Construction Transport & Environmental Management Plan

LAND AT BRIDGE FARM, TWYFORD

croudacehomes

CONSTRUCTION TRANSPORT & ENVIRONMENTAL MANAGEMENT PLAN

FOR THE DEVELOPMENT OF 200 UNITS AT

LAND AT BRIDGE FARM ROAD, TWYFORD, BERKSHIRE, RG10 9AQ

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INTRODUCTION AND OBJECTIVES

This Construction Transport & Environmental Management Plan (CT&EMP) has been prepared, for submission to Wokingham Borough Council on behalf of Croudace Homes Ltd. It has combined the requirements for a Construction Transport Management Plan together with the need for a Construction Environmental Management Plan, Phasing Plan and Communication Plan in the hope that it provides all, with one reference document for the management of the works. It also seeks to discharge Schedule of Conditions 3, 7, 8 and 52.

The CT&EMP describes the key construction activities and proposed programme for the development. It details the steps that will be taken during the construction phase of the project to help avoid adverse impact on highway safety and the amenity of the neighbouring area. It also outlines how it will support the ideals of sustainable development through careful waste management, and demonstrates that construction materials, labour and plant can access and park on the site in a safe and efficient manner. To address these issues the document covers the following topics: -

- The Site
- Description of the Work
- Public Safety, Amenity & Site Security
- Hours of Operation
- Noise and Vibration Controls
- Air & Dust Management
- Storm-water and Sediment Control
- Traffic Management
- Waste and Material Reuse

The CT&EMP forms part of the overall Project Management of the scheme, and as such activities described within this plan will be integrated with other Quality, Sustainability, and Health & Safety management documentation and processes.

1.0 THE SITE

The 30 acre site is located south of the A4 New Bath Road, Twyford. The site is bound to the north by the A4, to the east the rail line which runs north /south between Twyford and Wargrave stations; to the west the river Loddon and the south has a private road which connects to the A231 Wargrave Road. There is an existing track which runs north / south through the site

In the centre of the site is Orchard Cottage which does not form part of the development; however, vehicle access to the cottage must be always maintained. To the south of orchard Cottage are disused farm buildings, which are required to be demolished as part of the development.

Fig 1. Aerial photograph of site.

2.0 DESCRIPTION OF THE WORK

This CT&EMP relates to the construction of 200 dwellings with associated S278 works, infrastructure, substructure and superstructure works.

The development will be split into two phases. Phase 1 (97 plots) and Phase 2 (103 plots) as indicated in appendix

S278 works are required to provide access from New Bath Road (A4). A specialist contractor will be appointed to carry out these works, they provided a detailed programme and full traffic management plans for approval before works commence.

Infrastructure works will consist of the S278 works, provision of utility services to the site, construction of the access and onsite roads together with associated drainage and associated ponds within.

Substructure works will involve the excavation of house foundations, associated drainage and parking areas.

Superstructure works will involve the construction of the dwellings from oversite to completion. All units are of traditional brick & block construction with the exception of the show house on phase 1.

All work will be undertaken by contractors employed by Croudace Homes Ltd (CHL), directed by our Site Management who will be based on site.

The table below summarises the main programme activities to be undertaken, and the approximate duration of the works:

Activity	Duration	Estimate Start Date	Estimated Completion Date	Comments
S278 Works	3 months	September 2026	December 2026	Linked to Phase 1
Open Space	4 months	May 2026	September 2026	Linked to Phase 1
Infrastructure Works Phase 1	4 months	May 2026	August 2026	
Infrastructure Works Phase 2	4 months	October 2026	January 2026	
Substructure Phase 1	6 months	July 2026	Dec 2027	
Substructure Phase 2	6 months	January 2027	June 2027	
Superstructure Phase 1	18 months	August 2026	January 2028	
Superstructure Phase 2	18 months	March 2027	September 2029	

Table 1. Key Construction Activities & Anticipated Durations

Although Table 1 shows durations of each activity, these may overlap as works proceed concurrently, which will reduce the overall onsite construction period. The times stipulated are not for the entire development.

3.0 CONSTRUCTION TRANSPORT & ENVIRONMENTAL MANAGEMENT PLAN

3.1 PUBLIC SAFETY, AMENITY & SITE SECURITY

3.1.1 Site Safety

As Principal Contractor, Croudace Homes Ltd (CHL), will be responsible for the safety of all personnel and visitors on site, and will operate in accordance with all current Safety Regulations. This includes the approval of all Contractors Risk Assessments, Method Statements and the development of the Construction Phase Health and Safety Plan, in accordance with the Construction (Design & Management) Regulations.

Clear procedures will be imposed for all persons entering and leaving the construction site. All new visitors will be required to attend a site safety induction, or appointed with an escort to observe their safety during one-off visits.

A detailed fire risk assessment has been included as part of the project planning stage. This includes details on the storage and management of combustible materials, a smart linked fire alarm system throughout the site, designated smoking zones and best practice on storage and housekeeping throughout the duration of the project.

3.1.2 Visitor Access

The following arrangements will be instigated by CHL to ensure all visitors are safeguarded: -

- An area for visitor car parking will be allocated in proximity to the construction access
- A safe non PPE (Personal Protective Equipment) route will be clearly defined to allow pedestrian access from the visitor car park to the site office and welfare facilities;
- All visitors will be directed to the site office for registration, and site induction procedures as necessary;
- All visitors will be required to sign in and out of the site. At no time will any visitors be allowed to access areas where construction works are in progress without proper authorisation;
- CHL will ensure that an adequate range of protective clothing, hard hats, boots and other appropriate items of PPE are available within the site office for use by visitors at all times. These will be kept separate to those required for use by the Contractors site staff.

It should be noted that few visitors are expected to the site who are not directly connected with the construction works, and therefore familiar with the risks associated with building sites.

As the development progresses over time, any visitors wishing to view the show homes or other areas of the completed development will be directed to the site via the new access road. Parking provisions will be made available in proximity to the sales centre.

3.1.3 Site Security

As the S278 works and early infrastructure works progress, V-Mesh fence, hoarding and Heras panels will be used to secure the boundary and work areas from any unauthorised personal.

As work proceeds, a new infrastructure road will connect New Bath Road, long term security gates for the site will be installed, the compound will be formed with parking and safe area for site operatives.

These gates will be locked outside of working hours and manned during working hours to control and manage entry and egress from the site. When the gate is not in use it will remain closed.

The site whilst operational will be manned at all times at the main access gate on New Bath Road.

3.1.4 Site Welfare Facilities

Welfare facilities for both site staff and visitors will be located within the boundary of the development. These will consist of portable cabins, purpose made to provide the necessary provisions to comply with the Health and Safety Executive Guidance 'Provision of welfare during construction work'. This includes toilet facilities, drying rooms, canteen facilities, as well as a site office. First aid facilities will also be located within this site welfare accommodation for use by all in the event of an accident.

An emergency assembly point will be positioned at the site construction access entrance gates, where all visitors and staff are to congregate as a place of safety in the event of a major incident on the site, such as a fire. This location will be identified during all site inductions.

3.1.5 Site Security Fencing

The general public will be excluded from the site using appropriate fencing and signage. V-Mesh fence, Timber hoarding will be erected, to create a visual barrier from the works at these public interfaces. The site perimeter will be checked at regular intervals to ensure it remains undamaged and fit for purpose as the works progress.

3.1.6 Public Relations

The Site Manager, Patrick Newman, will be the 24-hour dedicated point of contact for the project as the project lead for all site operations. The Site Manager will be responsible for all communications with residents, and any out-of-hours incidents and emergencies. The contact details of this person, will be displayed on a sign board at the site entrance. An example of the poster can be seen in below;

A monthly Project Review Meeting (PRM) will be held on site with the wider project team and company Directors reviewing all aspects of the project including reviews and updates on our protocols with liaising with local residents and the community, managing the interface between the construction site the public, coordination of deliveries to ensure it remains a priority throughout the delivery of the project.

The Site Manager, Patrick Newman, will be contactable via the project specific e-mail address – Patrick.newman@croudace.co.uk .

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CROUDACE HOMES – CONSTRUCTION UPDATE & CONTACTS

Working hours: 08:00–18:00 Mon–Fri, 08:00–13:00 Sat (no Sun/Bank Hols unless notified)

Deliveries: Scheduled to minimize disruption.

Site Manager:

Name: [_____]

Phone: [_____]

Email: [_____]

Community Liaison Group:

Meets every 3 months online.

Want to join? Email or call the Site Manager to register your interest.

Stay informed:

- Monthly bulletin delivered by email
- Site noticeboards updated monthly

Thank you for your patience while we build new homes for Twyford

All adjoining residents will be notified of forthcoming works via a letter drop, which CHL will carry out prior to any works taking place, then at regular intervals online as the work proceeds as part of liaison group. These will outline the works due to take place within the coming month, any possible disturbance that these works could cause, the duration and any alternative action required, such as footpath closures or temporary traffic lights.

It is hoped that with this method of communication all will feel involved and informed of the works as they progress with the aim of keeping residents, businesses, and stake holders informed throughout construction – minimising disruption and build trust.

The community liaison group will provide a structured forum for dialogue and review of key plans with the aim having 1 – 2 residential representatives, local authority representatives and Croudace management at frequency of every 3 months for a duration of 30 – 60 minutes carried out online. The agenda will include an update on progress to date, a 12 week look-ahead, updates on noise and dust monitoring, review of complaints log/actions and community initiatives. It is intended to be a respectful discussion with minutes progressing within 10 business days.

3.1.7 Lighting Controls during Construction

Construction work will be undertaken during day-light hours only, in accordance with the agreed working hours. Task lighting may be employed during internal works of the proposed dwellings, which will not result in light spill to areas outside the site boundary.

If during the works it is considered that security lighting becomes necessary, it will be positioned so that there is no direct light spill to areas outside the site boundary and will be limited to the site compound area only. It will also be timed to ensure that light pollution is minimised.

CCTV will be used for security purposes, again these will be installed to ensure that it is restricted to the site confines only. Signage will be displayed accordingly.

3.1.8 Ecology Fencing

Tree/Root protection fencing will be erected as required to the trees as detailed in the aborucultural method statement and tree works will only be carried out under a watching brief with our appointed ecology consultant. The tree protection fencing will have warning signage posted every 10 meters.

3.1.9 River Loddon Buffer Zone

A detailed toolbox talk will be delivered to the workforce prior to works commencing notifying of the 10m ecological buffer zone to the river Loddon with warning signage suitably positioned. An element of landscaping works are required within the 10m buffer zone, as per the approved planning layout – this will be done under the guidance of our ecology consultant.

3.2 HOURS OF OPERATION DURING CONSTRUCTION

All work for the implementation of the development shall be undertaken between the hours of 08:00 and 18.00 hours on Mondays to Fridays inclusive, and between 08.00 hours and 13.00 hours on Saturdays, unless otherwise agreed in writing by the Local Authority. Similarly, working on Sundays or Bank Holidays will be agreed in writing by the Local Authority.

Unless specified otherwise by the Local Authority, deliveries will be based upon the working hours stated above. Every effort will be made to ensure that no deliveries arrive and park on site outside of these hours.

3.3 NOISE AND VIBRATION CONTROLS

Several safeguards exist to minimise the effects of construction noise and these will be applied during construction. The safeguards include:

- The various EC Directives and UK Statutory Instruments that limit noise emissions of a variety of construction plant;
- Guidance set out in BS5228-1:2009+A1:2014, that covers noise and vibration control on construction sites;
- The powers that exist for local authorities under Sections 60 and 61 of the Control of Pollution Act 1974 to control environmental noise and pollution on construction sites.

Generic measures below are given to illustrate the range of techniques available. The adoption of Best Practicable Means, as defined in the Control of Pollution Act 1974 is usually the most effective means of controlling noise from construction sites.

- Any compressors brought on to site should be silenced or sound reduced models fitted with acoustic enclosures;
- All pneumatic tools should be fitted with silencers or mufflers;
- Deliveries should be programmed to arrive during daytime hours only. Care should be taken when unloading vehicles to minimise disturbance to local residents. Delivery vehicles should be prohibited from waiting within the site with their engines running;
- All plant items should be properly maintained and operated according to the manufacturers' recommendations in such a manner as to avoid causing excessive noise. All plant should be sited so that the noise impact to nearby properties is minimised;
- Local hoarding, screens or barriers should be erected as necessary to shield particularly noisy activities; and
- Problems concerning noise from construction works can sometimes be avoided by taking a considerate and neighbourly approach to relations with local residents. Works should not be undertaken outside of the hours agreed with the local authority.

Experience from other sites has shown that by implementing these best practice measures, typical noise levels from construction works can be reduced by 5dB(A) or more. As construction works are temporary and noise levels have been calculated for a worst-case situation no further mitigation measures are considered necessary as the predicted increase in the ambient noise climate would lead to a minor, barely perceptible impact on surrounding properties.

Vibration during construction operations is unlikely to be perceptible at any of the nearby properties due to their distance from the site. It is however recommended that construction vibration levels are subject to a watching brief with vibration measurements taken if necessary.

The selected method of piling will be continuous flight auger (CFA) to a small number of plots. This method is almost vibration free, and it is anticipated that no vibration will be detected from neighboring properties.

3.4 AIR & DUST MANAGEMENT

CHL will comply with the Air Quality Management guidance documents and BS5228 Part 1 & 2.

In excessively dry weather site activities may produce fine dust, along with build-up of fine debris. To prevent the spread of excessive dust and debris outside of the site, the boundary will be fenced against adjoining residents, and the main site gates will be kept closed.

To help prevent the spread of dust locally, the 'damping' method of suppression will be employed to contain the dust within the immediate works area. Care will also be taken when moving dust borne material on site and any material leaving site will be sheeted.

Any build up on site roads will be swept using a Road Suction Sweeper, which will dampen the dust before extracting it via suction.

Under no circumstances will the burning of any waste be permitted on the site.

3.5 SEDIMENT AND STORMWATER CONTROL

3.5.1 Protection of the Highway

CHL will be responsible for keeping the public highway (New Bath Road) adjacent to the site entrance clean and free from debris resulting from the development works.

The core policy for the site will be to remain proactive, and control all mud deposits at source. On occasions where this may not be possible a number of alternative methods will be employed as necessary:

(a) Jet Washing - A portable jet washer, utilising a suitable water supply, will be set up at the site construction access. This can be employed to clean construction vehicles before leaving site, as necessary. A pre-fabricated purpose built wheel washer if required will be employed to elevate the vehicles and collect water run-off in a storage tank from which the water can be pumped out and disposed off in an appropriate manner.

(b) Forklift Road Brush - A brush attachment will be held on site as required, and will be used as a regular means of maintaining the cleanliness of the site roads and car parks. This will help reduce the amount of debris that is collect by construction vehicles during their visit to the site.

(c) Road Suction Sweeper - A road sweeper can be used as an additional cleaning mechanism to the forklift brush attachment for 'polishing up' of site roads. It is envisaged this will visit the development two times per week (dependent on site and weather conditions), and could also be utilised along the road network outside the site boundary if necessary.

Forklift trucks used for the bulk of material handling will be prohibited from leaving any hard-standing or surfaced road.

3.5.2 Flood Risk Management

Soft stripping of existing vegetative cover will be carried out in a phased approach to reduce stormwater run-off.

CHL will carry out all infrastructure works related to stormwater management as part of the on-site enabling works including the construction of stormwater sewers, manholes, road gullies and balancing ponds as part of the overall development ensuring that it is in place and operational prior to construction works continuing to an advanced stage.

3.5.3 Protection of the aquatic environment

The location and strategic placement of straw bales will be implemented as part of the site's surface water management strategy. The bales will act as a temporary control measure to intercept and slow surface water runoff thereby reducing the movement of nutrients such as nitrates and preventing the migration of potential pollutants.

Their positioning will be carefully considered to minimise uncontrolled runoff towards adjacent open space areas and any nearby abstraction points, reducing the risk of water quality impacts. This measure will support effective pollution prevention by reducing flow velocity and encouraging natural filtration and infiltration in line with Environment Agency guidance for protecting water resources and managing site drainage.

The storm water infrastructure will be prioritised and scheduled to be completed within the first 6 months of the project.

3.6 TRAFFIC MANAGEMENT INCLUDING OPERATIVE AND GOODS VEHICLES

3.6.1 Vehicular Access onto Site

Prior to the completion of S278 works to New Bath Road, the existing track serving the land will be utilised short term for enabling works.

Once the S278 works to New Bath Road are completed this will provide access onto the development. Following on from the completion of the S278 works, infrastructure works within the site will commence, including all the roads.

Fig 2. Phase 1 & 2 showing initial Infrastructure Roads

HGV routes have been identified in appendix E and F in this document. It is anticipated that construction traffic will reach the site via the M4. Arriving from the East, HGVs will travel along the A404 and along the Bath and New Bath Road. HGVs arriving from the West will travel along the A329 and along the Bath and New Bath road.

The Twyford Development will be served by 1 No. gate. when fully up and running as follows:

To ensure this is achieved at the various stages of the build, site specific details and directions will be distributed with all orders and will form part of the terms of sale. In addition, signage will be provided to direct traffic to and from the site in accordance with the routing strategy.

A swept path analysis detailing the vehicle movements from the existing and new access to the compound location can be found in Appendix C & D.

All large vehicle movements will be controlled by a banksman, through the access road.

All traffic must respect the residents of adjoining properties. Traffic and pedestrians at the site entrance are kept separate by way of segregated accesses.

Along with the Topographical survey a pre-commencement survey of the New Bath Road will be carried out by CHL with photographic evidence documenting the current condition. Damage to the surrounding Highway (New Bath Road) as a result of construction traffic travelling to or from the site will be inspected by CHL and rectified in agreement with Wokingham Borough Council.

A green travel planning has been devised with the aim minimize single-occupancy car journeys for site workers traveling to the Twyford building site. The objectives are to reduce carbon emissions, promote sustainable travel options and reduce congestions. Public transport has been identified has key to achieving the objectives with Twyford Railway Station, offering services to Reading, London Paddington, Didicot Parkway and beyond. It is also served by the Elizabeth Line for direct access to Central London and the Henley Branch Line to Henley-on-Thames. Route 12 on the bus service Connects Twyford and Central Reading via Charvil and Sonning. Frequency: every 30 mins (Mon–Sat daytime). Journey time: 20–30 mins. Details will be sharing during initial tender documents, pre-start meetings, inductions and toolbox talks. Posters will be displayed within the temporary accommodation with details and digital reminders will be sent out periodically.

3.6.2 On-Site Traffic Management

The first activity on site will be to construct the road into site, this will allow large vehicles to access the site, be unloaded and turnaround on site. Should it be required, shoulders will be constructed to ensure that sufficient space is provided for the safe manoeuvring of large vehicles.

Fig 2. Extent of first section of road indicated with red arrows

As part of our construction procedures, all roads will be constructed to base course tarmac before we commence work on any dwellings. This ensures that we have clean access for delivery of materials to where we are working.

A full Traffic Management Plan drawing and risk assessment will be produced to identify vehicle routes and pedestrian segregation, vehicle turning points, storage and parking areas, site offices and welfare facilities will also be shown.

Fig 3. Traffic Management Plan for Early Works

The Traffic Plan drawing will be displayed at the site entrance, in the site office, and both the drawing and risk assessment will be kept live throughout the works.

A maximum speed of 10 mph will be imposed on site.

Deliveries will be phased and controlled on a “just in time” basis, all being clearly marked to show their destination. This will minimise travel time around the site and any associated noise. All transportation to and from the site will be on rubber tyre vehicles. Tracked vehicles will only operate within the site.

It is anticipated that a workforce of approximately 70-90 people at peak will be employed, working for either CHL, contractors, suppliers or other organisations. Cars and other vehicles used by workers will be parked

within the site. Restrictions on parking on neighbouring roads will be strictly enforced. The layout in Appendix A, identifies the location of the site welfare office, parking areas for visitors and construction workers, along with areas for material storage and plant / equipment storage.
HGV movements will be restricted as far as reasonably possible so as to avoid peak traffic flow periods (i.e. from 08:00 – 09:00 and 17:00 to 18:00). There are no abnormal loads expected as part of the development works.

The access routes to the site will be defined when contracts are placed. Attempts will be made to use regular supplies and drivers where practical, to promote familiarity with the agreed route.

The 24-hour site contact details, and local liaison with residents, will allow any complaints about vehicle routing to be handled quickly and appropriately.

A bulk material storage compound, as indicated in Figure 3, will be utilised for the duration of the project serving as central location for loading, unloading and storage of materials to be distributed as and when required with the use of a telehandler.

A forecast of the workforce numbers area as follows; 30 – 40 workers per day during the first 25% of the build programme, then reaching a peak of 70 - 90 workers per day. The vehicle split is forecasted at 60% travel by car, 20% by van/minibus/shared transport and 20% public transport with a predicted average private care occupancy of 1.2 persons. HGV deliveries are expected to peak at 15 – 20no. per day. A site carpark, with a 10% contingency, plus visitors and management means a carpark with 70 spaces has been allowed for.

3.6.3 Construction Vehicle Types

Consideration has been given to the types of plant that are likely to be used during the construction works. The plant and equipment associated with each key element of the construction process is set out in Table 2 below.

	Stage		
	Demolition	**Infrastructure Works**	**Substructure & Superstructure Works**
Tracked 360 degree excavators		*	*
Dumpers		*	*
Mobile Crane		*	*
Air Compressors		*	*
Power Tools		*	*
Hand Tools		*	*
Wheel Washing Plant		*	*
Scaffold			*
Mobile Access Platforms			*
Delivery Vehicles		*	*
Skips & Skip Vehicles		*	*

Forklift Trucks			*

Table 2. Anticipated Construction Plant

3.6.4 On-Site Parking and Air Quality Objectives

Parking during early works will be as per figure 3, the long term development parking will be as indicated on the drawing shown in Appendix A. Parking provisions will be as follows

- Long term parking for Construction Staff – Car parking will be at the area of Phase 2 in an area designated for parking in front of the compound as shown in Appendix H.

On-site parking will be strictly controlled. Parking on the surrounding public highway is prohibited.

All HGVs will comply with Euro VI emission standards. Drivers will be instructed to switch off engines when stationary and avoid unnecessary idling. On site plant will meet the latest practicable emission standards. Where available and suitable, stage V-compliant, hybrid or HVO plant will be prioritised. Older, higher emission plant will be avoided.

3.7 WASTE MANAGEMENT

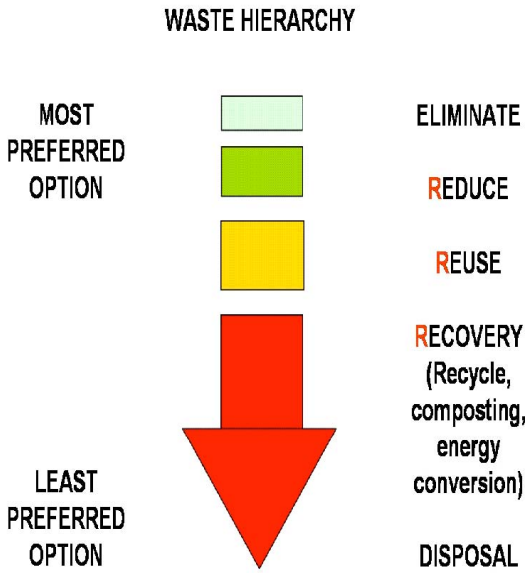
3.7.1 Storage on Site

All material storage areas will be contained within the site boundary. The location of the main storage area is shown on the layout in Appendix A. It should be noted that the vast majority of materials will be brought onto the site on a 'just in time basis', to help reduce the storage area requirement.

3.7.2 Control of Waste and Re-Use of Material on Site

CHL are committed to waste minimisation as part of our Corporate Social Responsibility agenda. CHL expects all its contractors to enter into the waste management initiatives with commitment.

CHL is striving to achieve elimination, as at the top of the waste hierarchy. Waste management options are;



CHL will manage 3 types of waste onsite:

- Inert waste: chemically inert, non-combustible, non-biodegradable and non-polluting
- Non-hazardous**:** by default, is neither hazardous nor inert.
- Hazardous waste: contains dangerous substances that could make it harmful to human health.

From a legal perspective, for CHL to be in compliance with their duty of care, CHL have a responsibility to dispose of all site waste at a licensed and suitable site under Section 34(1) of the Environmental Protection Act 1990.

Contractors will be required to keep their area of works clean and tidy. A clean and tidy site is a safe site because it reduces the potential for trips, slips and falls. As such, all waste will be deposited immediately into collection receptacles provided for the individual contractors for their waste.

Contractors will include an allowance in their budget tender prices for waste management and waste disposal. They will either provide their own bins for collection and movement to a central location or CHL will provide vessels to all contractors. The preferred option on this project is outlined below.

Each contractor will be provided with either a rubbish bin or tipping skips (hereafter referred to as vessels) to collect waste. These vessels will be positioned at the point of the waste creation or at a location designated by CHL near to the workplace. Contractors will include costs for labour time to move waste to the vessel in their budget. It is the responsibility of the contractor to:

- Collect and decant their own waste into vessels at the point of waste creation. The waste will be collected, segregated into waste streams decided by CHL.

Contractors supplying products on a supply & fit basis with excessive packaging, i.e. white goods, wardrobe doors etc. will be expected to remove their waste from site.

3.7.3 Spoil on Site

Efforts have been made to achieve a neutral soil balance across the site through the cut and fill strategy. However due to constraints related to site levels, surface water drainage requirements and the open space flood plain some surplus material will need to be removed.

Any excess spoil will be removed off site via tipper lorries. All will be controlled on site and at the entrance, both entering and existing. All loads will be sheeted when in transit.

A detailed methodology has been produced by the groundwork contractor as part of there RAMs for the project for excavations to enable road and foundation construction, drainage and utilities. Topsoil will be stripped in a phased approach with the use of a dozer and temporarily bunded for reuse. Excavated subsoil will be excavated with the use of a 360 excavator and either reused as backfill or buildup levels where required.

All material will go to a licensed waste disposal facility and transfer notes will be provided.

Based on initial site investigations including a comprehensive trial hole survey and detail soil survey it is not anticipated that any site-won minerals will be encountered during the project. In the unlikely event that this does occur, works will be halted and our engineering consultant will be consulted for further advice and a report produced and provided to the LPA.

4.0 OTHER RELEVANT ISSUES RELATED TO CONSTRUCTION MANAGEMENT

4.1 Project Management

Careful selection of contractors will be a fundamental requirement of the project. This will include pre-tender interviews to assess organisations working policies, procedures and practices. For the majority of the works CHL will employ contractors with a long established working history with the company.

Croudace Homes Ltd will establish a management team for the site which will consist of:

- Building Manager
- Site Manager
- Assistant Site Manager

This team will continuously review the content and delivery of the CT&EMP to ensure it is delivering its objectives.

All visitors to the site will be briefed on the relevant requirements of the Construction Transport & Environmental Management Plan and the importance of its implementation.

5.0 SUMMARY

The construction programme will span approximately 3 years

This CT&EMP relates to the construction of 200 dwellings with associated S278 works, sport and leisure facilities, infrastructure, substructure and superstructure works.

Plant and equipment to be used during construction has been identified, together with measures to protect the highway.

Waste will be dealt with in line with the table of hierarchy, and at the least will be segregated before removal from site.

Noise levels will be minimum, however if nuisance is reported measures will be put in place.

APPENDIX A

CONSTRUCTION MANAGEMENT PLAN LAYOUT

Early Works TM Plan, Parking and Welfare Location

APPENDIX B

ECOLOGICAL MANAGEMENT PLAN LAYOUT

KEY
Structural Planting
Other Planting
SuDS Planting
Grasslands
PLAY
Faunal Enhancements / Tree Management
Bath Road
Orchard Cottage
1:100 year (+35) Flood Extent
Existing Crack Willow Trees For Pollarding
The River Loddon
Rudders Lane
Railings
Estate Railing
Front Garden Railing
Hard surfacing & Furnishings
Hoggin Footpath
Tarmac
Block Paving
Block Paving
Block Paving
Paving Slabs
Levels
Bins and Benches
Notes
Bridge Farm , Twyford
LANDSCAPE MASTER PLAN
RESERVED MATTERS
CH038-002 L - MW - 10 / 9 / 24
croudacehomes

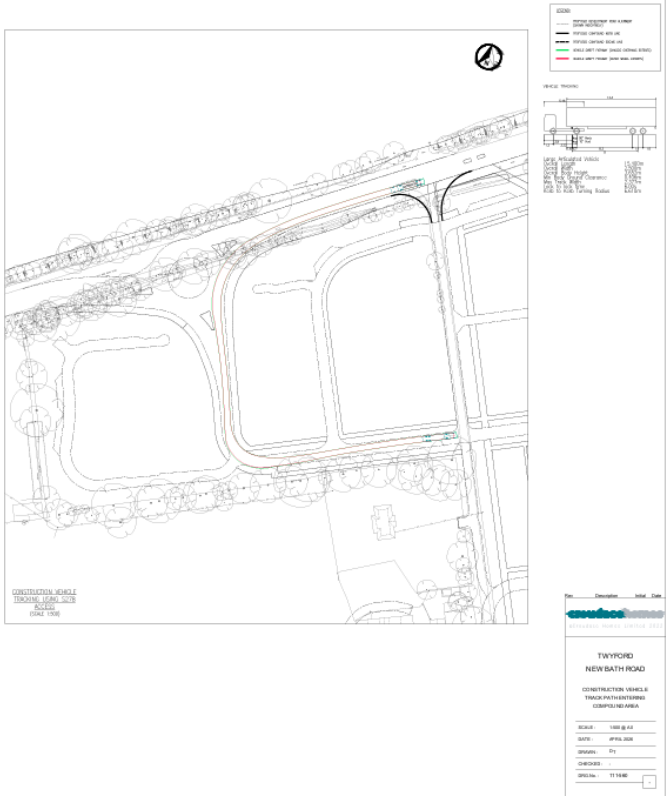
APPENDIX C

SWEPT PATH ANAYLSIS – EXISTING ACCESS

TWYFORD
NEW BATH ROAD

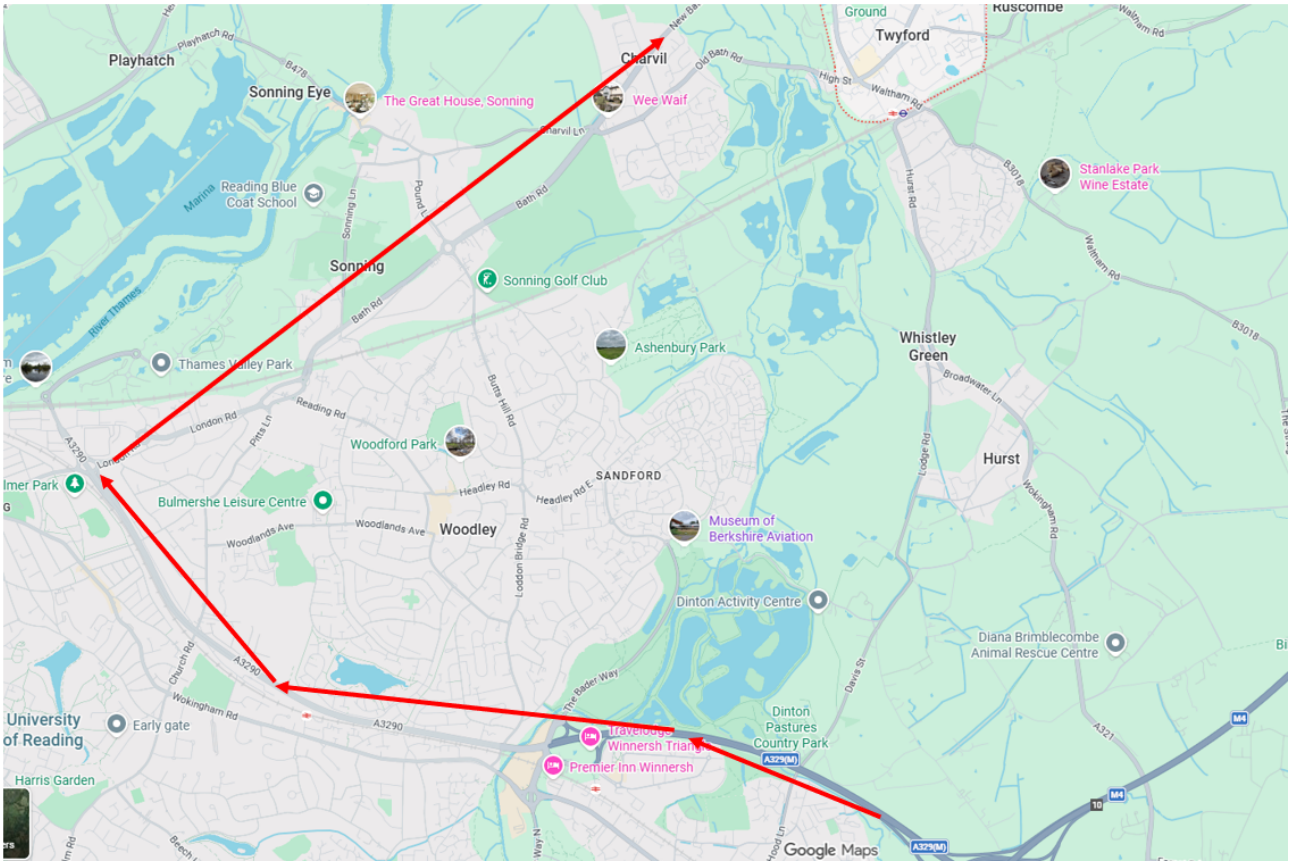
APPENDIX D

SWEPT PATH ANAYLSIS – EXISTING ACCESS



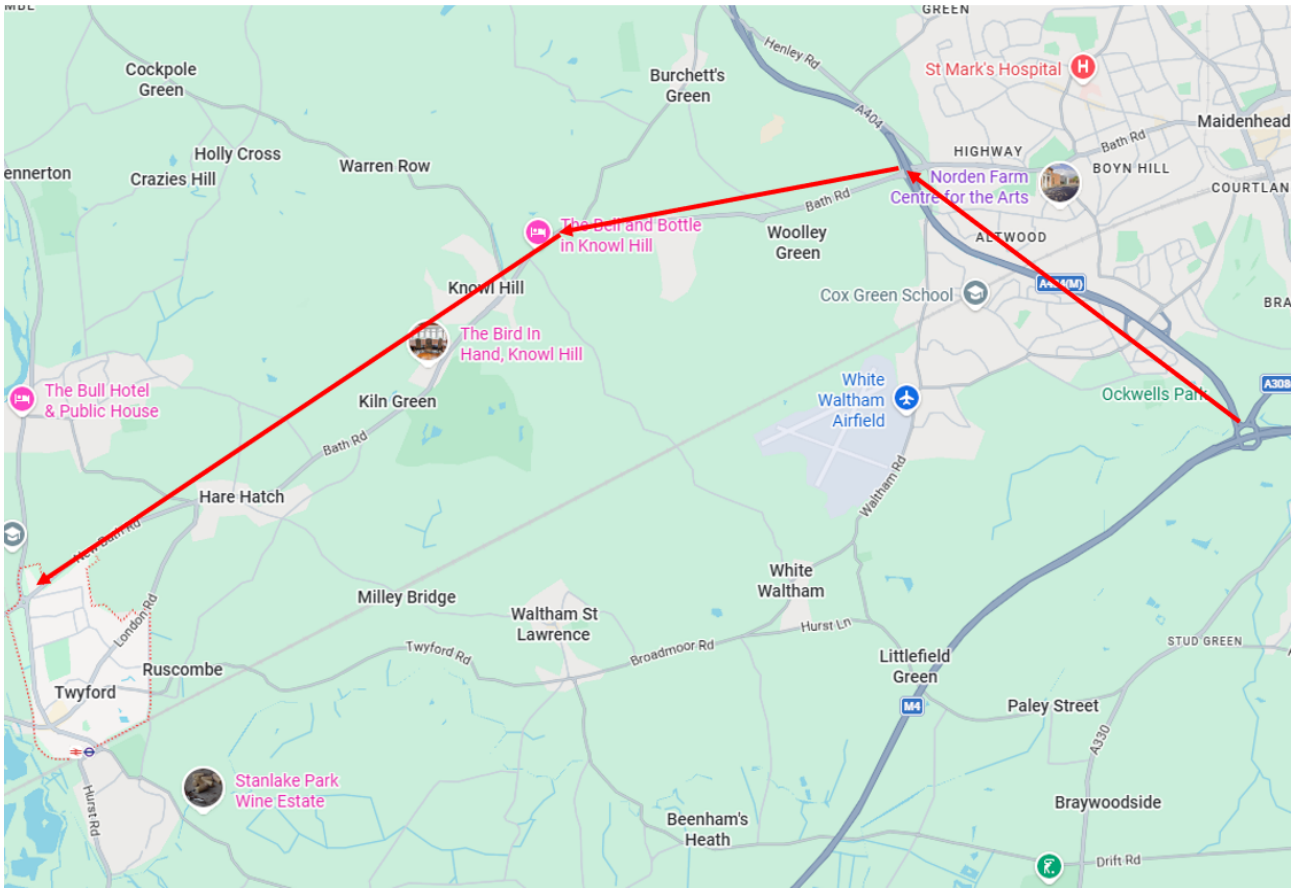
APPENDIX E

HGV ACCESS TO SITE FROM THE WEST


Playhatch
Sonning Eye
The Great House, Sonning
Charvil
Wee Waif
Twyford
Ruscombe
Stanlake Park Wine Estate
Reading Blue Coat School
Sonning
Sonning Golf Club
Thames Valley Park
Ashenbury Park
Whistley Green
Woodford Park
Bulmershe Leisure Centre
SANDFORD
Hurst
Woodley
Museum of Berkshire Aviation
Dinton Activity Centre
Diana Brimblecombe Animal Rescue Centre
University of Reading
Early gate
Harris Garden
Dinton Pastures Country Park
Premier Inn Winnersh
Google Maps

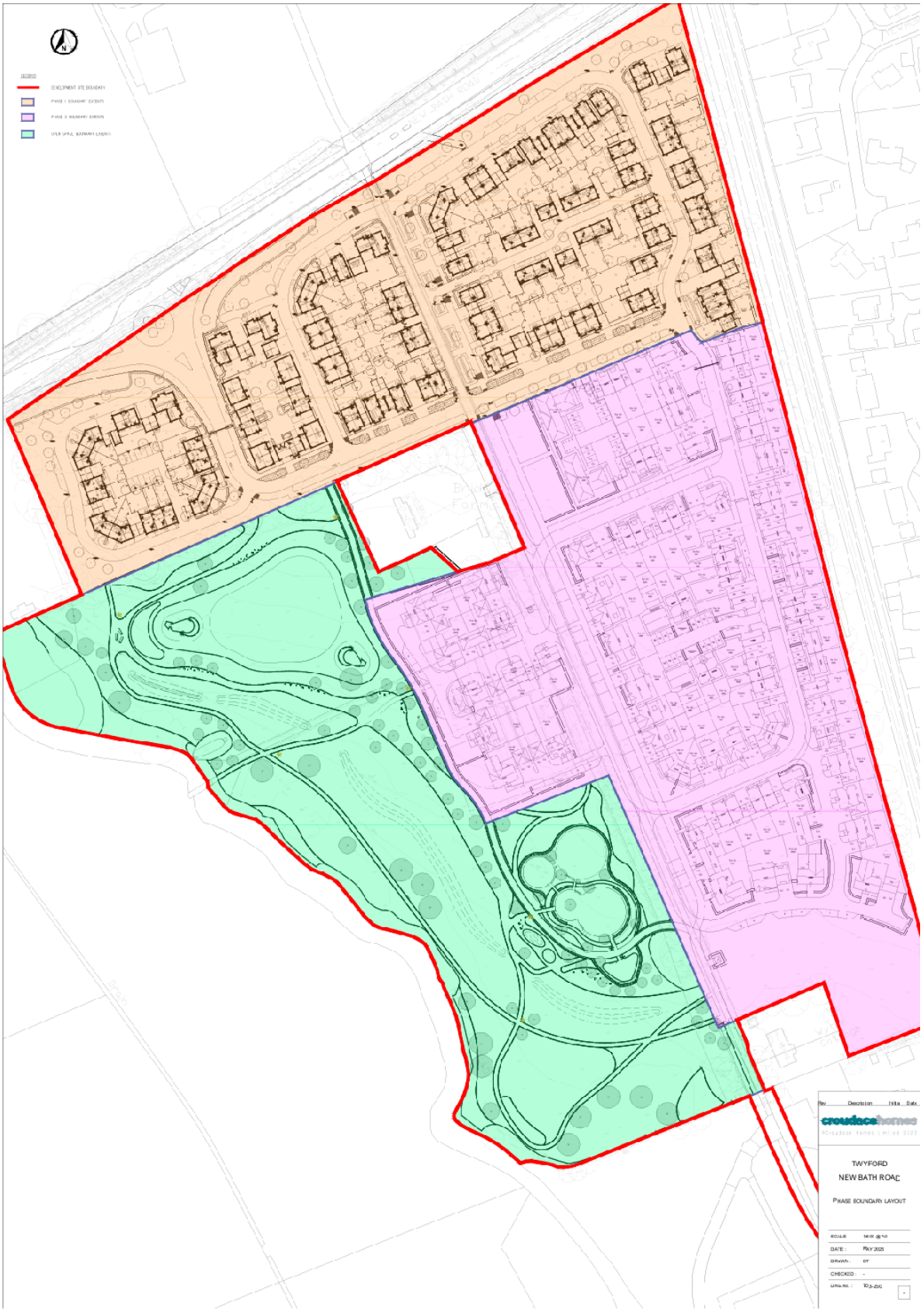
APPENDIX F

HGV ACCESS TO SITE FROM THE EAST


Cockpole Green
Burchett's Green
Henley Rd
A404
St Mark's Hospital
Maidenhead
Holly Cross
Crazies Hill
Warren Row
HIGHWAY
Bath Rd
BOYN HILL
Norden Farm Centre for the Arts
COURTLAN
The Bell and Bottle in Knowl Hill
Woolley Green
ALTWOOD
Knowl Hill
Cox Green School
The Bird In Hand, Knowl Hill
The Bull Hotel & Public House
Kiln Green
White Waltham Airfield
Ockwells Park
Hare Hatch
Waltham Rd
London Rd
Milley Bridge
Waltham St Lawrence
White Waltham
Hurst Ln
Twyford Rd
Broadmoor Rd
Littlefield Green
STUD GREEN
Ruscombe
Twyford
Paley Street
A330
Stanlake Park Wine Estate
Hurst Rd
Beenham's Heath
Braywoodside
Drift Rd

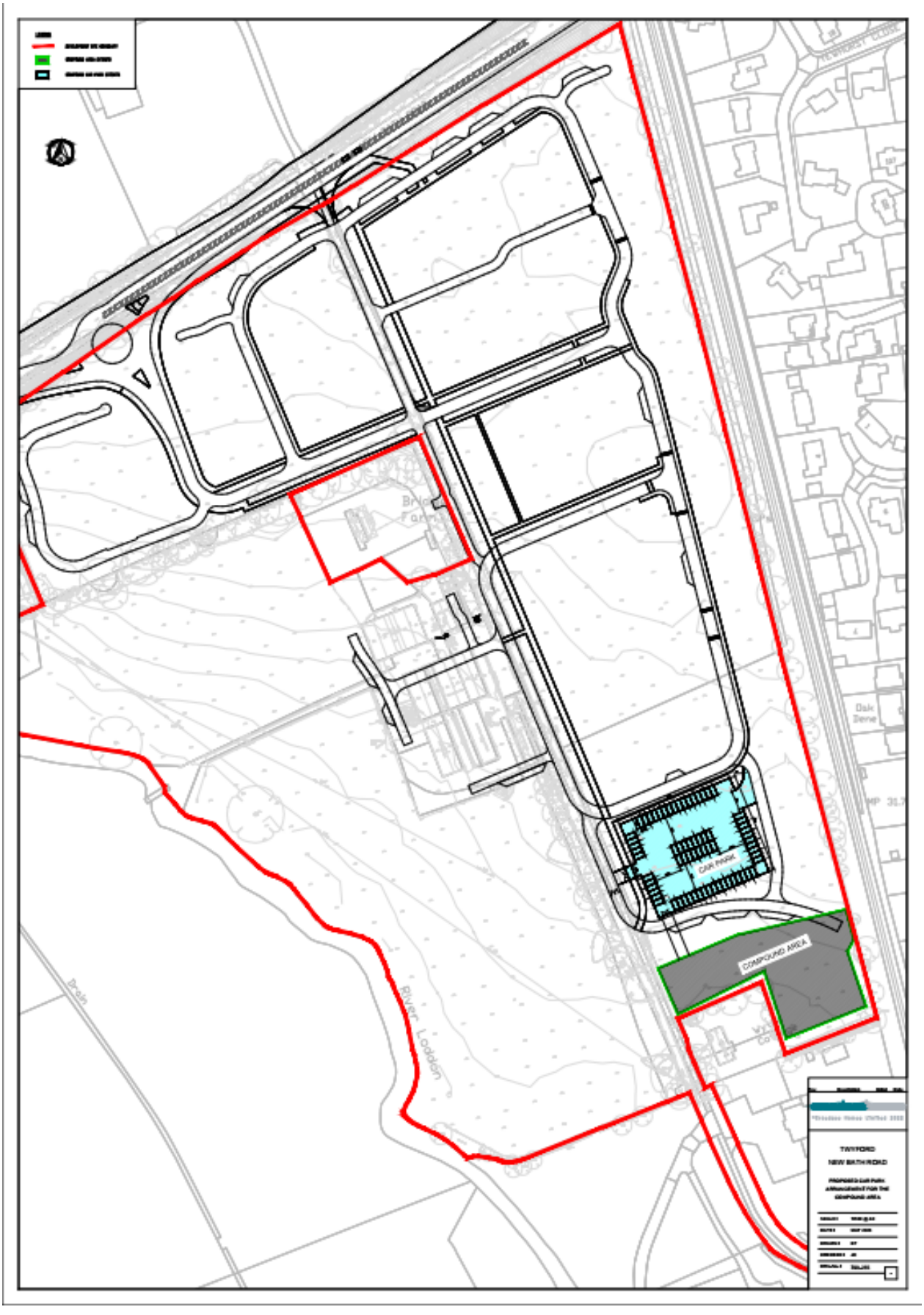
APPENDIX G

PHASING PLAN


TWYFORD
NEW BATH ROAD
PHASE BOUNDARY LAYOUT

APPENDIX H

PARKING PLAN


CAR PARK
COMPOUND AREA
River Loddon
TWYFORD
NEW BATH ROAD