

The site boundary of 5-6 Cliff Villas is clearly identified by the location plan, ref PL 001, and the site plan, ref PL 002, at scales 1:1250 and 1:200 respectively. Detailed surveys of the topography of the site and the existing buildings are also provided, refs PL 003 – 010.

Construction Design & Management

A CDM coordinator will be appointed to work with the design team and the demolition contractor in the preparation of effective site management strategies that will protect people (site workers and the public) from the risks. The principal contractor will co-ordinate and manage health and safety issues during the demolition project. The Site manager will supervise workers and ensure they are following safe working practice. Sub-contractors and site workers will be required to understand and follow the precautions and ensure that their colleagues do too. Procedures to ensure that these practices are adhered to are described in the demolition contractor's Method Statement ref H&C-MS-001, dated 14/03/2014.

The demolition contractor's Risk Assessment for the demolition works can be found in appendix 1 to the main Method Statement.

Legal Status of Boundaries

An assessment of the legal status of each boundary, with particular reference to the status in respect of the Party Wall Act has been undertaken by Peter Sharp of Watkinson & Cosgrave chartered building surveyors and this information has been provided to the demolition contractor and structural engineer for them to prepare their respective method statements.

Mains Services, Drainage & Infrastructure

A search for the presence of any mains services, drainage and other infrastructure on the site has been carried out by the Landmark Information Group, and it has concluded that there are none. Further check measures are described in the Method Statement – see below.

Consequently, only the incoming services to the property itself requires attention and these are wholly within the owner's control.

The termination of incoming services is addressed in the demolition contractor's Method Statement, ref H&C-MS-001, dated 14/03/2014.

Existing Structures

A structural assessment of the existing properties has been conducted by Price & Myers consulting engineers, and a structural Method Statement has been provided to the demolition contractor – see P&M report ref 22416, dated March 2014. This report describes a scheme of temporary structural measures and sequences which will be implemented to ensure the structural integrity of the neighbouring structures and boundaries.

Traffic Management

Routes to the site

To aid access to the site, a one way system (from York Road, via Cliff Road to Cliff Villas and exiting to Camden Road) will be established for all vehicles associated with the demolition works, and all contractors will be notified of this routing requirement.

Vehicular access into the site

The main vehicular access to the site will be waste disposal trucks, that will be reversed wholly into the front of the site, filled, and then driven away. The trucks will need to cross the public pavement. A site operative will be located on the pavement at all times during these operations to ensure pedestrians are kept away from any hazards, with temporary barriers utilised as necessary.

Mirrors, lighting and a generous unobstructed area will be provided to ensure clear visibility to all sides of the vehicle.

All temporary traffic measures will be considered and implemented to the approval of the CDM Coordinator and the local authority highways team as necessary.

The number of pick-ups will be limited as far as possible by sorting waste materials on site, setting aside reclaimed materials, and efficiently filling the skips.

Demolition machinery

Access to the site for the 30 ton tracked machine with demolition bucket and long arm attachment will be required only upon delivery and retrieval of the machine.

Training

The contractor will ensure that all workers are fit and competent to operate the vehicles, machines and attachments they use on site.

People who direct vehicle movements (signallers) will be trained and authorised to do so.

Entrances and exits, and walkways

The site hoarding will be along the back-of-pavement line.

Vehicles will not generally enter the site apart from for waste collection, as described above. However, for this purpose, a wide hoarded gate will be required, opening into the site – see manoeuvring aids above.

Apart from this, the only entrances provided for day to day use during the operations will be to provide access for site operatives. The pedestrian entrance to the site will be a simple hoarded gate, opening into the site, to avoid opening across the public pavement.

Walkways within the site giving access to the site accommodation, washrooms and the works will be firm, level and well drained.

Car & van parking

There is to be no on-site parking. Temporary parking permits for on-street parking will be provided to essential site operatives only.

Scheme of site restoration

The existing half-basements and front and rear light-wells will be back-filled using clean reclaimed masonry rubble, and this will be topped with a 150mm deep layer of 40mm gravel, for example see link:

<http://www.sandandgraveldirect.co.uk/index.php/aggregates/gravels/40mm-gravel-61.html>

The rear of the site will be a soft landscaped area as existing, and the front garden areas will be a combination of hard-standing and soft ground.

The rear boundary will be as existing. The side boundaries will be as described in Price & Myers report ref 22416, dated March 2014 where affected, or as existing where not affected.

The existing front wall and hedge will be removed as part of the demolition works, and a new front fence will be created using a painted plywood hoarding to a height of 2400mm, and incorporating a lockable pedestrian gate, faced in the same painted plywood as the main hoarding. The hoarding structure will be 100x100mm square timber posts set in concrete footings at 1200mm centres, with a painted top weathering board to protect the end-grains of the posts and hoardings.

Period for the demolition works

The works will take place during the school holiday period to reduce so far as possible any risk to the operation of the school, its staff and pupils.

The works will commence after the end of the summer term 2015, in late July, and will take four weeks, thereby concluding before 28th August 2015.