5.0 Site Details

5.1 Description of Building:

The building is situated on very busy Bridge Street and is surrounded by retail properties, with retail outlets also being situated on the ground floor fronting Bridge Street.

Surrounding buildings are retail/commercial buildings. Please note all traffic routes surrounding this site form part of the red routes, e.g. no stopping/parking which is policed by traffic enforcement officers and CCTV images. Directly outside the site the pavement has been fitted with traffic bollards to prevent HGV's or vehicles mounting the kerb to prevent any unauthorised parking.

The side street are 3no two hour non-return within 1 hour pay & display car parking spaces, plus a loading bay behind that is in operation 8am – 8pm. Intention to use loading bay in consultation with other surrounding business users\operators. Again these are heavily policed with enforcement in place. Note: Southgate forms part of an emergency escape route for this building via overhead gantry/fire escape. Therefore strictly no parking is permitted

Access/Egress for operatives: Will be via the entrance to Nos. 87 and 89 Bridge Street, with access to the first floor being via the stairs which will be removed during the final phase of the works, in order to reduce the need for access by operatives via the main entrance to the building at No 83 Bridge Street.

Building users / general public: All access/egress to the buildings retail units will be maintained throughout the duration of the contract.

Vehicular access is restricted between 6:00am and 10:00am as this is the main access route into the City Centre.

Traffic Management Plan – (please refer to Section 4.2 of this Construction Phase Plan)
Although a Traffic Management Plan has been drawn up, it is the intention to re-assess this on Day 1 of the Contract and Plans re-drawn, should this be necessary, taking into consideration road works on major incoming routes. This plan will be re-assessed and amended where necessary as works progress.

Means of segregating the construction areas are to be agreed prior to each task commencing on-site and continually monitored during the construction phase.

5.2 Site Setup & Security

a) The Welfare and Site Office will initially be located to the rear of the 1st Floor in No 83.
b) A Cabin will be located in a suspended loading bay should this be necessary – Not envisaged
c) Parking: No parking is available for contractors. Must use local parking facilities
d) Deliveries, Material Laydown, First Aid and Induction Point:
e) Skips and Waste Management: Will be daily "Wait and Load" wheeled to vehicle parked in loading bay or 3no car parking bays if available.
f) Loading Area: Will be located to the side elevation of the building on Southgate – as per the Traffic Management Plan

Access/Egress will consist of a designated pedestrian walkway (existing) with clear segregation from plant, equipment and deliveries, for the duration of the project, with clear signage displayed, including additional warning signage festooned along the hoardings to the front (Bridge Street) and side (Southgate) elevations.

5.3 Communications

All communications will be via mobile phones with 4G capabilities.

A laptop computer and printer will be available for use in the site office.
These will be removed from the site at the end of the working day.
Note: 1 x 15 mins daily meeting with all parties including 1 x weekly meeting on Fridays giving details of working areas for the following week

5.4 Contractor's Inductions

All Contractors entering this site will be required to attend a Site Specific induction relating to site safety, general security arrangements and familiarisation of emergency procedures. All operatives/site visitors must adhere to all clients' rules & regulations – **NOTE: SPEED RESTRICTIONS TO PEDESTRIANISED AREAS AND ROADWAYS (5MPH) as required**

5.5 Consideration for Others/Clean Roads

Contract Services operatives and sub-contractors will be made aware at site induction that it is essential that works do not encroach on adjacent properties and other users. It is essential that contractors avoid conflicting activities, health and safety communications are paramount.
Due to the proximity of other premises it is essential that site vehicles, and particularly delivery vehicles do not "block" roads. **NOTE : THESE AREAS ARE UNDER CCTV SURVEILLANCE AND TICKETS WILL BE AUTOMATICALLY GENERATED.**

5.6 Safety/Debris Netting

This is not envisaged, however, should this change then the scaffold would be fully enveloped using Monoflex.

5.7 Delivery Area/ Emergency Snatch Point

CONTRACT SERVICES (R & R) LTD has appointed a central point of contact and emergency controller to maintain emergency procedures and take control in emergency situations.
Accident and Emergency Hospital via CONTRACT SERVICES (R & R) LTD Site Manager at all times
CONTRACT SERVICES (R & R) LTD Emergency Controller; Site Manager
First Aid point including location of boxes; Site Manager's office
Site Security; will be the responsibility of the Site manager
Contractors; will comply with CONTRACT SERVICES (R & R) LTD's emergency procedures

The loading bay will be kept clear and free from obstructions in order to prevent slips, trips and falls, at all times.
Deliveries to site will be arranged between 6:00am & 10:00am so as not to impact on the adjacent businesses.
Vehicle engines must NOT be left idling whilst deliveries are being undertaken.
The aid of a Banksman will be sought if reversing is necessary.

An emergency snatch-point will be implemented and maintained for Emergency Services for the duration of the project.
Emergency exits and escape routes from the site will be kept clear.
Emergency exits and escape routes will be clearly identified with signage.