



STARLIGHT POINT (SLP) DISMANTLING STATEMENT T2B PROGRAMME

Submission Documents Version Control

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1. Introduction

Starlight Point building at Longford, Hounslow TW6 1EW is a 6-storey modular building located landside of Heathrow airport, see Figure 1. The building was built for the Contractors to use as an office space and for their welfare during the construction of Heathrow's Terminal 2.

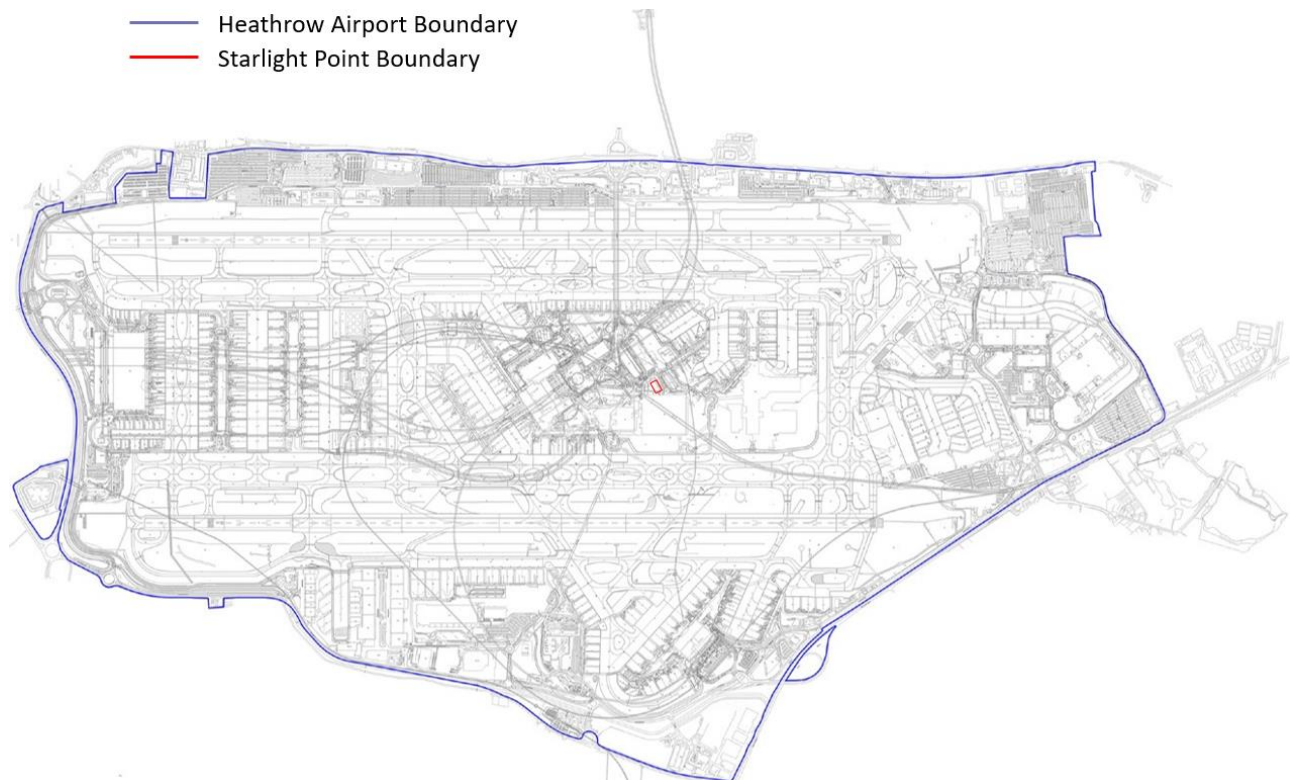


Figure 1 - Location of Starlight Point on Heathrow Airport.

The construction of Terminal 2 has been completed and all contractors have since left the building. The building has now reached its end of life cycle and it is no longer required. This document demonstrates the demolition methodology and approach in relation to the dismantling of the Starlight Point building.

Costain Group Plc have been given the role as Principal contractor for the duration of the dismantling works.

1.1 Access/Egress

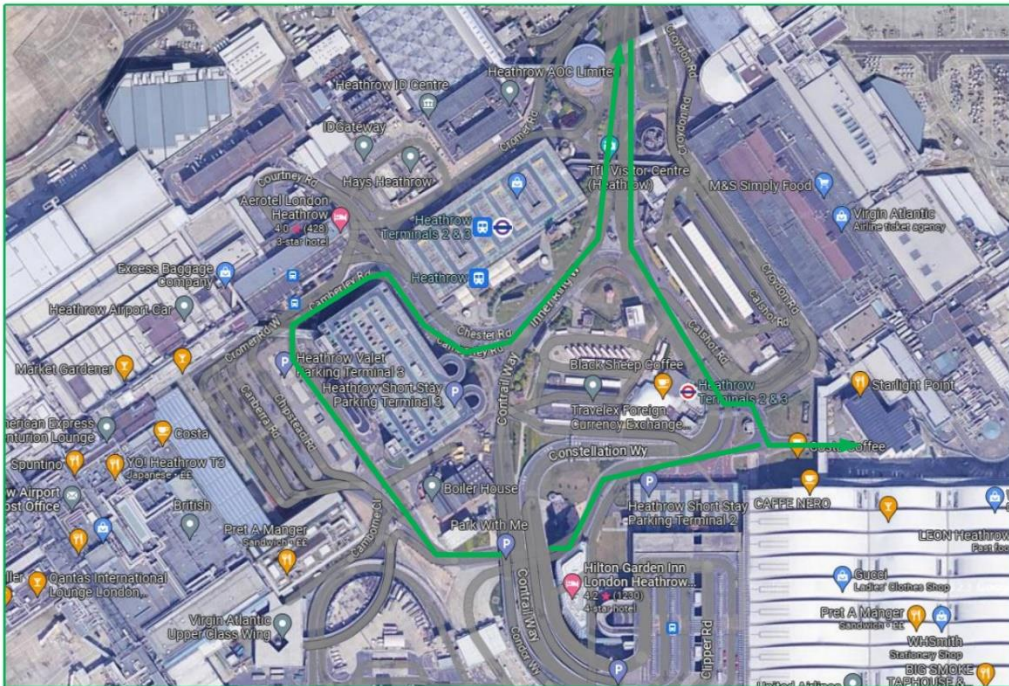


Figure 2 - Vehicle route to/from Starlight Point

Staff working on site will access the compound in vehicles through the barriers / bollards which are controlled by the security hut located on Cowley Road, accessed via the T2 services delivery road.

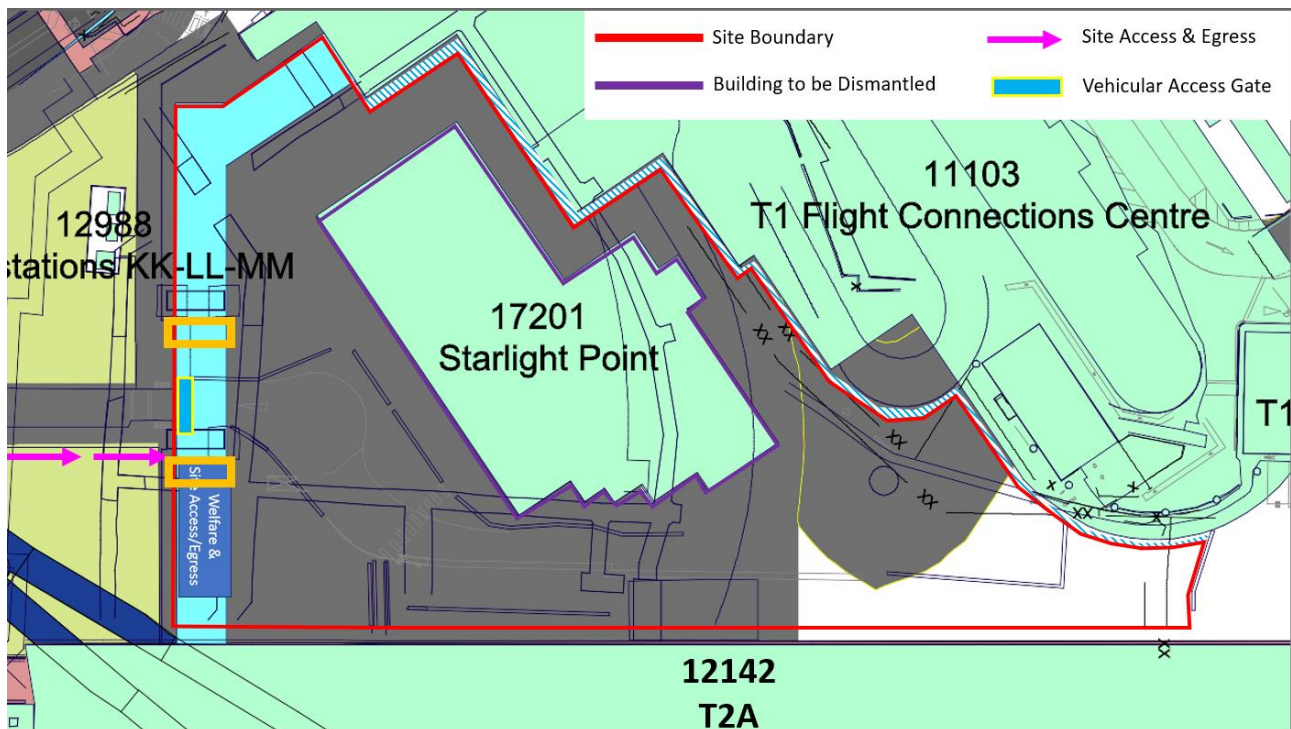


Figure 3 - Draft Starlight Point Site Set-up

1.2 Existing Building Structure

The Starlight Point building is made up of 307 modular units and it sits on concrete pads, the makeup of the building is as follows -

- 276 number 12m x 3m modules
- 12 number 9.6 x 3m modules
- 13 number 7.4m x 3m stairpod modules
- 6 number 6m x 3m modules



Figure 4 - Starlight Point Building

1.3 Outline Scope of works

A summary of the works to be carried out are –

Phase 1 – Site establishment

1. Erecting Temporary hoarding
2. Installation of Temporary Welfare
3. Intrusive survey of the building structure (to understand how the modules have been secured together)

Phase 2 – Building Strip out

1. Internal strip out – Removal and disposal of carpet tiles, bathroom units (toilet sinks etc), ductwork, ceiling tiles etc.
2. External strip out – Flashings, Air conditioning units, ductwork etc.

Phase 3 – Building Dismantling

1. Dismantling of the building and transportation of the modules off site.
2. Removal of the foundation slab to the surrounding ground level.

1.4 Programme

It is anticipated the building dismantling (phase 3) will commence in the first quarter of 2024 and be completed by July 2024.

1.5 Pre-commencement activities

- Carry out ground surveys
- Contact and liaise with all relevant stakeholders surrounding Starlight Point.
- Ensure all pre-start documentation has been approved.
- Ensure all work permits are in place.

1.6 Services Protection

- Survey all electrical/mechanical/plumbing/data comm installations
- Arrange disconnection with the relevant stakeholders.
- Isolate/disconnect and make safe all electrical supplies and certificate upon completion.
- Remove redundant services associated with the Starlight Point building during the stripping out phase.

1.7 Scaffolding & Protection

- Scaffolding will be erected to aid with the installation of the temporary welfare and scaffolding would be in place for the chute for materials being removed from the building into a skip.

1.8 Temporary Works

- Costain's design team will monitor and advise the dismantling works, they'll review and provide design calculations for the temporary site establishment hoarding, the crane mat loading and the building stability during the dismantling.

1.9 Working Hours

Phase 1 – Phase 2

- Monday to Friday: 08:00 to 18:00 Excluding Bank holidays and embargo Days
- Saturday to Sunday: 08:00 to 15:00

Phase 3

- Monday to Friday: 08:00 to 18:00 Excluding Bank holidays and embargo Days
 - o Night hours 21:00 to 07:00
- Saturday to Sunday: 08:00 to 15:00

Note when the dismantling commences due to the height of the building the height of the crane's jib exceeds 60m this is regarded as airspace therefore the removal of the modular units would need to be carried out during a night shift, once crane's jib height is below 60m the lifting of the modular units can then be carried out during day time hours.

1.10 *Material and Waste Management Plan*

Costain Environmental Manager manages the Materials & Waste Management plan.

The plan is designed to assist the Contract Management Team to ensure that materials and waste streams are identified, opportunities to apply the waste hierarchy are applied, waste is managed in line with waste legislation, and is documented accordingly.

The materials & waste management plan is reviewed regularly to ensure that issues are considered at the appropriate juncture and that it reflects actual arrangements.

The purpose of the materials & waste management plan is to identify all potential waste streams to enable an assessment to be made to assist in identifying the potential for:

- Classification of waste materials and the European Waste Codes
- Evaluating contaminated land
- Understanding exemptions from the Waste Management Licensing Regulations
- Tracing the origins of materials used for Compound Construction materials
- Re-use and recycling on site – with or without treatment
- Re-use and recycling off site – consider other Costain sites, other contractors, local authority etc.
- Identification of waste carriers
- Identification of landfill sites, transfer sites, re-cycling facilities

Waste management contractors will be assessed for competence including that of arrangements for confirmation of transfer between parties, their arrangements for re-use, recycling or forms of treatment, record keeping etc. Records will be retained on site.

Where subcontractors employ their own waste disposal contractors or carry out the transfer/disposal activities themselves, will be required to provide relevant documentation to the contract or ensure it is available for audit when required. The Contract Leader will ensure that the correct procedures are in place and that the previous information is checked and recorded.

Costain will also check that the subcontractor has the following:

- A valid waste management licence or copy from the transfer station/ disposal site being used.
- A copy of the waste carrier's registration or licence
- Copies of all transfer notes for non-hazardous waste
- Copies of all consignment notes for hazardous wastes

Restrictions on Deliveries or Waste Collection or Storage

Consideration will be given to peak traffic and pedestrian flows, and deliveries to adjacent businesses, when planning deliveries or collections of materials or plant, to and from the site.

1.11 Welfare

For the duration of the works temporary welfare village shall be installed within the Starlight Point compound for all contractors.

This would comprise of 5 no. Wernick cabins –

- 32ft (9.6m) Anti vandal canteen
- 32ft (9.6m) Anti vandal changing room with wire mesh single door lockers.
- 32ft (9.6m) anti Vandal 5+1 Toilet + shower (5 Toilets, 4 urinals and 1 shower Plus 1 segregated toilet
- 10ft (3.0m) Anti vandal Open plan office
- 12ft (3.6m) Anti Vandal Gatehouse for the security operative.

1.12 Plant and Equipment

Electrical tools – Grinders, impact guns, drills, breakers, kangos

Hand tools

Fog Cannons – Dust Suppression

Cherry pickers / Scissor Lifts / MEWPs

Range of crane – 300t plus

Range of attachments to suit the above.

Range of 360-degree excavators – 8t plus

Range of attachments to suit the above

Skip lorries and bins

All plant and equipment will comply with Costain plant minimum standards and will be compliant with NRMM standards and registered with the GLA. Where feasible electric plant will be prioritised, followed by the use of low emission fuels such as Hydrogenated Vegetable Oil (HVO). All commercial road vehicles will comply with the Ultra Low Emission Zone (ULEZ) standards.

Costain plant minimum standards includes requirement of plant to have telematics in order to influence the reduction of idling by plant operators.

1.13 Specialist Subcontractors

| | |
|-------------------|----------------------------|
| Dismantling works | Hughes and Salvidge Ltd |
| Electrical Works | Wingate Electrical Plc |
| Scaffolding | Palmers Scaffolding UK Ltd |
| Waste removal | Powerday Plc |
| Lifting | City Lifting Ltd |
| Transportation | R.Swain & Sons Ltd |

1.14 Security

All site personnel will enter and leave the site via the compound gate, if they enter into the Starlight Point building, they are to sign in / out in the register.

A full time operative has been assigned to ensure all site visitors and operatives are signed in / out.

All operatives are to receive a project induction and a site briefing prior to being allowed to work on site.

Vehicles cannot freely access Starlight Point, the site has a retractable bollard and a gate stopping unauthorized access to the site.

24hour Security would be provided to maintain the secureness of site hoarding to prevent any unauthorized access.

1.15 Noise, Vibration, and Dust

Noise & Vibration

Activities deemed as a noise and vibration risk will be carried out within pre-determined timeframes agreed with Heathrow and relevant stakeholders around the Starlight Point building. This risk is managed through the Contracts Framework Health, Safety, and Environment Management Plan (HASEMP) and Contract Environment Management Plan (CEMP).

A noise and vibration assessment will be undertaken for the Starlight Point activities. Baseline levels will be gathered, noise and vibration modelling completed, and a noise and vibration

notification provided to Heathrow for communication with community forums. Where a significant impact is modelled, then a control plan will be produced to reduce the risk containing suitable control measures.

A noise monitoring regime may be implemented if required and identified in a noise control plan, where noise thresholds shall be agreed with Heathrow and other stakeholders. Monitoring may be required intermittently to monitor performance against agreed thresholds.

Dust

Dust management control measures are detailed within the Contracts Framework Health, Safety, and Environment Management Plan (HASEMP) and will be utilised during any activity rising to dust such as concrete breaking.

Works will be damped down during and after the breaking using dust busters. Where required when breaking and storing concrete waste this shall be in an enclosed or shielded area to prevent flocculation of concrete particles. The workplace will be visually assessed and if required further dampening will take place.

All operatives working nearby will wear the necessary PPE to mitigate risks to their health.

2. Dismantling Works

2.1 Intrusive Survey

The first step is to carry out an intrusive survey of the building. This would be carried out by operatives using handheld tools.

During this phase the operatives will remove, ceiling tiles, carpet tiles, floor boards, external flashings and plasterboard to confirm the fixings used for the joining of the modules and confirm the height of the modules.

Following the Intrusive survey a report shall be put together of the joint method and this would feed into the dismantling methodology.

2.2 Internal and External Strip

The stripping operations will be carried out by operatives with handheld tools.

Following confirmation of service decommissioning, the strip out will be carried out.

Exclusion zones will be created around the areas of strip out using barriers with appropriate signage detailing the danger of unauthorised entry.

This work consists of the removal and clearance of all non-structural items within and external to the building. This includes floor covering carpet tiles, demountable items (air con units, heaters, kitchen equipment, toilets, sinks etc), ceiling tiles, cable management systems, ductwork.

In order to remove the high level items operatives will work from towers within the building. The items removed from levels 5 – 3 shall be placed into the goods lift and taken to the ground level where they'll be segregated into skips. Items removed from levels 2 – 1 shall be cleared via a chute discharging into a skip adjacent to the building, an exclusion zone shall be placed around this skip with clear signage.

External flashings / skirting shall be removed using cherry pickers / MEWPS, and a crane shall be used for the heavy items e.g. the external ventilation ducts and VRF units.

2.3 Building Dismantling

The specialist lifting contractor would provide a Lift plan / Methodology detailing how each module is to be lifted, what lifting accessory is to be used, the crane and crane position, the outrigger location, the crane platform, and the sequence of the lifts. The stability of the building would also be taken into consideration for the dismantling sequence.

Following Temporary works approval, the operatives will prep the modules for lifting (disconnect the module and expose the lifting eye), the 450t crane would be used to take a module down and place it onto a trailer, this trailer would then be taken off site and the module would be transported to Wernick's Depot based in York.

The lifting shall commence during night shifts as during the day the jib height exceeds 60m which is considered as part of Heathrow air space.

During the Night shift 5no. units will be lifted down and during the day these units would be placed on the trailer, at the beginning of the dismantling only 5 no. trailers are permitted to leave the site daily.

Once the Jib height no longer exceeds 60m the lifting shall be carried during the day, the crane would lift a module straight onto a trailer.



Figure 5 - Proposed Location of Crane

The concrete slab / pads will be broken with a hydraulic breaker attachment, the pieces shall be lifted into a skip for disposal / further processing. The slab is to be broken down to match the surrounding ground level. Prior to the breaking out commencing a full scan of the area is to be carried out to identify any potentially buried live service.

Upon the completion of all the activities listed in section 1.3 Scope of Works, the temporary welfare and the site hoarding shall be removed, and the sub-contractors shall demobilise from site.