



Former Arborfield Studios (Parcels W, Y and Z),
Arborfield Green

Outline Construction Traffic Management Plan

Client: Crest Nicholson Operations Ltd

i-Transport Ref: PH/RW/JG/ITL210226-007B

Date: 18 August 2026

Former Arborfield Studios (Parcels W, Y and Z),
Arborfield Green

Outline Construction Traffic Management Plan

Client: Crest Nicholson Operations Ltd

i-Transport Ref: PH/RW/JG/ITL210226-007B

Date: 18 August 2026

i-Transport LLP

33 Queen Street
London
EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

If this report is to be placed on any approved website for planning purposes, this should comply with data protection principles, please seek our permission and you must ensure that all the private and personal information and data within this report is redacted.

Quality Management

Report No.	Comments	Date	Author	Authorised
ITL210226-007	First Draft	27/03/2026	JG/RW	PH
ITL210226-007A	Final Draft	24/07/2026	JG/RW	PH
ITL210226-007B	Final Issue	18/08/2026	JG/RW	PH

File Ref: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Admin\Report and Tech
Notes\ITL210226-007B R Outline Construction Traffic Management Plan [Final].docx

Contents

SECTION 1	Introduction	2
SECTION 2	Vehicle Routing & Estimates	6
SECTION 3	Construction Management Strategies	10
SECTION 4	Strategies to Reduce Impacts	15
SECTION 5	Implementing, Monitoring and Updating	20

Figures

Figure 1	Construction Vehicle Routing
-----------------	-------------------------------------

Appendices

Appendix A.	Indicative Construction Phasing Strategy
Appendix B.	Swept Path Analysis

SECTION 1 Introduction

1.1 Overview

1.1.1 Crest Nicholson Operations Ltd ('the Applicant') has appointed i-Transport LLP to provide highway and transport advice with regard to a proposed residential development at Former Arborfield Studios (Parcels W, Y and Z), Arborfield Green.

1.1.2 This Outline Construction Traffic Management Plan (CTMP) has been prepared to support a planning application for the proposed development and accompanies a hybrid planning application comprising:

"Full planning application for the demolition of existing buildings and construction of new homes, together with creation of accesses, parking, green infrastructure (including landscaping, public open space, play areas), associated drainage, roads, substations, plant, bin and cycle storage and other related infrastructure works.

Outline planning application (all matters reserved except for access) for the construction of up to 2 new homes including through the retention (of whole or part) and conversion of the existing Langley Common Farmhouse."

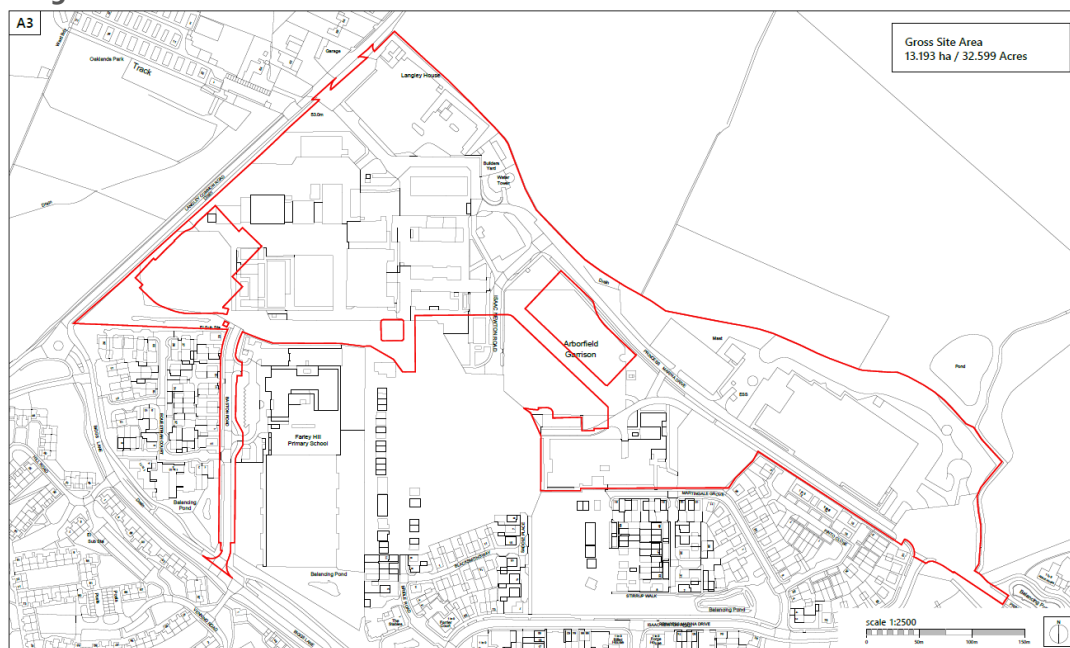
1.1.3 The impacts of construction are outlined in this Outline CTMP. It is expected that a detailed CTMP will be required and secured by way of a suitably worded planning condition following planning consent.

1.2 Site Location

1.2.1 The Site is located at the Former Arborfield Studios (Parcels W, Y and Z), Arborfield Green. Wokingham Borough Council (WBC) are both the local planning authority and local highway authority responsible for assessing the Site.

1.2.2 The Site was included within the outline planning consent of Arborfield Green. The Site location is shown in Image 1.1.

Image 1.1: Site Location



Source: Thrive Architects

- 1.2.3 The Site is a linear parcel of land bounded by Langley Common Road to the north-west and fields (also allocated for housing in the emerging Local Plan) to the north. To the south and east lie existing residential neighbourhoods and Farley Hill Primary School to the south, within the Arborfield Garrison Strategic Development Location (SDL).
- 1.2.4 The Site forms the northern extent of Arborfield Green, an existing development Site of around 167 hectares, which forms part of the wider Arborfield Garrison SDL. This SDL is allocated within Wokingham Borough Council's adopted Core Strategy (2010) and also benefits from an emerging allocation in the Council's emerging Local Plan.
- 1.2.5 As one of the final remaining development parcels to come forward, this land is currently being used as a film studio under a temporary planning permission.

1.3 Phasing and Programme

- 1.3.1 The proposed development includes the construction of 293 new homes on the former Arborfield Studios (in detail), alongside two new dwellings in the retained farmhouse on Langley Common Road (in outline).
- 1.3.2 An indicative construction phasing strategy is included at **Appendix A**.

- 1.3.3 The development plots would be constructed across four phases, beginning in the far east of the Site and moving west, with the construction of the plots just south of the former Arborfield Studios access being constructed last during Phase 4. Where possible, existing roads within the Site will be used as haul roads and phase access points.
- 1.3.4 The sales & marketing suite will be located at the eastern corner of the Site where Phase 1 plots will be constructed. These will be accessed via Princess Marina Drive (south).
- 1.3.5 It should be noted that several plots associated with Parcel V1 of the outline planning permission are located within the former Arborfield Studios boundary, but do not form part of this planning application. It is the intention for these plots to be sold and delivered by another party.

1.4 **Aims and Objectives**

- 1.4.1 The overall aims of this CTMP are to:

- Reduce construction emissions;
- Enhance safety for vehicles and road users; and
- Reduce congestion from construction.

- 1.4.2 In order to support the above aims, a number of objectives have been set out as follows:

- Promoting smarter operations that reduce the need for construction travel or that eliminate trips in peak periods;
- Encouraging the use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CTMP with construction contractors;
- Communicating Site delivery and servicing facilities to workers and suppliers;
- Encouraging the most efficient use of construction freight vehicles;
- Encouraging construction workers to travel to the Site by non-car modes; and
- Coordinating with neighbouring developments and construction activity.

- 1.4.3 On-site construction will only be allowed to operate within the following hours:

- Monday to Friday: 8am to 6pm
- Saturday: 8am to 1pm

1.4.4 Working hours on-site will reflect the above. No construction activity will take place on Sundays, Bank Holidays or Public Holidays, unless in the case of any emergency works that may be required urgently. Any works outside of the above hours may need to be discussed in advance with officers at WBC.

1.5 **Scope and Structure**

1.5.1 This Outline CTMP has been prepared in accordance with Construction Logistics and Community Safety (CLOCS) Construction Logistics Guidance, and is structured as follows:

- Section 2 – Vehicle Routing and Estimates;
- Section 3 – Construction Management Strategies;
- Section 4 – Strategies to Reduce Impacts;
- Section 5 – Implementing, Monitoring and Updating.

SECTION 2 Vehicle Routing & Estimates

2.1 Construction Vehicle Access

2.1.1 The following paragraphs and accompanying figures set out the proposed construction vehicle routing.

2.1.2 Primary construction access to the Site will be via the existing Arborfield Studios access on Langley Common Road. This access bellmouth is circa 24m wide with wide kerb radii and the access road into the Site is circa 6.5m in width, making it suitable for Heavy Goods Vehicles (HGV) and construction plant to enter and exit safely. Image 2.1 shows the existing Site access.

Image 2.1: Proposed Construction Access via Langley Common Road



Source: Google maps

2.1.3 Swept path analysis of a 16.5m articulated vehicle and a large tipper (the largest vehicles associated with the construction of the development) accessing the Site is shown at **Appendix B**.

2.1.4 This access will be closed off to vehicular traffic once construction of the development has ceased.

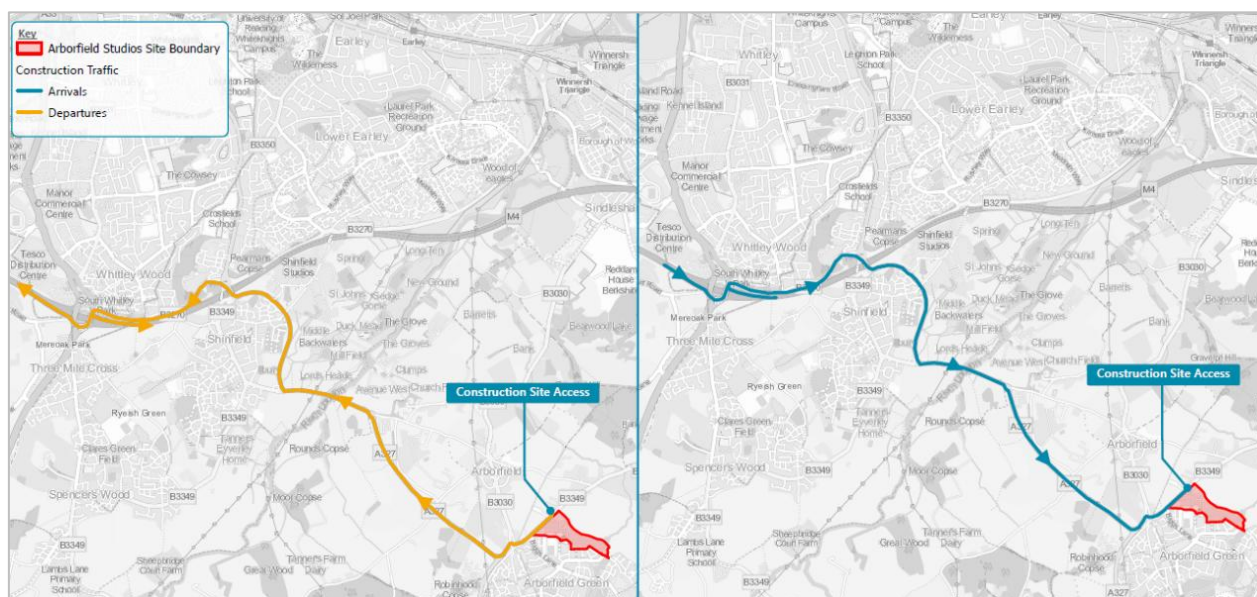
2.1.5 Construction vehicle traffic will generally be restricted from accessing the Site via Baston Road¹ and Princess Marina Drive.

¹Although not part of this application, construction access will be required to construct the plots associated with Parcel V1 as part of a future application. Construction access to these plots will likely be required from Baston Road.

2.2 Construction Vehicle Routing

- 2.2.1 It is intended for construction vehicles to route to and from the strategic road network, avoiding any sensitive links to minimise any impacts associated with construction vehicles.
- 2.2.2 Construction vehicles will arrive to the Site from the strategic road network at the M4. Then joining the B3270, followed by Shinfield Road, then the Eastern Relief Road, before joining Reading Road. Vehicles will then proceed onto Observer Way and finally turn right into the Site access from Langley Common Road.
- 2.2.3 Construction vehicles will depart the Site via Langley Common Road, turning left out of the Site access and proceeding onto Observer Way before joining Reading Road. From there, vehicles will continue along the Eastern Relief Road before connecting to Shinfield Road, followed by the B3270, and finally accessing the M4 strategic road network.
- 2.2.4 Image 2.1 below illustrates the departures traffic on the left, and the arrivals traffic on the right. The full route is attached as **Figure 1**.

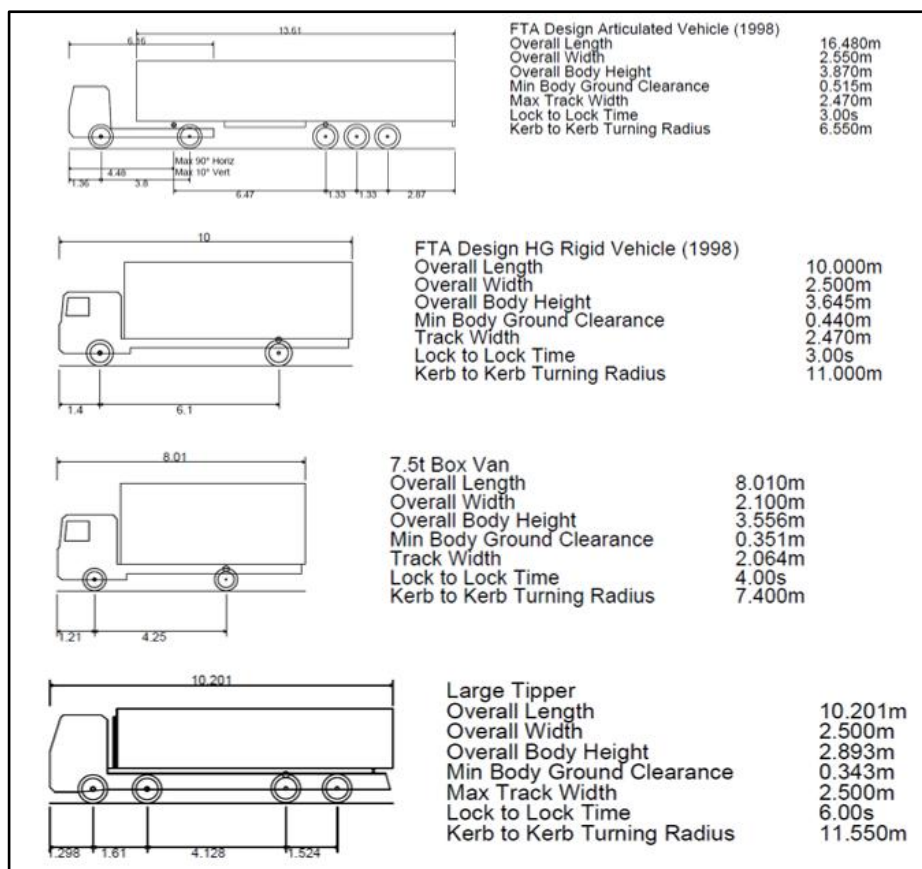
Image 2.1: Construction vehicle routing



2.3 Construction Vehicle Types

- 2.3.1 The types of vehicles visiting the Site will likely change over the course of the works. An indication of the types of vehicles generally expected to visit the Site is provided in Image 2.2.

Image 2.2: Construction Vehicle Types



2.4 Construction Vehicle Estimates

2.4.1 The construction vehicle movements have been calculated following a survey of construction of a strategic development in Cirencester (The Steadings, which total 2,350 units). The data shows the likely construction vehicle arrivals, departures and two-way for an average weekday, with HGVs set out separately

2.4.2 Table 2.1 shows the likely construction vehicle arrivals, departures and two-way for an average weekday by type. This data assumes a construction build-out phase of circa three years.

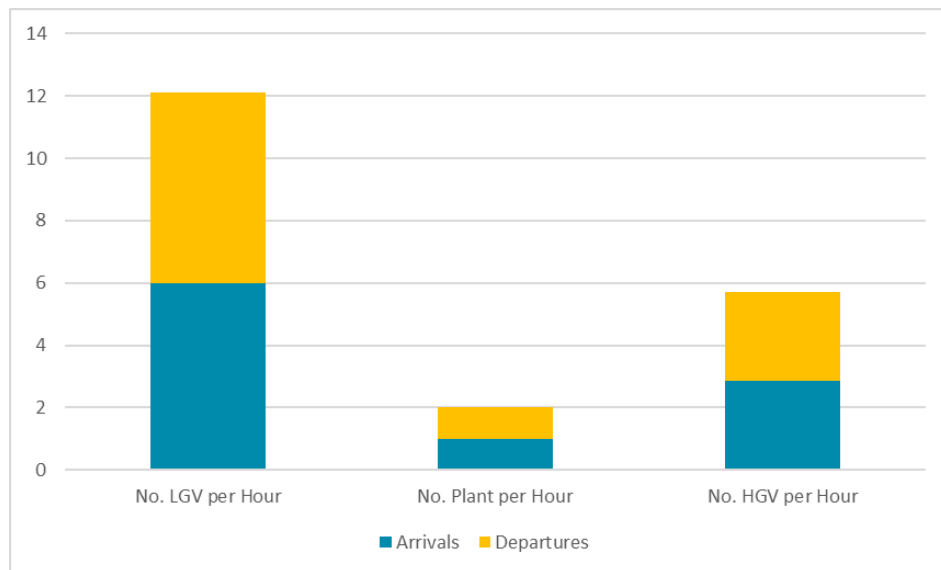
Table 2.1: Potential Construction Vehicle Movement Types – Average Weekday

Vehicle Type	Total Vehicle Movements		
	Arrivals	Departures	Two-way
Car	23	23	46
LGV	61	61	122
Plant	10	10	20
HGV	29	29	58
Total vehicles	122	122	244

2.4.3 The cars are assumed to be primarily related to general workers that may arrive as early as 8am and leave as late as circa 6pm. The remaining vehicles are related to construction deliveries, collections and plant, these would be spread over a five-hour working day on a weekday (10:00 – 15:00) to avoid the typical network peak hours and school peak hours.

2.4.4 The vehicle types are shown in Image 2.3.

Image 2.3: Vehicle types per hour – Average Weekday



2.5 Working Hours

2.5.1 All works will be carried out in line with any planning condition attached to the planning permission which controls working hours. The following work hours are anticipated:

- 8am – 6pm Monday to Friday
- 8am – 1pm on Saturdays only.

2.5.2 All contractors / sub-contractors and suppliers will be made aware of the Site working hours and the Site manager will enforce adherence to the stated working hours.

SECTION 3 Construction Management Strategies

3.1 Site Access during Construction Phase

Construction Access

- 3.1.1 As outlined earlier, access to the Site will be achieved from the Arborfield Film Studios Site access onto Langley Common Road as shown in Image 2.1. Construction access via Baston Road and Princess Marina Drive will be restricted.
- 3.1.2 The internal Site benefits from an existing network of roads and hardstanding that will be sufficient to support construction vehicle routing through the Site. This will negate the need for the construction of haul roads for construction traffic.
- 3.1.3 Swept Path analysis will be presented for the various construction vehicles to ensure this can be appropriately managed. Although not expected any improvements to accommodate construction vehicles will be developed and delivered in the finalised CTMP.

Sales Suite Access

- 3.1.4 The sales and marketing suite with show homes will be provided in the eastern corner of the Site and will be the first plots constructed. Access to the sales suite will therefore be from Princess Marina Drive (south). No construction vehicles will be permitted via this access.

3.2 On-Site Facilities

- 3.2.1 The main compound facilities are expected to be located in near to the entrance of the Site, which will be last part of the Site to be developed.
- 3.2.2 As set out in Table 2.1, the Site is expected to generate between around 244 two-way construction vehicle movements per day during the peak construction periods, including around 58 HGV deliveries each day. This will fluctuate through the construction period.
- 3.2.3 The following facilities are likely to be provided on-site:
- A main area of parking for contractor vehicles. Further parking will be provided in the form of on-site roads and dwelling driveways; this will ensure that no contractors will park off-site;
 - A compound area for the storage of materials;
 - Wheel Wash facilities at the internal Site access (if necessary);

- Turning areas with sufficient area to allow the lorries to enter the Site and turn to allow the lorries to egress the Site in a forward gear; and
- Welfare facilities.

Site Office

- 3.2.4 The Site office will be located near to the construction access and welfare unit, along with seating area and connecting paths.
- 3.2.5 Temporary floodlight lighting will be setup around the compound which will be controlled through motion sensors. Once the construction period has finished the compound will be removed.

Storage of Materials and Plants

- 3.2.6 Storage for large plant such as the forklifts will be provided in the Site compound area which will be hard surfaced and secure.
- 3.2.7 Other large plant such as excavators and dumpers will be parked in a designated area on the Site and left securely locked. These may be strategically parked to increase Site security (for example across the access road) during stages of the build.
- 3.2.8 Materials storage will be within the metal storage containers and timber racks located within the Site compound and in the designated aggregate storage areas.

Site Boundary and Treatment / Fencing

- 3.2.9 The Site is already secured through existing fencing/hoarding along its boundary. Any further fencing requirements will be confirmed in the detailed CTMP. This fencing will encircle the entire Site with the purpose to provide security and screening of the Site.
- 3.2.10 Near the Site access, advertising hoarding will be used that is relevant to the Site.

Operative / Site Personnel / Visitor Parking

- 3.2.11 All on Site contractors will have access to on-site parking. This will be strictly managed to ensure that contractors do not park off-site. The scale of the Site means this will be achieved.
- 3.2.12 In the CTMP, a Site set up plan will be presented which identifies the proposed parking location for the build programme. Some variation in location of parking may be required towards the later part of the programme. This will be reviewed at that stage and suitable areas made available.

3.2.13 Signage will be present throughout the Site to direct contractors to the designated parking area. All contractors will be trained on considerate parking shown during recruitment / induction.

3.2.14 The Site manager will review the parking area and nearby local roads to ensure that no contractors are parking outside of the Site, should any unregulated parking be discovered appropriate action will be taken.

Loading and Unloading

3.2.15 It is estimated that there will be around 29 lorry deliveries to the Site on a typical day during peak construction periods, as shown in Table 2.1. These will generally comprise the vehicles shown in Image 2.2 or similar. Mortar and concrete will be imported ready-mixed. Some articulated vehicle movements may be required but will be limited.

3.2.16 Deliveries to the Site will generally be scheduled to arrive outside the peak highway network times of 8am-9am and 5pm-6pm to avoid conflict with general traffic. There may however be occasions where arrival during peak hours may be necessary (such as concrete pours). Deliveries during these hours will be minimised as far as practicably possible.

3.2.17 All unloading of delivery lorries will take place within the Site and not on the highway. The CTMP will demonstrate appropriate turning facilities to ensure all vehicles enter and leave in forward gear.

3.2.18 Adequate material storage is to be provided on the Site within the Site compound/stores area. Materials onsite will be transported using forklifts, dumper trucks, 360 machines. The CTMP will detail the material storage areas.

Wheel Washing Facilities

3.2.19 The Site benefits from an existing network of roads and hardstanding, and so the spread of earth will not be high. However, there will be periods where roads and concrete are removed and therefore wheel washing facilities may be required. The access road is to be kept clean and clear at all times to minimise the spread of earth from the Site to the wider road network and to prevent soil / water / concrete washings conveying off-site and silting of road drainage system.

3.2.20 If required, wheel washing facilities will be installed on-site near the Site access to de-muck and wash the wheels of lorries and plant before they leave the Site.

3.2.21 No waste-water from wheel washing will be allowed to discharge to Langley Common Road. The location of the wheel washing facility will be relocated within the Site if necessary.

3.2.22 Whilst every effort will be made to prevent mud and detritus being transferred to local roads, in the unlikely event any mud on the local roads (i.e. Langley Common Road) is identified by the Site Manager as part of daily inspections, immediate arrangements will be made for road cleansing.

Dust Management

3.2.23 All reasonable measures will be taken to control nuisance regarding dust and pollution which will be most significant during the limited demolition phase and during periods of dry and windy conditions.

3.2.24 Dust may be generated by:

- Demolition of existing structures and hardstanding on-site;
- Movement of vehicles on the Site on bare ground;
- Deposit of mud onto the highway network;
- Loading / unloading /movement of dust generating materials;
- Excavation of ground, piling and cutting of materials; and
- Stockpiling of materials on Site.

3.2.25 Dust suppression measures will be assessed at the beginning of each day and reviewed as necessary, and will be kept under review by Site management personnel.

3.2.26 This will have regard to the nature of the works, the location and proximity of adjacent properties and the public, and weather conditions. The measures employed may include:

- Use of a slow speed limit on the Site access road (10mph), enforced by Site management;
- Use of wheel washing facilities and road sweeping routines;
- Minimise drop heights from shovels and hoppers and use of fine water sprays to dampen materials; and
- Use of hoses / water sprays to:
 - damp down stockpiles of materials likely to generate airborne dust.
 - damp down haul roads where not formed of a sealed surface.
 - damp down during stone/slab cutting and other dust generating activities.

Internal Routing Strategy

- 3.2.27 On entry to the Site from Langley Common Road, construction vehicles will follow a defined routing strategy through development plots.
- 3.2.28 Pedestrian perimeter barriers (Heras) will be in place along the internal road to protect construction staff from construction vehicles and plant. Pedestrian crossing points will be provided where necessary.
- 3.2.29 Before exiting the Site, a traffic marshal will inspect all construction vehicles to determine whether wheel wash is required.
- 3.2.30 The internal routing strategy will be determined by the Site contractor as part of the detailed CTMP.

SECTION 4 Strategies to Reduce Impacts

4.1.1 This section provides an overview of the potential strategies that may be introduced to reduce impacts associated with construction and construction traffic. These will be reviewed and updated where necessary as part of the detailed CTMP.

4.2 Safety and Environmental Standards and Programmes

4.2.1 Crest Nicholson Operations Ltd is committed to ensuring all vehicles comply with sufficient safety measures and requirements relating to Work Related Road Risk.

4.2.2 Industry best practice will be adopted to support the construction phase. This will be achieved by ensuring that relevant best practice schemes and initiatives including those outlined below.

Considerate Constructors Scheme (CCS)

4.2.3 CCS promotes best practice that relates to on-site activities and those in the vicinity of the Site. The Site will be registered under this scheme.

Fleet Operator Recognition Scheme (FORS)

4.2.4 All suppliers and hauliers that will attend the Site will be members of FORS before they are permitted to deliver to the Site.

Construction Logistics and Community Safety (CLOCS)

4.2.5 The CLOCS scheme is a national standard that requires construction to take responsibility for health and safety beyond the hoardings. This CTMP has been written in accordance with CLOCS guidance, and Countryside Partnerships has committed to operate within CLOCS Standards.

4.2.6 This section of the Outline CTMP outlines the operations that will occur on Site and identifies how the onsite activities will be managed to reduce the impact on local people and area.

4.3 Adherence to Designated Routes

4.3.1 Unless advised otherwise stated, all deliveries to and removal of material from the Site will adhere to the designated routing strategy set out in Section 2, which utilises the strategic road network and minimises conflict with other road users and other developments as far as reasonably possible. A penalty can be incurred by a FORS accredited member if they do not adhere to the designated routes.

- 4.3.2 All necessary signage will be installed to guide deliveries along the designated route. Material orders will include specific directions and routes, which will also be communicated to all subcontractors. Vehicles will adhere to legal highway requirements to prevent damage to nearby streets. No vehicles will be permitted to wait on the streets adjacent to the Site. Deliveries will be scheduled to ensure only unloadable vehicles are on-site.

4.4 **Delivery Scheduling and Out of Peak deliveries**

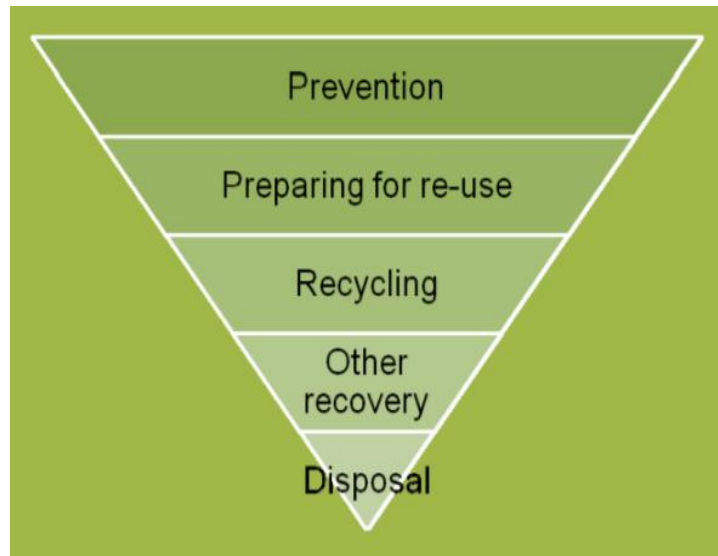
- 4.4.1 A Delivery Management System (DMS) will be employed to coordinate the deliveries to the Site, allowing for efficient recording of delivery activity and to ensure the nearby junction are not congested.
- 4.4.2 To assist with the management of deliveries to the Site, a booking system will be introduced by that requires all deliveries to the Site to book an arrivals slot prior to attendance. Any deliveries not booked in will be turned away and the suppliers told to re-schedule, preventing multiple vehicles from attending the Site at the same time.
- 4.4.3 Deliveries to the Site will be coordinated so that where possible they are undertaken outside of peak hour traffic periods, to ensure the highway network operates as efficiently as possible. However, the scale of the development and the timescales associated with the timely construction of the Site will require some construction deliveries to occur during peak periods. Efforts will be made to minimise these journeys where possible.

4.5 **Collaboration with Other Sites**

- 4.5.1 It will be important to collaborate and coordinate deliveries and construction activity on the highway network with the neighbouring development parcels within the Arborfield Green SDL. Details of Site Managers have been shared for previous phases to ensure that busy delivery periods are coordinated, and this coordination will continue.

4.6 Demolition / Remediation / Recycling

4.6.1 The waste hierarchy will be applied on the Site to minimise disposal.



4.6.2 Prevention is applied by ensuring that the minimum amount of material importation and exportation is required on Site. An example of this to use piling at the Site for foundations to reduce the amount of concrete needed that must be brought in from off-site.

4.6.3 Any topsoil that is stripped from the Site will generally be reused on Site for landscaping works / ground reprofiling, where it is of sufficient grade / quality.

4.6.4 Much of the Site has existing structures which will require demolition. Where possible, materials from these structured will be recycled, although it should be noted that the proposed development is for housing and reuse of materials may not be appropriate across much of the Site.

4.7 Minimising Ecological and Trees Impacts

4.7.1 It is critical that ecological impacts are limited during construction. The detailed CTMP will provide detail of the measures to be incorporated during construction as advised by an appropriate consultant.

4.7.2 Impacts on trees during construction will be important to manage. Measures will be put in place to minimise the impact of trees, and may include:

- All retained trees will be protected from construction by a construction exclusion zone (CEZ) that will be formed by fencing panels.
- No storage of materials, access for construction machinery / worker within the CEZ area

- No level changes within the CEZ area
- All protection methods around the CEZ will be setup and installed before the demolition and construction starts on the Site.

4.8 **Minimising Noise and Vibration**

4.8.1 There are adjacent residential properties at the existing built-out parcels within the wider Arborfield Green SDL located on Baston Road, Princess Marina Drive, Martingale Grove and Bridle Road. These receptors will be sensitive to potential noise and vibration during the construction phases.

4.8.2 These effects cannot be entirely mitigated (with some construction stage impacts inevitable) but may be carefully managed with measures such as those outlined below:

- Hydraulic plant may be used in preference to pneumatic plant where possible.
- It is unlikely that any piling of foundations will be needed, but if any piling is required, piled foundations will be carried out using low impact piling techniques.
- Use of prefabricated materials where possible.
- Plant and equipment will be maintained in good working order and fitted with silencers and acoustic panels, where appropriate.
- Vehicles leaving Site are to be controlled by the Site team.
- Vehicles on Site are to be parked in the Site car park and engines to be switched off and radios switched off.
- Deliveries are to be unloaded promptly and delivery vehicles to be off Site ASAP.
- General Site activities are controlled to prevent any works being carried out outside the Site working hours. These will be enforced by the Site Manager.
- Any noisy works will where practical be carried out in areas of the Site distant from sensitive receptors, i.e. away from the residential properties.
- Prior notification will be given as part of the communication strategy for noisy or disruptive periods of Site activity.

4.9 **Minimising Light Pollution**

- 4.9.1 Temporary floodlight lighting may be setup around the compound which will be angled downwards and controlled through motion sensors. The motion sensors will limit the amount the floodlights activate as only large objects will be trigger the sensors. Once the construction period has finished the compound will be removed.

4.10 **Working Hours**

- 4.10.1 All works will be carried out in line with any planning condition attached to the planning permission which controls working hours. The following work hours are anticipated:

- 8am – 6pm Monday to Friday
- 8am – 1pm on Saturdays only.

- 4.10.2 All contractors / sub-contractors and suppliers will be made aware of the Site working hours and the Site manager will enforce adherence to the stated working hours.

4.11 **Complaints and Communication**

- 4.11.1 Every effort will be made to minimise construction impacts, periods of disruption are inevitable. The Site management team will ensure these periods are minimised and mitigated as far as possible.

- 4.11.2 Section 5 sets out the complaint's procedure and channels of communication that can be used by local stakeholders and residents should the need arise.

SECTION 5 **Implementing, Monitoring and Updating**

5.1 **Implementation**

- 5.1.1 The Site Manager will be responsible for the day-to-day organisation and monitoring of construction management for the Site for the entirety of the construction project.
- 5.1.2 As well as planning and co-ordinating the day-to-day deliveries and on-site arrangements to accommodate delivery vehicles, the Site Manager will also liaise regularly with local residents and nearby businesses.
- 5.1.3 The information in this document will be communicated to on-site staff and subcontractors by way of toolbox and induction talks, and with suppliers during the arrangements for deliveries to and from the Site.

5.2 **Monitoring**

- 5.2.1 The Site Manager will monitor vehicle movements on a daily basis and will carry out reviews of vehicle movements and routing at regular intervals throughout the construction project. This will be done through a close review of the delivery booking system.
- 5.2.2 In addition, the following aspects of the construction project logistics will be monitored:
- Any deliveries seeking to wait on surrounding public highway so that the sub-contractor and/or supplier can be notified and warned of the need to follow the strategies articulated in this document;
 - The number of vehicle movements by vehicle type;
 - Construction staff travel patterns; and
 - Any incidents/accidents.
- 5.2.3 Additionally, a log shall be kept of:
- Logistics-related incidents;
 - Vehicles and/or operators not meeting safety requirements;
 - Associated fatalities and serious injuries;
 - Community concerns regarding construction activities;
 - Unacceptable parking or queueing; and
 - Anti-idling.

5.2.4 It will be the responsibility of the Site Manager to ensure the works adhere to the details continued within the full CTMP document. In the event complaints are received by WBC, these will be communicated to the Site Manager with appropriate actions to be taken to ensure compliance with the information contained within this document.

5.3 **Complaints Procedure**

5.3.1 Managing the construction works to minimise the disruption to the local area will be done through several strategies:

- Providing regular updates to nearby residents / Stakeholders
- Providing Site contact details so that issues can be reported
- Working at permitted times only and limiting noise intensive works to particular periods
- Keeping Langley Common Road clean by damping fine material and wheel washing at the access
- Using well maintained, quiet machinery and limiting vibrations as much as possible
- Careful selection of sub-contractors and ongoing management of these subcontractors

5.3.2 If a local resident or stakeholder does wish to complain, the CTMP will establish a clear procedure, which for how these will be lodged and actioned.

5.3.3 Any complaints will be investigated by appropriate onsite personnel and any complaints received should be recorded and retained.

5.3.4 Following an investigation all details about any mitigation measures implemented, changes in work practice and how all involved parties have been updated will be recorded and will be available upon request. Any complaint will be maintained in accordance with the 2018 General Data Protection Regulations.

5.4 **Updating**

5.4.1 This document provides an Outline CTMP and will be reviewed and updated where necessary as part of the final CTMP.

5.4.2 The final CTMP shall be an evolving document that will take into account any changes in the construction strategy. It will be reviewed on a quarterly basis by Crest Nicholson and the Site Manager.

FIGURES

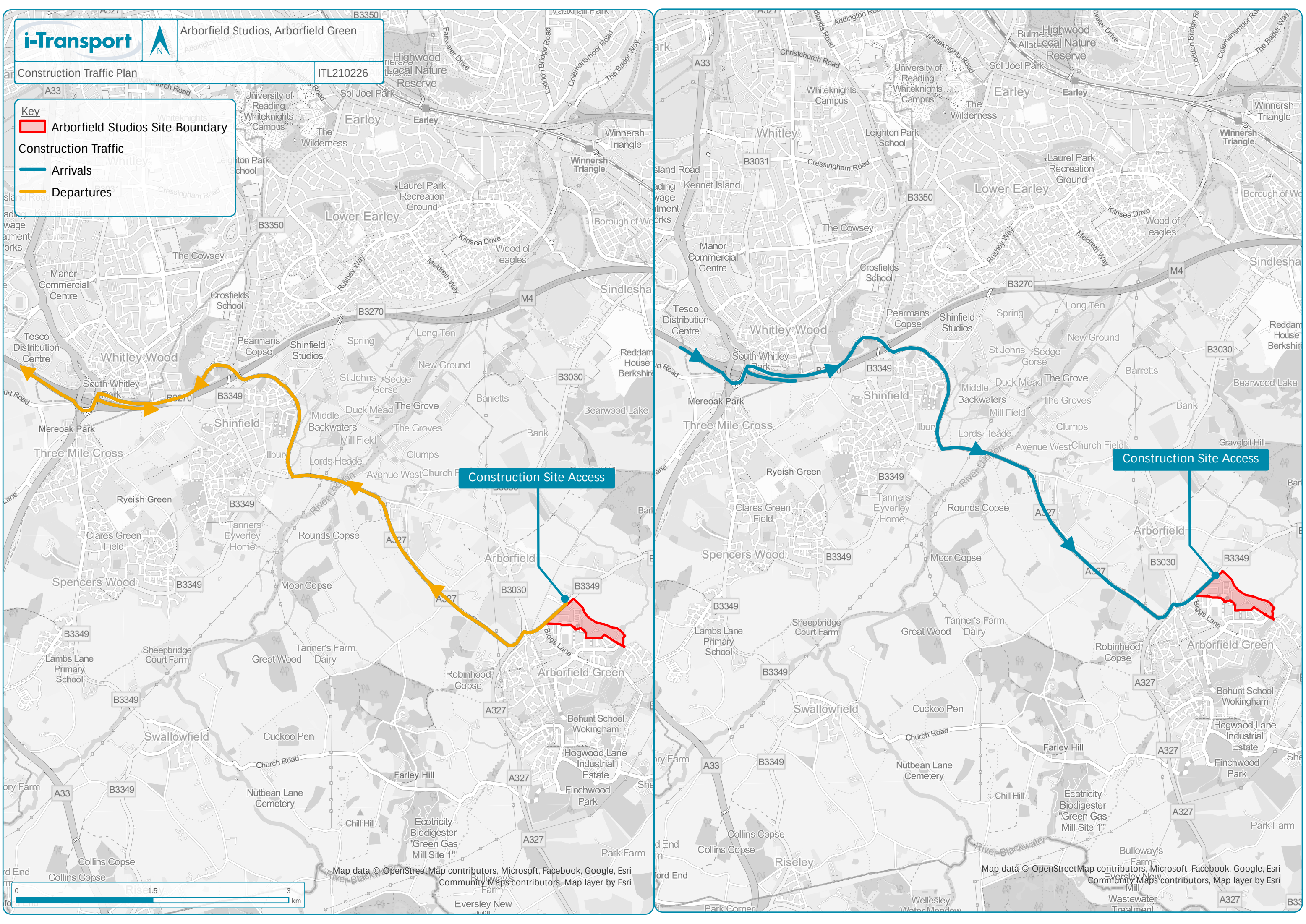
Key

Arborfield Studios Site Boundary

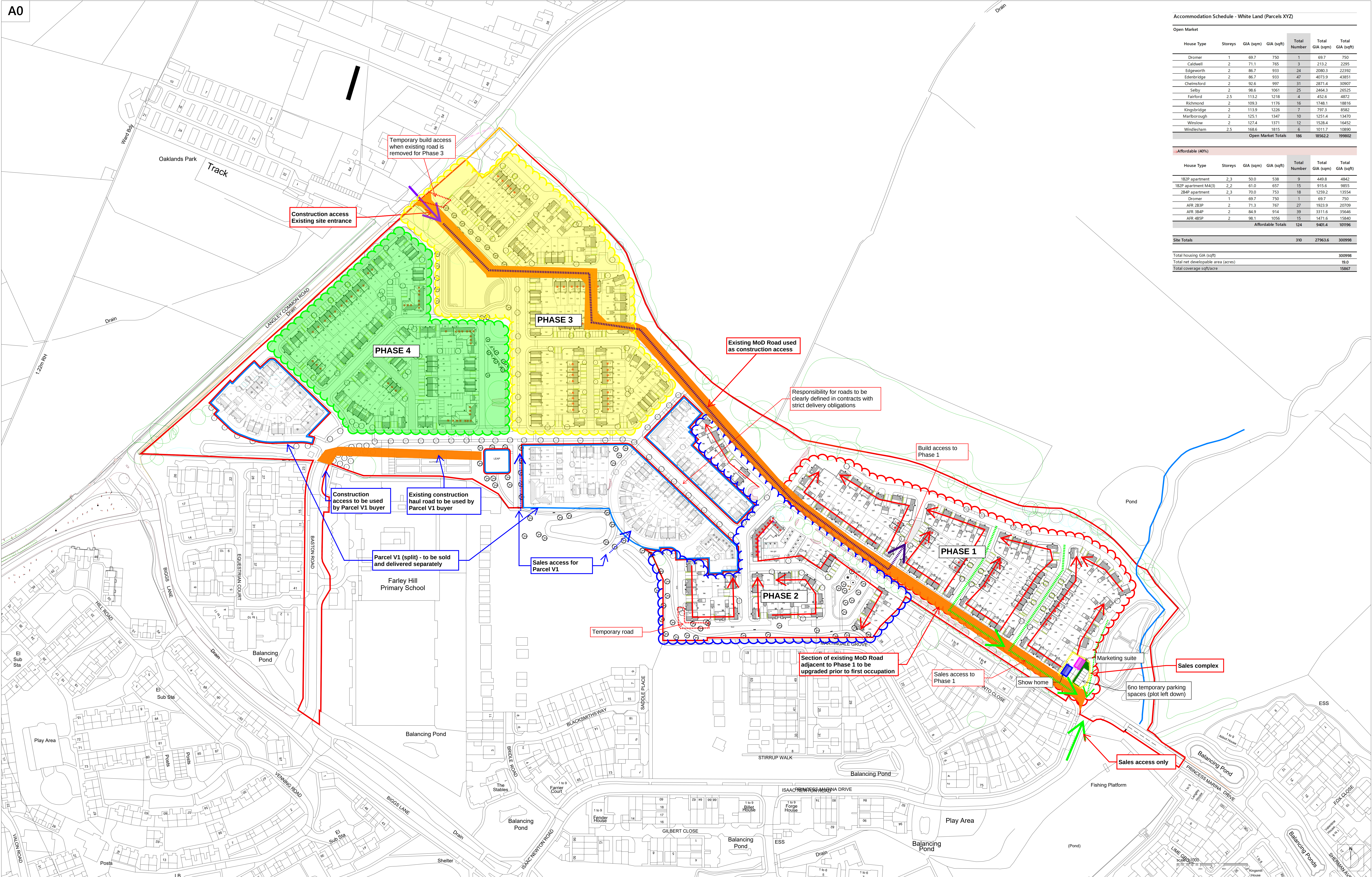
Construction Traffic

Arrivals

Departures



APPENDIX A. Indicative Construction Phasing Strategy



Accommodation Schedule - White Land (Parcels XYZ)

Open Market						
House Type	Stores	GIA (sqm)	GIA (sqft)	Total Number	Total GIA (sqm)	Total GIA (sqft)
Dromer	1	69.7	750	1	69.7	750
Caldwell	2	71.1	765	3	213.2	2295
Edgeworth	2	86.7	933	24	2080.3	22392
Edenbridge	2	86.7	933	47	4073.9	43851
Chelmsford	2	92.6	997	31	2871.4	30907
Setby	2	98.6	1061	25	2464.3	26525
Fairford	2.5	113.2	1218	4	452.6	4872
Richmond	2	109.3	1176	16	1748.1	18816
Kingsbridge	2	113.9	1226	7	797.3	8582
Marlborough	2	125.1	1347	10	1251.4	13470
Winslow	2	127.4	1371	12	1528.4	16452
Windlesham	2.5	168.6	1815	6	1011.7	10890
Open Market Totals				186	18562.2	199802

Affordable (40%)						
House Type	Stores	GIA (sqm)	GIA (sqft)	Total Number	Total GIA (sqm)	Total GIA (sqft)
1B2P apartment	2, 3	50.0	538	9	449.8	4842
1B2P apartment M4(3)	2, 2	61.0	657	15	915.6	9855
2B4P apartment	2, 3	70.0	753	18	1259.2	13554
Dromer	1	69.7	750	1	69.7	750
AFR 2B3P	2	71.3	767	27	1923.9	20709
AFR 3B4P	2	84.9	914	39	3311.6	35646
AFR 4B5P	2	98.1	1056	15	1471.6	15840
Affordable Totals				124	9401.4	101196

Site Totals				310	27963.6	300998
Total housing GIA (sqft)						300998
Total net developable area (acres)						19.0
Total coverage sqft/acre						15867

APPENDIX B. Swept Path Analysis

