



CONSTRUCTION MANAGEMENT PLAN

TGB Builders - 1390-92 ASHTON OLD ROAD

Sept 2025 REV B

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1. Introduction

The purpose of this document is to detail, in draft format, the high-level strategy requirements to enable **TGB Builders Ltd**, as **Principal Contractor**, to create and maintain a working environment that is:

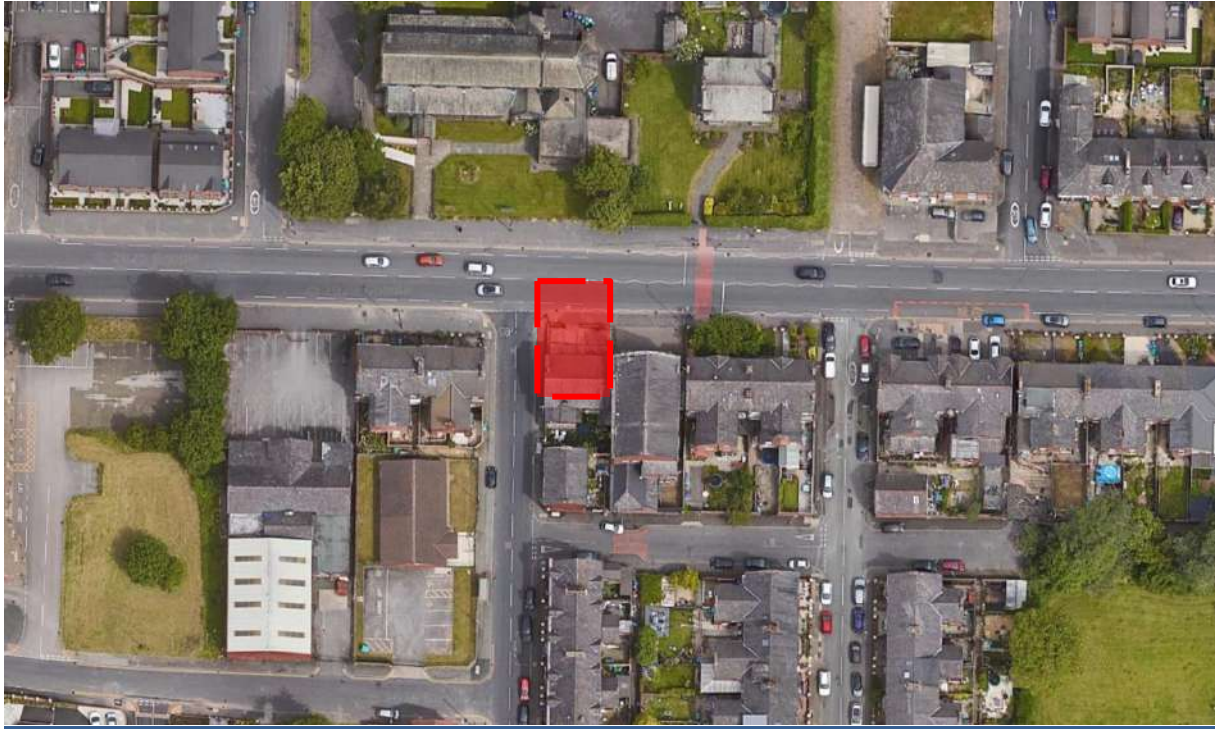
- Mindful of the construction works required and the impact on the local community/businesses including nearby residents and road users along Ashton Road.
- Understanding of key planning to deviate from unnecessary disruptions, particularly concerning access, traffic management, and maintaining the safety of pedestrians and road users.
- Values and operations within the local area are respected, ensuring construction activity is considerate of the neighbourhood character and surrounding infrastructure.
- To maintain a proactive approach and attitude when working alongside local occupiers, residents, stakeholders, and relevant authorities.

This Construction Management Plan relates to the redevelopment of a vacant private club located in Openshaw, just off Ashton Road a principal route leading into the Manchester city centre. The proposed works involve the conversion of the existing building into six self-contained residential units (Class C3), with associated amenity space, bin and bicycle storage, and a parking area.

The works will also include the erection of a basement and a single-storey rear extension, remodelling of the existing outrigger, the creation of a roof terrace, and roof alterations including the installation of roof dormers. The project will require careful planning and coordination to mitigate disruption to the local community and ensure safe, considerate construction practices throughout the build.

Site Address – Higher Openshaw Conservative C, 1390 Ashton Old Rd, Openshaw, Manchester M11 1JX

The site is located off Ashton Old Road. Please see figure 1.



2. Management Structure

All works will be in accordance with TGB Builders Limited.

Head of Operations Contact Details:

Raja Ghous ghous.a.net@gmail.com

The site management structure comprises the following roles and responsibilities:

- 1no Contracts Manager – Nora Martinez
- 1no Site Manager – Oladimeji Odesanya
- 1no Banksman/ Labourer

3. Programme Details

The current programme for the works is as follows:

- Commencement July 2025
- Construction 28 Calendar Weeks in Duration.

The projected construction programme of works, consists of the following elements:-

- Erection of a basement
- Construction of a single-storey rear extension
- Remodelling of the existing outrigger
- Creation of a roof terrace
- Roof alterations, including the installation of roof dormer windows.

4. Site Dilapidation Strategy

A photographic dilapidation survey of the adjacent highways areas which could be affected has been undertaken and is enclosed.

A further full and comprehensive highway and site dilapidation survey will be carried and shared upon the request of the project stakeholders and prior to any commencement on site.

5. H&S Management Control Measures

Dust:

It is the policy of TGB Builders Ltd is to reduce any hazards arising from exposure to dust that is produced on TGB Builders sites as far as reasonably practicable. Such measures outlined below and within our policy document, relate to all on site works including enabling and construction activities.

Exposure to (especially containing respirable crystalline silica) can lead to the slow development of the irreversible lung disease Silicosis. Heavy and prolonged exposure under conditions that are sufficient to cause Silicosis can also lead to an increased risk of lung cancer.

All contractors carrying out activities such as demolition, mechanical cutting and grinding of stone, concrete and site transport that create substantial amounts of dust will ensure the following hierarchy of prevention is implemented:

- Adequate ventilation provided, or
- Water suppression system used, or
- Local ventilation system (vacuum) system used.

In addition, a dust mask to p3 standard must be worn by the operators of machinery creating the dust by persons carrying out sweeping up activities.

Where the above hierarchy cannot be employed those exposed to the dust must wear Respiratory Protection Equipment (RPE) – to grade APF 40 (full face respirator with filter to p3 standard).

Contractors must ensure that dust created by their work activities does not affect the health of other workers, residents and members of the public.

Please find attached TGB Builders Standard Working Practice document – “Control of Dust” to help illustrate the above point further.

Noise:

It is the Policy of TGB Builders to reduce any hazards arising from noise exposure that is produced on TGB Builders sites as far as reasonably practicable. Such measures outlined below and within our policy document, relate to all on site works including enabling and new build activities.

Contractors must ensure that plant and machinery brought onto the Group’s sites are in good working order and suitably fitted with noise reduction measures, where necessary, and that the assessed level of noise of the plant / machinery is provided by the supplier/owner and made known to those who may be affected.

Where it is not practicable to reduce noise to an acceptable level, the Principal Contractor will arrange for ‘Noise Protection Zones’ to be established with noise warning notices displayed. All persons entering these areas must wear suitable hearing protection. Contractors will be responsible for ensuring their workers are provided with the suitable hearing protection and have received information, instruction and training on noise hazards.

All Contractors must cooperate with the Principal Contractor in compliance with any noise levels and periods of permitted noise activities laid down by local authorities, which are necessary to prevent noise nuisance pollution.

Please find attached TGB Builders in Standard Working Practice – to help illustrate this point further.

6. Protection of Existing Services

Road plates will be acquired and used for the protection of existing live drainage within the site working area. TGB Builders will also acquire gully bags and gully bungs to protect all existing surface drainage to prevent silt and debris going into the main drainage waterway.



- Authority to stop work if workmanship or materials do not conform to project requirements and specifications.
- Walk the site every day to check for compliance and ensure both quality and safety standards are met.
- Review work-in-place for conformance with submittals, manufacturer's installation instructions and project specifications
- Ensure that the work is properly protected whilst construction is in progress, with temporary protection following completion, to ensure no damage ensues by other work packages.
- Ensure the site is tidy and any waste is removed, with responsibility for removal being clearly defined amongst the parties.
- Induct all third parties and supply to the project quality plan and procedures.

7. Hours of Operation for Construction Work

Monday - Friday	08:00 – 18:00 (plant operation times)
Saturdays	08:00 – 18:00 (plant operation times)
Sundays	No works planned
Bank Holidays	No works planned

It will be necessary for site supervision, trade operatives and sub-contractors to arrive 30 minutes prior to the start of each working day to allow their setting up time (unlocking, site safety inspections, setting up, offloading, and internal works) these activities shall be permitted under the direct supervision of the Site Manager

Security will consist of installing hares fencing around the perimeter of the project with signage displayed. This will be checked daily and will fall in line with our temporary works checks throughout the project.

8. Details of Site Compound & Storage of Plant and Materials

The following facilities are proposed:

1no	Site Office/meeting room
1no	Toilet Block
1no	Storage Container

Plant and materials will be stored on site within the boundary.

Wheel wash facility will be utilised by the site banksman when required. This will be monitored during the works to ensure no debri is transferred outside of the site boundary. If the risk of debri is evident then a road sweep will be utilised to further maintain a clean environment.

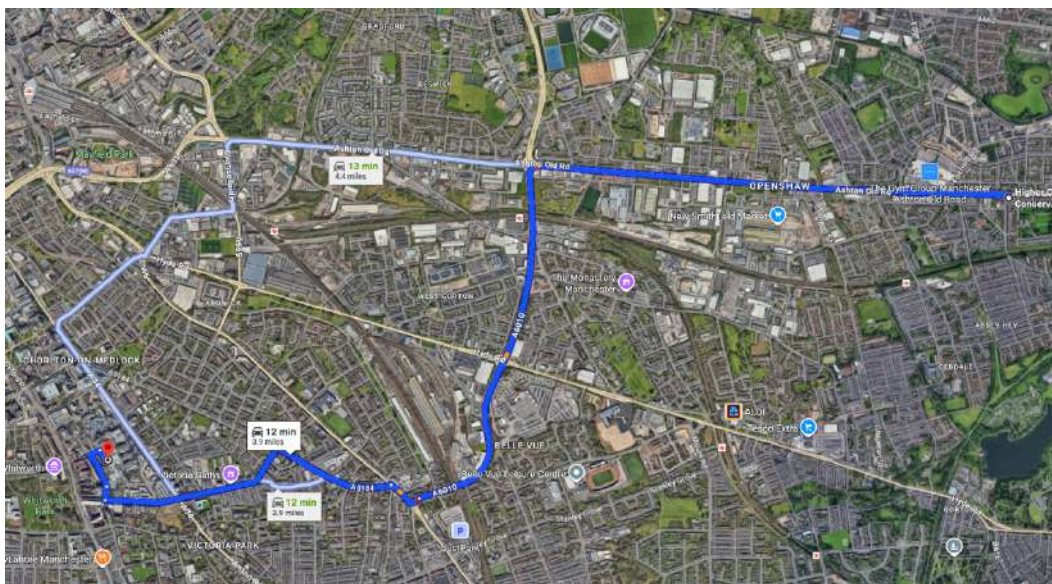
9. Fire and Emergency Procedures

Emergency Planning

The nearest hospital with an accident and emergency facility is:-

Manchester Royal Infirmary Accident and Emergency Dept, Manchester Royal Infirmary, Upper Brook St, Manchester M13 9NZ Tel: 0161 276 4147

Full range of A&E services. This hospital is approximately 4 mile from site.



Oladimeji Odesanya, the Project Manager, Mobile: 07989432316, is the Project Lead for all Emergency planning. He will ensure that effective emergency planning is put in place so that in the event of an accident, incident, near miss or dangerous occurrence, appropriate arrangements are agreed.

In developing project emergency plans, the following activities will be considered:

- Fire
- Storage and use of chemicals
- Work in confined spaces
- Environmental incidents
- Escape from the roof area

Emergency plans will be documented and communicated to all relevant parties and copies of plans made available to view on noticeboards in temporary accommodation units.

10. Vehicular Activity During Construction, Site Access, Deliveries and Unloading

The access on to site for large deliveries such as stone deliveries, masonry and waste removal will be via Ashton Old Road and Capital Road.

Existing road surface will provide clean running surfaces for all plant and deliveries which will assist in keeping the surrounded adopted highways in good clean condition throughout the contract.

A temporary material storage/laydown area (highlighted below) will be utilised throughout the contract for large materials and unloading.

- Delivery Vehicles will approach site using from Ashton Old Road/Capital Road and report to the site office.
- All vehicles will be then backed onto site under the supervision of the traffic marshal.
- Under no circumstances must any vehicle access site without the traffic marshal.
- Once the vehicles are unloaded, they will then be signalled off site by the traffic marshal.



Key:

--- Boundary Line

← Two Way Traffic →

▲ Site Parking

▲ Laydown Area

▲ Site Office & Welfare.

▲ Material Storage

All subcontractors and suppliers will be provided with information showing the access and egress for deliveries as part of their order. All hauliers will be provided with TGB Builders "Traffic Management Plan" on appointment. All drivers will be instructed to contact the site manager prior to arrival on site to ensure a banksman is ready to guide deliveries in and out of site.

At all times a banksman will be provided for all vehicular activity around the site.

Access and egress points will be fully identified by signage throughout the contract.

Designated areas for loading and unloading, parking, storage etc. will be fully always identified with site signage throughout the contract.

11. Deliveries and Traffic Management

All construction traffic, plant and material deliveries will be undertaken outside of peak times.

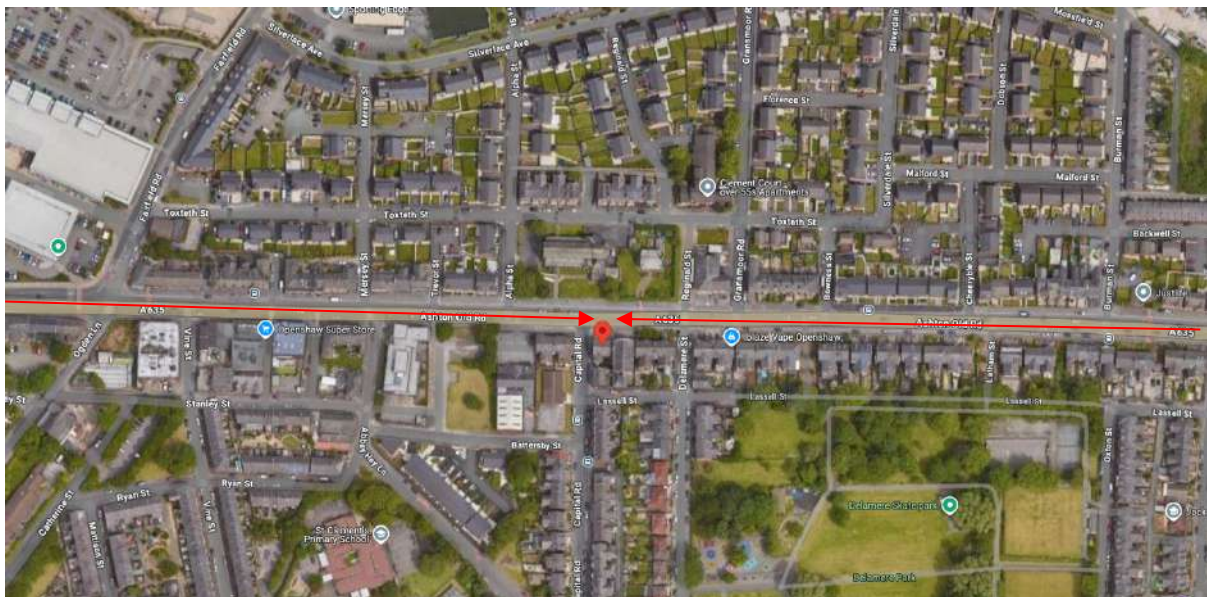
All traffic will be directed and signposted from the Manchester Outer Ring Road , through the A635 onto Ashton Old Road to the designated site compound and materials lay down area at the rear of the development during Phase 1 and at the front of the property during Phase 2.

All site-specific information will be shared with all suppliers prior to any engagement on site.

All access shall be fully signposted to site designated delivery areas.

Factors which have been considered in the development of the traffic management plans (Appendix A & B) includes:

- Pedestrian traffic around existing buildings
- Established speed limit of 30mph, traffic signs and orders which must be strictly observed.
- Turning areas around the compound to prevent reversing into A635
- Safe turning into the site compound from A635 to Capital Road
- Existing traffic light able to control traffic leaving compound



12. Parking of Vehicles for Operatives and Visitors

An 'off-road' policy for all contractor parking will be always implemented throughout the contract works. Contractors and Sub-contractors will be able to park on the secondary road off Ashton Old Road, Capital Road.

This area will be accessed by operatives and visitors.

Access to the site compound will be from Ashton Old Road front entrance.



Visible street parking will be accessible for operatives and visitors on both secondary roads, Capital Road and rear street Lassell Street.



13. Pedestrian Management

All pedestrian and non-pedestrian routes will be agreed with all stakeholders prior to commencement. Liaison with adjacent neighbour staff will be made prior to any site commencement. All pedestrian management will be including fully segregated safe walkways, signposted access routes, safe fencing, hoarding to identify safe passageways.

All construction work to be always contained within the site boundaries with the external perimeter providing safe access to pedestrian pavement in front of the development and adjacent building.

Ensuring safe and continuous pedestrian access around the site is a top priority. All pedestrian interfaces with construction activities will be managed by a combination of Chapter 8–compliant barriers and active supervision by trained marshals.

Standard Measures

- **Segregation:** Works will be fully contained within the site boundary, with secure hoarding and Heras fencing maintaining maximum available footway width.
- **Signage:** Clear, Chapter 8–compliant signage will be in place to direct pedestrians safely around the site, when/ if required.
- **Neighbour Liaison:** Residents and businesses will be notified of any changes to pedestrian arrangements.

Phased Approach to Pedestrian Management

To minimise disruption to pedestrians and road users along Ashton Old Road, the delivery strategy has been divided into two distinct phases:

- **Phase One:** Deliveries will primarily be made from Capital Road at the side/rear of the development, reducing pressure on the main road and allowing materials to be received through the controlled gated access.
- **Phase Two:** For a limited duration of around 6-8 weeks, certain deliveries (e.g., bricks and large materials required for the front extension) will need to be carried out from Ashton Old Road at the front of the property. During this period, enhanced pedestrian controls will be implemented to maintain safety while enabling necessary access.

This phased approach ensures that the majority of works are contained off the main road, with only short-term, tightly managed operations occurring at the front of the development.

Phase One – Side/Rear Deliveries (Capital Road)

- During this phase, deliveries will be made to the side/rear of the property via Capital Road, using the controlled site gate. This approach has been selected to minimise disruption on Ashton Old Road, a busy commuter route.
- Chapter 8 barriers will be positioned horizontally and vertically at the property edge, creating a physical stop line for pedestrians whenever deliveries are in progress.
- A marshal will coordinate all pedestrian movements. If a pedestrian approaches during an active delivery, the marshal will:
 1. Pause the delivery operation and instruct subcontractors to stop unloading.
 2. Pull back the barrier temporarily to create a safe crossing path.
 3. Allow the pedestrian to pass safely across the pavement.
 4. Reinstate the barrier immediately after crossing to secure the area.

- This procedure ensures pedestrians are always protected and that no vehicle or material movement occurs while they are crossing for their own safety.

Phase Two – Front Deliveries (Ashton Old Road)

- For a short duration of approximately 6-8 weeks, some deliveries (e.g., bricks and materials for the extension) will need to be made at the front of the site on Ashton Old Road.
- During this phase, Chapter 8 barriers will again be deployed to create a secure exclusion zone around the delivery area.
- A marshal stationed at the works gate will:
 1. Temporarily halt deliveries when pedestrians approach.
 2. Pull back the barrier to allow pedestrians to cross under supervision.
 3. Reinstall the barrier immediately once pedestrians have crossed.
- Only one pedestrian group will be permitted to cross at a time, ensuring the marshal retains clear control of the interface between vehicles, subcontractors, and the public.
- This method ensures the safety of pedestrians while still allowing essential deliveries to be made to the constrained front-of-site area.

This phased strategy should be read in conjunction with the Traffic Management Plans provided in the appendix, which illustrate the designated delivery zones, vehicle access/egress routes, pedestrian diversions, and marshal positions. Together, the written strategy and visual plans provide a clear framework for managing traffic and pedestrian safety throughout the construction period.

We trust that this phased approach and traffic management strategy will be considered suitable by the **Highway Officer, key stakeholders, and residents**, ensuring that construction works are delivered in a safe, coordinated, and considerate manner. Particular care has been taken to prioritise the safety of pedestrians and other vulnerable road users in the immediate vicinity of the property.

Cyclist Management (Front Deliveries – Ashton Old Road)

We recognise that deliveries to the front of the property will, at times, temporarily disrupt the cycle lane along Ashton Old Road. To minimise disruption and ensure safety, cyclists will be managed in a similar manner to pedestrians. During short delivery periods, marshals will monitor approaching cyclists, stop them if required, and guide them safely past the delivery zone. Where necessary, cyclists will be asked to dismount and step onto the footway (by mounting the kerb), before walking their bicycles past the obstruction alongside pedestrians, and then rejoining the cycle lane to continue their journey.

This approach is comparable to the short delays experienced at a bus stop, where a stationary vehicle briefly occupies the carriageway to serve passengers. However, unlike a bus stop, cyclists will not be expected to wait for the full duration of the delivery operation. Instead, they will be assisted to bypass the delivery area immediately, ensuring minimal interruption to their journey while maintaining their safety around Heavy Goods Vehicles (HGVs) and delivery vehicles.

14. Clean Road Policy

A road sweeper will be provided as required to ensure the roads leading to and from the site are kept in a clean, safe condition. During times when earthworks are being undertaken, the frequency and duration of the visits will be increased.

15. A Scheme for the Recycling and Disposal of Waste

Waste will be dealt with as per TGB Builders procedure using the TGB Builders's Management procedures. Waste figures can be provided on request as required throughout the project and reported as part of the companies KPI's (monthly).

16. Site Safety

All persons on site must adhere to the following PPE :-

- Safety Helmet conforming to current standards BS EN 397.
- Safety Footwear.
- Hi Vis vest/ coat/ jacket/ overalls.
- Gloves where appropriate.
- Glasses/ Eye protection where appropriate.
- PP3 Compliant Masks (Face Fitted), where deemed necessary.

Site management will remove any person not following the above PPE site requirements.

17. Site Security

Site will be secured with Heras fencing around the site perimeter to suit the scheme and operations being carried out at the time.

TGB Builders will utilise existing security cameras on site.

18. Communication Plan & Emergency Contact Details

TGB Builders's approach to co-ordination and communication strategy aligns perfectly with most clients, we know that meaningful communication plays an important role in every project we undertake and with all of our internal operations. Coordinating and communicating with clients starts from project inception. Developing a strong communication plan from inception enables all parties to understand the clients' specific and unique requirements and a robust strategy to deliver them.

TGB Builders communicates with our clients through regular face to face communication, where face to face is not possible then we will communicate via emails, phone calls and social media correspondence, where appropriate. Direct Client communication will take place weekly, as a minimum with monthly progress meetings monthly as a minimum. Progress meetings report all areas of the project, such as subcontractors and cost updates – progress meetings allow early identification of any risks, which TGB Builders will coordinate a mitigation strategy, to ensure smooth running of the project.

As part of our communication strategy the following information will be shared.

Site Manager Name & Phone Number will be located outside site on notice boards and shared with all local stakeholders.

Emergency contact details will be located outside site on notice boards and shared with all local stakeholders.

Head office contacts and escalation process to be shared with all local stakeholders.

Appendices

Documents attached to the Construction Management Plan are as follows:

- TRAFFIC MANAGEMENT PLAN (PHASE 1)
- TRAFFIC MANAGEMENT PLAN (PHASE 2)
- SWEPT PATH ANALYSIS
- DILAPITATION SURVEY
- DILAPITATION SURVEY REVIEW

KEY	
Welfare Facilities	
Footpath	
Project (1390-92 Ashton Old Road)	
Delivery Route	
No Parking	
Muster Point	
First Aid	
On Site Contractor site parking	
Enclosed Skips	
Fire Extinguishers	
Loading/unloading area / Lay Down area	

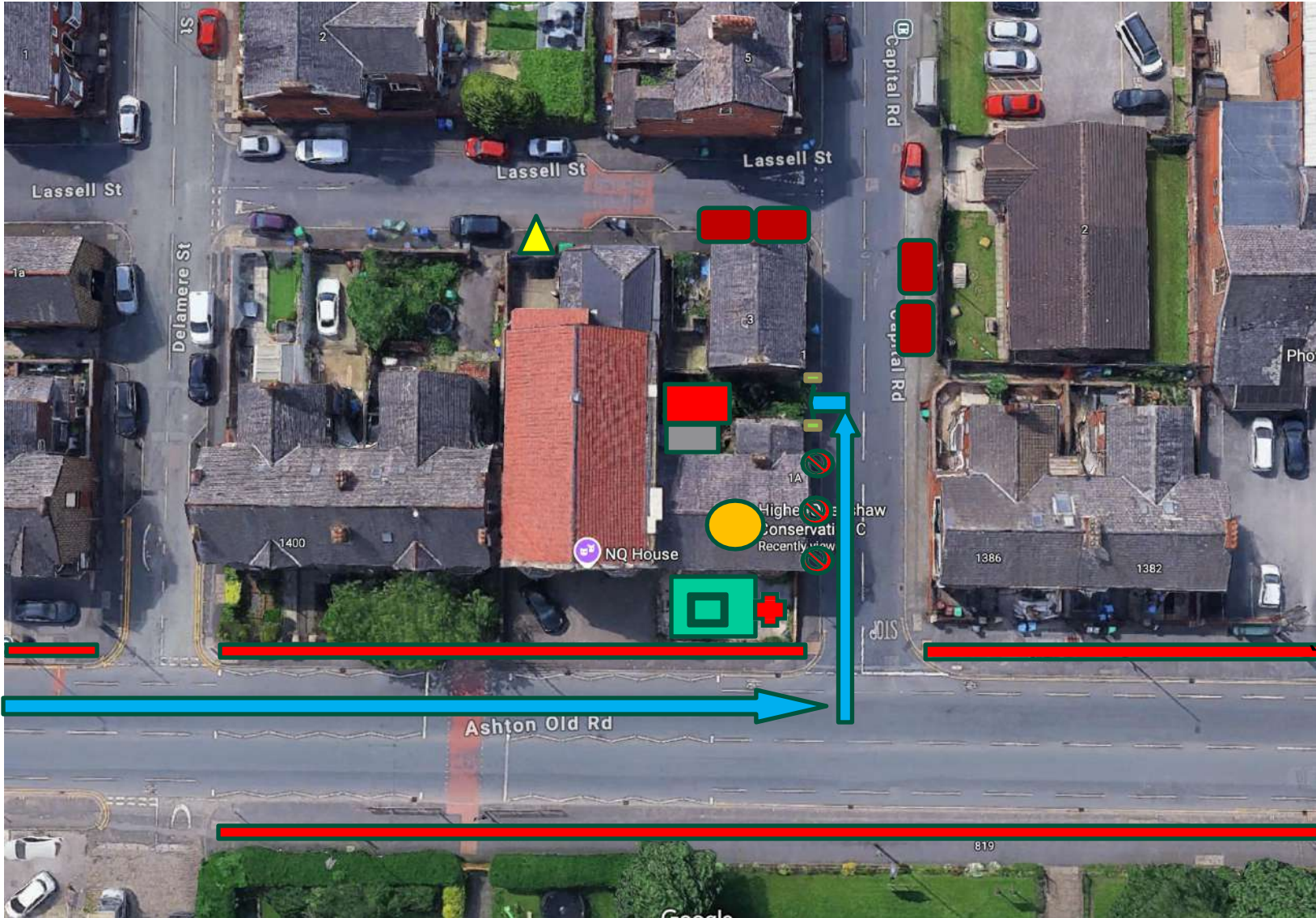
1390-92 Ashton Old Road

TRAFFIC MANAGEMENT PLAN (PHSAE 1)

TGB

Builders LTD

Banksman



All deliveries need to reported Site Manager

SITE SPECIFIC INFORMATION and PPE REQUIREMENTS

Site Speed Limits : Local limits apply

Delivery Time : 9.00am -4.00pm
Banksman on site to reverses deliveries in.

One Way Systems –N/A

Bus Routes :Ashton Old Road



KEY

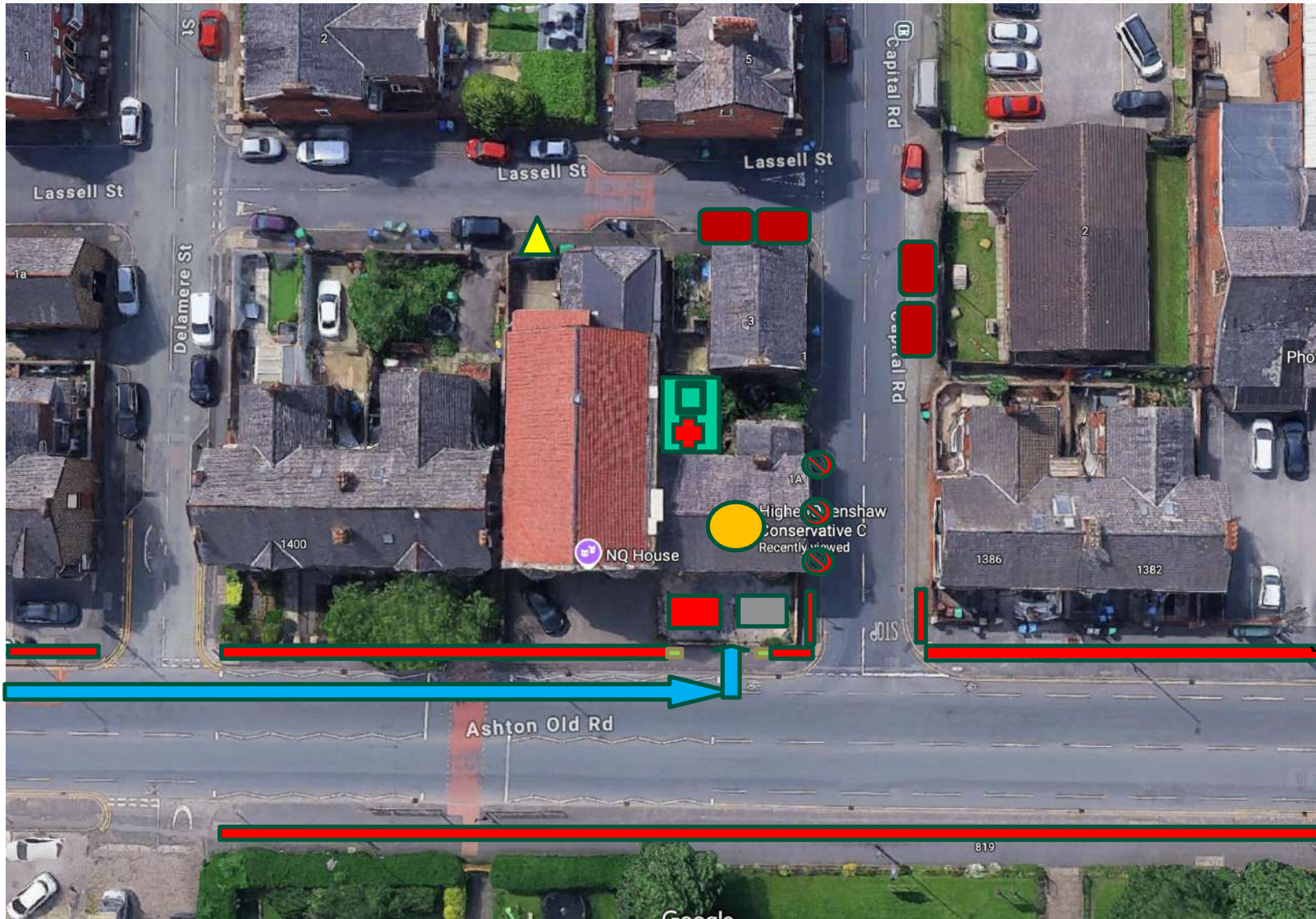
Welfare Facilities	
Footpath	
Project (1390-92 Ashton Old Road)	
Delivery Route	
No Parking	
Muster Point	
First Aid	
On Site Contractor site parking	
Enclosed Skips	
Fire Extinguishers	
Loading/unloading area / Lay Down area	
Chapter 8 Barrier	

1390-92 Ashton Old Road
TRAFFIC MANAGEMENT PLAN (PHSAE 2)

TGB

Builders LTD

Banksman



All deliveries need to reported Site Manager

SITE SPECIFIC INFORMATION and PPE REQUIREMENTS

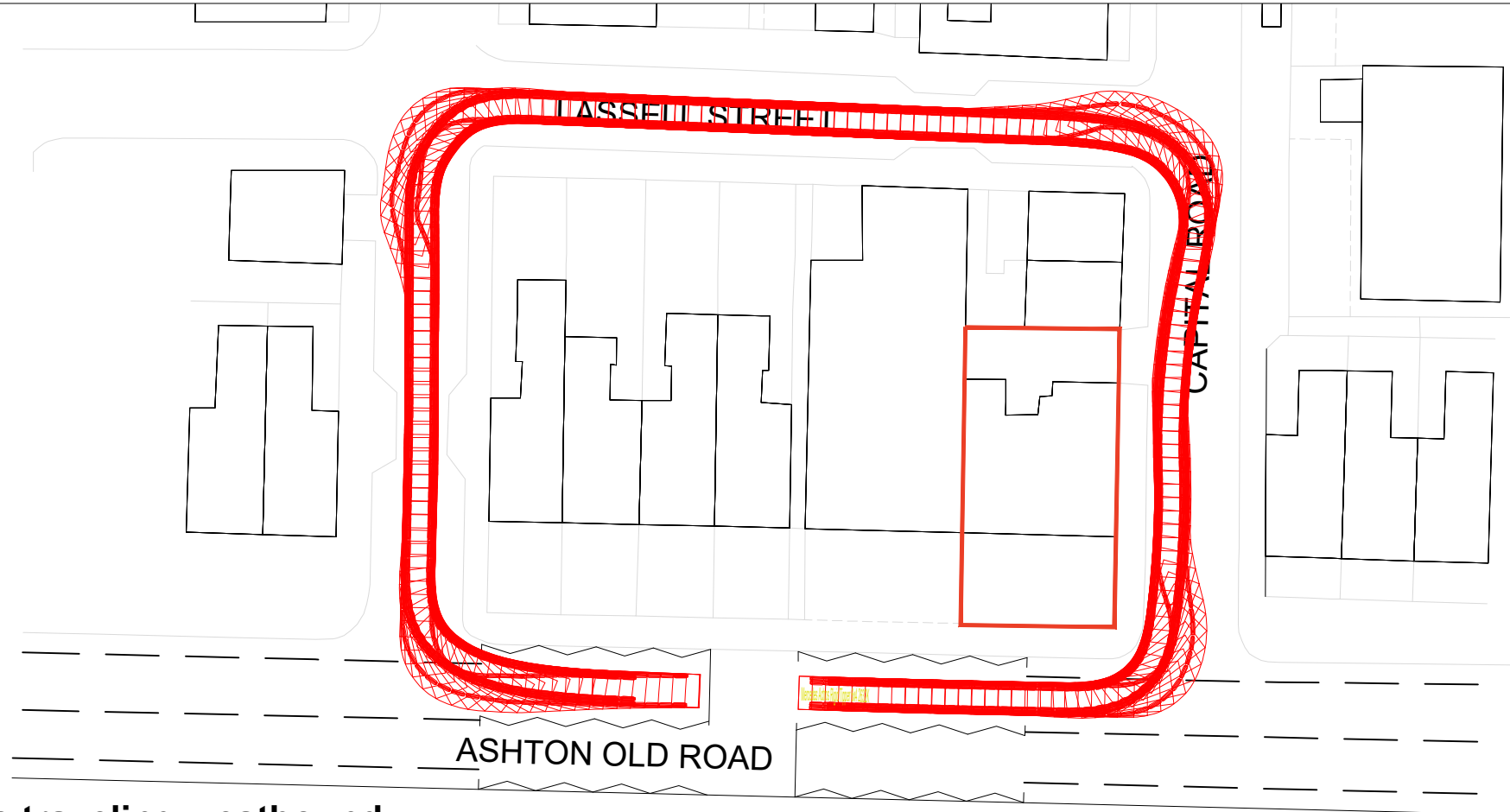
Site Speed Limits : Local limits apply

Delivery Time : 9.00am -4.00pm
Banksman on site to reverses deliveries in.

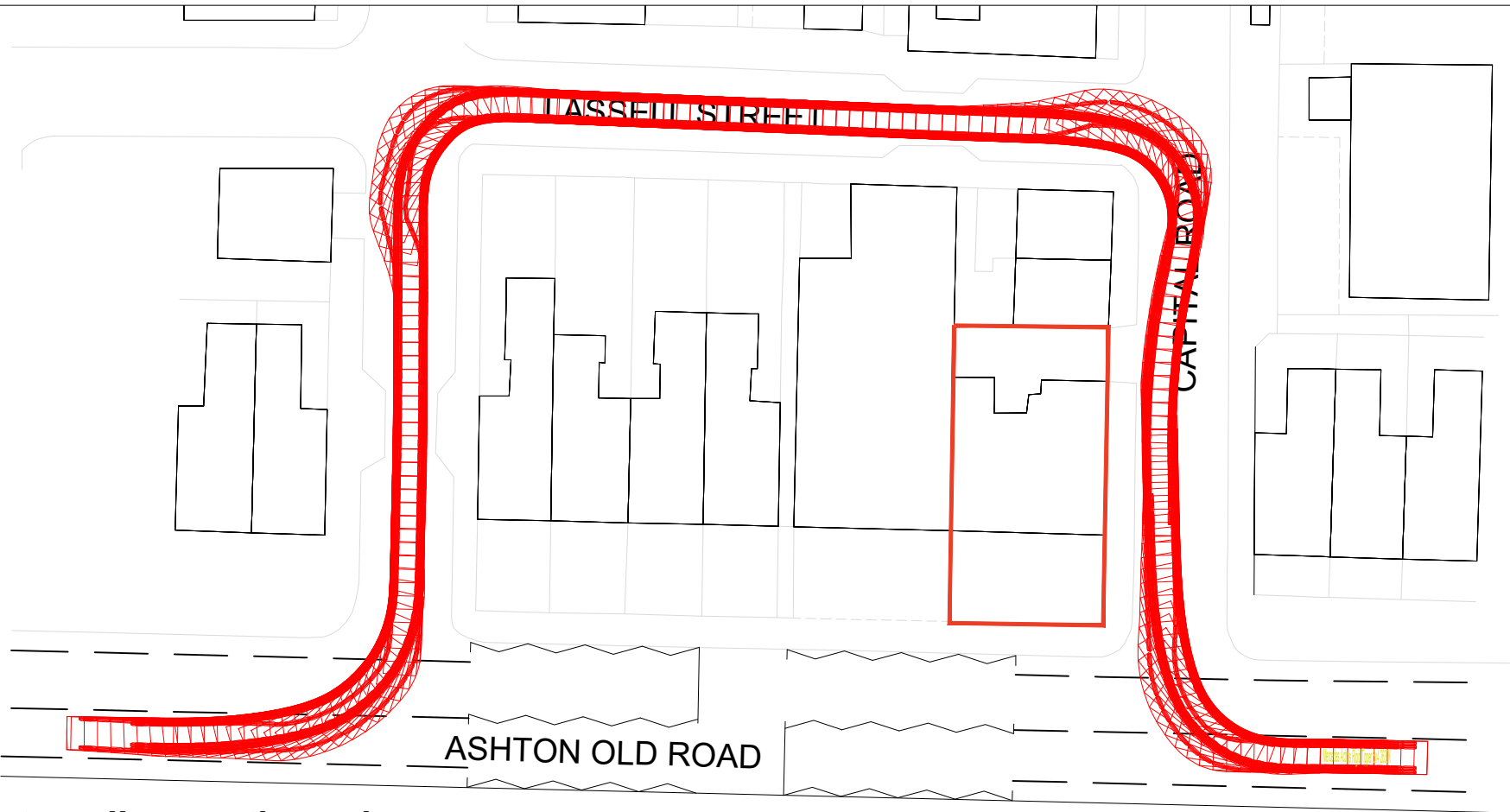
One Way Systems –N/A

Bus Routes :Ashton Old Road



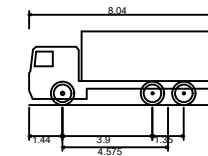


Vehicle traveling westbound



Vehicle traveling eastbound

- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.



Mercedes Actros Rigid Tipper 6x4 2632K
Overall Length 8.040m
Overall Width 2.490m
Overall Body Height 3.191m
Min Body Ground Clearance 0.257m
Track Width 2.490m
Lock to lock time 5.00s
Wall to Wall Turning Radius 8.750m

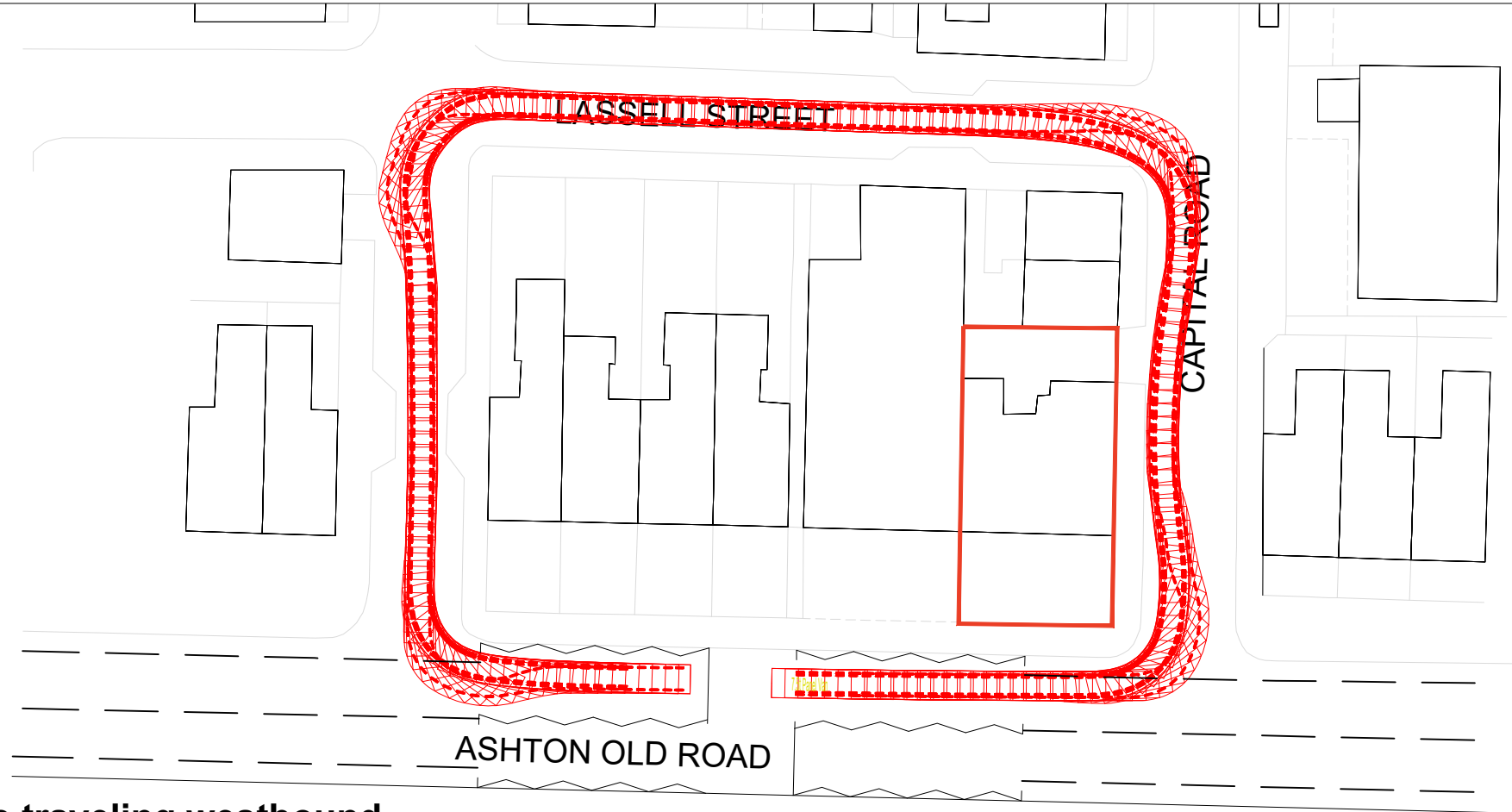
Rev	Amendment	Drawn	Date	Checked



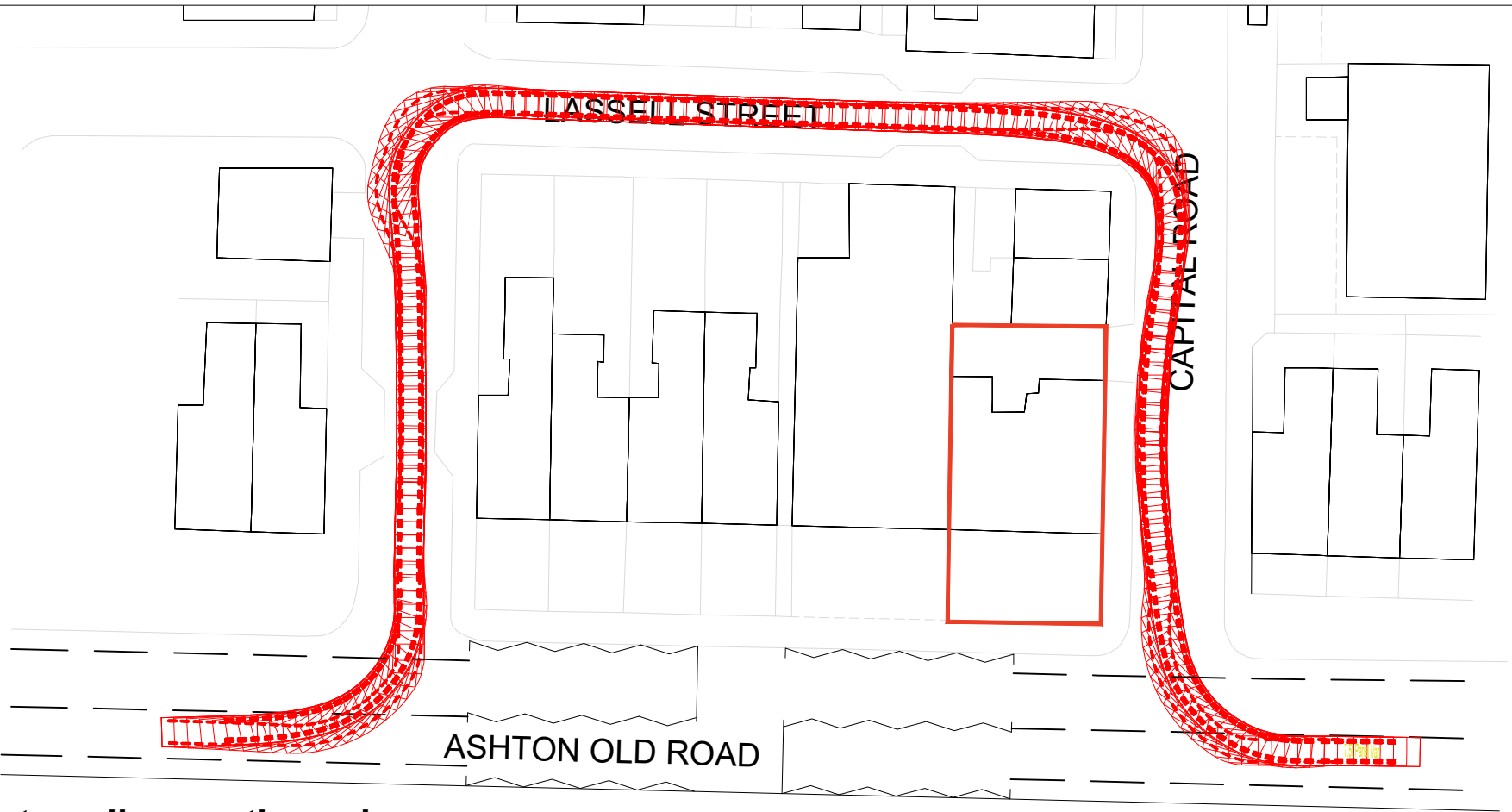
Highways | Traffic | Transportation | Water

T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Project Name	
1390 Ashton Old Road, Manchester	
Drawing Title	
Swept Path Analysis of a Mercedes Rigid Truck	
Scale 1:500	Drawn By AA
Drawing Size A3	Checked By SB
Date July 2025	Approved By SB
Drawing Number 168388-001	Rev

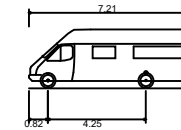


Vehicle traveling westbound



Vehicle traveling eastbound

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- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.



7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.210m
2.192m
2.544m
0.316m
1.865m
4.00s
7.400m

Rev	Amendment	Drawn	Date	Checked



T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Project Name	
1390 Ashton Old Road, Manchester	
Drawing Title	
Swept Path Analysis of a 7.5t Panel Van	
Scale 1:500	Drawn By AA
Drawing Size A3	Checked By SB
Date July 2025	Approved By SB
Drawing Number 168388-002	Rev

Dilapidation Survey Review

Higher Openshaw Conservative Club

**1390 Ashton Old Rd, Openshaw,
Manchester M11 1JX**

Designing Foundations_A

July 2025

Doc Ref: SCP/250744/DSR/01

Prepared by:	Michael Beardwood
	Engineer
Checked by:	Stuart McIndoe
	Associate Director

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
-	25.07.25	First Issue	Michael Beardwood	Stuart McIndoe



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Summary 9

1. Introduction

- 1.1 The aim of this report is to provide a visual record of the existing highway condition, identifying defects and areas for improvement for the section of road along Ashton Old Road, Openshaw, Manchester M11 1JX. This report is a summary of the findings of the onsite walkover carried out by a representative of SCP on 21st July 2025. The weather during the survey was warm and sunny throughout the duration of the survey with periods of rain earlier that day. No intrusive investigations were undertaken during this survey.
- 1.2 All assets within the public highway boundary showing signs of significant wear, deterioration, recent repair, damage, or material failure have been recorded. Where possible, early-stage deterioration that may require future attention has also been documented.
- 1.3 The survey provides a photographic record of each observed defect, shown in context to its surrounding, for clarity of location. These photographic records are contained within a PDF affixed to this report with further descriptions of the defect along with photographic co-ordinates.
- 1.4 Areas within the highway boundary not recorded as part of this survey are therefore considered as 'in serviceable condition' at the time the survey was carried out.

2. Site Description

- 2.1 The surveyed area was located on a main, urban arterial road to the East of Manchester City Centre. Due to the scale of the road, the LA requested that a fixed distance either side of the existing site entrance be included in the survey extents, this was agreed to be 250m either side along Ashton Old Road, which included the existing highway between Vine St and Latham St.
- 2.2 In addition, the site itself was surveyed for attention to its existing condition, all records were taken from the perimeter of the property and the site was never entered.

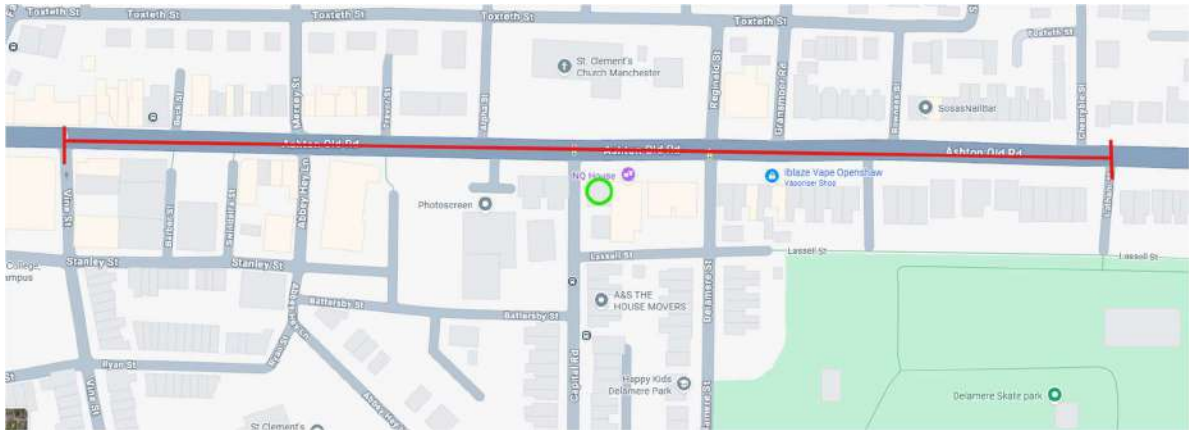


Figure 1 – Site location (Green) and extent of survey (Red)

3. Site Observations

- 3.1 Please find affixed to this report SCP/250744/DSR/02. This PDF file exhibits the photographic records taken on the day of the survey drawing attention to any significant defects shown on the footway and/or carriageway of the previously outlined survey extents. All defects are supplemented with descriptive text and any recommendations made by SCP.

4. Summary

This report records the existing asset conditions as surveyed on the 21st January 2025. SCP's survey was non-intrusive and therefore only a visual record was undertaken. These visual records highlight only the key issues identified at the time of the survey.

Overall SCP would make the following recommendations

- Renew road markings within the vicinity of the site.
- Confirm footpaths suitable for use following completion of the current construction
- Clear all vegetation encroaching on any structural elements as soon as possible to avoid any underlying and potentially severe defects.

Michael BEARDWOOD
SCP

SCP/250744/DSR/02 - HIGHER OPENSHAW CONSERVATIVE CLUB

Monday, 21 July 2025

Prepared For Designing Architects_A

27 Pictures Identified



PICTURE 1

Severely damaged tactiles giving rise to possible trip hazards due to overrunning of the corner. Carriageway surfacing showing evidence of failure. Damaged road sign post (corrosion and leaning). Kerbs in need of remediation and new signpost recommended.



PICTURE 2

Multiple instances of footway scarring throughout with frequent patches. Longitudinal fractures are also frequent. Potentially sign of subsurface defects due to water penetration.

PICTURE 3

External wall of site completely damaged with vegetation growing throughout. Potential to undermine existing structure.



PICTURE 4

Multiple instances of delamination. Base course exposed in many areas. Further evidence of potential frost erosion.



PICTURE 5

Multiple areas of vegetation growth through surface course with surface cracking evident in multiple locations. Possible subsurface defects. Recommend repairs as necessary. May require further intervention of subsurface defects identified.



PICTURE 6

Sunken valve on junction with Delamere St, potential that infrastructure below ground level could be affected.



PICTURE 7

Carriageway in general good condition throughout. Bus stop shown adjacent to Delamere St. Road markings showing wear.



PICTURE 8

Sunken bullnose kerb showing low spots potentially causing damage to foundation.



PICTURE 9

Failure of previous works resulting in fractures and cracking as shown. Further fractures and cracking occur throughout extents of survey. Further deterioration likely to result in potential trip hazards.



PICTURE 10

Sunken flexible pavement showing low spots and ponding. Potential for further deterioration in future.



PICTURE 11

Vegetation growth shown here occurs at all external property walls in varying severities. Clearance recommended to be provided by relevant authorities.



PICTURE 12

Particularly severe surface course fretting shown indicating material defect. Previous repairs do not appear to have been sealed adequately and will allow water ingress with the potential for freeze-thaw issues in future.



PICTURE 13

Delamere Street junction road markings showing significant wear along with some surface scarring. Recommend renewal of markings.



PICTURE 14

Condition of pedestrian crossing near site. Evidence of ponding indicated on left side of tactiles and fretting/wear of red surfacing. Recommend resetting of kerbs to alleviate ponding. Crossing surfacing should be considered for renewal under routine maintenance.



PICTURE 15

Record of condition of existing site for the attention of all relevant parties.

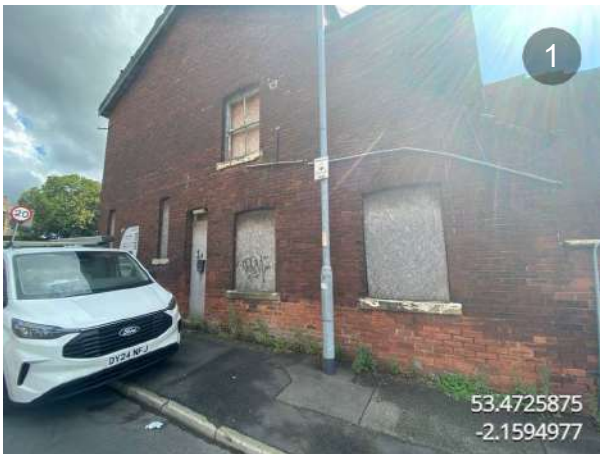


PICTURE 16

Damaged tactile paving flags at the Capital Road junction could be a trip hazard, with low footpath behind kerb and some tyre markings present. Indications of kerb overrun. Kerbs and tactiles should be repaired/replaced.

PICTURE 17

Record of condition of side access to site for the attention of all relevant parties.



PICTURE 18

Tactile flagging on west side of Capital Road damaged and incomplete. Does not adhere to standards and should be repaired/replaced. Footway around tactiles showing signs of numerous previous repairs and cracking.





PICTURE 19

Footway between Capital Road & Abbey Hey Lane shows signs of previous works that have been poorly carried out, resulting in subsidence and cracking of adjacent paved area.



PICTURE 20

Vegetation overgrowth obstructing vision of ADS. Recommend clearance.



PICTURE 21

Overgrown vegetation shown here adjacent to medical practice. This has potential for overgrowth onto footway and should be monitored, with action to be taken as necessary.

PICTURE 22

Most gulleys along the surveyed path appeared to be in reasonable condition, some appear to be in need of cleansing/jetting to clear any blockages. Would recommend CCTV survey to be carried out along survey extents.



PICTURE 23

Footpath between Abbey Hey Lane and Vine Street is in poor condition, with multiple intrusions and repairs throughout. High level of surface cracking also present. This footpath is likely to deteriorate further and inspection is recommended, with possible further intervention to binder course materials being suspected.





PICTURE 24

Sunken gulley located near bus stop adjacent to Barber Street. This appears to also extend to subsidence behind the kerblines. Possible washout of material. Recommend further investigation, with resetting ironworks and localised resurfacing as a minimum. Bus stop showing signs of ponding and requires remediation works.



PICTURE 25

Redundant Footway marking shown here, recommend clearance

PICTURE 26

Multiple low spots and sunken ironworks shown between Vine Street and Barber Street, with damage to existing kerblines. Suspect kerb overrunning.

Recommend resetting kerbs and all ironworks, with repairs to surfacing as necessary.



PICTURE 27

Recommend remediation works to road markings and surface dressing at the pedestrian crossing adjacent to Vine Street