



THAMES VALLEY SCIENCE PARK LINK ROAD
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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1.0 Introduction

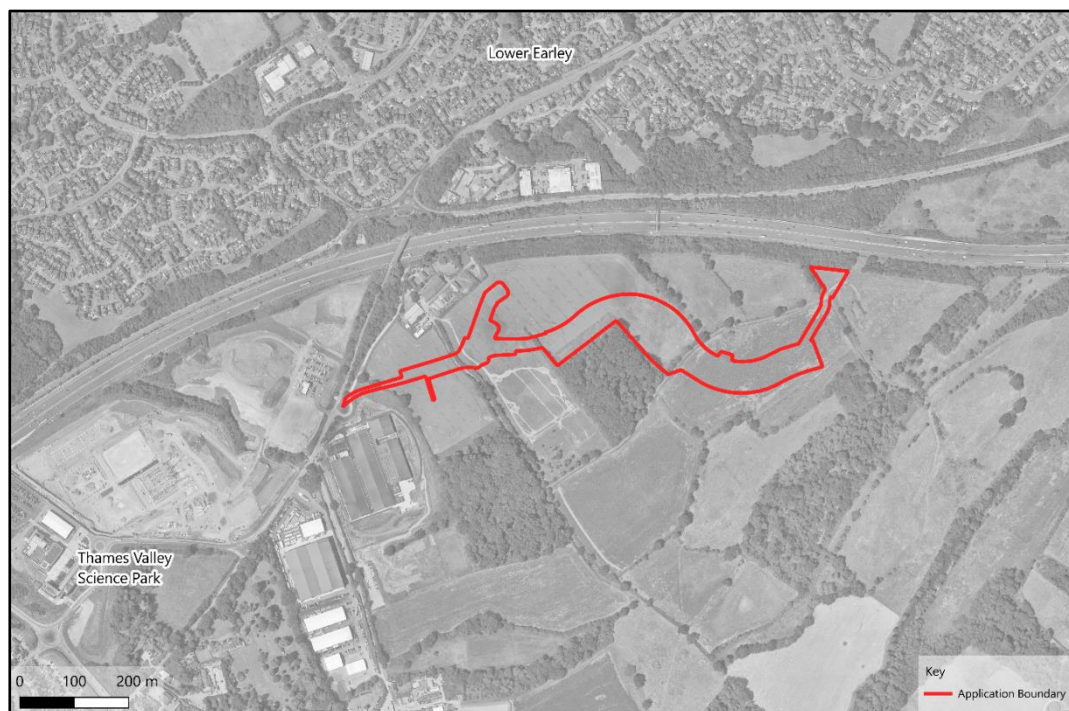
1.1 Context

- 1.1.1 This report has been prepared by Abley Letchford, on behalf of the University of Reading, in relation to the development proposals for a new link road at the Thames Valley Science Park. The full description of the development is:

Full planning permission for the construction of a Spine Road between the Thames Valley Science Park (Application Ref: 232995) and Loddon Garden Village (Application Ref: 252498) to support delivery of Local Plan Update Policy SS13, landscaping, surface water attenuation and other associated works.

- 1.1.2 Figure 1.1 below depicts the extent of the works associated with the proposed Link Road.

Figure 1.1 : Extent of Link Road Works



1.2 Development Proposals

- 1.2.1 The proposed development comprises a full planning application for the construction of the following items:
- Formation of a fourth northern arm off the roundabout at the TVSP Spine Road.
 - Provision of access road at the new northern arm with a shared use cycleway on each side to serve future development parcels to the north.
 - A continuation of the 7.3m carriageway c600m to the east of the TVSP Spine Road.



- A continuation of the 4m wide footway/cycleway along the northern perimeter of the TVSP Spine Road to the 4-arm roundabout, then along the northern side of the new Link Road, separated from the carriageway by a 3m wide verge.
- The introduction of new pedestrian crossing points at the 4-arm roundabout, a crossing west of the roundabout at the existing TVSP Spine Road and two new crossings further east on the new Link Road.
- Provision of a SuDS basin to the north east of the existing roundabout and additional SuDS at the southern side of the proposed Link Road to cater for highway drainage.
- Two ghost island priority junctions serving two separate future parcels of development to the north and southern side of the Link Road.
- A 3.65m wide foul lifting station access track to the east of the Link Road formed of a granular material with 1m wide grass verges at either side.
- A hardstanding area around the pumping facility at the Foul Pumping Station compound to allow for maintenance vehicles to park as well as a turning area suitable for accommodating large HGV movements.

1.2.2 The General Arrangement drawings of the proposals are attached as **Appendix A**.

1.3 Construction Environmental Management

1.3.1 Wokingham Borough Council's (WBC) standard planning conditions for a construction and Environmental Management Plan (CEMP) typically require the following information to be included:

- i. a construction travel protocol or Green Travel Plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;*
- ii. loading and unloading of plant and materials;*
- iii. piling techniques;*
- iv. storage of plant and materials;*
- v. programme of works (including measures for traffic management and operating hours);*
- vi. provision of boundary hoarding and lighting;*
- vii. protection of important trees, hedgerows and other natural features;*
- viii. details of proposed means of dust suppression and noise mitigation;*
- ix. details of measures to prevent mud from vehicles leaving the site during construction;*
- x. details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;*
- xi. lighting on site during construction;*
- xii. measures to ensure no on-site fires during construction;*
- xiii. monitoring and review of the CEMP;*



- xiv. *implementation of the CEMP through an environmental management system;*
- xv. *details of the temporary surface water management measures to be provided during the construction phase;*
- xvi. *details of the haul routes to be used to access the development; and*
- xvii. *appointment of a Construction Liaison Officer.*

1.3.2 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.

1.4 Report Format

1.4.1 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.

1.4.2 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.

1.4.3 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 Construction Environmental Management Plan that may occur would need to be agreed with officers at Wokingham Borough Council.



2.0 Construction Measures

2.1 Context

- 2.1.1 The approved TVSP Spine Road routes east from Cutbush Lane to provide access to a new Natural History Museum building.
- 2.1.2 The proposed Link Road is to be located on land to the north-east of the Thames Valley Science Park and will be formed by an extension of the 7.3m carriageway located adjacent to the Natural History Museum egress. The proposals also include a new fourth arm on the roundabout at the TVSP Spine Road and a continuation of the footway/cycleway along the northern perimeter of the TVSP Spine Road to the 4-arm roundabout and on the northern side of the new Link Road. Together, these will afford vehicular, pedestrian and cycle access for future development parcels to the north and a parcel to the south.
- 2.1.3 In conjunction with the above, the proposed Foul Pumping Station and Access Track is to be located on land to the north east of Thames Valley Science Park and will be formed at the eastern end of the proposed Link Road.

2.2 Construction Phasing

- 2.2.1 Subject to the appropriate planning approvals, the construction phase of the Link Road is anticipated to commence in 2027 to span approximately 18 months.
- 2.2.2 The proposed construction of the Link Road is likely to occur in the following sequences of stages.
 - 1. Site setup and erection of site compound and fencing of site.
 - 2. Installation of construction compound
 - 3. Undertake groundworks
 - 4. Construction of Link Road, associated SuDs and landscaping
 - 5. Construction site clearance and opening of Link Road and access track
- 2.2.3 Of note however is that the precise phasing and sequencing of the works is a matter to be determined by the contractor

2.3 Construction Access

- 2.3.1 Construction access to the site will initially be achieved by making use of the road infrastructure that has already been implemented within the Thames Valley Science Park via the roundabout onto the Shinfield Eastern Relief Road. Traffic would then route along Cutbush Lane East and the TVSP Spine Road adjacent to the development site.

2.4 Construction Compound

- 2.4.1 At this stage it is anticipated that a temporary construction compound would be provided on land south of the TVSP Spine Road, as depicted on Drawing No. HD169-TVSP-006/A attached within **Appendix B**. A second compound location, to be used to construct the Foul Pumping Station, will then be provided at the eastern end of the track as depicted on Drawing No. HD169-TVSP-009/A



also at **Appendix B**. The proposed compound locations can however be confirmed by the Contractor prior to the works commencing.

- 2.4.2 Drawing No. HD169-TVSP-005/A, attached within **Appendix C**, depicts the swept paths of large construction HGVs utilising the construction access at the southern side of the TVSP Spine Road. Vehicles accessing the eastern compound for the Foul Pumping Station would do so by continuing along the TVSP Spine Road which has been designed to accommodate HGV movements.
- 2.4.3 The 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.
- 2.4.4 A designated parking area for staff and visitors will also be provided at the construction compounds. Sufficient space for cyclists and vehicles to park and manoeuvre safely will be provided, thereby removing the need for site vehicles to park along adjacent roads beyond the confines of the site. In this respect, it is particularly important to ensure that inappropriate parking does not occur along Oldhouse Lane, Cutbush Lane or within the Thames Valley Science Park. Accordingly, all site parking is to be accommodated within the compound areas.
- 2.4.5 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.
- 2.4.6 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 remove the need for vehicles to wait on the highway.
- 2.4.7 Once materials have been delivered to the construction compounds, they will need to be distributed to their required location within the site using construction vehicles which will use specific demarcated haul routes.
- 2.4.8 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. There will therefore not be a requirement for the vehicles to undertake turning manoeuvres on any area of the public highway. Notwithstanding this, trained banksmen will be utilised when vehicles are performing turning manoeuvres on site to ensure the safety of site operatives and to maintain an efficient and tidy material storage area.
- 2.4.9 Similarly, all deliveries and construction vehicles entering and leaving the site would also be managed by banksmen.

2.5 Construction Routings

- 2.5.1 The proposed construction routing plan is attached at **Appendix D**. For ease of reference, the routes that will be adopted for HGV traffic are described below.



- 2.5.2 The M4 motorway, A33 and A327 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 stretching from London to Bristol, and the A33 linking onto the M3 motorway providing access to Southampton.
- 2.5.3 The carriageway of the road link within the Thames Valley Science Park is 7.3m wide while the Cutbush Lane carriageway has recently been upgraded to a 6m width. These provisions are sufficient to accommodate two-way working and hence can cater for the simultaneous passage of HGVs. Accordingly, no traffic management schemes are needed to control the movements of HGVs travelling to and from the construction site.
- 2.5.4 Of particular note is that all construction traffic will route to and from the site via the Thames Valley Science Park. Indeed, physical restrictions are now in place along Cutbush Lane to prevent traffic from using the western section of Cutbush Lane which is more sensitive, particularly to HGV traffic.
- 2.5.5 A clear signing strategy will be implemented 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.
- 2.5.6 Use of the agreed HGV vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals associated with the works. 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.

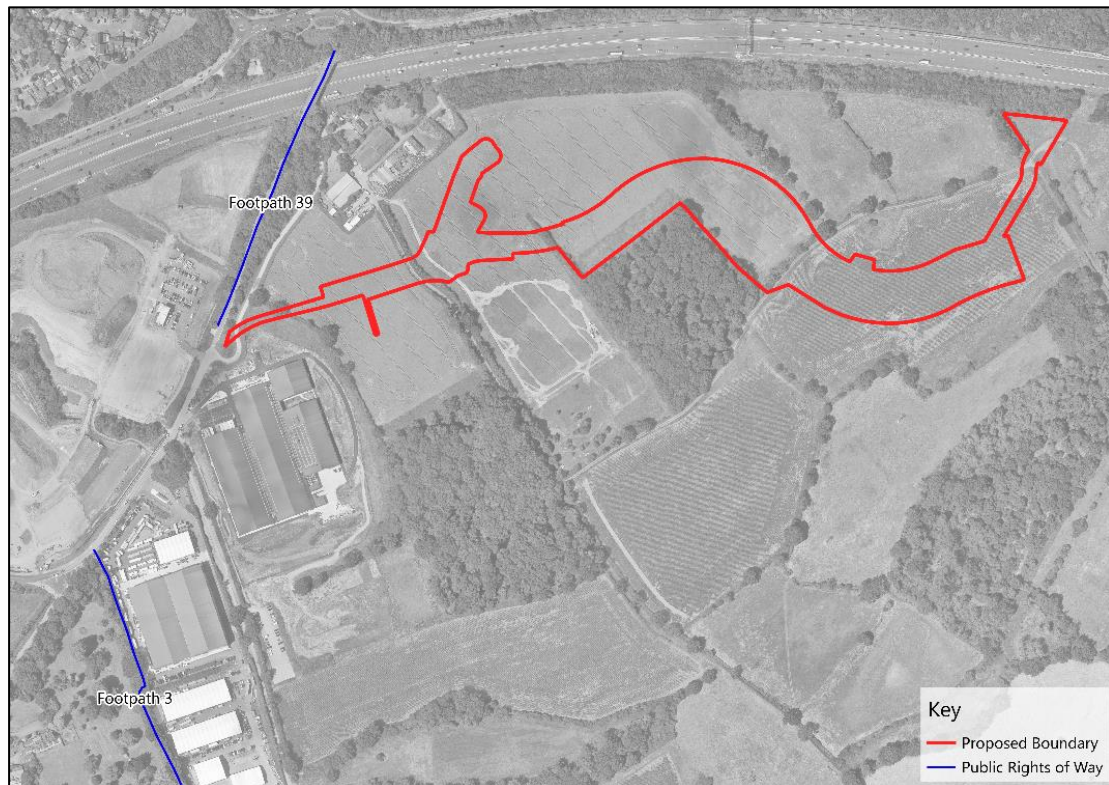
2.6 Haul Routes

- 2.6.1 Movements of construction vehicles within the proposed 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.
- 2.6.2 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.
- 2.6.3 As well as providing haul routes for construction vehicles, a segregated route will also need to be provided within the site in order to safely facilitate visitor trips, including those undertaken by foot or cycle.

2.7 Public Rights of Way / Pedestrian Routes

- 2.7.1 The Public Rights of Way in the vicinity of the works comprise Footpath 39 and Footpath 3 as depicted on Figure 2.1.

Figure 2.1 : Existing Public Rights of Way



- 2.7.2 Although there are no public rights of way which route through the proposed development site, pedestrians and cyclists currently travel on street at the northern extent of Cutbush Lane to/from the public right of way which routes over the M4 motorway.
- 2.7.3 Care will need to be taken to ensure pedestrian and cycle movements along Cutbush Lane to/from Footpath 39 are not compromised during the construction period.
- 2.7.4 There are no public rights of way which route across, or lie adjacent to, the proposed access track route or the proposed foul pumping station.

2.8 Boundary Hoarding

- 2.8.1 The use of hoarding 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. 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 of solid timber hoarding to the active site frontage and Heras type fencing to all other boundaries. The hoarding at the access point would be lit as appropriate.
- 2.8.2 Precise details of the boundary hoarding can be confirmed by the Contractor prior to the works commencing if required. Of note is that the hoarding must be positioned in a manner that does not impede any pedestrian or vehicular routes.



2.9 Construction Working Hours

- 2.9.1 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 - 15:00 hrs on Saturdays and at no time on Sundays or Bank / National Holidays. 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.
- 2.9.2 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.



3.0 Environmental Controls

3.1 Context

- 3.1.1 Given the location and type of work being proposed there are inherent environmental sensitivities to be identified and dealt with whilst construction activity is occurring on site.
- 3.1.2 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.

3.2 Noise Reduction

- 3.2.1 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 possible 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 reasonable 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.

3.3 Dust Suppression

- 3.3.1 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 materials into appropriate waste / recycling skips as soon as possible.



- 3.3.2 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.

3.4 Fire Prevention

- 3.4.1 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.

3.5 Lighting

- 3.5.1 Site lighting will be provided at the access to the construction site as appropriate to ensure the safety of the passing public.
- 3.5.2 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.

3.6 Mud Prevention

- 3.6.1 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.
- 3.6.2 The wheel washing will be undertaken by a site operative using a jet wash at the entrance to the site. 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.
- 3.6.3 All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud overspilling onto the highway.
- 3.6.4 Regular inspections of the construction access as well as the roads routing throughout the Thames Valley Science Park including Cutbush Lane East 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.

3.7 Surface Water Management Measures

- 3.7.1 Hydrological Modelling of the River Loddon has been carried out by Wokingham Borough Council to inform its Level 2 Strategic Flood Risk assessment. This indicates that the proposed works are wholly located within Flood Zone 1 which represents land with less than a 1 in 1,000 (0.1%) annual probability of river flooding. Therefore, there are no special considerations that are needed in terms of storage of materials within a designated floodplain for the proposed works.

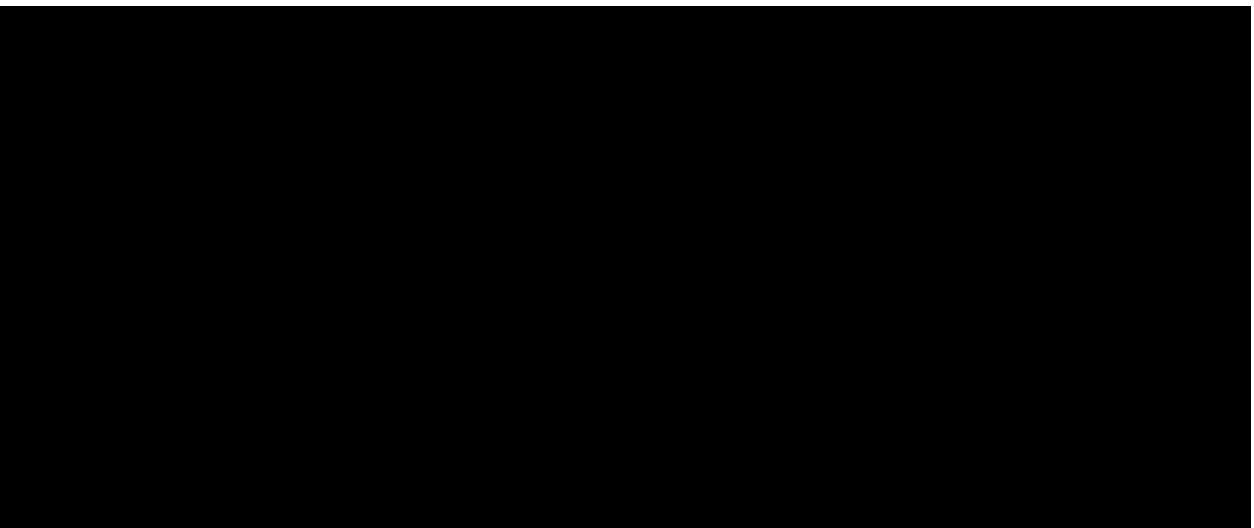


- 3.7.2 Best practice is to be employed during the construction works to reflect the guidance contained within the CIRIA Control of Water Pollution from Construction Sites and the SuDS Manual guidance on Sustainable Drainage Systems. Similarly, the works will need to be managed to comply with the necessary surface water quality standards and any consent conditions arising from the planning approval.
- 3.7.3 There is a watercourse present in the area which comprises a ditch and culvert to the west of the TVSP Spine Road roundabout and there are watercourses present along other parts of the Link Road route. Care will therefore be taken when undertaking construction activities close to this existing watercourse to control and reduce the risk of contaminated surface water run-off.
- 3.7.4 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.
- 3.7.5 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.

3.8 Trees and hedges

- 3.8.1 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 RPS. For ease of reference, the Tree Removal & Protection Plan from the report is attached as **Appendix E**.
- 3.8.2 The drawings also identify 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.

3.9 Ecological Management





Nesting Birds

- 3.9.5 Ecological survey work has found that it is very unlikely that native ground nesting farmland birds such as Skylark or Lapwing will be present, but nests of the non-native game bird Pheasant have been found in tall grass during pre-commencement checks of nearby development in the Thames Valley Science Park and so cannot be wholly precluded in taller grassland areas, although the risk of encountering nesting birds is mainly associated with the removal of taller hedgerows, trees and scrub.
- 3.9.6 Any clearance of trees, hedgerows or scrub or tall grass (>20cm) therefore undertaken in the course of implementing the works should ideally 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).
- 3.9.7 Where this is not possible 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.
- 3.9.8 Moreover, tree fencing will also need to be installed to protect vegetation that may support nesting birds.

Bats

- 3.9.9 Regarding bats the ecological appraisal undertaken by EPR finds that overall, the site and surrounds support suitable foraging opportunities for species associated with edge habitats, woodland and open grassland. However, most of the habitats within the Site are agricultural fields that are of limited value to bats.
- 3.9.10 The proposed works pass through suitable foraging features currently utilised by bats. There is a risk of disturbance to foraging and commuting bats due to increased noise and light from construction works. To prevent noise disturbance and light spill onto sensitive bat habitats construction works will be completed during daylight hours only to prevent any requirement of temporary artificial light.



- 3.9.11 No trees on site that are earmarked for removal have a moderate or high suitability for accommodating bat roosts. Direct impacts on roosting bats are therefore unlikely unless the scope of required tree works are to change from that outlined in the Arboricultural Impact Assessment (RPS February 2026) in which case the advice of a suitably experienced ecologist should be sought.
- 3.9.12 Should any trees newly proposed for works or removal have the potential to support roosting bats then further bat survey work, potentially comprising either ground level tree inspections, climbing surveys or dusk emergence and dawn re-entry surveys by surveyors with bat detectors may be required. If roost potential is low it may be appropriate for works to be progressed under a non-licensed Method Statement (MS) to control the work methodology and mitigate any potential risk to bats, but this judgement must be made by a suitably qualified ecologist.
- 3.9.13 If in future any new work is proposed that cannot be undertaken without disturbing a bat roost, it is likely to be necessary to apply to Natural England for a European Protected Species Mitigation (EPSM) Licence, to enable the works to take place lawfully.

Reptiles

- 3.9.14 Past ecological survey work in the area carried out across multiple years have only ever recorded a low number of transient Grass Snake in the area. The protected amphibian Great Crested Newt is not believed to be present, but common species of amphibian with less specific habitat requirements could potentially be encountered.
- 3.9.15 Any rough grassland and scattered scrub within the works area provides potential habitat for reptiles and potentially common species of amphibian. Certain measures should therefore be implemented to ensure that animals are not harmed during the site clearance and construction phase, in order to comply with relevant legislation and guidance.

Clearance in the Hibernation Period

- 3.9.16 Should site works commence during the hibernation period for reptiles and amphibians, generally considered to run from mid-October to late March inclusive (with some variation year-on-year depending on weather conditions), the following methods shall apply:
- An experienced ecologist will visit the Site prior to the onset of works, to identify and map potential reptile / amphibian hibernation habitat.
 - Potential hibernation habitat must not be uprooted, disturbed or tracked over until the ecologist considers that reptiles / amphibians have emerged from hibernation (usually around April), however this vegetation can be cut to around 20-40cm above ground with arisings removed, dissuading future nesting birds (leaving some vegetation as cover for reptiles emerging in the spring).
 - A plan showing the potential hibernation areas will be shared with the site manager/supervising contractor prior to the onset of works, and an ecologist will be present on site for at least the first day of clearance to provide a Toolbox Talk to all workers and explain the clearance method.
 - Any areas identified as unsuitable for hibernation can be fully cleared.



- Once the supervising ecologist considers that reptiles / amphibians have emerged from hibernation, the potential hibernation areas can be carefully cleared in full, working in phases toward the nearest area of retained habitat, to push active animals toward it. Any animals seen during this process will be captured by hand and released in suitable retained boundary habitat.

Clearance in the Active Season

3.9.17 Clearance works undertaken during the active reptile/amphibian season (generally considered to be from April to mid October inclusive, depending on weather) will take place according to the following prescriptions:

- To ensure that any reptiles / amphibians present are sufficiently warm to move away from machinery, clearance works will be carried out at a suitable temperature, no lower than 9oC.
- An experienced ecologist will visit the site at least one week prior to clearance commencing to identify higher risk areas that require hand searching and/or destructive search (if this has not already taken place during the hibernation period).
- Should any high-risk features need to be dismantled using an excavator then this will be supervised by an ecologist at a later stage (see below).
- On the first day of clearance works the ecologist will provide a Toolbox Talk to all site personnel involved, informing them of the protection afforded to reptiles and amphibians, the species they are likely to encounter, and the working methods set out in the Method Statement included in the Ecological Impact Assessment (EcIA).
- For lower risk areas, if these have not already been cleared during the hibernation period, a two- stage clearance will take place: a first cut to around 15cm above ground to avoid potential direct harm to reptiles / amphibians and to allow any reptiles / amphibians to disperse, then after a period of at least 24 hours a second cut to ground level carried out in phases working towards the nearest area of retained habitat, following which works may proceed following the methodology detailed below.
- Works shall move toward the nearest area of retained habitat (likely from west to east), to encourage any animals to disperse into retained on and off-site habitat.
- Any animals found will be captured by hand and released in the retained habitat area on the southern edge of the site at a safe distance from the clearance works.



4.0 Construction Management

4.1 Context

- 4.1.1 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.

4.2 Considerate Site Management

- 4.2.1 During Construction, the following broad principles will underpin the management of the site:
- Considerate : Work to be carried out 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 carried out with care and consideration.
 - Responsible : Everyone on site is responsible for safe considerate working practices.
 - Accountable : Site contact details to be easily accessed.
- 4.2.2 The aim is to encourage constructors to undertake their operations and activities in such a way that a higher than satisfactory level of performance is achieved. Importantly, all variety of complaints that might arise are to be submitted, recorded and passed onto the Site Manager.

4.3 Implementation and Communication Strategy

- 4.3.1 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.
- 4.3.2 It is proposed that the operation of the Construction Environmental Management Plan is regularly reviewed and updated as necessary on an ongoing basis.
- 4.3.3 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.
- 4.3.4 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.



- 4.3.5 Whilst the Site Manager and Construction Liaison Officer 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 Officer will therefore be available to meet and explore issues with concerned residents directly via appointment.

4.4 Construction Travel Management

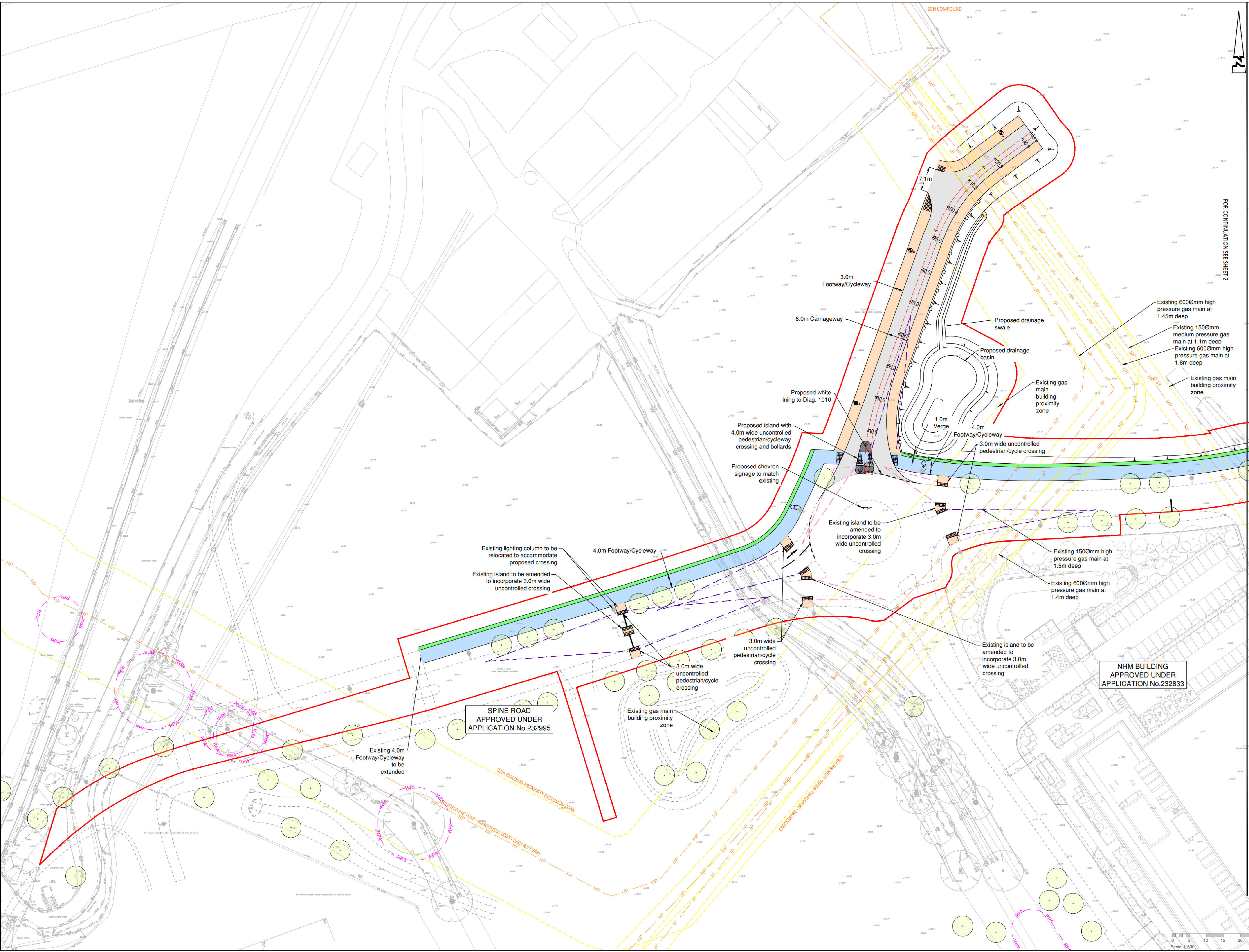
- 4.4.1 In addition to ensuring that the impact of the construction / delivery related traffic is minimised, the Contractor will also seek to encourage the workforce to travel to and from the site by sustainable modes.
- 4.4.2 The site is well placed to facilitate non-car modes of travel with bus stop facilities available both at Thames Valley Science Park and Lower Earley, both within a reasonable walking distance of the site. In turn these provide connections to Reading Railway Station which is a national hub serving destinations across the country and particularly the south.
- 4.4.3 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.
- 4.4.4 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 A – General Arrangement



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KEY PLAN
NTS

GENERAL NOTES:
1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.
3. Contractor to allow for transition kerbs as required.
4. Topo Survey Drawing Reference 822035-41E11-41N15_B and 822035-41H11-41P16_A

GENERAL KEY:
Application boundary
30mph forward visibility splay (43m)
30mph Junction visibility splay (2.4 x 43m)
Pedestrian crossing visibility splay (0.9m x 43m)
Pedestrian/driver visibility to preceding roundabout exit
Road chainage and marker
Proposed lighting column
Existing lighting column (NHM Access Road Scheme)
MP Existing 1500mm Medium Pressure Gas Main
HP Existing 1500mm High Pressure Gas Main
IP Existing 6000mm High Pressure Gas Main
Existing Gas Main Building Proximity Zone

MATERIALS KEY:
Proposed asphalt carriageway
Proposed 4.0m Wide asphalt cycleway
Proposed 3.0m Wide asphalt footway/cycleway
Proposed verge
Proposed Verge with SUDs
Proposed granular access track
Reinforced concrete slab (brushed finish)
Proposed tactile paving (400x400mm pavers)
2.0m High palisade fencing (dark green)
Post and 3 rail timber fence
Embankment, typically 1 in 3, No steeper than 1 in 2
Illuminated Direction Arrow Bollards
Illuminated Roundabout Chevron Signs
SuDS Basin/ Swale
Proposed Trees - For further details refer to landscape drawings 'LA453 Sheets 1 to 10'
Existing Root Protection Area - Based on information received from RPS dated 19/01/2026

C	03/26	UPDATED TO REFLECT RSA 2 RESPONSES	JJS	CS
B	02/26	LAYOUT AND STREET LIGHTING AMENDED	JJS	CS
A	02/26	FOR REVIEW	AS	CS
Rev	Date	Description	Drawn	Checked

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Client
UNIVERSITY OF READING

Project
THAMES VALLEY SCIENCE PARK - LODDON GARDEN VILLAGE LINK ROAD

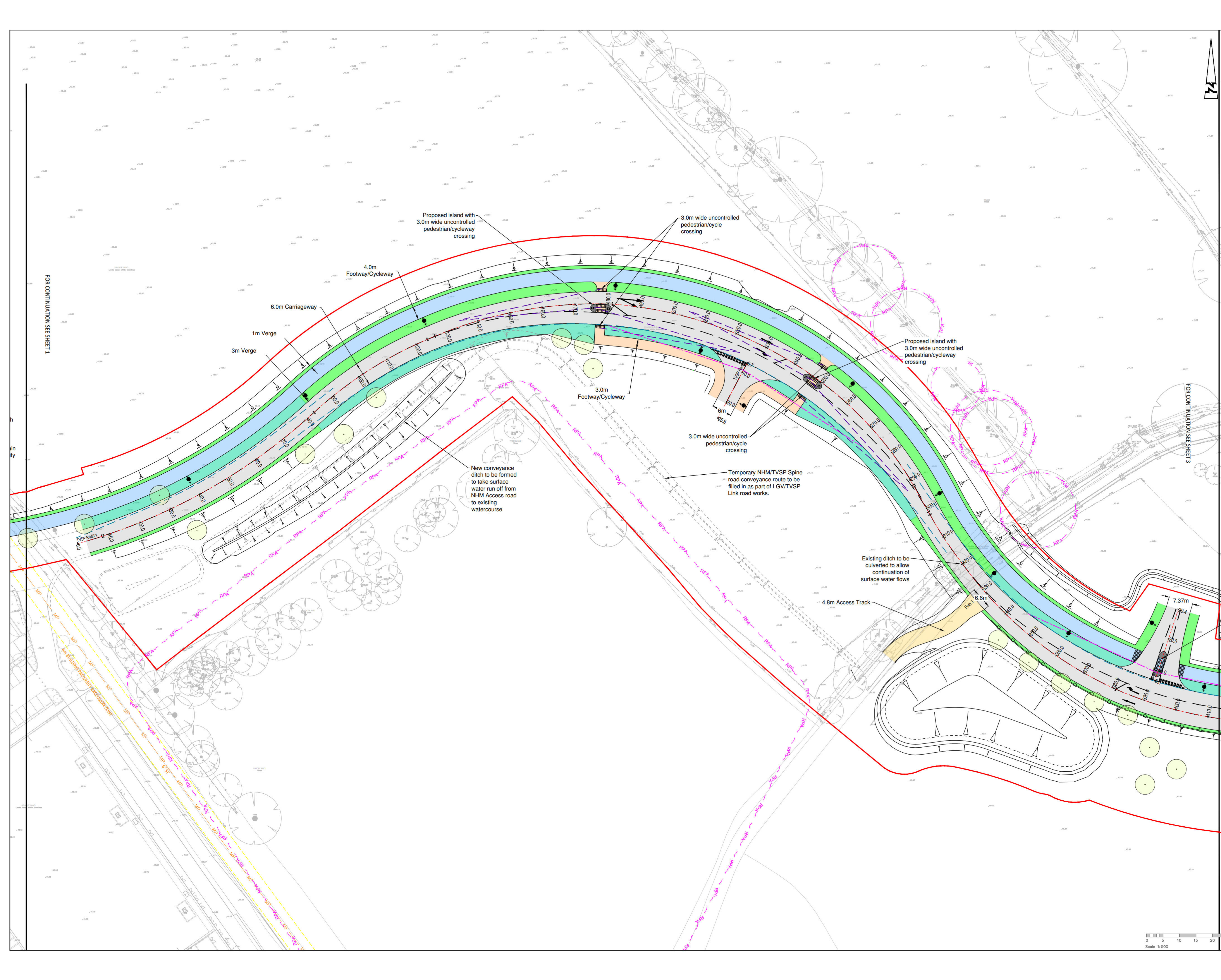
Title
GENERAL ARRANGEMENT SHEET 1

Status

Scale	Date	Drawn	Checked
1:500 @ A1	FEB 2026	AS	CS

Drawing No.
HD169-TVSP-0101

Revision
C



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KEY PLAN

GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.
3. Contractor to allow for transition kerbs as required.
4. Topo Survey Drawing Reference 822035-41E11-41N15_B and 822035-41H11-41P16_A

GENERAL KEY:

- Application boundary
- 30mph forward visibility splay (43m)
- 30mph Junction visibility splay (2.4 x 43m)
- Pedestrian crossing visibility splay (0.9m x 43m)
- Pedestrian/driver visibility to preceding roundabout exit
- Road chainage and marker
- Proposed lighting column
- Existing lighting column (NHM Access Road Scheme)
- MP Existing 1500mm Medium Pressure Gas Main
- HP Existing 1500mm High Pressure Gas Main
- IP Existing 600mm High Pressure Gas Main
- Existing Gas Main Building Proximity Zone

MATERIALS KEY:

- Proposed asphalt carriageway
- Proposed 4.0m Wide asphalt cycleway
- Proposed 3.0m Wide asphalt footway/cycleway
- Proposed verge
- Proposed Verge with SUDs
- Proposed granular access track
- Reinforced concrete slab (brushed finish)
- Proposed tactile paving (400x400mm paviours)
- 2.0m High palisade fencing (dark green)
- Post and 3 rail timber fence
- Embankment, typically 1 in 3, No steeper than 1 in 2
- Illuminated Direction Arrow Bollards
- Illuminated Roundabout Chevron Signs
- SuDS Basin/ Swale
- Proposed Trees - For further details refer to landscape drawings LA453 Sheets 1 to 10'
- Existing Root Protection Area - Based on information received from RPS dated 19/01/2026

C	03/26	UPDATED TO REFLECT RSA 2 RESPONSES	JJS	CS
B	02/26	LAYOUT AND STREET LIGHTING AMENDED	JJS	CS
A	02/26	FOR REVIEW	AS	CS
Rev	Date	Description	Drawn	Checked

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Client

UNIVERSITY OF READING

Project

THAMES VALLEY SCIENCE PARK - LODDON GARDEN VILLAGE LINK ROAD

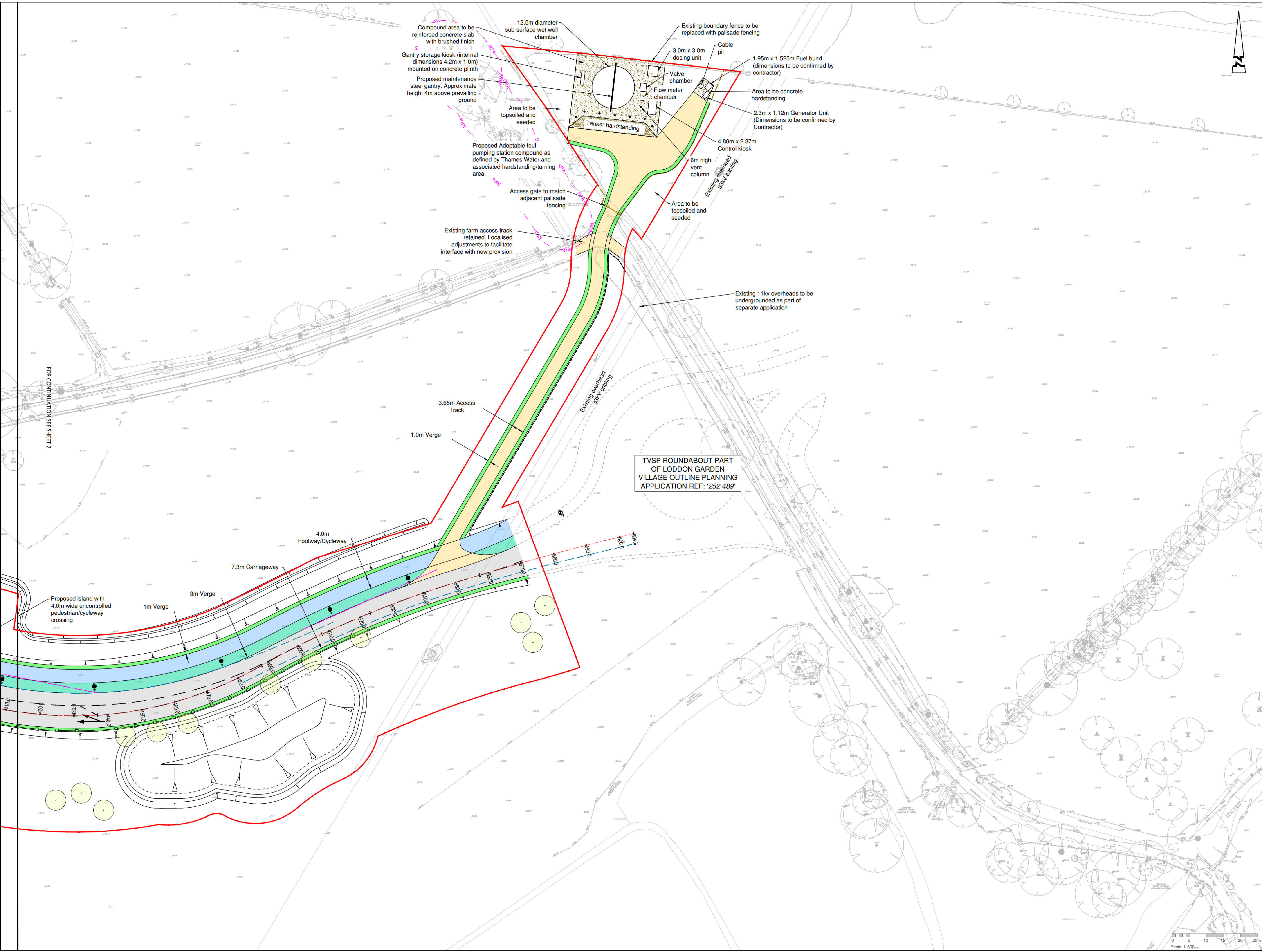
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GENERAL ARRANGEMENT SHEET 2

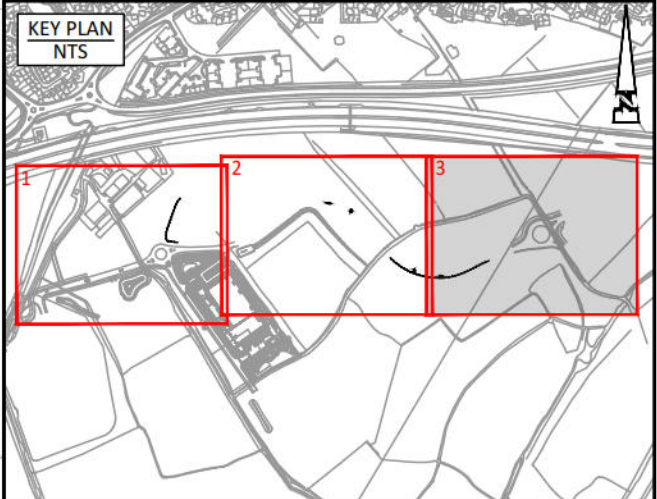
Status

Scale	Date	Drawn	Checked
1:500 @ A1	FEB 2026	AS	CS

Drawing No	Revision
HD169-TVSP-0102	C



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- GENERAL NOTES:
1. Do not scale.
 2. Refer to all other Project Drawings and supporting notes.
 3. Contractor to allow for transition kerbs as required.
 4. Topo Survey Drawing Reference 822035-41E11-41N15_B and 822035-41H11-41P16_A

- GENERAL KEY:
- Application boundary
 - 30mph forward visibility splay (43m)
 - 30mph Junction visibility splay (2.4 x 43m)
 - Pedestrian crossing visibility splay (0.9m x 43m)
 - Pedestrian/driver visibility to preceding roundabout exit
 - Road chainage and marker
 - Proposed lighting column
 - Existing lighting column (NHM Access Road Scheme)
 - MP Existing 1500mm Medium Pressure Gas Main
 - HP Existing 1500mm High Pressure Gas Main
 - IP Existing 600mm High Pressure Gas Main
 - Existing Gas Main Building Proximity Zone

- MATERIALS KEY:
- Proposed asphalt carriageway
 - Proposed 4.0m Wide asphalt cycleway
 - Proposed 3.0m Wide asphalt footway/cycleway
 - Proposed verge
 - Proposed Verge with SUDs
 - Proposed granular access track
 - Reinforced concrete slab (brushed finish)
 - Proposed tactile paving (400x400mm pavers)
 - 2.0m High palisade fencing (dark green)
 - Post and 3 rail timber fence
 - Embankment, typically 1 in 3, No steeper than 1 in 2.
 - Illuminated Direction Arrow Bollards
 - Illuminated Roundabout Chevron Signs
 - SuDS Basin/ Swale
 - Proposed Trees - For further details refer to landscape drawings 'LA453 Sheets 1 to 10'
 - Existing Root Protection Area - Based on information received from RPS dated 19/01/2026

- FOR CONTINUATION SEE SHEET 2

C	03/26	UPDATED TO REFLECT RSA 2 RESPONSES	JJS	CS
B	02/26	LAYOUT AND STREET LIGHTING AMENDED	JJS	CS
A	02/26	FOR REVIEW	AS	CS
Rev	Date	Description	Drawn	Checked



Client
UNIVERSITY OF READING

Project
THAMES VALLEY SCIENCE PARK - LODDON GARDEN VILLAGE LINK ROAD

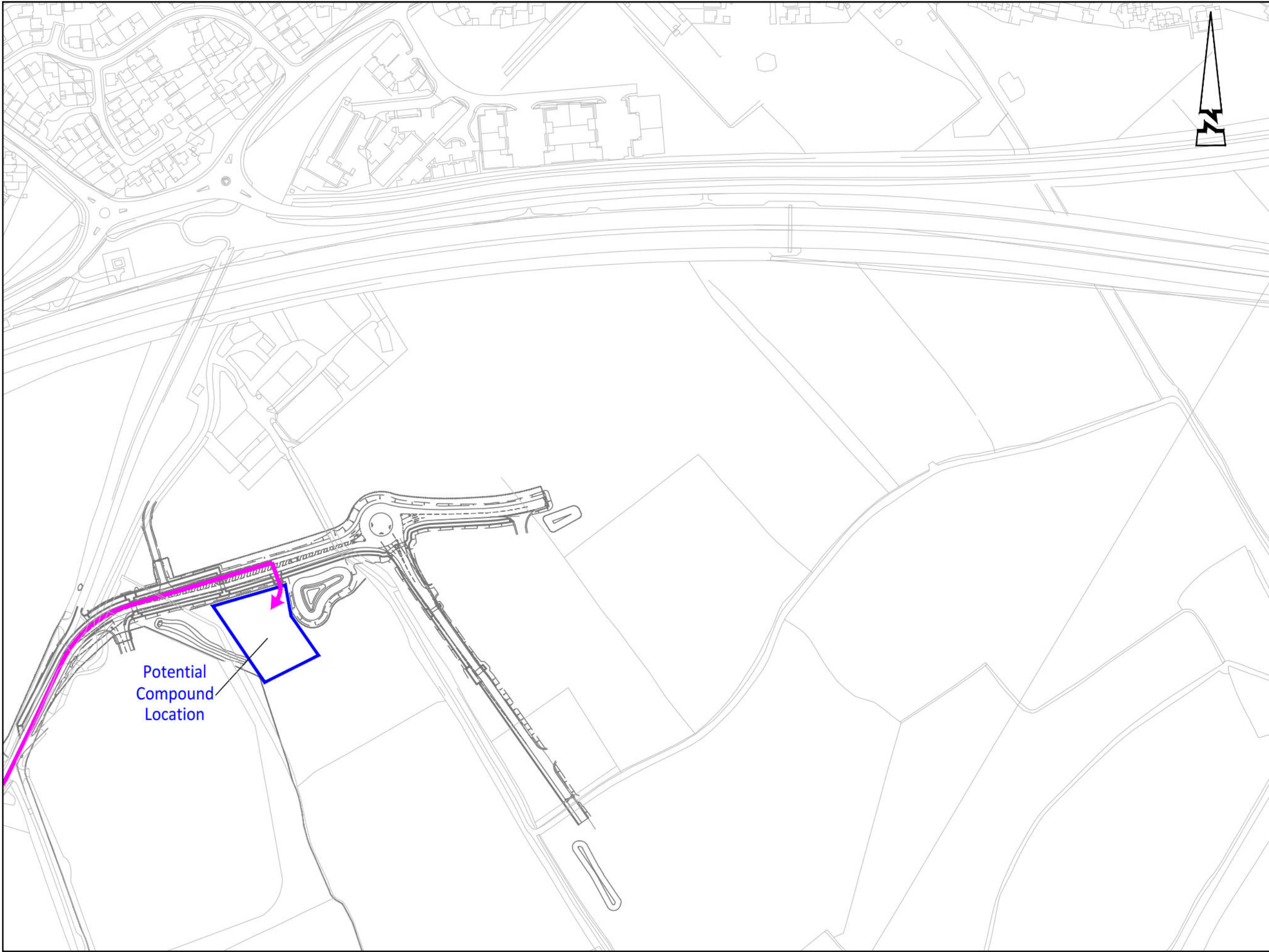
Title
GENERAL ARRANGEMENT SHEET 3

Status

Scale	Date	Drawn	Checked
1:500 @ A1	FEB 2026	AS	CS
Drawing No	Revision		
HD169-TVSP-0103	C		



Appendix B – Compound Locations



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KEY:

- █ Site Area
- █ Potential Construction Compound Location
- █ Construction access

A	02.26	FOR ISSUE	EH	AG
Rev	Date	Description	Drawn	Checked



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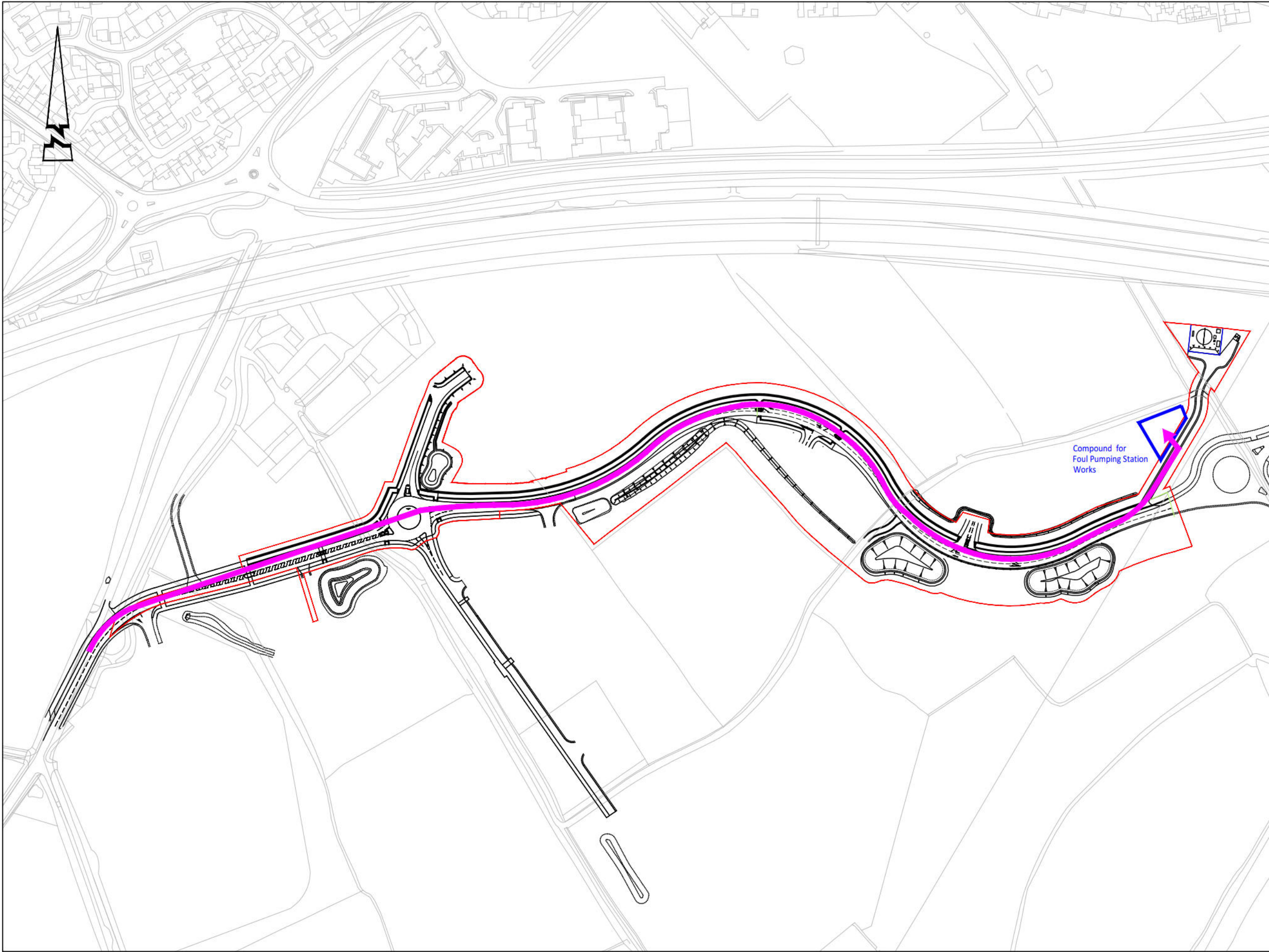
Project
TVSP LGV Link Road

Title
COMPOUND PLAN

Status
FOR INFORMATION

Scale	Date	Drawn	Checked
NTS @ A3	FEB 2026	EH	AG

Drawing No	Revision
HD169-TVSP-006	A



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- Construction Compound Location
- Construction Access Route

A	02.26	FOR ISSUE	EH	AG
Rev	Date	Description	Drawn	Checked



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Client
UNIVERSITY OF READING

Project
TVSP LGV LINK ROAD

Title
**FOUL PUMPING STATION
CONSTRUCTION COMPOUND
AND ACCESS ROUTE**

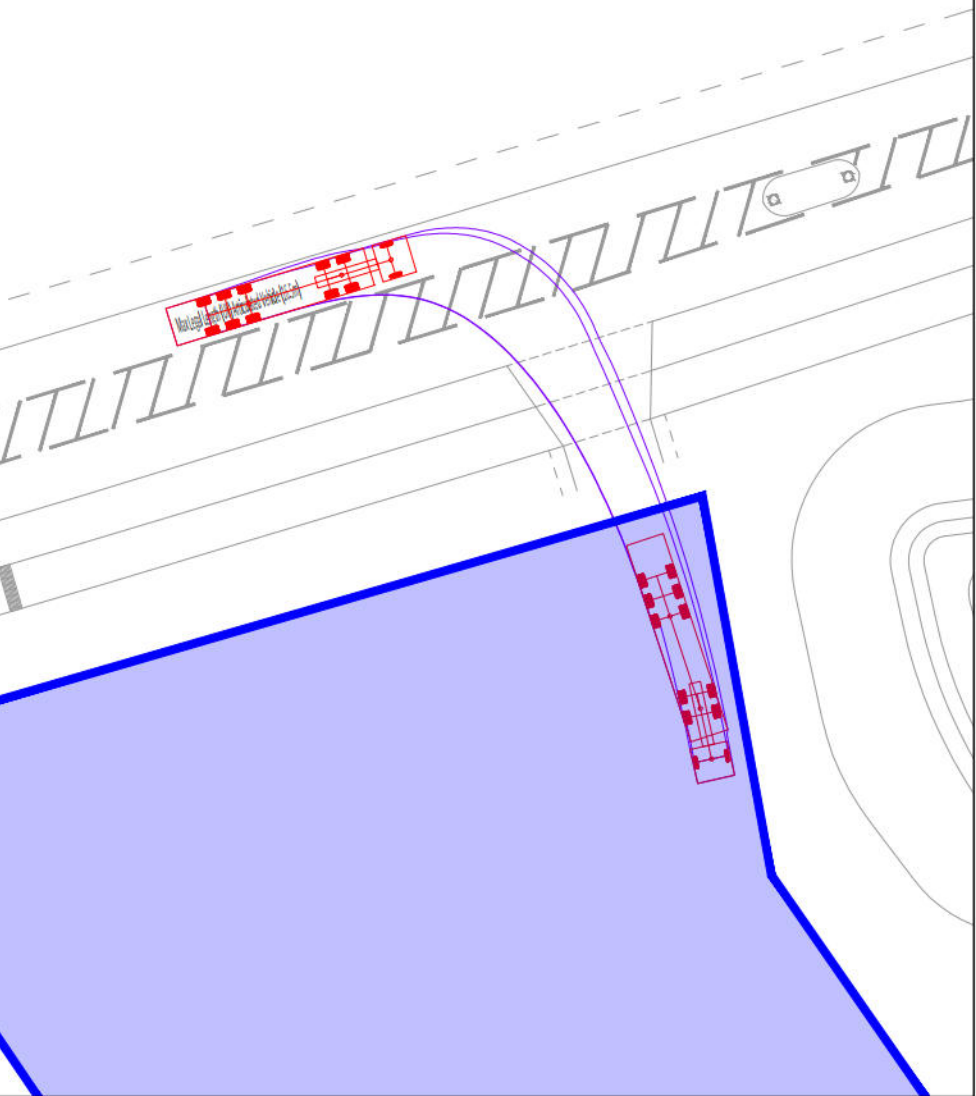
Status
FOR INFORMATION

Scale	Date	Drawn	Checked
NTS @ A3	FEB 26	EH	AG
Drawing No HD169-TVSP-009			Revision B

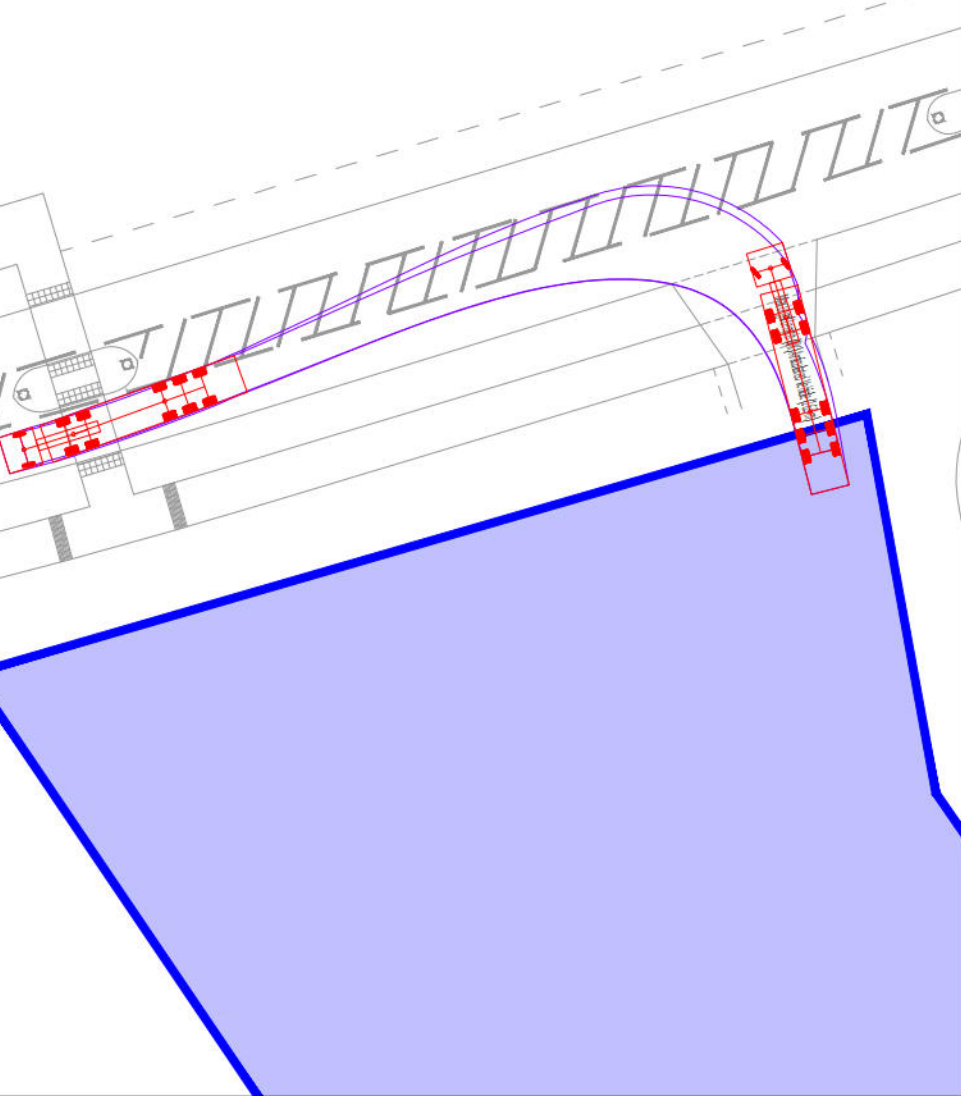


Appendix C – Construction Access Swept Paths

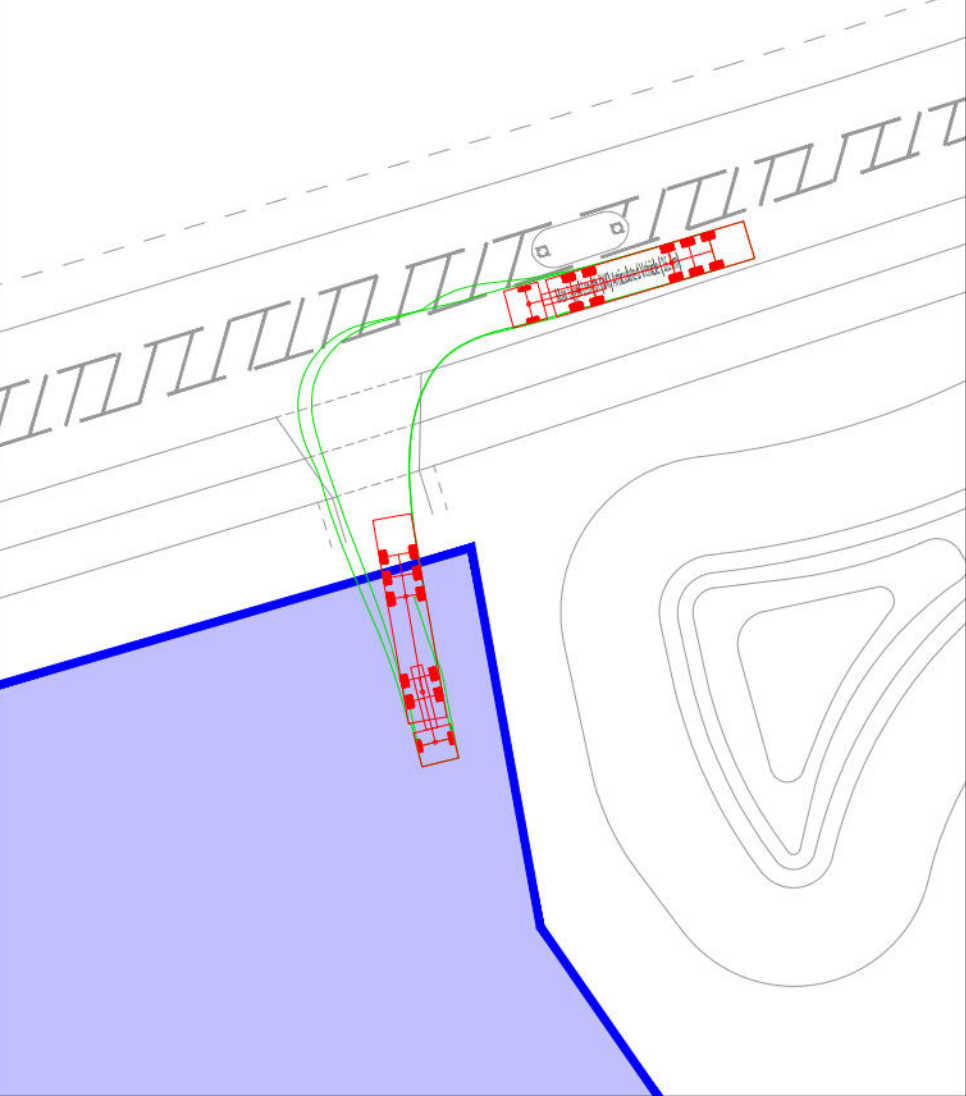
16.5m ARTICULATED VEHICLE INGRESS



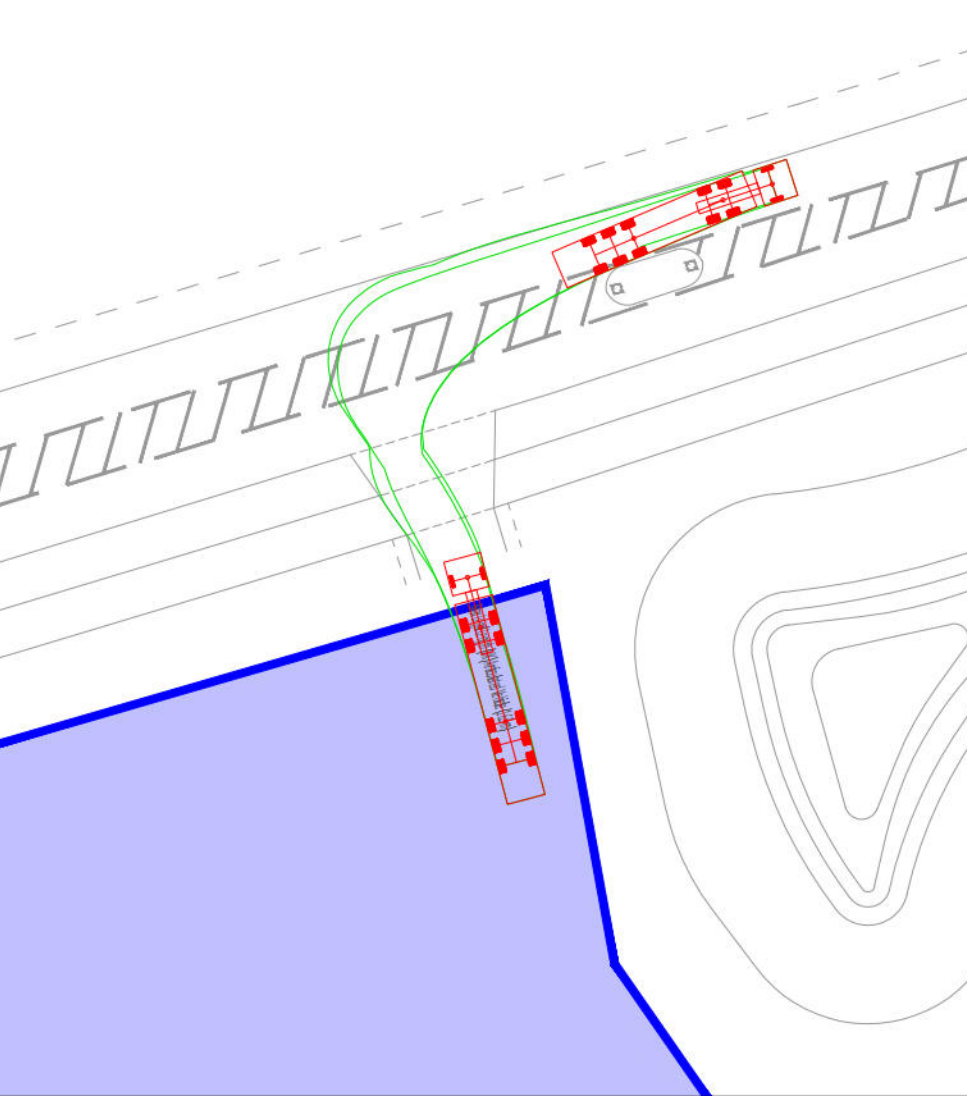
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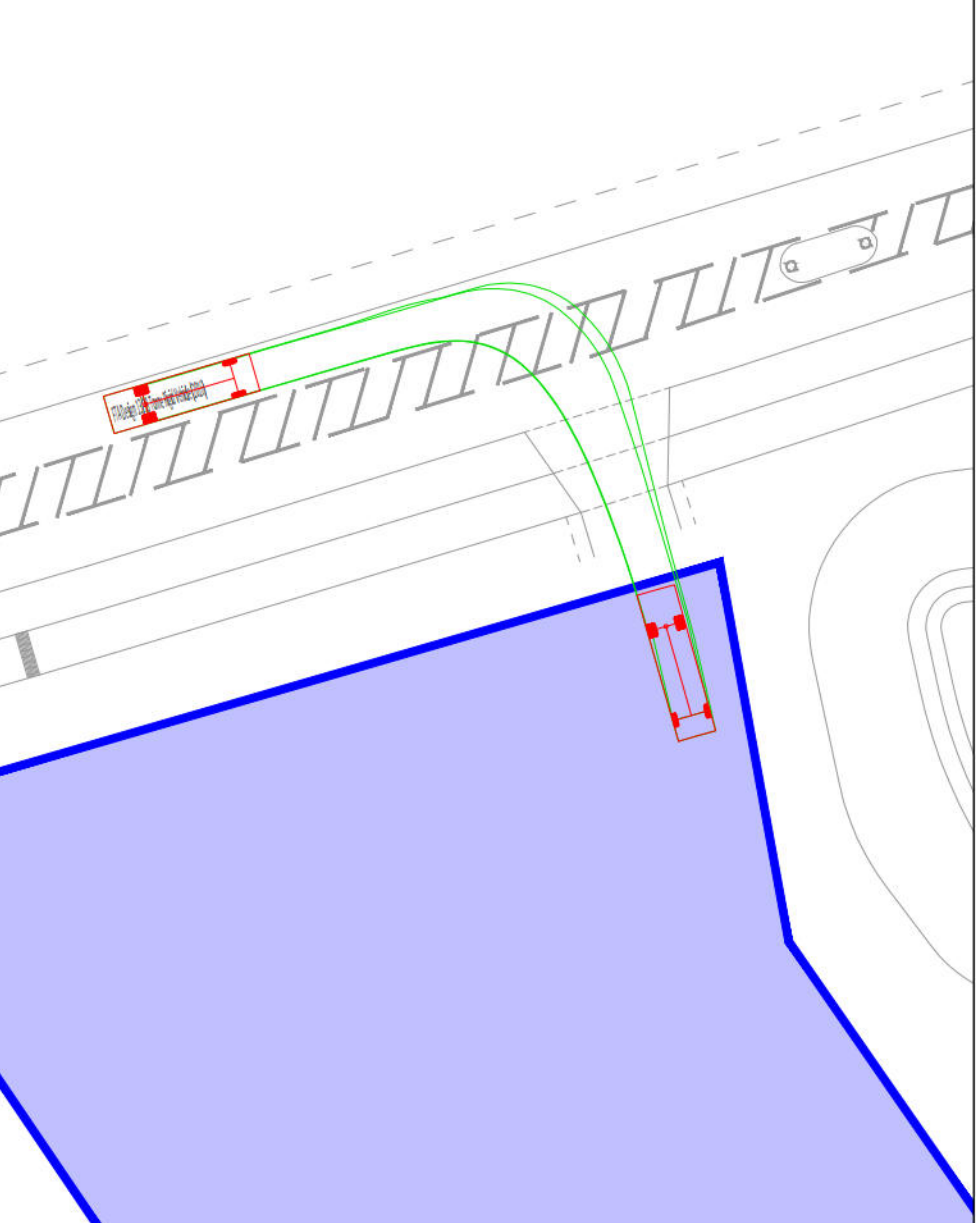
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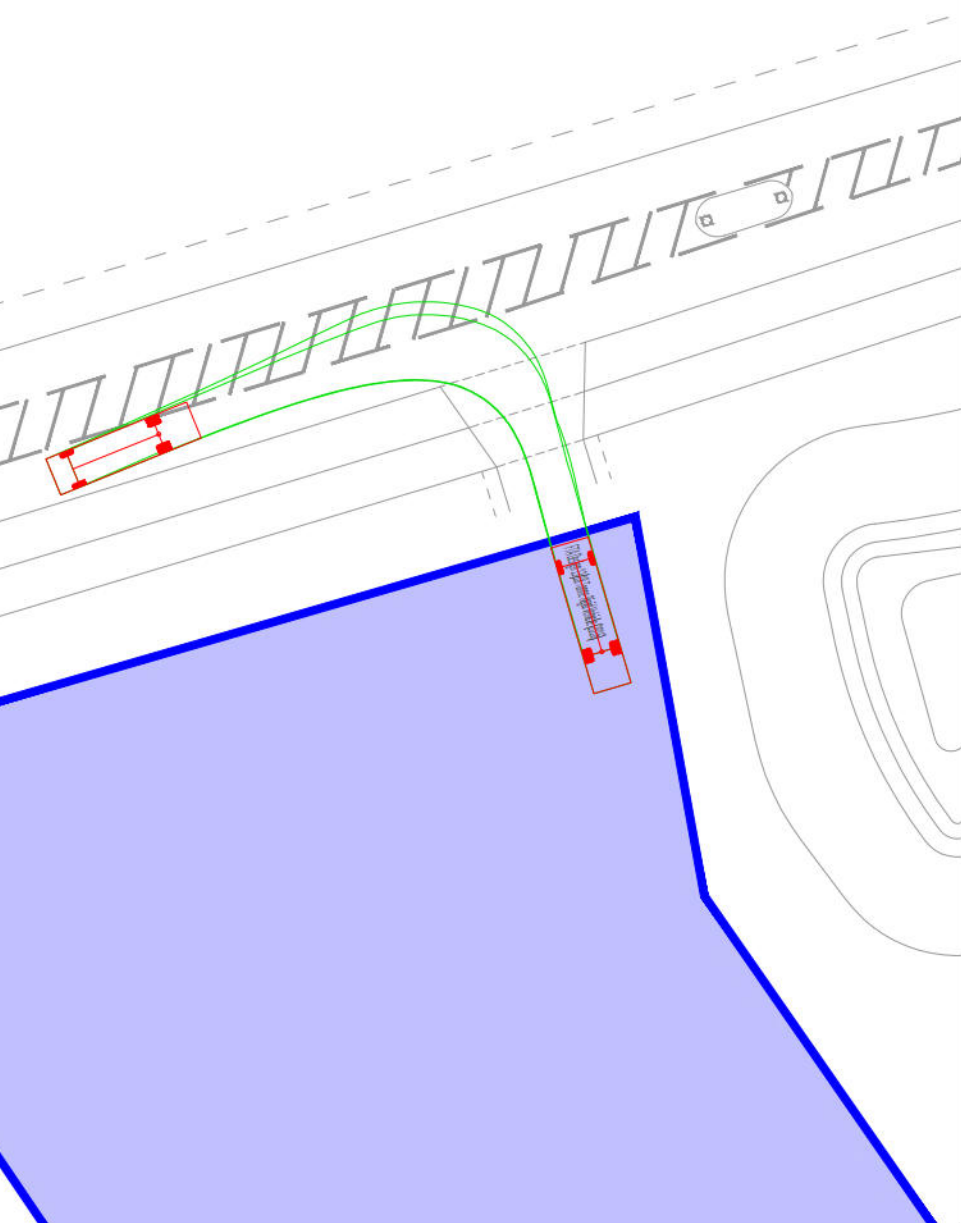
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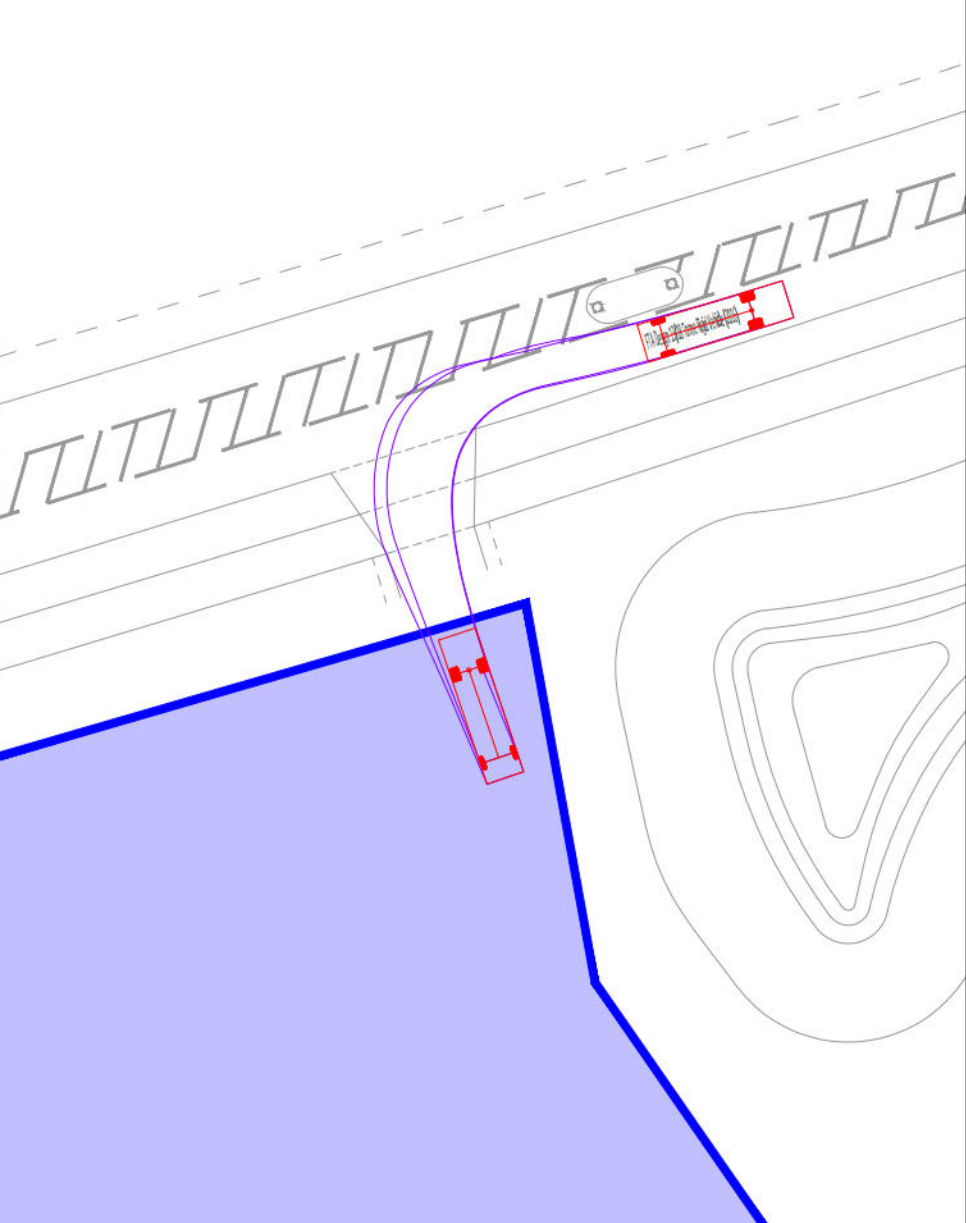
10m RIGID VEHICLE INGRESS



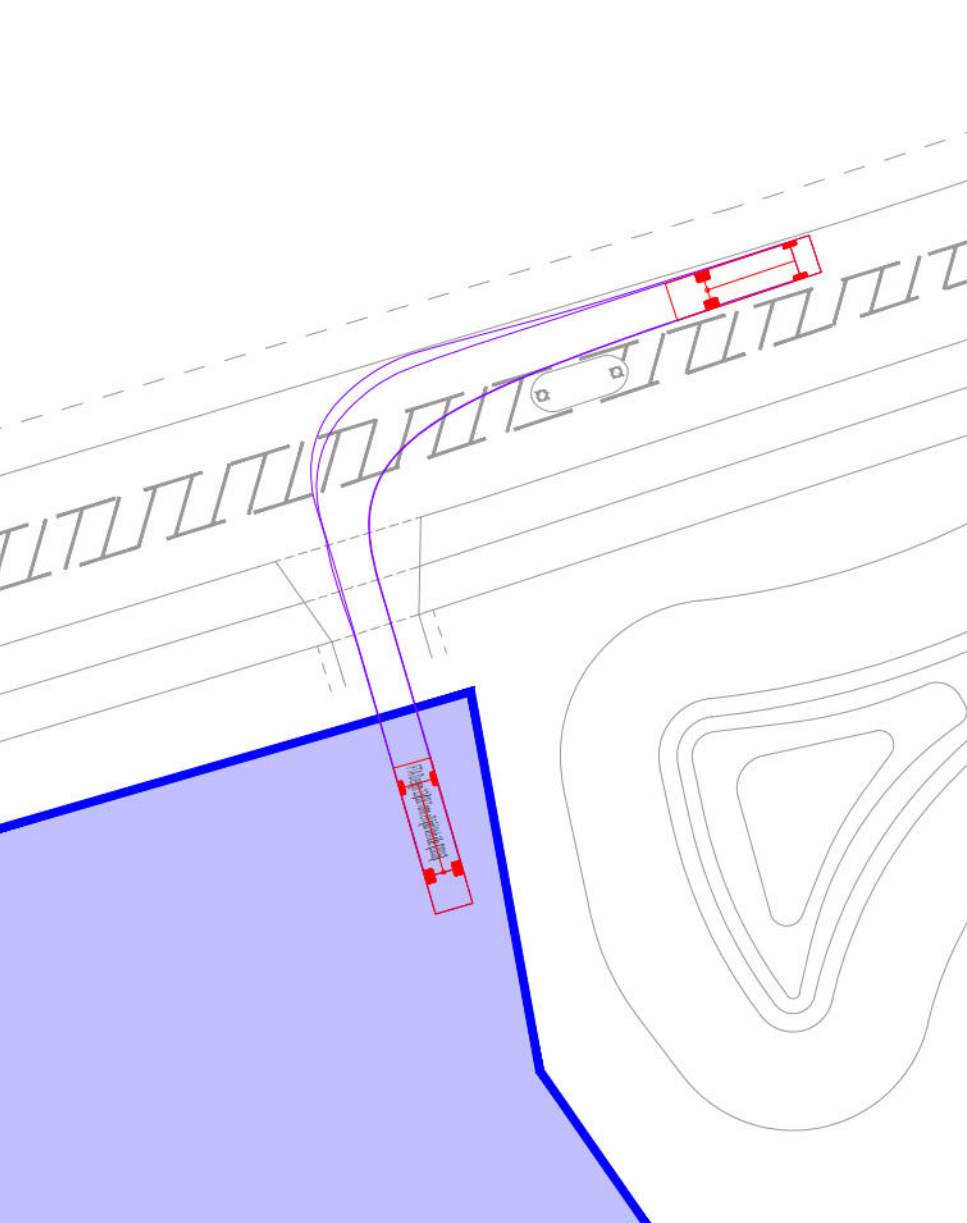
10m RIGID VEHICLE EGRESS



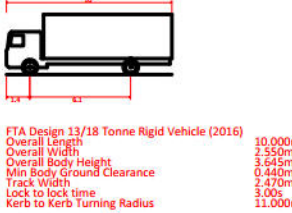
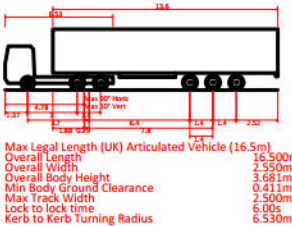
10m RIGID VEHICLE INGRESS



10m RIGID VEHICLE EGRESS



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KEY

CONSTRUCTION COMPOUND

Rev	Date	Description	Drawn	Checked
A	02.26	First Issue	EH	AG



Client:
UNIVERSITY OF READING

Project:
TVSP LGV LINK ROAD

Title:
SWEPT PATH ANALYSIS
CONSTRUCTION DELIVERY
VEHICLES

Status:
FOR INFORMATION

Scale: 1:500 @ A2	Date: FEB 2026	Drawn: EH	Checked: AG
Drawing No: HD169-TVSP-005	Edition: A		

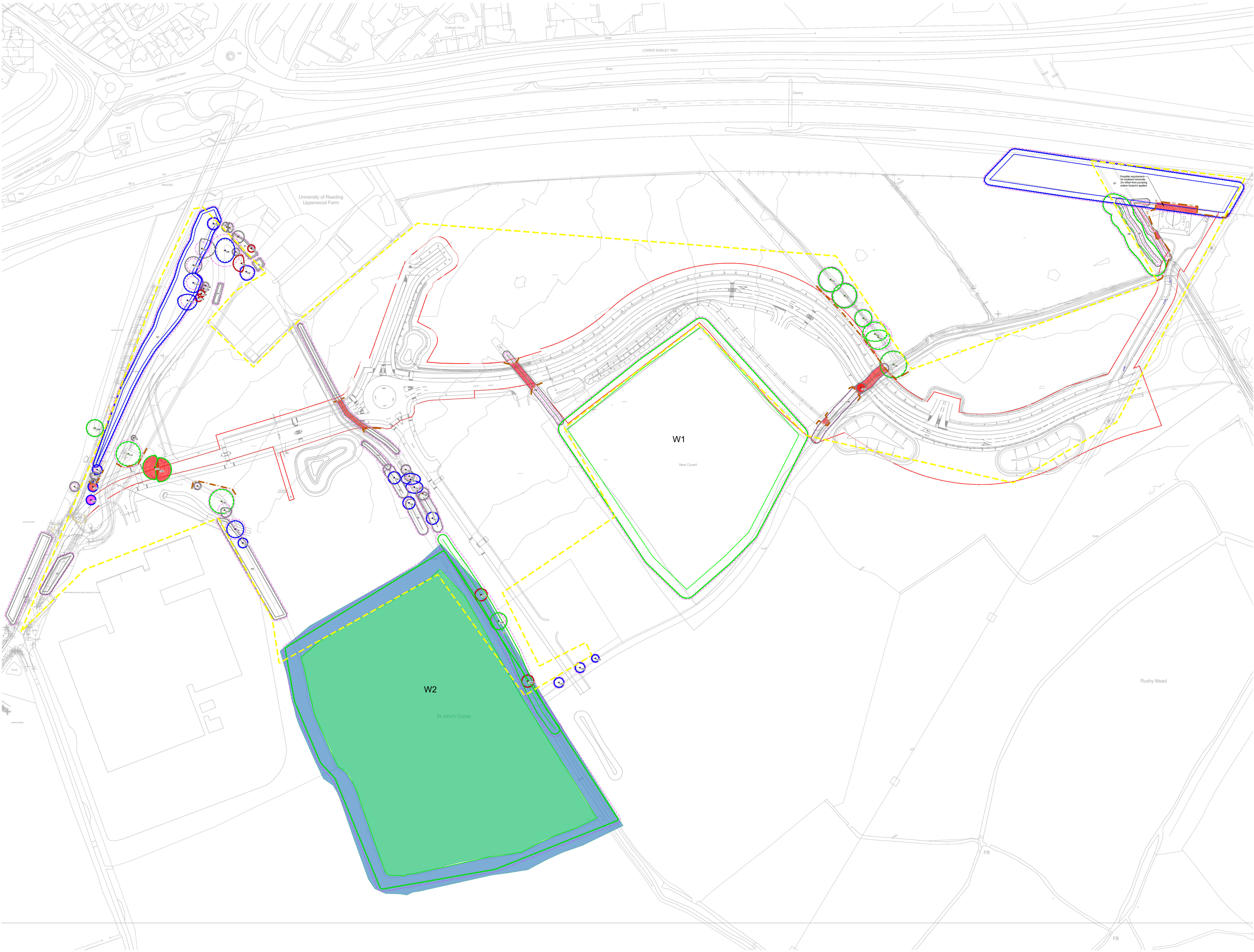


Appendix D – Construction Routing Plan

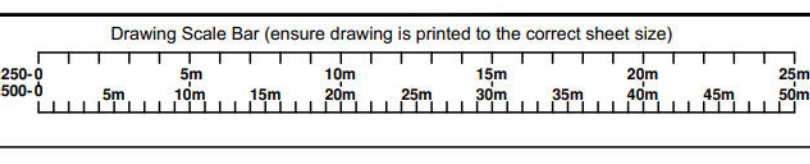




Appendix E – Tree Plan (Extract)



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2. If reviewed electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.
4. Where applicable Ordnance Survey (© Crown Copyright) 2025
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Key

- Survey boundary.
- Site boundary.
- Tree with numbered reference.
Canopy spread and coloured BS5837:2012 tree quality category as shown below.
= Tree location est. (not plotted on topo)
- Vegetation group with numbered reference.
Canopy extents and coloured BS5837:2012 tree quality category as shown below.
- Hedge with numbered reference.
Canopy extents and coloured BS5837:2012 tree quality category as shown below.
- Woodland with numbered reference.
Canopy extents and coloured BS5837:2012 tree quality category as shown below.
- BS 5837:2012 Tree Quality Categories - Table 1
 - Category A - High quality
 - Category B - Moderate quality
 - Category C - Low quality
 - Category U - Unsuitable for retention
- Ancient semi natural woodland. Blue hatching identifies Natural England specified 15m buffer zone around Ancient Woodland.
- Tree, Group, Woodland. Hedge hatched in red - highlighted for removal to facilitate development proposals.
- Tree, Group, Woodland. Hedge hatched in magenta - Trees previously removed as part of separate planning application.
- Temporary protective fencing in accordance with Section 6.2 - BS5837:2012. See inset details for example details.
- Root protection area (RPA)
Calculated in accordance with Section 4.6 - BS5837:2012

NOTES:
• Refer to RPS Tree Survey Report & Schedule for further details.
• Survey based on a visual inspection from the ground and is not created as a full arboricultural inspection.
• Plan produced in accordance with recommendations set out in BS 5837:2012 - 'Trees in Relation to design, demolition and construction'.
• Due to the legal protection afforded to breeding birds vegetation removal should not take place during the bird nesting period, generally, although not restricted to March - August inclusive.
• Survey based upon aerial imagery and OS Mapping Data provided by others.

PD4	Updated layout	MM	RC	06/03/2025
PD3	Updated Red Line Boundary	MM	RC	17/02/2025
PD2	Minor Amendments	RC	DC	02/09/2025
PD1	First Issue	RC	DC	22/08/2025
Rev	Description	By	Ckd	Date

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Client: **Artelia Group**

Project: **Loddon Garden Village / Thames Valley Science Park Link Road (LGV / TVSP Link Road)**

Title: **Tree Removal & Protection Plan**

Status: **For Planning**
Task Team Manager: **DC**
Scale: **1:1000 @A0**
Information Manager: **RC**
Date Created: **22/08/2025**
Task Information Manager: **DC**

Document Number: **4456-RPS-XX-XX-DR-AR-91710**
Project Code - Originator - Zone - Level - Type - Rule - Drawing Number
RPS Project Number: **794-PLN-LAN-4456**
Suitability: **S3**
Revision: **P04**
rpsgroup.com

Example Tree Protection Barriers (BS5837:2012 Fig 2 & 3)

Figure 2 Default specification for protective barrier

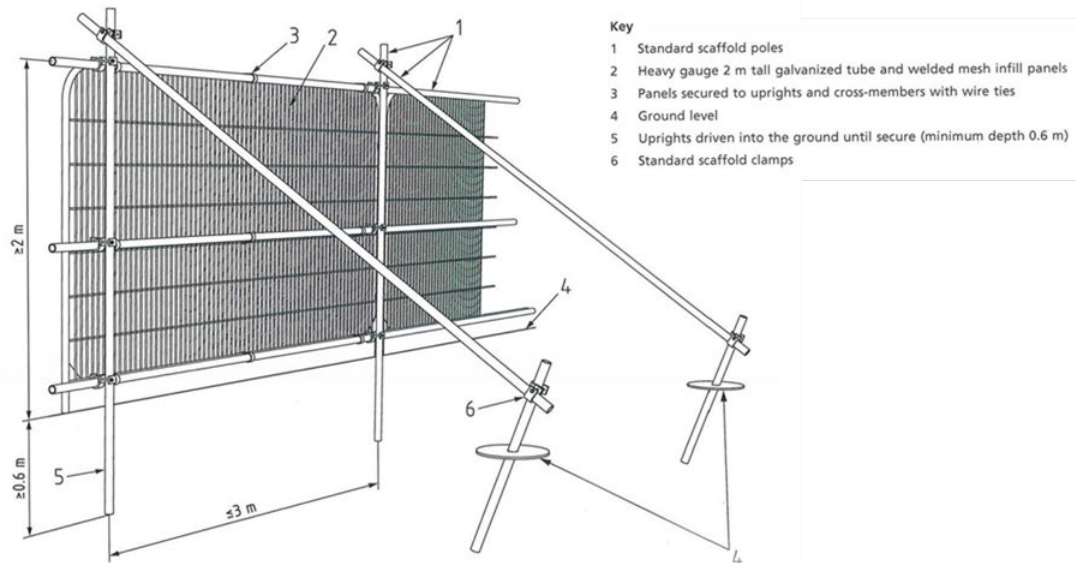
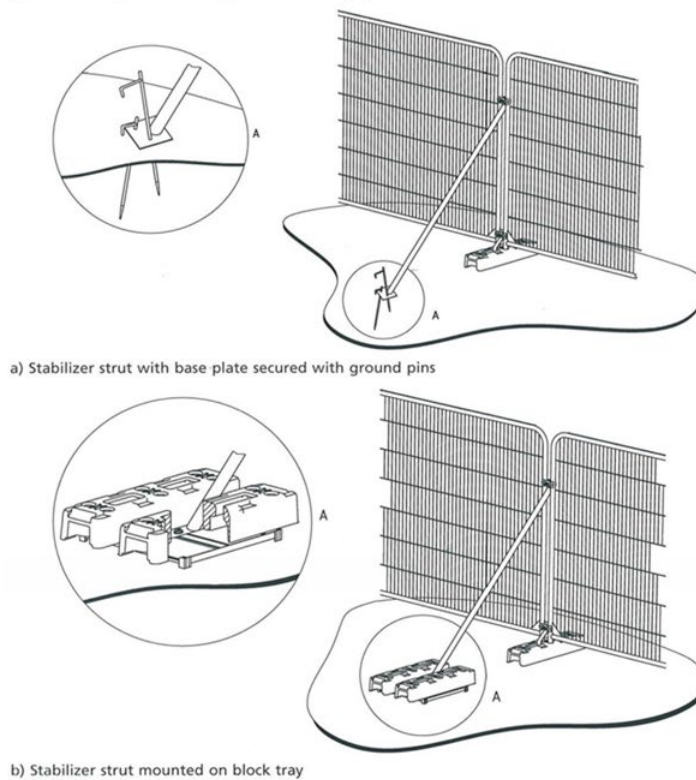


Figure 3 Examples of above-ground stabilizing systems





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