METHOD STATEMENT




CLIENT: Havant Borough Council

PROJECT: Bulbeck Road Car Park, Havant

DOCUMENT REFERENCE: MS553-22

ISSUE NO: 001

ANTICIPATED START DATE: April/May 2024

DURATION: 8 Weeks (SUPERSTRUCTURE)

THIS ISSUE				
	PRINT NAME	SIGNATURE	POSITION	DATE
AUTHOR	Lewis Smith	[redacted]	Project Manager	05.03.24
CHECKED BY:	Darren Hedges		SHEQ Manager	05.03.24
ACCEPTED BY:				

HEAD OFFICE
11 Flathouse Road, Portsmouth
Hampshire PO1 4QS
Tel 02392 753733
Fax 02392 755189

HEATHROW OFFICE
Room 107-111, Epsom Square
Eastern Business Park TW6 2BJ
Tel 02392 753733
Fax 02392 755189

www.hughesandsalvidge.co.uk

ISSUE HISTORY			
ISSUE NUMBER:	ISSUE DATE	AUTHOR	AMENDMENTS
001	March 2024	Lewis Smith	N/A

All revisions to the method statement and risk assessment will be recorded on this page.

The author of the amendment(s), or other authorised person, must explain the details of the amendment (s) to the Site Manager/Site Supervisor. The author must ensure that the Site Manager/Site Supervisor signs off the amendment to confirm that he has received and understood it, and that the Site Manager/Site Supervisor returns the signed off front page so that the author can file it in the project office file.

The Site Manager/Site Supervisor must sign off and return the copy of this Amendment page, as explained above, and carefully insert this page and the amendments into the project site file. He must also clearly line through the existing pages to indicate they have been superseded.

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SECTION 1 –PROJECT INFORMATION

3.3 –PROJECT LOCATION

Hughes & Salvidge Ltd have been appointed for the role of Principal Contractor for demolition works at Bulbeck Road Car Park, Havant.

1.2 –OUTLINE SCOPE OF WORKS

- Site Establishment
- Installation of Hoarding/site fencing
- Service isolations/alterations (Subcontractor)
- Erect Scaffolding (Subcontractor)
- Full demolition of the entire superstructure to slab level
- Removal of slab and foundations TBA with the client
- Leave site clear and tidy
- Slab to be left level and clear (Slab removal TBC)

1.3 –DURATION OF WORKS

- 8 weeks (superstructure only)

1.4 –SITE RESTRICTIONS

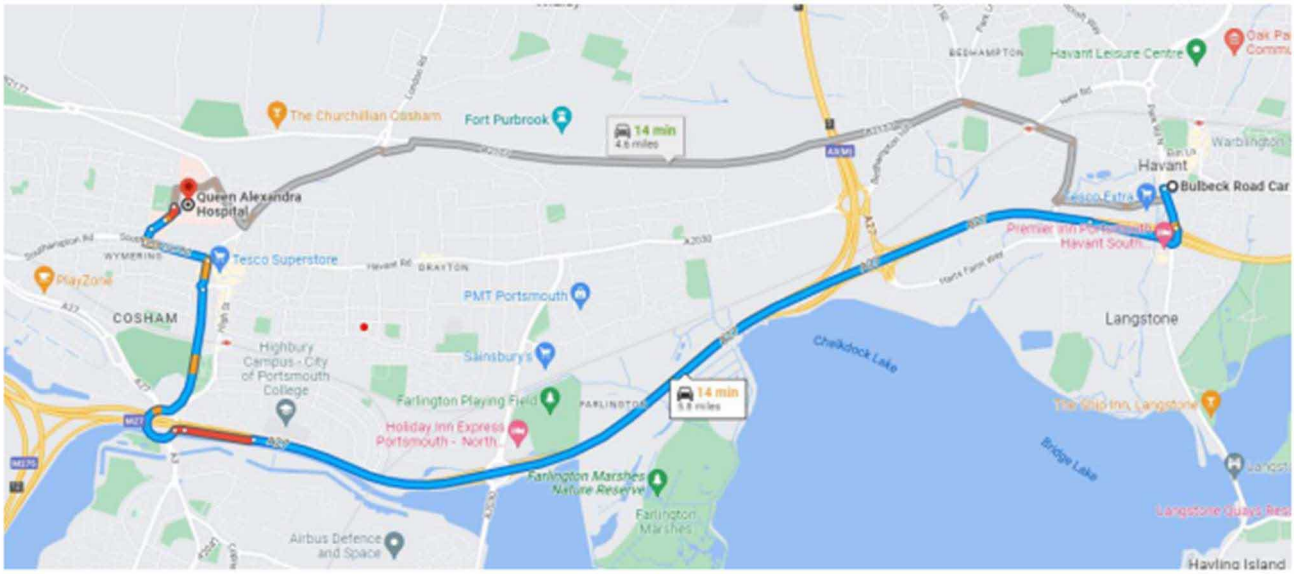
- No Asbestos has been reported in the R&D survey provided at tender stage.
- Working hours will be conscientious of the neighbouring properties. Between 08:30-17:30 Monday to Friday.
- Footpath closures around the car park.
- Hoarding on the slip road into the former entrance to the car park will be lit and signed as per required regulations.
- Site deliveries will only be during the working hours and preferably not at rush hour for the surrounding roads. All deliveries will be organised by the Site Manager only.

1.5 –LIVE SERVICES

- Service records for the area are poor. Whilst the client has made fair and reasonable effort to ensure all buildings are isolated of all services, the risk remains that the site could contain unchartered live services and any service found not identified on a drawing will be treated live.
- Hughes & Salvidge to arrange isolation of the incoming utility services to all structures being demolished.
- Written confirmation from the appropriate utility provider is required to confirm isolations are complete and illustrate all the details of isolations and any known services that are in the vicinity of the areas being demolished.
- However, from experience, these are often difficult to attain. If the Site Management have any uncertainty as to the status of services to the site then third M&E service subcontract engineers will be employed to prove the status, and provide certificates.
- Further discussions will take place throughout the contract between all parties, regarding any services that are required to be left intact, diverted or subsequently removed. Service information provided will be in the site folder.

1.6 –HOSPITAL ROUTE

- Location map of Queen Alexandra Hospital, Portsmouth.



- Head west on Bulbeck Rd towards Park Rd S/B2149 184 ft
- Turn left at the 1st cross street onto Park Rd S/B2149 217 ft
- Turn right onto Solent Rd 0.4 mi
- At the roundabout, take the 3rd exit onto Brockhampton Rd 0.3 mi
- Turn left onto West St 0.2 mi
- Continue straight 118 ft
- Continue straight onto Bedhampton Rd/B2149
- Continue to follow Bedhampton Rd 0.5 mi
- At the roundabout, take the 2nd exit onto Portsdown Hill Rd/B2177 2.0 mi
- Turn left to merge onto London Rd/A3 towards Portsmouth/Cosham 0.8 mi
- Turn right onto Southwick Hill Rd/B2177 0.2 mi
- Turn left onto Nightingale Rd 0.1 mi
- Continue onto Pasteur Rd 466 ft
- Turn left Destination will be on the left 85 ft
- Queen Alexandra Hospital, Cosham, Portsmouth PO6 3LY

SECTION 2 –ACTIVITY SPECIFIC ASPECTS

2.1 –RESOURCES REQUIRED

Management/Labour	Plant/Equipment
1 x Project Manager	Hand tools
1 x Site Manager	Heras fence panels
2 x Plant Operators	Bowser
2 x Demolition Operatives	Welfare cabin
4 x Scaffolders	Generator
4 x Hoarding Contractors	Scaffold tower/podiums
	Cordless Reciprocating Saw
	2 x ZX490 Excavator

- All operatives will hold the relevant competence cards/certification require. (CCDO, CSCS, CPCS, SMSTS)
- All plant and equipment will have relevant certification to work on site.

2.2 –SITE PERMITS

There is a requirement for a Site Permit System on this project.
The following Site Permits are required to be issued by the Site Manager:

- Permit to Work
- Permit to Demolish
- Permit to Dig
- Hot Works Permit
- Permit to Enter Confined Space
- Permit to Alter, Load, Unload, or Strike Temporary Works

2.3 –PERSONAL PROTECTIVE EQUIPMENT

MANDATORY PPE				
				
HARD HAT	EYE PROTECTION	HI-VISIBILITY	SAFETY GLOVES	SAFETY BOOTS
BS EN 397	EN 166 1	EN 471	BS -EN 388	EN – ISO 2034

TASK SPECIFIC PPE / RP						
						
P3 HALF FACE MASK	P3 DISPOSABLE MASK	TYPE 5/6 DISPOSABLE COVERALLS	EAR PROTECTION	BURNING / FULL FACE VISOR	LEATHER BURNING JACKET	HARNESS / LANYARD
EN140:1998 & EN143:2000	EN 149: 2001	EN ISO 13982 EN 13034	BS EN 352-3	EN 166 39B	BS EN ISO 11611:2007	EN361, EN354, EN362
The above PPE may be required for certain activities, or when specifically prescribed by the Site Manager.						

2.4 –CONTROL MEASURES

- Danger areas to be fenced off to stop unauthorised access. Lay down areas to be free from obstructions.
- Adequate spill response equipment to be in place before works begin.
- Care will be taken to ensure that a secure site boundary fence and appropriate warning signage is in place throughout the demolition works.
- Good Communication is essential –Daily morning meetings of no more than 5/10 minutes will be required between the Hughes & Salvidge Site Manager and personnel on site, (including any sub-contractors) to discuss the day's proposed activities. This liaison will aid in the smooth running of the project and help to highlight any potential problems that could otherwise occur.
- Two-way radios (provided by Hughes & Salvidge) will be utilised for communication and emergency. Machine drivers and our project management will be in radio communication to stop works in the event of an emergency.
- Check service drawings and historical data to check for underground voids within the vicinity of the demolition area.
- Monarflex cladded scaffold to protect the public against any rogue dust that makes it through the dust suppression.
- Footpath closure around the car park to act as a barrier between the general public and the site.
- Dust/noise/vibration monitors in situ along the boundary hoarding to keep our environmental impact low.
- Drainage bungs to prevent any demolition waste from escaping into the water network. *(Both foul & Surface water).*
- COSHH sweep of the premises prior to demolition to safely remove and correctly deal with any substances in the building. This includes Fluorescent light tubes, Fire extinguishers any cleaning products that may be hidden away.
- Appropriate signage will be installed around the perimeter with information of the site and company contact along with any warning signage needed.

2.5 –MITIGATING NUISANCE NOISE, DUST, AND VIBRATION

Throughout the demolition process noise, dust, and vibration will be kept to a minimum. This will be achieved in various ways as detailed below:

1. Use of correct plant for specific tasks ensuring plant is fully maintained. Hughes and Salvidge's plant fleet is constantly being updated, with all machines now fitted with Euro6 engines. We also have an extensive fleet of attachments for every demolition application.
2. Leaving part of external elevation of particular buildings intact to act as a visual and acoustic screen.
3. Using 'quietest' method when both demolishing structures, for instance, using grab or pulveriser rather than impact breakers.
4. When removing ground floor slabs and foundations, structures will be lifted by bucket attachment whenever possible, in-lieu of using impact breakers.
5. Fire hoses will be used to spray water onto the work face and suppress dust.
6. Using proprietary dust suppression equipment, such as DustBoss DB60 or Dehaco DE75 Dust Fighter.
7. Hughes & Salvidge will have dust/noise /vibration monitors situated on boundary to get a live reading to the Site Manager. This data will be monitored and followed throughout the duration of the project. It will be set to agreed levels with the client and a buffer zone will be added so if this is reached on any monitor it will alert the Site Manager immediately and mitigated to ensure the agreed levels are never breached.

Dehaco DE75 Dust Fighter

Witches hats to be installed in surface water drainage.

Witches Hats will be periodically checked for debris and waste

2.6 –SITE LAYOUT PLAN

KEY:

Site Boundary	
Scaffold Elevations (Full height monarflex)	
Site Welfare Facilities	
Emergency Muster Point	
Site Access Route	

SECTION 3 –METHOD STATEMENT

3.1 –ASBESTOS REMOVAL

The R&D survey provided reports no asbestos was detected in the building, therefore there is no requirement to remove any asbestos-containing materials prior to demolition. The site team shall remain aware of any potential, unidentified asbestos-containing materials being exposed during mechanical demolition and follow the relevant emergency exposure procedures in the instance of unforeseen exposure.

3.2 –SOFT STRIP

There is minimal soft-strip required on this site, a COSHH sweep shall be undertaken and all items shall be segregated and recorded on a relevant COSHH register. Any minor elements of soft-strip shall be undertaken as per the below standard operating procedures.

- The removal of all fixtures & fittings, furniture, carpet tiles, false ceilings, timber, services, cables, light fittings, insulation / lining boards within the structures to allow for the demolition.
- In all manual lifting operations, regard is to be noted with reference to The Manual Handling Regulations. i.e. team lifts, use of lifting equipment/mechanical means rather than men where practicable.
- Skips will be placed as close as possible to the area of works and fenced off during the works.
- During soft stripping, to minimise Manual Handling, Drop Zones will be formed and the arisings will be dropped down to ground floor level, where a 360° excavator will segregate into various waste skips.
- All debris will be removed on a regular basis to the collection points for disposal, thus creating a clean, safe working area and maintaining good housekeeping procedures.
- Disposal transit routes are to be reduced to minimise the requirement for Manual Handling.
- All operatives will have undergone Asbestos Awareness training, even though the survey has reported no ACM products found, operatives will still be vigilant throughout the works.
- Suitable hand PPE to be worn to protect from injury during all manual handling operations.

Soft Stripping of all doors, frames, windows, architraves, cable ducts and skirtings

- Doors may be fire resistant and may be required to be moved with support from a suitable trolley, whist work in the removal from frames is carried out.
- There is potentially brittle glass within some of the doors. This can be taped over and removed by remote methods (i.e. scaffold tube used to break out the glass) prior to removing the door. Full Kevlar gauntlets and visors are to be worn when handling glass. Glass will then be cleared up and placed into the skip.
- Doors and frames to be removed to the outside of the building for disposal to skips.
- Soft stripping of doors, frames, architraves, cable ducts and skirting's is to be carried out using hand tools or 110v Reciprocating Saw.
- Frames are to be removed using crow/nail bars and reciprocating saws for the removal of steel fixings.
- Timbers and glass to be removed directly to skips to prevent injury from cuts, nails etc
- Any protruding sharp edges, nails etc will be knocked flush with the adjacent structure or removed to avoid puncture wounds.

Soft Stripping of stud partitions

- Soft stripping of stud partitions is to be carried out using hand tools, Stanley knifes, 110v reciprocating saw
- If required, the partitions will be cut into sections using a reciprocating saw to ease removal
- P3 dust masks will be worn if reciprocating plasterboard. Also dampen down technique with water spray bottles applied.

Soft Stripping of all Cables and Services

- Soft stripping of service cabling and steelwork is to be carried out using hand tools, 110v Reciprocating Saw
- Cables are to be cut at each end of the sections to be removed prior to removal of fixings or support trays.
- Clips and small brackets are to be removed using crow/nail bars and reciprocating saws will be used for the removal of steel fixings and main supports, as access dictates.

- Cable trays and steelwork runs are to be dismantled in such a manner as to allow heavy or long lengths to be progressively lowered to floor level, without the need to over reach.

Waste Electrical and Electronic Equipment (WEEE)

- WEEE Items (such as monitors, microwaves, fridges, computers, light fittings etc will be removed from the structure by hand, segregated and palletised. These pallets will then be shrink wrapped and an inventory recorded for each pallet. This will then be stored in a secure location awaiting disposal as necessary.

Fluorescent Light Fittings

- Light fittings will be removed for segregation and disposal of the primary contaminant components -Mercury contained within Fluorescent tubes and potential PCB materials within starter capacitors.
- These will be removed by hand prior to demolition wearing the site standard PPE and placed into the disposal 'coffins'

3.3 –SUPERSTRUCTURE DEMOLITION

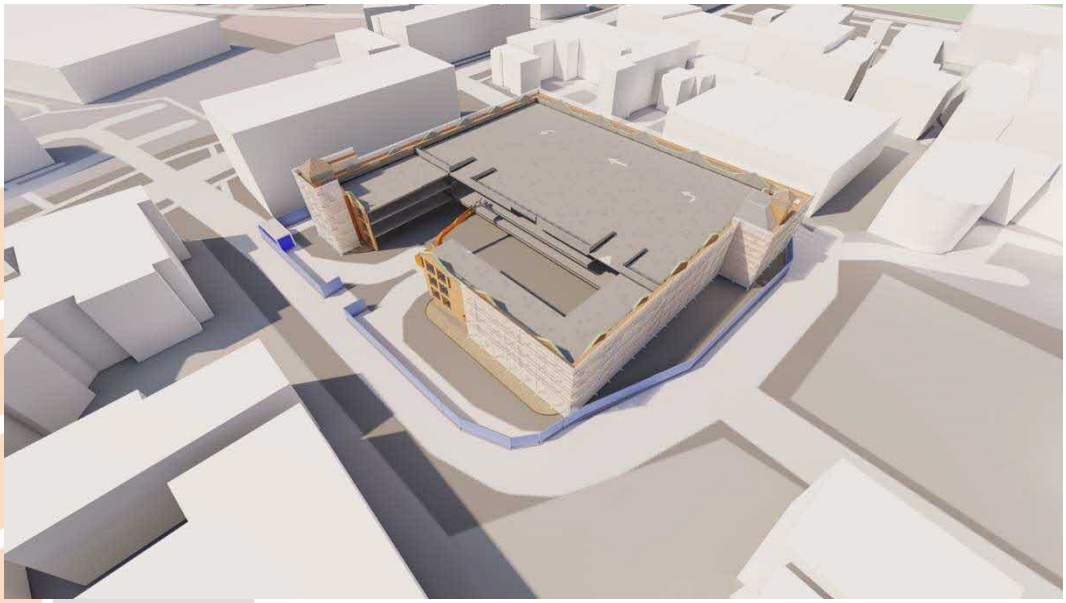
Enabling Works

- The toilet block adjacent to the main superstructure shall be removed by mechanical means, utilising a rubber-tracked 9T excavator, fitted with a rotational selector grab.
- The pavement shall have relevant protection installed by means of Eki mats, steel road plates or ply sheets.
- The machine shall then open the front gable of the structure by forming an opening with the selector grab, pushing the brickwork into the confines of the structure, ensuring not to undermine the remainder of the roof.
- The machine shall then remove a section of the timber-pitched roof, setting aside the arising material.
- The flank walls shall then be folded into the structure, demolishing the first bay of the superstructure.
- The machine shall progressively load away the material into roll-on/off bins and tipper lorries.
- The process shall be repeated to demolish the entirety of the structure to slab level.
- The slab shall be swept clean and tidy, allowing the scaffolding sub-contractor to install the remainder of the perimeter scaffolding around the main superstructure.

Main Works

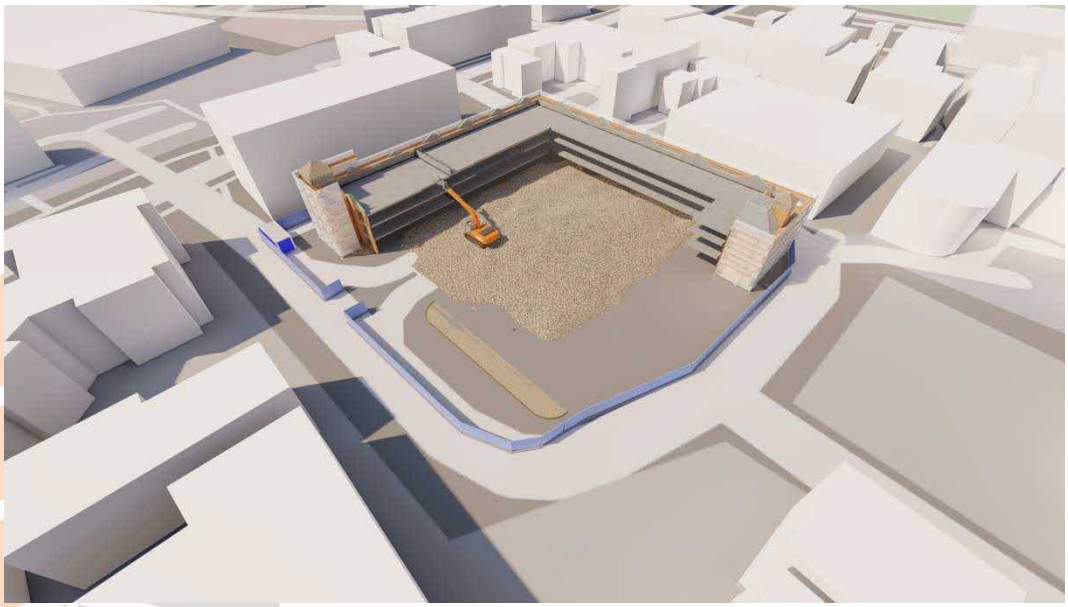
- The car park will first be wrapped in scaffold and monoflexed as a precautionary method to reduce noise and dust escaping the site and to stop any small pieces of brick or hardcore leaving the site. This will fall under a TG20-21 design and will have its own RAMS for installation by a Hughes and Salvidge Ltd-approved sub-contractor.
- The vehicle entrance into the car park will be left open from scaffold for access into the car park. Heras fence will be installed across the entrance into the car park to keep the site secure and to as a second boundary to keep intruders out.
- The South elevation is where the 49-Tonne excavator will start. This section of scaffold will be removed first to allow the 49-tonne excavator access to the workfront. The machine will progressively work into the building, one bay at a time, pulverising the concrete slabs and beams from the top down. All these works will be under dust suppression and monitored throughout.

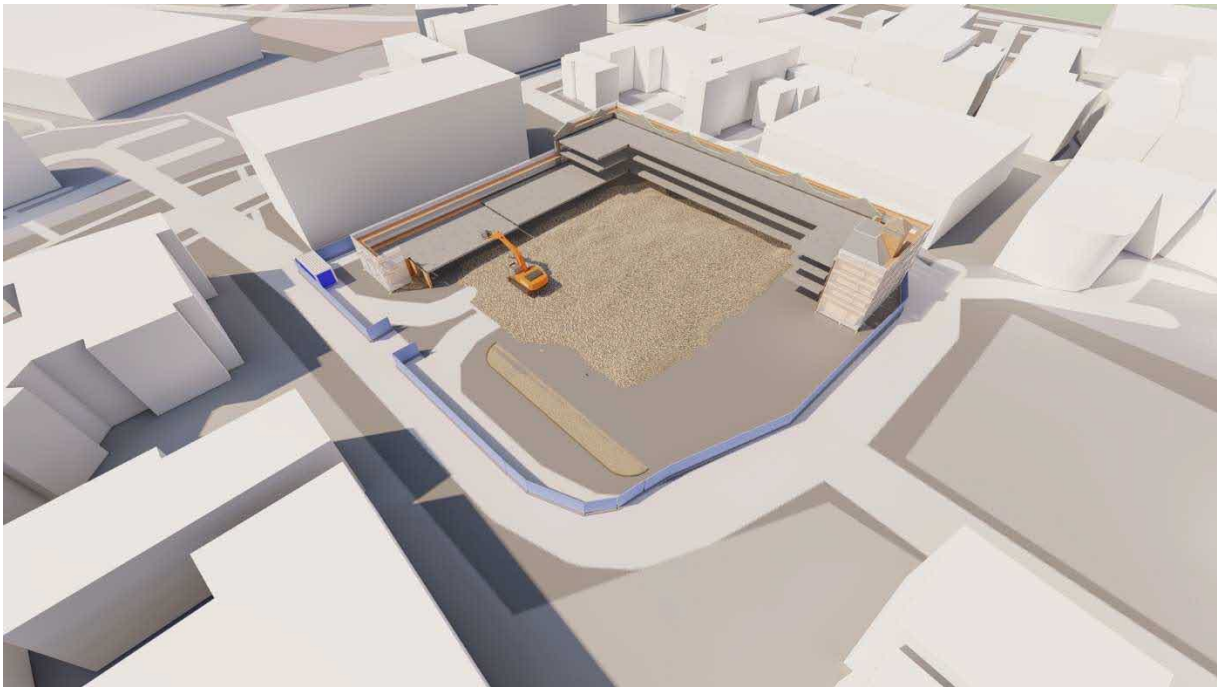
- Once an area wide enough for the excavator to turn has been made, the excavator will then work East to West. Pulverising the uppermost floors, back to the next beam, the beam shall be pulverised, lowering itself onto the floor below, the arisings shall be cleared from the floor below to prevent overloading. The supporting columns supporting the upper floor shall then be reduced to the floor below, pulverising the base of the column, allowing it to lay onto the intermediate floors.
- The above shall be repeated in a bay-by-bay process until the final bay adjacent to the scaffolding is reached.

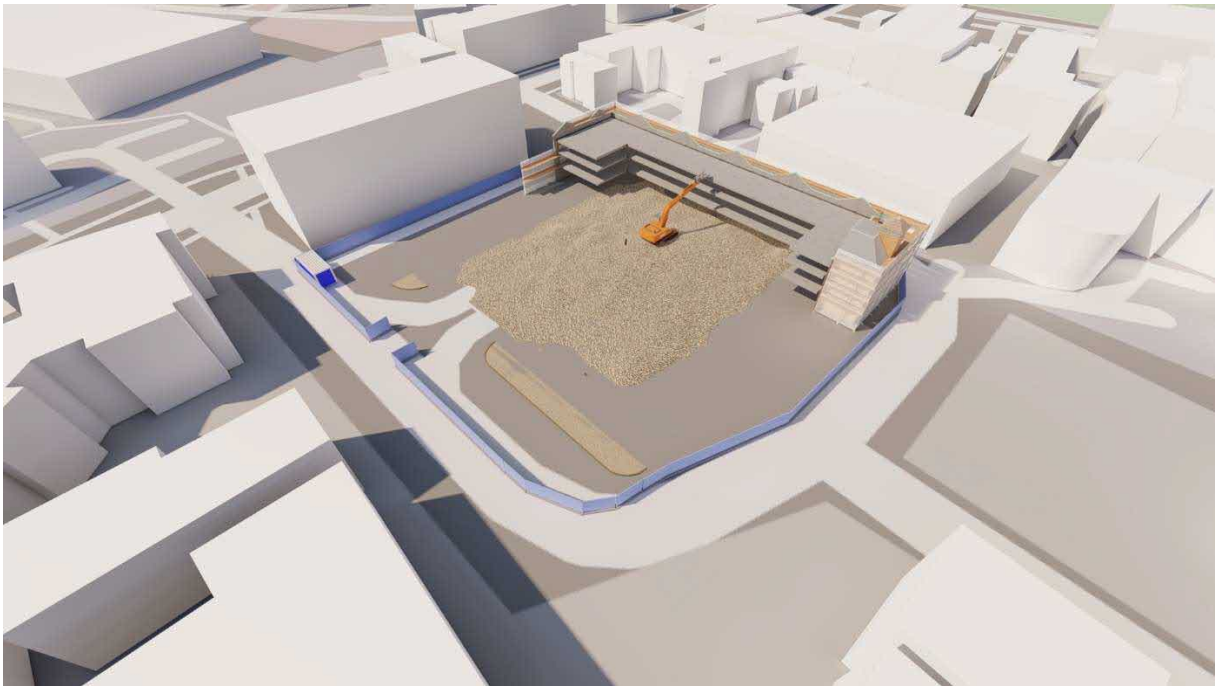


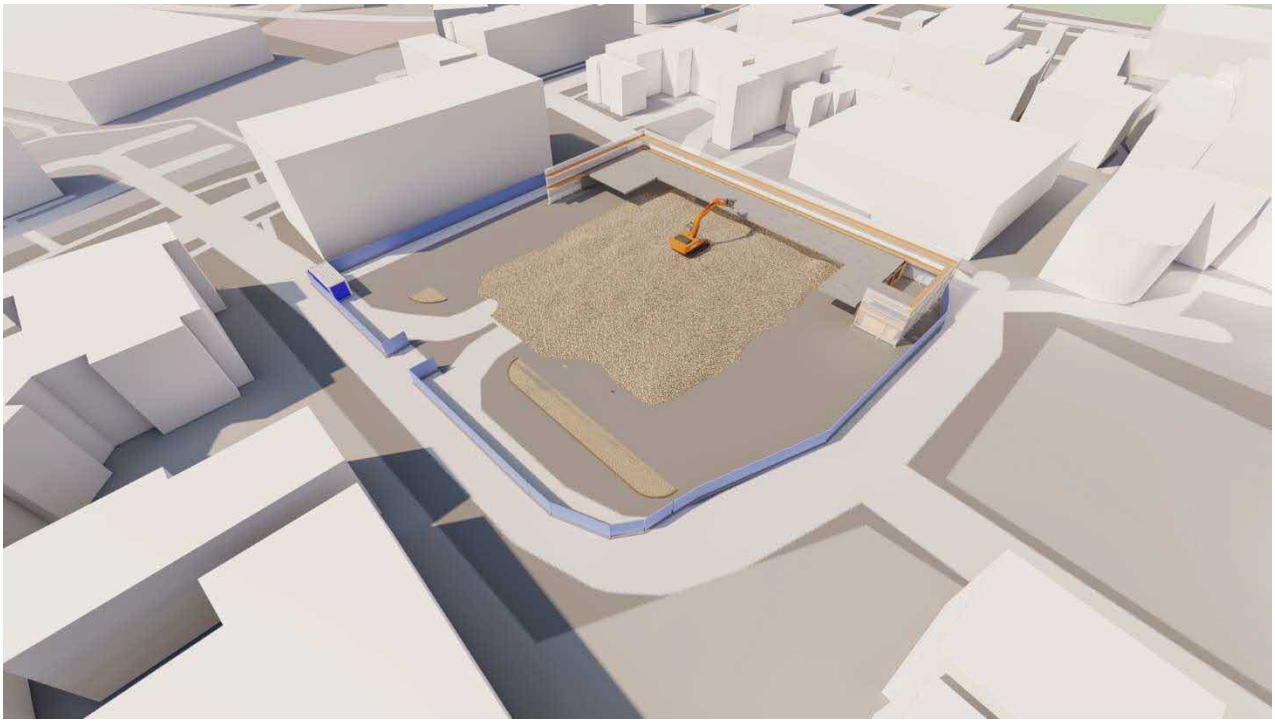
- The internal bays of the structure shall be removed, retaining the external flank walls to enhance the debris screen surrounding the site associated with the monarflex scaffolding being box-tied into the external walls. This shall aid the reduction of nuisance environmental impacts associated with the demolition works.

- The machine shall then begin removing the external bays of the structure in conjunction with the scaffold team, reducing the final bays and flank walls in a floor-by-floor process, carefully pulling the masonry infill, into the confines of the site.
- Throughout this process, operatives may need to access the scaffolding during hold points to progressively sweep clean the scaffolding boards, in preparation for the scaffolding contractor to strike the lift of scaffold.
- Whilst these works are undertaken, it must be noted that no more than 2(no.) lifts of scaffold shall be left in situ about the working area/next associated tie. Once a floor has been demolished, the scaffolders shall remove the monarflex to the uppermost sections to prevent wind loading to the scaffold structure.
- The demolition works shall progress in a controlled manner around the perimeter of the site, with a banksman roadside where appropriate. The scaffolding team shall work under instruction from the demolition site manager to carefully strike the scaffolding as the demolition progresses.









- When it comes to removing waste from the site, lorries and skips will only be allowed entry during working hours and not before 8:30am. They will be organised by the Site Manager. A Traffic Marshall will meet the delivery at the gate and direct the driver to the area he needs to go, and will try to eliminate reversing whenever practical. The drivers will be required to read the delivery site rules upon entering the site. The wheels will be checked for dirt and debris before leaving site and a check that the load is secure.
- All the waste leaving site will be via a registered waste carrier and the disposal points will all have the correct EA premise licenses and exemptions to receive and treat the waste.
- The arisings from the car park will all be recycled locally in the PO postcode, to a facility which will recycle all the concrete and brick rubble into a crushed recycled aggregate for reuse.
- The metal will go to a scrap yard, where once again it will be recycled.
- Any general waste skips will go a separate recycling station to be picked through, and any material saved from landfill will help with our carbon footprint.

3.4 –SUBSTRUCTURE DEMOLITION (TBC)

Prior to any works commencing the following procedures will have been implemented and completed:

- Services drawings inspected
- Area (and surrounding perimeter) to be CAT Scanned
- Any identified services to be marked up with spray paint
- Permit to Dig issued

Once a significant amount of ground bearing slab has been exposed, machines fitted with impact hammers and buckets will begin to remove the slab and foundations. Machine fitted with impact hammer will begin by puncturing the slab and foundations to break them up to moveable sections. Machine fitted with a bucket will then lift and stockpile sections ready for further processing. Machines fitted with pulverisers will process arisings further to separate concrete from reinforcing bar, and load away respective materials.

All excavations will be backfilled progressively after foundation removal. The area will be graded to surrounding site contours, and the footprint tracked in by machine, leaving a flat site.

Following the completion of the works the site will have a solid timber hoarding erected around the perimeter with a set of double gates, providing a secure barrier until the site is developed. Holes in the hoarding will be provided to allow the public a view of the site when it is being developed. If required, the Client will arrange for the site to be dampened down to control dust in advance of further construction works. The hoarding can be branding once installed to provide information to the public on the site