

1st February 2023
Delivered by email

Planning, Growth and Sustainability
King George V House
King George V Road
Amersham
Bucks
HP6 5AW

Ref: PINR3003

Dear Sir / Madam

PLANNING PERMISSION REF. PINWOOD STUDIOS WORKSHOP 160 – PL/22/1292/FA

DISCHARGE OF PLANNING CONDITION 2

On behalf of Pinewood PSB Ltd, we write to submit details to discharge planning condition 2 (Construction Management Plan) in respect of planning permission ref. PL/22/1292/FA at Pinewood Studios and in relation to Workshop 160.

Background

The site was granted planning consent on 20th July 2022 under reference PL/22/1292/FA for the following development:

“Construction of detached workshop and substation buildings”

Condition 2 of the permission states:

2. No development shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of:

- i) The routing of construction vehicles*
- ii) The parking of vehicles of site operatives and visitors*
- iii) Details of construction working hours, including deliveries*
- iv) Loading and unloading of plant and materials*
- v) Storage of plant and materials used in constructing the development*

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vi) Wheel washing facilities

vii) Construction access

viii) Avoidance measures for protected and notable species (nesting birds, amphibians, reptiles, badger and hedgehog)

The approved CMP shall be adhered to throughout the construction period.

Submission

The following documents, as shown in the table below, have been submitted in support of this submission:

Condition	Information Submitted
2	<ul style="list-style-type: none">• Construction Management Plan

Next steps

The appropriate application fee of £116.00 has been provided and we would welcome confirmation of receipt.

We trust the above information and the submitted documents are sufficient to allow for the discharge of condition 2 tied to the approval.

If you have any queries in relation to the details submitted, or require any additional information, please do not hesitate to contact me.

Yours sincerely

Taylor Cherrett
Director

taylor.cherrett@turley.co.uk

Pinewood Studios
Construction Method Statement

Workshop 160

February 2023

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1. Introduction and Description of the Works

Introduction

- 1.1 This Construction Method Statement (CMS) has been prepared to discharge condition 2 of extant planning consent PL/22/1292/FA in relation to the construction of detached workshop and substation buildings at Pinewood Studios.
- 1.2 This Construction Method Statement outlines the strategy, standards, control measures and monitoring procedures that will be observed to comply with the Planning Permission conditions and to manage any adverse environmental impacts of the construction process and has been designed to protect the amenities of nearby residents. It also deals with matters in relation to dust mitigation and demolition method.
- 1.3 Condition 2 requires that:

“No development shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of:

- i) The routing of construction vehicles*
- ii) The parking of vehicles of site operatives and visitors*
- iii) Details of construction working hours, including deliveries*
- iv) Loading and unloading of plant and materials*
- v) Storage of plant and materials used in constructing the development*
- vi) Wheel washing facilities*
- vii) Construction access*
- viii) Avoidance measures for protected and notable species (nesting birds, amphibians, reptiles, badger and hedgehog)*

The approved CMP shall be adhered to throughout the construction period”

2. Principal Contractors Role & Responsibilities

Principal Contractors Role & Responsibilities

- 2.1 The principal contractor will appoint a representative to enforce the requirements that are set out within this document. This will ensure that the required measures and standards are in place, and that there are no adverse impacts on the environment.
- 2.2 The Project Management will be responsible for the day-to-day management of the site and also any complaints from local residents.
- 2.3 This CMS has been prepared to ensure that all works are compliant with current regulations and to provide guidance with regard to environmental best practice for construction works. The works will be completed to best practice guidance and standards where appropriate.
- 2.4 This CMS will be submitted to the Local Authority to enable the discharge of the relevant planning conditions and has been prepared in accordance with the *Pollution Prevention Guidance PPG6: Working at Construction and Demolition-sites* and will be updated during each Phase or variations to the current Phase.
- 2.5 The principal contractor will abide by the code set out by the Considerate Contractors Scheme.

Monitoring

- 2.6 Site management from the Principal Contractors are required to formally carry out weekly site inspections. All Principal Contractors have a contractual responsibility to provide a safe working environment for Trade Contractors, as well as keeping the public safe.
- 2.7 In addition, Trade Contractors are to carry out their own site inspections/audits, report back on the number of hours worked and conduct their own Incident investigations as agreed during the pre-commencement meeting. The frequency of the Inspections will depend upon complexity and duration of works but should as a minimum be every 20 working days. Copies of Trade Contractor's site inspections/audits will be uploaded to the document management system in use.

Communication and Coordination

- 2.8 In ensuring co-operation and co-ordination between parties, the Plot-Specific Principal Contractor will carry out the following activities:
 - Pre-Commencement Meetings: The purpose of this meeting is to plan the works and to make the Trade Contractors aware of the working environment and arrangements for them on site.

- Daily Activity Briefings (DABs): Trade Contractor Supervisors are required to attend, prior to each shift commencing and should be in possession of a signed Risk Assessment and Method Statement for their work activity.
- Information associated with the CMP, relevant to the project team, site staff and operatives will be communicated at a number of levels and using a number of methods including inter alia:
 - Inductions
 - RAMS briefings
 - Toolbox talks
 - Safety notices
 - Posters
 - Meetings (pre-commencement, planning and project review meetings)
- The Principal Contractors are encouraged to carry out engagement tours where they engage with the workforce discussing site issues with them. In addition, and where practically possible, monthly meetings will be carried out with the workforce updating them on site performance and an opportunity to raise issues.

2.9 A contact board will be prominently displayed on site and will include the following details:

- Name and address of the main contractor;
- details of the works taking place;
- date works are due to be completed; full contact details of site manager;
- full contact details of person responsible for community liaison;
- full contact details of person responsible for dealing with complaints;
- full contact details of the person responsible for the site out of hours; and
- full contact details of personnel who have the authority to take immediate action in the event of a complaint.

Site Welfare Facilities and Compound

2.10 To comply with the Construction, Design and Management Regulations (CDM) 2015 and the Health & Safety at Work Act 1974, adequate welfare facilities must be provided for use by employees, contractors and visitors.

2.11 These facilities will be installed as permanent infrastructure for the lifetime of the construction works.

2.12 A Site Compound Plan is provided at **Appendix 1**.

Working Hours

2.13 The site working hours for the enabling works for the development will be:

- 08:00 – 18:00 - Monday – Friday
- 08:00 – 13:00 Saturday

2.14 All work intended outside these hours will be subject to prior agreement, and/or reasonable notice to the Council, who may seek to impose certain restrictions. All works must be supervised at all times.

3. Parking of vehicles of site operatives and visitors

Parking of vehicles of site operatives and visitors

3.1 This section specifically deals with the following planning consent requirements:-

ii) The parking of vehicles of site operatives and visitors;

3.2 Car parking for site operatives and visitors will be in a designated area adjacent to the site offices.

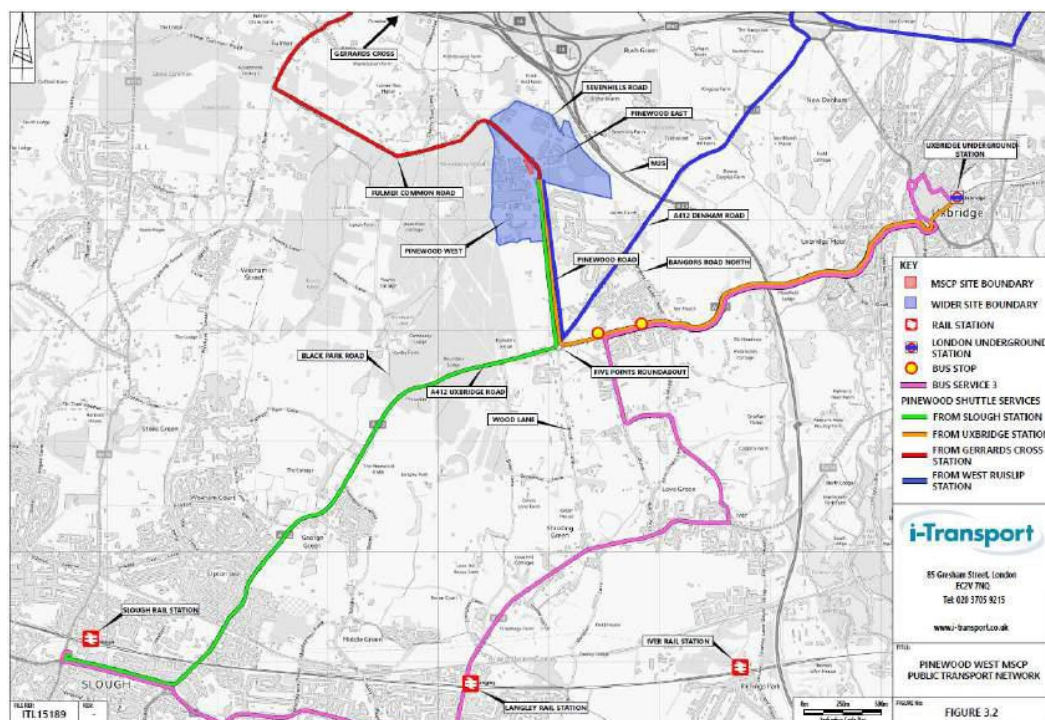
3.3 The site compound set-up – is shown at **Appendix 1**. These will be used by the site operatives and management team. Peak number of site-persons during the works is estimated to be circa. 30. Parking will be available at existing car parking onsite.

3.4 Notwithstanding the above, the site labour force shall be encouraged to car share and to use sustainable modes of transport, where practicable.

3.5 The site has excellent transport facilities to and from London and the surrounding towns, as summarised below.

Public Transport

3.6 A plan showing the local public transport network is provided as Figure 3.1 below.



Railway / Underground

3.7 There are several rail stations located close to the sites, and these include:

- Uxbridge underground station (5.3km) providing access to Metropolitan and Piccadilly Line services to central London.
- Slough railway station (7.4km) served by fast and frequent services to London Paddington, Oxford, Reading and further destinations across the south west of England and Wales. The Elizabeth Line also serves this station.
- Langley railway station (5.3km) with services operating between London Paddington and Reading. The Elizabeth Line also serves this station.
- Iver railway station (5.8km) with services operating between London Paddington and Reading. The Elizabeth Line also serves this station.
- Denham Golf Club railway station (6.0km) with services to Gerrards Cross and London Marylebone and occasional services to High Wycombe and Banbury.
- Denham railway station (6.6km) with services to Gerrards Cross and London Marylebone and occasional services to High Wycombe and Aylesbury.
- Gerrards Cross railway station (5.5km via A412) with services between London Marylebone, Aylesbury and High Wycombe.

Bus

- 3.8 The nearest bus stop is located on Slough Road/Swallow Street in Iver Heath, some 2,100m to the south of the site. This stop is served by the Number 3 bus service, routing between Slough and Uxbridge, via Langley, Iver and Iver Heath, with two services per hour.
- 3.9 Pinewood Studios currently operates four shuttle bus services (Monday through Friday) between the studios and nearby stations (including to the forthcoming Elizabeth Line at Slough), which are free for use by studio employees and authorised visitors. Shuttle buses operate between the hours of 0700 – 1900 Monday – Friday (excluding Bank Holidays) and run between Pinewood Studios, Slough Railway Station, Uxbridge Railway Station, Gerrards Cross and West Ruislip Railway Station.

4. Loading and Unloading of Plant and Materials

4.1 This section specifically deals with the following planning consent requirements:-

iv) loading and unloading of plant and materials;

4.2 All plant and material deliveries shall be unloaded by a competent person using the correct procedures, training and in accordance with the site specific method statement and lifting plan.

4.3 Loading and unloading of plant and materials areas will only take place in designated area.

4.4 Materials are to be delivered to site in a just in time basis.

4.5 It is the subcontractor's responsibility to ensure deliveries are booked in as the delivery site rules prior to turning up on site. Deliveries that are not booked in or turn up at the incorrect time or location will be turned away.

Loading & Unloading

4.6 There are several different means of loading/unloading materials to and from delivery vehicles:

- Self loading/unloading i.e. concrete & skip wagons
- Lorry loaders
- Forklift
- Manual Handling
- Excavator with chains / forks

4.7 The method chosen should be as the result of a Risk Assessment, details of which must be included within the Subcontractors Method Statements. In addition, Lifting Plans must be submitted by Sub-Contractors for all lifting including loading and unloading of deliveries.

Horizontal and Vertical Distribution

4.8 Subcontractors are responsible for the distribution of their materials both horizontally and vertically around site. Materials will be distributed by a variety of methods.

4.9 Subcontractors will undertake a Risk Assessment to determine the most appropriate method for their Works, minimising where possible the need for manual handling. Material distribution options will develop as the project progresses and this will be reflected in future revisions to this plan. The dates when each of the item of plant will be required are identified on the latest revision of the Programme.

4.10 The following items of plant are envisaged for use during the works:

Mobile crane:

4.11 A lift plan compiled by a fully qualified Appointed Person for lifting operations must be completed for each planned lift on site. This must be issued at least 2 weeks prior to any planned lifts to allow for review and any associated temporary works controls to be implemented.

Forklift:

4.12 It will be the responsibility of the individual subcontractors to provide fork lift truck attendance if identified as required. A lift plan will be required at least 4 weeks prior to any planned lifts for any subcontractor supplied forklift trucks. Only fully qualified operators holding the relevant, in date CPCS card will be allowed to operate this equipment on site.

Earth Moving Equipment:

4.13 Comprising of Excavators, Dumpers, Dozers, Rollers & Compactors. All to be covered by specific risk assessments and operated by trained personnel (typically CPCS).

Piling Rigs:

4.14 Tracked mast & auger rigs. All to be covered by specific risk assessments and operated by trained personnel (typically CPCS).

5. Storage of Plant and Materials

5.1 This section specifically deals with the following planning consent requirements:-

v) Storage of plant and materials used in constructing the development;

Plant

5.2 **Construction Plant:** Due to the extensive size of the overall site – and hence, large travel distances across the site and depending on works location and type of equipment – some items of plant will likely be stored (parked) at their specific works location overnight. This is as opposed to returning to a designated plant storage area. In all instances – plant & equipment will be locked (where possible), keys removed and kept within the confines of the overall site perimeter fencing.

5.3 All plant will be secured and isolated to minimise the likelihood of vandalism or theft. Hand tools, and small pieces of plant are to be locked away in storage containers at the end of each shift.

Materials

5.4 Materials will generally be stored in the materials storage area, unless their storage at a specific works area is more appropriate e.g. aggregates or pipes

5.5 Materials which could be the subject of theft will be stored either in a lockable container or will be securely fenced off in the materials storage area in order to provide better surveillance and to reduce the likelihood of theft. Larger items such as pipes and manhole rings may be stored adjacent to the appropriate works area.

6. Traffic Management

6.1 This section specifically deals with the following planning consent requirements:-

d) programme of works (including measures for traffic management)

Traffic Management

6.2 In order to reduce the risks associated with construction traffic, the following measures are planned:

Site Set-up

6.3 The 'initial' site set up will be of sufficient size to cater for operatives and staff. Such facilities will be in accordance with the requirements of CDM 2015 and will be subject to regular maintenance and cleaning.

6.4 The following will also be implemented:

- Traffic accessing and egressing the site will give way to all road traffic with a banksman being in attendance if reversing on or off site is undertaken.
- The above access points would also serve any emergency service vehicles in the event of attending site.
- Warning signs will be established and maintained (Caution Construction Traffic or similar) at the approach to the Entrance at the earliest opportunity.
- Manned traffic management procedure will be adopted when large vehicles/load loaders are to attend site.
- No delivery vehicles will be allowed to wait on the highway.

Construction Phase

- Construction traffic will be directed in via designated routes and will be under the direction of a banksman if the need for reversing is undertaken.
- Signs will be erected from the main road links to the site to help in the above.
- Construction deliveries will be staged at the laydown area for offloading.
- Deliveries will be restricted to site working hours to reduce disruption to local residents and businesses.
- The site speed limit will be established and enforced at 10 mph, with signage indicating such and all persons made aware of this requirement at the site induction.
- No plant or delivery drivers will be permitted to use mobile phones or similar whilst driving vehicles or plant.

- Plant operations which are adjacent to areas such as pedestrian routes, non-site vehicular routes, crane zones or other work areas will be accompanied by a designated banks man at all times during its operation.
- Designated pedestrian crossing points will be established where such personnel routes are required to cross-over vehicle routes.
- Pedestrian walkways will ultimately be established around the site boundary as required
- The traffic routes detailed in the plan below will be briefed to all operatives and management at the site inductions to reduce the risk of congestion and nuisance from site traffic.

Safety and Noise reduction:

- Where deemed necessary, delivery vehicles wheels will be cleaned prior to leaving the site to minimise contamination of the surrounding roads.
- Wheel cleaning provisions will be maintained throughout the duration of the main construction works. Provision & use of such facilities will be the responsibility of the Sub-contractors.
- Localised road cleaning will be implemented if considered necessary throughout the construction period.
- All deliveries will be made (where possible) in sociable hours to prevent nuisance to neighbours of the site.
- Vehicles will not exceed the site speed restriction of 10Mph.

Pedestrian segregation:

- All plant operators will be made aware of pedestrian's right of way, site speed limits and areas where plant can be operated in their induction.
- All site operatives will be made aware of pedestrian walkways and cross over points with haulage roads.
- All plant operators will be made aware of the speed restrictions - 10 mph - any operators breaching this will be removed from site.
 - All plant operators will be made aware of the restriction of utilising mobile phones and similar when operating site plant - any operators breaching this will be removed from site.
 - Site visitors without site experience not holding current CSCS card and attending full site induction will be escorted around site by a member of the site team or a member of the respective sub-contractors site team.

Visitors who have site experience and who have received a site-induction may be allowed to access areas of site without being escorted.

- During periods of inclement weather and in particular snow or ice, it's the responsibly of the contractor as to assess site conditions and instigate remedial action as to ensure safe access and egress is maintained. In the event that this is not possible or practicable, the site will be closed until such time as safe routes are reinstated.

Wheel cleaning

- 6.5 During the period of works – when there are large volumes of lorry movements, the site will provide a proprietary wheel-wash machine – suitable for accepting 8-wheel vehicles. The principle contractor will employ a full time gate-person who will monitor each vehicle leaving site, to ensure that any vehicles with mud deposits (solids) on the wheels/arches utilises the wheel-wash prior to exiting site. In addition – the site will also maintain a mobile jet-wash piece of equipment, that the gate-person &/or traffic marshall can use for any further (top-up) vehicle cleaning, and also to ensure resilience – incase of plant breakdown.
- 6.6 In addition to vehicle cleaning, we will also employ the services of a road-sweep on a regular basis. This attendance will help to clean the immediately surrounding public highways of muddy-water trails, which “clean” vehicles inevitably leave behind, once they’ve had a wet-wash. The frequency and scheduling of the road-sweep will be determined by the combination of continually varying influencing factors (such as weather, on-site traffic routes, lorry movements). The site manager (principle contractor) will be responsible for coordinating this (road-sweep) attendance.
- 6.7 The extent of road-cleaning of the public highway – will be defined as *“as far away from the site exit as needed, to ensure that muddy-water trails from site vehicles are swept and cleaned”*.

7. Temporary Construction Access and Routing

Access

- 7.1 Construction access will be gained from the existing access to Pinewood East from Pinewood Road.

Construction Routing

- 7.2 Any vehicles delivering to Pinewood Studios will be required to display a 'Delivering to Pinewood' sign on the dashboard of the vehicle with a contact number to report any anti-social driving or other concerns.
- 7.3 Vehicular movements across the Pinewood estate will be strictly controlled and all delivery drivers will receive a driver induction and route map prior to access the site for the first time.
- 7.4 Access through Pinewood estate to the proposed development site has been planned to utilise the existing roadways and traffic routes wherever possible.
- 7.5 As Vehicular access and egress onto the site will be via a singular point careful management under dedicated sperate Gateman and Banksman control will be necessary to manage incoming and exiting deliveries.
- 7.6 All access and egress gates will be kept shut at all times when not in use to prevent unauthorised access to site and will always be under the control of a CPCS qualified Vehicle Banksman.

8. Avoidance Measures for Protected and Notable Species

- 8.1 Ecological monitoring will be provided for key works with potential to impact on ecology, such as for site clearance and enabling works, to identify any significant changes in the ecological baseline, inform working methods and supervise sensitive works.
- 8.2 Works that may require ecological support could include the implementation of mitigation such as habitat removal for nesting birds; to supervise works in the vicinity of sensitive habitats such as waterbodies; and to undertake update surveys, monitoring visits as required, for example for nesting birds, or badger activity.

Appendix 1: Site Compound Plan

