

Pre-Construction Information

This document is provided by the Client C/O the Principal Designer and CDM Support Adviser as required by The Construction (Design and Management) Regulations 2015 which requires the Client to ensure that Pre-Construction information specific to the project is prepared and issued to the relevant parties:

Development of Residential Units at Dinting Lane, Glossop.

1. PROJECT DETAILS

Site Address:	Dinting Lane Glossop SK13 7GA
CLIENT:	Foothold Construction Ltd Chorley New Road Bolton BL1 4AP
PRINCIPAL DESIGNER:	Foothold Construction Ltd Chorley New Road Bolton BL1 4AP
CDM SUPPORT ADVISOR:	DM Safety & Health Services Limited 44F1 Europa Business Park Bird Hall Lane Cheadle Health Stockport SK3 0XA
PRINCIPAL CONTRACTOR:	Foothold Construction Ltd Chorley New Road Bolton BL1 4AP

Time Allowed as required in Regulation 15(b) – Planning and Preparation

TBC

Planned Start Date of Construction Work.

September 2017

This Pre- Construction Information prepared for and on behalf of: Foothold Construction Ltd.
By: DM Safety & Health Services Ltd.

2. CLIENTS CONSIDERATIONS AND MANAGEMENT REQUIREMENTS

- Foothold Construction Ltd supported by DM Safety & Health and CDM Advisers to the Client, Principal Designer and Principal Contractor will be carrying out the duty of Principal Designer for the duration of the project. A zero tolerance of Health and Safety infringements will be supported by amongst other things, task relevant Toolbox Talks. It will also involve regular Health and Safety audits and the frequent monitoring of on-site Health and Safety activities.

- Regular project progress meetings, frequency determined by project size, complexity and point in project time line will be held between all interested parties to ensure that the exchange of relevant project and Health and Safety information takes place.
- The Foothold Construction Project Manager along with other Foothold Construction representation will attend these meetings, where Health, Safety and Environmental issues will be an item on the agenda and will ensure co-ordination and co-operation between contractors.
- The project progress meetings will identify any proposed or on-going design changes that have the potential to affect the safe working of those on site and that any resultant designer Risk Assessment findings are acted upon.
- This information will be forwarded to the Principal Designer & CDM Support Adviser, to ensure that, where appropriate, co-ordination and co-operation issues with other designers and contractors are acted upon. (Prevalent now in view of all manner of pre-commencement planning conditions, ground works, civils, structures, electrical, construction & utilities to the the units which require specific controls and communications).
- The Principal Contractor will ensure that a suitably competent site supervisor will be based on site throughout the project to ensure that the Construction phase plan is adhered to.
- Informal and unannounced site safety tours by all concerned parties will further reinforce the commitment to operating a safe site.
- Infringements to Health, Safety and Environmental rules will be dealt with immediately. Dependant on the circumstances of the particular incident this will range from immediate dismissal from site of the contractor and their entire workforce to retraining of the responsible individual. Foothold Construction (Principal Contractor & Principal Designer) will be the final arbiter of any resulting actions to be taken.
- In respect of site security, the main site in which the construction work is to take place is owned by Foothold Construction and is located on Dinting Lane, Glossop, SK13 7GA.
- The site is required to be fenced with secure boundaries with access control via the main gates & directive signage (Permanent fencing / demarcation will be in place which is temporary works designed and will be temporary works checked – A full temporary works system will be in place by Foothold Construction during the scheme and its progress checked / inspected regularly).
- A Traffic Management Plan, to be issued by the Principal Contractor is required for approval by the Principal Designer / CDM Support Adviser. (DWG to be displayed in the site welfare).
- There is immediate interaction with the public (Directly outside the Main access gate – surrounding premises – Public Highway (Please refer to site plans & photographs within the attached spine for reference).
- There is an assessed possibility of unauthorised access outside of normal working hours to be managed with suitable security arrangements.
- The proposed area of construction is adjacent to the main public highway and surrounding establishments although robust security arrangements should be implemented commensurate with Foothold Construction rules for such sites.
- The Principal Contractor will provide and maintain adequate a suitable CDM 2015 construction site boundary and must ensure the control of entry to only those authorised (Temporary Works Designed as mentioned for public interface issues).
- It has been confirmed via the planning section of the attached “Client information” that all necessary liaison with the local council in respect of planning aspects have been issued / delivered,

- Suitable and adequate Safety signage must also be provided by the Principal Contractor.
- A Risk Assessment will be carried out so as to ensure an exclusion area which is proportionate and appropriate to the hazards and associated risks identified (Building Structure, internal fit out, electrical, plastering, dry lining and 1st / 2nd Fix M&E in later project stages).
- Where localised higher risk work is carried out, (e.g.) before any Crane work, Steel erection or underground utility connection works commences (See Attached Site Plan – Appendices 1&2) a task specific Risk Assessment and review of the work will be carried out, which as part of the findings, may require a more rigorous site boundary being installed and safe distances from public highways or 3rd party interfaces. (CDM Support Adviser to check this aspect and report to all parties). (See Appendix 5 for all Survey Data as a guide).
- This construction MUST incorporate specific laydown areas within the CDM site boundary due to the proximity of adjacent properties and street works services (Which must be controlled through Risk Assessment).
- Adjacent residential dwellings & commercial premises will continue to be occupied at close quarters (Noise and working times must be adhered to in conjunction with the Planning Consent (Conditions to be confirmed as discharged fully) – Please refer to attached supporting Client information in the Appendix Spine).
- Although 'construction' contractors will largely operate remotely within the CDM area, their Risk Assessments for breaking ground, erection or electrical service interfaces MUST encompass the hazards presented by a shared site and the arrangements / controls for areas where interfaces are expected.
- The work area will be regularly reviewed and appropriate Safety measures taken. When the installation of electrics and gas (with use of competent Engineers and the relevant edition electricians only), the perimeter area(s) of the CDM site are to be policed by the Principal Contractor in view of the hazard profile presented by these high-risk task(s). This generally applies to later stages beyond groundworks although preparatory surveys may be commissioned early in the process and need to be managed.
- A contractor vehicle parking area will be allocated by Foothold Construction. (Please refer to Appendix 1) and only those vehicles deemed necessary will be allowed to park prior to gaining admission to the CDM construction site.
- Defined safe access routes will be given as part of a Pre-Start Site Safety Induction.
- Banksman will be used for all reversing movements. The main CDM site vehicle gate (To be established) shall be the primary interface and will have directive signage for pedestrians & Vehicles.
- This is to be elaborated in the Traffic Management Plan / Risk Assessment & is highlighted in the Client information (As attached).
- A "Request to Start Construction Work" document will be issued along with any other relevant
 - A. Permit to Work,
 - B. Isolation Certificates from Client
 - C. Permit to Dig etc governed by the Principal Contractor.
 - D. Isolation certification / Service Disconnections if required and Service Information (See attached Client information directory).
- Emergency Procedures / contact names and telephone numbers will be given as part of a Pre-Start Site Safety Induction. The Principal Contractor should have these details in close attendance for the duration of the works.

- Copies of the following document(s) will form part of the site safety induction and will be displayed in the Site Office. In addition they must be made available to all those working on and visiting the site:

Foothold Construction site specific rules and emergency plan contact details.

Prior to commencement of work on site, all personnel will be given a site-specific Health, Safety and Environmental awareness induction to advise all contractors of site specific hazards and issues. This will be delivered in 2 separate facets

1. A General resume of the local environment and the Planning conditions.
2. A full briefing to the Pre-Construction & Construction Phase information including all relevant interfaces between all trade activities.

All personnel must wear basic Personal Protective Equipment as follows: - Safety Helmets, Safety Boots, High Visibility Jacket/Vest/Overalls, Eye Protection and appropriate Hand Protection. All of these items are mandatory.

Ear protection and other PPE as dictated by task specific Risk Assessment and/or local conditions/signs must also be available for use.

Harnesses should be made available for works at height where a foreseeable risk of personal injury is identified cannot be eliminated with any other measures within the hierarchy of risk control (e.g. elimination, substitution or use of engineering controls – e.g. MEWP).

Essentially, the use of harnesses **MUST** be accompanied with the implementation of a rescue plan which mitigates eventualities such as fall arrest suspension / suspension trauma.

Surrounding land and premises

The construction site is situated in a populated area of Glossop.

There are surrounding premises adjacent which are naturally sensitive to the expected noise levels that any of the trades on site may present.

DIRECTION	LAND USE
North	Residential units.
East	Residential units.
South	Railway with residential units beyond.
West	Residential units.

All of the construction work will be carried out whilst adjacent dwellings are occupied. All works **MUST** be undertaken between the hours of 8am to 6pm, as this is likely to involve many facets works and trade activities for the remaining deliverables. (Out of daylight hours working subject to permission(s) and planning consent review.

Single entry / exit point(s) for pedestrians & vehicles will be used in accordance with a Traffic Management Risk Assessment.

This will permit access and egress to authorised persons only at the discretion of the Principal Contractor (Foothold Construction).

The changing nature of the site and **ANY** matters arising task **MUST** be assessed to include the regular policing checks for third party encroachment and construction hazards that present risks (However Remote) to surrounding proximities.

Although there are no live telephone cables within the proposed area of construction on site, there are telecoms cables routed to adjacent properties.

All contractors at the time of site survey, must factor this consideration within their Risk Assessments and develop Safe System(s) of Work to identify / control

Traffic Management Systems

Construction Plant vehicles will access / egress the site via the main site entrance and advance to the CDM Area when the Principal Contractors Site Manager has authorised them to. The Principal Contractor's site manager will be made aware of this and direct drivers of delivery vehicles accordingly into the vehicle gate within the demarcated CDM area.

Where applicable, all construction workers' cars and light vans will be parked within a designated area.

Local Emergency Services contact telephone numbers

The Principal Contractor (For Each Phase) will maintain a telephone, mobile or landline at all times, for emergency purposes.

Hospital/Emergency Unit	}	Will be given as part of a Pre-Start Site Safety Induction.
Police		
Fire		
HSE (Area Office)		
EPA		

Additional contact telephone numbers will be advised prior to commencement on-site of construction work.

Adequate access must be left available at all times for Emergency Services. (See Section 8).

Permissible working times during the construction phase.

- Planning consent (To be added in Appendix 5) to be followed / adhered to. (8am to 6pm is stipulated).

3. ENVIRONMENTAL RESTRICTIONS AND EXISTING ON-SITE HAZARDS

- Listed below are hazards so far identified that the Client advises to the Principal Contractor (Encompassing Phase 1 & Phase 2 respectively)
 - Existing Services, all Underground Services / feed cables MUST determined with a defined route denoting where the power runs from and to.
 - CAT Scan & Services DWG to be part of this process. (To be added in Appendix 3).
 - This MUST be confirmed to the Principal Designer and CDM Support Adviser by a qualified electrical engineer (To be added in Appendix 3).
 - Arrangements for power to the site need to be advised to Foothold Construction with approved systems of work and arrangements with utility providers where necessary before commencement. (Later stages)
 - All excavation works within the proposed area of construction (Utility connections etc) must of course be subject to a PTW for breaking ground, underground services investigation, CAT scanning etc. Underground services drawing and Disconnection data are contained in Appendices 3 so suitable controls MUST be incorporated to overcome this issue.
 - The civil design must be issued to the Principal Designer, CDM Support Adviser and Client to ensure that the construction of foundations are of solid composition. (Design Risk Registers as attached in the Appendix Spine).
 - All works by their nature present dusts and residues. The erection works involve greases / oils, whereas general building work predominantly incorporates cement, concrete and general building products.

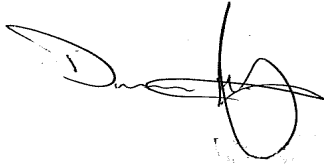
- All contractors must have suitable PPE, COSHH data and competencies to undertake the range of tasks required and operate the variances of tools / equipment necessary. All certification pertaining to this must be issued to the Principal Contractor for each phase prior to enabling site (To be stored within the Construction Phase Plan).
- Existing Services (Water Supply), the water supply to the proposed site must also be advised (**Drainage points and building position to be finally clarified**).
- The site and the nature of the proposed work requires the need to both Work at Height and in partial, Confined Spaces / excavations. These issues must be factored into Safe Systems of Work by the all contractors. Particular reference must be made to the ground conditions and its suitability for heavy plant items.
- Fire Strategy to be provided for all areas of the build and the eventual building regulations compliance for the completed units. (This will and must change during construction).
- There are variances of levels within the site. The potential for slips, trips and falls must be considered by the Principal Contractor / all subcontractors with documented means of control specified to control the identified hazard(s).
- The Principal Contractor is to incorporate task specific Risk Assessments and Method Statements explaining their proposals for safely dealing with these hazards prior to work commencing on site.
- Please refer to tree Survey for the Site in appendix 5. Key directives to be followed.
- Geotechnical Investigations have been completed and are stored within Appendix 5 for the Principal Contractor to review.
- A Bat Survey has been carried out and is awaited – to be installed in Appendix 5.
- It should also be remembered that craneage operations adjacent to Network Rail assets must be notified to the local Network Rail Asset Management team

4. SIGNIFICANT DESIGN AND CONSTRUCTION HAZARDS

- Any Crane Plans confirming lift radius, ground conditions, proximity of adjacent dwellings, working at height and using any lifting points (for equipment etc) must be in place for any Crane works.
- Due to the significant complexity of the potential lift(s), an appointed person (CPCS) under LOLER (Lift Operations & Lifting Equipment Regulations 1998) MUST be employed to plan all lifting operations. A detailed Risk Assessment must be assembled to denote relevant arrangements / controls (As aforementioned earlier in Section 4 of this document).

Should you require any further clarification or explanation of any of the above please contact:

**CDM Adviser to the Principal Designer:
Foothold Construction Limited**

A handwritten signature in black ink, appearing to read 'Darren McHugh', with a large, stylized loop at the end.

Darren McHugh, MSc, CMIOSH.
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CDM Support Adviser to the Project

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