

July 2023

Reading Golf Club

Construction Method Statement

Ref: VG-CMS001

Revision O

Introduction

This site-specific Construction Method Statement is being submitted to Reading Borough Council on behalf of Vistry Homes (Thames Valley) to discharge condition 29 of planning permission 211843 (Outline planning application, with matters reserved in respect of Appearance, for demolition of the existing clubhouse and the erection of a new residential scheme (C3 use) to include affordable housing and public open space at the former Reading Golf Club).

A full copy of this Construction Method Statement including all appendices will be kept within the site office at all times for reference, and copies will be provided to the Demolition Contractor in advance of their start on site.

A. Vehicle parking

The parking areas for site operatives and visitors, is shown on the "Site Compound Plan – Rev D" located at Appendix A. At no point during construction will contractors be permitted to park outside of the development.

B. Areas for loading and unloading of plant and materials

The area for the loading and unloading of plant and materials for the demolition phase of the development will be shown on the "Demolition Plan – Rev B" located at Appendix B.

During the construction phase of the development all construction materials and plant will be off-loaded at the relevant materials storage area as shown on the "Compound Plan" located at Appendix A.

C. Storage of plant and materials

During the demolition phase the storage of plant will be within the separate fenced demolition compound constructed on the original hard standing which currently serves as car parking to avoid any additional disturbance to trees. These storage areas are shown on "Demolition Plan" located at Appendix B. The demolition will take place and be completed prior to the construction phase of the development commencing including road, compound and operative parking areas.

During the construction phase of development, areas for the storage of plant and materials will be provided within the materials storage areas. These areas are shown on the "Site Compound Plan" located at Appendix A. The welfare facilities and site offices will be located on the pre-formed foundations of plots 46-49. As the programme reaches the material storage, operative car parking and welfare areas, these will be reduced in size in a gradual manner. When the final units are under construction, the welfare facilities will transfer to an Oasis unit located in the visitor bays opposite plots 26-29 and materials will occupy the remaining visitor bays in areas where construction is still commencing and will, in some instances, be located in the garden and drives of the plots yet to be completed.

D. Security Hoarding / Fencing

Security fencing will be located around the perimeter of the site, in places the proposed tree protection fencing will be used as the secure boundary to avoid additional works being undertaken around protected trees – details of the tree protection fencing can be found in the Arboricultural Method Statement, report reference "D2218AMSv4" located at Appendix N. Where the current boundary fencing does not provide a secure boundary into the site, fixed Heras fencing will be used in accordance with the AMS. Areas of internal tree protection fencing will be installed in accordance with the AMS and take precedent over any construction related fencing for the duration of construction.

Fencing around compounds will take the form of 1.8m close board timber fencing as shown in the “Close Boarded Fence Rev A” design in Appendix C.

Around the wider site boundaries, separation will generally take the form of secured heras fencing – this will have vented sheeting attached so as to provide a visual screen to the site where it faces existing housing (Appendix D – Steel Fencing Details with and without Sheeting). These site boundaries will initially surround the whole site but will move back in line with construction progress as noted on “Site Segregation Plan” shown in Appendix I, and also placed to provide protection from construction works for new residents as the site becomes occupied.

To part of the frontage of the site, along Kidmore End Road, hoarding will be used as per Appendix E (site hoarding and gate details). This timber hoarding will have marketing images on it which will change from time to time. The initial details are included at Appendix F (Sales images for hoarding – Rev A). The majority of the existing boundary fence will be retained for the demolition with no dig Heras fencing placed to the inside of it. Details of this no dig fencing can be found at Appendix G.

Once erected, maintenance of the security fencing / hoarding will fall to the site team led by the Site Manager who will carry out weekly inspections of the site perimeter and respond to any issues raised regarding the condition of the fencing / hoarding by local residents.

E. Wheel washing facilities

Wheel washing facilities will be kept on site throughout the duration of the build and will be located at the entrance to the site. Wheel washing facilities will gradually move back along the spine road as more plots are completed, this is outlined on the “Site Segregation Plan” and can be found at Appendix I. The initial location for the wheel washer during demolition is shown on ‘Demolition Plan’ at Appendix B.

F. Measures on-site to control the deposition of dirt/mud on surrounding roads

In addition to the above outlined wheel washing facilities, Vistry Homes will ensure that pro-active measures are taken to prevent slurry/spoil from vehicles leaving site during the works being deposited on the public highway.

The Principal Contractor will regularly monitor the on-site roads and the section of Kidmore End Road outside of the entrance for dirt and debris and will arrange for road sweeps when necessary – this is likely to be more frequent during Groundworks (when there are more earthworks being carried out) and during periods of inclement weather.

Road sweepings and debris will be disposed of through the sites waste management arrangements – road sweepers will either be discharged off-site at a registered waste disposal facility or, if on-site, will be discharged using appropriate methods in compliance with the Environmental Protection Act 1990.

To prevent any debris being deposited on the public highway, wagons carrying loose materials will be covered before leaving site and will be damped down if required.

G. Site Lighting

Site lighting will be required during winter months to provide safe access to those working on and visiting the site. Lighting will be task specific where appropriate and will be switched off at the end of each working day. The majority of site lighting will be focussed around the site compound areas.

Guidelines issued by the Bat Conservation Trust will be incorporated into the site lighting scheme at the Reading Golf Club development:

1. No 'upward pointing' or bare bulb lights will be installed anywhere on the development.
2. All external lights will not be more than 3.5 metres in height and will have shields installed to focus light towards construction areas only. No light will be allowed to emit light past horizontal (90 degrees from the ground).
3. No-light zones to protect the boundaries of the site from any artificial light. No artificial lighting should be positioned within 15 metres of these boundaries and no lights should be positioned to face towards these boundaries.
4. All external lighting should be on motion sensors and timers.

All site lighting must adhere to the above where possible but also comply with Health & Safety guidelines. All lighting activities will be carried out in accordance with the site CEMP under condition no. 20.

H. Method of Piling

Where piled foundations are required, it is intended to utilise Continuous Flight Auger (CFA) piles as these are the most suitable for the ground conditions and environmental restrictions associated with the site.

There is not expected to be any piling within root protection areas. In places where piling is proposed close to RPAs of trees proposed for retention, any piling rig access will be from within the structure footprint i.e. outside of the RPAs. Further information on foundations close to RPAs can be found in the Arboricultural Method Statement "D2218AMSv4" Appendix N.

I. Footpath closures/road closures

All demolition and construction will be within the boundary of site, with the exception of the formation of two new bellmouth junctions and the closure of the existing entrances. Any footpath diversions required to construct the new bellmouths or close the existing entrances will be agreed through the S278 process with the Highways Authority.

There is no public access to the site nor are there any public footpaths across it.

J. Traffic Management

For deliveries the site will be accessed from the M4 via the following route:

- A33 – A4155 – B481 – Kidmore End Road

During the Construction Phase there will be sufficient space to turn vehicles on-site, and all vehicles will access and egress the site in forward gears. No vehicles will be permitted to reverse into, or out of, the site.

To protect pedestrian operatives from possible contact with vehicles, there will be designated pedestrian walkways which will be physically segregated from the road using traffic barriers. The pedestrian walkways will be clearly signposted, well-lit, and will be free from any debris/materials storage to allow their continued, unobstructed, safe use. Pedestrians will cross the roads at designated pedestrian crossing points only, where pedestrians will have right of way over construction vehicles. The walkways will be regularly checked and maintained as necessary, to ensure they provide safe access and egress at all times.

To minimise vehicular movements through the residential area, and to minimise any disruption to local residents, Vistry Homes will encourage all site operatives to share cars and utilise public transport where possible to keep site traffic volumes to a minimum.

All loading and unloading from delivery vehicles and construction traffic (including building materials, finished or unfinished products, parts, crates, packing materials and waste) will take place inside the site material compounds only.

The developer will coordinate with Emmer Green Primary School to offer the service of an external trainer to visit and brief the school children on the dangers of construction sites and construction traffic.

The roads outside the site will be kept clear at all times with clear access for fire appliances and emergency services. CCTV will be utilised to monitor any issues or hold ups around the site entrance.

Traffic routing during construction for HGV's and plant will follow the routes shown on "Site Traffic Management Plan – Rev A" at Appendix H.

K. Times, and routes of construction traffic

The new bellmouth junctions will be the first works to be undertaken following the demolition phase and once constructed all access to and from the site will be via these new access points.

No construction vehicles, plant, tracked machinery will be permitted to operate until works commencing at 0800. In the event that any deliveries arrive at site prior to works commencing at 0800, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 0800, and any idling HGVs will be instructed to have their engines switched off. All deliveries and removal of waste will be planned for within the approved working hours.

Concerns have been raised by local residents regarding the construction traffic surrounding the site and in particular the impact upon the local school. Vistry have engaged with Emmer Green Primary School and have agreed that these are the most suitable windows to avoid additional traffic at busy times and prioritise the safety of children in the area. Emmer Green Primary starts at 08:45 and they have confirmed that most children arrive between 08:15 and 08:45.

Deliveries will be scheduled to arrive outside of the hours 08:15-08:45, 14:45-15:30 and 17:00-18:00 to avoid times when children are most likely to be walking past the site to school. These restricted delivery windows will only apply during school term times. Delivery vehicles will not be permitted to exit/leave the site during these scheduled windows.

The developer will enforce these hours by noting on delivery tickets to the suppliers, orders and the site rules and restrictions that deliveries should be conducted outside of the aforementioned hours.

The construction transport route between the M4 junction and Kidmore End Road has limited suitable holding points for heavy goods vehicles. Suppliers will be required to determine a suitable holding point themselves based on the size and load of their consignment should their expected arrival time coincide with the restricted times.

In the unlikely event that a delivery arrives outside of the agreed scheduled hours (for example if it is delayed in traffic on the way to site), a banksman will be available to navigate deliveries into site safely. For information, banksmen are trained to direct vehicle movement on or around site and they will remain in situ at the entrance to the site during working hours.

Additional safety measures will be ensured through traffic and highway safety signage outside of the local schools in line and with approval from Reading Highways. Vistry will maintain open dialogue with Emmer Green Primary to monitor the situation and respond accordingly.

Prior to commencement on site, Vistry will contact RBC Development Control/Streetworks team to determine where a Temporary Traffic Regulation Order can be implemented to provide a passing location along Kidmore End Road. Vistry will submit the relevant application form, and funding for both legal and works costs would be covered by Vistry, via the TTRO process. The proposed TTRO will provide a sufficient passing place for HGV's or any oncoming traffic. Draft plans simulating the passing points on Kidmore End Road can be found at Appendix O, in principle the planned restrictions remove 4no. parking spaces at the junction of Peppard Road and amends the area where residents can park in front of house numbers 40-52 Kidmore End Road during the restricted hours. The restrictions for the proposed TTRO will be from Mon-Fri during the hours of 0830-1630 excluding bank holidays. These plans have been submitted to the Highways Officer as part of Vistry's separate application for a TTRO and all are subject to change dependant on responses received during the consultation period of the application. The effectiveness of the TTRO will be reviewed every 6 months with consideration that changes may be required should there be any improvements required to the scheme.

The details of the proposed changes to parking via the TTRO are not for approval as part of this CMS or through the planning process. These details will be approved via the TTRO process which sits entirely separately from planning. Any responses in relation to the proposals for the TTRO should be directed to the Highways department through the formal TTRO comment process.

Whilst the TTRO relates to Kidmore End Road this does not prevent construction traffic from using alternative routes to access/exit the site if that would help ease congestion and should traffic conditions allow. The primary route for construction traffic will be to approach and access the site from the south via Kidmore End Road and exit the site via a left turn and along Courtenay Drive to the north. A note/advisory information will be added to all delivery tickets/orders/instructions for construction vehicles associated with the development to state that this is a sensitive site and that the route to approach and access the site is from the south via Kidmore End Road and to exit the site via a left turn and along Courtenay Drive to the north. Directional signage will be located within the site to direct drivers to the primary route described above.

Vistry will employ a gateman to monitor daily site traffic entering and exiting the site from Kidmore End Road. The appointed gateman will make a daily log of vehicles along with any reported incidents off-site.

Within one week of the passing of each 6 month period (as a minimum) since the CMS was approved, Vistry or the Site Manager shall submit a summary of reported incidents/congestion issues to RBC Officers and Ward

Councillors. Within 3 weeks of submission of this information all parties will endeavor to agree any required actions or changes to deal with issues identified and a timeframe for implementation.

The number of deliveries per day will vary based on the stage of build being undertaken with groundworks invariably producing greater levels of movement of materials on and off site. We anticipate that groundworks for 2 of the 4 parcels will be undertaken early in the build programme during the summer months which coincides with school holidays. On days when higher number of deliveries are required, Vistry will seek to work with suppliers to stagger the deliveries to reduce the number of vehicles on surrounding roads at one time.

L. Regular meetings with the Council's Street Works Co-ordinator

Once appointed the Site Manager will contact Reading Council's Street Works Co-ordinator and offer to meet them prior to any works starting on site. They will then make themselves available for regular meetings (at a time and regularity to be mutually agreed).

M. Dust mitigation and monitoring scheme

It is likely that dust will be created during dry and windy conditions on the site, particularly during earthworks. Loose materials will be damped down, and open backed lorries will be covered when conditions require. Dust will be monitored and recorded through the site inspection process and water will be used for damping down when instructed by the Site Manager. The site team will also hold regular toolbox talks during dry weather spells to highlight the 'Do's' and 'Don'ts' of dust management within the site, as highlighted on "VG-TBT-SHE-013" document at Appendix L.

Dust impact will be managed in accordance with the guidance of IAQM 2004 with the following specific considerations:

Communication

- Develop and implement a stakeholder communications plan;
- Display the name and contact details of persons accountable on the site boundary; and
- Display the head or regional office information on the site boundary.

Management

- Develop and implement a Dust Management Plan (DMP) which will be agreed with the EHO prior to Demolition;
- Record all dust and air quality complaints, identify causes and take measures to reduce emissions;
- Record exceptional incidents and action taken to resolve the situation;
- Carry out regular site inspections to monitor compliance with the DMP and record results;
- Increase site inspection frequency during prolonged dry or windy conditions and when activities with high dust potential are being undertaken;

Agree dust monitoring locations with the local authority and instigate monitoring in advance of works commencing in the area in order to achieve a base line;

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible;
- Erect solid screens or barriers around dusty activities or the site boundary at least as high as any stockpile on site;
- Fully enclose Site or specific operations where there is a high potential for dust production and the Site is active for an extensive period;

- Avoid site run off of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Remove potentially dusty materials from Site as soon as possible;
- Cover, seed or fence stockpiles to prevent wind whipping;
- Ensure all vehicles switch off engines when stationary;
- Avoid the use of diesel or petrol powered generators where possible;
- Produce a Construction Logistics Plan (CLP) to manage the delivery of goods and materials;
- Only use cutting, grinding and sawing equipment with dust suppression equipment;
- Ensure an adequate supply of water on-site for dust suppressant;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use water sprays on such equipment where appropriate;
- Ensure equipment is readily available on-site to clean up spillages of dry materials; and
- No on-site bonfires and burning of waste materials on-site.

Demolition

- Incorporate soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust);
- Ensure water suppression is used during demolition operation;
- Avoid explosive blasting, using appropriate manual and mechanical alternatives; and
- Bag and remove any biological debris or damp down such material before demolition.

Earthworks

- Re-vegetate earthworks and exposed areas /soil stockpiles to stabilise surfaces as soon as practicable; and
- Only remove the cover in small areas during work and not all at once.

Construction

- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless required for a particular process; and
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emissions control systems.

Trackout

- Use water assisted dust sweepers on the Site access and local roads;
- Avoid dry sweeping of large areas;
- Ensure vehicles entering and leaving the Site are covered to prevent escape of materials;
- Record inspection of on-site haul routes and any subsequent action, repairing as soon as reasonably practicable;
- Install hard surfaced haul routes which are regularly damped down;
- Install a wheel wash with a hard-surfaced road to the Site exit where site layout permits; and
- The Site access gate to be located at least 10 m from receptors where possible.

Dust monitors recording PM10 will be installed at two locations on the site boundary with residential receptors. These will alert site operatives to exceedances in dust level in real time. In the event of an exceedance works on site will stop and measures identified to reduce or mitigate the dust impact.

N. Measures to control noise

Normal working hours will be between 8am 6pm Monday to Friday and between 8am and 1pm on Saturday and not at all on Sundays and Bank Holidays.

No works will be carried out on the site outside of the approved working hours unless otherwise agreed in advance by the LPA. All activities will be assessed for anticipated noise levels prior to works commencing and taking into account the potential for amplification of noise due to the layout of the site and proximity to neighbours. Further, all plant and equipment brought to site will be well maintained and operated in accordance with the manufacturer's instructions and will comply with the Control of Noise at Work Regulations 2005. The site team will also hold regular toolbox talks to highlight the 'Do's' and 'Don'ts' to control noise and vibration on the site, as highlighted on "VG-TBT-SHE-019" document at Appendix M.

The developer will apply for a consent in accordance with Section 61 of the Control of Pollution Act 1990 in order to ensure that noise emission from the operations are within acceptable bounds and will therefore, once approved, have a legal duty to comply. The S61 application will include calculations of the likely construction noise impact level at neighbouring receptor properties undertaken in accordance with the guidelines of British Standard 5228:2009+A1:2014 Code of Practice For Noise and Vibration Control on Construction and Open Sites in order to provide a detailed estimation of the likely range of noise impact upon neighbouring dwellings.

Throughout the project noise monitoring will be undertaken at two residential receptor locations (to be decided). This will commence with baseline noise surveys prior to the start of the works (of a week in duration each). This data, together with the construction noise predictions, will be used to derive project noise limits. The noise monitors will log noise levels in real-time and will identify site operatives in the event of exceedances (or near exceedances of the limits). In the event of an exceedance, works will stop, and an investigation undertaken to determine if the works may be undertaken using alternative methodology to reduce the noise impact accordingly.

O. Control of vibrations

CFA piles are used, these will minimise vibration and associated nuisance to others. Full method statements from demolition contractors will be required and assessed before works commence. All plant and equipment brought to site will be well maintained and operated in accordance with the manufacturer's instructions and will comply with the Control of Noise at Work Regulations 2005. The site team will also hold regular toolbox talks to highlight the 'Do's' and 'Don'ts' to control noise and vibration on the site, as highlighted on "VG-TBT-SHE-019" document at Appendix M.

The Control of Pollution Act S61 application highlighted above under noise will also address vibration. In practice, however, given the working methods proposed and the distance between receptors and the worksite it is not anticipated that there will be significant risk of an adverse impact from vibration.

P. Temporary external lighting

Site lighting will be required during winter months to provide safe access to those working on and visiting the site. Lighting will be task specific where appropriate and will be switched off at the end of each working day. All lighting activities will be carried out in accordance with the site CEMP under condition no. 20. Please see section G for more details of lighting on site.

Q. Recycling/disposing of waste

Hazardous materials discovered during demolition will be removed from site by a specialist contractor and disposed of in line with national requirements.

Where possible non-hazardous materials resulting from on-site demolition will be sorted and used as hard core in the base of the site compound and site parking areas.

During construction all waste produced on site will be sorted into separate waste streams and recycled where possible. A coloured skip system will be used to make it easy for all trades on site to sort waste into the appropriate streams. The skips will be located within the site materials storage area (as shown on the "Site Compound Plan – Rev B" located at Appendix A) and their correct use monitored by the site manager.

R. Control of exposure to contaminated land.

Localised ground contamination has been identified associated within the former car park adjacent to Kidmore End Road. This will be dealt with in accordance with the Remedial Strategy and Verification Plan ref: GE20900/RSVP/MAY22, or revisions thereof. Appropriate risk assessments and safe systems of work are to be prepared by the relevant contractor.

S. Pest Control Measures

Pest control on the site will be monitored by the site manager and if necessary specialist contractors used. The on-site canteen area will provide a fridge to allow those working on the site to store food for that day safely however, there will be a sign stating that this should be emptied at the end of each day, and no food will be stored on site overnight. Waste is regularly removed from the site and not allowed to build up. Due to the separation of waste streams in the coloured skip system general site waste should not be contaminated with food waste and therefore pests will not be attracted to these skips.

T. Contact details and a "helpline" number should be provided so that problems can be reported and dealt with swiftly.

Once a site manager has been assigned to the site the contact details for them and the assistant site manager will be displayed at the entrance to the site to allow any issues to be reported and dealt with swiftly.

U. Continued contact with the wider community.

To deliver information to parties interested in the ongoing works, a Facebook page for the site will be set up to provide construction related updates. Surveys can be undertaken through this forum to understand residents' main concerns with ongoing works.

Vistry will make contact with both the Emmer Green Primary School and Highdown Secondary School to discuss the agreed proposals within this document including; traffic management, construction traffic routes and deliveries, health and safety.

A regular meeting will be arranged near the site for residents and Councillors to meet with Vistry as a forum for discussion during/before construction.

Appendix

Con 29 Appendix A – Site Compound Plan – Rev D

Con 29 Appendix B – Site Compound Demolition – Rev B

Con 29 Appendix C – Close Boarded Fence – Rev A

Con 29 Appendix D – Steel Fencing Unsheeted

Con 29 Appendix D – Steel Fencing with Impermeable Sheeting

Con 29 Appendix D – Steel Fencing with Vented Sheeting

Con 29 Appendix E – Gate in Site Hoarding

Con 29 Appendix E – Site Hoarding

Con 29 Appendix F – Sales Images for Hoarding – Rev A

Con 29 Appendix G – No Dig Heras Fencing

Con 29 Appendix H – Site Traffic Management Plan – Rev A

Con 29 Appendix I – Site Segregation Plan

Con 29 Appendix J – Construction Sequencing for Internal Roads

Con 29 Appendix K – Construction Phasing Plan

Con 29 Appendix L – VG-TBT-SHE-013 Dust and Air Quality

Con 29 Appendix M – VG-TBT-SHE-019 Noise and Vibration

Con 29 Appendix N – D2218AMSv4 (Arboricultural Method Statement)

Con 29 Appendix O – Proposed TTRO sht1 & sht2