

Construction Management Plan

**For
13 Residential Dwellings
on
Land Adjacent to Sonning Golf Club
Pound Lane, Sonning. RG4 6GG**



August 2025 (Rev B)

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17 Albury Close
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RG30 1BD

Planning Application Ref: 161529 (Outline) & 200951 (RM)

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Construction Management Plan

1. Scope of Works

This plan supports the development of 13 new-build residential units on a greenfield site adjoining Sonning Golf Club.

The development comprises 13no houses (8no detached 5-bedroom properties and a single terrace of 3no 3-bedroom houses and 2no 2-bedroom houses)

Traditional building techniques will be used for the development: concrete foundations, brick & blockwork external walls, timber joists and roof members, clay tiled roofs.

Associated works will include:

- Offsite 278 highways work
- Offsite infrastructure works
- On site infrastructure works
- On site roadways
- Landscaping

The final scheme will incorporate one main access to the development from Pound Lane.

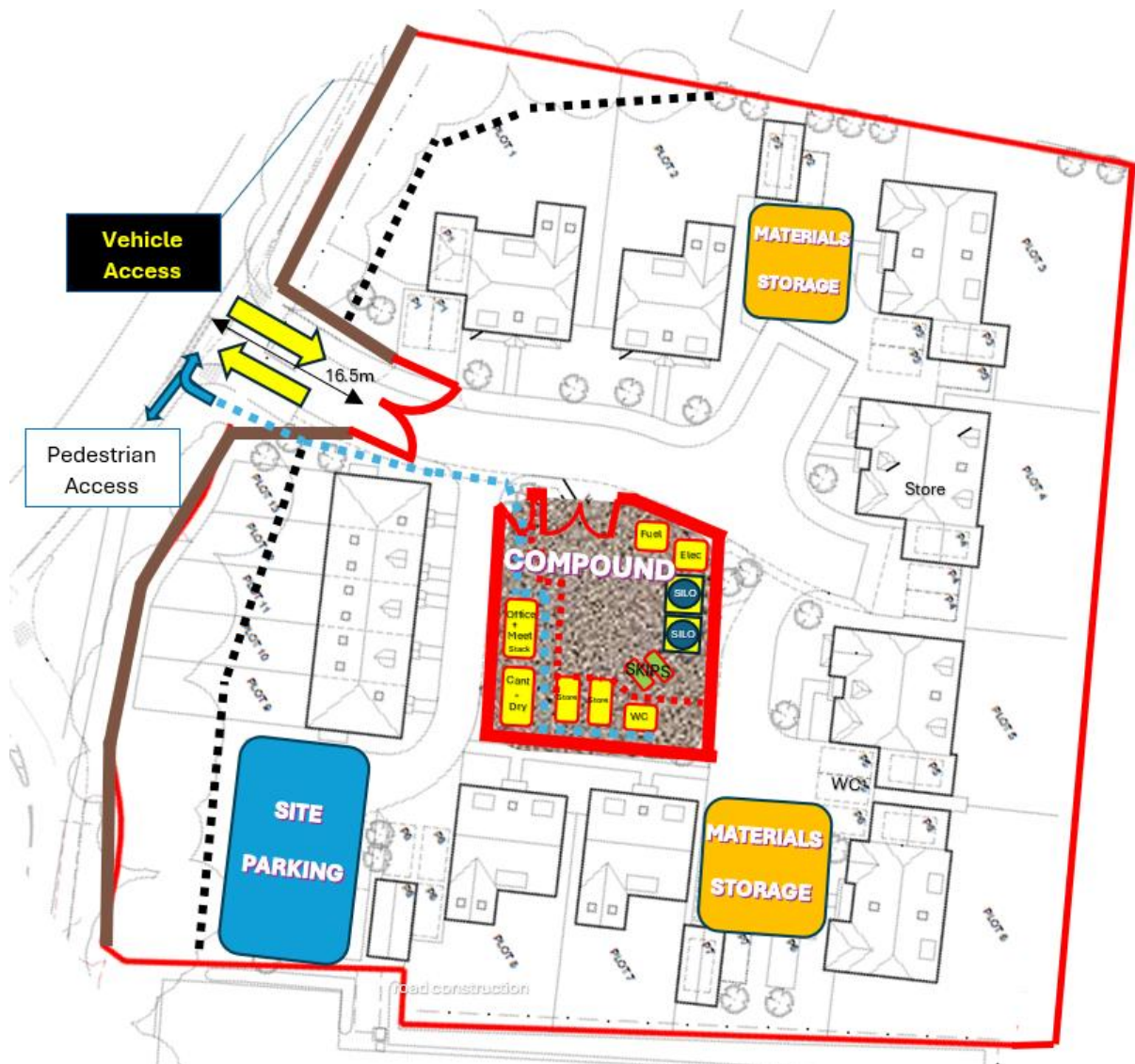
2. Site History and Location

The greenfield site was previously owned by the adjoining Golf Club and used as a driving range. The proposed access to the site will be via Pound Lane on the Western side. The site also adjoins the golf club car park to the Southeast, the new driving range to the Northeast and a single residential dwelling to the Northwest. A small section of the site also adjoins Duffield Road.



Existing Site before Development

3. Site Setup Plan



4. Working Hours

Working hours are between 08:00 and 18:00 Monday to Friday, 08:00 and 13:00 on Saturday. No work will be carried out on Sundays or public/bank holidays.

In the unusual event of emergency works which require an extension of hours beyond the standard times, this will be notified with an explanation to the local residents and to the Local Authority environmental health team. Any complaints from this notification will be logged and distributed to all parties.

Best practice means shall be employed to reduce noise and vibration to a compliant minimum. All plant and machinery used on site will be properly silenced and maintained in accordance with all manufacturer's instructions.

5. Site Boundaries

The main site boundary to the highway at Pound Lane will be screened with 2.4m ply hoarding finished in high spec company branded panels.

The site entrance gate will be set back a minimum of 16.5m from the Pound Lane highway to ensure construction vehicles do not block the flow of traffic.

The rear boundary to the golf club will be 2.0m high permanent close board fencing and the remaining boundaries will be screened with heras fencing (or existing close board fencing) to ensure protection of the neighbouring properties.

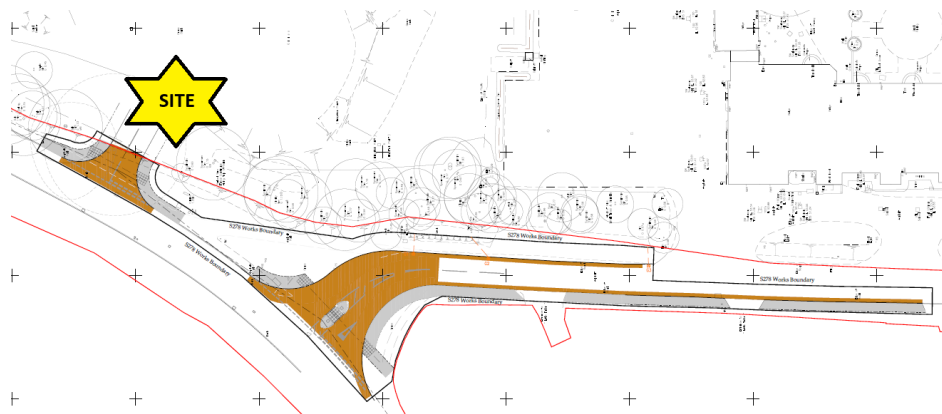
All boundary fencing will be maintained in a safe, clean and orderly fashion to ensure the security of site, safety of pedestrians and general visual aspect of the site. This will be checked by the site manager.

Graffiti will be removed if discovered.

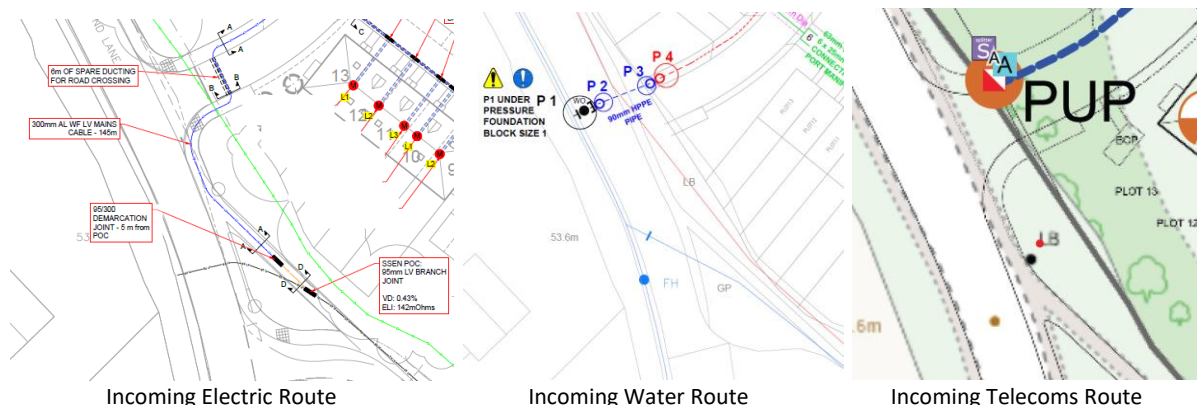
Neighbours will be consulted before boundary fencing is erected

6. Road and Footpath Closures

To facilitate the permitted development, associated works to footpaths and highways surrounding the site are necessary.



In addition, there are various incoming utilities required for the new housing which enter the site via footways and highways.



These works will require various traffic and pedestrian management measures; these will be discussed with WBC Highways and Streetworks and are approximately detailed below:

January 2025	- Site access amendments	Footway closure / crossing
March 2025	- Entrance 278 Works	Footway Closure & 2-Way lights Highway
July 2025	- Thames Water Incoming	Footway Closure & 2-Way lights Highway
July/Aug 2025	- Junction / Duffield 278	Road Closure, diversion, footway diversion
Sept 2025	- Incoming Electric	Footway Closure, minor TM
October 2025	- Incoming Telecoms	Footway Closure, minor TM
Sept 2026	- Bellmouth tie in works	Footway Closure & 2-Way lights Highway

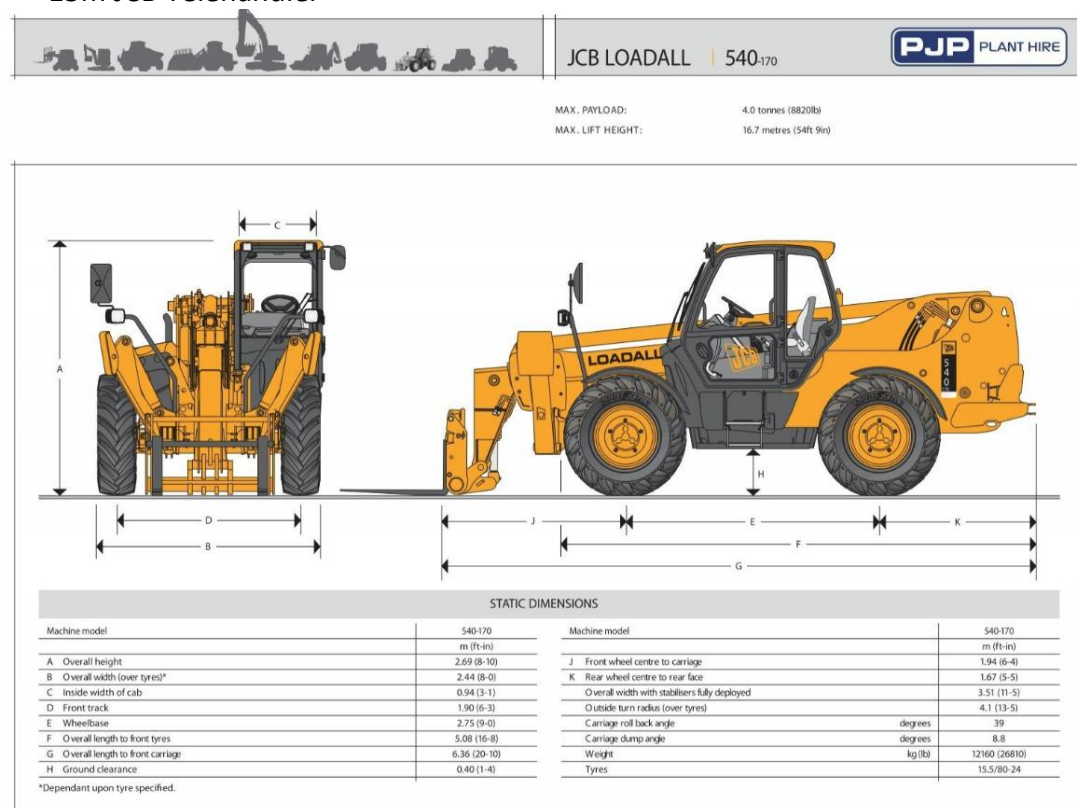
Approvals via TTRO, 171 Agreements and Streetworks bookings will be managed accordingly.

Early warning notices will be displayed where appropriate.

7. On-Site Traffic Management

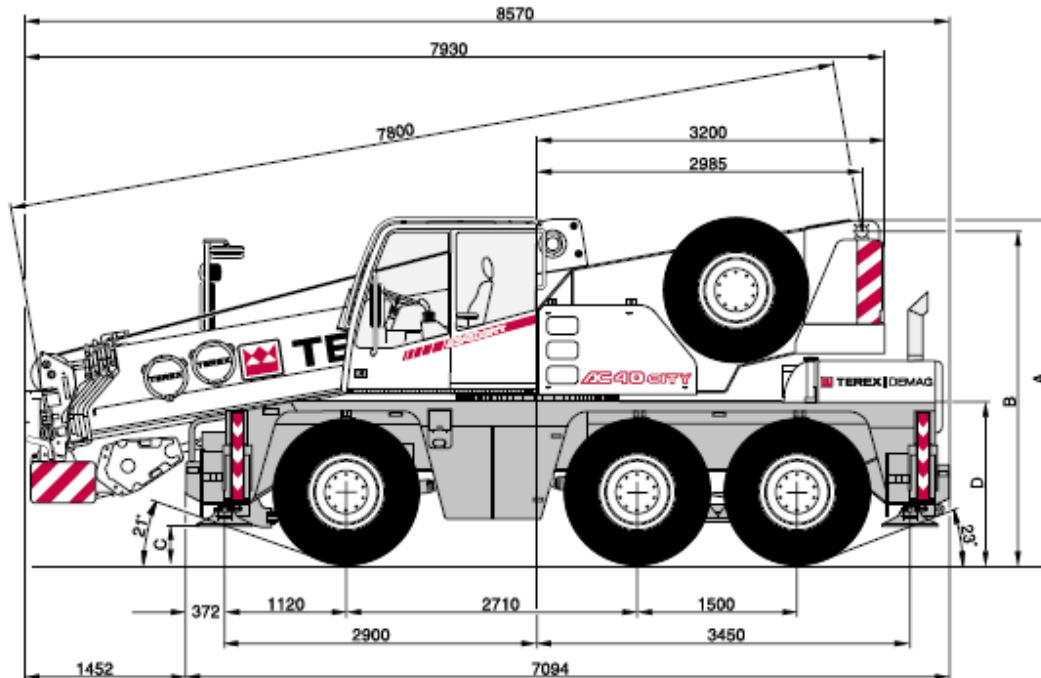
Our expected vehicle types and plant to be utilised on this development are:

- 15m JCB Telehandler



- 3T 360 excavator on tracks
- 9T 360 excavator on tracks

- 15T 360 excavator on tracks
- 3T side tipping dumper
- 6T dumper
- 40T Crane (Terex AC 40)

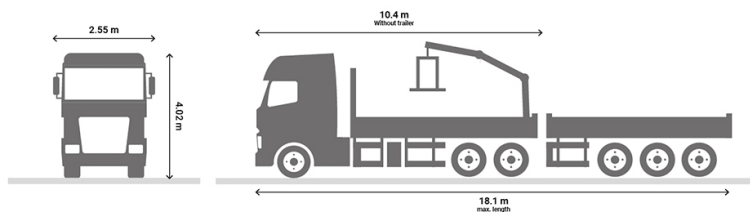


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AC 40 City

- 8m Medium Rigid pickup / tipper
- Wagon and Drag Materials deliveries
- Low loader 15m

Vehicle Dimensions



Crane Offload

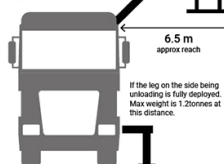
Stabilisers

They are adjustable so can set to any distance width of vehicle is 2.55 metres.



Crane

7.9 metres from the centre of the crane base to the centre of the brick grab attachment so reach from the side of the vehicle is approx. 6.5 metres



- Rigid Delivery Vehicles – up to 11m
- Vans and Cars as necessary

Vehicle Emissions

All machinery and plant within our control will comply with minimum Euro VI standard

- Tracking checks have been carried out both on the site entrance and the spine road turning head to ensure that vehicles and plant are able to safely enter, use and exit the site.:



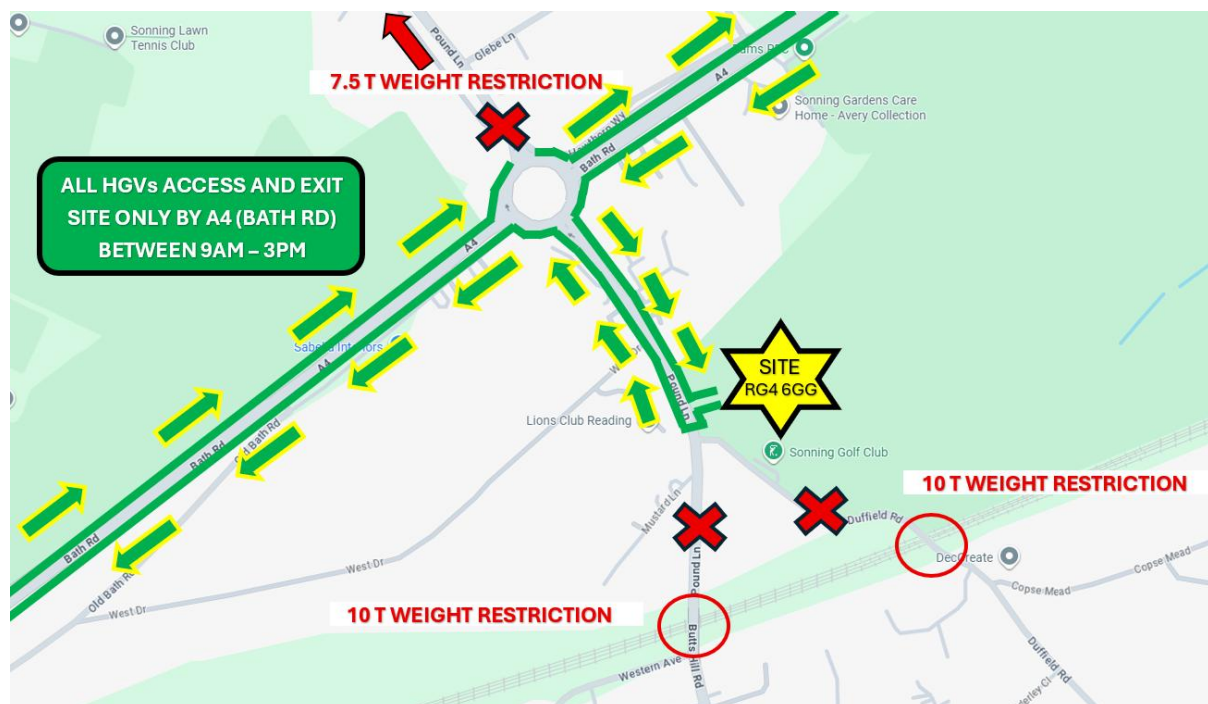
8. Off Site Traffic Management

Clear information will be provided to materials suppliers and subcontractors concerning recommended incoming vehicle routes to site and delivery hours.

The aim of this will be to reduce disruption to the local road network and to show particular consideration to nearby schools.

Deliveries will be scheduled between 9am – 3pm only, Monday to Friday.

The following map will be included in materials and subcontract orders:



9. Loading and Unloading of Plant and Materials

The main spine road on site will be constructed at an early stage.

A trained banksman has been allocated to supervise the arrival and departure of delivery vehicles

This will allow all site deliveries and drop offs to be made inside of site without significant disruption to the highway.

Materials onsite will be transported using a telehandler, dumper trucks or excavators. Cranes will be used for lifting structural elements and roof trusses.

Where practical, deliveries of materials being lifted by cranes will be coordinated so that they are unloaded and placed in their end location by the crane.

10. Parking

Parking capacity for site operatives and visitors will be managed on site once a safe access from Pound Lane has been constructed.

During the initial groundworks stage, the permanent car park for plots 9 – 13 will be constructed up to base course tarmac. With 12 spaces, this should provide the majority of the capacity for the site works. If additional spaces are required, these will be accommodated on site by the driveways of the houses.

We will encourage car / van sharing for subcontractors to mitigate the risk of overloading our parking capacity.

We will communicate to contractors and visitors that parking on the highway is not permitted.

11. Storage of Plant and Materials

Groundworks materials and plant during the initial stages of the project will be stored on compacted stone areas as necessary.

Once the private drives within site are complete, we will utilise these for clean materials storage on site.

Materials will be stacked and covered where necessary to avoid the risk of items being blown to neighbouring properties and the highway in heavy winds

12. Highways protection from Mud & Debris

A water main connection will be set up at the entrance gate of the development to provide water for vehicle wheel washing and dampening the ground during dry weather.

When required, a mechanical road sweeper will be employed to ensure all main carriageways are kept free from mud and debris. The site manager will carry out regular checks to ensure the above is adhered to.

13. Pest Control

During a construction project, there is a moderate risk of rodent attraction to the site compound and other site cabins for welfare.

We work with a local pest controller who will visit site, lay bait and monitor the traps during the construction period.

We will perform a survey of existing drains and ensure redundant drains are capped off.

If we find no evidence of pests for a significant period, we may reduce the measures as necessary.

14. Dust, Noise and Vibration

Activities likely to produce dust & noise:

- Deliveries to site
- Vehicles leaving site
- Vehicle movements on site
- Re filling of mortar silos
- Cutting of materials with mechanical saws
- Mixing of mortars and other powdered materials
- Areas of dry open space subject to wind whipping
- Stockpiles of loose materials subject to wind whipping
- Sanding of dry lining products, painted surfaces, wood and manmade boards
- Sweeping of hard standings

Dust Control Measures to be used:

- Deliveries to site to be covered where practical
- Material leaving site to be damped prior to loading and loads to be covered
- Tarmac haul roads and hard standings when possible
- Regular cleaning of haul roads and hard standings
- Wheel washing located at site exits
- Stockpiles kept to a minimum height and water suppressed.
- Site boundaries fenced with a physical barrier
- Loose materials water suppressed at regular intervals
- Reduced speed limits during dry periods
- Dust extraction used on cutting and grinding machines
- Water bottles fitted to petrol cut off saws
- Damp down hard surfaces prior to manual sweeping
- Monitor weather forecasts for wind direction and speeds
- Monitor dust levels at the site boundary
- Site inspections by the Site Manager will be carried out daily and when required due to site activities to record and monitor weather conditions and dust generated. These inspections will be recorded in the site documentation. All relevant trades as part of their order will be advised that dust monitoring and reduction is to be maintained.
- Should dust be identified as causing nuisance, further measures will be implemented. There is no burning allowed at any time on the development.

Noise control Measures to be used:

- Eliminate noise during design e.g. Off-site drilling of holes in concrete planks rather than on site
- Using hydraulic block splitter where possible rather than cut off saws
- Select quiet equipment such as silent generators and consult noise levels for plant
- Instruct contractors to keep within permitted site working hours
- Schedule in loudest tasks for the middle of the day rather than morning / late afternoon

Measures will be explained as part of site induction for all new site contractors

Methodology

1. Deliveries to site:

Deliveries to site will be covered where necessary to ensure that no materials will pollute the surrounding areas.

2. Vehicles leaving site:

Vehicles will be directed to turn right towards the A4. Wash down areas will be provided at the site exit, to ensure that all wheels of vehicles leaving the site are clean. A road sweeper will be used if necessary to keep exit and perimeter roads to an acceptable standard.

3. Vehicle movements on site:

The use of tarmac roads will be implemented as soon as practical. These roads will be kept dampened down during dry weather periods and cleaned at regular intervals. Reduced speed limits will be implemented during dry periods and vehicle movements kept to a minimum. Where vehicles have to travel across areas not covered by tarmac these areas will be damped down at regular intervals or treated with binding agents.

4. Refilling mortar silos (if used):

The refilling of mortar silos will be carried out in line with the supplier's method statement ensuring adequate dust filters are fitted and in good condition.

5. Cutting materials with mechanical saws and grinders:

Cutting of materials is to be carried out off site when possible (factory cuts). Contractors will produce and work to their method statements for use of mechanical cutting and grinding machines. These method statements will include water suppression bottles fitted to petrol cut off saws, dust extraction units or collection bags fitted to electrical appliances.

6. Open ground subject to wind whipping:

Areas of open ground subject to wind whipping will be water suppressed during dry periods. These areas may be stoned hard standings used for storage and car parks. Landscaped areas will be prepared and planted as soon as practical. In dry summer periods where this is not practical then damping down will be utilized.

7. Stockpiles of loose material:

Stockpiles of loose material stored on site will be kept to a minimum. These are likely to be crushed concrete, sand, topsoil and spoil. These stockpiles will be kept as low as practical and damping down or covers will be utilized during dry periods.

8. Supervision:

Darcliffe Homes will provide principal supervision in conjunction with experienced supervisors. They are to jointly liaise with the team throughout the day. All site personnel will receive daily briefings prior to work commencing.

The site manager will carry out regular inspections to ensure that the above is adhered to.

15. Site Waste Management Plan

The table below identifies waste materials generated from site that will be segregated both on site and off site. There will be a no burning of waste policy on site.

Waste Material	Examples	Segregation	Transport
Metal	Steel, Copper pipe off cuts, metal stud off cuts etc.	Placed into Tipping skips and then emptied by the forklift into a specific metal recycling skip	12-yard skips
Mixed Waste	Wood, Inert rubble, Cardboard, plastic etc	Placed into Tipping skips and then emptied by the forklift into larger skips in the waste management area.	12-yard skips
Hazardous Waste	None expected but may include chemicals, oils or 1 st aid clinical waste	Placed in yellow bags clearly marked hazardous	Collected by specialist contractors
Plasterboard	Off cuts of plasterboard, plaster droppings	Separated at source by sub-contractor and placed into 12-yard skips located near to work area	6-yard skips

Soil and Aggregate Recovery:

Due to the existing ground investigation results, we do not expect any significant soil and aggregate recovery.

16. Tree Protection

Tree protection will be carried out in accordance with the approved arboricultural method statement. Note the main principles are to provide no access areas around the woodland TPO. The trees within the woodland are to be assessed during the project by a qualified arboriculturist as significant and specifically timed cut back and reduction has been agreed in the method statement to facilitate the permitted development.



17. Lighting Strategy

During winter months some site lighting may be required for on-site health and safety. This will be directed away from surrounding residential properties and the retained woodland whenever possible.

The type of site lighting specified will be suitable for safety purposes and where possible will be on photocell or movement sensors to avoid unnecessary light timings.

18. Public Liaison

During 9am to 5pm, Monday to Friday, members of the public will be able to contact and liaise with Darcliffe Homes using 0118 9508366. Outside of those hours, emergency personnel can be contacted on 07496 199933. A phone number will be made available on the site hoarding to allow members of the public to report incidents if any problems arise.

19. Programming and Phasing

The complete works are expected to last approximately 18 months (single phase)

20. Health & Safety Principles and Objectives

Central to the construction strategy is achieving a high standard of Health & Safety.

The site will operate under a comprehensive Health and Safety Management System, with the construction team assisted by Health and Safety professionals and advisors.

The main aim of this development is not only to create high quality housing to the local community but also to complete the project on time and with zero accidents.

The project team will use best endeavours to employ competent operatives and specialist contractors, who themselves comply with their legal obligations. Together we will work to ensure that suitable and sufficient training is given to all workers and site management.

The success of these project aims will be assessed upon completion to ensure continual improvement.

