

Westgate Centre - Oxford**Method Statement for the Proposed Demolition and Reinstatement of the
North End to the Existing Multi-Storey Car Park****Revision 3 – 28th November 2007****Introduction**

This document has been produced to provide preliminary information on the proposed demolition and possible reinstatement methodology of the north end to the existing multi-storey car park. The works are required to release the area of the new Turn Again Lane to allow the construction of the diverted Trill Mill Culvert and utilities.

The proposals at this stage are only indicative and will be finalised once detailed structural analysis, investigations and programming have been undertaken. Should changes need to be made following the completion of these tasks, they will be discussed and agreed with Oxford City Council prior to any amendment. Final agreement should not be unreasonably withheld.

Methodology

The attached drawing CTL/XXX/0G/(SK)/1002 Rev 02 details the cut-line and the extent of the north end to the car park that will be demolished. It also details the sections highlighting the culvert to be constructed.

All existing services within the affected area will be isolated and any necessary modifications undertaken to the remaining services to allow continued operation of the car park. The escalators will be lifted from their current position and removed from site.

The existing ticket machines will be maintained in their current position until all power and data supplies are in place and commissioned at their relocated position. Only then will they be relocated, at a time to suit Oxford City Council. These works will be undertaken in advance of any demolition works. The final method statement will be agreed with Oxford City Council prior to implementation of the works, in accordance with the principles agreed in this document.

Car park vehicle routing will be modified to allow demolition, but details have still to be agreed. 95 car parking places will be lost in the demolition process.

The existing car parking capacity is as follows –

- MSCP – 987 spaces
- East surface – 143
- West surface – 109

Total = 1239

We estimate an additional 10 spaces will be lost in the MSCP once traffic routing has been reconfigured to suit the new entrance/exit points. We also consider that a number of spaces can be gained within the surface car parks adopting a more efficient layout.

Therefore, without any gains in the surface car parks, the total spaces available once the demolition/re-routing has taken place will be as follows –

- MSCP – $987 - (95 + 10) = 882$
- East surface – 143
- West surface -109

Total = 1134

Stair access to street level will be provided in the northwest corner of the remaining structure, as highlighted on the attached SRM demolition drawing dated 9th November '07.

Disabled access to street level and Westgate mall level will be maintained by providing adequate directional signage. All other pedestrians will be able to use the existing and new stairs to access street and mall levels. Signage will be provided to ensure all those using the car park are aware of the changes and that access routes are clearly marked.

We intend to keep the existing footbridge to the Westgate Centre, but if it is not structurally stable during the demolition stage we will replace it with a temporary structure. Regardless of whether the existing bridge is kept or a temporary structure is erected, a shorter further bridge extension will be constructed to span the zone of demolished car park (see attached SRM demolition drawing).

Trees will be removed from within the lightwell area and within 10 metres of the northern side of the car park.

Hoarding/fencing will be erected around the affected area as highlighted on the drawing and a partition wall will be constructed along the cut line.

Vehicle impact barriers will be provided along the internal face of this partition.

The existing shopmobility unit will be temporarily relocated to the proposed Oxpens temporary car park prior to demolition work commencing. The timing and scope of this relocation operation will be agreed with Oxford City Council in advance of the works being implemented and in accordance with the principles agreed in this document.

Replacement temporary public toilet units will be provided at levels 1 and 3 within the existing lightwell, as shown on the attached SRM demolition drawing. These will provide like for like numbers of cubicles, urinals, sinks and baby change. The access location for these toilets is also shown. These toilet facilities will be operational prior to any demolition works commencing. The final method statement for these works will be agreed with Oxford City Council prior to implementation of the works and in accordance with the principles agreed in this document. The toilets will be maintained by Oxford City Council up to July 2008.

All temporary works required by the stability analysis of the car park will be installed prior to the cut-line being sawed. All cut-lines to each level will be sawed prior to any mechanical demolition commencing. Once complete, a 360° long reach excavator with hydraulic cutting head will commence demolition from high level, working west to east.

All structure and foundations will be removed within the grey highlighted area. Once complete, the top 1.5m of made ground will be excavated using a smaller 360° excavator. Temporary works for this excavation will be installed as the excavation progresses. All these works will be undertaken strictly in accordance with approved archaeological method statements.

Excavation works to the required formation to enable installation of the diverted culvert and utilities will progress once an adequate working space has been generated at the west end of the excavation. Again, the excavation to this level and installation of appropriate temporary works will be undertaken in accordance with the archaeology method statement.

Culvert construction works will commence following completion of all archaeological works. Backfill works will follow the construction of the culvert and utilities installation to suit the elemental programmes for each.

Excavation/archaeology and culvert/utilities installation works will continue until complete within the extent of the enclosed site.

Reinstatement

In the event that the Westgate scheme does not proceed, the north end of the car park will be reinstated. The demolished structure will be re-designed to

current standards, adhering as closely as possible to the current waffle slab configuration and column centres.

The buried culvert and utilities will be removed and the trench backfilled with compacted granular material. New piled/pad foundations will then be constructed to suit the existing/new layout. The replacement reinforced concrete superstructure will then be constructed with all following services/finishing works. The escalators will be replaced with concrete ramps. The whole area will be reinstated as new, with all associated landscaping/paving works. Trees will not be reinstated.

Programme for Demolition/Archaeological Works

Site establishment –	Mid Jan to Early Feb '08
Demolition -	Feb to mid March '08
Archaeology -	Mid March to Mid June '08
Construction of culvert/ installation of services through Turn Again Lane -	Mid June to Nov '08

Programme for Reinstatement

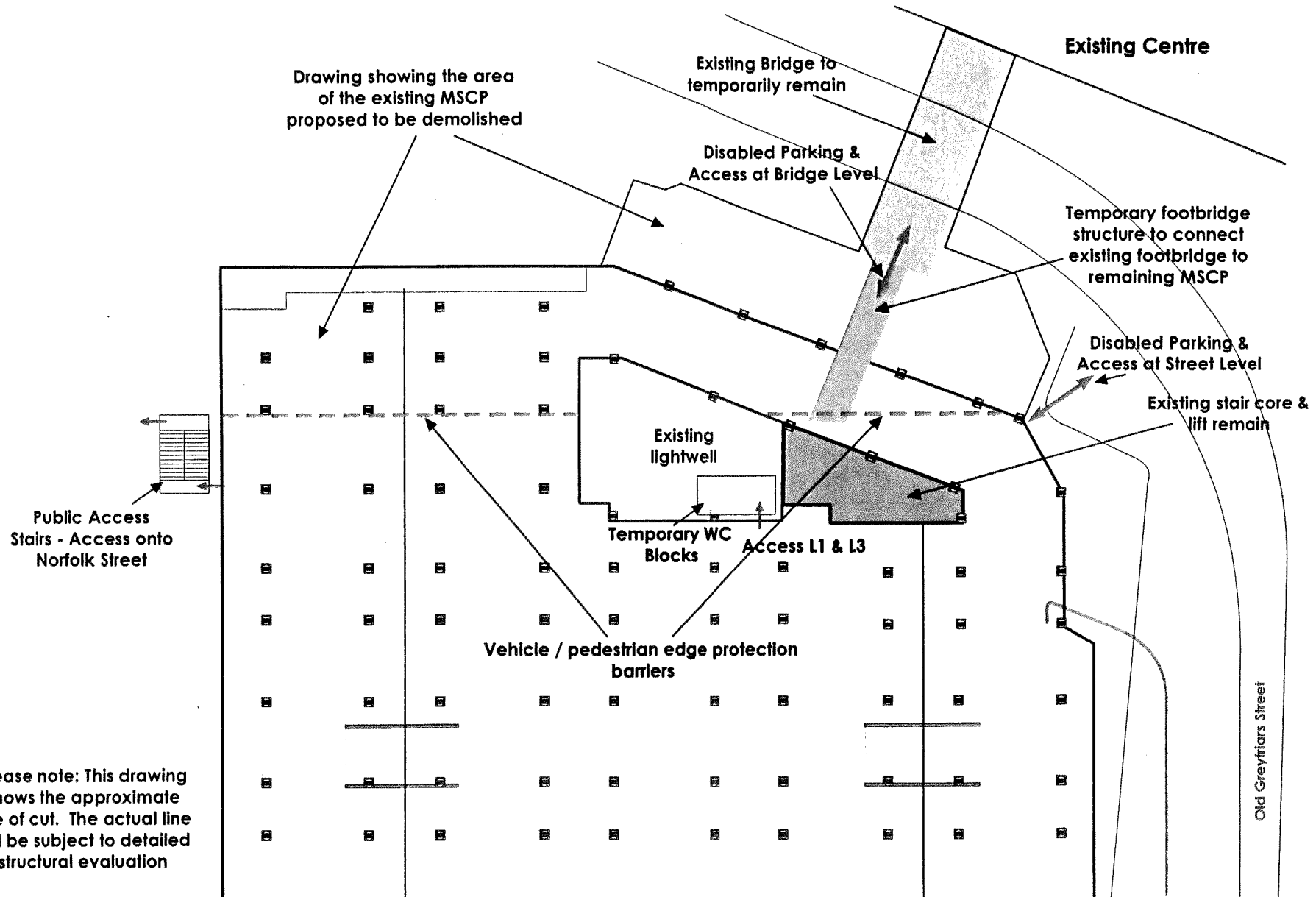
(Once demolition complete) SRM will use their best endeavours to reinstate the car park as existing, within 12 months of obtaining planning consent.

Westgate Development, Oxford

Drawing Showing Extent of Existing Westgate MSCP to be Removed to allow Enabling Works Service Trench to Commence



9 November 2007



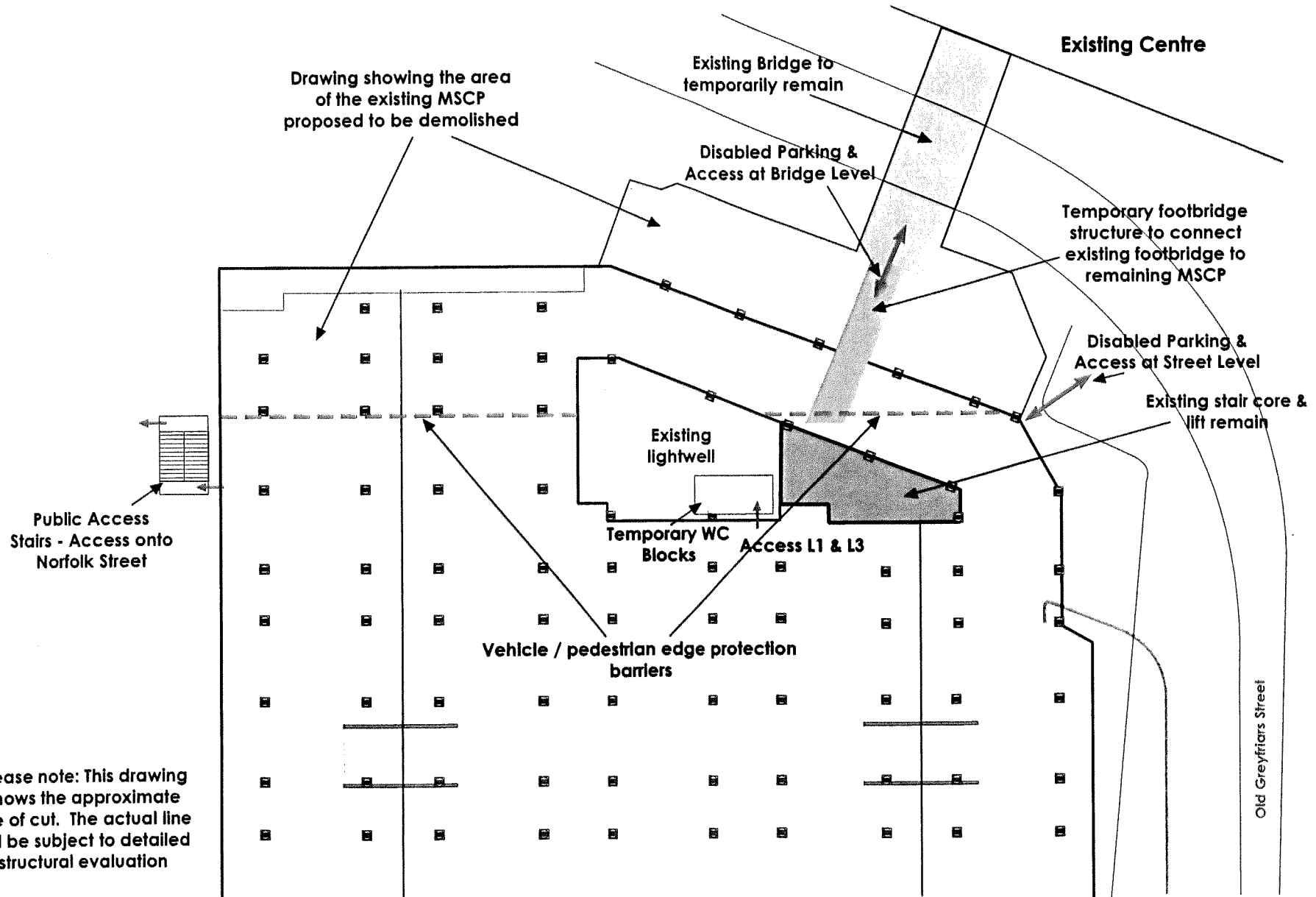
Please note: This drawing shows the approximate line of cut. The actual line will be subject to detailed structural evaluation

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