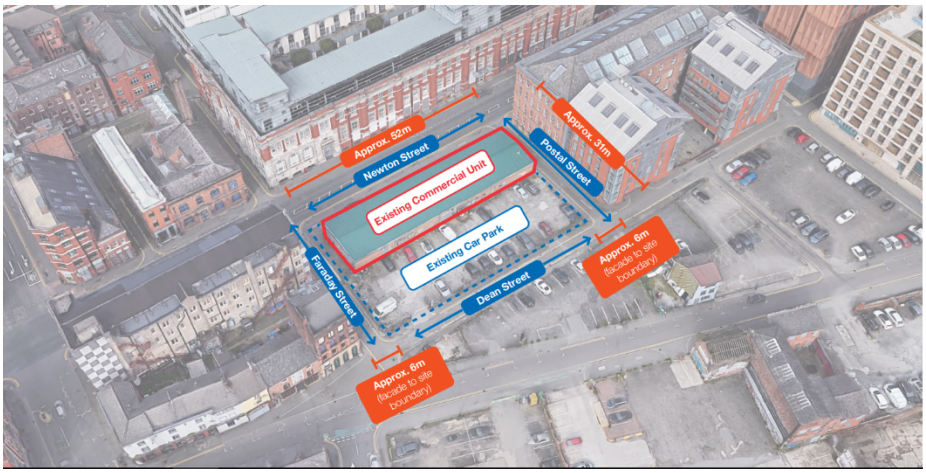
## 1 Scope

Demolition is of the single storey building as shown on the annotated image below as the "Existing Commercial Unit" and the demolition site includes this unit and the area shown as "Existing Car Park". Demolition is down to slab level.




## 2 Working hours, including delivery times:

Monday to Friday: 8am-6pm

NB

Delivery times and vehicles attending site to collect arisings etc from site will not be outside these hours.

There may be some site set up activities prior to 8am, but machinery, equipment etc will not normally be switched on prior to this.

## 3 Parking of site operatives and visitors

Parking will be available on the site. Dependant on the stage of the works, the Site Manager will ensure provision for safe parking for up to three vehicles. The demolition operatives will attend site from one medium size van, with a further vehicle for the Site Manager.

For the asbestos removal and strip out works, there will be sufficient space to accommodate all associated vehicles on site. For the later structural demolition works, the Site Manager may have to limit parking on site and attending vehicles would be required to park in the nearby public car parks.

If necessary, visitors would be informed in advance that there is no allocated visitor parking on site and will be directed to park in the nearby public car parks.

All roads surrounding the site have double yellow lines. The Site Manager will ensure that no wagons will wait outside or park outside the site.

The Site Manager shall check on a regular basis that no parking associated with site activities causes a nuisance to others.

## 4 Loading and unloading and storage of plant and materials

Maximum number of wagon movements on and off site per day to be anticipated to be around three.

Loading and unloading associated with this contract will principally be:

- Delivery of welfare units
- Delivery of plant and equipment and fencing
- Delivery and removal of skips or movement of wagons on and off the site and loaded by excavator throughout the contract
- Other minor ad hoc materials

All loading and unloading will be carried out within the site. Vehicular access will be via the existing vehicular access to the former car park to the rear of the site and fronting onto Dean Street. Vehicle gates will be installed within the site fencing to control this access. These gates will be closed when not in use and locked 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 banksman safely located to ensure the safety of any pedestrians and other traffic. Overall approach to and departure from site will be via Port Street which is a one-way street.

Unloading and loading would be by mechanical means within the site.

**Storage of plant, arisings and materials**

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 secured cabin. Access equipment will be removed, locked up or protected to prevent unauthorised use.

For the soft strip works, segregated skips will be provided. Skips will be lidded and lockable. Skips will be replaced on a very regular basis.

Presence and extent of any asbestos is yet to be confirmed. If applicable, a separate specialist skip for asbestos related waste would be provided and managed by the approved specialist asbestos removal sub-contractor.

For the main structural demolition, arisings will be sorted by excavator with a selector grab attachment and either placed in segregated skips or placed from segregated stock piles into wagons. These stock piles will be damped down, where applicable, if the conditions are such that the Site Manager considers there is any potential for dust arising.

COSHH materials will be kept in a COSHH store, drip trays/plant nappies will be provided for all fuelled equipment. Storage areas will be organised to provide safe travel/transportation routes minimising risk of collision, damage or loss of materials.

The Site Manager 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.

## 5 Securing the site

The site will be secured using Heras fencing:

- On the Newton Street elevation fencing will be along the line of the visible previous building line, i.e. approx. 2m towards the highway from the current building elevation.
- On Postal Street, to enclose the highway and the footpath on the site side of Postal Street, subject to successful application to close this road being reached with MCC Highways

- On Dean Street to follow the line of the current car park fencing
- On Faraday Street to follow the line of the existing car park fencing up to the Heras fencing on the Newton Street elevation.

The fencing will be double clipped and posts placed in rubber feet which are weighted down. Vehicle gates to be provided into the Dean Street elevation at the location of the existing car park entrance and a separate pedestrian access provided. Both these gates to be closed when not in use and locked when unattended.

Demolition site warning notices will be displayed on the elevations to Newton Street, Postal Street and Faraday Street:

DANGER Demolition in progress, Construction Site Keep Out,
Children must not enter this site

Dean Street

DANGER Construction Site Entrance.
CAUTION Site Traffic Emerging
DANGER Demolition in progress, Construction Site Keep Out,
Children must not enter this site

The Site Manager will inspect the fencing, gates and notices at the start and end of each shift and ensure any deficiencies are corrected.

**6 Prevention of deposition of dirt on the public highway**

Site Entrance Ahead notices will be provided on both approaches to the site entrance on Dean Street. These signs will be set up at the start of each shift, located safely and weighed down with sand bags, and removed at the end of the shift.

Throughout all the works, wagons will access/egress site and only travel on site on existing hardstanding, minimising any potential for dirt to be tracked off site. Vehicle wheels will be inspected prior to driving off site and wheels washed as necessary. However, it is not anticipated that wheels will contain any dirt due to the nature of the site.

The Site Manager, or nominee, shall regularly review the condition of the public highway adjacent to the site exit, reviewing this on multiple occasions during the day when there are movements of vehicles off site that could result in anything being deposited on the highway. Any arisings or other deposit on the highway will be removed immediately.

**7 Control of dust and dirt.**

See also items 4 and 6.

Soft strip works will not generate any dust that could have any implication outside the site. Arisings from the soft strip work will constitute wall partition materials, ceiling tiles, removed fixtures and fixings etc. These will be placed into a waste skip on site and would not be expected to generate any significant dust.

The method of demolition is by machine with specialist attachments which allows accurate and precise dismantling of the structure minimising dust potentially to be released. For the main demolition works a specialist water fog system will be deployed on site, on any occasion that the Site Manager anticipates dust could arise dependant on weather conditions and the materials being

processed . This system provides a fine water spray which can be accurately directed and effectively suppresses any dust arising from the works, without using large volumes of water and potentially creating an associated nuisance.

Removed arisings will also be damped down as required if their condition is such and/or weather conditions are such that any dust could arise. Skips will be removed as soon as full, skip sizes have been planned to accommodate the anticipated sizes of dismantled materials. Skips being removed from site will be covered over prior to leaving site. Any separate stock piles of arisings will also be damped down as required and removed promptly, minimising storage on site.

Wagons removing waste that could produce dust, specifically including all outgoing vehicle loads with fine materials that could generate fines, shall be sheeted over on site. Any storage of such waste on site shall be removed daily or covered over.

Dust control measures are also detailed in the risk assessments and method statements developed for the works in accordance with the CDM Regulations and briefed to all personnel in accordance with the company's accredited integrated management system.

## 7 Recycling waste

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.

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

Demolition arisings (masonry, concrete, glazing) will be removed in skips and crushed off site and become recycled materials to be used elsewhere.

Timber arising from the demolition will be recycled off site.

General waste will be removed from site in general waste skips and be sorted by others offsite and recyclable materials recovered at a waste transfer station by the appointed skip hire company. This includes segregation and recycling of plaster containing materials.

Waste transfer notes will be obtained for all consignments of waste removed from site. Copies of waste carriers' registrations will be maintained on site for all companies removing waste and copies of waste management licences obtained for waste taken to landfill or for further treatment elsewhere.

## 8 Noise and vibration

The method of demolition selected minimises noise and vibration arising. No works will be carried out outside of the permitted working hours.

Noise levels of equipment are limited as far as possible in relation to health and safety criteria. No significant noise levels are expected.

## 9 Pollution of watercourses

There are no local watercourses.

Outlets from the foul and surface water drainage will be stopped off within the site, as detailed in the RAMS prior to any demolition work taking place to prevent any loss of materials into the existing drainage.

## 10 Community engagement strategy

The Site Manager will comply with and support any measures put in the place by the Client and/or Principal Designer to engage with the local community, including provision of any necessary information to inform them of the planned works and to provide them with contact details for the Site Manager in the event of any complaint or concern.

Site rules, brief to all personnel as part of the induction and displayed in the site welfare facilities will include the necessary standard of conduct and behaviour to avoid nuisance or potential harm to the general public and to neighbours to the development. All risk assessments and method statements will take into account the potential for the works to create nuisance and control measures to avoid or reduce this risk.

In accordance with the company accredited IMS, the Site Manager will note any complaint in the Site File and investigate it and actions taken in response. This log will be available for review by the client and any third parties. Where the Site Manager considers the complaint to be valid, it will also be recorded on the company Non Conformance Form, where details of the non-conformance, actions taken and further corrective/preventive measures shall be confirmed as appropriate and completed.

The site gates will be kept closed when not in use and locked when unattended. The Site Manager, or nominee, will inspect the site including the fencing and all external areas at the end of each shift and ensure any issues are addressed and record the completion of this check.