan included at Appendix 1.

2. Parking of Vehicles of Site Operatives and Visitors

A dedicated parking area will be established within the site compound to accommodate as many operatives, contractor vans, and visitors as possible. However, due to the constrained size of the site and the scale of the construction activity, it is acknowledged that some off-site parking may be required at peak times.

To manage this effectively:

- Parking within the compound will be prioritised for site management staff, early trades, and essential deliveries.
- Site operatives will be encouraged to car share, use public transport, or be dropped off where possible. The site is well located for this purpose, being within a short walk of Wokingham Station and local bus routes.
- Where off-site parking is necessary, it will be limited to pre-identified locations, avoiding Latimer Road, Barkham Road, and other nearby residential streets where possible. Any informal parking in these areas will be strongly discouraged and monitored by the site manager.
- Site inductions will cover parking expectations in detail, and all subcontractors will be issued with clear guidance. Signage at the entrance will reinforce this.
- The parking strategy will be regularly reviewed as the build progresses, with the aim of reducing off-site reliance as the internal road network and hardstanding areas become available for use.

These measures are intended to ensure that off-site parking is minimised, managed, and does not cause obstruction or inconvenience to local residents.

3. Loading and Unloading of Plant and Materials

All loading and unloading activities will be undertaken within the site boundary on a designated hardstanding area. No deliveries will be accepted on Latimer Road or other public highways.

Deliveries will be managed through a booking system operated by the site management team, with slots coordinated to avoid overlap. To minimise congestion and disruption, deliveries will be restricted outside of local peak hours (08:00–09:00 and 16:30–18:00) and larger deliveries will be scheduled outside of school drop-off and collection periods.

A banksman will be present during all unloading operations to ensure pedestrian safety and safe vehicle manoeuvring. All delivery drivers will be briefed in advance regarding access constraints and must comply with on-site traffic protocols.

4. Storage of Plant and Materials Used in Constructing the Development

All materials, tools, and equipment will be stored within a secure site compound located away from site boundaries to minimise visual and physical impact on neighbours. The compound will include segregated areas for:

- General construction materials
- Large items of plant and equipment
- Fuel and chemical storage (in bunded areas)
- Waste sorting and management

The storage area will be laid to hardstanding to prevent mud tracking and will be maintained in an orderly fashion to minimise fire risk, trip hazards and inefficiencies. A dedicated tool store and lockable containers will be used for high-value items. Materials will be delivered on a just-in-time basis where possible to reduce on-site storage pressure.

Hazardous materials will be stored in accordance with Control of Substances Hazardous to Health (COSHH) regulations and Environmental Agency guidance, with clear labelling and spill kits readily available.

5. Erection and Maintenance of Security Hoarding

Prior to any demolition or construction activity, a continuous 2.4m high hoarding will be erected around the full site perimeter. This will provide a secure and safe boundary and ensure protection of the public.

Hoarding will be constructed from timber panels and maintained in good condition throughout the works. Regular inspections will be carried out by site management to check for damage, graffiti, or deterioration, and repairs made promptly.

Where hoarding fronts public areas, information panels will be installed detailing project information, emergency contact details, and general site safety notices. Subject to space and visibility, decorative panels or community engagement boards may also be installed.

Where necessary, hoarding will be adjusted to allow access to retained rights of way, and visibility splays at the entrance will be maintained in accordance with Highways requirements.

6. Wheel Washing Facilities

To prevent mud and debris being tracked onto the public highway, a wheel wash facility will be installed within the compound near the site entrance. The system will include:

- A tarmac hardstanding area
- High-pressure power washer
- Silt trap or sedimentation system
- Drainage infrastructure with pollution control measures

All vehicles leaving the site during the groundworks and superstructure phases will be directed through the wheel wash, and vehicles carrying loose materials will be sheeted.

In addition, a mechanical road sweeper will be contracted to clean Latimer Road and surrounding areas should any residual debris accumulate. This will be deployed reactively or on a scheduled basis, depending on weather and traffic conditions.

7. Measures to Control Emission of Dust and Dirt

Dust and air quality will be actively managed through a series of control measures in line with industry best practice (e.g. IAQM and GLA guidance). Measures will include:

- Damping down of roads, stockpiles, and cutting activities in dry or windy conditions
- Use of water suppression on all cutting/grinding equipment
- Minimising drop heights and avoiding double-handling of dusty materials
- Covering skips and stockpiles with tarpaulin or netting
- Locating dust-generating activities away from sensitive receptors wherever possible

A daily inspection regime will be in place to monitor dust levels and ensure controls are effective. A complaints log will be maintained, and any concerns raised by neighbours will be investigated promptly and addressed.

All plant and machinery will be maintained to manufacturer standards to reduce exhaust emissions and fitted with particulate filters where appropriate. Engine idling will be prohibited.

No materials will be burned on site under any circumstances.

8. Scheme for Recycling/Disposing of Waste

Construction and demolition waste will be managed in accordance with the Waste Hierarchy and the Duty of Care regulations. The contractor will implement a Site Waste Management Plan (SWMP) covering:

- Segregation of waste into recyclable streams (e.g. timber, metal, hardcore, plastics)
- Use of clearly labelled skips and bins
- Reuse of spoil and inert material on-site where appropriate
- Regular removal by a licensed waste carrier with records kept for audit purposes

Hazardous waste, including asbestos from the initial demolition, will be managed in accordance with relevant legislation and removed by a specialist contractor.

The site team will aim to maximise recovery and recycling rates and reduce waste sent to landfill wherever feasible.

Appendix 1

Marked-Up Site Plan