TENDER STAGE METHOD STATEMENT

CLIENT: Havant Borough Council

PROJECT: Bulbeck Road Car Park, Havant

DOCUMENT REFERENCE: MS553-22

ISSUE NO: 1 (*PRECON DOCUMENT*)

ANTICIPATED START DATE: April 2024

DURATION: 8 WEEKS (SUPERSTRUCTURE)

THIS ISSUE				
	PRINT NAME	SIGNATURE	POSITION	DATE
AUTHOR	Lewis Memari		Estimator	JAN 2023
CHECKED BY:	Tony Jack		SHEQ Manager	JAN 2023
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
0	JAN 2023	Lewis Memari	N/A
1	Feb 2024	Dan Byng	Update for completion spec, hoardings

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 He must also clearly line through the existing pages to indicate they have been superseded.

Contents

SECTION 1 – PROJECT INFORMATION 4
1.1 - PROJECT LOCATION 4
1.2 – OUTLINE SCOPE OF WORKS 4
1.3 – DURATION OF WORKS 4
1.4 – SITE RESTRICTIONS 4
1.5 – LIVE SERVICES 5
1.6 – HOSPITAL ROUTE 5
SECTION 2 – ACTIVITY SPECIFIC ASPECTS 6
2.1 – RESOURCES REQUIRED 6
2.2 – SITE PERMITS 6
2.3 – PERSONAL PROTECTIVE EQUIPMENT 6
2.4 – CONTROL MEASURES 7
2.5 – MITIGATING NUISANCE NOISE, DUST, AND VIBRATION 8
2.6 – SITE LAYOUT PLAN 9
SECTION 3 – METHOD STATEMENT 10
3.1 – ASBESTOS REMOVAL 10
3.2 – SOFT STRIP 10
3.3 – SUPERSTRUCTURE DEMOLITION 11
3.4 – SUBSTRUCTURE DEMOLITION 17

SECTION 1 – PROJECT INFORMATION

1.1 - PROJECT LOCATION

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

1.2 – OUTLINE SCOPE OF WORKS

The demolition of the multi-storey car park on Bulbeck Road in Havant.

After erecting hoarding around the site and scaffolding around the building, strip-out of the buildings and COSHH assessment, demolish the building and clear arisings. Remove slabs and foundations and clear arisings.

The Bulbeck Road Car Park is a four-storey car park. It is an RC-portal framed building consisting of a ground floor, two intermediate floors and a roof floor. The frame has brick infills and concrete floors.

Although the structure never exceeds four storeys, it is built on split levels with the most southern section lower than the middle and northern sections.

There are public toilets attached on the East elevation of the car park which will be demolished too. The toilets are a brick one-storey structure leaning away from the car park.

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.

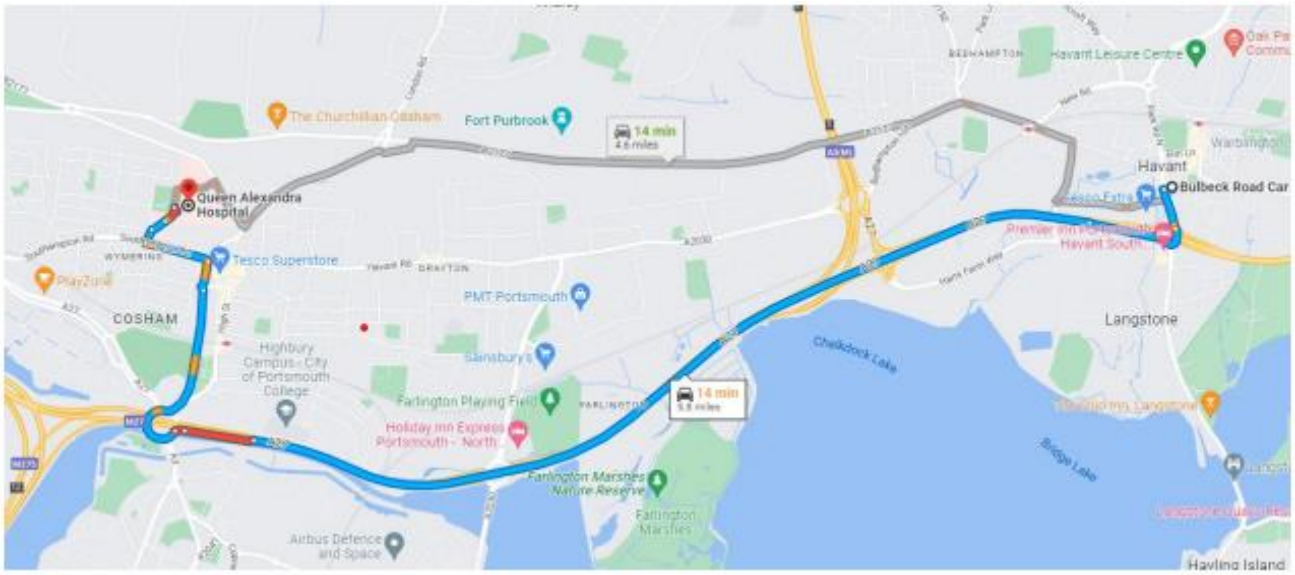
- Hoarding on the slip road into the former entrance to the car park will be lit and signed as per required regulations.
- Site deliveries will only be during the working hours and preferably not at rush hour for the surrounding roads. All deliveries will be organised by the Site Manager only.

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.

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
4 x Plant Operators	Bowser
2 x Demolition Operatives	Welfare cabins
4x Scaffolders	Generator
4x Hoarding Contractors	Scaffold tower/podiums
	110V or Cordless Reciprocating Saw
	2 x ZX490 Excavator
	3 x ZX85 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.

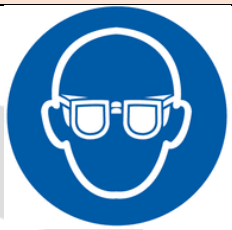
2.2 – SITE PERMITS

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 1F	EN 471	BS-EN 388	EN – ISO 20345

TASK SPECIFIC PPE / RPE						
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. Llay 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.
- Monoflex 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 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 perimeter with information of 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

SECTION 3 – METHOD STATEMENT

3.1 – ASBESTOS REMOVAL

The R&D survey provided reports no asbestos detected in the building.

3.2 – SOFT STRIP

- 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

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 TG20 design and will have its own RAMS for installation. 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 site secure and to as a second boundary to keep intruders out.

Once the engineer has been consulted about the SWL of the floors, a design will be produced showing how much back-propping is required to allow mini-excavators onto the roof.

Once designed, the props will be installed to the design and will fall under temporary works checks, which will be checked and recorded daily and visually before every shift pattern.

8-Tonne excavators will then progress into the car park using the vehicle ramps inside of the car park to gain access to the roof.

Once on the roof, the excavators fitted with breakers and buckets will start in the far corner away from the entrance and start breaking the slabs and folding in the outer walls from the perimeter of the car park. These arisings will be dropped to the floor below through the voids made in the roof slab. These arisings will be spread so as to not overload the weights on the floors. Any structual beams will also be broken and will come down to the next floor in the same method.

This method is known as top-down and will only be adopted for the top floor.

Once the top floor has been demolished the mini excavators will exit the car park and a 49-Tonne excavator fitted with a pulverisor will then have the reach to demolish the car park from the ground level.

The eastern corner of 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 with the scaffold being struck once the bay has been removed (this is to stop scaffold acting as a sail once the protection of the building is removed). The method will continue through all sections as shown in the images below, until the car park Is demolished and the scaffold is removed and off site.

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.

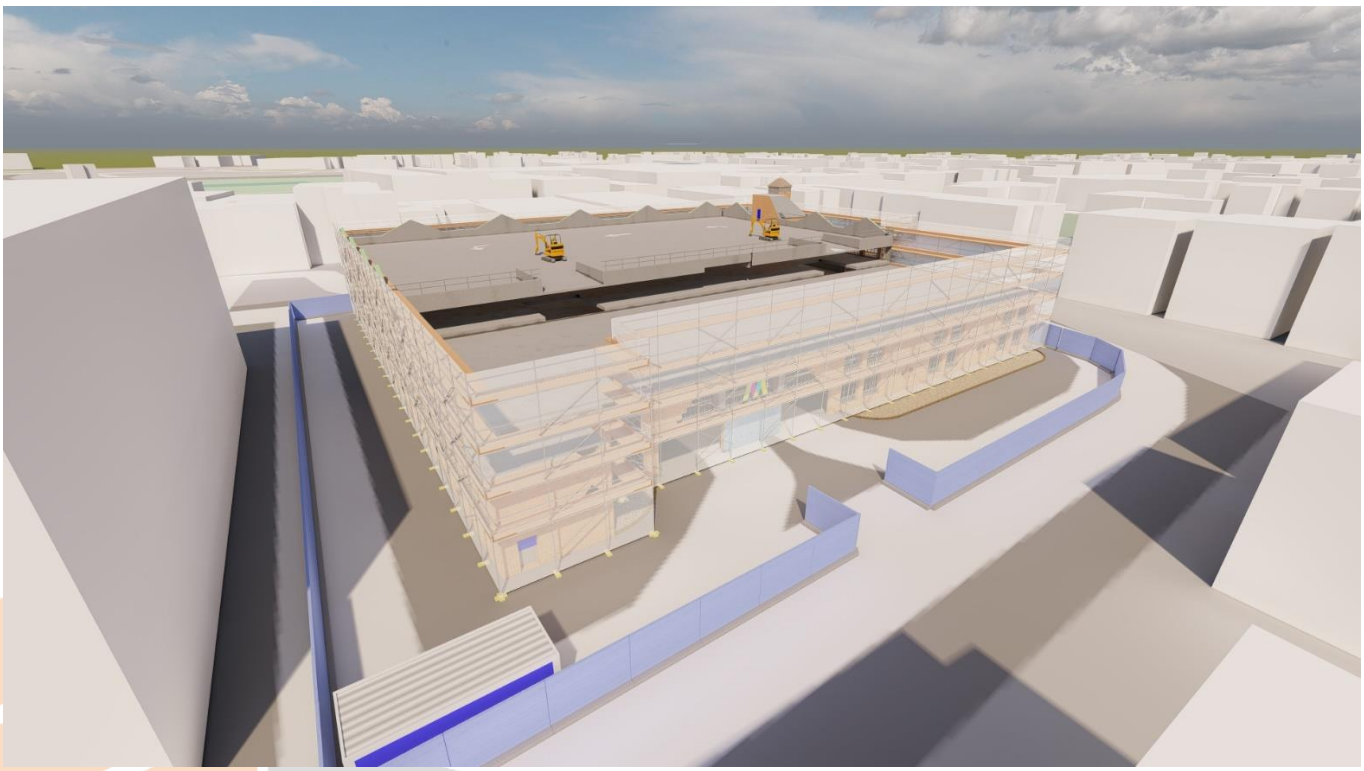
Any general waste skips will go a separate recycling station to be picked through, and any material saved from landfill will help with our carbon footprint.

Sequence of Works Images:

1.

2.

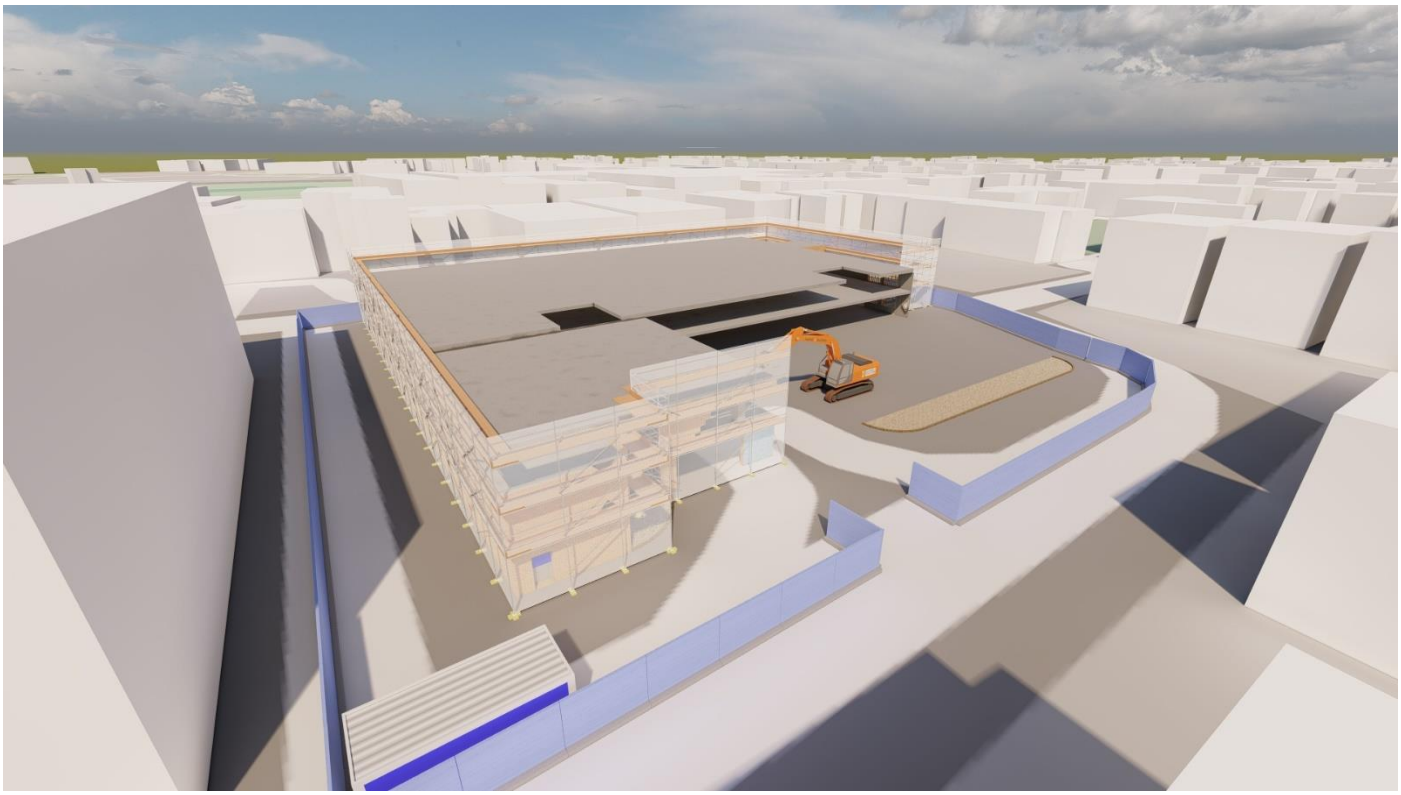
3.



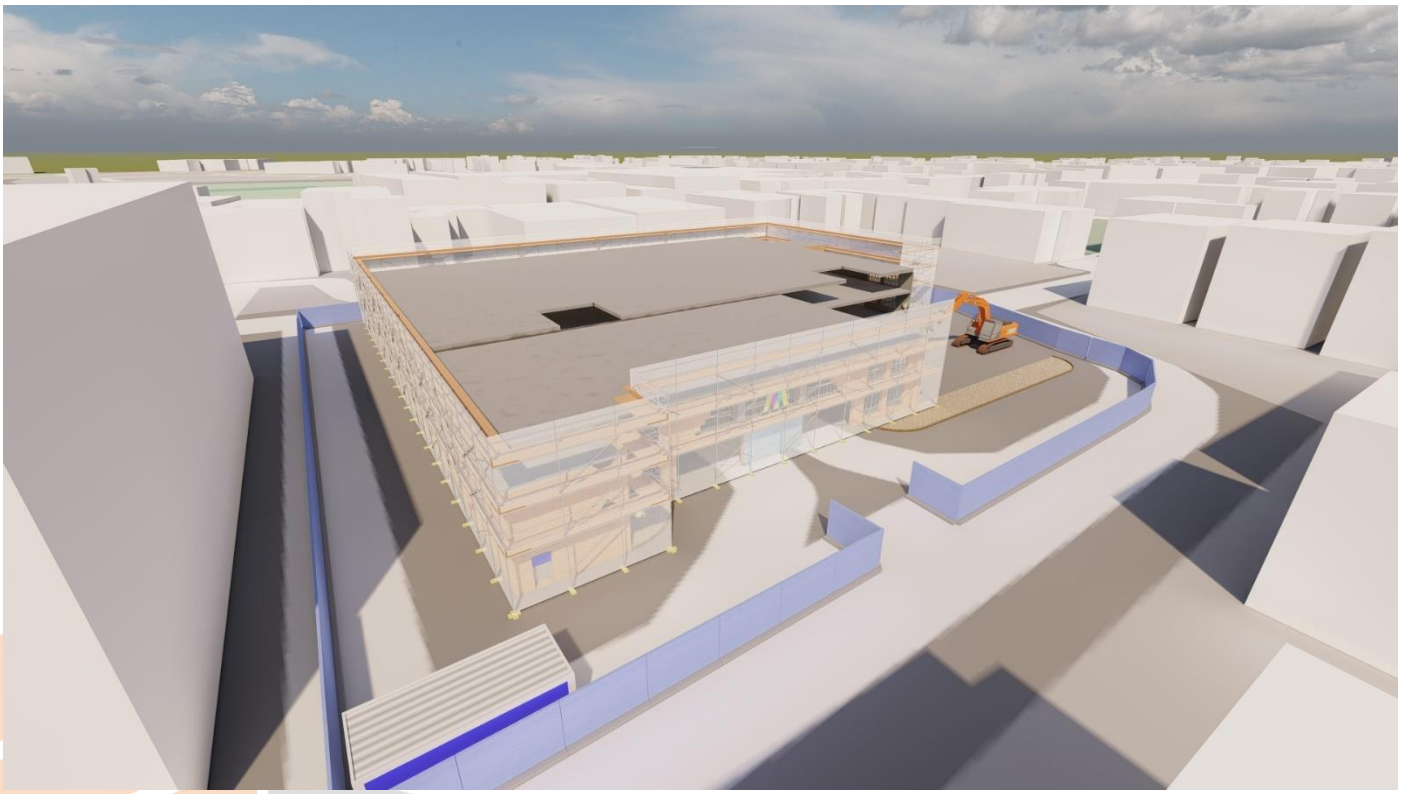
4.

5.

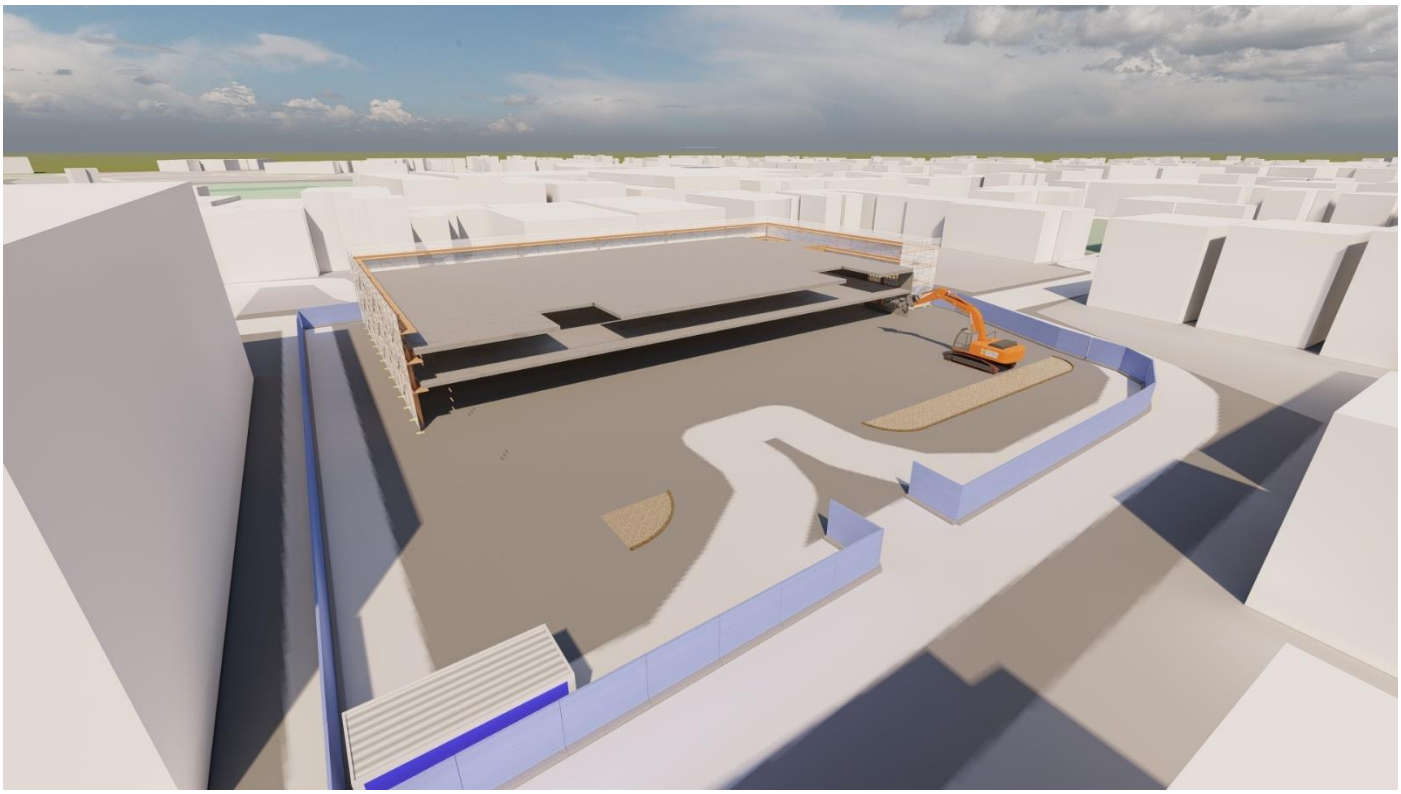
6.



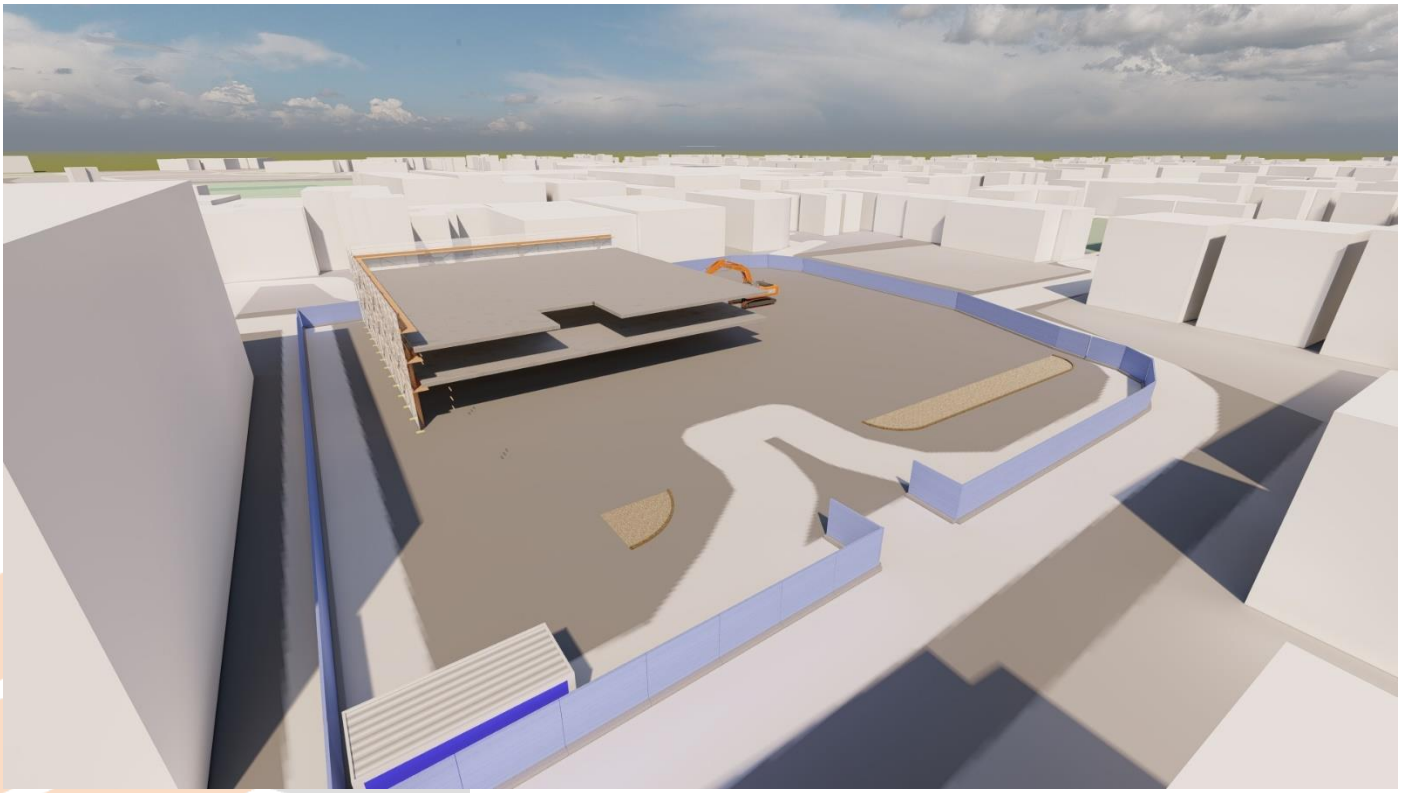
7.



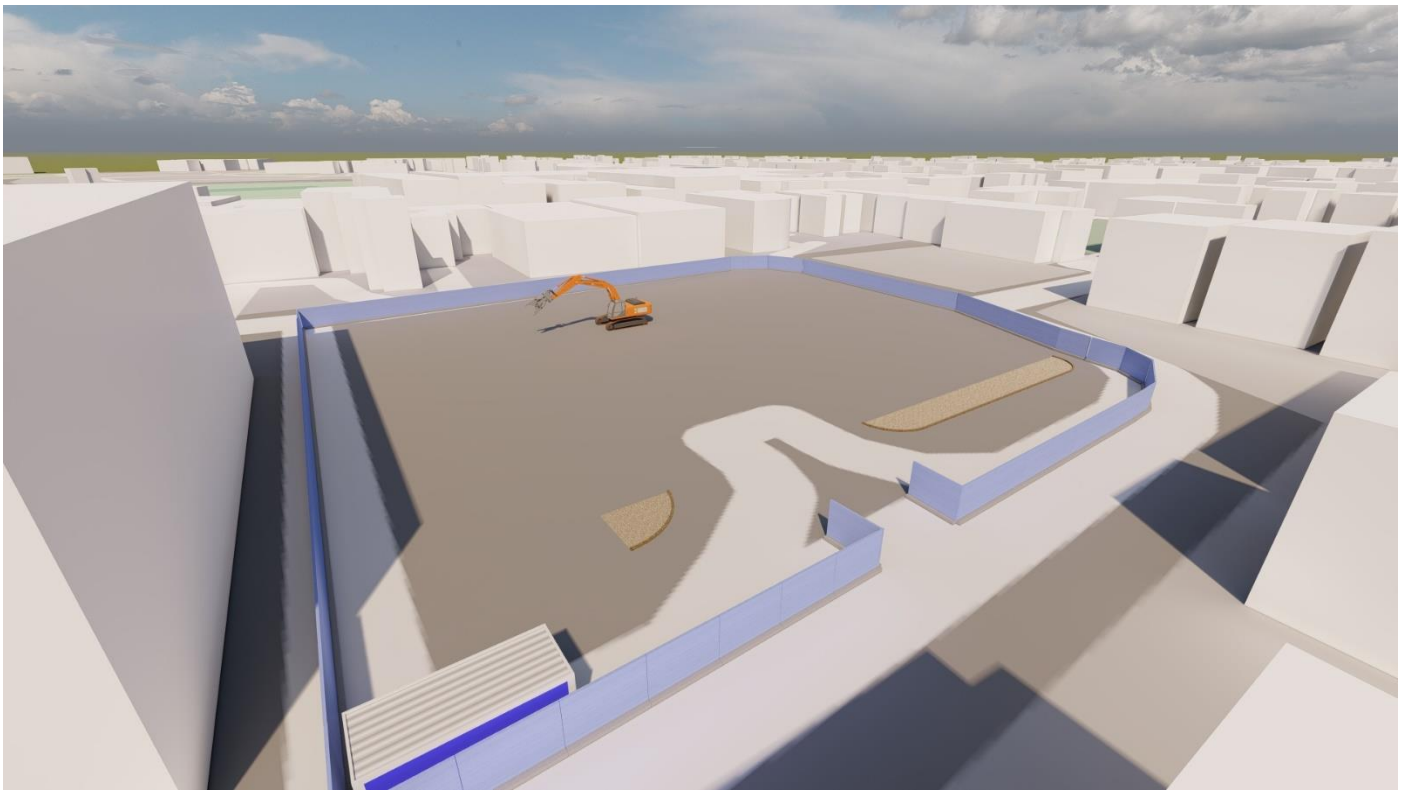
8.



9.



10.



3.4 – SUBSTRUCTURE DEMOLITION

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