

PARCEL 10, PHASE 2B OF THE SOUTH WOKINGHAM STRATEGIC
DEVELOPMENT LOCATION

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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05 AUGUST 2025



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1.0 Introduction

Context

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

Development Proposals

- 1.5. This CEMP is to support the Reserved Matters (RM) planning application pursuant to Condition 1 attached to Phase 2b of the SDL for the erection of 215 dwellings with layout, scale, appearance, and landscaping to be considered. A layout of the proposed residential site is provided at **Appendix 1**.
- 1.6. Principle access to the site will be in the form of two T-junctions that will be constructed as part of the approved R10-14 Link Road with a minor access from Waterloo Road.



Construction Environmental Management Plan

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

Condition 36

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

- i. measures for the control of dust, odour and other effluvia;*
- ii. measures for the control of noise (including noise from any piling and permitted working hours);*
- iii. measures for the control of noise from delivery vehicles and times when deliveries will be accepted;*
- iv. vibration monitoring;*
- v. measures for the control of pests and other vermin (particularly during site clearance);*
- vi. pollution control measures;*
- vii. measures to control surface water run-off including protection of the aquatic environment in terms of water quantity and quality;*
- viii. measures to prevent spoil or building materials being deposited or stored within any area of the site liable to flood;*
- ix. a construction travel protocol or Green Travel Plan for the construction phase;*
- x. construction traffic management plan comprising:*
 - a. analysis of the volumes of construction vehicles during construction phases for both light and heavy vehicles;*
 - b. vehicle routes and notably lorry routes, with volumes of lorries; and*
 - c. traffic management proposals including any mitigations, hours of operation and signage;*
- xi. site construction access;*
- xii. haul routes within the site (supported by relevant surveys if not already adequately covered);*
- xiii. details of any site construction office, compound and ancillary facilities;*
- xiv. cycle storage and motor vehicle parking and turning for site operatives and visitors;*
- xv. loading, unloading and storage of plant and materials;*
- xvi. measures to prevent deposit of mud on the highway;*
- xvii. provision of an emergency water supply including fire hydrants to meet firefighting needs (including the installation arrangements and the timing of such an installation);*



- xviii. *provision of boundary hoarding;*
- xix. *lighting;*
- xx. *A site security strategy;*
- xxi. *Details of any temporary diversions of Public Rights of Way and how they will be managed to minimise disruption to users (both distance and duration of diversion);*
- xxii. *protection of important trees, hedgerows and other natural features;*
- xxiii. *relevant ecological mitigation measures for protected species and species of principle importance;*
- xxiv. *updated survey information (due to long build out period), for example arboricultural and ecological surveys;*
- xxv. *an invasive, non-native species strategy;*
- xxvi. *contact details for complaints construction liaison officer;*
- xxvii. *Communications Plan to keep local residents, town/parish councils and ward members informed;*
- xxviii. *programme of works, including measures for traffic management and operating hours;*
- xxix. *monitoring and review mechanisms; and*
- xxx. *implementation of the CEMP through an environmental management system.*

- 1.8. 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

- 1.9. The principal aim of this Construction Environmental Management Plan is to ensure that the construction works are organised and delivered in a manner that mitigates the environmental impact and safeguards the amenity of the area surrounding the development site during the construction period.
- 1.10. 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.



- 1.11. 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. Land Parcel R10 is located on land to the south east of Wokingham. Principle access will be in the form of two T-junctions that will be constructed as part of the approved R10-14 Link Road (WBC Planning Reference: 240892).

Construction Phasing

- 2.2. Subject to the appropriate planning approvals, the construction phase is anticipated to commence in Q2 2025 and to span over approximately 2 ½ years until Q1 2028.
- 2.3. It is anticipated that the development will be built out over two distinct phases, however these will be built in tandem the construction will include five distinct components of work as follows:
1. Site setup including installation of Heras fencing around the site perimeter and installation of the site compounds.
 2. Construction of two temporary site accesses from Waterloo Road to base course level, to be used as a haul route through to the site.
 3. Construction of infrastructure within the development including highway and drainage infrastructure.
 4. Construction of dwellings and formation of associated landscaping.
 5. Following completion of all dwellings within the parcel the site compounds will be decommissioned and the Heras fencing removed.
- 2.4. Of note however, is that the precise phasing and sequencing of the works is a matter to be determined by the Contractor.

Construction Routing

- 2.5. 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.
- 2.6. The M4 motorway, A239 (M), Berkshire Way and London Road corridors have been highlighted as being most suitable for routing the construction traffic due to their adaptability to accommodate for larger vehicles. This road network further connects with a wide local and regional area to transport construction materials to and from the site with the M4 motorway offering a route to the A33 to the west and onward the motorway routing east to London and west towards Bristol. Alternatively, Berkshire Way through Bracknell provides connection to the M3 motorway, which itself links London to Southampton.
- 2.7. A clear signing strategy will be implemented to support the routeing strategy and to direct all construction HGV traffic into the site, avoiding the use of unsuitable roads (See **Appendix 2**). 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. A temporary construction access from Waterloo Road will serve the site, which will be created by widening an existing access that currently provides SWDR maintenance. Back from this widened access a new separate gated entrance to R10 will be created that is a minimum of 20m from the carriageway. This will be supported by a separate pedestrian/ cycle gate adjacent to the vehicle gates.
- 2.10. Autotrack vehicle swept path analysis of a 'tipper type' HGV and articulated low loader HGV are contained in **Appendix 3** using this access. When low loaders arrive and depart the site, these will be under the supervision of a banksman.
- 2.11. It is noted that the low loader movements will not route to and from the east along Waterloo Road due to its width and the carriageway alignment.
- 2.12. Once the construction of the R10-R14 Link Road reaches and access points into the northern and southern parcels of R10 and the base course is laid, these will replace the temporary construction access to allow the site to be fully built out. However, the kerbs at these junctions will not be installed until low loader movements are complete. This is because the low loader has turning characteristics that are larger than the approved junction, which has been designed to accommodate a larger refuse vehicle once R10 is complete.

Construction Traffic

R10 Construction Traffic

- 2.13. Based on the approximate 33 month construction program, it is anticipated that approximately 80 dwellings will be delivered per annum.
- 2.14. Based upon previous experience associated with other residential developments, a development of 80 units per annum typically generates approximately 10 inbound/ 10 outbound (20 two-way) HGV movements per day during the construction phase.
- 2.15. In terms of construction worker movements, information obtained at other residential development sites indicate that approximately 4 construction workers can be expected to be on site for every 3 residential buildings being constructed per annum. For the scale and rate of development there is expected to be in the region of 110 construction workers on site at a time. However, during the initial infrastructure and access works the actual number of construction workers on the site is likely to be lower.
- 2.16. Construction worker vehicle trip rates obtained from other residential construction sites indicate that the number of light vehicle movements that would be generated by 110 workers would be in the region of 75 inbound / 75 outbound (130 two-way movements) a day. The majority of these would be outside of peak hours and these journeys would be unlikely to have a discernible impact on the operation of the local highway network.



- 2.17. The efficiency of operations will be maximised wherever possible to minimise the number of movements required. Furthermore, movements will be evenly spread throughout the day (avoiding busiest periods where possible to minimise the impact on the local highway network).

Cumulative Construction Traffic

- 2.18. There is the potential for some overlap of construction traffic associated with Phases R10, R11 and the R10-R14 Link Road. Whilst a CEMP has not been prepared for R11 and the built programme is not confirmed, to provide a forecast of the level of construction traffic that could occur if the three construction activities generated there highest level of traffic simultaneously, the daily two-way traffic is set out in **Table 2.1**.

Table 2.1: Cumulative Construction Traffic

Phase	Daily Movements (Two-Way)	
	HGV	Light vehicle (Construction Worker)
R10	20	130
R11	20*	130*
R10-R14 Link Road	16**	24**
Total by vehicle type	46	284

* assumed same build programme as R10

**information provided by R10-R14 Link Road contractor

- 2.19. Like the R10 predicted construction traffic, the majority of the construction traffic associated with R11 and the R10-R14 Link Road would be outside of peak hours and therefore the cumulative traffic would be unlikely to have a significant impact on the operation of the local highway network.

Construction Compound

- 2.20. At this stage it is anticipated that a temporary construction compound would be located on the northern and southern parcels of the site, as depicted on Drawing No. A389-099/P1 attached within **Appendix 3**. However, the proposed location will be confirmed by the Contractor prior to the works commencing.
- 2.21. The two compound areas would provide opportunities for welfare facilities such as toilets which would be supplemented with prefabricated buildings to provide additional facilities such as showers, a drying room and a canteen.
- 2.22. A designated parking area for staff and visitors will also be provided at each the construction compound. Sufficient space for cyclists and vehicles to park and manoeuvre safely will be provided, thereby negating any need for site vehicles to park along adjacent roads beyond the confines of the site. Accordingly, all site parking is to be accommodated within the compound area.



- 2.23. The compounds will also include a waste management area which will house colour-coded skips for various waste streams as well as separate receptacles for the disposal of residual general site waste that cannot be recycled or re-used.
- 2.24. The construction compounds will provide a designated area for material deliveries and storage. This will ensure that when deliveries are being undertaken to the site, materials can be offloaded directly into the dedicated storage area. This arrangement will ensure that loading / unloading activities will take place in a coordinated manner within the site, rather than along the public highway at the site entrance. Moreover, the deliveries will be programmed in a manner to ensure that the need for vehicles waiting on the highway.
- 2.25. Once materials have been delivered to the construction compound, they will need to be distributed to their required location within the site using construction vehicles which will use specific demarcated haul routes.
- 2.26. In all instances, sufficient room will be provided to allow vehicles to turn around, drop-off / pick-up any required materials and then exit the site in a forward gear. Consequently, there will not be a requirement for the vehicles to undertake turning manoeuvres on any area of the public highway.

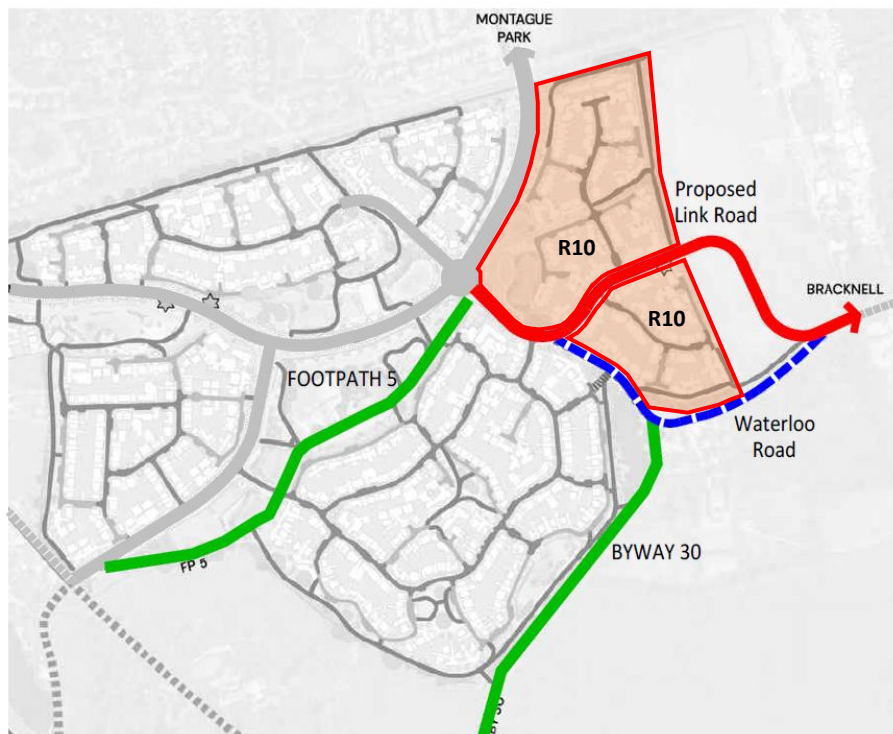
Haul Routes

- 2.27. Movements of construction vehicles within the site and to/from the construction compound will be confined to designated temporary haul routes, which will be formed by stripping down to a firm base before forming the temporary running surface with suitable material. Haul routes will be provided no wider than is necessary.
- 2.28. No construction or construction supply vehicles shall exceed a speed of 20mph within the site. A speed limit of 10mph will be implemented within the construction compound areas. The Contractor will take responsibility for enforcing speeds in relation to all site and supply vehicles involved with the construction process.
- 2.29. 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

- 2.30. The Public Rights of Way in the vicinity of the works comprise Footpath 5 and Byway 30 as depicted on **Figure 2.1**.

Figure 2.1: Existing Public Rights of Way



- 2.31. Footpath 5 links to a 3m shared use footway/cycleway at the southern side of the Eastern Gateway roundabout. This access point can be kept available during the works as there are no proposed works to the roundabout. Byway 30 connects to the southern side of Waterloo Road and similarly there are no works proposed as the access point.
- 2.32. 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

- 2.33. It will be necessary to provide boundary fencing at the site in order to prevent unwanted access and to achieve site security as well as providing noise attenuation and visual screening. Such measures would take the form Heras type fencing to all other boundaries.
- 2.34. 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.
- 2.35. 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

- 2.36. 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.
- 2.37. 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.
- 2.38. 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:
- The use of quieter alternative methods or mechanical plant, where reasonably practicable.
 - Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties, where reasonably practicable.
 - The use of site hoardings within the construction compound or portable acoustic enclosures / screens around noisy plant or processes, where reasonably practicable.
 - Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
 - Shutting down equipment when not in use.
 - Pumps and generators to be acoustically screened if required to operate outside of normal working hours.

Dust Suppression

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



- Load demolished material into appropriate waste / recycling skips as soon as possible.
- 3.5. The wheel washing will be undertaken by a site operative using a jet wash at the entrance to the construction areas. A run-off area with polythene filled with shingle will be placed to trap any silt run off. This will be removed when it becomes silted up.

Fire Prevention

- 3.6. 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.
- 3.7. 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

- 3.8. 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.
- 3.9. 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

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

Mud Prevention

- 3.11. 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.
- 3.12. 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.



- 3.13. All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.
- 3.14. Regular inspections of the construction access as well as Waterloo Road will also be undertaken to ensure the above measures are effective. Provision for cleaning of the road, if required, will be undertaken using mechanical road sweepers.

Material Excavation and Subsurface Construction

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

Surface Water Management Measures

- 3.16. The site is not located within an area that is susceptible to flooding and therefore there are no special considerations are needed in terms of storage of materials within a designated floodplain. Nor are there any existing watercourses located nearby to any of the construction activities.
- 3.17. Where possible, water is to be prevented from entering excavations through the use of cut-off ditches as appropriate. Any silty water that is caused by excavation work, and other activities such as wheel washing facilities or run off from exposed ground, is not to be pumped directly into watercourses. Culverts will be constructed during dry periods wherever possible with the existing watercourse temporary diverted or pumped downstream to avoid the works. Silt control measures will be employed as appropriate.
- 3.18. Fuel, lubricating oils and chemicals will be stored appropriately within the construction compounds which are located away from any existing watercourses. The storage areas will be constructed with an impervious base and surrounded with an effective and impervious bund capable of holding the full contents of the store plus 10%. All stores are to be kept locked when not in use. Refuelling of equipment will take place within the storage compounds given that they are remote from any watercourse or drain. Any leaking or empty drums or chemical containers will be contained immediately.

Trees and Hedges

- 3.19. 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 4** which identifies the method and type of tree protection fencing to be used, and the required extent of Root Protection areas for trees within and along the boundaries of the site.

Ecological Management

Badgers

- 3.20. 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 one month of the onset of clearance activity.



- 3.21. 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.
- 3.22. If burrows (which could be badger setts) are unexpectedly encountered, work involving ground disturbance should not take place within 50m of the burrow entrance unless a suitably experienced Ecologist has given approval. This applies in particular around any wooded areas.
- 3.23. 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

- 3.24. The ECOSA Ecological Impact Assessment (2024) has found that the site is suitable for a wide range of common and widespread nesting bird species.
- 3.25. 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).
- 3.26. 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.
- 3.27. Moreover, tree fencing will also need to be installed to protect vegetation that may support nesting birds.

Bats

- 3.28. 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.
- 3.29. 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.
- 3.30. 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.



- 3.31. 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

- 3.32. Although it is considered unlikely that there are reptiles on the site, if the site has been colonised by reptiles the clearance of grassland has the potential to result in the killing and injury of individual reptiles. The clearance of grassland will also result in a loss of suitable reptile habitat.
- 3.33. A destructive search will be undertaken to prevent harm to individual reptiles if present within the construction area, including the site compound. This will involve the scraping of the top layer of soil using an excavator with a toothed bucket, under the supervision of a suitably qualified ecologist. If any reptiles are encountered these will be removed by hand into suitable retained habitat. The destructive search should be undertaken when both reptiles and great crested newt are active, between March and October, and in suitable weather conditions.

Amphibians

- 3.34. A pond located within 500 metres of the site has been identified to contain great crested newts. Consequently, due to the potential presence of great crested newts on site, the appointed ecologists, ECOSA, are currently consulting with Naturespace to undertake works under their District Level Licensing scheme.
- 3.35. Until the application is registered with the scheme, the exact nature of any construction mitigation works required in relation to this species is not known. The Ecological Mitigation Strategy and CEMP will be updated and resubmitted once these details have been finalised, which is anticipated shortly after the application is submission, during the determination period.
- 3.36. However, at this stage, the currently mitigation strategy to prevent accidental killing and injury during construction would be based on a precautionary destructive search. This will involve clearance of vegetation to ground level, followed by 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 great crested newts are encountered works will cease and further advice sought from Natural England.
- 3.37. The destructive search should be undertaken when both reptiles and great crested newt are active, between March and October, and in suitable weather conditions.

European Hedgehog and Common Toad

- 3.38. 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 ecologist will visit the site on week days for the duration of the reptile translocation period and will check the reptile exclusion fencing is correctly located and in a good state of repair at each visit.
- 4.3. An Ecological Clerk of Works (ECoW) will be present for the destructive search to ensure compliance with the destructive search methodology.
- 4.4. Following site clearance and on commencement of construction works, the construction Site Manager will arrange for regular ad hoc checks throughout the construction period to ensure compliance with the measures set out within this document. In addition, an ECoW will attend site on a monthly basis to ensure compliance.

Compliance Reports

- 4.5. 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.

The Considerate Constructors Scheme

- 4.6. The way in which the entire site is managed will be underpinned by the principles set down in the Considerate Constructors Scheme (CCS), to which the developer is fully committed. This is a national scheme, endorsed by Central Government and created by the construction industry to improve the industry's image through better, more professional working practices. The site will therefore be registered with the CCS. The scheme's broad principles are:
- Considerate: Work to be conducted with consideration to the public, businesses, site personnel and visitors.
 - Environmentally Conscious: Noise to be kept to a minimum with attention to waste management and pollution.
 - Cleanliness: Site to be kept clean and in good order.
 - Good Neighbour: Good communication links with neighbours.



- Safe: All working practices to be conducted with care and consideration.
 - Responsible: Everyone on site complies with the code.
 - Accountable: Site contact details to be easily accessed.
- 4.7. The aim of the scheme is to encourage constructors to undertake their operations and activities in such a way that a higher than satisfactory level of performance is achieved. The scheme provides an additional mechanism for all variety of complaints to be submitted, recorded and passed onto the Site Manager.

Implementation and Communication Strategy

- 4.8. 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.
- 4.9. It is proposed that the operation of the Construction Environmental Management Plan is regularly reviewed and updated as necessary on an ongoing basis.
- 4.10. 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.
- 4.11. 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.
- 4.12. 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

- 4.13. 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.
- 4.14. The closest existing bus stops to the site are at the A329 London Road and at Jenett's Park c1km north and east of the site. In turn these provide connections to Reading and Bracknell railway stations serving destinations across the country and particularly the south.
- 4.15. 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.



- 4.16. 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.
- 4.17. 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 - R10 Layout



SITE LAYOUT 1:500

PARCEL R11

NOTE:
FOR SURFACE MATERIALS PLEASE
REFER TO MATERIALS LAYOUT
DRAWING NO: A389-R10-RM-701.
PREPARED BY ALP

KEY

- SITE BOUNDARY
- FENCING TO ENCLOSURES LAYOUT FOR DETAILS 1.8m BRICK SCREEN WALL
- SW
- BLOCK PAVED SURFACE COLOUR: BRINDLE RED
- BLOCK PAVED SURFACE COLOUR: CHARCOAL GREY
- TURF TO GARDENS
- INDICATIVE TREE PLANTING (subject to detailed landscape design)
- EXISTING TREES TO BE RETAINED(refer to ARB survey)
- EXISTING RPA TO BE RETAINED(refer to ARB survey)
- EXISTING TREES TO BE REMOVED(refer to ARB survey)
- EXISTING SHRUB PLANTING (refer to ARB survey)
- INDICATIVE TREE PLANTING (refer to detailed landscape proposals)
- INDICATIVE SHRUB PLANTING (refer to detailed landscape proposals)
- GATE
- DOOR AND PATIO TO REAR ACCESS
- DOOR/LEVEL THRESHOLD AND PATH IN CONCRETE SLABS
- FOOTPATH
- ACTIVE FRONTAGE / ADDITIONAL WINDOW
- PRIVATE DWELLINGS
- AFFORDABLE-RENTED / SOCIAL RENTED DWELLINGS
- AFFORDABLE-SHARED OWNERSHIP DWELLINGS
- DWELLINGS WITH CHIMNEYS
- SHED FOR CYCLE STORAGE
- RAIN GARDEN
- INDICATIVE LOCATION OF AIR SOURCE HEAT PUMPS (pls refer to detailed engineering layout)

Parcel R10					
Private	65%				
Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Apartments					
Block 4 - 1BAP	1 Bed (1B2P) Apartment	540	7	3780	2
Block 5 - 1BAP	1 Bed (1B2P) Apartment	550	4	2200	3
Block 6 - 1BAP	1 Bed (1B2P) Apartment	540	3	1620	2
Block 6 - 1BAP	1 Bed (1B2P) Apartment	539	3	1617	2
Block 6 - 1BAP	1 Bed (1B2P) Apartment	541	3	1623	2
2 Bed Apartments					
Block 3 - 2BAP	2 Bed (2B4P) Apartment	781	8	6248	3
Block 5 - 2BAP	2 Bed (2B4P) Apartment	756	6	4536	3
Block 6 - 2BAP	2 Bed (2B4P) Apartment	754	3	2262	3
Block 6 - 2BAP	2 Bed (2B4P) Apartment	758	3	2274	3
2 Bed Houses					
L255 / L255A - Delmont	2 Bed (3P) House	758	21	15918	4
3 Bed Houses					
L356 - Denton	3 Bed House	907	4	3628	5
L358 / L358A - Whitton	3 Bed House	947	14	13258	6
L360 - Chilton	3 Bed House	979	10	9790	5
L361 - Braxton	3 Bed House	996	7	6972	5
L362 - Clayton	3 Bed House	1018	2	2036	5
L363 / L363A - Hampton	3 Bed House	1050	2	2100	5
L367 - Kipton	3 Bed Townhouse	1177	2	2354	6
L368 - Clarkston	3 Bed Townhouse	1268	11	13948	5
L454 - Haywood	3 Bed +Study House	1130	5	5650	6
L461 - Fordwood	3 Bed +Study House	1267	2	2534	6
A - House Type A	3 Bed Townhouse	1487	5	7435	6
B1 - House Type B1	3 Bed Townhouse	1319	2	2638	6
38H	3 Bed Townhouse	1380	3	4140	5
D - House Type D	3 Bed Townhouse	1567	2	3134	7
L456 - Westerwood	4 Bed House	1151	4	4604	6
L467 - Bearwood	4 Bed House	1379	2	2758	6
L473 - Clearwood	4 Bed House	1637	1	1637	7
Sub Totals			139	130694	
Affordable					
Aff. Rented Social Rented					
70%					
Code	Type	ft²	Number	Total ft²	Habitable Rooms
1 Bed Flats					
Block 1 - 1BFL	1 Bed (1B2P) Flat	540	11	5940	2
Block 7 - 1BFL	1 Bed (1B2P) Flat	539	3	1617	2
Block 7 - 1BFL	1 Bed (1B2P) Flat	541	3	1623	2
2 Bed Flats					
Block 2 - 2BFL	2 Bed (2B3P) Flat	696	8	5568	3
Block 2 - 2BFL	2 Bed (2B3P) Flat	658	3	1974	3
Block 7 - 2BFL	2 Bed (2B3P) Flat	669	3	2007	3
2 Bed Houses					
AL24 / AL24A - Baymont	2 Bed House	850	10	8500	4
AL32 / AL32A - Lockton	3 Bed House	1001	10	10010	5
4 Bed Houses					
AL41 - Torwood	4 Bed House	1143	2	2286	6
Sub Totals			53	39525	
Shared					
30%					
2 Bed Houses					
AL24 / AL24 A - Baymont	2 Bed House	850	8	6800	4
AL32 / AL32A - Lockton	3 Bed House	1001	10	10010	5
AL34 - Easton	3 Bed Townhouse	1168	5	5840	5
Sub Totals			23	22650	
Grand Totals				215	192869
Net area (Acres)			11.90	Sqft/Acre	16207

AM	05.06.25	Layout further updated in line with latest highway amendments for the junction at the rear of block 2 & 3.	SR	DGP
AL	04.06.25	Layout updated in line with latest highway amendments for the junction at the rear of block 2 & 3.	SR	DGP
AK	29.05.25	Layout updated in line with planner's comments received on 28.05.25	SR	DGP
AJ	28.05.25	Plot cycle storage for blocks 6 & 7 relocated, service margin in front of plot 1135 and the private drive width in front of plot 1195 amended, footprints for apartment blocks 2, 3 & 5 updated following latest consultation comments been received.	SR	DGP
AH	08.05.25	Sales area double garage for plots 1140 & 1141 amended and landscaping updated following latest landscape design.	SR	DGP
AG	29.04.25	William Heelas Way steps and pumping station revised size added.	SR	DGP
AE	28.04.25	Bellmouth and parking by plots 1040, 1051, 1063, 1071, 1087 and Block 7 entrance plan.	SR	DGP
AF	23.04.25	Footprints for apartment blocks & roof scapes for plots 1152, 1153, 1156, 1158 & 1206, 1207 amended.	SR	DGP
AD	10.04.25	Layout amended following highway & secure by design comments been received.	SR	DGP
Rev.	Date	Description	Drawn	Checked

Client

Project

South Wokingham
Phase R10

Drawing Title

Proposed
Planning Layout

Scale

1:500 @ A0

Drawn

SR

Checked

DGP

Date

JUNE 2024

File

P1914.R10.01

Drawing Status

PLANNING

Dwg No

P1914.R10.01

Rev

AM

AAP Architecture Ltd

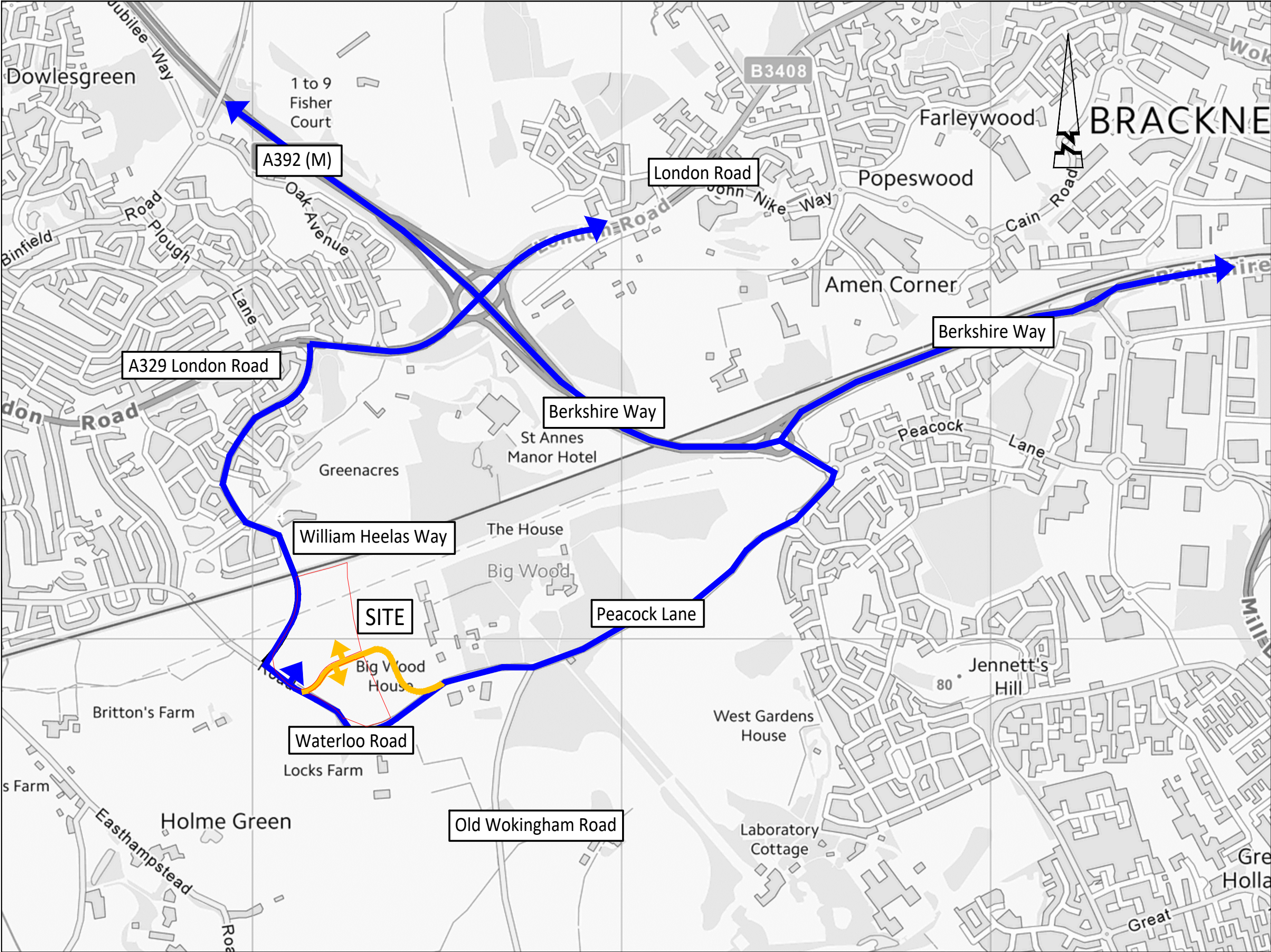
Unit A, Monument Business Centre, Monument Way, East Wokingham, Surrey GU21 5LG

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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
 - R10 - R14 Link Road
 - Site
 - Temporary Construction Access
 - Construction Access Once R10-R14 Link Road Reaches This Point

P2	06.25	Added R10-R14 Link Road Construction Access	CLL	SM
P1	02.25	First Issue	LJ	SM
Rev	Date	Description	Drawn	Checked



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Client
MILLER HOMES

Project
**SOUTH WOKINGHAM SDL
PARCEL R10**

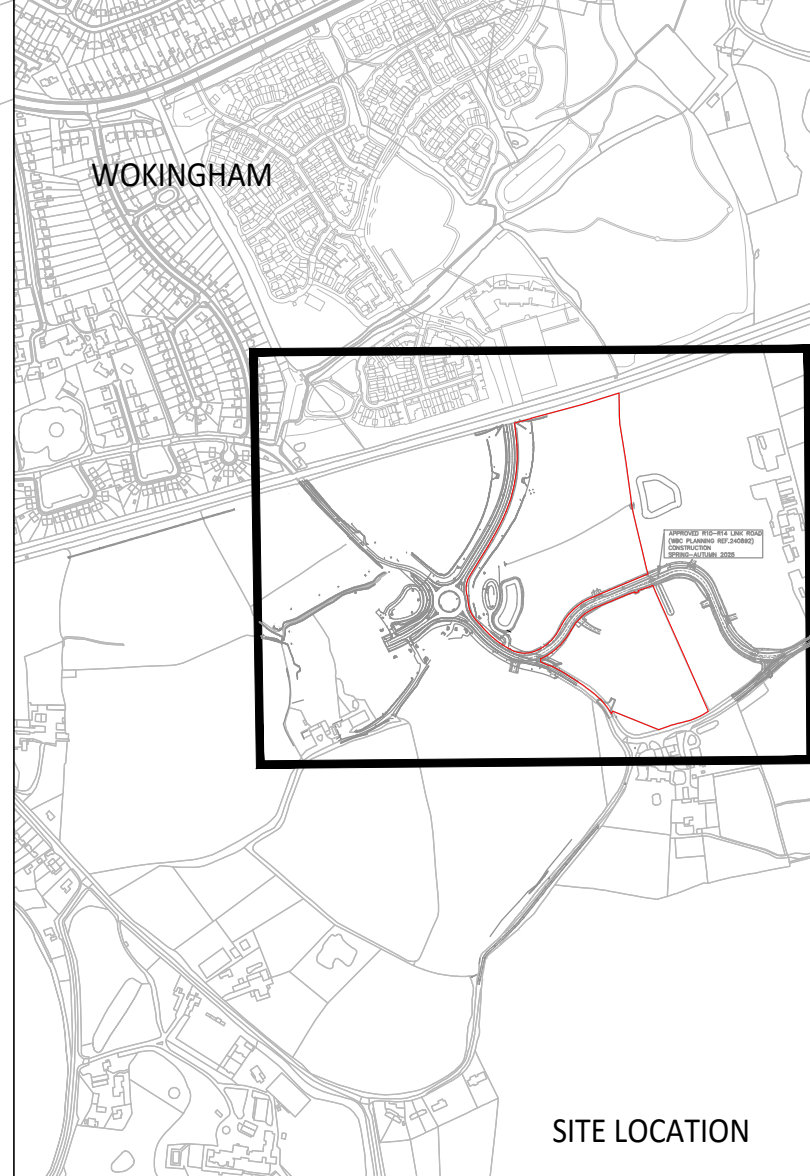
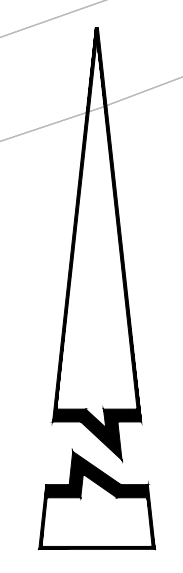
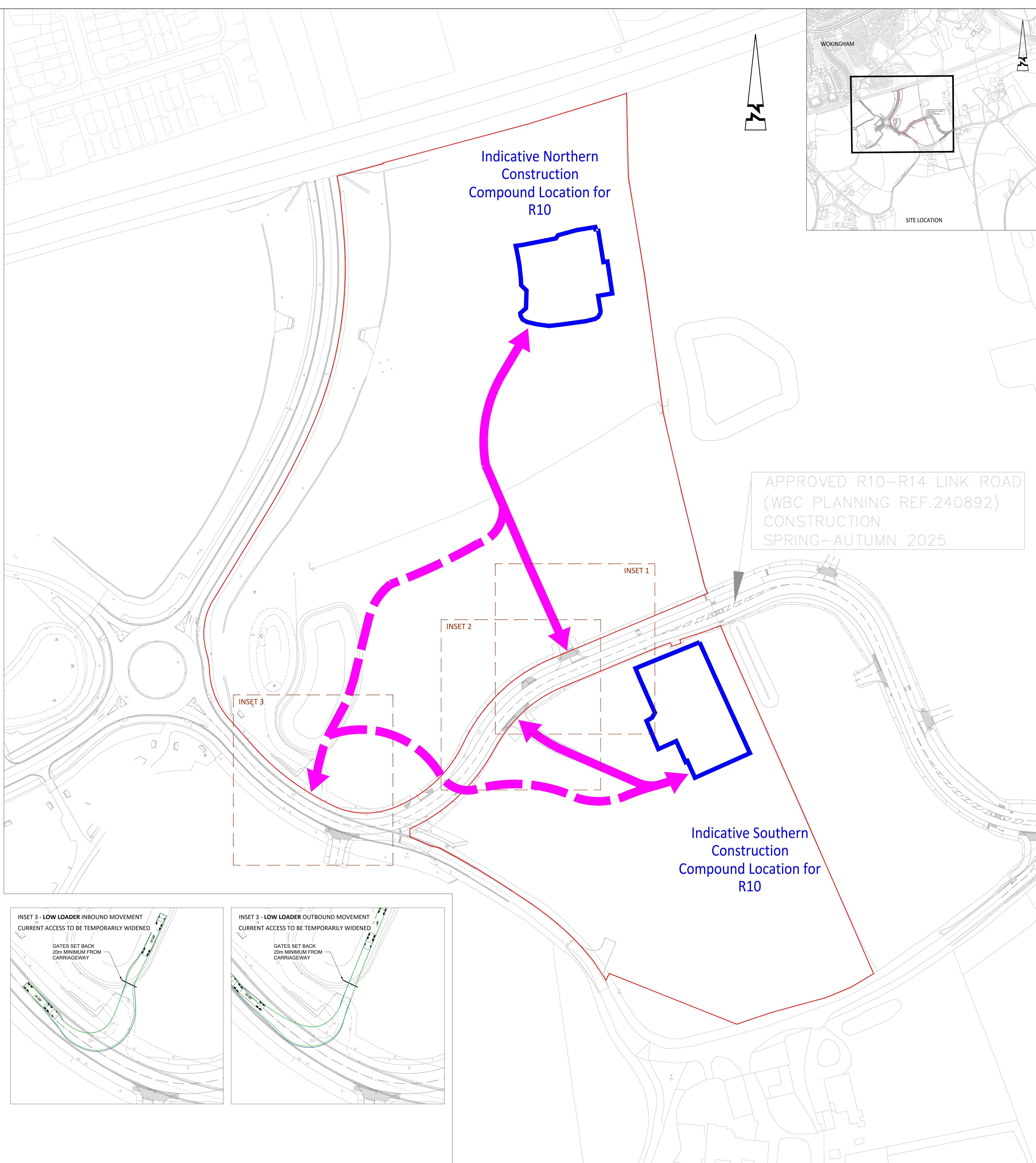
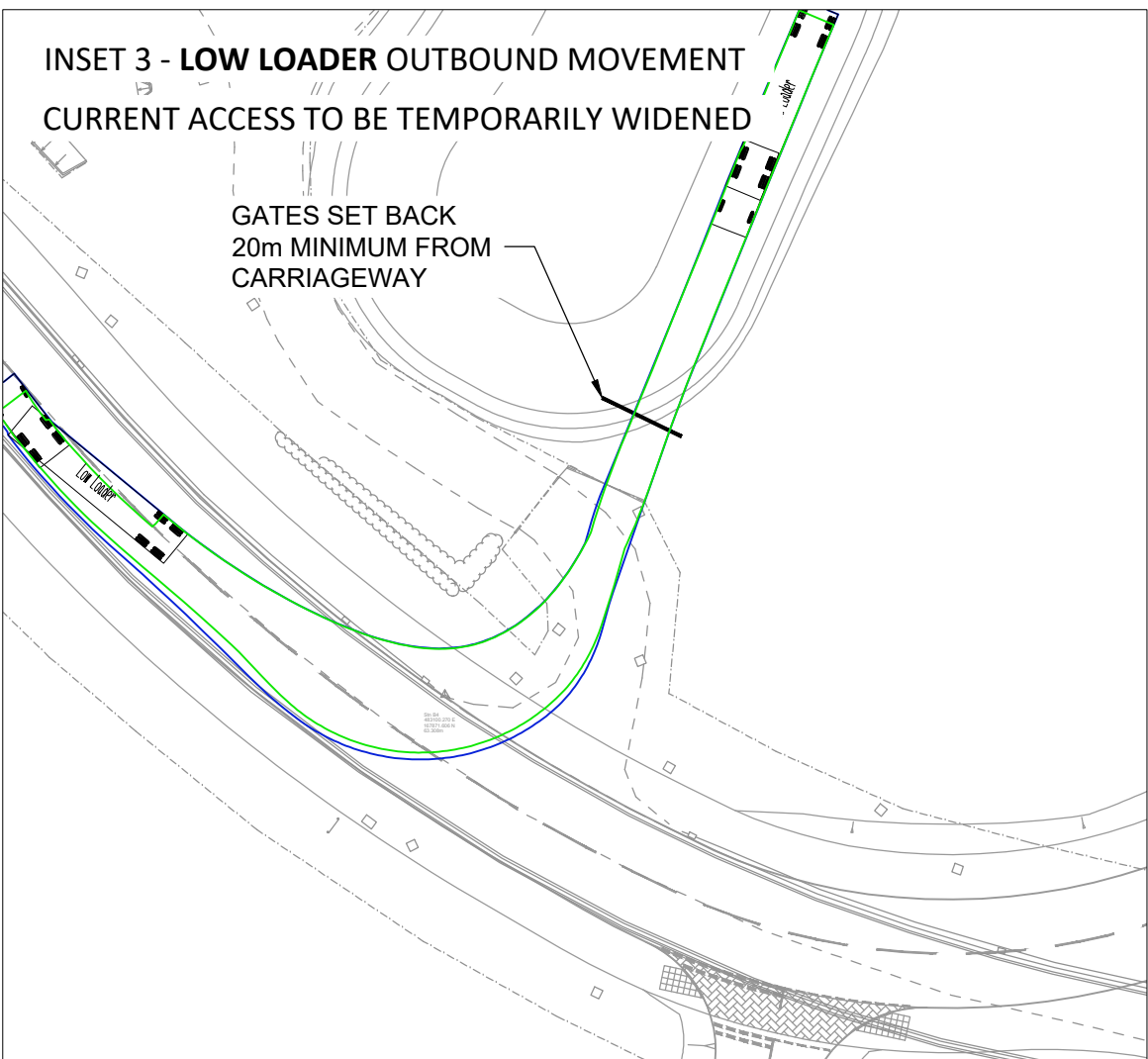
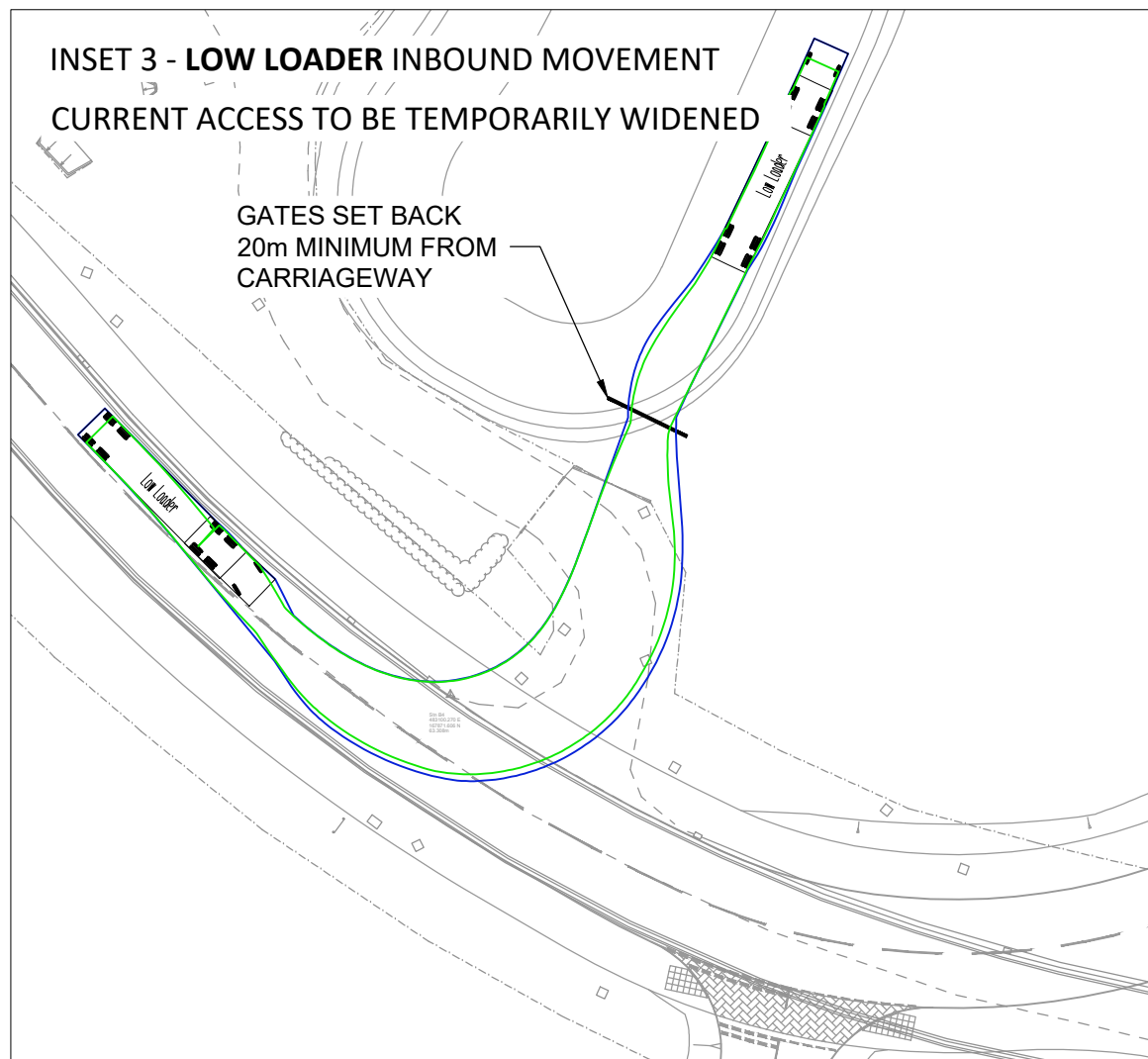
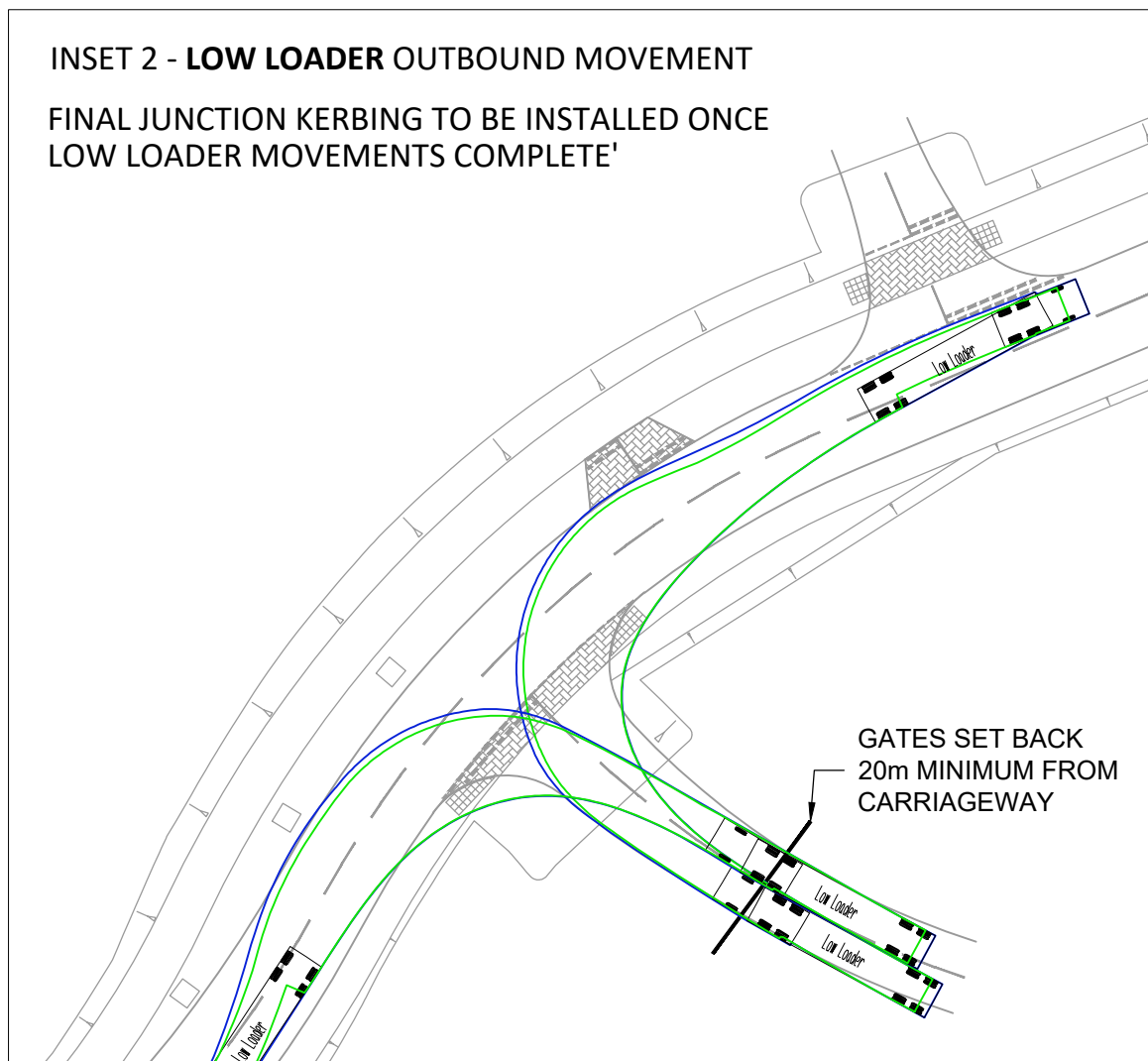
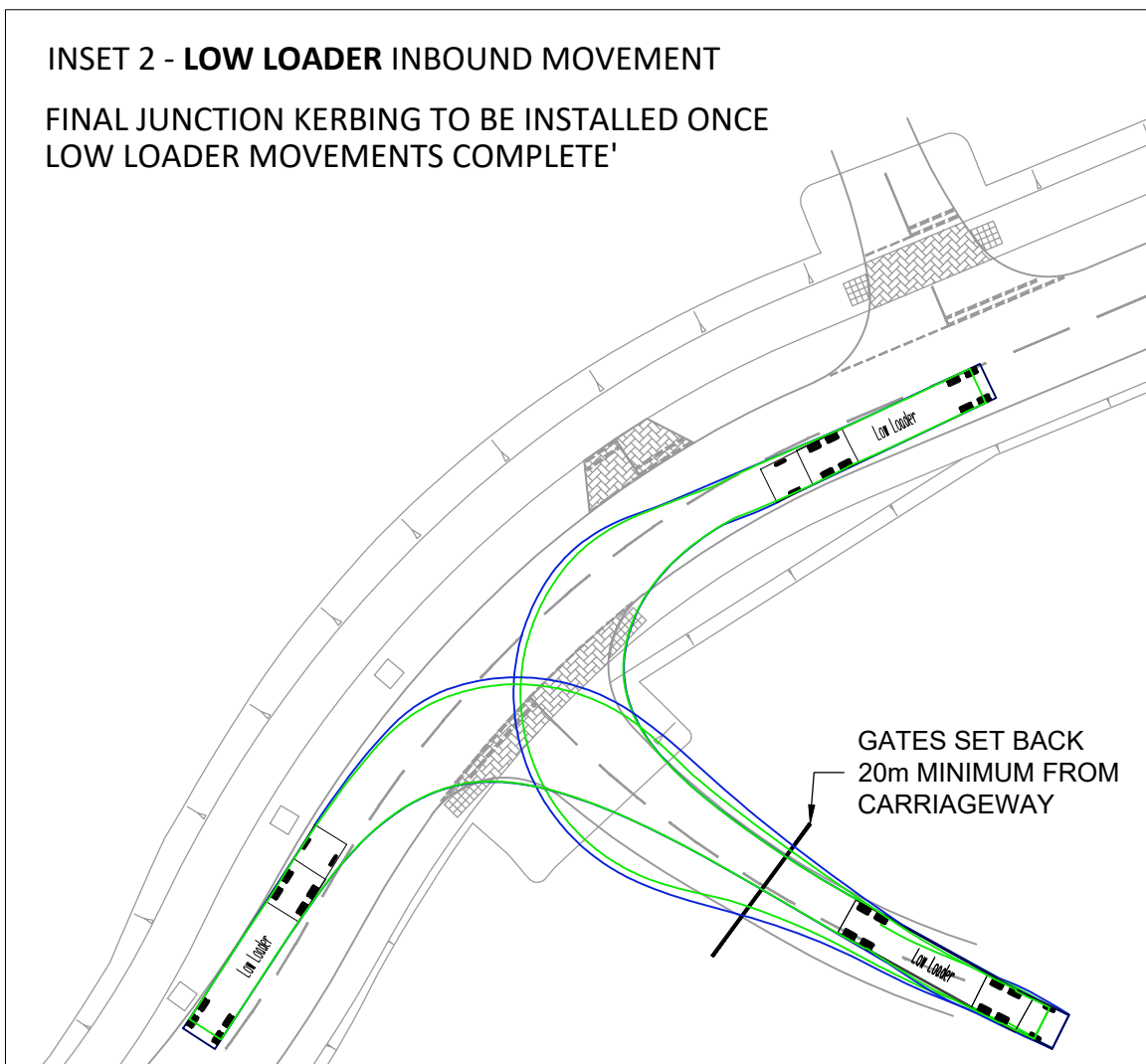
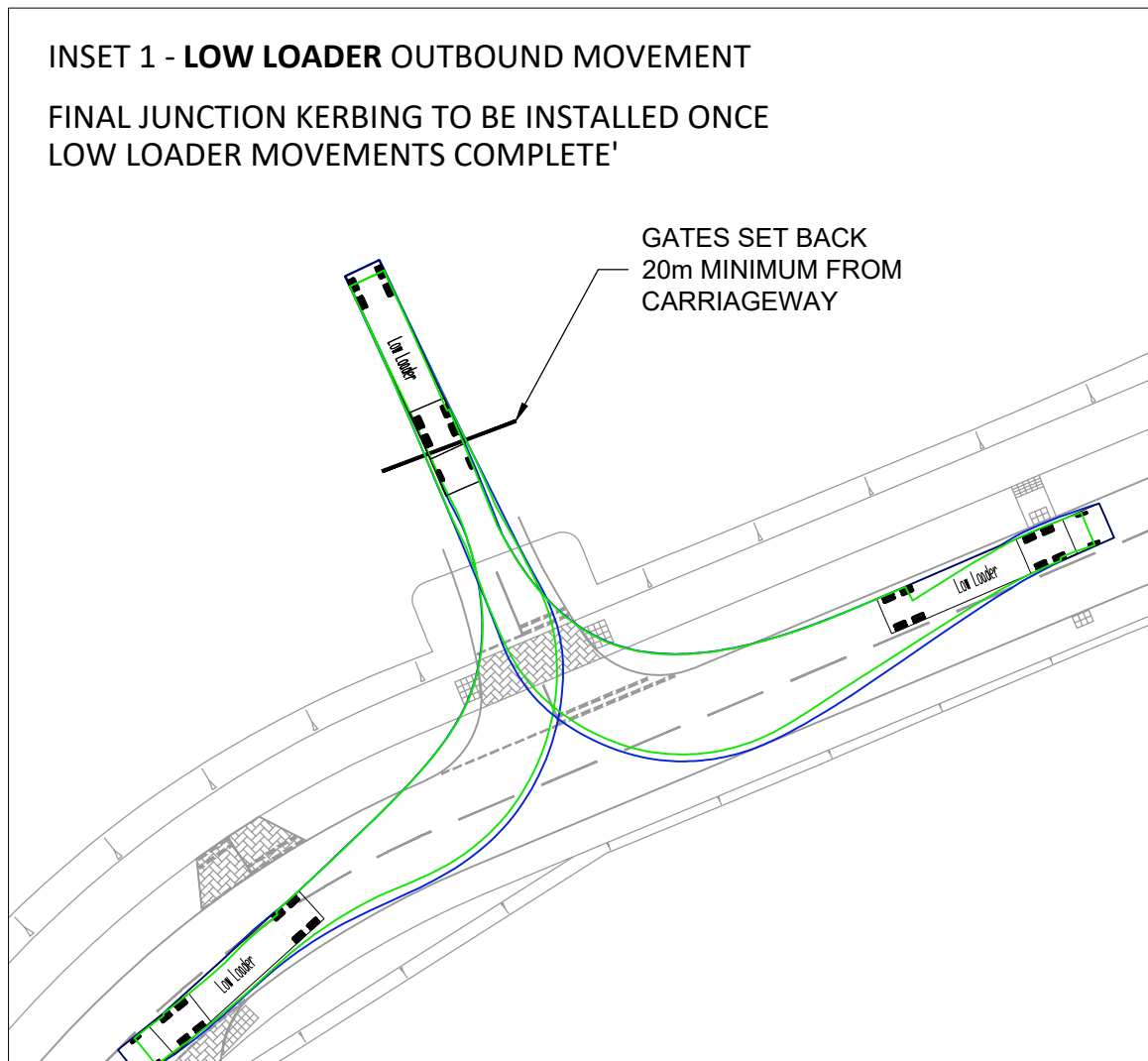
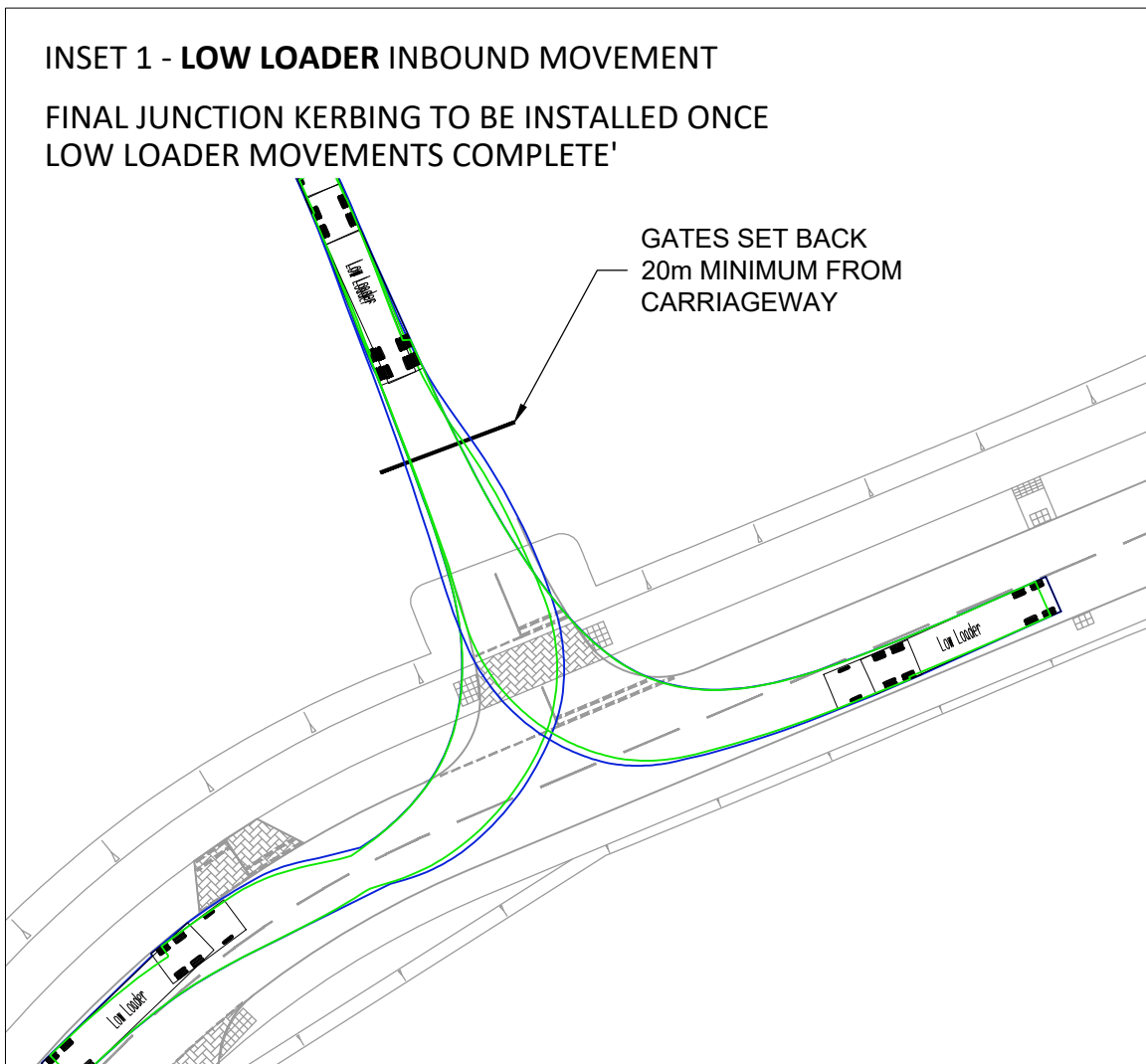
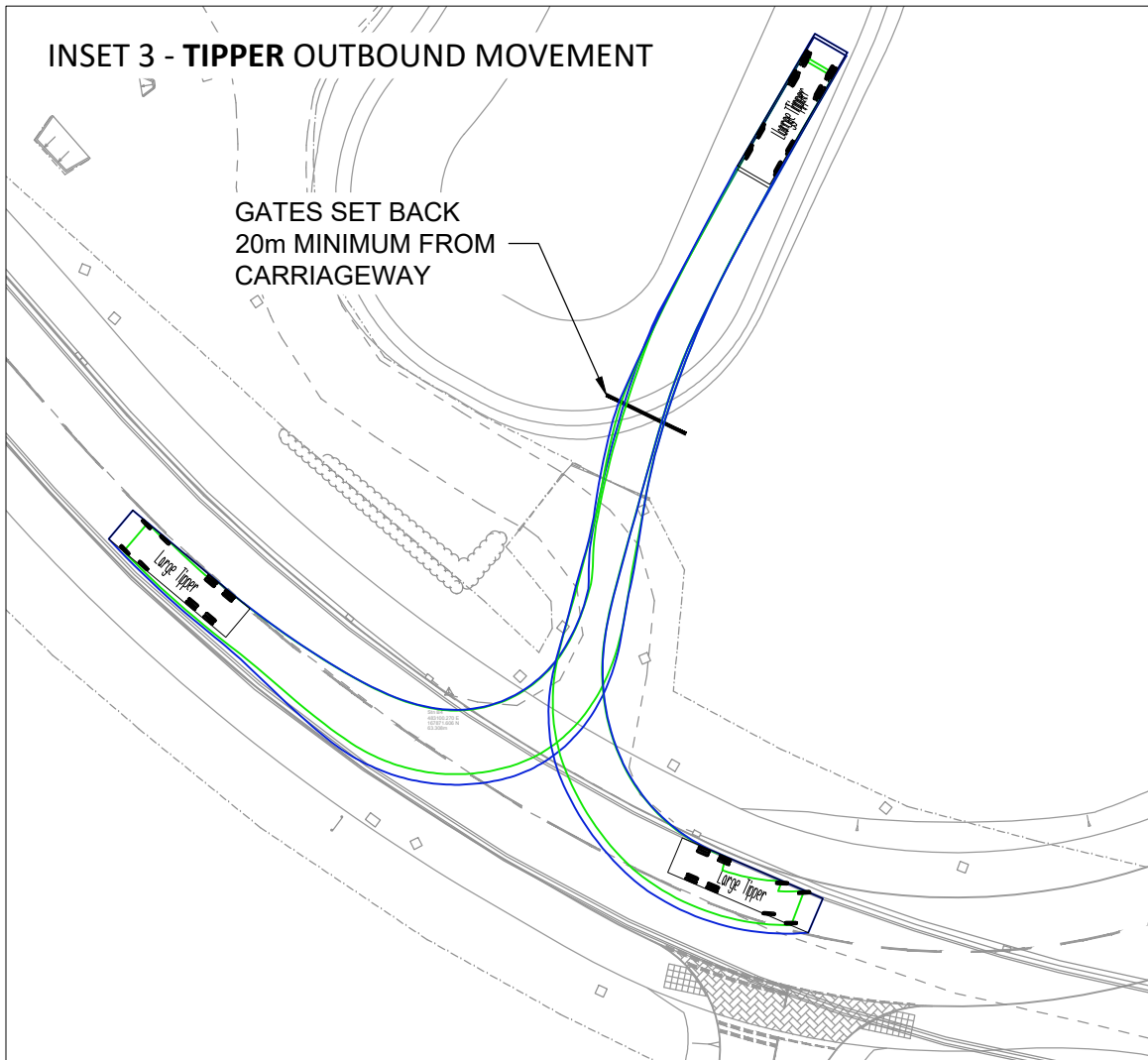
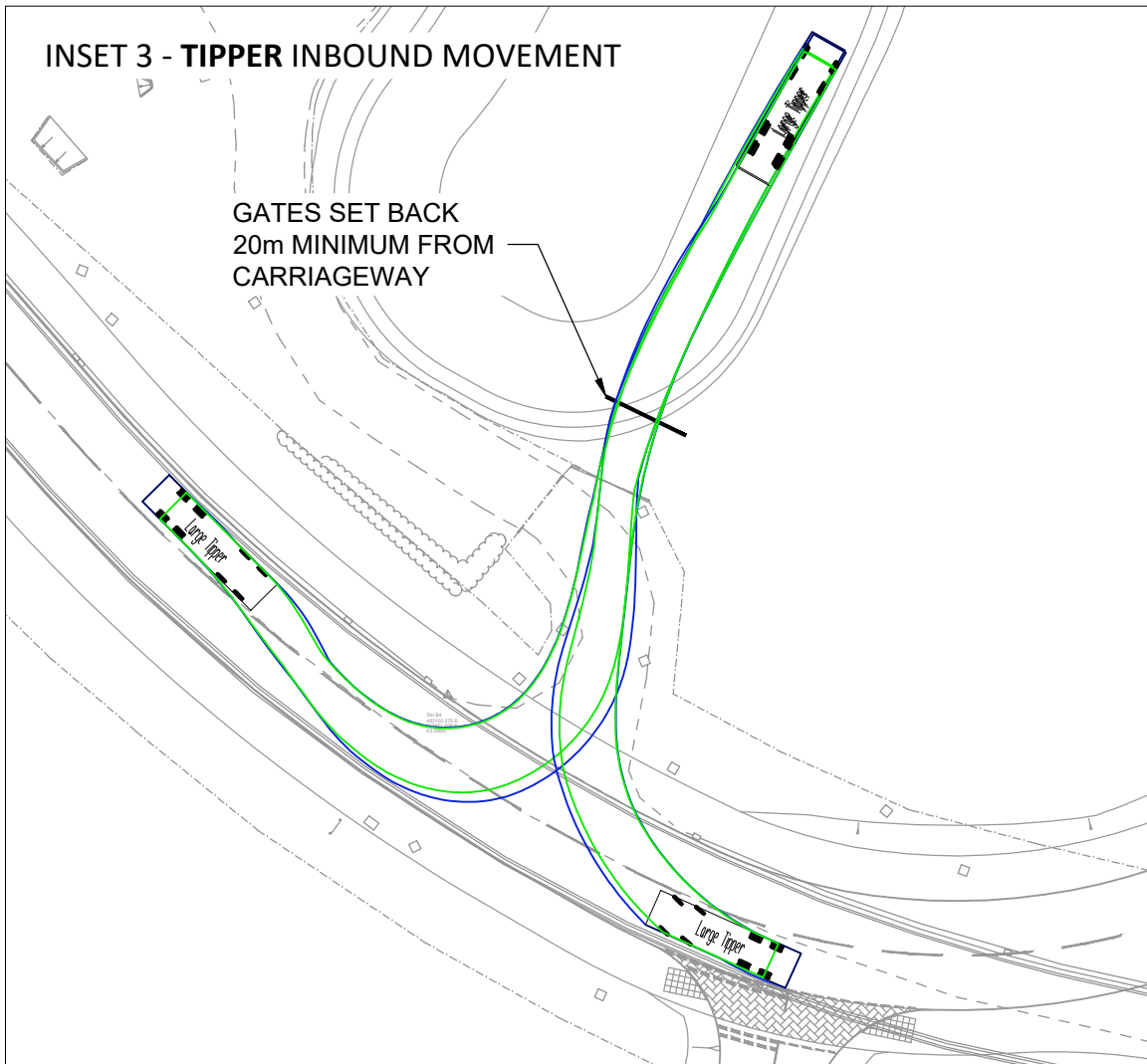
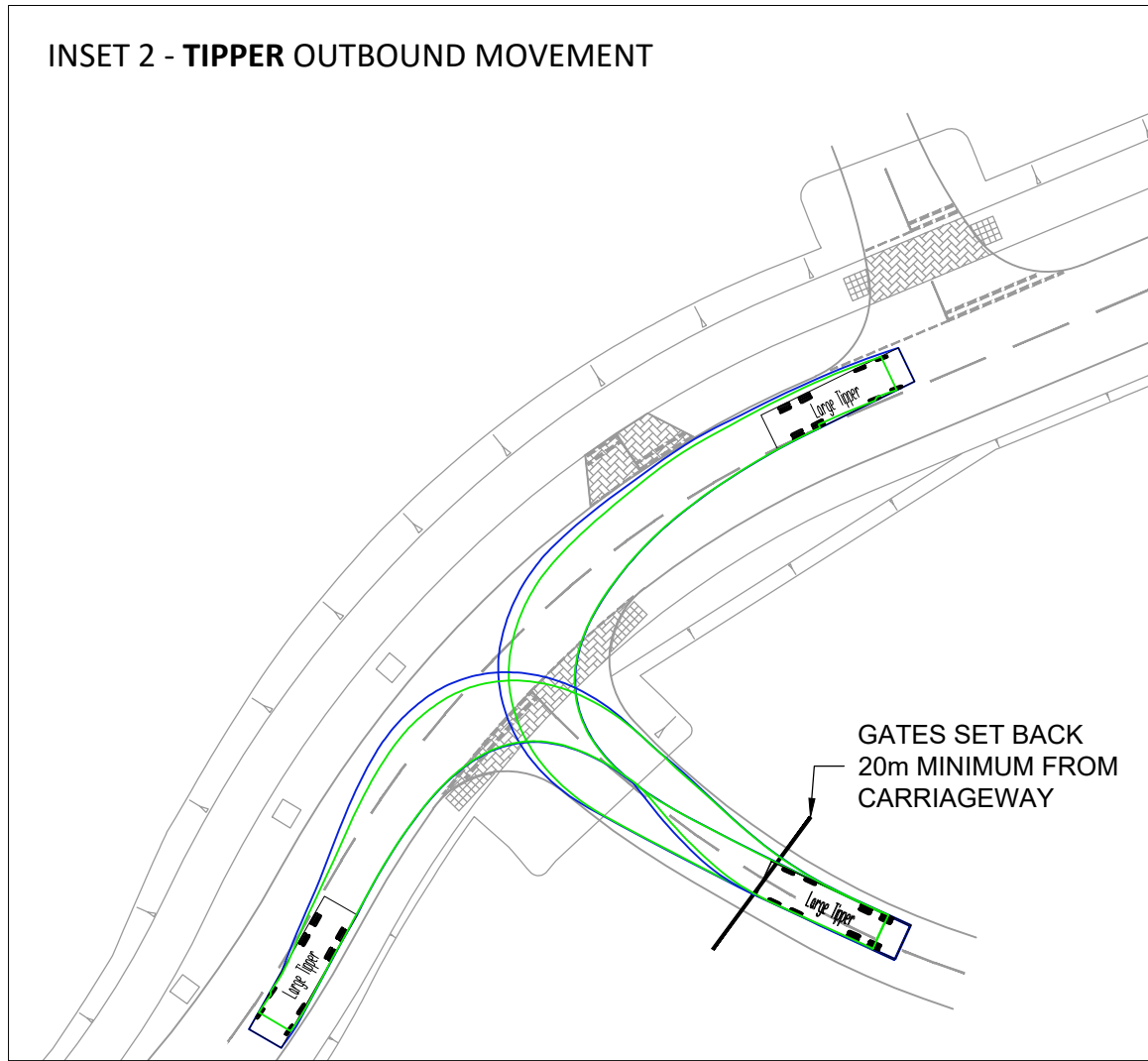
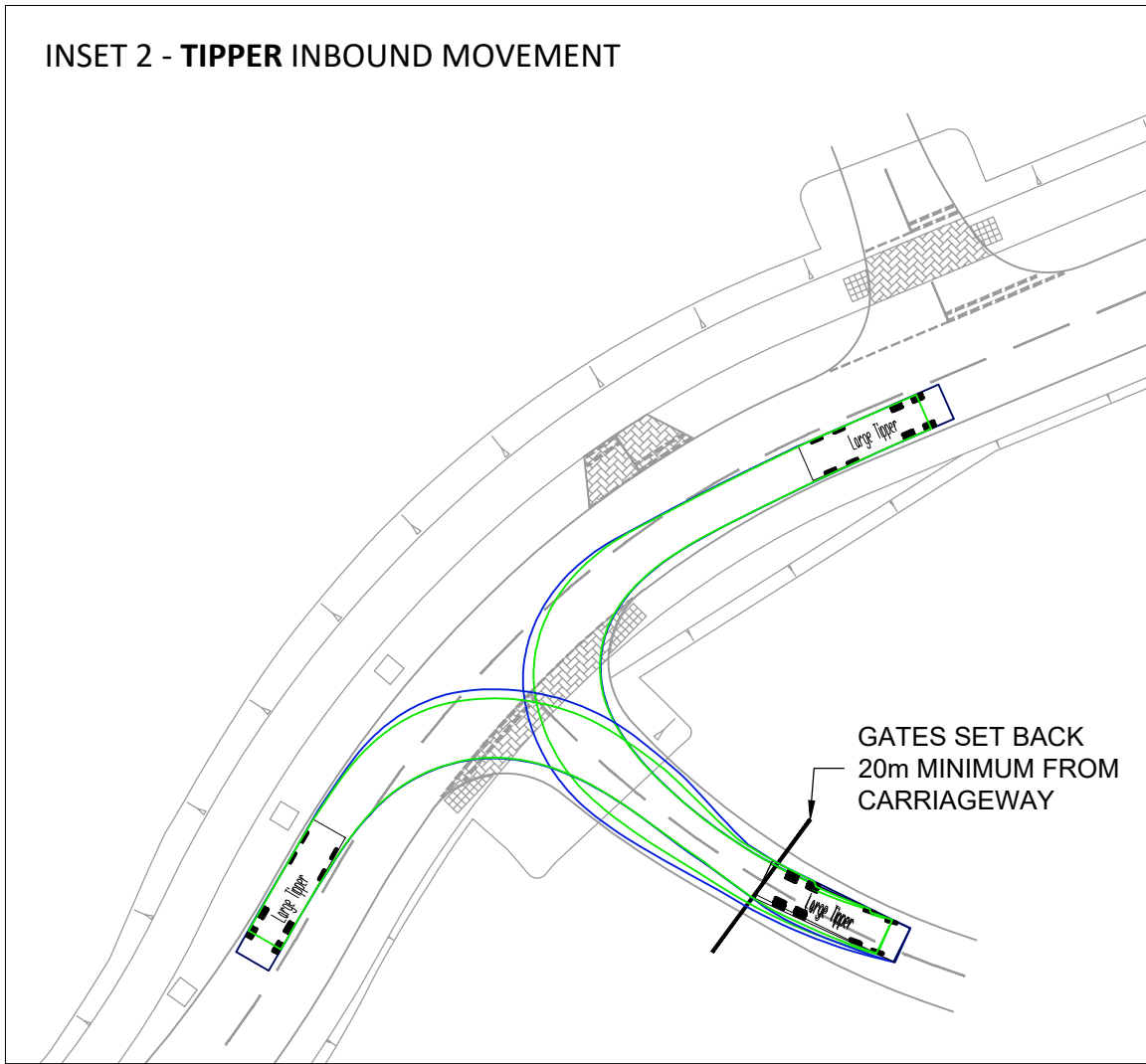
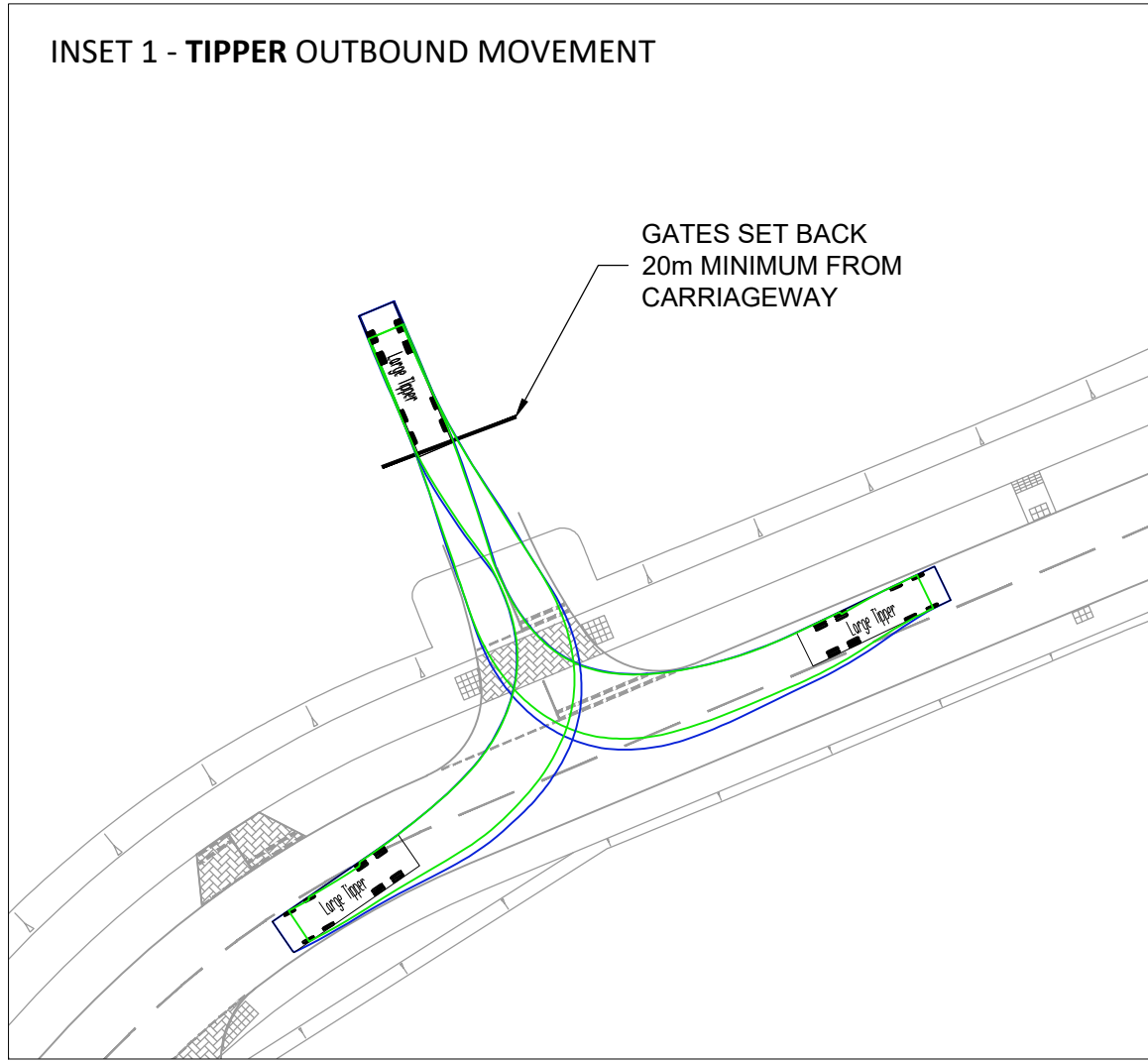
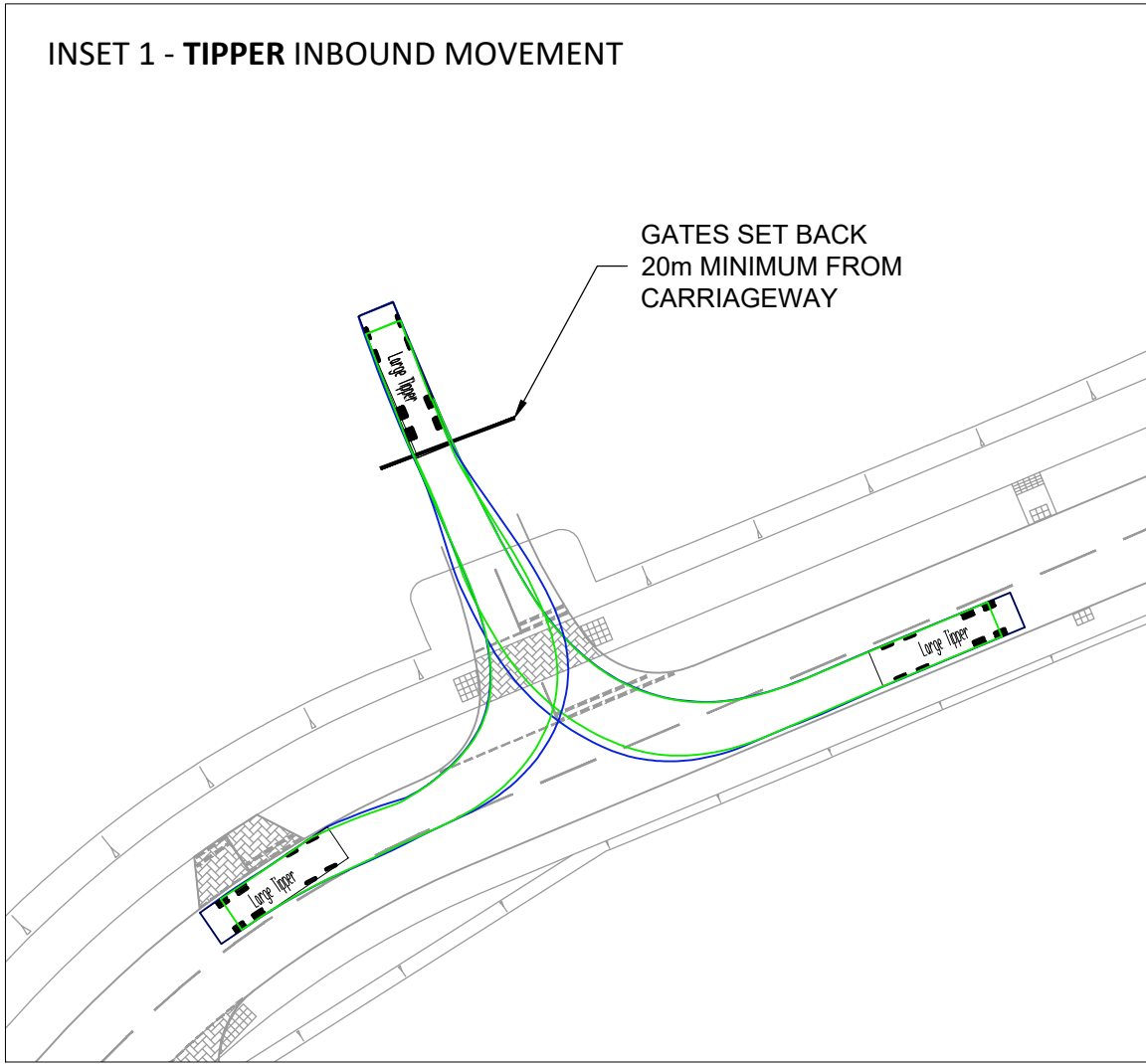
Title
**CONSTRUCTION TRAFFIC
ROUTING PLAN**

Status
FOR INFORMATION

Scale NTS @ A3	Date Feb 25	Drawn LJ	Checked SM
Drawing No A389-075			Revision P1



Appendix 3 - Construction Access Swept Path Analysis and Compound Location



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

KEY:

- Application Boundary
- Potential Construction Compound Locations
- Construction Access Route To Compound Once R10-14 Link Road Complete
- Initial Construction Access Route To Compound

VEHICLE SPECIFICATION

Vehicle	Overall Length	Overall Width	Overall Body Height	Min. Body Ground Clearance	Max. Lock Time	Lock to Lock Time	Kerb to Kerb Turning Radius
Large Tipper	10.00m	2.50m	3.00m	0.30m	6.00m	1.00m	11.00m
Low Loader	16.15m	2.50m	3.00m	0.30m	6.00m	1.00m	6.90m

P4	P7.25	LOW LOADER TRACKING ADDED	AS	SM
P3	P4.25	INSET 4 GATE AND TRACKING UPDATED	RD	SM
P2	P4.25	LARGE TIPPER TRACKING ADDED	CLL	SM
P1	P2.25	FOR ISSUE	LJ	SM
Rev	Issue	Description	By	Date

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

Project
**SOUTH WOKINGHAM SDL
R10 Land Parcel**

Title
**R10 CONSTRUCTION
COMPOUND LOCATIONS AND
ACCESS VEHICLE TRACKING**

Status
FOR INFORMATION

Scale 1:750 @ A0	Date Feb 25	Project U	Checked SM
Drawn by A389-099	Revised		By P4



Appendix 4 - Tree Retention Plans



LEGEND

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

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

1 Wiremesh (e.g. Hesse) Panels
2 Concrete or rubber blocks
3 Scaffold poles uprights driven firmly into ground, then secured to panels with wire ties, or
4 Uprights driven firmly into ground through hole in block, then secured to panels with wire ties.
5 Panels to be interlinked using clamps.

TREE TO BE RETAINED

TREE TO BE REMOVED

HEDGE/GROUP CANOPY TO BE REDUCED - THIS APPLICATION
Hedge to be trimmed back from the red dashed line to the green line as indicated.

HEDGE CANOPY TO BE REDUCED - FROM DIFFERENT APPLICATION

SECTION OF WHIP PLANTING TO BE TRANSLOCATED

A CATEGORY TREE

B CATEGORY TREE

C CATEGORY TREE

U CATEGORY TREE

ROOT PROTECTION AREA (RPA) FOR RETAINED TREES

TPD AREA
Area within this line indicates Group/Area TPD

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 an apron where feasible or through use of an excavator with a toothless bucket and under direct supervision.

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

0 5 10 15 20 25m

Rev	Date	Details	Drawn
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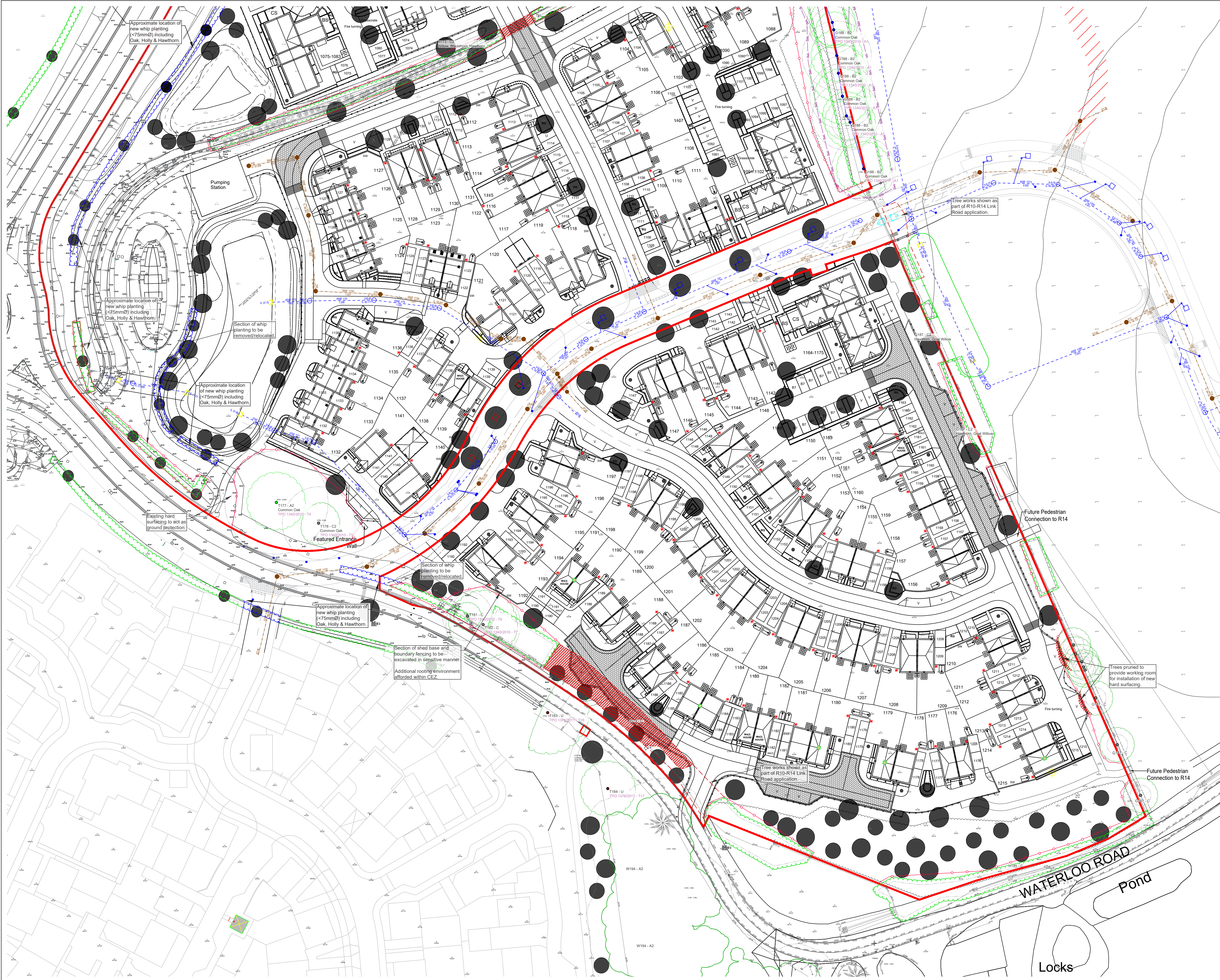
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scheme: South Wokingham
Phase R10
client: Miller Homes
drawing: Tree Protection Plan
date: 31/01/2025
scale: 1:500@A1
dwg no: MILL24614-03
Sheet 1 of 2
drawn: WTW checked: HEP



LEGEND

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

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

1 Weldmesh (e.g. Heries) Panels
2 Concrete or rubber blocks
3 Scaffold poles uprights driven firmly into ground, then secured to panels with wire ties, or
4 Uprights driven firmly into ground through hole in block, then secured to panels with wire ties.
5 Panels to be interlinked using clamps.

TREE TO BE RETAINED

TREE TO BE REMOVED

HEDGE/GROUP CANOPY TO BE REDUCED - THIS APPLICATION
Hedge to be trimmed back from the red dashed line to the green line as indicated.

HEDGE CANOPY TO BE REDUCED - FROM DIFFERENT APPLICATION

SECTION OF WHIP PLANTING TO BE TRANSLOCATED

A CATEGORY TREE

B CATEGORY TREE

C CATEGORY TREE

U CATEGORY TREE

ROOT PROTECTION AREA (RPA) FOR RETAINED TREES

TPD AREA
Area within this line indicates Group/Area

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 an spade where feasible or through use of an excavator with a toothless bucket and under direct supervision.

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

Rev	Date	Details	Drawn

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scheme: South Wokingham
Phase R10
client: Miller Homes
drawing: Tree Protection Plan
date: 31/01/2025
scale: 1:500@A1
dwg no: MILL24614-03
Sheet 2 of 2
drawn: WTW checked: HEP

Transport
Development Planning
Sustainable
Deliver
Trusted
Enable
Site Appraisal
Hydrology
Highways
Civil Engineering
Successful
Travel Planning
Support
Drainage
Dynamic
Masterplanning
Flood Risk Assessment
Infrastructure Design

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