Demolition Plan
For the
Soft strip and demolition works
At
115 Wellesley Road, Gospel Oak, London, NW5 4PA

AMENDMENT RECORD

Any amendments or additional parts of revised pages will be marked ***with highlighted italics***

Issue	Rev	Date	Description of Amendments
ED	A	21/04/2013	Tender issue
1	A	28/05/2013	For approval of CDM-C
1	B	20/06/13	Following Client Comments
1	C	21/06/2013	Amendments following Consultation
1	**D**	**11/07/2013**	**Final amendment for issue**

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Signature of Employees having read the Demolition Plan

Supervisors shall be issued a copy of this Method Statement and shall sign the Office copy to confirm having received and read it. Operatives shall either read the copy or be briefed on its contents by the foreman or more senior Manager and shall also sign the office copy to confirm that this has taken place.

Date	Name	Position	Signature

CONTENTS

1. INTRODUCTION & SCOPE OF WORKS

The site is located at 115 Wellesley Road, Gospel Oak, London, NW5 4PA and comprises of the existing District Housing Office and 16 employment units which front Vicars Road and back on to the rear of the DHO site.

The site comprises three individual buildings which were constructed at different times. There is a front, middle and rear section and all differ in building construction.

Front section

The front section has three floors ranging from ground to second with an accessible roof and tank room. General construction of this section is solid brick structure and a flat bitumen roof. Internal construction is concrete and plastered walls. The floors are generally solid concrete whilst the suspended ceiling has aluminium frames and man made mineral fibre (MMMF) ceiling tiles. The framework in this section has asbestos insulating board on the majority of the steelwork above the suspended ceilings. This section is believed to have been built around 1960.

Centre section

The middle section has a ground and first floor with an accessible roof. General construction is timber and metal walls with a flat bitumen roof. Internal construction is generally plaster and solid walls, MMMF ceiling tiles with aluminium framework, whilst the floors are generally solid and timber. This building is believed to have been built around 1980.

Rear section

The rear section has three floors ranging from ground to second and a flat accessible roof with tank room. General construction is timber and metal walls with a flat bitumen roof. Internal construction is generally plaster and solid walls, MMMF ceiling tiles with aluminium framework, whilst the floors are generally solid and timber. This building is believed to have been built around 1970.

There is a rear portacabin extension which has a solid concrete framework, timber floors and plasterboard demountable partitions.

The demolition of the buildings are to be completed in 3 phases, to carry out the soft strip and the demolition works on the site known as the DHO (District Housing Office) site which forms part of the Bacton Low Rise Estate, Phase 1: the District Housing Office (DHO) site which lies between Vicar's Road to the south and the railway line to the north; and Phases 2 & 3: The Bacton Low Rise Estate (BLR) which lies to the north and west of Wellesley Road.

The demolition of the site is constrained by the need to take into account the railway line which runs in a cutting to the north of the site and the fact that there are existing buildings fronting Vicars Road which are not part of the scheme.

The site is also located adjacent to the Grade 1 listed St Martins Church and Grade II listed former St Martins Church Hall.

Clifford Devlin has identified the need to consult with Network Rail in respect of the demolition works and will carry out all consultation necessary required in this regard.

The site has existing vehicular access from Vicars Road during the demolition works; all plant will enter the site at the eastern end of Vicars Road.

Pedestrian access to the site will also be from Vicars Road.

SCOPE OF WORK:

The completion of a Pre-demolition asbestos survey of the structures, removal of any asbestos containing materials, soft stripping, structural engineering review of the building construction, design and installation of temporary works requirements for demolition and, sequential demolition of the structures, waste stream segregation for recycling and clearance of all arisings.
Due consideration has been made to the local environment when compiling the proposed methodology for the works, detailed in this method statement.

The project contains the following elements of work:

- Removal of hazardous materials
- Management of service disconnections
- Erection of hoardings
- Erection of the demolition scaffold.
- Structural assessment, design of façade support system and temporary works
- Installation of scaffolding and gantry to Wellesley Road elevation.
- Asbestos removal works
- Soft stripping
- Demolition works.
- Removal of hardstandings and foundations.
- Waste stream segregation
- Clearance of remaining debris arising from site
- Level survey to show the extent of foundation removal.
- Evidence in the form of photographic surveys to demonstrate that the foundations have been grubbed up.

As the project moves forward, we will provide an Environmental Management Plan to consider all aspects of the project and how it may affect the locale and sensitive receptors.

All work will be carried out in accordance with the requirements of the Clifford Devlin Safety Management System and our Quality Assurance procedures.

A more detailed description of the work is contained in Section 6 and Section 9 of this document. Work will be carried out in accordance with the Clients specification and drawings, provided at tender stage.

Generally, site hours will be as specified, not more than 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 Saturday, there is to be no working outside of these hours, without the agreement of, and notification to, the Contract Administrator. Weekend works will be required for the erection of the façade retention system in conjunction with the closure of Parker Street subject to Local Authority approval.

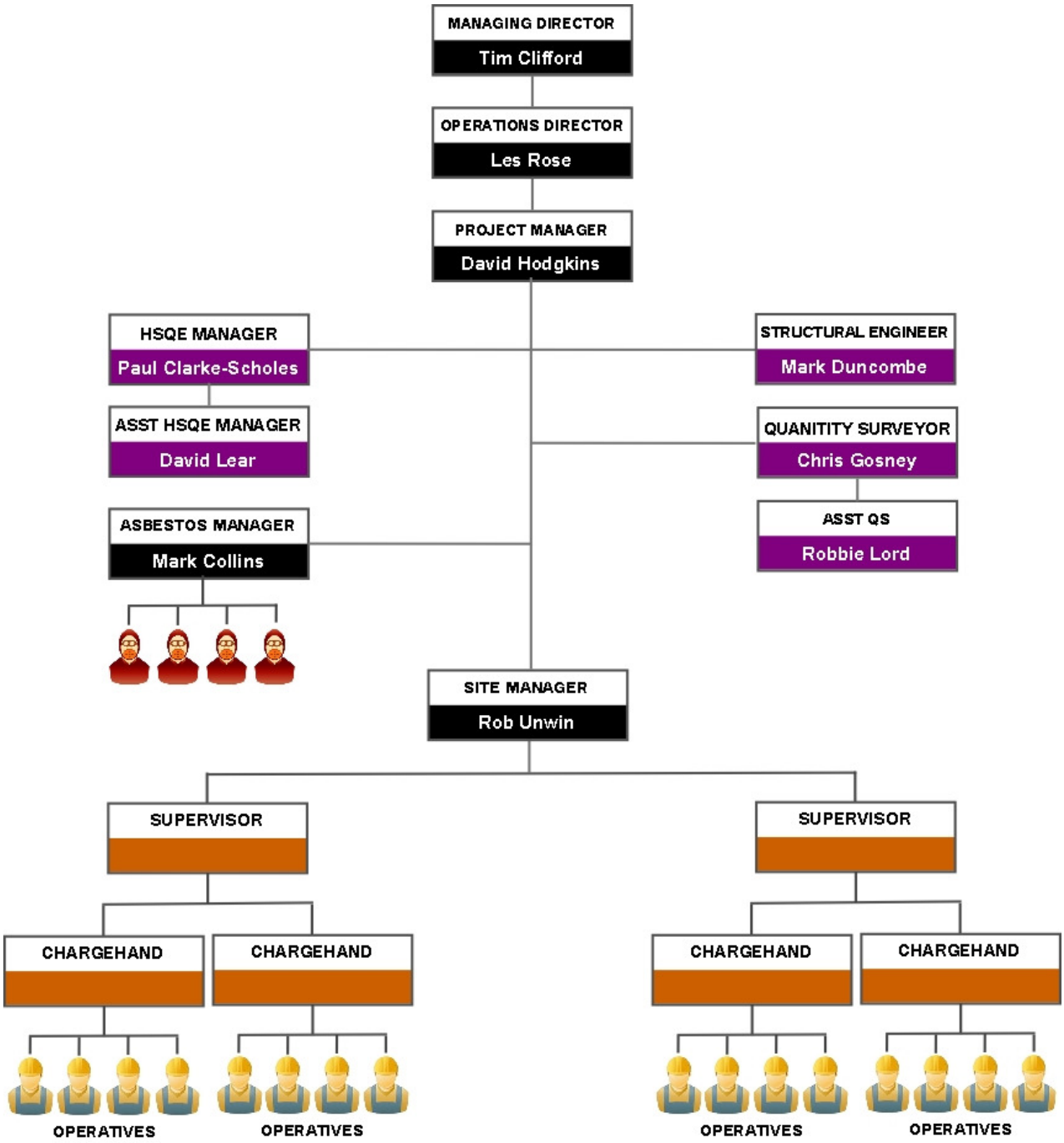
Prior to commencement of the works a Site Waste Management Plan will be established and targets set for the recycling of arisings from the project.

We will provide data collection that will demonstrate the achievement of BREEAM (Building Research Establishment Environmental Assessment Method) points, if they are required as a condition of planning, including an estimated Carbon Footprint for the demolition element of the works.

2. LOCATION

The full site address is 115 Wellesley Road, Gospel Oak, London, NW5 4PA the site is bounded to the north by Network Rail, to the south and east Vicars Road, to the west Wellesley Road.
The site is adjacent to two listed buildings, the Grade 1 Listed St Martins Place and the Grade II listed French School and Church.

3. SITE ORGANISATION CHART



4. JOB DETAILS

Client	London Borough of Camden Town Hall Extension Argyle Street London WC1H 8NJ Contact: Julia Farr (Julia.Farr@camden.gov.uk)
Employers agent	EC Harris LLP ECHQ 34 York Way London N1 9AB Contact: Rachael Matthiae (Rachael.Matthiae@echarris.com)
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Architect	Karakusevic Carson Architects The Gymnasium 56 Kingsway Place Sans Walk London EC1R 0LU Contact: Caroline Hull (ch@karakusevic-carson.com)
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5. CONTRACT SPECIFIC RISK ASSESSMENT

Following approval of this plan, the site specific risk assessment will be separated as a document that can be reviewed and updated, enabling us to maintain the Construction Phase Plan as an accurate and up to date document.

SEVERITY	*RISK ASSESSMENT MATRIX*						
6 MULTI-FATAL	6	12	18	24	30	36	VERY HIGH RISK
5 FATALITY	5	10	15	20	25	30	
4 MAJOR	4	8	12	16	20	24	HIGH RISK
3 NOTIFIABLE	3	6	9	12	15	18	
2 MINOR	2	4	6	8	10	12	MEDIUM RISK
1 NEGLIGIBLE	1	2	3	4	5	6	LOW RISK
1 VERY RARE						6 ALMOST CERTAIN	
2 REMOTE					5 FREQUENT		
3 OCCASIONAL				4 REGULAR			

VERY HIGH RISK	Intolerable – Do not start work
HIGH RISK	Work can only commence with extensive reassessment of the risk levels and direct supervision
MEDIUM RISK	Tolerable – Reduce where practicable
LOW RISK	Safe Condition

RISK	Initial Risk Score	CONTROLS SPECIFIC TO THE PROJECT –	Action	Residual risk score
UNCONTROLLED COLLAPSE OF STRUCTURE	18	Detailed demolition sequences required for a number of areas, existing roof sections stair-cores and fire escape stairs etc and initial enabling works. These are to be prepared in conjunction with Engineering input and recorded as separate method statements. The overall sequence will be as described in Section 9. Permit to Demolish, will be issued by the demolition supervisor to be used to confirm services diversion/isolation, sign off of temporary works etc. Advise sort from our structural engineer prior to demolition commencing on existing floor loadings to establish size and type of machinery to be used. The buildings will be demolished in a stepped formation and in accordance with the site specific Rams. The existing buildings will have been assessed by our temporary works engineer prior to the demolition works commencing.	CDL	6
FALLING MATERIALS	20	Exclusion Zones etc, individual MS to record detailed sequences of work. Demolition scaffolds will be erected to certain elevations for the demolition works – Scaffolding to be lined with Monar-flex. Exclusion zones will be erected for the internal segregation of areas for drop zones during strip out and demolition works. Liase with Network Rail prior to the demolition works proceeding.	CDL	5

RISK	Initial Risk Score	CONTROLS SPECIFIC TO THE PROJECT –	Action	Residual risk score
WORK AT HEIGHT	20	Majority of the works will be completed working from the demolition access scaffold. Soft strip, when operatives are required to work from height will be undertaken from Mobile Towers, which are to be erected by PASMA trained and competent operatives and also from Podium steps.	CDL	5
FIRE	18	A fire action plan will be prepared for the site. Any hot works to be carried out will be completed under the strict adherence to CDL Hot Work Permit to work system. Appropriate fire points are to be established in accordance with the site fire action plan.	CDL	6
SITE ELECTRICITY	20	Site supplies during works will be supplied via generator with a 110v output.	CDL	5
LIFTING OPERATIONS	20	Lifting plans are to be prepared, subject to detailed planning of final sequence of operations, if required the lifting area to be closed off using barriers and signage, only authorised personnel will be allowed in the lifting area. All slinging and the movement of the loads to be controlled by the slinger/signaller, using hand or radios. A full lifting plan to be in place for the lift, this will be completed by the Appointed person and issued for approval prior to the lifts.	CDL	5
SERVICES GENERALLY	20	Confirm isolations with statutory providers. A full site survey will be undertaken by our specialist sub contractor prior to any works commencing. Any retained or live services to be clearly marked and detailed to all site staff via induction process. Areas of site to be confirmed for the strip out works by use of a permit to work.	CDL	5
PUBLIC INTERFACE	18	Full time traffic marshals will be employed to control all traffic movements and bank vehicles into the site via the site access on Vicars Road at all times, in and out of the proposed site loading areas on the south elevation. All vehicles are to be booked in, in advance by the demolition site supervisor to our transport manager.	CDL	5
NOISE	16	Default assessment remains valid, i.e. operators to wear hearing protection when operating noisy equipment such as breakers or angle grinders etc. Hearing protection zones to be established around machine working areas with signage erecting warning of the potential hazards. Detailed site specific assessments to be prepared during the works.	CDL	4
CONFINED SPACES	15	Further assessment to confirm during project lead in, but not thought to be a significant risk	CDL	5
MACHINERY AND VEHICLES	15	A traffic marshal shall control deliveries and vehicle movements on Vicars Road at all times. All plant to be inspected under PUWER and LOLER regulations and operated by qualified competent operatives.	CDL	5

RISK	Initial Risk Score	CONTROLS SPECIFIC TO THE PROJECT –	Action	Residual risk score
HAZARDOUS SUBSTANCES AND TOXIC MATERIALS	**16**	CoSHH assessments required for: Dusts, MMMF, Zinc Oxide fume. Decanting of redundant air-conditioning (CFCs) to be confirmed. Leptospirosis to be included in site induction as significant risk. Assessment to be further developed, particularly with regard to removal of MMMF insulation materials. A full asbestos survey has been completed, all known ACMs will have been removed prior to the demolition/soft strip works commence. Dust will be controlled by the use of dedicated operatives spraying a fine spray of water whilst soft strip works are in progress and drop zones. The introduction of the dust boss once the demolition works commences with the use of a larger excavator has been introduced.	CDL	**4**
MANUAL HANDLING	**16**	The majority of the demolition works shall be undertaken by mechanical means; however the soft stripping of the existing buildings will be substantially labour intensive, to this end site and task specific manual handling assessment will be produced on site as required. Throughout the works operatives will not subject themselves to lifting any weight they are not comfortable with, in any case no repetitive lifting will exceed 25kg.Manual handing assessments to be prepared on site.	CDL	**4**
SITE SECURITY, PUBLIC INTERFACE	**15**	A site control plan addressing site security as per the specification security plan, control of all contractors and visitors, interface with neighbours etc. will be developed prior to commencement of contract. There will also be a 24/7 security on site. Clifford Devlin will ensure that unauthorised. access to the site, particularly by children, is prevented for the duration of the works. All arrangements shall be agreed prior to their implementation through inclusion in the Construction Phase Plan. CDL will provide appropriate security such that unauthorised access to any works is prevented; the following are suggested as the minimum requirements: – Photographic access passes on completion of a site induction course. – Provide adequate security resources and management to maintain physical security of the site. – PC shall establish an access control point for the duration of the site works, and establish a suitable control method to manage authorised access/egress of personnel.	CDL	**5**
ENVIRONMENTAL CONSIDERATIONS	**10**	Storage, use and disposal of Petrol, Oils and lubricants will be controlled by the guide-lines set out in our Environmental Aspects and Impacts Assessment. A Project Close Out report will be developed detailing the levels of recycling and re-use of material arising from the works. Further	CDL	**2**

RISK	Initial Risk Score	CONTROLS SPECIFIC TO THE PROJECT –	Action	Residual risk score
VIBRATION	**16**	Assessments under 2005 vibration regulations. Monitoring and recording of exposure time to be part of the control regime. We use modern, effective and optimal hand tools in order to reduce HAVS exposure. All operatives will work within the HAVS guidelines stated within each tools operating manual, their duration and the tools vibration level will be recorded to ensure the operatives do not become over-exposed. An operative rotation system will also be employed	CDL	**2**
LOADING OPERATIONS	**16**	Traffic Marshalls shall control (externally) movement of vehicles on Vicars Road, Plant movements and to control interface with pedestrian traffic. Slinger/signallers to control crane lifts. Barriers and signage to be erected when necessary. Skip handlers to be operated by trained competent operative and also to be traffic marshal controlled.	CDL	**4**
NETWORK RAIL	**16**	Scaffold will be designed and fixed with physical and chemical anchors to the building; pull out tests will also be completed. All demolition scaffold adjacent to the railway boundary will be wrapped in a monarflex sheet. All designs to be submitted to Network Rail Asset Protection Team for approval.	CDL	**4**

6. SITE ESTABLISHMENT

6.1 PRIOR TO COMMENCEMENT OF WORKS

During this period, all of the resource requirements together with project planning and notifications, Environmental Management Plan and Construction Health and Safety Plans will be established. From this, site-specific preparations, including risk assessments method statement preparation, emergency procedures, fire risk assessment etc. will be initiated.

Surveys and Structural Assessment

A Pre-Demolition Asbestos Survey will have been carried out before works commence to identify the presence of any asbestos containing materials. A photographic Schedule of Condition of the surrounding roads, footpaths and adjoining buildings will be completed prior to works commencing. The proposed demolition methodology will be reviewed and any temporary works requirements, for approval by the client's engineer. The structure to be demolished will be surveyed including existing basements and depths of foundations.

Services

Clifford Devlin shall terminate relevant services to the existing structures which are to be demolished to the approval of the Statutory Undertakers, make good and reinstate all disturbed surfaces.
In addition, the Clifford Devlin shall make arrangements for and pay all charges for the disconnection of existing services.

Survey and identify above and below ground existing services, This will ensure that all live services have been identified, traced, marked and protected to avoid damage or disconnected as required by the works to be undertaken.

There is also the possibility of unrecorded services within the footprint of the site.

All services are to be capped-off or terminated at the site boundary, the positions of all capped off services will be marked onto drawings and issued with the project close out report.

Detailed RAMS for electrical services shut downs (including power, lighting, fire detection/alarm, etc.) in preparation of the removal works; these will be issued by our specialist sub contractor which will be submitted for approval prior to the works commencing.

Before the removal of any vessels, pipes, tanks and equipment containing oil or other hazardous substances, they shall be drained and the contents removed from site and disposed of in a safe manner and in accordance with the relevant handling and disposal regulations.

The vessels, pipes, tanks and equipment shall also be cleaned by our specialist sub contractor, prior to removal and all residues removed from site and disposed of in a safe manner and in accordance with the relevant handling and disposal regulations. More detailed RAMS will be issued for these works.

All live services that remain after the demolition works have been completed will be marked on a drawing & submitted within the project close out report.

All drains and associated manholes, inspection chambers, gullies, vent pipes, will be protected and the normal flow will be maintained whilst the demolition works are on going.

Once the demolition works has been completed they will be left clean and in working order, a CCTV survey will be completed prior and after the demolition works, the reports will be issued to the client.

Waste Management

We will review and update the initial Site Waste Management Plan for the project, issued with this tender. The document and its content will be developed continuously throughout the life of the works. The data recorded in the SWMP will be utilised to provide carbon footprint data in our Project Close Out.

Our overall target for re-use / recycling of arisings from the demolition works will be 95%. This level of recycling has been achieved previously.

Logistics Plan / Access / Traffic Management

There are a number of base requirements for the management of traffic for all projects, all of which will be detailed in the Traffic Management Plan and implemented on site.

- Vehicle access for deliveries is likely to be via the service road accessed from the Junction of Grafton Rd and Vicar's Rd these will be guided into and from the site by a trained traffic marshal.
- No vehicles will be permitted to wait on the public highway causing traffic issues and irritation to local residents and businesses.
- Vehicle movement and mileage travelled will be recorded so that fuel consumption data can be factored into our carbon foot print calculations for the project, post completion.
- Drivers will receive induction training and reminded of their responsibility to the environment of local residents and businesses, in terms of noise, pollution and nuisance.
- All plant deliveries will be controlled by a trained traffic marshal and will be scheduled at times least likely to cause disruption the local occupiers / residents.
- Protection will be laid to the road surface wherever plant is removed from low loader transportation, if it is not possible to unload directly on to the foot print of the site.
- Emergency environmental spill kits will be available for immediate use in the unlikely risk of loss of fuel.
- Local residents / businesses will be kept informed with the use of a newsletter drop and provision of a contact number for enquiries.

Site rules for all drivers

- Hand held mobile phones or site radios must not be used whilst driving.
- Obey all traffic signage and traffic marshals.
- No children, animals (other than security team guard dogs if applicable) or unauthorised passengers are permitted on site.
- Seatbelts are to be worn at all times when driving to and from the site.
- Do not stop on the surrounding roads and only park in designated areas or where instructed to by traffic marshals.
- All drivers must comply with local rules including briefings, access routes, escorts and exit arrangements.
- No manoeuvring operations are to be carried out without a vehicle banksman or traffic marshal in attendance.

- Drivers must wear a safety helmet, high visibility clothing, gloves, eye protection and safety footwear unless in an enclosed cab.
- Drivers needing to take legal rest breaks must do so in the appropriate areas and not on the main local roads.

The traffic to and from the site will be managed by the Project Manager and the CDL Transport Manager. Traffic Marshals will wear red hi visibility vests or coats and red hard hats to give instant recognition. They will be responsible for maintaining unhindered traffic flow and road safety compliance on the existing roads.

To minimize misrouting of loads by contractors on public roads, off site signage will be utilized to identify entry points and access routes.

Pedestrian access

The pedestrian access point will be from Vicars Road, all operatives and visitors will sign in at security, and proceed to the welfare area, visitors will be held at the security office whilst security call the demolition site supervisor to escort all visitors around the site.

No parking will be available on site for the workforce and no offsite parking facilities will be provided, the workforce will be encouraged to use public transport.

A single point access / egress route for personnel will be as site established by CDL on Vicars Road where a full signing in and out procedure can be operated.

Site rules for pedestrians

- Access and egress will be through Vicars Road.
- Only use designated safe walking routes, do not walk on roads.
- Cross at designated pedestrian crossing points.
- Follow direction, instructions and advice given by traffic marshals
- Failure to comply with any of the site rules outlined above will lead to disciplinary action being taken against offenders by their employer.
- Repeating offenders will have site passes removed.

6.2 ON POSSESSION OF THE SITE

Welfare

Temporary office and welfare facilities will be established by CDL on the existing hard standing on the east elevation, these will consist of an office, canteen, drying room, toilet and washing facilities, with hot and cold running water.

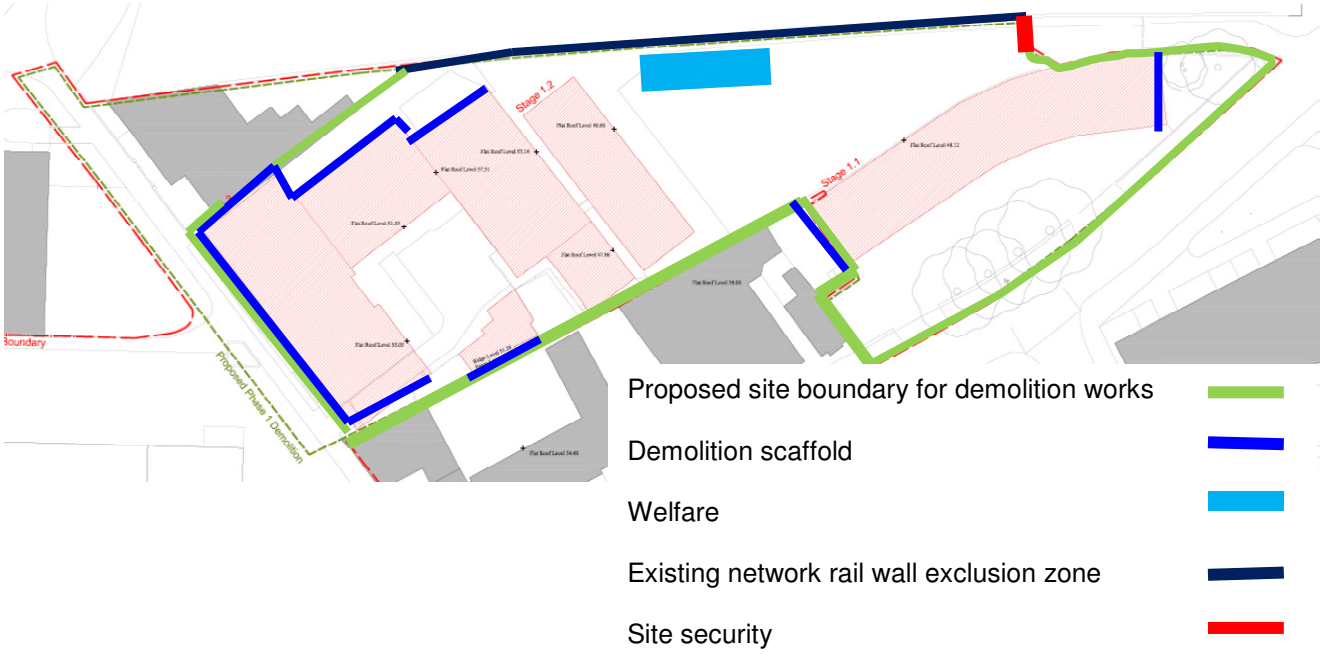
A 2.4m high hoarding line will be established around the perimeter of the site as shown on the drawing below.

A new set of hoarding gates will be fitted across Vicars Road; a security cabin will also be established at the site entrance.

An exclusion zone will be placed along the length of the Network Rail boundary wall using heras fencing.

The units will be maintained throughout the life of the project. Welfare will be in accordance with the Construction (Design and Management) Regulations 2007 schedule 2.

CDL shall include in all monthly progress reports a statement for the Client confirming the suitability of welfare provision as the works progress.



Site Hoarding

The site hoarding on the façade on Wellesley Road will be attached to the demolition scaffold whilst the demolition works are ongoing, once the demolition has been completed this will be moved to the agreed hoarding line with the client.

Security

No unauthorised persons to be allowed within the demolition site. Site entrance gates to be maintained in closed position unless deliveries / collections are taking place.

All visitors will signed in and held at the security area until the Project Manager collects them, all visitors to the site will have a visitors induction and must escorted around the site at all times.

Signage and access control

Fix warning signs at site entrance / exit points and around work perimeters detailing the potential hazards of the area. Works specific signs will be located in prominent positions within the studio areas, whereby their warnings can be clearly read and their instructions complied with. Maintain signs in good and legible condition throughout the course of the works. Liaise with other contractors working in close proximity.

A general rule applies of *NO ACCESS* to demolition work areas and drop zones. Whilst demolition is in progress the Demolition Foreman has absolute control of the working area. Anyone wishing to access the area *SHALL ONLY DO SO WITH HIS EXPRESS PERMISSION* and will normally be accompanied during any site inspection. It will become necessary during demolition tasks of significant size to implement a permit to enter system; this will be controlled and issued by Clifford Devlin.

Induction Training & Site Specifics

Prior to commencement of any work operations, all staff and operatives will receive site / project specific induction training. The induction training will emphasise the policy and objectives of the project, the potential hazards of the site, specific site rules, access / egress routes, fire drill and fire fighting procedures, as well as both generic and site specific risks and control measures.
Only experienced labour that can, through current training and reference, demonstrate a suitable level of competence will be employed on the contract.

Suitably trained operatives experienced in the use of flame cutting equipment and abrasive wheels will be adequately incorporated into the workforce, together with first aiders and fire marshals.

Health & Safety

On site noise assessments will be carried out to ensure that operatives are not exposed to excessive noise. Site boundaries will also be monitored during demolition works to ensure the public are not affected by the work being undertaken.

All site staff will be issued with a hi-visibility waistcoat with corporate logo on rear, hard hat with corporate logo, safety footwear, gloves, ear defenders, eye glasses. The clothing and equipment will be worn at all appropriate times. Gloves and glasses are compulsory when working unless in an area designated non-PPE area.

The Site Project Manager will hold the project Site Packs and Health and Safety Plan, which will contain copies of all method statements, training information, report forms etc.

Monitoring Health & Safety

A member of the company's HSQE team will visit site at least one day per week, and a weekly independent site safety audit will be conducted for all activities on site. Copies of the written report will be retained both on site and made available to the contract administrator. In addition, safety sampling will also be completed by visitors to the site on escorted walks around the site, these walks will also include 2/3 site operatives, sub-contractors will be encouraged to arrange their own audits specific to their individual activities.

7. TOXIC MATERIALS / HAZARDOUS SUBSTANCES

Sharps:

Extreme caution will be needed prior to any asbestos removal or soft stripping activity taking place. Properties that have been void or abandoned for any amount of time are often subject to drug taking activity by intruders. In many cases, used needles and other drug taking paraphernalia is left unguarded throughout. Before any work is undertaken in the individual properties, an inspection will be carried out to identify abandoned needles / sharps. If present, they will be collected by operatives wearing suitable PPE and stored in specific sharps containers, prior to be collected by a registered waste disposal contractor.

Asbestos:

A Management Asbestos Survey for the presence of asbestos will have been provided with the tender documents. A Pre-Demolition intrusive asbestos survey will be carried out prior to commencement of demolition and all identified asbestos containing material will be removed in accordance with site specific plans of work and current legislation by our own directly employed in house teams.

The waste will be disposed of via a toxic waste container temporarily stored on site or by transfer to our toxic waste transfer station at our headquarters in Bow, London E3. The ultimate decision will be subject to a final assessment of the expected volume to be removed.

Fluorescent Tubes:

Fluorescent tubes will be removed and stored at our head quarters in Bow, London E3. Our site has Environment Agency exemption to permit the storage and re-handling of a number of materials, to facilitate and increase recycling opportunities. FT's are included within the exemption.

Further inspections will be made on possession of site, and a CoSHH Register shall be maintained in the Site Pack together with all individual assessments made. The client or their agent will be requested to make available details of terminations and removals of refrigerants conducted and any materials remaining shall be removed by specialists or in accordance with a method statement.

Handling of MMMF insulation materials will be subject to a specific RAMS which will contain details of measures necessary to reduce exposure to fibres.

8. SCAFFOLDING AND TEMPORARY WORKS

Scaffolding

Independent access / protective scaffolding will be erected to all elevations of the building fronting Wellesley Road, to the northern elevation and part return of the 2 & 3 storey rear structures, to both ends of the workshop building and to the southern boundary of the courtyard house. All scaffolding will be clad with fire retardant monarflex sheeting. On the Wellesley Road elevation a scaffold gantry/crash deck will be erected to the underside of the existing concrete canopy to facilitate demolition of the canopy.

The scaffold gantry/crash deck will be double boarded and have a monarflex sheet between the boards.

The demolition scaffold will be struck and cleared progressively with the demolition works.

Scaffold edge protection comprising double rail and toe board, will be provide to all leading edges and openings.

A separate site specific method statement will be provided by the specialist scaffolding sub contractor prior to commencement

Typically scaffold and screen protection will extend for at least 2 metres above the top level of the structure to be demolished and will be progressively struck with demolition.

CDL will supply the project team with design drawings for review and comments prior to commencing the works.

Temporary Works

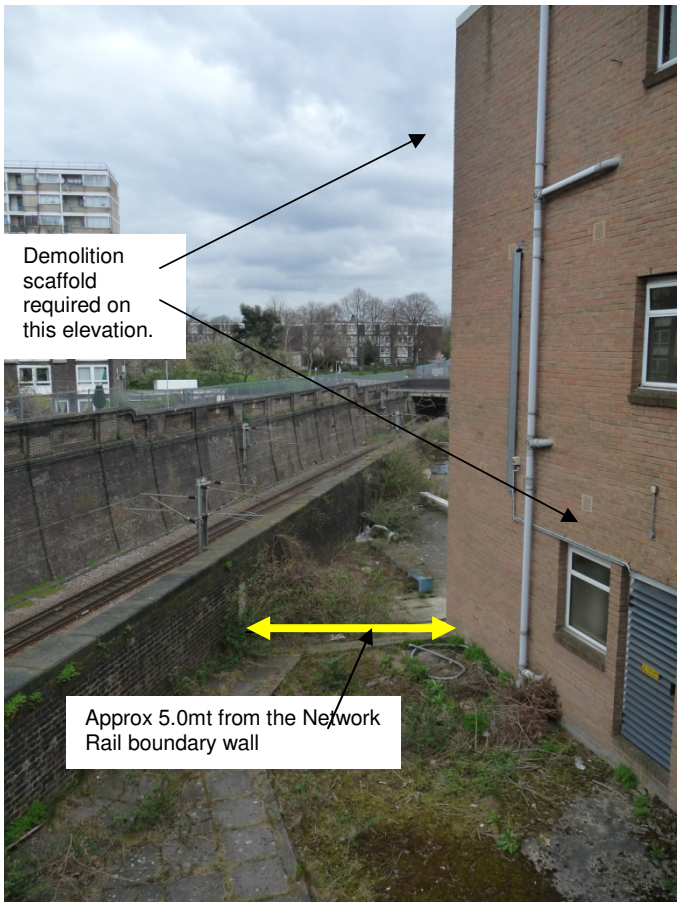
A structural assessment of the building will be made to ascertain the loadings of the existing floor slabs for the use of mini plant and following a review of the full scope of work and our proposed method of working, additional temporary works may be required.

Our structural engineers will detail all proposed erection methods for any temporary works and once all of the required temporary works have been installed the structural engineers will inspect, sign off and issue a permit to load.

All temporary work designs will have been issued for approval prior to erection.

Network Rail

Prior to the commencement of any works on site, CDL will contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement.



The demolition and scaffold erection of buildings near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained form Network Rail's Asset Protection Team before the development can commence; these will be submitted for approval prior to the works. The demolition and scaffold erection of buildings near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained form Network Rail's Asset Protection Team before the development can commence; these will be submitted for approval prior to the works.

The railway adjacent to the site is operational 24 hours a day and any overhead electrified equipment present is energised at 25,000 volts. No plant, material or equipment is to be placed in a position where, in the event of accident, malfunction or failure it could fall within 3 metres of the nearest operational railway line or overhead electrified equipment.

Detailed written method statements, including risk assessments, are required for the demolition works adjacent to Network Rail's boundary.

These will be submitted to Network Rail well in advance of the works (a minimum of four weeks notice should be assumed) for approval, these documents will be supported by drawings showing the positions of the plant to be used movements, reach, etc and specify plant to be used.

Network Rail will provide an acceptance of method statement form template for the CDL to use and give advice on format and information required.

Scaffold design drawings, including calculations, and a form C plus an independent design check certificate must be submitted to Network Rail for acceptance not less than 10 days prior to the works commencing.

Any scaffolding on or near Network Rail property is to be tied back, have fully boarded decks and be fully screened from the Railway with boarding or debris netting.

The erection of the demolition scaffold on the Wellesley Road elevation will be completely wrapped in monarflex this will mitigate the dust combined with the use of a dust boss and hose pipes spraying a fine mist will also be used by dedicated operatives.

Before any works commence adjacent to the operational railway, Network Rail's Site Manager will hold a site safety meeting (location to be agreed). This meeting is to be minuted by Network Rail's Site Manager and CDL site manager.

Network Rail's Site Manager will produce a set of emergency procedures that set out how trains are to be stopped in case of emergency.

These procedures will be part of the site induction and are to be displayed on the site near the operational railway when works are taking place. All site staff must be made familiar with the procedures.

9. METHOD OF WORK

The following paragraphs are intended to provide an overview of the project giving an outline of the work to be conducted and the systems of work to be adopted. It is subject to review and finalisation of planning. Where appropriate, discreet elements of the work shall have an risk assessed method statement issued. All subcontract works shall be subject to a specific risk assessment and method statement.

Prior to works commencing all services will have been identified and either disconnected or isolated to allow the asbestos/soft strip works to commence.

All services will have been identified and marked by our sub-contactor using paint, all services to be removed will be marked in **GREEN** and services that are to remain will be marked in **RED**, any services that are not marked will be treated as live.

Enabling works.

Following site establishment on the existing hard standing and in conjunction with the existing services validation works the erection of a site hoarding which will consist of 2.4m high hoarding and new vehicular access gates will be erected, through Vicars Road will commence, heras fencing will be installed prior to this work commencing at the rear of the existing footway whilst this work is ongoing, the hoarding will also be painted in the colours the client requires.

The existing metal gates at the junction of Grafton Road and Vicars Road will be utilised and incorporated within the new hoarding line, a site security hut will also be situated at the entrance to control the access/egress from the site

Phase: 1, 2-16 Vicars Road

A risk assessment will have identified any toxic materials such as fluorescent light tubes to be set aside for separate disposal.

Prior to any work commencing an exclusion zones will be set up using pedestrian barriers and relevant signage; this will be inspected by the CDL site supervisor to ensure the area is clean & safe for the works to commence.

A variety of work methods may be used but all are essentially hand demolition techniques, using mattocks, sledgehammers, crow / nail-bars and the like. Work at height is generally limited to underside of slab above usually requiring access to less than 4 meters. Access is achieved from small scaffold towers, tagged and erected by a competent person, or from “Podium” steps effectively a cross between a ladder and a scaffold, having the ease of use of a ladder but with the stability of a tower.

Cutting operations are typically with disc cutters and reciprocating saws, operators being trained to use and change abrasive wheels and equipped with goggles and hearing protection. Specialist or abstruse cutting will be undertaken with oxy-propane cutting equipment, again with trained operators, typically using hot work permit and on larger works having a dedicated fire-watchman with fire fighting equipment.

Debris arising from soft stripping activity will be transferred to the existing ground level via existing windows into designated ‘drop zones’ outside the building, 40yd rolon/roloff skips will be placed directly under the existing windows. These drop zones will be formed using mesh panel fencing to prevent access to the areas, and will be suitably signed.

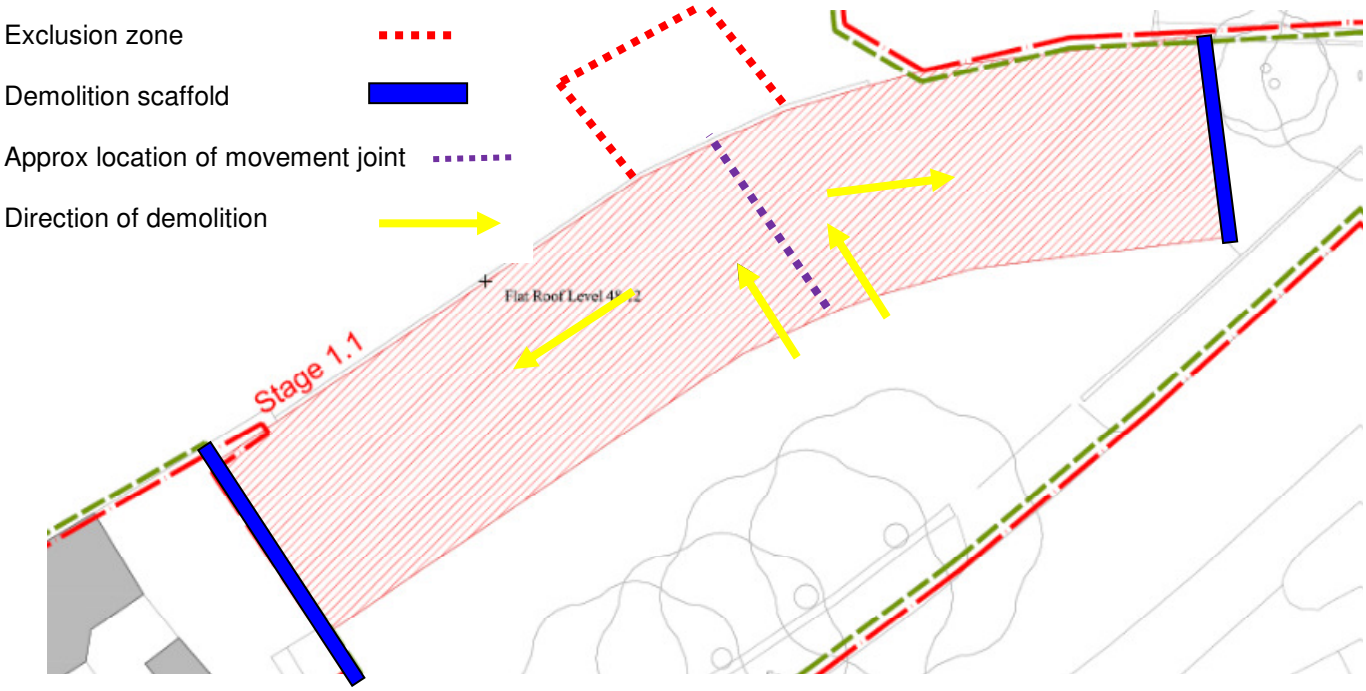
Wastes are generally sorted so that skips can be filled with a single type of material for recycling wherever possible, with usually only nil value organic waste being disposed of as “rubbish”. Waste movement to ‘drop zones’ is typically on barrows or “wheelie” bins to reduce the manual handling elements. Pipe work and trunking are cut into lengths suitable for both handling and fitting into skips. Once the skip has been loaded it will then be exchanged for a 2nd 40yd bin.

The drop zone will be moved along the front elevation during the soft strip works.

The above procedure will be repeated for the soft stripping of the whole building working from the west to the east direction.

At the ground floor level the debris will be loaded into skips using a 360 excavator fitted with a grab, the debris will be loaded into the bins for disposal.

A demolition scaffold will be erected on each end of the building and clad with flame retardant Monarflex sheeting. Prior to the demolition works, an exclusion zone will also be established to the rear of the building on the existing hard standing. The zone will have appropriate warning signage posted and will be patrolled by a banksman.



Using a 360 excavator fitted with a pulveriser the face brick work on the front elevation will be pushed into the footprint of the building, approx on either side of the existing movement joint, this will then expose the existing roof slab/beams. The jaws of the pulveriser will then be placed over the roof slab and closed over the roof slab, this will then demolish the concrete which will be demolished progressively on either side of the movement joint, back to the beams on the east and west elevations.

The excavator will also work into the building demolishing the 1st floor slab as it progresses, once the building has been demolished from front to back the excavator will then turn east and carefully commence to demolish the building working as described above progressively to the Grafton Road junction.

The building will be demolished in a stepped formation at all times, when the demolition has been completed on the east elevation the excavator will then commence on the west elevation as described above.

Phase 2 works

The phase 2 works consist of the demolition of portacabins, 40yd bins will be placed on the hardstanding adjacent to the portacabins.

Using a 360 excavator fitted with a grab, the existing portacabins will be demolished, the excavator will place the debris will be processed and placed directly into the 40yd bins adjacent to the works.

The low level portacabin will be demolished down to the existing ground floor slab; all debris will be cleared progressively with the demolition.

Phase 3 works

Phase 3 consists of the demolition of the remaining structures on the site.

The site will have been subject to a Pre-Demolition / Refurbishment Survey and all identified asbestos materials removed as part of the contract, under the direction of a specifically prepared Plan of Works. Non-licensable work may be undertaken as soft strip but a Work Plan to comply with the Control of Asbestos Regulations 2012 will be written for all such activities.

The soft strip of the remaining buildings will be completed by placing 40yd bins under the windows, and exclusion zones will be formed around the bins on the ground floor.

Existing windows will be carefully removed above the bins, working in a top down sequence the soft stripping of the structures will commence with the removal of all non-structural items for sorting within the building for recycling / disposal.

This would normally include all floor coverings; timber fixtures and fittings upto and including doors and doorframes. This is principally to avoid mixing organic and inorganic wastes; non-load-bearing partitions (often timber and plasterboard), all electrical installations (cabling and ducting to be recycled), sinks, toilets and baths etc, ceilings and all cables above, pipework together with radiators, tanks and the like; MMMF matting from ceilings, ductwork and partition infill; air conditioning / ventilation ductwork.

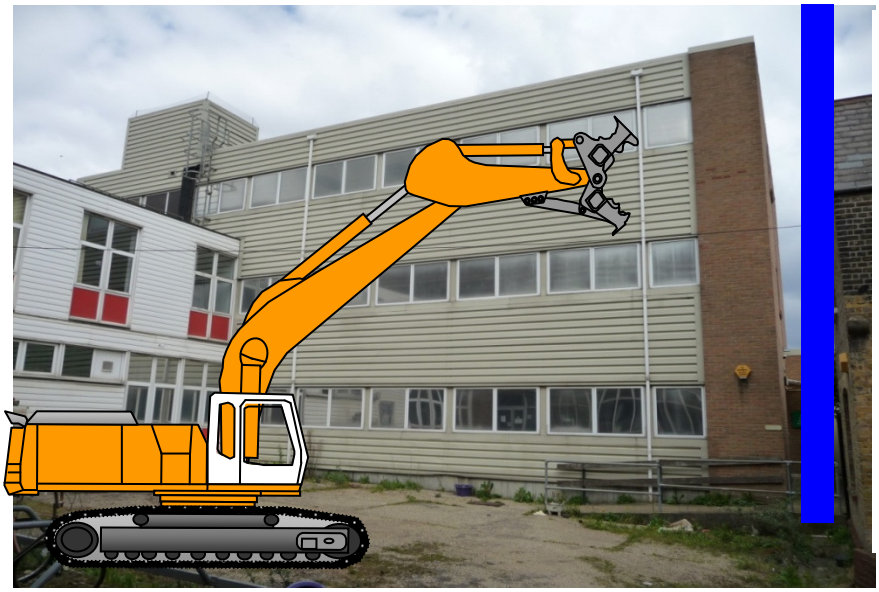
The debris will be sorted on the existing floors, using the windows previously removed the debris will be placed down into the 40yd bin within the exclusion zones, this will be repeated on a floor by floor sequence.

On the ground floor the debris will also be passed through the existing windows, this will then be processed and placed into the relevant skips using a 360 excavator fitted with a grab.

A designed demolition scaffold will have been erected and signed off by Network Rail on the north elevation of the building, the south will also have a designed demolition scaffold erected.

Generally, the works will be carried out using a combination of hand and machine demolition techniques, working in a stepped formation, leaving the structure self supporting at all times.

Using a long reach excavator/45t excavator fitted with a pulveriser, the existing roof slab will be carefully demolished working from the north elevation, and the demolition will progressively work into the building.



The construction of the units is concrete planks which sit on steel trusses; the excavator will demolish the building 1 bay at a time working in a top down sequence, ensuring the steel trusses are left intact; the brick work on the north elevation will be demolished by demolition operatives using hand held tools.

The debris will be cleared from the floor slab on a regular basis, ensuring the floor slab is not over loaded during demolition works.

The steel trusses will be demolished using the excavator with a shear attachment, as they are cut the excavator will lay them down carefully on the existing floor slab, once both ends have been cut the trusses will be removed from the floor slab and placed into the relevant bins.

The boundary wall will be checked by the structural engineer prior to demolition works commencing, to ascertain if temporary works are required.

The caretakers lodge will require a demolition scaffold erected on the south side St Martins Church elevation this will be wrapped in monarflex.

Working from the north elevation the building will be soft stripped as described above.

Using the 360 excavator fitted with the pulveriser attachment the caretakers lodge will be demolished down to the ground floor slab.

The debris will be cleared from the existing ground floor slab; the foundations adjacent to the existing wall will be left insitu, until investigation works confirm that they can be removed.

115 Wellesley Road;

115 Wellesley Road will have a full demolition scaffold erected around all elevations, the soft strip will be completed as described above, with the debris being loaded into 40yd bins which will have been placed under the existing windows.

A mobile crane will be rigged to the rear of the building on the south elevation to lift Mini excavators and Skid steer loaders up to the roof of the building (a detailed lifting plan will be submitted to the client and Network Rail for approval prior to the works commencing).
These machines will be employed to undertake the majority of the demolition works – down to approx 1st floor level at which point a larger excavator can be introduced to dismantle the remainder of the structure to ground floor.

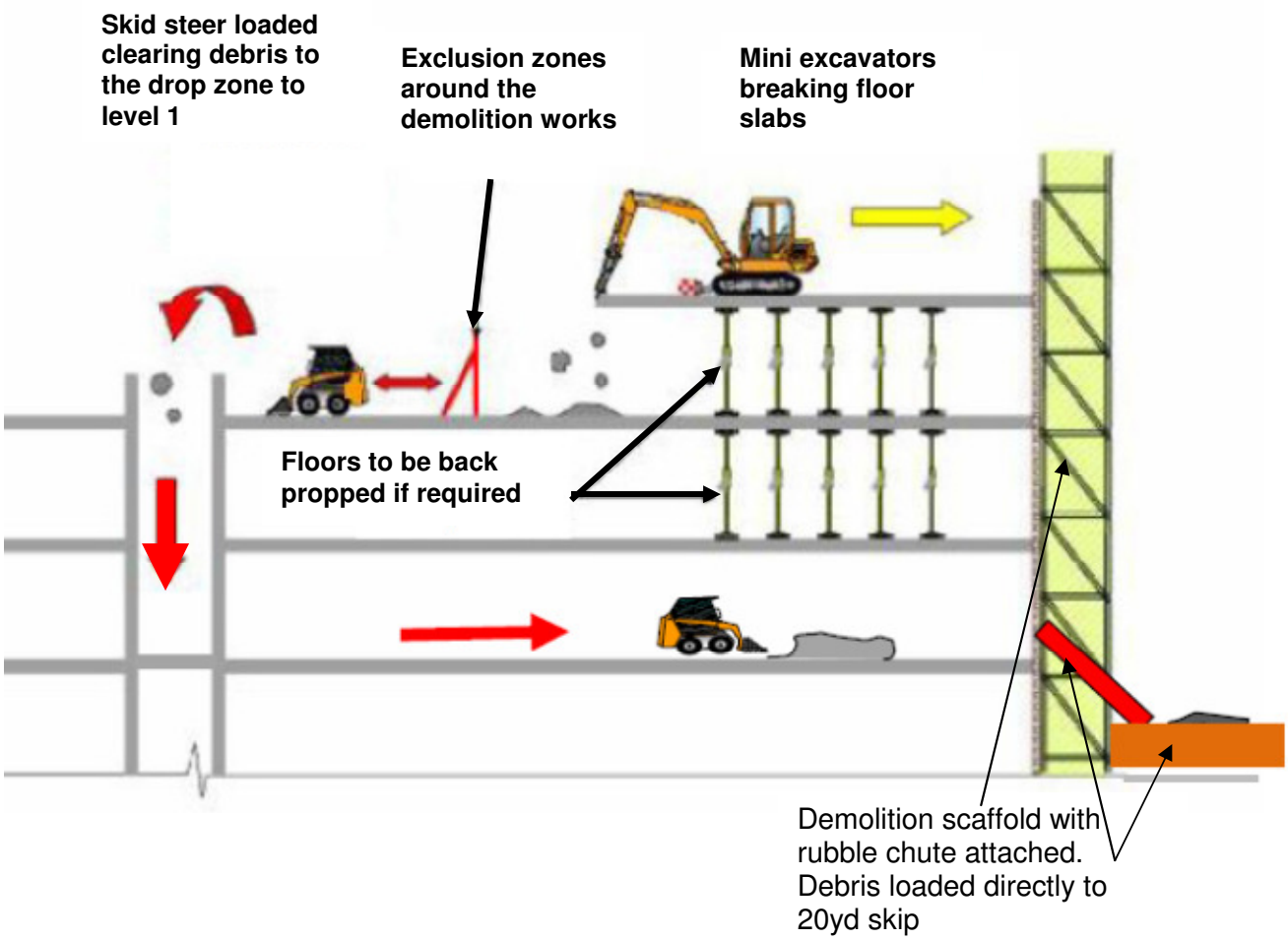
The demolition to level 1 of the building will be completed on a floor by floor basis, using mini excavators, CDL have taken into account the proximity and impact of the local area that shares the south boundary and we believe this is the correct way to demolish the building. The scaffold will be struck and cleared in progression with the demolition works.

The scaffold will be cleared from the rear once the building is at level 1 and a larger excavator will then be used to complete the demolition works down to the ground floor. The hoarding line will then be fixed to the specified locations as agreed on site with the client.

The ground floor slabs will be demolished using excavators fitted with a breaker, the slab will be pot holed and the slab will then be pulled up, along with any foundations this will be recorded on a drawing and will be issued with the close out report, showing the areas which have been removed. The hardstandings will also be removed as described above. All debris will be placed into skips for recycling except the asphalt from the hardstandings.

The remaining ground will be landscaped to suit the new levels.

Typical Section showing the use of mini excavators progressively on a floor by floor basis with all the debris being transported to the drop zone down to level 1 and out through the building.



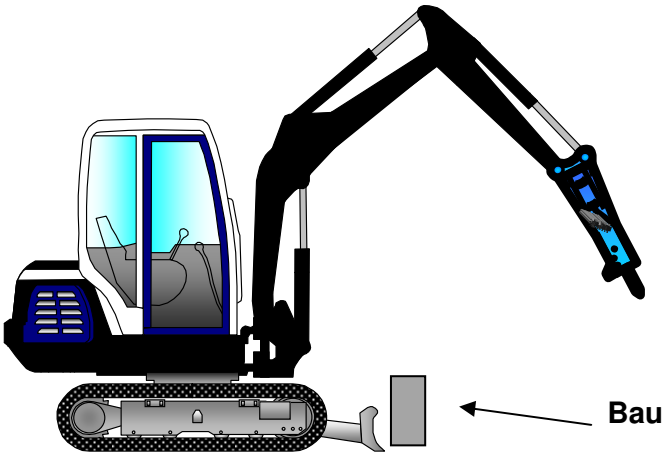
The drop zone on level 1 will have a full exclusion zone erected and signage this area will be strictly controlled by the Project Manager and the Demolition Supervisor whilst in operation by radios.

The drop zone will be closed and the level 1 floor will be cleared of debris using either a skid steer or wheel barrows, this will be carted to the rear of the building, the debris will then be placed into the rubble chute and directly into 20yd bins.

The external walls will be demolished using the 360 mini excavators, the existing external brick walls will be demolished approx 3-4 courses at a time as the brick work becomes loose, the excavator will then pull the loose bricks into the footprint of the building.

The debris will then be cleared to the drop zone on a regular basis, a proportion of the hardcore debris will be used to form a ramp to the level below this is normally the existing stair core area as this is the strongest part of the building, to enable the machines an access route down to the next level down, this ramp may have to be back-propped to ensure the concrete slab below can support the ramp and machines travelling down it (Structural engineer to confirm).

The above procedure will be repeated down to level 1.



During the demolition of all floor slabs to level 1 the excavators will place a steel beam section or baulk timber in front of the machines dozer blade – secured into position this will prevent the machine travelling towards the leading edge.

Once at ground level the debris will be carted to the processing/loading area on the south of the building, where the material will be sorted / processed and loaded into ‘rolonof’ skip containers, using 360 degree excavator fitted with grapple and / or pulveriser attachments.

Wastes are generally sorted so that skips can be filled with a single type of material for recycling wherever possible, with usually only nil value organic waste being disposed of as “rubbish”.

Debris arising from the works will be removed to local recycling centres.

All wagons will be booked by our logistics manager as per the CDL logistics plan, all drivers will be site inducted by CDL, wagons will be guided into the Vicars Road/Grafton Road by traffic marshals, once the loads have been loaded they will then be guided back out of the site area and into the flow of the local traffic.

Craneage

Lifting plan will be issued to Network Rail for approval prior to the works.
Radius and weight of the loads to be lifted will be assessed by the appointed person; the mobile crane will then be selected to complete the works.

The crane will be set up and rigged to the south of the site and the rear of 115 Wellesley Road; a lifting area/exclusion zone will then be placed around the crane, this will then be checked by the crane supervisor.

The slinger/signaller will direct the crane over the load using a 2 way radio system; the mini excavators/skid steers will then be slung by the slinger/signaller.

The slinger/signaller will direct the crane to take the load and hold; approx .500mm above the wagon this is to ensure the stability of the load to be lifted, the load will be carefully lifted and slewed to the required area on the roof of the building.

A full and more detailed lifting plan will be issued for these works prior to the commencement of the works.

General Progress of Demolition Works

The Site Project Manager with the site supervisors will carry out a daily inspection to ensure that no partially demolished or unstable projections remain, at the end of each shift.

Security arrangements will be made in accordance with the specification which will be 24/7. No unauthorised persons to be allowed on site.

'Site housekeeping' will receive high priority from Clifford Devlin Limited and its sub-contractors, with emphasis placed on maintaining good access to and egress from the workplace.

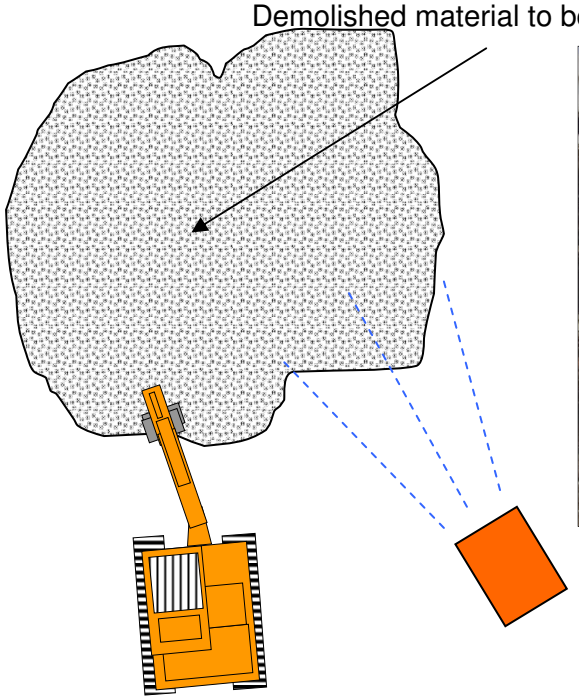
Daily site inspections will be carried out in accordance with Clifford Devlin's quality and health and safety procedures, to ensure a high standard of 'housekeeping' is achieved. All vehicles leaving the site with demolition arisings will be adequately sheeted to prevent dust being emitted from the load. Entry / exit gates will be kept clean at all times.

Dust Control Plan (See also more detailed separate Dust Control Plan)

Throughout the works wherever and whenever operations are likely to produce nuisance dust, hand pump spay bottles will be used within the rooms being soft stripped to create a fine mist to suppress dust levels. Clifford Devlin will utilise specific employees to keep demolition / loading operations dampened with constant water spray hosing, to limit nuisance dust emission during the floor by floor demolition, a dust boss will be used from level 1 to ground.

Nuisance dust can be further controlled at ground level during masonry loading operations with the utilisation of the 'Dust Boss' water misting suppression system, depicted in the following schematic.

Demolished material to be loaded into skips



The Dust Boss would be located behind and to the rear of the demolition excavator, spraying a fine mist of water over the loading operation / dust source.

Post Demolition

On completion of works, carry out inspection of site with the Project Manager, provide relevant information for the Health and Safety File and remove plant and equipment from site.

A formal close out report will be issued giving details of the project from start to finish, including all waste records, recycling achievement details and a Carbon Footprint assessment for the project. Detailed topographical survey will be completed post demolition this will show all features remaining on site.

- Location of any foundations left behind
- Location of all footings removed.
- Retained services.

10. APPROACH TO SUSTAINABILITY

Clifford Devlin can contribute to the projects objectives for sustainability in a number of ways as follows:

Being locally based, a large proportion of our employees are resident close to the proposed works and many rely on public transport to reach their workplace. The company provides shared transport by mini-bus from our yard to site, thus reducing the need for the use of private cars.

Imported materials will always be responsibly resourced so far as reasonably practicable. For example, timber for hoardings will be purchased from a demonstrable sustainable resource and certificated to an appropriate standard.

The company has examined many ways of maximising re-use of materials and routinely expects to recycle more than 95% of the materials taken from site. We will look to recycle all metal, all timber, any plasterboard, providing separate skips for the storage of such material, and even the so-called “rubbish” (EWC 17 09 04) will be further processed at local transfer stations who report that up to 85% of the materials are recycled.

The Project will have a Site Waste Management Plan and opportunities will be sought both at tender and during a project to identify materials that can be re-used. We hold an exemption for our main depot to where various materials (ranging from bricks to slates) can be held until a viable re-use opportunity is identified. We also have permission to segregate small waste loads for recycling purposes.

We monitor all vehicle movements to site so that we can report on the carbon generation from transport activities (BREEAM M05) and we will actively look for efficiencies in transportation by finding local markets or disposal points for materials taken off site and by ensuring deliveries to site are matched with removal operations so that lorries are loaded on both inward and outward journeys.

BREEAM (Building Research Establishment Environmental Assessment Method):

A small but significant number of points are available from the BREEAM section M05 associated with management of site activities and the company has established procedures to ensure that the maximum number can be attained by complying with six or more of the headings, namely;

a) Monitor and report CO2 or energy arising from site activities.
b) Monitor and report on water consumption from site activities.
c) Monitor and report transport to and from site to enable CO2 emissions arising from transport to be calculated.
d) Monitor construction waste on site.
e) Sort and recycle construction waste on site.
f) Adopt best practice policies in respect to air (dust) pollution.
g) Adopt best practice policies in respect to water (ground and surface) pollution.

We will conduct Environmental Impacts and Aspects assessments and prepare an Environmental Management Plan and then ensure that it is implemented and the appropriate monitoring takes place. This will include matters such as liaison with neighbours, controlling and monitoring site

generated pollution in terms of noise and dust, and we will also tightly control our own fuel deliveries to avoid ground pollution and take into account site ground conditions and plant and equipment to ensure that any potential polluting materials are identified and removed before demolition. Where necessary we will incorporate measures for ecological protection from retention and protection of trees to protection of protected species to removal of invasive species such as Japanese Knotweed.

We can also operate sites in accordance with the Considerate Constructors Scheme.

We routinely produce a Project Close Out Report which provide the evidence necessary to satisfy a BREEAM assessor that these actions have been met. We will calculate Transport Carbon generation and Site activities Carbon generation. We will report on the sorting and recycling of wastes as identified in the SWMP and on the water consumption during work.

The company is committed to successful environmental management via its 3rd party registered ISO 14001 compliant systems and will continue to strive for innovation and excellence.

LOCAL ENVIRONMENTAL ISSUES:

St Martins church is grade 1 listed, the existing railway to the north of the site

Most of the techniques for control of environmental issues will be normal demolition operational controls, which are referred to in the main body of this demolition plan, but these can be summarised as follows:

Vibration Control: minimise impact hammer work, and maximise use of munchers and pulverisers. Ensure that “drop zones” have a carpet of crushed concrete at the base for materials to fall onto, reducing the effects of rubble debris striking a solid slab. Monitoring can be conducted to demonstrate that levels are acceptable.

Noise Control: essentially as above, minimising the impact levels. In addition, the positioning of machines can have an influence as can the situation of external walls and scaffolding. Generally machines are positioned behind a certain amount of screening which prevents transmission of noise along horizontal paths to the adjacent property. External walls will be demolished to cill level so that the actual demolition of the slabs and the machines engines are not in direct line of sight to adjacent properties. Where particularly noisy periods or activities need to be mitigated, additional controls can be utilised such as acoustic barriers.

Control can also be achieved by use of quiet periods when the work would otherwise be inconvenient to neighbours, early mornings and late afternoons will be particularly useful (together with the known holiday periods) to maximise hammer work before the school is open and after it closes, particularly for nearby works. At other times, the machines can be moved further away so that progress is achieved but nuisance minimised.

Close reporting is also useful so that there are good lines of communication are maintained. Again, monitoring can be conducted to demonstrate compliance and to identify particularly difficult elements of the work.

Dust Control: Again, many standard techniques produce a range of benefits and the screening of the work noted above will also minimise transmission of dusts off site, particularly if scaffolds have Monarflex (or equivalent) external cladding. The most effective localised control of dust comes from the damping down of the arising as they are generated and also before further processing and the most effective forms of damping use the finest practicable mist sprays as the water particulate size needs to match the dust particle size.

The actual demolition process will therefore be damped as it takes place and the resultant debris piles thoroughly wetted before being moved for tipping into chutes. Further damping can be conducted in the chute and the chute can be largely enclosed, preventing escape of dust.