



PREMIER HOUSE, RENAISSANCE, MANCHESTER

DEMOLITION METHOD STATEMENT AND MANAGEMENT PLAN

**SECONDARY PHASE – DEMOLITION OF RESIDUAL STRUCTURE FOLLOWING INITIAL PHASE
DEMOLITION**

Rev 2 – 10.08.2022

[Revised in line with EHO comments. Sections “Working Hours”, “Noise Monitoring and Control Measures” and “Complaints and Consultation” edited accordingly]

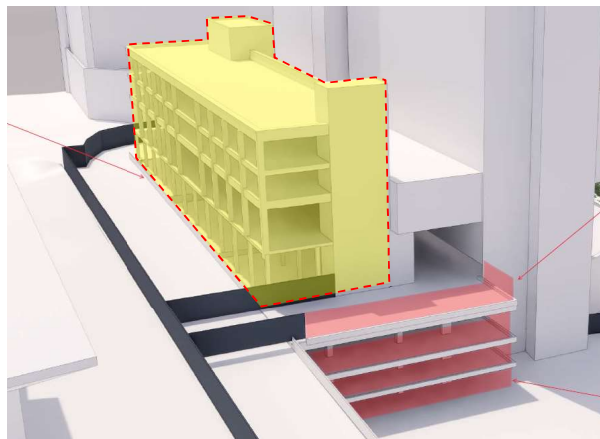
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INTRODUCTION

This Method Statement relates to the secondary phase of work to Premier House only. Premier House was a four-storey office block which is part of the Renaissance Hotel site, which has already been part-demolished under Planning Application No 130045/DEM/2021.

The current condition of the structure is the intended residual concrete frame resulting from the initial demolition works as detailed in the previous Demolition Method Statement and Management Plan – Initial Phase – Demolition of Ramp and Canopy and Part of Building – Rev 3 04.06.21. This subsequent document is the outline method statement describing the secondary phase of demolition works to continue the demolition of the remaining structure of Premier House, as indicated broadly below.



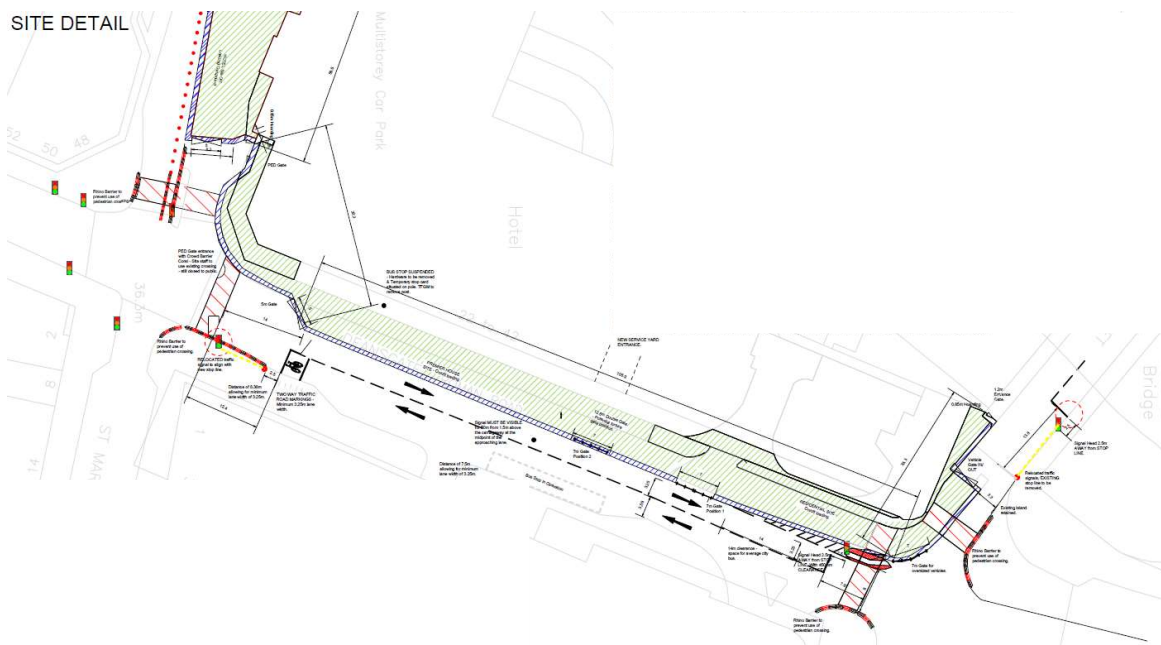
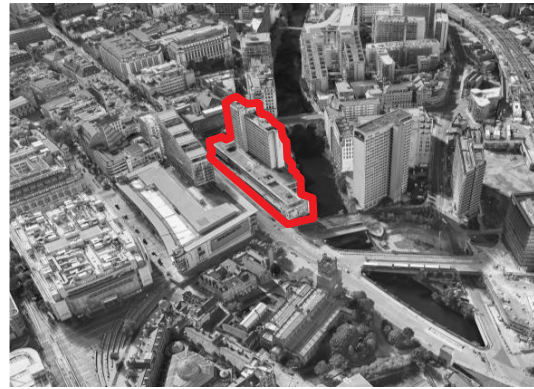
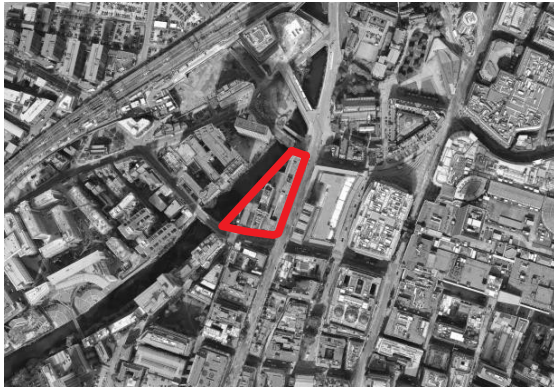
Secondary Demolition Phase after completion of Initial Phase

The requirement of the secondary phase of demolition is a result of the updated commercial assessment of retaining the residual concrete structure for the development in the current global economic conditions, which renders the previous scheme commercially unviable. The residual building structure is therefore required to be demolished entirely, instead of the previous part retention / part rebuild scheme.

The approximate planned commencement date for this works is August 2022, with an expected period of approximately 3 months to complete.

The scope of works that are to be undertaken is to demolish the remaining concrete structural frame from roof down to top of car park roof slab / hotel service yard slab, and to separate the structure along the west side of the structure where it connects in the hotel structure which is retained for the hotel section of the development. Various other 'enabling works' may also be carried out in conjunction with this demolition, which would include new permanent concrete works at the service yard level to form ramps and slabs that interface with the hotel structure.

The site is located between Victoria Bridge Street, Deansgate and Blackfriars Street. The site perimeter was installed on Victoria Bridge Street, Deansgate and Black Friars Street in August 2021 to facilitate the initial phase demolition works and is currently maintained the in the same arrangement; refer to current site hoarding detail plan below.



Current site hoarding detail plan

The site was occupied by a 4 storey, 1960s office building with the rest of the site used as a surface car park and Hotel. The site has been under development since April 2021, and the initial phase 1 demolition has been completed between August 2021 and April 2022. The photo below shows the current status of the building to be removed in this secondary phase.



Residual Premier House concrete structure to be removed

This Method Statement is to be read in conjunction with the Construction Phase Health and Safety Plan (CPH&SP), which will be developed and provided by the main contractor once the contractor has been procured and prior to works commencing on site.

All site operatives must at all times whilst on site comply with the requirements of the Health and Safety at Work Act 1974 etc., the Construction (Design and Management) Regulations 2015 and all other relevant safety legislation codes, standard and guidance.

All employees will be made familiar with the British Standard BS6187:2000 Code of Practice for Demolition which has been referred to during the preparation of this Method Statement.

EXISTING CONSTRUCTION INFORMATION

Existing Building Construction

The building frame is generally reinforced concrete with columns and concrete upstands with a beam and block floor.

LABOUR PLANT AND MACHINERY

Site Demolition Staff:

- 1 No. Site Manager – non working
- 2 No. Supervisor – working
- 6 No. Plant Operatives
- 10 No. Demolition Operatives
- 6 No. Scaffolding Operatives

- Regular visits by the Demolition Projects Manager and Contracts Manager

Plant and Equipment

- 2 No. 25t-35t Demolition specification excavator fitted with long reach arms and rotating controlled attachments.
- 1 No. High Reach Demolition specification excavator fitted with rotating controlled attachments.
- 1 No. Mobile Crane.
- 40m3 roll-on-off (roll on roll off) skips for general waste, timber and scrap metal.
- Tipper wagons for general concrete arisings removal
- On-site crusher machine to retain arisings on site for re-use for piling platform on the residential development
- Scaffolding tube and fitting and demolition screens
- Temporary props as required locally
- Temporary power and water supplies
- Plant certificates will be obtained for all plant used and copies of the certificates retained on site.
- All operators will have appropriate CPCS cards.

WELFARE ACCOMMODATION

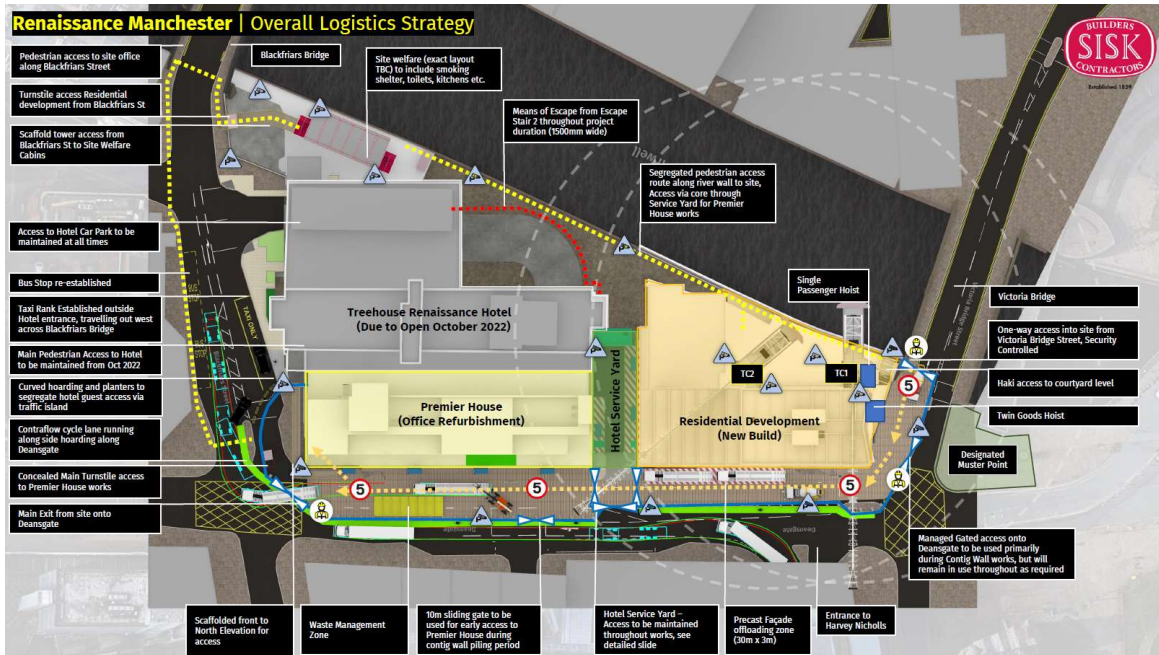
Suitable welfare facilities will be established within the existing site boundary in temporary containers. Temporary power and water supplies will be fed from the hotel section of the development.

The site accommodation will comply with the Construction (Design & Management) Regulations 2015 and comprise of 1 x Mess Cabin/Drying room; 1 x Office and 1 x Toilet Block/Hand Wash Station.

Pedestrian barriers will be used to segregate vehicle and pedestrian transit routes to the welfare facilities / site offices.

OVERALL SITE LOGISTICS

Whilst this phase of works is another phase of enabling works to facilitate the main construction works; the overall logistics strategy for the project has been developed and planned out, in conjunction with the initial phase of works already complete and detailed coordination and consultation with the MCC Highways and Licensing. This next phase of site hoarding and temporary traffic management scheme shall be implemented in advance of carrying out this scope of demolition works. Please refer to Sisk document, Renaissance Manchester Logistics Strategy Rev003-0104, and the overall layout plan extracted below:



ACCESS/EGRESS TO SITE

The new logistics created by the new site hoarding position will facilitate one-way traffic management in/out of the site. Access will be via Victoria Bridge Street and egress will be via Deansgate/Blackfriars. This is a continuation of the existing logistics traffic flow, but with a wider section of site directly opposite the Premier House structure to be demolished.

The site entry points will be communicated to all delivery vehicles ahead of commencement on site and welcomed by on-site traffic marshals and banksmen at the site gates. The average number of vehicles we expect per day is 10-20 vehicles on any given day.

Both site operatives and visitors to the site will enter via the dedicated pedestrian entrance, segregated from the site vehicles and clearly identifiable with safe segregated access to the site welfare and office facilities.

Site delivery vehicles will wait at the on-site holding point until an escort is available to direct the vehicle to the designated area for delivery/collection. Parking will not be permitted on access roads in the nearby vicinity.

Site access signage will be placed in clear visible positions warning both vehicles and pedestrian alike the location of the site entrance.

WORKING HOURS

Site Hours will be 07:30 to 17:30 hours.

Hours of physical work during demolition will be:

08:00 to 17:30 hours Monday to Friday

08:30 -13:00 on Saturday.

No work on Sunday.

Vehicles will be allowed to enter the site from 07:30 and park up prior to demolition works and machinery commencing from 08:00 Monday – Friday and 08:30 Saturday. Any other working hours outside of those mentioned above will be agreed with the local authority head of commencement.

ASBESTOS

All asbestos surveys, inspections and controlled removal works have been completed in the previous soft strip and initial demolition phase of works. The asbestos identification and clearance reports shall be included in the H&S handover pack provided by the initial phase demolition contractor.

SERVICES

All utility disconnection notices have already been issued by Property Alliance Group and their consultant and contractors during the initial demolition phase already completed. All statutory services disconnections have been completed within this section of the works and there are no live services interfacing with this secondary demolition phase.

If any previously unknown or unidentified services are encountered, these shall be treated as live and the respective statutory services provider will be contacted by our Service Diversions consultant, McKess Associates for coordination of further isolation and removal.

SAFETY AND SECURITY

All necessary registers, accident books, diary, time book, test certificates, method statement, risk assessment, health and safety plan etc., will be kept on site under the control of the Site Supervisor and can be inspected at any time. All accidents are to be report to and entered in the site accident book.

A supply of spare hard hats, overalls, gloves, LEP, masks, welder's gloves and face visors (when burning equipment is used) etc., will be stored on site.

Senior Staff of the demolition contractor will ensure a high standard of Health and Safety is observed at all times on site. All operatives on site must wear full PPE in accordance with HSE requirements, including safety boots, hard hats, LEP and high visibility vest or coat.

Adequate segregation of pedestrians and vehicle traffic will be maintained at all times. Reversing of vehicles and plant will be minimised at all times. This will be highlighted on a site plan and will form part of the site induction for all operatives.

The site boundary will be secured by hoardings and gates, which stand at 2.4m above ground level and has already been erected. Modifications will be made as per overall logistics strategy discussed above. CCTV cameras also monitor the site perimeter and are monitored by both on-site security staff and remote monitoring (including non-working hours) for the entire duration of this project. Out-of-hours site security guard shall also be provided during the works period.

PROTECTION TO THE PUBLIC

We will endeavour to undertake the work described below in such a way as to minimise the impact of that work.

Therefore the site team will:

- Take all reasonable steps to minimise the creation of dust, using powered water sprays to dampen buildings being demolished and the demolition arising's, should this be deemed necessary;
- Pay attention to wind direction so as to anticipate the impact of any work downwind of the working area;
- Curtail, suspend or re-arrange work as necessary to allow the demolition to proceed if possible whilst reducing its impact on any of the occupiers or neighbouring properties/premises;
- Ensure all plant is fit for its purpose and adequately maintained so that noise generation is within the manufacturer's stated maximum noise level;
- Given particular consideration to activity on site at the start of the day to minimise disturbance of the neighbours. Reversing manoeuvres will be avoided in the early morning to prevent reversing sirens sounding. Mobile plant, which requires approximately 20 minutes idling to warm-up before a shift will be parked sensibly away from residential units. Any particularly noisy operations (e.g. use of hydraulic breakers) will be programmed to minimise disturbance:
- Monitor the condition of the public highway when HGCs are leaving site will be undertaken.

COMPLAINTS AND CONSULTATION

We will keep our neighbours well informed before and during the demolition phases through various means: the contractor has a Project Community Liaison Officer who is responsible as a single-point of contact to ensure good neighbour relations. If required regular residents' meetings can be established at a frequency agreed with the residents to bring them up to speed with project progress and key elements of the work. It also provides an open discussion for residents to voice concern or highlight issues.

Monthly Newsletters will be widely distributed to identify completed works and focus on forthcoming activities to give neighbours early notice of such works. The monthly newsletters will be posted to the surrounding property's and will be displayed on the site notice boards located on the site hoarding.

A 24-hour emergency contact number will be established to allow concerns to be raised, these will be actively dealt with by the contractor's Project Community Liaison Manager until the issue is resolved. The PPOC community liaison officer can be contacted at Communityliaison@ppoconnor.co.uk. A reply to the complaint or observation will be issued within 12 hours of when the complaint was received.

All significant complaints shall be reported by the contractor to Property Alliance Group my email in a timely manner and reviewed at the weekly progress meetings and any follow-up action required addressed by Property Alliance Group as appropriate.



Example of Newsletter issued during initial phase of demolition works.

NOISE AND VIBRATION

Noise and vibration shall be controlled throughout site demolition works to reduce the impact of interference with the neighbourhood. At the time of carrying out this phase of demolition, it should be noted that the basement car park is operational and therefore noise and vibration management must consider the car park users. The hotel refurbishment works are still under way and these demolition works shall be fully complete prior to the hotel becoming occupied with guests. Consideration shall consider the other local building occupants neighbouring the development and passing members of public.

Significant sensitive receptors are identified as follows:

- Car Park users and operational staff
- Residential occupiers in buildings opposite the road from the site
- Commercial occupiers in buildings opposite the road from the site
- Hotel construction staff

Vibration Monitoring and Control Measures

The main cause of vibration will be from using hydraulic breakers on areas of concrete during the demolition works. If and when vibration limits are reached or breached, works should stop and the contractor should seek advice on how to proceed from their technical engineer. Works shall mainly be carried out during this phase using a long reach demolition excavator with a pulveriser tool which will greatly reduce both vibration and noise. The structure shall be separated from the adjacent structure by saw cutting which will reduce the transfer of vibration.

The vulnerable assets on the project which require attention in relation to vibration monitoring is the

UU below ground culvert located in the northern most end of L-3 car park and the Grade II listed Victoria Bridge located on the North Elevation of the works. Specific movement and vibration monitoring specification has already been developed and agreed with the respective party owners and implemented during the phase 1 demolition works below ground. This monitoring is not expected to be required during this phase 2 works due to the location further south and due to works being above ground only, and shall be managed through the AIP process.

Vibration monitoring will commence when the demolition works progress below ground level and when demolition activities are likely to cause vibration issues to the assets mentioned. We expect the car park users and any car park operational staff to be most sensitive to vibration during demolition works.

The contractor will use best practicable means to minimise vibration from the works in accordance with the principles of Best Practicable Means as described in BS 5228: 2009 (parts 1 and 2), including from piling activity and plant such as generators;

- Site personnel will be instructed on environmental matters and best practicable means to reduce vibration during the site induction.
- Sensitive location of drop zones and loading areas away from sensitive receptors during demolition operatives.
- All deliveries to be scheduled to occur during off peak daytime hours only to prevent disturbance.
- Engines to be switched off when waiting during delivery times.
- Monitoring will be carried out in accordance with the projects requirements to be agreed with the client's representative.
- Rubber tracks will be fitted to tracked excavators to ensure that any vibration generated will be dampened as deemed necessary.
- Only appropriately sized plant and equipment will be utilised on the project.

The Contractor shall develop a Vibration and Monitoring Report which identifies the vibration monitoring requirements for the scheme.

Portable Vibration Monitoring (PVM) systems will be used to locally monitor any sensitive areas as set out in the report. The equipment consists of telemetry field instruments and sensors which will continuously record accurate vibration measurements and gives real time vibration reports via an online database. The vibration equipment limits are pre-programmed and any breaches are automatically alerted via text messages or via email to senior management on the scheme.

Vibration limits for the works are shown in the table below:

Green	<10mm/s	No issues, continue demolition work in accordance with RAMS
Amber	10-20mm/s	Proceed with caution
Red	>20mm/s	Stop works and contact engineer.

Phase 1 works have been completed with no levels of vibration causing disturbance. However, prior to commencing phase 2, background vibration levels at the hoarding line shall be recorded. During the demolition works, vibration levels will be monitored using the PVMs at the locations of significant sensitive receptors as noted above. These will be moved to monitor areas closest to sections of demolition as works progress or to respond to any complaints received. If either the Red limit is breached or a complaint is received then works will cease immediately and the works reviewed and the receptors involved consulted as appropriate to agree how works proceed.

Noise Monitoring and Control Measures

Noise monitoring will be undertaken throughout the project to ensure compliance, with all noise recording data being made available to the client or any interested parties.

A sampling technique will be used in accordance with BS 5228 Part 1, Annex G. The ambient noise level will be determined as a reference level before noise monitoring takes place to study new intrusive sound occurrence. Further checks will be made to ensure that the best practicable measures are being adopted, that any deployed hoardings are effective and that working hours are adhered to. Monitex Noise recording equipment will be used throughout the project with the locations of the monitoring being determined by the current site activities. The noise recording equipment will be pre-programmed to 75db (A) and noise levels that exceed these limits are automatically alerted via text messages or via email to senior management on the scheme. When alerts are received, work will cease until the project management team can then assess the works and introduce measures to mitigate noisy activities were possible.

As a minimum, noise monitoring will be carried out on the site boundary close to sensitive receptors such as residential property and local businesses throughout the duration of the works. As demolition works progress additional noise monitoring equipment will be introduced to capture noise levels across all areas of the site.

Due to the nature of the works, noisy activities are anticipated and will be controlled best as practically possible when executed.

Some of the noisy activities anticipated and indicative noise levels are listed below:

Activity	Equipment	Quantity	Sound Power (dBA)	ONTIME (percent)	ONTIME CORR (dB)	Corrected Sound Power (dBA)	Combined Sound Power for Activity (dBA)
Demolition	Tracked crane (70T crawler)	1	98	10	-10	88	117.2
	Dumper (2T)	1	105	50	-3	102	
	Excavator (JCB)	1	97	75	-1.2	95.8	
	Tracked loader (CAT)	1	112	75	-1.2	110.8	
	Excavated material lorries (8 wheeled)	1	109	40	-4	105	
	Excavated material lorries (8 wheeled)	1	109	40	-4	105	
	Hand held air tools (Pneumatic breakers)	1	111	50	-3	108	
	Compressor	1	102	50	-3	99	
	Excavator mounted breaker	1	120	25	-6	114	

Noisy activities will be planned in advance and will take place at suitable hours to minimise the impact it has on local residents and local businesses. If practically possible noise mitigation measures will be introduced to reduce the noise levels from leaving the site boundary, such as the use of acoustic barriers on scaffolding / hoarding or poisoned locally around the noise source.

The contractor will use best practicable means to minimise noise from the works in accordance with the principles of Best Practicable Means as described in BS 5228: 2009 (parts 1 and 2), including from piling activity and plant such as generators;

- Stationary plant such as generators will be located as far as practicable away from the nearest sensitive receptor.
- Plant will be used in accordance with the manufacturers' recommendations.
- If deemed necessary, appropriate screens or enclosures will be provided where practicable, around the perimeter of the site / site equipment.

- Radios will not be permitted to be used anywhere on site.
- All engines will be turned off when not in use.
- All operatives will be issued with hearing protection to be worn if exposed to noise above 85 decibels.
- Hearing protection zones will be put in place using signage in areas suspected to have noise over 85 decibels. This will be confirmed by a noise assessment completed by the Environment Officer.
- The contractor will only use plant and vehicles that are in good repair and conform to the manufacturer or legislative/British Standard emission standards BS 5228-2:2009.
- Plant maintenance and defect reports shall be held on site in designated file.
- Wherever possible, plant shall not be left running when not directly in use.

The contractor has prepared a detailed Construction & Environmental Management Plan including Section 4.5 Noise and Vibration, that should be referred to for further details.

MANAGEMENT OF SIGNIFICANT EXISTING ASSETS

Generally, on the development site, there are a number of significant existing assets on or at the perimeter of the site that have been and shall continue to be considered throughout the works; although none have a direct interface with the works included in this secondary phase of demolition. These have been identified and will be safeguarded and addressed in the design of the new scheme by the consultant team and any ongoing protection or works associated with these assets shall be identified by the Contractor before and during the works. These assets are namely:

- River Irwell
- River Irwell parapet wall along the top of the river bank
- River Irwell retaining wall forming the side of the river bank
- Victoria Bridge (Grade II Listed)
- Blackfriars Bridge
- Perimeter adjacent roads – Victoria Bridge Street, Deansgate, Blackfriars Street.
- Existing Culvert noted on asset register has been surveyed on site and verified as United Utilities overflow sewer asset. This shall be considered by the Engineer in the design of the new permanent works.

The design of the temporary and permanent works shall consider all of the above assets and the respective asset owners and interested parties shall be appropriately consulted and any required approvals shall be sought.

OPERATION NO 1: ENABLING WORKS

The site boundary of the works area is to be adjusted to suit the next logistics phase of the project and will be secured with hoardings and gates at a height of 2.4metres.

Warning signs will be displayed around the perimeter of the site in clear visible positions indicating the nature of the operations that are taking place on site. At the site entrance we will display a contractor notice board informing visitors of our company details and Personal Protective Equipment requirements for visitors who wish to gain access (not general public).

The site compound will also be established within the site compound. Traffic barriers will be used to segregate both vehicle and pedestrian transit routes between the main site and the welfare facilities.

The site offices, canteen area, drying room and toilets will also be re-established. Clear signage will also identify the Site Office and first Aid point to visitors and site operatives alike.

The security of the site boundary is to be assessed twice daily by the site manager to ensure that the integrity of the site has not been breached. Any sign of a breach will be rectified on this occasion.

Individual areas within the main site will also be fenced off by use of appropriate type fencing to segregate work areas where demolition machines are working, where waste skips will be positioned and where arisings will be loaded by mechanical demolition machines into tipper. Demolition segregation zones and signage will be displayed on this fencing informing personnel of the activity taking place.

Demolition site operatives will be given a full site walk around/inspection by the site manager.

All site operatives have undergone asbestos awareness training and are aware of the different asbestos contained products and what to be looking out for, even though all known asbestos has been removed already.

General waste materials removed as part of these works will be segregated into the various waste streams and loaded into the designated skip assigned for that material.

OPERATION NO. 2 : GENERAL DESCRIPTION OF DEMOLITION METHOD AND SEQUENCE OF WORK

Within this Section

- Demolition of Building
- Dust Control measures
- Interface with other works

Demolition works are described generally below follows the scope of works identified in the BG&E document Demolition Sketches, Premier House, Deansgate, 17/05/22. Items of demolition that requires more detailed special requirement are also identified below.

As a preface to the methods identified below, the following general description of the sequence of work may be valuable:

- Demolition of structures using only demolition-specification excavators with appropriate attachments;
- Processing of arisings (e.g. loading of waste into skips, stockpiling masonry, loading scrap, timber materials for recycling) using an additional demolition-specification excavator with appropriate attachments;
- Removal and disposal off site of all waste materials deemed associated with the demolition works.

Demolition of Building Generally;

Critical elevations of the building that requires full screening from the public / perimeter hoarding shall be identified, in particular the south elevation on Black Friars Street and parts of Deansgate. An external demolition scaffolding will be erected first to enclose the structure at these points. The protection scaffold will be designed to suit the method and sequence of demolition and shall be progressively adapted and removed in line with the demolition sequence and programme.

The working area which will be classed as a “Demolition zone” will be fully enclosed with fencing which will be fully secured at all times.

The demolition process will be carried out sequentially in a “bay by bay” type operation to ensure that stability within the structure is always maintained at all times. Where specified by the demolition contractor “top-down” demolition method will be employed using smaller machines lifted up onto the building using mobile cranes. They will break the existing structure progressively working on the slabs and removed down to the next level progressively. Where space facilitates and demolition working space can be provided, a long-reach machine shall work from ground level to pulverise the concrete structure with hydraulic attachments through the full height structure, progressively demolishing the building.

Once at ground level all materials will be processed and placed within the designated waste skips for the individual waste streams and either removed from site using 8-wheel tippers or skip wagons or further processed and refined for re-use on site as piling platform material. At ground level a second demolition excavator fitted with a grapple type attachment will segregate the various waste materials and reload them into open top skips, located nearby.

Dust suppression will be carried out by use of a water spraying system.

All non-rubble products that arise from the demolition works such as timber and steel will be segregated from the demolition rubble and reloaded into suitable skips again by use of the demolition excavator fitted with the grapple attachments.

Back-propping to the slabs will be provided and installed in advance of demolition works as per the temporary works design requirements based on the size and position of the machines to be used. Any temporary works to retain the existing or retained structure shall be provided by the temporary works engineer.

Where the structure connects to the hotel structure that is retained, the concrete columns, beams and slabs shall saw cut flush to the retained section using concrete saw cutting equipment. Safe access for this work shall be provided from the existing slabs or from specific access platforms with adequate working space, loading capacity and edge protection.

Detailed method statements for all stages of the demolition process will be prepared at the time of the works for approval by all parties and for the site team to follow in conducting all site works.

Dust Control

Due to the nature of the operation being carried out there will always be dust incurred though we now utilise the very latest technology in combating dust issue on site. The dust suppression systems have been specially designed for effective dust control which may also help reduce health risks and air quality within the demolition industry. This shall be the main dust control measure which will be in operation on this site throughout structural demolitions and the processing and crushing of demolition wastes.

The principal method for the demolition is that the biggest majority of these demolition works will be carried out by use of specialise high reach machines fitted with concrete pulveriser jaw attachments.

Throughout the demolition works the dust water suppression system will be in operation to remove the dust that is generated as part of this process, should this be deemed necessary.

A site-specific dust management plan developed by Redmore Environmental (Ref:4485-1r1) identifies specific mitigation measure to control dust as a result of the demolition works. The below table summarises the mitigation measures required for the scheme.

Issue	Control Measure
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager • Display the head or regional office contact information
Site management	• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken • Make the complaints log available to MCC upon request • Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book
Monitoring	• Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to MCC upon request • Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions
Site preparation	• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible • Erect solid screens or barriers around dusty activities or the site boundary • Avoid site runoff of water or mud • Keep site fencing, barriers and scaffolding clean using wet methods • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used

Issue	Control Measure
Operating vehicle/machinery and sustainable travel	• Ensure all vehicles switch off engines when stationary - no idling vehicles • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable • Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas • Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques • Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights and use fine water sprays wherever appropriate • Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	• Reuse and recycle waste to reduce dust from waste materials • Avoid bonfires or burning of waste materials
Demolition	• Soft strip inside buildings before demolition • Ensure effective water suppression is used during demolition operations • Avoid explosive blasting • Bag and remove any biological debris
Trackout	• Use water-assisted dust sweeper on access and local roads, if required • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Implement a wheel washing system, if required

The mitigation measure as mentioned above will be implemented, managed and revived on a regular basis to reduce the impact that demolition dust has on our neighbours and highway users.

The contractor has prepared a detailed Construction & Environmental Management Plan including Section 4.3 Dust Management Plan.

Interface with other works

During the course of the demolition works, the adjacent hotel refurbishment will continue, and the interface both externally along Black Friars and the internal Service Yard shall be considered throughout and detailed with the respective CPH&SPs.

On the north end of the site, in the location of the residential tower, enabling works for the piling works will be in progress. Site access will be coordinated with these works, and separate working zones, plant working areas, and access and vehicle routes will need to be carefully coordinated to

facilitate both works elements at the same time.

OPERATION NO. 3 : PERMANENT STRUCTURAL WORKS

Following on from partial or total demolition of sections of the structure, there are a number of areas of permanent structural works that may get built within this phase of works. These will be in relation to structure interfacing with the service yard and retained structure, and may comprise of access ramps, services entry routes, strengthening works to existing retained structures, new concrete structural elements such as beams, columns, slabs to facilitate the new steel frame.

OPERATION NO. 4 : COMPLETION AND SNAGGING

Following the demolition of the building the 'cut line' finishes will be inspected and finished to ensure the retained structure is left intact and that the following phase of works can proceed. Any exposed edges shall be protected with physical scaffold handrails at all times and when the works are complete.

Upon Completion

Once all works have been achieved, the site will be handed to a representative of the client for their acceptance / approval.

All plant etc. associated with the demolitions will be removed from the site and the area will be left clean and tidy.

PROJECT DIRECTORY

Below is the contact information for all parties involved in the demolition project.

Client:

Property Alliance Group Limited (PAG)
Alliance House, 14 Westpoint Enterprise Park, Clarence Avenue, Trafford Park M17 1QS
Contact: Will Clarke
Mob: 07583 001454
Email: wclarke@propertyalliancegroup.com

Principal Contractor:

PP O'Connor
Contact: Danny Mackinlay
Mob: 07379445013
Email: Daniel.Mackinlay@ppoconnor.co.uk

Principal Designer:

Abacus CM
Cotton House, Queent St, Manchester, M2 5HS
Contact: Ed Offer
Mob: 07904 148 707
Email: ed.offer@abacus-cm.com

Structural Engineer:

BG&E

163 Tower Bridge Road, London SE1 3LW

Contact: Edward Gillespy

Tel: +44 203 775 1400

Email: luke.kelly@bgeeng.com

Scaffolding Contractor:

TBC

Contact:

Mob:

Email:

Date:

I confirm that the demolition works undertaken by PAG have been done to my satisfaction.

Signed Print Name

On behalf of

Witnessed by Print Name

On behalf of