

DOSWELL

Est 2005.

Latimer Road, Wokingham

Construction Environmental
Management Plan



Construction Environmental Management Plan Revision Sheet					
Issue Number	Date of Issue	Reason for Revision and Comments			
1	14 th July 2025	First Issue			
2	26 th August 2025	Revised to incorporate WBC Highways Comments.			
3	29 th August	Revised following further comments from WBC.			
Author:	Ryan Doswell	Checked by:			
Date:	26 th August 2025	Date:			

1. Introduction and Project Description

1.1 Purpose of the CEMP

Doswell Projects will be the Main Contractor for the project and is therefore responsible for safeguarding the environment and mitigating the effects of demolishing existing buildings and the subsequent construction of 45 new apartments on the site of Lee Spring Ltd on Latimer Road, Wokingham. To achieve this, Doswell Projects, along with all its subcontractors and suppliers, will comply with the environmental requirements outlined in the contract documentation and the specific content of this Construction Environmental Management Plan (CEMP).

This CEMP outlines the construction operation by relevant legislative requirements and best practices within the construction industry. This document will form part of Doswell Projects' Construction Phase Plan, which will be developed and agreed with the client, the specialist consultant team, and the Local Authority before commencement of any construction activity.

The Project has planning permission, reference (223691), within this granted application, Condition 15 states that:

Construction method statement - No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors,*
- ii) loading and unloading of plant and materials,*
- iii) storage of plant and materials used in constructing the development,*
- iv) the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate,*
- v) wheel washing facilities,*
- vi) measures to control the emission of dust and dirt during construction,*
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.*

Reason: In the interests of highway safety & convenience and neighbour amenities.

Relevant policy: Core Strategy policies CP3 & CP6

1.2 Location

Latimer Road, Wokingham, RG41, 2WA

What3Words: ///powder.magic.crisp



The site is situated off Latimer Road, a residential street, and is adjacent to Barkham Road, the main thoroughfare. The site also shares an eastern boundary with a section of the modern North Downs Line, which connects Reading and Guildford via Wokingham Station.

1.3 Scope of work/ Build Programme

Demolition & Site Preparation:

The initial phase will involve the safe disconnection of all existing services, followed by the complete demolition of the current Lee Spring industrial buildings. All demolition works will be carried out in close liaison with Network Rail due to the proximity of the train line.

Groundworks & Foundation System:

A piled raft foundation system will be constructed to support the new apartment block. This will include the installation of driven or bored concrete piles, followed by a reinforced concrete raft slab and ground beams. The design will account for site-specific ground conditions and building loadings. Excavation, blinding, and all necessary ground improvements will be undertaken to ensure a structurally sound base for the superstructure.

Drainage & Utilities:

New foul and stormwater drainage systems will be installed to serve the development. This includes the formation of manholes, pipe runs, and attenuation where required, as well as connection to existing adopted systems, following Thames Water and LLFA approvals. Utility connections for electricity, water, BT/Openreach, and fibre broadband will be installed.

Superstructure – Traditional Construction:

The superstructure will be built using traditional brick and block methods. Load-bearing masonry walls will be complemented with precast concrete or beam-and-block floors as required. Key structural components will include:

- Construction of internal and external walls
- Formation of stair cores and two lift shafts
- Construction of balcony structures with suitable balustrading
- Flat roofing installation with appropriate fall, insulation, and waterproofing layers

Fenestration & External Elements:

High-performance double-glazed windows and aluminium/timber composite doors will be fitted to meet thermal and acoustic requirements. Powder-coated metal balconies will be fixed to structural support brackets as per the structural engineer's drawings.

Internal Works:

The first fix stage will include the installation of all internal walls and partitions, initial electrical and plumbing services (including ventilation and fire protection), preparation for lift installation, and preliminary carpentry work. This phase will also cover ducting, risers, and containment to facilitate the second fix works.

Construction Start Date	December 2025
Programme Duration	95 Weeks
Programme Completion	September 2027

Management Structure

Description	Person(s) Responsible	
Role:	Name:	Responsibility:
Contracts Manager	Ryan Doswell	Overall responsibility for construction matters
Site Manager	TBC	Day-to-day responsibility for construction operations and site running
Contracts Surveyor	Callum Doswell	Day-to-day responsibility for procurement and site financials
Production and maintenance of CEMP	Ryan Doswell	
Site H&S Inspections	HCS Safety/Doswell Projects	
CEMP to be updated as appointments are made, and procurement progresses.		

General

Doswell Projects Ltd.'s site management personnel will be responsible for implementing all measures and ensuring their effectiveness.

The Contracts Manager is responsible for overseeing all construction activities, ensuring the safety and effectiveness of all operations and activities. The Contracts Manager will visit the site at least once a week.

The Contracts Manager will write to adjacent residential properties in advance of all key milestones and activities, including the Start on Site date. The letter will also provide contact details for any comments, queries, or concerns to be raised directly with Doswell Projects Ltd.

The Site Manager is responsible for the day-to-day operations of construction activities and the construction site. The Site Manager shall be responsible for ensuring the implementation of specific measures and for monitoring their effectiveness.

1.4 Regulatory Agencies and Interested Parties

Regulator	Responsibility	Contact Details
Wokingham Borough Council	Planning, Building Control Nuisance (Noise, Vibration, Dust Odours) Protected Trees & Hedgerows	Civic Offices, Shute End, Wokingham, RG40 1BN
Environmental Agency	Waste Management Water Pollution Surface Water Drain and Watercourses Discharges	General Enquires 03708 506506 Emergencies Only 0800 807060
Network Rail	To ensure that any works near the adjacent railway line do not compromise the safety, operation, or infrastructure of the rail network.	Network Rail, Waterloo General Office, London, SE1 8SW
Consult International	Consultancy between Doswell & Network Rail	

1.5 Working Hours

To minimise disturbance to residents, construction activities will only take place between:

Monday to Friday	0800hrs and 1800hrs
Saturday	0900hrs and 1300hrs

2. **Site Set-up**

2.1 The location of the site compound for all contractors working at the site is shown on the plan in **Appendix 1**. Doswell Projects' standard site compound layout is also appended. It will remain in its current form and layout for the duration of the proposed development works until, out of necessity, a new location is required to facilitate completion of the development. It will always be kept secure and maintained in a clean and orderly manner.

- 2.2 The site compound will not be lit outside working hours. The lights inside the newly constructed buildings will be illuminated with low-energy lights during the works. These will be switched to a minimum amount at night and left on for safety reasons.
- 2.3 Site compound lighting will be positioned to prevent intrusive light spillage towards site boundaries and existing properties. Cowls will be used as necessary to restrict light spill further.
- 2.4 Where used, any security cameras will be located and directed so that they do not intrude into adjacent residential properties.
- 2.5 Temporary office buildings for supervisory staff, welfare facilities, and secure storage units will remain in their current position within the construction compound. See the site set-up plan.
- 2.6 Protective fencing, including tree and hedgerow protection fencing as required, will be erected around all construction areas before the commencement of site work and subsequently maintained in good condition. The site will be completely enclosed and secured.
- 2.7 The fencing will be removed and/or relocated to a new position only when it is safe to do so.
- 2.8 Before the commencement of works, the Tree Officer shall be invited to a meeting to view the tree protective fencing.
- 2.9 Waste Management will be maintained within the storage, offloading, and waste management compound on the project. A fully licensed waste carrier will remove all waste.

3. Noise and Vibration

- 3.1 All contractors must control and limit noise and vibration levels to ensure compliance with current legislative standards. A risk assessment considering noise will be provided for all planned noisy works, including measures to reduce and control noise. The following methods will be followed to reduce noise and disturbance.
- Plant and construction methods will be selected to minimise noise.
 - Haul roads will be finished to base course tarmac and kept in good order.
 - No unnecessary revving of engines
 - White noise reversing alarms will be fitted to machines/ forklifts.
 - Site equipment will be sited away from boundaries wherever possible.
- 3.2 Where existing concrete hardstands need to be broken up, an oversized breaker will be used to minimise the blow rate and hence the percussive nature of the noise produced.
- 3.3 All materials will be handled, stored, and used in a manner that minimises noise.

- 3.4 Plant and equipment utilised during construction will conform to current legislation on noise and vibration levels. They will be examined regularly for defects before the start of works. Under no circumstances will a defective plant be used.
- 3.5 Where practical, equipment will be shut down when not in use. Engine compartments will be closed when equipment is in use.
- 3.6 Semi-static equipment will be sited as far away as reasonably possible from residential dwellings adjacent to the development site.
- 3.7 All complaints received about noise or vibration will be investigated immediately, and where necessary, work practices will be modified.
- 3.8 Proposed foundations are standard strip footings; no piling is proposed on site.

4. Task Lighting

- 4.1 External lighting is not anticipated other than limited lighting of the site compound during working hours. Otherwise, the only other potential source of external lighting will be task-specific lighting where external activities are undertaken during dark periods, i.e., winter hours.
- 4.2 Again, it is not anticipated that any such activities will take place. As above, external task lighting will be task-specific, with use to be discontinued as soon as the relevant task is completed.
- 4.3 Task lighting will be located and directed with cowls where necessary to prevent intrusive light spillage toward site boundaries. Works will be planned to ensure that lighting spillage is minimized, thereby limiting any impact on trees, hedgerows, and neighbouring properties, all of which occur at or outside the site boundaries.
- 4.4 Authorisation will be required from the Site Manager for any activities requiring task lighting.

5. Traffic Management and Public Access

- 5.1 All construction traffic will approach and leave the site via the existing entrance on Latimer Road, Wokingham. When site orders are placed with all suppliers, a route map will be provided to advise construction vehicles to avoid using Wokingham Town Centre as a direct route, whilst also ensuring all access for construction vehicles wishing to access the development can only do so from/to the south on the B3349 Barkham Road as approved in Planning Application 223691.
- 5.2 All suppliers will be notified of their orders regarding delivery times, and peak hours, specifically 7:00 a.m.–9:00 a.m. and 3:00 p.m.–5:00 p.m., will be avoided. Other material deliveries will occur over relatively long periods during the contract, and these will be

scheduled to avoid peak times whenever possible. All suppliers will also be asked to ensure their delivery vehicles are suitable for the road conditions of Latimer Road.

- 5.3 Doswell Projects will seek to promote local labour, increasing the probability of using public services. In other instances, the main contractors will often use minibuses and tend to have a pickup and drop-off zone during the working day.
- 5.4 Car parking for 15 construction vehicles will be provided on-site due to the size of the development as shown within yellow highlighted area of appendix 1.
- 5.5 An area of hardstanding will be formed on-site to allow deliveries to unload safely without blocking the adjacent road.
- 5.6 Before the works start, the surrounding roads will be surveyed to record their condition. Upon completion, any damage caused by the construction works will be checked, and remedial work will be made to make good.
- 5.7 While the construction works are ongoing, a jet wash facility will be available to clean the wheels of all outgoing construction vehicles. Should Latimer Road become muddy during these works, a road sweeper will be deployed to clean the road.
- 5.8 A swept path analysis layout has been completed to show that the largest vehicle proposed to enter the development has sufficient turning area to enter and leave the driveway in forward gear. This layout is available within the appendices as Appendix 2. As per this appendix no vehicle longer than 11.50 metres is permitted to access the development.
- 5.9 Resident access is to be maintained to properties adjacent to Barkham Road and the development. The access route at its narrowest is 3.8 metres.

6. Movement, Storage, and Treatment of Bulk Materials and Spoil

- 6.1 Construction materials and spoil will be stored in accordance with the Health and Safety plan outlined in Appendix 1.
- 6.2 The spoil generated from the development proposals will be reused on site wherever possible. All excess spoil will be removed and taken to an appropriately licensed landfill for disposal.
- 6.3 Subsoil and topsoil will be separated and stored correctly for use after construction. Subsoil will not be compacted, disturbed, or drained, which could cause problems with its subsequent use.

7. Dust, Odour, Fuel & Chemical Control

- 7.1 Best practicable means will be used to control dust and airborne pollutants at the site, including smoke and fume emissions.
- 7.2 Areas of hardstanding associated with development will be constructed as soon as possible, and the hardstanding will be extended to minimise the risk of mud travelling onto the surrounding roads.
- 7.3 All plant and equipment will be checked before use to ensure they are in good working order, free from defects, and conform to manufacturers' or statutory emissions standards. Defective items of the plant shall not be used. All plants will be required to carry a fuel spillage kit to ensure that any spills are promptly addressed and dealt with.
- 7.4 All processing plant and vehicles carrying loose aggregate and workings will be covered or shielded to reduce/avoid dust emissions.
- 7.5 In periods of dry weather and where practicable, all soil stockpiles and surfaces will be dampened down with water to reduce dust emissions.
- 7.6 Where practicable, material stockpiles will be located away from the site boundary.
- 7.7 All earthworks will be sealed or replanted as early as practicable to minimise dust.
- 7.8 Where practicable, on-site aggregate handling will be carried out in enclosed areas.
- 7.9 No materials will be burnt on site.
- 7.10 Proper consideration will be given to wind conditions and the location of sensitive receptors, such as those dwellings beyond the development site boundary, when activities are likely to emit dust, aerosols, fumes, or odours.
- 7.11 Site toilets will be located well away from sensitive receptors and connected to the existing drainage system.
- 7.12 A speed limit of 10mph will be imposed on all construction vehicles at the site.
- 7.13 Any identified recurring generators of dust will be replaced or improved.

7.14 Soil stockpiles and the exposed excavation may generate silt run off which may harm animals and the existing water habitat. Discharge points will be identified, and water run off settlement system used. To help reduce silt the following measures will be taken:

- Minimise topsoil stripping on site and only in keeping to the construction areas.
- Keep existing stockpiles covered.

7.15 Skips will be used to store waste until removed from site by a skip collection lorry. In the event of loose materials being stored in the skip they will be covered to prevent the waste being blown away.

7.16 To store fuels and chemicals safely, we use designated bunded areas or double-walled containers to prevent leaks and spills, ensuring they are located away from drainage systems and watercourses. These storage areas are regularly inspected to maintain compliance with UK environmental standards and to avoid contamination of the surrounding environment, including the nearby stream.

7.17 To manage refuelling areas, we designate specific zones with spill containment features such as drip trays and impermeable surfaces. This ensures any spills are captured and do not enter drainage systems or watercourses. Regular monitoring and clear signage help maintain safety and environmental protection alongside proper fuel and chemical storage practices. All fuels and chemicals will be kept within the site compound.

7.18 To ensure our commitment to reduce air pollution as much as possible, we will adhere to the following points:

- Display the name and contact details of the person responsible for environmental factors relating to the project.
- Record any complaints in a complaint log to implement necessary recommendations or improvements related to environmental factors.
- Conduct daily site inspections to ensure all environmental factors are compliant, particularly regarding dust, fumes, and fuels.
- Ensure all machinery and dust-creating activities are kept as far from boundaries as reasonably practicable.
- Avoid all runoff of water or mud from the site.
- Ensure all machinery complies with necessary standards and is switched off when not used.
- Avoid using diesel- or petrol-powered generators; instead, use electric- or battery-powered equipment.
- All cutting, sawing, or grinding equipment with suitable dust suppression will be used.
- Ensure an adequate water supply is onsite to keep dust down when required.
- Where possible, reuse and recycle waste to reduce dust from waste materials.
- No bonfires or burning of materials are permitted at any point.

8. Mud on Roads

8.1 During certain phases of construction, there is potential for vehicle washing and road sweeping to be required. Doswell Projects will therefore enforce strict measures to avoid the environmental nuisance of mud on roads.

8.2 These measures will include, but are not limited to:

- Forming hardstanding areas for car parking, to be available for the duration of the works.
- Use of a visiting mechanical road sweeper to clean the surrounding roads of any mud or debris deposited by site vehicles within the vicinity of the site. The road sweeper is called upon by the site team whenever needed and will be used and maintained appropriately.
- Adequate sheeting of vehicles carrying waste materials.

8.3 The proposals for wheel washing are as follows.

- i. A tarmac hardstanding will be constructed as shown on the TMP drawing attached to the far end of the site, the compound, and the rear of the building.
- ii. A power washer will be used to wash any mud off the vehicle wheels if needed; this facility will be available on site during the extent of the ground works. This will take place just before the site entrance and away from any watercourses.
- iii. To control surface water runoff from a wheel washing facility, we will implement measures such as installing a silt trap or sedimentation tank to capture debris and mud. Additionally, we ensure the installation of drainage systems with appropriate filtration, such as gravel trenches or geotextile membranes.

9. Communication with Local Authority and Local Residents

9.1 Wokingham Borough Council will be notified of the developer's intention to commence development. Letters will be issued to residents alongside the site boundary, giving points of contact and brief details of the project.

9.2 At an appropriate location along the frontage of the site, mounted on the hoarding, a contact name, telephone number, and address for information or complaint purposes will be displayed.

10. General

- 10.1 All contractors will be made aware of their responsibilities and informed of how their actions can cause pollution and generate waste, and how these can be prevented. They will also be encouraged not to use excess resources such as water and energy.
- 10.2 Construction plant/equipment and vehicles will be maintained to minimise emissions and maximise fuel efficiency. Hazard warnings will be attached to plant/equipment as necessary.
- 10.3 Construction work will be carried out so that, as far as reasonably practicable, disturbance to the environment is contained within defined limits and site restoration proposals are implemented in a timely fashion.
- 10.4 The measures outlined in this Plan will be adhered to, except where there is a demonstrable conflict with safety issues.
- 10.5 All contractors will produce site-specific Risk Assessed Method Statements, which will form part of the tendering and formal order placing procedure for this project.

11. Network Rail

11.1 The development at Latimer Road is immediately adjacent to the live North Downs Line, which connects Reading and Guildford via Wokingham Station. Given the proximity of the works to the operational railway, particular care and consideration must be applied throughout the construction phase. All activities will be planned and executed in close consultation with Network Rail Asset Protection to ensure that the safety and integrity of the railway is always maintained. This process will be completed in line with a Basic Asset Protection Agreement with Network Rail.

Appendices

1. DP247 LATIMER ROAD CDM PLAN
- ~~2.~~ DP247 Swept Path Analysis Layout