

Construction Environmental Management Plan.

St Anne's Suitable Alternative Natural Greenspace (SANG).

On behalf of Kingacre Estates Limited.

Date: September 2025 | Pegasus Ref: P23-1666 TR01



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
-	September 2025	LD	CMR	-

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Appendix A – Crashmap Report

1. Introduction

- 1.1. This Construction Environmental Management Plan (CEMP) has been prepared by Pegasus Group on behalf of Kingacre Estates Limited, in order to to address the issues associated with the construction of the St Anne's Suitable Alternative Natural Greenspace (SANG).
- 1.2. The SANG will be constructed in two phases. The first phase was constructed in May 2024. This revised CEMP relates to the second phase of works to complete SANG, which at this stage is anticipated to commence in Autumn 2025.
- 1.3. Access for construction vehicles to the phase one works was via the Buckhurst Meadows SANG. It is proposed that construction access to the phase two works will be via the St Anne's Manor Hotel. No access for construction vehicles is proposed via Buckhurst Meadows SANG.
- 1.4. The SANG is secured through planning permission 190900. This CEMP seeks to address Condition 11 of the decision notice dated 24th May 2023 which requires a CEMP to be submitted prior to commencement of works. The full wording of condition 11, which has been discharged in part through discharge of conditions approval 233179, says:

'No development, including any works of demolition, shall take place, until a Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority. The Plan should include amongst other things:

- i. phasing of development;*
- ii. measures for the control of dust, odour and other effluvia;*
- iii. measures for the control of noise;*
- iv. measures to prevent queueing outside the site;*
- v. pollution control measures;*
- vi. a construction travel protocol or Green Travel Plan for the construction phase;*
- vii. construction traffic management plan comprising: a. analysis of the volumes of construction vehicles during construction phases for both light and heavy vehicles; b. vehicle routes and notably lorry routes, with volumes of lorries; and c. traffic management proposals including any mitigations, hours of operation and signage;*
- viii. site construction access;*
- ix. details of any site construction office, compound and ancillary facilities; cycle storage and motor vehicle parking and turning for site operatives and visitors;*
- x. loading, unloading and storage of plant and materials;*
- xi. measures to prevent deposit of mud on the highway;*
- xii. lighting;*

- xiii. A site security strategy;*
- xiv. protection of important trees, hedgerows and other natural features;*
- xv. relevant ecological mitigation measures for protected species and species of principle importance;*
- xvi. contact details for complaints construction liaison officer;*
- xvii. Communications Plan to keep local residents, town/parish councils and ward members informed.'*

- 1.5. The appointed contractor will be provided with a copy of this CEMP. The CEMP will form part of the information provided as part of construction personnel's on-site induction process. The contact details of the contractor, including a 24-hour emergency contact number, and those of the highway department at Wokingham Borough Council (WBC) and the General Manager at St Anne's Manor Hotel will be exchanged before commencement of works on site.
- 1.6. The Developer, and its agents including contractors, sub-contractors and all other relevant parties will comply with the requirements of this CEMP. This CEMP forms an iterative, working document that will be adapted by the Developer's agents for the full lifecycle of construction activities. This approach will allow contractors the flexibility to reflect the nature of their operations and requirements.
- 1.7. It will be the appointed contractor's responsibility to comply with all statutory regulations and guidelines, as appropriate, in relation to construction and movement activities. The appointed contractor will also be responsible for ensuring that the CEMP is appropriately implemented. Kingacre Estates Limited or a representative nominated by them will be responsible for agreement of all matters with WBC and St Anne's Manor Hotel.

2. Site Location and Existing Conditions

Site Location

- 2.1. The site forms part of, and is located to the northeast of, the South Wokingham Strategic Development Location (SWSDL). It is bound by St Anne's Manor Hotel to the north, the A329 Berkshire Way to the east, the Reading-Waterloo railway line to the south and Buckhurst Meadows SANG to the west. It is understood that the majority of the Buckhurst Meadows SANG is under the control of and is maintained by WBC. The site location in the context of the surrounding area is illustrated at **Figure 2.1**.

Local Highway Network

A329 London Road

- 2.2. London Road is a single carriageway road which provides access to Bracknell and to the A329 at the Coppid Beach Roundabout junction to the east and to Wokingham town centre to the west. It forms the major arm of a signalised junction with William Heelas Way approximately 450 metres to the west of the A329 junction and is subject to a 40mph speed limit and is lit along this stretch of road. The width of London Road varies, noting that it has several lanes providing through and turning movements at junctions served from it.

St Anne's Drive

- 2.3. St Anne's Drive is a single carriageway road which provides access to the St Anne's Manor Hotel. It forms a signal controlled junction with London Road at its northern extent. It is privately owned and maintained, with the exception of approximately the first 30 metres south of the London Road junction which comprises Highway Maintainable at Public Expense (HMPE). St Anne's Drive measures approximately five metres wide and is subject to a 15mph signed speed limit within the private extents.

Highway Safety

- 2.4. A review of the Crashmap.co.uk website has been carried out for the most recent five-year period between 2019 to 2023 for a study area comprising London Road within the vicinity of its junction with St Anne's Drive. This has confirmed that there has been one slight incident on London Road which occurred on Friday 14th June 2019. The incident involved two vehicles, one of which was travelling normally along the carriageway and one of which was slowing down or stopping. The full Crashmap report is included at **Appendix A**.
- 2.5. One incident within a five-year period is not considered to comprise a material highway safety issue and therefore it is concluded that there is no existing highway safety pattern or problem associated with the local highway network.

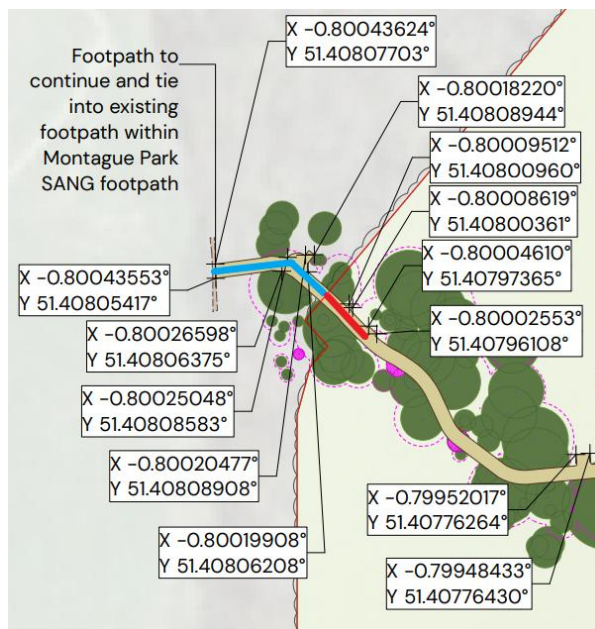
3. Scheme Phasing and Site Access Arrangements

Construction Phasing

Phase One

- 3.1. The first ten metres of permanent footpath (leading east from Buckhurst Meadows) (phase one) was constructed in May 2024. An additional length of around 20 metres of footpath was also constructed as part of that phase which connects it with the existing footpath network within Buckhurst Meadows SANG. The extent of the phase one works are identified in red and blue at **Plate 2.1**.

Plate 2.1 – Phase One Extents



Phase Two

- 3.2. The remainder of the St Anne's SANG will be constructed as part of the second phase, which is anticipated to comprise around five months. Phase two will be associated with the following phasing sequence (with some elements overlapping/running concurrently).
- 1) Site preparation including installation of the compound facilities/Heras fencing.
 - 2) Installation of one culvert within the St Anne's SANG boundary, to the immediate southeast of the compound location. This is indicatively shown on **Figure 2.1**.
 - 3) Soft landscaping clearance within the site (brambles and rhododendron).
 - 4) Hoggin gravel circular footpath installation within the St Anne's SANG boundary.
 - 5) Landscaping within the St Anne's SANG boundary.

Proposed Construction Site Access – Phase Two

- 3.3. The site will be accessed from London Road via St Anne’s Drive. A compound is proposed at the southeastern extent of the existing car park (immediately north of the tennis courts) and therefore all construction vehicles will use the existing road network through the grounds of the hotel, as indicatively shown at **Figure 2.1**.
- 3.4. The access will be used by all construction vehicles including HGVs. The route is understood to already be used by large vehicles making deliveries/refuse collections associated with the hotel and has previously been used as part of renovation works at the hotel.
- 3.5. No access will be taken from the Buckhurst Meadows SANG and no changes will be made to its enclosure or car park.

Operational/Maintenance Access

- 3.6. Once operational and handed over to WBC, the site will be accessed from the gated access with Baker Crescent for maintenance purposes, in line with the existing arrangement for the Buckhurst Meadows SANG.

Contractors Compound

- 3.7. A contractor’s compound will be established within the southeastern extent of the existing hotel car park, in the location identified at **Figure 2.1**. All construction materials, machinery and vehicles will be stored within the compound.
- 3.8. A total of 20 car parking spaces associated with the hotel will be temporarily closed for the duration of the construction phase. The hotel has confirmed that these spaces are surplus to requirement and that there is anticipated to remain sufficient parking on-site for all of its guests, visitors and staff.
- 3.9. No contractor vehicles, including private cars or minibuses relating to the St Anne’s SANG works will be parked in the remaining car spaces in the hotel car park which will be available for guests, visitors and staff as per the hotel’s existing arrangements.
- 3.10. An indicative construction compound layout is shown at **Figure 2.1**, which will be secured with Heras fencing and gates and will provide the following facilities.
 - i. Welfare area.
 - ii. Mobile plant, diesel and materials storage area.
 - iii. Turning space; and
 - iv. Vehicle and cycle parking.
- 3.11. The compound will be large enough for HGVs to enter, turn and exit in a forward gear. HGVs will set down plant, materials and equipment at the construction compound which will then be transported around the site and by smaller vehicles. Deliveries of materials will be phased throughout the construction period to ensure there is sufficient storage space available for direct offloading and storage onto the site.

- 3.12. The compound will include a temporary parking area for car and cycle parking. Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network. No parking by contractors, visitors or delivery vehicles will be permitted on any roads in the vicinity of the site or within the hotel or Buckhurst Meadows SANG car park. Contractors and visitors will be advised of the parking arrangements in advance of travelling to the site. The site manager will monitor that parking is taking place in the designated area within the compounds.

4. Construction Traffic Routing

- 4.1. The largest vehicles required to access the site will be ten-metre-long tipper lorries delivering stone.
- 4.2. The designated route for all traffic associated with the construction phase is via London Road and St Anne's Drive. This route provides access to the wider strategic road network, including the A329. The route is illustrated at **Figure 2.1**.
- 4.3. The local highway network within the immediate vicinity of the site is generally comprised of distributor roads, is not subject to any weight or height restrictions and is suitable to accommodate all types of vehicles associated with the construction phase.
- 4.4. Large construction vehicles will only access the site via the designated construction route identified in this CEMP for arriving and departing vehicles.
- 4.5. An appropriate signage scheme will be set by the contractor and put in place for HGV drivers to follow. Drivers will be informed of the route prior to departing for the site and will be advised not to use Sat-Navs to reach the site.

5. Vehicle Trip Attraction

Construction Traffic Movements

- 5.1. It is anticipated that, where feasible, large plant machinery will remain on site throughout the construction of the development. This will assist in minimising unnecessary local trips made by large and heavy vehicles travelling to and from the site each day. To the degree possible, plant machinery would arrive at the beginning of the construction period and depart at the end of the construction period.
- 5.2. The volume of construction traffic will be subject to the rate of build and materials used in each stage of the construction of the SANG which will be confirmed in due course. Noting the small scale of the scheme it is anticipated that the level of construction trips required to construct the SANG will be low in real terms.
- 5.3. Given the relatively bespoke proposals, it is difficult to forecast the exact number of trips that will be required throughout the construction phase. An estimate of the forecast construction traffic trip attraction has therefore been made using an approximate project value provided by the Developer and guidance set out in the TRICS Construction Traffic Research Report prepared by JMP dated February 2008. That report was prepared to consider how issues relevant to construction traffic and construction sites could be considered within the TRICS database and set out a 'ready reckoner for trip generation' at Chapter 3.
- 5.4. Based on the methodology set out in the TRICS guidance, it is anticipated that the construction of the SANG could be associated with around 221 one-way vehicles or 442 two-way vehicle movements across the whole construction period. Assuming a 5.5 day working week (including a Saturday morning) and a construction period of around five months, this equates to around four two-way trips per day.
- 5.5. Contractors will be advised to minimise the size of vehicles used for deliveries wherever possible. However, Table T1.1 of the TRICS guidance document has been used to provide a broad-brush estimate of the approximate percentage of HGV traffic. Table T1.1 suggests that around 71.56% of construction vehicles could be HGVs, which would equate to an average of around one to three two-way HGV trips per day throughout the construction phase.
- 5.6. Vegetation and existing fencing being removed as part of the site clearance works will be removed from St Anne's SANG. All soils are anticipated to remain on site. It is not anticipated that the removal of materials will be associated with a material number of trips and would be included in the anticipated movements set out at **paragraph 5.4**.

Construction Workforce Movements

- 5.7. A temporary car parking area (including spaces for minibuses) will be provided on the site within the construction compound. The number of staff and location of where staff will travel from is unknown at this stage as it will depend on the end contractor. However, it is anticipated that given the relatively small scale of construction works, the number of construction workers and associated vehicles will be low in real terms. Only staff construction vehicles and minibuses or shared vehicles (no private staff cars) will be permitted within the compound.

- 5.8. It is anticipated at this stage that any non-local workforce would stay at local accommodation and general operatives would be transported to the site by minibuses or shared vans to minimise the impact on the local highway network. Similarly, any local workforce would be encouraged to share vans or walk, cycle or use public transport to get to work.

6. Traffic Management and Mitigation

General Traffic Management and Mitigation Principles

- 6.1. Wheel washing will be provided. A hose will be provided within the site compound.
- 6.2. The condition of the St Anne's Drive will be regularly monitored and will be kept clean and kept clear of soil and construction materials. A road sweeper can also be provided, when necessary.
- 6.3. Working hours will only be between 08:30 to 17:00 Monday to Friday. Weekend working will only take place via prior agreement with the hotel.

Management of HGV Arrivals and Departures

- 6.4. The arrival and departure of all vehicles including HGVs at the site will be strictly managed by the Site Manager and measures will be implemented to ensure that there is no backing up along St Anne's Drive and that there will always be sufficient space for vehicles to turn within the compound.
- 6.5. Site deliveries will adopt a 'just in time' arrangement whenever practical to minimise queueing and on-site storage requirements. Deliveries to the site will be staged with drivers given specific time windows for arrival and these will be recorded within the booking system by the Site Manager. To manage this, communication will be required between the Site Manager and the source company to prevent the convoying of vehicles to and from the site.
- 6.6. Drivers of vehicles accessing the site will be instructed prior to arrival to call ahead to confirm they will arrive during their allocated timeslot. If there are any issues with arriving during the allocated time, drivers will be instructed to contact the Site Manager as soon as this is known to obtain another timeslot. A number of spare slots will be reserved throughout the day to maintain flexibility.
- 6.7. Other users of the hotel will have priority at all times. If necessary, banksmen will be sited within the car park during periods when construction vehicles are arriving and departing to manage other traffic.

7. Construction Principles

Security & Segregation

- 7.1. So that the active work areas are completely autonomous from any surrounding areas, they should be enclosed. The construction area will also be enclosed with Heras fencing (as a minimum) and controlled access gates. The area will be clearly defined and separated before any works commence on-site, to ensure they are fully secured from trespassers/members of the public.
- 7.2. Visitors will be directed (by signage at the compound) to the site office. Visitors will sign in and be inducted (as appropriate for the nature of their visit) by the Site Manager, prior to being permitted on-site.

Mobile Plant Certification

- 7.3. All plant will have the appropriate certification and checks with copies held on file on site.
- 7.4. Regular inspections of all plant will be carried out with copies held on file.

Public Liaison

- 7.5. The Developer will have regular communication with the hotel and other key stakeholders (such as the planning authority, WBC Countryside officers and the highway authority), as necessary.
- 7.6. The telephone number provided to local residents and businesses will be maintained at all times whilst the phase two works are taking place in order to respond to any enquiries and complaints.
- 7.7. A complaints register will be kept and will include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints. WBC Countryside Officers will be notified of any complaints and actions at weekly meetings, save where complaints relate to health and safety issues on the existing Buckhurst Meadows SANG related to any construction activities which will be reported immediately to the HSE and WBC Countryside Services, as appropriate.

Signage

- 7.8. Appropriate Health and Safety Signage will be placed around the construction site by the contractor guiding traffic and pedestrian routes, giving warnings of hazards and potential dangers (such as "Danger: Keep Out"; and public/pedestrian directional signage etc.) and instructing conduct within the site boundaries (such as "Do not remove security fencing"/"Appropriate PPE must be worn..." etc.).

Inductions

- 7.9. All operatives will be inducted prior to commencing work on this site and the relevant competencies checked, with copies held on site.

- 7.10. Site specific risk assessments and method statements will be produced for all activities, with copies held on site. All operatives will be briefed on their method statements prior to commencing work. Operatives and visitors will be asked to sign in and out every day.
- 7.11. All operatives and visitors will be expected to wear appropriate Personal Protective Equipment (PPE), as necessary.

Welfare Provision and Health & Safety

- 7.12. The contractor will provide full welfare facilities, as necessary. These facilities will be in place prior to construction works commencing on-site, will be placed within the compound. As a minimum this will comprise an office and canteen double, a toilet block and stores.
- 7.13. Reportable accidents and dangerous occurrences will be reported and recorded in accordance with the Contractors' policies and the HSE and WBC Countryside Officers will be notified promptly of such occurrences and action undertaken.

Fire Plan/Special Site Instructions

- 7.14. All site personnel will be advised of escape routes and firefighting equipment at their induction and copy of the fire plan will be kept in the site file.
- 7.15. All site waste material to be put into skips. Site to be always kept clean of any debris. Materials to be stored neatly in the designated storage areas on site.

Monitoring Arrangements

- 7.16. The Site Manager will be responsible for the day-to-day management of the site and will ensure that all restrictions/provisions noted in this CEMP are undertaken.
- 7.17. The Site Manager (and any other relevant stakeholders) will engage in regular dialogue with the Countryside Services Team at WBC, as necessary. This will be used to provide an update on progress/milestones and any complaints (including sharing the complaints register). The Countryside Services email address will also be included on signage throughout the Buckhurst Meadows SANG (to be agreed prior installation).

Green Travel Protocol

- 7.18. The appointed contractor will commit to implementing a Green Travel Protocol for the duration of the construction phase. This will aim to provide employees with the opportunity to travel via more sustainable travel modes other than single occupancy car. It is considered that a minibus will be used to for workers to travel to the site in and a designated minibus parking bay will be provided on site. Car sharing will also be promoted to encourage visitors to share lifts to site.

8. Environmental Mitigation Measures

Protection of Water, Land Environment, Air Quality & Pollution Prevention

- 8.1. The Developer and contractor will ensure the protection and integrity of all watercourses and drainage systems and associated flora and fauna (as unaffected by this scheme) by preventing any surface water run-off or potential sources of contamination from reaching watercourses/drainage systems.

Vehicle Emissions

- 8.2. All construction vehicles will be required to comply with relevant European standards. Suppliers and drivers will be required to (as far as practical):
- i. Switch off their vehicle's engine when stationary to prevent exhaust emissions.
 - ii. Maintain vehicles including engines in tune and catalysts working efficiently; and
 - iii. All vehicles used by contractors must comply with MOT emission standards at all times.

Control of Noise and Dust

- 8.3. All contractors are to adhere to (so far as is reasonably practicable) the measures set out below in order to help reduce and control the noise created during the construction works:

Dust

- Dust will be controlled where necessary with a water bowser and any stone/concrete cutting will have water fed suppression and appropriate PPE.
- Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation will be located as far away as possible from the compound boundaries.
- Stored materials liable to dust generation will be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.
- Skips, chutes, and conveyors will be covered and if necessary enclosed to ensure that dust does not escape.
- All vehicles carrying dusty materials will be securely covered.
- Areas where there is regular vehicular movement should have a consolidated surface which will be kept in good repair.
- Periodic road-sweeping will be implemented if ground conditions and/or adverse weather conditions dictate. This will ensure that the site access track and public roads affected are kept clean.

- A wheel wash hose will be made available at the compound. This will be used for dust suppression and for the cleaning vehicle wheels/tyres.

Noise

- Any plant brought onto site will adhere to the noise regulations, equipment and working methods in accordance with British Standards, and will take into consideration the existing residential properties, surrounding environment, and site working hours.
- Wherever possible mains electricity or battery powered equipment will be used instead of diesel- or petrol-powered generators.
- All vehicles, mechanical plant, and machinery used during the development will be fitted with proper and effective silencers and will be maintained in good and efficient working order.
- All vehicles will keep to site speed limits.
- All employees will be made aware of the neighbouring properties on their site-specific induction and provided with a copy of the CEMP so that they are fully aware of the importance to reduce noise and dust during the construction process.
- In accordance with British Standards, noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut.
- Toolbox talks on noise and dust will be held by the site manager and they will ensure all equipment conforms to the relevant noise emission standards and reduce any unnecessary nuisance, including shouting, bad language, radios and out of hours deliveries.
- Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.
- Construction plant and lorry engines will be switched off when not in use.
- No stereos or similar amplified devices will be audible at the compound or St Anne's SANG boundaries.
- All the above will be in accordance with the guidelines set out by HSE guidance documents.

Lighting Control

- 8.4. Internal lighting will be kept to a minimum. Where possible construction will happen during daylight only and the construction schedule will be adopted to minimise adverse lighting. In some cases, construction work may require work during the hours of darkness in consideration of shorter daylight availability during winter months.
- 8.5. Where construction work requires lighting the following measures will be considered for implementation:

- i. Dim or switch off lights where it is safe to do so.
- ii. Use of specifically designed equipment.
- iii. Positioning of lights away from any nearby residents; and
- iv. Switched off completely when necessary to provide some hours of darkness for to minimise impacts on any ecological features.

Waste Management

- 8.6. The disposal of waste generated during construction, including any surplus spoil, will be managed to maximise the re-use of material on-site. This provides environmental benefits from the use of surplus material and reduces any adverse effects of disposal, including vehicle trips. The contractor will follow the Defra Code Of Practice 'Construction Code Of Practice for the Sustainable Use Of Soils on Construction Sites '.
- 8.7. Contractors will seek to minimise the waste generated from their construction activities where practicable. This will include measures such as 'just-in time' deliveries, careful storage of materials on-site, minimisation of packaging and use of re-usable packaging etc. All waste will be managed in accordance with the waste hierarchy (i.e. prevention, preparing for re-use, recycling, other recovery and disposal as set out in the Waste (England and Wales) Regulations 2011), and in such a way as to prevent harm to human health, amenity and the environment.
- 8.8. The contractor will maintain responsibility for the management of waste. The contractor will commit to waste minimisation opportunities by maintaining a role in the management of the supply chain during construction.
- 8.9. The burning of waste at any time on the site is strictly prohibited.
- 8.10. Movement of waste from the site will be in vehicles that are properly covered and inspected prior to entry onto adopted highways.
- 8.11. Waste bins will be used for the collection and storage of waste within site boundaries to facilitate the segregation of waste for re-use, recycling and recovering, where appropriate.
- 8.12. Skips and other storage receptacles will be sheeted, and bins will remain lidded or closed, during times when waste is not being deposited into them. They will also be covered to prevent the escape of waste whilst in transit and loaded for maximum efficiency.
- 8.13. A register of all waste loads leaving the site will be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.
- 8.14. Reducing the amount of waste exported from the site would reduce the vehicle movements associated with construction. As such this will assist in minimising the impact of construction vehicles on the local highway network.

Protection of Important Trees, Hedgerows and Other Natural Features

- 8.15. The Project Arboricultural Consultants (DPA) have reviewed the option of an access to the St Anne's SANG via the adjacent St Anne's Manor hotel (using St Anne's Drive). The proposed access from the existing tarmac car park area within the Hotel to the adjacent SANG area has been specifically designed to only require the removal of some insignificant vegetation (a small and/or sparse section of hedge which is mostly Blackthorn). The adjacent mature trees can and would be protected in accordance with the requirements of BS 5837:2012 by using tree protective fencing and a temporary permeable hard surface. The type of tree protective fencing (Section 6.2.2 of BS 5837:2012) and temporary permeable hard surface (Section 6.2.3 of BS 5837:2012) that would be utilised are detailed within the DPA Arboricultural Method Statement (Ref: DPA-7044-AMS-REV 2) previously submitted to the Local Planning Authority.

Ecological Mitigation Measures for Protected Species and Species of Principal Importance

- 8.16. Details relating to impact on ecology are set out in the Landscape and Ecology Management Plan that is submitted as part of the wider discharge of conditions application.
- 8.17. Machinery will only be allowed to track on areas that have already been cleared or checked by an ecologist. Machinery will track in and out on the same track.
- 8.18. All vegetation clearance works will be supervised by a suitably qualified ecologist. An Ecological Clerk of Works (ECoW) will be required for any vegetation removal that takes place during the nesting bird season of March to August inclusive with regards to nesting birds and reptiles.
- 8.19. Phased grass cutting will take place (to 20cm height and then to <10cm height between 24 and 48 hours later) on the entire corridor for traffic movements. This will be completed at least 24 hours before any access track and/or compound is set up. Once cut, grass in these locations will be cut regularly to maintain its short condition throughout the construction period.

Reptile Mitigation

- 8.20. Vegetation such as scrub and grassland will be cut to a height of 15cm. A suitably qualified ecologist will be present to supervise the cut and check for reptiles. The cutting will be followed ground clearance works carried out by an excavator.
- 8.21. Reptile mitigation will be undertaken during the reptile active season, roughly April to October inclusive. However, exact timings will be down to the programme determined by the contractor. An ECoW will need to be present during these works.

Badger Mitigation

- 8.22. An updated walkover of the proposed work area and the surrounding habitat will be carried out to search for signs of badger. If active badger setts are recorded that maybe disturbed by the proposed works than a protected species licence from Natural England will be sought.

- 8.23. There will be no tracked vehicles within 30 metres of a sett, no light vehicles within 20 metres of a sett and no works involving hand tools within 10 metres of a sett.
- 8.24. Where possible, construction materials will be stored within a secure container that is locked overnight.

9. Condition Survey

- 9.1. A pre-commencement walkover condition survey of St Anne's Drive and the car park inside which the compound will be located will be carried out to assess the baseline condition before construction activities commence.
- 9.2. The survey will incorporate a photographic and written record as appropriate. The survey will be accompanied by a representative for the hotel, as required, and a date for this survey will be agreed before construction activities commence.
- 9.3. A further condition survey with a further written and photographic record covering the same extents as previously assessed will be carried out at the end of the construction period in order to identify and agree any remedial works reasonably attributable to construction activities and incorporating the principles agreed as part of the pre-construction survey.

Figures



Key:

-  Approximate St Anne's SANG Boundary
-  St. Anne's Manor Hotel Boundary
-  Construction Traffic Route
-  Heras Fenced Compound
-  Material Storage
-  Welfare/Cabin
-  Approximate Location of Temporary Ditch Crossing

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
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CONSTRUCTION TRAFFIC
ROUTE PLAN

ST ANNE'S SANG,
WOKINGHAM

CLIENT:
KINGACRE ESTATES LTD

DATE: 11/12/2023	SCALE: NTS	DRAWN/CHECKED BY: JAN/LD	APPROVED BY: CMR
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JOB NUMBER: P23-1666	DRAWING NUMBER: FIGURE 2.1	REVISION No: -	PEGASUS GROUP
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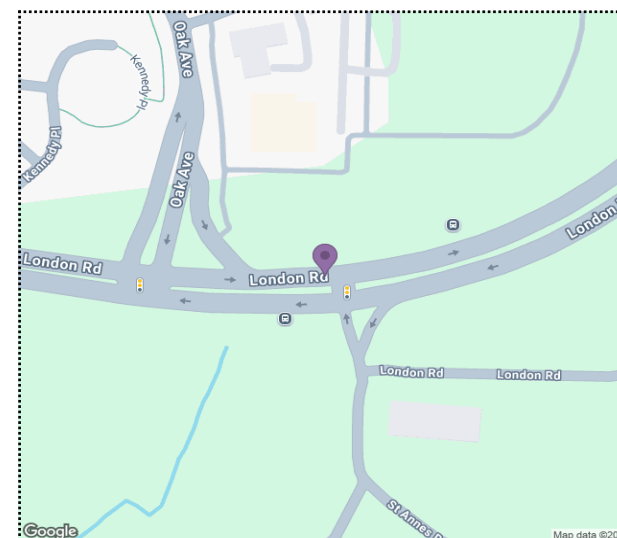


Appendix A – Crashmap Report



Validated Data

Crash Date:	Friday, June 14, 2019	Time of Crash:	16:17:00	Crash Reference:	2019430275328
Highest Injury Severity:	Slight	Road Number:	A329	Casualties:	1
Highway Authority:	Wokingham			Vehicles:	2
Local Authority:	Wokingham			OS Grid Reference:	483395 168786
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, June 14, 2019

Time of Crash: 16:17:00

Crash Reference: 2019430275328

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Minibus (8 - 16 passenger seats)	5	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	15	Male	36 - 45	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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