



PARCEL 11, PHASE 2 OF THE SOUTH WOKINGHAM STRATEGIC DEVELOPMENT
LOCATION
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

VISTRY HOMES (THAMES VALLEY)

11 February 2026





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Date:	11 February 2026
Document Reference:	A389-R018 v1.0

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Contents

1.0 Introduction 1

2.0 Construction Measures..... 4

3.0 Environmental Controls 9

4.0 Construction Management 14

Appendices

- Appendix A – R11 Masterplan
- Appendix B – Construction Routeing Plan
- Appendix C – Initial Construction Access And Tracking
- Appendix D – Heathlands Link Construction Access and Tracking
- Appendix E – Compound Location
- Appendix F – Tree Retention Plans



1.0 Introduction

1.1 Context

- 1.1.1 This Construction Environmental Management Plan (CEMP) has been prepared by Abley Letchford Partnership Limited, on behalf of the Vistry Homes (Thames Valley) in respect to Reserved Matters Planning Application for their residential development at Land Parcel R11 (the site), which forms part of the South Wokingham Strategic Development Location (SDL).
- 1.1.2 The SDL proposals comprise of approximately 2,500 homes, a new South Wokingham Distributor Road and other facilities such as two primary schools and a community centre. The first phase of the development is named Montague Park and is located at the northeast of the SDL area. The parcel was approved by Wokingham Borough Council in 2012 (WBC Planning Reference: O/2010/1712) and included approximately 620 dwellings, which have since been constructed and occupied.
- 1.1.3 Phase 2b of the SDL (WBC Planning Reference: 191068) is located to the south of the London Waterloo railway line and consisted of a hybrid planning application with all matters reserved except principal means of access to the highways, for a mixed use development of up to 1,434 dwellings, a two-form entry primary school, local centre (A1, A2, A3, A4, A5 and D1 including community building D1/D2), public open space, play areas and associated infrastructure and landscaping; and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), associated landscaping and temporary car park.
- 1.1.4 In February 2025, full planning consent was secured for a new road to provide an alternative route to Waterloo Road (WBC Planning Reference: 240892). Known as the 'R10-R14 Link Road', for the development parcels that it will provide direct access to, the new road will lead from south of the Eastern Gateway roundabout at the junction of Waterloo Road with William Heelas Way eastwards to a new junction with Waterloo Road to the east.

1.2 Development Proposals

- 1.2.1 This CEMP is to support a Reserved Matters (RM) planning application pursuant to Condition 1 attached to Phase 2b of the SDL, for the erection of 343 dwellings and associated infrastructure (green, blue and highway). A layout of the proposed residential site is provided at **Appendix A**.

1.3 Construction Environmental Management Plan

- 1.3.1 This document has been prepared in connection with Condition 36 Construction Environmental Management Plan', which is set out below.

Condition 36

A Construction Environmental Management Plan (CEMP) to control the environmental effects of the demolition and construction work within that phase. The CEMP shall include:

- i. measures for the control of dust, odour and other effluvia;*
- ii. measures for the control of noise (including noise from any piling and permitted working hours);*



- iii. *measures for the control of noise from delivery vehicles and times when deliveries will be accepted;*
- iv. *vibration monitoring;*
- v. *measures for the control of pests and other vermin (particularly during site clearance);*
- vi. *pollution control measures;*
- vii. *measures to control surface water run-off including protection of the aquatic environment in terms of water quantity and quality;*
- viii. *measures to prevent spoil or building materials being deposited or stored within any area of the site liable to flood;*
- ix. *a construction travel protocol or Green Travel Plan for the construction phase;*
- x. *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;*
- xi. *site construction access;*
- xii. *haul routes within the site (supported by relevant surveys if not already adequately covered);*
- xiii. *details of any site construction office, compound and ancillary facilities;*
- xiv. *cycle storage and motor vehicle parking and turning for site operatives and visitors;*
- xv. *loading, unloading and storage of plant and materials;*
- xvi. *measures to prevent deposit of mud on the highway;*
- xvii. *provision of an emergency water supply including fire hydrants to meet firefighting needs (including the installation arrangements and the timing of such an installation);*
- xviii. *provision of boundary hoarding;*
- xix. *lighting;*
- xx. *A site security strategy;*
- xxi. *Details of any temporary diversions of Public Rights of Way and how they will be managed to minimise disruption to users (both distance and duration of diversion);*
- xxii. *protection of important trees, hedgerows and other natural features;*



- xxiii. *relevant ecological mitigation measures for protected species and species of principle importance;*
 - xxiv. *updated survey information (due to long build out period), for example arboricultural and ecological surveys;*
 - xxv. *an invasive, non-native species strategy;*
 - xxvi. *contact details for complaints construction liaison officer;*
 - xxvii. *Communications Plan to keep local residents, town/parish councils and ward members informed;*
 - xxviii. *programme of works, including measures for traffic management and operating hours;*
 - xxix. *monitoring and review mechanisms; and*
 - xxx. *implementation of the CEMP through an environmental management system.*
- 1.3.2 This Report provides the necessary information to address the CEMP requirements of the proposed development, thereby enabling Wokingham Borough Council to make an informed decision on the planning application with the knowledge that there is a strategy in place so that construction can take place in an organised and safe manner which minimises impact on the local environment and highway network.
- 1.4 Report Format**
- 1.4.1 The principal aim of this CEMP is to ensure that the construction works are organised and delivered in a manner that mitigates the environmental impact and safeguards the amenity of the area surrounding the development site during the construction period.
- 1.4.2 This Report adopts the following structure:
- **Section 2** outlines the broad construction methodology that will be adopted for the site. This includes details of the construction vehicle access points, construction traffic routings, construction compound and material storage areas.
 - **Section 3** advises how the environmental impacts of the construction process will be mitigated.
 - **Section 4** outlines how the construction process will be managed by the Contractor.
- 1.4.3 Whilst the principles of the construction strategy in relation to the proposed development are established within this Report, it should be noted that the construction programme may be subject to change once the specific Contractor is appointed. Any subsequent changes to the CEMP that may occur would need to be agreed with officers at Wokingham Borough Council (WBC).



2.0 Construction Measures

2.1 Context

- 2.1.1 Land Parcel R11 is located on land to the south east of Wokingham. Two proposed T-Junction will serve the Site with one the northern boundary that will be constructed as part of the approved R10-14 Link Road (WBC Planning Reference: 240892) and a second on the western boundary that will be constructed as part of the WBC delivered link between the SWDR and Easthampstead Road.

2.2 Construction Phasing

- 2.2.1 Subject to the appropriate planning approvals, the construction phase is anticipated to commence in February 2026 and to span over approximately 4½ years until October 2030.
- 2.2.2 It is anticipated that the development will be built out over a single phase, which will include four distinct components of work as follows:
1. Site setup including installation of Heras fencing around the site perimeter and installation of the site compounds.
 2. Construction of infrastructure within the development including highway and drainage infrastructure.
 3. Construction of dwellings and formation of associated landscaping.
 4. Following completion of all dwellings within the parcel the site compounds will be decommissioned and the Heras fencing removed.
- 2.2.3 Of note however, is that the precise phasing and sequencing of the works is a matter to be determined by the Contractor.

2.3 Construction Routing

- 2.3.1 The proposed construction routing plan is attached at **Appendix B**. For ease of reference, the routes that will be adopted for HGV traffic are described below.
- 2.3.2 The M4 motorway, A239 (M), Berkshire Way and London Road corridors have been highlighted as being most suitable for routing the construction traffic due to their adaptability to accommodate for larger vehicles. This road network further connects with a wide local and regional area to transport construction materials to and from the site with the M4 motorway offering a route to the A33 to the west and onward the motorway routing east to London and west towards Bristol. Alternatively, Berkshire Way through Bracknell provides connection to the M3 motorway, which itself links London to Southampton.
- 2.3.3 A clear signing strategy will be implemented by the principle contractor in accordance with the TSRGD/Traffic Signs Manual to support the routing strategy and to direct all construction HGV traffic into the site, avoiding the use of unsuitable roads (See **Appendix B**). The signage at the site entrances will include the times when access into site by construction traffic can be obtained.
- 2.3.4 Use of the agreed HGV vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals forming on site. The necessary information



will also be communicated to all drivers of site and delivery vehicles to ensure that all those attending the site are aware of the routing strategy.

2.4 Construction Access

- 2.4.1 Temporary two-way construction access to the site will initially be from Waterloo Road approximately 200 metres from the Eastern Gateway Roundabout. This access was constructed between the 14th-16th July 2025 to allow enabling works associated with the main vehicle site access (S171, dated 4th July 2025).
- 2.4.2 The access location is shown in Drawing A389-094 contained in **Appendix C**, which included junction visibility. Appendix C also contains Autotrack swept path analysis of a 16 metre articulated low loader, which will be the largest vehicle requiring access to the site. This has been tracked based on arriving and exiting from the direction of the Eastern Gateway Roundabout as it is considered that approaching along Waterloo Road from the east would not be suitable.
- 2.4.3 It is noted that the Autotrack swept path analysis of the low loader exiting the access would require the current width of the on-site section of the entrance to be widened. This would be constructed in accordance with the specifications shown in Drawing A389-094.
- 2.4.4 This existing access has also been tracked based on two-way access in both directions for a tipper lorry, which, after the low loader is likely to be the largest construction HGV that will require access to the site.
- 2.4.5 Once the Heathlands Link is open, which is due to be in late May 2026, the construction routing strategy will alter with inbound and outbound traffic entering the site via the Heathlands Link. **Appendix D** contains the Autotrack swept path analysis of an 18 metre articulated low loader entering and exiting the site, including the associated manoeuvre at the junction with the SWDR. , and a tipper lorry exiting in both directions.

2.5 Pre-commencement survey

- 2.5.1 A pre-commencement survey shall be undertaken in the vicinity of the construction side access, the detailed of which will be confirmed with WBC prior to undertaken the survey.
- 2.5.2 Should any defects to the local road network and it can be confirmed that damages have occurred as a result of construction, the developer will rectify such defects at their expense.

2.6 Construction Traffic

- 2.6.1 Given an approximate 58 month construction program, it is anticipated that approximately 75 dwellings will be delivered per annum.
- 2.6.2 Based upon previous experience associated with other residential developments, a development of 75 units per annum typically generates approximately 19-20 HGV movements per day during the construction phase.
- 2.6.3 In terms of construction worker movements, information obtained at other residential development sites indicate that approximately 4 construction workers can be expected to be on site for every 3 residential buildings being constructed per annum. For the scale and rate of



development associated with R11 there is expected to be in the region of 100 construction workers on site at a time. However, during the initial infrastructure and access works the actual number of construction workers on the site is likely to be lower.

- 2.6.4 Construction worker vehicle trip rates obtained from other residential construction sites indicate that the number of light vehicle movements that would be generated by 110 workers would be in the region of 120 two-way movements a day. The majority of these would be outside of peak hours and these journeys would be unlikely to have a discernible impact on the operation of the local highway network.
- 2.6.5 The efficiency of operations will be maximised wherever possible to minimise the number of movements required. Furthermore, movements will be evenly spread throughout the day (avoiding busiest periods where possible to minimise the impact on the local highway network).
- 2.6.6 Once appointed the principle contractor will provide details of the fleet operator schemes which will be mandated for HGV fleet in use on site.

2.7 Construction Compound

- 2.7.1 At this stage it is anticipated that a construction compound will be located on in the south western part of the site, as depicted within **Appendix E**. However, the proposed location will be confirmed by the Contractor prior to the works commencing. The compound area will include welfare facilities including offices, meeting rooms, toilets, a drying room and a canteen.
- 2.7.2 A designated parking area for staff and visitors (78 spaces) will also be provided next to the construction compound and will also include cycle parking for 12 bicycles. The parking layout and ability manoeuvre within the car park will thereby negate any need for site vehicles to park along adjacent roads beyond the confines of the site.
- 2.7.3 The compound will also include a waste management area which the material storage area, which will house colour-coded skips for various waste streams as well as separate receptacles for the disposal of residual general site waste that cannot be recycled or re-used.
- 2.7.4 Adjacent to the construction compound will be a designated area for material deliveries and storage. This will ensure that when deliveries are being undertaken to the site, materials can be offloaded directly into the dedicated storage area.
- 2.7.5 Deliveries to the material storage area will be supported by a trained banksman. This arrangement will ensure that loading / unloading activities will take place in a coordinated manner within the site and not along the public highway at the site entrance. Moreover, the deliveries will be programmed in a manner to remove the need for vehicles waiting on the highway.
- 2.7.6 In all instances, sufficient room will be provided to allow vehicles to turn around, drop-off / pick-up any required materials and then exit the site in a forward gear. Consequently, there will not be a requirement for the vehicles to undertake turning manoeuvres on any area of the public highway.



2.8 Haul Routes

- 2.8.1 Movements of construction vehicles within the site and to/from the construction compound will be confined to designated temporary haul routes, which will be formed by stripping down to a firm base before forming the temporary running surface with suitable material. Haul routes will be provided no wider than is necessary.
- 2.8.2 No construction or construction supply vehicles shall exceed a speed of 15mph within the site. A speed limit of 10mph will be implemented within the construction compound areas. The Contractor will take responsibility for enforcing speeds in relation to all site and supply vehicles involved with the construction process.
- 2.8.3 As well as providing haul routes for construction vehicles, a segregated route will also be provided within the site in order to safely facilitate visitor trips, including those undertaken by foot or cycle.

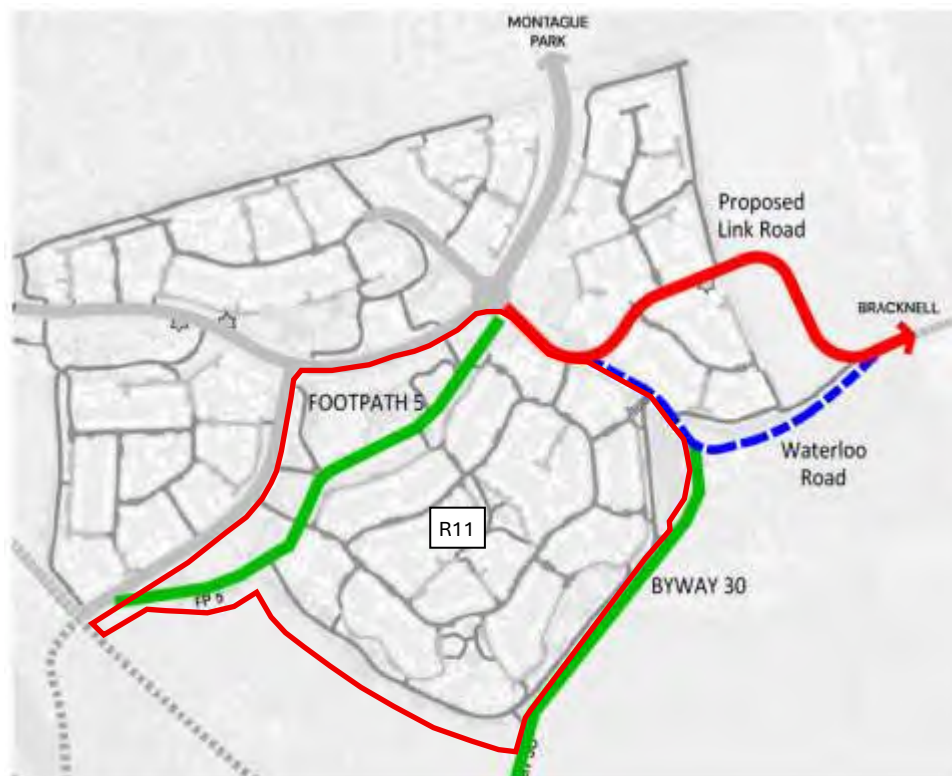
2.9 Construction Vehicle and Non-Mobile Machinery Emissions

- 2.9.1 All vehicles and non-mobile machinery use on site will comply with the Euro VI Emissions Standards as a minimum.

2.10 Public Rights of Way

- 2.10.1 The Public Rights of Way in the vicinity of the works comprise Footpath 5 and Byway 30 as depicted on **Figure 2.1**.

Figure 2.1: Existing Public Rights of Way





2.10.2 Footpath 5 provides connection between Easthampstead Road and a 3m shared use footway/cycleway at the southern side of the Eastern Gateway roundabout. As part of the SWDL works being undertaken by Balfour Beatty this footpath has been closed since 26th November 2025 and is understood to remain closed until the SWDR and Heathlands Link Road are complete.

2.10.3 Once the SWDR and Heathland Link are completed, which is scheduled for late May 2026, should FP5 require diversion as part of R11 infrastructure works, given it lies to the north of the proposed housing, this could be diverted via the shared foot/ cycleway on the southern side of the SWDR and eastern side of Heathlands Link. This would be agreed between the principle contractor and WBC, if necessary.

2.10.4 Byway 30 runs along the southeastern perimeter of the site, but is not effected by construction within R11.

2.11 Boundary Fencing

2.11.1 It will be necessary to provide boundary fencing at the site in order to prevent unwanted access and to achieve site security as well as providing visual screening. Such measures would take the form Heras type fencing to all other boundaries.

2.11.2 The use of Heras fencing will also help to protect areas of hedgerow and trees to be retained. This will in turn prevent unwanted intrusion by construction vehicles into these sensitive areas.

2.11.3 Precise details of the boundary fencing will be confirmed by the Contractor prior to the works commencing, if required. Of note is that the fencing must be positioned in a manner than doesn't impede any pedestrian or vehicular routes.

2.12 Construction Working Hours

2.12.1 In order to ensure the completion of the proposed site within expected timescales, construction work will be undertaken between 08:00 - 18:00 hrs on Mondays to Fridays and between 08:00 - 13:00 hrs on Saturdays and at no time on Sundays or Bank / National Holidays.

2.12.2 Whilst there may be opportunity to organise deliveries outside of the peak hours wherever possible, the construction program is such that does not afford the opportunity for construction access to be fully restricted during the peak hours, however construction traffic would avoid William Heelas Way at school term times during the peak hours of 08.00-09.00 and 14.30-16.00.

2.12.3 Should there be specific circumstances where construction work is proposed to be undertaken outside of these hours then confirmation would first need to be obtained in advance and in writing from WBC. This would also include agreement for any required lighting during the extended construction hours to be sensitively located in consideration for wildlife.



3.0 Environmental Controls

3.1 Context

- 3.1.1 Given the location and type of works being proposed there are inherent environmental sensitivities to be identified and dealt with whilst construction activity is occurring on site.
- 3.1.2 It is important that construction impacts are addressed wherever possible. The following measures have therefore been identified which will be used to mitigate specific environmental concerns at the site.

3.2 Noise & Vibration Reduction

- 3.2.1 Further to the restriction on working hours, as outlined in Section 2 of this Report, a number of further practices can be implemented to restrict potential impacts on local residents. Suitable mitigation measures to be used include:
- The use of quieter alternative methods or mechanical plant, where reasonably practicable.
 - Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties, where reasonably practicable.
 - The use of site hoardings within the construction compound or portable acoustic enclosures / screens around noisy plant or processes, where reasonably practicable.
 - Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
 - Shutting down equipment when not in use.
 - Pumps and generators to be acoustically screened if required to operate outside of normal working hours.

3.3 Dust Suppression

- 3.3.1 A number of control procedures will be implemented in order to reduce the potential for dust emission as far as practicable. Such measures include:
- Wheel washing facilities will be located at the construction access to ensure the local road network is kept clear from mud and dust.
 - All HGVs removing loose materials from the site will be fully sheeted to minimise the risk of any spillage of mud or dusty material.
 - In dry weather, haul routes and stockpiles will be dampened down to help prevent dust migrating from the site.
 - Ensure speed limits along haul routes are adhered to.
 - Use dust suppression techniques such as water sprays when undertaking cutting, grinding and demolition activities.
 - Load demolished material into appropriate waste / recycling skips as soon as possible.



- 3.3.2 The wheel washing will be undertaken by a site operative using a jet wash at the entrance to the construction areas. A run-off area with polythene filled with shingle will be placed to trap any silt run off. This will be removed when it becomes silted up.

3.4 Fire Prevention

- 3.4.1 No burning of any materials will be permitted on site. Furthermore, flammable materials will be stored appropriately within the construction compound in order to reduce the risk of accidental fire.
- 3.4.2 A Fire Risk Assessment & Fire Safety Plan will be produced for the site to include:
- details of methodologies to be used to help prevent fires on site, such as Hot Works Permits, Reducing the requirements for cutting on site, hot works exclusion areas etc.
 - a detailed plan showing the location of all fire detection, fire alarm and firefighting equipment within the site compound, compound buildings and generally on site.
 - Details of emergency escape routes and assembly points
 - The locations of the nearest Mains Fire Hydrants
 - The protocols to be followed upon the discovery of a fire on site.

3.5 Pest Control

- 3.5.1 If not controlled, vermin can impact on neighbouring properties and land. Therefore, during the construction stage the contractor will ensure a clean and tidy site is kept at all times including appropriate storage and disposal of any food waste.
- 3.5.2 The contractor will also prevent accumulation of excessive refuse on the site and ensure the correct and satisfactory stopping up and sealing of all disused drains where applicable.

3.6 Lighting

- 3.6.1 The construction activities are scheduled to take place over an extended period and hence there will be activities during winter months where the natural daylight is restricted. If temporary lighting is employed at the site to ensure the safety of the workers, precautions will be taken to ensure that any lighting does not cause any significant disturbance on neighbouring properties or other sensitive receptors beyond the site. Similarly, temporary construction lighting must not be allowed to shine onto any retained woodland or trees at the boundaries of the site.

3.7 Mud Prevention

- 3.7.1 Wheel wash facilities will be provided at the construction access to help ensure that the local road network is kept clear from mud and debris.
- 3.7.2 The wheel washing will be undertaken by a site operative, as necessary, using a jet wash at the access to the site. A run-off area with polythene filled with shingle or similar will be placed to trap any silt run off. This will be removed when it becomes silted up.



3.7.3 All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.

3.7.4 Regular inspections of the construction access as well as Waterloo Road will also be undertaken to ensure the above measures are effective. Provision for cleaning of the road, if required, will be undertaken using mechanical road sweepers.

3.8 Material Excavation and Subsurface Construction

3.8.1 Details of the methodology for such excavation activities will be undertaken in accordance with the Contractor's method statement for the works.

3.9 Surface Water Management Measures

3.9.1 The site is not located within an area that is susceptible to flooding and therefore there are no special considerations are needed in terms of storage of materials within a designated floodplain. Nor are there any existing watercourses located nearby to any of the construction activities.

3.9.2 Where possible, water is to be prevented from entering excavations through the use of cut-off ditches as appropriate. Any silty water that is caused by excavation work, and other activities such as wheel washing facilities or run off from exposed ground, is not to be pumped directly into watercourses. Culverts will be constructed during dry periods wherever possible with the existing watercourse temporary diverted or pumped downstream to avoid the works. Silt control measures will be employed as appropriate.

3.9.3 Fuel, lubricating oils and chemicals will be stored appropriately within the construction compounds which are located away from any existing watercourses. The storage areas will be constructed with an impervious base and surrounded with an effective and impervious bund capable of holding the full contents of the store plus 10%. All stores are to be kept locked when not in use. Refuelling of equipment will take place within the storage compounds given that they are remote from any watercourse or drain. Any leaking or empty drums or chemical containers will be contained immediately.

3.10 Trees and Hedges

3.10.1 Plans identifying the trees and hedgerows within the site which are identified for retention or removal are set out within the arboricultural report prepared by ACD. For ease of reference, the Tree Protection Plan is attached as **Appendix F** which identifies the method and type of tree protection fencing to be used, and the required extent of Root Protection areas for trees within and along the boundaries of the site.

3.11 Ecological Management

Badgers

3.11.1 Whilst surveys carried out by ECOSA in 2024 did not identify any Badger setts within the Zone of Influence of the Proposed Development, the Ecological Mitigation Strategy, July 2025, it is anticipated that site clearance and construction will be preceded by a pre-commencement check of the site for Badger activity by a suitably qualified ecologist within one month of the onset of clearance activity.



- 3.11.2 If any active badger sett is found, then in the first instance a suitably experienced Ecologist will need to determine whether it is possible to avoid disturbance or damage to that sett through working to a Method Statement and installing appropriate protective fencing. If this is not possible, then a licence will be obtained from Natural England to enable the sett to be closed, and mitigation will be developed at this point and secured through the licence application process.
- 3.11.3 If burrows (which could be badger setts) are unexpectedly encountered, work involving ground disturbance should not take place within 50m of the burrow entrance unless a suitably experienced Ecologist has given approval. This applies in particular around any wooded areas.
- 3.11.4 In addition to these specific measures the following Best Practice Measures will be adhered to:
- No storage of machinery, materials, fuel and chemical storage within 50m of any setts.
 - All pits, excavations or tanks will be securely covered overnight to prevent badgers falling in and being injured or trapped. Where excavations cannot be covered, a suitable means of escape will be provided.

Nesting Birds

- 3.11.5 The ECOSA Ecological Impact Assessment (2024) has found that the site is suitable for a wide range of common and widespread nesting bird species.
- 3.11.6 Any clearance of trees, hedgerows or scrub undertaken in the course of implementation work should be conducted where possible between September and February (inclusive), to avoid the bird nesting season, as nesting birds are afforded protection under the Wildlife & Countryside Act 1981 (as amended).
- 3.11.7 If such works must however be undertaken within the nesting season, it will be necessary for a suitably experienced ecologist to check the vegetation to be removed no more than 24 hours before the commencement of operations. The discovery of an active nest in the course of this check would require the maintenance of an exclusionary buffer zone until such time as any fledglings depart the nest.
- 3.11.8 Tree fencing will also need to be installed to protect vegetation that may support nesting birds.

Bats

- 3.11.9 The ECOSA Ecological Impact Assessment (2024) identified that the removal of the treelines or hedgerows may result in the severance of linear habitat features that may be used by foraging and commuting bats.
- 3.11.10 Where roosting bats are unexpectedly present in structures or trees affected, work may not lawfully proceed without a European Protected Species Licence (EPSL) obtained from Natural England, so further advice should be sought from an Ecologist in such circumstances, or where there is doubt.
- 3.11.11 Construction will take place during daylight hours to avoid disturbance to foraging and commuting bats through an increase in lighting and noise, although where construction lighting is required, it



must not be allowed to shine onto any retained trees, particularly in relation to the trees on the northern boundary of the proposed site.

- 3.11.12 As part of the construction of R11, a total of 74 bat boxes will be installed within the design of the new units in suitable locations/ elevations, which are away from artificial light sources. Further information is contained within the ECOAS Ecological Mitigation Report, July 2025.

Reptiles

- 3.11.13 Although it is considered unlikely that there are reptiles on the site, if the site has been colonised by reptiles the clearance of grassland has the potential to result in the killing and injury of individual reptiles. The clearance of grassland will also result in a loss of suitable reptile habitat.
- 3.11.14 A destructive search will be undertaken to prevent harm to individual reptiles if present within the construction area, including the site compound. This will involve the scraping of the top layer of soil using an excavator with a toothed bucket, under the supervision of a suitably qualified ecologist. If any reptiles are encountered these will be removed by hand into suitable retained habitat. The destructive search should be undertaken when both reptiles and great crested newt are active, between March and October, and in suitable weather conditions.

Amphibians

- 3.11.15 Great crested newt surveys were undertaken in 2015 and 2017 across all accessible ponds within 500 metres of the site and the wider area, in preparation for the Outline Planning Application for the Phase 2 SDL. Surveys of the single pond located within the site indicated a likely absence of great crested newts. Several ponds within 500 metres could not be accessed for survey, while those that were surveyed produced mixed results, including historic records of presence and confirmed likely absence. No ponds recorded a confirmed presence of great crested newts.
- 3.11.16 As part of the R11 RM application, a Great Created Newt (GCN) translocation exercise was undertaken between the 25th September and 19th October 2025 followed by a destructive search of the translocated areas, which was completed on 19th November 2025. These investigations revealed GCNs.

However, an ecologist will undertake monthly checks of the fencing and vegetation condition during the construction phase. Any necessary repairs or vegetation management will need to be completed in order to remove the risk of reptiles or amphibians re-colonising the site.

European Hedgehog and Common Toad

- 3.11.17 European hedgehog and common toad are a Species of Principal Importance, under the Natural Environment and Rural Communities Act 2006 and this requires consideration of their conservation. In order to prevent harm to these species during construction, a watching brief will be maintained for these species during all clearance works. Any common toad or European hedgehog encountered will be moved carefully by hand into suitable areas of retained habitat.



4.0 Construction Management

4.1 Context

- 4.1.1 This section sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the Construction Environmental Management Plan. The Site Contractor, will themselves appoint a Construction Liaison Officer who will oversee the implementation of the Construction Environmental Management Plan and will ensure that the control processes are efficiently communicated and implemented.

4.2 Monitoring and Review Mechanisms

Compliance Checks

- 4.2.1 An ecologist will visit the site on week days for the duration of the reptile translocation period and will check the reptile exclusion fencing is correctly located and in a good state of repair at each visit.
- 4.2.2 An Ecological Clerk of Works (ECoW) will be present for the destructive search to ensure compliance with the destructive search methodology.
- 4.2.3 Following site clearance and on commencement of construction works, the construction Site Manager will arrange for regular ad hoc checks throughout the construction period to ensure compliance with the measures set out within this document. In addition, an ECoW will attend site on a monthly basis to ensure compliance.

Compliance Reports

- 4.2.4 On completion of the works a formal ecological compliance report will be produced and submitted to WBC, summarising the findings of the compliance checks undertaken throughout the construction period (see 'Ecological Management' in Section 3) and confirming that the ecological measures set out within this document have been complied with.

4.3 The Considerate Constructors Scheme

- 4.3.1 The way in which the entire site is managed will be underpinned by the principles set down in the Considerate Constructors Scheme (CCS), to which the developer is fully committed. This is a national scheme, endorsed by Central Government and created by the construction industry to improve the industry's image through better, more professional working practices. The site will therefore be registered with the CCS. The scheme's broad principles are:

- Considerate: Work to be conducted with consideration to the public, businesses, site personnel and visitors.
- Environmentally Conscious: Noise to be kept to a minimum with attention to waste management and pollution.
- Cleanliness: Site to be kept clean and in good order.
- Good Neighbour: Good communication links with neighbours.
- Safe: All working practices to be conducted with care and consideration.



- Responsible: Everyone on site complies with the code.
- Accountable: Site contact details to be easily accessed.

4.3.2 The aim of the scheme is to encourage constructors to undertake their operations and activities in such a way that a higher than satisfactory level of performance is achieved. The scheme provides an additional mechanism for all variety of complaints to be submitted, recorded and passed onto the Site Manager.

4.4 Implementation and Communication Strategy

4.4.1 The Site Manager will have overall responsibility for implementing and developing the Construction Environmental Management Plan which would be implemented alongside the Contractor's other management systems and procedures that relate to environmental management.

4.4.2 It is proposed that the operation of the Construction Environmental Management Plan is regularly reviewed and updated as necessary on an ongoing basis.

4.4.3 The Site Manager would appoint a suitably skilled member of staff to undertake the Construction Liaison role. Contact details for the Site Manager and Construction Liaison Officer will be provided to Wokingham Borough Council and local Key Stakeholders.

4.4.4 The Construction Liaison Officer would be responsible for keeping neighbours and WBC informed of the construction progress and also to ensure that there is adequate liaison between all stakeholders throughout the construction period. This process will enable the opportunity for measures within the Construction Environmental Management Plan to be enhanced through the construction period.

4.4.5 Whilst the Site Manager and Construction Liaison Offer will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by local residents about the programme of works. The Site Manager and Construction Liaison Offer will therefore be available to meet and explore issues with concerned residents directly via appointment.

4.5 Construction Travel Management

4.5.1 In addition to ensuring that the impact of the construction / delivery related traffic is minimised, the Contractor will also seek to encourage the workforce to travel to and from the site by sustainable modes.

4.5.2 The closest existing bus stops to the site are at the A329 London Road and at Jenett's Park c1km north and east of the site. In turn these provide connections to Reading and Bracknell railway stations serving destinations across the country and particularly the south.

4.5.3 In light of the above, construction workers travelling to the site will be encouraged to travel by sustainable modes as far as possible. Where this is not practicable, staff will be encouraged to co-ordinate their travel arrangements with each other in order to arrive via as few vehicles as possible.

4.5.4 The Contractor will introduce a Green Travel Protocol at the site which will be aimed at maximising the potential for reducing car travel for the workforce trips. The Protocol would include the



following objectives which would be dynamic to deal with the changing circumstances of the site as construction progresses:

- Reduce the number of vehicles attending the site, particularly single occupancy private vehicles.
- Improve the safety and security of people who travel to the site.
- Promote integration between different transport modes.
- Provide clear information to employees, customers and visitors on the alternative modes of transport to and from the site.

4.5.5 Examples of travel planning measures that could be used to influence staff and visitor travel are set out below:

- Provide walking maps.
- Changing/storage facilities for staff.
- Provide cycle maps.
- Display public transport information – timetables, maps, local bus and rail stations.
- Promote car-sharing schemes.



APPENDICES

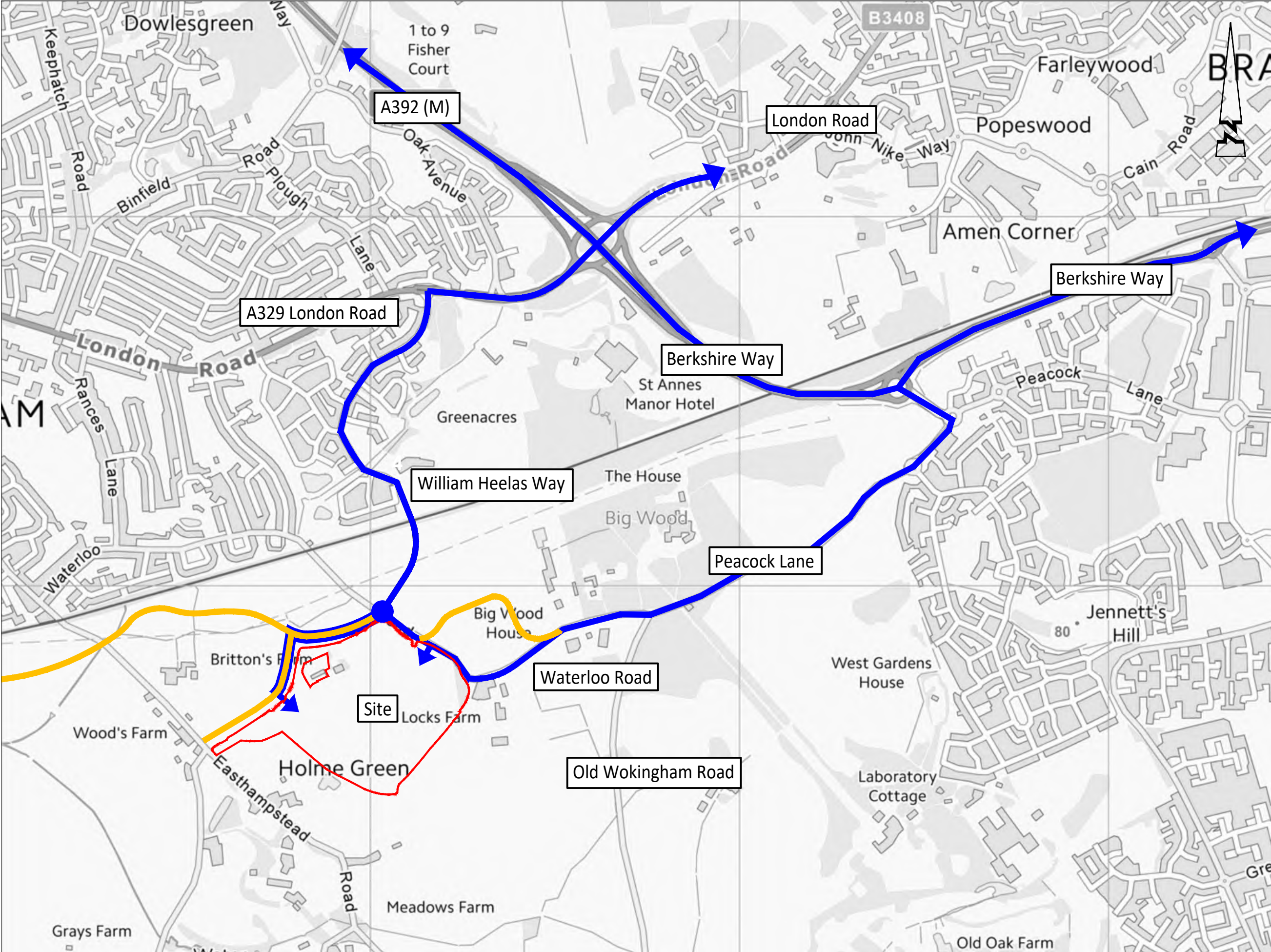


Appendix A – R11 Masterplan





Appendix B – Construction Routeing Plan



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- GENERAL NOTES:
1. Do not scale.
 2. Refer to all other Project Drawings and supporting notes.

KEY:

- Proposed Construction Traffic Route
- Under Construction
- Site
- ➔ Temporary Construction Access

P1	02.26	First Issue	AL	SM
Rev	Date	Description	Drawn	Checked



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Client
**VISTRY HOMES
(THAMES VALLEY)**

Project
**SOUTH WOKINGHAM SDL
PARCEL R11**

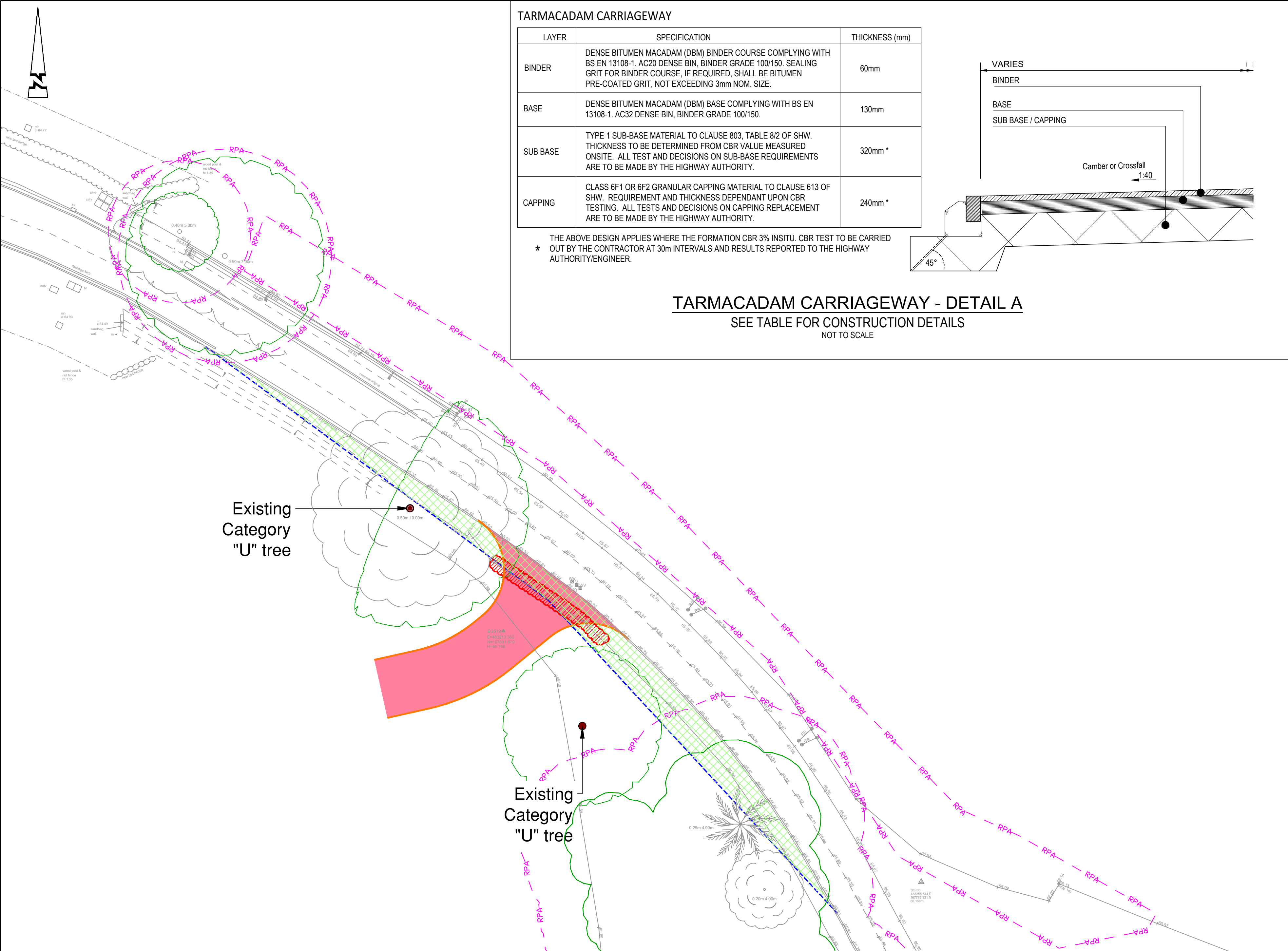
Title
**CONSTRUCTION TRAFFIC
ROUTING PLAN**

Status
FOR INFORMATION

Scale NTS @ A3	Date Feb 26	Drawn AL	Checked SM
Drawing No A389-132	Revision P1		



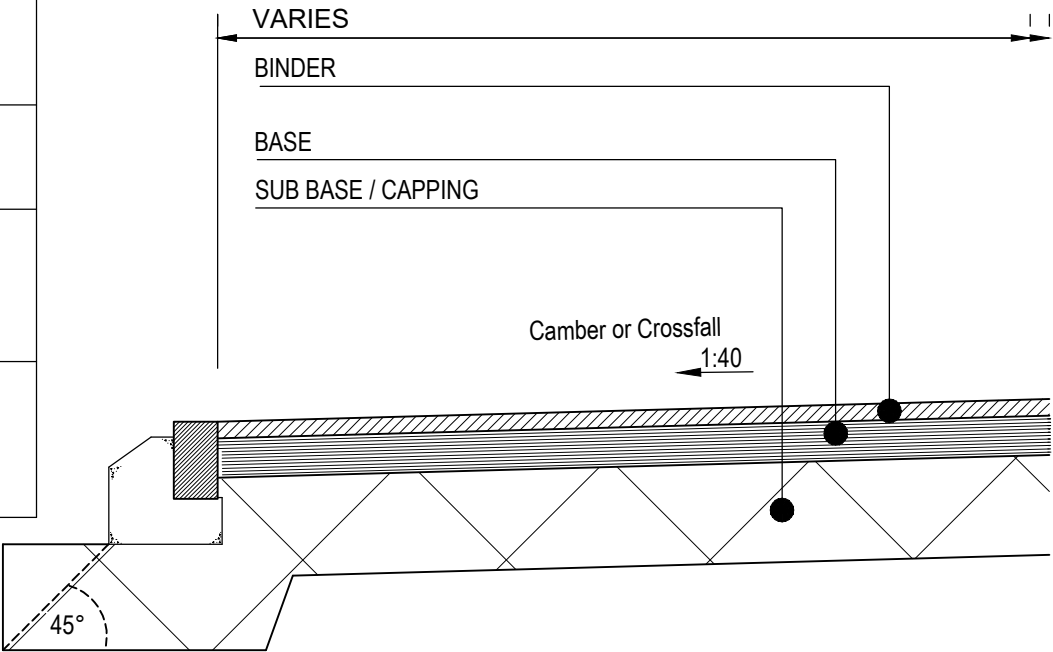
Appendix C – Initial Construction Access And Tracking



TARMACADAM CARRIAGEWAY

LAYER	SPECIFICATION	THICKNESS (mm)
BINDER	DENSE BITUMEN MACADAM (DBM) BINDER COURSE COMPLYING WITH BS EN 13108-1. AC20 DENSE BIN, BINDER GRADE 100/150. SEALING GRIT FOR BINDER COURSE, IF REQUIRED, SHALL BE BITUMEN PRE-COATED GRIT, NOT EXCEEDING 3mm NOM. SIZE.	60mm
BASE	DENSE BITUMEN MACADAM (DBM) BASE COMPLYING WITH BS EN 13108-1. AC32 DENSE BIN, BINDER GRADE 100/150.	130mm
SUB BASE	TYPE 1 SUB-BASE MATERIAL TO CLAUSE 803, TABLE 8/2 OF SHW. THICKNESS TO BE DETERMINED FROM CBR VALUE MEASURED ONSITE. ALL TEST AND DECISIONS ON SUB-BASE REQUIREMENTS ARE TO BE MADE BY THE HIGHWAY AUTHORITY.	320mm *
CAPPING	CLASS 6F1 OR 6F2 GRANULAR CAPPING MATERIAL TO CLAUSE 613 OF SHW. REQUIREMENT AND THICKNESS DEPENDANT UPON CBR TESTING. ALL TESTS AND DECISIONS ON CAPPING REPLACEMENT ARE TO BE MADE BY THE HIGHWAY AUTHORITY.	240mm *

THE ABOVE DESIGN APPLIES WHERE THE FORMATION CBR 3% INSITU. CBR TEST TO BE CARRIED OUT BY THE CONTRACTOR AT 30m INTERVALS AND RESULTS REPORTED TO THE HIGHWAY AUTHORITY/ENGINEER.



TARMACADAM CARRIAGEWAY - DETAIL A

SEE TABLE FOR CONSTRUCTION DETAILS
NOT TO SCALE

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Key:

- Proposed Bull Nose (0mm Upland) as per Wokingham Borough Council Standard Detail WDS_HD_02 & WDS_HD_03
- Proposed Access (to Binder Course) as per detail A
- Existing tree whips to be removed and replaced following removal of temporary access.
- Existing hedgerow / vegetation to be cleared to a maximum height of 600mm to allow visibility
- 2.4m x 43m Junction Visibility Splay (30mph MIS)
- Existing Root Protection Area Based on ACD Tree Survey CONS24461-03D received 29/10/24
- Existing Tree Based on ACD Tree Survey MILL24614-01 received 17/01/24.

Notes:

- Topographical survey shown based on Anthony Brookes Ltd survey "12400-1 Rev F" received 13/09/24.
- Temporary construction accesses to be reinstated with suitable fill material, top soil and seeded.

P2	03/25	600mm Hedgerow / Vegetation clearance added	CS	RF
P1	02/25	First Issue	CS	RF
Rev	Date	Description	Drawn	Checked

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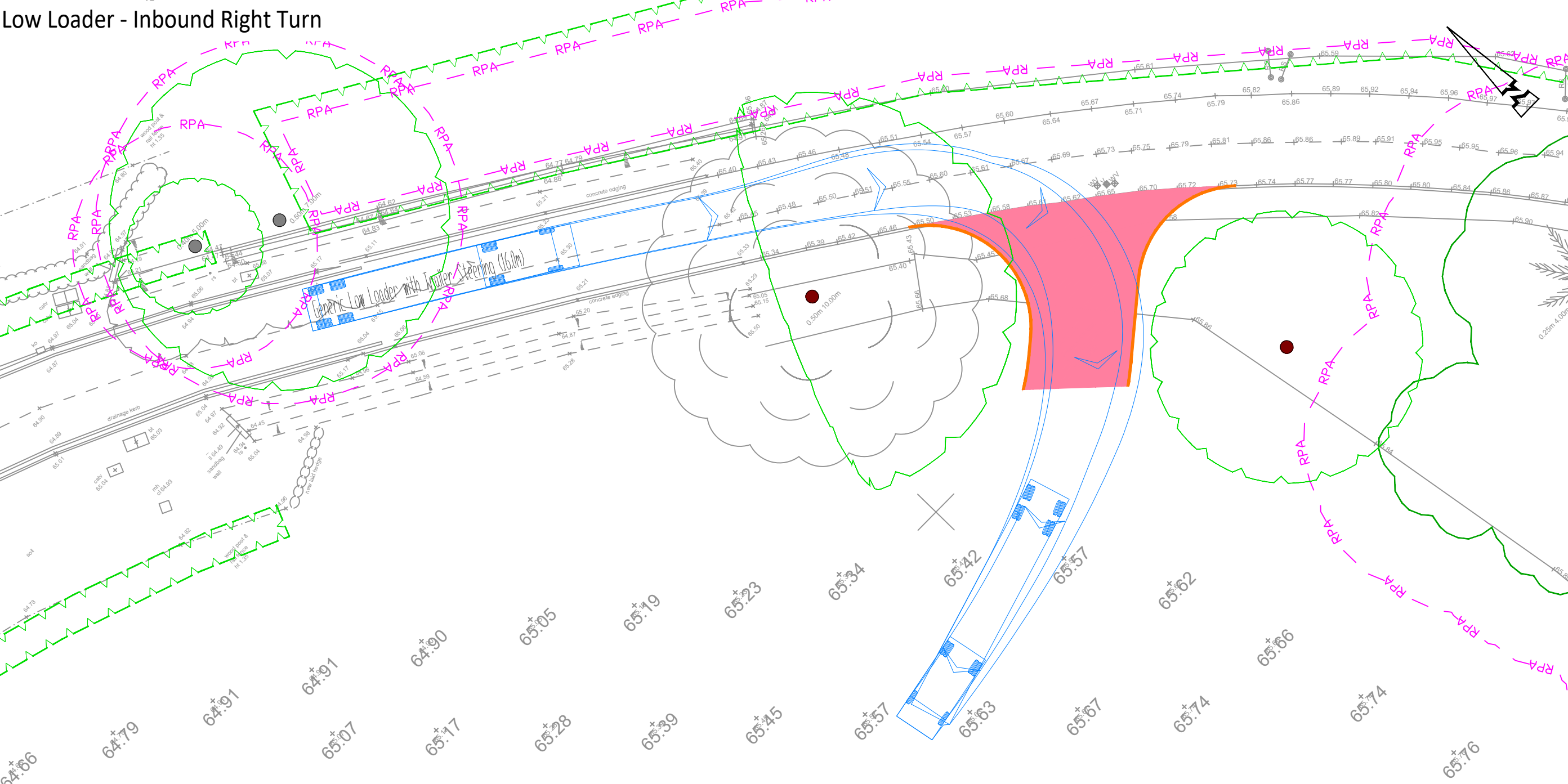
Client:
**MILLER HOMES
KIER VENTURES**

Project:
SOUTH WOKINGHAM SDL

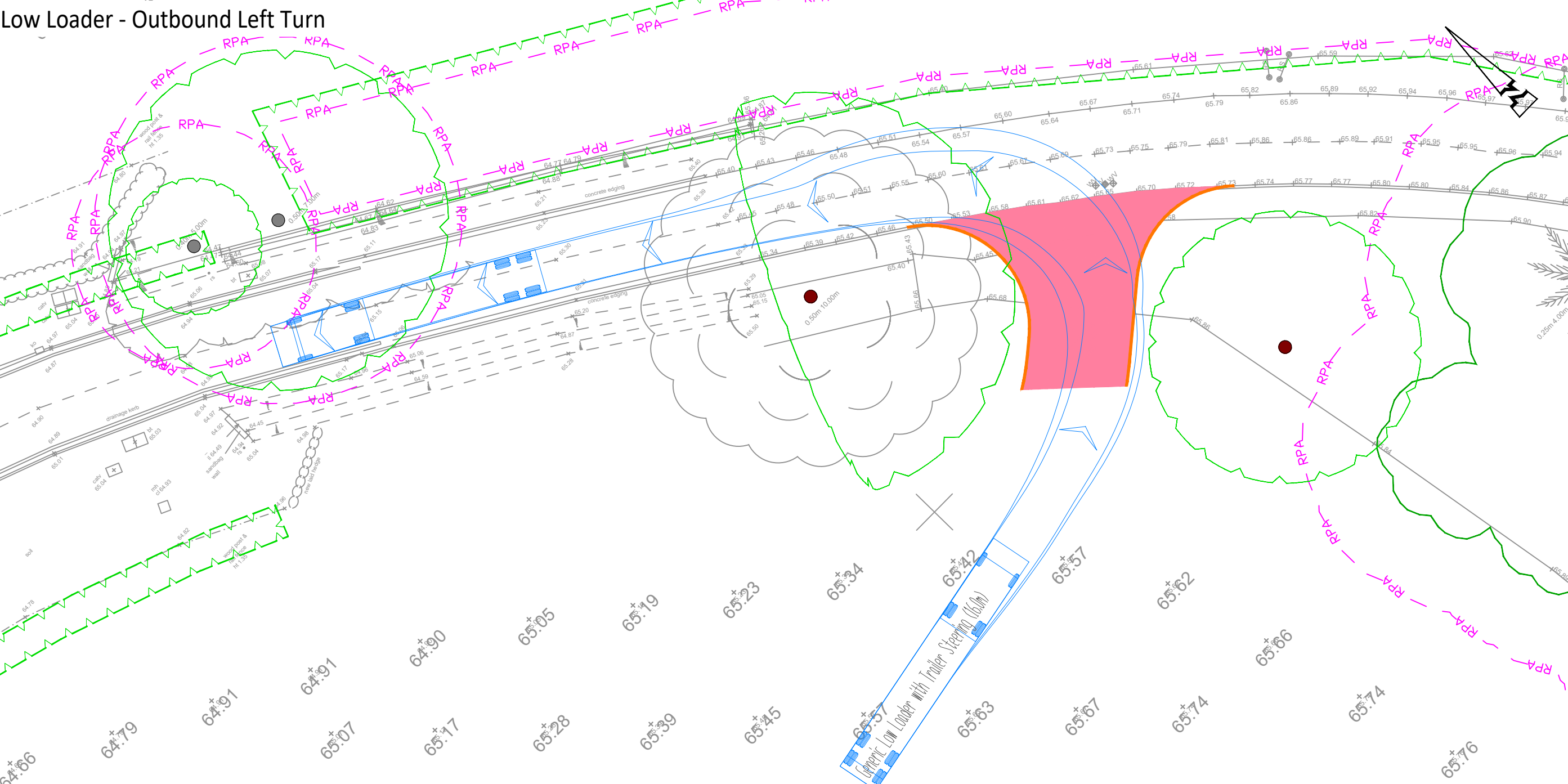
Title:
**KIER
SECTION 184
TEMPORARY ACCESSES**

Scale:		Date:		Drawn:		Checked:	
1:250 @ A2		FEB 2025		CS		RF	
Drawing No:		Revision		Status		P02	
A389-094							

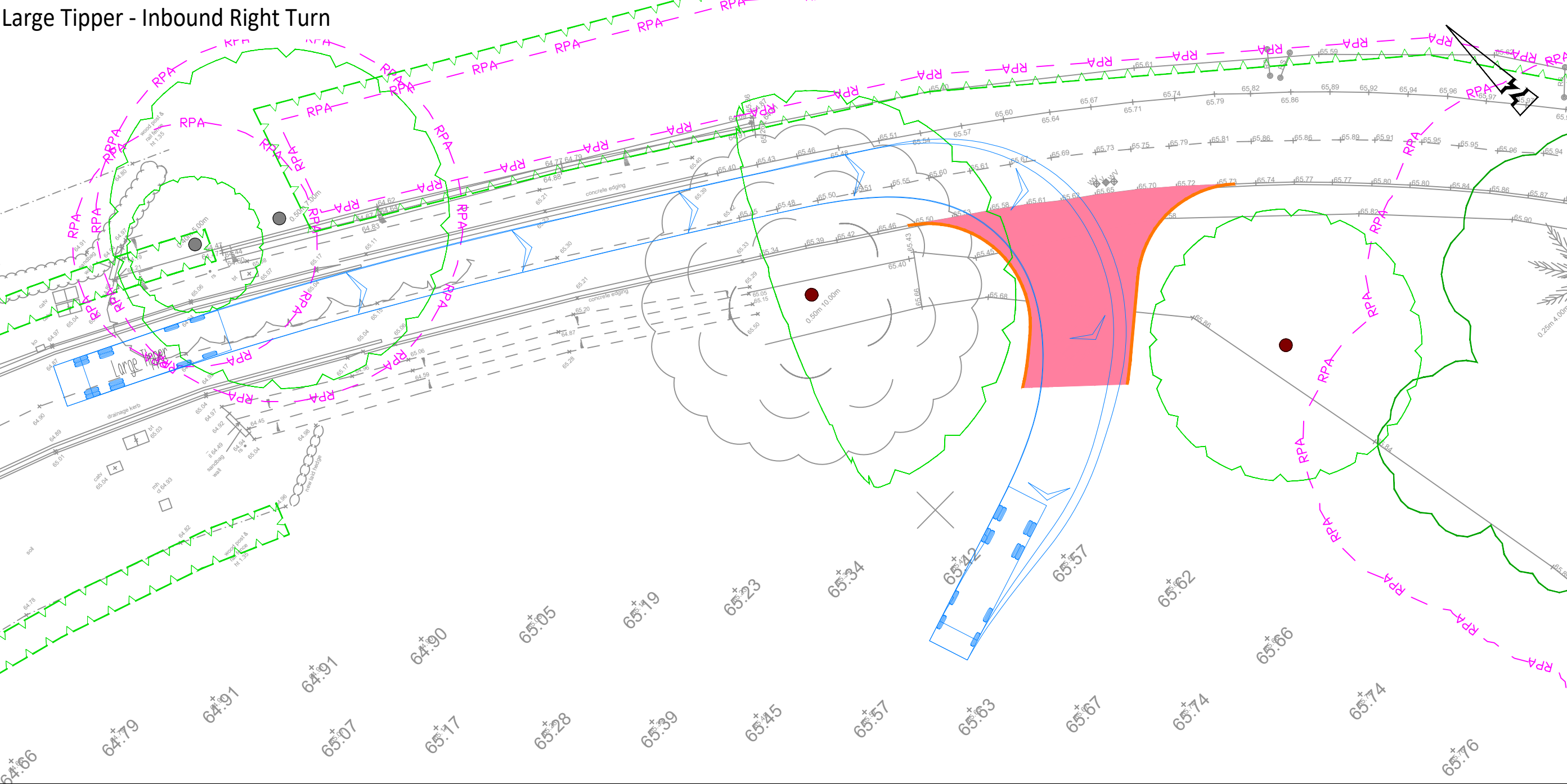
Low Loader - Inbound Right Turn



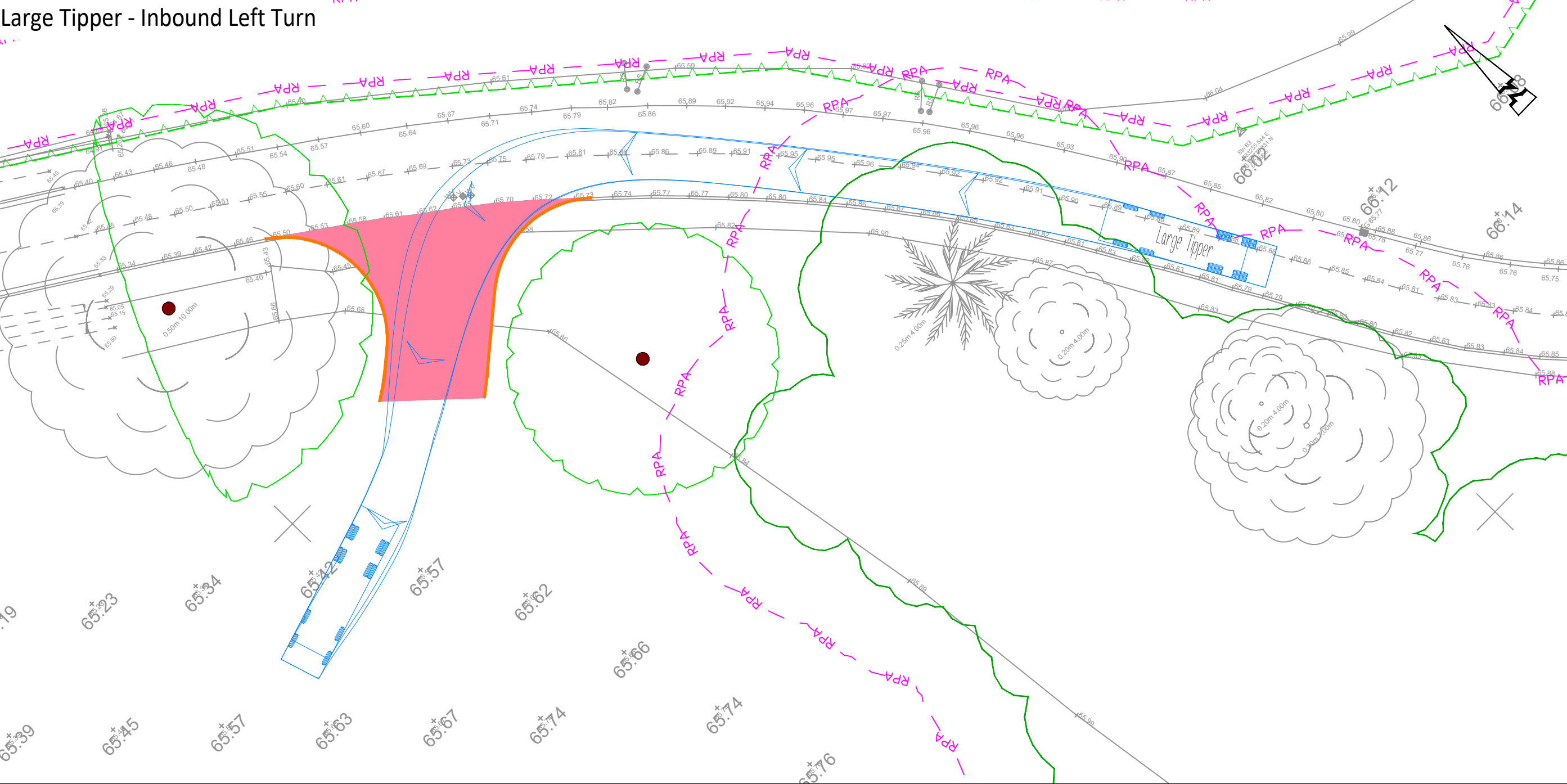
Low Loader - Outbound Left Turn



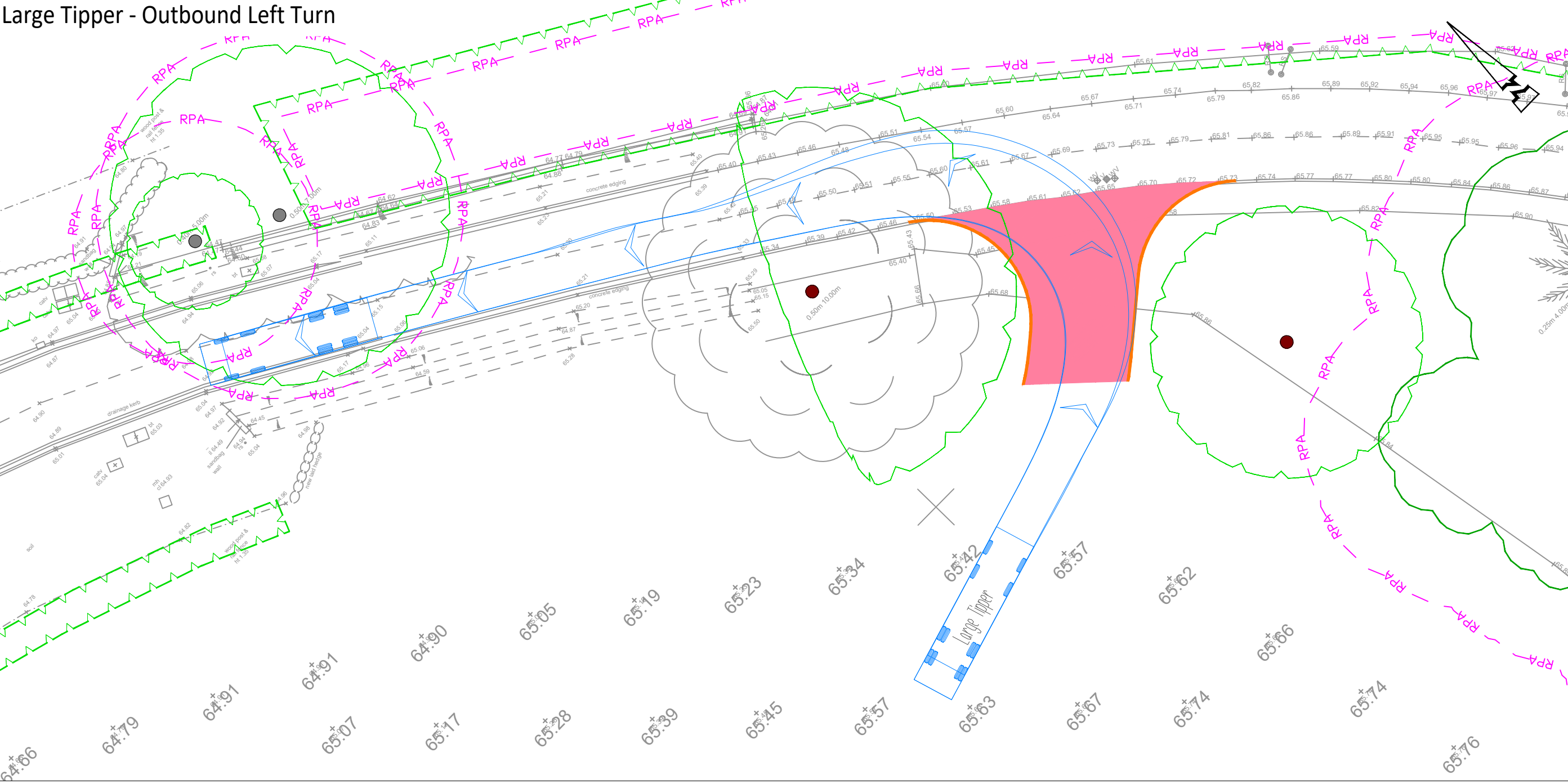
Large Tipper - Inbound Right Turn



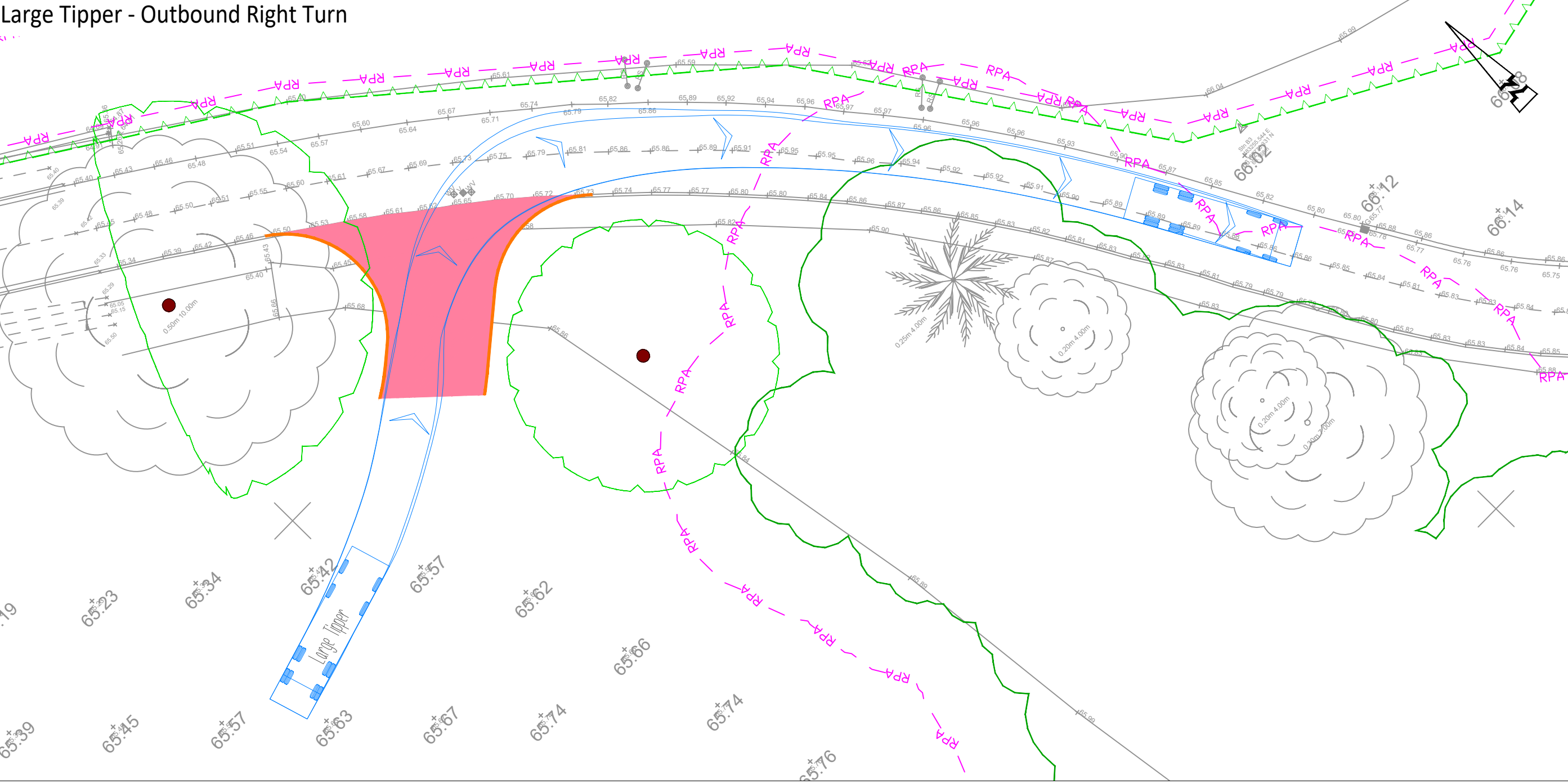
Large Tipper - Inbound Left Turn



Large Tipper - Outbound Left Turn



Large Tipper - Outbound Right Turn

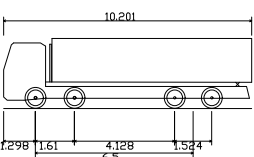


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Large Tipper

Vehicle Speed: 10mph

Large Tipper

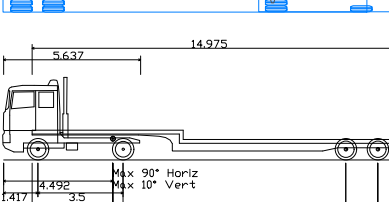


Large Tipper
Overall Length 10.201m
Overall Width 2.40m
Overall Body Height 2.40m
Max Body Ground Clearance 0.34m
Track Width 2.47m
Lock to lock time 6.68s
Kerb to Kerb Turning Radius 11.550m

Low Loader

Vehicle speed: 5mph

Generic Low Loader with Trailer Stepping (16.0m)



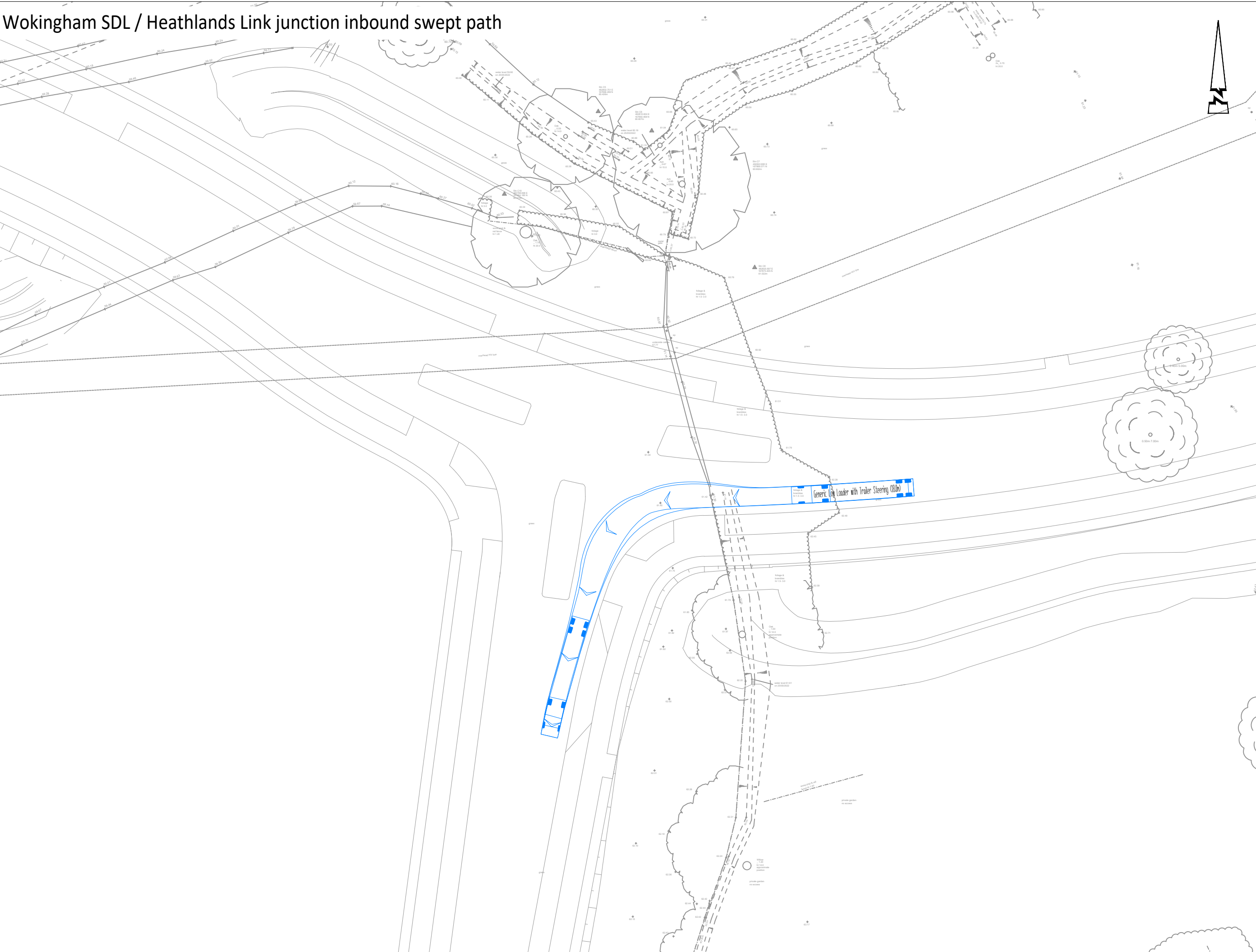
Generic Low Loader with Trailer Stepping (16.0m)
Overall Length 16.0m
Overall Width 2.40m
Overall Body Height 2.40m
Max Body Ground Clearance 0.34m
Track Width 2.47m
Lock to lock time 6.68s
Kerb to Kerb Turning Radius 11.550m

A	02.26	FIRST ISSUE			AL	SM
Rev	Date	Description			Drawn	Checked
Abley Letchford www.ableyletchford.co.uk						
Client VISTRY HOMES (THAMES VALLEY)						
Project SOUTH WOKINGHAM SDL						
Title CONSTRUCTION ACCESS SWEPT PATH ANALYSIS						
Status FOR INFORMATION						
Scale	Date	Drawn	Checked			
1:500 @ A1	FEB 2026	AL	SM			
Drawing No				Revision		
A389-133			A			

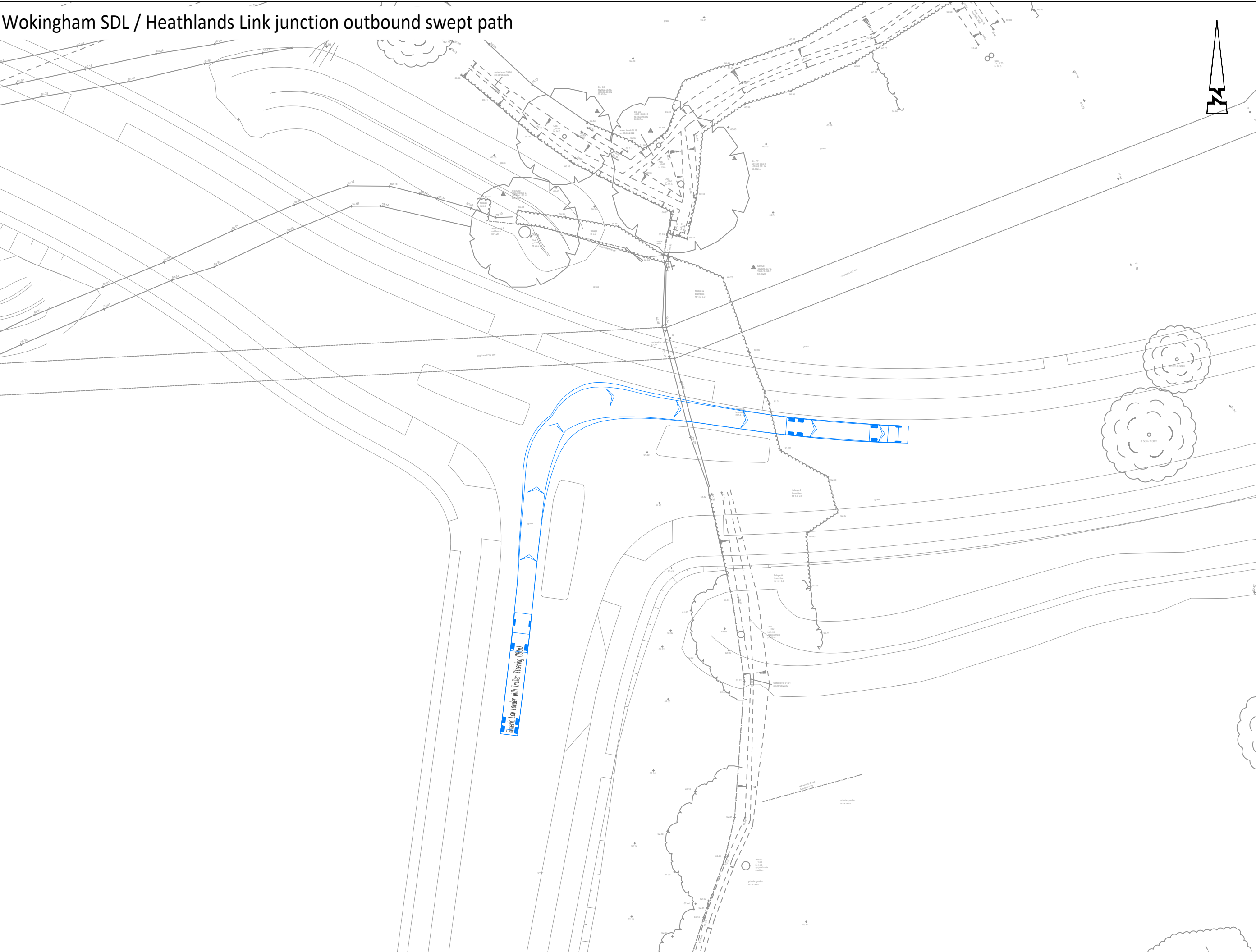


Appendix D – Heathlands Link Construction Access and Tracking

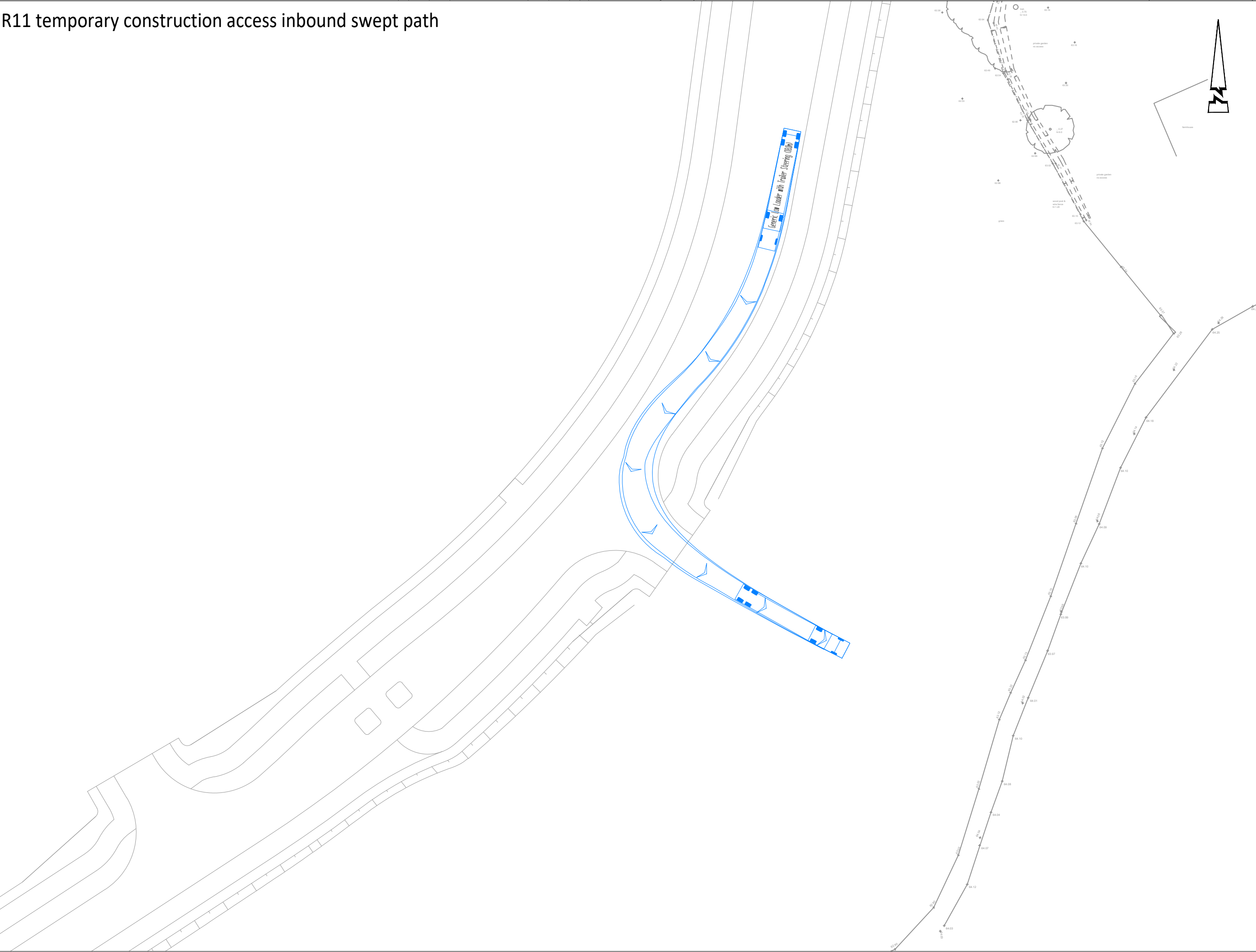
Wokingham SDL / Heathlands Link junction inbound swept path



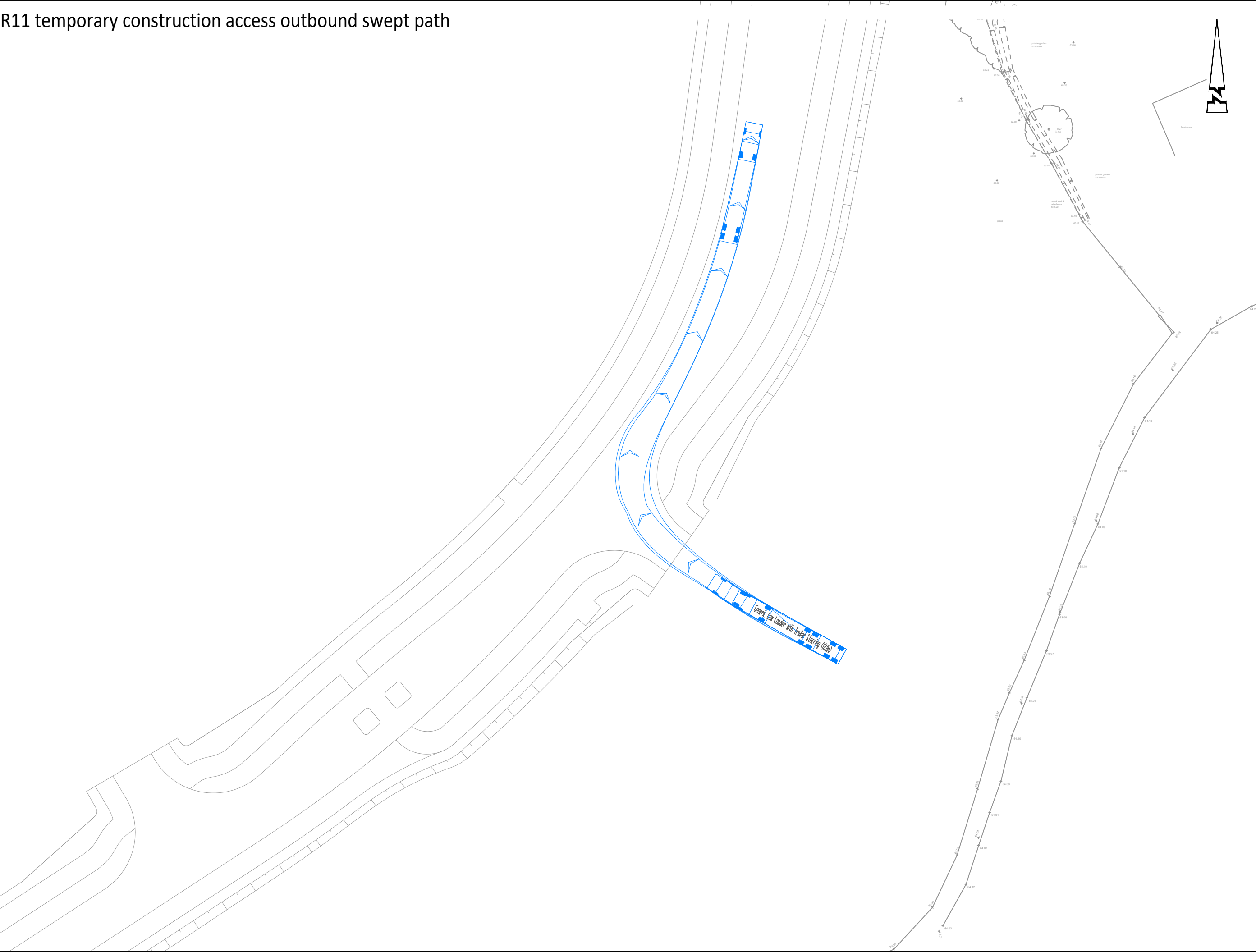
Wokingham SDL / Heathlands Link junction outbound swept path



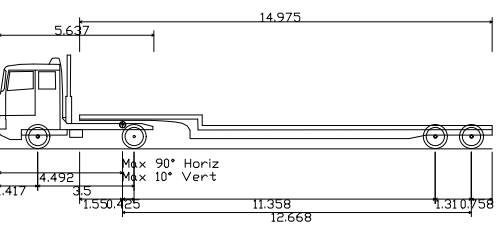
R11 temporary construction access inbound swept path



R11 temporary construction access outbound swept path



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Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.50m
Overall Width 6.50m
Overall Body Height 3.40m
Min Body Ground Clearance 0.35m
Max Track Width 6.50m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.35m

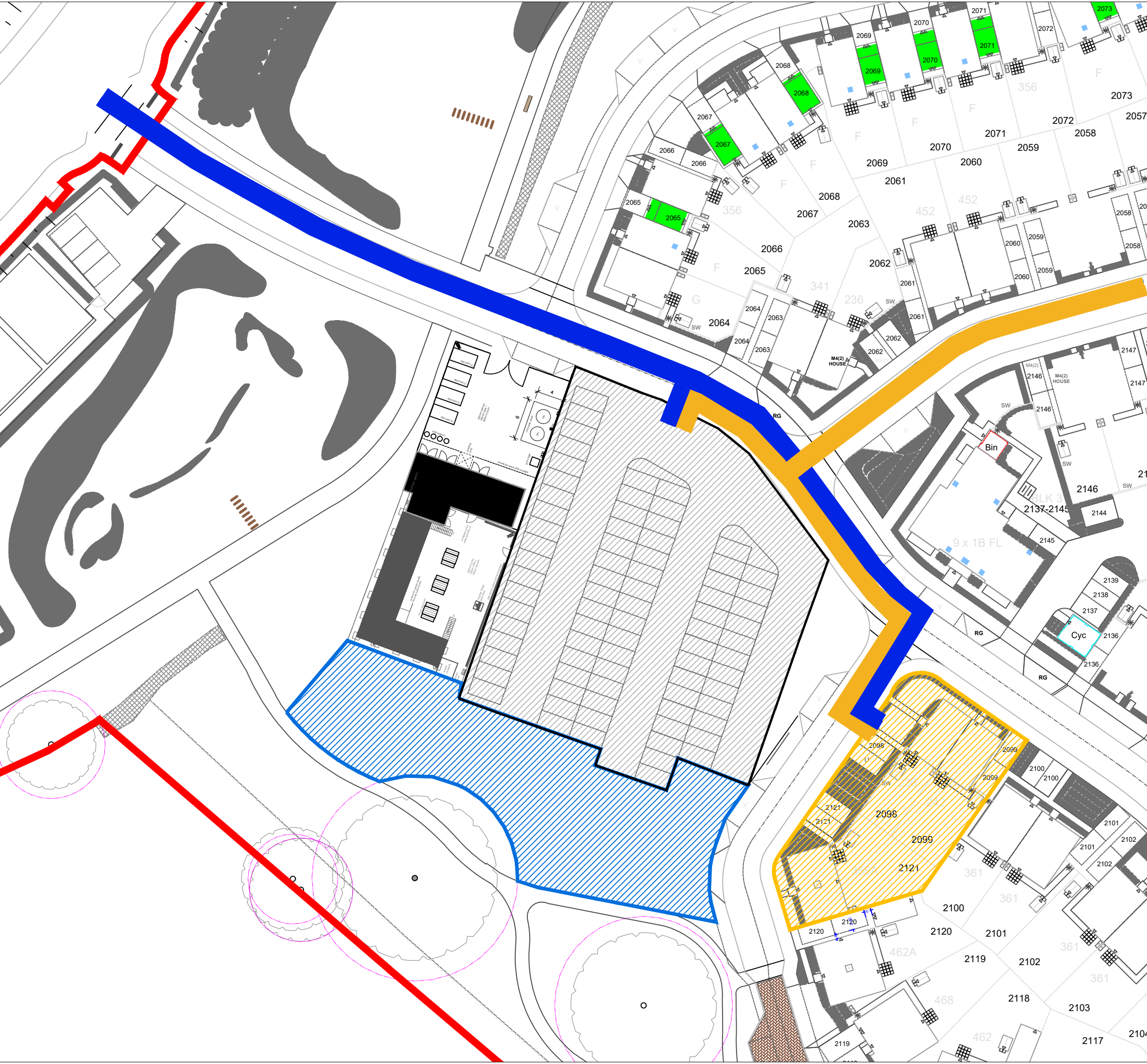
Vehicle Speed: 10mph

A	02/26	FIRST ISSUE			AL	SM
Rev	Date	Description			Drawn	Checked
Abley Letchford www.ableyletchford.co.uk						
Client VISTRY HOMES (THAMES VALLEY)						
Project SOUTH WOKINGHAM SDL						
Title CONSTRUCTION ACCESS SWEEP PATH ANALYSIS						
Status FOR INFORMATION						
Scale 1:500 @ A1		Date FEB 2026		Drawn AL		Checked SM
Drawing No A389-134						Revision A

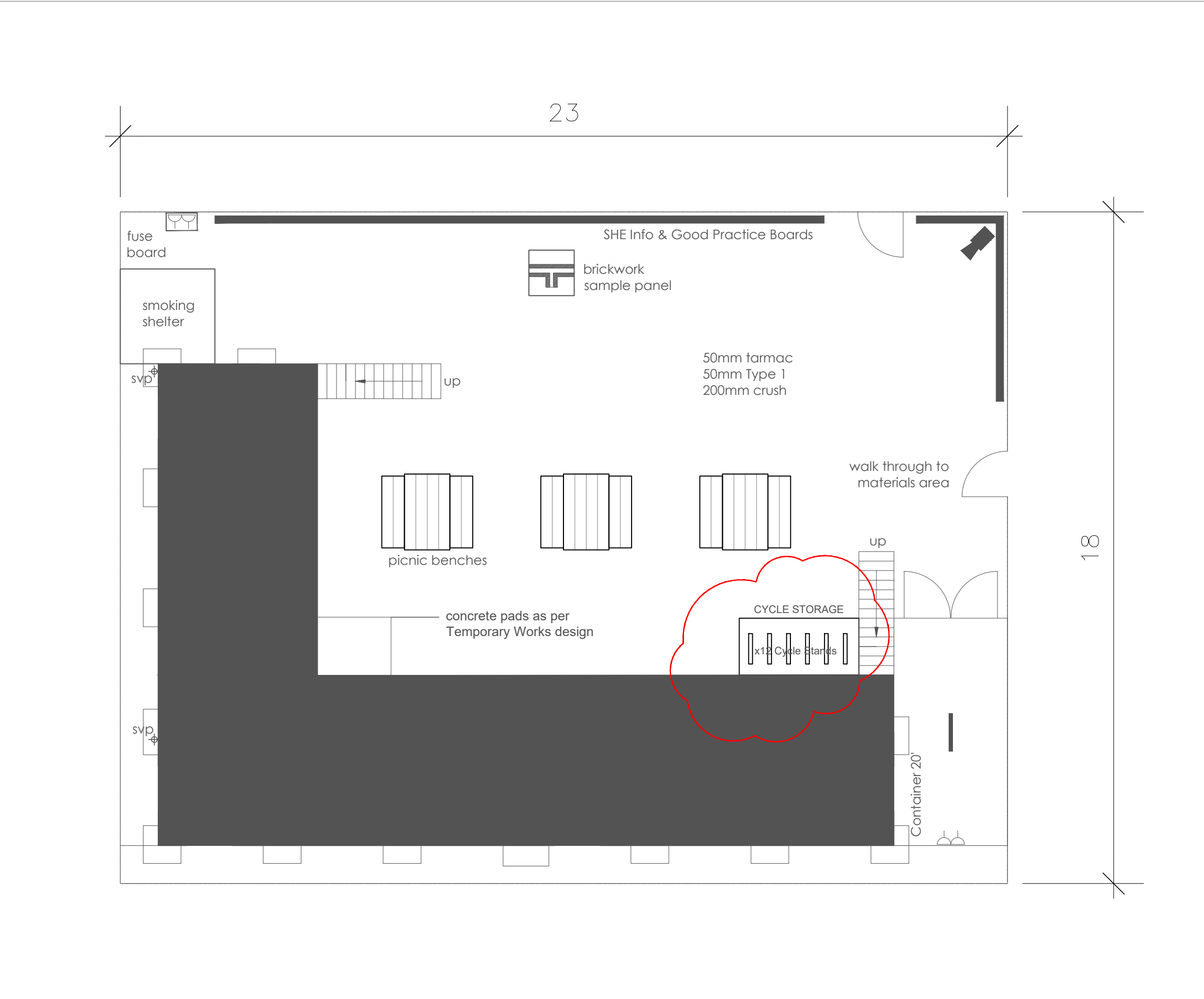


Appendix E – Compound Location

COMPOUND ARENA LAYOUT



COMPOUND SETTING OUT LAYOUT



CONSTRUCTION TRAFFIC ROUTE



KEY:

- SITE BOUNDARY FENCING
- INITIAL TWO-WAY CONSTRUCTION ACCESS ROUTE
- TWO-WAY CONSTRUCTION ACCESS ROUTE ONCE HEATHLANDS LINK OPEN
- PEDESTRIAN FOOTPATH
- MATERIAL STORAGE AREA
- SKILL ACADEMY AREA
- WHEEL WASH LOCATION

REVISIONS	AMENDMENTS	DRWN/CHKD	DATE
A	AMENDED TO ADD WPC COMMENTS	JH	14.01.2024
B	CAR PARK SIGNAGE & CYCLE STORAGE	JH	02.05.2024
	CONSTRUCTION TRAFFIC EXIT ROUTE		
	AMENDED		

Vistry Group

Bovis Homes **Linden Homes** **Vistry Partnerships**

Vistry Thames Valley
550 Oracle Parkway, Thames Valley Park,
Reading, RG6 1PT

Drawing Title:
SOUTH WOKINGHAM, PARCEL R11
COMPOUND LAYOUT

Date:
NOV 2025

Scale:
NTS @ A1

Drawn/ Checked:
JH

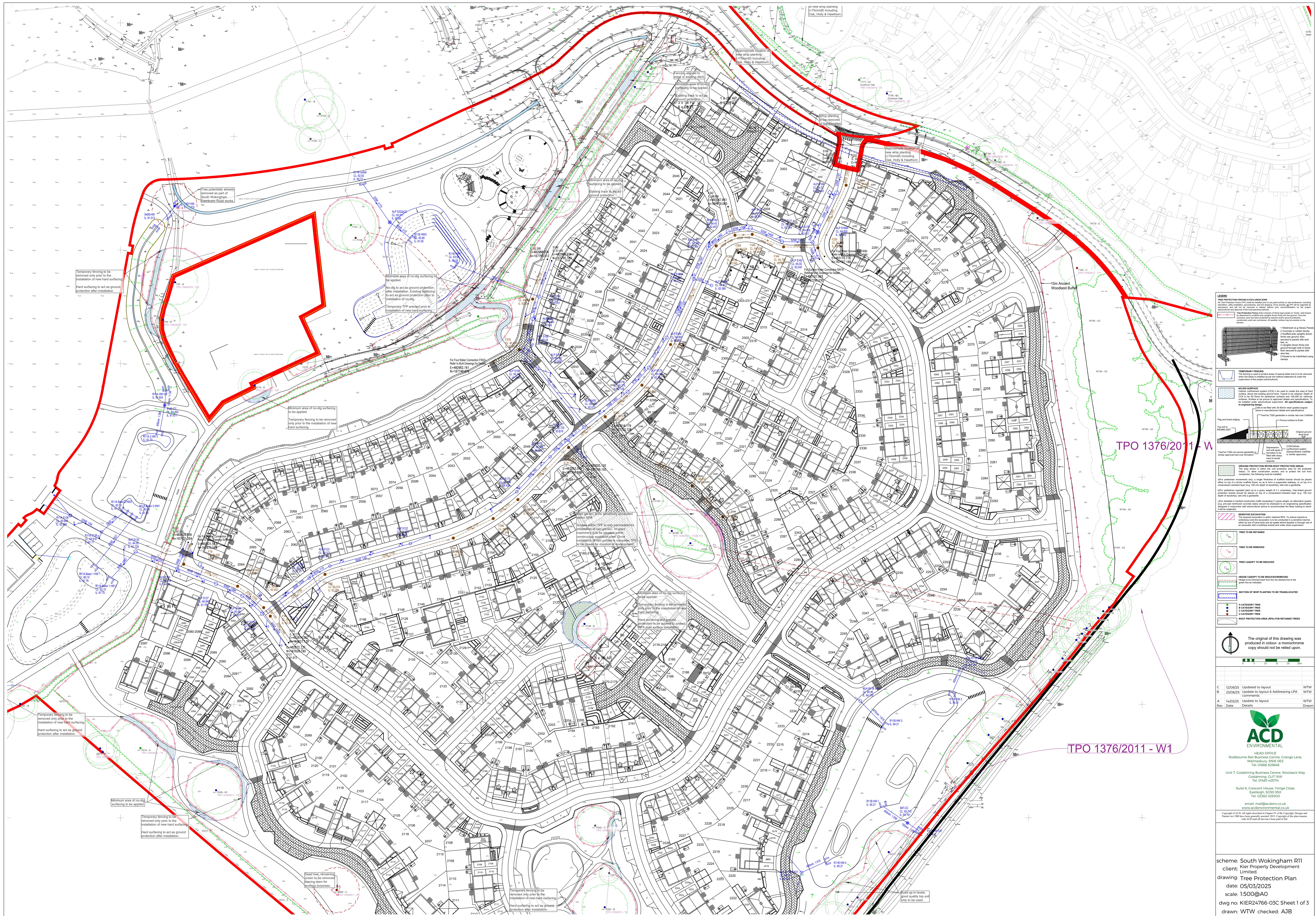
Drawing Number:
HSW11-CL-001

Rev:
B

Do not scale from this drawing. All dimensions & measurements to be checked on site.
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Appendix F – Tree Retention Plans

[illegible]

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C	12/09/25	Updated to layout	WTW
B	23/06/25	Update to layout & Addressing LPA comments	WTW
A	14/03/25	Update to layout	WTW
Rev	Date	Details	Drawn



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Scheme: South Wokingham R11
 Client: Kier Property Development Limited.
 Drawing: Tree Protection Plan
 Date: 05/03/2025
 Scale: 1:500@A0
 DWG no: KIER24766-03C Sheet 1 of 3
 Drawn: WTW checked: AJB



LEGEND

TREE PROTECTION FENCING & EXCLUSION ZONE

1. Workman (e.g. Herring) Fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

TEMPORARY FENCING

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

GROUND SURFACE

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

GROUND PROTECTION WITHIN ROOT PROTECTION AREAS

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

SENSITIVE EXCAVATION

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

TREE TO BE RETAINED

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

TREE TO BE REMOVED

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

TREE CANOPY TO BE REDUCED

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

REMOVE CANOPY TO BE REMOVED/REMOVED

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

SECTION OF WHF PLANTING TO BE TRANSLOCATED

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

ROOT PROTECTION AREA (RPA) FOR RETAINED TREES

1. 1.5m high safety fence
2. 1.5m high safety fence
3. 1.5m high safety fence
4. 1.5m high safety fence
5. 1.5m high safety fence
6. 1.5m high safety fence
7. 1.5m high safety fence
8. 1.5m high safety fence
9. 1.5m high safety fence
10. 1.5m high safety fence

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0 10 20 30 40 50

Rev	Date	Details	Author
C	12/09/25	Updated to layout	WTV
B	23/06/25	Update to layout & Addressing LPA comments	WTV
A	14/03/25	Update to layout	WTV
Rev	Date	Details	Author

ACD ENVIRONMENTAL

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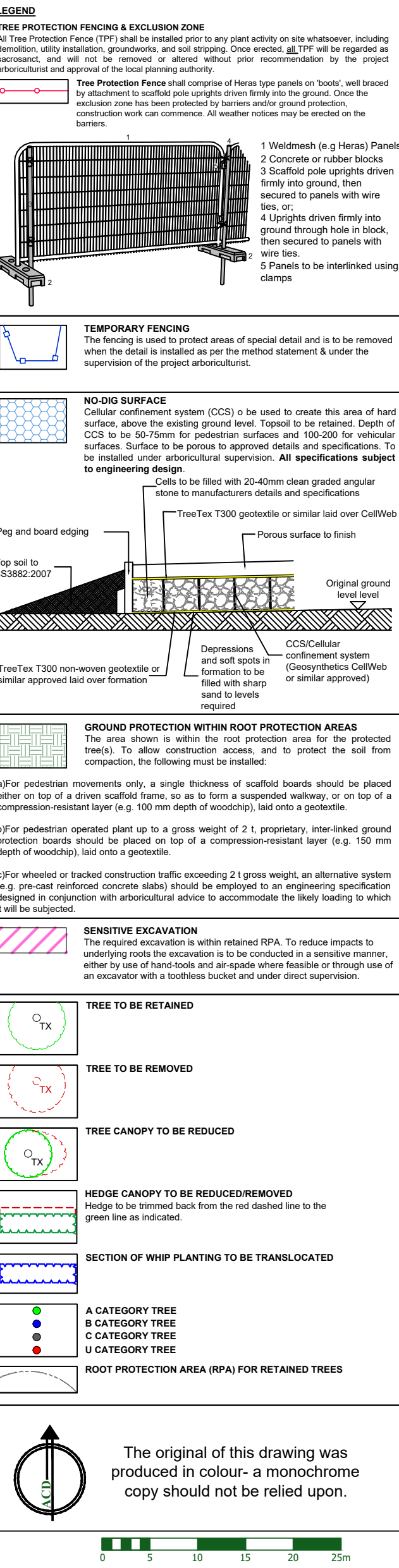
Unit 7, Godalming Business Centre, Woolcock Way
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scheme: South Wokingham R11
client: Kier Property Development Limited
drawing: Tree Protection Plan
date: 05/03/2025
scale: 1:500@A0
dwg no: KIER24766-03C Sheet 2 of 3
drawn: WTV checked: AJB



scheme: South Wokingham R11
 client: Kier Property Development
 drawing: Tree Protection Plan
 date: 05/03/2025
 scale: 1:500@A0
 dwg no: KIER24766-03C Sheet 1 of 3
 drawn: WTW checked: AJB



Transport Planning | Flood & Water Management | Civil Engineering

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