2.0 THE EXISTING ENVIRONMENT

2.1 The site and surround.

The Stori Brymbo Site is situated just off New High Street road in the village of Brymbo, Wrexham that is partly Residential and rural. Works will be carried out during normal working hours as detailed in the planning document.
Care must be taken to segregate all working areas from live public areas at all times.
All abnormal deliveries should check their route to site before delivery. Emergency access from the hospital buildings and surrounding areas must be maintained at all times.

Please refer to Appendix A for Site Layout

2.2 Existing Services

There are live services within the working area that may need to be isolated, diverted or terminated as the job progresses. Some services encountered may be within the building fabric, so every reasonable precaution will be taken by MPH Construction to locate and isolate services as necessary. The Principal Contractor will ensure that a sweep of work area is undertaken and that sufficient checks are carried out by competent persons prior to any intrusive works to the fabric of the building. Any services found to be live must be disconnected or isolated.

All trial holes dug within 500mm of any underground service should be excavated BY HAND.

2.3 Existing Structures

Consideration of on-going activities within the site and the continued use of the general surrounding facilities must be considered as these may impact of the works in terms of interface and traffic management requirements. Noisy operations must be carefully planned so as not to affect the sensitive areas around the site.

If during the course of any works, there are any suspect materials uncovered, works to that location must stop immediately, the area sealed off and guidance sought from a suitably qualified organization

before resuming work. Operatives are advised to remain vigilant at all times

THE PROJECT MANAGER MUST BE NOTIFIED.

2.4 Existing Traffic System

Suitable precautions must be implemented to warn operatives, employees, and members of the public of the works and any restrictions.

The TMP must ensure segregation between pedestrians and the vehicles/plant equipment. The TMP is to allow for access routes to and from the workplace and must consider routes from compounds and car park locations. Specifically, this TMP must consider the following:

- Emergency access for the Emergency services must be maintained at all times.
- High volumes of vehicle and pedestrian traffic occurs throughout the day. Detailed timings can be advised by the Client project manager.
- The site speed limits are 10mph.

The local speed, weight and parking restrictions shall be adhered to at all times.

Access to the site will be via New High Street Road. For the specific location and route please refer to our Site Layout drawings detailed within Appendix A.

All contractors are reminded to park in a neat and considerate manner.

Once parked in the correct locations, contractors must proceed immediately to the MPH Site Compound to sign in with the **MPH Site Manager – Jason Pritchard**

Vehicular, pedestrian and emergency access/egress to the surrounding premises must be maintained at all times unless specifically closed off by MPH Site Management.

Suitable precautions shall be taken to ensure that there is no disruption to normal operations and activities.

All deliveries to the site shall be made under the supervision of a banksman.

Local Security should be informed of all deliveries prior to arriving on site so that deliveries can be given clear directions as to where to proceed.

Contractors are requested to unload materials/tools etc. at the point of work and requested to park in allocated/designated parking areas.

All delivery routes to be agreed between the Client and Principal Contractor.

Site vehicles must not exceed 10mph on site. No reversing without a banksman.

2.5 Restrictions affecting the site

The site is within a rural village with the general public and road traffic passing the site constantly throughout the duration of the project.

No materials shall be left within the shared access areas, including all roads footpaths and escape routes, materials must be positioned within the site compounds.

Close liaison with the Client's Representative and to other parties on and adjacent to the site will be maintained at all times, with details of activities, busy periods and requirements communicated.

Planned operations for each day will be communicated by the local project stakeholders and Project Management to MPH Site Manager during daily pre-shift briefings.

Signage will be in place to highlight any restrictions, and to ensure that boundaries of the MPH Site Areas are clearly detailed and maintained. Full details of daily issues and planned Construction activities will be displayed on the MPH internal Communication Board.

3.8 Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR)

Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013

All accidents, injuries and dangerous occurrences shall be reported to the Site Manager who will record them in the Accident Book.

Reporting of injuries or dangerous occurrences will be recorded on standard HSE sheet F2508 (**see Appendix H**)

In the event of a dangerous occurrence or a near miss actions will be taken to stop the event from re-occurring. (Refer also to section 7.0 of this plan).

3.9 Control of Substances Hazardous to Health (COSHH)

Control of Substances Hazardous to Health Regulations 2002 Regulations and 2004 (amended)

All contractors are to provide Control of Substances Hazardous to Health (COSHH) assessments for hazardous substances they are to use on site.

The collation of these sheets will be undertaken by the Site Manager and will be made available for all site personnel.

COSHH Assessment and Product Data Sheets can be found in **Appendix I.**

3.10 Noise and Pollution Control

Control of Noise at Work Regulations 2005
Management of Health and Safety at Work Regulations 1999 (as amended)

Noise, dust, vibratory pollution etc. will be kept to a minimum throughout the project.

Dust Control

In a case where the possibility of air borne dust will be generated from our method of working, dust suppressing equipment will be used to minimise dust creation at the source, including water suppression.

All working areas will be cleaned daily.

Noise Control

Efforts must be made to use sound dampening equipment where possible.

Noise levels from the works will be continually monitored to ensure that noise levels remain below the statutory threshold.

The use of Radios and audio equipment is strictly forbidden on site.

Noise and vibration suppressed equipment / tools shall be used to minimize noise/vibration sources.

Protective equipment will be issued to any person working close to high levels of noise.

3.11 Training and Induction

Construction (Design and Management) Regulations 2015

All site personnel will be subject to a site induction before starting work on site, in order to learn of site procedures. This will be conducted in the Contractors Site Office.

Toolbox talks shall be given where the relevant safety information, to specific tasks, needs to be communicated and co-ordinate with the work force.

If findings from an investigation in to the causes of an accident or near miss are deemed to be significant to operatives, suppliers or sub contractors, then the findings will be forwarded. Findings of any investigations where lessons can be learnt will be briefed to staff

3.12 Site Vehicles and Mobile Plant

Management of Health and Safety at Work Regulations 1999 (as amended)
Construction Design & Management Regulations 2015

Parking of contractors vehicles is permitted within the allocated car parks, with limited parking available within the site compound for dropping off materials and equipment only.

Deliveries and unloading of materials to the site shall comply with the specified time restrictions, and under the direction of Banksman.

Deliveries and unloading of materials to the site will be made following liaison with the Client and Site Manager and carried out during the specified time restrictions as informed.

Drivers of all vehicles will be suitably trained and informed about site transport rules.

Operators of plant will provide verification that they are suitably trained to operate such plant, i.e. C.I.T.B. certification.

Site access and egress routes to and from the site will be agreed before work commences, so that site traffic causes a minimal risk to other vehicles, pedestrians and any structures on the designated routes.

Necessary temporary protective measures shall be undertaken so as not to disrupt or damage any service.

3.13 Dismantling

Construction (Design and Management) Regulations 2015
Management of Health and Safety at Work Regulations 1999 (as amended)

The dismantling of the existing equipment is specifically addressed with risk assessments and method statements received from the respective contractors as detailed within Section 1.7. Refer to **Appendix C.**

3.14 Lighting

Construction Design & Management Regulations 2015

Localised task lighting shall be provided as dictated by circumstances. This shall be powered by the existing power supply.

3.15 Plant and Equipment

Management of Health and Safety at Work Regulations 1999 (as amended)
Provision and Use of Work Equipment Regulations 1998
Construction (Design and Management) Regulations 2015

Work equipment must be inspected as necessary to ensure that it can continue to be used safely. Certain work equipment must be subjected to a schedule of thorough examinations. The legislative requirements also require anyone who uses an item of work equipment to be trained and competent to do so.

All electrical appliances must be kept in good order, and suitably PAT tested.