Demolition Method Statement

Beaumont School

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01-Introduction

This Demolition/Construction Management Plan provides information on Environmental and safety Management for the Beaumont School project.

The principal objective of this document is to provide information on how Willmott Dixon (the Contractor) intend to avoid (where possible), minimise and control adverse environmental impacts associated with the development and manage health and safety of users of the local highway network.

The document sets out the methods and procedures that will be adopted with consideration to minimise the impact of the development on the school, local community and residents, businesses, the general public and environment. It will address the potential environmental impact of the construction and the methods to mitigate the specific environmental disturbances such as noise, vibration, dust and plant emissions.

Demolition Method Statement

1.1Project Overview

This Demolition method statement has been written as part of the planning application. The project entails the construction of a temporary school block to allow for the demolition of existing teaching block EFAB and the construction of a new two storey teaching block at Beaumont School.

Location Map

The Projects intent is to replace outdated facilities

2.0 Programme Milestone

KEY MILESTONE DATES	
Start on Site	June 2026
Construct temporary school building	June – Dec 2026
Asbestos removal	Feb - March 2027
Demolition	March – July 2027
Construct New Block	July 2027 – Aug 2028

3.0 Site Logistics & Deliveries

3.1 Site Accommodation & Welfare Facilities

Our site accommodation & welfare units will be initially sited in the extended school carpark for the construction of temporary school building and will later be moved within the school once drainage has been completed. This will include the provision of main contractor offices, toilets, drying room, canteen and storage units.

Pedestrian access to the site and its facilities will be controlled via a biometric turnstile system, with a safe segregated route from the compound to the site.

Vehicle access to the site will be via vehicles gates located on the school access road that runs from Austen Way.

It is our intention that all welfare facilities will be connected to the mains electric, water & drainage to minimise vehicle movements, noise and odours.

3.2 Site Access & Security for the school, residents, and operatives

At all times traffic will be controlled by trained banksmen who will be based at the vehicle access gate. Pedestrian access into site will be through a biometric turnstile located by gates on the school secure line.

Unloading/loading of vehicles will take place within the site boundary.

A traffic management plan will be circulated to all parties (including suppliers) and updated as the site progresses. The vehicle and pedestrian routes will have clear signage and be always segregated.

Emergency access to School will be provided at all times with an FB lock on the site entrance gate.

We will develop a security plan for the development and as a minimum; it will cover and allow for the following:

- Perimeter site security using CCTV cameras which will be 24 hours monitored off site.
- Adequate lighting will be fitted to the hoarding.
- Accommodation and welfare facilities
- Materials storage and management
- Protection of completed works
- Protection of the site outside of normal hours
- Site rules and procedures
- Emergency call out numbers

The gateman will also maintain the site entrance/exit so it will always be kept clean and tidy and control pedestrians crossing the sites vehicle access routes. Presentation of the site is of paramount importance to Willmott Dixon and daily checks will be made to ensure that dirt, dust, weeds, graffiti etc. are removed from site perimeters and the surrounding estate daily.

3.3 Access Arrangements for Vehicles

Delivery vehicles will not be permitted during school drop off and pick up times to maintain safe access and egress to the school for pupils and staff.

All vehicles will enter the site via the main vehicle access entrance feeding from Austen Way. All personnel responsible for delivering material to the site and/or transporting material away from the site will be advised in writing of the proposed / agreed vehicular access times and advised that failure to comply with the agreed times (other than in exceptional circumstances),will result in appropriate action being taken against the driver and his employer.

The site team will liaise with St Albans City and District Council throughout the construction process and if, for any reason, the Council considers it necessary to modify the currently proposed access arrangements; WDC will work with the Council to ensure that all parties are satisfied.

3.4 Vehicle Delivery Requirements

All deliveries will be made to site from Austen Way.

The traffic management plan will require all delivery drivers to contact the gateman/banksman before they approach site and to ensure that they are clear to proceed to site. Deliveries will be staggered so that, other than in unforeseen circumstances, drivers will be able to proceed directly to the site without the need to wait. All deliveries to the site are booked 24 hrs in advance.

Where any vehicle is waiting to be unloaded, it is to remain stationary with the engine switched off. Deliveries will generally be between 08:00 and 17:00 on Auten Way, with busy traffic times avoided, and the gatemen will be available from 07:30 onwards to deal with any drivers that ignore the restrictions discussed above.

The number of movements onto and off the public highway will vary depending on the nature of the activity. In this regard, it is anticipated that there may be circa 3-4 vehicle movements each way per hour during peak construction activity. However, there will be significantly fewer vehicle movements per hour for the majority of the construction process.

3.5 Hours of Operation

Construction activities will be stipulated as part of a planning consent, between Mondays to Fridays 08.00 and 18.00 hours, and 08.00 to 13.00 hours on Saturdays, with no working activities on Sundays during any period. In the event of work being required out with these hours, e.g. abnormal load deliveries, commissioning works or emergency mitigation works, the Planning Authority will be notified prior to these works taking place, wherever possible and out of hours work application will be used in advance.

The construction site will operate between:

- Monday – Friday 07:30 – 18:00
- Saturday 08:00 – 13:00
- No Out of Hours, Sunday or Bank Holiday working (unless approved by the Council).

3.6 Vehicle Arrival and Loading Arrangements

Vehicle arrival timings will be staggered to reduce unnecessary congestion within the site and the need for vehicles to wait.

Banksmen will supervise all arrivals and departures of vehicles. All vehicles leaving the site will have their wheels cleaned as required to ensure that no deposits are left on the road and in extreme cases when there is a large volume of vehicles exiting the site and weather conditions prevail a road brush will be deployed. All vehicles leaving site will have their loads suitably sheeted and secured. All vehicles will also comply with any low emission zones.

3.7 Parking Strategy

Information relating to parking and public transport will form part of the site induction pack so every construction operative is clear on the restrictions and limitations relating to parking, and where parking can be found in the local area.

We shall encourage employment of local labour to limit the number of supply chain partner vehicles on site and shall also encourage shared driving and the use of public transport.

We do not envisage any major disruption during the construction works to surrounding properties and business's, although the Construction Manager will make himself known to the local resident via newsletter drops, so that there can be a clear line of communication while the project is on-going.

3.8 Pedestrian and Cyclist Safety

Construction traffic poses a potential risk to pedestrians and cyclist's safety, particularly when entering and exiting the site. Vulnerable road users' will be carefully managed using a banksmen during all periods of operation at the site that will supervise and escort all arrivals and departures of construction traffic. All operatives will be trained in this role and have a full understanding of the potential risks. We will also ensure that the gatemen are prepared to speak to the general public and have an approachable manor.

All our supply chain partners will fully comply with CLOCS and FORS. Willmott Dixon will record all vehicle movements to ensure that all the fleet arriving on site is complying with CLOCS and they have a silver certificate for the FORS as a minimum.

3.9. Hoarding

All works will be within the existing secure school boundary. Fencing will be erected around the perimeter of our working area to protect staff and pupils from site dangers and the site from vandalism and theft.

Our boundary fencing will be

Heras fencing with sway braces – minimum 2 weight blocks per foot

Defender weighted weld mesh fence

Metal blockade fencing 2.4m high supported with scaffold tubes in the ground

Utilising the existing school weld mesh fencing sheeted with monaflex.

The provisions of the Health and Safety at Work Act 1974 will be followed in all cases.

Adequate security will be exercised to prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security provisions will be set in motion. Provision of alarms may follow subject to a risk assessment.

Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access, etc. Appropriate sight lines, visibility splays/mirrors and viewing windows will be maintained to ensure safety of both vehicles and pedestrians.

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3.12 Site Logistics Plan

Beaumont School
1 June 2026 – July 2026
Temporary teaching block
installation

- Construction area with solid hoarding/fencing
- G Gates
- S Security/Gate person
- W Site welfare/office and compound
- Access to plant room controlled with a permit to work
- Construction vehicular access
- School Emergency egress only

Beaumont School
July 2026 – August 2026
Temporary teaching block
installation & services connections

- Construction area with solid hoarding/fencing
- G Gates
- S Security/Gate person
- W Site welfare/office and compound
- Access to plant room controlled with a permit to work
- Construction vehicular access
- School Emergency egress only

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Beaumont School
Sept 2026 - Jan 2027
Temporary teaching block installation

- Construction area with solid hoarding/fencing
- Gates
- Security/Gate person
- Site welfare/office and compound
- Access to plant room controlled with a permit to work
- Construction vehicular access
- School Emergency egress only

Beaumont School
Jan 2027 - April 2027
Demolition of EFAB

- Construction area with solid hoarding/fencing
- Gates
- Security/Gate person
- Site welfare/office and compound
- Access to plant room controlled with a permit to work
- Construction vehicular access
- School Emergency egress only
- Controlled crossing point

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4.0 Environmental Mitigation

4.1 Noise Control

Noise and vibration statutory nuisance are controlled under the Environmental Protection Act 1990. The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall always be employed to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009+A1:2014 'Noise and Vibration Control on Construction and Open Sites'.

External Noise consultant was appointed to carry out an environmental noise assessment for the proposed Beaumont School Project.

The project will apply for prior consent under Section 61 application of the Control of Pollution Act 1974 to St Albans City and District Council Environmental Pollution, Policy & Projects Team Public Protection. Noise will be monitored in accordance with discussions and agreement with EHO (Environmental Health Officer) of the council, for the construction phase of the project.

WD will follow best practicable means to reduce the noise effect on the local community including the following:

i. Materials will be handled with care e.g. material such as scaffolding, and steelwork will be placed rather than dropped.
ii. Drop heights of materials from lorries and other plant will be kept to a minimum.
iii. Piling- to ensure where possible, that noise and vibration effects during these works are minimised.
iv. Fixed and semi-fixed ancillary plant such as generators, compressors and pumps liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors.
v. The use of barriers to absorb and/or deflect noise away from noise sensitive areas will be employed where required and reasonably practicable.
vi. All plant used on site, paying attention to the integrity of silencers and acoustic enclosures will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
vii. As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective should not be operated until repaired.
viii. Where reasonably practicable, fixed items of construction plant should be electrically powered in preference to diesel or petrol driven.
ix. Vehicles and mechanical plant, where reasonably practicable, will be fitted with effective exhaust silencers and will be maintained in good working order and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable.
x. Machines in intermittent use should be shut down or throttled down to a minimum during periods between works.

xi. Risk Assessments and Method Statements (RAMS) from contractors will be scrutinised and authorised before work commences to ensure the requirements above are understood, factored into working methods and adhered to.

4.2 Vibration

Code of practice for noise and vibration control on construction and open sites stating precisely the type of plant to be used and the proposed noise control methods. The contractors will also be required to comply with best practicable means as defined in Control of Pollution Act 1974.All activities will be guided by the Code of Practice and undertaken following consultation on noise management.

In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential and using a suggested trigger criterion of 2mms^{-1} for commercial). Lower limits will be agreed with the Council EHO if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

Construction activities will be carried out in such a way that vibrations arising will not cause significant damage to adjacent structures.

Site shall ensure that following measures are taken to:-

i. Protect the residents, users of buildings close by and passers-by from nuisance or harm and

ii. Protect buildings from physical damage.

Upon determining appropriate vibration levels, we shall consider:-

i. Human exposure

ii. Protection of structures

As per Code of practice for Construction we have vibration trigger limits as per follows

Vibrations levels on site will be set as

- 1mm/s for nearby occupied residential
- 3mm/s for occupied commercial premises
- 5mm/s for other unoccupied buildings

4.3 Dust & Air Quality

Management of Dust:

The main regulatory controls over dust are the 'statutory nuisance' provisions contained in the Environmental Protection Act 1990. Dust can give rise to a statutory nuisance if it is considered to be 'prejudicial to health or a nuisance' The application of standard dust control measures included in the British Research Establishment guidance (Building Research Establishment, 2003) are normal working practice on all well managed construction sites in the UK. Standard measures will be applied to the construction areas within the Site as agreed with the local authority air quality/pollution control officer or Environmental Health Officer.

Dust control measures will include:

WD Staff are trained in the control of dust and will ensure the site is monitored for levels of surface dust. Where dusts build-up is possible any dust producing activities are to be suppressed via a fine spray jet of water directed at the source of dust generation via a water bowser and spreader bar. The water run-off from this process will be absorbed by the excavation arising's and will not drain into the existing drainage system.

i. Site will record all dust and air quality complaints, identifying cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
ii. The access road into and out of the site will be monitored for excessive dust build up. Should surface dust build up the road will be swept.
iii. The name and contact details of person(s) accountable for air quality and dust issues will be displayed on the site boundary. This may be the environment manager/engineer or the site manager.
iv. No bonfires and burning of waste materials.
v. Machinery and dust generating activities to be located away from sensitive receptors where practicable.
vi. physical barriers or screens installed to the site perimeter where appropriate to limit the dispersal of dust emissions, and
vii. loose materials to be covered as soon as possible.

Dust nuisance generated during various activities during the course of the project. These activities include the following:

- Demolition
- Excavation
- Ground worker
- General builders work activities

4.4 Air Quality - Smoke, Fumes; Odour & CO2 Emission Monitoring

It is recognised that a key concern for the local community and the surrounding areas will be any disturbance to air quality caused by traffic generated during the construction stages associated with Beaumont School. In terms of the construction phase of the project, mitigation measures will be implemented as part of a construction traffic management plan.

WD site management team will be based on-site during the construction period to ensure all contractors and material suppliers are safely implementing the Construction Traffic Management Plan (CTMP).

All sub-contractors, operatives and suppliers will be made aware of the Construction Traffic Management Plan (CTMP).

All Willmott Dixon sites have developed software which calculates the CO2 emission for all deliveries and waste removal, fuel on site, water and electricity. Each month this is issued to regional head offices to collate company statistics. Project specific data will be issued upon each project meeting and within WD offices and canteen each month.

There is no potential for odour generation and nuisance to occur during the construction phase. But WD site team will employ appropriate methods, to control and minimise odour pollution if it arises. The site team will prevent unacceptable odour releasing incidents or accidents by anticipating them and planning accordingly. Odour will be part of weekly inspection regime by site manager. Any such inspection will consider the odour sources identified coupled with the identification of any new sources. Any odour finding will be communicated to the construction manager so that any changes required to working practices or measures to control and mitigate odour may be implemented.

Where possible, the location of the complainant will be visited immediately to verify the nature of the odour. Where the source is confirmed to relate to the works, the construction manager will be contacted immediately to cease or modify the operation causing the odour until suitable mitigation measures are devised.

5.0 Liaison with Local Neighbourhood

We are aligned to the principles and values of the Considerate Contractors Scheme; we take the possible disruption to the surrounding stakeholders very seriously. Prior to us starting on site our Community Team along with the Project Lead and Operations Manager, we will develop a Community Liaison Plan within the plan will be a nominated liaison person to engage with local communities, to keep them informed or progress and responding to complaints

Once works start on site, there will be a notice board attached on our hoarding which will hold a copy of the site layout/contact details (both the site teams daytime telephone number & out of office number). As the pedestrian access point is to the South of the site, there will be prominent signage so that the public may address the site team with any urgent queries.

6.0 Asbestos

Once the buildings to be demolished are vacated a refurbishment and demolition survey will be undertaken. Upon completion of the survey our specialist supply chain partner will notify the HSE of the asbestos removal using the ASB5 form accompanied by a detailed method statement.

Our site manager will ensure the contractor selected undertakes the work in line with the agreed method statement and that the precautions required are fully maintained throughout the operation so that others are not exposed to risk. We will undertake reassurance or background monitoring during the work if required. If such air sampling is required a UKAS accredited analytic company will attend site and carry this out.

During removal, wet methods and specialised tools are used to suppress dust. All waste will be double bagged, labelled, and transported to a licensed disposal site.

7.0 Demolition

Before the commencement of demolition works, the site team will submit a Section 80 Demolition Notice to the St Albans City and District Council Building Control Team at least six weeks prior to the start of demolition activities.

Once Section 81 Demolition Consent is received from Building Control, demolition works will commence in accordance with the Risk Assessment and Method Statements (RAMS) prepared and issued by the demolition contractor to the WD site team.

All required supporting documentation will be submitted to Building Control as part of the Section 80 demolition notice application.

Control measures relating to noise, dust, and vibration will be implemented in accordance with Section 5: Control of Noise, Dust, and Vibration of the project's Environmental and Health & Safety Management Plan.