

Glasgow City Council as Trustees of
Strathclyde Pension Fund c/o DTZ
Investors UK Limited

**58-66 KING STREET,
MANCHESTER**

Construction Management Plan

June 2022

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1 INTRODUCTION

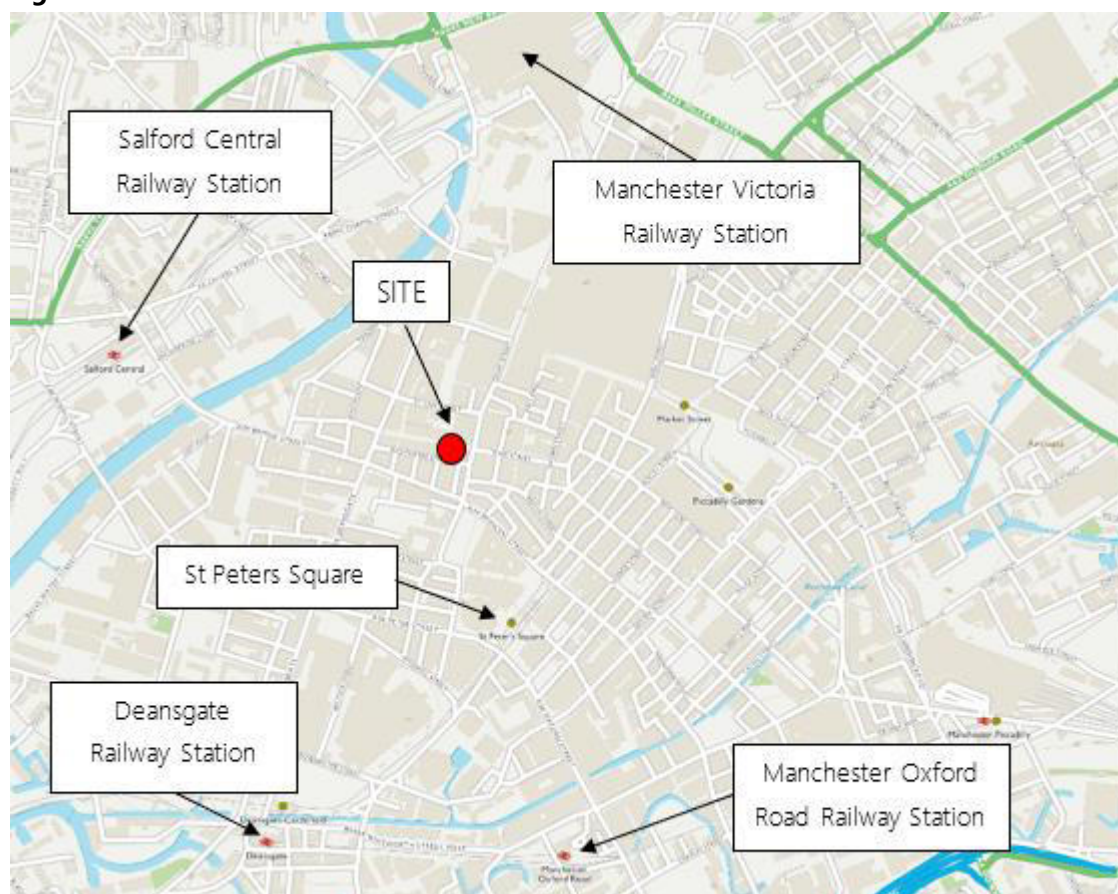
- 1.1 Caneparo Associates Limited is appointed by DTZ Investors UK Limited (hereinafter referred to the 'Applicant') to prepare a Construction Management Plan (CMP) in relation to the approved developments at 58-66 King Street, Manchester.
- 1.2 The approved developments at 58-66 King Street comprise the conversion of office space to 24 residential apartments and associated works. The existing office space and approved residential apartments do not incorporate off-street car parking facilities or delivery and servicing vehicle areas.
- 1.3 This CMP seeks to set out the measures that would be put in place to manage traffic and site-based waste during the construction phase associated with the approved development. It aims to provide a robust construction strategy that would minimise the potential for disruption to local residents, businesses, members of the public as well as other users of the adjacent highway network.
- 1.4 It also seeks to minimise the environmental impacts that may arise within the locality during the construction process. It will provide best endeavours to be part of a coordinated and collaborative approach with any surrounding developments.
- 1.5 The Applicant has appointed a Project Site Manager who will maintain a dialogue with the Local Planning Authority, Manchester City Council (MCC), the Project Managers for any adjacent works and the local community, as necessary / appropriate.
- 1.6 The PSM will sign up to the Considerate Constructors Scheme.
- 1.7 The PSM will comply with this CMP at all times.

2 THE SITE

Site Location

2.1 The location of the site is shown in a local context in **Figure 2.1** below.

Figure 2.1: Site Location



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- 2.2 The site is bordered by King Street to the north, South King Street to the south with properties adjacent to the east and west. The area surrounding the site is predominantly commercial in nature, typical of a city centre location, and includes a wide range of retail and restaurant uses, office space and leisure uses.
- 2.3 King Street is pedestrianised with limited access for vehicles whilst South King Street is a one-way route operating between Cross Street to the south east of the site and the A56, Deansgate, to the west / south west of the site.



- 2.4 Within the vicinity of the site, South King Street incorporates double yellow line markings, a disabled bay and pay and display parking bays. The pay and display bays are operational Mondays to Sundays between 08:00 and 20:00. During the hours of operation, parking in the pay and display bays is restricted to 2 hours maximum with no return within an hour.



3 MANAGEMENT OF WORKS

Project Site Manager

- 3.1 The Project Site Manager (PSM) is Recom Solutions.
- 3.2 The contact details, in case of an emergency, are as follows:
- Jordan Wilson (Recom Solutions) – 07935 714 013
- 3.3 The PSM will assume all responsibility for implementing the measures within this CMP. The contact details for the PSM will be displayed at the site and published on any temporary licenses granted by MCC (such as for hoarding or scaffolds).
- 3.4 The PSM will liaise with local stakeholders and the Project Managers for any other nearby construction activity that is taking place in the local area when and where it is relevant to do so. The PSM will also be responsible for monitoring and reviewing the detailed CMP on an ongoing basis to reflect the changing needs of the project and / or any changes to the local road network.
- 3.5 The PSM will act as a point of contact between local stakeholders / businesses / residents so that in the event of issues / concerns arising during the construction process, action can be taken without delay.
- 3.6 Information boards will be displayed at the site highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.
- 3.7 Local neighbours will be able to call the site office to raise any concerns and the PSM will personally deal with any comments or complaints and will ensure that they are resolved quickly. A record will be kept of any / all comments and complaints. Where relevant / appropriate, MCC will be kept informed of any dialogue between the PSM and local residents / businesses.

Construction Methodology

- 3.8 Any temporary works that are to be undertaken at the site will be designed by the PSM. The PSM will complete a method statement and temporary works design in consultation with the structural and civil engineers and other members of the construction team as necessary and appropriate.



The method statement will be submitted to MCC for approval, if necessary, prior to the works taking place.

3.9 The construction method statement will be developed to ensure that the proposed works are constructed safely and with no impact on the structural stability of the existing and adjacent properties and the public highway.

3.10 The following measures will be implemented:

- a) The PSM will be a member of the Considerate Constructors Scheme.
- b) During the construction works, the site will be protected with hoarding, security measures etc.
- c) The provisions of the Control of Pollution Act (1974) and the Environmental Protection Act (1990) will be observed.
- d) Neighbours will be notified of the work via individual letters, outlining the anticipated programme and contact details for the works.
- e) The PSM will ensure the health and safety of all its operatives and members of the public in accordance with best practice and the Health and Safety at Work Act (1974).
- f) Wastewater from construction activities will be dealt with in accordance with British Standards BS6031:2009 Code of Practice for Earthworks.
- g) All applicable plant will be fitted with dust collection vacuum boxes.
- h) All surface runoff will be contained on site.
- i) The PSM will control noise and vibration as per British Standards BS5228:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1 (Noise) and Part 2 (Vibration).
- j) Modern, well maintained and silenced plant will be used.
- k) The engines of delivery vehicles will be switched off when the vehicles are parked up.
- l) Site radios will not be audible from the street.
- m) The use of percussive and vibrating machinery will be minimised.

Site Working Hours

3.11 The site working hours will be as follows, unless agreed separately in writing with MCC:

- Mondays to Fridays: 08:00 to 18:00
- Saturdays: 08:00 to 13:00
- Sundays and bank holidays: No activity unless agreed with MCC.

Construction Programme / Phasing

3.12 A detailed outline construction programme will be submitted to MCC by the PSM prior to commencement of the works.

Site Arrangements

3.13 Hoarding will be erected on the King Street and South King Street frontages as shown in the MCC approved Hoarding Permit plan contained within **Appendix A**.

3.14 The hoarding will be provided in line with appropriate regulations and noticeboards will be placed in prominent locations.

3.15 All plant, material and equipment will be stored on-site. Materials will be moved through the site either manually or via conveyor belt.

3.16 Welfare facilities for staff and operatives will be accommodated on-site.

Construction Personnel and Visitor Travel

3.17 All site operatives and visitors will be encouraged to travel to and from the site by public transport. Given the city centre location of the site, there is significant scope for all construction operatives and visitors to travel to the site by non-car modes.

4 CONSTRUCTION TRAFFIC MANAGEMENT STRATEGY

Construction Traffic Hours

4.1 The hours of construction traffic will be as follows unless agreed in writing with MCC:

- Mondays to Fridays: 08:00 to 18:00
- Saturdays: 08:00 to 13:00
- Sunday and bank holidays: No activity unless agreed with WCC.

4.2 In certain circumstances there may be a requirement for vehicles to arrive and depart outside the usual construction hours to allow specialist construction activities to be undertaken. The PSM will seek prior approval from MCC to any required 'out of hours' vehicle activity.

4.3 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works, abnormal deliveries or cranes. Prior notification will be provided to MCC.

Site Access

4.4 All construction vehicles will load / unload from the South King Street site frontage, in line with existing delivery and servicing arrangements for the site.

4.5 If necessary, any traffic management controls that are located along South King Street will be temporarily suspended or temporarily amended to enable the loading / unloading of construction materials etc.

4.6 Pedestrians will also access / egress the site from South King Street (and / or King Street) via hoardings and gates, as appropriate and necessary.

Proposed Construction Vehicles and Vehicle Routes

4.7 As highlighted above, construction vehicles will load / unload from South King Street.

4.8 All demolition / construction vehicles would enter South King Street from Cross Street to the east of the site and exit South King Street onto Deansgate, Bow Street or Ridgefield to the west of the site in line with the existing one-way arrangements.

4.9 The construction vehicle routes to and from the site are highlighted in the figure below.

Figure 4.1: Construction Vehicle Routes



- 4.10 All personnel driving demolition / construction vehicles to and from the site would be restricted to using vehicles of an operational size that can be accommodated within the existing highway arrangements surrounding the site.
- 4.11 Accordingly, the majority of construction vehicle movements associated with the site would be carried out by Goods Vehicles of up to circa 8 metres long (e.g., 7.5 Tonne box van) and by small tippers.
- 4.12 The track diagrams for the main construction vehicles that are likely to be used to access the site are presented in **Appendix B** of this report. These demonstrate that the main construction vehicles can access and egress the site easily.
- 4.13 In the event any abnormal loads are required to be removed or delivered to the site, appropriate consent and licenses would be obtained as necessary / required in consultation with MCC. If necessary / appropriate, the PSM will appoint marshalls and / or banksmen to supervise and manage construction vehicle arrivals and departures associated with the site.
- 4.14 All personnel responsible for the delivery of materials to and / or transporting material away from the site will be advised in writing by the PSM of the one-way system that is in place and any local width or height restrictions.

Number of Construction Related Vehicle Movements

- 4.15 It is anticipated that the construction works will not generate a significant number of construction vehicle trips per week.
- 4.16 The following measures will be considered by the PSM in order to minimise the number of vehicle movements associated with the construction phases:
- a) The use of prefabricated components and / or the use of manufactured building components will be considered to minimise the amount of waste generated by the works.
 - b) The PSM will maximise the amount of materials that can be re-used to minimise costs, minimise the number of vehicle movements (associated with the delivery of new materials to the site and removal of waste from the site), and minimise the environmental impacts.
 - c) The PSM will adopt smart procurement principles when selecting suppliers. Where appropriate / possible, suppliers that can minimise the number of vehicle movements via their approach to logistics will be selected.

Arrangements for Vehicles

- 4.17 This section of this CMP sets out the measures that could be put in place to minimise the transport and traffic impact associated with the construction of the development.

General

- 4.18 The PSM will appoint a Dock Manager prior to commencement of the works. The Dock Manager will be available on-site when vehicles are accessing the site.
- 4.19 All personnel responsible for delivery of materials to and / or transporting material away from the site will be advised in writing of the vehicular access route described above. The access route will be adhered to at all times unless otherwise agreed / instructed by MCC.
- 4.20 The scheduling of materials, deliveries and waste collection will be managed by the Dock Manager to reduce the potential for unnecessary delay and congestion at the site.
- 4.21 Where possible, all vehicle activity will be scheduled and undertaken in accordance with MCC and Transport for Greater Manchester (TfGM) guidelines. Where possible, vehicle activity will primarily take place outside highway peak periods in order to minimise disruption to the local road network.

- 4.22 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access routes will be provided to all suppliers, sub-contractors and visitors prior to them undertaking a journey.

Loading Arrangements

- 4.23 Loading and unloading of plant, material and equipment exported or imported to / from the site during the construction process will be undertaken from South King Street within the existing loading bay located on South King Street or in any designated (temporary) areas that are created.
- 4.24 During loading / unloading of materials to / from the site, Heras Fencing and bollards will be used to segregate the loading / unloading activity from the general public, as appropriate. Banksmen will manage pedestrian access around the loading / unloading area, if considered necessary / appropriate.
- 4.25 The construction works are unlikely to generate significant amounts of spoil. Any / all spoil that is generated will be removed from the site via a Skip Lorry or other suitable vehicle.
- 4.26 Materials will be unloaded from vehicles either manually or via a 'grab arm'.

Public Highway

- 4.27 The public highway in and around any loading / unloading areas that are created will be appropriately protected.
- 4.28 A dilapidation survey of the public highway has been carried out by the PSM and a copy is included in **Appendix C**.
- 4.29 At no time will material be stored on the public highway.
- 4.30 The Dock Manager will also monitor the condition of the public highway in the immediate vicinity of the site throughout the construction phase.

Parking

- 4.31 Car parking for construction vehicles and / or staff will not be provided on site (due to site constraints).

Dust

- 4.32 The access route to / from the public highway will be kept clean and free from debris and detritus during construction periods.
- 4.33 Water spray techniques will be used periodically, or as necessary, to control dust associated with the construction process.
- 4.34 No wheel washing facilities are required as construction vehicles will not leave the public highway.
- 4.35 Notwithstanding, vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the works area.
- 4.36 Site operatives will use suitable dust masks to minimise the inhalation of particles that may lead to respiratory diseases.

Noise and Vibration

- 4.37 The PSM will adopt best practice mitigation measures for the control of vibration and noise, if necessary / appropriate.

Construction Recycling / Waste Management

- 4.38 The PSM is committed to promoting waste minimisation and encouraging beneficial reuse and recycling.
- 4.39 It is anticipated that the construction works will generate the following waste materials;
- Demolition spoil – concrete, brick, rubble, steel, aluminium, plastics, wood etc;
 - Packaging – plastics, pallets, expanded foam etc; and,
 - Dirty water – from silt, for example.
- 4.40 Waste will be stored on site via 1,000L bins.
- 4.41 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process with the aim to achieve latest policy requirements.



- 4.42 The re-use of materials resulting from construction, demolition and excavation waste will be specific to the type of build and the sub-contractors selected.
- 4.43 Where necessary, construction waste will be collected on a scheduled basis by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling and re-use.
- 4.44 No burning of waste will be allowed within the works area.
- 4.45 Waste Management will be monitored and recorded.

Pedestrian and Cyclist Safety

- 4.46 Construction traffic poses a potential risk to pedestrian and cyclist safety. Vulnerable road users' safety will be of paramount importance. The Dock Manager will be available during the construction process (and particularly when construction vehicles are accessing the site and / or being loaded / unloaded) to minimise the impact of the construction process on pedestrian and cyclist safety.
- 4.47 As highlighted earlier in this document, hoardings will be installed along the site's frontage. The hoardings will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions.
- 4.48 Appropriate signage will be erected adjacent to the site to warn pedestrians and cyclists of the construction works whilst banksmen and the Dock Manager will be on-site to monitor the vehicle manoeuvres.
- 4.49 Temporary Heras fencing and bollards will be erected around construction vehicles, if necessary, when loading / unloading from any dedicated (temporary) loading bays that are created. The Dock Manager will also be positioned adjacent to the loading / unloading areas in order to prevent any conflict arising between vehicles, other delivery vehicles and pedestrians / cyclists.
- 4.50 The Dock Manager will supervise all vehicle arrivals and departures associated with the site.

Abnormal Loads

- 4.51 In the unlikely event that any abnormal loads are required to be delivered to or removed from the site, appropriate consent and licenses will be obtained including road closures, if necessary.

- 4.52 Notice regarding any planned / required diversions of roads and footpaths will be given to MCC, the Police, Fire Brigade, other emergency services and bus operators (as appropriate / necessary).

Cumulative Traffic Impacts

- 4.53 Given the proposed demolition and construction works will generate a low number of vehicle movements, the proposed works will not have a significant impact on the operation of the local highway network.
- 4.54 As set out earlier in this document, the PSM will liaise with local stakeholders and other Project Managers that are involved with any other nearby construction activity and, if necessary, plan the delivery and / or collection of any construction / demolition material to avoid any significant construction works that are taking place within the vicinity of the site.

5 IMPLEMENTING, MONITORING AND UPDATING

- 5.1 The PSM will be in charge of implementing the detailed CMP. It is recognised that the CMP will be a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during the lifetime of the CMP. The PSM will monitor and record information on the following:

Number of Vehicle Movements to the Site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery / collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated fatalities and serious injuries;
- Ways staff are travelling to site; and
- Vehicles and operators not meeting safety requirements.

- 5.2 Data will be recorded at the entrance of the site by a member of staff, as well as through the delivery booking and tracking system to be implemented.

Handbooks

- 5.3 A Contractor Handbook and Driver Handbook will be produced by the PSM, in order to distribute information relating to site operations. The information to be provided is as follows:

Contractor Handbook

- Safety procedures;
- Anti-idling procedures;
- Vehicle routing and delivery scheduling; and
- Driver training

Drivers Handbook

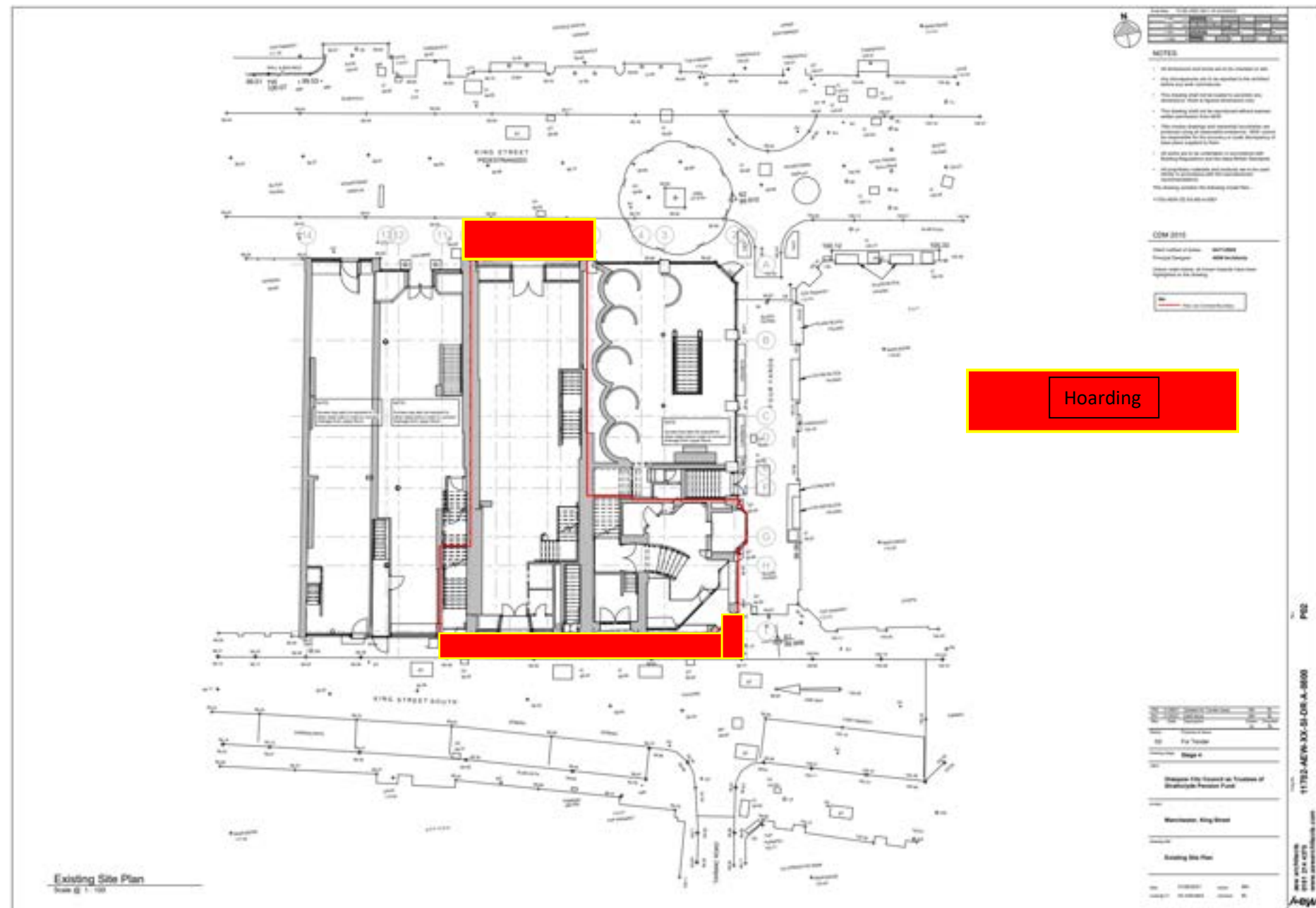
- Authorised routes to and from the site;
- Site opening times;
- Booking and scheduling information;
- Site loading strategy and other information relating to access;
- Anti-Idling; and
- Vulnerable road user safety.

6 SUMMARY

- 6.1 This Construction Management Plan includes a series of construction vehicle management measures that will be implemented prior to commencing the approved works at 58-66 King Street, Manchester.
- 6.2 This CMP will be a 'live' document that will be updated as necessary to include any relevant information and address any issues that may be identified as the construction works progress.
- 6.3 Any revisions made to the measures set out within this CMP will be submitted to MCC for approval before being implemented / adopted.
- 6.4 The Project Site Manager will comply with this CMP at all times and will sign up to the Considerate Constructors Scheme.
- 6.5 The procedures set out in this CMP will minimise the potential for disruption to local residents, businesses, members of the public and visitors to the site as well as other users of the adjacent highway network and the site in general.

CMP Appendix A

Hoarding Permit Plan



NO.	REVISION	DATE
1	ISSUED FOR PERMIT	2014-01-15

- NOTES**
1. All dimensions are in feet and inches.
 2. All dimensions are to the centerline of the building unless otherwise noted.
 3. The building shall be constructed in accordance with the City of Toronto Building Code.
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CDM 2014
Project Name: 11792-AE-W-XX-SI-DR-A-3600
Project Number: 11792-AE-W-XX-SI-DR-A-3600
Project Location: 11792-AE-W-XX-SI-DR-A-3600

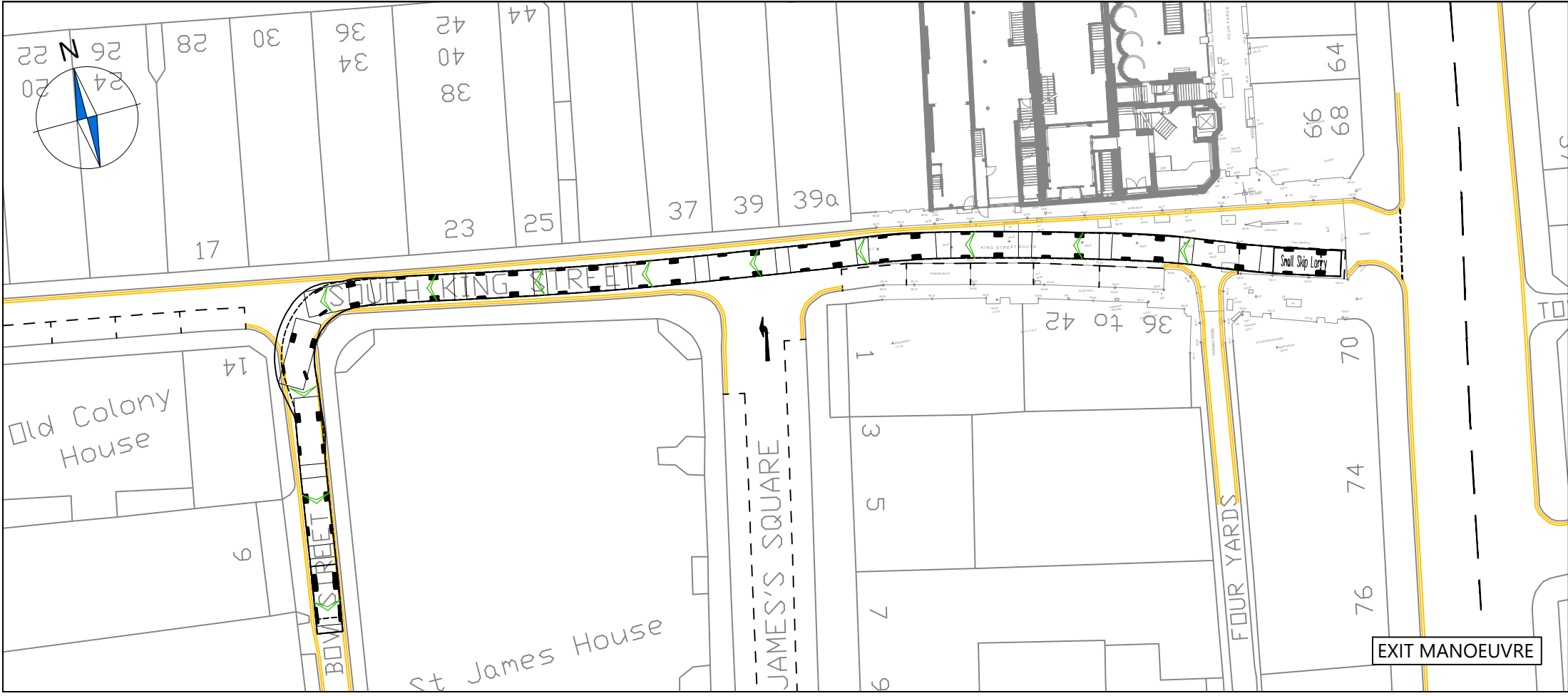
11792-AE-W-XX-SI-DR-A-3600

Hoarding

Existing Site Plan
Scale: 1/8" = 1'-0"

CMP Appendix B

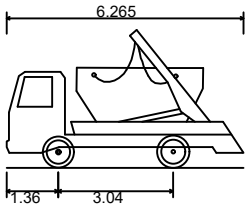
Construction Vehicle Track Diagrams



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.
4. Existing Road Markings Shown Indicatively.

SMALL SKIP LORRY



Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.340m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

Rev	Details	Drawn	Checked	Date
...	...	...	...	...
REVISION HISTORY				
Status:	☒ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client: DTZ Investors

Project: 58 - 66 King Street, Manchester

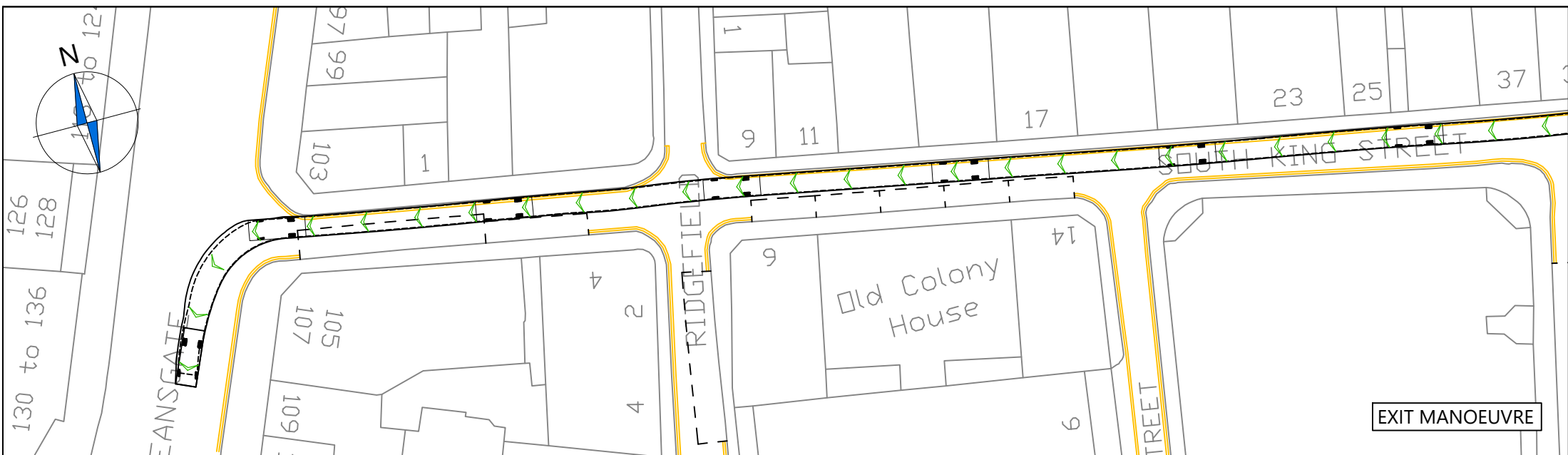
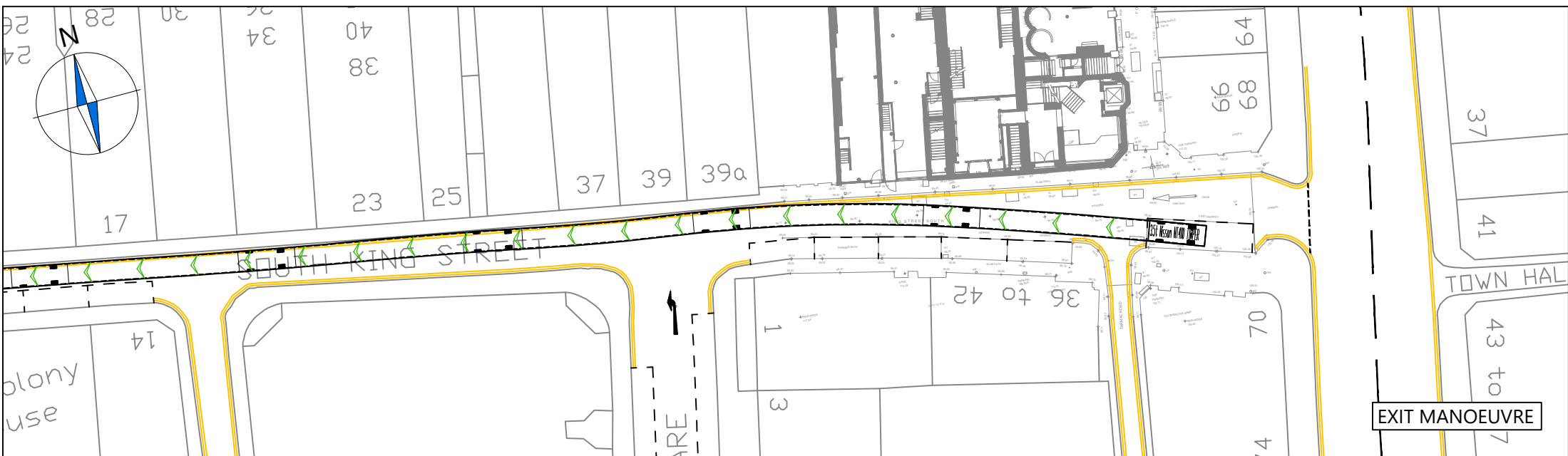
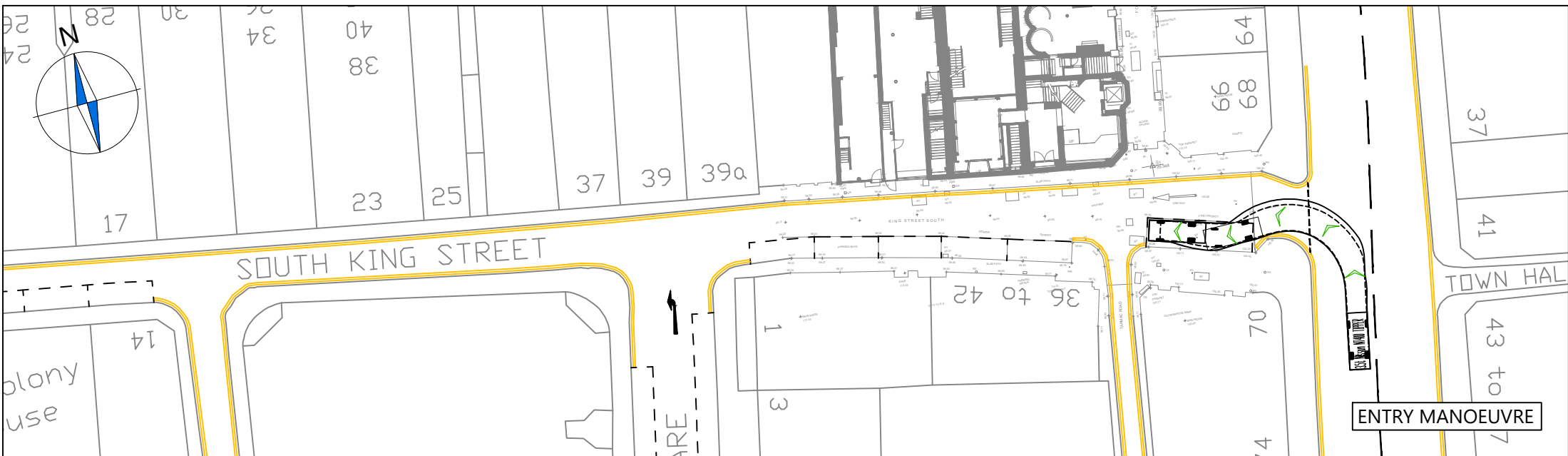
Drawing Title: Vehicle Swept Path Analysis for a Small Skip Lorry

Scale: 1:500 Size: A3

Drawn by: COS Checked by: DR Date: 15.06.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

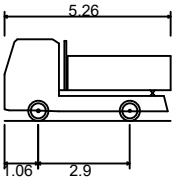
Scheme Ref: 4836 Drawing No: TR002 Sheet: 1 of 4 Rev: ...



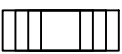
NOTES

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4. Existing Road Markings Shown Indicatively.

3.5T NISSAN NT400 TIPPER



Overall Length	5.260m
Overall Width	1.900m
Overall Body Height	2.581m
Min Body Ground Clearance	0.308m
Track Width	1.808m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

Rev	Details	Drawn	Checked	Date
...	...	...	...	...
REVISION HISTORY				
Status:	☒ Preliminary	☐ For Approval	☐ For Construction	
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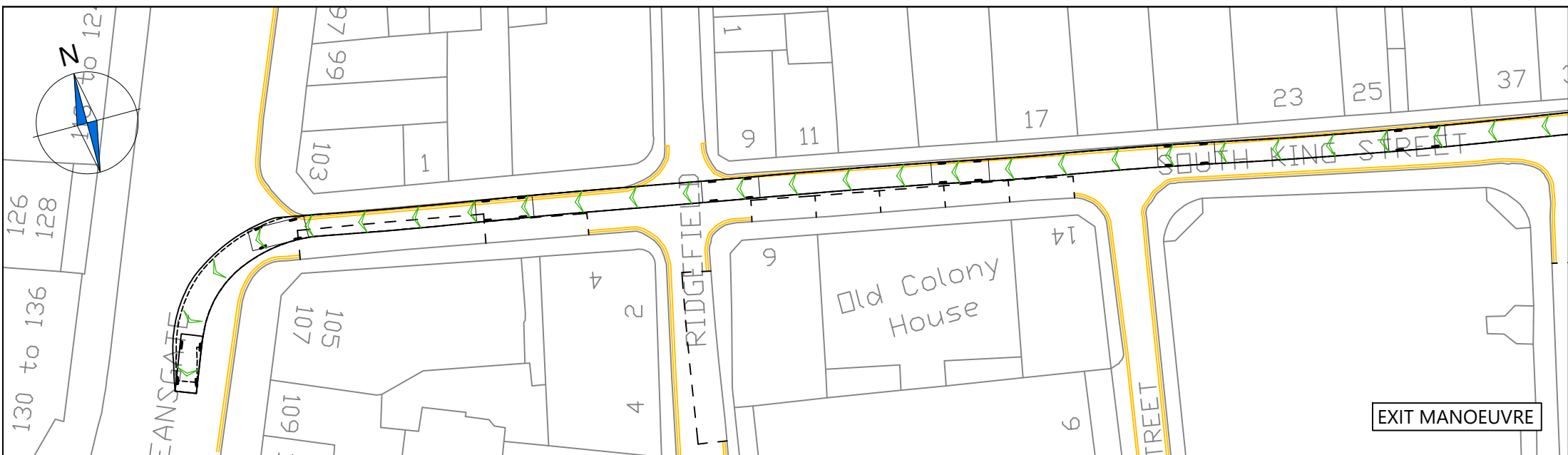
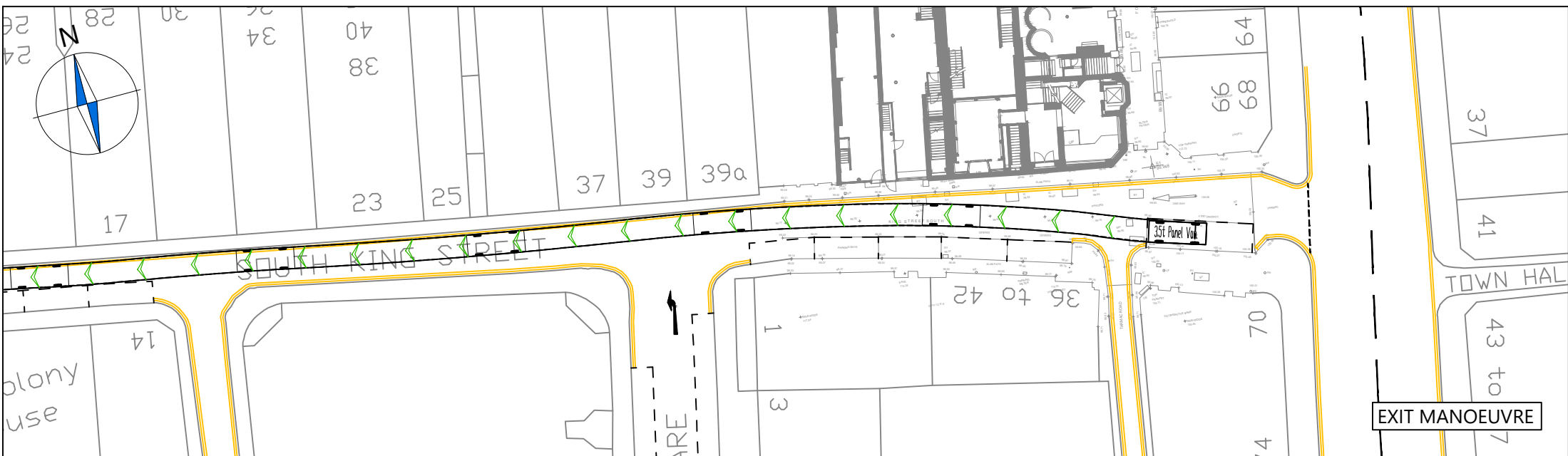
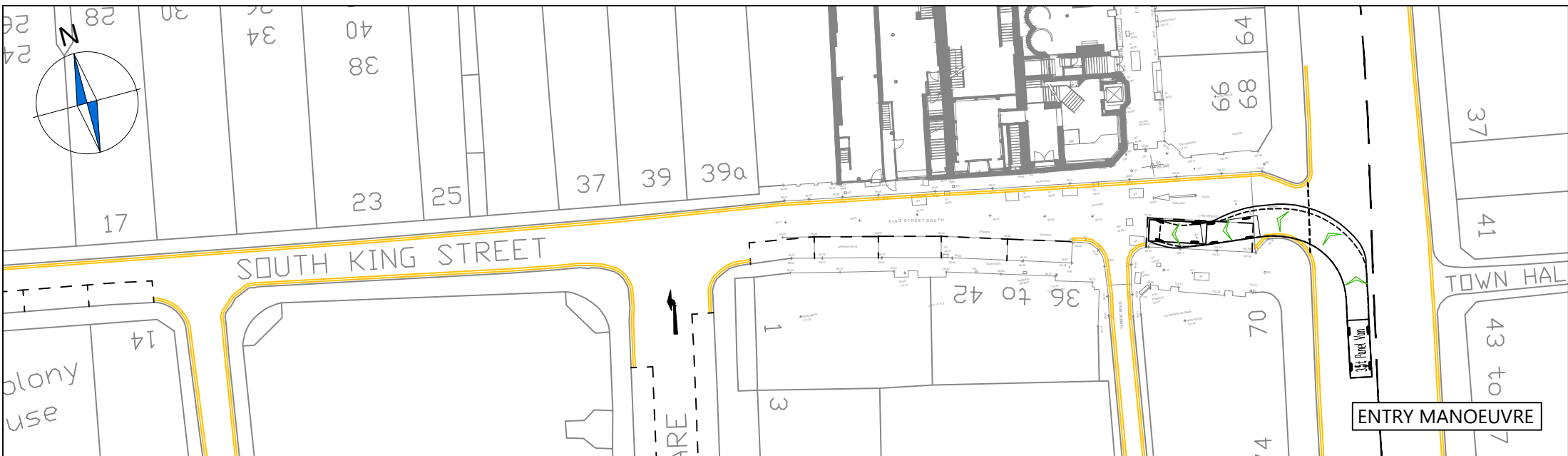
Drawing Title: Vehicle Swept Path Analysis for a 3.5T Nissan NT400 Tipper

Scale: 1:500 Size: A3

Drawn by: COS Checked by: DR Date: 15.06.2022

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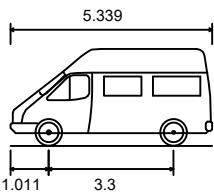
Scheme Ref: 4836 Drawing No: TR002 Sheet: 2 of 4 Rev: ...



NOTES

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- 4. Existing Road Markings Shown Indicatively.

3.5T PANEL VAN



Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.400m

	FORWARD MOVEMENTS ARE SHOWN IN BLACK (<i>design speed - 5kph</i>)
	REVERSE MOVEMENTS ARE SHOWN IN BLUE (<i>design speed - 2.5kph</i>)

Rev	Details	Drawn	Checked	Date
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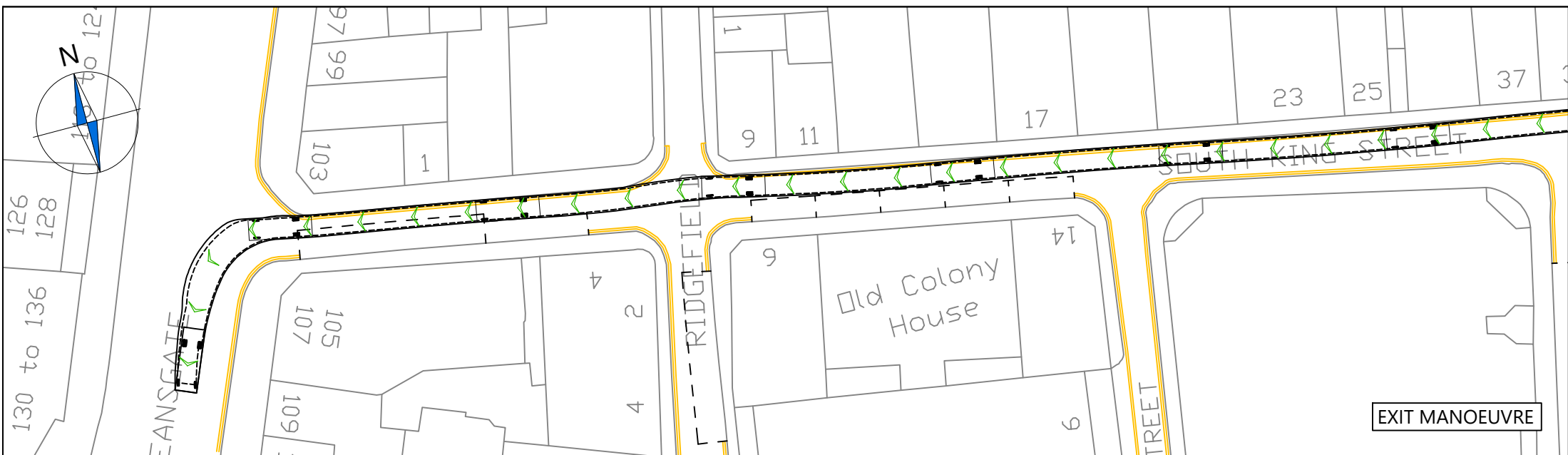
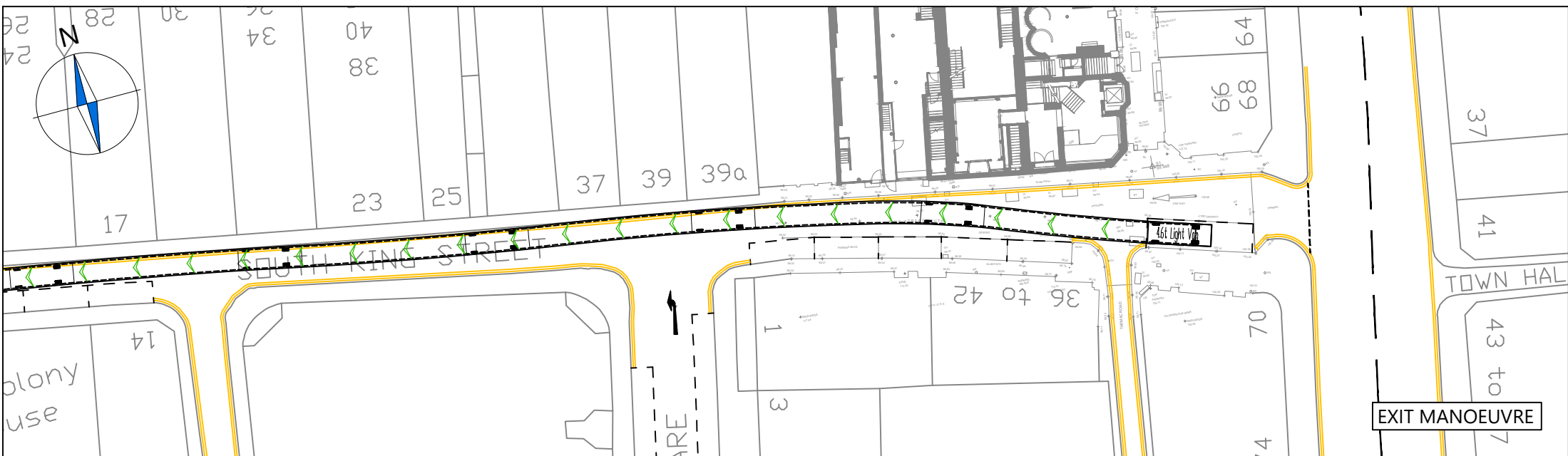
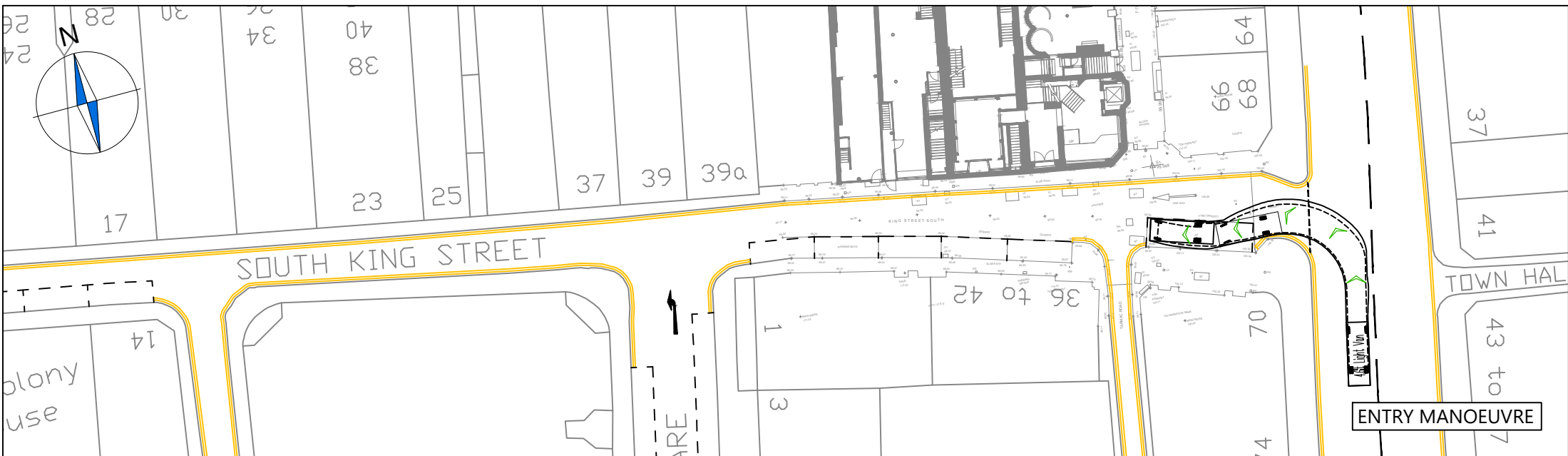
Drawing Title: Vehicle Swept Path Analysis for a 3.5T Panel Van

Scale: 1:500 Size: A3

Drawn by: COS Checked by: DR Date: 15.06.2022

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Transport Planning & Highway Design
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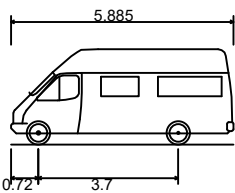
Scheme Ref:	Drawing No:	Sheet :	Rev:
4836	TR002	3 of 4	...



NOTES

- 1. This drawing to be read & printed in colour.
- 2. This drawing is for illustrative purposes only.
- 3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.
- 4. Existing Road Markings Shown Indicatively.

4.6T LIGHT VAN



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

	FORWARD MOVEMENTS ARE SHOWN IN BLACK (<i>design speed - 5kph</i>)
	REVERSE MOVEMENTS ARE SHOWN IN BLUE (<i>design speed - 2.5kph</i>)

Rev	Details	Drawn	Checked	Date
...	...	...	...	...
REVISION HISTORY				
Status:	☒ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client: DTZ Investors

Project: 58 - 66 King Street, Manchester

Drawing Title: Vehicle Swept Path Analysis for a 4.6T Light Van

Scale: 1:500 Size: A3

Drawn by: COS Checked by: DR Date: 15.06.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
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Scheme Ref:	Drawing No:	Sheet :	Rev:
4836	TR002	4 of 4	...

CMP Appendix C

Dilapidation Survey



58-66 King Street

Highway Condition Survey

June 2022

Introduction:

RECOM Solutions undertook a visual highways condition survey of the key streets identified in the Construction Staff Travel Plan. The survey started at 58 King Street, continued through the pedestrian route 'Four Yards' and finishing at the junction between South King Street and St James' Square.

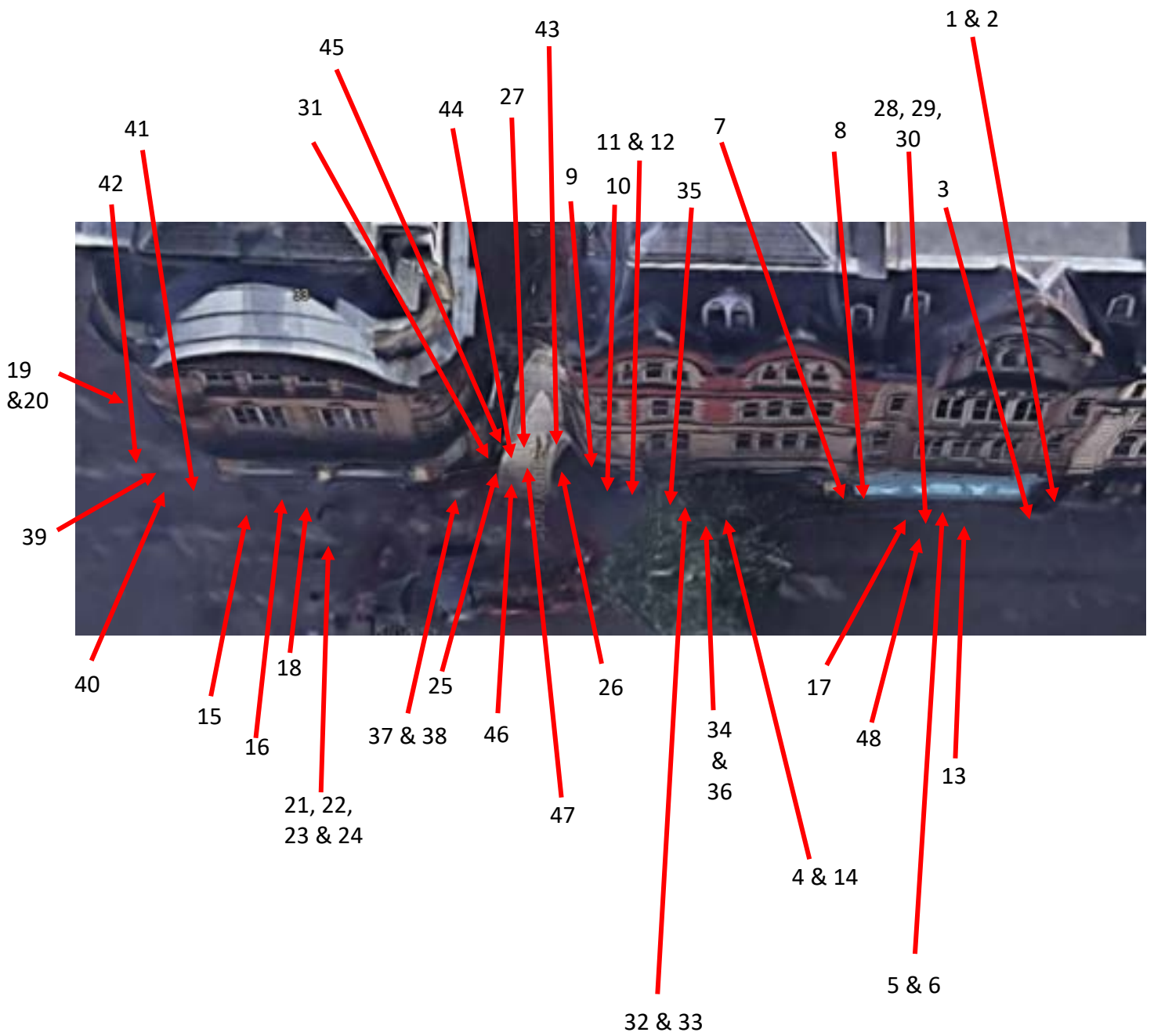


The survey was undertaken in three sections and consists of photographs and videos of any current damage on both the road and pavements. All videos have been attached separately.

All service chambers have been identified.

Section 1:

The first section runs from 58 King Street to the Four Yards pedestrian route. As this section is only proposed for pedestrian use during the project, the survey reviewed the condition of the pavement and excluded the road.





1. Service box identified, no current damage seen.



2. Service chamber to the side of the



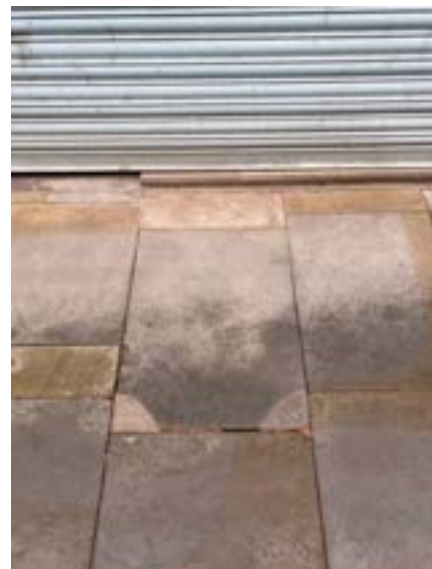
3. Paving condition



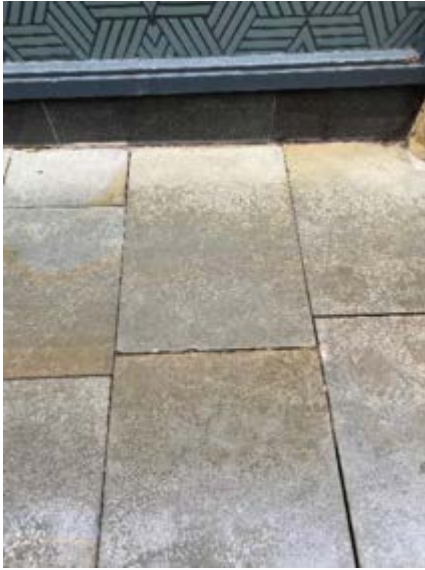
4. Crack in stone paving



5. Raised section and concrete infill into paving



6. Cracked corners of paving stone



7. Slight damage to paving & captured condition of store front



8. Meter box



9. Tarmac infill to concrete at edge of window



10. Continuation of tarmac infill



11. Loose paving stone



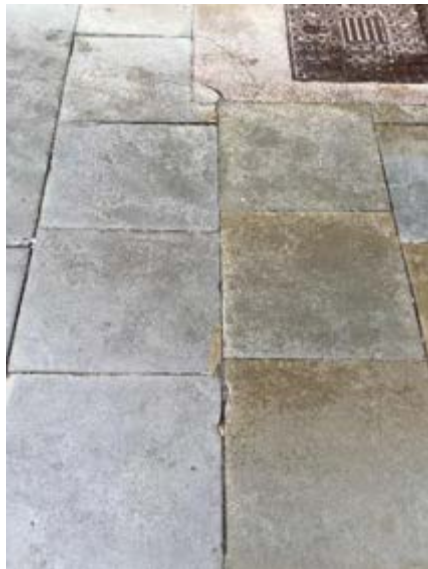
12. Wearing of tarmac infill between store front and paving



13. Damage to paving tiles



14. CATV service chamber



15. Chipping to tiles



16. Cracked tile



17. Cracked service chamber



18. Slight chip to paving tile



19. Cracking of tile surrounding post



20. Significant chip in paving tile



21. Condition of bollards



22. Condition of bollards



23. Condition of bollards



24. Condition of bollards



25. Missing mortar around pedestrian crossing



26. Chipped and missing mortar around pedestrian crossing



27. Overall condition of brickwork. Half moon scar in centre



28. Scarring to edge paving.

Slight pooling.



29. Pooling within edge paving damage & damage to edge stones

Fault line through bottom paving



30. Blocked drainage inspection chamber



31. Chipping to paving stone



32. Manhole cover



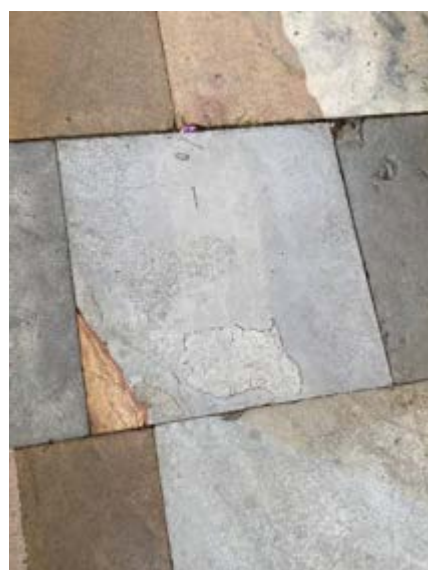
33. Glass tiles – some damage to certain tiles



34. Cracked tile



35. Cracked tile



36. Scarring to tile



37. Cracked tile around post, issues with concrete infill



38. Damage to tile



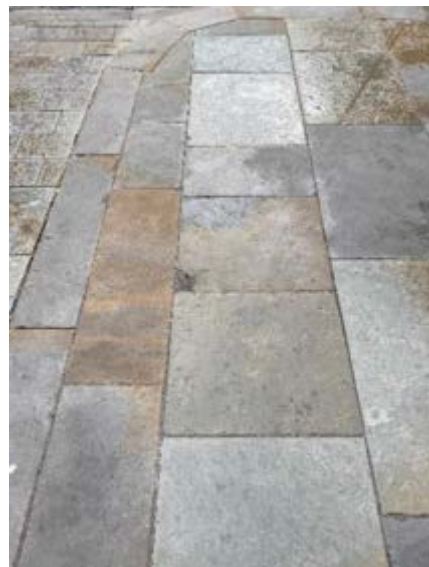
39. Corners of tiles chipped



40. Condition of pedestrian crossing



41. Two chips / damage to tile



42. Corner damage to tile



43. Damage to edge paving,
Evidence of pooling due to vegetation growth



44. Multiple chippings of edging tiles



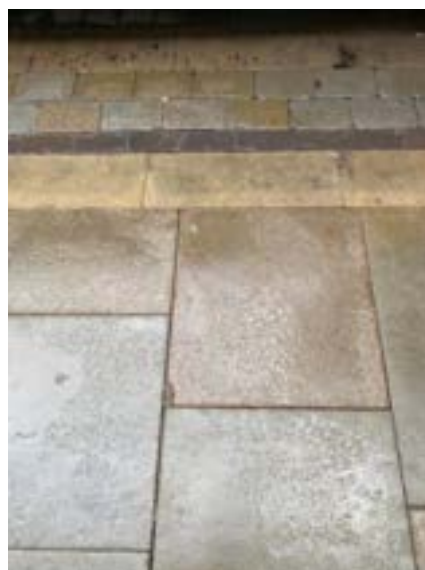
45. Cracked tile and further damage to edging tile



46. Damage to some bricks



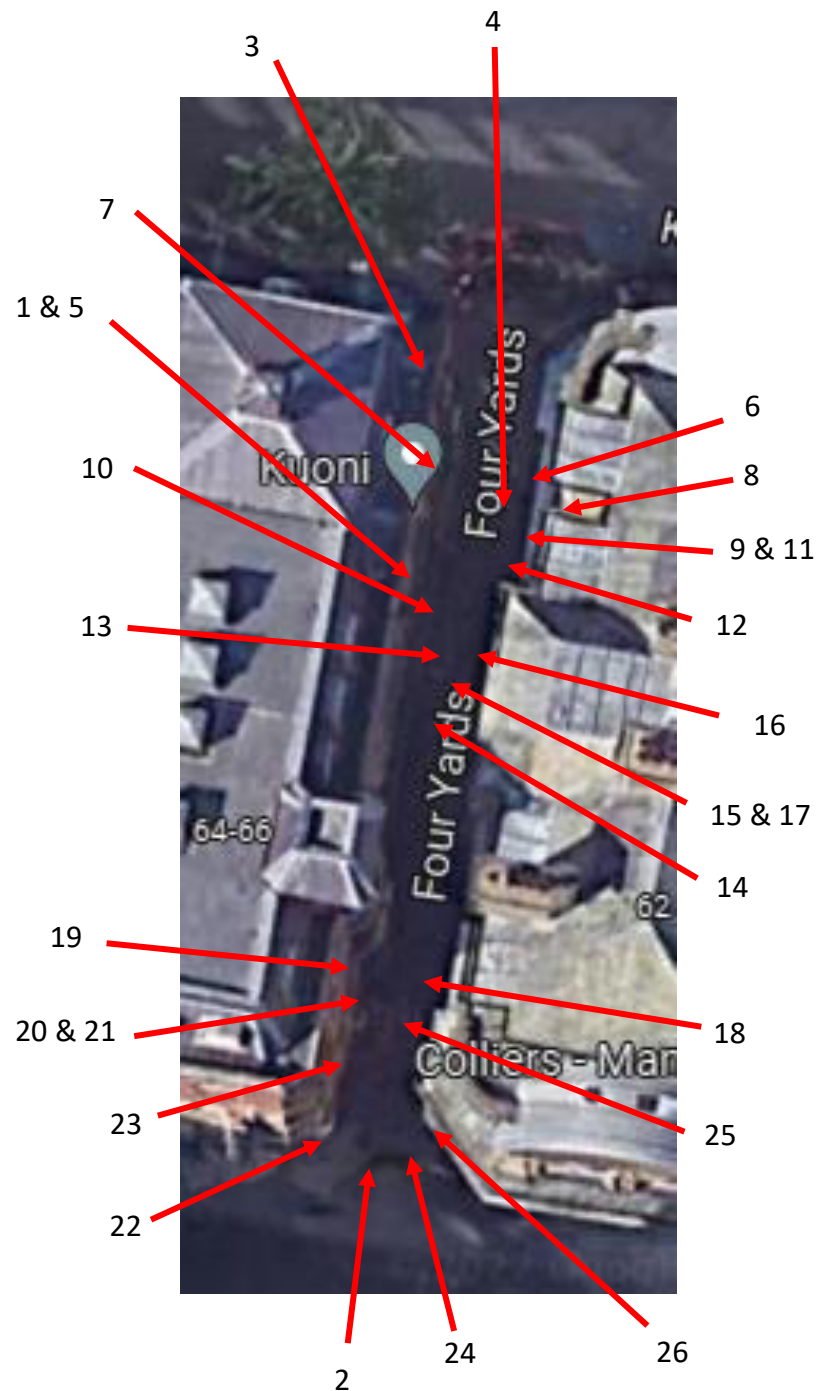
47. Replacement brick – this differs from the design as seen in image 27.



48. Small chip in paving tile

Section 2:

Section 2 identified any faults / service chambers along 'Four Yards'.





1. Significant pooling along sunken bricks



2. Meter box



3. Tarmac infill



4. Loose bricks



5. Pooling in sunken bricks

Smoke outlet from basement



6. Loose bricks along pathway



7. Replacement mortar – change in colour



8. Loose bricks and damaged concrete infill



9. Missing mortar and condition of glass tiles



10. Blocked drainage inspection chamber



11. Change in mortar colour. Some damage to bricks



12. Significant damage to feature bricks



13. Missing mortar
– loose bricks



14. Damaged bricks
infilled with
concrete



15. Some loose
bricks and
additional section
of feature bricks



16. Three service
chambers



17. Chipped brick
and loose mortar

Exposed wires



18. Damaged
concrete infill with
pooling



19. New installation of bricks and chipped concrete upstand



20. Change in brick type. Multiple areas of pooling



21. Change in brick type / new bricks

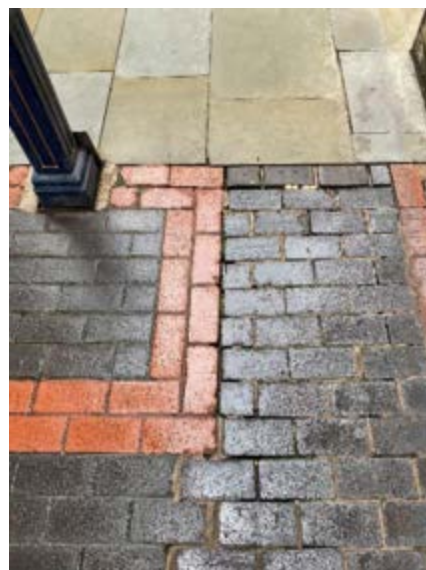
Concrete infill to end of red bricks



22. Empty drainage inspection chamber



23. Scarring to step



24. Loose bricks / missing mortar



25. Loose bricks
with some areas of
damage

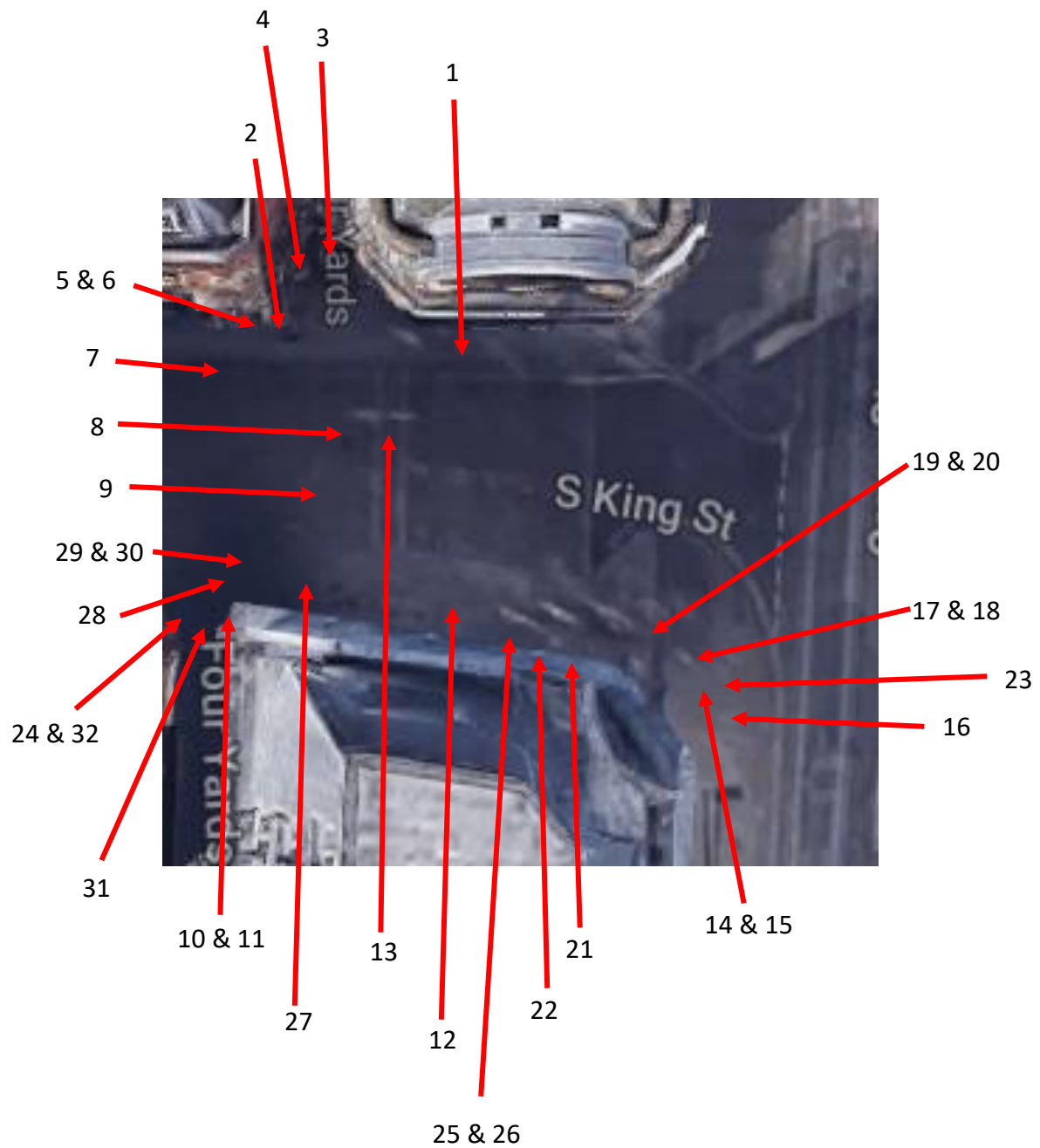


26. Concrete infill
between feature
bricks.

Some damage to
bricks

Section 3:

This section covered the entrance to South King Street. This road is proposed to be the main vehicular access to site, so the survey includes both footpaths and road.





1. Water service chamber



2. Cracking to tile surrounding post



3. Overall condition of post is good.

Some change in mortar to bricks behind

Small crack in tile to bottom of picture



4. Gas service chamber



5. Cracked tile



6. Earth core chamber



7. Partially blocked drainage inspection chamber



8. Manhole covers



9. Manhole cover



10. Faded double yellow lines



11. Manhole covers



12. Loading bay - paint not significantly faded



13. Arrow paint significantly faded



14. Service cover



15. Service chamber



16. Cracking to tile surrounding post



17. Damage to multiple tiles
Remainder of post still between tiles



18. Water chamber



19. Cracked paving tiles



20. Pedestrian crossing condition



21. Stair lift condition



22. Lightwell condition



23. Concrete infill to damaged tiles



24. Some minor damage to certain tiles



25. Service chambers



26. Gas service chamber



27. Clear drainage inspection chamber



28. Manhole cover



29. Service chamber



30. Water chamber

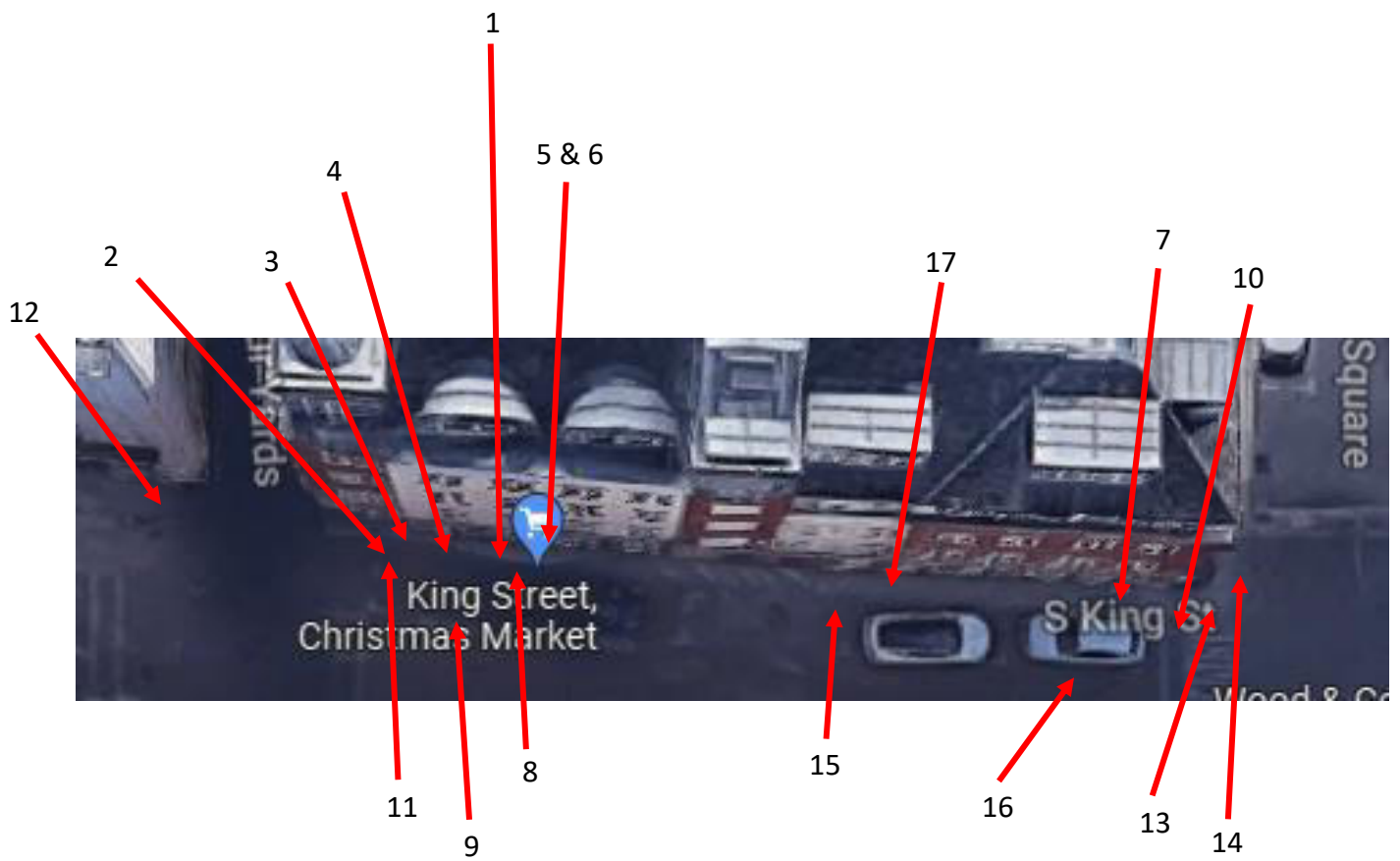


31. Meter box



32. Repainted
double yellow lines

Section 4





1. Disabled bay with some fading to paint



2. Disabled bay with some fading to paint



3. Service chamber



4. Chipping / damage to edge of pavement



5. Graffiti damage to dry riser



6. Graffiti damage to doors



7. Parking bay



8. Small chip to paving tile



9. Section of loose bricks



10. Blocked drainage inspection chamber



11. Chipped tile



12. Cracked tile



13. Damage to brick in road and concrete infill to damage edge



14. Water service chamber



15. Partially blocked (corner) inspection chamber

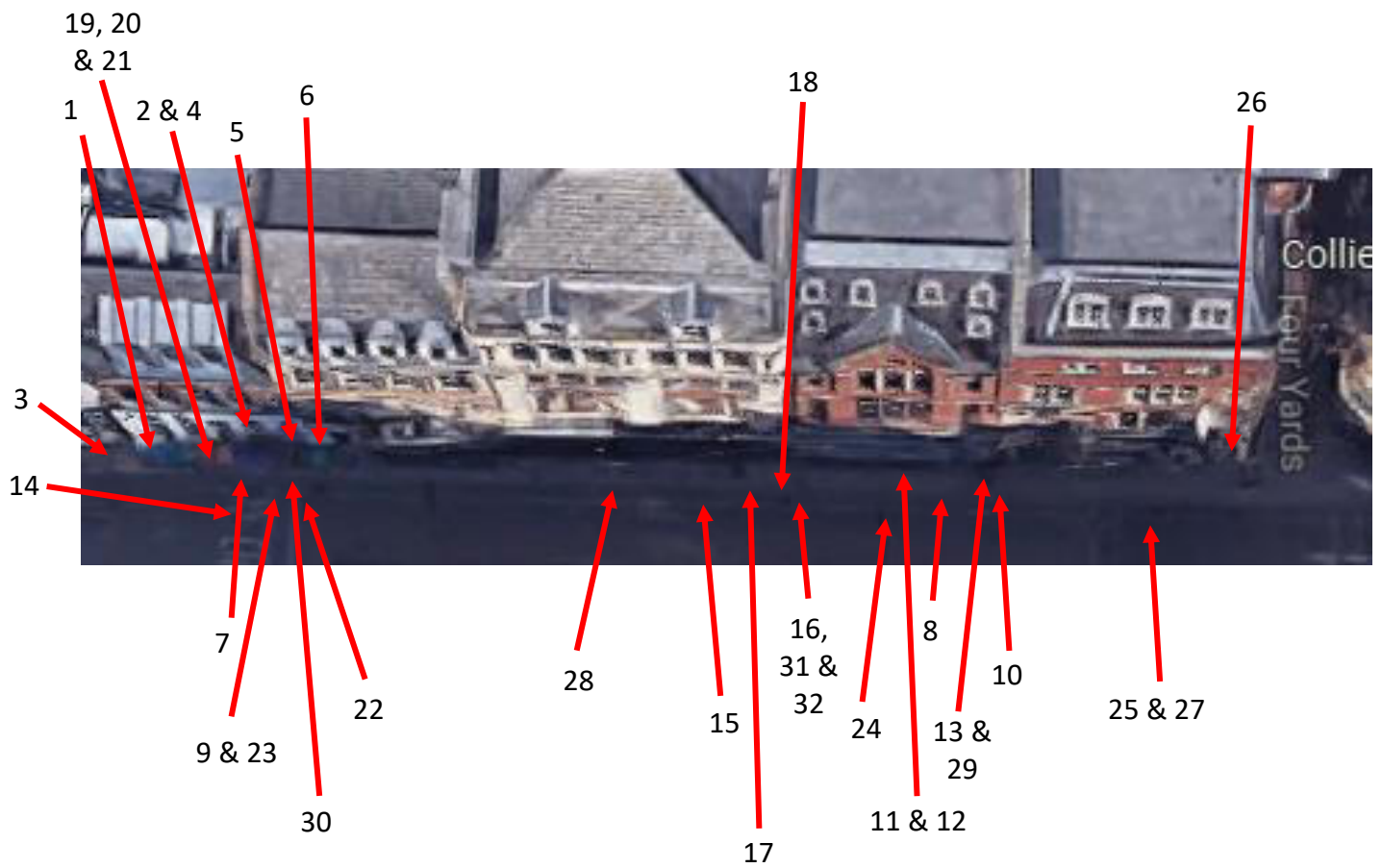


16. Water chamber



17. Chipped tile

Section 5





1. Some damage to tarmac & chipped tile



2. Fault line in step



3. Manhole cover



4. Service chambers



5. Tarmac scarring



6. Overall condition of glass tiles



7. Blocked drainage inspection chamber



8. Earth rod chamber



9. Earth rod chamber



10. Cracked tile



11. Condition of shutter & surrounding tiles



12. Condition of shutter and surrounding tiles
Some chipping to tile



13. Meter box



14. Faded no entry paint



15. Water chamber



16. Manhole covers



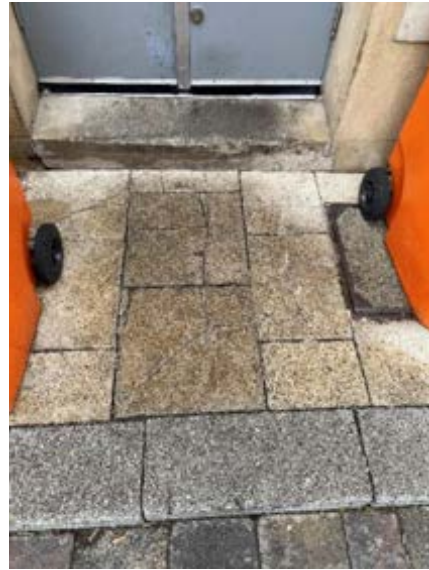
17. Multiple cracked tiles



18. Manhole cover



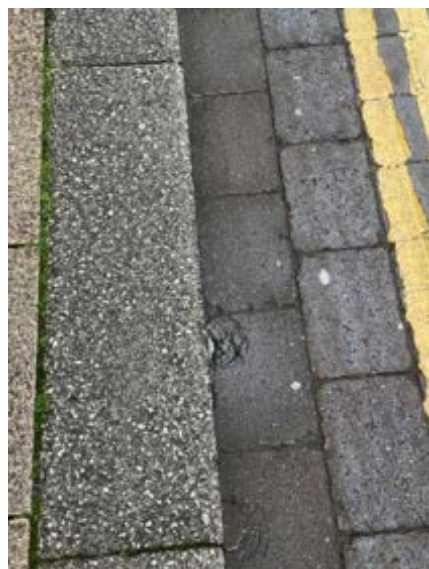
19. Service chamber



20. Cracked tiles



21. Water chamber



22. Damage to brick



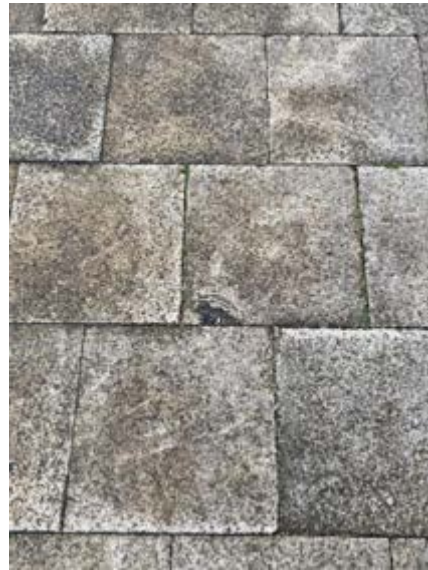
23. Evidence of removed post – scarring around



24. Service chambers



25. Loose bricks



26. Chipped tile



27. Loose bricks



28. Replacement tile and multiple cracks



29. Multiple cracked tiles



30. Blocked drainage inspection chamber



31. Cracked tile



32. Chipping to tiles