

**METHOD STATEMENT FOR
DEMOLITION
OF
RSPCA BUILDING
1 REDCROSS STREET, ROCHDALE**

Rev. 0 (11/10/2023)

SCOPE OF WORKS

The project comprises the demolition and clearance of the former RSPCA Building on Redcross Street, Rochdale.



REVIEWS / INSPECTIONS

1. An internal inspection will be carried out prior to demolition to check for 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. This requires photos at 5 metre intervals along the lengths.

PAPERWORK / AUTHORISATIONS



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3. Written confirmation of the isolation of all services, isolation point locations etc. will be obtained from client/design team.
4. Demolition Asbestos Survey Report for the building to be provided by client/design team.
5. 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 JFL 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.
6. Demolition Management Plan (DMP) to be submitted to, and approved in writing by the Local Planning Authority.
7. Evidence of planning consent / prior approval will be obtained from client/design team.
8. 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.
9. Client to provide a survey to determine the presence of any protected species under the Wildlife and Countryside Act 1981 (as amended).
10. 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.
11. Specialist sub-contractors will be appointed as required, in accordance with the company Health and Safety Policy and Integrated Management System, which ensures that:
 - A satisfactory formal assessment is carried out of resources and competence of potential sub-contractors
 - They are provided with all necessary information regarding requirements
 - They provide acceptable RAMS and proof of training and competence of employees and certification of equipment.

SITE SETUP

12. Site will be fully secured and enclosed with heras fencing affixed with debris netting together with existing site perimeter fencing (combination of paladin and palisade fencing).
13. Double gates (for HGV usage) will then be erected at the entrance on High Street (see photo on next page). A section of existing palisade fencing will be removed to enable this.
14. 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 with tarmac to prevent a tripping hazard.



15. 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.
16. NOTE - proposed HGV site access/egress location to be subject to approval with client, design team and Planning Authority.
17. 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. Gates in the fencing will be locked when unattended.
18. The contact details of the Site Supervisor to be advertised at the site entrance in case of issues arising.
19. 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.
20. 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.
21. The site compound will be enclosed with Heras fencing and a pedestrian gate.
22. 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.
23. A dust suppression unit will be kept on site for use in controlled dust suppression as necessary during the progress of the works.
24. A wheel wash station will be set up at the site entrance/exit.

25. 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 and fire escape routes 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.
26. 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

27. Parking will be available on site for company operatives, and any other site personnel and visitors within the site.
28. 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.
29. 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

30. Maximum number of wagon movements on and off site per day to be anticipated to be around five deliveries and five collections.
31. Loading and unloading associated with this contract will principally be:
1. Delivery of welfare unit
 2. Delivery of dust suppression unit
 3. Delivery of wheel cleaning equipment
 4. Delivery of plant, equipment and fencing
 5. Delivery and removal of skips throughout the contract
 6. Other minor ad hoc materials
32. 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.
33. Unloading and loading will be by mechanical means within the site.
34. Deliveries are only allowed during the site working hours:

Monday - Friday: between 8.00 AM and 6.00 PM
Saturdays, Sundays & Bank Holidays: No deliveries permitted

STORAGE OF PLANT & MATERIALS



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35. 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.
36. 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.
37. Materials, mainly fencing, will be delivered on an as required basis with no anticipated requirement to stockpile them on site.
38. 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.
39. 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)

40. Banks person to be located at the HGV entrance/exit at all times.
41. The site access and egress for vehicles and HGV's (incl. deliveries) will be via the site entrance.
42. Drivers arriving to site are to drive along Redcross Street, turn left on High Street, and then turn right into site.
43. Drivers leaving site are to exit site left onto High Street, and then turn right onto Redcross Street.
44. 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).
45. 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.
46. The gates will be closed when not in use, and closed when unattended. Gates will be opened and closed by a nominated operative
47. 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.
48. 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.
49. Wheels of wagons to be washed prior to exit from site.
50. Road surfaces of surrounding highways are to be kept clean and periodically cleaned.

51. 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

52. If any asbestos containing materials are identified in the Demolition Asbestos Survey Report the removal works 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

53. 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.

54. 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.

SCAFFOLDING

55. A full height independent scaffold will be erected to the elevations along High Street and Redcross Street.

56. Debris netting will be affixed to the outer face of the scaffolding.

57. A plywood hoarding will then be affixed to the outer face of the scaffolding. The remainder of the building will already be fully enclosed with fencing.

MANUAL DEMOLITION OF HIGH STREET & REDCROSS STREET ELEVATIONS

58. The High Street and Redcross Street elevations will be progressively demolished manually by operatives using hand tools.

59. Access for this work at height will be gained from the platform of fixed scaffold.

60. Demolition will be top downwards. Masonry walls will be demolished inwards.

61. Demolition will at all times be monitored by a trained and competent signaller, safety positioned, who will coordinate operations with the demolition operatives. Communication by means of hand signals / two-way radios.

MACHINE DEMOLITION



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Certificate Number 19307
ISO 9001, ISO 14001, ISO 45001



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62. The building will be demolished in a planned and carefully controlled way using a tracked excavators (fitted with cab guard protection), with a selector grab 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.
63. 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.
64. Demolition will commence from the area closest to the internal car park and progress away from this area towards Redcross Street.
65. Demolition will be top downwards. Roof sections will be lifted off with selector grab attachments. Walls will be demolished inwards.
66. Demolition shall be carried out utilising the smallest 'drop' possible to reduce impact noise, dust and vibration.
67. 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.
68. 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.

REMOVAL OF ARISINGS

69. 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.
70. Vehicle movements as per above.

REMOVAL OF SUB-STRUCTURES & SITE FINISH

71. Following demolition of superstructures the ground floor slab and foundations will be broken out using a hydraulic breaker and removed.
72. 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.
73. Voids will backfilled with selected material from the demolition.
74. Site will be graded level.
75. Topsoil to be imported and spread over the cleared site.
76. The area to be then cultivated and seeded.

77. Knee rail fence installed to the site perimeter that does not already have metal palisade fencing.

78. Any damage caused by the work e.g. to the footpath or adjoining roads will be reinstated and made good.

RECYCLING/WASTE

79. 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.

80. Any 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.

81. Metal arisings will be placed in a metal skip and be taken off site for recycling.

82. 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.

83. Timber arising from the demolition will be recycled off site.

84. 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.

85. 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

86. 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.

87. All works are carried out with due regard for 'The control of dust and emissions from construction and demolition' Best Practice Guidance.

88. 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.

89. 10,000 litre water tank with built-in engine and water pump will be on site during the works. This will suppress dust directly at the source.

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

91. All wagon loads to be fully sheeted.

92. Dust levels will be continually measured and monitored by the Site Supervisor throughout the works.



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93.No open fires allowed on site. This will avoid the necessary release of smoke, particles and combustion products from the demolition site.

NOISE

94.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.

95.Agreed working hours to be complied with and no unnecessary noise to be generated.

Working hours/days:

Monday - Friday: start at 8.00 AM and finish at 5.30 PM

Saturdays, Sundays & Bank Holidays: No work permitted

96.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.

97.All plant engine covers will be kept in place at all times with plant that is not in use shut down.

98.Compressors and generators will be of a super silenced type.

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

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

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

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

VIBRATION

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

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

COMPLETION

105.Site demobilisation.

106.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.

107.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.

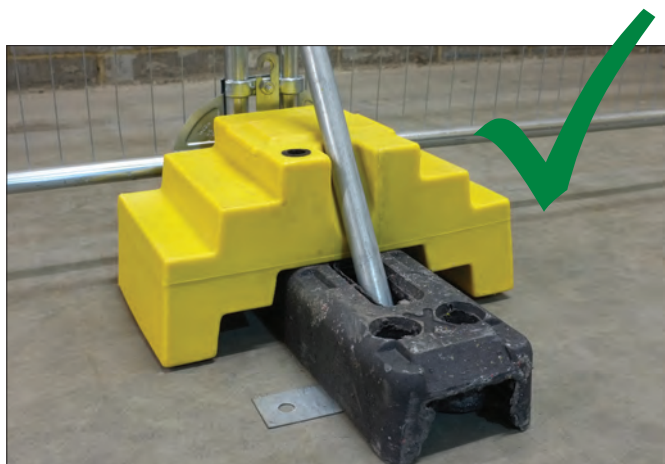


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HS (G) 151 advises that site perimeter fencing is supported adequately to withstand localised wind loading conditions.

The introduction of the new **BNM BraceBlok™** means this can now be done effectively, rather than sites having to adopt an ad-hoc approach to the problem.



The BNM BraceBlok™ is a specially moulded ballast block designed to fit onto any temporary fence block and increase stability. Weighing 50kg and encased in hi-viz yellow plastic, BraceBlok's help sites meet their Temporary Works requirements for wind loading calculations'.

A single BraceBlok™ per panel increases wind loading by up to 60% (to 56mph) or using two BraceBlok's increases by up to 94% (to 68mph).



KEY FEATURES

- No increase in footprint – maximises work area
- Designed for stacking – safe storage and transportation
- Made for the job – neat, professional, safe
- Available for Hire and Sale Nationwide
- Wind load calculations for your site, can be provided on request

