

Project Title:	Hatch Farm Land Ltd
Project No/ Document Reference:	HD192-R009/B
Date:	27 August 2026
Author:	E Hine/A Golding

CEMP Technical Note (Demolition)

1. Introduction

- 1.1. This Technical Note has been prepared by Abley Letchford on behalf of Hatch Farm Limited in relation to a Prior Approval application for the demolition of buildings located at Hatch Farm and Avenue Bungalow (north of the M4), Mill Lane. The Hatch Farm buildings are located within the boundary of the Loddon Valley Garden Village Strategic Development Location which is proposed as a residential allocation within Wokingham Borough's Local Plan Update.
- 1.2. Wokingham Borough Council have provided a number of Highway comments on the application and this Technical Note provides additional information. Of note is that a planning application for proposed residential development at Hatch Farm Way will include a full Construction Environmental Management Plan (CEMP) and the intention is that the demolition measures within this document will generally align with those in the full CEMP document.

2. Works Compound

- 2.1. A plan which identifies the location of each site and the proposed onsite compound is provided at **Annex A**.
- 2.2. The compound is likely to comprise a prefabricated building for staff and welfare facilities such as toilets, showers, a drying room and canteen. A designated parking area for approximately 12 staff members and visitors will also be provided. Sufficient space for vehicles to park and manoeuvre safely will be provided, thereby negating any need for site vehicles to park along the adjacent roads beyond the confines of the site.
- 2.3. The compound will 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.
- 2.4. The compound will include a designated area for material deliveries and storage. This will allow materials to be offloaded directly into the dedicated storage area, ensuring that loading and unloading activities are carried out in a coordinated manner within the site, rather than on the public highway at the site entrances. Deliveries will also be scheduled to prevent vehicles from waiting on the highway before the site opens.
- 2.5. Once materials have been delivered to the compound, they will be distributed to their required location within the site using works vehicles which will use specific demarcated haul routes.





- 2.6. In all instances, sufficient room will be provided to allow vehicles to turn around, drop-off / pick- up any required materials and then exit the site in forward gear. 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.
- 2.7. Precise details of the internal configuration of the compounds, which would be safeguarded with security fencing, can be confirmed by the Contractor prior to the works commencing if required.

3. Works Traffic Routing

- 3.1. The proposed routing for the demolition works are identified at Drawing number HD192-024/P1 attached within **Annex B**.
- 3.2. The drawing identifies that traffic will route to/from the proposed compound at the existing Hatch Farm estate and to/from Avenue Bungalow located north of the M4. In both instances, traffic will arrive/depart the site at Mill Lane, to the south east via Mole Road at Sindlesham. Of note is that the existing M4 underpass at Mill Lane does not have a posted height limit (typically limits are posted for bridges with a clearance height of less than 5.0m) so is suitable for the anticipated vehicles to be used for the demolition works at Avenue Bungalow.
- 3.3. The wider strategic network including the M4 motorway, B3270 (Lower Earley Way), the A329(M), Hatch Farm Way and the Eastern Relief Road have been identified as suitable routes for works traffic due to their capacity to accommodate larger vehicles.
- 3.4. A clear signing strategy will be locally implemented to direct all works traffic to the site, avoiding the use of unsuitable roads, such as the northern section of Mill Lane which includes a weak bridge with a weight limit. The signage at the site entrances will include the times when access into site by works traffic can be obtained, to ensure that staff are available to allow access for deliveries onto the site.
- 3.5. Use of the agreed 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.
- 3.6. Drawing number HD192-025/P1 provided at **Annex C** demonstrates that the existing accesses to both the Hatch Farm Estate and Avenue Bungalow can safely accommodate the swept paths of a 7.5T Panel Van arriving and departing to/from Mill Lane. In addition, drawing number HD192-026/P1 also at **Annex C** identifies that a large HGV can be accommodated at the Hatch Farm access to serve the works compound, subject to the relocation of the timber fence at the western edge of the access. The drawing also depicts a large tipper vehicle arriving and departing the access to Avenue Bungalow, where the intention is for banksmen to assist with the arrival of the vehicle to/from Mill Lane.
- 3.7. In order to help ensure that the specified works traffic routings are adhered to, any satellite navigation postcode details that are due to be issued to contractors must follow the approved works access routes to the proposed sites and must be tested prior to commencement of demolition activities.



4. Working Hours

- 4.1. Wokingham Borough Council typically sets out specific guidelines governing the days and times during which works related activities may take place such as construction. These restrictions are intended to safeguard nearby residents from noise and disturbance outside of permitted hours during the period of works. The demolition work must not be carried out outside the following timeframes:
- Outside the hours of 07:30 – 17:30 hrs on Mondays to Fridays (inclusive)
 - Outside the hours of 08:00 – 13:00 on Saturdays, and
 - On Sundays and on public holidays.
- 4.2. Should there be specific circumstances where 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.
- 4.3. It is proposed that deliveries to the site related to the demolition works are to be restricted to between 09:15 and 15:00 Monday to Friday. No deliveries are proposed on Saturdays. The opportunity to organise deliveries outside of the peak hours wherever possible (including outside school entry and exit times) will be considered.

5. Mud Prevention

- 5.1. Wheel washing facilities will be provided at each site gate to help ensure that the local road network is kept clear from mud and debris, as identified at the plan at **Annex A**.
- 5.2. The wheel washing will be undertaken by a site operative using a jet wash at the entrance to the Hatch Farm Compound and Avenue Bungalow site. A runoff area comprising polyethylene sheeting filled with shingle will be provided to trap any silt runoff. This will be removed when it becomes silted up.
- 5.3. Any vehicles removing spoil from the site will be fully sheeted to minimise the risk of any mud overspilling onto the highway.
- 5.4. Regular inspections of the accesses 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.



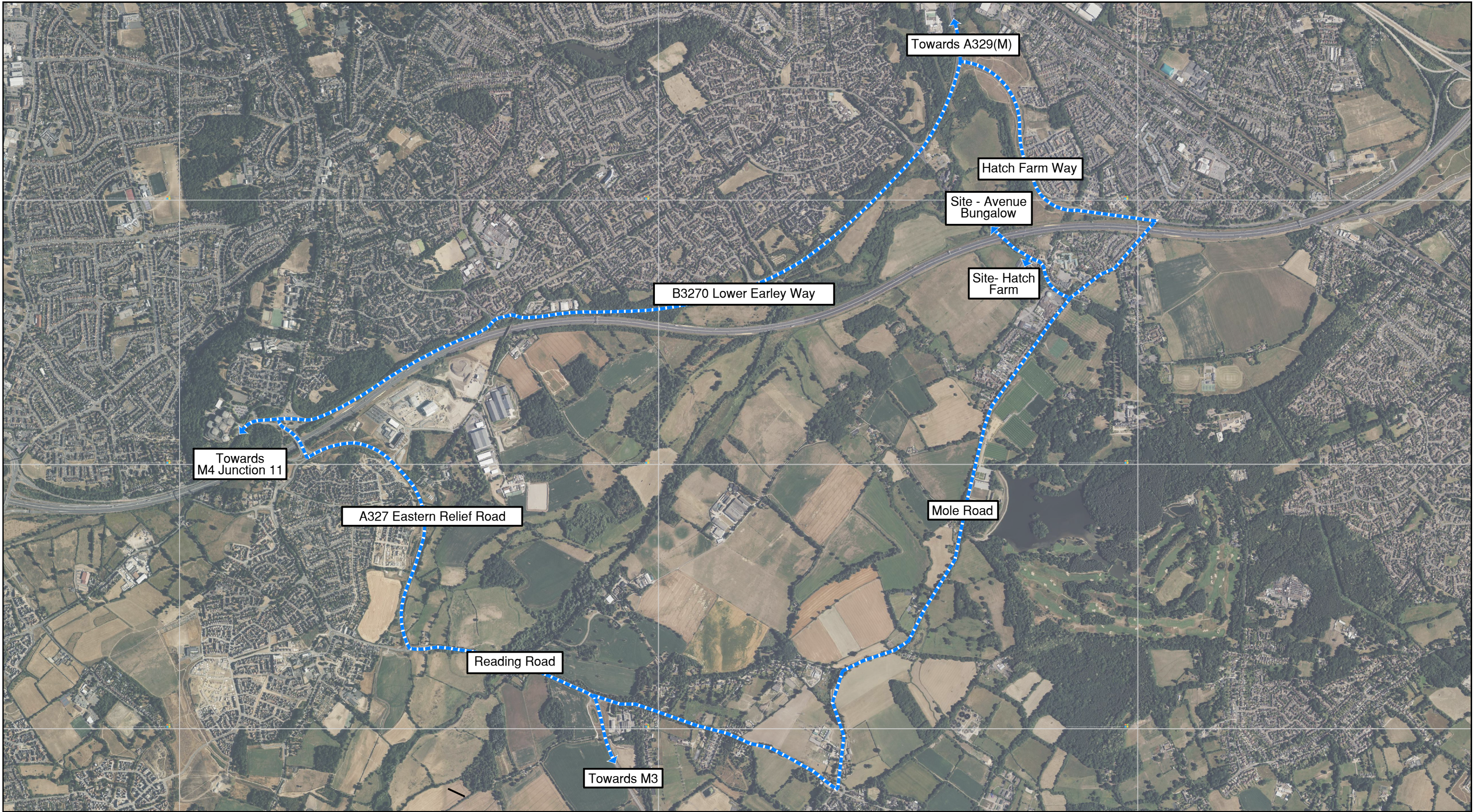
Annexes



Annex A – Proposed Compound Location



Annex B – Works Traffic Routing Plan



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Key:

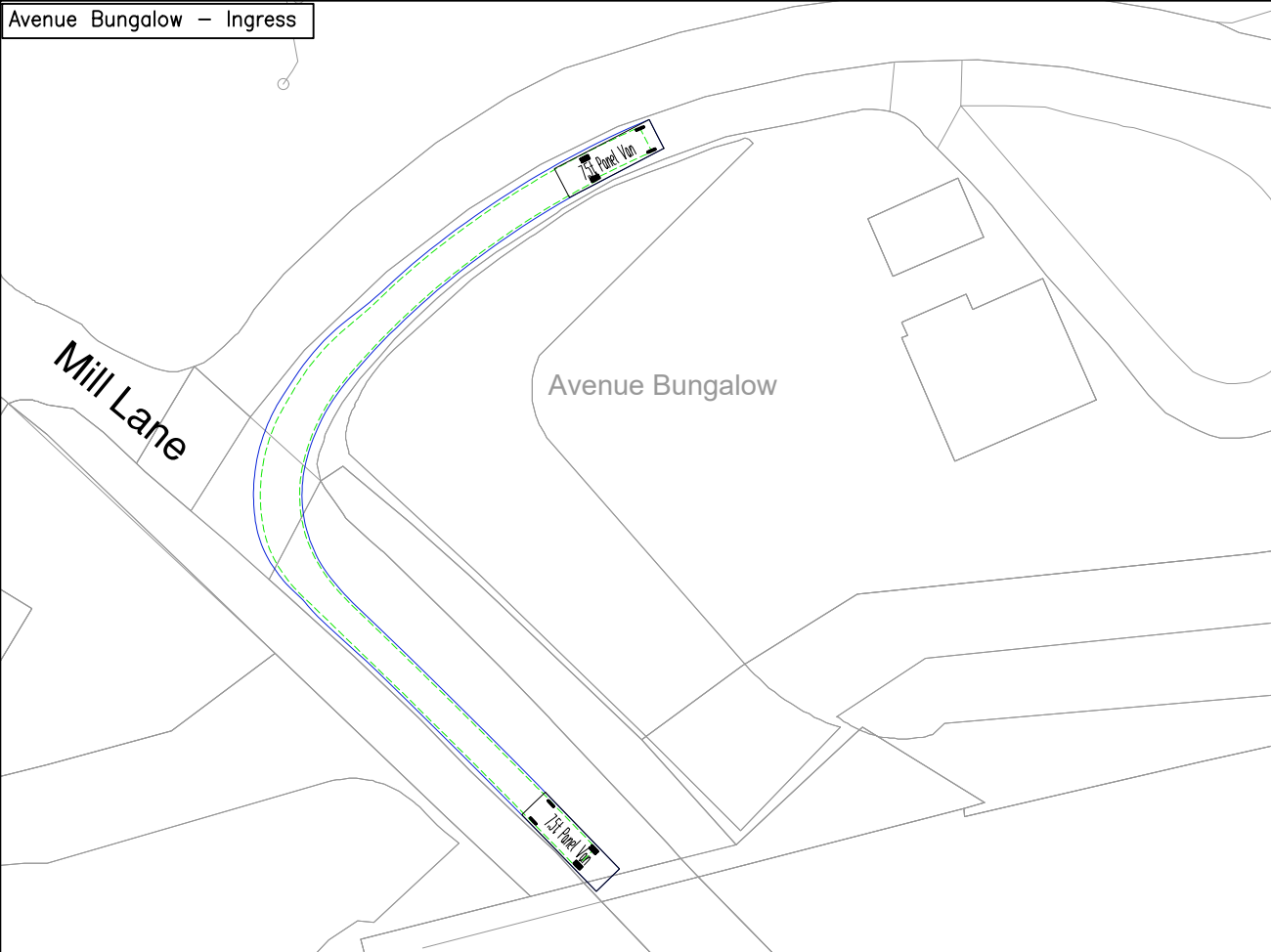
 Works Traffic Route

Project No	HD192	Project	Hatch Farm, Sindlesham
Date	AUG 2026	Title	Works Traffic Routing Plan
Drawn	EH	Figure No	HD192-024/P1

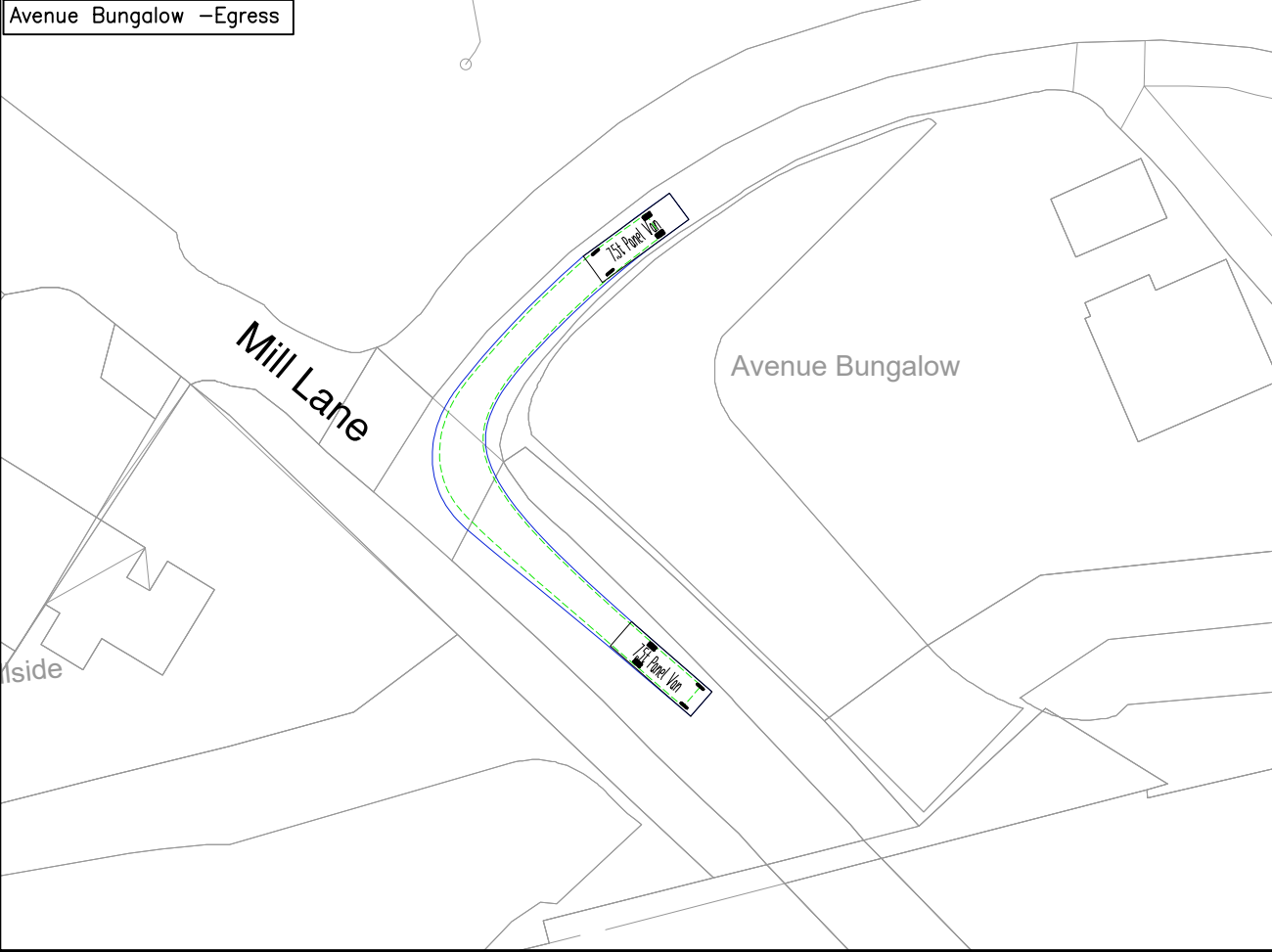


Annex C – Swept Path Analysis

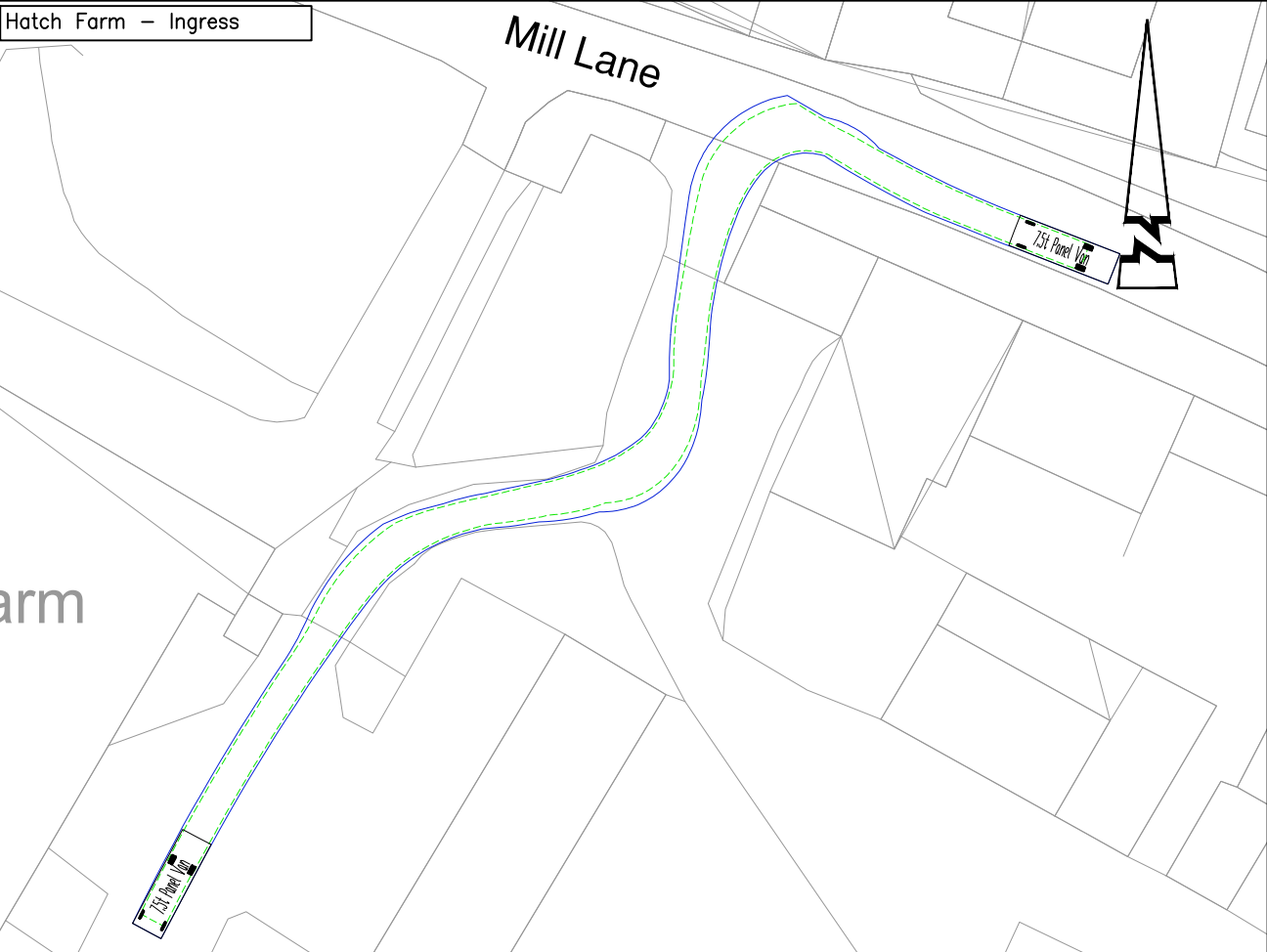
Avenue Bungalow – Ingress



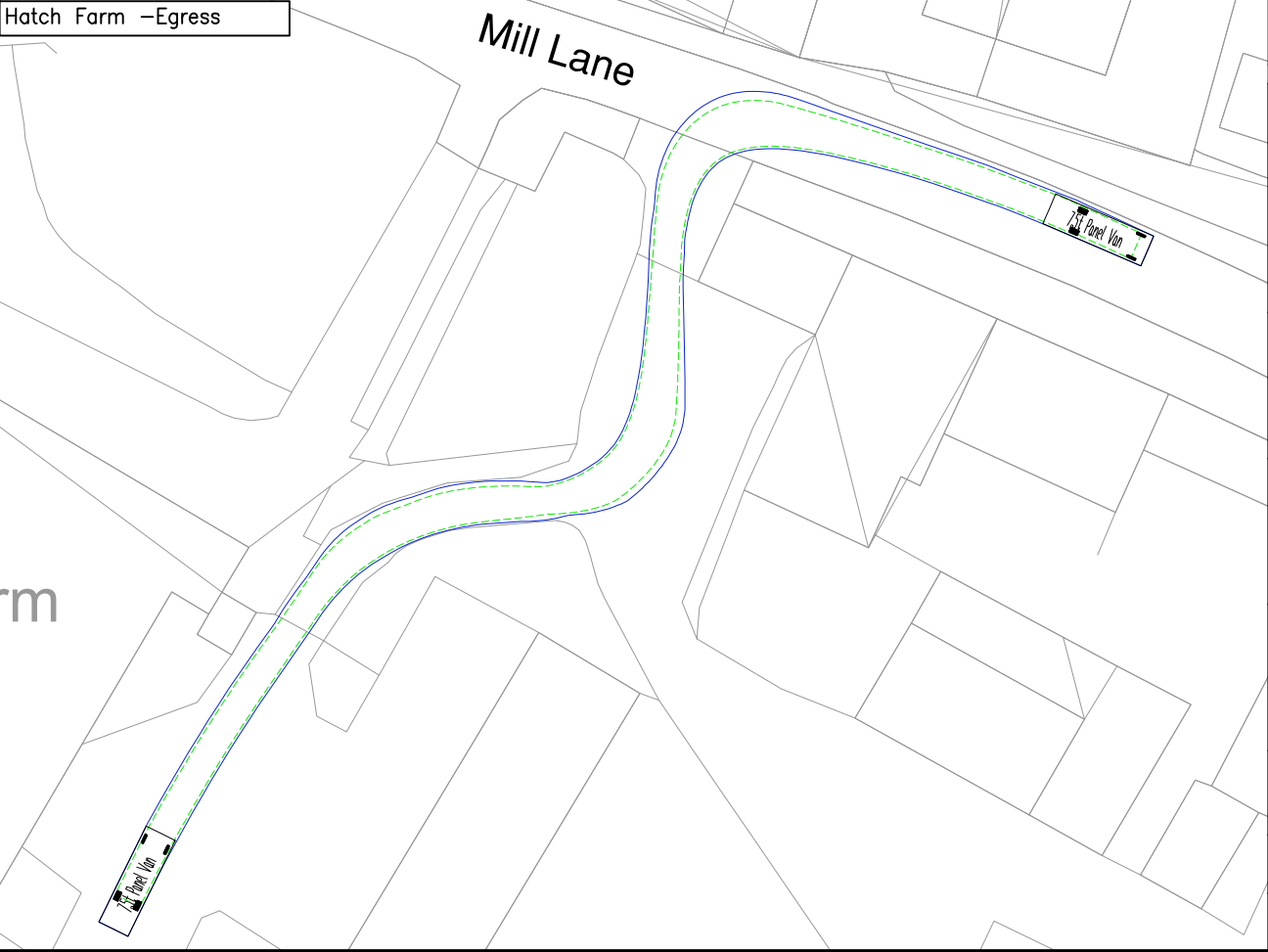
Avenue Bungalow –Egress



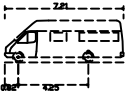
Hatch Farm – Ingress



Hatch Farm –Egress



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7.5t Panel Van
Overall Length 7.210m
Overall Width 2.400m
Overall Body Height 2.747m
Min Body Ground Clearance 0.316m
Track Width 1.855m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

A		08.26	First Issue	EH		AG
Rev	Date	Description			Drawn	Checked



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Client
HATCH FARM LAND LTD

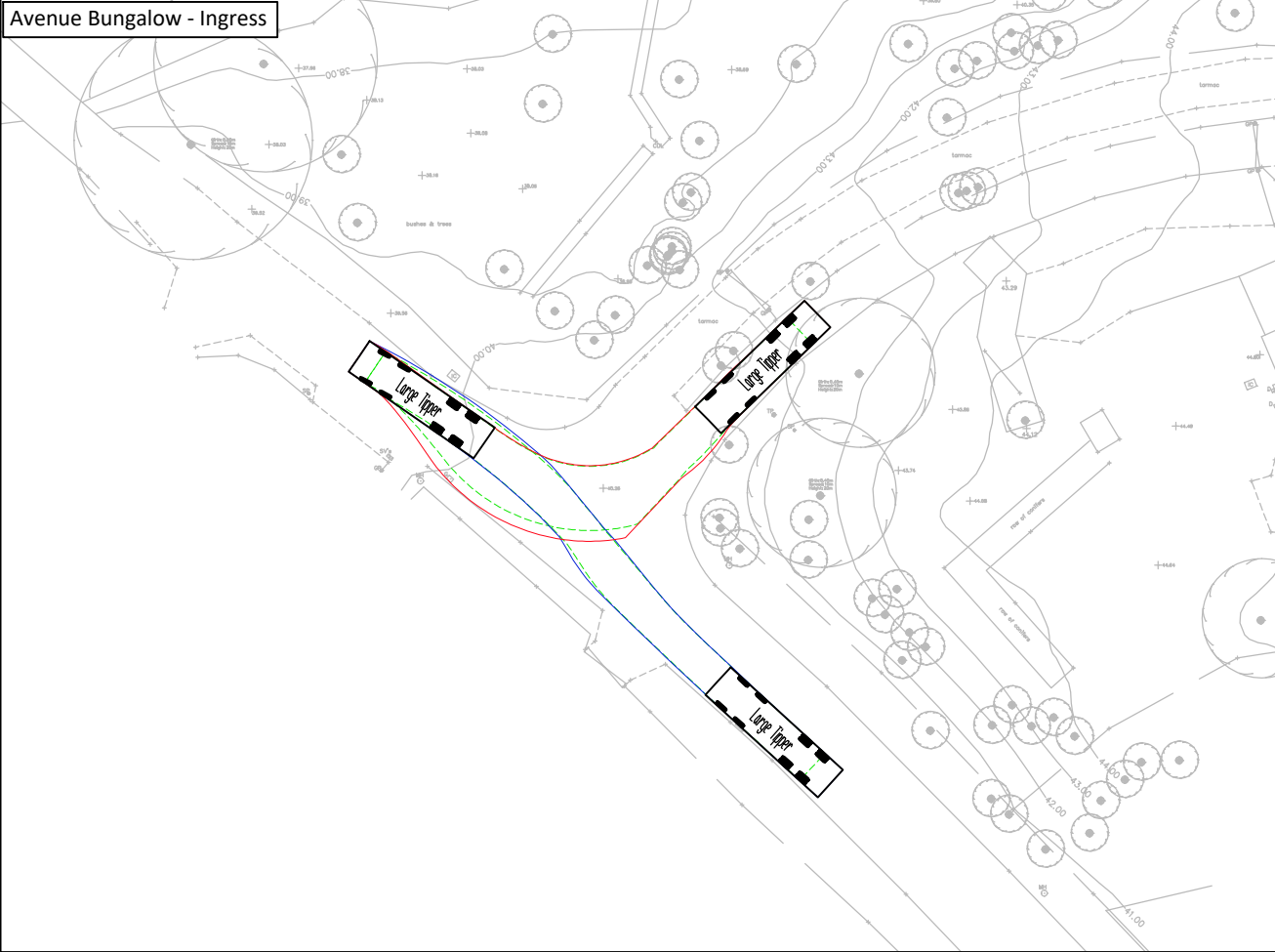
Project
LAND AT HATCH FARM

Title
**WORKS ACCESS
SWEPT PATH ANALYSIS**

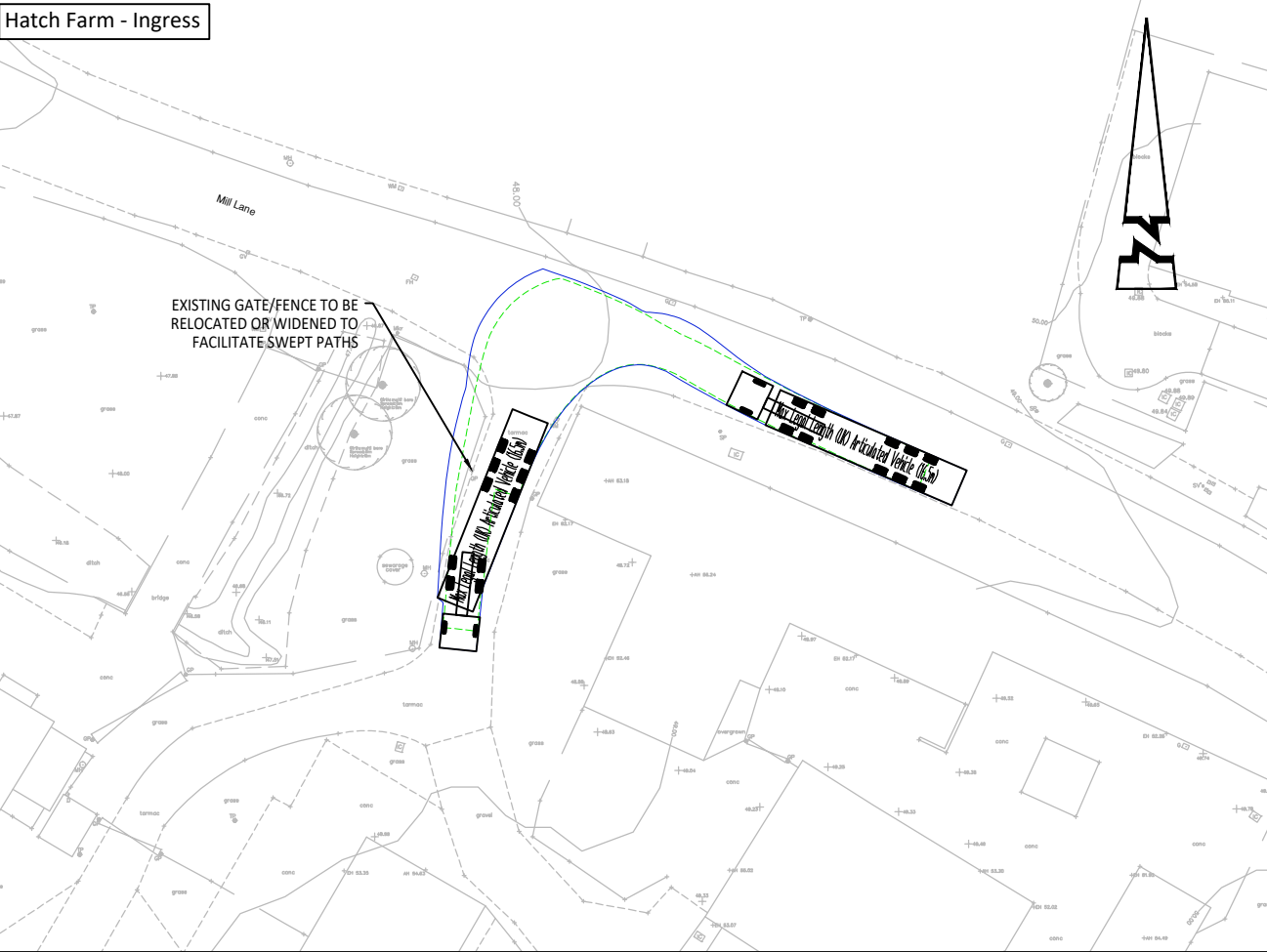
Status
FOR INFORMATION

Scale 1:500 @ A3	Date AUG 26	Drawn EH	Checked AG
Drawing No HD192-025			Revision P1

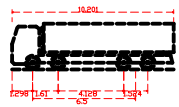
Avenue Bungalow - Ingress



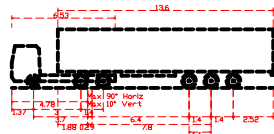
Hatch Farm - Ingress



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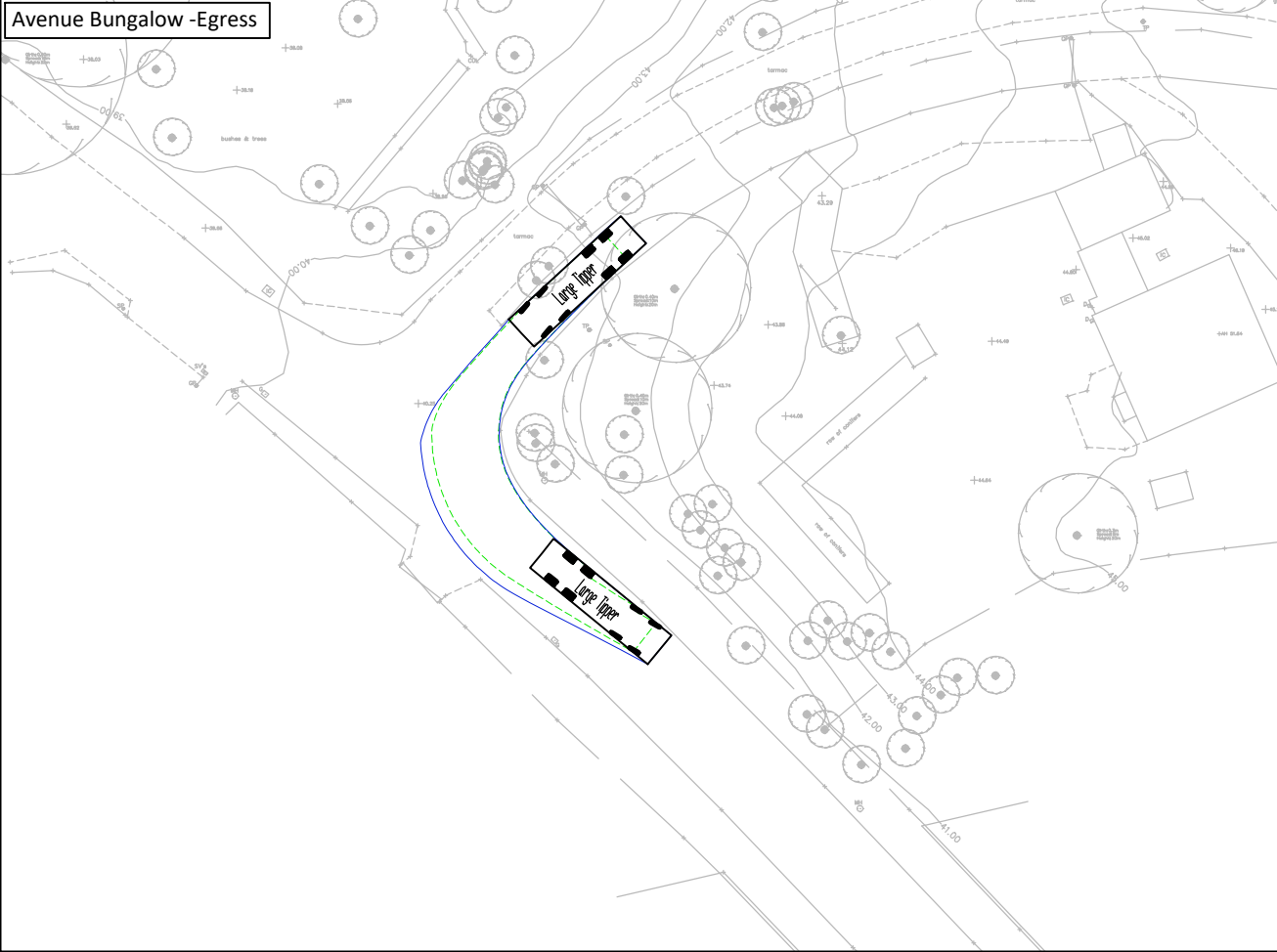


Large Tipper
Overall Length 10.20m
Overall Width 2.45m
Overall Body Height 2.95m
Min Body Ground Clearance 0.34m
Track Width 2.47m
Lock to lock time 6.08s
Kerb to Kerb Turning Radius 11.550m

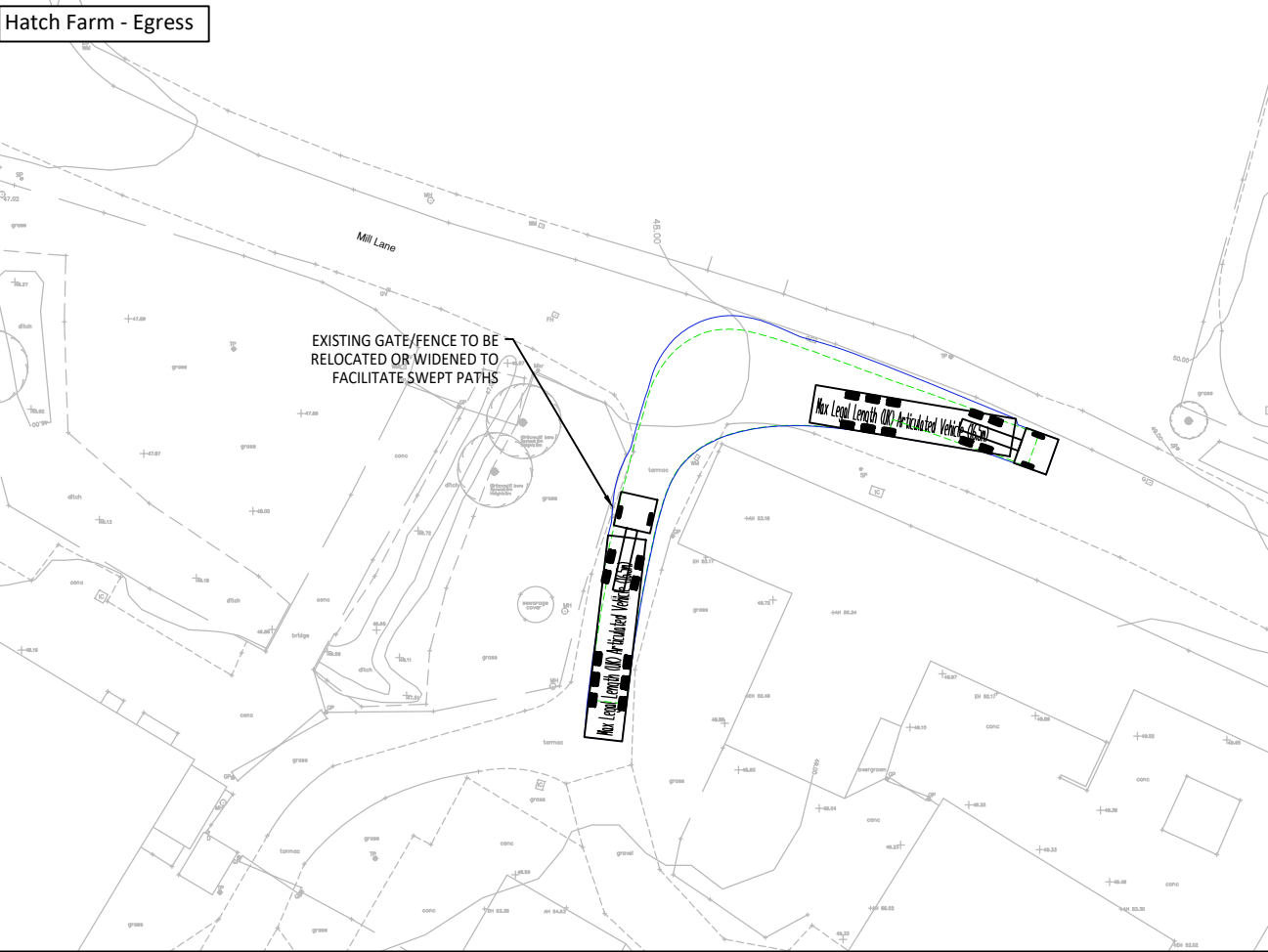


Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.50m
Overall Width 2.55m
Overall Body Height 3.56m
Min Body Ground Clearance 0.41m
Max Track Width 2.50m
Lock to lock time 6.08s
Kerb to Kerb Turning Radius 6.530m

Avenue Bungalow - Egress



Hatch Farm - Egress



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Project

LAND AT HATCH FARM

Title

WORKS ACCESS
SWEPT PATH ANALYSIS

Status

FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A3	AUG 26	TDM	AG

Drawing No	Revision
HD192-026	P1



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