

**Construction
Environmental
Management Plan**

**Land at
Old Forest Road,
Winnersh**

**Prepared for
Elstree Land**

by

**Stuart Michael
Associates Limited**

May 2025



Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

T: 01635 867711
F: 01635 861715
E: mail@stuartmichael.co.uk
W: www.stuartmichael.co.uk

SMA Ref: 7365/CEMP

Issue Status: 01

DOCUMENT CONTROL			
Project	Land at Old Forest Road, Winnersh		
Job No.	7365		
Document Title	Construction Environmental Management Plan		
File Location	N:\Admin Project\ 7365 – Land at Old Forest Road, Winnersh/Reports		
Prepared by	James Pritchard	Date	30/04/2025
Reviewed by	James Pritchard	Date	07/05/2025
Approved by	Martin Ohrland	Date	09/05/2025
Document Issue	Description / Changes	Revised by	Date
01	For Client Approval	JP	15/05/2025
02	Updated Further to Client Comment	AE	29/05/2025



COPYRIGHT

The copyright for this document rests with Stuart Michael Associates Limited. Copyright for documents and other published sources of information prepared by others and used in the document may rest with others.

The contents, in whole or in part, of this document are restricted for use by the client and Stuart Michael Associates Limited in connection with the project in accordance with the terms of engagement. Stuart Michael Associates Limited accepts no liability or responsibility for use of this document for purposes other than those originally intended. Third parties relying on the contents of the document do so at their own risk.

No part of the contents of this document may be copied from any digital viewing system maintained to provide access for public scrutiny or any other source without written permission from the Company Secretary of Stuart Michael Associates Limited.

© Stuart Michael Associates Limited 2025

Stuart Michael Associates Ltd. Registered in England and Wales. Registration Number: 3739154

Registered Office: Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF.

CONTENTS

SECTIONS

		PAGE
1.0	INTRODUCTION	1
2.0	CONSTRUCTION MANAGEMENT PLAN	3
3.0	SUMMARY AND CONCLUSION	19

DRAWINGS

- Drawing 7365.SK01 – Site Location Plan
- Drawing 7365.SK02 – Construction Traffic Access Route
- Drawing 7365.SK03 – Construction Site Layout
- Drawing 7365.SK04 – Autotrack Swept Paths

1.0 INTRODUCTION

- 1.1 Stuart Michael Associates Limited (SMA) has been appointed by Elstree Land to develop a Construction Environmental Management Plan (CEMP) for the site on Land at Old Forest Road, Winnersh (**Drawing 7365.SK01** refers).
- 1.2 This CEMP summarises the proposed construction methods and sequencing. It also outlines measures that will be taken to minimise the impact of construction on the surrounding area.
- 1.3 This Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved CEMP shall be implemented prior to any works being carried out on site, and shall be maintained throughout the course of the development.

Scope of Report

- 1.4 This CEMP has been developed to take into account general checklist details provided by WBC, together with matters considered of relevance to the development. These include, but are not limited to:
- (i) Details of parking and turning for vehicles of site personnel, operatives and visitors;
 - (ii) Loading and unloading of plant and materials;
 - (iii) Storage of plant and materials;
 - (iv) Programme of works / phasing / lorry routing and potential numbers (including measures for traffic management and operating hours);
 - (v) Provision of boundary hoarding;
 - (vi) Details of measures to prevent mud from vehicles leaving the site during construction;
 - (vii) Details of any site construction office, compound and ancillary facility buildings;
 - (viii) Details of access and haul routes to be used to access the development;

Assessment Methodology

- 1.5 Research undertaken in connection with this assessment has included:

- Desktop and field study of local road types to establish suitable routing of vehicles;
- Site visits to assess local roads;
- Consideration of appropriate measures to reduce vehicle movements and associated impacts on local residents; and
- Information provided from the developer regarding on-site facilities and protocols.

2.0 CONSTRUCTION MANAGEMENT PLAN

2.1 This statement has been developed by SMA and will be adopted by the Main Works Contractor. Any revisions to this plan shall be agreed, approved by the Build Director and recorded. This Statement shall be a live document, which shall be continuously reviewed to take into account additional environmental information encountered during the detailed design and construction phase. It shall allow for the inclusion of any further conditions and amendments that arise from the granting of consents or legitimate concerns of Third Parties.

2.2 All personnel and sub contractors working on the project shall perform their duties in accordance with the requirements of the statement. The Site Team shall report regularly to the Area Build Manager on the status and effectiveness of its implementation.

Programme of Construction Works

2.3 It is anticipated that the build out period for the whole site could be up to 2 years.

2.4 The programme of works will consist of the following;

- Enabling works comprising perimeter fencing/security provisions, site compound, site clearance, ground investigation, initial service works and access works;
- Sub infrastructure works, ground works and foundations;
- Construction of superstructures; and
- External works such as car parking and landscaping.

Roles and Responsibilities

Construction Director

2.5 The Construction Director shall be responsible for:

- Compound Checks;
- Ensuring the required consents are in place before work starts;
- Ensuring environmental and waste requirements are included on requisitions and in subcontracts and orders;
- Ensuring oil, including diesel is stored in properly bunded tanks / drip trays;

- Ensuring Waste Transfer Notes / Special Waste Consignment Notes are checked;
- Reporting incidents and non conformances;
- Liaising with statutory authorities and the Main Works Contractor as required and ensuring records of communication (including verbal communication) are kept. Statutory authorities should always be accompanied on site visits;
- Ensuring employees and subcontractors receive Induction Training, as appropriate;
- Ensuring personnel needed for audits are available when required; and
- Verifying actions resulting from Corrective Action Requests and

Construction Travel Management

- 2.6 During construction works, a construction liaison officer (Site manager) will require that the impacts on the local community from construction traffic are minimised by its contractors and that public access is maintained where reasonably practicable. The impact of road based construction traffic will be reduced by identifying clear controls on vehicle types, hours of site operation and routes for heavy goods vehicles (HGVs).

Access Strategy

- 2.7 In view of the life of the construction period for the entire site, it is proposed that all access routes to the site for construction traffic be assessed in order to ensure that all phases and offsite works can be completed in a timely manner.
- 2.8 The site benefits from an existing drop kerbed field gate access onto Toutley Road to the north of the site.
- 2.9 The location of the construction site access point is shown on **Drawing 7365.SK03**. This access roads will be a tarmac surface and will be gated, open inwards and set back from the highway to allow a HGV to pull clear of the highway.
- 2.10 In order to access Toutley Road and subsequently the development site, a HGV construction traffic access strategy has considered the following route:
- **Access via Winnersh and Reading Road to the north west of the site**

Temporary Toutley Road Construction Access

Winnersh is situated close to the strategic A329(M) which also links to the M4. Construction traffic travelling to the site will do so from the north west and access the site via B3270 Reading Road roundabout to the west of the site. From here construction traffic will travel south east bound on Reading Road, for circa 2.35km, and turn left at the Toutley Road roundabout. Vehicles will continue on Toutley Road, for circa 650m, where the temporary construction site access is located on the right (refer to **Drawing 7365.SK02**).

- 2.11 Gaining access to the site via this route will help minimise the traffic impacts of construction traffic on the existing local centre, schools and residential areas within Winnersh/Wokingham area.
- 2.12 Although other routes are available, this route and junctions along it are of a good standard to accommodate construction traffic. These routes are also considered to have limited impact on residential properties, avoids local schools and the town centre.
- 2.13 All sub-contractors and supply-chain members will be advised during the induction and subcontracts of the need to adhere to local speed limits and use the dedicated route to and from site.
- 2.14 The route will be signed appropriately to avoid impacting on other residential areas. All signage will be provided in accordance with the Traffic Signs Regulation and General Directions manual (TSRGD 2016).
- 2.15 In order to ensure that construction traffic and its potential impacts to the surrounding area are carefully managed, the remainder of this report identifies the various protocols and controls that will be put in place to ensure high levels of safety and to minimise disturbance to residents.

Provision of Long-Term Facilities for Contractor Parking

- 2.16 Specific parking areas will be provided on-site for contractors and for the loading of vehicles. Parking areas will be clearly signed and monitored by the site managers. Parking for contractors, personnel, site operatives and visitors is to be provided adjacent to the Site Compound. The site compound will contain welfare and administrative facilities, plus a storage areas for materials. Electricity, water and telephone connections will be made to the site

compounds. **Drawing 7365.SK03** shows the proposed site compound location, including site parking and storage facilities, this layout is subject to change to meet the requirements of the buildout of the site.

- 2.17 Contractors will be prevented from parking on the access roads of occupied properties and on new residential roads.
- 2.18 The site manager will ensure that inspections are undertaken to ensure these parking restrictions are adhered to.

Loading and unloading of plant and materials

On-site Parking and Manoeuvring of Construction Vehicles within the Site.

- 2.19 The proposed site layout has adequate turning heads to enable vehicles to safely manoeuvre in and out of the site and loading areas in forward gear.
- 2.20 **Drawing 7365.SK04** shows a typical construction vehicle turning safely within the confines of the site. Any manoeuvres of HGVs will be overseen by Banksmen.
- 2.21 The car park is accessed via the site's construction access (**Drawing 7365.SK03** refers).

Storage of plant and materials

- 2.22 A temporary compound area will be located within the site. These secure, hardstanding places will include an area for cabins, storage and car parking (see **Drawing 7365.SK03**). Due to the size of the development, it is likely that additional local storage areas could be provided, in line with any phasing of the development, to reduce the movement of plant and materials around the site. Details of additional storage areas, if required, would be identified at a future stage, to be agreed with in consultation by the local planning authority.

Programme of works / phasing / lorry routing and potential numbers (including measures for traffic management and operating hours)

- 2.23 The site will be operational between 08:00 and 18:00 (Monday to Friday) and 08:00 to 13:00 (Saturdays). No work will be undertaken on Sundays and bank holidays.
- 2.24 A schedule of planned vehicle deliveries is provided in Table 2.1. This table sets out the Developers typical projected deliveries of construction materials and the frequency these are anticipated.

Table 2.1 Schedule of Planned Principal Deliveries

Materials	Use on Project	Expected Delivery and Frequency
Contractors Materials	Throughout	Monday-Friday hourly
Aggregates	Throughout	Monday-Friday daily
Ready Mixed Concrete	Throughout but Mainly start of site	Monday-Friday as required
Fuel Deliveries	Through out	Daily
General building Deliveries	Through out	Monday-Friday as required
Large Plant and Equipment	Mainly start of site and end of site works	Monday-Friday as required

- 2.25 Where practicable, the Developer will use local companies to provide services such as supplies of materials, road transport, distribution facilities and sub-contract labour and plant.
- 2.26 Deliveries will only be permitted between 08:00 and 18:00 (Monday to Friday) and 08:00 to 13:00 (Saturdays). Where possible deliveries will be scheduled outside of the commuter peak periods 08:00-09:00 and 17:00-18:00.
- 2.27 A Programme of Works Phasing plan will be provided by the developer following planning consent.

Provisions for the Storage, Collection and Disposal of rubbish from the development during the construction period

- 2.28 The secure compound area will provide an area for storage, collection and disposal of rubbish from the development.
- 2.29 Waste vehicle movements will only take place between 08:00 and 18:00 (Monday to Friday) and 08:00 to 13:00 (Saturdays). As such, no waste vehicles will access the site outside of these times. This will ensure minimal disturbance to the local community.
- 2.30 In terms of site clearance, there will be minimal site clearance required. The site will be cleared of unwanted materials.

Signage

- 2.31 The contractor will implement a clear and concise signage strategy throughout the site to identify construction vehicle routes, and assist in internal traffic control. Signage will also identify the site office and parking areas for all

personnel, site visitors and service vehicles. All signage on and off site will be inspected by the health and safety officer, on a weekly basis.

- 2.32 No construction traffic shall exceed a speed of 10mph within the site and advisory speed restriction signs shall be erected subject to approval by WBC. The site manager will use best endeavours to enforce speed limits within the development.

Provision of boundary hoarding

- 2.33 Enabling works for each phase will comprise perimeter fencing/security provisions. The construction and maintenance of fencing and hoardings will be carried out to an acceptable condition to prevent unwanted access to the construction site, to provide noise attenuation, screening, and site security where required. This will include the need to provide viewing points at relevant locations, if appropriate the use of different types of fencing:

- Maintenance of hoarding as required;
- Providing site information boards with out of hours contact details, 24-hour telephone number (for comments/complaints), community information, information on the works programme, details of site managers contact details, at key locations *and*;
- Displaying notices on site boundaries to warn of hazards on site such as deep excavations, construction access, etc.

- 2.34 Clear sight lines will be maintained around hoardings and fencing with no hidden corners in order to avoid, where reasonably practicable, opportunities for anti-social behaviour and crime and to ensure safety of vehicles. Footways of adequate width to facilitate pedestrian flows will be provided with signs provided to facilitate safe access around the site boundary. Adequate lighting will be installed, as necessary, near hoardings.

Plant and wheel washing

- 2.35 All vehicle wheels will be checked and washed down, as required, prior to exit from site.

Details of measures to prevent mud from vehicles leaving the site during construction

- 2.36 Roads will be kept free of debris and dirt as necessary, by sweeping or hosing down.

Details of any site construction office, compound and ancillary facility buildings

- 2.37 A temporary main compound area will be located within the site.
- 2.38 The compound area includes an area for cabins for use as the construction office, storage and car parking.
- 2.39 Full details of the proposed compound layout will be provided following planning consent.

Deliveries

- 2.40 Delivery hours shall not be at peak periods Monday to Friday 0700-10.00; 16.00-19.00.
- 2.41 Care will be taken during deliveries, particularly when fuels and hazardous materials are being handled. All deliveries are to be supervised by a responsible person so that storage tank levels are checked before delivery to prevent overfilling and that the product is delivered to the correct tank. Contingency plans are to be agreed and suitable materials available should any incident occur. All employees are to be briefed on the actions that are required in the event of a spillage.

Storage

- 2.42 Materials used in construction operations, such as oil, chemicals, cement, lime, cleaning materials and paint have the potential to cause serious pollution. All fuel, oil and chemical storage must be sited on an impervious base and secured. Leaking or empty oil drums must be removed from the site immediately and disposed of via a licensed waste disposal contractor. The contents of any tank are to be clearly marked on the tank, and a notice displayed requiring that valves and trigger guns be locked when not in use.

Security

- 2.43 All valves and trigger guns are to be protected from vandalism and unauthorised interference and turned off and securely locked when not in use. Any tanks or drums are to be stored in a secure container or compound, which is to be kept locked when not in use. Bowsers should be stored within site security compounds when not in use.

Silt

- 2.44 Water containing silt is never to be pumped directly into watercourses or surface water drains. Silty water can arise from excavations, exposed ground, stockpiles, plant and wheel washing.

Excavations

- 2.45 Measures are to be taken to prevent water from entering excavations. This could be by the use of cut-off ditches to prevent entry of surface water and well point dewatering or cut-off walls for ground water. Personnel and/or plant are not to disturb water in the excavation. The means of dewatering excavations in the event there is ingress is to be agreed with the project manager.

Spoil Heaps

- 2.46 Spoil heaps are to be located and configured in a way that will avoid the risk of contamination of drainage ditches.

Plant and wheel washing

- 2.47 A wheel wash facility will be stationed inside the gated construction access. At this point vehicle wheels will be washed down using a jet wash as required prior to exit from site.

Dealing with Silty water

- 2.48 Adequate provision for dealing with silty water is to be agreed in advance. Any planned discharges off the site will require prior approval with the appropriate authorities.

Refuelling

- 2.49 Care will be taken during the refuelling of plant to avoid potential spillage. Mobile plant is to be refuelled in a designated area, preferably on an impermeable surface away from any drains or watercourses. A spill kit is to be available in this location. Hoses and valves are to be checked regularly for signs of wear and turned off and securely locked when not in use. Diesel pumps and similar equipment are to be placed on drip trays to collect minor spillages. These should be checked regularly and any accumulated oil removed for disposal.

Concrete

- 2.50 Concrete is highly alkaline and corrosive and can have a serious impact on watercourses. It is essential to take particular care with all works involving concrete and cement. Suitable provision is to be made for the washing out of concrete mixing plant or ready mix concrete lorries so that washings do not flow into any drain or watercourse or seep underground.
- 2.51 In the event of a spillage on site, the material must be contained (using an absorbent material such as sand or soil or commercially available booms). All spillages are to be reported to the Project Manager.

Parking

- 2.52 All parking will be provided on-site, so as not to displace vehicles onto the existing local highway network. Parking for personnel, site operatives and visitors is to be near to the site compound within the site.

Loading and unloading of plant materials

- 2.53 To facilitate the efficient loading and unloading of plant materials loading bays will be provided near to the compounds/ material stores.
- 2.54 In order to reduce conflict with other road users and to minimise congestion, deliveries will be scheduled wherever possible to avoid peak traffic movements.

Ecology

- 2.55 The impact(s) that the development is likely to cause to ecology present in the vicinity needs to be carefully managed. In order to avoid unnecessary harm, the following mostly standard practices, will be followed:
- A suitably qualified ecologist will be assigned as Ecological Clerk of Works (ECoW), who will be the primary contact of the site manager for all ecology related matters during construction;
 - The ECoW will conduct an updated walkover of the Site 1-2 month prior to construction to reassess baseline conditions. Focus will be given to the habitat condition, nesting birds and locations of suitable reptile habitat;
 - A defined Ecologically Sensitive Area (ESA) will be clearly marked on the site, which will consist of a reptile exclusion fence and temporary fencing;
 - No construction works, storage of materials or workers will be allowed within this area, unless the works has been agreed through a formal Method Statement produced by the ECoW;

- Works will, where possible be restricted to daylight hours to avoid the use of external lighting to prevent unnecessary disturbance to nocturnal and crepuscular species such as certain invertebrates, bats and birds;
- No herbicide would be used within or adjacent to areas of importance in terms of landscape, visual amenity or ecology;
- All areas used for temporary construction operations would be subject to complete restoration to their former condition with appropriate aftercare procedures; and
- Seasonal constraints will be considered on matters such as vegetation clearance. For example, this will only be allowed outside the bird breeding season, hibernation season etc, unless under they are conducted under an agreed Method Statement with the ECoW.

Measures to Control Dust, Noise and Vibration during the Construction Period

- 2.56 A key issue to consider is the creation of dust during construction especially at nearby dwellings. To restrict dust, a number of measures will be implemented and are set out below.
- 2.57 In dry weather, water suppression will be used to dampen down dust and prevent dust from migrating to neighbouring areas. Equally during winter conditions gritting will be carried out by the contractors.
- 2.58 Unwanted materials will be loaded to a waste skip as soon as practicable, so that a good standard of housekeeping is maintained. Netting attached to the harass fence will also act as a barrier.
- 2.59 Construction activity audible at the site boundary shall not take place in the evenings 18:00-08:00 Monday to Friday and 13:00-08:00 Saturday and no time on Sunday or public holidays.
- 2.60 The potential environmental impacts associated with constructing vehicle movements are to be addressed through the strategy by way of:
- Minimising traffic movements where practicable;
 - Minimising fuel consumption through the use of local materials and sub-contractors;

- Implementing noise and dust reduction strategies throughout the construction process.

Noise Management

- 2.61 All workers on site will be made aware of the need to keep noise and disruption to a minimum from plant, radios and vehicles. Site managers will ensure this is conveyed as part of the initial site induction and is maintained with good site management. Should any noise levels become unacceptable tool box talks will be used to ensure all site personnel are aware of environmental constraints.
- 2.62 All subcontractors will be responsible for monitoring and implementing prevention methods.
- 2.63 During the construction phase of works steps will be taken to minimise noise and dust, this will be in accordance with British Standard BS5228-1 2009+A1: 2014 Code of Practice for noise and vibration control on construction and open sites.
- 2.64 Monitoring will be undertaken to ensure that noise and vibrations levels at the boundary of the site are kept to a minimum. There will be a hand held noise meter on site and daily recordings taken. These recordings will be made available to the environmental health officer upon request.
- 2.65 Works will be carried out as specified and detailed within the contractor's site specific RAMS for the activities they undertake on the development. The site manager will have on site at all times, a hand held noise monitor to be able to assess the noise levels of activities should the need arise.
- 2.66 Strict controls on the sequencing of works and providing noise protection would be developed on an activity-by-activity basis. This would include all mobile plant would be turned off when not in use and mortar silos to reduce operating noise.
- 2.67 The quietest possible plant that can practicably be obtained would be used for each construction task. Percussive plant would be avoided where alternative non-percussive plant is available for a given task.
- 2.68 Cutting operations or other noisy tasks would be minimised through off-site fabrication wherever practicable.

Noise Mitigation Measures

- 2.69 2.4 m site hoarding will be installed at locations around the site, which would typically be constructed from close-boarded timber.
- 2.70 The adoption of Best Practicable Means, as defined in the Control of Pollution Act is usually the most effective means of controlling noise from construction sites, and may include the following measures as appropriate:
- Pneumatic breaking and other activities known to generate high levels of noise may need to be limited, in terms of the overall daily duration and/or the time of day when such work can be undertaken (e.g. between the hours of 10:00 and 16:00, Monday to Friday);
 - Any compressors brought on to Site to be silenced or sound reduced models fitted with acoustic enclosures;
 - All pneumatic tools to be fitted with silencers or mufflers;
 - Care should be taken when erecting or striking scaffolds to avoid impact noise from banging steel;
 - All operatives undertaking such activities to be instructed on the importance of handling the scaffolds to reduce noise to a minimum;
 - All plant items to be properly maintained and operated according to manufacturers' recommendations in such a manner as to avoid causing excessive noise;
 - All plant is to be sited so that the noise impact at nearby noise-sensitive properties is minimised; and Local hoarding (in addition to site hoarding), screens or barriers to be erected as necessary to shield particularly noisy activities.

Dust Generation

- 2.71 The production of dust emissions will be minimised and/or controlled in order to reduce the impact on local residents, members of the public, construction personnel and ecological receptors. When making assessments the site management team will consider the Control of Pollution Act 1974, Planning Policy Guidance, The Local Planning Authority Environmental Health section Construction Site Guidelines, 2006, and the requirement of the Control of Substances Hazardous to Health (COSHH).
- 2.72 The following activities have been identified to have the potential for dust generation:

- Vehicle Movements – Wheel wash and Road Sweepers will be used when necessary. All loads entering and leaving the site to be covered.
- Cutting of cement board – units will be jetted.
- Brick / Concrete Cutting – A screened acoustic enclosure will be setup.
- Stockpiling – Water will be used as a suppressant where material has the potential to be 'wind whipped'.

2.73 All subcontractors will be responsible for ensuring method statements include these prevention methods.

2.74 The construction director will ensure that hoses will be able to reach all areas of dust creation prior to works commencing. Tarmac construction service roads will be established early during the build phase which will form part of the permanent roads to the development.

Details of measures to prevent mud from vehicles leaving the site during construction

2.75 Roads will be kept free of debris and dirt as necessary, by sweeping or hosing down.

2.76 Vehicles exiting the site with any waste or dust attached, that could subsequently transfer to the local roads, will be obligated to pass a jet wash to minimise transfer of dust and waste onto the local network.

Practical measures to avoid or reduce impacts on biodiversity during construction and biosecurity protocols

2.77 Authorisations and Permissions - All licences, consents and permits which may be required for the construction works will be obtained from the appropriate authority. The obtaining of all such authorisations will be the responsibility of the Contractor.

2.78 Environmental Audits and Monitoring - The purpose of environmental auditing is to provide a check that appropriate environmental supervision is taking place, in accordance with statutory requirements and the CEMP. The Environmental Audit will also review the results of monitoring undertaken during construction, in order to identify the need for any additional environmental management or mitigation measures to be implemented.

- 2.79 Dust monitoring will include measurements of dust soiling at nearby receptors, visual checks and recording during construction hours.

Ecological Toolbox Talks and Monitoring

- 2.80 Provisions will be made for Ecological Toolbox talks to all onsite Construction site personnel to make personnel aware of all the necessary ecological issues and measures. This will include details on the timing of sensitive works such as the breeding season which is considered to run from March to August. The main aim is to avoid harm to biodiversity features.

Contingency/emergence measures for accidents and unexpected events, along with remedial measures;

- 2.81 A pollution incident Control Plan will be prepared by the Contractor to incorporate emergency training requirements and the reporting of incidents. The contractor will carry out works with reasonable skill and care to avoid and/or minimise environmental incidents. The plan will principally deal with any potential oil or diesel spillages, as these are considered the most likely accidental events. Other potential incidents could include nuisance complaints regarding noise or dust releases. The plan will address the response applicable to an environmental incident, regulatory notification, emergency services and any environmental complaints or enquiries from the general public.
- 2.82 Environmental incidents will be reported to the Construction Manager and Environmental Manager at the earliest opportunity. Environmental incidents must be reported to the Environment Agency 24 hour Emergency Hotline on 0800 80 70 60.

Responsible persons and lines of communication;

- 2.83 Members of the project team may be assigned specific roles and will be responsible for the correct application of the CEMP. The details of the actions to be taken to implement each aspect of the CEMP will need to be developed and specified by the Contractor in Method Statements of Work instructions. Individual specialists will be appointed to provide expert advice. The Contractor will identify individuals, along with their roles, responsibility and authority.
- 2.84 The construction Director/Manager is responsible for the effective resourcing of staff to ensure that the environmental requirements identified in the CEMP are

undertaken ad to check that construction activities comply with the requirements of the CEMP.

- 2.85 The Environmental Managers will be responsible for coordinating and managing all the environmental activities during the construction phase, be the main point of contact, lead the appointment of environmental specialists as appropriate and monitor construction activities and performance.

Lighting on site during construction

- 2.86 Site lighting and signage will be provided to enable the safety and security of the construction site. It will be at the minimum luminosity necessary and use low energy consumption fittings. Where appropriate, lighting to site boundaries will be provided and illumination will be sufficient to provide a safe route for the passing public. In particular, precautions will be taken to avoid shadows cast by the site hoarding on surrounding footpath and roads.
- 2.87 Lighting will also be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents and passing motorists. This provision will apply particularly when working during times of the year when natural daylight is reduced during the agreed site working hours.
- 2.88 During winter months, individual plots shall be lit within the units, to maintain work production. This will not have any adverse impacts on existing residential properties. For each phase/area significant impacts will be identified, the contractor will develop and implement lighting strategy to reduce and prevent unnecessary disturbance.

Measures to ensure no on-site fires during construction

- 2.89 There will be no fire or burning of materials on the site. The project manager and construction liaison officer will ensure that all staff and contractors will be made aware and adhere to this.
- 2.90 The site and associated accommodation and welfare facilities will have in place appropriate plans and management controls to prevent fires.

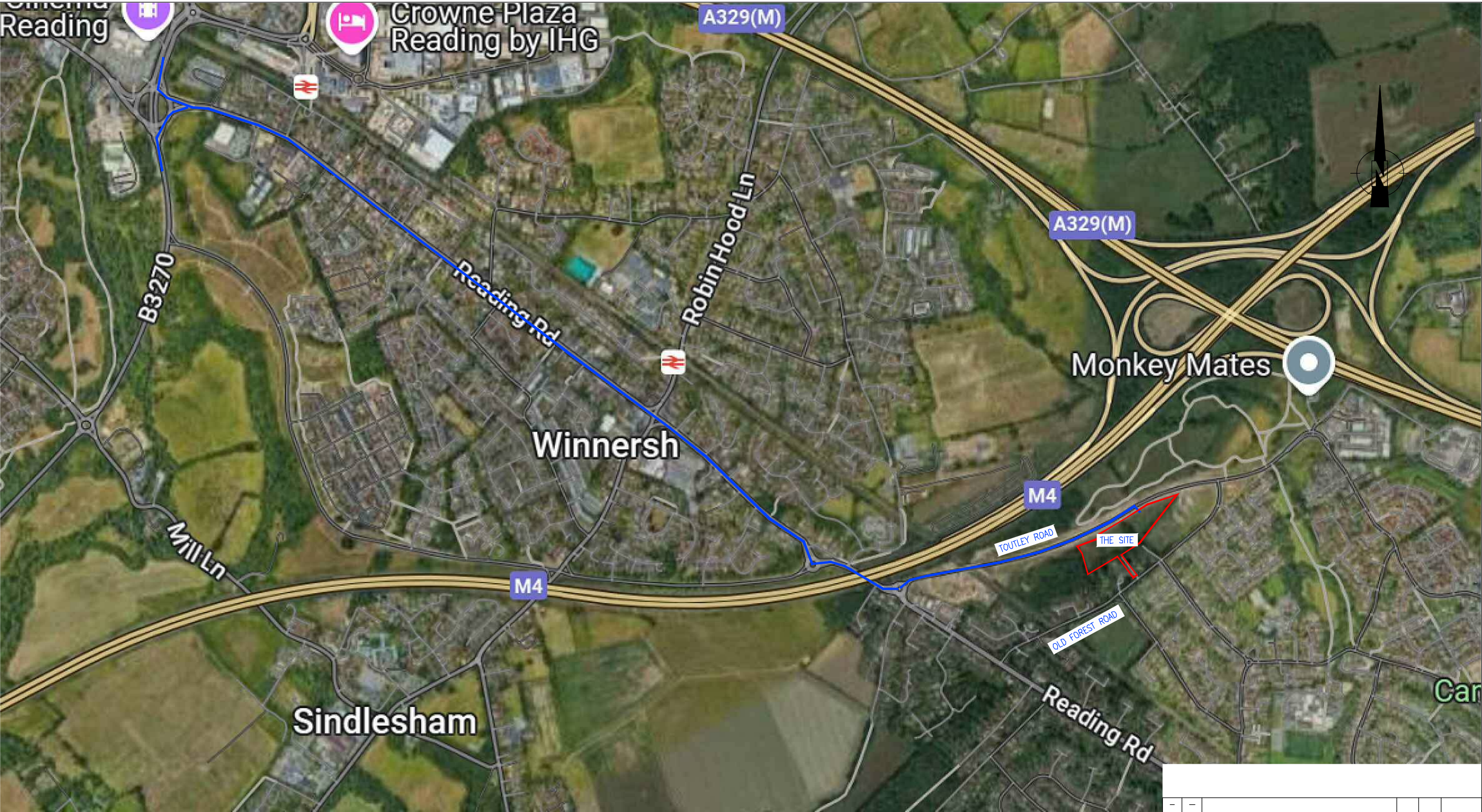
Implementation of the CEMP through an environmental management system

- 2.91 The development of the CEMP will commence during the early stages of a project. It will be a live document that is regularly updated and revised to take account of new information, changing external factors and feedback from review. The CEMP should evolve through the life of a project containing the information and level of detail that is relevant to a particular stage. The CEMP will be implemented in accordance with environmental impacts guidance contained within BS EN ISO 14001.

3.0 SUMMARY AND CONCLUSION

- 3.1 This report sets out the overall framework for the Construction Environmental Management Plan (CEMP), for a residential development site, to be constructed by Elstree Land at Old Forest Road, Winnersh (Drawing 7365.SK01 refers).
- 3.2 This report sets out the overall framework for managing the environmental impact of the development and the movement of construction and delivery traffic to/from the development site. Its main purpose is to ensure that a range of extensive preventative measures are in place to minimise the potential impact of the development on the travelling public, whilst also ensuring the large delivery vehicle movements associated with the development do not create any unnecessary safety concerns.
- 3.3 The CEMP has been prepared to demonstrate that the Developer and or their Agents are aware of their roles, duties and responsibilities with respect to the Construction (Design Management) Regulation 2015 and in particular Part 3 Regulation 8 General duties. Construction will be undertaken in a manner that secures the health and safety of any person affected by the project.
- 3.4 Contact details of the Site Manager have not yet been agreed, however these details will be provided in due course.
- 3.5 During the construction of the development, the developer will seek to minimise disruption to local residents. It is also not expected that the minor increase in traffic will not cause any delays, safety problems or amenity issues for pedestrians.
- 3.6 Contact details of the Site Manager have not yet been agreed, however these details will be provided when they come available.
- 3.7 It is acknowledged that variations to the CEMP may be necessary as development progresses and the phasing programme may change as a result. It is proposed that this would be addresses through an 'Open Book' approach.
- 3.8 In this event, updated information/ plans and drawings would be provided to the local authority for their consideration and approval

DRAWINGS



STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS
Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

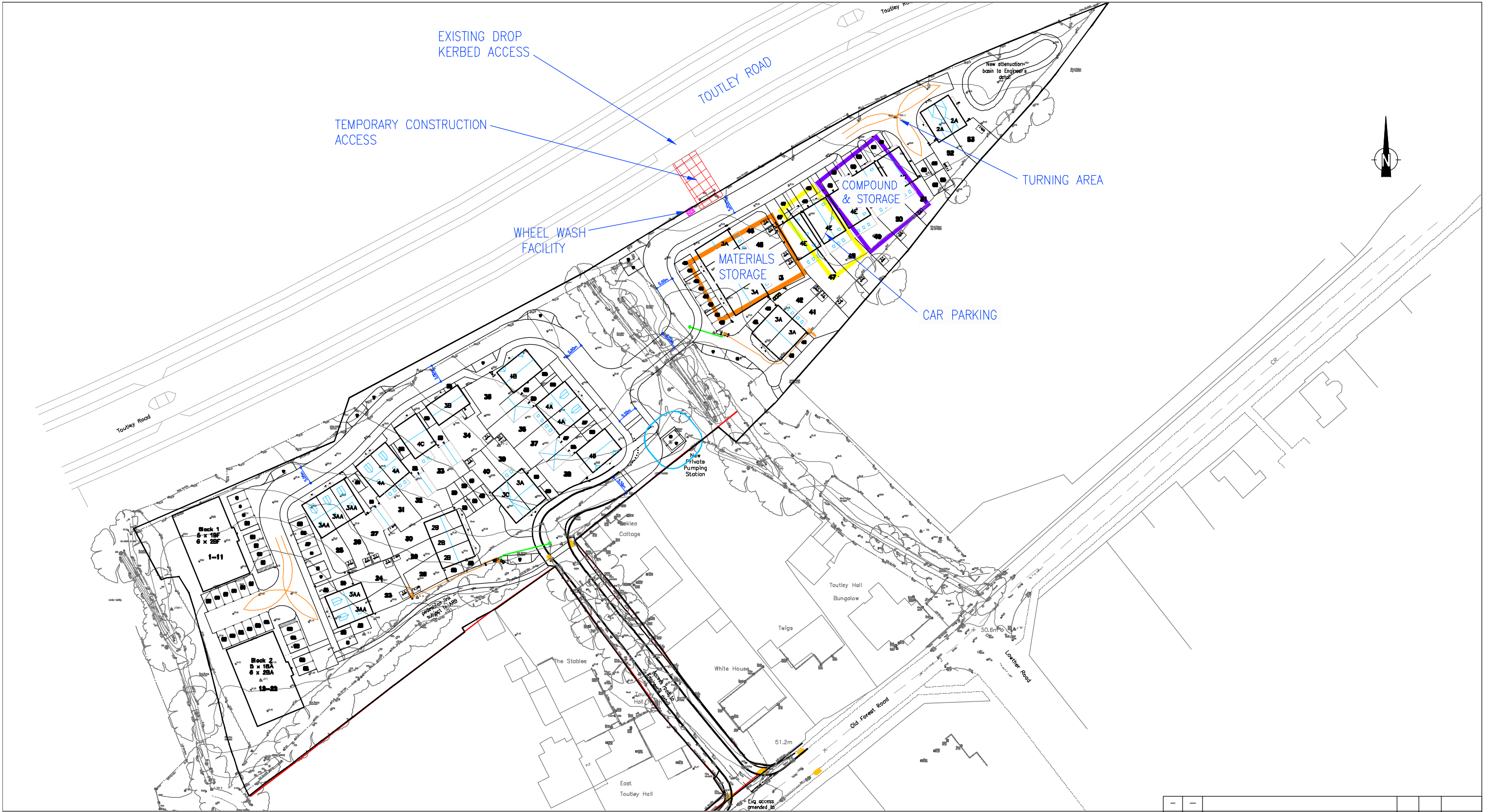
JOB TITLE

OLD FOREST ROAD, WINNERSH

DRAWING TITLE

CONSTRUCTION TRAFFIC ROUTES

-	-							
ST	Rev	Description				Drn	Chk	Date
REVISIONS								
Preliminary	✓	Approval		Tender		Const.		
DRAWING STATUS								
DATE		DRAWN		CHECKED		SCALE		
MAY 2025		JGP		MRO		1:10000 ©A3		
DRAWING No.				REV			STATUS	
7365.SK02								
© This drawing is the copyright of Stuart Michael Associates Limited. It may not be reproduced or amended without the written approval of Stuart Michael Associates								





STUART MICHAEL ASSOCIATES

CONSULTING ENGINEERS

Stuart Michael Associates Ltd

Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF

T: 01635 867 711

F: 01635 861 715

e: mail@stuartmichael.co.uk

w: www.stuartmichael.co.uk

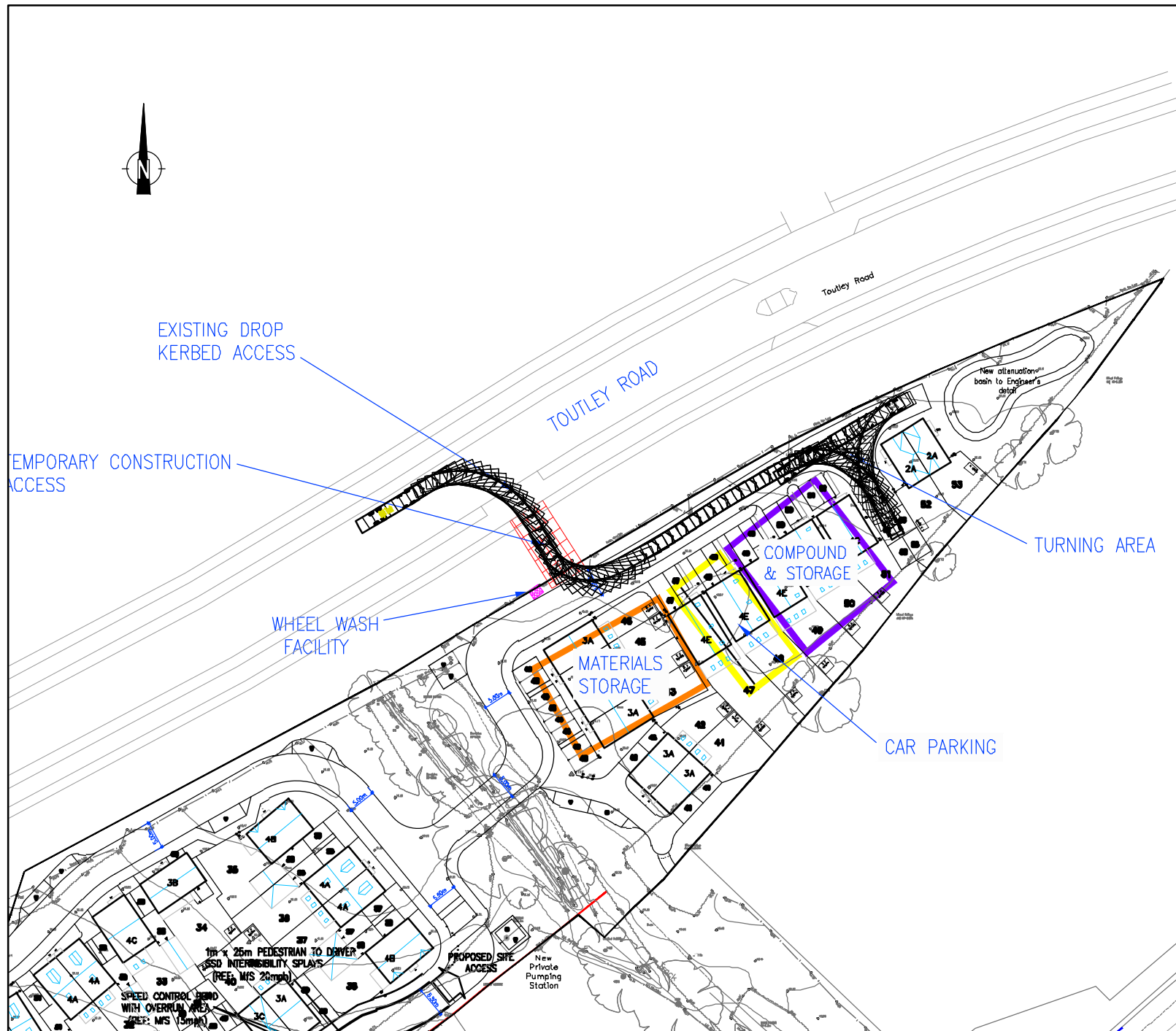
JOB TITLE

OLD FOREST ROAD, WINNERSH

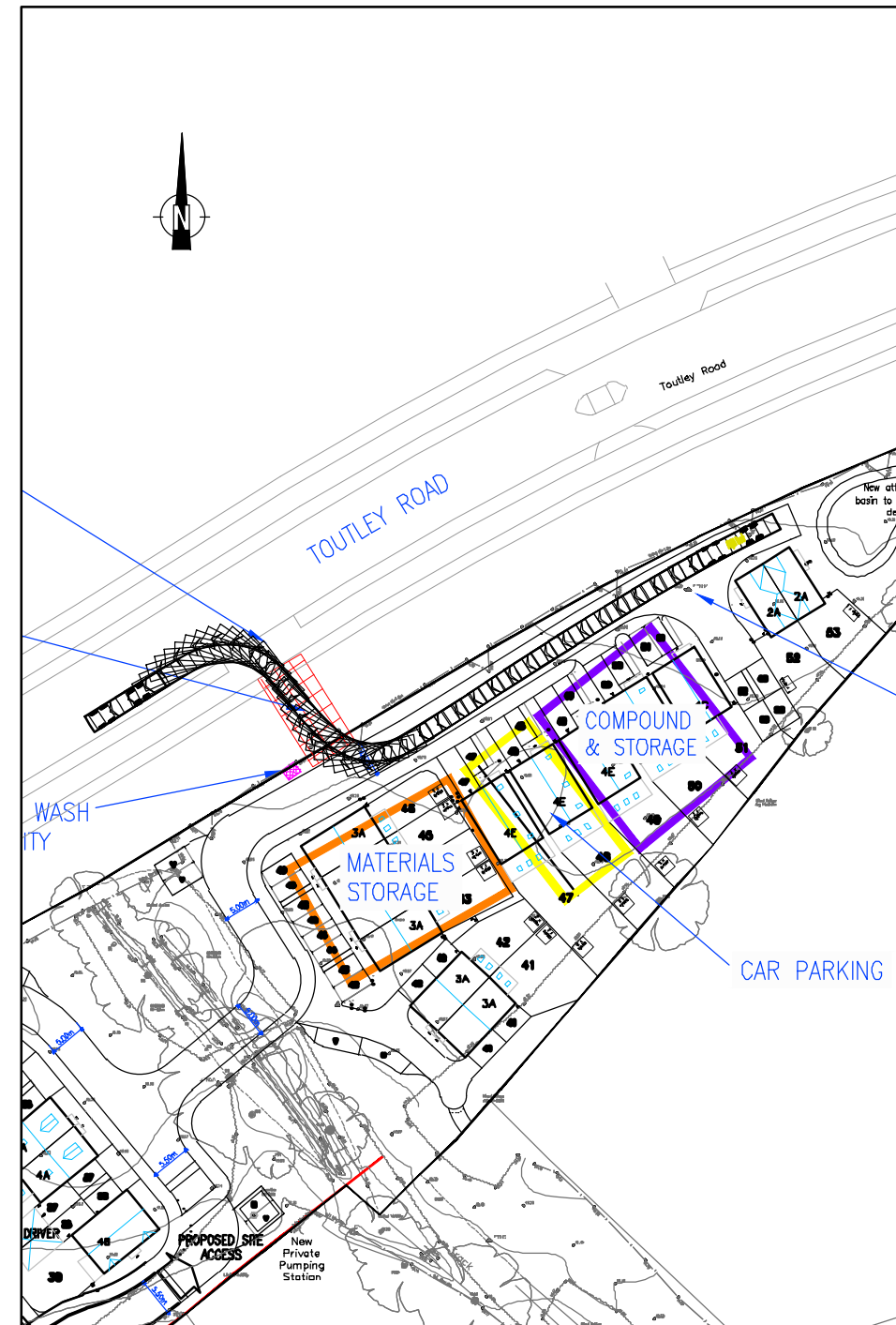
DRAWING TITLE

CONSTRUCTION SITE LAYOUT

ST	Rev	Description	Drn	Chk	Date
REVISIONS					
Preliminary	✓	Approval	Tender	Const.	
DRAWING STATUS					
DATE	MAY 2025	DRAWN	JGP	CHECKED	MRO
DRAWING No.	7365.SK03	SCALE	1:1000	REV	STATUS
© This drawing is the copyright of Stuart Michael Associates Limited. It may not be reproduced or amended without the written approval of Stuart Michael Associates					



1) LARGE 12m RIGID CONSTRUCTION VEHICLE – ENTER SITE IN FORWARD GEAR. RIGHT TURN IN, AND TURN WITHIN TURNING AREA



2) LARGE 12m RIGID CONSTRUCTION VEHICLE –EXIT SITE IN FORWARD GEAR AND TURN LEFT ONTO TOUTLEY ROAD

Rigid Truck		
Overall length	12.000m	
Overall width	2.500m	
Max. Wheel Clearance	0.300m	
Lock to Lock	6.200m	
Lock to Lock Turning Radius	11.900m	

JOB TITLE

OLD FOREST ROAD, WINNERSH

DRAWING TITLE

CONSTRUCTION VEHICLE SWEEP PATHS

ST	Rev	Description	Drn	Chk	Date
REVISIONS					
Preliminary	✓	Approval	Tender	Const.	
DRAWING STATUS					
DATE	DRAWN	CHECKED	SCALE	REV	STATUS
MAY 2025	JGP	MRO	1:1000		©A15
DRAWING No. 7365.SK04					
© This drawing is the copyright of Stuart Michael Associates Limited. It may not be reproduced or amended without the written approval of Stuart Michael Associates					