



YORKON BUILDING, ARCHWAY ROAD,
HUYTON, L36 9FB.

*Process manual for the Demolition of the Car Park
and attached building.*

PERSES



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Process manual for the Demolition of the Centre Car Park.



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Information

PROJECT INFORMATION			
PROJECT LOCATION:	Yorkon Building, Archway Road, Huyton, L36 9FB.		
CLIENT:	Knowsley Metropolitan Borough Council, Municipal Buildings, Huyton, L36 9UX.	CONTACT:	Karl.Riley@knowsley.gov.uk
CONTRACT MANAGER:	 AJ KELLY Demolition • Asbestos Removal • Remediation 07495 965555 01928 511455 The Heath Business & Technical Park Runcorn, Cheshire WA7 4QX www.ajkelly.ltd	PHONE:	07543 313188
SITE SUPERVISOR:	Kevin Doyle	PHONE:	
FIRST AID:	Kevin Doyle		
DURATION;	36 weeks. Mon-Fri-7.30am-5pm. Sat/Sun-TBC.		
DATE:	Revision 1 30-07-2025.		

DOCUMENT INFORMATION			
AUTHORED BY:	Michael Daynes		
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SAFETY COMPLIANCE:			
SIGNATURE:			
DISCLAIMER:	This risk assessed method statement has been produced by PERSES Limited as part of AJ Kelly's safe systems of work. It is prepared in accordance with the requirements of section 5.2.3 of British Standard 6187 Code of Practice for full and partial demolition and Regulation 20 of the Construction (Design and Management) Regulation 2015 and is intended to be used as a guide for the safe execution of these works. Please be advised that as a competent and professional company, PERSES Ltd hold a documental licence under the Management Regulations 1999 on the supply of site-specific, hazard elimination risk assessments and method statements, et cetera.		

Scope of Works Checklist

Task Manual Hold Points

Site manager will ensure that all hold points are signed off prior to the works progressing beyond the pre-set point.

AJ Kelly's Site Manager's Signature..... Date

Segregation Prior to Works

AJ Kelly is responsible for ensuring the work area is suitably segregated.

Warning signs will be displayed in pertinent positions leading up to and around the site's boundary.

AJ Kelly's Site Manager's Signature..... Date

Services

The Client is responsible for the disconnection, termination, diversion, and protection of services on-site and will arrange and request service disconnection and diversions through the statutory service providers.

- ✓ Mains/site surface water drains running under the building.
- ✓ The drains at the site boundary will be protected and plugged for later re-use.
- ✓ Identify locations of all known services underground and protect them throughout the works.

Before work commences, the Client must issue the Demolition Site Supervisor a service disconnection certificate stating the disconnection/cut-off points of each service that fed the site and tag any live services pertinent to our work so they are identifiable as live.

All information received will be passed to site operatives during site inductions and safety briefings.

AJ Kelly's Site Manager's Signature Date

Site Welfare

Client: The Client is responsible for providing suitable welfare facilities for the duration of the works in line with CDM-2015 schedule 2. The principal contractor has adopted this responsibility.

Contractor: Will organise to ensure the welfare facilities are on-site and will play an active role in maintaining the cleanliness of the site welfare.

References are to be made to the site plan.

AJ Kelly's Site Manager's Signature Date

Site Security

AJ Kelly will ensure the demolition site boundary is always secured and all plant is isolated and locked off during out-of-work hours.

All non-CCDO-trained staff are to be escorted within the demolition exclusion zone at all times.

Soft Strip

AJ Kelly operatives will use hand tools to remove all fixtures and fittings from within the structure. All waste will be removed for recycling or off-site disposal.

AJ Kelly's Site Manager's Signature..... Date

Known Asbestos

- ✓ Licensed: TBC
- ✓ Non-Licensed: TBC

AJ Kelly's Site Manager's Signature..... Date

Details of management structure:

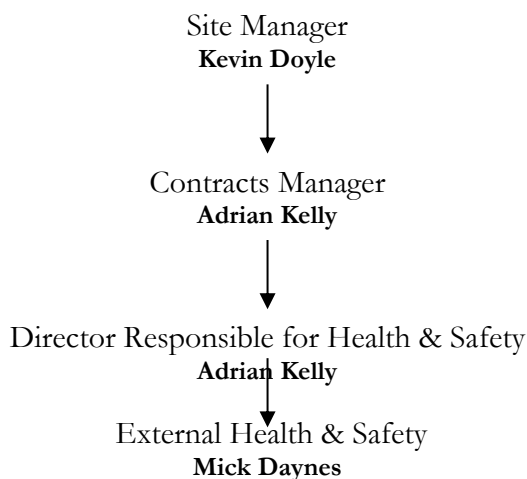
The management structure for the project is defined below.

Day-to-day responsibility for the project will rest with the site manager. At the start of each contract and thereafter, weekly health and safety matters will be discussed with the site manager and company director responsible for health and safety.

The site manager will receive a copy of the health and safety plan and each operative on site will be made aware of the contents and whereabouts of the plan.

Records will be kept of all safety visits to the site and any additional visits by our safety Consultants in the form of a safety inspection report.

Management Structure



Health and Safety Aims

AJ Kelly's aim and goals for the project are to have zero reportable incidents and/or injuries during the project. All safety aims and goals will be recorded, reviewed, and shared with all relevant parties regularly. The Company's vision is clearly set on an 'accident frequency rate' (AFR) target of ZERO.

There are no RIDDOR Reportable accidents to any employee during their working lifetime, based upon the belief that every accident is one too many. This is an ambitious target, one that AJ Kelly has committed significant resources towards achieving this. Success will require a significant culture change.

Zero tolerance means refusing to accept any form of unsafe behaviour or standard. 'Don't Walk by' means everyone must be prepared to challenge existing beliefs and drive out the unsafe working practices by attacking the prime causes: a lack of planning, and complacency.

It is the intention of AJ Kelly, that the site and works are carried out in such a manner that the risks to the Health and Safety of all persons directly concerned with or liable to be affected by the demolition works are either eliminated or reduced to the lowest practicable level within the terms of all general health and safety legislation. It is our goal/ objective to reduce accidents and incident statistics on a year-by-year basis through the company's commitment to the continual improvement of its management systems, procedures, and methods of operation.

Reportable Accidents

AJ Kelly's policy is to record, report, and investigate all reportable injuries, diseases, and dangerous occurrences in compliance with RIDDOR 1995. Details of all accidents involving injury, however slight, will be entered into the Site Accident Record Sheets, contained within the Accident Book by law.

Site personnel must report ALL personal injuries, diseases, dangerous occurrences, and near misses to site management for recording and reporting to the appropriate parties. Industrial diseases, accidents resulting in significant injury or absence from work for longer than threedays, or dangerous occurrences reported to the local office of Health & Safety executive and follow the reporting procedure that satisfies the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 requirements

Access and Egress Arrangements

All vehicles entering or leaving the site will be always escorted on & off by way of a banksman. The secure gate to the site will be kept closed.

All vehicles will be loaded/unloaded within the site and never on a public highway.

All delivery vehicles entering or leaving the site will be suitably covered to prevent the escape of materials during transportation.

On-site traffic will be limited to 5mph on surface roads and 5 mph on unmade roads. The site manager will enforce the speed limit.

Vehicles using the agreed access routes will be delivery vehicles, HGV skips vehicles, and general vehicle access. Vehicles will access the site periodically.

All visitors are to use the visitors/pedestrian entrance and report to security for a visitors' induction. They are to wait within this area until they are collected by AJ Kelly personnel and transported/escorted to the site offices/welfare location. Sufficient signage and a traffic marshal will be in place to ensure compliance.

Vehicles using the agreed access routes will be FORS Silver as a minimum, and CLOCS registered; all delivery vehicles (small < 3.5t and Large), tipper lorries, bulker lorries, and general vehicle access will be under the control and supervisor of a banksman / traffic marshal.

No unloading or loading will be authorised on the public highway or footpaths. These actions will be conducted internally, within the confines of the site hoarding. All vehicles' wheels will be checked and cleared of dirt/debris using a jet wash before leaving the site.



Minimum PPE Requirements

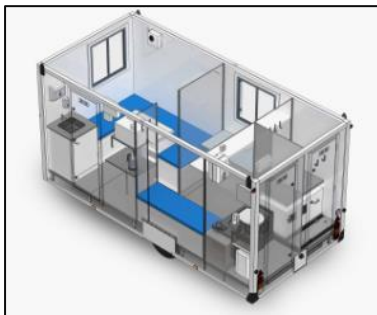
- Hard hat (BS EN 397)
- Hi-visibility vest or coat (BS EN 471)
- Safety boots (BS ISO 20345)
- Gloves (BS EN 388)

Additional task-specific PPE is detailed in the Safe Systems of Work for each specific activity.

PPE is to be checked by Site Management ahead of each shift to ensure compliance.

Welfare Arrangements

The following welfare facilities have been provided on this site in compliance with Schedule 2 of the Construction (Design and Management) Regulations 2015.



- Site Canteen complete with sink, hot and cold running water
- Microwave / small cooker for heating food
- Water urn/kettle to provide boiling water
- Adequate number of tables/seats
- Facility for drying work clothing
- Adequate levels of heating, lighting, and ventilation
- Adequate number of w.c. 's and urinals - mains connected where possible, or in the absence of a water and drainage connection, an adequate number of chemical flushing toilets will be provided
- A facility for operatives to wash their hands with warm water has been provided.

Site management is required to ensure that all site welfare facilities are maintained in a clean and serviceable condition throughout the duration of this project.

***In the case of TRANSIENT sites: The guidance in the HSE construction information sheet No 46 will be adopted regarding what is practicable.**

All site personnel are reminded of their legal duty under section 7 (b) of the Health & Safety at Work etc. Act 1974 to:-

Not intentionally or recklessly interfere with anything provided in the interests of health, safety, and welfare.

Emergency Arrangements

The site management will action any emergency procedure should there be an emergency. Details of muster points and emergency exits can be found on the Site Fire Plan, displayed at every fire point.

Emergency Procedures: Mock drills are to be undertaken regularly and recorded, this will include spill training and fire drills which will be recorded via the appropriate form.

Maintenance of Plant & Equipment

All plant and equipment are maintained as per the manufacturer's specifications and recommendations. The plant operators conduct weekly inspections of the plant and record their findings, through planned preventative maintenance, with plant being serviced every 500 worked hours. Plant is inspected annually by the insurance assessors, on on-site mechanical faults are attended to by a competent, trained engineer.

Control of Lifting Operations

Any lifting operations that will be carried out as part of these works will be covered by a site-specific lifting plan which will developed by a competent appointed person in line with the Lifting Operations and Lifting Equipment Regulations (LOLER) 1998
All lifts that will be carried out will be under the direct control of a lift supervisor.

Stability of Structures

All demolition works will be carried out in accordance with BS 6187:2011 Code of Practice or full and partial demolition and using relevant guidance notes issued by the Health and Safety Executive (HSE) and the National Federation of Demolition Contractors (NFDC).

Design Work (Temporary works and permanent works)

All works will be carried out in accordance with the RAMS. Suppliers will carry out temporary work design.

All design work will be exchanged with the Client when required. Changes to Works Information will be formally agreed and implemented through the contractual communications route.

Anticipated sundry temporary works:

- Propping
- Scaffolding
- Hoarding
- Fencing.
- Welfare cabins.

The TWC for the project is Adrian Kelly [Demolition engineer.]

The TWS for the project is Kevin Doyle, [CCDO Black card]

All temporary works in place are to be visually inspected at the frequency defined in the Temporary Works Register and recorded as per the Temporary Work Procedure.

Protection of the sub-station.

The continued use of the substation throughout the task will be offered protection and incorporated within the sequencing during the structural demolition. AJ Kelly will gather the relevant information from the electrical supplier to enable us to have a designed protection scaffolding installed. This will include the voltage and safe working distance, with designs shared with the supplier before installation. The protection will be wrapped in Monoflex to protect dust from entering the substation. Crushed 6F2 aggregate will be carefully placed on the outside of the scaffolding protection, which will act as an absorbent for falling materials. Access to the substation will remain for emergencies. In preparation for structural demolition in the vicinity of the substation, a structural engineer will be commissioned to compile a report regarding the floor loadings and propping system required to enable this work. The installation of internal propping will be offered throughout each floor level. A Remote breaker will be utilised in to break out each floor level. .

Reducing Noise, Dust and Vibration.

Noise will be kept to a minimum by ensuring that all plant is of a modern type with quiet operating and exhaust systems.

They will always have engine covers closed and maintained through routine preventive maintenance programs.

To ensure noise and vibration impacts are kept to a minimum, the following control measures will be implemented as necessary: Using hydraulic-powered demolition crushing attachments

- All plant will fully be serviced and maintained in good working order.
- All plant engine covers will be closed.
- All plant not in use will be turned off.
- Compressors and Generators will be 'Super Silenced' type.
- All key site personnel will be issued with site radios for communications.

The sounding of vehicle/plant horns will be forbidden unless in an emergency.

- The demolition of the structure will be undertaken in such a manner as to minimise vibration.
- Loading of waste transporters with arisings shall be carried out utilising the smallest 'drop' distances possible to reduce impact noise, dust, and vibration.
- Reduce traffic movements off-site by ensuring that each vehicle is fully loaded before leaving the site.
- Dust will be kept to an absolute minimum by water dampening as required; the minimum amount of water will be utilised to suppress the dust emissions sufficiently, excess water leads to 'runoff', which is environmentally damaging. Noise, Dust, and Vibration will be assessed as the work progresses, and if the control measures implemented are inadequate, the site manager will then reassess the work.
- Emergency arrangements.
- The site management will take action on any emergency procedure should there be an emergency. Details of
- Muster points and emergency exits are on the Site Fire Plan, displayed at every fire point.
- All vehicles will be kept on hard standing. The site roads will be kept clean, and wagon tyres will be cleaned with a jet wash, where required, before leaving the site.
- All workers on site must be made aware of the need to keep noise and disruption to a minimum from building works, equipment, plant and machinery, radios, music, vehicles, or any other sources.

Vibration

- Where vibratory equipment is used, we will, wherever reasonably practicable, ensure that they are of low vibration and are within the HSE's Exposure Action Value.
- The Site Manager will ensure that job rotation amongst suitably trained operatives is carried out when using vibratory equipment to reduce their "trigger time".

Displayed Information

As required, AJ Kelly will ensure all sites carry suitable safety signage placed at regular intervals, fixed to the external hoarding or fencing to warn members of the public and potential intruders of the hazards inherent within the site. Signage to the boundary will also include (where appropriate) the following:

- Site contact details.
- Hazard warning signs.
- Exclusion zones.
- Safe areas.

Signage onsite will be in accordance with the Health and Safety (Safety Signs and Signals) Regulations 1996 and will consist of the following categories:

Type	Shape	Colour	Pictograms
PROHIBITION SIGNS These signs prohibit actions detrimental to safety. E.G. - No Smoking	Circular	RED with a WHITE background red band and crossbar.	
WARNING SIGNS These signs give warning of potential risks. E.G. High Voltage	Triangular	YELLOW with BLACK symbol or text	
MANDATORY SIGNS Signs that require actions or activities that will contribute towards safety. E.G. PPE Signs	Circular	BLUE with symbol or text in white	
SAFE CONDITION SIGNS These signs indicate exit routes in the event of a fire or emergency. E.G. Fire Exit Sign	Rectangular	GREEN with WHITE symbol or text	
FIRE EQUIPMENT SIGNS These signs are used to indicate the location of fire equipment. e.g. Fire Point Sign	Rectangular or Circle	RED with WHITE symbols or text	

Spill control.

Fuel oil for the plant will be stored in bunded tanks; their location will be considered regarding features such as drain systems. In the event of catastrophic failure, the released liquids will be contained locally. Spill kits will be maintained near fuel storage and refuelling areas. COSHH assessments are regularly checked to ensure they are relevant to the operations being carried out.

- All operatives will be trained in the use of spill kits, which will be placed around the working areas.
- The hierarchy of control will be followed.
- **PREVENT**
- **REDUCE**
- **CAPTURE**
- **CLEAN UP**



Waste Management Arrangements

The hierarchy for the control of waste will be followed

- **PREVENT** – avoid creating waste
- **REDUCE** – use ALL resources efficiently
- **REUSE** – as many times as possible
- **RECYCLE** – ensure proper separation
- **DISPOSE OF RESPONSIBLY**

AJ Kelly Environmental policy statement is followed and applied to the eradication /reduction/minimisation of waste and materials generated directly or indirectly for the project as a matter of priority. Copies can be provided on request.

Segregation of waste and materials on the project will be implemented where there is sufficient space to do so and where the facilities exist locally to process the various waste and material streams that are segregated on the project.

Correct, compliant “Duty of Care” documentation will be provided to support all waste and material transfer activities, including certificates of registration, waste management licenses/permits, and waste transfer notes (for controlled wastes) and consignment notes (for hazardous wastes). All waste transfer notes will be retained for three years, and all consignment notes will be retained for five years unless otherwise agreed.

WATER POLLUTION PREVENTION

Measures that will be implemented to avoid water run-off and pollution of surface water courses. Measures include: Sealing off outfalls into local drains and waterways. No stockpiling of materials within 10m of surface watercourses. Never hose down spills, spill kits to be used. Shaping and if considered appropriate, sheeting of stockpiles of materials more susceptible to erosion. Sympathetic profiling of construction platforms to control the direction and flow of run-off. Consideration will be given to the construction of temporary interceptor drainage channels/infiltration trenches. All fuel and oil storage will be established more than 10m away from site drainage/water courses. Suitable spill kits will be provided at each fuel/oil bowser. The fuel bowsers/storage facilities will comply with the requirements of the Control of Pollution (Oils Storage) Regulations. All operatives will be instructed in emergency spill response. Report any irregularities or incidents.

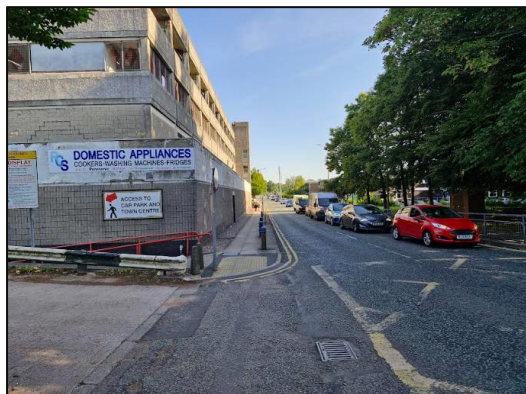
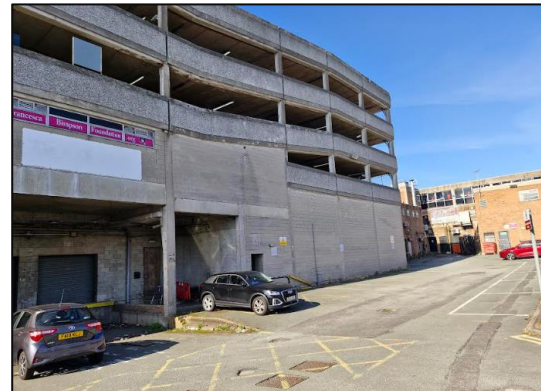
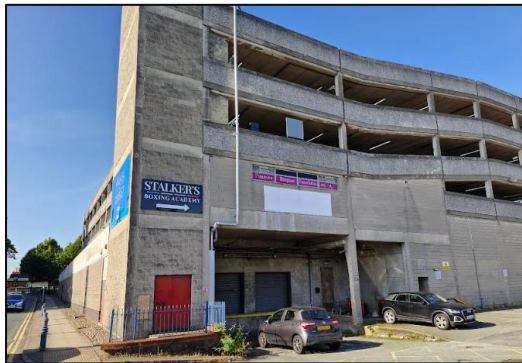
Public Protection

Public Protection measures will be discussed and review at the weekly team meetings. All demolition activities will only be conducted within the confines of the site boundary. The traffic management plan is relayed to all operatives on site where the layout of vehicle and pedestrian routes will be identified. Water will be used constantly to dampen any dust creating activities to help prevent it causing a nuisance to anyone outside the site boundary. All demolition activities will only be conducted within the confines of the site boundary. There will be no oversail of any of the demolition site boundaries by machines, unless agreed with the Client. The Demolition Site Managers mobile phone number will be displayed at the site gates so any public complaints can be dealt with immediately.

Visitors

The demolition areas will be under the control of AJ Kelly. All unauthorised people will be excluded from the site working areas by the provision and maintenance of plywood perimeter hoarding, lockable gates and gate marshals. Further Heras fencing will be erected internally to prevent entry into the high risk demolition areas. Warning signs will be posted stating that all visitors to the site must report to the Site Manager before entering the site. These arrangements will be monitored and directed by the Site Manager. All visitors will report to the site office to sign in and then they will sit a site induction before they can enter any working areas on site. After this they will be issued with the appropriate safety equipment and protective clothing e.g. hardhat and boots prior to being escorted around the site by a member of the site team.

Overview Photos



Introduction

Project Description

The project involves the Soft Strip, Hand, and Remote Demolition of the buildings.

The concrete base and foundations are to be removed and crushed to 6F2. This will remain on site for future use.

All waste materials will be separated and removed from the site.

Scope of works.

- Site set-up
- Removal of asbestos [if applicable]
- Protection of the substation, including propping.
- Soft-strip.
- Hand separation and remote demolition of the adjoining building.
- Installation of scaffolding around the stairwell.
- Demolition of the stairwell. [scaffolding removal in conjunction with this.]
- Demolition around the substation.
- High-reach demolition of the car park, up to two bays from the roadside.
- Lane closure.
- High-reach demolition of the remaining two bays of the car park.
- Crushing of the materials.
- Demobilisation.

Worksafe Statement



No employee or anyone working on behalf of AJ Kelly is expected to carry out any task where the risk to themselves or any other person is considered unacceptable.

Under our Work Safe or Refusal to Work Policy, each staff member has the absolute right to refuse to carry out work if they feel it is unsafe.

Refusal to work on the grounds of Health and Safety is free from disciplinary action and will not affect your prospects within the company in any way.

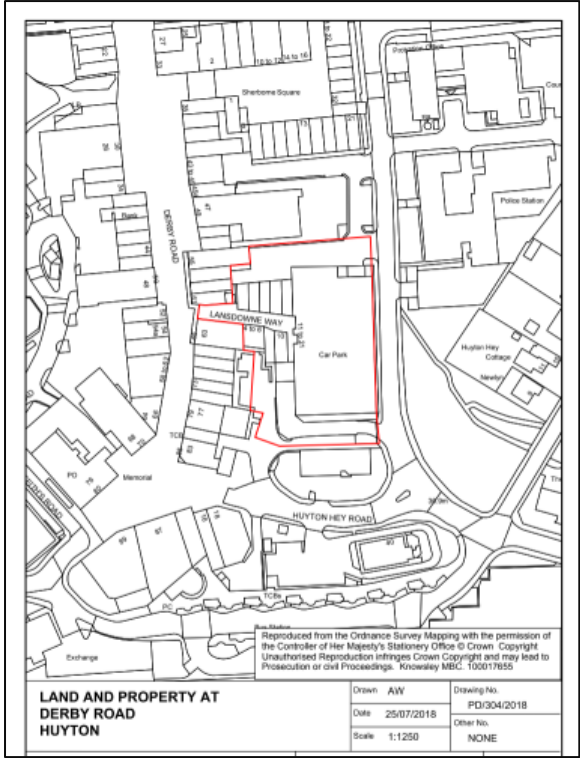
All refusals to work will be responded to positively & promptly, and the employee raising the Worksafe procedure will be informed of decisions throughout the process.

All managers and staff are also encouraged to report any unsafe acts or conditions which they have witnessed.

Plant and equipment

Plant and Equipment to be used	Pictorial representation
1 x Demolition rig, approx. 30t 1 x Remote-controlled demolition machine. 2 x Demolition rig 30m High Reach. 1 x Skidsteer. 1 X Crane with protection curtain.- approx 100t.	   
Attachments: 3 x Buckets. 2 x Hydraulic hammer, 2 x Hydraulic selector grab. 3 x Concrete pulverisers. 3 x Hydraulic Shears 4 x Dust Cannons	    
Power tools: Hilti SR 4-A22 Cordless Reciprocating Saw 16 m/s² cutting 38mm chipboard as per EN. 82dB (A) weighted output Hand-held breakers.	 
Hand tools and equipment. Sledgehammer, Roughneck wrecking bar, mattock. Wheeled Barrow	   
1 x Aluminium Tower 1 x Aluminium podium	 

Site Plan



Car Park and ramp to be demolished.



Adjoining buildings to be demolished.



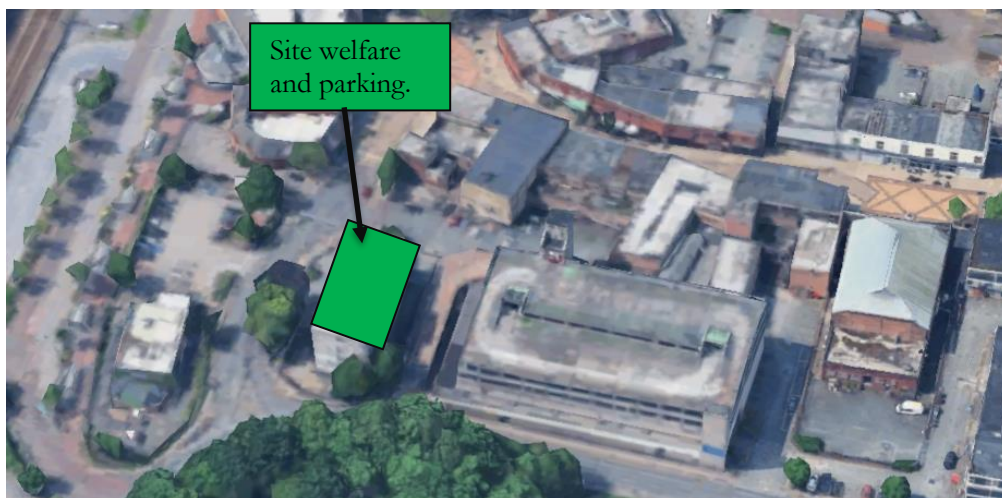
Sustation to be protected.



Site boundary



Site entrance.



Site welfare
and parking.

Demolition management plan: General

Site establishment;

- All site operatives will hold the relevant and valid CCDO/CPCS card and attend a site-specific induction before commencing work.
- Part of this induction process will be to ensure that the operatives are aware of the risks associated with their tasks, work on or near adjacent structures, and the location of any basements, safe working spaces, and exclusion zones.
- Operatives will be briefed on the operations to be undertaken, and relevant paperwork will be signed off prior to commencement.
- All operatives are to be trained on relevant tasks and to be aware of the potential hazards and site conditions in connection with the operations they are carrying out.
- The PC will supply welfare facilities for the demolition operatives, which will be established in mobile, self-contained units; these will be serviced by temporary water and electrical supply.
- Where practicable, the site office and welfare facilities will be located near the site entrance so that site traffic and personnel can be more efficiently controlled.
- The access route from the site entrance will be clearly defined with signs and arrows.
- Once the site has been opened, segregated pedestrian routes from the welfare area to work areas will be clearly defined with pedestrian barriers.
- All demolition operators are to attend a daily coordination meeting to confirm the planned activities and any exceptional circumstances that the demolition team needs to be aware of.

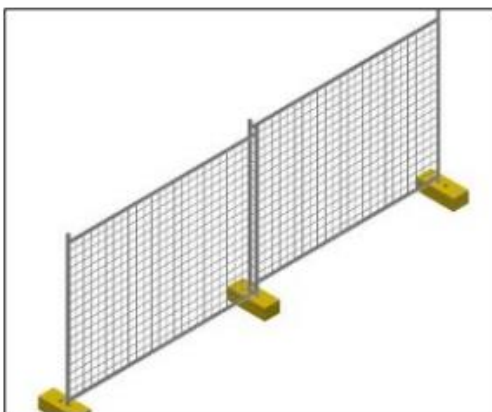
SAFETY HOLD POINT		
Confirmation that the live section of the building is physically sectioned off.		
SITE SUPERVISOR/MANAGER	SIGNATURE	DATE

HOLD POINT		
Confirmation that all welfare items are in place and the site is fully secure using the site boundary.		
SITE SUPERVISOR/MANAGER	SIGNATURE	DATE

SAFETY HOLD POINT		
Confirmation that all services are disconnected as far as possible and written certification is received.		
SITE SUPERVISOR/MANAGER	SIGNATURE	DATE

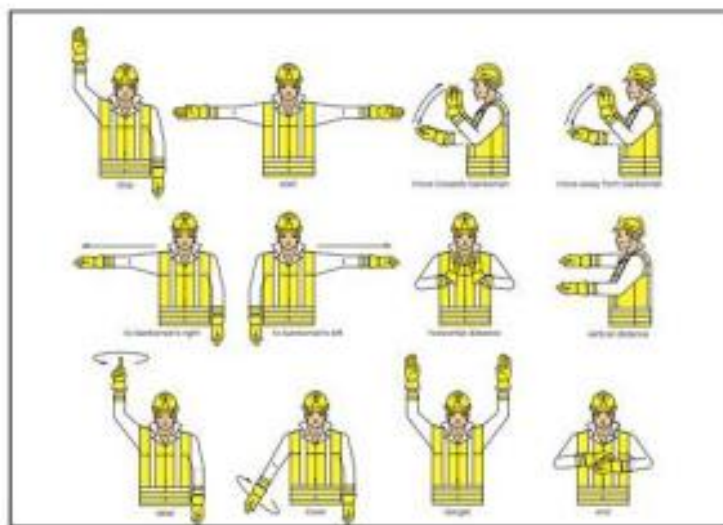
Site boundary

- A 2 metre timber hoarding will demarcate the site boundary; the PC will undertake this.
- Where required, internal heras-style fencing will be erected to demarcate exclusion zones.
- These will be registered and checked as per BS 5975: 2019 Temporary Works.
- Operatives will have a shipment of Heras-style fencing system delivered to the site on a flatbed lorry.
- The vehicle will be escorted into the site under the control of the sentry/banksman to the designated zone.
- The straps will be removed from the load, and the sides of the load bed will be retracted.
- Operatives will then, in pairs, lift and remove the panels individually and stack them neatly in a pile directly parallel to the vehicle until complete.
- Operatives will now lift and remove the 15kg feet individually from the load bed and once again stack them in a neat pile parallel to the vehicle until complete.
- The sacks containing the fencing clips will also be removed at this point, and the vehicle will be secured and escorted back out of the site.
- Operatives will lay the feet approximately 2.5m apart on the designated fencing line.
- A secondary pair of operatives will then lift panels individually and place them into the respective slots within the feet, ensuring both legs are secured before placing the next panel.
- This process will be repeated until all panels are placed accordingly.
- The fence line will follow a zig-zag pattern to provide stability against wind load. Triangles will be secured at every fifth panel for extra rigidity where required. The provided lateral support Strutt bracers will be installed.
- The operatives will now use an adjustable wrench to place and secure all the clips, ensuring each leg/section break is double-clipped on top and bottom.
- Site safety warning signs stating demolition works in progress, drop zone, PPE requirements, etc., will then be attached to the fencing at prominent positions.
- Access to and from the site will follow the site plan.
- Entry gates to the site will be closed and locked whenever possible to prevent unauthorised access entry during the working day. The site supervisor will attach contact details to the site gate for entry purposes. Signs will be erected along the fence line, warning of the nature of the works for each working day, and no structure will be left in an unsafe condition.



Banksmen/sentries

- A Banksman wearing a white hard hat and green high visibility clothing as per the Build UK standard (Appendix-A) will be posted at the site entrance to protect pedestrians or warn approaching traffic whilst marshaling wagons or delivery vehicles on and off-site. To ensure the visibility of the sentries the vehicles will be required to turn their headlights on at all times while on-site.
- Site and road conditions will be continually monitored by the site supervisor and any roadways will be regularly swept during the course of the working day to maintain cleanliness and to minimise any mess left by vehicles leaving the site.
- All deliveries to and from the site, in particular HGVs, will be carefully controlled to minimise disruption to the local environment.



Delivery of plant and equipment

- All plant and equipment to be delivered to the site will be notified in advance and must take note of any delivery restrictions.
- All drivers will contact the site supervisor using a hands-free phone prior to arriving on-site to allow a banksman to be made available for his arrival.
- The banksman will direct the driver to the relevant unloading point on site.
- The vehicle will be under the control of the banksman at all times whilst on site.
- All plant will remain secured on the vehicle until it arrives at its designated unloading point.
- Once the vehicle has arrived at the unloading point the equipment will be unchained and the item of plant/equipment unloaded by a certified, trained, and competent operator.

Unidentified Hazardous Material

- During the demolition of buildings, extra vigilance will be maintained to identify if any further hazardous materials are present.
- Any chemical storage containers or gas cylinders discovered will be investigated for hazardous content and disposed of accordingly (how and by whom will depend on the content).
- Any fluorescent tubes found cannot be disposed of with normal waste. These will be collected and inserted into suitable containers for disposal. Fridges, televisions, etc. will be disposed of in line with current WEEE regulations.

Services

- Client to ensure all relevant drawings of the services within the area and all isolation certifications are present onsite.

Pre-start / Policies

Operatives will have site-specific induction.

- All operatives involved with the works shall attend the method statement and demolition plan briefing.
- Local muster points, fire alarms, and emergency call points shall be identified, and operatives made aware upon commencement of works on site.
- A work permit obtained for HOT WORKS
- All operatives to sign AJ Kelly's specific Drug & Alcohol policy
- All site personnel will undergo a daily team talk given by the AJKelly Site Manager, who will inform all personnel of the tasks to be carried out and the risks involved.
- All persons involved in the daily team talk will be asked as to whether they have understood what has been said and they will also be asked to sign an acceptance form.

SAFETY HOLD POINT		
Site Supervisor/Manager signature to confirm that safe working zones will be managed in line with Clause 13 of the BS6187:2011 Code of Practice for Full and Partial Demolition. The zones will be segregated with the use of Heras-type fencing and will display appropriate signage.		
SITE MANAGER	SIGNATURE	DATE
EXCAVATOR OPERATOR	SIGNATURE	DATE

Demolition general

Some prerequisites for the use of plant:

- Only trained personnel with a valid CPCS/NPORS card are to operate the plant.
- Any voids or basements will be identified before remote demolition commences and the operator will be made aware of them.
- All buildings will be left in a safe and stable condition before commencing any breaks or at the end of each shift.
- Only trained personnel will be in the “controlled zone” during demolition as per NFDC exclusion zone guidance page 4.
- Operatives will only approach the excavators once the operator has signaled to them that it is safe to do so.
- All plant operators will fill out daily plant check sheets to ensure the plant is sufficiently maintained in accordance with PUWER 1998.
- The use of the various attachments will greatly reduce manual handling during the demolition. When the need to pick up materials manually arises, this will be done at a safe distance from the partially demolished structure.
- Dust suppression will be in place when needed, using a water hose for soft stripping and 4 dust busters during remote demolition..



Methodology:

Progressive fragmentation

Site Establishment

- AJ Kelly is responsible for ensuring the work area is suitably segregated from other areas of the site. Heras-type fencing will be used to create a secure working area where no suitable fencing exists. The supervisor will ensure that an exclusion zone is established as per Section-13 of BS 6187: 2011 Code of Practice for Full and Partial Demolition and DRG 110: National Federation of Demolition Contractors (NFDC) guidance note for exclusion zones is in place to maintain safe working zone around all items of plant, during all works in accordance with the overview picture on page 4.
- Should access be required into the Exclusion Zone for Non-AJ Kelly personnel during demolition operations and there is a requirement for the works to stop, this shall be logged and recorded. Warning signs will be displayed in pertinent positions leading up to the site and around the boundary of the site.
- First aid assistance will be available from the AJ Kelly trained first-aiders on site. The first aiders will be indicated on the first aid posters, which will be located around the welfare areas and around the site.
- Full sets of COSHH Assessments are available on-site by AJ Kelly Project Managers for all materials that may be used during our works. Any new materials encountered will have a COSHH Assessment undertaken as soon as practically possible. Burning equipment, if used, will consist of liquefied oxygen & propane gas, supplied in pressurized cylinders. The storage of these will be in designated security fenced areas or purpose-designed security cages at a minimum of 3m away from welfare and office facilities.
- Fuel oil for the plant will be stored in bunded tanks, their location will take into account features such as drain systems. This will ensure in the event of catastrophic failure released liquids will be contained locally. Spill kits will be maintained in close proximity to fuel storage and refueling areas. COSHH assessments are regularly checked to ensure they are relevant to the operations being carried out.
- Once the soft strip has been completed buildings will be taken down using a demolition rig in accordance with the detailed sequence of works.
- Once the demolition has commenced, no access will be provided to any staff other than those employed by AJKelly unless specific permission has been granted by a site supervisor.
- Any visitors to the site will need to be escorted by a member of the demolition team to ensure their safety.



Safety Exclusion Zones

Some tasks may identify the implementation of a safety exclusion zone as a safety controlling measure. Due to the nature of the works on site in these zones may change, changes will be communicated in the form of Toolbox Talks with records of attendees and their signatures recorded on the record sheet. The NFDC has set out colour-coded guidance defined as:

Red Zone = Exclusion Zone

Amber = Restricted Zone

Green = Welfare / Office Zone

RED ZONE – This is an **EXCLUSION ZONE** that is defined as being the most restricted and is “an area of a site where no person may work”. Different structures require different methods of demolition. The key to designing and selecting the method is considering what can go wrong. Those decisions will lead to the size and nature of the designed **RED ZONE**.

AMBER ZONE – There may be other areas on site where access will be **RESTRICTED** to work undertaken by specialist occupationally qualified personnel as required by risk assessment and method statements. These are called **AMBER ZONES**.

REST OF SITE – Access to other areas of the site, where demolition work is not being carried out, will be allowed for inducted and authorised workers.

GREEN ZONES – Some sites operate a **GREEN** or **SAFE** zone area where no PPE is required such as offices, site welfare and car parking.

Definition: an exclusion zone can be thought of as a three-dimensional space in which all non-essential persons and non-operational plant or machinery are excluded from entry or work.

For the works on this project associated with physical demolition, lift operations will determine by risk assessment the type of zone to be implemented based on the zone criteria above. These will then be incorporated into the task-specific RAMS will detail the extent of the safety exclusion/lifting zone.



Methodology: Soft Stripping.

Drop zones and safe working spaces

- Outside the main buildings being soft-stripped, exclusion zones known as “drop zones,” will be created wherever necessary to ensure that waste is removed from the building by the shortest practicable route in line with Clause 13 and Clause 11.16.1 of the BS6187:2011 Code of Practice for Full and Partial Demolition. This will ensure waste can be dropped safely, all drop zones will be to the rear of the building.
- Windows will then be removed by mechanical means, where possible, to form openings from which waste materials can be dropped.
- RORO skips will always be placed on hard standing, such as tarmac drives. This will ensure the entrance road is maintained in a clean condition.
- The controlled area where the waste is being dropped will be secure, and no person should enter at any time while the waste is being dropped. A “drop zone monitor” will ensure that the zone is secure and maintain continual communication with those dropping the waste in case they need to be stopped at any time.
- All light materials, such as paper and ceiling tiles, will be loaded into builders’ sacks and secured before being dropped.
- All waste will be removed from the buildings through the nearest openings and loaded either directly into skips or onto the ground outside, then loaded into skips by an excavator.
- The operatives will begin the work by removing any loose active waste from the structures. Active waste hereafter will be classified as materials removed from inside the structure and disposed of at appropriate landfill sites i.e. carpets, and false ceiling tiles.
- Trolleys will be utilised wherever possible to reduce manual handling for the operatives.
- The operatives will continue until all the active waste is removed. All skips will be changed as required. All duty of care paperwork adhered to.
- The operatives using mattocks, hammers, and pry bars will commence removing any static waste timber products. This includes timber shelving, strapping, skirting, flooring, and partition timber frames. The arising materials will be deposited into the appropriate R.O.R.O container for future off-site disposal.
- Any access to height required will be gained through the use of either a podium, temporary alloy scaffold tower (signed off by a P.A.S.M.A trained operative), or through the use of small pop-up lifters.
- Should any asbestos, contamination, or extraordinary tasks be uncovered at any time during these works it will be reported before the additional works proceed. A method statement addendum shall be submitted for any additional works.
- Ceramic items such as sinks and toilets may be left inside the building as these can be crushed along with the brick and concrete materials.
- The operatives will continue until the structures are fully prepared at which time the site supervisor will confirm all the possible sections earmarked for the soft strip have been completed.

Methodology: removal of doors and casings.



Pry bar to be inserted here to remove the door.



Pry bar to be inserted between the frame and wall.



This allows the door frame to fold within itself assisting with the remove of the frame.

Methodology: Removal of skirting boards.



Starting at one end of the skirting operatives to insert the pinch bar in the void between the skirting and the wall.

- Operatives to extract the skirting away from the wall, allowing the skirting to be removed.

Methodology: Removal of floor coverings.



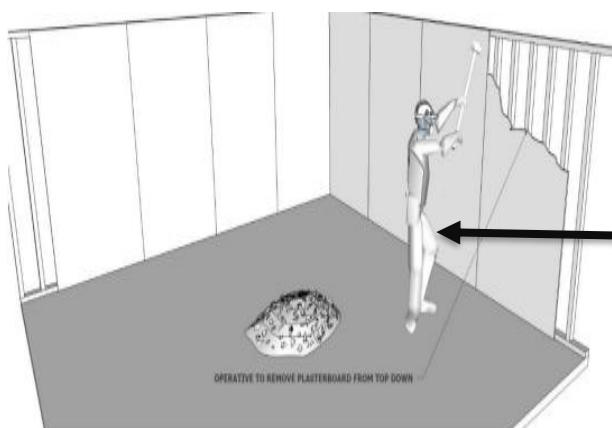
Floor coverings will be removed with carpet grips where required.



The ceilings are made up of lightweight steel framework with fibre decorative panels. Operatives to work from podiums/alloy towers to remove the fibre panels by hand. These panels are to be placed in the stockpile area ready for removal from the building.

Once all the panels have been removed, operatives using wire cutters to cut the ceiling grid hangers.

Methodology: Removal of non-load-bearing walls.



Operatives equip with various hand tools to commence by removing the plasterboard covers in a top down manner. These materials to be kept separately and stockpiled within the designated stockpile areas.

Once the timber structure frame has been exposed, operatives to commence cutting and removing these in small manageable sections



Dust suppression, during the soft-stripping, will be in the form of; removing items whole, Hand-held water sprayers. RPE will be worn as a last resort.

HOLD POINT

Confirmation that the soft strip is fully completed in each of the sections as per the scope of works and is signed off as completed prior to works advancing.

SITE SUPERVISOR/MANAGER	SIGNATURE	DATE

Hand Demolition.



- Once the scaffolding around the shaded area is in place, the “hand “ demolition will commence.
- The operatives will remove the roof using handheld breakers.
- All arisings will be allowed to fall within the drop zone.
- The operatives will reduce the walls, from the top down, in a typewriter fashion.
- The walls will be reduced to the first floor level.
- The arisings will be allowed to fall within the drop zone and cleared regularly, to avoid overloading the floors.
- This process will be repeated until completion.
- The operatives will wear harnesses attached to a secure anchor point when creating an open edge.
- All operatives will be trained in work at height and harness inspection/use.
- Dust suppression during this task will be in the form of a hosepipe and dust cannons, with operatives using the water sparingly, not to create a slip hazard. FFP3 dust masks will be worn while removing the masonry walls, with operatives having in-date face fit rec

Methodology:

Progressive fragmentation

The mechanical demolition will commence from this point.



- Using the pulveriser attachment, the demolition rig will break out the roof in sections.
- The arisings will be scraped from the floor regularly.
- The operator will then commence reducing the external brick walls.
- Starting at the top, the excavator will reduce the wall, in typewriter fashion, to the first-floor level, allowing the debris to fall within the drop zone.
- The operator will “step down” the external walls during demolition.
- The concrete floor will then be removed, up to the next bay, using the pulveriser attachment.
- All arisings will be allowed to fall within the drop zone.
- The external walls beneath the first floor will be removed as above.
- This is known as bay-by-bay demolition and ensures the structure's integrity remains intact, avoiding uncontrolled collapse.
- The process will be repeated until the demolition is complete.
- All waste materials arising from the demolition will be loaded into skips ASAP to avoid the risk of fires. Scrap metal will be loaded into skips straight away or taken to the agreed waste processing area to be processed.

Example of progressive fragmentation on a similar structured building.



Dust suppression during remote demolition will be in the form of a dust cannon.



Methodology: demolition of the concrete ramp.

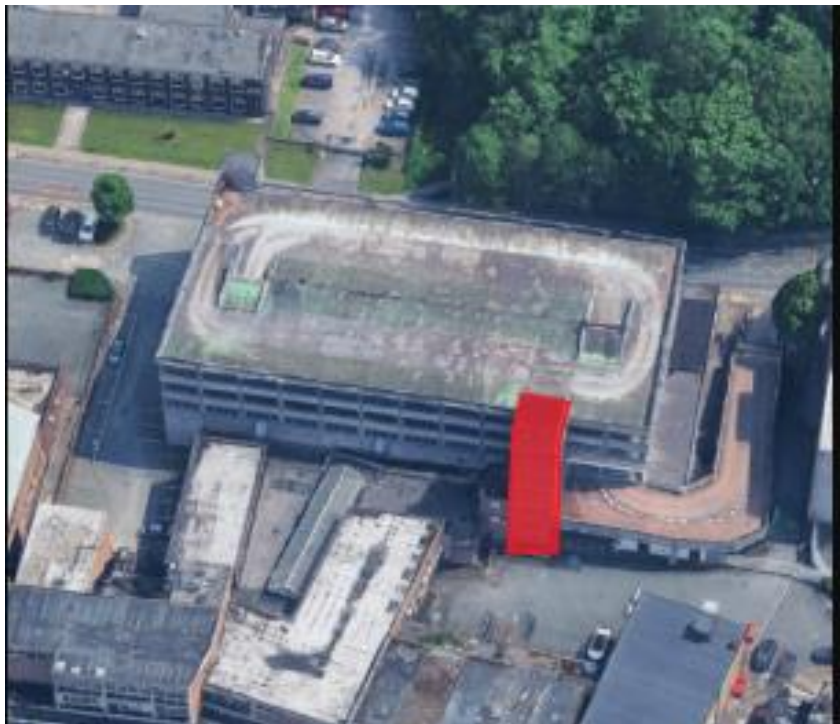
The green shaded area will be removed by the excavator, using the pulveriser attachment. Starting at the bottom of the ramp, the concrete will be removed from the top down. All arisings will be allowed to fall within the drop zone. The red shaded area, either side of the substation, will be removed using the remote-controlled machine and breaker attachment. The concrete directly above the substation will be cut into sections using a wire saw and lifted down using a mobile crane. **PLEASE NOTE, THE ABOVE METHOD IS SUBJECT TO THE STRUCTURAL ENGINEER'S REPORT.**



Methodology: demolition of the stairwell.

A fully wrapped scaffold with a chute attached will be erected around the stairwell. The mobile crane will lift the remote-controlled excavator to the top. Using the hydraulic breaker attachment, the remote-controlled excavator will break out the concrete roof. The walls, to the next level, will be reduced by hand, using handheld breakers. The arisings will be dropped down the chute regularly. The stairs to the next level will be reduced using the remote - controlled excavator. The scaffold will then be reduced to the next level. This method will continue untill completion.

. PLEASE NOTE, THE ABOVE METHOD IS SUBJECT TO THE STRUCTURAL ENGINEER'S REPORT.



The debris from the adjoining building, ramp, and stairwell will be crushed using a crusher bucket. This material will then be placed around the car park to serve as a buffer zone.

Methodology: demolition of the car park.

High-reach Demolition-general.

Exclusion Zones Safe working spaces and exclusion zones should be in place within and around the site. The extent of the exclusion zone should be varied according to the type of demolition activity and the rate of progress (refer to BS6187 for a detailed description). Exclusion zones should be part of an overall managed health and safety regime and should be included in all method statements and risk assessments. The use of plant and machinery such as high-reach and ultra-high-reach demolition machines should be planned so that their operation does not present a risk to those nearby. It may be necessary for a competent banksman to enter the exclusion zone to assist the high-reach operator as detailed within section 4.2. Entry within the exclusion zone, under these circumstances, will be with the full knowledge of the machine operator and site supervisor. The machine operator shall signal his intent to stop work and make the machine safe prior to such access arrangement. Exclusion zones should be designed with a number of constituents in place, i.e. the structure's height and construction, the surrounding topography and environment, the predicted debris area and the potential for 'fly' material, etc. On constricted sites containment measures, such as barriers, scaffolding, bunds and pits etc, may be incorporated to enable the predicted debris area size to be reduced.

Protective Systems The need for protective, environmental and debris enclosures should be assessed. These could take many forms and may include reinforced plastic sheeting, debris netting, or even temporary structures. Further examples include but are not limited to:

- Scaffold • Scaffold screen • Crane hung screens • Container bunding.

MANAGEMENT PROCEDURES • Operating requirements • Confirmation of machine specification • Insurance

When setting up for work it is important to consider the predicted debris area, particularly when applying a sloping face on the building being taken down. Rubble running freely down a slope off the face of the building is likely to encroach within the footprint of the machine if the machine is positioned too close to the structure. It is recommended that for all high-reach and or ultra-high-reach demolition machines, up to a height of 40 metres, the working radius of the machine should be a ratio of 2:1, i.e. if the working height is 40 metres, the base of the machine should be at least 20 metres away from the face of the structure. 2 to 1 ratio is measured from the front of the cab at lower level (at fixed, un-raised cab position).

EQUIPMENT AND OPERATOR 2.1 EQUIPMENT REQUIREMENTS

The machines described within this guidance should feature a wide array of equipment to protect the machine operator, his fellow workers, and the general public. All high or ultra-high-reach machines must be fitted with a FOPS and FOGS protective cab that will generally feature strengthened, impact-resistant glass. To ensure that the operator is fully protected during reduction operations, it is recommended that the cab door is kept closed. All high and ultra-high-reach demolition machines should have good all-round visibility through the cab windows. Windows that are cracked or damaged will impair operator visibility and are a hazard which should be replaced immediately. All round visibility is a legal requirement that demands the operator be able to see a minimum of 1m out by 1m above ground around the full circumference of his machine. This is generally accomplished by fitting a rear or side camera and mirrors mounted on the cab and machine upperstructure. Mirrors that are cracked, damaged, or missing and therefore will impair operator visibility, are to be replaced immediately. In some ultra high-reach machines operator visibility may be enhanced by the use of a CCTV system. The camera is generally mounted on the arm close to the attachment and in conjunction with the side and rear cameras, can be viewed via a monitor in the operator's cab. Such systems should be tested as part of the machine's daily maintenance routine. • Safety equipment • Visibility • Boom angle indicator • Working envelope/range monitor or indicator • Attachments • Maintenance • CE Marking.

OPERATOR REQUIREMENTS

- Training standards to CPCS and NDTG competency levels
- Safety summary

All machine operators should have access to the site-specific method statement, risk assessments, job specification, ground conditions survey and any other relevant information necessary for them to operate the machine in a safe and efficient manner. Operators should operate all controls in a smooth, steady manner and avoid any sharp or sudden movements that might affect the safe operation and stability of the machine. The machine should be operated in line with the tracks and over the front idlers (drive sprockets to the rear) for maximum stability, allowing the machine to be reversed quickly and safely in the event that falling debris may strike the machine. Operators should ensure that they do not operate the attachment in line with the boom as loose debris may roll down the boom and onto the cab of the machine. Good practice will dictate that the operator should be able to see the jaws of the attachment and to accomplish this, the attachment should be angled downwards when cutting or shearing. Operators should never allow the working attachment to become entangled in debris that could lead to an overload or loss of stability. It is recommended that operators of high and ultra-high-reach excavators receive regular (annual) eye tests to ensure good vision.

High and ultra-high-reach machines should be operated in strict accordance with the

manufacturer's commendations and in accordance with the following key guidance: • ALWAYS

seek further training in machine operation if necessary. • ALWAYS plan your work programme with site management. •

ALWAYS check the ground conditions before operating • ALWAYS remove the boom extension whenever possible. •

ALWAYS report safety issues to site management. • ALWAYS operate the attachment in the manner it was designed to

function. Never use it to push or pull against a structure. • ALWAYS ensure that machines with a retractable undercarriage

that it is set and locked in the fully extended position whilst working. • NEVER cause any side load to the machine. •

NEVER overload the machine. • NEVER strike the work with the attachment. • NEVER assist the machine to turn by

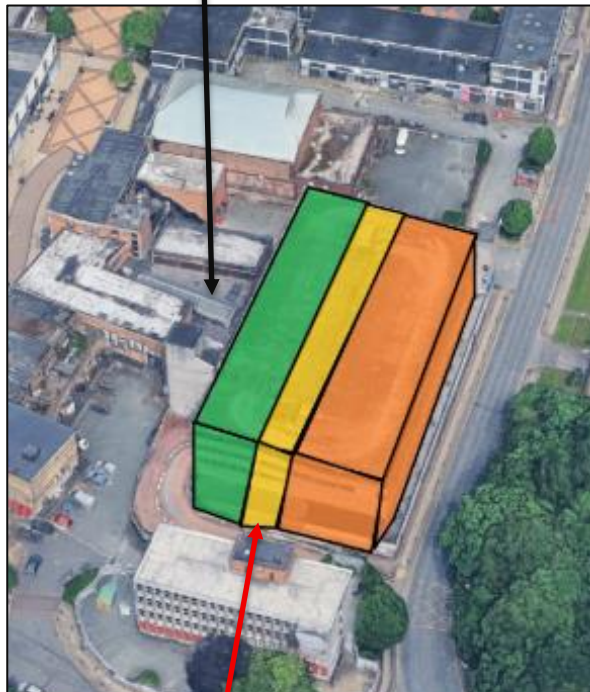
lifting the tracks with the equipment. • NEVER crane or pull with the machine. • NEVER move about the site with the

equipment fully raised. • NEVER approach a high voltage wire • NEVER undercut the building as debris may roll back

Methodology: demolition of the car park.

- The mobile crane, with the protective curtain, will be in place for the first two bays of demolition.
- A lane closure will be in place for the demolition of the final two bays.
- Using the pulveriser attachment, the high-reach rigs will break out the roof in sections, two bays at a time.
- The arisings will be allowed to fall within the drop zone below.
- The arisings will be scraped from the floor regularly.
- Once two full bays have been removed, the excavators will remove the concrete uprights and panel that have been exposed.
- The concrete floor will then be removed, up to the next bay, using the pulveriser attachment.
- This is known as bay-by-bay demolition and ensures the structure's integrity remains intact, avoiding uncontrolled collapse.
- The process will be repeated until the demolition is complete.
- All waste materials arising from the demolition will be loaded into skips ASAP to avoid the risk of fires. Scrap metal will be loaded into skips straight away or taken to the agreed waste processing area to be processed.

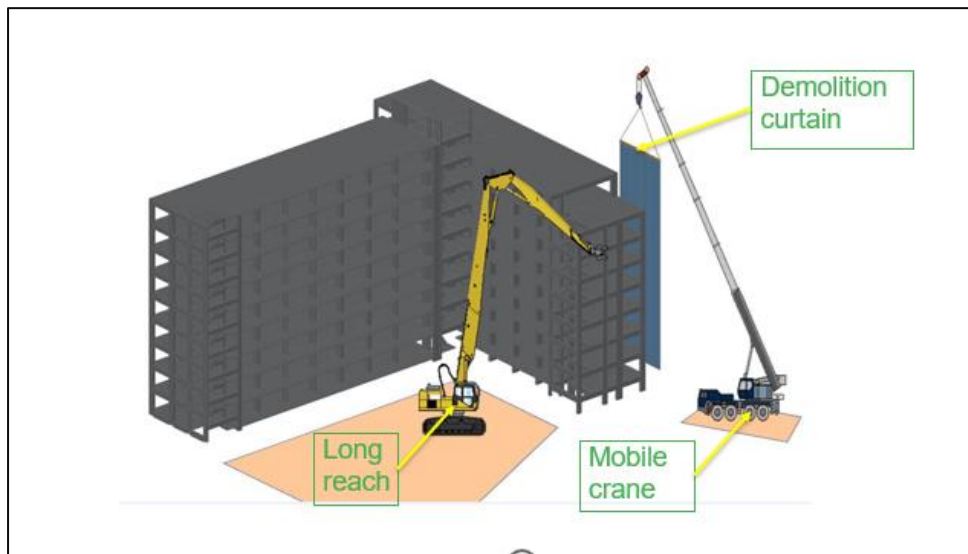
The green shaded area will be demolished first. This will have the crane and protective curtain sited where the arrow is. The amber section will then be removed. The red section will be removed once the lane closure is in place.



Demolition will commence from this end of the car park.

Methodology: demolition of the car park.

Example of the protective curtain.

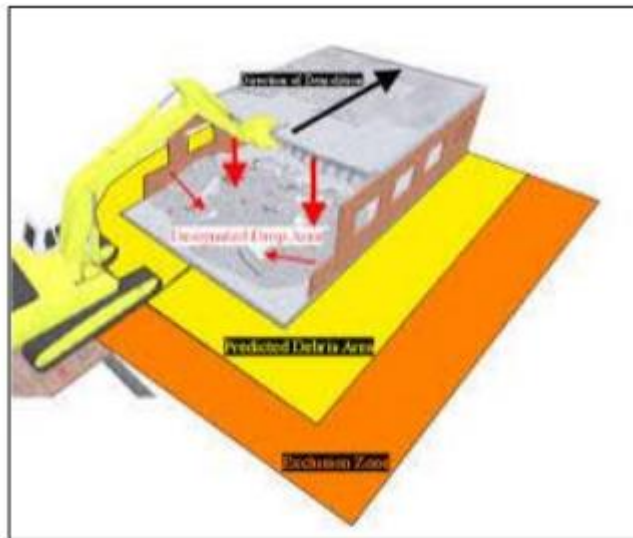


Example of the methodology.



Drop zones, predicted debris areas and buffer zones.

- Each building will have the above three zones demarcated.
- All three zones will be within the site boundary.
- As the site evolves, these zones will alter.
- With this in mind, AJ Kelly's preferred method to highlight these zones is for the site manager to highlight the zones, on a whiteboard, daily.
- These will form part of the daily briefing.
- Below is an example of drop/exclusion zones.



Removal of concrete base and foundations



- The excavator will stockpile the brick rubble in an agreed area ready for crushing.
- Once a sufficient area of the base has been cleared of brick rubble a second excavator will begin lifting the concrete base.
- Starting at the rear of the base the excavator will lift the concrete using the bucket attachment, with the aid of a hydraulic breaker, if required.
- Noise levels will be monitored by the site manager and if they reach levels near 85 decibels then operatives will be instructed to wear ear protection to BS EN 352 standard.
- Once the concrete bases have been removed the excavators will commence lifting the foundations.
- Working from the rear of the building footprint, the operator will begin lifting the foundations using the bucket/breaker attachment.
- All materials from the foundations will be broken up into the required size for crushing.
- On completion of the foundations the excavators will level the site to the agreed specification.
- If, during groundworks operatives encounter unidentified services, work in that area must stop.
- The area will be barriered off and the site manager informed.
- Work in that vicinity will continue once the issue is resolved.

Loading of waste and scrap materials



- All scrap materials arising will be loaded into skips and sent directly to a registered waste recycling facility.
- On arrival of transport vehicles, the sentry/banksman will brief the driver on the various activities that are currently ongoing, and the driver will ensure the headlights have been turned on if they are not already.
- The vehicle will be directed into position by the banksman using hand signals.
- Once in position, the driver will ensure the vehicle is safely secured and the vehicle's braking system has been locked.
- The driver will place the roll-on/off skip in the specified location, ready for loading.
- The excavator equipped with a selector grab attachment will track into position under the direction of the banksman.
- Once in position, the excavator will grab a large quantity of the waste materials, lift them from the pile, and gently shake them.
- This will ensure any loose materials will drop free before the loading of the skip commences.
- Once all loose materials have fallen free, the excavator will lift the boom and grab above the height of the skip.
- The excavator will then slew above the skip and commence the loading.
- After the excavator has slewed into the correct position, the grab will be carefully lowered into the skip.
- The excavator will then release the grab, allowing the materials to position on the base of the skip.
- The excavator will then lift the boom grab above the height of the skip and slew clear, ready for the next grab of materials.
- This procedure will be carried out throughout the loading of the skips.
- No materials are to be left protruding above the skip's height upon loading completion.
- Before the vehicle leaves the site, the driver will ensure the load has been checked before removing the skip.
- Skips will only be checked by accessing them via the permanently fixed ladder on the skip; at no point will the driver climb onto the skip.
- If any materials require adjustment, this will be done using the excavator, and at no point shall operatives climb or access the skips.
- Before leaving the site, a collection note will be issued from the driver and the site manager
- will sign to say the skip has been collected from the site.
- A record of this collection note will be retained and kept within the site file for record purposes.
- The banksman will direct the vehicle from the site and safely onsite on the main highway.
- The skips are 32t hook loaders, and it is estimated exchanges will be every two to three days.

Loading Vehicles

- Sentries will be in attendance during vehicle maneuvers for access/egress.
- The demolition rig will load the arising waste into awaiting vehicles using the bucket.
- Vehicles will leave the site and continue down the road, following the traffic management plan, to their destination.
- Any waste taken off-site will be subject to Duty of Care, i.e., a Waste Transfer Note detailing the description, producer, and carrier of waste will be kept on-site and available for inspection.
- It is estimated the tipper wagon frequency will be every 30 mins.

Libraries

Risk assessment Library

- In accordance with the Management of Health and Safety at Work Regulations 1999, made under the Health and Safety at Work Act 1974, all work practices to be encountered during the contract will be assessed, and Risk Assessments based on the findings will be produced for activities not eliminated by the method of works chosen as defined in the Method Statement.
- A library of Risk Assessments relative to the contract will be attached in conjunction with the specific sections of the Method Statement.
- The Risk Assessments will be updated throughout the contract should conditions change and/or new methods preferred.
- Additional risks may arise during the demolition works, which will be assessed and included in the risk assessment.
- **A risk assessment is only as good as those putting the controls into place.**
- **If in doubt, stop work immediately and report any issues to the supervisor/manager.**

Name		Name		Name		Name	
Working at Height	✓	Manual Handling	✓	Work Near Plant	✓	Use of Scaffold Towers	✓
Working Near Water		Crushing and Screening		Hot Works		Interface with the Public	✓
Hand Demolition	✓	Fire	✓	First Aid	✓	Emergency Procedures	✓

CoSHH assessment library

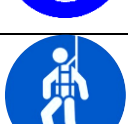
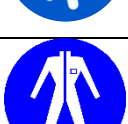
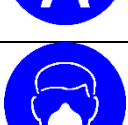
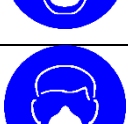
- In accordance with the CoSHH Regulations 2002, made under the Health and Safety at Work Act 1974, the health of persons exposed to substances hazardous to health in the workplace will be protected.
- As indicated in the list below, a library of CoSHH assessments will be attached to this method statement. The substances are those expected to be encountered during the works, but the list is not exhaustive.

Name		Name		Name		Name	
Ultra-Low Diesel	✓	Engine Oil	✓	Rockwool	✓	PX-Ornikill	✓
Unleaded Petrol		Use of Cement		Universal Anti-Freeze		Concrete Dust	✓
White Spirit		Detergent		Wood Dust	✓	Line Marking Spray	✓
Bleach		Pine Disinfectant		Butane		Propane	
Plasterboard	✓	Compressed Oxygen	✓	Hydraulic Oil	✓	Lubricating Oil	✓
Expanding foam		Hot Cut Coated Steel	✓	Lithium Grease		Grease Lubricant	✓
Adblue	✓	Two-Stroke Oil	✓				

Permits to work library

Name		Name		Name		Name	
Hot Works	✓	Confined Space		Working at Height	✓	Permit to load/unload	✓

Personal Protective Equipment

SYMBOL	TYPE	STANDARD	WHEN IT SHOULD BE WORN
	Hard hat	BS EN 397 BS EN 812	397: At all times while on-site 812: Bump caps for vehicle drivers and fitters
	Safety footwear	BS EN 20345	At all times while on-site
	Hi-Vis clothing	BS EN 20471	Class 2 is required at all times while on-site. Class-3 will be required for working near or on a dual-carriageway with a speed of 50MPH or above, motorways, airports, and railways.
	Safety glasses	BS EN166 A BS EN166 B BS EN166 4	At all times while on-site. Impact goggles to a category A standard will be required when using an abrasive wheel cutting saw. 166 4: For general protection from dust.
	Gloves	BS EN 420 BS EN 388 BS EN 407 BS EN 511	388: 2.1.2.1 For light duties handling materials 388: 3.3.3.3 For handworks 388: 4.5.4.4 For puncture and cut protection 407 For thermal hazards such as hot works. 511 For cold weather conditions
	Ear defenders	EN 352	When working adjacent to abrasive wheels or breakers or sources of significant noise output based on the task-specific risk assessment
	Harness	BS EN 363	Fall arrest lanyard at all times when working at height Fall restraint during any works from cherry pickers or similar.
	Overalls	EN 340 EN 381 EN ISO 11612	340: For general working 381: When working with chainsaws 11612: When carrying out hot works
	Half mask	EN 140 EN 143	FPP3 Filter when working with Cat-B asbestos
	Disposable mask	EN 149	FPP3 filter disposable mask for light duties.

Legislation and standards

All works will be carried out in full compliance, where reasonably practicable, with the following articles:

Legislation

- ✓ The Health and Safety at Work Act 1974,
- ✓ The Road Traffic Acts, 1972 and 1974,
- ✓ The Control of Pollution Act, 1974,
- ✓ Environmental Protection Act 1990 (amended Scotland 2001).

Regulations

- ✓ The Health & Safety (First Aid) Regulations 1981,
- ✓ The Road Vehicles (Construction and Use) Regulations 1986,
- ✓ The Electricity at Work Regulations 1989,
- ✓ The Personal Protective Equipment Regulations 1992,
- ✓ Workplace Health & Safety Welfare Regulations 1992,
- ✓ The Manual Handling Operations Regulations 1992 (MHR) (As amended 2002),
- ✓ The Building Standards (Scotland) Regulation 1994,
- ✓ The Health & Safety (Consultation with Employees) Regulations 1996,
- ✓ The Safety Signs and Safety Signals Regulations 1996,
- ✓ Construction (Health, Safety, and Welfare) Regulations 1996,
- ✓ Confined Space Regulations 1997,
- ✓ The Waste Management (Licensing) Regulations 1998,
- ✓ The Provision and Use of Work Equipment Regulations (PUWER) 1998,
- ✓ The Lifting Operations and Lifting Equipment Regulations (LOLER) 1998,
- ✓ The Management of Health and Safety at Work Regulations (MHSWR) 1999,
- ✓ The Control of Lead at Work Regulations 2002,
- ✓ The Special Waste Amendment (Scotland) Regulations 2004 (& Special Waste Regulations 1996),
- ✓ The Regulatory Reform (Fire Safety) Order 2005,
- ✓ The Control of Vibration at Work Regulations 2005,
- ✓ The Control of Noise at Work Regulation 2005,
- ✓ Working at Height Regulations 2005 (As amended 2007),
- ✓ The Control of Asbestos Regulations 2012,
- ✓ Control of Substances Hazardous to Health (COSHH) 2002 (As amended 2013),
- ✓ The Reporting of Injuries, Diseases, and Dangerous Occurrences Regulations (RIDDOR) 1995 (As amended 2013), and
- ✓ The Construction (Design and Management) Regulations (CDM) 2015.

British Standards

- ✓ BS 5228-1:2009+A1:2014 Code of practice for noise control on construction and open sites,
- ✓ BS 5228-2:2009+A1:2014 Code of practice for vibration control on construction and open sites,
- ✓ BS 5975:2019 Code of practice for temporary works,
- ✓ BS 6187:2011 Code of practice for full and partial demolition.

National Federation of Demolition Contractors Guidance

- ✓ DRG 012 - NFDC guidance note for Construction (Design and Management) Regulations (CDM) 2015,
- ✓ DRG 100 - NFDC guidance note for safe use of mobile crushers in demolition,
- ✓ DRG 101 - NFDC guidance note for high-reach demolition rig guidance notes,
- ✓ DRG 102 - NFDC guidance note for guidance for the deconstruction of tower blocks,
- ✓ DRG 103 - NFDC guidance note for work with non-licensed asbestos-containing materials,
- ✓ DRG 104 - NFDC guidance note for demolition attachments,
- ✓ DRG 105 - NFDC guidance note for temporary works overview,
- ✓ DRG 106 - NFDC guidance note for scaffolding for demolition and structural refurbishment,
- ✓ DRG 107 - NFDC guidance note for termination of services,
- ✓ DRG 108 - NFDC guidance note for waste and permitting,
- ✓ DRG 109 - NFDC guidance note for DRIDS, and
- ✓ DRG 110 - NFDC guidance note for exclusion zones

Institution of Civil Engineers Guidance

- ✓ The Institute of Civil Engineers Manual of Health and Safety in Construction 2010,
- ✓ The Institute of Civil Engineers Manual of Health and Safety in Construction 2015 (second edition),
- ✓ The Institute of Civil Engineers Temporary Works: Principals of Design and Construction.

Declaration

I HEREBY DECLARE THAT I HAVE READ, FULLY UNDERSTOOD, AND AGREE TO COMPLY WITH THIS METHOD STATEMENT.		
Name:	Signature:	Date:

ALTERATIONS TO METHOD STATEMENT:			
Name:	Signature:	Date:	Alterations made/page number:

I HEREBY DECLARE THAT I HAVE READ, FULLY UNDERSTOOD, AND AGREE TO COMPLY WITH THIS REVISED METHOD STATEMENT.		
Name:	Signature:	Date:

Appendix-A

STANDARD



BUILDUK
Leading the Construction Industry

Safety Helmet Colours

To be implemented on all new construction sites, and existing construction sites where practicable.

	Black:	Supervisor
	Orange:	Slinger/Signaller
	White:	Site Manager Competent Operative Vehicle Marshall (distinguished by the wearing of a different coloured high visibility vest)
	Blue:	All those coming to site who do not fall into any of the above categories

	Helmet Stickers	Role
	Green first aider sticker	First Aider
	Red fire marshal sticker	Fire Marshal

- + Network Rail's PPE standard only permits white and blue helmets on its infrastructure.
- + All helmets must meet British Standard BS EN 397.

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