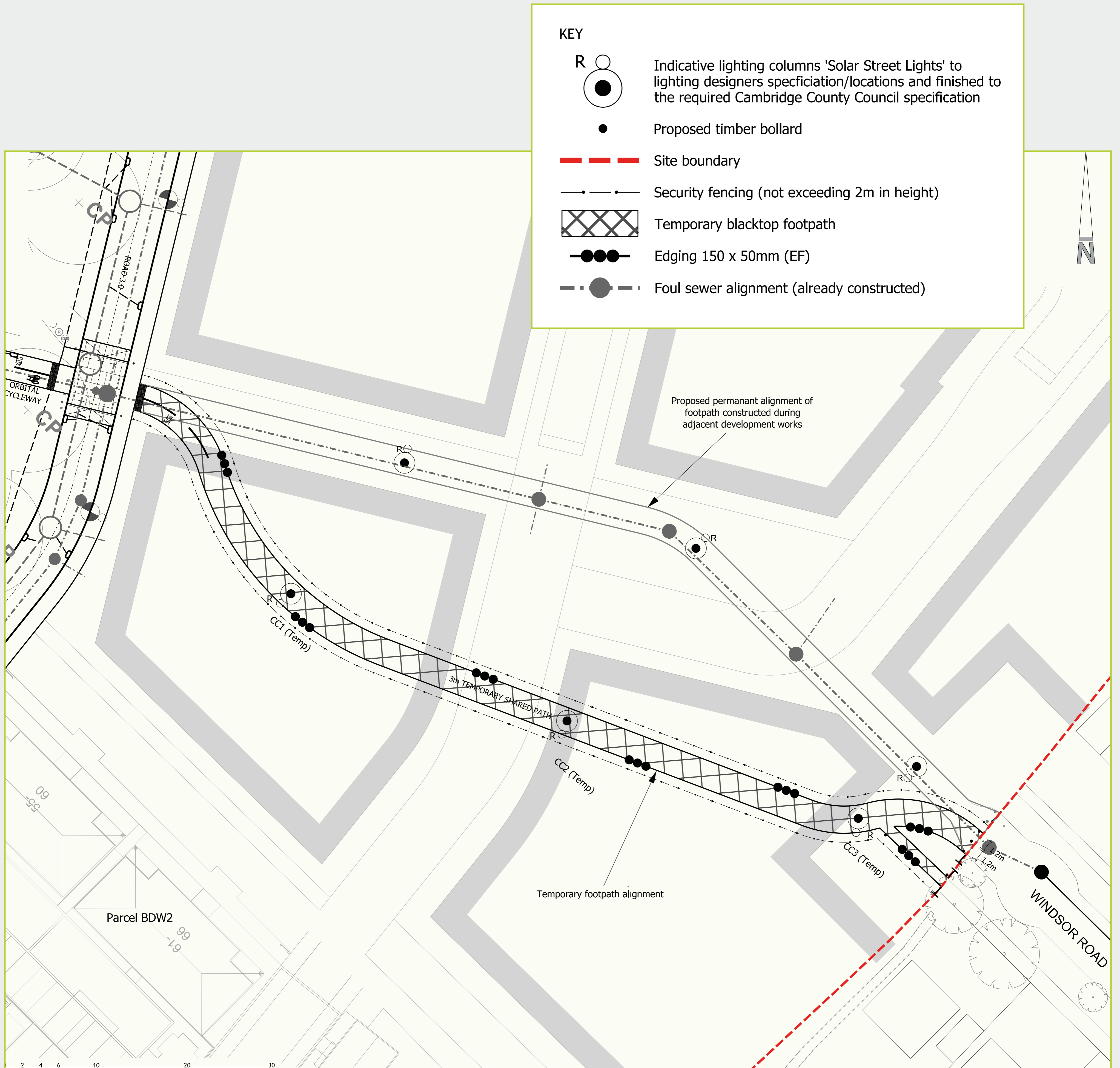





Darwin Green 1

Footpath link to Windsor Road



BDW 2 Demolition

-  Existing tenants
-  Retained new build
-  Scaffold Screen



**Direction of demolitions
(middle out)**

-  Phase 1: Weeks 1-3
-  Phase 2: Weeks 3-6
-  Phase 3: Weeks 5-12

Darwin Green – Phase 2

Proposed demolitions

Key planned dates for information

Set Up Noise, Dust and Environmental Monitors to Boundary	25.09.23 – 26.09.23
Erect Secure Perimeter Fence to Demolition Zone	25.09.23 - 29.09.23
Erect and Sheet Scaffold Screens adjacent retained	25.09.23 - 29.09.23
Deliver Plant to site	01.10.23
Phase 1 Demolitions (Blue)	01.10.23 – 22.10.23
Phase 2 Demolitions (Green)	15.10.23 - 12.11.23
Phase 3 Demolitions (Grey)	22.10.23 – 22.12.23
Crush Arisings to minimise lorry movements (1/2 mile from demolition area in BDW4 site)	29.10.23 – 22.12.23

Completion

Completion	22.12.23
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Key site contracts

Full time on-site manager: Mick Amestoy, 07736 018 415 (Provisional)

Visiting Contracts Managers: Chris Torode, 07736 018 469

Out of Hours Contact: Mr Paul Blanks, 07973 460 849

Darwin Green – Phase 2

Proposed demolitions

Security risks

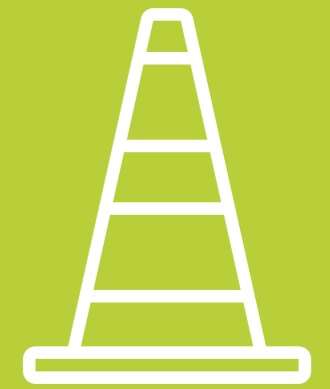


Security protocols will be implemented to ensure the site is secure and is not accessible whilst demolition takes place.

Security control measures include:

- Fence will be installed with viewing panels checked at the end of each shift with safety, information and directional signage.
- Gates to site to remain locked at all times, other than when vehicles are accessing site.
- Full Time Out of Hours Security employed.

Traffic risks



Traffic Risks arise when accessing and exiting site. Safety control measures include:

- The demolition strategy has been designed to reduce 90% lorry movements by crushing concrete and brick arisings on site for future piling matt.
- School and rush hour times to be avoided for vehicles to minimise interface.
- Squibb lorry drivers to radio in 10 minutes prior to arrival.
- Access and egress to be escorted by a trained banksman; number of movements just 3 per day.
- No reversing – 3 point turns executed on site within hoarding.
- Squibb demolition lorries to be driven by 2 designated drivers full time on return load who are familiar with the site.
- Site operatives to use either public transport or minibus where possible.
- FORS accredited; monitored by electronic tracking to ensure complaints are recorded.

Darwin Green – Phase 2

Proposed demolitions

Environmental risks



Environmental Risks arise from the noise, dust and air pollution that are generated from the demolition activities. Safety control measures include:

- All plant will meet European stage 111B emission (not older than 2017 and all machines manufactured after this date are compliant / were built in accordance with 111B.)
- Dust will be suppressed at the source using dust suppressing hoses to machine attachments or via operatives directing fine spray. With demolition activities dust will be additionally suppressed using dust busters to prevent water run-off.
- Slabs will be chased to prevent vibration transmission through the slabs.
- 5 real-time full-time noise, dust and vibration monitors will be placed at the boundary will be used to show compliance with target environmental levels stipulated as part of planning conditions and in compliance with Environmental Legislation and Guidelines.
- If the Council target noise and dust levels are exceeded, alarms will sound and methods/ quiet times will be reviewed so as to comply.

Noise control measures



Noise control measures to ensure the previously described environmental impacts are kept to a minimum. The following noise control measures will be implemented for the duration of the demolition:

- All demolition works will use 'quiet' hydraulic powered demolition pulverising attachments where possible. The structure for demolition is a mixture of brick block and timber frame.
- Where the above is not possible (for thicker sections of ground floor slab and footings); impact hammers will be used (there use will be minimised and in accordance with voluntary noisy working hours 9-10am; 12-2pm and 4-6pm) and includes the use of percussive impact breakers.
- All lorries will be sheeted prior to leaving the site and will be loaded within the footprint of the building via an aperture on the first floor.
- The use of fully serviced plant with fully operational exhaust systems.
- Ensuring all plant engine covers are kept closed at all times.
- All site plant not in use will be shut down and not left idling whilst on site.
- All provided site generator plant will be of the new 'whisper' operational type.
- No starting of engines before 8am or after 6pm.