



PHASE 2B: WOKINGHAM STRATEGIC DEVELOPMENT LOCATION – HOLME PARK
SANG

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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1.0 Introduction

Context

- 1.1. This Construction Environmental Management Plan (CEMP) has been prepared by Abley Letchford, on behalf of the Miller Homes and Kier Property, in relation to the development proposals for a Suitable Alternative Natural Greenspace (SANG), associated with which benefits from full planning permission as part of the Phase 2b hybrid planning consent ref. 191068 at the South Wokingham Strategic Development Location (SWSDL). The submission is made to discharge Condition 36 (CEMP).
- 1.2. The SWSDL comprises is an urban extension to the south of Wokingham in Berkshire and is bisected by an existing railway line linking Wokingham and Bracknell. The SDL proposals comprise of approximately 2,500 homes, a new South Wokingham Distributor Road and other facilities such as two primary schools and a community centre.
- 1.3. The SDL proposals involve the creation of SANG to provide alternative areas of natural greenspace to help divert visitors from visiting the Thames Basin Heath Special Protection Area ("TBHSPA"). Therefore, SANG is intended to provide mitigation for the potential impact of residential development on the SPA by helping to offset visitor pressures.

Construction Environmental Management Plan

- 1.4. As set out above, this document has been prepared in connection with Condition 36 Construction Environmental Management Plan', which is set out below.

Condition 36 – only quote elements in planning condition

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

- i. measures for the control of dust, odour and other effluvia;*
- ii. measures for the control of noise (including noise from any piling and permitted working hours);*
- iii. measures for the control of noise from delivery vehicles and times when deliveries will be accepted;*
- iv. vibration monitoring;*
- v. measures for the control of pests and other vermin (particularly during site clearance);*
- vi. pollution control measures;*
- vii. measures to control surface water run-off including protection of the aquatic environment in terms of water quantity and quality;*
- viii. measures to prevent spoil or building materials being deposited or stored within any area of the site liable to flood;*
- ix. a construction travel protocol or Green Travel Plan for the construction phase;*



- x. *construction traffic management plan comprising:*
 - a. *analysis of the volumes of construction vehicles during construction phases for both light and heavy vehicles;*
 - b. *vehicle routes and notably lorry routes, with volumes of lorries; and*
 - c. *traffic management proposals including any mitigations, hours of operation and signage;*
 - xi. *site construction access;*
 - xii. *haul routes within the site (supported by relevant surveys if not already adequately covered);*
 - xiii. *details of any site construction office, compound and ancillary facilities;*
 - xiv. *cycle storage and motor vehicle parking and turning for site operatives and visitors;*
 - xv. *loading, unloading and storage of plant and materials;*
 - xvi. *measures to prevent deposit of mud on the highway;*
 - xvii. *provision of an emergency water supply including fire hydrants to meet firefighting needs (including the installation arrangements and the timing of such an installation);*
 - xviii. *provision of boundary hoarding;*
 - xix. *lighting;*
 - xx. *A site security strategy;*
 - xxi. *Details of any temporary diversions of Public Rights of Way and how they will be managed to minimise disruption to users (both distance and duration of diversion);*
 - xxii. *protection of important trees, hedgerows and other natural features;*
 - xxiii. *relevant ecological mitigation measures for protected species and species of principle importance;*
 - xxiv. *updated survey information (due to long build out period), for example arboricultural and ecological surveys;*
 - xxv. *an invasive, non-native species strategy;*
 - xxvi. *contact details for complaints construction liaison officer;*
 - xxvii. *Communications Plan to keep local residents, town/parish councils and ward members informed;*
 - xxviii. *programme of works, including measures for traffic management and operating hours;*
 - xxix. *monitoring and review mechanisms; and*
 - xxx. *implementation of the CEMP through an environmental management system.*
- 1.5. This Report provides the necessary information to address the CEMP requirements of the proposed development, thereby enabling Wokingham Borough Council to make an informed decision on the planning application with the knowledge that there is a strategy in place so that construction can take place in an organised and safe manner which minimises impact on the local environment and highway network.



Report Format

- 1.6. The principal aim of this CEMP is to ensure that the construction works are organised and delivered in a manner that mitigates the environmental impact and safeguards the amenity of the area surrounding the development site during the construction period.
- 1.7. This Report adopts the following structure:
 - Section 2 outlines the broad construction methodology that will be adopted for the site. This includes details of the construction vehicle access points, construction traffic routings, construction compound and material storage areas.
 - Section 3 advises how the environmental impacts of the construction process will be mitigated.
 - Section 4 outlines how the construction process will be managed by the Contractor.
- 1.8. Whilst the principles of the construction strategy in relation to the proposed development are established within this Report, it should be noted that the construction programme may be subject to change once the specific Contractor is appointed. Any subsequent changes to the CEMP that may occur would need to be agreed with officers at Wokingham Borough Council (WBC).



2.0 Construction Measures

Context

- 2.1. The proposed SANG is situated on land to the west of Easthampstead Road and Heathlands Road. The Emm Brook and the track leading from Easthampstead Road to Ludgrove School bisect both SANGs.

Construction Phasing

- 2.2. The construction period is anticipated to commence in 2026, with phased delivery of hard and soft landscaping potentially until 2029, however it's delivery will include the following distinct components of work as follows:
1. Site setup including installation of Heras fencing around the site perimeter and installation of the site compounds.
 2. Construction walking routes as per the masterplan for the SANG and associated landscaping.
 3. Following completion of the works the site compounds will be decommissioned and the Heras fencing removed.
- 2.3. Of note however, is that the precise phasing and sequencing of the works is a matter to be determined by the Contractor.

Construction Routing

- 2.4. The proposed construction routing plan is attached at **Appendix 2**. For ease of reference, the routes that will be adopted for HGV traffic are described below.
- 2.5. The A239 (M), Berkshire Way has been highlighted as being most suitable strategic route leading to the Site for the construction traffic due to its regional connection in the form of the M4 to the north and M3 to the east.
- 2.6. From Berkshire Way, construction traffic will travel south via Peacock Lane and Old Wokingham Road, before turning into Easthampstead Road.
- 2.7. A clear signing strategy will be implemented to support the routing strategy and to direct all construction HGV traffic into the Site, avoiding the use of unsuitable roads. The signage at the Site entrances will include the times when access into site by construction traffic can be obtained.
- 2.8. Use of the agreed HGV vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals forming on site. The necessary information will also be communicated to all drivers of site and delivery vehicles to ensure that all those attending the site are aware of the routing strategy.

Construction Access

- 2.9. Two separate accesses will primarily be used during the SANG construction period, which reflect the two SANG areas to the north and south of the Ludgrove School access.
- 2.10.



- 2.11. Construction access for the northern SANG will primarily be taken from the existing Ludgrove School access, which provides suitable geometry for construction vehicles. Autotrack vehicle swept path analysis for the Ludgrove Access is contained in **Appendix 3**.
- 2.12. Some of the northern SANG work will require access from the north via the completed SWDR. The timings and extent of this will be subject to future phasing, with any temporary access arrangements to be agreed with WBC as required.
- 2.13. The construction access to deliver the SANG to the south of the Ludgrove Access will use the temporary construction access from Heathlands Road that has been created by Balfour Beatty as part of SWDR infrastructure works (South Wokingham planning ref. 242535).
- 2.14. The use of this access has been discussed with Jean Mulovici and Kane White at WBC and would only commence once Balfour Beatty has concluded the associated SWDR works.
- 2.15. Following completion of the SANG construction the temporary access will continue to be used to serve a temporary 8 space SANG public car park until the permanent SANG car park is delivered as part of later South Wokingham Strategic Development Land (SDL) phasing. Once the permanent SANG car park is operational, the temporary SANG car park and access will be removed and hedgerow along Heathlands Road reinstated.
- 2.16. The details associated with this approved Heathlands Road access, including Autotrack vehicle swept path analysis, is contained in **Appendix 4**.

Construction Traffic

- 2.17. Construction workers travelling to the site will be encouraged to use sustainable modes of transport wherever possible, such as public transport, cycling, or walking. This approach is intended to reduce the environmental impact of the project and limit traffic congestion in the surrounding area.
- 2.18. Where sustainable travel is not feasible, staff will be expected to coordinate their journeys with colleagues to ensure that the number of vehicles arriving at the site is kept to a minimum. Car sharing will therefore play an important role in reducing unnecessary vehicle movements.
- 2.19. An estimate of the predicted number of construction worker vehicles arriving provided by the project coordinator is up to 20 car/ vans per day.
- 2.20. Given the relatively low-intensity nature of the construction works, the overall number of worker vehicles on site is not anticipated to be excessive with material deliveries predicted to be a maximum of 5 per day. Any vehicles that are required will be accommodated within the designated compound area of the site, ensuring that parking is managed effectively and safely.
- 2.21. As part of the contractual conditions, contractors will not be permitted to park or wait on the highway. This measure is designed to prevent disruption to the local community and existing highway network.

Construction Compound

- 2.22. A temporary construction compound will be located within the area of the Southern SANG as annotated in **Appendix 1**. However, the exact location will be confirmed by the Contractor prior to the works commencing.



- 2.23. Sufficient room will be provided to allow vehicles to turn around, drop-off / pick-up any required materials and then exit the site in a forward gear. Consequently, there will not be a requirement for the vehicles to undertake turning manoeuvres on any area of the public highway.

Haul Routes

- 2.24. Movements of construction vehicles within the site will be confined to designated temporary haul routes, which will be formed by stripping down to a firm base before forming the temporary running surface with suitable material. Haul routes will be provided no wider than is necessary.
- 2.25. No construction vehicles shall exceed a speed of 15mph within the site. A speed limit of 10mph will be implemented within the construction compound areas. The Contractor will take responsibility for enforcing speeds in relation to all site and supply vehicles involved with the construction process.
- 2.26. As well as providing haul routes for construction vehicles, a segregated route will also be provided within the site in order to safely facilitate visitor trips, including those undertaken by foot or cycle.

Public Rights of Way

- 2.27. The Public Rights of Way in the vicinity of the works comprise Footpath 10, 11 and 12 as depicted on **Figure 2.1**.

Figure 2.1: Existing Public Rights of Way



- 2.28. There are no public rights of way within the site therefore maintaining and or diverting public passage during construction works is not necessary.

Boundary Fencing

- 2.29. It will be necessary to provide boundary fencing around the site in order to prevent unwanted access and to achieve site security as well as providing noise attenuation and visual screening. Such measures would take the form Heras type fencing to all boundaries.
- 2.30. The use of Heras fencing will also help to protect areas of hedgerow and trees to be retained. This will in turn prevent unwanted intrusion by construction vehicles into these sensitive areas.
- 2.31. Precise details of the boundary fencing will be confirmed by the Contractor prior to the works commencing, if required. Of note is that the fencing must be positioned in a manner than doesn't impede any pedestrian or vehicular routes.



Construction Working Hours

- 2.32. In order to ensure the completion of the proposed site within expected timescales, construction work will be undertaken between 08:00 - 18:00 hrs on Mondays to Fridays and between 08:00 - 13:00 hrs on Saturdays and at no time on Sundays or Bank / National Holidays.
- 2.33. Whilst there may be opportunity to organise deliveries outside of the peak hours wherever possible, the construction program is such that does not afford the opportunity for construction access to be fully restricted during the peak hours, however construction traffic would avoid William Heelas Way at school term times during the peak hours of 08.00-09.00 and 15.00-16.00.
- 2.34. Should there be specific circumstances where construction work is proposed to be undertaken outside of these hours then confirmation would first need to be obtained in advance and in writing from Wokingham Borough Council. This would also include agreement for any required lighting during the extended construction hours to be sensitively located in consideration for wildlife.



3.0 Environmental Controls

Context

- 3.1. Given the location and type of works being proposed there are inherent environmental sensitivities to be identified and dealt with whilst construction activity is occurring on site.
- 3.2. It is important that construction impacts are addressed wherever possible. The following measures have therefore been identified which will be used to mitigate specific environmental concerns at the site.

Noise & Vibration Reduction

- 3.3. Further to the restriction on working hours, as outlined in Section 2 of this Report, a number of further practices can be implemented to restrict potential impacts on local residents. Suitable mitigation measures to be used include:
- 3.4. The use of quieter alternative methods or mechanical plant, where reasonably practicable.
- 3.5. Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties, where reasonably practicable.
- 3.6. The use of site hoardings within the construction compound or portable acoustic enclosures / screens around noisy plant or processes, where necessary and reasonably practicable.
- 3.7. Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
 - Shutting down equipment when not in use.
 - Pumps and generators to be acoustically screened if required to operate outside of normal working hours.

Dust Suppression

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



Fire Prevention

- 3.9. No burning of any materials will be permitted on site. Furthermore, flammable materials will be stored appropriately within the construction compound in order to reduce the risk of accidental fire.
- 3.10. A Fire Risk Assessment & Fire Safety Plan will be produced for the site to include:
- details of methodologies to be used to help prevent fires on site, such as Hot Works Permits, Reducing the requirements for cutting on site, hot works exclusion areas etc.
 - a detailed plan showing the location of all fire detection, fire alarm and firefighting equipment within the site compound, compound buildings and generally on-site.
 - Details of emergency escape routes and assembly points
 - The locations of the nearest Mains Fire Hydrants
 - The protocols to be followed upon the discovery of a fire on site.

Pest Control

- 3.11. If not controlled, vermin can impact on neighbouring properties and land. Therefore, during the construction stage the contractor will ensure a clean and tidy site is kept at all times including appropriate storage and disposal of any food waste.
- 3.12. The contractor will also prevent accumulation of excessive refuse on the site and ensure the correct and satisfactory stopping up and sealing of all disused drains where applicable.

Lighting

- 3.13. The construction activities are scheduled to take place over an extended period and hence there will be activities during winter months where the natural daylight is restricted. If temporary lighting is employed at the site to ensure the safety of the workers, precautions will be taken to ensure that any lighting does not cause any significant disturbance on neighbouring properties or other sensitive receptors beyond the site. Emm Brook is a sensitive receptor and consequently any requirement for temporary construction lighting must be directed away from this watercourse.
- 3.14. Similarly, temporary construction lighting must not be allowed to shine onto any retained woodland or trees at the boundaries of the site.

Mud Prevention

- 3.15. Wheel wash facilities will be provided at the construction access to help ensure that the local road network is kept clear from mud and debris.
- 3.16. As set out in 3.8, the wheel washing will be undertaken by a site operative, as necessary, using a jet wash at the access to the site. A run-off area with polythene filled with shingle or similar will be placed to trap any silt run off. This will be removed when it becomes silted up.
- 3.17. Any HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.



- 3.18. Regular inspections of the construction access as well as Heathlands Road and Easthampstead Road will also be undertaken to ensure the above measures are effective. Provision for cleaning of the road, if required, will be undertaken using mechanical road sweepers.

Material Excavation and Subsurface Construction

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

Surface Water Management Measures

- 3.20. The site is not located within an area that is susceptible to flooding and therefore there are no special considerations are needed in terms of storage of materials within a designated floodplain.
- 3.21. Where possible, water will be prevented from entering any excavated areas through the use of cut-off ditches, as appropriate. Any silty water that is caused by excavation work and other activities such as wheel washing facilities or run off from exposed ground, is not to be pumped directly into watercourses. No culverts are proposed during the construction of the SANG.
- 3.22. Fuel, lubricating oils and chemicals will be stored appropriately within the construction compounds which are located a minimum of 8m away from any existing watercourses. The storage areas will be constructed with an impervious base and surrounded with an effective and impervious bund capable of holding the full contents of the store plus 10%. All stores are to be kept locked when not in use. Refuelling of equipment will take place within the storage compounds given that they are remote from any watercourse or drain. Any leaking or empty drums or chemical containers will be contained immediately.

Emm Brook

- 3.23. The new footbridges to be delivered as part of the SANG have been designed with piers located outside the river corridor. This arrangement maintains the existing flow regime and avoids the need for any watercourse diversions.
- 3.24. To prevent uncontrolled vehicle movements in proximity to the banks of the Emm Brook, Heras fencing will be installed 5 m either side of the watercourse.
- 3.25. During the construction period, the riverbanks will be monitored for the presence of Himalayan Balsam. Any occurrences will be reported to WBC, the Consortium and the maintenance team so that removal operations can be undertaken in accordance with the following procedures.
- Removal of Himalayan Balsam will be undertaken by pulling by hand. Plants are not to be removed if seed heads are present. As Himalayan Balsam plants are classed as a 'controlled waste' under the Environmental Protection Act 1990 (EPA) they must be removed by a suitably qualified professional and disposed of safely at a licensed landfill site according to the EPA (Duty of Care) Regulations 1991.
 - If Himalayan Balsam is identified, such locations will be revisited 12 months after removal to confirm that the full removal of plants was achieved. If any Himalayan Balsam is identified, this will be removed and disposed of as set out above.



Trees and Hedges

- 3.26. Plans identifying the trees and hedgerows within the site which are identified for retention or removal are set out within the arboricultural report prepared by ACD. For ease of reference, the Tree Protection Plan is attached as **Appendix 5** which identifies the method and type of tree
- 3.27. protection fencing to be used, and the required extent of Root Protection areas for trees within and along the boundaries of the site.

Ecological Management

Badgers

- 3.28. Whilst Badger surveys carried out as part of the ECOSA Ecological Impact Assessment (2024) did not identify any Badger setts within the Zone of Influence of the Proposed Development, it is anticipated that site clearance and construction will be preceded by a pre-commencement check of the site for Badger activity by a suitably qualified ecologist within three months of the onset of clearance activity.
- 3.29. If any active badger sett is found, then in the first instance a suitably experienced Ecologist will need to determine whether it is possible to avoid disturbance or damage to that sett through working to a Method Statement and installing appropriate protective fencing. If this is not possible, then a licence will be obtained from Natural England to enable the sett to be closed, and mitigation will be developed at this point and secured through the licence application process.
- 3.30. If burrows (which could be badger setts) are unexpectedly encountered, work involving ground disturbance should not take place within 30m of the burrow entrance unless a suitably experienced Ecologist has given approval. This applies in particular around any wooded areas.
- 3.31. In addition to these specific measures the following Best Practice Measures will be adhered to:
- No storage of machinery, materials, fuel and chemical storage within 50m of any setts.
 - All pits, excavations or tanks will be securely covered overnight to prevent badgers falling in and being injured or trapped. Where excavations cannot be covered, a suitable means of escape will be provided.

Nesting Birds

- 3.32. The ECOSA Ecological Impact Assessment (2024) has found that the site is suitable for a wide range of common and widespread nesting bird species.
- 3.33. Any clearance of trees, hedgerows or scrub undertaken in the course of implementation work should be conducted where possible between September and February (inclusive), to avoid the bird nesting season, as nesting birds are afforded protection under the Wildlife & Countryside Act 1981 (as amended).



- 3.34. If such works must however be undertaken within the nesting season, it will be necessary for a suitably experienced ecologist to check the vegetation to be removed no more than 24 hours before the commencement of operations. The discovery of an active nest in the course of this check would require the maintenance of an exclusionary buffer zone until such time as any fledglings depart the nest.
- 3.35. Moreover, tree fencing will also need to be installed to protect vegetation that may support nesting birds.
- 3.36. The proposed SANG will include the erection of five 1B Schwegler Nest Boxes (26mm) and five 1B Schwegler Nest Boxes (32mm), which will be installed on retained trees across the site.
- 3.37. The boxes will be installed at a minimum height of three metres on northern or western elevations of trees where suitable.
- 3.38. One barn owl nest box has already been installed on a retained tree, to the south of the site. This tree will not have any further mitigation measures installed on it to avoid disturbance to barn owl.
- 3.39. Bird box locations are shown on Map 1 in **Appendix 6**.

Bats

- 3.40. The ECOSA Ecological Impact Assessment (2024) identified that the removal of the treelines or hedgerows may result in the severance of linear habitat features that may be used by foraging and commuting bats.
- 3.41. The proposed SANG will include the erection of five 2F Schwegler Bat Boxes, three 1FF Schwegler Bat Boxes and two 2N Schwegler bat boxes, which will be installed on retained trees on site. The boxes will be installed at least 4 metres above the ground on the northern and western elevations where suitable. The location of the bat box to be installed are shown on Map 1 in **Appendix 6**.
- 3.42. Where roosting bats are unexpectedly present in structures or trees affected, work may not lawfully proceed without a European Protected Species Licence (EPSL) obtained from Natural England, so further advice should be sought from an Ecologist in such circumstances, or where there is doubt.
- 3.43. Construction will take place during daylight hours to avoid disturbance to foraging and commuting bats through an increase in lighting and noise, although where construction lighting is required, it must not be allowed to shine onto any retained trees, particularly in relation to the trees on the northern boundary of the proposed site.
- 3.44. As part of the proposals compensatory tree and hedgerow planting will be necessary to ensure no long-term loss of suitable bat foraging and commuting habitat.

Reptiles

- 3.45. Although it is considered unlikely that there are reptiles on the site, if the site has been colonised by reptiles the clearance of grassland associated with the construction of footpaths has the potential to result in the killing and injury of individual reptiles.
- 3.46. A destructive search will be undertaken to prevent harm to individual reptiles if present in the location of the any area where works are being undertaken. The site compound will be located on vacated hardstanding initially used by Balfour Beatty as part of the SWDR works.



- 3.47. Footpath construction will involve the scraping of the top layer of soil using an excavator with a toothed bucket, under the supervision of a suitably qualified ecologist. If any reptiles are encountered these will be removed by hand and relocated to Buckhurst Meadows as per agreement with WBC. The destructive search should be undertaken when both reptiles and great crested newt are active, between March and October, and in suitable weather conditions.

Amphibians

- 3.48. The proposed destructive search methodology in relation to reptiles will also serve for amphibians. While it is considered unlikely that great crested newt will occur on site, if any individuals are encountered during the destructive search works, works will stop and Natural England will be contacted to determine a suitable strategy.

European Hedgehog and Common Toad

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



4.0 Construction Management

Context

- 4.1. This section sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the Construction Environmental Management Plan. The Site Contractor, will themselves appoint a Construction Liaison Officer who will oversee the implementation of the Construction Environmental Management Plan and will ensure that the control processes are efficiently communicated and implemented.

Monitoring and Review Mechanisms

Compliance Checks

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

Compliance Reports

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

Implementation and Communication Strategy

- 4.5. The Site Manager will have overall responsibility for implementing and developing the Construction Environmental Management Plan which would be implemented alongside the Contractor's other management systems and procedures that relate to environmental management.
- 4.6. It is proposed that the operation of the Construction Environmental Management Plan is regularly reviewed and updated as necessary on an ongoing basis.
- 4.7. The Site Manager would appoint a suitably skilled member of staff to undertake the Construction Liaison role. Contact details for the Site Manager and Construction Liaison Officer will be provided to Wokingham Borough Council and local Key Stakeholders.
- 4.8. The Construction Liaison Officer would be responsible for keeping neighbours and Wokingham Borough Council informed of the construction progress and also to ensure that there is adequate liaison between all stakeholders throughout the construction period. This process will enable the opportunity for measures within the Construction Environmental Management Plan to be enhanced through the construction period.



- 4.9. Whilst the Site Manager and Construction Liaison Offer will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by local residents about the programme of works. The Site Manager and Construction Liaison Offer will therefore be available to meet and explore issues with concerned residents directly via appointment.

Construction Travel Management

- 4.10. In addition to ensuring that the impact of the construction / delivery related traffic is minimised, the Contractor will also seek to encourage the workforce to travel to and from the site by sustainable modes.
- 4.11. The closest bus stops to the site are on Rances Lane near the junction with Waterloo Road and are served by the 124 service, which is a circular route between Waterloo Road and Wokingham Town Centre. This is turn provide connection to wider bus services that operate through the centre of Wokingham and link public transport connection from Wokingham Rail Station to Reading and Bracknell.
- 4.12. In light of the above, construction workers travelling to the site will be encouraged to travel by sustainable modes as far as possible. Where this is not practicable, staff will be encouraged to co-ordinate their travel arrangements with each other in order to arrive via as few vehicles as possible.
- 4.13. The Contractor will introduce a Green Travel Protocol at the site which will be aimed at maximising the potential for reducing car travel for the workforce trips. The Protocol would include the following objectives which would be dynamic to deal with the changing circumstances of the site as construction progresses:
- Reduce the number of vehicles attending the site, particularly single occupancy private vehicles.
 - Improve the safety and security of people who travel to the site.
 - Promote integration between different transport modes.
 - Provide clear information to employees, customers and visitors on the alternative modes of transport to and from the site.
- 4.14. Examples of travel planning measures that could be used to influence staff and visitor travel are set out below:
- Provide walking maps.
 - Shower/changing/storage facilities for staff.
 - Provide cycle maps.
 - Display public transport information – timetables, maps, local bus and rail stations.
 - Promote car-sharing schemes.



Appendices



Appendix 1 - SANG Layout

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KEY

- Existing Vegetation to be retained with RPA's shown refer to ACD Drawings for further details
- Ancient Woodland (with 15m Woodland Buffer shown)
- Existing Emm Brook
- Existing Public Rights of Way
- Proposed SWDR planting - not to be counted towards BNG
- Formal circular route: For pedestrians
Compacted self binding 'Breedon Golden Amber' gravel (or similar approved). 2m wide with timber edgings with 0.5m wide mown grass edge
- Informal surfaced footpath: For pedestrians
Compacted self binding 'Breedon Golden Amber' gravel (or similar approved). 1.5m wide with timber edging
- Informal surfaced footpath: For pedestrians
Compacted self binding 'Breedon Golden Amber' gravel (or similar approved). 1.5m wide with no edgings. Length of footpath to come forward when sports hub is operational.
- East-West Pedestrian cycle route
3m wide flexible bonded aggregate footpath e.g KBI Flexistone in Cappuccino (or similar approved) Flexistone to form edging.
- Informal mown path / mown path edges: Formed by regular mowing. 1m wide with no edging.
- Path through Ancient Woodland: Refer to detail on sheet 2 for pedestrians and in-frequent vehicular maintenance access. 2.5m wide no dig footpath (e.g cellweb) within root protection area to be timber edged filled with breedon angular chippings in golden amber (or similar approved)
- Path through root protection areas: Refer to detail on sheet 2 for pedestrians 2m wide no dig footpath (e.g cellweb) within root protection area to be timber edged to be filled with breedon angular chippings in golden amber (or similar approved)
- Boardwalk ramp to bridges
Hardwood timber boardwalks to provide ramp to bridges. To be 2m or 3.6m wide to match the bridge crossing width. Refer to technical drawings A389-ANG-III - I14 for further details.
- Pedestrian crossing point (2 no.):
2m wide - each bridging point to consist of steel girders spanning crossing set on concrete foundation with hardwood timber decking boards with antislip insets to form tread. Handrails to each side - to consist of vertical posts attached to steel girder with 3 horizontal rails. Refer to technical drawings A389-ANG-III - I14 for further details.
- Maintenance/pedestrian crossing point (2 no.):
3.6m wide to allow maintenance vehicles to cross- each bridging point to consist of steel girders spanning crossing set on concrete foundation with hardwood timber decking boards to form tread. Handrails to each side - to consist of vertical posts attached to steel girder with 3 horizontal rails. Refer to technical drawings A389-ANG-III - I14 for further details.
- Timber litter bin: (6 no.)
120L Okehampton Redwood litter bin, Broxap (BX17 4030), bolt down fixing (or similar approved)
- Dog waste bin: (6 no.)
40L Sirius dog waste bin, Broxap (BX45 2591-PM) in Moss Green (RA 6005) to be root fixed (or similar approved)

- Picnic Bench and Table (9 no.)
Cheshunt 6 person (CHS 4), bolt down fixing (or similar approved)
- Seat: (18 no.)
Cheshunt seat with backrest 2 person (CHS4), bolt down fixing (or similar approved)
- Welcome/Information Board: (3 no.)
Timber information board with map and information about the SANG. e.g Musketeer twin leg wooden lectern supplied by Fitzpatrick Woolmer or similar approved. To be installed with submerged fixings set into concrete footings as per manufacturer's specification. Content to be confirmed and agreed with WBC prior to installation
- Play Space Information Board: (3 no.)
Aluminium information board to be fixed to playground fencing near to gates with information to be agreed with WBC prior to installation
- Wayfinding: (10 no.)
Timber finger posts showing distances and direction to points of interest within and outside of the SANG such as play spaces, neighbourhood centre, neighbouring SANG and walking routes. eg Timber waymarker supplied by Woodscape or similar approved. To be engraved with painted lettering. To be set in concrete footings. Content to be confirmed and agreed with WBC prior to installation
- Public Art (4no.)
Details of design and location to be confirmed in line with the public art strategy.
- Mounding:
Earth mounding, maximum height 1m with a maximum 1:4 gradients
- Dog Beach:
Area of gravel with gentle gradient to allow easy access for dogs to water
- Gateway Feature: (1 no.)
Design to be confirmed in consultation with Ludgrove School

Boundary treatments

- Dog Proof Fencing:
1.2m high post and rail fence with mesh
- Kissing gate: (12 no.) For pedestrians, pushchairs and wheelchairs
Timber with self-closing mechanism, to be fitted with agricultural wire fencing stock eg Jackson Fencing Mobility Kissing Gate 1.5m wide (or similar approved)
- Field gate and access: (3 no.)
Timber field gate for maintenance access, 3.6m wide, 1.2m high (with lock) and self-closing pedestrian access gate 1.5m wide, 1.2m high. Both gates are to be fitted with agricultural wire fencing stock.
- Fence to Play Space:
Timber playground fencing eg Jackson Wooden Playground Fencing (or similar approved) 1.05m high with natural finish.
- Gate to Play Space: (3no.)
Timber play gate with steel frame eg Jackson Fencing Playtime Gate (or similar approved) inward opening with self closing operation with natural finish to timber gate and powder coating to steel frame.
- Height Restriction Barrier (1no.)
2.1m high height restrictor barrier 6m wide with single leaf opening for larger vehicles. eg Jacksons Fencing Height restrictor barrier in black
- Timber knee rail:
0.6m high timber knee rail e.g Jackson Fencing wooden knee rail fencing (or similar approved)

- Scattered Trees
Proposed native tree planting
- Scattered Trees
Proposed native feature tree planting
- Traditional Orchard
Proposed orchard tree planting
- Other broadleaved woodland
To provide a varied woodland structure with diverse species
- Mixed Scrub
Woodland edge planting
- Mixed Scrub
Proposed native shrub/scrub planting
- Sustainable Drainage System
Proposed native shrub planting within SWDR basin
- Sustainable Drainage System
Proposed defensible shrub planting within SWDR basin
- Introduced shrub
Ornamental planting around LLAP
- Native species rich hedgerow
- Native species rich hedgerow planting with trees
- Other Neutral Grassland
Proposed wildflower meadow (e.g. Emorsgate EM3 Special General Purpose Meadow Mixture)
- Proposed Purple Moor Grass and Rush Pasture e.g Emorsgate EM8 Meadow Mixture for Wetlands with plug plants
- Other Neutral Grassland
Proposed flowering lawn e.g Emorsgate EL1 with bulb plug planting
- Other Neutral Grassland
Proposed long mown grass (e.g. Emorsgate EM2 Standard General Purpose Meadow Mixture)
- Modified Grassland
Mown amenity grass
- Existing grassland to be retained and made good within the sports hub safeguarded route
- River enhancements
Pre-planted coir rolls along water channel e.g Green-Tech Coir Log Rolls in 200mm. To be located on the eastern side of the Emm Brook

Refer to **NBS Hard and Soft Landscape Specification**
P19-0052_63 for further details

Existing Balfour Beatty temporary access and cleared land to west to be retained duration the construction of the SANG for construction access and compound.

The construction access will subsequently be used to serve a temporary 8 space SANG car park until the permanent SANG car park is delivered as part of later SWDL phasing.

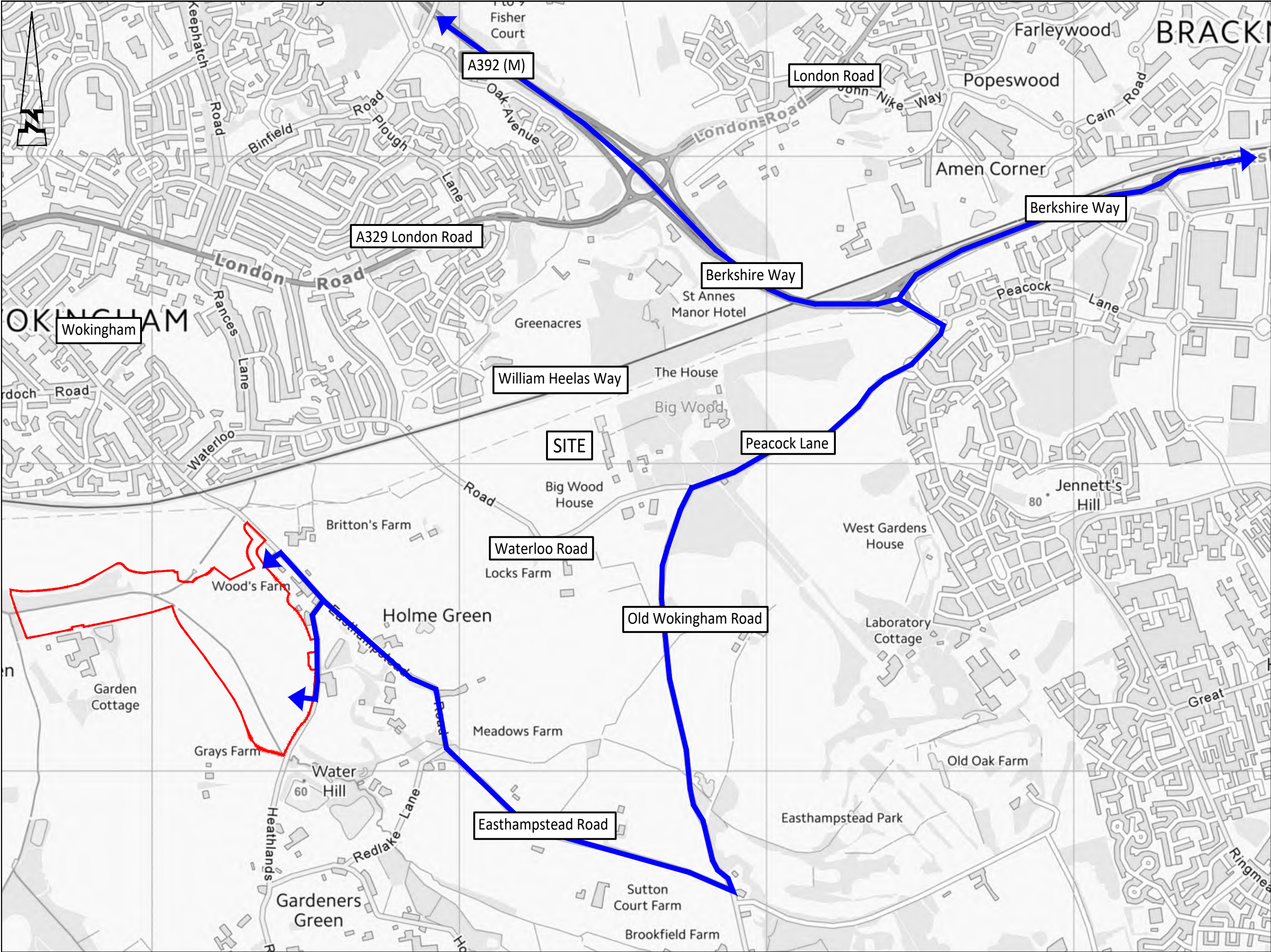
Holme Park SANG – General Arrangment

| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: ASK | APPROVED BY: ASK | DATE: 08/09/2026 | SCALE: 1:1500@A1 | DRWG: P19-0052_EN_147A | CLIENT: Kier Ventures Ltd and Miller Homes |

PEGASUS
GROUP



Appendix 2 - Construction Routing Plan



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GENERAL NOTES:

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

KEY:

-  Proposed Construction Traffic Route
-  Temporary Construction Access
-  Site

Rev	Date	Description	Drawn	Checked
A	12.25	First Issue	AS	SM



www.ableyletchford.co.uk

Client
**MILLER HOMES
KIER VENTURES
KINGACRE ESTATES LTD**

Project
SOUTH WOKINGHAM SDL

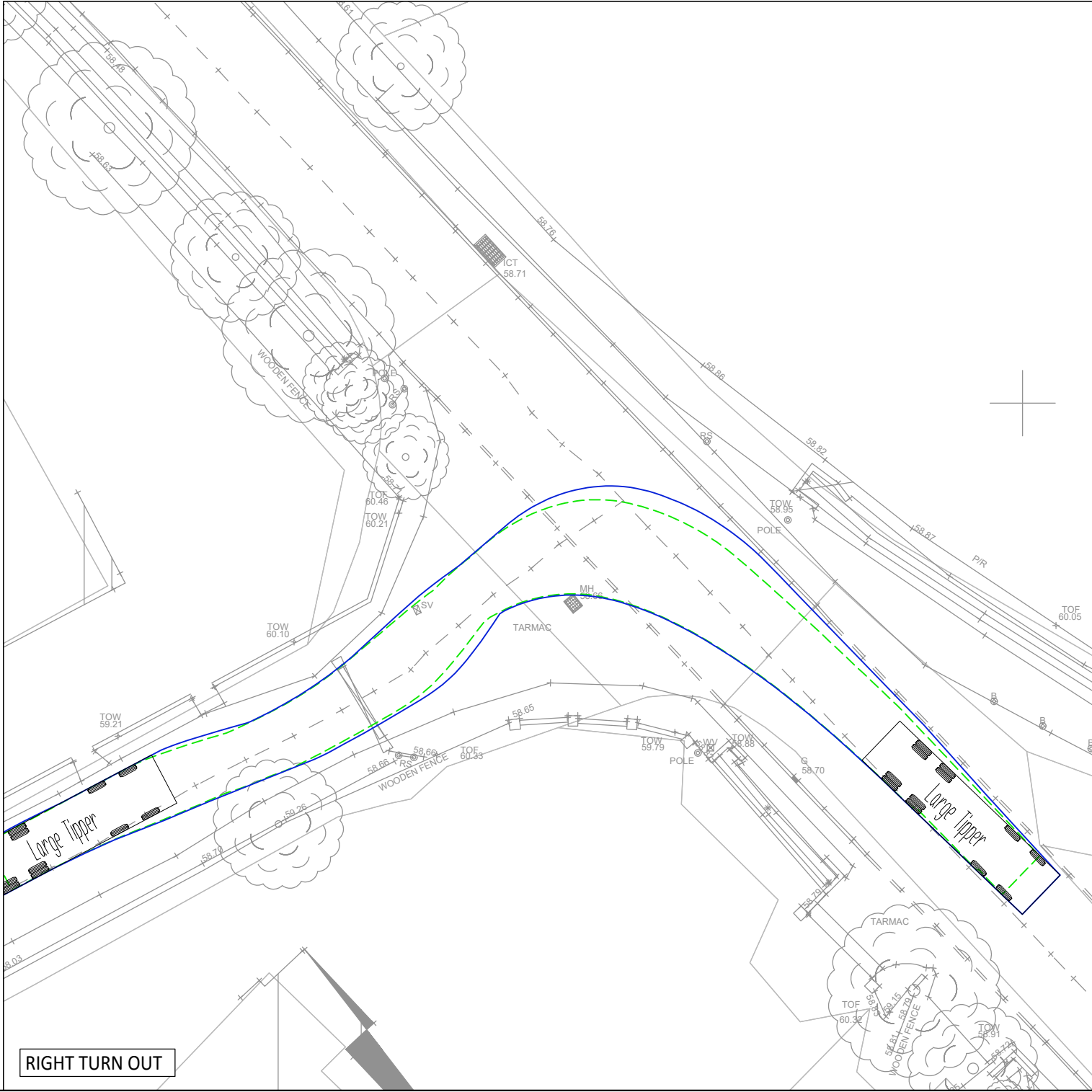
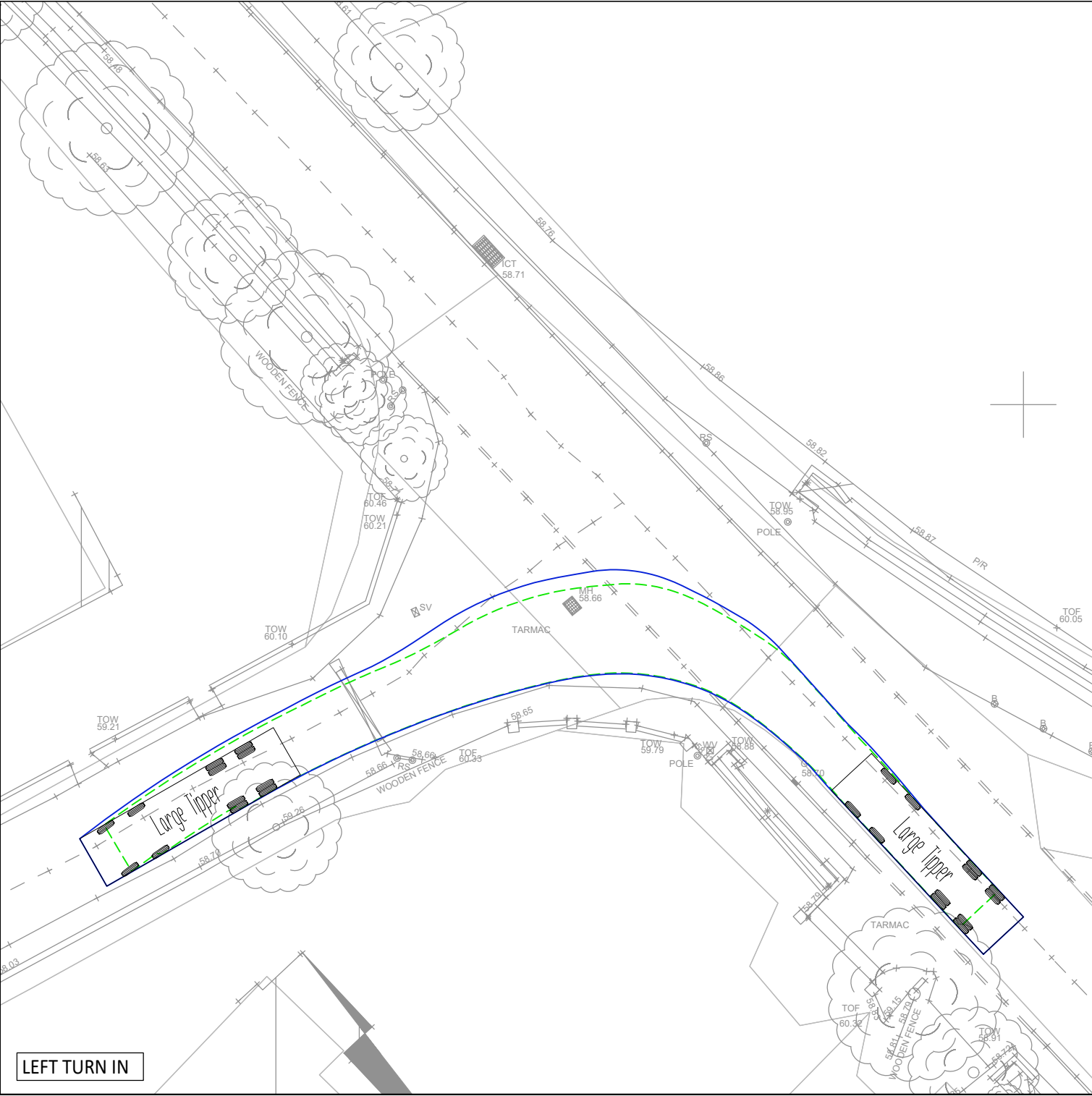
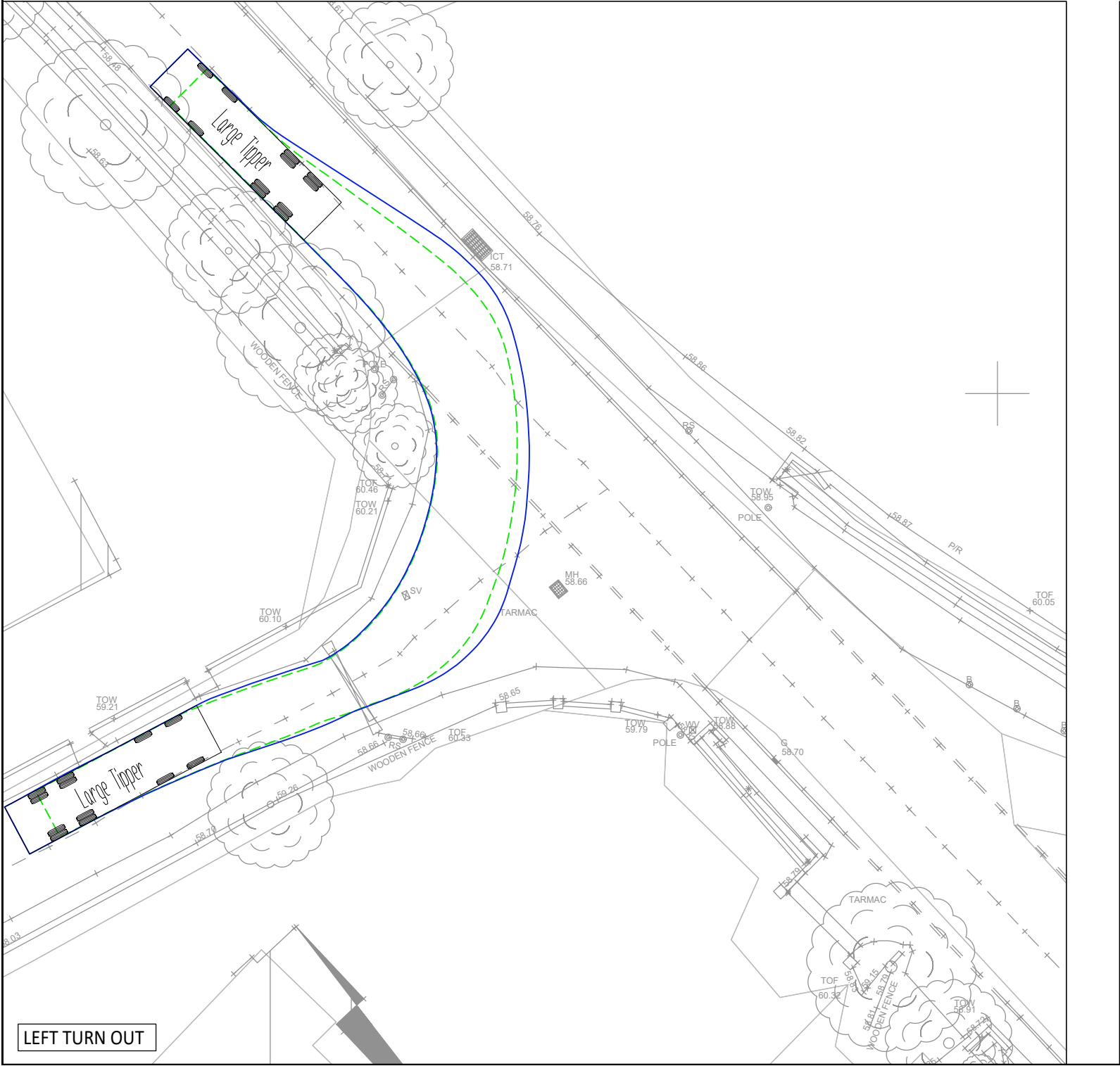
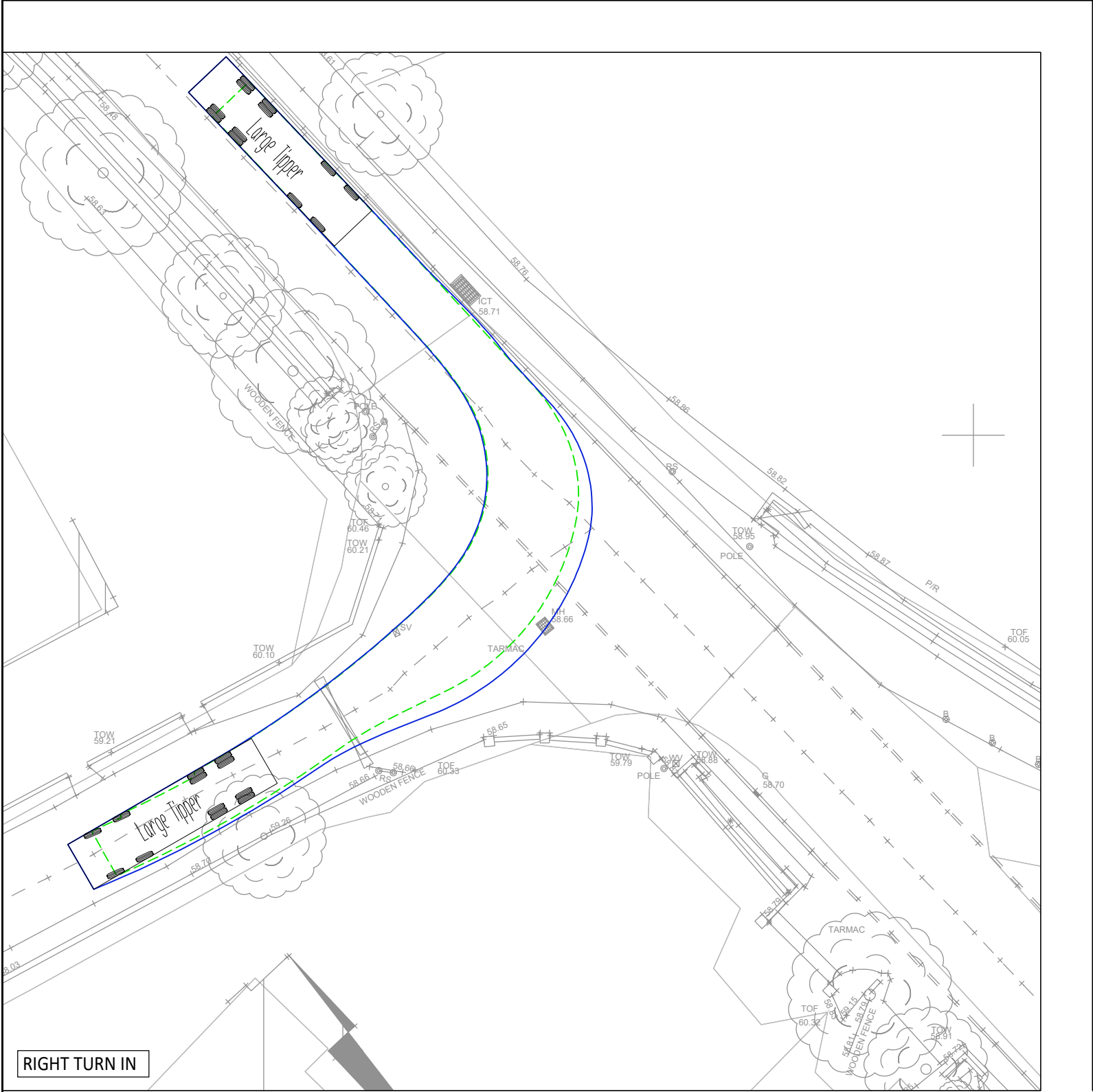
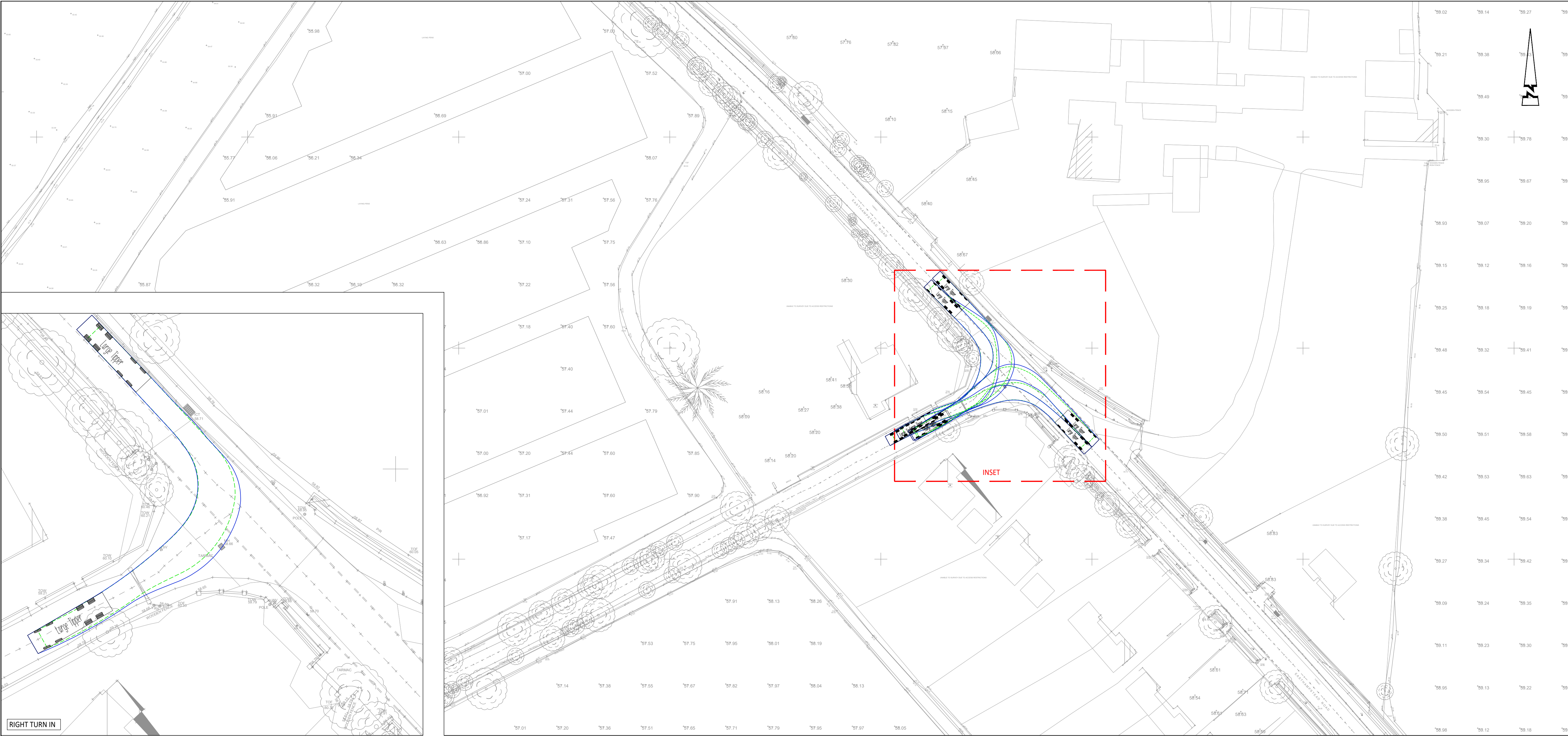
Title
**HOLME PARK SANG
ROUTING PLAN**

Status
FOR INFORMATION

Scale	Date	Drawn	Checked
NTS @ A3	DEC 25	AS	SM
Drawing No A389-127			Revision A



Appendix 3 - Northern SANG Access



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GENERAL NOTES:
1. Do not scale.
2. This drawing is to be read in conjunction with and checked against all other drawings, Engineering details, Specification and any structural, Geotechnical or other specialist document provided.
3. Any anomaly or contradiction between any of the above is to be reported to the Engineer.

VEHICLE SPECIFICATION:
10.201

Large Tipper	10.201m
Overall Length	2.45m
Overall Width	2.45m
Overall Body Height	0.341m
Track Width	2.41m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

A	12.25	First Issue	AS	SM
Rev	Date	Description	Drawn	Checked

www.ableletchford.co.uk

Client
**MILLER HOMES
KIER VENTURES
KINGACRE ESTATES LTD**

Project
SOUTH WOKINGHAM SDL

Title
**EASTHAMPSTEAD ROAD
TRACKING**

Status

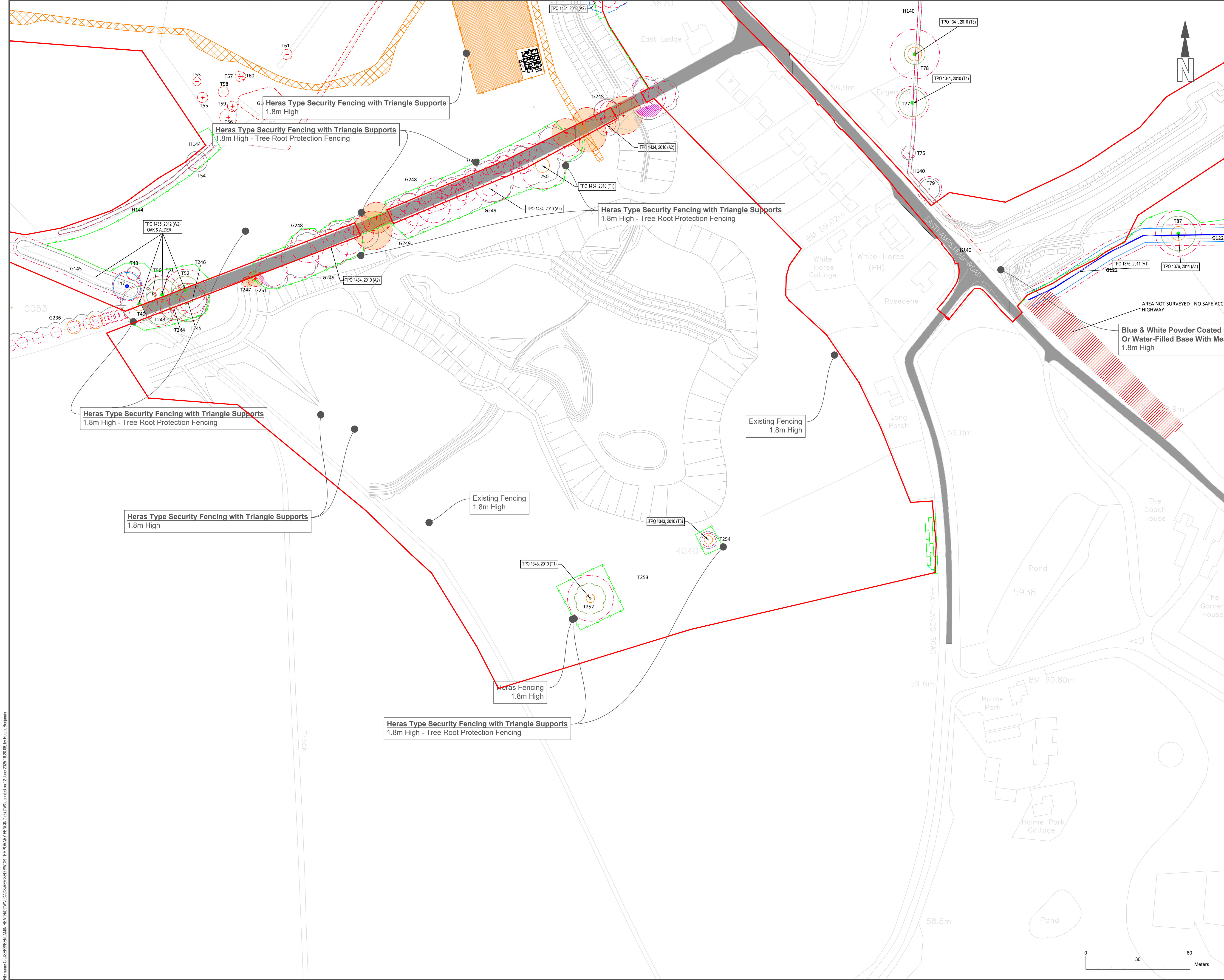
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1:250 @A1	DEC 2025	RG	SM

Drawing No.	Revision
A389-126	A



Appendix 4 - Southern SANG Access and Compound Location

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DO NOT SCALE

NOTES:

KEY

Site Boundary

Category A trees as defined by BS5837:2012

Minimum canopy spread

Category B trees as defined by BS5837:2012

Minimum canopy spread

Category C trees as defined by BS5837:2012

Minimum canopy spread

Category U trees as defined by BS5837:2012

Minimum canopy spread

RPA (Road Protection Area)

Existing Vegetation to be Removed

Existing Vegetation to be Retained

Shown as to be retained on SWP Tree Survey Plan

Existing Vegetation to be Retained

Shown as to be retained on SWP Tree Survey Plan

Western Tree

Indicative Haul Route

Tree Protection Fence

Tree Protection Miscellaneous

Proposed Haul Route / Satellite Compounds

Existing overhead lines (plus 6m exclusion zone)

Existing Fencing / No Fencing Required

Proposed Blue Timber Hoarding on scaffold tube framing and Fence Lok ground screws

Proposed Blue & White Powder Coated Heras Panels or Water-Filled Base With Mesh Top

Proposed Heras Fencing With Triangles, 1.8m High

Proposed Tree Protection Fencing Heras With Triangles, 1.8m High

Proposed Blue Cones, Pegs and Bunting

Proposed Weldmesh Fencing 1.8m High

Proposed Weldmesh Gate - 2.4m High - 8m Wide (2x4m). Supported by Kentledge Blocks

Red Line Boundary

P04	02/01/2025	BH	Scale bar added		
P03	16/12/2024	AW	Red Line Boundary and Fencing Type Amended		
P02	18/07/2024	CM	For Pricing		
P01	02/07/2024	BH	First Draft for Review		
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

DESIGNER:

CONTRACTOR:

Balfour Beatty

CLIENT:

WOKINGHAM BOROUGH COUNCIL

Shute End, Wokingham, Berkshire RG40 1BN
Tel: (0118) 974 6000 Web: www.wokingham.gov.uk

PROJECT:

South Wokingham Distributor Road

TITLE:

Revised SWDR Temporary Fencing - Sheet 6 of 6

SCALE @ A1:
1:1000

CHECKED:

APPROVED:

PROJECT NO:
CRXSS080

DESIGNED:

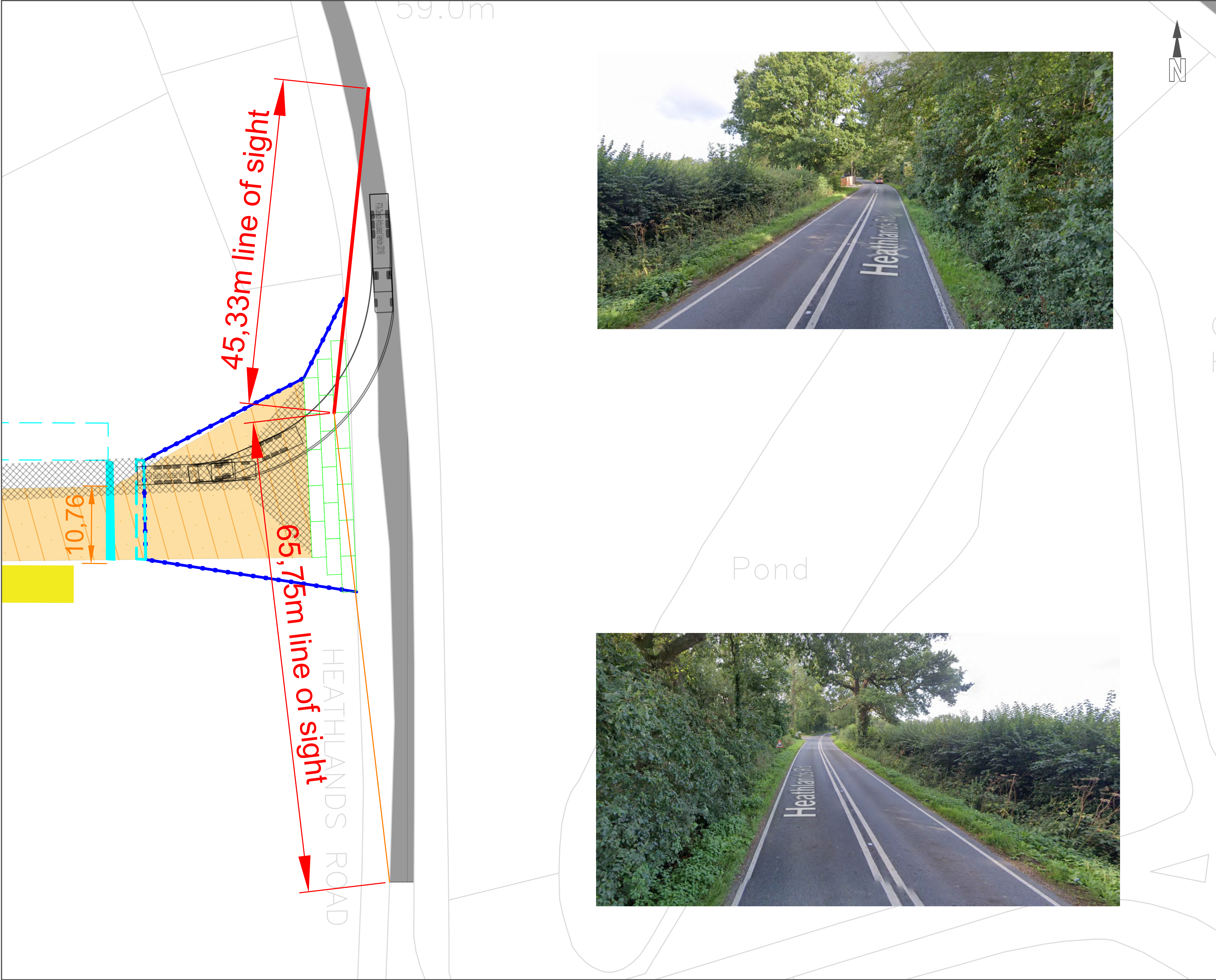
DRAWN:
BH

DATE:
02/01/2025

DRAWING NO:
WMHP-BB-SRWG1-WPP-PM-0129

REV:
P04

File name: C:\USERS\CRAG\A\WORKING\BATTY\03656\DOWNLOADED\ENABLING WORKS CAD FILE.DWG, printed on 10 October 2024 22:28:14, by Morris, Craig A



DO NOT SCALE

NOTES:

KEY

Site Boundary

Category A trees as defined by BS5837:2012

Category B trees as defined by BS5837:2012

Category C trees as defined by BS5837:2012

Category U trees as defined by BS5837:2012

HFA (Road Protection Area)

Existing Vegetation to be Removed

Existing Vegetation to be Retained

Existing Vegetation to be Removed

Western Tree

Indicative Haul Route

Tree Protection Fence

Tree Protection Miscellaneous

Existing 132Kv overhead lines (plus 6m exclusion zone)

Existing 33Kv overhead lines (plus 6m exclusion zone)

Proposed Chain Link Fencing 1.8m High - 3,940lm

Proposed Steel Hoarding Panels 1.8m High - 793lm

Existing Fencing - 681lm

Proposed Tree Protection Fencing Heras with Triangles 1.8m High - 4559lm

Proposed Overhead Protection Fencing - 2160lm

Proposed Weldmesh Fencing 1.8m High - 195lm

Proposed Weldmesh Gate - 9no 2,4m High - 8m Wide (2x4m) Supported by Kentledge Blocks

PO2	18/07/2024	CM	For Pricing		
PD1	02/01/2024	BH	First Draft for Review		
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

DESIGNER:

CONTRACTOR:

CLIENT:

WOKINGHAM

BOROUGH COUNCIL

Shute End, Wokingham, Berkshire RG40 1BN
Tel: (0118) 974 6000 Web: www.wokingham.gov.uk

PROJECT:

South Wokingham Distributor Road

TITLE:

SWDR Enabling Works - Bellmouths - Sheet 1 of 4

SCALE @ A1:

CHECKED:

APPROVED:

PROJECT NO:

DESIGNED:

DRAWN:

DATE:

DRAWING No:

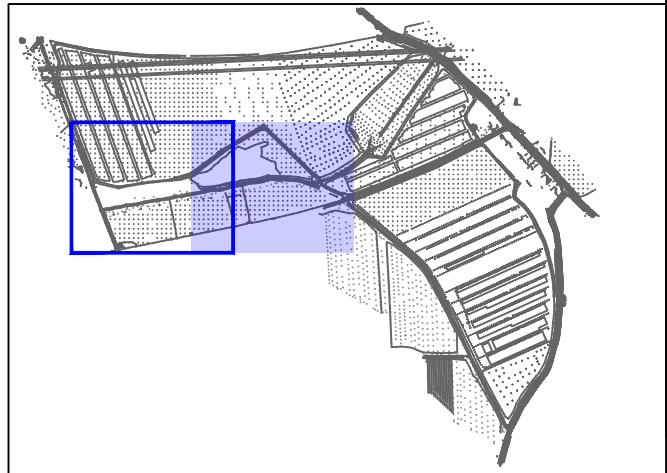
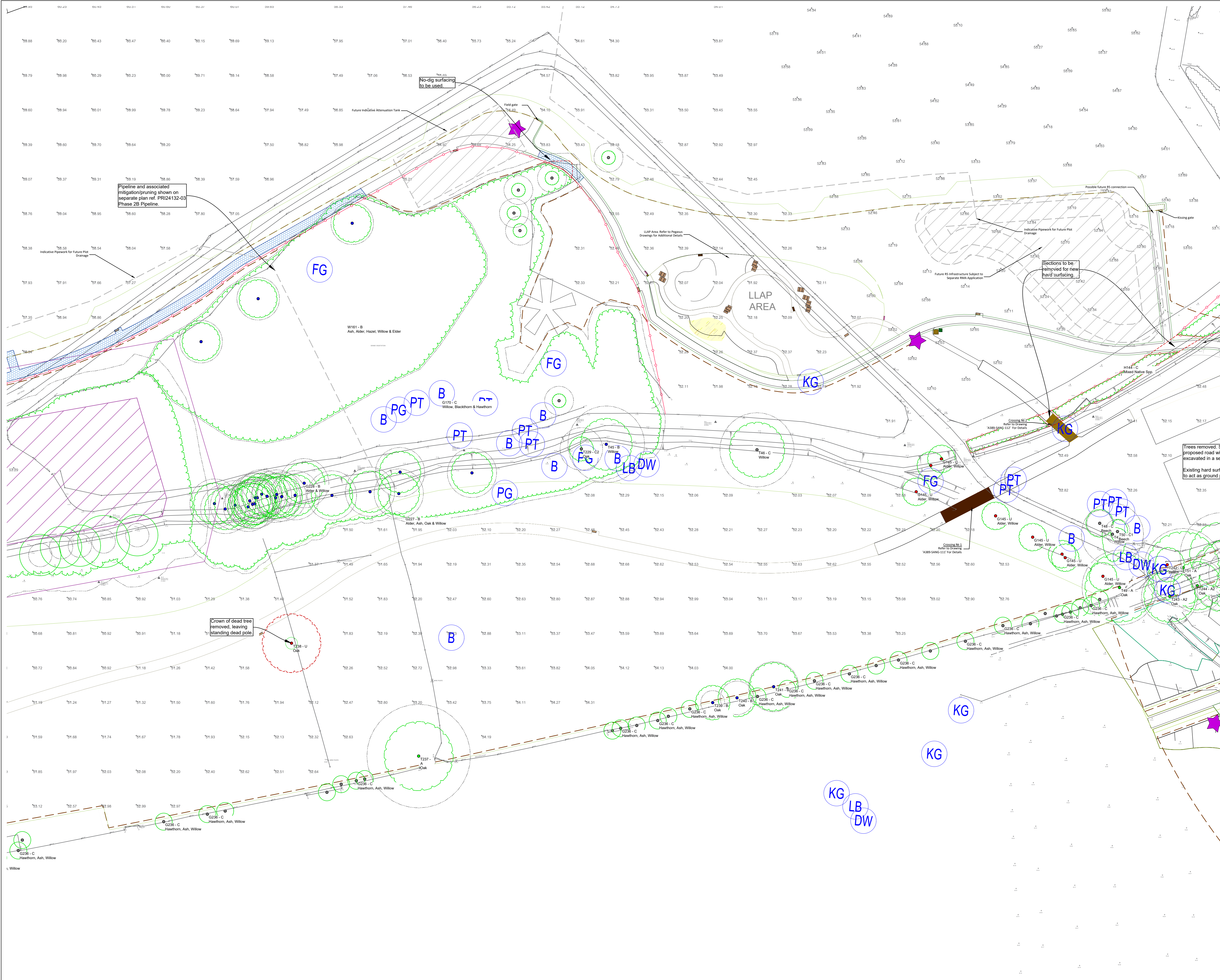
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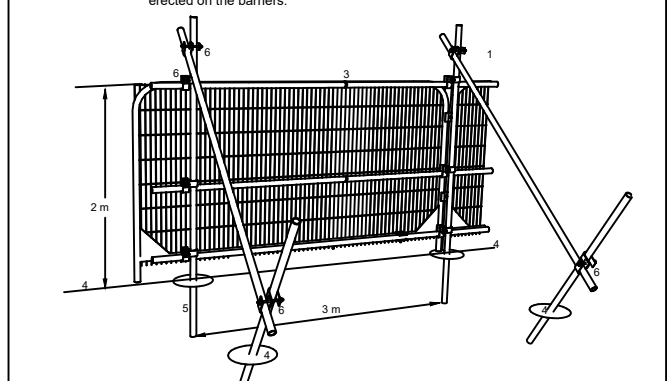
P01



Appendix 5 - Tree Retention Plans



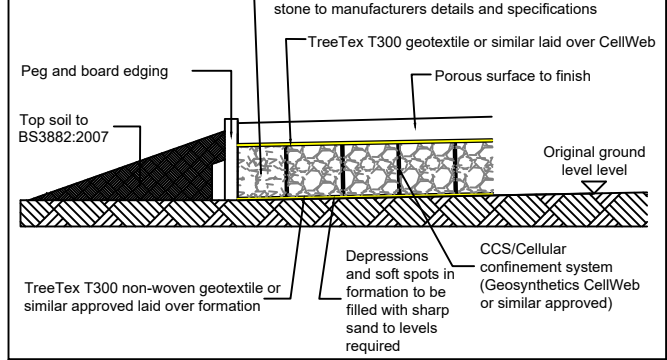
LEGEND
All Tree Protection Fencing (TPF) shall be installed prior to any plant activity on site whatsoever, including demolition, utility installation, groundworks, and soil stripping. Once erected, all TPF will be regarded as permanent, and will not be removed or altered without prior notification by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



- 1 Standard scaffold poles
- 2 Heavy gauge 2 m tall galvanneal tube and welded mesh infill panels
- 3 Panels secured to uprights and cross-members with wire ties
- 4 Off-cut level
- 5 Uprights driven into the ground until secure (minimum depth 0.6 m)
- 6 Standard scaffold clamps

SENSITIVE EXCAVATION
The required excavation is within retained RPA. To reduce impacts to underlying roots the excavation is to be conducted in a sensitive manner, either by use of hand-digging and/or by use of an excavator with a toothless bucket and under direct supervision.

NO-DIG SURFACE
Cellular confinement system (CCS) to be used to create this area of hard surface, above the existing ground level. Topsoil to be retained. Depth of CCS to be 50-75mm for pedestrian surfaces and 100-200 for vehicular surfaces. Surface to be porous to approved details and specifications. To be installed under architectural supervision. All specifications subject to engineering design.



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

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

Rev	Date	Details	Drawn
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A	28/11/25	Connection to existing ProW mitigation shown.	WTW

ACD ENVIRONMENTAL

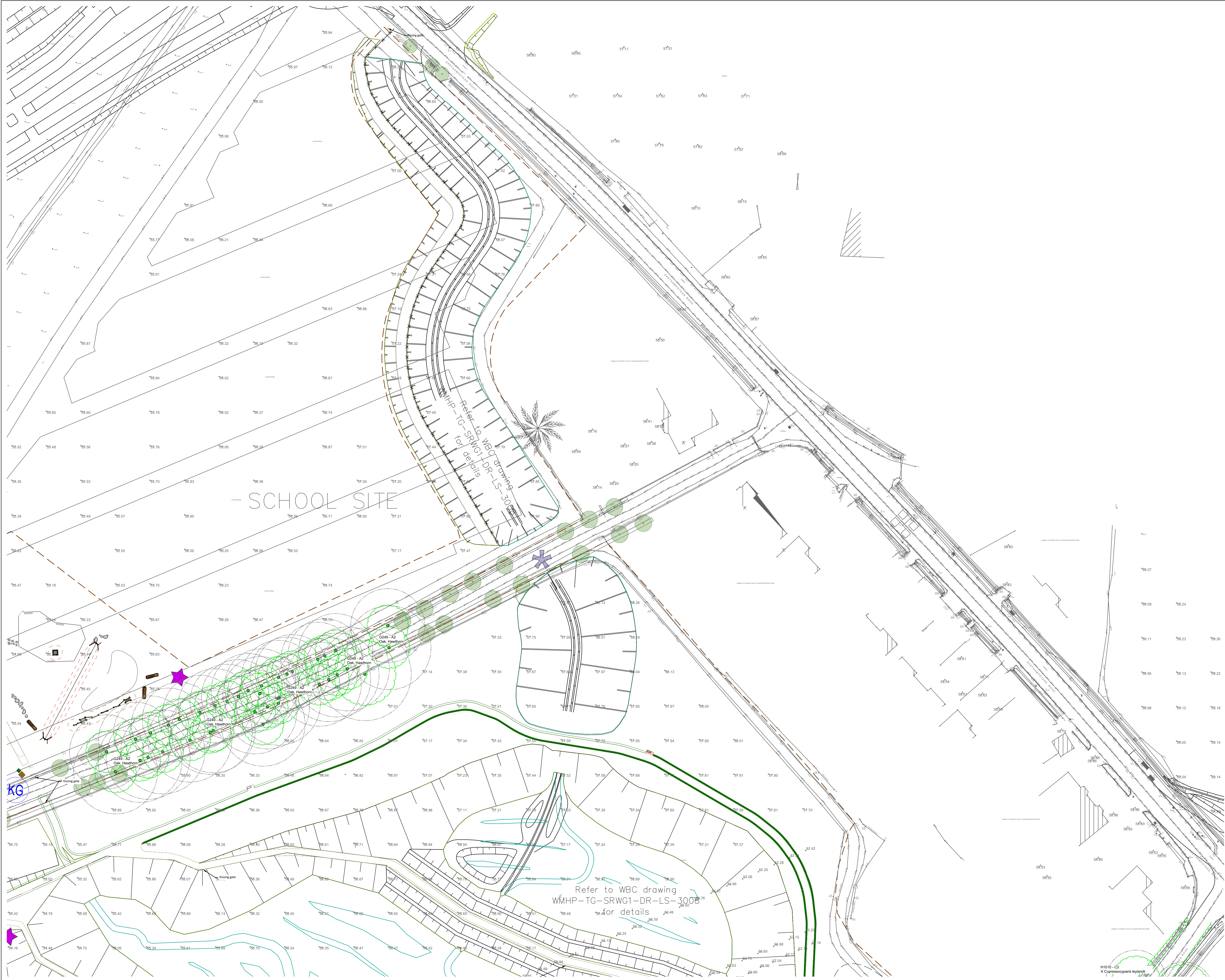
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Malmesbury, SN16 0ES
Tel: 01666 825646

Unit 7, Godalming Business Centre, Woolsack Way
Godalming, GU7 1XW
Tel: 01483 425714

Suite 6, Crescent House, Yonge Close,
Eastleigh, SO50 9SX
Tel: 02382 026300

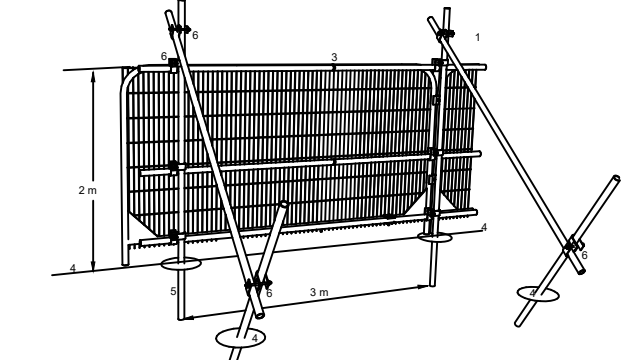
email: mail@acdenv.co.uk
www.acdenvironmental.co.uk

scheme: South Wokingham
Phase 2 - SANG
client: Miller Homes & Kier
Ventures Ltd
drawing: Tree Protection Plan
date: 24/07/2025
scale: 1:500@A1
dwg no: PRI24132-03B Phase - SANG
Sheet 2 of 7
drawn: WTW checked: AJB



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

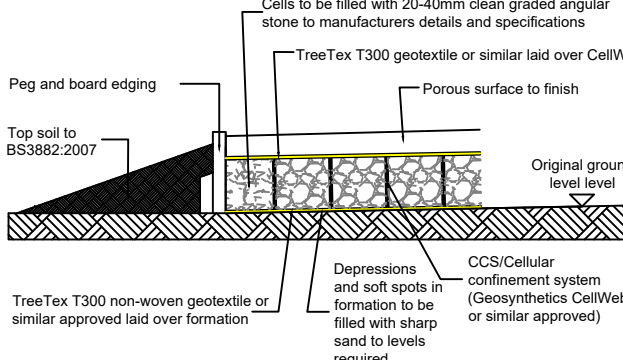
BS5857:2015 Figure 2: Barrier specification
Tree Protection Fence shall comprise of Heras type panels, well braced well braced to resist impacts by attachment to a scaffold framework that is set firmly into the ground. Once the exclusion zone has been protected by barriers and/or ground protection, construction work can commence. All weather notices may be erected on the barriers.



- 1 Standard scaffold poles
- 2 Heavy gauge 2 m tall galvanized tube and welded mesh infill panels
- 3 Panels secured to uprights and cross-members with wire ties
- 4 Offcut level
- 5 Uprights driven into the ground until secure (minimum depth 0.6 m)
- 6 Standard scaffold clamps

SENSITIVE EXCAVATION
The required excavation is within retained RPA. To reduce impacts to underlying roots the excavation is to be conducted in a sensitive manner, either by use of hand-tools and air-spade where feasible or through use of an excavator with a toothless bucket and under direct supervision.

NO-DIG SURFACE
Cellular confinement system (CCS) is to be used to create this area of hard surface, above the existing ground level. Topsoil to be retained. Depth of CCS to be 50-75mm for pedestrian surfaces and 100-200 for vehicular surfaces. Surface to be porous to approved details and specifications. To be installed under arboricultural supervision. All specifications subject to engineering design.



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

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0 5 10 15 20 25m

B	11/08/26	Updates to address LPA comments.	WTW
A	28/11/25	Connection to existing ProW mitigation shown.	WTW
Rev	Date	Details	Drawn

ACD ENVIRONMENTAL

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

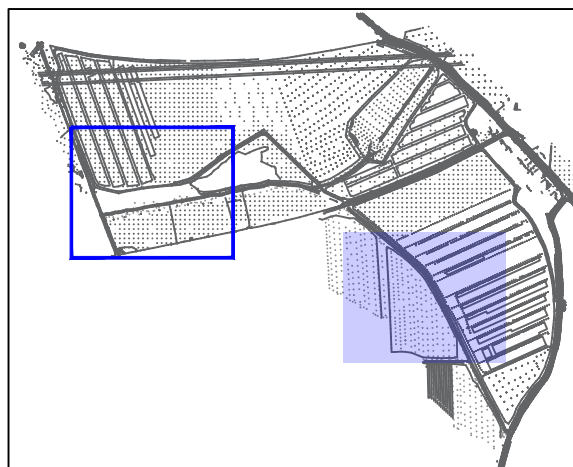
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Tel: 01483 425714

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Eastleigh, SO50 9SX
Tel: 02382 026300

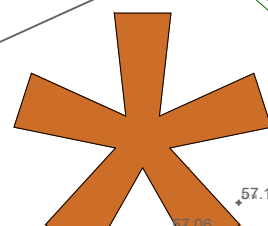
email: mail@acdenv.co.uk
www.acdenvironmental.co.uk

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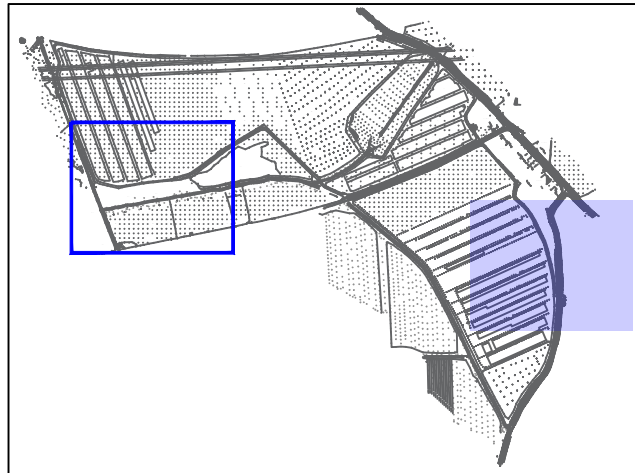
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Phase 2 - SANG
client: Miller Homes & Kier
Ventures Ltd
drawing: Tree Protection Plan
date: 24/07/2025
scale: 1:500@A1
dwg no: PRI24132-03B Phase - SANG
Sheet 4 of 7
drawn: WTW checked: AJB



Refer to WBC drawing
HP-TG-SRWG1-DR-LS-3008
for details

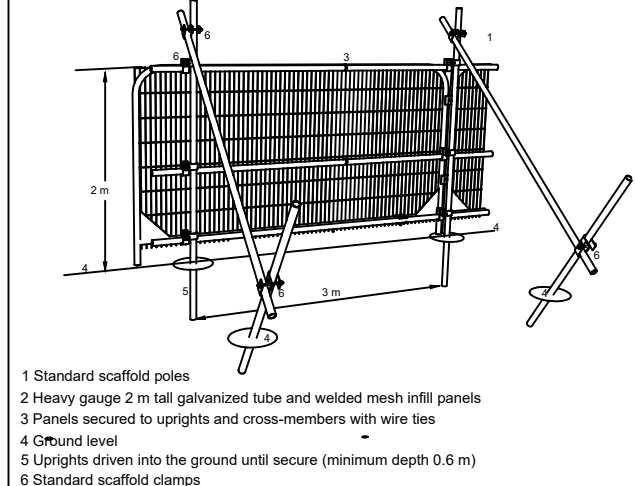


Site entrance to be
sensitively excavated where
RPAs are impacted.
Section of H1003 removed
to facilitate site entrance.



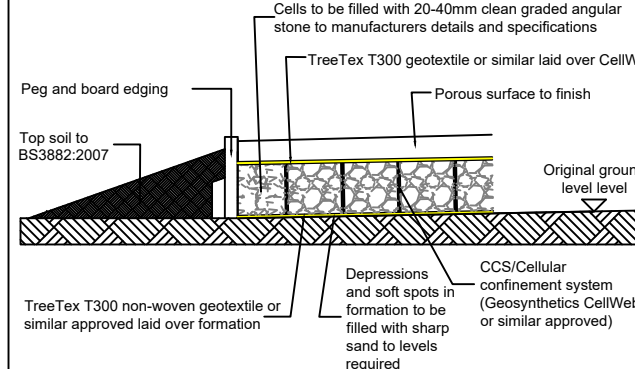
LEGEND
TREE PROTECTION FENCING & EXCLUSION ZONE
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BS5837:2012 Figure 2: Barrier specification

1 Tree Protection Fence shall comprise of Heras type panels, well braced well braced to resist impacts by attachment to a scaffold framework that is set firmly into the ground. Once the exclusion zone has been protected by barriers and/or ground protection, construction work can commence. All weather notices may be erected on the barriers.
2 Standard scaffold poles
3 Heavy gauge 2 m tall galvanized tube and welded mesh infill panels
4 Offcut level
5 Uprights driven into the ground until secure (minimum depth 0.6 m)
6 Standard scaffold clamps



SENSITIVE EXCAVATION
The required excavation is within retained RPA. To reduce impacts to underlying roots the excavation is to be conducted in a sensitive manner, either by use of hand-tools and air-spade where feasible or through use of an excavator with a toothless bucket and under direct supervision.

NO-DIG SURFACE
Cellular confinement system (CCS) to be used to create this area of hard surface, above the existing ground level. Topsoil to be retained. Depth of CCS to be 50-75mm for pedestrian surfaces and 100-200 for vehicular surfaces. Surface to be porous to approved details and specifications. To be installed under arboricultural supervision. All specifications subject to engineering design.
Cells to be filled with 20-40mm clean graded angular stone to manufacturers details and specifications.
TreeTex T300 geotextile or similar laid over CellWeb.
Porous surface to finish.
Peg and board edging.
Top soil to BS3882:2007.
Original ground level.



TREE TO BE RETAINED

TREE TO BE REMOVED

HEDGE CANOPY TO BE REDUCED
Hedge to be trimmed back from the red dashed line to the green line as indicated.

A CATEGORY TREE

B CATEGORY TREE

C CATEGORY TREE

U CATEGORY TREE

ROOT PROTECTION AREA (RPA) FOR RETAINED TREES

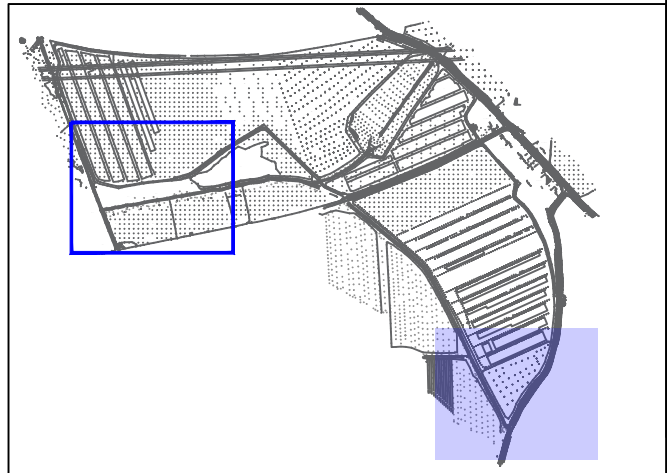
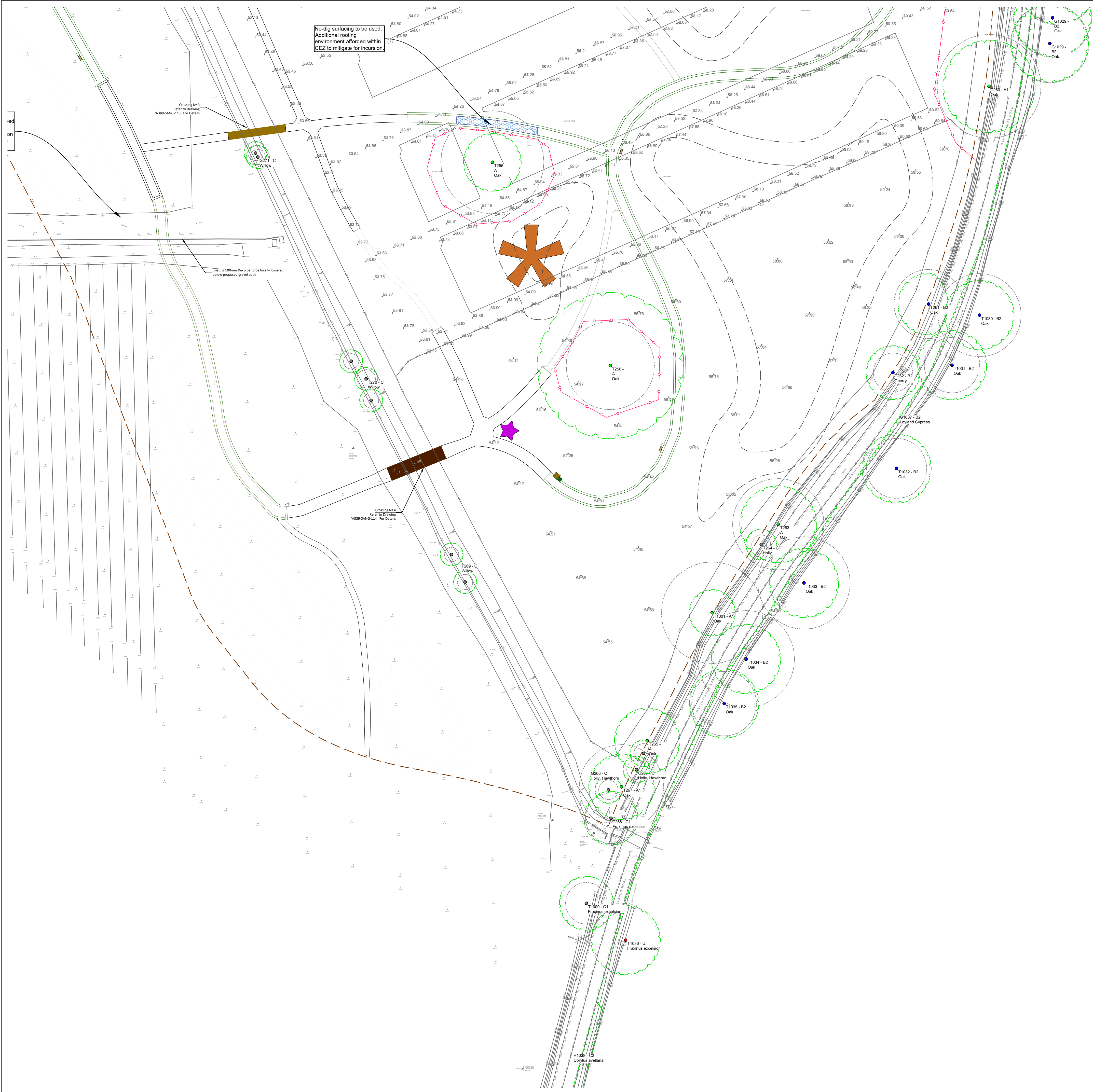
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B	11/08/26	Updates to address LPA comments.	WTW
A	28/11/25	Connection to existing ProW mitigation shown.	WTW
Rev	Date	Details	Drawn

ACD ENVIRONMENTAL
HEAD OFFICE
Rodbourn Rail Business Centre, Grange Lane,
Malmesbury, SN16 0ES
Tel: 01666 825646
Unit 7, Godalming Business Centre, Woolsack Way
Godalming, GU7 1XW
Tel: 01483 425714
Suite 6, Crescent House, Yonge Close,
Eastleigh, SO50 9SX
Tel: 02382 026300
email: mail@acdenv.co.uk
www.acdenvironmental.co.uk

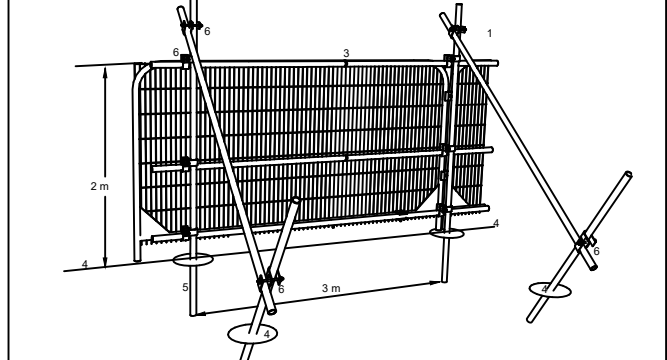
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scheme: South Wokingham
Phase 2 - SANG
client: Miller Homes & Kier
Ventures Ltd
drawing: Tree Protection Plan
date: 24/07/2025
scale: 1:500@A1
dwg no: PRI24132-03B Phase - SANG
Sheet 6 of 7
drawn: WTW checked: AJB



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

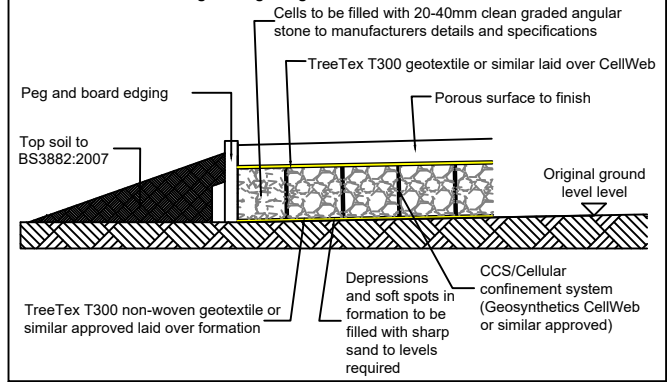
BS5857:2012 Figure 2: Barrier specification
Tree Protection Fence shall comprise of Heras type panels, well braced well braced to resist impacts by attachment to a scaffold framework that is set firmly into the ground. Once the exclusion zone has been protected by barriers and/or ground protection, construction work can commence. All weather notices may be erected on the barriers.



- 1 Standard scaffold poles
- 2 Heavy gauge 2 m tall galvanized tube and welded mesh infill panels
- 3 Panels secured to uprights and cross-members with wire ties
- 4 Offcut level
- 5 Uprights driven into the ground until secure (minimum depth 0.6 m)
- 6 Standard scaffold clamps

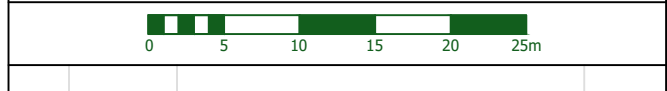
SENSITIVE EXCAVATION
The required excavation is within retained RPA. To reduce impacts to underlying roots the excavation is to be conducted in a sensitive manner, either by use of hand-tools and air-spade where feasible or through use of an excavator with a toothless bucket and under direct supervision.

NO-DIG SURFACE
Cellular confinement system (CCS) is to be used to create this area of hard surface, above the existing ground level. Topsoil to be retained. Depth of CCS to be 50-75mm for pedestrian surfaces and 100-200 for vehicular surfaces. Surface to be porous to approved details and specifications. To be installed under arboricultural supervision. All specifications subject to engineering design.



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

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



B	11/08/26	Updates to address LPA comments.	WTW
A	28/11/25	Connection to existing ProW mitigation shown.	WTW
Rev	Date	Details	Drawn

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Appendix 6 - Bird and Bat Box Plan

HOLME PARK SANG, SOUTH WOKINGHAM

ECOLOGICAL MITIGATION STRATEGY

Map 1 - Bat and Bird Box Plan

Client:	Miller Homes and Kier Developments Ltd.
Date:	December 2025
Status:	Draft

KEY

	Barn Owl Nest Box
	1B Schwegler Nest Box (26mm)
	1B Schwegler Nest Box (32mm)
	2F Schwegler Bat Box
	1FF Schwegler Bat Box
	2N Schwegler Bat Box

Habitat features not to scale.

Basemap reproduced from Pegasus Group
'Holme Park SANG General Arrangement', Landscape Ecological
Management Plan, dated October 2025.



Prepared by: HT	Date: 05/12/2025
Last amended by: HT	Date:

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