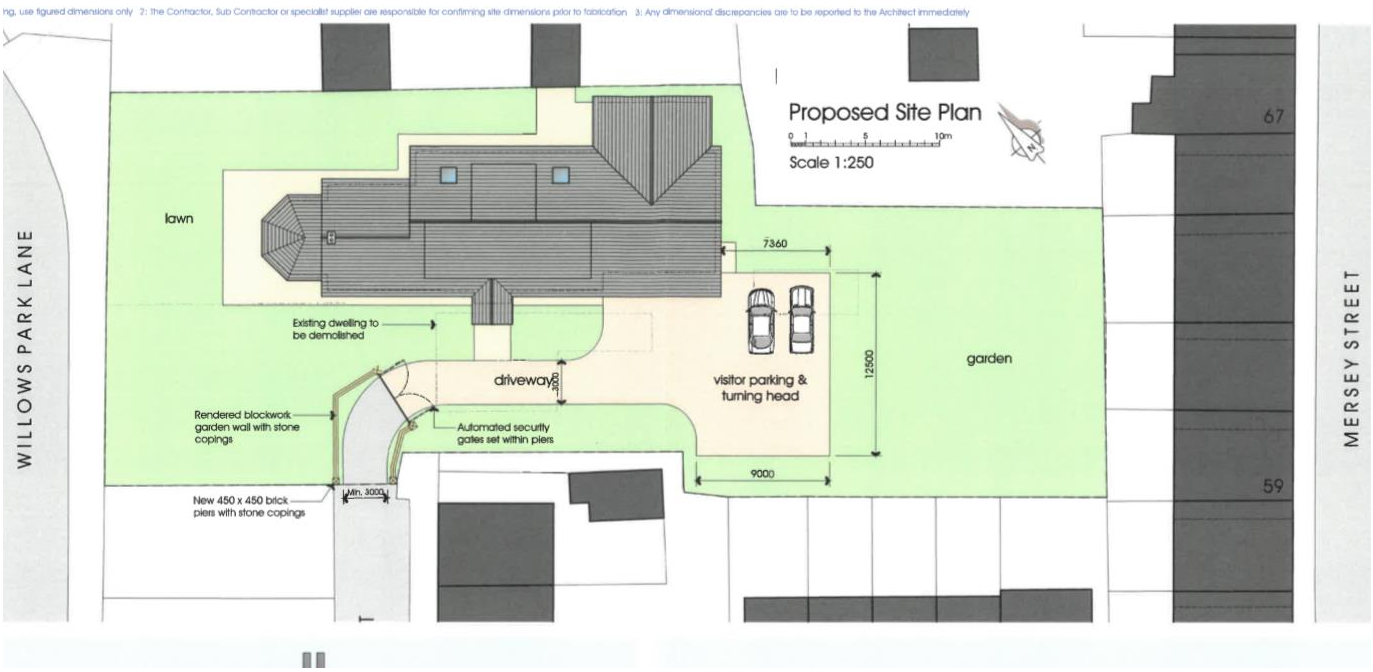
LeaHough
CHARTERED SURVEYORS

DEMOLITION/CONSTRUCTION METHOD STATEMENT

For proposed demolition of an existing dwelling
and replacement with dormer bungalow.

Planning Application ref. 3/2019/0427



Site Address
27 Humber Street,
Longridge,
PR3 3WD.

Prepared on behalf of
A. L. Ollerton Ltd.
Astley Croft, 87a Derby Road,
Longridge
Preston
Lancashire
PR3 3EE

May 2020

Contents

Appendices

1.0 Scope of Works

1.1 The scheme involves the demolition of an existing two storey house and replacement with a three bedroom dormer bungalow within the existing curtilage of 27 Humber Street, Longridge, PR3 3EE.

1.2 It is proposed that the existing house will be demolished, and the site cleared prior to the construction od the new dwelling.

2.0 Enabling Works/Formation of Site Perimeter

2.1 Prior to commencement the contractor will prepare a photographic record of existing pavements, boundary treatments, roadways and any adjacent properties that might be affected by the works prior to demolition for dilapidations purposes.

2.2 The existing tarmac driveway into the site is to be maintained throughout the demolition of the existing dwelling and the construction of the new dwelling.

2.3 At commencement of the building works, the perimeter of the site will be inspected to ensure that the boundary is safe and secure. The existing boundary fronting Humber Street will be reinforced with Heras site fencing to HSG151 standard complete with all necessary signage in accordance with HSE requirements. The fencing/gate access will be set 5m within the site to ensure vehicles attending the site do not block the road. Any other areas of the boundary which are deemed unsecure will be addressed.

2.4 Heras fencing will be provided around trees T3 & T4 to accommodate root protection. This fencing will be maintained for the duration of the works (see appendix A).

2.5 Prior to commencing work the site area will be checked for overhead and underground services. Service plans will be obtained from utility providers and the site area checked over using a locating device. Once identified service routes will be identified and clearly marked. If markings are lost during the working operation the exercise will be repeated to ensure service routes remain clearly marked as required for the duration of the works. Works will be undertaken in accordance with the HSE Guidance Document, Avoiding danger from underground services.

3.0 Site Parking / Storage of Plant & Materials

3.1 At all times during the works contractor's vehicles will park within the site area. At no time will contractor's vehicles park in the roadway.

3.2 During the demolition phase of the works, the contractor will maintain and utilise the existing tarmac hardstanding areas on the site to accommodate site vehicles/skips and a wheel wash facility for vehicles leaving the site.

3.3 Following the demolition of the house and clearance of debris, the footprint of the former house/proposed new driveway will be stoned and the site established to the south east side of the plot. This area will eventually form the parking turning head for the new property.

Parking will be available for up to six transit van size vehicles, welfare facilities, a secure dry store, skip and an area for storage of bulk materials.

3.4 A site welfare cabin will be provided on the site for contractor's use in accordance with the CDM Regulations 2015.

3.5 An indicative proposed site management plan is included in the Appendix (B) to this document for reference.

4.0 Management of Vehicle Access/Egress, Deliveries & Loading/Unloading of Plant Material

4.1 Following demolition of the existing house, resultant debris will be cleared off site and a wheel wash facility established adjacent the existing retained site entrance. The site as a whole will be the secure compound area.

4.2 The existing vehicle access onto the site will be maintained, with Heras Fencing and gate to the boundary with Humber Street. The gate will be set a minimum 5m within the site to allow vehicles to park within the recess prior to unlocking the gates, whilst not restricting the road. The walls and gates will be formalised prior to occupation of the house on completion of the building works, maintaining the 5m recess.

4.3 The proposed garden area will form the site set up area. The area will be stoned to provide an adequate hard standing for vehicles and cabins. There is adequate room on site to accommodate contractor parking, welfare cabin, dry store, WC, skip and bulk materials whilst still retaining an adequate turning circle for delivery vehicles.

4.4 Deliveries will be time restricted to avoid peak times. Deliveries will be between 9am and 4.30pm on weekdays generally.

4.5 Delivery/tipper/skip wagons will be accompanied onto, and from the site by a banksman who will be in advance of the wagons at all times. Size of vehicles will be restricted, with no articulated lorries to make deliveries. Deliveries will be by smaller vehicles to suit the limited site area and the contractor will make builders merchants aware of the site restrictions when arranging deliveries.

4.6 Construction traffic routes within the site will be kept a safe distance from any trench works at all times.

5.0 Wheel Wash Facility

5.1 A wheel wash facility will be set up adjacent the site entrance. Prior to leaving the site, all vehicles will be inspected, and the wheels be washed on the hard standing using a Karcher type jet wash unit.

5.2 The contractor will manage the risk of any road contamination by regular monitoring. Should the road become contaminated any debris will be removed either by hand or if necessary, by a Road Sweeper wagon.

6.0 Demolition Method Statement & Phasing Plan

6.1 Asbestos Survey & Removal

Prior to undertaking the demolition works a full Asbestos Demolition Survey of the property will identify and quantify all asbestos within the property prior to demolition. Subject to the findings of the survey, all identified ACMs will be removed in accordance with current HSE Guidance.

6.2 Service Connections

Prior to demolition works, all existing services (gas, electric & water) must be disconnected by the relevant utility companies and isolated at the boundary. Confirmation must be obtained for all service providers that the services are no longer live prior to any demolition works proceeding.

6.3 Soft Strip

Following the removal of all asbestos materials, the contractor will undertake a process of soft strip to the property of all the loose internal items, fixtures and fittings.

This will include all carpets, radiators, heating pipework, partition walls, timber flooring plus any decorative items that might remain in the building. All electrical wiring, conduit, wall sockets and switches can be stripped out and disposed of in the skip for removal off the site.

During the soft strip the contractor will also remove all timber windows and doors as well as all glazing and clear all debris from site.

Any materials that are deemed salvageable or of worth will be stripped from the building prior to the demolition, the materials segregated and cleared from site.

6.4 Roof Coverings/Structure

Following erection of scaffolding the contractor will remove the slate roof coverings from the existing house. It is assumed that these slate roof coverings will be salvaged for re-use elsewhere. The contractor will neatly remove them as far as possible and stack on site for safe removal. Slates will initially be stacked on the scaffold and then lifted down to the ground by a forklift/excavator or alternatively the contractor may load directly to an excavator or similar.

Following removal of the slates the slate battens and underfelt will be removed and the timber roof structure will be dismantled and lowered to ground level.

All timberwork throughout the premises working down from the timber ceiling joists at first floor level, the first floor chamber joists/floorboards and the ground floor suspended timber flooring will then be removed. Skirting boards, door frames and floorboards will be removed using pinch bars and suitable hammers. Floor joists will be removed as the demolition works allow. The removed timber components will be segregated and cleared off site.

6.5 **Main Structure Demolished to Ground by Excavator**

The demolition of masonry walls will be undertaken primarily using an excavator. It is assumed that the demolition will be able to be undertaken primarily by machine pushing or pulling the walls internally into the footprint of the existing building. Dust suppression methods will be employed during this process.

6.6 **Breaking out foundations and slabs and basement treatments and filling of voids**

Once the super structure of the building has been dismantled and cleared away the foundations and any floor slabs will then be broken up using an excavator complete with breaker attachments and buckets.

6.7 **Filling of Voids and Site Finishes**

Any voids created by the removal of the foundations and slabs will be back filled with brick hardcore. These will be deposited in layers of no more than 200mm and will continue until the voids are brought back to a depth of 100mm below site level.

6.8 **Removal of hardcore off site**

During the demolition process the site will be kept clear of loose hard core as far as possible. Hardcore materials will be stockpiled neatly on site for removal by tipper wagons at agreed time. The contractor will be respectful to neighbouring properties with traffic movement to and from the site and avoid vehicle movement at peak times.

7.0 Management of Dirt & Dust

7.1 The contractor will take account of weather conditions and prevailing wind direction when organising operations to prevent and minimise dust nuisance to neighbouring properties. If dust emissions are generated in dry periods the contractor will use water spray to wet the material and suppress the dust.

7.2 In the event of a complaint form a neighbouring property in respect of dust their concerns will be considered, and action taken to prevent future occurrence.

8.0 Excavation and Ground Works

8.2 **Excavations**

- Trenches with a depth exceeding 1m will be either battered back or suitably shored and the shoring maintained.
- Trenches will be inspected regularly, and excess groundwater pumped out regularly during inclement weather.
- Vehicle plant will be kept a safe working distance from the trench to prevent potential collapse.
- No site staff will work below an excavator.

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9.0 Noise Control

9.1 Whilst working on site the contractor will adhere to the recommendations of BS 5228-1, clause 9.3 to minimize noise levels during the execution of the Works.

9.2 The project is a simple single dwelling development with no notable works which would cause significant noise pollution. The close proximity of residential housing has been noted and there will be no operation of heavy plant etc. outside normal working hours of 8.00am – 5.30pm.

10.0 Hours of Operation

10.1 Working hours on the site will be 8.00am until 5.30pm, Monday to Friday and 7.30 until 1.30pm on a Saturday. No working on Sundays.

11.0 Contact Details

11.1 Main Contractor

Tony Ollerton
Tel. 07973984707
E. Tonyollerton@hotmail.co.uk
Address: Astley Croft, 87a Derby Road, Longridge, Preston, Lancashire, PR3 3EE.

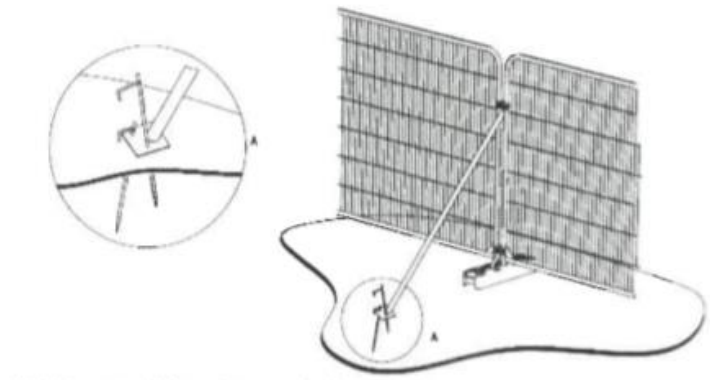
11.2 Nearest A & E Department

Royal Preston Hospital
Tel. 01772 716565
Address: Sharoe Green Lane, Fulwood, Preston, PR2 9HT.

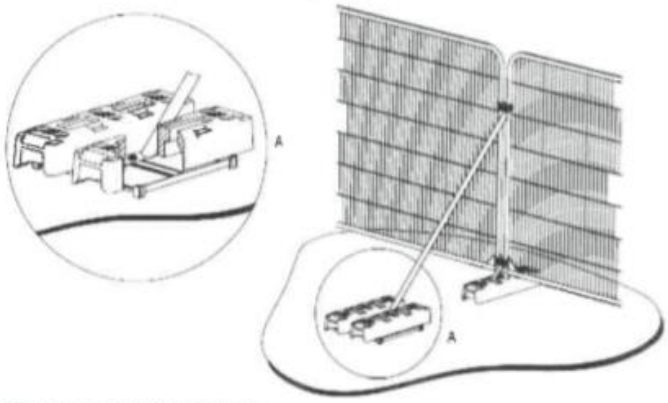
APPENDIX A

Tree Protection Barrier (typical details)

Where the site circumstances and associated risk of damaging incursion into the RPA do not necessitate the default level of protection, an alternative specification may be adopted. This system includes 2 m tall welded mesh panels on rubber or concrete feet, secure enough to provide an adequate level of protection from cars, vans, pedestrians and manually operated plant. In such cases, the fence panels should be joined together using a minimum of two anti-tamper couplers, installed so that they can only be removed from inside the fence. The distance between the fence couplers should be at least 1 m and should be uniform throughout the fence. The panels should be supported on the inner side by stabilizer struts, which should normally be attached to a base plate secured with ground pins (Figure 2a). Where the fencing is to be erected on retained hard surfacing or it is otherwise unfeasible to use ground pins, e.g. due to the presence of underground services, the stabilizer struts should be mounted on a block tray (Figure 2b).



a) Stabilizer strut with base plate secured with ground pins

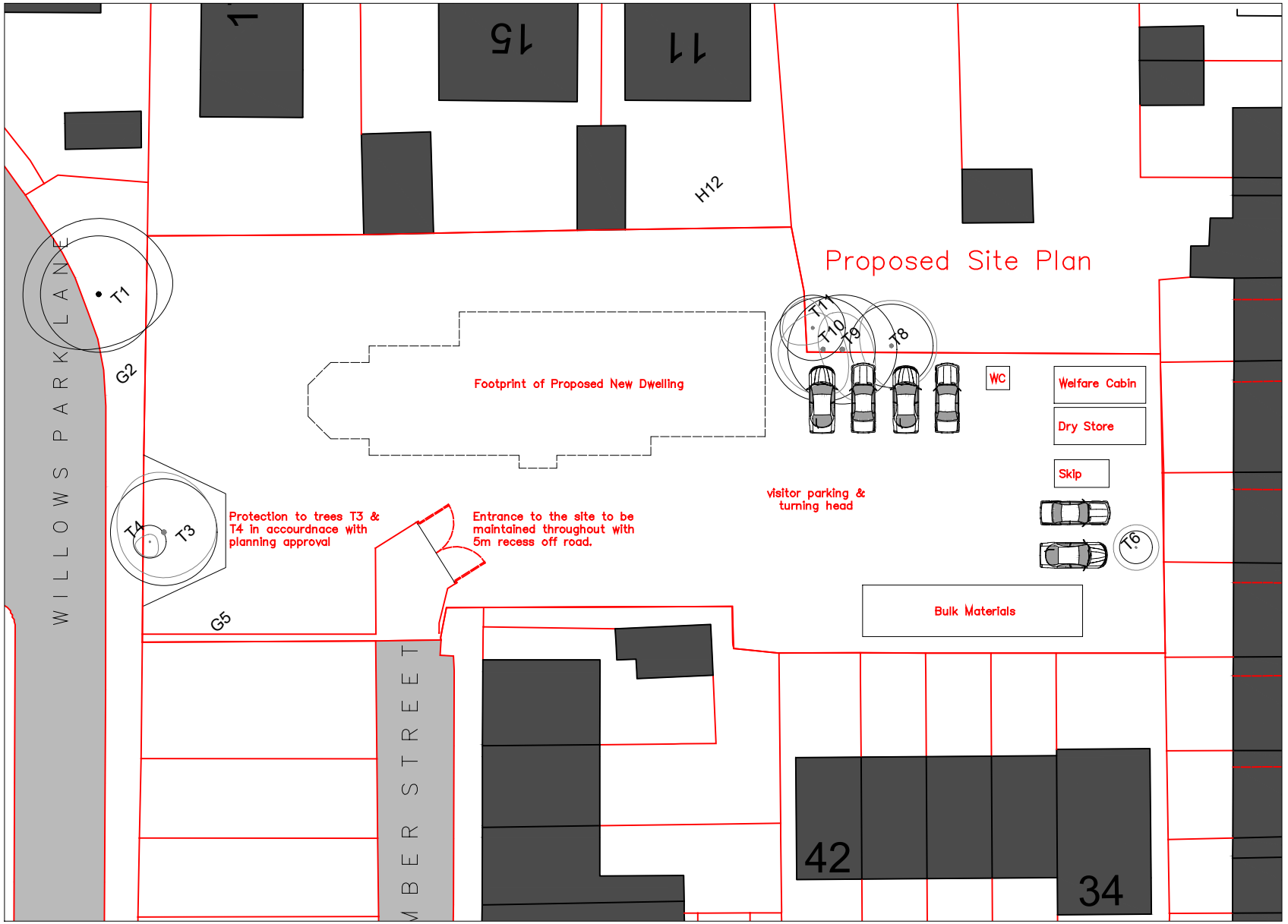


b) Stabilizer strut mounted on block tray

Figure 2. Examples of above-ground stabilizing systems

APPENDIX A

PROPOSED SITE MANAGEMENT PLAN



NOTES

Do not scale from this drawing. All dimensions must be ch and verified by the contractor prior to works commencing

REVISIONS

REV	DESCRIPTION	DATE

LeaHougl
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Survey Valuation Design Planning Sa

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Email: info@leahough.co.uk
Web: www.leahough.co.uk

RICS

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PR3 3EE.

PROJECT ADDRESS:
27 Humber Street,
Longridge,
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PROJECT TITLE:
Site Management Plan

DRAWING TITLE:
Site Plan

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