



WYVOLS COURT FARM
FRAMEWORK CONSTRUCTION MANAGEMENT PLAN

WYVOLS COURT FARM LTD
13 May 2026





Abley Letchford
3 Tealgate
Charnham Park
Hungerford
RG17 0YT

t: 01488 684390
e: contact@ableyletchford.co.uk
w: www.ableyletchford.co.uk

Quality Management:

Prepared by:	Imogen McGuinness
Authorised by:	Nick Billingham
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Contents

1.0	Introduction	1
2.0	Site Context.....	2
3.0	Construction Programme & Management	5
4.0	Construction Traffic Management	7
5.0	Review and Summary.....	15

Figures

Figure 2.1 - Site Location

Figure 2.2 - Local Highway Network

Figure 3.1 - Hoarding Line

Figure 4.1 - Construction Traffic Routes

Figure 4.2 - Contractor and Visitor Parking

Figure 4.3 - 600 Bus Route and Local Bus Stops

Appendices

Appendix A – Hoarding Line with 10m Rigid Lorry Tracking

Appendix B – Articulated HGV Waiting at Site Access Gate



1.0 Introduction

1.1 Overview

- 1.1.1 This Framework Construction Management Plan (CMP) has been prepared by Abley Letchford in support of an application for full planning permission being submitted by Wyvols Court Farm Ltd (the 'Client') to Wokingham Borough Council (WBC).
- 1.1.2 The application is for the construction of 3 commercial/industrial units (use classes B2/B8), including associated landscaping and drainage infrastructure (WBC Ref. 230386).
- 1.1.3 The site is to the west of Swallowfield, and to the east of the A33. The proposed development represents a southern extension of the wider Wyvols Court Farm complex, in which there are already seven commercial units.
- 1.1.4 This framework CMP has been prepared to provide WBC with an overview of the proposed construction management measures that will be adopted during the construction of the proposed development to minimise disruption and improve safety. This framework CMP will be added to as required during the construction phase, and as such is considered to be a 'live' document.
- 1.1.5 The purpose of the full CMP will be to ensure that the impact of the construction process on local residents, businesses, and the surrounding highway network is minimised.

1.2 Report Structure

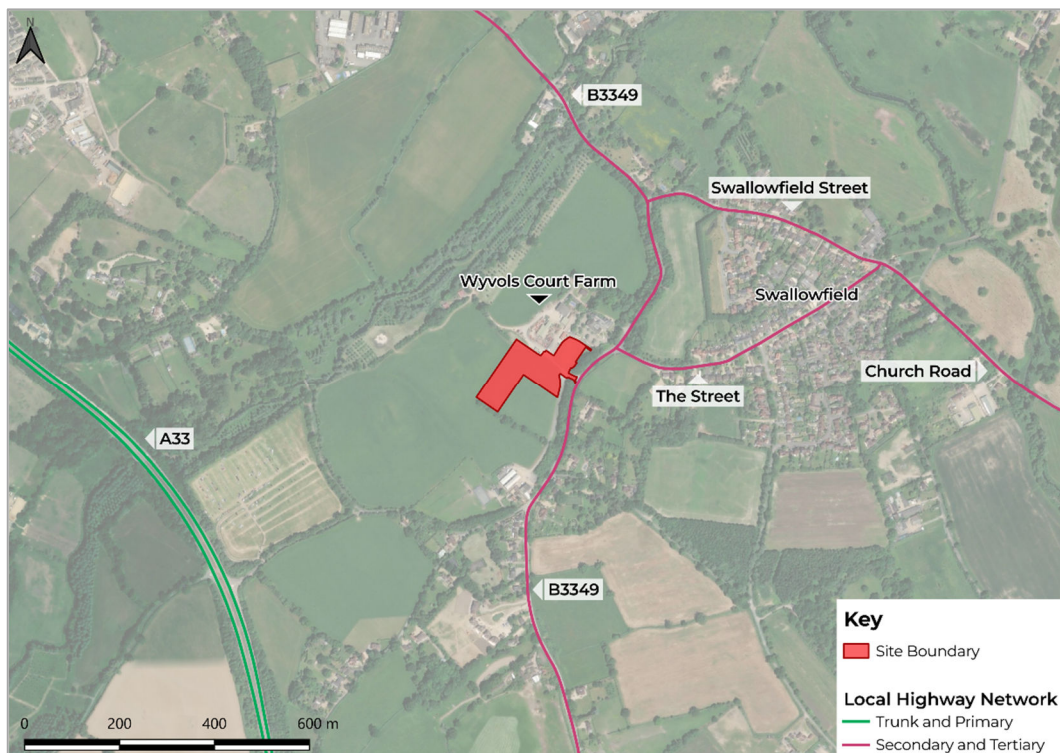
- 1.2.1 The remainder of this report will be structured as follows:
 - **Section 2** sets out the site context including the local highway network
 - **Section 3** sets out the expected construction programme including vehicle movements, site management, and plant and material storage
 - **Section 4** explains the mitigation measures and operational procedures that will be used to minimise the impact of construction traffic
 - **Section 5** provides details of the review process for this CMP, and an overall summary of the document

2.0 Site Context

2.1 Overview

- 2.1.1 The proposed development is located at Wyvols Court Farm, an existing complex of commercial units west of Swallowfield, south of Shinfield and Reading, and east of the A33.
- 2.1.2 The site of the proposed development is currently a mixture of agricultural land, open areas of grass, and an informal gravel-surface car park. It is to the south of the existing units in the Wyvols Court Farm complex. The existing buildings on the site are served from the internal access road, which is an asphalt surface track.
- 2.1.3 There is a sliding vehicle security gate across the site access, which is set back approximately 20 metres from the western edge of the B3349. This allows vehicles to wait safely offline from Basingstoke Road before entering the site.
- 2.1.4 The proposed development represents an extension of the existing Wyvols Court Farm Complex.
- 2.1.5 The site location is shown in **Figure 2.1**.

Figure 2.1 - Site Location



2.2 Local Highway Network

2.2.1 The site is situated between the A33 to the west, and the B3349 to the east.

2.2.2 The site access is on the B3349.

2.2.3 **Figure 2.2** shows the site amongst the local highway network. The most salient highway links are labelled.

Figure 2.2 - Local Highway Network



2.3 Existing Local Highway Conditions

B3349

2.3.1 The B3349 is a primarily rural single-carriageway road that begins in Shinfield, and proceeds southwards through the villages of Spencers Wood, Swallowfield, and Riseley. A short spur



provides a connection between the main B3349 alignment and the A33 just south of Riseley. From Riseley, it continues southwards, eventually terminating when it reaches J5 of the M3.

- 2.3.2 The speed limit on the B3349 varies between 30mph as it passes through settlements, to 60mph in rural sections. In the vicinity of the Wyvols Court Farm site access, the speed limit is 40mph, and the carriageway is generally in good condition. Street lighting is present on the B3349 as it passes through some settlements, but it is generally unlit.
- 2.3.3 There is pedestrian provision throughout the length of the B3349 between Shinfield and Riseley. Within settlements, there is generally a footway on both sides of the carriageway.
- 2.3.4 In the stretches between settlements, there is generally a footway on one side of the carriageway only. This is the case in the vicinity of the Wyvols Court Farm site access, where the footway is on the western side of the carriageway, but transitions to the eastern side 300m to the south, and 120m to the north.
- 2.3.5 There is no formal cycle provision on the B3349.

Basingstoke Road

- 2.3.6 Basingstoke Road connects the A33 immediately south of M4 Junction 11 with the B3349 as it passes through Spencers Wood. South of Spencers Wood, the B3349 takes on the Basingstoke Road name. Basingstoke Road is a single carriageway residential road with a speed limit of 30mph.
- 2.3.7 There are footways on both sides of Basingstoke Road from Spencers Wood village centre northwards. There is only a footway on the eastern side south of the centre.

A33 (Reading-Riseley Dual Carriageway Section)

- 2.3.8 The A33 is a trunk road that, across three separate sections, connects Reading to Southampton. The section under consideration for this report is the dual carriageway section between Reading and Riseley, which forms a part of the northernmost portion of the A33 which connects Reading to Basingstoke.
- 2.3.9 The A33 begins in central Reading, branching southwards from the A329, bypassing the southern suburbs of Reading, before proceeding over M4 Junction 11 and continuing southwards. Between Reading and the A33/B3349/Welsh Lane roundabout, the A33 is a dual carriageway, but it transitions to a single carriageway south of the roundabout and continues as such until it reaches Basingstoke.
- 2.3.10 The dual carriageway section of the A33 is unlit for most of its length, and has a speed limit that varies between 40mph in the vicinity of the A33/M4 interchange to the south of Reading to 60mph in the mainline.
- 2.3.11 There are shared foot/cycleways on the section of the A33 between the A33/M4 interchange and the junction with Basingstoke Road.
- 2.3.12 There is no formal pedestrian or cycle provision south of the junction.



3.0 Construction Programme & Management

3.1 Overview

- 3.1.1 This section addresses the expected construction programme, construction vehicle movements, and associated site management procedures to minimise the impact of construction on existing development and highways near the site.

3.2 Construction Programme

- 3.2.1 Construction is expected to begin during 2027 (subject to planning approval), and last up to 24 months.

3.3 Site Management

Overview

- 3.3.1 Construction is expected to take place in a single phase.
- 3.3.2 Because construction of the proposed development takes place on both sides of the existing internal site access road, and the access road must remain open throughout construction, the construction site will be divided in two.
- 3.3.3 Site facilities will be set up and hoarding will be erected around the perimeter of both sections of the site. Construction of each unit will then commence in line with standard practices for industrial/commercial development.
- 3.3.4 The site hoarding line is shown in **Figure 3.1** alongside other key construction site facilities, and the outlines of the three new units. A drawing showing swept path analysis for a 10m rigid lorry entering the site, turning within the appropriate area, and exiting the site is included in **Appendix A**.

Figure 3.1 - Hoarding Line



Operating Hours

- 3.3.5 Construction will take place between the hours of 08:00 – 18:00 Monday – Friday, and 08:00 – 13:00 on Saturdays, per WBC regulations.
- 3.3.6 No work will take place on Sundays or Bank Holidays.
- 3.3.7 Work may continue in the hours of darkness (but within normal working hours), provided that there is sufficient artificial lighting to illuminate the works in question. However, all artificial lighting may be subject to environmental restrictions.
- 3.3.8 If exceptional circumstances arise that require activity outside of the hours described above, prior agreement will be sought from the Local Planning Authority, and affected stakeholders will be given advance notification of the works.



4.0 Construction Traffic Management

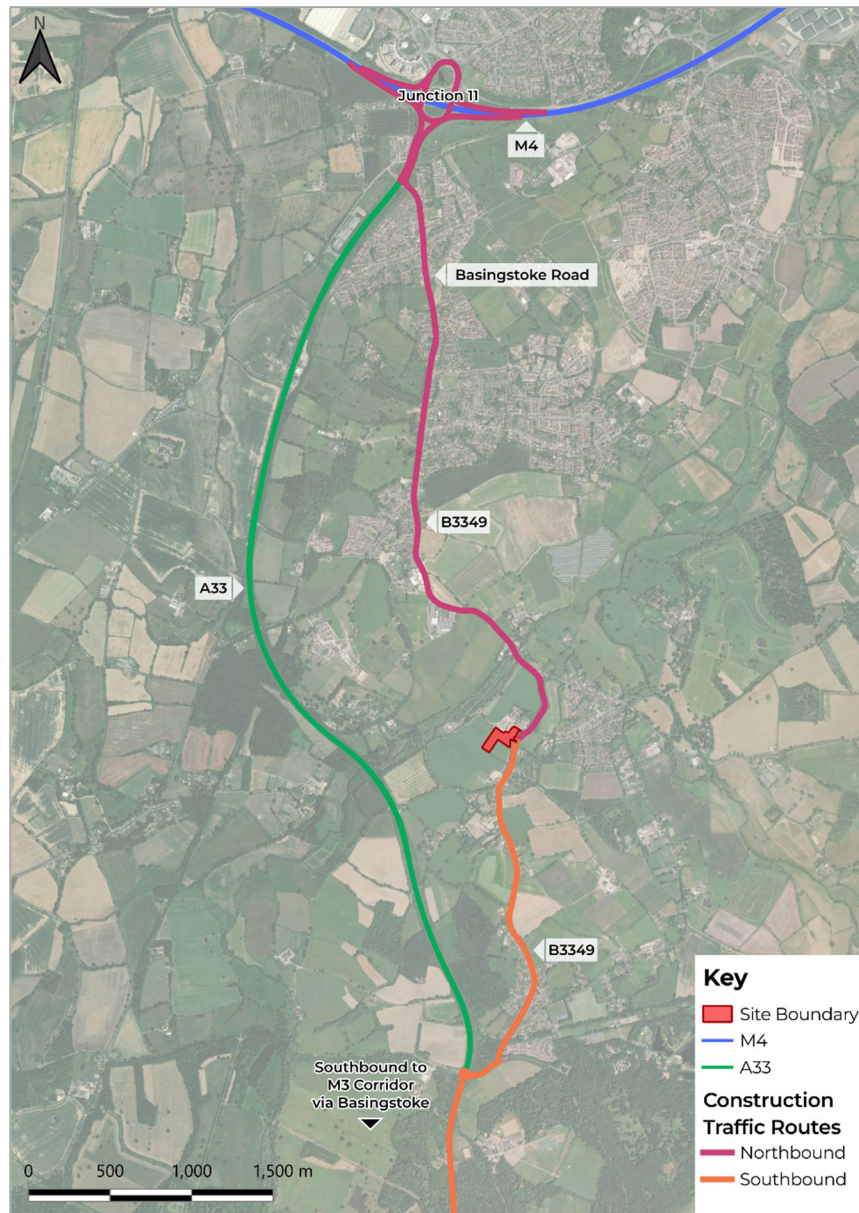
4.1 Construction Traffic Volume and Composition

- 4.1.1 Construction traffic will be associated with all activities from enabling works and earthworks through to the construction of the development itself. There will also be some light vehicle movements associated with staff and visitors accessing the site during the construction period.
- 4.1.2 Previous experience of similar sites suggests that this development will generate an approximate average of 3 two-way HGV trips per day (3 arrivals, 3 corresponding departures) across the construction period.
- 4.1.3 Previous experience also suggests that developments of this type and scale typically result in a maximum of 30 construction workers on site at any one time.
- 4.1.4 For every 10 construction workers on site, 12 two-way light vehicle movements are typically generated. As such, this development is likely to result in a maximum of 36 two-way light vehicle movements per day.
- 4.1.5 Vehicles anticipated on site during construction include:
 - Staff and visitor vehicles: Cars and small vans
 - Deliveries: 7.5t to 18t rigid lorries, tipper trucks, ready-mix concrete trucks, and occasional articulated HGVs
 - Plant equipment: Excavators, dumpers, rollers, and telehandlers (typically delivered on low-loaders)
 - Waste removal: Skip lorries and grab lorries

4.2 Construction Traffic Routing

4.2.1 The proposed routes for construction traffic are shown in **Figure 4.1**.

Figure 4.1 - Construction Traffic Routes



Strategic Highway Network

- 4.2.2 Construction vehicles approaching from the north will use the M4, exiting at Junction 11, and transitioning onto the A33 for a brief stretch before turning onto Basingstoke Road.
- 4.2.3 Construction vehicles approaching from the south will use the M3, exiting at Junction 6, and proceeding onto Ringway East in Basingstoke which provides access to the A33, on which they will proceed northwards towards the site.



Local Highway Network

- 4.2.4 Having turned on to Basingstoke Road, vehicles from the north will continue on Basingstoke Road until it transitions into the B3349. They will continue southwards on the B3349 until they reach the site access on the B3349.
- 4.2.5 Vehicles from the south will proceed northwards on the A33 until they reach the A33/B3349/Welsh Lane roundabout. They will exit the A33 here, turning onto the B3349 which they will use to continue northwards until they reach the site access on the B3349.

4.3 Mitigation Measures

General

- 4.3.1 The chosen routes (shown in **Figure 4.1**) are intended to minimise disturbance to residential areas and local communities. They achieve this primarily through the required use of the A33, M3, and M4 to get as close to the site as possible before using non-strategic roads for the 'last mile'.
- 4.3.2 Roads will be kept free of mud and other debris that could arise from construction traffic using a wheel wash that will be situated close to the site exit. Vehicles will be thoroughly inspected for mud or other debris before leaving the site and loads covered where necessary.
- 4.3.3 The highway in the vicinity of the site will be regularly swept by trained personnel to ensure that there is no build-up of mud or dirt. If a significant amount of mud, dirt or runoff accumulates in the vicinity of the site then the Principal Contractor will arrange for a street sweeper to visit the site to ensure that there is not an unacceptable impact on the local highway network.
- 4.3.4 Deliveries will (where possible) be scheduled to avoid vehicles waiting or queueing on the public highway.
- 4.3.5 There is sufficient space between the public highway and the main Wyvols Court Farm entrance gate for one articulated HGV to wait to be let into the site without obstructing the public highway, as shown in **Appendix B**.
- 4.3.6 Reasonable measures will be undertaken by the Principal Contractor to minimise any negative impacts on the local community, and delays and disruptions to local traffic will be minimised where possible.

Parking

- 4.3.7 No vehicles associated with construction, including site personnel and visitor vehicles will be permitted to park on surrounding roads unless prior agreement has been obtained from the Local Planning Authority.
- 4.3.8 Delivery, collection, and service vehicles travelling to the site will not be permitted to stop or lay over along the prescribed access routes, including laybys, at any time, except in locations specifically agreed in advance with the highway authority.
- 4.3.9 Adequate provision will be made for staff, contractor, and visitor vehicle throughout the construction period. This will prevent overspill of parking onto the surrounding highway network and will protect the amenity of neighbouring residents.
- 4.3.10 A dedicated parking area will be provided on-site. This area will be surfaced with compacted stone or another suitable temporary treatment and will be managed by the site supervisor.

- 4.3.11 Staff and visitors will be informed of parking arrangements as part of their site induction. Enforcement measures, such as access control or permit systems, will be put in place if required to ensure compliance.
- 4.3.12 Parking areas will be regularly inspected and maintained to ensure that they remain safe, accessible, and free of obstructions or debris.
- 4.3.13 The location of the contractor and visitor parking is shown in **Figure 4.2**.

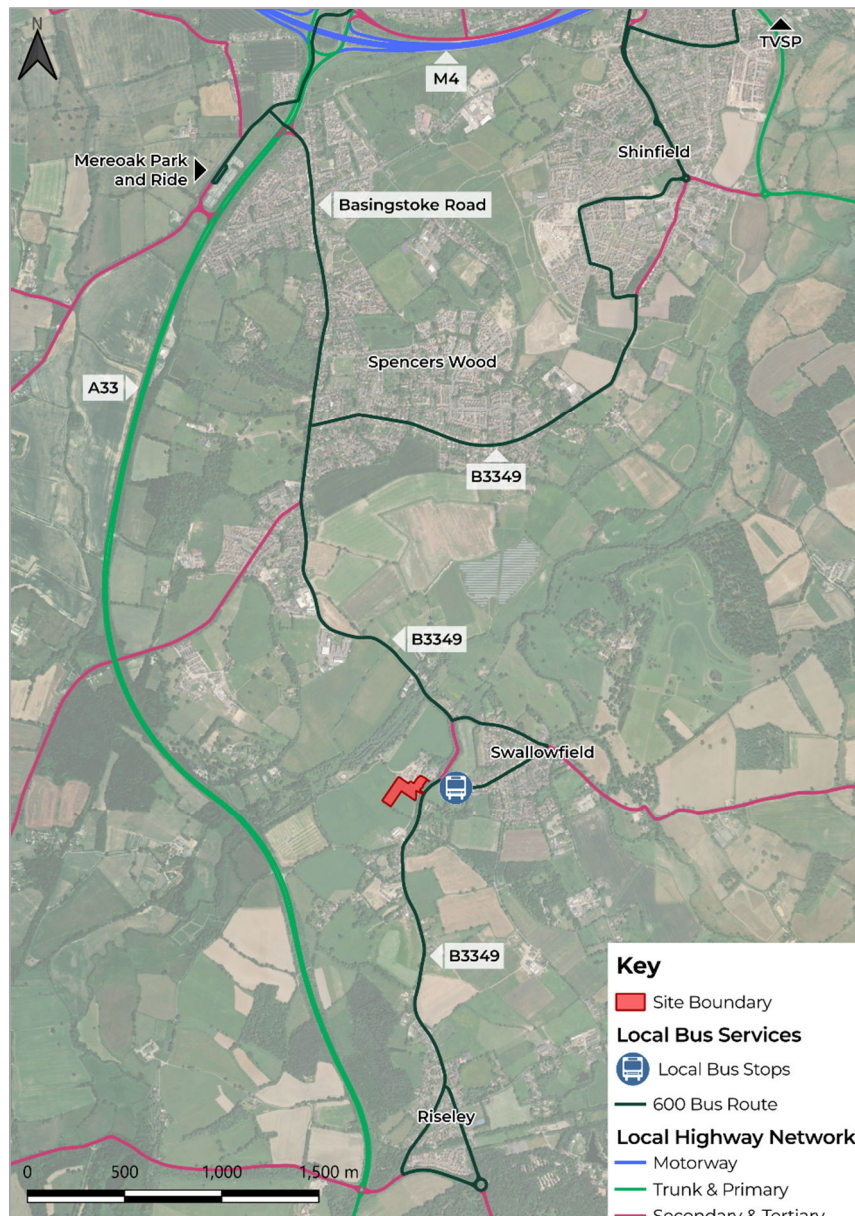
Figure 4.2 - Contractor and Visitor Parking



Pedestrians, Cyclists, and Public Transport

- 4.3.14 If, during the construction period, the maintaining of pedestrian or cycle access imposes restrictions on their work, contractors must make allowances for this. Contractors must not obstruct public thoroughfares without prior approval from the relevant authority and will be responsible for any charges incurred from closures.
- 4.3.15 Temporary signage informing drivers of the presence of pedestrian or cycle routes will be installed along the route as required.
- 4.3.16 The number 600 bus runs between Riseley/Thames Valley Science Park (TVSP) and Central Reading along the B3349/Basingstoke Road, which forms a major part of both the northbound and southbound routes that construction traffic will take to access the M4 and A33/M3 respectively.
- 4.3.17 The route of the 600 bus, as well as the location of the closest bus stops on that route to the site are shown in **Figure 4.3**.

Figure 4.3 - 600 Bus Route and Local Bus Stops



- 4.3.18 This bus runs at an hourly frequency south of Spencers Wood – north of Spencers Wood, frequency increases to every 30 minutes, as the 600 services from Riseley are joined by the 600 services from TVSP.
- 4.3.19 Buses run on this route between 06:00 and 23:59 on weekdays, and 07:00 – 23:59 on Saturdays. This route does not operate on Sundays.
- 4.3.20 The Principal Contractor will discuss with the local planning authority and bus operator (Reading Buses) regarding anything which could affect the flow of buses, and will take any reasonable precautions to prevent bus services from being disrupted.



4.3.21 Furthermore, the service provides an alternative, sustainable means, by which workers could access the site.



Route Condition Surveys

- 4.3.22 Before construction commences, a Section 59 agreement will be put into place with the local highway authority in order to establish an inspection and maintenance programme for sections of road that may be affected by construction traffic.
- 4.3.23 Prior to the commencement of construction activities, the Principal Contractor will undertake a pre-construction condition survey of the existing highway network and access routes to be used by construction traffic. The purpose of the survey is to establish the baseline condition of the carriageway, footways, verges and highway infrastructure prior to the start of the works.
- 4.3.24 The survey will typically include:
- Carriageway condition (surfacing, cracking, rutting, potholes)
 - Kerbs, channels and drainage features
 - Footways and cycleways
 - Verges and highway edges
 - Street furniture, signs, lighting columns and safety barriers
 - Road markings and traffic management infrastructure
- 4.3.25 The survey will be undertaken using photographic and/or video records together with written notes identifying any existing defects or damage. The survey extent will cover the approved construction traffic routes, site access points and any areas of highway likely to be affected by construction activities.
- 4.3.26 The results of the survey will be recorded and retained by the Principal Contractor and may be shared with the Local Highway Authority where required.
- 4.3.27 A post-construction survey will be undertaken following completion of the works to identify any deterioration or damage attributable to construction traffic. Where damage to the public highway is identified as a result of construction activities, the Principal Contractor will agree appropriate remedial measures with the Local Highway Authority and undertake repairs as necessary.
- 4.3.28 Throughout the construction period, the Principal Contractor will also undertake regular inspections of the site access and surrounding highway, ensuring that mud, debris or damage caused by construction vehicles is promptly addressed and that the highway is maintained in a safe and clean condition.

4.4 Operational Procedures

General

- 4.4.1 Any traffic management measures will comply with the Traffic Signs Manual (TSM) Chapter 8 ('Traffic Safety Measures and Signs for Road Works and Temporary Situations').
- 4.4.2 All traffic signs will comply with the Traffic Signs Regulations and General Directions (TSRGD) 2016.

Temporary Signage

- 4.4.3 The Principal Contractor will comply with Wokingham Borough Council requirements for the signing of site access locations.



- 4.4.4 Signage will be provided per the Traffic Signs Regulations and General Directions (TSRGD) 2016, and Traffic Signs Manual (TSM) Chapters 3, 5, and 8.

Vehicle Movements

- 4.4.5 When travelling to and from the site, all vehicles must:
- Only use the approved route as detailed in this report
 - Drive safely and courteously
 - Adhere to the speed limits on all public roads (this will be particularly emphasised in the mandatory induction training given to all staff)
 - Comply with the hours of operation detailed in this report
 - Not queue on the public highway in the vicinity of the site
 - Not travel in convoy (especially when leaving the site)
 - Ensure that registration plates are clearly visible
 - Be securely sealed

Communication and Consultation

- 4.4.6 The Principal Contractor will also serve as the central point of contact with the local community.
- 4.4.7 To minimise disruption to occupiers of existing facilities and nearby residents, all parties potentially affected by construction works will be contacted. Correspondence will include details of the nature of the works, working hours, schedules, and phasing.
- 4.4.8 As part of their communications procedure, the Principal Contractor must ensure that all site-generated enquiries and complaints are properly logged, reported, and acted upon as appropriate.

Training and Enforcement

- 4.4.9 A copy of this CMP will be held in the main site office reception. To implement it, as well as to protect the environment and minimise the impacts of construction traffic, training will be essential. All site visitors will be provided with a short briefing about this CMP.
- 4.4.10 All construction personnel including office staff will be required to attend a site induction course, which includes a briefing on the CMP before they are permitted to work on the site.
- 4.4.11 Additional training and details will be provided through 'toolbox talks'.
- 4.4.12 Compliance with the CMP will be monitored by way of spot checks to ensure that vehicles follow the measures set out in the CMP.

Complaints

- 4.4.13 A contact board with a complaints number will be advertised at the site entrance.



5.0 Review and Summary

5.1 CMP Review

- 5.1.1 This framework CMP is a live document, and it will be reviewed, updated, or amended as required in advance of and during the construction phase. This will ensure that it remains suitable and effective.

5.2 Summary

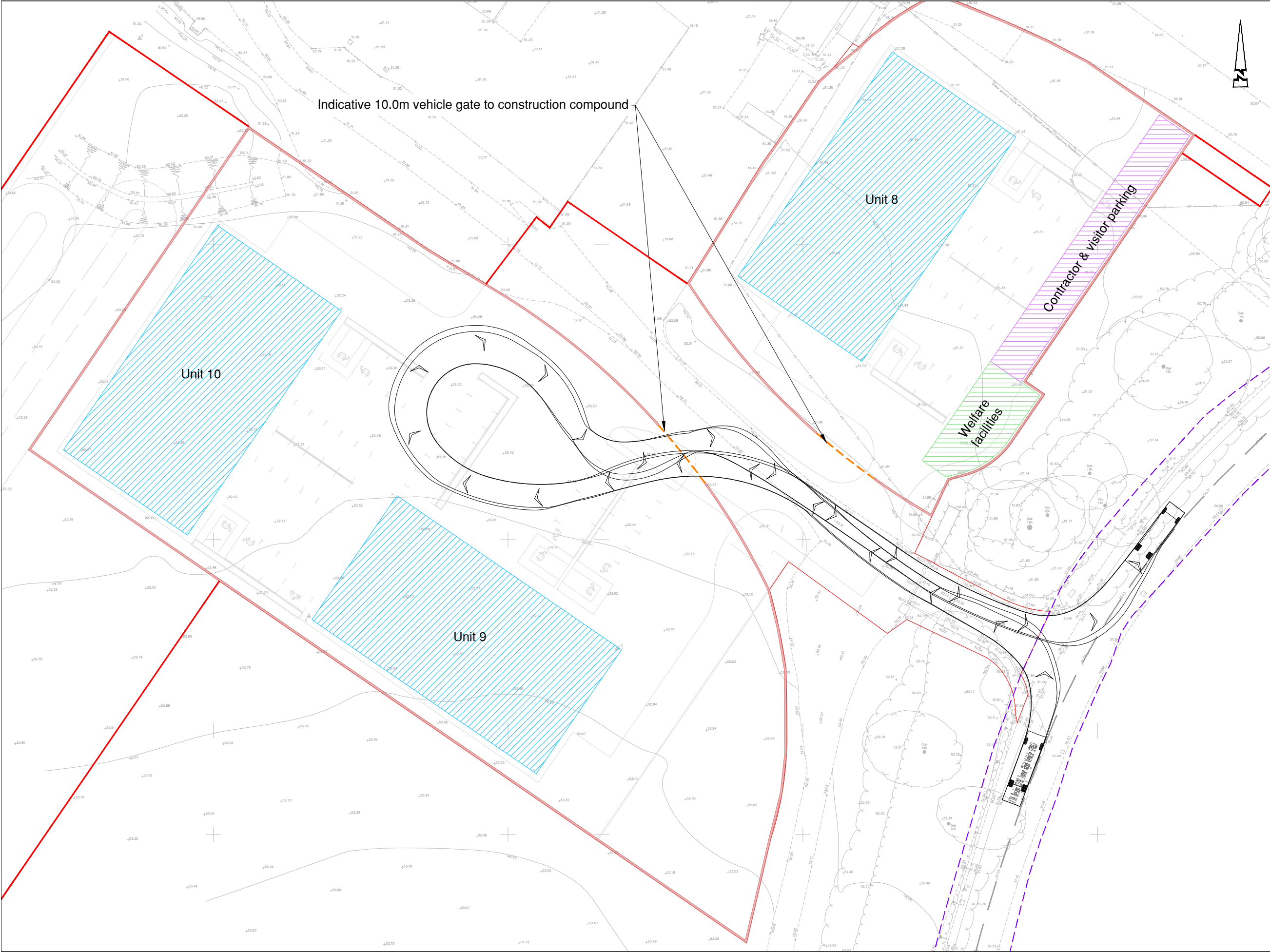
- 5.2.1 This Framework CMP has been prepared to provide WBC with an overview of the proposed traffic management and other measures that will be adopted during the construction of the proposed development in order to minimise disruption and improve safety.
- 5.2.2 Once suppliers and contractors are appointed, and additional information about the construction process becomes available, that information will be integrated into this CMP where applicable.



APPENDICES



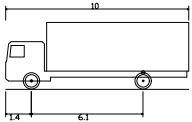
Appendix A – Hoarding Line with 10m Rigid Lorry Tracking



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- Key**
- Site boundary
 - Highway boundary
 - Construction hoarding
 - Vehicle gate

Vehicle profile



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

Vehicle speed - 10mph

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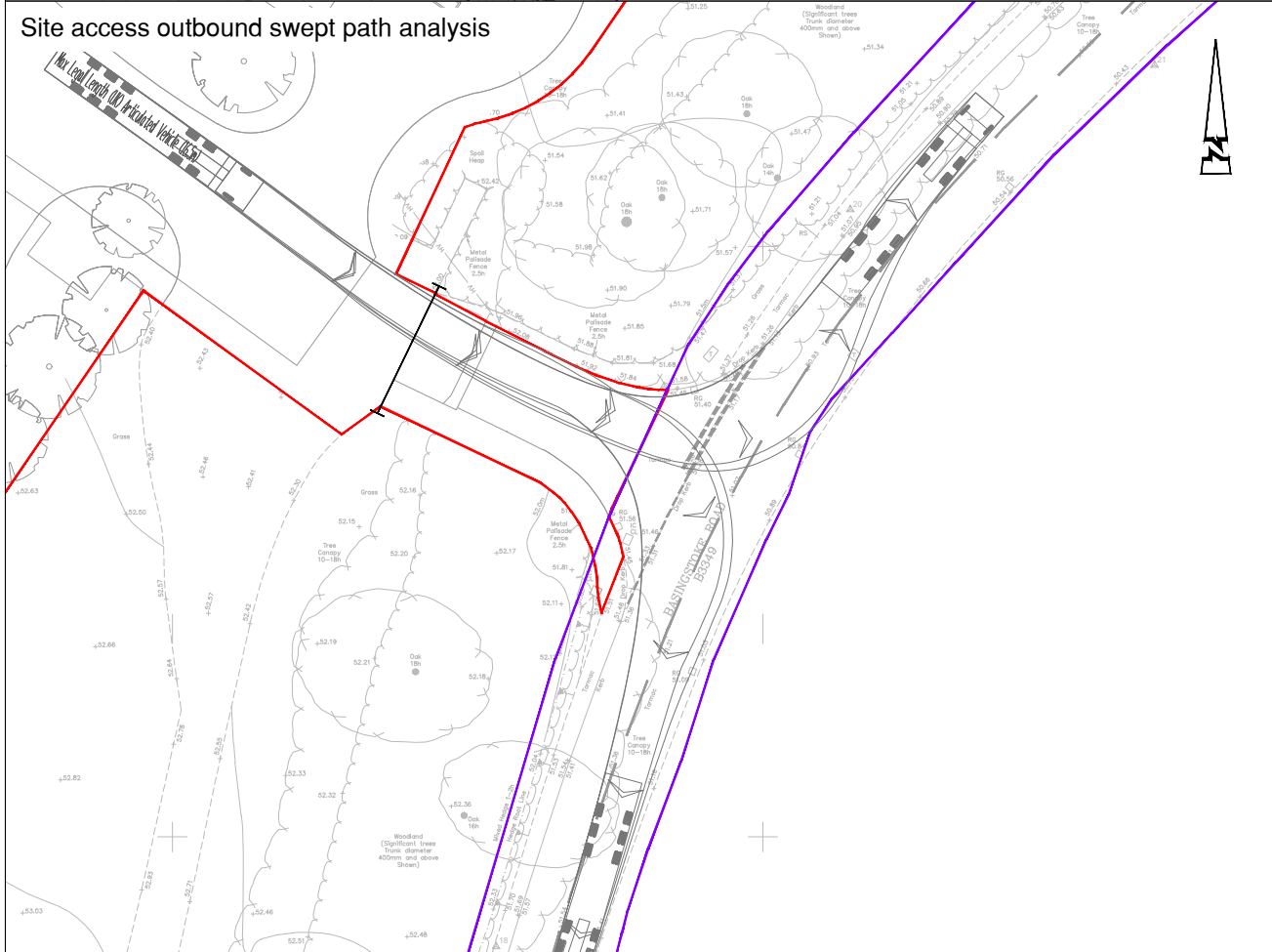
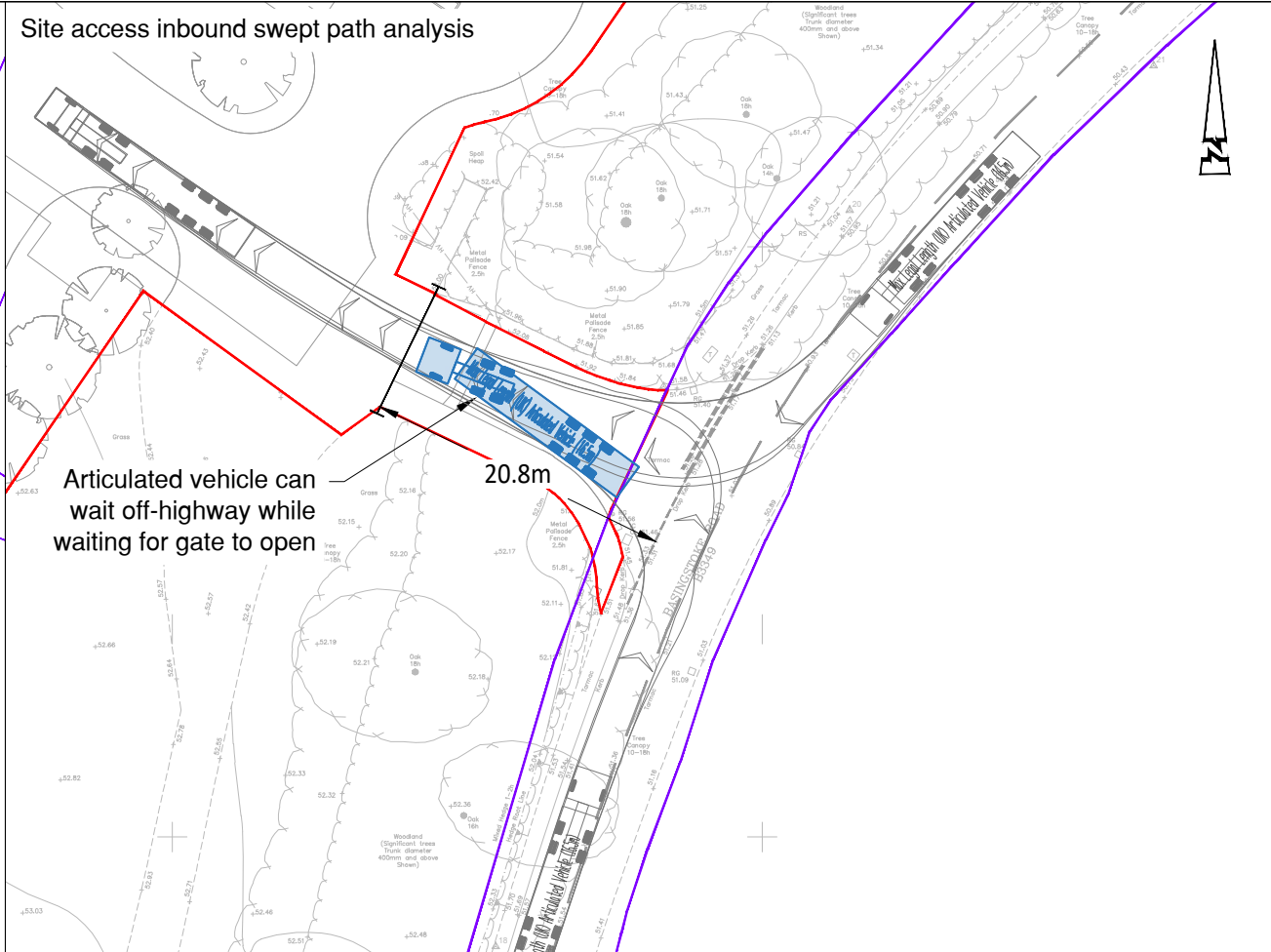
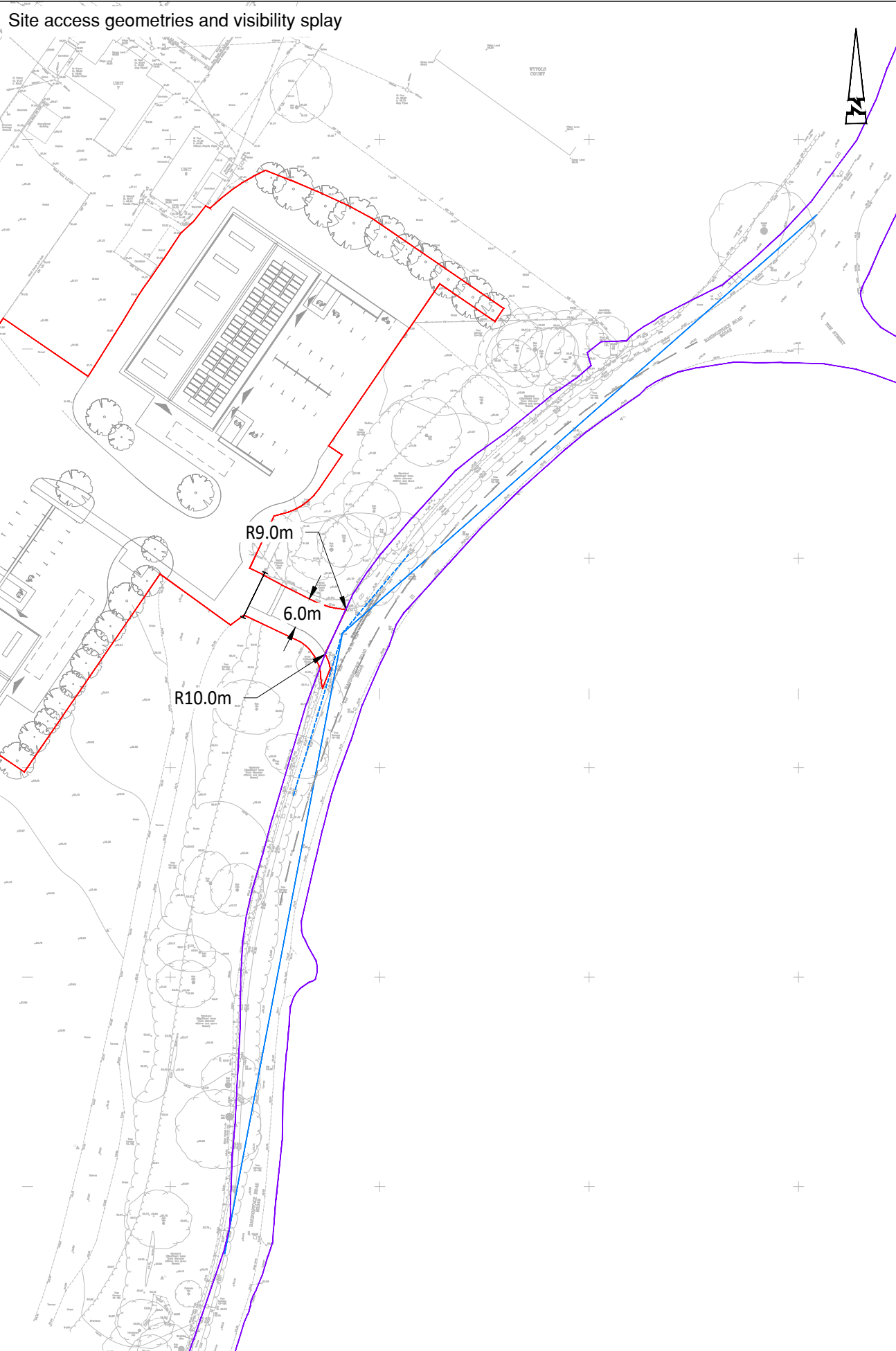
Title
**CONSTRUCTION COMPOUND
SWEEP PATH ANALYSIS
10.0m RIGID VEHICLE**

Status
FOR INFORMATION

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Drawing No HD215-005			Revision A

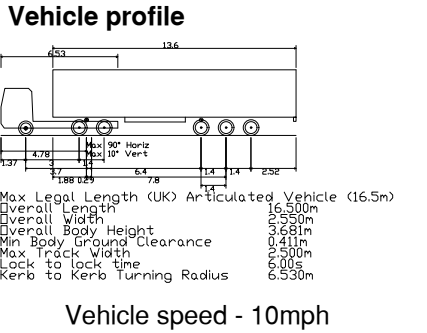


Appendix B – Articulated HGV Waiting at Site Access Gate



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- Key**
- Site boundary
 - Highway boundary
 - Site gates
 - Junction visibility (DMRB - 120m @ 40mph)
 - Tangential visibility



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Project
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Title
**EXISTING SITE ACCESS
JUNCTION VISIBILITY &
SWEPT PATH ANAYLSIS**

Status
FOR INFORMATION

Scale 1:500 @ A3	Date DEC 2025	Drawn AL	Checked NB
Drawing No HD215-SK006	Revision A		



Transport Planning | Flood & Water Management | Civil Engineering

Hungerford Office

3 Tealgate, Charnham Park,
Hungerford RG17 0YT

01488 684 390

Reading Office

6th Floor, Reading Bridge House,
George Street, Reading, RG1 8LS

0118 237 1736

www.ableyletchford.co.uk