

Land Off Kirton's Farm Road Reading - Outline Construction Logistics Plan

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1 Introduction

1.1 Background

- 1.1.1 Arcadis Consulting (UK) Limited ("Arcadis") has been commissioned by M&G Real Estate (M&G) acting on behalf of Prudential Assurance Company Ltd ("the Client") to prepare an Outline Construction Logistics Plan in support of a Town and Country Planning Act (TCPA) application for the removal of soils and subsequent restoration of a site for future agricultural use (the Proposed Development), for a parcel of land off Kirton's Farm Road, near Reading, Berkshire (the Site).
- 1.1.2 The Site is currently vacant with scrub and vegetation growth present. A quantity of natural soils generated as a result of forming a development platform for an adjacent historical development in the area were located to part of the site under agreement with Englefield Estate Trust Corporation Limited (the 'Freeholders') and have been present at the Site for over 20 years.
- 1.1.3 Prior to location of the previously imported soils on the Site, the surface soils in the east of the Site were placed in the west of the Site (the "indigenous materials").
- 1.1.4 The Proposed Development involves the removal of the natural soils (the "previously imported soils") (approximately 18,000 m³) currently stored on part of the Site, including required enabling works, followed by the restoration and reprofiling of the land to its original level (using only indigenous material, placed elsewhere on the Site only) and condition for future agricultural use, as originally intended.

1.2 Planning Consultation

- 1.2.1 During the pre-application consultation process, both West Berkshire Council and Wokingham Borough Council confirmed that a Construction Logistics Plan (CLP) will be required in support of the planning application. The authorities highlighted the need for the CLP to demonstrate how construction traffic and HGV movements will be safely managed, including details of vehicle routing, access arrangements, construction traffic volumes, operational controls and measures to minimise impacts on the highway network.
- 1.2.2 While both authorities raised a number of additional transport and highway requirements, including matters relating to access design, vehicle tracking, visibility, traffic impact assessment, road safety and highway mitigation, these are addressed separately within the supporting planning documentation and technical assessments accompanying the application. As the majority of the Site lies within the Wokingham Borough Council administrative boundary, Wokingham Borough Council has been agreed as the lead local planning authority for the proposed development.

1.3 CLP Objectives and Benefits

- 1.3.1 The overall objective of this CLP is to minimise the impacts of construction related vehicle movements and facilitate sustainable construction travel to the Site.
- 1.3.2 For this type of work, which is limited to the removal of the previously imported soils and subsequent restoration of the land, the primary objective of the CLP is to:
- Ensure the safe and efficient removal of previously imported soils from the Site.
 - Minimise the impact of construction traffic, particularly HGV movements, on the local and wider highway network.
 - Establish appropriate routing and management measures for vehicles travelling to and from the Site.
 - Ensure all construction-related vehicles can safely access, manoeuvre within and exit the Site.
 - Minimise disruption to local residents, businesses and other road users during the works.
 - Prevent construction vehicles from queuing on the public highway and maintain clear access at all times.
 - Communicate site access, routing and operational requirements to contractors, drivers and suppliers.
 - Ensure compliance with national and local planning policy and the requirements identified by the local highway authorities.
- 1.3.3 The benefits of the CLP are:
- Demonstrate that the removal and transportation of material can be undertaken safely, efficiently and sustainably.
 - Identify measures to reduce the impact of construction traffic on the surrounding highway network.
 - Assist in managing HGV movements and associated construction activities.
 - Provide a framework for coordinating construction operations and logistics.
 - Reduce potential impacts on nearby residents, businesses and other stakeholders.
 - Support the planning application by addressing the requirements of West Berkshire Council and Wokingham Borough Council.
- 1.3.4 The appointed Contractor will be responsible for developing the Outline CLP into a Detailed Construction Logistics Plan once the construction programme has been finalised. The Contractor will also be responsible for implementing, maintaining and enforcing all site management, traffic management and mitigation measures set out within the Detailed CLP throughout the duration of the works, ensuring compliance with all relevant approvals, health and safety requirements, and statutory obligations.

1.4 CLP Structure

1.4.1 The remainder of this CLP is divided into the following chapters:

Chapter 2: Policy Context - Provides a review of the national, regional and local policies

Chapter 3: Baseline Site Context - Provides site context regarding site location, surrounding land use and existing modes of travel to access the Site

Chapter 4: Construction Details and Programme - Provides details of construction work, construction phases and working practices

Chapter 5: Encouraging Sustainable Construction Freight - Provides measures to be followed by the main contractor to bring sustainable practices in freight movement during construction

Chapter 6: Conclusions - Provides a summary of the report.

1.5 Reliability of Information / Limitations

1.5.1 This report has been prepared by Arcadis with all reasonable skill, care and diligence within the terms of the Appointment and with the resources and manpower agreed with M&G. This report is only valid when used in its entirety. Any information or advice included in the report should not be relied upon until considered in the context of the whole report and previous work. Whilst this report and the opinions made are correct to the best of Arcadis' belief, Arcadis cannot guarantee the accuracy or completeness of any information provided by third parties. Arcadis has taken reasonable steps to ensure that the information sources used for this assessment provided accurate information and has therefore assumed this to be the case. The copyright of this document shall remain the property of Arcadis.

1.5.2 Arcadis' liability, pursuant to the terms of the appointment of Arcadis by M&G, is strictly limited to the work undertaken and the matters contained and specifically referred to in this report.

1.6 Reliance

1.6.1 This report is prepared for the use of M&G. The contents of this report may not be used or relied upon by any person other than this party without the express written consent and authorisation of Arcadis.

2 Policy Context

- 2.1.1 The following National, Regional and Local policy guidance has been followed when producing this document.

2.2 National Policy

- National Planning Policy Framework (2026);
- The Traffic Management Act (2004); and
- Design for Deliveries, Freight Transport Association (2016).

National Planning Policy Framework (2026)

- 2.2.1 NPPF Chapter 15 (Promoting Sustainable Transport) TR1, TR3 and TR4 requires transport impacts to be considered from the earliest stages of development. In relation to construction activity, proposals should ensure safe and suitable site access, minimise impacts on the operation and safety of the highway network, facilitate the efficient movement of construction vehicles and materials, and promote sustainable travel opportunities where practicable. Any significant transport or highway safety impacts should be appropriately mitigated, with development only refused where residual impacts would be severe.

Planning Practice Guidance

- 2.2.2 The Planning Practice Guidance accompanies the NPPF and gives more detailed advice on specific matters. The guidance on Travel Plans, Transport Assessments and Statements was published in March 2014. The guidance notes that 'Transport Statements are a 'lighter-touch' evaluation to be used where this would be proportionate to the potential impact of the development (i.e. in case of the developments with anticipated limited transport impacts.)'. The Traffic Management Act (2004)
- 2.2.3 The Act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Designing for Deliveries, Freight Transport Association (2016)

- 2.2.4 Published in 2006 and updated in 2016, Designing for Deliveries provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access a construction site.

2.3 Regional Policy

Fleet Operator Recognition Scheme (FORS)

- 2.3.1 FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. Its relevance to the CLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development.

Construction Logistics and Community Safety (CLOCS)

- 2.3.2 The CLOCS Standard is the direct result of collaboration between the construction and fleet sectors to address shared issues. It draws together evolving and applied best practices from a number of standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, the main contractor and fleet operators.
- 2.3.3 CLOCS states that CLPs are the golden thread that runs through the CLOCS Standard, and it is an important management tool for planners, developers and the main contractor.
- 2.3.4 CLOCS sets out guidance and tools to help produce a CLP.

Building a better future for freight: Construction Logistics Plans (CLPs)

- 2.3.5 This document provides guidance to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network.

2.4 Local Policy

West Berkshire Local Transport Plan Freight Strategy (2014)

- 2.4.1 The document states that freight policies and strategic plans together with their implementation and delivery are needed to help protect our environment and communities whilst ensuring freight can move efficiently with limited adverse effect and disruption to all users.

Wokingham Construction Site Noise and Pollution

- 2.4.2 The local authority has stated that:

"Generally the acceptable hours for noisy work are 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays. No noisy work will normally be allowed on Sundays and public holidays without prior agreement from Environmental Health."

2.5 Policy Summary

- 2.5.1 The proposals comprise temporary construction activities associated with removal of previously imported soil and restoration of the Site and is not expected to result in significant effects on the operation or safety of the surrounding highway network. The temporary nature of the works, together with the limited duration of associated traffic movements, means that transport impacts are anticipated to be minimal and short-term.
- 2.5.2 This Construction Logistics Plan has been prepared with regard to relevant national, regional and local policy and guidance. The policies seek to ensure that construction traffic is managed safely and efficiently, minimise impacts on the highway network and local communities, and promote responsible freight and delivery operations. The measures set out within this CLP are intended to support safe site access, reduce disruption during the construction period, and ensure compliance with applicable transport, freight and environmental requirements.

3 Baseline Site context

3.1 Introduction

- 3.1.1 This section of the OCLP provides baseline information on the Site location, surrounding land uses, existing highway network, and the availability of public transport, cycling and walking infrastructure in the vicinity of the Site. This information will help inform the development of logistics and traffic management measures during the works and will provide a reference for the appointed contractor when advising staff on the accessibility of the Site by different modes of travel. It will also assist in briefing HGV drivers and other delivery vehicles on the characteristics and constraints of the proposed access route, helping to ensure safe and efficient access to and from the Site throughout the construction period.

3.2 Site Location and Existing Access Arrangements

- 3.2.1 The Site was formerly agricultural land and now mainly comprises disused scrubland located in Reading, to the south of the town and nearby the suburb of Green Park, to the east of Pingewood hamlet.
- 3.2.2 The land is of approximately 2.4 hectares (0.8 hectares within West Berkshire's boundary and 1.6 hectares within Wokingham's boundary) and is bounded by greenspace in all directions and Kirton's Farm Road to the east. Figure 1 shows the Application Site location in relation to the wider surroundings.
- 3.2.3 The Application Site has good accessibility to the strategic road network. The A33, accessed approximately 3 km south from the site provides direct access to the M4.

Figure 1: Application Site in Relation to the Wider Highway Network



- 3.2.4 Access to and from the Application Site is via Kirton's Farm Road, a single-carriageway road with one lane in each direction and subject to the national speed limit (60 mph).
- 3.2.5 The proposals involve the reinstatement of the existing Site access at the location of the current access gate. This access has historically served the Site and remains evident on the ground, with the former road base still visible despite becoming overgrown. No new point of access is proposed. The reinstated access will accommodate construction vehicles and machinery and will include dropped kerbs where necessary to facilitate safe entry and exit.
- 3.2.6 A detailed assessment of the Site access arrangements is provided within the accompanying Transport Statement.

3.3 Local Highway Network

- 3.3.1 The Application Site benefits from good connectivity to the Strategic Road Network (SRN), with access to the M4 provided via the A33. The M4 provides connections to the wider region; however, it is not anticipated that construction traffic associated with the proposed development will utilise the motorway network.
- 3.3.2 The local highway network in the vicinity of the Site, which is expected to accommodate construction traffic during the site clearance phase, is described in the following sections.

Kirton's Farm Road

- 3.3.3 Kirton's Farm Road provides direct access to the Site. It is a rural two-lane road, approximately 6 m wide, bordered by vegetation and without footways or street lighting. The road runs north-south and is subject to a 60-mph speed limit. To the south, it crosses the M4 via a bridge and becomes Kybes Lane. North of the Site, the road bends west and passes through a narrow single-file section controlled by traffic signals before continuing over the railway on an overbridge. No formal pedestrian footways are provided on either side of the carriageway.

Kybes Lane

- 3.3.4 South of the M4, Kirton's Farm Road becomes Kybes Lane, a single carriageway approximately 7 m wide with one lane in each direction. The road has no footways or street lighting and is bordered by farmland on both sides. While there is no cycling infrastructure, National Cycle Route 23 runs along Kybes Lane. The road runs north-south, with Foundry Brook alongside its eastern edge, and is subject to a 60-mph speed limit. At its southern end, the road curves sharply to meet Hartley Court Road. No formal pedestrian footways are provided on either side of the carriageway.

Hartley Court Road

- 3.3.5 Hartley Court Road is a single carriageway approximately 6 m wide with one lane in each direction. The road has no footways, cycling infrastructure or lighting and is bordered by a mix of housing and farmland on both sides. It runs east – west and is subject to a speed limit of 60 mph which reduces to 40 mph approximately 100 m from the junction with Great Lea. No formal pedestrian footways are provided on either side of the carriageway.

Great Lea

- 3.3.6 Great Lea is a single carriageway approximately 7 m wide with one lane in each direction. The road has no cycling infrastructure or lighting and is bordered by a mix of housing and farmland on both sides. It runs north – south and is subject to a speed limit of 40 mph. At its northern end, it curves sharply to meet Hartley Court Road, while at its southern end it meets Mere oak Lane at a give-way junction.
- 3.3.7 Footways are present in section along the road. On the eastern side, the footpaths begin approximately 100 m from south of the junction with Hartley Court Road and continue for approximately 200 m south. On the western side, the footpaths begin approximately 200 m from the junction with Hartley Court Road and continue to the junction with Mere oak Lane.

MereOak Lane

- 3.3.8 MereOak Lane is a single carriageway approximately 6 m wide, with one lane in each direction. It runs northeast–southwest and is subject to a 40-mph speed limit. The road has street lighting at regular intervals and has a shared use footway/cycleway along its eastern side, extending to the MereOak Park and Ride site, while the western side is bordered by farmland.
- 3.3.9 There are pedestrian and cyclist crossing points along the road, including a signalised crossing at the bus gate junction with the A33, two uncontrolled crossing along the road and crossings at the Park and Ride entry and exit, all with tactile paving.
- 3.3.10 From Great Lea, vehicles must turn right onto MereOak Lane, as the left turn is restricted to buses only. Heading south-west, MereOak Lane connects to the A33 via an unsignalised single-lane entry roundabout, followed by a signalised junction with separate left and right turn lanes.

A33

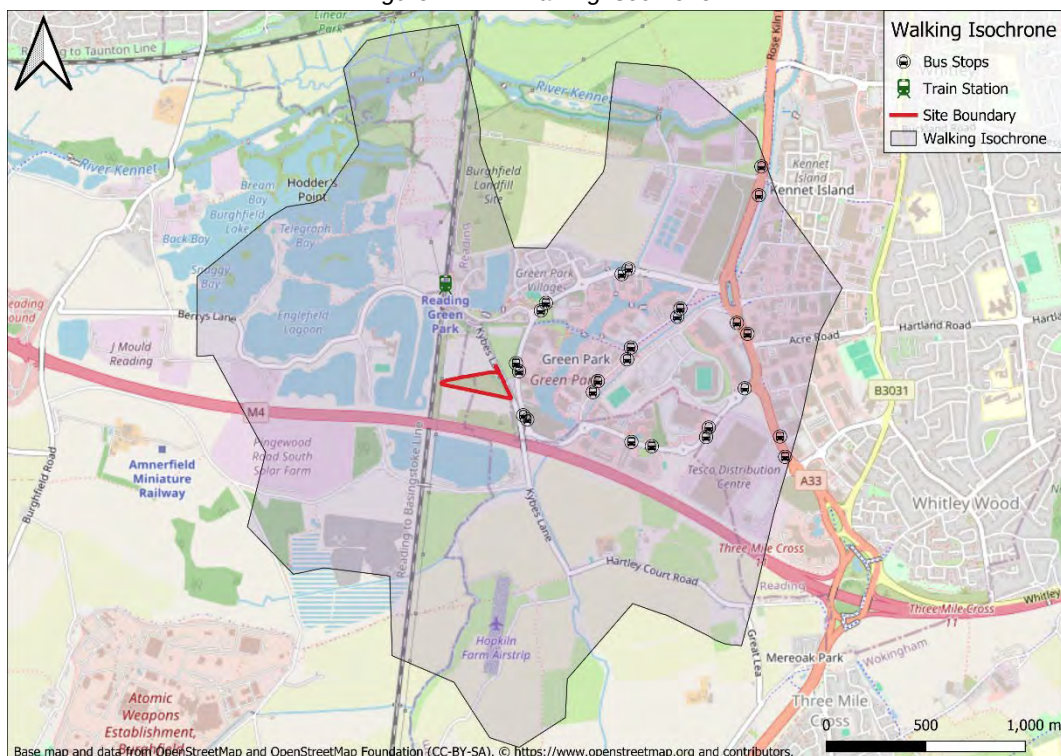
- 3.3.11 The A33 is a dual carriageway, approximately 28 m wide, with three lanes in each direction. It runs north south and is subject to a speed limit of 40 mph. lighting at regular intervals. A shared footway/cycleway is provided on both sides of the road from the MereOak Lane bus gate for around 300 m. Beyond this point, the western route diverts away from the M4 onto a quieter route, while the eastern route continues to an overbridge. There are two toucan crossings on the western side, one across the A33 and one at the MereOak Lane junction, and three on the eastern side opposite the bus gate, arranged across two islands. On the approach to M4 Junction 11, which is accessed via a signalised gyratory, the A33 widens to four lanes.

3.4 Walking and Cycling Accessibility

Walking

- 3.4.1 An understanding of the local walking environment is also important to inform the contractor of the accessibility of the Site and the constraints associated with the surrounding highway network. This information will also assist in briefing construction staff and vehicle drivers on the characteristics of the proposed access route and the need to exercise caution when travelling to and from the Site.
- 3.4.2 Given the nature of the proposed works, the Site is not expected to generate a significant workforce and opportunities for walking are limited. There are no footways, street lighting or formal pedestrian crossing facilities along Kirton's Farm Road. However, a pedestrian route is available opposite the Site access, providing a connection to Longwater Avenue. From this point, formal footways are available, providing access to nearby residential areas and local amenities.
- 3.4.3 The Chartered Institute for Highways and Transportation (CIHT) provides guidance on distances considered suitable for a journey on foot. A journey of up to 2 km is considered acceptable by most people. Based on an average walking speed of 80 m per minute, this equates to a 25-minute journey. A 2 km walking isochrone has been plotted in Figure 2.

Figure 2: 2km Walking Isochrone



3.4.4 The above plan shows the areas which can be accessed within a generally accepted walk journey of the Site.

3.4.5 Table 1 presents important transport and commercial facilities in the surroundings of the Site which can be accessed by walking.

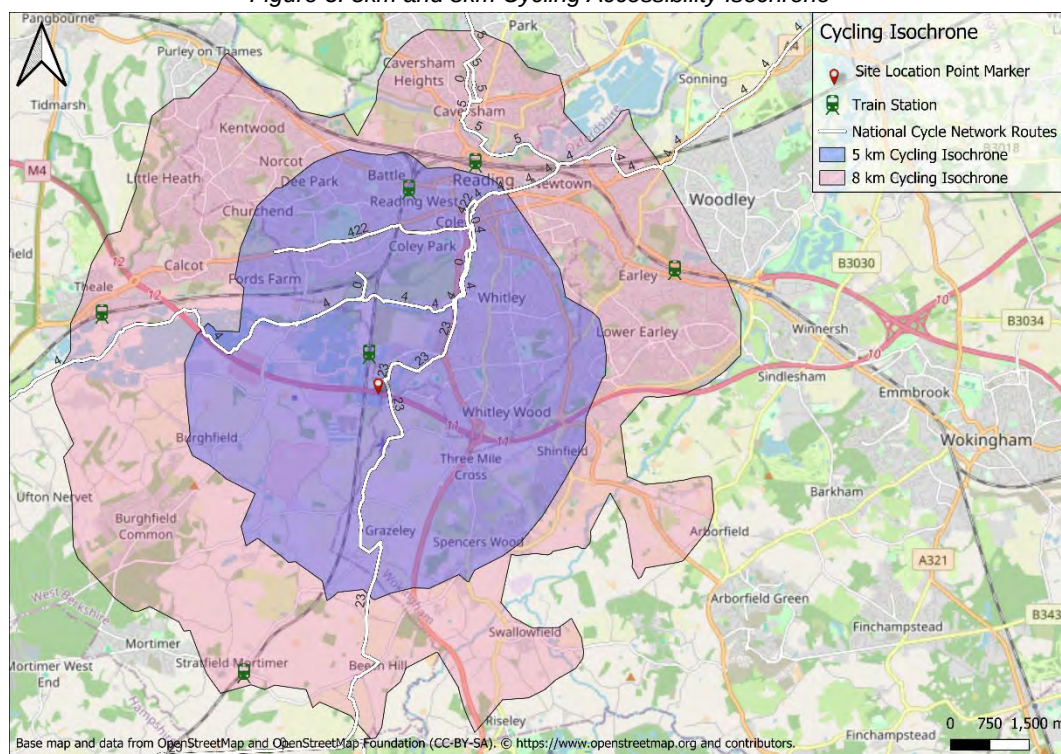
Table 1: Nearby Facilities Accessed by Walking

Facilities	Walking Distance	Walking Time
Bus Stop – Longwater Avenue	200 m	3 minutes
Reading Green Park Station	1 km	13 minutes

Cycling

- 3.4.6 Kirton's Farm Road is a lightly trafficked unclassified road that is suitable for cycling. National Cycle Network Route 23, which connects Reading and Sandown, passes along Kirton's Farm Road to the south of the Site access, providing a direct cycling connection to the surrounding area. National Cycle Network Route 4, which forms part of the long-distance route between London and Fishguard, is also located within cycling distance of the Site.
- 3.4.7 In relation to cycling, the Chartered Institution of Highways and Transportation (CIHT) recognise that cycling has the potential to replace short car journeys, particularly those of up to 5 km, with distances of up to 8 km considered achievable for regular cyclists.
- 3.4.8 Whilst these routes provide opportunities for construction staff travelling from nearby settlements to access the Site by bicycle, the nature of the proposed works means that construction personnel are expected to undertake physically demanding activities throughout the working day. As a result, it is anticipated that only a limited number of staff would choose to cycle to the Site, with the majority instead travelling by contractor-provided transport or private vehicles.

Figure 3: 5km and 8km Cycling Accessibility Isochrone



- 3.4.9 The information contained within this OCLP will nevertheless provide a basis for the appointed contractor to advise staff of the available sustainable travel options and to understand the characteristics of the local highway and active travel network in the vicinity of the Site.

3.5 Public Transport Accessibility

3.5.1 Bus and railway services are available within walking distance of the Site. These services provide connections to nearby residential areas, Reading town centre and surrounding settlements.

Bus

3.5.2 The nearest bus stop to the development is situated on Longwater Ave and is approximately 161 m from the Site access. Additional bus stops are located to the northeast, further along Longwater Ave, within a 7-minute walk from the site. Bus route descriptions, including frequencies are shown in Table 2.

Table 2: Bus Services

Service	Origin/Destination	Frequency - Per Hour		
		Weekday	Saturday	Sunday
Greenwave 50/ 50a	Central Reading – Green Park	5	2	1
9 Buzz	Central Reading – Green Park	1	1	0
Total		6	3	2

3.5.3 Two buses are serving the bus stops near the Site. The bus route serving the bus stop along Longwater Ave provide 5 buses per hour in each direction. In total. On weekdays the site is served by approximately 6 buses per hour during peak hours.

Rail

3.5.4 The Site is located approximately 1 km from Reading Green Park station, which provides Great Western Railways services between Reading and Basingstoke. A summary of services, based on the latest available timetable, is provided in Table 3 below. This includes service details during the AM peak (06:30 to 09:30), PM peak (16:00 to 19:00) on weekdays, as well as weekend services.

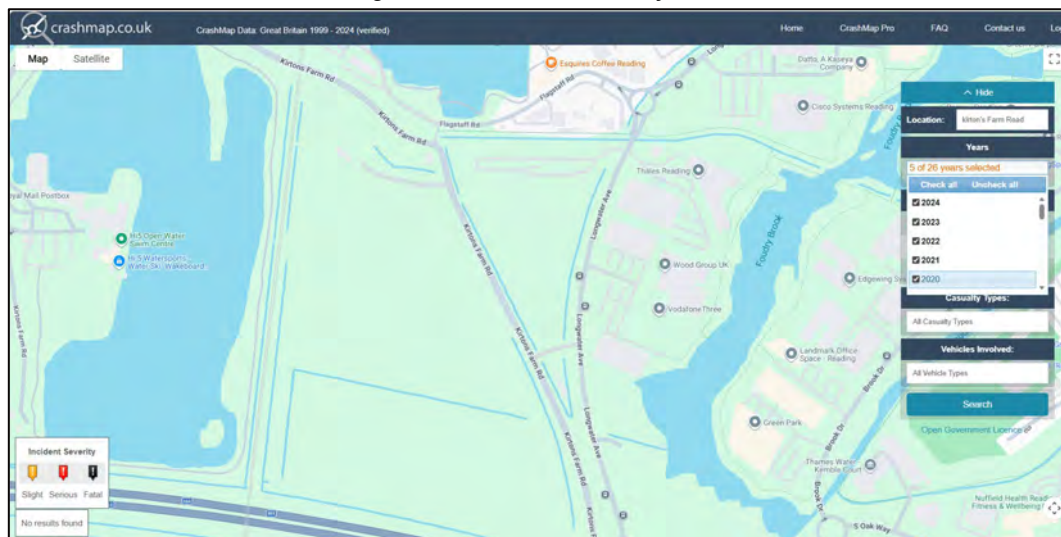
Table 3: Reading Green Park Station Services

Service	Frequency per hour		
	Weekday	Saturday	Sunday
Towards Basingstoke	2	2	1
Towards Reading	2	2	1

3.6 Collision Assessment

- 3.6.1 A review of the personal injury collision record was undertaken for Kirton's Farm Road in the vicinity of the Site access. Crashmap data for the most recent five-year period (2020–2024) indicates that no personal injury collisions have been recorded within 50 m of the Site access, as shown on Figure 4. Figure 4 presents a screenshot from the Crashmap website identifying the study area used for the collision assessment.

Figure 4: Collision Data Study Area



- 3.6.2 The collision record therefore does not identify any existing highway safety issues that would be exacerbated by the Proposed Development. Accordingly, no specific collision mitigation measures are considered necessary as part of the proposed works. However, the OCLP includes appropriate measures for the management of construction traffic and driver behaviour to ensure safe access to and from the Site throughout the duration of the works.

3.7 Consideration and Challenges

Lagoona Park Reading, Pingewood Road South

- 3.7.1 Lagoona Park is a leisure and watersports facility located to the south-west of the Site that attracts visitor traffic throughout its opening hours. Access to the facility is taken from Pingewood Road South. Given the temporary nature of the proposed development and the relatively low number of HGV movements anticipated each day for the removal of previously imported soils, construction traffic is not expected to materially affect access to or from the leisure facility.
- 3.7.2 Nevertheless, HGV drivers will be briefed on the local highway network and the presence of recreational users, including cyclists and pedestrians, through site inductions and driver information packs.

MereOak Park and Ride, MereOak Lane

- 3.7.3 MereOak Park & Ride is located to the east of the Site and provides bus services to Reading together with electric vehicle charging facilities. The anticipated construction traffic associated with the proposed previously imported soil removal works is not expected to materially affect the operation of the Park & Ride facility. Construction vehicle routing will be managed to minimise disruption to traffic on the surrounding highway network.

National Cycle Route 23

- 3.7.4 National Cycle Route 23 passes along Kirton's Farm Road south of the Site access and is likely to be used by recreational and commuter cyclists. As a result, construction traffic drivers will be made aware of the presence of cyclists on the route and instructed to exercise particular caution when arriving at and departing from the Site.

3.8 Summary

- 3.8.1 The Site is located on Kirton's Farm Road and will be accessed via the existing site access, which will be reinstated and used for the duration of the Proposed Development. The surrounding area is rural in character, with limited pedestrian infrastructure immediately adjacent to the Site. Whilst no footways are provided along Kirton's Farm Road, a pedestrian route opposite the Site access provides a connection to Longwater Avenue, where formal footways and access to local amenities are available.
- 3.8.2 Cycling opportunities are available via National Cycle Route 23, which runs along Kirton's Farm Road, and National Cycle Route 4, located within the wider area. However, given the temporary and physically demanding nature of the proposed works, it is anticipated that the majority of construction personnel will travel to the Site using contractor-provided transport or private vehicles.
- 3.8.3 The Site is also accessible by public transport, with bus services available in the surrounding area and Reading Green Park and Reading railway stations providing connections to the wider region.
- 3.8.4 A review of the most recent five-year personal injury collision data identified no recorded collisions within 50 m of the Site access, indicating no existing highway safety concerns in the immediate vicinity of the Site. Overall, the baseline assessment demonstrates that the local highway network is capable of accommodating the temporary construction traffic associated with the proposed removal of previously imported soils, subject to the management measures set out within this OCLP.

4 Construction Details and Programme

4.1 Introduction

- 4.1.1 This section provides an overview of the anticipated programme for the Proposed Development, together with details of the proposed construction access arrangements, vehicle routing strategy and forecast traffic generation. At this stage, a Contractor has not been appointed and therefore the construction methodology and detailed programme remain subject to refinement. A Detailed Construction Logistics Plan (CLP) will be prepared by the appointed contractor prior to commencement of works.

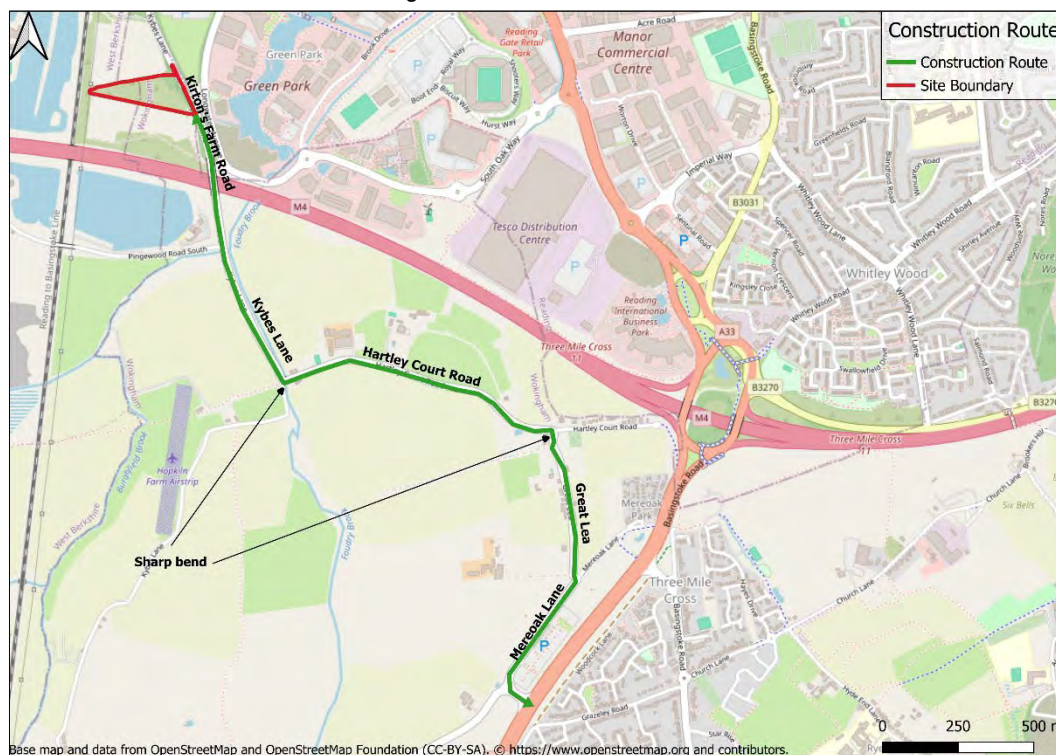
4.2 Works Schedule

- 4.2.1 The Proposed Development involves the removal of the previously natural soils (the “previously imported soils”) (approximately 18,000 m³) currently stored on part of the Site, including required enabling works, followed by the restoration and reprofiling of the land to its original level (using only indigenous material, placed elsewhere on the Site only) and condition for future agricultural use, as originally intended.
- 4.2.2 The programme has not yet been finalised; however, works are currently anticipated to commence during 2027 and are expected to be completed within approximately seven months. The programme will include the following key stages:
- Site establishment and enabling works;
 - Removal and export of previously imported soils to an appropriately licensed facility;
 - Regrading and restoration of the Site using the Indigenous materials;
 - Reinstatement of disturbed areas; and
 - Demobilisation and removal of temporary site facilities.
- 4.2.3 The final programme will be confirmed following appointment of the Contractor.

4.3 Construction Routes and Highway Capacity

- 4.3.1 All construction traffic associated with the Proposed Development will utilise the existing Site access on Kirton's Farm Road. Construction vehicles will be required to follow the approved routing strategy illustrated in Figure 5, unless otherwise agreed with the Local Highway Authority.
- 4.3.2 It is anticipated that HGVs removing soil from the Site will access the strategic highway network via Kirton's Farm Road, Kybes Lane, Hartley Court Road, Great Lea Road, MereOak Lane and the A33. This route has been selected to direct HGV traffic to the strategic road network as quickly as practicable and minimise impacts on surrounding local roads.

Figure 5: Construction Route



- 4.3.3 All vehicles will enter and leave the Site in a forward gear. Upon arrival, drivers will report to the designated site management area before proceeding to the loading area. To minimise unnecessary emissions and disturbance, drivers will be instructed to switch off engines while stationary within the Site. Following loading activities, vehicles will exit the Site in a forward gear and continue via the approved routing strategy.
- 4.3.4 The anticipated level of construction traffic associated with the proposed development is relatively low and is not considered likely to result in a material impact on the operation of the surrounding highway network.

4.4 Site Access and Site Compound

Site Access

- 4.4.1 Access to the Site will be taken via the existing access point on Kirton's Farm Road. The access has historically served the Site and remains visible on the ground. It is proposed that this access will be utilised for the duration of the works. Details of the proposed Site access arrangements are provided separately within the accompanying Transport Statement.

Speed Limit Reduction

- 4.4.2 As stated in the Transport Statement, traffic survey data recorded an 85th percentile speed of approximately 45mph on Kirton's Farm Road. On this basis, a temporary reduction in the speed limit to 30mph is considered appropriate to support safe access arrangements and reduce visibility requirements, thereby minimising the extent of vegetation clearance required.
- 4.4.3 The implementation of the temporary speed limit reduction will be the responsibility of the appointed Contractor. This will include obtaining all necessary approvals and consents under Section 84 of the Road Traffic Regulation Act 1984, designing and installing the required temporary traffic management and signage, and maintaining these measures for the duration of the works. The Contractor will also be responsible for ensuring that visibility splays are maintained free from vegetation and other obstructions throughout the construction period.

Site Compound

- 4.4.4 A temporary site compound will be established within the Site boundary to accommodate welfare facilities, staff parking, storage areas and operational space associated with the Proposed Development. The detailed design, layout and operation of the site compound will be developed by the appointed Contractor and incorporated into the Detailed Construction Logistics Plan prior to the commencement of works.
- 4.4.5 The Contractor will be solely responsible for the establishment, management, operation and maintenance of the site compound throughout the construction period. The final arrangement will be designed to account for operational requirements, vehicle movements, site safety and environmental considerations.
- 4.4.6 Adequate space will be provided within the Site to accommodate vehicle manoeuvring, loading and unloading activities. All construction and haulage vehicles will be required to enter, turn and exit the Site in a forward gear. The Contractor will be responsible for ensuring that the compound layout facilitates safe vehicle movements, provides sufficient turning and parking provision, and enables the efficient operation of the Site.

4.5 Working Practice

- 4.5.1 At this stage, the proposed hours of work on Site are as follows:
- 08:00hrs – 18:00hrs Monday to Friday;
 - 08:00hrs – 13:00hrs Saturday.
- 4.5.2 No works are permitted on Sundays and Bank Holidays unless agreed in writing with Wokingham Borough Council. No continuous 24-hour activities are envisaged.
- 4.5.3 One hour start up and shut down time is anticipated in addition to the core working hours. The start-up and shut down times are limited to deliveries of construction materials, plant and machinery and removal of any previously imported soil from site. On Saturday the start-up and shut down time is restricted to within the 08:00hrs to 13:00hrs time slot.

- 4.5.4 The Proposed Development comprises the removal of previously imported soils and restoration of the Site and therefore does not involve complex construction activities, concrete pours, crane operations or activities requiring extended working hours. Consequently, all works and associated HGV movements are expected to be undertaken within the normal working hours identified above.
- 4.5.5 Construction vehicle arrivals and departures will be managed to minimise disruption to the surrounding highway network and, where practicable, avoid network peak periods. Details of vehicle booking procedures and operational controls will be developed by the Contractor and included within the Detailed CLP.

4.6 Trip Generation

- 4.6.1 At this stage, a Contractor has not been appointed and the detailed methodology for soil removal has not been finalised. Accordingly, a preliminary estimate of construction traffic generation has been undertaken based on the anticipated volume of material requiring removal from the Site.

HGV Traffic

- 4.6.2 It is estimated that approximately 18,000 m³ of previously imported soils will be exported from the Site. For the purposes of this assessment, it has been assumed that material will be transported using conventional 8-wheel tipper vehicles.
- 4.6.3 The assessment adopts the following assumptions:
- Assume previously imported soil is 2tonnes/m³
 - Tipper carries 14m³ / 20 tonnes – worst case is thus each tipper takes 10m³ (based on 2t/m³)
 - Lorry movements is total volume divided by 10m³/tipper
- 4.6.4 Based on these assumptions, approximately 1,800 HGV loads would be required to remove the soil from the Site. Each load would result in one inbound and one outbound vehicle movement, equating to approximately 3,600 two-way HGV movements across the duration of the works.
- 4.6.5 Although the overall construction programme is anticipated to last seven months, the removal of soil is expected to take approximately four months (95 working days), this would generate an average of:
- Approximately 19 outbound HGV loads per day; and
 - Approximately 38 two-way HGV movements per day.
- 4.6.6 It should be noted that these figures represent average daily movements only, and actual HGV numbers may vary throughout the construction period depending on the final construction programme, haulage strategy, and phasing of earthworks activities.
- 4.6.7 In addition, larger vehicles, such as articulated 16.5 m HGVs, may be required on occasion to deliver or remove plant and machinery associated with the works, including earthmoving equipment used during the previously imported soil removal and restoration phases.
- 4.6.8 These estimates represent a robust assessment of likely traffic generation during the planning stage. Actual traffic levels and daily vehicle scheduling will be confirmed within the Detailed CLP once the haulage strategy and construction methodology have been finalised.

- 4.6.9 Once the previously imported soils are removed, the land will be reprofiled using the indigenous materials to tie in to surrounding field levels, ensuring a consistent and even surface as close as possible to the original levels and condition for future agricultural use, as originally intended. No importation of material is anticipated.

Construction Worker Traffic

- 4.6.10 Workforce trips associated with the proposed development are expected to be minimal. Fewer than 10 personnel are anticipated to be on Site at any one time, with the majority travelling via contractor-provided transport and only a limited number using private vehicles.
- 4.6.11 Staff parking will be accommodated within the Site compound. Working hours are expected to be between 08:00 and 18:00, with most personnel arriving before and departing after these hours, thereby avoiding peak traffic periods. As a result, workforce traffic is anticipated to be negligible and is not expected to have a material impact on local highway conditions.

4.7 Abnormal Loads

- 4.7.1 The proposed development relates solely to the removal of previously imported soils and restoration of the Site. No plant or equipment requiring abnormal load movements is anticipated and therefore no abnormal load deliveries are currently proposed.

4.8 Potential Cumulative Effects

- 4.8.1 The proposed development is temporary in nature and is expected to generate a relatively low level of construction traffic over the duration of the works. The potential for cumulative effects with other developments in the area will be reviewed as the project progresses and in consultation with Wokingham Borough Council and West Berkshire Council, where appropriate.
- 4.8.2 Any relevant committed developments identified by the Local Highway Authority will be considered within the Detailed CLP where necessary.

5 Encouraging Sustainable Construction Freight

5.1 Introduction

- 5.1.1 The purpose of this OCLP is to establish a framework for the management of construction traffic associated with the Proposed Development. As a Contractor has not yet been appointed, the measures outlined below are preliminary and will be developed further within a Detailed Construction Logistics Plan prior to commencement of works.
- 5.1.2 The Detailed CLP will be prepared by the appointed contractor in consultation with Wokingham Borough Council, West Berkshire Council and other relevant stakeholders as necessary. The document will provide detailed information on construction traffic management, vehicle routing, site access arrangements and operational controls to ensure that the works are undertaken safely and with minimal impact on the surrounding highway network and local communities.

5.2 Construction and Logistics Measures

- 5.2.1 Table 4 outlines the CLP measures proposed to manage construction traffic associated with the development.

Table 4: Construction Logistics Plan Measures

Measure	Description	Benefit	Responsibility
Management of the CLP	The Detailed CLP will be adopted and managed by the Contractor in consultation with the Applicant and the Local Highway Authority.	Ensures effective implementation of traffic and logistics controls throughout the works.	The Applicant / Contractor
Driver Information Packs	All haulage contractors and drivers will be provided with information on approved routes, site access arrangements, local constraints and safety requirements.	Promotes safe and consistent driver behaviour and compliance with approved routes.	Contractor
Approved HGV Routing Strategy	HGVs transporting from the Site will be required to follow the approved route via Kirton's Farm Road, Kybes Lane, Hartley Court Road, Great Lea Road, Mere oak Lane and the A33, unless otherwise agreed with the Local Highway Authority.	Minimises impacts on unsuitable local roads and residential areas.	Contractor
Construction Traffic Signage	Temporary signage will be provided where necessary to direct vehicles and warn other road users of construction traffic.	Improves driver awareness and highway safety.	Contractor
Speed Management	Drivers will be instructed to comply with speed limits and drive appropriately for the local road environment, particularly along Kirton's Farm Road and in the vicinity of National Cycle Route 23.	Reduces potential conflicts with pedestrians, cyclists and other road users.	Contractor

Measure	Description	Benefit	Responsibility
Temporary Speed Limit Reduction (Section 84)	A temporary 30mph speed limit will be implemented on Kirton's Farm Road during the construction period where required. The Contractor will be responsible for obtaining all necessary approvals under Section 84 of the Road Traffic Regulation Act 1984, implementing the associated traffic management measures and signage, and maintaining the restriction for the duration of the works.	Improves safety for construction traffic and other road users, whilst reducing visibility requirements and minimising vegetation clearance.	Contractor
Visibility Splay Maintenance	The Contractor will be responsible for maintaining the Site access visibility splays free from vegetation, stored materials, plant, equipment or any other obstruction throughout the construction period. Regular inspections will be undertaken to ensure visibility requirements are maintained at all times.	Ensures safe ingress and egress for site traffic and maintains appropriate visibility for all road users.	Contractor
Vehicle Booking System	A booking system will be considered to manage the arrival and departure of tipper vehicles and prevent excessive vehicle accumulation at the Site access.	Reduces potential congestion and ensures efficient site operation.	Contractor
Delivery Scheduling	Vehicle arrivals and departures will be programmed to avoid peak traffic periods where reasonably practicable.	Minimises impacts on the local highway network.	Contractor
Management of Access and Egress	Vehicles will enter, manoeuvre within and exit the Site in a forward gear. Site personnel will manage vehicle movements where required.	Maintains safe operation of the Site access.	Contractor
Wheel Cleaning Facilities	Wheel washing or other suitable measures will be provided where necessary to prevent mud and debris being deposited on the public highway.	Maintains highway cleanliness and safety.	Contractor
Road Condition Surveys and Highway Reinstatement	A post-construction highway condition surveys should be undertaken as required by the Local Highway Authority. Any damage caused by construction traffic to be reinstated.	Ensures any damage caused by construction traffic is repaired and the highway is restored to its original condition.	Contractor
FORS/CLOCS Principles	The use of operators accredited through recognised industry schemes such as FORS or CLOCS will be encouraged where practicable.	Promotes high standards of driver training, vehicle safety and environmental performance.	The Applicant / Contractor

5.2.2 As noted above, the appointed Contractor will be responsible for preparing the Detailed CLP, following finalisation of the construction programme, and for implementing, maintaining and enforcing all construction, traffic management and mitigation measures throughout the works in accordance with relevant approvals, health and safety requirements, and statutory obligations.

5.3 CLP Targets

5.3.1 As a Contractor has not yet been appointed, specific targets have not been established at this stage. However, the Detailed CLP will seek to achieve the following objectives:

- Ensure all HGV movements follow the approved routeing strategy.
- Minimise construction traffic impacts on the surrounding highway network.
- Avoid vehicle arrivals and departures during network peak periods where practicable.
- Prevent queuing of vehicles on the public highway.
- Ensure all construction and haulage vehicles enter and exit the Site in a forward gear.
- Maintain a safe environment for all road users, including pedestrians and cyclists.
- Minimise mud and debris on the public highway.
- Promote efficient logistics and vehicle scheduling throughout the programme.

5.4 Management of the CLP

5.4.1 The Applicant will work with the appointed Contractor to develop the Detailed CLP prior to commencement of the works. Responsibility for implementing and managing the CLP will rest with the Contractor throughout the duration of the project.

5.4.2 The Contractor will be responsible for monitoring construction traffic activity, communicating requirements to haulage operators and ensuring compliance with approved routes, access arrangements and operational controls.

5.5 Raising Awareness of the CLP

5.5.1 The success of the CLP will depend upon effective communication with site personnel, haulage operators and suppliers. As part of the site induction process, all relevant personnel will be made aware of:

- The purpose and objectives of the CLP.
- Approved vehicle routing arrangements.
- Site access and egress procedures.
- Local highway constraints and safety considerations.
- The presence of pedestrians and cyclists, including users of National Cycle Route 23.
- Requirements relating to vehicle cleanliness, driver behaviour and considerate construction practices.

5.5.2 The baseline transport information contained within this OCLP will also provide a basis for the Contractor to advise construction staff on the accessibility of the Site and to brief drivers on the characteristics and constraints of the approved access route, helping to ensure the safe and efficient operation of the Site throughout the works.

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