

Project

BH0044

Bury Market & Flexi Hall

Document

Outline Demolition Method Statement & Assessment of Risks

(Prepared in support of a Prior Approval application)

BURMAR/DEM/PA/RS/01

Revision D

Document Control
**Issue / Revision
Description:**

For Information

Date: 23-05-24**Approval / Acceptance Status**

	Title & Company	Name [Print]	Signature	Date
Author:	Contracts Manager VCUK Building Division	Rob Symons	<i>R C Symons</i>	23/05/24
Reviewed:	Regional Engineer VCUK Building Division	Christine Morrison		
Approved:	Construction Director VCUK Building Division	Stuart Brown		
3rd Party Approved: (If Applicable)	Principal Designer Project Four	Marc Warner		

The master copy of this document is retained on the Document Management & Collaboration Database.
Copies produced from the master, by whatever means, are deemed uncontrolled.
You must confirm that you hold the latest version, before using this document for its intended purpose.

Rev A	Jan 23	Original Issue
Rev B	Jun 23	General Update following discussions with supply chain
Rev C	Apr 24	General update to reflect revised project dates
Rev D	May 24	Inclusion of Dust Management Plan

Contents

1. Executive Summary	3
1.1 Scope of Demolition Work	3
1.1.1 Site Plan indicating demolition works	3
1.1.2 Description of buildings to be demolished	4
2. Pre-Demolition Surveys	7
2.1 Ecological Surveys	7
2.1.1 Preliminary Ecological Appraisal Report	7
2.1.2 Breeding Bird Survey	7
2.1.3 Bat Emergence Survey	8
2.1.4 Arboricultural Impact Assessment	9
2.2 Other Surveys	10
2.2.1 Asbestos Surveys	10
3. Risks associated with Demolition Activities	11
4. Demolition Method Statement	12
4.1.1 Site Security & Logistics	12
4.1.2 Demolition Method	14
4.1.3 Demolition Programme	20
 Appendix 1 Preliminary Ecological Appraisal	
Appendix 2 Breeding Bird & Bat Emergence Surveys	
Appendix 3 Stage 1 and Stage 2 Arboricultural Impact Assessment	
Appendix 4 Pre Construction Demolition Risk Assessment	
Appendix 5 Dust Management Plan	

1. Executive Summary

This plan has been prepared in support of a Prior Approval application at the Bury Market site.

The phasing of the demolition works is being dictated by varying Vacant Possession dates

The Market Street Block (known as Admiral Building [1]) will be vacated 30th September 2024

The Retail units within Princess Parade will be vacated by end of May 2024 [Building 2]

As of April 2024 the Market Office [Building 3] has been vacated

The Transport Hub Canopy, known as Stand E will be vacated by January 2025 [Building 4]

Due to the variance in possession dates, the process of undertaking asbestos surveys, and asbestos removal, and consequently demolition, will follow a particular sequence.

The demolition works will be phased, and this will be expanded upon within this report.

We have been in contact with all adjacent statutory utility providers, as there are significant diversion works required in connection with this project. Indeed, some of the diversion works are dependent upon the timely demolition of some of the buildings within the site.

A demolition contractor has not yet been selected for the works at this site. Demolition Method Statements and Risk assessments contained herein have been assembled by ourselves as principal contractor. We believe the key risks are understood and addressed herein, and that the methodology is reflective of the final method to be adopted. However, upon instruction, the specialist demolition contractor will provide their own specific method statements and risk assessments, for our review, prior to work commencing.

1.1 Scope of Demolition Work

The demolition works for this project are varied.

They include demolition of the Market Office [3] (currently owned by Bury Council), The Admiral Casino building [1] (currently owned by a 3rd party), and Princess Parade Retail Units [2] (part owned by Bury Council)

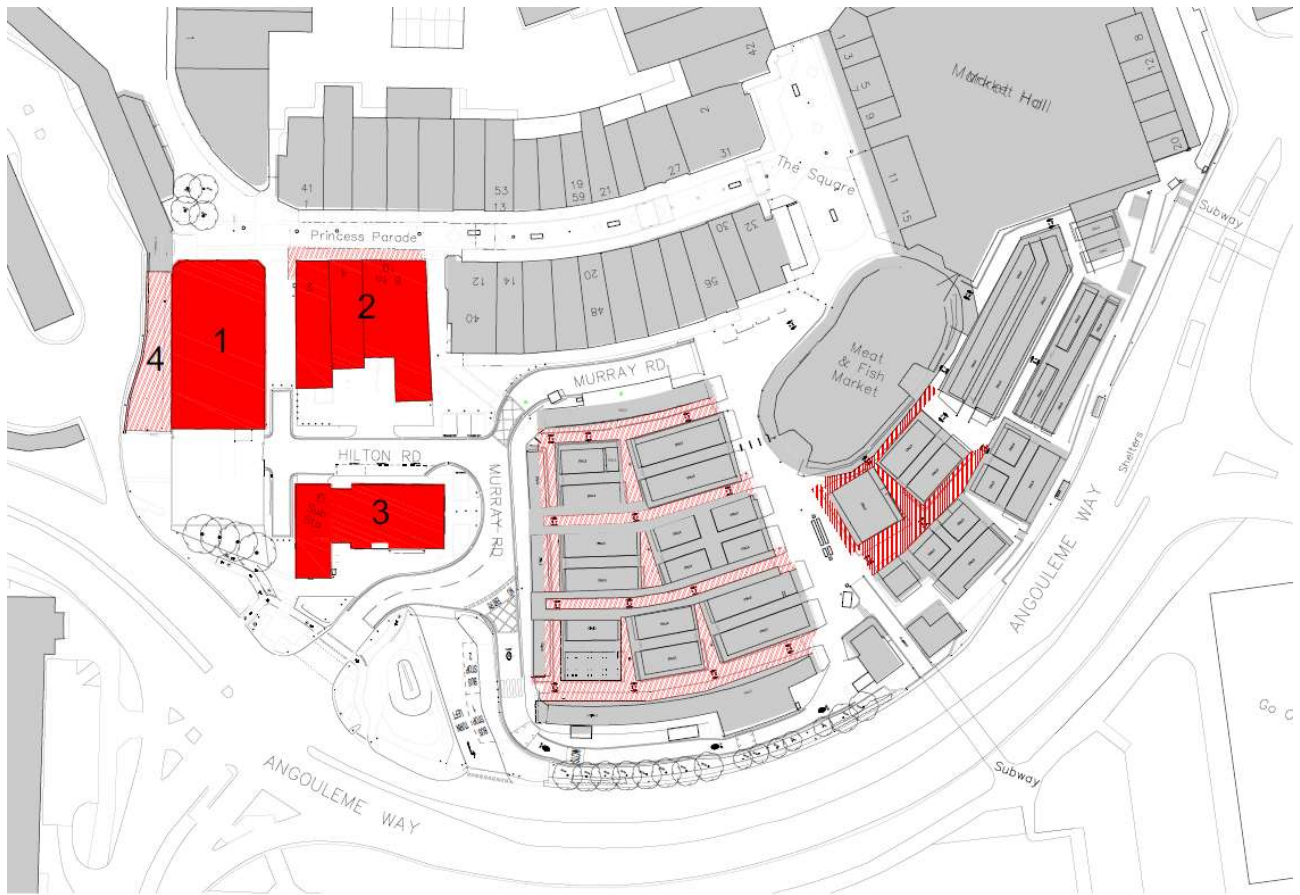
It has now been agreed that we will also demolish the adjacent Bus Canopy [4] (part of the TfGM Bury Interchange)

Furthermore, there is demolition / dismantling works required across the open market area in order to facilitate the new proposed canopy roofs. This work entails removal of high-level lanterns and polycarbonate roof sheeting from above pedestrian walkways.

1.1.1 Site Plan indicating demolition works

The following image indicates the various phases of demolition and dismantling works.

[see over]



1.1.2 Description of buildings to be demolished

Existing Building 1 is a 2-storey building with structural steel frame, concrete floors and brick facades incorporating timber framed windows to first floor and glazed aluminium shopfronts at ground floor. There are metal security shutters to glazed areas at ground floor level.

The building has a flat roof with brick parapets and a partial slate pitched roof at the north end. Surveying has confirmed that ACM is present in this building. All ACM will be removed prior to demolition by licenced contractors.

This building is located immediately adjacent to the Bury Transport Interchange to the west, and a busy pedestrian precinct known as Princess Parade to the north. There is a walled parking area to the rear of the building.



North Elevation



South & East Elevations

Existing Building 2 is an existing 2 storey building with structural steel frame, concrete floors and masonry facades. There is a pebble dash render mid band and parapet band.

Aluminium framed glazed shop fronts are at ground level to the north elevation – these include metal security shutters. There are smaller metal framed windows to the first floor level.

This building features a projecting canopy panel over the shopfronts and features a flat roof with parapet upstands. There is a parking area to the rear.

Surveying has confirmed that ACM is present in this building. All ACM will be removed prior to demolition, by licensed contractors.



North & West Elevations



South & East Elevations

Existing Building 3 is an existing single storey building with brick facades and part rendered facades, with a signage band to the south elevation.

UPVC framed full height windows are evident to 3 elevations with metal security shutters. The building has a flat roof with parapet edges.

An ENWL sub station is also contained within this building. This building is to be only partially demolished until a new substation has been completed. This existing substation is to be protected during demolition activities.

Surveying has confirmed that ACM is present in this building. All ACM will be removed prior to demolition, by licensed contractors.



South & East Elevations



North & West Elevations

Existing Structure 4 is a steel framed canopy structure, with a glazed screen to one elevation. This is located within Bury Transport Interchange. Demolition of this structure will be undertaken immediately ahead of the demolition of Building 1.

Demolition works will be subject to the issuing of a licence from TfGM, which VINCI will coordinate.

A pre-demolition asbestos survey has been commissioned to determine if any ACM is present. If found, all ACM will be removed prior to demolition, by licensed contractors.



Stand E – TfGM Transport Interchange

Also, there are existing canopies of various construction are located above the Bury Market open stalls. Generally, the canopy sections to be removed are lightweight polycarbonate sheet panels supported by metal frames, metal ridge beams and steel tie rods.

The canopies appear to be independent of the market stalls as they were added at various points in time. These will all require careful removal down to ground level.

The open market remains open throughout the project but only trades on Wednesday, Friday & Saturday. The removal works will need to take place on non trading days. Work area must be left safe and clean at the end of each working shift.

A pre-demolition asbestos survey has taken place, and no ACM was found within the canopy structures to be removed.



Typical Existing Canopy



Typical Existing Canopy

2. Pre-Demolition Surveys

Prior to the commencement of demolition works, several surveys are required. Some have already been undertaken and some are still to be undertaken.

2.1 Ecological Surveys

2.1.1 Preliminary Ecological Appraisal Report

A Preliminary Ecological Appraisal report was commissioned in November 2021- this was undertaken by RSK biocensus, and can be found in [APPENDIX 1](#)

In summary it determined that the habitats on site had limited value for local wildlife, but that the scattered trees could provide nesting opportunities for birds and foraging opportunities for bats. It recommended the trees be retained where possible.

Furthermore, the report recommended additional surveys should be undertaken including;

- Nocturnal Bat Emergence survey
- Breeding Bird Survey of any buildings to be impacted by the proposed development

2.1.2 Breeding Bird Survey

A Breeding Bird Survey was undertaken on 27th May 2022. The survey method was based on the new Bird Survey Guidelines for assessing ecological impacts (Bird Survey & Assessment Steering Group, 2022).

A single bird survey was undertaken due to the PEA, which was undertaken in October being suboptimal for identifying nesting birds. Additionally, a single bird survey was deemed appropriate due to the urban nature of the site and limited suitable nesting habitats present onsite.

The survey took place during the optimal time of day for bird activity, beginning within an hour of sunrise and finishing by late morning. The survey visit was planned to avoid adverse weather conditions such as strong wind and heavy rain, as this can reduce bird activity and detectability.

During the Breeding Bird Survey, a number of feral pigeons (*Columba livia domestica*) were confirmed breeding across the survey area on various buildings within the marketplace. A pied wagtail (*Motacilla alba*) was recorded singing in suitable nesting habitat, though the bird was not seen and therefore assumed to be a 'probable' breeding bird within the site.

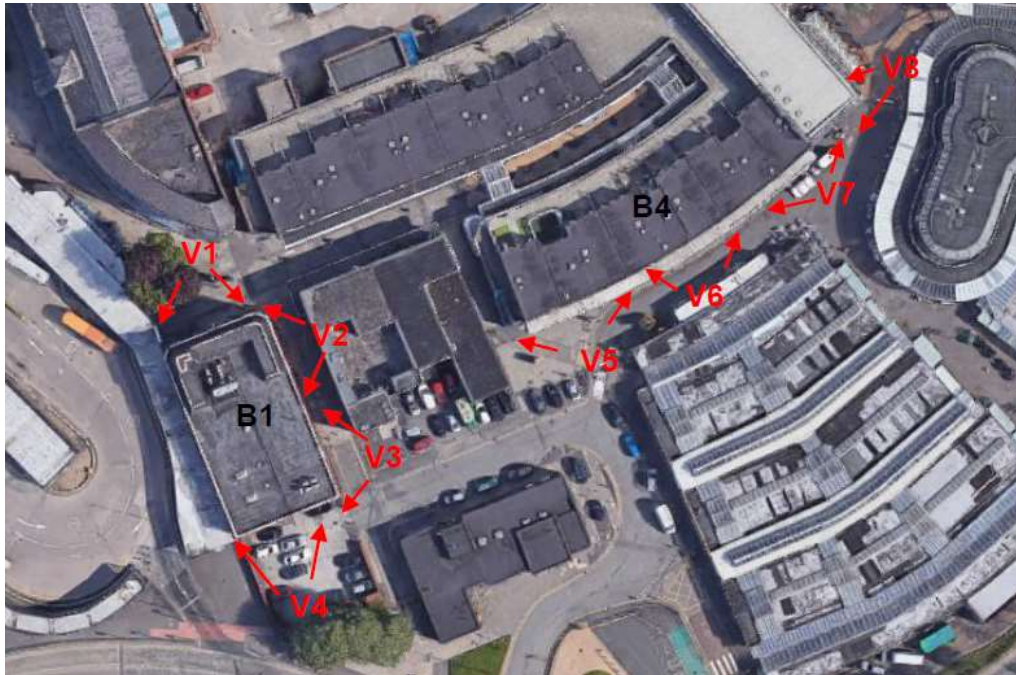
No other confirmed, probable, or possible nesting birds were recorded within the site. During the survey, woodpigeon (*Columba palumbus*), jackdaw (*Corvus monedula*), starling (*Sturnus vulgaris*) and black-headed gull (*Chroicocephalus ridibundus*) were recorded utilising the site or flying overhead.

Further information on this survey can be found in [APPENDIX 2](#)

2.1.3 Bat Emergence Survey

A bat emergence survey was also undertaken in May 2022, following guidance set out in Collins (2016). The survey was conducted using handheld bat detectors suitable for commercial use and were undertaken by competent and suitably trained bat surveyors.

Eight suitably qualified bat surveyors were positioned around Building 1 (B1) and Building 4 (B4) to observe the areas of highest bat-roosting potential during the nocturnal surveys



During the Nocturnal Bat Survey, no bats were identified roosting within B1 and B4. A single common pipistrelle (*Pipistrellus pipistrellus*) was observed commuting adjacent to B1 during the survey.

No bats were seen to emerge from B1 and B4, and no bats were observed in relation to any of the potential roost features. As such, it is evident that no bats currently utilise the B1 and/or B4 for roosting and no further assessment, mitigation or licencing is required.

During the dusk emergence survey a single common pipistrelle was recorded at V1, V2, V3 and V4. The common pipistrelle was observed approximately 1 hour after sunset. No bats were recorded at V5, V6, V7 and V8.

No bat emergences were observed during the survey, and no bat activity was observed in relation to any of the potential roosting features. As such, it is evident that **no bats** currently utilise the buildings B1 and/or B4 for roosting. Therefore, no further assessment, mitigation or licencing is required for the works to proceed.

Further information on this survey can be found in APPENDIX 2

2.1.4 Arboricultural Impact Assessment

VINCI Construction instructed a Stage 1 and Stage 2 Arboricultural Impact Assessment to be undertaken in August 2022. This was carried out by RSK biocensus.

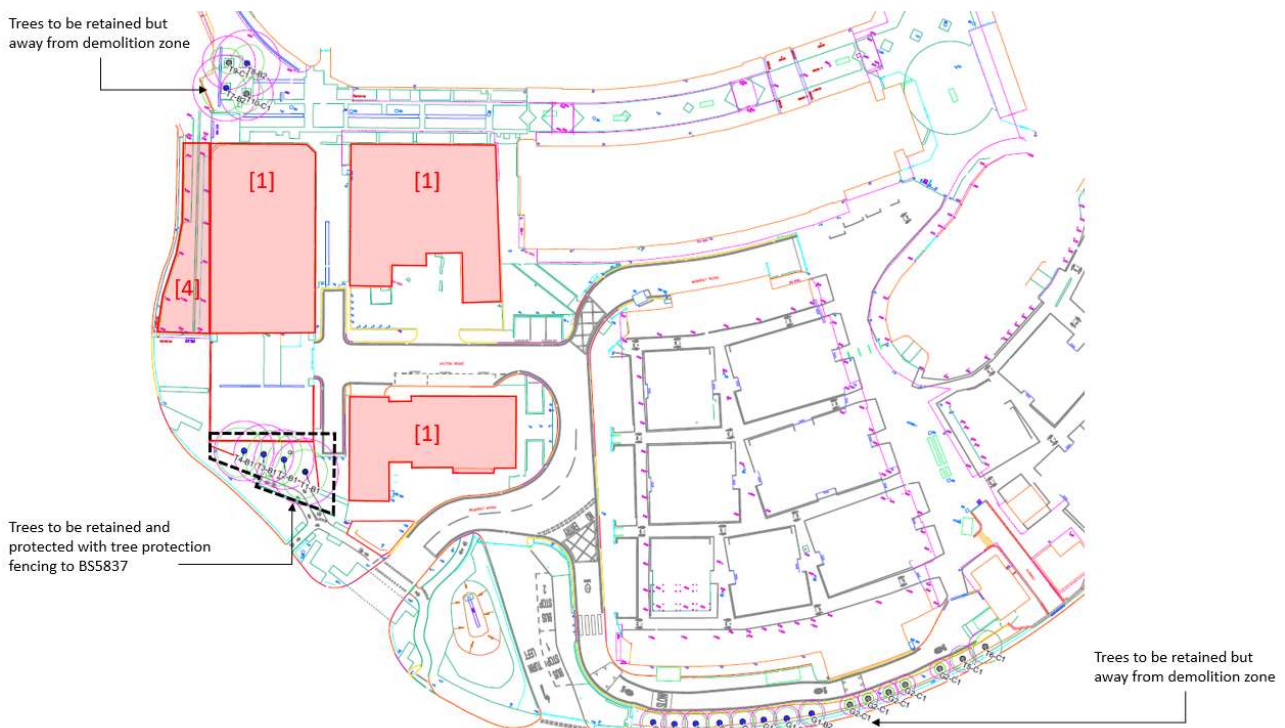
The report highlights that just 2 trees are to be removed as part of the proposed development (known as T3 and T4)

All other trees are to be retained. Trees to be retained in the vicinity of the planned demolition works will be protected with specific tree protection fencing, which will be installed in accordance with the specification contained within BS5837.

This protection fencing will have relevant signage displayed, similar to the image below;



The fenced area will form an exclusion zone and will remain undisturbed for the duration of the demolition works, and then on into the construction phase of the project.



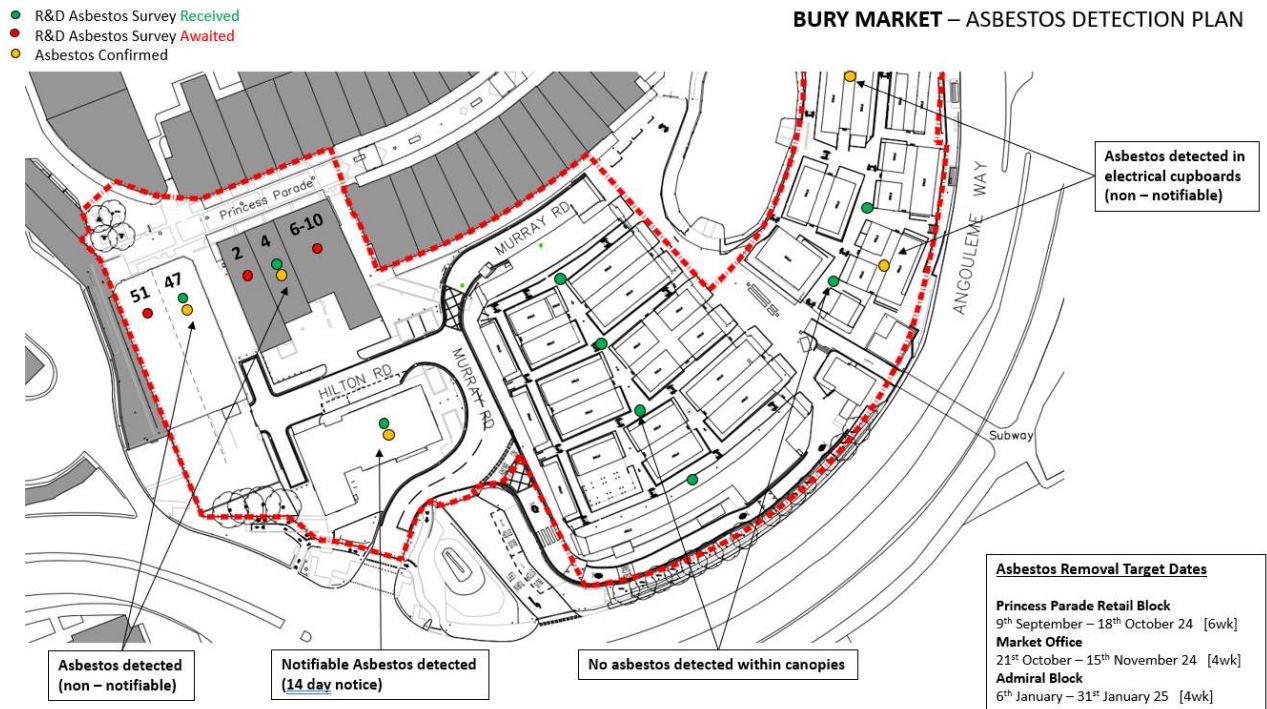
Further information can be found within the full report located in [APPENDIX 3](#)

2.2 Other Surveys

2.2.1 Asbestos Surveys

Prior to demolition of any of the buildings / canopies a full “Renovation & Demolition” asbestos survey will be commissioned. Following the surveys, a report will be prepared and issued to VINCI for review.

These reports will indicate the location, presence and extent of asbestos-containing materials and debris. The current status is shown in the marked up plan below.



Should asbestos containing materials be found in any of the buildings we will instruct a suitably qualified (and licenced) contractor to remove all such asbestos prior to any demolition works taking place. On completion of asbestos removal and prior to demolition progressing, an assurance survey will also be carried out to ensure the air is free of fibres.

We are already aware of Asbestos Containing Materials (ACM) in the Market Office building [3], from a review of R&D survey provided to us by Bury Council. This indicates various ACM including Chrysotile and Amosite Insulation Boards, and Chrysotile within floor tiles and adhesives.

Further we are already aware of ACM within at least part of the Retail Units (Building [2]), following a recent visit to the building. The full extent of this and any other asbestos will be known once all of the R&D survey reports are received. As the R&D surveys are intrusive, they will take place as soon as vacant possession of each building is achieved.

Vacant Possession dates are understood to be as follows;

Building 1	September 2024
Building 2	May 2024
Building 3	Currently Vacant
Structure 4	January 2025
Canopies	February 2025 onwards

3. Risks associated with Demolition Activities

A Pre-Construction Phase risk assessment has been carried out, which can be found in APPENDIX 4.

This is intended to provide early understanding of the risks associated with the demolition work expected to be undertaken at Bury Market.

This will be superseded during the Construction Phase by the demolition contractors' site specific Risk Assessments.

Due to the busy location of this site, activities such as vehicle movements to and from the site, noise, dust, and protection of the public are the highest risks, and the ones to be managed most closely.

A Dust Management Plan (DMP) has been prepared in support of this which can be found in APPENDIX 5

4. Demolition Method Statement

A detailed Method Statement will be prepared for Demolition Phase by the selected Specialist Demolition Contractor. However, for the purpose of Pre-Construction phase planning, we have prepared this outline Method Statement

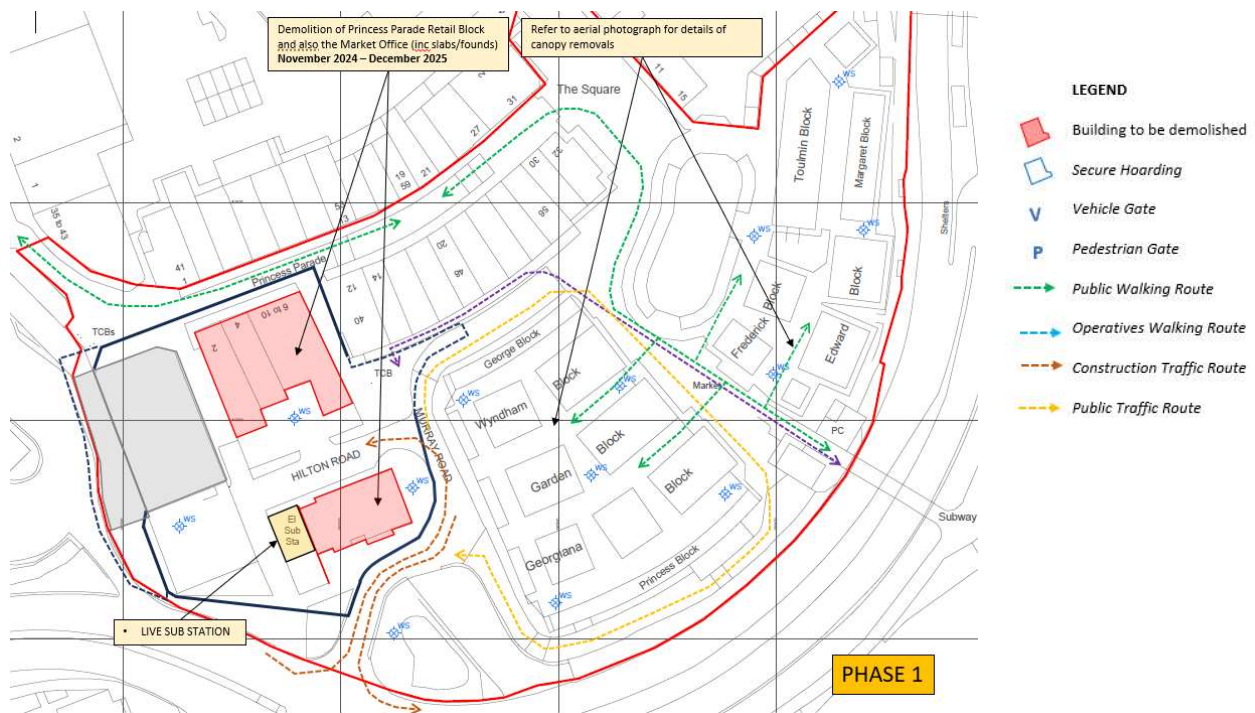
This Method Statement is to be used to effectively communicate the mitigations and methods required to be used, as a result of the Pre-Construction Phase Risk Assessment.

4.1.1 Site Security & Logistics

Prior to demolition taking place the demolition site area will be securely fenced off to prevent unauthorised entry. The hoarding will incorporate specific pedestrian and vehicle gates and will be manned by a trained and experienced gateman/banksman during working hours.

As the various buildings will be released to us in a phased manner, the hoarding lines will need to move and adapt during the project lifetime. Most notably a flexible hoarding line adjacent to the TfGM bus interchange to facilitate the canopy removal. Once this is complete, and the Admiral Building is removed, then the heras fence will be replaced with solid hoarding

Phase 1



Phase 1 will focus on the demolition of Building 2 and Building 3.

Manned guarding of each gate to be in place during the working day, supplemented with monitored CCTV out of hours.

Heavy plant deliveries will take place on non-market trading days due to tight access on Murray Road. All vehicle manoeuvres will be guided by a qualified banksman.

Demolition techniques will be selected to minimise the generation of airborne noise and dust. This will be through the use of specialist demolition plant, water mist atomisers, control of stockpiles, and use of solid hoardings. Noise, Vibration and dust monitoring will be established on the perimeter fencing. Adherence to the mitigation measures identified in the DMP is essential.

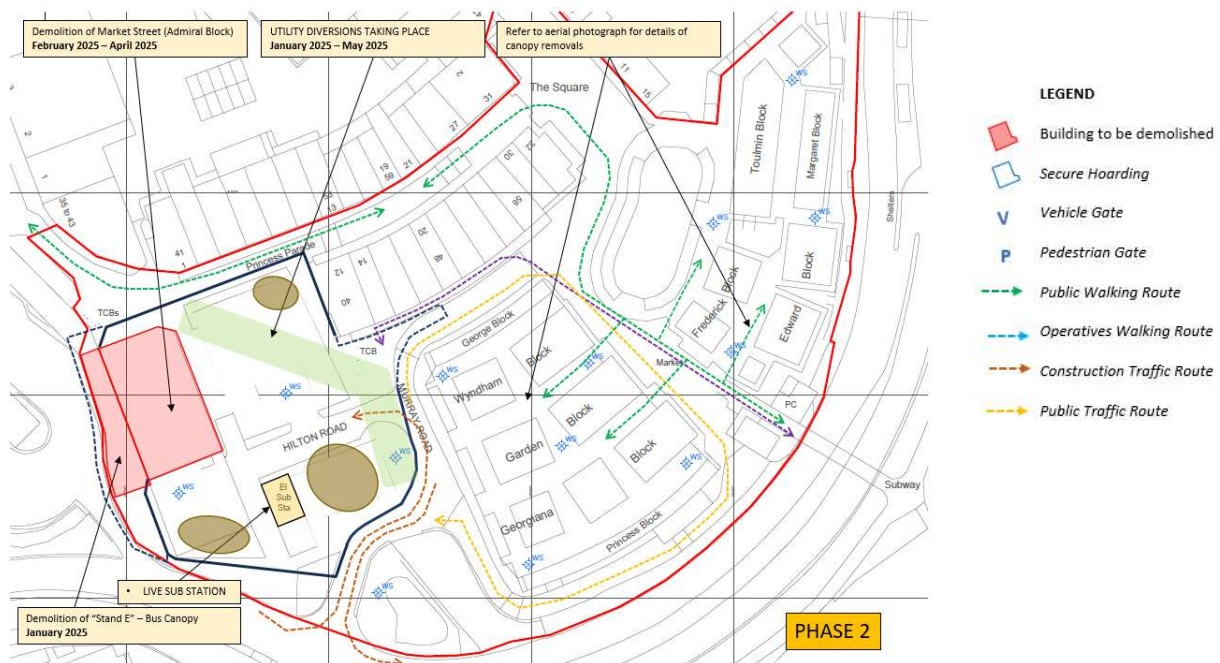
Access for staff/customers will need to be provided to the rear of Building 1 (Admiral Casino) at this time as it will still be trading.

Vehicular access to the market areas will be unaffected at this time.

Pedestrian access between Princess Parade retail unit and the Admiral Casino will be restricted. Pedestrians accessing the location from the south will need to be directed through the covered walkway of the Transport Interchange, or encouraged to use the subway to the east, in order to access the town centre. Pedestrian diversion routes will be signed.

The site office and welfare will be established in a secure area within the Market Car Park. Access to the site for demolition personnel will be via the subway link.

Phase 2



Phase 2 will focus on the demolition of Building 1 and the TFGM canopy

Manned guarding of each gate to be in place during the working day, supplemented with monitored CCTV out of hours.

Heavy plant deliveries will take place on non-market trading days due to tight access on Murray Road. All vehicle manoeuvres will be guided by a qualified banksman.

Demolition techniques will be selected to minimise the generation of airborne noise and dust. This will be through the use of specialist demolition plant, water mist atomisers, control of stockpiles, and use of solid hoardings. Noise, Vibration and dust monitoring will still be established on the perimeter fencing. Adherence to the mitigation measures identified in the DMP is essential.

Vehicular access to the market areas will remain unaffected at this time.

Pedestrian access between Princess Parade retail unit and the Building 1 will still be restricted. Pedestrians accessing this location from the south will need to be directed through the covered walkway of the Transport Interchange, or encouraged to use the subway to the east, in order to access the town centre. Pedestrian diversion routes will be signed.

The site office and welfare will continue to be established in a secure area within the Market Car Park. Access to the site for demolition personnel will be via the subway link.

Utility Diversion works will be taking place adjacent to the demolition zone (subject to appropriate separation)

Establishing a secure and robust site boundary is of paramount importance. Not only does it define the extents of the construction site, but it also prevents unauthorised access from members of the public.

Following the principles of HSG 151 (Protecting the Public) secure, solid hoardings will always be installed. Specifically, we would require a solid hoarding of 2400mm high around the entire site.

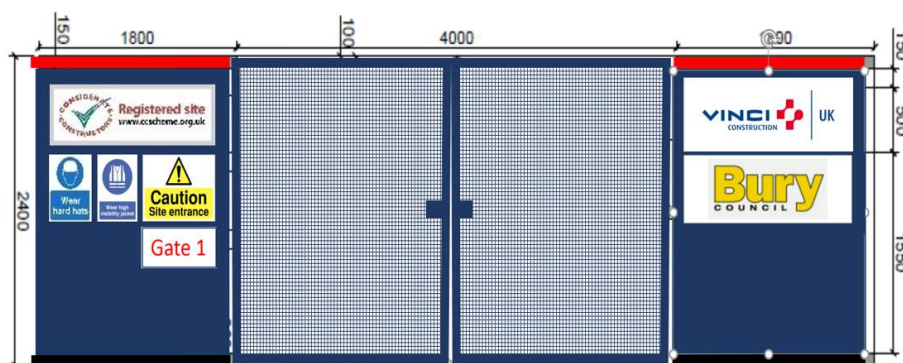
Concrete ballast blocks provide the support and stability, which removes the risks associated with digging into the ground to set posts. The concrete ballast will also be designed to provide vehicle restraint/protection where the hoardings are adjacent the highway (such as Dale Street).

This hoarding system complies with BS5975 Temporary Works, and the panels are re-useable. As a further safeguard, the temporary works design calculations provided by the supplier are checked by our own Temporary Works Engineers.



We propose to install the hoarding with VINCI Construction UK Limited colours (Blue/White/Red), unless directed otherwise by the client team.

Access gates are typically arranged per the diagram below;



TYPICAL SITE ENTRANCE

4.1.2 Demolition Method

With security and hoardings established, demolition will commence with Buildings 2 and 3. This methodology is an outline method developed by VCUK as a demolition contractor has not yet been appointed.

This Methodology may be subject to review and minor amendment by the specialist contractor upon their appointment. However, the philosophy and key requirements will remain unchanged.

Building 2

Asbestos will be removed by a licensed asbestos removal contractor ahead of soft strip and demolition works.

The first activity will be to undertake a full soft strip of the buildings. Soft strip will include removal of floor finishes, non-loadbearing internal walls, ceiling finishes, applied wall finishes, retail racking etc.

Materials will be removed through the rear of the building and into skips located in the rear parking area.

Due to lack of available space, it is unlikely that waste will be segregated on site – instead it will be transferred by a licensed waste carrier to a licensed waste transfer station, whereupon the waste will be separated into various waste streams and recycled accordingly.

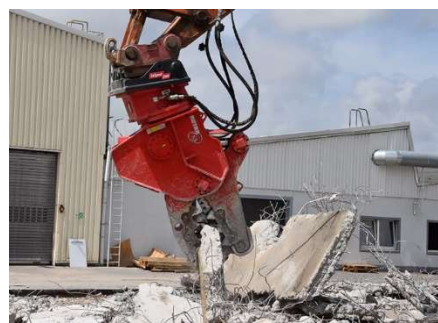
With soft strip completed demolition of the building itself will continue.

The canopy shall be removed via a small excavator fitted with hydraulic grips/jaws and breaker attachments. Then the main building will be tackled from the rear car park with demolition excavators fitted with breaker and hydraulic grip attachments.

The building will be brought in on itself. As this activity has potential to create fugitive airborne dust, water suppression will be available throughout this activity to control release of dust at source. Water mist atomiser will likely be deployed to achieve this.



Atomiser in action



Machine mounted pulverising jaw

Structural steel will be cut using hydraulic pulveriser jaws to avoid hot cutting as far as practicable. The structural steel will be cut into manageable pieces and recovered / removed from site for recycling. The residual concrete can also be broken down using this equipment. This method of demolition is a relatively quiet process, so suitable for busy town centre environments such as this. Noise and dust levels will be constantly monitored at the site perimeter.

With the main body of the building demolished the arisings will be set to one side to enable breaking up of the ground floor slab and foundations.

All arisings will then be processed through an on site crusher (subject to licence) to generate a 6F5 or equivalent crush fill material. This material will be spread across the site to create a capped finish, and any residual material formed into a neat stockpile.

This capping layer will create a suitable working platform for the following utility diversion works which are anticipated to follow immediately upon completion of the demolition works.

Building 3

Asbestos will be removed by a licensed asbestos removal contractor ahead of soft strip and demolition works.

Demolition of Building 3 is anticipated to run concurrently with demolition of Building 2.

The first activity will be to undertake a full soft strip of the buildings. Soft strip will include removal of floor finishes, non-loadbearing internal walls, ceiling finishes, applied wall finishes, retail racking etc.

Materials will be removed through the front of the building and into skips located in the paving area.

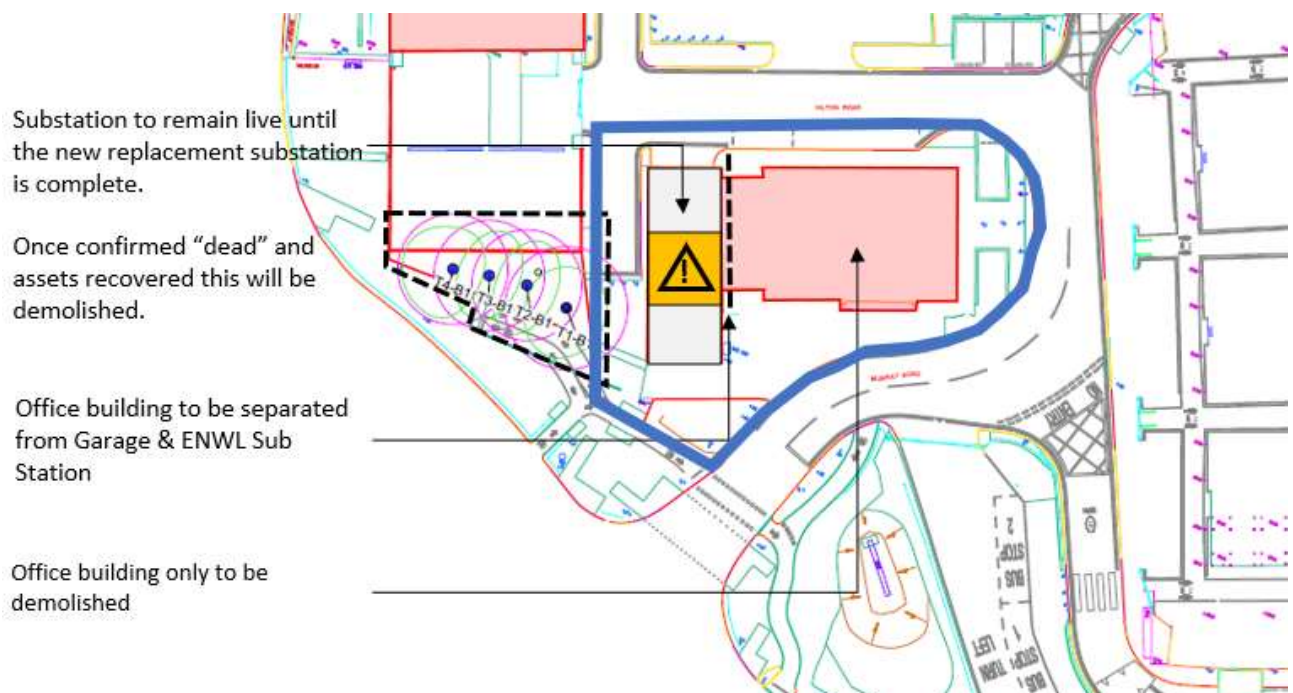
Due to lack of available space, it is unlikely that waste will be segregated on site – instead it will be transferred by a licensed waste carrier to a licensed waste transfer station, whereupon the waste will be separated into various waste streams and recycled accordingly.

With soft strip completed demolition of the building itself will continue.

It is important to note that there is a live ENWL sub station contained within part of this building. This will need to be protected through the demolition process.

This will be achieved by ensuring effective separation of the market office and the substation. Cut lines will be agreed in advance with ENWL engineers, and separation cuts will be made.

It is anticipated that vibration monitoring of this equipment will be in place and monitored against an agreed Instrumentation & monitoring plan.



A ground penetrating radar survey has been undertaken to identify all the HV and LV cables currently running into and out of the substation, so these will be marked on the ground, and communicated to the demolition contractor.

Once the office part of the building has been separated from the substation, the office building will be tackled from the front paving area with demolition excavators fitted with breaker and hydraulic pulveriser attachments.

Again, the building will be brought in on itself. As this activity has potential to create fugitive airborne dust, water suppression will be available throughout this activity to control release of dust at source. Water mist atomiser will likely be deployed to achieve this.

Structural steel will be cut using hydraulic pulveriser jaws to avoid hot cutting as far as practicable. The structural steel will be cut into manageable pieces and recovered / removed from site for

recycling. The residual concrete can also be broken down using this equipment. This method of demolition is a relatively quiet process, so suitable for busy town centre environments such as this. Noise and dust levels will be constantly monitored at the site perimeter.

With the main body of the building demolished the arisings will be set to one side to enable breaking up of the ground floor slab and foundations.

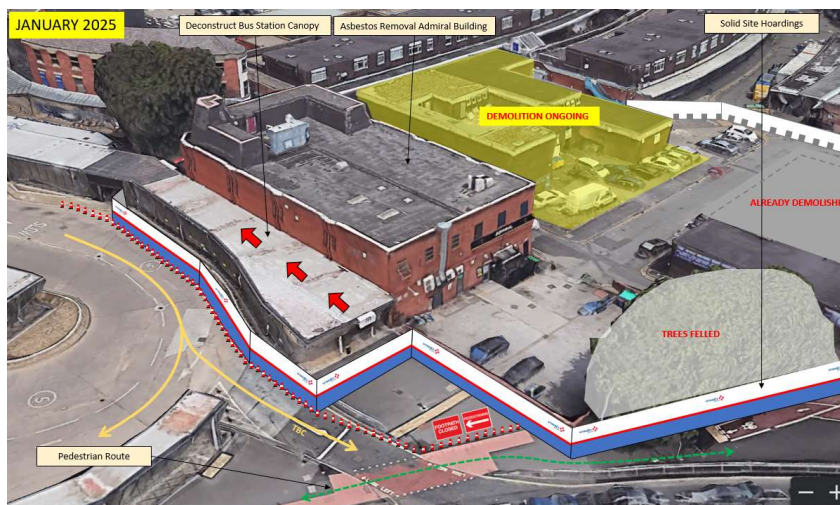
All arisings will then be processed through an on-site crusher (subject to licence) to generate a 6F5 or equivalent crush fill material. This material will be spread across the site to create a capped finish, and any residual material formed into a neat stockpile.

This capping layer will create a suitable working platform for the following utility diversion works which are anticipated to follow immediately upon completion of the demolition works.

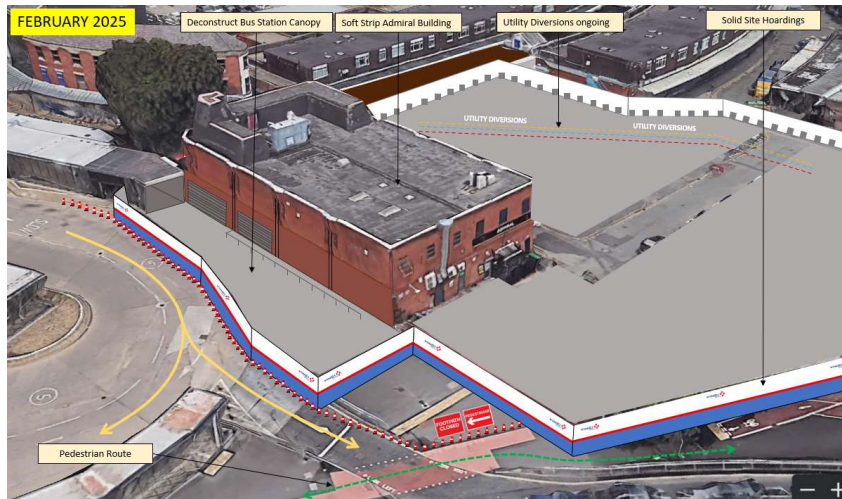
Building 1 & 4

The demolition of Building 1 is anticipated to take after Buildings 2 and 3, due to delays in achieving vacant possession. The TFGM canopy will be removed immediately prior. We will commence with a soft strip to remove ceilings, bulkheads, and signage. The frame will then be deglazed. Mechanical excavators with hydraulic jaws will then methodically shear the steel beams and columns to bring the canopy to the ground in a safe and controlled manner. The steel frames will be cropped to ground level, and then later removed (when the paving gets replaced)

By removing the canopy first, we create a large buffer zone between Building 1 and the transport interchange. As with the other buildings, Asbestos will be removed by a licensed asbestos removal contractor ahead of soft strip and demolition works.



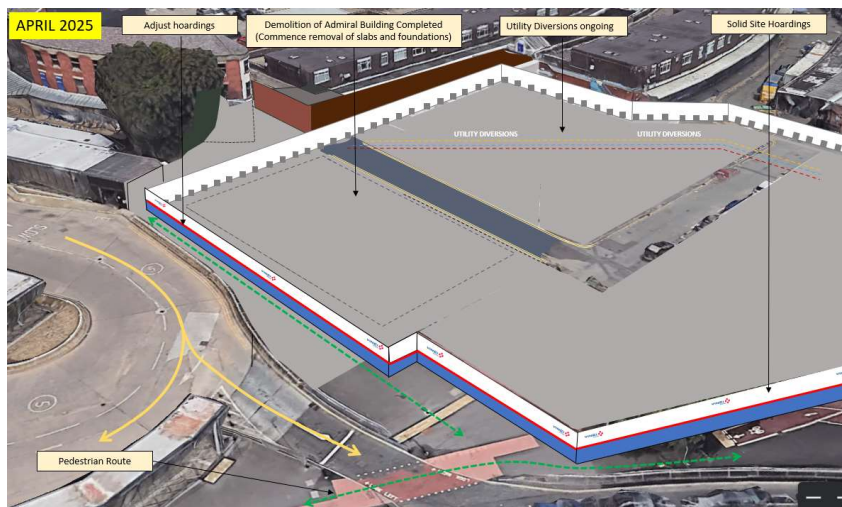
January 25



February 25



March 2025



April 2025

With protection measures in place, the first activity will be to undertake a full soft strip of the buildings. Soft strip will include removal of floor finishes, non-loadbearing internal walls, ceiling finishes, applied wall finishes, retail racking, food counters etc.

Materials will be removed through the rear of the building and into skips located in the rear parking area.

Metal shutters and glazed screens which face the TfGM interchange will be removed through a combination of small machine and hand demolition. There is also a flashing detail between TfGM's canopy and this building which will need to be removed.

Due to lack of available space, it is unlikely that waste will be segregated on site – instead it will be transferred by a licensed waste carrier to a licensed waste transfer station, whereupon the waste will be separated into various waste streams and recycled accordingly.

With soft strip completed demolition of the building itself will continue.

Mechanical Demolition

The machine will work into the building from the back, taking the side walls in as it goes (shown by the purple arrows in the image above) and removing the structure close to the hoarding and pedestrian walkways, as can be seen by the red arrows in the image above. Although it will leave in place the section closest to the canopy until it has created room to pull that full section back towards itself. Once it has cleared space, it will be able to progressively dismantle the remaining structure from top down pulling everything away from the canopy. The materials will be sorted and placed in skips that will be dropped in the car park.

As these activities have potential to create fugitive airborne dust, water suppression will be available throughout this activity to control release of dust at source. Water mist atomiser will likely be deployed to achieve this as per the other buildings.

Structural steel will be cut using hydraulic pulveriser jaws to avoid hot cutting as far as practicable. The structural steel will be cut into manageable pieces and recovered / removed from site for recycling. The residual concrete can also be broken down using this equipment.

With the main body of the building demolished the arisings will be set to one side to enable breaking up of the ground floor slab and foundations.

All arisings will then be processed through an on-site crusher (subject to licence) to generate a 6F2 or equivalent crush fill material. This material will be spread across the site to create a working platform suitable to enable construction activities to continue immediately after.

As the construction of the Flexi Hall is planned to follow immediately after demolition work has completed, the hoardings will remain in this configuration for the duration of the construction work.

Market Walkway Canopies

The existing market walkway canopies are independent lightweight structures that have been added to the market periodically over a number of years.

Investigations reveal that these canopies are independent of the market stalls below.

Removal of these canopies will be undertaken during non-trading days, or during overnight shifts.

The canopy removal will commence in the east of the open market, to facilitate the construction programme. Canopies will be removed “just in time” to enable the installation of new canopy structure.

The area will be fenced off using double clipped heras fencing to prevent unauthorised access to the work zone. Access will be achieved through a combination of scissor lifts and cherry pickers.

The translucent polycarbonate sheets will be removed first, one by one, by hand. These will be lowered to the ground ready for disposal. It is anticipated that trained demolition operatives will do this work from locally placed MEWP's, using hand tools.

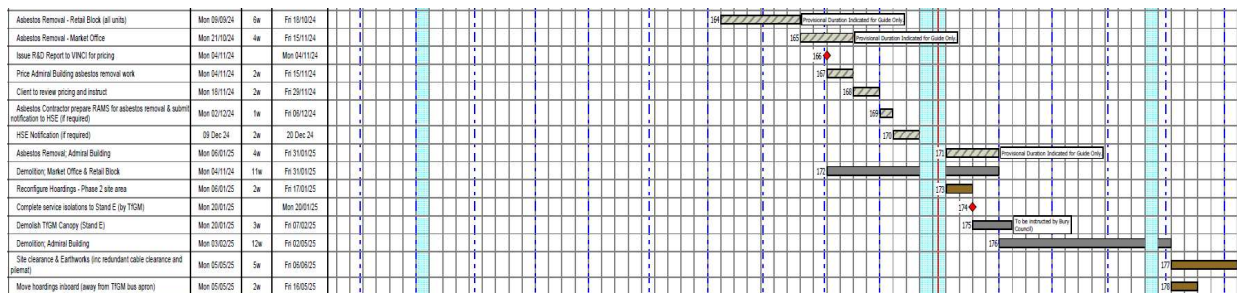
With the sheet panels removed, the framing will be cut free using hand tools, and small demolition excavators fitted with hydraulic cutting shears. The cut sections will be carefully lowered to the ground for disposal. Depending on the size of the sections they may need to be cut down in -situ to aid handling and disposal. A small excavator with a hydraulic grab may assist with this operation.

Once an area has been removed, the fencing shall be removed, and the area made clean and tidy, ready for market trading the following day.

This piecemeal process shall continue until all sections of the market canopy coverings have been removed.

4.1.3 Demolition Programme

It is anticipated that buildings 2 and 3 will be demolished concurrently, in order to enable the site for following utility diversion works. Then demolition of building 1 will follow later once Vacant Possession has been achieved. The construction of the new Flexi Hall will follow immediately after.



Appendix 1 Preliminary Ecological Appraisal

Appendix 2

Breeding Bird & Bat Emergence Surveys

Appendix 3 Stage 1 and Stage 2 Arboricultural Impact Assessment

Appendix 4 Pre Construction Demolition Risk Assessment

Appendix 5 Dust Management Plan