



SOUTH WOKINGHAM STRATEGIC DEVELOPMENT LOCATION – PHASE 2
PARCELS R7 & R13 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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Contents

1.0	Introduction	1
2.0	Construction Measures	4
3.0	Environmental Controls.....	10
4.0	Construction Management	16

Appendices

Appendix A – R7/R13 Site Layout

Appendix B – Construction Routing Plan

Appendix C – Construction Access and Vehicle Swept Path Analysis

Appendix D – Site Compound Location and Layout

Appendix E – Tree Protection Plan

Appendix F – Construction Travel Plan



1.0 Introduction

1.1 Context

- 1.1.1 This Construction Environmental Management Plan (CEMP) has been prepared by Abley Letchford Partnership Limited, on behalf of Miller Homes with respect to the Reserved Matters Planning Application for their residential development at Land Parcel R7/R13 (the site), which forms part of the Phase 2 South Wokingham Strategic Development Location (SDL).
- 1.1.2 The SDL proposals comprise of approximately 2,500 homes, a new South Wokingham Distributor Road and other facilities such as two primary schools and a community centre. The first phase of the development is named Montague Park and is located at the northeast of the SDL area. The parcel was approved by Wokingham Borough Council in 2012 (WBC Planning Reference: O/2010/1712) and included approximately 620 dwellings, which have since been constructed and occupied.
- 1.1.3 Phase 2b of the SDL (WBC Planning Reference: 191068) is located to the south of the London Waterloo railway line and consisted of a hybrid planning application with all matters reserved except principal means of access to the highways, for a mixed use development of up to 1,434 dwellings, a two-form entry primary school, local centre (A1, A2, A3, A4, A5 and D1 including community building D1/D2), public open space, play areas and associated infrastructure and landscaping; and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), associated landscaping and temporary car park.
- 1.1.4 In February 2025, full planning consent was secured for a new road to provide an alternative route to Waterloo Road (WBC Planning Reference: 240892). Known as the 'R10-R14 Link Road', for the development parcels that it will provide direct access to, the new road will lead from south of the Eastern Gateway roundabout at the junction of Waterloo Road with William Heelas Way eastwards to a new junction with Waterloo Road to the east.

1.2 Development Proposals

- 1.2.1 This CEMP is to support a Reserved Matters (RM) planning application pursuant to Condition 1 attached to Phase 2b of the SDL, for the erection of 215 dwellings and associated infrastructure (green, blue and highway). The proposed site layout is included in **Appendix A**.

1.3 Construction Environmental Management Plan

- 1.3.1 This document has been prepared in connection with Condition 36 Construction Environmental Management Plan', which is set out below.

Condition 36

A Construction Environmental Management Plan (CEMP) to control the environmental effects of the demolition and construction work within that phase. The CEMP shall include:

- i. measures for the control of dust, odour and other effluvia;*
- ii. measures for the control of noise (including noise from any piling and permitted working hours);*



- iii. *measures for the control of noise from delivery vehicles and times when deliveries will be accepted;*
- iv. *vibration monitoring;*
- v. *measures for the control of pests and other vermin (particularly during site clearance);*
- vi. *pollution control measures;*
- vii. *measures to control surface water run-off including protection of the aquatic environment in terms of water quantity and quality;*
- viii. *measures to prevent spoil or building materials being deposited or stored within any area of the site liable to flood;*
- ix. *a construction travel protocol or Green Travel Plan for the construction phase;*
- x. *construction traffic management plan comprising:*
 - a. *analysis of the volumes of construction vehicles during construction phases for both light and heavy vehicles;*
 - b. *vehicle routes and notably lorry routes, with volumes of lorries; and*
 - c. *traffic management proposals including any mitigations, hours of operation and signage;*
- xi. *site construction access;*
- xii. *haul routes within the site (supported by relevant surveys if not already adequately covered);*
- xiii. *details of any site construction office, compound and ancillary facilities;*
- xiv. *cycle storage and motor vehicle parking and turning for site operatives and visitors;*
- xv. *loading, unloading and storage of plant and materials;*
- xvi. *measures to prevent deposit of mud on the highway;*
- xvii. *provision of an emergency water supply including fire hydrants to meet firefighting needs (including the installation arrangements and the timing of such an installation);*
- xviii. *provision of boundary hoarding;*
- xix. *lighting;*
- xx. *A site security strategy;*
- xxi. *Details of any temporary diversions of Public Rights of Way and how they will be managed to minimise disruption to users (both distance and duration of diversion);*
- xxii. *protection of important trees, hedgerows and other natural features;*



- xxiii. *relevant ecological mitigation measures for protected species and species of principle importance;*
 - xxiv. *updated survey information (due to long build out period), for example arboricultural and ecological surveys;*
 - xxv. *an invasive, non-native species strategy;*
 - xxvi. *contact details for complaints construction liaison officer;*
 - xxvii. *Communications Plan to keep local residents, town/parish councils and ward members informed;*
 - xxviii. *programme of works, including measures for traffic management and operating hours;*
 - xxix. *monitoring and review mechanisms; and*
 - xxx. *implementation of the CEMP through an environmental management system.*
- 1.3.2 This Report provides the necessary information to address the CEMP 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.
- 1.4 Report Format**
- 1.4.1 The principal aim of this CEMP 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.
- 1.4.2 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.
- 1.4.3 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 CEMP that may occur would need to be agreed with officers at Wokingham Borough Council (WBC).



2.0 Construction Measures

2.1 Context

- 2.1.1 Land Parcel R7/R13 is located on land to the south east of Wokingham. Parcel R7 is proposed to be served by both a priority junction with Easthampstead Road on at its south western corner, and an internal connection to parcel R13 at its south eastern corner. Parcel R13 is proposed to be served both by a priority junction that has already been constructed as part of the delivered Heathlands Link that connects Easthampstead Road to the South Wokingham Distributor Road, in addition to an internal connection to parcel R7.

2.2 Construction Phasing

- 2.2.1 Subject to the appropriate planning approvals, the construction phase is anticipated to commence in November 2026 and to span over approximately 2½ years (delivering an anticipated but approximate 100 units per year) until May 2029.
- 2.2.2 It is anticipated that the development will be built out over a single phase, which will include four distinct components of work as follows:
1. Site setup including installation of Heras fencing around the site perimeter and installation of the site compounds.
 2. Construction of infrastructure within the development including highway and drainage infrastructure.
 3. Construction of dwellings and formation of associated landscaping.
 4. Following completion of all dwellings within the parcel the site compounds will be decommissioned and the Heras fencing removed.
- 2.2.3 Precise phasing and sequencing of the works is a matter to be determined by the Contractor.

2.3 Construction Routing

- 2.3.1 The proposed construction routing plan is attached at **Appendix B**. For ease of reference, the routes that will be adopted for HGV traffic are described below.
- 2.3.2 The M4 motorway, A239 (M), Berkshire Way and London Road corridors have been highlighted as being most suitable for routing the construction traffic due to their adaptability to accommodate for larger vehicles. This road network further connects with a wide local and regional area to transport construction materials to and from the site with the M4 motorway offering a route to the A33 to the west and onward the motorway routing east to London and west towards Bristol. Alternatively, Berkshire Way through Bracknell provides connection to the M3 motorway, which itself links London to Southampton.
- 2.3.3 A clear signing strategy will be implemented by the principal contractor in accordance with the TSRGD/Traffic Signs Manual to support the routing strategy and to direct all construction HGV traffic into the site, avoiding the use of unsuitable roads (See **Appendix B**). The signage at the site entrances will include the times when access into site by construction traffic can be obtained.



- 2.3.4 Use of the agreed HGV vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals forming on site. 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.

2.4 Construction Access

- 2.4.1 Construction access to the site will be via two entrances; one from the R13 site access on White Horse Ride, and the other from the R7 site access on Easthampstead Road. White Horse Ride will be accessed from the Eastern Gateway Roundabout, and the route to Easthampstead Road will be via White Horse Ride.
- 2.4.2 The R7 Easthampstead Road access is approximately 1.0km from the Eastern Gateway Roundabout, and the R13 access on White Horse Ride is approximately 350m from the roundabout.
- 2.4.3 The construction site access locations are shown in **Appendix C**, with **Drawing A389-141** illustrating vehicle swept path analysis for a 18m low loader entering and egressing both site accesses, as well the White Horse Ride/SWDR priority junction. This is the largest anticipated vehicle which will bring plant and machinery to the site.
- 2.4.4 The drawing also shows the indicative location of gates and both accesses, which will be erected during construction. These will be position approximately 22m back from the White House Ride and Easthampstead Road to prevent obstruction of the carriageway should vehicles arrive when gates are closed.
- 2.4.5 **Drawing A389-143** illustrates vehicle swept path analysis for a 16.5m articulated HGV entering and egressing both accesses, as well the White Horse Ride/SWDR priority junction. Vehicle of this size are likely to deliver bricks and roof trusses.
- 2.4.6 The 18m low loader and the 16.5m articulated HGV are anticipated to be the largest vehicles that will require access to the site.

2.5 Pre-commencement survey

- 2.5.1 A pre-commencement survey shall be undertaken in the vicinity of the construction side access, the detailed of which will be confirmed with WBC prior to undertaken the survey.
- 2.5.2 Should any defects to the local road network and it can be confirmed that damages have occurred as a result of construction, the developer will rectify such defects at their expense.

2.6 Construction Traffic

- 2.6.1 The expected delivery rate of 100 dwellings per annum means that the construction programme is expected to last for 30 months (2.5 years).
- 2.6.2 Based upon previous experience associated with other residential developments, a development of 100 units per annum typically generates approximately 26 two-way (13 arrival/ 13 departure) HGV movements per day during the construction phase.



- 2.6.3 In terms of construction worker movements, information obtained at other residential development sites indicate that approximately 4 construction workers can be expected to be on site for every 3 residential buildings being constructed per annum. For the scale and rate of development associated with R7/R13 there is expected to be in the region of 130-135 construction workers on site at a time. However, during the initial infrastructure and access works the actual number of construction workers on the site is likely to be lower.
- 2.6.4 Construction worker vehicle trip rates obtained from other residential construction sites indicate that the number of light vehicle movements that would be generated by 130-135 workers would be in the region of 186 two-way (93 arrival/93 departure) movements a day. The majority of these would be outside of peak hours and these journeys would be unlikely to have a discernible impact on the operation of the local highway network.
- 2.6.5 The efficiency of operations will be maximised wherever possible to minimise the number of movements required. Furthermore, movements will be evenly spread throughout the day (avoiding busiest periods where possible to minimise the impact on the local highway network).
- 2.6.6 Once appointed, the principle contractor will provide details of the fleet operator schemes which will be mandated for HGV fleet in use on site.

2.7 Construction Compound

- 2.7.1 The construction compound will be located on in the north-eastern part of the site, as shown in **Appendix D**. The compound area will include welfare facilities including offices, meeting rooms, toilets, a drying room and a canteen. Should the compound need to be moved then an updated CEMP, with an updated version of **Appendix D**, will be submitted to the LPA for approval.
- 2.7.2 The parking area for construction worker and visitors will be provided in the form of two car parks, one to the east of the compound, which has 37 spaces, and one to the west, which has 48 spaces. The provision of parking within the site will negate the need for vehicles to park on roads in the vicinity of the site. Cycle parking will be provided for 16 bicycles in an area to the north of the construction compound area and workers will be encouraged to cycle, where possible.
- 2.7.3 To the west of the compound, there will be a material storage area, where material deliveries will be received, organised, and stored immediately upon delivery. There will also be a waste management area to the north of the construction compound area, which will house colour-coded skips for different waste streams, as well as separate receptacles for the disposal of residual general site waste that cannot be recycled or reused.
- 2.7.4 Deliveries to the material storage area will be supported by a trained banksman. This arrangement will ensure that loading / unloading activities will take place in a coordinated manner within the site and not along the public highway at the site entrance. Moreover, the deliveries will be scheduled such that there is no need for vehicles waiting on the highway.
- 2.7.5 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 a forward gear. Consequently, there will not be a requirement for the vehicles to undertake turning manoeuvres on any area of the public highway.



2.8 Haul Routes

- 2.8.1 Movements of construction vehicles within the site and to/from the construction compound 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. Haul routes will be provided no wider than is necessary.
- 2.8.2 No construction or construction supply vehicles shall exceed a speed of 15mph within the site. A speed limit of 10mph will be implemented within the construction compound areas. The Contractor will take responsibility for enforcing speeds in relation to all site and supply vehicles involved with the construction process.
- 2.8.3 As well as providing haul routes for construction vehicles, a segregated route will also be provided within the site in order to safely facilitate visitor trips, including those undertaken by foot or cycle. The primary vehicular routes to the site compound and material store, as well as the pedestrian access route to the compound are shown in **Appendix D**.

2.9 Construction Vehicle and Non-Mobile Machinery Emissions

- 2.9.1 All vehicles and non-mobile machinery use on site will comply with the Euro VI Emissions Standards as a minimum.

2.10 Public Rights of Way

- 2.10.1 There are no existing Public Rights of Way within the R7/R13 site boundary.
- 2.10.2 The only Public Right of Way in the vicinity of the site is footpath WOKW5, which is located immediately to the south of the site, within the boundary of parcel R11.

Figure 2.1: Existing Public Rights of Way



- 2.10.3 Footpath WOKW5 provides a connection between Easthampstead Road and a 3m shared use footway/cycleway at the southern side of the Eastern Gateway roundabout. If WOKW5 needs diverting as part of R7/R13 infrastructure works, given it lies to the north of the proposed housing, it could be diverted via the shared foot/ cycleway on the southern side of the SWDR and eastern side of White Horse Ride. This would be agreed between the principle contractor and WBC, if necessary.

2.11 Boundary Fencing

- 2.11.1 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 visual screening. Such measures would take the form Heras type fencing to all other boundaries.
- 2.11.2 The use of Heras 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.



- 2.11.3 Precise details of the boundary fencing will be confirmed by the Contractor prior to the works commencing, if required. Of note is that the fencing must be positioned in a manner that doesn't impede any pedestrian or vehicular routes.

2.12 Construction Working Hours

- 2.12.1 In order to ensure the completion of the proposed site within expected timescales, construction work will be undertaken between 08:00 - 18:00 hrs on Mondays to Fridays and between 08:00 - 13:00 hrs on Saturdays and at no time on Sundays or Bank / National Holidays.
- 2.12.2 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, however construction traffic would avoid William Heelas Way at school term times during the peak hours of 08.00-09.00 and 14.30-16.00.
- 2.12.3 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 WBC. This would also include agreement for any required lighting during the extended construction hours to be sensitively located in consideration for wildlife.



3.0 Environmental Controls

3.1 Context

- 3.1.1 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.
- 3.1.2 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.

3.2 Noise & Vibration Reduction

- 3.2.1 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 potential impacts on local residents. Suitable mitigation measures to be used include:
- The use of quieter alternative methods or mechanical plant, where reasonably practicable.
 - Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties, where reasonably practicable.
 - The use of site hoardings within the construction compound or portable acoustic enclosures / screens around noisy plant or processes, where reasonably practicable.
 - Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
 - Shutting down equipment when not in use.
 - Pumps and generators to be acoustically screened if required to operate outside of normal working hours.

3.3 Dust Suppression

- 3.3.1 A number of control procedures will be implemented in order to reduce the potential for dust emission as far as practicable. Such measures include:
- Wheel washing facilities will be located at the construction access to ensure the local road network is kept clear from mud and dust.
 - All HGVs removing loose materials from the site will be fully sheeted to minimise the risk of any spillage of mud or dusty material.
 - In dry weather, haul routes and stockpiles will be dampened down to help prevent dust migrating from the site.
 - Ensure speed limits along haul routes are adhered to.
 - Use dust suppression techniques such as water sprays when undertaking cutting, grinding and demolition activities.



- Load demolished material into appropriate waste / recycling skips as soon as possible.

3.3.2 The wheel washing will be undertaken by a site operative using a jet wash at the entrance to the construction areas. A run-off area with polythene filled with shingle will be placed to trap any silt run off. This will be removed when it becomes silted up.

3.4 Fire Prevention

3.4.1 No burning of any materials will be permitted on site. Furthermore, flammable materials will be stored appropriately within the construction compound in order to reduce the risk of accidental fire.

3.4.2 A Fire Risk Assessment & Fire Safety Plan will be produced for the site to include:

- details of methodologies to be used to help prevent fires on site, such as Hot Works Permits, Reducing the requirements for cutting on site, hot works exclusion areas etc.
- a detailed plan showing the location of all fire detection, fire alarm and firefighting equipment within the site compound, compound buildings and generally on site.
- Details of emergency escape routes and assembly points
- The locations of the nearest Mains Fire Hydrants
- The protocols to be followed upon the discovery of a fire on site.

3.5 Pest Control

3.5.1 If not controlled, vermin can impact on neighbouring properties and land. Therefore, during the construction stage the contractor will ensure a clean and tidy site is kept at all times including appropriate storage and disposal of any food waste.

3.5.2 The contractor will also prevent accumulation of excessive refuse on the site and ensure the correct and satisfactory stopping up and sealing of all disused drains where applicable.

3.6 Lighting

3.6.1 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.

3.7 Mud Prevention

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

3.7.2 The wheel washing will be undertaken by a site operative, as necessary, using a jet wash at the access to the site. A run-off area with polythene filled with shingle or similar will be placed to trap any silt run off. This will be removed when it becomes silted up.



3.7.3 All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.

3.7.4 Regular inspections of the construction access as well as Waterloo Road 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.

3.8 Material Excavation and Subsurface Construction

3.8.1 Details of the methodology for such excavation activities will be undertaken in accordance with the Contractor's method statement for the works.

3.9 Surface Water Management Measures

3.9.1 The site is not located within an area that is susceptible to flooding and therefore there are no special considerations are needed in terms of storage of materials within a designated floodplain. Nor are there any existing watercourses located nearby to any of the construction activities.

3.9.2 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. As necessary, culverts will be constructed during dry periods wherever possible with the existing watercourse temporary diverted or pumped downstream to avoid the works. Silt control measures will be employed as appropriate.

3.9.3 Fuel, lubricating oils and chemicals will be stored appropriately within the construction compounds which are located away from any existing watercourses. The storage areas will be constructed with an impervious base and surrounded with an effective and impervious bund capable of holding the full contents of the store plus 10%. All stores are to be kept locked when not in use. Refuelling of equipment will take place within the storage compounds given that they are remote from any watercourse or drain. Any leaking or empty drums or chemical containers will be contained immediately.

3.10 Trees and Hedges

3.10.1 Plans identifying the trees and hedgerows within the site which are identified for retention or removal are set out within the arboricultural report prepared by ACD. For ease of reference, the Tree Protection Plan produced as part of the arboricultural report is included in **Appendix E** - this 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. It should be noted that there is an area of Ancient Woodland in the north-eastern corner of the site. Due to this being a sensitive receptor the fencing in this location will have dust suppression sheeting attached for additional protection.

3.10.2 **Appendix E** also contains a separate drawing illustrating the tree protection fencing in the context of the construction compound, car park, skills area and materials store.



3.11 Ecological Management

Badgers

- 3.11.1 Whilst surveys carried out by ECOSA did not identify any Badger setts within the Zone of Influence of the Proposed Development, it is anticipated that site clearance and construction will be preceded by a pre-commencement check of the site for Badger activity by a suitably qualified ecologist within one month of the onset of clearance activity.
- 3.11.2 If any active badger sett is found, then in the first instance a suitably experienced Ecologist will need to determine whether it is possible to avoid disturbance or damage to that sett through working to a Method Statement and installing appropriate protective fencing. If this is not possible, then a licence will be obtained from Natural England to enable the sett to be closed, and mitigation will be developed at this point and secured through the licence application process.
- 3.11.3 If burrows (which could be badger setts) are unexpectedly encountered, work involving ground disturbance should not take place within 350m of the burrow entrance unless a suitably experienced Ecologist has given approval. This applies in particular around any wooded areas.
- 3.11.4 In addition to these specific measures the following Best Practice Measures will be adhered to:
- No storage of machinery, materials, fuel and chemical storage within 50m of any setts.
 - All pits, excavations or tanks will be securely covered overnight to prevent badgers falling in and being injured or trapped. Where excavations cannot be covered, a suitable means of escape will be provided.

Nesting Birds

- 3.11.5 The Environmental Statement Ecology Chapter (2021) found that the site is suitable for a wide range of common and widespread nesting bird species.
- 3.11.6 Any clearance of trees, hedgerows or scrub undertaken in the course of implementation work should be conducted where possible between September and February (inclusive), to avoid the bird nesting season, as nesting birds are afforded protection under the Wildlife & Countryside Act 1981 (as amended).
- 3.11.7 If such works must however be undertaken within the nesting season, it will be necessary for a suitably experienced ecologist to check the vegetation to be removed no more than 24 hours before the commencement of operations. The discovery of an active nest in the course of this check would require the maintenance of an exclusionary buffer zone until such time as any fledglings depart the nest.
- 3.11.8 Tree fencing will also need to be installed to protect vegetation that may support nesting birds.

Bats

- 3.11.9 The Environmental Statement Ecology Chapter (2021) identified that the removal of the treelines or hedgerows may result in the severance of linear habitat features that may be used by foraging and commuting bats.



3.11.10 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.

3.11.11 Construction will take place during daylight hours to avoid disturbance to foraging and commuting bats through an increase in lighting and noise, although where construction lighting is required, it must not be allowed to shine onto any retained trees, particularly in relation to the trees on the northern boundary of the proposed site.

3.11.12 As part of the construction of R7/R13, a total of 74 bat boxes will be installed within the design of the new units in suitable locations/ elevations, which are away from artificial light sources. Further information is contained within the ECOSA Mitigation Strategy, August 2026.

Reptiles

3.11.13 Although it is considered unlikely that there are reptiles on the site, if the site has been colonised by reptiles the clearance of grassland has the potential to result in the killing and injury of individual reptiles. The clearance of grassland will also result in a loss of suitable reptile habitat.

3.11.14 A destructive search will be undertaken to prevent harm to individual reptiles if present within the construction area, including the site compound. This will involve the scraping of the top layer of soil using an excavator with a toothed bucket, under the supervision of a suitably qualified ecologist. If any reptiles are encountered these will be removed by hand into suitable retained habitat. The destructive search should be undertaken when both reptiles and great crested newt are active, between March and October, and in suitable weather conditions.

Amphibians

3.11.15 Great crested newt surveys were undertaken in 2015 and 2017 across all accessible ponds within 500 metres of the site and the wider area, in preparation for the Outline Planning Application for the Phase 2 SDL. Surveys have also been conducted in 2026. These surveys recorded a medium population of great crested newt within one pond to the north of the site, while great crested newt were recorded as likely absent from all other surveyed ponds.

3.11.16 Given the distance of Parcel R7/R13 from the known population of great crested newt and the existing building works between Parcel R7/R13 and the pond, it is considered unlikely that great crested newt would be present on site.

3.11.17 However, the destructive search works detailed in Paragraph 3.11.14 will also prevent impacts to individual great crested newt. Should a great crested newt be encountered during the destructive search works, then works will be stopped and Natural England will be contacted to determine the next steps, which will likely include the application for a EPSM licence.



European Hedgehog and Common Toad

3.11.18 European hedgehog and common toad are a Species of Principal Importance, under the Natural Environment and Rural Communities Act 2006 and this requires consideration of their conservation. In order to prevent harm to these species during construction, a watching brief will be maintained for these species during all clearance works. Any common toad or European hedgehog encountered will be moved carefully by hand into suitable areas of retained habitat.



4.0 Construction Management

4.1 Context

- 4.1.1 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.

4.2 Monitoring and Review Mechanisms

Compliance Checks

- 4.2.1 An Ecological Clerk of Works (ECoW) will be present for the destructive search to ensure compliance with the destructive search methodology.
- 4.2.2 Following site clearance and on commencement of construction works, the construction Site Manager will arrange for regular ad hoc checks throughout the construction period to ensure compliance with the measures set out within this document. In addition, an ECoW will attend site on a monthly basis to ensure compliance.

Compliance Reports

- 4.2.3 On completion of the works a formal ecological compliance report will be produced and submitted to WBC, summarising the findings of the compliance checks undertaken throughout the construction period (see 'Ecological Management' in Section 3) and confirming that the ecological measures set out within this document have been complied with.

4.3 The Considerate Constructors Scheme

- 4.3.1 The way in which the entire site is managed will be underpinned by the principles set down in the Considerate Constructors Scheme (CCS), to which the developer is fully committed. This is a national scheme, endorsed by Central Government and created by the construction industry to improve the industry's image through better, more professional working practices. The site will therefore be registered with the CCS. The scheme's broad principles are:

- Considerate: Work to be conducted 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 conducted with care and consideration.
- Responsible: Everyone on site complies with the code.
- Accountable: Site contact details to be easily accessed.



- 4.3.2 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.

4.4 Implementation Strategy

- 4.4.1 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.
- 4.4.2 It is proposed that the operation of the Construction Environmental Management Plan is regularly reviewed and updated as necessary on an ongoing basis.

4.5 Communication Plan

- 4.5.1 The Site Manager would appoint a suitably skilled member of staff to undertake the role as the Construction Liaison Officer. This person will act as the single point of contact for local residents, businesses, community groups, ward members, and other stakeholders. Their role is to provide timely, transparent updates on construction progress, upcoming milestones, and any periods of increased activity that may temporarily affect the local area.

Construction Liaison Officer Objectives

- Maintain trust and transparency with the local community.
- Minimise uncertainty by providing clear, timely, and accurate information.
- Reduce complaints by addressing issues early and proactively.
- Support compliance with planning conditions, the CEMP, and best-practice construction management.

Construction Liaison Officer Core Responsibilities

- **Single point of contact:** Provide a clear, accessible communication channel for residents, businesses, and stakeholders.
- **Proactive information sharing:** Issue timely updates on construction progress, key milestones, and any activities that may cause noise, traffic, or disruption.
- **Advance notifications:** Circulate letters, emails, or online updates ahead of high-impact works such as piling, crane operations, road closures, or extended working hours.
- **Community engagement:** Organise and attend drop-in sessions, briefings, or meetings with local groups and ward members where required.
- **Complaint handling:** Log, acknowledge, and respond to all enquiries and complaints within agreed timescales (typically 24–48 hours), ensuring issues are investigated and resolved.
- **Monitoring and reporting:** Maintain a record of all communications, complaints, and actions taken, and provide updates to the project manager and local authority as required.



- **Coordination with site team:** Work closely with the site manager to ensure all information shared with the public is accurate, up-to-date, and aligned with the construction programme.
- **Promoting good practice:** Ensure residents are aware of measures in place to manage noise, dust, traffic, and safety, and communicate any changes promptly.
- **Emergency communication:** Provide rapid updates in the event of unexpected incidents, unplanned disruption, or urgent safety matters.

Example of Construction Liaison Officer Letter

- 4.5.2 It is not possible to provide key construction dates at this time as the principal contractor has not been appointed and the detailed construction programme is not finalised.
- 4.5.3 Once this has occurred, key dates associated with the construction programme will be shared with local residential and councillors via letter. Subsequent letters will also be issued by the Construction Liaison Officer, which could include information associated with potential impacts from increase construction noise, traffic, or the implications of utility diversions.
- 4.5.4 Below is an example of the content of a letter that would be distributed to local residential and councillors.

Thank you for your continued patience as work progresses on the Miller Construction Site. We're committed to keeping you informed about what's happening, what's coming up, and how we're working to minimise disruption.

We are writing to update you on upcoming construction activities over the next two weeks as the project will enter a period of increased activity as we complete the foundation works. This will involve additional concrete deliveries on three days to ensure the pour is completed safely.

We do not anticipate any road closures, but there may be short periods of traffic management at the site entrance to allow vehicles to enter and exit safely. Noise levels will be monitored throughout, and all works will be carried out in accordance with the approved Construction Environmental Management Plan.

If you have any questions or concerns, please contact our Construction Liaison Officer, [Name], on [phone number] or via email at [email]. We will continue to provide regular updates as the project progresses.

4.6 Construction Travel Plan

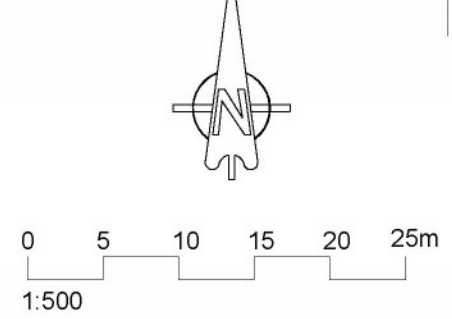
- 4.6.1 In addition to ensuring that the impact of the construction / delivery related traffic is minimised, a Construction Travel Plan (CTP) has been separately prepared to encourage the workforce and visitors to the Site travel by sustainable modes. This is enclosed in **Appendix F**.



APPENDICES



Appendix A – R7/R13 Site Layout



- KEY**
- SITE BOUNDARY
 - FENCING REFER TO ENCLOSURES LAYOUT FOR DETAILS
 - 1.5m BRICK SCREEN WALL
 - BLOCK PAVED SURFACE COLOUR: BRINDLE RED
 - BLOCK PAVED SURFACE COLOUR: CHARCOAL GREY
 - TURF TO GARDENS
 - INDICATIVE TREE PLANTING (subject to detailed landscape design)
 - EXISTING TREES TO BE RETAINED (subject to ARB survey)
 - EXISTING RPA TO BE RETAINED (subject to ARB survey)
 - EXISTING SHRUB PLANTING (subject to ARB survey)
 - INDICATIVE TREE PLANTING (refer to detailed landscape proposals)
 - INDICATIVE SHRUB PLANTING (refer to detailed landscape proposals)
 - GATE
 - DOOR AND PATIO TO REAR ACCESS
 - DOOR/LEVEL THRESHOLD AND PATH IN CONCRETE SLABS
 - FOOTPATH
 - ACTIVE FRONTAGE / ADDITIONAL WINDOW
 - PRIVATE DWELLINGS
 - AFFORDABLE SOCIAL RENTED DWELLINGS
 - AFFORDABLE AFFORDABLE RENTED DWELLINGS
 - AFFORDABLE SHARED OWNERSHIP DWELLINGS
 - DWELLINGS WITH CHIMNEYS
 - SHED FOR CYCLE STORAGE
 - RAIN GARDEN
 - INDICATIVE LOCATION OF AIR SOURCE HEAT PUMPS

PLOTS 4000-4008

Parcel R07 - ST. MODWEN

Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Apartments	15.38%				
Block 3 - 1BAP	1 Bed (182P) Apartment	548	3	1644	2
	1 Bed (182P) Apartment	571	1	571	3
2 Bed Apartments	23.08%				
Block 3 - 2BAP	2 Bed (284P) Apartment	806	5	4030	3
L256 - Glenmont	2 Bed (283P) FOG	753	1	753	3
3 Bed Houses	42.31%				
H385 - Embley	2 Bed House	1036	1	1036	4
H482 - Birchgate	3 Bed + Study Townhouse	1218	10	12180	5
4 Bed Houses	19.23%				
H486 / H486A - Presgate	4 Bed + Study Townhouse	1390	5	6950	7
Sub Totals			26	27164	
Affordable	33%				
Social Rented	77%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
2 Bed Houses	60%				
AL24 / AL24A - Baymont	2 Bed House	850	6	5100	4
3 Bed Houses	40%				
AL32 - Lockton	3 Bed House	1001	4	4004	5
Sub Totals			10	9104	
Shared Ownership	23%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
2 Bed Houses	33%				
AL24 - Baymont	2 Bed House	850	1	850	4
4 Bed Houses	67%				
AL41 - Torwood	4 Bed House	1143	2	2286	6
Sub Totals			3	3136	
Grand Totals			39	39404	
Net area (Acres)		2.18		Sqft/Acre	18075

Parcel R07 R13

Private

Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Apartments	5%				
Block 2 - 1BAP	1 Bed (182P) Apartment	541	3	1623	2
Block 3 - 1BAP	1 Bed (182P) Apartment	541	3	1623	2
Block 3 - 1BAP	1 Bed (182P) Apartment	571	1	571	3
2 Bed Apartments	10%				
Block 2 - 2BAP	2 Bed (284P) Apartment	754	2	1508	3
Block 2 - 2BAP	2 Bed (284P) Apartment	778	6	4668	3
Block 3 - 2BAP	2 Bed (284P) Apartment	806	5	4030	3
L256 - Glenmont	2 Bed (283P) FOG	753	1	753	3
2 Bed Houses	14%				
L255 - Delmont	2 Bed (3P) House	758	18	13644	4
L261 - Denon	2 Bed (3P) House	758	2	1516	4
3 Bed Houses	52%				
L356 - Denton	3 Bed House	907	8	7256	5
L358 / L358A - Whitton	3 Bed House	947	3	2841	5
L360 - Clifton	3 Bed House	978	2	1956	5
L361 - Braxton	3 Bed House	996	11	10956	5
L362 - Clayton	3 Bed House	1018	1	1018	5
H385 - Embley	2 Bed House	1036	1	1036	4
L454 - Haywood	3 Bed + Study House	1130	5	5650	6
L367 - Kipton	3 Bed Townhouse	1177	17	20009	5
H482 - Birchgate	3 Bed + Study Townhouse	1218	23	28014	5
LR - Laurel	3 Bed Townhouse	1380	2	2760	5
4 Bed Houses	19%				
L467 - Beauwood	4 Bed House	1379	3	4137	7
L470 - Briarwood	4 Bed House	1419	2	2838	7
L472 - Crosswood	4 Bed House	1500	7	10500	7
L473 - Clearwood	4 Bed House	1637	2	3274	7
L473A - Clearwood(A)	4 Bed House	1650	1	1650	7
H486 / H486A - Presgate	4 Bed + Study Townhouse	1390	11	15289	7
Sub Totals			140	149123	
Affordable	35%				
Affordable Rented	11%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Flats	100%				
Block 1 - 1BFL	1 Bed (182P) Flat	539	8	4312	2
Sub Totals			8	4312	
Social Rented	60%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Flats	36%				
Block 1 - 1BFL	1 Bed (182P) Flat	539	16	8624	2
2 Bed Houses	47%				
AL24 / AL24A - Baymont	2 Bed House	850	21	17850	4
3 Bed Houses	16%				
AL32 - Lockton	3 Bed House	1001	7	7007	5
4 Bed Houses	2%				
AL41 - Torwood	4 Bed House	1143	1	1143	6
Sub Totals			45	34624	
Shared Ownership	29%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
2 Bed Houses	55%				
AL24 / AL24A - Baymont	2 Bed House	850	12	10200	4
3 Bed Houses	27%				
AL32 - Lockton	3 Bed House	1001	6	6006	5
4 Bed Houses	18%				
AL41 - Torwood	4 Bed House	1143	4	4572	6
Sub Totals			22	20778	
Grand Totals			215	208837	
Net area (Acres)		12.88		Sqft/Acre	16214

PLOTS 3001-3117

Parcel R13 - MILLER HOMES

Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Apartments	3%				
Block 2 - 1BAP	1 Bed (182P) Apartment	548	3	1644	2
2 Bed Apartments	9%				
Block 2 - 2BAP	2 Bed (284P) Apartment	763	2	1526	3
Block 2 - 2BAP	2 Bed (284P) Apartment	806	6	4836	3
2 Bed Houses	19%				
L255 - Delmont	2 Bed (3P) House	758	18	13644	4
3 Bed Houses	53%				
L356 - Denton	3 Bed House	907	8	7256	5
L358 / L358A - Whitton	3 Bed House	947	3	2841	5
L360 - Clifton	3 Bed House	978	2	1956	5
L361 - Braxton	3 Bed House	996	11	10956	5
L362 - Clayton	3 Bed House	1018	1	1018	5
L454 - Haywood	3 Bed + Study House	1130	5	5650	6
L367 - Kipton	3 Bed Townhouse	1177	17	20009	5
LR - Laurel	3 Bed Townhouse	1380	2	2760	5
4 Bed Houses	16%				
L467 - Beauwood	4 Bed House	1379	3	4137	7
L470 - Briarwood	4 Bed House	1419	2	2838	7
L472 - Crosswood	4 Bed House	1500	7	10500	7
L473 - Clearwood	4 Bed House	1637	2	3274	7
L473A - Clearwood(A)	4 Bed House	1650	1	1650	7
Sub Totals			93	96497	
Affordable	21%				
Social Rented	54%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
2 Bed Houses	69%				
AL24 / AL24A - Baymont	2 Bed House	850	9	7650	4
3 Bed Houses	23%				
AL32 - Lockton	3 Bed House	1001	3	3003	5
4 Bed Houses	8%				
AL41 - Torwood	4 Bed House	1143	1	1143	6
Sub Totals			13	11796	
Shared Ownership	46%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
2 Bed Houses	64%				
AL24 / AL24A - Baymont	2 Bed House	850	7	5950	4
3 Bed Houses	18%				
AL32 - Lockton	3 Bed House	1001	2	2002	5
4 Bed Houses	18%				
AL41 - Torwood	4 Bed House	1143	2	2286	6
Sub Totals			11	10238	
Grand Totals			117	118531	
Net area (Acres)		7.80		Sqft/Acre	15136

Parcel R13 - ST. MODWEN

Code	Type	ft²	Number	Total ft²	Habitable Rooms
H283 - Denon	2 Bed (3P) House	758	2	1516	4
3 Bed Houses	81.90%				
H482 - Birchgate	3 Bed + Study Townhouse	1218	13	15834	5
4 Bed Houses	28.57%				
H486 - Presgate	4 Bed + Study Townhouse	1390	6	8340	7
Sub Totals			21	25690	
Affordable	64%				
Affordable Rented	21%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Flats	100%				
Block 1 - 1BFL	1 Bed (182P) Flat	547	8	4376	2
Sub Totals			8	4376	
Social Rented	58%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Flats	73%				
Block 1 - 1BFL	1 Bed (182P) Flat	539	16	8624	2
2 Bed Houses	27%				
AL24 - Baymont	2 Bed House	850	6	5100	4
Sub Totals			22	13724	
Shared Ownership	21%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
2 Bed Houses	50%				
AL24 - Baymont	2 Bed House	850	4	3400	4
3 Bed Houses	50%				
AL32 - Lockton	3 Bed House	1001	4	4004	5
Sub Totals			8	7404	
Grand Totals			59	51194	
Net area (Acres)		2.90		Sqft/Acre	17653

PLOTS 4001-4059

Parcel R13 - ST. MODWEN

Code	Type	ft²	Number	Total ft²	Habitable Rooms
H283 - Denon	2 Bed (3P) House	758	2	1516	4
3 Bed Houses	81.90%				
H482 - Birchgate	3 Bed + Study Townhouse	1218	13	15834	5
4 Bed Houses	28.57%				
H486 - Presgate	4 Bed + Study Townhouse	1390	6	8340	7
Sub Totals			21	25690	
Affordable	64%				
Affordable Rented	21%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Flats	100%				
Block 1 - 1BFL	1 Bed (182P) Flat	547	8	4376	2
Sub Totals			8	4376	
Social Rented	58%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Flats	73%				
Block 1 - 1BFL	1 Bed (182P) Flat	539	16	8624	2
2 Bed Houses	27%				
AL24 - Baymont	2 Bed House	850	6	5100	4
Sub Totals			22	13724	
Shared Ownership	21%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
2 Bed Houses	50%				
AL24 - Baymont	2 Bed House	850	4	3400	4
3 Bed Houses	50%				
AL32 - Lockton	3 Bed House	1001	4	4004	5
Sub Totals			8	7404	
Grand Totals			59	51194	
Net area (Acres)		2.90		Sqft/Acre	17653

H 27.07.26 1.2m high post and rail fence located in the western POS area for SR R13, in front of plots 3026, 3027, 3042-3051, and 3078-3088, has been removed.

G 09.07.26 Drawing further updated in line with latest LPA consultation.

F 15.05.26 Drawing further updated with latest highways engineer's comments.

E 12.05.26 Drawing updated with latest landscape designs.

D 06.05.26 Block 1 including the northern path alignment to block 1 has been updated, sales garage for plot 4001, plots 3019, 4010-4021 & 4030-4032 repositioned, garage footprints updated, plots renumbered, bay window at the side of plot 3019 added, carports added for plots 4010 & 4013, plots 3020, 3111, 3114 & 3115 changed to 361, plots 3022-3023 allocated to MUGJ allocation instead of plots 3014 & 3041, Block 1 & 3 footprints and the respective parking count arrangements have been updated as per consultation feedback received from LPA and access very between plots 3009 & 4001 extended, visitor's bays next to location, plot 4070 handed, parking count access for block 2 has been updated to 4.5m per highway engineer's latest comments have been received, affordable rented tenure split have been updated as per LPA's comments.

C 15.01.26 Plot 3016 & 3040 been assigned with Briarwood, cycle stores for block 1 repositioned, following client's comments.

B 22.12.25 Accommodation schedule updated with NIA.

A 17.12.25 Accommodation schedule updated.

Rev. Description

Client

miller homes

aap architecture

Project SOUTH WOKINGHAM PHASE R07 & R13

Drawing Title PROPOSED PRESENTATION LAYOUT

Scale 1:500 @ A0

Date OCTOBER 2025

File P1905.R07.R13.01

Dwg No P1905.R07.R13.00

Rev. H

Checked DGP

Drawing Status

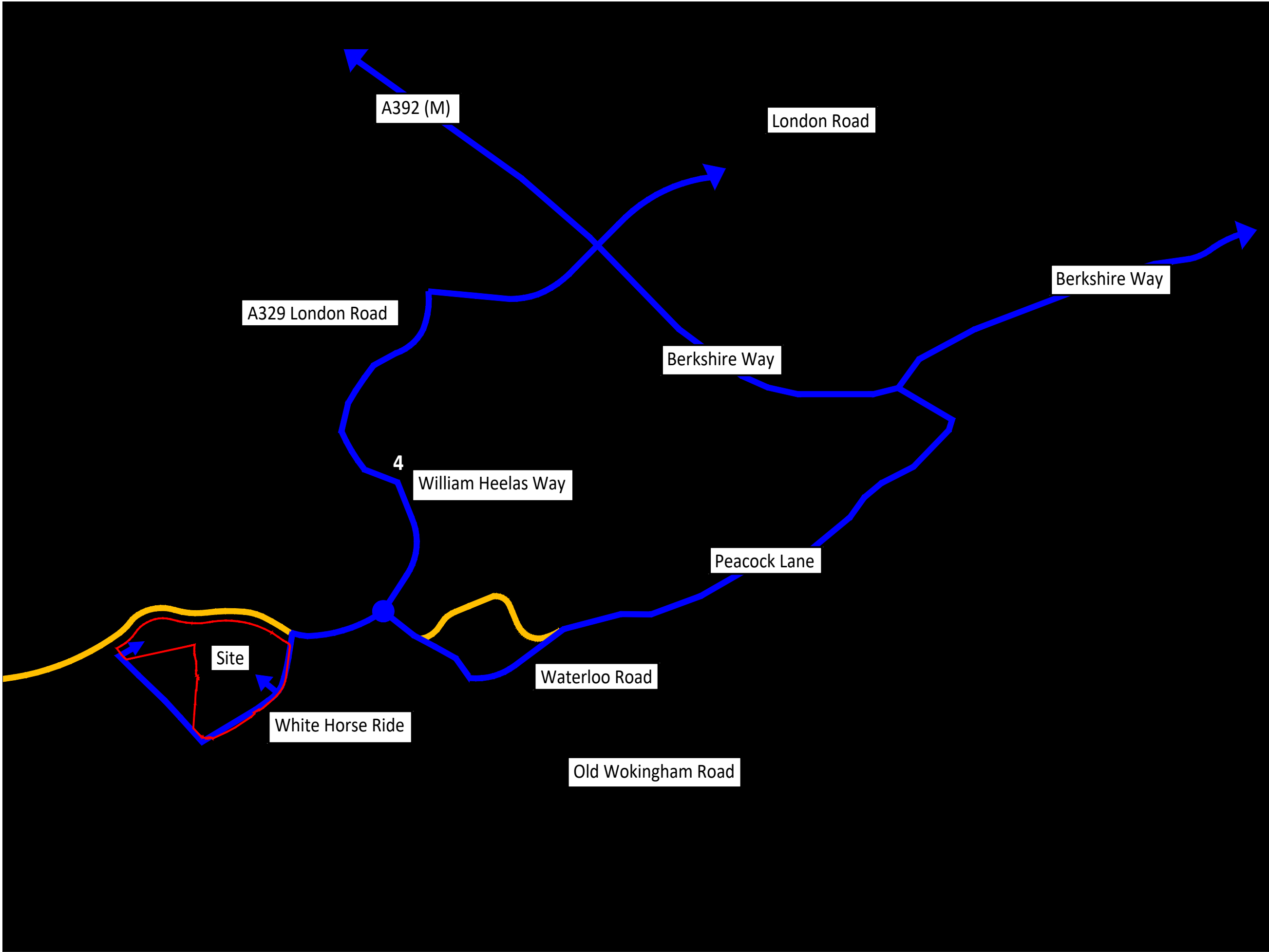
PLANNING

AAP Architecture Ltd
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T 01483 727343 E project@aap-ar.co.uk W aap-ar.co.uk

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Appendix B – Construction Routing Plan



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GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

-  Proposed Construction Traffic Route
-  Under Construction
-  Site
-  Temporary Construction Access

P1	02.26	First Issue			IM SM
Rev	Date	Description			Drawn Checked



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Client

MILLER HOMES

Project

SOUTH WOKINGHAM SDL
PARCEL R7 & R13

Title

CONSTRUCTION TRAFFIC
ROUTING PLAN

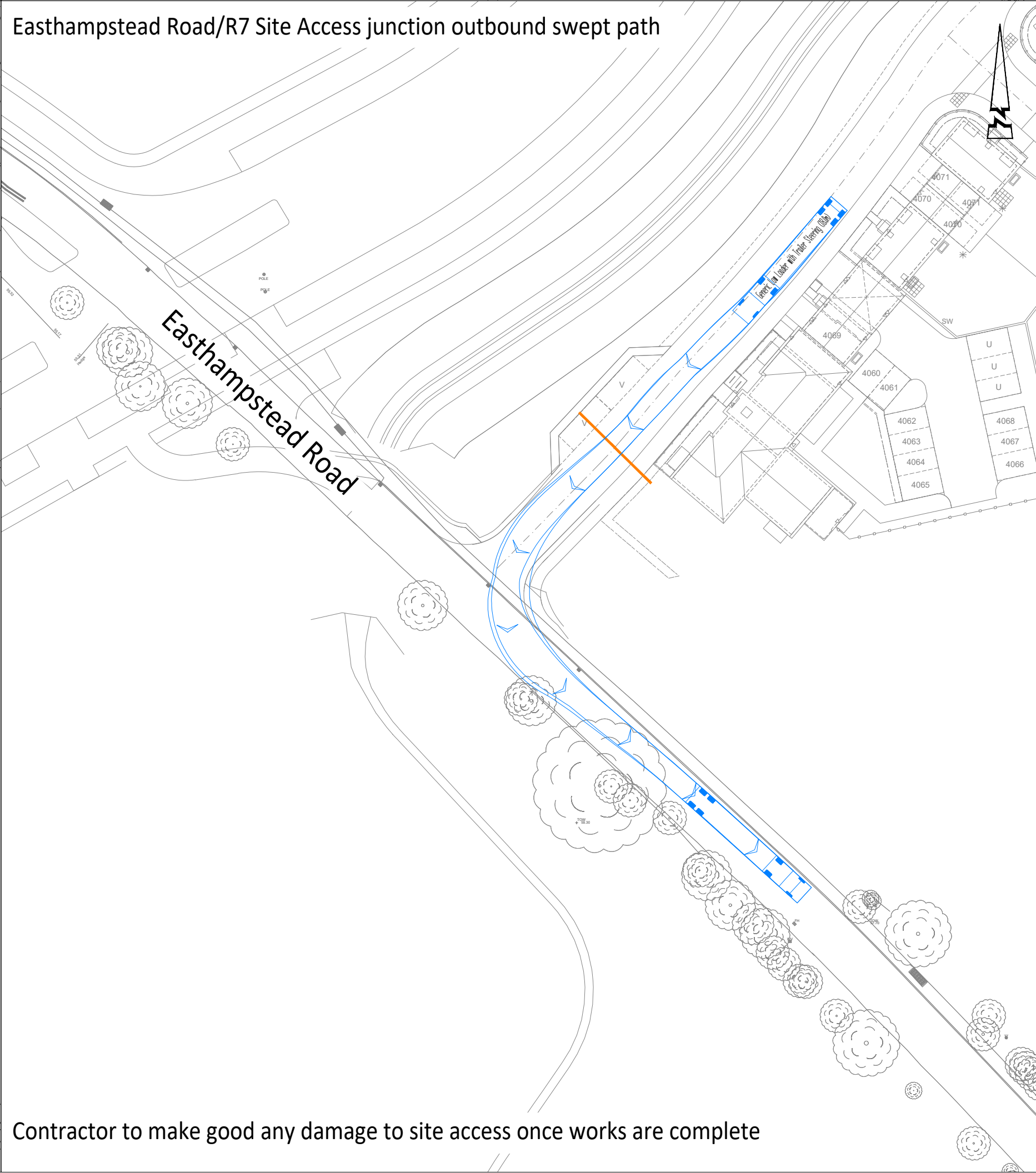
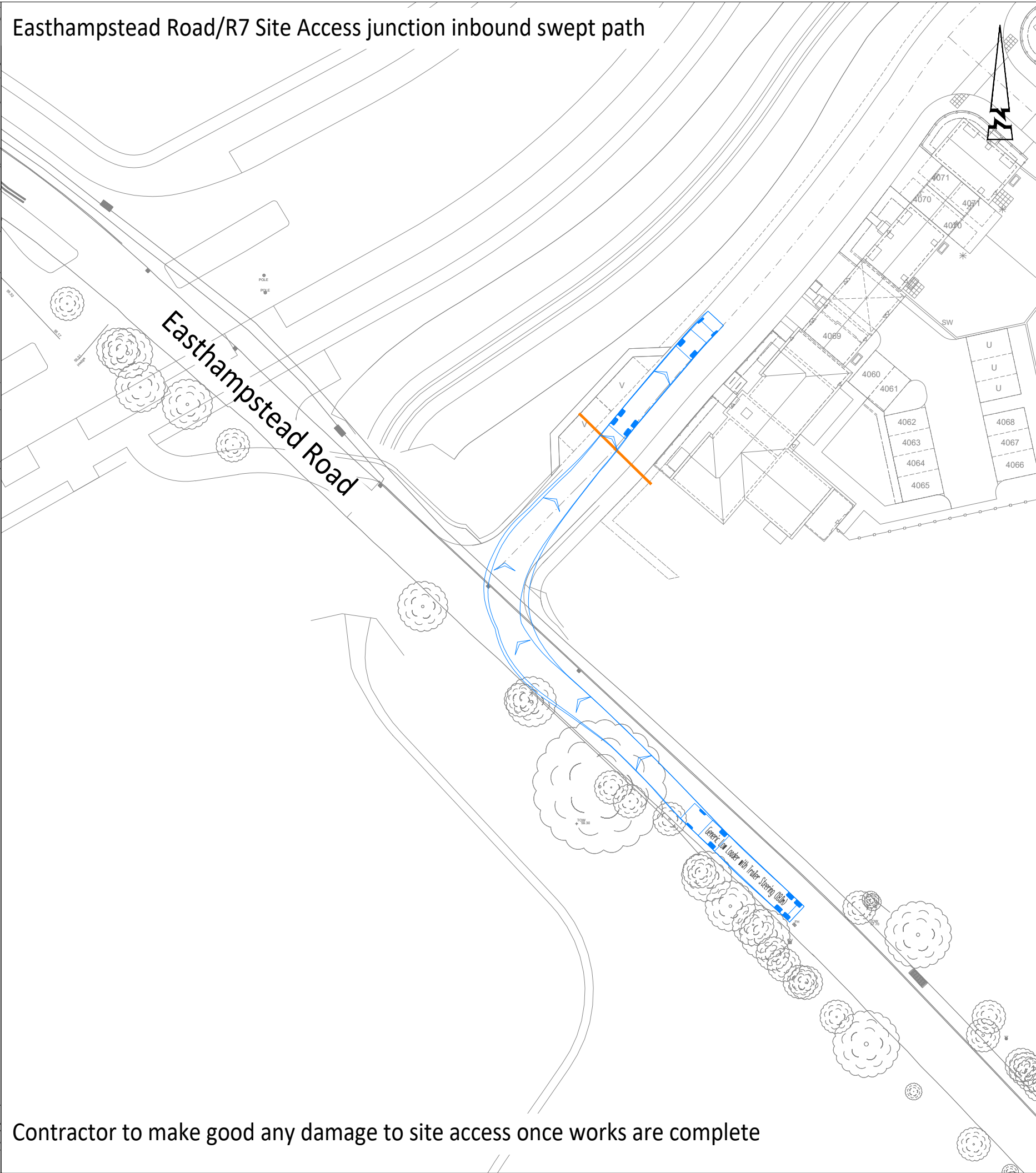
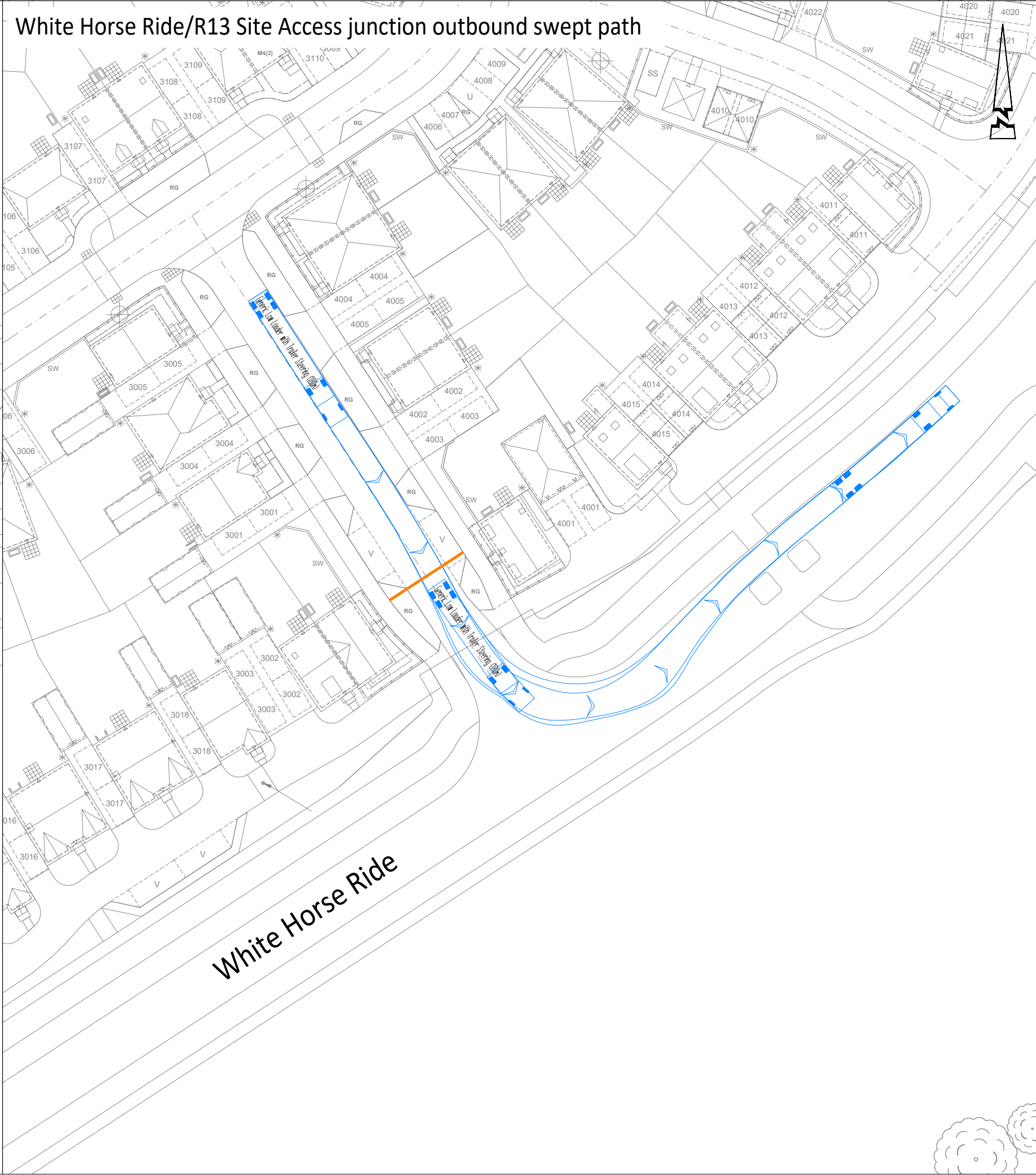
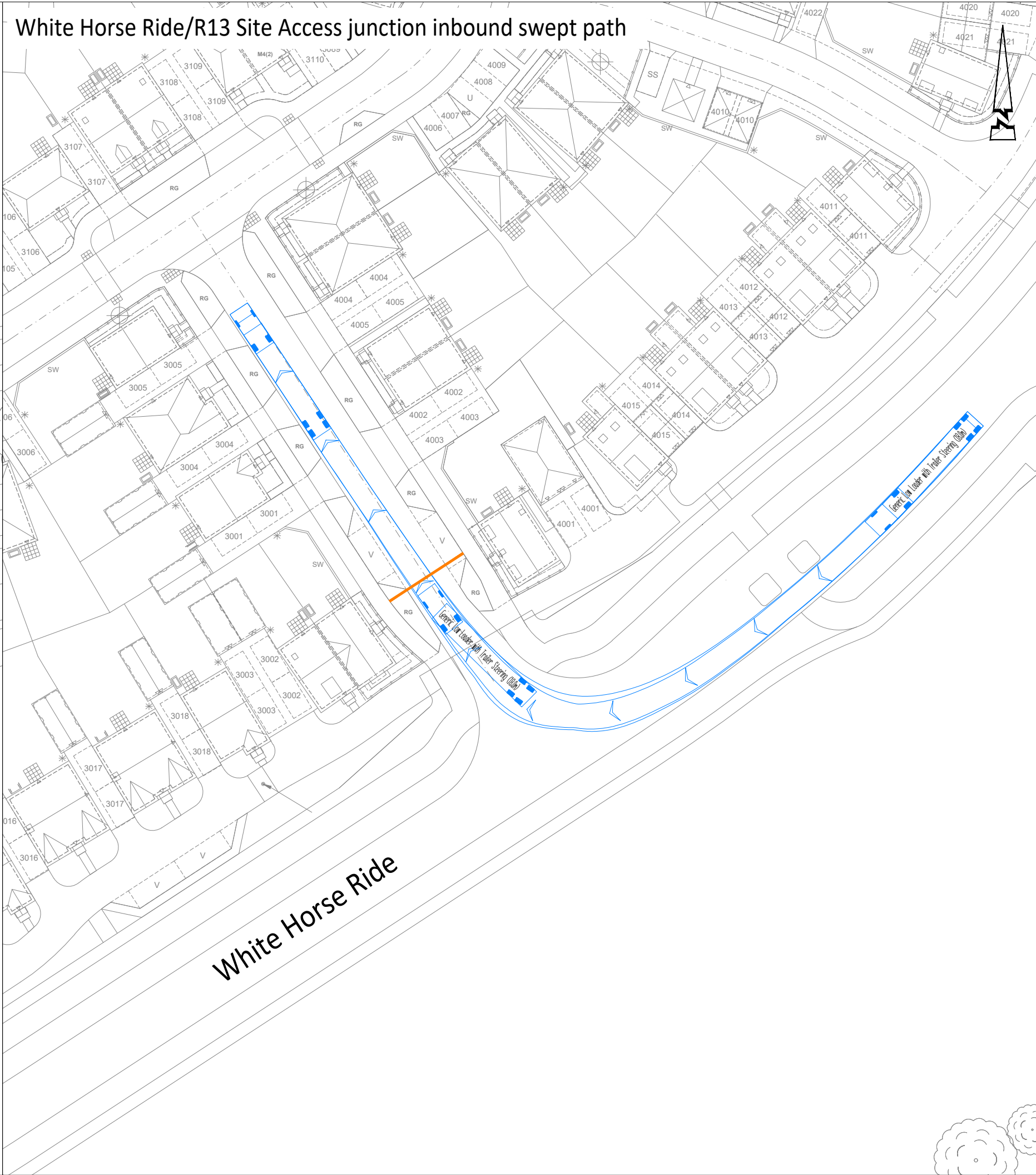
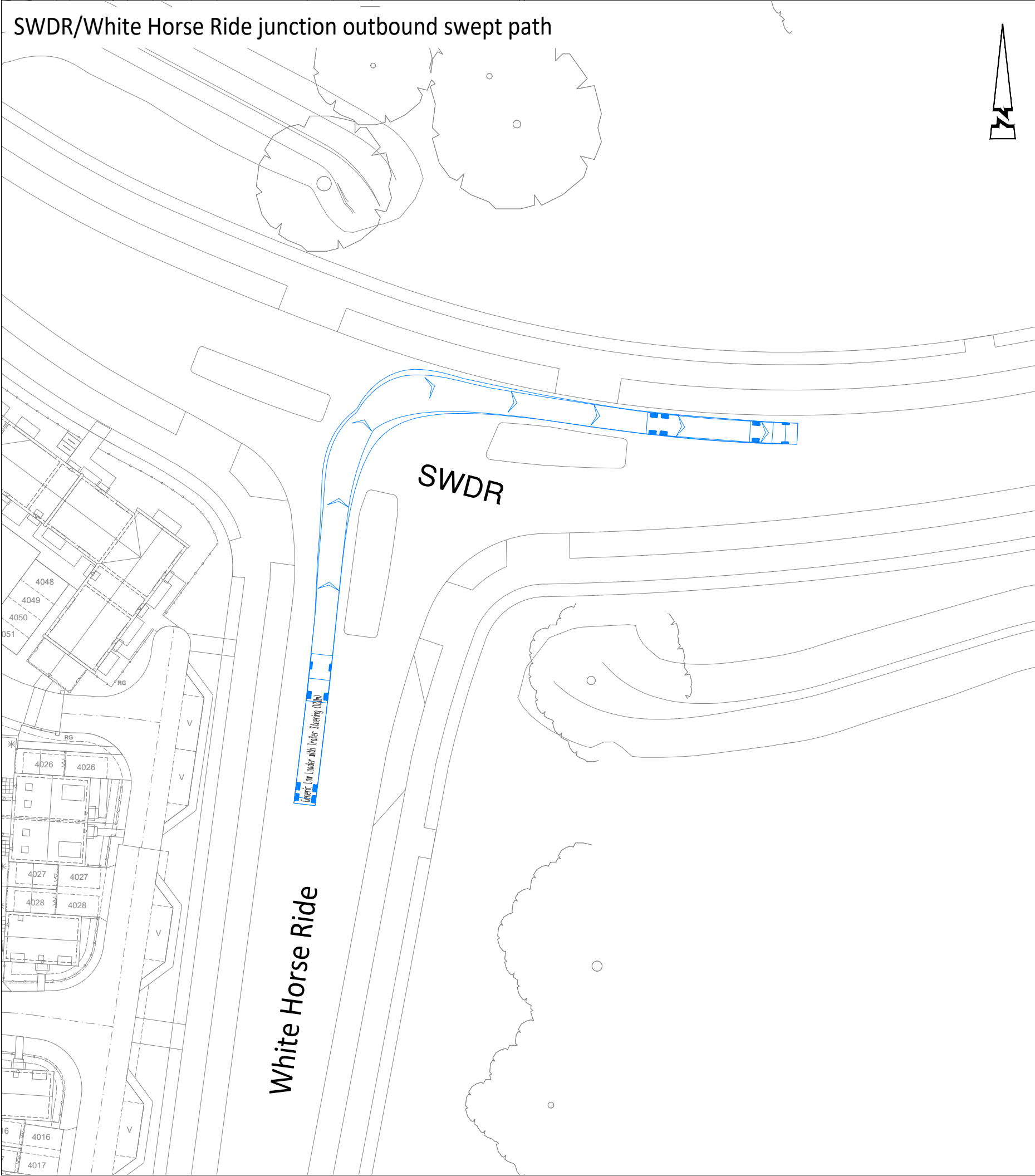
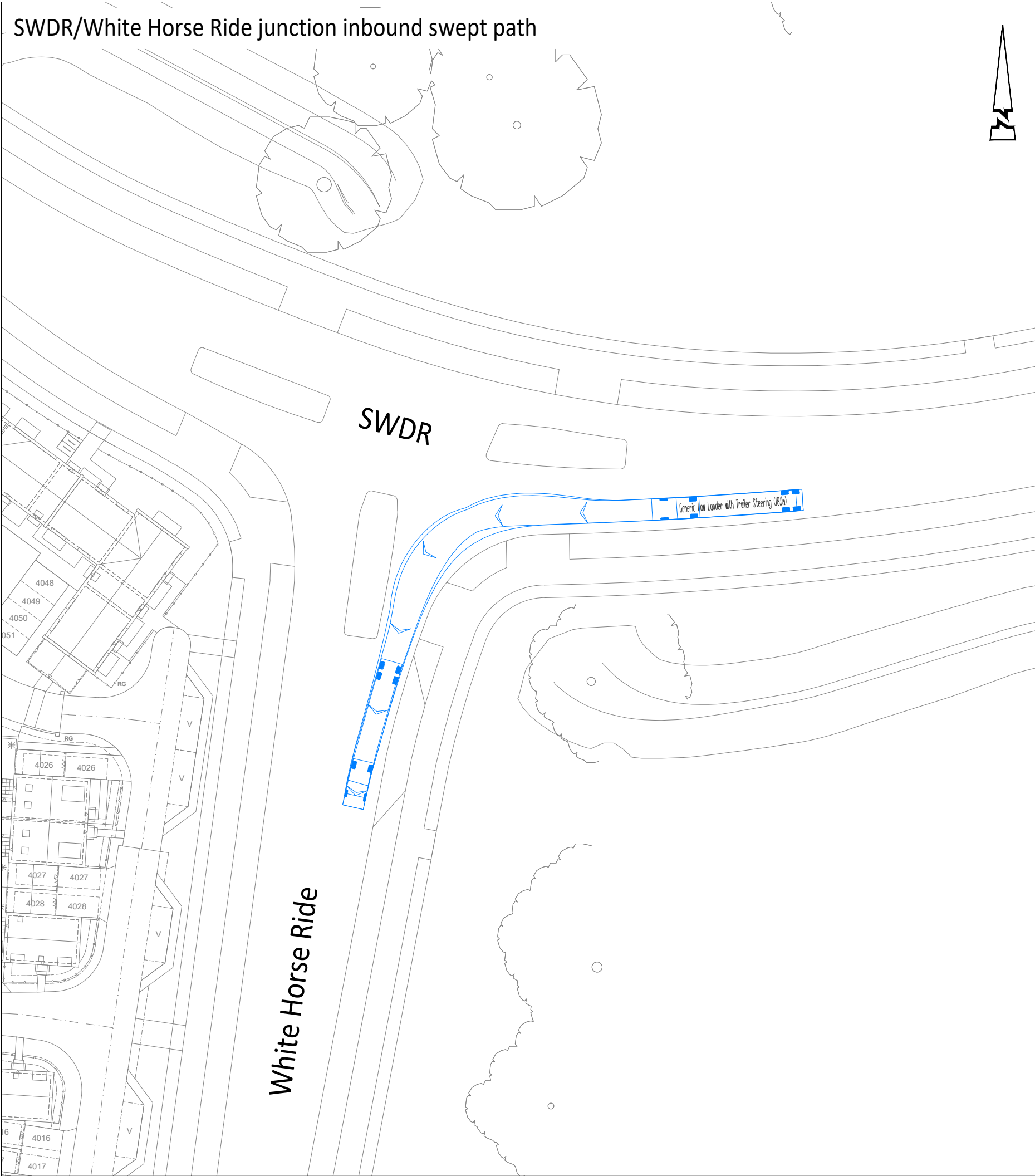
Status

FOR INFORMATION

Scale	Date	Drawn	Checked
NTS @ A3	June 26	IM	SM
Drawing No A389-139			Revision P1

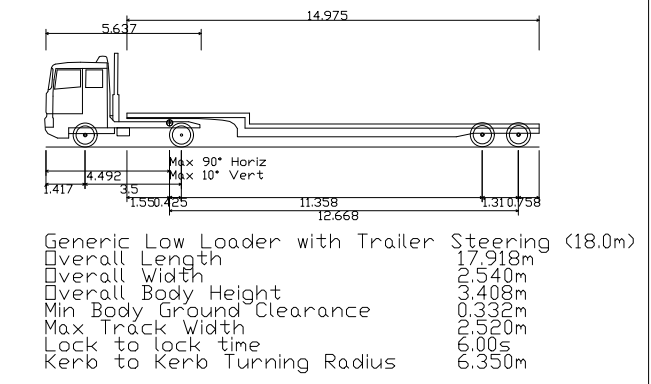


Appendix C – Construction Access and Vehicle Swept Path Analysis



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Key:
Indicative gates (22m away from site access)

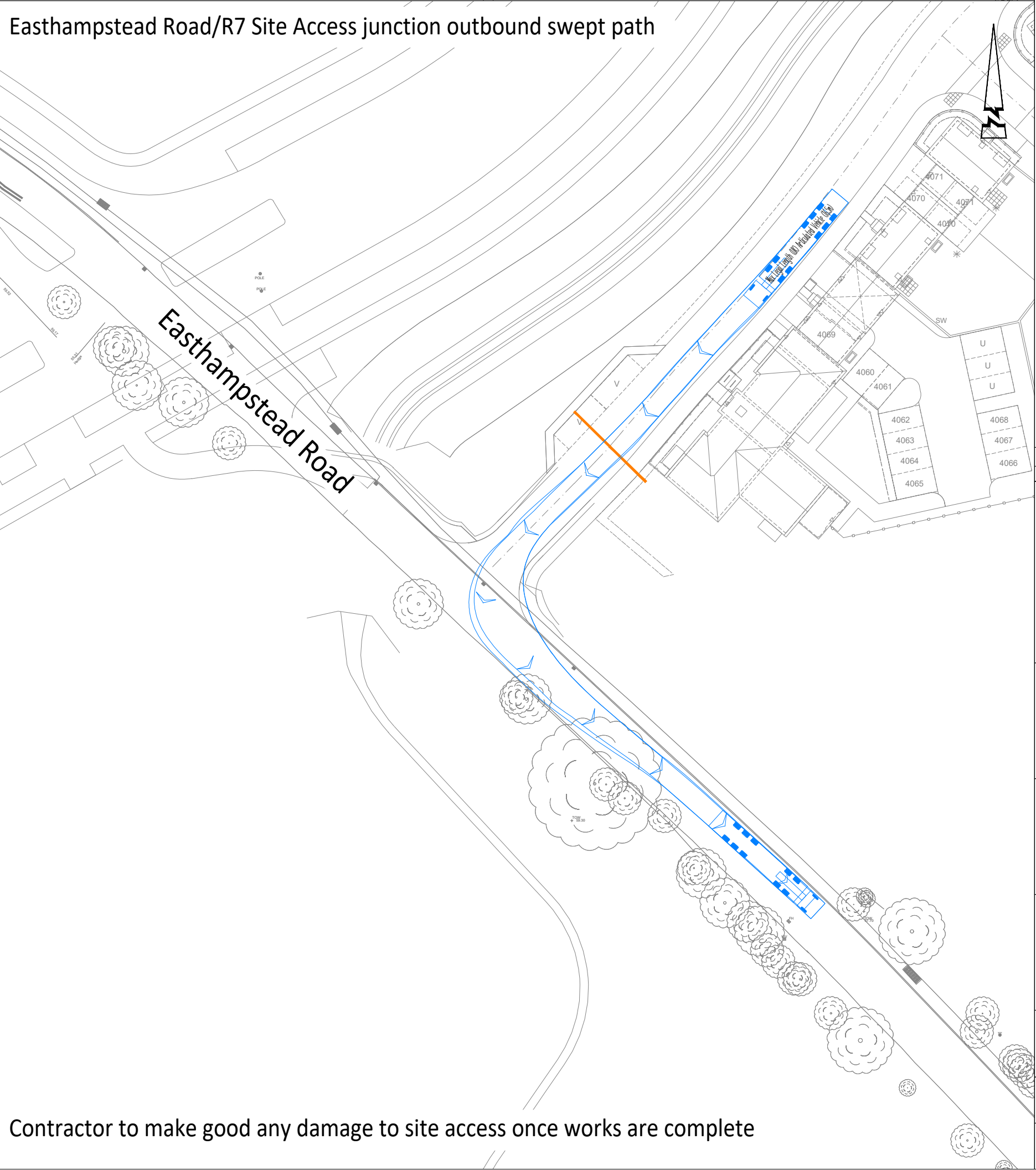
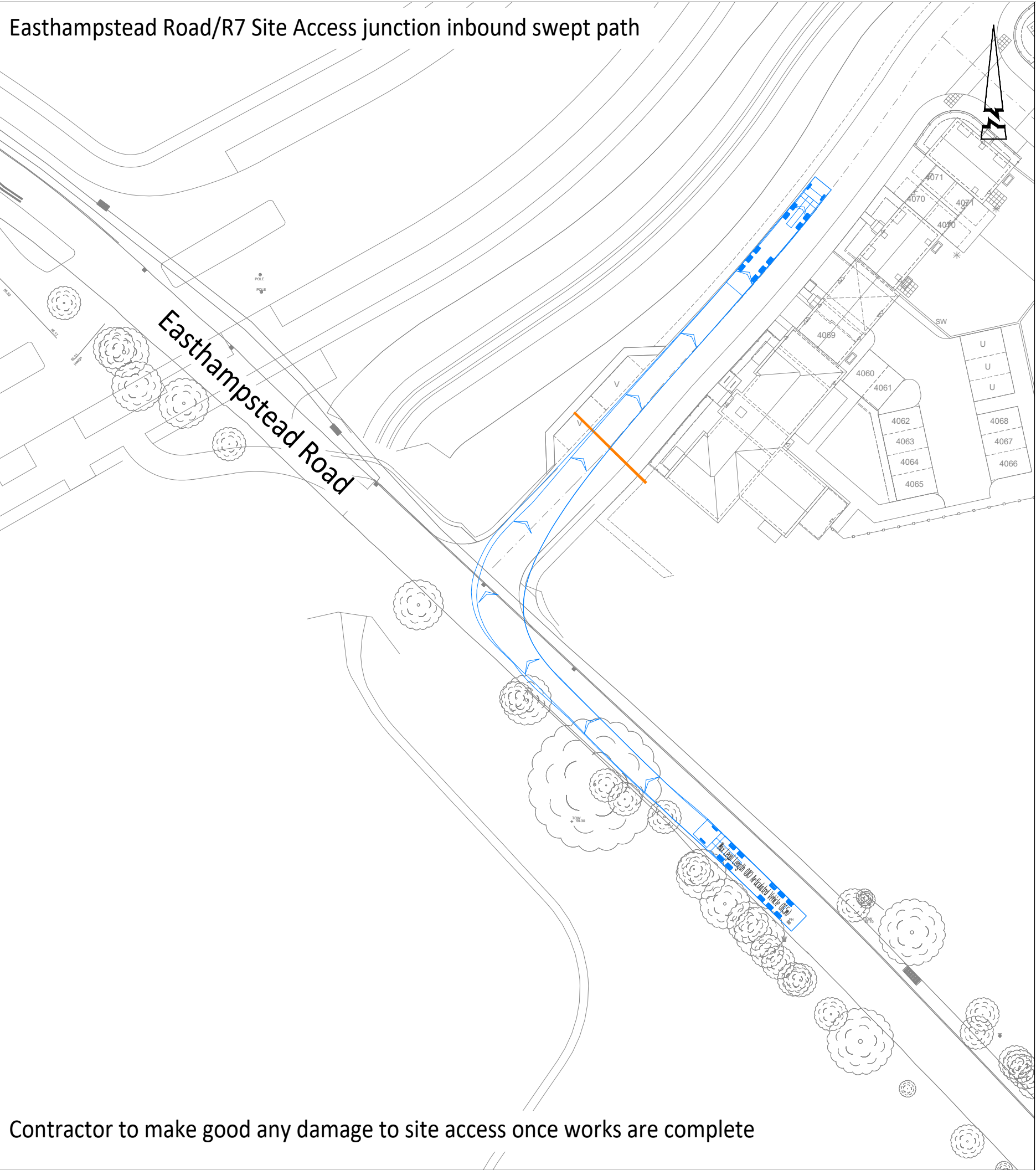
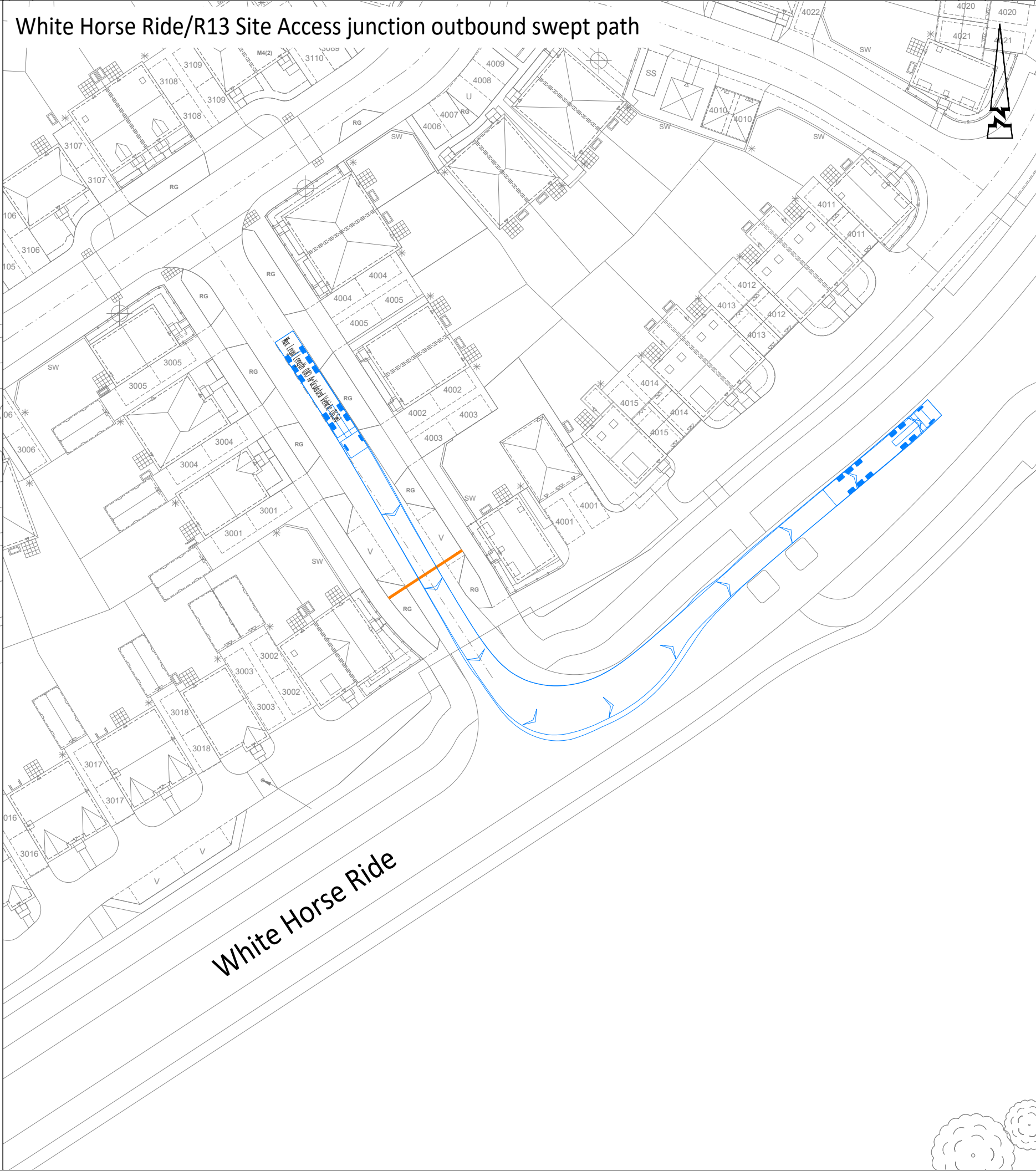
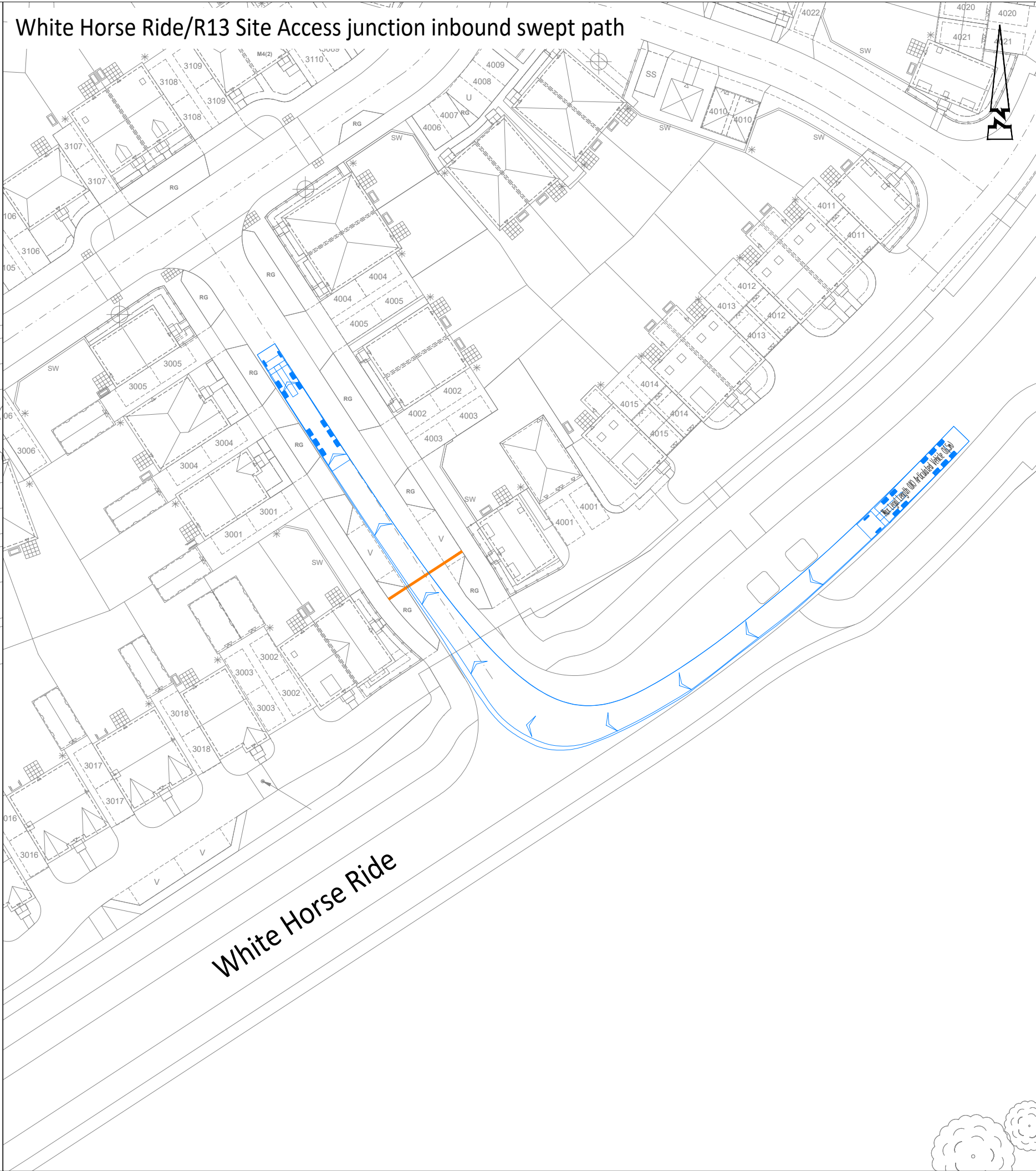
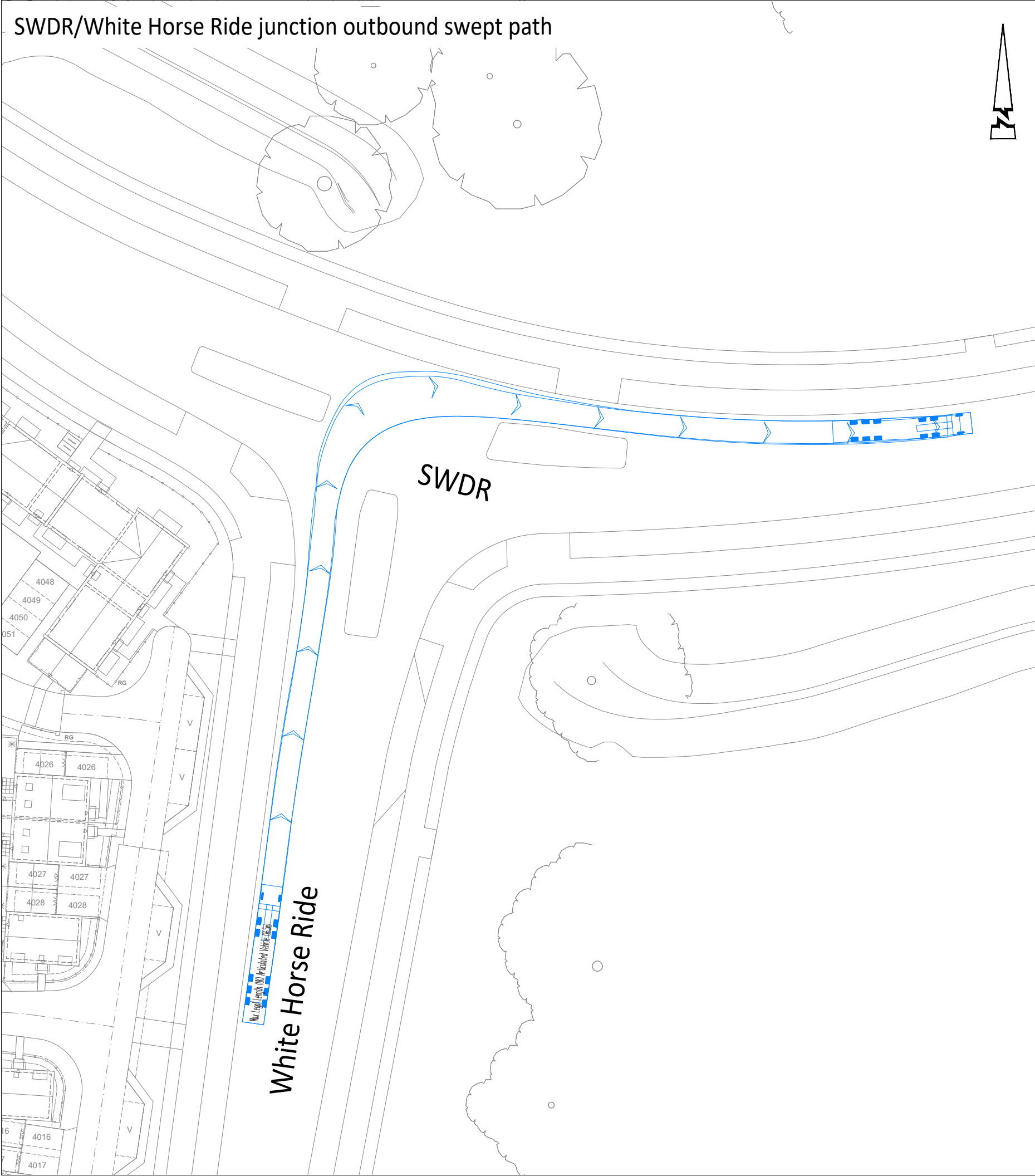
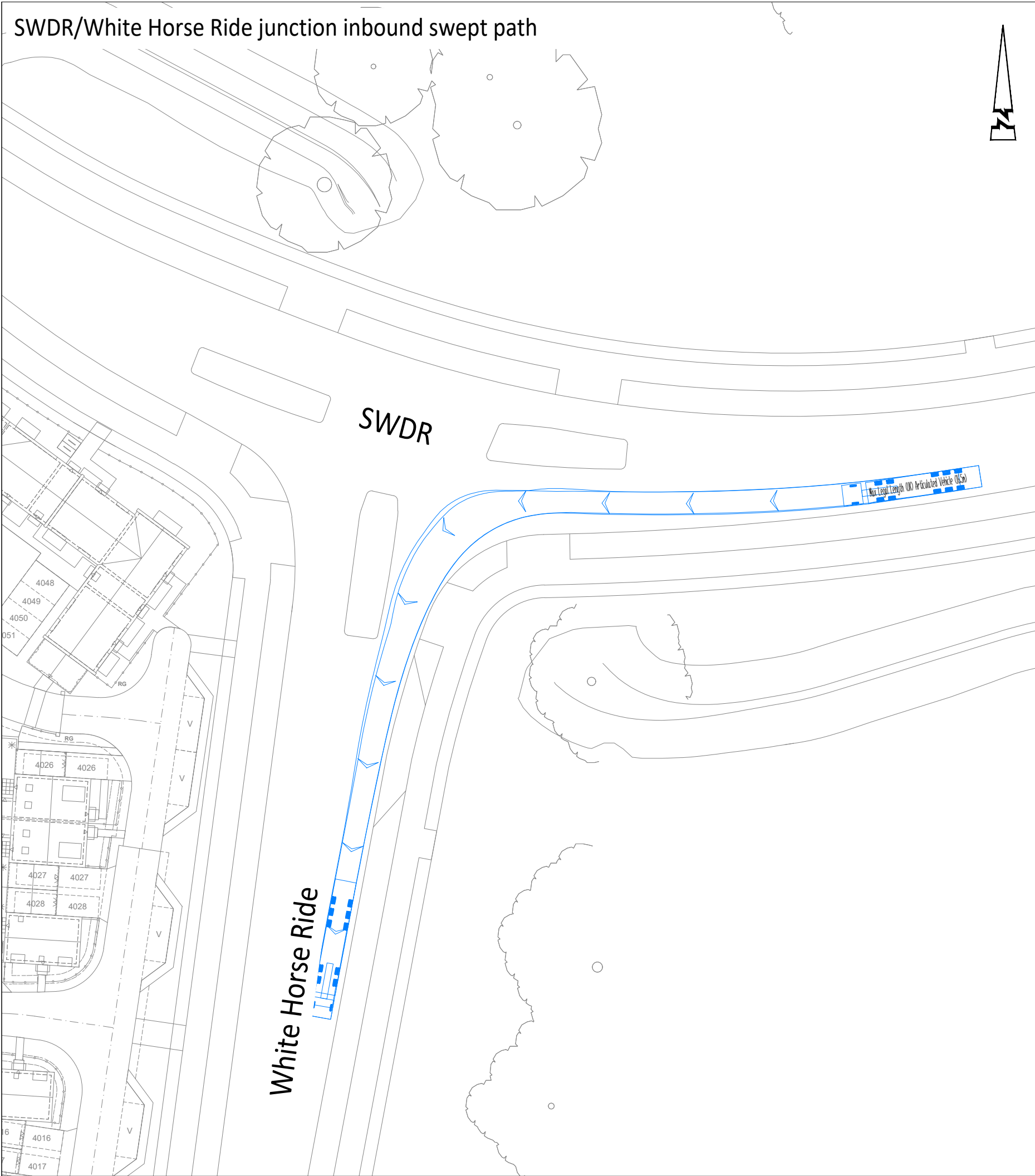


Vehicle Speed: 10mph

Contractor to make good any damage to site access once works are complete

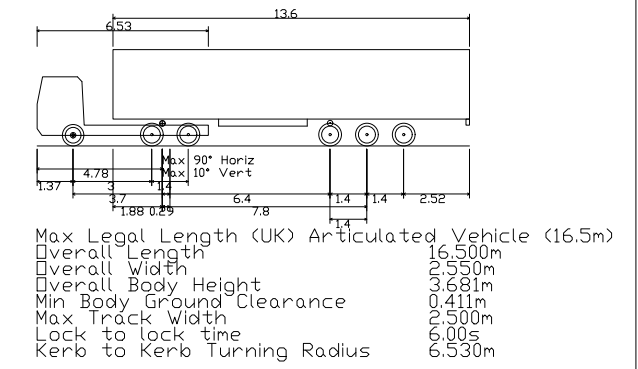
Contractor to make good any damage to site access once works are complete

A		08/26	FIRST ISSUE		IM	SM
Rev	Date	Description	Drawn	Checked		
 www.ableletchford.co.uk						
Client MILLER HOMES						
Project SOUTH WOKINGHAM SDL PARCELS R7 & R13						
Title CONSTRUCTION ACCESS 18.0M LOW LOADER SWEEP PATH ANALYSIS						
Status FOR INFORMATION						
Scale	Date	Drawn	Checked			
1:500 @ A1	AUG 2026	IM	SM			
Drawing No	Revision					
A389-141	A					



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Key:
Indicative gates (22m away from site access)



Vehicle Speed: 10mph

Contractor to make good any damage to site access once works are complete

Easthampstead Road/R7 Site Access junction outbound swept path

Contractor to make good any damage to site access once works are complete

A	08/26	FIRST ISSUE			IM	SM
Rev	Date	Description			Drawn	Checked
Abley Letchford www.ableyletchford.co.uk						
Client						
MILLER HOMES						
Project						
SOUTH WOKINGHAM SDL PARCELS R7 & R13						
Title						
CONSTRUCTION ACCESS 16.5M ARTICULATED SWEEP PATH ANALYSIS						
Status						
FOR INFORMATION						
Scale	Date	Drawn	Checked			
1:500 @ A1	AUG 2026	IM	SM			
Drawing No				Revision		
A389-143				A		



Appendix D – Site Compound Location and Layout

On-Site Vehicle and Pedestrian Access Routes

Parcel R7

Parcel R13

SOUTH WOKINGHAM DISTRIBUTOR ROAD

White Horse Ride

1:2000

This site plan illustrates the layout of a compound. The central area is a large rectangular space labeled "Compound". To the left of this central area, there is a row of six containers labeled "CONTAINER 01" through "CONTAINER 06". Below the containers, there are three designated areas: "DIESEL BUND", "HAZARDOUS WASTE BIN", and "UNTEL RACK". To the right of the central compound area, there are two rectangular buildings, both labeled "COMPOUND OFFICES & WELFARE". A "STORE ARCHES" area is located between the central compound and the offices. To the right of the offices, there is a "Cycle Parking" area, indicated by a hatched pattern. A north arrow is located in the top right corner of the plan.

Site Compound, Material Store, and Car Parks with Vehicle and Pedestrian Access Routes

Car Park

Cycle Parking

Compound

Car Park

1:500

18.0m Low Loader Swept Path Analysis - Manoeuvring Near Compound

TRUCK BAY

Compound

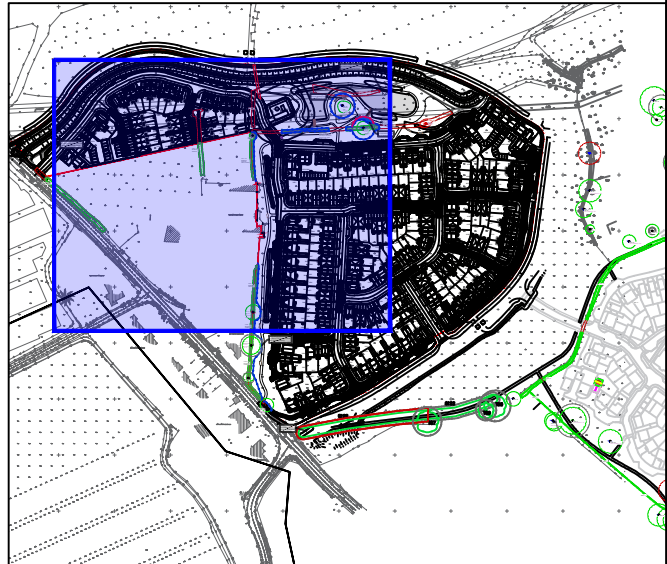
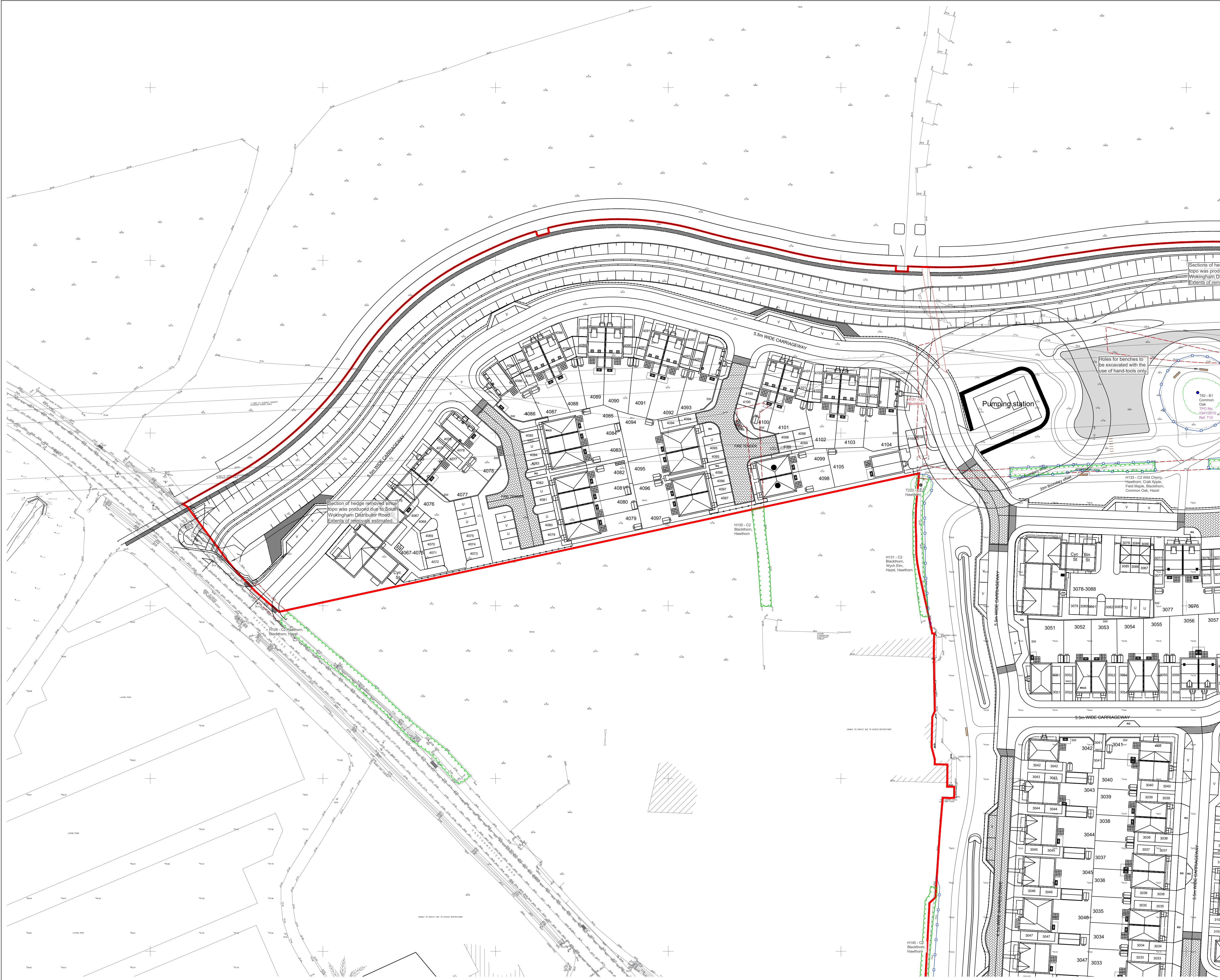
Cycle Parking

1:250

Scale AS SHOWN @ A1	Date AUG 2026	Drawn IM	Checked SM
Drawing No A389-142			Revision A



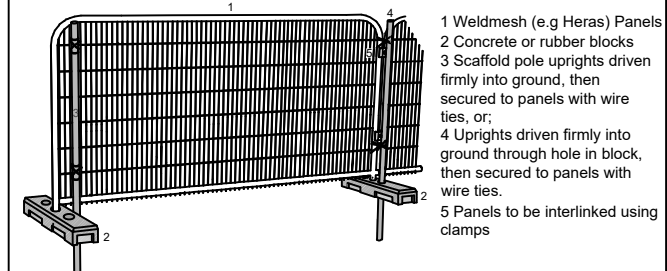
Appendix E – Tree Protection Plan



LEGEND

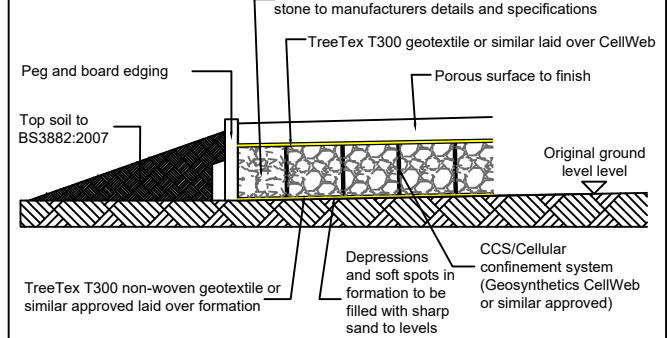
TREE PROTECTION FENCING & EXCLUSION ZONE
All Tree Protection Fencing (TPF) shall be installed prior to any plant activity on site whatsoever, including demolition, utility installation, groundworks, and soil stripping. Once erected, all TPF will be regarded as permanent, and will not be removed or altered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

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

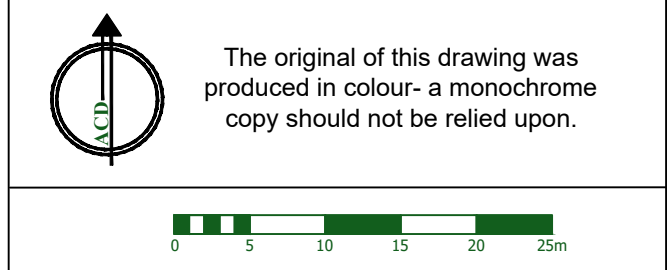


TEMPORARY FENCING
The fencing is used to protect areas of special detail and is to be removed when the detail is installed as per the method statement & under the supervision of the project architect/contractor.

NO-DIG SURFACE
Cellular confinement system (CCS) to be used to create this area of hard surface, above the existing ground level. Topsoil to be retained. Depth of CCS to be 30-75mm for pedestrian surfaces and 100-200 for vehicular surfaces. Surface to be porous to approved details and specifications. To be installed under architectural supervision. All specifications subject to engineering design.



- TREE TO BE RETAINED**
- TREE TO BE REMOVED**
- HEDGE CANOPY TO BE REDUCED**
Hedge to be trimmed back from the red dashed line to the green line as indicated.
- A CATEGORY TREE**
B CATEGORY TREE
C CATEGORY TREE
U CATEGORY TREE
- ROOT PROTECTION AREA (RPA) FOR RETAINED TREES**



Rev	Date	Details	Drawn

ACD ENVIRONMENTAL

HEAD OFFICE
Rodbourne Rail Business Centre, Grange Lane,
Malmesbury, SN16 0ES
Tel: 01666 825646

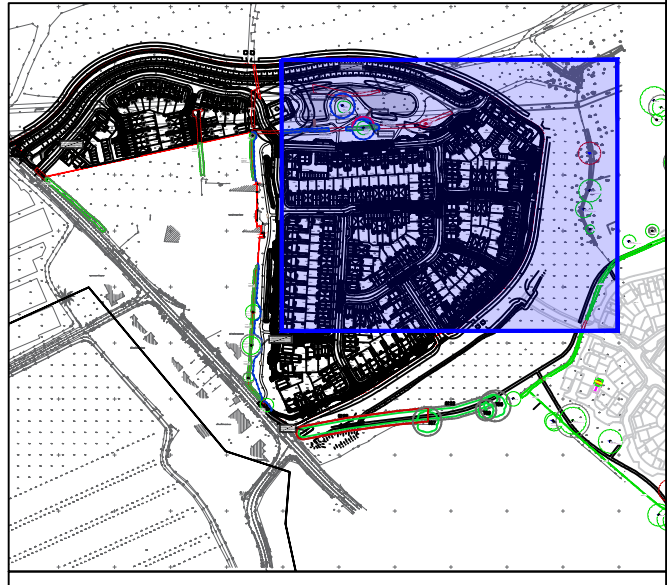
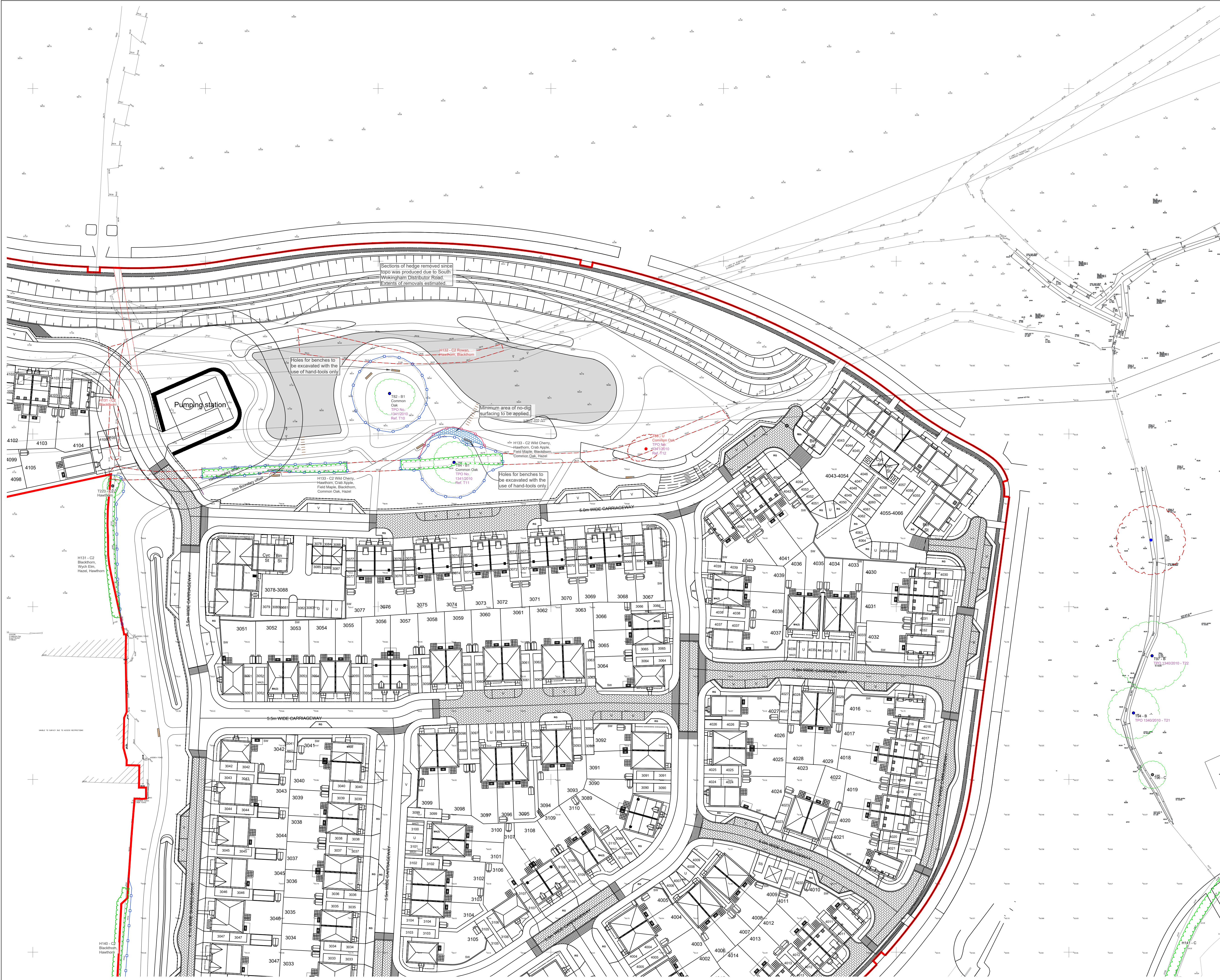
Unit 7, Godalming Business Centre, Woolsock Way
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Tel: 02382 026300

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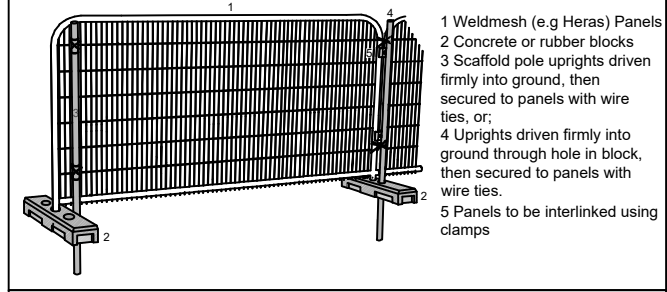
scheme: South Wokingham
Phase 2B, Parcels R7 & R13
client: Miller Homes
drawing: Tree Protection Plan
date: 04/12/2025
scale: 1:500@A1
dwg no: MILL24956-03
Sheet 1 of 3
drawn: WTW checked: AJB



LEGEND

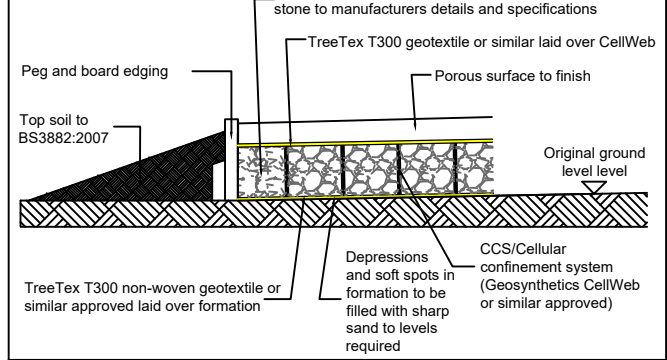
TREE PROTECTION FENCING & EXCLUSION ZONE
All Tree Protection Fencing (TPF) shall be installed prior to any plant activity on site whatsoever, including excavation, utility installation, groundworks, and soil stripping. Once erected, all TPF will be regarded as permanent and will not be removed or altered without prior recommendation by the project architect and approval of the local planning authority.

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



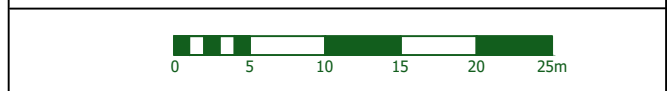
TEMPORARY FENCING
The fencing is used to protect areas of special detail and is to be removed when the detail is installed as per the method statement & under the supervision of the project architect.

NO-DIG SURFACE
Cellular confinement system (CCS) is to be used to create this area of hard surface, above the existing ground level. Topsoil to be retained. Depth of CCS to be 30-75mm for pedestrian surfaces and 150-200 for vehicular surfaces. Surface to be porous to approved details and specifications. To be installed under architectural supervision. All specifications subject to engineering design.



- TREE TO BE RETAINED**
- TREE TO BE REMOVED**
- HEDGE CANOPY TO BE REDUCED**
- A CATEGORY TREE**
- B CATEGORY TREE**
- C CATEGORY TREE**
- U CATEGORY TREE**
- ROOT PROTECTION AREA (RPA) FOR RETAINED TREES**

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



Rev	Date	Details	Drawn

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scheme: South Wokingham
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client: Miller Homes
drawing: Tree Protection Plan
date: 04/12/2025
scale: 1:500@A1
dwg no: MILL24956-03
Sheet 2 of 3
drawn: WTW checked: AJB



Appendix F – Construction Travel Plan



SOUTH WOKINGHAM STRATEGIC DEVELOPMENT LOCATION – PHASE 2
PARCELS R7 & R13 CONSTRUCTION TRAVEL PLAN

MILLER HOMES
09 September 2026





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Date:	09 September 2026
Document Reference:	A389 – R031 v1

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Contents

1.0	Introduction	1
2.0	Site Details	2
3.0	Sustainable Transport Accessibility	4
4.0	Objectives.....	7
5.0	Measures and Action Plan	8
6.0	Management.....	11

Tables

Table 3.1 : Bus Services.....	5
Table 5.1: Action Plan.....	9

Figures

Figure 2.1: Site Location	2
Figure 3.1: Cycle Infrastructure.....	4
Figure 3.2: Local Bus Stops	6



1.0 Introduction

1.1 Purpose and Context

- 1.1.1 This Construction Travel Plan (CTP) has been prepared by Abley Letchford on behalf of Miller Homes in support of a Reserved Matters planning application for the residential development of Parcels R7 & R13 (the Site) which comprises 215 dwellings and associated infrastructure.
- 1.1.2 The purpose of the CTP is to promote sustainable travel choices and minimise reliance on single-occupancy car and van travel from the outset of the construction phase. It provides a management framework that the Principal Contractor, once appointed, who will be responsible for implementing and maintaining the CTP throughout the duration of construction activity at the Site.
- 1.1.3 The CTP has been prepared as a live document and will be reviewed and updated as necessary throughout the construction phase to ensure that it remains appropriate and responsive to changing circumstances. This may include, but is not limited to:
- Variation in the levels of construction activity over the duration of the construction programme;
 - New or amended local transport services in the vicinity of each site; and
 - Initiatives employed through the CTP drawing on experience of its implementation.

2.0 Site Details

2.1 Site Location

2.1.1 The Site is located approximately 2km south-east of Wokingham town centre with the South Wokingham Distributor Road forming the northern boundary of the Site, White Horse Ride forming the southeastern boundary, and Easthampstead Road forming the southwestern boundary.

2.1.2 The local context of the Site is shown in **Figure 2.1**.

Figure 2.1: Site Location



2.2 Site Access Arrangements

2.2.1 Construction traffic will access the site via the William Heelas Way/Waterloo Road/SWDR roundabout, referred to as the 'Eastern Gateway Roundabout' and then via White Horse Ride to access R13, which is the eastern part of the site. A Second construction access will be from Easthampstead Road to access the western part of the site, known as R7.

2.3 Parking

2.3.1 A provision of 16 secure cycle parking spaces will be located adjacent to the site office to encourage active travel. Demand will be monitored by the principal contractor and additional spaces provided should this capacity be frequently reached.



- 2.3.2 Contractors and visitors will access to 85 on-site car parking spaces will be via White Horse Ride. The parking is situated in the immediate vicinity of the site compound to allow those who are unable to travel by walking, cycle or public transport to park on site.

2.4 Workforce

- 2.4.1 As the principal contractor has not yet been appointed, the exact number of construction workers cannot currently be confirmed. However, based on the forecasts set out in the Construction Environmental Management Plan (CEMP), it is estimated that approximately 130-135 workers will be on site per day at the peak of construction.

2.5 Working Hours

- 2.5.1 In order to ensure the completion of the proposed site within expected timescales, construction work will be undertaken based on the hours set out below.
- Monday to Friday - 08:00 - 18:00
 - Saturday - 08:00 - 13:00
 - Sunday and Bank Holiday – No construction
- 2.5.2 Construction traffic will avoid William Heelas Way at school term times during the peak hours of 08.00-09.00 and 14.30-16.00.

3.0 Sustainable Transport Accessibility

3.1 Overview

- 3.1.1 This section describes the Site accessibility and the sustainable travel opportunities including walk, cycle and public transport provision.

3.2 Active Travel

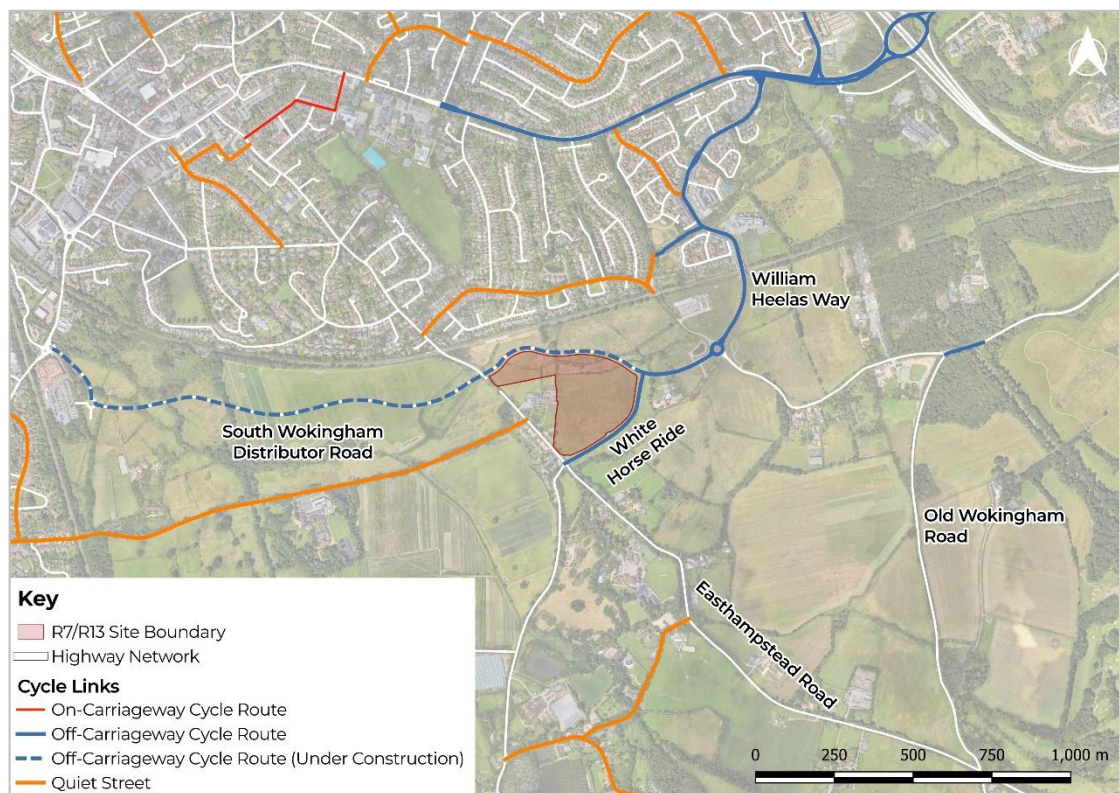
Pedestrian Connection

- 3.2.1 A 3.0m wide shared foot/cycleway on both sides of White Horse Ride will provide pedestrian and cycle access to the Site. This shared provision extends along the South Wokingham Distributor Road (SWDR) and William Heelas Way and provides route on foot to bus services on London Road, which could provide a linked sustainable travel option to workers and visitors.
- 3.2.2 To the east of White Horse Ride, Easthampstead Road contains a footway which provides a 1.8km connection (21 minute walk) to the centre of Wokingham where additional bus services are available.

Cycle Connection

- 3.2.3 The local cycle network is illustrated in **Figure 3.1**.

Figure 3.1: Cycle Infrastructure





3.2.4 This highlights the shared off-road routes along Heathland Link, the SWDR and William Heelas Way mentioned earlier in Section 3.2 and also illustrates local quiet routes and wider off-carriageway routes in Wokingham and Bracknell, which will provide the opportunity encourage worker and visitor cycle travel.

3.3 Bus

3.3.1 The nearest bus stop to the site providing a frequent service is the Plough Lane stop on London Road, which is served by Services 4/4a between Reading and Bracknell. This stop is approximately 170m west of the London Road / William Heelas Way signalised junction and approximately 1.7km from the site, which is journey on foot of approximately 21 minutes. **Table 3.1** provides a summary of local bus services, destinations and frequency and **Figure 3.2** illustrates the locations of local bus stops in relation to the Site.

Table 3.1 : Bus Services

Bus Stop	Bus Service	Route Description	Weekday Buses		Frequency (minutes) between 08:00 – 20:00	
			First Bus	Last Bus	Mon to Fri	Sat
Plough Lane	4 / 4a	Reading Town Centre – Earley – Winnersh – Wokingham Town Centre– Bracknell Bus Station	05:35	23:30	15	15
The Plough	151 / 151a	Bracknell Bus Station – Binfield –Wokingham Town Centre – Wokingham Station	07:50	17:10	150	150
Keephatch Gardens	4 / 4a	Reading Town Centre – Earley – Winnersh – Wokingham Town Centre– Bracknell Bus Station	05:35	23:35	15	15
	151 / 151a	Bracknell Bus Station – Binfield –Wokingham Town Centre – Wokingham Station	07:51	17:06	150	150
Three Frogs	4 / 4a	Reading Town Centre – Earley – Winnersh – Wokingham Town Centre– Bracknell Bus Station	05:30	23:35	115	15
Seaford Road	4 / 4a	Reading Town Centre – Earley – Winnersh – Wokingham Town Centre– Bracknell Bus Station	05:30	23:35	115	15
	121	Wokingham Town Centre– Wokingham Station	06:30	19:10	30	120
	124	Wokingham Town Centre – Wokingham Town Centre	11:20	13:20	Twice daily	Twice daily

Bus Stop	Bus Service	Route Description	Weekday Buses		Frequency (minutes) between 08:00 – 20:00	
			First Bus	Last Bus	Mon to Fri	Sat
	151 / 151a	Bracknell Bus Station – Binfield – Wokingham Town Centre – Wokingham Station	10:24	17:12	135	135
Rances Lane	124	Wokingham Town Centre – Wokingham Town Centre	11:20	13:20	Twice daily	Twice daily
Waterloo Road	124	Wokingham Town Centre – Wokingham Town Centre	11:20	13:20	Twice daily	Twice daily

Figure 3.2: Local Bus Stops



3.4 Train

- 3.4.1 Wokingham railway station is approximately 3.7km from the Site by road, which represents an approximately 12 minute cycle. Alternatively, Service 4/4a from Wokingham Railway Station provides a 7-9 minute service to the Plough Lane Stop on London Road following, with a 21 minute walk to the site from this bus stop on foot.



4.0 Objectives

4.1 Overview

- 4.1.1 The purpose of this CTP is to establish a clear framework of practical measures and management actions to promote sustainable travel during the construction phase of the development. The CTP seeks to reduce reliance on single-occupancy vehicle trips, minimise the impact of construction-worker vehicle travel on the surrounding highway network and local community, and support safe and efficient access to the Site.
- 4.1.2 The objectives of the CTP are to:
- Minimise the proportion of workforce and visitor trips to and from the Site made by single-occupancy vehicles
 - Encourage the use of sustainable travel modes, including walking, cycling, public transport and car sharing, where practicable
 - Ensure that workers and visitors are made aware of the health, environmental and operational benefits of sustainable travel
 - Maintain safe pedestrian and cycle access to the Site throughout the construction period
 - Provide clear information to workers and visitors regarding available public transport services and active travel route
 - Reduce carbon emissions associated with construction workforce travel
 - Promote efficient travel behaviour, including vehicle sharing and appropriate journey planning
 - Ensure that all construction personnel are aware of, and comply with, the requirements of the CTP
- 4.1.3 Workers living within approximately 2km of the Site will be encouraged to walk where practicable, while those living within approximately 5km will be encouraged to cycle, subject to individual circumstances and route suitability.
- 4.1.4 The CTP will be implemented prior to commencement of construction and will remain in place for the duration of the construction works. It will be treated as a live document and updated as necessary to reflect construction phasing, workforce travel patterns, stakeholder feedback and any changes to local transport provision.
- 4.1.5 The above objectives will be delivered through a package of measures designed to encourage sustainable travel choices and facilitate access to the Site by modes other than single-occupancy car or van travel. The measures set out within this CTP are intended to ensure that single-occupancy vehicle use is only relied upon where walking, cycling, public transport or car sharing are not reasonably practicable.



5.0 Measures and Action Plan

5.1 Measures

5.1.1 A range of measures and initiatives will be implemented throughout the construction phase to encourage sustainable travel by the workforce and visitors to the Site. These measures are intended to discourage the reliance on single-occupancy car and van journeys and to promote walking, cycling, public transport and car sharing where practicable.

5.1.2 The measures set out below support the objectives of the CTP and will be reviewed and updated as necessary, taking account of any feedback received from Wokingham Borough Council or other relevant stakeholders.

Car Parking

5.1.3 The Principal Contractor will manage all workforce and visitor parking within the Site boundary, including the dedicated construction car park. Contractors and subcontractors will be advised through site induction and ongoing communication that parking on White Horse Ride, the South Wokingham Distributor Road, William Heelas Way or surrounding residential streets will not be permitted.

5.1.4 The Principal Contractor will be responsible for responding to any parking-related comments or complaints received from stakeholders, including Wokingham Borough Council. Where inappropriate parking is identified, the relevant worker or contractor will be reminded of the Site parking requirements and their considerate contractor obligations.

5.1.5 To further discourage parking in the surrounding area, the construction management team will regularly remind the workforce that travel to the Site should, where practicable, be undertaken by walking, cycling, public transport or car sharing in preference to single-occupancy vehicle travel.

Cycle Parking

5.1.6 A total of 16 secure cycle parking spaces will be provided on Site in the form of eight 'Sheffield' type stands. These will be located close to the construction offices and welfare facilities to provide convenient access for workers and visitors.

5.1.7 Cycle parking demand will be monitored by the Principal Contractor throughout the construction phase. Additional cycle parking provision will be provided if demand indicates that further capacity is required.

Notice Boards

5.1.8 A Travel Plan notice board will be provided within the site office and made accessible to all personnel on Site. The notice board will display information on local walking and cycling routes, public transport services, car sharing opportunities and any relevant changes to travel arrangements.

5.1.9 The details of local walking and cycle routes will be available through web links to Wokingham Borough Council website and the neighbouring Bracknell Forest Council website, while bus service



information will be displayed on the notice board and was at website links to surrounding bus operators.

Leaflets and Maps

- 5.1.10 Where workers are unable to access public transport timetables or walking and cycle route information digitally, hard-copy information will be made available during site inductions and retained within the site office for the duration of the construction period.
- 5.1.11 This information will include bus and rail timetable information, walking and cycling route maps, and details of local travel options serving the Site.

5.2 Action Plan

- 5.2.1 As the Principal Contractor has not yet been appointed, a preliminary Action Plan has been prepared and is presented in **Table 5.1**. The actions identified will be reviewed periodically throughout the construction phase as part of the CTP monitoring process.
- 5.2.2 The Action Plan will be used as a working management tool to ensure that the CTP measures are implemented, reviewed and updated where required. Responsibility for delivery will sit primarily with the Principal Contractor, supported by the Developer where appropriate.

Table 5.1: Action Plan

Time Scale	Measure	Responsibility
From start of works	Provide safe pedestrian and cycle access into the worksite through the use of barriers and site signing	Principal Contractor
	Provide cycle parking on site for workers and visitors	Principal Contractor
	Include CTP requirements in all site inductions, covering routes, parking rules, sustainable travel options and safety.	Principal Contractor
	Ensure sub-contractors sign up to the CTP requirements as part of their contract.	Principal Contractor/ Sub contractor
	Promote car/van sharing to reduce impact on local highway network	Principal Contractor
	Provide changing/storage facilities for staff	Principal Contractor
	Emphasise Health and Wellbeing benefits of sustainable travel and encourage walking for those living within 2km of the worksite and cycling for those living within 5km of the worksite	Principal Contractor



Time Scale	Measure	Responsibility
	Provide regular toolbox talks on safe travel, car sharing, and updates to routing or access arrangements.	Principal Contractor
	Set up a noticeboard detailing information regarding public transport and walking and cycling routes	Principal Contractor
	Provide hard copies of public transport timetables (bus and rail) and cycle maps at site inductions. Copies to be made available to workers for the duration of the construction work	Principal Contractor
	Consider a shuttle bus linking the Site to Wokingham Railway Station	Principal Contractor / Developer



6.0 Management

6.1 Responsibilities

Principal Contractor

6.1.1 The principal contractor will nominate someone within the construction management team on-site who will be responsible for:

- Maintaining the CTP and ensuring that travel information is up to date.
- Promoting sustainable travel by the contractors and sub-contractors where possible.
- Ensuring that all workers are made aware of alternative sustainable travel options to car and van travel so that these are undertaken during the construction period where possible.

Workers

6.1.2 Each worker on the Project will be required to uphold and comply with the CTP requirements and objectives. Their responsibilities will be to:

- Consider all transport options available to them for travel to and from the site and ensure that adequate travel time is allowed for the journey.
- Ensure they have all the necessary equipment to travel safely by their chosen mode of transport.
- Report on the effectiveness of the CTP and raise concerns about any problems that may become apparent, such as construction periods that may restrict access to travel options.
- Suggest ideas to their appointed representative on how to modify the plan to suit the workforce.