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Newport Civic Centre - cleaning of clock tower

Site address:	Newport Civic Centre, Godfrey Road, NP20 4UR	Document created	31/03/25
Client name	Newport City Council	Document created by	Mark Styles
Location of works	Newport Civic Centre, Godfrey Road, NP20 4UR	Client address	Newport Civic Centre, Godfrey Road, NP20 4UR
Start date	31/03/25		
End date	28/04/25		

1. Description of work

facade cleaning of Newport Civic Centre

2. Sequence of events

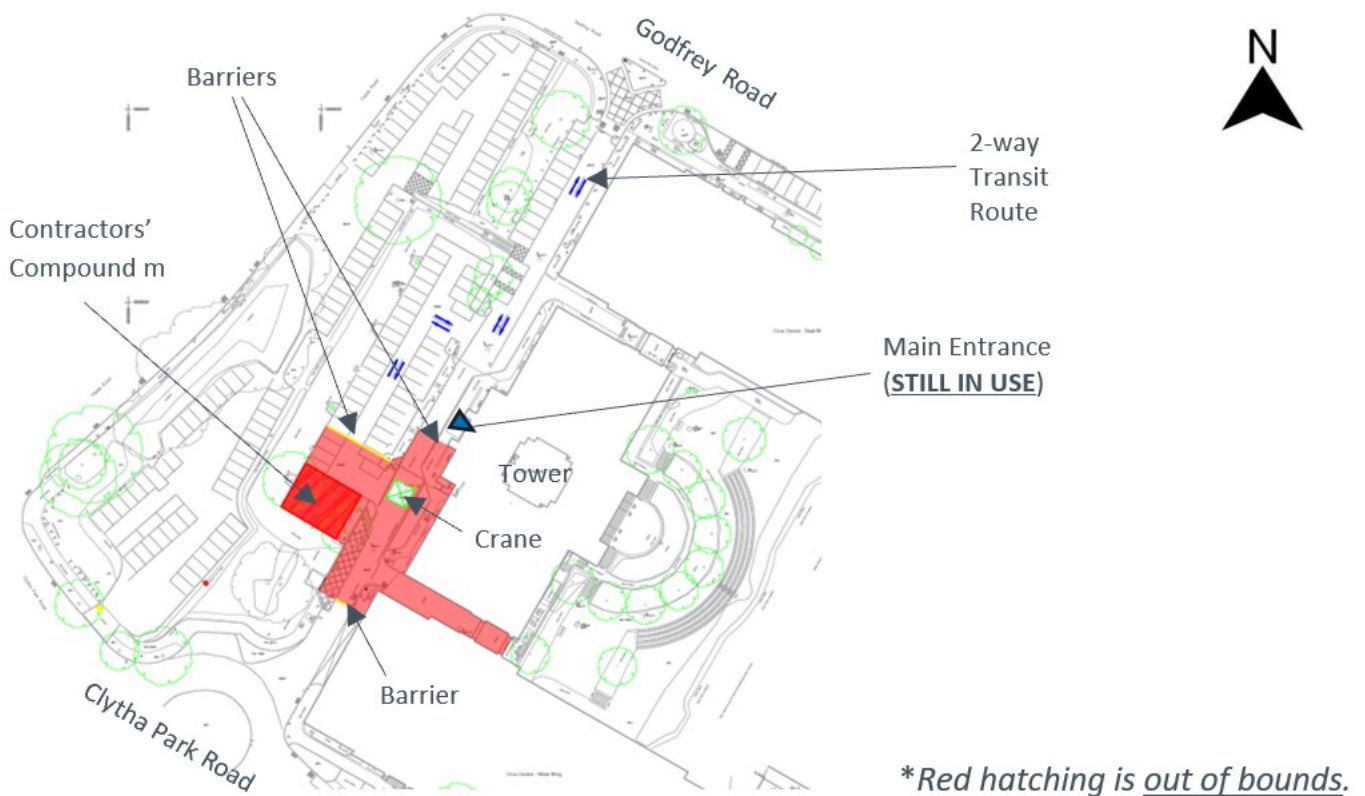
2.1 Newport Civic Centre - Site Set Up

The Thomann-Hanry (T-H) operatives will arrive from London in 3 vehicles. A Ford Transit, carrying barriers and equipment, a truck mounted mobile elevated work platform (mewp) and an 18 ton rigid lorry with a hiab, carrying railway sleepers, cleaning materials etc.

The operatives will park in the area marked below as the contractors compound. If reversing is required a banksman will see the vehicle back into the parking space. The team will report to reception and Christian O'Connell of Newport Norse who will provide a site induction.

A welfare and storage cabin along with a portaloos will be delivered to site. The delivery of which will be covered in a separate set of RAMS. All materials will be kept locked within the storage container at all times which will remain locked whenever it is unoccupied.

PHASE 1 CLEANING – NO ACCESS/EGRESS CLYTHA PARK ROAD



After inductions the lorry will be unloaded by lorry loader crane to allow it to return to London.

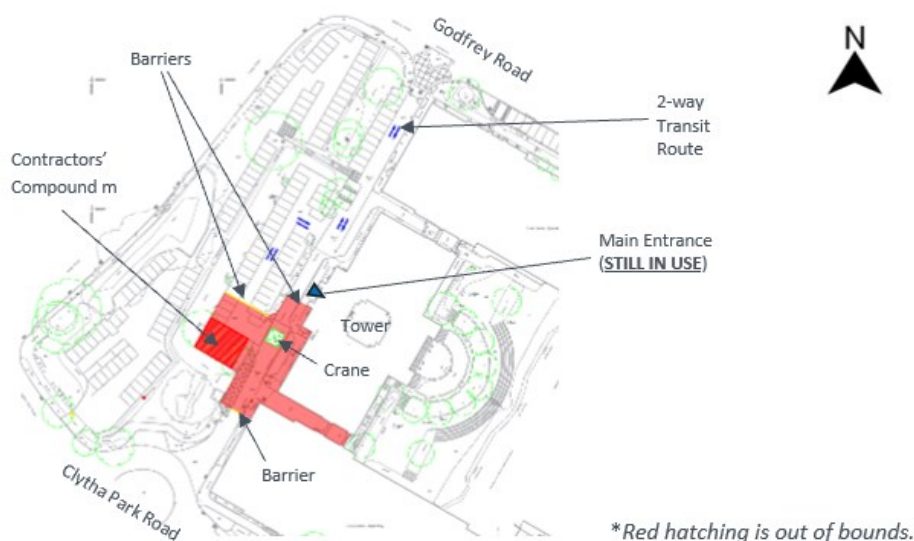
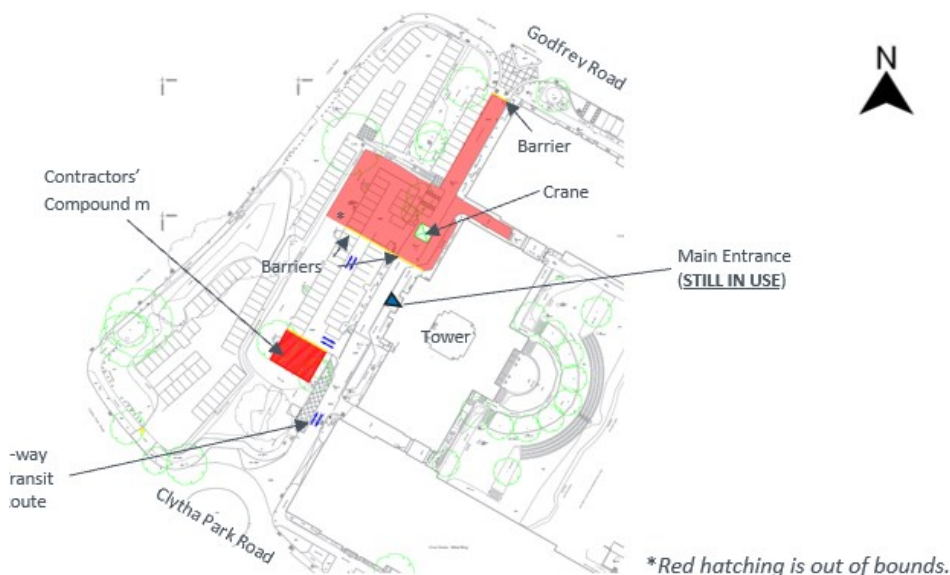
The perimeter of the site compound will be surrounded with barriers.

The operatives will wear hard hats.

The lorry loader will be rigged as per manufacturers instructions, using outrigger pads under the legs. The crane will be unfolded and inspected for proper operation.

The slinger will sling all the loads using straps or chains. All of the loads are classed as a basic lift, of minimal weight and easily established centre of gravity. All of the items on the lorry will be lifted and placed on the floor adjacent to the lorry. Once on the floor all loads can be moved by pallet truck. Once off loaded the lorry will be packed away ready for its return to London.

Godfrey Road will be closed as a through road with a working area established either side of the main entrance as per the plan below and agreements made with Newport Norse. The main entrance should remain open at all times and no work will be carried out above the unprotected entrance.

PHASE 1 CLEANING – NO ACCESS/EGRESS CLYTHA PARK ROAD**PHASE 2 CLEANING – NO ACCESS/EGRESS GODFREY ROAD**

The area where the mewp is working will be surrounded with barriers. The area where the outriggers will be placed will be marked out and railway sleepers will be laid out in a grid on the floor. On top of the railway sleepers a steel beam will be laid perpendicular onto which the leg of the mewp will be placed.

The mewp will be brought onto site and rigged as per manufacturers instructions. Operatives will inspect their harnesses and the machine and the inspections will be recorded in our online software Capja.

At the end of each day the machine will remain in place with the boom in the stowed position. In the event that the machine is changed or removed at the end of the day, it will be driven from site at slow speed and under the direction of a banksman.

2.2 Newport Civic Centre - Application of dilute Sodium hypochlorite as a biocide

The tower will be cleaned in two stages, due to the extensive build up of bio-film. Due to the limited access to the tower there will be a degree of trial and error in developing the methodology.

The tower will initially be sprayed with a very dilute 4% mix of Sodium Hypochlorite and surfactant 2%. This will kill off the bio-film growth and allow the tower to be cleaned by facade gommage, a super fine powder blown by compressed air, with any dust suppressed by a water mist. In both cases, run off will be diverted into IBC containers for safe collection and disposal by tanker.

There is not expected to be any run off into the buildings drainage but if there is, this is of the combined type and any diluted chemicals should not flow directly into our rivers.

Using the mewp the operatives will connect onto the guttering at the base of the tower, such that it discharges into a small tank - this methodology will be updated on site once access is available. In the tank will be placed a small dewatering pump with a float switch that will pump any water through a lay flat hose to an IBC on ground level. The pump will be 110 v and powered from the commando sockets available around the building. Water is available at the base of the tower and will be run via a hosepipe to ground level.

The operatives working with the biocide will wear full face masks with vapour filters, chemical gloves and tyvek suits. The biocide will be pumped by hand pump into a small IBC holding 300 litres. A full tank would be mixed biocide 16% water 82% and surfactant 2%. A high pressure pump will be connected to the IBC and a high pressure hose ran to the basket where it will be tied off using a wire cable net. A spray nozzle on the end of the hose will allow the application of the biocide. Due to the dilution and large droplet size, it is not expected there will be any overspray while applying the biocide but this should not be applied in more than a slight breeze.

As the solution is applied to the building from the mewp, any run off will be collected in the gutters and be pumped to the IBC. The adequacy of the system should be monitored regularly and IBCs swapped as they are filled up. When all the IBCs are full a tanker will such the waste from them for safe disposal and provide a waste transfer note.

After allowing the biocide to work for approximately 3 hours, the building will be washed down with clean water. It may be necessary to reapply the biocide multiple times or work in sections.

At the end of the day, the site will be left in situ but all chemicals and tools will be locked away.

The team will discuss with Newport Norse, the plan for the following day and which location they intend to work in.

2.3 Emergency Rescue Plan

In the event of a machinery failure the operatives will follow the emergency rescue procedure which will likely involve the groundsmen bringing the team down through the use of the emergency controls.

The operatives will ensure they have each others mobile numbers and a well charged phone.

The operatives will be briefed in the emergency operating procedure.

On T-H machines, the guide to using the emergency over ride controls can be found by scanning the QR code found at the control stations around the machine.

3. Plant & equipment

Item	Used for	Special requirements
Emergency Rescue Plan	In case of emergency	
Hiab - truck mounted crane	Truck mounted crane attached to flat bed truck. Used for off-loading plant and equipment from flat bed truck.	Follow all control measures in risk assessment Hiab truck mounted crane at all times.

4. Safety precautions

4.1 Personal protective equipment (PPE)



Filters - SX gas and combined filters EN 14387:2004



General Personal Eye Protection EN166



High visibility warning clothing EN 471



Protective clothing against liquid chemicals. (Limited Protection) EN 13034



Protective gloves against chemicals and micro-organisms EN 374-1, EN 374-2, EN 374-3, EN 374-4



Safety footwear for Professional Use EN ISO 20345 (200J Toe caP - P, C, A, HI, CI, E, WRU, HRO)

4.2 Safety responsibilities

Name	Responsibility
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4.3 Safety procedures

4.3.1 Accidents

Employees and representatives will report all accidents at the earliest opportunity in accordance with procedures.
Accident book to be completed.

4.3.2 Emergencies

In the event of an emergency, operatives will use a mobile telephone to call for emergency services.
Where further first aid is required and it is not an emergency, staff will drive to the nearest hospital.

4.3.3 Fire

Raise the alarm and inform the site supervisor immediately.
Inform the emergency services and proceed straight to the muster point.

4.3.4 First Aid

All Thomann-Hanry staff are first aid trained.
All Thomann-Hanry vehicles are equipped with a first aid kit.

All accidents are to be reported, an accident form completed and will be investigated by the company Health & Safety Manager.

4.3.5 Immediate Risk Escalation Process

When an immediate risk is identified for which, there is no appropriate control measure in place, Thomann-Harry staff are to contact the head office immediately.

4.3.6 Tool Tethering

The tethering of tools and equipment is mandatory across all company access equipment:

- During set up, erection, adaption and dismantling of mobile tower scaffolds.
- During the use of cherry pickers, scissor lifts and truck mounted platforms
- Any location where tools and equipment could fall into PPE free zones or public areas.

The mandatory requirement for the use of tethered tools is always to be implemented when survey work, remedial or defect work is undertaken in occupied premises.

Other situations where tethering must be undertaken to minimise the potential for dropped objects include when working within four metres of an opening and leading edge of a structure.

Tools & equipment weighing more than 2.3kg must be secured to an anchorage point rather than an individual.

4.3.7 Wind Speed

Wind speed will be checked using an anemometer. The typical safe wind speed for a mewp is 28 mph but all models vary and this should be checked against the machine graphics. The pedestrian tunnel should have its canopies removed if the wind speed or gusts exceed 20 mph.

4.3.8 Nearest Hospital - Newport

The nearest a&e hospital is located at:

Royal Gwent Hospital
Cardiff Road
Newport
NP20 2UB

5. Further information

5.1 Related risk assessments

HER2522671 Use of staircase within Newport Civic Centre Clock Tower

HER2535517 Sodium Hypochlorite

TH-RA-Common (Dec23) Common Hazards

TH-RA-Driving (March 25) Driving & Traffic Management

TH-RA-Hiab (Dec23) Hiab Lorry Crane (Dec23)

TH-RA-WT370 (Dec23) Palfinger WT370 Truck Mount (Dec23)

5.2 Facilities affected by works

5.3 Foreseeable adverse affects and controls

5.4 Monitoring systems

6. Supporting documentation