

# CASE STUDY

## MUSEUM OF LONDON

**Cantillon Ltd were appointed to undertake a specialist demolition package as part of the Museum of London Core Access Project. The works involved implementation of specialist confined demolition techniques to facilitate removal of existing stair cores and construction of new museum floors. Works were conducted in a confined site with adjacent areas of the Museum remaining live throughout the works.**

**Client:**

Museum of London

**Engineer:**

Buro Happold

**Principal Contractor:**

Geoffrey Osbourne

**Contract Duration:**

14 weeks

**Contract Value:**

£0.5 million



The initial works involved soft strip and asbestos removal. Given its position within the square mile, access constraints were an early consideration and all vertical transfer of materials was undertaken by a tower crane with a loading gantry on London Wall. Protection works were undertaken to isolate the demolition demise and enclose fibre optic services serving several high profile city institutions.

The structural demolition involved cutting through structural members and load bearing RC beams. An extensive propping scheme was designed and installed. Given the sensitive nature of the project, demolition was undertaken using specialist techniques including pulverising, wire saw cutting, diamond saw cutting and stitch drilling. A Brokk 330 remote plant was utilised for pulverising concrete slabs and up stands due to its superior power-to-weight ratio steer loaders.



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In tandem with this, works were undertaken to the Barbican highwalk including removal and sequenced reinstatement of street finishes and demolition of a reinforced concrete bridge directly over London Wall.

A pedestrian tunnel was constructed on the highwalk to isolate the works. Lane closures were implemented on the main roundabout to allow openings to be formed through the RC structure to facilitate erection of an access scaffold that was cantilevered over the roadway.

To minimise potential disruption the scaffold erection and subsequent demolition were planned to be completed without the requirement for full road closures, and at all times maintaining public access through the high walk.

The works were completed within budget and on time.

