Construction Management and Logistics Plan for 75A Bridge Road Project

LIONGATE CONSTRUCTION

OCTOBER 2025

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1.PROJECT INFORMATION

A. Introduction

This Construction Management and Logistics Plan provides project-specific management measures and outlines responsibilities for compliance with legislation.

This document intends to provide the necessary information to demonstrate that principal contractor is fully understood the requirements on them regarding the works at 75a Bridge Road, Uxbridge, UB8 2QW.

This CMLP is a live document which should be reviewed at regular intervals and when activities or conditions on site change in a way that may influence management measures.

B. Planning Reference

This report has been prepared in relation to project with ref no: 73647/APP/2023/3109.

Condition 5 : Prior to commencement of development (including ground work and site clearance), a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall detail:

(a) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
(b) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
(c) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
(d) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
(e) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the development process.

REASON

To comply with Condition MA.2.-(2)(a), Class MA, Part 3, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Also, to safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, T4 and T7 of the London Plan (2021).

C. Policy Context

This section of the Construction Management and Logistics Plan references policies that have been considered in the preparation of the document.

The following guidance has been considered in the preparation of this CMLP:

- Construction Logistics Plan Guidance (TfL, 2017);
- Construction Logistics & Community Safety (CLOCS) (TfL, 2013);
- Mayor's Transport Strategy (2018);
- London Plan (2021);
- Fleet Operator Recognition Scheme (FORS) (TfL, 2012).

Traffic Management Act (2004)

The Act highlights the duty of local traffic authorities in managing road networks within their ownerships; and highlights the extent to which authorities in greater London should seek to avoid, eliminate, and reduce disruptions which have a negative impact on neighbouring authorities. Local Authorities in London are encouraged to plan and act on their management responsibilities in the interest of ensuring that traffic can move freely and smoothly along their own and neighbouring road networks, without overwhelming the network.

Highways Act

The Highways Act 1980 is an Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales. It is the Act which most of the activities pertaining to CMLPs utilise. The Act includes provisions that apply to CMLPs, such as:

- The requirement for developers to produce a CMLP for any development that is likely to have a significant impact on the road network.
- The power of the Highways Agency to require developers to modify their CMLPs if they are not considered to be adequate.
- The requirement for developers to consult with the Highways Agency and other relevant bodies when preparing their CMLPs.

Transport for London Construction Logistics Plan Guidance (2017)

Transport for London's CMLP guidance sets out the content requirement for delivery of Construction Logistics Plans prior to Construction with the aim of minimising the impact of construction logistics on the road network. Well planned construction logistics aims to reduce environmental impacts through lowered emissions; reduce road risk and improve safety for all road users; reduce congestion by reducing the number of vehicle trips and reduce costs by promoting implementation of more efficient working practices and reduced deliveries.

The Mayor's Transport strategy (2018)

The Mayor's transport strategy (MTS), published in 2018 sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years, placing greater emphasis on healthy streets, and good public transport, as well as new homes and jobs. The MTS seeks to work together with members of the

Freight Forum to improve efficiency of freight and servicing trips on London's strategic network, by making better use of the rail network, and waterways, and making use of regional freight consolidation and distribution network and enhancing the network of construction consolidation centres.

National Planning Policy Framework (2019)

The NPPF (2019) includes the promotion of sustainable transport throughout the UK so as to contribute to national economic, social and environmental objectives. The framework ensures that transport is provided to support the development of strong and vibrant communities. As well as to protect and enhance the natural and built environments. The Framework also highlights the benefits of safe road design, in creating high quality-built environment and the efficient delivery of goods and services.

London Plan (2021)

The adopted policies of the London Plan relevant to Construction Logistics are policies T7G, highlighting the need to facilitate safe, clean and efficient deliveries and servicing. The policy highlights the need for adequate space for servicing, storage and deliveries to be made off street, with on street loading bays only used where this is not possible. IN addition, policy 7H requires that developments should be designed and managed so that deliveries can be received outside peak hours, and that attempts should be made to minimise additional freight trips.

Vision Zero Action Plan

Vision Zero is a road safety strategy that aims to eliminate all deaths and serious injuries from London's streets by 2041. It is based on the principle that road traffic fatalities and serious injuries are preventable, and that everyone has a role to play in making London's roads safer.

The Vision Zero Action Plan sets out several key interventions to achieve this goal, including:

- Lowering speed limits to 20mph on all residential streets and 20mph or 20mph-equivalent speeds on other streets.
- Designing junctions to be more forgiving of mistakes, such as by installing raised crosswalks and narrower lanes.
- Improving the safety of buses and other large vehicles, such as by introducing a world-leading Bus Safety Standard.
- Promoting active travel, such as walking and cycling, through the provision of more cycle lanes and pedestrian infrastructure.

D. Site Address

The site address is 75a Bridge Road, Uxbridge, UB8 2QW.

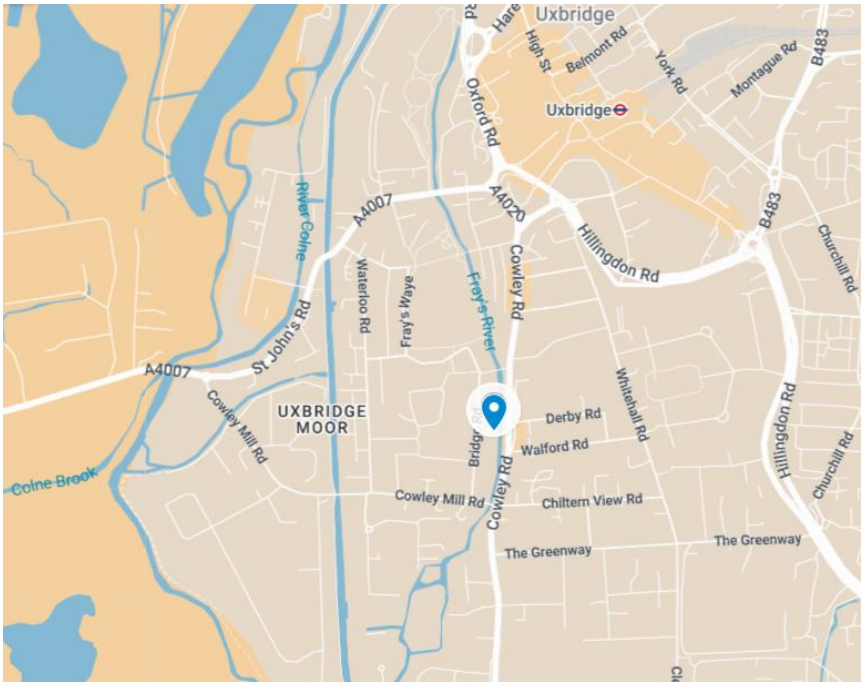


Figure 1: Project Location view

E. Project Details and Overview

The project involves converting the existing building from its former light industrial use into residential use, creating four self-contained flats that provide residential units while retaining the existing building structure.

2. SITE MANAGEMENT

A. Site personnel Responsibilities

The principal contractor would have overall responsibility for the project for the development and implementation of the CMLP. Other members of the project team would also be assigned specific roles and would be responsible for the correct application of the CMLP. Individual specialists may also be appointed to provide expert advice.

The selected contractors would be responsible for coordinating and managing all the environmental activities during the construction phase. The Main Contractor would carry out the following duties:

- Develop and review the CMLP and specialist procedures.
- Update the CMLP and inform the council if required.
- Lead the appointment of construction staff and environmental specialists.
- Ensure delivery of environmental training to personnel within the project team.
- Monitor construction activities and performance to ensure compliance with the CMLP and that identified and appropriate control measures are being effective; and,
- Act as a main point of contact between the regulatory authorities and the project on environmental issues.
- Any emergency deviation from shall be notified to council.

B. Development site layout and welfare arrangements

The site layout and welfare arrangements are shown in the Appendix A.

C. Managing materials, site storage, and good housekeeping

Site storages and welfare facility are within the site hoarding area. Welfare facilities and site storage will be demounted once the construction is completed. Please refer to the Appendix A for further information.

For the **housekeeping** the Contractor will follow the below:

- Keep the site boundary fence or hoarding in good repair.
- Check it regularly to make sure it is in good condition; it isn't falling, and it hasn't been damaged.
- Only allow authorized people on site – and keep the gate closed between deliveries. Keep vehicles and pedestrians apart while they are moving around the site. Use barriers if necessary.
- Make sure footpaths and traffic routes are firm, level, stoned up if necessary, and gritted if icy.
- Keep walkways, stairs, and work areas clear and free from obstructions such as trailing cables, rubbish, and unused materials. Tidy up as you go.
- Make sure you have: - toilets with hot water, paper, and soap; - somewhere for workers to change, store and dry their clothing, and somewhere to sit and eat.
- Keep all the welfare facilities clean, tidy, well-lit, and warm.
- Put skips where they can be filled easily and collected safely.
- Make sure timber is stacked flat rather than upright and pallets used to stack materials are in good condition, on firm ground and not leaning.
- Explain to everyone on site the importance of keeping their work area clear and enforce it.

D. Site security

To secure the construction site and its facilities, hoarding or fencing will be installed. A range of allowable variations are as follows:

- The Minimum Case A post chain link/mesh fence, where appropriate for minimum security and noise limitation needs.
- Special Circumstances Where a particular appearance or acoustic rating is needed.

The provisions of the Health and Safety at Work Act 1974 will be followed in all cases. Hoardings erected causing poorly lit walkways will have bulkhead lights fitted.
Gates in the fencing or hoarding should, as far as is practicable be positioned and constructed to minimize the noise transmitted to nearby noise sensitive buildings from the worksite or from plant entering or leaving the site. Hoardings will be provided and maintained, by the Contractor. Adequate security will be exercised by the Contractor to prevent unauthorized entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security provisions will be set in motion. Provision of alarms will follow HSE requirements.

3.COMMUNITY LIAISON AND COMMUNICATION

A. Site Contacts

The site contact information and emergency contact information and complaint contact information will be clearly presented on the fencing in a format similar to the following:

Contact Name & Surname	Company	Role	Mobile Number	Email
John		Site Manager	07747837771	

B. Complaints Procedure

The principal contractor will clearly display contact details in prominent locations, at various points around the site boundary.

The principal contractor will keep accurate records of any complaints received.

C. Documentation

The contractor may hold appropriate documentation that may include vibration and dust monitoring results, complaint logs and action taken record.

D. Community Liaison

The site management team will liaise with residents continuously and place all necessary notice before hand including relevant contact details of related people.

E. Community Considerations

Schools

Whitehall Infant and Junior School
Distance: 0.2 miles
Location: Cowley Rd, Uxbridge UB8 2LX, UK
Road: Cowley Rd

St Mary's Catholic Primary School
Distance: 0.4 miles
Location: Rockingham Cl, Uxbridge UB8 2UA, UK
Road: Rockingham Cl

Uxbridge High School
Distance: 0.5 miles
Location: The Greenway, Uxbridge UB8 2PR, UK
Road: The Greenway

Brunel University of London
Distance: 0.7 miles
Location: Campus, Kingston Ln, Uxbridge UB8 3PH, UK
Road: Kingston Ln

Places of Worship

Waterloo Road Church is located at Waterloo Rd, Uxbridge UB8 2QX. It is 0.4 miles away from the property.

The Kingsborough Church is located at 4 New Windsor St, Uxbridge UB8 2TU. It is 0.4 miles away from the property.

St Andrew's Church is located at Hillingdon Road, Uxbridge UB10 0AE. It is 0.8 miles away from the property.

Uxbridge Masjid is located at 4-5 Cowley Mill Rd, Uxbridge UB8 2QB. It is 0.1 miles away from the property.

Nursery

The Old Station Nursery Uxbridge is located at St John's Rd, Uxbridge UB8 2UR. It is 0,6 miles away from the property.

Once Upon a Time Day Nurseries is located at Rockingham Rd, Uxbridge UB8 2UW. It is 0,4 miles away from the property.

The Kingsborough - Coat of Many Colours Nursery is located at 4 New Windsor St, Uxbridge UB8 2TU. It is 0,4 miles away from the property.

Montessori Nursery is located at Cross Rd, Uxbridge UB8 2UQ. It is 0,6 miles away from the property.

Partou Apples & Cherries Day Nursery & Pre-school is located at Shepherds Cl, Cowley, Uxbridge UB8 2EZ. It is 0,8 miles away from the property.

Health Centre

Uxbridge Health Centre is located at Health Centre, George St, Uxbridge UB8 1UB. It is 0,7 miles away from the property.

Belmont Medical Centre is located at 53-57 Belmont Rd, Middlesex, Uxbridge UB8 1SD. It is 0,8 miles away from the property.

Brunel Medical Centre is located at Kingston Ln, Uxbridge UB8 3PH. It is 1 miles away from the property.

Libraries

Uxbridge Library is located at Civic Centre, Uxbridge UB8 1UW. It is 0,7 miles away from the property.

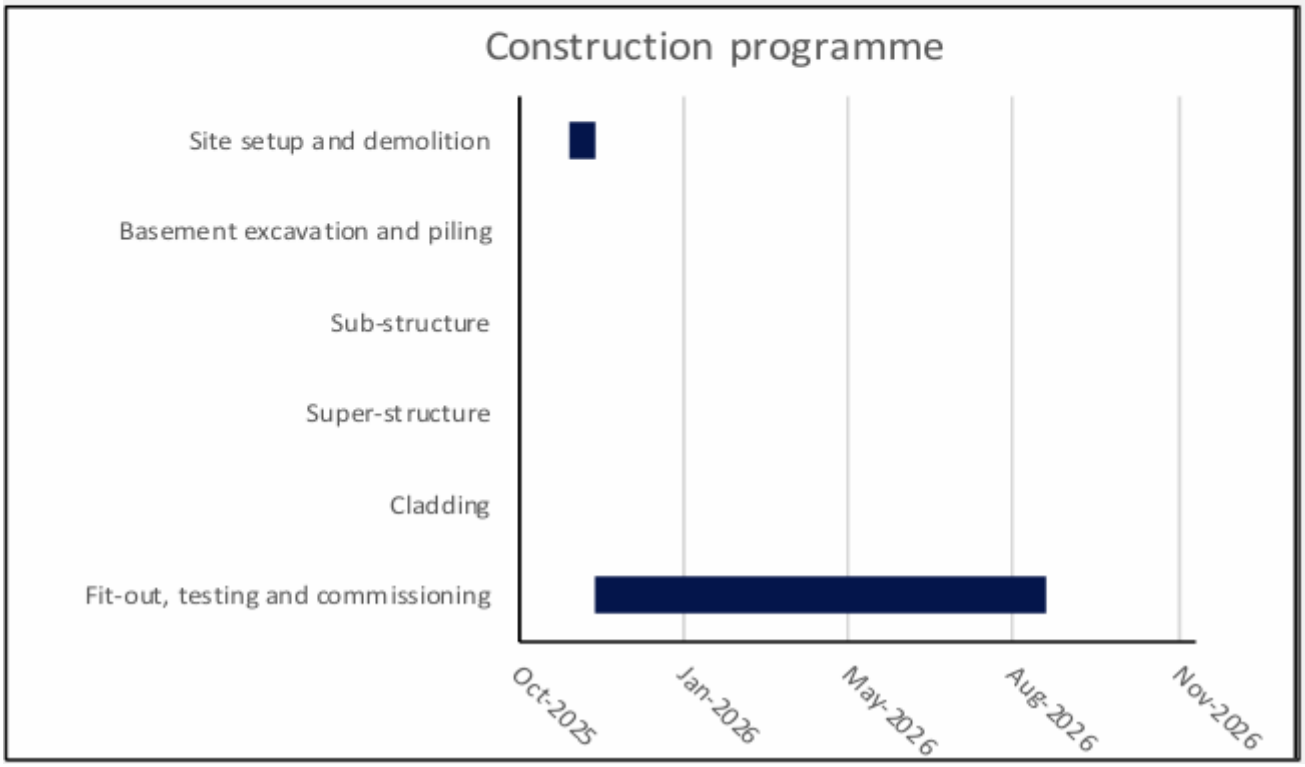
Brunel University Library is located at Brunel University, Kingston Ln, Uxbridge UB8 3PH. It is 0,8 miles away from the property.

4.SITE OPERATIONS

A. Construction Programme

Projects key dates can be found below.

Construction stage	Start	End
Site setup and demolition	Nov-2025	Nov-2025
Basement excavation and piling		
Sub-structure		
Super-structure		
Cladding		
Fit-out, testing and commissioning	Dec-2025	Aug-2026



B. Construction Method Statement

The construction phases are briefly described below.

Phase 1: Site Setup and Demolition

This phase includes preparing the construction site by clearing the area and installing temporary facilities required for the project.

Phase 2: Fit-Out, Testing, and Commissioning

This phase includes interior fit-out, decoration, and the installation of mechanical and electrical systems. Testing and commissioning will follow, ensuring all systems are operational. Temporary facilities will also be removed during this stage.

C. Working hours

Construction works which will be audible at the site boundary will be restricted to the following hours: 08:00 to 18:00 Monday to Friday, 08:00 to 13:00 on Saturdays and no working on Sundays and / or public holidays.

D. Deliveries and transport of materials, plant, and equipment to site

All deliveries will be from site through Bridge Road. Please see Appendix A for further details for loading & unloading. The main contractor will take required safety measures for the pedestrian safety.

Deliveries will be arranged in accordance with Manual Handling Operations Regulations 1992, as amended in 2002, in order to carry the materials by manual handling. Main frame and associated members will be manufactured off site and delivered in small pieces for manual handling.

Any services on the road will be marked and protected during the construction work.

E. Noise control and management

The Principal Contractor will assess the risks to employees & neighbourhood from noise at work; take action to reduce the noise exposure that produces risks. The contractor will also make sure legal limits on noise exposure are not exceeded and provide employees with information, instruction and training and carry out health surveillance where there is a risk to health.

The principal contractor will make sure that; all contractors should make available for inspection a method statement (in accordance with the principle described in BS 5228: 2009: Part 2: Code of practice for noise and vibration control on construction and open site) stating precisely the type of plant to be used and the proposed noise control methods. The contractors will also be required to comply with other relevant provisions of the Control of Pollution Act 1974

The risk assessment will:

- Identify where there may be a risk from noise and who is likely to be affected.

- Contain a reliable estimate of employees' exposures and compare exposure with the exposure action values and limit values.
- Identify what we need to do to comply with the law (eg whether noise control measures or hearing protection are needed and if so where and what type
- Identify who needs to be provided with health surveillance and whether any are at particular risk

The contractor should also comply with the recommendations set out in BS 5228:1997 AMD 1 Code of practice for noise control on construction and demolition sites.

- Compressors should be fitted with properly lined and sealed acoustic covers, which should be kept, closed whenever in use.
- Pneumatic percussive tools should be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Machines in intermittent use should be shut down in the intervening periods between work or throttled down to a minimum.
- Care should be taken when loading or unloading vehicles or dismantling scaffolding or moving materials etc. to reduce impact noise.

Best practice should be adopted where possible, to minimize noise from site preparation, demolition and landscaping. Examples of this are:

- Developers and constructors to follow guidelines in BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Noise.
- Plant and vehicles should comply with EU noise emission limits.
- Select quiet plant whenever possible.
- Control the hours of operation of all plant and vehicles and avoid their unnecessary use.
- Use acoustic screening where possible.
- Use noise attenuators where needed.
- Locate vehicle routes away from sensitive sites and ensure road surfaces are well maintained to reduce rattling of vehicles.
- Avoid noise-sensitive areas regards to materials handling and storage.
- Locate stationary plant away from noise-sensitive areas.

Requirements under the law:

- Provide employees with hearing protectors if they ask for them and their noise exposure is between the lower and upper exposure action values.
- Provide employees with hearing protectors and make sure they use them properly when their noise exposure exceeds the upper exposure action values.
- Identify hearing protection zones (ie areas where the use of hearing protection is compulsory and mark them with signs if possible)
- Provide employees with training and information on how to use and care for the hearing protectors.
- Ensure that the hearing protectors are properly used and maintained.

Using hearing protection effectively:

- Make sure the protectors give enough protection (aim at least to get below 85 dB at the ear)
- Target the use of protectors to the noisy tasks and jobs in a working day
- Select protectors which are suitable for the working environment (consider how comfortable and hygienic they are)
- Think about how they will be worn with other protective equipment (eg hard hats, dust masks and eye protection)
- Provide a range of protectors so that employees can choose ones which suit them.

Don't:

- Provide protectors which cut out too much noise as this can cause isolation or lead to an unwillingness to wear them.
- Make the use of hearing protectors compulsory where the law doesn't require it
- Have a 'blanket' approach to hearing protection (better to target its use and only encourage people to wear it when they need to)

F. Vibration control and management

The Principal Contractor will assess the risks to employees & neighbourhood from vibration; take action to reduce the environmental and health risks.

In conducting a risk assessment, the contractor will assess daily exposure to vibration by means of:

- Observation of specific working practices
- Reference to relevant information on the probable magnitude of the vibration corresponding to the equipment used in the particular working conditions.
- If necessary, measurement of the magnitude of vibration to which his employees are liable to be exposed.
- Employer shall assess whether any employees are likely to be exposed to vibration at or above an exposure action value or above an exposure limit value.

The risk assessment will include consideration of:

- Magnitude, type and duration of exposure, including any exposure to intermittent vibration or repeated shocks.
- Effects of exposure to vibration on employees whose health is at particular risk from such exposure.
- Any effects of vibration on the workplace and work equipment, including the proper handling of controls, the reading of indicators, the stability of structures and the security of joints
- Any information provided by the manufacturers of work equipment.
- Availability of replacement equipment designed to reduce exposure to vibration.
- Any extension of exposure at the workplace to whole-body vibration beyond normal working hours, including exposure in rest facilities supervised by the employer.
- Specific working conditions such as low temperatures
- Appropriate information obtained from health surveillance including where possible published information.

The control measures will include:

- **Prevent:** Where possible think about eliminating or reducing the amount of vibration. Consider:
    - eliminating unnecessary vibrating tasks at the design stage and using prefabricated components
    - using an alternative process that does not expose workers to vibration. For example:
    - block splitters instead of cut-off saws
    - bursting or crushing instead of pneumatic drilling
    - isolating workers from tasks creating vibration; eg by using a breaker attachment for an excavator or remote controlled equipment instead of a hand-held breaker
- **Control:** Even if you stop some of the risk this way, you may still do other work that can create significant vibration. Control the risk by:
    - Equipment – don't buy or hire a problem if you don't have to. Select low-vibration tools and equipment. Make sure it is also correct for the work you are doing. Equipment that is unsuitable, too small or not powerful enough may mean the task takes much longer and exposes workers to unnecessary vibration.
    - Work practices – the right equipment still has to be used correctly. Check how it should be operated to ensure you get reduced vibration levels. Promote techniques that reduce grip force. Improve the design of workstations to limit the loads on hands, wrists and arms caused by any possible poor posture. Devices, such as jigs and suspension systems, can be used to take the weight and vibration of the tools away from the worker.
    - Rest and rotate workers – limit the time workers are exposed to vibration for long, continuous periods. Rotate workers where tools require continual or frequent use.
    - Gloves and warm clothing – provide protective clothing if needed to keep workers warm and dry. Maintain core body temperature as this encourages good blood circulation. Use gloves to keep hands warm but be aware that they do not provide any protection from vibration.
    - **Train:** Tell workers about the risks from vibration and how to use the controls properly.

G. Air Quality & Dust Control

A range of approaches to mitigate the impact on air quality will be used to meet best practice:

- Use of low-emission vehicles;
- Removal of materials that have potential to produce dust, where possible;
- Enclosure of material stockpiles at all times and damping down of dusty materials during dry weather;
- Provision of appropriate hoarding and / or fencing to reduce dust dispersion and restrict public access;
- Maintenance of Site fencing, barriers and scaffolding clean using wet methods;
- Control of cutting or grinding of materials on the Site and avoidance of scabbling;
- Dust generating machinery e.g., disk cutters to be fitted with vacuums;
- Appropriate handling and storage of materials, especially stockpiled materials;
- Restricting drop heights onto lorries and other equipment;
- Fitting equipment with dust control measures such as water sprays, wherever possible;
- Using a wheel wash, avoiding of unnecessary idling of engines and routing of Site vehicles as far from sensitive properties as possible;

- Ensuring bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
- Using gas powered generators rather than diesel if possible and ensuring that all plant and vehicles are well maintained so that exhaust emissions do not breach statutory emission limits;
- Switching off all plant when not in use
- No fires would be allowed on the Site

Dust Control Guidance for Demolition Activities	
Sheeting/screening	• Buildings should be screened with suitable debris screens and sheets.
Biological materials	• Bird droppings and other biological material should be removed prior to demolition. • Care must be taken that the material does not become airborne but is sufficiently contained.
Water sprays	• Suitable and sufficient water sprays must be used. • Spraying should be carried out prior to and during demolition.
Chutes for dropping demolition materials to ground level	• Enclose chutes and skips. Regular water spraying should be carried out. • Material drop heights should be minimised.
Removal of materials from site	• Materials should be removed from the site as soon as is practical. Prolonged storage of debris on site or exposure to wind should be avoided.
Transport of materials	• Vehicles removing demolition materials must have their loads effectively sheeted.
Vehicle routes	• As far as practical, routes should be located away from residential and commercial properties.

Dust Control Guidance for Construction Activities	
Cutting, grinding, drilling, sawing, trimming, planing, sanding	• Cutting on site should be avoided by using prefabrication whenever possible. • Avoid cutting out errors and re-bars. • Employ equipment and techniques that minimise dust emissions, using best available dust suppression measures. • Use water sprays to minimise dust from cutting equipment.

	• Local exhaust ventilation should be used where possible. • Fans and filters should be serviced and maintained to ensure correct operation. • Design to fill wherever feasible rather than cutting back oversized work.
Cutting roadways, pavements, blocks etc.	• Use a diamond bladed floor saw with water pumped though to suppress dust • Standard angle grinders and disk cutters with no dust control should not be used for this purpose.
Raking out mortar/pointing	• Standard angle grinders and disk cutters with no dust control should not be used. • A mortar raking kit, fitted on to a standard 5Ó angle grinder can be used on soft mortar. • For hard mortar, a super-saw with oscillating blades can be used.
Angle grinders and disk cutters	• Dust extraction/minimisation systems should always be used.
Painting and decorating	• Sanding and cutting machinery should be fitted with dust suppression or collection equipment. • Vacuum cleaning should be used wherever possible.
Fitting out plastering, rendering, decorative finishing, furniture fitting	• Cutting and sanding machinery should be fitted with dust suppression/collection equipment. • Vacuum cleaning should be used whenever possible.
Installation of electrical systems and plumbing chasing of walls, soffits, and floors	• Cutting and sanding machinery should be fitted with dust suppression/collection equipment. • Vacuum cleaning should be used whenever possible.
Installation of fireproofing and insulation (usually from man-made mineral fibres, such as mineral wools, special purpose and continuous filament fibres)	• Dust suppressants should be used when blowing fibres into voids and spaces. • Local exhaust ventilation should be used when handling and cutting fibrous insulating materials.
Cleaning processes	• Dry sweeping should be avoided and only carried out with vacuum extraction methods attached. • Damp sweeping using fine mist should be used. • Washing and damping down should be carried out whenever necessary.

H. Mud control and management

A formal wheel washing facility is not considered necessary for this project due to the nature of the proposed works.

While a formal washing facility is not required, the contractor remains committed to maintaining the cleanliness of the public highway. This will be managed through the following proportionate measures:

- Visual Inspection: The on-site operative will visually inspect the wheels of all vehicles before they exit the site.
- Targeted Cleaning: If any debris is identified, it will be removed manually before the vehicle enters the public highway.

5. CONSTRUCTION LOGISTICS PLAN

A. Site Context and Local Highway Network

Site Location Plan

A408 Cowley Road

The A408 Cowley Road is a section of the A408 route located in Uxbridge, within the London Borough of Hillingdon. Along the road, Cowley Road passes through residential and mixed-use areas containing various community facilities. It serves as one of the main approach roads to Uxbridge Town Centre. The road operates as a two-way carriageway and is controlled by signalised junctions at key intersections.

B. Railway Network

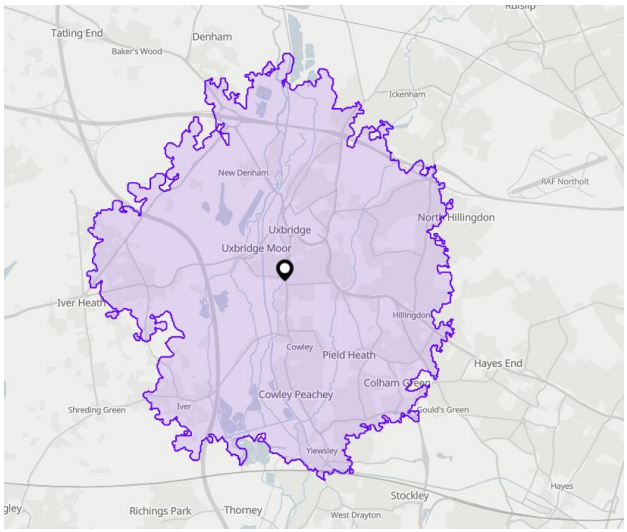
Uxbridge Station - This station is about 0.7 miles away from the development.

C. Bus Network

Cowley Mill Road (Stop BX) with four minutes walking distance. Lines: 222, U5

Cowley Mill Road (Stop BU) with four minutes walking distance. Lines: 222, U5

D. Cycle



The figure shows 15 minutes cycling distance centered from the site.

E. Journey Planning, Vehicle Routing and Site Access

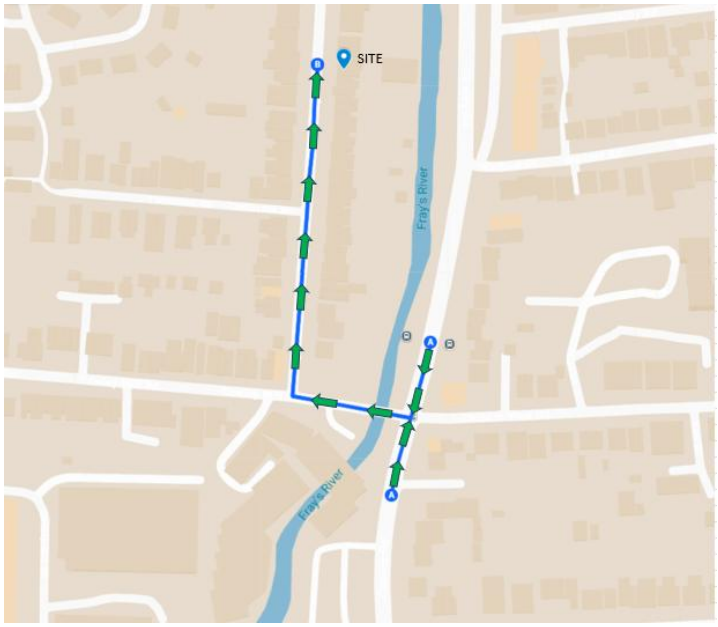
Delivery and other vehicles accessing the site are presumed to utilise the distribution route, A408 Cowley Road, then Cowley Mill Road and finally Bridge Road.

Deliveries of materials will be on a 'Just in Time', basis. Deliveries will be met by a site operative on arrival, who will receive the delivery immediately, to minimise dwell times. Materials will be stored on site, and no materials will be stored on the highway.

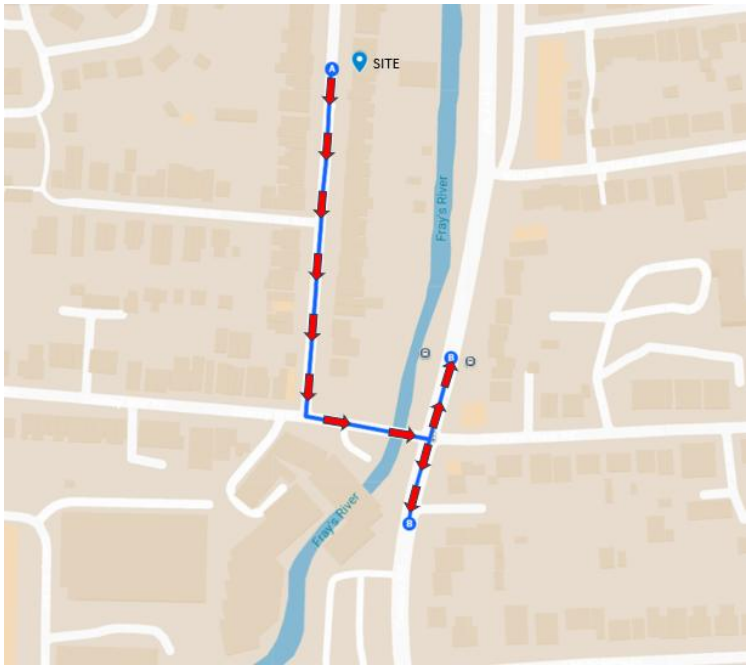
Traffic Routes to the Site

The ingress and egress routes are shown below. This plan will be explained to all suppliers and contractors/sub-contractors in order that the routing strategy is known by all drivers accessing the site.

Ingress Route



Egress Route



Traffic Management

The road in front of the site has a double yellow line, which signifies limited parking times. Alongside this line, there are signs that clearly indicate the hours when parking is restricted.

Delivery and skip vehicles will access the site using the Just in Time (JIT) method, ensuring no waiting occurs on the public highway during deliveries or waste collections. Bridge Road has double yellow line restrictions; however, the loading and unloading area for deliveries is located directly in front of the site entrance. Vehicles will be able to temporarily stop adjacent to the undercroft for material drop-off or collection without obstructing through traffic. If required, the main contractor may also allow short-term parking within the site. Waste will be bagged and directly collected by a “wait & load” skip lorry.

The coordination and scheduling of all deliveries to the construction site will be managed by the site manager. This approach ensures an organized and controlled process for receiving deliveries during the specified time window.

The site manager and a site operative will work together to ensure smooth operations and safe deliveries. They will be responsible for facilitating vehicles into and out of the site.

A site operative must be in position during the transfer of materials across the footway to ensure that safe pedestrian passage is maintained.

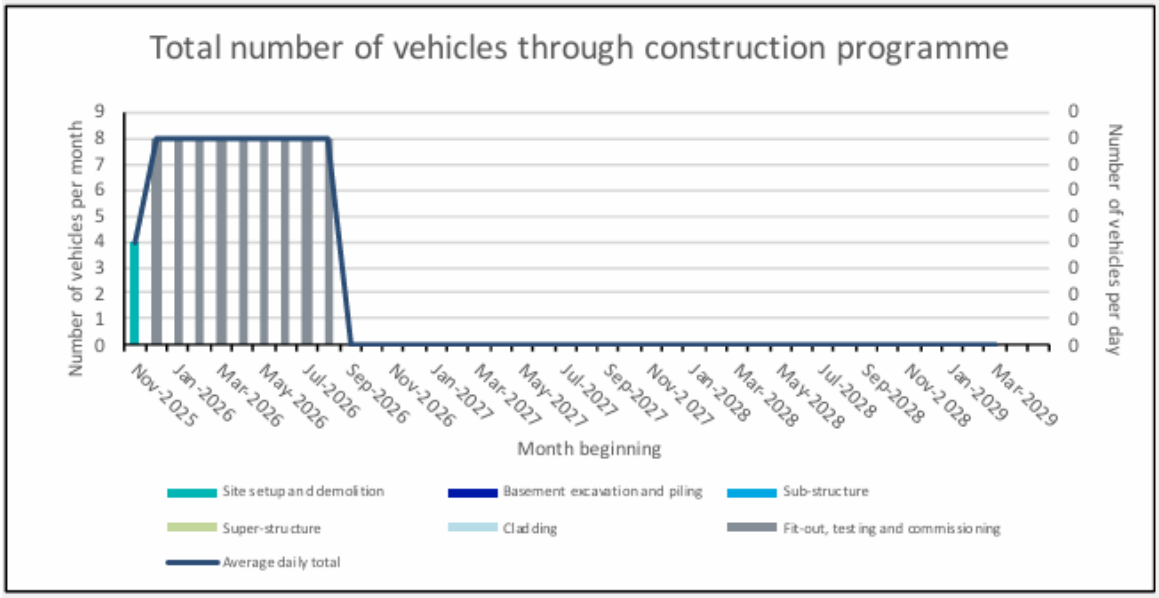
The key duties of the Site manager and site operative for deliveries include:

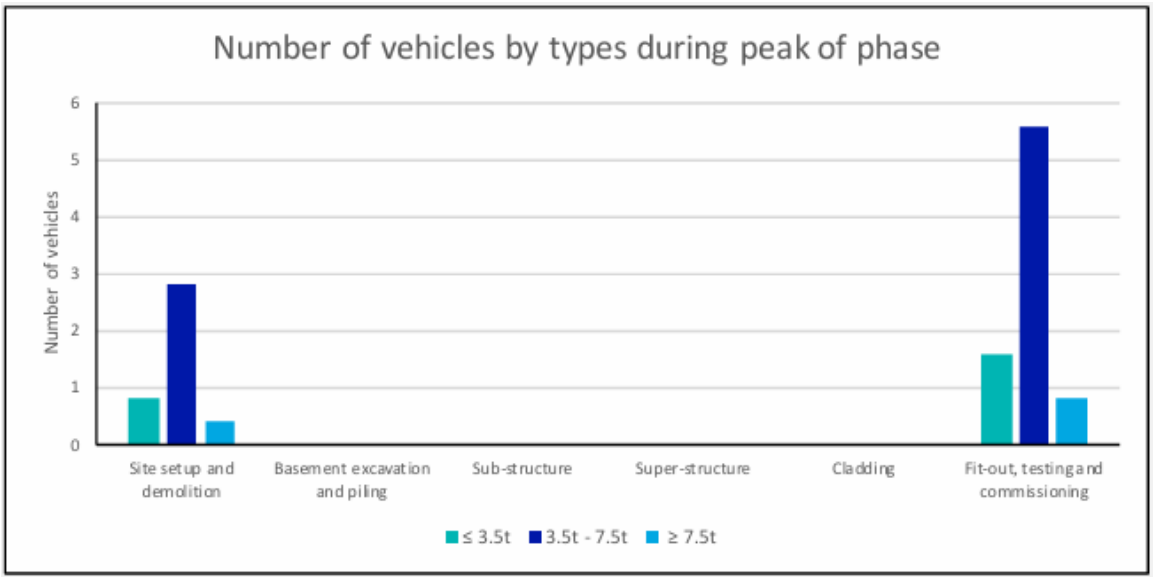
- Managing the risks at the construction site entry and exit points.
- Knowing the site traffic management system in relation to the construction phase plan.
- Knowing the delivery schedule and reporting any deviations and any unscheduled deliveries.
- Communicating with drivers, site staff and visitors on the site traffic management system.

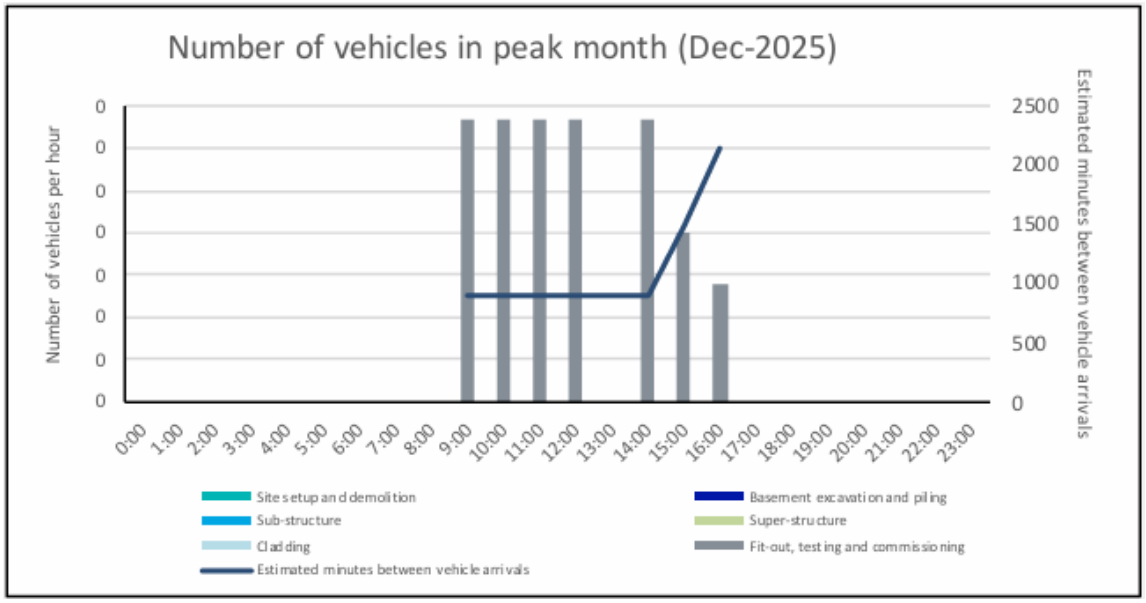
- Communicating with drivers and guiding vehicles to ensure manoeuvres are conducted safely.
- Implementing temporary segregation methods to safeguard the general public.
- Checking drivers and vehicles for compliance to contractual work-related road risk requirements.
- Taking appropriate initial action in the event of an accident, collision or dangerous occurrence.
- Take steps to protect members of the public using temporary segregation and effective communication.
- Check vehicles for contractual road risk requirements in accordance with the CLOCS Standard and FORS.
- Take appropriate action in the event of non-conformity to contractual road risk requirements.
- Take immediate actions in the event of an incident, road traffic collision or security breach.

Estimated Vehicle Movements

Vehicle movements at all stages of the build have been estimated against the programme. Below tables are taken from the CMLP toolkit.







6.STRATEGIES TO REDUCE IMPACT

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 material on site	X		
Smart procurement			X
Other measures			
Collaboration with other sites in the area		X	
Implement a staff travel plan		X	

5.1. Committed Measures

5.1.1 Safety and environmental standards and programmes

A safety programme will be put in place in consultation with the CDM consultant for the project. This will include establishing welfare standards on site, and other environmental Alongside these other environmental issues will be.

5.1.2 Adherence to designated routes

The proposed routes to the site are shown in Vehicle Routing, and the Contractor will ensure that all deliveries adhere to these routes.

5.1.3. Re-use of Materials on Site

Measures will be explored to reuse materials on-site wherever possible. These proposals aim to recycle materials to minimize environmental impact and reduce the number of vehicles needed for deliveries.

5.2. Proposed Measures

5.2.1. Delivery scheduling

All deliveries will follow a Just in Time (JIT) system, scheduled between 09:00 and 16:00 to avoid peak and school traffic hours, with a booking system in place to prevent vehicles from waiting on the public highway.

5.2.2. Re-timing for out of peak deliveries

Deliveries will be planned outside morning and evening peak hours as well as school start and finish times to minimise local congestion.

5.2.3. Vehicle choice

A range of vehicle types will be used throughout the construction period, depending on the nature of works and the phase of construction. Vehicle sizes are expected to vary between ≤3.5 tonne light goods vehicles, 3.5–7.5 tonne medium-sized vehicles, and ≥7.5 tonne HGVs.

5.2.4. Collaboration amongst other sites in the area

To minimize any potential disruptions, the developer and designated contractor will collaborate with the Council, Transport for London (TfL), and other contractors or developers in the region, seeking their input and feedback.

Cumulative Impact

There are currently no other construction sites in the vicinity; however, the site manager will check this before construction begins. If a nearby construction site is identified, the main contractor will establish communication and reassess the situation as needed.

5.2.5. Implement a Staff Travel Plan

Given the nearby transport links, the use of public transport and bicycles will be strongly encouraged. The main contractor will implement a Staff Travel Plan to support this approach.

5.3. Considered Measures

5.3.1. Re-timing for out of hours deliveries

Out-of-hours deliveries will not be carried out.

5.3.2. Use of holding areas and vehicle call off areas

The main contractor will reassess this measure once work begins on site.

5.3.3. Use of logistics and consolidation centres

The main contractor will reassess this measure once work begins on site.

5.3.4. Freight By Water

Not applicable.

5.3.5. Freight By Rail

Not applicable.

5.3.6. Smart Procurement

Not applicable.

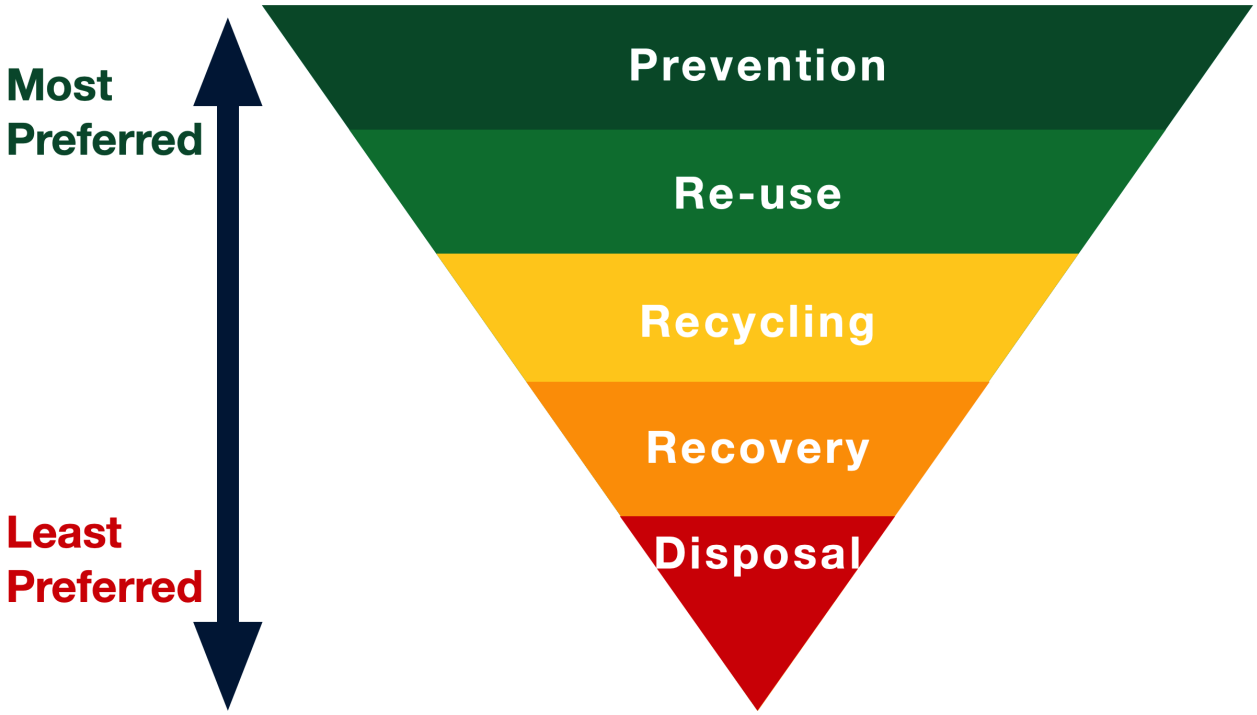
5.3.7. Design for Manufacture and Assembly and off-site manufacture

The main contractor will reassess this measure once work begins on site.

7.WASTE MANAGEMENT

The Principal Contractor will comply with the related Site Waste Management regulations and will also follow the below site waste management hierarchy.

The site waste management preference is described as below.



The Principal Subcontractor to follow the below steps.

Waste Management on Site

Surplus or waste materials arise from either the materials imported to site or from those generated on-site. Imported materials are those, which are brought to the project for inclusion into the permanent works. Generated materials considerations to waste management such as waste reduction, segregation of waste, disposal of waste, financial impacts of waste disposal and recording, monitoring, education and reviewing. This section outlines the procedures that have been put into place and demonstrate how they benefit the environment, how the principal contractor can measure the effects and how these procedures and practices are sustainable.

Segregation

A specific area shall be laid out and labelled to facilitate the separation of materials for potential recycling, salvage, reuse, and return. Recycling and waste bins are to be kept clean and clearly marked to avoid contamination of materials and minimize/eliminate the adverse impacts.

The labelling systems shall be the Waste Awareness Color Coding Scheme. If the skips are clearly identified the bulk of the workforce will deposit the correct materials into the correct skip. Skips for segregation of waste identified currently are:

- Wood
- Metal
- Brick/rubble
- General waste

As works progress and other trades come to site other skips will be placed to enable certain waste to be removed from site. This is likely to include:

- Plasterboard
- Paper and cardboard (bagged up)

Management

Waste materials fall into three categories for management, these are:

- Re-use
- Recycle
- Landfill

Re-use

If surplus materials can be used in the permanent works they are classified as materials, which have been re-used. If they are surplus to requirements and need to be removed from site and they can be removed and used in their present form, they can be removed from site for reuse.

Recycling

If the surplus material cannot be re-used in its present form but could be used in a different form, it is sent for recycling such as 50x50 timber to make chipboard.

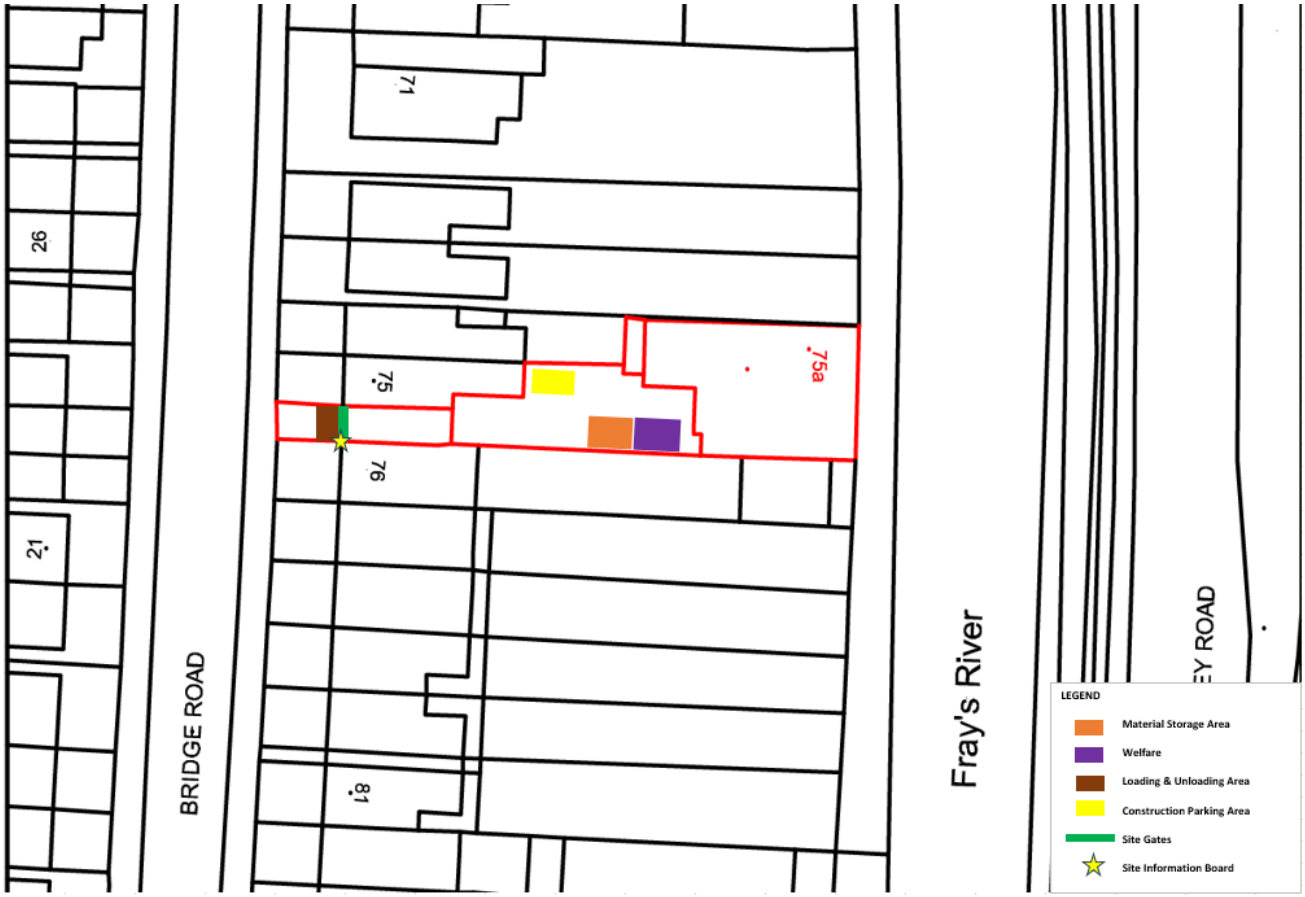
Landfill

If either of the above cannot be satisfied, then the only option left is to send the surplus materials to landfill.

Anticipated Waste and Processing

Waste Type	Main Management Process
Soil arisings	Reuse on site where appropriate, remediate where necessary
Concrete, masonry and aggregates	Crush and reuse on site
Metals	Recycle via appropriate waste carrier
Paper and cardboard	Segregate and recycle via appropriate waste carrier
Sanitary waste	Remove by specialist waste contractor
Plastics and glass	Recycle via appropriate waste carrier

APPENDIX A – Site Arrangement



REPORT INFORMATION

REPORT NAME	REV	DATE	PREPARED BY	PREPARED FOR	CHECKED AND APPROVED BY
Construction Management and Logistics Plan for 75A Bridge Road Project	0	24/10/2025	Liongate Construction LTD		