



SHAUN•TANNER
ARCHITECTURE & PLANNING

STL Architecture LTD

15 Bridge St.
Caversham,
Reading,
RG4 8AA

Tel : 0118 989 0808

Web : <http://stlarchitecture.co.uk/>

Demolition and Construction Method Statement

For

Demolition of existing bungalow and erection of
New Two Storey Dwelling

At

Warren Creek, The Warren,
Caversham, Reading, RG4 7TQ

Client

Mr & Mrs R. Arnold

Project Number – 3863

Prepared By – DN

Date: January 2026

This document is provided for the guidance of the appointed contractor, but in no way exempt any person carrying out works from consulting Reading Borough Council's Street Works Section before commencing any works.

Contractor understands that failure to comply with the requirements set out in the following pages may result in the summary revocation of licenses, withdrawal of permits or cancellation of permission to occupy sections of the public highway.

Contractor will also ensure that the security arrangements for the site are in place to prevent scaffolding being facilitated to gain unauthorized access to buildings and to provide adequate security for our own plant and equipment. Further advice on security can be obtained from the Thames Valley Police website or the Crime Reduction Adviser at Reading Police Station.

This document will be presented to all site personnel and operatives prior to arriving at site to ensure that they are aware of the specified requirements within.

This document will be maintained on site for presentation to additional site personnel and any visitors.

REVISION RECORD:

Revision	Amendment	Page	Initials

This document is classified as a design document for the works described. Before issue and use it must be signed by the author, and after formal review, by a technically competent reviewer.

CONTACT DETAILS:

Position	Name	Mobile No.	email
Contracts			
Site Manager			
First Aider			

LOCATION

The site is located on at the western extent of Caversham, an area of Reading north of the River Thames. The Warren runs from east to west and is bounded by the river to the south and a wooded escarpment to the north.

The Warren serves a number of houses which back on to the river; Warren Creek is the penultimate house as the road continues west, serving a further 12 houses beyond. The site is bounded by residential dwellings on both sides.

There is a designated public cycleway running along the full extent of The Warren, while a public footpath runs alongside the southern side of the River Thames.

The site is located within the designated “Thames Valley Major Landscape Feature” area and is bordered to the north and south by an area of “Identified Biodiversity Interest”, however the site itself does not fall within this designation.

Given it's proximity to the River Thames, the large majority of the site is in Flood Zone 3. A small part of the access road is in Flood Zone 1. Part of the site also has a high risk of surface water flooding due to a drainage creek running through it to the River Thames.

INTRODUCTION

With this Method Statement, STL Architecture will illustrate how the demolition and site clearance of the redundant buildings and erection of new two storey dwelling at Warren Creek will be carried out.

The Principal Contractor for the demolition phase of the works – Mr R Arnold

The works are due to commence on 30th of March 2026.

The site management will only use Operating Procedures and Risk Assessment to obtain information for instructing the operatives during induction, daily briefings and toolbox talks.

These Procedures will be regularly reviewed and updated in accordance with changes in Government policy / guidelines.

The arrangements for survey, tracing, isolation and termination of the services are to be made by employer.

A temporary water supply will be maintained for damping down dust and a temporary electrical supply for the site welfare.

All demolition works will be carried out in accordance with BS 6187:2011 - Code of Practice for Demolition.

STL Architecture are fully aware that the key to a successful contract will be to fully segregate and protect the General Public, client operatives and adjacent structures from the impact of the demolition works – both visually and physically, from debris, dust, noise & vibration.

Heras fencing will be erected by contractor to secure the front of the site. Elsewhere the existing site boundary fencing will be maintained – the rear wall of the garages forms the boundary wall to the rear gardens of the properties behind the site.

Gates will be incorporated into the fencing at the site entrance. A contractor banksman will protect pedestrians and road users whilst vehicles enter or leave the site.

The demolition of the structures will progress gradually using hand tools. The works will always be governed by safety. The method, routes of access and techniques may change as the condition of the structures unfold.

SCOPE OF WORKS

The works generally comprise the demolition works to the existing buildings on site with construction works as consented and includes:

- Establish site welfare, site office and tool store
- Erect Heras fencing to secure the site and create a demolition exclusion zone
- Demolish outbuildings down to ground level
- Break out slabs, hardstandings and foundations of existing buildings
- Backfill and compact voids with selected crushed arisings
- Construct / retain driveways and hardstandings
- Remove all other materials arising as part of Phase 1 demolition
- Erect plywood hoarding
- Erect new dwelling and as part of Phase 2 construction
- Demolish existing bungalow as part of Phase 3 of demolition
- Leave site clean, tidy and safe on completion

NOTIFICATIONS

Prior to commencing on site, the following arrangements will have been made by employer:

- All necessary Planning Consents
- Boundary agreements
- Services disconnections and provision of temporary supplies
- F10 notification
- Temporary propping requirements for the Boundary Wall

Prior to commencing on site, the following arrangements will be made by contractor:

- Notification to Reading Borough Council - Section 80 of the Building Act 1984 regarding the commencement of demolition works
- Erect Heras fencing - site compound and demolition exclusion zones
- Establish site office and welfare

Contractor will carry out a photographic condition survey of the site. The condition of the road entrance and kerbs will be agreed / recorded.

Prior to commencing on site, a meeting will be arranged involving the relevant parties to the project to finalize project details and confirm any outstanding information.

SITE EMERGENCY PROCEDURES

Reading Police Station is 6km away in Reading at 53 Castle St, Reading RG1 7TH +441865841148

Reading Fire Station is 3 km away at 65 Caversham Rd, Reading RG1 8AD

The nearest Hospital with Accident and Emergency is 4.5 km away in Reading at London Road / Craven Road, Reading, RG1 5AN +441183227429

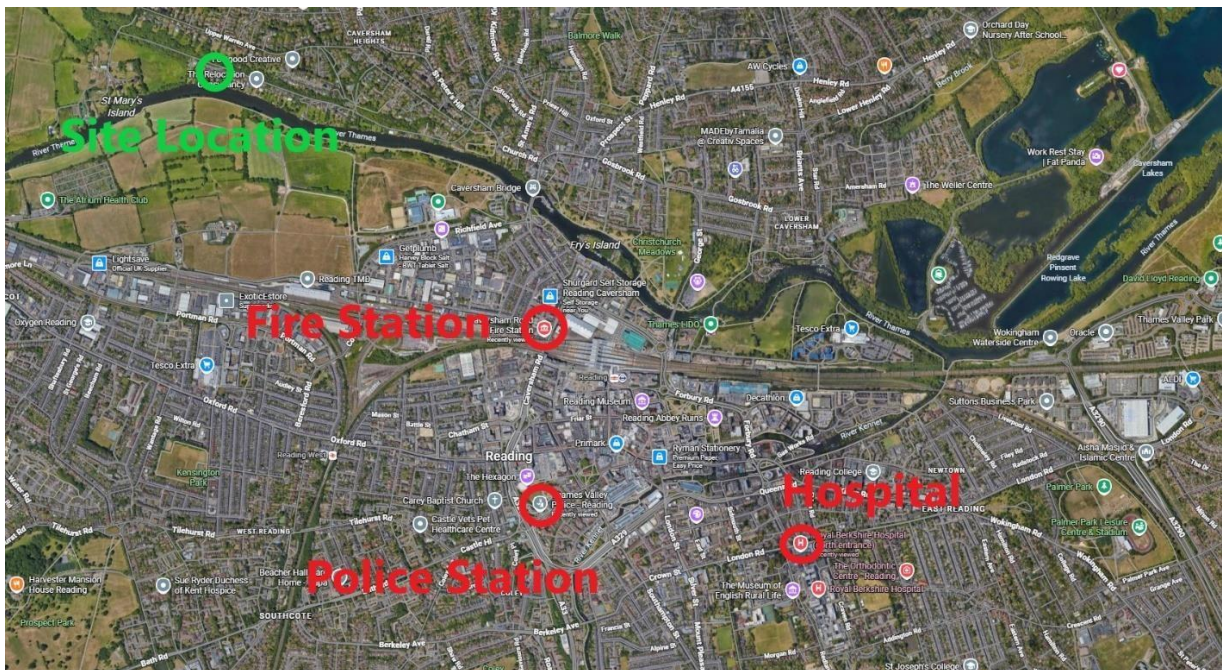


Fig: Route to nearest Site Emergency Points

In the case of an emergency the following procedure shall be employed:

- The person who discovers the emergency shall call 999
- Inform which emergency services are required
- Wait until the location has been confirmed before ending the call
- Contractor staff shall direct the emergency service to the scene of the incident.

- In the case of Fire site operatives to report to Muster Point at the front gates Contractor will provide trained first aiders with a first aid kit located in the site office.

Employer will be notified as soon as possible after the incident.

It is a requirement of the (current) Reporting of Injuries, Diseases and Dangerous Occurrence Regulations that certain type of Injuries, dangerous occurrences and diseases are reported to the Health and Safety Executive

Reportable specified injuries, disease and dangerous occurrences will be reported to the local HSE office within the time frames specified under the current regulations by the Group SHEQ Manager using the appropriate online form. Records of all accidents will be kept for at least 3 years.

All Lost Time Accidents (LTAs) and Riddor will be reported to employer at the earliest opportunity.

NEIGHBOUR LIAISON

Employer will nominate a Liaison Officer who will inform neighboring occupants / community of forthcoming works (Newsletter) and address any comments / complaints that may arise.

A record of all communications with the public will be kept on site and available for review.

The resident liaison officer will:

- o Write to all the neighboring occupants giving at least three weeks' notice of when the works will start on site, what the works will involve, how long the works will last, the daily start and finish times, the anticipated traffic movements (type and volume) during the works and a contact name and telephone number of the contractor's resident liaison officer.
- o Plan construction vehicle movements to minimize disruption to the local residents and will inform local residents of the times heavy vehicles will be visiting and leaving the site. This will include ensuring that construction vehicles do not arrive at site early and take up space in local roads waiting.
- o Be prepared to meet residents face to face and explain the work and what will be involved, if required.
- o Ensure that residents have a contractor's point of contact for normal working hours.

Noise and Dust

Noise Strategy

The works will be carried out in accordance with the BS 5228 Code of Practice and more specifically the recommendations set out in the BS 5228:1997 AMD 1 Code of Practice for Noise Control on construction and demolition sites.

Works' plant and equipment will also comply with the Noise at Work Regulations 1989 protecting on- site personnel.

Demolition techniques, choice of plant and equipment will be utilized to complement the nature of work being undertaken for example, hydraulic pulverizer attachments used to break concrete in-lieu of percussive breaker tools.

Local environs will be considered during the planning phases of the works including the proximity to sensitive receptors i.e. public walkways / highways, adjoining properties, residential dwellings, businesses and other work faces.

Noisy plant and equipment will be sited as far as reasonably practicable from sensitive receptors and will be of the latest design, equipped with noise silencing technology examples of which include:

- Compressors fitted with lined and sealed acoustic covers, kept closed whenever in use.
- Pneumatic percussive tools fitted with mufflers or silencers.
- Heavy plant in intermittent use being shut down in intervening periods between work activities.
- Planned deliveries to avoid congestion within the, or on the approach to the site.

Evidence of maintenance of all engine driven plant and vehicles will be held on site. Vehicle engines, including dumpers and excavators will be switched off when idle or during loading. Attenuation equipment for tools, plant and machinery, where provided will be maintained in good condition and correctly fitted.

Precautions will be taken to minimize noise and the detrimental effects thereof on local community and operatives on site.

Thorough planning of the works will precede identifying any noisy operations and the impacts they may have on key receptors.

Where noisy works are recognized as having a fundamental impact on a receptor the works will be planned in order to minimize the noise generating activity and / or restricted to certain times as not to cause nuisance.

If during the works noise levels are significant, or there is a complaint, the works causing the elevated noise levels will cease and an investigation carried out to determine the causes and remedial measures.

All operatives will be instructed at safety inductions to ensure noise levels are kept to a minimum and that unnecessary shouting, abusive language or other verbal disruptions are forbidden.

Dust Suppression Strategy

During critical phases of the demolition works airborne dust will be created.

The controlled use of fine water sprays will be employed to assist in the reduction of dust emissions. Water arising from misting operations will be contained so as not to give rise to flooding or create nuisance outside the working area.

Waste materials, including empty containers, paper, waste or debris, will be placed in designated waste disposal skips placed around the site and not allowed to be blown about the site and adjacent area.

All containers will be totally enclosed or covered by nets/tarpaulins to prevent escape of dust or waste materials during loading and transfer from site to authorized waste recycling/disposal centers.

The burning of rubbish or any other material on Site will be strictly prohibited.

If during the works dust levels are significant, or there is a complaint, the works causing the elevated dust levels will cease and an investigation carried out to determine the causes and remedial measures.

Site Boundary

Contractor will erect Heras fencing to secure the boundary at the front of the site. The boundary walls / fencing to the sides and rear will be maintained.

Signs will be erected by contractor on the hoarding warning of the nature of the works to be undertaken and to provide 24-hour contact details.

Gates will be incorporated into the fencing for pedestrian and vehicular access to each site

The gates will be kept closed whenever possible to prevent unauthorized entry to the site during the working shift. At the end of each shift a check will be made to the security of the site.

Heras fencing will be erected to demarcate welfare / compound areas and demolition exclusion zones within each site.

Heras fencing panels will be lifted, carried and positioned by two operatives. The feet will be lifted, carried and positioned by one operative. The fencing panels will be double clipped. Every 5 or 6 panels the fencing will be triangulated to stabilize the fence line.

When the demolition is complete, and all demolition materials removed from site, a plywood hoarding will be erected along the front boundary of the site.

Traffic Management

A contractor Banksman will be posted at the site entrance to protect pedestrians or warn approaching traffic whilst marshalling wagons or delivery vehicles on/off the site.

There is sufficient space on site to turn vehicles and leave site in a forward gear.

All deliveries to and from site will be carefully controlled to ensure minimal disruption to the local environment is caused. Local speed limits will be observed at all times.

Communication will be maintained between Site Supervisor and all drivers entering site to ensure 'stacking' of vehicles does not occur on any surrounding roads.

If there is no room on site, the Banksman will turn vehicles away until space is available on site. Unloading of equipment and materials will be controlled and in accordance with the Manual Handling Operations Regulations 1992.

Flatbed delivery vehicles will have a handrail / edge protection system to be used when loading / unloading.

Contractor will liaise with all delivery drivers and ensure records (waste tickets etc) are in place.

All containers will be totally enclosed or covered by nets/tarpaulins to prevent escape of dust or waste materials during transfer from site to authorized waste recycling/disposal centres.

The roadway adjacent to the site will be regularly swept (if necessary) during the course of the working day to maintain cleanliness and to minimize the mess that vehicles leaving the site can cause.

Site and road conditions will be continuously monitored, and adequate facilities will be provided for wheel washing (jet wash) and road cleaning should it be necessary.

No contractor vehicles will park in the roads adjacent to the site. There is sufficient room to provide onsite parking.

Contractor will communicate the advantages of using public transport to all site personnel. Details of the local bus and rail networks – identifying key routes to the project will be posted on site notice boards and will be covered in the site induction to promote the use of public transport.

Soft Strip

The garages will undergo a light soft strip ahead of the demolition to remove rubbish, fixtures, fittings and non-load bearing structures.

By soft stripping the garages the demolition concrete and hardcore will be processed more efficiently - all combustible materials are removed and contamination of the recycled hardcore is minimized.

Vigilance regarding the structural integrity of the garages will always be maintained by operatives and Site Manager.

All operatives involved will have received a toolbox talk / induction regarding 'Sharps' training. In addition to regular PPE the operatives will be issued with anti-puncture gloves.

When needles are discovered, they will be picked up using hand-held tongs and placed in a 'Sharps Tin'. The 'Sharps Tin' will be taken to a licensed facility for disposal.

When other known hazardous materials have been removed and any live services terminated and confirmed, the soft stripping of the building and subsequent removal of internal debris, can commence.

The soft strip materials will be broken down by hand and transferred outside the building.

The operatives will use the correct lifting procedure, share loads where necessary and wear protective gloves to BS EN 388.

Any work at height will be accessed by using mobile towers or podium steps.

Working progressively through the building the items will be broken down using a combination of hand tools ie: Mattock, wrecking bar, sledgehammer, etc in a general soft stripping exercise.

Ceiling hangers, trunking, conduit, pipework and other non-structural metalwork will be cut out using oxygen/propane burning equipment, angle grinder or dismantled mechanically.
Contractor will aim to recycle 97% of materials arising.

All materials will be segregated into separate waste streams to remove rubbish, plasterboard, timber and metal products.

By regularly removing the accumulated debris, the potential fire risk, that loose combustible material imposes, is minimised / removed.

The debris will be taken off site and a copy of all waste tickets will be issued to employer as part of the Site Waste Management Plan.

Structural Demolition

Prior to the demolition of the outbuildings commencing a check will be made to ensure that no persons have entered any buildings and external doors will be closed off and secured.

The outbuildings will then be demolished down to ground level by hand.

The materials will be deposited down to ground level in the drop zone.

Fine water sprays from hoses at ground level will be pointed at the working face to control dust migration in the drop zones and loading areas.

The quantity of water emitted by the sprays will be regulated and controlled to prevent any flooding at ground level.

Materials will be regularly cleared and not be allowed to accumulate against external walls causing overloading.

The demolition operation will be executed in a controlled manner, ensuring the section being broken out is not excessive in size and weight.

Prior to breaking out the ground slab, foundations and hardstandings a CAT scan will be carried out to confirm location of any live services. The results will be recorded and a Permit to Dig issued.

The ground slab, foundations and hardstandings will be broken out or grubbed up using light machinery to minimise the chance of damage and vibration

The voids from removing the foundations will be backfilled with selected crushed arisings and the site graded to leave an even surface, removing all trip hazards.

All demolition materials arising will be segregated into separate waste streams.

By continuously processing materials arising, unobstructed access around a relatively tidy site is maintained.

Timber will be sent off site for reuse or pulping. Metals will be loaded into a skip and removed from site to a recycling facility.

Email: studio@stlarchitecture.co.uk | **Tel:** 0118 989 0808 | **Web:** www.stlarchitecture.co.uk

The concrete / hardcore materials will be loaded into skips / 8-wheeled tipper wagon and taken to an offsite crushing facility for recycling.

A copy of the Duty of Care - Waste Transfer Note, detailing description, producer and carrier of waste, will be issued to employer as part of the Site Waste Management Plan.



Site Specific Details

1. FENCINGS

- 1.1 Contractor will observe the following conditions when erecting fencing.
- 1.2. Our fencing shall be 2000mm high, Heras metal mesh fencing. Contractor will only use another material, if specifically approved by the Head of Transports representative.
- 1.3 Panels will be removable so as not to open out over, or obstruct the footway.
- 1.4 No part of any of our fencing, including feet, shall protrude beyond the site boundary, on to the foot path or verges.
- 1.4 The design and construction of any fencing is the full responsibility of contractor and he will take into account the need to resist abnormal wind or weather conditions.
- 1.5 Tree protection measures must be followed as per construction Landscape (No. 3806 – 209B)
- 1.6 Any queries for permits and licenses shall be made to Reading Borough Council's Highways Section. Telephone 0118 937 3787

2. SCAFFOLDS

- 2.1 Contractor will ensure that suitable and sufficient steps must be taken to prevent the fall of any material or object from a scaffold. Contractor will also ensure that equipment



must be stored safely to prevent danger arising from its collapse, overturning or unintentional movement.

2.2 Above the first lift, contractor will ensure that all scaffold is handled directly from and to the lorry. Contractor will not permit vehicles to park on the highway.

2.3 Contractor will not allow scaffold tubes, boards or associated fittings to be stored on the public footway or carriageway during erection or dismantling.

2.4 Scaffold clips or any other scaffolding materials will not be thrown to or from the scaffold during erection or dismantling.

3. SITE HOISTS & PLANT

3.1 Contractor will not allow loads to be carried over the public footway or carriageway without adequate protection to the general public. Contractor will provide site employees to stop members of the public passing alongside/under areas used for deliveries whilst unloading is in progress.

3.2 Any hoist, lifting beam or any other construction plant that is involved in lifting material above the public footway or carriageway must be covered by suitability public indemnity insurance, with minimum cover of £10 million and evidence shall be provided of an adequate policy being in place.

4. MOBILE CRANES, CONCRETE PUMPS, HOISTS ETC



- 4.1 Contractor will not permit the use of mobile cranes or concrete pumps on the Public Highway.
- 4.3 Contractor will not allow tracked vehicles to drive on the Public Highway unless adequate protection has been provided to the satisfaction of the Head of Transport representative to both the surface and utility mains and covers.
- 4.4 Contractor will not allow the parking of vehicles using outriggers on the public highway.

5. DELIVERIES AND PARKING

- 5.1 All vehicles will be parked on site (limited space up to 3 cars). If not sufficient, contractor must organize alternative ways of transport- public transport could be used as an alternative.
- 5.2 Access to the site will be restricted to the only designated route via The Warren.

5.2.1 Access via The Warren

From Reading Train Station, drive towards Caversham on Vastern Road onto Caversham Road.

Turn Right onto Bridge Street.

Turn Left onto Church Road A4074.

Turn Left onto The Warren and at the end approach the site to the left.

This route uses two way narrow road with no on street parking during the day.

- 5.3 Contractor will only allow material deliveries between the hours of 9.00am & 3.00pm on week days.



5.4 Contractor will ensure that all heavy materials and bulk supplies are delivered to the site in small quantities to allow for efficient storage.

5.5 Drawing no. 3806/199 illustrates space which Contractor will set aside for the delivery and storage of materials/plant. All mortar bins, building materials etc will be lifted directly from the delivery vehicle and taken into the site.

5.6 Contractor will apply for delivery licences for each delivery from Reading Borough Council's planning department. Telephone 0118 937 3787.

6. ACCESS ON TO SITE UPON ARRIVAL

6.1 Existing access to be re-positioned in the beginning of the development as per site layout (drawing no. 3806-209B).

6.2 The crossing works will require to be licensed under Section 184 of the Highways Act. If a crossing is required, we will obtain a license from the Council's Planning Department.

6.3 Before a crossing is constructed, Contractor will consult all Utilities and make suitable arrangements to protect or divert any affected plant.

6.4 When vehicles leave the site for the purpose of removing excavated materials, Contractor will use the wheel washing facilities provided within the site boundary as shown on drawing. Contractor will monitor The Warren to make sure in the event of debris from the site carried onto the highway, sweeping will be undertaken.

6.5 Contractor will not use roads within urban area as holding areas for vehicles waiting to enter the site. When large numbers of vehicles are anticipated, Contractor will make arrangements outside the urban area and vehicles will be called in by radio, or mobile telephone. Contractor will allow for a banksman to ensure safe egress and ingress



during working hours in general. Banksman will also be responsible for monitoring condition of the road and act accordingly.

6.6 Nuisance from Dust. Contractor will prevent dust becoming a nuisance to other premises or the public at large. Control measures will include the damping down of dust using sprinkled water from hosepipes.

7. SKIPS

7.1 Contractor will not permit skips to stand on and obstruct the public carriageway, verge or footpath. All skips will remain on the body of the vehicle or within the site boundary.

8. STREET CLEANSING

8.1 Contractor will ensure that the public carriageway, verges and footways adjacent to the site are at all times kept free of general builder's debris, paint flakes, sand, wrapping and packaging from materials, all other material resulting from the work being carried out including litter left by site employees.

8.2 When Contractor removes the scaffolding, the carriageway, verge and footway adjacent to the site will be left cleansed to a litter and dust free standard.

9. TEMPORARY FOOTWAY CLOSURES AND DIVERSIONS

9.1 The Contractor shall be responsible for supplying all signs and equipment to implement the closure as directed by the Head of Transport's representative and be responsible for setting the signing out and subsequently withdrawing it as necessary.



10. KNOWLEDGE OF METHOD STATEMENT

10.1 Copies of this Method Statement must be kept and readily available at both the contractor's yard/premises and on site.

10.2 Details regarding deliveries and parking should be clearly displayed on site hoardings/fencing.

11. HOTLINE TELEPHONE NUMBER

The telephone number and the name of a competent representative of the contractor, is to be clearly displayed at the site and must be readily available 24 hours a day, 7 days a week.