CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN

Woodridings Court , London N22 7RX

Date: 9 January 2026

Rev 2

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1 Introduction

1.1 Overview

This Construction Management and Logistics plan has been developed to satisfy condition 19 of the planning conditions and service the Construction process of the erection of 33 new Council rent homes in new four and five storey buildings. Provision of associated amenity space, cycling and wheelchair parking spaces and enhancement of the existing amenity space at the front of Woodridings Court.

A Construction Management and Logistics Plan (CMLP) was specified as being required, to ensure the development does not lead to damage to the existing highways, and to minimise disruption to neighbouring properties and the environment.

This plan will be reviewed on an ongoing basis and should be updated as and when and as agreed with the London Borough of Haringey (LBH) and all interested parties.

The site is located within the authoritative boundary of the London Borough of Haringey Woodridings Court is an existing residential housing block consisting of 56 flatted units (24 x one-bedroom and 32 x two-bedroom) accommodated within a series of four-storey residential blocks constructed by LBH during the 1970s. Woodridings Court is bound to the east by Network Rail land, with the Great Northern Railway line running adjacent. To the south and west, Woodridings Court is bound by DagmarRoad and Crescent Road respectively, both being single-carriageway streets of a residential
nature. To the north, the site is bound by residential property. To the rear of the residential block is a concrete platform and undercroft which was historically used for car parking but has been redundant for approximately 30 years.

Figure 1 Area surrounding site .

Figure 2 Site Plan showing underlay of new house plan

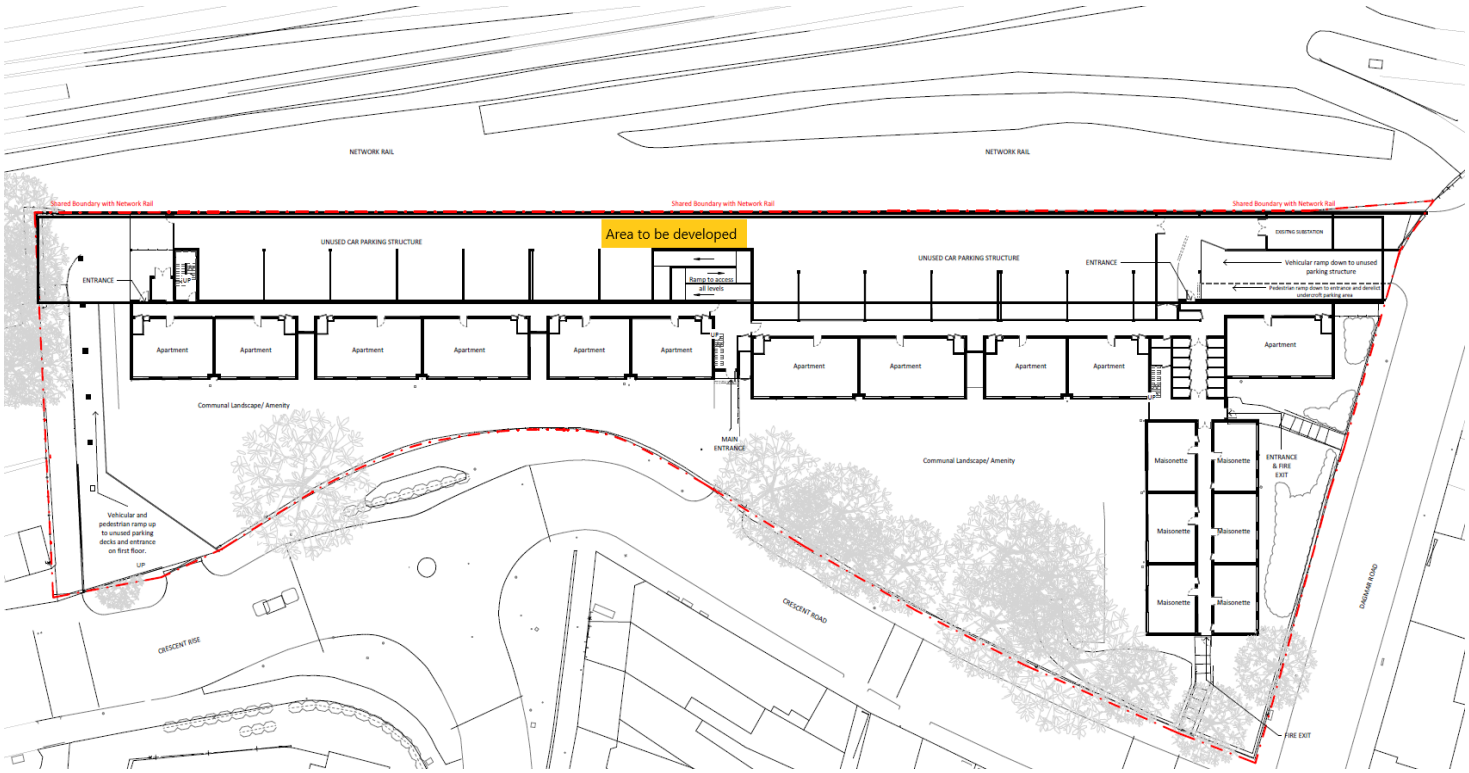


Figure 2 Site GA

Summary of the work

- Demolition of existing underground car park including temporary works.
- Decommissioning/demolition of electrical substation, establishment of new substation at front of building.
- New R/C Concrete foundations and transfer's slab, sheet piling and new drainage and attenuation .
- Erection of new modular steel framed units 4 blocks, 4 and 5 story blocks, new stair wells.
- External envelope: brickwork at low level and zinc façade, double-glazed windows, and single ply roof
- Refurbishment of existing internal communal areas
- Complete MEP building services, including air source heat pumps, lighting, and lift provision, new solar provision.
- External works: hard landscaping comprising of permeable hard standing areas, and soft landscaping including play area , trees and shrubs planting.

1.2 Objectives and Key Issues to be addressed

The overall objective of this CMLP is to ensure that the proposed construction works impact as little as possible on the local properties, roads, cyclists and pedestrian rights of way. Any construction work will require movement of significant volumes of materials to and from site. This CMLP outlines the management of these material movements, and interaction with the surrounding road networks during the demolition, excavation, substructure, superstructure, and fit-out phases.

This CMLP addresses:

- Works programme, including hours of operation.
- Anticipated vehicular activity generated by the construction works and minimise transit distance.
- Traffic management, including the reduction of danger posed to cyclists.
- Minimising noise and sound pollution by carefully planned vehicular activity.
- Waste Minimisation – action will be taken to minimise the creation and transfer of waste on the site.
- Management, monitoring and review of the CMLP.

1.3 Site Location

Woodridings court is located within the Borough of Haringey in the Alexandra Ward within the Muswell Hill area of the borough. The area is typically made up of larger late Victorian housing and in mainly residential .The site is to the rear of Woodridings Court (circa 1970) which is fronted by Crescent Road and to the rear a main railway line, with sidings and maintenance center . Crescent Road and Dagmar Road present a mixture of terraced and semi-detached properties with a high proportion of purpose-built flats and are not in a conservation area

The parking areas at the rear of the Woodridings Court building have been gated and walled off for a number of years due to anti-social behaviour, vandalism, and dangerous activity. The years of disuse and poor maintenance have meant that the structures is in a poor state of repair .

The revitalisation and reuse of this space will transform an unsightly and problematic asset into affordable dwellings , turning this area into a mixture of living spaces and amenity spaces will improve the area for the local residents .

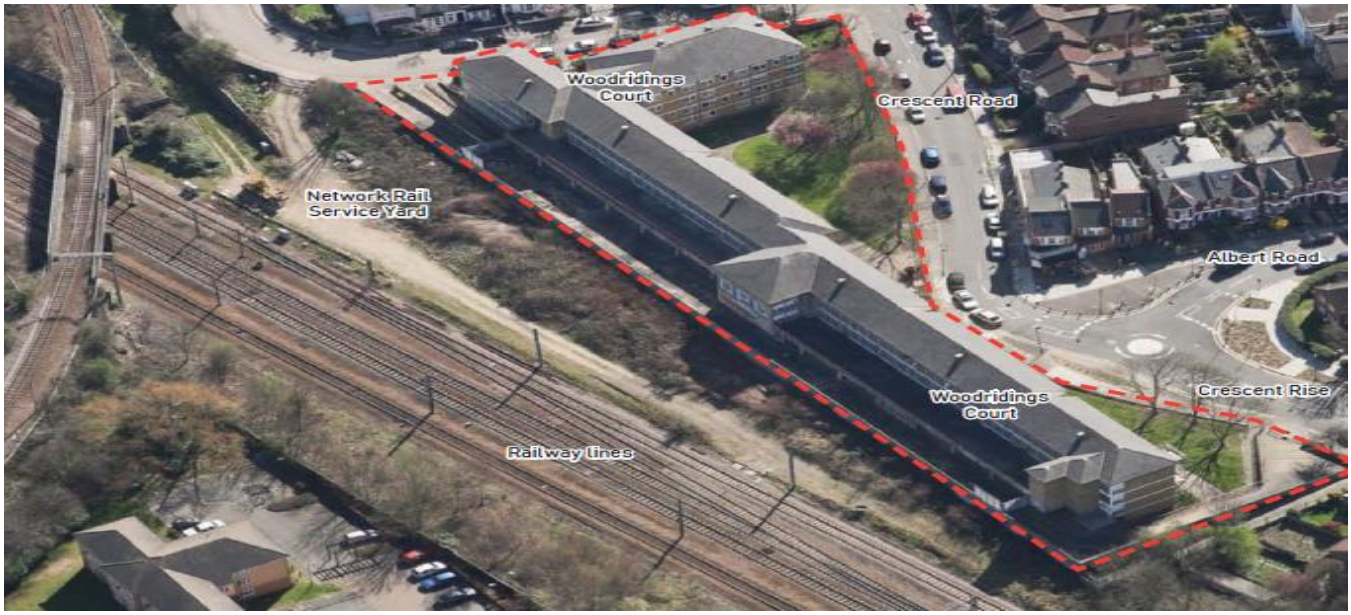


Figure3 Site Ariel photo

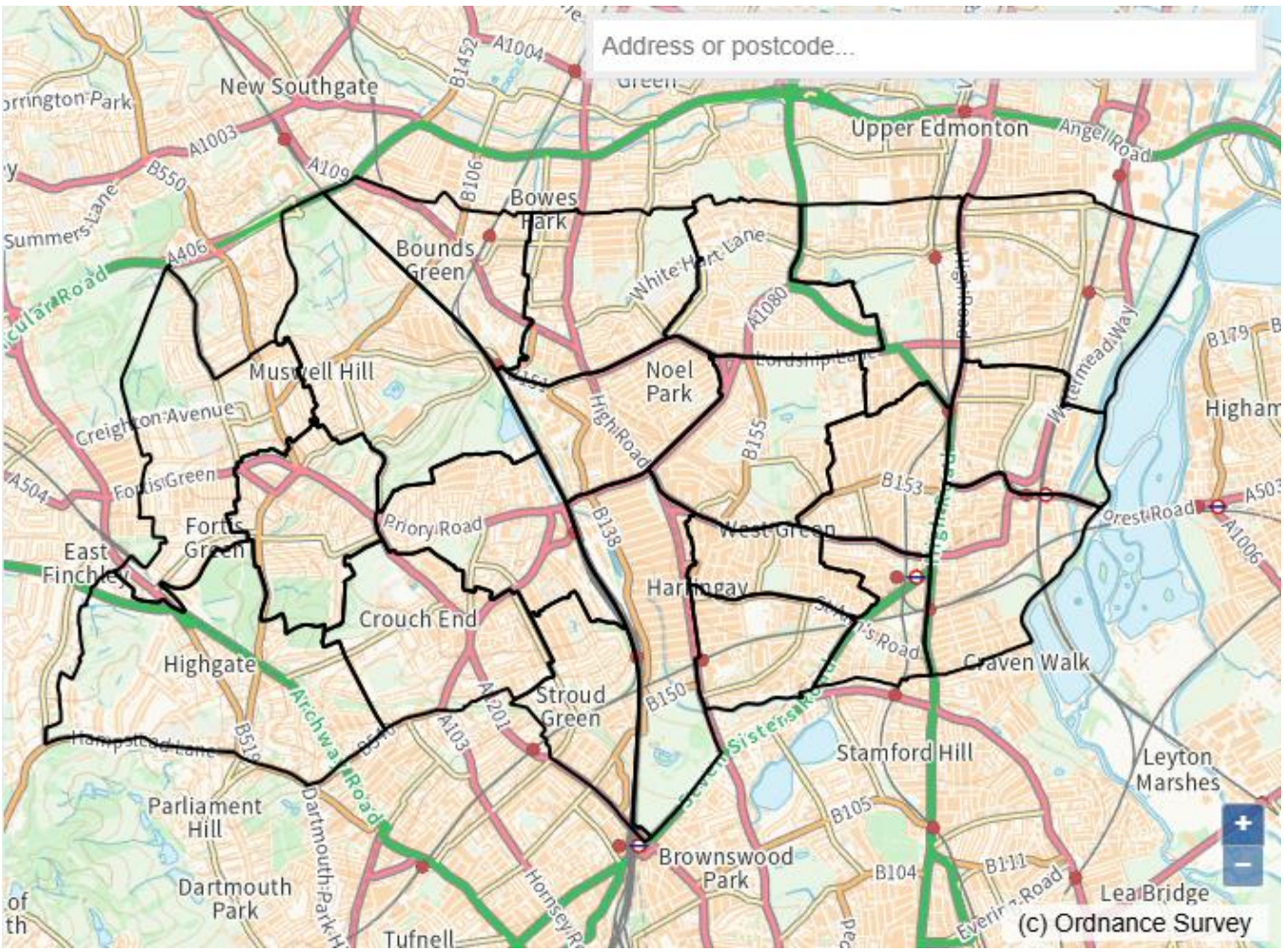


Figure 3 Area Indicating Boundaries

1.4 Management of the CMLP

MYC Group (MYCG) site management team will be based onsite during the construction period to ensure that all contractors and material suppliers are safely implementing the CMLP and to consult with any other interested parties, as necessary. All deliveries will be booked with MYC Site Management Team. All contractors and suppliers will be made aware of this CMLP. The CMLP will be regularly reviewed and updated in agreement with LBH and any other stakeholders (if required). The CMLP will form part of the site introduction, and certain point will be reinforced in Daily briefings or toolbox talks that take place.

2 Site Access/Deliveries

2.1 Traffic Management Principles

As a matter of preference all delivery contractors will be part of the FORS Scheme and follow the principal of the CLOCS - Construction Logistics and Community Safety Scheme. There is limited parking space on site, which will be allocated to critical operations that may require servicing from a vehicle, but all site operatives and subcontractors will be encouraged to use public transport, this will form part of the site induction. Any Operatives travelling to the site via car or van will be required to park in areas that are designated for general parking and in such a manner that will not disrupt the flow of local traffic, and the parking arrangements of residents and surrounding areas. The site is served by good transport links via the London underground network, Bounds Green and Alexandra Palace Great Northern as well as bus service (102,184 and 299).

2.2 Vehicle Scheduling

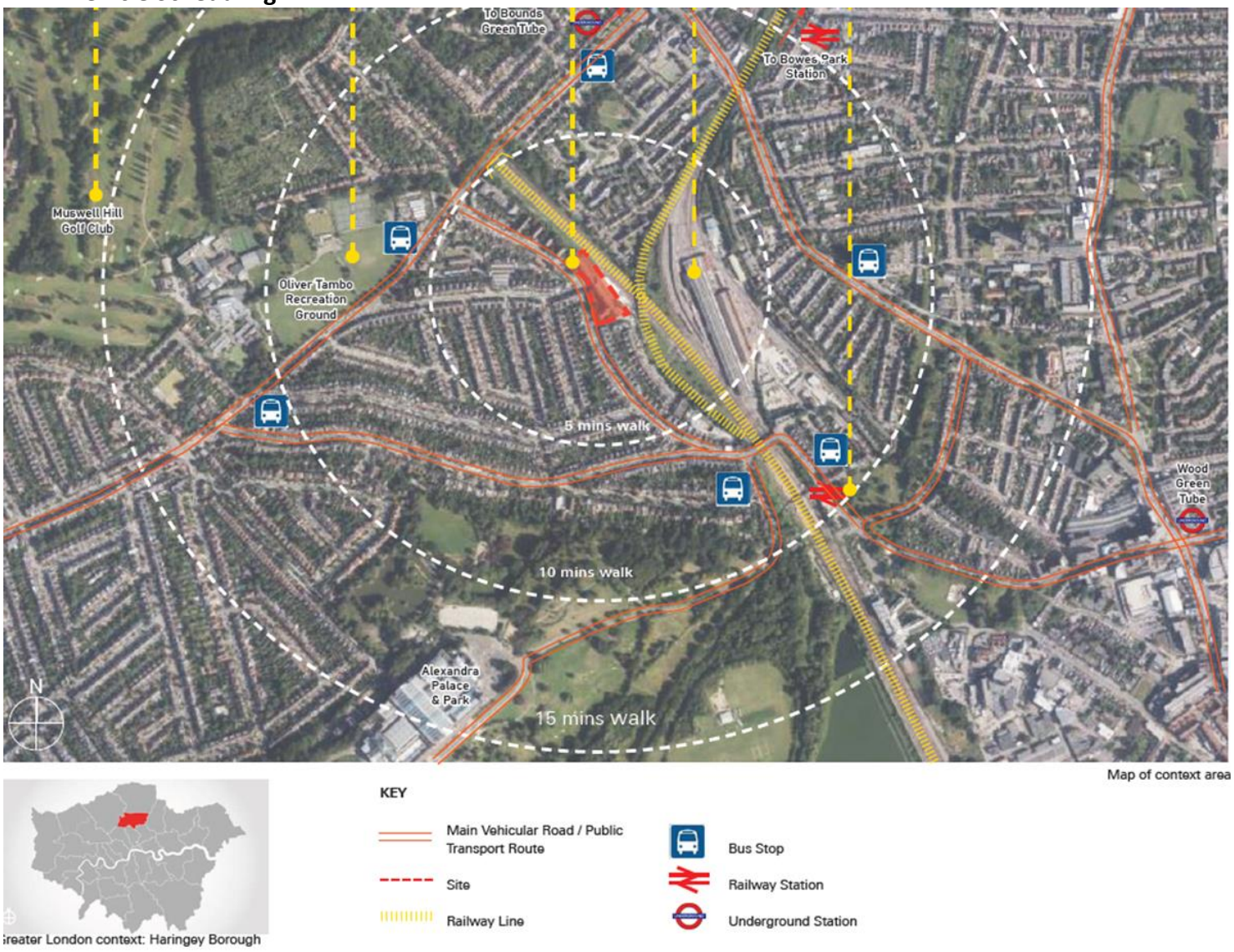


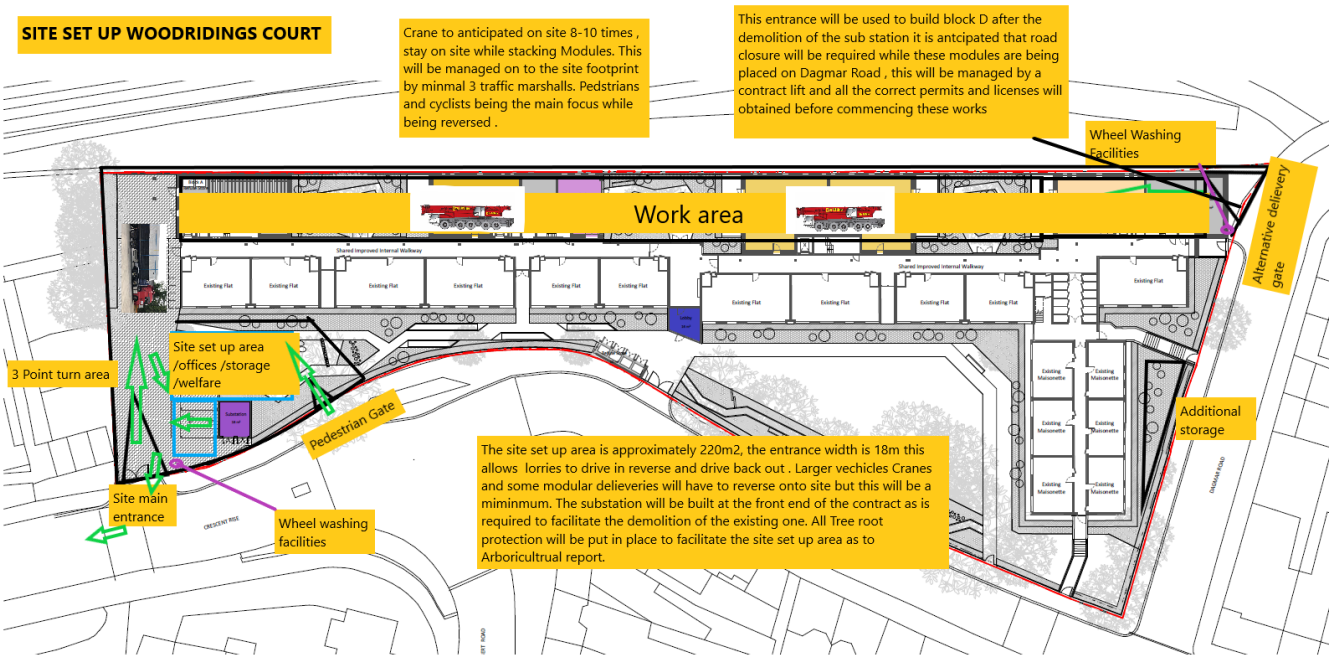
Figure 5 Map showing Transport links

When each sub-contractor is procured onto the project their terms and conditions of procurement will include an undertaking to comply with this Construction Management and Logistics Plan. All deliveries will require to be "booked in" in advance with the site manager to ensure that there are no conflictions. A call ahead policy will also be adopted to ensure that there will be no stacking of vehicles on the local public highway.
This information will then be used by the Designated Site Traffic Manager (DSTM) to create an overall daily Site Traffic Management / Monitoring Schedule, which will instantly highlight any conflicts which can then be avoided by re-scheduling.

When an acceptable / workable schedule is finalised, a copy will be circulated or explained to all interested parties, i.e., various sub-contractors expecting vehicle access for each day and the allocated traffic marshalls . There will be a record maintained on site which will be updated regularly, please note there may be minor changes made to this list during the working day due to unforeseen circumstances that may arise.

Emergency Services vehicles will always be exempt from any plan of this type and access will be maintained for emergency vehicle through the site entrance throughout the contract . Additional assistance if required will be provided to help manage should it be required.

2.3 Site Access and Management on Arrival



There will be initial checks made by the Traffic Marshall at the manned site entrance off Crescent Avenue
A maximum of 5MPH will be followed while driving into Woodridings Court , on the site footprint as well as leaving the site .
All site staff will be inducted by MYC Group on arrival.
We will try and reduce/avoid the deliveries or collections permitted on a Saturday if working.

The site will have a register system. This will be located within the security/site office adjacent to the site entrance and the separate pedestrian entrance to Woodridings Court off Crescent Road .

Pedestrian and vehicle Site access / egress will be via Crescent Road, during the demolition and construction Duration, these entrances will be separated, and demarcation of the areas highlighted. All ingress and egress will be controlled. All surrounding public highways will be surveyed before work commences and a record maintained of the existing Highway conditions, this will be shared with any interested parties and retained for the duration of the works, this will be used as reference when the works has been completed to help manage any reinstatement works that may be required. A temporary crossover would be established to the entrance of the site this would be in consultation with LBH Highways.

2.4 Delivery Protocol

During any vehicle and plant movements to the site, Banksmen will be placed at the Site entrance to ensure the safety of all pedestrian users, as well as the traffic using Crescent Rise. All site personnel and drivers of delivery vehicles will again be made aware of 5MPH speed limit and the signing in and signing out procedures at the security cabin and any other local restrictions in place by either / or: London Borough of Haringey, local highway enforcement, the Police Authority, TFL and any road traffic regulations as issued by a regulatory agency.
In general, it is intended to use smaller vehicles where possible. It is also noted that we will try to avoid peak traffic times and discourage deliveries and collections between 8am and 9.15 , 2.45 and 4pm during school start and finish times and at rush hour between 5pm and 6pm while we are closing up the site .

The deliveries will drive in a forward gear on to the entrance of Woodridings Court at the required 5MPH on to the site footprint managed by 2 traffic marshals, reverse into the loading bay area. Once the vehicle has been unloaded or loaded it will then drive in a forward gear back on to Crescent Rise back on to B106 Durnsford Road.

2.4 Loading / Unloading Procedures

Once the delivery vehicle has been directed to the unloading bay, MYCG Banksman and material handling operatives will be used to unload the vehicle and transport the materials to the designated storage area ready for distribution or lifted directly into its required place. All banksman and Material handling Operatives will be trained at the appropriate levels. MYCG will provide RAMS/TS plans for offloading and movement of materials. MYCG operatives will be briefed upon induction and updated by regular toolbox talks on how to manage deliveries and collections. MYCG will complete specific trade offloading SSOW (Safe System of Work) Prior to contract commencement.

We will minimise manual handling on site, by using a telescopic forklift to remove materials from delivery trucks, which means that truck time on site is minimised. All materials where possible will be palletised allowing swift distribution of materials to the site.

Figure 6 Site Set Up

We would anticipate the following site set up and accommodation required.

- 2 NO 20FT BY 8FT OFFICES
- 1NO 32FTX10 Changing Room
- 1NO 32FTX10 FT Canteen
- 1NO 20FT X 8 FT Toilet block
- 1 NO 20FT 8 FT Storage container (may add as work progresses)

These cabins would be stacked to maximise the site footprint to the front of the building. Root zones to be considered and protected as arboriculturist report.

The mobile crane will be able to access the back of the site and positioned as indicated on the site set up drawing, the crane would not impact on neighbouring properties, so there would be no over sailing, but due to the tightness of the site there would be some oversailing when the modules are being lifted, which will be managed by the site team with all relevant notices given to any affected tenants within Woodridings Court

Figure 7 Illustrating Area where site set up is and the extent of the width on the entrance

As highlighted earlier, CLOCS (construction Logistics and community safety) will be promoted and recommended to all contractors and logistics companies. One example of how this will be managed on site is that one of our Banksmen will be issuing leaflets about CLOCS and giving them a copy of the checklist, to promote compliance. A specific CLOCS Toolbox Talk will be presented to all banksmen and site traffic management personnel as a minimum.

Table 1:

Example how FORS (Fleet Operator Recognition Scheme) Management will be recorded on site

No qualifying vehicle will be allowed onsite if they are not FORS registered

Date	Trade	Company Name	FORS compliant	Audit and Compliance checked

Table 2:

Example how CLOCS (construction Logistics and community safety) will be promoted on site

Date	Time vehicle arrived on site	Vehicle Registration	Trade	Company Name	FORS compliant	CLOCS vehicle checking

3.0 Construction Traffic

3.1Construction Traffic Volumes

The proposed construction works at Woodside Court will commence during March 2026 and continue for approximately 80 weeks.

Apart from the demolition contractor , no other sub-contractors have yet been procured for the works. Each sub-contractor will be informed of the Site Traffic Management rules and will be required to inform us of all their vehicular movements and timescales before commencing works on site.

The route to site will be A406 North Circular , Bounds Green Road via New Southgate junction , Drumsford Road and then on to Crescent Rise.

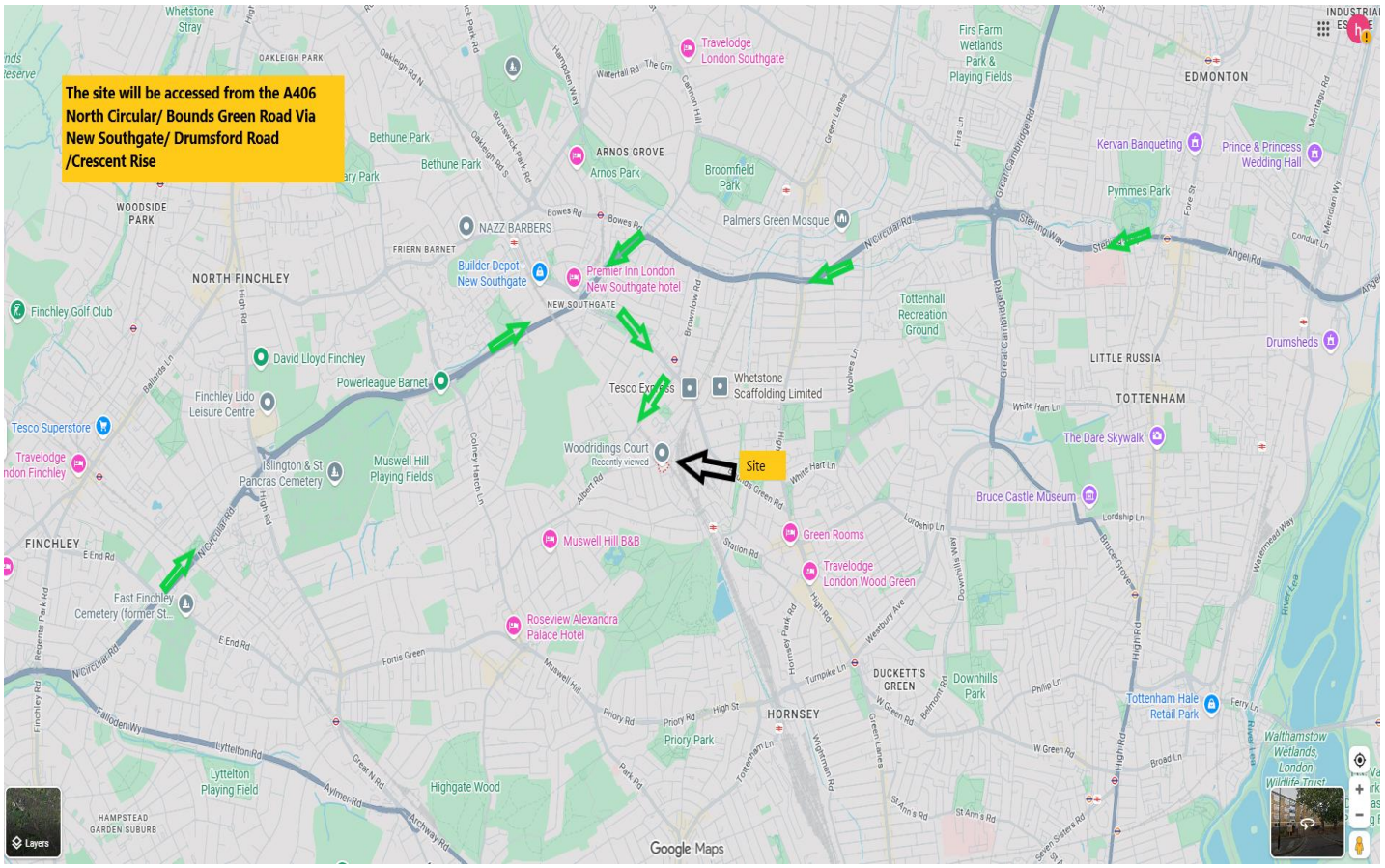


Figure 8 Transport Route into Site

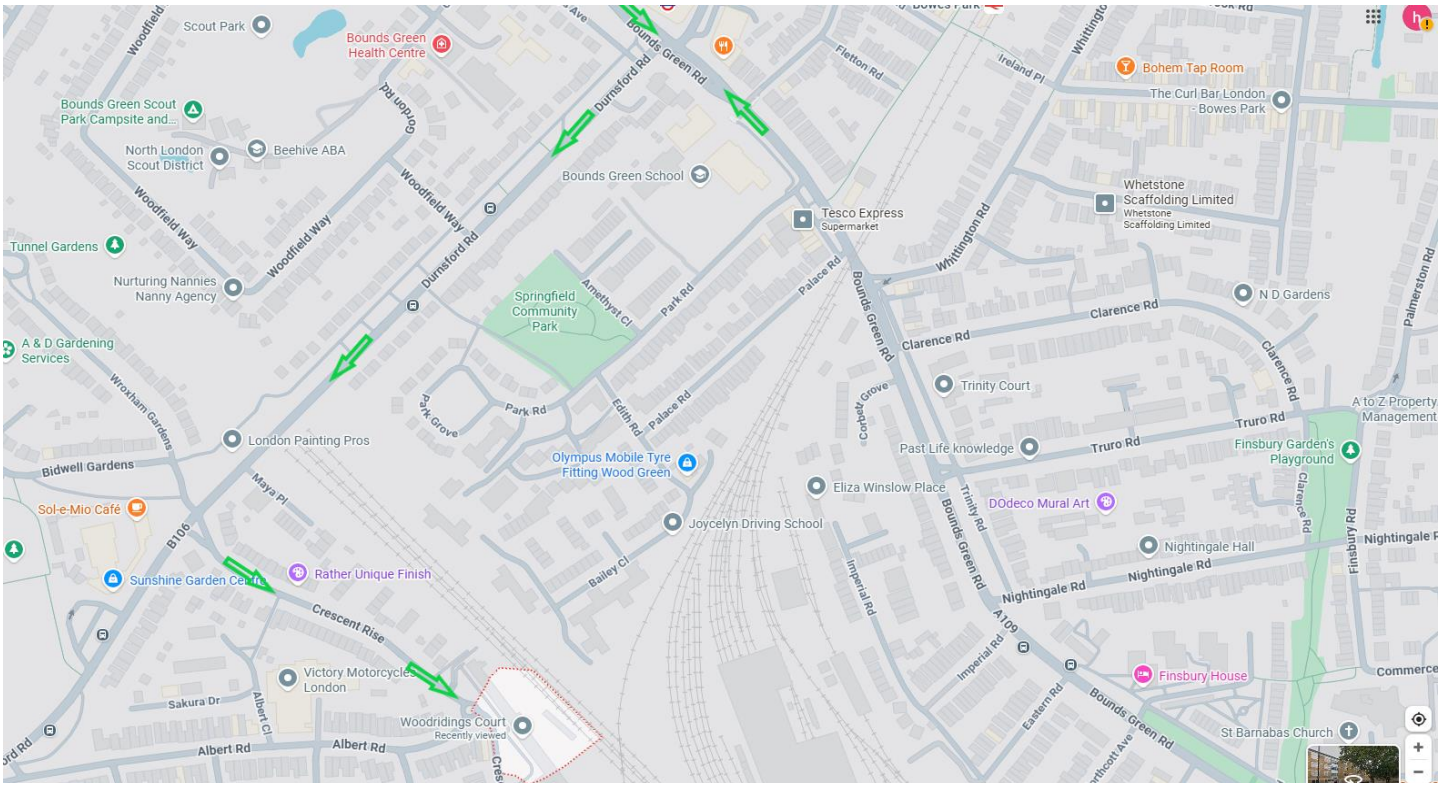
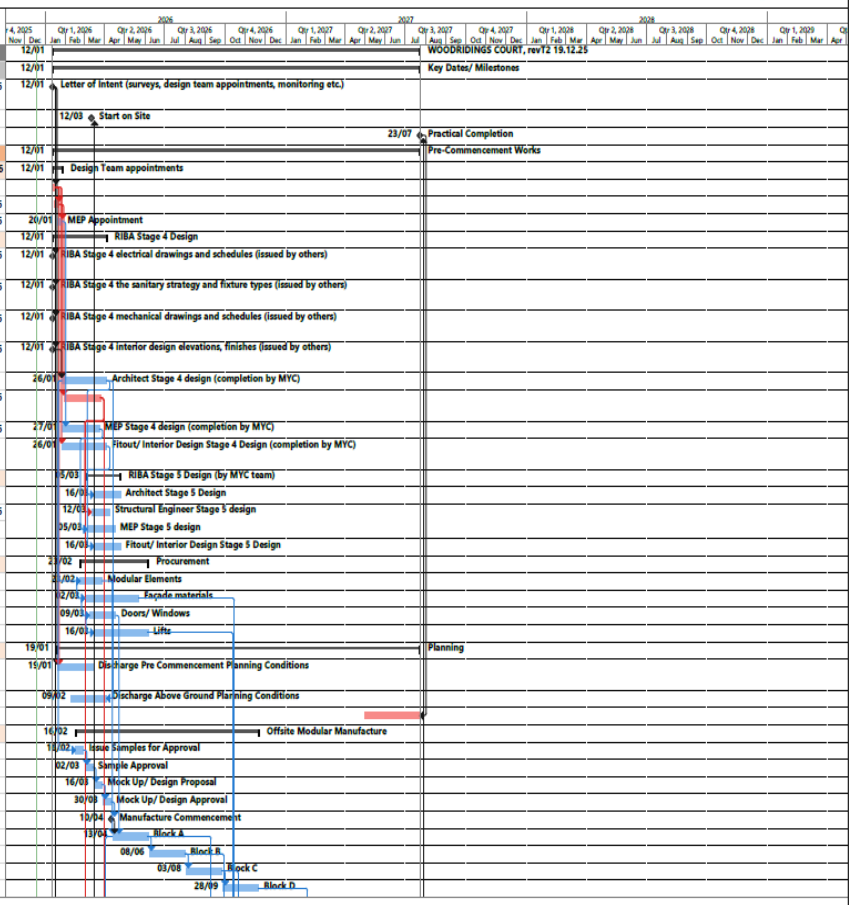


Figure 9 Transport Route Locally to Site

The duration of works is 80 weeks and illustrates the sequencing of the tasks associated with Courtney Avenue works, the full programme can be better viewed by open the attached folder .

WOODRIDINGS COURT revT2 19.12.25

ID	Task Mode	Task Name	Duration	Start	Finish
1		WOODRIDINGS COURT, revT2 19.12.25	79.9 wks	Mon 12/01/26	Fri 23/07/27
2		Key Dates/ Milestones	79.9 wks	Mon 12/01/26	Fri 23/07/27
3		Letter of Intent (surveys, design team appointments, monitoring etc.)	0 wks	Mon 12/01/26	Mon 12/01/26
4		Start on Site	0 days	Thu 12/03/26	Thu 12/03/26
5		Practical Completion	0 days	Fri 23/07/27	Fri 23/07/27
6		Pre-Commencement Works	79.9 wks	Mon 12/01/26	Fri 23/07/27
7		Design Team appointments	2.2 wks	Mon 12/01/26	Mon 26/01/26
8		Architect Appointment	1 wk	Mon 12/01/26	Fri 16/01/26
9		Structural Engineer Appointment	1 wk	Thu 15/01/26	Wed 21/01/26
10		MEP Appointment	1 wk	Tue 20/01/26	Mon 26/01/26
11		RIBA Stage 4 Design	12 wks	Mon 12/01/26	Fri 03/04/26
12		RIBA Stage 4 electrical drawings and schedules (issued by others)	0 wks	Mon 12/01/26	Mon 12/01/26
13		RIBA Stage 4 the sanitary strategy and fixture types (issued by others)	0 wks	Mon 12/01/26	Mon 12/01/26
14		RIBA Stage 4 mechanical drawings and schedules (issued by others)	0 wks	Mon 12/01/26	Mon 12/01/26
15		RIBA Stage 4 interior design elevations, finishes (issued by others)	0 wks	Mon 12/01/26	Mon 12/01/26
16		Architect Stage 4 design (completion by MYC)	10 wks	Mon 26/01/26	Fri 03/04/26
17		Structural Engineer Stage 4 design (completion by MYC)	8 wks	Thu 29/01/26	Wed 25/03/26
18		MEP Stage 4 design (completion by MYC)	8 wks	Tue 27/01/26	Mon 23/03/26
19		Fitout/ Interior Design Stage 4 Design (completion by MYC)	10 wks	Mon 26/01/26	Fri 03/04/26
20		RIBA Stage 5 Design (by MYC team)	7.3 wks	Thu 05/03/26	Fri 24/04/26
21		Architect Stage 5 Design	6 wks	Mon 16/03/26	Fri 24/04/26
22		Structural Engineer Stage 5 design	4 wks	Thu 12/03/26	Wed 08/04/26
23		MEP Stage 5 design	6 wks	Thu 05/03/26	Thu 16/04/26
24		Fitout/ Interior Design Stage 5 Design	6 wks	Mon 16/03/26	Fri 24/04/26
25		Procurement	15 wks	Mon 23/02/26	Fri 05/06/26
26		Modular Elements	5 wks	Mon 23/02/26	Fri 27/03/26
27		Façade materials	12 wks	Mon 02/03/26	Fri 22/05/26
28		Doors/ Windows	6 wks	Mon 09/03/26	Fri 17/04/26
29		Lifts	12 wks	Mon 16/03/26	Fri 05/06/26
30		Planning	78.9 wks	Mon 19/01/26	Fri 23/07/27
31		Discharge Pre Commencement Planning Conditions	8 wks	Mon 19/01/26	Fri 13/03/26
32		Discharge Above Ground Planning Conditions	8 wks	Mon 09/02/26	Fri 03/04/26
33		Discharge Pre Occupation Planning Conditions	12 wks	Fri 30/04/27	Fri 23/07/27
34		Offsite Modular Manufacture	40 wks	Mon 16/02/26	Fri 20/11/26
35		Issue Samples for Approval	2 wks	Mon 16/02/26	Fri 27/02/26
36		Sample Approval	2 wks	Mon 02/03/26	Fri 13/03/26
37		Mock Up/ Design Proposal	2 wks	Mon 16/03/26	Fri 27/03/26
38		Mock Up/ Design Approval	2 wks	Mon 30/03/26	Fri 10/04/26
39		Manufacture Commencement	0 wks	Fri 10/04/26	Fri 10/04/26
40		Block A	8 wks	Mon 13/04/26	Fri 05/06/26
41		Block B	8 wks	Mon 08/06/26	Fri 31/07/26
42		Block C	8 wks	Mon 03/08/26	Fri 25/09/26
43		Block D	8 wks	Mon 28/09/26	Fri 20/11/26



Project: WOODRIDINGS COURT
MYC, 28 St Albans Lane, NW11 7QE
020 8450 5747
www.mycgroup.co.uk
martinz@mycgroup.co.uk

Figure 10 Site Programme

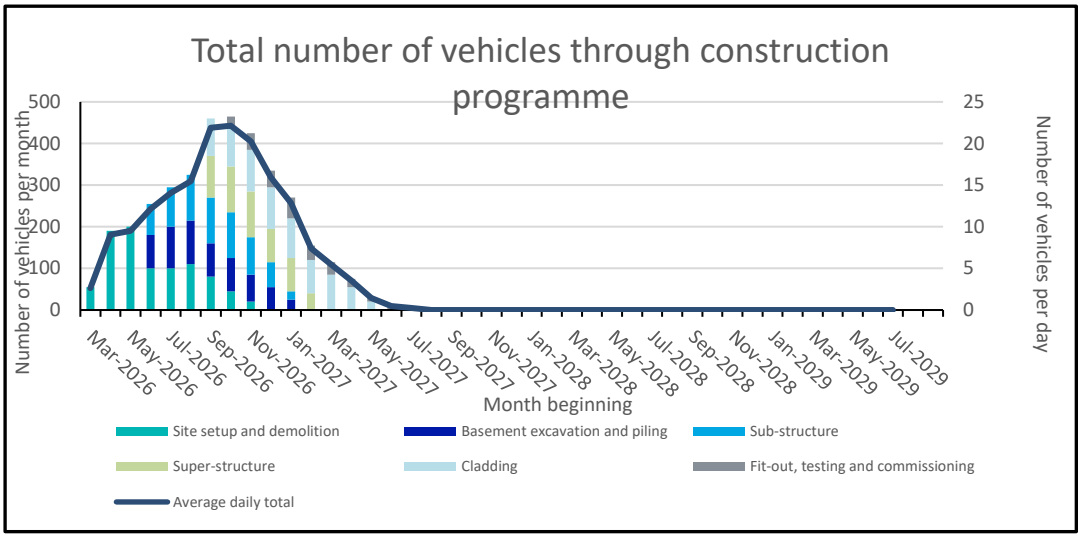
Several key specialist sub-contractors will be utilised for the following major works elements: -

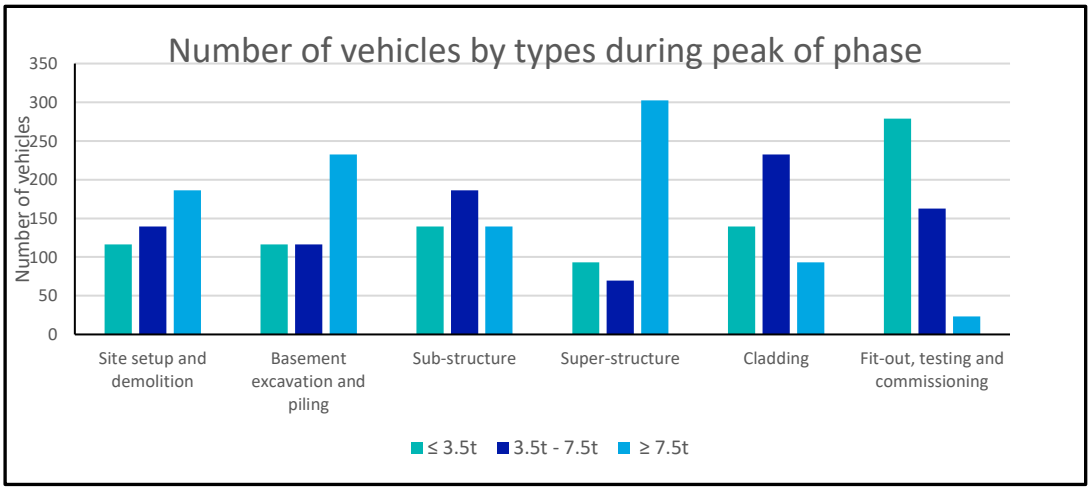
- Site set up & demolition works approx. 35 weeks
- Substructure approx. 32 weeks
- Module erection A&B 5 Weeks
- Module Erection C&D 17 Weeks
- Module Zip UP 39 Weeks
- External Works 32 weeks
- Completion /Snagging 12 weeks

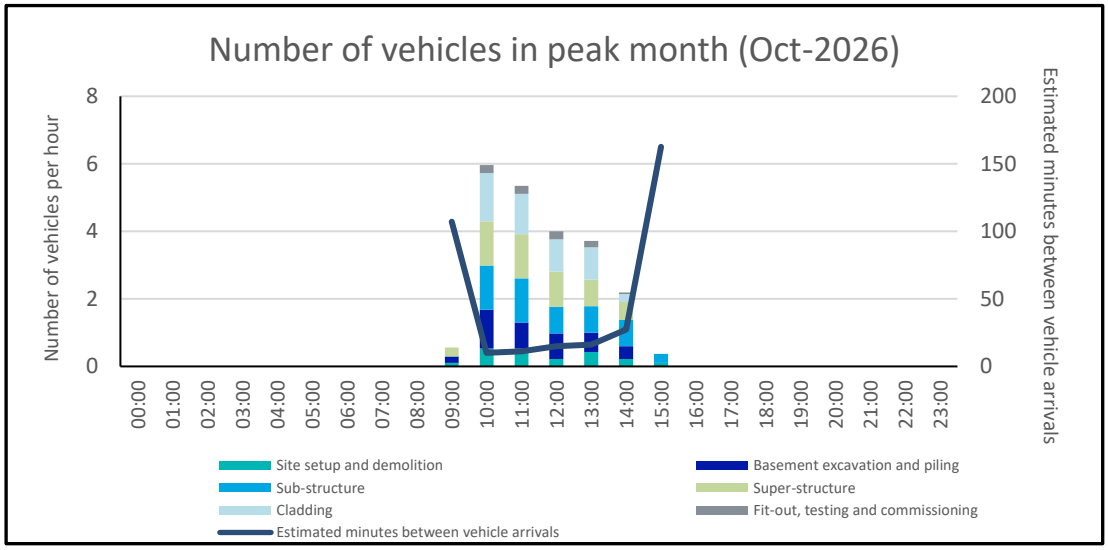
We will be using the following vehicles during the construction phase

- Muck away
- Concrete pump
- Concrete Lorries
- Skip loader trucks
- Telehandler
- wheeler delivery vehicles
- Curtain sided lorries

Table 3 Vehicular movement schedule


Total number of vehicles through construction programme
Number of vehicles per month
Number of vehicles per day
Month beginning
Site setup and demolition
Basement excavation and piling
Sub-structure
Super-structure
Cladding
Fit-out, testing and commissioning
Average daily total

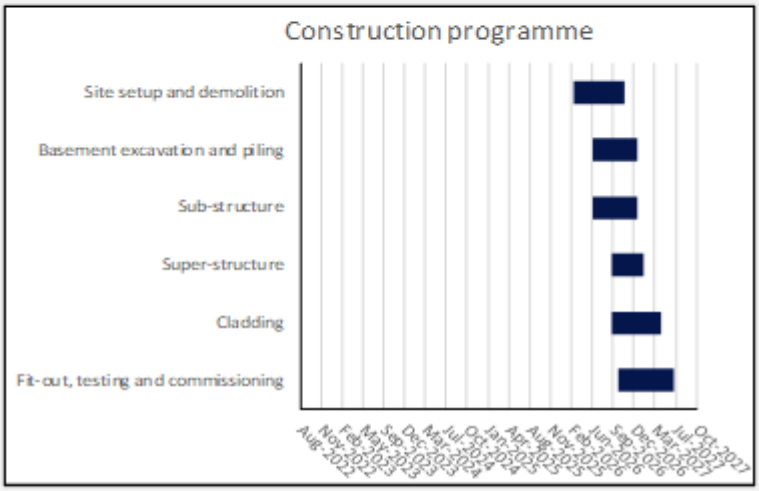

Number of vehicles by types during peak of phase
Number of vehicles
Site setup and demolition
Basement excavation and piling
Sub-structure
Super-structure
Cladding
Fit-out, testing and commissioning
≤ 3.5t
3.5t - 7.5t
≥ 7.5t


Number of vehicles in peak month (Oct-2026)
Number of vehicles per hour
Estimated minutes between vehicle arrivals
Site setup and demolition
Basement excavation and piling
Sub-structure
Super-structure
Cladding
Fit-out, testing and commissioning
Estimated minutes between vehicle arrivals

CONSTRUCTION LOGISTICS PLANNING TOOL (OUTP Sheet 1 of 2

CONSTRUCTION PROGRAMME OVERVIE'

Construction phase	Start	End
Site setup and demolition	Mar-2026	Nov-2026
Basement excavation and piling	Jun-2026	Jan-2027
Sub-structure	Jun-2026	Jan-2027
Super-structure	Sep-2026	Feb-2027
Cladding	Sep-2026	May-2027
Fit-out, testing and commissioning	Oct-2026	Jul-2027



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2026 - Q4 2026	200	10
Basement excavation and piling	Q2 2026 - Q1 2027	105	5
Sub-structure	Q2 2026 - Q1 2027	110	5
Super-structure	Q3 2026 - Q1 2027	110	5
Cladding	Q3 2026 - Q2 2027	100	5
Fit-out, testing and commissioning	Q4 2026 - Q3 2027	50	2
Peak period of construction	Q4 2026 - Q4 2026	465	22

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSE

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2026 - Q4 2026	465	22
Basement excavation and piling	Q2 2026 - Q1 2027	465	22
Sub-structure	Q2 2026 - Q1 2027	465	22
Super-structure	Q3 2026 - Q1 2027	465	22
Cladding	Q3 2026 - Q2 2027	465	22
Fit-out, testing and commissioning	Q4 2026 - Q3 2027	465	22

Please note due to the Modular Construction vehicle movements to and from site will be vastly reduced due to the amount of works that will take place off site. Other methods of transport to site have been considered but are not a practical option.

3.2 Hours of Work

Working hours on site:

Monday to Friday	08.00	18.00	Exceptions to times may be authorised by clients/clients' agents
Saturday	08.00	13.00	Exceptions to times may be authorised by clients/clients' agents
Bank Holidays & Sundays	N/A	N/A	Non-working

Delivery hours where possible will be outside of peak times between and ideally between 9.15 and 2.45 during the working day, there are a number of schools in the local vicinity so this will also be considered. We will also have a period of up to 1/2 hour that will be required before and at the end of each working shift to start up and close the works activities.
During the construction period it may be necessary in exceptional circumstances to work outside these prescribed working hours. Should this occur the hours and duration of these works will be subject to consultation with Haringey council and any other stake holders . Noted circumstances for example are to meet Police traffic restrictions, in an emergency or in other interests of Public Safety.

3.3 Authorisation and / or License Issues

No licenses will be required for scaffolding, Hoarding or skips as these will be on the site footprint , there is a Basic Asset Agreement (BAPA) with Network Rail in place (being finalised) . We do anticipate requiring towards the final stages of the contract, road closures to Dagmar Road while we stack the units to block D .These will be kept to a minimum we anticipate 3-4 days if required , these will be managed road closures with appropriate traffic management in place, all relevant suspensions and licenses will be sought ahead of these works taking place from LBH and any other stake holders. All mobile crane lifts will be contract lifts and delivery of the modules will be separately managed by MYC Fab who as part of the MYC group will consult with all relevant stakeholders TFL /Police to ensure all module deliveries and traffic arrangements are planned well in advance .

3.4 Plant and Equipment Transportation

NO VEHICLES WILL ACCESS/EGRESS THE SITE WITHOUT A BANKSMAN

Prior to the delivery of the construction vehicles the banksmen will be positioned to ensure control and safe conduct of the public and vehicles using the highway. Pedestrian barriers will be set up if required with appropriate signage securely attached. Temporary highway and footway protection will be ready to be placed into position if and when required, however we feel this will not be required due to the ample width of the entrance.
When stacking the modules we require a mobile crane, this may have to reverse on to the site, it will be managed by traffic marshalls (minimal 3), to manage the traffic and pedestrian, barriers will be in place while this maneuver is carried out with cyclists and pedestrians being the main focus. We anticipate this happening 8-10 times and will minimise this by parking the crane on site for the duration of the stacking of the modules.
When the transport vehicle has been unloaded or loaded, the truck will be subject to wheel wash if required, this will be conducted by high pressure water jetting to the wheels, and a stiff brush to remove any access. All debris and water runoff will be contained within the site footprint. This will be positioned next to the exit route on to the driveway (see site plan). The banksmen will then ensure that the transport vehicle is safe to move away and will escort the vehicle as required whilst it moves away from the site, controlling the traffic and pedestrians as required. Should the need arise at short notice a mechanical road sweeper can be arranged for further road cleaning.

3.5 Deliveries

Unloading materials will be within our site compound and be completed by hand, Forklift, HIAB, or crane into the lay down/Working area, it will then be distributed to the area required.
A lifting plan will be implemented in relation to all lifting operations involving lifting equipment.
All lifting operations will be undertaken in accordance with lifting operations and lifting equipment regulations 1998 (LOLER).
The allocated logistics manager and the allocated traffic marshals will manage traffic and work within the unloading area.
All deliveries will be booked in advance to ensure single delivery, co-ordination with waste removal and avoid parking and stacking in the local vicinity.
Any deliveries that are not delivered during the site working hours will be turned away and rescheduled to the next available time during the hours set out in section 3.2.

3.6 Traffic Management Procedures

Vehicle engines will be switched off whilst unloading.

Traffic Management Plan will be implemented.

No localised waiting or parking on the local roads. Deliveries will be turned away if there is no access to the site or if the vehicle arriving has not been booked in with the agreed time slot. A Call ahead policy will be implemented and agreed on placement of order, along with site delivery times to avoid arrival during peak times and outside working hours.

Construction vehicles to be used during the construction phase

(See photo images) This type of vehicle or similar will be used to deliver and deliver and remove materials from site and smaller items that will be required during the development of the project.

Figure 11 Illustration of Anticipated Vehicles

4.0 Sustainability

MYC Group has a very conscientious attitude towards the sustainability of all its projects and its impact on the environment, both globally and locally. Commencing at the design stage of the project, many sustainability related decisions have been made, which impact directly upon the traffic movements to and from site and the minimisation of such movements, both by commercial and domestic vehicles. Where possible we will look to sourcing materials from local suppliers, and if possible, try and pool deliveries with other builders in the local vicinity. As we are using modular construction this will vastly reduce the carbon footprint associated with traditional forms of construction, with a large portion of the works taking place in our dedicated factory which is able to order in bulk quantities.

4.1 Wheel Washing

All vehicles during the groundwork stages if required, will be subject to the wheel wash as mentioned previously, following loading, and unloading. This will be conducted by jet washing the wheels, to ensure no mud or debris is tracked back onto the highway. During the washing process, filter protection to the drains will be used so only water goes through rather than mud and dirt, this will be contained on site footprint and disposed of through SWMP. Should the need arise at short notice a mechanical road sweeper can be arranged through Mc Fen plant hire, whom we have used numerous times in the past to maintain the upkeep of the public highway. Hard standing areas on site will be maintained and regularly cleaned.

4.2 Air Quality and Dust Management

Sensitive Management

Air pollution and nuisance dust emissions from construction activities are issues that require close attention and consideration, with relevance to the legislation.

4.2.1 Dust and dirt minimization

Dusty emissions escaping the work area may cause nuisance through, for example, surface soiling, loss of visibility due to deposition, and effects on flora and fauna. Since it is difficult to suppress dust once it is airborne, it is preferable, where possible, to prevent dust from being generated in the first place.

4.2.2 Sensitive Receptors

Numerous construction activities have the potential to produce dust emissions, e.g., the movement and placing of granular materials and the excavation of foundations. Such activities have the potential to affect sensitive (local) receptors (e.g., local residents/and schools)

4.2.3. Dust Management Controls

The dust management controls that will be implemented as a minimum are as follows:

1. Where practicable, ready mixed materials (e.g., use of ready mixed concrete) will be used to replace those that would otherwise have the potential to produce dust.
2. Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears, and secured appropriately.
3. During demolition stage and high traffic times daily monitoring of the road network in close proximity to the site entrance / exit will be implemented. During other times twice weekly monitoring will be implemented to ensure appropriate additional measures are applied as required to minimise dust generation.
4. Regular cleaning regime as necessary daily at peak times as noted above in 3.
5. Scaffolding to be sheeted/wrapped to avoid dust migration.
6. Damping down of some site operations.
7. Solid /Partitions Barriers between Woodridings residents and the site area to ensure no dust migration from site to the flat communal areas.

4.2.4 Dust Control Monitoring

Other than the monitoring activities outlined above, it is not anticipated that routine monitoring to assess environmental nuisance will be required during the works, provided the control measures outlined above are put in place. However, in the event of a complaint, MYC Group will take appropriate action to deal with the problem.
Complaints received will be recorded and investigated by the Site Management team.

Due to the Nature of Modular construction airborne dust will be mitigated.

4.3 Waste Minimisation

4.3.1 Site Waste Management Plan

A Site Waste Management Plan will be implemented for this project.

A Site Waste Management Plan (SWMP) is intended to define roles and responsibilities for the construction project with respect to waste management and minimisation. The SWMP will identify waste streams and re-use, recycling, and reduction targets. It is an active document that will be updated regularly and will be used to track waste movements. It also provides a method for compiling this information into an auditable document. Due to the nature of the site and its proximity to the existing domestic building, no waste compaction or crushing of concrete will take place on site , all waste will be collected from site sorted and recycled off site.

4.3.2 Solid Waste

Works carried out during the demolition and construction phase must consider the waste hierarchy, therefore there is a need to consider reducing the amount of waste produced during the works.
Prior to commencing construction, MY Construction Group will identify the means of reducing waste, including (but not limited to) consideration of the following:

- Use of offsite manufacture for products, i.e., steel frames,
- Proper storage of materials
- Use of returnable pallets,
- Retention of materials in their packaging until required; and
- Ensure surplus materials are returned to suppliers.

4.4 Materials Storage

The materials storage area will be provided with appropriately segregated areas for storage of different materials. MYC Group will establish a dedicated hazardous material storage area within its site compound (e.g., for fuels and oils).
Spill kits will be available in the materials storage area. All COSSH Items to be clearly marked and stored safely. Records of all COSSH items being used will be recorded within the site files.

5 Neighbourhood liaison /Good Neighbouring Policy/ Security

A key aspect of the successful management of the project will be to establish and maintain good relationships with all site neighbours. Before we start on site a Residents meeting will be held with the residents of Woodridings Court to explain with a timeline the project and the works that are being undetaken . They will also be informed regarding the complaints process and given site contact details should they have any future concerns. During the construction we will delegate an appointed liaison officer who will establish a relationship with the residents and those who will be affected by the construction works.

Additionally, to this, and Prior to commencement of work a letter drop will be conducted to inform the residents of a single point of contact, (usually the main MYC Group contracts manger or site manager) a bit about the project, and an envisage durations. This person will also have their details (contact number and e mail) on the site notice board, posted in a number of prominent positions on the site hoarding. Outside normal working hours, site security will function as the main point of contact via a dedicated phone number, this will also be displayed on the site noticeboard.
Security will alert the contracts manger /site manager or Police if necessary.

All complaints received if reasonable will be dealt with in a timely manner, logged and records kept, this will be made available to all stakeholders for inspection if it should be required. The Contractor's construction manager / delegated person will inform local residents that they are likely to be affected by the impact of certain activities, such as erecting scaffolding/hoarding, movements of large plant, Cranage of modules , piling rigs. They shall advise of these planned events with suitable notice. In the event of unusual activities or events that can be anticipated, these will be notified to residents and any other local stakeholders, and we will secure any permits or licenses if required, in advance of the activity which may include:
Road or footpath closures/diversions and movements of wide loads/ Crane lifts over the building .This scheme will be registered with the CCS .

5. Security

The site will be secured by solid site hoarding. It will be 2.4m in height and will have access gates off Crescent Rise, for vehicle access and egress, a smaller pedestrian entrance will also be installed, this will open into the site footprint. All site hoarding will be painted, and the relevant signage, lighting and site notice boards attached. There will be a regular process of keeping the hoarding and surrounding area clean and any scaffolding will be sheeted and double boarded (bottom lift), with all the relevant safety fans and lights installed. The outside of the scaffold will be sheeted for protection to contain any dust should it arise, all permits, and licenses will be obtained in advance of the scaffolding being erected. CCTV will be installed once the works gets underway and 24-hour monitored security will be established once the fit-out work starts. All fire routes will be kept clear, maintained and clearly marked should they have to be rerouted during the works .

6 Welfare & Site offices

6.1 Welfare

See section on page 9 for site set up and location of welfare facilities which will be in line and above the requirements of the CDM regulations Schedule 2

6.2 Office Locker/Changing

MYC Group will provide their own site offices and install locker rooms and changing rooms. MYC Group will obtain temporary offices and locker/changing within the site compound as indicated on page 9.

6.3 Health and Safety / Site Rules

MYC Group will be working under the CDM Regulation 2015 and Conduct regular Health and safety Audits by an independent inspector during the construction phase to help manage, all health and safety issues. A health and safety file will be produced in advance of these works, this will include all records as well as aids that will be used administering practices to be used during the construction phase, including toolbox talks, inductions and permits among other health and safety literature and paperwork. **This project will be registered under the CCS**

Appendices

Mobile crane specification- See separate Folder
Programme -See separate folder

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