# Construction Management Plan including Demolition.

**CTM Management Ltd**
Revision B

New Aldi Store,
Victoria Avenue East,
Moston
Manchester
M9 7HW

**July 2023 Rev B**

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## 1. Background

CTM Management Ltd., have produced this Demolition, Construction and Environmental Management Plan to provide an outline to envisaged work practices and how they are to be managed while demolishing and constructing the new Aldi Store, on the former Indian Restaurant “The Imperial Lounge”, and partial North Manchester Rugby Club after a land swop. on Victoria Avenue East.

Due to the existing twin aqueduct owned and maintained by UU which diagonally crosses the site, with a 5m easement, there has been extensive dialogue and a meeting at UU’s offices in Warrington, which has created the following guidelines and information to be followed.

- It was advised by UU that the aqueduct is pressurized at approximately 4m head.
- The depth and position of the aqueduct has been defined at the NW and SE ends by trial pit, but the section running through the existing car park is not fully verified. Further investigation is required during construction.
- 2 no. valves have been uncovered at the SE end of the aqueduct. The valves are contained in shallow chambers with 600x600 covers located beneath the existing ground level.
- The existing covers of the valve chambers are to be replaced with D400 covers at the new proposed ground level.
- An additional suspected valve was encountered at the NW end of the aqueduct. The valve was contained in a small diameter vertical pipe. This was unknown to UU, but it is proposed to extend the pipe and terminate it with a small inspection cover to allow access.
- The protection slab will be formed either side of the valve to allow future removal of the slabs without damaging the valve.
- A discharge pipe is present at the NW end of the aqueduct. Utility connections are to arrange for this to be surveyed prior to any details being developed in the area.
- Both the risk of puncturing the pipe and releasing contaminant into the system are to be considered in the design and construction.
- **A vibration threshold of 5mm/s is recommended by UU** to avoid releasing contaminants into the water supply.

Table B.1 **Guidance on effects of vibration levels**

| Vibration level [A], [B], [C] | Effect |
|---|---|
| 0.14 mm·s$^{-1}$ | Vibration might be just perceptible in the most sensitive situations for most vibration frequences associated with construction. At lower frequencies, people are less sensitive to vibration. |
| 0.3 mm·s$^{-1}$ | Vibration might be just perceptible in residential environments. |
| 1.0 mm·s$^{-1}$ | It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents. |
| 10 mm·s$^{-1}$ | Vibration is likely to be intolerable for any more than a very brief exposure to this level in most building environments. |

[A] The magnitudes of the values presented apply to a measurement position that is representative of the point of entry into the recipient.

[B] A transfer function (which relates an external level to an internal level) needs to be applied if only external measurements are available.

[C] Single or infrequent occurrences of these levels do not necessarily correspond to the stated effect in every case. The values are provided to give an initial indication of potential effects, and where these values are routinely measured or expected then an assessment in accordance with BS 6472-1 or -2, and/or other available guidance, might be appropriate to determine whether the time varying exposure is likely to give rise to any degree of adverse comment.

- The vibration monitors will be installed at ground level over the aqueduct.
- This applies to all highways, demolition and construction works.
- The maximum allowable vehicle weight permitted over the aqueduct (based on 8.5kPa at the crown of the pipe) is 6T.
- Any loads greater than this requires a suspended slab.
- Protection slabs will be formed in 1m wide sections, and lifting eyes will be installed to allow removal.
- The slabs will not be connecting into the supporting walls.
- The construction drawings will indicate the weight of each slab and the allowable axle loads.
- Demolition of the existing building will be carried out with due regard to vibrations affecting the aqueduct. Vibration monitoring will be in place prior to demolition works commencing.
- The new Aldi building has been positioned outside of the 5m easement. The position of the aqueduct pipes in vicinity of the building has been defined by trial pits.
- The ground beneath the proposed building is not suitable for foundations without treatment, or installation of Piles.
- It is intended to carry out Controlled Modulus Column (CMC) ground improvement to improve the ground sufficiently for the support of pad foundations, which will minimise vibration and reduce noise from impact driven piling, albeit the machine exudes circa 80dB.
- CMC installation is a displacement process, an auger is inserted into the ground, and a weak concrete column is installed on removal of the auger, compacting the ground around the column.
- It is not expected that this will result in lateral pressure being imposed on the pipe.
- UU agreed to the method in principle.
- The secondary option 5th May 2023 9104-SWF-XX-XX-TR-S-0901 considered is to adopt an augured piled solution.
- The effect on the aqueduct for both options would be equivalent.
- All new drainage must provide 300mm cover between the underside of any pipes crossing the aqueduct and the top of the aqueduct.
- The level of the aqueduct at the crossing locations is unknown as currently there is concrete slab over, so an arithmetical solution has been calculated, but this will be surveyed during construction.
- Alterations to the design of the drainage will be made if required to maintain the 300mm cover.
- Slot drainage channels (eg Aco) and general surface water drainage connections can be formed over the aqueduct.
- UU raised concern about hydro-carbon contamination for car park areas. SWF confirmed that no permeable surfaces are being adopted and all car park areas will drain through an oil interceptor.
- The main point of contact for United Utilities during the design stage is Sara Livesey. The main point of contact for Aldi's Team during the design stage is Dan Rogers.
- Once the project progresses to the construction stage this will be reviewed.
- The Aldi team will continue to develop the construction details which will be issued to UU along with the construction programme.
- UU are to additionally be informed of any works being carried out that affect the aqueduct with 2 weeks' notice.

- If any paperwork is required to be completed in advance of the working adjacent to the aqueduct, UU are to inform the Aldi team

The project due to the above is set up in various phases those being,

**Phase 1 Section 278 and Rugby works.**
A letter drop will take place to apartments, flats, gymnasium Rugby club and local businesses (sensitive receptors) that may have the perceived perception that it could be affected by the Highway, demolition and construction works, with the Site Managers contact details 5 days before commencement on site.
Phase 1 is the Section 278 works and the land swop for the Rugby Club, to create the new access around the proposed site, to ensure the demolition area is fully secure from the general public and to allow unlimited access to the gym and apartments during the works.
Protection slabs will be inserted / insitu over the dual aqueducts as per the agreement with UU.
CMC piling will stabilize the deep peat under the new access road. Drainage will be inserted on the new access road and into holding Manholes, which will be pumped into the existing drain runs with localized approval.
Currently a welfare unit c/w internal generator will be sited adjacent to the Imperial Lounge building (shielding the apartment block) if the building is unsuitable to be used as the welfare / office block. All the working areas will be heras type fenced, with appropriate signage both for the contractors and visitor's residents of the apartment and users of the gym.

**Phase 2 Demolition**
A letter drop will take place to apartments, flats, gymnasium Rugby club and local businesses (sensitive receptors) that may have the perceived perception that it could be affected by the demolition and construction works, with the Site Managers contact details 5 days before commencement on site.
The existing, old access that was the access to the gym and apartments will be clearly fenced and signed Construction Traffic Only and utilised to ensure total segregation from construction and visitors to the apartments and gym, whilst the new access to the rugby club, apartment and gym will be up and around the new access onto the development.

All the demolition and construction working areas will be heras type fenced, with appropriate signage both for the contractors and residents / visitors of the apartment and users of the gym.

- Protection slabs will be inserted / insitu over the dual aqueducts as per the agreement with UU.in the areas that were not accessible by the existing roadway / access.
- A designated banksman walking to and from the site boundary to the sites gates to ensure no construction vehicles drive unaided onto site.
- Asbestos removal if identified within various existing buildings and as per current legislation regarding notifiable asbestos, transportation, and disposal.
- A suitably qualified company to attend site for toolbox talk on trees and Bats / birds in conjunction with the demolition.
- Demolition of the various buildings will take place, with suitable mobile offices, toilets and containers including skips being used by the various contractors.

**Phase 3**

- Once the buildings and foundations are removed and the site set up established the construction works will commence.
  The existing, old access that was the access to the gym and apartments will be clearly fenced and signed Construction Traffic Only and utilised to ensure total segregation from construction and visitors to the apartments and gym.

A monthly meeting will be offered to those requiring a face-to-face discussion if requested, once the construction commences on site, but hopefully the workforce and Site Manager will ensure that any issues are kept to a minimum, (ideally zero), and dealt with straight away, but we are all aware that no one appreciates change so need to be empathetic to all complaints.
During inductions of all operatives the site rules will be noted, including the fact that no radios are allowed on site as per all CTM Management sites.
Tower lighting may be used at the discretion of the site manager and contractors, but it is not envisaged or planned to do so currently, but if used, all lighting will be sympathetic to the surrounding areas so as not to cause a nuisance.
On site machines will have flashing beacons during working hours, when being operated.

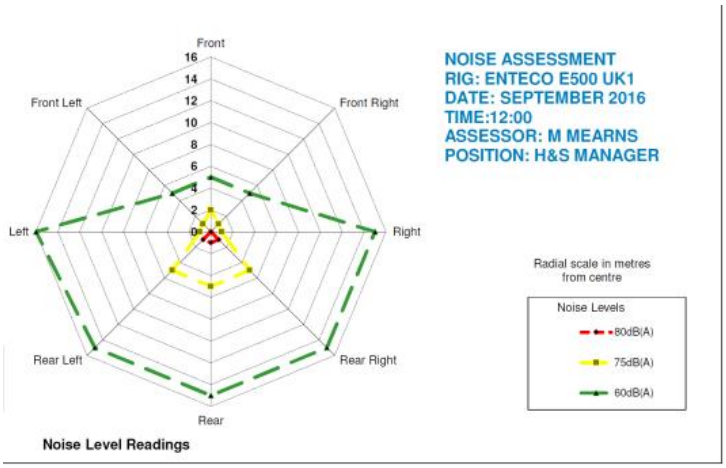
As the Residential Apartments are deemed sensitive, (albeit next to the very busy Victoria Avenue East and the M60 motorway), we will identify **within the tender that** we require low noise plant design with low vibration but appreciate that sometimes the availability and requirement will push it up or over the 80db level.
Once we have a full register of equipment, from the contractors, a risk assessment will be carried out, for the ones above 80db and we may need to create noise bunds, or sound pads on heras type demountable fencing or similar.

Plant is unknown at present as not tendered (a usual site representation is added below)

**Groundworks (**Most machines that the contractors have are low noise)
on site circa 20 weeks, with maximum
9T Dumper x 3nr
16 T Excavator
16T Roller (Dead Roll)
D39 Dozer
37T excavator
24T excavator

**Demolition**
360 13t with shears and selector grab facilities to crop and lower items as opposed to dropping.

**CMC piling**
For the access road through the peat Circa 2 weeks and in the building footprint, circa 2 weeks
As can be seen the machine generates 80db and was the reason it was highlighted in the first report.




**MEWPS**
Cladding, Mechanical, Electrical, Refrigeration, Suspended ceilings, Shop front installation circa 15 weeks.

**Forklift / telehandler**
Bricklayers, Cladding and Roofing circa 8 weeks.

We will employ an independent vibration and sound specialist to monitor the vibration and noise, with the notification being sent directly to two named personnel on site, to ensure it stops immediately. There will be a minimum of 3 monitors on the aqueduct line and noise adjacent to the apartment and gym elevations.

There will be a traffic light system in place, for the vibration and sound monitoring.

- Green. Where no notification then to proceed.
- Amber. Notification that the action level is close but not over.
- Red. Action level reached and work is to stop immediately.

Work will cease immediately and a review of the working practice as to why the vibration or sound level has been reached. Subject to the findings a review of alternative methods will take place and the most economical method that complies will be adopted.

**2. Hours of Operation**
The following hours of operation are proposed for the Works:

- Monday to Friday – 7.30.00 hours to 18:00 hours.
- Saturdays – 08.30 hours to 13:00 hours.
- Sundays and Public Holidays – No work will occur unless approval has been given by the Local Authority or an emergency request by the council, UU statutory services or others statutory bodies.

**3. Dust**

As per BWB environment Report, Table 5.5 and 5.6 will be adhered to, where practical.

## DOCUMENT ISSUE RECORD

| | |
|---|---|
| Document Number: | AMM-BWB-ZZ-ZZ-RP-LA-0001_AQA_S0_P02 |
| BWB Reference: | MCP2334 |

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| V1.0 | 20/12/2021 | Issue | J. Hague BSc (Hons), AIAQM, AMIEnvSc | F. Hoyle MSc, BSc, MIAQM, MIEnvSc | C. Meddings MSc, BSc (Hons), CSci, MIAQM, MIEnvSc |

**Table 5.5**

| Category | Mitigation Measures for a Medium Risk Site | |
|---|---|---|
| | Highly Recommended | Desirable |
| Communication | Develop and implement a stakeholder communications plan that includes community engagement before work commences on site. | None |
| | Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environmental manager/engineer or the site manager. | |
| | Display the head or regional office contact information. | |
| | Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. | |
| Site Management | Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken. | None |
| | Make the complaints log available to the local authority when asked. | |
| | Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book. | |
| Monitoring | Carry out regular site inspections to monitor compliance with the DMP, record inspections results, and make an inspection log available to the local authority when asked. | Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of the site boundary, with cleaning to be provided as necessary. |
| | Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. | |
| Preparing and maintaining the site | Plan the site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. | None |
| | Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site. | |
| | Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extended period. | |
| | Avoid site runoff of water or mud. | |

| | Highly Recommended | Desirable |
|---|---|---|
| | Keep site fencing, barriers and scaffolding clean using wet methods. | |
| | Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below. | |
| | Cover, seed or fence stockpiles to prevent wind whipping. | |
| Operating vehicle/ machinery and sustainable travel | Ensure all vehicles switch off engines when stationary – no idling vehicles. | Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on un-surfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate). |
| | Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable. | |
| | Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials. | Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing). |
| Operations | Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems. | None |
| | Ensure an adequate water supply on site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. | |
| | Use enclosed chutes and conveyors and covered skips. | |
| | Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. | |
| | Ensure equipment is readily available on site to clean and dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. | |
| Waste Management | Avoid bonfires and burning of waste materials. | None |

**Table 5.6: Mitigation Measures Specific to Demolition, Earthworks, and Construction**

| | Highly Recommended | Desirable |
|---|---|---|
| Demolition (Medium Risk Site) | Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground. | Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust). |
| | Avoid explosive blasting, using appropriate manual or mechanical alternatives. | |
| | Bag and remove any biological debris or damp down such material before demolition. | |
| Earthworks (Medium Risk Site) | None | Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. |
| | | Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable. |
| | | Only remove the cover in small areas during work and not all at once. |
| Construction (Low Risk Site) | None | Avoid scabbling (roughening of concrete surfaces) if possible. |
| | | Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place. |
| Trackout (Low Risk Site) | None | Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any materials tracked out of the site. This may require the sweeper being continuously in use. |
| | | Avoid dry sweeping of large areas. |
| | | Ensure vehicles entering and leaving the sites are covered to prevent escape of materials during transport. |
| | | Record all inspections of haul routes and any subsequent action in a site log book. |
| | | Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). |
| | | Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. |
| | | Access gates to be located at least 10 m from receptors where possible. |

As per the BWB report above, and our standards we control dust generation with water at the source of origin to prevent airborne dust particles migrating into the surrounding environment, were reasonably practicable.

This shall be undertaken (but not limited to) the control of emissions of dust and dirt during demolition and construction with measures to minimise dust generated from machinery also.
Vehicles will not be left idling.
Minimise drop heights during demolition.
Stockpiles covered with tarpaulins, were practical.
No bonfires.

Site Manager Inspection, noting issues and ensuring reoccurrence does not occur.

- **Site Observations and Complaints Form will be displayed**, which will record issues from onsite workers to the public. Anything noted will be actioned in a timely fashion. Which will include but not limited to.

i) Investigation of the issue and, disseminate the information to all parties on site via a toolbox talk, ensuring the occurrence does not occur again.
ii) If the occurrence has caused damage, the Principal Designer will be notified, and he will investigate and report on the incident and ensure that the damage in conjunction with CTM Management is rectified.
iii) Being polite always and ensuring a non-confrontational approach is taken to all complaints.
iv) Complaints will be dealt with at site level but can be escalated to Contracts manager and even up to Managing Director level should there be a necessity.
v) If there is a necessity to attend site out of hours due to an emergency, then this will be actioned.
For clarity we do not employ the contractors, but manage them and issues, as infrequent as they occur are resolved amicably.

Once the buildings have been demolished and hard standings have been lifted, (where appropriate) the construction activities will take place.
Once the building envelope is completed and the works enclosed, little or no airborne. dust contamination is envisaged, as it is essential to hardstand the areas identified on the planning drawings, with only the topsoiled areas being open to the elements.
Any internal works which require any cutting operations into masonry or concrete will be fully controlled by means of handheld mechanical tools fitted with water suppression units or vacuumed extraction units.

Detailed risk assessments and method statements will be requested from contractors, once any such work operations have been identified
We shall liaise regularly with the EHO if anything is to change from the written statements above in practice or if the above becomes unworkable due to unforeseen events, when a new plan will be revisited with the Environmental Health Officer appointed to the project.

**4. Sheeting-over Construction Vehicles**
Additional precautions (dependant on the materials being transported) may be implemented during the Works, to include the covering of haulage trucks with integral sheet covers. All trucks will be loaded to their prescribed weight limits, within the site boundary and dependant on the materials being transported may then be covered prior to exiting the Site.

**5. Storage of plant and materials including compound locations**
All site compound locations for various trade disciplines will be coordinated on site, where practicable so that they are not in direct proximity to any sensitive receptors (i.e. housing; the public; pedestrians; environmental issues etc.).
This will also be implemented for the loading and unloading of plant and materials. These operations will only take place within the site's footprint. No loading and unloading will be undertaken off site and only crossing the aqueduct at designated crossing points.

**6. Means of access for construction traffic**

All construction traffic will access site from Victoria Avenue East. All construction and demolition traffic will be suitably supervised and controlled always on and off the demarcated fenced site areas via a designated banksman.

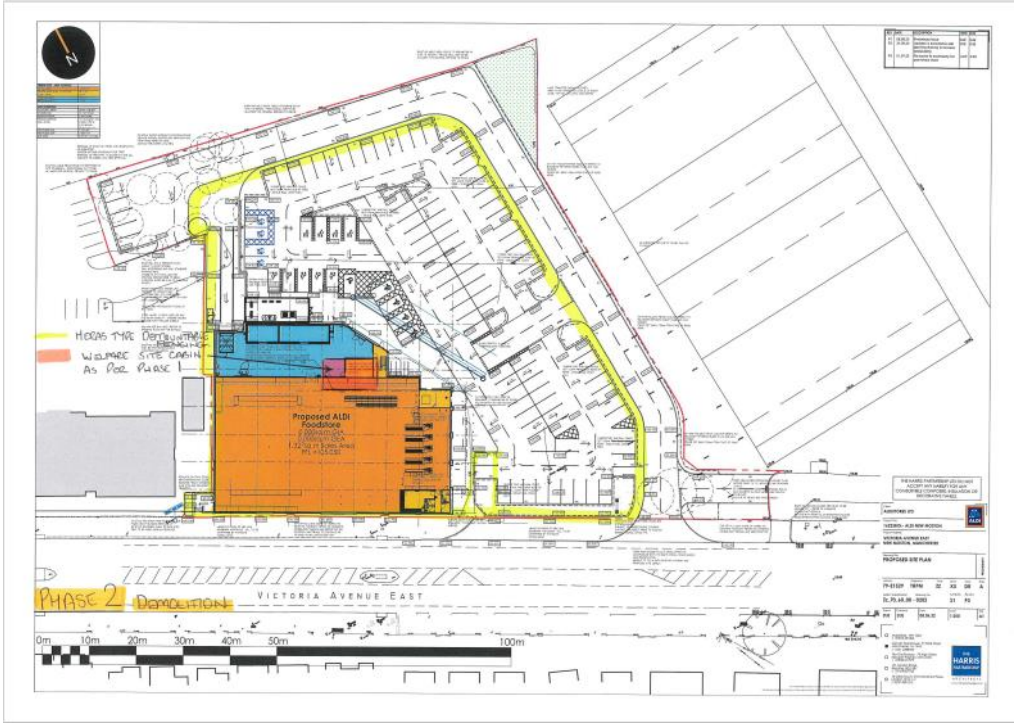
The construction vehicles are no bigger than the Aldi delivery vehicles and the design for the site and access road is to cater for them, so the construction traffic should not be a problem. Fencing at the gated access with be set back to permit a wagon to drive off Victoria avenue East and stop off the road, with the gates being set back.

Phasing will generally be as identified earlier.

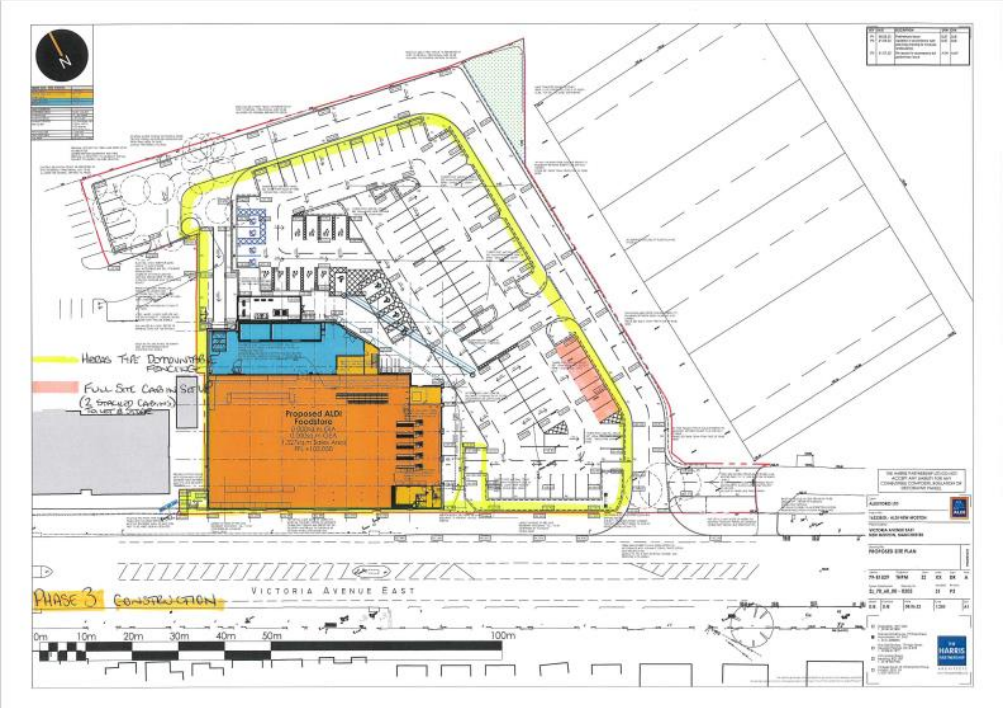
- Phase 1 Section 278 works, UU protection slabs, CMC to peat area and forming up and installing the new access road to the Rugby Club, the gym and apartment building.



- Phase 2 Demolition of all the onsite buildings and hardstanding's and UU protection slabs




- Phase 3 Construction of the Aldi Store and external car park including service route, dock for HGV and all external landscape.



**Delivery vehicles for site cabins, fencing and plant.**
Initial vehicles will be 8 wheeled, importing and carting spoil to and from site.
Skip wagons
Articulated wagons delivering steel, roof materials and masonry circa 16nr in total.
Small transit or curtain siders
Once the fit-out work starts the deliveries tend to be articulated vehicles and circa 6 during the construction period, with small transit and curtain siders.

**7. Parking of Construction Vehicles**
All operatives will undertake a site induction informing them of the site conditions, the UU aqueduct and directing them not to park in the surrounding areas.
Where reasonably practicable, parking will be made on site and all demolition and construction traffic will be controlled via a banksman for safety and co-ordination.

Signage relating to the Construction site will be attached to the fence in prominent locations but will not be to the detriment that they are all ignored by having too many.

A banksman will generally be around the site to ensure that no stray vehicles utilize Victoria Avenue East, the Rugby club access and that of the apartments and gym car park, where likely to cause ill feeling from residents or any other road for parking as it is our priority to ensure that we have a good working relationship with our neighbours.

**8. Wheel Washing**
Any existing hardstand area(s) and driveway(s) will remain in place where reasonably practicable to ensure all trucks do not take spoil out onto the road. All vehicles will be checked before leaving the site to ensure no spoil is on the wheels. It will be further backed up with wheel washing via an on-site high-pressure jet wash.

External roads will be monitored daily for any spoil deposits and removed immediately on discovery. A road sweeper will be made available on stand-by should the need arise for additional road and footpath cleaning duties.

**9. Measure to control noise levels and vibration during construction**

Because of the nature of the site, its expected work scope and its location to local receptors, it is not anticipated that any operations being undertaken will generate enough nuisance noise over and above the first action level of 80 dB to the site perimeter for any harmful duration, with the CMC piling rig being the noisiest at 80dB as can be seen from Phase 3 CMC chart, at the rear of the rig, with the majority being 65dB.
As identified above we will identify **within the tender that** we require low noise plant design with low vibration.
Care will be taken to plan and control all noisy operations in line with the Control of Noise at Work Regulations 2005.
This design has been used on numerous projects for Aldi Stores Ltd, across the North of England and no issue re external noise has been encountered during the demolition and construction process.
A site observation and complaint form will be readily available on site for both good and bad comments with timescales to be recorded.
If a genuine complaint is made, we use the Principal Designer to investigate the complaint as an independent arbitrator and follow his recommendations on his findings.

Care will be taken to plan and control all noisy operations in line with the Control of Noise at Work Regulations 2005.
As we are likely to use CMC piling due to the deep peat within the ground, we will introduce vibration and noise monitoring when working adjacent to the apartment blocks, but until we have the detailed design and contractor employed, knowing their risk assessment and plant to be used, we cannot confirm, but have regularly used the facility on grounds to be piled eg Leyland, Todmorden, etc.
Vibration monitoring as indicated will take place based on the agreed figure with UU of 5 mm/s PPV and will be monitored throughout based on this figure for the project.

**10. Site waste management and Duty of Care**
All waste materials from site will be strictly controlled under the Duty of Care Act which will comply with the Government's waste hierarchy regarding construction site waste, for example.: -

- Reduce the amount of waste produced.
- Re-use the material where possible.
- Recycle the material where possible.
- Recovery of any component parts or materials.
- Disposal as the last resort.

**11. Fencing / Hoarding**
The site will be securely fenced around the perimeter of the various site areas, using Heras type demountable fencing panels, with further fencing being around the demolition area and highlighting the aqueduct. All will have appropriate H&S signage.
Any TPO's on the site or specified trees for keeping will have fencing and signage erected.

**12. Concrete power floating**
The warehouse slab is to have a power floated finish, it is essential that the concrete is pre ordered with a minimum number of 3 wagons on turnaround, which will allow the concrete to be placed via pump in circa 6 hours.
Starting pumping at 8am, the pour should be complete by 2.00pm, and subject to the ambient temperature and wind complete by circa 6pm.
Concrete is obviously weather dependant and therefore the times to power float is subject to fluctuation.
To try and mitigate excessive noise beyond 6pm, the pour will be over 3 days (Unless an unexpected occurrence), and the suggested use of power float exhaust silencers.
It is not envisaged to be power floating beyond this time, but with the site being directly near a residential area all precautions will be taken to minimize noise but by nature of concrete, it has to be floated correctly as it begins to cure and set.
Lighting will be a necessity for the workers to see when power floating and to have safe passage from the site and is likely to be limpet type LEDS to the steelwork, which will be turned off as soon as practical and ensuring is not directly illuminating houses or drives that may cause a nuisance.
A further letter drop will be made days before confirming the date of the pours and the anticipated completion time, and it will acknowledge that the Local Authority is aware of the works but clarifying the set time and power floating is dependant on the weather and not an exact science.

Our site manager and company contact details will be on the letter.

**13. Covid 19**
Good Covid 19 working practices will be employed whilst on site, but not mandatory