

Appendix N

Framework Construction Management Statement



Proposed Commercial Development
Building 810, Winnersh Triangle Business
Park, Eskdale Road, Winnersh, RG41 5TS

**Framework Construction Management
Statement**

For

Winnersh Midco S.A.R.L

Document Control Sheet

Proposed Commercial Development

Building 810, Winnersh Triangle Business Park, Eskdale Road, Winnersh, RG41 5TS

Winnersh Midco S.A.R.L

This document has been issued and amended as follows:

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8 th August 2025	d1.0	PdeJ	PdeJ



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1.0 Introduction

- 1.1 Motion has been instructed to prepare this Framework Construction Method Statement (FCMS) by Winnersh Midco S.A.R.L. to support to the introduction a replacement commercial building on Plot 810 of the Winnersh Triangle Business Park, Eskdale Road, RG41 5TS ("the Site").

Scope of the FCMS

- 1.2 The purpose of this FCMS is to outline the strategy for the efficient movement and management of construction traffic associated with the site.
- 1.3 This FCMS considers the Transport for London (TfL) 'Construction Logistics Plan Guidance for Developers' document, updated in July 2017, with this report put together to reflect a 'high' impact site. The site is not however located on the TfL road network, and accordingly the structure identified within the new guidance has not been followed in full.
- 1.4 The aim of the FCMS is to minimise the impacts of construction on the local road network and to minimise any environmental impact of the works. The principal issues addressed by the FCMS are:
- ▶ Programme of works;
 - ▶ Loading and unloading of plant and materials;
 - ▶ HGV deliveries and hours of operation;
 - ▶ Storage of plant and materials;
 - ▶ Parking for vehicles of site personnel, operatives and visitors; and
 - ▶ On-site turning for construction vehicles.
- 1.5 The FCMS investigates measures to consolidate construction vehicle activity so that fewer journeys are required and so that the timing of construction vehicle movements avoids sensitive periods, thereby reducing noise and intrusion.
- 1.6 The programme of works included within this FCMS are indicative based on the current project programme and are subject to planning permission being granted at the site.

Proposed Development

- 1.7 The proposals are for the redevelopment of Building 810 within the Winnersh Triangle Business Park to provide a single replacement building accommodating up to 5,235 sqm GIA for use for commercial use (light industry/research and development and tech). The proposals are for:

"Demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works."

2.0 Considerate Contractors

Site Management Contact Details

- 2.1 The main point of contact in relation to the content of this FCMS and during construction works will be the onsite Construction Manager.
- 2.2 Management and emergency contacts will be confirmed upon appointment of the contractor. In the meantime, until the role is fulfilled, Winnersh Midco S.A.R.L will act as the primary point of contact.

Considerate Contractors Scheme

- 2.3 It is envisaged that the contractor will be signed up for the Considerate Contractors Scheme upon appointment.
- 2.4 The Considerate Contractors Scheme is a non-profit scheme which encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:
 - ▶ Care about Appearance;
 - ▶ Respect the Community;
 - ▶ Protect the Environment;
 - ▶ Secure Everyone's Safety; and
 - ▶ Value their Workforce.
- 2.5 The scheme provides information, advice and e-learning for the aforementioned topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as examples of best practice, leading to future improvement.

3.0 Site and Policy Context

- 3.1 The application site is located to the north of Eskdale Road within the administrative boundary of the Wokingham Borough Council (WBC). Building 810 is accessed directly from Eskdale Road.
- 3.2 The Application Site is situated northeast of Winnersh Triangle railway station. The application site in relation to the local area is illustrated in Figure 3.1 below.



Figure 3.1: Application site Location Plan

Accessibility by Foot

- 3.3 Eskdale Road provides a suitable environment for pedestrians, being subject to low vehicle speeds and having street lighting along its course.

Accessibility by Cycle

- 3.4 The site is easily accessible by cycle and both Winnersh Triangle and Earley stations are accessible alongside a wide range of services including supermarkets.
- 3.5 Wokingham's Cycle Map (included at **Appendix B**) indicates that there are off carriageway routes connecting to Wharfdale Road. This road is considered suitable for cyclists, providing a links to the local cycle network.

Travel by Public Transport

- 3.6 The nearest bus stops are located on Wharfdale Road, approximately 280 metres walk south of the site. This bus stop is served by 500 park and ride. The details of this local bus service are provided in Table 3.1;

	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
P&R 500	Minster Street – St Marys Butts – Friar Street – Market place – Winnersh Triangle Park and Ride	4 Per hour	4 Per hour	No Service

Table 3.1: Local Bus Services

- 3.7 The nearest railway station to the site is Winnersh Triangle, located approximately 280 metres south of the site, which equates to a five-minute walk. A summary of the rail services is provided in Table 3.2.

Service	Destinations Served	Approximate Frequency		
		Weekday	Saturday	Sunday
London Waterloo	Reading – Earley – Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot – Sunningdale – Longcross – Virginia Water – Egham – Staines – Feltham – Twickenham – Richmond – Clapham Junction – London Waterloo	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.2: Local Rail Services

- 3.8 Winnersh Triangle Railway Station has 491 car parking spaces and dedicated bike storing spaces with CCTV in operation to maximise security.

Summary

- 3.9 Based on the analysis set out above, it is considered that the location of the site meets the requirements of paragraph 105 of the NPPF with regards to offering a genuine choice of transport modes.

4.0 Construction Works

- 4.1 This section of the FCMS sets out the overall construction programme. As noted previously, a contractor has yet to be appointed.

Site Staff

- 4.2 Staff numbers during the construction phase will be established upon appointment of a contractor. Suitable parking and other facilities will be provided for the number of staff expected to be present on site at any one time.

Programme

- 4.3 The expected project duration will be confirmed by the appointed contractor although it is envisaged to be around 12 months.
- 4.4 The breakdown of activities required is subject to confirmation by the appointed Contractor.

Personnel Trip Generation

- 4.5 The movement of contractors' personnel has the potential to generate vehicular activity, but only a limited amount of parking will be made available within the site for construction traffic. A construction compound will be identified by the construction contractor. The number of parking spaces will be limited to the space available; the main Contractor will need to apply their own restrictions to keep parking to that available at the assigned contractor's compound.
- 4.6 All contractors' personnel would be encouraged to make use of the bus services that stop in the vicinity of the site or rail services from Winnersh Triangle station. Further information on public transport accessibility can be found within the Transport Assessment accompanying the planning application.
- 4.7 In addition to the available local public transport facilities, it is expected that contractors will provide transport to and from any off-site parking facilities. This is most likely to be by minibus and it is reasonable to assume some two-way trips in this category per day.
- 4.8 Nevertheless, some personnel will need to bring their vehicles onto the site in order to move tools, plant, equipment etc. An estimate of the number of daily vehicle movements required throughout the build process will be provided by the contractor, when appointed.
- 4.9 Car travel on the part of construction staff will be restricted wherever possible. The site is located in a sustainable location, which reduces the need for travel to and from the site by car.

HGV Activity

- 4.10 Safe and legal loading will take place within the site, adhering to the Code of Considerate Practice and following best practice such as accreditation to the Fleet Operators Recognition Scheme (FORS). The site construction compound plan can be seen at [Appendix C](#).
- 4.11 Proactive management of deliveries will be required to reduce the number of vehicle movements. Material unloading will be undertaken on site, with forklift trucks anticipated to be used to facilitate the unloading of delivery vehicles on site.
- 4.12 These vehicles will be able to enter and depart the site in a forward gear, accessing the local highway network via Eskdale Road.
- 4.13 The movement of all construction vehicles to/from the construction site will be the subject of a rigorous 'turn up, load and go' management regime. The contractor will implement a pre-booking system such that the movement of vehicles can be appropriately scheduled. It will be the responsibility of the FCMS Co-ordinator to ensure that this system, together with the entire FCMS, is promoted to all workers and

delivery personnel. All companies delivering goods to the site will be made aware of the contents of the FCMS in advance.

- 4.14 The numbers of HGV movements to and from the site are expected to vary between the differing phases of construction. Throughout each phase, the HGV routing will remain the same, providing the shortest distance travelled on local roads to/from the A329(M).
- 4.15 It is considered that all HGV drivers delivering to the site will be experienced professionals. As such, they will be expected to be aware of vulnerable road users at all times, and with the assistance of the on-site banksman, ensure that manoeuvring into and out of the site is undertaken as safely as possible, with particular awareness of cyclists and pedestrians during turning manoeuvres.
- 4.16 Unless previously agreed, deliveries will not be accepted at the site before 07:00 hours and will leave the site by 18:00 hours from Monday to Friday. Deliveries will be timed, where possible, to avoid peak periods on the highway network.

HGV Routeing

- 4.17 HGVs will be directed to/from the A329(M). The A329(M) also provides a direct connection to the strategic road network including the M4 and A3290.
- 4.18 It is proposed to implement a routeing strategy that minimises impact on local roads surrounding the site that identifies the shortest, usable route to and from the strategic highway network.
- 4.19 HGV's and construction traffic accessing the site will do so taking the A329(M) or the M4, then taking Wharfedale Road until Eskdale Road is reached. The application sites can be reached of Eskdale Road. Figure 4.1 and Figure 4.2 below shows the potential HGV routeing options to/from the construction site.

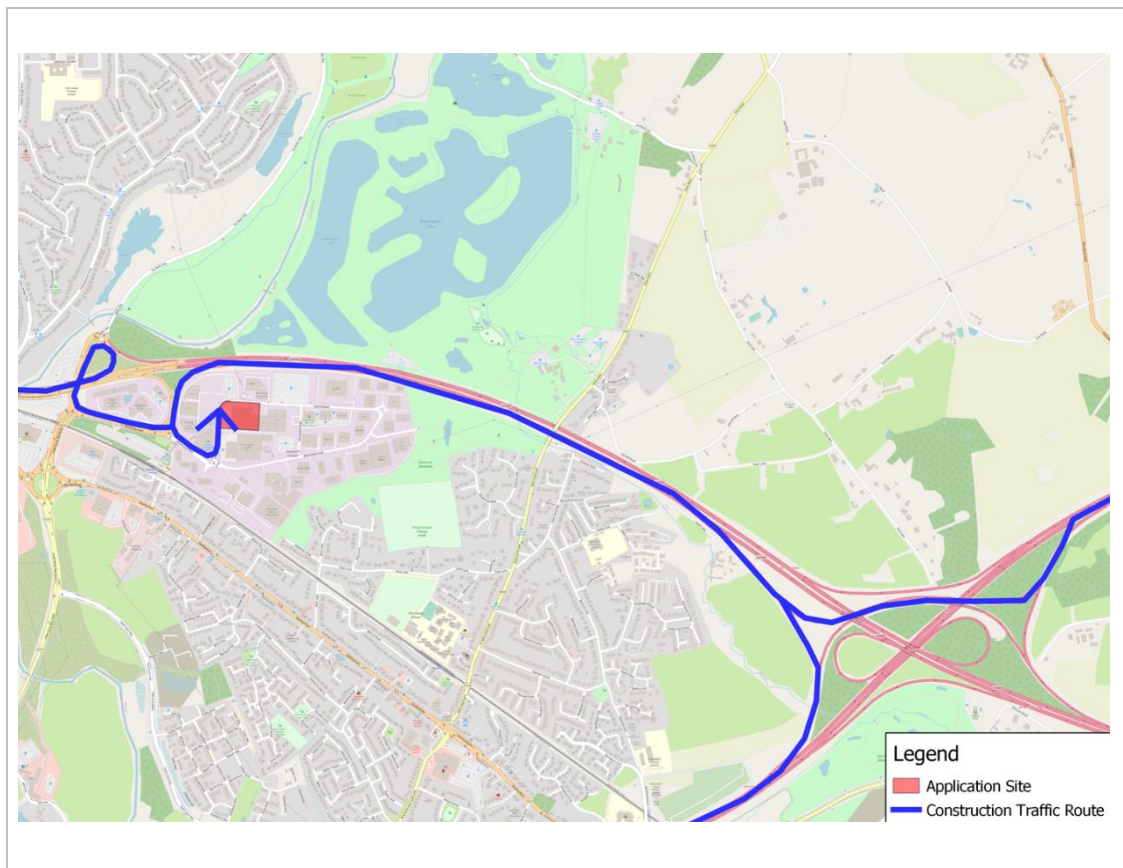


Figure 4.1: Proposed HGV Routeing to Site

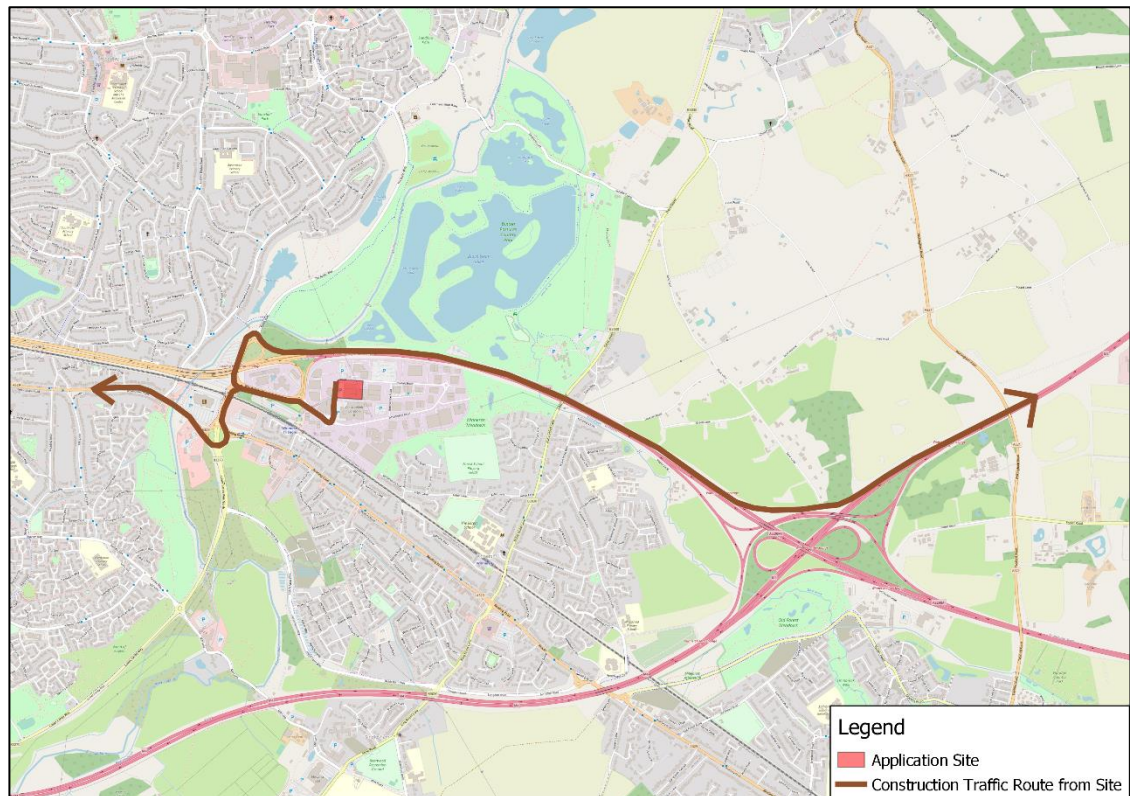


Figure 4.2 – Proposed HGV Route from Site

Loading/Unloading Activity

- 4.20 The construction site is located to the south of Eskdale Road, accessed directly from Eskdale Road. Loading and unloading will be managed within the construction site compound, with a qualified banksman overseeing all manoeuvres.
- 4.21 A swept path analysis has been performed to demonstrate that all construction vehicles can safely access the site. A 16.5 metre large articulated lorry, large truck and skip lorry have all been tracked and these swept path can be viewed at **Appendix D**. The largest construction vehicle that will access the sites is a 16.5 metre long articulated lorry which as mentioned above has been tracked, as such all construction vehicles can access the site safely.

5.0 Mitigation Measures

Committed Measures

- 5.1 The following measures will be implemented at the site, reflecting the key principles of the DfT's Quiet Deliveries Good Practice Guidance including:

General Servicing Best Practice:

- ▶ Making sure all equipment is in good working order and maintained to minimise noise;
- ▶ Ensuring all staff involved in delivery activity are briefed and trained appropriately, in accordance with the code of practice; and
- ▶ Ensuring all construction supply chain providers receive copies of the code and are aware of its importance.

The Delivery Area:

- ▶ Identify timings for deliveries in advance so both the driver and site operatives are prepared for the arrival;
 - ▶ Seek to ensure that delivery vehicles spend as little time as possible attempting to access the loading/unloading area, possibly tasking site staff to ensure that manoeuvring can be accomplished quickly and safely; and
 - ▶ Engines should be switched off immediately when not manoeuvring.
- 5.2 In addition, the site will adhere to relevant safety and environmental standards and programmes.

Wheel Washing Facilities

- 5.3 Wheel washing facilities will be accommodated on site. The contractor will operate a hose and pressure washer at the entrance/exit to prevent any dirt/dust leaving the site. Any overspill will be washed off the road surface at regular intervals.
- 5.4 Vehicles will be cleaned prior to leaving the site to minimise deposits of spoil or debris on the local highway network.

Site Waste Management Plan (SWMP)

- 5.5 The following on-site measures will be adopted:
- ▶ Promotion of the reuse, recycling and recovery of waste, rather than disposal;
 - ▶ Reduce fly-tipping by keeping a full audit trail of waste removed from sites and complying with waste duty of care regulations; and,
 - ▶ Increase environmental awareness on the part of staff and management. Environmental management performance is likely to improve the more staff are aware of their responsibilities. Including SWMP information in induction training or as part of environmental awareness training can help with this.

Dust and Noise Suppression

Dust Suppression

- 5.6 The contractor will take reasonable steps to suppress dust, dirt and debris generated by the scheme, working to the relevant British Standards and best working practices.
- 5.7 The following on-site measures will be adopted:

- ▶ Ensuring that the area around the site, including the public highway, is regularly and adequately swept using wet sweeping methods only to prevent any accumulation of dust and mud;
 - ▶ The use of wheel cleaning facilities for all vehicles accessing the site;
 - ▶ Muck-away trucks will be covered to prevent wind effects on contents;
 - ▶ The application of dust suppressants to the hard surfaces on and around the site; and,
 - ▶ Methods of work to prevent dust from becoming airborne at source, including enclosure of fixed plant, addition of moisture, and provision of effective exhaust ventilation and filtering.
- 5.8 During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. The contractor will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading any waste materials for disposal.
- 5.9 Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust originating from within the site. See Appendix C which illustrates the location of the described above hoarding.
- 5.10 Monitoring of dust is expected at all construction sites. This will involve regular visual observations and record-keeping. A fully trained Manager will be on site throughout the construction period to ensure this is adhered to.

Noise Suppression

- 5.11 Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained.
- 5.12 Construction noise is predominantly controlled by restricting the hours of work to:
- ▶ Monday–Friday, 08:00 – 18:00 hours;
 - ▶ Saturdays, 08:00 – 13:00 hours; and
 - ▶ No work on Sundays or bank holidays.
- 5.13 All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturers standards. Wooden hoardings will surround the site to reduce visual and noise intrusion from deliveries.
- 5.14 Noise suppression measures to support the aforementioned Noise and Vibration Assessment include:
- ▶ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
 - ▶ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work;
 - ▶ Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given;
 - ▶ Noise monitoring will be undertaken at the start of each new activity. A record of noise monitoring results will be maintained;
 - ▶ Plant, equipment, site offices, storage areas and worksites will be located away from the adjacent residential properties; and

- ▶ Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use.

Materials Storage and Security

- 5.15 There will be some Material Storage on site to be located at the Contractor's compound. The main contractor will be responsible for the security of the site including material storage. This is likely to be in lockable steel freight containers.
- 5.16 The main contractor will be encouraged to adopt a 'call off' approach where only materials immediately required to meet the programme would be stored on site, allowing for planned and managed deliveries. This may include off site assembly of some components.

Road Sweeping

- 5.17 The local highway network will be monitored for debris, if any waste material is identified the contractor will undertake local road sweeping to ensure the road surface and nearby drainage are clear of debris. This is the responsibility of the appointed contractor.

6.0 Monitoring and Review

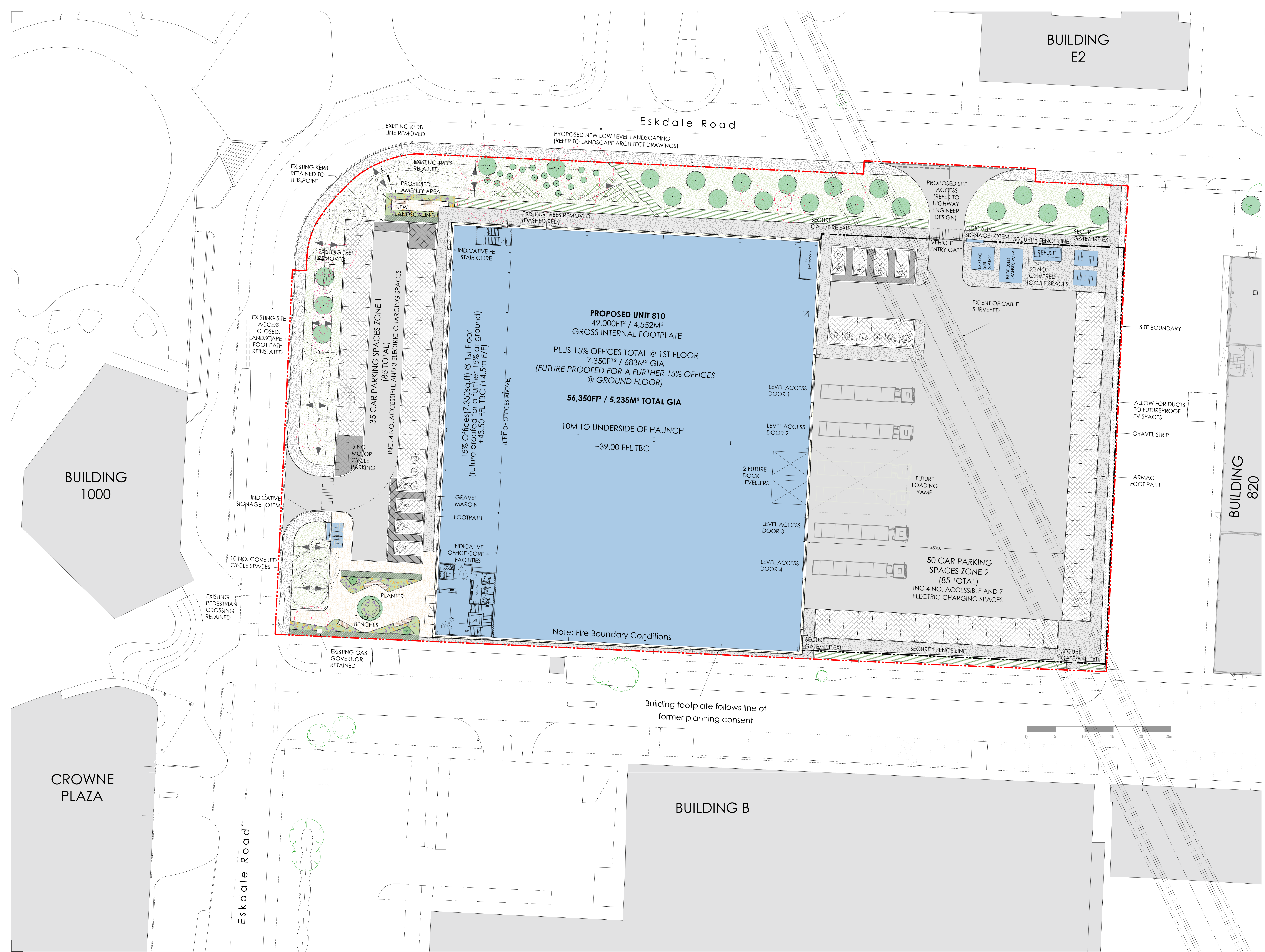
- 6.1 As a live document, the FCMS will be reviewed and updated by the FCMS Co-ordinator on a regular basis. The FCMS Co-ordinator will be the first point of contact regarding the FCMS and its implementation on site.
- 6.2 The FCMS Co-ordinator will liaise with Wokingham Borough Council, where appropriate to provide regular updates on the implementation of the FCMS and its effectiveness.

7.0 Summary

- 7.1 Motion has been instructed to prepare this Framework Construction Method Statement (FCMS) by Winnersh Midco S.A.R.L to support the redevelopment of Building 810 of the Winnersh Triangle Business Park, Eskdale Road, RG41 5TS ("the Site").
- 7.2 The FCMS seeks to minimise the impact of construction vehicle movements, in line with guidance published by Transport for London in their document 'Construction Logistics Plan Guidance.'
- 7.3 The FCMS includes reference to:
- ▶ Adhering to local traffic management regulations;
 - ▶ Identifying construction traffic routes to/from the site;
 - ▶ Ensuring vehicular access to the site is maintained at all times;
 - ▶ The timing of construction related vehicle movements and mechanisms, such as a vehicle booking/management system to manage construction vehicle activity; and
 - ▶ Encouragement of contractors' personnel to access the development site via sustainable modes of travel.
- 7.4 It is envisaged that the development's construction programme will run for 12 months. During this time, in the order of [TBC by Main Contractor] two-way construction vehicle trips could be associated with the site. This would equate to an average of approximately [TBC by Main Contractor] vehicle movements taking place at the site each day over the course of the construction period.

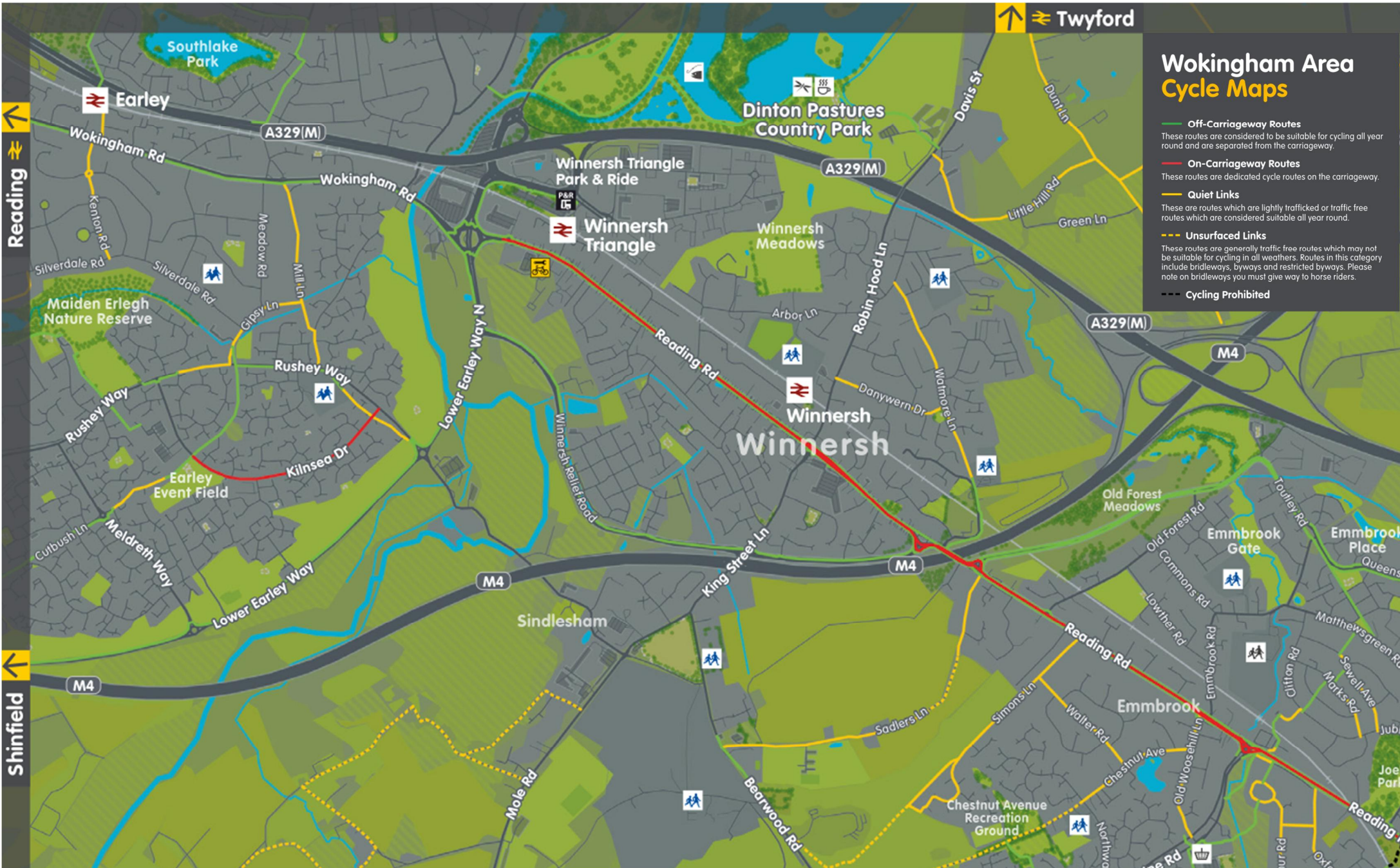
Appendix A

Site Layout



Appendix B

Wokingham Cycle Map



Appendix C

Site Construction Compound

C:\Users\williammcaney\Motion\Staff\Site - Fw\10 2207015\Drawings\2207015-101 [Construction Phase].dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph / reversing 5mph.

Legend

	Loading/Unloading Area
	Materials Storage
	Site Waste
	Staff Welfare
	Parking Area
	Wheel Washing
	Toilets

-	First Issue	WMC	PdeJ	PdeJ	13/08/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Winnersh Midco S.A.R.L

Project:
Building 810, Winnersh Triangle
Business Park, Winnersh

Title:
Construction Phase Arrangements

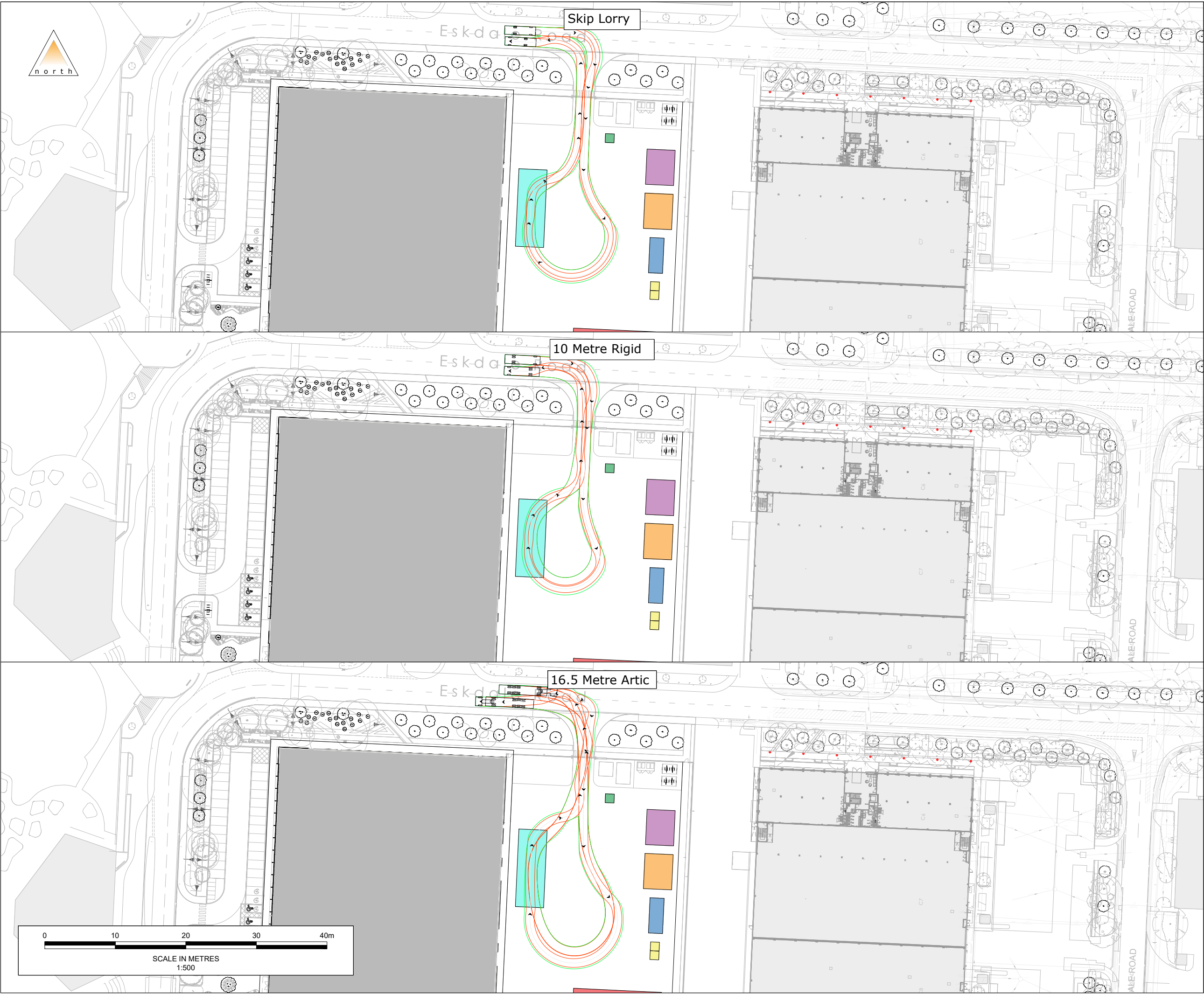
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Drawing: 2207015-04
Revision: -

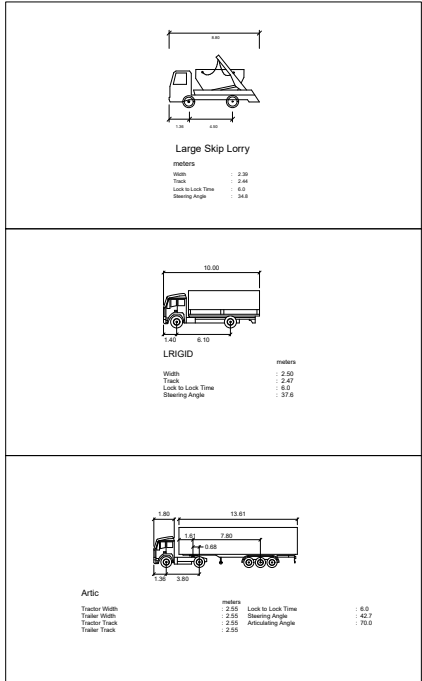
Appendix D

Construction Vehicle Swept Path Analysis

C:\Users\williammcaney\Motion\StaffSite - Fw\10 2207015\Drawings\2207015-101 [Construction Phase].dwg



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Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Winnersh Midco S.A.R.L

Project:
Building 810, Winnersh Triangle
Business Park, Winnersh

Title:
Swept Path Analysis
Construction Vehicles

Scale: 1:500 (@ A3)

Drawing:
2207015-TK201

Revision:
-