

FREELEY

THE **GOLD STANDARD** IN DEMOLITION

OUTLINE METHOD STATEMENT

Demolition of 6 no. Blocks
Lower Falinge, Rochdale

Rev. 0 (19/03/2025)



Cert No. 19307

SCOPE OF WORKS

Complete demolition of 6 no. blocks at Lower Falinge, Rochdale including slabs and foundations.

Buildings to be demolished within red line below.

Site to be soiled and seeded on completion and timber knee rail erected.



REVIEWS / INSPECTIONS

1. An inspection will be carried out prior to commencement of demolition to check for any hazards such as sharps and unguarded openings. These will be made safe as located, clearly barriered off and/or taken into account in the development of the risk assessment and method statement for the demolition.
2. A photographic dilapidation survey of the site including all footways and carriageways leading to and abutting the site is to be carried out both prior to erection of fencing and prior to demolition works commencing. Survey should also include photographs of adjacent road surfaces.

PAPERWORK / AUTHORISATIONS

3. Written confirmation of the isolation of all services, isolation point locations etc. will be obtained.
4. Demolition Asbestos Survey Reports for all properties will be obtained from the client/design team.

5. Pre-construction information will be obtained from the client/design team. This should contain details of any other hazardous materials.
6. Construction Phase Plan to be drafted by Contacts Manager detailing the management of the works in full compliance with the CDM regulations and supported by detailed risk assessments and method statements (RAMS) for all phases of the work. The Plan is developed using the standard Freeley template and is supported by a standard site file structure in accordance with the company Occupational Health and Safety Policy and company integrated management system. The Plan will be submitted to the Project Manager and Principal Designer.
7. Demolition Management Plan (DMP) to be submitted to, and approved in writing by the Local Planning Authority.
8. Evidence of planning consent / prior approval will be obtained from client/design team.
9. Notice of proposed demolition under Section 80 of the Building Act will be served on the Local Authority. Section 81 to be obtained from Local Authority prior to commencement of demolition.
10. Client to provide a survey to determine the presence of any protected species under the Wildlife and Countryside Act 1981 (as amended). Recommendations to be incorporated into Demolition Method.
11. Inform neighbouring residents and businesses together with all relevant stakeholders of the project including the programme, potential disruptions and HSEQ measures.
12. All personnel will receive a detailed and documented site induction, which includes briefing on the RAMS and on site rules which are drafted and displayed in accordance with the Construction Phase Plan.
13. Specialist sub-contractors will be appointed as required, in accordance with the company Health and Safety Policy and Integrated Management System.

INITIAL SITE SETUP (TO CREATE HGV ENTRANCE)

14. Site will be fully secured and enclosed with heras fencing affixed with debris netting. Proposed site boundary below.
15. Warning notices will be displayed on the fencing and the fencing's integrity and the presence of the warning notices will be confirmed daily by our Site Supervisor.



16. It is proposed that a dedicated HGV entrance/exit will be created between the Vaynor and Ullesthorpe blocks off Sherriff Street. The footpath at this location will be protected by use of road plates with anti-skid coating. These plates will be welded together at the joints and the ends chamfered.

INITIAL DEMOLITION WORKS (TO CREATE HGV ENTRANCE)

1. All asbestos containing materials identified within the stairs and bridge to be removed prior to commencement of demolition. This element of work will be covered by a separate Plan of Work and will be carried out in accordance with Control of Asbestos Regulations 2021.
2. The stairs and bridge between Vaynor and Ullesthorpe blocks will be demolished in a planned and carefully controlled manner using tracked excavator (fitted with cab guard protection), with selector grab and muncher attachments, in accordance with BS 6187:2011 and in accordance with the structural assessment completed. The method of demolition and equipment selected are designed to minimise the potential for release of dust.
3. Controlled areas /exclusion zones will be delineated by barrier tape combined with signs and these areas will be out of bounds to operatives and visitors with the exception of key staff as permitted by the site supervisor.
4. Demolition will be top downwards. Walls will be demolished using muncher attachment.
5. Demolition shall be carried out utilising the smallest 'drop' possible to reduce impact noise, dust and vibration.
6. Machine demolition will at all times be monitored by a trained and competent signaller, safely position, who will coordinate operations with the plant operator. Communication by means of hand signals / two way radios.
7. Site Supervisor will monitor the structural condition of the building on an ongoing basis and will take all necessary action to make the structure safe either by remote mechanical demolition or by temporary propping or support. A final inspection will be carried out at the end of each working day to check that there are no dangerous or unsafe structures.
8. Road fronting Vaynor and Ullesthorpe blocks (off Sherriff Street) to remain open during these works. The work will be undertaken at off-peak times in terms of road using feedback from client/design team and neighbouring residents/businesses together with all relevant stakeholders. This will not require a road closure, but temporary stoppage of vehicles until demolition is suspended and vehicles then allowed to pass.



SITE SETUP (FOR REMAINDER OF CONTRACT WORKS)

9. The footpath at the location of the site entrance will be protected by use of road plates with anti-skid coating. These plates will be welded together at the joints and the ends chamfered with tarmac to prevent a tripping hazard.
10. A temporary haul route will then be created from the entrance to the various blocks. Utility record drawings will be checked and CAT scans undertaken to ensure that there are no live underground services along the route. Soil will be excavated along the proposed route making due allowance for turning areas. Recycled aggregate will then imported and spread along the route.
11. Double gates (for HGV usage) will then be erected at the entrance.
12. A separate pedestrian entrance will also be provided. This will lead directly to the welfare unit which will be fenced off for the remainder of the site.
13. NOTE - proposed HGV site access/egress location to be subject to approval with client, design team and Planning Authority.
14. The contact details of the Site Supervisor to be advertised at the site entrance in case of issues arising.
15. Lay steel road plates over underground pipeline and services, where these are likely to be traversed by heavy plant or HGV's. Locations requiring protection will be identified prior to commencement.
16. Welfare facilities, including changing room, toilets, canteen and office, will be established. A self-contained system in terms of water, drainage, heating and electricity supply will be provided. This will be located within the site boundary.
17. The site compound will be enclosed with Heras fencing and a pedestrian gate.
18. RAMS, Site Rules and all other posters and information, as required by the company Health and Safety Policy, will be displayed in the welfare/offices.
19. A dust suppression unit will be kept on site for use in controlled dust suppression as necessary during the progress of the works.
20. A wheel wash station will be set up at the site entrance/exit.
21. In accordance with the control measures established as being required in the site fire risk assessment, which forms part of the Demolition Plan structure, fire-fighting equipment, warning systems, fire escape routes and emergency lighting will be set up. A Fire and Emergency Notice confirming these arrangements will be briefed to all personnel as part of the induction and displayed in the welfare/offices.
22. Site Supervisor will ensure measures are in place to protect drains, manholes, inspection chambers, gullies, vent pipes and fittings that are still in use. The positions of manholes, details of drains plugged and position of all service entry points to site are to be recorded for the Health & Safety File.

PARKING OF SITE OPERATIVES & VISITORS

23. Parking will be available on site for company operatives, and any other site personnel and visitors within the site.
24. No parking permitted outside the site. Site Supervisor shall check on a regular basis that no parking associated with site activities is occurring outside the site and causing a nuisance to others.
25. The Site Supervisor shall ensure that no wagons will wait outside or park outside the site. See Outline Traffic Management Plan below.

LOADING/UNLOADING OF PLANT & MATERIALS

26. Maximum number of wagon movements on and off site per day to be anticipated to be around five deliveries and five collections.
27. Loading and unloading associated with this contract will principally be:
 - a. Delivery of welfare unit
 - b. Delivery of dust suppression unit
 - c. Delivery of wheel cleaning equipment
 - d. Delivery of plant, equipment and fencing
 - e. Delivery and removal of skips throughout the contract
 - f. Other minor ad hoc materials
28. All loading and unloading will be carried out within the site. Vehicular access will be via the existing site entrance. The gates will be closed when not in use, and closed when unattended. Gates will be opened and closed by a nominated operative. Wagons will drive forward onto site and drive forwards off site under the control of a competent bandsman safely located to ensure the safety of any pedestrians and other traffic.
29. Unloading and loading will be by mechanical means within the site.
30. Deliveries are only allowed during the site working hours: Mon-Fri (excl. bank holidays), 8am - 5.30pm.

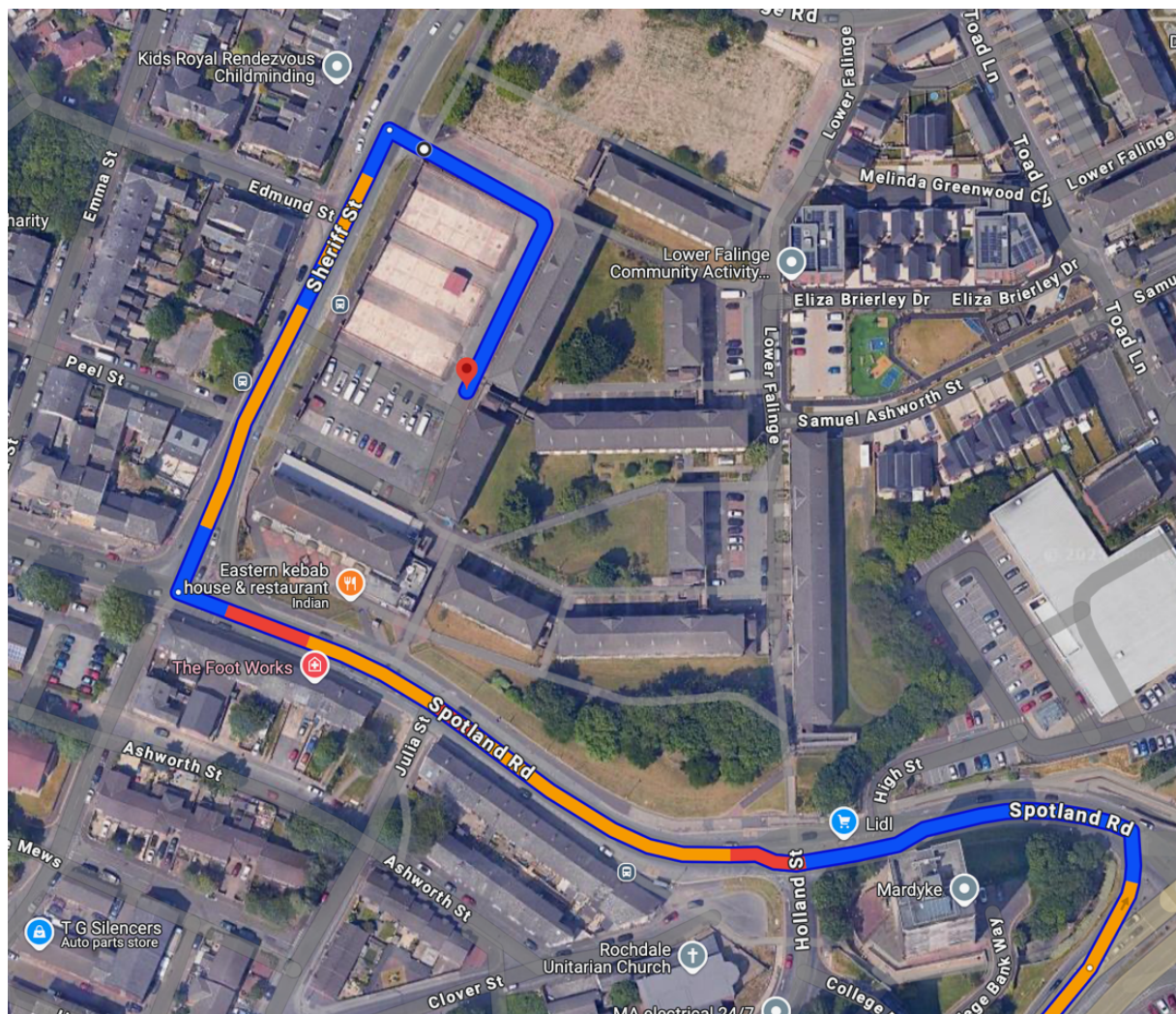
STORAGE OF PLANT & MATERIALS

31. All plant will be secured at the end of each working day. Small plant, tools etc. will be taken off site or locked in a secure cabin. Access equipment will be removed, locked up or protected to prevent unauthorised use.
32. Waste skips will be positioned on existing hardstanding. Segregated skips provided for hardcore, timber, metal, general non-recyclable waste and asbestos containing materials (sealed, locked & clearly signed). Skips will be replaced on a very regular basis.
33. Materials, mainly fencing, will be delivered on an as required basis with no anticipated requirement to stockpile them on site.

34. The Site Supervisor will inspect the site at the end of each shift to ensure all plant secured, equipment placed safely and waste covered/damped down as required.
35. COSHH materials will be kept in a COSHH store, drip trays will be provided for fuelled equipment. Storage areas will be organised to provide safe travel/transportation routes minimising risk of collision, damage or loss of materials.

VEHICLE MOVEMENTS (OUTLINE TRAFFIC MANAGEMENT PLAN)

36. Banks person to be located at the HGV entrance/exit at all times.
37. The site access and egress for vehicles and HGV's (incl. deliveries) will be via the site entrance (between Vaynor and Ullesthorpe blocks off Sherriff Street).
38. Route to and out of site as below.



39. Drivers leaving site are to exit site left onto Sherriff Street and Spotland Road.
40. Wagons will drive forward onto site and drive forwards off site under the control of a competent banksman safely located to ensure the safety of any pedestrians, other traffic and adjacent site features (incl. street lighting, road signs, pavements, kerbstones).

41. Site vehicles are to avoid Lower Falinge Road.
42. There will be a separate pedestrian entrance, adjacent to the vehicle entrance. This will lead directly to the welfare unit which will be fenced off for the remainder of the site.
43. The gates will be closed when not in use, and closed when unattended. Gates will be opened and closed by a nominated operative.
44. No waste removal vehicles will be allowed to wait in the access roads to site. Waste removal from the site will be programmed by the Site Supervisor, as far as possible, to ensure a steady rate of removal, balancing the need to maintain a safe working area on site with the need for vehicle movements outside of the site.
45. During the demolition works, wagons will access/egress site and only travel on site on existing hardstanding, minimising any potential for dirt to be tracked off site.
46. Wheels of wagons to be washed prior to exit from site.
47. Road surfaces of surrounding highways are to be kept clean and periodically cleaned.
48. Site Supervisor, or nominee, shall regular review the condition of the public highway adjacent to the site exit, reviewing this at multiple occasions during the day when there are movements of vehicles off site that could result in mud being deposited on the highway. If necessary, the Site Supervisor will organise an increased frequency of visits by the road sweeper to ensure that any mud is rapidly removed. Any mud deposited on the pavement will be removed by site personnel as directed by the Site Supervisor.

REMOVAL OF ASBESTOS CONTAINING MATERIALS

49. This element of work will be covered by a separate Plan of Work and will be carried out in accordance with Control of Asbestos Regulations 2021.

INTERNAL STRIP OUT

50. Operatives to carry out soft strip of the buildings by removing furniture and stored items. Any heavy and/or awkward items handled by two operatives working as a team. Arisings will be removed to a designated external area and machine loaded on to skips or wagons for disposal from site. Where arisings are to be dropped from first floor and above they be dropped on to a clearly defined drop zone which will be fenced and clearly signed. Drop zones will be controlled and managed by the Site Supervisor or nominated person.
51. Arisings will be removed to a designated external area and machine loaded (tracked excavator fitted with cab guard protection and selector grab attachment) on to skips or wagons for disposal from site.

MACHINE DEMOLITION

52. The blocks will be demolished in a planned and carefully controlled manner using tracked excavators (fitted with cab guard protection), with selector grab and muncher attachments, in accordance with BS 6187:2011 and in accordance with the structural assessment completed. The method of demolition and equipment selected are designed to minimise the potential for release of dust.
53. The following plant will be utilised: High Reach Excavator, 350 Excavator, 220 Excavator.
54. Controlled areas /exclusion zones will be delineated by barrier tape combined with signs and these areas will be out of bounds to operatives and visitors with the exception of key staff as permitted by the site supervisor.
55. Demolition of blocks will be carried out in the following order:
- i. Vaynor Block
 - ii. Ullesthorpe Block
 - iii. Newstead Block
 - iv. Ollerton Block
 - v. Romsey Block
 - vi. Quinton Block
56. Demolition will proceed from the rear of the blocks (i.e. side furthest from the nearest road). Demolition will be top downwards. Roof sections will be lifted off with selector grab attachments. Walls will be demolished using muncher attachment.
57. Demolition shall be carried out utilising the smallest 'drop' possible to reduce impact noise, dust and vibration.
58. Machine demolition will at all times be monitored by a trained and competent signaller, safely positioned, who will coordinate operations with the plant operator. Communication by means of hand signals / two way radios.
59. Site Supervisor will monitor the structural condition of the building on an ongoing basis and will take all necessary action to make the building safe either by remote mechanical demolition or by temporary propping or support. A final inspection will be carried out at the end of each working day to check that there are no dangerous or unsafe structures.

DEMOLITION OF SECTION OF QUINTON BLOCK ADJACENT TO STAVORDALE BLOCK

60. Pedestrian route to be closed off during the works.

61. Erect full height independent scaffold to that part of building requiring floor by floor demolition (see highlighted area). Scaffolding to incorporate roof edge protection and internal handrails to working lifts. Debris netting to be affixed to outer face of scaffolding.

62. Operatives will remove roof tiles and timber roof trusses using hand tools. Arisings will be placed in skip or stillage and lowered to the ground using High Reach excavator.

63. Brokk excavator with breaker and pulveriser attachment will be lifted on to flat roof of building.

64. The Brokk will be operated remotely by an operator who will maintain a 5 metre distance from the leading edge. Brokk operator to stand at least 5m from the rear of the machine when in operation.



65. Once an area of the roof has been removed the exposed external walls will be demolished inwards. Where necessary wall panels will be restrained using push pull props in order to prevent collapse of individual panels.

66. Arisings will be discharged on to ground floor via designated drop zone.

67. The process will continue until this section of the building is demolished down to ground floor level.

68. Scaffolding will be dismantled commensurate with the progress of demolition.

69. Site Supervisor will monitor the structural condition of the building on an ongoing basis and will take all necessary action to make the building safe either by remote mechanical demolition or by temporary propping or support. A final inspection will be carried out at the end of each working day to check that there are no dangerous or unsafe structures.

70. At regular intervals breaking out will cease and operatives will clear concrete from floor beneath by dropping down designated drop zone.

71. Remainder of the building to be demolished mechanically by excavator.

REMOVAL OF ARISINGS

72. As parts of the buildings are demolished arisings will be separated and sorted using Excavator with selector grab attachment and then loaded on to skips or wagons for disposal from site.

73. Vehicle movements as per above.

REMOVAL OF SUB-STRUCTURES & SITE FINISH

74. Following demolition of superstructures the ground floor slab and foundations will be broken out using a hydraulic breaker and removed.

- 75. After confirmation that drains at last manhole have been sealed grub up and remove redundant drain runs. The positions of manholes, details of drains plugged and position of all service entry points to site are to be recorded for the Health & Safety File.
- 76. Voids will backfilled with selected material from the demolition.
- 77. Site will be graded level.
- 78. Topsoil to be imported and spread over the cleared site.
- 79. The area to be then cultivated and seeded.
- 80. Knee rail fence installed to the site perimeter.
- 81. Any damage caused by the work e.g. to the footpath or adjoining roads will be reinstated and made good.

RECYCLING/DISPOSAL OF MATERIALS

- 82. A Site Waste Management Plan will be put in place for the works, detailing arrangements to re-use, recycle and dispose of waste materials arising from the works.
- 83. Asbestos containing materials will be placed in a sealed and clearly marked skip and taken to a licensed disposal site. All movements to be under a Hazardous Waste Consignment Note.
- 84. Metal arisings will be placed in a metal skip and be taken off site for recycling.
- 85. Selected demolition arisings (masonry, concrete) will be used for backfilling voids on site. Surplus will be removed on site for recycling/re-use by others.
- 86. Timber arising from the demolition will be recycled off site.
- 87. General waste will be removed from site in general waste skips and sorted by others off site and recyclable materials recovered at a waste transfer station by appointed waste company.
- 88. Waste transfer notes will be obtained for all consignments of waste removed from site. Copies of waste carrier's registrations will be maintained on site for all companies removing waste and copies of waste management licenses obtained for waste taken to landfill or for further treatment elsewhere.

DUST SUPPRESSION

- 89. Best Practicable Means (BPM) will be used in controlling dust emissions, in accordance with the Best Practice Guidance by the GLA 2006 for The Control of Dust and Emissions from Construction and Demolition. Best Practicable Means (BPM) will be used to minimise noise, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.
- 90. All works are carried out with due regard for 'The control of dust and emissions from construction and demolition' Best Practice Guidance.

91. The preferred method to ensure that significant dust is not released into the air is to suppress it at source with water. This applies during the demolition, crushing, and during the subsequent movement of arisings between various areas of the site and their transport off site.
92. 10,000 litre water tank with built-in engine and water pump will be on site during the works. This will be linked up directly to the demolition excavators to suppress dust directly at the source.
93. Loading of waste transporters with arisings shall be carried out utilising the smallest 'drop' possible to reduce impact noise, dust and vibration.
94. All wagon loads to be fully sheeted.
95. Dust levels will be continually measured and monitored by the Site Supervisor throughout the works.

NOISE

96. It is anticipated that noise levels will not exceed 80 dB. Noise levels and site and at the site boundary will be continually measured and monitored by the Site Supervisor throughout the works.
97. Agreed working hours to be complied with and no unnecessary noise to be generated. Working hours/days: Mon-Fri (excl. bank holidays), 8am - 5.30pm.
98. All plant use on site will be operated in accordance with manufactures instructions and best practice and will be fully serviced and maintained in good working order.
99. All plant engine covers will be kept in place at all times with plant that is not in use shut down. 127. Compressors and generators will be of a super silenced type.

The sounding of vehicle horns on site will be strictly forbidden, unless in an emergency capacity.

All site plant will be effectively silenced and located in such areas of the site to minimise noise levels off site to sensitive areas.

Loading of waste transporters with arisings shall be carried out utilising the smallest 'drop' possible to reduce impact noise, dust and vibration.

Compressors shall be fitted with properly lined and sealed acoustic covers, which shall be kept and closed whenever the machines are in use.

VIBRATION

Demolition not expected to cause vibration at site boundary (or beyond) but this will be monitored throughout the works.

Loading of waste transporters with arisings shall be carried out utilising the smallest 'drop' possible to reduce impact noise, dust and vibration.

COMPLETION

Site demobilisation.

A photographic dilapidation survey of the site, including footways and carriageways leading to and abutting the site is to be carried out on completion of contract works.

Provision of required information for the Health and Safety File. This is to include positions of manholes, details of drains plugged and position of all service entry points to site.

CONTACT DETAILS FOR PERSON THAT PREPARED THIS METHOD STATEMENT

Michael Freeley
DIRECTOR

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Please find below some general information on our company.

BUSINESS OVERVIEW

Leading UK demolition company with a reputation for quality, reliability and professionalism.

PRIMARY SERVICES

- Demolition
- Industrial dismantling
- Civil engineering
- Decommissioning
- Asbestos removal

COMPANY HISTORY

The business was founded by John Freeley in 1979 as John Freeley Contractors, based in Ancoats, Manchester. In 1982 the business became a member of the National Federation of Demolition Contractors (NFDC) and in 1983 was incorporated as J Freeley Ltd. In its early years the company primarily worked with Local Authorities in the North West region. Along the way, the company developed a number of long-term relationships with public sector and blue-chip clients. In 2011 Michael and Sean Freeley were appointed as company directors and in 2016 the company moved to its existing premises at Southern Street, Worsley.

COMPANY STRUCTURE

The company is a Private Limited Company. J Freeley Ltd (registration no. 01719179).

ACCREDITATIONS

- National Federation of Demolition Contractors
- ISO 9001, 14001 & 45001 (Alcumus ISOQAR)
- Achilles UVDB
- Constructionline (Gold)
- SSIP
- SafeContractor
- Compliance Chain Gold
- Cyber Essentials
- Living Wage Employer
- SME Climate Hub
- National Demolition Training Group

EXCELLENT ACCIDENT/INCIDENT RECORD

- Zero fatalities or major injuries in our company history
- Zero reportable cases of ill health in our company history
- No HSE enforcement notices or over 'three day injuries' in the last 10 years
- British Safety Council International Safety Award winner in 2024

EXISTING/PREVIOUS CLIENTS

- Manchester City Council
- University of Warwick
- Keolis Amey Metrolink
- Manchester University NHS Foundation Trust
- Rochdale Boroughwide Housing
- Salford City Council



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