

McCLAREN



Mc

Work
Safe

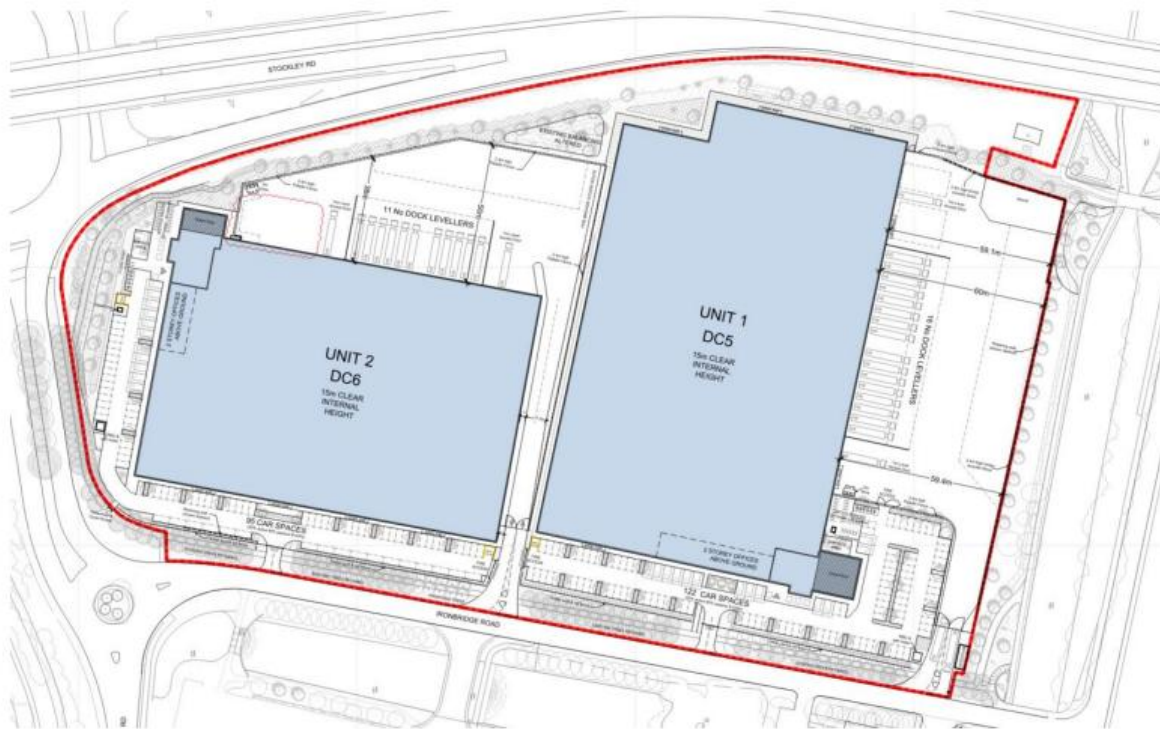


PLON01



Prologis Park West
Units DC5 and DC6
Iron Bridge Road North
West Drayton
Uxbridge
UB11 1BT

Framework Construction Logistics Plan



Client	Prologis UK CCCXXXVIII S.à r.l.
Date	19 th March 2026
File REF	PLON01-PRO-XX-XX-RP-Q-00001 Rev P03

Document Control

	Name	Job Title	Date
Written by	Michael Burke	Senior Pre-construction Manager	10.11.25
Checked by	Eamon Rafferty	Project Director	14.11.25
Approved by	David McDonnell	Director	25.11.25

Current Version

Revision	Date	Notes
P04	19.03.26	Updated for Planning submission

Version History

[illegible]

Contents

1 INTRODUCTION1

2 CONTEXT, CONSIDERATIONS AND CHALLENGES.....4

3 CONSTRUCTION PROGRAMME AND METHODOLOGY10

4 VEHICLE ROUTING AND SITE ACCESS12

5 STRATEGIES TO REDUCE IMPACT18

6 VEHICLE MOVEMENTS.....23

7 IMPLEMENTING, MONITORING AND UPDATING28

8 APPENDIX.....30

1 INTRODUCTION

1.1 SITE DESCRIPTION AND BACKGROUND

- 1.1.0 McLaren has been commissioned by Prologis UK CCCXXXVIII to provide Construction Logistics advice with respect to the proposed re-development of units DC5 and DC6 at Prologis Park West, Iron Bridge Road North, West Drayton, Uxbridge, UB11 1BT.
- 1.1.1 The Site forms part of Prologis Park West which comprises a total of six, large scale industrial buildings. It is the eastern section of the estate and measures approximately 6.3 ha.
- 1.1.2 The Site currently accommodates two warehouse buildings which were completed in 2023:
- Unit 1 (DC5 - Distribution Centre 5);
 - Unit 2 (DC6 - Distribution Centre 6).
- 1.1.3 Unit 1 and Unit 2 are single-storey warehouse units measuring: 18,063 sq m (194,428 sq ft) and 13,290 sq m (143,052 sq ft) respectively. Each building has a clear haunch height of 15m and an overall building height of 18m.
- 1.1.4 The existing buildings are currently vacant but benefit from the flexible use included within the following use classes: Classes B2, B8 and E(g)(iii).
- 1.1.5 Direct access to the Site is via Iron Bridge Road, which forms the western boundary and runs in a north-south direction from the Stockley Road roundabout to West Drayton.
- 1.1.6 The Site is bounded to the east by Stockley Road (A408) and beyond that; Stockley Park which accommodates a series of large office buildings rising two to three storeys high. To the north is Horton Road and beyond that significant mature landscaping, including Stockley Country Park and Stockley Park Golf Course. To the south, between the Grand Union Canal and a mainline railway, lies a cluster of industrial yards that include carparking and storage facilities. Beyond that is the closest area of residential land use. To the west is Iron Bridge Road North, the remainder of the Prologis Park West Estate and further commercial uses.
- 1.1.7 The scope comprises partial demolition and adaption of existing buildings; installation of new gantry decks housing MEP, a sub-station and fire suppression infrastructure; and associated physical works including alterations to the layout of the site.



Figure 1-1 – Existing Location and Site Plan

1.2 AREA SCHEDULE

- 1.2.1 Provided Area Schedule. For this Framework Construction Logistics Plan (CLP), GIA and NIA are required per building, as shown in Table 1:

Table 1: Provided Area Schedule

BUILDING	MAX HIEGHT	GIA	NIA
DC01	17.950m	Total: 31,490 sqm Office: 2,002 sqm Data Centre: 29,488 sqm	22,043 sqm
DC02	17.650m	Total: 17,524 sqm Office: 1,926 sqm Data Centre: 15,598 sqm	12,267 sqm

1.3 OUTLINE CLP OBJECTIVES

- 1.3.1 CLPs apply to the design and construction phases of developments with the specific aim of improving construction freight efficiency by reducing accidents, carbon dioxide emissions and congestion. This os consistent with the requirements of the development plan including overarching policies DMT 2, and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020).
- 1.3.2 Transport for London's (TfL) guidance document entitled 'Construction Logistics Plan Guidance' for planners identifies the benefits of CLPs to local authorities, residents, developers, businesses and freight operators.

- 1.3.3 GLA 'Control of Dust and Emissions during construction and Demolition' (SPG July 2014) provides guidance for contractors during site operations.
- 1.3.4 TfL expects CLPs to achieve the following benefits:
- Improved air Quality from reduced traffic congestion;
 - Raised standards of safety on the roads, with emphasis on vulnerable road users;
 - Better highway efficiency by reducing the effects of construction activity through better delivery management and access; and
 - More cost-effective construction Logistics activity
- 1.3.5 The primary aim of the CLP is to provide the planning authority with the detail of the logistics activity expected during the demolition and construction stage of the proposed development.
- 1.3.6 In line with this primary aim, the objectives of the outline CLP are to:
- Identify surrounding constraints and opportunities for the delivery and operation of freight to the site;
 - Identify potential opportunities for reducing, re-timing or combining deliveries;
 - Help minimise congestion on the surrounding highway network and ease environmental pressures;
 - Reduce the fuel costs of freight operators;
 - Identify the needs of a detailed CLP; and,
 - Demonstrate an understanding of the logistical needs of a modular construction project.

1.4 OUTLINE CLP STRUCTURE

- 1.4.1 This report will be structured as follows in accordance with TfL's guidance:
- Section 2 – Context, considerations and challenges;
 - Section 3 - Construction Programme and Methodology;
 - Section 4 - Vehicle routing and site access;
 - Section 5 - Strategies to reduce impact;
 - Section 6 - Vehicle types and movements; and
 - Section 7 - Implementing, monitoring and updating

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

2.1.1 This section identifies the relevant national, strategic and local policy concerned with construction management for the proposed development. In particular the following documents:

- National Planning Policy Framework (2024)
- The Mayors Transport Strategy (2025)
- London Plan (2021)
- The London Freight Plan (2007)
- Traffic Management Act (2004)
- Freight Operator Recognition scheme (FORS)
- Construction Logistics Planning Guidance (2017)
- The London Low emission Zone and introduction of ULEZ (2008)
- London Borough of Hillingdon Local Plan: Parts 1 (2012) and 2 (2020)

NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.1.2. Section 9 of the NPPF provides guidance on promoting sustainable transport for new developments. With relevance to development construction and logistics it states:

'110. (...) applications for development should: d) allow for the efficient delivery of goods, and access by service and emergency vehicles;'

2.1.3. Similar guidance outlined in earlier revisions of the NPPF provided the basis for the development of the London Plan (March 2016) and consequently the Construction Logistics Plan Guidance (July 2017).

THE MAYORS TRANSPORT STRATEGY (2025)

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

2.1.5. In particular, Proposal 16 states that:

"The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:

- *Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London.*
- *Increasing the proportion of freight moved on London's waterways.*
- *Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London."*

LONDON PLAN (2021)

2.1.6. A Draft London Plan was issued in December 2017 and last revised in July 2019, with the London Plan ITP final version being submitted to the Secretary of State in December 2019. In the meantime, the current 2016 London Plan remains adopted; however, due to the advanced nature of the London Plan ITP, substantial weight is given to its policies.

2.1.7. The London Plan ITP continues to state the relevance and importance of CLPs, with paragraph 10.7.6 stating:

'Construction Logistics and Delivery and Servicing Plans should be developed with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development'

THE LONDON FREIGHT PLAN 1 (2007)

2.1.8. The London Freight Plan 1 identifies four key projects for delivering freight in London more sustainably. These are:

- The FORS, which provides a quality and performance benchmark for the industry. It is an industrial membership scheme that aims to transform freight delivery in London by recognising and rewarding excellence, raising standards and promoting sustainability;
- The introduction of DSPs, which are intended to ensure that the operational efficiency of buildings/sites is increased by reducing delivery and servicing impacts to premises, specifically in relation to CO2 emissions, congestion and collisions. DSPs aim to reduce delivery trips (particularly during peak periods);
- A Freight Information Portal which provides a single interface for information on freight between London's public authorities and freight operators; and
- The introduction of CLPs as detailed below.

2.1.9. With respect to CLPs, the London Freight Plan (2007) states that:

'CLPs have similar objectives to DSPs, but will be applied to the design and construction phases of premises, specifically to improve construction freight efficiency by reducing CO2 emissions, congestion and collisions. Ultimately they will be integrated into the travel plan process and each traffic authority's response to the Network Management Duty to increase road network efficiency by minimising congestion and therefore emissions caused directly and indirectly by constructionrelated trips.'

TRAFFIC MANAGEMENT ACT (2004)

2.1.10. Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network

FREIGHT OPERATOR RECOGNITION SCHEME (FORS)

- 2.1.11. The FORS is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance and a corporate social responsibility to improve the performance of fleet operators. The project has been developed with trade union involvement and collaboration with freight operators and the facility of sharing information.
- 2.1.12. Operators join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:
- Training to improve safety and reduce CO2 and emissions
 - Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions
 - Management of road risk to improve safety, particularly for pedestrians and cyclists
 - Fuel efficiency, to save costs and reduce CO2 and emissions
 - The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions

CONSTRUCTION LOGISTIC PLANNING GUIDANCE (2017)

- 2.1.13. TfL published in 2017 the Construction Logistics Planning Guidance to help London Freight Plan objectives.
- 2.1.14. The purpose of the Construction Logistics Planning Guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network.
- 2.1.15. The guidance aims to:
- *“Establish a standardised approach to assessing the CLP element of planning applications;*
 - *Inform developers of the technical requirements of CLPs;*
 - *Describe the Planned Measures that should be considered within a CLP;*
 - *Provide detail on the implementation and monitoring of CLPs; and*
 - *Introduce the concept of Community Considerations and their relevance to the CLP process.”*
- 2.1.16. Following from the above aim of establishing a standardised approach to CLPs, the guidance sets out a particular structure which all CLPs should follow depending on whether they are Outline or Detailed CLPs.
- 2.1.17. In accordance with the structure set out within the Construction Logistic Planning Guidance, this Outline CLP has been structured as already detailed.
- 2.1.18. Additional to the standardised structure of CLPs, the Construction Logistic Planning Guidance also describes the access plans and particular scales to which the relevant information has to be shown, which has been particularly considered within Section 4 of this CLP.
- 2.1.19. Furthermore, the guidance is clear on proposing strategies to reduce and mitigate any potential impacts arising from construction works. In particular
- “Measures that can be implemented to ensure the CLP is effective in achieving the aims of reducing environmental impact, road risk, congestion and cost (...) are categorised as follows:
- Committed: indicates a measure that will be implemented as part of the CLP, secured by planning condition or, where applicable, through the Section 106 agreement;
 - Proposed: indicates a measure that is feasible must be evaluated to determine its practicality; and
 - Considered: indicates a measure that is not currently relevant but may be in the future.”

- 2.1.20. Committed, proposed and considered measures (as defined above) to ensure the Detailed CLP will be effective in achieving the desired aims are contained within Chapter 4 this CLP.

THE LONDON LOW EMISSION ZONE AND INTRODUCTION OF ULEZ (2008)

- 2.1.21. The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in London by setting and enforcing new emissions standards for HGVs, large vans and minibuses, and deterring the use of the most polluting vehicles by freight operators.
- 2.1.22. The LEZ came into force on 4 February 2008 for lorries over 12 tonnes with different vehicles affected over time and tougher emissions standards introduced in 2012. Cars and motorcycles are not affected.
- 2.1.23. The LEZ is enforced through fixed and mobile cameras which then read vehicle registration number plates and check against a database of vehicles which meet the LEZ emissions standards, are either exempt or registered for a 100% discount, or from which the LEZ daily charge has been paid.
- 2.1.24. All roads surrounding the Site are within the LEZ which covers all London boroughs.

LONDON BOROUGH OF HILLINGDON PLAN (2020)

- 2.1.25. No mention of construction traffic management is made within LBH's LIP3 relevant to the routes that are envisaged to be used by vehicles needed for the construction phase of the Proposed Development.
- 2.1.26. However, Outcome 3 of the Borough's Transport Objectives 'London's streets will be used more efficiently and have less traffic on them' would still apply to this CLP. Specifically, the Plan seeks to:

"Reduce the number of freight trips in the central London morning peak."

- 2.1.27. This is something that will need to be considered during construction, particularly with regards to delivery timings
- 2.1.28. The CLP will reference Part DMT2: Highways impacts and the safe access to the highway network and cyclists
- 2.1.29. The CLP will reference Part DMEI 14: Air Quality and the appropriate reductions in emissions

2.2 LOCAL ACCESS ARRANGEMENTS

VEHICULAR ACCESS

- 2.2.1. As part of this outline CLP, impacts on both the strategic and local road networks have been considered in more detail in sections 4 and 6.
- 2.2.2. It is not envisaged that any Traffic Regulation Orders (TROs) will be required for any phase of the construction programme for the Proposed Development and access to neighbouring properties will be maintained at all times.

PUBLIC TRANSPORT ACCESS

- 2.2.3. There are 2 bus stops located adjacent to the site on Horton Road.
- 2.2.4. West Drayton station is situated approximately 1.4km to the West of the site and served by Western mainline and the Crossrail line between Paddington and Reading.
- 2.2.5. It is not envisaged that the construction activity associated with the Proposed Development will affect the rail and underground services within the proximity of the site.

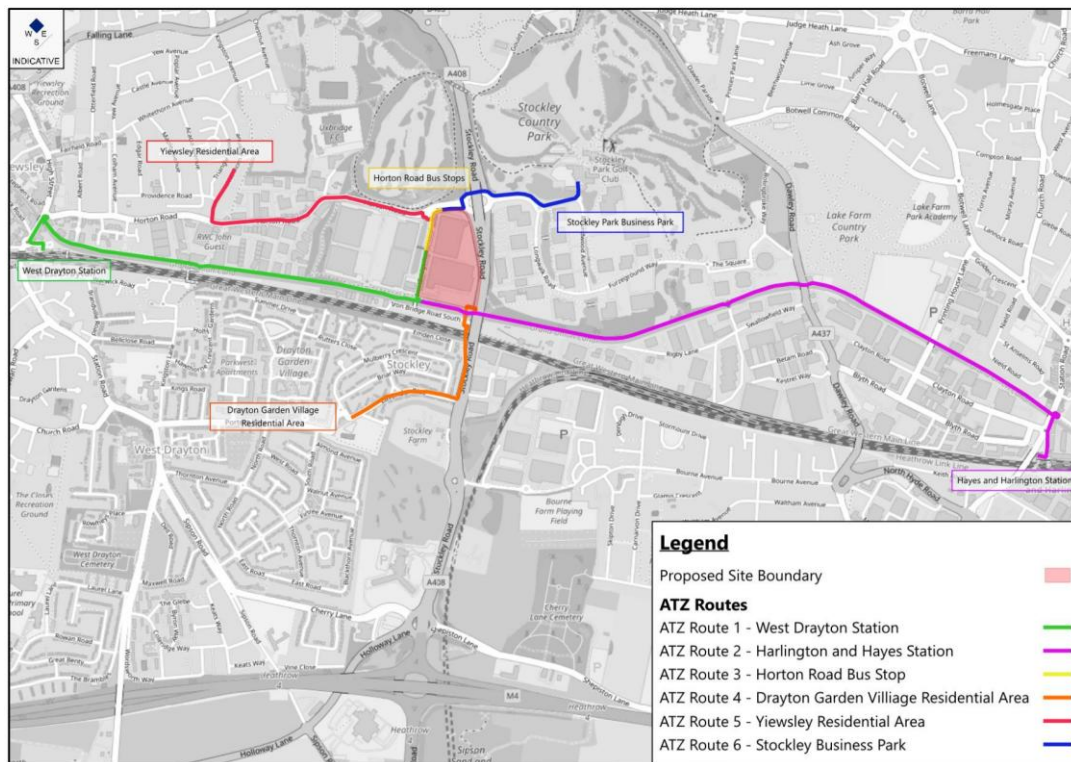


Figure 2.1 – ATZ Routes to site

CYCLE ACCESS

- 2.2.6 The site benefits from proximity to cycle infrastructure with local routes located on Horton Road and along Grand Union canal. It is advised that construction vehicles are warned when attending the site of cyclist activity in the area as well as re-enforcing the message when on-site with signage.
- 2.2.7 It is not envisaged that the construction activity associated with the Proposed Development would warrant closure of local cycle routes.

PEDESTRAIN ACCESS

- 2.2.8 Wide footways are provided on Iron Bridge Road North which provide links to the wider area.

2.3 CONSIDERATIONS AND CHALLENGES

- 2.3.1. Planned measures to mitigate any potential conflicts or challenges are presented in section 5 of this Outline CLP, whilst challenges and other considerations are detailed herein.

FREIGHT BY RAIL

- 2.3.2. Considering the proximity of West Drayton Railhead (approximately 1.4km west to the Site) and Hayes & Harlington Railhead (approximately 2.5km east to the Site), as well as the rail head situated on Iron Bridge South, the opportunities of rail freight will be considered as a main transport mode option to undertake construction deliveries.

PROLOGIS PARK WEST LONDON (HORTON ROAD)

- 2.3.3. The Site forms part of Prologis Park West London. The units to the West are accessed via Horton Road. The site is accessed via Iron Bridge Road North.
- 2.3.4. The volume of the construction traffic is not expected to be significant enough to have a detrimental impact on the current operation of Prologis Park West and/or any other roads in the locality and subsequently cause (in combination with Prologis Park's HGV traffic) any capacity issues resulting in excessive queueing and delays.
- 2.3.5. Where practically possible, construction traffic, deliveries and removals will take place during off-peak hours to avoid adding to local traffic during busy periods. See section 4.9 which deals with working hours, hours of arrivals and departures and break times.

STOCKLEY PARK GOLF CLUB

- 2.3.7. Despite the Golf Club being located to the north of the Site, construction traffic is not expected to have any adverse impact as the Golf Club site entrance is not located in close proximity to the Site.

NEIGHBOURING CONSTRUCTION SITES

- 2.3.8. A review of construction sites in the local area will take place once a fixed construction programme has been defined. This will identify overlapping construction periods and assist in assessing the feasibility of freight consolidation opportunities and cumulative impacts of construction operations in the area.

CONSULTATION AND PUBLIC RELATIONS

- 2.3.9. The Considerate Constructors Scheme (CCS) is the national initiative set up by the construction industry to improve its image. Construction sites and companies can register with the Scheme and are monitored against a Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. The Scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas of concern fall into three categories: the general public, the workforce and the environment.
- 2.3.10. A dedicated point of contact will be responsible for communication with statutory authorities including, and other local interest groups. This dedicated person will be nominated once McLaren is appointed. All queries and complaints received will be directed to the dedicated point of contact. The contact details and location of site offices and the dedicated points of contact would be communicated to local residents and businesses nearer the time using letters or leaflets. A register of complaints will be maintained.

FLEET OPERATORS RECOGNITION SCHEME

- 2.3.11. It is expected that McLaren will use sub-contractors who are members of the FORS. This will ensure that the construction vehicle fleet meets the requirements of London's LEZ regarding both emissions standards and the need for safe vehicles as per the Safer Lorries Scheme.

CONSTRUCTION LOGISTICS AND CYCLIST SAFETY (CLOCS)

- 2.3.12. As with the FORS, it is expected that the McLaren will meet the CLOCS standard for construction logistics. By being recognised as a member of FORS, several requirements to meet the CLOCS standard will already be demonstrated

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.0.0 The project is anticipated to commence on site in approximately Q1 2028. An indicative programme of works is set out below which provides some guidance on the likely duration of the project.

Table 3.0: Indicative Programme of Works

Programme Dates – DC5/DC01	Scope of Works
01.04.28 - 30.04.28	Site mobilisation
02.05.28 - 04.08.28	Demolition
10.07.28 - 11.09.28	Piling
24.07.28 - 02.10.28	Groundworks and Substructure
18.08.28 - 17.05.29	Frame & Envelope
01.09.28 - 25.06.29	New Gantry
16.10.28 - 19.10.29	MEP/ Fitout
03.09.29 - 18.01.30	Commissioning (Cx3 to Cx5)
18.01.30	DC5 Complete
Programme Dates – DC6/DC02	Scope of Works
31.05.28 - 22.08.28	Demolition
16.08.28 - 04.10.28	Piling
07.09.28 - 18.10.28	Groundworks and Substructure
28.09.28 - 14.03.29	Frame & Envelope
23.08.28 - 22.05.29	New Gantry
23.11.28 - 11.09.29	MEP/ Fitout
03.09.29 - 18.01.30	Commissioning (Cx3 to Cx5)
18.01.30	DC6 Complete

3.1 CONSTRUCTION METHODOLOGY

Unit 1 - DC5/DC01	Unit 2 - DC6/DC02
• Demolition – Soft Strip • Demolition – Remove redundant cladding • Substructure – Demolish redundant GF slabs • Substructure – Install Pile Mat • Substructure – Install piles • Substructure – Pilecaps and Groundbeams • Frame & Envelope – Façade/Cladding alterations • Frame & Envelope - Structural steel for new floors • Frame & Envelope - Concrete slabs Ground, Level 1, Level 2 • Frame & Envelope – Install existing doors/roller shutters • New Gantry structure • Main Plant Installation • Fit out – Office area – Ground, Level 1, Level 2 • Data Hall Fit out – Ground, Level 1 • Sub-station Build	• Demolition – Soft Strip • Demolition – Remove redundant cladding • Demolition – Install temporary works/stability bracing • Demolition – Remove portal frame • Substructure – Demolish redundant GF slabs • Substructure – Install Pile Mat • Substructure – Install piles • Substructure – Pile caps and Ground beams • Frame & Envelope – Façade/Cladding alterations • Frame & Envelope - Structural steel for new floors • Frame & Envelope - Concrete slabs Ground, Level 1, Level 2 • Frame & Envelope – Install existing doors/roller shutters • New Gantry structure • Main Plant Installation • Fit out – Office area – Ground, Level 1, Level 2 • Data Hall Fit out – Ground, Level 1

4 VEHICLE ROUTING AND SITE ACCESS

4.1 CONSTRUCTION VEHICLES

- 4.1.1. It is anticipated that access to the Site for construction vehicles will be via Iron Bridge Road North.
- 4.1.2. The vehicular access is in close proximity to the junction which connects the A408 Stockley Road with Horton Road, as can be seen in the strategic highway context of the Site within Figure 4.1.
- 4.1.3. Details of the proposed construction routing will be agreed with LBH and the relevant highway authority prior to commencement of construction work. However, it is recommended at this stage that routes follow the roads marked in Figure 4-1, Figure 4-2 and Figure 4-3 below.



Figure 4-1 – Strategic Highway Network



Figure 4-2 – Regional Access Plan

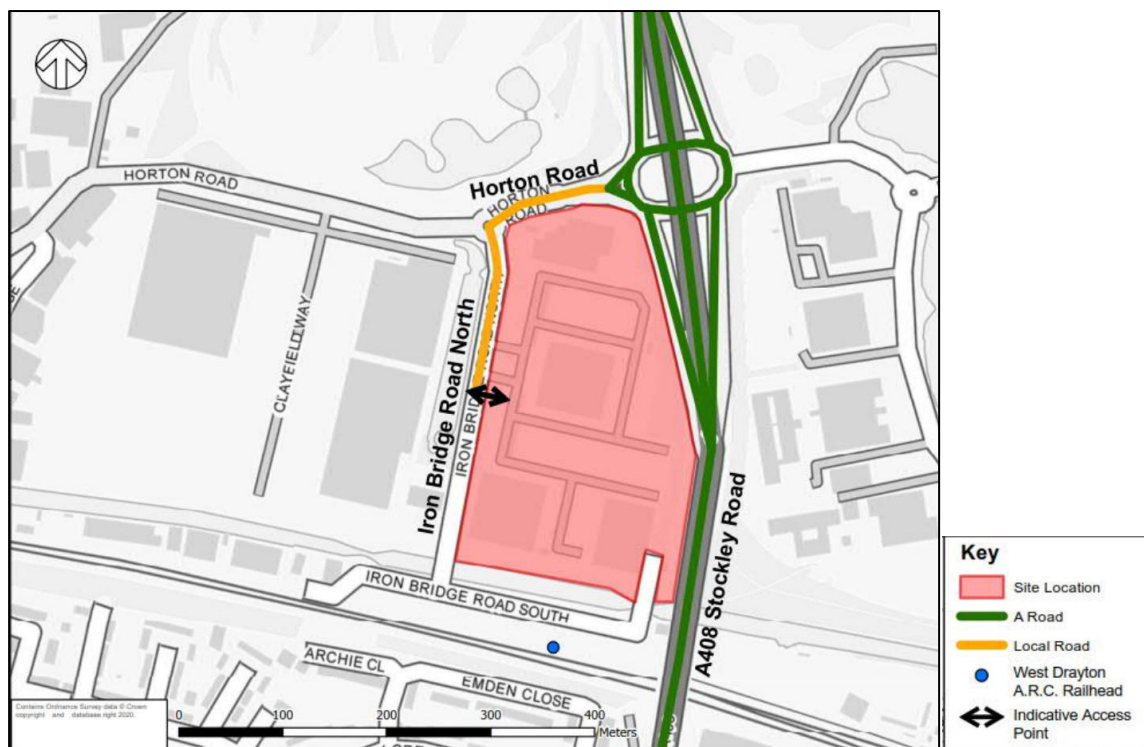


Figure 4-3 – Local Access Plan

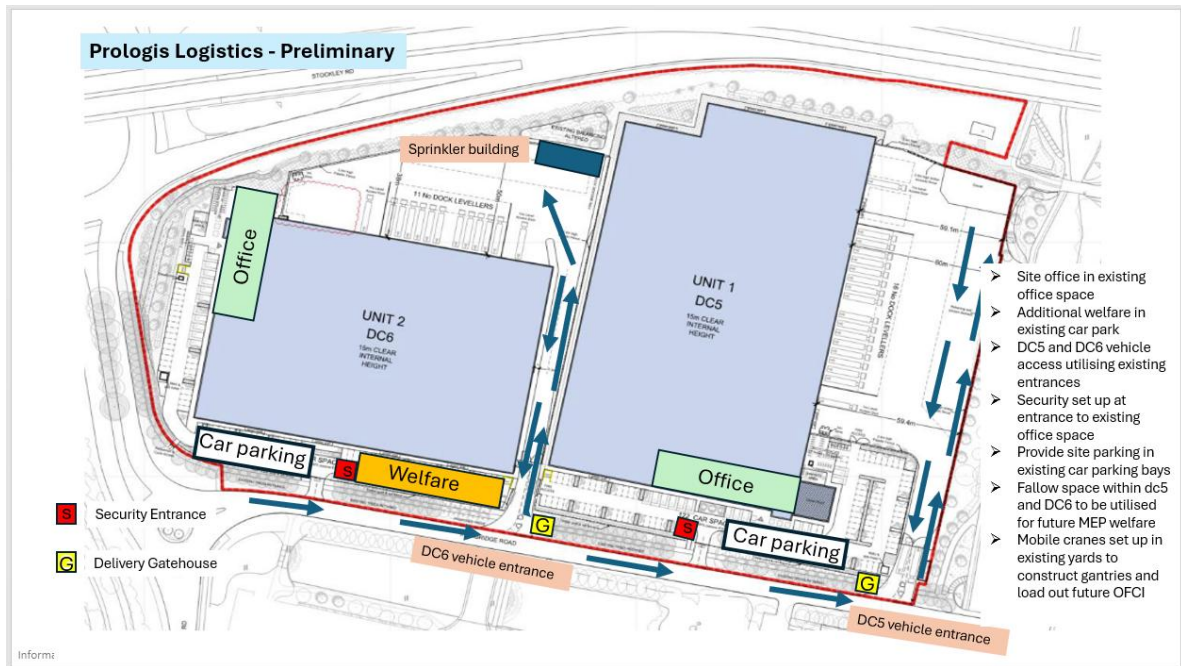


Figure 4.4 – Site Logistics Plan

4.2 ACCESS FOR SITE PERSONNEL

- 4.2.1. All construction personnel will be advised of the parking restrictions in force in the vicinity of the Site and encouraged to use public transport, walk or cycle to work. A dedicated pedestrian access for employees is anticipated will be located on Iron Bridge Road North and a security office to monitor all pedestrian access into the Site and prevent any unauthorised access will be situated adjacent to this entrance.
- 4.2.2. As described within Section 2, the Site is easily accessible via public transport. Public transport includes frequent bus and rail services located within walking / cycling distance to the Site.
- 4.2.3. Site personnel will be made aware of protocols setting out the secure entry/exit routes to the Site, travel planning details, emergency evacuation procedure and the proposed delivery management strategy during the construction phases.

4.3 VISITOR ACCESS

- 4.3.1. All visitors will be directed to the Site compound offices for registration and, as necessary, site induction. They will be required to sign in and out of the site daily. At no time will any visitors be allowed access to areas where construction works are in progress.
- 4.3.2. A non-PPE (Personal Protective Equipment) route will always allow pedestrian access to the office and welfare facilities prior to going on-site and to ensure visitors use the appropriate PPE when being permitted to access an area of construction activity.
- 4.3.3. The general public will be excluded from the works area using appropriate signage and hoarding, although again there will be a safe route provided to enable the public to liaise with the Site Manager when required.

4.4 EMERGENCY VEHICLE ACCESS

- 4.4.1. On arrival to site via Iron Bridge Road North the emergency service vehicles will be provided with information on the location of the fire or emergency by the McLaren site security team at the access gate. Security will provide the daily update site layout drawing plans and other relevant incident information and confirm that a clear route is available for the emergency services. The site logistics team will ensure that access to the point of incident is clear and that marshals are provided to assist with traffic controls. This will also inform the emergency services of any

details of additional risks identified at the location, and of any personnel unaccounted for. This section should be read in conjunction with the project Fire & Emergency Plan found in the Health, Safety and Wellbeing Plan.

4.5 SECURITY & INDUCTIONS

- 4.5.1 All personnel who work on site must receive an on-line induction through Index before they arrive on site. Once on site a site-specific induction will be delivered to all operatives. All contractors will be expected to upload all competency cards during the initial on-line induction process and meet the requirements of SGN001 Recognised Card Scheme. The McLaren Project Team will be notified of any expired card or certificates that have been uploaded through Index system.
- 4.5.2 Visitors to site will be given an induction which will cover any Health & Safety risks they need to be aware of. All visitors to site must be accompanied by their respective sponsor. The induction will be carried out by the Project Team or their appointed representative.
- 4.5.3 Relevant parts of the Health and Safety Plan, RAMS will be made known. A record will be kept of all training carried out SAF018 – Safety Induction Register and SAF016 – Personnel Safety Induction Record.
- 4.5.4 Contractors are expected to carry out their own site-specific induction talks in accordance with the induction guidance HS&W issued by the Project Team covering their own RAMS. This must also include their visits when applicable.
- 4.5.5 McLaren will issue a photo ID badge to workers who pass all requirements which will be used daily for the registration of workers when coming on site.
- 4.5.6 LMRA cards will be required for all HRA jobs.
- 4.5.7 McLaren will issue a Project Safety Graduation Passport for foreman and supervisory workers. The passport documents and all verifications made at site induction and which trainings have been passed.
- 4.5.8 It is proposed that drivers of commercial vehicles visiting the site on a regular basis will attend a vehicle movement site induction. This induction will include:
 - the adopted HGV route(s) for the Site, prioritising the strategic road network;
 - road safety for both public and Site roads including speed restrictions and defensive driving; Site procedures including queuing and parking;
 - cyclist awareness video;
 - environmental issues and processes for their minimisation, including noise and vehicle cleanliness leaving the Site; and
 - discussion on potential hazards and risk reduction.

4.6 ONE DAY VISITORS

- 4.6.1 Visitors are to be issued with temporary day pass for one day only and will be escorted by an inducted person whilst on site. This is to occur regardless of the purpose, or identity, until they have attended a safety induction course.
- 4.6.2 Visitor passes may only be issued after a visitor induction have been completed and authorisation granted by MCL management.
- 4.6.3 Visitors will be required to report to the main security gate with escort / host where they will receive a temporary security pass.
- 4.6.4 A maximum of 4 visitors to every full inducted guide or host is permitted.
- 4.6.5 Regular visitors will be required to attend a full site induction.

4.7 SITE SECURITY

- 4.7.1 Security will control all access to site to inducted or authorised visitors as detailed above and ensure that the project 5-point PPE rules are enforced when entering the work area. Dedicated non-PPE areas will be adequately sign posted and areas of cross over into work areas from welfare areas will have reminder signage.
- 4.7.2 McLaren will use the biometric / swipe pass turnstile system to monitor access and egress of all people undertaking project activities on site. All information obtained from the security system will be processed in accordance with the requirements of the Data Protection Act.
- 4.7.3 Security will reserve the right to search any operatives bag or vehicle when entering or leaving the site. Any such search will always be in front of a witness and carried out with the consent of those being searched.
- 4.7.4 24-hour CCTV monitoring will be in operation.
- 4.7.5 Throughout the project a 24h emergency telephone list will be maintained and held at the main security office and entrance gates, as well as radio contact with the McLaren site team and the site nurse for the emergency purposes.
- 4.7.6 The security at the site vehicle gates will be controlled by the Logistics Manager and their team of vehicle marshals. Only deliveries booked through the electronic management system will be permitted to enter the project (emergency deliveries will be qualified by McLaren management). All loads that are not booked via the electronic system will be turned away. Any vehicle requiring leaving the project with materials must obtain a permit to do so from McLaren and present to the gate security prior being allowed to leave the site.
- 4.7.8 No deliveries are to park on the public highway around the project, an offsite area will be sought (consolidation) to assist with this issue and limited holding / offloading areas will be provided and managed within the project.
- 4.7.9 No pedestrians will be permitted to use these vehicle gates other than the trained and authorised vehicle marshals or security; all pedestrians should enter via the dedicated pedestrian access from the pedestrian footpath.
- 4.7.10 All goods, tools, plant and equipment required to be removed must be approved by McLaren package manager as well as subcontractor manager to prevent theft and unauthorised removal of goods from site
- 4.7.11 Once RFI 1 is completed and tenants start to move in, McLaren will demarcate and maintain permanent type road to allow access / egress for client deliveries and operations.
- 4.7.12 All access to Data halls will be managed via client work permits and their security. The Client will advise time frame required for the approval of permit to access. McLaren will have an appointed person to help the flow of communication ensuring that all criteria are met before submitting the permit.

4.8 WELFARE LAYOUT PHASES

- 4.8.1 As shown in Figure 4.4 we will be utilising existing office space in Units 1 and 2. Our Site welfare will be located adjacent to existing car parking spaces.
- 4.8.2 McLaren will provide shared toilets, drying rooms and washing facilities for sub-contractors use for the period from commencement on site to practical completion of the project.
- 4.8.3 The provision of welfare will develop in line with the requirements and changes of the project.
- 4.8.4 The welfare set up will progress with the requirements arising on site throughout project development.
- 4.8.5 Toilets will be provided within the welfare set up and at additional points around the project as it develops. Both male, female and disabled facilities are available and are sized so suit the predicted maximum labour force at each stage of the project

- 4.8.6 The drying room is provided within the main welfare area, Individual wire lockers are provided to enable safe storage whilst drying clothes and PPE. Each operative will need to provide their own padlock for these lockers. McLaren will regularly clear out the drying room and notices will be placed one week in advance of these clearances. Failure to clear out belongings as requested will result in the pad lock being cut off and content of the locker disposed into holding area for duration of 1 week and then permanently disposed with waste. Tumble driers will be available to dry wet clothes on the rainy days.
- 4.8.7 The project canteen is located on the ground floor. Hot and cold food is sold for the consumption in the canteen area only with healthy options available. No food to be consumed outside canteen to ensure against encouragement of increased bird, rats and fox populations. Also provided is hot and cold water, microwaves, and a group of fridges for preservation of food. These fridges are cleared daily, so contractors need to ensure that any space food or drink is removed before operatives go home at night.
- 4.8.8 This facility is located on the ground floor. McLaren along with its subcontractors will assess the project first aid requirements through risk assessment and provide equipment and trained personnel, as directed within risk assessment. All site first aiders have access to the first aid room and its equipment, as well site based first aid kits if required. This room will be fully stocked with all first aid requirements. Defibrillator is available within the first aid room as well and MCL and its sub-contractors have trained personnel to use it efficiently.
- 4.8.9 Each subcontractor is provided several dedicated desk spaces within Units 1 and 2, these desks are available on allocated basis. Wi-Fi connectivity, telephones, printing, photocopying and scanning are also made available.

4.9 WORKING HOURS

- 4.9.1 Morning arrival – 7:00 – 9:00
Morning Break – 9:30 – 11:30
Afternoon Break – 12:30 – 14:30
End of day departure – 16:00 – 18:00
- 4.9.2 Based on the above off-peak hours are between 9:30-11:30 and 12:30-14:30

5 STRATEGIES TO REDUCE IMPACT

5.1 REDUCING IMPACTS

5.1.1. This section identifies the measures and the level of commitment to them in ensuring minimal impact of the construction process on the environment, road safety, congestion and cost. The following checklist shown in Table 5-1 identifies the CLP Guidance recommended measures and the commitment levels expected on Site where, in accordance with TfL:

- “Committed indicates a measure that will be implemented as part of the CLP, secured by planning condition or, where applicable, through the Section 106 agreement;
- Proposed indicates a measure that is feasible but must be evaluated to determine its practicality; and
- Considered indicates a measure that is not currently relevant but may be in the future.”

5.1.2. Measures of specific interest are then further described in the subsequent paragraphs.

Table 5-1 – Planned Measures to reduce impacts

Planned Measures Checklist	Committed*	Proposed*	Considered*
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Vehicle choice			X
Measures to encourage sustainable freight			
Freight by water			X
Freight by rail		X	
Material Procurement measures			
DfMA and off-site manufacture		X	
Re-use of on-site material		X	
Smart procurement		X	
Other measures			
Collaboration with other sites		X	
Implement a staff travel plan	X		

*As defined within TfL's Construction Logistic Planning Guidance:

“Committed: indicates a measure that will be implemented as part of the CLP, secured by planning condition or, where applicable, through the Section 106 agreement;

“Proposed: indicates a measure that is feasible but must be evaluated to determine its practicality; and

“Considered: indicates a measure that is not currently relevant but may be in the future.”

- 5.1.3. Once McLaren are appointed the above measures will be considered and confirmed which are feasible to be committed, however it is expected that construction personnel will look to adopt similar measures where appropriate.

MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

- 5.1.4. In terms of safety, it is recommended that all contractors are required to register under the CCS. McLaren will also look to use contractors who are members of the FORS wherever possible. FORS provides a quality and performance benchmark for the industry. This will ensure that the construction vehicle fleet meets the requirements of London's LEZ with regard to both emissions standards and the need for safe vehicles as per the Safer Lorries Scheme.
- 5.1.5. In terms of environmental measures, it is expected that air quality mitigation measures will be applied in line with the Greater London Authority's 'Best Practice Guidance for the Control of Dust and Emissions from Construction and Demolition, November 2006' These measures include, but are not limited to the following:
- All vehicles will switch off engines when stationary – a 'no idling vehicle' policy will be enforced on site.
 - Using water sprays or sprinklers to keep the dust down during activities such as filling skips, breaking concrete and managing stockpiles;
 - Washing the wheels of vehicles leaving the site, if they are carrying mud or waste;
 - Putting up solid barriers around the site;
 - Properly covering lorries that leave the site carrying waste;
 - Cleaning the road and footpath near the site entrance when needed;
 - Using dust bags, spraying water or, when using disk cutters, making the working area wet before using the machinery
- 5.1.6. All vehicle routes used by construction traffic will be regularly inspected for any deposits of soil/debris deposited by construction traffic and if necessary, the road will be swept using a mechanical sweeper.
- 5.1.7. All vehicles exiting the Site will be checked to ensure that loads are fully sheeted and secure and that no spoil is carried out to the public highway. Vehicles will pass through a wheel washing facility which is to be installed and utilised by all contractors before they leave the Site.
- 5.1.8. Dust suppression will be achieved by ensuring that all materials transported to/from the Site are enclosed or fully sheeted. During dry periods the construction surfaces will be dampened to control the generation of dust.
- 5.1.9. To assist in timing of deliveries, larger vehicle movements will be scheduled to avoid peak hours on the local road network, wherever practicable. A suitable structure will be in place (e.g. delivery booking system) to manage delivery scheduling in accordance with these measures.
- 5.1.10. Details of routes to be used for journeys to and from site for road operations are provided in section 4. The routes to/from the Transport for London Road Network and Strategic Road Network are specified. A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be always followed unless agreed or alternate diversions are in place.

MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

- 5.1.11. Opportunities to route freight by rail or water will be reviewed following appointment and in line with any changes to the Proposed Development.
- 5.1.12. West Drayton ARC railhead is located south of the Proposed Development, approximately 200m and could therefore be used to assist in the transportation of construction goods. Other nearby railheads include West Drayton Railhead (approximately 1.5km west to the Site) and Hayes & Harlington Railhead (approximately 2.5km east to the Site). Wincanton Greenford Consolidation Centre is located approximately 9km northeast of the Site.

These railheads and terminuses are shown in Figure 4-1. The Grand Union Canal is also located on the southern boundary of the Site. These will be reviewed.

- 5.1.13. The use of electric freight vehicles will be encouraged for deliveries to the site. McLaren will work with sub-contractors, suppliers, and haulage/transport suppliers to encourage the use of electric vehicles for freight delivery.

OTHER MEASURES

- 5.1.14. McLaren will review whether any collaboration with nearby sites and / or the strategic our logistics partner will be of benefit to the construction Site.
- 5.1.15. Safe access routes for the emergency services will be maintained and controlled by a Traffic Marshal permanently located at the principal construction Site access.
- 5.1.16. It is anticipated that some on-site parking for construction staff will be provided, however, as there are excellent transport links nearby, travel by public transport will be strongly encouraged.

SITE MANAGEMENT

- 5.1.17. McLaren will adopt a site management strategy that minimises the construction impacts in the local area. The following measures will be adopted;
- Display the name and contact details of the person(s) accountable for air quality pollutant emissions and dust issues on the Site boundary;
 - Display the head or regional office contact information;
 - Record and respond to all dust and air quality pollutant emissions complaints;
 - Make complaints log available to the local authority when asked;
 - Carry out regular Site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked;
 - Increase the frequency of Site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions, and dust are being carried out, and during prolonged dry or windy conditions; Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the Site and the action taken to resolve the situation is recorded in the log book; Regular inspection and, if necessary, cleaning of local highways and along the Site boundaries to check for dust deposits;
 - Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use;
 - Implementation of design controls for construction equipment and vehicles and use of appropriately designed vehicles for materials handling;
 - Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where possible; and,
 - Utilise the information in framework Travel Plan to support and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

GENERAL STORAGE AREAS

- 5.1.18. Subcontractors will be assigned storage areas around site which will be allocated and enforced by McLaren site management team. Areas will change as the work progress therefore no loose materials are allowed on the floor. All loads must be palletised or on the stillages so can be moved safely when required.
- 5.1.19. When storing materials inside the building, all must be kept on pallet / stillage / trolley and kept minimum 1.5m away from the walls.
- 5.1.20. Current storage plans will be published as they are populated.
- 5.1.2.1 Storage of flammable materials and combustibles must be kept to a minimum, and the location updated on the project fire service plan located by the main gate, as described in the fire and Evacuation plan.

HFL, GAS AND CHEMICAL STORAGE

- 5.1.22 Storage of hazardous materials must be undertaken in accordance with the Fire and Emergency Plan and the CEMP.
- 5.1.23. Locations will be identified on the site plans as above and on the Emergency Fire Brigade Plan (Grab Pack) located at the security office of Gate 1 (Unit 1).

SITE PLANT AND MACHINERY AND NON-ROA MOBILE MACHINERY (NRMM)

- 5.1.24. All plant and machinery delivered to site has to be booked on DMS and approved by McLaren management prior use. Plant passport must be issued and populated before works start. Plant Passport will have to be displayed so it is always visible.
- 5.1.25. All machinery must be switched off when not in use, no idling is allowed on site.
- 5.1.26. All Non-Road Mobile Machinery (NRMM) used during development that is within the scope of the London Plan or any subsequent amendment or guidance, shall comply with emission requirements.
- 5.1.27. Prior to the commencement of any part of the development, details of all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. All Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>
- 5.1.28. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.
- 5.1.29. The NRMM used during the demolition and construction phases must be carried out in accordance with the approved details.
- 5.1.30. An inventory of all Non-Road Mobile Machinery (NRMM) must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced, and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to the local planning authority until development completion.

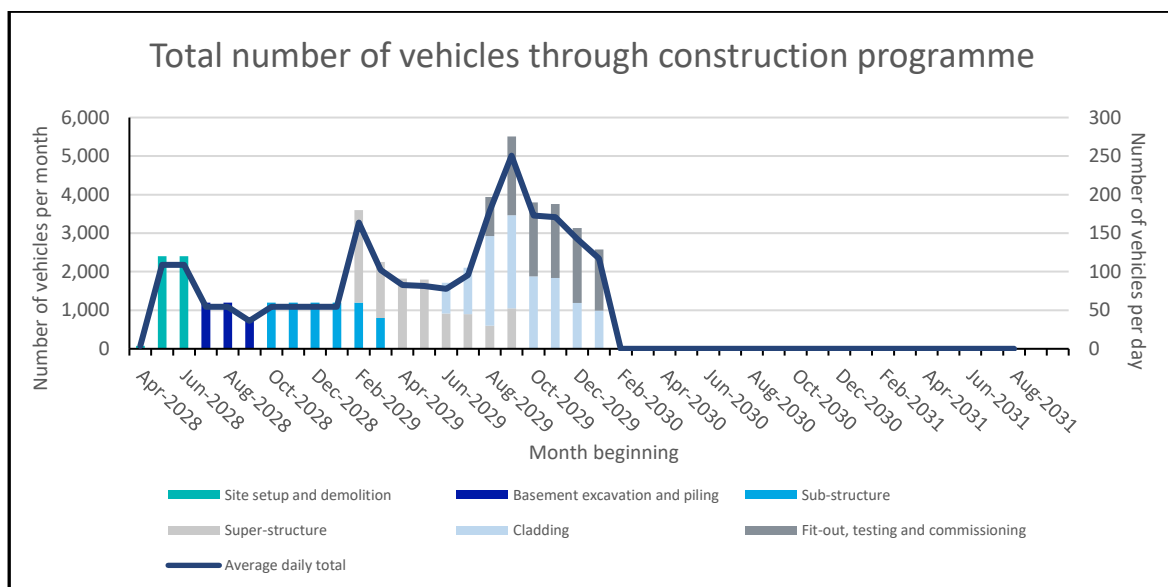
WASTE MANAGEMENT

- 5.1.31. All waste leaving the site will be recorded by the site team by way of Waste Transfer Notes (WTN) or through the establishment of Annual Waste Transfer Notes (AWTN) and data uploads through an API framework. including relevant EWC and SIC codes or Consignment Notes (CSN) in the case of hazardous waste.
- 5.1.32. Information held on the WTN or CSN will be entered onto the BRE's SmartWaste log. This details the waste types and quantities generated on site including information on their final destination. On completion of the project the data will be compared with the estimated waste production data for analysis. Copies of the WTNs must be retained by McLaren for at least 2 years and CSNs for 3 years.
- 5.1.33. We will continually review the type of surplus materials being produced and alter the site set up to maximise onsite reuse and recycling. Monthly eKPIs including waste generation and CO2 from the waste carrier's vehicle movements for the project will be reported via SmartWaste and shared with McLaren senior management and the client team as required.
- 5.1.34. Segregation & Removal - All sub-contractors will cooperate fully with McLaren waste management regime and all relevant statutory requirements as set out in the Resource Management Plan.
- 5.1.35. At all stages of the project sub-contractors will undertake to segregate all waste and recycle as much as is currently salvageable. As a minimum this include segregating metal, timber, plastic, blockwork, plasterboard, white wall from general waste. McLaren waste partners will supply monthly records or recycled content for inclusion in the Resource Management Plan.
- 5.1.36. All packaging, waste pallets, surplus materials, removed protection materials and large cut offs are to be removed from site as required by the sub-contractor. Use of McLaren waste disposal facilities on site will not be permitted for carrying out this requirement.
- 5.1.37. The sub-contractor will be required to put all waste (duly sorted) in the appropriate bins supplied by the Logistics Contractor.
- 5.1.38. The sub-contractor is responsible for removal of site of all "special waste" and /or "hazardous waste" that is created.
- 5.1.39. Due to hazard created by rubbish remaining / accumulation on site the Logistics Contractor will ensure that contractors clear their waste to designated areas on daily basis.
- 5.1.40. The site waste compound will be located on the footprint of Unit 1 and Unit 2.

6 VEHICLE MOVEMENTS

6.1 DELIVERIES - FREQUENCY & TYPE (HGV, fixed body, etc.)

- 6.1.1. When considering construction vehicle types, a balance is needed between the size of vehicles and the number of vehicular trips to be carried out. Generally, the larger the vehicle, the fewer trips will need to be made. Therefore, environmental protection means that it is best to use larger vehicles where possible to limit vehicular movements if this does not have a detrimental impact on other factors such as traffic movement, pedestrian and cycle safety, etc.
- 6.1.2. Prologis intends to have early involvement from McLaren, and the type and use of vehicles will be set out to minimise the number of movements to and from the site. It is assumed that materials required for the Proposed Development are delivered into the site in the largest possible delivery quantities; i.e. the vehicles identified above are fully laden as opposed to part laden to minimise the number of delivery movements.
- 6.1.3. The most appropriate routes and links to be used during the construction stage has been reviewed in order to ensure that all vehicles use the safest and most logical routes to/ from the site.
- 6.1.4. Appropriate construction is a key consideration for not only Prologis but also for neighbouring businesses.
- 6.1.5. The routing plan proposed in Section 4 will be reviewed as part of the Detailed CLP and is envisaged to be adopted to ensure that the HGVs follow an appropriate route that reduces any travel through sensitive areas and promotes the use of the strategic road network.
- 6.1.6. Construction traffic; For Unit 1 and Unit 2 will be minimised. Peak construction movements occur after site enabling works and during main construction activities (inc MEP). Please refer to Appendix A: Construction Logistics Planning tool.



6.2 DELIVERIES AND SITE PLANT

6.2.1 All deliveries and collections will be managed through the project Logistics team

6.2.2 McLaren recognise that efficient project logistics assist with ensuring a clean and tidy site, which in turn is productive, safe and timely. Therefore, in the development of this strategy, McLaren have focussed on the following topics listed below. Furthermore, there are/ could be a significant amount of vulnerable road users in the area, with cyclists to be always considered

- **Just in time deliveries (between 7:00 and 17:00):** No more than three days' worth of materials will be stored on site, ensuring that the site is not overly congested and therefore materials are easily delivered.
- **Large repeat loads:** Such as concrete or large oversized vehicle will be managed in conjunction with specific risk assessment and method statements which will be briefed to the security and logistics team by the logistics manager daily.
- **Consolidated deliveries:** Opportunities to consolidate deliveries from each supplier or manufacturer must be explored at Sub-Contractor procurement and design stages.
- **Cranage:** Understanding craneage for the delivery of Chillers and Generators. Introducing exclusion zones around Unit 1 and 2 to accommodate deliveries and to ensure interface with all other trades has been considered.
- **Driver experience and training:** Driver awareness training, specifically incorporating the safety of vulnerable road users will be encouraged.
- **Banking all Reversing Vehicles:** It is recognised that reversing vehicles pose a significant risk to pedestrians due to the limited visibility of the driver. All vehicles will follow a one-way system or be banked during any reversing manoeuvre.
- **Equipped vehicles:** Additional mirrors, cameras, safety guards, audible warnings and even air bag protection will be monitored for each Sub-Contractor. Deliveries on vehicles without this equipment will count against a Sub-Contractor on the safety league table. Vehicles will also have to be following London's Direct Vision Standard for all vehicles over 12 tonnes gross vehicle weight.
- **Cycle Signage:** Additional low level warning signage will be provided near access and turning points for cyclists, to ensure they are aware that construction traffic operates in the area.
- **Use of transport dedicated to the Fleet Operator Recognition Scheme (FORS):** FORS is a voluntary certification scheme aimed at ensuring that fleet operators work lawfully and to best practice by meeting the FORS standard. Sub-Contractors vehicles will be monitored for this scheme. Minimum requirement is FORS Silver. However, FORS Gold is preferred. All DELIVERY VEHICLES OVER 3.5T must be FORS Silver and CLOCS complaint.

6.2.3 McLaren will work closely with CLOCS to achieve:

- Zero collisions between construction vehicles and the community
- Improve air quality and reduce emissions
- Increase efficiency
- Reduce number of vehicle journeys
- Reduce reputational risk

6.3 DELIVERY BOOKING

6.3.1 McLaren will operate an electronic delivery management system for all deliveries made to site. This system will be managed by our Logistics Manager. Each Sub-contractor will receive their own log-in to the system via the internet. Delivery slots are available in a first come first served basis. Each Sub-Contractor will be required to "request" these slots via the system. The Logistics Manager will the accept or decline these requests.

6.3.2 Declined requested will be due to several reasons, which may include, but are not limited to:

- Vehicle too large for access to site.
- A special or specialist delivery, which may take priority. These will be discussed in the daily coordination meeting.
- The Sub-Contractor already has too many materials on site. Only three days' worth of general materials will be permitted on site. Unless some of the accumulated material is removed, future deliveries may be restricted.
- The site cannot accommodate or off load the materials. These deliveries will need to be discussed in more detail with the Site Manager before they can be accepted.

6.4 DELIVERY CONSTRAINTS

6.4.1 Main access gate is located on Iron Bridge North Road.

6.4.2 Abnormal loads must be booked 6 weeks in advance. This includes but are not limited to vehicles that fall into the following categories.

- Any load that exceeds 3.5m in width.
- Any load that exceeds 5.3m in height – TX for Sub-station
- Any load that exceeds 18.65m in length - Switchgear
- Any load that exceeds 80,000kgs in weight – Chillers/Generators

6.4.3 All such loads must be evaluated for legal compliance with Road Traffic Legislation and be assured that a "swept path" analysis survey has been undertaken for the entirety of the planned, and secondary routes.

6.5 VEHICULAR ROUTES TO AND FROM THE PROJECT

6.5.1 All vehicles will use Gate 1 (Unit 1) and 2 (Unit 2 - See Figure 4.4), unless otherwise instructed on booking of delivery, or on arrival to site. The site address is as follow:

PROLOGIS PARK
West London
Stockley Park
Hillingdon
London

6.6 DRIVER RULES

6.6.1 No queuing will be allowed on any of the roads surrounding the site. Any contractor that is found repeatedly breaching this offence will be refused further admission to the project.

6.6.2 All deliveries and vehicles arriving at site must be arranged and notified to McLaren at least 48h prior to the intended delivery time.

6.6.3 All deliveries must be met at the site entrance by a suitably qualified person who is employed by the subcontractor to identify the destination area the materials are to be distributed.

6.6.4 No vehicles will be left unattended outside the designated unloading / waiting areas.

6.6.5 All vehicles' engines are to be switched off whilst unloading. No idling on site.

6.6.6 No vehicles shall be reversed onto public roads and must be turned around within the confines of the site.

- 6.6.7 No vehicle is allowed on site without being under supervision of competent traffic marshal.
- 6.6.8 No vehicle will be permitted to offload on site if it does not have sufficient fall protection for operatives that require the need to access the rear or sides of the vehicle.
- 6.6.9 Deliveries which are not booked in and approved will not be permitted on site.
- 6.6.10 All deliveries or removal of materials from site require written authorisation from McLaren before entering or leaving site
- 6.6.11 All delivery vehicles are to be met by a traffic marshal. The delivery will be approved and confirmed that it has been booked in. Once the delivery has been approved the vehicle will be directed to the relevant unloading area.
- 6.6.12 There is limited parking on site for Sub-Contractor's employees, the use of minibus and public transport travel is advocated.
- 6.6.13 No material will be unloaded until a clear lay down area is allocated in the working area of the relevant sub-contractor.
- 6.6.14 Parking in adjacent roads and or residential areas is strictly prohibited, and any proven reported incidences will result in the exclusion of the offending personnel from the site.
- 6.6.15 Wherever possible, all deliveries are to 'pre slung' to prevent operatives from mounting the rear of any vehicle which is to be unloaded by crane.

6.7 UNLOADING AREAS

- 6.7.1 All delivered materials are to be delivered on pallets, 'A' frames, stillage's, bogeys etc. loose materials must be contained within bulk bags. All contractors are to provide their own pallet trucks (hand pump type), and all toolboxes are to be supplied with castor wheels fitted. This will ease logistics on and around the project.
- 6.7.2 It is the responsibility of the contractor to remove any pallets, 'A' frames, stillages, bogeys from the project once the material has been installed or reached its final location.
- 6.7.3 Storage of used delivery pallets, 'A' frames, stillages, bogeys or cable drums on the project is strictly prohibited. McLaren will remove any such items at the contractor's expense from site in line with the Resource management plan.

6.8 FORKLIFT PROVISION

- 6.8.1 **ALL LIFTING OPERATIONS ARE TO BE CARRIED OUT IN LINE WITH THE PROJECT SPECIFIC LIFT PLAN THAT TAKES PRECEDENT OVER THIS DOCUMENT.**
- 6.8.2 Any deliveries requiring offload by telehandler / forklift, will be done by the subcontractor. The only forklifts telehandlers permitted on the project will be those managed and operated by McLaren appointed contractors.
- 6.8.3 Sub-Contractor can supply their own powered pallet trucks or pump pallet trucks but must supply inspection records and competency training to their operators.
- 6.8.4 As of all lifting equipment, Pallet trucks of any kind fall under the Lifting Operations and Lifting Equipment Regulations, therefore they require a 6 monthly examination, and a copy of the certificate kept on site.
- 6.8.5 All lifting activities must be planned in accordance with LOLER by competent person and the personnel must always obey the Lift Plan.

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 IMPLEMENTATION

- 7.1.1 McLaren will nominate a member of staff to be responsible for the day-to-day organisation and monitoring of the construction logistics for the construction site (Logistics Manager). The responsibilities of the Logistics Manager will include the implementation and management of the CLP for the lifetime of the project.
- 7.1.2 As well as planning and co-ordinating the day-to-day deliveries, on-site arrangements to accommodate delivery vehicles, and the arrangements for special deliveries, the Logistics Manager will liaise with nominated representatives of other on-going construction projects in the area to determine the feasibility of consolidation of vehicle activity and other measures to support the running of the CLP where practical to do so. The Logistics Manager will liaise with Key personnel at LBH.
- 7.1.3 McLaren will nominate a member of staff to be responsible for day-to-day organisation and monitoring of all Third-Party approvals, consents and permits required to complete the construction works (Stakeholder Manager). The Stakeholder Manager will work closely with the Logistics Manager and Environmental Co-ordinator to ensure notification to all Third parties are considered, and compliance with the approved documents. These include:
- Proposed Planning conditions subject to similar benchmark submission submitted to council and previous consented scheme - All works are to be carried out in accordance with approved planning condition documents
 - Environmental conditions - Environmental & Biodiversity considerations and Flood risk attenuation strategy
 - Noise Assessment - All works to be carried out in accordance with any future Construction Environmental Management Plan (CEMP). Noise sensitive locations have been identified in the Planning noise assessment by Sharps Redmore
 - Utilities – Interface with UKPN/Cadent/BT/Thames Water for all Utility connections and power on dates
 - Local Interest Groups – Community Liaison monthly via a newsletter that reports on construction activities or major deliveries utilising existing road network as may be required.
- 7.1.4 An Environmental Coordinator shall be appointed, and their details provided in the CEMP. They shall be responsible for all environmental activities on the project. Their duties involve the following:
- Overall management of the environmental component of the project.
 - Manage day-to-day activities to avoid significant environmental effects.
 - Review and update the CEMP.
 - To act as the main point of contact between the regulatory authorities (Environment Agency and Local Authorities) and the project on environmental issues.
 - To act as a point of contact between the local population and the project alongside the Social Value Manager.
 - Development and delivery of environmental training (induction and toolbox talks) for site personnel and sub-contractors.
 - Always Promote Best Practice.
 - Assisting with the development of procedures that highlight the emergency response to environmental incidents.
 - Management of the monitoring programme, including noise, dust and water quality.
 - Environmental incident monitoring and reporting.

7.2 MONITORING AND UPDATES

- 7.2.1. The CLP is a 'live' document and will be regularly updated throughout the project's construction. Should updates be required, these will be undertaken, and an updated version can be issued to LBH and other key stakeholders for information.
- 7.2.2. The Logistics Manager will monitor vehicle movements daily and will carry out surveys of vehicle movements and routing at regular intervals throughout the construction project, as required. An appropriate schedule of surveys will be identified in agreement with LBH.
- 7.2.3. The appointed Construction Logistics Manager will oversee implementing the Detailed CLP on behalf on the McLaren. Their job description will include collecting data on:
- The number of vehicle movements to the site, collected by the delivery booking-in system, including:
 - total number of vehicles, by vehicle type / size / age; · duration the vehicle was on site;
 - the origin of the vehicle; and
 - the accuracy of the vehicles arrival in relation to the booking system.
 - Breaches and complaints, including:
 - deviation from prescribed vehicle routes;
 - unacceptable queuing;
 - unacceptable parking;
 - status of the suppliers FORS accreditation; and
 - compliance of the vehicle to ULEZ and LEZ standards
 - Safety, including:
 - logistics related collisions / near-misses;
 - any associated injuries or fatalities;
 - the methods of travel staff are travelling to site; and
 - whether vehicles or associated safety equipment are maintained correctly
- 7.2.3 Construction noise emissions are a potential source of annoyance to the local population. Consideration will be given to mitigating the effect of noise by carrying out the following actions:
- Best Practice Means (BPM), as defined in the Control of Pollution Act 1974, will be adopted throughout the construction phase.
 - Site hoardings (typically a minimum of 2.4 m high, unless otherwise specified) will be of solid, imperforate construction to provide an acoustic barrier to works within each of the development plots;
 - Positioning of fixed plant items (generators, site cabins etc.) will be carefully considered to maximise distance and acoustic screening between plant items and the nearest identified noise sensitive receptors to the applicable development plot/construction compound;
 - Hydraulic construction will be used in preference to percussive techniques where practical;
 - Vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers, maintained in good and efficient working order, and operated in such a manner as to minimise noise emissions;
 - Machines in intermittent use will be shut down or throttled down to a minimum when not in use;
 - Wherever possible, equipment powered by mains electricity will be used in preference to equipment powered by internal combustion engine or locally generated electricity;
 - No part of the works nor any maintenance of plant will be carried out in such a manner as to cause unnecessary noise except in the case of an emergency when the work is necessary for the saving of life or property or the safety of the works;
 - Where maximum construction noise levels have a likelihood of causing adverse noise effects, noise monitoring systems with remote trigger systems will be installed; and

- It may be necessary to limit the amount of plant or daily working hours in specific locations at the closest positions to noise sensitive receptors such that the daily noise limits are not exceeded.

8 Appendix

8.1 CLP Tool



CONSTRUCTION LOGISTICS PLANNING TOOL

REFERENCE INFORMATION

Version: v 3.0
Last Updated: 06/07/17

Completed by:
Shortcut:

P Morgan

[CLICK FOR SHORTCUT TO TOOL](#)

PURPOSE OF TOOL

The purpose of the Tool is to help improve the creation and evaluation of CLPs by providing a number of standardised outputs. These graphical and tabular outputs provide detailed information to be used within a CLP from typical input data. The tool will help logistics managers feed reliable and relevant information into the CLP assisting them with creating this documentation.

HOW TO USE CLP TOOL

Data should only be input into the blue boxes available:

DATA INPUT

Use the  button at the top of the sheet to expand columns for further data entry where required. The remainder of the sheet will populate accordingly based on the data input into the tool.

Choosing Buildings or Infrastructure will update the names of the phases only. The spreadsheet functions the same no matter which is chosen.

Ensure that Macros are enabled for the spreadsheet. For further information on how to use the excel based tool refer to the CLP Guidance Documentation.

Gross floor area (sqm)	Reinforced	A1 Retail	A2 Retail	A3 Office	B1 General industry	B2 Storage and distribution	C1 Restaurant and cafe	C2 Leisure	Hotel	Other	Total
New/additional floor area									14,000	14,000	
Refurbished floor area											
Total	0	0	0	0	0	0	0	0	14,000	14,000	14,000

[illegible]

Construction phase	Input hours distribution of vehicles on typical day																								
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
Site setup and demolition								10%	10%	20%	15%	15%	10%	%	5%	5%	5%								
Basement excavation and piling								10%	10%	20%	15%	15%	10%	%	5%	5%	5%								
Sub-structure								10%	10%	20%	15%	15%	10%	%	5%	5%	5%								
Super-structure								10%	10%	20%	15%	15%	10%	%	5%	5%	5%								
Closing								10%	10%	20%	15%	15%	10%	%	5%	5%	5%								
Closeout, testing and commissioning								10%	10%	20%	15%	15%	10%	%	5%	5%	5%								

Construction programme

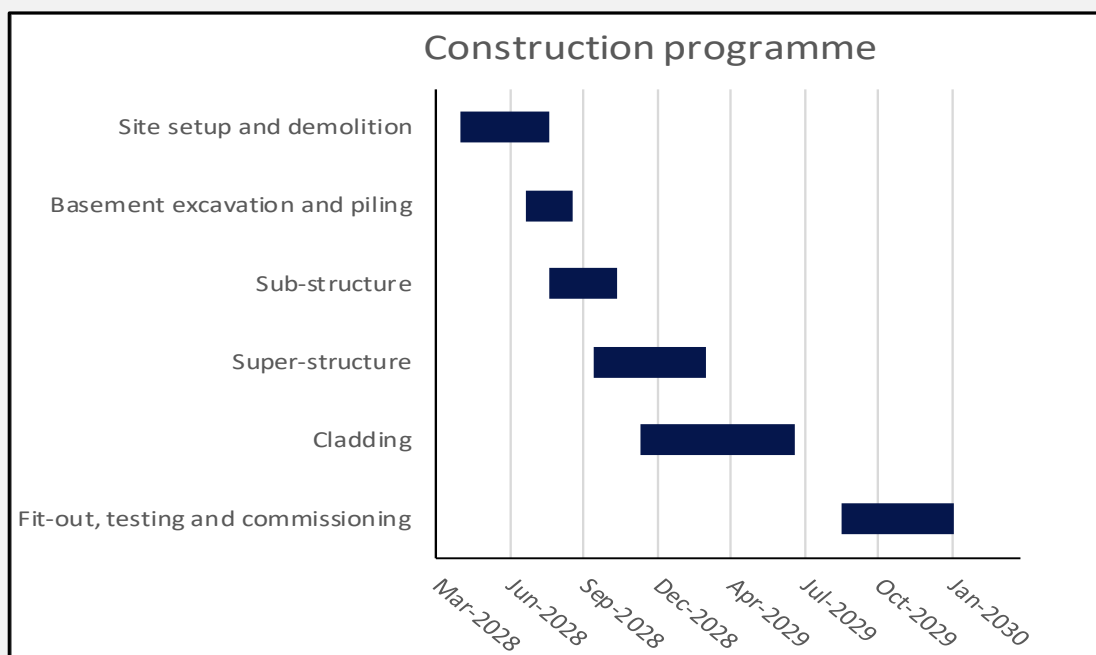
Activity	Start Date	End Date
Site setup and demolition	March 2020	March 2020
Basement excavation and piling	March 2020	March 2020
Sub-structure	March 2020	March 2020
Super-structure	March 2020	March 2020
Cladding	March 2020	March 2020
Fit-out, testing and commissioning	April 2020	April 2020

EXPECTED SCHEDULE OF WINDINGS																										
Construction phase		Bar of traffic in peak month (Sep-2)	Daily traffic																							
			00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Site setup and demolition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Basement excavation and piling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-structure	1,050	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Super-structure	1,050	48	0	0	0	0	0	0	0	5	3	10	7	7	5	2	2	2	2	0	0	0	0	0	0	0
Cladding	2,412	110	0	0	0	0	0	0	0	1	11	20	16	36	11	5	5	5	5	22	16	16	0	0	0	0
Fit-out, testing and commissioning	2,056	93	0	0	0	0	0	0	0	3	3	19	14	14	9	5	5	5	5	0	0	0	0	0	0	0
	5,578	251	0	0	0	0	0	0	0	5	15	20	16	36	13	13	13	13	13	22	16	16	0	0	0	0
Construction phase		Bar of phase (including possible over-look)	Daily traffic																							
			00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Site setup and demolition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Basement excavation and piling	1,200	55	0	0	0	0	0	0	0	5	5	11	8	8	5	3	3	3	3	0	0	0	0	0	0	0
Sub-structure	1,200	55	0	0	0	0	0	0	0	5	5	11	8	8	5	3	3	3	3	0	0	0	0	0	0	0
Super-structure	3,600	164	0	0	0	0	0	0	0	16	16	33	25	25	16	8	8	8	8	8	0	0	0	0	0	0
Cladding	3,600	164	0	0	0	0	0	0	0	16	16	33	25	25	16	8	8	8	8	8	0	0	0	0	0	0
Fit-out, testing and commissioning	5,612	251	0	0	0	0	0	0	0	25	25	49	39	39	25	13	13	13	13	13	0	0	0	0	0	0



CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Apr-2028	Aug-2028
Basement excavation and piling	Jul-2028	Sep-2028
Sub-structure	Aug-2028	Nov-2028
Super-structure	Oct-2028	Mar-2029
Cladding	Dec-2028	Jul-2029
Fit-out, testing and commissioning	Sep-2029	Feb-2030



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

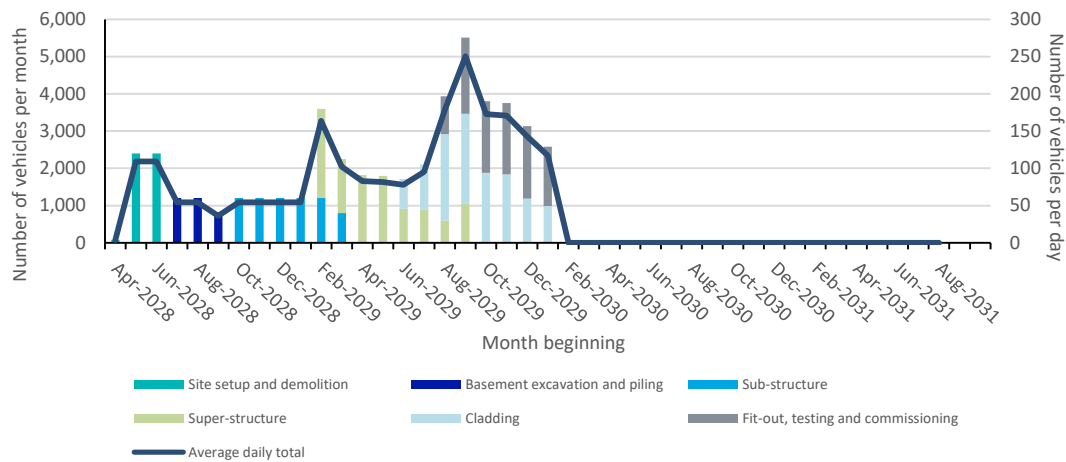
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2028 - Q2 2028	2,400	109
Basement excavation and piling	Q2 2028 - Q3 2028	1,200	55
Sub-structure	Q3 2028 - Q4 2028	1,200	55
Super-structure	Q3 2028 - Q2 2029	2,400	109
Cladding	Q3 2028 - Q2 2029	2,412	110
Fit-out, testing and commissioning	Q4 2028 - Q4 2029	2,050	93
Peak period of construction	Q1 2028 - Q4 2029	5,512	251

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

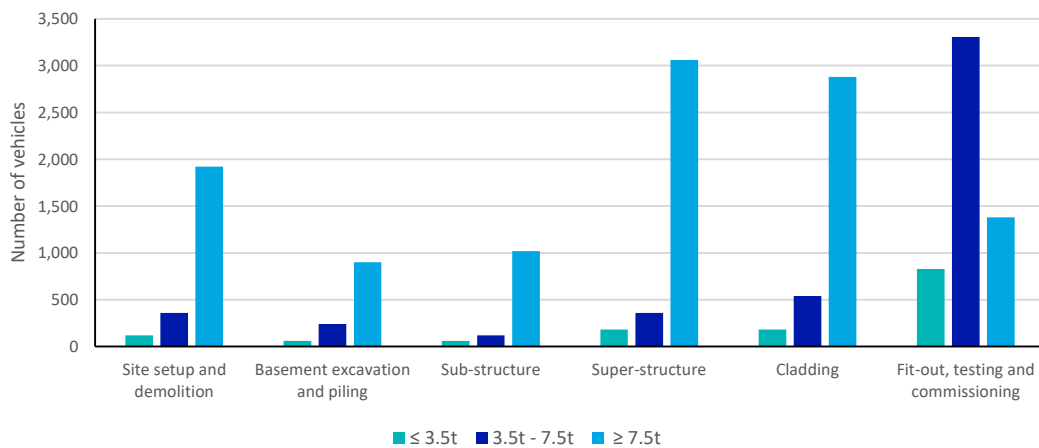
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2028 - Q3 2028	2,400	109
Basement excavation and piling	Q3 2028 - Q3 2028	1,200	55
Sub-structure	Q3 2028 - Q4 2028	1,200	55
Super-structure	Q4 2028 - Q1 2029	3,600	164
Cladding	Q4 2028 - Q3 2029	3,600	164
Fit-out, testing and commissioning	Q3 2029 - Q1 2030	5,512	251



Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Sep-2029)

