

Construction Environmental Management Plan Arborfield District Centre (Parcels A, B, C & D)

**Taylor
Wimpey**



Construction Environmental Management Plan

Site: Arborfield District Centre (Parcels A, B, C & D)

Client: Taylor Wimpey West London

Planning Authority: Wokingham Borough Council

Revision Status

Rev	Date	Issue Description	Prepared by	Checked By:	Ref
A	Feb 2025	Construction Environmental Management Plan (CEMP): <i>to discharge Outline Planning Condition 65, ref: O/2014/2280, and Reserved Matters Planning Condition 17, ref: 230872</i>	Max Mayo Trainee H&S Advisor	Dean Pincham IMaPS Tech IOSH	TWWL/ADC/00/CEMP

This document is designed to be viewed electronically as a PDF file. This document is uncontrolled if printed out.



CONTENTS

PREAMBLE	3
1.0 DESCRIPTION OF PROJECT	5
1.1 Project Title + Location	5
1.2 Nature of Site, Scope of Works + Construction Programme	6
1.3 Project Directory.....	8
2.0 DETAILED CONSTRUCTION PROVISIONS.....	10
2.1 Site Security + Protection of the General Public	10
2.2 Control of On-Site Working Conditions	11
2.3 Traffic Management Strategy.....	13
3.0 DETAILED ENVIRONMENTAL PROVISIONS.....	15
3.1 Protection of Water, Land Environment, Air Quality & Pollution Prevention	15
3.2 Dust Suppression & Monitoring	15
3.3 Fuel Storage and Use.....	16
3.4 Waste Management	16
APPENDIX ONE	17

PREAMBLE

This Construction Environmental Management Plan (CEMP) has been developed to discharge Outline Planning Condition 65, ref: O/2014/2280 & Reserved Matters Planning Condition 17, ref: 230872 set by Wokingham Borough Council.

The CEMP will be strictly adhered to during the construction of the development.

O/2014/2280: OUTLINE PLANNING CONDITION 65		LOCATION IN DOCUMENT
Before each phase of the development hereby permitted is commenced, a Construction Environmental Management Plan (CEMP) in respect of that phase shall have been submitted to and approved in writing by the Local Planning Authority. The Plan will detail the measures to be implemented to protect site workers, site users, sensitive receptors and the environment arising from the development hereby permitted. Construction of each phase of the development shall not be carried out otherwise than in accordance with each approved CEMP. Each phase CEMP shall include the following matters:		
i.	A construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;	Sections 2.2.3 , 2.3 & 2.3.1
ii.	Loading and unloading of plant and materials;	Sections 2.2.3 , 2.3 , 3.2 & 3.3
iii.	Storage of plant and materials;	Section 2.1.1 , 2.1.2 & 3.3
iv.	A construction traffic management plan including a programme of works, measures for traffic management, details of the haul routes to be used to access the development, and potential vehicle numbers;	Sections 1.2.3 , 2.2.3 & 2.3
v.	A condition survey of the nearby highway route used to access the development, to include the following nearby roads where applicable for each particular phase: Biggs Lane (between Langley Common Road and Commonfield Lane), Park Lane (between Commonfield Lane and Hogwood Lane), Princess Marina Drive (between Biggs Lane and Baird Road), Baird Road (between Princess Marina Drive and Sheerlands Road), Sheerlands Road (between Baird Road and the A327), Langley Common Road (between A327 and Biggs Lane) and on the A327 (between Park Lane and Arborfield Cross).	Section 2.3
vi.	Piling techniques including types of piling rig and earth moving machinery;	Section 2.2.2
vii.	Provision of boundary hoarding;	Section 2.1.1
viii.	Protection of the aquatic environment in terms of water quantity and quality;	Section 3.1
ix.	Details of proposed means of dust suppression, and mitigation measures for noise, vibration and odour;	Sections 2.2.2 , 3.2 & 3.4
x.	Details of measures to prevent mud from vehicles leaving the site during construction;	Section 2.2.4
xi.	Details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;	Section 2.2.3 & Appendix One
xii.	Lighting on site during construction (including temporary);	Section 2.1.1
xiii.	Measures to ensure no on-site fires during construction;	Sections 3.2 & 3.4
xiv.	Details of demolition, including details of how to deal with asbestos. This shall include an Asbestos Management Report providing details of surveys, mitigation, and verification of asbestos management, and as appropriate, provision of contingency surveys, mitigation and verification to be adopted during the construction phase;	N/A – No Demolition On-Site



O/2014/2280: OUTLINE PLANNING CONDITION 65		LOCATION IN DOCUMENT
xv.	Details of the temporary surface water management measures to be provided during the construction phase;	Sections 3.1 & 3.3
xvi.	Details of the excavation of materials and the subsurface construction methodology and;	Section 3.4
xvii.	Implementation of the CEMP through an environmental management system;	Section 2.2.6
xviii.	Appointment of a Construction Liaison Officer.	Section 2.1.3
xix.	Monitoring and review mechanisms; and	Section 2.2.6
xx.	Details of where workers will be temporarily accommodated during construction, which considers whether a temporary compound could be accommodated on site, or an existing building temporarily re-used.	Sections 2.2.3 , 2.2.5 & Appendix One
Following the commencement of development for each phase, the highway condition survey (undertaken in conjunction with criteria v) of the CEMP) shall be repeated at six-month intervals until development within that phase is completed. Where the highway has become damaged as a result of the construction traffic of that phase, the survey should include an assessment of the damage caused to the fabric of the highway and set out the necessary remediation works, and the timescales in which they will be undertaken. Works should be undertaken in accordance with the approved details. Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.		

230872: RESERVED MATTERS PLANNING CONDITION 17

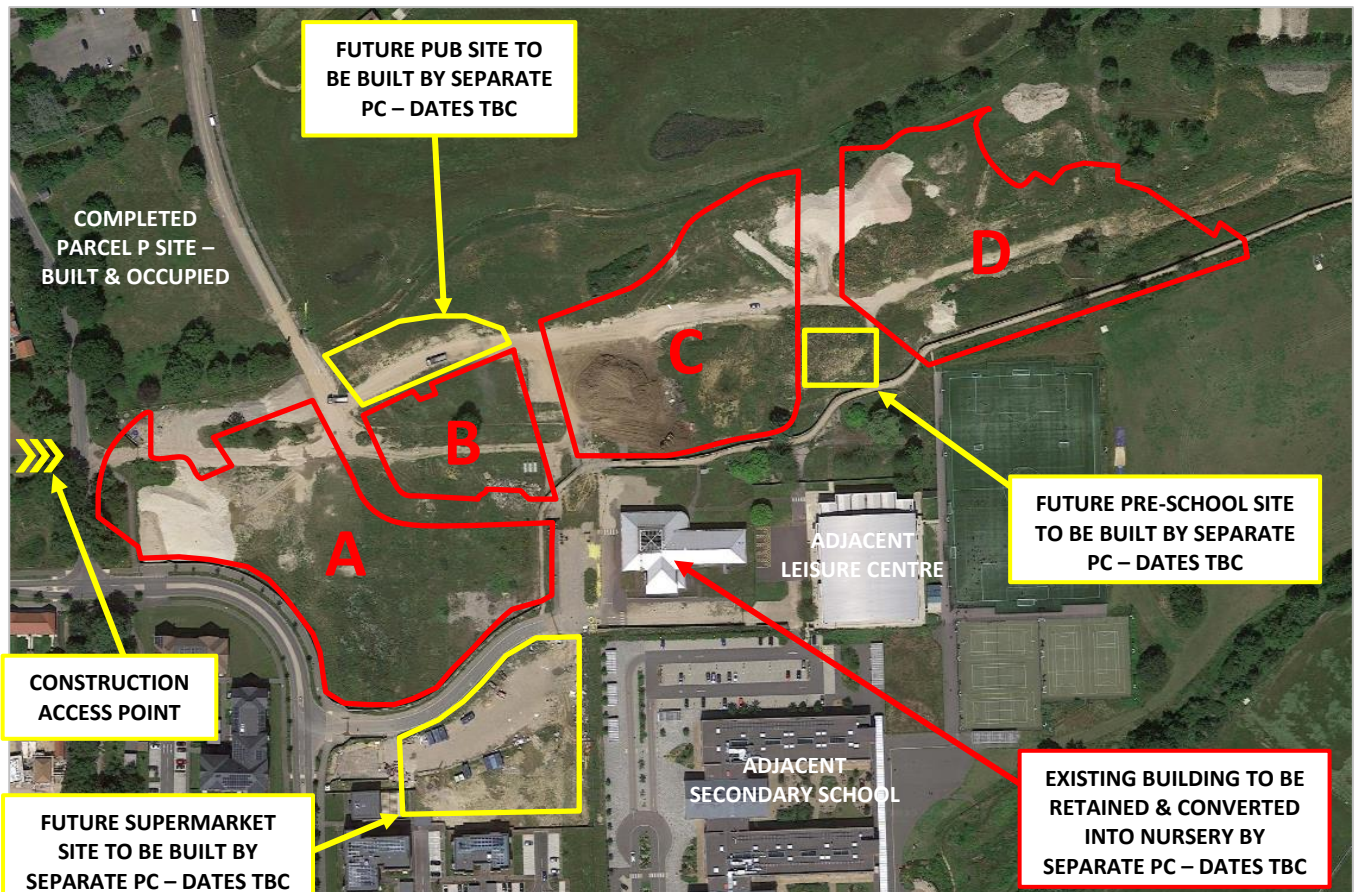
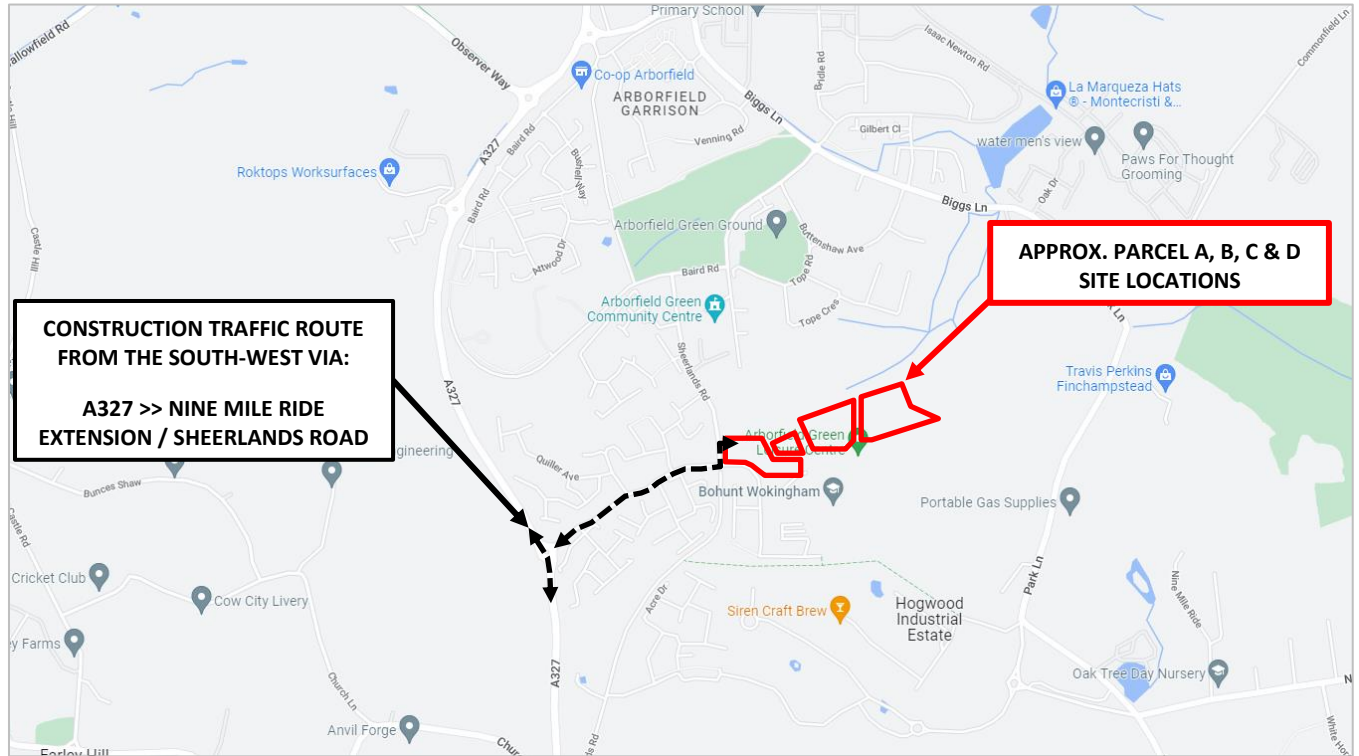
The Construction Environment Management Plan (CEMP) required for the site in accordance with outline condition 65 shall include provisions to maintain safe pedestrian and cycle access / egress to Bohunt School via the existing California Greenway / Hazebrouck SANG route. It is the expectation of the LPA that the developer will consult Bohunt School and the Finchampstead ward councillors on its strategy prior to the submission of a CEMP.

1.0 DESCRIPTION OF PROJECT

1.1 PROJECT TITLE + LOCATION

The site is located to the east of Nine Mile Ride Extension and Stable Path, and to the north of Arborfield Green Leisure Centre and Bohunt School Wokingham. The site is centred approximately on National Grid Reference SU 77010 65192.

This Construction Environmental Management Plan (CEMP) covers all works associated with the development.



1.2 NATURE OF SITE, SCOPE OF WORKS + CONSTRUCTION PROGRAMME

1.2.1 Scope of Works

Parcels A, B, C and D are located within the Arborfield Green District Centre and will be developed by Taylor Wimpey West London (TWWL) to construct up to 206 new residential properties (165 open market units & 41 affordable units) in a mix of 2-4 bed houses and 11no. apartment blocks, as follows:

- Apt Block 1: Plots 15-23, 3 storey height, 2-bed flats
- Apt Block 2: Plots 44-49, 3 storey height, 2-bed flats
- Apt Block 3: Plots 50-69, 4 storey height, 2-bed flats with ground floor commercial units
- Apt Block 4: Plots 125-133, 3 storey height, 1-bed flats
- Apt Block 5: Plots 82-87, 3 storey height, 1-bed flats
- Apt Block 5R: Plots 114-117, 3 storey, 1-bed flats with ground floor commercial units
- Apt Block 6R: Plots 88-97, 4 storey height, 2-bed flats
- Apt Block 6R2: Plots 104-113, 4 storey height, 2 bed flats with ground floor commercial units
- Apt Block 6R3: Plots 98-103, 3 storey height, 2-bed flats with ground floor commercial units
- Apt Block 6R4: Plots 118-124, 3 storey height, 2-bed flats with ground floor commercial units
- Apt Block 7: Plots 70-81, 3 storey height, 1-2 bed flats

The site will also include gardens, car parking (including garages), associated infrastructure and public open space.

The site will be developed in two phases of works, with the initial groundworks package being carried out by an external Principal Contractor to be appointed by TWWL:

- **External PC – Groundworks:** On-Site Groundworks involving formation of new permanent access points, site roads, drainage, services infrastructure and construction of housing foundations.
- **TWWL as PC – Superstructure Phase:** Following handover from the Groundworker, TWWL will take over the site as Principal Contractor for the Superstructure Phase with works to include; all superstructure construction in traditional masonry, landscaping, and external works until site completion.



EXTRACT OF SITE LAYOUT – PROVIDED FOR REFERENCE ONLY

1.2.2 Site Description & History

The site consists of four irregular shaped land parcels (Parcels A, B, C, & D) covering a total area of approximately 4.07 hectares, comprising open grassland and areas of worked ground.

There are areas of dense hedgerow/mature trees within and surrounding the site. However, there are no trees within or abutting the site that can be classified as 'Ancient' or 'Veteran'.

Site History

Records indicate that Arborfield Garrison has undergone three main phases of redevelopment. The area of Arborfield Garrison where the site is situated was originally open agricultural land. Military redevelopment occurred after the Second World War when the site became a training facility for technical apprentices working on military vehicles. During the third phase of military redevelopment in the 1970s and 1980s, the former accommodation buildings and many of the office and administration buildings were demolished and replaced with more modern two and three storey accommodation blocks. During the early part of the 2000s, following closure of the military establishment at this site, all but one of the former military buildings were demolished and cleared.

Site Boundaries

North: The site is bound to the north by open land, with occupied housing beyond.

East: The site is bound to the east by open land, and trees / hedgerow.

South: The site is bound to the south by Nine Mile Ride Extension, as well as Bohunt School Wokingham, a football pitch, and Arborfield Green leisure Centre.

West: The site is bound to the west by Sheerlands Road, a ditch, trees / hedgerow, and occupied housing beyond.

1.2.3 Key Dates

Prior to the commencement of any works, the dates will be agreed with Wokingham Borough Council and displayed below.

Substructure Start Date (External PC)	TBC
Superstructure Start Date (TWWL as PC)	TBC
Project Completion	TBC

1.3 PROJECT DIRECTORY

Duty-holders will carry out their duties as defined by the CDM Regulations 2015 to ensure that all requirements of the CDM Regulations 2015 are met.

The Client will ensure that a suitably competent Principal Designer, Principal Contractor and Design Team are appointed to oversee the project and afford all project members sufficient time to plan and mobilise their activities.

1.3.1 Key CDM Duty Holders Currently Appointed

Client, Principal Designer & Principal Contractor (Superstructure)	Company	Taylor Wimpey West London
	Address	17, Bartley Wood Business Park, Bartley Way, Hook, RG27 9XA
	Tel	[REDACTED]
CDM Support Advisor	Company	GHPC Group Ltd
	Address	11 Milbanke Court, Milbanke Way, Bracknell, Berkshire, RG12 1RP
	Tel	[REDACTED]
Principal Contractor (Groundworks)	Company	<i>TBC – To be appointed following tender process.</i>
	Address	
	Tel	
Designer – Working Drawings Architect	Company	Mark Bell Architects
	Address	Bloxham Mill, Barford Road, Bloxham, Oxfordshire, OX15 4FF
	Tel	[REDACTED]
Designer – Planning Architect	Company	Pegasus Group
	Address	21 Ganton Street, London, W1F 9BN
	Tel	[REDACTED]
Designer – Structural Engineer	Company	Hydrock
	Address	5th Floor, Merchant House North, Wapping Road, Bristol, BS1 4RW
	Tel	[REDACTED]
Designer – Civil Engineer	Company	IESIS Group
	Address	20 Ironmonger Lane, London, EC2V 8EP
	Tel	[REDACTED]
Designer – M&E Engineer	Company	MCA Consulting Engineers Ltd
	Address	Old Crawley Rd, Faygate, Horsham RH12 4RU
	Tel	[REDACTED]

1.3.2 Other Currently Appointed Project Team Members

Site Investigation	Company	Wilson & Bailey Partnership Ltd
	Address	Carters Barn, Sherrington, Wiltshire, BA12 0SN
	Tel	[REDACTED]
Ecologist	Company	AECOM
	Address	Sunley House, 4 Bedford Park, Surrey, Croydon, CR0 2AP
	Tel	[REDACTED]
Archaeologist	Company	Museum of London Archaeology (MOLA)
	Address	Mortimer Wheeler House, 46 Eagle Wharf Road, London, N1 7ED
	Tel	[REDACTED]
Arboriculturist	Company	Simon Jones Associates Ltd (SJAtrees)
	Address	17 Cross Road, Tadworth, Surrey, KT20 5ST
	Tel	[REDACTED]
Utilities Consultant	Company	Waterstone Design
	Address	Ingenium House, Sir Thomas Longley Rd, Rochester ME2 4DU
	Tel	[REDACTED]
Unexploded Ordnance (UXO) Consultant	Company	1 st Line Defence Limited
	Address	Unit 3, Maple Park, Essex Road, Hoddesdon, Hertfordshire, EN11 0EX
	Tel	[REDACTED]

2.0 DETAILED CONSTRUCTION PROVISIONS

2.1 SITE SECURITY + PROTECTION OF THE GENERAL PUBLIC

2.1.1 Security + Segregation

The Principal Contractor will ensure their site is fully enclosed with heras fencing / hoarding (as a minimum) and controlled access gates, so the site is completely autonomous from any surrounding areas, clearly defined and separated before any works commence on-site, and fully secured from trespassers / members of the public / children.

Visitors will be directed (by signage at the entrance gate and by any personnel at the site gates) to the site office accessed via clearly defined pedestrian routes. Visitors will sign in and be inducted (as appropriate for the nature of their visit) by the Site Manager, prior to being permitted on-site.

All site boundaries will be monitored daily by the Site Manager to ensure any deficiencies / breaches are dealt with quickly and to ensure when the site is left at the end of each working day, security of the site boundary is robust.

Lighting will be installed on the site hoarding / boundary fencing and at strategic locations across the site. Any lighting installed must meet the criteria set out in the *AECOM, Condition 18 Landscape and Ecology Management Plan, dated April 2023 (ref - 60312043)*, with measures such as down-lighting used to avoid excessive light-spill.

2.1.2 Protection of the Public

TWWL are fully committed to protecting members of the public from the construction risks associated with this project. As such, as part of the Construction Phase Plan (CPP) developed for the project, the Principal Contractor will be vigilant to the possibility of works areas being accessed by unauthorised persons (particularly children and teenagers who may see it as an exciting place to play) and ensure that a high standard of housekeeping practices are implemented across the site to ensure they reduce the risk of potential injury to trespassers, if they manage to gain access to the site.

All materials, plant and tools will be fully secured/supervised when not in use and particularly at the end of the working day. Material storage/compound areas will also be fully secured inside the site.

2.1.3 Liaison with the Public

Prior to any works commencing, TWWL will proactively communicate with the public to keep them informed of site planning arrangements. TWWL will have a member of the site team allocated to liaise with adjacent residents to inform them of any potentially disruptive works (which may include noise, dust or temporary obstruct access), so that the works can be safely managed around the existing residents.

A notice board will be displayed outside of the site with key information for the public, including the contact telephones of the Principal Contractor (Site Manager & Office Number), so that the public can contact them in the event of any issues or complaints.

2.1.4 Signage

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

2.1.5 Inductions

The Site Manager will be responsible for project induction training and will ensure each site worker receives induction training specific to the site and to the type and place of work. This will take place before the site operative commences work for the first time on site.

The induction will concentrate on the Principal Contractor's management provisions, site rules, safety provisions as well as the particular site risks involved with the project and the environmental & ecological considerations of the project. Evidence of all induction training carried out and names of personnel, who have undertaken formal induction training together with when they were inducted, will be recorded and filed on-site.

Specifically, during the induction process, operatives will be informed of housekeeping matters, particularly the need to respect surrounding neighbours to the site and the need to keep noise to a minimum; particularly when entering and leaving the site. Working hours and restrictions on timing/method of deliveries will be clearly explained. They will also be informed of the necessity to ensure that all parking is within the site boundary and given clear instructions as to how to deal with deliveries of materials etc., to prevent any congestion on the public highway.

Contractors working on-site employed by others (e.g. Utilities), will be inducted as all other site operatives and visitors. Information concerning their works and co-ordination / co-operation with other site operatives will be discussed and agreed with the Project Manager / Site Manager prior to commencement of their works on-site, as appropriate. Tool Box Talks will be held by contractors and the Principal Contractor regularly (as appropriate), and these will be recorded by the Principal Contractor.

2.2 CONTROL OF ON-SITE WORKING CONDITIONS

2.2.1 Site Working Hours & Deliveries

In accordance with Outline Planning Condition 68, working hours will be restricted to:

- 08:00 – 18:00 Mondays to Fridays
- 08:00 – 13:00 Saturdays
- No works permitted on Sundays or Bank Holidays.

No work, audible or otherwise (including site clearance and deliveries), will be undertaken outside the hours agreed.

The Principal Contractor will ensure that these working hours are communicated to all contractors & site operatives during the Site Induction and are strictly enforced throughout the works.

Where possible, deliveries will be coordinated to avoid peak traffic times and school opening/closing times (before 09:00 and between 15:00-16:00), to minimise disruption to the local area. At point of placing orders, suppliers will be informed of this restriction, and will be requested to deliver outside of peak hours. In the event that any deliveries arrive at site prior to works commencing at 08:00, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 08:00, and any idling HGVs will be instructed to have their engines switched off. TW will provide a suitable turning area on site to ensure all construction traffic leaves the site in forward gears.

Where possible, the Site Manager will coordinate deliveries throughout the day to avoid the need for multiple HGVs to access the site at the time. There will be a designated materials storage area provided within the site compound with sufficient space for loading and unloading HGVs deliveries. No HGVs will be permitted to load or unload from public roads at any time.

2.2.2 Control of Noise & Vibration

Construction works, by their very nature, can generate significant noise, Taylor Wimpey expects all contractors to adhere to Environmental Health Requirements and current regulations.

No works will be carried out on the site outside of the allowed working hours – specified in [Section 2.2.1](#) above. All activities will be assessed for anticipated noise levels prior to works commencing, taking into account the potential for amplification of noise due to the layout of the site. Further, all plant and equipment brought to site will be well maintained and operated in accordance with the manufacturer's instructions and will comply with the [Control of Noise at Work Regulations 2005](#).

TWWL recognise that maintaining good relationships with those living and working in the vicinity of the site is important. Identifying noise levels as a risk to the surrounding area (whether nuisance or safety) as early as possible in the process is a priority for TWWL, to ensure that any issues can be dealt with fairly and promptly. The Site Manager will be available for contact for any interaction with the public during the works.

Plant and equipment will be selected on the basis of lowest noise and vibration impact and will be monitored as considered appropriate and relevant to location of use on-site. Methods for reducing noise and vibration levels as far as practicable by the use of attenuation materials or such like, will be specified, and remain in place for the duration of the works. Specifically, the following areas will be required of all work activities;

- Comply generally with the recommendations of BS 5228: Part 1, clause 9.3 for minimising noise levels during the execution of the works;
- Noise levels from the works are to be kept to a minimum;
- Fit all compressors, percussion tools and vehicles with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles;
- Do not use or permit employees to use radios or other audio equipment in ways or at times which may cause nuisance. Any radios/entertainment devices will only be used at a level which will not cause undue disturbance to the neighbouring areas;
- Every care will be taken to avoid unnecessary noise when carrying out manual operations and when operating plant and equipment;
- All plant will be switched off or reduced to idle when not in use;
- Noise producing plant will be sited as far as possible from dwellings, offices and other noise sensitive premises. Where the latter are particularly noise sensitive then a further reduction in sound emission may be required and will be achieved by the use of barriers or acoustic housings.

If any plots require piling, to reduce noise and vibration as far as possible, Continuous Flight Auger (CFA) piles will be used instead of driven piles (where possible). TWWL will notify the residents of any potentially disruptive works to reduce complaints, copies of the letters will be sent to the council for their records.

2.2.3 Compound Position, Site Car Parking, Visitor Provisions, Plant and Equipment

The proposed location of the site car park, compound, sales pod and welfare facilities are shown on the Compound Plan, (all located to the east of the site boundary, within the adjacent land parcel), included in [Appendix One](#). All visitors will report to the Site Office for an appropriate induction by the Site Manager. Parking facilities will be made available for visitors to site, and clearly signposted.

The site car park will be provided to the east of the site boundary (within the adjacent parcel) to accommodate operatives and construction vehicles during the development of the site, to avoid obstruction on the highway and in the interests of road safety. TW anticipate there will be approximately <<NO. TBC>> HGVs accessing the site on a daily basis. The site car park will provide <<NO. TBC>> spaces (see details in [Appendix One](#)).

All large building materials will be stored within the site, within the vicinity of housing plots as they are being constructed – smaller materials and particularly any which represent a hazard to health, will be stored in the locked compound area. Waste segregation and storage areas will be provided within the compound, to be arranged in line with the provisions set-out in [Section 3.4](#).

In order to review all plant and equipment brought onto site, any machinery brought on-site by subcontractors will be notified and authorised by the Site Manager or Assistant Site Manager and recorded on the Mobile Plant Register.

2.2.4 Road Cleaning Regime

TWWL as Client will ensure that pro-active measures are taken to prevent slurry/spoil from vehicles leaving site during the works being deposited on the public highway.

The initial section of site roads will be constructed and tarmacked to base course as early as possible, to provide a suitable hardstanding area for delivery vehicles. This will reduce the likelihood of HGV wheels becoming covered in mud, and will limit the need for wheelwashing.

When required, a wet wheelwash facility in the form of a manned jetwasher will be positioned at the site egress point, so that any muddy vehicles can be washed down prior to leaving the site.

TWWL, and their appointed Groundworker, will ensure a roadsweeper is available when required to ensure the site roads are kept free of mud throughout the development.

The Site Manager will regularly monitor the site / surrounding roads for dirt and debris, and will arrange for road sweeps when necessary – this is likely to be more frequent during Groundworks (when there are more earthworks being carried out) and during periods of inclement weather. The roadsweeper will sweep the site / surrounding roads in the event any mud is tracked out of the site.

Road sweepings and debris will be disposed of through the Principal Contractor's own waste management arrangements – road sweepers will either be discharged off-site, or if on-site will be discharged using appropriate methods in compliance with the [Environmental Protection Act 1990](#).

2.2.5 Welfare Provision

The Principal Contractor will provide full welfare facilities in accordance with Schedule 2 of the CDM Regulations 2015 – these facilities will be in place prior to construction works commencing on-site and this will be confirmed by the Principal Designer to the Client, following review of the Construction Phase Plan.

All welfare provision will be provided in accordance with Taylor Wimpey's Minimum Requirements for Site Accommodation and Welfare which sets out the minimum requirements for:

- | | | |
|--------------------------|---|-----------------------|
| - Toilet Facilities | - Temporary Portable WC / Wash-stations | - Facilities for Rest |
| - Drinking Water | - General Site Accommodation | - Electrical Supplies |
| - Cleaning of Facilities | - Facilities for Changing Clothes | |

2.2.6 Monitoring Arrangements

The Site Manager will be responsible for the day-to-day management of the site, and will ensure that all restrictions / provisions noted in this CEMP are undertaken.

The Site Manager will conduct a monthly review to ensure that the provisions are adhered to, as any staff randomly visiting the site (e.g. Construction Director, Contracts Manager etc.) will also undertake a review on each occasion, to ensure that any vehicles associated with the site are utilising the correct routes – this will consist of a visual check as people are accessing the site.

2.3 TRAFFIC MANAGEMENT STRATEGY

Construction traffic will access the site via the following route:

- A327 >> Nine Mile Ride Extension >> Sheerlands Road

There is an existing site access point off Sheerlands Road, which will be used by Taylor Wimpey to access their compound area.

During the construction of Parcels A, B, C & D by Taylor Wimpey and their appointed Contractor(s), the adjacent land parcels (Community Centre Site, Pre-School Site, Supermarket Site and Pub Site) will be developed by separate Principal Contractors who will require shared access via the Infrastructure Roads, which in turn will be accessed via Nine Mile Ride. Therefore, the Principal Contractor will ensure there is close coordination with the adjacent Principal Contractor(s) to prevent any potential traffic conflicts.

Details of the access routes to the site will be communicated to delivery companies at the point of placing orders, to ensure delivery traffic follows the correct route and does not impact on surrounding residential areas and businesses.

Where practically possible, deliveries will be coordinated to avoid peak traffic times and school opening/closing times (avoiding deliveries before 09:00 and between 15:00-16:00), to minimise disruption to the local area. At point of placing orders, suppliers will be informed of this restriction, and will be requested to deliver outside of these hours.

No construction vehicles, plant, or tracked machinery will be permitted to operate until works commencing at 08:00. In the event that any deliveries arrive at site prior to works commencing at 08:00, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 08:00, and any idling HGVs will be instructed to have their engines switched off.

Site operatives will be encouraged to carpool, cycle and use public transport where possible to reduce congestion on the local road network.

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

Construction traffic will be directed to the site by road signage placed at key junctions around the area – TWWL will agree the position of signage with the Local Highways Authority and/or National Highways prior to commencing works.

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

The walkways will be regularly checked and maintained as necessary, to ensure they provide safe access and egress at all times.

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

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

The roads outside the site will be kept clear at all times with clear access for fire appliances and emergency services.

Soil compaction will be minimised by adhering to routes indicated on the site traffic management and by minimising plant movements across unprepared ground.

Road Condition Survey

Prior to any works commencing, an Engineer appointed by TWWL will undertake a photographic Road Condition Survey to document the condition of the road surface on Sheerlands Road & Nine Mile Ride Extension, in the areas adjacent to the site only. This process will be repeated at 6-month intervals until development of the parcel is complete, with the results submitted to Wokingham Borough Council and Highways for record purposes.

A further photographic Road Condition Survey will then be carried out following completion of the development, and TW will make good any damage to the road, should it be proven that the condition of them have deteriorated as a direct result of the construction activities or construction HGV deliveries to the TW development.



2.3.1 Construction Workers Green Travel Plan

Construction workers will be encouraged to share vehicles where possible, or use public transport, to reduce the amount of vehicles accessing/egressing the site each day.

There will be an estimated maximum of around , <<NO. TBC>> workers / visitors on-site at peak construction time, and an estimated maximum number of <<NO. TBC>> cars and vans accessing the site each day, the site car park(s) will be provided within the site boundary and will accommodate the anticipated number of cars and vans (up to <<NO. TBC>> parking spaces will be provided).

The Principal Contractor will ensure appropriate parking facilities are provided and instated as part of the initial site set up works, to accommodate construction worker vehicles. A plan showing location and details of site parking facilities will be shown on a plan and provided to Wokingham Borough Council once a Principal Contractor has been formally appointed. In the event of an emergency, the Principal Contractor will ensure that any operative on-site will be guaranteed a lift home (regardless of original mode of transport e.g. walking, cyclists or vehicle sharing), or to the hospital if required.

3.0 DETAILED ENVIRONMENTAL PROVISIONS

3.1 PROTECTION OF WATER, LAND ENVIRONMENT, AIR QUALITY & POLLUTION PREVENTION

The Client, Principal Contractor, and all Contractors on this project will ensure the protection and integrity of all watercourses and drainage systems and associated flora and fauna by preventing any surface water run-off or potential sources of contamination from reaching watercourses / drainage systems.

All surface water drainage from impermeable areas and roads will pass through trapped gullies prior to being discharged into any watercourse. There will be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct or via soakaways. No pumped water will be discharged into the live drainage system without having been filtered through a silt interceptor.

All road gullies will be fitted with gully bags or terram to prevent silt run off into existing drainage systems. All gullies will be visually checked on a regular basis by a member of the Site Management Team (minimum weekly, and more frequently as required during periods of wet weather and when significant earth movements are being carried out) and will also be checked during Health, Safety & Environmental Inspections. If the condition of any gully bag or terram has deteriorated by becoming worn, or if the gully bag has filled with mud/silt it will be replaced (or cleared) on the day of inspection.

Any excess sediment or silt slurries on site roads, particularly close to the site entrance/egress points will be regularly removed to reduce the risk of mud/silt entering gullies. This may be several times per day depending on site conditions/stage of construction (likely to be more frequent during groundworks and fill stages).

Sediment and silt slurries will be stored within the site or an agreed storage area, away from gullies, drains and surface water receptors, to prevent being passed into surface water drainage systems and gullies. It may be necessary to construct a temporary bunded area to contain the material, allowing it to dry – regular maintenance and cleaning of the bunded area would be undertaken to ensure continued capacity during wetter conditions. Road sweepings will be discharged safely as outlined in [Section 2.2.4](#).

If silt spillage is identified, it will be treated as a priority to stop the flow and contain the spillage before it enters surface water drains or watercourses/ground.

Please also refer to [Section 3.2](#).

3.2 DUST SUPPRESSION & MONITORING

It is likely that dust will be created during dry and windy conditions on the site, particularly during earthworks. Dust mitigation procedures will be detailed in the Construction Phase Plan, will be strictly enforced on-site throughout the work by the Site Manager. These procedures will include managing loose materials (damping down / covered in windy conditions), monitoring and recording dust levels during the site inspection process.

Dust will be monitored and recorded through the site inspection process and water will be used for damping down when instructed by the Site Manager. All work areas will be well ventilated to prevent dust build up. Dust will be minimised during cutting operations of blocks etc. by ensuring use of equipment with on-tool water suppression.

Throughout the construction period, care will be taken to ensure the adequate control of dust from vehicles delivering and removing materials to and from the site.

Drop heights, when loading and unloading materials, will be minimised. All dusty loads will be sheeted appropriately.

In areas of work close to sensitive properties, the Site Manager will undertake regular dust monitoring inspections of boundaries (as part of regular Site Inspections) to ensure that dust levels are monitored and controlled and where necessary will ensure that suitable dust suppression methods are employed to deal with any residual issues in these areas.

To control smoke and noxious fumes, there will be no burning permitted on-site and all plant will be maintained in good working order. Careful consideration will be given to timing, weather conditions and methodology when laying bitumen.

3.3 FUEL STORAGE AND USE

Any facilities for the storage of oils, fuels or chemicals will be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound will be at least equivalent to the capacity of the tank plus 10%.

If there is multiple tankage, the compound will be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%.

All filling points, vents, gauges and sight glasses will be located within the bund. The drainage system of the bund will be sealed with no discharge to any watercourse, land or underground strata. Any pipework will be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets will be detailed to discharge downwards into the bund.

Tanks will be sited in a safe area, away from manholes and surface water gullies. Tanks will be double-bunded, non-gravity diesel tanks. The Fuel tank and hose will be locked secure when not in use and the site will possess a spill control kit. A clearly defined drip control area will be introduced around the tank. Tanks and surrounds will be regularly inspected for damage, spills or leaks as part of weekly inspection.

All measures to control chemical storage, discharge and spillage will cover:

- Oil Storage tanks in excess of 200 litres;
- Double Skinned (twin-walled) tanks;
- Proprietary Tank Systems;
- Mobile Bowsers;
- Security;
- Dealing with Spills;
- Prevention of Contamination of Rivers & Streams;
- Storage and use of other chemicals (quantities less than 200L).

3.4 WASTE MANAGEMENT

As Client and as Principal Contractor, TWWL will develop a full Site Waste Management Plan for the development and require each appointed Contractor to work within the requirements of this Plan. **All arrangements will be in line with the TWWL's specific waste management system.**

All inert material will be retained and re-used on site where possible, all plasterboard waste will be collected and returned and the majority of the remaining waste will be removed in compactable skips.

The management, handling and disposal of waste and classification of materials will be carried out in line with all current Environmental Legislation and requirements.

There will be no burning on-site (including waste, materials, undergrowth or other vegetation or refuse) throughout the course of the development (both during construction and site preparation works). This restriction is in place in order to protect the environment as well as to safeguard the amenities of occupiers of existing properties within the vicinity of the application site, and site staff.

When storing topsoil in stockpiles the main priority is to maintain soil quality and minimise damage to the soils condition.

To protect the soil resources with which the Principal Contractor will work within, all works will be carried out in accordance to Department for Environment, Food and Rural Affairs [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#).



APPENDIX ONE

1. Build Route Plan / Compound Layout