



CASE STUDY - DARLASTON RAIL STATION

In November 2023 KKB were appointed by Kier to carry out an enabling works package at Darlaston Rail Station as part of the planned redevelopment of the Walsall to Wolverhampton stretch of the West Coast Main Line. The work involved demolition of redundant offices located at the station.

Our management team worked closely with principal contractor Kier Rail and Network Rail to plan and sequence the works.

Method statements, a detailed programme and a traffic management plan were prepared in advance and submitted to Network Rail for approval.

Following the building's soft-strip, asbestos roof sheets were removed by our sub-contractor under controlled conditions.

Structural demolition of the steel portal-framed buildings was carried out using a 30 tonne excavator fitted with hydraulic attachments which worked in a stepped sequence to maintain stability which was reinforced by temporary works involving ratchet straps attached to the frame and anchored to bolts on the ground slab. Once released outer frame sections were held by the excavator grab attachment and pulled inward to the site away from the boundary.

Discipline: Demolition

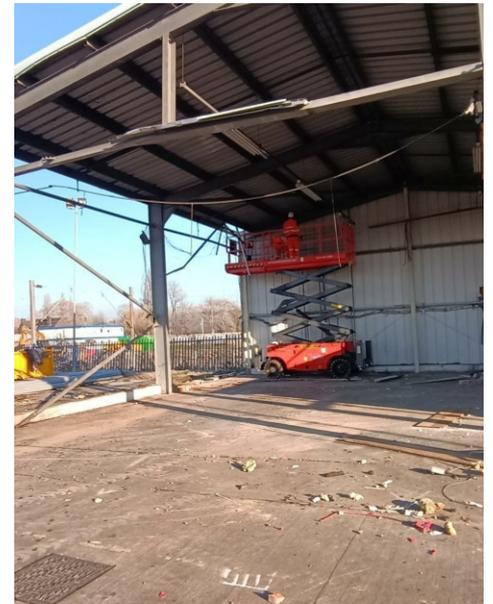
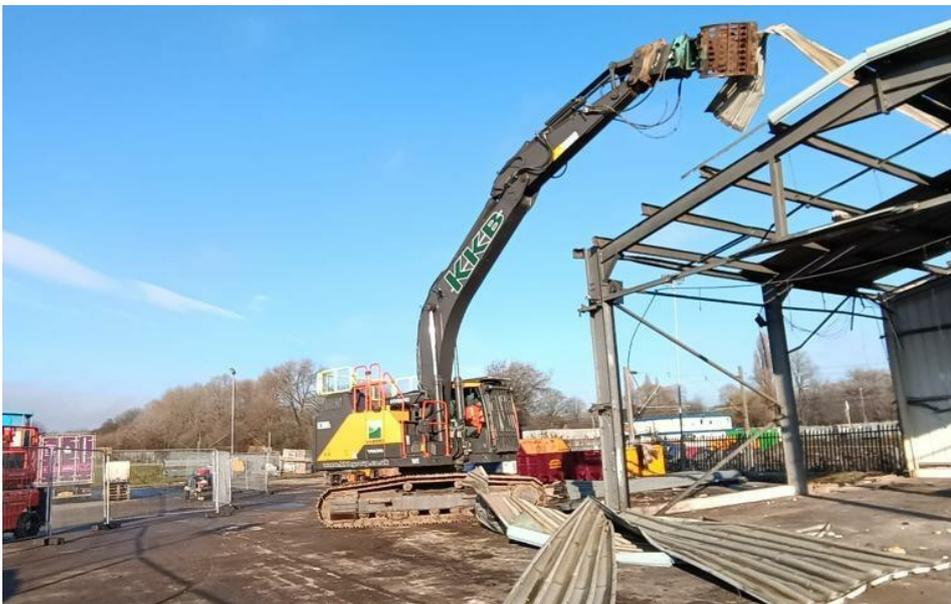
Client: Kier Rail

Value: £80k

Completed: Dec 2023

Duration: 5 weeks

Location: Darlaston, West Midlands





Works adjacent to the track were carried out under a nighttime possession.

A redundant underground fuel tank was decontaminated by a specialist contractor, inspected to obtain a gas-free certificate before being cut-up on site. The ground floor slab was broken-out using hydraulic breakers.

During this, operatives identified suspected asbestos debris in the ground. Once this had been confirmed we notified the HSE, then arranged the asbestos material to be picked by a team of trained removal operatives while an analyst undertook air monitoring to ensure fibre-release was within acceptable limits.

All works were damped-down throughout using a dust-boss machine to suppress fibre and dust emissions. Noise monitoring using hand-held sound meters was carried out throughout.

Wastes generated by the project were segregated on-site. All asbestos wastes were double-bagged and collected in a lockable enclosed skip before being transferred as hazardous waste to a licensed landfill site. Metals and concrete/hardcore wastes were removed to local waste transfer stations. Over 98% of the 120 tonnes of arisings were recycled

