

A Planning Application by
**CROUDACE HOMES, VORTAL HOMES LIMITED AND
FALCON DEVELOPMENTS (SE) LIMITED**

In respect of
**Land North of School Road, Arborfield Cross,
WOKINGHAM**

Framework Construction Management Plan

2305-083/CMP/01A | March 2025



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	RJM	SMK	SMK	26 02 25
-	Issue	GKO	SMK	SMK	14 03 25
A	Revision ^a	GKO	SMK	SMK	20 03 25

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^a Updated Masterplan

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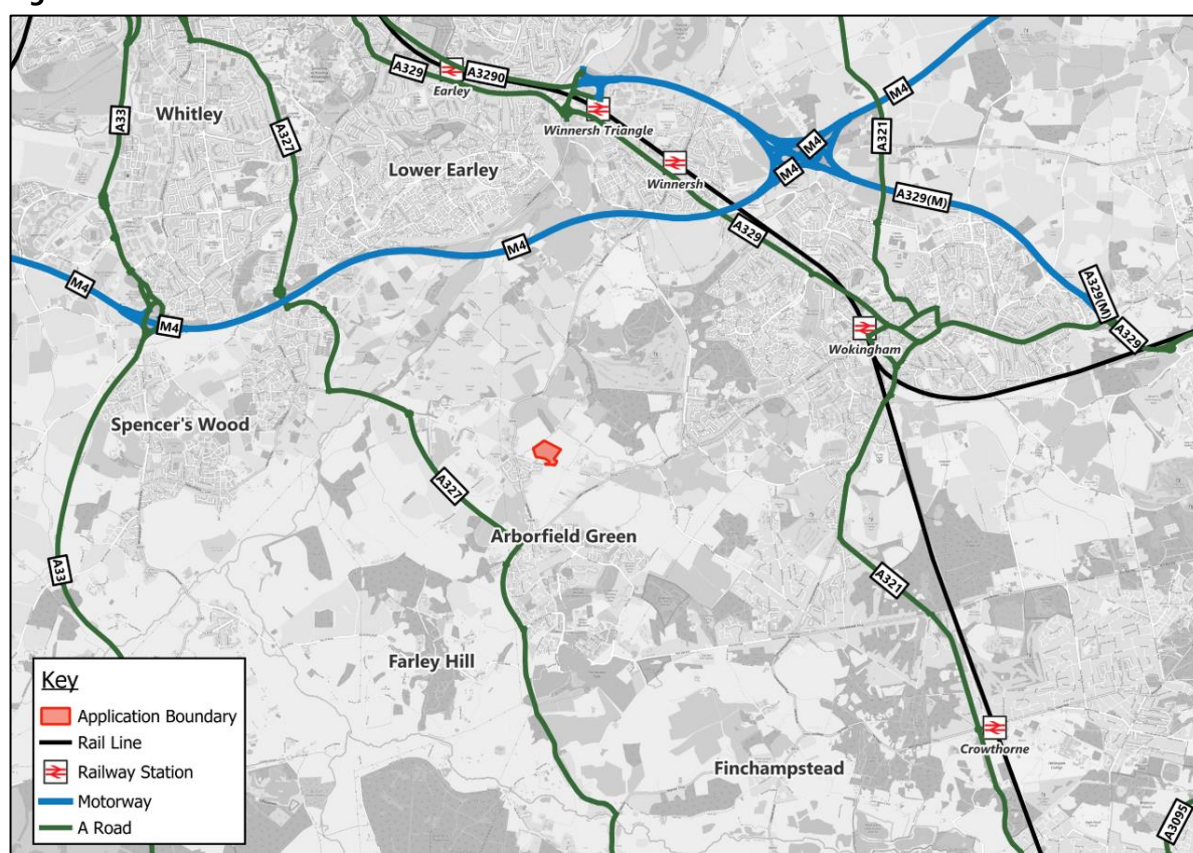
1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Croudace Homes, Vortal Homes Limited and Falcon Developments (SE) Limited to provide transport planning consultancy services in relation to the proposed development of the land north of School Road, Arborfield Cross, RG2 9NX.

The Site

- 1.2 The location of the site is shown below in **Figure 1.1**, along with its context to the wider area.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

Relevant Planning History

- 1.3 A planning application was submitted in 2024 seeking:

*"Outline planning application for a proposed residential development of up to 95 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)."*¹

- 1.4 As part of its consultation response, the highways department requested that the application should be accompanied by a framework Construction Traffic Management Plan (CTMP). Accordingly, this document has been prepared to address that request.

Proposed Development

- 1.5 The proposed development comprises an outline application for up to 70 dwellings with access taken from School Road. The description of the proposed development is as follows:

"Proposed residential development of up to 70 dwellings together with open space and associated works. Means of Access to be considered (with Appearance, Landscaping, Layout and Scale to be reserved)."

Purpose of a CTMP

- 1.6 The purpose of a CTMP is to provide a framework for the management of construction vehicle activity associated with the construction of the development to ensure that the impact of the construction phase on the local highway network is minimised. This report outlines the strategies to be undertaken to control journeys and deliveries to the site during the construction phase and will focus on the following;

- Site location;
- Site access arrangement;
- Construction traffic routing; and
- Construction site management

Report Structure

- 1.7 This report focuses on how the transport impacts of the construction can be reduced. The structure of the remainder of this report is as follows:
- **Chapter 2** – describes the location of the site and the local highway network;
 - **Chapter 3** – considers access to the proposed construction site;
 - **Chapter 4** – construction access routing; and

¹ Planning application reference 242421

- **Chapter 5** – sets out measures for managing deliveries to the site and reducing the impact on local roads and residents.

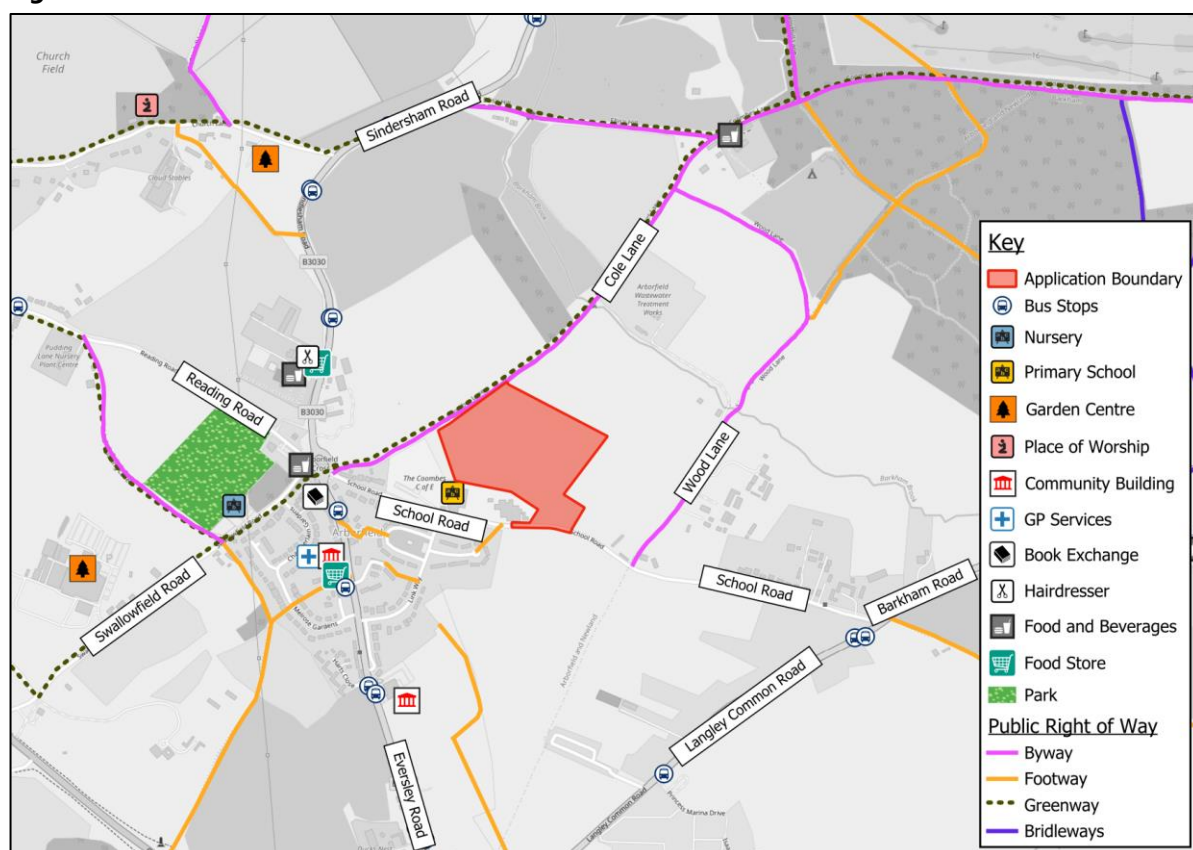
1.8 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines in relation to construction activities at the Site. The Site Manager's details will be provided to the Highway Authority prior to the commencement of construction activities on the site.

2 Site location

The Existing Site

- 2.1 The site is located in Arborfield Cross which, as shown in **Figure 1.1**, is a village situated between Arborfield Green and Reading. Focussing on the local area, **Figure 2.1** below provides context within the village of Arborfield Cross.

Figure 2.1 Site Location – Local Context



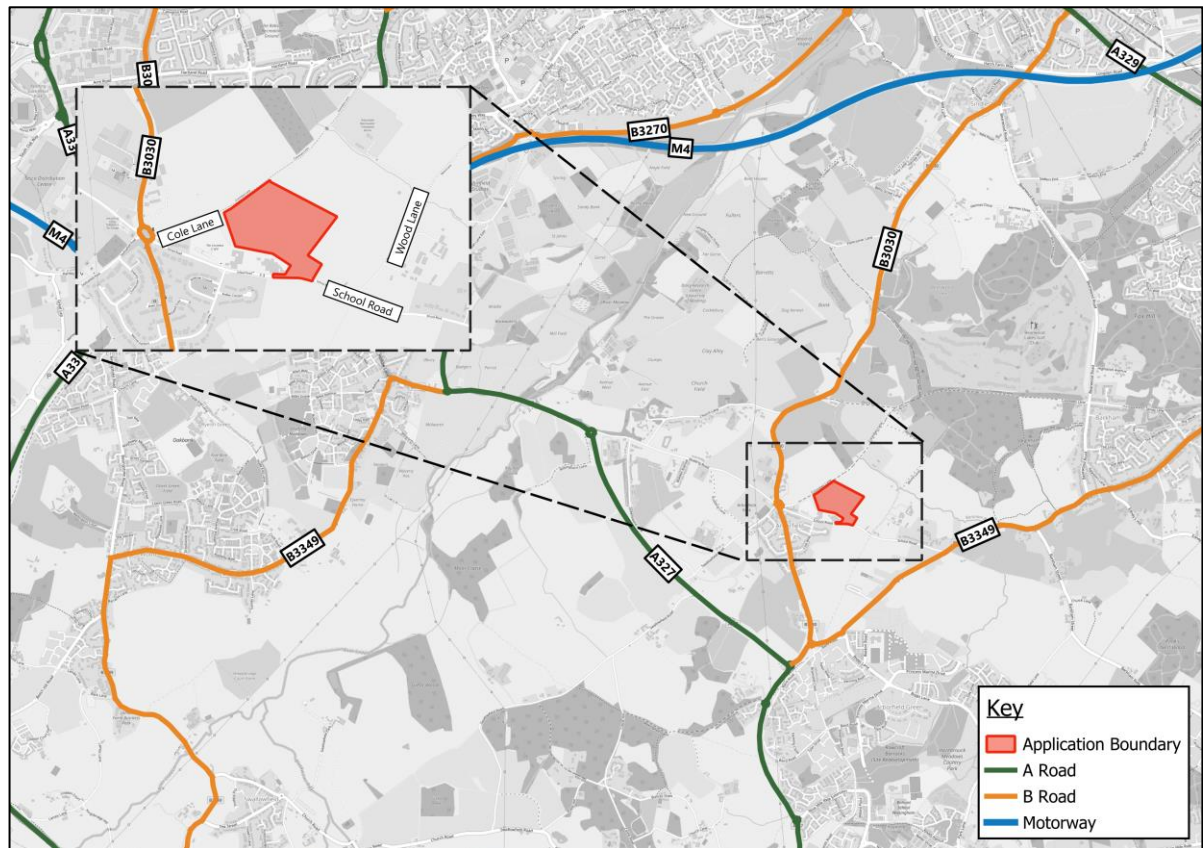
Source: © OpenStreetMap Contributors

- 2.2 As shown, the site is bounded by agricultural land to the north and east, School Road and the Coombes Church of England Primary School to the south and Cole Lane to the west.
- 2.3 Cole Lane and Wood Lane are existing Public Rights of Way (**PROW**) as set out later within this Transport Assessment.
- 2.4 The existing site is currently in use as arable farmland with access taken from Wood Lane via the neighbouring field to the northeast.

Local Highway Network

- 2.5 Vehicular access to the site is currently taken from Wood Lane as set out previously, however it also benefits from a frontage onto School Road. The local highway network is illustrated in **Figure 2.2**.

Figure 2.2 Local Highway Network



Source: © OpenStreetMap Contributors

- 2.6 School Lane is subject to local traffic calming and is only accessible to vehicular traffic from the east.

3 The Proposed Site

- 3.1 Following on from the refusal of the previous application, the proposed scheme has been adjusted and now comprises the construction of up to 70 dwellings on land to the north of School Road in Arborfield Cross, to the west of Wokingham.
- 3.2 The illustrative Masterplan is shown in **Figure 3.1** with a full version provided in **Appendix A**.

Figure 3.1 Illustrative Masterplan



Source: Illustrative Masterplan provided in **Appendix A**

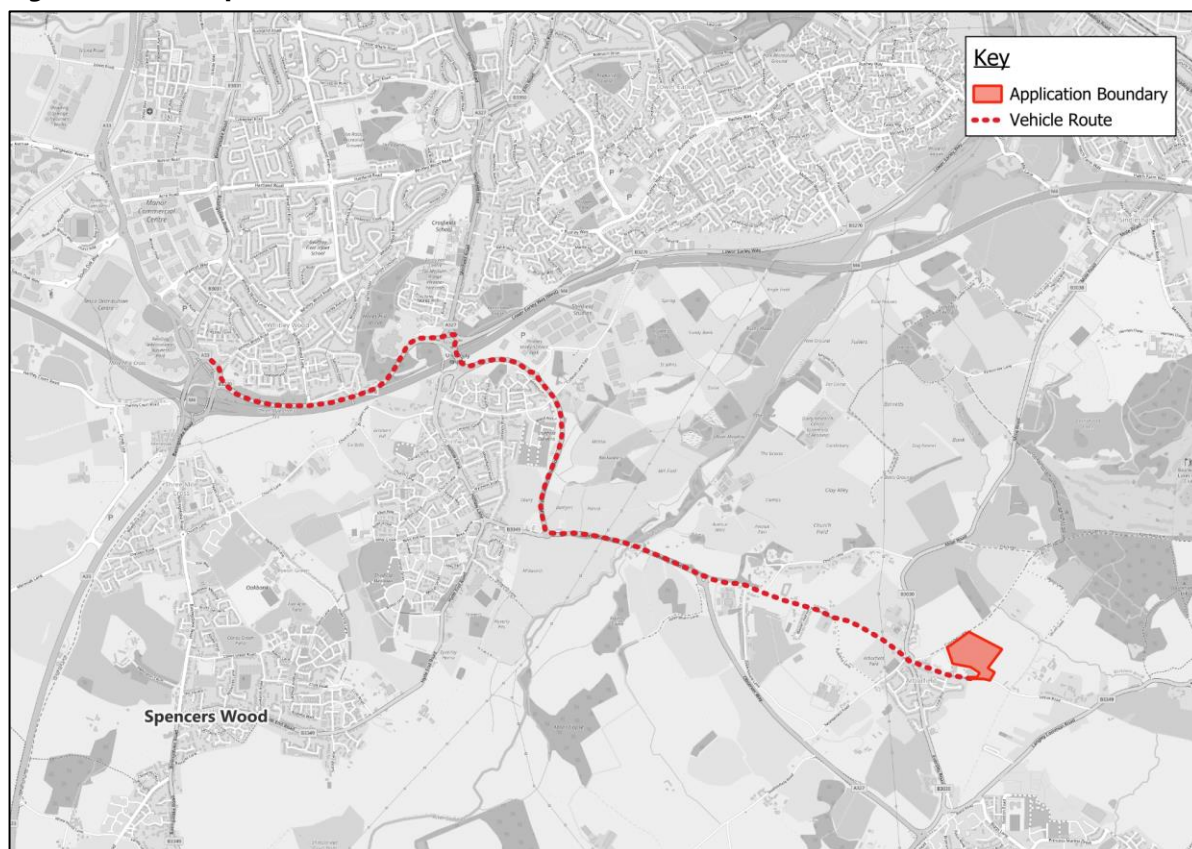
- 3.3 A pedestrian and cycle access will be provided onto Cole Lane on the northwestern boundary of the site to increase the permeability of the site by active modes of travel. This access will reduce the walking distance of the services and amenities in Arborfield Cross for residents.
- 3.4 Additionally, an access for pedestrians, cycles and vehicles will be provided onto School Road. To achieve this, and in the context of the lack of through traffic due to a restriction on motor vehicle traffic further east, School Road will be realigned to prioritise movements into the site.

4 Construction Access Routing

Route overview

- 4.1 The site is located to the south of the M4 motorway and close to the A327 Reading Road. To reflect this, a route for all construction vehicles is shown at **Figure 4.1**.

Figure 4.1 Proposed Construction Vehicle Route



Source: © OpenStreetMap Contributors

- 4.2 As shown, construction traffic will be routed to the site from junction 11 of the M4, following the B3270 and the A327 via the Eastern Relief Road at Shinfield. To avoid undue impact on Arborfield Cross, which includes a primary school located adjacent to the site, the passage of construction traffic should be restricted to avoid peak school hours (i.e. not during the periods of 08:30 - 09:00 and 14:30 – 15:30).

Route Signage

- 4.3 Temporary road signage will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the Site. The signs will be located at key points on the route.

- 4.4 All signage will be compliant with the Traffic Signs Manual where applicable. The following points will be considered when locating signage:

- The position of the sign in relation to the highway;
- Possible distraction to drivers; and
- The proximity to junctions and roundabouts.

Management of Deliveries

- 4.5 Due to the relatively low number of vehicles associated with the construction of the proposed development, it is unlikely that this this would result in any delay to background traffic. Priority would always be given to background traffic in the vicinity of the Site access junction.
- 4.6 The phone number of the Site Manager will be made available to all drivers of vehicles that will be accessing the Site. The drivers of the construction vehicles will be required to call ahead to allow enough time for banksmen to prepare at the Site access.

Procedure for Arrival to Site

- 4.7 The following procedure will be initiated when deliveries are made to the Site:
- Drivers to call ahead, prior to arriving at the Site;
 - The banksmen will be mobilised to man the Site access;
 - Drivers will be informed that the operators are in place and it is appropriate to travel to the Site via the agreed route;
 - All operatives will communicate with each other, as necessary; and
 - Where necessary, banksmen will assist HGVs to manoeuvre into the Site access, but will not direct general traffic.

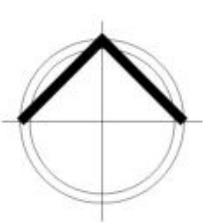
Procedure for Leaving the Site

- 4.8 The following procedure will be initiated when HGVs are leaving the Site:
- Before drivers depart, the Site Manager will be notified who will mobilise the banksmen at the Site access;
 - Drivers will be advised when the banksmen and operatives are in place and will leave the Site; and
 - Banksmen will guide the drivers exiting the Site access onto School Road, but will not direct general traffic.

5 Mitigation Measures

- 5.1 The appointed contractor will introduce measures to minimise the impact resulting from construction activities. It will be the responsibility of the Project Manager and Site Manager to oversee the implementation of the mitigation measures.
- 5.2 Measures to mitigate the possible impact of construction activity could include:
- signs to direct construction vehicles associated with the development will be installed along the route.
 - drivers, contractors and visitors to be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route;
 - all signage on the designated route to be inspected daily by the Site Manager to ensure they are kept in a well maintained condition and located in safe and appropriate locations;
 - use of advisory signs informing contractors and visitors that parking is not permitted on roads in the vicinity of the Site or on the Site access;
 - a compound area for contractors on site including appropriate parking spaces;
 - the use of consolidated deliveries to minimise traffic numbers;
 - use of a wheel wash facility ahead of the Site egress to ensure that no mud or debris is spread onto the local highway network;
 - spraying of areas with water supplied as and when conditions dictate to prevent the spread of dust;
 - vehicles carrying waste material off-site to be sheeted;
 - a requirement for engines to be switched off on-Site when not in use;
 - the use of banksmen at the Site access to indicate to construction traffic when it is safe for them to enter and exit the Site; and
 - the contact details of the Site Manager to be placed on a noticeboard at the Site access junction.

APPENDIX A



Status: **FINAL**

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Client: Croudace Homes

Project title: Land North of School Road, Arborfield Cross

Drawing title: Illustrative Masterplan

Scale: 1:1500@A2

Date: 11.03.2025

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Drawing no.: 2522477.4

Revision: G

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