

Method Statement for Planning Condition No.7

Construction Method Statement Pre-commencement Planning Condition 7

Contents

- Project Introduction
- Routing Strategy
- Entrance/exit from the site for visitors/contractors/deliveries
- Parking for contractors, site operatives and visitors
- Display of an emergency contact number
- Communication strategy with residents;
- Compound Locations where relevant
- Dust suppression measures
- Control of Noise & Vibration
- Details of Wheel Washing
- Sheeting over of construction vehicles.
- Location, removal and recycling of waste
- Hours of working
- Swept Path Analysis

Construction Method Statement Pre-commencement Planning Condition 7

Project Introduction

The project involves the development of a brownfield site, with demolition of the existing care home, followed by the construction of new Life Science Building at Upper Brook Street, Manchester. The proposed scheme will have an approximate Gross Internal Area of 21,000 sq.m over nine floors

The building massing is split into a low level 6 storey block to Kincardine Road and up to storeys at Upper Brook Street, with an atrium to the centre of the floorplates that houses informal breakout spaces and forum seating at ground floor.

Works Description:-

- Demolition of existing Care Home and Car Showroom
- Construction of a new Life Science Building
- Associated external works.

Routing Strategy

Pre-determined traffic routes will be drawn up to direct construction traffic from the main road networks surrounding Manchester to the Kadans construction site, these are planned to avoid traffic sensitive and residential areas, where possible. Each of the routes will be clearly displayed on 'route cards' that will be provided to each supply chain member and material supplier at the point of placing their order. Once vehicles are in close proximity of the site, small directional signage will be displayed on roads to provide clear direction to the site entrance.

Vehicles will access and exit the site through separate sets of lockable gates located on Kincardine Road and Cottenham Street. The gates will be manned during construction hours and once through the gates vehicle marshalls will direct and control vehicle movements, as restricted space prevents a one-way system from being adopted, and so reversing will be necessary.

A swept path analysis has been carried out to confirm our proposals.

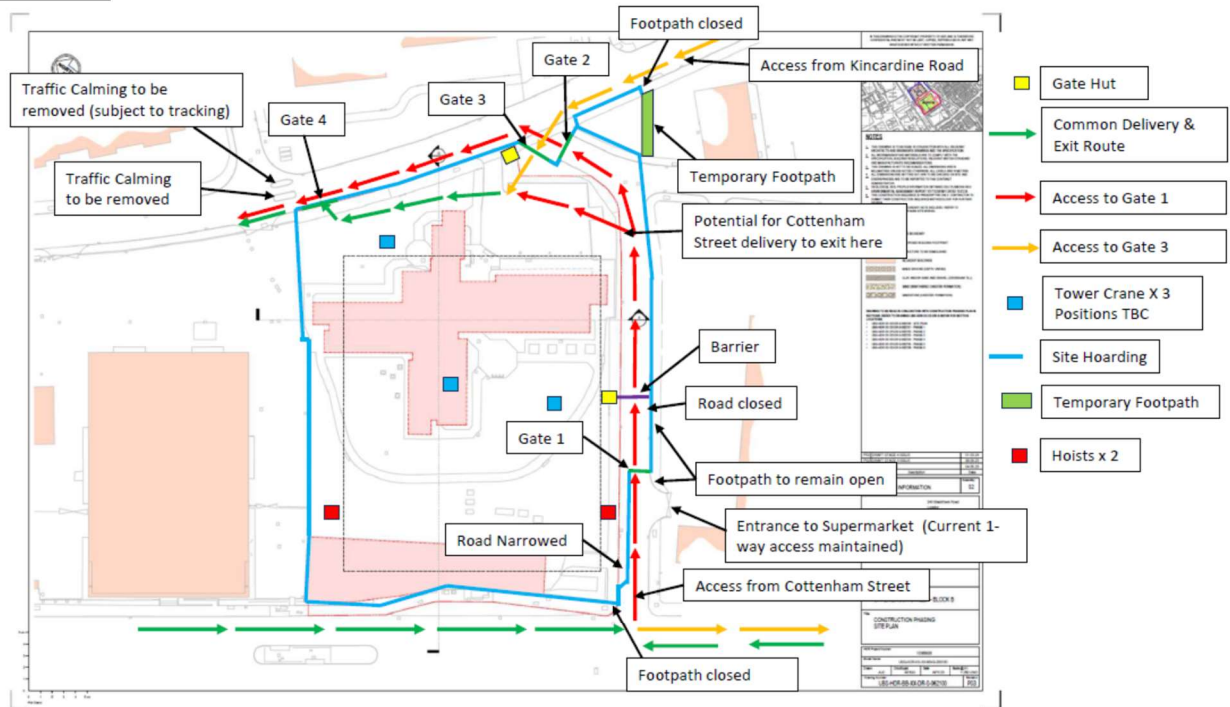
Upper Brook Street Development-Proposed Development



Construction Method Statement Pre-commencement Planning Condition 7

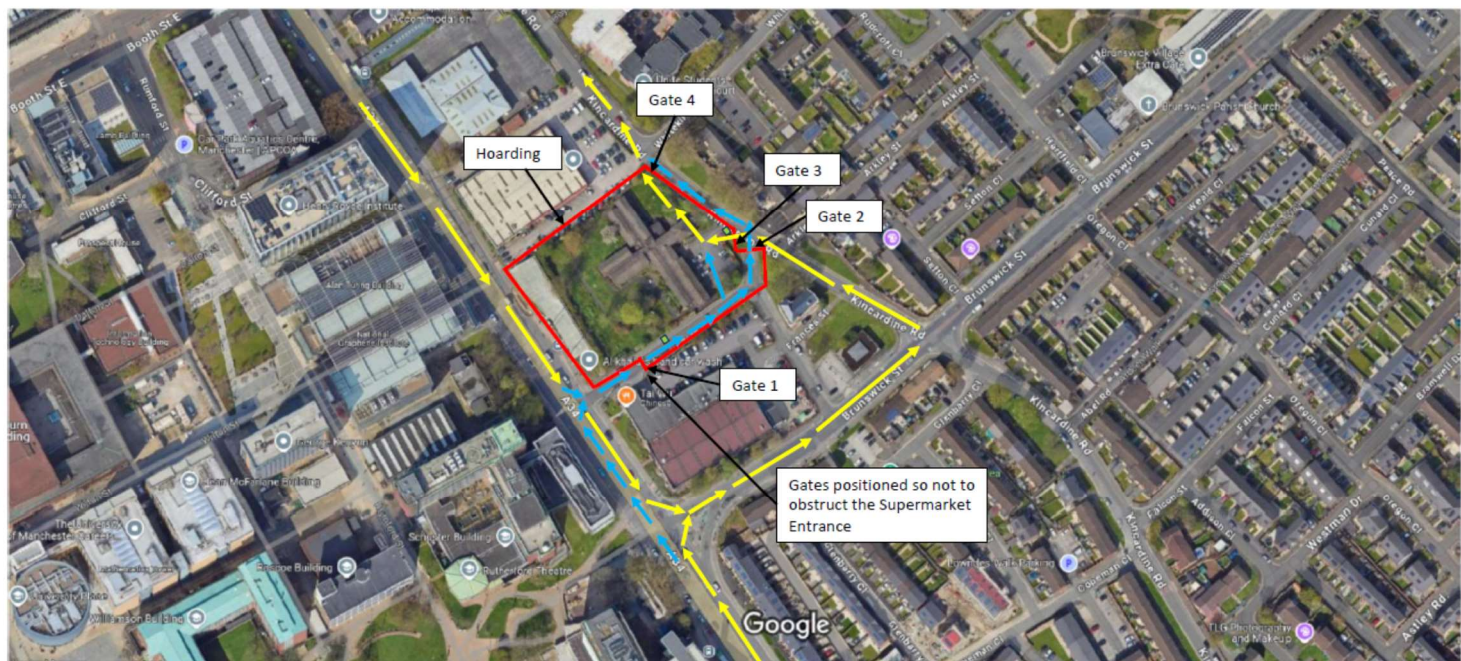
Highway Option 1

Kadans Upper Brook Street Development



Proposed Site Logistics & Logistics

Kadans Upper Brook Street Development



Proposed Access Strategy to and from Site

Highway Option 2

Site plan for the proposed site compound showing traffic management measures. The plan includes a central red-shaded area for the 'Proposed Site Compound (currently grassed area)'. A blue line indicates the 'Site Hoarding' perimeter, with four 'Vehicle Gates' (green lines) labeled Gate 1, Gate 2, Gate 3, and Gate 4. A 'Turnstyle' (blue dot) is located near Gate 2. Text boxes indicate 'Traffic calming removed subject to tracking' and 'Traffic calming to be removed to aid vehicle exit' near Gate 4. A 'Footpath closed' area is marked near Gate 1. An 'Entrance to Supermarket only (no exit)' is shown on the right. A north arrow is in the top left. A detailed inset map on the right shows the site location within a larger urban context, with a legend for Site Hoarding, Turnstyle, and Vehicle Gates.

NOTE-Exact locations of gates to be finalised.

Construction Method Statement Pre-commencement Planning Condition 7

Travel Routes

Route from West: M602 – Mancunian Way – A34 South Bound

Route from North/East: M62 – M60 clockwise – A57 West Bound

Route from South: Will be directed to travel either clockwise or anti-clockwise on the M60 and then follow the above West and East routes to the site

Morgan Sindall opened dialog with Manchester City Council Highways with Teams Meetings taking place on 7th & 22nd April 2025 and 8th July 2025, with Veronica Wong and Steve McNeill. On site meetings have also taken place with Steve McNeill and Roy McDonald. Morgan Sindall have liaised with McLaren on the adjacent site to understand their site access and logistics proposals, and Morgan Sindall have presented their proposed access and logistics for the main works to Manchester City Council Highways, with some initial feedback provided.

The access to site will utilise Kincardine Road and Cottenham Street, as per the attached drawings.

We recognise the importance of controlling construction traffic entering and exiting the site as well as the interface with the local residents and general public. The Banksman will control construction traffic and to ensure there is no congestion caused at the entrance and exit to the site. They will also co-ordinate road sweeping operations, ensuring approach roads and footpaths are kept clean.

Construction Method Statement Pre-commencement Planning Condition 7

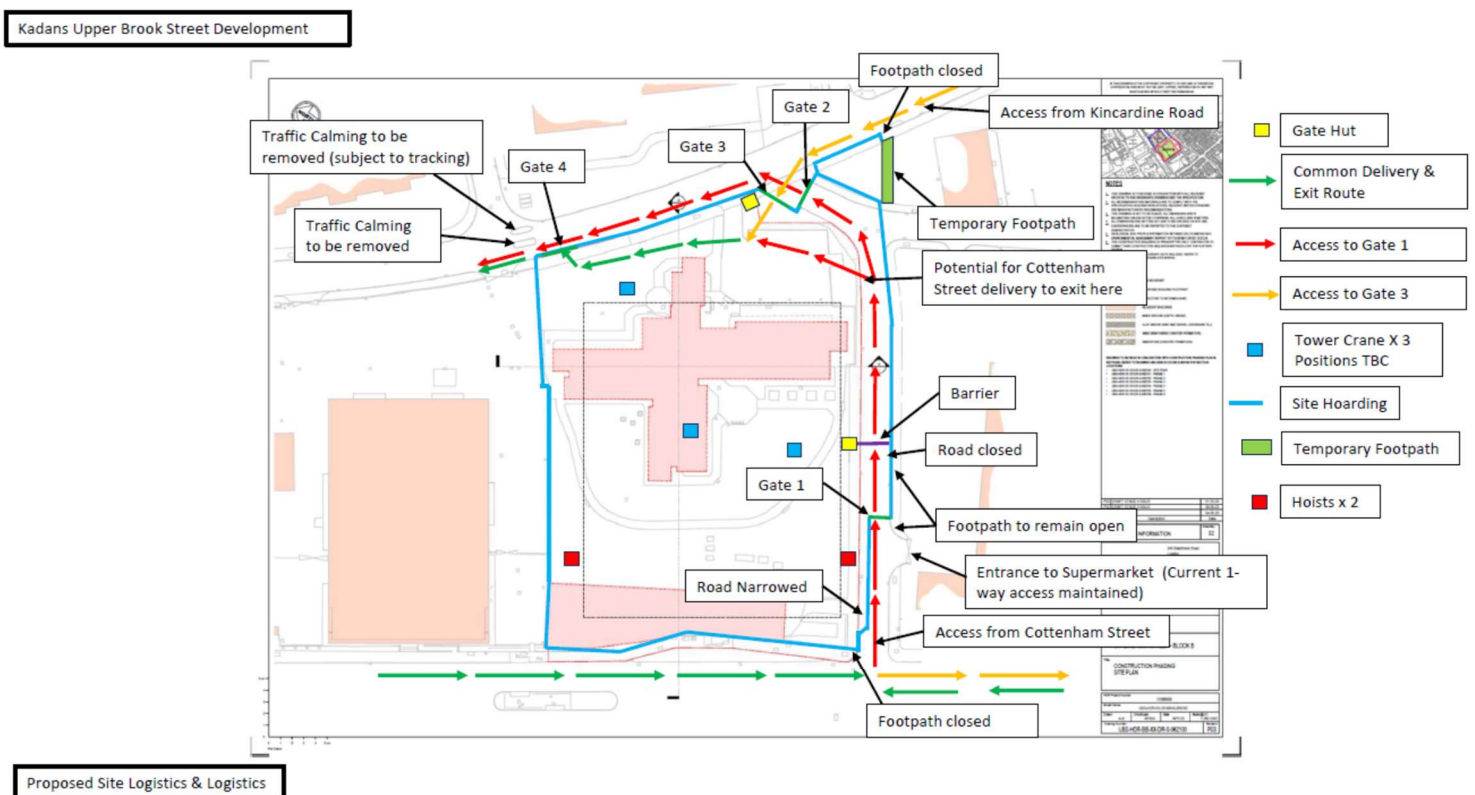
Entrance/exit from the site for visitors/contractors/deliveries

A 2.0m high hoarding with manned vehicle and pedestrian access gates/turnstile will segregate the construction site from public areas. The proposed site boundary will not impact on any fire exits/routes from existing buildings. There will be no provision for on-site parking due to the extent of works to remodel the land

Pedestrian access/egress will be gained through the pedestrian security gate/turnstile located on the boundary of the site. The turnstile will operate a biometric system and will also be manned by the logistics supervisor to greet and direct visitors/contractors and also to prevent any unauthorised access.

Delivery access will be via Kincardine Road and Cottenham Street, with access on and off site being controlled by a Banksman.

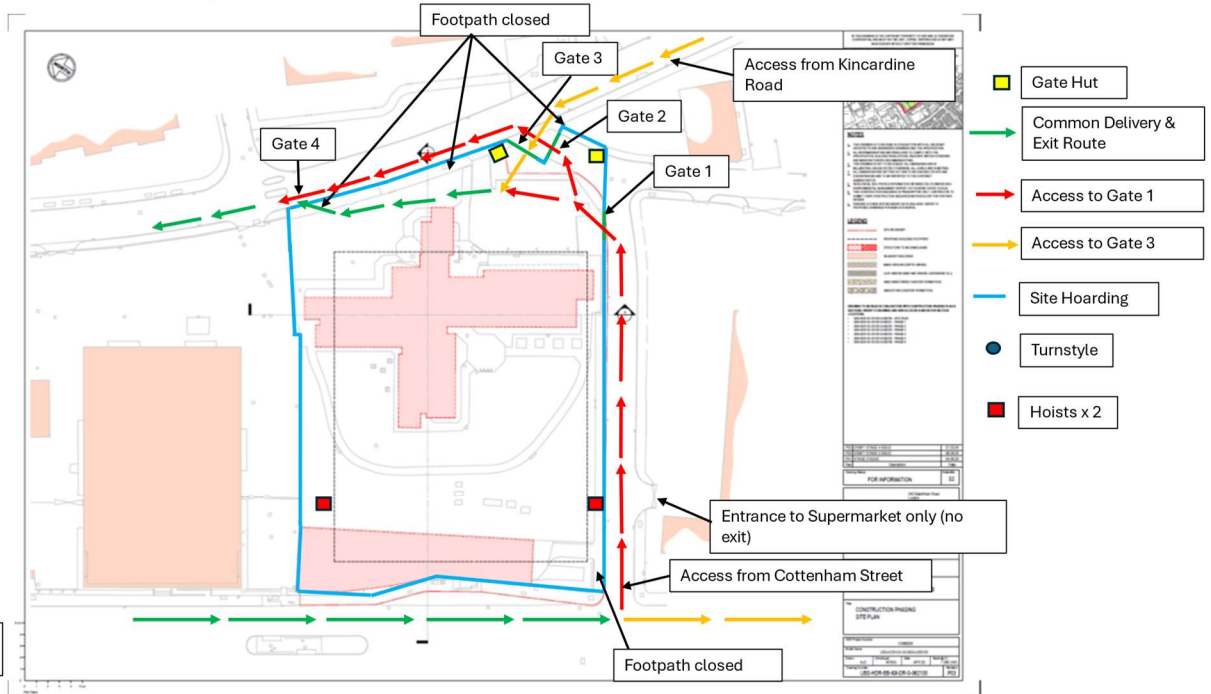
Highway Option 1



Construction Method Statement Pre-commencement Planning Condition 7

Highway Option 2

Upper Brook Street Development -Proposed Site Logistics



Construction Method Statement Pre-commencement Planning Condition 7

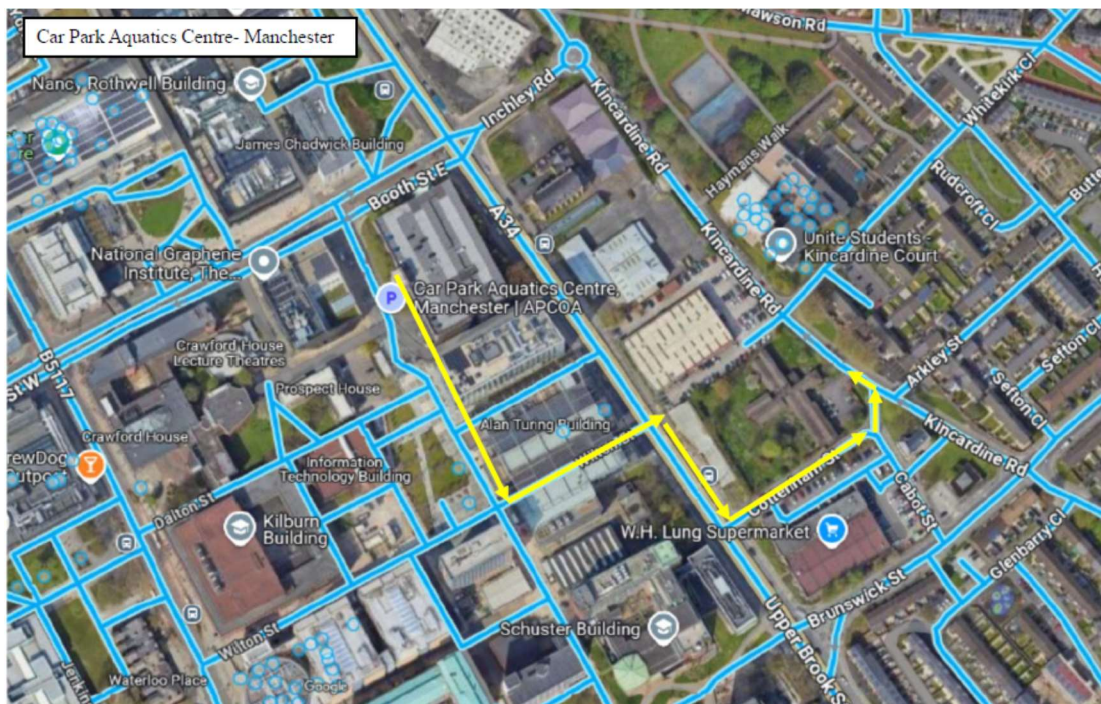
Parking for contractors, site operatives and visitors

The Multistorey car park Aquatics Centre-Manchester has been identified for site parking.

There will be no on-site parking or any parking on the nearby streets

Route to site from the carpark is shown below

Deliveries will utilise Cottenham Street and Kincardine Road, with the intention for delivery vehicles to wait on Kincardine Road, if required for short periods.



Construction Method Statement Pre-commencement Planning Condition 7

Display of an emergency contact number

The site will be secured with hoarding which will include at least 1nr Site Notice Board, displayed in a prominent position. This will provide a contact name and number, for Morgan Sindall, in the event of an emergency.

Communication strategy with residents

Prior to the construction works commencing a letter will be posted to local residents, informing them of the works, a brief explanation of the project and timescales as well as providing contact details for any queries that the residents may have.

Regular newsletters will be sent out to the local residents to provide updates on the project.

A Community Notice Board will also be set up and positioned on the hoarding which will also provide updates on the project.

Compound Locations where relevant

The cabin locations are currently highlighted on the attached site photograph. The proposed compound location is shown below.

The cabins will be anti-vandal and consist of the following:

- Canteen Facility
- Changing Room/Drying Room
- Toilet Facilities
- Shower Room
- Meeting Room
- Offices
- Kitchen

Foundations will be designed and installed to accommodate the site setup. External temporary lighting will be erected so as not to cause a nuisance to the surrounding public area and highways.

Storage of fuels on site will be kept within the designated fuel storage area, fenced off with signage displayed. These will be locked-off in a double bunded container, drip trays and plant nappies will be used for refuelling plant and equipment.

Working equipment will be placed in a locked storage container at the end of each shift. All items of plant will be disabled at the end of each shift and brought into a central location within the site. This area will be a well-lit area and in close proximity to one of the security cameras.

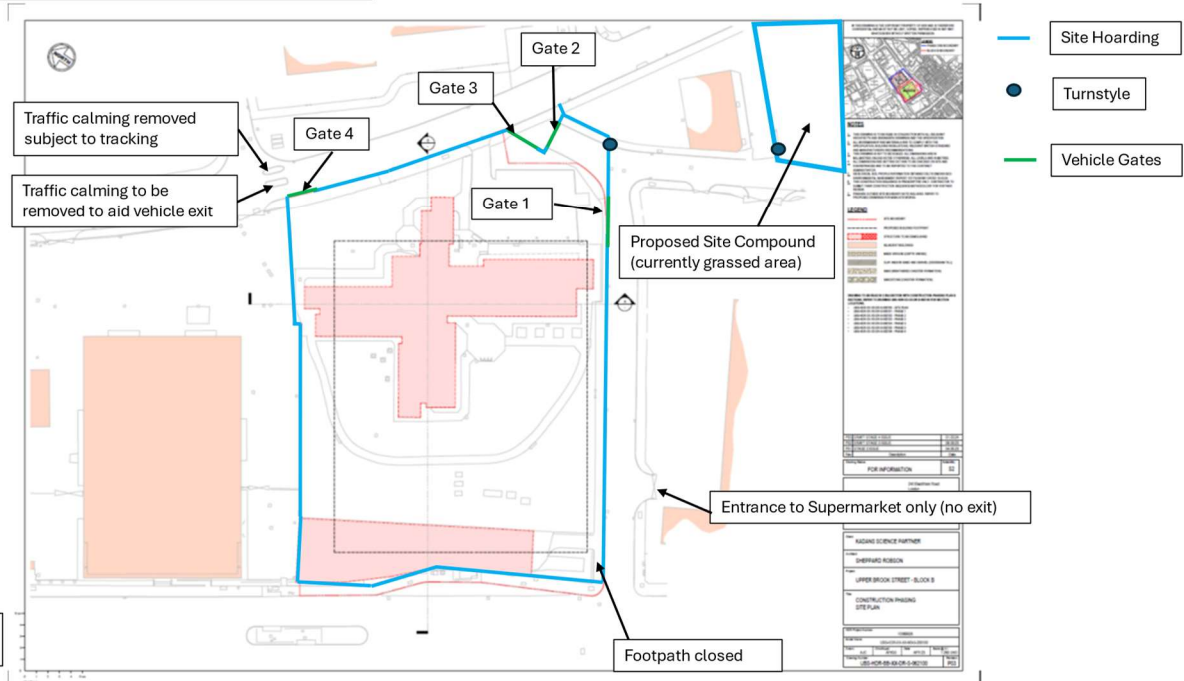
A CCTV system will provide full coverage of the site, this will be monitored remotely from a control centre out of site working hours. Voice activation can be made from the control centre to the site if there is an intruder

Construction Method Statement Pre-commencement Planning Condition 7

Upper Brook Street Development - Proposed Compound Location



Upper Brook Street Development - Proposed Hoarding Line for Main Works



Construction Method Statement Pre-commencement Planning Condition 7

Dust Suppression Measures

Measures for material storage

- Stockpiles shall be positioned as far as is reasonably practicable away from residential areas, places of public access or other sensitive receptors.
- Slopes of stockpiles, tips and mounds shall be maintained at an angle not greater than the natural angle of repose and sharp changes of shape shall be avoided.
- Handling areas shall be maintained so far as reasonably practicable to reduce the risk of dust emissions.
- Procedures for the regular inspection of materials and stockpiles shall be established, with damping down with water if required

Use of dust suppressants

- Where dust is, or is likely to be generated, static sprinklers, bowsers and other watering methods, shall be employed to control dust generated during the works.
- The surfaces of stockpiles of dry, friable materials shall be damped by controlled application of water sprays, shrouded, or screened as appropriate and necessary.

Control of vehicle emissions and movements

- Temporary haul roads and associated vehicle waiting areas shall be regularly inspected and kept cleaned of mud and dusty materials.
- General site traffic shall be restricted to tarmac or treated haul roads.
- Speed limits shall be established and enforced over all site traffic routes.
- Agreed routes of haulage and movements of site vehicles will be adhered to.
- No vehicle or equipment emitting visible black smoke from its exhaust system other than during ignition shall be used on any construction site or public highway.
- Combustion engines shall not be left running unnecessarily.
- All plant and vehicles used on site will be regularly serviced and have a pre-planned maintenance schedule.

Construction Method Statement Pre-commencement Planning Condition 7

Control of Noise & Vibration

Noise and vibration can disturb local residents and give rise to complaints. Potential noisy activities for the construction include concrete cutting & breaking to brick/block walls, concrete upper floors breaking out of ground floor concrete slab & foundations, structural steel cutting & grinding and use of un-silenced generators. As part of being a considerate constructor Morgan Sindall will issue a regular newsletter to neighbours advising them of potentially noisy activities.

Typical controls include:

Identification of sensitive receptors

- All noisy plant and equipment will be located as far away as is practicable from any noise sensitive locations.

Selection of working methods

- The selection of the method of working for a particular activity will consider potential noise emissions and where practicable will be selected to ensure disturbance is kept to a minimum.

Noise and vibration abatement measures

- Site operations will not extend outside of the working hours agreed with the Local Authority, (unless required and agreed as outlined above).
- Neighbours should be kept informed of the times and dates of any potential noise or vibration nuisances.
- All vehicles, plant and other equipment will be fitted where necessary with appropriate silencers, mufflers, or acoustic covers (see BS 5228 1997 Part 1).
- Noise barriers, e.g. mounds of earth, fences, etc. will be put in place where necessary.
- Plant and machinery in intermittent use shall be shut down completely or operated in a minimum idling condition whenever not actually required for work.
- Drop heights into hoppers, lorries and other equipment shall be minimised.

Plant maintenance

- A maintenance regime will be in place to ensure that all extraneous noises from mechanical vibration, creaking and squeaking are reduced to a minimum.
- All noise control equipment as fitted to plant and machinery shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emission wherever possible.
- Plant and machinery with defective silencers other than defective noise control equipment shall not be operated until repaired.

Construction Method Statement Pre-commencement Planning Condition 7

Monitoring

- Compliance monitoring will be undertaken as required at sensitive receptors to ensure that noise levels are within acceptable limits.
- Site inspections shall include checks to ensure that the necessary controls are in place to minimise nuisance from noise generated from the site. This will include checks to ensure that plant has not been left idling, that acoustic covers are in use where necessary, and that plant is in a good condition.
- Vibration monitoring will be undertaken in accordance with BS 6472 during construction activities that are likely to generate significant levels of vibration. Locations for the monitoring equipment are yet to be determined, but likely to be on the Cottenham Street and Kincardine Road Elevations where there are local residents, and a local business are situated. The monitoring will be carried out by an independent company, and if limits are exceeded, then works will be reviewed and re-assessed and if necessary stopped. Morgan Sindall plan to install the vibration monitoring system prior to the demolition works commencing to establish some background readings, and throughout the earthworks. Vibration monitoring will be reviewed beyond earthworks and further utilised if required.
- Noise monitoring will be carried out at the site boundary on the Upper Brook Street, Cottenham Street and Kincardine Road

The perimeter of the site will be secured using a 2.0m high hoarding system including vehicle and pedestrian gates. This will be inspected at regular intervals to ensure security and good appearance is maintained.

As part of Morgan Sindalls 'Creating a Safe and Sustainable Site' policy, coloured barriers are used to segregate various site activities:

- Blue barriers are used to enclose a 'safe area', This is an area where PPE is not required to be worn such as around welfare facilities and offices.
- Yellow barriers are used to identify and segregate pedestrian access routes to and from a work place. In these locations, PPE must be worn and on-site rules apply.
- Orange barriers are used to segregate areas where there is plant movement, persons working in this area (such as a banksman) must be identified by wearing an orange

hi-vis vest instead of the standard yellow vest.

All fencing requirements will be reviewed during the daily co-ordinated breakfast meetings held with the sub-contractors and amendments noted on the site layout plan white board.

Construction Method Statement Pre-commencement Planning Condition 7

Details of Wheel Washing

In order to keep the highway clean from mud/dirt caused by wagons leaving the site. A hierarchy of controls will be put into place to firstly prevent vehicles from coming into contact with mud/dirt on site then secondly arranging for the highway to be cleaned. Wherever possible existing tarmac access routes (tarmac carpark from Kincardine Road and hardstanding below the Citroen canopy on Upper Brook Street) will be maintained for as long as possible for vehicles to run on. Temporary hardcore roads to/from the place of delivery/collection will be installed and maintained. In addition to this, a vehicle turning area will be formed using hardcore. The effectiveness of these control measures will be continually reviewed and if required road sweepers will be utilised.

Sheeting over of construction vehicles

It is our proposal to crush the brick and concrete from the demolition of the structures and re-use as 6F2 on site, which will reduce the number vehicles leaving and coming to site.

Vehicles delivering other aggregate to site will be sheeted over.

Skips and wagons when leaving site with waste, will be sheeted over and inspected prior to leaving site at the Cottenham Street exit and the Kincardine Road exit.

Location, removal and recycling of waste

Our project Site Waste Management Plan (SWMP) will ensure that we manage waste in a proactive manner with our ultimate aim being resource efficiency. Where demolition and construction waste is generated it will be managed in accordance with our Environmental Management System and it will be recorded within our SWMP. As far as practical we will segregate waste at source and find reuse options in the first instance either on-site or off-site and record this in the SWMP.

We propose to utilise the brick, concrete and hardcore and produce 6F2 to an agreed specification, for use on site.

Working with our Waste Broker, Kenny Waste Management, we will utilise a local waste management contractor for the removal of construction waste that can further segregate waste and maximise its recovery. The selected waste contractor will be audited to ensure duty of care compliance and will provide monthly information to enable the SWMP to be updated. In addition, we will ensure that our supply chain provide waste carrier and waste disposal site duty of care information prior to the removal of non-construction waste e.g. excavated material

Construction Method Statement Pre-commencement Planning Condition 7

Hours of working

The site working hours are:

- 07:30 to 18:00 Monday to Friday (excluding public holidays)
- 08:30 to 14:00 Saturday

Note: Preparation works will begin at 30 mins prior to these start times, which will be non-audible beyond the site boundary.

Sundays or bank holidays: no noisy works to be carried out.

Should the need arise to carry out site work outside of these hours, Morgan Sindall will seek advance agreement from the Local Authority and the client's Project Manager. Additionally, deliveries will not be permitted outside of these hours.

Extended Hours of Work

There are certain activities where it will be required to work outside of the above stated working hours. These include may include closures to Upper Brook Street, Kincardine Road and Cottenham Street, for some elements of the construction work and emergency works. Where extended working is required then this will be agreed with Manchester City Council in writing, prior to any works commencing. The works will be kept to the minimum duration to complete the work safely, and noise and vibration will be kept to a minimum for the activity taking place. Where possible deliveries will be made during normal working hours, to minimise disruption due to transportation.

Prior to any proposed extended hours of working, Morgan Sindall will contact Manchester City Council/Environmental Health to agree times and dates for those activities. Once approved, Morgan Sindall will liaise with the relevant parties to ensure that communications are sent out to the correct stakeholders in good time.

Extended Hours of Works for Construction Activities:

If out of hours are required, we will liaise with Manchester City Council/Environmental Health to agree times and dates, and once approved, liaise with the appropriate stakeholders.

Construction Method Statement Pre-commencement Planning Condition 7

Extended Hours of Works for Emergency Works or to make the site safe:

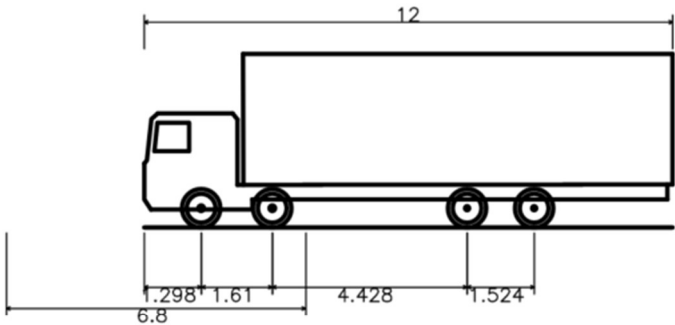
- 24 hours a days, 7 days a week

Should emergency work or repairs be required to make the site safe, Morgan Sindall will work whatever hours necessary to do this. Examples of emergency works could be making good of scaffolding, making the structure safe, temporary works, etc, responding to extreme weather events or other unforeseen events.

Construction Method Statement
Pre-commencement Planning Condition 7

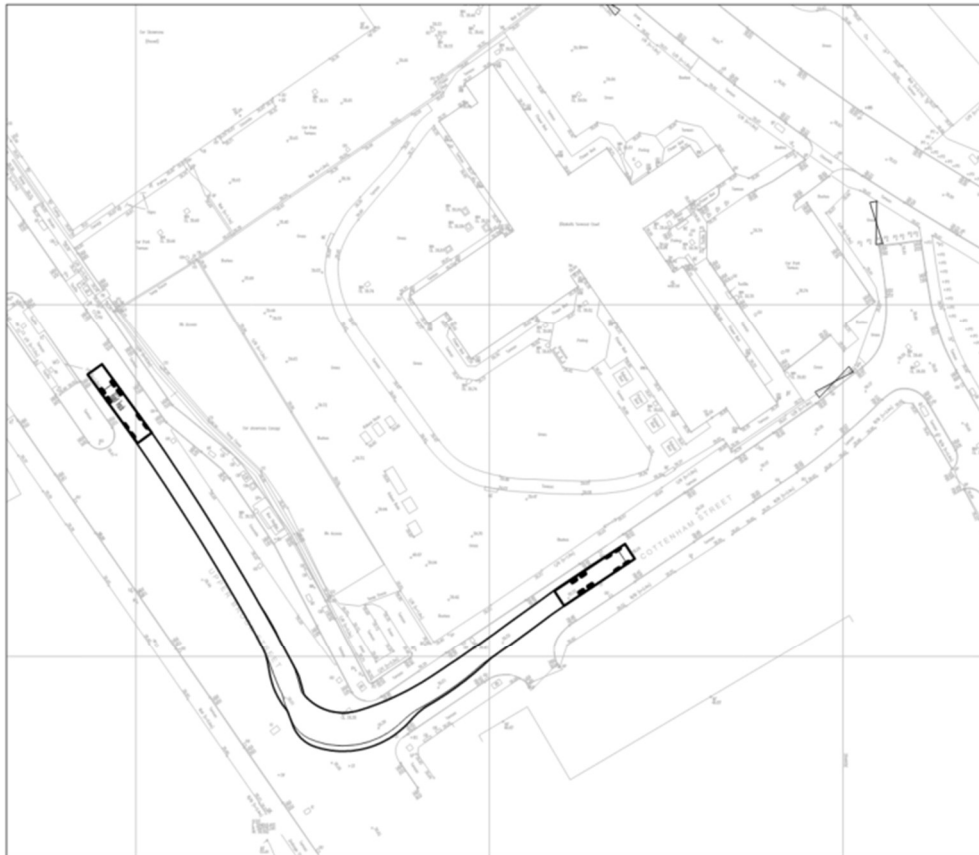
Swept Path Analysis

8 Wheel Wagon



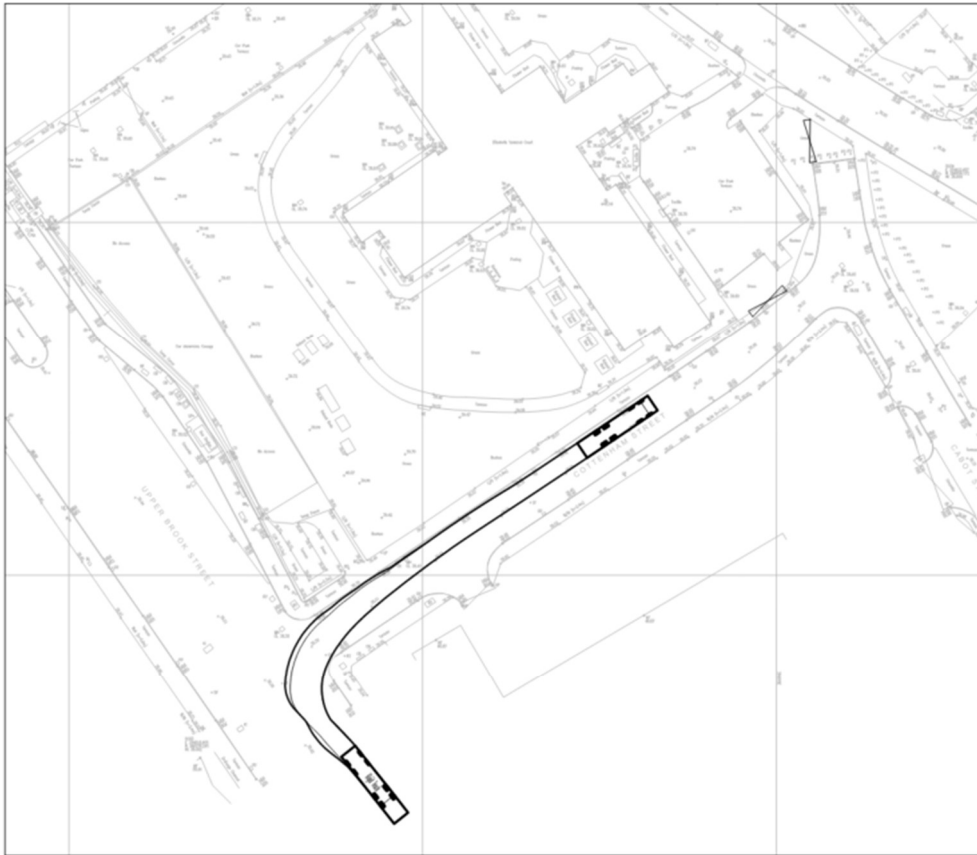
Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Construction Method Statement Pre-commencement Planning Condition 7



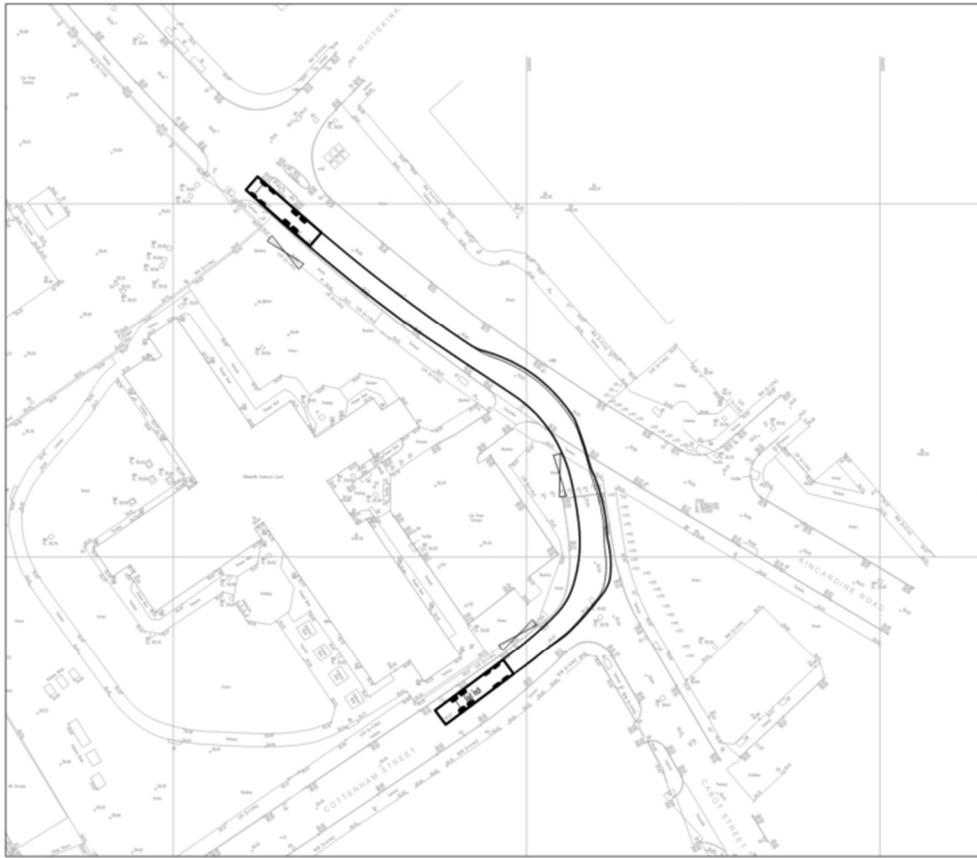
8 Wheel Rigid Left Turn Entrance
(Cottenham Street)

Construction Method Statement Pre-commencement Planning Condition 7



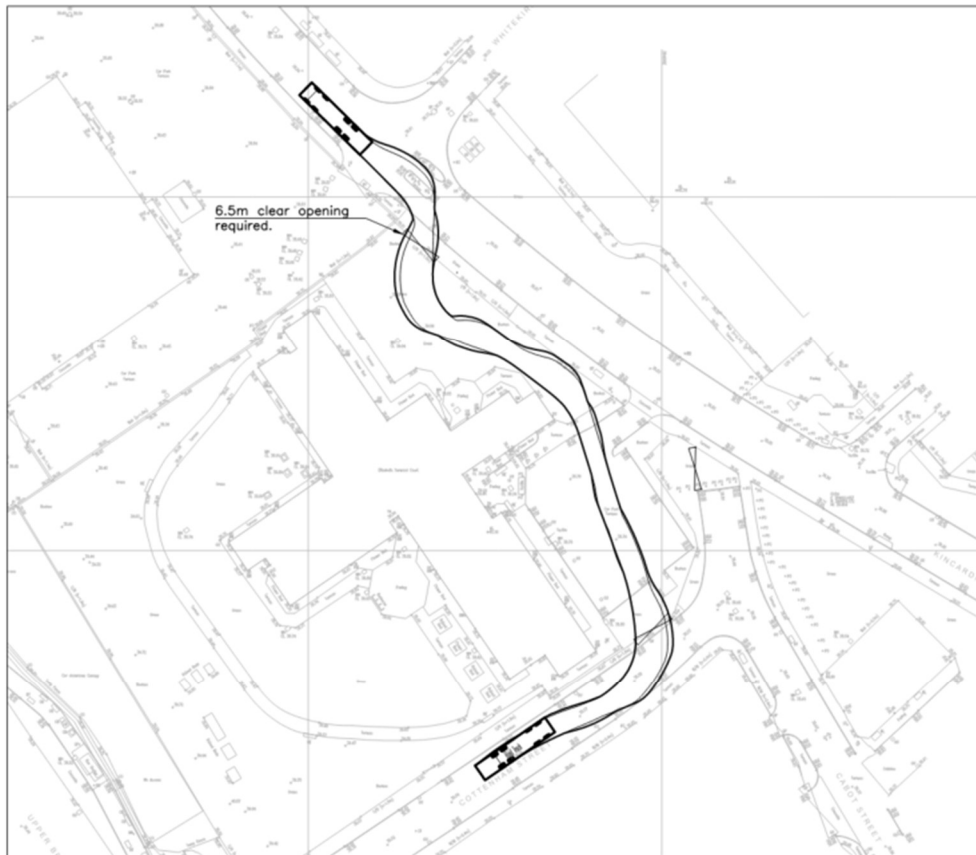
8 Wheel Rigid Right Turn
Entrance (Cottenham
Street)

Construction Method Statement Pre-commencement Planning Condition 7



8 Wheel Rigid Left
Turn Site Exit

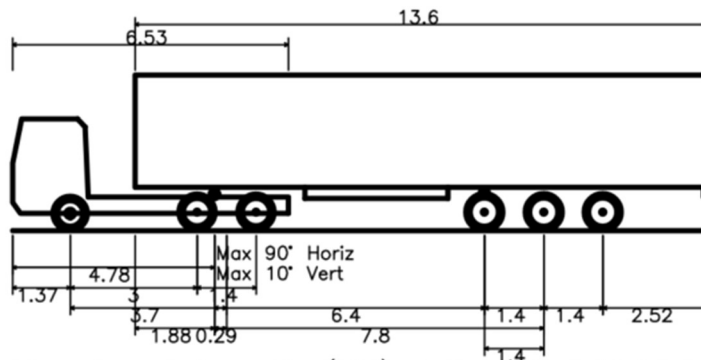
Construction Method Statement Pre-commencement Planning Condition 7



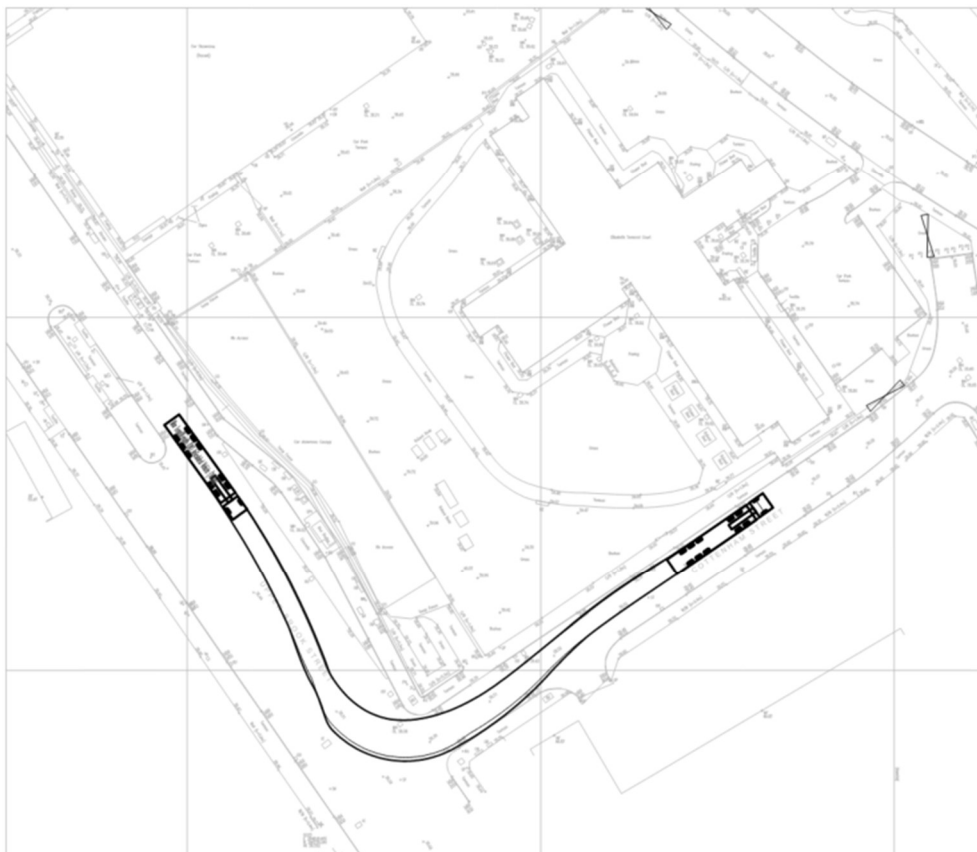
8 Wheel Rigid Left
Turn Entrance and
Exit

Construction Method Statement Pre-commencement Planning Condition 7

HGV

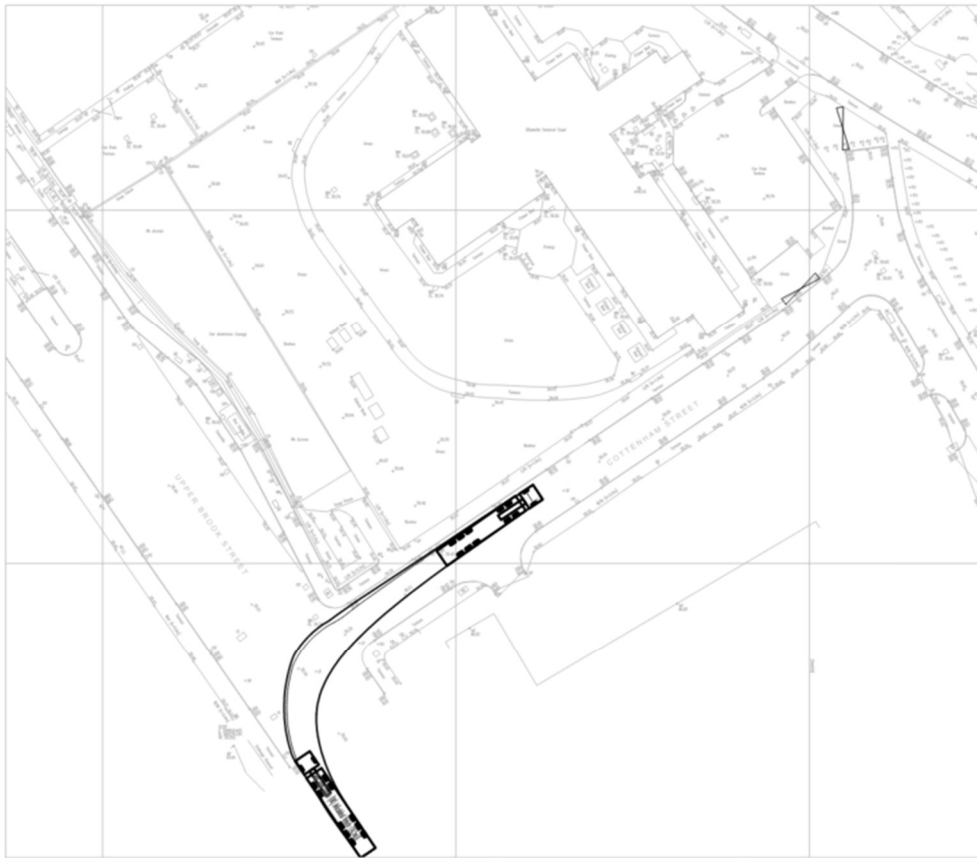


Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



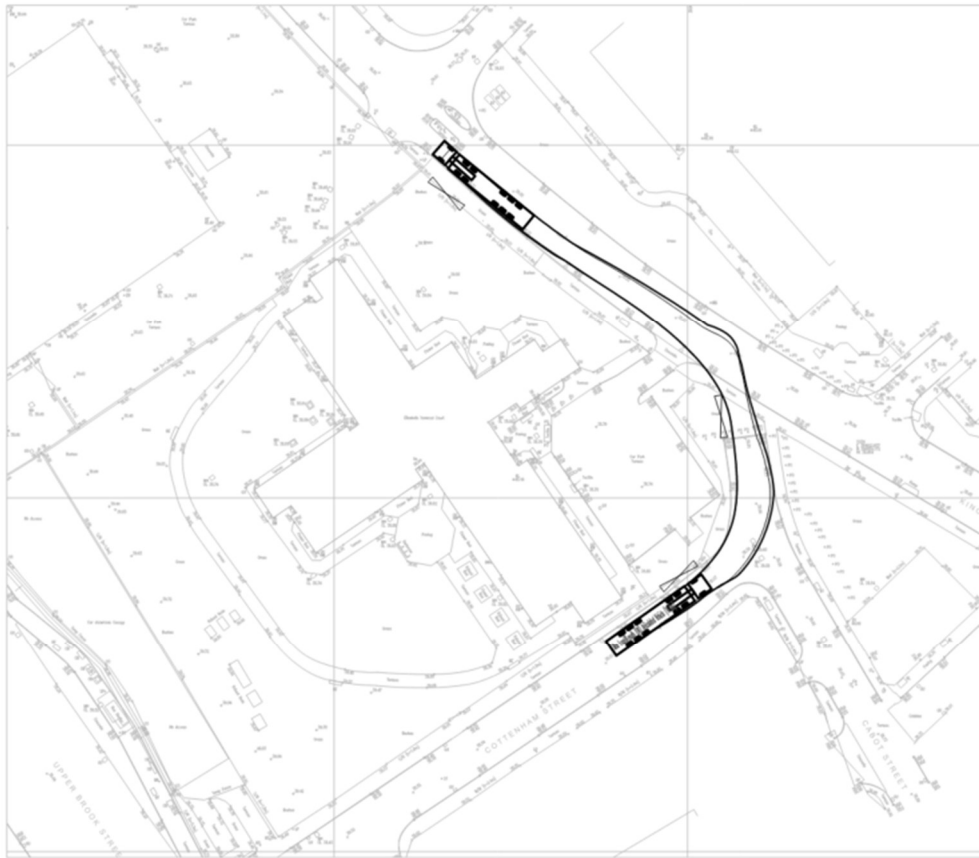
HGV Wheel Rigid Left Turn Entrance
(Cottenham Street)

Construction Method Statement Pre-commencement Planning Condition 7



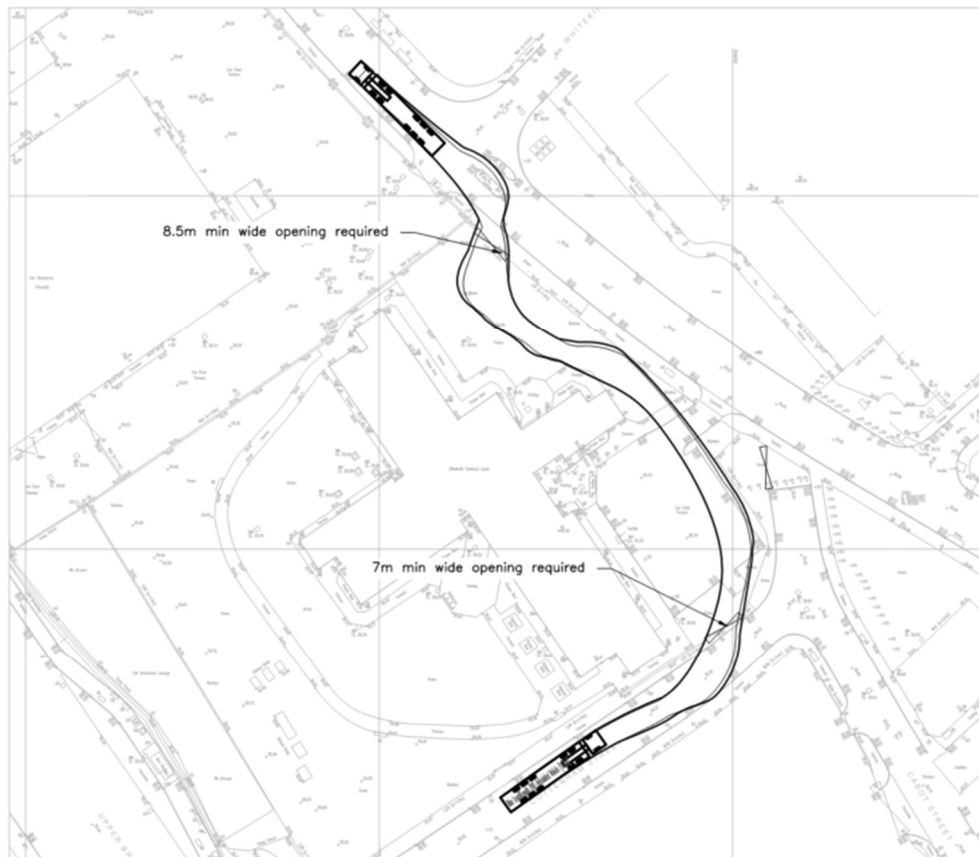
HGV Right Turn Entrance
(Cottenham Street)

Construction Method Statement Pre-commencement Planning Condition 7



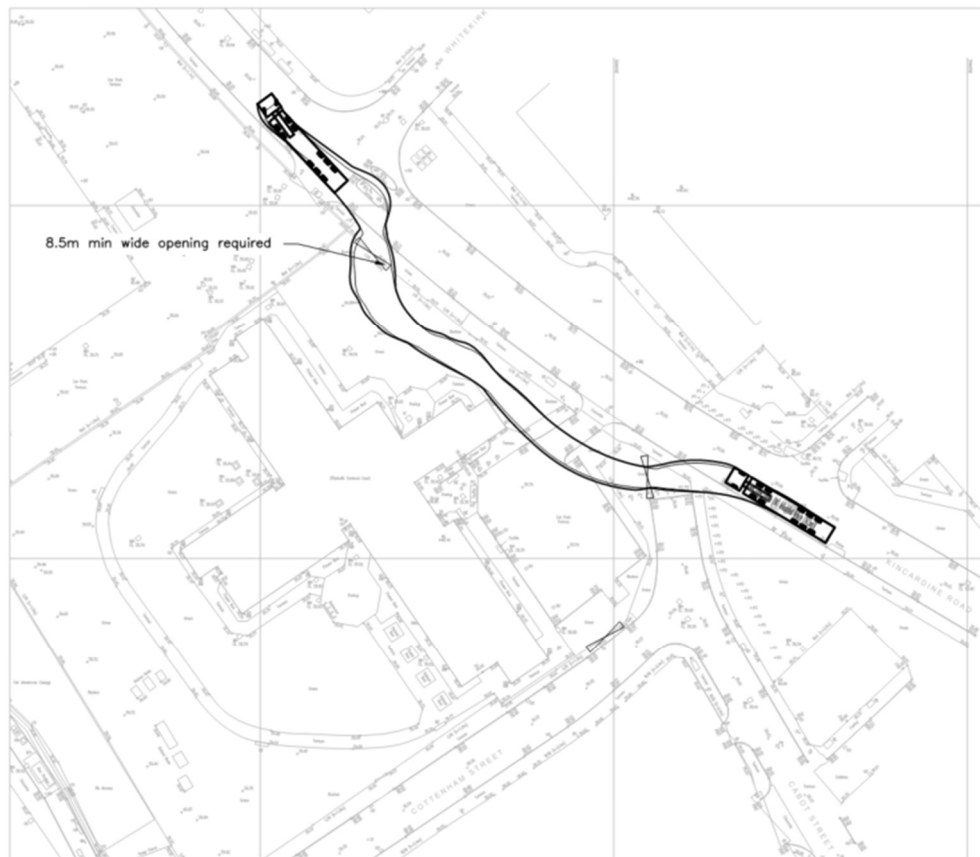
HGV Left Turn Site
Exit

Construction Method Statement Pre-commencement Planning Condition 7



HGV Left Turn
Entrance and Exit

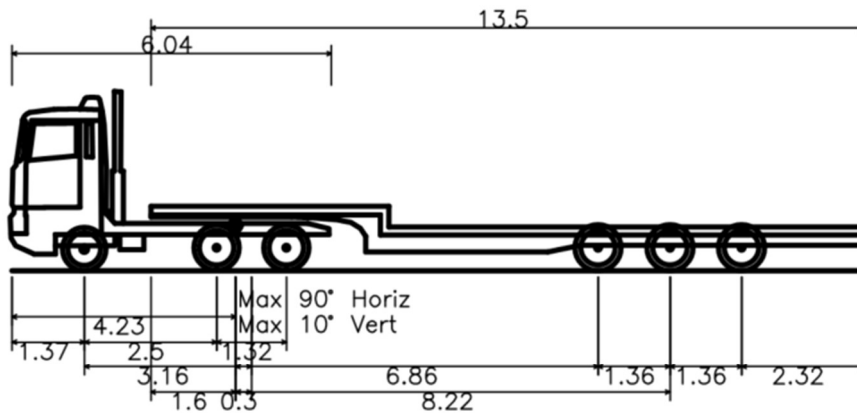
Construction Method Statement Pre-commencement Planning Condition 7



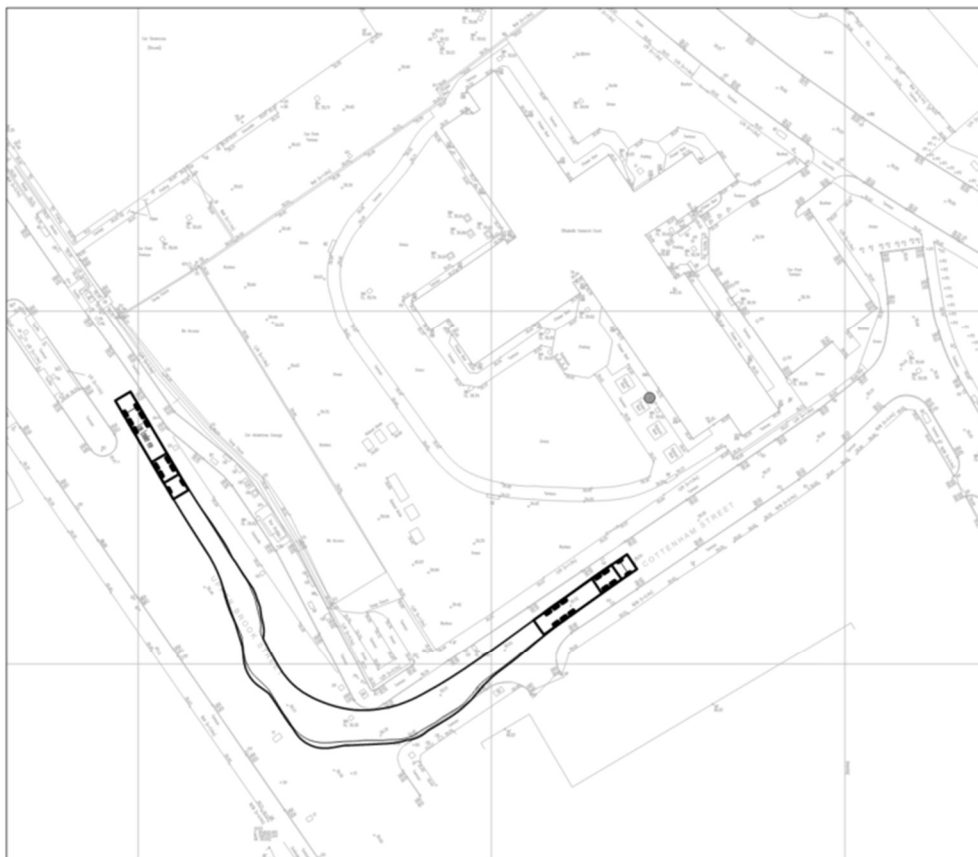
HGV Kincardine Street Entrance
and Exit

Construction Method Statement Pre-commencement Planning Condition 7

Low Loader

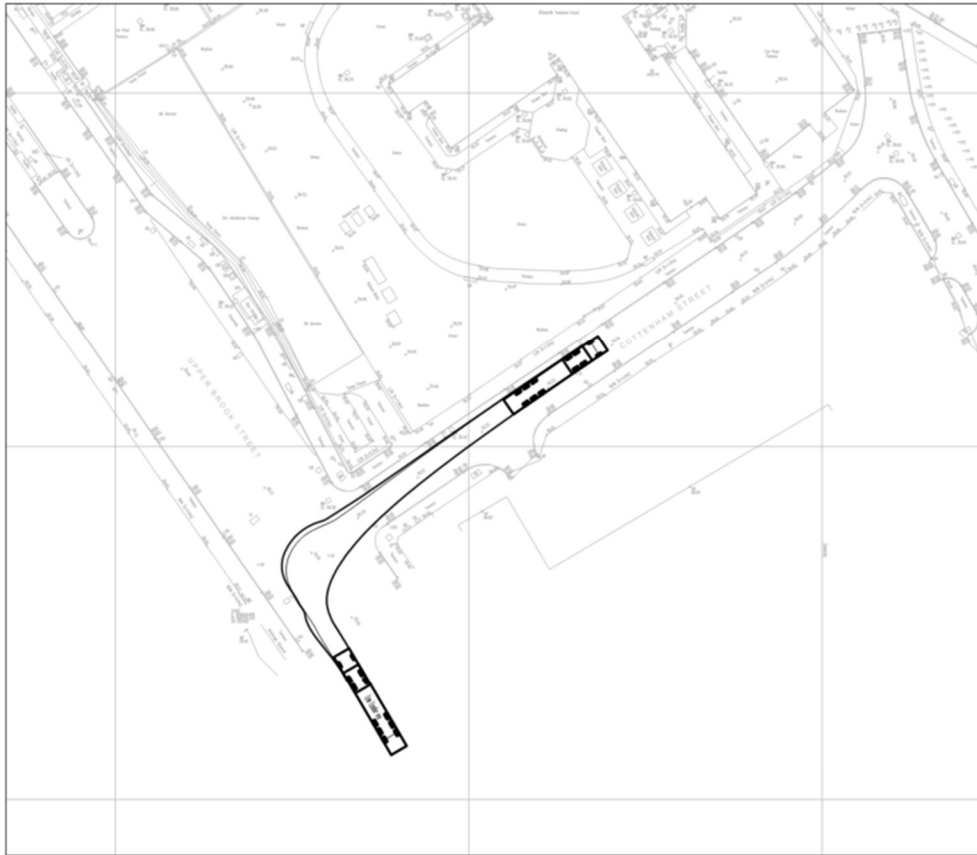


Low Loader rev	
Overall Length	16.130m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m



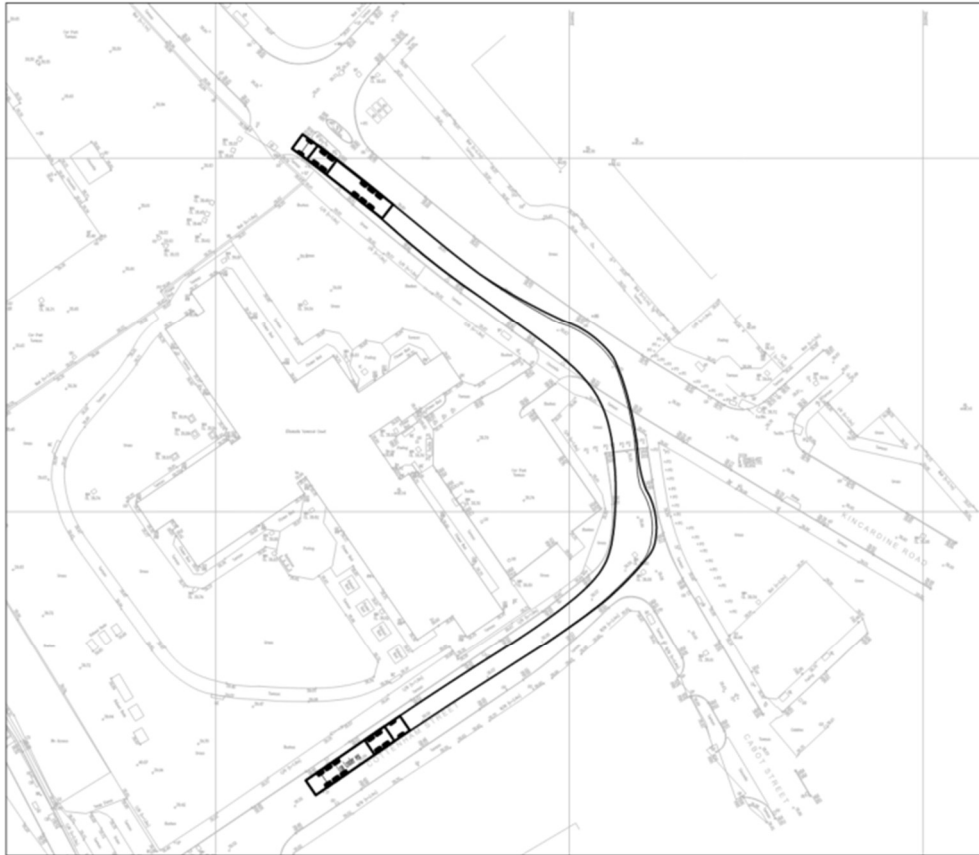
Low Loader Rigid Left Turn Entrance
(Cottenham Street)

Construction Method Statement Pre-commencement Planning Condition 7



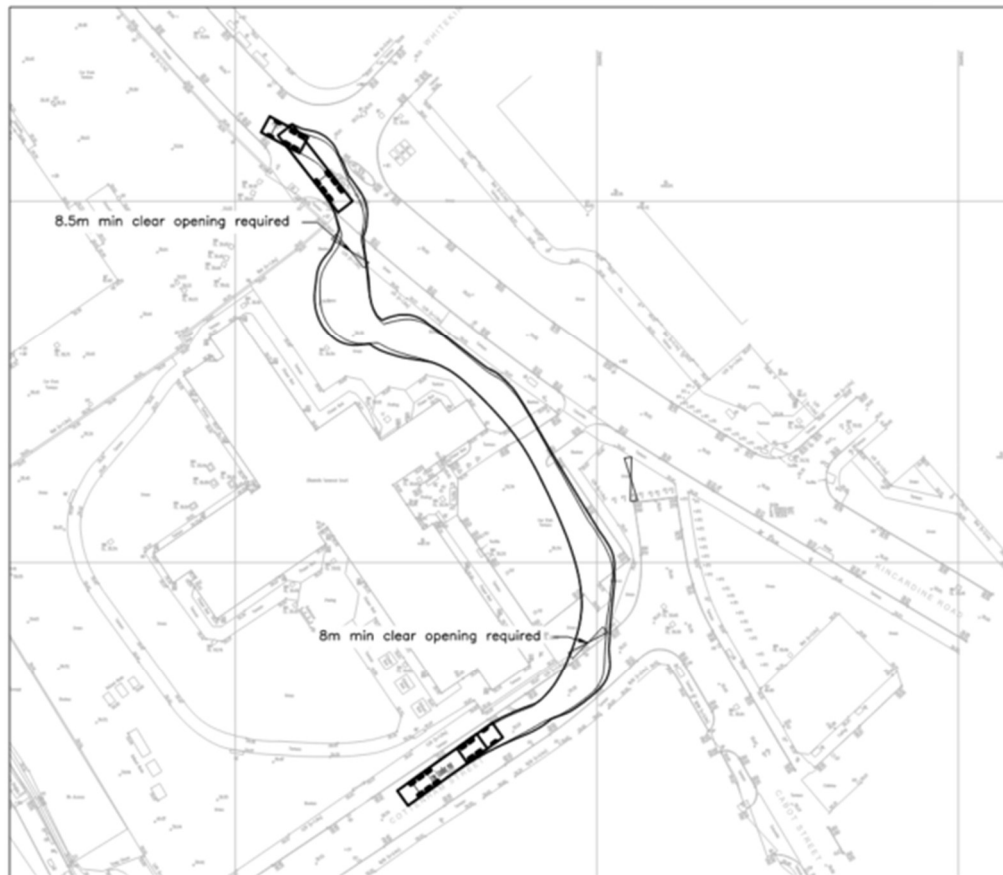
Low Loader Rigid Right
Turn Entrance (Cottenham
Street)

Construction Method Statement Pre-commencement Planning Condition 7



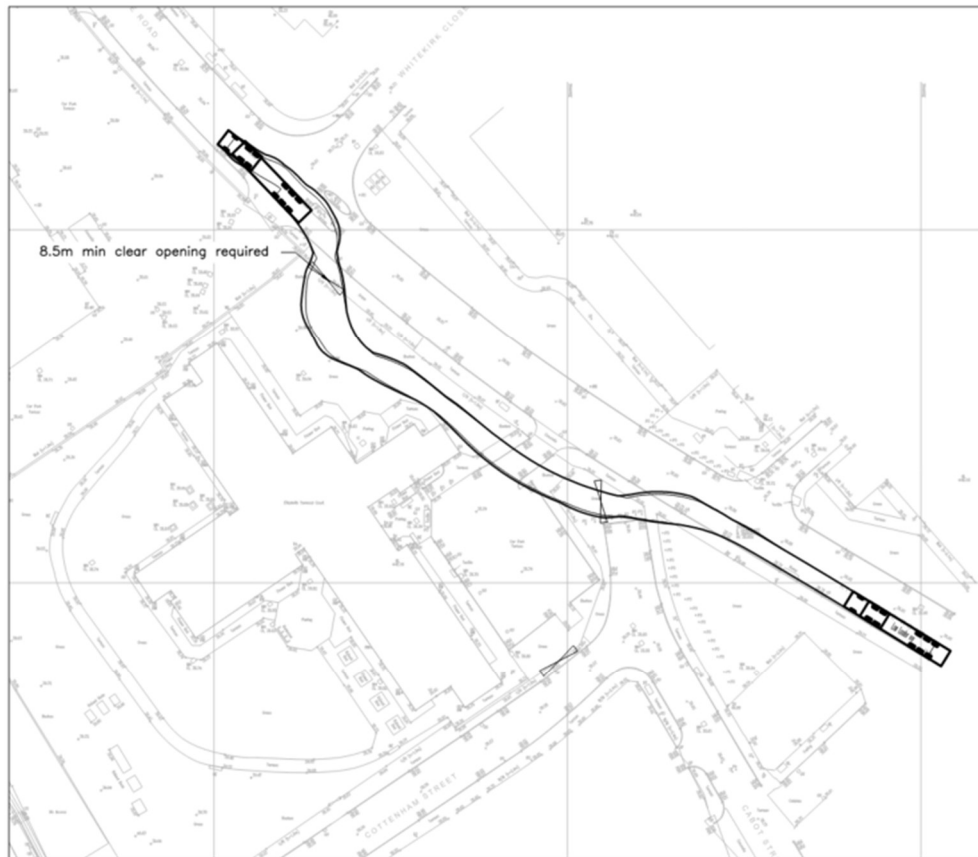
Low Loader Rigid
Left Turn Site Exit

Construction Method Statement Pre-commencement Planning Condition 7



Low Loader Rigid Left
Turn Entrance and Exit

Construction Method Statement Pre-commencement Planning Condition 7



Low Loader Rigid
Kincardine Street Entrance and
Exit

