

# Construction Method Statement

For

Twickenham Studios

At

Twickenham Film Studios

The Barons

Twickenham TW1 2AS

Completed by Nick Baster MRICS FCIQB

on 24 October 2024



Project Management

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## 1.0 Introduction

Logic PM Limited have been appointed by Hollaway Studios to provide the Construction Method Statement for Phase 1 (Only) for the project being undertaken at Twickenham Studios London Limited, The Barons, Twickenham TW1 2AW in the London Borough of Richmond.

This document uses the standard terms and documents to meet the obligations of the Local Authority, for a Construction Method Statement, however the works covered in phase 1 do not encompass demolition, sub structure, super structure and fit out for example. This document is an attempt to fit those standard points of the TfL document.

The proposed development under the planning reference 21/0094/FUL is permitted subject to the condition that before beginning the development, the applicant must provide the local planning authority with a report for the management of the construction of the development, which sets out the proposed development hours of operation and how any adverse impact of noise, dust, vibration and traffic on occupiers of the building and adjoining owners or occupiers will be mitigated.

The Employers appointed Contractor will retain and maintain overall responsibility for this Construction Method Statement [CMS] throughout project planning, design and construction stages of the Scheme.

Logic PM Limited has prepared this Document for planning permission purposes and will form the basis for subsequent detailed Construction Logistics Plan documents to be developed upon appointment of a contractor. This document only addresses the boundary wall works in phase 1.

This is a travelling draft document and will be developed as the project continues. This document places more emphasis on site operatives travelling by public transport to site to reduce parking in the vicinity; deliveries in line with the Local Authority requirements; clarifies our requirements for scaffolding over pavements and minimises parking bay suspensions and closures; this plan removes the need for cranes on site as a goods hoist will be established to manage vertical transportation of materials to the site; adapts the logistic plan to allow parking to be retained by existing residents and deliveries to have limited access to the site.

For ease and understanding, we have shown an example of the transportation hoist is shown in the appendix to the rear of the document.

## 1.1 Objectives

The overall objectives of this Outline CMS are to:

- Lower emissions;
- Enhance safety - Improved vehicle and road user safety; and
- Reduce congestion - Reduced trips overall, especially in peak periods.

To support the realisation of this objective, several sub-objectives have been agreed and include:

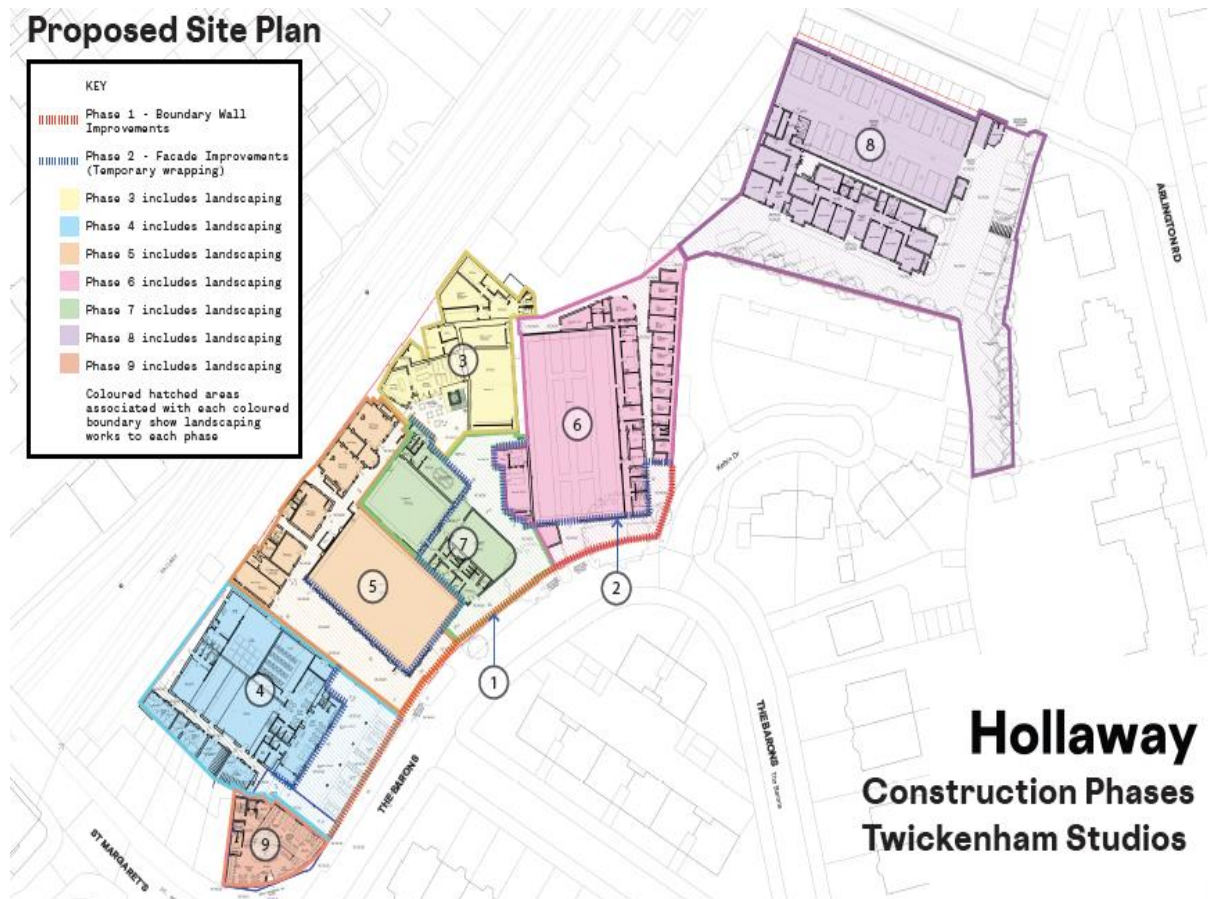
- Encouraging construction workers to travel to the site by non-car modes such as public transport, walking or cycling;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CMS with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

## 1.2 Site Context

The site is located wholly within the administrative boundary of the Borough of Richmond on the main road from Richmond and Isleworth. The site faces onto The Barons and immediately off St Margarets Road. There are parking facilities to the front of the site on the road which can have dispensation applied to the Local Authority if required. However, due to the works within Phase 1 it is not likely that any parking suspensions will be required. Materials and labour will be brought to site in small vans and parked within the curtilage of the site, St Margarets Station is 200 meters away with train links to London and the surrounding area. Richmond Tube is 1.5 miles away and has links to the underground.

### 1.3 Development Proposals

Phase 1 of the works relate to the improvements of the Boundary Wall along The Barons. There are no new construction contained within this phase. The plan below demonstrates this.



## 1.4 Construction Method Statement Structure

The CMS is divided into the following sub sections:

1	Introduction	– Page 1
2	Context, considerations and challenges	– Page 4
3	Construction programme and methodology	– Page 13
4	Vehicle routing and access	– Page 21
5	Strategies to reduce impacts	– Page 23
6	Estimated Vehicle movements	– Page 26
7	Implementing, monitoring and updating	– Page 29

The document contains the following figures, largely consisting of site plans:

Figure 1: Local Context Plan 1:2,500	- Not Provided
Figure 2: Site Boundary Plan	- Page 7
Figure 3: Site Logistics Plan	- Page 7
Figure 4: Construction programme	- Page 13
Figure 5: 7.5T Vehicle Swept Paths	- Not provided
Figure 6: 12m Articulated Vehicle Swept Paths .	- Figures 3.1 to 3.3
Figure 7: Estimated construction vehicles - monthly and daily	- Page 26
Figure 8: Number and vehicle type by phase of construction	- Page 27
Figure 9: Number of Vehicle Types	- Page 29
Figure 10: Hourly arrival profile of vehicles during peak	- Page 29

## 2 CONTEXT, CONSIDERATIONS AND CHALLENGES

This section describes the local context and issues identified that need to be considered and addressed during construction.

### 2.1 POLICY CONTEXT

This section of the CMS references policies we have considered in the preparation of the document.

### **2.1.1. NATIONAL POLICY**

The Traffic Management Act (2004)

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.

### **2.1.2. REGIONAL POLICY**

The London Plan (2019)

The London Plan (2019) has a variety of policies designed to improve construction logistics, most notably Policy T7. This is outlined below:

Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments. (Section E).

Development proposals must consider the use of rail/water for the transportation of material and adopt appropriate construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites where applicable.

The construction phase of development should prioritise and maintain inclusive, safe access for people walking or cycling at all times.

When planning freight movements, development proposals should demonstrate through the Contractors Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy. In the case of Twickenham Studios, this is not appropriate.

Transport for London's guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing site specific documents. Plans should be developed in line with this guidance and adopt the latest standards around safety and environmental performance of vehicles.

The plans should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools including CLOCS (Construction Logistics and Community Safety), FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision.

This should be demonstrated through a Site Assessment within the Construction Phase Health and Safety Plan.

Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.

The Mayor's Transport Strategy (2018).

Freight and servicing is frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air. The document especially highlights the importance of DSPs, CLPs and FORS to encourage improved efficiency and provide a framework for incentivisation and regulation.

In particular policies 3,6,9 and 16 and have impacts on construction activity and should be reviewed when undertaking a Construction Phase Plan.

#### TfL Freight and Servicing Action Plan (2019)

The Mayor's key document for improving freight and servicing in the capital sets out a safer and cleaner vision for all freight trips. The vision for construction is set out in Actions 1,2 and 9, which puts safety at the heart of this policy. These policy's must be considered when undertaking an Construction Logistics Plan.

#### Fleet Operator Recognition Scheme (FORS)

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. It's relevance to the document 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)

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 practice from a number of standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, principal contractors and fleet operators.

As phase 1 of the works is not due to extend longer the 3 weeks, a significant amount of this policy will not be relevant.

## 2.2 CONTEXT MAPS

The following maps show the area around the development site. Figure 1 shows the location of the site in relation to the surrounding local area. Figure 3 shows the extent of the works marked and shown a 1 in the figure 3 below, this also shows the extent of footways, other buildings, cycle lanes and road markings. Access to the site will be via the existing vehicular access currently provided.

Figure 1 and 3 combined : Location and Boundary Plan (also see Appendix 1)



Figure 3.1: Site Logistics Plan



## 2.2.1 - Swept Path Analysis

Whilst it is envisaged that works for phase 1 will be undertaken by the use of a small van, this does not adequately prove the maximum vehicle movements permitted by the adjacent road (the Barons) and the surrounding areas. Therefore, for the purposes of this document we have used an 18T rigid truck as the example vehicle to offer some reassurance that larger vehicles can be managed on the site.

We do not expect these vehicles to be utilised in Phase 1 but as an act of demonstration the swept path analysis details the vehicle movement anticipated. The actual movements is explained later in this document.

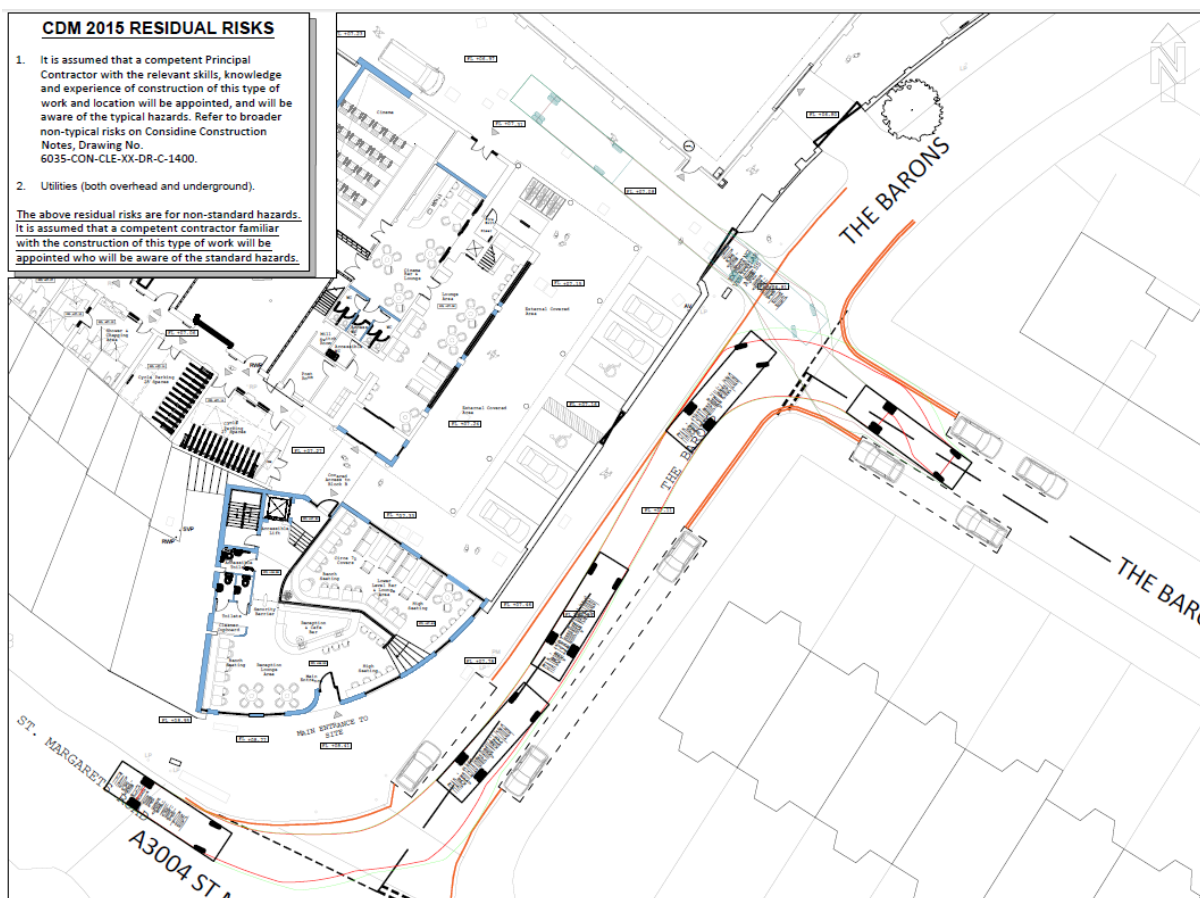
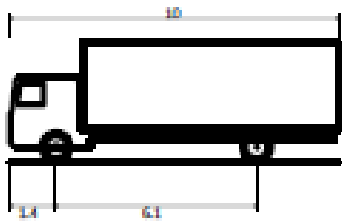


Figure 3.2 – Access to the Site

Figure 3.2 shows the approach an 18T rigid lorry will take. Banksman will manoeuvre the vehicle at all times and by reversing onto the site, it allows the vehicle to move off in a low gear in the direction of travel.



<b>FTA Design 13/18 Tonne Rigid Vehicle (2016)</b>	
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

Figure 3.3 – Vehicle Dimensions

Figure 3.3 shows the dimensions of the Vehicle allowed for this swept Path Analysis. A larger vehicle is shown at the end of the document for reference purposes only.

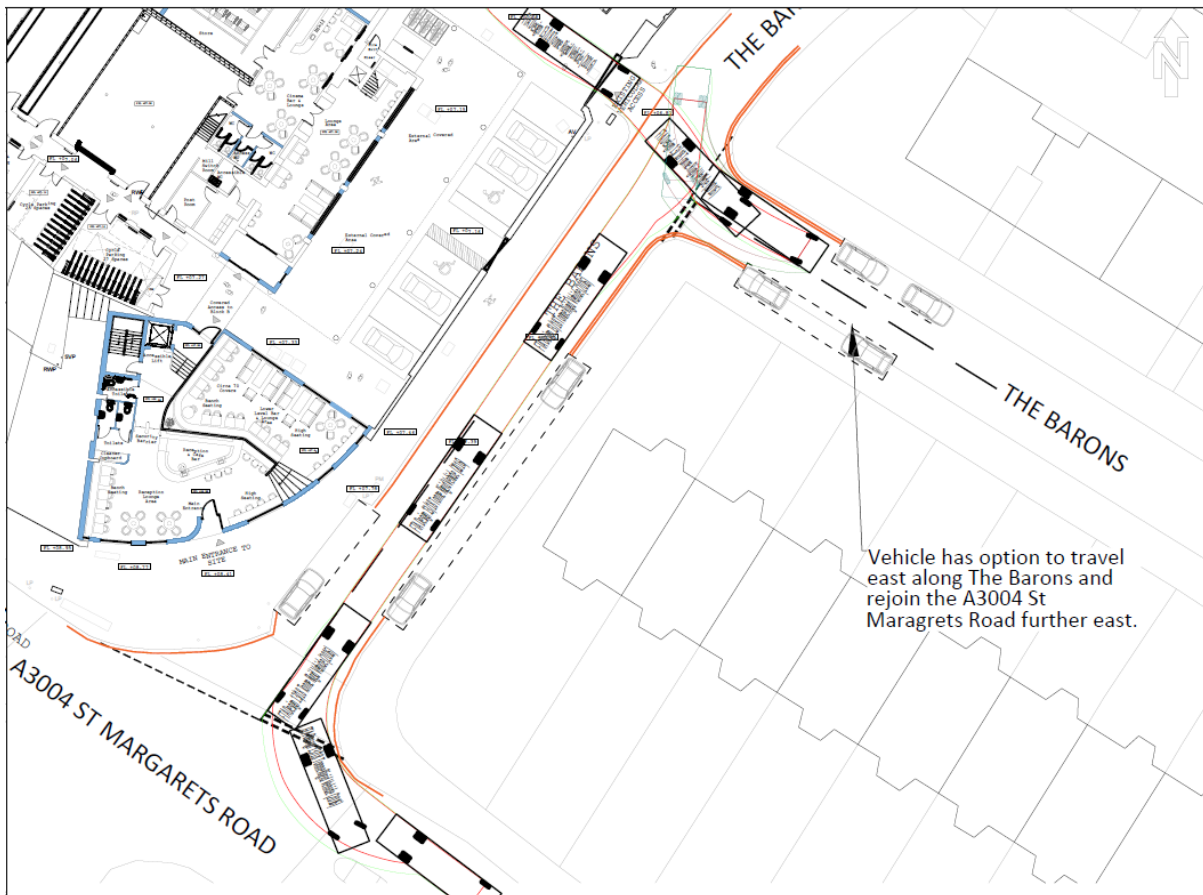


Figure 3.4 – Vehicle leaving site

Figure 3.4 demonstrates the vehicle leaving site in a forward gear. Either along The Barons or right a returning back to St Margarets Road.

## **2.3 LOCAL ACCESS INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING AND WALKING**

### **2.3.1. HIGHWAYS, CARRIAGEWAYS AND FOOTWAYS**

The site is situated on The Barons near St Margarets Road and Adjacent to the A3034. The Barons is a residential road (shown in Figure 3) and access to the site is directly opposite a residential area. The Barons is a two-way traffic single lane each way road.

It is not expected that a pavement suspension will be required to undertake the works. However should a suspension of the pavement be needed to ensure safety of local pedestrians, this will be addressed with the Local Authority as the works progress. At the outset, the work area will be barriered off and operatives will be working from hop ups to prevent this initially. All barriers signage will be in place in accordance with legislation.

In order to eliminate any reversing outside the site, a small van will be used and parked inside the curtilage of the site. There is sufficient turning circle inside the site to allow the van to safely manoeuvre and drive out the site in a forward direction. Turning left or right into The Barons

It is not foreseen that a TTRO will be required for these works. If a delivery arrives it will park across the existing vehicular access to the site, be unleaded and move off in first gear and continue around the Baron to rejoin the main highway. Delivery vehicles are not expected as materials will be brought in the van with the operatives.

Prior to the commencement of the works, a Conditions Survey of the surrounding roads and footpaths in The Barons will be recorded with the Local Authority. This will be issued by the developer in advance of the works.

Currently it is not envisaged that any Traffic Regulation Orders will be required during the works.

At all times access to neighbouring properties, access ways and driveways will be maintained.

### **2.3.2. RAILWAY/UNDERGROUND**

Works are outside the required zone of influence of Network Rail and London Underground services.

### **2.3.3. BUS ROUTES**

Nearby bus routes include the 110, 969 and H37 that connect the site on the north and south bound carriageway to the surrounding centres. Bus routes are not being disrupted during the construction programme.

#### 2.3.4. CYCLE

There are no cycle lanes on roads adjacent to the site. However, the area is popular with cyclists and therefore cycle safety will be maintained by the contractor during the execution of their works on and around the highway.

### 2.4 CONSIDERATIONS AND CHALLENGES

The site development will remain operational and other vehicle movements inside the boundary will need to be considered

#### 2.4.1. LOCAL POLICY

The Contractor should follow the TfL guidance as the guidance body and not follow any local policies.

#### 2.4.2. SCHOOL

There are 1 x Primary situated to the west of the site on St Margarets Road. While the school is not in the immediate vicinity, it is likely pupils will be using adjacent footpaths to walk to nearby bus stations and transport links. The Community Engagement Officer will regularly contact the school to share information in order to maximise child and pedestrian safety.

#### 2.4.3. OFFICES

Adjacent to the site are a number of offices. The tenants of these buildings should be notified of the intended works and care and consideration must be paid to the surrounding areas during the construction works. The Community Engagement Officer will share information about the construction programme and any effects on the surrounding with the offices and collate any issues or concerns. This liaison will ensure the highest level of safety is maintained and full transparency achieved around potential noise and vibration.

#### 2.4.4. PLACES OF WORSHIP

There is a significant place of worship within the near vicinity of the site. The nearest is St Stephens Church on Richmond Road. Whilst this will be used predominantly when the site is closed, the contractor should be aware if working coincides with the occupation and use of the Church.

#### 2.4.5. HOSPITAL

West Middlesex University Hospital is situated directly North of the site on Twickenham Road. This is a public hospital with A&E facilities. This is approximately 2 miles from the site.

#### 2.4.6. SUB-STATION

There is a sub-station 1.4 miles east of the site. This poses no significant risk to the project site.

#### 2.4.7. NEIGHBOURING CONSTRUCTION SITES

At this stage we are unaware of other construction sites within the vicinity. Before works commence on site this section must be reviewed and updated within the Construction Stage Plan.

#### 2.4.8. PUBLIC RELATIONS

A Community Liaison Officer (the Construction Manager) will be appointed to mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CMS has prepared a strategy for preventing potential issues. However, any difficulties encountered during construction will be reported/recorded in a full log and resolved through the use of a 24 hour-staffed telephone line.

The Contractor will be very mindful of the disruption that construction activities can cause to the public and local residents and as such will subscribe to the Considerate Constructors scheme to ensure compliance with the code of considerate practice.

The contractor will ensure that they maintain effective communication with the staff and local residents by:

- Good signage around the site
- Contact details posted on the site notice board
- Reports and notice of noisy or disruptive events posted on the site notice board
- Newsletters delivered to neighbouring properties
- Use of the community website facility to facilitate two way communication
- Adhering to published working hours as laid out in this document

The proposed Construction Manager will be responsible for developing and maintaining effective liaison with the residents.

### 3 CONSTRUCTION PROGRAMME AND METHODOLOGY

The programme of construction for site has been developed by Logic PM Limited.

Construction is expected to last for 6 weeks and is scheduled to begin in Q2 2024. The works will be completed and ready for occupancy in Q3 2024. Figure 4 and Table 1 provide a high-level breakdown of the programme by the key construction stages.

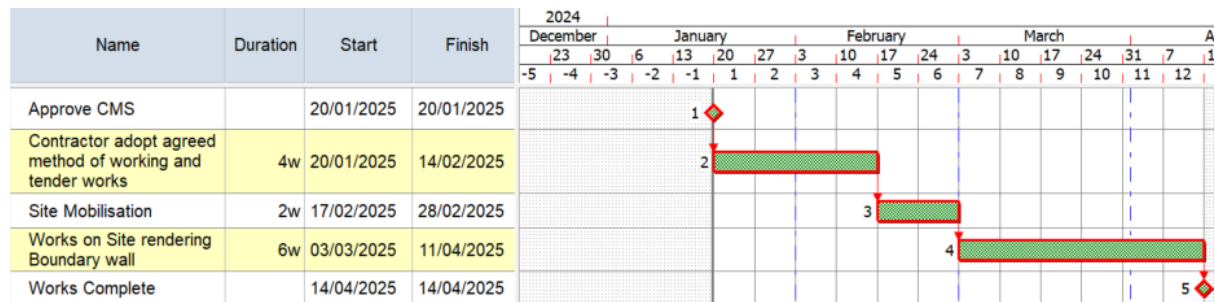


FIGURE 4: CONSTRUCTION PROGRAMME

Construction stage	Start	End
Site setup and demolition	Mar-2025	Mar-2025
Basement excavation and piling	Mar-2025	Mar-2025
Sub-structure	Mar-2025	Mar-2025
Super-structure	Mar-2025	Mar-2025
Cladding	Mar-2025	Mar-2025
Fit-out, testing and commissioning	Apr-2025	Apr-2025

#### 3.1 GENERAL ITEMS OF SAFETY

All working operations on site will be carried out in accordance with current legislative standards and HSE Approved Codes of Practice.

This method statement has been prepared on the basis of the initial information and following appointment of the contractor, they will prepare a more detailed method statement as required under the CDM Regulations 2015 when further details are available. Under the contractors company procedures they will generally require the sub contract method statements two weeks before their works start on site for approval. Once approved, these will be incorporated into the project management plan, before any works start on site.

All operatives and visitors on site will be trained in both general and site specific hazard management such as traffic management, whilst the construction works are taking place. Working from height, the level of competence of sub-contractors will have to be proved before they start on site.

### 3.2 SITE SAFETY MANAGEMENT

The contractor's site manager will undertake the management of health and safety on site on a day to day basis. The site manager will have been trained to the CITB Site Management Safety Certificate standard and will receive regular updates and training on new safety systems and procedures.

The contractor's Senior Safety Manager will make regular visits to site and produce a safety report that will be presented at all the fortnightly progress meetings. The site will also be independently audited four weeks after works have started and again approximately at the midway point of the contract.

### 3.3 TRAFFIC MANAGEMENT, BANKSMEN AND MATERIAL HANDLING

In view of the site location and the requirement to keep construction operations isolated as much as possible from the daily routines of the public highway, the contractor will carefully consider and put forward within their Construction Phase Safety Plan recommendations on how they will manage their working activities in and out of the site in accordance with this document. Our proposal is appended to our site management layout plan.

The Banksman must be RoSPA Level 2 trained to ensure the safe movement of vehicles is adhered to.

Managing deliveries to site in a timely manner to avoid double handling will greatly assist the progress of the works. Materials orders from Builders Merchants brought to site in the operatives van will allow combined deliveries to be made to reduce traffic and unnecessary deliveries from multiple suppliers to this congested site. This will also ensure that deliveries do not cause disruption within the existing access roads. Procurement schedules and delivery programmes will be prepared as part of the Construction Phase Plan to ensure, as far as possible, that materials are procured to a just-in-time manner. This will avoid having large stocks of materials stored on site that could get damaged and also take up valuable space on site and within our proposed compound area located at the rear of the boundary wall.

It is planned that labour will be employed full time to ensure that the material deliveries are cleared in the prescribed time stated above. It is planned that delivery vehicles up to 1.5T will park in the shown point to site ensuring The Barons is kept clear at all times. Deliveries will be unloaded directly inside the site, will be placed in the set down area shown on the logistics plan.

Further to the above, should rights of ways to neighbouring properties anticipate to being blocked by the contractor during the works, the contractor will ensure that alternative routes are agreed prior to the works taking place with the client's representative.

The contractor will use this document to consider the most effective method of offloading, distributing, and placement of materials around the site. As the works are clean and no muddy works are expected there is no need for a wheel wash provision.

Materials movements will generally be with the aid of a labour and manual handling to the required areas.

No construction work or deliveries in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:- Monday to Friday 0800 – 1800 hours, Saturdays 0800 – 1300 hours unless in association with an emergency. Deliveries will be made in accordance with the site operations if access through the rear courtyard is required.

Whilst these works are not deemed noisy, we are working in a residential area, therefore consideration must be observed for the adjacent dwellings in regard to noise and disruption caused by the works. This should be in conjunction with the Councils advice on noisy works and notices issued to the neighbours as part of a considerate contractor scheme approach.

Should protections of the crossover be required, from render being applied, then these will be implemented as required and recorded on the Schedule of Conditions.

The footpaths adjacent to the site will be subject to a daily clean down procedure. At the end of the working day these footpaths will be swept and left clean. Should debris collate during the day, then the site manager will ensure the site labour addresses this. Sweeping and cleaning of the footpath will need to be undertaken in conjunction with the banksman and barriers so that interaction with the public is mitigated. Adequate signage should be set out to ensure the interaction is adequately managed. Signs and barriers must be removed at the end of every period of cleaning.

### 3.4 SITE SECURITY TO THE WORKING AREA

The contractor will erect barrier Fencing or similar, to the perimeter of the work face and will also erect fencing around the site compound and road barriers (where appropriate) to demarcate safety walkways from the site entrance areas to the site office areas. The contractor will form temporary lockable access gates into the site compound from the newly formed access from the existing access road which will be shut when not in use and locked shut at night time.



The fencing will be branded and signed with information relative to the project such as emergency contact details. At the site entrance further details regarding safety, site personnel and site rules will be posted. Should Scaffold licences or permits be required, then these will be sourced in advance of the activities commencing on site.

Tradesman, site personnel and visitors arriving by vehicle will be required to park in local parking within the site facilities to ensure additional burden is not placed on the local street parking amenities.

### 3.5 PRE-CONSTRUCTION ACTIVITIES

The selected contractor's project manager and site staff have been appointed to the contract. They will be present to carry out a number of activities to ensure that works can start on site to meet the requirements of the programme and this method statement. These include the following:

- Early engagement with the design team to agree and close out all pre commencement planning conditions to ensure that works can start on site to meet the requirements of the programme.

Meeting with the trade contractors to discuss design, procurement, delivery strategy of materials, monitoring, and detailed development of the programme have already commenced. All of which will be paramount in ensuring timely completion of the contract because of the access and logistical issues associated with the project as highlighted in the Site Management Layout Plan.

Carrying out investigations and surveys to check the locations of existing services within and around the site area before any works commence on site have already been undertaken.

Arrange for setting up offices and welfare facilities within the site demise as detailed.

Plan for the provision of specialist safety equipment for those working on site such as the external and internal scaffolding. No scaffolding outside of the site demise is expected.

The Principal Contractor must be made aware of the intended access requirements required by the public and staff on site whilst the construction works are taking place i.e. Emergency routes and escape routes.

Prior to works taking place arrangements will be made with authorities, and emergency services about the site rules and requirements required by them whilst working on site. This will include unrestricted access along the existing access road to the property and outside the building in The Barons.

### 3.6 OFFICES AND WELFARE PROVISION

Once appointed, the contractor is to confirm the location of their proposed site office and welfare facilities, this is currently shown within the confines of the site. The welfare facilities and amenities room will be connected to the mains drainage within the site. The cabin is anticipated in being a purpose made unit which can be moved around the site for ease during construction activities.

Where the skips or deliveries are to be placed in the designated pit lane area the highway must be protected and the appropriate licenses and permits sought. The protection must not exceed the footprint of the delivery, which in turn will protect the main highway. It is anticipated that no skips will be used and that waste will be removed in the operatives van at regular intervals.

Where deliveries are placed into the site, temporary protection such as plywood should be laid to protect the surfaces. The contractor must not obstruct the footpath in any way during the works. Also neighbour access **must** be kept clear of all obstruction during the Contract programme. Under no circumstances should any footpath, carriageway or driveway be obstructed. All delivery drivers will be required to have a pre-arranged delivery slot and must phone ahead 1 hour before delivery and report to the site office and be briefed on the exact delivery requirements before the unloading of materials. The contractor will fix discrete directional signage locally so that deliveries are directed straight to site. The Banksman will ensure roads are not congested by construction traffic.

All visitors and subcontractors working on site will enter the site via the same access point. This is indicated on the Site Management Layout Plan attached.

#### Fire and Means-of-Escape

Before works start on site, all existing emergency procedures, and fire exit routes will be identified.

The contractor will provide sufficient fire fighting equipment from day one of the project to all areas. A clear plan will be in place which all personnel/visitors to site are given an induction covering all health and safety procedures laid down by the contractor. This will also cover procedures relating to emergency/fire.

The contractor will ensure procedures are in place by recording numbers on site on a daily basis by contractors and managers signing in and out of the site and final checks carried out at the end of a working day. They will also issue name badges to the construction team which will be worn at all times. This will also include all staff and sub-contractors wearing high visibility jackets and vests at all times whilst on site, not only under health and safety but also to determine to others that they are working on site with.

Hot works permits among others will be used during the project; these will be issued by the site manager. (Hot works will not be carried out on site within the last half hour of every working day so that all hot works can be inspected and signed off by the site manager). But are not expected in this work.

### 3.7 ENABLING WORKS

No enabling works are expected.

### 3.8 SITE SETUP, DEMOLITION AND CONSTRUCTION METHODOLOGY

Works will be undertaken using small hand plant and labour. During the 6 week programme a licensed waste carriers license will be used to transport waste from site to a waste disposal centre. Mitigation measures to recycle materials where appropriate and in accordance with the contractors environmental policy, reuse any material they can as part of a requirement to reduce waste pertaining to minimising construction traffic in the local area.

The likely volumes of demolition matter being removed from site will be on average, 1 to 2 collections per week. Table 2 and Figure 10 demonstrate this.

#### Physical Controls

The appointed main contractor will ensure that:

- The fencing and barriers that separate the site from the public areas are continuous, secure and clearly marked. This is important as the driveway is shared access.
- All staff have clear identification.
- Staff will be visible and patrol the perimeter of the site to ensure that the boundary is complete and undamaged.
- Signage is clear and unambiguous for all members of the public.

#### Administration and Conduct

The appointed main contractor will ensure that:

- Their health and safety plan particularly reflects the sensitive working environment of residential.
- Site rules include clear standards of conduct and behaviour to be adhered to by all staff.
- They have a thorough induction for staff and sub-contractors that sets out the conduct requirements.

- They have regular project meetings that will include the welfare of the public as a standard agenda item so that any issues can be discussed and problems resolved.

### Liaison and Communication

The key to successful liaison on this project will be to ensure the site personnel remain flexible to the requirements yet to ensure that a structured and controlled approach to decision making is consistent with the programme requirements. To achieve this, the contract manager will form an integral part of the Construction and Design team.

The proposed construction manager will be responsible for the identification, monitoring, and management of potential issues such as ensuring that all access and egress strategies are in place and agreed with client representative prior to works commencing on site.

An initial pre-construction meeting will be held to set the framework for successful communications between all relevant parties, and to determine the site rules for working operations whilst on site. The recommendation will be that there is one main point of contact for each of the parties concerned with the works and will propose regular structured liaison meetings be held to discuss concerns and to talk through the proposals at each stage. From the outset the contractor will arrange early meetings with the representatives of all relevant stake-holding parties.

To ensure liaison matters are properly resolved, the contracts manager will arrange weekly co-ordination meetings with the representatives to discuss up and coming works that could affect the day to day operations of site. The site manager will deal with day to day liaison.

All working restrictions on site will be taken into account in preparing written method statements, sensitive operations will be clearly defined and detailed in these method statements, which will be discussed and agreed before work starts on site at the pre start meeting.

### General Items of Safety

All working operations on site will be carried out in accordance with current legislative standards and HSE Approved Codes of Practice.

This method statement has been prepared on the basis of the initial information and following appointment of the contractor, they will prepare a more detailed method statement as required under the CDM Regulations 2015 when further details are available. Under the contractors company procedures they will generally require the sub contract method statements two weeks before their works start on site for approval. Once approved, these will be incorporated into the project management plan, before any works start on site.

All operatives and visitors on site will be trained in both general and site specific hazard management such as traffic management, whilst the construction works are taking place. Working from height, the level of competence of sub-contractors will have to be proved before they start on site.

### Site Safety Management

The contractor's site manager will undertake the management of health and safety on site on a day to day basis. The site manager will have been trained to the CITB Site Management Safety Certificate standard and will receive regular updates and training on new safety systems and procedures.

The contractor's Senior Safety Manager will make regular visits to site and produce a safety report that will be presented at all the fortnightly progress meetings. The site will also be independently audited four weeks after works have started and again approximately the half way point of the contract.

### **Connections to Existing Services**

Not required as facilities are on site.

### Temporary Drainage, Water, Power and Light

A specialist services sub-contractor will be appointed by the main contractor to fit and maintain temporary installations for power, access and escape lighting, and task lighting; likewise for mains water supply to the site accommodation. However this will be in the curtilage of the site.

#### **3.8.1. SLAB EXCAVATION AND FOUNDATIONS**

There are no foundation works anticipated the to project.

#### **3.8.2. SUB-STRUCTURE**

There are no sub-structure works anticipated to the project.

### 3.8.3. SUPER-STRUCTURE, 3.8.4. CLADDING & 3.8.5. FIT-OUT, TESTING AND COMMISSIONING

The works involve the refinishing to an external boundary wall. There are no heavy lifting or additional vehicle movements associated with these works.

Construction will commence at one end and move up the road systematically. Access will be via local hop ups erected in accordance with the site conditions and permitted development footprint.

It is not envisaged that any scaffolding will be required outside of the site demise, however, if scaffolding is required over footpaths, the contractor will submit to the local authority their application for permits to facilities their erection. All scaffolds will need to be erected in accordance with the licence granted and ensure adequate lighting, public safety and protections are adhered to.

ALL materials and plant storage will be within the curtilage of the site within the area indicated in Figure 3.1. No materials will be permitted to be kept outside of the site demise.

The Principal Contractor is still to be appointed, however, they will be directed complete the new façade so that it does not require external crane access to all elevations. The strategy will be to have a minimum reliance on the crane to reduce the impact on the surrounding neighbouring area. There is also a garden area at the front of the site as the building line does not extend to the site boundary.

Public safety must be the utmost importance and all construction and general working processes must be completed in with all HSE guidelines.

## 4 VEHICLE ROUTING AND ACCESS

Due to the size of the vehicle and quantity, 1 van per day, they will follow the normal routes to the site. Vehicles moving to site will be small in number and for a short period of 6 weeks.

### Non Road Mobile Machinery (NRMM)

Taken from the MRMM *“The NRMM LEZ applies to all Major and Minor Development sites within Greater London. The following planning condition should be placed on those sites in order to help mitigate the impact of developments on air quality and safeguard the health of those who work on site. “All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA’s supplementary planning guidance “Control of Dust and Emissions During Construction and Demolition” dated July 2014 (SPG), or subsequent guidance.*

*Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/> ”*

Full copy of this guidance can be sourced on the London Gov website and can be downloaded in full and incorporated into the contractors Method Statements. The web address below details the location of the document to be complied with.

[https://www.london.gov.uk/sites/default/files/nrmm\\_practical\\_guide\\_v4\\_sept20.pdf](https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf)

### **Dust Control**

The contractor must comply with the Supplementary Planning Guidance relating to the control of dust during Construction and Demolition.

The document can be found at:

[https://www.london.gov.uk/sites/default/files/gla\\_migrate\\_files\\_destination/Dust%20and%20Emissions%20SPG%208%20July%202014.pdf](https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Dust%20and%20Emissions%20SPG%208%20July%202014.pdf)

*For all sites, developers should implement the appropriate dust and pollution control measures set out below to ensure the air quality impacts of construction and demolition are minimised and any mitigation measures employed are effective. The proposed measures should be set out in draft form in the developer's AQDRA with a final version in the AQDMP.*

## 5 STRATEGIES TO REDUCE IMPACTS

The following Planned Measures have been identified to help the contractor achieve the goals of the Construction Logistics Plan and better manage the challenges identified in Section 2.

As a project we have considered a High Impact Site Planned Measured Checklist. This is broken into 4 parts

1. Measures influencing construction vehicles and deliveries
2. Measures to encourage sustainable freight
3. Material procurement measures
4. Other measures

Within these sections we have defined if we are Committed, Proposed or have Considered the options.

### 5.1. Measures influencing construction vehicles and deliveries

As part of this we are committed to:

- Safety and environmental standards and programmes
- Adherence to designated routes for access
- Delivery schedules
- Retiming for out of peak hours deliveries

As part of this we propose:

- To retime our out of hours deliveries

#### 5.1.1. MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

##### **Safety and environmental standards and programmes**

We are committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/haulage providers that the



Contractor intends to use. An up-to-date list of trained companies and drivers is available at [www.fors-online.org.uk](http://www.fors-online.org.uk).

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; [www.fors-online.org.uk](http://www.fors-online.org.uk)

### **Adherence to designated routes**

Details of routes to be used for journeys to and from site for road operations are provided in Section 4. The routes to/from the Transport for London Road Network and Strategic Road Network are specified. Designated routes from both the holding area (the suspended parking bays to the front of the site) are supplied to the suppliers and coordinated with the site management team when multi vehicle movements are expected in any given day. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

### **Delivery scheduling**

A site-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can service in 60- minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

Sub-contractors and hauliers must be booked in a minimum of 24-hours in advance in order to allow the request to be reviewed and subsequently approved/declined.

KPIs will be proposed to work towards; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at site.

### **Re-timing for out of peak deliveries**

Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible out of the morning peak (07.00-11.00).

### **Re-timing for out of hours deliveries**

The developer will seek planning permission for out of hours deliveries and commit to deliveries in these times where possible. This will include the use of holding and vehicle call off areas.

This will allow vehicles to arrive early and delay their final approach to site until the pre-arranged delivery time. This will lead to greater logistical efficiency and reduced disturbance in the surrounding area.

### **5.2 Measures to encourage sustainable freight.**

Due to the location of the site the use of Heavy Goods Vehicles for deliveries is not practicable. We will however enforce that number of operatives attending site use public transport in an effort to reduce vehicle journeys and congestion and parking.

### **5.3 Material Procurement measures**

All deliveries have been programmed to be just in time. This reducing stock on site and allowing free access without obstructions as much as possible. The programme issued at the beginning of the contract showed as and when each package will be undertaken. Based on the programme deliveries will be bought in just in time with the van for the operatives. No material will be left onsite unless it is planned in for the week to be installed.

The contractor will consolidate loads as far as reasonably practicable and ensure combined deliveries take place where possible. This will allow the contractor to manage the deliveries with their relevant booking systems and mitigate the number of journeys to site by numerous vehicles from many suppliers.

### **Design for Manufacture and Assembly and off-site manufacture**

Reducing delivery numbers and effective delivery management is a core value of this development. Therefore, logistics and planning will be thought through to mitigate this as far as reasonably practicable.

### **Smart procurement**

The Developer and Principal Contractor will explore suppliers in the procurement stage to mitigate the number of road journeys and reduce impact on the surround site.

## 5.4 Other Measures

### Implement a staff travel plan

There will be on-site parking for 1 vehicle provided for construction worker's vehicles. Restrictions will also be imposed to prevent on-street parking. As there are excellent transport links nearby, travel by public transport will be strongly encouraged.

## 6 ESTIMATED VEHICLE MOVEMENTS

The number of vehicles accessing the site has been estimated according for each of the 5 stages of construction. Our construction expertise has been applied to the proposed programme and construction methodology tool to develop the estimates below. The estimated number of trips are summarised in Table 2 and Figure 7.

Construction Stage	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q1 2025	22	1
Basement excavation and piling	Q1 2025 - Q1 2025	#REF!	#REF!
Sub-structure	Q1 2025 - Q1 2025	#REF!	#REF!
Super-structure	Q1 2025 - Q1 2025	#REF!	#REF!
Cladding	Q1 2025 - Q1 2025	#REF!	#REF!
Fit-out, testing and commissioning	Q2 2025 - Q2 2025	11	1

Figure 7: ESTIMATED CONSTRUCTION VEHICLES - MONTHLY AND DAILY

**Please note these headings are provided in the TfL spreadsheet and cannot be adapted, they are no basement and piling works - only rendering to a boundary wall.**

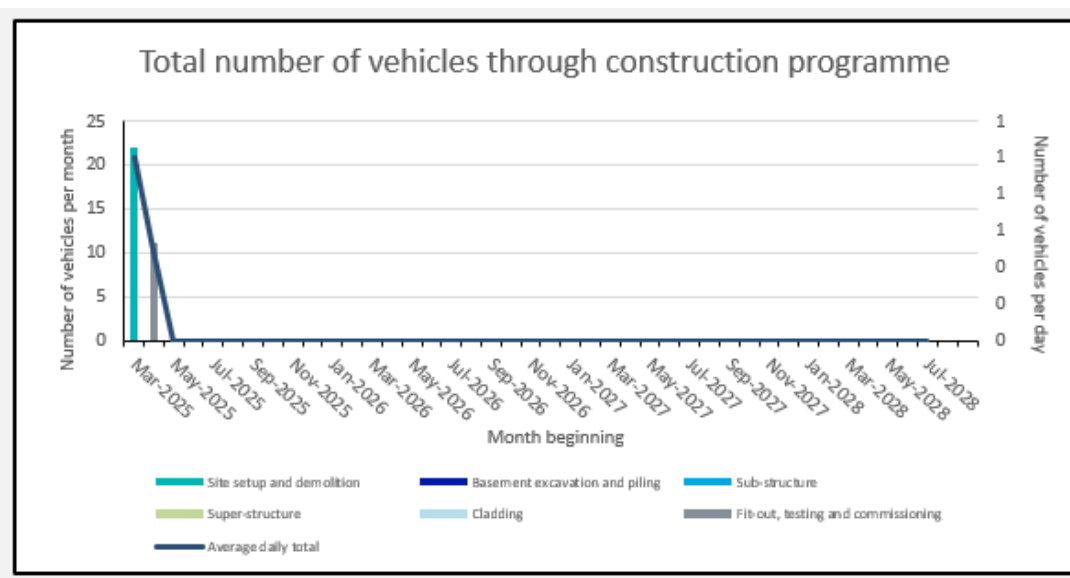


Figure 8: Vehicle numbers through Construction

**Please note these headings are provided in the TfL spreadsheet and cannot be adapted, there are no basement and piling works - only rendering to a boundary wall.**

During the peak months of construction, approximately 22 construction vehicle will access the site. This equates to 1 vehicle per day and 1 in the peak hour assuming some of vehicles arrive during the peak. As shown previously, there will be space for 1 vehicle on site at any one time. These vehicles are expected to spend all day in that one location, sufficient to accommodate the number of vehicles expected to arrive during the peak hour.

The anticipated number and type of vehicles accessing the site during each stages of construction are shown in Figure 9 below.

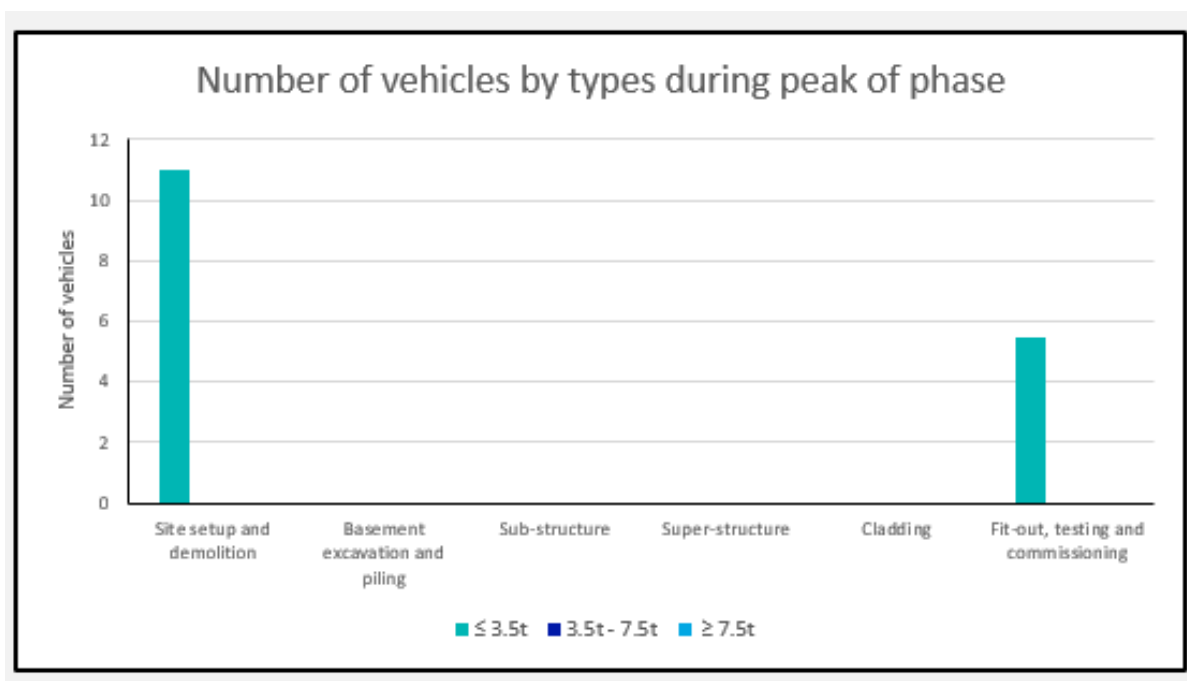


Figure 9: Vehicle Numbers

**Please note these headings are provided in the TfL spreadsheet and cannot be adapted, there are no basement and piling works - only rendering to a boundary wall.**

Where possible, peak times will be avoided for deliveries. Table 12 provides a summary of the average daily construction trips during each construction period. This estimate will be refined, once the contractor is appointed and the construction programme is finalised. The contractor will provide specific delivery schedule information when appointed.

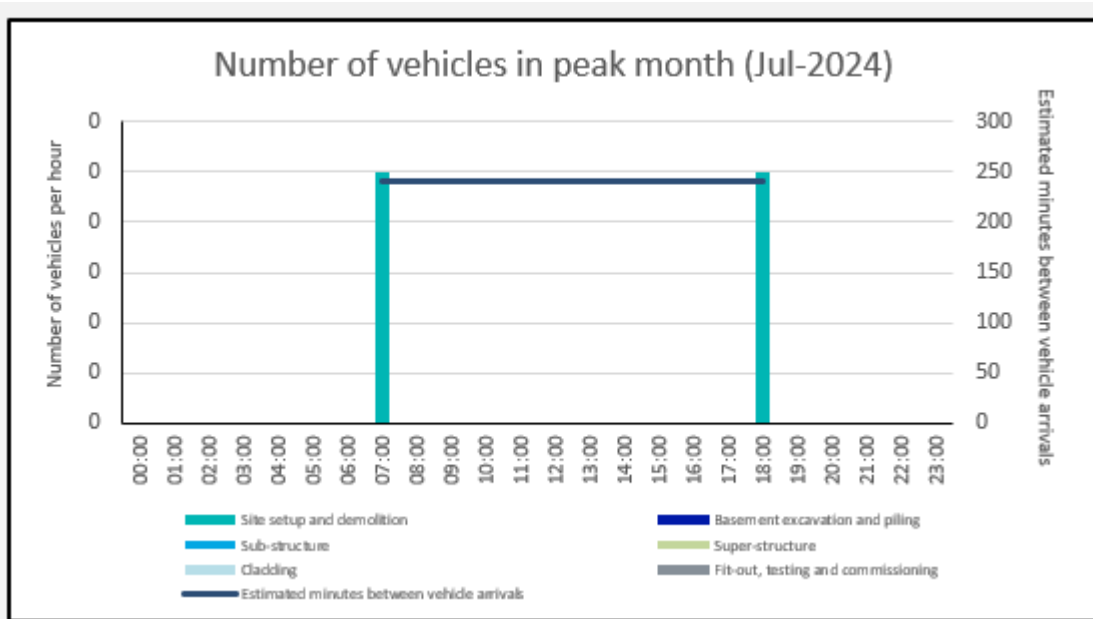


Figure 10: Vehicle Numbers

***Please note these headings are provided in the TfL spreadsheet and cannot be adapted, they are no basement and piling works - only trench foundations.***

## 7 IMPLEMENTING, MONITORING AND UPDATING

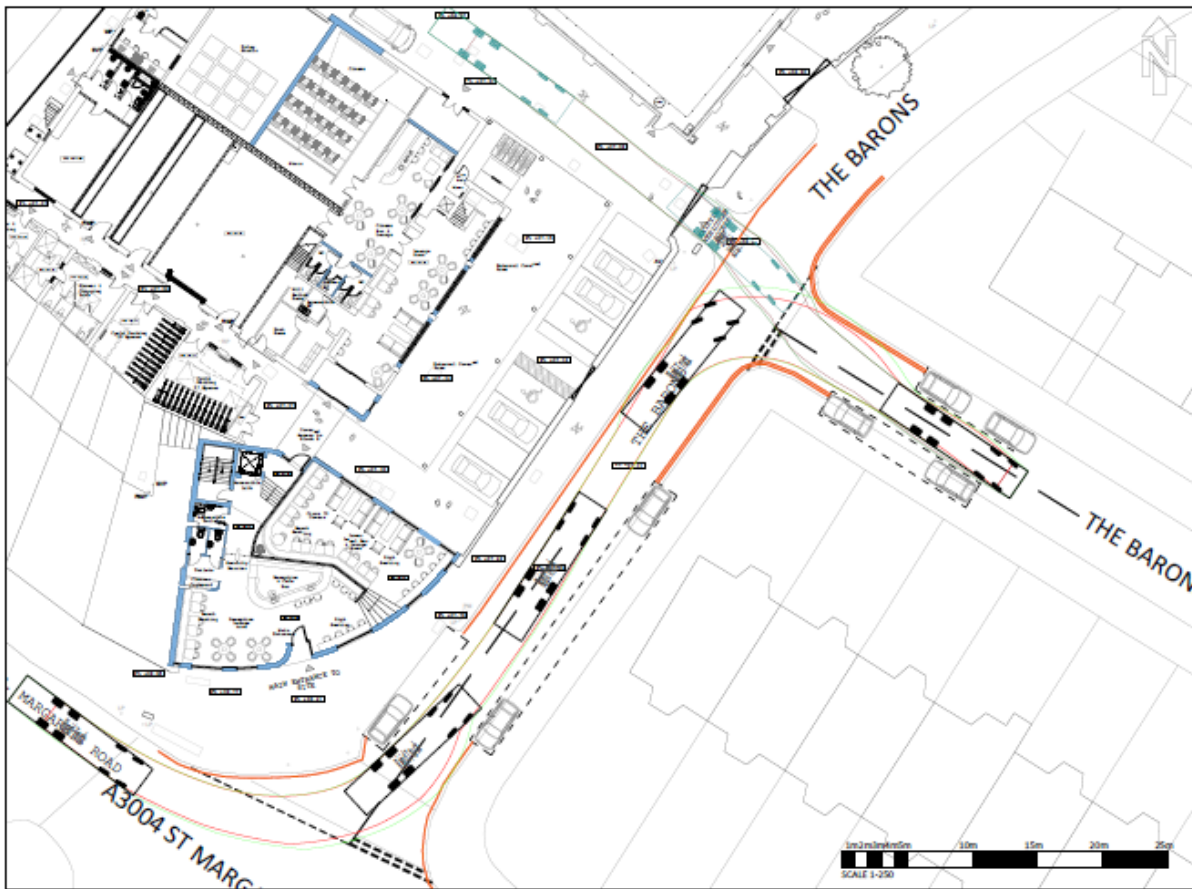
To close the action of the plan and to monitor and change the data as they recorded, an appointed Construction Logistics Manager will be in charge of implementing the Detailed Construction Plan on behalf on the Principal Contractor.

Their job description will include collecting data on:

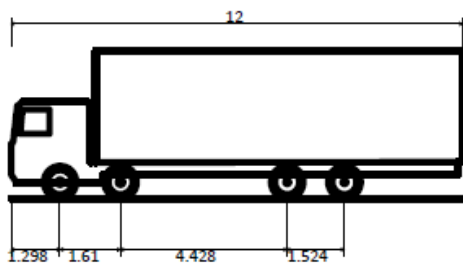
- Number of vehicle movements to site; collected through a delivery booking-in system
  - Total
  - By vehicle type/size/age
  - Time spent on site
  - Consolidation centre utilization
  - Delivery/collection accuracy compared to schedule
  
- Breaches and complaints
  - Vehicle routing
  - Unacceptable queuing
  - Unacceptable parking
  - Supplier FORS accreditation
  - Low Emissions Zone (LEZ) compliance
  
- Safety
  - Logistics-related accidents
  - Record of associated fatalities and serious injuries
  - Ways staff are travelling to site
  - Vehicles and operations not meeting safety requirements
  
- Description of the contractor's handbook
  
- Description of the driver's handbook

The data collected will be reported back to the Developer and Principal Contractor with full transparency to local authority. Where deviation is found the report should be adapted and uploaded where drastically different from the plan shown in this document.

**Alternative Vehicle Swept Path Analysis – For Information Only.**



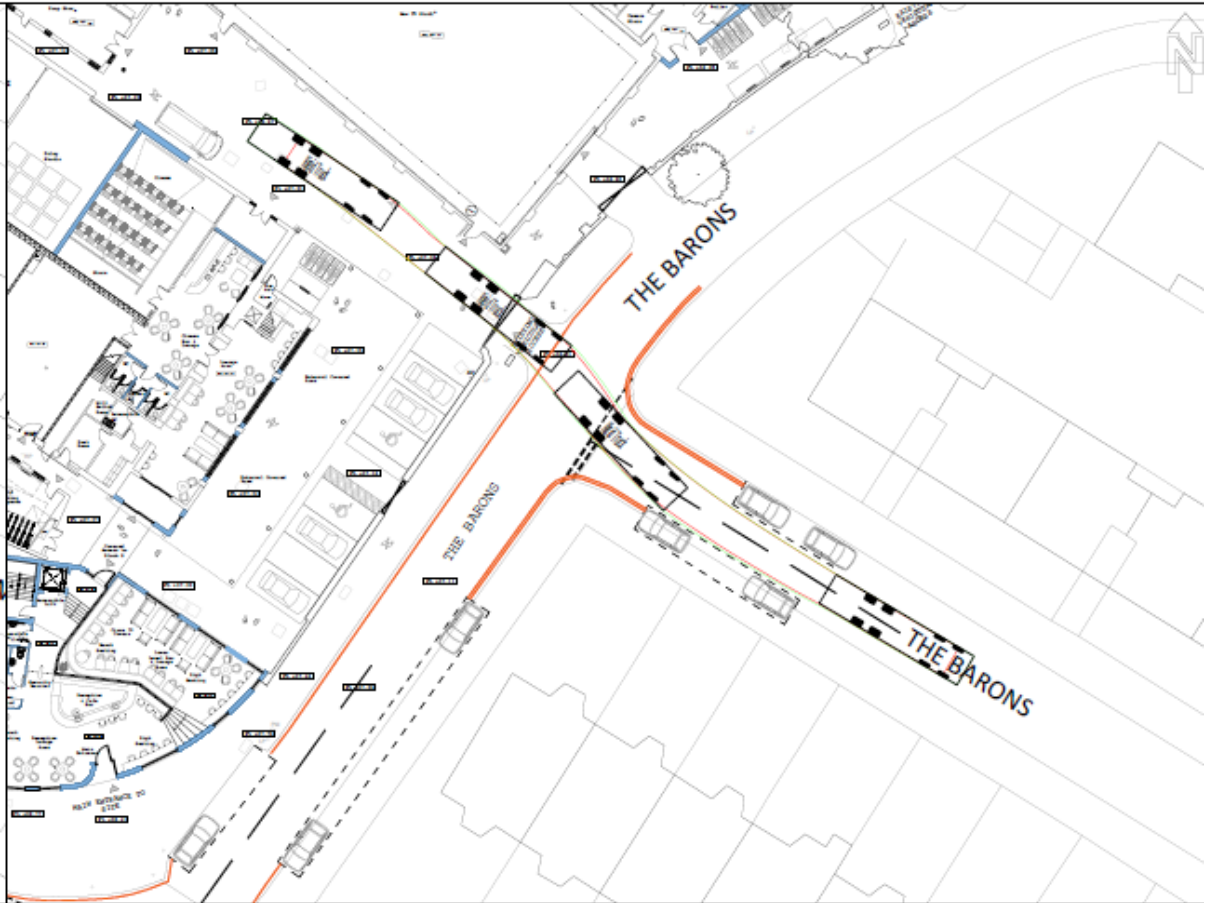
12M RIGID TRUCK ACCESSING SITE FROM A3004 VIA THE BARONS



- Rigid Truck
- Overall Length
- Overall Width
- Overall Body Height
- Min Body Ground Clearance
- Track Width
- Lock to lock time
- Kerb to Kerb Turning Radius

KEY

- Vehicle Wheels
- Vehicle Body



12M RIGID TRUCK EXITING SITE TOWARDS EASTERN A3004/THE BARONS JUNCTION