Land at Matthewsgreen, Wokingham

Prepared for Bovis Homes Ltd by Stuart Michael Associates Limited

October 2015

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APPENDICES

Appendix 1 Planning Conditions
1.0 INTRODUCTION

1.1 Stuart Michael Associates Limited (SMA) have been appointed by Bovis Homes Limited to develop a Construction Environmental Management Plan (CEMP) for the consented development (Ref: 0/2014/2242), at Matthewsgreen, Wokingham (Figure 1 refers).

1.2 This CEMP summarises the proposed construction methods and sequencing. It also outlines measures that will be taken to minimise the impact of construction on the surrounding area.

Background

1.3 Outline Planning consent was granted for the construction of a phased development of approximately 760 dwellings, including 60 units of assisted living homes, a local centre, primary school, community facilities and associated areas of open space, drainage/attenuation and parking on land at Matthewsgreen, Wokingham. Vehicular access is to be provided onto Twyford Road, Matthewsgreen Road and Toutley Road.

1.4 A CEMP is required as a pre-commencement condition of the development, as required under Conditions 9 and 10 of the Planning Decision (Appendix 1). Planning Conditions 33 (Construction Access) and 57 (Deliveries) are also relevant to this CEMP. As such, this report has, therefore, been prepared to discharge Planning Condition 9, 10, 33 and 57 of the planning decision.

1.5 The overall phasing of the development has been discussed and agreed with Wokingham Borough Council. This Construction Management Plan should be read in conjunction with the Site Logistics Plan and Construction Route Plans enclosed within this report.

Scope of Report

1.6 This CEMP has been developed to take into account the checklist details provided by Wokingham Borough Council (WBC) (Appendix 1), together with matters considered of relevance to the development. These include, but are not limited to:

(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) Storage of plant and materials;
(iv) Programme of works / phasing / lorry routing and potential numbers (including measures for traffic management and operating hours);
(v) Piling techniques including types of piling rig and earth moving machinery;
(vi) Provision of boundary hoarding;
(vii) Protection of the aquatic environment in terms of water quantity and quality;
(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;
(xi) Lighting on site during construction;
(xii) Measures to ensure no on site fires during construction;
(xiii) Monitoring and review mechanisms;
(xiv) Implementation of the CEMP through an environmental management system;
(xv) Details of haul routes to be used to access the development;
(xvi) Details of temporary surface water management measures to be provided during the construction phase;
(xvii) Details of the excavation of materials and the subsurface construction methodology;
(xviii) Appointment of a Construction Liaison Officer;

Assessment Methodology

1.7 Research undertaken in connection with this assessment has included:

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

Access Strategy

2.1 In view of the life of the construction period for the entire site (approximately 8 years), and based upon the number of offsite junction and pedestrian/cycle improvements required on the surrounding network, it is proposed that access to the site for construction traffic will be split into a number of sub-phases to ensure that all phases and offsite works can be completed in a timely manner.

2.2 Whilst the primary access route for construction traffic will be via the proposed access to be provided from Twyford Road, it will be necessary to obtain access to the first phase of development from Toutley Road.

2.3 With the A321, Twyford Road roundabout access not due to be fully constructed until 50th occupation, it is necessary to have a sub-phased access strategy based on the following:

- Access to the SANG and Emmbrook Corridor as follows:
  All suppliers, subcontractors, deliveries and staff will access the SANG and Emmbrook Corridor along the A329 (M) exiting at the Winnersh Triangle onto Wharfedale Road and A3290. Turn left onto A329, Reading Road and continue through Winnersh to junction with Old Forest Road. Left turn onto Old Forest Road, over Railway Bridge to access to SANG and gated entrance to Emmbrook corridor.

- Access to Phase 1 from Toutley Road
  Along the A329 (M) exiting at the Winnersh Triangle onto Wharfedale Road and A3290. Turn left onto A329, Reading Road and continue through Winnersh to junction with Old Forest Road. Left turn onto Old Forest Road, over Railway Bridge to junction with Toutley Road. Right, onto Toutley Road and access from Toutley Road, approximately 70m east of Brimblecombe Close.

- Access to Phase 1 and reminder of site from A321, Twyford Road
  Along the A329 (M) exiting at the London Road junction signposted Wokingham A329/Binfield B3408. Left at the Temple Way/ B3018, Binfield Road roundabout. Left at the junction with B3018, Binfield Road/B3034, Forest Road/Hazelwood Lane. Left at the B3034, Forest Road/A321, Twyford Road. Right into site via newly constructed
roundabout on Twyford Road (via newly constructed priority junction until roundabout has been completed – **Drawing 5225.605C** refers).

2.4 These proposed access routes are shown in **Drawings 5225.001, 5225.002, 5225.670F** and **5225.605C**. The location of the site access into Phase 1 from Toutley Road will help to minimise the traffic impacts of construction traffic on the existing local centre, schools and residential area along the sites southern boundary (Matthewsgreen Road) and will enable the site compound to remain at it proposed location until access is provided from Twyford Road. The proposed location of the site compound, storage area and contractor car parking is shown in **Drawing 5225.Sk08**.

2.5 In order to ensure that construction traffic and its potential impacts to the surrounding area are carefully managed, the remainder of this report identifies the various protocols and controls that will be put in place to ensure high levels of safety and to minimise disturbance to residents.

**Programme of Construction Works**

2.6 It is anticipated that the build out period for the whole site could be up to 8 years, which will be constructed in a number of phases. The first area in the south west corner of the site, adjacent to Toutley Road and Matthewsgreen Road (Phase 1 for 100 units), is anticipated to be constructed over an 18 month period.

2.7 The programme of works will consist of the following;

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

**Construction Travel Management**

2.8 During construction works, a construction liaison officer will require that the impacts on the local community from construction traffic are minimised by its contractors and that public access is maintained where reasonably practicable. The impact of road based construction traffic will be reduced by identifying clear controls on vehicle types, hours of site operation and routes for heavy goods vehicles (HGVs).
Construction workforce travel plans will be prepared by the lead contractors with the aim of encouraging the use of sustainable modes of travel, such as car sharing, to reduce the impact of workforce travel on local residents and businesses. The plans will include:

- Identification of a travel plan co-ordinator and a description of the responsibilities; Consideration of site activities and the surrounding transport network, including relevant context plans;
- Anticipated workforce trip generation and how it may change during the construction process;
- Travel mitigation measures that will be introduced to reduce the impact of construction workforce on the transport network;
- Target to reduce individual car journeys by the for construction workforce;
- Methods for surveying workforce travel patterns; and
- The process for monitoring and reviewing the construction workforce travel plan.

**Provision of Long Term Facilities for Contractor Parking**

Specific parking areas will be provided on-site for contractors and for the loading of vehicles. No contractor parking will be permitted on adjacent residential streets. Parking areas will be clearly signed and monitored by the site manager. Parking for contractors, personnel, site operatives and visitors is to be provided adjacent to the Site Compound (Drawing 5225.Sk08 refers). The site compound will contain welfare and administrative facilities, plus a storage area for materials. Electricity, water and telephone connections will be made to the site compound.
Loading and unloading of plant and materials

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

2.10 To facilitate the efficient loading and unloading of plant materials, a loading bay is identified within the site, within proximity of the site compound.

2.11 The proposed site layout has adequate turning heads to enable vehicles to safely manoeuvre in and out of the site and loading areas in forward gear. This is demonstrated in Drawing 5162.006A.

2.12 The car park is accessed via the site’s construction access from Toutley Road initially and the new access onto Twyford Road (Drawing 5225.001 refers).

Storage of plant and materials

2.13 A temporary compound area will be located within the site, close to site access. This secure, hardstanding place will include an area for cabins, storage and car parking. Due to the size of the development, it is likely that additional local storage areas could be provided, in line with the phasing of the development, to reduce the movement of plant and materials around the site. Details of additional storage areas, if required, would be identified at the appropriate Reserved Matters stage.

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

2.14 A schedule of planned vehicle deliveries is provided in Table 2.1. This table sets out the Developers typical projected deliveries of construction materials and the frequency these are anticipated.

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<tr>
<th>Materials</th>
<th>Use on Project</th>
<th>Expected Delivery and Frequency</th>
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<tr>
<td>Contractors Materials</td>
<td>Throughout</td>
<td>Monday-Friday hourly</td>
</tr>
<tr>
<td>Aggregates</td>
<td>Throughout</td>
<td>Monday-Friday daily</td>
</tr>
<tr>
<td>Ready Mixed Concrete</td>
<td>Throughout but Mainly start of site</td>
<td>Monday-Friday 4 times</td>
</tr>
<tr>
<td>Fuel Deliveries</td>
<td>Through out</td>
<td>Once weekly</td>
</tr>
<tr>
<td>General building Deliveries</td>
<td>Through out</td>
<td>3-4 times daily</td>
</tr>
<tr>
<td>Large Plant and Equipment</td>
<td>Mainly start of site and end of site works</td>
<td>1 per day</td>
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2.15 Where practicable, the Developer will use local companies to provide services such as supplies of materials, road transport, distribution facilities and sub-contract labour and plant.
Provisions for the Storage, Collection and Disposal of rubbish from the development during the construction period

2.16 The secure compound area will provide an area for storage, collection and disposal of rubbish from the development.

2.17 Waste vehicle movements will only take place between 09:30 and 14:30 (Monday to Friday) to avoid morning and evening commuter and school periods. As such, no waste vehicles will access the site outside of these times. This will ensure minimal disturbance to the local community.

2.18 In terms of site clearance, there will be minimal site clearance required for the initial phase of development. For later phases, a cut and fill exercise will be required to ensure levels across the site are sufficient and existing buildings will need to be demolished. Waste arising from demolition will be managed in accordance with the Site Waste Management Plan (SWMP). The site will be cleared of unwanted materials. A SWMP will be produced onsite for the construction works.

Lorry Routeing

2.19 It is proposed that construction traffic will be routed to minimise the long term impacts associated with construction of the site for local residents. As such, the construction access strategy will be via a number of alternative routes to enable access into the site whilst off-site highway works are being completed.

2.20 Initially, access will be sought via Old Forest Road and Toutley Road to access the first phase (Drawing 5225.670F refers), whilst the A321, Twyford Road/Bell Foundry Lane access is being constructed.

2.21 Once constructed, all construction traffic will enter and exit the site via the strategic highway network from the A329 (M) Coppid Beech Roundabout, travel northeast bound on London Road to the B3018 via Temple Way. At the B3018/B3034 junction travel towards and through Binfield to the A321. At the junction of Forest Road/Twyford Road, then travel southbound on the A321, Twyford Road towards the site and turn right into the site at the new site access (Drawing 5225.002 and 5225.605C refers).

2.22 Although other shorter routes are available this route and junctions along it are of a good standard to accommodate construction traffic. This route is also considered to have limited impact on residential properties, avoids local schools and Wokingham town centre.
2.23 All sub-contractors and supply-chain members will be advised during the induction and subcontracts of the need to adhere to local speed limits and use the dedicated route to and from site.

2.24 The route will be signed appropriately to avoid impacting on other residential areas. All new signage will be provided in accordance with the Traffic Signs Regulation and General Directions (TSRGD 2002).

**Signage**

2.25 The contractor will implement a clear and concise signage strategy throughout the site to identify construction vehicle routes, and assist in internal traffic control. Signage will also identify the site office and parking areas for all personnel, site visitors and service vehicles. All signage on and off site will be inspected by the health and safety officer, on a weekly basis.

2.26 Signage at the site entrance will indicate ‘construction vehicles’, ‘works traffic no right turn on exit’, works access only’ and ‘new road layout ahead’. These signs will be based on the following road signs as referenced in the DfT, ‘Traffic Signs Regulations and General Directions’ manual:

- **Diagram no. 613** (Direction: no left turn)
- **Diagram no. 7301** (Direction: Temporary access to a construction or road works site)
- **Diagram no. 7306** (Direction: Direction to be taken by construction traffic to an access to a works site ahead)

2.27 No construction traffic shall exceed a speed of 10mph within the site and advisory speed restriction signs shall be erected on the haul road subject to approval by Wokingham Borough Council. Bovis Homes will take responsibility for enforcing speed limits within the development.

**Piling techniques including types of piling rig and earth moving machinery**

2.28 Subject to soil investigation results it is likely that piling rigs will not be required. There will be large earth moving machinery as a result of regrading existing ground levels across the site, construction of attenuation measures and excavations for foundations. The appointed contactor(s) will carry out these works and provide specific details of its earth moving machinery. Contractors
are expected to embrace the objectives of the Considerate Constructors Scheme in terms of noise nuisance, air quality and traffic movements.

**Provision of boundary hoarding**

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

- Including hoardings used for noise control;

- Painting the side of hoardings facing away from the site, and to keep them free of graffiti or posters;

- Providing site information boards with out of hours contact details, 24 hour telephone number (for comments/complaints), community information and information on the works programme, at key locations and;

- Displaying notices on site boundaries to warn of hazards on site such as deep excavations, construction access, etc.

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

2.31 Fencing and hoarding will, as far as is reasonably practicable, be located such that it does not damage sensitive habitats, trees or hedgerows.

**Protection of the aquatic environment in terms of water quantity and quality**

2.32 The following activities give rise to potential risks to water course contamination. The proposed mitigating measures against this have been identified.
Deliveries

2.33 Care will be taken during deliveries, particularly when fuels and hazardous materials are being handled. All deliveries are to be supervised by a responsible person so that storage tank levels are checked before delivery to prevent overfilling and that the product is delivered to the correct tank. Contingency plans are to be agreed and suitable materials available should any incident occur. All employees are to be briefed on the actions that are required in the event of a spillage.

Storage

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

Security

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

Silt

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

Excavations

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

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

Plant and wheel washing

2.39 Wheel washes and plant washing facilities are to be securely constructed with no overflow and the effluent should be contained for proper treatment and disposal. Recycling of water is to be included within the design.

Dealing with Silty water

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

Refuelling

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

Concrete

2.42 Concrete is highly alkaline and corrosive and can have a serious impact on watercourses. It is essential to take particular care with all works involving concrete and cement. Suitable provision is to be made for the washing out of concrete mixing plant or ready mix concrete lorries so that washings do not flow into any drain or watercourse or seep underground.

2.43 In the event of a spillage on site, the material must be contained (using an absorbent material such as sand or soil or commercially available booms). All spillages are to be reported to the Project Manager.
Measures to Control Dust, Noise and Vibration during the Construction Period

2.44 A key issue to consider is the creation of dust during construction. To restrict dust, a number of measures will be implemented.

2.45 The demolition contractor must demonstrate a safe method of dust control in his method statement. It is not expected that large amounts of dust will be emitted. However, the contractor will be expected to be aware of high winds which may cause dust to be carried into the neighbouring area.

2.46 In dry weather, water suppression will be used to dampen down dust and prevent dust from migrating to neighbouring properties. Equally during winter conditions gritting will be carried out by the contractors.

2.47 Demolished materials will be loaded to a waste skip as soon as practicable, so that a good standard of housekeeping is maintained. Netting attached to the harass fence will also act as a barrier.

2.48 The construction site will be operational between 08:00 and 18:00 from Monday to Friday and 08:00 to 13:00 on Saturdays. Any potential noise and vibration would be during this period and kept to a minimum as far as possible. No work will be carried out on Sundays or Bank or National Holidays.

2.49 The potential environmental impacts associated with constructing vehicle movements are to be addressed through the strategy by way of:

- Minimising traffic movements where practicable;
- Minimising fuel consumption through the use of local materials and sub-contractors;
- Implementing noise and dust reduction strategies throughout the construction process.

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

2.50 Roads will be kept free of debris and dirt as necessary, by sweeping or hosing down.
2.51 Vehicles exiting the site with any waste or dust attached, that could subsequently transfer to the local roads, will be obligated to pass through the washing facility to minimise transfer of dust and waste onto the local network.

2.52 The location of the proposed wheel wash facility for the first phase is shown on the Site Logistics Plan (Drawing 5225.Sk08).

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

2.53 A temporary main compound area will be located within the site close to site access.

2.54 The compound area includes an area for cabins for use as the construction office, storage and car parking as indicated on Drawing 5225.Sk08.

2.55 Due to the size of the development, additional localised storage areas will be introduced, in line with the phasing of the development, to reduce the movement of plant and material around the site.

2.56 Precise details of the compound layouts will be provided by the contractor.

Lighting on site during construction

2.57 Site lighting and signage will be provided to enable the safety and security of the construction sites. It will be at the minimum luminosity necessary and use low energy consumption fittings. Where appropriate, lighting to site boundaries will be provided and illumination will be sufficient to provide a safe route for the passing public. In particular, precautions will be taken to avoid shadows cast by the site hoarding on surrounding footpath and roads.

2.58 Lighting will also be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents and passing motorists. This provision will apply particularly when working during times of the year when natural daylight is reduced during the agreed site working hours.

2.59 During winter months, individual plots shall be lit within the units, to maintain work production. This will not have any adverse impacts on existing residential properties. For each phase/area significant impacts will be identified, the
contractor will develop and implement lighting strategy to reduce and prevent unnecessary disturbance.

**Measures to ensure no on site fires during construction**

2.60 There will be no fire or burning of materials on the site. The project manager and construction liaison officer will ensure that all staff and contractors will be made aware and adhere to this.

2.61 The site and associated accommodation and welfare facilities will have in place appropriate plans and management controls to prevent fires.

**Monitoring and review mechanisms**

2.62 Weekly meetings will be held with the Main Project Contractor, Environmental Local Planning Authority Inspectors and Construction Liaison Officer to inspect, review, monitor and audit the CEMP to determine effectiveness of, and compliance with, environmental control measures and how any necessary corrective action will take place.

**Implementation of the CEMP through an environmental management system**

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

**Details of haul routes to be used to access the development**

2.64 Initially, access into the site will be via Old Forest Road and Toutley Road with a haul road into the Phase 1 site.

2.65 Once the access from Twyford Road has been constructed, the main Northern Distributor Road through the site will act as a temporary haul route to serve Phase 1 and remaining phases.

2.66 Due to the size of the site, it is anticipated that the site will be built out over an 8 year period in a number of phases. Therefore, once the A321, Twyford Road access has been completed, construction traffic for all future phases will utilise this route. Details of temporary surface water management measures will be provided during the construction phase.
2.67 Measures are to be taken to prevent water from entering excavations. This could be by the use of cut-off ditches to prevent entry of surface water and well point dewatering or cut-off walls for ground water. Personnel and/or plant are not to disturb water in the excavation. The means of dewatering excavations in the event there is ingress is to be agreed with the project manager.

Details of the excavation of materials and the subsurface construction methodology

2.68 The contractor will excavate material and construct subsurface infrastructure in accordance with the agreed design proposals. The appointed contractor will provide a method statement in due course providing details on how the works will be undertaken.

Appointment of a Construction Liaison Officer

2.69 The construction Liaison Officer is to liaise with local resident groups to ensure that concerns that they might have can be aired and resolved. An experienced construction liaison officer will be appointed in due course and appropriate Contact details provided as necessary.

The Considerate Constructors Scheme

2.70 The site will be managed by principles set within the Considerate Constructors Scheme (CCS). This national scheme, endorsed by Central Government, has been created by the construction industry to improve the industry’s image through better, more professional working practices.

2.71 The scheme provides for all registered sites to follow its Code of Practice with its broad principles being as follows:

- 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 at all times;
- Good Neighbour – Good communication with neighbours;
- Safe – all working practices to be carried out with care and consideration; and
- Accountable – site contact details can be easily accessed.
3.0 SUMMARY AND CONCLUSION

3.1 This report sets out the overall framework for the Construction Environment Management Plan (CEMP), including managing the movement of construction and delivery traffic to/from the development site, to be constructed by Bovis Homes Limited for the consented development (Ref: O/2014/2242), at Matthewsgreen, Wokingham (Figure 1 refers).

3.2 A CEMP is required as a pre-commencement condition of the development, as required under Condition 9 and 10, of the Planning Decision (Appendix 1). The following conditions are also relevant – Construction Access and Deliveries. This report has, therefore, been prepared to discharge Planning Conditions 9, 10, 33 and 57.

3.3 This report sets out the overall framework for managing the environmental impact of the development and the movement of construction and delivery traffic to/from the development site. Its main purpose is to ensure that a range of extensive preventative measures are in place to minimise the potential impact of the development on the travelling public, whilst also ensuring the HGV movements associated with the development do not create any unnecessary safety concerns.

3.4 It is acknowledged that the local community are likely to be concerned that there could be an impact on the condition of local roads.

3.5 To reduce the traffic impacts along Matthewsgreen Road in particular, a sub-phased construction access strategy is proposed. In the first instance, construction traffic shall access the site via Old Forest Road and Toutley Road to the west.

3.6 Access will then be sought via a new priority junction to the south of the proposed roundabout on Twyford Road. This strategy is illustrated in Drawing 5225.605C.

3.7 Once the A321, Twyford Road/Bell Foundry Lane/Site Access Roundabout has been constructed, all traffic associated within the sites construction shall enter/exit the site via this junction. This strategy is illustrated in Drawing 5225.002.

3.8 During the construction of the development, the developer will seek to minimise disruption to local residents. It is also not expected that the minor increase in
traffic will not cause any delays, safety problems or amenity issues for pedestrians.

3.9 All local residents will be informed of any disturbances that may arise as a result of the construction period.

3.10 Contact details of the Site Manager have not yet been agreed, however these details will be provided when they come available.

3.11 In view of the above it is considered that this Construction Management Plan and the ongoing monitoring and management of the construction process satisfies the requirements of Planning Condition 9, 10, 33 and 57.

3.12 It is acknowledged that small variations to the CEMP may be necessary as development progresses and the phasing programme may change as a result. It is proposed that this would be addresses through an ‘Open Book’ approach. In this event, updated plans and drawings would be provided to WBC for their consideration and approval.
Legend

- The Site

Figure 1

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(1) PHASE 1A - ACCESS FROM TOUTLEY ROAD

(2) PHASE 1B - ACCESS FROM TWYFORD ROAD
Construction Management
9. Before the development hereby permitted is commenced a Construction Environmental Management Plan (CEMP) in respect of that phase shall have been submitted to and approved in writing by the Local Planning Authority. Construction shall not be carried out otherwise than in accordance with each approved CEMP. The CEMP shall include the following matters:

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) storage of plant and materials;
iv) programme of works / phasing / lorry routing and potential numbers (including measures for traffic management and operating hours);
v) piling techniques including types of piling rig and earth moving machinery;
vii) provision of boundary hoarding;
iiii) protection of the aquatic environment in terms of water quantity and quality;
ix) details of measures to prevent mud from vehicles leaving the site during construction;
xx) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
xxi) lighting on site during construction (including temporary);
xxiii) monitoring and review mechanisms;
xxiv) implementation of the CEMP through an environmental management system;
xxv) details of the haul routes to be used to access the development;
xxvii) details of the excavation of materials and the subsurface construction methodology

Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3, CP6 and CP7 and TB23 of the Managing Development Delivery Local Plan Policy.

Construction Times
10. No work relating to the development hereby approved, including preparation prior to building operations, shall take place other than between the hours of 08:00 am and 6 pm Monday to Friday and 08:00 am to 1 pm Saturdays and at no time on Sundays or Bank or National Holidays.
Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant Policies: Core Strategy policies CP1 and CP3.

Development Briefs
11. Before submission of reserved matters to comply with Condition 2 for the sub-phases containing:

i) the Local Neighbourhood Centre
ii) the Primary School and;
iii) Community Facilities

as defined on the Land Use Parameter Plan, Drawing No 2197-A-1010-G, a Development Brief for each of these parts of the site shall be submitted to and approved in writing by the Local Planning Authority and the details pursuant to reserved matters shall be in accordance with the approved Development Brief.

In bringing forward the Local Neighbourhood Centre, Primary School and Community Facilities Development Briefs, details shall be provided to the Local Planning Authority of the means of public engagement in formulating the design of each Brief.

The Local Neighbourhood Centre Development Brief shall contain:

i) existing landscape features to be retained;
ii) the proposed landscape framework, including structural planting;
iii) layout, land uses, urban form and design principles, housing densities, site coverage and plot ratios;
iv) details of the proposed housing mix based on size, type and tenure;
v) details and location of areas of open space;
vi) details including timing of the provision of a mixed use development incorporating at least 1000m² for uses within Class A (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) or Class D1 (non-residential institutions); of which no individual unit shall be greater than 450m² (gross internal floorspace);
vii) a parking and servicing strategy for the commercial, community and residential uses within the district centre, the adjacent school and community use of the school facilities taking into consideration the potential for facilities to share parking;
viii) details and timing of the pedestrian and cycle links to the secondary school and the wider network;
ix) a lighting strategy designed to provide a safe environment whilst preventing light spill having an adverse impact on the ecology of the existing species rich hedgerows and SANG and the character of the adjoining countryside;
x) details and timing of public transport facilities including the interchange; and
xi) Recycling facilities.

The Primary School Development Brief shall contain:

i) general layout, arrangement of land uses, built form and design principles having regard to the need to facilitate up to two forms of entrance and dual use of the school facilities;