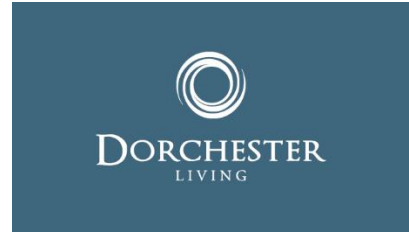


2nd July 2020



DEMOLITION METHOD STATEMENT

DEMOLITION OF BUILDING 457 SOUTHERN FAÇADE AND GABLE END WALLS

VILLAGE CENTRE SOUTH (PHASE 2)

INTRODUCTION

Following the planning approval of 19/02337/F for the demolition of building 457 southern façade and gable end walls, and for the temporary use and associated works to create public open space, this is an application to discharge planning condition 4.

No development shall take place until a method statement for carrying out the demolition work hereby approved, including details of the arrangements for the recording, preservation and storage of salvaged materials to be re-used in any future development proposals on the site, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and salvaged materials stored in accordance with the approved statement thereafter.

CURRENT CONDITION

The majority of building 457 was demolished in 2017 under a previous planning approval under 16/0100/F to comprise café, restaurant and hotel facilities along with a mixed use glazed link. During investigative trial pits in 2016 determined that the foundations are much less than current standards and comprise a minimal 500mm wide concrete strip footing at a depth of approximately 500mm below existing ground level. Following these investigative works, it was concluded that the retained façade was unsuitable to carry any additional load and it was deemed to require a temporary support system to stabilize the structure. See Appendix A.

The main façade support consisted of a kentledge scaffold with through ties to the walls with additional buttress scaffold at the gables and chimneys and box ties at the high level chimney brickwork.

ACCESS DESIGN AND SAFETY – SUPPORT SCAFFOLD DESIGN DRAWING

[See Appendix A]

The scaffolding support was installed in August 2017 and has since been regularly inspected by a temporary works specialist on a weekly basis.

DEMOLITION PROPOSALS FOR BUILDING 457 FACADE

Since receipt of the planning approval, Dorchester has consulted the scaffolding contractor, demolition contractor and our Health and Safety representative to develop a safe and suitable methodology for the demolition which avoids any risk to personnel involved with the works and also retains/salvages as many of the facing bricks as possible.

Whilst carrying out the assessment of the works required, Dorchester is required to be particularly focused on working at height and to be especially aware of the risks when working around unstable structures. The demolition of Building 457 is considered as a high risk in terms of working at height and working with unstable structures and hence there must be control measures implemented to eliminate the risk or reduce the risk to an acceptable level by applying control measures to the demolition operations.

The safest method of demolition is to avoid any manual labour working at height and use mechanical means to demolish the structure. This would however be impractical as any demolition with scaffold and ties in place would be likely to pull over the brickwork walls, ties and support scaffold and would therefore be more dangerous for any salvage workers, even if working at ground levels, and would also damage a high proportion of the facing bricks.

An alternative option would be to have the scaffold contractor remove all of the support ties and chimney box scaffold by working from the scaffold side which would provide some safety from working within a protective scaffold structure. With all ties removed it would be possible to pull down the brickwork walls away from the scaffold onto a crash mat. After discussions with the scaffold contractor, it has been concluded that as the wall has been temporarily supported for nearly three years and removing ties could allow the walls to become dangerously unstable and potentially collapse towards the scaffolding structure and the operatives.

Manual demolition of the entire structure has been considered and it would be possible to add access scaffold as a working platform for operatives. However, this process would be practical for the removal of the chimneys and gable end but becomes impractical and unsafe from wall plate level downwards. The current installation of ties and scaffold is supporting the linear walls but removal of a tie or removal of a section of brickwork at a tie location will remove a means of support and could make the wall unstable and present an unacceptable risk to any operative working on the demolition. Therefore, full manual demolition of the wall is not a safe and practical option.

It has therefore been decided that the safest method of demolition, which also maximises the quantity of salvaged facing bricks, would be to have a combination of manual demolition of the chimneys and gable end down to the wall plate level. Following this, a controlled mechanical demolition of the main walls by pulling the walls down onto a sloping hardcore crash mat and the salvage of the facing bricks by operatives working at ground level. Following the brick salvage operation, the support scaffold can be removed at minimal risk, which would then allow the wall substructure and foundations to be removed by mechanical means.

METHOD STATEMENT

1. Leaving scaffold ties in place and keeping structure stable independent access scaffold will be installed at each chimney and gable end with ties and boarded links to chimney perimeter to allow personnel access to carry out hand demolition. Rubbish chutes will be provided at each location to allow controlled removal of any waste materials to a skip at ground level. [See Appendix B]
2. Carry out manual demolition of chimneys and gable end. All facing bricks to be checked and if in reasonable condition retained on the scaffold until loaded away on a pallet and forklift as work proceeds. Any unsuitable bricks and waste material to be loaded into waste skips via the rubbish chutes.
3. Lower scaffold access platform at chimney to allow demolition at the lower section of the chimney including the removal of scaffold box ties which are now redundant following the removal of the high level chimneys. Note – lower chimney ties left in place
4. Carry out manual demolition of lower chimneys down to approximately wall plate level of the main linear walls. All facing bricks to be checked and if in reasonable condition retained on the scaffold until loaded away on a pallet and forklift as work proceeds. Any unsuitable bricks and waste material to be loaded into waste skips via the rubbish chutes.
5. Removal of all independent access scaffolding installed in item (1) from the south side of the wall and clear away from site.
6. The walls will now have been demolished down to wall plate level with all ties left in place to maintain stability of the remaining structure.
7. Demolition contractor to install a hardcore crash mat at the north side of the wall to be demolished. The mat will start at ground level at the base of the wall and be sloped at approximately 45 degrees to minimise the fall distance of the walls but still allow operatives to safely access the wall arising's once pulled onto the crash mat. [See Section D-D in Appendix B]
8. Prior to further work the area around the wall will be designated as an exclusion zone and fenced off to ensure only authorized personnel can enter the area.
9. The demolition contractor and the scaffolding contractor will now be working in conjunction to allow the safe removal of the scaffold ties. The demolition contractor will place the excavator bucket against a section of wall while the scaffold contractor releases the ties. The scaffold contractor will work from within the protected support scaffold box

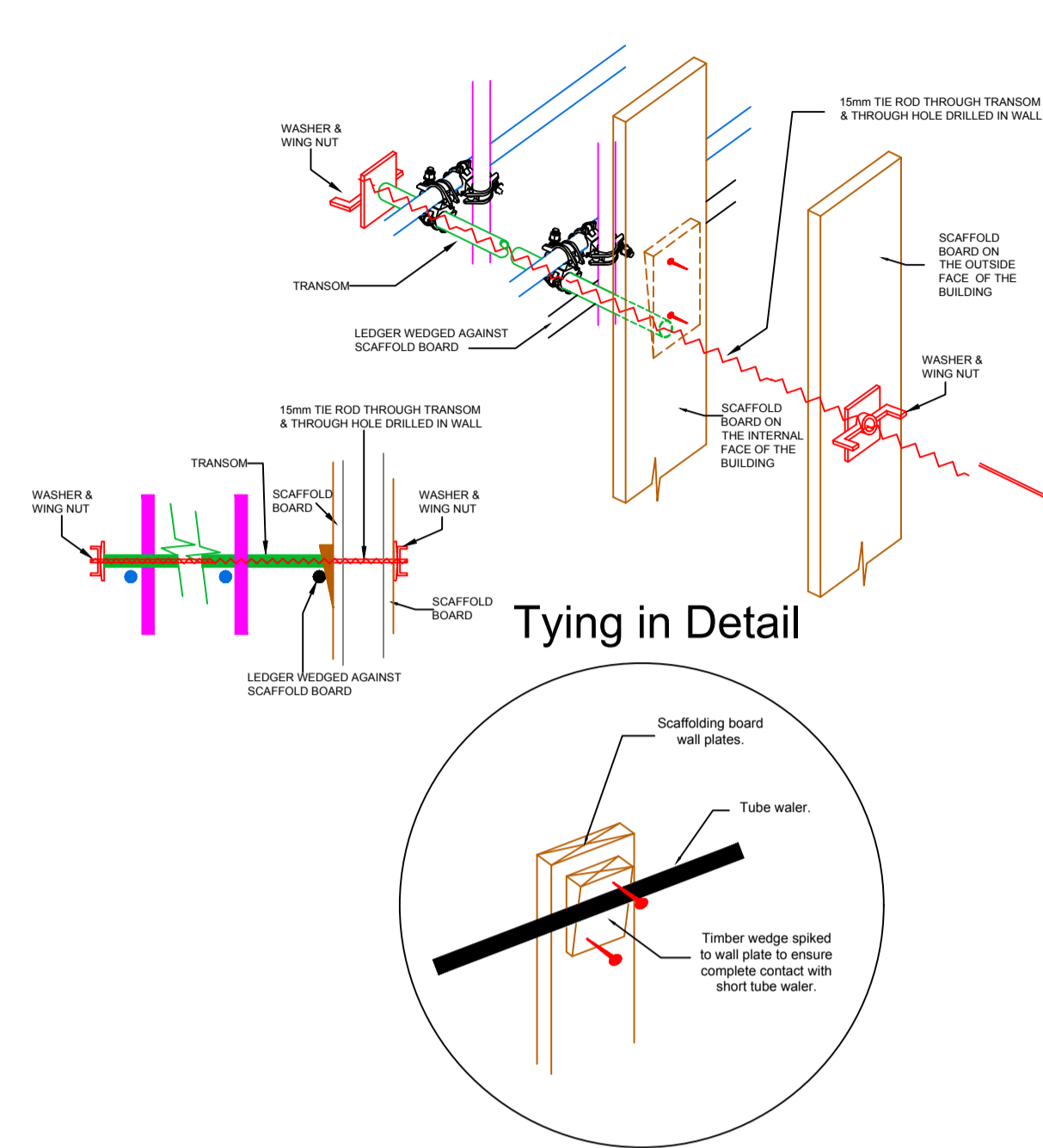
to release the scaffold through ties which can be undone and dropped to ground level. Drilled through rebar-ties will be released from the south side safe area and knocked through to release the tie. Both contractors will work progressing along the wall until all ties are removed.

10. Once ties are released the demolition contractor will use the excavator to pull clear any scaffold ties which may have ended up on the crash mat side of the walls.
11. When all clear, the demolition contractor will use an excavator to pull the walls onto the crash mat in a controlled operation. No other personnel will be allowed into the exclusion zone until all walls are pulled down to ground level onto the crash mat.
12. Demolition operatives will now be able to enter the area carry out the salvage operation on the facing bricks. All salvageable bricks will be stacked onto pallets for transport to a secure store. All waste materials will be loaded into skips for removal from site or recycling into reusable material.
13. All salvaged bricks will be inspected at the secure store and excess mortar removed to allow the bricks to be categorized based on quality and reuse on potential and restacked, quantified and the status reported.
14. Following the completion of the salvage works, the scaffold contractor will return to site to remove all of the support scaffold from the site and demolition contractor will remove any wall substructure including concrete foundations.
15. Following completion of the demolition process, the area can be filled, top soiled and landscaped in accordance with the planning permission.

STORAGE

Following the demolition and recording of the salvageable bricks, they will be securely stored within building 268, a disused building located on the former flying field, until they are required for reuse.

APPENDIX A

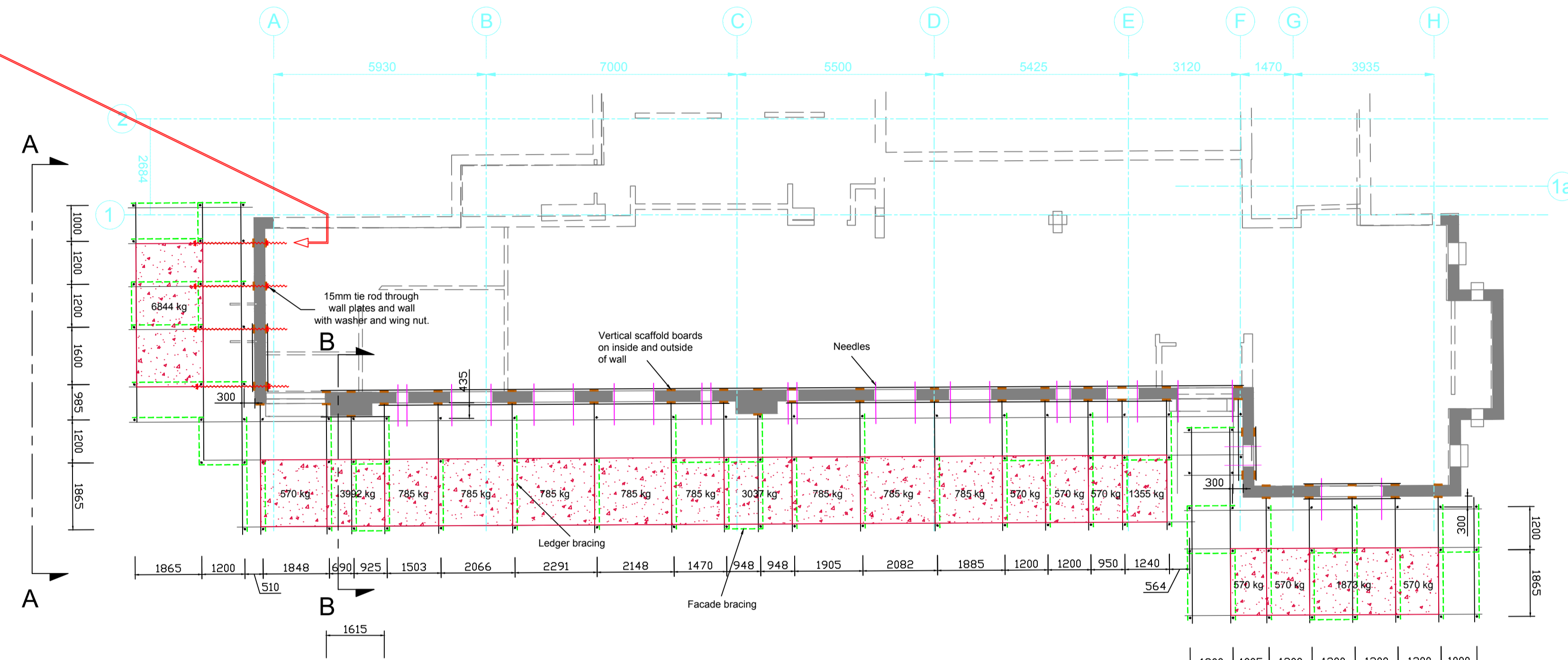


TYPE 4 TUBE MUST BE MANUFACTURED IN ACCORDANCE WITH BS EN 39

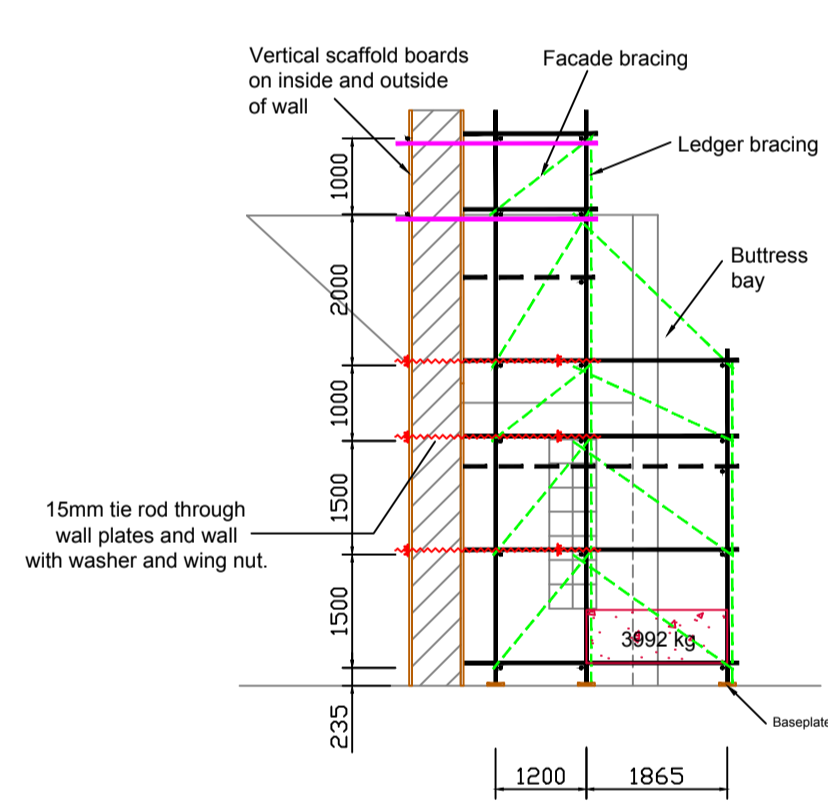
SCAFFOLD TO BE ERECTED IN ACCORDANCE WITH TG20:13

USE LOAD BEARING COUPLERS ONLY (EXCEPT FOR BOARD BEARERS)

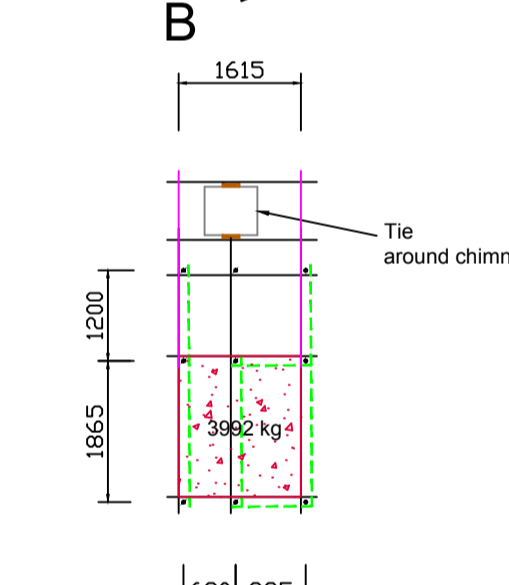
Tying in Detail



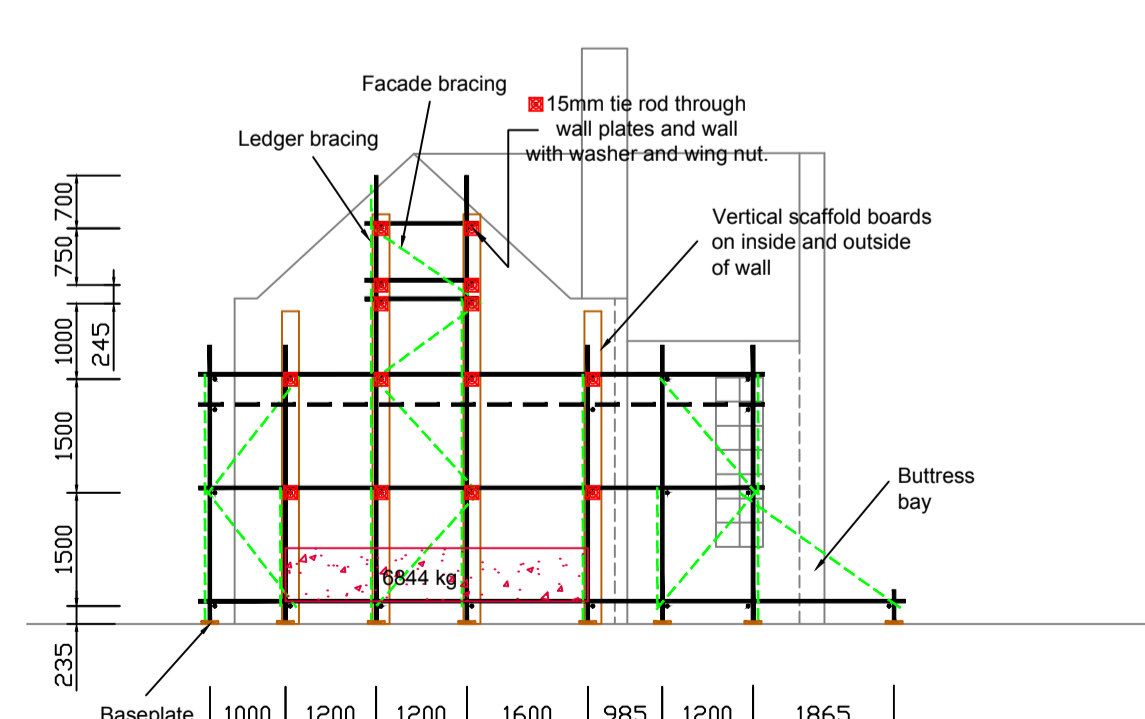
Plan View



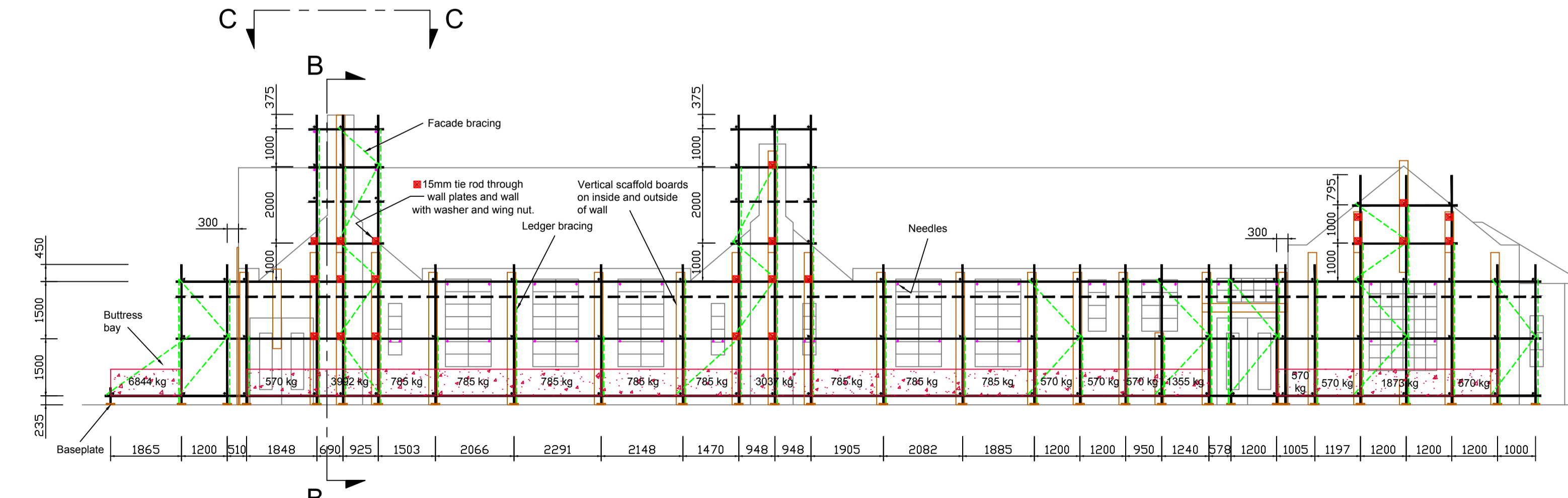
Elevation B-B



Elevation C-C



Elevation A-A



Front Elevation

- a) This drawing and the associated calculations are confidential and remain the property of Access Design and Safety Ltd. No unauthorised use, copy or disclosure is to be made without the express permission of Access Design and Safety Ltd. Charges to the client could apply if unauthorised use, copies and disclosure is made of this drawing and associated calculations.
- b) This drawing has been prepared based on the information supplied to us by the persons/contractor requesting the design. It is their responsibility to check that their requirements have been correctly interpreted as detailed in the drawing and associated calculations.
- c) This drawing and its associated calculations have been prepared and conform to the following:
 - BS EN 12811-1
 - TG20:13 NASC Guide to Good Practice For Scaffolding With Tube and Fittings
 - BS 5975: False Work
 - BS EN 1991-1-4:2005 + A1:2010 : Wind loads.
 - BS EN 1991-1-1-3:2003: Snow loads.
 - The Working at Height Regulations 2005.
 - Construction Design and Management Regulations 2015.
- d) The contractor is to ensure that this structure is erected, adapted and dismantled by competent, trained and qualified persons in accordance with this drawing and that a safe system of work is in use at all times, including, but not limited to the NASC guidance note SG4:15. We have included in our design and calculations for the materials to form collective fall protection ('Scaffolders Safe Zone') and that these will be left in place for the duration of the life of the scaffolding operations.
- e) All working platforms must comply fully with the Working at Height Regulations 2005 (WAHR). Unless specified by the contractor we have assumed a maximum gap between building and scaffold of 225mm (as per NASC guidance). For gaps larger than this it is the contractors responsibility to fulfil their duties under WAHR (i.e. double guardrails with toeboard).
- f) Where ties are required to be fitted to the building they should be installed by competent, trained and qualified persons in accordance to the manufacturer's instructions and the current NASC guidance TG4:11. The scaffolding contractor must carry out preliminary anchor tests as defined by TG4:11 and TG20:13 to ascertain that the structure is capable of holding the imposed loads of the anchors used for scaffold ties or to confirm which is the most suitable anchor to be used for a scaffold tie. Tie loads are detailed either in our calculations or noted on the drawing. Access Design & Safety Ltd will not accept any responsibility for the building/structure that the scaffold is fixed to.
- g) We recommend that where drilled anchors are used preliminary and proof testing is carried out in accordance with TG4 (please visit www.fixingscfa.co.uk for a list of approved testers) or contact Access Design & Safety Ltd. TIES MUST NOT BE REMOVED WITHOUT EXPRESS WRITTEN PERMISSION OF ACCESS DESIGN & SAFETY LTD.
- h) Where Access Design & Safety Ltd have provided designs for shoring works, we cannot pass comment on the structure being shored as this involves matters beyond our knowledge. It is the responsibility of the contractor to ensure that the existing structure will safely span between our designed supports and can be safely supported in this way.
- i) No alteration to the designed structure or deviation from this drawing can be made without express written permission of Access Design & Safety Ltd.
- j) Written dimensions will take precedence of scaled dimensions. The contractor should verify all site dimensions and notify Access Design & Safety Ltd of any discrepancies. The contractor is responsible for accurately setting out the position of the designed structure detailed in this drawing.
- k) MATERIALS:
 - Scaffold Tube: to be type 4 steel galvanised tube in accordance to BS EN 39 with a minimum yield stress of 235 N/mm², an outside dimension of 48.3mm and a wall thickness of 4.0mm. All tube should be 'as new' condition and free from corrosion, build-up of debris (concrete etc) and grease/oils etc.
 - Scaffold Couplers: All couplers must have the minimum characteristic strengths as identified by BS EN 12811-1 Annex C. We have assumed the use of class A couplers unless specified otherwise by the contractor.
 - Scaffold Boards: Scaffold boards are to be in accordance with the latest requirements of BS 2482 Part 1. Board supports are to be as the dimensions detailed in TG20:13 relevant to the load class of the scaffold to a maximum dimension of 1200mm. Where machine stress graded boards to BS 2482-1 38-1.5m are specified then the maximum board support will be 1500mm.

The scaffolding supervisor must ensure that a safe system of working is adopted at all times.



The Design Studio
 First Floor
 1 Parsons Street
 Dudley
 West Midlands
 DY1 1JJ
 Tel: 01384 459090
 Fax: 01384 242650
 Email: info@designsafe.co.uk
 Web: www.designsafe.co.uk



Customer: **EXCELSIOR LAND LTD**

Project: **HEYFORD HOTEL**

Title:
Facade shore constructed from traditional tubes and fittings.
 Plan View
 Front Elevation
 Elevation's A-A, B-B & C-C

Revisions:

Description	By	Date

Drawing Status: **Provisional Issue (Not For Construction)**

Date: **04/07/2017** Drawn By: **D. J.** Checked By:

Drawing Scale: **1-100 @ A1** Drawing no. **17131-03-01** Revision:

APPENDIX B

Note: This drawing has been amended for planning and information purposes ONLY. Not for construction use.

Date: 26/06/2020
Heyford Park Settlements LP

- This drawing and the associated calculations are confidential and remain the property of Access Design and Safety Ltd. No unauthorised use, copy or disclosure is to be made without the express permission of Access Design and Safety Ltd. Charges to the client could apply if unauthorised use, copies and disclosure is made of this drawing and associated calculations.
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 - BSEN:1991-1-4:2005 + A1:2010 : Wind loads.
 - BSEN:1991-1-3:2003: Snow loads.
 - The Working at Height Regulations 2005.
 - Construction Design and Management Regulations 2015.
- The contractor is to ensure that this structure is erected, adapted and dismantled by competent, trained and qualified persons in accordance with this drawing and that a safe system of work is in use at all times, including, but not limited to the NASC guidance note SG4:15. We have included in our design and calculations for the materials to form collective fall protection ('Scaffolding Safe Zone') and these will be left in place for the duration of the life of the scaffolding operations.
- All working platforms must comply fully with the Working At Height Regulations 2005 (WAHR). Unless specified by the contractor we have assumed a maximum gap between building and scaffold of 225mm (as per NASC guidance). For gaps larger than this it is the contractors responsibility to fulfil their duties under WAHR (i.e. double guardrails with toeboard).
- Where ties are required to be fitted to the building they should be installed by competent, trained and qualified persons in accordance to the manufacturer's instructions and the current NASC guidance TG4:11. The scaffolding contractor must carry out preliminary anchor tests as defined by TG4:11 and TG20:13 to ascertain that the structure is capable of holding the imposed loads of the anchors used for scaffold ties or to confirm which is the most suitable anchor to be used for a scaffold tie. Tie loads are detailed either in our calculations or noted on the drawing. Access Design & Safety Ltd will not accept any responsibility for the building/structure that the scaffold is fixed to.
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 - Scaffold Couplers: All couplers must have the minimum characteristic strengths as identified by BS EN 12811-1 Annex C. We have assumed the use of class A couplers unless specified otherwise by the contractor.
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First Floor
1 Parsons Street
Dudley
West Midlands
DY1 1JJ
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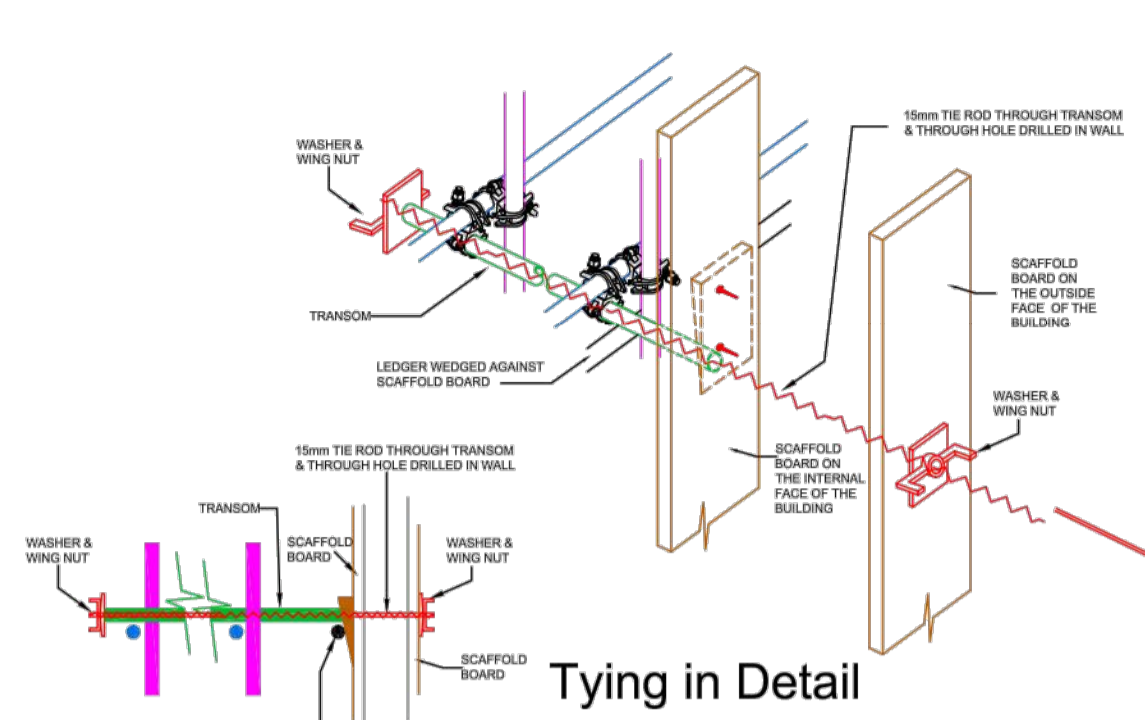
Title:
Facade shore constructed from traditional tubes and fittings.
Plan View
Front Elevation
Elevation's A-A, B-B & C-C

Revisions:	Description	By	Date
A	WORKING DRAWING	JPR	25.7.17
B	Boarded lift added at plate level and gable	PAR	01.08.17

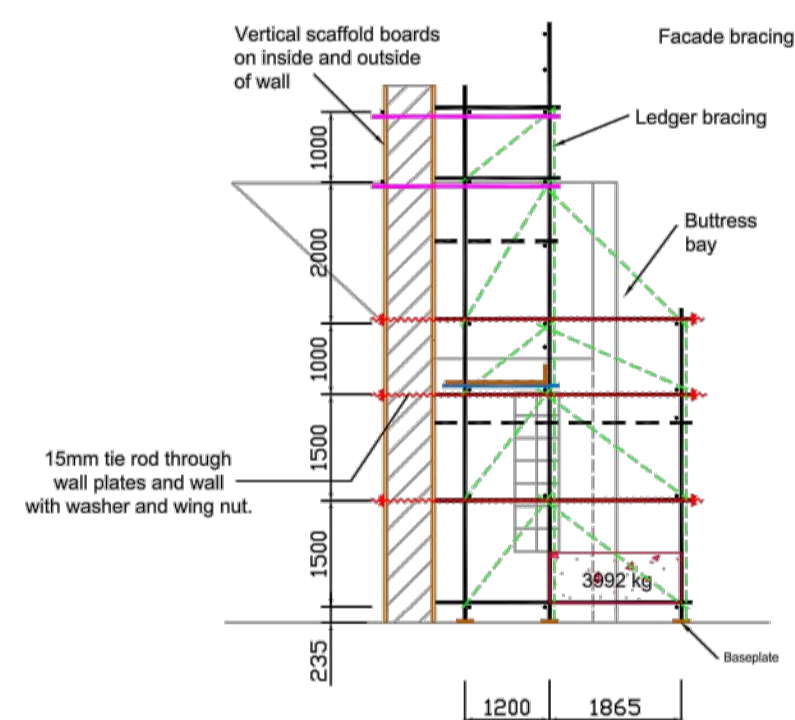
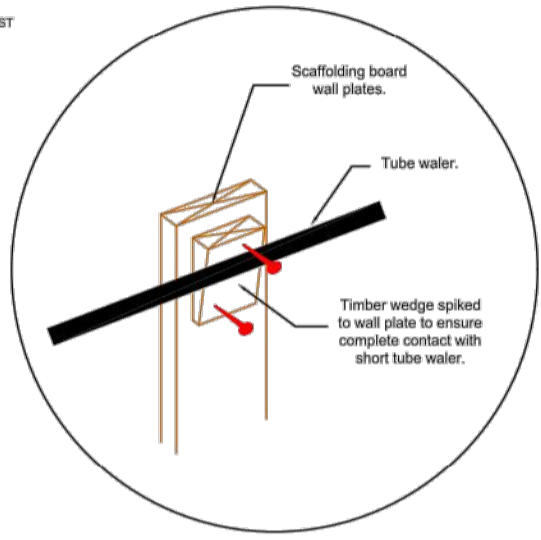
Drawing Status: **WORKING DRAWING**

Date: 04/07/2017	Drawn By: D. J.	Checked By:
Drawing Scale: 1-100 @ A1	Drawing no. 17131-03-01	Revision: B

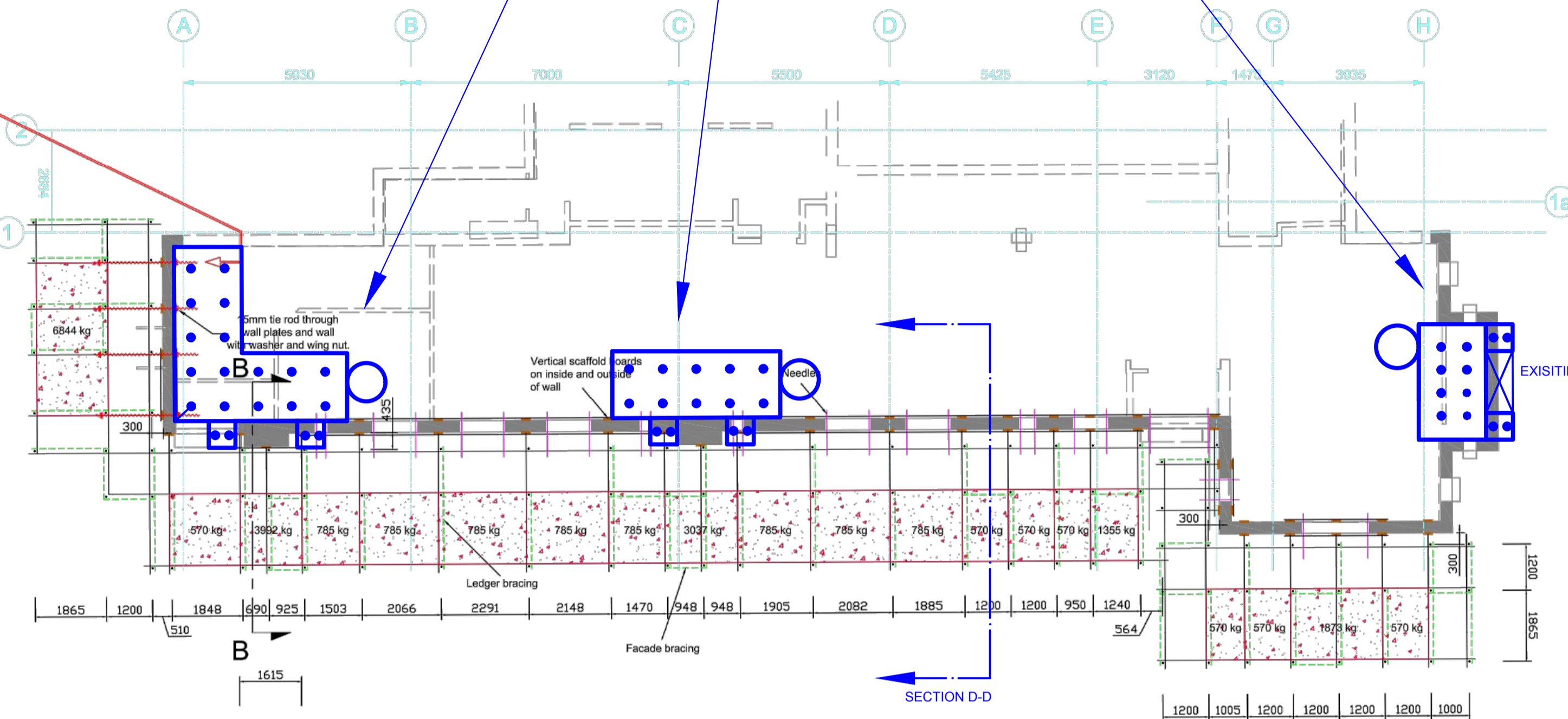
3NO INDEPENDENT TOWERS TO ALLOW HAND DEMOLITION OF CHIMNEYS AND GABLES. RUBBISH CHUTE ON EACH TOWER FOR DEBRIS



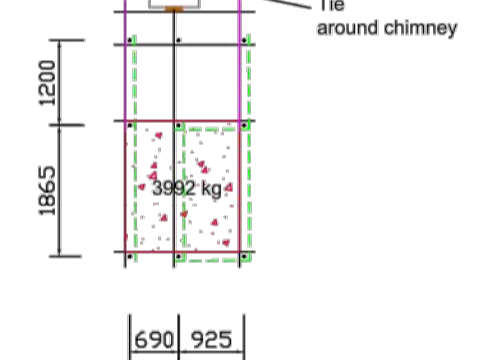
Tying in Detail



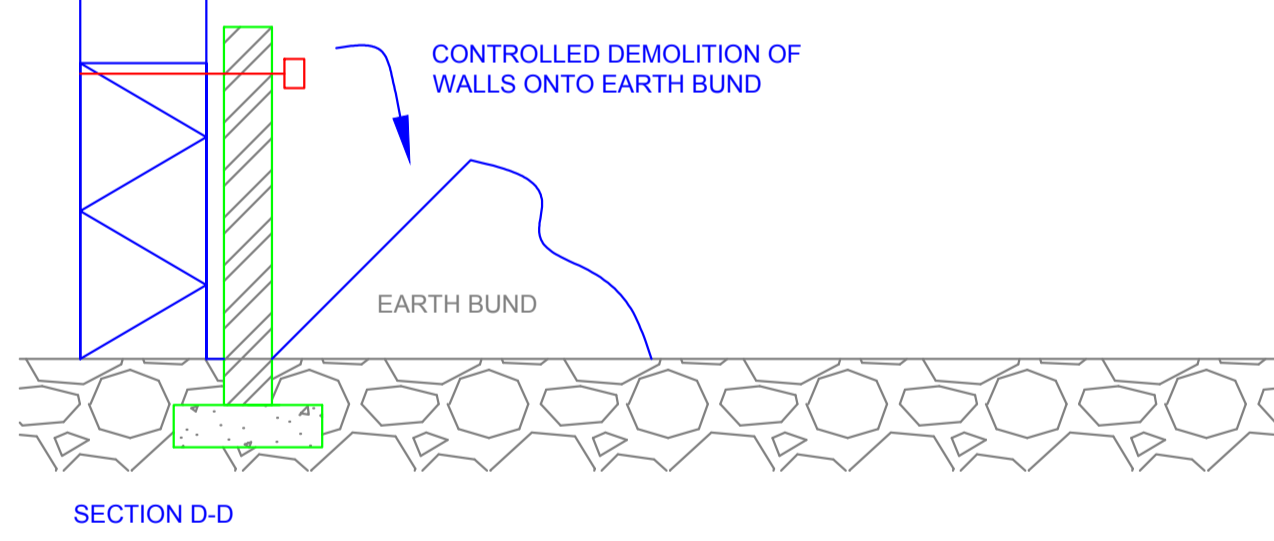
Elevation B-B



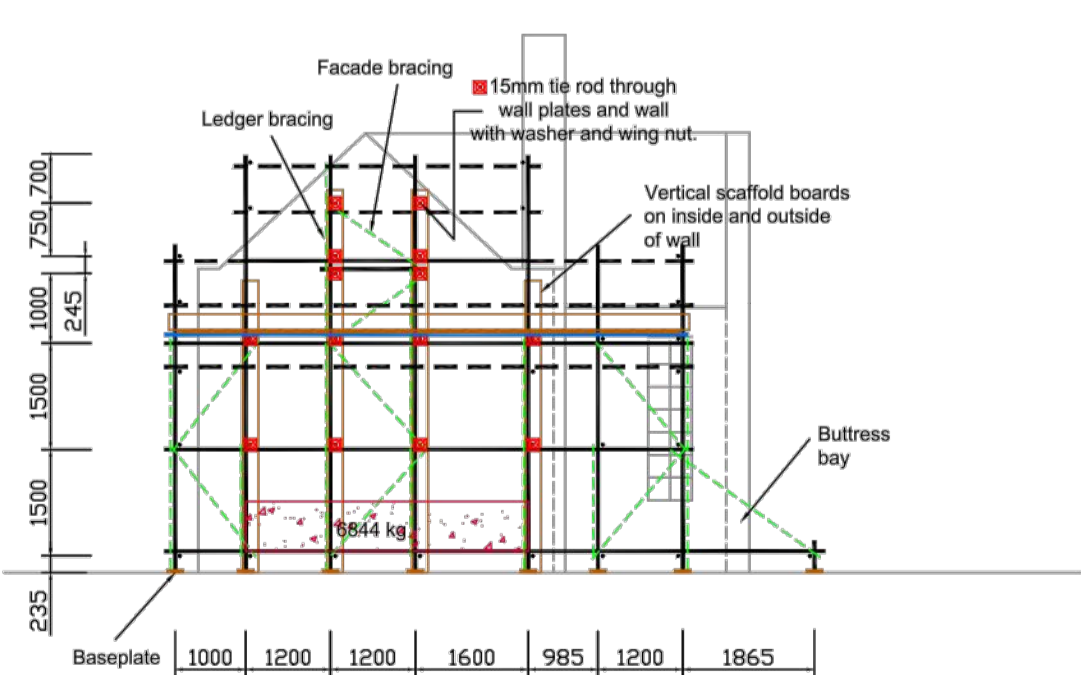
Plan View



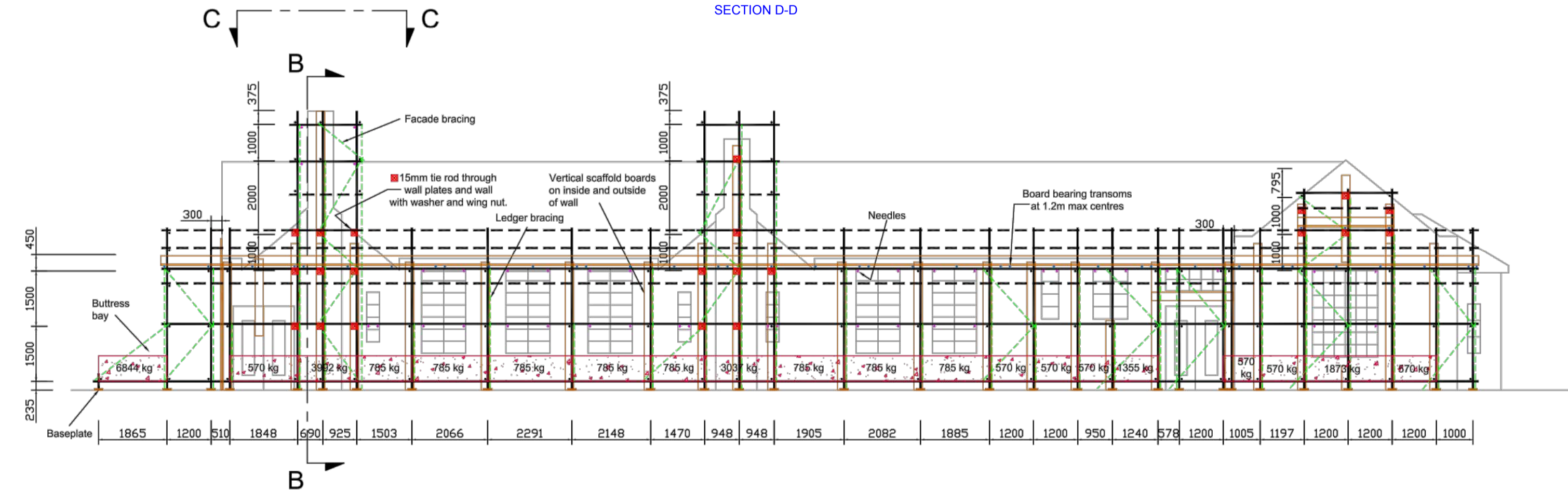
Elevation C-C



SECTION D-D



Elevation A-A



Front Elevation

TYPE 4 TUBE MUST BE MANUFACTURED IN ACCORDANCE WITH BS EN 39
SCAFFOLD TO BE ERECTED IN ACCORDANCE WITH TG20:13
USE LOAD BEARING COUPLERS ONLY (EXCEPT FOR BOARD BEARERS)