METHOD STATEMENT




CLIENT:	**Airport Industrial Property Unit Trust**
PROJECT:	**Former Gate Gourmet**
DOCUMENT REFERENCE:	**523-21**
ISSUE NO:	**1**
ANTICIPATED START DATE:	**TBC**
DURATION:	**18 Weeks**

THIS ISSUE				
	PRINT NAME	SIGNATURE	POSITION	DATE
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ISSUE HISTORY			
ISSUE NUMBER:	ISSUE DATE	AUTHOR	AMENDMENTS
1	May 2022	Leon Smith	Initial Issue
2	May 2022	Leon Smith	To include Robert Harper comments 23.5.2022
3	May 2022	Leon Smith	To include comments from document review

All revisions to the method statement and risk assessment will be recorded on this page.

The author of the amendment(s), or other authorised person, must explain the details of the amendment (s) to the Site Manager/Site Supervisor. The author must ensure that the Site Manager/Site Supervisor signs off the amendment to confirm that he has received and understood it, and that the Site Manager/Site Supervisor returns the signed off front page so that the author can file it in the project office file.

The Site Manager/Site Supervisor must sign off and return the copy of this Amendment page, as explained above, and carefully insert this page and the amendments into the project site file. He must also clearly line through the existing pages to indicate they have been superseded.

Contents

SECTION 1 – PROJECT INFORMATION

1.1 - PROJECT LOCATION

Hughes & Salvidge have been appointed the role of Principal Contractor for demolition works on the Former Gate Gourmet, Southampton Road, Heathrow, TW6 3AQ.

1.2 – OUTLINE SCOPE OF WORKS

- Site set up
- Service disconnections
- Protection to Internal substation
- Structural demolition down to slab/yard level

1.3 – DURATION OF WORKS

Demolition of structure – 18 weeks

1.4 – SITE RESTRICTIONS

- Asbestos pre demolition report has been undertaken by AMIANTE STR Ltd. All asbestos works will be completed prior to any structural demolition of buildings, the only area within the building where asbestos could be found, will be closely monitored as demolition works go.
- All services are to be isolated prior to demolition commencing
- Potential for below ground contamination
- Road access in to the site off Southampton Road to be closely controlled
- There is a retaining wall to the North of the site along the Southampton Road footpath which is to remain in place throughout the works

1.5 – LIVE SERVICES

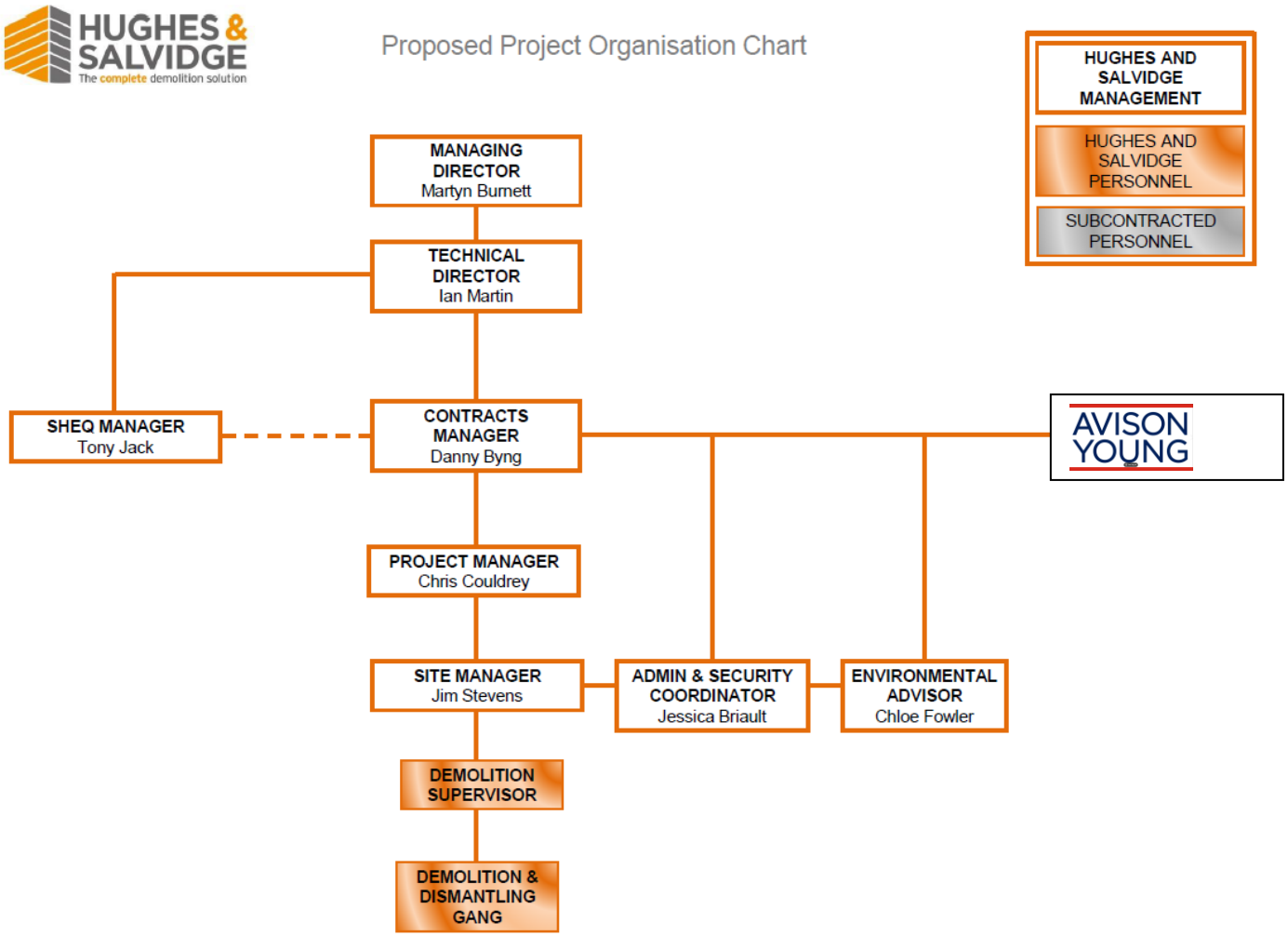
- Service records for the area are good. All services to the structure will be isolated and severed as they enter the building subject to approval from Heathrow Airport Limited and the relevant statutory service undertakers. Any services that need to remain live will be protected or diverted, also subject to approval by Heathrow Airport Limited and relevant statutory service undertakers
- The substation internal of the building will be isolated and made redundant prior to demolition taking place, te be replaced with a substation located externally
- Underground services and ducts at this stage cannot be confirmed as isolated, the ducts in the vicinity of the building will be protected with steel plates during demolition.

SECTION 2 – ACTIVITY SPECIFIC ASPECTS

2.1 – RESOURCES REQUIRED

Management/Labour	Plant/Equipment
1 x Project Manager	Hand tools
1 x Site Manager	Heras fence panels
5 x Plant Operators	2 x ZX490 Excavator
2 x Demolition Operatives	3 x ZX300 Excavator

- All operatives will hold the competence cards/certification they require for the task assigned. (CCDO, CSCS, CPCS, SMSTS)
- All plant and equipment will have a 6 or 12 monthly certificate of thorough examination as required by LOLER/PUWER to work on site.



2.2 – SITE PERMITS

There is a requirement for a Site Permit System on this project.
The following Site Permits are required to be issued by the Site Manager / Supervisor

- Permit to Demolish
- Hot Works Permit
- Permit to break ground
- Permit for temporary works
- Permit to work at height

2.3 – PERSONAL PROTECTIVE EQUIPMENT

MANDATORY PPE				
				
HARD HAT	**EYE PROTECTION**	**HI-VISIBILITY**	**SAFETY GLOVES**	**SAFETY BOOTS**
BS EN 397	EN 166 1F	EN 471	BS-EN 21420	BS-EN 345

TASK SPECIFIC PPE / RPE						
						
P3 HALF FACE MASK	**P3 DISPOSABLE MASK**	**TYPE 5/6 DISPOSABLE COVERALLS**	**EAR PROTECTION**	**BURNING / FULL FACE VISOR**	**LEATHER BURNING JACKET**	**HARNESS / LANYARD**
EN140:1998 & EN143:2000	EN 149: 2001	EN ISO 13982 EN 13034	BS EN 352-3	EN 166 39B	BS EN ISO 11611:2007	EN361, EN354, EN362
The above PPE may be required for certain activities, or when specifically prescribed by the Site Manager.						

2.4 – CONTROL MEASURES

- Danger areas to be fenced off to stop unauthorised access, lay down areas to be free from obstructions.
- Adequate spill response equipment to be in place before works begin.
- Care will be taken to ensure that a secure site boundary fence and appropriate warning signage is in place throughout the demolition works.
- Good Communication is essential – Daily morning meetings of no more than 5/10 minutes will be required between the Hughes & Salvidge Site Manager and personnel on site, (including any sub-contractors) to discuss the day's proposed activities. This liaison will aid in the smooth running of the project and help to highlight any potential problems that could otherwise occur.
- Two-way radios (provided by Hughes & Salvidge) will be utilised for communication and emergency. Machine drivers and HSL management will be in radio communication to stop works in the event of an emergency.
- Check service drawings and historical data to check for underground voids within the vicinity of the demolition area
- Building isolation check sheet to be signed off for all services by both HSL Site manager and BBG manager
- The site is segregated from the general public and the area of works will be segregated from other trades
- When working on the sections of building with asbestos roofs, full background monitoring for fibre release is to be implemented
- Until such point as any below ground works commences, there will not be a need for a wheel wash facility to be arranged, vehicle marshals will check vehicles upon exit of site to check cleanliness and for any stones or similar caught within the tyres

The following information has been referenced, copies of which will be available within the site offices

- 204-1-001 Rev. B - Site Layout Plan
- 204-1-200 Rev. S - GFL As Built
- 204-1-201 Rev. H - FFL As Built
- H 01 R14 Sheet 1
- SD21405-01_Gate Gourmet_2D Topo_FINAL
- SD21405-03_Gate Gourmet_Ground_FINAL
- SD21405-06_Gate Gormet_2D Utilty FINAL
- L6254_1071_Southampton_Road_Survey_Report (1)

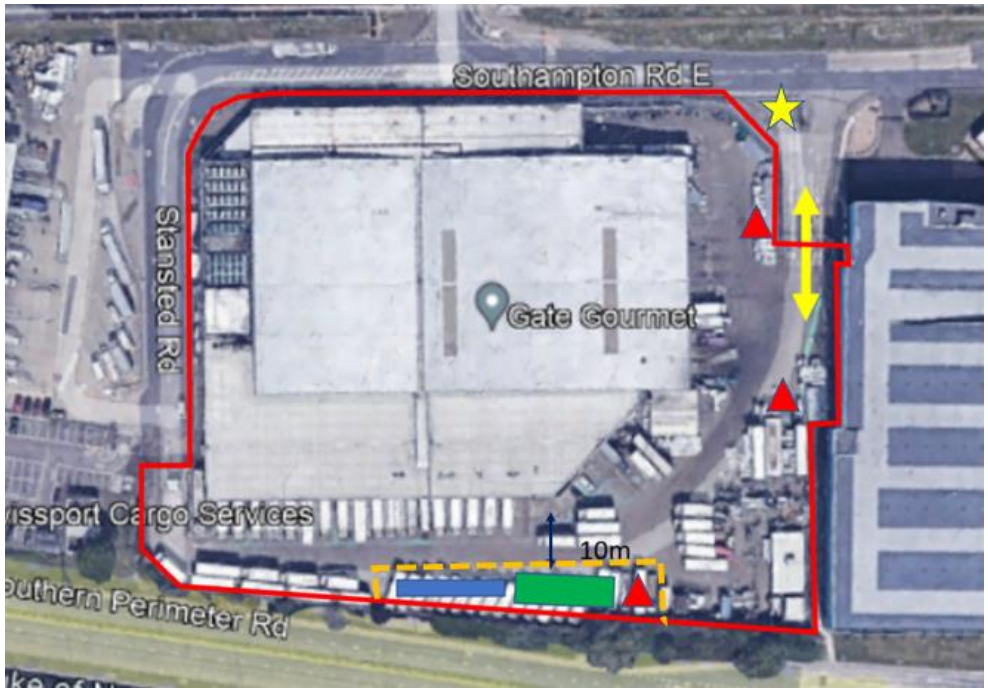
2.5 – MITIGATING NUISANCE NOISE, DUST, AND VIBRATION

Throughout the demolition process noise, dust, and vibration will be kept to a minimum; this will be achieved in various ways as detailed below.

1. Use of correct plant for specific tasks ensuring plant is fully maintained. Hughes and Salvidge's plant fleet is constantly being updated, with all machines now fitted with Euro6 engines. We also have an extensive fleet of attachments for every demolition application.
2. Leaving part of external elevation of particular buildings intact to act as a visual and acoustic screen.
3. Using 'quietest' method when both demolishing structures i.e. using grab or pulveriser rather than impact breakers.
4. Boundary monitoring for noise, dust and vibration will be undertaken by the site team to ensure that works comply with the construction regs of 85Db at the boundary – these will be full time monitors and trigger levels to alert site will be set at half those on the BS for construction
5. Fire hoses will be used to spray water onto the work face and suppress dust.
6. Using proprietary dust suppression equipment, such as DustBoss DB60 or Dehaco DE75 Dust Fighter.

Dehaco DE75 Dust Fighter

2.6 – SITE LAYOUT PLAN



	Site Perimeter		Welfare and office Cabins (to be situated a minimum of 10m away from the building)
	Access and Egress		Emergency Muster point
	Fire point		PPE Free area

SECTION 3 – METHOD STATEMENT

Any asbestos removal will be carried out under a separate Risk assessment and method statement following the full R&D surveys. It is not believed there will be any asbestos present due to the age of the structure to be demolished.

3.1 – SITE SET UP

Cabin Erection

- Lifting and siting of cabins to be under full control of the hire company as described in their Method Statement supplied to site.
- Cabins are to be transported to the site compound by means of Hi-ab type lorry.
- Movement of all lorries to and from site and any reversing operations, are to be under the strict control of a banksman, who will co-ordinate all manoeuvres.
- The driver will position the wagon as close as possible to where the cabin or container is to be removed from site, in order that the load may be safely lifted, taking into consideration the size and weight of the unit.
- The Driver will ensure there are no overhead obstructions or cables and check the ground to see if it is sound enough to carry the weight of the out-rigger legs
- The Driver will switch on the yellow flashing beacon and hazard lights, extended the telescopic outrigger arms and jack the crane level with the outrigger legs, which may be put on timber pads if required.
- The driver will control the crane from a remote-control panel attached to his belt. The driver will unfold the crane arm from its parked position, attach the chains to the crane hook, and attach the chains to the unit lifting points, gaining access with the extension ladder using the securing straps to hold the ladder secure. The driver will slowly take up the slack in the chains and check the chains are secure before commencing the lift.
- After ensuring that there are no pedestrians in the area the unit can be lifted clear of the wagon, it will then be slewed over the prepared site, lowered it into place, and if fitted with jacklegs adjusted to leave the unit level.
- Having completed the sighting, the chains will be removed from the unit gaining access using his ladder and safety strap method. He will remove the chains from the crane hook, fold down the crane boom and place in the ‘at rest ‘position, retract the outriggers, switch off the warning lights and leave site.

Connecting of Cabins to Services

Services

- Cabins will be plumbed into belly tanks. Sub-Contractors will undertake the plumbing and electricity connections.

DRAINAGE

- Cabins are to plumbed into belly tanks and will be emptied as required.

WATER

- Water to be piped from the existing site water supply. This piping will service all potable water requirements for the canteen, toilet & shower.

BUNDED DIESEL TANK

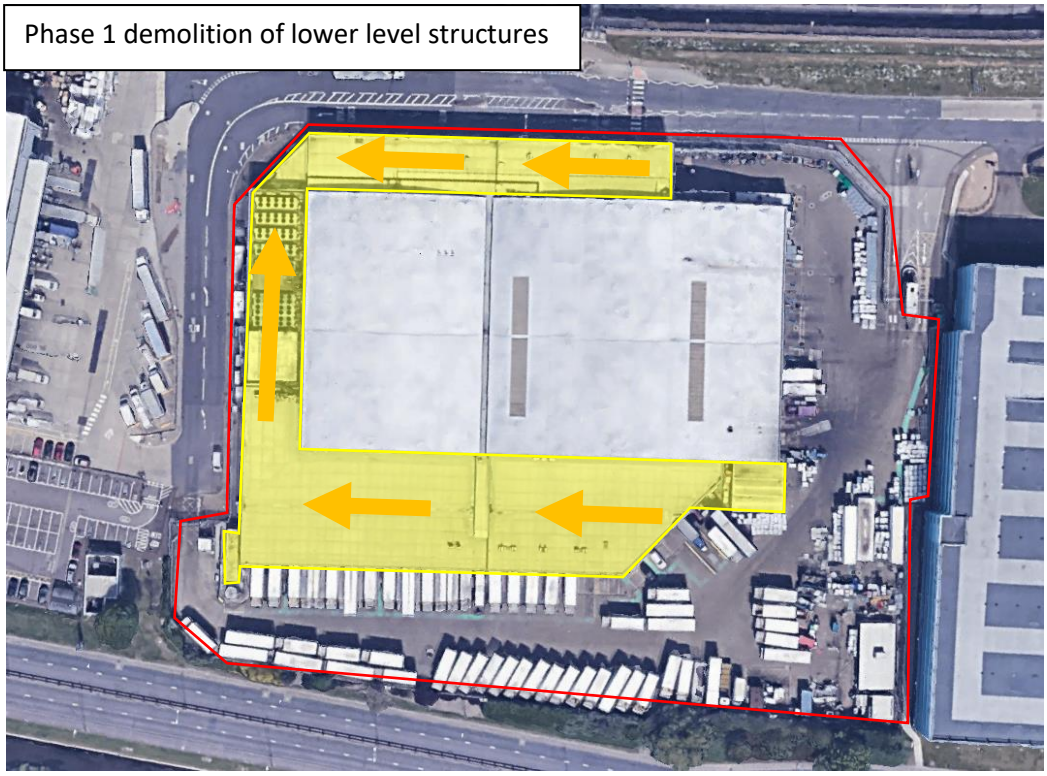
- A bunded diesel tank is to be situated within the compound to provide an independent supply of diesel to the generator.
- This will avoid the necessity to transport or carry fuel to the generator.
- A spill kit adequately supplied with absorbent materials is to be kept adjacent to the tank and all filling operations.
- All spillages are to be contained. On no account will spillages be allowed into site drains.

3.2– SUPERSTRUCTURE DEMOLITION

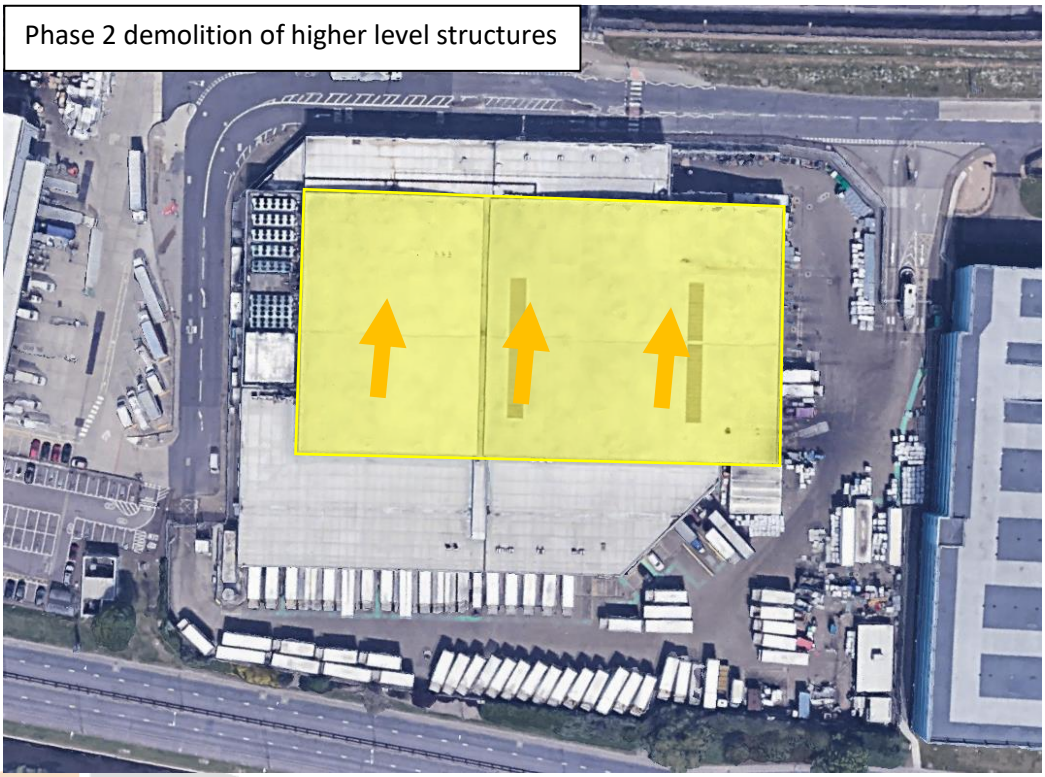
- The Former Gate Gourmet warehouse consists of a steel framed main building at a higher level, wrapped on 3 sides on a lower elevation steel structure with metal cladding externally.
- Following full isolations, softs strip and asbestos removal as noted previously in this document the Former Gate Gourmet building is to be handed to HSL for demolition once all of the check sheets have been signed off by both HSL manager.
- The building is to be secured from the rest of the site using heras fence panels as per the site plan and appropriate demolition signage is to be fixed to fencing.
- Prior to structural demolition commencing, service drawings are to be checked and appropriate drainage bungs to be placed.
- HSL will utilise the 47t machine with demolition attachments already on site.
- A back up 30t machine will be used to process arisings through the demolition works and load away from site.
- Works will commence on building commencing on the lower elevation.
- Once this section of the building has been demolished works will progress on the main building.
- The machine will begin by taking off the external cladding from the first bay, opening up the internal structure
- Working from top down and 1 bay at a time the machine will begin to remove floor planks followed by the steel frame elements.
- Care will be taken not to stress the remaining structure as the beams and columns are munched in situ.
- These works will be repeated in the same manner working top down and a bay at a time through the extent of the building
- As works approach the final section of the building, care will be taken to remove the upper floor so as to keep the structure stable with a larger, lower base.
- At the end of each shift and on breaks, the building will be assessed to ensure it is fully safe and stable and there are no risks.

Sequence of demolition

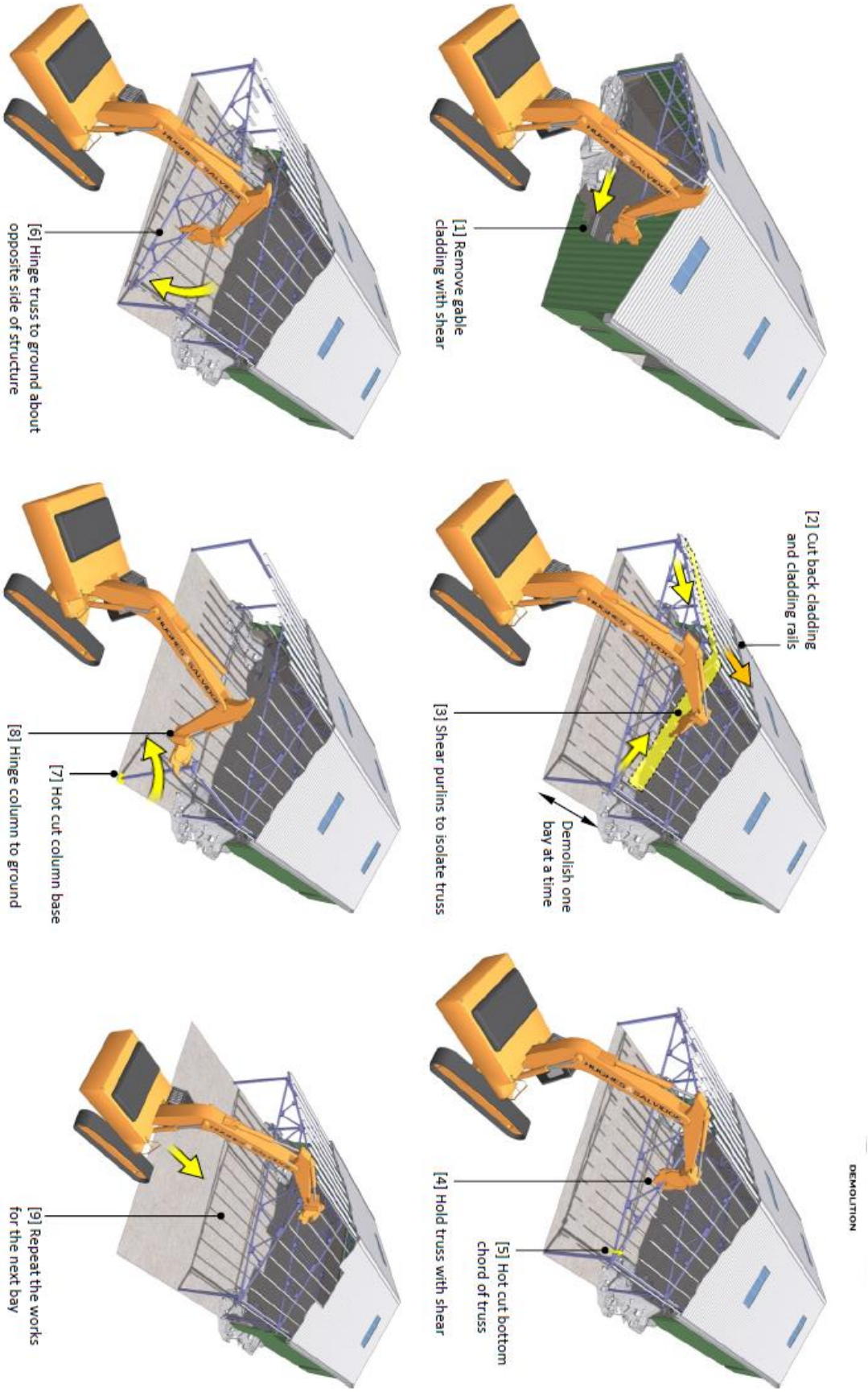
Phase 1 demolition of lower level structures



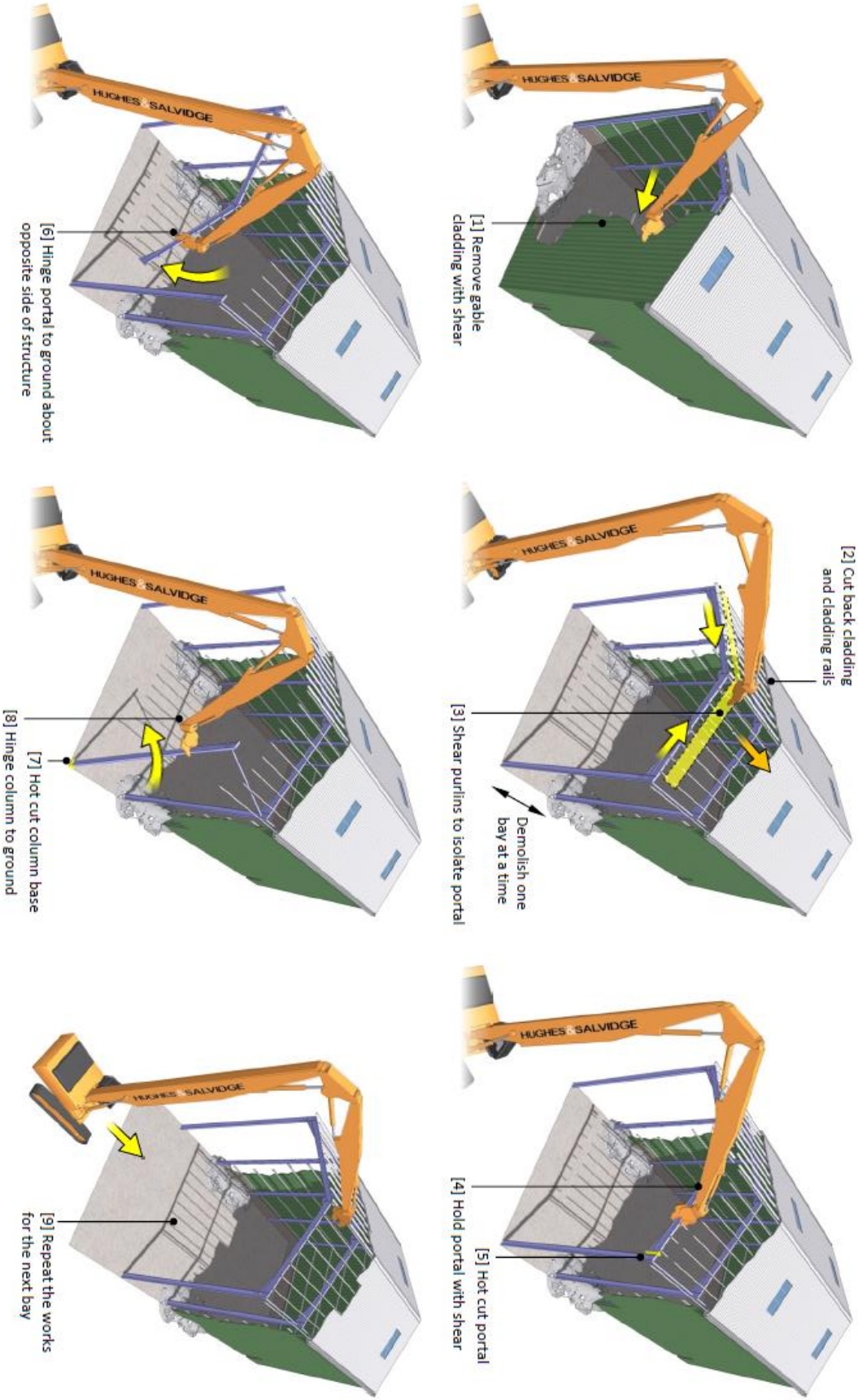
Phase 2 demolition of higher level structures



Typical demolition of low bay structures



Typical high bay demolition



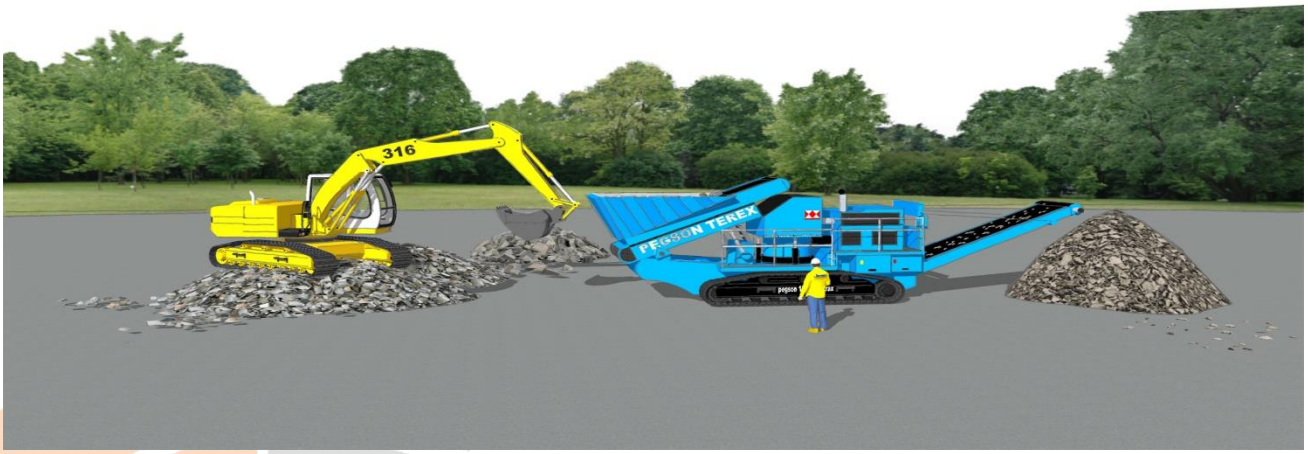
3.3 - CRUSHING OF ARISINGS

In order to minimise the amount of potential contaminants in the crushed material the building has been soft stripped to remove timber door frames, gypsum ceiling tiles, stickers etc. This process will aid in ensuring that as the machine operatives progress through the main demolition phases of work and further segregate metals and other contaminant using the selector grab attachment. As the concrete is loaded to be moved across to the crushing area it will be carefully examined by the machine operator who will call on a 'spotter' to pick out any contaminants missed by the selector grab.

Site-won hard inert arisings will be crushed on site to produce aggregate for re-use in backfilling the excavated slab with the surplus then removed from site.
The crusher will be setup alongside the existing stockpile of material to be crushed, ensuring that it is situated on firm, level ground. The crusher will be positioned accordingly to allow the crushed material to discharge in the correct direction to stockpile in an agreed location.

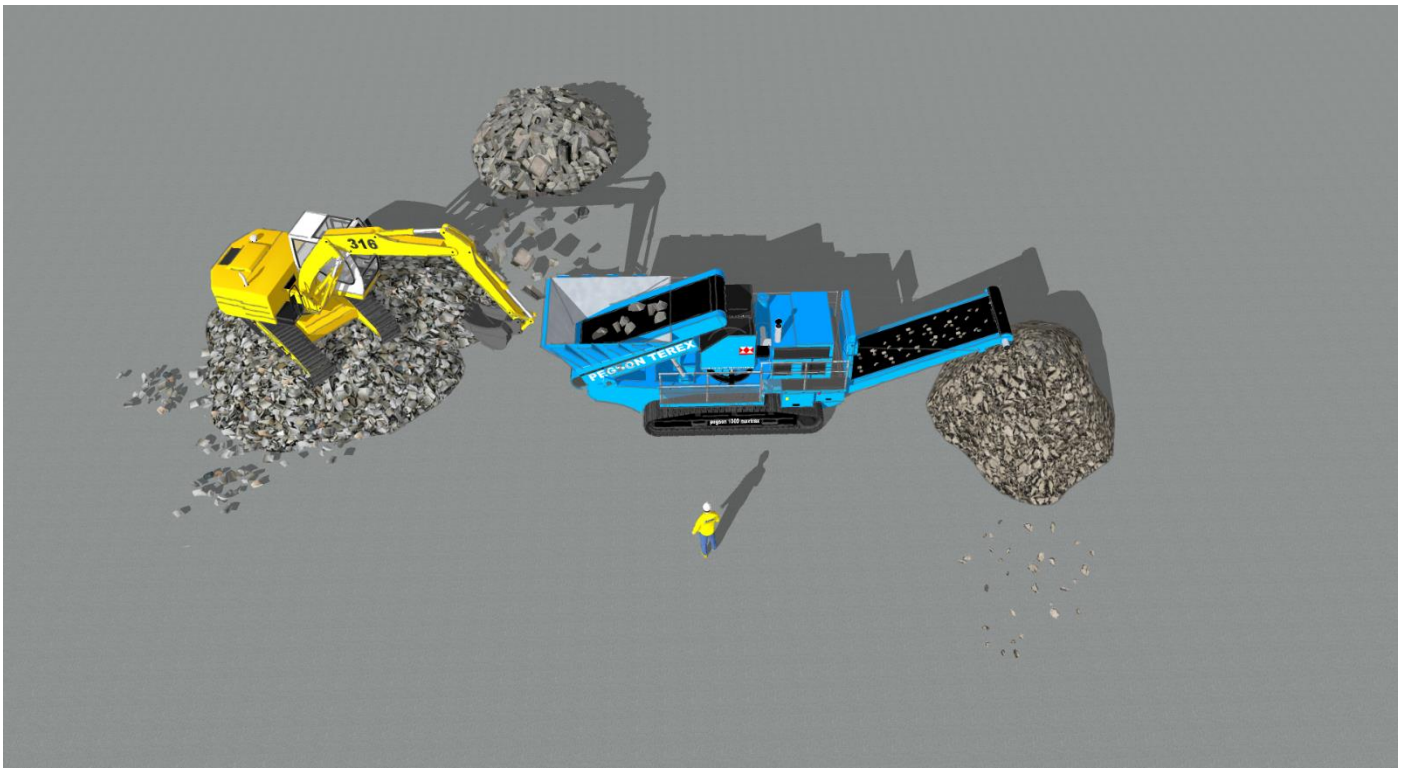
An agreed exclusion zone will be agreed between site management and operatives for the crushing plant to set up and undertake the agreed work. Site staff to be informed of this exclusion zone which may only be accessed by authorised personnel.

Works will commence loading the Crusher using a 360° Excavator. Concrete will be loaded into the hopper which is hydraulically fed into the crusher. The crushed material falls onto the conveyor where any reinforcing is removed by a hydraulic magnet fitted above the conveyor and discharged to the ground. All clean crushed concrete is taken away on the conveyor and also discharged to the ground. Any metal will be placed in a tidy stockpile ready for loading into scrap bins.



The Crusher is fitted with a Dust Suppression System, whereby water is used on the discharge conveyor to minimise the dust. This will be used as and when necessary. A mains water source is to be supplied by the client with a feed to the crusher location. The operator will position this accordingly on the crusher for most efficiency. It is advised that the client may also consider dampening the stockpile prior to crushing should it be required. All material prior to crushing will have been subjected to dust suppression measures during all mechanical demolition of building, Rendering all arisings into a damp/wet condition.

An Excavator will be situated with reach of the crushed material located underneath the conveyor but without being at any risk of contact with the crusher or any other plant. This machine will then clear the crushed material from beneath the discharge conveyor and stockpile in the designated stockpiling area. When stockpiling the crushed material, care will be taken to ensure that there is not a risk of instability of the stockpile, stockpiles will be regularly assessed taking into account its height and length, ensuring its stability. Only one face of a stockpile will be worked at any time by one machine.



Operation of crusher.

Daily Checks

1. Complete Daily Inspection Report – any defect to be rectified as necessary.
2. Check conveyor daily for splits. If splits found report to supervisor and arrange for repairs to be carried out when necessary.

Basic Start Up Procedure

1. Ensure crusher is sited on firm level ground and sufficient room for conveyors/stockpiles.
2. Check all rollers to ensure they are free from reinforcing or crushed material.
3. Before starting engine ensure master key is on. (This master key prevents inadvertent start up of the machinery by a third party as the crusher operator retains key when making adjustments/clearing blockages.)
4. Control levers are in neutral position.
5. Turn ignition key to start.

6. Start engine on idle for 5 minutes.

7. Initiate crusher start up process as per manufacturer's instructions

8. When the crusher operator is in position and ready to commence the crushing operation, advise excavator driver to load hopper.

Basic Shut Down Procedure

1. Ensure hopper is empty.

2. Advise excavator to stop loading.

3. Ensure the hopper and jaw is empty of materials and stop the crushing process as per the manufacturer's instructions.

4. Set engine revs to idle for 5 minutes.

5. Clear working platform of any debris.

6. Turn engine off, remove key and turn off master key and remove.

Operation of Crushing Plant

ACCESS IS NOT PERMITTED OVER JAWS OR LOADED HOPPER WHILST THE MACHINE IS RUNNING.

1. Crusher Operator and Excavator Driver feeding the Crusher to act as a Team and communicate at all times with 2-way radios and hand signals.

2. Communication between Crusher Operator and Excavator Driver to avoid the overloading of material into
the hopper and jaw and also that the conveyors do not become overloaded.

3. Access to crusher via ladder, ensure ladder and platforms are free from debris, grease and oil.

4. Handle all fuel with care.

5. When refuelling, isolate machine, and do not refuel the machine whilst smoking or when near open flame or sparks and follow manufacturers refuelling procedures.

6. Do not leave machine unattended whilst refuelling.

7. If adjustments need to be made to the crusher then the Crusher must be switched off and keys removed. Keys to remain with the Crusher Operator and Excavator Driver must be advised. Excavator must be isolated and keys removed. Excavator Driver to act as the Safety Look-out and ensure no personnel go near the crusher whilst the adjustment is made and until the Crusher Operator gives the sign to start up.

BLOCKED WITH UNCRUSHABLE OBJECTS

1. Press Emergency Stop Button.
2. Signal to Excavator Operator to stop immediately via 2-way radio.
3. Turn off engine.
4. Remove keys from ignition.
5. Advise 360 Machine Operator who is loading the Crusher to turn his Machine off and remove his keys. The 360 Machine Operator now to act as a Safety Look-out and to advise site personnel of situation.
6. The object that has fallen in the Crusher can be removed by either of two methods:
   (i) The uncrushable object if not too heavy can be removed by hand.
   (ii) If uncrushable object is too heavy it can be removed by the 360 Machine and the Crusher Operator will become the Safety Look-out.
7. When this operation is completed and the object has been removed the object should be placed in a skip or in an agreed area so it does not re-enter the Crusher.
8. When Crusher Operator is satisfied that the blockage is clear and he is in position and ready to begin crushing again, the start-up procedure will then be followed.