

# Cymru Scaffold Inspections



INSPECTION OF: Site Scaffoldings

SITE: Aberavon House, Port Talbot, SA13 1 PB

PRINCIPLE CONTRACTOR: Hacer Developments

CLIENT: Apollo Scaffolding, 10 Arthur St, Neath, Glamorgan, SA11 1HP

SCAFFOLD CONTRACTOR: Apollo Scaffolding, 10 Arthur St, Neath, Glamorgan, SA11 1HP

UNIQUE IDENTIFICATION NUMBER: AS 260 Rear Elevation

Design Number: 17/RSDL/02/148-2

Date of Scaffold Inspection: Tuesday 27<sup>th</sup> March 2018

Time of Scaffold Inspection: 10:45-14:15

Status of Scaffold: Status of Scaffold:

**Not to be used until all modifications and alterations are completed by Scaffold Contractor.**

Pages in the report: 14

Inspector: Don Murray (CISRS Advanced Scaffold Inspector)

**Cymru Scaffold Inspections**

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## Scaffold Inspections

To meet the requirements of the Work at Height Regulations 2005 scaffolding should be inspected:

- After installation /prior to being used
- At least weekly thereafter
- Following any circumstances which could jeopardise the safety of the installation such as high winds/adverse weather conditions. So even if a scaffolding structure was inspected just the day before it should be inspected again if for example there were high winds overnight or reports of event such as an earthquake in the region.

It is the responsibility of the hirer/ user to ensure that scaffolding has been inspected in line with the regulations.

HSE [guidance](#) stipulates that all scaffolding inspections should be carried out “by a competent person whose combination of knowledge, training and experience is appropriate for the type and complexity of the scaffold.”

Competence may have been assessed under the CISRS or an individual may have received training in inspecting a specific type of system scaffold from a manufacturer/supplier.

The default competence is widely held to be a [Construction Industry Scaffolders Record Scheme](#) qualification.

Regular statutory inspections of the scaffolding shall take place at least every 7 days or after any event likely to have affected the scaffold’s stability and recorded in the scaffold register (See appendix C). The tag type system (if used) will also be updated to record the inspection.

The Scaffold Inspection Report must be completed after the inspection and a copy of the report delivered to the person for whom the inspection was carried out within 24 hours of the inspection taking place.

The scaffold inspection report should note any defects or matters that could give rise to a risk to health and safety and any corrective actions taken, even when those actions are taken promptly, as this assists with the identification of any recurring problem.

*Note: Any tag system is a supplementary check only and does not replace the statutory inspection and report as required within the Work at Height Regulations 2005.*

All initial and weekly scaffold inspections must be undertaken by a competent person who has attended a nationally recognised scaffold inspection training course. (e.g. CISRS Scaffold Inspection Training Scheme (SITS) Basic or Advanced), alternatively a CISRS Scaffolders or Advanced card holder is competent to inspect structures up to the grade of their card i.e. CISRS Scaffolders Basic Structures, and Advanced Scaffolders all structures whereas a more complex structure should be inspected by a CISRS Advanced Scaffold Inspection card holder.

All scaffolding inspections should be carried out by a competent person whose combination of knowledge, training and experience is appropriate for the type and complexity of the scaffold.

For more complex structures such as a Designed Scaffolds, an Advanced Scaffold Inspector should be used in order to meet the required of such an inspection.

Should the Contractor not have in his employ a qualified inspector, he may instruct the scaffolding contractor to carry out this duty on his behalf.

This should be by separate instruction to the main contract.

<http://www.hse.gov.uk/construction/safetytopics/scaffoldinginfo.htm>

TG20:13 (NASC) is considered to be Industry Standard and is Technical Guidance on the design code for tube and fitting scaffolds BSEN12811-1 within the UK.

SG4:15 Preventing Falls in Scaffolding (NASC) is a safety guidance note on the safe system of work that Scaffolders employ to erect, alter and dismantle scaffolding within the UK, again this document is considered to be Industry Best Standard.

Construction Industry Scaffolders Record Scheme (CISRS) The Construction Industry Scaffolders Record Scheme (CISRS) has been the industry recognized scaffold training scheme for over 30 years. It is the preferred scaffolding qualification of all the major organizations including CSCS, NASC, HSE, UKCG, T&G, UCATT and the largest scaffold systems manufacturers

System Scaffolding Product Training Scheme (SSPTS) is product awareness training for system scaffolds.

National Access and Scaffolding Confederation (NASC) is recognised as a Trade Association for scaffolding contractors in the UK.

Health and Safety Executive ( HSE ) It is the body responsible for the encouragement, regulation and enforcement of [workplace health, safety and welfare](#), and for research into occupational [risks](#) in [England and Wales](#) and [Scotland](#).

Statutory inspection of scaffolding on site to be undertaken in accordance with the Work at Height Regulations 2005 (Regulation 12), TG20:13 and SG4:15 (for safe Scaffolders working practices) **Note:** *The Scaffold Inspection Report is to be completed in conjunction with the statutory scaffold inspection register.*

# Overview:

The updated Design's for the scaffolding were in place prior to the inspection and were used by the Advanced Scaffold Inspector during the inspection to check for the compliance with regard to the requirements of the Design and TG20:13.

The defects/faults found on the scaffold and modifications/alterations required have been highlighted in order to demonstrate what is required for the scaffold to meet the requirements of TG20:13 and SG4:15, also to demonstrate where Best Practice has/has not been used by the Scaffold Contractor and those Contractors who are using the scaffold in accordance with their chosen task.

***Note:** This report is to be completed in conjunction with the statutory scaffold inspection register.*

An inspection of the scaffolding was undertaken by Don Murray, Cymru Scaffold Inspections, on the building that is being converted from Offices to Living Accommodation.

These are the findings and recommendations that the Advanced Scaffold Inspector reported after the scaffold inspection took place.

## Scaffold: AS 260

The Scaffold on the Rear Elevation of Aberavon House has sufficient ties, has followed the requirements of the Design and of TG20:13, is built comprising scaffold materials that are being utilised to their optimum use. Modifications and Alterations have taken place on the scaffold since it has been first erected, the Top 2 Working Lifts have been dismantled and the ties removed.

### Façade Bracings

The Face Bracing as shown in the Design is shown in Bays 3 & 4, 10 & 11, 16 & 17, 22 & 23, 28 & 29 as opposed to the Bays 6 & 7, 13 & 14, 19 & 20, 25 & 26 and 31 & 32 where the bracings are currently placed, the strength and stability of the scaffold has not been compromised or undermined, the Scaffold Designer has agreed to the Face Bracings being in different Bays to those shown on the Design on the proviso that the ratio of Bays to Bracings, quantity of bracing and quality of materials used are not compromised and are fully compliant with the requirements of TG20:13.

The requirements of TG20:13 have been adhered to by the Scaffold Contractor with regard to the Bracing to Bay ratios, quantity and quality of materials used on the Rear Elevation.

### Ties:

The Design for the Rear Elevation requires 45 Ties on the Rear Elevation, at present there are 21 Ties in the Bottom Row of the rear Elevation and 16 Hilti Ties being used in the Higher Row of the Rear Elevation, the 16 Ties that were used at the highest point of the scaffold have been taken away when the Top 2 Working Lifts were dismantled.

There are in excess of the number of ties required in the Rear Elevation in order to meet the requirements of the Design and the requirements of TG20:13.

### **Design:**

The Face Bracing as shown in the Design is shown in Bays 3 & 4, 10 & 11, 16 & 17, 22 & 23, 28 & 29 as opposed to the Bays 6 & 7, 13 & 14, 19 & 20, 25 & 26 and 31 & 32 where the bracings are currently placed, the strength and stability of the scaffold has not been compromised or undermined, the Scaffold Designer has agreed to the Face Bracings being in different Bays to those shown on the Design on the proviso that the ratio of Bays to Bracings, quantity of bracing and quality of materials used are not compromised and are fully compliant with the requirements of TG20:13.

The requirements of TG20:13 are being adhered to by the Scaffold Contractor with regard to the Bracing to Bay ratios, quantity and quality of materials used on the Rear Elevation.

### **Modifications & Alterations:**

The Top Working Lifts have been dismantled at the time of the scaffold inspection, the scaffold is not be used until the dismantle of the Top Working Lift has been completed.

Due to the ongoing modifications and alterations there were Single Handrails as opposed to Double Handrails, it is recommended that the scaffold on the Rear Elevation not be used by Contractors until all of the modification and alterations have been completed, all exposed edges eliminated and sufficient Handrails and Toeboards erected as per TG20:13.

The scaffold is not to be used until all modifications and alterations have been completed by the Scaffold Contractor, all scaffold materials must be removed too, prior to next use.

### **Boards:**

There are warped boards on the Working Lifts that need to be monitored during the course of the project as they pose a potential tripping hazard.

### **Transoms and Fittings:**

There were still a few transoms, that did not come through the single fitting by more than the permitted 25mm.

### **Protruding Tubes:**

The tubes in front of the Pods have not been cut flush to the same level as the Working Lift or raised to 1m above the Working Lift due to the requirements of the Contractors.

### **Scaffold Materials:**

There are scaffold materials that need to be removed prior to the next use of the Rear Elevation

### Modifications & Alterations:

Modifications and alterations have taken place since the last scaffold inspection, the most notable being the accommodating of the Steel Work that was being erected, there are excessive gaps between the Steelwork and the Working Lifts that need to be monitored, Fall Arrest PPE may need to be worn when working near these excessive gaps.

The scaffold is not to be used until all of the ongoing modifications and alterations have been completed, most notably Double Handrails on the highest Working Lift in order to prevent falls from height as illustrated below.

### Comments & Recommendations:





## REAR ELEVATION

The scaffolding on the Rear Elevation has sufficient ties in order to meet the requirements of the Design and TG20:13 but is not to be used until all of the modifications and alterations have been completed by the Scaffold Contractor



## REAR ELEVATION

The scaffolding on the Rear Elevation is not to be used until all the modifications and alterations have been performed by the Scaffold Contractor



## REAR ELEVATION

The scaffold on the Rear Elevation has sufficient ties in order to meet the requirements of the Design and TG20:13

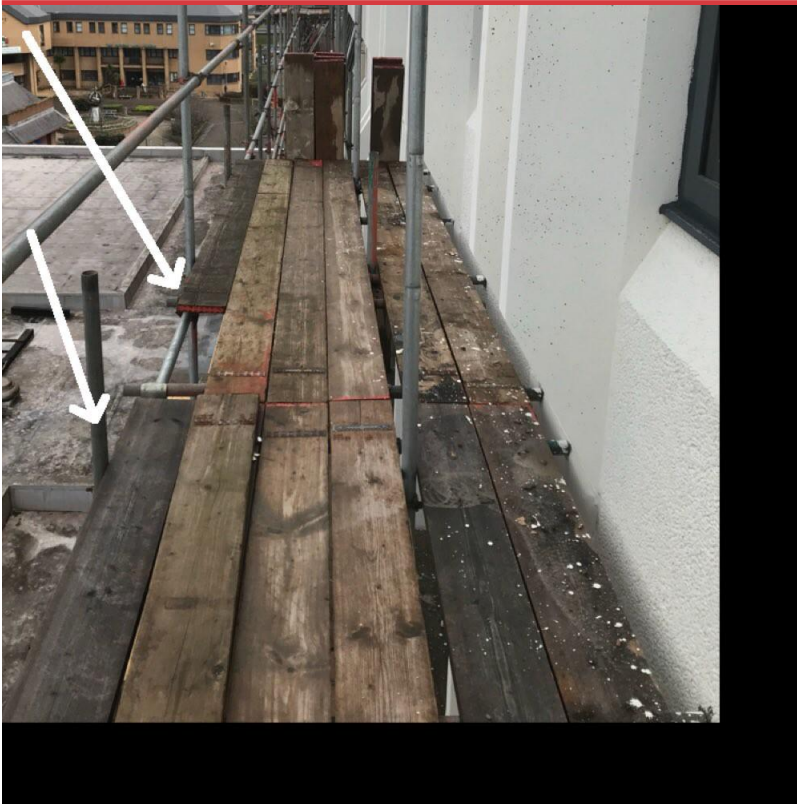
Alterations and modifications were being performed on the scaffold on the Rear Elevation during the scaffold inspection



## REAR ELEVATION

The Working Lifts on the Rear Elevation are free of debris and waste, the protruding tubes were cut at such height in order to meet the requirements of the Contractors who were fitting the external Pods.





## REAR ELEVATION

The scaffolding on the Rear Elevation is not to be used until all of the scaffolding materials have been removed and all modifications and alterations have been completed.

There are scaffolding materials that need to be removed and Handrails put in place in order to create Double Handrails to prevent falls from height and meet the requirements of TG20:13.



## REAR ELEVATION

The Scaffolding on the Rear Elevation was subject of modifications at the time of the scaffolding inspection and was not to be used by Contractors until all of the modifications had been completed by the Scaffolding Contractor.



## REAR ELEVATION

The scaffolding on the Rear Elevation is not to be used until all scaffold materials have been removed and all modifications and alterations have been completed.

There are scaffold materials that need to be removed and Handrails put in place in order to create Double Handrails to prevent falls from height and meet the requirements of TG20:13.



## REAR ELEVATION

The scaffold materials need to be removed from the Working Lifts prior to Contractors using the Rear Elevation.

All modifications and alterations need to be carried out prior to next use of the scaffolding.





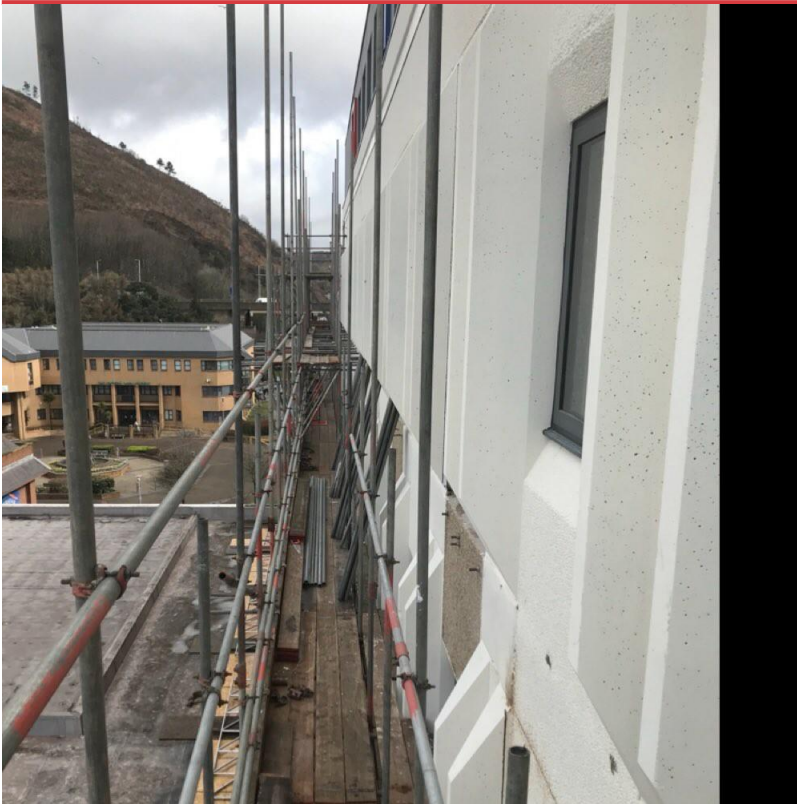
## REAR ELEVATION

The Top Working Lifts have been dismantled as part of the progressive dismantle. There are now only 2 rows of Ties on the Rear Elevation



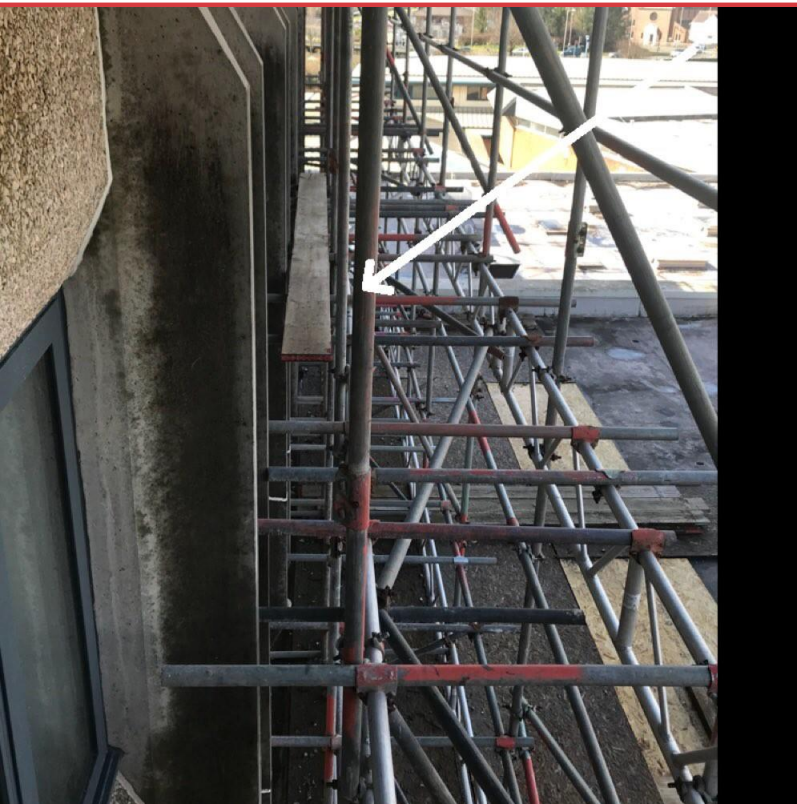
## REAR ELEVATION

Extra Working Lifts are being erected on the outside of the scaffold on the Rear Elevation



### **REAR ELEVATION**

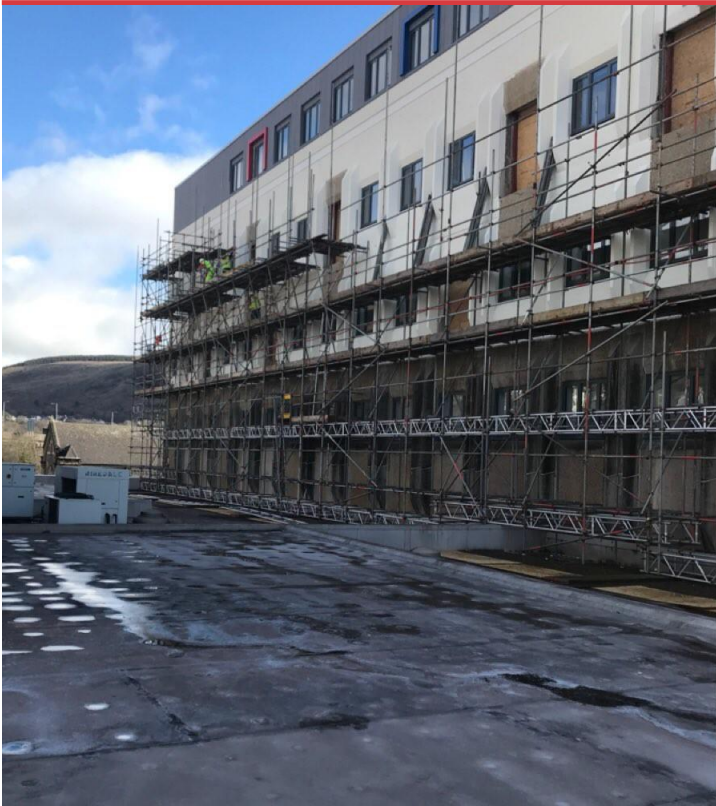
Scaffold materials need to be removed from the Working Lifts prior to the next use by the Working Parties



### **REAR ELEVATION**

A scaffold board has been left on a non Working Lift that needs to be removed in order to prevent it blowing





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## REAR ELEVATION

The Working Lifts were clear of debris and waste materials



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## REAR ELEVATION

The Working Lifts were clear of debris and waste materials





## REAR ELEVATION

There are sufficient ties in the scaffold on the Rear Elevation in order to meet the requirements of the Design and of TG20:13



## REAR ELEVATION

The scaffolds being erected outside of the Tied scaffold were for the use of Contractors when fitting the Pods.