

27th August 2020 Rev B

38 Unit Apartment Block **40 Oldham Rd, Ancoats, Manchester M4 5FE**



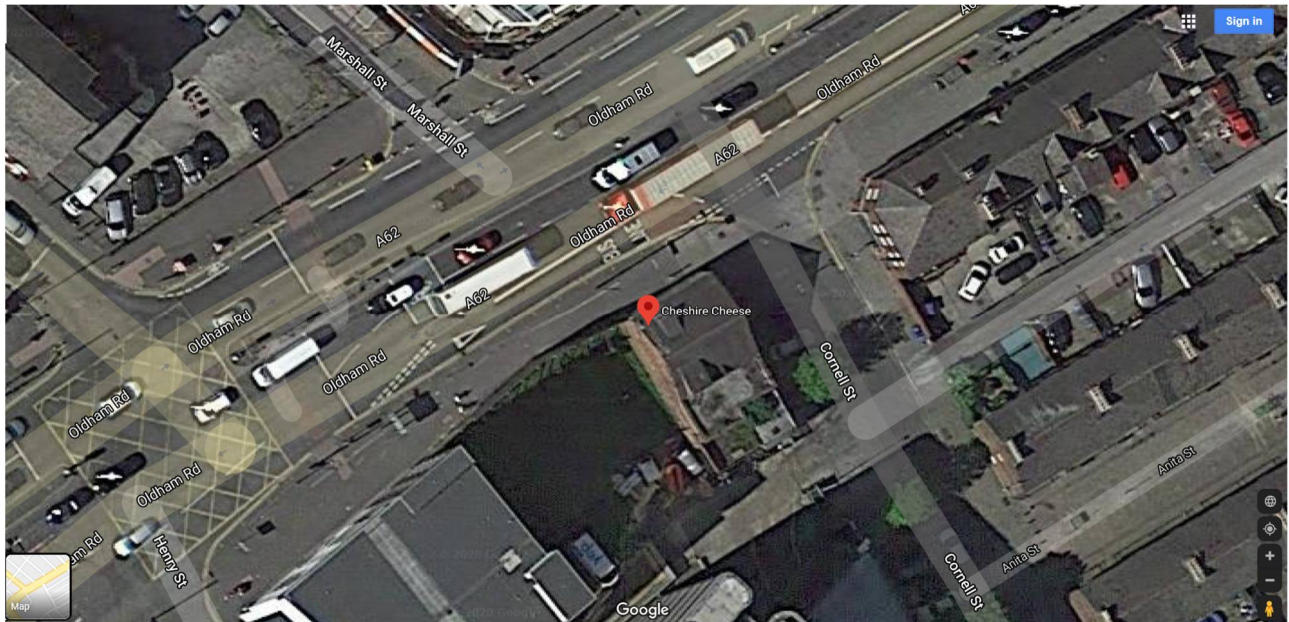
Construction and Environmental **Management Plan**

Introduction

27th August 2020 - CEMP for Apartment Block, Oldham Road, Manchester

The Site

The site is located at the junction of Oldham Road and Cornell Street, Ancoats, Manchester M4 5FE, formerly the Cheshire Cheese Public House:



The Site Contact:

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The Project

The project consists of the design and construction of an apartment block. The block is 7 storeys high. The building will contain 38no. apartments on 1st to 6th floor along with car parking and a retail space on the ground floor. The works also include below ground drainage connections and new utility services.



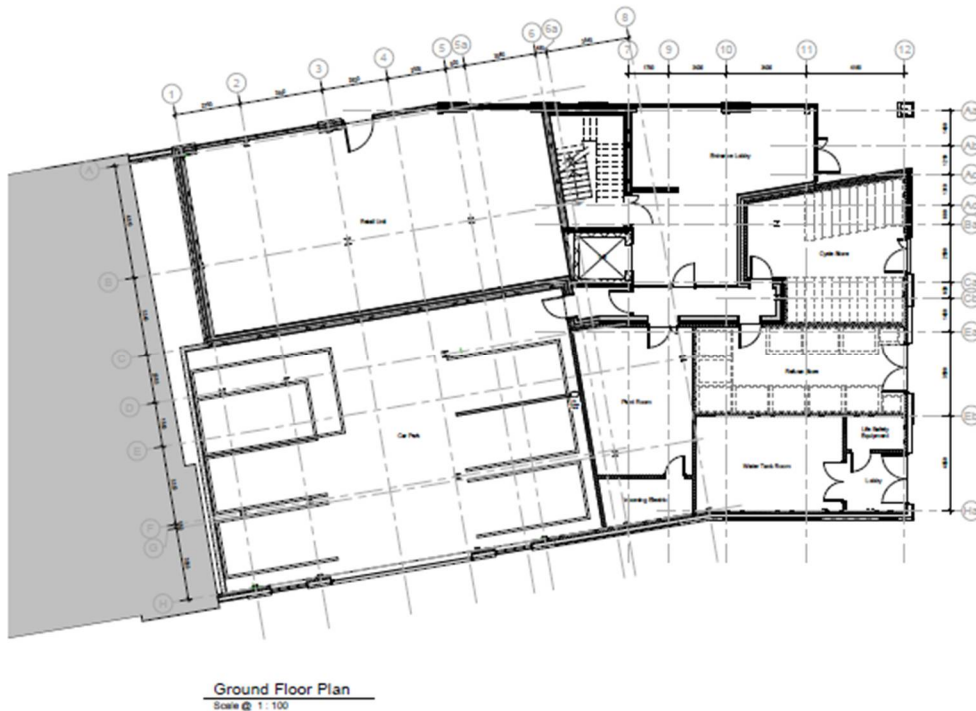
Elevation to Oldham Road
Scale @ 1:100



Elevation to Cornhill Street
Scale @ 1:100



South East Elevation
Scale @ 1:100



Preconstruction Activities:

We have listed below some key preconstruction activities/risks to be considered. The list is not exhaustive and would be developed by project team.

- Meeting with Highways to review the works, site compound area, cabin location, temporary roads, access routes, scaffold and hoarding lines, mobile crane locations, permits, licences, and skips.
- Produce the Project Risk Register for the Works.
- Risk of environmental harm to the surrounding properties/drains/highways.
- Review the control of vibration, noise and air quality/dust control.
- Working around live services.
- Producing a Traffic Management Plan – approvals, permits, licenses loading out, deliveries, skip location, avoiding congestion, access routes, emergency vehicle access, pedestrian and vehicle segregation, refuse collection and the like.
- Produce a Fire Assessment and associated Fire Plans.
- Complete the Project Construction Health, Safety and Environmental Plan.
- Check with the surrounding building owners/occupiers and Highways Inspector if there are any planned building works or road closers.
- Consideration of the use of Local labour and suppliers.
- Appoint the Principal Designer.
- Put in place a Planning Matrix, Building Control Matrix.
- Issue the Information Release Schedule, Design Schedule, Subcontract and Material Procurement Schedules.
- Appoint the Temporary Works designer and produce the TW schedule and designs.
- Carryout Drainage surveys.
- Check the existing Topographical level and manhole levels.
- Undertake Dimensional surveys and M+E surveys.

- Submit Building Control Approval documents and review and answer Building Control queries.
- Ensuring the public are not put at risk and maintaining safe access around the outside of the site boundary.

Construction Program:

Our summary construction program for the works is appended to this document.

The anticipated start date is October 2020.

The construction end date is November 2021.

The date of first occupation is December 2021.

The works will not be phased, and the block will be handed over as a full project.

Operational Control Measures:

ABGi Project Manager will maintain contact with local residents/businesses in the immediate area so that any concerns on environmental impacts may be addressed at an early stage. Regular visits from the regulatory authorities will be encouraged so they will be confident that controls are in place and monitoring is being carried out. This will aid the authorities in responding to any enquiries from the public.

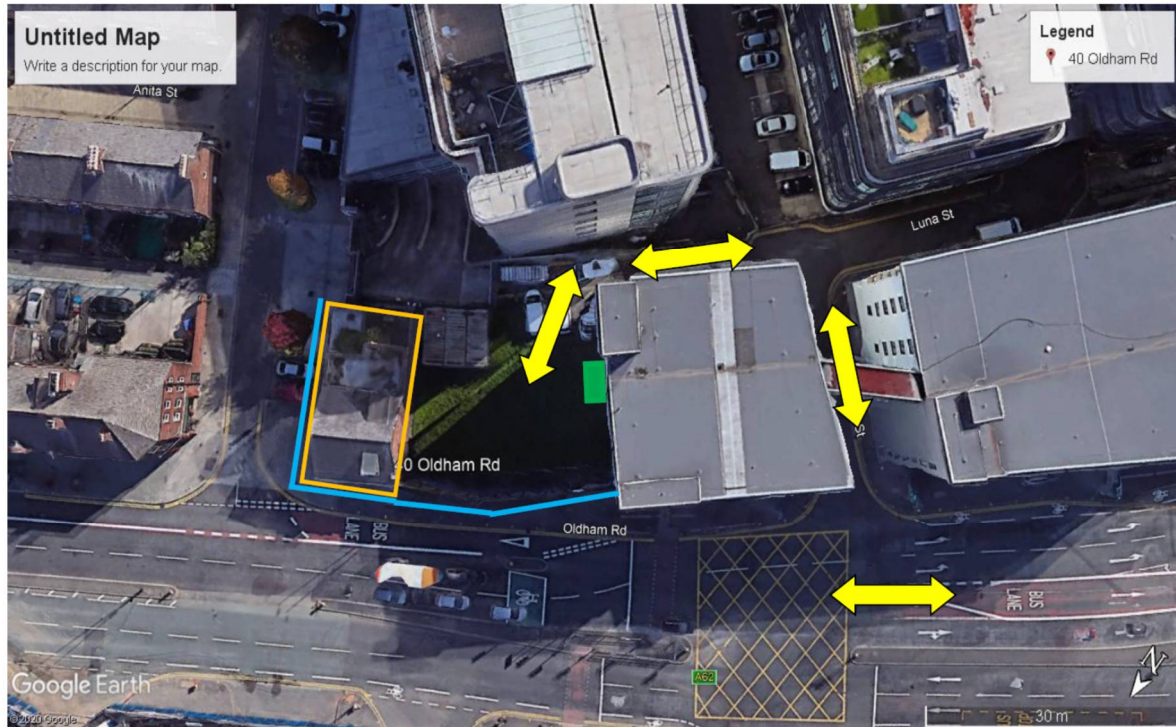
A proactive approach will be taken to keep all neighbour's informed. ABGi will issue newsletters to local residents/businesses to keep them informed of the progress on site. A sample letter is appended to this document.

We will work closely with our site operatives, visitors and subcontractors to coordinate the construction works, deliveries, visitors and construction personnel to avoid any disruption to the use of the surrounding highways or residential properties.

All complaints/issues raised will be logged, actioned and resolved as part of the Considerate Constructors scheme procedure and records/logs.

Access to the Site:

During the demolition phase the site access and egress will be as shown below.



-  Indicates route for all plant and vehicles
-  Indicates Proposed Welfare Location
-  Indicates proposed Herras Fence Line inc scaffolding
-  Indicates building to be demolished

For the main new build construction phase a temporary construction zone will be created adjacent to the project by closing Cornell Street at its junction with Oldham Road to form a vehicle loading bay and hoist access point. In addition, there will be a vehicle lay-by formed on Oldham Road for Articulated vehicle deliveries. A temporary works design will be produced by a suitably qualified structural engineer for this element of the works. A full Road and Street Act, Chapter 8, traffic management system will be used to control these works. The site entrance and turnstile point will be used for both inbound and outbound visitors, staff, construction personnel, plant and delivery vehicles of various sizes from small vans, skip wagons, 8 wheeled wagons to articulated wagons.

38 Apartment Scheme, Oldham Road – New Build Construction Phase Site Logistics – Week 1 to Week 50– Commencing November 2020



Health and Safety

Matters of Health, Safety and Environmental issues are approached proactively by ABGi Construction Limited and are a cornerstone of our Management System. All proposed methods of working will be given detailed consideration to ensure that they contribute to create a safe zero accident environment on site throughout the contract.

A Construction Health, Safety and Environmental Plan will be issued to the Client three weeks prior to the start on site date.

We employ a consultant Safety Manager, he will visit and audit the site on a regular basis. We also carry out weekly safety audits and four weekly HS&E meetings where subcontractors, designers and the Principle Designer can attend.

ABGi Construction Limited will assess the potential environmental impact of the works upon the locality as part of standard pre-start procedures. Issues related to traffic flow, pedestrians, noise, dust, contaminated material, road cleaning, disposal of water, general nuisance and the like will be reviewed with our Safety Advisor and all external Parties involved to ensure that all necessary measures are understood and can be implemented during the course of the works.

The local Police Authority, Fire Brigade and Local Authority Highways Agency will be informed and briefed on the project and the construction sequence. It is ABGi Constructions intention to maintain a regular and close contact with all interested parties throughout the construction process.

Although it is no longer a legal requirement to produce a SWMP, it is a requirement on Breeam jobs to target the waste. A Site Waste Management Plan will be prepared prior to the works commencing.

All waste materials that leave site are recorded and monitored and where possibly materials are recycled. A monthly report is produced to monitor the actual percentages of recycled materials against our targeted percentages.

Risks and Mitigation Measures

We have produced a Tender Project Risk Register to show the risks we can foresee and the mitigation measures to be put in place to eliminate or reduce the risk. By working closely with all parties, we can review, monitor and update the Project Risk Register throughout the contract period.

Archaeology

CFA Archaeology have been appointed to the project to carry out the following programme of works before and during demolition:

- carry out historic research into the development of the building placing within its historical context.
- carry out a Level 3 historical building survey, that includes a photographic, written and drawn record of the building prior to its demolition.
- carry out a structural watching brief during the demolition if full access to the building is not possible to complete the record, and.
- produce a Historic Building Survey report outlining the results of the work that gives account of its age and its developmental stages. Then to place that record in the public domain

Precautions to be Taken to Ensure the Safety of the General Public

HSG 151 Protecting the Public –Your Next Move:

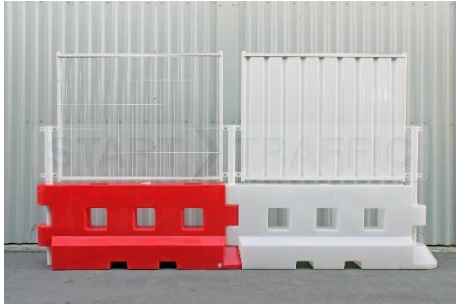
The Law says you must conduct your business without putting members of the public at risk. This includes the public and other workers who may be affected by your work.

The construction site requires measures to manage access through defined boundaries and steps to exclude unauthorised people. We will ensure that we provide all the required works to make the site safe.

Managing the Site

Site boundaries: The site boundaries will be defined physically by suitable solid timber fencing or metal hoarding system. This type of fencing reflects the nature of the site, its location and its surroundings.

The lay-by on Oldham Road will be formed using the following type of barriers:



The construction compound on Cornell Street and the remaining hoarding required around the site will be formed using an counterweighted on ground metal hoarding system:



During the demolition phase it is intended to utilise heras type fencing with installation of a solid hoarding on completion.

Determining the boundary is an important aspect of managing public risk. We will consider planning what form the perimeter will take, provide the fencing and maintaining the fencing. Questions asked will be:

What is the nature and type of the construction work?

How heavily populated is the area is?

Who will need to visit the site during the work?

Will the site attract children?

What are the site characteristics e.g. existing site boundaries, location, proximity to other buildings?

Typically, in populated areas, this will mean a two-metre high hoarding around the site.

Authorisation: The principal contractor must take reasonable steps to prevent unauthorised people accessing the site.

People may be authorised to access the whole site or be restricted to certain areas.

We will explain the relevant site rules to authorised people and do a site safety induction.

Where required we will supervise/accompany authorised visitors while they are on site or visiting specific areas.

Hazards causing risk to the public - Many hazards have the potential to injure members of the public and visitors. Consideration of these risks and whether they exist on this project and how you will manage them will be recorded on the Project Risk Register.

Falling objects – We will make sure objects cannot fall outside the site boundary. eg scaffolds will have toe-boards, brick guards and netting. We may also need fans and/or covered walkways.

Delivery and other site vehicles – We will ensure pedestrians cannot be struck by vehicles entering or leaving the site. Obstructing the pavement during deliveries may force pedestrians into the road, where they can be struck by other vehicles, so this will be avoided by using a full time banksman.

Scaffolding and other access equipment – To prevent people being struck while they are erecting, dismantling and using scaffolding and other access equipment; each subcontractor will have a supervisor who is responsible for the safety of the public and his operatives.

Storing and stacking materials - We can reduce the risks associated with the storage of materials by storing materials within the site perimeter, in secure compounds or away from the perimeter fencing.

Openings and excavations - People can be injured if they fall into excavations, manholes, stairwells or from open floor edges. Adequate safety barriers and safety signage or covers will be used.

Other hazards include -Slips, trips and falls within pedestrian areas, plant machinery and equipment, hazardous substances, electricity and other energy sources, dust, noise and vibration; and road works.

Vulnerable groups -The elderly, children and people with certain disabilities may need special consideration as they may not fully appreciate the dangers of construction works. Some children are drawn to construction sites as exciting places to play, so we have a duty to do everything we can to keep them out of the site and away from danger.

The following specific steps are particularly relevant to child safety; secure the site adequately when finishing work for the day. Barrier off or cover over excavations and pits. Isolate and immobilise vehicles and plant and if possible lock them in a compound. Store building materials such as pipes, manhole rings, and cement bags so that they cannot topple or roll over. Remove access ladders from excavations and scaffolds and lock away hazardous substances.

Environmental Monitoring

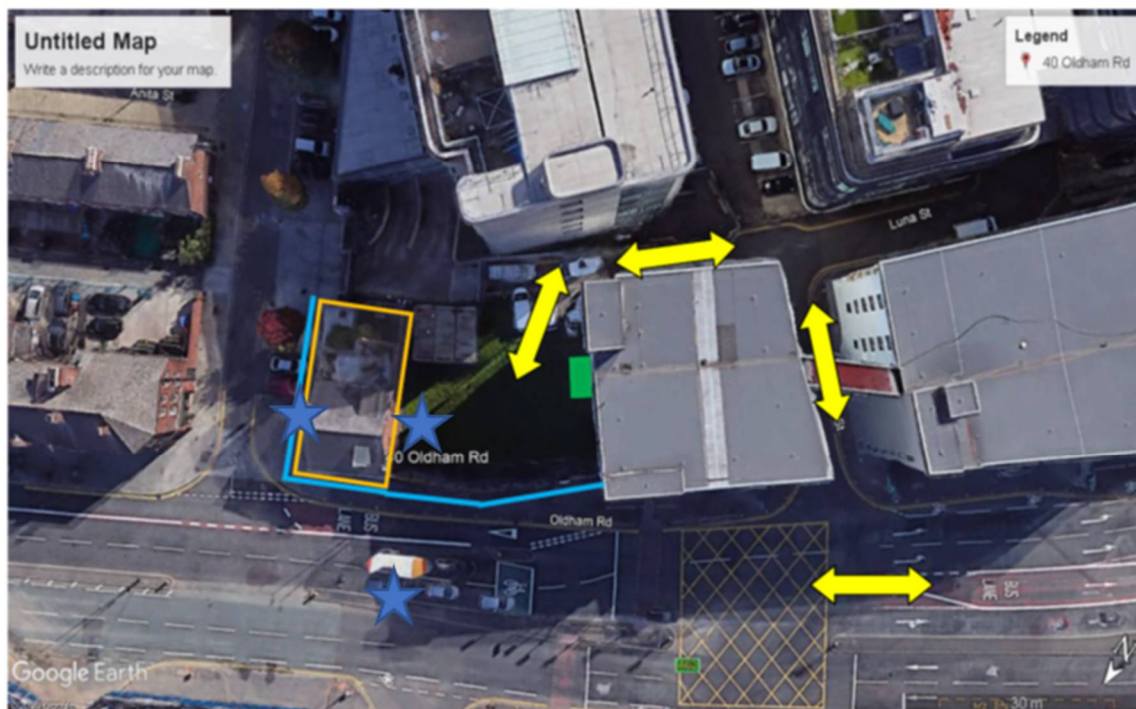
The main areas covered by this Construction Environmental Management Plan include the following, plus details of the baseline monitoring that will be carried out and the mitigation measures to be implemented prior to works commencing.

- Air quality to include dust, volatile organic compounds and airborne asbestos fibres
- Vibration
- Noise
- Ecology

Daily measurements will be undertaken using real time/ visual/ olfactory methods during periods when remediation works are being undertaken and the monitoring frequencies are likely to be increased (up to several times daily) depending on nature of site works. These methods (vibration by RDL/Vibe; directional dust by DustScan etc) are required to assess compliance with short term exposure standards and address problems early on. Timely action can be taken to prevent complaints and avoid causing concern for those working in the vicinity of the site.

Within the site boundary dust monitoring shall be carried out by the use of Frisbee type gauges (directional dust) at the predetermined locations. A visual assessment of fugitive dust emissions and a subjective assessment of odour strength and character at offsite locations will be undertaken.

Noise, dust & vibration monitor locations



A summary of the environmental monitoring and sampling is presented below:

Activity	Locality	Number of Monitoring Points	Location Reference	Frequency	Notes
Air Quality	Site boundary Off site Soil quarantine and deposition areas	3	AQ1, AQ2, AQ3	Daily/Continuous Daily Daily/Continuous	Dust recorded by Dust Sentry Real Time Dust Monitor. PM10: 50 ug/m3 24 hour mean
Vibration	Site boundary	3	VB1, VB2, VB3	Daily/Continuous	Measurement and evaluation of vibration shall be in accordance with the guidance given in BS 7385-2: 1993 for 'control' monitoring. Trigger levels at 7-10mm/s
Noise	Sitewide	3	NM1, NM2, NM3	Daily	Recorded by Sonitus Real Time Noise Monitor and hand held sound level meter. Proposed target noise levels not to exceed 75dB.

All field monitoring data and laboratory results will be provided in PDF or Excel format and will be added to the single dataset of analytical results for the site. Results will be compared with earlier results for the same locations to the National/European Air Quality Standards. Where no standards are available, long-term exposure standards are derived from other sources:

- Environment Agency/ Defra Contaminated Land TOX reports for inhalation TDI's.
- WHO Air Quality Guidelines for Europe.
- US EPA Integrated Risk Information System.
- CAR 2012.

If any significant variations arise, an explanation will be sought and the Project Manager will within 24hrs make available the findings to the Client and MCC. Details of the limitations and mitigating measures for dust nuisance are detailed later.

Daily Environmental Records

The Daily Environmental Record (DER) will be tailored to the specifics of this project to include site information together with the following additional items:

- Daily checks/remedial measures to safety fencing/barriers.
- Dust monitoring at the pre-determined locations.
- Weather forecasting information, current weather conditions and actions taken to reduce potential for nuisance.
- Noise monitoring at pre-determined locations.
- Air monitoring for airborne fibres.
- Daily checks for debris on the public highway leading to the site.
- Odour monitoring in relation to excavation of hydrocarbon and unforeseen contamination.
- Daily plant inspection records.

The DER will be developed to provide an all-encompassing and auditable record of our operations on site.

The DER would be made available to the Client and MCC as required.

Daily and weekly environmental records will be maintained by ABGi during the entire duration of the site works.

Surface Water Control

Where deemed necessary the following measures will be put in place to ensure that the risk of surface water runoff across the site boundaries is minimised; silt fences or drainage grips will be used to prevent uncontrolled run-off containing elevated suspended solids being discharged from the site.

We will use surface water arising from the site for dust suppression. However, any surplus water will require a discharge consent in order to dispose of it to sewer. It will be ABGi's responsibility to obtain such consent and no discharge to sewer will be undertaken without written confirmation of such consent from the local utilities company.

Any surface water to be removed from the site will be placed in a holding tank and subject to audit testing before disposal. It will be accurately recorded in terms of date, time, quantity and quality of discharge and such records will be maintained at all times and copies made available upon request.

ABGi shall develop a Surface Water Management Strategy prior to the works commencing in order to demonstrate its competent best practice approach for the control of surface water, the control measures to be implemented and the actions to be taken in the event of non-conformance during the work activities on site. SOCKS

Air Quality

In order to mitigate the impact of dust generating activities, site specific measures in accordance with GLA best practice guidelines will be implemented.

A Risk Assessment (RAMS) and associated Method Statement will be developed for all activities involved in the works and these measures will be incorporated in the Works.

Generation of unknown odours may be unavoidable during excavations. ABGi will deploy a water bowser with an adapted spray bar system to dampen down soils and consequently mitigate dust and ensure consistent moisture conditions.

This plant mitigates dust/odour nuisance whilst blanketing up to 3000m² coverage with a fine spray of water droplets at any one deployment.

All cutting of blocks, concrete, tarmac and the likes will be done with wet cutting equipment fitted with dust suppression kits.

All personnel will be reminded of good practice and standards through a series of "Toolbox Talks" and Safety Inductions.

Noise and Vibration

Prior to the site works commencing a solid hoarding will be erected around the perimeter of the development site to secure the site boundary.

ABGi Construction will ensure that noise control complies with the recommendations of BS 5228-1, in particular clause 7.3, to minimize noise levels during the execution of the works. Noise testing will be completed as works commence using the Site Managers noise meter reader and controls will be put in place where noise exceeds 85 dB(A) when measured from the site boundary. Additional controls such as acoustic screens will be used to contain the noise if required. Radios or other audio equipment will be prohibited and ABGi will not permit employees to use such equipment whilst on site.

All vehicles and mechanical plant used for the purpose of the Works shall be fitted with noise control devices (silencers, SMART reversing alarms) and shall be maintained in good and efficient works order.

All compressors shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all ancillary pneumatic percussions tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum and plant and vehicles started up sequentially rather than all together.

Onsite and offsite noise levels will be monitored regularly. Site activities will be restricted to site working hours approved by WBC/Planning/EA.

ABGi shall, as far as reasonably practicable, not exceed the vibration dose values as specified in BS 6472-1: 2008. As a minimum, ABGi Staff shall take noise readings at the pre-determined locations three times daily.

In order to mitigate the impact of noise and vibration activities, site specific measures in accordance with Best Practicable Means (BPM) will be implemented and shall include the following:

- Scheduling of construction delivery vehicles to least noise sensitive times of the day.
- Time slots for bulk deliveries to ensure that convoys of vehicles do not arrive simultaneously.
- Strict control to prevent temporary parking on the kerbsides in the vicinity of noise sensitive roads in close proximity to the site.

- The use of sufficient clear signage to ensure that construction vehicles use only the designated routes.
- Restrictions on times when construction traffic can use the designated access highway to site.
- A temporary generator will be required for the first 8 weeks of the contract to run the site cabins, security cameras and compound lighting. A temporary electric supply will be installed to replace the generator after 8 weeks. The generator will be fitted with a Silencer and surrounded by an acoustic fence.

Regular communication will be maintained with the local residents/businesses for the entire duration of the works. A phone number and contact person shall be provided and displayed on the site entrance for the public to use out of hours.

A RAMS will be developed for all activities involved in the earthworks/foundations and drainage and these measures will be incorporated in the Works.

All personnel will be reminded of good practice and standards through a series of "Toolbox Talks" and Safety Inductions.

The ground conditions allow the foundations to be excavated and concreted with excavators. No piling works are required. This means there will be very low levels of vibration to disturb the surrounding properties. Vibration monitoring will not be required due to the construction design and method proposed. Where obstructions are encountered and need to be removed, specific risk assessments and method statements will be put in place prior to these works commencing to clearly detail how the vibration will be mitigated to the normal parameter levels allowed on a construction site.

Fuel Storage and Vehicle Refuelling

ABGi will ensure that any fuel required for plant shall be stored in double bunded tanks placed within areas of bunded impermeable surfacing. Refuelling shall be undertaken so that any spillage is collected on a spill tray and disposed off-site. Toolbox talks shall be held by ABGi in order to ensure that the operatives are fully aware of correct refuelling procedures. Environmental spill kits will be available on site for the full duration of the works.

Any spillages shall be reported immediately to the Project Manager, immediately cleaned and cleared in an approved manner and any contaminated sub-soil disposed off in the correct manner.

Dust Control

If material is being removed from site, then this operation shall be undertaken using covered vehicles, to minimise dust liberation.

Dust control measures shall be undertaken to the satisfaction of the Project Manager and MCC. Works will be stopped if acceptable measures are not in place or being utilised. Dust control measures will include as a minimum the damping down of the site with water during periods of dry weather and when excavation works are undertaken.

The following monitoring works shall be undertaken by ABGi:

- Daily visual and odour diary.
- Weekly monitoring of dust sitewide and at receptor locations.
- Occupational dust monitoring at the down-wind boundary of the site, for total inhalable and respirable dust.

Based on a subjective assessment, if dust levels are a nuisance sitewide; especially at the site boundary, then contingency measures for dust control shall be implemented. Monitoring data from the site will be compared to exposure standards, which form the basis of the trigger levels. If the trigger levels are exceeded then ABGi will re-assess the working practices on site.

Trigger levels will be set according to 2 levels of control as follows:

- Level 1 - To protect workers on site, based on occupational exposure standards. Parameter measured being close to or at the exposure standard. Action will be to investigate reasons and modify ongoing works.
- Level 2 - To protect nearby sensitive receptors. Parameter above exposure standard. Action will be to stop the site works, investigate the reason and modify ongoing works.

Measures to avoid the deposit of extraneous materials on the highway

We would propose to employ subcontractors for the excavation works, stoning up, foundations and ground works. These activities need to be controlled and monitored so daily inspections of the site entrance and public highway/car parks will be undertaken and a photographic record taken of each inspection.

Each subcontractor will be responsible for providing a banksman, an operative, and an attendant road sweeper as required for the duration of their works. They will be tasked to keep the site entrance and public highway/car parks free of mud and debris at all times. Wagons leaving the site will have any debris removed from their wheels by the operative using a jet wash in a designated area within the site. Any debris will be placed into stock piles or skips for removal at a later time.

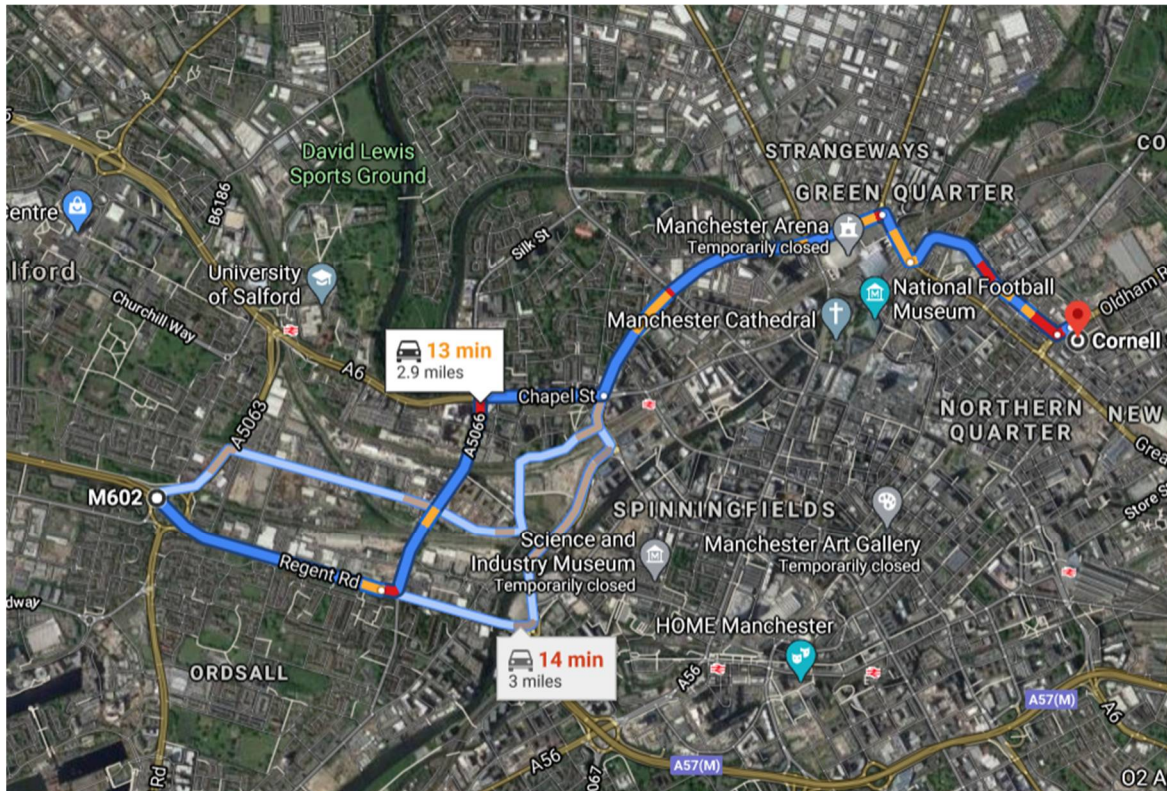
The operative will ensure the footpaths are kept clean at all times and an attendant road sweeper will be available to clean the road should any debris get onto the public highway/car parks. The road sweeper will also periodically clean the existing road gullies adjacent the site entrance.

At completion of the works a road sweeper with a gully sucker attachment will clean the existing road gullies adjacent the site entrances.

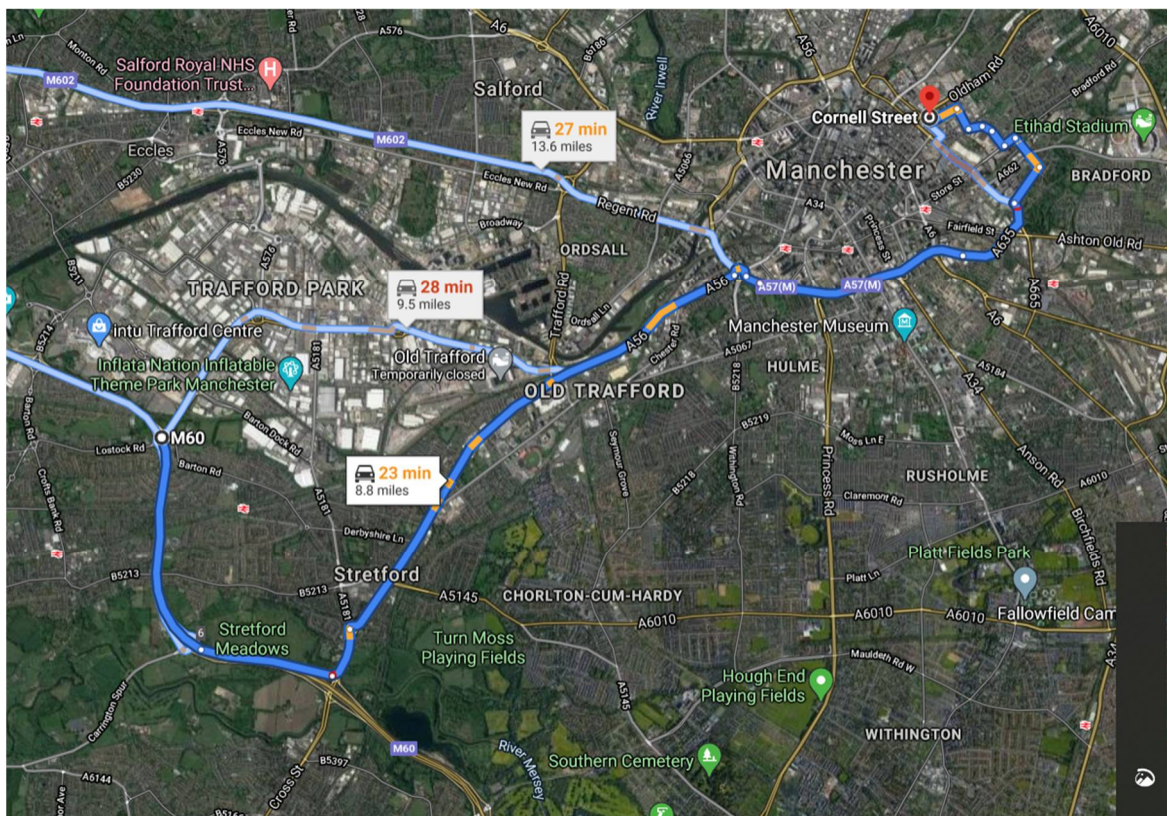
Delivery Routes

The delivery routes for the main new build construction works will as follows:

Delivery route from M602



Delivery route from M60



HGV Loading bay and access/egress for the main new build construction works will be as shown below:

This aerial view shows the construction site on Oldham Road and Cornhill Street. The proposed building footprint is outlined in red. The construction compound is created on Cornhill Street, indicated by a yellow hatched area. A 2m wide pedestrian footpath is maintained between the Oldham Road vehicle lay-by and the Cornhill Street construction compound. The hatched section indicates an illuminated scaffold gantry over the walkway. The diagram also shows the delivery driver sightlines leaving the lay-by, the vehicle lay-by created in the bus lane on Oldham Road, and the construction compound created on Cornhill Street.

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Temporary Site Lighting:

Temporary site lighting will be required to the pedestrian walkways, the compound and within the new building area. Site lighting will be from flood lights fixed to the outside of the cabins. These lights will be on PIR controllers and timers. They will be located with their heads angled downwards to ensure the surrounding properties are not affected by high lux levels of light. The pedestrian walkway lighting will be at low level and be in the form of strip lighting.

Lighting within the building will be provided by strip lighting and will be turned off at 6pm by the security guard.

Stage 2 Construction Programme

We have attached our Stage 2 Construction programme which fully details the construction phase methodology, the critical path, the procurement, the build sequence, testing/commissioning and snagging of the works.

Typical Procurement and Lead In Periods:

We have listed below the Key procurement elements of the works that are on long lead in periods:

Lift - lead in 18 to 20 weeks.

Substation Transformer – lead in 17 weeks.

Party Wall Agreements/Wayleaves – lead in 16 to 20 weeks.

Structural Steelwork - lead in 10 to 14 weeks.

Cladding - lead in 10 to 12 weeks.

Curtain Walling/Windows - lead in 8 to 10 weeks.

Scaffold design calculations, submission and approvals - 5 weeks.

Tower crane – lead in 16 weeks.

We can confirm that we have worked closely with our existing suppliers/subcontractors on this submission. We have spoken to all the key subcontractors and discussed critical issues; production of drawings, approval periods, manufacturing period, installation times and the effect of the weather on productivity.

We also considered and discussed alternative products, buildability, interface issues, delivery/off-loading requirements, scaffolding/hoisting/loading out, storage, attendances/prelims and the optimum programme period that can be achieved and with how many operatives.

Once this information was obtained, we then complete our tender programme in the knowledge that we can build the new blocks in the time scales stated on our tender programme.

By involving and discussing the programme with the subcontractors early, we can confirm with confidence that our subcontractors will work with us to meet the programme.

Method Statement for the Works

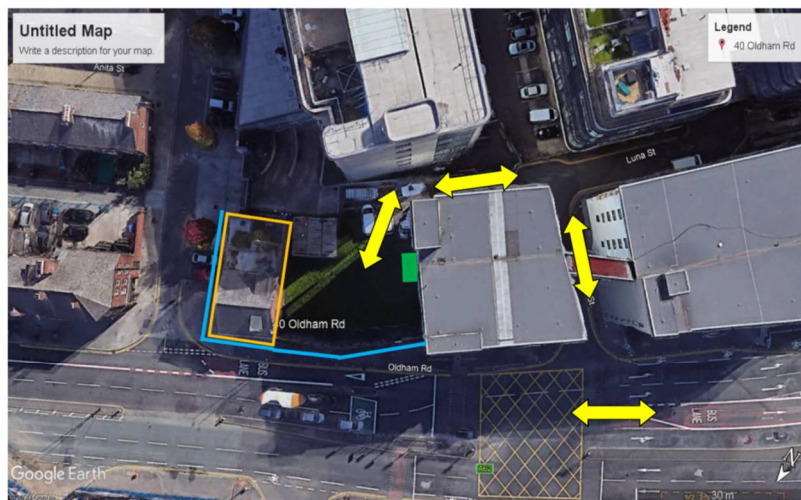
The Site:

The site is located at the junction of Oldham Road and Cornell Street, Ancoats, Manchester M4 5FE, formerly the Cheshire Cheese Public House:

Access to the sites is off will be off Luna Street and Cornell Street. Access must be maintained at all times to the surrounding roads and properties.



For the demolition phase it will be as shown below:



-  Indicates route for all plant and vehicles
-  Indicates Proposed Welfare Location
-  Indicates proposed Herras Fence Line inc scaffold
-  Indicates building to be demolished

The site entrances will be used for both inbound and outbound delivery vehicles of various sizes from Sprinter type vans up to articulated lorries, as well as staff, visitors and deliveries to the site.

Site Start Up Strategy:

Due to the location of the Works, ABGi will appoint a Liaison Manager to deal with all aspects of the interfaces with the public, adjoining homeowners, retail owners/tenant's and Stakeholders. The Liaison Managers details will be given to all Parties and displayed alongside the Considerate Contractors Scheme Details.

ABGi will ensure a 'Letter Drop' to all the surrounding properties is undertaken several weeks prior to the works commencing, this will allow time for the homeowners, Stakeholders and Retail Owners/tenant's to contact ABGi and for us to meet with them to discuss any concerns they may have.

Liaison meetings will be held with the Client, Stakeholders and other third parties to understand their day to day requirements and that of the construction site. This will include but not be limited to, delivery/collection times and routes, refuse collection days, fire escape routes, opening times, working hours for the construction site and any out of hours working if required.

Protective clothing and equipment will be provided and maintained on site for the Client and other visitors to the site.

A self-contained welfare unit will be used until the site cabins are installed. We have included photos of a typical ABGi site set up and compound below.



Fire escape routes and emergency vehicle routes will be maintained along with segregated pedestrian access routes through the site entrance, construction site and access routes.

A secure solid 2.1 metre high heras and solid timber/metal fencing will be erected to the compound and site areas with safety, way finder, advertising and information signs clearly displayed. The secure fencing will be erected in line with the designated site boundaries and will segregate construction activities and construction traffic from the general public and on site personnel whilst maintaining full access/egress for deliveries, staff, refuse collections and visitors. Pedestrian routes through the construction site will be demarked with Chapter 8 barriers.

The solid hoarding can be painted any colour and have advertising boards fixed to it as the Client or ABGi images below.



It is proposed that all subcontractor parking will not be on site. Compound areas will be provided for on-site during the construction period. Segregated construction vehicle access routes and pedestrian walkways will be set up and clearly marked.

We will undertake a below ground utility survey of the site to ensure any existing services remain unaffected by the temporary compound/cabin location.

It is envisaged that initially heras fencing and then solid fencing to the site will be used to the site boundary except for the water filled barrier located on the highway. We have reviewed the site logistics and we have included a site logistic plan to clearly show the pedestrian routes during the construction works.

The temporary site compound is for site cabins, welfare facilities and associated plant and for materials.

Site Access, Compound and Parking:

Safe pedestrian and vehicular access, including emergency and refuse collection vehicles, will be maintained at all times.

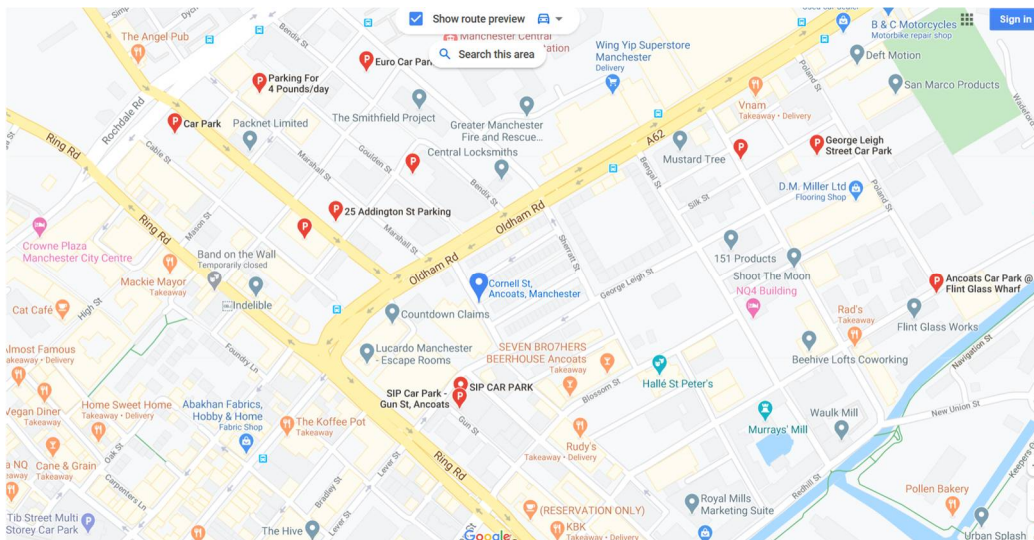
There will be a No Smoking Policy in the site and compound areas.

Plant and material deliveries will be controlled by our full-time gateman.
All waste materials will be placed into segregated skips and removed from site by skip wagons.

During the demolition phase it is intended that the limited number of operative vehicles associated with this activity will be permitted to park on site with the development boundary.

During the main new build activities (Commencement of Development) There will be no parking permitted on the surrounding roads (Oldham Road, Luna Street, Henry Street) except in the designated on street 'pay & display' parking bays on Cornell Street to minimise the impact on the surrounding businesses.

The owners of vehicles associated with our construction activities will be instructed to park in one of the surrounding paid car parks as shown below:



The Construction Works:

Our aim as the Principal Contractor is to ensure the project is managed to achieve a target of zero accidents and zero risks to health. Good communication and liaison between the Client, ABGi and the design team members is critical to the smooth running of the contract and avoiding any potential risks or disruption to the costs or construction period. Daily liaison will be established between ABGi and the subcontractors. We will hold regular safety and co-ordination meetings with all contractors and sub-contractors working on the site and ensure there is a flow of information between all parties regarding the health and safety and quality on the project.

ABGi's site manager will ensure that all personnel wanting to enter the ABGi site must watch our safety DVD and have our site safety induction prior to entering the site

The construction activities, construction sequence and critical path is shown on our tender programme.

Construction Health and Safety Plan:

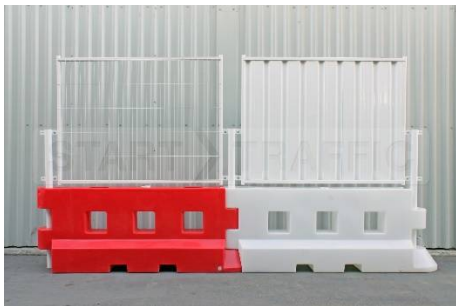
The Construction Health and Safety Plan will be presented to the Client no later than three weeks prior to the commencement on site. Works will not start until the Client has confirmed in writing that the Construction Phase Health and Safety Plan is sufficiently advanced for the works to commence.

Traffic Management Plan:

Our detailed Traffic Management Plan and site logistics will be as follows:

Following dialogue with Steve Dixon and Roy McDonald of MCCs Network Resilience team they have granted permission (subject to obtaining appropriate licences and paying associated fees) in principle to form a delivery vehicle lay by within the bus lane on Oldham Road and create a compound on Cornell Street adjacent to the project. (The compound on Cornell Street is accessed from Cornell Street and the egress is at the junction with Oldham Road. This route is **ONLY** permitted for rigid body vehicles.) It is understood a TTRO will be required for these permissions.

The lay-by proposed within the bus lane on Oldham Road is formed with a water filled plastic barrier system having a mesh panel mounted on top. Examples below.



The management and control of this lay-by will be as described:

1. Vehicles approach the project location travelling East to West on Oldham Road
2. The vehicle leaves the main carriage way and enters the bus lane after Sherratt Street at marker 1.

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3. The vehicle travels in the bus lane and enters the lay by through the gates at marker 2. The gates will be opened in advance of the vehicles arrival and be supervised whilst unsecure. The gates open in to the lay by only.

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4. The vehicle is unloaded whilst stationery within the lay-by.
5. When unloading is completed the vehicles exits the lay by through the gates at marker 3. The gates open into the lay-by in advance of the vehicle arriving at this position to leave. On approaching marker 3 and the driver has clear vision of traffic in the adjoining lanes and the traffic signals ahead allowing the vehicle to safely re-join the main carriageway. Egress from the lay by will be supervised.

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6. The method of unloading will be subject to the nature of the material. For steelwork, metal decking and pre-cast concrete units a crane will be positioned within the building footprint, or in the construction compound on Cornell Street.
7. When unloading is achieved using a mobile crane the load will be lifted over the covered walkway and into the footprint of the building or the construction compound for temporary storage until fixed in place.
8. When unloading is achieved using a telehandler for material such as packs of bricks and plasterboard the gates between the vehicle lay-by and construction compound will be used to facilitate access. (See area encircled RED) Materials will only pass through this route when no pedestrians are present along the walkway. The activity will be supervised throughout and if pedestrians arrive wishing to pass as a load is in transit

they will be stopped until the load has been secured in the construction compound and it becomes safe to pass.

The perimeter of the site and the compound will be secured with an on-ground hoarding system. We will require a permit for this hoarding.

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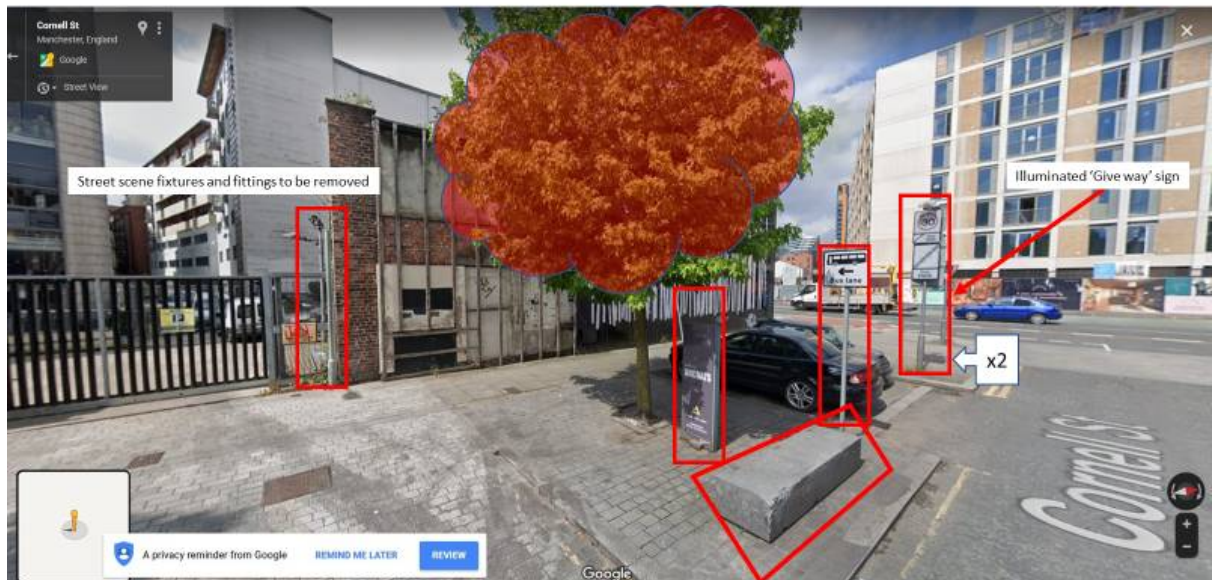
The footpath and vehicle carriageway on Cornell Street will be protected within the compound using the appropriate ground mats.

A dilapidation survey will be completed and agreed with Paul Broadhurst from the MCC Highways team in advance of all works.

All underground services will be charted and a GPRS survey completed before any plant is deployed in this area.

The street furniture and signs located on Cornell Street within the construction compound will be removed in advance of any works and reinstalled on completion of our works.

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There are 2no. off street parking bays that will be suspended.

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The one-way unnamed street which passes between the rear of the properties fronting Oldham Road and Anita Street remains open allowing an exit and left turn onto Cornell Street.



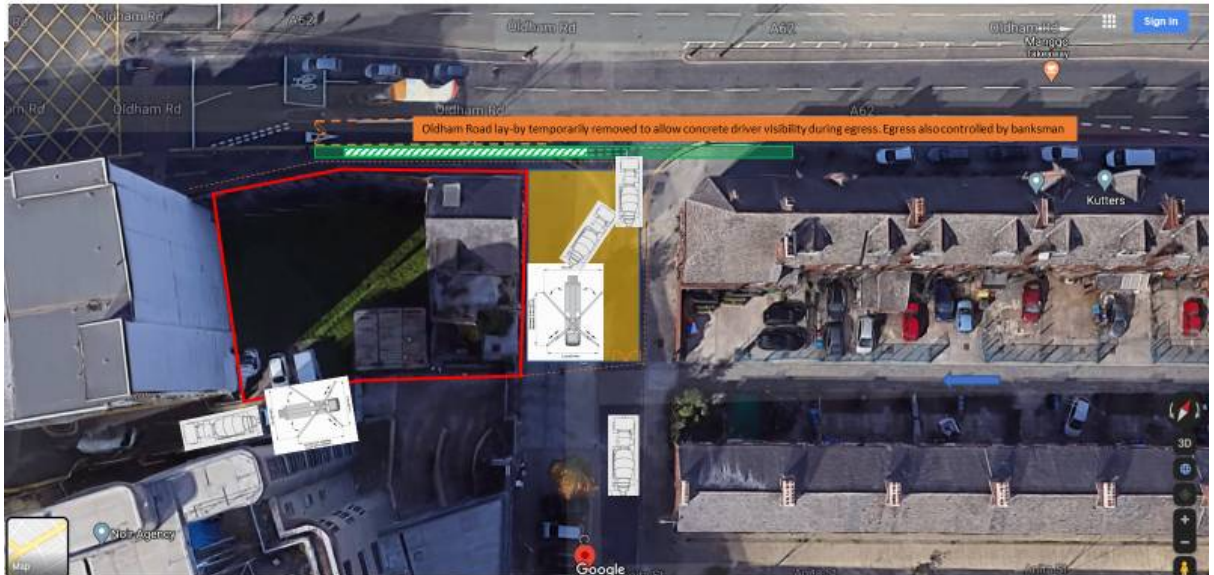
We will require permits for a mobile crane and 2 powered access platforms to be positioned in the construction compound on Cornell Street to facilitate the completion of the structural frame.

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We will require a permit for a concrete pump to be positioned on the construction compound on Cornell Street for placing concrete to the structural floor and also a permit for a skip in the same area for washing out during concrete activities and removal of waste

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Specific Logistics for pumping concrete to structural floors



The management and control of the compound on Cornell Street will be as described:

1. This route is **ONLY** permitted for rigid body vehicles.
2. Vehicles approach the project location travelling South to North on Cornell Street.
3. The vehicle enters the compound through the gates on Cornell Street.
4. The vehicle is unloaded or loaded within the secure compound
5. The vehicle then exits the compound in a forward gear at the junction with Oldham Road where lay by has been scaled back to facilitate sightlines on under the control of a gate person.

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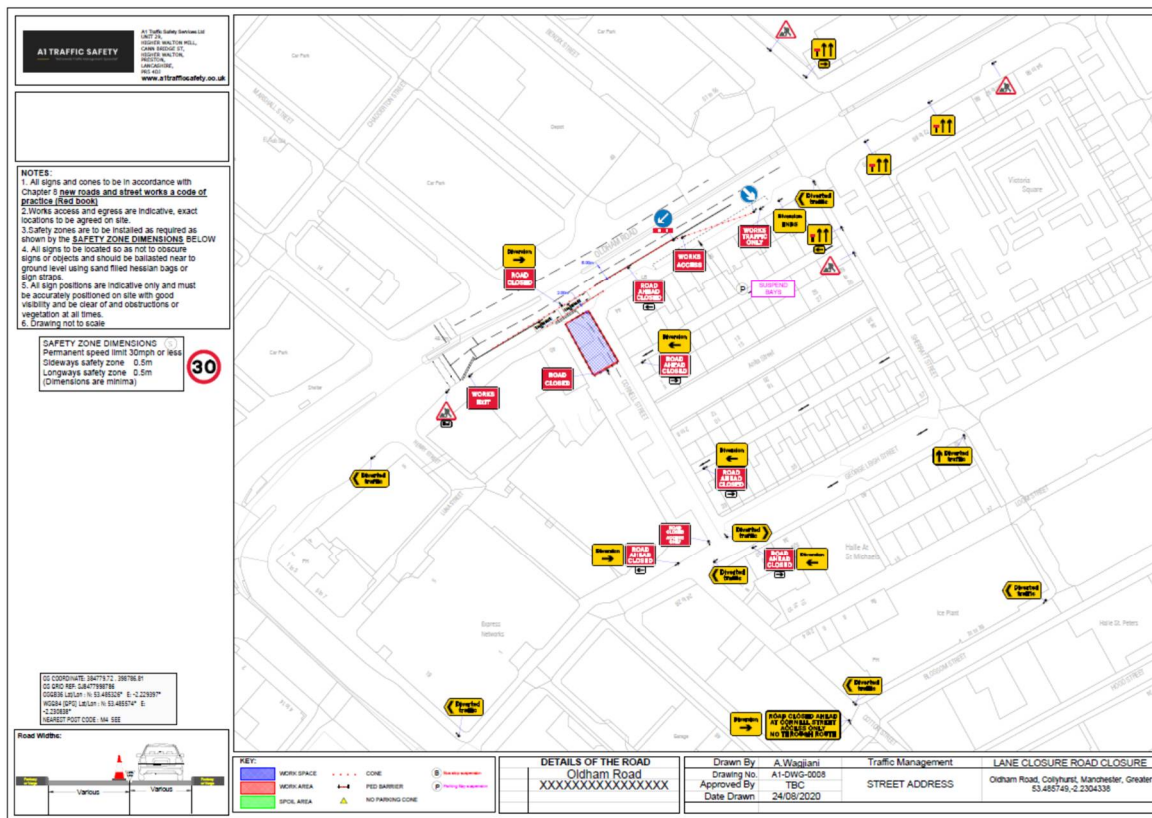
We will require a permit for a goods hoist to be located against the building within the construction compound sited on the footpath of Cornell Street to raise, materials to the upper levels. We will require a zone on the public footpath within the hoarding described above for scaffold or mast climbers on Oldham Road, Cornell Street and Luna Street. (See purple sections) We will require a permit for these activities.

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We don't require site accommodation located on the highway network or within off street parking bays.

The traffic management scheme for the logistics plans and methodology would be as design below:



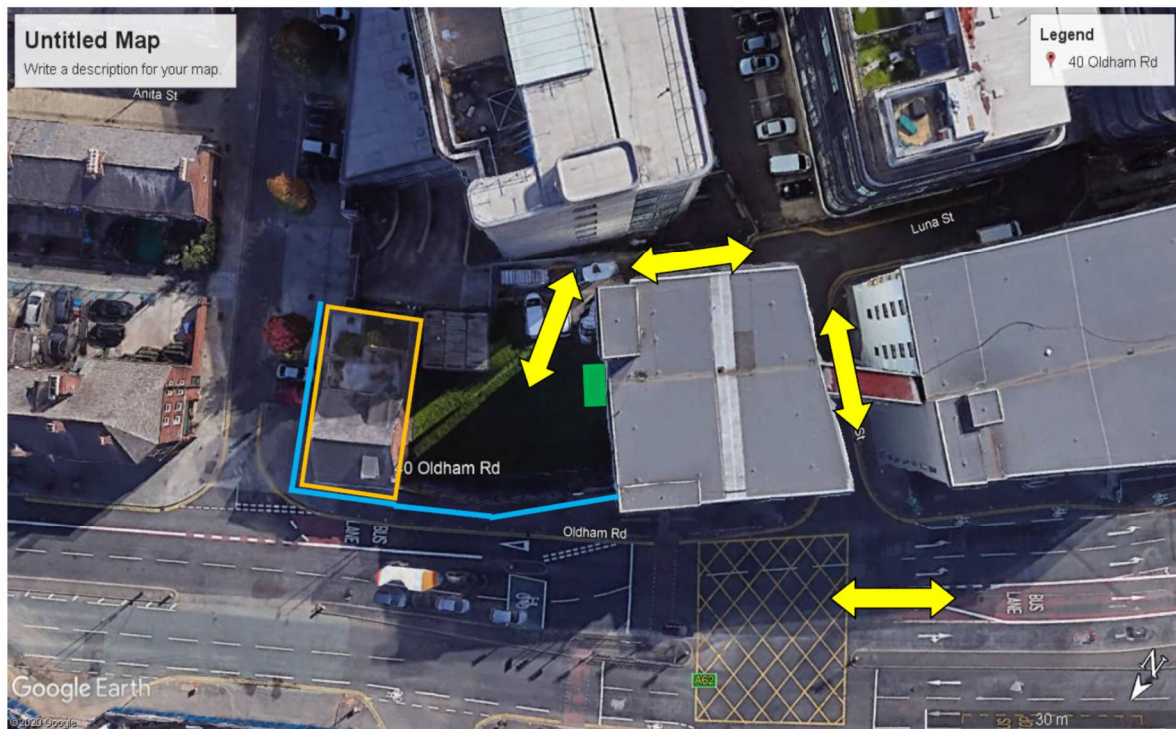
This plan will be implemented, developed and updated on a regular basis in line with the changing construction sequences. The plan contains details for all the deliveries, crane locations, vehicle/pedestrian routes, emergency vehicle and fire escape routes for works in the site boundary and to the external work areas.

Traffic routes will be planned and reviewed as the construction works progress. We will ensure that the existing turning areas and pedestrian routes are safe of all parties and that there is an emergency procedure in place, developed and kept up to date during the construction process.

Emergency procedures will be relayed to our site personnel and any visiting personnel during the ABGi safety induction process.

The key to executing the construction works in a safe manner is by providing a safe and healthy environment for both the construction personnel, the staff, visitors, the public and the Stakeholders. We will provide banksman with all vehicles at all times. The banksman will wear red hard hats, red high visibility vests with the words 'Banksman' displayed across the back of their vests.

During the demolition phase we don't anticipate the need for TM and the traffic route will be as shown below:



-  Indicates route for all plant and vehicles
-  Indicates Proposed Welfare Location
-  Indicates proposed Herras Fence Line inc scaffold
-  Indicates building to be demolished

Due to the nature of the site careful consideration of the site logistics will be required with forward planning of deliveries, agreed delivery dates and times for each wagon, holding point locations for delivery wagons and the transportation of personnel from the allocated external parking areas to the site. We will have to adopt a 'just in time' system, so vehicular movements on and off site for the construction will be carefully controlled. There are busy roads and footpaths around the site and the public must be kept safe at all times.

Clear way finder signs will be posted along the external roads to guide delivery drivers to the 'holding' bays or the site compound and construction operatives to the external parking areas. Additional directional signage will be installed along the delivery access route to direct vehicles to our compound/site.

Freight Vehicle Safety Requirements will be implemented on our site.

Parking of construction vehicles will be monitored on a daily basis by ABGi. A specific statement on parking will be covered in the site safety induction and in all material/plant orders and subcontract preorders.

It is essential that Stakeholders, site visitors and the public do not come into contact with vehicles. Delivery vehicles and construction plant will have to move across roads and footpaths used by the staff, visitors and public. Young people may not appreciate the danger created with construction activities and will be particularly vulnerable to the dangers. We will ensure that all vehicles are escorted by a banksman and vehicles are only reversed under the supervision of banksmen.

The safety of the public outweighs the need to move vehicles, so where possible vehicle movements will be restricted but when this is not possible the vehicles will be stopped from moving until it is safe to carry on.

Oldham Road is the main vehicle routes past the site; we will ensure access is maintained along the road and to the neighbouring properties including emergency services access at all times. We will ensure that staff, subcontractors and visitors vehicles do not obstruct access and egress along these roads. All deliveries will be able to pull into the site entrance where they will be met by our gateman. This will avoid any requirements for vehicles to stop on Oldham Road.

The loading bay area will be protected with water filled or metal highway approved barriers and fencing:



Adequate safety fencing, safety+ way finder signage with clear pedestrian routes with anti-trip feet will be provided:



All material and subcontractor orders will contain a directional map to the site. The orders will clearly indicate the site landline number, Project Managers name and mobile phone number and confirmation there is no parking facilities on the site.

A weekly schedule of deliveries will be produced two weeks in advance of the works; the schedule will have delivery times clearly stated on it and it will be issued to all parties. The day before a delivery is due the Project Manager will contact the delivery companies to confirm they will be arriving at their allocated time.

All deliveries will be planned and coordinated in advance to ensure there is access and safe transportation to the construction site. Where possible deliveries should take place to miss peak traffic times.

Construction Strategy:

Delivery routes to the site will be suitably sign posted as necessary to minimise local disruption. A schedule of deliveries will be produced and a schedule of key programme dates will be issued and reviewed.

The site will be CAT scanned, trial holes excavated to positively locate known services and the invert levels of all the drains will be confirmed.

Clear and safe access will be maintained at all times to the entrance of the new buildings and to the site. They will be maintained with adequate safety fencing and signage being put in place.

The position of mobile and tower cranes and site logistic plans will be developed from the tender stage and finalised in the construction Health, Safety and Environmental Plan.

Our initial thoughts are to use a mobile/tower cranes to form the new blocks, this will allow us to off load materials and distribute materials round the buildings as required.

An external scaffold will be erected around the blocks where required and MEWP's will be used to install the superstructure where access permits.

Works to the external areas will be untaken during the day. If some out of hours working is required to maintain clear and safe access into the site, then this will be done in agreement with the environmental officer.

A weekly site logistic plan will be produced and discussed with all parties in advance of the works commencing.

The sequencing and challenges of the external works is high risk. In summary the key items to be considered and the risks mitigated are:

- Ensuring there is as little disruption to the existing businesses/road as possible.
- Avoidance of trip hazards.
- Secure and safe transportation of operatives, materials and plant from the compound to work areas.
- Ensuring the public do not come into contact with construction works, excavations, plant or operatives.
- Ensuring the public do not gain unauthorised access to the site areas.

- Provision of security cameras and supplemented by man guards when deemed necessary.
- Clear Wayfinder and safety notices.
- Adequate Safety fencing and pedestrian routes.
- Radio communication – this allows one point of contact to deal with any issues safely and swiftly.
- Avoiding damage to the existing footpaths, trees, buildings and car parks.
- Avoiding damage to the existing services/drains.
- Maintaining delivery/collection and all access routes to the adjoining buildings and roads.
- Providing adequate noise, vibration and dust suppression. Use of acoustic screens if required.
- Informing staff and operatives on how to deal with the Public, Retail Owners/tenants and visitors.
- Maintain fire escapes and emergency vehicle access routes at all times.
- Clean and tidy work areas and access routes. Provision of road sweepers.
- Out of Hours working to be worked to ensure accesses are maintained.
- Full time supervision of the quality.
- Consideration of Environmental restrictions; noise, vibration and the like.
- A Project Risk Register will be produced, used and reviewed weekly to remove the risks or mitigate them.

The proposed Hours of working

ABGi's working hours –

Noisy work will only take place between:

Monday to Friday: 7.30am to 6pm

Saturday: 8.30am to 2pm

No noisy work will be done on Sundays or Bank holidays.

Workers can arrive 30 minutes before they start work.

Out Of Hours work only by agreement.

Out Of Hours Working:

Any out of hours working will only be undertaken after a Risk Assessment and Noise assessment has been carried. Our Project Manager will liaise closely with the Environmental Agency and Highways to ensure they are fully aware of the scope of works, anticipated noise levels and duration of the works.

All works outside of the above times must be agreed with the local authorities with a specific out of hours request form being submitted.

Due to the location of the site and delivery access issues, ABGi will be requested extended working hours until 8pm for deliveries only during various times of the project.

ABGi and our subcontractors will provide separate staff members and operatives to work these shifts so that there is no disruption to the day to day construction activities and productivity.

Fire Prevention:

We will comply with Joint Code of Practice 'Fire Prevention on Construction Sites', published by the Construction Confederation and The Fire Protection Association (The 'Joint Fire Code'). A Fire Risk Assessment will be undertaken prior to any works commencing and developed/reviewed as each construction phase changes the works. A member of staff will be appointed as the Site Fire Marshall. All 'HOT' works will be undertaken only with a hot works permit. There will be security cameras and a security guard on site to enable any breakout of fire to be reported out of hours. During the working day a fire strategy and fire plans will be updated weekly as the construction works change.

Security

Entry to the site will be through a turnstile system with finger print recognition. We would provide a full time gateman during the working day and security cameras with a response team monitoring the site 24/7. This will be supplemented with a 24 hour manned guard over the weekend to ensure the security of the site/building, plant and materials.

This is a typical remote control camera that our security subcontractor uses:



Security of the sites will be by means of robust solid security fencing installed around the construction sites where possible. Safety signage, emergency signage, way finder signage and considerate constructor's signage will be clearly displayed.

All ABGi staff, visitors and construction personnel will wear hi vis vests with a ABGi logo on the back. Additionally identification badges will be issued to any personnel who will be working outside the site boundary.

Measures to control the emission of dust and dirt during construction including the deposit of extraneous materials on the highway.

The Site manager will take noise readings for any new plant brought to site or any noisy operations. The readings are recorded on the Noise register – Form S41. From this information it is incorporated into the RA and SWMS documents for the works to be carried out on site.

We would propose to employ subcontractors for the excavation works, stoning up, foundations and ground works. These activities are the ones that need to be controlled and monitored so daily inspections of the site entrance and public highway will be undertaken and a photographic record taken of each inspection.

Each subcontractor will be responsible for providing a banksman, an operative, and an attendant road sweeper as required for the duration of their works. They will be tasked to keep the site entrance and public highway free of mud and debris at all times. Wagons

leaving the site will have any debris removed from their wheels by the operative. This debris will be placed into stock piles for removal at a later time.

The operative will ensure the footpath is kept clean at all times and an attendant road sweeper will be available to clean the road should any debris get onto the public highway. The road sweeper will also periodically clean the existing road gullies adjacent the site entrance.

At completion of the works a road sweeper with a gully sucker attachment will clean the existing road gullies adjacent the site entrances.

ABGi will ensure that noise control complies with the recommendations of BS 5228-1, in particular clause 7.3, to minimize noise levels during the execution of the works. Noise testing will be completed as works commence using the Site Managers noise meter reader and controls will be put in place where noise exceeds 85 dB(A) when measured from the site boundary. ABGi will ensure that where required, compressors, percussion tools and plant are fitted with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles as an immediate control at the source. Additional controls such as acoustic screens will be used to contain the noise if required. Radios or other audio equipment will be prohibited and ABGi will not permit employees to use such equipment whilst on site.

It is not envisaged that dust will be an issue other than dust created as a result of the weather conditions (dry and windy). Where weather conditions create dry ground conditions and wind creates dust then dampening down techniques will be employed to prevent circulation of the dust.

Where dusty operations are undertaken on site the dust will be controlled at the source by using extraction techniques and hoovering up as opposed to sweeping up dust will be advocated.

All cutting of blocks, concrete, tarmac and the likes will be done with wet cutting equipment fitted with dust suppression kits.

To prevent nuisance from dust and debris, we will apply methods to prevent dust and debris getting outside the site boundary, we will prevent dust at levels which could cause respiratory and visibility difficulties to passing vehicles and pedestrians, prevent build up and damage that could be causes to adjacent surrounding buildings. Temporary screens and the like will be used to ensure everything is contained within the site. Where necessary covered skips will be used.

The Project Manager for this project will be a competent person who has successfully completed all the necessary courses to make him competent for this role.

The Project Manager will review daily the condition of the site and he will check on regular basis to ensure all works are progressing safely and comply with the risk assessments/method statement.

Site Start Up Strategy

A schedule of deliveries will be produced and a schedule of key programme dates will be issued and reviewed.

The site will CAT scanned, trial holes excavated to positively locate known services and the invert levels of all the drains will be confirmed. All wayleaves and easements will be clearly marked out and signed across the site.

Trial holes will be undertaken once the site has been scanned and a 'Permit To Dig' issued. All known services will be positively identified.

The site will then be cleared/remediated of the existing demolition materials and structures and other items as required.

Ground Improvement and Substructure

After the site has been excavated to its reduced levels and filled; CBR tests will be undertaken prior to the piling/foundations commencing. The foundations with HD bolt sets will be constructed to comply with the programmed sequence. Concrete will be placed directly from the agitator into a suitably prepared, clean, blinded and shuttered area. Should there be a requirement to pump ground water from the excavations then silt traps will be used and permission to discharge to the main drains obtained from United Utilities.

Under slab drainage and ducts will be installed after the foundations are complete.

Superstructure Works

All lifts will be planned and approved by ABGi qualified Crane Coordinator and Appointed Person.

Materials and plant will be generally distributed by Mobile/Tower Cranes and supplemented with a telescopic fork lift truck. Materials/plant will be loaded onto scaffold loading bays.

Structural Steelwork

When the foundations to the blocks are sufficiently cured the structural steel will be installed. The sub-contractor will erect structural steelwork columns and beams progressively. These will be plumbed, lined and levelled in the correct programme sequence. A mobile/tower crane will be used for this task. The test certificates for the cranes, all chains and equipment will be submitted to ABGi prior to commencement. Working access will be afforded by the use of MEWP's or alloy towers.

Any temporary bracings will be designed and the design approved prior to it being erected and dismantled.

Roofing and Walls

Roofing is a high-risk activity and therefore one that will be given particular attention from procurement to installation. Installation proposals will be covered in a detailed method statement and risk assessment, which will be reviewed and agreed by all parties in advance of its commencement.

The Roof and wall finishes will be designed, supplied, and installed by specialist subcontractors.

Generally the installation of the roofing will comprise the use of a crane for loading out and materials handling.

Scaffolding edge protection and will be provided by utilising an external scaffolding fixed around the building envelope at eaves level.

Access to each of the roofs will be by means of external staircases.

The masonry walls will be installed off scaffolding.

External Envelope Finishes

The external envelope finishes will commence after the superstructure is sufficiently complete to allow for safe continuity. This will afford a weather proofed area in which first fix operations can commence internally.

Materials handling for the external envelope will be given special attention to ensure that the planned production rate will be achieved.

Ground Floor Slab and Upper Floors

Upon completion of the steel structures the ground floors and upper floor slabs will be poured by means of concrete pumps.

Windows/Doors

Installation of glazing will follow closely after the completion of the external envelope but prior to the facework being installed; this will further aid in weatherproofing the interior areas.

Material handling and installation will be by means of a forklift and tower crane will be used for access.

Internal Finishes

The internal walls are to be constructed of studwork. These will be built from a standing scaffold with access ladders and loading bays or alloy towers. All other internal finishes detailed in the Agreement to Lease will then be installed.

External Works

The external works to the perimeter of the development will commence to suit the general constraints of the construction programme, whilst taking due consideration of any Local Authority or surrounding user requirements.

Surrounding Businesses

ABGi in conjunction with the client Northhold Group, meetings have been held with all surrounding business to discuss the impact of the works and provide contact details if any issues arise. Regular meetings will be held to review and monitor any issues as works progress.

Site Liaison and Meetings

During the mobilisation period and all during the construction works communication and liaison between all parties will be key to a successful contract. By forming close links with the Client, the adjoining Retail Owners/tenant's and residents, we will get a clear understanding of their daily routines and concerns, thus allowing us to work with them to avoid any disruptions to their everyday operations and they will get an understanding of the construction process, programme dates and our delivery requirements.

Daily and weekly meetings will be held to review the construction programme, key dates and the duration of each construction activity will be discussed and the implications on the surrounding areas of the site can be assessed. This will allow the risks to be considered, a risk register produced and the preventative controls put in place prior to the works being undertaken on site.

All construction personnel will have a specific induction on how to deal with the public, Retail Owners/tenants and visitors.

We will ensure that we are aware of any local planned events during the construction works. To avoid any interruption to these local planned events then good planning and communication is essential. By discussing these events early we can all work together to understand which construction activities and deliveries are happening and then assess the risks and put in place risk mitigation measures.

It is essential that we comply with all the Health and Safety requirements especially whilst working outside our site boundary between the separate site areas. Good programming, communication, RAM's and a knowledge of the surrounding building uses will help prevent any incidents/accidents.

The use of VHF radios will be used to aid communication between the site offices, compound, site areas and the banksmen.

If an incident takes place then the works will cease whilst the incident is investigated and corrective measures introduced so that it cannot happen again.

We will provide a liaison manager who deals with all enquiries/concerns/incidents. If he is away from the site for holidays/illness then the duty liaison manager available on site. Contact details will be displayed around the site. The ABGi Liaison Manager will hold regular meetings with the Client/Adjoining home owners and, retailers to ensure a good relationship is achieved and maintained and that any concerns are dealt with quickly. The Liaison Manager will set up a complaints procedure so complaints can be investigated and the finding then learnt from and communicated to all parties. The use of feedback questionnaires with regular reviews will be used.

Weekly Meetings

ABGi would request a formal weekly meeting, where detailed information regarding the forthcoming works schedule can be shared and discussed between all concerned parties. An agenda will be issued in advance of the meeting, setting out the key items for discussion, including:

- A two weekly programme of works, (updated weekly), along with marked up phasing drawings to be issued and discussed with all attendees.
- A schedule of deliveries / collections
- Security arrangements / requirements
- Access Requirements
- Daytime & Night time activities
- Directional Signage requirements
- Temporary Branded Shop signage 'Open as Usual' etc
- Concerns or Issues to be raised

- A review of previous and current actions and activities

It would be intended that the weekly meetings are recorded by taking meeting minutes, noting the date, time & location of the meeting, attendees present / absent, items requiring action, by whom and by when. Items agreed and information issued or items discussed. A copy of the meeting minutes will then be circulated to each party for review and action.

Daily Liaison

In addition to the formal weekly meeting, ABGi would request a daily informal meeting, where a daily task sheet will be issued, indicating the day's activities, along with any sensitive works planned for out of hours. Immediate issues and concerns can also be addressed at this time.

ABGi would advise who should attend the meetings. Weekly meetings we would assume to be attended by the employers representative.

Monthly Progress Meetings

We will hold a monthly progress meeting, along with the Client and design team, where ABGi would provide a main contractors report, with an update on programme, progress, costs, safety and the like. Any concerns, actions or required information can be discussed at these meetings.

Quality Inspections/ Handover and Aftercare Management

ABGi uses a Quality Management System and we enrol all of our subcontractors and suppliers into achieving a high standard of quality. We hold prestart quality meetings with all our subcontractors before they start on site and we hold 4 weekly quality meetings throughout the contract.

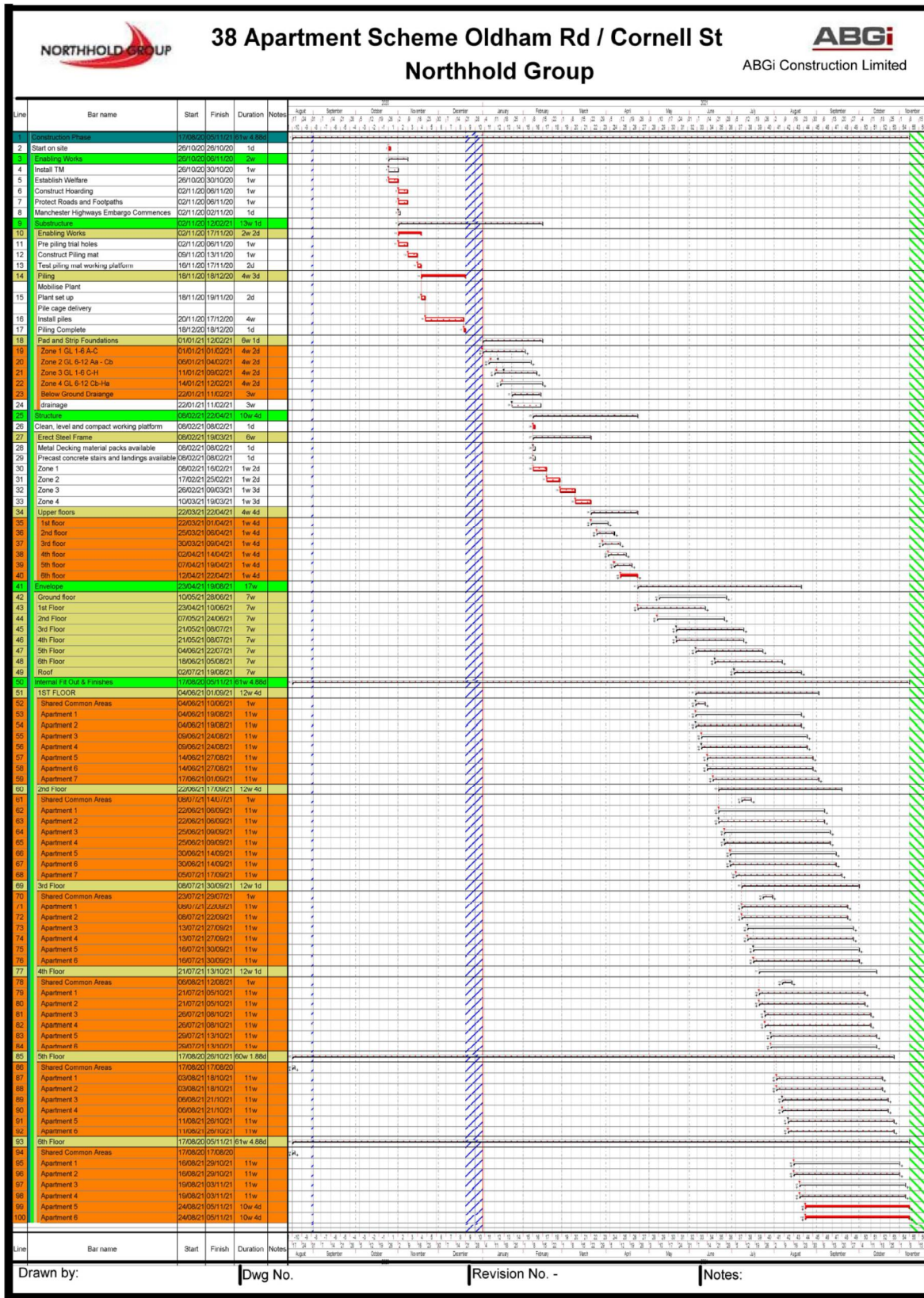
Time has been allocated during and at the end of build sequences to enable the Client/Designers to inspect the works and if necessary any remedial works will be undertaken immediately. The quality inspections will be progressive to give us all time to inspection/snag out the works prior to handover.

On our tender programme, time will be allocated during and at the end of build sequences to enable the subcontractors, then ABGi followed by the Client/Designers to inspect the works and if necessary any remedial works will be undertaken immediately. The quality inspections will be progressive to give us all time to inspection/snag out the works prior to handover. This will ensure a defects free handover at practical completion.

On Completion of the Works

ABGi will co-ordinate the design team, sub-contractors and their designers to ensure they produce final issue / as build records and drawings, along with sufficient information relating to the design of the structure, its construction and maintenance to satisfy the requirements of the Health & Safety file / Operation & maintenance manuals.

Summary Construction Programme



Site Logistic Plan

38 Apartment Scheme, Oldham Road – New Build Construction Phase Site Logistics – Week 1 to Week 50– Commencing November 2020



Sample Letter to Local Residents

10th August 2020

Local Resident/Neighbour to
38 Apartment Development
Former Cheshire Cheese Public House
Cornell Street / Oldham Road
Ancoats
Manchester

For the Attention of the Occupier

Dear Neighbour,

Re: 38 Apartment Residential Scheme

We would like to take this opportunity to introduce ourselves as ABGi Construction Limited. We have been contracted by the Northhold Group to carry out construction of a new 38 Apartment Residential project.

We understand that the construction period and the completed building constitute a major change to your surrounding environment. Unfortunately, the nature of the construction process results in some degree of disruption and nuisance. Our aim will always be to ensure that the effects of the construction phase has as little impact as possible on your day to day standard of living.

In order to ensure that we can resolve any complaints or concerns that you may have during our works we have provided contact details for our project manager who has responsibility for all the activities taking place. Please do not hesitate to contact him at any time from 8am to 5pm Monday to Friday.

The Project Manager for the scheme will be Greg Brinkworth who is contactable on 07702 051 930.

In the meantime please feel free to contact us if you require and we look forward to meeting you.

Yours sincerely,

Greg Brinkworth
ABGi Construction Limited