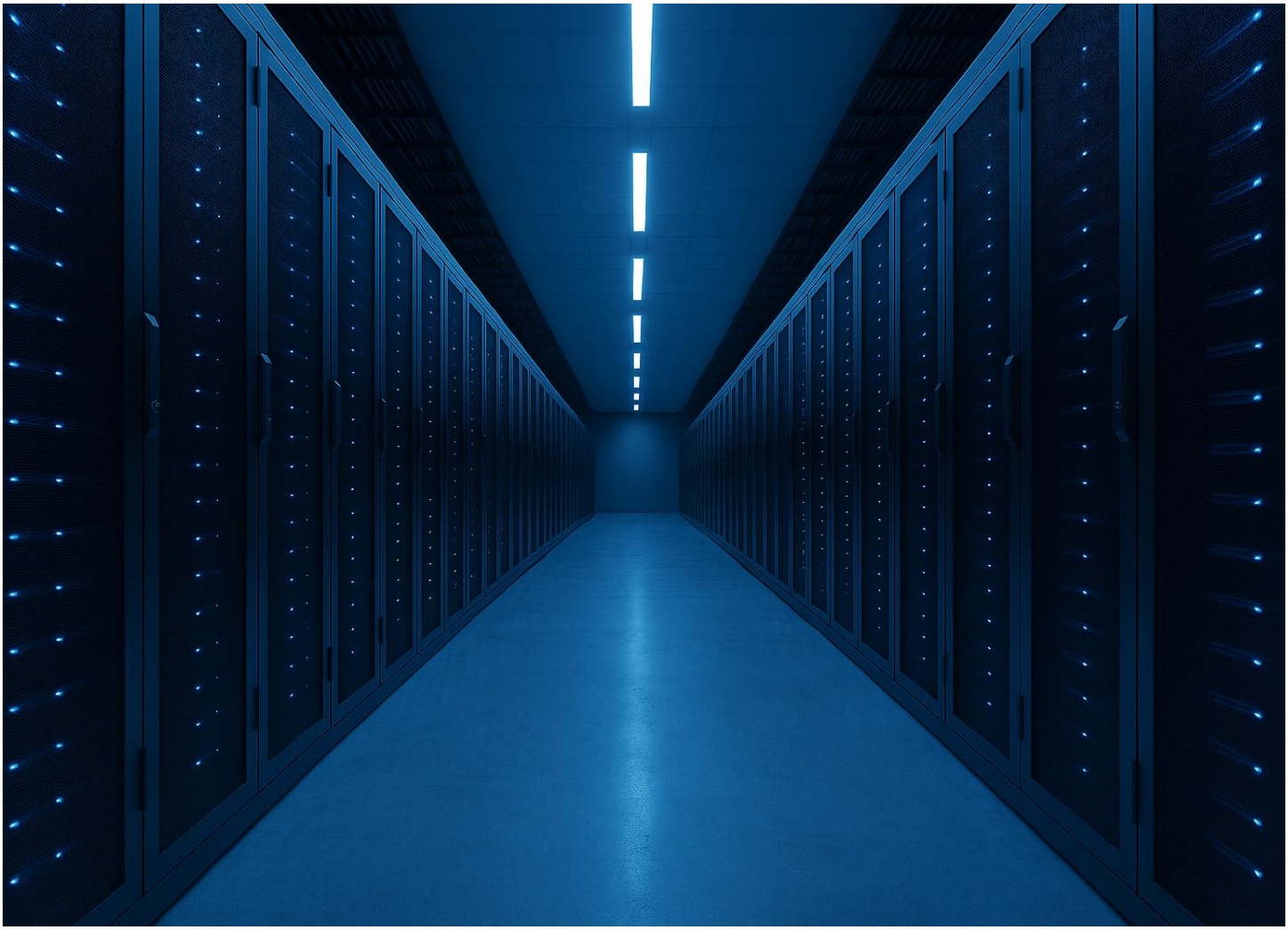

CONSTRUCTION ENVIRONMENTAL
MANAGEMENT AND LOGISTICS PLAN
Phase 1 (LON6 Data Centre & Innovation Hub)

Hayes Digital Park
Hayes Bridge Retail Park and Heathrow Interchange, Uxbridge Road, Hayes, UB4

Prepared in discharge of Condition 16 & 46 of Planning Permission Ref. 78343/APP/2025/719
London Borough of Hillingdon dated 20 May 2026.

Document Reference:	*HDP-LON6-CEMP-002*
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1. Introduction

This Construction Environmental Management and Logistics Plan (CEMP) has been prepared by Collen Construction on behalf of Colt Data Centre Services ("the Applicant") in support of the discharge of Condition 16 & 46 attached to Planning Permission 78343/APP/2025/719, granted by the London Borough of Hillingdon (LBH) on 20 May 2026 for the redevelopment of Hayes Bridge Retail Park and Heathrow Interchange, Uxbridge Road, Hayes ("the Site"), to deliver a data centre campus known as Hayes Digital Park (HDP).

The permission is a hybrid application comprising full planning permission for Phase 1 (a data centre building known as LON6 and Innovation Hub, together with associated energy, power and water infrastructure, site access and internal roads, security fencing, and hard and soft landscaping) and outline planning permission for Phases 2–4 (centre buildings LON7 and LON8). This CEMP relates specifically to the construction of Phase 1 (LON6), Innovation Hub and the associated enabling infrastructure.

This document develops and supersedes, for Phase 1 purposes, the principles set out in the Outline Construction Management Plan (OCMP) (Ref. LONUX-ARUP-PL-XX-RP-Z-00001, Rev. P01, dated 14 March 2025) submitted with the planning application and secured under Condition 6 (Compliance with Documentation). It provides the level of site-specific detail required to discharge Condition 16 prior to the commencement of Phase 1 development. Site Logistics Drawings and Photographs.

The drawings and photographs below illustrate the site layout, logistics arrangements, access points, wheel wash facilities, and traffic management measures for Phase 1 (LON6) construction at Hayes Digital Park. These support the measures set out in Sections 5 and 9 of this CEMP.

Condition 16 & 46
Prior to the commencement of Phase 1 development, a Construction Environmental Management and Logistics Plan for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). This plan shall detail:

i. The phasing of the works.
ii.The hours of work.
iii.On-site plant and equipment.
iv.Measures to mitigate noise and vibration.
v.Measures to mitigate impact on air quality.
vi.Waste management.
vii.Site transportation and traffic management, including:
(a)HGV Routing enforcement.
(b) Signage
(c) Vehicle types and sizes.
(d) Hours of arrivals and departures of staff and deliveries (avoiding peaks).
(e) Frequency of visits.
(f) Parking of site operative vehicles.
(g) On-site loading/unloading and wheel washing arrangements
(h) Use of an onsite banksman (if applicable)

Use of consolidation centres to reduce HGV movements.
(j) Achieve FORS Gold standard and 5* Direct Vision Standard.
(k) Encourage use of active travel.
viii. The arrangement for monitoring and responding to complaints relating to demolition and construction.
ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting).
x. Measures to avoid and mitigate impacts to the Yeading Brook Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document).

It shall cover the entirety of the application site and any adjoining land which will be used during the construction period.

It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The Phase 1 construction works shall be carried out in strict accordance with the approved. plan.

This document should be read in conjunction with:

Documents stored on the LBH planning portal London Borough of Hillingdon - Planning

Decision Notice and Schedule of Conditions, Ref. 78343/APP/2025/719 (20 May 2026).

Outline Construction Management Plan, Ref. LONUX-ARUP-PL-XX-RP-Z-00001, Rev. P01 (14 March 2025).

Demolition and Enabling Works Plan (Ridge, January 2025).

Noise Impact Assessment, Ref. LONUX-CDL-ZZ-XX-RP-Z-00005, Rev. P01 (14 March 2025), and Technical Note Ref. LONUX-CDL-PL-XX-TI-YA-00001.

Air Quality Appendix, Ref. LONUX-CDL-ZZ-XX-RP-Z-00001, Rev. P01 (14 March 2025).

Ecological Appraisal (February 2025) and Biodiversity Net Gain Assessment (March 2025). Arboriculture Impact Assessment, Ref. 12157_AIA.002 Rev A, and Tree Constraints Plan/Tree Schedule.

Delivery, Servicing and Waste Management Plan, Ref. LONUX-ARUP-PL-XX-RP-Z-00003, Rev. P01.

Framework Travel Plan, Ref. LONUX-ARUP-PL-XX-RP-Z-00004, Rev. P01.

Transport Assessment, Ref. LONUX-ARUP-PL-XX-RP-Z-00005, Rev. P02.

Technical Safeguarding Assessment (Ref. CL-6159-RPT-002) and OLS Safeguarding Assessment (Ref. CL-6159-RPT-003).

Circular Economy Statement, Rev. 2 (March 2025).

Drainage Strategy, Ref. LONUX-ARUP-SW-LP-RP-C-52001, Rev. P01, and associated SuDS Pro-forma.

1 Brief description

LON 06 is a 6-story data centre and an innovation hub located to the east of the Brook Industrial Estate in the London borough of Hillingdon.
The site itself comprises of Hayes Bridge Retail Park and other industrial buildings with various uses.

A Metro Bank is located on the northeastern edge and will be unaffected by the development.

The site location is shown in Figure 1. This shows the proximity of the site to Uxbridge Road which will be the main vehicular route to the site.

Yeading Brook bounds the east of the site, and the west is bounded by various other Brook Industrial Estate buildings.



LON 06 site boundary including LON 07 area for site set up.

The main access (entrance/exit) gate for all vehicular traffic including sign in, and visitors will be via the north of the site, from Uxbridge Road.

Site access gates will be clearly labelled to allow deliveries to be drawn to site at the correct point.



Site access pushed forward so vehicles do not block Metro Bank entrance.

Special consideration will be given to the Metro Bank in relation to vehicles arriving to site so that access will be unaffected by construction deliveries and operations.

Collen recognises the need to re position the existing entrance south so that a vehicle checking in does not obstruct the entrance to the bank.

All deliveries will be allocated a pre-determined arrival time to ensure that there is no queue onto the public highway, or disruption to road users.

2. Purpose and Objectives

The purpose of this CEMP is to set out the environmental management framework, control measures and logistics arrangements that will be implemented by Collen Construction throughout the construction of Phase of the project.

Collen shall:

- safeguard the amenity of neighbouring residents, schools, businesses and other sensitive receptors surrounding the Site.
- Protect local air quality, given the Site's location within an Air Quality Focus Area and Air Quality Management Area.
- Minimise noise, vibration, dust and other nuisance arising from demolition, enabling and construction activities.
- Ensure the safe, efficient and sustainable movement of construction traffic to and from the Site and protect the safety of vulnerable road users.
- Protect controlled waters, biodiversity and the adjacent Yeading Brook Site of Importance for Nature Conservation (SINC).

- Safeguard aviation and air-traffic interests in consultation with the Ministry of Defence and Heathrow Airport Safeguarding, given the Site's proximity to RAF Northolt and Heathrow Airport.

- Provide a clear, auditable framework for monitoring, complaints-handling and continuous improvement throughout the construction programme.

Cross-Reference to Condition 16 Requirements

Ref.	Condition 16 Requirement	CEMP Section
(i)	Phasing of the works	Section 3
(ii)	Hours of work	Section 4
(iii)	On-site plant and equipment	Section 5
(iv)	Noise and vibration mitigation	Section 6
(v)	Air quality mitigation	Section 7
(vi)	Waste management	Section 8
(vii)	Site transportation and traffic management (a–k)	Section 9
(viii)	Complaints monitoring and response	Section 10
(ix)	Cranes and tall equipment, including obstacle lighting	Section 11
(x)	Yeading Brook SINC – avoidance and mitigation	Section 12
(a)	HGV Routing	Section 13
(b)	Signage	Section 13
(c)	Vehicle types and sizes	Section 5
(d)	Hours of arrivals and departures	Section 13
(e)	Frequency of visits	Section 13
(f)	Parking of site operative vehicles	Section 9
(g)	On site loading	Section 9
(h)	Use of banks person	Section 9
(j)	FORS	Section 5
(k)	Active travel encouragement	Section 14
viii	Complaints	Section 10
ix	Cranes	Section 11
x	Impact on yeading Brook	Section 19

Ref.	Condition 16 Requirement	CEMP Section

Roles, Responsibilities and Policy Framework

Key Project Parties

Role	Organisation	Responsibility
Applicant / Developer	Colt Data Centre Services	Overall accountability for compliance with planning conditions
Main Contractor	Collen Construction	Implementation of this CEMP. day-to-day management of construction works
Principal Designer	[To be confirmed]	CDM 2015 design risk management
Environmental & Sustainability Manager	Collen Construction	Implementation and monitoring of environmental controls. liaison with LBH
Site/Project Manager	Collen Construction	Day-to-day site supervision and compliance
Considerate Constructors / Community Liaison Officer	Collen Construction	Community Liaison Group. complaints management
Local Planning Authority	London Borough of Hillingdon	Approval and monitoring of CEMP compliance
Statutory/Safeguarding Consultees	Ministry of Defence (DIO Safeguarding). Heathrow Airport Safeguarding. National Air Traffic Services	Consultation on cranes, tall plant and obstacle lighting

3. Programme and Phasing

The construction works will be undertaken in a logical sequence to minimise environmental and logistical impacts.

The development will be delivered in a series of structured construction stages, beginning with site preparation and enabling works. This initial phase will include site clearance, the establishment of construction compounds, provision of temporary drainage, and the formation of a suitable piling platform.

Following completion of enabling works, the project will progress to foundation construction, commencing with piling operations. CFA piling is the preferred method currently.
There are sensitive receptors in the area it is felt that this is the best approach for the below ground works.

Upon completion and validation of the piling works, construction will advance to the substructure phase. This will include the formation of pile caps, ground beams, and foundation slabs, establishing the base upon which the superstructure will be constructed.

Coordination with below-ground services, including ducting and drainage infrastructure, will be undertaken during this stage where able.

The superstructure phase will follow, comprising the erection of the main steel frame building, envelope, and roof structure.

This will be succeeded by internal fit-out works, installation of mechanical and electrical systems, and the integration of specialist data centre infrastructure.

Throughout all stages of construction, appropriate mitigation measures will be implemented to manage environmental impacts, including noise, vibration (particularly during piling), dust, and traffic. Construction activities will be carried out in accordance with approved method statements. Please refer to the environmental management plan for these controls.

4. Hours of Work

Standard Working Hours

Standard construction working hours, including for noisy operations such as demolition, piling, excavation and earthworks, will be limited to:

Day	Permitted Hours
Monday – Friday	07:30 – 18:00
Saturday	08:00 – 13:00
Sunday and Bank/Public Holidays	No working

These hours align with the Control of Pollution Act 1974 (Section 61) and BS 5228. Site establishment activities of a low-noise nature (e.g. office/welfare set-up, deliveries within the hoarding line) may be undertaken slightly outside of these hours where agreed in advance with LBH. this will not include any plant operation audible beyond the site boundary.

Out-of-Hours Working

Where working outside the hours is unavoidable – for example for abnormal load deliveries, mobile crane lifts requiring road closures, continuous concrete pours, or emergency works – Collen will:

- Submit a written request to LBH in advance, including the nature, duration, noise/vibration impact and justification for the out-of-hours activity.
- Obtain the Council's written agreement (and, where required, a Section 61 consent under the Control of Pollution Act 1974, including agreed noise and vibration limits) prior to undertaking the works.
- Notify affected residents, businesses and other sensitive receptors in advance, including the reason for the work, anticipated impact, and expected start/finish times.

- Restrict out-of-hours/emergency works to the minimum duration necessary.

Generator Testing Hours.

- Although generator testing forms part of the operational phase rather than construction, where commissioning of backup generators occurs during the construction/fit-out period, this will be carried out only Monday to Friday between 08:00 and 20:00, consistent with Condition 12 of the planning permission, and will avoid AM and PM highway peak periods where practicable.

5. On-Site Plant and Equipment

Anticipated Plant Schedule

The principal categories of plant anticipated during Phase 1 construction are set out below. A live, detailed plant schedule (make, model, net power and emissions standard) will be maintained by Collen and provided to LBH prior to mobilisation of each stage.

Construction Stage	Typical Plant
Site set-up / enabling	Excavators, dumpers, mobile cranes, hoarding installation rigs, bowsers/water tankers, generators (temporary site power)
Groundworks / substructure	360° excavators, piling rig (if required), compaction plant, concrete pumps, muck-away wagons (3–4 axle)
Superstructure	Mobile and luffing-jib tower cranes, concrete pumps (tower/long-arm), telehandlers, MEWPs
Envelope / cladding	Mobile cranes, MEWPs, hoists
MEP / fit-out	Telehandlers, scissor lifts, hand tools, welfare/site generators
General	Site dumpers, road sweepers/water-assisted sweepers, wheel-wash units, compressors

Prior to commencement, A project-specific Plant and Equipment Management Strategy will be in place to ensure that all machinery and equipment utilised during the construction phase will be managed in a safe, efficient, and fully compliant manner, minimising impacts on the surrounding environment, local community, and site operations.

The project's enabling works and muck-away phase will utilise a combination of excavators, dumpers, and tipper wagons. From the outset, a controlled and coordinated plant management system will be implemented to facilitate ground stripping, bulk excavation, and the efficient removal of excavated material off-site.

Concurrently, formation levels will be established, trimmed, and compacted to meet design requirements.

Following this, the project will progress into the piling phase. This will involve specialist piling rigs, Continuous Flight Auger (CFA) supported by mobile cranes, telehandlers, and concrete pumps.

These resources will enable the safe and efficient installation of deep foundations while managing arising spoil and maintaining productivity.

Upon completion of piling works, the focus will shift to the substructure concrete phase. This includes the construction of pile caps, ground beams, and slabs. Excavators will be used for localized excavation, while cranes and telehandlers will support the handling and placement of reinforcement and formwork. A high volume of concrete pumps and delivery wagons will be required to facilitate continuous pours and maintain programme efficiency.

Once the substructure is complete, the project will transition to the structural steel frame phase. Mobile cranes will be deployed for the erection of the steel frame, while telehandlers will manage on-site material distribution. Mobile Elevating Work Platforms (MEWPs) will be utilised to provide safe access for steel erectors and bolting crews during installation activities.

Finally, finishing operations will include the use of specialist equipment such as power floats to achieve the specified surface flatness and finish tolerances for concrete slabs.

The objectives of the plant management strategy are to:

- Ensure availability of the right equipment for the project and the environment.
- Maximise productivity and utilisation.
- Minimise downtime and cost.
- Maintain health, safety, and environmental compliance.

The plant schedule will be developed in line with the construction programme and will identify.

- Type of plant required (e.g., cranes, excavators, dumpers,)
- Quantity and duration
- Site constraints (space, access, ground conditions)
- The controlling document for compliance will be used.

Phase	Plant
Enabling & Muck Away	Excavators (3-20T)
Enabling & Muck Away	Dumpers (3-40T)
Enabling & Muck Away	Dump trucks / Tippers /Hauler

Enabling & Muck Away	Rollers / Compactors (2-10T)
Enabling & Muck Away	Water Bowser
Piling Works	CFA / Rotary Piling Rigs
Piling Works	Cranes (20-100T)
Piling Works	Concrete Pumps
Piling Works	Excavators (3-30T)
Piling Works	Telehandlers (12-18m)
Piling Works	Dump trucks / Tippers
Concrete Works	Excavators (3-20T)
Concrete Works	Concrete Pumps (Boom & Static)
Concrete Works	Concrete Wagons
Concrete Works	Telehandlers (12-18T)
Concrete Works	Cranes (20-100T)
Concrete Works	Formwork Systems
Concrete Works	Power Floats / Ride-on Trowels
Concrete Works	Screed Pumps
Concrete Works	Vibrators
Steel Structure	Mobile Cranes
Steel Structure	Telehandlers
Steel Structure	MEWPs (Boom / Scissor lifts)
Equipment Installation	Mobile Cranes (small 25-300T)
Equipment Installation	Forklifts
Equipment Installation	Telehandlers
Equipment Installation	MEWPs (Scissor & Boom lifts)
Equipment Installation	Skates & Machinery Moving Systems
Equipment Installation	Gantry Cranes / Hoists
Equipment Installation	Hiab Trucks

The following measures will be established prior to and maintained from the start of the construction phase:

- All plant and equipment brought to site will be appropriate for the scale and nature of the works.
- We will endeavour, where reasonably practicable and applicable to the works, comply with the requirements and standards of FORS Gold, NPORS, CLOCS and DVS.

Plant and equipment will be selected and operated to achieve the highest reasonable standards of environmental performance, including the use of low-emission and low-noise equipment, while meeting project-specific operational needs.

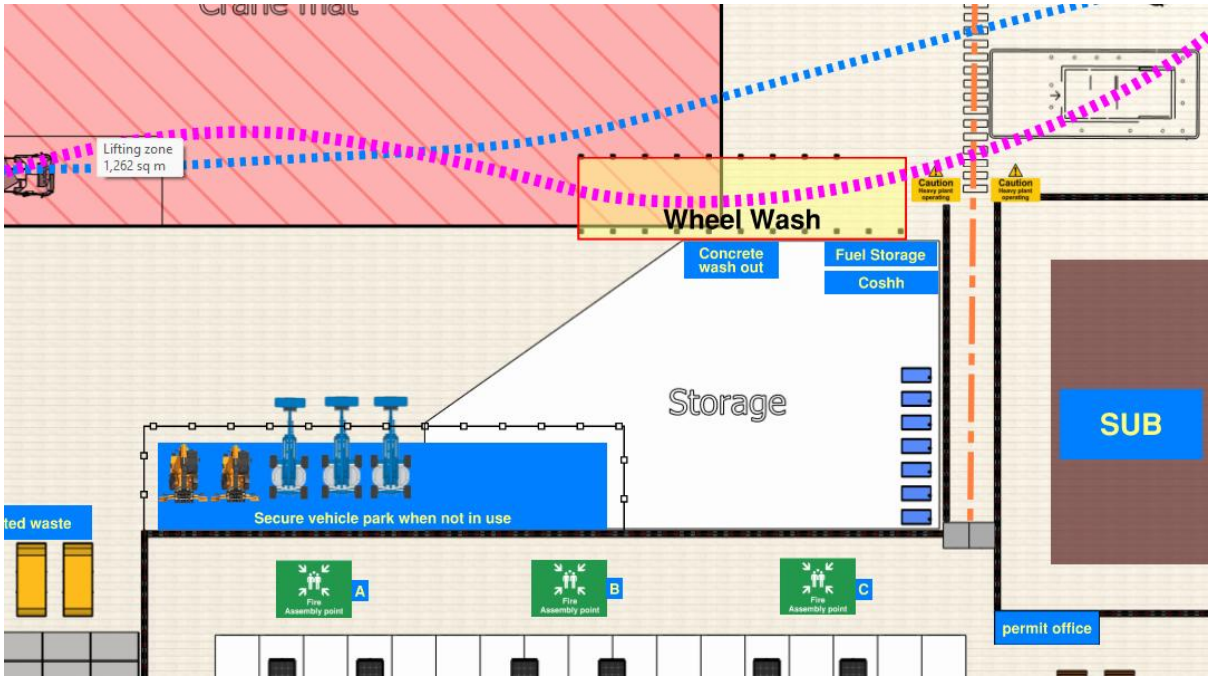
All plant will be subject to regular servicing, inspection, and certification in accordance with manufacturer recommendations and statutory requirements. Records will be maintained on site and made available for inspection as required. This will be managed by HammerTech.

Plant and equipment will be operated in a controlled manner to minimise impacts to the surrounding area. Measures will include:

- Avoidance of unnecessary idling
- Use of equipment only during permitted working hours
- Positioning of plant to reduce noise and emissions at sensitive boundaries
- Always operate plant and equipment in a controlled and safe manner.
- Ensure all drivers and operators are fully inducted before working on site.
- Use only trained and authorised personnel to operate machinery.
- Carry out regular maintenance and inspections on all plant and equipment.
- Minimise engine idling to reduce noise and emissions.
- Follow designated access routes and traffic management plans.
- Operate equipment only during approved working hours.
- Implement dust and noise control measures where required.
- Ensure proper storage and shutdown of equipment when not in use.
- Conduct regular safety checks and enforce compliance with site rules.
- Just-in-time delivery strategy

Noise and Vibration Management
The operation of plant will be planned and managed to minimise noise and vibration impacts. Where required, suitable mitigation measures (such as acoustic barriers or selection of quieter plant) will be implemented in line with environmental management requirements.

Fuel Storage and Handling
All fuels and oils will be stored in designated, secure, and bunded areas to prevent leakage or contamination. Refuelling activities will be undertaken in controlled conditions, with spill response procedures in place. see fuel storage area below.



Plant Movement and Site Safety
Movement of plant within the site will be carefully managed to ensure safe segregation from personnel and other operations.

Clearly defined routes, exclusion zones, and signage will be established to always maintain safe working conditions. Please refer to the appended logistics plan for zones and routing. The working traffic management plan will be updated in accordance with the programme so that it is always current.

Emissions and Environmental Protection
Plant will be operated and maintained to minimise emissions to air and prevent environmental pollution. Any defective equipment identified will be removed from service until repaired.

Contingency and Incident Response
Procedures will be in place to respond to any equipment-related incidents, including breakdowns, leaks, or exceedances of environmental thresholds, ensuring prompt corrective action.

The Plant and Equipment Management Strategy form a key part of the project's overall environmental and operational intent, ensuring that impacts are minimised from the outset.

A responsible site representative (on site) will be appointed prior to commencement, with responsibility for overseeing all plant and equipment operations.

Ongoing monitoring, inspections, and record-keeping will ensure continued compliance with the approved strategy using HammerTech as the recording tool.

Through this proactive and controlled approach, LON06 will ensure that all plant and equipment are managed safely, efficiently, and in full compliance with planning and environmental requirements.

Statement of Intent – Non-Road Mobile Machinery (NRMM) Compliance

Collen is committed to achieving compliance with all applicable Non-Road Mobile Machinery (NRMM) requirements and will implement all necessary controls so far as is reasonably practicable to ensure that emissions, environmental impact, and regulatory obligations are effectively managed.

All plant and equipment deployed on our projects will, so far as is reasonably practicable, meet the required emissions standards (including EU Stage IV / Stage V where applicable) in accordance with project specifications and local authority requirements.

Where fully compliant equipment is not reasonably available, we will assess alternative mitigation measures, including retrofit solutions, substitution, or operational controls, to minimise environmental impact.

Our approach is based on the principle of applying all reasonably practicable measures to achieve compliance, balancing technical feasibility, availability of equipment, and proportionality of effort against environmental benefit.

Through this commitment, we aim to support compliant, responsible, and sustainable project delivery in line with industry standards and regulatory expectations.

Non-Road Mobile Machinery (NRMM)

In accordance with Condition 14 of the planning permission, all Non-Road Mobile Machinery (NRMM) with a net power between 37kW and 560kW used during demolition, site preparation and construction will comply with the emission standards set out in Chapter 7 of the GLA's 'Control of Dust and Emissions During Construction and Demolition' SPG (July 2014), or any successor guidance.

No non-compliant NRMM will be brought on to, or retained on, Site (whether in use or not) without the prior written consent of LBH.

Collen will register and maintain an up-to-date inventory of all NRMM used on Site on the Greater London Authority's online register at nrmm. London, in accordance with the Condition, and will retain dated photographic evidence of emission compliance plates/labelling for each machine for inspection by LBH on request.

Plant Selection and Maintenance Principles

All plant will be selected to the lowest practicable emissions and noise specification reasonably available for the task.

Plant will be regularly serviced and maintained in accordance with manufacturers' recommendations, with maintenance records retained on site.

Plant will not be left running when not in use ('no idling' policy), including during loading/unloading and waiting periods.

Plant will be fitted with white-noise ('quack') reversing alarms in preference to conventional tonal alarms, where compatible with health and safety requirements and site-specific risk assessment.

Electrically powered plant and battery/hybrid alternatives will be encouraged in preference to diesel plant wherever practicable, and the feasibility of mains-connected site. Accommodation/welfare units (rather than diesel generators) will be reviewed at each stage. Temporary site generators, where used, will be low emission, bunded, and located away from sensitive receptors and surface water features.

HVO will be utilised in plant and machinery on site where applicable.

6. Measures to Mitigate Noise and Vibration

Context
The Noise Impact Assessment (Ref. LONUX-CDL-ZZ-XX-RP-Z-00005, Rev. P01, dated 14 March 2025) and the associated Technical Note (Ref. LONUX-CDL-PL-XX-TI-YA-00001) identify sensitive noise receptors surrounding the Site, including residential properties accessed from Delamere Road and Bankside, Blair Peach Primary School, Guru Nanak Sikh Academy/Nanaksar Primary School, Hayes & Yeading United Football Club, and commercial/residential properties along The Broadway.

While the operational noise limits under Condition 10 of the permission apply to the completed development, the same sensitive receptors inform the construction-phase noise and vibration controls below.

General Mitigation Measures
Construction noise and vibration will be controlled using best practicable means in accordance with BS 5228-1:2009+A1:2014 (noise) and BS 5228-2:2009+A1:2014 (vibration), including:

Selection of ‘quiet’ plant and methods of working (e.g. preference for bored/screwed piling over impact piling where ground conditions allow. hydraulic breakers fitted with silencers/acoustic shrouds).

Switching off plant and equipment when not in use, rather than leaving it idling.
Siting of static plant (generators, compressors, concrete pumps) as far as practicable from noise-sensitive receptors, with acoustic screening/enclosures where required.

Use of the 3.0m high, plywood-faced, timber-framed perimeter hoarding (minimum surface density 7kg/m²) for general noise attenuation, supplemented by acoustic hoarding panels at locations where noisy activities are in closest proximity to sensitive receptors, as agreed with LBH.

Restriction of reversing alarms, radios and personal audio devices, and replacement of audible alarms/beepers with quieter alternatives where safe to do so.

Use of attenuated, low-vibration plant for breaking, compaction and piling activities. selection of vibration-free techniques (e.g. pressed/jacked sheet piling, rotary bored piling) in preference to impact/vibratory methods within proximity of sensitive structures and receptors, subject to ground conditions.

Restriction of noisy and high-vibration activities to the standard working hours set out in Section 4.

Phased and routed delivery scheduling (Section 9) to minimise vehicle movements and associated road/reversing noise.

Adherence to the requirements of the Construction (Design and Management) Regulations 2015 and the Control of Noise at Work Regulations 2005 and Control of Vibration at Work Regulations 2005 for the protection of the workforce.

Noise and Vibration Monitoring

Collen will implement an environmental noise and vibration monitoring programme comprising of.

Baseline monitoring at agreed locations prior to commencement of works, where practicable.

We will carry out periodic monitoring at representative receptor locations during high-risk activities (e.g. piling, breaking, crane erection

A defined escalation procedure will be in place where trigger levels are approached or exceeded.

A monitoring log will be available on request, with recorded results, exceedances (if any) and remedial actions taken.

Effective coordination and time management of construction operations is essential in avoiding noise and vibration nuisance to surrounding areas. Early and helpful communications with the surrounding receptors will assist in reducing the potential for, and in managing, any complaints arising during the demolition, piling, substructure, and construction works of LON6.

A formal notification letter will be issued by the Principal Contractor to all nearby residents and sensitive receptors at least 14 days prior to any works commencing on site.

Contractors will carry out works in strict accordance with Best Practicable Means (BPM) as stipulated in the Control of Pollution Act 1974.

Contractors will carry out works in accordance with GLA's 'Control of Dust and Emissions during Construction and Demolition' SPG (July 2014) and the IAQM Construction Guidance 2024".

A full explanation of measures to control construction noise will be incorporated within the Construction phase plan and the Environmental Management plan within all subsequent demolition and construction method statements being referenced in those documents.

The proposals about general noise and vibration mitigation will be implemented in accordance with BPM as specified in BS 5228-1:2009+A1:2014 (Noise) and BS 5228-2:2009+A1:2014 (Vibration), comprising the following measures:

- **Community Communication:** Maintaining proactive, clear communication with adjacent residents, particularly prior to and during phases of high vibration (primarily the piling stages).
- **Plant Selection:** Using silenced plant and equipment. All plant specifications will be reviewed prior to mobilization to ensure they are the quietest available models suitable for the required purpose.
- **Engine Management:** Avoiding unnecessary revving of engines and ensuring all equipment is switched off when not actively required. Plant will operate at low speeds and incorporate automatic low-speed idling where available.
- **Equipment Power Source:** Selecting electrically driven equipment in preference to internal combustion engines, hydraulic power in preference to pneumatic, and wheeled plant in lieu of tracked plant, where site conditions permit.
- **Acoustic Enclosures:** Fitting acoustic enclosures to suppress noisy static equipment. Acoustic covers and panels on engines, including compressors, must remain fully closed during operation and idling.
- **Screening:** Deploying temporary localized acoustic screening or enclosures around static noisy plant to reduce boundary noise emissions.
- **Site Logistics:** Keeping internal haul routes well-maintained and avoiding steep gradients that cause vehicle engines to labour.
- **Impact Noise Reduction:** Installing rubber linings in material chutes, skip interiors, and dumper beds to damp impact noise.
- **Material Handling:** Minimizing the drop height of materials; all materials must be lowered carefully rather than dropped.
- **Site Discipline:** Prohibiting unnecessary noise on site, such as shouting, whistling, and the slamming of vehicle doors or tailgates.
- **Sequential Start-Up:** Starting heavy plant and vehicles sequentially rather than all together to prevent sudden cumulative noise spikes.
- **Positioning of Plant:** Locating static plant away from noise-sensitive boundaries. Loading and unloading activities will not be carried out immediately adjacent to sensitive receptors.
- **Rigorous Maintenance:** Ensuring regular and effective maintenance of all machinery by trained personnel. This includes replacing blown silencers, keeping saws sharpened with set teeth, replacing worn bearings, and ensuring proper balancing of rotating parts to eliminate vibration. Moving parts on conveyor rollers, trolleys, and other machines will be kept fully lubricated to eliminate friction noise.
- **Certification Standards:** Ensuring all plant is certified to meet the standards of the UK Noise Emission in the Environment by Equipment for use Outdoors Regulations 2001 (as amended).
- **Contractor Training:** Undertaking mandatory environmental awareness training regarding BS 5228 (Parts 1 and 2) for all site personnel as a prerequisite of their appointment.

Where required for specific high-risk operations, a Section 61 Prior Consent application under the Control of Pollution Act 1974 will be submitted to LBH in advance, setting out proposed working methods, plant, and predicted noise/vibration levels.

Actions for Environmental Noise Management			
Objective	To appropriately manage noise during construction activities to minimise impact to workers, neighbours, and community members		
Actions	**Requirements**	**Responsible**	**Timing**

Performance Indicators	Reschedule particularly noisy operations to a more favourable time as far as is reasonably practicable	Project Manager	Throughout construction work
	Erect sound baffle screens where practical	Project Manager	When required
	Avoid leaving machinery running while not in use	Plant operators	Throughout construction work
	Ensure that plant and equipment are well maintained and in good working order	Project Manager	Throughout construction work
	Monitor complaints regarding noise from workers /neighbours / community members	Project Manager	Throughout construction work
Monitoring	Noise monitoring review	Project Manager	Throughout construction work
Reporting	Complaints	All staff	Throughout construction works
	Report to Site Manager	All staff	Throughout construction work
	Environmental incident reporting	All Staff	Throughout construction work
Corrective Actions	Review procedures and make changes were required	Project Manager	Throughout construction work

7. Hazardous Chemical Management

The use of chemical products—including sealants, adhesives, glues, epoxy resins, solvent-based paints, isocyanate-based foams or paints, mineral oils, and cement-based products—is a routine part of our daily construction operations. If these substances are not managed, stored, and used safely, they pose a significant risk to both site personnel and the surrounding environment. The potential for a hazardous substance to cause harm depends on its intrinsic toxicity, the exposure pathways, and the duration and frequency of exposure to users or the environment.

Loss of containment and the uncontrolled release of hazardous substances can directly or indirectly impact sensitive environmental receptors. These include surface watercourses, groundwater resources, soils, air quality, wildlife, and ecological habitats. Nominally non-hazardous substances, such as water-soluble cleaners, suspended solids from clean soil, or sand, can also act as severe environmental pollutants if they are allowed to enter watercourses or drainage systems.

In accordance with internal procedure CCL-E-PR-007 (Handling Hazardous Chemicals), the following mandatory control measures must be strictly implemented on site:

Labelling and Identification: All hazardous chemical containers must be properly labelled. Labels must come from factory or clearly state the name of the substance, its concentration, and the correct hazard pictograms in accordance with the UK CLP Regulation.

Safety Data Sheets (SDS): Every hazardous chemical on site must be accompanied by its specific, up-to-date Safety Data Sheet (SDS). All SDS documents must be kept readily accessible on-site for emergency reference.

COSHH Register and Inventory: All hazardous chemicals must be registered and inventoried. This project-specific register must be reviewed and updated bi weekly by the Health & Safety (H&S) Officer, and it must include all hazardous chemicals introduced to the site by subcontractors.

SDS Compliance: All chemicals must be handled, applied, and disposed of in strict accordance with the instructions and exposure controls detailed within their respective SDS.

Original Packaging: Products must be retained in their original, labelled packaging unless the containers are damaged or non-resealable, in which case they must be transferred to compatible, clearly labelled secondary containers.

Designated Storage Areas: All hazardous chemicals must be stored within specifically designated, bunded, clearly signposted, and secure areas.

Environmental Protection in Storage: Chemical storage areas must be protected from direct sunlight, wind, and rain. Storage configurations must prevent the mixing of chemically incompatible substances.

Bunded Containment (Storage): All hazardous substances must be stored within a dedicated, chemically resistant bunded area. The bund must provide a containment capacity of at least 110% of the volume of the largest single container stored within it, or 25% of the total aggregate volume of all containers stored, whichever is greater.

Physical Separation of Incompatibles: Sufficient spatial separation, containment curbs, or physical firewalls must be provided between incompatible chemicals. Incompatible containers must not share a common bunded area; they must be physically segregated to prevent dangerous chemical reactions in the event of an accidental simultaneous release.

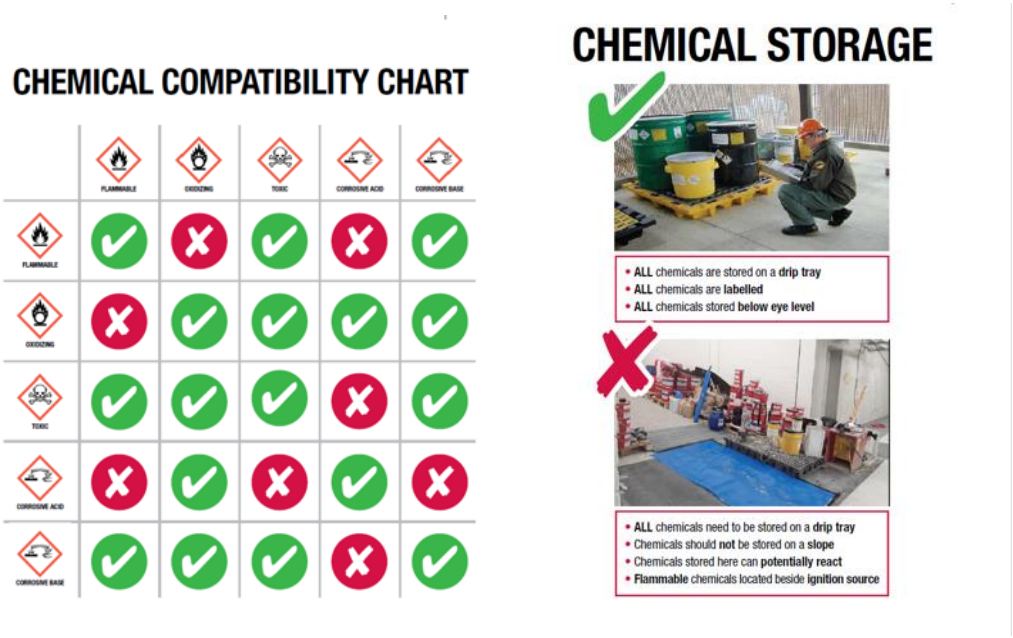
Personal Protective Equipment (PPE): Appropriate PPE, as specified in the relevant SDS and COSHH assessments, must be provided to and worn by all workers handling hazardous substances.

Bunded Containment (Usage): When being mixed or used on site, chemicals must be kept within portable, chemically resistant bunds or drip trays providing a minimum of 110% containment capacity of the active product volume.

Empty Container Disposal: All empty hazardous chemical containers must be treated as hazardous waste and disposed of via authorized waste routes. They must never be mixed with general municipal or non-hazardous construction waste.

Dedicated Waste Storage: A centralized, secure, and dedicated hazardous waste storage area must be established. This area must be designed and managed to facilitate safe handling, segregation, and storage of all generated hazardous chemical waste, preventing any accidental releases to air, soil, or water systems.

Emergency Response Equipment: Fully stocked spill kits and fire-fighting equipment, appropriate to the types of chemicals stored, must be positioned immediately adjacent to storage and handling areas. These emergency stations must be kept clear of obstructions and highlighted with highly visible signage.



8. Measures to Mitigate Impact on Air Quality and Watercourse

Context

The Site lies within an Air Quality Focus Area and an Air Quality Management Area, near sensitive receptors including residential properties and schools and Yeading Brook.

Construction-phase air quality and dust mitigation measures are accordingly a priority and are designed in accordance with the GLA's 'Control of Dust and Emissions during Construction and Demolition' SPG (July 2014).

Dust Management Plan (DMP)

Collen will prepare and implement a stage-specific Dust Management Plan (DMP), risk-assessing dust-generating activities (e.g. demolition, earthworks, stockpiling, cutting/grinding, vehicle movements) and specifying tailored mitigation. Core measures will include.

Damping down of exposed surfaces, stockpiles and haul roads using fixed or mobile sprinkler systems or water bowsers during dry or windy conditions.

Covering all open-backed vehicles transporting potentially dust-generating or loose materials.

Limiting stockpile height to a maximum of 2m and minimising stockpile duration, with dust suppression (misting/hosing) applied to all stockpiles.

Use of cutting, grinding and sawing equipment fitted with on-tool water suppression or local exhaust ventilation/dust extraction, conducted within screened areas where practicable.

Switching off vehicle and plant engines when stationary and not in active use.

Installation of wheel-wash facilities at the site access/egress point with all vehicles inspected for cleanliness, netted and sheeted prior to leaving Site.

Use of water-assisted road sweeping of the surrounding public highway as required, with the frequency and timing agreed with LBH to avoid peak periods.

Hard-surfacing and regular damping of internal haul routes, with a maximum 10mph site speed limit signposted and enforced.

Monitoring

Collen will:

Establish dust monitoring stations at agreed locations on the site boundary.

Maintain a daily site inspection regime for dust monitoring

Record, investigate and respond to all dust and air quality complaints within the complaint's procedure set out in this document, including identification of cause, remedial action taken, and timescale, with records available upon request.

Liaise with other high-risk construction/demolition sites in the local area (where relevant) to co-ordinate activity and avoid cumulative dust and air quality impacts.

Air Quality Statement – Yeading Brook Sensitive Area.

As the construction site is located within proximity to Yeading Brook, a recognised environmentally sensitive area, air quality will be actively monitored throughout all construction activities to minimise potential impacts.

Site management will regularly review the effectiveness of these controls, particularly during periods of adverse weather or high-risk construction activities.

Through the implementation of these mitigation measures, the project aims to prevent significant deterioration in local air quality and protect the sensitive environment associated with Yeading Brook.

Vehicle and Plant Emissions

In addition to the NRMM controls in Section 5.2:

All HGVs and delivery vehicles will comply with current emissions standards and, where practicable, the Direct Vision Standard (see Section 9).

Vehicle routing will be managed to minimise queuing and idling on or near the public highway (Section 9).

The number of vehicle movements will be minimised through consolidated deliveries and just-in-time logistics (Section 9).

Any temporary diesel generators used for site power will be selected to the cleanest practicable specification and will be replaced by mains connection or battery/hybrid alternatives as soon as reasonably practicable following substation energisation.

Relationship to Operational Air Quality Conditions

Conditions 11–14 and 32–36 of the planning permission separately secure the operational emissions performance, fuel type, SCR technology, and emissions monitoring of the permanent backup generators.

Those matters will be addressed through dedicated submissions (the Emissions Monitoring Plan, Operating Regime, and related approvals) ahead of first occupation, and do not form part of this construction-phase CEMP, save that any testing or commissioning of generators occurring during the construction/fit-out period will be conducted in accordance with the hours set out in Section 4 and will not exceed the emission concentrations set out in the approved Air Quality Appendix (Ref. LONUX-CDL-ZZ-XX-RP-Z-00001).

Yeading Brook SINC – Avoidance and Mitigation Measures [Condition 16(x)

Context

The eastern boundary of the Site is formed by the Yeading Brook, a designated Site of Importance for Nature Conservation (SINC). The Ecological Appraisal (dated February 2025) and Biodiversity Net Gain Assessment (dated March 2025) identify the Brook corridor as a sensitive ecological receptor, supporting habitat value and a wildlife corridor function, including potential use by bats and other nocturnal species. The following measures will be implemented during Phase 1 construction to avoid and mitigate impacts on the Brook and its corridor, in addition to the wider obligations of the approved Biodiversity Gain Plan (Condition 28).

Avoidance and Buffer Measures

A demarcated exclusion buffer will be established and fenced along the Site boundary adjacent to the Yeading Brook prior to commencement of works, preventing unauthorised access, storage of materials/plant, or vehicle movements within the buffer.

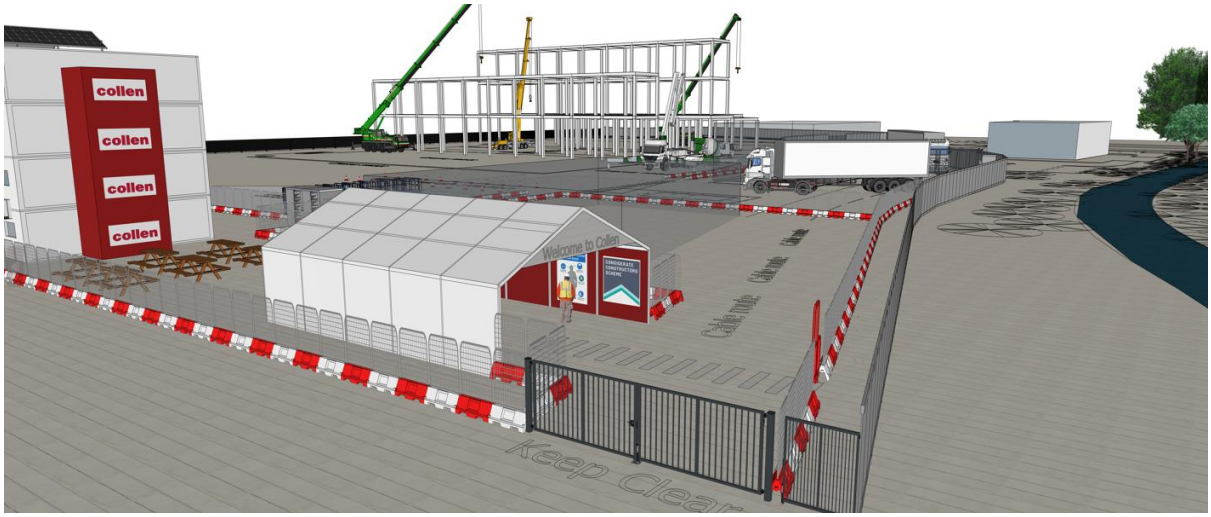
No stockpiling, refuelling, chemical/fuel storage, or washing down of plant or vehicles will take place within 10m of the top of the Brook bank (or such other buffer as agreed with the Council’s ecologist), other than at purpose-built, bunded and contained facilities.

Existing vegetation along the Brook corridor identified for retention will be protected in accordance with the Arboriculture Impact Assessment and Tree Protection Plan, with no incursion into root protection areas without written agreement.

Works will be timed, so far as practicable, to avoid sensitive periods for protected species (e.g. bird nesting season, bat activity periods), informed by the findings of the Ecological Appraisal and any pre-commencement update surveys.

A suitably qualified ecologist will be retained to provide a watching brief during any works in proximity to the Brook corridor and to advise on any unexpected ecological constraints encountered.

The site set up has been designed to be sensitive to Yeading Brook by moving main storage and set up to the west and creating the site access path to the East.



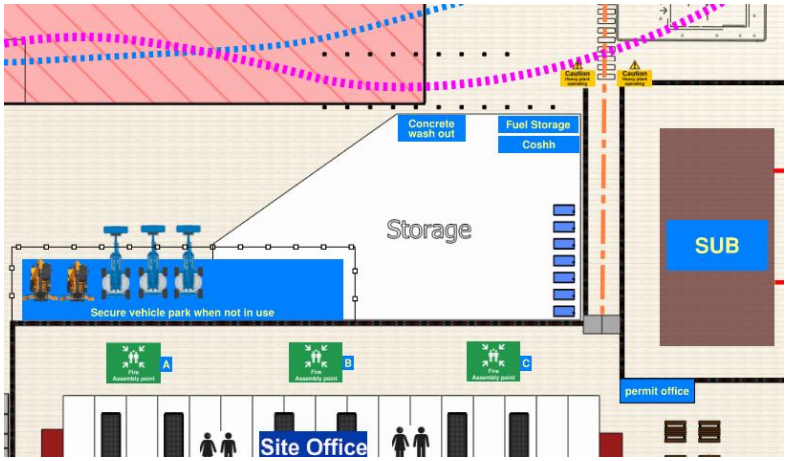
Footpath to site

Water Quality and Pollution Prevention

No direct discharge of surface water run-off, wash-down water, or sediment-laden water to the Yeading Brook will be permitted. all site drainage will be directed through settlement ponds, silt traps or interceptors prior to any controlled discharge, in accordance with Environment Agency Pollution Prevention Guidance.

Silt fencing and/or straw bale filtration will be installed along the Brook-facing boundary during groundworks and earthworks to intercept any sediment-laden run-off.
All fuel, oil, and chemical storage will be bunded and located away from the Brook corridor, with spill kits readily available and staff trained in emergency spill response.

Concrete washout and similar construction process water will be contained and disposed of off-site by a licensed contractor. no washout will be permitted to soak away or discharge to ground or watercourse. Washout will be by the main storage area shown below.



Regular inspection of pollution control measures (bunds, silt fencing, interceptors) will be undertaken, particularly following heavy rainfall, with a maintenance log retained on Site.

Lighting
Temporary site and security lighting will be designed and directed to avoid spill towards the Yeading Brook corridor, consistent with the lighting principles secured under Condition 24 and the approved External Lighting Plan, in order to minimise disturbance to bats and other nocturnal species using the corridor.

Lighting will be directional, shielded, and limited to the minimum level required for safety and security.

Emergency Pollution Response
In the event of an accidental spill or discharge with the potential to affect the Yeading Brook, Collen will immediately implement the Emergency Spill Response Procedure (Section 8.2), notify the Environment Agency Pollution Hotline (0800 80 70 60) and LBH without delay, and record the incident, response and any remedial action in the Site Environmental Incident Log.

9. Waste Management

Site Waste Management Plan

Collen will implement a Site Waste Management Plan (SWMP) for Phase 1, applying the waste hierarchy (prevent, reduce, reuse, recycle, recover, dispose) and aligned with the principles of the approved Circular Economy Statement (Rev. 2, dated March 2025) and the GLA's Circular Economy Statement Guidance.

Key principles include:
Specifying materials with reduced/returnable packaging and requiring suppliers to take packaging waste back off-site where feasible.

Segregation of waste streams at source (e.g. timber, metal, plasterboard, packaging, general/inert) into clearly labelled skips, rotated regularly to avoid overspill.
Maximising on-site reuse of demolition arisings (e.g. crushed hardstanding as fill/piling mat) in accordance with Process Guidance Note 3/16 for Mobile Crushing and Screening (or successor guidance).

Maintaining records of waste types, quantities, carriers, and destinations (recycling, recovery or disposal) for reporting to the Applicant and, where required, the GLA Circular Economy post-construction monitoring report (Condition 42).

Prohibition of all incineration, bonfires and burning of waste materials on Site.
No mixing of hazardous waste streams (asbestos, batteries, solvents, oils, contaminated soils) with general/inert waste. hazardous waste removed by specialist, appropriately licensed contractors.

Batteries separated by type (automotive, industrial, portable) and disposed of via an Approved Battery Treatment Operator.

Food and consumable waste deposited in closed, vermin-proof bins and removed from Site at least weekly, given the Site's proximity to the Yeading Brook watercourse.
Sharps and any unexpected hazardous finds removed by specialist contractors under an agreed protocol.

8.2 Surface Water and Drainage During Construction.

No direct discharge of site water (including wheel-wash, dust suppression or stockpile run-off) to the public sewerage system or to Yeading Brook without prior treatment/interception **and, where required**, **Environment Agency/Thames Water consent.**

No work shall start until a full assessment of the storm water and foul network has been carried out and is controlled in line with the agreed discharge.

All fuel, oil and chemical storage will be bunded, sited away from surface water drains, gullies and the Yeading Brook corridor, with spill kits maintained on Site and staff trained in their use.

There will be an Emergency Spill Response Procedure maintained and practiced on Site, having regard to current Environment Agency pollution prevention guidance.

Collen will produce a map of all managed drainage ensuring regular checks are made ensuring that protective measures are intact.

10. Plant Movement and Site Safety

Movement of plant within the site will be carefully managed to ensure safe segregation from personnel and other operations.

Clearly defined routes, exclusion zones, and signage will be established to always maintain safe working conditions. Please refer to the appended logistics plan for zones and routing. The working traffic management plan will be updated in accordance with the programme so that it is current at all times.

Emissions and Environmental Protection
Plant will be operated and maintained to minimise emissions to air and prevent

environmental pollution. Any defective equipment identified will be removed from service until repaired.

Contingency and Incident Response
Procedures will be in place to respond to any equipment-related incidents, including breakdowns, leaks, or exceedances of environmental thresholds, ensuring prompt corrective action.

The Plant and Equipment Management Strategy form a key part of the project's overall environmental and operational intent, ensuring that impacts are minimised from the outset.

Complaints Monitoring and Response

Community Liaison Group (CLG)
Collen will establish and chair a Community Liaison Group prior to commencement of works, with a standing agenda covering construction programme updates, environmental performance (noise, dust, vibration), transport logistics, and security/emergency matters.

The CLG will meet quarterly, increasing to monthly during higher-impact stages, with minutes made available to attendees.

Public Information and Contact Details
Collen will display on the site hoarding, and otherwise make publicly available, up-to-date information on the construction programme and 24-hour contact details (telephone and, where practicable, email) for a nominated Community/Considerate Constructors representative, for use both within and outside of normal working hours.

Complaints Procedure
All complaints relating to demolition and construction activities will be managed through a formal, auditable procedure.

Receipt of all complaints (by telephone, email, or in person) will be logged immediately in a Complaints Register, recording date/time, complainant details (where provided), nature of complaint, and location/activity concerned.

Acknowledgement:

The complainant will be contacted to acknowledge receipt, normally within 24 hours (or immediately, for matters raising health and safety concerns).
Investigation: the Environmental & Sustainability Manager will investigate the cause of the complaint, including review of monitoring data, site logs and witness accounts as appropriate, normally within 48 hours of receipt.
Action: appropriate remedial measures will be identified and implemented without delay, with the timescale and nature of action recorded in the Register.

Response:

The complainant will be informed of the findings and any action taken.
Review: complaints data will be reviewed at each CLG meeting and reported to LBH, with trends used to inform updates to this CEMP and associated method statements.

The Complaints Register (including the substance of, and response to, each complaint) will be made available to LBH on request and within 48 hours of any such request, consistent with the Council's monitoring expectations under Condition 16(viii).

11. Cranes and Other Tall Construction Equipment [Condition 16(ix)]

Safeguarding Context
The Site lies within aviation safeguarding zones associated with Heathrow Airport and RAF Northolt and is subject to Ministry of Defence (Defence Infrastructure Organisation) and Heathrow Airport Safeguarding consultation requirements, reflected in Condition 16 and in the approved Technical Safeguarding Assessment (Ref. CL-6159-RPT-002) and OLS Safeguarding Assessment (Ref. CL-6159-RPT-003).

This CEMP, and the detailed crane scheme it secures, will be issued to the Ministry of Defence and Heathrow Airport Safeguarding (and, where relevant, National Air Traffic Services) for consultation prior to LBH approval, and updated and re-consulted upon should the crane scheme materially change.

Anticipated Cranage
Phase 1 construction is anticipated to require one or more tower cranes TBC (static or luffing-jib, selected to minimise oversailing of adjacent third-party land) for superstructure erection, supplemented by mobile cranes for cladding installation, plant delivery and MEWP lifts.

Prior to mobilisation of any crane, Collen will submit to LBH (for onward consultation with the safeguarding bodies referenced above) the following details for each crane:

- Crane type, make/model, maximum height to tip and to hook.
- Location/footprint on Site and lifting radius/exclusion zone.
- Anticipated duration of presence on Site.
- Details of obstacle lighting (see Section 11.3 below).
- Confirmation of compliance with Civil Aviation Authority (CAP 168 and CAP 437, as applicable) and Ministry of Defence safeguarding height/lighting criteria.

Obstacle Lighting

Where a crane or other tall item of construction equipment (e.g. a piling rig mast or MEWP at full extension) exceeds the height threshold requiring aviation obstacle lighting under the applicable safeguarding criteria, Collen will fit and maintain obstacle lighting in accordance with the requirements specified by the Ministry of Defence and/or Heathrow Airport Safeguarding for the specific equipment height and location, including (as applicable): Steady red obstacle lights fitted at the highest practicable point of the crane/equipment, visible from all directions.

Lighting will be maintained in good working order at all times the equipment remains erected, including during non-working hours and weekends.

A maintenance and fault-reporting protocol, with a named responsible person and 24-hour contact, to ensure prompt repair of any lighting failure.

Collen will notify the Ministry of Defence, Heathrow Airport Safeguarding, and (where required) apply for NOTAM notification, prior to crane erection and removal.

Crane Operation
All cranes will be operated by appropriately qualified and CPCS/CITB (or equivalent) certified operators.

Lifting operations will be planned and supervised in accordance with LOLER 1998 and an approved lift plan for non-standard or critical lifts.

Oversailing of third-party land will be avoided wherever possible. where unavoidable, an oversailing licence/agreement will be obtained in advance from the affected landowner. Crane operation will cease in adverse weather conditions (high wind, poor visibility) in accordance with manufacturer guidance and Collen's safety management system.

12. Construction Sequence

Subject to detailed contractor programming, Phase 1 works will proceed broadly in the following sequence. Each stage will be subject to the environmental and traffic controls set out in this CEMP, and the Environmental & Sustainability Manager will review and, where necessary, update site-specific method statements and risk assessments as the works progress between stages.

Site set-up: erection of hoarding and site security, establishment of site compounds, welfare facilities and wheel-wash/cleaning facilities, and installation of environmental monitoring equipment.

Enabling works: completion of any residual demolition/clearance (following the separate prior-notification demolition process), site clearance and remediation in accordance with the approved Condition 17 contamination scheme.

Groundworks and substructure: site levelling, excavation, foundation works and substructure construction, including below-ground services installation co-ordinated with substation works.

Superstructure: erection of the structural frame, floor slabs and core walling.

Building envelope: installation of cladding and roofing to achieve weather-tightness.

MEP first and second fix: installation of mechanical, electrical and plumbing infrastructure, including data centre plant, generators, fuel systems and water management plant.

Fit-out: internal partitioning, flooring, ceilings, data hall fit-out and associated finishes. External works: completion of hard and soft landscaping, the Technology Boulevard, car parking, cycle facilities and boundary treatments.

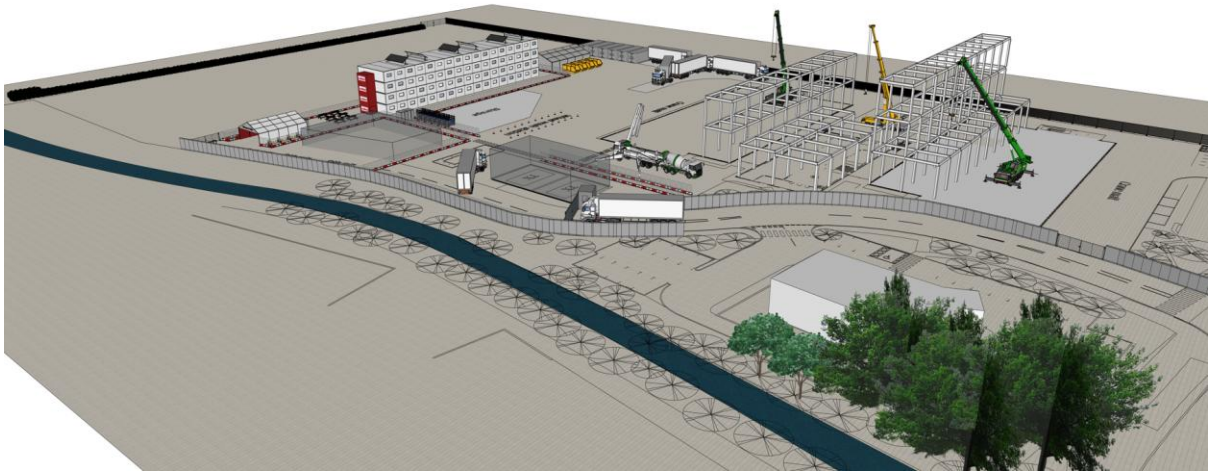
Testing and commissioning: factory acceptance testing, installation testing, generator testing and commissioning, and integration testing, culminating in practical completion and handover.

A construction programme (Gantt chart) showing the above sequence and key milestones, including the anticipated peak workforce period, will be maintained as a live document and

made available to the Council on request and updated at the Construction Liaison Group / Community Liaison Group (CLG) meetings referenced in Section 10.

13. Route Adherence to Site Access

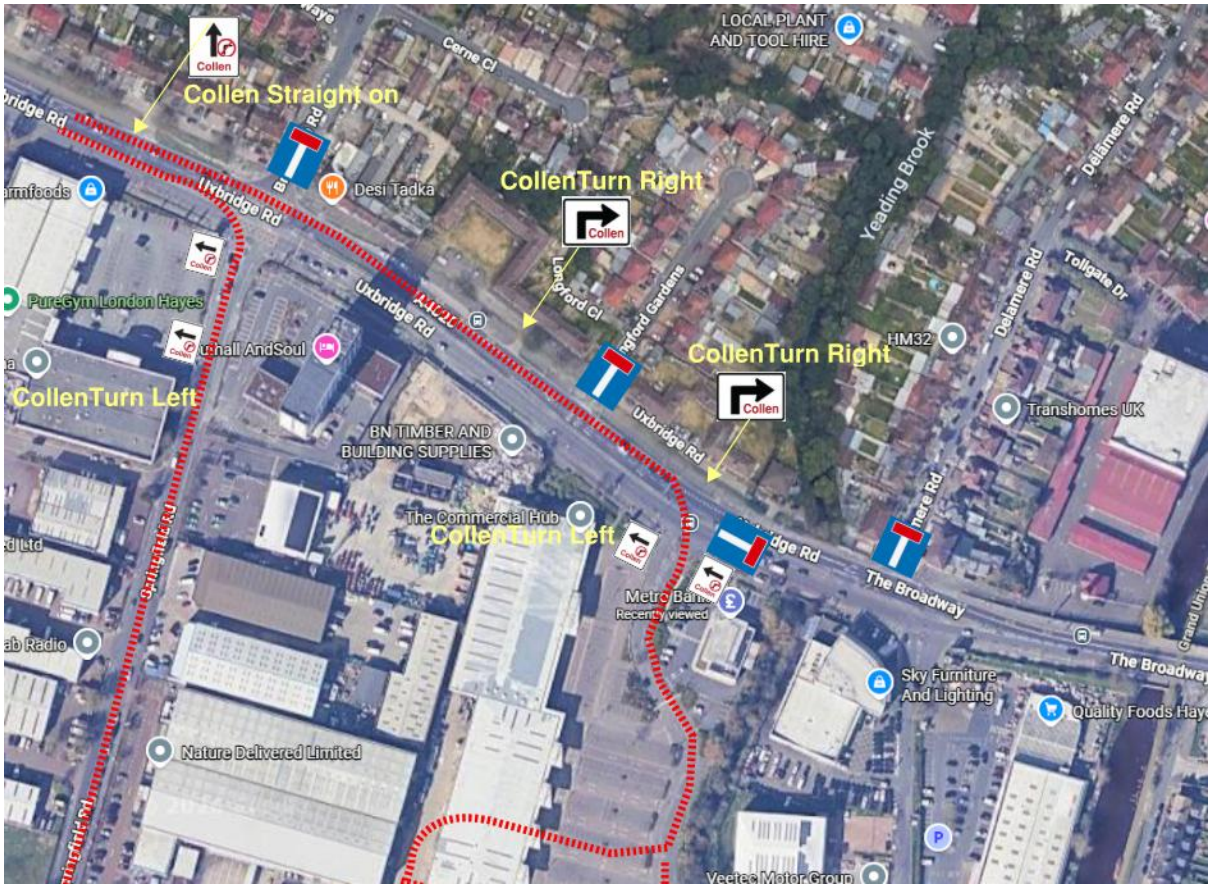
All transport personnel are required to strictly adhere to the pre-approved delivery routes as defined by Collen Construction and in alignment to this planning condition.
Deviations from assigned routes will not permitted.



To support safe and compliant vehicle movements, appropriate signage shall be installed and maintained in the vicinity of the site in accordance with Transport for London (TfL) requirements.

This signage will clearly direct drivers along designated routes, identify Uxbridge Road access point and highlight any restrictions or safety considerations applicable to the local road network.

Failure to comply with these site rules may result in disciplinary action by Collen Construction


Collen
Collen Straight on
Desi Tadka
CollenTurn Right
Collen
LOCAL PLANT AND TOOL HIRE
Cerne Cl
Yeading Brook
Delamere Rd
Tollgate Dr
Longford Cl
Longford Gardens
Uxbridge Rd
PureGym London Hayes
HM32
CollenTurn Left
BN TIMBER AND BUILDING SUPPLIES
Transhomes UK
The Commercial Hub
Metro Bank
Recently viewed
The Broadway
Sky Furniture And Lighting
Nature Delivered Limited


Collen
Collen Straight on
Desi Tadka
CollenTurn Right
Collen
LOCAL PLANT AND TOOL HIRE
Cerne Cl
Yeading Brook
Longford Cl
Longford Gardens
Uxbridge Rd
PureGym London Hayes
HM32
CollenTurn Left
BN TIMBER AND BUILDING SUPPLIES
The Commercial Hub
Metro Bank
Recently viewed
The Broadway



TfL / GLA Alignment

All delivery and transport activities associated with the works shall be planned and undertaken in alignment with Transport for London (TfL) Traffic and Logistics Planning Guidance where reasonably practicable.

Operations will comply with the approved Construction Logistics Plan (CLP), ensuring that all vehicle movements are controlled, predictable, and minimise impact on the surrounding road network.

Designated delivery routes will be strictly followed at all times, with routing aligned to the Transport for London Road Network (TLRN) wherever practicable.

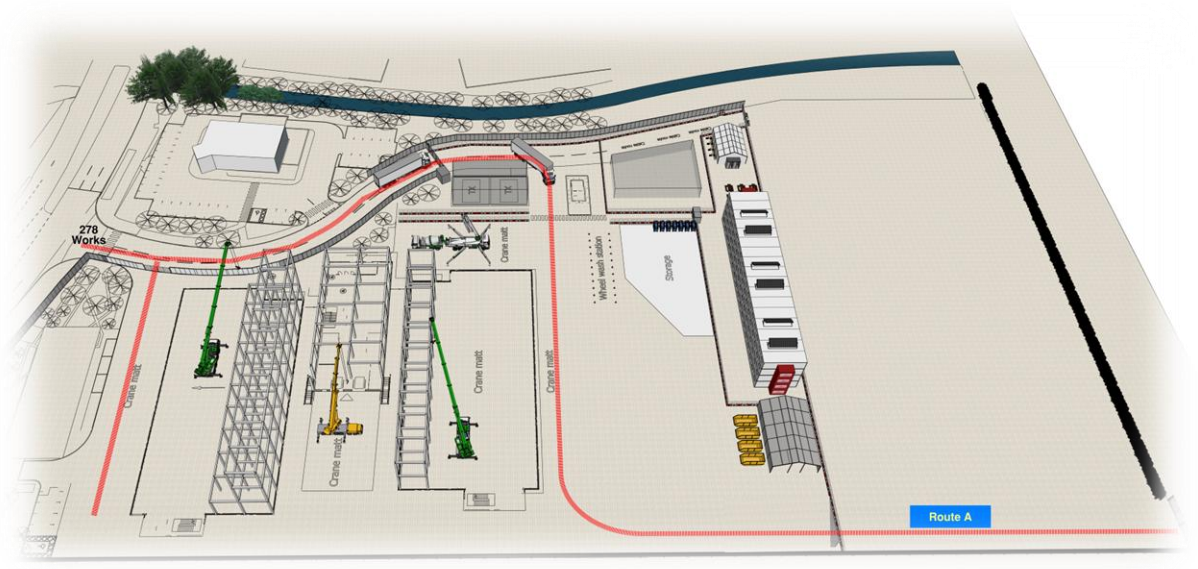
During the construction phase critical infrastructure work will need to take place, along with spell of continuous delivery.

During this time various routing options will need to be deployed to allow this work to be carried out.

Route names are A,B,C,D, E and F as shown below.

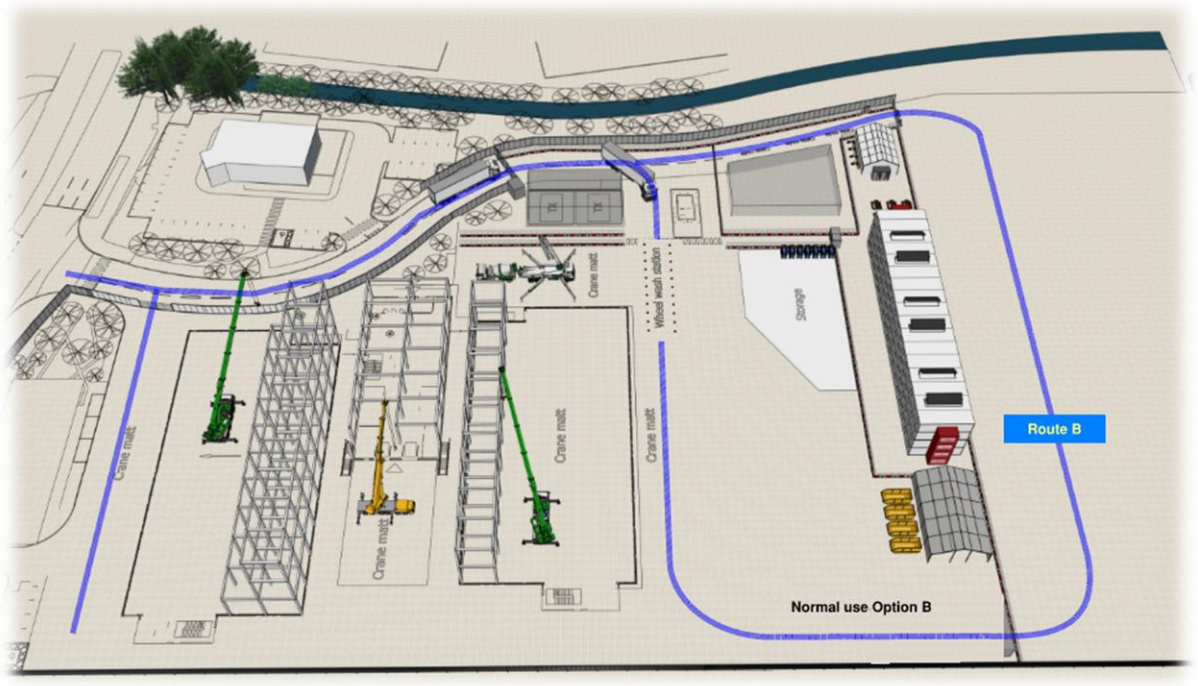
Route A

Traffic enters from Uxbridge Road and exits from Bullbrook Rd.



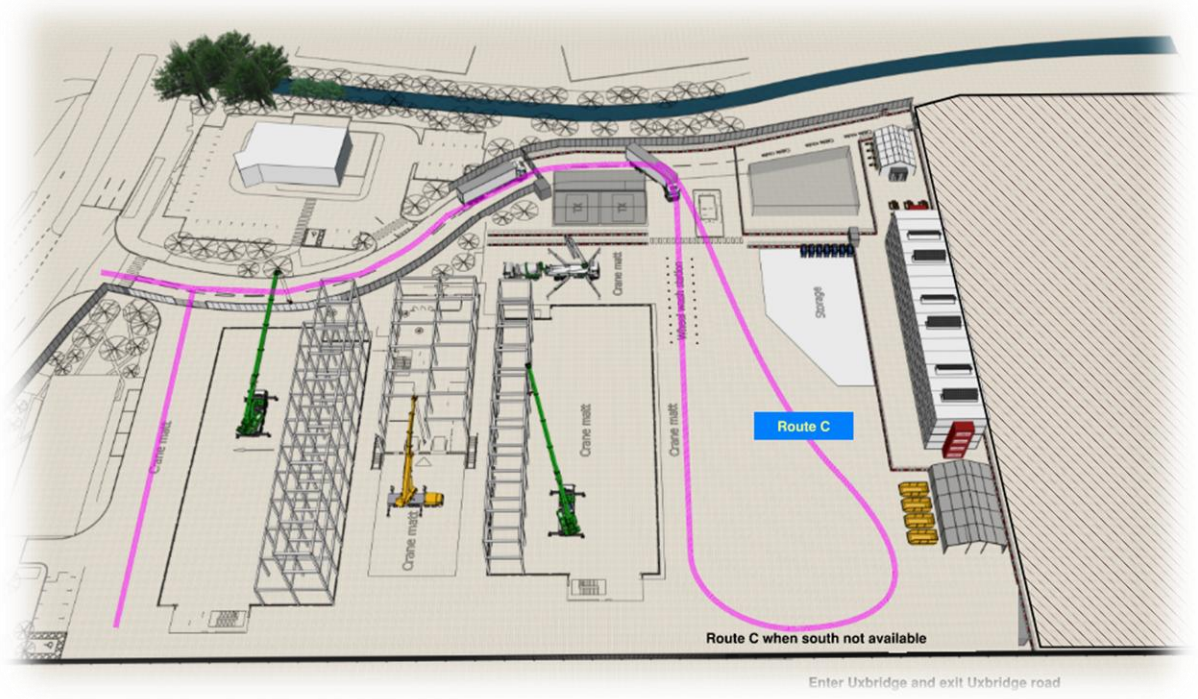
Route B

Traffic entering from Uxbridge Road and leaves via Uxbridge Road



Route C

Traffic entering from Uxbridge Road and leaves via Uxbridge Road



The significant infrastructure work will dictate a temporary deployment of option C to avoid traffic movement in areas of open trench services.

Any alteration to traffic direction will be planned well in advance with safety briefings, toolbox talks and coordination meetings being held with all evolved, to ensure smooth transition to the new routes.

The preferred routing currently Will be to enter from Uxbridge Road and exit through Bulbrook Rd, this avoids oncoming traffic at the junction of the site entrance and reduces impact to visitors of the Metro Bank.

As mentioned above there will be key stages during the construction phase of this project where significant traffic movement cannot be avoided such as concreting works for piling and for installation of the structural slabs, during this time there will be a high volume of concrete wagons coming and going from the site, this is unavoidable due to the consistency required for deliveries.

While significant traffic movements cannot be avoided during key construction activities such as piling operations and the installation of structural slabs, the concentration of concrete deliveries into defined construction periods provides several programme and operational benefits.

The use of continuous concrete pours requires a high volume of concrete wagons arriving and departing the site within a relatively short timeframe. Although this temporarily increases traffic activity, it is essential to maintain concrete quality, consistency and structural integrity, as interruptions to the supply chain could compromise the works and lead to defects, delays or rework.

From a programme perspective option D allows for coordination of these deliveries in concentrated phases allows critical structural elements to be completed efficiently and within the planned construction sequence.

This approach reduces the overall duration of the works, minimises the risk of programme slippage and enables subsequent trades and activities to commence on time.

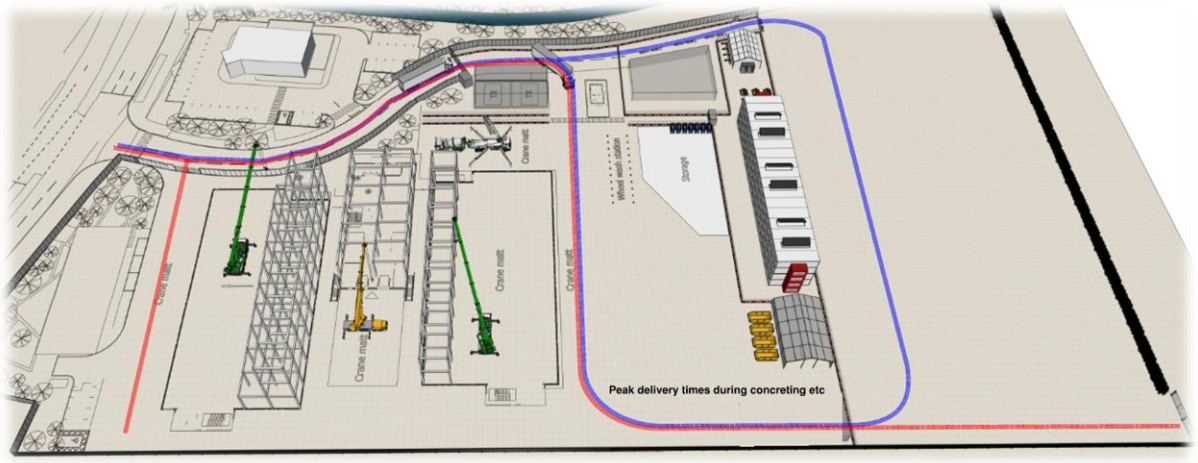
Furthermore, undertaking these works in a planned and controlled manner limits prolonged disruption over the life of the project.

Rather than extending construction activities over a longer period with smaller, intermittent concrete operations, this concentrated delivery strategy routing option offers strong planning in avoiding programme slippage which in turn reduces the cumulative impact on the surrounding area.

By completing major structural works efficiently during these key stages, the project benefits from improved productivity, reduced programme risk, enhanced quality control and an earlier progression to less disruptive construction activities.

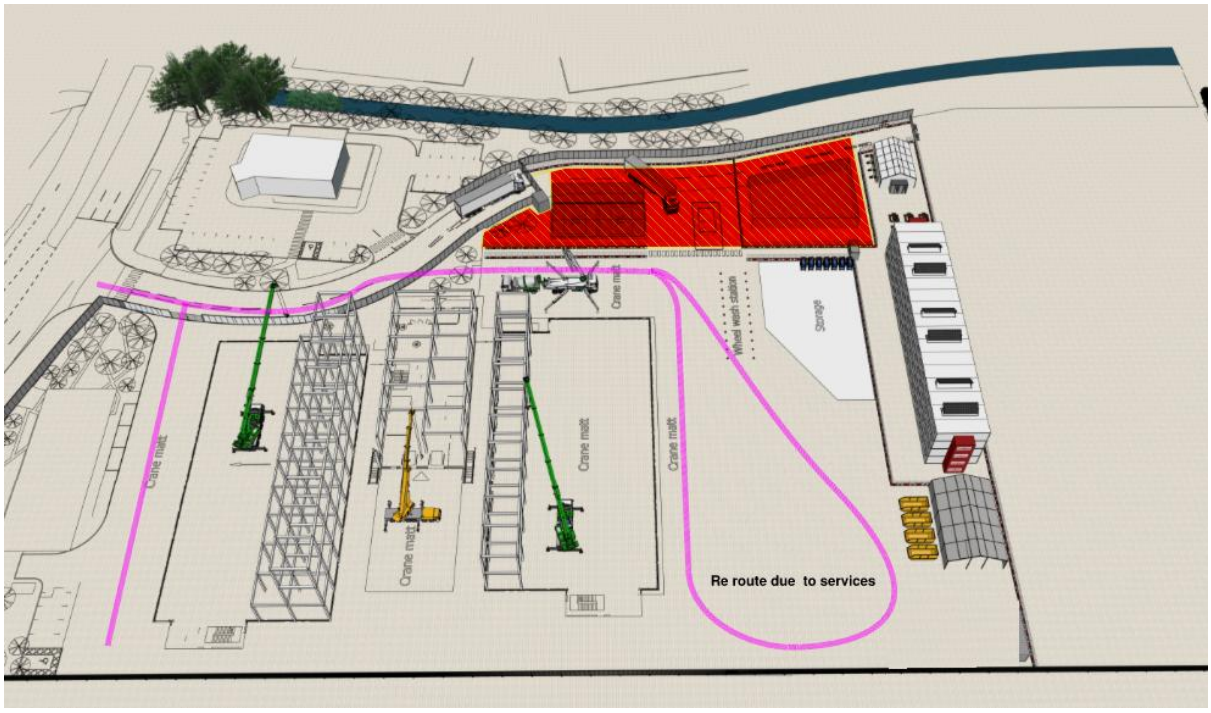
Option D

Traffic entering from Uxbridge Road and leaving via Bullbrook Rd



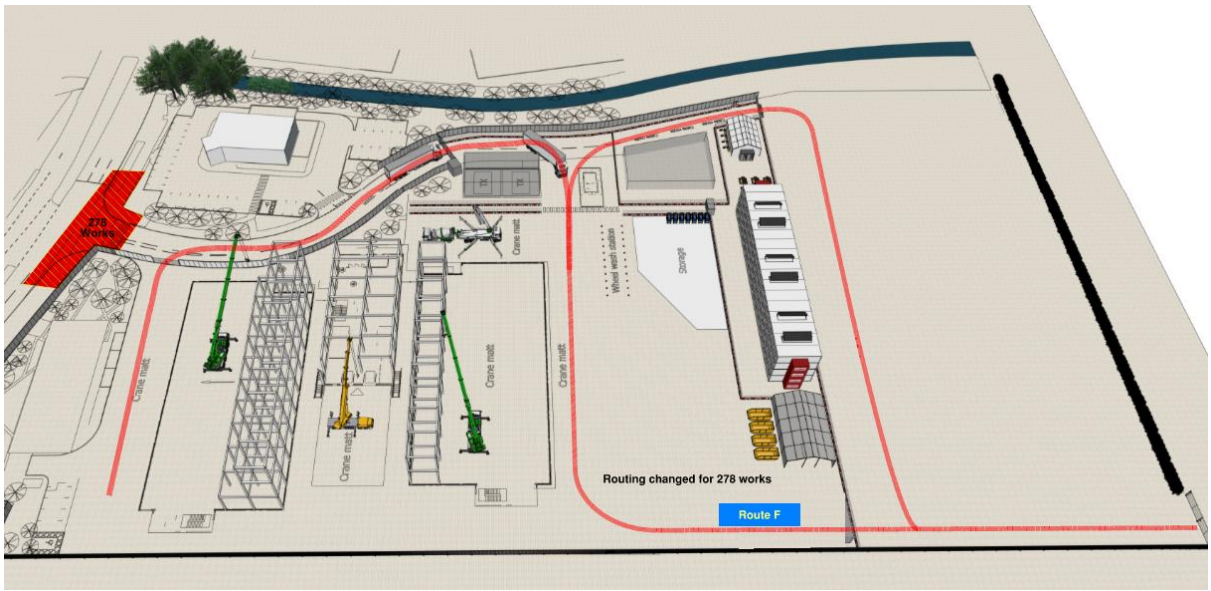
Route E critical infrastructure

Traffic entering from Uxbridge Road (temporary gate) and leaves via Uxbridge Road



Temporary main entrance during HV work

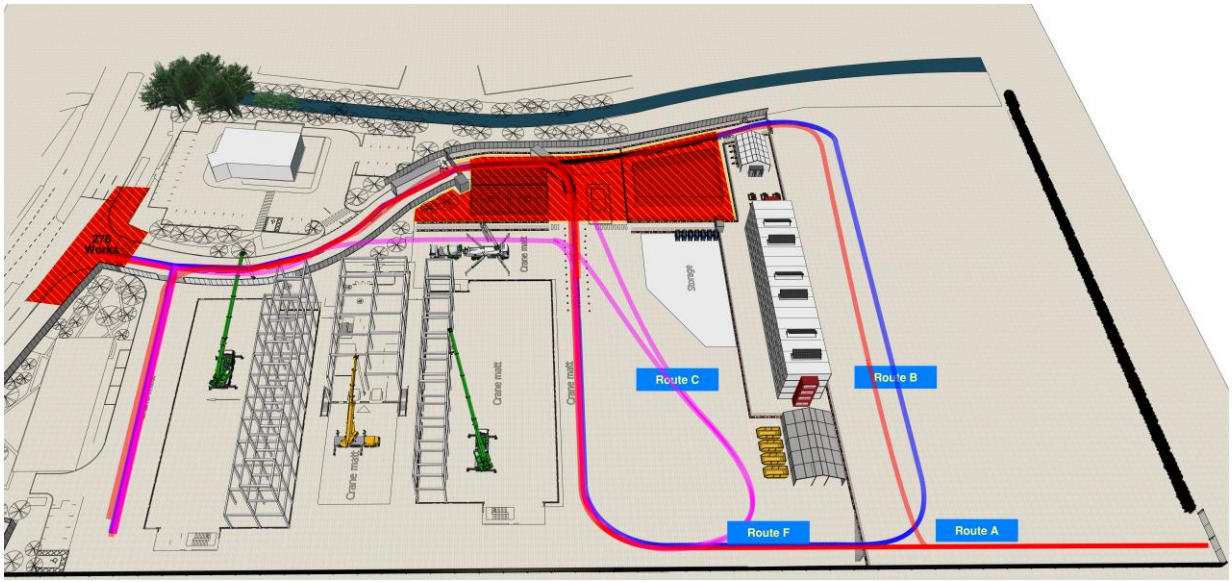
Route F critical infrastructure 278 works



During the 278 works the main entrance may need to be closed to construction traffic to minimize the disruption to the Metro Bank and pedestrians, it is proposed that route F is deployed during this critical period of work.

Route F will significantly reduce traffic disruption and people interface vehicles during this important phase of the project.

Heat map of critical infrastructure and required project vehicle movements



The work will be sequenced in such a manner that the general public visiting Metro Bank will still have access to the parking area outside of the bank.

Measures will be implemented to avoid peak traffic periods, sensitive receptors, and restricted routes, ensuring compliance with local authority and TfL requirements.

Major (heavy) loads will be programmed to arrive out of hours and will be compliant to road permit requirements. Collen are well versed in the planning and execution of OFCI deliveries, each arrival will be planned and coordinated to the finest of details.

Prior to commencement of works, all key drivers and logistics personnel will be briefed on approved routes, site access arrangements, and applicable traffic restrictions.

Clear signage will be installed and maintained in the vicinity of the site in accordance with TfL standards, providing direction to drivers and supporting safe ingress and egress.

Transport operations will align with industry best practice, including the principles of FORS and CLOCS, to promote road safety, protect vulnerable road users, and reduce environmental impact.

All vehicles servicing the project will comply with the requirements of the Fleet Operator Recognition Scheme (FORS).

Haulage contractors will be required to maintain a minimum of FORS Bronze accreditation, with preference given to operators holding silver or gold accreditation where practicable.

Vehicle operators shall demonstrate compliance with FORS standards relating to road safety, vehicle roadworthiness, environmental performance, driver competence, and operational management.

All drivers will hold the appropriate licences and training, including urban driving and vulnerable road user awareness.

Vehicles attending LON 6 will be fitted with the appropriate safety equipment, including cameras, audible warnings, side under-run protection and blind-spot minimisation measures in accordance with FORS requirements and current industry best practice where practicable.

Regular audits and compliance checks will be undertaken to ensure that all deliveries are undertaken safely, efficiently and in accordance with this project's Construction Logistics Plan and relevant highway authority requirements.

The project team will monitor delivery activities to promote safe vehicle movements, minimise environmental impacts, and support continuous improvement in fleet safety performance throughout the construction works.

Compliance will be actively monitored through route tracking, site supervision, and regular review of delivery practices.

Any deviations from approved routes or procedures will require prior authorisation and must be recorded and reported in accordance with project controls.
Direct Vision Standard (DVS) Compliance Statement:

All Heavy Goods Vehicles (HGVs) servicing the project within Greater London will comply with the requirements of the Direct Vision Standard (DVS) and the associated HGV Safety Permit Scheme administered by Transport for London (TfL).

Vehicles required to operate within the DVS zone will hold a valid HGV Safety Permit and achieve the minimum star rating or be fitted with the Progressive Safe System (PSS) equipment as required by current DVS regulations.

Safety measures shall include the provision of enhanced indirect vision systems, camera monitoring systems, blind-spot detection technology, moving-off information systems, audible warnings and appropriate signage to improve the safety of vulnerable road users.

All haulage contractors where reasonably practicable will be required to demonstrate compliance prior to attending site, with vehicle documentation subject to verification by the project team logistics manager.

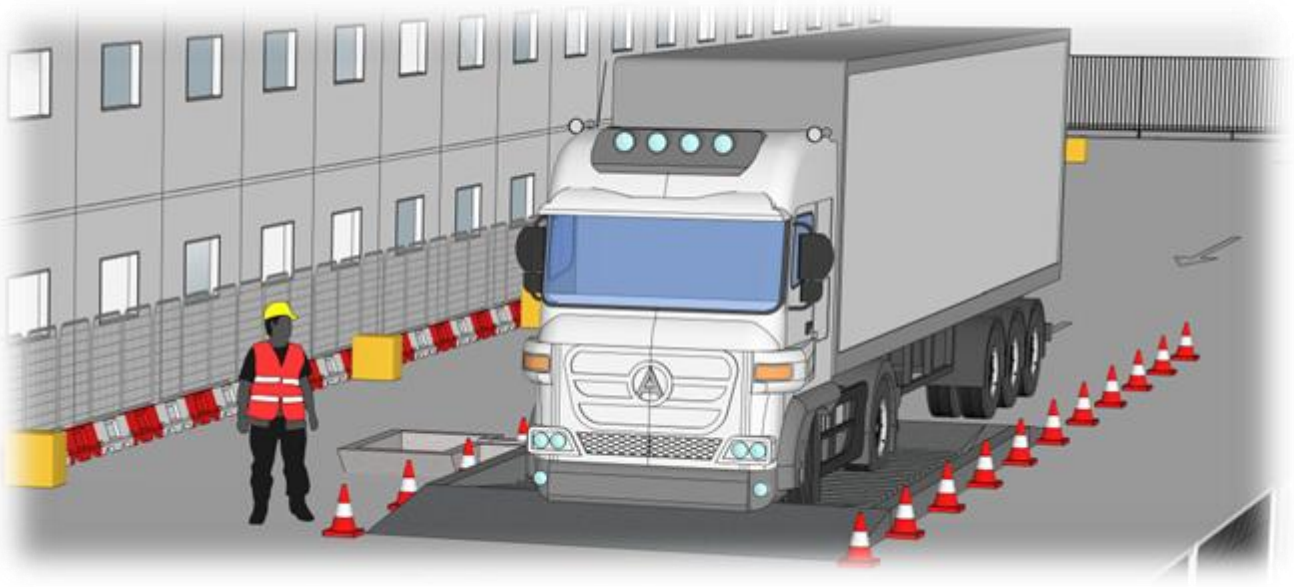
Delivery operations will be managed in accordance with the LON 6 Construction Logistics Plan to ensure safe vehicle movements, minimise risks to pedestrians and cyclists, and support compliance with TfL, local authority and project-specific transport requirements.

The project team will monitor vehicle compliance throughout the construction phase and will only permit where reasonably practicable vehicles meeting the applicable DVS requirements to undertake deliveries associated with the works.

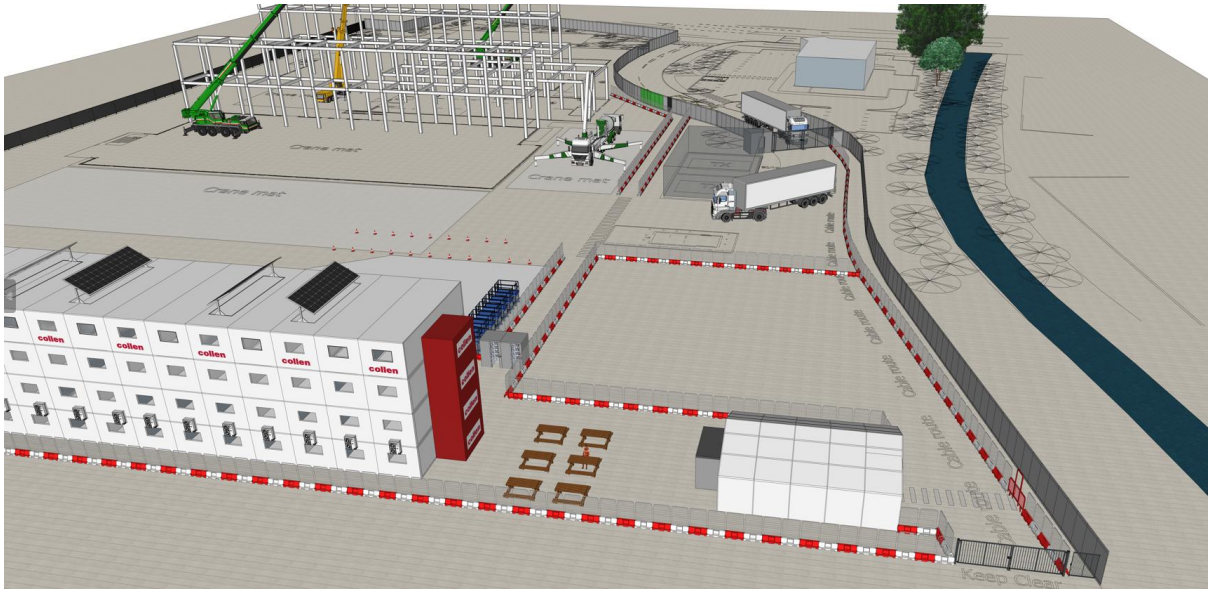
Continuous monitoring and review will ensure that all transport activities remain fully compliant with TfL guidance and planning obligations throughout the duration of the works.

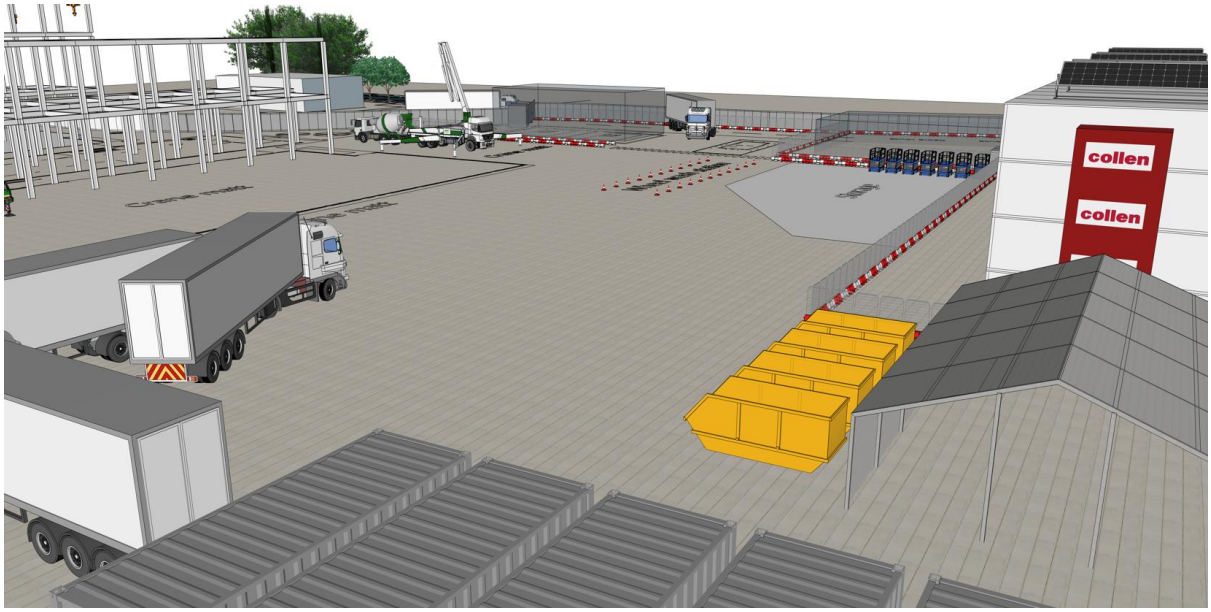
Dust and emissions associated with transport activities will be controlled in accordance with the GLA's *Control of Dust and Emissions during Construction and Demolition* guidance. This will include the use of appropriate mitigation measures such as wheel washing facilities,

covering of loads, maintaining clean access routes, and preventing the tracking of mud and debris onto the public highway.



Wheel wash system in effect ahead of leaving site





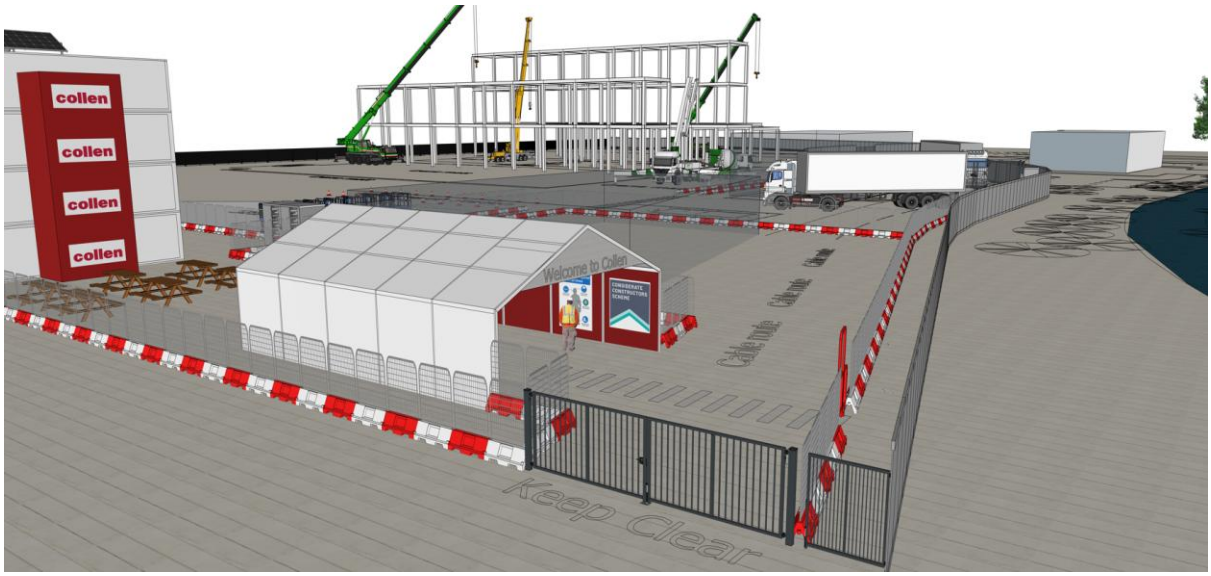
It outlines how all internal and external stakeholders will be managed to ensure safe operations, programme adherence, and minimal disruption to surrounding businesses and infrastructure.

Scope

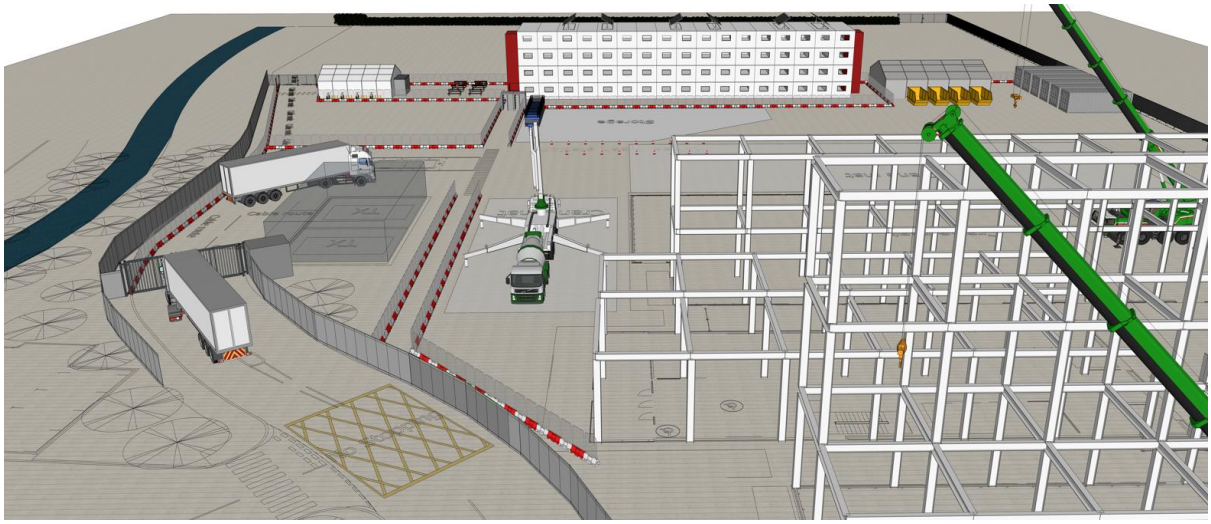
14. Traffic and Logistics Control

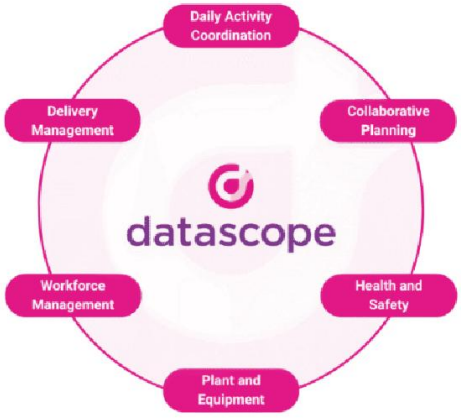
Collen is committed to managing traffic movements and site logistics in a safe, efficient, and controlled manner to minimise risk to the workforce, the public, and the surrounding environment.

All traffic and logistical activities will be planned and implemented so far as is reasonably practicable to ensure the safe coordination of vehicle and pedestrian movements both within and around the site.



All delivery vehicles will arrive via Uxbridge Road and be under a strict delivery control system run by a software called Data scope.





This structured approach is to control deliveries, vehicle movements approaching and entering site.

Before work starts Collen will further develop the Traffic Management Plan (TMP) a Logistics Plan, detailing designated access routes, delivery schedules, turning areas, and segregation measures.

Our DMS (delivery management system) will control the number of deliveries that will come to site

Holding Area / Delivery Marshalling Statement

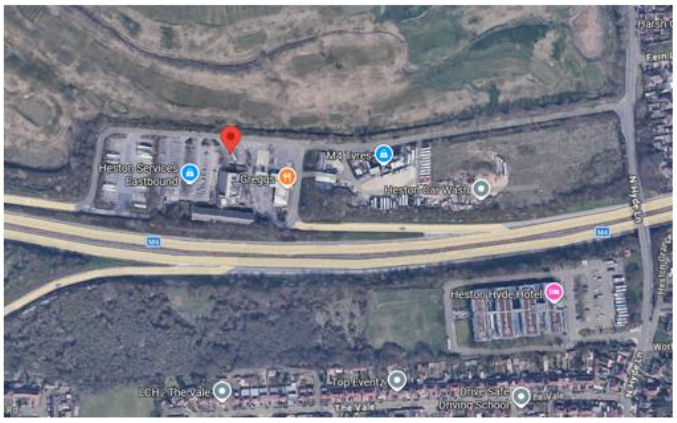
To minimise disruption to the local highway network and prevent delivery vehicles arriving at site before their allocated slot, designated off-site holding areas will be utilised for large goods vehicles and abnormal deliveries where required.

Suitable locations, such as Heston Services or other approved logistics holding facilities, will be used to provide a secure waiting area prior to vehicles being called forward to site.

Heston Services - Parking lot at Hounslow

Unnamed Road, Hounslow TW5 9NA, UK

51.4888652402102, -0.387802161275999



Services

- ATM
- Catering
- Truck parking - 40 Parking spots
- Showers - 2 Showers
- Toilets
- Wi-Fi
- Hotel

Parking lot

- Authorised dangerous goods
- Guarded parking
- Lit parking
- Paid parking
- Refrigerated trucks accepted

All deliveries will operate under a managed booking system and drivers will be instructed not to travel directly to site without a confirmed delivery slot. Vehicles arriving early will be re directed to the designated holding area where they will wait until authorised to proceed by the Site Logistics Team.

The use of off-site holding areas will help prevent vehicle stacking on the public highway, reduce congestion in the vicinity of the development, improve road safety for residents and vulnerable road users, and ensure that deliveries are coordinated efficiently with site operations. The Logistics Manager will maintain communication with drivers and holding areas to manage vehicle movements and ensure a controlled flow of traffic throughout the construction period.

The Parkway - Parking lot at Hounslow



All site traffic enters from Uxbridge Road and will be checked in by our dedicated banks person.

Use of Consolidated Centre

At present we are reviewing the use of off-site consolidation centre for the project, if utilised this would be within an hour's drive of the site, and described above any delivery from this centre would be booked in through our delivery management system, and each journey managed from the centre to entry into the site confines, like any other deliveries which hasn't originated from the consolidated centre.

Parking will be on site however limited
Off-site parking **will not be allowed** within the vicinity of the site. Public transport and car sharing will be encouraged Collen will request that contractors implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car sharing) for construction workers.

The site will have facility for secure storage of cycles this will be actively encouraged. shower room and changing facilities will be made available for their comfort and wellbeing.

Site employees and visitors will be encouraged to use active and sustainable modes of transport including car sharing.

The site is located within walking distance, (approximately 25-30 mins) of Southall Railway Station. Workers have access to use the local public transport infrastructure including:

Train:

- Elizabeth Line: including Southall Station. and
- Great Western Railway (GWR): including Southall Station.
- Bus Routes 207,427,N207 etc.

Parking Displacement

We have reviewed the adjacent roads to the site and in particular the present parking restrictions and designated parking bays on Uxbridge Road, Springfield Road, Bullsbrook Road and Beaconsfield Road. Upon completion of this review, we do not anticipate any requirement for the suspension of any designated parking bays or application to temporary ammend any present parking restrictions that are in place during the construction works.

As all existing on-street and off-street parking provision will remain available throughout the construction period, no parking displacement is anticipated. Consequently, a parking displacement assessment or parking displacement map is not considered necessary for the proposed works.

Expected Construction Traffic Levels

Construction traffic volumes will fluctuate throughout the project and are expected to peak during periods of structural construction, building fit-out and major equipment deliveries.

The site workforce will consist of approximately 400 personnel at peak.

Despite this peak workforce, the implementation of workforce travel planning measures, including car sharing, use of public transport, is expected to limit workforce-related traffic demand.

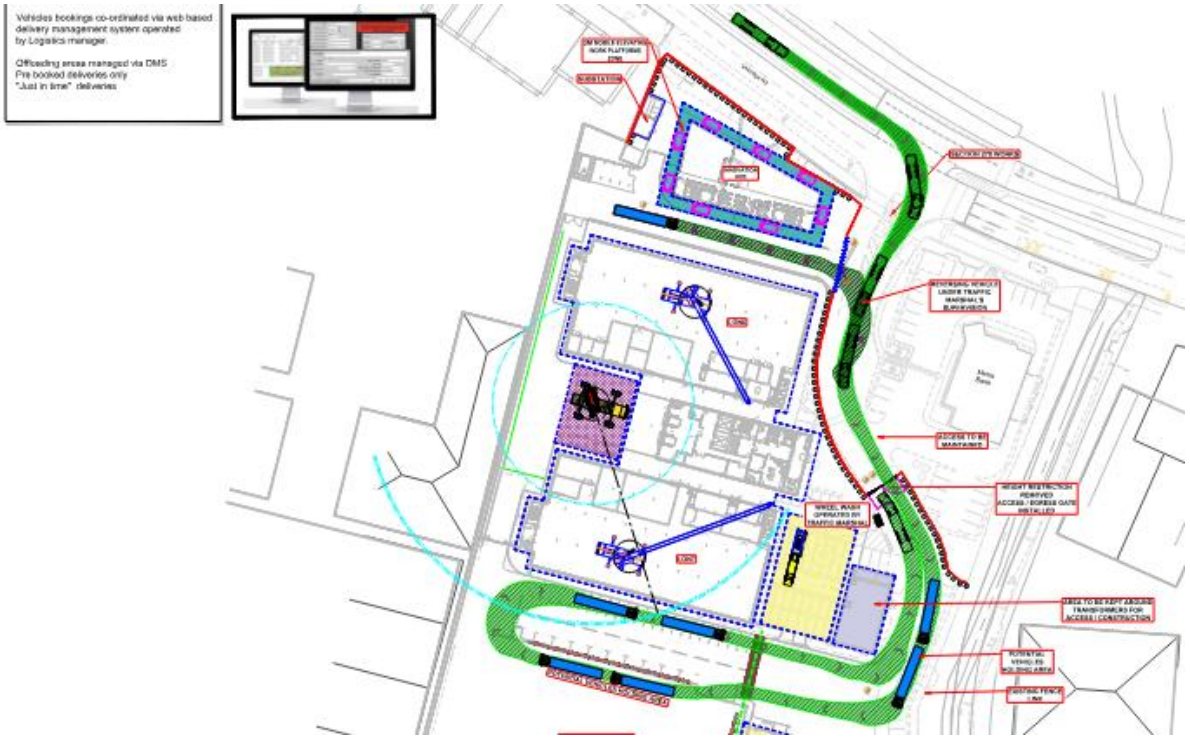
As a result, total construction traffic is anticipated to generate no more than 70 two-way vehicle movements per day, inclusive of workforce vehicles, light goods vehicles and HGV deliveries.

To minimise impacts on the surrounding highway network, deliveries will be managed through a Construction Logistics Plan, delivery booking procedures and designated access routes.

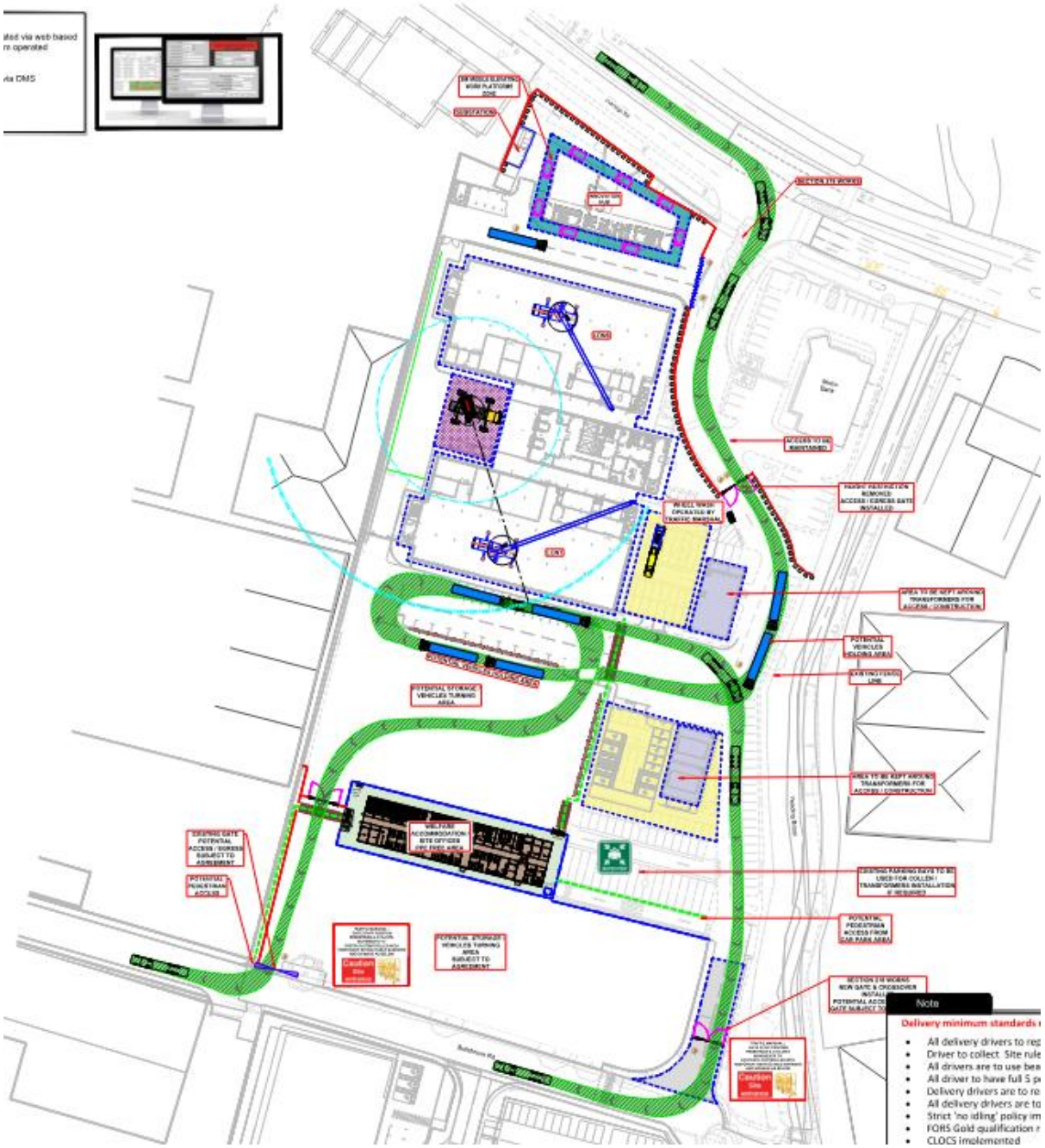
Vehicle arrivals and departures will, where reasonably practicable, be scheduled to avoid the local highway network's peak traffic periods.

Whilst temporary increases in construction traffic will occur during peak construction activities, vehicle movements are expected to remain controlled, proportionate and within the operational capacity of the local highway network.





The site with its varying routing options cover the scenarios required during the different build stages, detailed swept path analysis has been carried out and verifies the site set up being capable of handling vehicle turning. Please refer to the description and graphic routing options


Note
Delivery minimum standards
All delivery drivers to
Driver to collect Site rule
All drivers are to use bea
All driver to have full S p
Delivery drivers are to re
All delivery drivers are to
Strict 'no idling' policy im
FORS Gold qualification
CLOCS implemented



15. Key Stakeholders



Immediate neighbours and points of interest to our scheme are: -

1. Residential areas
2. Blair Peach Primary School.
3. Guru Nanak Sikh Academy/Namaskar Primary School.
4. Hayes & Yeading United Football Club.
5. West London Studios
6. Commercial and retail
7. Metro Bank
8. Yeading Brook conservation

16. Stakeholder Engagement Plan

The purpose of this Stakeholder Engagement Plan is to:

- Identify all key stakeholders who may influence, be impacted by, or have an interest in the project.
- Define stakeholder roles, expectations, interests, and levels of influence.
- Establish clear communication and engagement strategies to ensure stakeholders are informed, consulted, involved, and supported throughout the project lifecycle.
- Promote effective collaboration, manage stakeholder expectations, and address concerns in a timely manner.
- Support successful project delivery by fostering stakeholder commitment, minimizing risks arising from stakeholder issues, and ensuring alignment with project objectives and business outcomes.

Purpose
This method statement defines the structured approach for stakeholder engagement during the delivery of LON 06 construction project.

It outlines how all internal and external stakeholders will be managed to ensure safe operations, programme adherence, and minimal disruption to surrounding businesses and infrastructure.

Scope
This applies to all stakeholders associated with LON 06, with particular emphasis on the live operational environment surrounding this site.

Adjacent Stakeholders:
Nearby factory units (continuous operations)
Local retail shops
Metro Bank
General public

Statement of Intent
The Collen project team will implement a controlled and proactive stakeholder engagement approach to:

- Maintain uninterrupted operations for adjacent business.
- Ensure safe construction activities within this site.
- Control and minimise impacts relating to:
- Noise
- Dust
- Traffic and access
- Utility interruptions
- Enable rapid issue resolution and clear communication channels.
- Maintain client confidence and meet critical programme milestones.

Key Engagement Principles

Operational Continuity:

All activities will be planned with consideration to neighbouring businesses, particularly factory units with production dependencies and Metro bank with critical service requirements.

Safety and Compliance:

Engagement will reinforce compliance with HSE, CDM regulations, and site-specific safety procedures.

Proactive Communication:

Additional controls and communication protocols will focus on maintaining proactive, structured, and transparent engagement with the adjacent Metro banking facility to support their security and operational continuity.

A proactive communication approach will be adopted, with early notification of planned works, particularly those that may generate noise, vibration, traffic disruption, or increased site activity.

Clear schedules and lookahead programmes will be shared in advance, allowing the bank to assess and raise any concerns ahead of time.

Dedicated communication channels will be established, including named points of contact on both sides, to ensure consistent and reliable information flow. Regular coordination meetings and progress updates will be held to maintain alignment and address any emerging risks before they escalate.

Real-time communication will also be implemented, enabling immediate reporting and response to any incidents or unforeseen events.

Overall, the emphasis will be on proactive engagement, early visibility of activities, and collaborative planning to minimise disruption.

Stakeholder Identification & Mapping
Below is a list of immediate stakeholders
Metro Bank
Nearby factory units
Schools

Proactive Communication Strategy

A proactive communication plan will be implemented to ensure stakeholders are informed ahead of key activities:
Collen to Issue advance notices of works that may impact noise, traffic, or access.

Provide clear updates on milestones and changes to planned works.
Communications will be delivered through appropriate channels such as email updates, newsletters, notice boards, and community briefings.

Designated Points of Contact

Collen liaison officer (TBC) will be the main point of contact.
Collen will provide a single point of contact for stakeholder queries and concerns.
Collen will maintain an accessible contact channel (email/phone) with defined response times.

Regular Engagement & Meetings

Scheduled coordination meetings with key stakeholders (e.g., neighbouring businesses like Metro bank) will be held.
Periodic community updates or drop-in sessions will be organised where Collen will give briefings ahead of high-impact activities, this ensures early identification and resolution of potential issues.

Impact Management & Mitigation

Collen will actively work with stakeholders to minimise disruption:
We will coordinate works to avoid peak business hours where possible.
Implement traffic and logistics plans in line with our plan to keep disruption to a minimum.
Provide mitigation measures (e.g., noise control, dust suppression)

Incident Communication & Escalation
Immediate notification of any incidents or unplanned disruptions where appropriate
Defined escalation routes for urgent concerns will be followed.
Transparent reporting and follow-up actions

Feedback & Continuous Improvement
Collen will act on stakeholder feedback:
Log and track all enquiries and complaints.
Monitor response times and resolution effectiveness.
Adjust engagement approach based on lessons learned.

Compliance & Reporting
Collen will maintain records of all stakeholder communications.
Demonstrate compliance with local authority requirements.
Provide periodic reporting on engagement activities.

Overall Objective:

Collen is committed to building and maintaining a positive, transparent relationships with all local stakeholders, this will be managed through early engagement and clear communication, minimising disruption and supporting successful project delivery for all concerned.

17. Legislative and Policy Framework

This CEMP has been prepared having regard to the following legislation, policy and guidance:

Town and Country Planning Act 1990 (as amended) and the conditions attached to Permission 78343/APP/2025/719.

National Planning Policy Framework (2024).

The London Plan (2021), including Policies D14, SI 1, T4 and T7.

Hillingdon Local Plan: Part 1 (2012) and Part 2 (2020), including Policies EM8, DMT 1, DMT 2, DMEI 14 and DMAV 1.

London Borough of Hillingdon Air Quality Action Plan 2019–2023.

Greater London Authority Supplementary Planning Guidance ‘The Control of Dust and Emissions during Construction and Demolition’ (July 2014) and any successor guidance.

Transport for London ‘Construction Logistics Plan Guidance’ and the Construction Logistics and Community Safety (CLOCS) Standard.

BS 5228:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites' (Parts 1 and 2).

Control of Pollution Act 1974, Section 61.

Environmental Protection Act 1990.

Environment Act 2021.

The Considerate Constructors Scheme.
BREEAM 'Man 02 – Responsible Construction Practices' requirements applicable to the Site.

Construction (Design and Management) Regulations 2015 (CDM 2015).

Control of Noise at Work Regulations 2005. Control of Vibration at Work Regulations 2005. Advice Note 3 'Wildlife Hazards Around Aerodromes', and Ministry of Defence / Heathrow / NATS safeguarding criteria relevant to crane height and obstacle lighting.

3. Phasing of the Works [Condition 16(i)]

3.1 Overall Masterplan Staging

The HDP masterplan will be delivered over a period of up to 10 years across five overarching delivery stages, as set out in the approved OCMP. Phase 1 (LON6) construction principally falls within Stages 1, 3 and 4 below:

Stage	Description	Relevance to Phase 1 (LON6)
1	Vehicle access – delivery of the vehicular access supporting initial development and construction stages	Construction of the vehicular and pedestrian link between Uxbridge Road and Bullsbrook Road
2	Demolition of existing buildings (addressed separately under the Demolition and Enabling Works Plan)	Demolition of the retail units within Hayes Bridge Retail Park (excluding Metro Bank) precedes Phase 1 works
3	Initial electrical substation – delivery of electrical plant to receive grid power	Subject to separate permission ref. 71554/APP/2025/47. required to support LON6 energisation
4	Delivery of LON6 data centre – construction of the first data centre, access points and landscaping along the Technology Boulevard and southern boundaries	This is Phase 1 and the principal subject of this CEMP
5	Further data centre development (LON7, LON8 and Innovation Hub)	Not part of Phase 1. subject to separate reserved matters approvals and phase-specific CEMPs under Conditions 46 and 77

Stage	Description	Relevance to Phase 1 (LON6)

18. Site Transportation and Traffic Management

Site Access

The principal construction vehicle access/egress point for Phase 1 will be from Uxbridge Road to the north of the Site.

Pedestrian and vehicular routes will be clearly segregated and signed, with concertina barriers and forward-warning signage used at any temporary footway closures.

HGV Routing Enforcement (a)
Construction traffic will follow agreed macro and micro routes to and from the strategic road network, avoiding sensitive residential streets and minimising journeys past the local schools identified in Section 6.1.

The primary macro route will use the M25 (Junction 15) / M4 (to Junction 3) / A312 / A4020 Uxbridge Road. All drivers will be briefed on the agreed routes as part of site induction, and route compliance will be monitored through the electronic booking system (Section 9.5) and periodic spot checks.

Any unauthorised routing will be addressed through the haulier's contract management and, where persistent, exclusion from Site.

Signage (b)
Directional signage will be provided on the approach routes and at the Site entrance to guide drivers to the correct access point, supported by clear on-hoarding signage identifying the Site, emergency contact numbers, and Construction Logistics Plan/CLOCS compliance. All signage will be agreed with LBH in advance of installation.

Vehicle Types and Sizes (c)
Construction vehicles will principally comprise 10m rigid and 16.5m articulated vehicles for materials deliveries, supplemented by 3–4-axle muck-away/grab wagons for excavation arisings, low-loaders for large plant items, and standard vans/cars for staff and visitors. Abnormal loads (e.g. large MEP plant, generators, transformers) will be subject to a specific delivery method statement, route survey, and advance notice to LBH and the Police where a Police escort or road closure is required.

Hours of Arrivals and Departures, Avoiding Peaks (d)
Deliveries will be scheduled outside of local highway network peak hours, school start/finish times, and times of local worship, via the electronic booking system referenced in Section below and will otherwise be confined to the working hours in Section 4.

Deliveries on Sundays and outside agreed hours will require prior written agreement from LBH.
Frequency of Visits (e)
Vehicle movement frequency will be minimised through consolidated, just-in-time delivery scheduling (see Section 9.10) and will be reviewed and updated by Collen as the detailed

construction programme is developed for each stage, with a schedule of anticipated vehicle numbers provided to LBH in advance of each stage commencing.

Parking of Site Operative Vehicles (f)
Car parking for site staff and operatives on Site will be minimised, in line with the Site's sustainable travel objectives. Collen will prioritise and promote sustainable travel choices (public transport, cycling, walking, car-sharing) ahead of providing any on-site contractor parking, recognising the Site's walking distance (approximately 25–30 minutes) from Southall Railway Station (Elizabeth Line and Great Western Railway services) and local bus routes (including 207, 427 and N207).

On-Site Loading/Unloading and Wheel-Washing Arrangements (g)
All loading and unloading will take place within the Site hoarding line. no loading/unloading will occur on the public highway. Wheel-wash facilities will be provided at the site exit, and all vehicles inspected, cleaned (including underbody where necessary), netted and sheeted prior to leaving Site. Hard-surfaced haul routes between the wheel-wash and the site exit will be maintained and regularly cleaned.

Use of an On-Site Banksman (h)
Suitably trained traffic marshals/banksmen will manage all vehicle movements into, out of, and within the Site, including directing reversing manoeuvres (which will be prohibited except in exceptional, fully managed circumstances), managing the site gate(s), and overseeing pedestrian/vehicle segregation. All marshals will be appropriately qualified, registered, and will wear full high-visibility PPE.

Use of Consolidation Centres to Reduce HGV Movements (i)
Collen will evaluate the use of a construction consolidation centre (or equivalent just-in-time logistics hub) to bundle deliveries, reduce the number of part-loaded HGV movements to Site, and smooth delivery profiles, particularly during the peak fit-out period. Where a consolidation centre is not used for a particular trade package, Collen will require sub-contractors to consolidate deliveries through the electronic booking system (Section 9.5 below) wherever practicable.

FORS Gold and 5-Star Direct Vision Standard (j)
Collen will require that its own fleet and, so far as is within its control, sub-contractor and haulier fleets servicing the Site achieve Fleet Operator Recognition Scheme (FORS) Gold accreditation (or demonstrate an equivalent direct progression plan) and the 5-star Direct Vision Standard (DVS) rating (or equivalent Safe System where 5-star vehicles are unavailable for a specific vehicle class), in accordance with Transport for London requirements. Compliance will be monitored through supplier pre-qualification, contract conditions, and periodic audit.

Encouragement of Active Travel (k)
Collen will implement a Construction Workforce Travel Plan promoting active and sustainable travel by site personnel, including cycle parking provision, secure cycle storage, promotion of local public transport options (Section 9.7), car-share schemes, and signposting of the active travel network. Progress will be monitored and reported to the Council as part of the wider Framework Travel Plan obligations.

Electronic Delivery Booking System
All deliveries will be managed through an electronic booking/'call-off' system administered by Collen, with each delivery allocated a specific time slot. Vehicles will not be permitted to wait on the public highway for access. failure to adhere to an allocated slot may result in the vehicle being refused entry. The standard position of the site vehicular gate will be closed, opening only immediately prior to a scheduled, verified delivery.

Traffic Flow and Highway Works
Full road closures will be avoided. any closures required (e.g. for utility connections) will be temporary, lane-based, and agreed in advance with LBH and Transport for London. Temporary structures on the highway, where unavoidable, will be subject to appropriate licences and designed by suitably qualified temporary works engineers in accordance with BS 5975.

On completion of works affecting third-party or highway land, Collen will clear all plant, materials and temporary works, and make good any damage to the satisfaction of LBH. Existing public footpaths and rights of way will be maintained or, where temporarily affected, suitable alternative routes/signage agreed with LBH and the highway authority.

Construction Logistics and Cyclist Safety (CLOCS)
All site-servicing vehicles and drivers will operate in accordance with the CLOCS Standard, including current best-practice driver training, appropriate vehicle specification (e.g. side-guards, blind-spot minimisation devices, sensors/cameras), and safe-system working with vulnerable road users. Collen will maintain CLOCS compliance records for audit by LBH and Transport for London.

19. Environmental Management System, Monitoring and Review

Environmental Management Framework
Collen Construction will operate the Site environmental management framework in accordance with the principles of ISO 14001:2015 (Environmental Management Systems), supported by:

A project-specific Environmental Management Plan, of which this CEMP forms the construction-phase logistics and mitigation component.

A nominated Environmental & Sustainability Manager with day-to-day responsibility for implementation, monitoring and reporting.
Enrolment in, and compliance with, the Considerate Constructors Scheme, covering care for appearance, respect for the community, protection of the environment, safety, and value for the workforce.

Regular (at minimum weekly) site environmental inspections, recorded on a standard inspection form and retained for audit.

A programme of toolbox talks and inductions covering noise, dust, waste, ecology, pollution prevention and complaints handling for all site personnel and sub-contractors.
Monitoring Summary

Parameter	Method / Frequency	Trigger / Action
Noise	Attended/unattended monitoring during high-risk activities. continuous during piling/breaking	BS 5228 trigger levels agreed with LBH. review of method/mitigation on exceedance
Vibration	Monitoring during piling, breaking, compaction near sensitive structures	PPV limits agreed with affected asset owners. works ceased/method revised on exceedance

Parameter	Method / Frequency	Trigger / Action
Dust / Air Quality	Daily visual inspection. dust deposition/PM10 monitoring at agreed locations	Action levels per GLA SPG. enhanced suppression and reporting on exceedance
NRMM compliance	Inventory check on mobilisation. periodic audit	Non-compliant plant removed from Site
Waste	SWMP records. skip/segregation audits	Corrective action where segregation/targets not met
Water quality / pollution control	Daily visual inspection of bunds, silt fencing, interceptors. post-rainfall checks	Immediate repair/clean-up. Environment Agency notification if discharge occurs
Traffic / deliveries	Electronic booking system records. route compliance spot checks	Haulier management action for non-compliance
Complaints	Complaints Register, reviewed at each CLG meeting	Investigation and response within timescales in Section 10.3
Crane / obstacle lighting	Daily visual check. fault log	Immediate repair. notification to safeguarding bodies if extended outage

Reporting to the Local Planning Authority
Collen will provide LBH with:
Advance notice prior to commencement of each construction stage described in Section 3.2.
Monitoring summaries and complaints data at a frequency to be agreed with LBH (and in any event prior to each CLG meeting).
Immediate notification of any significant environmental incident (e.g. pollution event, significant noise/dust exceedance, NRMM non-compliance) together with remedial action taken.

Updated crane/tall equipment and obstacle lighting details, and re-consultation with the Ministry of Defence and Heathrow Airport Safeguarding, in the event of any material change to the approved scheme.

Review and Update of this CEMP.
This CEMP is a living document. It will be reviewed and, where necessary, updated by the Environmental & Sustainability Manager: (a) prior to the commencement of each new construction stage described in Section 3.2. (b) following any material change in methodology, plant, programme or scope. (c) in response to monitoring results, complaints, or LBH feedback. and (d) at intervals of no greater than six months throughout the Phase 1 construction period. Any material revision will be submitted to LBH for approval prior to implementation, consistent with the requirement that Phase 1 construction works be carried out in strict accordance with the approved plan.

20. Contacts and Reference Documents

Key Contacts

Role	Name / Organisation	Contact
Considerate Constructors / CLG Contact (24hr)	[To be confirmed]	[To be confirmed]
Environmental & Sustainability Manager	Collen Construction	[To be confirmed]
Site / Project Manager	Collen Construction	[To be confirmed]
LBH Planning Case Officer	London Borough of Hillingdon	[To be confirmed]
LBH Environmental Health	London Borough of Hillingdon	[To be confirmed]
Ministry of Defence (DIO Safeguarding)	Defence Infrastructure Organisation	[To be confirmed]
Heathrow Airport Safeguarding	Heathrow Airport Limited	[To be confirmed]
Environment Agency Pollution Hotline	Environment Agency	0800 80 70 60 (24hr)
Local Hospital	Ealing Hospital, Uxbridge Road, Southall, UB1 3HW	020 8967 5000
HSE	151 Buckingham Palace Road, London, SW1W 9SZ	0300 003 1747

Referenced and Related Documents schedule and link

London Borough of Hillingdon - Planning

Decision Notice and Schedule of Conditions, Ref. 78343/APP/2025/719 (20 May 2026).
Outline Construction Management Plan, Ref. LONUX-ARUP-PL-XX-RP-Z-00001, Rev. P01 (14 March 2025).

Demolition and Enabling Works Plan (Ridge, January 2025).

Noise Impact Assessment, Ref. LONUX-CDL-ZZ-XX-RP-Z-00005, Rev. P01 (14 March 2025), and Technical Note Ref. LONUX-CDL-PL-XX-TI-YA-00001.

Air Quality Appendix, Ref. LONUX-CDL-ZZ-XX-RP-Z-00001, Rev. P01 (14 March 2025).

Ecological Appraisal (February 2025) and Biodiversity Net Gain Assessment (March 2025).
Arboriculture Impact Assessment, Ref. 12157_AIA.002 Rev A, and Tree Constraints Plan/Tree Schedule.

Delivery, Servicing and Waste Management Plan, Ref. LONUX-ARUP-PL-XX-RP-Z-00003, Rev. P01.

Framework Travel Plan, Ref. LONUX-ARUP-PL-XX-RP-Z-00004, Rev. P01.

Transport Assessment, Ref. LONUX-ARUP-PL-XX-RP-Z-00005, Rev. P02.

Technical Safeguarding Assessment (Ref. CL-6159-RPT-002) and OLS Safeguarding Assessment (Ref. CL-6159-RPT-003).

Circular Economy Statement, Rev. 2 (March 2025).

Drainage Strategy, Ref. LONUX-ARUP-SW-LP-RP-C-52001, Rev. P01, and associated SuDS Pro-forma.

Appendix C: Document Control

Item	Detail
Document Title	Construction Environmental Management and Logistics Plan – Phase 1 (LON6)
Document Reference	HDP-LON6-CEMP-001
Revision	P01
Prepared By	Collen Construction
Reviewed By	Rebecca Reilly
Approved By	Lars Bjart
Purpose of Issue	Submission to London Borough of Hillingdon for approval to discharge Condition 16 46 of Permission 78343/APP/2025/719
Distribution	London Borough of Hillingdon (LPA). Colt Data Centre Services (Applicant). Ministry of Defence (DIO Safeguarding). Heathrow Airport Safeguarding