

## TECHNICAL NOTE

**Job Name:** Stag Brewery  
**Job No:** 38262  
**Note No:** TN037  
**Date:** July 2022  
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**Checked By:** Peter Wadey  
**Subject:** **Stag Brewery – Temporary Application – Construction Management Plan**

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### 1. Introduction

- 1.1. This Technical Note has been produced by Stantec to provide an outline Construction Management Plan (CMP) to support the planning application for the temporary use of the existing buildings and land for a period of five years for film production operations and ancillary activities (sui generis) at the Stag Brewery Site, Mortlake
- 1.2. This outline CMP will provide an overview of the expected construction and logistics activity during the Development construction phase. The objective of this outline CMP is:

*“To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to and from the proposed development”*

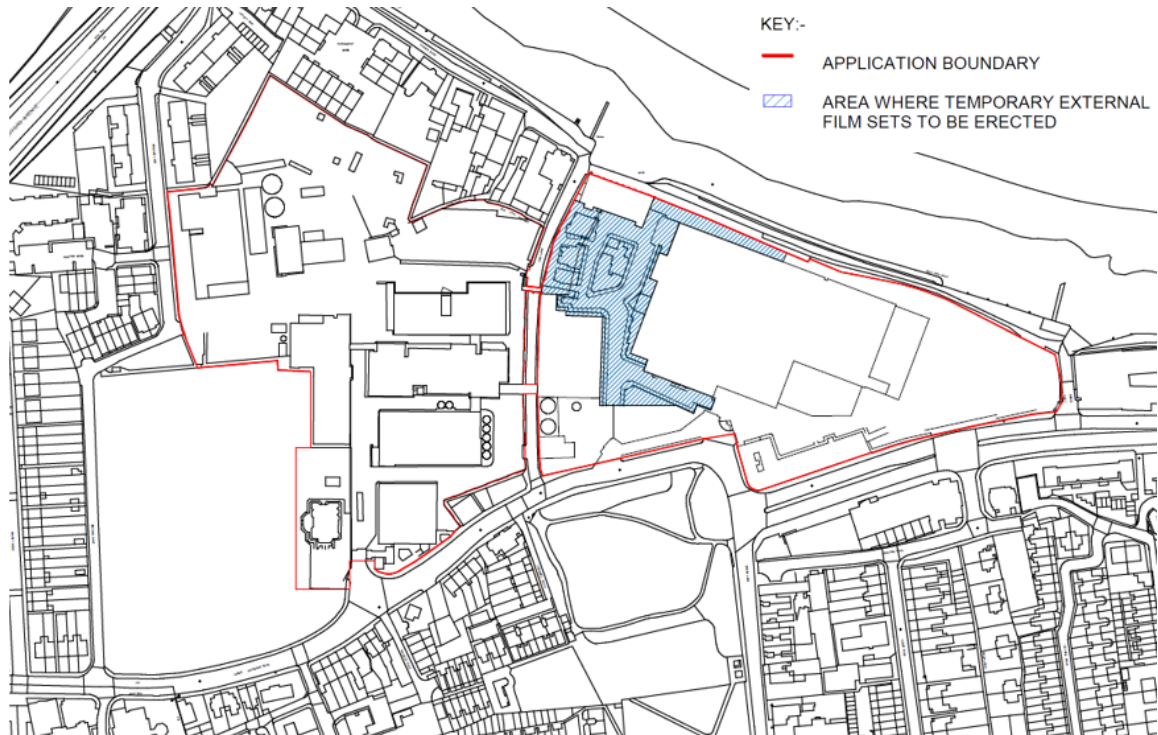
- Demonstrate that construction materials can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way.
- Identify construction deliveries that could be reduced, re-timed or consolidated, particularly during peak periods.
- Encourage greater use of water and rail freight modes where practicable.
- Encourage use of modern, low emission vehicles.
- Ensure all contractors, suppliers and hauliers are familiar and compliant with the requirements of the CLP.
- Encourage construction workers to travel by non-car modes to the development site.

### 2. Temporary Development Proposals

- 2.1. The temporary development proposals for the site include using the existing site and buildings for filming purposes and ancillary activities. The site will not change in form and no construction will take place because of the proposed temporary use, except for the temporary building of film sets in the area indicated on Figure 1. All existing buildings will remain as per their existing condition with ancillary office space and filming proposed to be provided within the footprint of the existing buildings and temporary external film set.

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Figure 1 - Application Boundary and External Film Sets



### Parking

- 2.2. The existing Stag Brewery car park located via Ship Lane will be re-opened and used for the temporary use of the site.
- 2.3. The existing number of car parking spaces on site is 130 and based on the predicted demand for film production staff, approximately 56 staff will drive a car and use the car park. This provides an opportunity to close off a section of the car park adjacent to the residential properties to the north on Thames Bank which will reduce the impact on local residents.
- 2.4. Furthermore, all drivers will be reminded to be sensitive to those living around the site and notices will be provided in order to emphasise this.
- 2.5. In addition, as per the Travel Plan, more sustainable modes will be encouraged as well as car sharing options to reduce travel by car to the development.

## 3. Construction Methods

### Plant and Equipment

- 3.1. There will be no plant delivered to the Site, only materials for construction of the filming sets will be loaded/unloaded and stored in the area where the temporary external film sets are to be erected as seen in Figure 1. This will predominately be deliveries from local building suppliers / merchants.
- 3.2. All deliveries to site will be loaded/unloading within the site boundary.

### Hours of Working

- 3.3. The working hours for all construction activities will be from:

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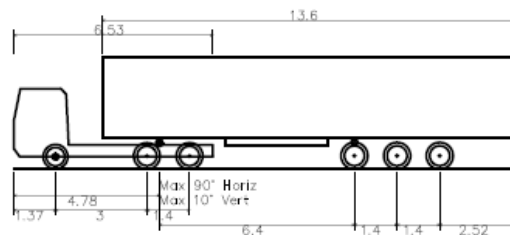
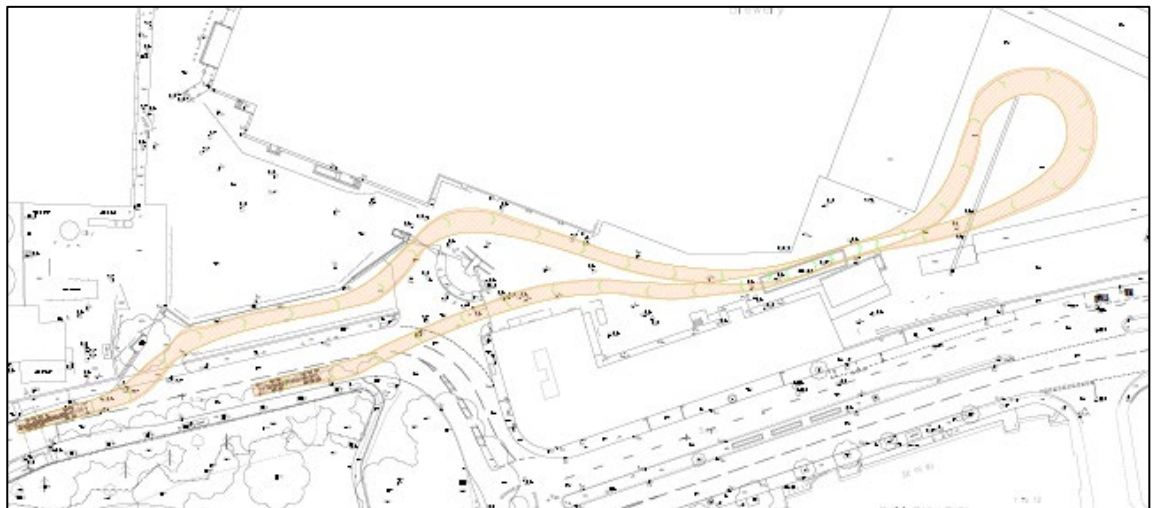
- 06:00 – 21:00 (Monday to Friday)
- 08:00 – 16:00 (Saturdays, Sundays and Bank Holidays)

### 4. Site Access and Vehicle Routing

#### Design and Access

- 4.1. The majority of vehicles will be private cars or vehicles under 7.5t and are therefore anticipated to be able to enter the site under its current vehicular access arrangement via Lower Richmond Road. There is however, anticipated to be 8-10 26t vehicles used by the shooting crew. The figure below shows the swept path for a maximum legal HGV demonstrating how these vehicles can access the site. Notably the vehicles that will use the site will be smaller than the maximum legal HGV, however this has been shown as a worst-case vehicle.

Figure 2 - HGV Tracking Drawing



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

- 4.2. The turning area will be kept clear at all times, with signs located at the main gate to indicate entry and exit points. In addition, onsite staff will be present to guide larger vehicles to the area where they can manoeuvre without any difficulty and also park safely within the hard-standing area to the east of the site.
- 4.3. Delivery and servicing vehicles for the associated ancillary office land use will enter via the security gates and then deliver to the respective part of the site.

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### 5. CMP Measures

- 5.1. The CMP will utilise a number of different measures to ensure the objectives of the CMP can be achieved. These include, but are not limited to:
- Commitment to use a Delivery Management System (DMS) to ensure contractors and suppliers forward plan and pre-book deliveries. This will enable site managers to control deliveries and vehicle flow to site including avoiding peak network times where possible.
  - Investigate modular and pre-fabricated construction techniques to help minimise the number of deliveries to site.
  - Commitment to use contractors and suppliers that are members of best practice schemes such as Considerate Constructors Scheme (CCS), Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS).
  - Ensure a sufficiently robust CMP management, monitoring and compliance regime is in place so that the CMP is implemented correctly and remedial actions are taken when necessary.

### 6. Strategies to Reduce Highway Impacts

#### Potential Environmental Impacts during Construction

- 6.1. Potential sources of dust, noise and vibration generated during construction of film sets will be mitigated using strategies that have been developed with consideration of local residents. These include:
- Maintaining site operational hours during site operational hours during daylight hours only where possible
  - Provision of environmental dust screens and dust suppression

### 7. CLP Management, Monitoring and Compliance

- 7.1. The CMP will be owned, managed and implemented by a name individual nominated by the main contractor such as the Site Manager or Logistics manager. It will be their responsibility to ensure the objectives are met and measures stated are implemented as described.
- 7.2. The DMS will be the primary monitoring tool with daily and weekly schedules and monthly reports used to monitor delivery activity, compliance with requirements and targets and remedial actions taken such as warning contractors of their obligations should a breach occur.

### 8. Conclusion

- 8.1. This CMP has been produced to support the temporary planning application for the Stag Brewery site in Mortlake for use as film studios.
- 8.2. The temporary development proposals for the site include using the existing site and buildings for filming purposes and ancillary activities. The site will not change in form and no construction will take place because of the proposed temporary use, except for the temporary building of film sets. All existing buildings will remain as per their existing condition with ancillary office space and filming proposed to be provided within the footprint of the existing buildings and temporary external film set(s).

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- 8.3. The operation of the Site during construction of film sets will minimise any negative impacts through various measures including delivery scheduling and adherence to designated routes. This CMP concludes that there is no significant impact on the surrounding highway network during construction of the film sets.