

Construction Environmental Management Plan.

Revision I.

St Anne's Suitable Alternative Natural Greenspace (SANG).

On behalf of Kingacre Estates Limited.

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Document Management.

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-	December 2023	TR	LD/CMR	-
Revision A	March 2024	LD	CMR	Updated to reflect phased approach (two access options).
Revision B	April 2024	LD	CMR	Updated to reflect comments provided by Wokingham Borough Council.
Revision C	May 2024	LD	CMR	Updated to reflect access via Baker Crescent for phase one.
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Revision E	May 2024	LD	CMR	Updated following pre-commencement walkover to reflect phase one access via SANG car park.
Revision F	May 2024	LD	CMR	Updated following commencement of works on site to reflect compound/fencing arrangements.
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1. Introduction

- 1.1. This Construction Environmental Management Plan (CEMP) has been prepared by Pegasus Group on behalf of Kingacre Estates Limited, in order to to address the issues associated with the construction of the St Anne's Suitable Alternative Natural Greenspace (SANG).
- 1.2. The SANG will be constructed in two phases. The first phase was constructed in May 2024. This revised CEMP relates to the second phase of works to complete SANG, which at this stage are anticipated to commence in Summer 2025.
- 1.3. The proposed SANG is secured through planning permission 190900. This CEMP seeks to address Condition 11 of the decision notice dated 24th May 2023 which requires a CEMP to be submitted prior to commencement of works. The full wording of condition 11, which has been discharged in part through discharge of conditions approval 233179, says:

'No development, including any works of demolition, shall take place, until a Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority. The Plan should include amongst other things:

- i. phasing of development;*
- ii. measures for the control of dust, odour and other effluvia;*
- iii. measures for the control of noise;*
- iv. measures to prevent queueing outside the site;*
- v. pollution control measures;*
- vi. a construction travel protocol or Green Travel Plan for the construction phase;*
- vii. 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;*
- viii. site construction access;*
- ix. details of any site construction office, compound and ancillary facilities; cycle storage and motor vehicle parking and turning for site operatives and visitors;*
- x. loading, unloading and storage of plant and materials;*
- xi. measures to prevent deposit of mud on the highway;*
- xii. lighting;*
- xiii. A site security strategy;*
- xiv. protection of important trees, hedgerows and other natural features;*

- xv. *relevant ecological mitigation measures for protected species and species of principle importance;*
- xvi. *contact details for complaints construction liaison officer;*
- xvii. *Communications Plan to keep local residents, town/parish councils and ward members informed.'*

- 1.4. The appointed contractor will be provided with a copy of this CEMP. The CEMP will form part of the information provided as part of construction personnel's on-site induction process. The contact details of the contractor, including a 24-hour emergency contact number, and those of the highway department at Wokingham Borough Council (WBC) will be exchanged before commencement of works on site.
- 1.5. The Developer, and its agents including contractors, sub-contractors and all other relevant parties will comply with the requirements of this CEMP. This CEMP forms an iterative, working document that will be adapted by the Developer's agents for the full lifecycle of construction activities. This approach will allow contractors the flexibility to reflect the nature of their operations and requirements. All amendments will be subject to prior approval by the WBC Countryside Officer.
- 1.6. It will be the appointed contractor's responsibility to comply with all statutory regulations and guidelines, as appropriate, in relation to construction and movement activities. The appointed contractor will also be responsible for ensuring that the CEMP is appropriately implemented. Kingacre Estates Limited or a representative nominated by them will be responsible for agreement of all matters with WBC.

2. Site Location and Existing Conditions

Site Location

- 2.1. The site forms part of, and is located to the northeast of, the South Wokingham Strategic Development Location (SWSDL). It is bound by St Anne's Manor to the north, the A329 Berkshire Way to the east, the Reading-Waterloo railway line to the south and Buckhurst Meadows SANG to the west. It is understood that the majority of the Buckhurst Meadows SANG is under the control of and is maintained by WBC. The site location in the context of the surrounding area is illustrated at **Figure 2.1**.

Local Highway Network

A329 London Road

- 2.2. London Road is a single carriageway road which provides access to Bracknell and to the A329 at the Coppid Beach Roundabout junction to the east and to Wokingham town centre to the west. It forms the major arm of a signalised junction with William Heelas Way approximately 450 metres to the west of the A329 junction and is subject to a 40mph speed limit and is lit along this stretch of road. The width of London Road varies, noting that it has several lanes providing through and turning movements at junctions served from it.

William Heelas Way

- 2.3. William Heelas Way is a single carriageway road which is subject to a 30mph speed limit and is lit. It is residential in nature and forms the minor arm of a signalised junction with London Road to the north and the northeastern arm of the four arm Eastern Gateway Roundabout to the south. William Heelas Way is subject to a no waiting at any time Traffic Regulation Order (TRO) and there are dedicated parking laybys located intermittently on both sides of the carriageway. William Heelas Way serves the car park associated with the Buckhurst Meadows SANG.

Highway Safety

- 2.4. A review of the Crashmap.co.uk website has been carried out for the most recent five-year period between 2019 to 2023 for a study area comprising William Heelas Way between the car park access and London Road, including the junction of William Heelas Way and London Road. This has confirmed that there has been one slight incident at the junction of William Heelas Way and London Road which occurred on Sunday 8th January 2023 at 14:57. The incident involved two vehicles, one of which was travelling straight and one of which was turning right. The full Crashmap report is included at **Appendix A**.
- 2.5. One incident within a five-year period is not considered to comprise a material highway safety issue and therefore it is concluded that there is no existing highway safety pattern or problem associated with the local highway network.

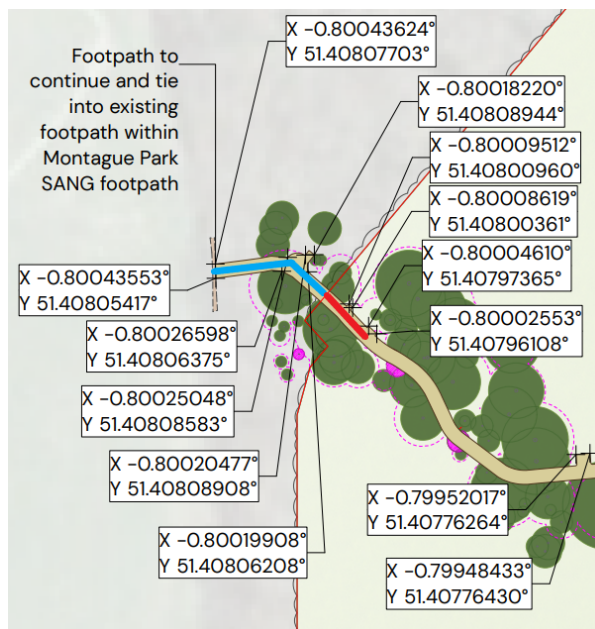
3. Scheme Phasing and Site Access Arrangements

Construction Phasing

Phase One

- 3.1. The first ten metres of footpath (leading east from Buckhurst Meadows) (phase one) was constructed in May 2024. An additional length of around 20 metres of footpath was also constructed as part of that phase which connects it with the existing footpath network within Buckhurst Meadows SANG. The extent of the phase one works are identified in red and blue at **Plate 2.1**.

Plate 2.1 – Phase One Extents



Phase Two

- 3.2. The remainder of the St Anne's SANG will be constructed as part of the second phase, which is anticipated to comprise around five months. Phase two will be associated with the following phasing sequence (with some elements overlapping/running concurrently).
- 1) Site preparation including access improvements, laying of access road and installation of welfare facilities within the compound only.
 - 2) Installation of two culverts in the Buckhurst Meadows SANG to permanently replace the existing timber bridges at points shown on **Figure 3.1**.
 - 3) Construction of the site compound, including installation of security fencing.
 - 4) Installation of tree protection measures and construction of footpath/maintenance access route (starting at its connection with Buckhurst Meadows and leading eastwards).

- 5) Landscaping including signage and planting, and installation of public artwork.

Proposed Construction Site Access – Phase Two

- 3.3. It has been agreed with WBC that the site will be accessed via the Buckhurst Meadows car park located approximately 120 metres to the south of the William Heelas Way and London Road junction, as per the phase one arrangements. It is served via a dropped kerb footway vehicular crossover with a height restriction barrier, as shown at **Plate 3.1**. The access location is shown at **Figure 2.1**.

Plate 3.1 – Existing Car Park Access from William Heelas Way



- 3.4. The access will be used by all construction vehicles including HGVs. The Contractor will liaise with WBC to ensure that the height restriction barrier is only opened when required to allow access for large vehicles.
- 3.1. Vehicles will be required to make a left-in-right out manoeuvre at the car park junction with William Heelas Way. Swept path analysis of a ten-metre tipper lorry is shown at the junction at **Figure 3.1**. Banksman would be provided at the access point to assist HGVs and other large delivery vehicles entering and exiting the car park.
- 3.2. Vehicular access from the car park to the Buckhurst Meadows SANG will be provided via a new access point made between the car park and the SANG. The approximate location of the access point is marked as point 'A' on **Figure 3.1**. The existing vegetation and fence identified at **Figure 3.1** will be removed to create the access and will be replaced following construction activities. This access point will be secured at all times via a gate and Heras fencing, as appropriate. This is also identified at **Figure 3.1**.

- 3.3. Any alterations to the Buckhurst Meadows SANG enclosure (i.e. new gating and fences) will be agreed with WBC Countryside Services to ensure that they are suitable to seek to prevent any dogs escaping.
- 3.4. Any fencing and vegetation within the car park and the Buckhurst Meadows SANG that are temporarily removed to enable access, will be replaced as per the existing specification/condition.
- 3.5. Four car parking spaces, which are identified at **Figure 3.1**, will be temporarily closed for the duration of the construction phase. A temporary car parking space for the disabled will be provided at the northwestern corner of the car park throughout this period. This is also identified at **Figure 3.1**. The current car parking space for the disabled marking will be removed and reinstated on completion of works. The area will be left open for pedestrian access.
- 3.6. Pedestrian access will be maintained to the SANG as per the existing arrangements.
- 3.7. No contractor vehicles, including private cars or minibuses relating to the SANG works will be parked in the remaining car spaces in car park which will be available for members of the public visiting the SANG.

Vehicular Access Through Buckhurst Meadows SANG from the Car Park

- 3.8. The indicative route for construction vehicles through the Buckhurst Meadows SANG is shown at **Figure 3.1**. As far as practicable, the proposed route seeks to segregate pedestrians and vehicles. Swept path analysis of a ten metre tipper lorry along the route is included at **Figure 3.2**. The route will be mitigated as per **paragraph 3.9**, noting that the vehicle is wider than the existing bridges/footpaths.
- 3.9. **Figure 3.1** shows that the following works will be completed within the Buckhurst Meadows SANG in order to facilitate vehicular access:
 - 1. A new temporary access track will be laid between points A and B for vehicles only.
 - 2. Installation of two culverts to permanently replace the existing timber bridges at points shown with a purple X on **Figure 3.1**.
 - 3. Between points B and C, vehicles and pedestrians will share the route. The route will temporarily be widened where necessary to enable vehicular access. This is to be agreed on site between the Contractor and WBC Countryside Services.
 - 4. A gated crossing point will be provided across the existing footpath between points C and D.
- 3.10. Heavy duty ground mats/ground guard panelling similar to **Plate 3.2** will be installed in locations to be agreed with the WBC Countryside Officer in advance of construction commencing. The WBC Countryside Officer will approve the specification of the ground protection and its location on site prior to installation.
- 3.11. The contractor will ensure that there are no trip hazards for visitors of the Buckhurst Meadows SANG where crossing over the access route.



Plate 3.2 – Example Ground Guard Paneling



- 3.12. Culverts will be provided where the construction route crosses two existing bridges within the Buckhurst Meadows SANG prior to any HGVs or vehicles over six tonnes travelling along the route. The locations of these are identified at **Figure 3.1**. Details of the culverts will be agreed with WBC separately.
- 3.13. The two culverts will remain in place following completion of the works.
- 3.14. Mitigation measures proposed along the route are set out at **Chapter 6**.

Operational/Maintenance Access

- 3.15. Once operational and handed over to WBC, the site will be accessed from the gated access with Baker Crescent for maintenance purposes, in line with the existing arrangement for the Buckhurst Meadows SANG.

Contractors Compound

- 3.16. Temporary basic welfare facilities will be established within the Buckhurst Meadows SANG in the approximate location of the construction compound shown at **Figure 3.1**. Once the access tracks are constructed the full construction compound will be established and will be in place to the end of the construction period. All construction materials, machinery and vehicles will be stored within the compound.
- 3.17. Prior to use of the compound, the top layer of vegetation/grass covering the compound area will be removed. The depth of removal and material used to surface the compound will be agreed as appropriate with the WBC Countryside Officer prior to commencement. Removed soil will be deposited around the compound in locations to be agreed with the WBC Countryside Officer and re-instated in the compound area as part of reinstatement of grassland area which will be determined through a pre-construction condition survey.

- 3.18. An indicative construction compound is shown at **Figure 3.1**, which will be fenced and will provide the following facilities.
- i. Welfare area.
 - ii. Mobile plant, diesel and materials storage area.
 - iii. Turning space; and
 - iv. Vehicle and cycle parking.
- 3.19. The compound will be large enough for HGVs to enter, turn and exit in a forward gear. HGVs will set down plant, materials and equipment at the construction compound which will then be transported around the site and by smaller vehicles. Deliveries of materials will be phased throughout the construction period to ensure there is sufficient storage space available for direct offloading and storage onto the site.
- 3.20. The compound site area will be agreed with the WBC Countryside Officer prior to commencement once a contractor has been appointed. The size of the compound will be subject to the contractor's requirements. However, it will be no greater than 1,586sqm. The size of the compound will be kept to a minimum.
- 3.21. The compound will include a temporary parking area for car and cycle parking (as indicatively shown at **Figure 3.1**). Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network. No parking by contractors, visitors or delivery vehicles will be permitted on any roads in the vicinity of the site, Buckhurst Meadows SANG car park or the access track leading to the site compound during the construction phase. Contractors and visitors will be advised of the parking arrangements in advance of travelling to the site and that they should not park on-street or the access tracks. The site manager will monitor that parking is taking place in the designated area within the compounds.
- 3.22. The compound will be secured at all times either by Heras fencing or security hoarding. The contractor will also implement additional security out of working hours which is anticipated to include CCTV and/or Armadillo cameras which would notify the Site Manager and Police of any unauthorised access.

4. Construction Traffic Routing

- 4.1. The largest vehicles required to access the site will be ten-metre-long tipper lorries delivering stone.
- 4.2. The designated route for all traffic associated with the construction phase is via William Heelas Way and London Road. This route provides access to the wider strategic road network, including the A329. The route is illustrated at **Figure 2.1**.
- 4.3. The local highway network within the immediate vicinity of the site is generally comprised of distributor roads, is not subject to any weight or height restrictions and is suitable to accommodate all types of vehicles associated with the construction phase.
- 4.4. Large construction vehicles will only access the site via the designated construction route identified in this CEMP for arriving and departing vehicles.
- 4.5. An appropriate signage scheme will be set by the contractor and put in place for HGV drivers to follow. Drivers will be informed of the route prior to departing for the site and will be advised not to use Sat-Navs to reach the site.

5. Vehicle Trip Attraction

Construction Traffic Movements

- 5.1. It is anticipated that, where feasible, large plant machinery will remain on site throughout the construction of the development. This will assist in minimising unnecessary local trips made by large and heavy vehicles travelling to and from the site each day. To the degree possible, plant machinery would arrive at the beginning of the construction period and depart at the end of the construction period.
- 5.2. The volume of construction traffic will be subject to the rate of build and materials used in each stage of the construction of the SANG which will be confirmed in due course. Noting the small scale of the scheme it is anticipated that the level of construction trips required to construct the SANG will be low in real terms.
- 5.3. Given the relatively bespoke proposals, it is difficult to forecast the exact number of trips that will be required throughout the construction phase. An estimate of the forecast construction traffic trip attraction has therefore been made using an approximate project value provided by the Developer and guidance set out in the TRICS Construction Traffic Research Report prepared by JMP dated February 2008. That report was prepared to consider how issues relevant to construction traffic and construction sites could be considered within the TRICS database and set out a 'ready reckoner for trip generation' at Chapter 3.
- 5.4. Based on the methodology set out in the TRICS guidance, it is anticipated that the construction of the SANG could be associated with around 221 one-way vehicles or 442 two-way vehicle movements across the whole construction period. Assuming a 5.5 day working week (including a Saturday morning) and a construction period of around five months, this equates to around four two-way trips per day.
- 5.5. Contractors will be advised to minimise the size of vehicles used for deliveries wherever possible. However, Table T1.1 of the TRICS guidance document has been used to provide a broad-brush estimate of the approximate percentage of HGV traffic. Table T1.1 suggests that around 71.56% of construction vehicles could be HGVs, which would equate to an average of around one to three two-way HGV trips per day throughout the construction phase.
- 5.6. Vegetation and existing fencing being removed as part of the site clearance works will be removed from St Anne's SANG. All soils are anticipated to remain on site. It is not anticipated that the removal of materials will be associated with a material number of trips and would be included in the anticipated movements set out at **paragraph 5.4.**

Construction Workforce Movements

- 5.7. A temporary car parking area (including spaces for minibuses) will be provided on the site within the construction compound. The number of staff and location of where staff will travel from is unknown at this stage as it will depend on the end contractor. However, it is anticipated that given the relatively small scale of construction works, the number of construction workers and associated vehicles will be low in real terms. Only staff construction vehicles and minibuses or shared vehicles (no private staff cars) will be permitted within the compound. No workforce vehicles will be left in the compound area, site or Buckhurst Meadows SANG overnight.
- 5.8. It is anticipated at this stage that any non-local workforce would stay at local accommodation and general operatives would be transported to the site by minibuses or shared vans to minimise the impact on the local highway network. Similarly, any local workforce would be encouraged to share vans or walk, cycle or use public transport to get to work.

6. Traffic Management and Mitigation

Routing Within the Buckhurst Meadows SANG

- 6.1. **Figure 3.1** and **paragraph 3.9** confirm the routing strategy for construction vehicles through the Buckhurst Meadows SANG.
- 6.2. All construction vehicles arriving and departing the site as well travelling through the Buckhurst Meadows SANG will be controlled by banksmen.
- 6.3. **Paragraph 3.9** confirms that pedestrians and vehicles will be separate for part of the route through the Buckhurst Meadows SANG (between points A and B). Along these parts, secure Heras fencing will be located at each side of the access track to prevent pedestrian access. Checks will be completed by the contractor at regular intervals to ensure that the route is secure and that there are no openings or damage to the fencing.
- 6.4. A shared route for pedestrians and vehicles is proposed between points B and C, as shown at **Figure 3.1**. Gates and banksmen will be located at either end to control vehicles joining the route and banksmen will be located along the route to escort vehicles and to liaise with pedestrians. Pedestrians will have priority, and vehicles will only be permitted to pass through the gates once banksmen have confirmed via walkie-talking that it is safe to do so.
- 6.5. If so confirmed by WBC Countryside/Ecology Officers at the Pre Construction survey, or required by the Officers at any time thereafter up to the end of the construction period, Heras fencing will be installed as may be required to protect the tress, hedgerows and other natural features or members of the public visiting the SANG.
- 6.6. A similar process will be implemented where construction vehicles are required to cross the existing footpath between points C and D. Gates and banksmen will be located at each of these points when construction vehicles are using the route. Pedestrians will have priority, and vehicles would only be permitted to pass through the gates when it is safe to do so. Should any pedestrians approach whilst vehicles are crossing, they would be asked to wait until both sets of gates are cleared and closed.
- 6.7. All vehicles will not be permitted to exceed 5mph. All users of the route will be advised of this prior to arrival, by banksmen at the access and via signage along the access track.
- 6.8. Signage would be installed at all accesses to the Buckhurst Meadows SANG and throughout the SANG. The content of the signage and its locations will be agreed with WBC Countryside Services in advance of its installation. The installation date of signage will be confirmed with WBC Countryside Services, as appropriate.

General Traffic Management and Mitigation Principles

- 6.9. Wheel washing will be provided. A hose will be provided within the site compound
- 6.10. The condition of the Buckhurst Meadows SANG car park and adjoining highway/footways will be regularly monitored and will be kept clean and kept clear of soil and construction materials. A road sweeper can also be provided, when necessary or where required by WBC Highways or WBC Countryside Officers.

- 6.11. HGV and other large vehicle deliveries will be made only outside of the conventional drop off and pick up periods for the Floreat Montague Park Primary School.
- 6.12. Maintenance access by Countryside Services at WBC via its existing access from Baker Crescent will be maintained for the duration of the construction works.

Management of HGV Arrivals and Departures

- 6.13. The arrival and departure of all vehicles including HGVs at the site will be strictly managed by the Site Manager and measures will be implemented to ensure that there is no backing up along the highway and that two opposing vehicles do not meet along the route through Buckhurst Meadows SANG.
- 6.14. Site deliveries will adopt a 'just in time' arrangement whenever practical to minimise queueing and on-site storage requirements. Deliveries to the site will be staged with drivers given specific time windows for arrival and these will be recorded within the booking system by the Site Manager. To manage this, communication will be required between the Site Manager and the source company to prevent the convoying of vehicles to and from the site, and to ensure that vehicles are not queueing on the local highway network within the vicinity of the site.
- 6.15. Drivers of vehicles accessing the site will be instructed prior to arrival to call ahead to confirm they will arrive during their allocated timeslot. If there are any issues with arriving during the allocated time, drivers will be instructed to contact the Site Manager as soon as this is known to obtain another timeslot. A number of spare slots will be reserved throughout the day to maintain flexibility.
- 6.16. HGVs will only be permitted to exit the compound when the access tracks and the car park are clear of other moving vehicles. Other users of the Buckhurst Meadows SANG car park will have priority. To manage other traffic using the car park, banksmen will be sited at the access point during periods when construction vehicles are arriving and departing.
- 6.17. The default position for both the Buckhurst Meadows SANG car park height restriction barrier and the gated access to the Buckhurst Meadows SANG from the car park will be that it is closed and locked, except when construction vehicles are arriving and departing. It will be opened by banksmen to allow vehicles in/out and locked closed as soon as vehicles have entered/exited the Buckhurst Meadows SANG.

7. Construction Principles

Security & Segregation

- 7.1. So that the active work areas are completely autonomous from any surrounding areas, they should be enclosed. The construction area will also be enclosed with Heras fencing (as a minimum) and controlled access gates. The area will be clearly defined and separated before any works commence on-site, to ensure they are fully secured from trespassers/members of the public.
- 7.2. Visitors will be directed (by signage at the appropriate access point and by banksmen) to the site office. Visitors will sign in and be inducted (as appropriate for the nature of their visit) by the Site Manager, prior to being permitted on-site.

Mobile Plant Certification

- 7.3. All plant will have the appropriate certification and checks with copies held on file on site.
- 7.4. Regular inspections of all plant will be carried out with copies held on file.

Public Liaison

- 7.5. The Developer will have regular communication with local residents and other key stakeholders (such as the planning and highway officers, the Parish Council, Ward Councillors and Floreat Montague Park Primary School), as necessary. The Developer will provide letters confirming the timescales for development and key milestones to residents within the area highlighted at **Figure 2.1**. The distribution date of letters to residents and the Headteacher of Floreat Montague Park Primary School will be agreed with WBC prior to distribution.
- 7.6. A display board will be prominently displayed adjacent to the site and the Buckhurst Meadows SANG and at all points where there is public access. The board will detail the nature of the works being undertaken. The content of the signage and its locations will be agreed with WBC Countryside Services as appropriate in advance of installation. A contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent. The date of the installation of signage will be agreed with WBC Countryside Officers in advance.
- 7.7. The telephone number provided to local residents and businesses will be maintained at all times whilst the phase two works are taking place in order to respond to any enquiries and complaints.
- 7.8. A complaints register will be kept and will include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints. WBC Countryside Officers will be notified of any complaints and actions at weekly meetings, save where complaints relate to health and safety issues on the existing Buckhurst Meadows SANG related to any construction activities which will be reported immediately to the HSE and WBC Countryside Services, as appropriate.

Signage

- 7.9. In addition to the construction traffic signage proposed at **Chapter 6** (to be agreed with Countryside Services at WBC prior to installation), appropriate Health and Safety Signage will be placed around the construction site by the contractor guiding traffic and pedestrian routes, giving warnings of hazards and potential dangers (such as "Danger: Keep Out"; and public/pedestrian directional signage etc.) and instructing conduct within the site boundaries (such as "Do not remove security fencing"/"Appropriate PPE must be worn..." etc.).

Inductions

- 7.10. All operatives will be inducted prior to commencing work on this site and the relevant competencies checked, with copies held on site.
- 7.11. Site specific risk assessments and method statements will be produced for all activities, with copies held on site. All operatives will be briefed on their method statements prior to commencing work. Operatives and visitors will be asked to sign in and out every day.
- 7.12. All operatives and visitors will be expected to wear appropriate Personal Protective Equipment (PPE), as necessary.

Welfare Provision and Health & Safety

- 7.13. The contractor will provide full welfare facilities, as necessary. These facilities will be in place prior to construction works commencing on-site, will be placed within the compound. As a minimum this will comprise an office and canteen double, a toilet block and stores.
- 7.14. Reportable accidents and dangerous occurrences will be reported and recorded in accordance with the Contractors' policies and the HSE and WBC Countryside Officers will be notified promptly of such occurrences and action undertaken.

Fire Plan/Special Site Instructions

- 7.15. All site personnel will be advised of escape routes and firefighting equipment at their induction and copy of the fire plan will be kept in the site file.
- 7.16. All site waste material to be put into skips. Site to be always kept clean of any debris. Materials to be stored neatly in the designated storage areas on site.

Monitoring Arrangements

- 7.17. The Site Manager will be responsible for the day-to-day management of the site and will ensure that all restrictions/provisions noted in this CEMP are undertaken.
- 7.18. The Site Manager (and any other relevant stakeholders) will engage in regular weekly meetings with the Countryside Services Team at WBC. The meetings will be used to provide an update on progress/milestones and any complaints (including sharing the complaints register). The Countryside Services email address will also be included on signage throughout the Buckhurst Meadows SANG (to be agreed prior installation).

Green Travel Protocol

- 7.19. The appointed contractor will commit to implementing a Green Travel Protocol for the duration of the construction phase. This will aim to provide employees with the opportunity to travel via more sustainable travel modes other than single occupancy car. It is considered that a minibus will be used to for workers to travel to the site in and a designated minibus parking bay will be provided on site. Car sharing will also be promoted to encourage visitors to share lifts to site.

8. Environmental Mitigation Measures

Protection of Water, Land Environment, Air Quality & Pollution Prevention

- 8.1. The Developer and contractor will ensure the protection and integrity of all watercourses and drainage systems and associated flora and fauna (as unaffected by this scheme) by preventing any surface water run-off or potential sources of contamination from reaching watercourses/drainage systems.

Vehicle Emissions

- 8.2. All construction vehicles will be required to comply with relevant European standards. Suppliers and drivers will be required to (as far as practical):
- i. Switch off their vehicle's engine when stationary to prevent exhaust emissions;
 - ii. Maintain vehicles including engines in tune and catalysts working efficiently; and
 - iii. All vehicles used by contractors must comply with MOT emission standards at all times.

Control of Noise and Dust

- 8.3. All contractors are to adhere to (so far as is reasonably practicable) the measures set out below in order to help reduce and control the noise created during the construction works:

Dust

- Dust will be controlled where necessary with a water bowser and any stone/concrete cutting will have water fed suppression and appropriate PPE.
- Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation will be located as far away as possible from the compound boundaries.
- Stored materials liable to dust generation will be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.
- Skips, chutes, and conveyors will be covered and if necessary enclosed to ensure that dust does not escape.
- All vehicles carrying dusty materials will be securely covered.
- Areas where there is regular vehicular movement should have a consolidated surface which will be kept in good repair.
- Periodic road-sweeping will be implemented if ground conditions and/or adverse weather conditions dictate. This will ensure that the site access track and public roads affected are kept clean. The public highway will be inspected daily.

- A wheel wash hose will be made available at the compound. This will be used for dust suppression and for the cleaning vehicle wheels/tyres.

Noise

- Any plant brought onto site will adhere to the noise regulations, equipment and working methods in accordance with British Standards, and will take into consideration the existing residential properties, surrounding environment, and site working hours.
- Wherever possible mains electricity or battery powered equipment will be used instead of diesel- or petrol-powered generators.
- All vehicles, mechanical plant, and machinery used during the development will be fitted with proper and effective silencers and will be maintained in good and efficient working order.
- All vehicles will keep to site speed limits.
- All employees will be made aware of the neighbouring properties on their site-specific induction and provided with a copy of the CEMP so that they are fully aware of the importance to reduce noise and dust during the construction process.
- In accordance with British Standards, noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut.
- Toolbox talks on noise and dust will be held by the site manager and they will ensure all equipment conforms to the relevant noise emission standards and reduce any unnecessary nuisance, including shouting, bad language, radios and out of hours deliveries.
- Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.
- Construction plant and lorry engines will be switched off when not in use.
- No stereos or similar amplified devices will be audible at the compound site or St Anne's SANG boundaries.
- All the above will be in accordance with the guidelines set out by HSE guidance documents.

Lighting Control

- 8.4. Internal lighting will be kept to a minimum. Where possible construction will happen during daylight only and the construction schedule will be adopted to minimise adverse lighting. In some cases, construction work may require work during the hours of darkness in consideration of shorter daylight availability during winter months.
- 8.5. Where construction work requires lighting the following measures will be considered for implementation:

- i. Dim or switch off lights where it is safe to do so.
- ii. Use of specifically designed equipment.
- iii. Positioning of lights away from any nearby residents; and
- iv. Switched off completely when necessary to provide some hours of darkness for to minimise impacts on any ecological features.

Waste Management

- 8.6. The disposal of waste generated during construction, including any surplus spoil, will be managed to maximise the re-use of material on-site. This provides environmental benefits from the use of surplus material and reduces any adverse effects of disposal, including vehicle trips. The contractor will follow the Defra Code Of Practice 'Construction Code Of Practice for the Sustainable Use Of Soils on Construction Sites '.
- 8.7. Contractors will seek to minimise the waste generated from their construction activities where practicable. This will include measures such as 'just-in time' deliveries, careful storage of materials on-site, minimisation of packaging and use of re-usable packaging etc. All waste will be managed in accordance with the waste hierarchy (i.e. prevention, preparing for re-use, recycling, other recovery and disposal as set out in the Waste (England and Wales) Regulations 2011), and in such a way as to prevent harm to human health, amenity and the environment.
- 8.8. The contractor will maintain responsibility for the management of waste. The contractor will commit to waste minimisation opportunities by maintaining a role in the management of the supply chain during construction.
- 8.9. The burning of waste at any time on the site is strictly prohibited.
- 8.10. Movement of waste from the site will be in vehicles that are properly covered and inspected prior to entry onto adopted highways.
- 8.11. Waste bins will be used for the collection and storage of waste within site boundaries to facilitate the segregation of waste for re-use, recycling and recovering, where appropriate.
- 8.12. Skips and other storage receptacles will be sheeted, and bins will remain lidded or closed, during times when waste is not being deposited into them. They will also be covered to prevent the escape of waste whilst in transit and loaded for maximum efficiency.
- 8.13. A register of all waste loads leaving the site will be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.
- 8.14. Reducing the amount of waste exported from the site would reduce the vehicle movements associated with construction. As such this will assist in minimising the impact of construction vehicles on the local highway network.

Protection of Important Trees, Hedgerows and Other Natural Features

- 8.15. Details relating to the protection of trees are set out in the Arboricultural Method Statement prepared by DPA Arboricultural Consultants that is submitted as part of the wider discharge of conditions application. DPA Arboricultural Consultants has assessed the proposed construction traffic arrangements and has confirmed that there will be no impact on existing mature trees within the Buckhurst Meadows SANG. However, should it become apparent that the movement of HGVs or other vehicles on the site/access route are impacting any of the existing trees protection measures to be agreed with WBC, will be promptly installed before any further traffic movement
- 8.16. There will be impact on younger trees & hedgerows along the route which will be confirmed in the pre-construction condition survey. WBC Countryside/Ecology Officer's reinstatement requirements will be recorded within this document.
- 8.17. Details relating to impact on hedgerows and other natural features are set out in the Landscape and Ecology Management Plan that is submitted as part of the wider discharge of conditions application.

Ecological Mitigation Measures for Protected Species and Species of Principal Importance

- 8.18. Details relating to impact on ecology are set out in the Landscape and Ecology Management Plan that is submitted as part of the wider discharge of conditions application.
- 8.19. Machinery will only be allowed to track on areas that have already been cleared or checked by an ecologist. Machinery will track in and out on the same track.
- 8.20. All vegetation clearance works will be supervised by a suitably qualified ecologist. An Ecological Clerk of Works (ECoW) will be required for any vegetation removal that takes place during the nesting bird season of March to August inclusive with regards to nesting birds and reptiles.
- 8.21. Phased grass cutting will take place (to 20cm height and then to <10cm height between 24 and 48 hours later) on the entire corridor for traffic movements and the site compound area. This will be completed at least 24 hours before any access track and/or compound is set up. Once cut, grass in these locations will be cut regularly to maintain its short condition throughout the construction period.

Reptile Mitigation

- 8.22. Vegetation such as scrub and grassland will be cut to a height of 15cm. A suitably qualified ecologist will be present to supervise the cut and check for reptiles. The cutting will be followed ground clearance works carried out by an excavator.
- 8.23. Reptile mitigation will be undertaken during the reptile active season, roughly April to October inclusive. However, exact timings will be down to the programme determined by the contractor. An ECoW will need to be present during these works.

Badger Mitigation

- 8.24. An updated walkover of the proposed work area and the surrounding habitat will be carried out to search for signs of badger. If active badger setts are recorded that maybe disturbed by the proposed works than a protected species licence from Natural England will be sought.
- 8.25. There will be no tracked vehicles within 30 metres of a sett, no light vehicles within 20 metres of a sett and no works involving hand tools within 10 metres of a sett.
- 8.26. Where possible, construction materials will be stored within a secure container that is locked overnight.

9. Condition Survey

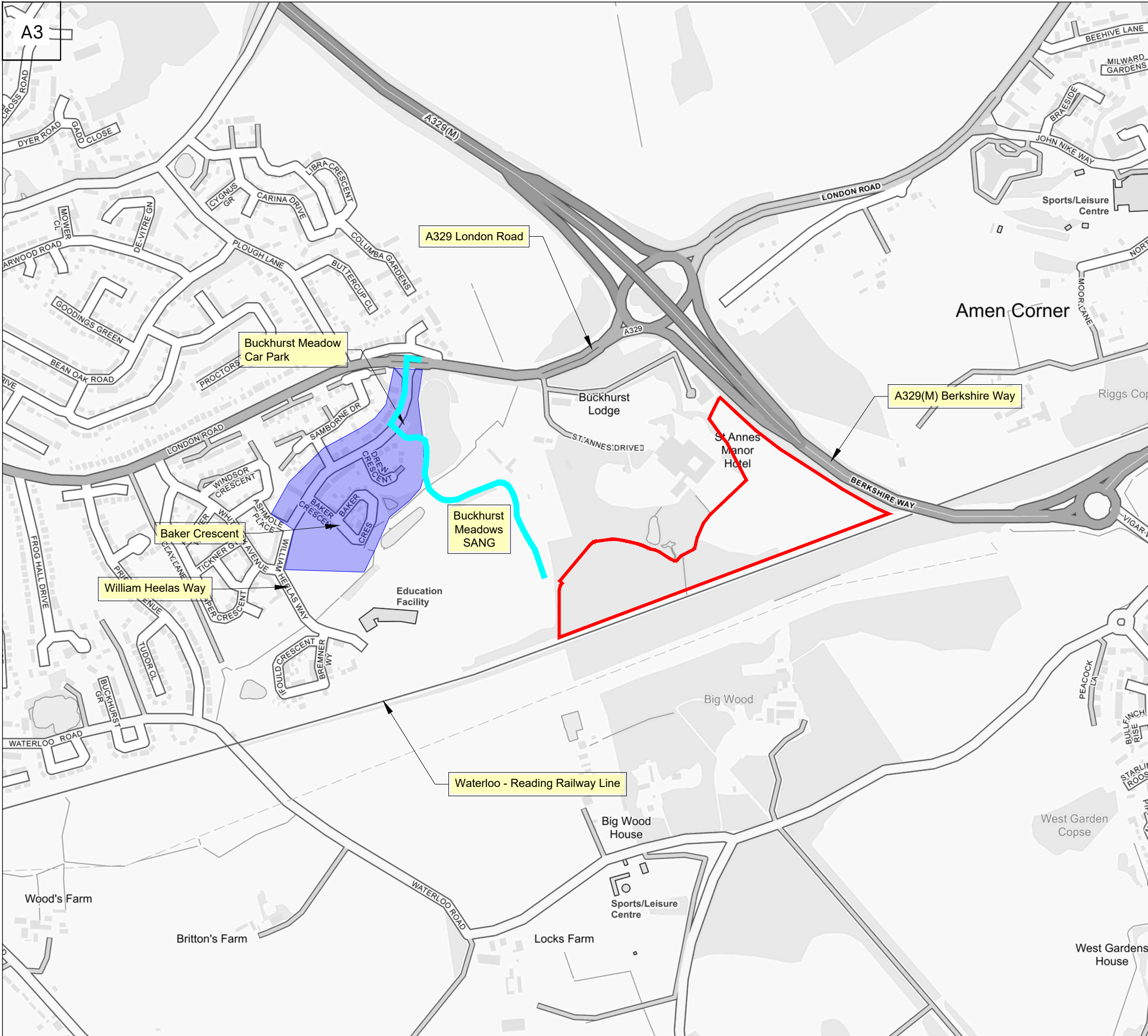
- 9.1. A pre-commencement walkover condition survey on the local highway network will be carried out to assess the baseline condition of the adopted highway and the Buckhurst Meadows SANG (including the car park) before construction activities commence.
- 9.2. At this stage, it is envisaged that the extent of the survey will comprise the local highway/footpath network within the vicinity of the car park access, the car park, the construction route through Buckhurst Meadows SANG and the compound area.
- 9.3. The survey will incorporate a photographic and written record as appropriate. The survey will be accompanied by Highway Officers, Countryside Services Team and Ecology Team at WBC, as required, and a date for this survey will be agreed before construction activities commence. The record of the survey will cover (but is not limited to) the following issues:
 - Works to trees required to facilitate access.
 - Principles for the restoration of compacted and rutted ground.
 - Principles for the reinstatement of any tree/hedgerow/grass/planting including seeding and planting specifications.
 - Principles for the timing/seasonality of reinstatement works and also the monitoring of success and the need for any remediation in the following growing season.
- 9.4. The appointed contractor will attend the pre-commencement walkover and will identify any culverts (other than those already identified at **Figure 3.1**) that may need to be crossed by construction vehicles that are bigger than maintenance vehicles already accessing the Buckhurst Meadows SANG. The contractor will identify any reinforcement/remediation that is required along with any necessary consents from WBC prior to installation.
- 9.5. A further condition survey with a further written and photographic record covering the same extents as previously assessed will be carried out at the end of the construction period in order to identify and agree any remedial works reasonably attributable to construction activities and incorporating the principles agreed as part of the pre-construction survey (see **paragraph 9.3**). These remedial works would be completed by the Applicant to an agreed timescale and to the same standard as currently in place at the time of the pre-commencement survey. The survey will be accompanied by highway and ecology officers and the Countryside Services Team at WBC, as required, and a date for this survey will be agreed.
- 9.6. WBC Countryside Officer will be notified immediately of any damage to key infrastructure or contamination within the Buckhurst Meadows SANG (for example, bridges, culverts, fencing, oil leaks and car park infrastructure) throughout the construction phase (associated with the St Anne's SANG works) and will be mitigated and made good immediately where possible. Where not possible an appropriate way forward will be agreed with WBC Countryside Officer. Where there is a dispute WBC and the Developer will seek to resolve the issue on the understanding that the developer will only be required to rectify the damage to said item/area and return to state/condition no greater condition as before the damage occurred. Works to rectify the damage must be undertaken immediately in the event that the failure to do so would fall under the following category:

- Create further damage
- Relates to contamination
- Causing/causes damage to wildlife
- Impacts the use and enjoyment of the SANG by users & residents
- Creates a health and safety issue.

9.7. All works to be undertaken as required by WBC Countryside Officer acting reasonably.



Figures



N

Key:

Approximate Red Line Boundary

Letter Drop Area

Construction Traffic Route

C	28/01/2025	REMOVED CONSTRUCTION ROUTES AND TEXT, ADDED LETTER DROP AREA	LT	LD
B	09/05/2024	CAR PARK ROUTE ADDED	JAN	JAN
A	20/03/2024	ROUTES ADDED		LD

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

CONSTRUCTION TRAFFIC ROUTE PLAN

ST ANNE'S SANG, WOKINGHAM

CLIENT:
KINGACRE ESTATES LTD

DATE:
11/12/2023

SCALE:
NTS

DRAWN/CHECKED BY:
JAN/LD

APPROVED BY:
CMR

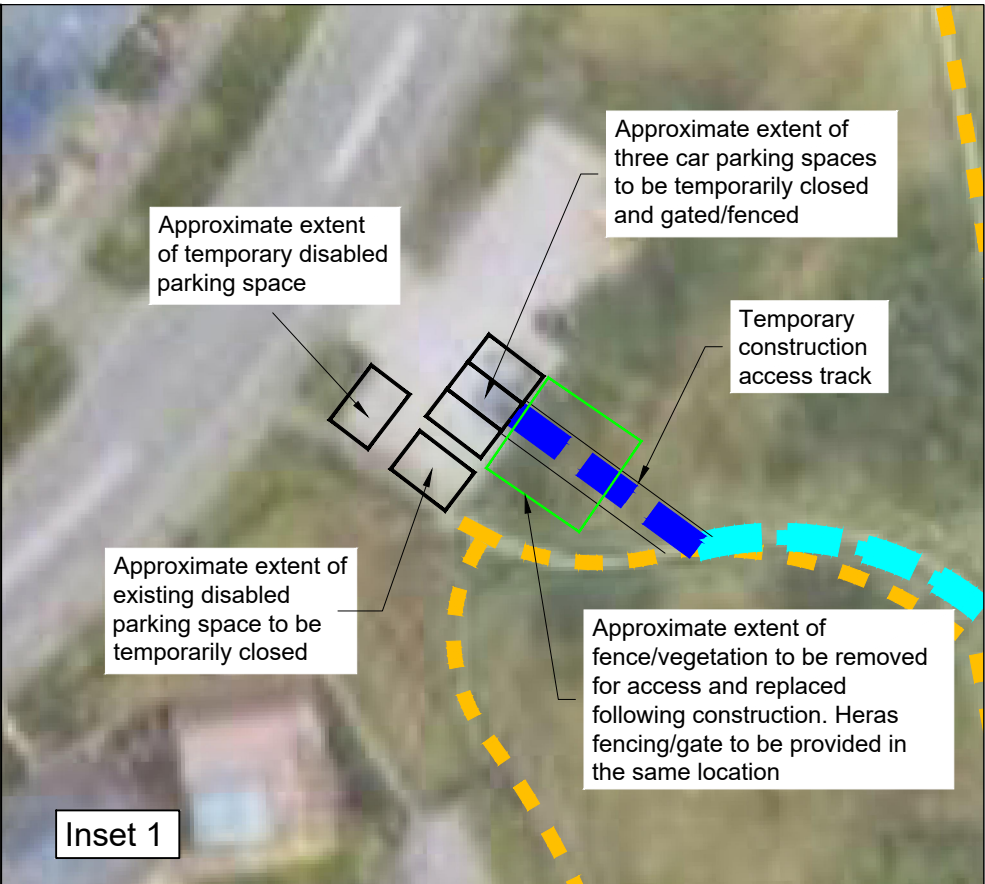
JOB NUMBER:
P23-1666

DRAWING NUMBER:
FIGURE 2.1

REVISION No:
C

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- Key:
- Temporary Construction Traffic Route Along Existing Footpath Network
 - Temporary Construction Access Track (Vehicles Only)
 - Temporary Compound
 - Indicative Alignment of Existing Footpaths within Buckhurst Meadows SANG
 - Approximate Locations of Existing Bridges to be Culverted

C	27/03/2025	UPDATED ROUTES	LT	CMR
B	23/01/2025	UPDATED DRAWING FRAME, TEXT IN KEY AND ROUTE	JAN/LD	LD
A	16/05/2024	UPDATED TEXT IN KEY AND REMOVED CORRESPONDING LINES ON PLAN	LT	LD
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED ACCESS AND ROUTING ARRANGEMENT

ST ANNE'S SANG, WOKINGHAM

CLIENT:
KINGACRE ESTATES LTD

DATE:
09/05/2024

SCALE:
AS SHOWN

DRAWN/CHECKED BY:
JAN/LD

APPROVED BY:
CMR

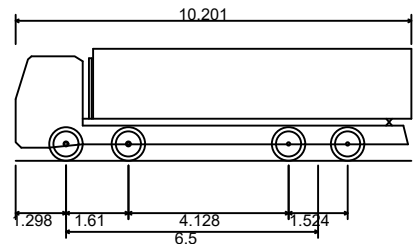
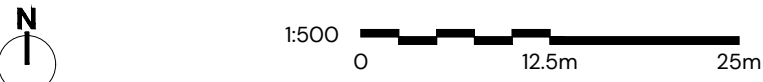
DRAWING NUMBER:
P23-1666 FIGURE 3.1

REVISION No:
C

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Swept Path Analysis of a Large Tipper Travelling Inbound



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

Vehicle tracked at default forward speed of 5mph

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

SWEPT PATH ANALYSIS OF A 10m TIPPER – INBOUND

ST ANNE'S SANG,
WOKINGHAM

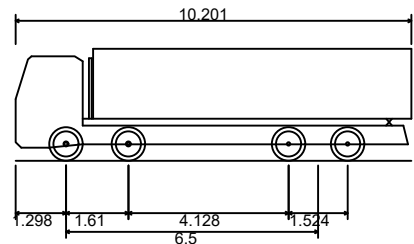
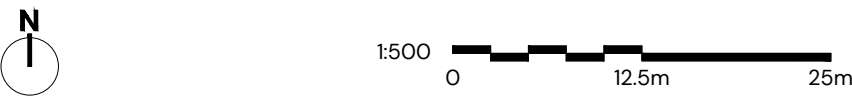
CLIENT:
KINGACRE ESTATES LTD

DATE: 09/04/2025 SCALE: 1:500 DRAWN/CHECKED BY: JAN/LD APPROVED BY: CMR

DRAWING NUMBER: P23-1666 FIGURE 3.2 REVISION No: - PEGASUS GROUP



Swept Path Analysis of a Large Tipper Travelling Outbound



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

Vehicle tracked at default forward speed of 5mph

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
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SWEPT PATH ANALYSIS OF A 10m TIPPER – OUTBOUND

ST ANNE'S SANG,
WOKINGHAM

CLIENT:
KINGACRE ESTATES LTD

DATE: 09/04/2025 SCALE: 1:500 DRAWN/CHECKED BY: JAN/LD APPROVED BY: CMR

DRAWING NUMBER: P23-1666 FIGURE 3.2 REVISION No: - PEGASUS GROUP

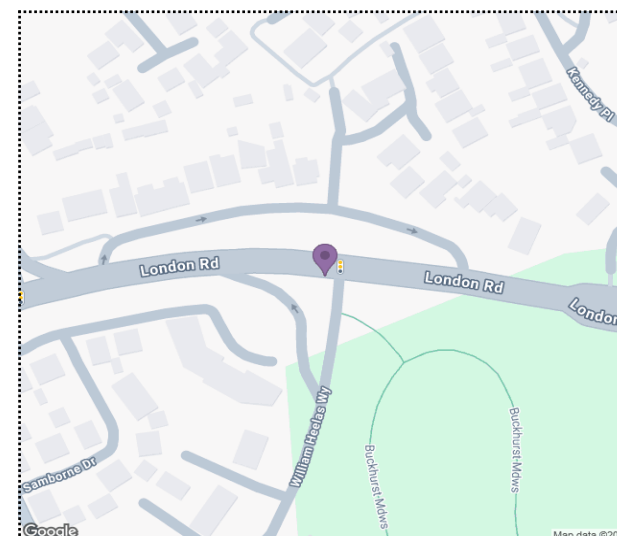


Appendix A – Crashmap Report



Validated Data

Crash Date:	Sunday, January 8, 2023	Time of Crash:	14:57:00	Crash Reference:	2023430010777
Highest Injury Severity:	Slight	Road Number:	A329	Casualties:	4
Highway Authority:	Wokingham			Vehicles:	2
Local Authority:	Wokingham			OS Grid Reference:	483160 168800
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, January 8, 2023

Time of Crash: 14:57:00

Crash Reference: 2023430010777

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	3	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	7	Male	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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