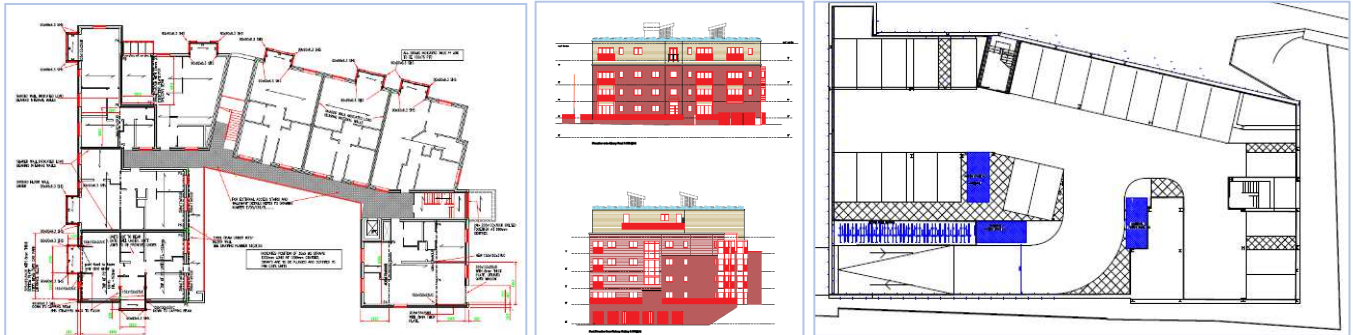


PRE-CONSTRUCTION HEALTH & SAFETY INFORMATION, INCORPORATING THE CONSTRUCTION MANAGEMENT PLAN (CMP) IN RELATION TO CONDITION 7

Project Title: The Quadrangle, Chorlton, Manchester



Scope of Works:

Site establishment and enabling works followed by the construction of a new rooftop extension to form 3no - 2 bedroom apartments along with the provision of an additional 3 car parking spaces in the existing basement carpark.

Client & Location of the Works:



Project no:

This document comprises 53 pages +

- Appendix 'A' – Health and Safety Hazard Identification Survey (Construction)
- Appendix 'B' – Health and Safety Hazard Identification and Risk Registers/Assessments (Designers) – Regulation 9 CDM 2015
- Appendix 'C' – Structural Engineer Structural Survey Report, Drawings and Calculations. Party Wall Survey / Notice / Award
- Appendix 'D' – Construction Management Plan (CMP)
- Appendix 'E' – Form 10 (F10)
- Appendix 'F' – Service disconnection notices / certification. Site Investigation (SI) Report

Prepared by: Steven Redfern-Blair and John Thorley
Redfern Architectural Services Ltd and John Thorley Safety Consultancy Ltd respectively

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Mobile: 07740 621999

E-mail: steve@redfernas.co.uk

Website:

Telephone: 01625 428446

Mobile: 07834 553019

E-mail: john@johnthorleysafetyconsultancy.co.uk

Website: <http://johnthorleysafetyconsultancy.co.uk/>

Rev 1. 29 March 2022 - Our Ref: 1411 125



INTRODUCTION

The Construction (Design and Management) Regulations 2015 (CDM 2015) came into force on the 6th April 2015, replacing CDM 2007.

Virtually everyone involved in a construction project has legal duties under CDM 2015. These 'duty holders' are defined as follows.

Client - Anyone who has construction work carried out for them. The main duty for clients is to make sure their project is suitably managed, ensuring the health and safety of all who might be affected by the work, including members of the public. CDM 2015 recognises two types of client:

Commercial clients have construction work carried out as part of their business. This could be an individual, partnership or company and includes property developers and companies managing domestic properties.

Domestic clients have construction work carried out for them but not in connection with any business – usually work done on their own home or the home of a family member. CDM 2015 does not require domestic clients to carry out client duties as these normally pass to other duty holders.

Designer - An organisation or individual whose work involves preparing or modifying designs, drawings, specifications, bills of quantity or design calculations. Designers can be architects, consulting engineers and quantity surveyors, or anyone who specifies and alters designs as part of their work. They can also include tradespeople if they carry out design work. The designer's main duty is to eliminate, reduce or control foreseeable risks that may arise during construction work, or in the use and maintenance of the building once built. Designers work under the control of a principal designer on projects with more than one contractor.

Principal designer - A designer appointed by the client to control the pre-construction phase on projects with more than one contractor. The principal designer's main duty is to plan, manage, monitor and coordinate health and safety during this phase, when most design work is carried out.

Principal contractor - A contractor appointed by the client to manage the construction phase on projects with more than one contractor. The principal contractor's main duty is to plan, manage, monitor and coordinate health and safety during this phase, when all construction work takes place.

Contractor - An individual or business in charge of carrying out construction work (e.g. building, altering, maintaining or demolishing). Anyone who manages this work or directly employs or engages construction workers is a contractor. Their main duty is to plan, manage and monitor the work under their control in a way that ensures the health and safety of anyone it might affect (including members of the public). Contractors work under the control of the principal contractor on projects with more than one contractor.

Worker - An individual who actually carries out the work involved in building, altering, maintaining or demolishing buildings or structures. Workers include: plumbers, electricians, scaffolders, painters, decorators, steel erectors and labourers, as well as supervisors like foremen and chargehands. Their duties include cooperating with their employer and other duty holders, reporting anything they see that might endanger the health and safety of themselves or others. Workers must be consulted on matters affecting their health, safety and welfare.

During the planning stages of the project Clients must provide any designers and contractors that they wish to supply a tender or engage on the project with project-specific health and safety information that is needed to identify hazards and risks associated with the design and construction work. This information is termed the Pre-Construction Health & Safety Information pack.

The Pre-Construction Information pack is issued as part of the project documentation, and has been prepared in accordance with the Construction (Design & Management) Regulations 2015 by Redfern Architectural Services Ltd as Principal Designer (PD) and their CDM Health and Safety Advisors, John Thorley Safety Consultancy Ltd. This information provides a general description of the project, the main project duty holders and the design philosophy relating to construction health and safety issues. It also provides details of the project health and safety management, and the information that the Principal Contractor is required to provide within his Construction Phase Health & Safety Plan, in order to demonstrate that appropriate consideration will be taken of the project health and safety arrangements during the construction phase of the project.

The Principal Contractor shall review the information included or referred to in this document and provide the relevant information in his Construction Phase Health & Safety Plan to demonstrate appropriate Health & Safety arrangements which will be implemented during the construction works. Failure to provide this information within the required period, or to the required standard, may result in a rejection of the Construction Phase Health & Safety Plan. Any conflict between the details contained in this document and any other contract document should be brought to the attention of the Principal Designer for resolution.

The Pre-Construction Information pack provides information to enable the Principal Contractor to meet the legal requirements placed upon him by the Construction (Design and Management) Regulations 2015 and other applicable secondary health and safety legislation.

This Information will be developed into a Construction Phase Health & Safety Plan before the commencement of the project and after discussions between the Principal Designer and the Principal Contractor.

The Principal Contractor also has duties in relation to the provision of information, training and consultation with employees including the self-employed. The significant hazards, works sequences, precautions, hazardous substances etc. identified in the Pre-Construction Information pack are those which could reasonably be identified during the preparation of the design. The Principal Contractor and package contractors must recognize that the Pre-Construction Information pack does not address or identify common place hazards and risks which are deemed to be within the normal experience and expertise of a competent contractor and can be controlled by the application of normal good site practice and management practices for health and safety.

The duties under CDM 2015 for the Principal Contractor extend and clarify the existing duties for the planning and management of construction health and safety. The duties under CDM 2015 do not replace the general and specific duties of the Principal Contractor under the Health and Safety at Work Act 1974, the Management of Health and Safety at Work Regulations 1999 and all other statutory provisions relevant to their activities, for the health and safety of their own employees, others under their management control and all others who may be affected by their activities.

Document status and update record

CURRENT DOCUMENT STATUS				
Issue Date	Description	Prepared by	No. of Pages	Update ref
04/08/2019	Pre-Construction Phase Information Pack produced with the information available at this present time and following a visit to the project on Monday 22 nd July 2019.	Steven Redfern-Blair & John Thorley	53 + appendices	Initial Issue
04/08/2019	A short guide for clients on the Construction (Design and Management) Regulations 2015 – INDG411 (rev1) issued as part of the PCI.			
04/08/2019	Outline Construction Management Plan (CMP) provided within Appendix 'D' with general controls identified throughout the body of the PCI document.	John Thorley		
29/03/2022	Appendix 'D' updated following a request for additional information by Mr. Paul Faux of MCC Highways Network Resilience team. Pages 57 – 75.	John Thorley		Rev 1.
AMENDMENT RECORD / SUPPORTING INFORMATION				
Date	Update reference	Nature of change		
29/03/2022	Rev 1.	Ms. Linda Marciniak, Planning Officer – South Area Team on the 21st March 2022. Dear Nigel, I refer to your recent application to discharge the above conditions. The application has been reviewed by the Environmental Health Officer whose recommendations are set out below: Condition 7 - Construction Management Plan The information submitted is satisfactory to recommend the discharge of condition 7. The Construction Management Plan (CMP) element of the document has been reviewed and updated following a request for additional information from Mr. Paul Faux of MCC Highways Network Resilience Team via Ms. Linda Marciniak, Planning Officer – South Area Team on the 22nd March 2022. 3. Highways also require the following details which are not included in the submission for Condition 7 - Construction Management Plan – The following needs to be detailed further and agreed with the MCC Highways Network Resilience team via paul.faux@manchester.gov.uk or Contact Manchester (Tel. 0161 234 5004): - Routing and parking of construction vehicles and staff vehicles; - Licensing/hoarding/temporary traffic management - Swept paths and size of the largest vehicle; - Access arrangements for pedestrians; - Methods of working adjacent to the Metrolink Hazard Zone;		

CONTENTS

1.0	NATURE OF PROJECT
1.1	Project Personnel (CDM Duty Holders)
1.2	Project Notification
1.3	Location
1.4	Description of Works
1.5	Timescale and Phasing
1.6	Health, safety and environmental goals for the project
2.0	EXISTING ENVIRONMENT
2.1	Surrounding Land Use
2.2	Existing Services
2.3	Existing Traffic System
2.4	Existing Structures
2.5	Ground Conditions
2.6	Asbestos Containing Materials (ACM's)
3.0	EXISTING DRAWINGS/HEALTH & SAFETY FILE
4.0	THE DESIGN
4.1	Significant Hazards (design and construction phase)
4.2	Health and Safety Hazard and Risk Register
5.0	CONSTRUCTION MATERIALS
6.0	SITE WIDE ELEMENTS
6.1	Site Access and Egress
6.2	Location of Temporary Site Accommodation
6.3	Location of Unloading, Laydown and Storage Areas
6.4	Traffic / Pedestrian Routes
7.0	OVERLAP WITH LOCAL RESIDENTS / BUSINESSES
8.0	SITE RULES
9.0	CONTINUING LIAISON
10.0	ENVIRONMENTAL PROTECTION
11.0	REQUIREMENTS OF THE PRINCIPAL CONTRACTOR
11.1	The Construction Phase Plan
11.2	The F10 Notification
12.0	PROVISION OF PROJECT INFORMATION FOR THE HEALTH AND SAFETY FILE
Appendix 'A' – Health and Safety Hazard Identification Survey (Construction)	
Appendix 'B' – Health and Safety Hazard Identification and Risk Registers/Assessments (Designers) Regulation 9 CDM 2015	
Appendix 'C' – Structural Engineer Structural Survey Report, Drawings and Calculations. Party Wall Survey / Notice / Award	
Appendix 'D' – Construction Management Plan (CMP)	
Appendix 'E' – Form 10 (F10)	
Appendix 'F' – Service disconnection notices / certification. Site Investigation (SI) Report	



1.0 NATURE OF PROJECT

1.1 Project Personnel (CDM Duty Holders)

Client (Commercial)

Eton Park Consulting Limited
Unit B1,
Hercules Office Park,
Bird Hall Lane,
Cheadle Hulme,
Stockport,
Cheshire SK3 0UX
Tel:
Mobile:
Contact Name: Mr. John Heenan
E-mail: investments@johnheenan.co.uk

End Use

Residential.

Principal Designer (PD) (Pre-Construction) RIBA Stages 1 - 4

Redfern Architectural Services Ltd
Canal Cottage
27 Manor View
Woodley
Stockport
Cheshire
SK6 1RS
Tel:
Mobile: 07740 621999
Contact Name: Mr. Steven Redfern-Blair
E-mail: steve@redfernas.co.uk

Principal Designer (PD) – CDM Health & Safety Advisors (Pre-Construction Phase)

John Thorley Safety Consultancy Ltd
PO Box 676
Macclesfield,
Cheshire SK10 9PH
Tel: 01625 428 446
Mobile: 07834 553019
Contact Name: Mr John Thorley
E-mail: john@johnthorleysafetyconsultancy.co.uk

Principal Designer (PD) (Construction Phase) RIBA Stages 5 – 6

To be appointed by the Principal Contractor

Tel:
Mobile:
Contact Name:
E-mail



Architectural Designer

Redfern Architectural Services Ltd
Canal Cottage
27 Manor View
Woodley
Stockport
Cheshire
SK6 1RS
Tel:
Mobile: 07740 621999
Contact Name: Mr. Steven Redfern-Blair
E-mail: steve@redfernas.co.uk

Civil / Structural Designer / Engineer

Structural - Brennan Consult Ltd

Oak House,
2 Gatley Road,
Cheadle,
Cheshire,
SK8 1PY
Tel: 0161 428 2880
Mobile:
Contact Name: Colin Brennan
E-mail: info@brennanconsult.com

Mechanical and Electrical Designers

Tel:
Mobile:
Contact Name:
E-mail:

Principal Contractor

TBC
Tel:
Mobile:
Contact Name:
E-mail:

Asbestos Management N/A

Planning

Garner Town Planning Ltd
High Lane House,
148 Buxton Road,
High Lane,
Stockport
Cheshire
SK6 8ED
Tel:
Mobile: 07973 976935
Contact Name: Mr. Phil Garner
E-mail: philipggarner@hotmail.com

1.0 NATURE OF PROJECT (continued)

Statutory Authorities:

Local Authority

Manchester City Council (**postal address**)
Town Hall
Albert Square, Manchester
M60 2LA
Tel: 0161 234 5000



Building Control Services

Manchester City Council
Building Control
PO Box 532
Town Hall
Manchester M60 2LA
Tel: 0161 234 4490
Email: building.control@manchester.gov.uk

NB - When to notify under Section 80 (for information only)

If you are planning to carry out demolition work greater than 50m³ (1750 cubic feet) in volume (as ascertained by external measurement) (some exemptions apply) you will need to notify the Local Authority before work starts under Section 80 of the Building Act 1984 (the Act).

This volume is approximately the size of a two-storey residential rear extension. An application form should be filled out and submitted to the council at least six weeks before the work is due to start. Demolition works should not start until either the six weeks have elapsed, or the council serve a Notice under Section 81 of the Act.

Fire Authority (Local Station)

Greater Manchester Fire and Rescue Service

Moss Side Fire Station
Denhill Road
Moss Side
Manchester
M15 5NR
Tel: 0161 608 5327 (General enquiries)
Emergency: 9-999
Email:



CDM 2015 - PRE-CONSTRUCTION PHASE INFORMATION PACK

The Quadrangle, 6 Albany Road, Chorlton, Manchester M21 0AW



Local Hospital

Manchester Royal Infirmary
Oxford Road,
Manchester
M13 9WL
Tel: 0161 276 1234
A&E Reception 0161 276 4147

Salford Royal 
NHS Foundation Trust



← from M21 0AW, Albany Rd, Manchester
to M13 9WL, Manchester

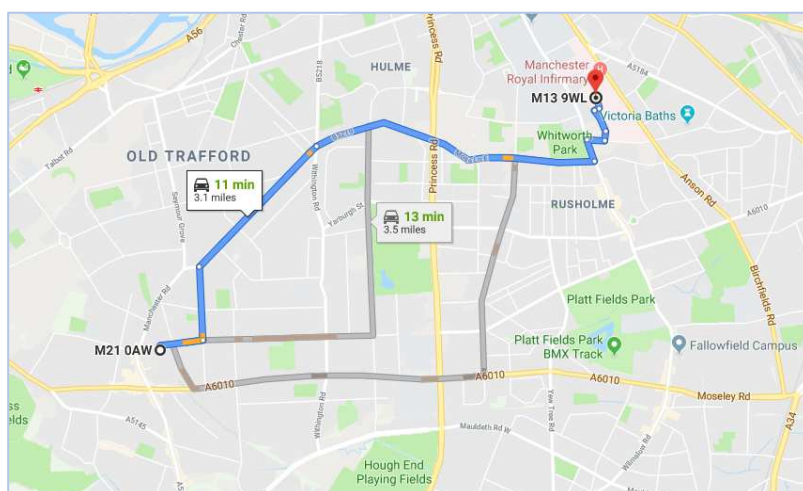
11 min (3.1 miles)   

via Upper Chorlton Rd/B5218 and Moss Ln W/B5219
Fastest route, the usual traffic

M21 0AW
Albany Rd, Manchester

- > Take Egerton Rd N to Upper Chorlton Rd/B5218
2 min (0.5 mi)
- > Follow Upper Chorlton Rd/B5218 and Moss Ln W/B5219 to Hathersage Rd
9 min (2.2 mi)
- > Continue on Hathersage Rd to your destination
2 min (0.3 mi)

M13 9WL
Manchester



Local Police Station

Greater Manchester Police
West Didsbury Police Station
Elizabeth Slinger Road
Manchester
M20 2ES
Tel: 0161 872 5050
999 Emergencies 101 – Non Emergency



Longsight Police Station
Grindlow Street
Manchester
M13 0LL
Tel: 0161 856 4229
999 Emergencies 101 – Non Emergency

Health & Safety Executive

HSE
Redgrave Court
Merton Road
Bootle
L20 7HS
Tel: 0300 003 1747 (Head Office - Bootle)



Environment Agency

General enquiries

National Customer Contact Centre
PO Box 544
Rotherham
S60 1BY

Email enquiries@environment-agency.gov.uk

Telephone 03708 506 506



Environment incident hotline

Telephone (24-hour service)
0800 80 70 60

Statutory Undertakers or Distribution Network Operators (DNO's):

Electric: Northern Powergrid

98 Aketon Road,
Castleford,
WF10 5DS
Tel: 0800 375 675
Tel: 0800 011 3332 (General enquiries)

Electric: Electricity North West Limited

304 Bridgewater Pl,
Birchwood Park,
Warrington,
Cheshire WA3 6XG
Tel: 0871 687 0501
Tel: 0800 195 4141 (Emergency)

Electric: Electricity North West Limited

Data Management
Electricity North West,
Linley House,
Dickinson Street,
Manchester M1 4LF
Tel: 0800 195 4141
Email: planrequest@enwl.co.uk

Electric: SP Energy Networks

SP Energy Networks,
Data Management (England and Wales)
Preston Way
Preston
CH43 3ET
Tel: 0141 614 5666
Tel: 0800 001 5400 (Emergency)

Disconnections

SP Power Systems Ltd
General Administration
2nd Floor Avondale House
Phoenix Crescent
Strathclyde Business Park Bellshill
ML4 3NJ

Electric: Western Power Distribution

New Supplies, Records Team

Toll End Road

Tipton

DY4 0HH

Tel: 0800 096 3080

Tel: 0800 678 3105 (Emergency)

Fax: 0115 876 7458

Email: wpdnewsuppliesmids@westernpower.co.uk

Gas: National Grid

Plant Protection

Block 1

Floor 2

Brick Kiln Street

Hinckley

LE10 0NA

Tel: 0800 688 588

Tel: 0800 111 999 (Emergency) - If you smell gas, detect carbon monoxide or want to report an explosion.

Email: plantprotection@nationalgrid.com

Website: www.nationalgrid.com

www.beforeyoudig.nationalgrid.com

North West Network (gas service pipe disconnection)

PO Box 5516

Wolverhampton

WV1 9NZ

Tel: 0800 074 5788

Fax: 0845 366 8911

Email: cos.enquiries@nationalgrid.com

Website: www.nationalgrid.com

Water & public sewers: United Utilities

Property Searches

Ground Floor

Grasmere House

Lingley Mere Business Park

Great Sankey

Warrington

WA5 3LP

Tel: 0870 751 0101

Tel: 0345 672 3723 (Emergencies) Report a leak Tel: 0800 330 033

Water & public sewers: Severn Trent Water Limited

Severn Trent Centre,

PO Box 5309,

Coventry

CV3 9FH

Main switchboard

Tel: +44 (0)24 7771 5000

Tel: 0800 707 6600 (General enquiries)

Tel: 0800 783 4444 (Emergencies (24hrs))

Water & public sewers: **Yorkshire Water**
Western House,
Halifax Road,
Bradford,
West Yorkshire
BD6 2SZ
Main switchboard
Tel: 0345 1 24 24 24

Telecom: **BT National Notice Handling Centre**
PP 3EW45
Telecom House
Trinity Street
Hanley
Stoke-on-Trent
ST1 5ND
From a landline: 0800 800 151
From a mobile: 0330 123 4151

DIAL BEFORE YOU DIG

Tel: 0800 917 3993

Email: dbyd@openreach.co.uk

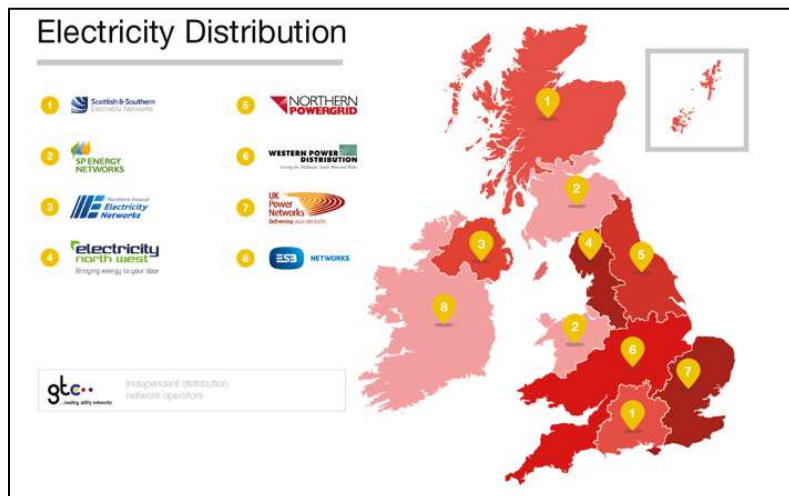
Contact Numbers



Emergency: 0800 111 999

General enquiries: 0845 835 1111

Distribution Network Operator (DNO) Companies



Distribution Network Operators (DNOs) own and operate the distribution network of towers and cables that bring electricity from the national transmission network to homes and businesses. They don't sell electricity to consumers. This is done by the electricity suppliers.

Telephone contact details

The following information will help you contact the right organisation in the event of an emergency or general enquiry:

Area	Company	Emergency No.	Website	Twitter account
North Scotland	Scottish & Southern Electricity Networks	0800 300 999	www.ssepd.co.uk	@hydroPD
Central and Southern Scotland	SP Energy Networks	0800 092 9290 (or 0330 1010 222 from a mobile phone)	www.spenergynetworks.co.uk	@SPEnergyNetwork
North East England	Northern Powergrid	0800 668 877	www.northernpowergrid.com	@Northpowergrid
North West England	Electricity North West	0800 195 4141	www.enwl.co.uk	@ElectricityNW
Yorkshire	Northern Powergrid	0800 375 675	www.northernpowergrid.com	@Northpowergrid
Merseyside, Cheshire, North Wales and North Shropshire	SP Energy Networks	0800 001 5400 (or 0330 1010 400 from a mobile phone)	www.spenergynetworks.co.uk	@SPEnergyNetwork
East Midlands, West Midlands, South Wales & South West England	Western Power Distribution	0800 6783 105	www.westernpower.co.uk	@wpduk
Eastern England	UK Power Networks	0800 783 8838 (or 0333 202 2021 from a mobile phone)	www.ukpowernetworks.co.uk	@UKPowerNetworks
Southern England	Scottish & Southern Electricity Networks	0800 072 7282	www.ssepd.co.uk	@southernelecPD
London	UK Power Networks	0800 028 0247 (or 0333 202 2022 from a mobile phone)	www.ukpowernetworks.co.uk	@UKPowerNetworks
South East England	UK Power Networks	0800 783 8888 (or 0333 202 2023 from a mobile phone)	www.ukpowernetworks.co.uk	@UKPowerNetworks
Northern Ireland	Northern Ireland Electricity Networks	0345 764 3643	www.nie.co.uk	@NIElectricity

Map and contact information kindly provided by the Energy Networks Association - <http://www.energynetworks.org/>.

1.0 NATURE OF PROJECT (continued)

1.2 Project Notification

The project programme is approximately 30 weeks in duration and therefore entails 150 days of construction. Regulation 6(1)(a) does not apply given that 20 workers will not be working simultaneously at any point in the project.

The Principal Designer (PD) – CDM Health & Safety Advisor will establish if the threshold of 500-person days of construction is applicable and if so will notify the Health and Safety Executive of the project on the Form 10 (F10) – Notification of Construction Project i.e. >10 workers a day x 5 days' x 30 weeks = 1,500-person days of construction. Project is notifiable – Regulation 6(1)(b).

The Client will notify the project to the HSE, once the Principal Contractor is appointed. **Date submitted:** A copy of the F10 will be issued as part of this pre-construction information document and must be displayed on site to comply with Regulation 6(3)(b) of CDM 2015.

Redfern Architectural Services Ltd is acting as the Principal Designer through stages 1-4 of the RIBA Plan of Work. The Principal Contractor will be responsible for appointing a Principal Designer through stages 5-6. Project appointed designers will have an input and provide information at key stages 1-7 i.e. drawings, calculations and CDM Hazard and Risk Management (HARM) registers.

 RIBA The RIBA Plan of Work 2013 organises the process of briefing, designing, constructing, maintaining, operating and using building projects into a number of key stages. The content of stages may vary or overlap to suit specific project requirements. The RIBA Plan of Work 2013 should be used solely as guidance for the preparation of detailed professional services contracts and building contracts. www.ribaplanofwork.com								
Stages	0	1	2	3	4	5	6	7
Tasks	Strategic Definition	Preparation and Brief	Concept Design	Developed Design	Technical Design	Construction	Handover and Close Out	In Use
Core Objectives	Identify client's Business Case and Strategic Brief and other core project requirements.	Develop Project Objectives, including Quality Objectives and Project Outcomes, Sustainability Aspirations, Project Budget, other parameters of constraints and develop Initial Project Brief. Undertake Feasibility Studies and review of Site Information.	Prepare Concept Design, including outline proposals for structural design, building services systems, outline specifications and preliminary Cost Information along with relevant Project Strategies in accordance with Design Programme. Agree alterations to brief and issue Final Project Brief.	Prepare Developed Design, including coordinated and updated proposals for structural design, building services systems, outline specifications, Cost Information and Project Strategies in accordance with Design Programme.	Prepare Technical Design in accordance with Design Responsibility Matrix and Project Strategies to include all architectural, structural and building services information, specialist subcontractor design and specifications, in accordance with Design Programme.	Offsite manufacturing and on-site construction in accordance with Construction Programme and resolution of Design Queries from site as they arise.	Handover of building and conclusion of Building Contract.	Undertake In Use services in accordance with Schedule of Services.
Procurement Variable task bar	Initial considerations for assembling the project team.	Prepare Project Roles Table and Contractual Tree and continue assembling the project team.	The procurement strategy does not fundamentally alter the progression of the design or the level of detail prepared at a given stage. However, Information Exchanges will vary depending on the selected procurement route and Building Contract. A bespoke RIBA Plan of Work 2013 will set out the specific tendering and procurement activities that will occur at each stage in relation to the chosen procurement route.			Administration of Building Contract, including regular site inspections and review of progress.	Conclude administration of Building Contract.	
Programme Variable task bar	Establish Project Programme.	Review Project Programme.	Review Project Programme.	The procurement route may dictate the Project Programme and may result in certain stages overlapping or being undertaken concurrently. A bespoke RIBA Plan of Work 2013 will clarify the stage overlaps. The Project Programme will set out the specific stage dates and detailed programme durations.				
(Town) Planning Variable task bar	Pre-application discussions.	Pre-application discussions.	Planning applications are typically made using the Stage 3 output. A bespoke RIBA Plan of Work 2013 will identify when the planning application is to be made.					
Suggested Key Support Tasks	Review Feedback from previous projects.	Prepare Handover Strategy and Operational Strategy and Design Responsibility Matrix and Information Exchanges and prepare Project Execution Plan including Technology and Communication Strategies and consideration of Common Standards to be used.	Prepare Sustainability Strategy, Maintenance and Operational Strategy and review Handover Strategy and Risk Assessments. Undertake third party consultations as required and any Research and Development aspects. Review and update Project Execution Plan.	Review and update Sustainability, Maintenance and Operational Strategy and Risk Assessments. Undertake third party consultations as required and conclude Research and Development aspects. Review and update Project Execution Plan, including Change Control Procedures. Review and update Construction and Health and Safety Strategies.	Review and update Sustainability, Maintenance and Operational Strategy and Handover Strategies and Risk Assessments. Prepare and submit Building Regulations submission and any other third party submissions requiring consent. Review and update Project Execution Plan. Review Construction Strategy including sequencing and update Health and Safety Strategy.	Review and update Sustainability Strategy and implement Handover Strategy, including agreement of information required for commissioning, training, handover, asset management, future monitoring and maintenance and ongoing completion of 'As-constructed' information. Update Construction and Health and Safety Strategies.	Carry out activities listed in Handover Strategy including Feedback for use during the future life of the building or on future projects. Updating of Project information as required.	Conclude activities listed in Handover Strategy including Post-occupancy Evaluation, review of Project Performance, Project Outcomes and Research and Development aspects. Updating of Project Information, as required, in response to ongoing client Feedback until the end of the building's life.
Sustainability Checkpoints	Sustainability Checkpoint – 0	Sustainability Checkpoint – 1	Sustainability Checkpoint – 2	Sustainability Checkpoint – 3	Sustainability Checkpoint – 4	Sustainability Checkpoint – 5	Sustainability Checkpoint – 6	Sustainability Checkpoint – 7
Information Exchanges (at stage completion)	Strategic Brief.	Initial Project Brief.	Concept Design including outline structural and building services design, associated Project Strategies, preliminary Cost Information and Final Project Brief.	Developed Design, including the coordinated architectural, structural and building services design and updated Cost Information.	Completed Technical Design of the project.	'As-constructed' information.	Updated 'As-constructed' information.	'As-constructed' information updated in response to ongoing client Feedback and maintenance or operational developments.
UK Government Information Exchanges	Not required.	Required.	Required.	Required.	Not required.	Not required.	Required.	As required.

*Variable task bar – in creating a bespoke project or practice specific RIBA Plan of Work 2013, use www.ribaplanofwork.com as a specific bar is selected from a number of options.

© RIBA

1.3 Location



The Quadrangle,
 6, Albany Road,
 Chorlton,
 Manchester
 M21 0AW

1.4 Description of the Works

Site establishment and enabling works followed by the construction of a new rooftop extension to form 3no - 2 bedroom apartments along with the provision of an additional 3 car parking spaces in the existing basement carpark.

1.5 Timescale and Phasing

Enabling works (Principal Contractor)

- Establish the site set-up, **to include** the welfare facilities, which will be situated within apartment 7 within the residential complex or within a dedicated area within the basement. **No** works are to commence until such time that the facilities are fully operational. **Note:** alternatively, given the space constraints in and around The Quadrangle, the Principal Contractor may wish to space on one of the adjoining industrial estates (Albany Road Trading Estate) or indeed rent a number of floors in a nearby office building
- The 3 vacant bays within the basement car park can be used as a compound area to store materials
- Introduction with neighbouring businesses and residential properties & protection of their assets
- Safety signage to be placed at vantage points to the front entrance to the construction site
- The provision of a covered walkway to the pedestrian entrance on Brantingham Road to allow the safe passage of the residents / tenants and visitors of/to The Quadrangle
- Service disconnections (where applicable) and the provision of a temporary supply
- Provision of wireless fire alarms and smoke detectors e.g. WES, within the new build structure, with a wireless fire alarm unit (subject to principal contractors risk assessment) located within an occupied apartment, so that in the event of an emergency the call point can be activated
- Given the location of the Metrolink tram lines to rear of the site, Metrolink must be consulted about the works customerservices@metrolink.co.uk 0161 205 2000 or eplanner@metrolink.co.uk 0161 205 8665





Construction Phase

Subject to planning permission, the works are due to commence in November 2019 with an expected duration of 30 weeks to complete the works.

The Principal Contractor will have approximately 3 weeks to prepare the Construction Phase Plan and supporting safety management system (SMS). This will be reviewed by the CDM Health & Safety Advisor before the site works commence, if requested to do so by the Principal Designer / Client.

The construction phase works will be executed in line with the programme of works, the construction phase plan CPP, this PCI and supporting documentation.

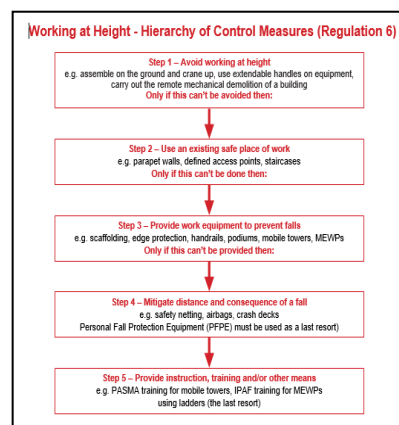
1.6 Health, safety and environmental goals for the project

Eton Park Consulting Limited as Client, is committed to supporting the ethos of good, comprehensive health, safety and welfare management during the construction phase of the project. The Client employ Contractors who will implement a safety strategy with a reasonable emphasis of zero accidents of all types.

This project is to be implemented within the proposed timescale, to the specified design criteria, within the project specifications, whilst at all times giving due consideration to the health, safety and welfare of all persons affected both directly and indirectly by the project:

- Zero harm & RIDDOR Reportable Incidents
- Management of construction health risks
- Zero Enforcement Action, including Notification of Contravention
- Full compliance of health & safety rules by all site personnel
- Promotion and engagement/consultation with the workforce
- 100% induction of all personnel on arrival to site
- All working areas to be clean and tidy at all times and at the end of every working day
- All access and egress points to be kept clear at all times
- Pedestrian and traffic routes to be maintained and kept clear at all times
- Traffic management to be monitored and complied with throughout the Construction Phase
- Protection of surrounding Flora & Fauna
- Protection of the Metrolink infrastructure
- To ensure the health and safety of those reasonably affected by the works i.e. visitors to site, delivery drivers and those collecting skips, adjacent residents & business – particularly the occupants of The Quadrangle, pedestrians, and users of the highway and footways
- Suitable and sufficient fire precautions throughout the construction phase in line with CDM and the Clients fire plan and emergency arrangements

- Provision of suitable access equipment and fall protection measures during the works (Collective fall prevention measures – tube and fitting working platforms, crash decks, mobile access towers MAT's etc. to take precedent over personal fall prevention measures – harness/lanyard)
- Due precautions to be taken when working on or near to fragile surfaces – load bearing covers, edge protection around openings/fragile surfaces, temporary work platforms with guardrails, collective fall-arrest system (such as safety nets or airbags). These arrangements are to be clearly outlined in the construction phase plan and supporting RAMS
- Adequate planning and execution of lifting operations
- The works are to be undertaken by suitably skilled, knowledgeable, experienced and trained (SKEAT) individuals
- Back propping etc installed in line with the temporary works design issued by the structural designer/engineer and or the manufacturers information manual / guidance note

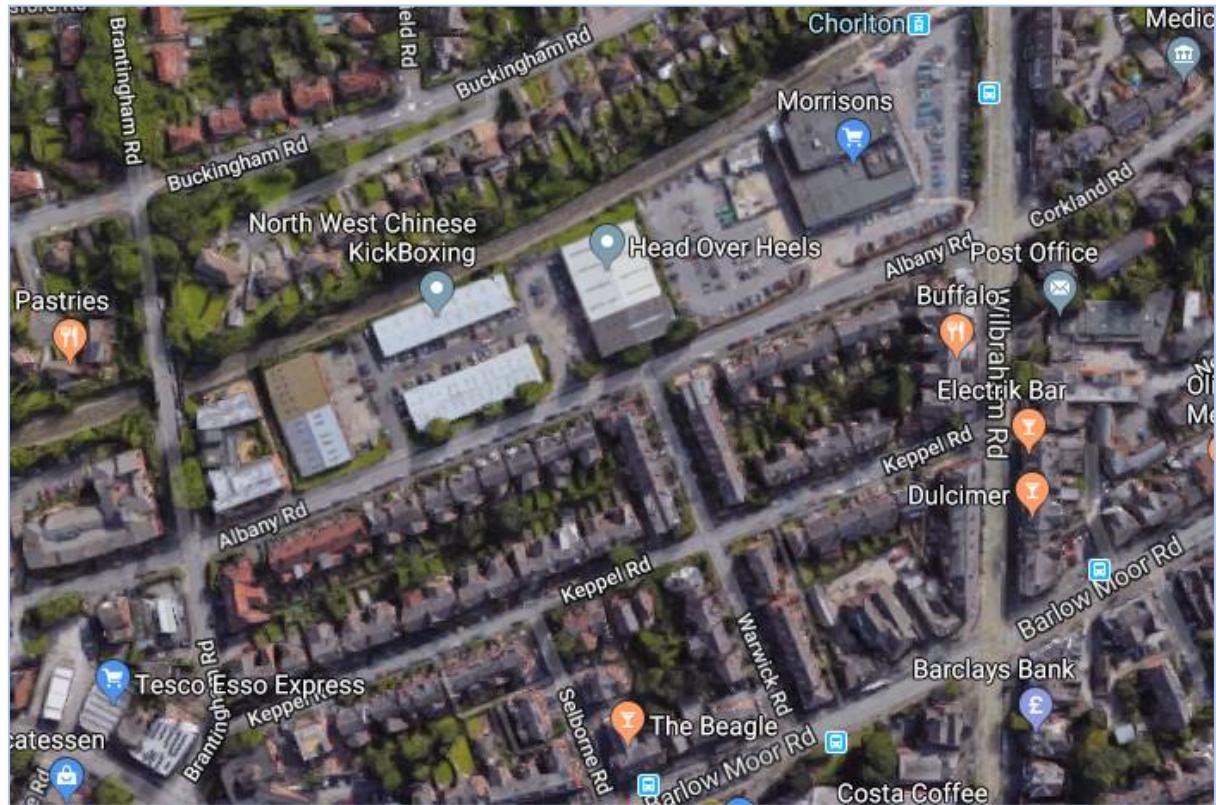


- Provision of suitable and adequate welfare facilities during the construction phase. Please see below a link to the HSE's website and the guidance available in this regard. These are to be provided by the Principal Contractor.

<http://www.hse.gov.uk/pubns/cis59.pdf>, <http://www.hse.gov.uk/pubns/books/hsg150.htm>, <http://www.hse.gov.uk/pubns/indg293.pdf>.



2.0 EXISTING ENVIRONMENT



2.1 Surrounding Land





The project is to take place on The Quadrangle building to the Albany Road elevation to construct an additional storey to this elevation. The project is located in Chorlton – Cum – Hardy, which is a suburban area of Manchester.

This area of Chorlton is awash with delis, independent bars, shops/stores, boutiques and restaurants, supported by green spaces.

This section of Albany Road is predominately residential with Albany Road Trading Estate located immediately next to the proposed construction site, with Morrisons supermarket located a short distance away on the junction of Albany Road and Wilbraham Road.

Retirement apartments face the site on Brantingham Road, with a garage located to its left. The stretch of Brantingham Road between Albany Road and Buckingham Road is generally used by residents etc to park their vehicles. No access to residential properties is present on this stretch of road.



The privacy and safety of the local residents and businesses is to be respected and must be given due consideration by the Principal Contractor, especially where deliveries to, and collection of goods, material and waste from the site are concerned (As identified above, this section of Albany Road is busy throughout the course of the day, given the location of the trading estate and supermarket). Wilbraham Road is a main bus route and the building is close to the Chorlton to Manchester Metrolink tram stop.

The management and control of traffic during the works shall be of high priority, particularly where the movement of delivery and collection vehicles is concerned to and from the site. Vehicle movement is to be encouraged out of hours.

The following topics require specific consideration:

- Provision of safety signage to the front and side elevations of the site and to the entrance of the basement car park to advise those reasonably affected of the construction works taking place and the dangers present
- Planning deliveries out of peak hours, where possible to do so in line with planning requirements
- Ensuring sufficient space for vehicles to enter and leave the site – controls measures to be clearly documented in the Principal Contractors Safe System of Work – RAMS
- The front, and access walkways to remain free of spoil and materials
- Delivery and collection vehicles to be parked responsibly and not obstruct the frontage of the adjacent businesses, footways and at all times ensure the safe passage of the public and building occupants in this busy area
- Ensure the health, safety and wellbeing of the adjoining neighbours (business and residential)



The principal contractor shall ensure the health and safety of site workers, residents, users of the highway and visitors to the site, with particular attention paid to those identified above.

During the works, it is to be ensured that unauthorised access is strictly prohibited to the site. The site access gate (basement car park) and front pedestrian entrance door should remain closed, save only for when vehicles and pedestrians enter and leave the site. A Haki staircase should be provided to provide access to and egress from the room area, mitigating contact with the building residents / tenants and ensuring a secondary means of escape are provided in the event of an emergency. **Note:** under no circumstances is the Principal Contractor permitted to use the lifts.



Effective communication is to take place with the neighbouring businesses and residential properties on Albany Road with respects to deliveries and any restrictions that may apply. Particularly with the occupants of the business next door and the retirement living accommodation opposite, who should be fully apprised of the works and the control measures to be adopted by the Principal Contractor.

Pedestrian routes are to be kept free from obstruction during the works and safety signs should be placed at vantage points to give due warning of the construction works. A traffic management plan should be produced to identify how deliveries are to be managed; the traffic management plan shall be updated as the works progress or if site conditions change dramatically increasing the risk to the persons identified above.

Given the location of the site due consideration will need to be given to **a)** advise motorists that a construction site entrance is approaching (see example signage above) **b)** ensuring that delivery and collection vehicles do not park on and obstruct the highway at any time and **c)** ensure that workers vehicles are parked in a safe and responsible manner on the surrounding roads and streets (there will be no parking on site).

Due consideration must be given to peak traffic periods so that deliveries can be coordinated effectively minimising the impact on the abovementioned and ensuring their safety. Deliveries are prohibited from taking place between the hours of **8:00am – 9:00am and 3:30pm – 5pm.**

2.2 Existing Services

Services are known to enter the site and also pass along the footway and highway on Albany Road / Brantingham Road. These include electricity cables and infrastructure, gas supply and infrastructure. Telecoms/Cable – ducts, trenches, chambers and cabinets, poles, joint boxes, manholes bound the site. Water mains and sewers bound the site e.g. combined wastewater sewer and clean water pressurised main. These will not be directly affected by our works.

The services entering the site are primarily an electrical, gas and water supply. The buildings sub-station is located to the secure gable end area. The Principal Contractor shall be responsible for liaising with the Clients team with respect to any isolation/diversion/termination or indeed protection of the services that may be required.

Service termination notices have not been issued to the CDM Health and Safety Advisor in preparing this PCI, given that the site is brownfield in nature. The Principal Contractor will carry out a survey to ascertain the incoming supplies and isolations that will/may be required during the works. The location of the services identified within the survey will be marked up on a site plan supported by service drawings.

The Principal Contractor is to ensure that appropriate safety checks are undertaken, and to obtain any information as necessary prior to commencement of any works to ascertain the existence of services. This should be undertaken by competent personnel in line with an SSoW. It is to be ensured that a competent electrical contractor carries out any disconnection, isolation or temporary supply works to the electrical supply to the site where so required and issues documentation to the same.



The Principal Contractor is responsible for the provision of any temporary electrical supply that may be required.

The Principal Contractor will produce details of any changes to services that have been carried out during diversionary / installation works for existing services as well as details of any previously unidentified services (including redundant service installations).

The Principal Contractor shall forward the information to the Client and or the principal designer to be compiled as part of the 'as-built' drawings. The contractor shall ensure that all services installed and identified (including redundant service installations) within the area of the works are clearly identified and labelled in accordance with Regulation 25 of the CDM regulations.

All existing live services adjacent to the site areas along with those which are to be retained are to be adequately protected from any damage which may occur because of the works.



Dial before you dig / Plant Protection- National Grid

- Complete a free online request on www.beforeyoudig.nationalgrid.com - get an initial response in minutes
- Email plantprotection@nationalgrid.com (you will be sent an automated response to confirm receipt)
- Call Plant Protection for free on 0800 688 588
- Write to: National Grid Plant Protection, Brick Kiln Street, Hinckley, Leicestershire LE10 0NA

2.3 Existing Traffic System



Note: All access routes to Albany Road, including the road(s) outside of the site must be kept clear and clean at all times to prevent slips, trips and falls. Work equipment and materials must be stored accordingly as not to present danger to those residents of Albany Road, visitors to site and the general public at large.

The works are to take place within a suburban, predominately residential setting. The Principal Contractors traffic management plan must clearly identify the control measures/arrangements to ensure the health and safety of those affected by the works.

The Principal Contractor must ensure that both contractor vehicles and deliveries to site are given clear instructions on access routes to the site.

The Principal Contractor should provide an agreed vehicle hold point for those deliveries not able to attend site.

Reversing should be avoided where possible; **if not possible vehicles should be assisted by a competent banksman as determined by the Principal Contractors risk assessment.**

Pedestrian access must not be compromised and access must be maintained for emergency vehicles.



2.0 EXISTING ENVIRONMENT (continued)

2.4 Existing Structures

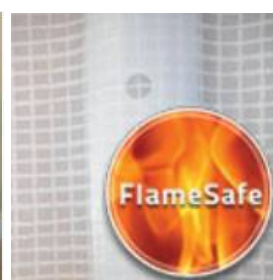


The Quadrangle apartment block has been constructed during the course of the past 10-years. The building is currently presented over 3 / 4 storeys + Basement car park. The building is of a traditional construction, built of the podium deck; the building is fully operational and occupied. A staircase access is to be provided to the side elevation on Brantingham Road leading onto the roof area; a goods hoist is also to be provided to transport materials to the roof area. This will avoid conflict with the building occupiers.

Materials are to be delivered on a just on time basis.

Note: Flammable building components stored directly outside or on the inside of the building undergoing construction are to be covered with a certified flame-retardant protection to LPCB's Loss Prevention Standard LPS 1207 to comply with the Fire Prevention on Construction Sites – Joint Code of Practice 9th edition.

The monarflex used to screen the works is to comply with the LPCB's Loss Prevention Standard LPS 1215.



2.5 Ground Conditions

Please see the site investigation (SI) report.

2.6 Asbestos Containing Materials (ACM's)

This is a newbuild project on an existing building constructed in 2008 / 2009. The provisions of the Control of Asbestos Regulations 2012 (CAR) are not applicable in this instance.

Note: Should suspect ACM's be identified during the works (underground), the works in question must cease and the suspect material bulk sampled by a suitably qualified competent person.



Should the samples show the presence of asbestos then it is to be removed by a licensed asbestos removal contractor for licensed work, in line with a plan of work and ASB5 notification and in accordance with the requirements of the training received for non-licensed asbestos work.

3.0 EXISTING DRAWINGS/HEALTH AND SAFETY FILE

An existing Health and Safety File has **not been made** available.

4.0 THE DESIGN

4.1 Significant Hazards (design and construction phase)

Throughout the design development the design team will provide design risk assessments identifying any hazards in relation to the construction phase.

The Principal Contractor is required to produce detailed site-specific method statements and site-specific risk assessments for all significant work activities prior to each operation commencing, giving adequate time for each method statement and risk assessment to be communicated to the relevant persons.

The Principal Contractor must be able to demonstrate how approval of all Contractors/Sub-contractors risk assessments and method statements has been achieved.

The Principal Contractor must ensure adequate information is provided for all **temporary works**, together with details of temporary works designer(s) and the temporary works co-ordinator/Supervisor. There should also be a temporary works register held on site, this must be reviewed and revised where necessary.

Regarding Temporary Works Design, the Principal Contractor must provide the following (as applicable):

- a) Who will be their Temporary Works Design Co-ordinator for the project (in-house or outsourced)
- b) A copy of their Temporary Works Design Management Procedure
- c) A schedule of specific temporary works design items for the project
- d) The category of temporary works i.e. 0,1,2 or 3 with supporting manufacturer(s) information manuals, design drawings and calculations, design checks and permits to load or strike.

Categories of Design Check (taken from page 30 of BS 5975:2008 – Code of practice for temporary works procedures and the permissible stress design of falsework)			
Category	Scope	Comment	Independence of checker
0	Restricted to standard solutions only, to ensure the site conditions do not conflict with the scope or limitations of the chosen standard solution.	This applies to the use of standard solutions and not the original design which will require both structural calculation and checking to category 1, 2 or 3 as appropriate.	Because this is a site issue, the check may be carried out by another member of the site or design team.
1	For simple designs. These may include: formwork: false work (where top restraint is not assumed): needling and propping to brickwork openings in single storey construction.	Such designs would be undertaken using simple methods of analysis and be in accordance with the relevant standards, supplier's technical literature or other reference publications.	The check may be carried out by another member of the design team.
2	On more complex or involved designs. Designs for excavations, for foundations, for structural steelwork connections, for reinforced concrete.	Category 2 checks would include designs where a considerable degree of interpretation of loading or soils' information is required before the design of the foundations or excavation support or slope	The check should be carried out by an individual not involved in the design and not consulted by the designer.
3	For complex or innovative designs, which result in complex sequences of moving and/or construction of either the temporary works or permanent works.	These designs include unusual designs or where significant departures from standards, novel methods of analysis or considerable exercise of engineering judgement are involved.	The check should be carried out by another organization

Note:

Any ongoing issues ensuing from Temporary Works Design must be copied into the Principal Designer and Structural Engineer/Designer for comment.

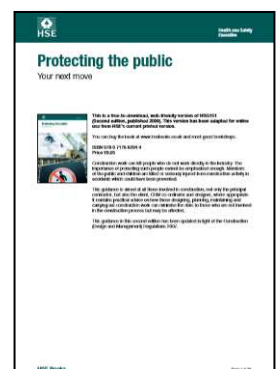
Key Topics of Concern

- Working in close proximity to residential properties and businesses
- Working in and on a live occupied apartment block
- Compatible emergency arrangements
- Working within a live construction site environment
- Close proximity to the general public
- Working above occupied residential premises
- Weather conditions i.e. working on an exposed roof in close proximity to the Metrolink
- Close proximity to local amenities
- Busy public highways / bus route
- Adjacent pedestrian route
- Working at height (fall protection/prevention measures to comply with the Work at Height Regulations 2005)
- Security of the site
- Fire precautions
- Presence of and protection of live services
- Dust and noise control (nuisance and health effects)
- Movement of vehicles (traffic management)
- Fragile surfaces
- Manual handling
- Structural stability during the works to also include noise, dust and vibration control

Interface with the public and unauthorised access

It is anticipated that the site and surrounding areas will be subject to frequent pedestrian and vehicular traffic use. Suitable precautions should be taken when entering or leaving the site to avoid causing harm to pedestrians and road users. The Principal Contractor is to provide a good comprehensive traffic management plan to segregate pedestrian and vehicular routes on the site and surrounding areas.

Measures to ensure public protection are required including provision of safe pedestrian routes, use of banks man when vehicles are reversing (subject to risk assessment), scheduling deliveries to avoid peak traffic flow periods due to high traffic volumes and provision of appropriate warning signage. Liaison with the local residents and businesses to be considered.





Educational Establishments & Nurseys

Several educational establishments e.g. St Margaret's C of E Primary School and St. Johns RC Primary School are located within a short distance from the site, however it is not envisaged that they will be directly affected by the works. The Principal Contractor must ensure that deliveries of materials are delivered outside of normal school opening / closing times and strictly enforced throughout the duration of the contract.

Site Security

The site is located a short distance away from the centre of Chorlton and is surrounded by roads / footpaths / junctions and residential dwellings and industrial units. The surrounding area is subject to high levels of pedestrian and vehicular traffic.

The site should be fully secured to prevent any resident, patron or child entering the site for the duration of the project and the Principal Contractor is expected to provide risk assessments and method statements on how the site will be secured.

All site security fencing / screening should be opaque to protect the privacy of the abovementioned and to prevent construction materials / dust entering adjoining roads / footpaths / properties.

The Principal Contractor should also identify how general site access will be undertaken carefully to consider the frequent use and presence of pedestrians and vehicles in the surrounding area.

Dirt to Surrounding Areas

The Principal Contractor is to ensure the public highways and public footpaths are maintained and remain free from excessive levels of dirt arising from construction traffic for the duration of the project.

Signage

The Principal Contractor must provide adequate signage where necessary to warn the general public or adjoining businesses / residents of the construction works. Signage should equally be installed in prominent locations throughout the site to warn construction workers of any dangers / relevant site requirements / information. (see page 19 for examples of appropriate signage and site security measures).

Contact with existing services

The site service layout drawings are to be obtained and issued prior to commencement. Should it be the case, live services must be located, identified, marked and isolated/protected as necessary. Please refer to section 2.2 Existing Services.

Works affecting public footpath

Arrangements should be agreed with the Local Authority Highways department and include provision for safe pedestrian access, warning signage and generally be in accordance with the New Roads and Street Works Act 1991 and chapter 8 of the Traffic Signs manual. Operatives undertaking works in or adjacent to the public highway must wear high-visibility clothing.

Slips, trips and falls

The workplace should be kept in good order – clean, tidy and well organised. Pedestrian routes and workplaces should be kept free of obstruction and materials should be stored in a safe and accessible manner. Waste should be removed from work areas as work proceeds and at the end of the working day.

Under the Construction (Design and Management) Regulations 2015 and the Work at Height

Regulations 2005 (Regulation 4), work at height activities are to be adequately planned and undertaken in a manner which is **so far as reasonably practicably safe**.

Information regarding the nature of the project gleaned from the Pre-Construction Information Plan must be incorporated into the Construction Phase Health & Safety Plan and suitable and sufficient Risk Assessments/Method Statements developed. In addition to this, in the case where work packages are contracted out, all Contractors safe working methods are vetted in advance of the commencement of works.

The hierarchy of work at height control measures ranging from total avoidance through to fall mitigation/protection **shall** be strictly adhered to throughout the construction phase of the project.

Scaffolding

The Work at Height Regulations 2005 defines effective controls for the safe work at height including adequate planning, selection of work equipment and inspection of work equipment for access at height.

Collective measures such as scaffolding are preferred as they are further up the hierarchy of controls as they protect the many as opposed to the measures that protect individuals.



- It is a requirement of the Work at Height Regulations 2005 that unless a scaffold is assembled to a generally recognised standard configuration, e.g. NASC Technical Guidance TG20 for tube and fitting scaffolds or similar guidance from manufacturers of system scaffolds, the scaffold should be designed by bespoke calculation, by a competent person, to ensure it will have adequate strength, rigidity and stability while it is erected, used and dismantled. This would be applicable for façade retention scaffolds or those outside the scope of TG20
- Scaffolds should be designed, erected, altered and dismantled only by competent people and the work should always be carried out under the direction of a competent supervisor. This is a requirement of the Work at Height Regulations 2005. **Under no circumstances must any worker alter, modify or tamper with scaffolding**
- Scaffolding Contractors must prepare a method statement, in the form of a scaffolding plan covering the work contemplated. This must be supported by a suitable and sufficient risk assessment and training records
- All Scaffolders must hold a CISRS card to the appropriate level (e.g. Advanced Scaffolders, Scaffolders, Trainee Scaffolders or Scaffolding Labourers)
- All scaffolding must be erected, dismantled and altered in a safe manner. This is achieved by following the guidance provided by the NASC in document SG4:15 'Preventing falls in scaffolding operations' for tube and fitting scaffolds or by following similar guidance provided by the manufacturers of system scaffolding
- Basic/standard scaffolds should be accompanied by a Scaffold Compliance Sheet to demonstrate that it has been erected to a recognised standard and that a bespoke design is not required
- Measures must be taken to prevent the fall of materials or objects to those below. This should be in the form of brick guards or debris netting. Materials must not be stored above the height of guardrails
- The scaffold should be tied into the structure as per the compliance sheet or design with a percentage of the ties subject to a preliminary and proof test (Pull Test) in line with TG4:11.

Scaffold Inspection - It is the scaffold user's / hirer's responsibility to ensure that all scaffolding has been inspected as follows:

- Following installation / before first use (hand-over certificate)

- At an interval of no more than every 7 days thereafter
- Following any circumstances liable to jeopardise the safety of the installation e.g. high winds.

All scaffolding inspections should be carried out by a competent person whose combination of skills, training and experience is appropriate for the type and complexity of the scaffold.

A non-scaffolder who has attended a scaffold inspection course (e.g. Site Supervisor) could be deemed competent to inspect a basic scaffold structure.

The scaffold inspection report should note any defects or matters that could give rise to a risk to health and safety and any corrective actions taken, even when those actions are taken promptly, as this assist with the identification of any recurring problem.

A scaffold tagging system (e.g. Scaffoldtag) must be used on all access scaffolds. The tag holder must be positioned prominently at each point of access. Following the handover inspection, the tag insert must be completed and inserted in the holder. Following each subsequent scaffold inspection, the tag must be completed.

Statement - Work at Height

The work to be carried out requires Operatives to work at height; consequently, there is a risk of a person falling from height. This must be addressed by the Principal Contractor and control measures put in place to mitigate the likelihood of such an event. These controls must follow those required by the Work at Height Regulations – Hierarchy of Controls (Regulation 6) to provide Collective protection measures where reasonably practicable to do so.

Where work at height cannot be avoided Mobile Access Towers (MAT) or Folding Aluminium Hop-Up Platforms, are to be considered to provide a safe working platform for the works. Operatives using such work equipment are to be suitably trained i.e. PASMA trained or would have received familiarisation training in the use of the hop-up platform.

All mobile towers used and hop-ups are to comply with BS EN 1004:2004 and EN131. All erecting / dismantling work is to be undertaken by a competent person holding for example a PASMA card who will pass these as safe to use and Scaffoldtag them to indicate this prior to the Operatives using them. Each tower used is to be recorded in the Principal Contractors site register.

Towers are to be built on stable floors/surfaces and visually inspected by those using them prior to use each time. The manufacturer's instructions on safe working load (SWL) are to be complied with. Towers have wheels locked when in use & they are not moved with persons or materials on the working platform (surfing). No work is to be undertaken than may cause lateral forces on the tower which may de-stabilise them.

Where Mobile Towers are in place for longer than 7 days or have been reassembled, or where they may have been adversely affected by site conditions, an inspection is to be carried out by a competent person and a record made of the inspection, (this will be recorded on a Scaffoldtag), all such inspections will also be recorded in the site register. Should damage be found, the mobile tower will not be accessed for work purposes until it has been repaired and declared safe by the Competent Person. It will be tagged with a Do Not Use notice to identify that it must not be used.



Low-level
Access tower
<2.5metres



Mobile Access
Tower >2.5metres

Ladders and Stepladders are to be used in line with a method statement and risk assessment by suitably trained individuals. Ladders and stepladders are to be inspected prior to use.



Given the nature of these works Powered Access i.e. Mobile Elevating Work Platforms (MEWP'S) **may** be used to gain access externally from the safety of a suitable working platform. These will provide a safe working platform from which to undertake the works and will provide collective means of fall protection. All operatives operating the MEWPS must hold an International Powered Access Federation (IPAF) Powered Access Licence (PAL) for the category being used i.e. (3a – Scissor) and or (3b – Self-propelled boom (cherry picker)).

If used, the Self-Propelled Boom (SPB) Cherry Pickers are to have Anti-Entrapment/Crush devices fitted (Secondary Guarding). The type of which is to be discussed with the hire company when placing the order. Examples below:



Pressure Sensing Device

When activated, it stops further movement and activates audible and visual warning devices.



Physical Barrier

Side protection barriers.



Physical Barrier

Operator protective structure.



MEWP's provide collective means of fall protection and a suitable working platform from which to undertake the high-level works– under **NO** circumstances are operatives to stand on a guard rail to achieve additional height or leave the safety of the platform to climb onto any part of the building.

Strict exclusion zones are to be provided at ground level to ensure that unauthorised people do not enter the danger area and are therefore protected from the potential risk of falling objects or materials (Regulation 10 – Falling Objects & Regulation 11 – Danger Areas of the Work at Height Regulations). These exclusion zones will be in addition to the secure boundary fencing.



The examples shown are for illustration purposes only

Low-level access mobile towers <2.5m or a delta deck platform may be used where suitable access equipment is required.

Push around vertical lifts (PAV) and Podium Step ladders



The floor to ceiling height in is around 2.5 – 2.7 metres. Push around vertical lifts (PAV) and or battery powered scissor lifts can be used to carry out the construction works where suitable access equipment is required. Anti-surf podium steps may also be used to provide a safe means of access during the construction phase.

Personal Fall Protection Equipment (PFPE) – Fall Arrest

Given the nature of the works collective fall-prevention measures are to be given priority by the Principal Contractor (working platforms, barriers, guard-rails and so on).



However, **personal fall protection equipment** i.e. safety harnesses and lanyards, may also be required when a site worker is exposed to an unprotected leading edge during the works. These are to be fixed to a suitable anchorage point. The lanyard will be work restraint or fall arrest as decided by the package contractors' company or site representative, in association with the Principal Contractors Site Manager.

Inspection

Fall protection equipment must be formally inspected, with results recorded at intervals not exceeding every 6 months, but many circumstances reduce this interval to as little as three months.

In addition to formal checks, carried out by a competent person, the user of the equipment must inspect the equipment for damage prior to each period of use.

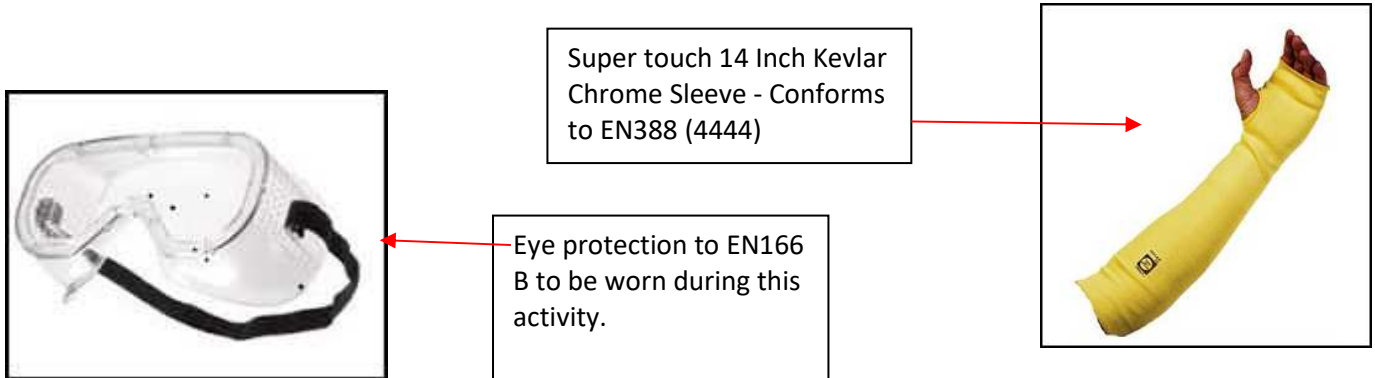
Items to be checked during inspection of fall protection equipment include:

- Stitching for completeness
- Webbing for signs of damage, this can include chemical damage, heat damage, cuts and abrasions
- Buckles and metal components for cracks or distortion
- Friction damage
- Excessive contamination (by grease or dirt etc.)

If any of these faults are identified, the equipment will and must be withdrawn from service immediately.

Glazed Units

Operatives wearing suitable PPE to include gloves to EN388 with a cut level of 3 and above and Kevlar Knit Sleeves to cut level 4 are to carefully and safely install glazed window frames/units.



Temporary Works Coordinator

The Principal Contractor must employ a suitably competent Temporary Works Coordinator for all temporary works associated with the project and ensure coordination of temporary works design with the appointed design team. All temporary works must be carried out in accordance with BS5975: 2008 Code of practice for temporary works procedures and the permissible stress design of falsework and SIM 02/2010/04: The management of temporary works in the construction industry.

Noise

The levels of noise produced by machinery and equipment should be as low as possible. Where the upper exposure action values of 85 dB(A) are reached, or exceeded, a noise assessment should be carried out and PPE, hearing protection zones, signage, training etc provided as necessary.

There are four related aspects of noise control and exposure reduction which the Principal Contractor shall consider and comply with:

- The Control of Noise at Work Regulations 2005 and Approved Code of Practice L108
- Environmental Protection Act 1990
- BS 5229 Code of Practice for Noise Control on Construction and Demolition Sites
- Requirements of the local authority to minimise nuisance to neighbours.

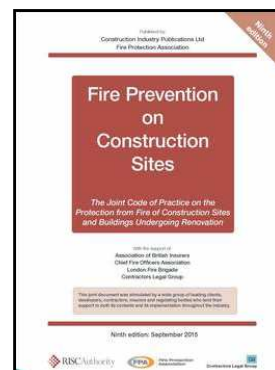
The Principal Contractors control measures shall include:

- Selection of work methods which limit noise emissions
- Specification, use and maintenance of equipment with as low noise emission as practicable
- Fitting, use and maintenance of noise suppression devices such as exhaust silencers
- Informed choice and management of noise generating equipment and processes, to minimise noise emissions
- Assessment of noise emissions and exposures by a competent person
- Selection of, supply to and use by personnel of suitable personal hearing protection.

Fire Precautions and arrangements

The Principal Contractor is to ensure that their general fire precautions meet with the legal requirements, approved codes of practice, and industry best practice and guidelines identified below. Particular attention must be paid to the following information given in relation to fire prevention and emergency procedures:

- Structural Timber Frame Association <https://www.structuraltimber.co.uk/>
- HSE - Construction (Design and Management) Regulations 2015 – Regulations 29-32
- The Regulatory Reform (Fire Safety) Order 2005
- HSE - HSG 168 Fire Safety in Construction (second edition 2010)
- Construction Confederation - JCoP Fire Prevention on Construction Sites – Ninth Edition: October 2015
- Fire and Rescue Services Act 2004 – Duty to Notify Fire Brigade of a Construction Project
- Fire Safety (Employee Capabilities) (England) Regulations 2010



The Principal Contractor is expected to implement his own fire precautions in those areas **under his site control**. Where significant construction work is carried out or where there is a significant fire risk, the contractor will be expected to have in place a Site Fire Plan in accordance with 'The Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation' produced by the Fire Protection Association and the Association of British Insurers and others (Ninth Edition).



The burning of rubbish or other materials on site is strictly forbidden.



<https://ramtech.co.uk/>

The Principal Contractor under the Construction (Design and Management) Regulations 2015, HSG168 and the Joint Code of Practice for Fire Prevention on Construction Sites has a duty of care to ensure fire prevention measures and emergency procedures are adequate. These are also the requirements of the Insurance provider and as such, must strictly be adhered to.

With the above in mind, fire points are to be adequately distributed at vantage points throughout the site and also in areas of particular risks i.e. hot works, power tool charging areas and vehicle/plant refuelling points. As a minimum, fire points are to contain the following:

- Fire Action Notice
- Details of Fire Marshals
- Emergency Procedures Poster
- Alarm Point (preferably wireless or interconnected EN54 – **off site out of hours remote monitoring to be considered – Alarm receiving centre (ARC)**)
- Means of Detection (smoke/heat – preferably optical)



Note: A wireless fire alarm unit should be located within the premises identified above to provide due warning of an emergency situation within the construction site particularly out of hours. This control measure will **a)** ensure that a fire is detected in a timely manner or an activation investigated, **b)** a false alarm can be identified and **c)** a timely evacuation can be made of the construction site or specifically the living accommodation.



The Principal Contractor security company details are as follows: TBC

They should at all times be clearly identifiable and unobstructed.

Emergency and pedestrian traffic routes and final exit points are to be kept clear at all times during the works. These are to be clearly indicated by the required suitable signage.

Appropriate tested portable extinguishers are to be located at each fire point. All hot works are to be controlled under a Hot Works Permit with the emphasis on the importance of good housekeeping stressed during the site induction.

In order to discharge the duties that have been identified above, the Site Supervisor or his deputy should assume the role of Principal Fire Marshal and Emergency Co-ordinator. They will be responsible for implementing the fire management plan and liaising with the emergency services.

Workers must not tamper with or compromise the general fire precautions that are in place on the project and should be encouraged to report any areas of concern during the site induction.

Health Hazards arising from construction materials where particular precautions are required:

- Masonry products – control of dust from use of cut off saws which can give rise to silicosis and other respiratory diseases.
- Cement and Gypsum based products.
- Solvent based paints, stains and adhesives.
- Any product or material that contains urea formaldehyde foam or other toxic material.
- Machining or sanding of hardwoods or MDF.
- Glazing – cuts and lacerations.
- Glass wool or similar mineral fibre insulation.
- Concrete for foundation placement – potential skin irritants in concrete mix
- Lead Sheet flashings – operatives carrying out works with lead should be made aware of the requirements and recommendations in 'The Control of Lead at Work (3rd Ed.) Regulations 2002.
- Bitumen based products.

Please note that this list is not exhaustive, and that any other significant health hazards identified by the Principal Contractor, or other Contractors, should be incorporated in the CPHSP.

Noise, Dust and Vibration control

Where the generation of dust, vibration and noise is generated throughout the course of the construction activities the following control measures are to be taken:

- Dust Suppression/Extraction (on-tool)
- Provision of 'M' type vacuums
- Noise and Vibration Monitoring, Wet Cutting, Provision of Acoustic Barriers where so required
- Effective communication with the workforce.



DUSTEX RAPTOR

Portable Self-Contained Extraction/ Filtration Unit



DUSTEX MINI DUSTMASTER

Portable and Powerful Kit



DUSTEX DUSTMASTER

Self - contained dust extraction/filtration unit

RVT Group provide a Free Specialist Assessment to identify the best dust collection, dust extraction and air exchange equipment for the site requirements. Tel: 0808 178 3286



Face Fit Testing / Occupational Health

All workers who may be involved in tasks that expose them to the hazard of respirable crystalline silica (RCS) e.g. construction dust, are to be Face Fit Tested and provided with respiratory protective equipment to FFP3/P3 standard.

No worker is to undertake work that exposes them to airborne dust that may contain silica and other airborne hazards unless they have been face-fit tested and additional primary control measures are in place, i.e. water suppression – damping down and or extraction. The Principal Contractor and respective Contractor must monitor such compliance.

The projects occupational health arrangements are to be monitored and engagement is to take place with the workforce in this regard i.e. one-to-one discussions, toolbox talk and Daily Activity Briefing (DAB).

Lifting Operations (Craneage)

All lifting operations shall be conducted under strictly controlled safe systems of work (Risk Assessment, Method Statement and Lifting Plan) which, shall be thoroughly verified through the Principal Contractor Management Procedure.

Where the stability of the ground cannot be confirmed by the client, the Principal Contractor is to facilitate Plate Bearing testing of the ground which would provide information to persons involved with the planning, supervision and undertaking of crane lifting operations.

It shall be ensured that controls to be included as a minimum requirement shall be segregation (Crane Exclusion Zones), prevention of over-sailing with suspended loads, and that those crane operators and supervisors are competent to undertake the activity in line with the lift plan and health and safety legislation and industry guidance.

Plant usage

As per the requirements of the Construction (Design and Management) Regulations 2015, Provision and Use of Work Equipment Regulations 1998 and the Lifting Operations and Lifting Equipment Regulations 1998, works involving plant and machinery are to be undertaken in a controlled manner under documented safe systems of work.

The key requirements of work equipment usage are that:

- Equipment to be suitable for the task
- Operatives to be competent (skills, knowledge, experience & training (SKE&T))
- Work equipment to be checked prior to use
- Work equipment shall / may be subject to statutory inspection
- Consider other people whom may be affected
- Ensure effective segregation between people and vehicles (it may be necessary to segregate areas supported by appropriate safety signage)
- Only use components specifically made for work equipment
- Where so required, works are undertaken under a 'Permit to Work'.

Plant and work equipment inspection

As per the requirements of the Provision and Use of Work Equipment 1998 (Regulation 6) and other applicable health and safety legislation, not only must work equipment be fit for purpose, it must also be regularly inspected / to ensure that it is safe to use.

Inspection requirements will differ between types of equipment and the complexity and frequency of checks / inspections will depend on the level of risks that persons could be exposed to.

Checks / Inspections are categorised as:

- Pre-use / daily visual only
- Pre-use / daily recorded
- Weekly recorded
- Thorough Examination / Inspection as required by law (Regulation 9 & 10 of LOLER 98)
- Tagging on the work equipment itself.

It is imperative that checks / inspections are completed accurately and 'on time' failure to do so may lead to a fault not being identified and lead to potentially fatal accidents and enforcement actions.

Demolition - For information only



The Principal Contractor is to ensure that the demolition/strip-out/dismantling phase is adequately planned, managed, monitored and coordinated to comply with Regulation 19 (Stability of structures and Regulation 20 (Demolition or dismantling) of the Construction (Design & Management) Regulations 2015.

Plan

- Ensure that you have the necessary resources to fulfil the contract requirements i.e. suitably trained personal, plant and equipment
- Review the contents of the Refurbishment and Demolition Asbestos Survey Report and ensure that any ACM's identified are removed by suitably qualified individuals and that where the works need to be notified to the HSE that this takes place
- Ensure that live services have been terminated, isolated or protected before works are allowed to proceed
- Produce and follow the requirements of the Construction Phase Plan
- Plan for temporary works to ensure that structural stability is maintained

Manage

- Ensure that effective preventative and protective measures are in place to control the risks associated with the work
- Those engaged to manage and carry out the works are capable of doing so
- Effective consultation and engagement with the workforce, including the provision of information and training
- Ensuring that the works are taking place in line with SSoW produced

Monitor

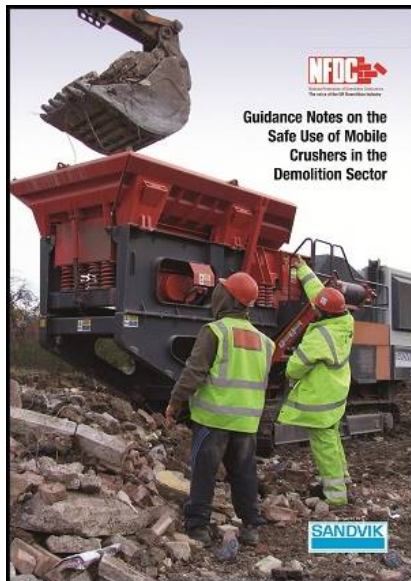
- Ensure that the risk control measures and workplace precautions are effective – visual inspections, safety sampling, H&S Inspections and audits (active monitoring)
- Are the measures in place to separate people and plant effective?
- Is the site secure preventing unauthorised access?
- Are the measures in place to control noise, dust and vibration adequate and effective?

Coordinate

- Ensure that the demolition team and the employees of the supply chain cooperate with each other so the risks to themselves and others affected by the work are managed effectively
- Ensure that planning meetings take place to coordinate work activities

Demolition and dismantling is an inherently hazardous activity and as such under the Construction (Design and Management) Regulations 2015 (Regulations 19 & 20) and the Management of Health and Safety at Work Regulations 1999, Demolition work must be undertaken under robust safe systems of work (demolition plan of work) by competent persons to ensure the health and safety of those carrying out the works and those reasonably affected by it.

Use of a Mobile Crusher - For information only



Mobile crushers are to be used in accordance with a documented SSoW i.e. method statement and risk assessment by suitably qualified and certificated individuals following the requirements of the **NFDC Guidance Note: DRG 110:2014**

Note:

All permitted crushers are required to notify both the permitting and the host authority of any crusher movements in accordance with the terms and conditions of the permit. This allows the respective local authority to inspect the crusher in use to ensure that the particulars of the permit are being complied with.

All demolition works are to be in strict accordance with BS6187:2011 & Regulation 19 of CDM 2015

Fragile Surfaces



Regulation 9(2) of the Work at Height Regulations 2005 places a duty on the employer which states 'Where it is not reasonably practicable to carry out work safely and under appropriate ergonomic conditions without passing across or near to, or working on, from or near, a fragile surface, every employer shall –

- (a)** ensure, so far as is reasonably practicable, that suitable and sufficient platforms, coverings, guard rails or similar means of support or protection are provided and used so that any foreseeable loading is supported by such supports or borne by such protection;
- (b)** where a risk of a person at work falling remains despite the measures taken under the preceding provisions of this regulation, take suitable and sufficient measures to minimise the distances and consequences of his fall.'

The precautions to be taken in any particular situation would be dependent on the nature of the work activity. The underlying principle, embodied in the Work at Height Regulations 2005, is that the works should have been carried out without the need to pass over or near to the fragile roof material. If this is unavoidable, then the fragile materials should be identified, and precautions put in place to prevent or minimise the effects of a fall. It is important not to forget that a safe system of work should also consider the protection of those installing the safety measures.

Precautions

Effective precautions are required for all work on or near fragile surfaces, no matter how short the duration, whether the work concerns construction, maintenance, repair, cleaning or demolition.

The hierarchy of steps to be taken to deal with the danger is:

Avoidance: Plan and organise work to keep people away from fragile surfaces so far as possible, e.g. by working from below the surface on a mobile elevating work platform or other suitable platform.

Control: Work on or near fragile surfaces requires a combination of staging's, guard rails, fall restraint, fall arrest and safety nets slung beneath and close to the roof.

Communication: Warning notices must be fixed on the approach to any fragile surface. Those carrying out the work must be trained, competent and instructed in use of the precautions required.

Co-operation: Contractors should work closely with the client and agree arrangements for managing the work.

Given the nature of the proposed works the information highlighted above must be given due consideration when formulating safe systems of work where working near to, or working on, from or near, a fragile surface is concerned.

Safety in Excavations



The law says you must prevent danger to workers in or near excavations. To maintain the required precautions, a competent person must inspect excavation supports or battering at the start of the working shift and at other specified times. No work should take place until the excavation is safe (Regulation 22 Excavations, Regulation 24 Reports of Inspections of CDM 2015)

What you need to know

Every year people are killed or seriously injured by collapses and falling materials while working in excavations. They are at risk from:

- Excavations collapsing and burying or injuring people working in them
- Material falling from the sides into any excavation; and
- People or plant falling into excavations.

Remember - No ground can be relied upon to stand unsupported in all circumstances. Depending on conditions, a cubic metre of soil can weigh in excess of 1.5 tonnes.

Trenchless techniques should always be considered at the design stage as they replace the need for major excavations.

Underground and overhead services may also present a fire, explosion, electrical or other hazard and will need to be assessed and managed.

Collapse of excavations

Temporary support – Before digging any trench pit, tunnel, or other excavations, decide what temporary support will be required and plan the precautions to be taken. Make sure the equipment and precautions needed (trench sheets, props, baulks etc) are available on site **before** work starts.

Battering the excavation sides – Battering the excavation sides to a safe angle of repose may also make the excavation safer.

In granular soils, the angle of slope should be less than the natural angle of repose of the material being excavated. In wet ground a considerably flatter slope will be required.

Falling or dislodging material

Loose materials – May fall from spoil heaps into the excavation. Edge protection should include toe boards or other means, such as projecting trench sheets or box sides to protect against falling materials. Head protection should be worn.

Undermining other structures – Check that excavations do not undermine scaffold footings, buried services or the foundations of nearby buildings or walls. Decide if extra support for the structure is needed before you start. Surveys of the foundations and the advice of a structural engineer may be required. This is particularly important when carrying out demolition works next to or close to other buildings, inclusive of basements, voids and tunnels.

Effect of plant and vehicles – Do not park plant and vehicles close to the sides of excavations. The extra loadings can make the sides of excavations more likely to collapse (surcharging).

Falling into excavations

Prevent people from falling – Edges of excavations should be protected with substantial barriers where people are liable to fall into them.

To achieve this, use:

- Guard rails and toe boards inserted into the ground immediately next to the supported excavation side; or
- Fabricated guard rail assemblies that connect to the sides of the trench box
- The support system itself, e.g. using trench box extensions or trench sheets longer than the trench depth.

Inspection



A competent person who fully understands the dangers and necessary precautions should inspect the excavation at the start of each shift. Excavations should also be inspected after any event that may have affected their strength or stability, or after a fall of rock or earth.

Any faults that are found should be corrected immediately.

Overhead and Underground Services

Under the following legislation:

- The Health & Safety at Work Act 1974
- The Management of Health & Safety at Work Regulations 1999
- The Construction (Design and Management) Regulations 2015

The Principal Contractor is required to ensure safe systems of work are in place to undertake works involving underground and overhead services and also to ensure that a suitable and sufficient risk assessment is undertaken.

When planning works on or near services, it is imperative to:

- Consult service drawings (plans)
- Undertake reasonable investigation to verify accuracy of plans (CAT & Genny)
- Erect ground level barriers / bunting for overhead cables
- Undertake trial digging by hand using insulated equipment
- Proceed with caution under safe systems of work
- STOP work if hazards are identified
- Update services information with actual data

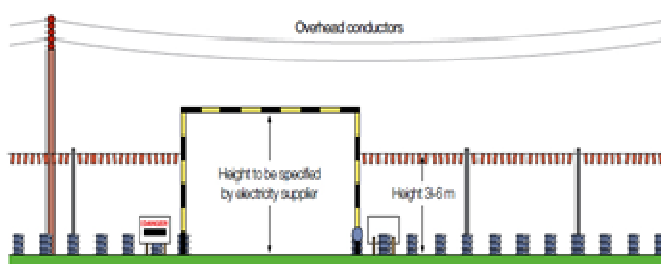


With respects to all works, written confirmation should be obtained that the services have been terminated/diverted i.e. water, gas and electric prior to commencing work.

Where services are to remain live, i.e. where a mains electrical supply feeds surrounding residential homes or businesses, this is to be protected and signed accordingly.

Control measures relating to site services must include the passage of information during the site induction, displaying of safety signage, implementation of 'Dial before you Dig' and careful hand and mechanical digging under a Permit to Work. All in conjunction with HSG 47 Avoiding Danger from Underground Services (third edition 2014) and the Principal Contractor and or Contractors documented SSoW.

Where any service isolation/diversion(s) take place, these are to be undertaken by a competent contractor under a safe system of work. The Contractor in question must confirm such isolation/diversions by way of written confirmation.



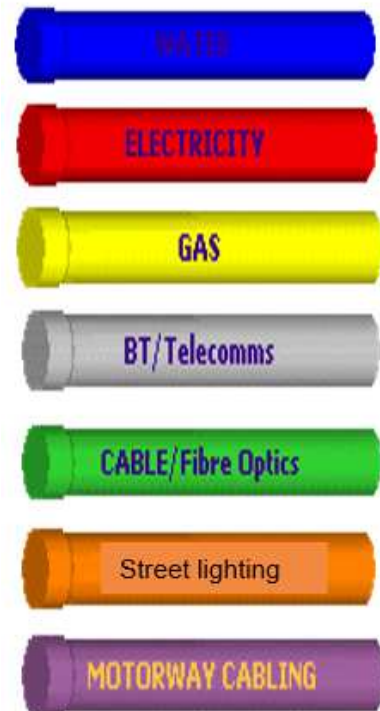
Street Works UK, formerly the National Joint Utilities Group (NJUG)

<http://streetworks.org.uk/about/>

NJUG PUBLICATIONS	
<i>Current</i>	<i>Previous</i>
VOLUME 1	
Streetworks UK Guidelines on the Positioning and Colour Coding of Underground Utilities' Apparatus	NJUG 4 & 7
VOLUME 2	
NJUG Guidelines on the Positioning of Underground Utilities Apparatus for New Development Sites	NJUG 2, 5 & 6
VOLUME 3	
NJUG Guidelines on the Management of Third Party Cable Ducting	New
VOLUME 4	
NJUG Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees	NJUG 10
VOLUME 5	
NJUG On-Site Environmental Good Practice Guidelines	New
VOLUME 6	
Legislation & Bibliography	NJUG 1
VOLUME 7	
NJUG Guidelines for Managing Fixed Penalty Notices	New

National Joint Utilities Group (NJUG) Colour Coding

- Water – Blue pipes or grey cast iron pipes
- Electricity – Black or red cables & black or red duct
- Gas – Yellow MDPE pipe or grey cast iron duct
- BT/telecoms - Grey plastic duct or glazed clay
- Cable TV/Fibre Optics – Green or grey duct
- Street lighting – Black or orange duct, black or orange cables
- Motorway – motorway communication purple duct, grey or black cable



When in any doubt - treat as a High Voltage (HV) Electric cable

Unexploded Ordnance (UXO) N/A

During the Second World War (WWII) Manchester was subject to sustained bombing given the location of the docks and industrial establishments.

UNEXPLODED BOMBS – DEMYSTIFIED



Frequently asked questions (FAQ)

As a consultant, a property developer or someone who is responsible for site health and safety, you should be concerned about the potential risks from WWII unexploded bombs (UXB).

UXBs can be an emotive subject, and, occasionally, unscrupulous companies will take advantage of a customer's inexperience of dealing with such issues.

This document deals with frequently asked questions and offers a realistic view of the potential risks that apply to most situations in the UK. However, it is impossible to address the full variety of ordnance types and site conditions.

If you have more specific questions or details of a site, please feel free to contact us for advice.

QUESTION

What's the difference between UXBs and UXOs?

When trying to detect WWII UXBs, do I need to search for both known and non-known UXBs?

Can I detect a buried UXB if on ground level?

What is geophysical noise?

What do I do if I don't believe the claim a bomb detection company is making?

How can some companies state a higher detection capability than others?

What do I do if I find a suspicious item?

Has anyone ever died or been injured by digging up a WWII UXB?

Why do you recommend using probing methods when looking for bombs?

If our site was not a direct WWII target, surely there is no risk from UXBs?

Can a bomb be found under a building?

Why bother to address the UXB issue if no one has been killed recently?

ANSWER

A UXB is an unexploded bomb, while UXO refers to any type of unexploded ordnance and so includes ammunition.

Air-dropped known bombs constitute the main risk. The smaller non-ferrous rounds were primarily incendiaries (fire causing) and had little ground-penetrating ability so are unlikely to be present.

The commonly found WWII 60kg bombs are detectable at depths of less than 2m, while larger bombs, such as the frequently used 250-kg bombs, can be detected to depths over 4m depending on the level of geophysical noise.

This is a term applied to the interference picked up by detection equipment from other materials in the ground. The effect obscures the signal that may be from a UXB.

Ask them to prove their claim and get further advice from other companies.

Some companies don't understand or consider the fact that actual site conditions may have on the detection capabilities of their equipment.

Stop, don't disturb it and get help.

Yes, there have been numerous incidents since the war, although the most relevant and probably most famous was in September 1994 in Berlin, where a ploughing a bomb killed 3 people and seriously injured 9 other people.

Compared to most drilling techniques, probing offers less shock and disturbance into the ground and so reduces the chances of a bomb detonating.

Your site could still have been bombed as a result of the tank and tip-and-run bombing raids that were common during WWII.

Yes, it was quite common for bombs to penetrate the ground and then travel down and laterally until they came to rest.

Because something may happen if you don't address the risk. Ignoring the risk from UXBs is not an option and may under certain health and safety legislation, be illegal.

Visit www.zetica.com for more in-depth answers to your UXB questions

FAQ continued



Frequently asked questions (FAQ)

QUESTION	ANSWER
Are historical records for bombs always reliable?	No. They are often incomplete and should be used with care.
Is there any legislation that forces me to address the UXB risk?	Yes, you are required to ensure that works are conducted in a safe manner under general health and safety legislation and the CDM Regulations.
What if I do nothing?	You may be putting yourself, your colleagues and your contractors at risk, but more importantly the consequence could be that your company will incur expensive downtime. You don't have to conduct a comprehensive UXB detection survey for the site, but being aware of the risks is prudent.
Why don't all companies address the UXB risk?	A few companies still don't recognise the risk. The more responsible companies address the UXB risk, routinely.
What happens if you have conducted a UXB survey and identified an anomaly with the characteristics of a bomb?	It will either be removed, or left in the ground if it won't be disturbed.
I've heard that bombs become unstable and dangerous with age?	No. On the whole they remain as stable as the day they were dropped.
What is an abandoned bomb?	In the UK, abandoned bombs are those UXBs that are known to exist and in appear on the official abandoned bomb list held by Central Government. These are not to be confused with UXBs based on historical maps and lists etc. UXBs based on other sources may no longer exist, so always refer to the official list.
Do I need to conduct a desk study?	Only if you are unsure of the risk. However, always conduct an abandoned bomb search and make use of the free regional bomb maps available at www.zetica.com .
Is it true that if a site has been developed since the war, all risk of UXBs must have been removed?	No, a UXB will remain until it's either dug up during construction, or found and removed as part of a UXB detection exercise. If past site excavations were not on the bomb's position or did not go sufficiently deep, then the UXB will remain.
What types of UXB should I be concerned about?	In the UK, it is generally accepted that the main risk is from bombs ranging from 50 to 1000kg. The most commonly found types are 60kg and 250 kg bombs.
Can you tell if a buried object is a bomb or something else by using geophysics?	Only to a limited extent. Geophysical techniques can help to give an idea of size and shape, but in general, something like a buried oil drum will look like a UXB.
What will happen if I disturb a bomb during excavation work?	You might get away with it, but don't disturb it any further. Most accidents occur once a drone has been found and people get curious.
What are the chances of a piling or drilling rig causing a bomb to explode?	High. There are certain circumstances where the type of work could mean that piling or drilling straight through it will not cause it to detonate. However, guaranteeing that the bomb you drill through is one of these is impossible. So always take precautions to avoid piling or drilling through bombs.
What's the difference between EOD and EOC?	Military specialists are responsible for explosive ordnance disposal (EOD), while explosive ordnance clearance (EOC), i.e., finding the ordnance and dealing with any threat, is undertaken by civilian companies in the UK.
What parts of the country have the greatest risk from UXBs?	Major cities, industrial centres and other areas on the bombers' flight paths.
Can you detect bombs in loose ground and fill material?	In principle yes, but city fill there is not a high ferrous metal content in the surrounding materials.
The detection radius or detection depth of your equipment seems to change.	If the background magnetic noise is high, it can mask the signal from a UXB so this is just a reflection of the conditions.
The depth at which you say we need to detect bombs changes, why?	This relates to changes in site conditions and reflects changing site geology.
Can a WWII bomb explode without disturbance?	This is considered unlikely. Some change in the conditions surrounding the bomb is required to cause it to detonate.
At what depths can a UXB be found?	For most of the UK, UXBs are found within 10m of ground level, but in some sites, they may have penetrated to depths in excess of 20m.

For more information, tel: +44 (0)1993 706767 (out-of-hours: 07958 931581 and 07801 457449) or visit www.zetica.com

SITE SAFE

zetica

IS THAT A BOMB? CALL ZETICA ON 01993 886682

Unexploded bombs and other types of ordnance from WWII and military training activities continue to maim and kill long after they have been exposed to the environment. Don't fool with unexploded ordnance (UXO), or any object you think may possibly be related to UXO.

STOP. DON'T TOUCH!

If you uncover an object that has a similar size and shape to a WWII bomb or other ordnance item, stop what you are doing – and try to avoid disturbing the item further.

WHAT NEXT?

If you find a suspicious item that you are not sure about, contact a senior member of site staff, make them aware that there is a potential threat to site safety and contact Zetica.

If you find an item that definitely looks like ordnance, contact a senior member of site staff and call the police.

Under both circumstances, the area should be made out of bounds until the situation is resolved.

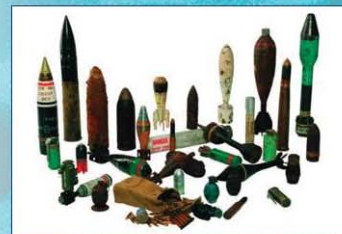
WHAT TO LOOK FOR

After 60 or more years in the ground, bombs and other ordnance items generally maintain their shape, but will become very rusty and decayed. Commonly found unexploded bombs range in size from 90cm (3ft) to 2.5m (8ft) while other smaller ordnance related items can be found from bullet size to a large shell with a diameter of over 100mm (6in.).

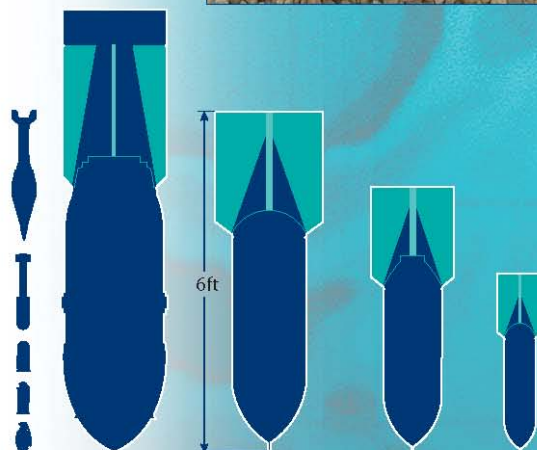
Harmless debris or unexploded ordnance?



A selection of the types of ordnance that could be lying unseen beneath your feet



A rusty recovered mortar referenced for size against a mobile phone



Out-of-hours contact numbers: 07958 931581 and 07801 457449

For more details on this and related services, telephone: +44 (0)1993 886682 or visit our website: www.zetica.com

http://www.breathefreely.org.uk/assets/overview_fact_sheet.pdf

Construction Trades | Health Hazards | Fact Sheet



Controlling Exposures to prevent occupational lung disease in the construction industry



Overview

Background

There are many situations across a construction site in which any or all of the various trades may be at risk of exposure to substances that are harmful to health. These hazardous substances should have been identified in the risk assessment at the start of the project, and a COSHH assessment carried out for all activities where exposure could occur. See also HSE: A step by step guide to COSHH assessment: www.hse.gov.uk/pubns/priceid/hag97.pdf

Qualified Occupational Hygienists can

- Help with your COSHH assessment, which must identify problems, assess the level of risk and consider appropriate control measures.
- Advise on ventilation design, PPE/RPE specifications and supplier recommendations for all controls.
- Undertake air monitoring.

Purpose

These fact sheets focus on respiratory health hazards and are aimed at site supervisors and managers to provide a broad understanding of:

- The typical and possible respiratory health hazards associated with the different construction trades;
- The likely individual exposure risks;
- The range of possible and preferred exposure controls; and
- Where to go for further help and advice.

Scope

There are 20 trades covered by individual fact sheets in the series:

- Asbestos Licensed Worker
- Bricklayer
- Carpenter
- Concrete Sprayer
- Demolition Operative
- Electrician
- Form Worker
- General Site Operative
- Glazier
- Painter/Decorator
- Pipe Fitter
- Plumbing/Heating Engineer
- Plasterer
- Road Worker
- Roofer
- Specialist Plant Operative
- Steel Erector/Fabricator
- Stonemason
- Wall/Floor Tiler
- Welder

Only respiratory ill-health is covered. The list of activities, respiratory hazards and risks, and the controls outlined in each fact sheet is not exhaustive. There are links to further information and guidance.

The information is based on UK regulations and good occupational hygiene principles and practice. Any UK workplace exposure limits (WELs) quoted apply at the time of publication.

4.0 THE DESIGN (continued)

4.2 Health and Safety Hazard and Risk Register

The Health and Safety Hazard and Risk Register is contained within Appendix 'A' – Construction and Appendix 'B' – Design.

The registers are not conclusive and site risks must be reviewed as works progress.

All identified hazards within the register must be addressed within the Principal Contractor's Construction Phase Plan (CPP).

5.0 CONSTRUCTION MATERIALS

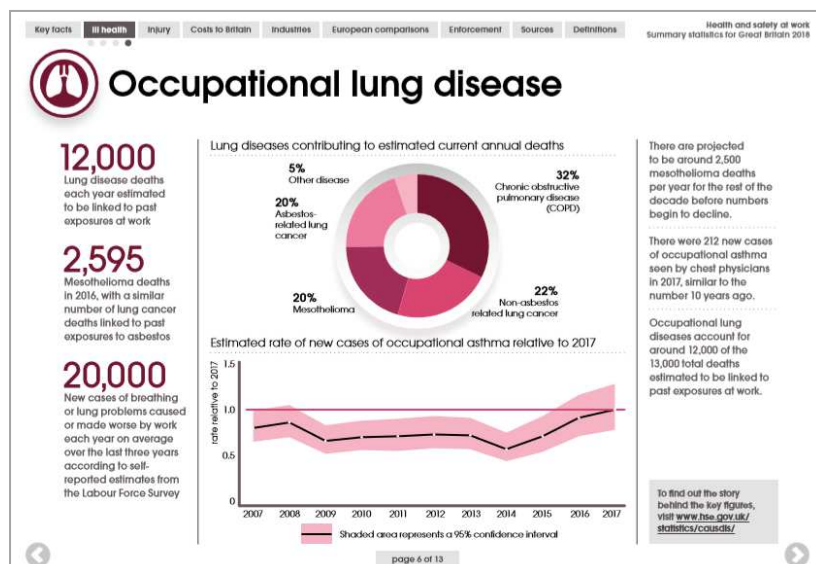
Materials present on site or specified for use which present unusual construction hazards and risks are identified in the Health and Safety Hazard and Risk Register.

Site specific COSHH / DSEAR Assessments must be presented for the hazardous / dangerous materials to be used during construction.

Asbestos – please see section 2.6.



The Principal Contractor must provide details of how dust migration is to be managed on site, in particular silica dust, with suitable information provided in the Construction Phase Plan. Dry cutting is to be strictly prohibited given the known ill-health effects of exposure to dust particularly silica dust.



6.0 SITE WIDE ELEMENTS

6.1 Site Access & Egress



Access into and onto The Quadrangle, will be via the front entrance off Albany Road for pedestrians, and vehicles into the basement and to the side elevation on Brantingham Road via the Haki staircase for materials, workers and the removal of waste. The movement of waste and materials will generally be out of hours to avoid conflict with other third parties.

The Principal Contractor must ensure that safe access and egress to the work area for operatives and visitors is safely maintained. Access and egress routes must be kept clear of debris or additional routes introduced. The Principal Contractor must liaise with the Client team in order to advise them of any restrictions required due to the works.

The Principal Contractor must ensure deliveries to the site are managed in order to avoid traffic conflict/congestion on the nearby roads.

Designated access / egress routes must be clearly identified, and details incorporated into the contractor's site induction.

Safe access and egress must be provided for tenants, residents and third parties. Standards are to be monitored.

The Principal Contractor must ensure that the site is prohibited to unauthorised persons, it will be necessary to review security arrangements throughout the project and where necessary implement additional security arrangements.

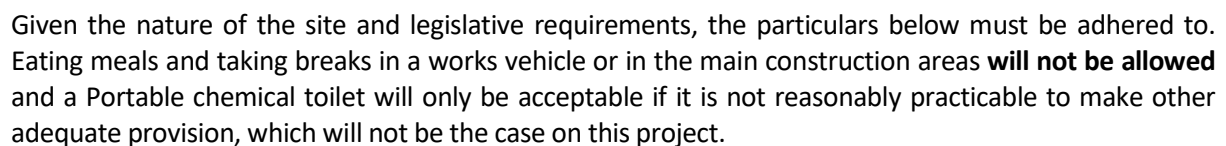
The Principal Contractor must develop the traffic management plan, which in turn must be approved by the Client and Principal Designer.

The Principal Contractor must survey the proposed route for contractor vehicles and deliveries and for overhead obstructions i.e. BT cables and implements adequate control measures.

6.2 Location of Temporary Site Accommodation & Compounds

The main focus of the HSE's attention at this present time and moving forward is occupational health including the provision of adequate welfare facilities on construction sites (commercial and domestic).

This and other key topics of concern are clearly documented in their **Health and Work strategy and the Sector plan for health and safety in construction**, and inspectors are visiting sites to monitor compliance in line with the requirements of the CDM Regulations 2015.



The location of the site compound and accommodation is to be agreed with the Client and Principal Designer. Accommodation must be sufficient for the number of operatives on site and the works being undertaken. The welfare facilities will be provided by the Principal Contractor.

The Principal Contractor must ensure there is no conflict between vehicle and pedestrian routes within the area during the removal of waste and transportation of materials into Albany Road. There must be clear demarcation routes i.e. barriers, signage etc.

Note: It has been provisionally agreed that the welfare facilities can be located within apartment 7 of The Quadrangle.



The Principal Contractor must ensure a site manager or supervisor is on site at all times, together with a suitably trained person to administer first aid.

The Principal Contractor must provide details of the responsible person in accordance with the Regulatory Reform Fire Safety Order (RRFSO), together with details of the Fire Risk Management Plan.



The Principal Contractor must ensure working areas are secure and out of bounds to unauthorised persons.

As the scheme develops, the site traffic management plan (TMP) must be updated to reflect the current site conditions/arrangements.

6.3 Location of Unloading, Laydown and Storage Areas

Suitable facilities to unload and store materials must be provided.

If used, the use of forklifts or telehandlers must have sufficient space to safely manoeuvre.

Fall / edge protection measures should be provided for the unloading of all vehicles. Operatives should not climb onto the back of vehicles unless suitable fall / edge protection is in place.

The Principal Contractor must ensure that a competent banksman is in place to assist deliveries and contractor vehicle movement, in particular when loading / unloading and reversing.

There will be a requirement for scaffolds to be designed; the Principal Contractor must provide details of design and calculations.

Identification of suitable unloading and storage areas must be detailed and provision for manoeuvring of vehicles and forklift trucks provided.

6.4 Traffic / Pedestrian Routes

A representative of Manchester City Council (MCC), Highways Department will be invited to site to discuss:

- Hoarding and scaffolding permits / licenses
- Suspension of parking bays for deliveries

Note: workers will park their vehicles away from the site on the surrounding roads and streets in a responsible manner.

The works are to take place in a live environment as detailed throughout this document and the Principal Contractor must implement adequate control measures to ensure the safety of all concerned. All pedestrian and vehicle access routes must be protected, and suitable signage and barriers erected to warn / segregate workers and unauthorised persons / vehicles from the works area, however the erection of site hoarding / protection must not obstruct visibility or pedestrian access routes.

7.0 OVERLAP WITH ADJACENT RESIDENTS AND BUSINESSES

Although the working area will be securely segregated during the works great care must be taken to avoid conflict and disruption to the normal daily routine and activities of the adjacent and nearby businesses and indeed pedestrians. The local highways are not to be compromised.

- Footpaths and access routes must be protected and kept clear and free from debris at all times, temporary lighting may be required.
- Safety signage should be clearly displayed.
- The entrance to the site must not be obstructed.
- The site access points (outside of the site) are not to be obstructed by delivery or collection vehicles e.g. skip wagons.
- Noise must be kept to a minimum to avoid nuisance.
- A booking in system should be adopted for all operatives and visitors to site.
- Standards are to be monitored.

Local businesses/residents should be informed of any deliveries that may disrupt their activities prior to delivery.

Timing of material deliveries to be carefully considered to avoid unnecessary build up of materials on site.

Close liaison between Principal Contractor, site supervisor and staff are essential to ensure the safe management of the works.

The adjacent properties should be pre-warned of any disruptions to services, i.e. water, gas, electricity, drainage and networks in good time.

All emergency escape routes must be maintained, and a site muster point detailed.



8.0 SITE RULES

- Clients own requirements
- Principal Contractors site rules
- The Principal Contractor must take reasonable steps to ensure that only authorised people are allowed into any area where construction work is taking place
- The Principal Contractor must ensure that adequate personal protective equipment is worn by all operatives and visitors to the site when appropriate
- There is to be no smoking in the working areas or surrounding areas except in designated areas
- Secure storage arrangements are to be made on site for flammable fuels e.g. - diesel, liquid propane gas
- The site must at all times be kept clean, tidy and free of debris, which may present tripping hazards
- All excavations must be adequately fenced off or protected when unattended

- All ladders are to be removed to prevent access to scaffolding out of hours
- The consumption of alcohol or drugs (other than those prescribed by a doctor) is prohibited on site. Any operative found to be under the influence of either of these substances will be dismissed from site
- The use of personal audio systems on site is prohibited
- Operatives will exercise reasonable care for the health and safety of himself or others who may be affected by his acts or omissions at work
- Operatives will report back to their employer anything which may affect health and safety issues
- Site operatives must not intentionally or recklessly interfere with anything provided in the interests of health, safety and welfare
- All machinery, equipment etc when not being used must be immobilised and made safe
- All operators of machinery and tools including site vehicles must be competent, fully trained and able to carry out the job properly without risks to health and safety
- All electrical equipment is to display a current test tag or certificate and is to be used in accordance with manufacturers' instructions by trained operatives, be properly maintained and guarded where necessary and transformed to 110 volts. Residual current devices to be used on mains powered equipment
- The contractor shall be responsible for strict compliance with the requirements of the Clean Air Act 1993.

The above is not exhaustive, and the Principal Contractor must provide project specific site rules.

9.0 CONTINUING LIAISON

The Principal Contractor shall, so far as is reasonably practicable, ensure information is passed to other Contractors on site and that they in turn provide training and information to their own employees.

The Principal Contractor shall ensure discussions with and advice for site operatives and that there are arrangements for the co-ordination of views from people on site.

Should the design need to be changed in order to reflect unforeseen circumstances then the matter will be co-ordinated by the Principal Contractor. The Principal Designer must be informed, and the Principal Contractor must ensure that adequate arrangements for Health and Safety are covered in the revision.

The Principal Designer must be informed of any changes made to the design after the contract commences in order that the Health and Safety implications of such changes may be considered, and information passed on to client on completion. Design changes must not be made until the proposed changes have been accepted by the Client and the Principal Designer.

10.0 ENVIRONMENTAL PROTECTION

Environmental Goals for the Project

It is the Employer's aim that there will be no environmental or pollution incidents on this project.

Water Pollution

It should be noted that under section 85 of the Water Resources Act 1991, it is an offence to discharge poisonous, noxious or polluting materials, into any "controlled waters", either deliberately or accidentally.

Polluting materials include silt, cement, concrete, oil, petroleum spirit, sewage or other debris and waste materials.

"Controlled waters" include all watercourses and water contained in underground strata.

Road drains and surface water gullies generally discharge into controlled waters and should be treated as such.

The washout from concrete mixing equipment or the cleaning of ready mix concrete Lorries must not be allowed to flow into any drain or watercourse.

Roads must be regularly scraped and kept free from deposits in order to prevent silt, oil or other materials entering any drain or watercourse.

If a polluting discharge should occur, the material should be contained (by using sand or soil, for example) and the Environment Agency should be notified immediately at the nearest office.

EA - General Enquiries - 03708 506 506
Email – enquiries@environment-agency.gov.uk

Emergencies - 0800 80 70 60 (24hrs)

Our Solution

1. The concrete wagon washes the chute into the Filter Sack using a 10% mixture of pH Neutraliser and water pumped from the system.
2. The alkaline cement water is neutralised as it is washed into the Filter Sack. Typically the pH will be reduced to below 10.
3. Solids settle in the Filter Sack. The wash-water passes through the membrane where it is pumped back into the system, making a closed loop.
4. When the bag is full, it can be replaced with a new Filter Sack and the old one allowed to drain further on site. The water will not be hazardous. As the cement cures it no longer poses a hazard so the Filter Sack may then be emptied into a skip or the contents used on site.



For further information please contact Kelly Tanks
email: info@kellytanks.co.uk

10% pH Blue & Water → Washdown → Happy Sack in Frame trapping Solids → Drained pH and water returned to tank for reuse



11.0 REQUIREMENTS OF THE PRINCIPAL CONTRACTOR

11.1 The Construction Phase Plan

The Principal Contractor must present the Construction Phase Plan to the Principal Designer showing how the works on site will be managed safely. Acceptance of the developed plan must be obtained from the Client **before works commence on site.**

11.2 The F10 Notification

The Principal Contractor must obtain and display a valid copy of the F10 Notification on the work site as soon as possible after site set up starts.

12.0 PROVISION OF PROJECT INFORMATION FOR HEALTH AND SAFETY FILE

The Principal Contractor must agree the scope, programme and method of delivery for the provision of information for inclusion in the Health & Safety File with the Principal Designer before work starts on site.

EXAMPLE FILE INDEX – to be adopted to suit the construction phase

- 1.0 General Information**
 - 1.1 Site Location
 - 1.2 Description of Work
 - 1.3 Description of Use of Facility
 - 1.4 Contract Period
- 2.0 Health & Safety Information**
 - 2.1 Residual Risks & Controls
 - 2.2 Safety Data Sheets
- 3.0 Test Certificates**
 - 3.1 Electrical Installation & Completion Certificates
 - 3.2 Mechanical Installation & Completion Certificates
 - 3.3 Potable Water System
 - 3.4 Gas System
- 4.0 Maintenance Information**
 - 4.1 Index of Operation & Maintenance Manuals
 - 4.2 Building Maintenance Requirements
 - 4.3 Maintenance Access / Isolation Points
 - 4.3.1 Electrical
 - 4.3.2 Gas
 - 4.3.3 Water
- 5.0 Product & Technical Information**
 - 5.1 Construction Details
- 6.0 Record of Drawings**
- 7.0 Finishes Schedule**
- 8.0 Directory of Consultants**
- 9.0 Directory of Contractors**
- 10.0 List of Materials and Suppliers**

Note:

This Pre-Construction Information document has been compiled by John Thorley Safety Consultancy Ltd from information provided by third parties. John Thorley Safety Consultancy Ltd do not offer any warranty on the accuracy of the information used or on its completeness. The Contractor shall carry out such investigations as he deems necessary to enable him to fulfil his duties as Principal Contractor.



APPENDIX 'A'

Health and Safety Hazard Identification Survey (Construction)



APPENDIX 'B'

Health and Safety

Hazard and Risk Register/Assessments (Designers) - Regulation 9 CDM 2015



APPENDIX 'C'

Structural Survey Report, Drawings and Calculations.
Party Wall Survey / Notice / Award



APPENDIX 'D'

Outline Construction Management Plan (CMP)

PROPOSED DEVELOPMENT

The Quadrangle, 6 Albany Road, Chorlton, Manchester M21 0AW

Construction Management Plan (CMP)

29 March 2022

Revision B



Introduction

The construction phase of The Quadrangle, 6 Albany Road, project will be carefully controlled so as not to have significant impacts on the tenants and residents of The Quadrangle, the surrounding environment and the local community. Both the Client (Eton Park Consulting Limited) and the construction contractor (to be appointed) have key responsibilities in ensuring that these environmental impacts are controlled adequately.

Management during the construction phase will be delivered through the development of a Construction Management Plan (CMP). The CMP details how the construction phase will be undertaken and managed in accordance with the Planning Application, Planning Conditions, contractual and legislative requirements and construction industry best practice.

This Outline Construction Management Plan forms part of the planning application for the project and provides details of the requirements for the management of environmental impacts associated with the construction phase of the project. Further development and commitment of the CMP will be undertaken following selection of Contractors and before commencement of the works.

The contract documentation for the works will include the CMP which will be updated to take account of any commitments agreed during the planning process, and will ensure that there is requirements on the contractor to comply with the actions set out in the CMP and to demonstrate how they intend to identify further environmental impacts and implement detailed methods for managing the impacts of works on site.

The CMP will be developed and reviewed during the construction phase and will include information on the review procedures.

Project Organisation and Responsibilities

The CMP will clearly define the roles and responsibilities of the project team.

Project Manager (PM)

The PM will have overall responsibility for monitoring the performance of the scheme against statutory requirements and the agreed objectives and targets.

- 1)** Review and approve the CMP together with any specialist procedures and identify the need for any improvements.
- 2)** Identify the competence of all contractors to be employed for the works.
- 3)** Review construction method statements with regard to environmental impacts and advise of improvements prior to works commencing
- 4)** Provide main contact between contractor and client on environmental and construction issues.

Contracts Manager (CM)

- 1)** Develop and review the CMP, method statements, work instructions and other specialist procedures.
- 2)** Identify competence requirements for all staff and ensure delivery of training to the project scheme.
- 3)** Review and improve method statements for environmental aspects prior to works commencing.
- 4)** Monitor construction activities to ensure that identified and appropriate control measures are effective and ensure compliance with the CMP.
- 5)** Act as point of contact between the regulatory authorities and the project on all issues.
- 6)** Provision of advice and liaison with subcontractors to ensure that all risks are identified and appropriate controls developed which are identified within the method statements.
- 7)** Assist with the development and undertaking of site staff training.
- 8)** Liaison with the Project Manager.



Site Manager

- 1) Assist the contract manager in developing and maintaining the CMP.
- 2) Monitor construction works to ensure any necessary control measures are in place and meet the requirements of the CMP.
- 3) Carry out weekly site inspections and report any actions required.
- 4) Maintain training register and provide training where necessary.
- 5) Assist in responding to complaints.
- 6) Ensure correct procedures are adhered to in the event of an environmental incident.
- 7) Provide information on waste management and reduction procedures.
- 8) Implementation of environmental controls on site.

Project Communication and Co-ordination

Periodic meetings will be held between the team members to discuss performance to date, the need for any improvements, results of inspections and any complaints received.

Upcoming work operations will be reviewed in order to plan any necessary actions to avoid risks and to discuss and communicate information on best practice. If necessary representatives of the Statutory Authorities will be invited to attend site meetings.

Community Liaison

A neighbourhood consultation process will be undertaken prior to any works commencing. This will be with the tenants and residents of The Quadrangle and those reasonably affected by the proposed construction works i.e. our neighbours, including Albany Road Trading Estate. This will be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

This consultation will relate to the construction impacts and the mitigation methods to be implemented. This consultation will include all of those individuals that stand to be affected by the proposed construction works. These individuals will be provided with a copy of the draft CMP, or a link to the online document. They will be given adequate time with which to



respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the Project Manager will be provided.

We will endeavour to involve locals in the discussion and decision making process to help with their understanding of what is being proposed in terms of the development process. The communication / engagement process will be ongoing during the works, with neighbours and businesses being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

The appointed contractor will be required to register the site with the Considerate Constructors Scheme (CCS) registration.

Training

A training plan will be developed within the CMP which will identify competency requirements for all staff and will detail any training needs. Records of competence and training will be maintained and all staff inducted on the environmental issues related to the project and the CMP. Toolbox talks covering specific environmental aspects held as and when necessary.

Operational Control

Site works will be checked against the CMP requirements. Any mitigation measures that have been agreed with the Statutory Authorities, or are part of the planning conditions, will be put in place prior to the undertaking of the works and all relevant staff briefed accordingly.

Method statements that are prepared for the works will be reviewed / approved by the Project Manager prior to works commencing

Checking and Corrective Action

Daily inspections of the site and the works will minimise the risk of environmental damage and ensure compliance with the CMP. Any environmental incidents are to be reported to the Site Manager. The Contracts Manager will undertake weekly inspections and complete an assessment of the projects performance with regard to the contents of the CMP. Following these inspections the Manager will produce a report detailing the findings which will be issued to the Project Manager and reviewed at the next project meeting.

Manchester Metrolink



Transport for Greater Manchester (TfGM)

Methods of working adjacent to the Metrolink Hazard Zone

The Eastern elevation of the building is approximately 8.64 metres from the operation line.

Topic of concern:

- Working adjacent to the live operational Metrolink
- Contact with the 750 volts dc electrified overhead line equipment (OHLE)
- Materials falling and striking the Metrolink infrastructure
- Materials blown from the roof and compromising the Metrolink infrastructure

General Controls:

The fall zone is outside of Metrolink's safe distance (min 3 m. from track), however should the work methodology change and it be believed that the Metrolink infrastructure may be compromised, works will stop and Metrolink Asset Protection Manager will be contacted to discuss the situation.

Given the proximity of the building to the operational Metrolink and OHLE, particularly to Eastern elevation of the Quadrangle the localised roof coverings will be stripped by hand and the concrete deck processed insitu. This will mitigate the risk of arisings inadvertently falling and striking a pedestrian, vehicle or other building or indeed entering and striking the Metrolink infrastructure.

Debris netting or monarflex will be installed on the scaffolding and or perimeter edge protection at roof level where required along with brick guards. This physical control will mitigate the risk of residual dust impacting upon the operational metrolink.

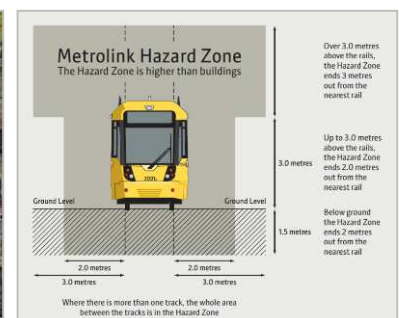
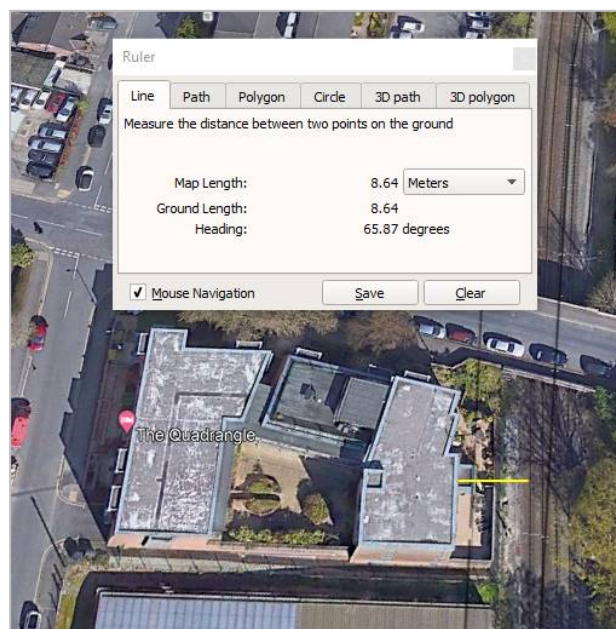
Contact Information:

[Working safely near Metrolink | Transport for Greater Manchester \(tfgm.com\)](#) **How to get authorisation**

In order to obtain authorisation to work near the tramway you must submit a Metrolink Work Request Form, saying where and when you want to work, and describing the work to be done.

[Download our Metrolink work request form](#) or email us at epanner@metrolink.co.uk. Forms can also be obtained by phoning Engineering Planning on 0161 205 2000 or by writing to:

Engineering Planner
Metrolink House
Queens Road
Manchester M8 0RY



TfGM - Emergencies during work

If work obstructs the track unexpectedly, if anyone or anything comes into contact with the overhead wires or if tramway equipment is damaged, please inform the Metrolink control room immediately.

The control room can be contacted at any time by:

- Using the emergency help point at any tram stop
- By telephoning 0161 203 5619 (emergencies only)
- Contacting a Metrolink representative
- Contacting the emergency services using 999

You must tell the control room that there is an emergency.

Access arrangements for pedestrians and pedestrian safety



Interface with the public and unauthorised access

The project is taking place on the roof of the building and any access provision i.e. scaffolding or a staircase will be located within the site's boundary. Workers will transit from the welfare area within the basement to the access point on Brantingham Road, therefore minimising contact with the public and pedestrians, save for the tenants and residents within the Quadrangle.

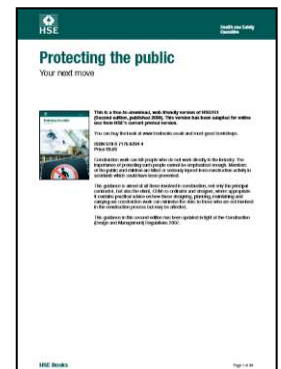
It is anticipated that the site and surrounding areas will be subject to frequent pedestrian and vehicular traffic use given the location of the Quadrangle and its proximity to occupied dwellings, the trading estate, Morrisons and businesses on both Albany Road and Brantingham Road.

Suitable precautions will be implemented and taken when entering or leaving the site to avoid causing harm to pedestrians and road users. The appointed Principal Contractor will be required to provide a comprehensive traffic management plan to segregate pedestrian and vehicular routes on the site and surrounding areas.

Measures to ensure public protection will include provision of dedicated safe pedestrian routes, use of banks man when vehicles are reversing (subject to risk assessment) and when unloading to the front entrance on Albany Road, scheduling deliveries to avoid peak traffic flow periods due to high traffic volumes and provision of appropriate warning signage. Liaison with the local residents and businesses will be undertaken.

Site Security, Public and Third Party Safety

The project is taking place within an occupied residential area, close to other occupied buildings and residential roads. Employees of the appointed Principal Contractor, including visitors to the work area, are protected from harm from the work to which this document applies by the safety procedures agreed between Eton Park as Client, and the appointed Principal Contractor and implemented by them.



The site is located a short distance away from recreational areas and is surrounded by roads / footpaths / junctions and residential dwellings, local stores and shops and retail outlets further along Albany Road. The surrounding area is subject to high levels of pedestrian and vehicular traffic given its location.

The site will be fully secured to prevent any resident, patron or child entering the site for the duration of the project and the Principal Contractor is expected to provide risk assessments and method statements on how the site will be secured.

All site security fencing / screening should be opaque to protect the privacy of the abovementioned and to prevent construction materials / dust entering adjoining roads / footpaths / Metrolink and properties. Safety signage is to be affixed to the fencing to the front and side elevations of the building advising of the works taking place.

Once again a vehicle marshal will be present to accept deliveries and allow the safe movement of mobile plant to and from the basement area.

Licensing/hoarding/temporary traffic management

The works are taking place within the boundary of the site and any access scaffolding provided will be located within the boundary. Should this change Manchester City Council will be contacted and an application will be made for a hoarding or scaffolding permit.

<https://www.manchester.gov.uk/licensing/skippermits>

It is envisaged that an application will be made for a road closure to facilitate the use of a mobile crane to lift building materials onto the roof. This will be undertaken in line with a SSoW after such time that we have consulted with Highways and an application made to temporarily close the road.

highwaynetworkmanagement@manchester.gov.uk

Routing and parking of construction vehicles and staff vehicles

In order to mitigate the impact of construction traffic during peak hours, the traffic management plan will be developed and implemented. This plan will focus on ensuring that routes to and from the site are carefully considered and risk assessed, taking into account the need to avoid where possible any cycle routes, nearby schools, places of worship as identified above, offices, fast food restaurants / filling stations, public buildings, and the retail outlet etc.

Consideration will also be given to weight restrictions, low bridges, and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site will be suitable for the size of vehicles that are to be used. Access to and from the site will be directly from Albany Road.



Workers vehicles will park in a responsible manner on the surrounding streets i.e. Albany Road, Brantingham Road and Buckingham Road. No restrictions are in place.

Delivery and Collection Vehicles



A single yellow line only, with no kerb markings is present to the front elevation of the Quadrangle on Albany Road. The vehicles identified in Table below will stop to unload to this elevation because it is necessary. The vehicles will move immediately after the loading or unloading is complete. It is not envisaged at this stage that we will require a dispensation.

Table 1 - Types and number of vehicles to attend site on a typical day during the construction phase					
Type of Vehicle	Length	Width	Height	Visits / day	Dwell Time
8-wheel tipper lorry (Four Axle Rigid - 32 tonne)	8.705 metres	2.5 metres	3.834	1 Once the roof works are completed	30min (Albany Road Only)
Plant Deliveries (6x2 axle - 26 tonne) or (8x2 axle - 32 tonne) e.g. beaver tail	<12 metres	2.5 metres	<4.8metres	0 Start and finish of the project	30 mins (Albany Road Only)
Articulated Lorry (Low Loader) – STGO – Category 2	<30 metres	<6.1 metres	<4.8metres	0 Start and finish of the project	30 mins (Albany Road Only)
Rigid Lorry (HIAB) or (Moffett)	<12 metres	2.5 metres	<4.8 metres	2 Each week during the initial phases and during the scaffolding works	30 mins (Albany Road Only)
Skip Loader (2 axle - 18 tonne)	<6 metres	2.5 metres	<4.8 metres	1 Each week during the roof works and fortnightly thereafter	30 mins (Albany Road)
RORO (Four Axle Rigid - 32 tonne)	8.705 metres	2.5 metres	3.834	0 1 visit per week	30min (Albany Road Only)
Medium Van	6 metres	2.2 metres	3.5 metres	2 per week TBC	30 mins (Albany Road)



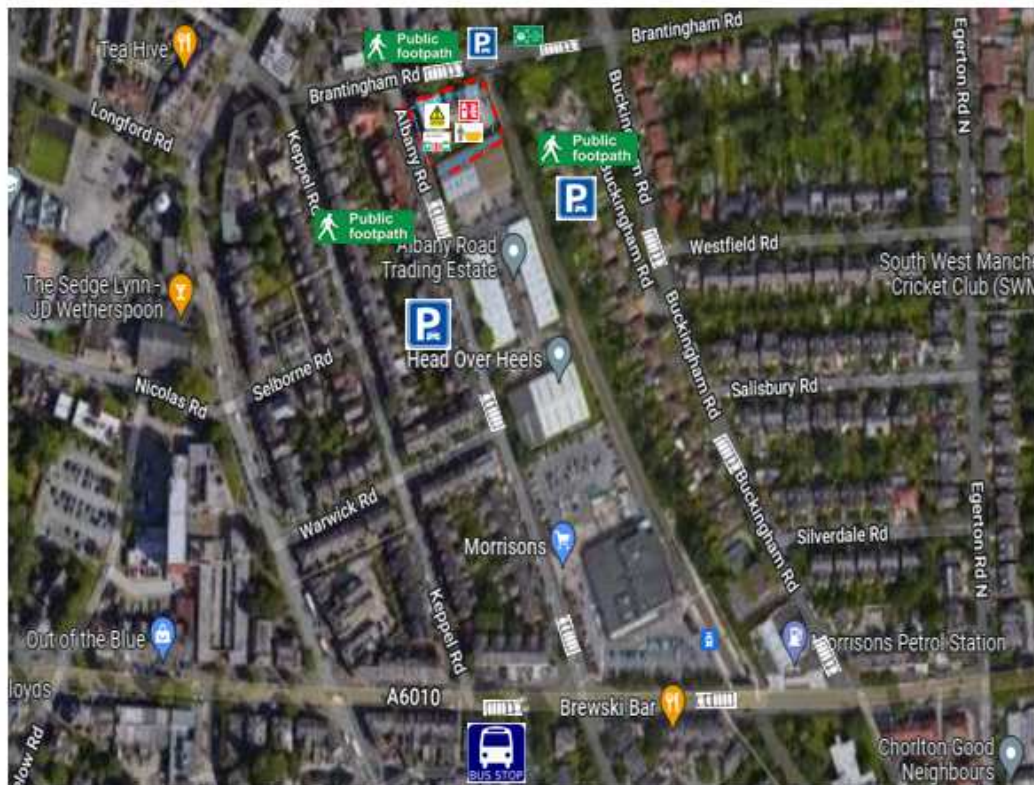
The images above show the unloading and unloading points to the front of the building on Albany Street that will be utilised for the project. Table 1 above identifies the restrictions in place for the type of vehicle to be used and those vehicles that can travel along Albany Street, Wilbraham Road (A6010), Brantingham Road and Buckingham Road. Materials and goods will be delivered kerbside, save that the junction will not be obstructed

Vehicles will not be permitted to idle when at the sites entrance on Albany Road or during the loading or unloading process. This will be strictly prohibited due the adverse effect on air quality and the known damage to the environment and the ill-health effect on people. This also ensures that client and main contractor comply with the provisions of the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.

Haulage contractors / drivers will be instructed to contact site 30 minutes prior to arrival to ensure that a material delivery, collection and swapping of skips/containers can be made.

Effective communication will take place with our neighbours regarding deliveries and access to and egress from the site and the suitability of our risk control measures project wide.

Traffic Management Plan (TMP)



The Quadrangle, 6 Albany Road, Chorlton, Manchester M21 0AW
Site Logistics / TMP

Key	
Site Boundary	--- (red dashed line)
Scaffolding	--- (blue dashed line)
Fire Points	🔥 (red icon)
Vehicle Route	→ (green arrow)
Fire Exits	🚪 (green icon)
Welfare Area	🚰 (green icon)

Hours of Work in line with Planning Conditions

Monday – Friday 8am – 6pm (no machines to operate until 8:00am)

Saturday – 8am – 1pm
No work Sundays and Bank Holidays

Site Logistics / Traffic Management Plan (TMP)

Rev. 1	
Produced By:	John Thorley
Date:	29 March 2022
Updated by and	
Revision:	
Date:	
Approved By:	John Heenan

Environmental Control Measures

Specific procedures to manage the key environmental aspects of the project will be developed by the contractor prior to work commencing which will include the following:-

Wheel Washing

Given the nature of the works and the method of construction to be used, the likelihood of dirt and debris entering the highway and surrounding area is unlikely. No groundworks are associated with the project.



The vehicle marshal will inspect all vehicles on leaving the work area on and will wheel wash as required using a powered jet wash and brush. The adjacent road will be swept as required. The jet wash and brush will be stored within the basement area.

Dust Suppression

No specific mitigation given the method of construction, other than adopting best construction practices are proposed, which are identified below.

- 1) Damping down of stockpiled material during drier periods.
- 2) Netting of external scaffolding.
- 3) The use of dust suppressing attachments to tools.
- 4) The controls will be monitored to ensure that dust does not affect the operational Metrolink and OHLE East of the Quadrangle.

The CMP will ensure that measures are in place to minimise dust during construction activities.

Dust to be established via site / task specific assessments and monitoring to enable a site / job specific risk assessment and method statement to be produced. Where necessary suitable dust suppression techniques will be employed i.e. water suppression / dustless systems / wet cutting / extraction etc.

Control of dust during the construction phase

In order to minimise the potential nuisance from dust caused / created by the construction work during the project, the Principal Contractor will be required to implement the following risk control measures:

- The works are generally contained to the roof area of the building. The cutting of building materials is to be limited, **given that the building is a steel frame system (SFS)**, therefore the generation and potential spread off dust will be minimal.
- The site compound area (within the existing basement car park) will be contained with 2-metre-high hoarding with debris netting attached.
- The elevations to Albany Road and Brantingham Road will be screened likewise.
- If scaffolding is provided for access to the Albany Road and Brantingham Road elevation, this will be erected in line with a generally recognised standard i.e. **TG20:21**. A 2-metre-high pavement lift will be provided with the working platform above double-boarded with visqueen between the boards to afford protection to those below.
- Debris netting or monarflex will be installed on the scaffolding where required along with brick guards. **This physical control will mitigate the risk of residual dust impacting upon the operational metrolink.**
- Traffic routes on site will be along permanent tarmac roadways, which will used on an infrequent basis.
- Where necessary suitable dust suppression / control techniques will be employed i.e. dustless systems, dust control units with filtration, wet cutting and on-tool extraction, particularly where the mortar joints are to be raked out and repointed.
<https://rvtgroup.co.uk/>
- Rubbish from the work area will be discharged directly into the waste container (skips). Skips will be covered and will be removed from site on a frequent basis.
- Site management to monitor the condition of roads and implement suitable cleaning regime which will include the attendance of a road sweeper, where so required to ensure that this section of Albany Road and Brantingham Road and surrounding highways remain clean and safe.
- Where vehicles impact on public highways, spills of dust / deposits of mud will be cleaned either by labourers (small isolated quantities) or specific road cleaning vehicles as above. However, this is unlikely given the nature of the project.
- No fires will be allowed on site.



Generation of dust as a result of commercial delivery activities to and from the site

In order to minimise the potential nuisance from dust generated by commercial delivery vehicles entering / leaving the construction site compound / front elevation during the project, the Principal Contractor will be required to implement the following risk control measures:

- Effective communication with the residents and tenants of The Quadrangle and our neighbours.
- Vehicles will not be permitted to idle.
- Liaise with supply chain partners to ensure that materials delivered to site are adequately sheeted / covered to prevent dust during transport to site.
- On completion of deliveries all wagons will be secured, and materials correctly stored to prevent materials being discharged onto the highway when leaving site.
- Refuse (Skip) wagons leaving the site will be covered by suitable sheeting/debris netting to prevent the release of materials.
- Standards will be continually monitored.

Noise, Dust and Vibration control (general)

Where the generation of dust, vibration and noise is generated throughout the course of the construction activities the following control measures are to be taken:

- Dust Suppression/Extraction (on-tool)
- Provision of 'M' type vacuums
- Noise and Vibration Monitoring, Wet Cutting, Provision of Acoustic Barriers where so required
- Effective communication with the workforce.



DUSTEX RAPTOR

Portable Self-Contained Extraction/ Filtration Unit



DUSTEX MINI DUSTMASTER

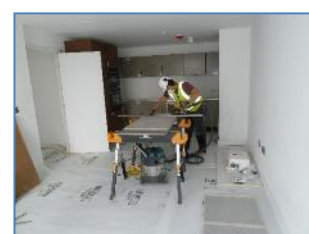
Portable and Powerful Kit



DUSTEX DUSTMASTER

Self - contained dust extraction/filtration unit

RVT Group provide a Free Specialist Assessment to identify the best dust collection, dust extraction and air exchange equipment for the site requirements. Tel: 0808 178 3286



Recycling of Waste

A site waste management plan) not to be confused with the now revoked The Site Waste Management Plans Regulations 2008), will be prepared prior to the works commencing. All waste material will be segregated in to dedicated skips and will be removed from site by a licensed waste carrier. The skips will be located as shown on the site layout plan, produced by the Principal Contractor.

Storage of Materials

Construction materials such as cement, oils and fuels for site plant / work equipment etc. have the potential to cause pollution. All fuel, oil and chemical storage will be sited on an impervious base within a secured bund of adequate storage capacity. Mobile plant would be refuelled either off site or within a designated area of hard standing.

Construction Phase Traffic

In order to mitigate the impact of construction traffic during peak hours, a traffic management plan will be developed and implemented. This plan will focus on ensuring that routes to and from the site are carefully considered and risk assessed, taking into account the need to avoid where possible any cycle routes, nearby schools as identified above, offices, metrolink stops / stations, public buildings, and the nearby Morrisons supermarket etc.

Consideration will also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site will be suitable for the size of vehicles that are to be used.

General control measures:

- 1)** Co-ordination of car parking for construction personnel (off road).
- 2)** Restriction of unnecessary vehicle movements during the day.
- 3)** Co-ordination of deliveries to arrive outside peak times where appropriate.
- 4)** Dedicated gate person / vehicle marshal.
- 5)** Off road deliveries and unloading where possible.
- 6)** In agreement with Manchester City Councils, Highway Department suspend parking bays on Albany Road and or Brantingham Road.

Please see the pictorial traffic management plan (TMP) on page 67.

Noise and Vibration

08:55hrs reading: 10-minute sampling period

22 nd July 2019	Location 1 Corner of Albany Road / Brantingham Road	Location 2 Corner of Brantingham Road / Keppel Road	Location 3 Rear of The Quadrangle (Metrolink)	Location 4 End of Building Line
Min dBA	55.9	53.0	54.8	45.0
Max dBA	79.9	75.3	89.1	80.1
Leq	72.2	67.3	72.2	69.8

12:20hrs reading: 10-minute sampling period

22 nd July 2019	Location 1 Corner of Albany Road / Brantingham Road	Location 2 Corner of Brantingham Road / Keppel Road	Location 3 Rear of The Quadrangle (Metrolink)	Location 4 End of Building Line
Min dBA	60.3	55.0	60.5	52.2
Max dBA	81.4	82.0	81.8	79.4
Leq	73.9	73.2	74.0	70.9

14:00hrs reading: 10-minute sampling period

22 nd July 2019	Location 1 Corner of Albany Road / Brantingham Road	Location 2 Corner of Brantingham Road / Keppel Road	Location 3 Rear of The Quadrangle (Metrolink)	Location 4 End of Building Line
Min dBA	53.4	54.2	56.6	54.9
Max dBA	78.3	77.3	79.9	79.5
Leq	69.1	71.1	72.0	66.8

It is not envisaged that issues associated with noise and vibration will be encountered but industry recognised controls will be instigated and controlled.

Several safeguards exist to minimise the effects of construction noise and these will apply during the construction phase.

- 1) All machinery brought to site to be silenced or sound reduced models.
- 2) All pneumatic tools fitted with silencers or mufflers.
- 3) All plant to be sited so the noise impact to adjacent properties is minimised.

Problems concerning noise from construction works can sometimes be avoided by taking a considerate and neighbourly approach to relations with local residents. Works should not be undertaken outside the hours agreed with the local authority.

Experience from other sites has shown that by implementing the above measures, noise levels can be reduced by 5dB(A) or more. As construction works are temporary and noise levels are for worst case situation no further mitigation measures are considered necessary. The CMP defines the measures to control and limit noise omissions and vibration levels at residential locations.

During working hours noise emissions and vibration levels will be monitored and measured periodically (weekly) adjacent to the most affected occupied dwellings and other buildings used for residential purposes. Pre-construction ambient noise levels are identified in the tables above.

A regular programme of noise and vibration monitoring will be implemented as a minimum. Contractor will submit the proposed method, the frequency, and the exact location to the LA for agreement prior to commencing works.

Special mitigation methods will be implemented by the contractor during construction activities identified as having the highest potential to cause disturbance from either noise and or vibration.

Best Practicable means (BMP) of noise control will be applied during construction works to minimise noise and vibration at neighbouring residential properties.

The site management team will monitor the contractors programme of noise and vibration control. If levels are exceed, works will be ceased until an alternative method is found.

Many of the activities which generate noise can be mitigated to some degree by careful operation of machinery and tools. This can be addressed and monitored by providing information during toolbox talks, site inductions, daily activity briefings (DAB) to also include:

- a.** Administrative and legislative control
- b.** Control of working hours
- c.** Control of delivery areas and times
- d.** Physically screening the site
- e.** Control of noise and vibration via contract specification of limits
- f.** Selection of low noise and vibration plant
- g.** Good maintenance of plant
- h.** Regular testing and inspection
- i.** Competent operatives using plant and equipment
- j.** Suitable health surveillance and the correct selection of PPE & RPE.



Hours of Working

Monday – Friday Start at 7:30 am (plant and machinery 8:00am) Finish 6:00pm

Saturday Start 9:00am Finish 1:00pm

Sundays and Bank Holidays – No working - site closed

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

Delivery and Collection Vehicles

1. 32t Tipper = 1 Once the roof works are completed
2. Skip Wagon = 1 Each week during the roof works and fortnightly thereafter
3. Articulated Wagon = 0
4. 18t flatbed = 2 deliveries a week during the initial stages of construction
5. 3.5t van = 2 deliveries a week for duration of project TBC

Vehicles will not be permitted to queue or circulate on the public highway. The findings of the Main Contractors vehicle swept path analysis will be included in the CMP.

Complaints Procedure

It is important that members of the public or interested parties are able to make valid complaints about the construction works. Complaints can provide valuable feedback which helps to reduce potential impacts and will also allow the construction methods to be refined and improved.

The CMP will contain details of the complaints procedure and a monitoring system will be implemented to ensure that any complaints are addressed and a satisfactory outcome achieved for all parties.

Summary

The final CMP will be completed by the Main Contractor and will incorporate all the above items and other requirements that the Local Planning or Statutory Authorities may set during the planning process.



APPENDIX 'E'

Form 10 (F10)



APPENDIX 'F'

Service disconnection notices / certification. Site
Investigation (SI) Report