Highbridge Industrial Estate,
Oxford Road, Uxbridge UB8 1LX.

Construction Management Logistics Plan

CMLP Prepared on behalf of ARRI Rental Services UK Limited

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Executive Summary

This Construction Management/Logistics Plan (CMLP) has been prepared to support the planning application approval, London Borough of Hillingdon, Application Ref: 70460/APP /2022/2483, to develop the ARRI Rentals space, to accommodate 4 new test rooms, a new viewing room, staff coffee and rest area and meeting room.

The application site is a part of the Highbridge Industrial Estate located in the North-West of Uxbridge. The site is framed by the Grand Union Canal to the West, and Fassnige Park to the East. It can be accessed via an internal street from Oxford Road.

This CMP will detail the strategy for the management of not only site based works but will also consider and set out proposals for the mitigation of any wider reaching impact to the community as a whole.

This CMP is prepared in full accordance to support the planning application.

1 Introduction

1.1 This Construction Management/Logistic Plan (CMLP) has been prepared to accompany an application to obtain planning permission.

The Applicant for these works is ARRI Rental Services UK Limited.

1.2 In the context of the development, it should be noted that main construction activities will comprise of the demolition and site clearance od low level stores and the new build of a 2 storey extension to the existing steel framed and cladded building, providing expanded commercial use.

1.3 The CMLP seeks to deal with all the issues associated with the construction phase of the redevelopment, in compliance with Section 5 of the Schedule of Conditions outlined in the Granting of Planning Permission of Application Ref: 70460/APP/2022/2483.

1.4 The CMLP identifies in general terms, the likely effects associated with the activities and outlines proposals for the mitigation of these effects.

1.5 Once a competent contractor is appointed the methods contained within this CMLP will be reviewed, and updated if necessary, as an ongoing live document throughout the course of the redevelopment programme. If revision is required, the appropriate and requisite persons will be notified and issued with the updated document.

1.6 Key Project Drivers for the development include:

- The health and safety of all staff, retail users and visiting members of the public
- Established emergency routes to be maintained throughout the duration of all works
- Noise and dust disruption kept to a minimum

- Housekeeping and appearance

Purpose of the CMLP

This CMLP is intended, both in written and diagrammatic form, to describe the strategy of the project team in taking the works from inception to completion with minimum disruption to the local infrastructure and environment.

2 Document Revision

Issue Date	Issue No.	Rev No.	Reason for Revision:	Reviewer	Authorised:
30/05/25	V2	V1	Amendment to 3.7 As requested by LPA	DJ	SH

The Construction Management/Logistics Plan is to be continually reviewed and potentially updated as the redevelopment moves through the programme period to take into account the evolution of the project and after a competent contractor is appointed.

3 Scope and Programme of the Works

Prior to commencing the works on site a letter will be sent by the contractor, on behalf of the client, to the local residents and neighbours to publicise the works and the proposed programme. The contact details for the Site Management team will be made available and regular neighbourly newsletters will be provided.

Notice will be given to nearby residents and surrounding companies within the industrial estate prior to the commencement of any major elements of the works.

3.1 The Overall programme will span approximately 38 weeks (with tasks overlapping) and can be divided into the following main elements:

Activity	Period
Site Clearance	1 month
Groundworks and Internal Strip-Out	2 months
Superstructures	3 months
Envelope and Facades	3 months
Internals and Fit Out	3 months
External Works	1 month
Overall Period	**9 months**

Following a successful tender period and the appointment of competent contractors, the main construction contract is programmed to commence. Given the specialist and bespoke nature of the build, the Applicant may wish to progress a period of detailed design works prior to tendering the works, so at this stage the exact commencement date is yet to be agreed. The sequence of works will be reviewed and confirmed by

the successful contractor. In the interim, however, the proposed scope and sequence of works are as shown above.

3.2 Site Compound and Security

The site compound will be a secure area with a vehicle access separated from the pedestrian entrance at all times. As the site sits within a security managed compound, it will be segregated by a temporary 'Heras' hoarding around the boundaries of the build.

Current security gate to the front of ARRI's Offices and Warehouses

Main Works

Site inductions are to be undertaken by the appointed contractor. All site visitors requiring access to the site must also have completed a site induction by the supervisor and these are to be co-ordinated with the main security gate to the ARRI industrial compound.

The site will be hoarded prior to any physical demolition, exploratory or construction works commencing and suitably protected such that the adjacent buildings and roads are safe from debris and dust creation is minimised.

'*Heras' type fencing*.

3.3 Foundations:

It is anticipated that deep strip reinforced concrete pads foundations, will be the most suitable foundation solution. Ground beams, drainage and ground floor slabs will follow this sequence with the intention to release the superstructures as soon as possible.
The tree protection works will comply with the recommendations as laid out in Arbtech's Arboricultural Method Statement of 20 July 2022 provided by Aran Nearn, FdSc, MArborA, and carried out in advance of the foundation works commencing.

Existing structure including internal wall and structures to be demolished, (outlined in red)

Structures to be demolished

3.4 Superstructure

Upon completion of the pad foundations the steel frame structure will be delivered via mobile craneage from within the site boundaries.

The remaining area of the ground floor will be in-situ reinforced concrete, constructed in a traditional manner. Any plant that is to be placed on site will have the required approvals and safety lighting, signage and protection in place at all times.
All lifting operations will be covered by a Lift Management Plan and overseen by competent and qualified Lift Supervisors.
In addition, all lifting operations will be controlled to prevent lifting above adjacent premises. Once the frame is complete the façade and envelope construction will commence.

Ground floor layout of proposed new extension

3.5 Envelope

Scissor lift platforms or scaffold will be erected to the elevations of the framework to allow for façade installation as required. The façade as designed comprises of steel cladding panels supported off support angles, fixed to the steel frame and large glazed panels (both fixed and openable).

The façade will be installed from ground floor working up, with final cladding finishes completed top down.

The roof panels and facades cladding panels, will be completed using cranes and MEWP's appropriate to the agreed final cladding finishes required.

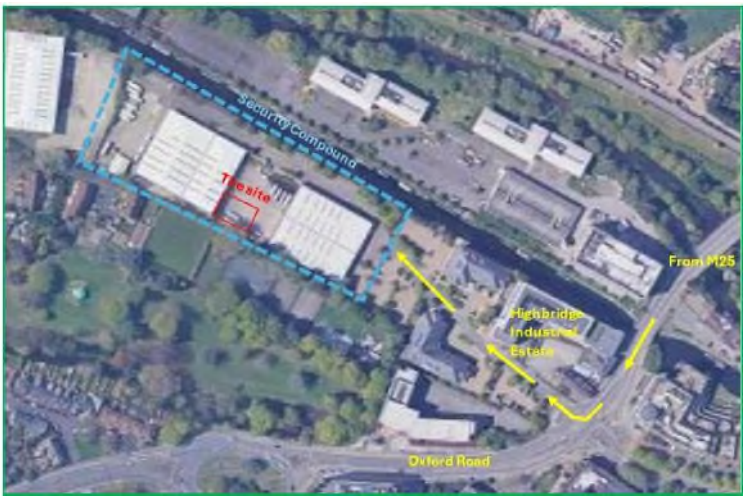
Types of Mobile Elevating Work Platforms (MEWP's)

3.6 Fit Out

The scheme is to be constructed in accordance with design requirements and detailed drawing following the guidance of ARRI (GB) Ltd.
Service installation will commence when the building is substantially watertight (likely to be once the façade is complete).

3.7 Site Logistics including Welfare and Access

The high-level delivery routes are shown below – This shows access to the site from the Oxford Road.



Route to site from M25 along Oxford Rd.

Site logistics will cover items such as material off loading, site egress and access, environmental control and wheel washing, crane positions, welfare positioning, holding points for deliveries etc. will be developed by the successful Contractor as it will be very much dependant on their preferred methods of working.

All construction and delivery vehicles visiting the site will be fitted with Class VI mirrors and will meet the highest Direct Vision Standard, with vehicles to have a rating of three stars or more. Vehicles delivering to the site weighing 7.5t and over will have at least Freight Operators Recognition Scheme (FORS) Silver standard. - All deliveries shall enter site directly on arrival and not wait on any road in the vicinity of the site. This is to reduce local congestion.

Current hard standings not interfering with the new building works are to be maintained to provide a clean working area around the construction works and provide safe clean storage areas for the materials to be incorporated within the works.

North to South view of the site within the secure compound.

Site access points will be manned to ensure deliveries and workforce entering and exiting site are managed and monitored.

All hoarding will be adequately supported, inspected weekly, and lit in accordance with health and safety guidelines.

The Contractor will be cognisant of the works being carried out within the ARRI warehouses and offices and agree traffic routes, holding points, delivery timings and the like to ensure both sites are working efficiently and not blighted with construction traffic.

3.8 Plant and Equipment

Consideration has been given to the type of plant that is likely to be used during the construction works. The plant and equipment associated with each key element of the construction are shown in the table below:

Plant	Phase 1
Hydraulic breaker	*
Long reach breaker	*
Tracked / wheeled excavator	*
Air compressors	*
Power tools (incl percussion drills, cutting discs, pipe threaders)	*
Hand/power wash tools	*
Jet wash facilities	*
Piling rig	*
Concrete pumps	*
Scaffold	*
Delivery lorries	*
Skips & skip trucks	*
Mobile access platforms	*
Mobile Craneage	*
Wheel Washing Facility	*

3.9 Hours of Working:

It is anticipated that the normal hours of working will be 08.00 to 18.00 hours on weekdays and 08.00 to 13.00 hours on Saturdays. No operations shall take place on Sundays or Bank Holidays.

These working arrangements will be agreed with the London Borough of Hillingdon's Local Planning Authority, as appropriate prior to commencement on site. Hours of working will be governed by planning conditions and will be adhered to as such.

3.9.1 Contracts and sub-contracts will be placed discouraging parking on site for operatives or management. This is to encourage the use of local public transport. Showers will be provided on site so contractors can change before leaving the workplace.

4 Waste Management, Recycling and Disposal

4.1 Waste will be generated at all stages of construction works and this will be appropriately managed.

The contractor will be required to investigate opportunities to minimise waste arisings at source and where such waste is unavoidable to investigate recycling opportunities. It is likely that any recycling will take place off site at a licenced waste management facility.
To validate the correct disposal of materials a ticket system will be in place. The Contractor will operate a sequentially numbered ticket system to confirm each load is received at the approved disposal facility.

The contractor will have waste reduction commitments which will involve reducing generated waste, increasing the use of recycled materials and a commitment to ensuring that waste that does need to go offsite is diverted from landfill.

A Waste Champion will be identified and will be required to monitor and manage waste generation on site.
Subcontractors will be required to document the actions they have taken with any waste removed from site.

The ability to segregate waste as it is generated on site is limited on this site therefore it can be expected that the contractor will use a waste disposal business that diverts a large percentage of the waste they receive away from landfill.

Energy usage on site will be recorded and monitored.

The Contractor will assess and monitor the amount of waste likely to be generated and will prepare reports to share this information. The contractor will manage waste quantities in terms of reuse, recycle, recover and disposal.

The Site Waste Management Plan will be developed during the pre-commencement phase by the appointed contractor. This will be an online system such as WRAP (online SWMP) or Smart Waste which allows comparison against national construction waste figures

Approach road through Highbridge Industrial Estate

The aims of the plan include:
- Avoid Waste

- Reduce Waste
- Reuse
- Recycle
- Recover

Strategic partnerships will be sought with waste management contractors who can offer segregation and recycling facilities.
Upon the appointment during the mobilisation period, they will be engaged to offer advice and be engaged in the review of improvement measures for the project.

The waste contractor will be set performance, which will form part of the Key Performance Indicators (KPIs) measured each month and will be fully reported.

5 Nuisance and Mitigation Measures

A review has been undertaken into the potential environmental issues associated with the construction. The results of this review are shown in the table below:

Issue	Anticipated Site Activities	Potential Effects	Receptor	Period
Noise	Site preparation works, concrete break-out & construction related works and traffic	Plant and equipment vibration, vehicle movements & vehicle being parked on the highway	ARRI warehouse and office staff	Short term
Dust/Air Quality	Construction traffic and operations, construction works	Noisy operations, wind-blown dust, vehicle nuisance & air quality impacts	ARRI warehouse and office staff	Short term
Parking of plant	All main construction activities	Disruption to pedestrian & possibly vehicle movements	ARRI warehouse and office staff and local residents	Short term
Hazardous materials	Storage of hazardous materials on site	Spills & general contamination hazards	Site workers and ARRI warehouse and office staff	Short term
Water / groundwater	Demolition works & other site preparation works, construction related traffic, other building operations	Pollution of watercourse / groundwater	Grand Union Canal, watercourse / groundwater	Short term

The full extent of site operations will comply with London Borough of Hillingdon's Environmental Code of Construction Practice

The following is an indication of the compliance measures that will be enacted:

1. Entering into a Section 61 Agreement and informing the Local Planning Authority as to the type of plant to be used, a programme of the works, provision of manufacturer's literature and calculations of anticipated noise levels.

2. Works plant and equipment will comply with the Noise at Work Regulations 1989. Noisy operations will be further reduced by use of sound reducing enclosures.

3. Skips and removal vehicles will be covered when leaving site.

4. All materials removed from site will be recorded via a ticket system to ensure the disposal is tracked.

5. Any works below the water table will be agreed with the Environment Agency.

6. Suitable archaeological investigations will be carried out in accordance with any planning conditions
7. All vehicle movements to and from the site will be to a pre-approved route to minimise air quality issues and all vehicles will be required to comply with low emissions requirements and will be registered with FORS and CLOCs.

Management of Sub-Contractors

1. Individual contracts will incorporate relevant requirements in respect of environmental control, based largely on the standard of “good working practice” as well as statutory requirements.

2. A Pre-Construction Health & Safety Management Plan will be put in place setting out the construction methodology and relevant legislation, guidelines and best practice.

Management of Works

1. The Contractor will be in regular contact with the ARRI (GB) Ltd’s on site management team informed of progress and dealing with any issues that may arise.

2. The nominated individual from the project team will be named on the site signboard placed on the hoarding at the main entrance with a contact number. Unusual or specific activities and operations that can be anticipated (e.g. large scale deliveries, road closures and the like) will be notified to the local authority and relevant neighbours in advance of the activity. Such activities will be planned to minimise any disruption.

Site access road once within the security gate.

3. The site will look to manage vehicular movement and plan for deliveries to be "just in time" and to be outside of school or rush hours. This is due to the tight nature of the proposed development on site upon commencement of superstructures. A 48- hour material booking system will be enforced to allow planned delivery strategies to be undertaken.

4. Safe segregation of vehicles ARRI's staff and the public is to be always maintained. The main contractor is to manage deliveries as appropriate.

5. Signage will be placed around the site to show delivery routes and direct drives to the site to avoid unnecessary impacts on surrounding streets.

6. Cleanliness – The working site is to be kept clean and in good order at all times. Site facilities, offices, toilets and welfare should always be maintained to a good standard. Surplus materials and rubbish should be removed as soon as possible. Dirt and dust from construction operations should be kept to a minimum.

7. General information regarding the scheme should be provided for those affected by the work. Full and regular communication with ARRI's staff, regarding programming and site activities should be maintained from pre-start to completion.

8. Respectable and safe standards of dress should be maintained at all times. Lewd or derogatory behaviour and language should not be tolerated under any circumstances and appropriate disciplinary action should follow any breach. Pride in the management and appearance of the site and surrounding environment is to be shown at all times.

5 Site Presentation

5.1 The site is to be presented to the highest possible standards always. Particular attention will be made to keeping the surrounding highways clean from materials emanating from site activities. Jet washing facilities will be provided and regular road sweeping will take place.

6 Specifics

6.1.1 **Parking of Vehicles: Operatives and Visitors** –The proximity of local stations and the excellent public transport links will encourage operatives to use public transport. Showers on site and secure cycle racks will be provided to allow the use of pushbikes. Parking by agreement with ARRI management, may be permitted if planned and available.

6.2 **Loading and Unloading of Plant and Materials** – All loading and unloading of plant and materials will take place within the site boundary. The principles of "just In time" delivery will be adopted. A holding bay will be incorporated within the Site Logistics Plan (See Appendix I) to ensure no waiting will be encountered on local streets.

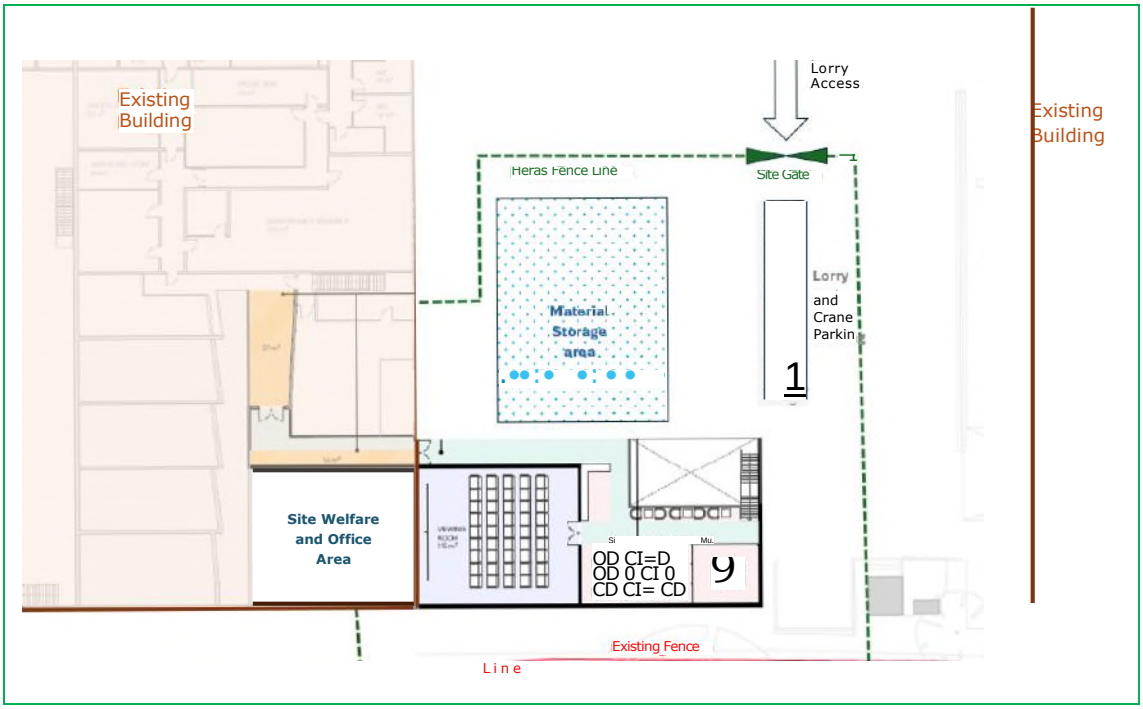
Deliveries will be controlled by a 48-hour advanced booking system with the logistics team. This will encourage planning of works to ensure that materials are bought in on time without impact to the surrounding vicinity. A full logistics study into material deliveries will be undertaken to assess the vehicle movements required to deliver the project. Within the site boundary materials will be unloaded via tower crane and taken immediately to the required workface. Further vertical transportation will be the use of passenger and goods hoists so materials can be taken from holding areas and distributed throughout the building. A hook time analysis will be undertaken to ensure the capacity of the cranes to minimise waiting.

6.2.1 **Storage of Plant and Materials –** Storage of materials will be located within clearly defined storage locations. Storage locations for each phase of the construction stage are detailed on the site logistics plans attached in appendix 1

6.3 **Wheel Washing Facilities –** The site shall have wheel washing facilities at the egress points to prevent mud leaving the site and transferring to the surrounding roads. A road sweeper will be deployed when required.

6.4 **Control of Emission, Dust and Dirt –** All vehicular movements to and from the site will be to a pre-approved route to minimise air quality issues and all vehicles will be required to comply with low emissions requirements and will be registered with FORS and CLOCS. All lorries egressing the site with waste materials will have loads covered to prevent dust transmission. The hard-running surfaces and wheel washes will prevent further transmission.
All tools used will be fitted with dust suppression devices. Strategy of early drainage will also prevent surface water running off on to surrounding roads. Risk of dust Impacts will be carried out as per the following flow chart.

6.5 **Scheme for Recycling / Disposal of Waste –**The Site Waste Management Plan will be developed in line with Section 4 above and will seek to recycle as much of the waste from site operations and delivery packaging as possible. The waste should be segregated and stored in separate skips or locations and recycled in keeping with the Hillingdon’s recycling policy.



Site layout plan during construction