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7-11 BOND STREET, BLACKPOOL DEMOLITION MANAGEMENT STATEMENT

This document is to be read in conjunction with and form part of the Construction Environmental Management Plan and the Construction Phase Health & Safety Plan for the site.

Description

To demolish the building using largely manual demolition techniques

Plant and equipment

Abrasive wheels, reciprocated saws, hand held portable tools.
No large plant needed on initial demolition phase.
Pasma scaffold or equivalent
Hand held power tools (hammers and drill)
1 x Excavator and roller or equivalent for final site clearance and levelling only

Personal Protective Equipment

Mandatory PPE:
Hard hat (BSEN397)
Safety boots (BSEN345 steel toe cap)
Hi visibility vest or jacket (class 2)
Gloves (KV2101)
Safety Spectacles (1F)

Task Specific:

Hearing protection (BSEN352) when required
Environmental / Monitoring
RPE as necessary for individual task/location

Onsite Activity

Onsite activity will be limited as follows:
Goods vehicle activity, construction and demolition work will be limited to the hours of 8am to 6pm weekdays, 8am to 4pm Saturdays with no Sundays or Bank Holidays – except with prior written consent from the Local Planning Authority.

Delivery Times, Planning and Monitoring

All site delivery traffic will be directed into the site where practical. No unnecessary loading, unloading or waiting will be permitted on the public highway. This will be monitored by on site staff.

Deliveries will be arranged to be as efficient as possible, minimising vehicle movements and journey distances using the following principles:

- Procurement of materials from local suppliers where possible
- Delivery of waste or recyclable materials to local centres
- Optimising the load sizes by making provisions in site storage areas and calculating materials and waste loads accurately

- Placing larger orders with fewer suppliers.
- Where possible using delivery vehicles to remove waste.

Deliveries will be monitored against the delivery plan to check the time, vehicle and route taken to/from the site. Drivers/suppliers not complying with the requirements of this plan will be contacted and appropriate action taken.

Site Access and Egress

Site staff will follow a procedure to regulate, direct and monitor pedestrian and vehicle movements to and from site, as set out above.

Visitors to site will be given site inductions (where required) in an appropriate area of the site.

Site staff and banksmen will be trained appropriately to carry out their roles. Training will be updated at different stages of construction where different vehicles or pedestrian routing are required.

Storage

All materials stored on site will be located in designated areas and in line with the manufacturer's instructions. Materials will be off loaded from delivery vehicles and then moved to the appropriate areas by mechanical means where appropriate. Any vehicle movement will conform to the designated site routes.

Protection of the Public and Pedestrians

The boundary to the site will be reinforced where necessary with hoarding, secure Heras fencing or other approved fencing to prevent unauthorised access. Boundary fencing/hoarding will be erected prior to any construction works commencing on site. The hoarding will display appropriate notice prohibiting unauthorised entry, including a contact procedure and number for any queries, complaints and/or emergencies. Gates will control the access on and off the site and these will be securely locked at the end of each working day.

Daily checks will be carried out to inspect all boundaries, site fencing, gates and all external signage in addition to the normal on-site safety inspections.

Control of Noise

Practicable means will be taken at all times to minimise noise and vibration emissions from the works.

The following measures will be taken

- Hoardings, fences and screens will have regular inspections and be repaired where required.
- All hand held and portable equipment where practical will be electric.
- All plant and equipment will be maintained in good working order.
- Plant will be switched off in periods of inactivity.
- Vehicle access to the site will be limited and controlled.
- Care will be taken when loading and unloading materials to limit impact noise.
- Vehicles will not be permitted to queue on the road or pavement outside the site access.
- Vehicles parked on site outside working hours will have engines switched off.
- Vehicle routes and traffic management plans will be arranged to avoid, where possible, reversing operations.
- Activities that could produce significant levels of noise will be arranged for times that are less likely to cause disturbance.

Dust

Water suppression and on-tool extraction will be used when required, manual demolition techniques will be used to minimise dust generation.

Vibration

Monitoring will be undertaken when demolition is adjacent to residential property.

Wheel Cleaning Facilities

The nature of the site and the works involved do not suggest that wheel cleaning facilities will be necessary. However, for the construction period, wheel cleansing and road sweeping will be applied as necessary. The cleanliness of the site roads and roads surrounding the development will also be monitored.

Pre Commencement Works

Asbestos:

If no asbestos has been detected in a specialist assessment demolition will proceed. Otherwise the site will be controlled by a specialist asbestos removal contractor until cleared.

Vigilance will be undertaken to ensure any potential ACM's are sampled before any disturbance and dealt with as per EM1 - "What to do if you uncover or damage materials that may contain asbestos"

Sequence of Demolition Tasks

The Site Supervisor/Manager will ensure this method statement and risk assessment is explained to all operatives involved in the task. All operatives will sign to confirm they have understood this method, the risks involved and the control measures put in place.

Activity 1 - Ensure utility disconnections have been carried out.

The Demolition Site Manager will liaise with the relevant Utility companies to ensure all utility services are disconnected and that the relevant disconnection certificates are present and placed in the site file.

The following certificates will be present prior to commencing of any structural demolition;

- Electric disconnection
- Gas disconnection
- Water disconnection
- E-communications

The Demolition Site Manager to ensure all relevant service disconnection certificates have been viewed prior to carrying on with the remainder of this method statement.

Activity 2 - Set up dust suppression

A water suppression technique will be set up to ensure dust created during demolition is kept to a minimum. A constant spray of water is to be directed onto the working area within the buildings during any demolition as necessary.

Activity 3 – Demolition of building

Plant, i.e. Skips and grab wagons, will be pre-planned for arrival on site between site manager and operator.

Banksmen will assist with all delivery. All skips and grab wagons will be banked into site.

All demolition works to be carried out as per BS 6187 2011. Code of practice for full and partial demolition

BS 6187:2011 gives good practice recommendations for the demolition (both full and partial) of facilities, including buildings and structures. The standard is therefore applicable to demolition activities undertaken as part of structural refurbishment. It also covers decommissioning.

In particular, the standard gives recommendations for:

- The proper and effective management of demolition processes, including those forming part of structural refurbishment
- Maintaining structural stability, including through the provision of temporary structural support, where necessary
- Managing deliberate structural collapse (Not relevant)
- Identifying and establishing responsibilities during all phases of the demolition processes
- Acquiring a knowledge of the site, including its former uses
- Managing environmental issues
- Managing health and safety hazards
- Carrying out risk assessments and planning the work accordingly
- Establishing and managing procedures effectively
- Determining and managing safe exclusion zones.

The standard takes into account safety, health and issues that affect the protection of the environment.

It is essential that those carrying out demolition activities possess the necessary levels of competence. Clients or procurers of demolition works need to ensure that all contractors, designers and other team members that they propose to engage or appoint are competent to comply with the health and safety requirements necessary to undertake demolition activities. Guidance is given on the training and competence required for the activities covered by this standard.

An adequate buffer zone will be established.

The buffer zone will be agreed on site by both Demolition Site Management team and Utility companies prior to allowing other trades on site.

An independent scaffolding company will provide a plan of work and erect a scaffolding system with kick boards and provide a barrier between the demolition process and the highway.

Roof

The demolition of the building will commence by manually removing the roof tiles internally using a tower system or equivalent, all roof tiles to be passed down using a waste chute system. After the roof tiles are removed the supporting beams will be cut using reciprocating saws. All waste will be separated into the relevant waste streams.

Top floor

The waste chute will be repositioned so that aggregates can be recovered and backfilled as necessary into the basement to fill any voids in order to add to the structural support during the final demolition phase.

A tower is to be set up for safe working at height. All brickwork and masonry to be removed by hand tools internally and all waste passed down using a waste chute system.

Once the brickwork and masonry has been reduced to floor level the internal floor beams will be cut out from below using towers and reciprocating saws. Waste will be separated, wood from brick.

Next floor

Once the top floor beams have been removed the brickwork and masonry from the next floor will be dismantled down to floor level, once again exposing the floor beam ends to the first floor.

Once the brickwork and masonry has been reduced to floor level the internal floor beams will be cut out from below using towers and reciprocating saws. Waste will be separated, wood from brick/rubble.

This process will be repeated until the demolition has reached and removed the ground floor.

The excavator will excavate below ground level as required. It will subsequently grade the site at ground level.

The site will be left in a safe state after each shift ensuring that the stability is sound and that any potential falling objects have been made safe.

The materials will be separated into various waste streams as the demolition progresses through the floors, i.e. metals, timber, brick/rubble, concrete.

On completion of the demolition the site will be secured using Heras fencing

The contractor will load and remove materials from site. All materials will be separated into their relevant waste streams for recycling.

Management of vehicles

All drivers must be made aware of the traffic management plan and must abide by the traffic management plan as laid down by the Principal Contractor. All reversing must be carried out with the aid of a banksman.

All drivers will wear the minimum PPE of hard hat, safety boots, safety spectacles, gloves and hi viz vest when leaving the cab of the vehicle.

Once loaded the driver will drive to a safe location within the site and carry out an inspection of the load prior to leaving site. All loads will be sheeted using the automatic sheeting system on the haulage vehicles if available.

All waste will be taken to a licensed landfill facility. A consignment note will be produced for every load leaving site. A copy of the consignment note will be provided in the post site Health & Safety File.

In the event of a spill the operative will cease works and soak up the oil/diesel with spill granules.

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