

Logistics Management Plan

Appendix to Construction Phase Plan (Health and Safety)

Contract Name	Gascoigne West Phase 2	Contract Number	700389
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Logistics Management Plan – Project GWP2

Site Address

St Pauls Road, Barking, IG11 7LE

Project Summary

An outline planning proposal for a masterplan of Gascoigne West was approved in 2018. The approved masterplan comprised of three phases to be developed over an anticipated five-year period between 2020 and 2025.

The masterplan involves the regeneration of a large site located west of Barking central, spanning from St Pauls Road in the north, to the end of Abbey Road in the south. Currently occupied by a 1960s and early 70s housing estate, the redevelopment would involve the demolition of these predominantly three-storey estate buildings and would provide up to 850 new homes across a range of types and tenures.

Gascoigne West Phase 2 is located at the northern end of the overall masterplan, bordered by St Pauls Road, Gascoigne Road, Linsdell Road and Hardwicke Street. The scheme will provide 386 residential units, outdoor communal areas and high-quality public spaces. The aim is to design and build well-planned, high-quality units for different sized households, from single dwellings through to families.

The new accommodation is split into three parcels, comprising 5 blocks ranging from 9 to 20 storeys, and 31 3 storey townhouses. The proposal seeks to deliver high-quality landscape and public realm, with a strong focus on providing spaces for all to enjoy. Improving connections to the site and surrounding areas was identified as a key goal early in the

project, ensuring that the design is built upon existing amenities in order to ensure the development sits comfortably in its context.

Site Working Hours

The hours of operation on site will be:

Monday to Friday 0800 to 1800

Saturday 0800 to 1300

Sundays and Bank Holidays No working unless prior agreement with LBB

Vehicle access routes and parking

Vehicles will have access to site on Hardwicke Street via the A13 and Gascoigne Road to mitigate disturbance to local schools and nurseries. Vehicle entrance gates will be incorporated into the hoarding to create vehicular access positioned on Linsdell Road and Hardwicke Street. A swept path analysis has been carried out for access to site. There is no availability for parking on site or the wider Gascoigne Estate. Wates will manage by carrying out random patrols and engagement with the local residents.

Pedestrian access, routes, segregation and exclusion zones

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Construction activity will have an effect on the public footpath. The existing pedestrian footpaths on Linsdell Road will be closed during the course of the project. Pedestrians will be redirected to cross the road or use alternative routes via signage and newsletters circulated to the local community.

To adequately segregate the public from construction activity a 2.5m high hoarding will be erected around the site boundary line and illuminated where required. Signage will be positioned where required to reroute pedestrians safely around the project.

During hoarding erection temporary chapter 8 barriers and signage will be utilised to advise to create exclusion zones and direct pedestrians accordingly.

Location of site accommodation and welfare

During early possession of the site temporary accommodation and pedestrian access will be positioned via Hardwicke Street and as per the General Arrangement layout plan within the appendices.

Once full site access is granted and stopping up notices granted pedestrian entrance to site welfare will also be off Hardwicke Street, a turnstile will be set up with a finger print scanner and card reader to control the access of staff and visitors. Welfare facilities will be set up within modular accommodation (welfare plan to be provided) and will include office space for both Wates staff and subcontractors, drying room, toilets and a canteen.

Material off-loading, storage areas and distribution routes

Materials will be unloaded at various pick up points within each tower crane radius or unloading area. All subcontractors should have "just in time" deliveries to reduce the need for storage space, also materials are to be distributed to required work areas on arrival to avoid unnecessary storage and booked in advance via the Digital Management System.

Distribution routes and storage areas will be communicated at site induction and marked up plans made visible on site. The logistics team will ensure that materials are stored in designated locations and access routes are kept clear.

Vehicles to access site via Gascoigne Road via the A13 – Route highlighted within the attached appendices.

No deliveries will take place between 8:30 – 9:15 and between 14:45 – 15:45 because of local schools. Regular liaison will be carried out periodically with the local schools to identify any further prohibited delivery times and dates with regards to any special events.

The location of vehicle holding areas, unloading bays, lay-down areas and storage compounds will be carefully considered to:

- Be located away from pedestrian routes
- Be physically barriered from pedestrian routes
- Have sufficient room for all vehicle movements including turning space
- Have adequate lighting and appropriate signage
- Controlled and manned by a vehicle banks-man

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Hoist and Crane locations

The hoists will be located as indicated on the attached location plan and will service all blocks and all levels. There will be four tower cranes on the project, TC1, TC2, TC3 and TC4 located as per the attached location / general arrangement plan.

Exact crane positions, radius's and lifting capacities to be developed in due course.

For more information on Welfare see "Welfare Plan", Still to be finalised and not included at this junction

First aid and fire points/ Fire escape routes

Wates will maintain a full first aid kit in the site office and ensure that specific members of the team are adequately trained. The site organigram will show who has been trained, this information will also be communicated at induction stage.

The site emergency routes and exits will be marked on a plan prominently displayed on site, included within the construction phase health & safety plan and communicated to all operatives and visitors. All emergency routes are to remain open throughout the duration of the works.

An Emergency First Aid Notice shall be displayed on site.

Procedures in respect of other emergencies are also to be described in the construction phase health & safety plan and communicated to all operatives and visitors.

These should include (but not be limited to):

- Location and telephone number of local hospital A&E department
- Location and telephone number of local police station
- Location and telephone number of local ambulance station
- Location and telephone number of local fire and rescue station
- Emergency telephone numbers for statutory services
- In the event of an environmental emergency, the Environment Agency should be contacted.

Immediately following emergency evacuation of the site all adjoining occupiers will be notified to enable their own appropriate safety measures to be implemented. All safety contact information appertaining to the adjacent occupiers will be included within the Emergency Fire procedures.

Environment

As part of the GWP2 Traffic Management / Logistics Strategy, Environmental issues such as noise and pollution will be comprehensively addressed and monitored. Drivers will be requested to provide information at the point of entry.

All waiting vehicles will be asked to turn off their engines whilst waiting to be unloaded. Delivery vehicle drivers will not be permitted to, or be asked to mount a public kerb in order to wait if site access cannot be afforded at time of arrival. This will ensure that Construction vehicles are not asked to infringe on the safety or comfort of any third party.

Wheel washing facilities will be positioned within the site boundary to ensure vehicles leave site in a clean state to prevent causing hazards to the surrounding roads. Hard standings and haul roads

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will be formed within the site to ensure all access routes are free from mud and tripping / slipping hazards.

Wates will regularly monitor site noise, dust and vibration levels at designated points to ensure they do not exceed a safe limit and records logged accordingly. All works will be planned and adequate protection used to limit any excessive exposure.

Waste

All construction waste will be segregated and recycled where possible to limit our effect on the environment. Space allowing we will set up separate skips for wood, metal, gypsum and general waste failing that waste will be segregated at a certified waste disposal plant and reports will be issued and filed.

Wheelie bins will be set up around site for disposal of waste, wheelie bins will be emptied into skips by the logistics team on a daily basis.

Plant refuelling and spill kit points

The spill kit will be located in the logistics compound and all fuel kept securely locked in the COSHH cage. Wates logistics team will have specific spill kit training to ensure they can resolve the issue of any spilt fuel/ COSHH items. All refuelling areas will be within bunded zones to prevent contaminating the ground or existing drainage. Any identified drain covers to be identified and protected as necessary

BioSite System

Project GWP1 will use the BioSite system which will allow:

- Trade Contractors pre-book deliveries via delivery scheduling system minimum 48 hours prior to delivery.
- Our Logistics will confirm/decline inbound delivery back to the contractor no later than 8 hours prior to delivery by Mobile phone or Email. Where by the contractor must change the delivery time to fit in the delivery schedule.
- Supplier's vehicles arrive and report to the Logistics Security/Traffic Marshal.
- Logistics staff checks delivery against schedule.
- Delivery drivers/vehicles checked for PPE and site requirements conformance.
- Approved delivery and departure traffic routes issued to driver.
- Vehicles despatched timorously for just-in-time site delivery.
- The system will also record the access and egress of all staff and operatives via the turnstile.

Logistics Team: Traffic Banks-man Duties

Project GWP2 will employ banksman traffic marshals stationed on both Linsdell Road and Hardwicke Street. The responsibilities of these marshals will include:

Banks-men should be suitably clothed to stand out from others on site or in a works yard by wearing high visibility/reflective coats/vest, specific colour safety helmets etc. The banks-men should be trained to:

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- Banking of site vehicles (assistance to trades) including the control/protection of pedestrians and other traffic.
- Monitoring of vehicle movements on site to ensure site traffic rules are adhered to by all drivers.
- Monitoring vehicles on site to ensure that traffic flow is maintained, 'moving on' vehicles as necessary and ensuring 'bottlenecks' do not occur.
- Only use the set relevant safety procedures and signalling systems for the site
- Give clear and precise messages and signals
- Ensure that construction vehicle drivers/operators can be seen during all manoeuvres, and vice-versa
- Warn and stop any pedestrians from entering the area of the manoeuvre
- Ensure safe access and egress for the vehicle and themselves; do not ride on construction vehicles which do not have a designed method to ensure their safety
- Report any known or potential hazards to their supervisors
- Stop the movement of any construction vehicle that is being driven with disregard to the safe systems of work for the site
- Stop directing the movements of pedestrians and construction vehicles if they are under the influence of alcohol or drugs
- The Traffic Marshall will not direct traffic on the High Way.

Safety

When on site all operatives are required to have read and signed up to relevant RAMS (risk assessment and method statement) and follow Wates policy of five-point PPE (hard hat, high visibility jacket, glasses, gloves and steel toe cap boots). All operatives are required to have adequate CSCS training relevant to their specific trade. All site operatives and visitors will undergo a site-specific induction and fill in accompanying documentation.

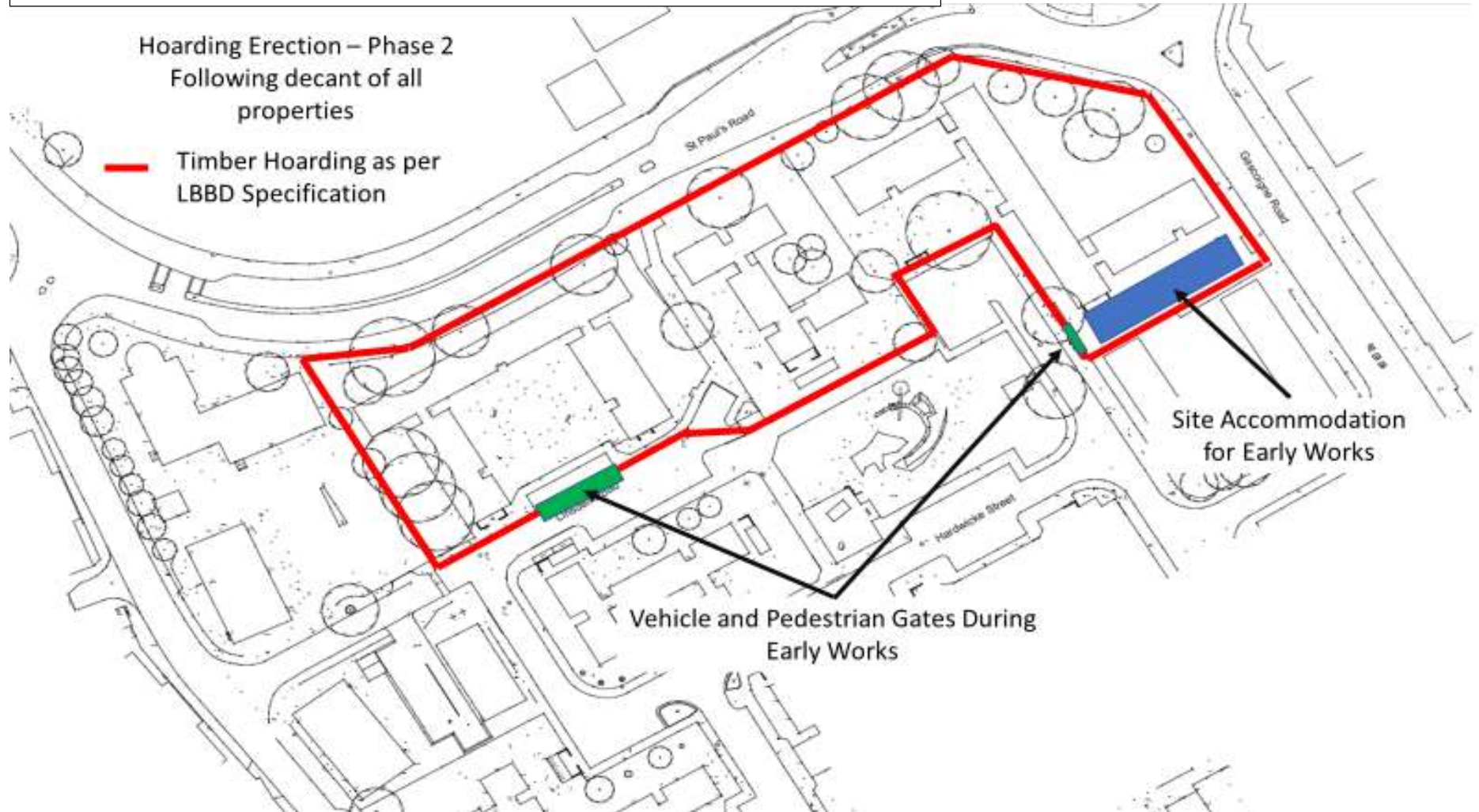
For more information please see "Project GWP2 Construction Plan"

Appendix Docs – Project GWP2

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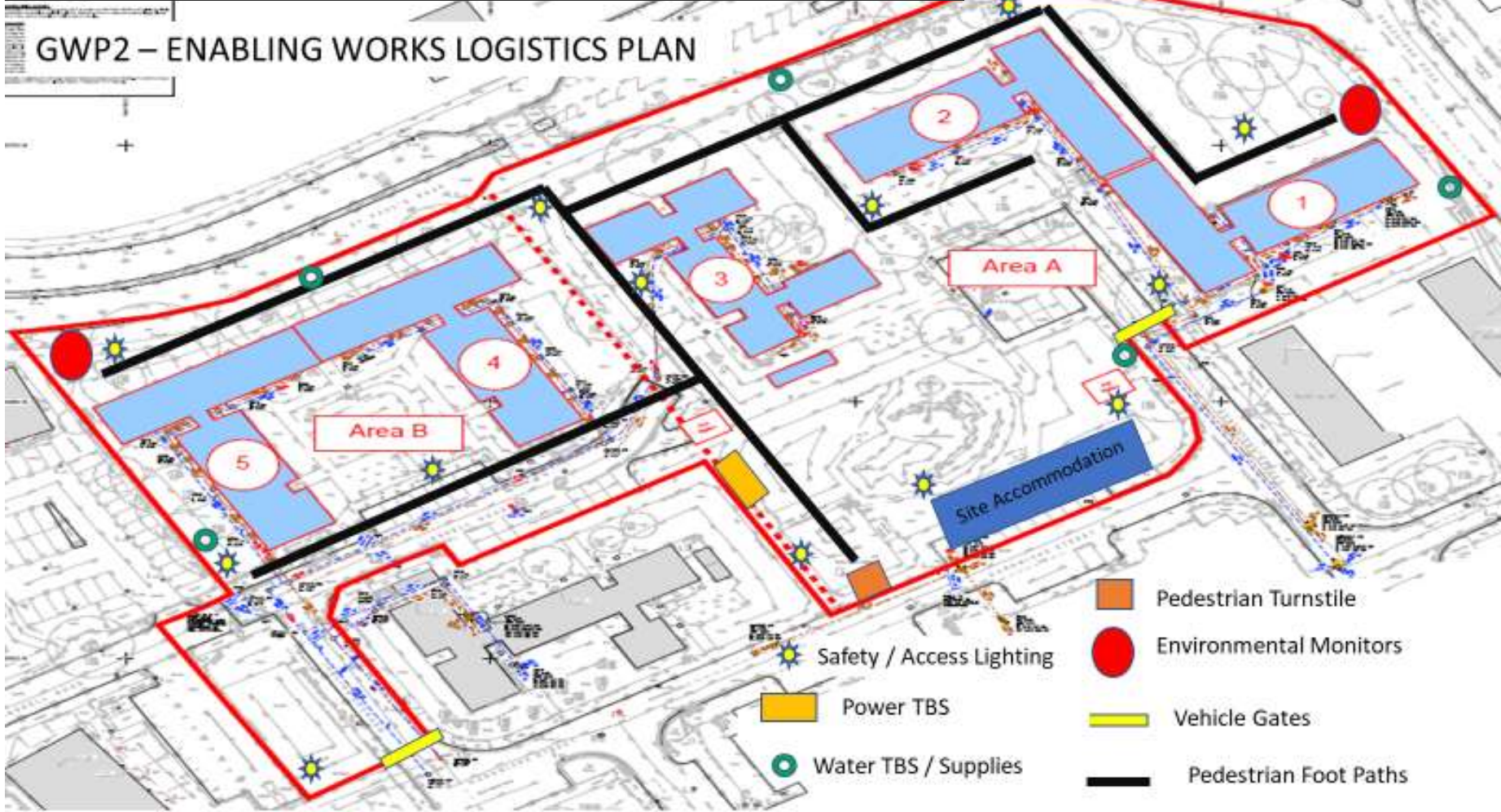
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GWP2 – EARLY WORKS SET UP PRIOR STOPPING UP APPROVAL



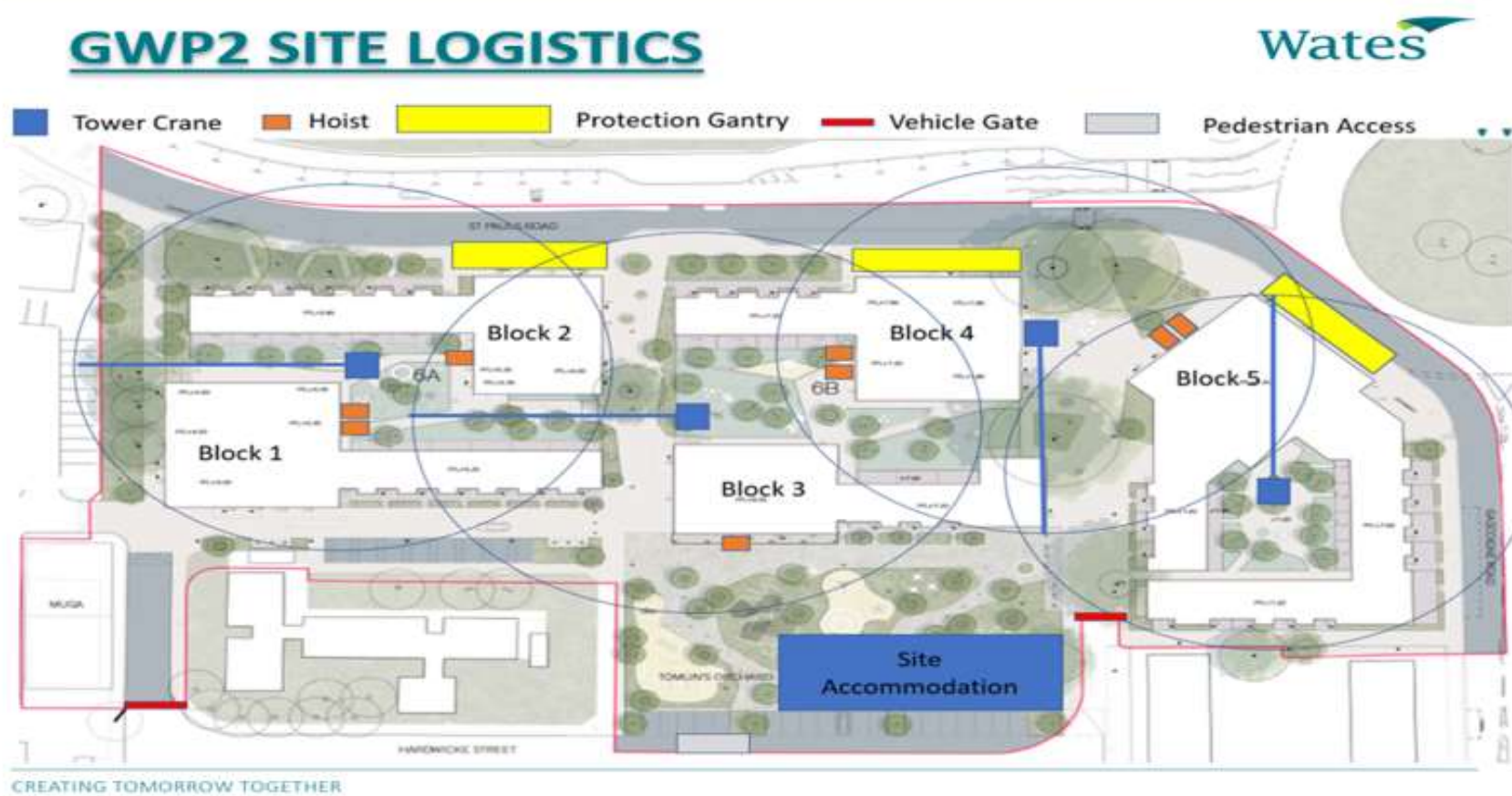
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GWP2 – ENABLING WORKS SET UP POST STOPPING UP APPROVAL



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GWP2 – MAIN WORKS SET UP



Gascoigne West - Phase 2 | Access Route Plan



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GWP2 – SWEEP PATH ANALYSIS

