

Pre-Construction Information

For: Torquay Town Dock Replacement,
Torquay Harbour

DATE: *April 2021*

JOB NUMBER: *3489*



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TORQUAY TOWN DOCK REPLACEMENT, TORQUAY HARBOUR

GENERAL

This Pre-Construction Information contains relevant information, such as background conditions and significant hazards associated with the project, to allow tenderers to plan for project-specific health and safety control measures, allocate adequate resources and cost them accurately.

Tenderers must develop the information from the Pre-Construction Information into a Construction Phase Health and Safety Plan, producing safe systems of work through detailed procedures, method statements, working instructions and proposed programme of works - all relevant to the actual construction activities. No construction activities will commence on site until the Construction Phase Plan has been accepted in writing by the Contract Administrator / Project Manager (after acceptance by the Client of the plans content, with advice from the Principal Designer) as being suitable and sufficient to control and manage hazards on this project.

Tenderers should note that there may be unidentified hazards either on site, in existing structures or which arise during the progress of the works, which will require suitable controls and management procedures.

I.0 NATURE OF THE PROJECT

I.1 PROJECT LOCATION

Torquay Town Dock, Beacon Quay, Torquay TQ1 2RD

I.2 NATURE OF THE WORKS

Refurbishment of the Access Bridge and 15 year service to the 6 outer pontoons of the dock, replacement of the rear walkway and Pier B, and the replacement of Piers C and D. Installation of new pontoons and berthing fingers including services (power and water) supplies. Refurbishment of the existing access bridge to the Town Dock with temporary access bridge required. Installation of temporary wave screen. Alternative berthing for displaced vessels will be arranged.

I.3 ENABLING WORKS

None noted on this contract other than survey works by the design team members and appointed consultants. Prior to any works being commenced on site all boat movements, programme works need to be discussed and agreed at least 2 weeks in advance of their respective start date with the Harbour Master's Office (Simon Pinder).

I.4 TIMESCALE

The works to commence during the winter season of 2021 into 2022 with ongoing phases to be completed during future winter seasons. Phasing and final completion date to be proposed by tenderers and confirmed by Contract Administrator to the appointed Principal Contractor.

I.5 PROJECT CONTACTS

Client

Torbay Council c/o TDA, Tor Hill House, Union Street, TORQUAY, TQ2 5QW

Contact: Kevin Mowat – 01803-201201

Project Manager/Quantity Surveyor

Property Services, TDA, Tor Hill House, Union Street, TORQUAY, TQ2 5QW

Contact: Paul Munro – 07795-800269 – paul.munro@tda.uk.net

Designer

The appointed Principal Contractor.

Contact: TBC

Principal Designer

Property Services, TDA, Tor Hill House, Union Street, TORQUAY, TQ2 5QW

Contact: Simon Wright – 01803-207558 – simon.wright@tda.uk.net

I.6 HEALTH & SAFETY – GENERAL

The Construction (Design and Management) Regulations 2015, and all other relevant Health and Safety legislation will apply to this contract.

If this plan contains any suggested solutions to specific risks the Principal Contractor is free to choose alternatives provided he can satisfy the client that it will meet Health and Safety requirements.

Tenderers should note that there may be unidentified hazards either on site, in existing structures or which arise during the progress of the works, which will require suitable controls and management procedures.

A Tenderer is not expected to fully develop the Health and Safety Plan until he is appointed as Principal Contractor. They will, however, have to include with his tender return, answers to the following specific questions. This information will be used by the Client to help in his choice of Principal Contractor.

The Management of Health and Safety at Work Regulations 1999 place specific duties upon employers to identify hazards, assess risk and manage health and safety on site. Please advise how your company will fulfill these duties.

Provide a copy of the Health and Safety Policy that you will use together with the management organization and arrangements called for by the Act.

Provide a schematic diagram with named personnel, of the management structure you will use on site to supervise and enforce health and safety at the workplace.

The Construction (Design and Management) Regulations, call for co-operation and co-ordination between client and contractor. How does your company plan to comply with the regulations?

The quoted price must include financial provision to establish and maintain the necessary level of health and safety management throughout the contract. Please confirm that all necessary resources and financial provisions are included in your tender price.

Please supply the name, address and telephone number of the competent health and safety advisor who will act for your company on health and safety matters throughout the contract. What health and safety and other relevant qualifications does he/she hold.

Please submit a copy of your accident statistics for the preceding two years.

Has your firm ever been prosecuted under the Health and Safety at Work Act? Has an HSE Inspector ever issued an Improvement Notice or a Prohibition Notice involving one of your sites, premises or methods of work? If yes, please provide details.

Please provide details of all RIDDOR notifications submitted for the preceding two years.

Please submit your proposed programme of works.

Please provide your risk assessment in relation to the 'significant' risks involved in this project.

Please provide a method statement outlining how you propose to control the risks outlined in Section 4, and any other hazards that you believe you might encounter during the Works.

Explain how you will co-ordinate and supervise the work of sub-contractors to ensure that they abide by the Health and Safety at Work Act, relevant regulations, Codes of Practice, and Safe Methods of Work applicable to the contract.

2.0 THE EXISTING ENVIRONMENT

2.1 GENERAL INFORMATION

Torquay Harbour has close links with the leisure and tourism industry acting as a base for many boat trips and water sports and in addition is a fully operational working harbour and busy port. Torquay Harbour is managed by Torbay Council's Harbour Masters using the 'Tor Bay Harbour Byelaws' as their regulatory framework which includes specific requirements and restrictions on activities undertaken within the harbours. All tenderers shall fully comprehend and comply with the requirements and restrictions of the byelaws directing all queries regarding the byelaws to the Contract Administrator in the first instance.



Figure 1 – aerial image of proposed works area, Torquay Harbour

2.2 NATURE OF BUSINESS

Torquay Harbour is a busy area of the South Devon seaside town. The harbour has numerous mooring stations for yachts and boats of varying sizes. Additional business operations relate to the various holiday visitors to this popular seaside town including a busy, regular ferry service between Torquay and Brixham, and pleasure cruises around Tor Bay.

2.3 SECURITY

The harbour area is located in a relatively central area of Torquay overlooked by other buildings including the Harbour Masters' offices. The harbour area has a number of public houses, restaurants, takeaways and entertainment businesses in operation. There has been an intermittent history of reckless and disruptive persons visiting the area during evenings and nights combined with a potential for vandalism and theft to unsecured properties, plant and materials. This shall be taken into account when considering security and also lone working as the risk of trespass and illegal entry by others may be increased on this project's work areas. Tenderers should fully consider robust site security and segregation due to its relatively isolated location and reduced lighting levels after dark.

Site management shall enhance security measures and checks during the length of this project. All operatives concerned with this project must wear and display their photo identity badges and must restrict their movements and activities to the access entrances referred to in the tender documentation. Access to any other areas will only be allowed with the prior written approval of the Contract Administrator and or Client. The security of the areas and structures referred to in the tender documentation will remain the sole responsibility of the Principal Contractor during the full course of this contract although some assistance during out-of-hours periods may be provided by the Harbour Master's security staff.

2.4 ACCESS AND EGRESS

Access by sea – this is possible using suitable industry-standard barges and boats with lifting equipment suitable for use on harbour and maritime construction projects. All members of staff using such forms of transport and equipment on this project shall provide evidence of certificated competence to plan, operate and use such equipment. All proposed operations and manoeuvres within the harbour shall be passed as acceptable by the Harbour Master's Office prior to commencement.

Access by road - access is available up to site works areas but tenderers must plan their proposed vehicle movements considering the size of these vehicles. Safe access and egress plus general delivery considerations for this site will be affected by the width of the access roads/harbour walls approaching the site areas plus the entrances and possible turning circles coming off the highways. An acceptable safe system of work for vehicular movements must be developed incorporating the use of at least one banksman.

All delivery and removal lorries shall be given adequate prior warning of the nature of this site's location next to the sea, terrain and access width restrictions. Adequate consideration shall be given to the issue of access during adversely inclement weather and also the size of all vehicles requiring access to this site. Public pathways, roads and rights of way exist around the harbour areas and members of the general public may attempt to walk past the separate site areas (thus requiring adequately maintained site segregation).

Access must be maintained for all pedestrian and vehicle traffic throughout the construction period along Beacon Quay. Crane access along the full length of Haldon Pier shall be allowed for as and when required by the Harbour Master. The Principal Contractor's site area shall not be exclusive to him and that all works shall be undertaken with regard to the vessel and other traffic movements within the harbour facility.

The existing security access gate to the pontoons must be kept closed at all times and when left open must be guarded to prevent public access. When alternative bridge access is provided this must include a security gate of no lesser quality and robustness as that currently installed on the existing bridge link.

A large vehicle delivery plan will need to be provided by the Principal Contractor and agreed by the Contract Administrator and Harbour Master's Office. This will need to include an out of town waiting area for vehicles to sit within whilst the site is made ready for its arrival (the timings of large vehicular movements will be critical to keep the main harbour areas operating efficiently at all times, and to minimise any inconvenience to harbour side traders & business).

2.5 DELIVERIES AND REMOVALS

The delivery and removal of all materials must be completely supervised ensuring that a competent person is available to carry out all necessary duties i.e. watching site entry and egress, and to carry a warning siren / bell which should be clearly audible should there be any possibility of an accident. The accepted usual site working hours are between 8.00 am and 6.00pm (other times by agreement with the Contract Administrator).

2.6 VEHICLE PARKING

The Principal Contractor's and Contractor's cars / vans may have a very limited parking area for the duration of this project – this shall be confirmed with the agreement of the Contract Administrator and Harbour Master's Office. Parking in access roads and paths leading to the harbours will not be allowed at any time. On road parking in this area of Torquay may be available but care must be exercised to avoid any obstructions, disturbance or nuisance to the nearby residents, passing traffic or harbour users due to the restricted width and size of the paths and roads in and around the harbour.

2.7 HARBOUR WALL

It should be noted that in severe weather conditions, waves over-top Haldon Pier and the Principal Contractor shall make suitable arrangements to prevent the deposition and washing down of materials and detritus into the harbour.

2.8 WEIGHT RESTRICTIONS

Haldon Pier has a strict weight limit of 10kN/sq. m 'HA', and 25 units of 'HB' loading which must be considered and adhered to when planning all and any vehicular movements up to and onto the pier, the use of crange equipment plus delivery and removal vehicles, etc. All crange works to have a Lift Plan presented to the Contract Administrator for approval at least 5 working days before proposed commencement.

2.9 LISTED STRUCTURES

Haldon Pier in Torquay harbour is a listed structure - no works are permitted to the listed structure. The Principal Contractor shall cease project works immediately if it is evident that the works activities are in any way adversely affecting Haldon Pier and report such issues to the Contract Administrator and Harbour Master's Office for guidance.

2.10 EXISTING HEALTH AND SAFETY FILE

No specific health and safety file is available for this project. Outline details of the existing services (gas, electricity, water, telecom, etc.) on the site are included within the tender documentation.

2.11 STATUTORY UNDERTAKERS

The supply of details of the existing services (gas, electricity, water, telecom, etc.) on the site is clarified within the tender documentation, but the Principal Contractor shall undertake to use suitable scanning equipment and industry-standard surveying techniques to check on underground services located in the proposed area of the project works areas as required, and before commencing works establish confirmations of the locations of all pipes, ducts and cables, liaising with the relevant statutory undertakers.

3.0 AVAILABLE DRAWINGS

Refer to the information provided within the tender documentation.

4.0 DESIGN / CONSTRUCTION INFORMATION

TENDERERS SHALL DETAIL HOW THEY INTEND TO CONTROL THE FOLLOWING HAZARD AREAS:

4.1 GENERAL CONSIDERATIONS

The harbours are open to the public and there can be expected to be tourists and visitors circulating around these areas of Torquay Harbour. Harbours, by their nature, design and use, are potentially hazardous environments due to the proximity of water, falls from height and general maritime activities. Work adjacent to open areas where the general public have free access to pass by and around will require a high standard of public protection. An increased consideration must be given to the cross-section of persons working on and adjacent to this project who may come to harm. Children visiting the harbour areas will have a reduced perception and understanding of the hazards and associated risks present on a building site when compared to an adult. Dangerous aspects of a construction site may be deemed to be an allurements to young persons (e.g. barges, cranes, piling equipment, etc.) and site security, safety and warning signage must be enhanced for this project.

Wherever possible, activities which present high risks to the general public should be carried out with enhanced planning and supervision. It is important to liaise closely with Harbour Master staff throughout the project works, to inform them of the programme of works is and what risks are associated with specific construction work activities.

As with other similar sites which become relatively isolated after dark, the harbours have a minor history of trespass, attempted illegal entry to buildings, vandalism and theft of unsecured items. The Principal Contractor, being in control of the project site area including segregation, access and egress routes, shall make every reasonably

practicable effort to prevent unauthorized access to the various site areas and site compound. On site hazards (e.g. piling, excavation, lifting operations, etc.) shall also be considered and controlled for the protection of authorized and unauthorized persons.

4.2 ACCESS / EGRESS

Site vehicles, plant and deliveries may unintentionally collide with persons and vehicles accessing/passing this site, and subsequently block the site entrance to other site vehicles and emergency vehicles. Special consideration shall be given to the manoeuvring of large vehicles - delivery and removal vehicles shall approach and enter the site under the strict supervision of the Principal Contractor, employing industry standard safe systems of work for delivery, offloading, removal and exit from the site.

4.3 SAFETY SIGNS, SIGNALS AND LIGHTING

Confusion over access and egress entrances / routes may occur for any person adjacent to or passing by the site work areas; the supply and fixing of suitable and sufficient warning signs and signals must be addressed in conjunction with the tender documentation. Suitable warning signage should be fixed in a clear position to deter unauthorized access to the site; suitable construction-site hazard warning signs. Suitable and sufficient lighting equipment to maintain safe lighting levels in and around the site (task, supplementary and emergency), in conjunction with suitable hazard warning lights must be detailed. All lighting provision must be agreed as acceptable by the Harbour Master's Office – project lighting must not confuse, dazzle or inhibit the safe use of the harbour.

4.4 EMERGENCY CONTINGENCIES

Consideration of actions in the event of an emergency; liaison with Harbour Masters' staff concerning the development, review and updating of the existing emergency evacuation procedures and routes; procedures for contacting emergency services; directing emergency services to point of accident / hazard; temporary emergency exits and routes. The provision of adequate first aid equipment and competent first-aiders for this project shall be detailed. The Principal Contractor shall provide a recovery plan in the event of a worker's unplanned entry into the harbour.

4.5 SITE SECURITY AND SEGREGATION

It is proposed that the harbour will be occupied and in use during the proposed construction works. The appointed Principal Contractor shall attend a coordination pre-start meeting to explain, coordinate and agree their safe access, egress and site segregation methods and procedures for the agreement of the Harbour Master's Office and the Contract Administrator. Robust segregation shall be erected and maintained preventing unauthorised access to construction site areas. Unauthorized persons accessing the site - there is a potential for accidental access, trespass and minor vandalism to any unsecured stores and plant. The segregation and safe storage of any flammable and toxic substances used on this on this site – away from public areas, and a safe distance from all boundaries shall be a priority. The security of the proposed construction works areas of both sites will be the sole responsibility of the Principal Contractor during the course of the works.

4.6 WASTE REMOVAL / SKIPS

Good on-site housekeeping practice will be required to ensure that all site and adjacent public areas are neat and tidy to reduce the risk of slips, trips and falls by site workers and the general public. The safe removal of waste from site, the use of skips – the prevention of unwanted fly-tipping into skips; loose debris falling from skips and unauthorized persons gaining access to. The safe access and egress from site for all removal vehicle movements – both by sea and road - shall be detailed. All large-scale movements of excavated material shall be planned and supervised by competent personnel.

4.7 NOISE, DUST AND OTHER SITE CONTAMINANTS

These are significant problems which will need to be considered and controlled throughout the duration of the project due to the nature of the site and proximity to areas of significant natural interest that should not be contaminated with waste. The production of waste, dust and other site contaminants should be considered and their inadvertent depositing on non-site areas prevented; the use of dust suppression equipment and working methods, extra manpower for clean up procedures on adjacent properties shall also be considered. Any wash-down activities should not allow run-off into the harbours. The use of dust suppression equipment and specific working methods, extra manpower for cleanup procedures occupied internal areas shall also be considered along with suitable and robust dust sheeting to prevent the escape/migration of dust produced by the works, notably onto vessels moored nearby. The tender documentation clarify the liability of any damage caused to vessels in the vicinity.

4.8 MANUAL HANDLING

The safe manual handling of heavy objects on this project e.g. lengths of timber and metalwork, etc. must be considered in conjunction with the use of appropriate mechanical handling aids when moving awkward objects and heavy objects weighing in excess of 20 kg i.e. those items not moved using the project lifting equipment.

4.9 WORKING ON, IN OR ADJACENT TO WATER

All contractors working on this project shall have a noted degree of competency of working on, in or adjacent to large bodies of water with demonstrable experience, knowledge, training and skills gained from working on similar projects. Although obvious, the tidal ebb and flow within the harbours shall be one of the primary considerations when planning project works elements along with the potential risk linked to rough weather conditions. Geotechnical and bathymetric survey data has been supplied for information but tenderers should liaise with the Harbour Master's Office for supplementary 'local knowledge' of the harbour's specific physical and operational characteristics.

4.10 LIFTING OPERATIONS/EQUIPMENT

A proportion of the installations (pontoons, walkways and piers) will be manufactured off-site, transported to site and manoeuvred into their final positions. Cranes and lifting plant - hazards and dangers associated with all types of lifting plant on site, including the manoeuvring of demolition debris, contaminated/unwanted excavations and construction materials/elements shall be considered. Lifting operations; incorrect sequencing of works; poorly

maintained lifting equipment; lack of competent supervision on site; cranes overturning; potential collapse; materials and objects falling from cranes/hoists plus the lifting in and removal of all piling equipment must be planned and supervised by a competent person.

4.11 LIAISON WITH OTHER CONTRACTORS/PERSONS

There may be other contractors working on separate or adjacent areas of the harbours on various construction and maintenance projects. The Harbour Master's Office may have employed contractors to undertake a variety of activities in the harbour areas (potentially including divers) – details of which will be supplied by the Harbour Master's Office. Adequate resources should be allocated for the liaison (with agreed procedures) between all workers who may be on or adjacent to this project's site working areas.

4.12 FIRE

Carrying out hot works (i.e. welding) and the blocking of fire emergency escape routes shall be considered. Suitable site specific risk management procedures must be developed to consider and control the risk of future fire spread if fire stopping of pipework, associated elements and other services through fire resisting elements are installed incorrectly; the use of fire extinguishers; the development of a suitable site fire escape plan; site fire prevention techniques to be adopted. No bonfires are allowed on this site and full consideration should be given to prevent any stockpiled materials stored next to the harbour from catching fire.

4.13 WORKING AT HEIGHT

Aspects of this project will include working at height (notably over or adjacent to water) and suitable measures shall be put in place to avoid the use of ladders with the use of adequate and suitable raised platform access systems. The harbour walls and jetties are in exposed locations which regularly have high, gusting wind speeds which must be considered when working at height, forming and maintaining work platforms and when storing, lifting and handling construction elements.

4.14 HAZARDOUS SUBSTANCES

Breathing in fumes, vapours, dusts; direct contact with skin or eyes; swallowing or eating contaminated material; inadequate identification of all hazardous substances on site. Adequate risk control measures for the safe use of hazardous substances during this contract (e.g. dusts). Any purging activities must not allow run off into the harbours. Suitable techniques/procedures for preventing hazardous substances drifting across to areas used by the general public must be developed.

4.15 ELECTRICITY

Electrical installations shall be undertaken by competent, NICEIC (or similar)-certificated electrical engineers with experience of installations and the hazards associated with working and operating in marine environments.

4.16 ASBESTOS

Asbestos is a potential hazard in most buildings and structures built prior to 1999. Due to the nature and materials used in the existing harbour walls and pontoons no asbestos-containing materials have been presumed to be present. Emergency procedures for dealing with the discovery of suspected asbestos must however be fully developed and documented in the unlikely occurrence of opening up structural elements and exposing suspect materials. All of such instances shall be reported in the first instance to the Contract Administrator and Principal Designer.

4.17 MAINTENANCE

Safe methods for future maintenance of any of the installations/construction and ultimate demolition/removal from site should be considered, explained and provided.

5.0 CONSTRUCTION MATERIALS

POTENTIAL HAZARDOUS MATERIALS WHICH REQUIRE RISK CONTROLS:

- 5.1 Dust.
- 5.2 Concrete, cement, mortar and admixtures.
- 5.3 Solvents.

6.0 SITE-WIDE ELEMENTS

- 6.1 Site access and egress is possible is via the sea using suitable barges, boats and other suitable associated maritime vessels and some access will require the use of adjoining roads, paths and harbour walls but there may be a requirement to minimise this where possible. All sea and land routes must be kept clear for open access at all times of the day except with the express permission and pre-agreement of the Client and/or Harbour Master's Office.
- 6.2 Site security is addressed within the tender documentation.
- 6.3 Materials storage, delivery and unloading areas will be agreed with the Contract Administrator prior to commencement.

- 6.4 Unobstructed access along the surrounding streets, driveways, entrances and site roads will be required at all times. Waiting areas/moorings shall be used only with the express permission and pre-agreement of the Client and/or Harbour Master's Office.
- 6.5 The appointed Principal Contractor will be allowed use of the Harbour Master's existing facilities for office and welfare for the works which are confirmed within the tender documentation. Any welfare facilities required by the Principal Contractor to be sited away from the main building shall only be with the prior agreement of the Harbour Master's Office and Contract Administrator.
- 6.6 Site construction works areas will be segregated, barriered and adequately signed to prevent unauthorized access, while maintaining clearly segregated pedestrian and traffic routes, and public rights of way.
- 6.7 Welfare facilities are to be provided from the commencement of contract to accommodate the requirements of the maximum number of persons to be employed on the project.
- 6.8 Tenderers shall take full consideration of the delicate balance within the harbour's existing marine environment and plan, prepare and use suitable risk control measures to prevent disturbance, interference and contamination of the harbours in conjunction with competently planned emergency response measures.

7.0 OVERLAP WITH CLIENT'S UNDERTAKING

- 7.1 The Clients' undertaking on this site will continue through the duration of the works - all areas of the harbours' business activities shall be presumed to be ongoing at any time of the day.
- 7.2 Specific provision must be made for the protection of the general public, local residents and all persons visiting and passing this site.
- 7.3 Restrictions on working hours for the construction works are addressed within the tender documentation.
- 7.4 Noise levels must be kept to a reasonably low level – radios are not allowed on this project. Piling activities will produce a considerable amount of noise but consideration must be given to noise levels and if considered excessive the Principal Contractor shall work with the Client and Harbour Master to reduce them to suitable levels using industry standard measures (e.g. pile jacking). Noisy activities are not permitted: Mon-Sat 19:00-08.00 hrs nor anytime during Sundays and Bank Holidays.

8.0 SITE RULES

TENDERERS MUST PROVIDE DETAILS OF THEIR OWN SPECIFIC SITE RULES FOR:

- 8.1 Induction procedure
- 8.2 Worker training
- 8.3 Management of sub-contractors
- 8.4 Site security (including all site plant) / parking arrangements
- 8.5 On site permit-to-work / badging / PPE
- 8.6 Levels of noise
- 8.7 Delivery arrangements / vehicles movement / banks persons
- 8.8 First aid arrangements (including details of nearest A&E hospital) / emergency procedures
- 8.9 Accident / near-miss reporting
- 8.10 Manual handling
- 8.11 COVID-19 site procedures and operating guidelines.

9.0 CONTINUING LIAISON

CONTINUING LIAISON BETWEEN PARTIES WILL BE MAINTAINED IN A NUMBER OF WAYS:

- 9.1 The Principal Contractor must submit his proposed construction method statement(s) and associated risk assessments to the Contract Administrator and Principal Designer.
- 9.2 The Principal Contractor must submit substantial changes arising from unforeseen eventualities during project execution to the Contract Administrator and Principal Designer for consideration and agreement in sufficient time to allow adequate consultation prior to the execution of the affected works.
- 9.3 The Principal Contractor must submit to the Principal Designer appropriate information for inclusion in the Health and Safety File (notable remaining services and residual risk issues).

- 9.4 The Principal Contractor must provide the Contract Administrator and Principal Designer with copies of records setting out the nature and location of any services which are live or contain any hazardous materials or substances, prior to agreement on a course of action.

10.0 HEALTH AND SAFETY FILE – SUBJECT LIST

1. A brief description of the project works.
2. Copies of planning consent/approvals for the project.
3. Information and as-built drawings of the constructed areas including any plant, equipment and associated installations
4. Project works specification.
5. The nature, location and marking of significant services (this will be a mixture of the existing known data plus marked-up plan(s) showing what you may have found which was not marked on plans or was marked incorrectly)
6. Residual hazards (if any) and how they have been dealt with (e.g. information on hidden services on this project - marked-up plans plus text explaining what was exposed/discovered plus anything else you recorded).
7. Key structural principles used in the design of the constructed works.
8. Any hazards associated with the materials used (e.g. the surface treatments, coatings, preservatives, solvents - plus a list of all of the products that will be required for basic repair and maintenance activities on the equipment plus their COSHH sheets).
9. Information regarding the removal, dismantling and/or demolition of the constructed works plus any associated installed equipment and plant (this may be in the installations' O&M manuals but refer to where it is noted).
10. Health and safety information about the equipment and methods required for cleaning or maintenance.
11. Copies of all guarantees/warrantees.
12. Contact information (names, postal addresses, telephone, e-mail addresses) of all suppliers/installers etc. who worked on the project.