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Pre Demolition Audit

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Residential Care Home,
Cricket Field Road,
Uxbridge

CLIENT:

Hillingdon Council

DOCUMENT CONTROL

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1.0 EXECUTIVE SUMMARY

Overview

This Pre-Demolition Audit has been prepared to identify the principal materials anticipated to arise from the proposed demolition of the existing Cricket Field Road Car Park, Uxbridge, and to identify opportunities for the retention, reuse, reclamation and recycling of materials in accordance with the principles of the circular economy and the waste hierarchy.

The existing building comprises a multi-level reinforced concrete car park structure. The proposed development involves demolition of the existing car park and redevelopment of the site as a residential care home.

The audit provides an estimate of the key material arisings associated with demolition and identifies opportunities for maintaining materials at their highest practical value through reuse, recycling and recovery.

The assessment has been undertaken using the available measured building survey information, architectural drawings and project information available at the time of preparation.

Due to the absence of detailed structural, civil engineering and below-ground information, certain quantities, particularly foundations and embedded reinforcement, remain provisional and should be verified prior to demolition.

Material	Arising waste	Direct reuse potential	Recycling potential	Preferred management route
Reinforced concrete	9,275 tonnes	Low	Very high	On-site crushing where practicable; otherwise, off-site recycling
Reinforcing steel	376 tonnes	Low	Very high	Separate during demolition and recycle
Steel guardrails / railings	19.06 tonnes	Potential	High	Dismantle for reuse; recycle remaining material
Existing brickwork	306 tonnes	High Potential	High	Carefully dismantle/salvage suitable bricks for reuse; recycle remaining brickwork
Existing paving	To be confirmed	High Potential	High	Lift carefully and assess for reuse

Table 1: Summary of waste arising from demolition and recommendations

2.0 EXISTING BUILDING INFORMATION

Existing building: Cricket Field Road Car Park, Uxbridge UB8

Date of construction/ age of building: 1970s

Existing use: Multi-storey car park

Total Area: 11800 m²

Proposed use: Residential care home

Proposed development: Demolition of the existing car park and redevelopment.

The current Hunters information confirms the proposed development is a residential care home, and the drawings identify the existing car park as the structure being demolished.

Existing building:

- reinforced-concrete deck structure
- reinforced-concrete columns
- ramps between parking levels
- stair cores/staircases
- façade steel/metal guardrails
- service doors
- associated paving/landscape/fencing, subject to confirmation
- below-ground foundations, subject to confirmation

2.1 Information Sources

- Existing Floor Plans – M10960 APL003
- Existing Floor Plans – M10960 APL004
- Existing Elevations – M10960 APL005–007
- Measured Building Survey, May 2026
- Available architectural/planning drawings
- Available project information

Note: below-ground details are approximate, and that construction type and certain building descriptions are indicative.

Existing structure demolition quantities: Existing reinforced-concrete quantities have been estimated from the measured building survey where dimensions are available. Where structural information is unavailable, preliminary quantities have been estimated using representative geometric assumptions for a reinforced-concrete multi-storey car park. Foundation quantities are particularly uncertain due to the absence of existing structural/foundation drawings and are therefore based on an assumed pad-and-ground-beam arrangement. Reinforcement quantities are estimated using representative reinforcement intensities by structural element. Quantities should be verified against structural information when available.

2.2 Assessment limitations

This pre-demolition audit has been prepared using available existing architectural information, measured survey information and project documentation. A physical site inspection or intrusive investigation was not undertaken as part of this assessment.

Consequently, the quantities presented within this audit should be regarded as preliminary estimates based on the available information, and the condition and actual reuse potential of existing materials and components have not been verified.

In particular, the condition of the existing reinforced concrete, reinforcement, brickwork, paving, metalwork, foundations and other concealed or embedded materials remains subject to confirmation.

Prior to demolition, the demolition contractor and relevant members of the project team should undertake a detailed pre-demolition inspection to verify material quantities, assess condition and identify components suitable for direct reuse or reclamation. Where appropriate, intrusive investigation, material testing and structural assessment should be undertaken.

The findings of the pre-demolition inspection should be used to update the material inventory and reuse/recycling strategy prior to demolition.

3.0 RETENTION & DEMOLITION ASSESSMENT

3.1 Strategic Context for Redevelopment

The proposed demolition of the existing Civic Centre Car Park has been considered in the context of the Council's wider strategic objectives, the existing use and configuration of the building, and the proposed redevelopment of the site as a 160-bed specialist residential care facility.

Hillingdon Council's Cabinet formally **declared the Civic Centre Car Park surplus** to requirements in October 2025 to facilitate a major new care-facility development. The Council subsequently resolved in April 2026 to progress the development to planning stage. The proposed scheme is intended to increase local dementia nursing-care provision, reduce reliance on costly external/private-sector provision and respond to identified demand for local care capacity.

From a building and design perspective, the existing structure is a multi-storey reinforced-concrete car park configured principally around vehicle circulation, parking, ramps and associated access arrangements. The **proposed development has fundamentally different requirements**, comprising approximately 160 residential care beds together with communal, care, staff, support and servicing accommodation. Retention of the existing structure would therefore require substantial adaptation to accommodate the spatial planning, accessibility, fire-safety, environmental performance and building-services requirements of the proposed use.

Where full or partial structural retention is not technically or spatially viable, the project should maximise the circular-economy value of the existing building through careful demolition, direct reuse of suitable components and high-value recycling of demolition materials. The Pre-Demolition Audit identifies **reinforced concrete as the dominant material arising** and recommends recovery through **on-site processing and use as recycled aggregate** where practicable, alongside direct reuse opportunities for suitable brickwork, paving and steel components.

3.2 Retention, Retrofit and Redevelopment Assessment

Option	Assessment	Key consideration
Retain existing building and use as car park	Not preferred	The council has formally declared the site surplus to requirements and has identified strategic need for additional local nursing care.
Retain entire building	Not preferred	Fundamental mismatch between existing vehicle-parking configuration and proposed care-home use; substantial alteration would be required.
Retain RC frame	Subject to structural feasibility assessment	Compatibility of existing columns, slabs, ramps and foundations with proposed care-home layout, loading and servicing requirements to be established.
Retain selected components	Potential	Paving, railings/guardrails and other suitable components to be assessed for incorporation into the proposed development.
Direct reuse of materials/components	Potential	Suitable brickwork, paving and discrete steel components to be carefully dismantled, inspected and reused where technically feasible.
Recycle concrete	High potential	On-site crushing and use as recycled aggregate to be considered, subject to material testing, environmental requirements and permitting; otherwise off-site recycling should be prioritised.
Recycle reinforcement steel	Very high potential	Separate from concrete and direct to an established steel recycling route.
Disposal	Last resort	Limited to residual materials that cannot practicably be retained, reused or recycled.

Table 2: Retention, Refurbishment and Redevelopment Options Appraisal

3.3 Existing building material inventory

Building Element	Material	Estimated Quantity	Unit	Basis / Calculation	Status
TOTAL BRICKWORK	Brick	170.10	m³	Area measured 486 m² × 350 mm thick wall	Calculated
Superstructure – Floors	Reinforced concrete	3,126.74	m ³	3,933 m ² floor area × 3 levels × 0.265 m assumed slab depth	Calculated
Superstructure – Columns	Reinforced concrete	182.72	m ³	72 no. × Ø800 mm × 2 storeys	Calculated
Superstructure – Stairs	Reinforced concrete	72.00	m ³	4 staircases × 3 levels × 20 m ² × 0.25 m + allowance	Estimated
Substructure – Foundations	Reinforced concrete	86.40	m ³	Assumed footing dimensions 2.5 m × 2.5 m × 0.6 m	Estimated/ preliminary assumption
Substructure – Pile Caps and piles	Reinforced concrete	351.87	m ³	Assumed 2 piles per column, 8 m piles, 2.5 m × 2.5 m × 0.375 m pile caps	Estimated/ preliminary assumption
Substructure – Ground Beams	Reinforced concrete	45.00	m ³	Assumed 0.25 × 0.6 m beams, length approximately 300 m	Estimated/ preliminary assumption
TOTAL CONCRETE	Concrete	3,864.73	m³	Superstructure + substructure	Estimated / Calculated
Superstructure – Reinforcement	Reinforcing steel	338.14	tonnes	3,381.45 m ³ × 100 kg/m ³	Estimated
Substructure – Reinforcement	Reinforcing steel	38.67	tonnes	483.45 m ³ × 80 kg/m ³	Estimated
TOTAL REINFORCEMENT	Reinforcing steel	376.81	tonnes	Superstructure + substructure	Estimated
External / Envelope	Steel guardrails	14.06	tonnes	236.7 m × 3 levels × 90% × 22 kg/m	Estimated
Staircases	Steel staircase railings	5.00	tonnes	4 staircases × 1.25 t	Estimated
TOTAL METAL RAILINGS	Steel railings / guardrails	19.06	tonnes	Guardrails + staircase railings	Estimated

Table 3: Existing Building Material Inventory

Material	Estimated quantity	Arising waste quantity
Concrete	3864.73 m ³	9275.78 tonnes
Bricks	170.10 m ³	306.18 tonnes
Reinforcement steel	376.81 tonnes	376.81 tonnes
Steelwork / guardrails and railings	19.06 tonnes	19.06 tonnes

Table 4: Estimated Demolition Waste Arisings by tonnage

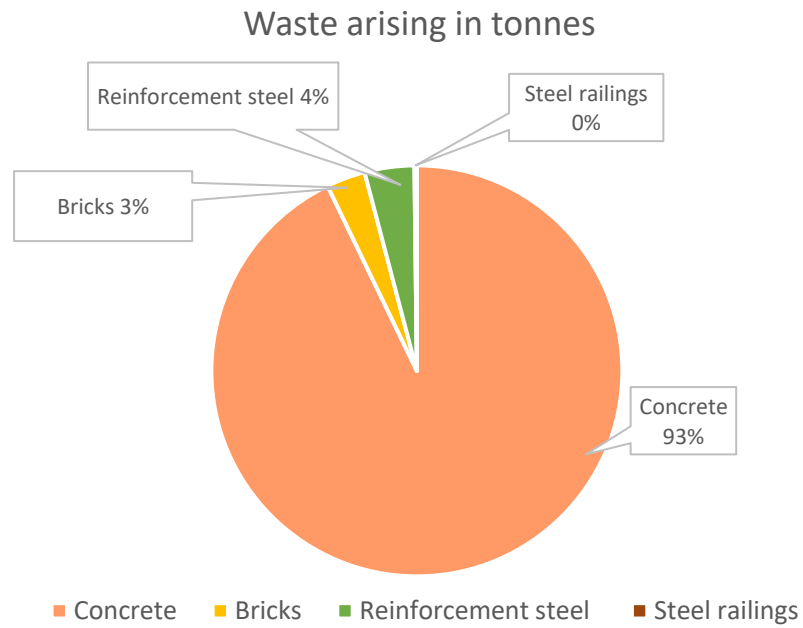


Fig 1: Estimated Demolition Waste Arisings by percentage

3.4 REUSE/ RECLAMATION ASSESSMENT

Material	Direct reuse	Reuse potential	Recycling
RC slabs	Low	Limited	High
RC columns	Low	Limited	High
RC stairs	Low	Limited	High
Reinforcement steel	Low direct reuse	Medium after recovery/testing	Very high
Metal railings	Potential	Subject to condition	High
Existing brickwork	To investigate	Potentially high	High
Existing paving	Potentially high	Subject to condition	High

Table 4: Reuse, Reclamation and Recycling potential of the demolition waste

4.0 PRE-DEMOLITION RECOMMENDATIONS

4.1 Before demolition

1. Undertake a contractor-led pre-demolition inspection to verify quantities and identify concealed materials.
2. Confirm structural steel quantities from structural information or intrusive survey.
3. Verify reinforcement quantities where practicable.
4. Investigate foundations and below-ground structures.
5. Undertake a detailed inspection of existing brickwork, paving, railings, doors and other potentially reusable components.
6. Identify materials suitable for direct reuse before recycling.
7. Establish opportunities for reuse within the new development.
8. Identify local/off-site reuse outlets for materials not required on the new scheme.
9. Segregate materials during demolition to prevent contamination.
10. Maintain records of actual quantities removed, reused, recycled and disposed of.

4.2 Opportunities for Reuse and Recycling

1. Reinforced concrete

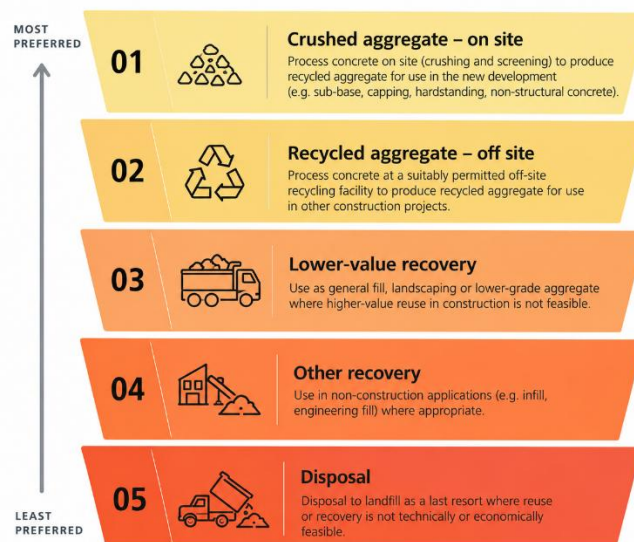


Fig 2: Reinforced Concrete Recovery and Recycling Hierarchy

Reinforced concrete is expected to represent the largest identified material arising from demolition, at approximately **93% of the principal material arisings** identified in this audit. Subject to confirmation of material quality and the requirements of the demolition and construction methodology, the preferred approach should be to process the concrete on site using suitable crushing and separation equipment.

The reinforced concrete should be processed to separate the reinforcing steel from the concrete and produce a suitable recycled aggregate. Where technically and environmentally appropriate, the resulting recycled aggregate should be prioritised for use within the proposed development, for example in suitable sub-base, capping, hard standing, access or other applications where the required specification can be achieved.

Where on-site use is not practicable, the processed aggregate should be directed to an appropriate off-site recycling facility or suitable nearby construction project rather than disposal.

The proposed crushing operation should be subject to confirmation of the applicable environmental permitting, waste-management and material-quality requirements before implementation.



Fig 3: Illustration of reinforced concrete waste crushed to aggregates on site

2. Reinforcement steel and other steelwork

Reinforcement steel should be separated from concrete during demolition and directed to established metal recycling routes.

Where discrete steel components such as guardrails, railings or structural steel sections can be safely removed without excessive damage, their potential for direct reuse should be considered before recycling. It is recommended that reuse as the preferred outcome for suitable steel components, with recycling considered the more typical route where direct reuse is not practicable.

Any structural steel/RSJ sections encountered should be assessed individually for condition, dimensions, grade and potential future application before a decision is made on reuse or recycling.

3. Brickwork

Approximately **170.10 m³ of existing brickwork**, equivalent to approximately **306 tonnes**, has been identified from the available drawings. The brickwork should be assessed for direct salvage and reuse prior to general demolition.

Where brickwork can be carefully dismantled without excessive damage, suitable bricks should be cleaned, sorted and assessed for reuse within the proposed development or elsewhere. Assessment should consider condition, dimensions, strength, frost resistance and potential contamination before specifying recovered bricks for a new application.

Bricks unsuitable for direct reuse should be separately segregated from mixed demolition waste and directed to an appropriate recycling route. Where suitable facilities are available, recovered masonry may be processed into recycled aggregate for appropriate construction applications.

The demolition methodology should prioritise careful removal and storage of potentially reusable brickwork before mechanical demolition of the surrounding structure.

4. Other existing materials

During the pre-demolition stage, the contractor should undertake a more detailed inspection of existing doors, railings, paving, signage, fixtures and other components to identify items that may be suitable for reuse.

Materials that are not required within the proposed development should, where practicable, be offered for reuse elsewhere through the client's network, local organisations, community groups, charities or established construction-material reuse platforms.

Donation or community reuse should be considered where suitable materials can be safely removed and have a viable secondary use. This can provide both resource-efficiency and social-value benefits.

5. Waste Segregation

To maximise the value of materials arising from demolition, the demolition contractor should provide appropriate segregation arrangements. As a minimum, the following material streams should be considered for separate collection where present and practicable:

- Reinforced concrete
- Reinforcement steel and other metals
- Brick and other masonry
- Timber
- Glass
- Electrical and electronic equipment
- Hazardous materials
- Mixed inert materials.

Particular attention should be given to keeping concrete and metals separate to facilitate high-quality recycling.

5.0 TARGETS

The project should seek to maximize the reuse and recycling of demolition materials and minimise disposal.

A minimum 95% reuse/recycling/recovery target for construction and demolition waste should be adopted in accordance with London Plan Policy SI7 and the GLA Circular Economy Statement Guidance.

The project should also establish a project-specific reuse target following further inspection of the existing building and confirmation of materials suitable for direct reuse.

At this stage, a definitive reuse tonnage is not proposed, as the available information does not support a sufficiently robust assessment of the quantity of components suitable for direct reuse. The target should instead be confirmed following the pre-demolition inspection and engagement with the demolition contractor.

<i>Target / commitment</i>	<i>Project target</i>	<i>How it will be achieved</i>
<i>Construction and demolition waste</i>	≥95% reuse/recycling/recovery	Careful demolition, segregation, material recovery, recycling and reuse
<i>Direct reuse of existing components</i>	To be confirmed following pre-demolition inspection	Identify and carefully dismantle suitable bricks, paving, railings and other components
<i>Reinforced concrete recovery</i>	Maximise recovery	Separate reinforcement and process concrete for recycled aggregate where practicable
<i>Reinforcement steel</i>	Maximise recycling	Separate from concrete and send to established recycling routes
<i>Disposal</i>	Minimise	Disposal only for residual materials that cannot practicably be reused/ recycled/ recovered
<i>Material monitoring</i>	100% of demolition arisings recorded	Contractor to record quantities reused, recycled, recovered and disposed

Table 5: Illustration of reinforced concrete waste crushed to aggregates on site

6.0 APPENDIX

6.1 Existing building information

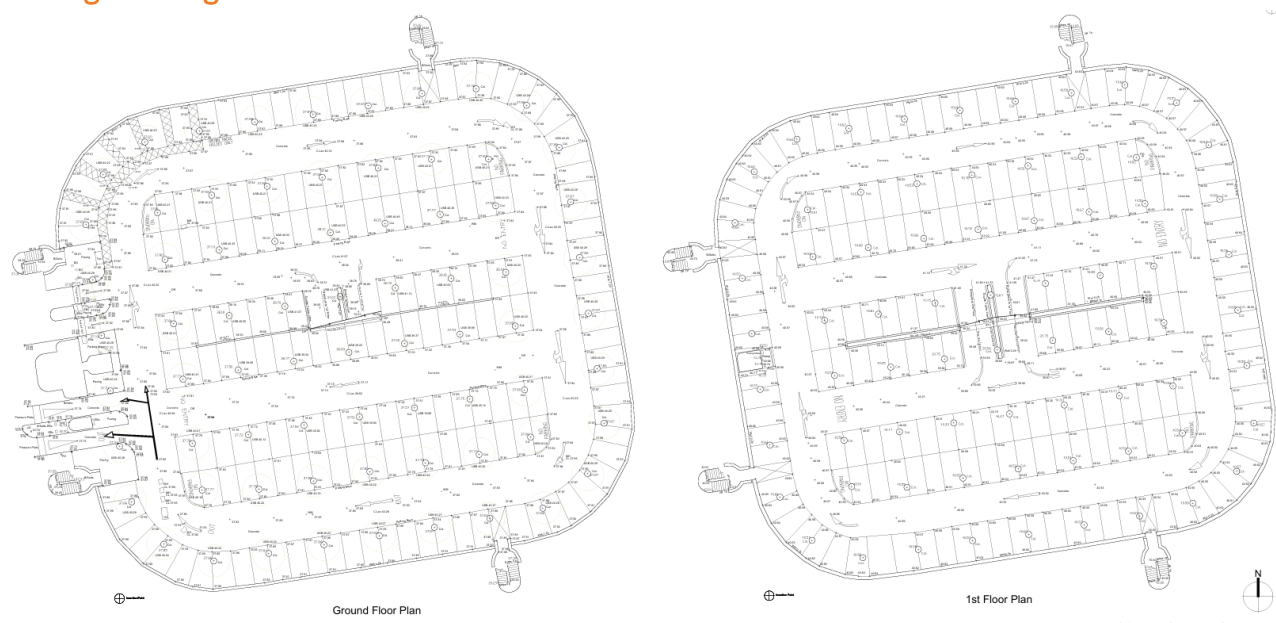


Fig 4 – Existing Car Park – Ground Floor and First Floor plans

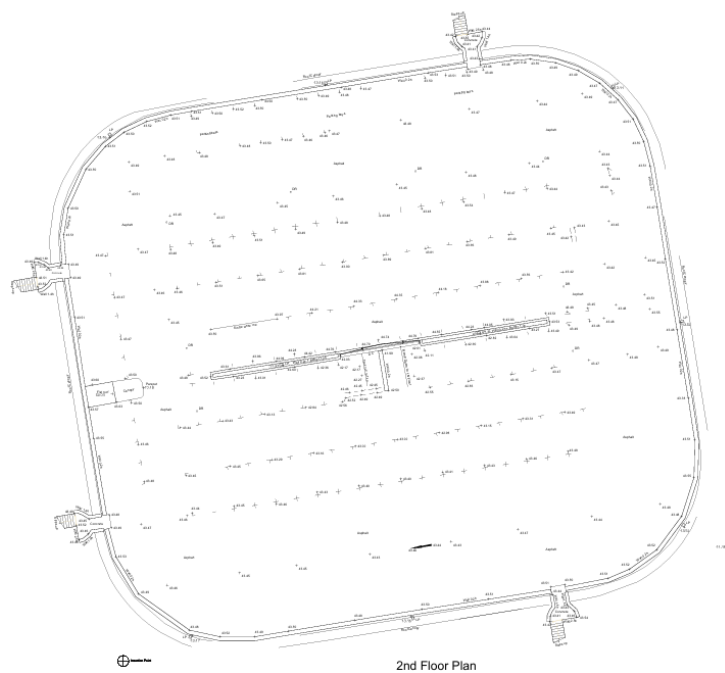


Fig 5 – Existing Car Park – Second Floor plan

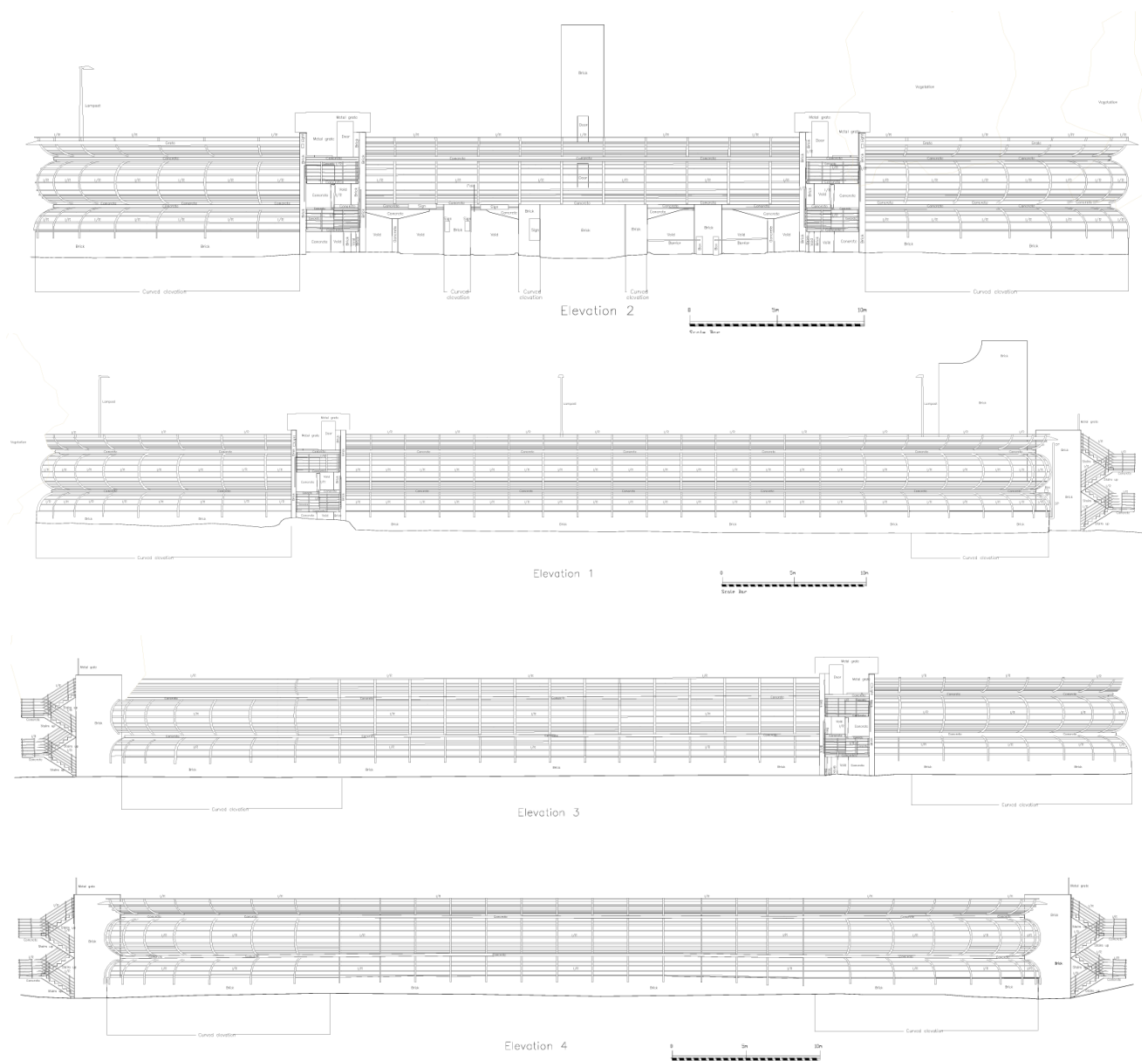
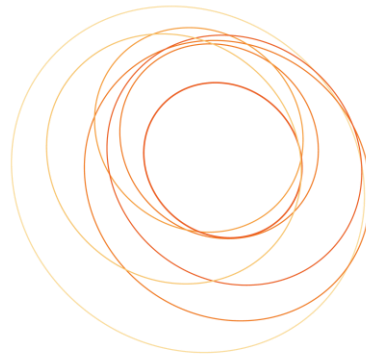


Fig 6 – Existing Car Park – Elevations

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