ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

VISTRY SOUTH EAST LIMITED

Trowe's Lane, Swallowfield

Construction Ecological Management Plan

REPORT REF.
2507070-ACE-XX-00-RP-C-001

January 2026

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Contents Page

Appendices

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	CONDITION DISCHARGE	AD	AMC	BS	05-11-25
A	FINAL	AD	AMC	AD	07-01-26

Distribution

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Vistry South East Limited to produce a Construction Ecological Management Plan for the residential development at Trowe's Lane, Swallowfield for submission to Wokingham Borough Council (WBC).

1.2. Full permission was granted in July 2023 at appeal (ref APP/X0360/W/24/3340006) for:

"the erection of 81 dwellings (including 40% affordable homes), open space, SuDS, landscaping, biodiversity enhancements, new vehicular access off Trowes Lane, pedestrian and cycle links, and associated infrastructure."

1.3. The development will be brought forward via one phase, with this Construction Ecological Management Plan (CEMP) covering the entirety of the sites construction.

1.4. This CEMP supports an application to discharge Condition 3 of appeal decision notice.. Condition 3 states:

No development hereby permitted shall commence until a construction method statement, including a construction ecological management plan, has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall include but not be limited to the following:

(a) construction of suitable works access

(b) the parking of vehicles of site operatives and visitors

(c) loading and unloading of plant and materials

(d) storage of plant and materials used in constructing the development

(e) the erection and maintenance of security hoarding

(f) wheel washing facilities

(g) measures to control the emission of noise, dust and dirt during construction

(h) a scheme for recycling/disposing of waste resulting from demolition and construction works

(i) hours of construction

(j) hours of delivery

(k) mitigation and avoidance measures for ecology and biodiversity.

1.5. To remain consistent with regional practice, no construction / demolition activities shall take place except between the following hours:

- 0800 – 1800 on Mondays to Fridays inclusive;
- 0800 – 1300 on Saturdays; and
- No noisy work on Sunday or Bank Holidays.

1.6. This CEMP will be administered by Vistry South East Limited with Kyle Munden appointed as the Associate Director in charge of the Trowe's Lane development. Their present phone number is 07773 195982.

1.7. The project manager contact details will be displayed at the front of the site.

2. Construction Program

2.1. This section provides a brief overview of the wider site program and details the construction programme.

2.2. Construction activities on the site will be undertaken in accordance with industry best practice and in line with working hours commonly accepted by Wokingham Council and other local authorities to minimise disruption to surrounding residents and businesses.

2.3. The standard hours of operation for construction are proposed as follows:

- Monday to Friday: 08:00 to 18:00
- Saturday: 08:00 to 13:00
- Sundays and Bank Holidays: No noisy work permitted

2.4. These hours apply to all construction operations, including material deliveries, plant movement, and on-site activities that may generate noise or dust.

2.5. Should exceptional circumstances require activity outside of these hours (e.g. for utility connections or crane operations), prior agreement will be sought from the Local Planning Authority, and affected stakeholders will be notified in advance.

2.6. A site-specific induction will be provided to all contractors and operatives, confirming permitted hours of operation and reinforcing the importance of minimising disturbance to neighbouring occupiers.

Construction Phasing

2.7. The development will be delivered in one construction phase, including site preparation, groundworks, superstructure, internal fit-out, and external works. This construction phase is planned to be carried out over 94 weeks, subject to confirmation with the contractor. The build route for units is shown in **Appendix A**, split into sub-phases to allow for multiple sub-contractor disciplines to be on site at the same time.

3. Construction Traffic: Vehicle Numbers and Types

3.1. This section outlines the expected number and types of vehicles accessing the site during each construction phase, including staff vehicles, material deliveries, plant, and waste removal.

3.2. Typical vehicles expected on site during construction include:

- Staff and visitor vehicles: Cars and small vans
- Deliveries: 7.5t to 18t rigid lorries, tipper trucks, ready-mix concrete trucks, articulated HGVs (occasionally).
- Plant equipment: Excavators, dumpers, rollers, telehandlers (usually delivered on low-loaders) cranes
- Waste removal: Skip lorries and grab lorries

3.3. The nature and volume of vehicle movements will vary depending on the stage of construction. Daily vehicle numbers for each construction phase, which are subject to refinement as the project progresses are approximately as below

- Staff and Visitor Vehicles – 50-60 per day
- Deliveries – 5-10 per day
- Plant Equipment – Delivered at start of development and removed at completion
- Waste Removal – 2 No per week

3.4. All construction traffic will access the site via Trowes Lane to the north east of the site, using agreed haulage routes that minimise disruption to surrounding residential areas. A construction traffic routing plan is included in **Appendix B**.

3.5. Site access will be clearly signposted with warning signage in accordance with Chapter 8 of the Traffic Signs Manual. A banksman will be employed during peak delivery periods and all reversing manoeuvres where necessary.

3.6. Delivery times will be coordinated to avoid conflict with school run hours and peak commuter periods (e.g. 08:00–09:00 and 15:00–16:00). Where possible, deliveries will be scheduled during mid-morning and early afternoon windows.

3.7. No idling of vehicles will be permitted at the site entrance or within local streets. Delivery and plant vehicles will be managed via a just-in-time approach to reduce congestion and queuing.

4. Waste Management

4.1. The construction works will be carried out in accordance with the principles of the Waste Hierarchy, prioritising prevention, reuse, recycling, and recovery over disposal.

4.2. A Site Waste Management Plan (SWMP) will be implemented and maintained throughout the construction period by the principle contractor. The SWMP will detail waste types, volumes, storage methods, disposal procedures, and recycling/recovery targets. The principal contractor will be responsible for monitoring compliance.

Types of Waste

4.3. Waste generated during construction is expected to include:

- Excavated material (subsoil/topsoil)
- Concrete, brick, and blockwork offcuts
- Timber and formwork
- Plasterboard and insulation offcuts
- Packaging (plastic wrap, pallets, cardboard)
- General site waste and spoil

On-Site Waste Management Procedures

4.4. Waste will be managed in line with best practice, including:

- Segregation at source using clearly labelled skips and bins for key waste streams (e.g. timber, metal, inert waste, general waste).
- Covered and contained skips to prevent windblown litter or water contamination.
- Regular collection and removal of skips by licensed waste carriers.
- Recycling of materials wherever possible, including re-use of excavated material on site for landscaping or sub-base layers, where appropriate.

4.5. Hazardous waste (e.g. oils, paints, asbestos if discovered) will be identified, stored in compliance with relevant legislation, and removed by a licensed specialist contractor.

Monitoring and Reporting

4.6. The principal contractor will be responsible for:

- Maintaining accurate records of waste quantities, types, and disposal methods
- Ensuring waste carriers are fully licensed and disposal sites are properly permitted
- Reviewing performance against waste minimisation targets

4.7. Waste audits may be undertaken periodically during the works, and a summary of waste management performance may be included in project progress reports.

5. Parking for Construction Staff and Visitors

5.1. Adequate provision will be made for the **parking of staff, contractor, and visitor vehicles** within the site during all construction phases. This will prevent overspill parking onto the surrounding highway network and protect the amenity of neighbouring residents.

5.2. A dedicated parking area will be provided within the construction compound, as shown on the site compound plan in **Appendix C**. These areas will be surfaced with compacted stone or another suitable temporary treatment and managed by the site supervisor.

5.3. The number of parking spaces provided will vary by development stage depending on workforce numbers but will typically accommodate 25 vehicles at a time.

5.4. The site compound layout is shown indicatively and will be confirmed upon appointment of a contractor.

5.5. No contractor or visitor parking will be permitted on surrounding residential streets or verges. Clear signage will be erected at the site entrance and within the compound to direct vehicles to the designated parking area.

5.6. Staff and visitors will be informed of parking arrangements as part of their site induction and pre-start information packs. Enforcement measures (such as access control or permit systems) will be put in place if required to ensure compliance.

5.7. Where space allows, separate provision will be made for delivery vehicle holding areas to prevent queuing on the public highway, particularly during concrete pours or large material deliveries.

5.8. Parking areas will be regularly inspected and maintained to ensure they remain safe, accessible, and free of obstruction or debris.

6. Construction Compounds and Material Storage

6.1. A secure construction compound will be established to accommodate materials, plant, welfare facilities, and contractor operations. The compound will be located at the south-west of the site to ensure operations remain self-contained and minimise disruption to surrounding areas.

6.2. The compound layout is shown in **Appendix C** and will include:

- Staff and visitor parking area (see Section 5)
- Welfare units, including toilets, changing areas, drying room, and a canteen
- Office and first aid cabin for site management
- Material storage bays (segregated for timber, steel, bricks/blocks, etc.)
- Secure plant and equipment storage area
- Loading/unloading zone with turning space for deliveries

6.3. The compound will be enclosed with heras-type fencing or hoarding, including lockable gates and appropriate safety and warning signage. Access will be controlled by the site manager or a designated banksman.

6.4. Deliveries will be scheduled and coordinated to avoid congestion within the compound. A just-in-time delivery approach will be used to limit on-site storage where possible and reduce clutter.

6.5. Hazardous materials (e.g. fuel, oils, paints) will be stored in accordance with Control of Substances Hazardous to Health (COSHH) regulations in bunded, lockable containers and away from drains, watercourses, and site boundaries.

6.6. The compound layout will be reviewed and reconfigured, if necessary, as the works progress, particularly where overlapping phases or constrained working areas occur.

7. Vehicle Turning Arrangements

7.1. Safe and efficient turning arrangements will be provided within the site during each phase of construction to ensure that all delivery and construction vehicles can enter and exit the site in a forward gear.

7.2. As shown in **Appendix D**, a temporary haul road will be constructed for use by the compound,.

7.3. The site layout will allow for the manoeuvring of the following typical vehicle types:

- Rigid HGVs (e.g. 18t tipper or flatbed trucks)
- Ready-mix concrete trucks
- Low-loader delivery vehicles (for plant and equipment)

7.4. A swept path analysis has been carried out for the site compound to confirm that sufficient space is provided for the safe turning of the largest anticipated vehicle. This drawings will be included in **Appendix D** and will be reviewed and updated as required during the works.

7.5. Where temporary constraints restrict on-site turning (e.g. during enabling works), vehicle movements will be managed by a trained banksman. Reversing vehicles will be escorted at all times, and reversing onto the public highway will be strictly prohibited.

7.6. Site signage, line markings, and physical barriers will be used as necessary to guide vehicle movements and demarcate turning areas, ensuring safe separation between vehicles and pedestrian routes.

7.7. The turning strategy will be regularly reviewed by the site manager and updated in line with construction progress or any changes to site layout.

8. Prevention of Mud on the Highway

8.1. Measures will be implemented throughout the construction period to prevent mud, debris, or dust from being tracked onto the adjacent public highway. These measures will form part of the site's daily housekeeping and logistics procedures.

8.2. The following controls will be in place for each phase of construction:

- **Stabilised site entrance/exit:**
  All site access points will be constructed using compacted stone or a proprietary wheel-cleaning grid (e.g. a shaker road or road plate) to remove loose material from vehicle tyres.

- **Wheel wash facilities:**
  A manual or automated wheel washing system will be installed at the site exit. All vehicles exiting the site will be inspected and, if necessary, cleaned before entering the public highway.

- **Road sweeping:**
  A road sweeper will be made available on a standby basis and deployed as required — particularly during periods of heavy earthworks or poor weather. The frequency of use will be increased during wet conditions.

- **Covered loads:**
  All loose material (e.g. soil, stone, aggregates) will be transported in covered wagons or sheeted skips to prevent spillage on and off site.

- **Dust suppression:**
  Water bowsers, misters or sprays will be used in dry conditions to control dust on haul routes, compound areas, and storage zones.

8.3. The site manager will conduct daily inspections of the access routes and adjacent public highway to monitor cleanliness. Any mud or debris observed on the highway will be cleared immediately.

8.4. If mud on the highway becomes a recurring issue, the principal contractor will review access arrangements, increase wheel washing frequency, and/or revise haul route surfacing as required.

8.5. These measures will remain in place throughout the construction period and will be adapted as necessary to respond to seasonal weather conditions and phase-specific risks.

9. Dust and Surface Water Run-Off Control

9.1. Appropriate measures will be implemented during all construction phases to prevent the generation of excessive dust and the uncontrolled discharge of surface water run-off. These measures are necessary to protect local air quality, reduce nuisance to neighbours, and prevent pollution of nearby drainage networks.

Dust Control Measures

9.2. Dust suppression measures will be applied as required, particularly during dry and windy conditions, demolition works, or bulk earthworks. The following control methods will be used:

- **Water suppression:**
  Regular damping down of haul routes, open surfaces, and stockpiles using a water bowser, misting systems, or hose reels.

- **Speed control:**
  A low on-site speed limit (typically 5–10 mph) will be enforced to minimise dust from vehicle movements.

- **Stockpile management:**
  Topsoil and other fine materials will be stored in low, compacted mounds and covered with sheeting or kept damp to prevent windblown dust.

- **Dust screening:**
  Heras fencing with dust netting or solid hoarding will be installed around the site boundary where sensitive receptors (e.g. Universities) are located nearby.

- **Material handling:**
  Drop heights for materials will be minimised during loading/unloading, and dust-generating activities (e.g. cutting, grinding) will be carried out using suppression tools where practicable.

- **Monitoring and adjustment:**
  Dust levels will be monitored by the site manager through visual inspections and recorded in the daily site log. Additional suppression will be deployed as required.

Surface Water Run-off Control

9.3. There is an ordinary watercourse along the eastern boundary of the site, all surface water generated during construction will be managed on-site to prevent discharge of silt, debris, or pollutants into this.

9.4. As an early enabling activity, one of the attenuation basins and outfall will be constructed with a temporary silt trap on the outfall. This will be installed at the beginning of the project and used throughout construction to treat run-off prior to discharge.

9.5. Run-off from haul routes, compound areas, and hard standings will be directed toward this attenuation basin through temporary grading or drainage channels, allowing water to be filtered before entering the downstream watercourse.

9.6. Additional measures to prevent pollution and siltation include:

- Temporary silt traps or settlement areas if required for isolated wet zones
- Regular sweeping of hardstanding and drainage inlets to prevent blockages
- Prohibition of washdown activities near drains without proper filtration

9.7. The performance of the silt trap unit will be monitored, and maintenance carried out as required during construction to ensure it remains effective.

10. Communication and Engagement Strategy

10.1. Effective communication with staff, contractors, visitors, and the local community is essential to the successful and considerate delivery of the construction works. A clear and proactive strategy will be implemented throughout the duration of the project to keep stakeholders informed and ensure that any concerns are addressed promptly.

Communication with Site Personnel

10.2. All site operatives, contractors, and visitors will receive a site-specific induction, which will include:

- Site rules and emergency procedures
- Working hours and parking restrictions
- Environmental management controls (dust, noise, waste, etc.)
- Community impact awareness and considerate behaviour expectations

10.3. Key environmental and safety procedures will be reinforced through **toolbox talks**, method statements, and regular site briefings.

10.4. Signage will be erected at key locations within the site to communicate important information, such as speed limits, access restrictions, waste segregation, and reporting procedures for spills or complaints.

Communication with Neighbours and Stakeholders

10.5. A Neighbour Communication Plan will be implemented to keep local residents and businesses informed about the construction works and any upcoming activities that may cause temporary disruption.

10.6. As part of this plan:

- A **letter drop** will be carried out prior to the start of works, providing information on the project, duration, working hours, key contacts, and how to raise concerns

- **Follow-up notifications** will be sent to residents in advance of particularly disruptive activities (e.g. piling, road closures, crane operations)
- A **site noticeboard** will be maintained at the entrance, displaying contact details, site rules, and current site activities

10.7. The contractor will appoint a **Community Liaison Officer** (or equivalent site representative) who will act as the main point of contact for all public enquiries or complaints. All correspondence will be logged, investigated, and responded to promptly.

10.8. Contact details (name, telephone number, email address) for the community contact will be included in the initial letter drop and on the site noticeboard.

Complaints Handling and Record Keeping

10.9. Any complaints received from local stakeholders will be logged in a Complaints Register. This will include the time and date of the complaint, nature of the concern, actions taken, and the outcome.

10.10. The complaints process will be reviewed regularly by the site management team to ensure appropriate corrective actions are taken and any recurring issues are addressed.

Appendix A
Build Route

N

TROWES LANE EXISTING TEMPORARY SITE ENTRANCE

KEY

- SITE BOUNDARY
- SUB-PHASE 1 CONSTRUCTION ROUTE
- SUB-PHASE 2 CONSTRUCTION ROUTE
- SUB-PHASE 3 CONSTRUCTION ROUTE
- SUB-PHASE 4 CONSTRUCTION ROUTE
- SUB-PHASE 5 CONSTRUCTION ROUTE
- PROPOSED COMPOUND LOCATION

Rev	Description	Drn	Chk	App	Date
P2	TROWES LANE ACCESS ONLY	AMC	AMC	AD	07-01-26
P1	FIRST ISSUE	AMC	AMC	AD	05-11-25

Purpose: PRELIMINARY

Status: NOT YET APPROVED

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Client: VISTRY SOUTHERN

Project Title: TROWES LANE, SWALLOWFIELD

Drawing Title: CONSTRUCTION PHASING PLAN

Drawn by	Checked by	Approved by	Revision
AMC	AMC	AD	P2

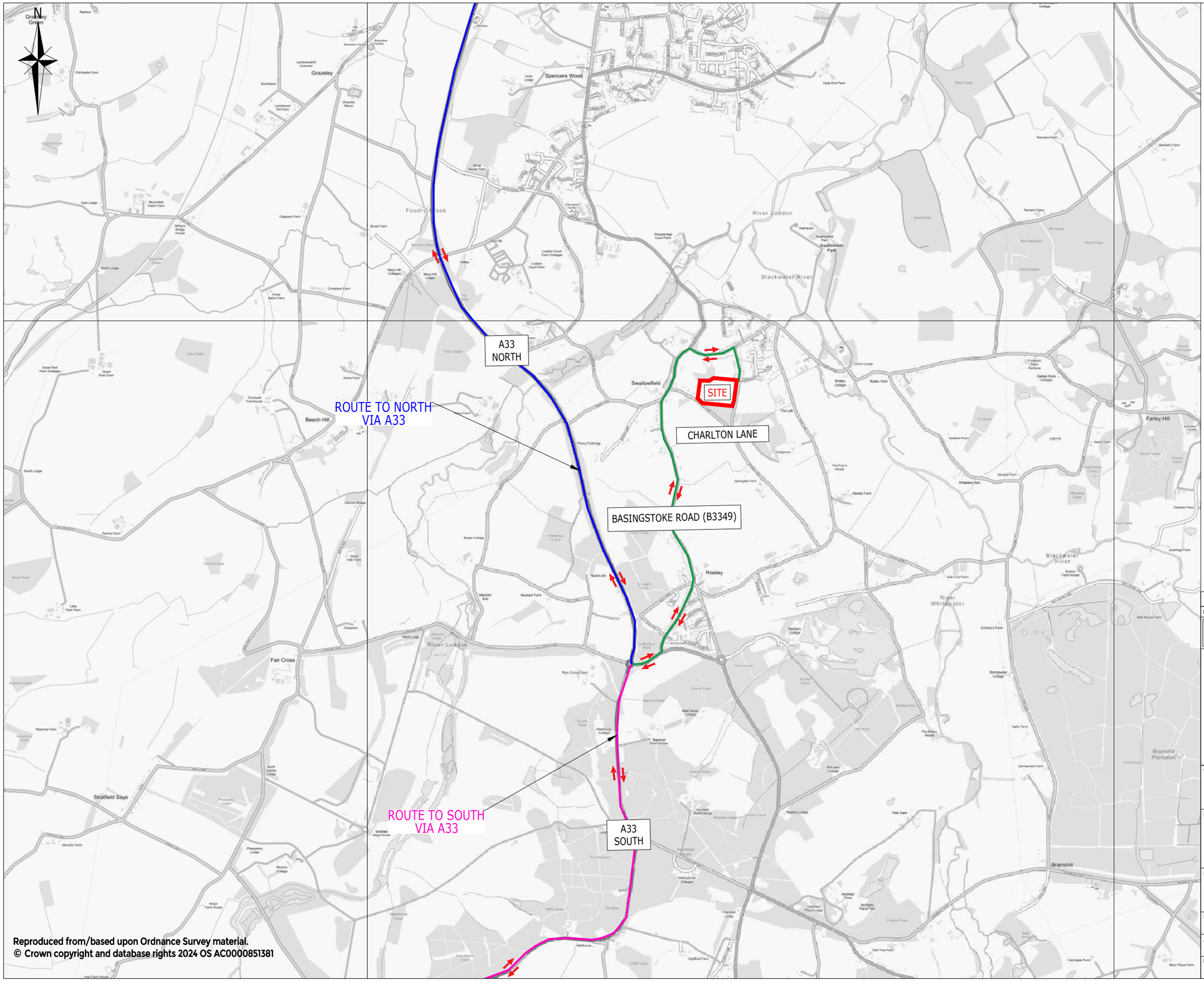
AO Scale	Date
1:250@A0	05-11-25

Drawing Number: 2507070-ACE-XX-XX-DR-C-0901

0m 2m 10m
Scale: 1:250 @ A0

File Location: y:\ardent projects\2507070 trowes lane, swallowfield\technical\acad\drawings\2507070-ace-xx-xx-dr-c-0901_p2 - construction routing plan.dwg

Appendix B
Construction Traffic Routing Plan



KEY

- DIRECTION OF CONSTRUCTION VEHICLE TRAFFIC
- LOCAL CONSTRUCTION ROUTING
- CONSTRUCTION ROUTE TO/ FROM SOUTH
- CONSTRUCTION ROUTE TO/FROM NORTH
- SITE BOUNDARY

Rev	Description	Drn	Chk	App	Date
P2	ACCESS VIA TROWES LANE ONLY	AMC	AMC	AD	07-01-26

Purpose: PRELIMINARY

Status: NOT YET APPROVED

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Client: VISTRY SOUTHERN

Project Title: TROWES LANE, SWALLOWFIELD

Drawing Title: REGIONAL ROUTING PLAN

Drawn by	Checked by	Approved by	Revision
SR	AMC	AD	P2

A3 Scale	Date
1: 25,000	05-11-2025

Drawing Number: 2507070-ACE-XX-00-DR-C-0902

Appendix C
Proposed Compound Layout

N

7 NO. CAR BAYS
2.9m x 5.5m

10 NO. CAR BAYS
2.9m x 5.5m

5 NO. VAN BAYS
3m x 6m

LEAP

KEY

SITE BOUNDARY

0m 2m 10m

Scale: 1:250 @ A1

Rev	Description	Drn	Chk	App	Date
P2	TROWES LANE ACCESS ONLY	AMC	AMC	AD	07-01-26
P1	FIRST ISSUE	AMC	AMC	AD	05-11-25

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Client: VISTRY SOUTHERN

Project Title: TROWES LANE, SWALLOWFIELD

Drawing Title: PROPOSED COMPOUND LAYOUT

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AMC	AMC	AD	P2

Scale: 1:250@A0

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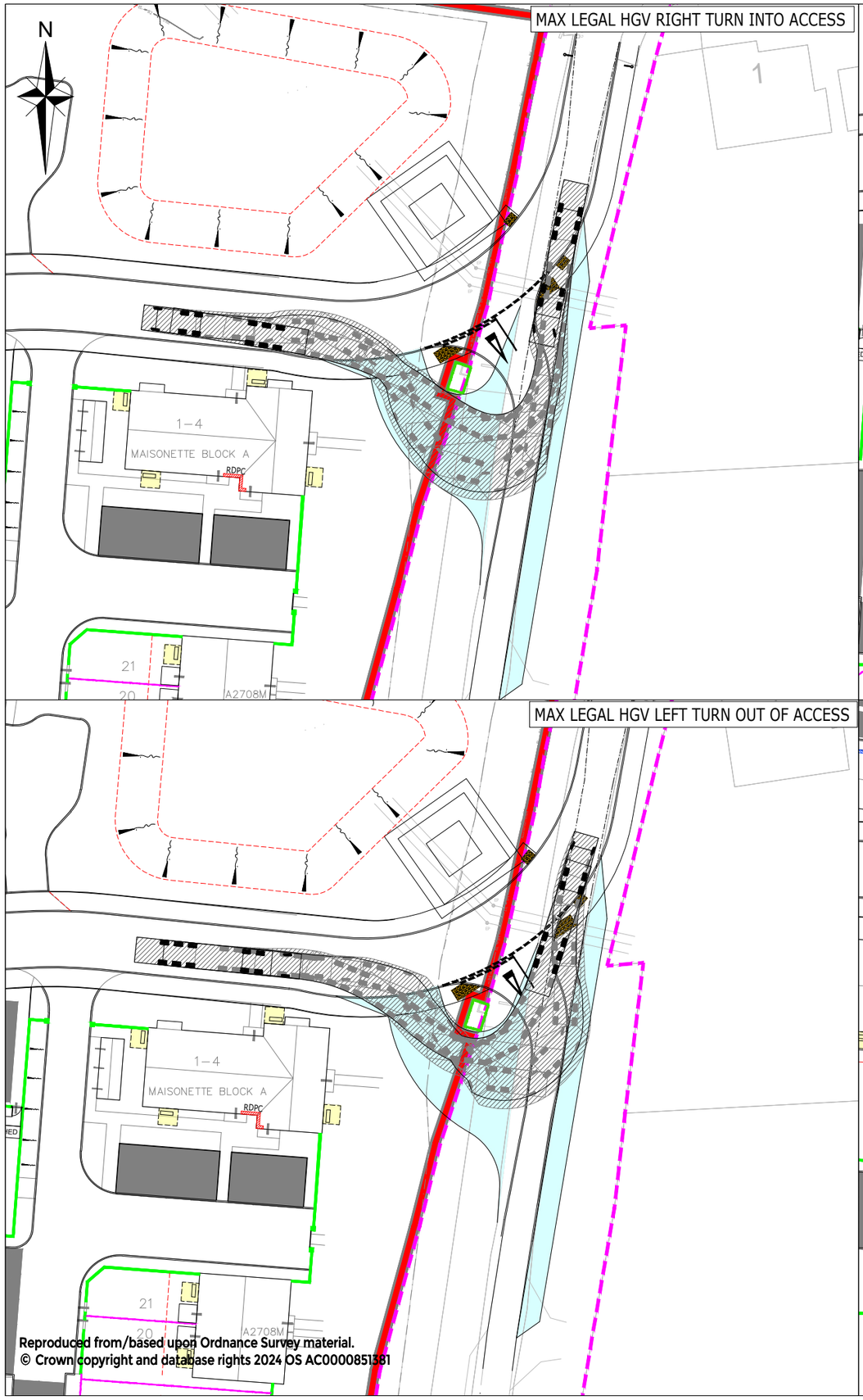
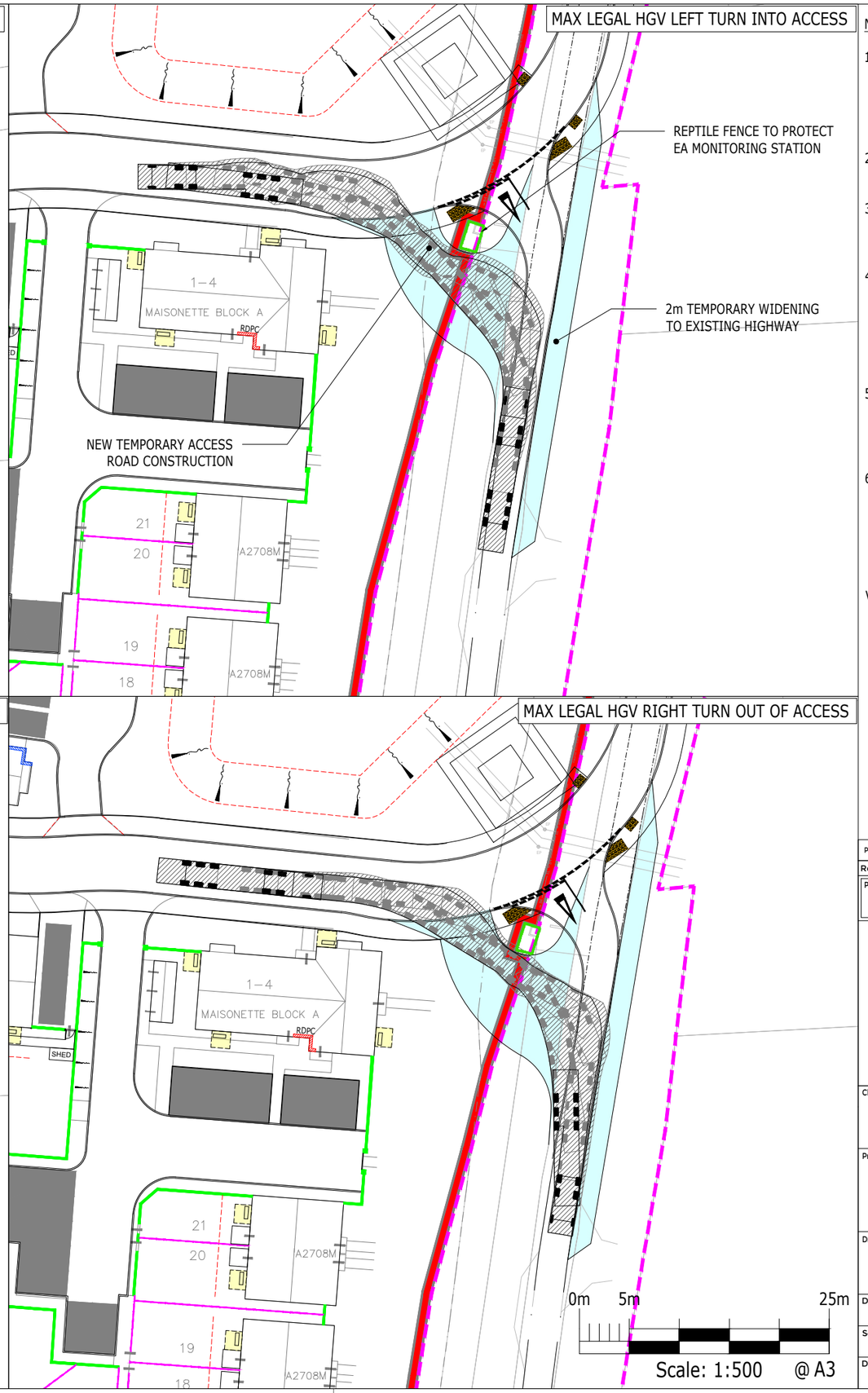
Appendix D

Compound Vehicle Tracking





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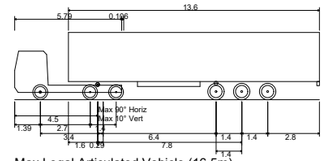

Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

Rev	Description	Drn	Chk	App	Date
P2	ALIGNMENT AMENDED	BT	BT	AD	02.12.25

Purpose: PRELIMINARY

Status: NOT YET APPROVED

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Client: VISTRY SOUTHERN

Project Title: TROWES LANE, SWALLOWFIELD SECTION 278

Drawing Title: PROPOSED CONSTRUCTION ACCESS

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