



Proposed Redevelopment
426 Reading Road, Winnersh

Construction Method Statement

For

Mr. Upinder Aujla

Document Control Sheet

Proposed Redevelopment

426 Reading Road, Winnersh

Mr. Upinder Aujla

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
19/03/2024	1 st Draft	AN	JNR
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1.0 Introduction

- 1.1 This Construction Method Statement has been prepared on behalf of Mr. Upinder Aujla in relation to the consented development at 426 Reading Road, Winnersh (herein after referred to as 'the site'). The site falls within the administrative boundary of Wokingham Borough Council (Unitary Authority).
- 1.2 The site is located on the A329 Reading Road in Winnersh which provides a route to central Reading located around 7km to the northwest and to central Wokingham located around 3.8km to the southeast. The A329(M) passes roughly 1 kilometre to the north and the M4 passes roughly 580m to the south.
- 1.3 Approximately 170 metres southeast of the site, Reading Road forms a signalised crossroads junction with the B3030 King Street Lane/Robin Hood Lane. Around 1.4 kilometres to the northwest Reading Road forms a four-arm signalised roundabout junction with the A3290 and the B3270 Lower Earley Way North. This route provides access to the A329(M) and subsequently the M4. The site location is illustrated in Figure 1.1 below.

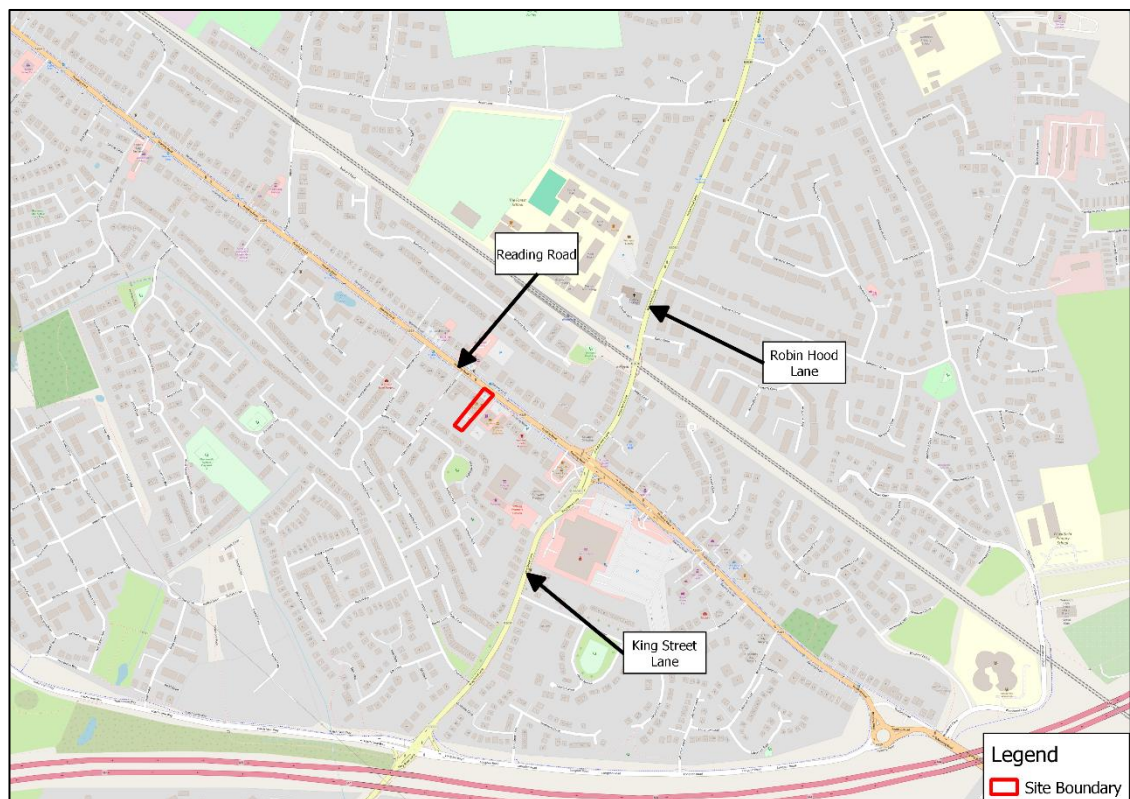


Figure 1.1 - Site Location

- 1.4 The site was previously granted planning permission on 12th March 2021 under delegated powers (LPA Reference: 203604) for the following:
- "Full application for the erection of three storey building including 6no. flats and 2no. takeaway/restaurants to the ground floor with associated parking following demolition of existing takeaway restaurant and 2no. flats."*

- 1.5 It is noted that Condition 3 accompanying the decision notice (LPA Reference: 203604) stated the following with regard to a Construction Method Statement:

"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:

- ▶ *the parking of vehicles of site operatives and visitors,*
- ▶ *loading and unloading of plant and materials,*
- ▶ *storage of plant and materials used in constructing the development,*
- ▶ *the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,*
- ▶ *wheel washing facilities,*
- ▶ *a scheme for recycling/disposing of waste resulting from demolition and construction works.*
- ▶ *the control of dust, odour and other effluvia*
- ▶ *the control of noise and permitted working hours*
- ▶ *the control of pests and other vermin*
- ▶ *The control of noise from delivery vehicles, and times when deliveries are accepted and when materials can be removed from the site."*

- 1.6 It is noted that a Construction Method Statement was previously drafted to discharge Condition 3 attached to the decision notice (LPA Reference: 203604). Whilst correspondence on the submitted Construction Method Statement with Wokingham Borough Council as Local Highways Authority had taken place, the planning permission had expired. As such, this Construction Method Statement has been prepared to accompany the submission of a new planning application, albeit the development proposals themselves remain unchanged from the consented development.

Scope of the Construction Traffic Management Plan

- 1.7 This Construction Method Statement is intended to be a live document to be monitored and reviewed on a regular basis by the Developer, the Construction, Design and Management Coordinator (CDMC) and WBC. The Construction Method Statement will be updated as required during the lifespan of the construction works.
- 1.8 The overall objectives of this Construction Method Statement are to:
- ▶ Reduce congestion and the number of construction vehicles on the network, especially during peak hours;
 - ▶ Minimise emissions;
 - ▶ Improve safety for road users and the types of vehicles; and
 - ▶ Encourage construction workers to travel to the site by non-car modes making use of the nearby bus and underground network along with existing pedestrian and cycle infrastructure.
- 1.9 This Construction Method Statement seeks to minimise the impact on construction vehicle movements, in line with guidance published by the Department for Transport (DFT) and CLOCS guidance.

1.10 The principal issues addressed within this Construction Method Statement are as follows:

- ▶ Loading and unloading of plant and materials;
- ▶ Hoarding provision;
- ▶ Site compound layout and access; and
- ▶ Hours of operation.

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

- ▶ Section 2 – Site Management Contact Details and Considerate Contract Scheme;
- ▶ Section 3 – Policy Context;
- ▶ Section 4 – Site Context
- ▶ Section 4 – Construction Layout;
- ▶ Section 5 – Other Measures; and,
- ▶ Section 6 – Monitoring and Management.

2.0 Considerate Contractors

Site Management Contact Details

- 2.1 The Construction Project Manager will be responsible for implementing the measures contained in the Construction Method Statement and will be the point of contact for local residents.
- 2.2 The 24-hour contact details of the Construction Project Manager will be displayed on the frontage of the site. The Construction Project Manager 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 Construction Project Manager will be responsible for the monitoring and reviewing of the Construction Method Statement and will deal with any concerns of local residents and businesses.
- 2.4 Whilst a contractor has yet to be appointed, the interim Construction Project Manager is as follows:
 - ▶ Company: XXX
 - ▶ Contractor: Mr Upinder Aujla
 - ▶ Phone Number: XXX

3.0 Policy Context

- 3.1 There are a number of national and regional documents that set out the requirements for a Construction Method Statement. These documents are as follows;
- ▶ National Planning Policy Framework – December 2024;
 - ▶ Traffic Management Act 2004;
 - ▶ Wokingham Borough Adopted Core Strategy – January 2010;
 - ▶ Wokingham Borough Managing Development Delivery Document – February 2014; and
 - ▶ Wokingham Borough Sustainable Design and Construction Supplementary Planning Document – May 2010.

National Planning Policy Framework

- 3.2 The National Planning Policy Framework (NPPF) promotes the use of sustainable transport throughout the UK along with safe road design and the efficient and sustainable delivery of goods and supplies.
- 3.3 As a result, the policies set out within the NPPF should encourage the development of this site to be as sustainable as possible and look to incorporate sustainability into the wider development.

Traffic Management Act (2004)

- 3.4 The Traffic Management Act (2004) sets out the responsibilities of the local authorities in how they manage traffic networks within their jurisdiction.
- 3.5 A key point of emphasis is the efficient use of the network so as to reduce congestion especially in regard to the impact of development traffic on the local highway network.

Department for Transport 'Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Construction Logistics'

- 3.6 Paragraph 4.9 states that a Construction Logistics Plan structure must contain the key content as follows:
- ▶ *"A profile of their current operations and delivery times and any immediate improvements that have been made – for sites where some construction has already started on earlier phases;*
 - ▶ *A schedule of any restrictions they currently need to observe;*
 - ▶ *A schedule of the proposed changes they need to make and a short statement saying why. A formal letter of support from the retailer will also help demonstrate the need;*
 - ▶ *The timeframe that they would like to implement the scheme, including the specification of any temporary trial period; A statement on who they have/will consult with; and,*
 - ▶ *A list of key contacts including the main contractors, and the relevant local authority officer/s."*

Wokingham Borough Adopted Core Strategy

- 3.7 The Wokingham Borough Core Strategy was adopted in January 2010 which sets out the vision for how the borough will develop in the period to 2026 and how the council aims to protect and enhance the good quality of life enjoyed in the borough.
- 3.8 Core Strategy Policy CP1 'Sustainable Development' states the following:
- "[Development proposals must] minimise energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account*

of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form.”

Wokingham Borough Managing Development Delivery Document

- 3.9 The Wokingham Borough Managing Development Delivery Document was adopted in February 2014 and aims to develop the objectives set out in the Core Strategy, which assists in development covered up to the 2026 period.

- 3.10 Policy CC04 ‘Sustainable Design and Construction’ states the following:

“All development, including conversions, alterations and extensions shall incorporate suitable waste management facilities, including on-site recycling.”

Wokingham Borough Sustainable Design and Construction Supplementary Planning Document

- 3.11 Wokingham Borough Sustainable Design and Construction Supplementary Planning Document was adopted in May 2010 and assists in providing a comprehensive approach to considering sustainable design and construction in new development.

- 3.12 Section 1 ‘Sustainable Construction’ states the following:

“Whilst the sustainability performance of a building can be markedly improved through its design, the construction process can also have a significant effect on environmental impact. The Council will require all development proposals to contribute towards reducing emissions to land, water and air during the construction process and lifetime of the development.”

- 3.13 In respect of material usage, the Supplementary Planning Document states the following:

“The materials used during the construction phase of buildings can have a vast impact on the sustainability of a development. This can range from the building materials used, to the way that the materials are transported to the site. Using sustainably sourced and recycled materials can make a major contribution to sustainable development by slowing the demand for non-renewable resources, using less energy in producing and transporting products, and reducing environmental impacts.

The proportion of materials and components that can be reused and recycled at the end of a building’s life should be maximised and where possible, materials from old buildings that are suitable should be utilised. Developers should specify the proportion of reclaimed or recycled materials to be used in the proposed development, with a minimum target of 25-30% of roads, pavements, public spaces and car parks to be from locally reclaimed or recycled materials in line with good practice.

Local sourcing of products and equipment has a number of environmental benefits particularly reducing the distance of transportation and associated energy costs. The use of locally distinctive materials can also help maintain local character. The definition of ‘locally sourced’ may vary between materials, however it is generally accepted that this is usually defined as within 35 miles of a site (SEEDA Sustainability Checklist).”

4.0 Site Context

- 4.1 The site is located in a residential area of Winnersh, approximately 7 kilometres south east of Reading town centre. The site benefits from close proximity to Winnersh Station and direct frontage onto the A329. The location of the site is shown in Figure 3.1 below.

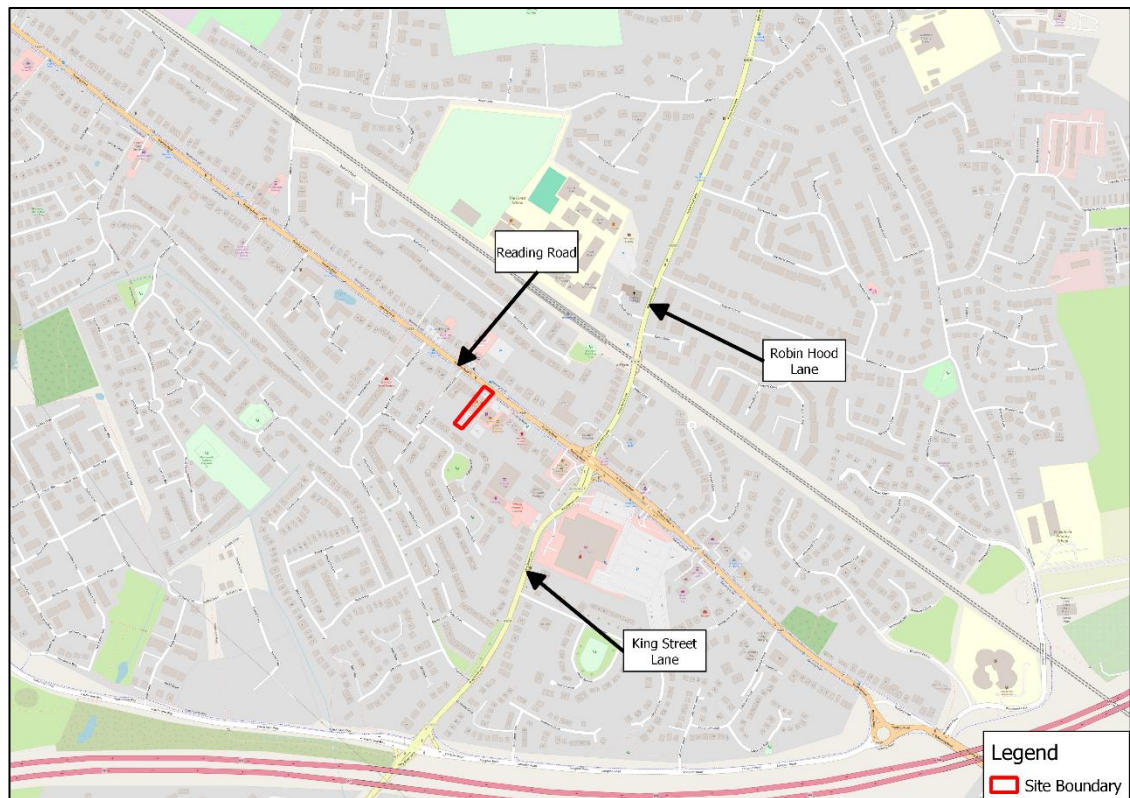


Figure 4.1 - Site Location

- 4.2 The A329 is a two-way single carriageway road orientated on a northwest to southeast axis subject to a speed limit of 40 miles per hour. The A329 benefits with dedicated on-road cycle lanes either side of the carriageway, as well as wide footways which benefit from street lighting. It is understood that no on-street parking occurs on either side of the carriageway.

Accessibility

- 4.3 The site is sustainably located within a local retail centre which in turn is located within an established residential area with numerous amenities located within a convenient walking distance which are considered supportive to residential development. For example, there are several local schools in the area with The Forest School around a 450 metre walk away (this includes a number of recreational amenities), Winnersh Primary School and the Greenwood Pre-School both around a 1.1 kilometre walk away, and Wheatfield Primary School around a 1.2 kilometre walk away. The Westfield Road Surgery is around a 220 metre walk away and there is a unisex hair salon immediately opposite the site. There are additionally numerous employment opportunities within a convenient walking distance including the Winnersh Triangle Business Park which is around a 1.5 kilometre walk away.

- 4.4 There are numerous small shops, restaurants, cafes and takeaways within a 500 metre walk of the site (including the immediate parade of shops on site) with a convenience store (Winnersh Food & Wine) around a 450 metre walk to the northwest, which includes a post office, and the Sainsburys Supermarket around 300 metre walk to the southeast (located on the junction of Reading Road with the B3030 King Street Lane) which would cater for most daily needs, and includes a Sainsbury's Bank with ATMs and a travel exchange, an Argos store and a Timpsons. There is additionally a petrol garage on the opposite side of this junction (around a 150 metre walk away) which includes a small café.
- 4.5 Having regard to the evidence presented in 'Planning for Cycling', it is generally accepted that a distance of up to 5 kilometre is acceptable to most cyclists. As stated above, several amenities, services, leisure-uses, schools and employment opportunities are located within a short walking distance and thus the level of available provision expands considerably when you increase the achievable range to a 5 kilometre distance, allowing for destinations including central Wokingham and the Industrial Estate on Molly Millars Lane in under a 4km cycle, Central Woodley and the Industrial Estate on Headley Road East in under a 4km cycle and Reading University in around a 4.5 kilometre cycle.
- 4.6 The local pedestrian network has generous footways with numerous controlled crossing points which include tactile paving and refuge islands where appropriate and Reading Road has a significant level of cycle infrastructure including on-carriageway cycle lanes, shared footway/cycleways and cycle storage ahead of stop lines at signal junctions for example. Walking and cycling are therefore realistic and attractive mode choices.

Public Transport

- 4.7 In addition to being considered appropriate alternative methods of transport to the private car for shorter journeys, walking and cycling are also important modes for accessing other methods of travel such as the bus or train for longer distance journeys.
- 4.8 The nearest bus services operate immediately outside the site with the southbound stop located directly opposite and the northbound stop located around 85 metre north on Reading Road. Both stops have bus cages, seated shelters and raised kerbing for step-free access. These bus stops are served by the Reading Buses 4 Lion and X4 Lion services which, in combination, provide trips between Central Reading and Bracknell around every 15 minutes in both directions. There is an additional limited route 93 offering a single service to and from Bohunt School on applicable days only.
- 4.9 Further bus services are available at the Winnersh Crossroads Stops around a 250 metre walk and a 320 metre walk to the southeast respectively which provide access to the Courtney Buses services 128 and 129 both operating between Wokingham and Reading via Twyford and Sonning. The two services combined provides buses roughly on an hourly frequency in each direction throughout the day. These stops equally have bus cages and seated shelters with the southbound stop also offering step-free access and real time information.
- 4.10 The nearest rail station is Winnersh which is around a 325 metre walk away and offers access to frequent services between Reading and London Waterloo.

5.0 Construction Site Layout

5.1 This section of the Construction Method Statement sets out construction site layout and access strategy.

Delivery Vehicles

5.2 It is proposed that vehicles will arrive and depart the site between the hours of:

- ▶ 09:00-17:00 hours Monday-Friday; and
- ▶ 08:00-13:00 hours on a Saturday.

5.3 No deliveries will take place Monday to Friday 08:00 to 09:00 hours and 17:00 to 18:00 hours which reflects the peak periods on the local road network. 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.

Construction Signs

5.4 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. 45 metres east and west of the access along the A329 a sign stating 'Site Access Ahead' will be installed.

Access and Parking

5.5 The site will be hoarded off for the duration of the construction works. Vehicular access will be taken from the A329 via the existing vehicular crossover. During both the demolition and construction phase vehicles will manoeuvre within the site, where material will be unloaded and moved to the material storage area, which will be located adjacent to the loading/unloading area. The site requires vehicles to reverse off the A329 into the loading / unloading area and then exit in a forwards gear back onto the A329. A swept path analysis showing the entry/egress of anticipated construction vehicles can be viewed at **Appendix A**.

5.6 The gate in between the hoarding will be 4m wide to help accommodate the movements of the LGVs and HGVs.

5.7 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 A329(M) to and from the site can be seen below in Figure 4.1.

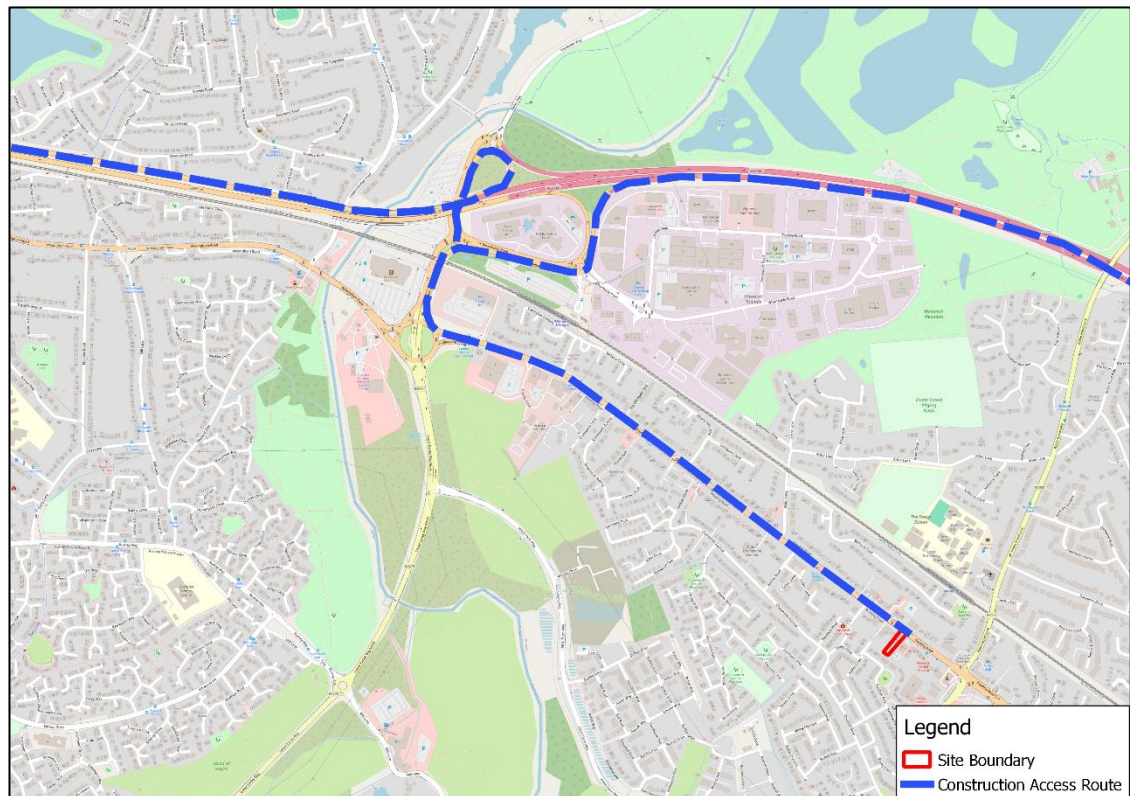


Figure 5.1 - Construction Vehicle Route to Site

- 5.8 All vehicles will be guided into the designated unloading area by a banksman to ensure that vehicles are parked appropriately.
- 5.9 Pedestrian access to the site will be via the same gated entrance off the A329.
- 5.10 Four staff/visitor parking spaces will be provided to adjacent to the loading / unloading bay, 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.

Material Storage and Security

- 5.11 Storage of plant will be provided on site in a secure location. The proposed site set-up is shown in **Appendix B**. This illustrates the material and storage area, loading/unloading area, staff/visitor parking, wheel washing facilities and hoarding.
- 5.12 Noisy plant will be sited as far away as is practicable from neighbouring buildings. 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.

- 5.13 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

- 5.14 A fence will be put up around the development site to help reduce noise levels for neighbouring properties. The rear and edges of the development will have hoarding to differentiate the land between the neighbouring property.

Management of Loading/Unloading

- 5.15 All waste collection will be pre-booked with allocated arrival times. The waste collection team will call the Construction Project Manager before their vehicle arrives at the site to confirm the loading area is available.
- 5.16 Delivery drivers accessing the site will also call the Construction Project Manager prior to their arrival to confirm that the unloading area is available. This will ensure that there is no additional disruption created.

6.0 Other Measures

Wheel Washing Facilities

- 6.1 The contractor will operate a hose at the access 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 prior to leaving the site to minimise deposits of spoil or debris on the local highway network.
- 6.3 A road sweeper will be used as required on the surrounding highway.

Consultation with Local Residents

- 6.4 The contractors Project Manager will ensure that local residents and other interested parties are kept informed of progress of construction and to be able to raise any issues that may arise throughout the development. A contact number should also be included to allow any issues to be reported when appropriate.
- 6.5 Any complaints will be reported to the Local Planning Authority within 24 hours by telephone and/or email, investigated and where appropriate measurements taken. All site staff will be regularly briefed regarding the complaints procedure.
- 6.6 The Contractor's site board, which will be affixed to the hoarding at the entry to the site, will include the contact details of the Contractor's Community Liaison Manager in case any member of the public has cause to contact the Contractor.

Dust Suppression

- 6.7 The contractor will take reasonable steps to suppress dust, dirt and debris generated by the scheme, working to the relevant British Standards and best working practices. This includes reference to Appendix 7 of the Mayor of London's SPG on 'The Control of Dust and Emissions During Construction & Demolition'.

Site Set-up

- 6.8 The site will be set up in such a way as to mitigate dust. The developer when planning construction works will consider and where appropriate shall:
 - ▶ Locate machinery and dust generating activities away from off-site sensitive receptors;
 - ▶ Create a physical distance and/or barriers between dust/emission generating activities and receptors;
 - ▶ Install solid screens/barriers around dust generating activities and stockpiles. These should be as high as the relevant stockpiles in question as a minimum;
 - ▶ Cover, seed, fix, or compact and profile stockpiles to prevent wind whipping; and
 - ▶ Remove loose small grain materials as soon as possible.

Site Maintenance

- 6.9 The contractor will maintain the site to ensure it is kept in good working order. Measures required include:
 - ▶ Run off and mud will be contained and managed on site;
 - ▶ Hoardings, fencing, barriers and scaffolding will be regularly cleaned using wet methods to prevent resuspension of particulate matter;

- ▶ Regular checks for soiling due to dust of buildings should be carried out with cleaning, using wet methods, carried out where and when visible dust deposition can be seen to be occurring;
- ▶ Require a change of shoes and clothes by staff and visitors before going off-site; and
- ▶ Provide personal cleaning facilities on site.

Transport to Site

6.10 The contractor will carry out the following controls:

- ▶ All vehicles should switch off engines when not in use – no idling vehicles;
- ▶ Fixed wheel and/or vehicle washing on leaving site e.g. drive through, under vehicle jets or hand held jet washers;
- ▶ All loads entering and leaving site to be covered;
- ▶ Hard surfacing and effective wet cleaning of haul routes; and

Site activities

- 6.11 Wherever possible, renewable, mains or battery powered plant items will be used.
- 6.12 Cutting, grinding and sawing should not be conducted on-site and pre-fabricated, pre-cut materials and modules should be brought to site. In cases where on site cutting, grinding and sawing must take place on site this must be done using equipment fitted with functional dust arrestment/suppression.
- 6.13 The contractor will notify the local authority if a concrete batcher is to be used on site; use best available techniques identified in the Process Guidance note; and carry out these processes in an enclosure, wherever possible.
- 6.14 Skips, chutes and conveyors should be completely covered or enclosed to ensure that dust does not escape. Drop heights should be minimised to control the fall of materials.

Damping Down

6.15 The contractor will commit to the following:

- ▶ Clean road edges and pavements using wet cleaning methods;
- ▶ Consider using fixed or mobile sprinkler or irrigator systems;
- ▶ Where possible, use a sustainable source of water;
- ▶ Contact the Environment Agency for advice regarding recycling any collected material or handling run-off water according to their legal requirements; and
- ▶ Provide hard-standing areas for vehicles and inspect and clean these areas daily.

Training of Site Operatives

- 6.16 The contractor will use the skills of local sub-contractors and tradesmen as appropriate and whenever possible. The workforce will be encouraged to use public transport wherever possible.
- 6.17 The contractor will designate the person(s) who will have responsibility for ensuring adherence to good practice measures. The designated person will be on site at all times to ensure that operations are taking place and have the necessary authority to initiate changes to work practices and/or mitigation as appropriate.

-
- 6.18 Contractors will be required to comply with all relevant environmental legislation and to take account of published standards, accepted industry practice, national guidelines and codes of practice appropriate to the scheme.
 - 6.19 Contractors will ensure that all employees are aware of the site rules and their environmental responsibilities, to identify training needs for personnel and to provide appropriate training. The training will include talks for site operatives to maintain an appropriate level of awareness of environmental issues.

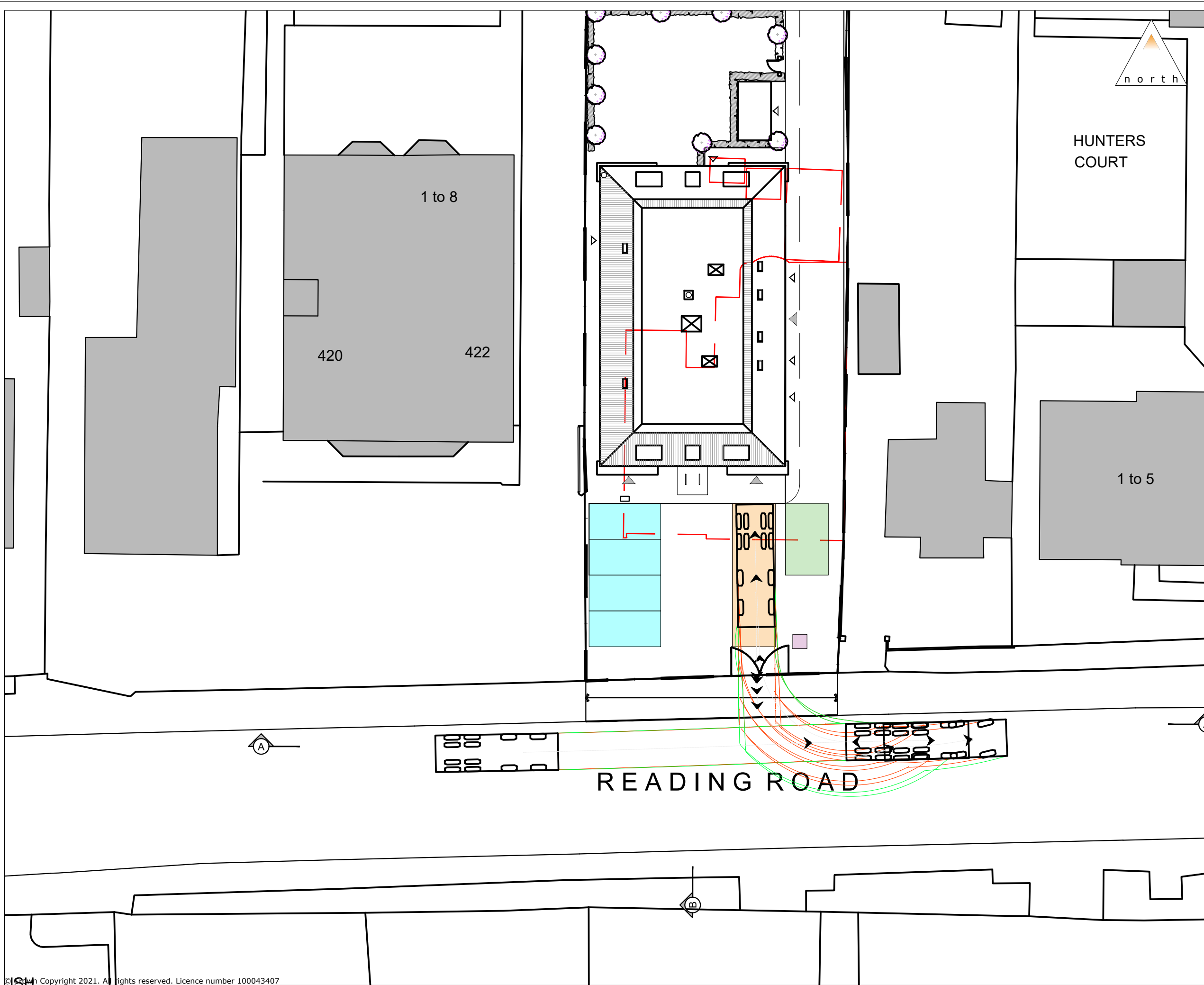
7.0 Monitoring and Review

- 7.1 As a live document, the Construction Method Statement will be reviewed and updated by the Construction Method Statement Co-ordinator on a regular basis. The Construction Method Statement Co-ordinator will be the first point of contact regarding the Construction Method Statement and its implementation on site.
- 7.2 The Construction Method Statement Co-ordinator will liaise with Wokingham Borough Council, where appropriate to provide regular updates on the implementation of the Construction Method Statement and its effectiveness.

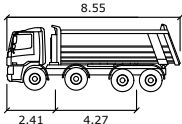
Appendix A

Swept Path Analysis – Construction Vehicles

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Track : 2.55
Lock to Lock Time : 6.0
Steering Angle : 35.5



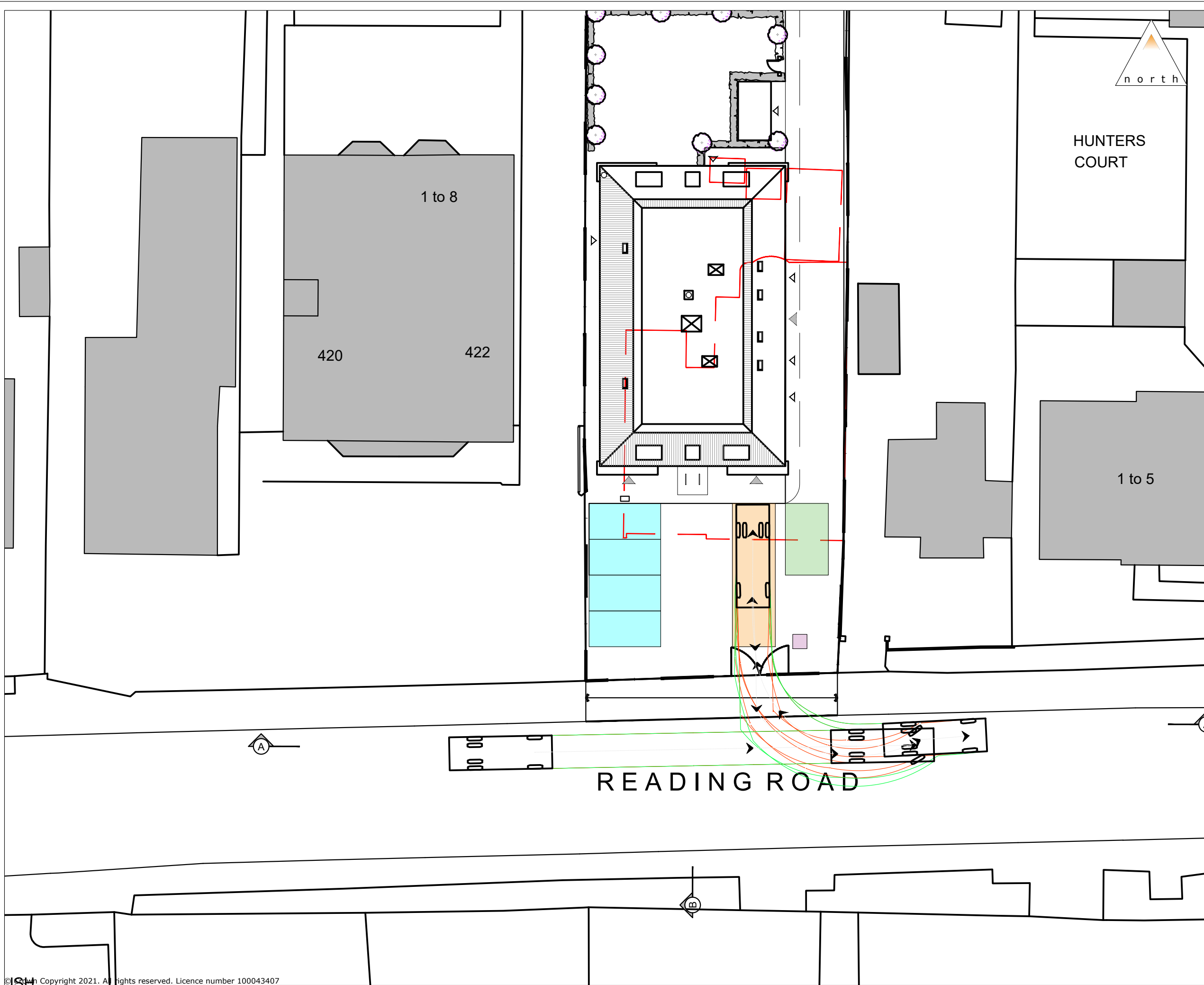
Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

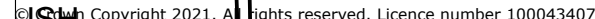
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Project:	
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Client:	
Mr Upinder Aujla	
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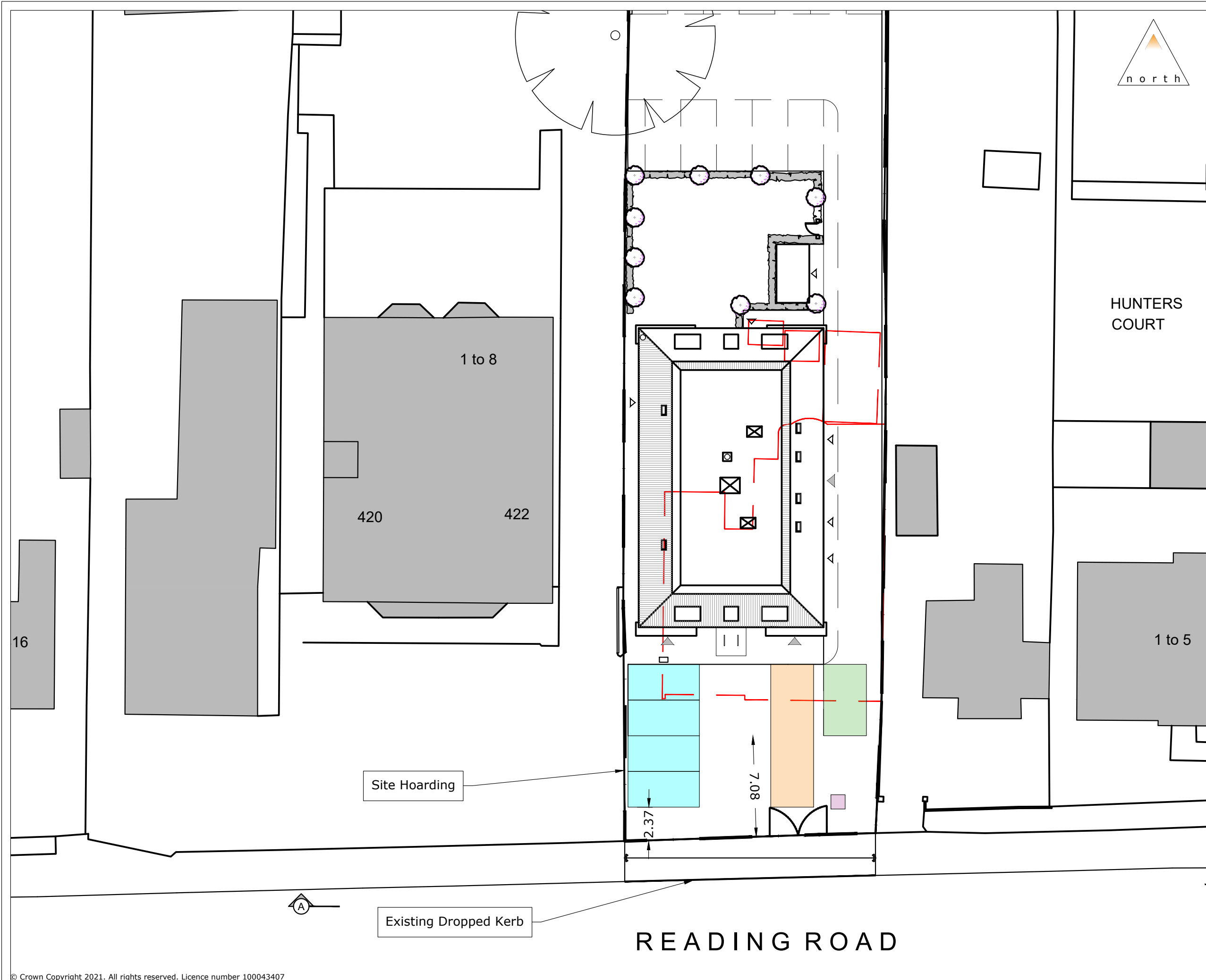


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Appendix B

Construction Site Layout

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Legend:				
Wheel Washing Facilities				
Staff / Visitor Parking				
Site Storage Area				
Loading / Unloading Area				
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T: 0118 467 4498				
Guildford - London - Reading www.motion.co.uk				
Project: 424 - 426 Reading Road, Winnersh				
Title: Construction Site Layout				
Client: Mr Upinder Aujla				
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