MCLAREN

Construction, Environmental Management Plan



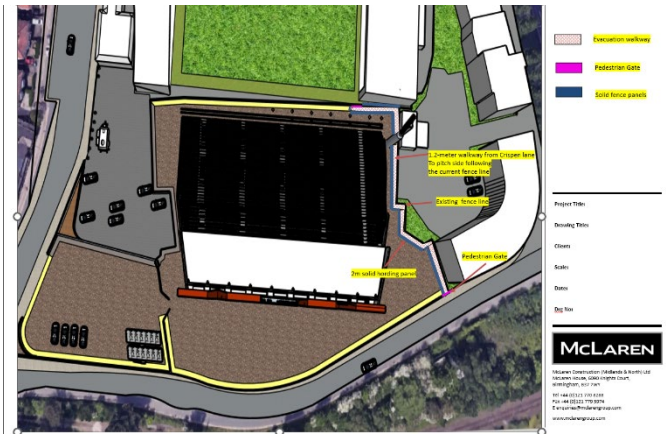
STOK CAE RAS, Wrexham AFC

September 2025

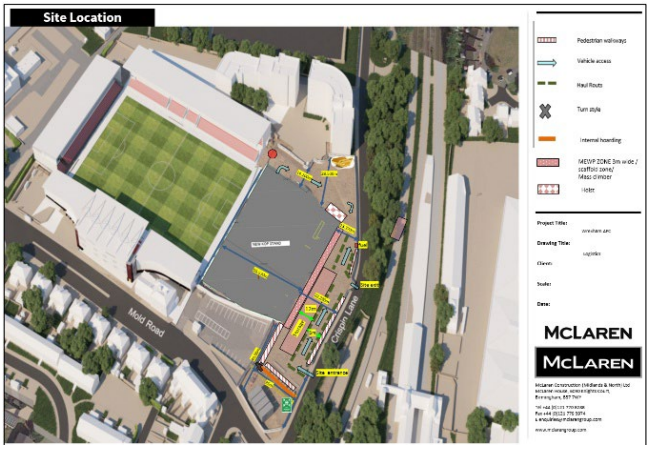
Contractors Proposals

We have held discussions with supply chain members from each key package, including interface meetings, to ensure all parties are happy with the approach in terms of sequence, method of construction and resource availability. We are confident that we have provided you with a robust and efficient approach for project delivery based on the constraints of the site requirements of the club and 3rd party factors.

In preparing our logistics, we have considered the following: -



- Staff numbers, considering multiple large package trades on site simultaneously.
- The number of vehicles accessing the site daily
- The location of the most suitable access and egress points in line with the planning requirements and neighbouring properties
- The location of service connection points
- Vehicle and pedestrian routes around the site, minimising interfaces or crossovers between the two
- Provision of a suitable working surface for plant operations around the site
- Methods for keeping the site and surrounding areas clean and tidy.
- The required site security, given the interest of the project and number of personnel.
- Existing services and constraints around the site. Flood lights, water, drainage pitch irrigation.



Our site logistics strategy will promote an efficient working environment, minimising congestion, obstructions or waiting periods, maintaining a consistent flow of work for all packages and keeping the site as safe as possible.

Logistics Summary

- Weeks 1 to 4 the site will be serviced by two small oasis units and a toilet area with small parking at the front of the site to allow the main cabins and fencing to be erected.
- A 6 ON 6 linked cabin will be provided for high-quality site set-up; this will be installed from week 4 onward.
- Weeks 1 to 2 of the project, fencing will be altered to form the access routes into site
- Weeks 1 to 4 the space for the cabins will be cleared, foundation installed and services for Cabins.
- Biometric security access will be installed to control site access with a gateman to control the gates.
- Separate site entrances for delivery vehicles and staff/visitors
- Site access will be one way in one way out.
- Vehicle turning zone will be created onsite.
- Traffic marshals to maintain efficient vehicle movements.
- Haul roads installed to provide vehicle movement/working platform.
- Wheel cleaning facility at the delivery entrance and a road sweeper
- Delivery loading/unloading bays strategically placed around the site.
- Hoarding installed at the site entrance to provide high-quality images and additional security.
- Secure fencing surrounding the site compound.
- Waste Management area –managed by our ‘Waste Champion’.
- We will arrange a holding area off site for larger materials.
- We will arrange an area off site for site parking.

Information Classification: Protected

McLaren has a high standard of site set-up on all our projects.

We recognize that a clean site with good facilities improves the experience and working conditions for all staff on site and improves the efficiency of the project.

BENEFITS OF OUR LOGISTICS STRATEGY

- Sufficient facilities for the number of staff at peak times
- Space to deliver multiple large packages simultaneously.
- Efficient vehicle movement strategy around the site to minimize congestion.
- Space allowance for Novated contractor set up
- Protection on-site for operatives via clearly segregated routes

Site Access & Egress

Entry to the site is gained via the junction on Mold Road and onto Crispin Lane. MCL will set up two different traffic management systems on Crispin Lane, one for incoming vehicles and one for outgoing vehicles. MCL will employ a full-time gate man to manage access/exit at this point and for security.

All visitors, workers and deliveries will be required to stop and sign in at the gatehouse, where further safety instructions will be given. The gatehouse will be set at a sufficient distance to ensure waiting do not block Crispin Lane. MCL have arranged with the client an off-site waiting facility to allow vehicles to wait should more than one vehicle turn up and access to the site is restricted.

The site entrance fencing will be constructed with a 2.4m hoarding with visibility splays and double width gates.

All vehicles will be required to sign in and out on arrival and when leaving the site.

Once set up, deliveries will be required to book in delivery slot on the Bio site system.

There will be no onsite parking available for the construction works, MCL have tried to facilitate this by providing a space off site to allow operatives to park and will look to implement a shuttle bus service in a morning and late afternoon

Site Entrances

- All our site entrances will have solid hoarding.
- All will have fixed steel gates that will be manned at all times during the works.
- Out of hours the gates will be secured and locked.
- Site signage and information will be provided relating to the project and safety requirement



Site Setup

McLaren has a high standard of site set-up, which we will install on this project. We will provide a professional-looking site from day one, to provide a high-quality working environment for site staff and visitors using the facilities.

We will also provide viewing platforms for the site so progress can be shown to interested parties.

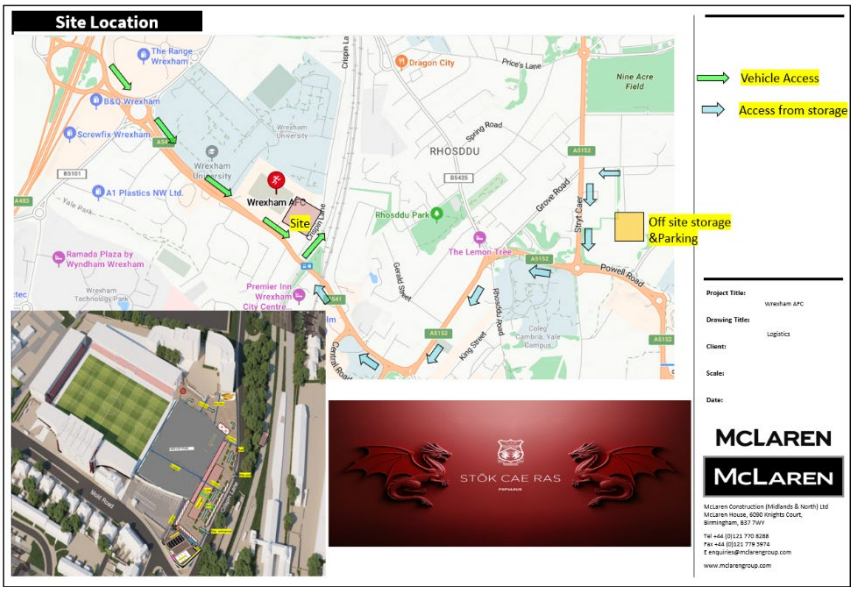
We will provide a temporary site set up at the front of the site near the Turf Pub car park, with separate pedestrian access from Mold Road.

There will be no on-site parking permitted and McLaren will provide parking off site and put into operation a bus transfer system.

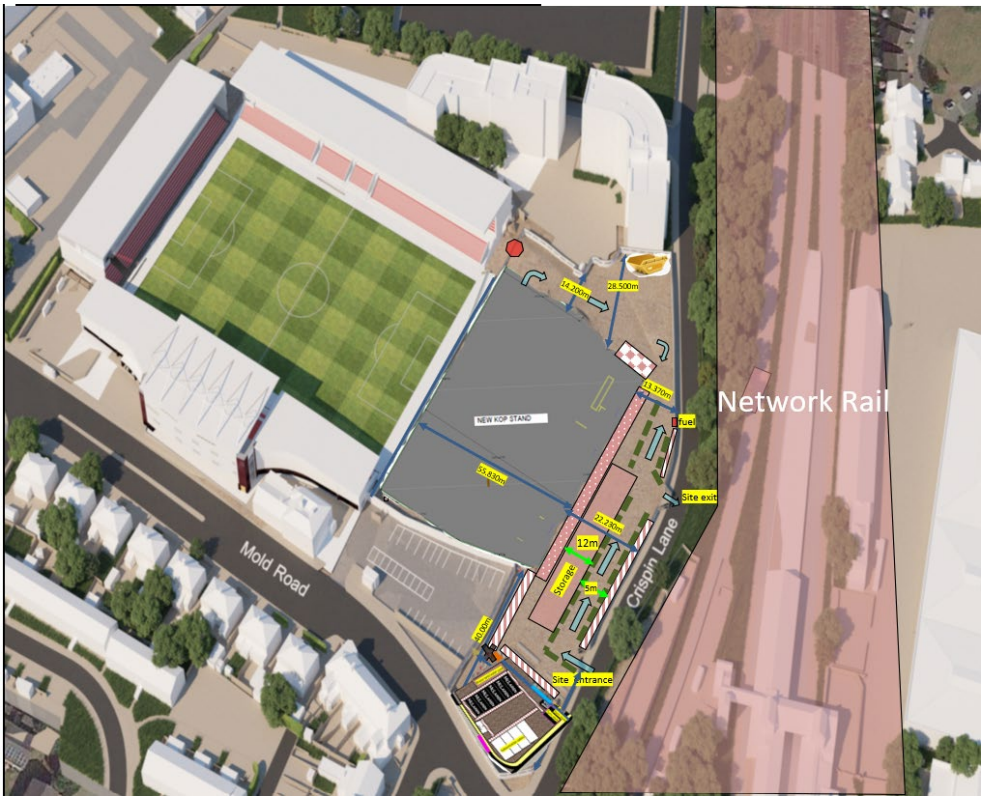
There will be some temporary groundworks to form a level plateau on site to contain the site office and welfare facilities.

Site Location Map

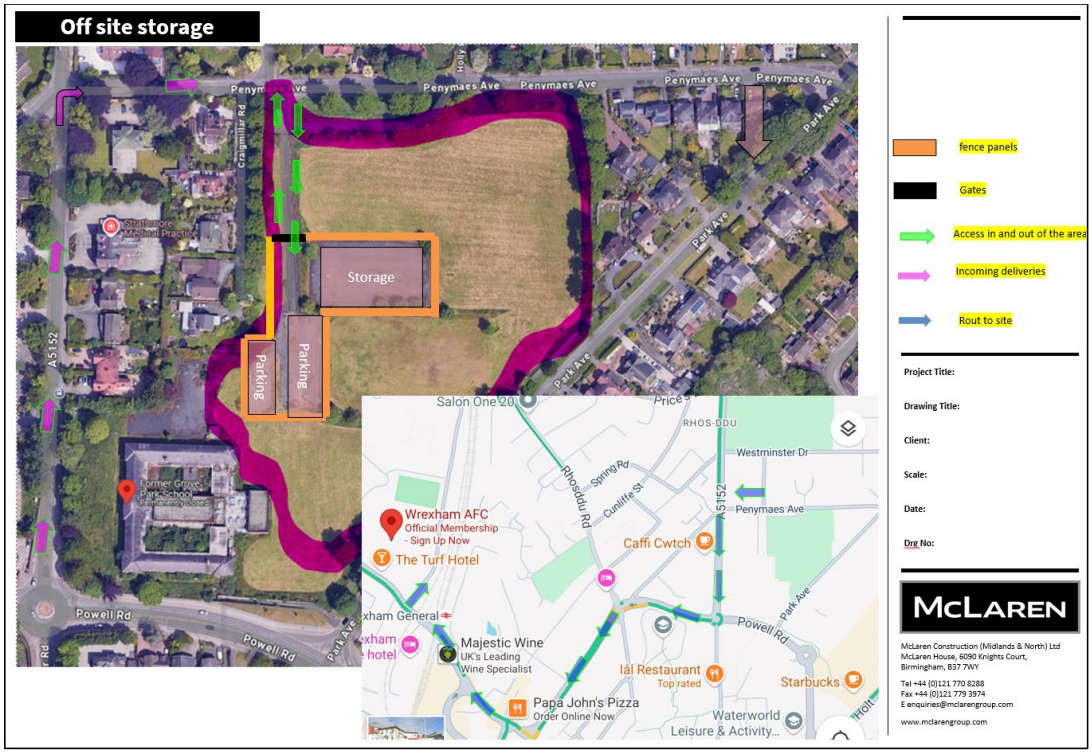
The supply chain will receive plans of the location of the site for deliveries. The booking system will be in effect on day 1 of the site starting date and a full traffic management plan implemented. (see traffic management plan for details)



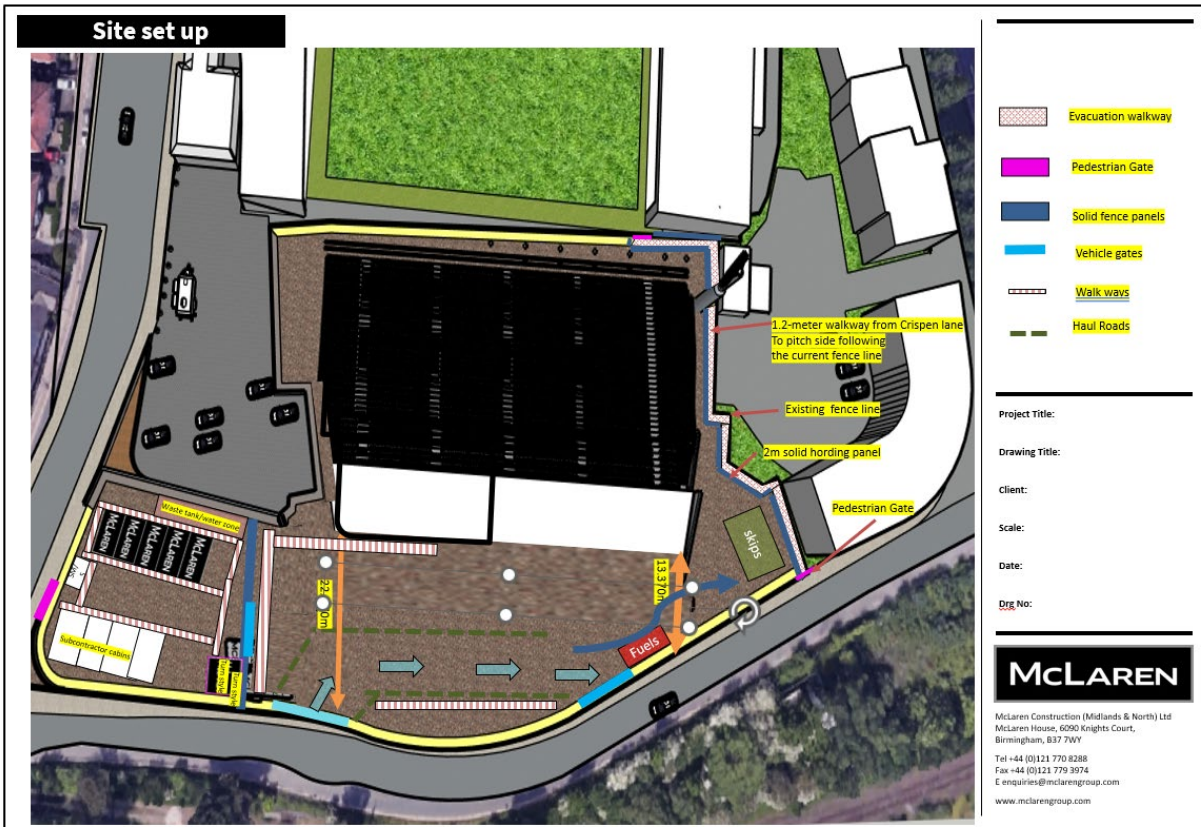
Site Constraints



Off-Site Storage and Parking



Site Entrance Fencing Layout & Cabin Set-Up



We intend to use the existing hoarding already installed around the Ground. McLaren will paint the hoarding and form new pedestrian access routes with gates, as the above plan.

We will use the two existing vehicle entrance ways and alter the fence to create visibility splays on the gates.

McLaren will set up internal fencing to secure the compound and install a turnstile for people coming off and on site.

McLaren will have a gate man that will book deliveries on to the site and control the vehicle access gates.

Welfare Facilities

At McLaren, we have a strong focus on providing high-quality working and welfare environments for our staff. The site accommodation complex will include welfare facilities for subcontractor's operatives.

The secure staff accommodation will comprise of offices providing the following facilities:

- Offices
- Meeting rooms
- Kitchen
- Male and female toilets
- Shower and lockers
- Appropriate storage
- Smoking and vaping areas.

Welfare facilities in line with HSE guidelines will also comprise of:

- Canteen area.
- Drying rooms.
- Toilet/washing facilities.

The offices will be equipped with a full telephone system providing extensions to all office areas. In addition, broadband will be installed to provide a wi-fi connection for all staff and visitors.

An area will be made available for domestic subcontractor offices and key trades.

Safeguarding the Public and Neighbours

The entire site perimeter will be suitably fenced and signed with safety warning signs before any work commences.

The site entrance will be off Crispin Lane and will have suitable signage located with directional signage for the traffic to the site. There will be a solid hoarding at the entrance with pedestrian gates to the site offices. A dedicated walkway will allow persons to approach the gatehouse without engaging with traffic.



Site Security & Protection

We have highlighted below the measures we will take to keep the site and staff secure and protected throughout construction:

Fencing & Hoarding

The entire perimeter of the site will be secured utilising existing fencing, with minor repairs as necessary. A hoarding will be provided at the main entrance to provide additional security and present a professional image to the public.

Site Compound

To separate the site accommodation area from the construction works, we will fit Heras fencing around the perimeter of the accommodation area. This will provide all staff and visitors with a protected PPE-free zone.

Locked gates

Vehicle entrance into the site will be managed by a gateman. All vehicle and pedestrian gates into the site will be locked and always secured to keep the site secure. A security cabin will be placed at the entrance for the gateman to monitor all into the site

Segregated Pedestrian Routes

To separate pedestrian workers from construction vehicles, we will provide protected routes to key areas of the site. These will be signed to ensure their location and route are clear.

Night Security

McLaren will place two sets of CCTV Cameras to the boundary of the site throughout the construction period.

Visitors

Visitors will be let in manually via a receptionist and will need to sign in.

Biometric pedestrian gates

Pedestrian gates into the site will be biometrically secured. All staff and subcontractors requiring access to the site regularly will be registered during their induction. The use of biometric security will also provide accurate attendance information for fire and other emergencies.

There will be secondary fencing provided to secure all Canin locations and secure and control access to the site.

Exemption

- Site hours will be Monday to Friday between 7.30 and 5.30 and Saturday from 7.30 to 2.30.
- No working Sundays and Bank Holidays.
- There will, however, be additional hours required outside of normal working hours when carrying out the concrete slab works.
- The finish on the concrete requires the need for power floating to be carried out and whilst placement will be carried out during working hours, finishing will proceed late into the night.

Craneage & Plant Strategy

Craneage - For this Project, we will be using mobile cranes throughout due to the nature of the buildings and the available space.

We will also need to factor in a crawler crane within the footprint of the building to lift the Truss.

Due to the proximity of the railway there will be a need for BAPA and coordination of lifting activities with Network rail

Cranes will be used for steelwork, cladding, roofing and pre-cast elements of the works. During peak periods, there may be multiple cranes on site at any time. All works requiring crane use will be carefully coordinated using appropriately trained personnel.

There will be full risk assessments and lift co-ordination plans fully signed off with all thorough examination certification and training evidence provided before operations being. The ground will be checked for temporary works and stability before any lifts take place. Any sign-off by Network Rail will be pursued.

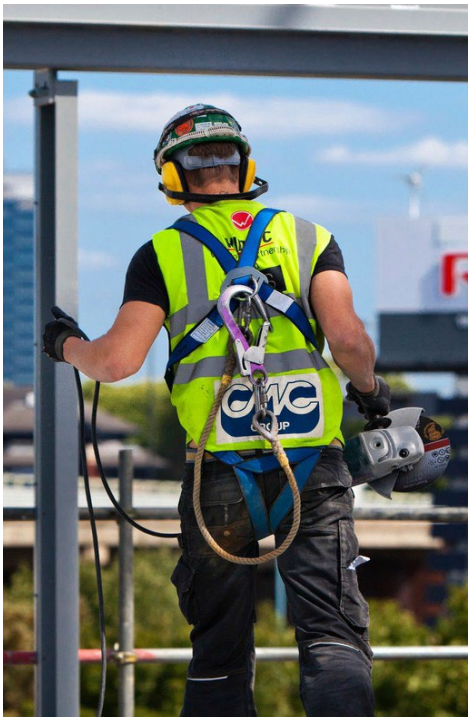
MEWPs – Both steel erection, cladding and façade installations will be completed using a combination of scissor lifts and cherry pickers. Working at Height risk assessments will be carried out and all certification and thorough examinations will be checked before use.

Working platform – The working platform is an important part of our temporary works strategy. Working platforms will be designed and installed in appropriate locations.





Managing Works at Height



Before commencement, we will develop a comprehensive Construction Phase Health and Safety Plan, which will detail our approach to managing all specific elements that involve working at height.

We have already considered the most significant high-working elements of the project to ensure these have been factored into our methodology from the outset.

Management of personnel at height. Personnel will be working at significant height for large periods of this project. We will protect these operatives, and the operatives below, using the following methods:

Safety Harnesses

All personnel working at height will be tethered as appropriate using suitable harnesses or man safe protection

Tethered Tools

Small tools will need to be always tethered to prevent accidental drops.

Emergency Escapes

We will provide a suitable number of stair escapes across the high areas of the building, including temporary Haki Stairs.

Edge Protection

We will provide suitable edge protection at all high areas throughout.

Management of lifting operations

Prior to any lifting operations, we will develop a bespoke lifting operation plan for all works requiring the lifting of materials via mechanical equipment.

All lifts will be supervised by qualified and competent operatives.

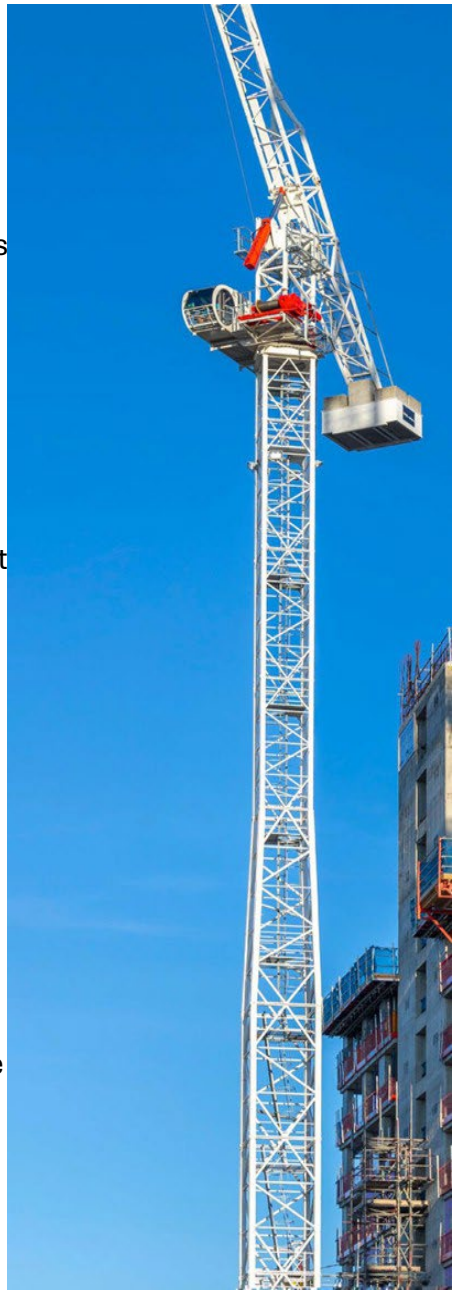
We will assign dedicated lifting zones, which will be segregated as appropriate to minimize the risk to other operatives and staff on site.

All materials will be lifted using secure slings attached by a competent and qualified member of staff and inspected prior to lifting.

All cranes will be fitted with capacity indicators/limiters to prevent overloading.

Lift plane will be reviewed and sign off with temporary works design and appropriate for the activity taking place

We will fully engage with Network Rail and make sure all lifts are planned and satisfy the BAPA



Weather Management

We appreciate that the building will be vulnerable to severe weather conditions, including lightning. We will carefully monitor weather conditions throughout construction, ensuring that works are stopped at any risk of lightning, high winds or other dangerous weather conditions.

Dust Management & Mud Run-Off

McLaren have a full dust management policy and procedure as part of our management process which is appended to this document.

Dampening down activities will be carried out during earthworks and ground works operation, with all spoil heaps sealed. Wagons will be covered when leaving site.

Crispin Lane will be monitored and a road sweeper in attendance during the earthworks and ground works stage

Dust extraction tools will be used for any cutting works. This will be monitored activity by activity daily.

Vibration

- Construction methods to be adopted to minimise vibration
- Vibration monitoring to be carried out when required
- Piles to be cropped instead of being reduced in height using a breaker
- 5 mph speed limit.
- Control of vibration generating activities (general) via method statements.
- Audit plant in use

Deliveries & Material Distribution

All deliveries will access the site via the construction entrance, which will be managed by a gateman. We will have a logistics team on site, who will manage all deliveries. Traffic marshals will be strategically placed around site to manage vehicle movement.

Material Unloading

We have allocated areas for storage and offloading. Vehicles will be escorted to the relevant location for the works, before being unloaded via cranes and forklifts.

All unloading zones will be protected to minimize health and safety risks to other operatives on site. Where required, we will have dedicated material Storage Zones on site where long storage is required.

Offloading will be the responsibility of the subcontractor with details RAMs and lift assessment where required and will be reviewed and approved by McLaren.

Managing Delivery Times

To prevent an unwanted build-up of delivery vehicles on site, we will manage the flow of vehicles to the site via our 'Booking-in System'. This will be coordinated across our whole supply chain to ensure they are fully aware of other deliveries being carried out around their own. We will openly communicate with our supply chain throughout to ensure there is minimal risk of crossovers or conflict, and to ensure that any issues can be managed. On arrival at the site, all materials will be inspected according to the manufacturers' recommendations and these inspections logged within the Quality Plan.

Waste management strategy

At McLaren, there is a big commitment to sustainable practices across the business. Waste management is a big focus on our sites, and we continually look for ways to reduce our waste-to-landfill ratio and in- crease recycling. On every project, we also look for ways to keep our waste output as low as possible through off-site manufacture where possible and designing out waste.

Where Hazardous waste is identified, it shall only be segregated and stored following approved methods from the Environment Agent.

Waste management on-site

Once on-site, we will immediately set up a dedicated waste management area.

This will contain several different coloured skips which will be used to separate materials for recycling and reuse. All waste will be managed and monitored by a 'Waste Champion', who will be as- signed to monitor all waste activity. Every site is controlled by our online smart waste management tool which reports on the waste produced and duty of care

Waste shall be stored appropriately depending on type and classification, i.e., Controlled waste, Hazardous waste and General waste. In any event, waste storage shall be kept to a minimum and in suitable containers or locations for disposal. Whenever possible segregation shall be implemented to allow for recycling.



On-Site Works

Earthworks Strategy

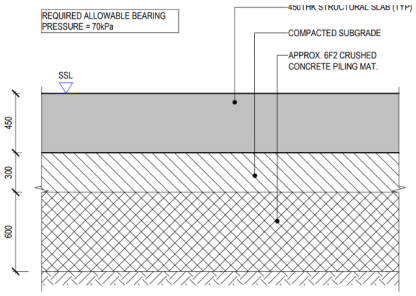
During the earthworks there will be a need for large earthworks moving plants and equipment, these will be delivered to the site with access from Crispin Lane.

A fuel storage area will be set up and plant zone. All known services will be set out and marked on site, and the access road, compound and walkway will be established.

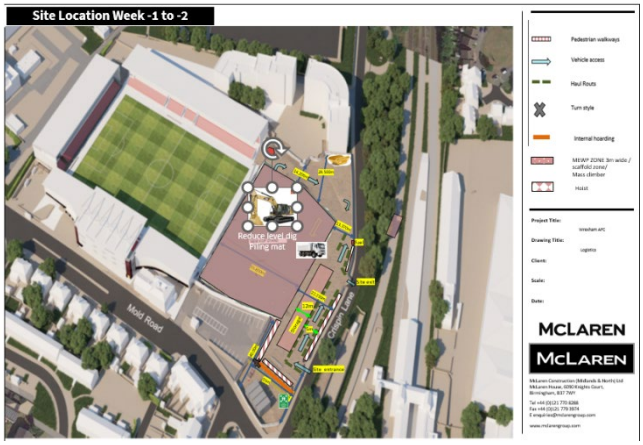
The earthworks contractor will review all design drawing level and begin excavating the area from the Turf Pub elevation working across the project. Material will be loaded onto wagons and removed from site. Once the desired depth has been reached the Contractor will begin to install the piling mat and compacting the stone to the required level

A detailed risk assessment will be in place with all-through examination certification and training demonstrated. Noise monitoring will be in place and dust management carried out by the subcontractor. Road cleaning will be in place full-time during these works.





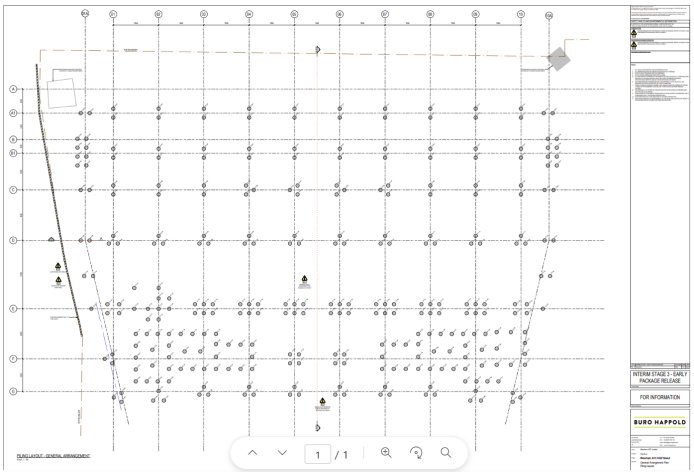
450 RAFT SLAB MAKE-UP



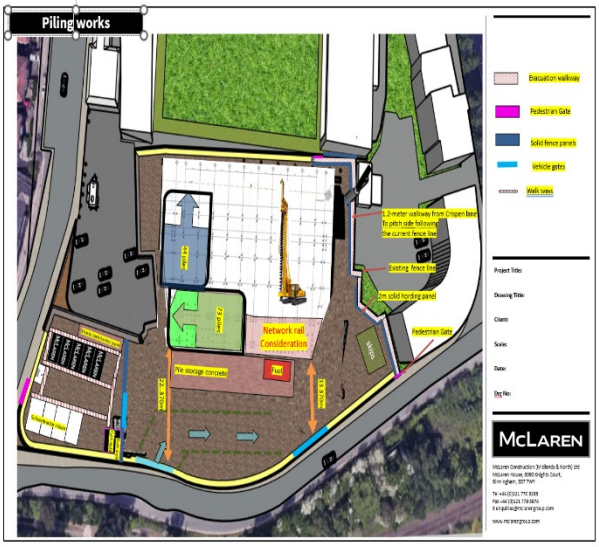
Given the above detail the piling mat will result in being 900mm, 600mm 6f2 and 300mm sub base

Piling Strategy

The ground solution to support the stand is based on a number of CFA piles and pile caps size and depth still to be determined.



Mclaren will set the site up so that the piling equipment can be delivered to site on a low loader. the rig will be unloaded on the piling platform and rigged on site.



A detailed method statement will be produced.

The ground will be engineered to support the pilling rig during its operation.

Dependent on the design of the piles and size of the rig there could be a zone on the corner of the stand that will need Network Rail approval.

McLaren will provide onsite storage for materials and equipment needed, with concrete being delivered as and when required

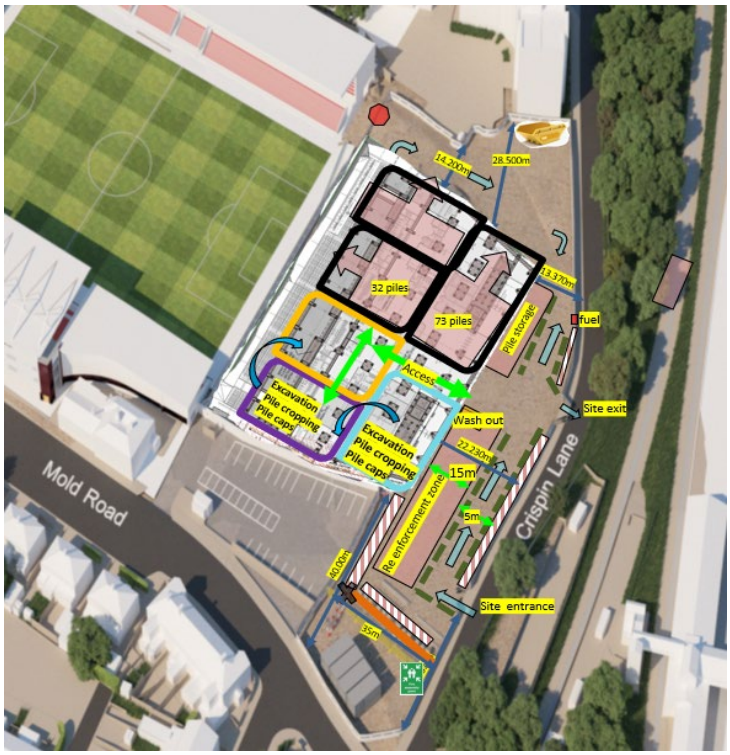
Haul Roads

A tarmac haul road will be provided through the site entrance gate to the exist gate to mitigate dirt from vehicles being dragged on to the highway. Road sweeping will also take place along the haul road on a regular basis, with temporary soak away drainage provided to the area to assist in water run-off.

Foundation

Once the earthworks are complete and the piling contractor is nearing completion then the Groundworks contractor will commence the foundation installation.

The contractor will start by excavating pile cap bases and removing dug materials to a spoil heap, cast the stone to one side for re use. The contractor will then expose pile caps and these will be cropped.

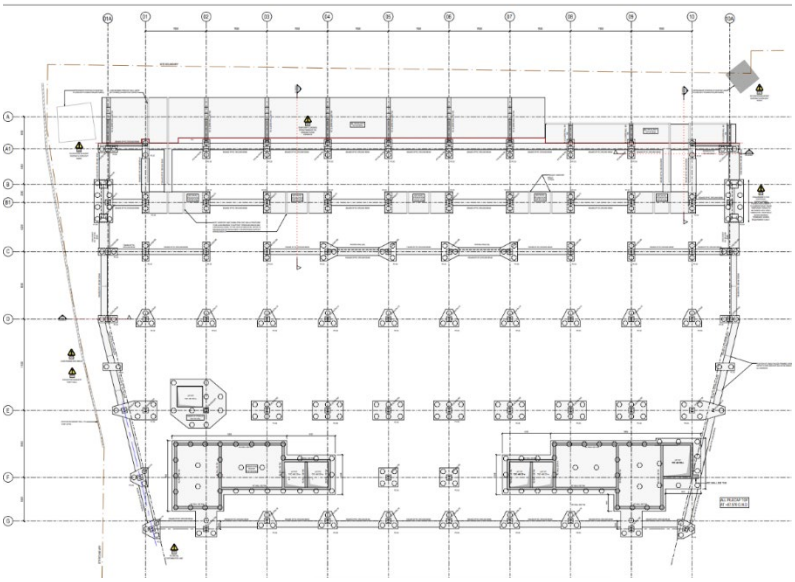


The Contractor will set up a reinforcement zone to construct pile cap cages and lift these into place with and excavator.

All trenches will be stepped or shutter for safely and concrete will be delivered in the back of a wagon when required. A detailed method statement and lift plan issued for the works.

The foundation's area pad foundations have already been designed on a 70kPa bearing capacity.

These will be dug in a sequence and concrete immediately to reduce the impact form weather conditions.



The minimum foundation depths are likely to be 1350mm whereby TOC is at -450mm,

This will result in excavation being stepped then pecker filled then back filled. Prior to pouring

Placement of concrete will be direct from the wagon with small hand tools for compaction. A concrete washout will be provided locally to where the works are being carried out.

Drainage

There will be a number of drainage activities on the project with some internal shallow drainage being installed within the building footprint. This deal with toilets and services areas. Drainage will be installed using small machines and require a certain amount of excavation works within the building foot print to install the pipes.

There will also be a need for deep drainage within the external footprint of the site and to car park and concourse area.

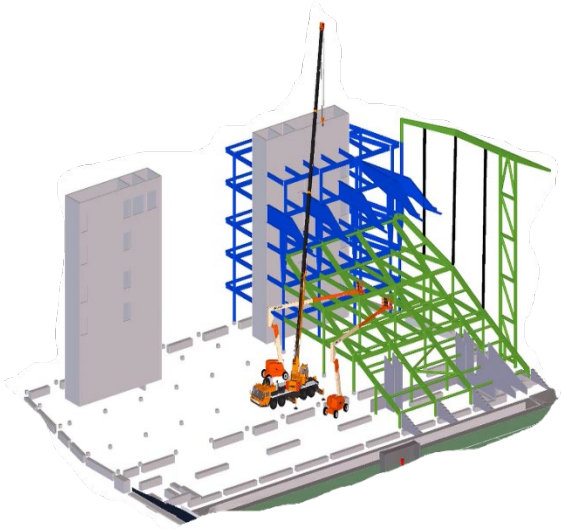
Trench boxes and manholes boxes will be used for deep drainage installation.

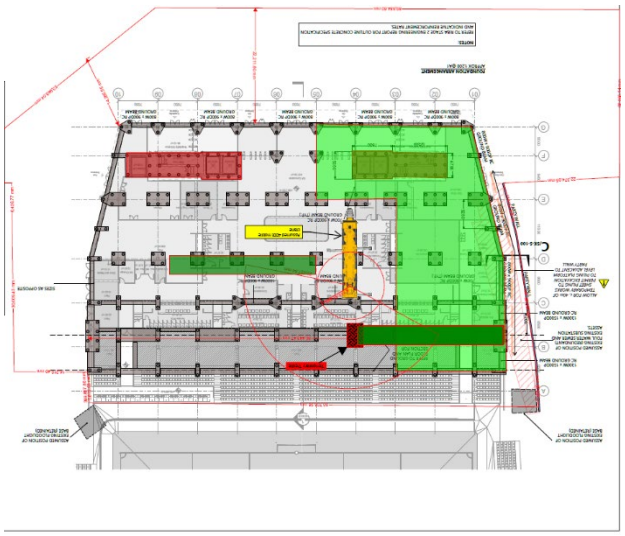
For shallow drainage, step trenches will be maintained with safe access and areas fully segregated.

A detailed method statement and risk assessment will be produced for this work with a work area set up and storage area allocated for materials, material will be delivered in a just-in-time method to limit space on site.

Superstructure

Steel Frame Installation





The superstructure sequence will commence once the substructure is complete. There will be a detailed erecting sequence mapped out with the temporary works factored in and also embedded in the structural engineer's design. They will be an impact on Network Rail and a need to satisfy BAPA for any cranes working on the front of the stand.

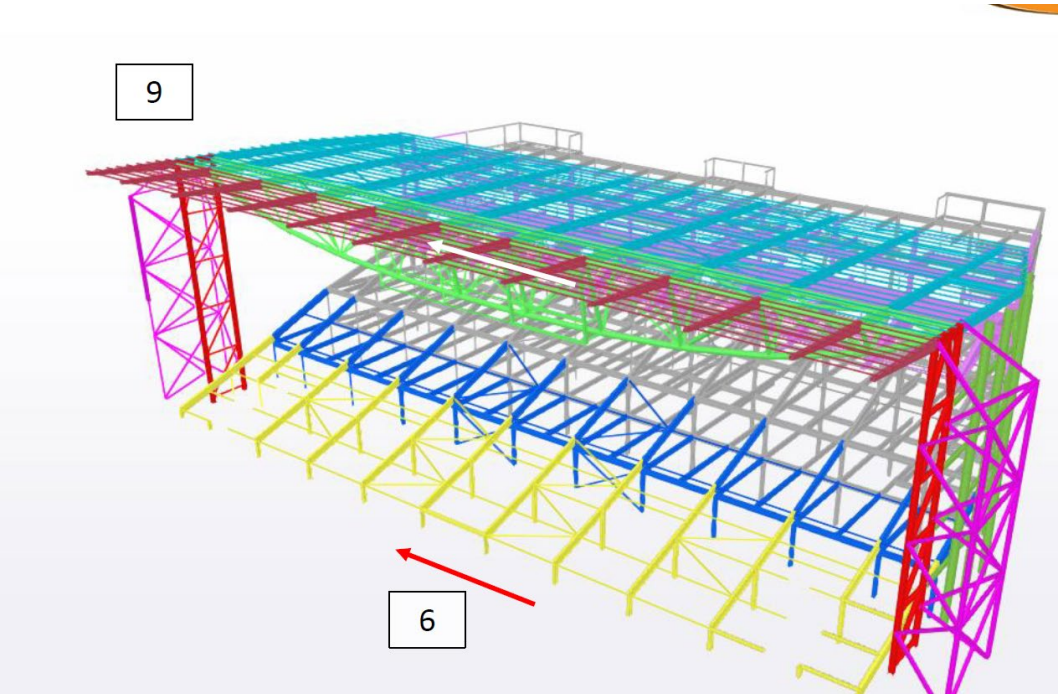
Given the site requirement, and the complication of the steel erections sequence, interaction between different trades will result in the steel erection commencing potentially from the Turf Pub end. With particular attention given to the erection of the truss and any temporary works required.

There will need to be a detailed crane management plan to manage the space restriction, and the constraints from Network Rail

There will need to be coordination between the steelworks contractor and the Precast contractor for the installation of the terraces unit.

We will arrange a prestart meeting with the appointed steel erection subcontractor ensuring that all access/egress requirements and timing of deliveries are understood. and that all required lift plans, sequencing, and method statements are in place before starting on site.

The clear span of the main truss may require a tandem lift by two mobile cranes located within the building footprint. MEWPs and a forklift will be used for the erection of the structure and precast staircases/terraces units, the specialist subcontractor's RAMS will be checked and signed off 2 weeks before works commence on site. All the necessary testing certifications for plant and equipment with operative training records will form part of their documentation as well as the required Lifting plan.

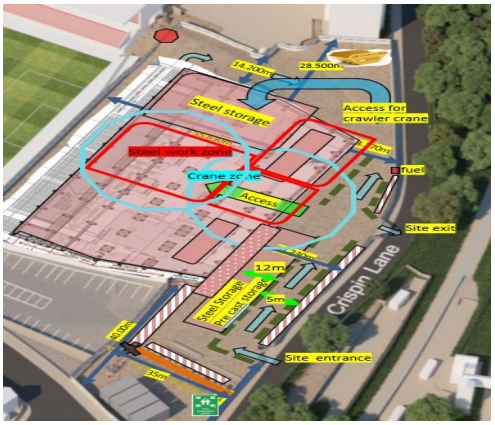


Scaffold edge protection or guard rails will be required on all leading edges, internal floors and building roof edge perimeters. Safety netting will be installed on the roof level and to the mezzanine floor before any work is carried out on the roof or installation of mezzanine floor slabs. The metal decking that forms the office floors will be lifted into place at this stage along with the precast staircases and the lift shaft.

The installation of the stairs will provide access for the metal decking contractor to install the deck pans all leading edges will be scaffolded with the use of safety netting.

General Logistic Plan During Steel Frame Erection

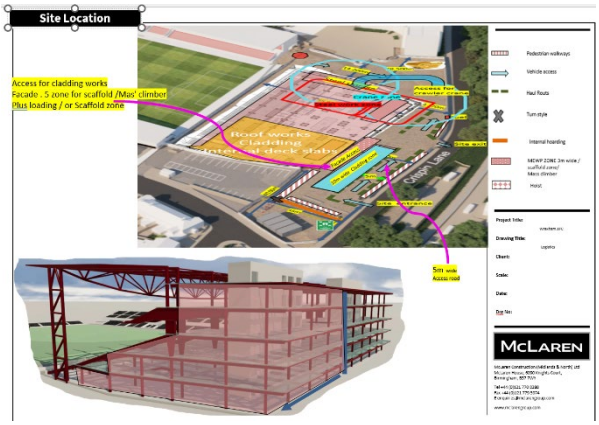
The working platform will be checked daily with the relevant subcontractors. with a full daily briefings and coordination Meeting taking place. The working area will be fully segregated, and access controlled. Material laydown areas will be allocated and controlled with lift plans in place and signed off.



Roofing & Cladding

A meeting will be held with the relevant cladding contractor to discuss logistics and phasing, and a detailed method statement and risk assessment will be produced with all training and certification. There will be a detailed lift plan produced and signed before any work commences on site.

Once the steel frame is handed over, then netting will be hung on the first bays and installed to the entire handed-over section. Appropriate edge protection fixed at the roof level will be installed with an access tower from ground to roof level tied into the steel frame; a 1 bay exclusion zone between the structural steel operations will be maintained throughout. Integrated roof access will be provided by Haki stair towers which will be installed external to the building footprint. The cladder will preload the roof with the gutters and install, then follow on with the roof liner sheets and carrier system.



Once installed the liner sheets are designed to be walkable so the nets will be removed. The top sheet is a standard seem sheet and will need to be rolled and lifted on site and space will be made available in the storage zone in front of the stand for this works.

The wall cladding operation will commence on the Turf Pub end with SFS installation proceeding and any curtain walling need to be installed.

The cladder will start by installing the SFS using the MEWP to gain vertical access. Once complete the area will be handed over to the brick layer who will install block works on the ground floor where detailed.

Works in each zone will be set up with full segregation and a detailed method statement and risk assessment will be produced. There will be a full detailed method statement issued and reviewed for each element of the works.

Warehouse ground floor slab & office slab

Upper slabs

Upper slabs will be cast as the frame completes and the roof cladding in the relevant areas are completed. This constitutes a metal deck, mesh, and concrete. A specialist contractor will be selected, and the RAMs reviewed. All leading edges will be protected, and any back propping fully designed. Depending on the finishing of the slabs, the works may proceed outside of the discussed site hours. Time will be needed for the concrete to cure and then for the finish to be applied. This could mean a small amount of finish operatives and plant will be working on site into the night. Action will be taken to minimize any disruption and noise issues, all openings will be sealed, the SFS will be installed where possible

Concrete will be placed during the day using a concrete pump and operatives will be using small tools to compact and level the concrete. Concrete washouts will be made available. Deliveries will be managed from the front gate and the concrete directed to the relevant part of the site.

A detailed method statement and risk assessment will be produced before work proceeds.

Ground Floor Slabs

The Ground floor slabs will be cast once the roofing and cladding works have been substantially completed and the perimeter block works are complete. After the formation has been prepared, the membrane will be placed, lapped, and taped (all as per the manufacturer's recommendations) and then verified by the specification.

A specialist contractor will be selected, and a meeting set up to discuss the logistics of the works.

Depending on the finishing of the slabs then works may proceed outside of the discussed site hours.

Time will be needed for the concrete to cure and then for the finish to be applied. This could mean a small amount of finish operatives and plant will be working on site into the night for the power floating works only. Noise monitoring will be carried out during this time to make sure there is little impact on the surrounding areas. See appendix for details of operation

Action will be taken to minimize any disruption and noise issues, all openings will be sealed, the blockwork /SFS will be installed where possible,

The concrete will be placed during the day from the delivery wagons and operatives will place with small tools, compacting and levelling the concrete with a Lazer screed. Concrete washouts will be available. Deliveries will be managed from the front gate and the concrete directed to the relevant part of site.

A detailed method statement and risk assessment will be produced before work starts.

Internal Fit-Out Works

Dividing walls

The internal office walls will be installed to form the individual space on each floor level. These will be built off the floor slabs and will either be blockwork or stud partition where detailed . The edge protection installed for the construction of the floor slabs will remain in place and be moved back out of the wall zone to allow the walls to be built.

Storage will be given on the ground floor for materials, and this will be distributed via a hoist to feed each floor plates. Access for the operatives will be via access tower and or small pop up. A specialist contractor will be selected, and all RAMs reviewed, and plant inspection/certification carried out.

High level M&E

Internal works will commence once the slabs have sufficiently cured and can withstand the use of small pop ups. Operations commence with the installation of high-level containment, cabling, duct works, vents, fire safety and final fix items (lighting and fire protection systems). Works will then be completed with a period of commissioning after.

Work at height will be managed using suitable risk assessment and access equipment. permits for scaffold will be issued, any MEWPs will be checked in terms of suitability to be on the floor slabs, training will be checked, and a detail risk assessment will be issued.

Internal finishes work

These will be managed on individual risk assessments and method statements. Each trade will attend an access and coordination meeting. There will be a daily briefing meeting held on-site with all supervisors to look at day-to-day access segregation and logistics.

External Works

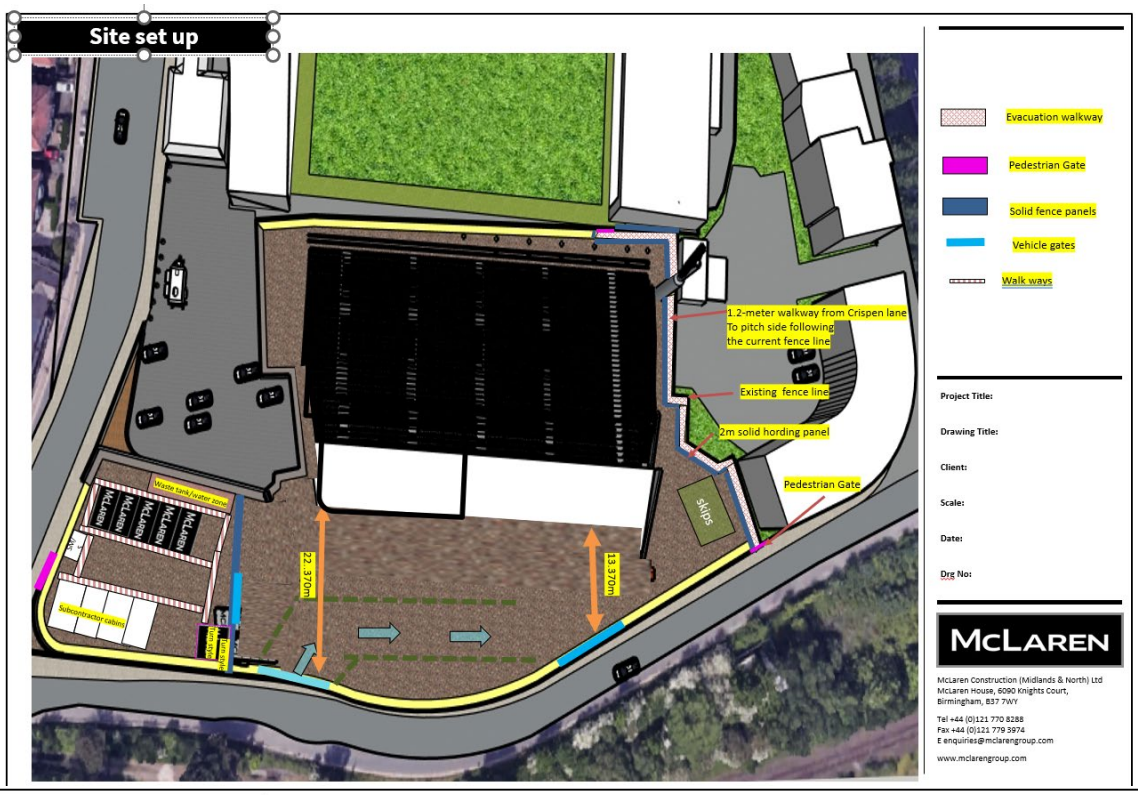
The external works packages are undertaken at various stages throughout the construction program. The overarching strategy has been developed to ensure that installation of utilities (or ducts where required) occurs in sufficient time to allow construction of the hard standing (including associated works).

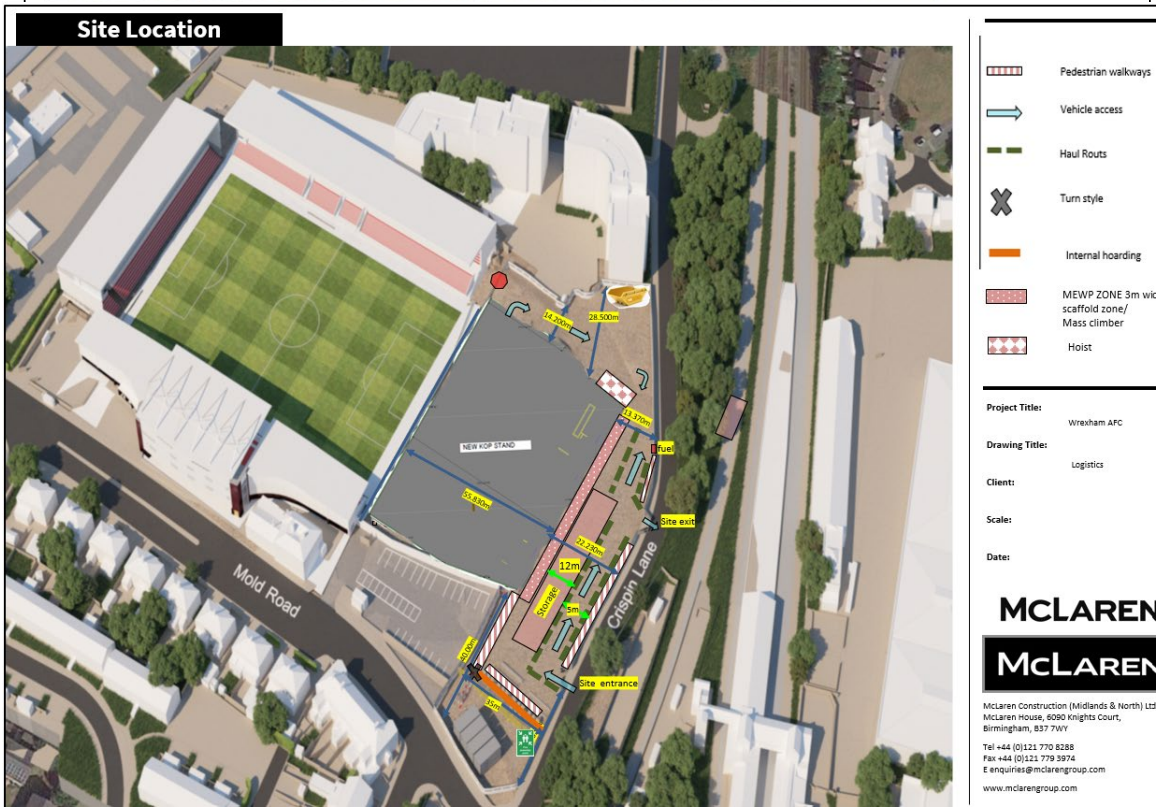
The external hard standing works will be undertaken as early as possible to mitigate the impact of weather, whilst helping to maintain a cleaner site and reducing the risk of potential damage to the permanent works (i.e., the envelope).

Permits

- Discharge permits
- Permits to penetrate ground.
- Permits to lift /work at height permits.
- Hot works permits.
- Isolation /Disconnection permits
- Scaffold tower permits

Phasing Plan and logistic






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