



WLFS, Springfield Road
CONSTRUCTION MANAGEMENT PLAN (CMP)
incorporating the
Construction Ecological Management Plan (CEMP) Rev A

The following information will be forwarded to all Contractors and Suppliers and must be complied with during the works.

The site is located at;

West London Film Studios
Springfield Road
Hayes, UB4 0RG

(These documents should be read in conjunction with the site location plan Foster Willis Location Plan drawing 1806/100revB)

Background

The Client for this new development is WLFS. WLFS based across the road from the proposed site in Springfield Road. The site is an area of open land between existing football pitches and a retail park backing onto palisade fencing surrounding Minet Country Park Guru Nanak School at the far end of Springfield Road and high volumes of traffic would be expected at the school drop off and collection times. There is an existing vehicle crossing and security gates at the entrance to the site.

Apart from the School drop off and collection times Springfield Road is not a heavily used road with little pedestrian traffic. The road is used for overnight parking of lorries and vehicles for the factory and other units across the road.

Project Information

Skyline Development and Construction Ltd Project Manager and Emergency and
Out of Hours Contact Nikolay Nikolov 07933858317
Skyline Development and Construction Ltd Contracts Manager and Emergency
and Out of Hours Contact Wayne Bryant 07841106290

The project will follow the practices laid down in the Considerate Contractors Scheme. Each phase of the work will be closely monitored to ensure the works are carried out with the minimum of inconvenience to the local community, and there is a consistent approach to being good neighbours.

As part of the project planning, we will meet the Highways department on site to discuss and agree a proposed footpath closure to allow the new vehicle crossover's to be constructed. These works will be carried out by approved street works contractors following receipt and authentication of their safe methods of work.



Description of the work:

The work comprises of a reduced level dig, below ground drainage and foundations, a steel frame clad with a PPC metal face composite cladding, access roads and landscaping works. The building will house workshops, office accommodation and four film stages. There will be a security office at the site entrance and the existing fencing will be adapted to accommodate the new vehicle entrance and exit roads.



Work Programme

The works are due to commence late January 2022 and will be complete by December 2022.

Hours of work will be Mon- Fri: 0700 - 1800

Sat: 07.00-16.00 (Only under certain circumstances)

Sun & Bank Holidays: No working

The site will be locked shut and secured during out of hours periods.

Demolitions

There are no demolitions involved with the development which will negate breaking out works, dust and vibration.

The work phases will be;

- Reduced level dig, forming the new vehicle crossovers and the groundworks stage.
- Steel erection
- Masonry works
- External roof and wall cladding works
- Power float internal slab
- Internal fit out works
- Access roads and car parking bays
- External works to include landscaping, fencing and paving's.

Methodology;

Two new vehicle cross overs will be formed and all other works will be contained within the site boundary. See the Foster Willis Site Plan drawing 1806/101

Construction areas will be segregated from the footpath and the general public by the existing palisade fencing and Heras security fencing as required.

The existing entrance will be used for the enabling works, reduced level dig foundations and drainage works. Applications for the two new vehicle crossovers will be made as early as possible and once constructed these crossovers will be used as in and out gates for deliveries. The vehicle crossovers will be reinstated

The work on site will be carried out in cognizance of the neighbouring properties and will take account of the Guru Namak Sikh Multi Academy drop off and collection times.

No construction traffic may park or move within the vicinity of the site between 08.00 to 09.30h and 15.00 to 17.00h.

The work is being carried out well away from residential properties and the school, and as such no noise or vibration issues are unlikely to cause inconvenience, however, regular site checks will be made, and all plant will be fitted with suppression to minimize noise disturbance to passers-by and the workforce.

Dust suppression where required will be by damping down or using wet cutting in the case of masonry products.



A site waste management plan will be in place with formalized monitoring and reporting process to promote on and off-site recycling. The waste hierarchy is set out in the Site Waste Management Plan with the following objectives; Reduction, Re-use, Recycling and Composting, Energy Recovery and only then on to disposal. All waste leaving site will be recorded and disposed of through a licensed carrier.



All deliveries will enter the site directly on arrival and not wait on any road in the vicinity of the site, and unload before leaving site in a forward direction from the centre gate or the new vehicle crossovers. All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered

The site Traffic Marshall will guide delivery vehicles onto and off site. He will ensure the footpath is clear before directing vehicles on or off site, and he will guide vehicles into the flow of passing traffic Springfield Road without causing queues or heavy stopping.

Plant and material deliveries will be planned and controlled and will be delivered in small quantities as they are required. This will reduce the size of the delivery vehicle and will quicken the unloading process.

All Heavy Goods Vehicles shall comply with the Direct Vision Standard. A rating of 3 stars (or more) will be required.

Freight Operators Recognition Scheme (FORS) Silver standard is to be mandated by all freight operators delivering to this site to support this development.

All deliveries, particularly Heavy Goods Vehicles, to site shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC.

Ready mix concrete will be placed directly into the works, or by a concrete pump. Hard standings will be provided to access routes to prevent wheels from becoming contaminated with mud and debris.

Arrangements will be made for long lead in items of plant and materials to be manufactured and stored at works until the site is ready to call them off. The steelwork will be delivered on Lots to allow the steel to be erected in a planned sequence of work. Roof and wall cladding panels will be delivered and placed in a sectioned off materials storage compound before being fitted to the building. The proposed materials storage location is shown on the site plan.

Operatives and site visitors will be asked to use public transport and we will actively encourage car sharing by allowing vehicles with three or more occupants allocated parking places.

The works

Due to the limitations on space the building footprint will be used for the steel erection, and then for the storage of plant and materials.



Travel Routes:

The main access route onto the site is from the M4. Heston Services are 15minutes away when traveling from the East and Reading Services are 40 minutes away when traveling from the West.

Vehicles will leave the M4 at the A312 Parkway and travel in a Northern direction towards Hayes. At the exit for the A4020 vehicles will leave the A312 on the ramp and turn right at the roundabout on to the Uxbridge Road. Springfield Road in on the right approximately 200yds from the junction.

On approaching the site, the Traffic Marshal will open the site gates and will direct the delivery onto the site for unloading. Once unloaded the vehicle will be guided off site and into the traffic flow on Springfield Road.

The Reading and Heston Services areas will be used as offsite holding areas for delivery vehicles will be in place to minimize delivery times and prevent congestion outside the site. Vehicles will leave site in a forward direction to allow them to maintain the free flow of traffic.

Deliveries will be timed to arrive and leave outside the school drop off and collection times. No deliveries will be accepted between the hours of 8 to 9.15am and between the hours of 3 and 4.30pm. Any deliveries arriving within the restricted period will be sent away and the carrier will need to bear the cost of any return visits. If this persists as an issue, deliveries to site will be suspended and a meeting will be called with the offending carrier to agree a solution to the problem.



Large loads will be booked 48 hours in advance and offloading will be pre-planned to ensure vehicles are quickly released from site. The Project Manager will be the designated vehicle and delivery coordinator. The Project Manager, or his appointed person will be present at all times when the site is in operation.

A banksman will take charge of all deliveries and will guide vehicles into the site unloading area. Flashing warning lights will be used during this process.

Vehicles will remain on the hard standing areas to prevent mud being pulled onto the highway. All vehicles will have their wheels, scrubbed, washed and inspected prior to leaving site to ensure they are clean and no debris is pulled onto the road.

A standing order will be in place with a road sweeping company who will make regular passes around the site roads, and who can be called in on short notice by our Site Management for unscheduled road sweeping.

Lorries carrying loose loads will be sheeted before leaving site. These works will be supervised by the banksman who will need to be satisfied the sheeting is adequate before allowing vehicles to enter the public highway.

Vehicles on the site approaches will be limited to 5mph, and a full range of safety signage will be displayed.

Vehicle engines will be switched off and keys will be removed when they are parked. The use of horns will not be permitted.

Local management and workforce:

We encourage the use of local labour to bring employment to the area and to reduce the carbon footprint of the site works. Vacancies will be advertised local to the site to attract candidates to apply for positions. Where possible, on-site training will be offered to candidate who are keen and prove to be a reliable member of the workforce.

Routing of Construction Vehicles:

Delivery and construction vehicles will use the motorway network and "A" roads to travel to and from the site. Directions are noted in the routing plan and a map is contained below. All construction vehicle drivers will be made aware, unless it is absolutely unavoidable the use of residential streets for accessing or waiting to access the site is not permitted.

Travel route directions

- Picking up from Junction 15 of the M25 M4 West towards London (Heathrow)
- Exit the M4 at junction 3 and head North on the A312 The Parkway.
- Turn right using the slip road and roundabout onto the A4020 Uxbridge Road.
- Turn right at the first junction onto Springfield Road
- The site is 400yds away on the right-hand side.
- The Traffic Marshall will be waiting for you and will safely guide you onto site.



Holding Area

Plant and material will be planned and controlled to be delivered, “just in time” and they will be ordered in manageable quantities as they are required for the works in hand. This will reduce the size of the delivery vehicles and it will quicken the unloading process. As fail-safe large loads shall stop in a safe place and call site to check access is clear prior to arriving on site. This is to ensure there have been no issues with the earlier deliveries and the site is available to receive the delivery.



Motorway services stations have been identified for this purpose. Certain restrictions will apply to the use of these facilities: -

- M4 Reading Services between Junctions 11 and 12
- M4 Heston Service Station between Junctions 2 and 3
- M1 Toddington Services between Junctions 14 and 15
- Vehicles to move on from these locations at the earliest opportunity

Parking Arrangements

During the construction period parking spaces will be limited on site. In order to minimise the impact of the works to those affected by our works;

1. Public transport to be used whenever possible
2. All vehicles to park in the designated area
3. Individual vehicle weight should not exceed 3 tons
4. Car-sharing is encouraged

Ecology

1. Introduction

Condition 25 of decision notice 46378/APP/2019/2970 states:

“Prior to commencement of development, a Construction Ecological Management Plan (CEMP), demonstrating how best practice will be used to minimise the potential impacts of the construction phase of the development on the existing ecology of the site and off-site receptors, including nearby designated sites, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not then be undertaken other than in accordance with the approved details.”

In order to address this condition, this section has been included within the wider Construction Environmental Management Plan to identify and set out mitigation measures required during construction to protect ecological features within the Zone of Influence (Zoi) of the site

2. Mitigation

Mitigation strategies to minimise the impacts to ecological features are set out in Table 1.1. It identifies the practical measures to be employed, location and timing of sensitive works, requirement for on-site specialist ecologist presence, use of protective fences and ongoing monitoring requirements to mitigate for those effects identified. These are in line with the recommendations made in the Ecology Technical Note produced for the application (report reference 11842_R02d).

Toolbox Talk and Ecological Clerk of Works (ECow)

Prior to works commencing, a toolbox talk will be provided by an Ecological Clerk of Works (ECow) to all contractors working on the site. This will inform them of all ecological constraints and considerations relevant to the construction works, including the potential presence of bats and breeding birds. This will include identification of the species, their legal protection and necessary mitigation measures, including what to do if any of these species are encountered on the site during works.



The ECoW will be present as and when required, as outlined in Table 1.1 below.

Ecological Feature Identified at Risk	Mitigation Measures to be Implemented	Timing of Works	Location	Requirement for Ecologist Presence
Protected Sites				
Yeading Brook and Minet Country Park SINC (Borough Grade I)	All works to comply with the Environmental Good Practice on Site Guide (Fourth Edition) produced by CIRIA in 2015. Recommendations include: - Installation of temporary fencing to protect important areas; - Ensure vehicle re-fuelling areas, material storage and site compounds are located a minimum of 10m from the SINC boundary. The ECoW will advise on location on site; - Ensure vehicles are well maintained and turned off when not in use; - Ensure dampening down of road surfaces and wheel washes are in use when necessary; - Ensure appropriate distances are employed (10m minimum) to prevent surface water run-off into ditches; and - Ensure a detailed Pollution Incident Response Plan is in place.	For duration of construction period. No specific timing restrictions.	Whole Site	ECoW required during site set up only.
Fauna				



Breeding Birds	Clearance of woody vegetation clearance proposed between October and February. If clearance is required outside of this period, a nesting bird check will need to be undertaken by the ECoW. If an active nest is identified, work in the area will cease and a	October to February outside of breeding bird season (where feasible)	Whole Site	None required if works undertaken during appropriate time period. EcoW needed for a nesting bird
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	suitable exclusion zone will be set up. Clearance will not occur until the young have fledged.			check if vegetation clearance is to take place between March and August inclusive).
Bats - Single Tree on Eastern boundary	The single cherry tree on the eastern boundary of the site has 'low' potential for roosting bats (11842_R02d). As per best practice guidance, this tree should be soft-felled in sections. Each section will need to be lowered gently, in a controlled manner to ground level and the ECoW will inspect the features for the presence of bats. In the unlikely event that a bat is found during the inspection, or at any other time by contractors, works must be stopped, and the appointed ECoW should be contacted for advice on how to proceed. A European Protected Species Mitigation Licence (EPSML) may need to be applied for to allow works to proceed lawfully.	No Timing Restrictions	Tree T1 (Cherry on the eastern site boundary)	Licensed bat ecologist required to provide a toolbox talk and oversee the soft felling of tree T1.

Table 1.1 Construction Mitigation Measures – Ecology

3. Roles and Responsibilities

Responsible Persons

The responsibility for ensuring construction works proceed in accordance with the CEMP will lie with Wayne Bryant, Skyline Development and Construction Ltd.'s Contracts Manager for the works. Overall control will be held by contractor's site-based Project Manager, Nikolay Nikolov

Lines of Communication

The Project Manager, the landowner, and the Ecological Clerk of Works will communicate directly over implementation of the mitigation measures and any issues that arise during the works.

In the unlikely event that any protected or priority species are encountered unexpectedly during site works, including badgers, bats, breeding birds, amphibians or reptiles, works should cease, the ECoW shall be contacted immediately to provide advice on how best to proceed.



Ecological Clerk of Works

An ECoW will be appointed by the landowner to liaise with the contractor. The ECoW's responsibilities will be to:

- Provide ongoing guidance for the site team in dealing with ecological matters and interpreting the CEMP. Commencing with a tool-box-talk to inform all site contractors of the ecological constraints and protection measures detailed in his CEMP where sensitive works mean this is required;
- Provide on-site supervision of works that require it, as detailed in Table 1.1; and
- Develop any additional method statements and/or site protocols as required.

A copy of this CEMP will be kept on site and will be available for the ECoW and the contractor's site manager at all times.

Should there be any queries regarding this CEMP, please contact Tyler Grange Group Ltd on 01285 831 804

Summary items covering the CMP and the CEMP

- This document will form a part of the order for all contractors and suppliers. The document shall be accepted and referred to in any safety method statement or order acknowledgements.
- Work shall be carried out in line with the requirements of the Construction Ecological Management Plan (CEMP)
- Details for deliveries will be discussed with contractors leading hand and site operatives at the site induction.
- 48 Hours' notice required for all large deliveries
- Scheduling of deliveries in the form of 'just in time' shall be undertaken for all plant and
- materials.
- Good lines of communication
- This plan will be reviewed and updated as each phase of the work is carried out.