BEAU BESPOKE

Construction Management Plan

Project Strowdes

Revision Number	Issue Date	Issue Description	Prepared By	Management Approval
P.01	28.02.25	Draft, issued for review	JG / NC	
P.02	13.03.25	Issued for Planning review (discharge of conditions)	JG / NC	
P.03	20.03.25	Issued for discharge of planning conditions	JG / NC	
P.04	31.03.25	Minor amendments.	NC	
P.05	21.07.25	Additional information included, as requested by LPA Highways.	NC	

Version History

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1.0 INTRODUCTION

1.1 Aim and Purpose

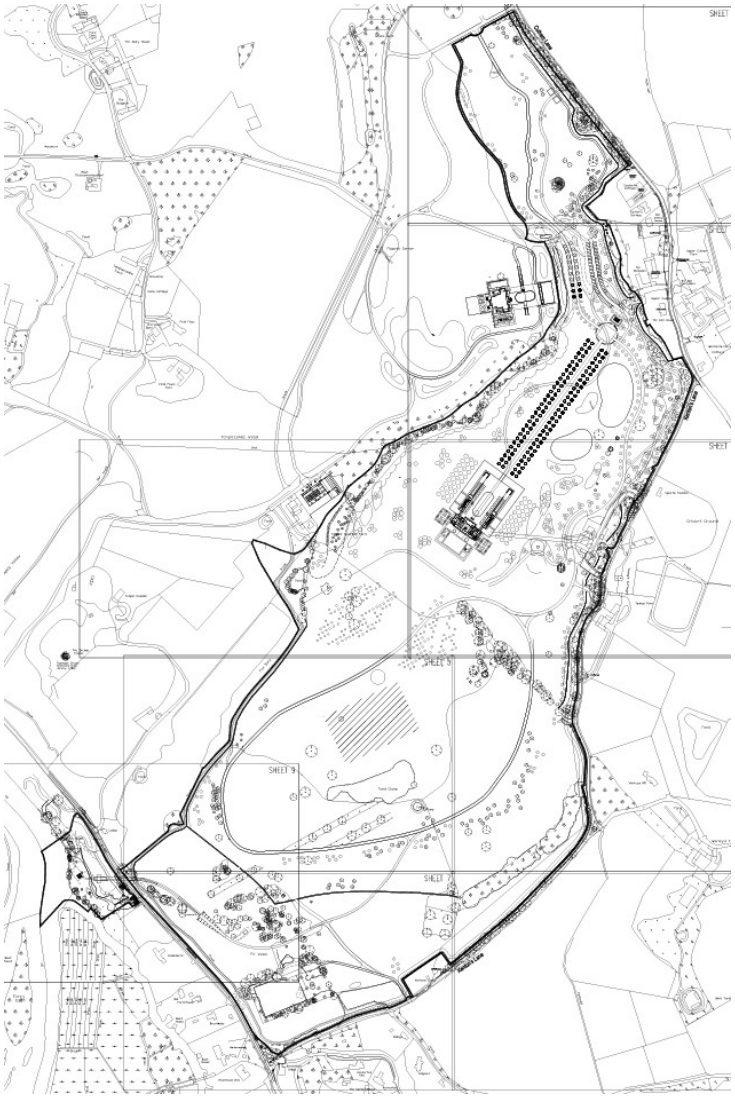
The Construction Management Plan aims to identify and manage risks related to the Strowdes Project in accordance with CDM 2015 Regulations, providing clear and concise information. It aims to eliminate identified risks or implement control measures to minimize environmental and neighbourhood effects. The plan prioritizes adequate planning, suitable controls, and legislation compliance, demonstrating a professional, responsible, and considerate approach to those affected by the planned construction activities.

This document is designed to be used by contractors and subcontractors and should be seen as the commitment of Beau Bespoke to management of the site.

2.0 PROJECT BACKGROUND

2.1 Site Description

The site is currently an 80ha estate bordered by the River Thames and the A321 to the south, Kenton's Lane to the east, Culham Lane and White Hill to the north and Park Place Phase I to the west.
The site is currently a mixture of farmland, grassed areas and woodland, in general sloping from north to south and is bisected by existing site roads, with no existing buildings on the site. The site address is Strowdes Estate, Kenton's Lane, Henley-On-Thames.



The site currently has access from the southeast on Kenton's Lane, and the north onto Culham Lane.

The site resides within the domain of Wokingham borough council.

The geology of the site is chalk and top soil is covered in grassland and vegetation throughout.

There are currently no mains utilities or services onsite.

Adjacent land ownership are predominantly residential. The current usage of the site is greenfield.

Henley-On-Thames is located to the north of the site at c.2.5 miles and Wargrave c.2 miles to the south.

Sensitivity to the ecology of the site is limited to the existing trees (RPZ in place), and existing habitats around hedges and grasslands.

3.0 PROGRAM & CONSTRUCTION SCHEME

3.1 Program of Works

Site wide works & Landscaping

1. Planning completion – June 2026
2. Design completion – March 2025
3. Procurement completion – Aug 2026
4. Construction completion – Jul 2029

Main House

1. Planning completion - Oct 2026
2. Design completion - Sept 2026
3. Procurement completion - Dec 2026
4. Construction completion - Aug 2029

Gate House

1. Planning completion - Dec 2025
2. Design completion - Aug 2026
3. Procurement completion – Oct 2026
4. Construction completion - Aug 2029

EMB, Tunnel & Heli Hanger

1. Planning completion - Sept 2025
2. Design completion - Oct 2025
3. Procurement completion - Feb 2026
4. Construction completion - Feb 2028

Staff Village

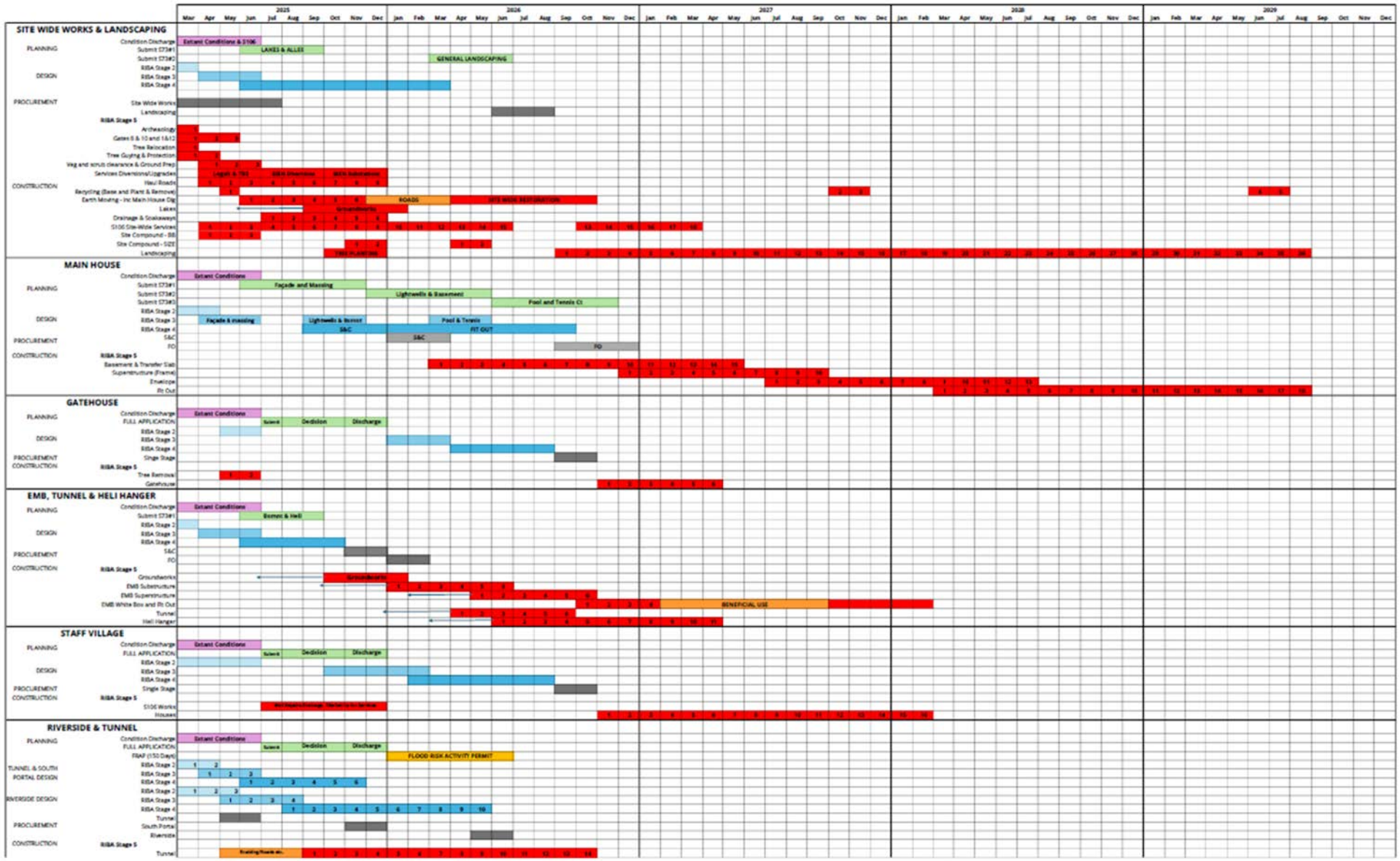
1. Planning completion - Dec 2025
2. Design completion – Aug 2026
3. Procurement completion - Oct 2026
4. Construction completion - March 2028

Riverside & Tunnel

1. Planning completion – June 2026
2. Design completion – May 2026
3. Procurement completion – June 2026
4. Construction completion - Feb 2028

PROJECT CONWAY
High Level Programme
Revision C

25/03/2025



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3.2 Brief outline of works

The project will consist of the construction of an exemplary contemporary Family Home with ancillary accommodation, built to the very highest standard and encompassing the latest technologies and methods of construction.

Ancillary accommodation consists of a Gatehouse to the Family Home, an Estate Management Building (EMB), a Staff Village, a Riverside Pavillion and Boathouse. There will be general landscaping works throughout the site including tree planting, re-contouring, alterations to existing (on site) private roads and the creation of lakes and other water features.

The construction works are currently planned to be done over three phases dependent on the planning application discharges. As the works develop it is likely that more than one contractor will be onboarded to complete the works listed below. The construction sites will remain independent with each contractor responsible for Health and Safety within their own site boundaries.

Tranche 1 Enabling works

- Discharge of planning conditions
- Establish site set up for phase one works
- Site entrances enabled
- Site boundary secured
- HV cable diversion
- Temporary builders supplies established
- Estate road network developed
- Walled garden remedial works completed
- Culham lane drainage works complete
- Tree protection works
- Cut and fill works to entire site

Tranche 2 Tunnelling works and Riverside works

- Establish site set up for riverside and tunnelling works
- Enabling/clearance works for riverside
- Commence tunnelling works
- Staff accommodation building

Tranche 3 Main house works and estate management building

- The CPH&SP with be developed and updated during each phase of works to ensure the risks associated with each phase are correctly highlighted and managed.

3.3 Proposed Site Layout Plan

The estate is bounded in part by Culham Lane, Kenton's Lane, Wargrave Road, the River Thames, and along the eastern boundary by other tree lined Estates. The main access is via an existing entrance off Culham Lane.

4.0 PROJECT ACTION PLAN

4.1 The Risks

It is essential that any potential risks associated with the project and the planned construction activities are identified in terms of the impact they may have on the surroundings (neighbours, public and environment). By identifying potential risks it enables informed decisions to be made, alternative methods to be considered and control measure to be established and implemented to wherever possible reduce that impact.

At all times the activities will be managed with consideration of the potential impact to the adjacent residential properties. Furthermore, due care and diligence will be taken to minimize any impact upon the traffic flow in the surrounding areas with our deliveries. We will be implementing a construction traffic management system and logistics plan, which will rely on the use of several entrances to the estate (this is subject to agreement with the local planning authority)

Our initial risk analysis below will be constantly reviewed and updated as the work progresses.

Risk	Risk Ratio (Possibility / Importance) 1=Low, 3=High	Action – Procedure, Control Measures
Traffic & pedestrian interactions	3 / 3	Traffic Management Plan and suitable traffic marshalling/ policing to manage on site vehicle movements. Boundary protection and housekeeping. Designated routes on public highways for HGV deliveries – separate from contractors' vehicles.
Existing services	3 / 3	Full Below ground services survey undertaken by Sumo Services. Services identified, locations/ routes recorded on record drawings, service routes marked on site with pegs and warning signage. Permit to dig procedure to be followed at all times. Access to be maintained for statutory authorities to existing infrastructure/ equipment/ metering. Where necessary protection of services to be installed and suitable signage provided. Works in the vicinity of existing overhead electrical infrastructure to be planned and implemented in accordance with HSE guidance document GS6 and Regulation 18(3) of the Electricity, Quality & Continuity Regulations 2002 (ESQR)
Fire	2 / 3	Implementation of fire strategy plan, site inductions and strict no smoking policy. Site to be kept clean and tidy, with all waste being cleared to a central point. Hot works permit procedure to be followed at all times. No waste to be stored within 7 metres of a structure.
Emissions to air	3 / 3	Regular servicing/ maintenance of plant/ equipment to reduce emissions, noise, vibration etc. Plant turned off when not in use. Damping down of haul roads - Adequate source of water is available from the borehole located on site.

		Dust extraction to cutting tools. Strategic placement of screens/ bunds to reduce noise/ dust pollution. Noise monitoring where required.
Damage to adjoining properties	2 / 3	Point of contact established with adjoining properties, regular contact to ensure neighbours are aware of site activities and planned service diversions etc.
Traffic management / deliveries	3 / 2	All HGV deliveries to access project via Gate 1 – Upper Culham Lane in accordance with the TMP and signage placed on public highways. Deliveries to be scheduled to avoid peak times. Holding area for delivery vehicles located on site adjacent Gate 1 for vehicles waiting to offload or on Tacho break. Contractors' vehicles to access project via Gate 8 or Gate 10 – Kentons Lane. All vehicles to be booked on and off site with the traffic marshal. All HGV vehicles to use wheelwash prior to leaving site, proposed location of the wheelwash is shown on TMP drawing DDC3140 included in this Plan.
Site working hours	1 / 3	Strict adherence to working hours: Monday to Friday, 8am-6pm 8am – 1pm Saturday – no Sundays or Bank Holidays. Unforeseen and emergency situations to be advised.
Disruption by operatives	3 / 3	Site inductions, strictly prohibit use of radios Courteous driving.
Security of estate and boundary	2 / 3	Hourly security patrols of the estate perimeter undertaken 24 hours a day 7 days a week. The estate boundary consists of heras fencing, existing beech hedging and estate metal railings. The construction sites will be further secured with heras type fencing to deter unauthorised access.
Maintaining image	2 / 3	Decorated, well signed hoarding at entrance Gates to be maintained. Regular perimeter sweeps to remove litter. Wheelwash for HGV vehicles leaving site to ensure dirt/ debris is not deposited on the public highway. Proposed location of the wheelwash is shown on TMP drawing DDC3140 included in this Plan. Roadsweeper where necessary to ensure the site traffic does not deposit dirt/ debris on the public highway.
Pollution and environmental response	3 / 3	Control measures to prevent pollution. Refuelling areas to be established – spill kits and fire extinguishers to be located in these areas at all times. Fuel to be stored in bunded storage only. Plant operators to be: - Familiar with control measures to prevent pollution - Familiar with refuelling procedures - Familiar with procedure in the event of an unplanned spill (regular spill drills and toolbox talks to be carried out).
Damage to adjacent public highway incl' carriageway and street furniture	2 / 3	Comprehensive survey of the public highway to be carried out prior to works commencing. Movement monitoring to be carried out during excavation phase of construction of the vehicular tunnel below Wargrave Road connecting The Estate to the Riverside frontage.
Archaeological	1 / 3	An archaeological fieldwork has been completed in

finds		accordance with the county archaeologists requirements. Nothing discovered of significance. It is therefore determined that the risk of unexpected archaeological finds is very low. Should at any time unexpected archaeology is found during the works the excavation(s) will be halted immediately and the archaeologist consulted.
Asbestos	1 / 3	No asbestos has been identified on site. There is one small brick built structure on the estate to which an R&D survey has been carried out including samples. Lab results confirm no ACM present. Should suspected ACM be exposed when carrying out excavations works will be halted immediately, samples of the suspected materials taken by a UKAS accredited company and tested to establish whether or not it is an ACM.
Tree protection	1/3	Trees and RPZ's have been identified on site, these have been protection from plant and personnel by the means of chestnut pale fencing site wide.
Ecology	1/3	Surveys are currently being undertaking to establish existing wildlife and habitats, when and where these are identified exclusion zones will be implemented, and supervision of specialized consultants is mandatory for any works being undertaken in the vicinity of these habitats.

4.2 Implementation, Communication & Review

The Construction Management Plan will be reviewed regularly at our team meetings, using the following Agenda:

- Progress of works and impact.
- Programme (look-ahead) and impact.
- Any recent complaints or compliments arising.
- Site hoarding and signage (condition of).
- Noise.
- Dust.
- Deliveries / traffic management.
- Any other business.
- This will identify any issues or concerns that need to be reviewed, considered or require action on a regular basis.
- The Construction Management Plan will develop and change throughout the project and be updated accordingly. A copy of the Construction Management Plan will be circulated amongst the team.
- The Construction Management Plan will be issued with the tenders and communicated to our sub-contractors during their prestart meeting.
- We will review the Construction Management Plan on a quarterly basis as a minimum or if there is a material change to the activities planned or if changes are required as a result of a complaint/ incident etc.
- Any revisions will be subsequently communicated to relevant parties.

4.3 Community Relations

A letter of introduction has been personally delivered to the neighbours to advise them that allowed enabling activities have begun. Building and keeping positive relationships with the individuals who live and work in the vicinity is crucial. Our monthly newsletter, which will be sent by hand, will be used to further inform our neighbours about our work and upcoming events. There will be a list of all the neighbours and nearby properties, and frequent open contact will be maintained.

4.4 Incident Reporting Procedure

Any concerns submitted will be addressed promptly, fairly, and professionally. Any remedial action that is required will be carried out right away. The kind of complaint, the person who filed it, the date, the time, and the action taken will all be recorded in an on-site log.
Our Project Manager at our main site office will be the immediate recipient of any complaints.
We will post contact information on the notice board at our hoarding location.
Any compliments will also be shared with the project team and noted appropriately.

4.5 Prevention of Emissions to Air

- Demolition / breaking out works will be sprayed with water to reduce dust.
- Damping down of haul roads to prevent emissions to air – Adequate source of water for this is available from a borehole located on site.
- Where possible off-site cutting will be utilized, where on site dust extract systems will be used.
- All plant/ equipment to be regularly serviced/ maintained.
- No plant/ equipment left running when not in use.
- Strategic placement of bunds or screens to reduce noise/ dust/ pollution
- Noise monitoring to be implemented should this be required and records kept.
- We will prohibit the use of radios on site.
- Wheel washes to be mandatory on site exits.
- Water suppression methods to be used through the site.

4.6 Site Perimeter Fencing

The hoarding will be decorated, well signed and regularly cleaned/ maintained. One of our site team will be nominated to carry out frequent inspections.

Clear and simple signage will be displayed around the perimeter of the site instructing and directing personnel / visitors. Signage will be always maintained. All signage will meet current legislative requirements.

The entire perimeter of the site will be secured by a combination of existing hedges (that will be maintained), Heras fencing, and temporary hoarding, along with gates and security and access points.

4.7 Deliveries, Waste Removal and Materials Storage

- All deliveries will be booked in to avoid peak times.
- All HGV vehicles to access the project via Gate 1 off Upper Culham Lane in accordance with the TMP and signage placed on the public highway.
- Holding area for HGV delivery vehicles on site adjacent to Gate 1 for vehicles waiting to be offloaded or on Tacho break.
- All HGV vehicles to use wheelwash prior to leaving site, proposed location of the wheelwash is shown on TMP drawing DDC3140 included in this Plan.
- On site recycling/ waste management facilities to ensure where possible the minimal amount of waste is removed from site.
- No as dug material arising from the permitted works will be removed from site, it will be placed in stockpiles for re-use within the estate in accordance with the landscape masterplan. This reduces HGV vehicle movements off site significantly.
- All deliveries to be offloaded on site in designated offloading areas. Offloading on the public highway is strictly prohibited and not required.

4.8 Security

The site will be secured and locked at the end of each working day. A security company carries out hourly patrols of the site boundary 24 hours a day 7 days a week. Traffic marshals are responsible for ensuring that all personnel, deliveries and visitors adhere to the signing-in and out procedure during work hours.

4.9 Site Offices

Please refer to section 6.0 below which indicates our proposals for site establishment / welfare facilities for the planned works. The welfare facilities will provide compliant serviced toilets, canteens, drying rooms, offices, storage, smoking areas, parking etc. suitable for the activities being carried out and will have a dedicated cleaning team to ensure they are always kept in the highest order. An AED is also located in the site establishment.

4.10 Health & Safety Plan

Beau Bespoke have formulated a project specific Health & Safety Plan known as The Construction Phase Health & Safety Plan (CPP), which is available upon request. The Plan details all aspects of Project Health & Safety.

4.11 Emergency Procedures

Should there be a need to evacuate the site office during working hours, all site personnel will muster directly at the specified emergency assembly points as briefed in the detailed site induction and identified on the site establishments plans for each of the work areas. As detailed in on the site safety board, and marked by signage around the perimeter of the site office.

4.12 Working Hours

We will strictly adhere to the Local Authorities' working hours:
Monday to Friday - 8am - 6pm
Saturday - 8am -1pm
No Working on Sundays or Bank Holidays

Unforeseen and emergency situations will be dealt with in a swift and professional manner. We will advise the Local Authority and the neighbours accordingly.

All deliveries to and from the site will be made during the stipulated working hours. In exceptional circumstances (e.g. a late concrete delivery due to local traffic conditions), we will again advise the Local Authority and our neighbours.

This will be the exception rather than the rule.

4.13 Damage to Adjoining Properties

There are two private estates adjoining the estate with a number of other properties sharing the boundary with the public highway. There are no activities required within close proximity of neighbouring properties or structures.

4.14 Consultation & Communication

Once a master construction programme has been fully developed and agreed we will then close out our project delivery schedule. This will consider the number of vehicles we will be anticipating using the site. Anticipated peak HGV movements will be communicated to local authority in our TMP.

During the project there may be instances of extraordinary deliveries which may require us to liaise with the local authority. This will be the exception rather than the rule and to further extend our courtesy we will ensure our neighbours are informed in good time via a newsletter, should these deliveries have any form of impact on them.

5.0 TRAFFIC MANAGEMENT PLAN

5.1 Introduction

A Project Traffic Management Plan has been prepared commensurate to the level of risk identified. The traffic management plan will be reviewed regularly and consider changes in the work practices that may have an impact on the level of risk. The Primary HGV access on Culham Lane has a minimal level of pedestrian and vehicle movements every day as it has no footway; this road has a very low number of vehicles, typically used by local residents. Culham Lane is a turning off the A4130 which has moderate traffic levels and minimal pedestrian and cycles levels. The main activities involving vehicles at the Project are identified but not limited to the following:

- Deliveries of materials and equipment for site set up and enabling works.
- Deliveries of large plant e.g. excavators, crane & scaffolding
- Deliveries of larges structural steel members and significant concrete deliveries.
- Waste Collection via skips or compactor and shredding services.

5.2 Purpose

The purpose of this Construction Traffic Management Plan (CTMP) is to fulfil the requirements of the procedures, requirements and standards necessary for managing the traffic effects during construction of the Project so that safe, adequate and convenient facilities for local movements by all transport modes are maintained throughout the construction period. This CTMP identifies the standards necessary for management of traffic control on the Project in accordance with the planning conditions. It is expected that the methodologies and mitigation measures specified in this document will be refined during project as work progresses throughout various seasons of the year to reflect any changes to the construction methodology, regulatory environment and any future unknown requirements for implementation of traffic control.

5.3 Hours of operation on site including weekday and weekend.

Monday to Friday 8-00am to 6-00pm

Saturdays 8-00am to 1-00pm

Sundays and Bank Holidays – Site not in operation

5.4 Contact details for the Site Supervisor responsible for on-site works, and details for reporting any complaints

Construction Liaison Officer and appropriate monitoring and review mechanisms

The Liaison Officer is Jason Gibbs, details as follows:

M – 07926 495924.

E – jason@beau-bespoke.co.uk

The on-site supervisor and designated Traffic Management Manager is TBC. They will be trained, qualified and experienced for the works they are to undertake. They will ensure that the CTMP is included in the pre-start meetings and during inductions. They will also establish the on-site requirement for road signage and the location of it will be identified on the site notice boards.

5.5 The management of the movement locally into and out of the site

We will provide segregated routes for pedestrians and vehicles. We will install speed limits, traffic calming measures and traffic controls. We have identified a secure area within our site for the storage of plant & materials, however, it is very important that these deliveries are efficiently controlled and managed to minimise disruption and inconvenience. Vehicles entering the site will be directed to the vehicle laydown area by a trained traffic marshal. Deliveries will be unloaded using Vehicle Hiab or the site telehandlers. Site Materials such as backfill, precast units, steel, etc. will be stored in designated material laydown areas. We will provide safe areas for vehicles to turn around within the site boundaries so that there is minimal off-site reversing; but where this is necessary (i.e. during tarmac works) the vehicles will be banked. It is important to note that all as dug material arising from the approved construction/ landscaping works will be retained on site for re-use in landscaping scheme. This will greatly reduce the number of lorries required for muck away services.

5.6 Access arrangements and times of movement of construction vehicles

The Main House and EMB access to the construction area is via Culham Lane (Gate 1) turning off of the A4130. LGV's and Cars are to utilise Gate 8 (refer to plans below).

Materials and Plant Deliveries
All HGV material and plant deliveries required for Main House, EMB and most of Staff Village should enter the site Via Gate 1.

Appended are details of the works associated with Gate 1. The existing metal estate gates off Culham Lane will remain open to avoid vehicles having to wait on the highway or restrict traffic. The shared entrance drive, and the locally widened estate entrance road, will be able to accommodate up to 5 articulated lorries whilst awaiting entry to the site through security. A traffic marshal will be on hand to direct or hold as required. Note that the largest vehicles have been tested with swept path / tracking software and these are also appended for information.

Having cleared security vehicles will procced south to the one-way system and prepared to be off loaded within the designated off-loading area north of Staff Village Build. Once off-loading has completed vehicles are to procced round the one-way system and exit the site Via Gate 1.
Every day a list of all deliveries required will be pre-prepared on a daily delivery schedule. This information will then be reviewed and scheduled to eliminate continuous deliveries and delivery due times will also be carefully considered to avoid peak traffic times and the time restrictions as noted above. The number and level of deliveries will be constantly reviewed with the frequency and size of

each delivery continually monitored to ensure that the minimum number of deliveries occurs.

Below is our estimate of HGV vehicle movements at Gate 1 for the project (it is anticipated that the main house build will be peak period for on-site traffic):

Concrete: This will average 5-10 lorries per day for the duration of the sub structure works and superstructure works and at peak times, this could be up to 40 loads a day. They will be always escorted by a banksman. All vehicles will be carefully banked into the main compound where they will be carefully unloaded. Once offloaded, they will exit through Gate 1.
Other materials: This will average 2-4 lorries per day for the duration of the sub structure works and superstructure works.
Scaffolding Lorries: A 7.5T flat-bed lorry will deliver all scaffold to site. They will be always escorted by a banksman. All vehicles will be carefully reversed in through the main site gates into the courtyard area and unloaded & loaded upon completion. During the scaffolding works, we would expect on average 1 no. 7.5T flatbed truck per week.
Cranes, Dumpers & Excavators: will arrive on site by low loader. A 40T machine is the maximum required to complete the basement excavation works.
Fit Out – This will be an average of 5 per week through Gate 1.

The anticipated programme durations associated with the above activities are as follows

CONSTRUCTION	Weeks
Main house mobilise	6
Main House Excavation	18
Substructure	60
Superstructure	52

During the construction phase of the Staff Village, HGV access will occasionally be required via gate 10 due to the topography of the landscape and no potential access route available from entering Via Gate 1. This requirement will have limited access during initial plant deliveries, concrete pours and any other HGV requirement specifically for this localised section of the site. All the above principles will be applied to Gate 10 as they do to Gate 1.

5.7 Routing to Culham Lane (Gate 1)

The primary considerations for the routing strategy is to use M & A roads as a priority whilst avoiding Kenton's Lane. The access routes to the site is set out in attached drawing showing that the proposed route will be from the North of Culham Lane. Site audits have been undertaken of the proposed construction routes and access point to site. Issues and constraints on the network have been considered under the following:

- height restrictions
- weight restrictions

- road classification
- road layout
- traffic calming measures
- sensitive receptors (such as schools, areas of high pedestrian movements)
- visibility constraints
- restricted access
- speed limits and traffic speeds
- junctions at or near capacity during peak periods
- public rights of way (PRoW)
- interface with school / college traffic

These are proposed to be managed as follows.
Road classification -The routes to site have been assessed on the principle that the construction vehicles use the major highways network (A and B Roads) before joining Culham Lane to access the site.

Road layout - The routes to site have been assessed on the principle that the construction vehicles avoid any particularly sensitive junctions in the local area and areas where road layout may be an issue. There is no known height restriction from the north.

Traffic calming measures - The routes to site have been assessed on the principle that the construction vehicles avoid, where possible, any areas where traffic calming measures have been implemented as this would highlight a likely sensitive area of the local highways network.

Sensitive receptors - Access routes have been developed, as far as possible to avoid passing sensitive receptors noting the feedback received from residents at the local public consultation for the project – avoiding Wargrave Village.
Visibility constraints - There are no identified issues with exiting vehicles onto the A4130 from Culham Lane.

Restricted accesses - All procured deliveries will be required to assess road widths and to ensure appropriate sized vehicles are chosen for site deliveries.

Speed limits and traffic speeds - As part of this CTMP all vehicles used on the project will be required to stay well below the speed limits (5 mph) on the routes used for access to the sites and compounds. All drivers will be briefed upon the environmental policy and supplied with a driver information pack highlighting all the various route limitations.

5.8 Details of wheel cleaning facilities to prevent mud or other materials on the highway

We intend to base course as much of the external areas of the site early in the project; this will

prevent vehicle wheels getting clogged with mud and minimise the risk of mud being left on the local roads. In cases where wheels could gather mud we will be washing down the vehicles prior to them leaving site. This wheel wash area will be connected to a silt trap before discharging as storm water into the local drainage system. Roads will be consistently washed down by the use of operative and pressure washer or road cleaner.

5.9 Travel initiatives for site related worker vehicles

We will encourage staff, operatives and visitors to utilise public transport. Bus Route (239) from Henley Train Station, eight-minute walk to Hart Street (Stop B), five minute bus ride to Aston Lane followed by a six minute walk to Gate 1.
We will also encourage car sharing or mini-bus arrangements for the subcontractors so we limit the number of vehicles to and from the site.

We will have lockable cycle stands on site and we will actively promote the use of bicycles.
We currently have on-site parking for approximately 150 vehicles so that Culham Lane does not get used as a car park.

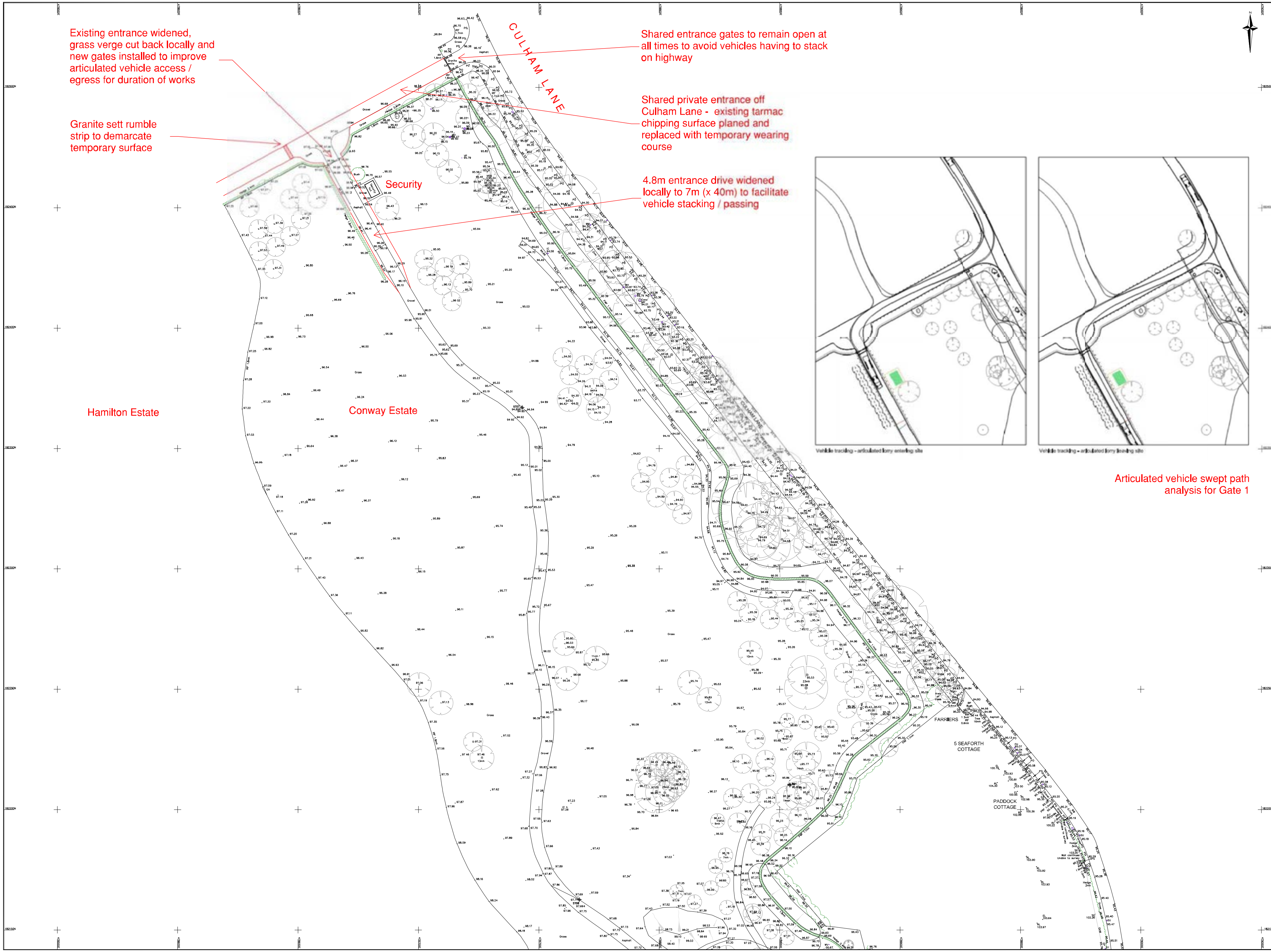
5.10 Measures for engagement with local residents and neighbours

We intend to have an open-door policy for the local residents to raise any concerns and to see how the project is progressing.

5.11 Possible Public Highways Works

Where the workplace is adjacent to, or in, the public highway a competent person will be appointed to plan the traffic management scheme and supervise the works in accordance with the Approved Code of Practice “Safety at Street Works and Road Works” as a minimum standard. A specific traffic management scheme will be agreed with the highways / local authorities as appropriate.

Traffic management plans



NOTES

Survey has been undertaken to an accuracy commensurate with a scale of 1:500.

Plan co-ordinates are based on Ordnance Survey National Grid co-ordinates derived from GNSS observations to the National GPS Network. Co-ordinates have been transformed using OSTN15 and are subject to a grid scale factor.

Levels are above ODN (Ordnance Datum Newlyn) based on GNSS observations to the National GPS Network, transformed using OSGM15.

Levels on kerb lines are channel levels unless specified.

Based on the 2017 site survey, Drawing No.s 8170329-4200-4208C

ABBREVIATIONS

ACU Air Conditioning Unit
AL Access Ladder
AR Assumed Route
AV Air Valve

IRS Illuminated Road Sign
KO Kerb Outlet
LB Litter Bin
LP Lamp Post
MH Manhole
MK Marker Post
MS Multi-Stemmed Tree (No. of Stems)
NB Notice Board
NP Street Name Plate
OHW Overhead Wire
OSBM OS Bench Mark
P Pillar
PB Post Box
PC Pedestrian Crossing
PCF Post & Chain Fence
PF Palisade Fence
PK Portakabin
PL Planter
PL Plinth
PM Parking Meter
PO Post
PRF Post & Rail Fence
PSF Palisade Security Fence
PWF Post & Wire Fence
RE Rodding Eye
RH Road Hump
RL Ridge Level
RS Road Sign
RW Retaining Wall
SEP Service Entry Point
SL Soffit Level
SM Sump Level
SP Stand Pipe
SRW Stone Retaining Wall
SW Stone Wall
SWMH Surface Water Manhole
SY Stay Wire
TCB Telephone Call Box
TDR Traffic Direction Restrictor
THL Threshold Level
TK Top of Kerb Level
TL Traffic Light
TM Ticket Machine
TP Telegraph Pole
TPS Tactile Paving Slabs
TW Top of Wall
UTL Unable To Lift:
UTL(1) Covered
UTL(2) Immovable
UTL(3) Damaged
UTL(4) Bolted Down
UTL(5) Traffic Management
VP Vent Pipe
WB Wheel Barrier
WL Water Level
WM Water Meter
WO Washout
WV Water Valve
VDL Vehicle Detector Loop

SHEET LAYOUT

CONTROL STATION INFORMATION

STATION	EASTING	NORTHING	LEVEL	TYPE
ST01	478882.615	181950.493	97.288	Nail
ST02	478916.035	181762.039	95.898	Nail
ST03	478627.465	181508.283	91.870	Nail
ST04	478641.195	181720.521	95.546	Nail
ST05	478426.374	181350.691	89.523	Nail
ST06	478319.781	181299.307	85.466	Nail
ST07	478743.018	182367.016	94.898	Nail
ST08	478766.745	182162.610	97.664	Nail
ST11	478710.908	181205.187	83.737	Nail
ST12	478619.196	181125.004	80.344	Nail
ST13	478482.412	181087.513	75.939	Nail
ST14	478319.145	181064.877	72.890	Nail
ST15	478223.194	181157.556	75.653	Nail
S05	478241.757	181223.834	78.462	Nail

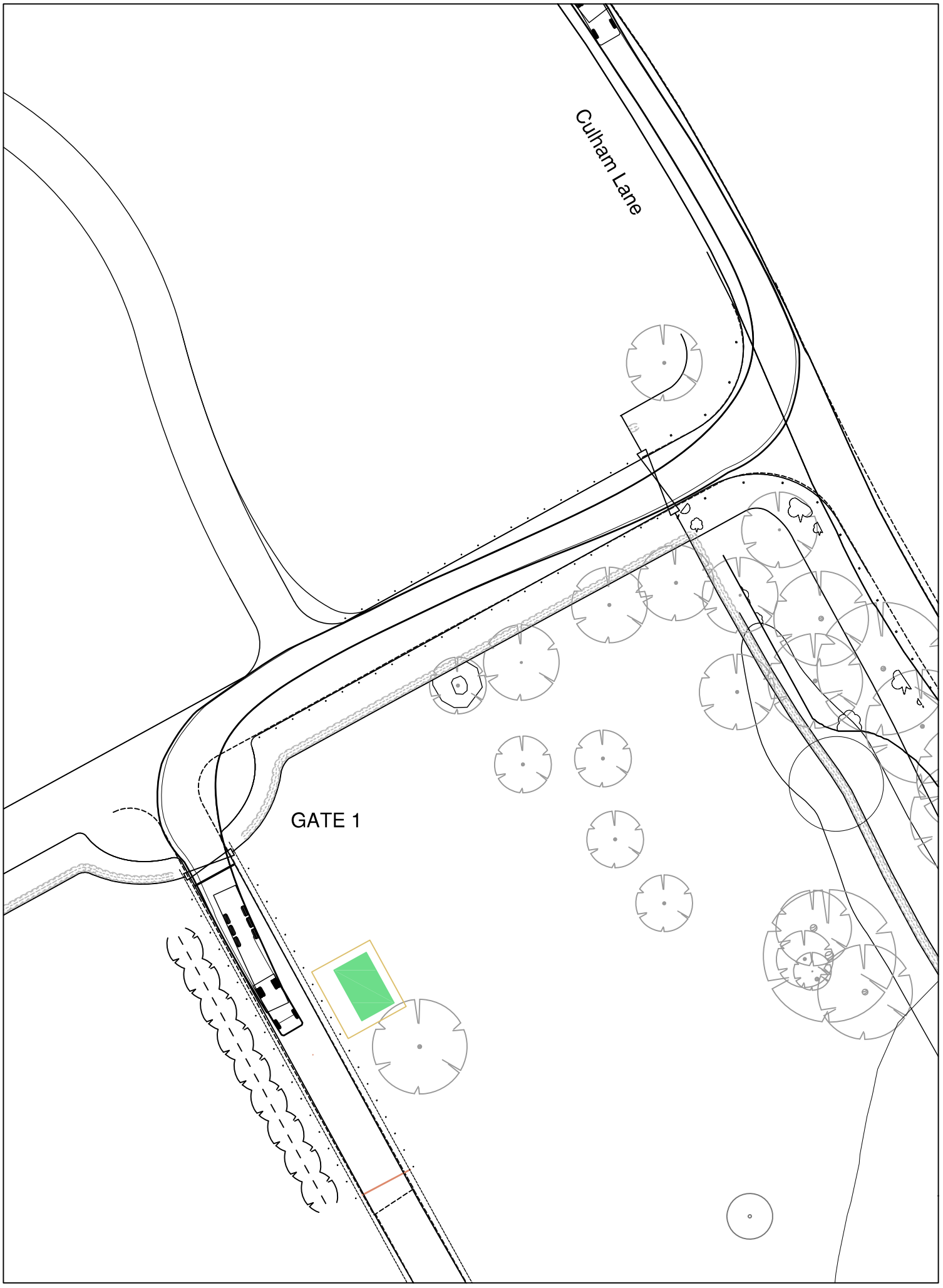
Rev.	Description	Date	By	Chkd

Client :

Project : CONWAY PARK
HENLEY-ON-THAMES
RG10 8NU

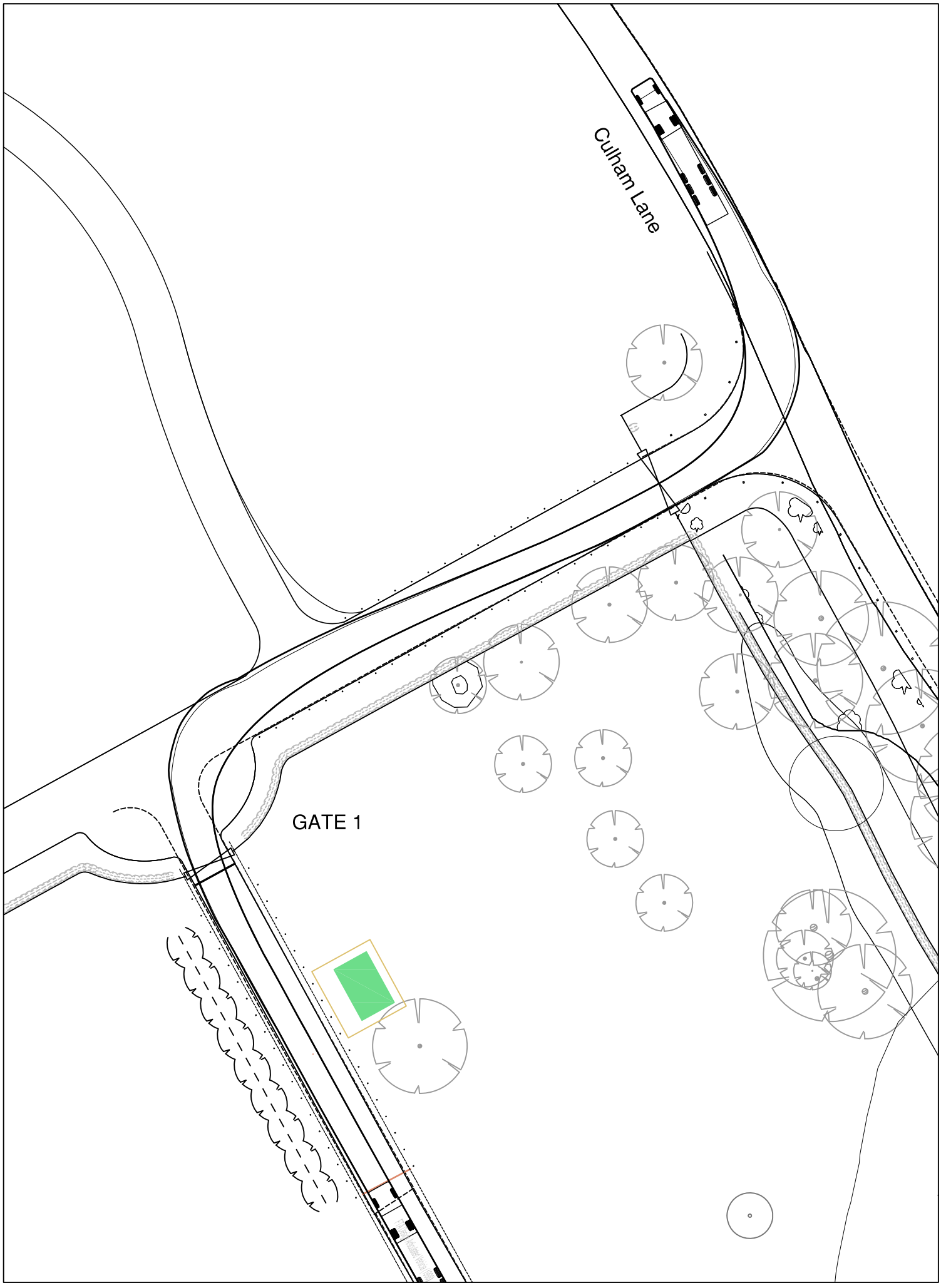
Title : Gate 1 enabling works

Engineer : Date :
Director : Scale : 1:500 @ A0 - 1:2000@A4
Status :
Drawing No. Rev



Vehicle tracking - articulated lorry entering site

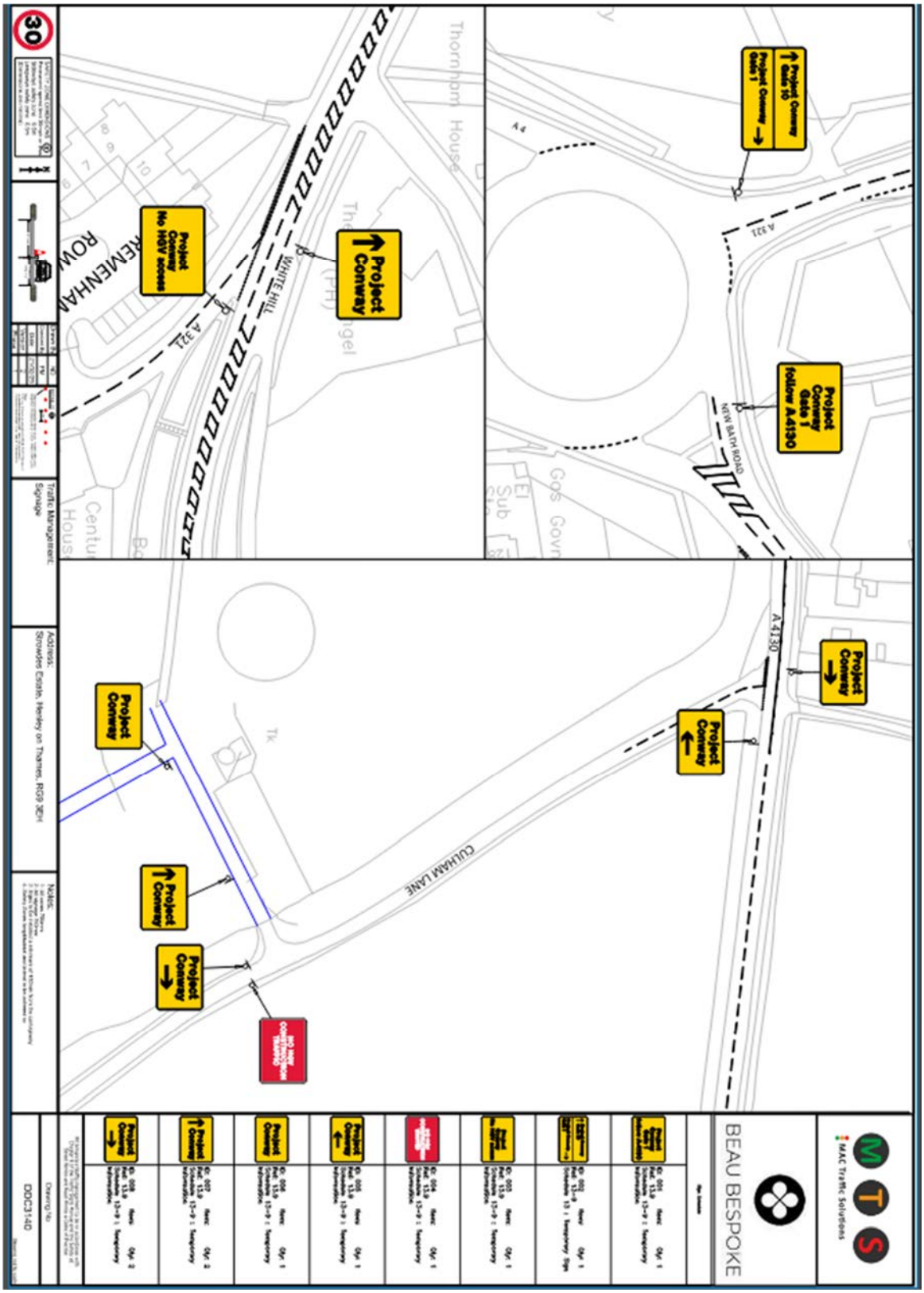
Scale 1:500 @ A4



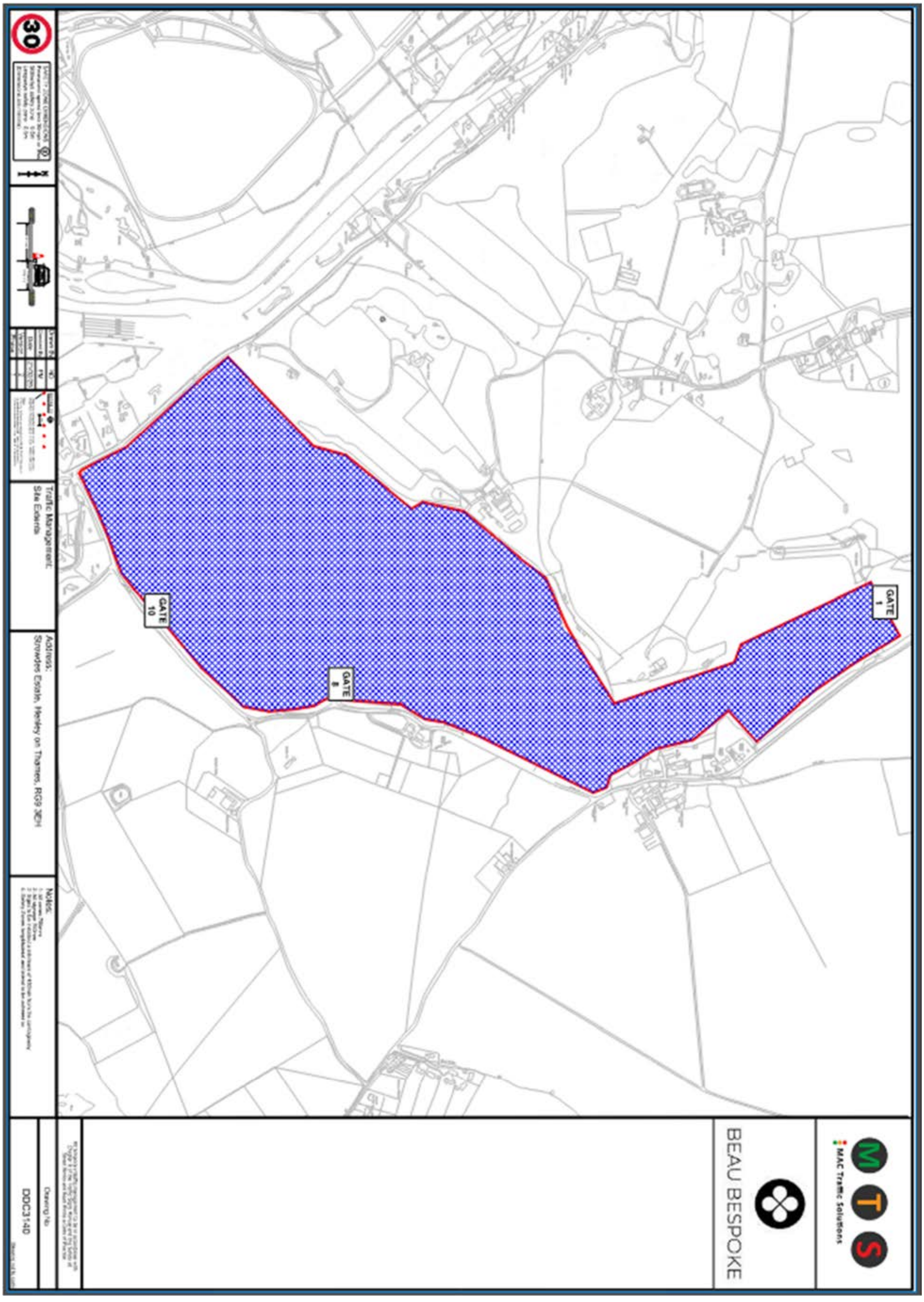
Vehicle tracking - articulated lorry leaving site

Scale 1:500 @ A4

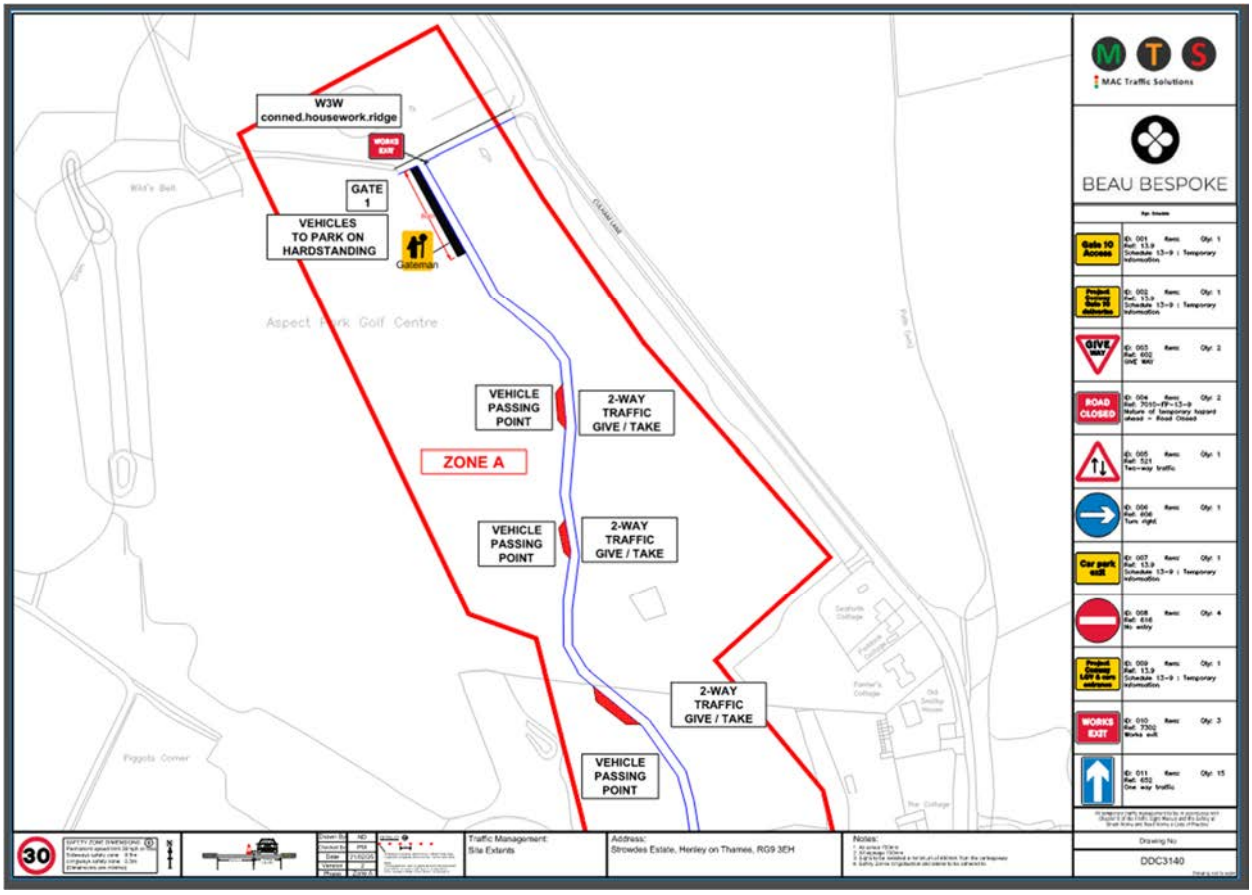
Facility
Project Conway Gate 10
Project Conway Gate 1
Project Conway Gate 1 follow A4130
Gate 10 Access
NO HGV CONSTRUCTION TRAFFIC
Gate 1 Access
NO HGV CONSTRUCTION TRAFFIC
MAC Traffic Solutions
BEAU BESPOKE
Traffic Management HGV Route
Address: Shrowdes Estate, Henley on Thames, RG9 3EH
Notes:
Drawing No
DDC3140

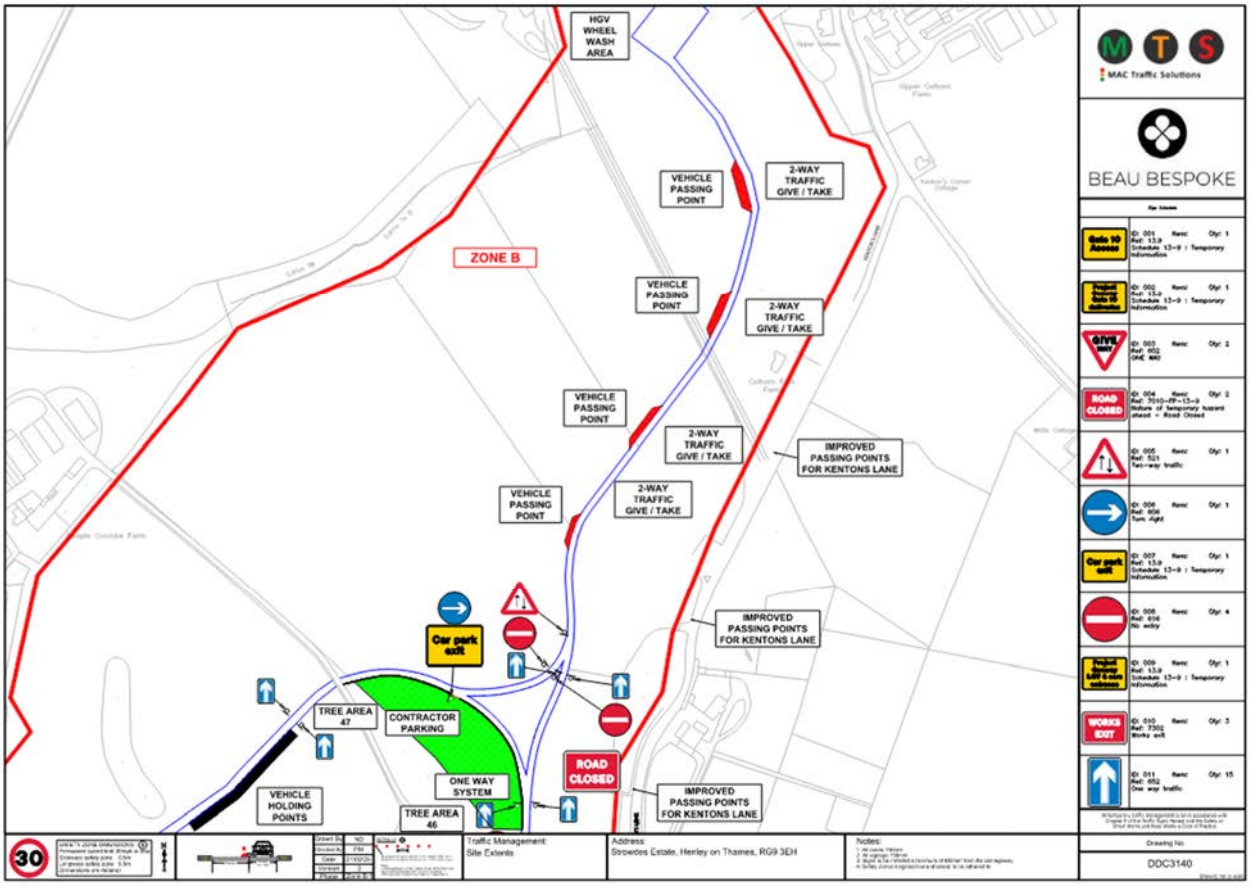

Project Convoy Gate 1 follow A4130
Project Convoy Gate 10
Project Convoy
Project Convoy No HGV access
A4130
A321
NEW BATH ROAD
WHITE HILL
CULHAM LANE
Thornham House
Traffic Management Signage
MAC Traffic Solutions
BEAU BESPOKE
DOC13140

BEAU BESPOKE



BEAU BESPOKE





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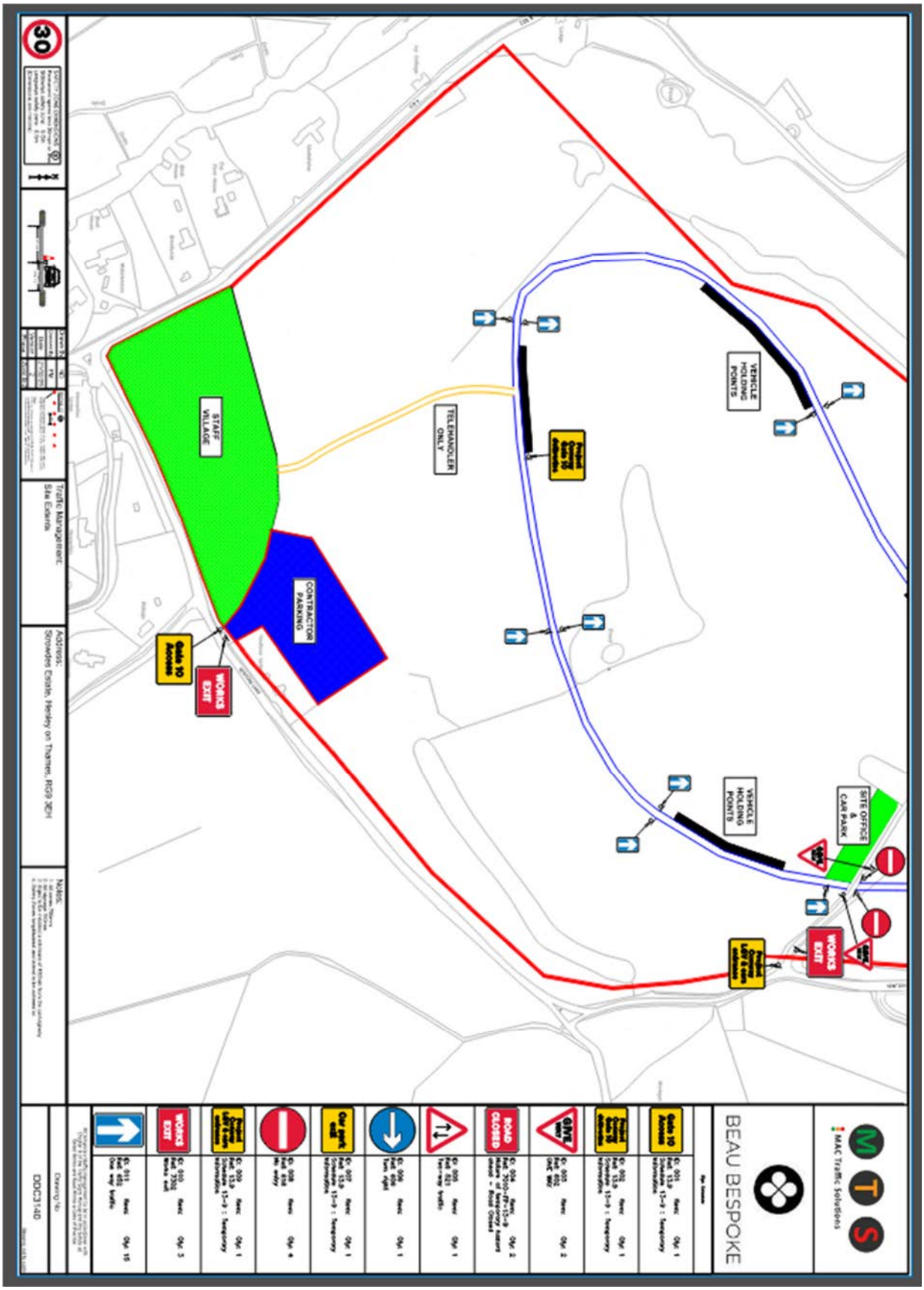
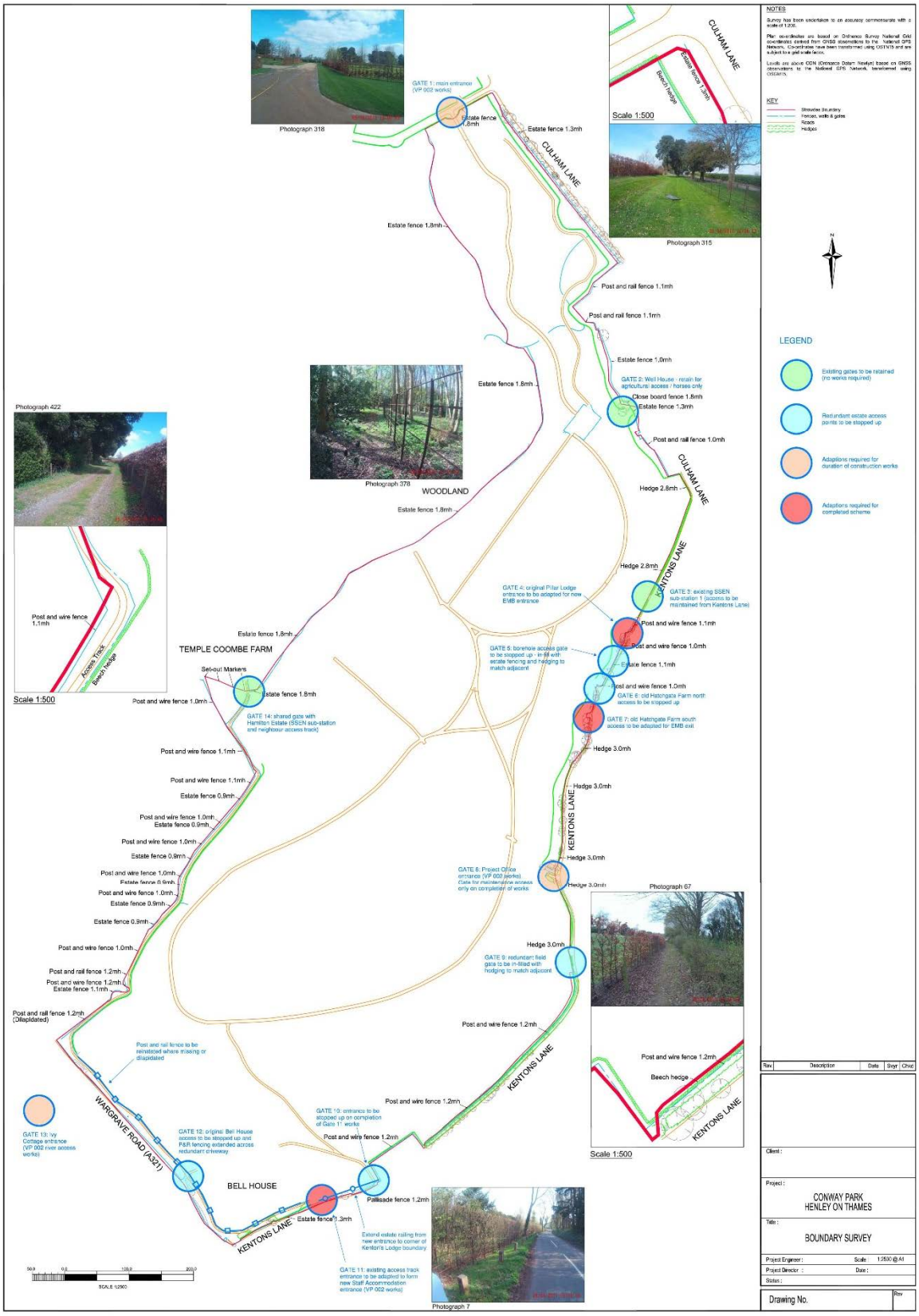


6.0 SITE ESTABLISHMENT PLAN



7.0 Proposed HGV WheelWash

GARIC

ON-DEMAND, ON-SITE, ON-TIME.

ENVIRO WHEEL WASH

A HISTORY OF INNOVATION

MIN 1 WEEK HIRE

STANDARD SPECIFICATIONS:

Product Code	300002
Unit Name	Enviro Wheel Wash
Dimensions with ramps	62 x 24ft / 20 x 7.3m
Dimensions without ramps	22 x 24ft / 6.7 x 7.3m
Weight	8500Kg
Weight (with pump)	17000Kg
Power type	6" Diesel water pump
Steel fabricated wash area	✓
Internal removable rumble road sections	✓
25mm water inlet (c/w ball cock fitted)	✓
Heavy duty lifting/lashing points	✓
Automated magic eye system	✓
Dig Measurements	6.3m length x 1.02m depth x 3.5m width

Our enviro wheel wash is the ideal solution for demolition, quarrying and ground works sites where trucks, dumpers and lorries are regularly passing through heavy duty mud, dirt and debris.

Our fully automated and totally self-sufficient enviro wheel wash is perfect for sites where sticky clay and mud can be a big problem. As vehicles pass through the wheel wash, exceptionally powerful jets spray water onto the wheels, chassis and undersides, cleaning the vehicles without them even needing to stop. The wheel wash is environmentally friendly and utilises the latest water filtration technology combined with a 100 percent water recirculation system.

It doesn't require an operative and is easy to maintain due to an innovative easy-clean water catchment area. Furthermore, it requires no electricity power source because it runs off a simple yet reliable 6" diesel pump.

The enviro wheel wash can be elevated and placed directly onto a surfaced area with ramps or excavated into the ground making it suitable for a large variety of sites.

KEY FEATURES:

- Powered heavy duty wheel wash
- Steel fabricated wash area
- Heavy duty lifting and lashing points
- Cleaning area with vertical spray jets
- Automatic sensors

OPTIONAL EXTRAS AVAILABLE

- Electric pumps
- Water fills
- Water Tank / Bowser
- Header Tank / Bowser

0330 094 8064 | www.garic.co.uk | info@garic.co.uk

*All data is based on Garic product specifications. If unavailable at the time of hire, an alternative specification model may be supplied.

BEAU BESPOKE

8.0 OUT OF HOURS CONTACT LIST

Project Conway	
Out of Hours Contact Numbers	
Project Manager	JASON GIBBS 07926 495924
Security Patrol	ON DUTY GUARD 07742 066114