Higgins PARTNERSHIPS

Community at the Core of Construction

Avondale Drive

Avondale Drive
UB3 3PW

Construction Phase H&S Plan
Construction Logistics Plan Phase 1B

Construction Logistics Plan

REVISION RECORD

Rev	Date	Changes	Initial	
			Snr Log Manager	Project Director
0	17/07/2024	Initial Draft version	MC	JL
1	06/08/2024	Changes following review with JB	MC	JL

Construction Logistics Plan

Construction Logistics Plan

1. Introduction

What is a Construction Logistics Plan (CLP) and what do we need one?

A CLP is an important management tool for planners, developers and construction contractors. The CLP focuses specifically on construction supply chains and how their impact on the road network can be reduced. The construction supply chain covers all movements of goods, waste and servicing activity to and from site.

The benefits of a good CLP:

- minimise the impact of construction logistics on the road network
- Environmental impact: Lower vehicle emissions and noise levels
- Road risk: Improving the safety of road users
- Congestion: Reduced vehicle trips, particularly in peak periods
- Cost: Efficient working practices and reduced deliveries

1.1 CLP Objectives

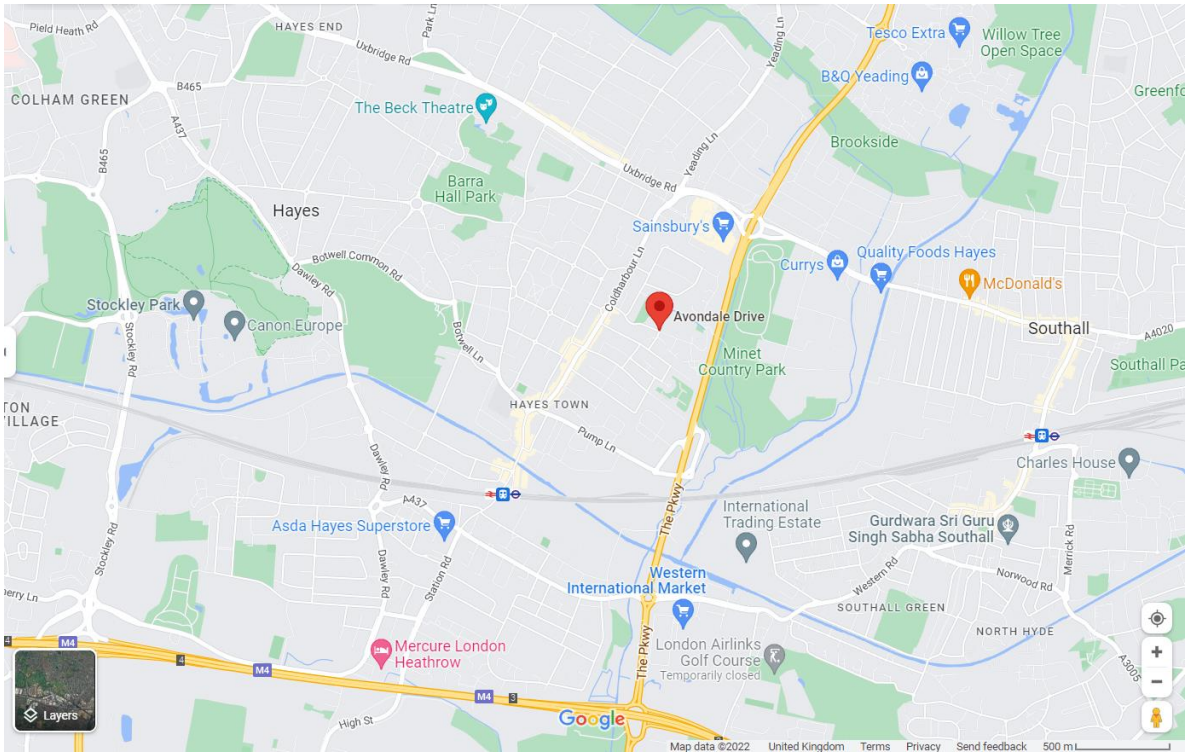
- Lower emissions
- Enhance safety
- Reduce congestion
- Improve efficiencies

To support the realization of this objective, several sub-objectives have been agreed and include:

- Encourage the use of public transport for construction workers, no site parking will be provided
- Encourage cycle to work for more local construction workers, secure cycle storage will be provided throughout the build process
- Ensure greater use of greener delivery vehicles,
- Implementation of site-specific delivery booking procedure, to coordinate and minimise impact to the surrounding environment
- Seek suspension of adjacent parking bays, closing of adjacent footpath and provide safe crossing points to ensure the public are safely away from construction delivery vehicles unloading and accessing/egressing the site
- Managing the on-going development and delivery of the CLP and enforcing with our supply chain

1.2 Site Context

Figure 1 shows the location of the **Phase 1B – Avondale Drive** site in relation to the surrounding local area.



Construction Logistics Plan

Development Proposal

Site Location: Avondale Drive,
Middlesex, UB3 3PW.

The Avondale Drive Estates site is currently comprises of 3no. 12 storey high rise residential towers Wellings House, Fitzgerald House and Glenning House with the Minet Junior School located in close proximity of the site. There is currently refurbishment and new build works progressing on the school adjacent to site that is scheduled for completion 2025 following demolition works, the proposed construction will be piled foundations, RC Frame, Internal light weight metal partitions, aluminium windows, brick façade, projecting balconies, flat roof and associated external soft and hard landscaping works. We will utilise Tower Cranes, hoists, forklifts, hiabs to aid material distribution. Excavators, dumpers, piling rig, concrete pumps and a concrete crusher will be the main items of plant used on site. Trained and qualified Traffic Marshals, Gate persons and Banks persons will be utilised to assist with vehicle deliveries e.g. Unloading and distributions. We will contact Heathrow Airport to obtain the necessary licences required for the use of the proposed Tower Cranes. There will be a site based RLO to deal with any resident concerns and ensure residents are kept updated on specific aspects of construction work and residents are aware of the reporting procedure of any regarding any complaints or compliments.

Figure 2 – Avondale Drive Estate - Site Plan

Figure 3 - Site Location: Avondale Drive, Hayes, Middlesex, UB3 3PW.
The Avondale Drive site is located on the junction of Avondale Drive and Abbotswood way. Location Maps are provided in the design information. The site currently comprises of 3no. 12 storey residential towers, single storey covered parking areas and associated external spaces.

Figure 4 – Phasing Plan: Avondale Drive, Hayes, Middlesex, UB3 3PW

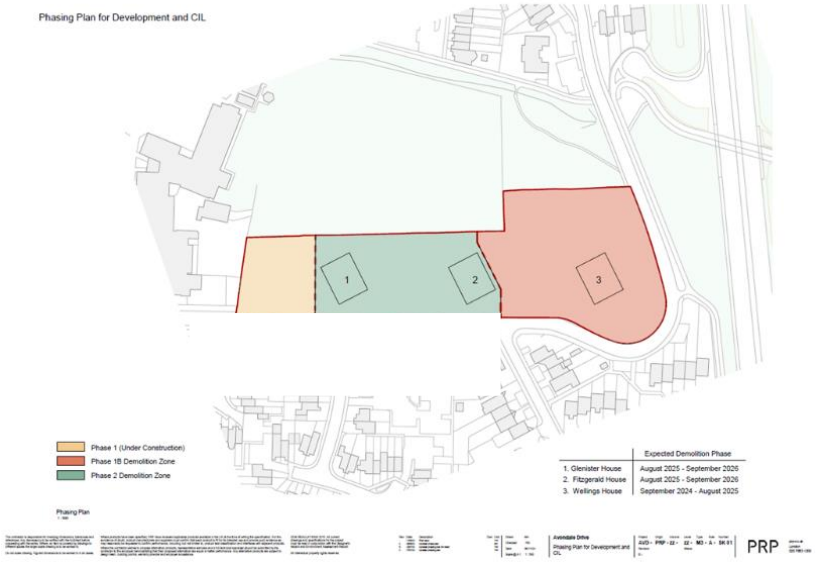
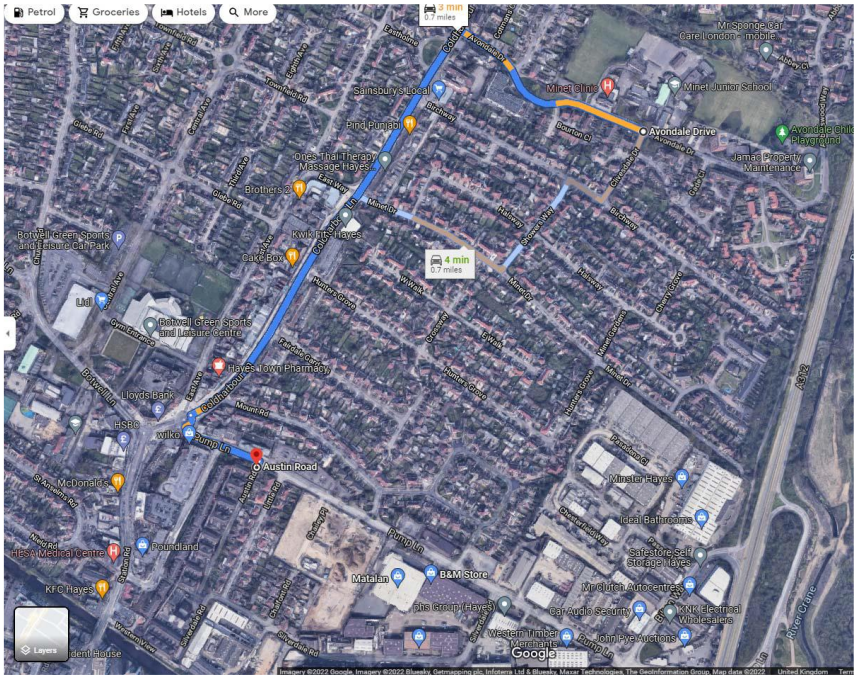


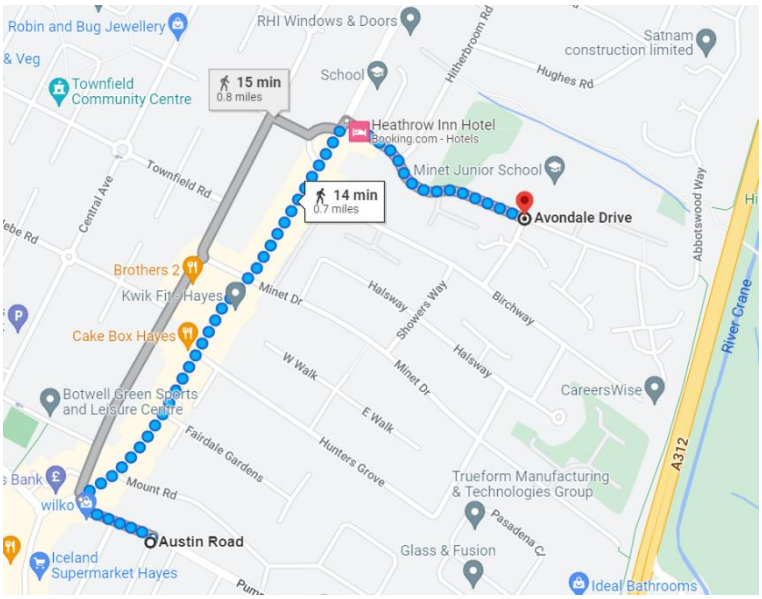
Figure 5 - A traffic route between Austin Road Site and Avondale Drive Site.



Description:

Avondale Drive comprises of the demolition of 3no. 12 storey Tower blocks, 2no. car ports and the design and construction of 310nr residential units and associated external works across 3nr phases. RC Frame construction with facing brickwork to the elevations and external balconies.
The two Sites are within 1 mile of each other.

Figure 6 - A traffic route between Austin Road Site and Avondale Drive Site. Map view.



2. Context, Considerations and Challenges

2.1 Policy Context

National Policy:

The Traffic Management Act 2004 (TMA)

The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Designing for Deliveries, Freight Transport Association 2006

Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.
School Restriction hours for deliveries between 10:30am-3:30pm.

Construction Logistics & Community Safety (CLOCS)

The CLOCS Standard is the direct result of collaboration between the construction and fleet sectors to address shared issues. It draws together evolving and applied best practice from a number of standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, principal contractors and fleet operators.

CLOCS mission and primary goals
Ensuring the safest construction vehicle journeys

- zero collisions between construction vehicles and the community
- improved air quality and reduced emissions
- fewer vehicle journeys
- reduced reputational risk

Fleet Operator Recognition Scheme (FORS)

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. It's relevance to the CLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development.

Regional Policy

The London Plan (2021)

Addressing the key trends and challenges that London will face, this Mayor's document Chapter 10 pays particular attention to encouraging sustainable modes of travel. Policy T4 states that Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. In addition, Policy T7 stresses development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road. Development proposals promoting the uptake of the Fleet Operators Recognition Scheme (FORS), CLPs and Delivery and Servicing Plans (DSP) to consolidate freight will be encouraged.

The Mayor's Transport Strategy 2018

Freight and servicing are frequently mentioned throughout this document 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.

Proposal 16
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:
a) 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.
b) Increasing the proportion of freight moved on London's waterways.
c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London.

Freight & Servicing Action Plan (2019)

Outlines the way I which the Freight & Servicing Action Plan "will ensure safe freight vehicles by:
a. Launching the HGV Safety Permit Scheme incorporating the world's first Direct Vision Standard for HGVs, with permits issued from 2019 and enforcement starting from 2020. The scheme will be further rolled out and the standards tightened by 2024
b. Supporting the industry in preparing for the Direct Vision Standard and associated HGV Safety Permit Scheme by consulting on a final proposal for the permit scheme's safe system in 2019 and running early engagement, marketing and communications to ensure operators understand the requirements ahead of enforcement in 2020. We will also
encourage higher surface standards at construction, waste and tip sites to remove the need for offroad HGVs, by promoting the site assessment tool in 2019
c. Driving compliance with the Direct Vision Standard by encouraging the requirements in public and private sector supply chain contracts London-wide, and aligning the permit scheme with the Freight Operator Recognition Scheme
(FORS). In-scope TfL and GLA contracts will require one-star Direct Vision Standard ratings by October 2019, increasing to a three-star minimum by October 2023. We will work with other cities and representative organisations to ensure Direct Vision is included for the first time in vehicle design and safety standards for HGVs and buses
d. Encouraging the fitting of safety technology to vans and HGVs as standard by urging appropriate regulators to legislate for mandatory requirements for Pedestrian and Cyclist Autonomous Emergency Braking, Intelligent Speed
Assistance and alcohol interlock systems in new vehicles. We will work with FORS to encourage the
fitting of speed-limiting technology and Pedestrian and Cyclist Autonomous Emergency Braking to vehicles as a requirement for FORS Gold membership by 2023 when this technology will be more widely available in new vehicles.

FIGURE 7: Regional Context Plan – HTC – Avondale Drive

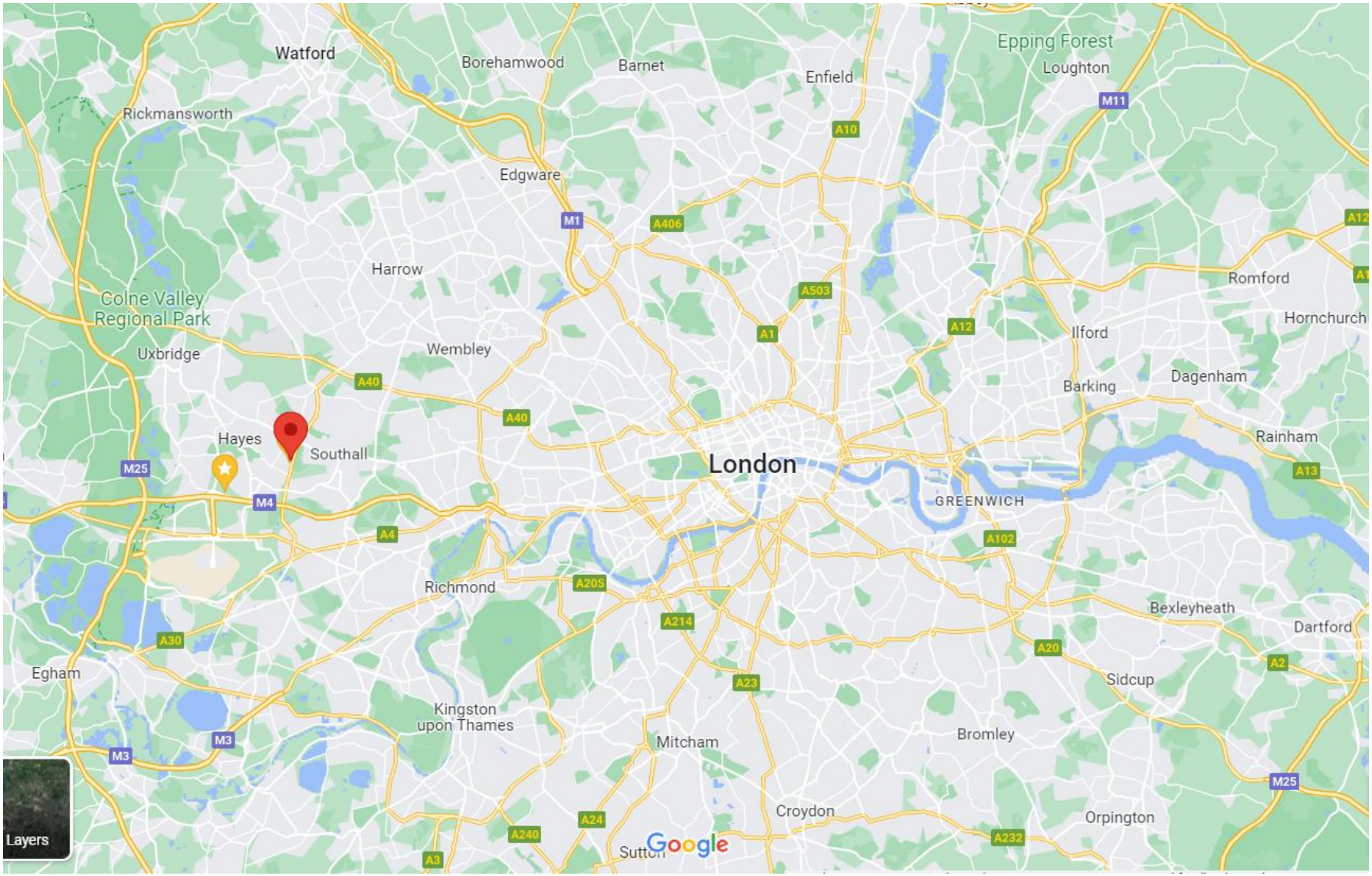


FIGURE 8: Site Boundary Plan- Avondale Drive All Phases

2.2 Local Access Including Highway, Public Transport, Cycling and Walking

2.2.1 Highways, Carriageways and Footways

There are parking restrictions apply in the area of the site, use of local all-day car parks is not always cost effective. The surrounding roads get heavily congested during school drop off and collection times. Due to site constraints parking will not be made available for site operatives the use of public transport will be encouraged and car sharing has been identified as the most suitable as means of home-to-work travel and therefore our key consideration is impact from site delivery vehicles.

2.2.2 London Underground, Overground & National Rail

Avondale Drive is on the Hayes and Harlington branch of the Elizabeth line and the station is approximately 1 mile (20 min walk) from Avondale drive. This offers easy access to Central London and Heathrow from Hayes and Harlington station via the Elizabeth Line.

Figure 9 – Underground Map showing the station.

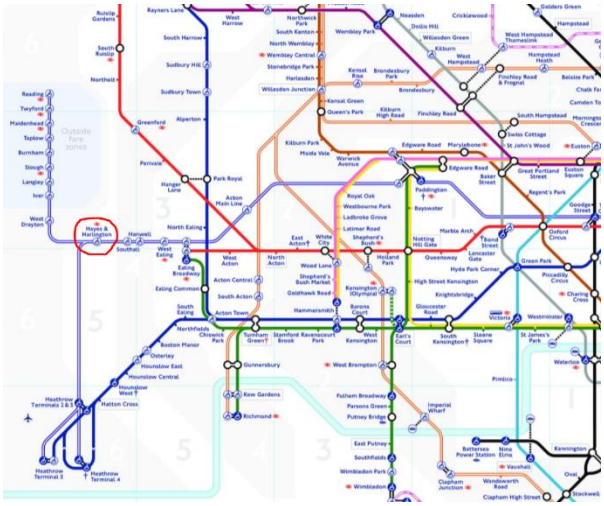
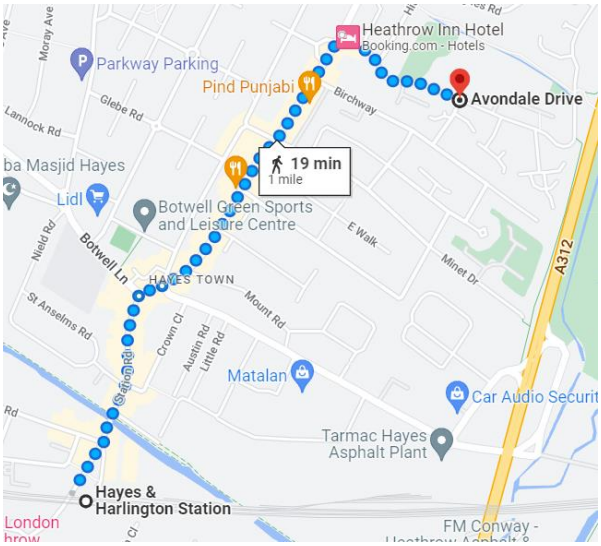


Figure 10 – Walking distance to Avondale Drive Site.



2.2.3 Bus Routes

The nearest bust stop is on High Street, or alternatively the stop at Hayes and Harlington Station can be used. These give access to a variety of bus routes. Nearby TFL bus routes include the 140, H98, U4, 90, 195, 350, X140 and 278. It is likely several of our site operatives will use this service for commuting purposes.

Figure 11 – TFL Bus routes

140	Harrow Weald	H98	Hounslow Bus Station
H98	Hayes End	E6	Bull's Bridge
U4	Uxbridge	195	Brentford, County Court
90	Northolt	X140	Heathrow Airport Central
195	Charville Lane Estate	U4	Hayes, Prologis Park
350	Heathrow Airport, Terminal 5	350	Hayes, Asda
X140	Harrow, Bus Station	90	Feltham, Leisure West
278	Ruislip	140	Hayes & Harlington Station

2.2.4 Cycling & walking

Site will provide secure storage for bicycles during all construction phases and promote more sustainable means of travel such as cycling and walking to and from work or part of the way.

2.3 Considerations and Challenges

The site is located within a heavily populated residential area with local schools and near the town center and the local retail park therefore is presented with several considerations and challenges. These have been fully considered and detailed below, see section 5 for further planned measures to mitigate any potential conflict.

3. Construction Programme Methodology

The CLP Tool should be used to generate a construction programme diagram to be accompanied by an explanatory narrative. The construction methodology must be described for the duration of the development using the following six phases of construction. Phases for Buildings and Infrastructure projects have been identified.

Building Phases:

1. Site setup and demolition – Includes establishing welfare accommodation, demolishing existing buildings and clearing the site of debris. The existing properties will all be stripped of asbestos and then the demolition will be able to commence.

2. Piling – Typically defined as being foundations that are driven or bored through the ground along a certain length of area to carry and transfer loads to soil considered to be weak in structure due to the soil conditions.

3. Sub-structure – Below ground works include foundations and basement walls. Plant installation can also occur.

4. Super-structure – Above ground works including the structural elements of the building including floors.

5. Cladding - Cladding includes the external elements of the building including the façade, roof and glazing.

6. Fit out, testing and commissioning – This stage includes all mechanical, electrical, and plumbing installation and testing of newly installed systems

FIGURE 12: Construction Programme Key Milestones

Construction Phase 1B	Start	End
Site setup and demolition	Nov 2024	Sept 2025
Excavation and piling	Oct 2025	Dec 2025
Sub-structure	Jan 2026	March 2026
Super-structure	April 2026	Jan 2027
Internal Fit Out	Feb 2027	Sept 2027
Testing and Commissioning	July 2027	Sept 2027
Handover		Nov 2027

FIGURE 13: From the CLP Tool:

Construction Phase	Start	End
Site setup and demolition	Nov 2024	Sept 2025
Excavation and piling	Oct 2025	Dec 2025
Sub-structure	Jan 2026	March 2026
Super-structure	April 2026	Jan 2027
Cladding	Feb 2027	Sept 2027
Fit out Testing and Commissioning	July 2027	Nov 2027

4. Vehicle Routing, Site Access, Booking System and Estimated Vehicle Movement

The following maps show the proposed vehicle routing to site.

Figure 14 - Red line phase boundary drawing
Figure 15 – Site Boundary Logistic plan – Phase 1B
Figure 16 - Tower Crane radius layout

FIGURE 14: Red line phase boundary drawing

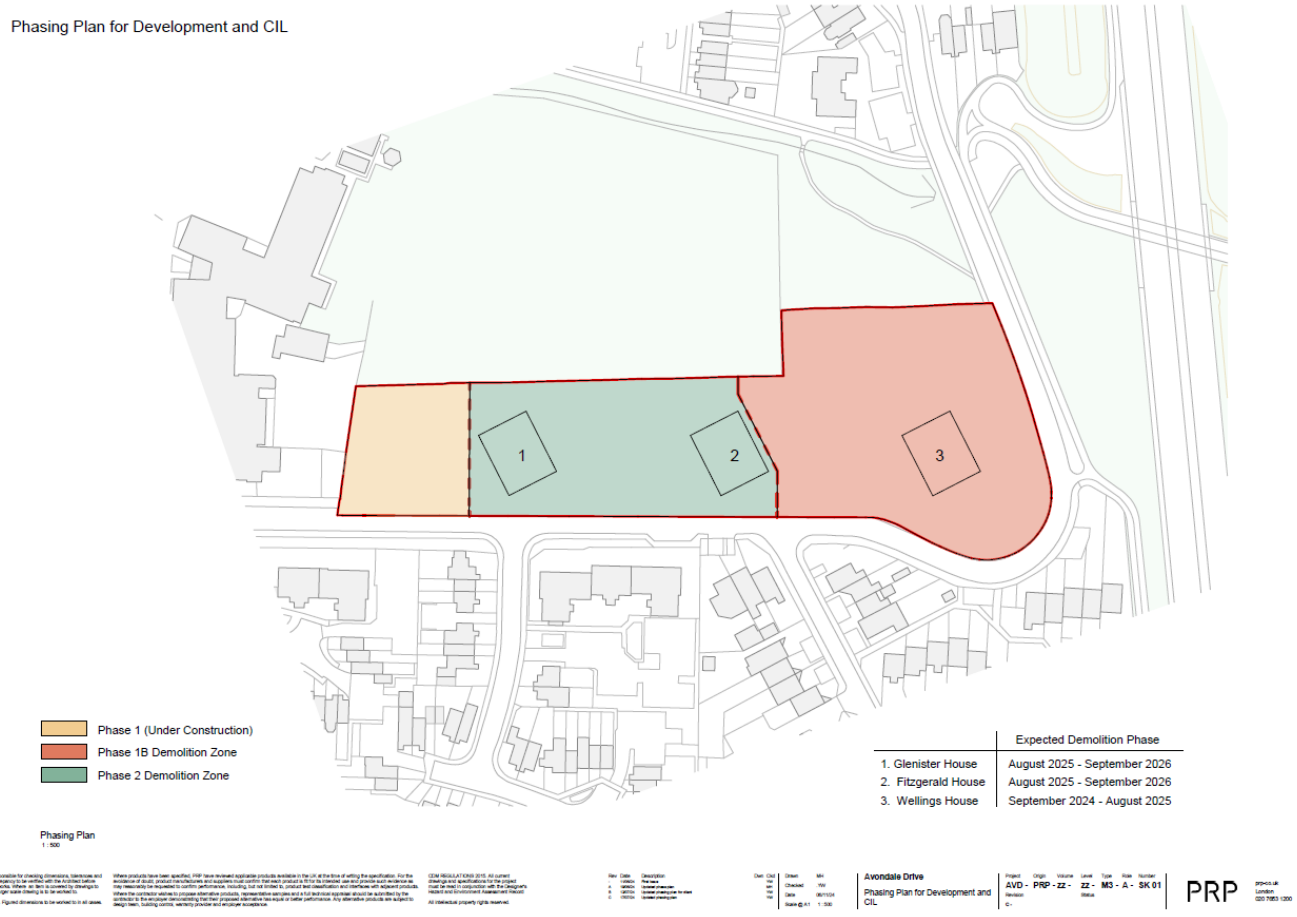
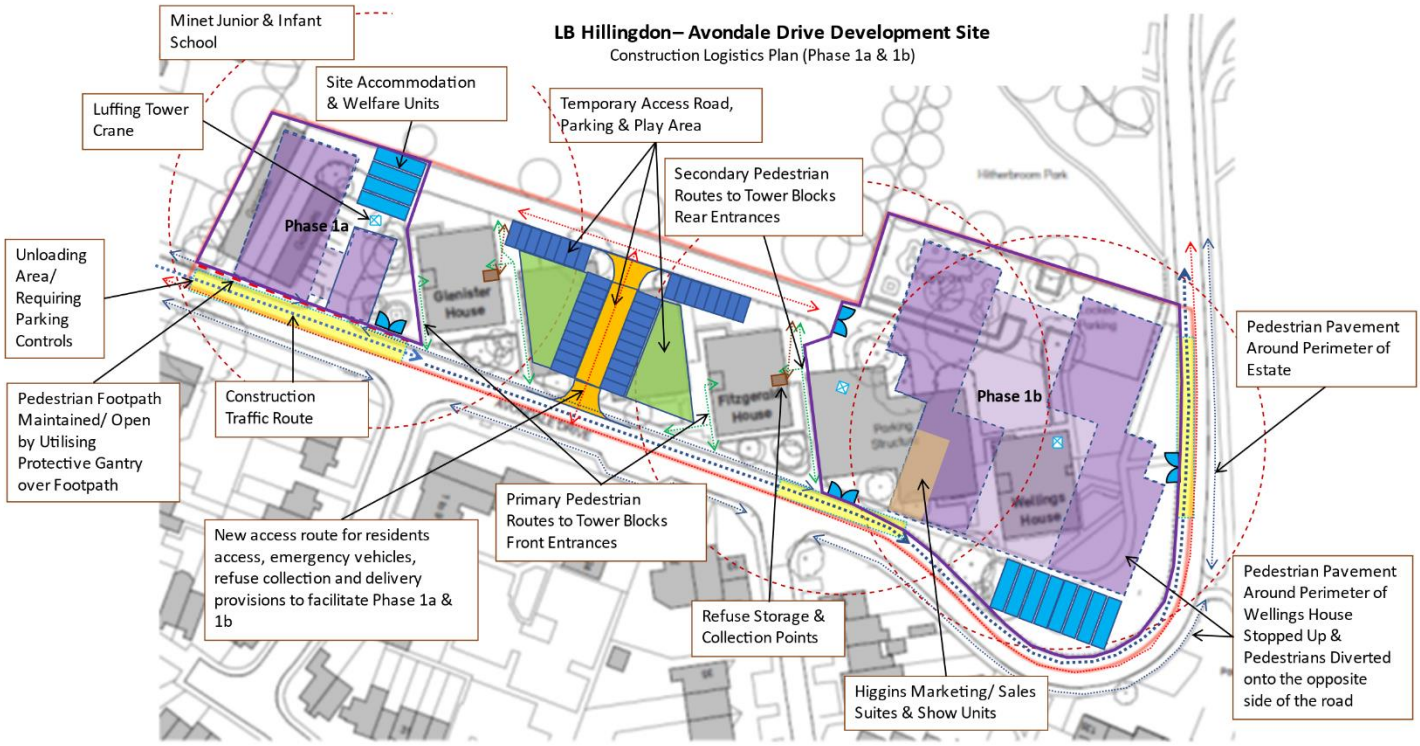
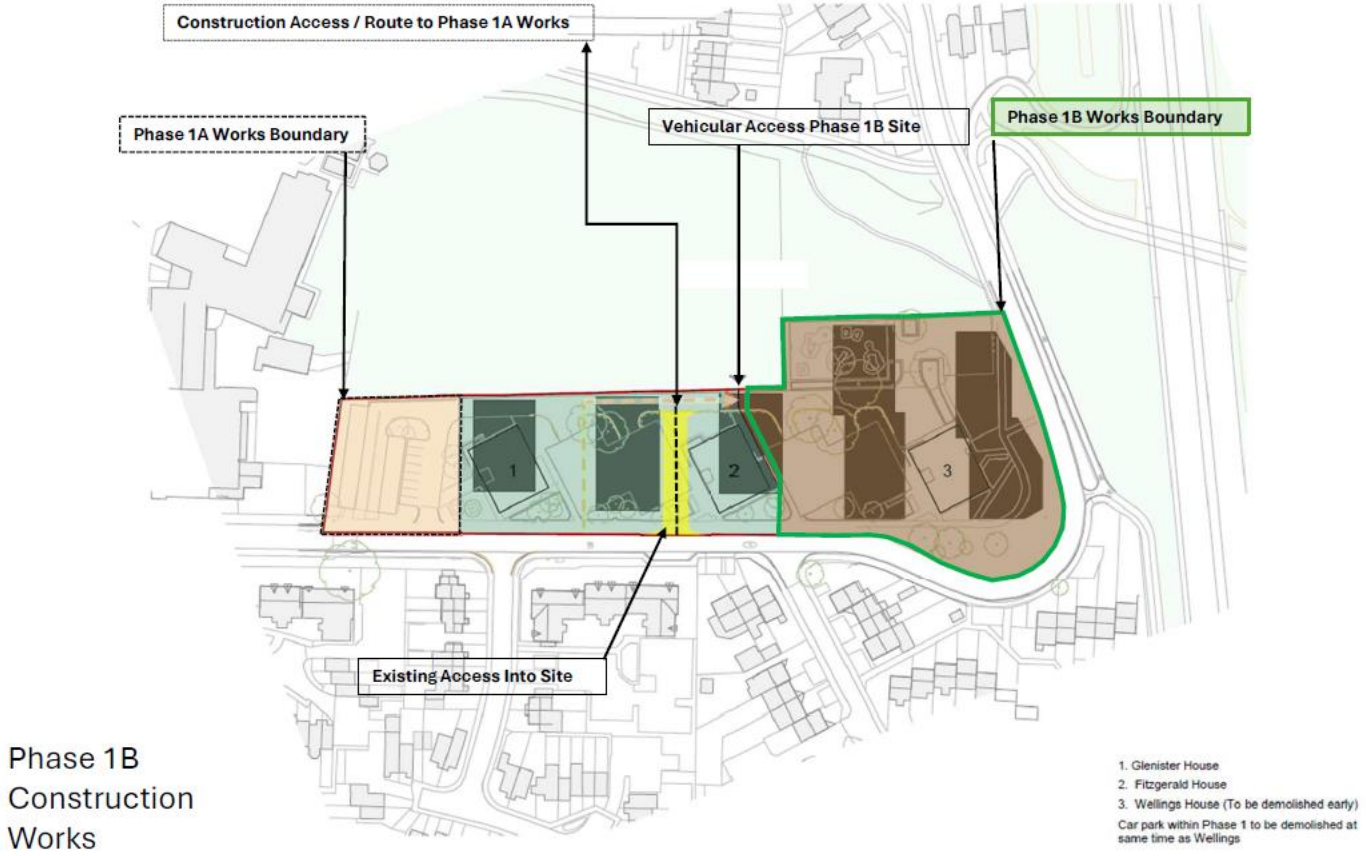
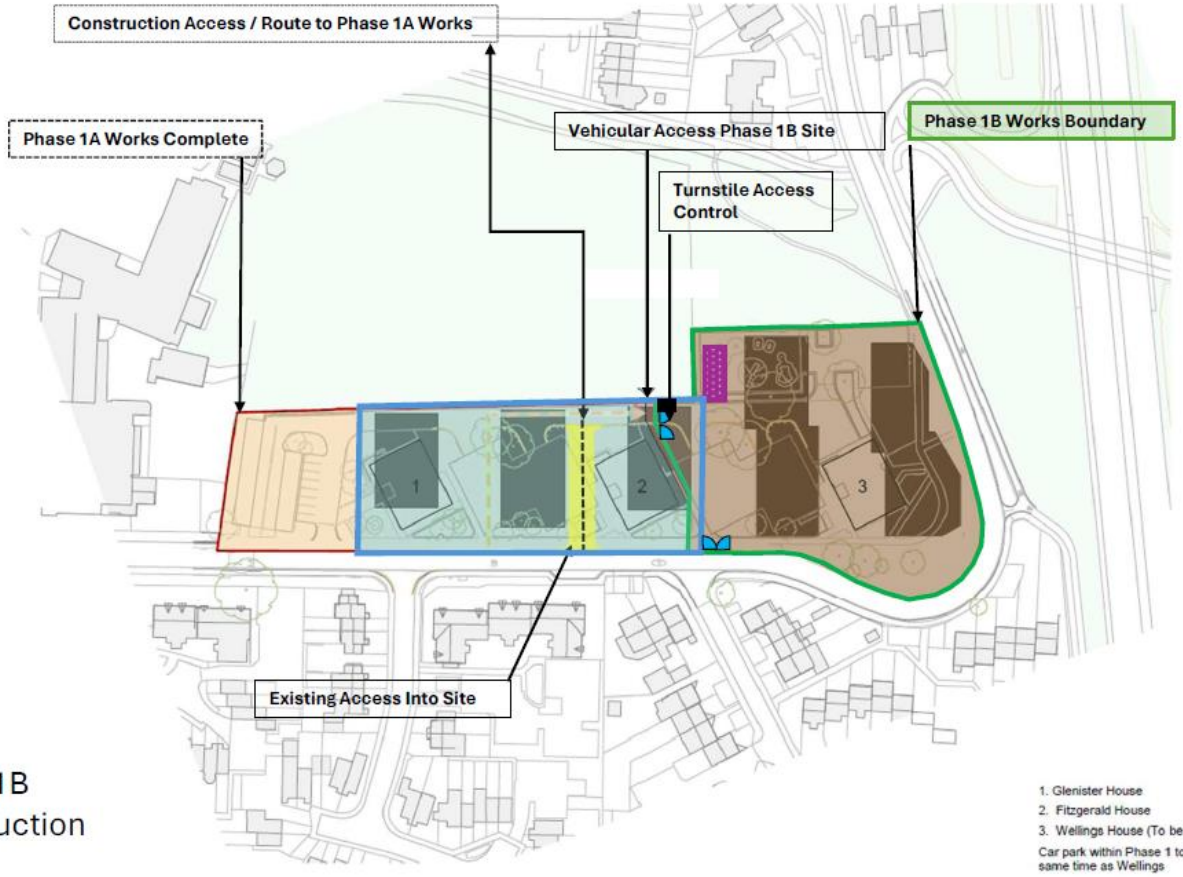
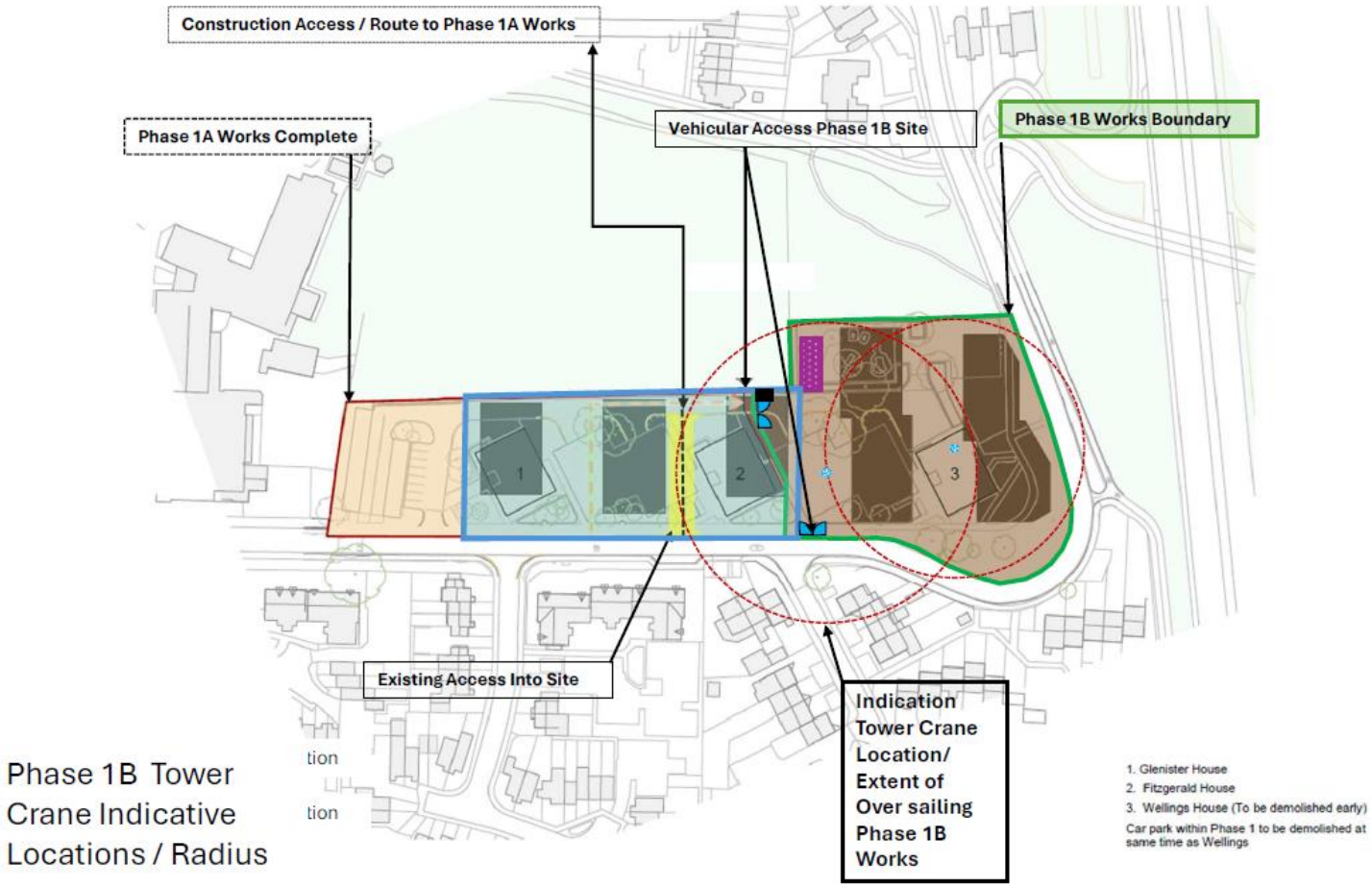


FIGURE 15: Site Boundary Phase Logistical Plan – Phase 1B

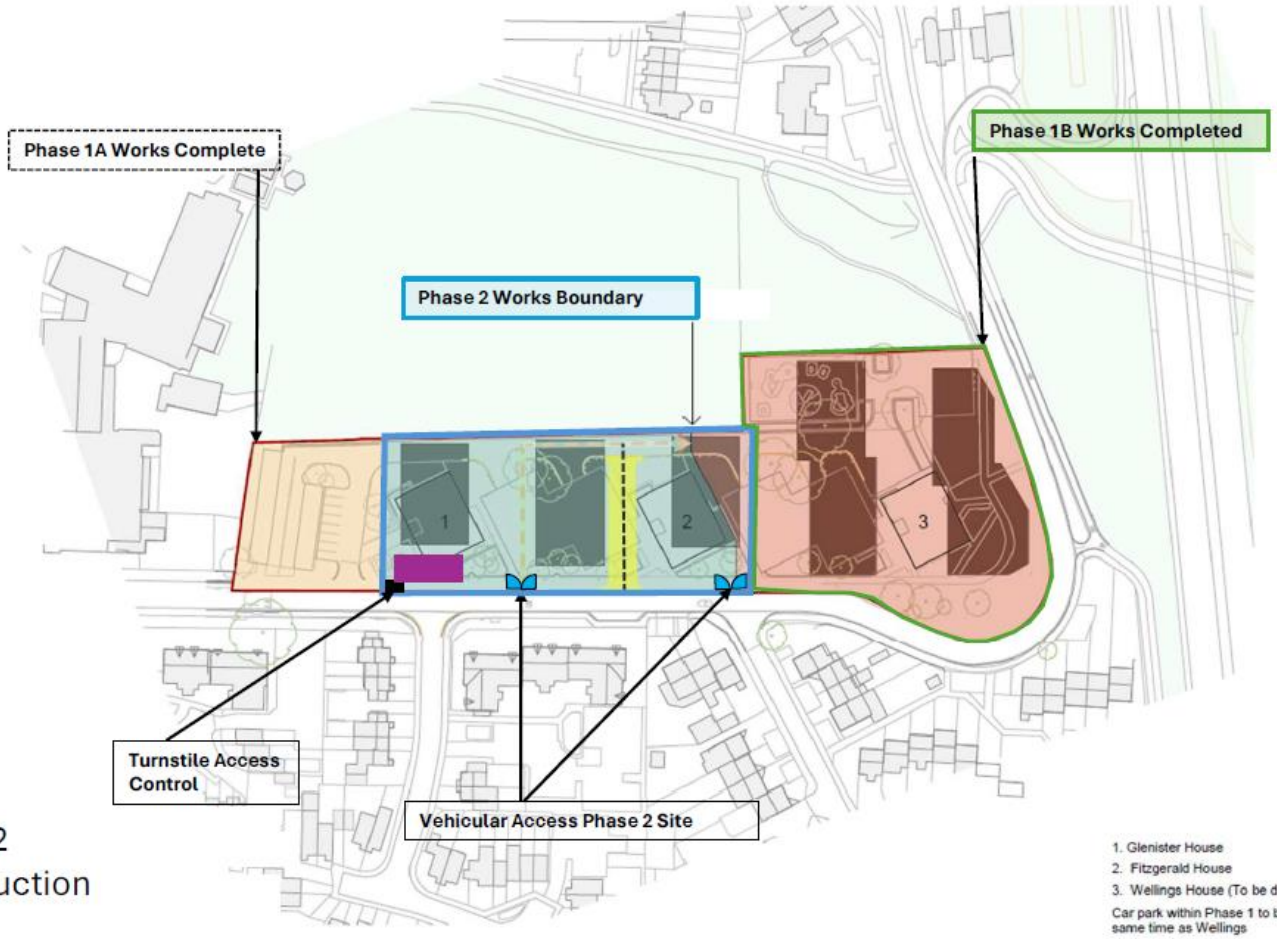



Construction Access / Route to Phase 1A Works
Phase 1A Works Boundary
Vehicular Access Phase 1B Site
Phase 1B Works Boundary
1
2
3
Existing Access Into Site
Phase 1B Construction Works
1. Glenister House
2. Fitzgerald House
3. Wellings House (To be demolished early)
Car park within Phase 1 to be demolished at same time as Wellings


Construction Access / Route to Phase 1A Works
Phase 1A Works Complete
Vehicular Access Phase 1B Site
Phase 1B Works Boundary
Turnstile Access Control
1
2
3
Existing Access Into Site
Phase 1B Construction Works
1. Glenister House
2. Fitzgerald House
3. Wellings House (To be demolished early)
Car park within Phase 1 to be demolished at same time as Wellings



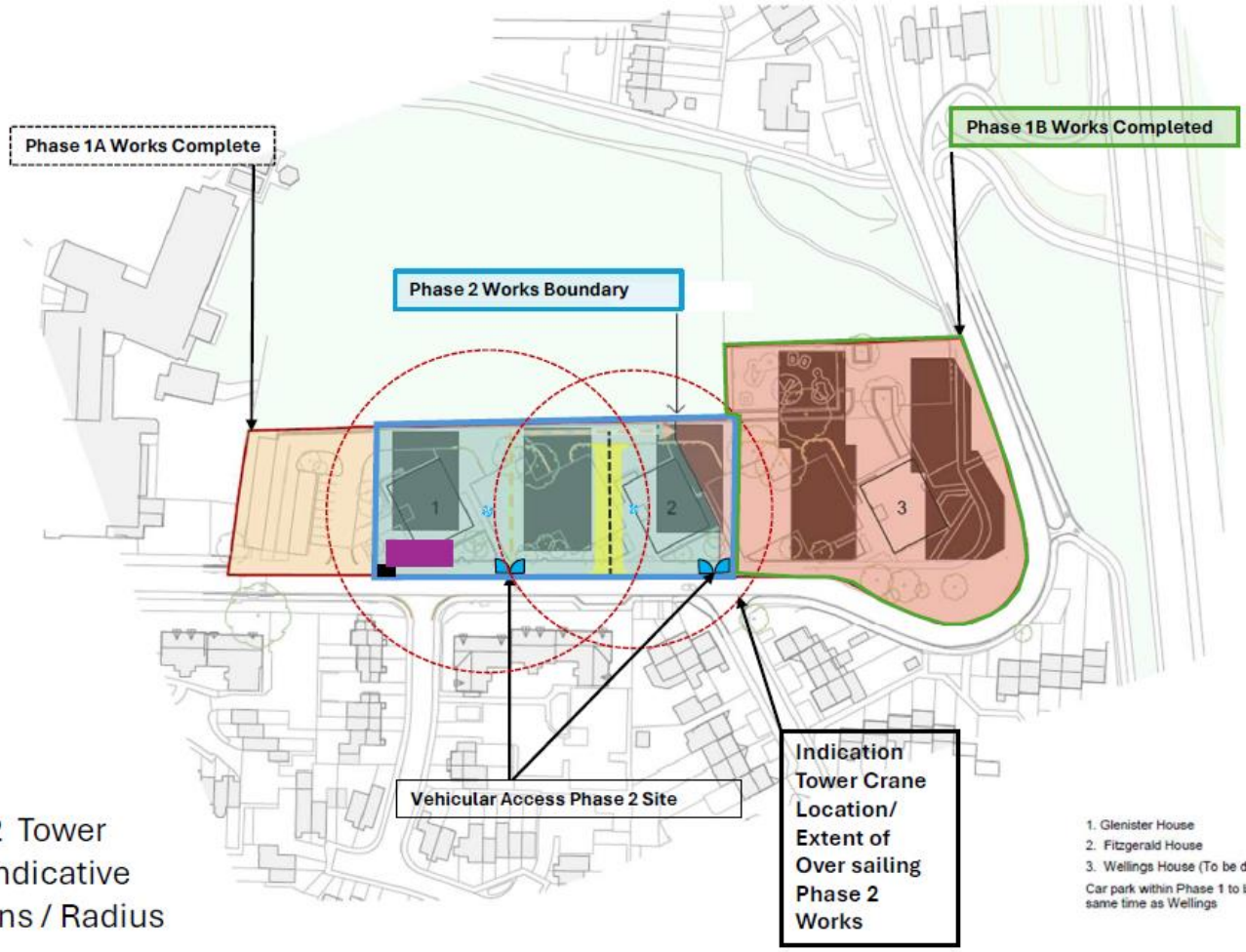
Phase 1B Tower Crane Indicative Locations / Radius



Phase 2 Construction Works

1. Glenister House
2. Fitzgerald House
3. Wellings House (To be demolished early)

Car park within Phase 1 to be demolished at same time as Wellings



Phase 2 Tower Crane Indicative Locations / Radius

Avondale Drive

	Start	Finish	
Phase 1A	Sept 2022	July 2025	
Phase 1B	Oct 2024	Sept 2027	
Phase 2	Sept 2027	July 2030	

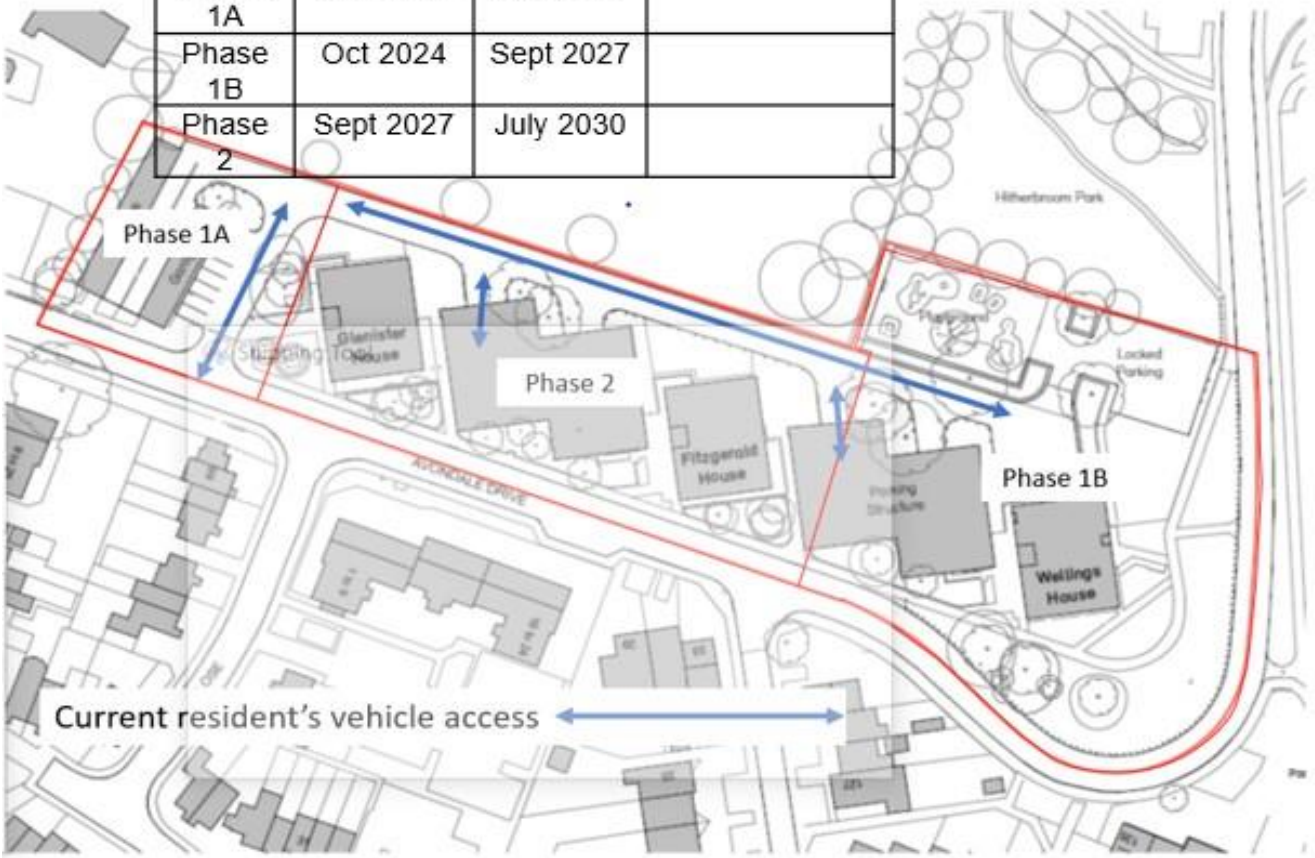


FIGURE 16: Tower Crane Radius Layout – Phase 1B

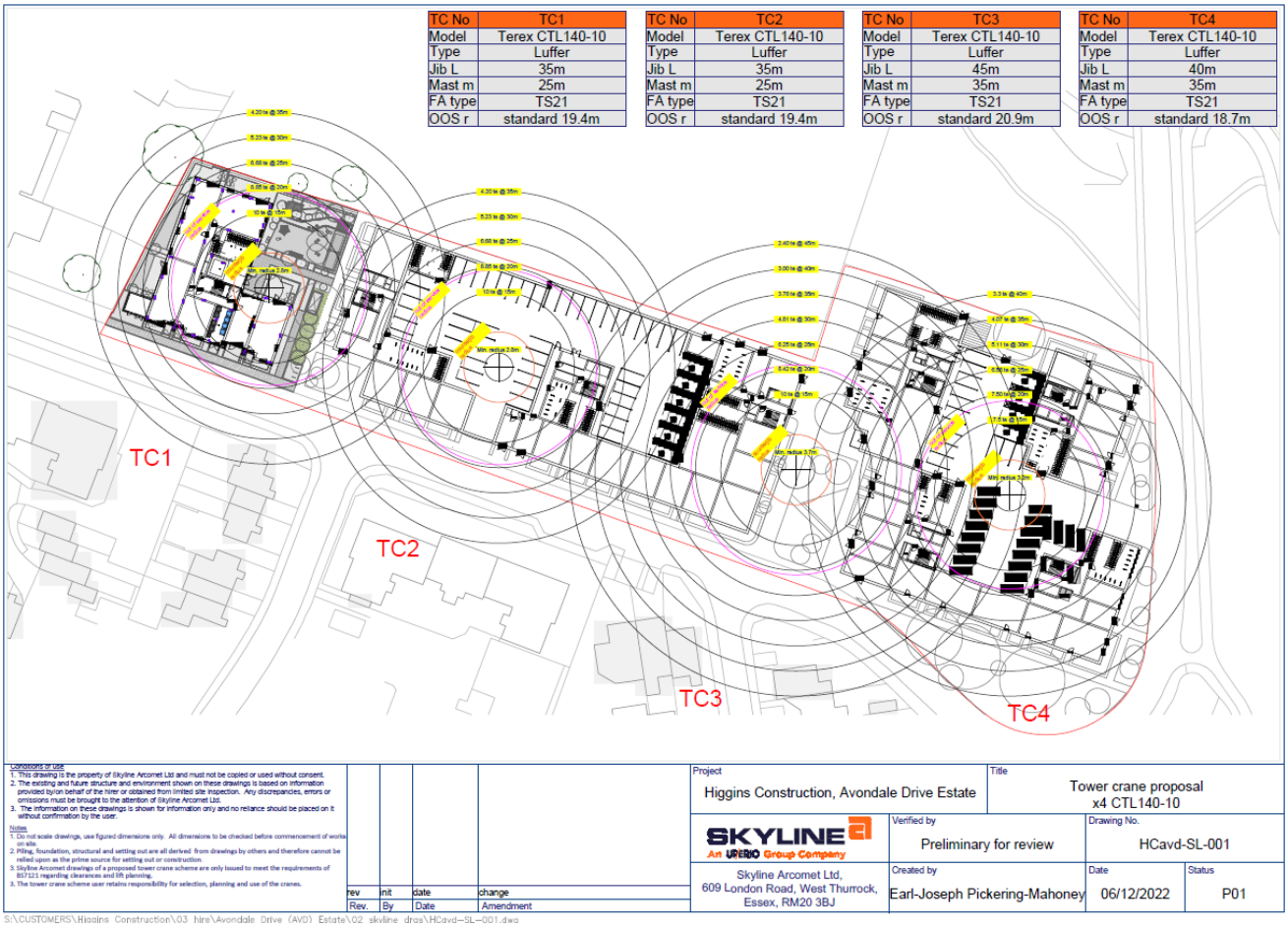


Figure 17 – Delivery Booking Request Form

Avondale Drive Estate

Site Working Hours:

8am-6pm Mon to Fri, 8am-1pm Sat

Heavy Side Deliveries between 9am-3pm

Delivery Booking Request Form

Date:	Time:	Booking by:

Delivery Details:

Date:	Time: (Between 9am-3pm ONLY)	Time slot required:
Name of Deliverer:	Type of Vehicle:	Description of Goods:

Delivery to: (Circle appropriate gate or provide details of other)

Gate 1 Other ……

Company Name:	Contact Name:	Contact Number:
Location to be unloaded to:		

Requirements: (circle as required)

Tower cranes

Use of forklift

Hiab

Moffit

Other (Please specify)

5. Strategies to Reduce Impacts

Measures should be detailed below.

Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety & environmental standards programmes	X		
FORS / CLOCS standards to be maintained on site and CLOCS compliance visits to be undertaken. CCS Partner and site will be registered and will undertake monitoring visits. H&S Inspections by in house H&S Manager on a fortnightly basis.			
Adherence to designated routes	X		
All orders are sent out with the site access route, especially if there are key areas we will want to avoid. This will be checked onsite when deliveries arrive.			
Delivery scheduling		X	
Deliveries all need to be booked in a minimum of 24 hours in advance and will not be accepted unless they have been logged. Drivers to call Higgins logistics team a half hour prior to arrival.			
Re-timing for out of peak deliveries		X	
Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. We commit to attempting to re-time as many deliveries as possible out of the morning peak (07.00-09.30).			
Re-timing for out of hours deliveries		X	
We will only use out of hours deliveries where this is the safest possible option, i.e., bringing in big items of plant and equipment and will seek permission where this is our only option.			
Use of holding areas and vehicle call off areas		X	
The site has a limited storage area, and the congested nature of the site location prohibits multiple lorries on site at anyone time. Pre-booked deliveries will be necessary. There a limited vehicle spaces dotted along High Street North but not guaranteed. Again, notification by driver to Higgins logistics team imperative prior to arrival.			
Use of logistics and consolidations centres		X	
We will investigate the use of a consolidation service and will review the TfL directory of consolidation centres to see where the most suitable one for this site is (likely to be Premier Carriers Bow).			
Measures to Encourage Sustainable Freight			
Freight by Water			X
No local access to canals or rivers that would make this feasible.			
Freight by Rail			X

Initial discussion on the possibility of using a rail line as a freight network has been considered and found to be too difficult as there are no sidings nearby at which to unload			
Material Procurement Measures			
DfMA and off-site Manufacture		X	
Reducing delivery numbers and effective delivery management important to Higgins and therefore the option of off-site construction is always considered and used where possible.			
Re-use of material on site		X	
Where possible we will reuse material on site. Items such as pile mat will utilise the crush from the demolition. The welfare facilities are owned by Higgins and have come from a previously completed site. These all support out aim of recycling material to decrease environmental impacts and also to reduce the number of vehicles required to deliver to site.			
Smart procurement		X	
We will explore suppliers in the procurement stage that use water or rail freight (but road for last mile), as well as sourcing local suppliers to contribute to the local economy.			
Other Measures			
Collaboration with other sites in the area		X	
We will liaise with the Local Authority, TfL, and other contractor/developers in the area to minimise disruption, particularly where things like road closures etc may be required.			
Anti-Idling Policy		X	
The site will operate an anti-idling policy to assist in ensuring that we minimise air pollution. Our gate man will ensure that this policy is adhered to by any vehicles delivering to site.			
Implement a staff travel plan		X	
There will be some on-site parking provided for site staff. Restrictions will be imposed to prevent on-street parking. As there are good transport links nearby, travel by public transport will be strongly encouraged.			

Pollution Control (Air)

Higgins Partnerships PLC recognises that Climate change, smog, acid rain and ozone depletion are all created by air pollution and post a serious threat to the environment and our health. Air pollution on site can have a detrimental impact on the environment in which we live and work and on the health of local residents. It is therefore our responsibility to take control measures to minimise the pollution our sites produce. The Local Authority has a responsibility under Part IV of the Environment Act 1995 and the UK Air Quality Strategy to work towards achieving national air quality objectives, we must therefore demonstrate that our policies are in place to reduce any nuisance dust and fine particle emissions arising from our works without the need for legal intervention from the Local Authority. With this in mind, our environmental policies reflect how we will identify and address the main causes of air pollution such as carbon dioxide, particulate matter, chlorofluorocarbons (CFC)s, ozone, nitrogen oxide, sulphur dioxide, benzene, lead, volatile organic compounds. The use of best Practicable Means (as defined in Part III of the Environment Protection Act 1990) together with the current Best Practice Guidance: "The Control of Dust and Emissions during Construction and Demolition, SPG, GLA, July 2014" will be employed to mitigate dust generation and air pollution.

<u>Implementation of Air Pollution Control Measures</u>

All operatives must be aware of our policy to control and prevent dust and air pollution on site to ensure the procedures that we have set in place are followed. The below measures must be explained to all operatives on site during their initial site induction and a copy of our Pollution Control Policy presented to them for their records. All sub-contractors are provided with our Pollution Control Policy along with our Environmental Policy, both of which must be adhered to as part of our contract conditions. It is the responsibility of our Contract Management to ensure these measures are being followed wherever practicable. If procedures are not being followed toolbox talks should be held to re-emphasise the importance these procedures have on not only reducing the impact our construction works have on the environment, but also the legal obligations we have under the Environment Protection Act. Consistent failure or refusal to follow these measures will result in the operative or sub-contractor being asked to leave site

<u>Site Procedures to reduce Dust Demolition</u>

- A check meter, standpipe and hose are to be made available at all times on site to damp down arising dust from the demolition process. Particular attention must be paid to damping down procedures during periods of dry and hot weather.

- All skips must be covered with a suitable cover i.e., tarpaulin or plastic dust sheets.

- During internal strip any waste arising must be placed in the skip or a chute used from first floor and above. Suitable sheeting must be placed on the skip and around the chute to reduce dust arising from impact.

- Any lorries removing waste from site must be suitably covered prior to leaving site.

- A wheel wash will be provided where practical.

- Generally housekeeping on site should be in good order with changing facilities provided to reduce the travel of dust from operatives' clothes.

- In addition to the above site-specific Method Statements must be provided demonstrating subcontractors' own measures for dust reduction during each demolition process.

Construction

• A water point must be provided for dampening down the site during periods of dry weather.

• All skips must be covered with a suitable cover i.e., tarpaulin or plastic dust sheets

• Dust sheets must be laid prior to commencement of works and removed at the end of each day. Plastic dust sheets that can be wrapped up and disposed of after use would be ideal. Cloth dust sheets must be washed down over the skip and not shaken to remove dust.

• All cutting equipment should ideally be fitted with equipment to extract the arisings at source.

• Any materials such as cement, lime and sand should be covered using a suitable plastic covering at the end of use each day or in periods of high winds.

• Bulk materials should be delivered and stored in bulk bags and covered using a suitable plastic covering at the end of use each day or in periods of high winds.

• In addition to the above site-specific Method Statements must be provided demonstrating subcontractors own measures for dust reduction during each construction process.

Pollution Control (Noise)

One aspect of meeting our environmental objectives is our commitment to pollution prevention; we recognise that some of the operations and processes involved in delivering our projects will have an adverse impact in relation to noise pollution. We recognise that noise and vibration can:

• Cause disturbance to processes and activities in neighbouring buildings; • Noise and vibration can cause serious disturbance and inconvenience to those exposed to it; • Noise and vibration can be a hazard to health. Higgins Partnerships PLC make the following commitments:

• To promote good health and a good quality of life through the effective management of our operational noise and vibration.

• To avoid significant adverse impacts on health and quality of life.

• To mitigate and minimise adverse impacts on health and quality of life.

• Where possible, to contribute to the improvement of health and quality of life. Higgins Partnerships PLC is committed to sustainable development and working to secure a healthy environment in which we and future generations can prosper.

- Electronic noise and dust monitoring stations will be set up on site and weekly recordings issued to monitor any breaches.

Pollution Control (Water)

As water pollution damages rivers, lakes, beaches, seas and drinking water and consequently human health and the environment, it is vital that we make efforts to reduce water pollution. The policy is designed to supplement Higgins Partnerships PLC's Environmental Policy and makes the following commitments: Higgins Partnerships PLC recognise in planning and carrying out any works, precautions must be taken to ensure the complete protection of watercourses and ground water against pollution. These should include an investigation of past use of the site to ensure that the operations will not disturb contaminated land and a survey of the siting and contents of all storage

tanks and pipelines. The Industry profiles published by DEFRA will assist in identifying potential contamination and ways to reduce their impact, based on former industrial uses of the site. If there is any contaminated land on site, the Local Authority and local Agency Officer should be consulted on its remediation or disposal.

Implementation of Water Pollution Control Measures

All operatives must be aware of our policy to control and prevent water pollution on site to ensure the procedures that we have set in place are followed. The below measures must be explained to all operatives on site during their initial site induction and a copy of our Water Control Policy presented to them for their records. All sub-contractors are provided with our waste water policy along with our Environmental Policy, both of which must be adhered to as part of our contract conditions. It is the responsibility of our Site Management to ensure these measures are being followed wherever practicable. If procedures are not being followed tool box talks should be held to re-emphasise the importance these procedures have on not only reducing the impact our construction works have on the environment, but also the legal obligations we have under the Environment Protection Act. Consistent failure or refusal to follow these measures will result in the operative or sub-contractor being asked to leave site.

Surface

• All water discharged from site must only be done so with the correct consent or permit in place.

• All oil and diesel drums must be stored on an impervious base with oil-tight bund with no drainage outlet. All drill pipes, fill pipes and sight gauges must also be stored on this bund.

• Leaking or empty oil drums must be removed from site and disposed of via a licensed waste disposal contractor

• Site roads must be regularly scraped or brushed to prevent the build up of mud and dust

• Mobile plant should be refuelled in a designated area on an impermeable surface away from drains or watercourses. A spill kit should be available at all times

• All skips should be covered by a suitable water tight cover or tarpaulin

Ground

• Excavations must be kept clear of ground and surface water where possible. The correct permit of consent must be in place and being followed corr excavations into the drainage system. ectly before discharging any water from All soil and materials such as sand must be covered at all times when not in use and covered by a tarpaulin. Where possible, loose materials must be delivered and stored on site in bulk bags.

• Concrete and concrete mixing plant should me cleaned on an impermeable surface and any arising waste water must not be allowed to flow into any drain or watercourse

EMERGENCIES

In the event of an emergency spillage on site the material should be contained (using an absorbent material such as sand or soil or commercially available booms). If the spillage has caused damage or danger to the natural land, or pollution to water or land, then please immediately contact the Environment Manager an if necessary the Environment Agency using the emergency hotline number [below].

Environment agency emergency hotline for reporting all environmental incidents relating to air, land and water in England, Wales, Scotland and Northern Ireland.

Emergency Hotline Tel: 0800 80 70 60

Environmental

Higgins Partnerships PLC is committed to protecting the environment and recognises that some of the operations and processes involved in delivering our projects will have an environmental impact. We aim to minimise these and ensure the continual improvement of our environmental performance through compliance with all environmental legislation and standards relevant to the industry sectors in which we operate, the prevention of pollution, and the following commitments;

1. To employ an Environmental Management System in accordance with BS EN ISO 14001:2015 on all of our projects, and use this system to influence our business decision making processes.

2. To develop environmental objectives at the Management Review Meetings which can be supported by measurable performance indicators, to manage all potentially significant environmental aspects including resource use, waste, emissions and nuisance with a view to reducing the carbon footprint on our construction sites.

3. To work with our supply chain partners to promote the sustainable sourcing of products and materials and to reduce waste at source.

4. To maintain a consistent and transparent dialogue with all interested stakeholders in order to identify and address key environmental issues affecting our business.

5. To seek out and apply innovative solutions to the delivery of our projects.

6. To regularly publish information on our environmental performance.

7. To the ongoing and structured training of our staff, clients, suppliers and sub-contractors with the aim of enhancing their awareness of relevant environmental issues and securing their effective participation in helping to minimise our environmental impacts.

8. To the reduction of the environmental impact of our final constructed product through improved specification and design.

9. To the promotion and demonstration of efficiency in the use of energy, water and materials, including the use of defined measures/processes to minimise waste and re-use and recycle wherever possible.

10. To work to adopt and implement standards for reducing waste, recycling more and increasing the use of recycled materials.

Recycling

Higgins Partnerships PLC is committed to minimising the volume of waste products generated by its business processes through the promotion of recycling initiatives. This policy is designed to supplement Higgins Partnerships PLC's Environmental and Sustainable Development policies, and makes the following commitments;

1. To develop and promote waste management and recycling initiatives at One Langston Road. This includes the establishment of an internal waste recycling system designed to facilitate the separation of waste into streams in order to maximise recycling opportunities and reduce the environmental impact of our Head Office operations. These waste streams are; a. dry recyclables – including paper, empty aluminum and steel cans, empty plastic bottles, drink cartons and plastic/paper cups – which are disposed of and recycled by waste carriers. b. residual waste – including food waste – which is disposed of by waste carriers. c. other waste – including batteries, toner cartridges and glass – which are disposed of/recycled separately.

2. To develop and promote waste management and recycling initiatives (where practical) at our construction sites. This includes the employment of 3rd party waste management companies to segregate and recycle un-segregated construction waste.

FORS Bronze

Higgins Partnerships 1961 PLC

has been assessed and has met the Bronze level requirements of the Fleet Operator Recognition Scheme (FORS).

Single Operating Centre Accreditation applies to the following location only: EN9 3SB

This certificate is valid from 01/07/2024 to 30/06/2025 and remains valid as long as FORS requirements continue to be maintained.

Geraint Davies
on behalf of the Fleet Operator Recognition Scheme

FORS ID : 007034

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FORS Bronze

Scope of accreditation for:

Higgins Partnerships 1961 PLC

Valid from 01/07/2024 to 30/06/2025

Total number of vehicles	30
Heavy goods vehicles (HGVs)	1
Wheeled plant	0
Passenger carrying vehicles (PCVs)	0
Vans	29
Cars	0
Powered two-wheeler (P2Ws)	0
Total operating centres	1

Operating centre postcode

EN9 3SB

FORS ID : 007034

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CLOCS CHAMPION
Construction Logistics and Community Safety
CLOCS
Champion
Member
Higgins Group Plc
awarded for your commitment to ensuring
the safest construction vehicle journeys
Signed:
Andy Brooke - CLOCS Programme Director
Membership valid until: November 2024
www.clocs.org.uk
CLOCS
Construction
Logistics and
Community Safety

CONTRACTOR AND SUPPLIER PARTNER

CONSIDERATE CONSTRUCTORS SCHEME

CERTIFICATE OF

PARTNERSHIP

PRESENTED TO:

Higgins Partnerships 1961 PLC

Considerate Constructors Scheme Contractor and Supplier Partners form an industry leadership group that engages with and supports the Scheme through collaboration. In committing to register their construction activity, and through the Scheme's framework, they help in raising standards and building public trust.

AMANDA LONG
CHIEF EXECUTIVE

ISSUE DATE: 25/11/2022

RAISING STANDARDS, BUILDING TRUST.
CCSCHEME.ORG.UK

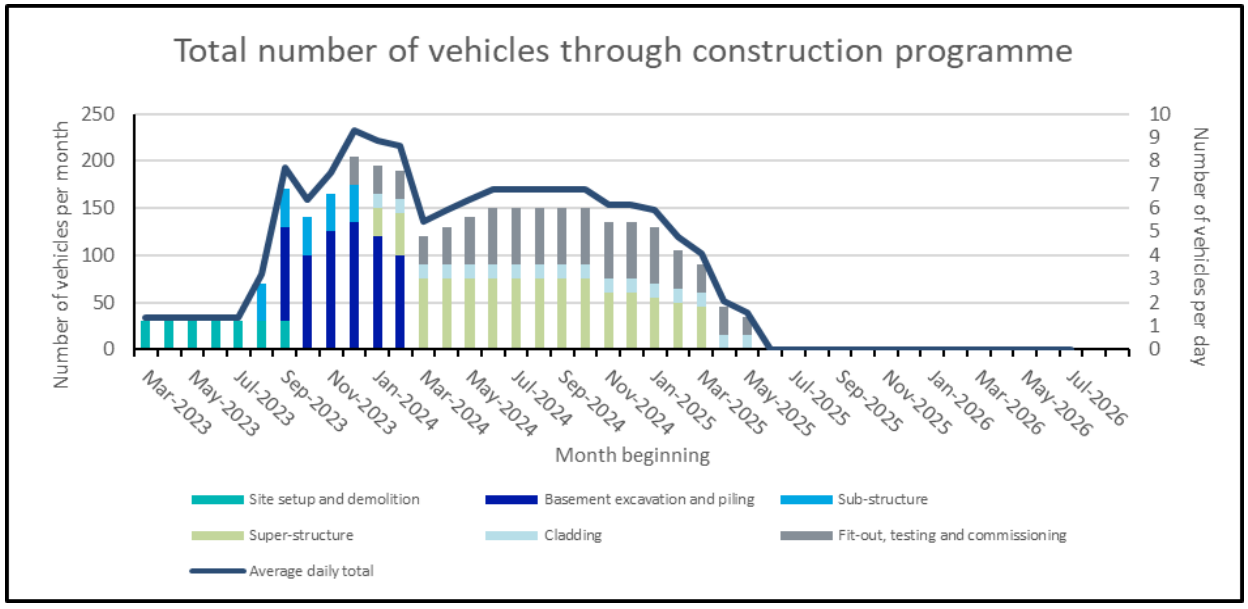
6. Estimated Vehicle Movements

The number of vehicles accessing the site has been estimated according for each of the 6 stages of construction. Our construction expertise has been applied to the proposed programme and construction methodology tool to develop the estimates below. The estimated number of trips are summarised in the table below and illustrated in the chart below.

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q3 2023	30	1
Basement excavation and piling	Q3 2023 - Q1 2024	135	6
Sub-structure	Q3 2023 - Q4 2023	40	2
Super-structure	Q1 2024 - Q1 2025	75	3
Cladding	Q1 2024 - Q2 2025	15	1
Fit-out, testing and commissioning	Q4 2023 - Q2 2025	60	3
Peak period of construction	Q4 2023 - Q4 2023	205	9

Where possible, peak times will be avoided for deliveries. The above provides a summary of the average daily construction trips during each construction period.

FIGURE 8: Estimated Number of Construction Vehicles



During the peak months of construction, approximately 205 construction vehicles will access the site. This equates to around 9 vehicles per day. As shown on the site layout plan this will be easily accommodated on site and the maximum number of vehicles in any one peak hour should be less than 3 and this should ensure they each get a minimum of twenty minutes on site.

Vehicles arriving at site will be of a variety of sizes. The anticipated number and type of vehicles accessing the site during each stage of construction are shown in the Figure 12 below.

FIGURE 9: Number and vehicle type by phase of construction

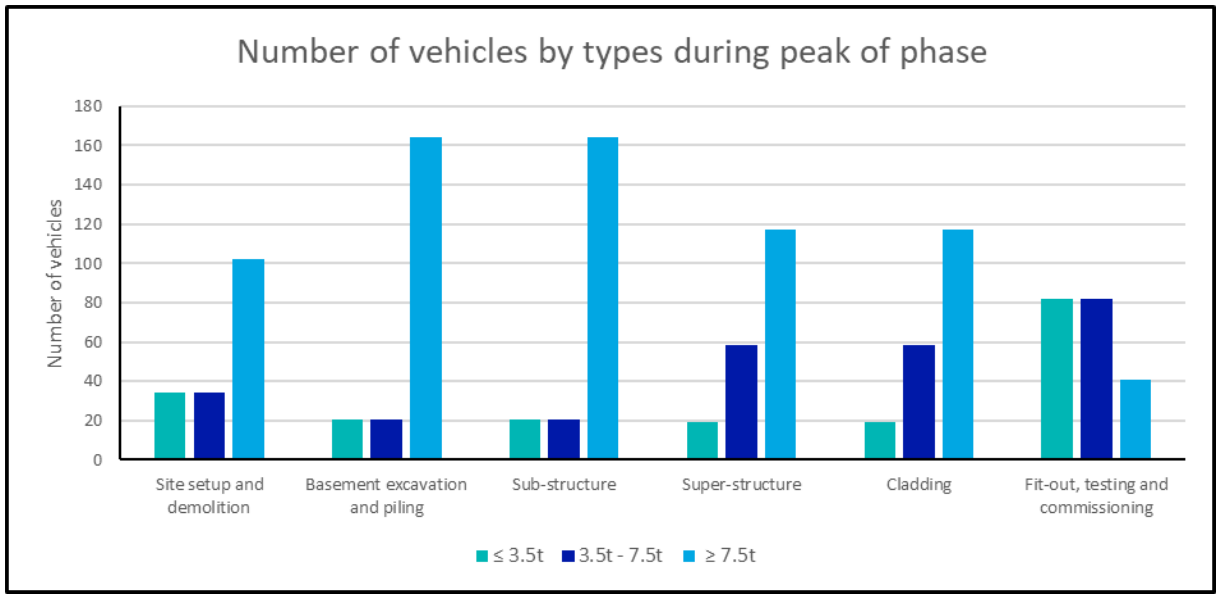
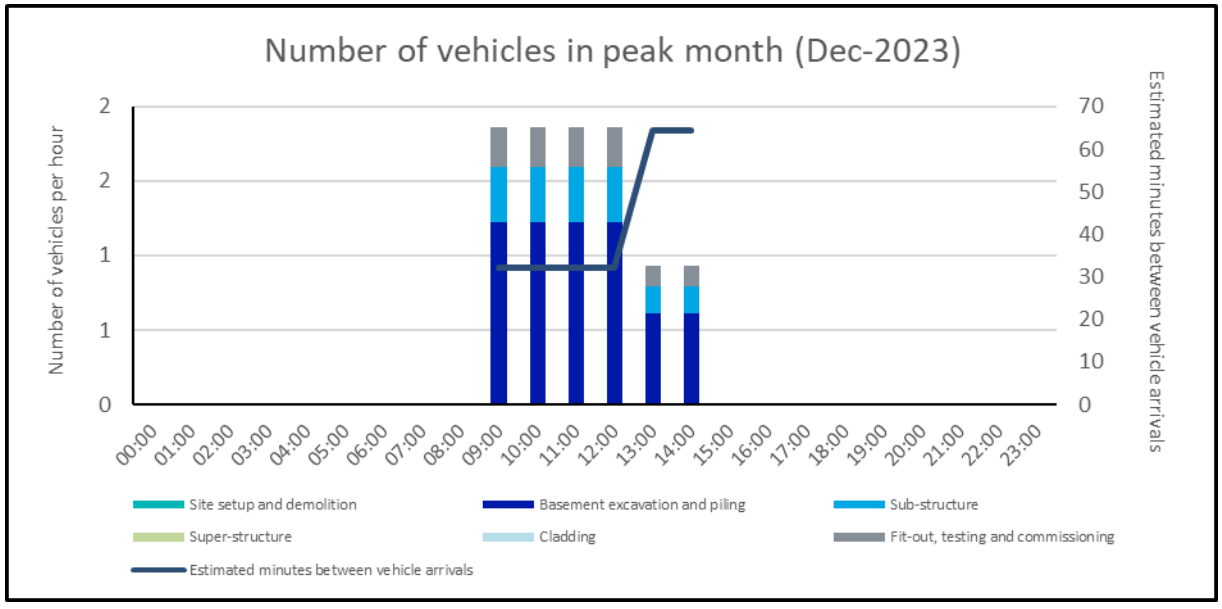


FIGURE 10: Hourly arrival profile of vehicles during the peak



7. Implementing, monitoring and updating

This CLP will be implemented, monitored and updated by the project team

This will include collecting data on:

Number of vehicle movements to site; collected through a delivery booking-in system

- Total
- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilisation
- Delivery/collection accuracy compared to schedule

Breaches and complaints

- Vehicle routing
- Unacceptable queuing
- Unacceptable parking
- Supplier FORS accreditation
- Low Emissions Zone (LEZ) compliance

Safety

- Logistics-related accidents
- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

The data collected will be reported back to the site team with full transparency.