



LAND EAST AND WEST OF HYDE END ROAD, SHINFIELD

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

BLOOR HOMES (SOUTHERN) AND THE UNIVERSITY OF READING

12 MAY 2025





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Date:	12 May 2025
Document Reference:	HD068-R012/B

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Contents

1.0 Introduction..... 1

2.0 Construction Measures..... 4

3.0 Environmental Controls..... 9

4.0 Construction Management16

Appendices

Appendix A - Proposed Development Layout

Appendix B - Access Arrangements

Appendix C - Construction Routing Plan

Appendix D - Proposed Construction Access Swept Paths

Appendix E - Construction Compound Location

Appendix F - EA Flood Map

Appendix G - Tree Retention Plans

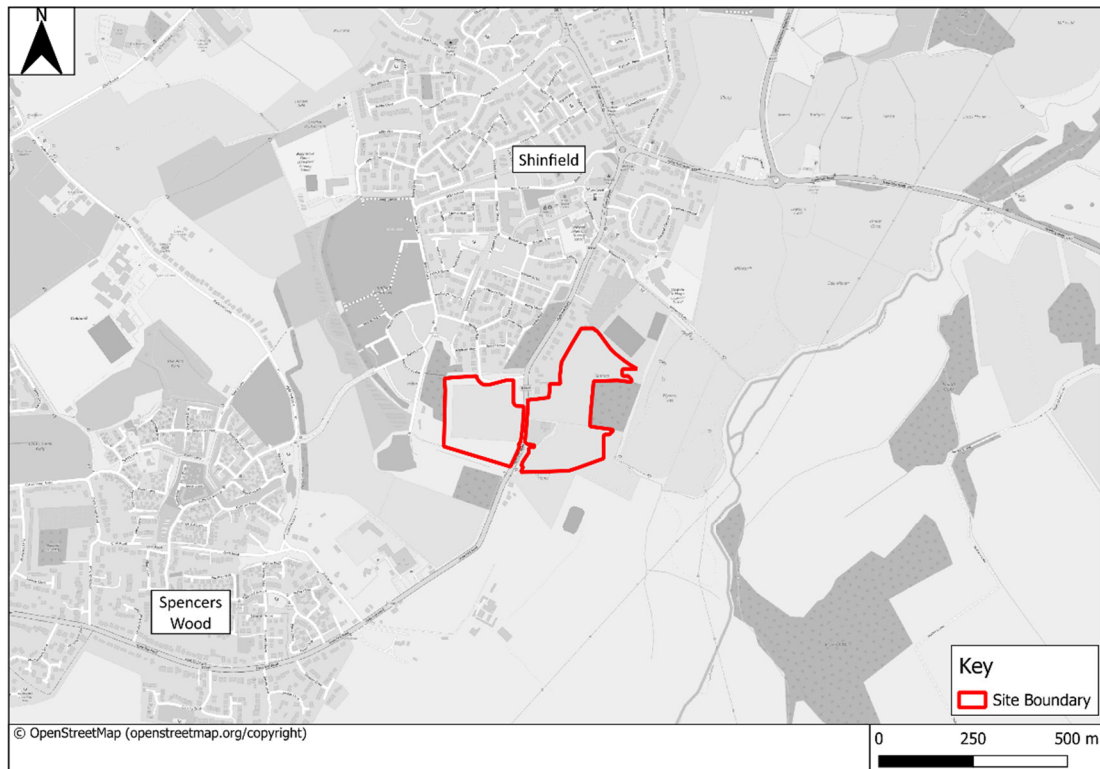
Appendix H - Ecological Maps (Bats)

1.0 Introduction

Context

- 1.1. This Construction Environmental Management Plan has been prepared by Abley Letchford, on behalf of Bloor Homes (Southern) and the University of Reading, in relation to the proposed residential development at Land to the east and west of Hyde End Road at Shinfield located to the south of Reading.
- 1.2. This report relates to a "Full application for the erection of 184 no. dwellings (C3 Use Class) together with associated hard and soft landscaping, drainage infrastructure, parking, access and associated works" at Hyde End Road.
- 1.3. It is proposed that the western parcel would be accessed via a new simple priority junction to be formed onto Appleton Way. Access into the eastern parcel would make use of the existing Langley Mead SANG priority junction onto Hyde End Road.
- 1.4. A copy of the proposed Site Layout for the development is included at **Appendix A** of this report. **Figure 1.1** below shows the site in its local geographic context

Figure 1.1 – Site Context



- 1.5. It is intended that construction would commence during 2026 following receipt of planning consent and conclusion of the tender and procurement processes.



Construction Environmental Management

- 1.6. Wokingham Borough Council's (WBC) standard planning conditions for a Construction Environmental Management Plan (CEMP) typically require the following information to be included:
- 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;*
 - ii. loading and unloading of plant and materials;*
 - iii. piling techniques;*
 - iv. storage of plant and materials;*
 - v. programme of works (including measures for traffic management and operating hours);*
 - vi. provision of boundary hoarding and lighting;*
 - vii. protection of important trees, hedgerows and other natural features;*
 - viii. details of proposed means of dust suppression and noise mitigation;*
 - ix. details of measures to prevent mud from vehicles leaving the site during construction;*
 - x. details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;*
 - xi. lighting on site during construction;*
 - xii. measures to ensure no on-site fires during construction;*
 - xiii. monitoring and review of the CEMP;*
 - xiv. implementation of the CEMP through an environmental management system;*
 - xv. details of the temporary surface water management measures to be provided during the construction phase;*
 - xvi. details of the haul routes to be used to access the development; and*
 - xvii. appointment of a Construction Liaison Officer.*
- 1.7. This Report provides the necessary information to address the Construction Environmental Management Plan requirements of the proposed development, thereby enabling Wokingham Borough Council to make an informed decision on the planning application with the knowledge that there is a strategy in place so that construction can take place in an organised and safe manner which minimises impact on the local environment and highway network.



Report Format

- 1.8. 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.
- 1.9. 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.
- 1.10. 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 officers at Wokingham Borough Council.



2.0 Construction Measures

Context

- 2.1. The proposed development includes 184 residential dwellings at two separate parcels located to the east and west of Hyde End Road.
- 2.2. It is proposed that the western parcel would be accessed via a new simple priority junction to be formed onto Appleton Way. Access into the eastern parcel would make use of the existing Langley Mead SANG priority junction onto Hyde End Road.

Construction Phasing

- 2.3. Subject to the appropriate planning approvals, the construction phase for the site is anticipated to commence during 2026 and continue for approximately 24 months.
- 2.4. The proposed construction of the site is likely to occur in the following sequence of stages.
 - Site setup including installation of Heras fencing around the site perimeter. Installation of the site compound;
 - Construction of the site access at Appleton Way and Hyde End Road SANG Car Park. Construction of the primary streets through each site, to base course level, to be used as a haul route through the site;
 - Site wide infrastructure constructed including primary drainage infrastructure and SUDS features;
 - Construction of dwellings and formation of associated landscaping;
 - Following completion of all dwellings the site compound will be deconstructed and the Heras fencing removed. The primary streets will be completed to wearing course.
- 2.5. Of note however is that the precise phasing and sequencing of the works is a matter to be determined by the Contractor.

Construction Access

- 2.6. Construction access to the eastern and western development parcels will be achieved by the new proposed site accesses to each parcel of development.
- 2.7. For the western development parcel this is the proposed access to Appleton Way at the northern site frontage and for the eastern development parcel the primary access would be at the existing Langley Mead SANG car park which connects to Hyde End Road.
- 2.8. The proposed access arrangements for each parcel are depicted on Drawing No. HD068-003/P3, attached as **Appendix B**.



- 2.9. Traffic management measures will be implemented along Appleton Way and the SANG car park access road to facilitate the construction of the accesses. This may include the closure of one side of the carriageway in the vicinity of each access and the use of temporary traffic signals.
- 2.10. Once the site accesses have been completed, trained banksmen will be utilised where required to ensure the safe entry and exit for construction vehicles throughout the construction of the development
- 2.11. Gates provided at the construction site accesses shall be set back a minimum of 20m from the edge of the carriageway to ensure that no vehicle overhangs the public highway when waiting to enter the development site.
- 2.12. An existing field gate access is located at the eastern frontage of the western parcel at Hyde End Road. Similarly, an existing field gate is located at the western edge of the eastern parcel to the north of the SANG car park access. It is proposed that these existing accesses would be used as temporary secondary construction accesses for some construction vehicles, utilising trained banksmen to ensure the safe entry and exit of vehicles.

Construction Routings

- 2.13. 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.
- 2.14. Of particular note is that all construction traffic to the development site will route from the north at the Black Boy Roundabout via Hyde End Road, Arborfield Road and the Eastern Relief Road. This vehicle routing avoids construction traffic traveling along Hollow Lane and through the centre of Shinfield.
- 2.15. The M4 motorway, A33 and A327 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 stretching from London to Bristol, and the A33 linking onto the M3 motorway providing access to Southampton.
- 2.16. A clear signing strategy will be implemented to direct all construction HGV traffic into the site, avoiding the use of unsuitable roads. Unsuitable roads will include residential streets in the local area including the western portion of Appleton Way to Bolton Drive beyond the western development parcels site access.
- 2.17. 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.



- 2.18. The carriageway width of Hyde End Road within the vicinity of the proposed eastern development parcel site access is generally 5.5m, while the width of Appleton Way within the boundary of the western development site parcel has a width of approximately 6m. Both of these highway carriageway widths are suitable for the operation of construction traffic.
- 2.19. A swept path drawing is provided at **Appendix D**, demonstrating that each access can safely accommodate the swept paths of large HGVs and as such the site accesses will be suitable for the operation of all standard forms of construction traffic.
- 2.20. In order to help ensure that the specified Construction Routings are adhered to, any satellite navigation postcode details that are due to be issued to Contractors must follow the approved construction access routes to the proposed sites and must be tested prior to commencement of the construction activities.

Construction Traffic Generation

- 2.21. The construction phase of the development is expected to take approximately 2 years, with about 90 dwellings constructed per year on the site.
- 2.22. Based upon previous experience at other construction site, a development of 90 units per annum typically generates approximately 14 HGV movements per day during the construction phase.
- 2.23. In terms of construction worker movements, information obtained from other residential development sites indicate that approximately 4 construction workers can be expected to be on site for every 3 dwellings that are being constructed per annum. For the scale and rate of development it is expected that approximately 68 construction workers will be on site at a time. However, during the initial infrastructure and access works that actual number of construction workers on the site is expected to be lower.
- 2.24. Construction worker vehicle trip rates obtained from other residential construction sites indicate that the number of light vehicle movements to be generated by 68 workers would be in the region of 111 two-way movements a day. The majority of these would be outside peak hours and these journeys are unlikely to have a discernible impact on the operation of the local highway network.

Haul Routes

- 2.25. Movements of construction vehicles within the proposed development site will be confined to designated temporary haul routes which will be formed by stripping down to a firm base before forming the temporary running surface with suitable material. Where possible haul routes will be constructed in the location of future roads within the development site.



- 2.26. 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 area. The Contractor will take responsibility for enforcing speeds in relation to all site and supply vehicles involved with the construction process.
- 2.27. As well as providing haul routes for construction vehicles, segregated routes will also need to be provided within the site in order to safely facilitate visitor trips, including those undertaken by foot or cycle.

Construction Compound

- 2.28. As can be seen from the plan at **Appendix E**, the western development parcel will feature a compound area to serve the site that will provide opportunities for welfare facilities such as toilets, shows, drying room and a canteen.
- 2.29. Designated parking areas for staff and visitors will also be provided at the construction compound. The construction compound will feature enough space for vehicles to safely park and manoeuvre, negating any need for site vehicles to park along the adjacent roads beyond the confines of the development site. It is particularly important to ensure that inappropriate parking does not occur along Appleton Way or within the Langley Mead SANG car park which are adjacent to the western and eastern development parcels respectively. Appropriate signage will be used to manage this.
- 2.30. 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.
- 2.31. The construction compound will also 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 entrances. Moreover, the deliveries will be programmed in a manner to ensure that the need for vehicles waiting on the highway before the site is opened is avoided.
- 2.32. Once materials have been delivered to the construction compound, they will need to be distributed to their required locations within the site using construction vehicles which will use specific demarcated haul routes.
- 2.33. 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.



- 2.34. Similarly, all deliveries and construction vehicles entering and leaving the site would also be managed by banksmen.

Public Rights of Way / Pedestrian Routes

- 2.35. There are no public rights of way which route through or in the vicinity of the eastern parcel of development.
- 2.36. Footpath SHIN14 does route along the northern frontage of the western parcel. Although this is beyond the site boundary, care will need to be taken that to ensure the movements along this nearby corridor are not compromised.

Boundary Hoarding

- 2.37. 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, where required. Such measures would take the form of either timber hoarding or Heras type fencing to all other boundaries. The access points would be lit as appropriate.
- 2.38. The use of hoarding/fencing will also help to protect areas of hedgerow and trees to be retained. This will in turn prevent unwanted intrusion by construction vehicles into these sensitive areas.
- 2.39. Precise details of the boundary hoarding/fencing can be confirmed by the Contractor prior to the works commencing if required. Of note is that the hoarding/fencing must be positioned in a manner than doesn't impede any pedestrian or vehicular routes and that the boundary hoarding/fencing plans will need to facilitate separate gated accesses for vehicles and pedestrians.

Construction Working Hours

- 2.40. In order to ensure the completion of the proposed site within expected timescales, construction work will be undertaken between 07:30 - 18:30 hrs on Mondays to Fridays and between 08:00 - 15:00 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.
- 2.41. 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 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 reasonable 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.
 - When particularly noisy activities are expected to take place (for example concrete breaking), clear communication lines between the Contractor and residents to inform of the type of activities and likely timescales.

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 accesses 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 lined with polythene and filled with shingle will be placed to trap any silt run off. This will be removed when it becomes silted up and replaced/maintained accordingly.

Piling Operations

- 3.6. It is not envisaged that construction will involve any piling operations at the site. However, if there does transpire to be a need for piled foundations then such activities would be undertaken in accordance with best practice guidance in order to minimise the extent of arisings and also the environmental impacts such as noise disturbance. Should piling be required a suitable method of piling will also be chosen, such as continuous flight auger piles, to avoid noise and vibration to adjacent properties.

Fire Prevention

- 3.7. 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.

Lighting

- 3.8. Site lighting will be provided at the accesses to the construction site as appropriate to ensure the safety of the passing public.
- 3.9. 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, particularly High Copse to the west and Tanner's Copse to the east.

Mud Prevention

- 3.10. Wheel wash facilities will be provided at the construction accesses to help ensure that the local road network is kept clear from mud and debris.



- 3.11. 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 lined with polythene and filled with shingle will be placed to trap any silt run off. This will be removed when it becomes silted up and replaced/maintained accordingly.
- 3.12. All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.
- 3.13. Regular inspections of the eastern and western parcel construction accesses as well as Appleton Way and Hyde End Road within the vicinity of the site accesses will be undertaken to ensure that the above mud prevention measures are effective. Provision for cleaning of the road, if required, will be undertaken using mechanical road sweepers.

Surface Water Management Measures

- 3.14. The Environment Agency (EA) Flood Map for Planning shows that both the eastern and western development parcels are located within Flood Zone 1, which indicates that the site is located within an area with a low probability of flooding. A copy of the EA Flood Map outputs covering both the eastern and western development parcels is provided within **Appendix F** of this report.
- 3.15. Given that both of the construction parcels are located entirely within Flood Zone 1, no special considerations are necessary in terms of the storage of materials within a designated flood plain.
- 3.16. Best practice is to be employed during the construction works to reflect the guidance contained within the CIRIA Control of Water Pollution from Construction Sites and the SuDS Manual guidance on Sustainable Drainage Systems. Similarly, the works will need to be managed to comply with the necessary surface water quality standards and any consent conditions arising from the planning approval.
- 3.17. There is an existing balancing pond to the north east of the western parcel and a drain that runs east to west through the southern portion of the eastern development site parcel. Care will therefore need to be taken when undertaking construction activities close to these features to control and reduce the risk of contaminated surface run off from entering either the pond or the drain.
- 3.18. The movement of plant machinery and vehicles and the storage of materials during the construction works will be limited near to surface water features. The use of plant and machinery over bare soil areas will also be limited to avoid soil compaction and smearing, with suitable preparatory works included where this cannot be avoided so as to minimise effects on the surface water runoff regime.



- 3.19. The movement of materials around the site will be managed to ensure the placement of materials does not change the flood risk. Any stockpiling of materials is not to take place within overland surface water flood paths. Excavation activities are to be carefully monitored and coordinated with forecasted dry periods where possible, with excavation works covered during periods of heavy rain to minimise the entry and collection of rainwater and transport of pollutants.
- 3.20. Where possible, water is to be prevented from entering excavations through the use of cut-off ditches as appropriate. Any silty water that is caused by excavation work, and other activities such as wheel washing facilities or run off from exposed ground, is not to be pumped directly into watercourses. Culverts will be constructed during dry periods wherever possible with the existing watercourse temporarily diverted or pumped downstream to avoid the works. Silt control measures will be employed as appropriate.
- 3.21. Fuel, lubricating oils and chemicals will be stored appropriately within the construction compound which is 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 compound given that it is remote from any watercourse or drain. Any leaking or empty drums or chemical containers will be contained immediately. Consideration should also be given to identifying an emergency activity plan for enabling a timely and efficient clean-up operation, including consideration for the use of shut-off valves, such as at the discharge points from the surface water drainage strategy.
- 3.22. In order to protect the groundwater quality during the construction activities, the following matters should be taken into consideration:
- Where encountered, perched groundwater within made ground or superficial deposits may need to be dewatered during foundation excavations.
 - Construction work will stop immediately if ground contamination is encountered to prevent disturbance and mobilisation of contaminants, until the contamination has been treated in-situ or removed for off-site treatment.
 - Water arising from excavation will require disposal into Thames Water foul sewer network under appropriate licence from Thames Water.
- 3.23. Moreover, where practicable, the inclusion of measures that improve the efficiency of water use should be utilised during the construction works such as rainwater harvesting and other such measures.



Trees and Hedges

- 3.24. Plans identifying the trees and hedgerows within the site which are identified for retention or removal are set out within the Arboricultural Impact Assessment prepared by Forbes-Laird Arboricultural Consultancy FLAC. For ease of reference, an extract of the Tree retention & Removals plan and the Tree Protection Plan are attached as **Appendix G**.
- 3.25. The report also 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

- 3.26. The full details of the potentially sensitive Important Ecological Features (IEFs) that need to be taken into account and protected during the site clearance and operational phase are set out in the Ecological Appraisal prepared by Ecological Planning & Research Ltd (EPR) in April 2025, which should be read in conjunction with this CEMP.
- 3.27. The mitigation measures needed during the construction phase are however summarised below.

Badgers

- 3.28. A Badger survey was undertaken in July 2024 identified no evidence of Badgers. However, during the reptile surveys an outlier Sett was identified on the site and therefore prior to the start of construction on the Site, an updated Badger survey will be carried out to ensure no new setts have been created within the Proposed Development area. This should be carried out approximately 2-6 months prior to the start of any development so that there is sufficient time to obtain a development licence if necessary.
- 3.29. At present, it is not anticipated that work will negatively affect any Badger setts. If however during the works any further setts are found in a location that places it at risk of being disturbed, then a competent ecologist is to be contacted and a 20m exclusion zone is to be erected around the new sett. The sett would then be closed under the ecologist's watching brief.
- 3.30. During works, all excavations will be covered over at night to prevent Badgers and other animals falling in, or a suitable plank of wood will be left in place to enable the animal to escape.
- 3.31. In addition to these specific measures the following Best Practice Measures will be adhered to:
- Overnight covering of all excavations;
 - No fires within 50m of any setts or obvious pathways;



- No storage of machinery or materials within 30m of any setts or obvious pathways; and
- No direct lighting of setts or obvious pathways.

Bats

- 3.32. It is not anticipated that any work will need to affect any bat roost as no bats have been recorded roosting within the site and the existing buildings within the site were assessed as having negligible potential to support roosting bats.
- 3.33. Any trees, living or dead, with the potential for bat roosts should be assessed by a suitably qualified ecologist before works are carried out on them. Where this assessment determines that work can proceed, this may need to take place under a precautionary soft felling method statement.
- 3.34. Bats have been recorded foraging and commuting at the site and four trees within the site and one tree on the site boundary were identified as able to support bats. The location of these trees are identified at Map 4 at **Appendix E** and since all are to be retained as part of the proposals no further surveys were required.
- 3.35. All native species of bat and their roosts benefit from protection under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended). 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.
- 3.36. Temporary construction lighting must not be allowed to shine onto any retained trees, particularly in relation to the trees within each Copse to the west and east of the site.

Reptiles and Amphibians

- 3.37. All native common species of reptile are protected from intentional or reckless killing and injury under the Wildlife and Countryside Act 1981 (as amended).
- 3.38. A Grass Snake was found within the site and reptiles were recorded in the wider area. A precautionary approach is recommended during the clearance of habitats considered suitable for reptiles in order to ensure that no reptiles are harmed in compliance with the relevant legislation.
- 3.39. Habitat clearance works should be carried out under a Working Method Statement which should include the phase clearance of vegetation, the destructive search of suitable habitats under supervision of a suitably experienced ecologist and the relocation of any reptiles found, to areas of retained habitats within and on the site boundary. Further details of a method statement in respect of reptiles is detailed in the EPR report.



Nesting Birds

- 3.40. All wild birds are afforded protection whilst nesting under the Wildlife and Countryside Act 1981 (as amended).
- 3.41. Any clearance of trees, hedgerows, scrub or tall grass (>20cm) therefore undertaken in the course of implementing the works should be conducted where possible outside of the breeding bird season (March – mid-September inclusive).
- 3.42. Where this is not possible, a nesting bird check must be carried out by a suitably experienced ecologist within 24 hours before vegetation removal. Should nesting birds be found, work in the immediate vicinity must cease immediately, and a suitable buffer area, to be determined by a suitably qualified ecologist, should be put in place around the nest. Works may only recommence when an ecologist has deemed that the nest is no longer active .
- 3.43. Moreover, tree fencing will also need to be installed to protect retained vegetation that may support nesting birds.

Lighting

- 3.44. To avoid impacts of foraging and/or commuting bats and Badgers, and other mammals, the following control measures will be implemented during construction:
- If security lighting is required, this will be directed away from retained habitats (including trees, hedgerows, scrub and grassland) and will use motion sensors and will be on a short timer (1 minute).
 - direct light downwards wherever possible.
 - if up-lighting is unavoidable use baffles to keep light spill to a minimum.
 - All luminaires will lack UV elements and metal halide, fluorescent sources should not be used. LED luminaires should be used where possible with a warm white spectrum adopted (<2700Kelvin).
 - Lighting along the boundaries will be minimised to a value of 3lux to avoid impacts upon light avoiding species.
 - Lights to be turned off at the end of the shift unless required for H&S reasons.



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.

Considerate Site Management

- 4.2. During Construction, the following broad principles will underpin the management of the site:
- 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 is responsible for safe considerate working practices.
 - Accountable : Site contact details to be easily accessed.
- 4.3. 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

- 4.4. 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.
- 4.5. It is proposed that the operation of the Construction Environmental Management Plan is regularly reviewed and updated as necessary on an ongoing basis.



- 4.6. 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.
- 4.7. 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.
- 4.8. 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

- 4.9. 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.
- 4.10. The site is well placed to facilitate non-car modes of travel with bus stop facilities available at both School Green within Shinfield and at Bolton Drive (Lawrence Place). Both of these bus stops are within a reasonable walking distance of the development site. In turn these bus stops provide connections to Reading railway station, which is a national hub, serving destinations across the country and particularly the south.
- 4.11. In light of the above, construction workers traveling 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 which each other to arrive via as few vehicles as possible.
- 4.12. 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 - Proposed Development Layout

KEY

- PUBLIC OPEN SPACE
- PLAY AREA
- AFFORDABLE RENTED DWELLING
- AFFORDABLE SHARED OWNERSHIP DWELLING OR FIRST HOME



HYDE END ROAD, SHINFIELD - DETAILED SITE LAYOUT

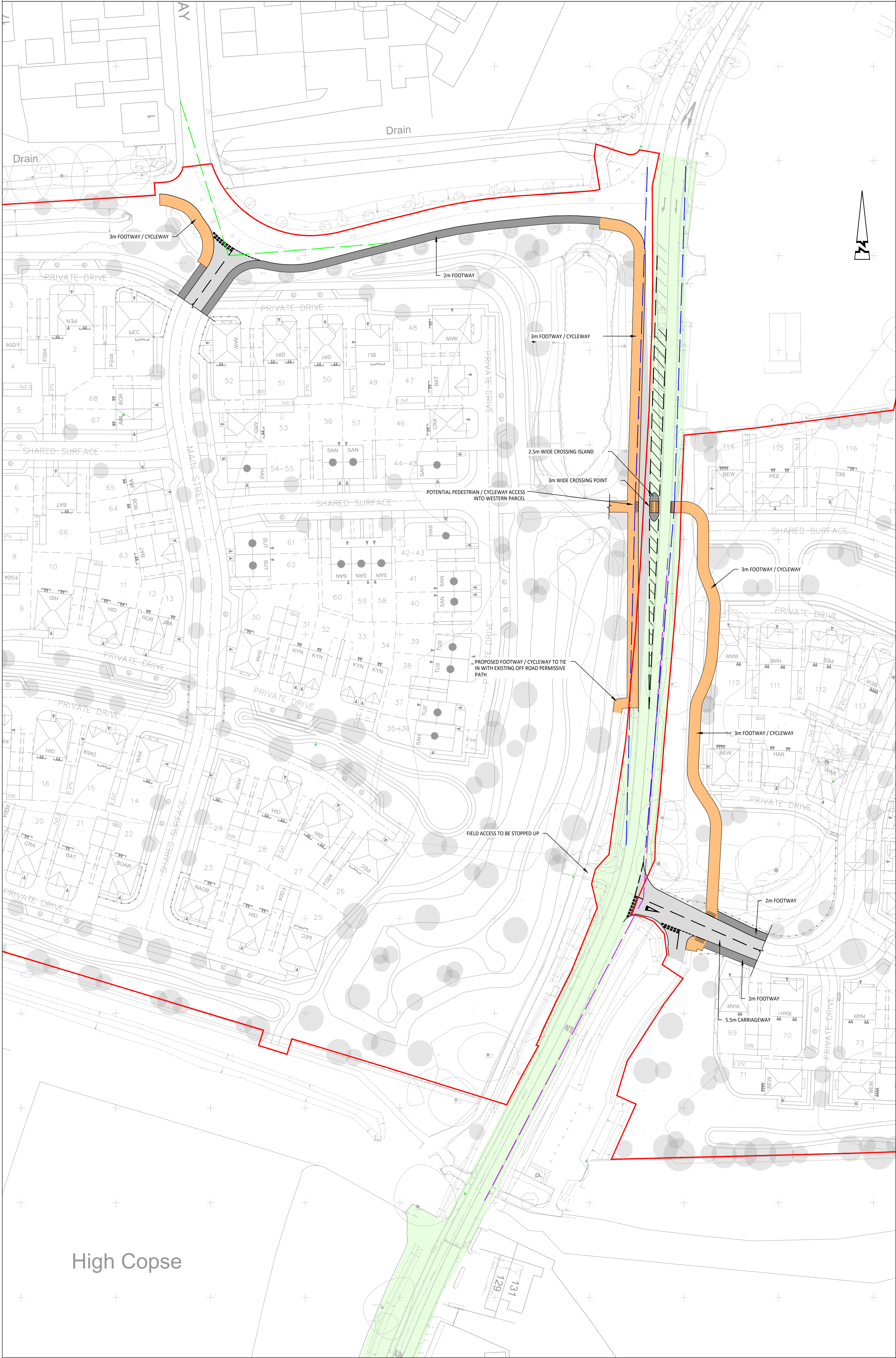




Appendix B - Access Arrangements

KEY

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- PROPOSED CARRIAGEWAY
- PROPOSED 3m SHARED FOOTWAY / CYCLEWAY
- PROPOSED 2m FOOTWAY
- 2.4m X 90m VISIBILITY SPLAY
- 2.4m X 43m VISIBILITY SPLAY
- 1m X 90m PEDESTRIAN VISIBILITY SPLAY



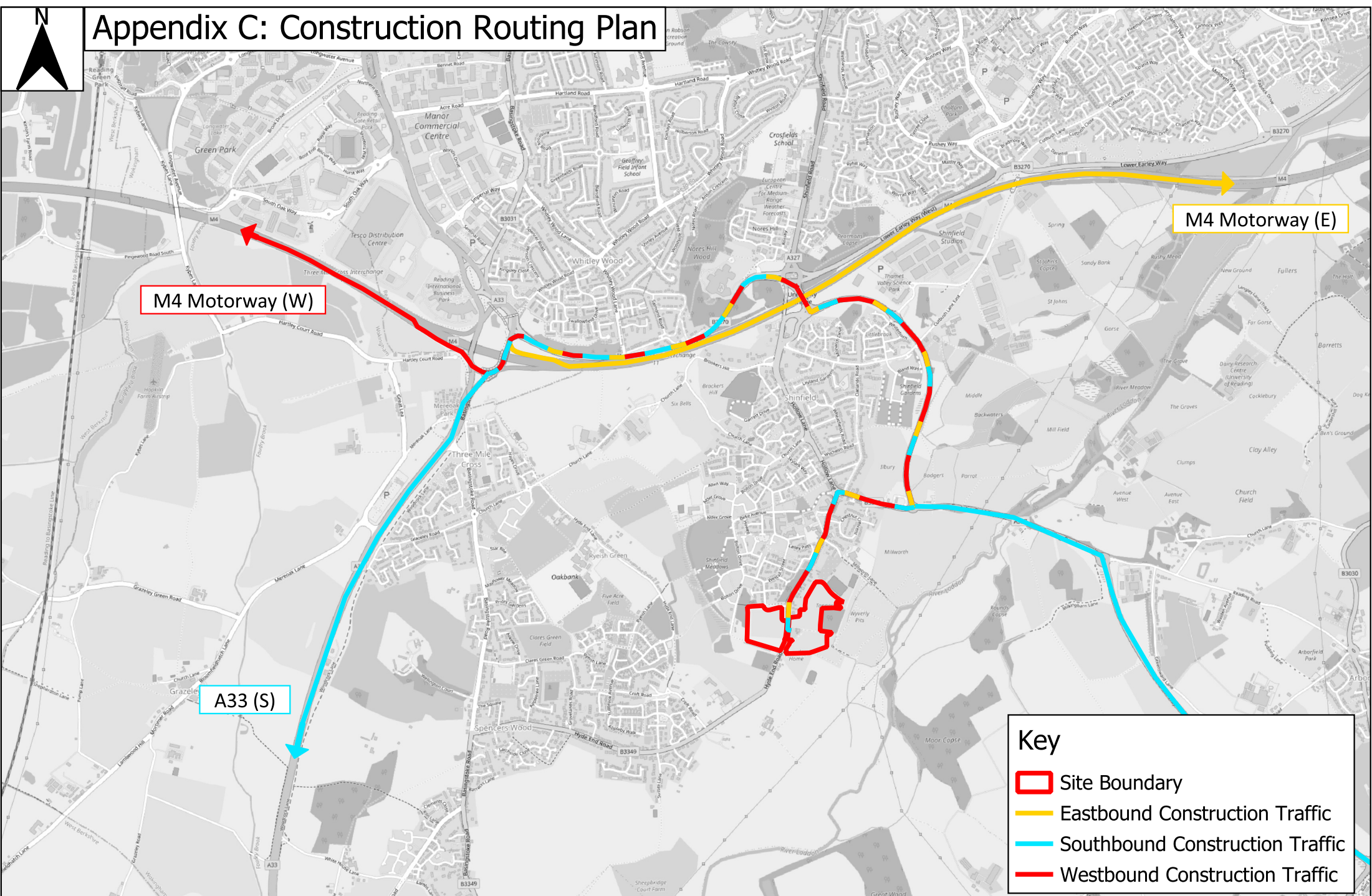
P3	04.25	MINOR AMENDMENTS TO MATCH LAYOUT	TDM	PJ
P2	01.25	MINOR AMENDMENTS TO MATCH LAYOUT	TDM	PJ
P1	08.24	FIRST ISSUE	TDM	PJ
Rev	Date	Description	Drawn	Checked



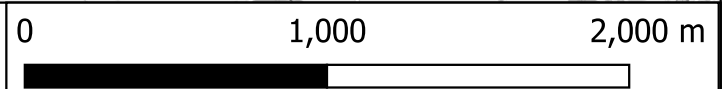
Client	BLOOR HOMES			
Project	HYDE END ROAD, SHINFIELD			
Title	PROPOSED ACCESS ARRANGEMENTS			
Status	FOR INFORMATION			
Scale	1:500 @ A1	Date	AUG 2024	Drawn
Drawing No	HD068-003	Revision	P3	Checked
			TDM	AG



Appendix C - Construction Routing Plan

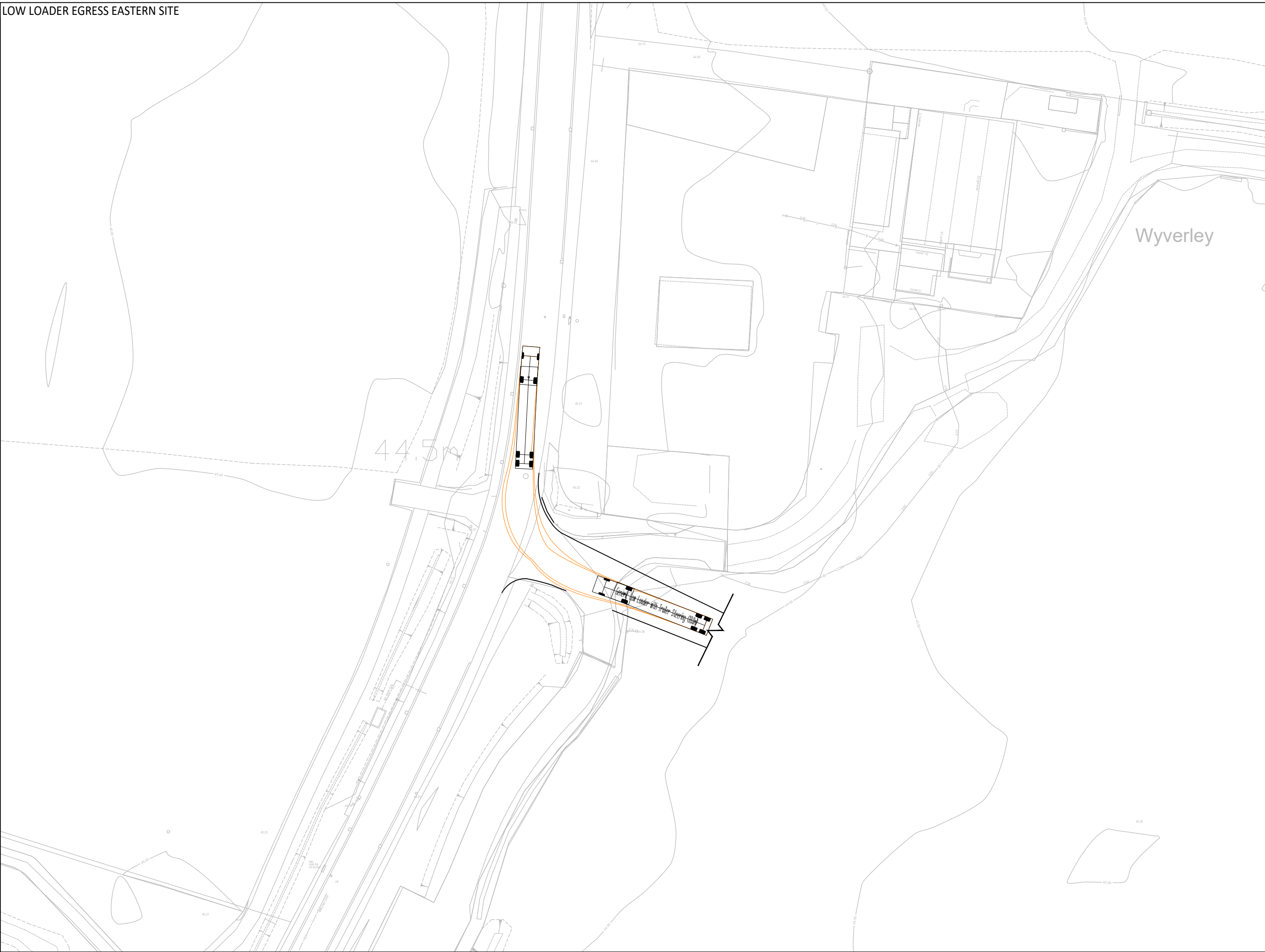
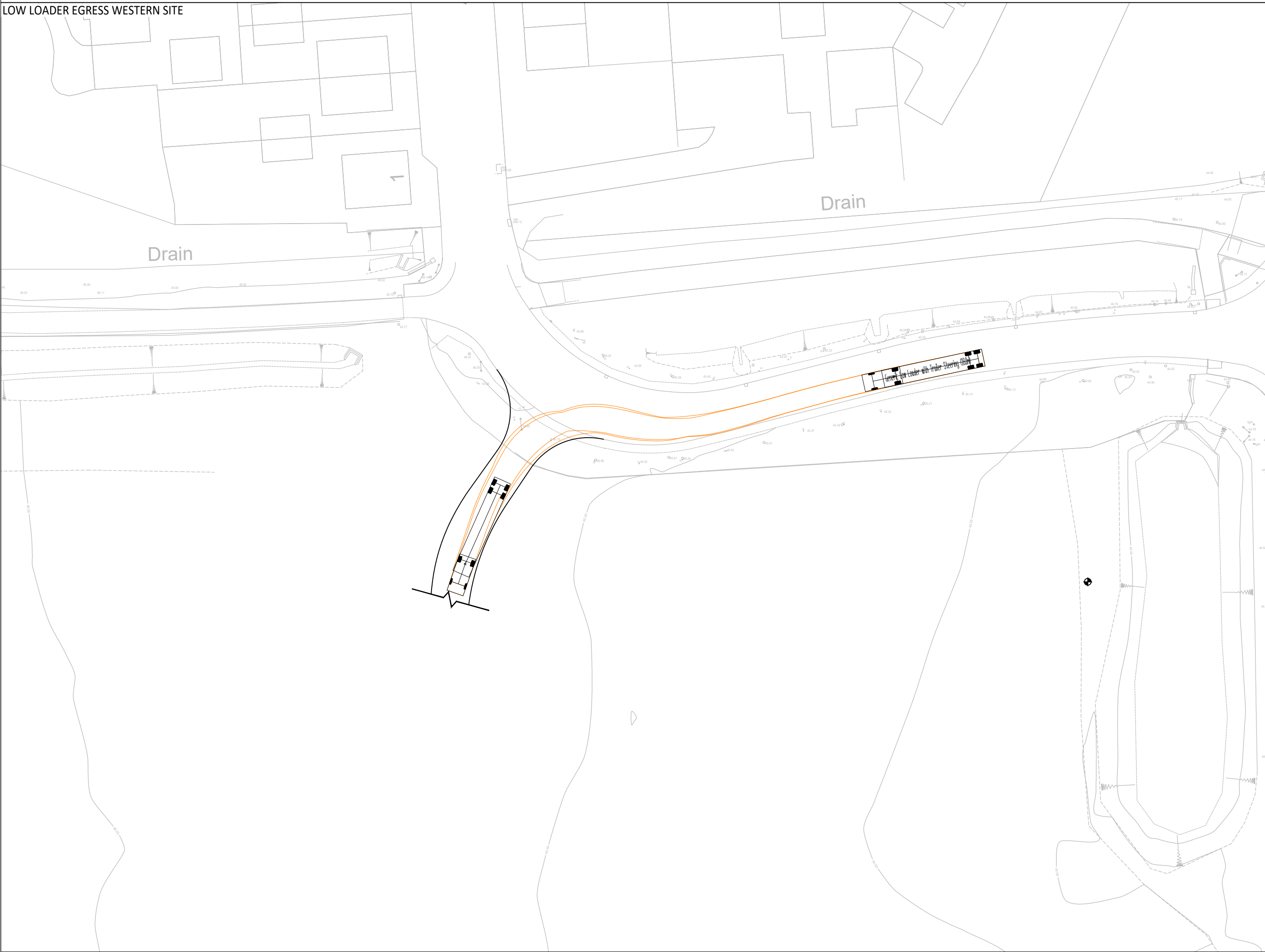
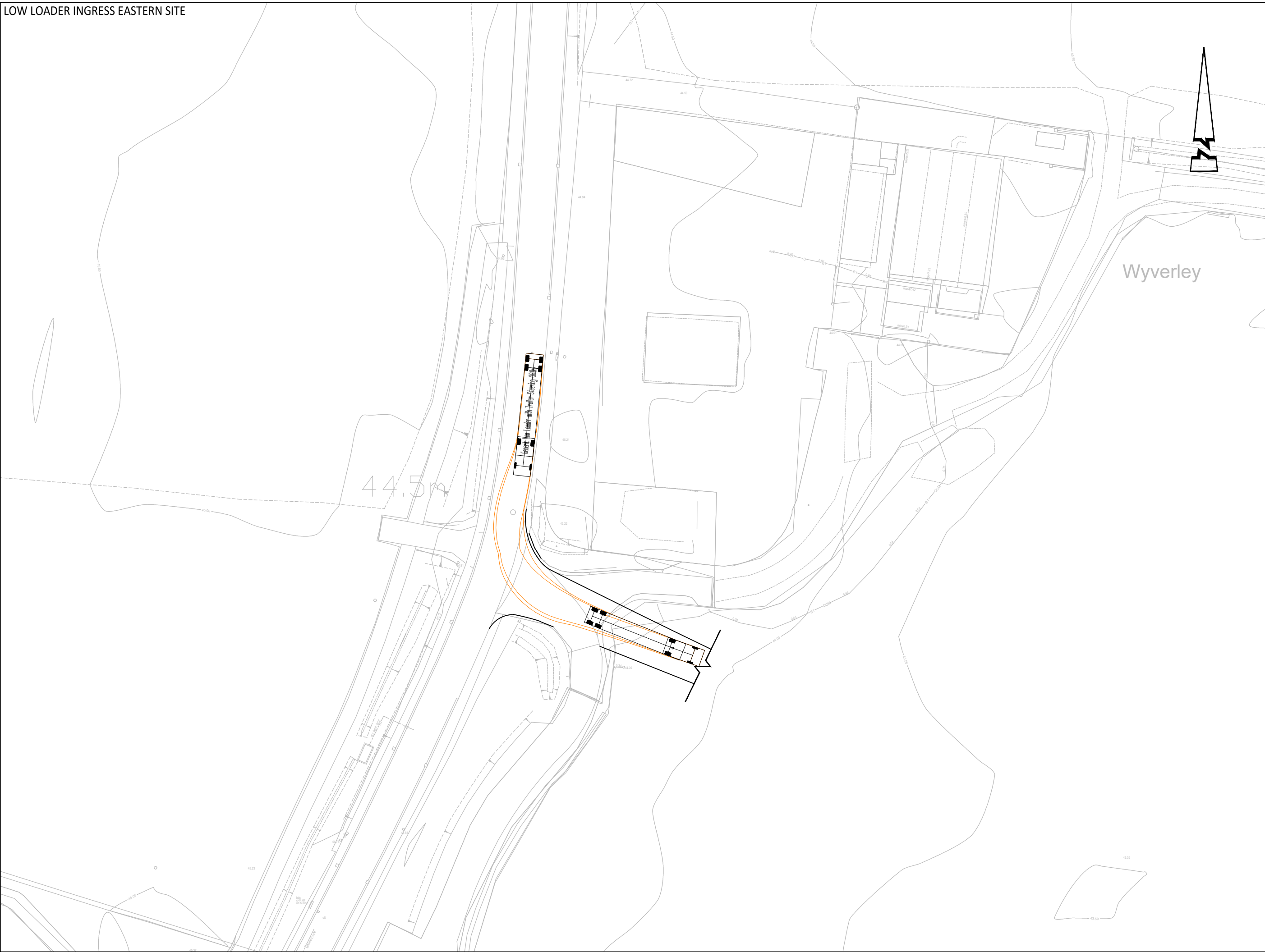
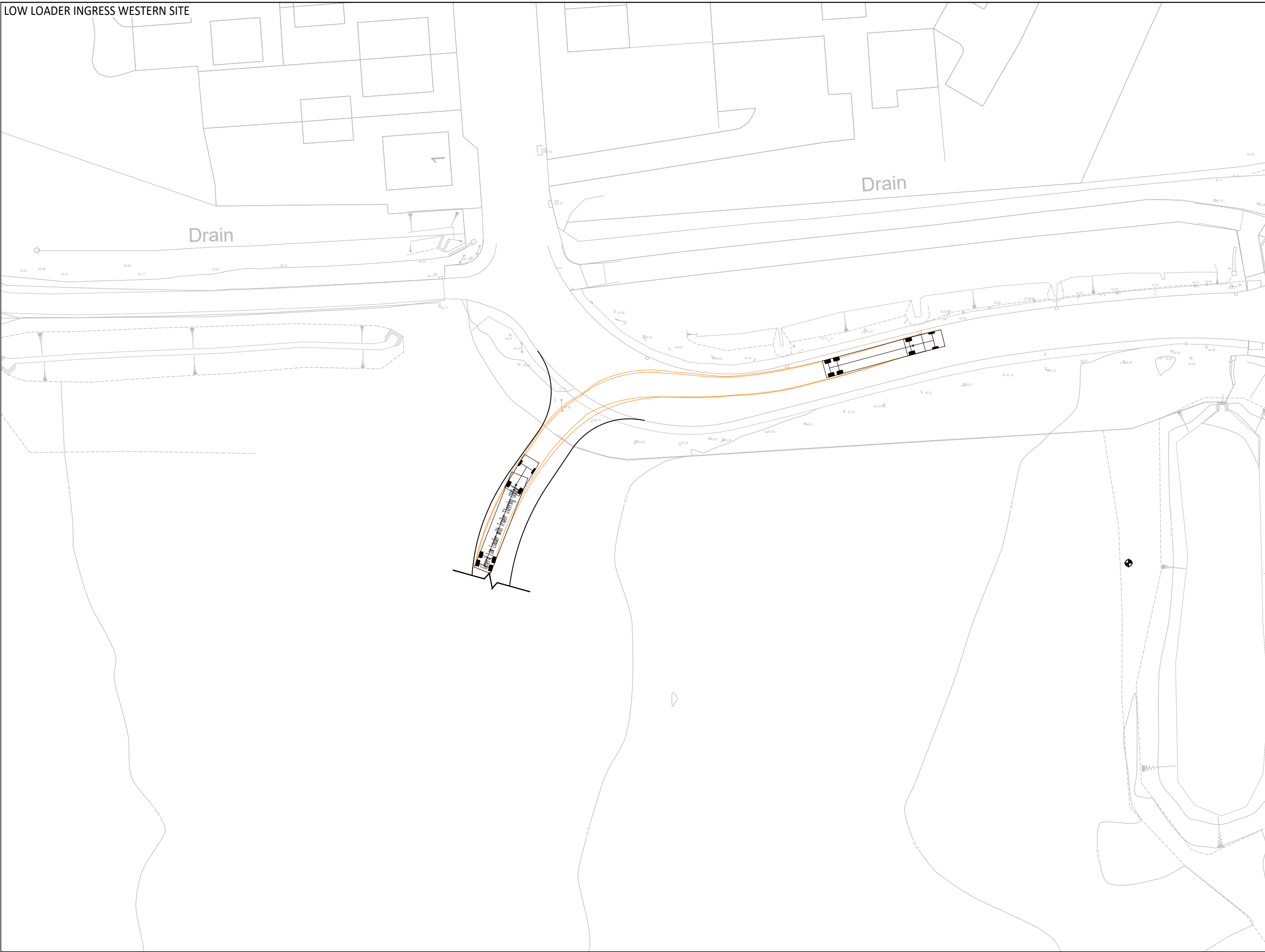


Appendix C: Construction Routing Plan

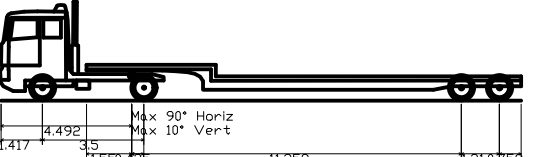




Appendix D - Proposed Construction Access Swept Paths



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Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.50m
Overall Width 2.540m
Overall Body Height 3.200m
Min Body Ground Clearance 0.325m
Max Track Width 2.520m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.350m

A	04.25	FIRST ISSUE		TDM	AG
Rev	Date	Description		Drawn	Checked



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Client

BLOOR HOMES

Project

HYDE END ROAD,
SHINFIELD

Title

SWEPT PATH ANALYSIS
CONSTRUCTION ACCESS

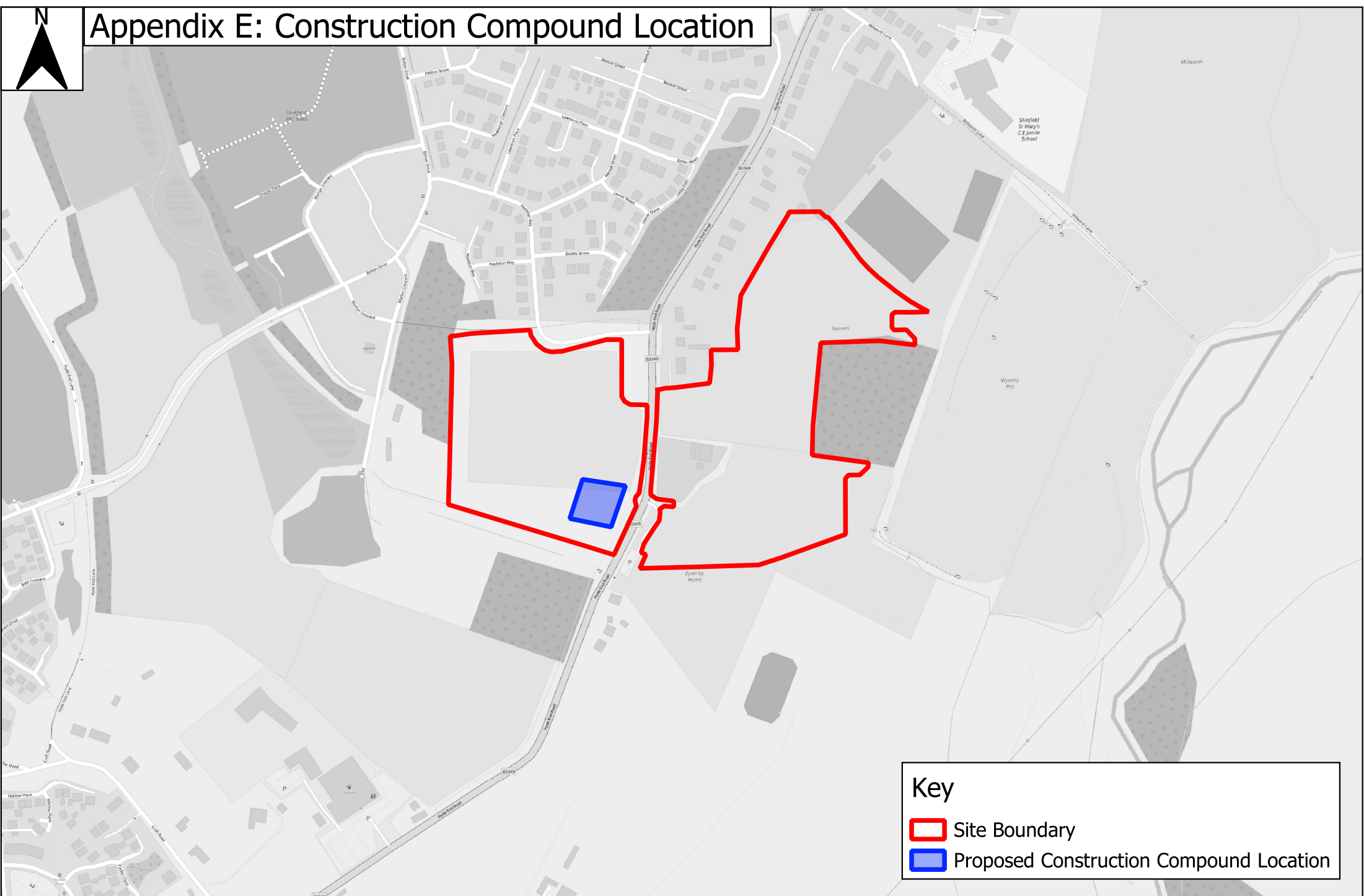
Status

FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A1	APRIL 2025	TDM	AG
Drawing No	HD068-012		Revision
			P1



Appendix E - Construction Compound Location





Appendix F - EA Flood Map

Flood map for planning

Your reference
Hyde End Road

Location (easting/northing)
473299/167250

Created
7 Feb 2025 15:00

Your selected location is in flood zone 1, an area with a low probability of flooding.

You will need to do a flood risk assessment if your site is **any of the following:**

- bigger than 1 hectare (ha)
- In an area with critical drainage problems as notified by the Environment Agency
- identified as being at increased flood risk in future by the local authority's strategic flood risk assessment
- at risk from other sources of flooding (such as surface water or reservoirs) and its development would increase the vulnerability of its use (such as constructing an office on an undeveloped site or converting a shop to a dwelling)

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence **which** sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

Use of the address and mapping data is subject to Ordnance Survey public viewing terms under Crown copyright and database rights 2024 OS AC0000807064. <https://flood-map-for-planning.service.gov.uk/os-terms>



Flood map for planning

Your reference
Hyde End Road

Location (easting/northing)
473299/167250

Scale
1:2500

Created
7 Feb 2025 15:00

-  Selected area
-  Flood zone 3
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Water storage area

0 20 40 60m

Flood map for planning

Your reference
Hyde End Road

Location (easting/northing)
473060/167196

Created
7 Feb 2025 15:08

Your selected location is in flood zone 1, an area with a low probability of flooding.

You will need to do a flood risk assessment if your site is **any of the following:**

- bigger than 1 hectare (ha)
- In an area with critical drainage problems as notified by the Environment Agency
- identified as being at increased flood risk in future by the local authority's strategic flood risk assessment
- at risk from other sources of flooding (such as surface water or reservoirs) and its development would increase the vulnerability of its use (such as constructing an office on an undeveloped site or converting a shop to a dwelling)

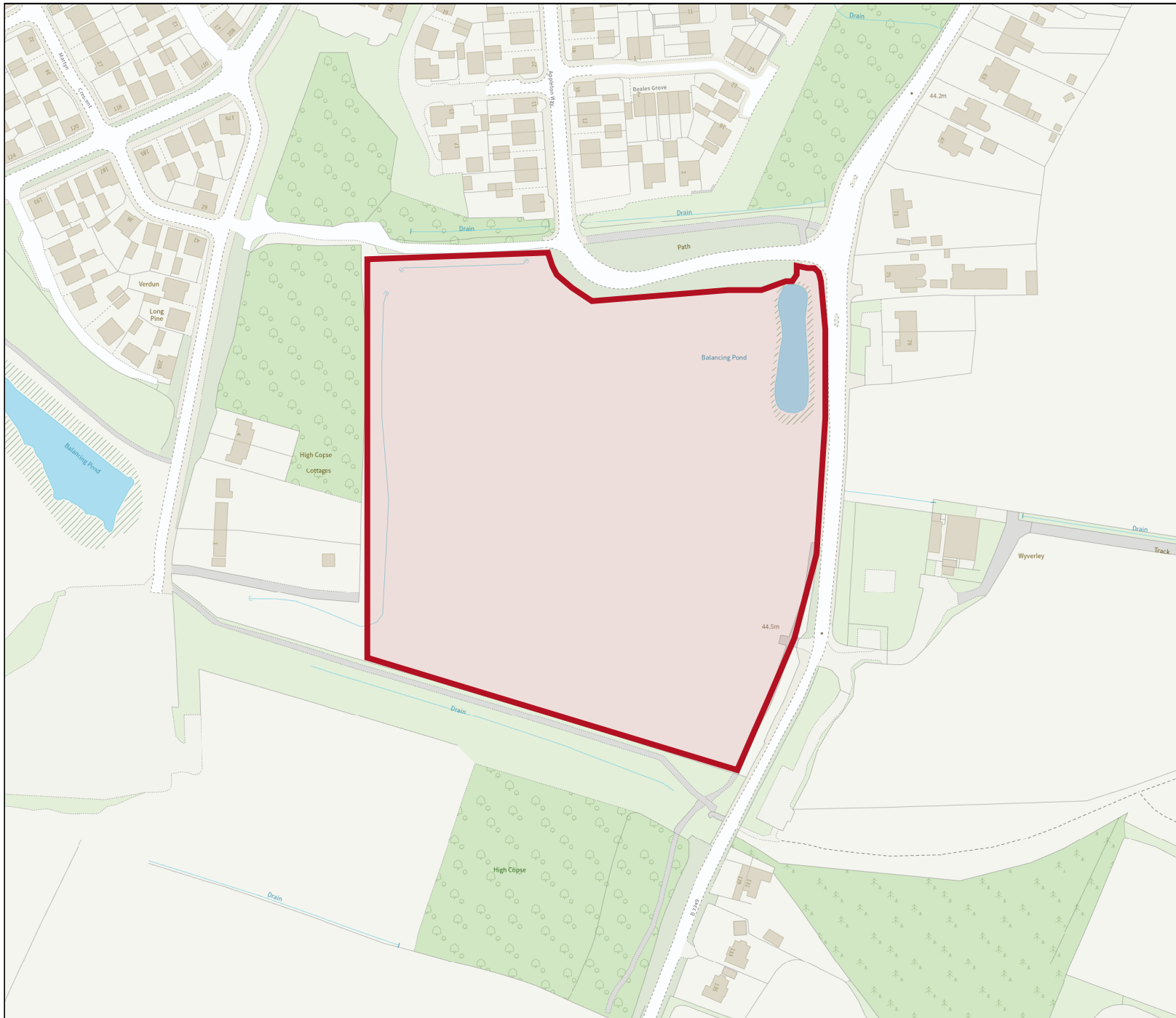
Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence **which** sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

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Flood map for planning

Your reference
Hyde End Road

Location (easting/northing)
473060/167196

Scale
1:2500

Created
7 Feb 2025 15:08

-  Selected area
-  Flood zone 3
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Water storage area

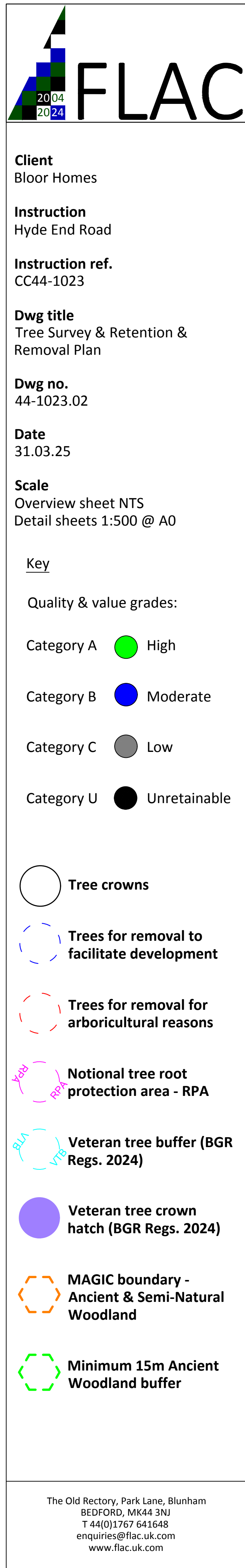
0 20 40 60m



Appendix G - Tree Retention Plans



SHEET 1 of 2



Notes

Do not scale off dwg - refer to tree survey data schedule for crown spreads etc

Tree / woodland group outlines follow the topo survey or survey data where materially larger

All tree positions are indicative (marked *) unless a topo survey has been provided to FLAC

Any trees omitted from topo survey are located indicatively

RPA for hedges or hedgerows to be taken as 3m from the centreline, half the height or width + 2m each side, whichever is the greater

Notes on potential habitat features are for guidance only: ecological assessment is recommended

Drawn to N unless otherwise indicated



Client
Bloor Homes

Instruction
Hyde End Road

Instruction ref.
CC44-1023

Dwg title
Tree Survey & Retention &
Removal Plan

Dwg no.
44-1023.02

Date
31.03.25

Scale
Overview sheet NTS
Detail sheets 1:500 @ A0

Key

Quality & value grades:

Category A ● High

Category B ● Moderate

Category C ● Low

Category U ● Unretainable

 Tree crowns

 Trees for removal to
facilitate development

 Trees for removal for
arboricultural reasons

 Notional tree root
protection area - RPA

 Veteran tree buffer (BGR
Regs. 2024)

 Veteran tree crown
hatch (BGR Regs. 2024)

 MAGIC boundary -
Ancient & Semi-Natural
Woodland

 Minimum 15m Ancient
Woodland buffer

Notes

Do not scale off dwg - refer to tree
survey data schedule for crown
spreads etc

Tree / woodland group outlines
follow the topo survey or survey
data where materially larger

All tree positions are indicative
(marked *) unless a topo survey
has been provided to FLAC

Any trees omitted from topo
survey are located indicatively

RPA for hedges or hedgerows to be
taken as 3m from the centreline,
half the height or width + 2m each
side, whichever is the greater

Notes on potential habitat features
are for guidance only; ecological
assessment is recommended

Drawn to N unless otherwise
indicated



CAUTION: THIS DRAWING IS
INTENDED TO BE READ IN COLOUR

SHEET 1 of 2

Notes

Do not scale off dwg - refer to tree survey data schedule for crown spreads etc

Tree / woodland group outlines follow the topo survey or survey data where materially larger

All tree positions are indicative (marked *) unless a topo survey has been provided to FLAC

Any trees omitted from topo survey are located indicatively

RPA for hedges or hedgerows to be taken as 3m from the centreline, half the height or width + 2m each side, whichever is the greater

Notes on potential habitat features are for guidance only: ecological assessment is recommended



Client
Bloor Homes

Instruction
Hyde End Road

Instruction ref.
CC44-1023

Dwg title
Tree Protection Plan (Outline)

Dwg no.
44-1023.03

Date
31.03.25

Scale
Overview sheet NTS
Detail sheets 1:500 @ A0

Quality & value grades:

- Category A ● High
- Category B ● Moderate
- Category C ● Low
- Category U ● Unretainable

 Retained trees

 Notional tree root protection area - RPA

 Veteran tree buffer per Natural England Standing Advice 15x stem dia.

 Veteran tree crown hatch (BGR Regs. 2024)

 FLAC Type 1 tree protection fencing (TPF), see Inset sketch 1

 New permanent hard surfacing constructed to no-dig principles

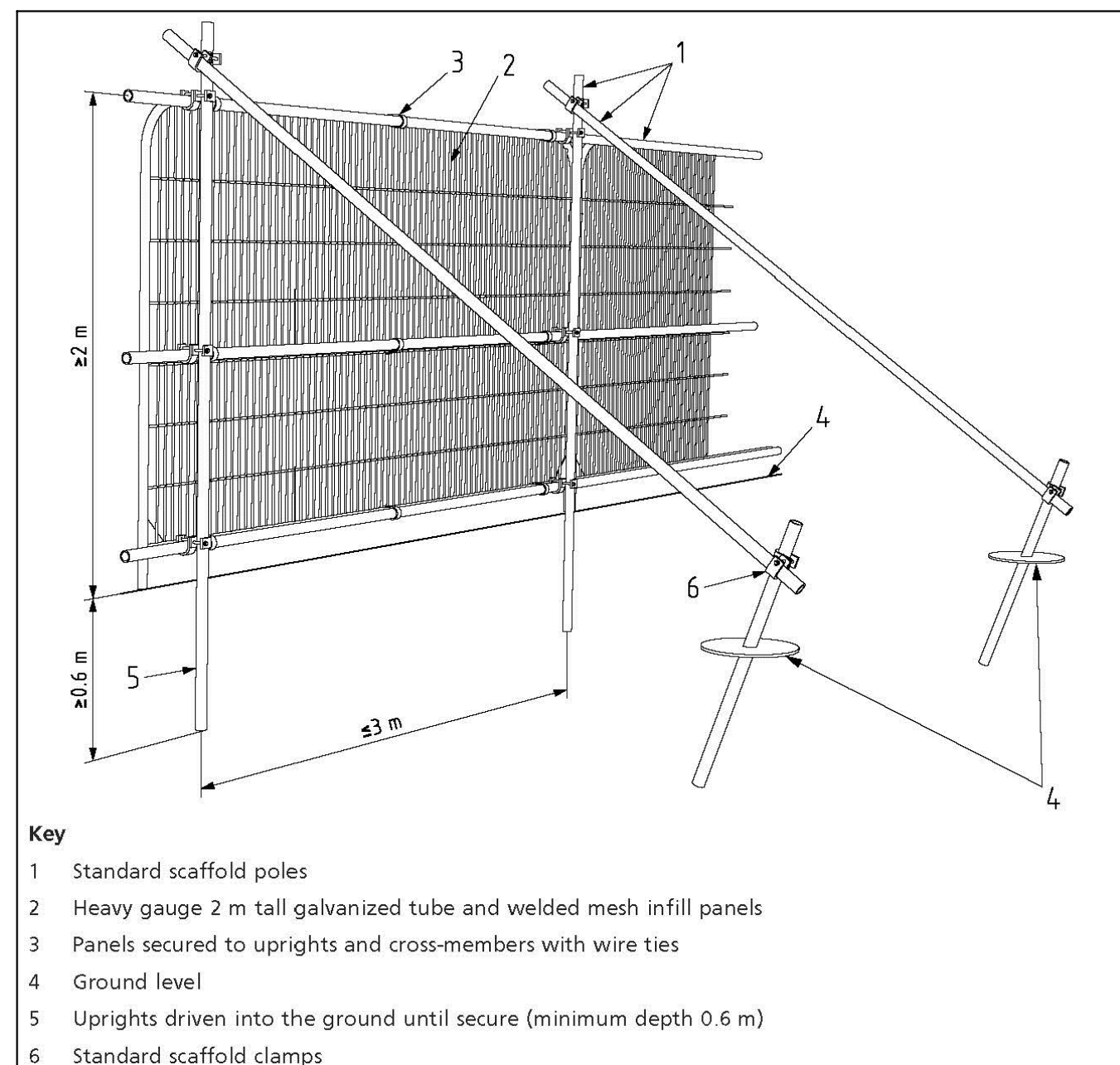
 Position of temporary ground protection (see Inset sketch 2)

 MAGIC boundary - Ancient & Semi-Natural Woodland

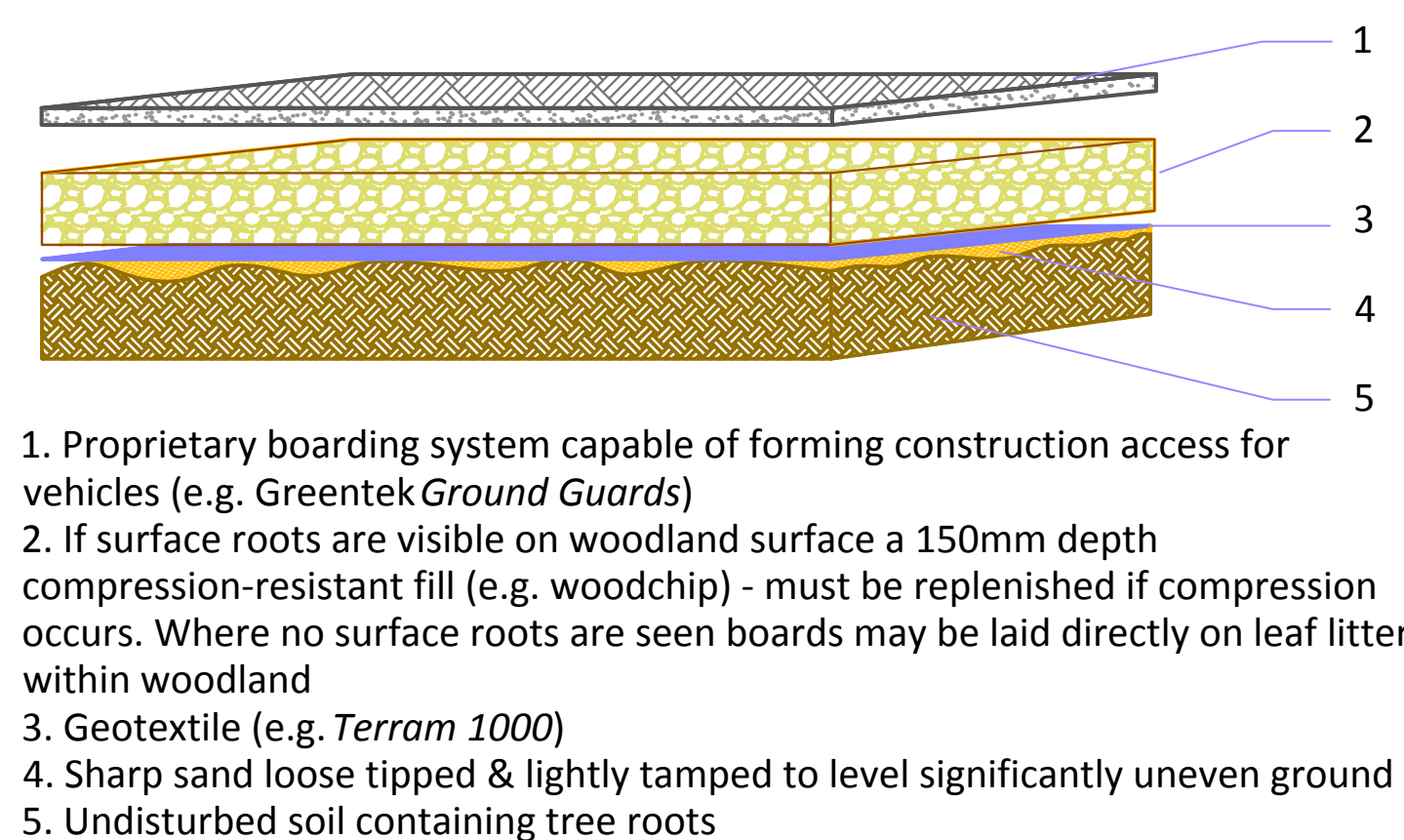
 Minimum 15m Ancient Woodland buffer

The Old Rectory, Park Lane, Blunham
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enquiries@flac.uk.com
www.flac.uk.com

INSET SKETCH 1 - FLAC TYPE 1 TREE PROTECTION FENCING



INSET SKETCH 2 - EXAMPLE GROUND PROTECTION FOR <2T ACCESS



EXAMPLE ALERT & PROHIBITION SIGNAGE TO BE FIXED TO TREE PROTECTION FENCING



TREE PROTECTION PHASING SCHEDULE

The following phasing schedule shall be strictly adhered to:

1. Pre-start site meeting (refer to Arboricultural Method Statement)
2. Implementation of physical tree protection (= establishment of Construction Exclusion Zone)
3. Audit of installation of tree protection measures by FLAC
4. Primary construction
7. Secondary construction including hard landscaping.
8. Removal of physical tree protection measures
9. Soft landscaping
10. Post-completion tree condition check by FLAC

ARBORICULTURAL SUPERVISION SCHEDULE

General

- Pre-start meeting with contractors
- Audit of enabling tree works & tree protection system, fencing and ground protection
- 2x weekly visits
- 2x fortnightly visits
- 3x monthly visits
- Quarterly visits until completion, inc. of soft landscaping
- Adjustments of TPF from primary to secondary alignments
- All/any works within the root protection areas (RPAs) including commencement of installation of new permanent hard surfacing



CAUTION: THIS DRAWING IS
INTENDED TO BE READ IN COLOUR

SHEET 2 of 2

Notes

Do not scale off dwg - refer to tree survey data schedule for crown spreads etc

Tree / woodland group outlines follow the topo survey or survey data where materially larger

All tree positions are indicative (marked *) unless a topo survey has been provided to FLAC

Any trees omitted from topo survey are located indicatively

RPA for hedges or hedgerows to be taken as 3m from the centreline, half the height or width + 2m each side, whichever is the greater

Notes on potential habitat features are for guidance only: ecological assessment is recommended

Drawn to N unless otherwise indicated



ARBORICULTURAL METHOD STATEMENT

A) PRELIMINARY MATTERS

1. Prior to any ground modelling, demolition or construction work on site, the approved tree works (see FLAC dwg. no. 44-1023.02 or as superseded by full planning consent **NB** not Outline consent) shall be undertaken by tree contractors (not unskilled personnel)
2. No plant access is permitted for tree work operations within the root protection areas (RPAs) of retention trees, including areas identified for temporary ground protection
3. All approved tree removals shall be undertaken by tree contractors. Each tree shall be cut down to a low stump
4. Trees for removal within the RPA of retention trees shall have their stumps ground out (also by tree contractors)
5. Stumps from felled trees outside of RPAs of retained trees can be grubbed out

B) INSTALLATION OF PHYSICAL TREE PROTECTION MEASURES

6. Following completion of enabling tree works, each phase shall have its **full system of physical tree protection measures** (barriers and ground protection) installed (i.e. not in piecemeal) in line with the provisions of BS5837:2012. These measures comprise:
 - Tree Protection Fencing (TPF) to BS5837:2012 Figure 2 (see FLAC Type 1 at Inset sketch 1) fitted with all-weather warning signs (see elsewhere on plan)
 - Temporary Ground Protection (TGP) designed by engineers to accommodate all anticipated loadings if >2T OR if <2T see Inset Sketch 2 and per BS5837:2012 recommendations
 - New permanent ground protection constructed to no-dig principles (see separate text on this drawing)
7. The TPF to be installed on the primary alignment (as per the dwg key) prior to any demolition, ground works and construction operations. It is to be left in situ throughout the redevelopment process. Site secure fencing may take the place of tree protection fencing if it is a) suitably robust and b) provides no less protection for above and below ground tree constraints

8. The TGP will be installed at the locations shown by the relevant hatching (see key) prior to any demolition and construction operations, unless behind primary TPF, in which case secondary TPF set-up is required. It is to be left in situ throughout the redevelopment process or in the alternative removed and primary TPF alignment reinstated

C) PROHIBITIONS & PRECAUTIONS

9. The fencing, ground protection and any existing hard surfaces within the root protection area comprise the Construction Exclusion Zone. Within this zone, the following activities are strictly prohibited during primary demolition (other than as described below):
 - Excavation / lowering of levels into rootable soil: removal of surface organic matter using hand tools is acceptable; scraping or reduction in depth of topsoil is not
 - Existing ditches within either RPAs or VTBs that are to be used for proposal drainage must not be cleaned, improved, re-graded or re-profiled
 - Removal of existing hard surfaces (= 'secondary demolition': see below)
 - Grubbing out of redundant buried structures (see below)
 - Operation, transit or storage of plant, and storage of materials, including demolition arisings, other than on ground protection
 - Storage or handling of any chemical substance injurious to trees, including fuels, oils, lubricants and cement washings
 - No services/drainage to be aligned through RPAs except by trenchless methods
 - No level changes within RPAs
 - Boundary features to avoid continuous excavations or trenching within RPAs
10. The Construction Exclusion Zone shall be established site-wide as set out above, and shall remain in place throughout the redevelopment process. No elements of the physical tree protection shall be removed or altered without prior written consent from the local planning authority.
11. Demolition of superstructures within 3m of tree canopies and / or the construction exclusion zone is an operation with a high potential to damage retention trees ('high-risk operation'), and requires on-site arboricultural supervision by FLAC

12. Within the Construction Exclusion Zone, break-out and replacement of existing hard surfaces and decommissioning of redundant services, including drainage structures, are also high-risk operations and shall be undertaken under site supervision by FLAC

D) METHODS FOR TREE FRIENDLY WORKING

13. Redundant buried structures are preferably disconnected / backfilled and retained in situ; further advice should be sought from FLAC before consideration is given to grubbing them out. Existing hard surfaces within the Construction Exclusion Zone are to be retained and not demolished / removed until completion of primary construction (see Phasing Schedule)
 14. The recommendations of BS5837:2012 6.2.4.1 shall be strictly observed throughout the demolition and construction process:

BS5837:2012 6.2.4.1
Planning of site operations should take sufficient account of wide loads, tall loads and plant with booms, jibs and counterweights (including drilling rigs), in order that they can operate without coming into contact with retained trees. Such contact can result in serious damage to the trees and might make their safe retention impossible. Consequently, any transit or traverse of plant in proximity to trees should be conducted under the supervision of a banksman, to ensure that adequate clearance from trees is maintained at all times. Access facilitation pruning should be undertaken where necessary to maintain this clearance

Note: In some instances local planning authority consent for pruning might be required
 15. All high risk operations (i.e. intra-RPA) require arboricultural supervision. Additionally ongoing inspection of the tree protection measures shall be provided whilst works are in progress. A schedule of supervision is provided elsewhere on this drawing.
- A WRITTEN & PHOTOGRAPHIC REPORT WILL BE PROVIDED WITHIN 5 WORKING DAYS OF EACH MONITORING VISIT

E) ARBORICULTURAL SUPERVISION & REPORTING

LANDSCAPING WITHIN RPAS

After primary construction has been completed the Tree Protection Fencing shall be removed to allow landscaping to take place.

Prior to landscaping commencing the project arboriculturist shall meet the landscape contractors to discuss what is proposed and precautions required.

The following principles shall be followed within the RPA of retained trees:

- No machinery shall pass over the ground unless protected by existing hard surface or temporary ground protection
- If excavation is required, this shall be localised and undertaken carefully by hand tools only ensuring that roots are preserved
- There shall be no changes in levels, unless agreed by the project arboriculturist

PATH CONSTRUCTION USING THREE-DIMENSIONAL CELLULAR CONFINEMENT SYSTEM

In the position shown on this plan by the orange hatching (see key), construction shall be undertaken over the existing ground **without excavation** using a proprietary three-dimensional cellular confinement system such as Geosynthetic cellweb.

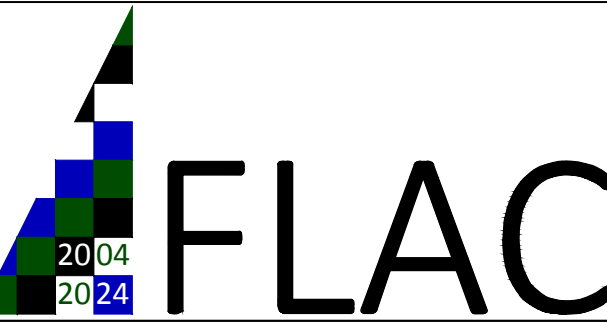
The system shall comprise:

- A porous geotextile membrane laid over the ground
- A three-dimensional cellular confinement system opened out and fixed in place over the membrane
- Edge constraints such as timber sleepers or pinned kerb stones placed on the existing surface
- Crushed, angular stone (20-40mm) with no-fines filled into the cells
- Permeable resin-bonded gravel wearing course over the aggregate to allow gaseous exchange and water infiltration

NOTES: There shall be **no construction access** over unprotected ground in the locations shown.

The work shall be undertaken during the landscaping phase (see separate box relating to landscaping) after all other construction has been completed

A DETAILED SITE-SPECIFIC CONSTRUCTION DESIGN SHALL BE PREPARED BY AN ENGINEER OR PRODUCT MANUFACTURER PRIOR TO INSTALLATION



Client
Bloor Homes

Instruction
Hyde End Road

Instruction ref.
CC44-1023

Dwg title
Tree Protection Plan (Outline)

Dwg no.
44-1023.03

Date
31.03.25

Scale
Overview sheet NTS
Detail sheets 1:500 @ A0

Quality & value grades:

Category A ● High

Category B ● Moderate

Category C ● Low

Category U ● Unretainable

○ Retained trees

○ Notional tree root protection area - RPA

○ Veteran tree buffer per Natural England Standing Advice 15x stem dia.

○ Veteran tree crown hatch (BGR Regs. 2024)

□ FLAC Type 1 tree protection fencing (TPF), see Inset sketch 1

■ New permanent hard surfacing constructed to no-dig principles

■ Position of temporary ground protection (see Inset sketch 2)

■ MAGIC boundary - Ancient & Semi-Natural Woodland

■ Minimum 15m Ancient Woodland buffer

The Old Rectory, Park Lane, Blunham
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enquiries@flac.uk.com
www.flac.uk.com



Appendix H - Ecological Maps (Bats)



MAP 4 Results of Ground Level Tree Assessment for Bats

- KEY
- Site boundary
 - PRF-M
 - PRF-I

SCALE: 1:1,998 at A3

0 20 40 60 80 100 Metres



CLIENT: Bloor Homes Ltd

PROJECT: Land East and West of Hyde End Road

DATE: 03 April 2025



Transport Planning | Flood & Water Management | Civil Engineering

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