



GTO House, New Bath Road, Twyford

Construction Method Statement

Client: GTO Engineering UK Ltd

i-Transport Ref: MC/TE/ITB12312-103A

Date: 09 July 2026

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB12312-103	Draft	08/12/23	TE/MC	MC
ITB12312-103A	Final	09/07/26	MC	MC

File Ref: T:\Projects\12000 Series Project Numbers\12312ITB GTO Houses, New Bath Road, Twyford\Admin\Report and Tech Notes\ITB12312-103 Construction Method Statement\ITB12312-103AConstruction Method Statement.docx

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SECTION 1 Introduction

- 1.1.1 GTO Engineering UK Ltd (GTO) (the “applicant”) has appointed i-Transport LLP to provide highways and transport advice in relation to the proposed redevelopment of the site.
- 1.1.2 GTO is proposing to transfer their existing workshops and offices, located in Hare Hatch to the proposed site. The redevelopment will look to retain the existing house, demolish the existing outbuilding to the rear and provide a workshop to restore and repair classic Ferrari’s combined with a parts department, storage unit and supported by an office, and other ancillary functions.
- 1.1.3 A planning application has been prepared which seeks permission for the redevelopment of the former Mabey Headquarters Office and Depot at New Bath Road, Twyford. The proposed site layout is provided at **Appendix A**.
- 1.1.4 A planning application was submitted in December 2019. The application was approved in August 2020. As part of the planning application there were 17 Conditions of which Condition 13 and 14 related to Transport and Highways. Whilst the application was not implemented Condition 14 is relevant to the construction of the scheme. Condition 14 of that planning permission requires the approval (and thereafter implementation) of a Construction Method Statement (CMS) to manage the construction period and minimise the impacts of the construction activities on the local community and environment:

“No development shall take place until details of a scheme (Construction Method Statement) to control the environmental effects of the demolition and/or construction work has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:(i) the control of noise

(ii) the control of dust, smell and other effluvia

(iii) the control of rats and other vermin

(iii) the control of surface water run-off

(iv) the proposed method of piling for foundations (if any)

(v) Proposed construction and demolition working hours(vi) hours during the construction and demolition phase when delivery vehicles, or vehicles taking materials, are permitted to enter or leave the site.”

- 1.1.1 The site currently has two points of access, the western access is currently for use by staff and deliveries onto Mumbery Hill and the eastern access for clients onto the A4 Bath Road.

- 1.1.2 Mumbery Hill is a two-way single carriageway road that forms a priority ghost island junction with the A4 Bath Road (situated close to the western site access) and routes to Wargrave to the northwest.
- 1.1.3 The A4 Bath Road is a strategic link between Reading and Maidenhead and in addition provides access to the M4 to the south and the A404 (M). Adjacent to the eastern site access the A4 forms a junction with the A3032 London Road. This junction was improved in 2010 to its current configuration whereby a number of right turn lanes and filter lanes have been provided. In addition, the speed limit was reduced from 50mph to 40mph on this section of the A4 and Mumbery Hill.
- 1.1.4 To the west of the site, approximately 50m east of the eastern site access Wyevale Garden centre takes access off the A4 with a right turn lane for westbound traffic turning into the site.
- 1.1.5 The construction period is a sensitive stage of the development where impacts must be carefully managed to ensure that the developments is delivered in line with the planning consent, but in a manner that minimises, as far as possible, the impacts of development on local people and the environment.
- 1.1.6 GTO is committed to engaging positively local stakeholders and residents throughout the construction period and recognises that construction impacts, where temporary need to be carefully planned and managed to minimise impact on local people.
- 1.1.7 The remainder of this CMS outlines the measures and methods that will be applied to minimise the impact of the construction period on the local highway network, stakeholders, business owners and residents:
- Section 2 – Scope of Works
 - Section 3 – On Site Management
 - Section 4 - Off Site Management
 - Section 5 – Communication Strategy

SECTION 2 Scope of Works

- 2.1.1 This section of the CMS presents the scope of works during the development.
- 2.1.2 Pre-construction phase will establish the on-site facilities to deliver the development and to carry out the works.
- 2.1.3 A pre-commencement road condition survey will be carried out to record the current condition of Mumbery Hill between the site access and A4 Bath Road and other associated parts of the public highway to identify any pre-existing defects. The Condition Survey will enable any damage that may arise from the development of the site to be identified and thereafter remedied.
- 2.1.4 During the hours of demolition and construction, all deliveries where possible will be between the hours of 07:30 – 18:00 weekdays and 08:00 – 13:00 Saturdays only.
- 2.1.5 Deliveries will wherever possible be scheduled for times outside of peak periods to reduce network impacts.

2.2 Demolition and Construction Period

- 2.2.1 Demolition and construction of the works are likely to take approximately 20 weeks as follows:
- One week for mobilisation;
 - Two weeks for demolition;
 - Eight weeks to build the shell of the building;
 - Three weeks to install internals and finishing of the building shell;
 - Four weeks to complete the electrics and internal M&E and finishing; and
 - Two weeks to undertake landscaping;
- 2.2.2 During the demolition, there will be movement of heavy vehicles during the first week of skips and recycling containers for removal of the existing building and spoil away.
- 2.2.3 As part of the construction phase, there will be deliveries required for pre-cast concrete, steel and cladding. Traffic estimates are identified in **Section 2.3**.

2.3 Traffic Estimates During Construction Works

2.3.1 During demolition and construction of the development, **Table 2.1** identifies during peak periods of construction that the site is expected to generate a total of 20 daily vehicle movements (10 entering and exiting the site across a 12-hour period). Of these, some 8 movements would be heavy vehicles (four lorries accessing the site). These vehicles are likely to occur outside of peak hours.

Table 2.1: Traffic Estimates Daily – peak construction periods – Traffic Movements

	Daily Demand	Morning Peak	Evening Peak
Light Vehicles	12	6	6
Deliveries	8	0	0
Total	20	6	6

2.3.2 Section 4 identifies a series of measures to manage and control off-site traffic movements during the construction period to limit as far as possible local impacts.

SECTION 3 On Site Management

3.1.1 This section of the CMS considers the on-site operations and sets out how on-site activities will be managed to minimise impacts on local people and the environment.

3.2 Site Access During Pre-Construction Phase

3.2.1 Access to the site will be achieved using the existing site access at Mumbery Hill. This will allow establishment of the welfare facilities and on-site facilities.

On-Site Facilities

3.2.2 The onsite set up plan is shown in **Appendix B**. The main compound facilities are located to the east of the access.

3.2.3 The site is expected to have 4 to 6 operatives per day during demolition and construction stages. On this basis, the on-site layout provides:

- Access from the existing Mumbery Hill access;
- An area for parking of staff and contractor's vehicles – an area of sufficient for the parking of some 8 vehicles is provided. There is sufficient hardstanding should additional parking be required. This will ensure there is no off-site parking on Mumbery Hill or on other local roads;
- A compound area for the storage of materials;
- Welfare facilities at the Mumbery Hill access;
- A turning area sufficient for lorries to enter and turn safely to egress in a forward gear. This is shown on **Drawing ITB12312-GA-209**; and
- Welfare facilities.

Site Compound / Office

3.2.4 The site will comprise a single storey site office and welfare unit along with seating area and connecting paths. The compound will be set in a 2m close board fenced area.

Storage of Materials and Plant

3.2.5 Storage for large plant such as the forklifts will be provided in the site compound area which will be hard surfaced and secure. Other large plant such as excavators and dumpers will be parked in a designated area on the site and left securely locked. These may be strategically parked to increase site security (for example across the access road).

- 3.2.6 Materials storage will be within metal storage containers and timber racks located within the site compound and in the designated aggregate storage areas.

Site Boundary Treatment / Fencing

- 3.2.7 The site already is secure with either fencing, or landscaping around the perimeter of the site. However, along the site access road, site compound and the area to the rear of the site will be fenced using 2m high anti-climb fencing. The site manager will inspect boundary fencing daily.

Operative / Site Personnel / Visitor Parking

- 3.2.8 Parking will be provided on site for all operatives and contractors to ensure that no unregulated parking occurs on local roads.
- 3.2.9 During peak construction period, there would be 4-6 contractors expected on site at any one time. This would equate to circa 4-6 vehicles. The site would provide parking for some 8 vehicles which will be adequate to address daily parking demands. In the event further onsite parking is needed, additional area of hardstanding will be made available, making use of existing hardstanding areas. No off-site parking is needed.
- 3.2.10 The Site Manager will monitor the use of the parking areas and periodically inspect local roads for any unregulated parking, taking appropriate action to address any infringements.

Loading and Unloading of Deliveries and Plant

- 3.2.11 It is estimated that there will be some 2-4 deliveries during demolition and one delivery to site each day for the first two weeks during construction.
- 3.2.12 Delivery slots will be provided to suppliers and delivery drivers will be advised that they cannot wait on local roads for their delivery slot and must call ahead of arrival. There's not expected to be any highway constraints in terms of accommodating large vehicles.
- 3.2.13 A Gateman will be positioned at the site access throughout the build programme to assist delivery arriving at the site along Mumbery Hill.
- 3.2.14 All unloading of plant and materials will take place within the site and not within the highway adjoining the site. There is sufficient space on site to stand numerous lorries at one time and to ensure no lay-over on the local highway network is needed.
- 3.2.15 Adequate material storage is to be provided on the site within the site compound/stores area. Materials on site will be transported using forklifts, dumper trucks, 360 machines.

3.3 Wheel Washing Facilities / Dust / Dirt Management

- 3.3.1 The site entrance is to be hard surfaced and kept clean and clear at all times to minimise the spread of earth from the site to the wider road network and to prevent soil / water / concrete washings conveying off-site and silting of road drainage system.
- 3.3.2 A wheel washing facility will be installed on site at the entrance/exit to de-muck and wash the wheels of lorries and plant before they leave the site. This will be a manned pressure washer located within a silt-water catchment pit (formed of shingle and hay bales) to retain all water and sediment. No water will be permitted to leave the site to Mumbery Hill or the highway drainage system, or to discharge into the on-site watercourse.
- 3.3.3 Whilst every effort will be made to prevent mud and detritus being transferred to local roads, in the unlikely event any mud on the local roads is identified by the Site Manager as part of daily inspections, immediate arrangements will be made to arrange for road sweeping and cleansing.
- 3.3.4 There is not expected to be any significant dust arising from the development of the site. In the event that site activities do generate dust (particularly on windy days), site staff will suppress dust using water hosing. Water suppression will be used on disc cutters.

3.4 Minimising Ecological Impacts

- 3.4.1 Serpentine Developments and its contractors employ careful construction techniques to minimise the risks of harm to local wildlife. The Site Manager will inspect the site boundaries daily and operatives and site personal will be vigilant to identify any impacts on wildlife. In the event of a trapped or injured animal, initial attempts to release the animal will be made where possible and safe. If this is not possible, then local wildlife services will be contacted.
- 3.4.2 No onsite burning of materials will be permitted.

3.5 Minimising Noise, Vibration and Pollution

- 3.5.1 Whilst it is not possible to eliminate these effects completely from a construction site, the impacts can and will be carefully managed.
- 3.5.2 The following activities are identified as potentially causing disruptive effects from the site:
- Deliveries to site
 - Vehicles entering and leaving site
 - Vehicle movements on site
 - Excavating material in the road and on the site

- Tampering new road construction
- Forming of foundations
- General site activities

3.5.3 Noise and vibration will be controlled and limited so far as practicable so that sensitive receptors are protected from excessive noise and vibration arising from construction.

3.5.4 The following measures will be implemented:

- Plant and equipment will be maintained in good working order and fitted with silencers and acoustic panels, where appropriate.
- Vehicles leaving site are to be controlled by the site team (Gateman).
- Vehicles on site are to be parked in the site car park and engines to be switched off and radios switched off.
- Deliveries are to be unloaded promptly and delivery vehicles to be off site ASAP.
- General site activities are controlled to prevent any works being carried out outside the site working hours. These will be enforced by the Site Manager.
- In sensitive locations, acoustic enclosures may be required for fixed plant such as generators.
- Prior notification will be given as part of the communication strategy for noisy or disruptive periods of site activity.

3.5.5 All contractors and supply chain will be encouraged to follow sustainable practices throughout the procurement process. This includes utilising environmentally friendly plant and site vehicles.

3.6 **Minimising Light Pollution**

3.6.1 No temporary lighting will be installed on the development site during the construction phase.

3.7 **Working Hours**

3.7.1 All works will be carried out in line with the following working hours where possible:

- 07:30-18:00 weekdays
- 08:00 – 13:00 Saturdays only.

3.7.2 Suppliers and sub-contractors will be made aware of the working hours permitted on site and the Site Manager will enforce adherence to these restrictions.

3.8 **Complaints and Communication**

- 3.8.1 Whilst every effort will be made to minimise construction impacts, periods of disruption are inevitable. The site management team will ensure these periods are minimised and mitigated as far as possible.
- 3.8.2 Section 5 sets out the complaints procedure and channels of communication that can be used by local stakeholders and residents should the need arise.

SECTION 4 Off Site Management

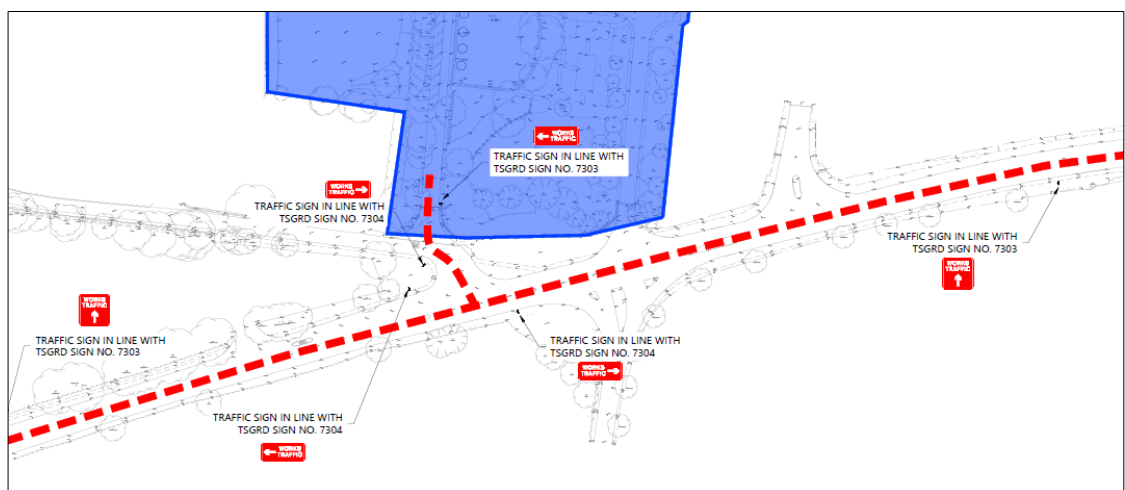
4.1 Pre-Commencement Condition Survey

4.1.1 To record the current pre-development condition of the local road network, a Pre-Commencement Condition Survey will be carried out. This provides a photographic record of the local network and identifies pre-existing defaults. This provides an established baseline of highway condition.

4.2 Construction Traffic Routing

4.2.1 Traffic routing to the site will be carefully managed. The primary aim is to ensure that site activities can be carried out safely and efficiently and in a manner that minimises impacts on local people. To achieve this, the following strategy will be implemented (Image 4.1):

Image 4.1 – Construction Traffic Routing and Signage



4.2.2 All deliveries to the site will be made via the A4 to the east of the site. No lorries or other construction vehicles will be permitted to access the site from Mumbery Hill to the west.

4.2.3 Light vehicles (contractor vehicles – cars and vans) will be permitted to access the site from the west. Contractors will be given training on considerate driving behaviour during induction.

4.2.4 The following approach will be used to implement the Construction Traffic Routing strategy:

- **Signage** – Signage will be installed on local roads to direct delivery drivers to the site using approved routes and to advise drivers of banned routes. These will be yellow backed AA temporary road signs. Onsite signs will be used at the site access to direct lorries to Mumbery Hill.

- **Information Provision (verbal / written)** – All suppliers will be provided with a copy of the approved delivery route plan and will be required to adhere to it.
- **Training** – All site staff / sub-contractors will be given training on the CMS as part of site induction and will be advised of access arrangements prior to coming to site.
- **Monitoring** – The site manager will monitor the adherence to the route management strategy and will enforce any known breaches.
- **Reporting** – Section 5 outlines communication channels. Whilst the above management processes are intended to remove the need for reporting of breaches, in the event these do occur local residents will be able to raise these with the site manager who will investigate and address any breaches.

4.3 Delivery Management

- 4.3.1 Suppliers and sub-contractors will be made aware of the working hours permitted on site and the Site Manager will enforce adherence to these restrictions. Suppliers will be advised that they are not permitted to wait on local roads for their delivery slot and instead must park away from the local area in a suitable lorry parking area.
- 4.3.2 The Site Manager will be responsible for ensuring the management of deliveries is undertaken safely and with minimal disruption. Section 5 identifies a communication strategy and complaints procedure in the unlikely event that local disruption is identified.

SECTION 5 **Communication Strategy**

5.1.1 Contact details for the key site contacts will be provided to local stakeholders in advance of the commencement of construction works on the site and this will include communication channels that local stakeholders can use to contact site representatives.

5.2 **Complaints Procedure**

5.2.1 Every effort will be made to manage the works with minimal disruption with the aim of avoiding the need for complaints. This will be done by:

- Keeping neighbours informed through regular liaison and newsletters
- Providing site contact details so that problems can be reported
- Only working at reasonable times and restricting noisy activities to particular periods
- Damping fine materials, preventing wash from site, and keeping Mumbery Hill clean
- Minimising demolition or crushing dust
- Providing no temporary lighting on the site
- Managing site deliveries to avoid peak times
- Limiting vibration
- Use well-maintained, quiet machinery
- Careful sub-contractor management

5.2.2 Should the need for complaints arise, these should be made in writing using the contact details that will be provided to stakeholders. All complaints will be investigated by the appropriate worksite personnel. Records of any complaints received by and relating to the site will be recorded and retained. Details of the complaint should include:

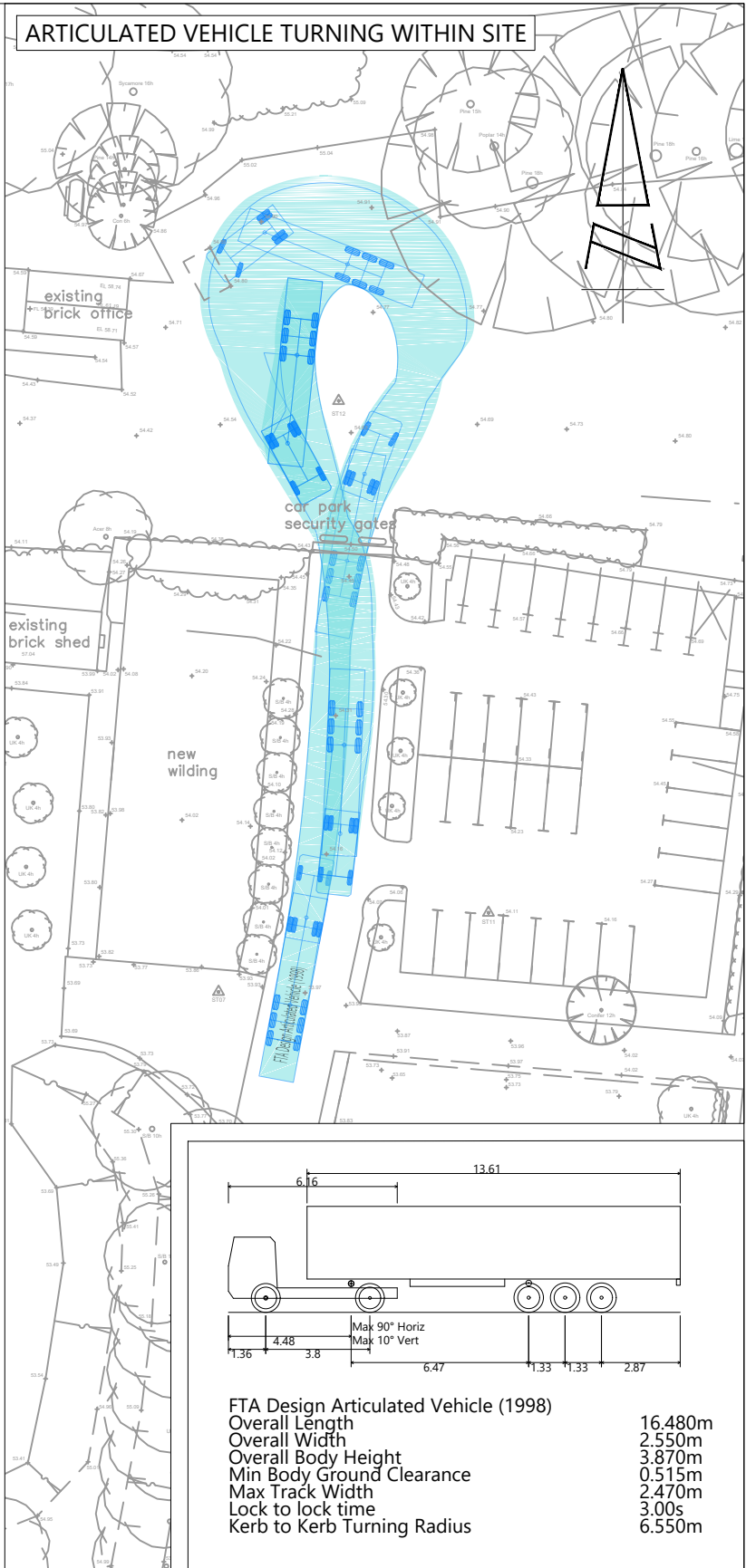
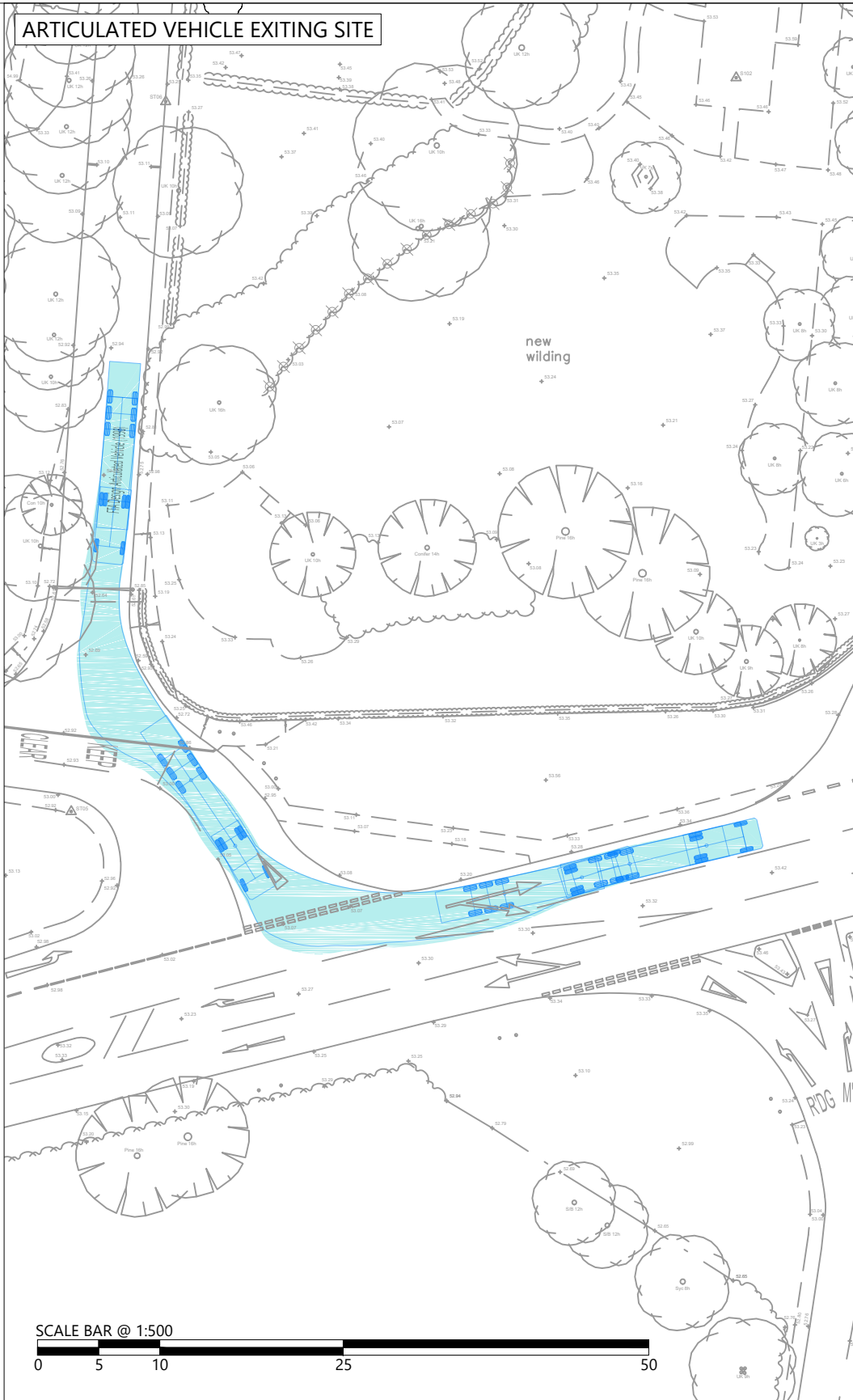
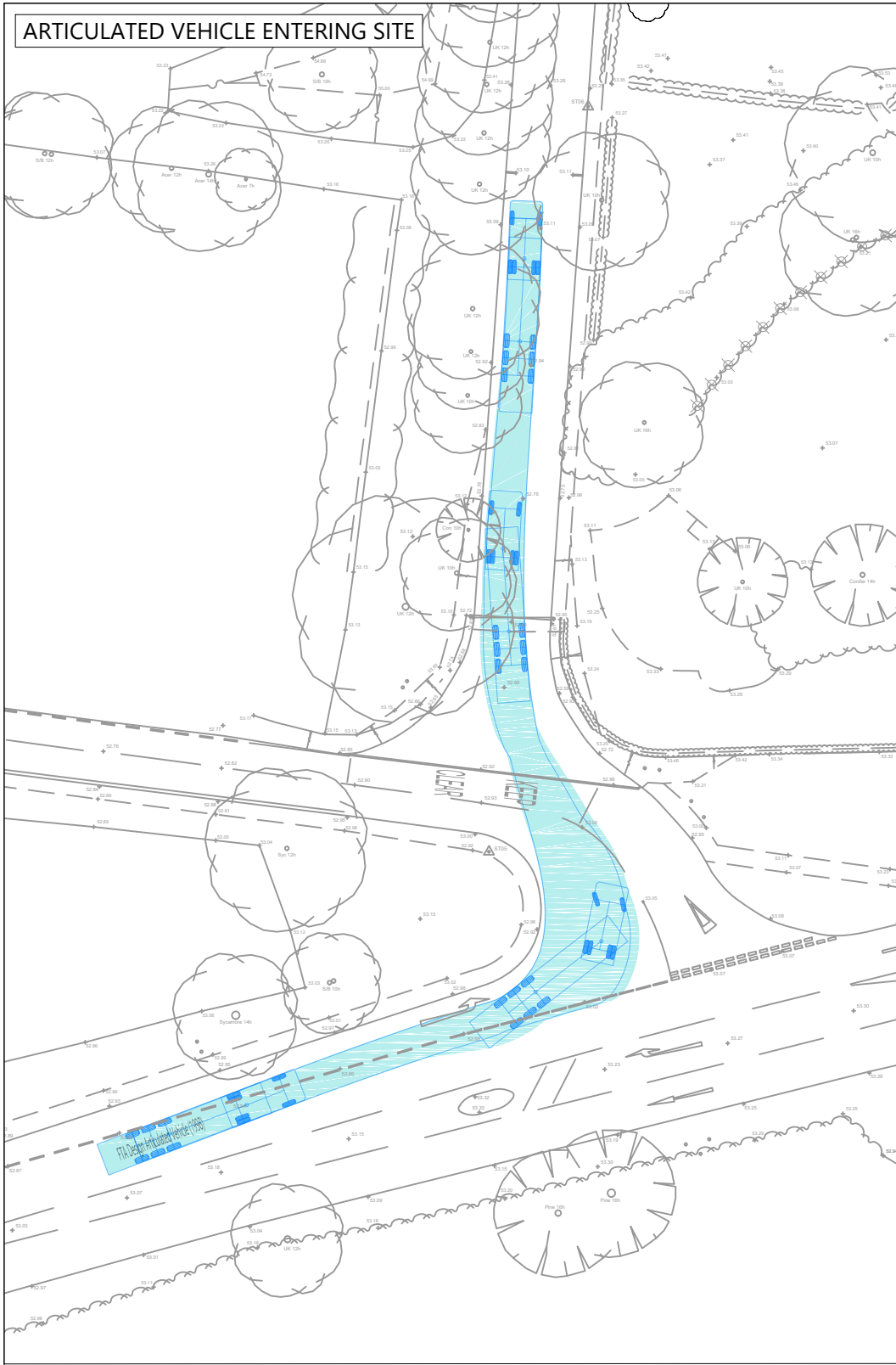
- Contact details of Complainant (name, address, e-mail, phone number)
- Date and time of complaint
- Details of complaint
- Any previous or related complaints

- 5.2.3 The results of the investigation, including details of any mitigation methods implemented, work practices that have been modified and how complainants have been kept informed will be recorded and made available at request. Any complaint will be maintained in accordance with the 2018 General Data Protection Regulations.
- 5.2.4 In the event of unresolved complaints, these will be reported to SHBC and SCC as appropriate.

5.3 **CMS Monitoring and Review Process**

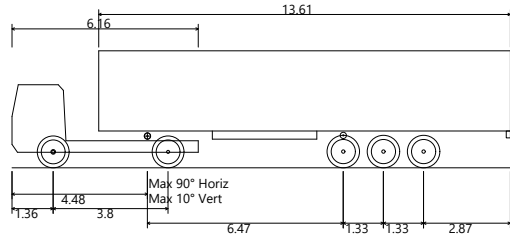
- 5.3.1 The CMS will be regularly reviewed by the Site Management team on an at a monthly basis. The Parish Council and local stakeholders will be invited to participate in any review.

DRAWINGS



REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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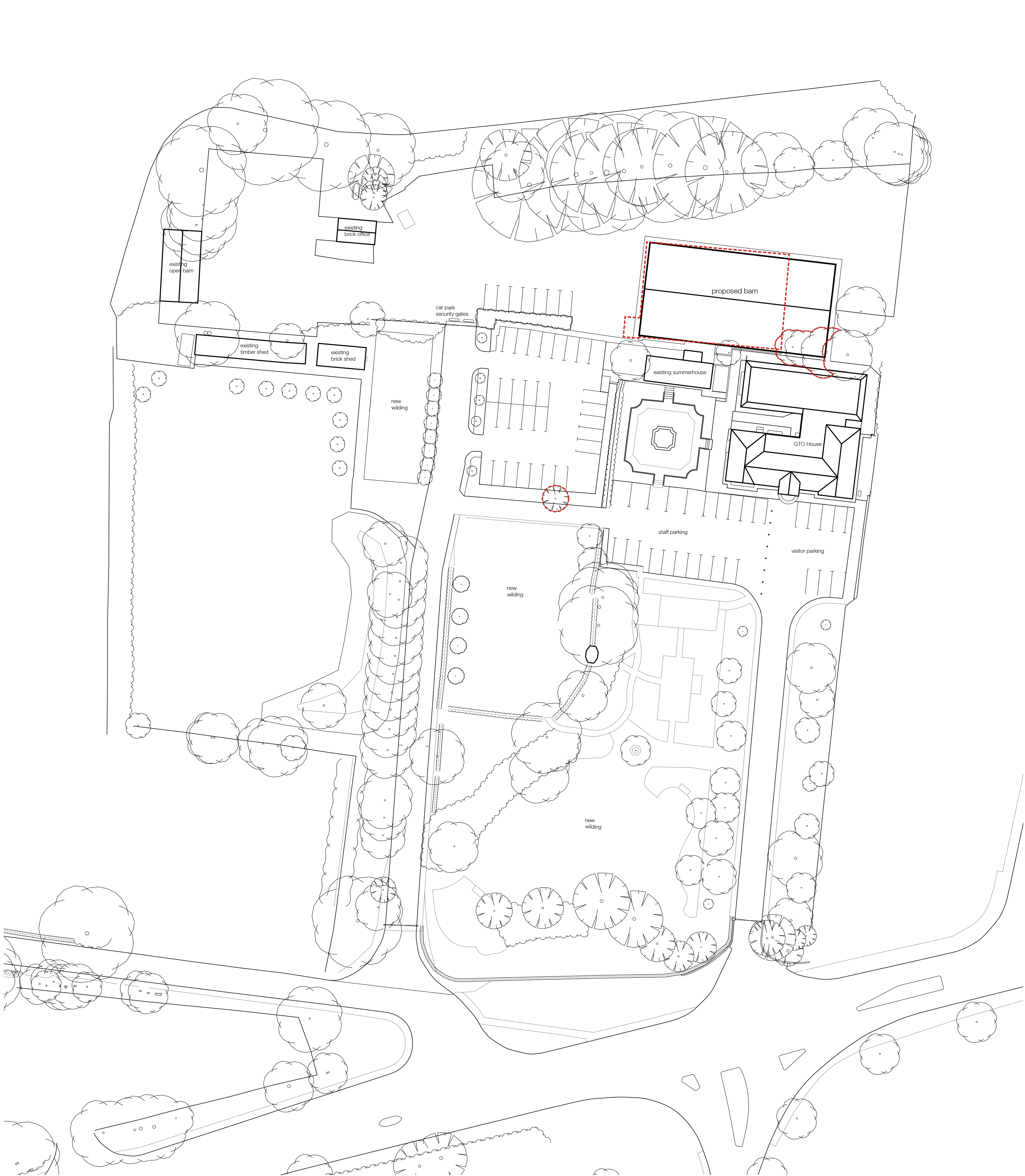
FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

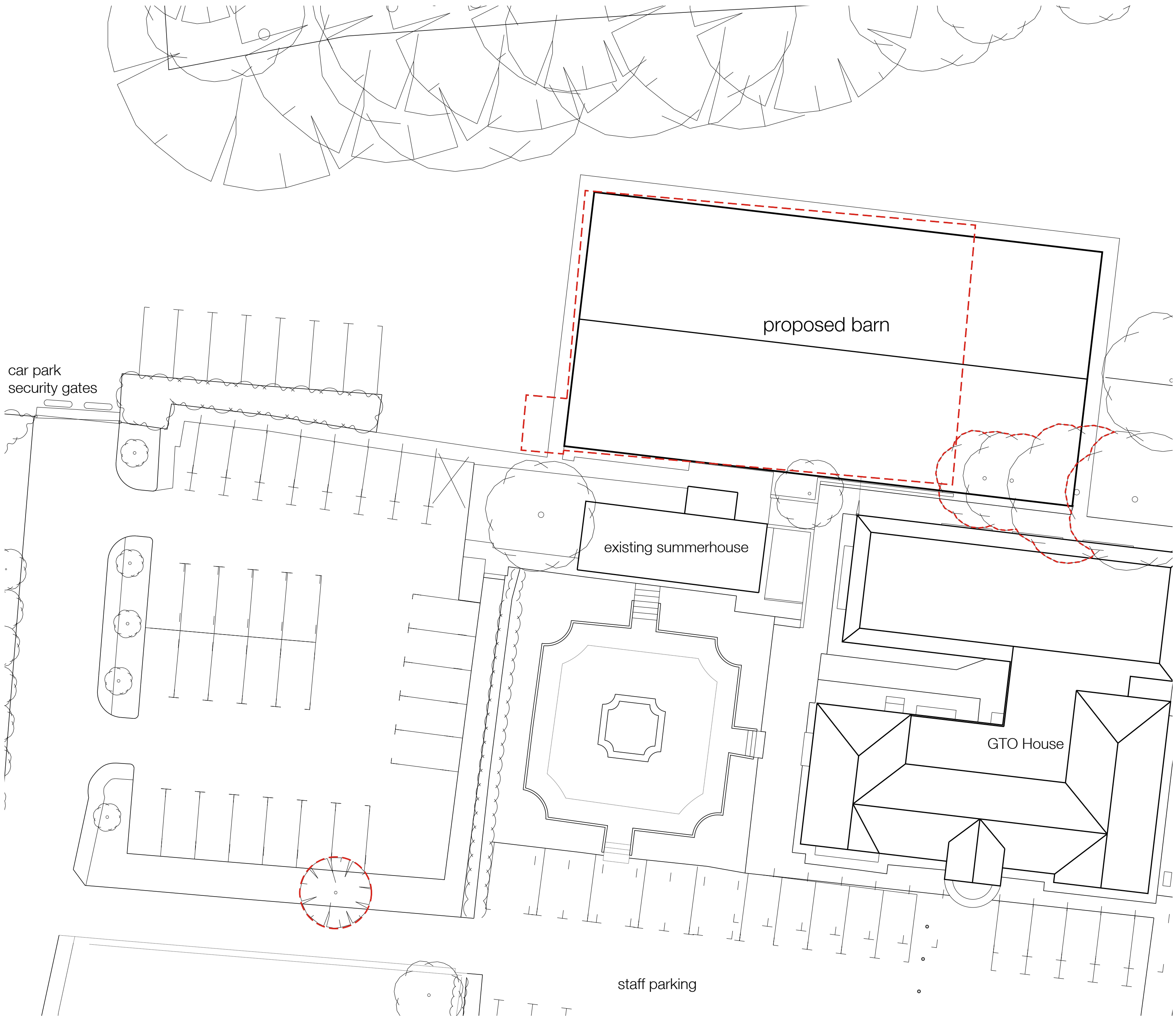
 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk		REV		DATE	BY	DESCRIPTION	CHK	APD	TITLE: SWEPT PATH ANALYSIS - ARTICULATED VEHICLE		DRAWN: MC SCALE @ A3: 1:500		CHECKED: MC DATE: 09.07.26		APPROVED: MC				
		STATUS: FOR PLANNING						PROJECT: GTO HOUSES, NEW BATH ROAD, TWYFORD		CLIENT: GTO ENGINEERING UK LTD		PROJECT No: ITB12312							
												DRAWING No: ITB12312-GA-205						REV: -	

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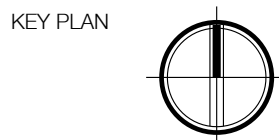
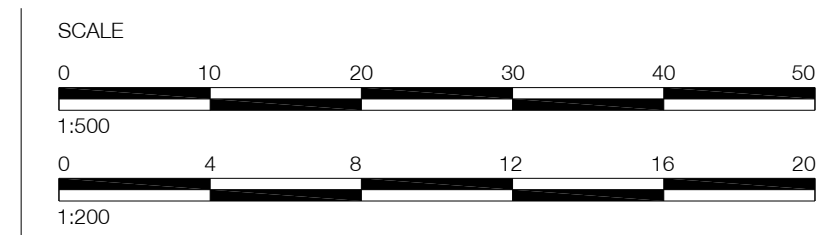
APPENDIX A. Proposed Site Layout



1:500 PROPOSED SITE PLAN



1:200 PROPOSED SITE PLAN



LEGEND
- - - - - to be demolished/removed

REVISIONS
A Updated as per highways comments, updated car parking layout 13 Sep 2023

SITE GTO ENGINEERING
DRAWING PROPOSED SITE PLAN
NUMBER 23/09/10A DATE APRIL 2023
SCALE 1:500 / 1:200 PAPER A1

PRELIMINARY

DANKSBADNELL
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APPENDIX B. On Site Facilities

All zones shown to be fully flanked by Heras fencing with clear signage.

Site entrance gate to be closed, and operated only when materials need to be delivered to the tower.

No vehicle parking at the site permitted unless absolutely necessary.

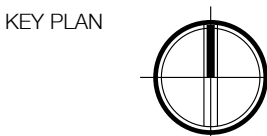


CONSTRUCTION MANAGEMENT PLAN

- ✓ 11 Adequate room or alternatives should be provided for the delivery and/or storage of materials, including site-specific components.
- 12 Traffic routes must be planned to allow turning heads and sufficient space for delivery and access and movement for vehicles and pedestrians without risk
- 13 The site, approach and traffic route must be lit with sufficient lighting or daylight
- ✓ 14 Sufficient steps must be taken to control the unintended movement of vehicles
- SITE SET-UP
- ✓ 15 The site must be kept clean, in good order and fenced off
- ✓ 16 Provision for on-site waste storage and removal
- ✓ 17 Sufficient thought and planning into location of and delivery of cranes, and large items
- ✓ 18 Where necessary for the H&S of workers a sufficient number of emergency routes must be provided
- ✓ 19 Adequate provision for appropriate staff facilities
- THE SITE
- ✓ 20 Steps required to prevent the risk of injury during construction due to fire or explosion
- 21 Steps required to prevent the risk of injury during construction due to flooding
- 22 Steps required to prevent the risk of injury during construction due to substance liable to cause asphyxiation
- ✓ 23 Steps required to prevent the risk of injury during construction due to electric shock
- ✓ 24 Where necessary on a site, suitable and sufficient fire fighting equipment, detection and alarm systems are to be provided
- ✓ 25 The identification of the risk of falling into water, and risk of site flooding
- ✓ 26 Be aware of varying Site levels
- ✓ 27 Protection against falling materials and tools
- ✓ 28 The demolition or dismantling of a structure must be planned and carried out to prevent or reduce danger
- ✓ 29 Steps must be taken to prevent danger during excavations with the provision of support or battering
- ✓ 30 Risk of adverse weather including wind and rain during crane lifting and works at height
- THE WORKS
- ✓ 31 Extraordinary H+S situations requiring health measures during construction
- ✓ 32 Extraordinary H+S situations requiring measures following completion of the building
- ✓ 33 protection of operatives and visitors during the covid pandemic

Legend

- significant risk and site hazard
- avoidance or prevention
- encourage particular action
- CDM info



- service/works access
- customer access
- Heras fencing
- site compound
- emergency access/egress
- to be demolished/removed

REVISIONS
A Updated site annotation

13 Sep 2023

SITE GTO ENGINEERING
DRAWING CONSTRUCTION MANAGEMENT PLAN
NUMBER 23/09/33A DATE AUG 2023
SCALE 1:500 PAPER A1

PRELIMINARY

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