Proposed Residential Development
31 Barkham Ride, Barkham

Construction Method Statement

For

A1 Roberts Properties

motion

Document Control Sheet

Proposed Residential Development

31 Barkham Ride, Barkham

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This document has been issued and amended as follows:

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22/08/2025	1st Draft	GL	DM
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1.0 Introduction

1.1 This Construction Method Statement has been prepared by Motion on behalf of A1 Roberts Properties in relation to the proposed construction of 35 static mobile homes at 31 Barkham Ride, Barkham (herein referred to as 'the site').

1.2 The site is located on the northern edge of Finchampstead and is approximately 2.3km south-west of Wokingham. To the south west, the site is bound by Barkham Ride, and to the south east is bound by a number of bungalows. The site benefits from close proximity to local bus stops, and the M4. The site is located within the administrative authority of Wokingham Borough Council (WBC).

1.3 The proposals seek planning permission for the demolition of the existing dwelling and the subsequent construction of 31 static mobile homes. Access will be achieved via an existing junction from Barkham Ride which serves the existing mobile home site to the east. The existing access serving the house on site will be formally stopped up. Appropriate levels of car and cycle parking will be provided in-line with relevant standards.

Scope of the Construction Management Plan

1.4 The purpose of this CMS is to outline the strategy for the efficient movement and management of demolition and construction traffic associated with the site.

1.5 This CMS is a 'live' document, and given that no contractor has yet been appointed, the information contained within may be subject to changes / amendments, which would be agreed, in advance, with WBC.

1.6 The aim of this CMS is to minimise the impacts of demolition and construction on the local road network and to minimise any environment impact of the works. The principal issues addressed by the CMS are:

- Programme of work;
- Loading and unloading of plant and materials;
- Hoarding provision;
- Site compound layout and access;
- HGV deliveries and hours of operation; and
- Mitigation measures such as measures to control noise, vibration and dust.

1.7 Following this introduction, the remainder of this report comprises the following sections:

- Section 2 – Site Management Contact Details and Considerate Contract Scheme;
- Section 3 – Site Context;
- Section 4 – Construction Site Layout and Programme;
- Section 5 – HGV Activity;
- Section 6 – Mitigation Measures; and,
- Section 7 – Monitoring and Review.

2.0 Considerate Contractors

Site Management Contact Details

2.1 The Construction Project Manager (CPM) will be responsible for implementing the measures contained in the CMS and will be the point of contact for local residents.

2.2 The 24-hour contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the program of works taking place and to give advance notice of any noisy or disruptive works.

2.3 The CPM will be responsible for the monitoring and reviewing of the CMS and will deal with any concerns of local residents and businesses.

2.4 The CPM will be set out in any updated Construction Method Statement once planning consent has been granted.

Considerate Contractors Scheme

2.5 All the demolition and construction contractors will be signed up for the Considerate Scheme upon appointment.

2.6 The Considerate Contractors Scheme is a non-profit scheme which encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:

- Care about Appearance;
- Respect the Community;
- Protect the Environment;
- Secure Everyone's Safety; and Value their Workforce.

2.7 The scheme provides information, advice and e-learning for the aforementioned topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as example of best practice, leading to future improvement.

3.0 Site Context

3.1 The site is located to the north of the built up area of Finchampstead and 2.3km south west of Wokingham. The site is located along Barkham Ride, adjacent to Rook's Nest Wood Country Park. The site benefits from close proximity to local bus stops and the M4, as well as a number of amenities within walking distance. The site is situated within the administrative authority of the Wokingham Borough Council. The site in relation to strategic transport links is shown in Figure 3.1 below.

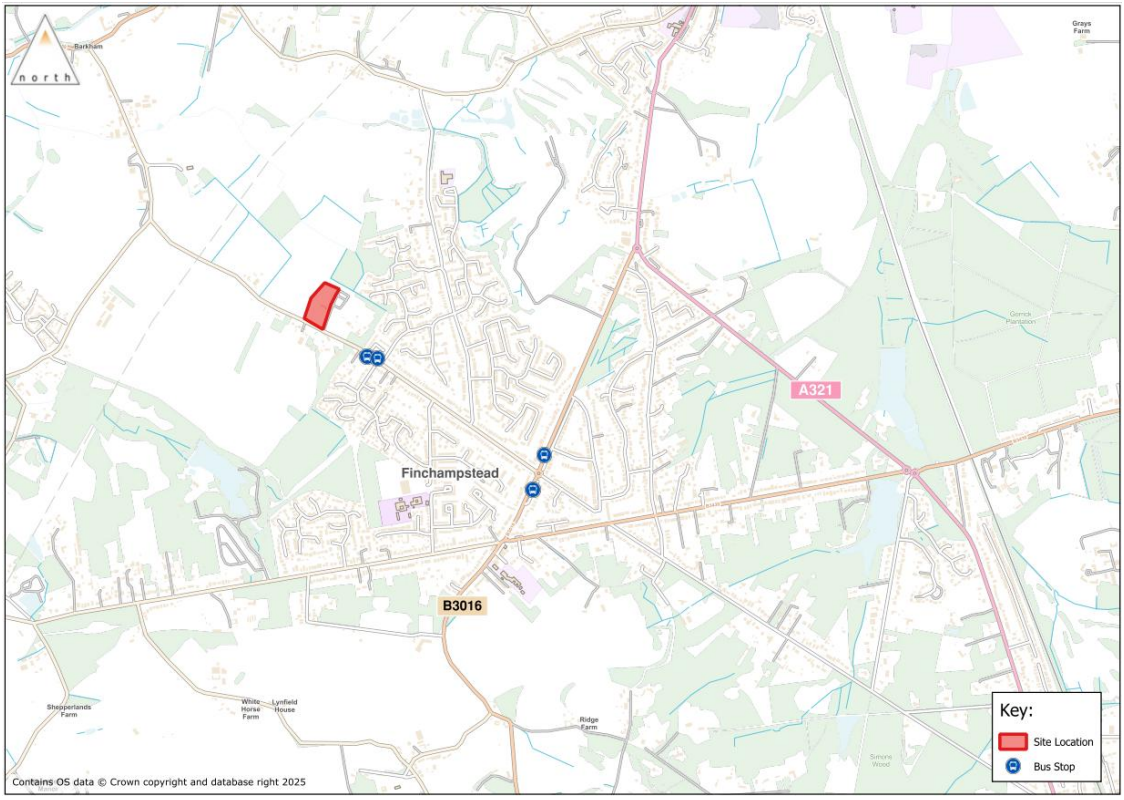

Figure 3.1 - Site Location

Existing Highway Network

3.2 Vehicular access to the site will be achieved via Barkham Ride. Barkham Ride is a single carriageway road operating a 40mph speed limit in the vicinity of the site. The speed limit along road decreases to 30mph approximately 230m south east of the site access. The road connects with Finchampstead Road in the south and provides access to Barkham village in the north.

3.3 Finchampstead Road is a single carriageway residential street operating a 30mph speed limit. The road provides access to Wokingham in the north.

3.4 Consideration has been given to crashmap.com to identify any incidents that have occurred on the road network surrounding the site in the last 5 years (up until the end of 2022). One accident has occurred on the road network bordering the site, this accident was 'slight' in severity. The accident occurred in 2019 and involved a vehicle in the act of turning left getting hit by the vehicle from behind. The driver of one of the vehicles sustained slight injuries. The accident occurred in the dark during dry conditions.

Accessibility

3.5 The site is accessible on foot via the footway on the north eastern edge of Barkham Ride. Approximately 210 metres south east of the site, a footway is established on the southern edge of the road. These footways provide access into the residential area of Finchampstead, where residents can access a range of amenities. While Barkham Ride is not lit in the immediate vicinity of the site, street lighting is provided from approximately 250m south east of the site and continues throughout the majority of the residential area.

3.6 While there are no designated cycling facilities on the roads in the vicinity of the site, it is considered they are suitable for cycling due to the wide width of the roads.

3.7 There are a number of bus stops within walking distance of the site. The closest stops to the site located 240m south east of the site on Barkham Ride, these stops serve the '3' Leopard service. The stops on Finchampstead Road are located 1.2km south-east of the site, these serve the '3' Leopard, 125, 125A, 125B, 145 and 406 bus services. These services provide routes towards Reading, Wokingham, Crowthorne and Farnborough.

3.8 The site is located in between Wokingham railway station and Crowthorne railway station. Wokingham station is located 4.6km north east of the site, while Crowthorne Station is located 4.1km south east of the site, both take 15 minutes to access by bike. Wokingham station offers a wider variety of rail services including Reading, London Waterloo and Gatwick Airport.

4.0 Construction Site Layout and Programme

4.1 This section of the CMS sets out the overall construction programme and provides information for the construction phases.

Overall Programme

4.2 The overall duration of the construction works is estimated at around 12 months. The programme includes the following key phases.

Phase of Works	Duration
Site Setup	2 Weeks
Foundation Works	2 months
Sub Drainage	2 month
Delivery/Installation of Static Homes	2 months
Construction of Community Building	6 months

Table 4.1 – Indicative Programme of Works

Delivery Hours

4.3 Works will take place on-site between the hours of 08:00 -18:00 Monday to Friday, and the hours of 08:00 to 13:00 on Saturdays which accords with the standard working hours for construction sites.

4.4 Vehicles arriving and departing the site will be limited to the following time periods to also avoid network peak times:

- Monday to Friday 09:00 to 17:00 hours.

4.5 A record will be kept indicating all anticipated vehicles and their arrival time daily. This will be maintained by a relevant site manager to ensure that drivers are aware of when they are permitted on site. This will assist in avoiding nearby school peak periods.

4.6 On a weekly basis the site co-ordinator will evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the site co-ordinator to ensure deliveries are controlled and vehicles are not waiting on local roads, thereby ensuring that there is always space at the site to accommodate the necessary deliveries.

Construction Signs

4.7 Throughout the duration of construction, temporary signage indicating the movement of construction vehicles will be installed. At the site access a sign stating 'Caution Site Access' will be installed. Along Barkham Ride approximately 45 metres east and west a sign stating 'Site Access Ahead' will be installed.

Material Storage and Security

4.8 Storage of plant will be provided on site in a secure location. The proposed site set-up plan is shown at **Appendix A**. This illustrates the material and plant storage area, as well as the staff accommodation (cabin/toilets).

4.9 Noisy plant will be sited as far away as is practicable from neighbouring buildings. The use of barriers, such as acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable. Other measures relevant to plant operation include:

- All plant and equipment will be powered by mains electricity in preference to locally powered sources such as diesel generators;
- Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and
- Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work. Mechanical plant will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions. All plant will comply with the relevant statutory and manufacturers requirements.

Hoarding

4.10 The site will be secured with a hoarding around the property where required. Hoarding will accord with the following principles:

- The standard hoarding will be 2.4 metres in height;
- The hoarding will be increased in height and possibly altered in form to enhance acoustic or visual considerations for specific locations;
- Where reasonably practicable existing walls, fences, hedges and earth banks will be retained; and,
- Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access, etc.

4.11 The hoarding will also include access gates onto Barkham Ride.

Access and Parking

4.12 The hoarding will also include access gates onto Barkham Ride, which will allow vehicle to access and egress the site in forward gear.

4.13 Lights will be allocated around the development site. The lights will point downwards so as not to interfere with neighbouring properties or local wildlife. All vehicles will be guided into the designated unloading area by a banksman to ensure that vehicles are parked appropriately.

4.14 All vehicles will be required to telephone ahead to the full time Site Manager. A plan showing the route construction vehicles will take from the service station to the Application Site can be seen below in figure 4.1.

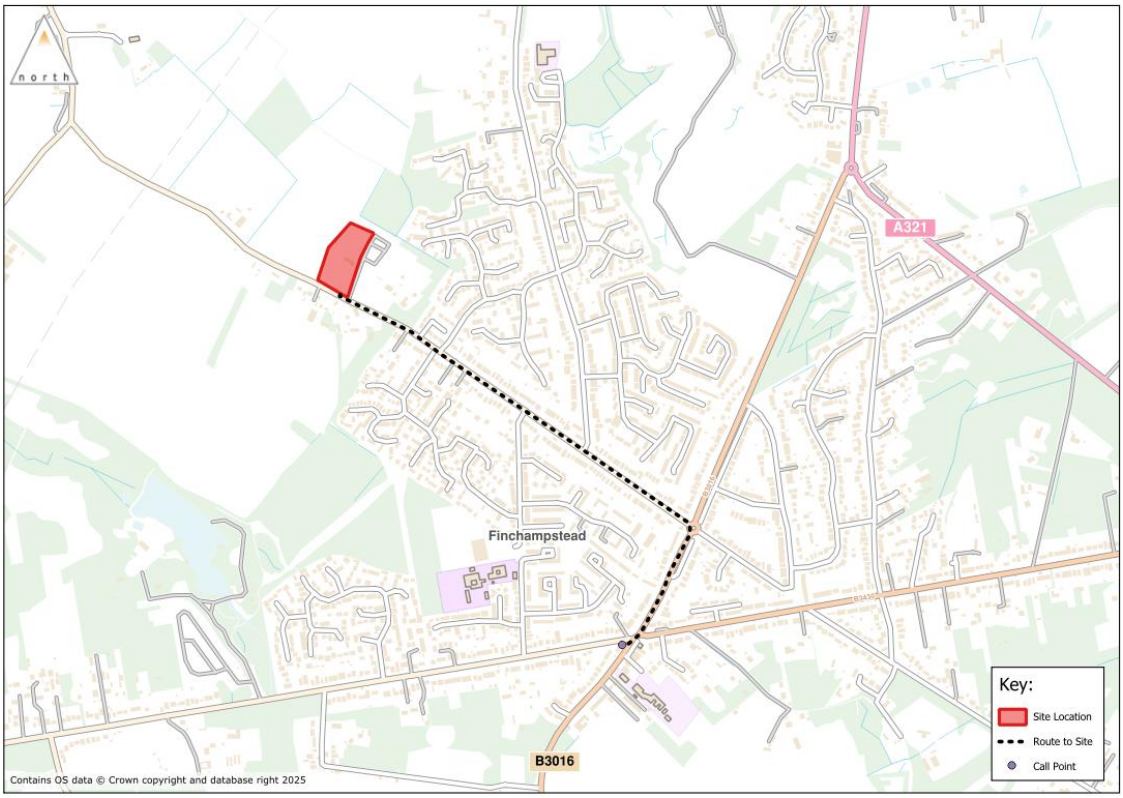

Figure 4.1 - Vehicle Route to Site

4.15 Vehicles accessing the site will call from the petrol station along Nine Mile Ride, then head north along the B3016 and west along Barkham Ride. The drive takes around 3 minutes.

4.16 Staff car parking will be provided on site. This will include 12 car parking spaces. However, all staff and visitors will be encouraged to travel via public transport, where possible. Staff will be educated in advance on sustainable travel and encourage car sharing.

5.0 HGV Activity

5.1 Proactive management of deliveries will be required to reduce the number of vehicle movements. All material unloading will be undertaken on site.

5.2 At this stage no certainty can be given as to anticipated vehicles numbers in detail.

Vehicle Activity

5.3 It is anticipated that during construction there will be between 10-15 deliveries per day, excluding vans.

5.4 Anticipated vehicles during the construction phase are set out in Table 5.1 below. This is indicative at this stage, and may vary due to alterations to the programme or particular aspects of construction.

Vehicle Type	Frequency
3-axle tipper (8.0 metres long, 2.5 metres wide, and 3.5 metres high)	On average two per day
Concrete Lorries (8.3 metres long, 2.5 metres wide, and 4.0 metres high)	On average three per day
Skip Lorries (6.3 metres long, 2.5 metres wide, and 3.7 metres high)	On average two per day
Flat-bed Truck/Panel Van (7.0 metres long, 2.4 metres wide)	On average two per day
Articulated Flatbed Delivering Statis Homes (16.5 metres long, 2.5 metres wide, and 3.7 metres high)	On average two per day

Table 5.1 – Construction Vehicle Activity

5.5 The movement of construction vehicles to/from the construction site will be the subject of a rigorous 'turn up, load and go' management regime. The contractor will implement a pre-booking system such that the movement of vehicles can be appropriately scheduled. It will be the responsibility of the CMP Co-ordinator to ensure that this system, together with the entire CTMP, is promoted to all workers and delivery personnel. All companies delivering goods to the site will be made aware of the contents of the CMP in advance

5.6 The numbers of HGV movements to and from the site are expected to vary between the differing phases of construction. Throughout each phase, the HGV routing will remain the same, providing the shortest distance travelled on local roads.

HGV Routing

5.7 Larger vehicles with goods or machinery will be able to continuously access the site. Given the nature of the development, all HGVs will be able to park on site at all times.

5.8 All vehicles will be guided into the designated unloading area by a banksman to ensure that vehicles are parked appropriately. All vehicles will be required to telephone ahead to the full time Site Manager and will use the same route as all other vehicles as illustrated within Figure 4.1.

Loading/ Unloading Activity

5.9 Various construction vehicles will need to access the site at various stages throughout the development. An overview of the swept paths of various vehicles accessing the site and parking on the highway are included for reference at **Appendix B**. The drawings and swept paths include the following:

- 2301002-TK101 [Tipper];
- 2301002-TK102 [Rigid]; and
- 2301002-TK103 [Articulated HGV].

5.10 It is worth noting that the landscaping will be completed once construction has finished as this allows larger vehicles to move easier within the curtilage of the site and not cause any concerns to pedestrians or staff.

5.11 Mobile homes are transported in two fully built parts, it is envisaged that they would be delivered to site using the larger HGV. They are then stationed on site. The static homes are then towed onto their independent pitches using a 4x4 vehicle provided by the park home supplier.

5.12 The tracking of a large 16.5 metre articulated vehicle will impact on the eventual location of two static homes during construction, these will be the last 2 out of the 31 to be placed in their eventual position.

Consolidation Centres

5.13 The construction manager will explore the potential for a delivery consolidation centre close to the site. Should this be deemed as beneficial, then the construction manager will provide WBC with further details of location.

6.0 Mitigation Measures

Wheel Washing Facilities

6.1 Wheel washing facilities will be accommodated on site where necessary. The contractor will operate a hose and pressure washer at the entrance/exit to prevent any dirt/dust leaving the site. Any overspill will be washed off the road surface at regular intervals.

6.2 Vehicles will be cleaned where necessary prior to leaving the site to minimise deposits of spoil or debris on the local highway network.

Site Waste Management Plan

6.3 The following on-site measures will be adopted:

- Promotion of the reuse, recycling and recovery of waste, rather than disposal;
- Reduce fly-tipping by keeping a full audit trail of waste removed from sites and complying with waste duty of care regulations;
- Increase environmental awareness on the part of staff and management. Environmental management performance is likely to improve the more staff are aware of their responsibilities. Including SWMP information in induction training or as part of environmental awareness training can help with this; and,
- There will be no burning of any waste or other materials on site.

7.0 Monitoring and Review

7.1 As a live document, the CMS will be reviewed and updated by the CPM Co-ordinator on a regular basis. The CPM Co-ordinator will be the first point of contact regarding the CPM and its implementation on site.

7.2 The CPM Co-ordinator will liaise with WBC, where appropriate to provide regular updates on the implementation of the CMS and its effectiveness.

Appendix A

Site Setup

C:\Users\glester\Motion\StaffSite - A1bark 2301002\Drawings\2301002-CTMP.dwg

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	DM	DM	21/08/2025

Drawing Status:

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Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Construction Site Setup

Scale: 1:1000 (@ A3)

Drawing: 2301002-101

Revision:

Appendix B

Swept Path Analysis

C:\Users\glester\Motion\StaffSite - A1bark 2301002\Drawings\2301002-CTMP.dwg

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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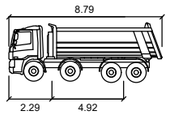

Mercedes Actros Rigid Tipper 8x4 3236K

	meters
Width	: 2.49
Track	: 2.49
Lock to Lock Time	: 6.0
Steering Angle	: 30.7

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	DM	DM	21/08/2025

Drawing Status:

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Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Construction Site Setup
Swept Path Analysis
Tipper

Scale: 1:1000 (@ A3)

Drawing: 2301002-TK101

Revision:

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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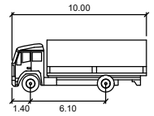

LRIGID

	meters
Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.0
Steering Angle	: 37.6

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	DM	DM	21/08/2025

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Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Construction Site Setup
Swept Path Analysis
Rigid

Scale: 1:1000 (@ A3)

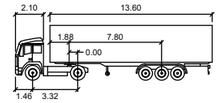
Drawing: 2301002-TK102

Revision:

C:\Users\glester\Motion\StaffSite - A1bark 2301002\Drawings\2301002-CTMP.dwg

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



Articulated Vehicle with Twin Steered Tractor

meters

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 41.0
Tractor Track	: 2.49	Articulating Angle	: 90.0
Trailer Track	: 2.55		

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	DM	DM	21/08/2025

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Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Construction Site Setup
Swept Path Analysis
16.5m Artic

Scale: 1:1000 (@ A3)

Drawing: 2301002-TK103

Revision: