

NAVAL SOCIAL CLUB ABERAVON SEAFRONT

DEMOLITION OUTLINE METHOD STATEMENT/DEMP

Outline

This document is to support the prior notification application to NPT planning with regards to the demolition of the Naval social club in Aberavon, Port Talbot. It is also to be read in conjunction with the Demolition drawing/specification issued along with the application showing the proposed site set up and constraints.

The building will be systematically demolished in accordance with BS6187 down to slab level. The successful contractor is to provide a Demolition Environmental Management Plan when appointed which is to include their agreed works method statement and also within their construction phase plan under CDM regulations. These are to issued to the NPT contract administrator prior to starting on site. The main contractor will be selected from the SWW framework for demolition contractors under a competitive tender process.

The site

The building to be demolished was a naval social club that has remained closed/derelict for a number of years. The building is situated at the end of Purcell Avenue directly on Aberavon seafront.

The building has a large carpark running around its front south/south west which will be used as the site compound. There is a small café to the south east of the site that is open to the public daily. The café has a vehicle entrance to it's side with a rear car park; the contractor is to ensure access to the café and it's car park are not hindered during demolition. There are a couple of residential properties set back on the opposite side of the road.

The Building Construction

The building has a main hall with stage at ground floor with bar areas, toilets and small office areas. There is a large function room at first floor level with bar area and another function/sports room with a snooker table.

The building construction is a reinforced concrete frame and masonry walls. The first floor comprise a reinforced concrete slab with down stand beams albeit the front section of first floor is made up from beam and block construction. The flat roofs are constructed from profiled metal sheeting with a ply/felt deck. There are decorative concrete cladding panels on the external walls.

Below is a 3D image of the building and site:



Programme & Working Hours

Commencement Date: 1st September 2026
Expected Completion Date: 27th November 2026

Working Hours:	Weekdays	8-6pm (to be agreed)
	Saturday	On request
	Sunday & Bank Holidays	On request

Legislation & Code of Practice

All work will be carried out in accordance with the current legislation listed below:

BS6187
H&S Executive Guidance Notes GS29/1,2 & 3
Construction (Design and Management) Regulations 2015

Services

The contractor is to refer to the PCI and PUWAS for plans issued with the tender information pack showing locations of existing statutory services. All services to the building will be disconnected/re-routed as required prior to hand over to the contractor. The contractor is to be responsible for purging any pipework in the building from gases and provide certification to the contract administrator. The water supply to the café was via the Naval club on a shared meter. NPT have organised re-routing of a new water supply to the café to allow demolition.

The contractor is to flush all surface and foul drainage from the building prior to plugging all SVP's and manhole entry pipes to avoid any discharge/potential demolition debris from entering the main combined sewerage system. All redundant manholes are to be filled with suitable fill material. If there is any doubt that a drainage run through the building is live and servicing other buildings in the vicinity of the site, the contractor must carry out a drainage survey and bring this to the attention of the contract administrator. Refer to existing drainage drawing in tender information pack

Methodology

Site Perimeter

The contractor is fully responsible for the security of the site during possession and is to provide Heras fencing to the perimeter of site. The Heras fence line is to remain after demolition to ensure the site is secured on completion.

Access in and out of the site is via the existing car park entrance which doesn't affect the residential properties or café.

Warning and restricted area notices are to be displayed during the contract period on site.

Hazardous Material

If the demolition is likely to produce hazardous waste as classified by NRW (Natural Resource Wales formerly known as the Environment Agency) in excess of 500kg the site is to be registered with the NRW. No hazardous waste can be removed from site until a unique premise code has been obtained from NRW following registration.

Non-hazardous waste: The contractor must provide valid NRW compliant copies of all WTN's (Waste Transfer Notes) for all waste removed from site to the contract administrator and to be included in the H&S file on completion. The local Authority cannot be held liable for any non-compliant waste transfer by the contractor.

The contractor is to read the asbestos refurbishment and demolition survey report provided by NPT as part of the tender package and deal with any ACM's accordingly.

All ACM's are to be removed by a licenced operator and disposed of at a licenced tip. Proof of competence, copies of Waste Transfer Notes and Waste tipping Certificates will be required by the contract administrator.

Traffic Management

The contractor is to safely manage site vehicular movement to and from site. The contractor will provide a traffic management plan as part of their construction phase plan prior to starting on site.

Demolition of Structure

The final demolition procedure will be provided in the successful contractor's construction phase plan and DEMP to be submitted to the NPT contract administrator prior to starting on site. However, it would be expected the following methodology would be typically adopted. Please note the final DEMP plan from the successful contractor may vary slightly.

The demolition would commence with the removal of hazardous materials including ACM's. This would be followed by a soft strip of building materials to expose the main structural elements (concrete frame, concrete floors etc..).

The main structure would be demolished top down in a controlled and phased operation using suitable large tracked plant with hydraulic cutters/hammers, mobile cranes, MEWP's' loaders and tippers. Concrete/steel members will be cut and safely lowered to ground level.

All suitable demolished material ie; concrete, block work and plaster is to be crushed on site by means of a mechanical crusher to comply with general fill class 6F2 as defined by Table 6/2, volume 1 of the Specification for Highways Works. The contractor is to get the crushed material tested and certified for use as 6F2 fill and processed in accordance with WRAP Quality Protocol.

The building is to be demolished down to floor slab level. Any damage to the existing pavement is to be reinstated following demolition to its original finish up to the building envelope. All demolished material apart from suitable crushed material is to be removed off site. Suitable 6F2 material is to be used to fill any floor voids and to be stockpiled neatly on site at a height no greater than 600mm for future use.

Biodiversity

A preliminary bat survey has been carried out by NPT biodiversity with no evidence of bats and it is unlikely bats will be present due to the building's coastal exposed environment (refer to biodiversity inspection email). If during the demolition work the contractor encounters any ecology that he is unsure

of he is to contact the contract administrator immediately. Full biodiversity protocols can be found on NPTCBC website.

Demolition is to take place after bird breeding season as advised by NPT biodiversity (end of August), however if nesting birds are discovered the contractor is to contact NPT biodiversity department for further guidance.

Dust management

The Clean Air Act 1993 sets out the responsibility to ensure dust, emissions and odours generated on construction sites are limited failure to comply with these limits can result in abatement notices being served. 6.2 The control of dust shall be undertaken in accordance with IAQM Guidance on the Assessment of Dust from Demolition and Construction January 2-24 (Version 2.2). Dust shall be monitored daily and in line with project specific tasks implementing suitable control measures to minimise the production of dust and ongoing management.

During demolition process the contractor shall:

- Continuous damping down shall be implemented by banksmen using water cannons, direct feed dust suppression on excavators and direct high powered jet washers, all aimed at suppressing dust at source;
- All roads shall be kept clean and damped down to minimise the formation of dust layers on hard standings that may give rise to dust plumes, wind blow dust etc;
- All transport shall remain on hard standings to minimise the transfer of soils from site;
- Jet washers shall be implemented to wash wheels of transport that will keep highways clean and minimise dust creation;
- Undertake progressive controlled demolition that will avoid sudden drops and pluming of dust;
- Retain external windows/doors and walls of building as works progress so any dust within building is contained during demolition process.

Noise management

The contractor is to provide a noise impact assessment and management plan in accordance with BS5228:2009.

The control of noise and vibration on construction sites is covered in BS 5228-1:2009 +A1:2014. This standard provides details of the importance of community relations, training, protection of people in the work environment and control of noise and vibration. Other legislation such as the Control of Pollution Act 1974 also provides guidance for the best practicable means of controlling noise from construction sites.

To minimise emissions the following measures will be adopted, this is not an exhaustive list:

- Restrict working hours to standard hours of 8am – 6pm Monday to Friday and Saturday 8am – 1pm . Other weekend working by arrangement only
- Restrict deliveries and vehicle movement where possible
- No working on bank holidays
- All equipment must have appropriate noise control measures
- No burning is allowed on site
- Ensure engines are switched off when not in use
- Use modern equipment

As a means of monitoring permissible noise levels, Table E2 of BS 5228-1:2009 +A1:2014 shall be used to determine thresholds at which noise levels are deemed acceptable. The contractor shall undertake periodic noise recordings during noise activities such as use of hydraulic breakers when removing slabs and foundations. Should average limits be exceeded the contractor shall implement continuous noise monitoring, review methodology/control measures to bring levels back within permissible average times/noise levels. Note the measurements are predicted/measured at a point of 1m in front of the most exposed of any windows and doors of any façade of any eligible dwelling. Measurements taken within the site boundary may exceed these limits. In this case further monitoring shall be undertaken at point of 1m in front of the most exposed of any windows and doors of any façade of any eligible dwelling. If still exceeded and methods cannot be changed, the contractor shall reduce the average readings via short duration and sporadic work methods.

Disposal of Material

All materials (excluding suitable crushed materials to be left on site) arising from the demolition will be separated and, where re-cycling is not possible, disposed off site to a licensed tip.

Reinstatement of Site / Final Finish

The Heras fence will remain around the site perimeter on completion, suitable recycled crushed material will be used to fill any voids and stockpiled neatly at no greater than 600mm height for future re-use for any future re-development of the site.