

RIO-RI4 LINK ROAD

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

MILLER HOMES, KIER VENTURES & KINGACRE ESTATES

22 SEPTEMBER 2025



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Date:	22 September 2025
Document Reference:	A389-R010 Rev F

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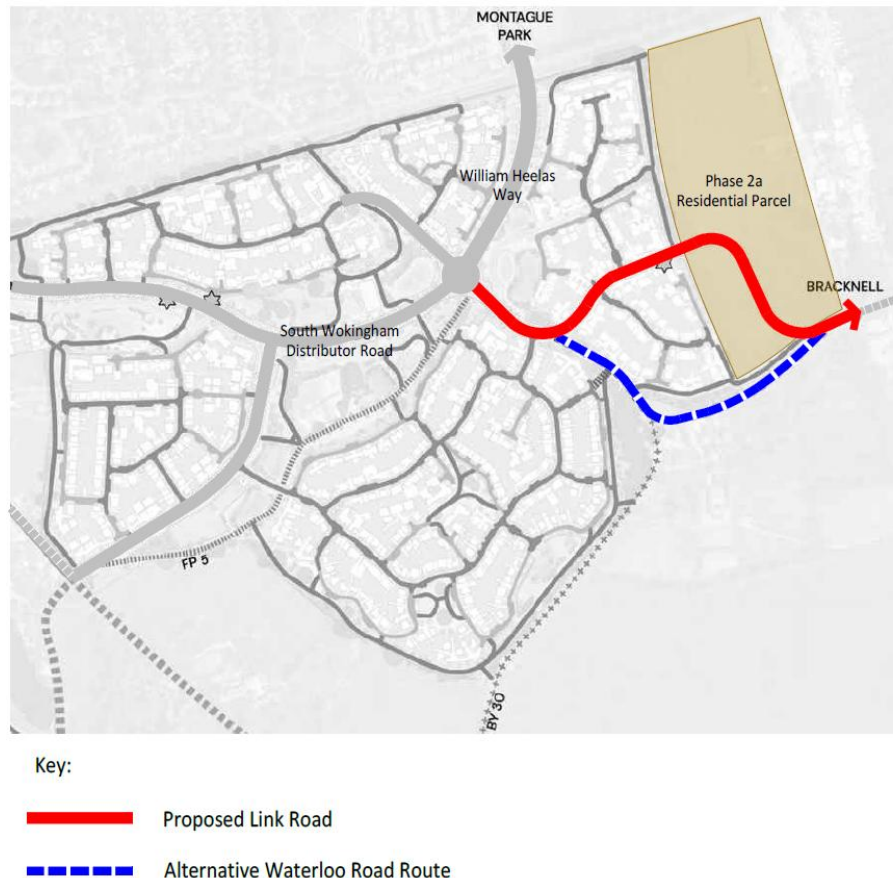
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1.0 Introduction

Context

- 1.1. This Report has been prepared by Abley Letchford Partnership Limited, on behalf of the Miller Homes, Kier Ventures and Kingacre Estates, in relation to the development proposals for a new Link Road at the South Wokingham Strategic Development Location (SDL).
- 1.2. The SDL site is an urban extension of Wokingham in Berkshire and is bisected by an existing railway line linking Wokingham and Bracknell. 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.
- 1.3. The SDL proposals involve the stopping up of the existing Waterloo Road and the creation of a new Link Road between the southern arm of the Eastern Gateway roundabout and Waterloo Road, routing through proposed residential parcels R10 and R14 (Phase 2a). The figure at 1.2 identifies the location of the proposed link road in the context of the approved wider SDL proposals.

Figure 1.2: Site Context





Development Proposals

- 1.4. This full planning application includes details of the proposed R10-R14 Link Road, which is approximately 520m in length and will facilitate access to the R10 and R14 residential parcels in the future. The extent of the Link Road is identified on General Arrangement Drawing A389-LR-101/P7 which is attached in **Appendix A**.
- 1.5. The description of the development proposals for the site is as follows:
- “Planning application for a new road to provide an alternative route to Waterloo Road from south of the roundabout at the junction of Waterloo Road with William Heelas Way to a point further east on Waterloo Road, together with a turning head between the two new junctions.”*
- 1.6. For pedestrians and cyclists, a 3m wide shared use footway / cycleway is provided on the northern side of the road. This is offset by a 3m planted verge and a 2m footway located adjacent to the southern side of the carriageway. In addition to the new Link Road, Waterloo Road to the south of the Link Road will be stopped up to motor vehicle at the western end, although pedestrian and cycle only access will be retained.

Construction Environmental Management

- 1.7. Wokingham Borough Council's (WBC) standard planning conditions for a Construction and Environmental Management Plan (CEMP) typically require the following information to be included:
- 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*

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Report Format

- 1.9. The principal aim of this Construction Environmental Management Plan 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.
- 1.10. 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.
- 1.11. 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 Construction Environmental Management Plan that may occur would need to be agreed with Wokingham Borough Council.



2.0 Construction Measures

Context

- 2.1. The proposed Link Road is to be located on land to the south east of Wokingham and will be formed from Waterloo Road at the southern arm of the Eastern Gateway roundabout, to a section of Waterloo Road c550m east.

Construction Phasing

- 2.2. Subject to the appropriate planning approvals, the construction phase of the Access Road is anticipated to commence in 2025 and to span approximately 9 months.
- 2.3. The proposed construction of the Link Road is likely to occur in the following sequence of stages.
1. Site setup and erection of site compound and fencing of site.
 2. Installation of construction compound.
 3. Undertake groundworks
 4. Construction of Link Road, associated SUDs and landscaping.
 5. Construction site clearance and opening of Link Road.
- 2.4. Of note however is that the precise phasing and sequencing of the works is a matter to be determined by the Contractor.

Construction Access

- 2.5. A temporary access to facilitate construction will initially be achieved from Waterloo Road near the location that the new link road ties in to Waterloo Road, to the south of the Eastern Gateway roundabout. This will contain vehicle gates that are set back a minimum of 15m from the carriageway. A separate pedestrian/ cycle gate will also be provided adjacent to the vehicle gates.
- 2.6. Traffic routeing the construction access will travel either east along Waterloo Road onto Peacock Lane/Old Wokingham Road or alternatively travel west on Waterloo Road then northbound on William Heelas Way. Construction vehicle swept path analysis for this access is contained in **Appendix B**.

Construction Compound

- 2.7. At this stage it is anticipated that a temporary construction compound would be provided on land north of Waterloo Road, as depicted on Drawing No. A389-074/P1 attached within **Appendix B**. However, the proposed location will be confirmed by the Contractor prior to the works commencing.
- 2.8. The compound area would provide opportunities for welfare facilities such as toilets which would be supplemented with prefabricated buildings to provide additional facilities such as showers, a drying room and a canteen.



- 2.9. A designated parking area for staff and visitors will also be provided at the construction compound. Sufficient space for cyclists and vehicles to park and manoeuvre safely will be provided, thereby negating any need for site vehicles to park along adjacent roads beyond the confines of the site. Accordingly, all site parking is to be accommodated within the compound area.
- 2.10. The compound will also include a waste management 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.
- 2.11. The construction compound will provide 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. This arrangement will ensure that loading / unloading activities will take place in a coordinated manner within the site, rather than along the public highway at the site entrance. Moreover, the deliveries will be programmed in a manner to ensure that the need for vehicles waiting on the highway.
- 2.12. Once materials have been delivered to the construction compound, they will need to be distributed to their required location within the site using construction vehicles which will use specific demarcated haul routes.
- 2.13. 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. There will therefore not be a requirement for the vehicles to undertake turning manoeuvres on any area of the public highway. Notwithstanding this, trained banksmen will be utilised when vehicles are performing turning manoeuvres on site to ensure the safety of site operatives and to maintain an efficient and tidy material storage area.
- 2.14. Similarly, all deliveries and construction vehicles entering and leaving the site would also be managed by banksmen.

Construction Routings

- 2.15. The proposed construction routing plan is attached at **Appendix C**. For ease of reference, the routes that will be adopted for HGV traffic are described below.
- 2.16. The M4 motorway, 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 the motorway routing between London and Bristol. Alternatively, Berkshire Way through Bracknell provides a link to the M3 motorway which itself links London to Southampton.
- 2.17. Mindful of the Floreat Montague School located at Montague Park, deliveries will avoid utilising William Heelas Way at school term times during the peak hours of 08.00-09.00 and 15.00-16.00.
- 2.18. The number of vehicle trips will vary across each construction phase and expected numbers will be confirmed by the Contractor, however at this stage HGV movements are expected to be between 5 and 150 vehicle movements a day whilst construction worker trips are likely to be up to 30 vehicles a day.

- 2.19. A clear signing strategy will be implemented to direct all construction HGV traffic into the site, avoiding the use of unsuitable roads. The signage at the site entrances will include the times when access into site by construction traffic can be obtained.
- 2.20. Use of the agreed HGV vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals associated with the works. 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.

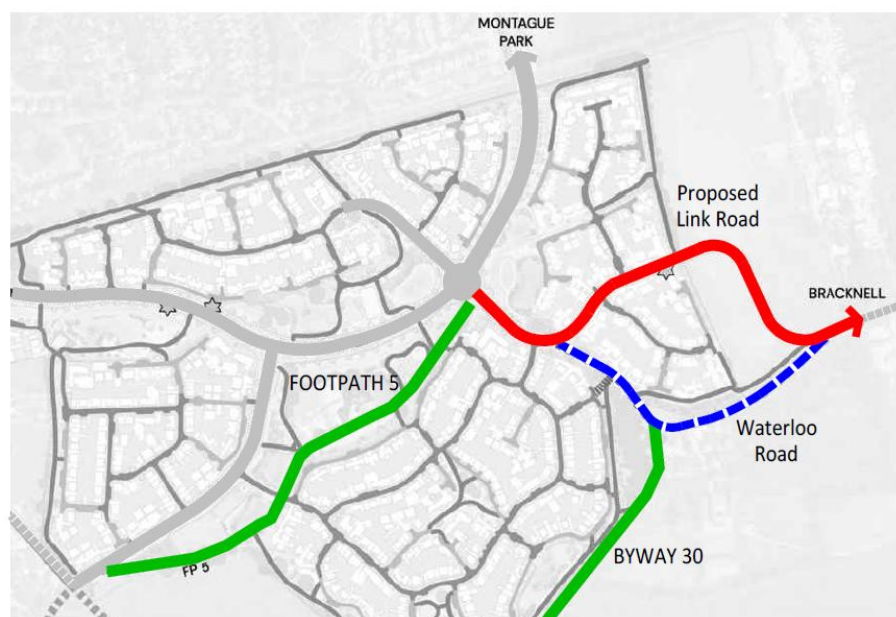
Haul Routes

- 2.21. Movements of construction vehicles within the proposed site and to/from the construction compound will be confined to designated temporary haul routes which will be formed by striping down to a firm base before forming the temporary running surface with suitable material. Haul routes will be provided no wider than is necessary.
- 2.22. No construction or construction supply vehicles shall exceed a speed of 20mph 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.
- 2.23. As well as providing haul routes for construction vehicles, a segregated route will also need to be provided within the site in order to safely facilitate visitor trips, including those undertaken by foot or cycle.

Public Rights of Way / Pedestrian Routes

- 2.24. 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





- 2.25. Footpath 5 links to a 3m shared use footway/cycleway at the southern side of the Eastern Gateway roundabout. This access point can be kept available during the works as there are no proposed works to the roundabout. Byway 30 connects to the southern side of Waterloo Road and similarly there are no works proposed as the access point. There are no other public rights of way which route near to or through the proposed Link Road itself, however pedestrians and cyclists do currently travel along the existing alignment of Waterloo Road.
- 2.26. The works involve the closure of Waterloo Road to vehicular traffic at its western extent and care will however need to be taken to ensure pedestrian and cycle movements along the route are not compromised during the construction period. Therefore, during certain phases of the construction it is likely that the Contractor may need to implement alternative routes for such users with accompanying signage or banksmen where appropriate.

Boundary Hoarding

- 2.27. 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 noise attenuation and visual screening. Such measures would take the form of solid timber hoarding to the active site frontage and Heras type fencing to all other boundaries. The hoarding at the access point would be lit as appropriate with sensitive lighting.
- 2.28. The use of hoarding 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.
- 2.29. Precise details of the boundary hoarding can be confirmed by the Contractor prior to the works commencing if required. Of note is that the hoarding must be positioned in a manner than doesn't impede any pedestrian or vehicular routes and will be off the highway.

Construction Working Hours

- 2.30. 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. 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 Wokingham Borough Council. This would also include agreement for any required lighting during the extended construction hours to be sensitively located in consideration for wildlife.
- 2.31. 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.

3.0 Environmental Controls

Context

- 3.1. 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.
- 3.2. 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.

Noise & Vibration Reduction

- 3.3. 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 possible 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.

Dust Suppression

- 3.4. 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.
- 3.5. 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.

Fire Prevention

- 3.6. 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.
- 3.7. 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.

Pest Control

- 3.8. 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.
- 3.9. 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.

Lighting

- 3.10. Site lighting will be provided at the access to the construction site as appropriate to ensure the safety of the passing public.
- 3.11. 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.

Mud Prevention

- 3.12. 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.



- 3.13. The wheel washing will be undertaken by a site operative using a jet wash at the entrance to the site. 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.
- 3.14. All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.
- 3.15. Regular inspections of the construction access as well as the roads routing throughout the site 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.

Surface Water Management Measures

- 3.16. 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.
- 3.17. Where possible, water is to be prevented from entering excavations through the use of 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.
- 3.18. 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.

Trees and Hedges

- 3.19. 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 D** 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.

Ecological Management

Badgers

- 3.20. Whilst Badger surveys carried out as part of the ECOSA Ecological Impact Assessment (2024) did not identify any Badger setts within the Zone of Influence of the Proposed Development, 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.



- 3.21. 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.
- 3.22. 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.
- 3.23. 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

- 3.24. The ECOSA Ecological Impact Assessment (2024) has found that the site is suitable for a wide range of common and widespread nesting bird species.
- 3.25. 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).
- 3.26. If such works must 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.
- 3.27. 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. Light spill in areas near identified nests will be minimised through the direction of the lighting and use of hooded luminaires.
- 3.28. Tree fencing will also be installed to protect vegetation that may support nesting birds.

Bats

- 3.29. 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.
- 3.30. 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.



- 3.31. 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, as with potential impact to nesting birds, 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.
- 3.32. The area surrounding the site will be enhanced through the installation of bat boxes on suitable trees by the ecologist to provide additional roosting opportunities for species of bat in the local area.

Reptiles

- 3.33. 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.
- 3.34. 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

- 3.35. Natural England have developed a tool known as the 'Rapid Risk Assessment' to help determine whether works are likely to result in an offence under the Conservation of Habitats and Species Regulations 2017.
- 3.36. The rapid risk assessment considers the nature of potential impacts, the extent of suitable habitat to be affected and the distance of this habitat from suitable breeding ponds.
- 3.37. The proposals will result in the loss of approximately 1.5 hectares of suitable habitat. The habitat lies between 100-250 metres from a potential breeding pond (the nearest suitable waterbody is 160 metres to the north-east of the site). The results of the Rapid Risk Assessment undertaken as part of the ECOSA Ecological Impact Assessment (2024) identify that
- 3.38. *"Although the presence of great crested newt cannot be ruled out, the risk of causing significant harm to great crested newt is considered to be low. There is not a high density of ponds in the vicinity of the affected habitat and although there is further suitable habitat to the east, south and west the presence of roads, and railways, fragments this habitat. As the ponds have not been surveyed a precautionary approach is necessary as there is potential for harm to great crested newt."*
- 3.39. In order to prevent accidental killing and injury during construction, in the unlikely event that great crested newts are present within suitable terrestrial habitat, a precautionary destructive search will be undertaken to prevent harm to individuals. This will involve clearance of vegetation to ground level, followed by 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 great crested newts are encountered works will cease and further advice sought from Natural England.



- 3.40. The destructive search should be undertaken when both reptiles and great crested newt are active, between March and October, and in suitable weather conditions.

European Hedgehog and Common Toad

- 3.41. 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

Context

- 4.1. 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.

Monitoring and Review Mechanisms

Compliance Checks

- 4.2. An Ecological Clerk of Works (ECoW) will be present for the destructive search to ensure compliance with the destructive search methodology.
- 4.3. 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

- 4.4. 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.

The Considerate Constructors Scheme

- 4.5. The way in which the whole 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 carried out 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 carried out with care and consideration.
 - Responsible: Everyone on site complies with the code.



- Accountable: Site contact details to be easily accessed.
- 4.6. 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.

Implementation and Communication Strategy

- 4.7. 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.
- 4.8. The Construction Environmental Management Plan will be continually monitored and regularly reviewed and updated, as necessary. If any significant changes are proposed, these will be submitted to the WBC for approval.
- 4.9. 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.
- 4.10. The Construction Liaison Officer would be responsible for keeping neighbours and Wokingham Borough Council 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.
- 4.11. 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.

Construction Travel Management

- 4.12. 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.
- 4.13. 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.
- 4.14. 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.



- 4.15. 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.
- 4.16. Examples of travel planning measures that could be used to influence staff and visitor travel are set out below:
- Provide walking maps.
 - Shower/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 - General Arrangement



Junction White Lining					
DIAG 1003A DIAG 1009A					
NOTES					
1. All lining to be in accordance with Traffic Signs and General Directions 2016 and any subsequent additions and/or amendments.					
DIAG No.	MARKING TYPE	MARK	GAP	WIDTH	REMARKS
1003A	Proposed Lining	005	200	200	
1009A	Proposed Lining	400	1000	100	6000 m/min
1009A	Proposed Lining	005	200	200	

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- GENERAL NOTES:
- Do not scale.
 - Refer to all other Project Drawings and supporting notes.
 - The Contractor is to check and verify all buildings and site dimensions and levels, including sewer invert levels, before works start on site. The Contractor is to comply in all aspects with the current building legislation, British standards, building regulations etc.
 - Positions of existing services/statutory undertakers apparatus adjacent to or crossing proposed excavations are to be checked by the contractor prior to starting work.
 - This drawing is to be read in conjunction with and checked against all other drawings, Engineering details, Specification and any structural, Geotechnical or other specialist document provided.
 - Any anomaly or contradiction between any of the above is to be reported to the Engineer.
 - This drawing is schematic for clarity only, positions of pipe runs and manholes may vary on site due to site conditions.
 - Traffic management and safety measures shall comply in all respects to Chapter 8 of the Traffic Signs Manual published by HMG. The Contractor shall submit his proposals for the approval of the Engineer and Local Highway Authority prior to commencing any work.
 - The Contractor shall contact all utilities companies prior to commencing and excavation. It is the Contractor's responsibility to locate the exact position of all underground and overhead services, cables, pipes etc prior to the excavations and to take all necessary protective measures.
 - The Contractor shall make good any damage caused to walls, fences, kerbing, surfacing, road signs etc at his own expense as instructed by the Highway Authority.
 - The Contractor shall indemnify the Client, Engineer and Local Authority against damage to any highway authority property, statutory undertakers plant and any costs associated with the diversion of services and the repair/replacement of the damaged plant. No work on site shall commence until written evidence of the above indemnity has been submitted to and accepted by the Engineer.
 - Highway Inspector to be present during inspections/CIR testing.
 - The Contractor shall maintain access to all properties affected by the works.
 - Appropriate shared pedestrian/cycle signage to be provided. For further details, see drawing A389-LR-1201.
 - All proposed traffic signs to be reletterised.

- KEY
- Planning Application [240892] boundary
 - Existing Tree Root Protection Area
 - 43m Junction Visibility Splay (30mph, M5)
 - 43m Forward Sight Stopping Distance Visibility Splay (30mph, M5)
 - 17m Cyclist Visibility Splay (20mph, LTN 1/20)
 - 43m Visibility Splay to Pedestrian Crossing Points on Link Road (30mph, M5)
 - 43m Visibility Splay to Pedestrian Crossing Points on Minor Arms (30mph, M5)
 - Tactile paving at dropped crossing
 - Curbside paving
 - Proposed Tree Pit
 - Proposed Rain Garden Tree Pit
 - Proposed road gully
 - Proposed Block Paving
 - Proposed Carriageway - Tarmacadam
 - Proposed Footway - Tarmacadam
 - Proposed Footway - No-dig Tarmacadam
 - Proposed Shared Footway/Cycleway - Tarmacadam
 - Proposed Shared Footway/Cycleway - No-dig Tarmacadam
 - Proposed Verge
 - Proposed Street Lighting Column
 - Existing Street Lighting Column
 - Proposed Traffic Sign
 - Temporary Traffic Sign

0 5 10 15 20 25m
Scale 1:200

COO R5.25	AMENDMENTS TO VISIBILITY SPLAYS	RG	RF
COO R5.25	RESPONSE TO WIS COMMENTS	RG	RF
COO R7.25	R10 PLOT ACCESS ANNOTATED	RG	RF
COO R8.25	FOR SECTION 73 APPROVAL	RG	RF
COO R5.25	CONSTRUCTION ISSUE FOLLOWING TECHNICAL APPROVAL BY WIS	RG	RF

Abley Letchford
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Client
**MILLER HOMES
KIER VENTURES
KINGACRE ESTATES LTD.**

Project
**SOUTH WOKINGHAM SDL
R10-R14 LINK ROAD
DETAILED DESIGN**

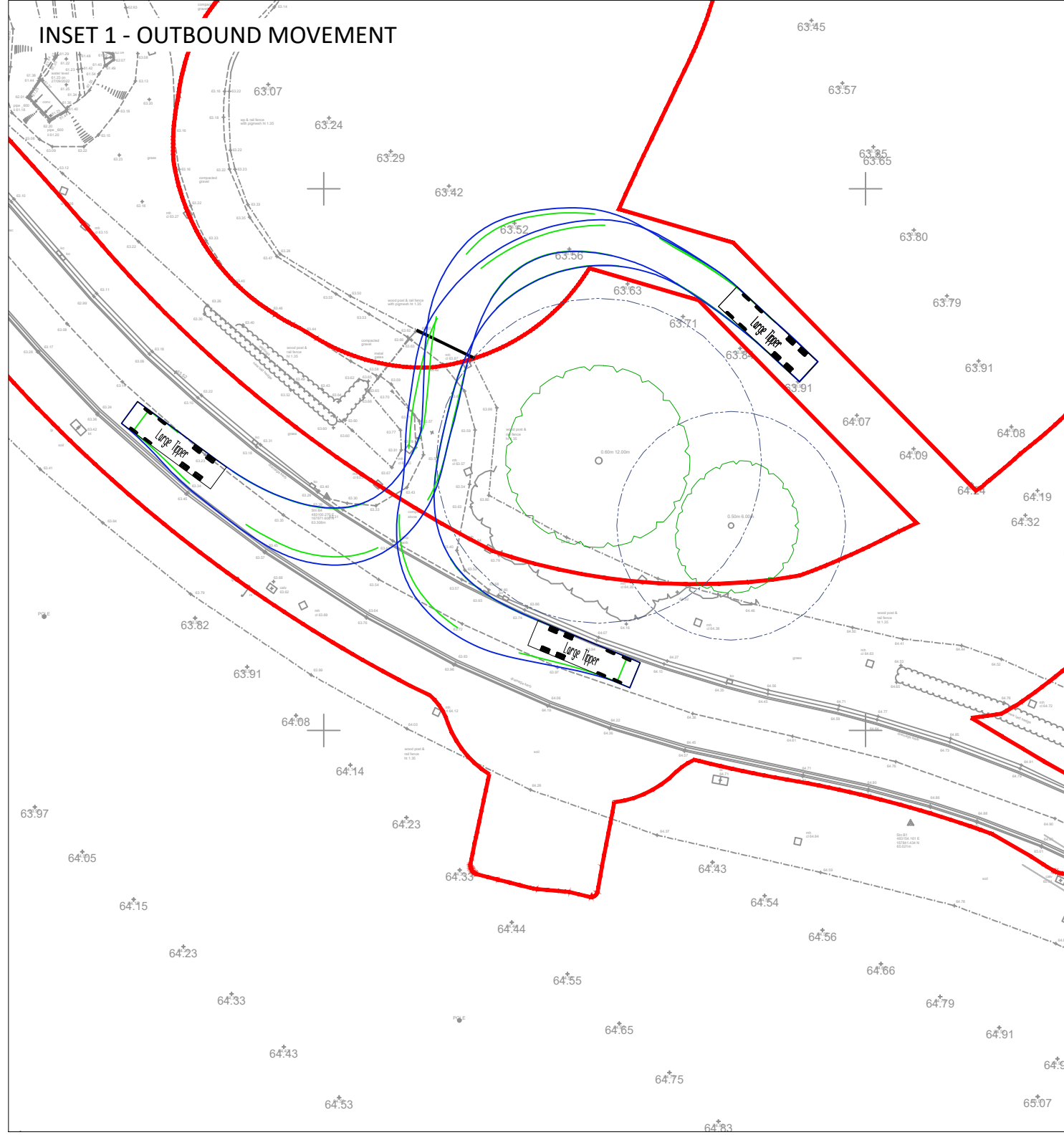
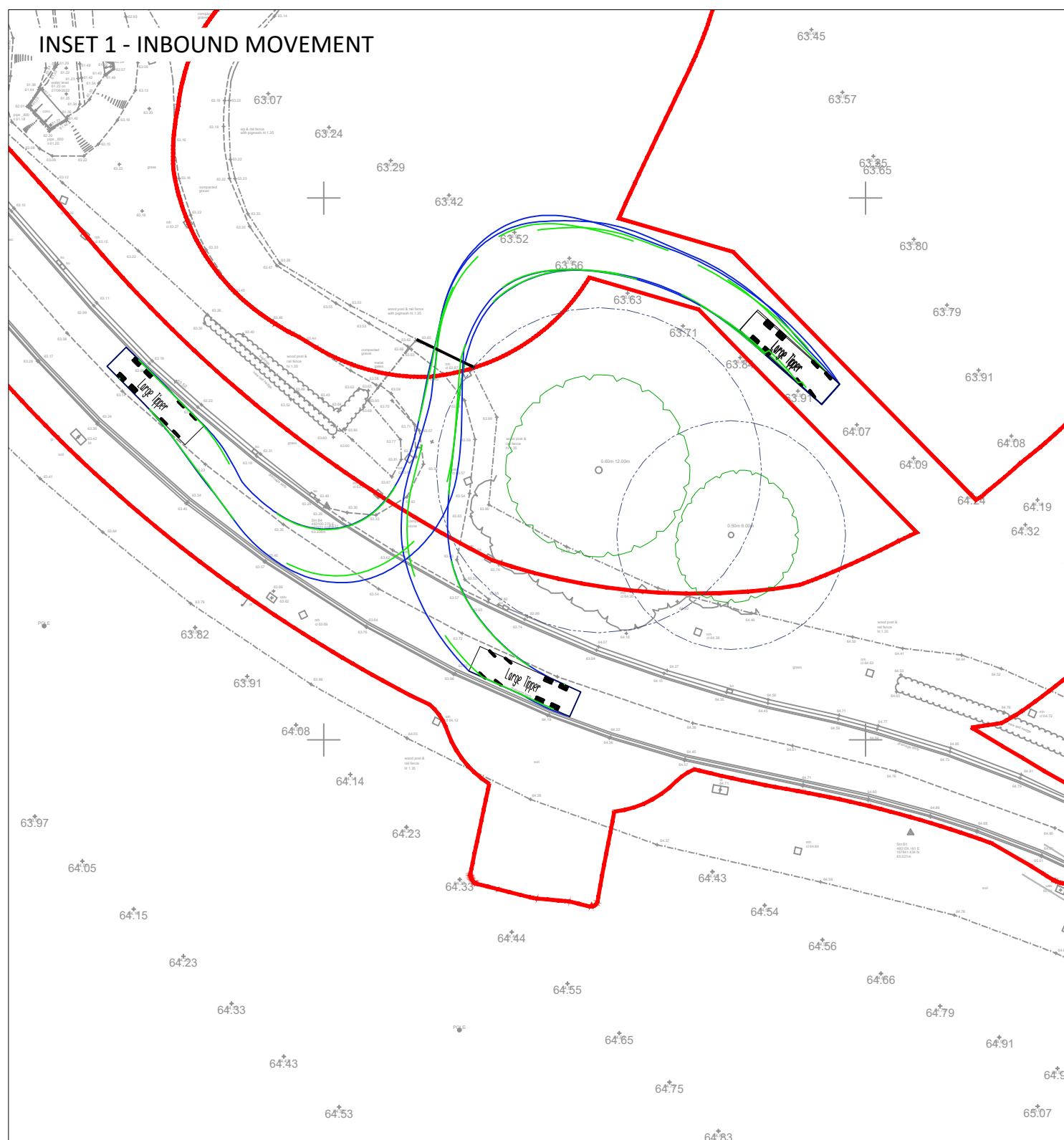
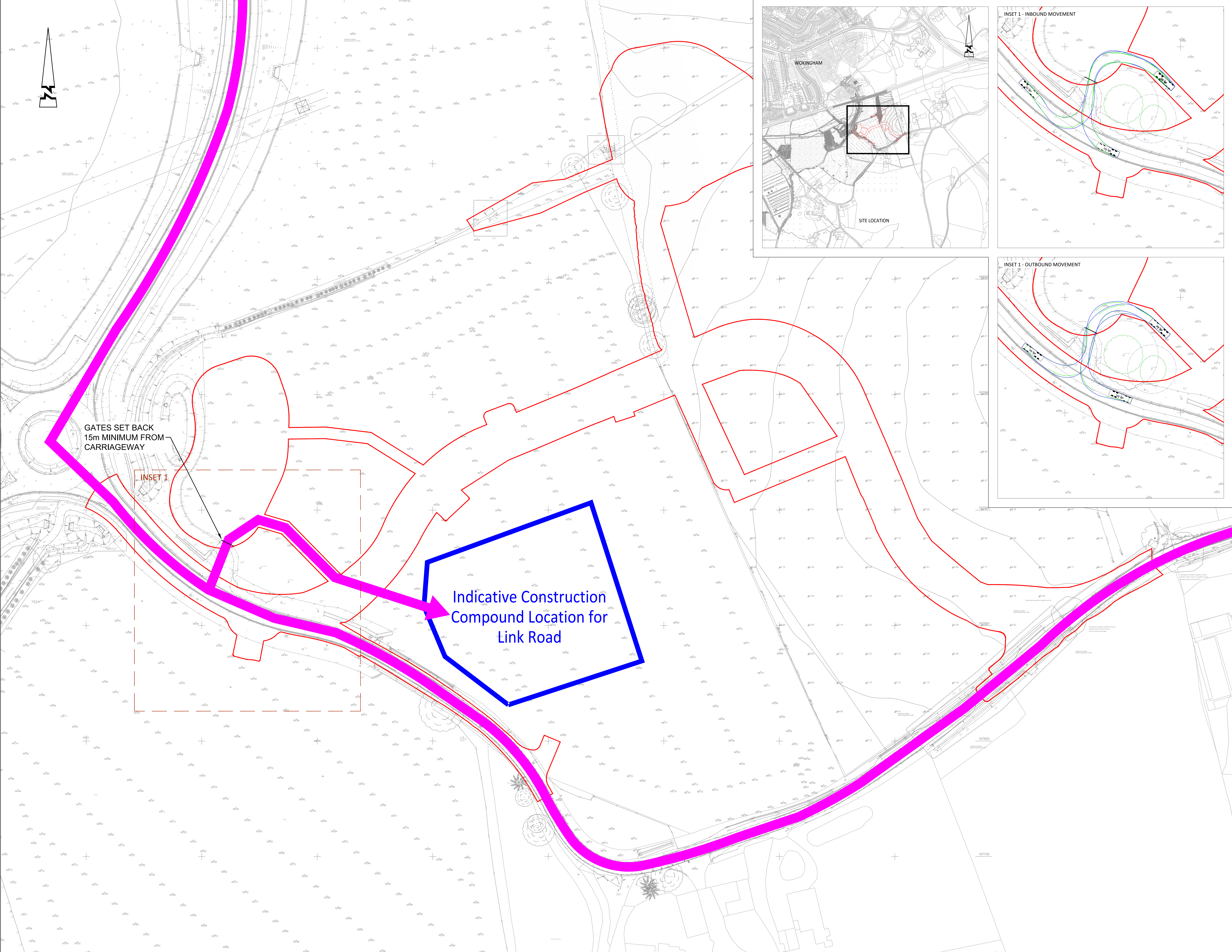
Title
GENERAL ARRANGEMENT

Status
FOR CONSTRUCTION

Scale 1:500 @ A0	Date MAY 2025	Project RG	Checked RF
Drawing No. A389-LRDD-101	Revision C05		

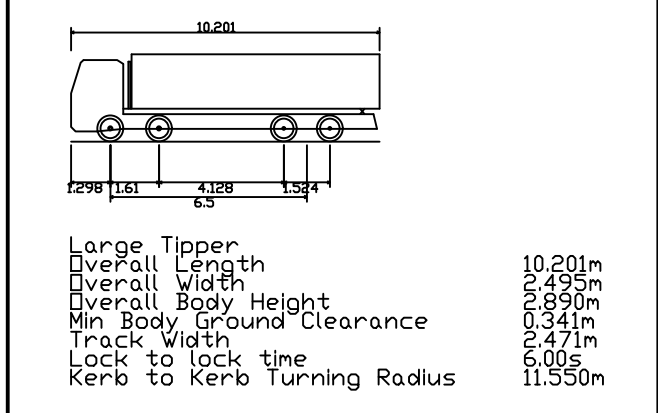


Appendix B - Construction Access with Vehicle Swept Path Analysis and Compound Location



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- KEY:
- Application Boundary
 - Potential Construction Compound Location
 - Construction Access Route
 - TREE TO BE RETAINED AND ROOT PROTECTION ARE (RPA)



GATES SET BACK
15m MINIMUM FROM
CARRIAGEWAY

INSET 1

Indicative Construction
Compound Location for
Link Road

P1	14.02	TREE SURVEY ADDED	CLL	SM
P2	14.02	UPDATED CONSTRUCTION ACCESS ROUTE	CLL	SM
P3	19.04	FOR ISSUE	AG	SM
Revised				

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Client
**MILLER HOMES
KIER VENTURES
KINGACRE ESTATES LTD**

Project
**SOUTH WOKINGHAM SDL
R10-R14 LINK ROAD**

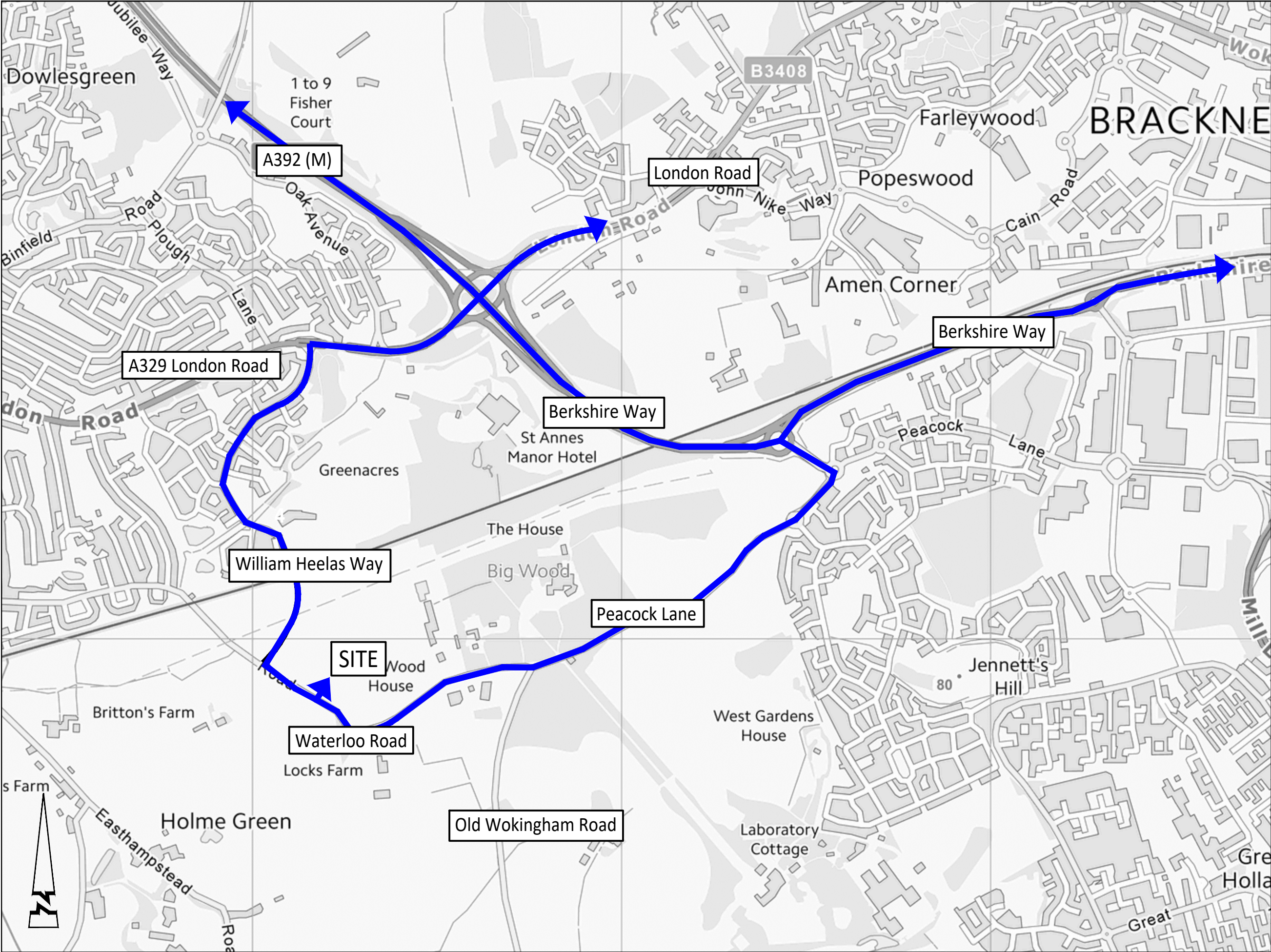
Type
**TEMPORARY ACCESS AND
CONSTRUCTION
COMPOUND**

For INFORMATION

Scale	Date	Project	Checked
1:500 @ A0	SEP 24	AG	SM
Drawn by	Revised		
A389-074	P3		



Appendix C - Construction Routing 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

P1	09.24	First Issue	AG	SM
Rev	Date	Description	Drawn	Checked



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Client:
**MILLER HOMES
KIER VENTURES
KINGACRE ESTATES LTD**

Project:
**SOUTH WOKINGHAM SDL
R10-R14 LINK ROAD**

Title:
**CONSTRUCTION TRAFFIC
ROUTING PLAN**

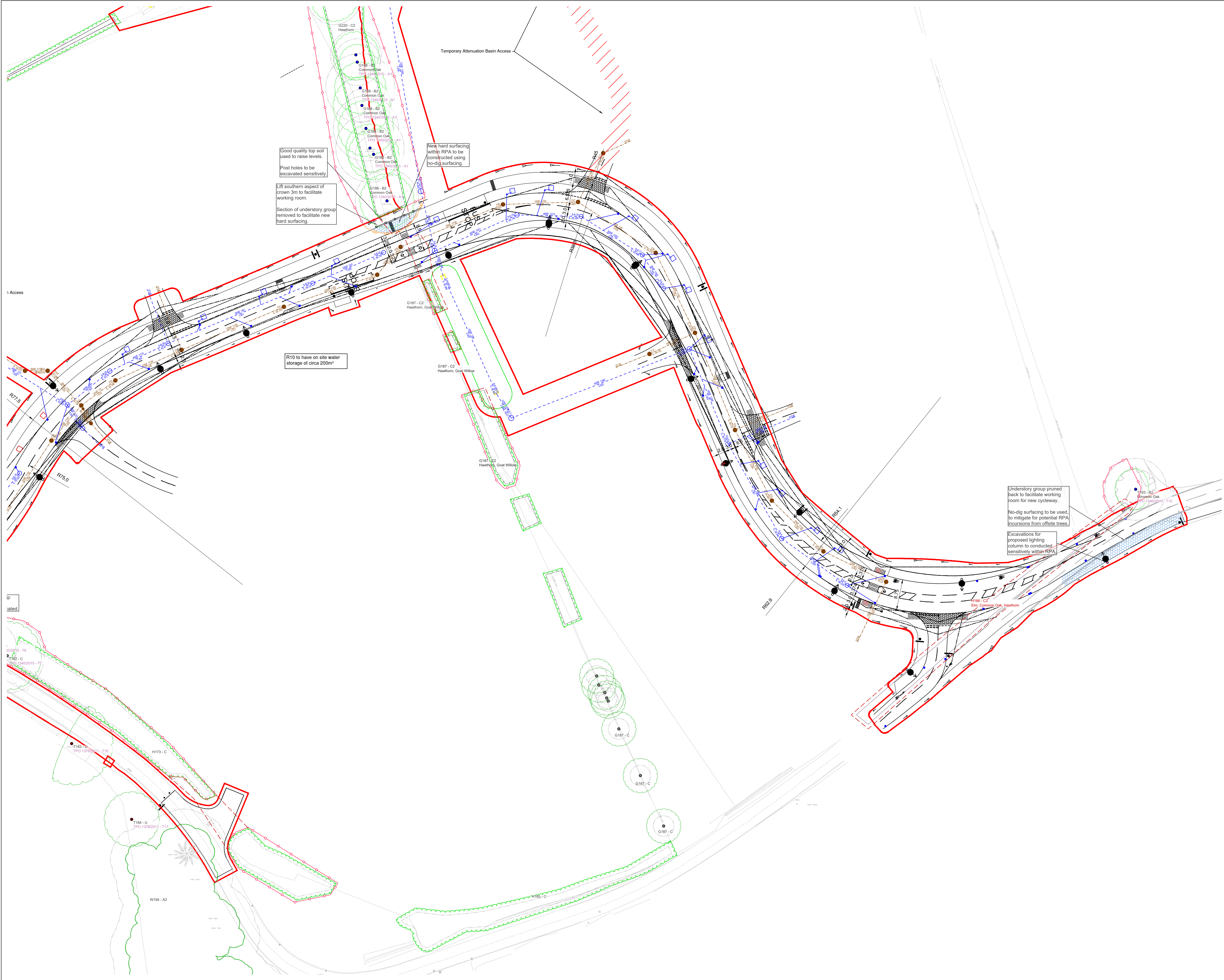
Status:
FOR INFORMATION

Scale: NTS @ A3	Date: SEP 24	Drawn: AG	Checked: SM
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Drawing No: A389-075	Revision: P1
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Appendix D - Tree Retention Plans

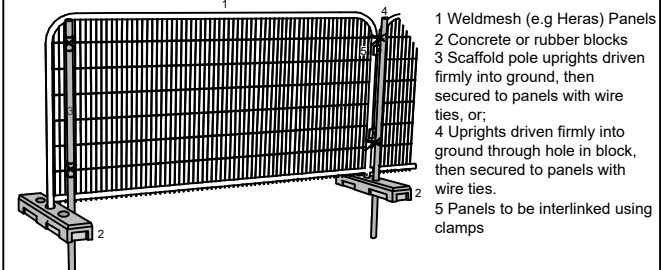


LEGEND

TREE PROTECTION FENCING & EXCLUSION ZONE

All Tree Protection Fencing (TPF) shall be installed prior to any plant activity on site whatsoever, including demolition, utility installation, groundworks, and soil stripping. Once erected, all TPF will be regarded as permanent, and will not be removed or altered without prior notification by the project arboriculturalist and approval of the local planning authority.

Tree Protection Fence shall comprise of Heras type panels on 'hock', well braced by attachment to scaffold pole uprights driven firmly into the ground. Once the exclusion zone has been protected by barriers under ground protection, construction work can commence. All weather notices may be erected on the barriers.



NO-DIG SURFACE

Cellular confinement system (CCS) to be used to create this area of hard surface, above the existing ground level. Topsoil to be retained. Depth of CCS to be 10-15mm for pedestrian surfaces and 100-200 for vehicular surfaces. Surface to be porous to approved details and specifications. To be installed under arboricultural supervision. All specifications subject to engineering design.

Cells to be filled with 20-40mm clean graded angular stone to manufacturers details and specifications

TreeTex T300 geotextile or similar laid over CellWeb

Porous surface to finish

Peg and board edging

Top soil to BS3882:2007

Original ground level

TreeTex T300 non-woven geotextile or similar approved laid over formation

Depressions and soft spots in formation to be filled with sharp sand to levels required

CCS/Cellular confinement system (Geosynthetic CellWeb or similar approved)

TEMPORARY FENCING

This fencing position is used to protect trees prior to excavation and construction works.

SENSITIVE EXCAVATION

The required excavation is within retained RPA. To reduce impacts to underlying roots the excavation is to be conducted in a sensitive manner, either by use of hand-tools and air-spade where feasible or through use of an excavator with a toothless bucket and under direct supervision.

TREE TO BE RETAINED

HEDGE/GROUP TO BE REMOVED

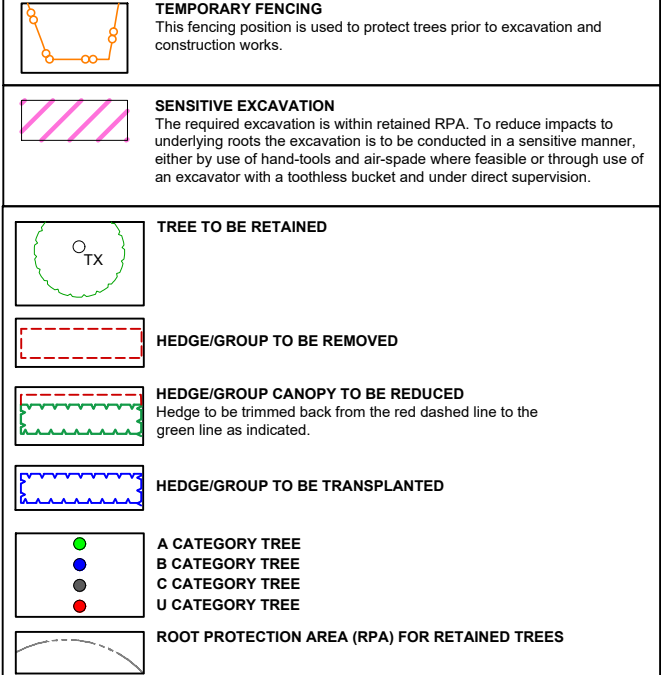
HEDGE/GROUP CANOPY TO BE REDUCED

Hedge to be trimmed back from the red dashed line to the green line as indicated.

HEDGE/GROUP TO BE TRANSPLANTED

A CATEGORY TREE
B CATEGORY TREE
C CATEGORY TREE
U CATEGORY TREE

ROOT PROTECTION AREA (RPA) FOR RETAINED TREES



The original of this drawing was produced in colour - a monochrome copy should not be relied upon.

0 5 10 15 20 25m

Rev	Date	Details	Drawn
E	06/12/24	Additional TPF show outside of redline boundary	WTW
D	29/10/24	Correct drainage and lighting columns shown	WTW
C	28/10/24	Update to layout	WTW
B	06/09/24	Update to layout	WTW
A	30/08/24	Update to layout	WTW

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scheme: South Wokingham
R10 - R14 Link Road
client: Kingacre, Kier & Miller
drawing: Tree Protection Plan
date: 22/02/2024
scale: 1:500@A1
dwg no: CONS24461-03E
Sheet 2 of 2
drawn: WTW checked: AJB

Transport
Development Planning
Sustainable
Deliver
Trusted
Enable
Site Appraisal
Hydrology
Highways
Civil Engineering
Successful
Travel Planning
Support
Drainage
Dynamic
Masterplanning
Flood Risk Assessment
Infrastructure Design

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