

MS/RA ref	Demolition Works Risk Assessment and Method Statement	
T22066-01		

Hardcore Crushing Ltd

Contract Name: Dwyer Property – former Capita Contact Centre Bury		Tender Ref: T22066	Date: 15 th July 2022
Activity: Demolition, Dismantling, Stripping Out and Hardcore Recycling works at the former Capita Contact Centre.		Location: Durners Lane, Bury, BL9 9QL	Prepared by: John Taylor (Senior Estimator)
Start Date: TBA	Contract Period: c. 9 Weeks	Site Manager: TBA	First Issue: 15 th July 2022
Revision Details:		Amended By:	Revision:

Safety Risk Assessment :

SEVERITY	Fatality	MEDIUM	HIGH	HIGH	VERY HIGH	VERY HIGH
	Major Injury	MEDIUM	MEDIUM	HIGH	HIGH	VERY HIGH
	Reportable Injury	LOW	MEDIUM	MEDIUM	HIGH	HIGH
	Lost Time Injury	LOW	LOW	MEDIUM	HIGH	HIGH
	Minor Injury	LOW	LOW	LOW	MEDIUM	HIGH
Risk Matrix (GUIDE)		Improbable	Remote	Possible	Probable	Likely
PROBABILITY						

Hazard	Person(s) at Risk	Risk Level	Control Measures	Residual Risk
Presence of Asbestos	Site Operatives	Medium	A full 'Refurbishment & Demolition' asbestos survey will need to be carried out prior to any works taking place. (To follow) All our site operatives have received UKATA Approved 'Category A Asbestos Awareness' training with further key operatives receiving 'Category B Non-Licensed Asbestos Work' training, and as the demolition progresses they will be alert to the potential presence of any additional asbestos, which may not have been identified by the Asbestos Surveys. At all times, we will observe and be bound by 'The Control of Asbestos Regulations 2012' and the HSE Approved Code of Practice Ref: L143	Low
Fall from height	Site Operatives	High	Working at height remains one of the biggest causes of fatalities and major injuries. 'Work at height' means work in any place where, if there were no precautions in place, a person could fall a distance liable to cause personal injury (for example a fall through a fragile roof, but also including the risk of falling from ground level down into a deep excavation). At all times, during the demolition works, we will avoid work at height where it's reasonably practicable to do so. The majority of the demolition and dismantling works will be undertaken using demolition specification excavators equipped with heavy-duty protection cages and specialist demolition attachments, which enable the removal of small sections of the structure section-by-section. By using hydraulic excavators and specialist attachments we avoid the need for operatives to be on, or anywhere near the structures being dismantled, and thereby totally mitigate the risk of falls from height or being struck by falling objects. The demolition plant operators be fully trained and experienced in this type of demolition and dismantling works and as a minimum they will have the relevant CPC training certification. The only elements of working at height will be for the removal of some elements of the internal 'soft-stripping' works, such as the higher level internal partitions and stripping out of the higher level mechanical & electrical equipment and other high level pipes, lighting, equipment, cables and conduits etc.	Low

			The higher level stripping works will be carefully stripped and dismantled by hand from the safety of a mobile elevated work platform (MEWP), or lightweight alloy tower scaffold; thereby removing the need for any operative to work from the structure at high level. Exclusion zones to be maintained around work at height areas. Operators of mobile elevated work platforms (MEWPS) will have the relevant IPAF training and certification, and those erecting lightweight alloy tower scaffolds will have received the relevant PASMA training and certification.	
Collapse of the structure, or elements of the structure.	Site Operatives; Site Visitors, and members of the public.	High	The structures being demolished are located along the North elevation at the back of the main building, as well as the 2-level concrete deck car park structure, also at the North corner of the site, and the building itself sits in a small Business Park area at the side of the River Irwell, just off Dumers Lane and within a wider area of mixed commercial, retail and residential properties. Therefore any demolition and dismantling works could pose a potential risk to the other users of the Business Park; passing pedestrians, and road users. Heras security fencing will be erected around the working area in order to create a well-defined 'demolition exclusion zone', which will be enforced by site operatives during the works to ensure that no members of the public can inadvertently stray into the working area. Pedestrians using the footpaths into the Business Park will be diverted onto the footpath at the North side of the carriageway in order to keep them away from the demolition activities. (See site layout plan below) During the dismantling works we will utilise demolition specification excavators with specialist attachments. These attachments enable us to dismantle sections of the structure piece-by-piece in a 'top-down' manner, and the 'selector grab' attachment in particular gives us the ability to safely separate and lift a 'grab-full' of material and lower it to ground level. During the demolition process, the structure will be dismantled allowing small sections of the structure to fall to ground level within the confines of the outer walls, and within the secure demolition zone. All structural dismantling will take place within the protected cabs of hydraulic excavators; equipped to demolition specification with heavy-duty protection cages and specialist attachments, and no site operatives or personnel will be in the vicinity of any unstable structural elements at any time. At the point in the operation where Plant Room 4 is being demolished and also when we are demolishing the parts of the concrete car park closest to the Estate access road, we will use banksmen at each side of the works to alert the machine operator when vehicles are present and if necessary we will temporarily halt the demolition process until the vehicles are past the working area before recommencing the work once they are clear. Pedestrians will have been diverted onto the footpath at the North side of the Estate access road and therefore will be well away from the demolition activities. For demolition activities close to the 'pinch-points' with the Estate access road (i.e. Plant Room No4 and the 'West side' of the 2-deck car park structure, we will work weekend shift when there will be fewer vehicles present on the Business Park. All visitors requiring access to within the site area must report to the Site Manager and they will then be escorted by a member of the demolition team, to ensure that they remain clear of the demolition process, or any unsupported structures. At the end of each shift no unsupported structures will be left over-night, and all will be razed to a safe sound level and the tops of partially demolished walls will be cleared of any loose material, and therefore given all the above the likelihood of partially demolished structures presenting a risk will be low.	Low

MS/RA ref	Demolition Works Risk Assessment and Method Statement	
T22066-01		

Injury caused by live services (Underground; Overhead & as part of the building fabric)	Site Operatives	High	All statutory services within the work area will have been disconnected; isolated or diverted by others prior to the main structural demolition works taking place, therefore the structures to be demolished and dismantled will be safe and clear of all gas; electric; water and telecom services. If there are any live services (within the structure; overhead; or below ground), which are likely to be affected by the works, then these will need to be identified to us by the Client's Mechanical & Electrical consultant; Steven Hunt Associates and noted within the 'Demolition Plan - Site Safety File' so that they can be avoided throughout the demolition process. If any dismantling work is required close to any remaining live service lines or equipment, then these services will be clearly identified and any work in that area will be undertaken using appropriate techniques, such as manual hand dismantling rather than machine demolition.	Low
Injury caused by working plant	Site Operatives; Site Visitors, and members of the public.	High	Access to the site for any plant, machinery and HGV wagons will be directly from Dumers Lane, which is an adopted highway (As shown on the Method Statement plan below). The site is located in a small Business Park area at the side of the River Irwell, just off Dumers Lane and within a wider area of mixed commercial and retail properties. There are some residential properties in the wider vicinity to the South. There is high potential for pedestrians, and private vehicles to be present in the vicinity of the site, and it will therefore be important for vehicles involved in the works and gaining access and egress to and from the site area to be exceedingly vigilant. The work area is isolated from all other neighbouring activities with no 'Party Wall' issues, and a Heras security fence will be erected around the whole site to prevent any unauthorised access and to ensure that we carry out the works from within a fully enclosed works zone. The demolition excavator operators are fully trained individuals who will have good visibility from the cabs of the machines, and they also have the benefit of 3 external rear-view mirrors. More importantly our fleet of new demolition machines have the benefit of Advanced Around View Monitoring system (AAVM). The AAVM system is a 360° all-round virtual operating view, which displays on the cab's 8-inch cluster monitor, it also incorporates an Intelligent Moving Object Detection system (IMOD) that senses and warns the operator when objects come within working distance of the machine. The AAVM and IMOD systems have revolutionised machine operation, making it safer than ever, and ensuring that nobody can inadvertently wander into an excavator's area of operation without the machine operator being aware. All plant and machinery will have site operatives in attendance; plus, reverse horns and lights will be used on manoeuvring vehicles. All loading/off-loading and material processing will take place within the confines of the secure demolition zone; segregated from all other site activities and away from the public domain. The excavator will operate strictly within the site area and will be well away from any potential pedestrians or traffic. All drivers and operatives will be fully trained in the use of all plant & equipment, and all such equipment will be certified, tested and in good working order. The main risk will be from HGV Wagons entering and leaving the site and therefore great care will be taken, and drivers will be extremely vigilant when entering and leaving site. The access/egress has good visibility splays providing good vision for safe access / egress.	Low

Manual Handling	Site Operatives	Medium	Musculoskeletal Disorders (MSDs) are the most common cause of occupational ill health in the Country, and it is therefore important for EVERYBODY to protect themselves when carrying out any manual handling or lifting operation. The vast majority; if not ALL of the demolition works will be carried out with mechanical plant and equipment and there is NEVER ANY NEED FOR OPERATIVES TO PHYSICALLY LIFT ITEMS THAT ARE TOO HEAVY... ... if any operative is in doubt at all about his/her ability to move an object then they should leave it where it is and seek help; preferably mechanical. In assessing manual handling risks all operatives should: • Avoid heavy and hazardous manual handling operations; so far as is reasonably practicable; • If manual handling operations cannot be avoided then assess the hazard and weight and seek, help if required; • Reduce the risk of injury as much as possible...get help; use equipment such as 'manual handlers'; trolleys and bogeys. Everybody should know their own capability in relation to what they can and can't safely manage to lift – NEVER try and lift items beyond your capacity. Also, whilst carrying out manual handling operations ALWAYS ensure that you are wearing the correct PPE, especially gloves, which will help with your grip and guard against physical skin damage and potential dirt/oil contamination. For details regarding the correct way to lift objects, please refer to the HSE Publication INDG143 'Manual Handling at Work' document in Section 4 of the 'Demolition Plan - Site Safety File'.	Low
Slips and Trips	Site Operatives	High	Over a third of major injuries reported each year are due to slips and trips, which are the single most common cause of injuries at work. Slips and trips are also the cause of over half the reported injuries to members of the public. Demolition sites have a potential to become untidy due to the nature of the work, therefore it is important to keep all areas as clean and tidy as possible and to ensure that as a minimum there are clear pedestrian routes available throughout the working area in order to allow site operatives to safely move about the site, as required, and more importantly; to allow safe and speedy evacuation from the working areas in the event of an emergency. It is also important to recycle as much of the resulting material from the demolition in order to maximise the recovery of useful materials and minimise the waste costs, and if this is done in a methodical and tidy manner then the cleaner and safer the site will be. Remember – "A clean & tidy site is a safe site"	Low
Risk of Fire	Site Operatives; Site Visitors, and members of the public	Medium	Fire is a risk where hot works (using any tools that generate spark, flame or heat) are being carried out. Any steel frame columns and rafters will be generally 'cold-cut' with a mechanical steel shear mounted on the demolition excavator, however, as parts of the building and internal structures are being demolished down to Ground Floor slab only it may be necessary to adopt hot works to cut out some of the 'stumps' left at ground level. Additional flame cutting may be required to cut the released columns and other steelwork into manageable lengths. A 'Hot work' permit will be provided in advance of any 'heat-generating' works and the details within the permit will be complied with throughout...any combustible/flammable materials will be removed from the area in which the hot works are to be carried out and fire extinguishers will be provided at the location and a 'fire watch' completed. Operatives will also wear additional PPE as detailed in 'Personal Protection Equipment' Section later in this RAMS document.	Low

			In the event of a fire occurring that can't be easily managed by operatives using the fire extinguishers present then the site should be evacuated, and the emergency services called (Ring 999).	
--	--	--	---	--

Environmental Risk Assessment:

SEVERITY	Severe	HIGH/MEDIUM/LOW	HIGH/MEDIUM	HIGH	HIGH
	Moderate	MEDIUM/LOW	MEDIUM/LOW	MEDIUM	HIGH
	Mild	LOW	LOW	LOW	MEDIUM/LOW
	Negligible	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE
Risk Matrix		Negligible	Low	Medium	High
		PROBABILITY			
Environmental Aspect	Environmental Impact	Risk level	Control Measures	Residual risk	
Construction noise throughout the operations	Disturbance of the occupants of neighbouring buildings, and residential properties in the wider vicinity.	High	The site lies in a small Business Park area at the side of the River Irwell, just off Dumers Lane and within a wider area of mixed commercial and retail properties, and there are some residential properties in the wider vicinity to the South. As the site is already within a commercial industrial zone, the additional noise generated throughout the demolition period will be minimal, however, care should always be taken to minimise any additional noise caused during the demolition and dismantling activities. Working hours will be restricted to between 8:00am and 5:00pm Mon – Fri and Saturday 9am -1pm (only with specific client approval in advance). Delivery times and vehicles attending site to collect waste etc from site will not be outside these hours. There may be some site set up activities prior to 8am, but machinery, equipment etc will not be switched on prior to this. No work will take place on Sundays, nor on Bank Holidays unless by prior arrangement, and the overall demolition; dismantling and site clearance works should last approximately 9 Weeks During all stages of the dismantling works the best practicable means shall be employed to minimize noise and vibration produced by the operation and regard shall be had to the recommendations in the British Standards referred to in The Control of Noise (Codes of Practice for Construction and Open Sites) (England) Order 2002, and the 'Noise at Work Regulations 2005. All machines and vehicles will be fitted with the correct silencers, and all construction plant and equipment shall be maintained in good working order and sited away from sensitive properties, where possible.	Low	
Construction dust and fumes created by dismantling process	Nuisance to the occupants of neighbouring buildings, and residential properties in the wider vicinity.	Medium	No burning of any material arising from the dismantling works will be allowed at any time, anywhere on site. The stripping-out and dismantling process will be undertaken in a methodical manner; progressively from one common face, with materials being carefully sorted as the structures are being dismantled, and the dust created from approaching the demolition in this way will be significantly reduced. All vehicles carrying demolition arisings shall be sheeted as required, unless the payload is deemed to be sufficiently dust free; or is wet. If at any point during the dismantling process the dust becomes an issue, then the structure and 'arisings' will be damped down as the work progresses in order to further limit the dust created. Any damping down will be achieved using sprays & hoses, which will be fed from a suitable supply point, and sprayed directly onto the area of demolition activity. A dust-buster fan driven unit will be deployed during the above ground demolition works to control any dust arising.	Low	

			If a sustained dry period results in the possibility of windblown surface dust the hose pipes will also be used to damp the site. In extreme dry weather conditions, the water bowser tanker towed by tractor will be used to quickly dampen the whole surface site area. If there are public highways in the vicinity, which are at risk of becoming dirty from site traffic, these will be checked on a daily basis and where necessary a road sweeper will be provided to ensure that all adjacent highway surfaces remain clean and debris-free.	
Contamination of watercourses and surface water drainage systems.	Pollution of watercourses and damage to aquatic animals and vegetation	High	There is a watercourse immediately adjacent to the works (River Inwell) and therefore there is a potential risk of contaminants entering the watercourse during the demolition and dismantling works. Care must therefore be taken to control the hazards that might cause contamination; reduce the risk and ensure that no contamination is allowed to enter the watercourse. No burning of any material arising from the demolition will be allowed at any time; anywhere on site, and no waste will be stored on site for extended periods. All plant and equipment will be refuelled in a safe area, away from drains and watercourses, and special care will be taken during deliveries, and particularly when any fuels or oils are being handled. (See COSHH data appended to this RAMS document) Depending upon the work in hand, drainage gullies in the vicinity of our works may need to be 'capped off' and if any existing drainage is to be used to capture site water used in the dust suppression systems it will be diverted through a 'silt buster' or equivalent in order to ensure that it is clean and 'filtered' before discharging into the existing drainage. Alternatively, if demolition has commenced and areas of the ground floor slab or external hardstanding can be broken to expose the sub-soils, then it may be acceptable to allow the dust-suppression to drain to ground naturally. In the event that the demolition activity creates any dirty or contaminated water 'run-off' (which may be exacerbated by heavy rainfall during the Winter period), then this will be prevented from entering the watercourse and any part of the surface water drainage system by creating strategically placed trenches and/or earth bunds in order to contain any contaminated or dirty 'run-off' water. Also, a 'spill kit' will be carried by each machine to control any contamination in the event of any minor fuel / oil spillage.	Low

Method Statement:

1. Scope of Works

Demolitions involve the careful dismantling of internal structures and accommodation within the Call Centre Hall and removing the second-floor staff restaurant canteen, demolishing the two-deck car park, and dismantling four external plant housings and removing the chiller plant compound.

All as described in the Demolition Specification produced by RGP Architects Version 04 (Tender Issue), dated 01/07/2022

2. Method

The works will commence following the procedure below, and if at any point something changes which requires amendments to the procedure, then the risk assessment should be reviewed, and the methodology rewritten.

Before the work commences all operatives will be given a site induction which will brief them in respect of the specific site risks and hazards, and all mitigating actions and controls introduced to manage significant risks.

Where hazardous materials are to be used, any relevant COSHH assessments will also be explained to those who are likely to be in contact with the material.

The work activity briefing is intended to be a two-way process and all operatives are encouraged to challenge the proposed approach, particularly if they feel that a safer and more practical work method can be adopted.

Access and egress to site for all vehicles will be directly from Dumers Lane, as indicated by the red arrows on the plan below:



At all times careful consideration should be given to the following key elements...

- General site security, and maintenance of the temporary secure demolition boundary fencing.
- Consideration of the location of the site and the likelihood of other site users; pedestrians and vehicular traffic in the vicinity.
- Avoidance of any above and below ground 'live' services
- Access & egress routes into site and the number and frequency of vehicle movements.
- Adequate on-site parking for contractors and visitor's vehicles, and for the delivery/removal of materials.
- Noise and dust created by the demolition works, and the presence of a watercourse close by.
- The overall 'sustainability' of the project and the need to recycle as much as possible.

SITE SETUP:

One of the first tasks will be to establish the welfare unit and to create a demolition exclusion zone around the full site. This will be done using HERAS fencing and will segregate the works from other site users and members of the public. Health & Safety signage will be displayed around the perimeter of the site warning persons in the vicinity, such as pedestrians, and particularly children, that potentially dangerous demolition works are in progress and that all unauthorised persons should stay clear of the works and not enter the site. For those authorised to gain entry the signage will also display the requirements for PPE to be worn; namely Helmets; Safety Footwear and Hi-Vis attire.

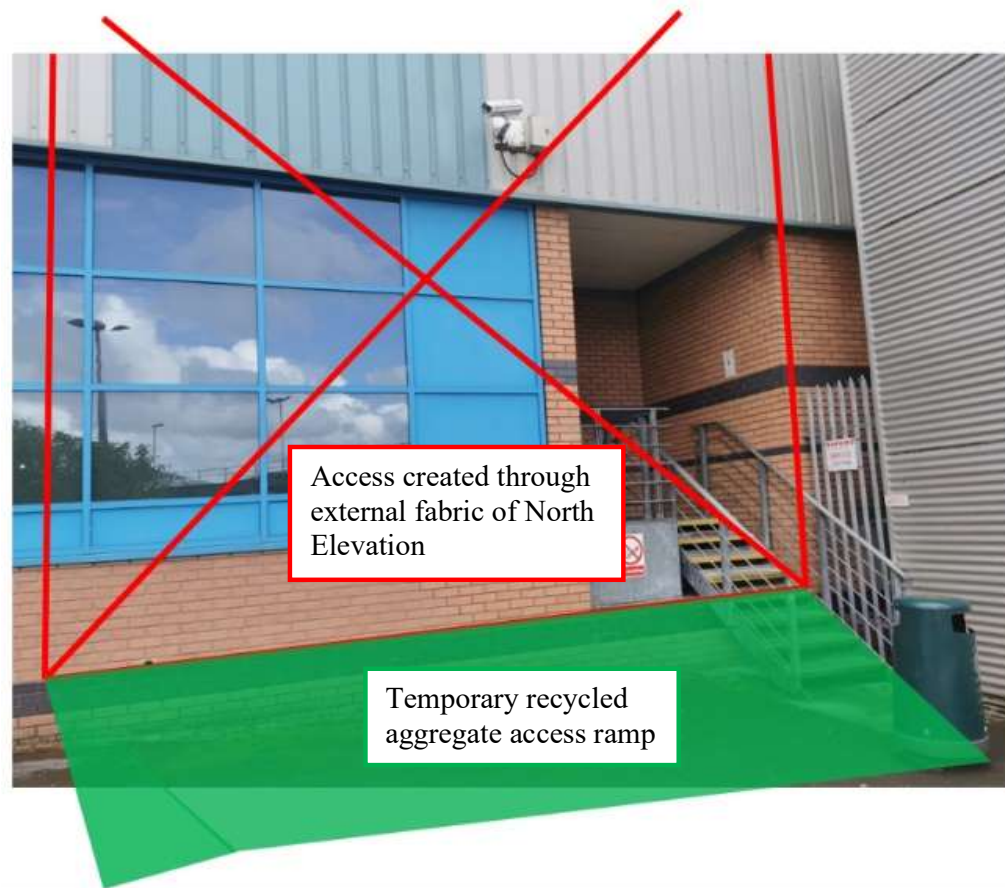


CREATE ACCESS INTO THE MAIN CALL CENTRE HALL:

There is a significant amount of work required withing the existing building, some of which will require the use of heavy demolition machinery. Current access is for personnel only and therefore we will need to create an access for plant and equipment and for the general removal of waste materials.

The building is to be restored to its original use as a warehouse and therefore it is proposed to create new goods doors along the North elevation (by others). It is our intention to take advantage of this proposal and create a temporary access point along the North elevation at a point between the existing Plant Room 3 and 4.

To create this temporary access, we will remove a section of external brickwork and glazing, along with a section of wall cladding and all supporting sheeting rails. The opening will be created between the structural steelwork in a position that does not compromise the remaining steel structure...approximate position shown on the photo-sketch below: -



Once the opening has been created in the external fabric of the building, we will install a temporary ramp to allow plant access from the external ground level up to the internal warehouse ground floor level, which is c.500mm-700mm higher at the intended point of access.

The temporary ramp will be created from recycled aggregates imported to site, which will be removed once the enabling works have been completed.

This access point will facilitate all access and egress to/from the Call Centre Hall for the access of all construction operatives, plant and equipment and for the removal of all waste materials.

ASBESTOS:

Due to the original age of the warehouse building, and the date of the 'Call Centre' refurbishment, it is unlikely that there will be any asbestos containing materials (ACM) within the structure. Nevertheless, it will be necessary for the Client to undertake a full Refurbishment & Demolition Asbestos Survey, prior to any demolition works being undertaken.

Once this report is available, we will assess the content and prepare a method for dealing with any ACMs found.

'SOFT STRIP':

Initially the structure will be 'soft-stripped' internally, as described within the Demolition Specification (produced by RGP Architects Version 04 (Tender Issue), dated 01/07/2022), which will involve the removal of internal chattels; fixtures & fittings; lightweight partitions; linings; suspended ceilings; mechanical and electrical services; trunking; ducting; bracketry support, and general waste materials; ensuring that the buildings are cleared back to the main shell, so far as necessary.

Soft strip to be carried out as follows:

- Site Manager to confirm whether any potentially live services remain in areas being soft stripped and, if so, ensure that these are clearly marked up and operatives briefed on these
- Site Manager to ensure that the removal of the asbestos containing materials has been completed, as detailed earlier, in advance of the soft strip works.
- Site Manager to ensure sufficient lighting.
- Soft strip to commence at Ground Floor level with the removal of the Plenum floor to expose the original concrete warehouse floor, which will thereafter provide a solid base for plant and equipment and from which to remove the rest of the internal strip-out works.
- Segregated skips to be set up in a designated area externally.
- Site Manager to ensure that a safe pedestrian/plant route is provided to the skip locations and to the building exits and that tripping/slipping hazards are managed
- Hand tools to be used as necessary to free fixtures, building fabric etc.
- All heavy/awkward materials to be placed in rubble trucks, trolley skips or handled by two personnel working together as a team.
- Work at low height will be required for removal of ceiling tiles and work at the upper parts of the partition walls and is to be from sturdy purpose-made hop-ups or podium steps
- Access to higher levels by MEWP or mobile tower:
 - Mobile towers to be erected and inspected by PASMA trained operative, set up in a safe location and re-inspected following any suspected damage or alteration and if still in the same configuration, after 7-day.
 - MEWP to be operated by IPAF certificated operative.
 - MEWP to be provided with current six-monthly certificate of thorough examination, inspected prior to use on each shift, with the inspection recorded on the MEP daily/weekly inspection sheet.

- MEWP to be safely positioned and exclusion zones to be set up around the MEWP and mobile tower work areas to prevent inadvertent access at ground level
- If MEWP is a “cherry picker” type, then harnesses and lanyards to be worn at all times, six-monthly certificates of thorough examination provided.
- No working outside the basket or platform, care to be taken in relation to overhead obstructions.
- Partitions and high-level pipes, conduits and ducting to be cut using a reciprocating saw, operative to wear additional PPE-safety goggles, ear defenders and FFP3 respirator or equivalent.
- Site Manager to ensure exclusion zones are maintained on the far side of any activities where visibility is not possible. i.e. on the far side of partition walls.

Access equipment used for the higher-level ‘soft-stripping’ works will comprise Mobile Elevated Work Platforms (MEWP), and also lightweight alloy tower scaffolds and podiums, thereby avoiding the need for operatives to work from any part of the structure and mitigate the risks of working at height.

All soft-stripping work will be carried out within the confines of the building shell and so any plant and equipment to be used should either be electrically operated to avoid the build-up of fumes within the building, or alternatively a means of positive ventilation should be introduced in order to ensure that the buildings remain ‘fume-free’.

As we work our way through the internal stripping it will create a large covered open space within the building, which will provide us with good clean hardstanding areas on which we can separate the materials into the different waste streams before loading into ‘roll-on roll-off’ skips and removing from site. This internal working will also help contain any dust and noise as we strip the building back to its shell.

DEMOLITION OF EXTERNAL PLANT ROOM SUPER-STRUCTURES & 2-DECK CAR PARK STRUCTURE:

The Site Manager will ensure that all service disconnections and associated work, such as purging of the gas mains has been completed and confirmed in writing together with details of the isolation points, prior to any demolition work starting.

The structural demolition will be completed using demolition specification excavators, protected with full heavy-duty protection cages; ram & track guards, and ‘side-skirts’, and equipped with specialist attachments such as ‘selector grab’ attachments; steel shears; concrete processors, and hydraulic breakers, like the example photos below:



The structures will be ‘broken into’ with ‘selector grab’ attachments (mechanical hand), by carefully removing a section of the external wall and roof structure, and then systematically working our way into the footprint of the building, section by section and dismantling and segregating elements of the structure and stockpiling ready for removal from site.

Selector grab attachments allows us to de-constructed the buildings piece by piece in a ‘top-down’ method, rather than simply knocking things over, and therefore by approaching the dismantling in this way it minimises the ‘freefall’ collapse of structures; allowing only small elements of the structure to fall into the demolition drop zone.

We do not anticipate using any ‘hot-works’ to cut steelwork, as the specialist attachments should be able to remove all the steel structure section-by-section. If any ‘hot-works’ are required, then these will be strictly controlled in line with our ‘Hot Works’ Permit system.

During the demolition works, all areas below and surrounding the structural dismantling work will be strictly kept free of all personnel. The structures will be progressively worked from one common face, and care will be taken not to de-stabilize any main structural supports out of sequence. Elements of the structure; particularly large structural steelwork elements, will generally be lowered to ground level where possible, as opposed to allowing large sections to 'free-fall' in order to minimise impact noise; loose material ricochet, and dust.

All waste materials arising from the soft-stripping and demolition activities will be segregated into the different waste streams and temporarily stockpiled before being placed into 'Roll On-Roll Off' skips and 'Tipper Wagons' and removed from site for recycling or sent to landfill...we always aim to recycle as much material as possible and the largest percentage of the material arising from the works will be recycled.

All 'hard waste' materials (brickwork; blockwork; rubble; concrete and tarmac) will be processed; crushed and stockpiled on site to provide recycled aggregate for use by the Client in the permanent works, and this specific crushing operation will be subject to a separate risk assessment and method statement in due course.

REMOVAL OF SUB-STRUCTURES (and Management of Excavations): (Including Floor Slabs, Foundations, Retaining Structures and all Hardstandings) – **External Plant Room 'Pods' Only.**

Once the ground floor slabs have been cleared of the demolition debris it will allow the slabs, foundations, retaining structures and redundant drainage to be broken out and removed.

Hydraulic excavators fitted with hydraulic breakers will then be used to break the ground floor slabs into sections and excavators following on behind will 'lift-out' the broken slabs and stockpile the materials ready for processing and crushing.

Hardcore Crushing Ltd (HCL) will follow all relevant Local Authority guidelines concerning the environmental impact (i.e., noise & dust etc). The slab once fully broken will be lifted by a 2nd 360 excavator fitted with a toothed bucket and stockpiled adjacent to the footprint of the ground floor slab.

Once the ground floor slab has been cleared, one of the excavators with a hydraulic breaker will expose, excavate and break out all the plant room foundations and all redundant drainage. All the concrete/hard materials generated will then be moved from the immediate working area with the excavator fitted with a grab or bucket attachment and stockpiled in a pre-determined location within the site for pre-processing prior to on-site crushing.

The resultant void created by the removal of the ground floor slab etc. will be backfilled, levelled, graded and made safe using existing recycled aggregates from the crushing of the hard arisings.

CRUSHING OPERATIONS:

Once all the superstructures and sub-structures have been demolished, grubbed-out and stockpiled, all the hard demolition arisings will be crushed/recycled to a 6F2 specification (as per the image below).

The crushing plant will be a diesel engine/electric hybrid machine with electric-powered feeders, jaw crusher and discharge conveyors, as per the image below.



Kleeman MC110R/MC100R Crusher.



6F2 Recycled Aggregate.

The crusher will be delivered to site towards the end of the demolition operation when we have more space available and when we have generated a stockpile of material ready to crush, and at that stage we will provide a separate mini-RAMS document for the crushing works and provide all necessary notification to the Local Authority Environmental Department.

The area in which they are working will be within the controlled working-zone, protected by Heras fencing and clearly marked to prevent inadvertent access. At no point will the area be left unsafe whilst unattended and all machines will be isolated when not in use.

Within the work area the hard material stockpiles will be 'processed' by our specialist hydraulic attachments such as the breaker or pulveriser in order to reduce the size of the material ready for loading into the jaw crusher. Dust controls will be in place to suppress both the stockpile and the crusher unit using a regulated fine water spray, and the quantity of water will be controlled to prevent any flooding. Operators will be in attendance to operate a controlled flow of water on the working area to suppress the release of dust. The crusher also has its own built in water suppression system to ensure suppression throughout the crushing process.

The excavator operative loading the crusher will ensure that any debris/waste material has been removed and that the concrete is suitable sized. The operative shall ensure that the stockpile is stable at all times and will use safe loading techniques. The excavator will consistently load the stockpiled material into the feeder/hopper of the crusher, avoiding overfill and this material is then fed through the grizzly-bars and into the crusher jaws where it is crushed to a 6F2 specification (125mm to dust). The crushed material will fall onto the discharge conveyors for stockpiling, where it will be removed and stockpiled by a second machine.

All crushing operators are trained to operate the crusher and oversee the work being carried out. Any blockages that occur will be dealt with by the operatives in accordance with pages 12-14 of the NFDC "Guidance Notes on the Safe Use of Mobile Crushers in the Demolition Sector" and HSE Guidance Notes, which are contained within the 'Demolition Plan - Site Safety File'. Specific risk assessments will be filled out on site for the removal of blockages, based on the nature of the blockage and the means to be used to unblock.

Any resultant steel will also be collected by belt magnet as crushing progresses, all material arising will be removed and disposed of as per HCL Waste Strategy.

HOT WORKS: (If required)

Before hot work takes place:

- 1 Ensure that the area has been cleared of all loose combustible materials and any flammable liquids or gases.
- 2 Ensure that all areas adjacent to the work that may be affected by heat transfer or conduction (including the other side of walls or partitions) have been checked to ensure all combustible materials have been removed.
- 3 Ensure that any immovable combustible material which remains in the vicinity of the hot cutting works is fully covered with an appropriate non-combustible material.
- 4 If necessary, and if the hot cutting works is being carried out in the vicinity of other on-site operations; ensure that the work area is screened using non-combustible material in order to shield adjacent activity.
- 5 In the case of gas-fuelled work, ensure that any cylinder/gas bottle that is not held in the hand is secured in a vertical position.
- 6 Ensure that 'Flash-back arrestors' are fitted to all oxy-acetylene cylinders.
- 7 Ensure that the Gas cylinders are located at least 2 metres from the burners.
- 8 Ensure that there is a portable fire extinguisher on hand immediately adjacent to the works, and also that there is at least 1 appropriate fire extinguisher located in the surrounding working area and that there is a person in the immediate working area for the duration of the work who is competent to use the fire extinguishers provided.

Once hot work is complete:

- 1 Directly after completion of hot work reinstate any isolated automatic detector head or smoke alarm, which may have been temporarily covered.
- 2 Clear the immediate work area and thoroughly check the work area, and any adjacent areas that may have been affected by any transferred or conducted heat, or sparks from the operation, in order to ensure that they are safe and free from potential to combust.

- 3 30 minutes after the hot work has taken place; carry out an inspection of the work area and any adjacent areas that may have been affected by transferred or conducted heat or sparks in order to ensure that there are no smouldering heat sources.
- 4 At the end of the working shift and before leaving site, re-check all the hot works areas to ensure that there is no remnant what-so-ever of heat, or potential combustion.

DUST SUPPRESSION:

The demolition, 'grubbing up' and material handling process is more than likely to generate dust (depending upon the weather) and we will ensure that measures are in place to prevent dust becoming an issue.

To suppress dust nuisances generated by the works we will utilise a selection of hoses, bowsters and 'pressure lances' fed from an on-site pressured supply, hydrants or IBCs & bowsters, and if deemed necessary in the event of significant dust creating we will use a 'Powered Dust Suppression Unit' ('Dust-Boss' type water atomising machine or similar), which can be located close to the work area and with the oscillating spray directed as required for the most efficient dust suppression. These fine water fogging machines are very efficient at dust suppression without using large volumes of water, which in itself can potentially creating an associated water nuisance.

Materials arising from the demolition works will be placed directly into waiting skips, therefore reducing 'double handling' and the potential for generation of additional dust. Arisings placed in the skip will also be damped down if their condition is such and/or weather conditions are such that any dust could arise. Skips will also be removed from site as soon as full, and the skip sizes and quantities have been 'pre-planned' to accommodate the anticipated size and volume of dismantled materials. Skips being removed from site will be covered over by the wagon's automatic sheeting system prior to leaving site.

During the demolition work and subsequent external works the Site Manager shall monitor; on a qualitative basis, the extent of dust arising and migration of any dust off-site and ensure the effective use of the dust suppression system, or whether or not any additional dust-suppression (such as hoses or tankers) is required.

Wagons removing waste that could produce dust, specifically including all outgoing vehicle loads with fine materials that could generate fines, shall be sheeted over on site. Any storage of such waste on site shall either be removed daily or covered over / damped down.

GENERAL HEALTH & SAFETY OVERVIEW:

The vast majority of the demolition and waste collection activities will be carried out from the safety of the machine's protected cabs, and from within the cabs of 'hook-loader' HGV's, with little involvement from operatives on the ground, and therefore the interface between machinery; plant and other site operatives is minimal. However, if at any stage machines, or wagons are operating close to areas where other site operatives are present, then we will consider using a 'Banksman' to safely control the movement of plant and machinery, and to ensure the safety of site operatives; particularly during instances where vehicles need to reverse.

Control of safety in and around the demolition zone is of paramount importance, and especially when heavy machinery is dismantling and processing large volumes of material. Our excavator operators are fully trained individuals who have good visibility from the cab of the machine and via 3 external rear-view mirrors... more importantly most of our fleet of new machines have the benefit of **Advanced Around View Monitoring system (AAVM)**.

The AAVM system is a 360° all-round virtual operating view, which displays on the cab's 8-inch cluster monitor, it also incorporates an **Intelligent Moving Object Detection system (IMOD)** that senses and warns the operator when objects come within working distance of the machine. This has revolutionised machine operation, making it safer than ever and ensuring that nobody can inadvertently wander into an excavator's area of operation without the machine operator being aware.

All our machine operators are suitably trained and as a minimum will have the relevant CPCS Competent Operator Certification. All site operatives will have CSCS Site Operative Certification as a minimum, and the majority of operatives and machine operators also have UKATA Category A 'Asbestos Awareness' training...those involved with the removal of asbestos containing products; also have UKATA 'Category B Non-Licensed Asbestos Work' training, and as the demolition progresses, they will be alert to the potential presence of any additional asbestos, which may have been missed during the asbestos survey works.

If at any point any works are required to be carried out at high level, then this will be carried out by hand with operatives working out of Mobile Elevated Work Platforms (MEWPs), or from lightweight alloy tower scaffolds. Those operating MEWPs will have the relevant IPAF Training Certification, and those erecting alloy towers will have the relevant PASMA Certification.

During the demolition and dismantling activities, any materials arising from the works will be carefully picked and segregated into the following categories:

- Asbestos containing materials (Hazardous Landfill) – **To be confirmed by R&D Asbestos Survey**
- General waste products (Sorted and picked via a local Recycling Centre)
- Metals –Ferrous & Non-Ferrous (Recycled via local Metal Recyclers)
- Timber, Glass and Plastics (Recycled via a local Recycling Centre)
- Stone & Slate (Recycled via our own Stone Yard in Accrington) - **None on this scheme**
- Concrete; Blockwork; Brickwork & Macadam (Recycled to 6F2 grading specification and retained on site by the Client for use in the permanent works)
- Vegetation and Green Waste (Landfill site for composting, where possible – **None on this scheme**)

As the work progresses, at the end of each shift, inspections by either the Site Manager, or the Foreman in charge will determine what temporary measures, or protection, if any, will have to be implemented to make the works safe until the commencement of the next shift.

On completion of the works the site will be left in a clean and tidy state; ready for the permanent works to commence, by others.

“Exercise common sense and good housekeeping at all times”.

WELFARE FACILITIES:

There will be a maximum of 5-8 personnel on site at any one time and the works should last approximately 9 Weeks in total.

Welfare facilities will be set-up on site, which suitable for the number of personnel on site and will include WC, washing and messing facilities; fully compliant with the recommendations of The Construction (Design and Management) Regulations 2015 (Schedule 2).

On this scheme we propose to set up a 24' x 9' Combi-Cabin anti-vandal welfare unit, which is a completely 'self-contained' unit with power; water and drainage and which incorporates a canteen with seating for up to eight staff; office; drying room; storage area, and two private WCs. These units include fresh-water units; waste and fuel tanks; flushing toilets; urinals; hot and cold water; hand dryers; heating; lighting; microwave; kettle, and power generators.

EMERGENCY PROCEDURES:

No burning of waste materials will be allowed on site under any circumstances, which largely mitigates the risk from fire.

On site fuel containment will be provided by means of a double banded purpose made fuel bowser, which will be sited in a safe location adjacent to the working area, and away from any surface water drains. The bowser will have a built-in pump and hose arrangement allowing fuel to be safely transferred from the bowser to the plant, and this equipment has in-built 'cut-off' valves to prevent spillage or 'over-run', and therefore the risk of spills will be exceedingly remote. (Please refer to the COSHH data sheets in Section 2 of the 'Demolition Plan - Site Safety File')

Any fuel spillages will be immediately contained using suitable material, such as bespoke spill kit materials, or sand/fine grit, which can be used to soak up any diesel spillage and moved onto an impermeable surface such as visqueen sheeting, and then to be gathered up at the earliest opportunity and removed from site to licensed landfill as 'hazardous waste'.

In the unlikely event of a fire or other emergency our site personnel will immediately call the emergency services, as detailed in the Emergency Contacts appended to this document and held in Section 5 of the 'Demolition Plan - Site Safety File'. If necessary, we will also inform personnel working in adjacent buildings.

A first aid kit will be carried by the gang, for use as required although the preference; in the event of any accident or incident, would always be for the operatives to seek professional medical attention at the nearest A&E Department; details of which are also appended to this document and held in Section 5 of the 'Demolition Plan - Site Safety File'.

REPORTING OF ACCIDENTS:

Please refer to the Company's Health & Safety Policy, a copy of which can be found in Section 2 of the 'Demolition Plan - Site Safety File'.

All accidents and incidents, no matter how trivial, **must be reported to your immediate site supervisor**, (refer to the 'Site Manager' section at the head of this document). The site supervisor will then; if required; complete a RIDDOR report and will also thereafter carry out an 'incident investigation' along with his Contracts Manager, and Director.

Only 'responsible persons' including employers, the self-employed and people in control of work premises should submit reports under RIDDOR, and this can be done online at:

<https://www.hse.gov.uk/riddor/report.htm>

PERSONAL PROTECTION EQUIPMENT:

(Please refer to the Personal Protective Equipment at Work (Amendment) Regulations 2022)

General - Hard hat, Hi viz jacket, Gloves to EN 420:2003-general purpose -(nitrile or butyl rubber or pvc –cut level 5), Safety boots to EN201345:2004

Additional for any use of Stihl saw and reciprocating saw - goggles to EN 166B, ear defenders to EN352-1, P3 R half face mask with press-to-check filters to EN140 (Face piece), EN14387:2004 (Filter performance), EN143:200 (Filter performance) –face fit certificates on site

Additional if in the vicinity of machine mounted breaker - ear defenders to EN352-1

Additional for breaking out using hand tools - safety glasses/goggles to EN 166B

Additional for any hand digging in the vicinity of known/suspected HV and gas services and cutting reinforcement with Stihl saw, use of cutting equipment - flameproof and anti static overalls

Despite all the controls and safe systems of work have been applied, as above; some hazards might remain, and these could potentially cause injuries to: -

- lungs, e.g., from breathing in dust or contaminated air; fumes/vapours.
- head and feet, e.g., from falling materials.
- eyes, e.g., dust/debris from working with hand tools, or from ricocheting debris or splashes of hazardous substances.
- skin, e.g., from contact with corrosive materials, or general dust; dirt or rough/sharp materials.

All personnel will wear safety helmets, high-viz jackets / waistcoats, and safety footwear at all times within the working areas.

Operatives involved in the removal of asbestos cement products and other low risk 'non-notifiable' ACM will wear disposable overalls; gloves, and FFP3 RPE masks.

Those involved in the use of flame cutting equipment or straight sided cutting wheels must wear eye protection and for substantial amounts of hot cutting works it may be necessary to wear flame-retardant overalls.

Those involved in the use of or working in close proximity to noisy plant or equipment, such as pneumatic hammers, breakers, drills and cutting wheels, must wear hearing protection.

Any 'Stripping-Out; dismantling; demolition and 'grubbing-up' operations can produce uncomfortable levels of nuisance dust. Therefore, any personnel involved in breaking, removal or loading of rubble may need to wear dust masks, and because of the potential for the potential silica to be released from concrete and bricks these RPE masks will be rated as a minimum to FFP3 standard.

PPE must be properly looked after and stored when not in use, and if it is reusable, it must be cleaned and kept in good condition. Any reusable PPE should only be used by the same operative and not shared.

Employees must make proper use of PPE and report its loss or destruction or any fault in it.

3. Labour		
Job Title / Designation	Number	Typical Training & Competence
Contracts Manager	Visiting	Site Managers Safety Training Scheme (SMSTS) 5-Day Course / CSCS 'Black' Site Manager Card.
Site Manager / Foreman	1	SSSTS / CSCS Labourer / CPCS Blue Card / 'Category A Asbestos Awareness' / First Aid Training
General Operatives	4/5	CSCS Labourer Card / UKATA Approved 'Category A Asbestos Awareness' and 'Category B Non-Licensed Asbestos Work' / First Aid Training
Machine Driver	1/2	CPCS Blue Card - Excavator 360 >10 tonne tracked / 'Category A Asbestos Awareness'
Wagon Driver	(As required)	HGV 1

4. Plant / Equipment / Tools					
* The level at which employers must provide hearing protection and hearing protection zones is now 85 decibels , and workers must not be exposed to level above 87 decibels (taking account of any reduction in exposure provided by hearing protection)					
Item	Used for...	Noise		Vibration	
		Noise output, dB(A)	Hearing protection (Y/N)	Weighted Acceleration	Exposure time (mins)
Cut Off Saw (Stihl Saw)	General cutting of concrete masonry and steel	c. 98	Y	Front Handle 1.9; Rear Handle 2.6	c. 3.5 Hours
Hydraulic Excavator	Dismantling & Loading works.	c.72 (Internal) / c.103 (External)	If outside and close to the Machine then YES	N/A	N/A
Wagons	Removal of materials	c. 74	N	N/A	N/A
Tracked Jaw Crusher	Crushing of materials to produce recycled aggregates.	85 - 98	If outside and close to the machine, then YES	N/A	N/A

5. Hazardous Substances		
The following substances may be encountered during this activity. Detailed COSHH assessments are held in the 'Demolition Plan - Site Safety File' and where operatives are not familiar with the content of these assessments they will be briefed out prior to work commencing.		
Hazardous Substance	COSHH Assessment Ref	Precautions / Risk Controls
Gas Oil / Red Diesel	HCL/COSHH/001a	See COSHH Assessment
ISO46 Hydraulic Oil	HCL/COSHH/002a	See COSHH Assessment
Petrol / Gasoline	HCL/COSHH/003a	See COSHH Assessment

6. Confirmation of Site Induction and understanding of this RAMS document

I acknowledge the contents of this risk assessment & method statement and understand the measures proposed to mitigate the risks and help ensure safe completion of the works. In particular I have understood the specific measures required to protect against the risk of Covid-19 transmission and that if at any time I develop the symptoms of Covid-19 I will inform the site manager, self-isolate at home for 10 days unless a test result is negative.

Name	Date	Signature