

Demolition Method Statement for Planning Condition No.58

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Routing Strategy and Swept Analysis

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 will be carried out to both site entrances to confirm our proposals.



Upper Brook Street Development- Proposed Access Strategy to and from Site

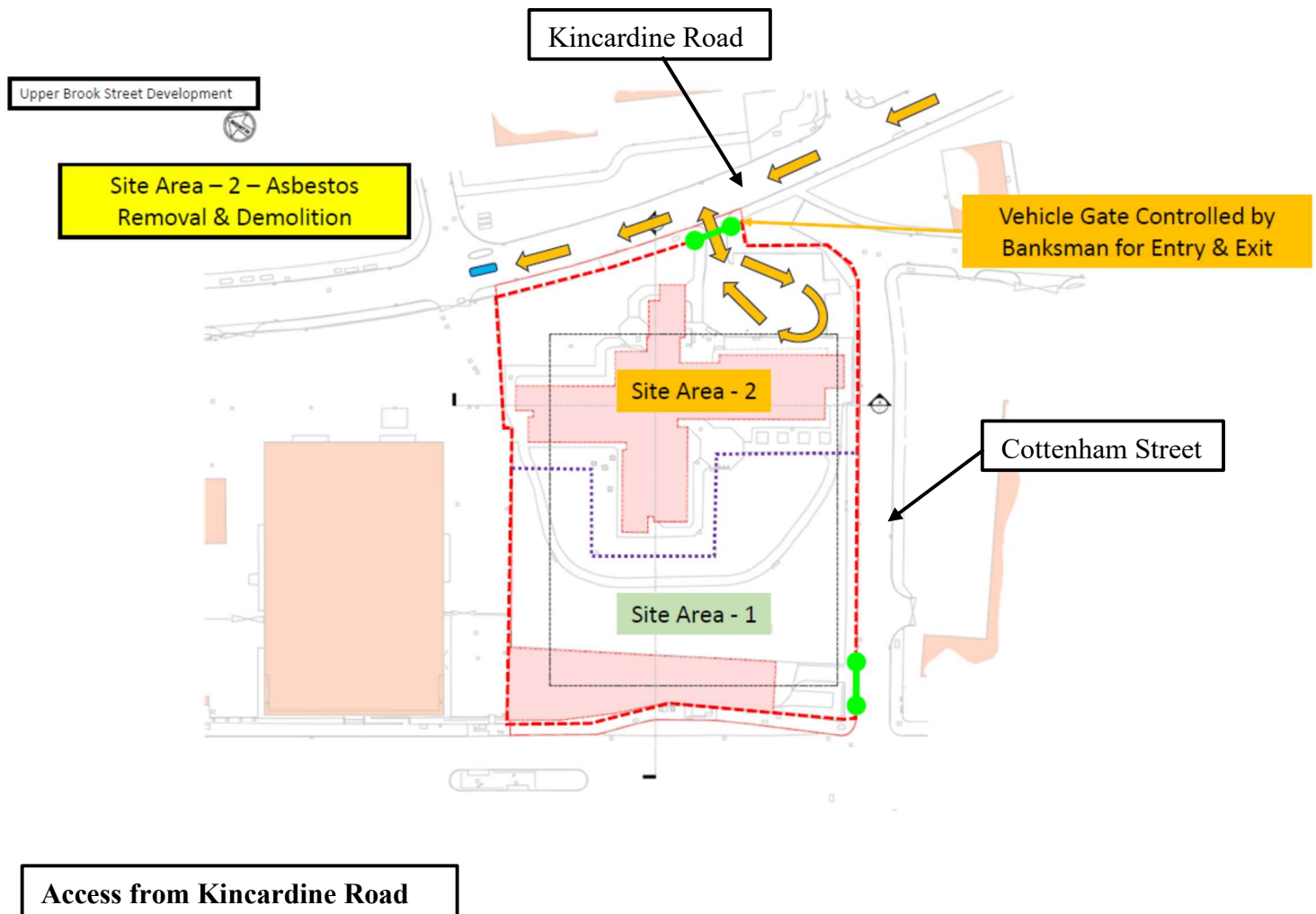


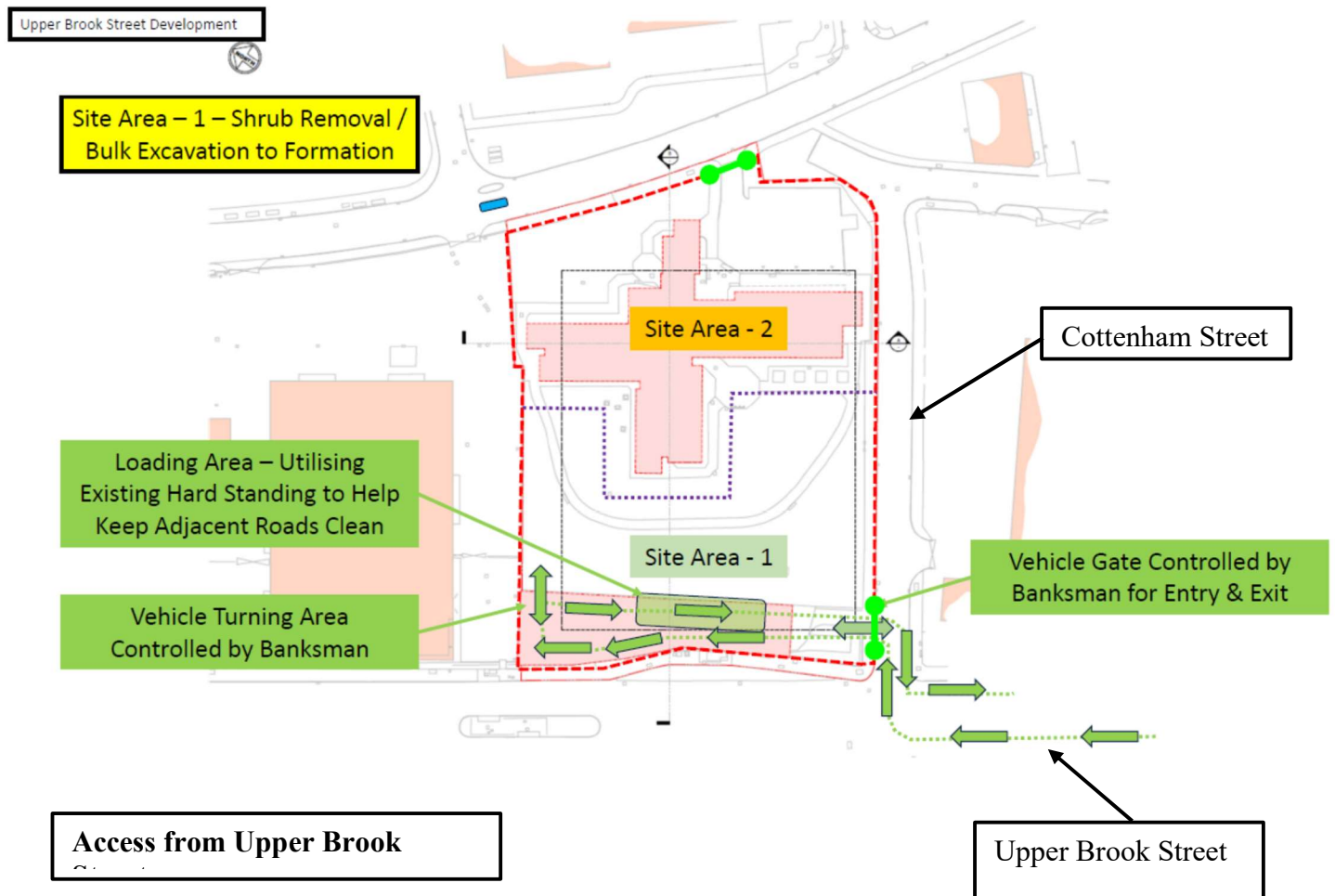
Travel Routes

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 and 22nd April 2025, with Veronica Wong and Steve McNeill. Morgan Sindall have presented their proposals for the main works and enabling works with feedback provided on the proposals. Further input is required from the demolition contractor, but the footpath and bus stop outside of the site on Upper Brook Street will need to be closed to facilitate the demolition/removal of the former Citroen canopy. It may also be a requirement for a localised lane closure on Upper Brook Street, as well depending on feedback from the demolition contractor.

When the building is to be demolished, an exclusion zone will be required on Cottenham Street, with Highways to be consulted on the logistics and licence requirements.

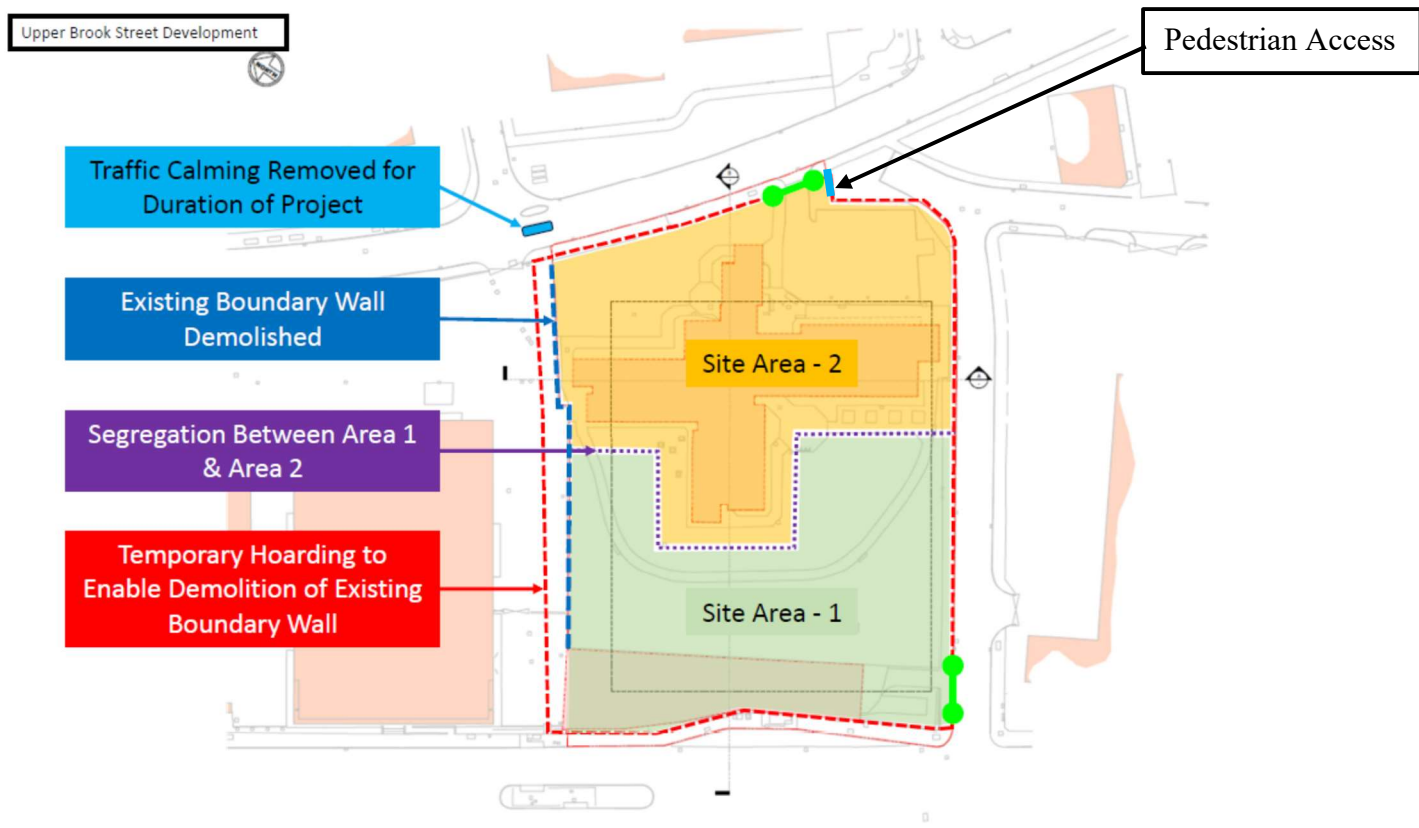
We recognise the importance of controlling construction traffic entering and exiting the site as well as the interface with the local residents and general public. The Banksmen will control construction traffic and to ensure there is no congestion caused at the entrance and exit to the site. They will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

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

A 2.0m high hoarding with manned vehicle and pedestrian access gates 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 to and from site being controlled by a Banksman.



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



Communication strategy with residents

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 image below. The proposed compound location and alternative compound locations are shown below.

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

- Canteen Facility
- Changing Room/Drying Room
- Toilet Facilities
- Shower Room
- Office
- Kitchen

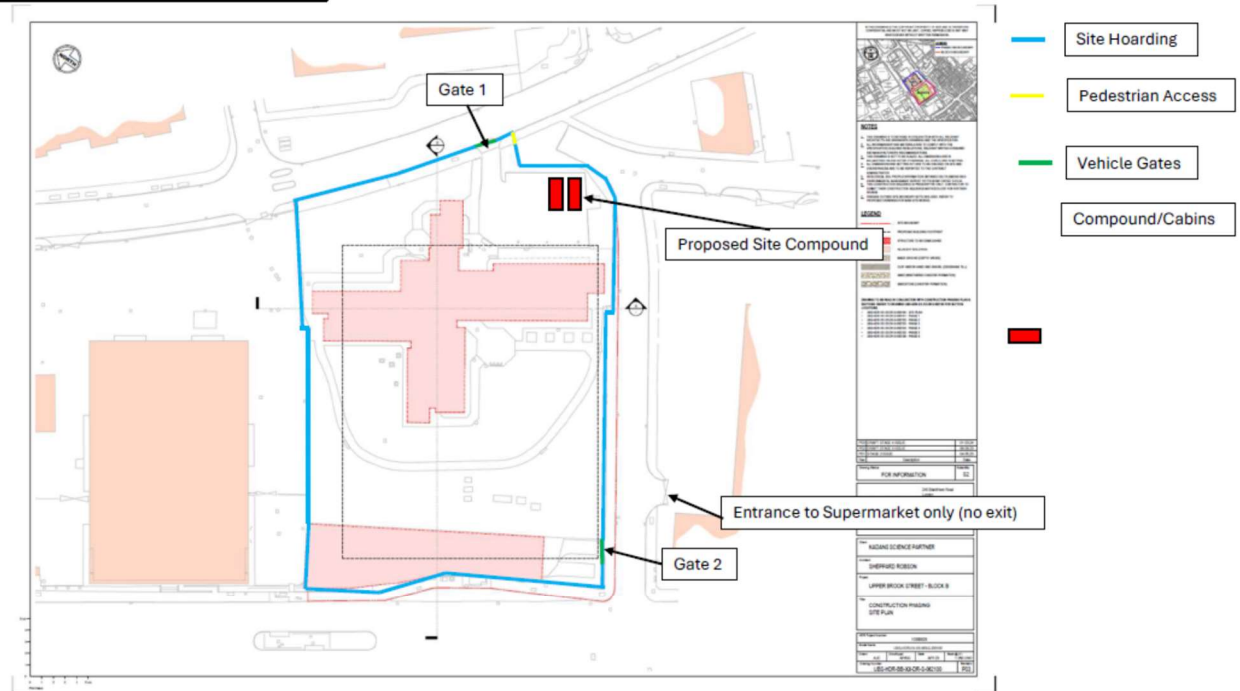
The cabins will be positioned on tarmac within the existing Elizabeth Yarwood House car park. If any external temporary lighting is erected, it will be positioned so as not to cause a nuisance to the surrounding public area and highways.

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

Upper Brook Street Development-Proposed Hoarding & Compound



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.

Control of Noise & Vibration

Noise and vibration can disturb local residents and give rise to complaints. Potential noisy activities for the demolition 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.

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.
- 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.

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 crush the brick and concrete from the demolition of the structures to be re-used as 6F2 on site, which will reduce the number vehicles leaving and coming to site.

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.

Details for the recycling/disposing of waste resulting from demolition and construction works

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 construction, demolition or excavation 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.

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 and Cottenham Street, for the demolition 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 Demolition Activities:

The Citroen canopy to Upper Brook Street will require a footpath closure, bus stop closure and lane closure, and Cottenham Street will require a "localised" footpath and road closure whilst Elizabeth Yarwood building to this elevation is demolished. It is possible that these closures will be enforced to take place outside of the normal hours, Highways.

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.

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.

Demolition

The scope of works is to deconstruct/demolish the 2-storey former care home, which is constructed of masonry walls, timber and concrete floors and a pitched tiled roof , as well as the single storey clad steel portal frame former Citroen canopy and removal of fencing where required.

Before undertaking demolition work, the following shall be provided by the demolition contractor:

- Evidence of competence and experience of the organisation for the scope and nature of works to be undertaken
- For high risk, complex or unusual demolition the use of specialist demolition contractors or those that hold membership of a recognised demolition professional association / body should be used (or must be considered)
- All operatives and supervisors undertaking / managing demolition must be fully trained under the recognised training scheme Certificate of Competence for Demolition Operatives (CCDO)
- A written SSOW must be provided following a thorough examination of all available drawings, structural information and survey reports. In accordance with the requirements of British Standard BS6187:2011
- Where required a notice of intention must be completed, to the relevant local authority, to carry out demolition under Section 80 of the Building Act
- Where required evidence of 'prior approval application' under 'planning laws for demolition' under the Town and Country Planning General Permitted Development (GPD) Order must be provided.

A structural survey must be undertaken prior to demolition works. The complexity of such surveys will depend on the scope of works and complexity of building design.

During demolition operations, protection to public areas and general site access areas must be installed to ensure that no pedestrians or vehicles are put at risk. Where protective fans or platforms are constructed over pavements or roads they must be constructed to a minimum standard of fully close boarded, with two levels of boards, 1,000 gauge fire retardant polythene between (please refer to section 30 (Scaffolding) and 37 (Temporary works / false work / formwork)) and be constructed in accordance with a specific design.

Effective controls for the prevention of materials falling from height, e.g. brick guards, Monarflex or other heavy-duty sheeting, must be in place. Debris netting is not considered adequate to contain demolition rubble. Monarflex must be tested and certificated to Loss Prevention Standard (LPS) 1215. Temporary works design must take this into account.

Burning and cutting equipment must be adequately maintained and regularly inspected. Gas cylinders must be secured in an upright position in trolleys. Flashback arrestors must be fitted. A minimum of two suitable fire extinguishers must be positioned locally. Gas hoses must be secured with crimp clips, not jubilee clips.

The use of acetylene on Morgan Sindall projects shall only be with the permission from the project lead, following detailed review of the task risk assessment and consultation with the local Safety, Health and Environment (SHE) advisor. This should be detailed within a specific risk assessment and is not limited to demolition works.

Suitable and secure gas cylinder storage facilities must be provided, complete with identification and warning notices and adequate fire extinguishers, to store cylinders when not in use. These must be locked at all times with keys securely stored.

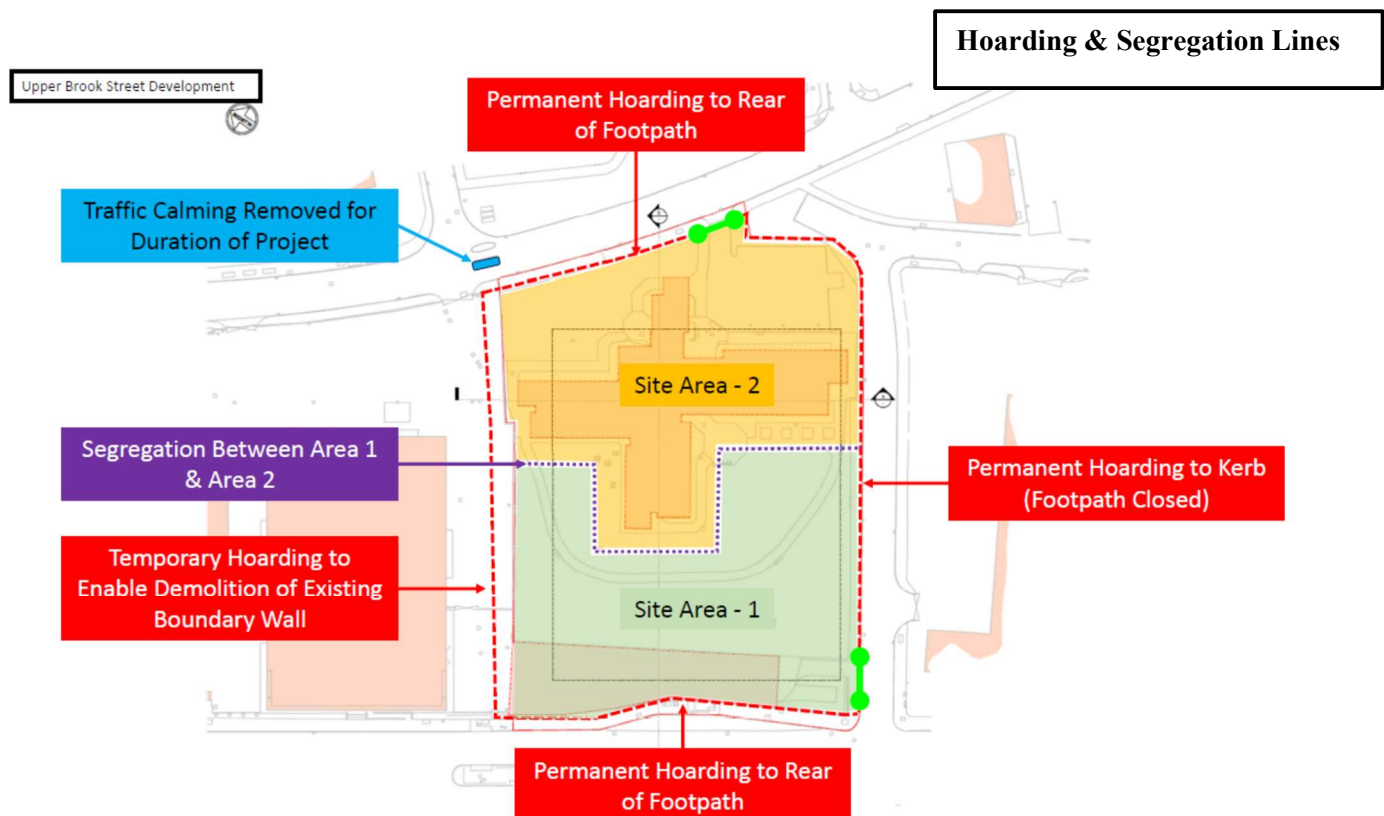
Suitable and adequate means of fire prevention and protection and a means of fighting fire must be in place and accessible. Fire exit routes must be provided and maintained at all times.

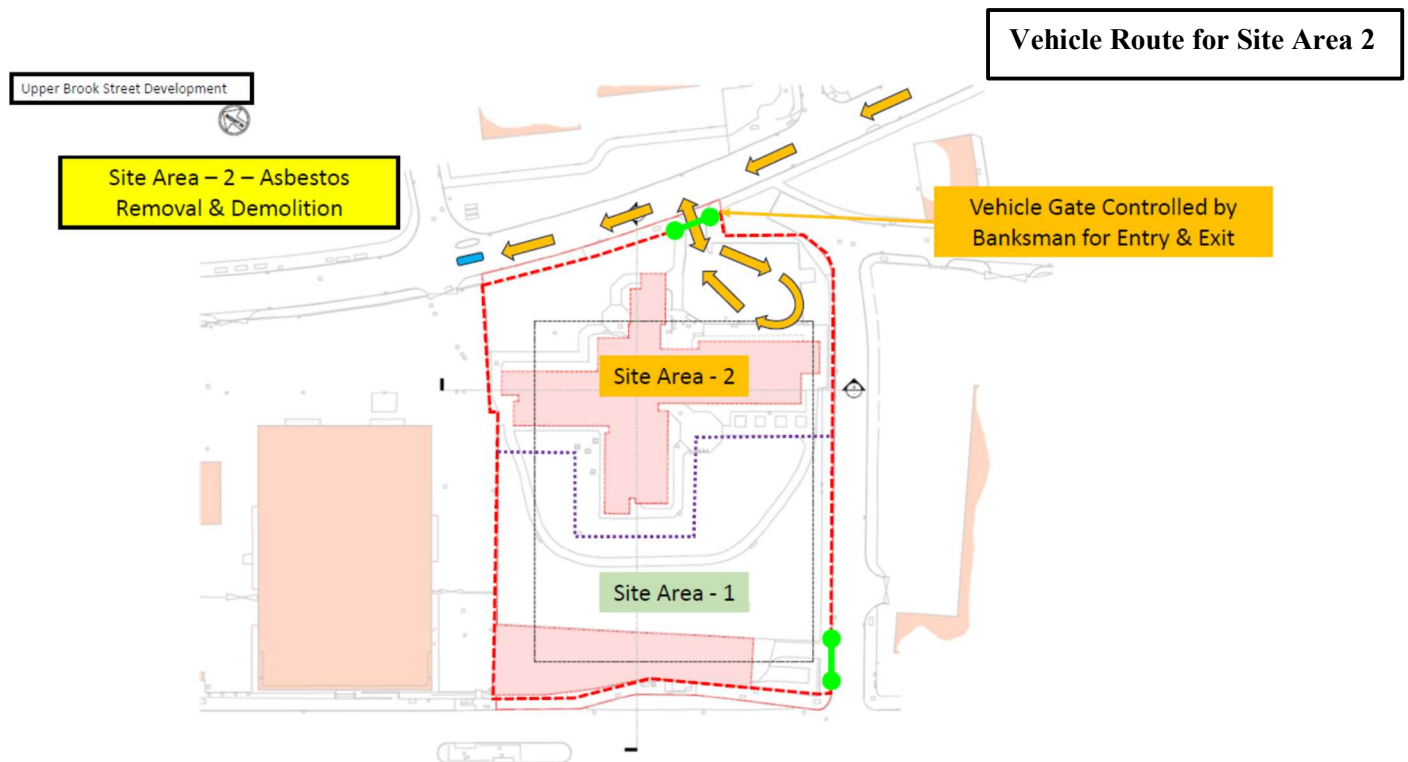
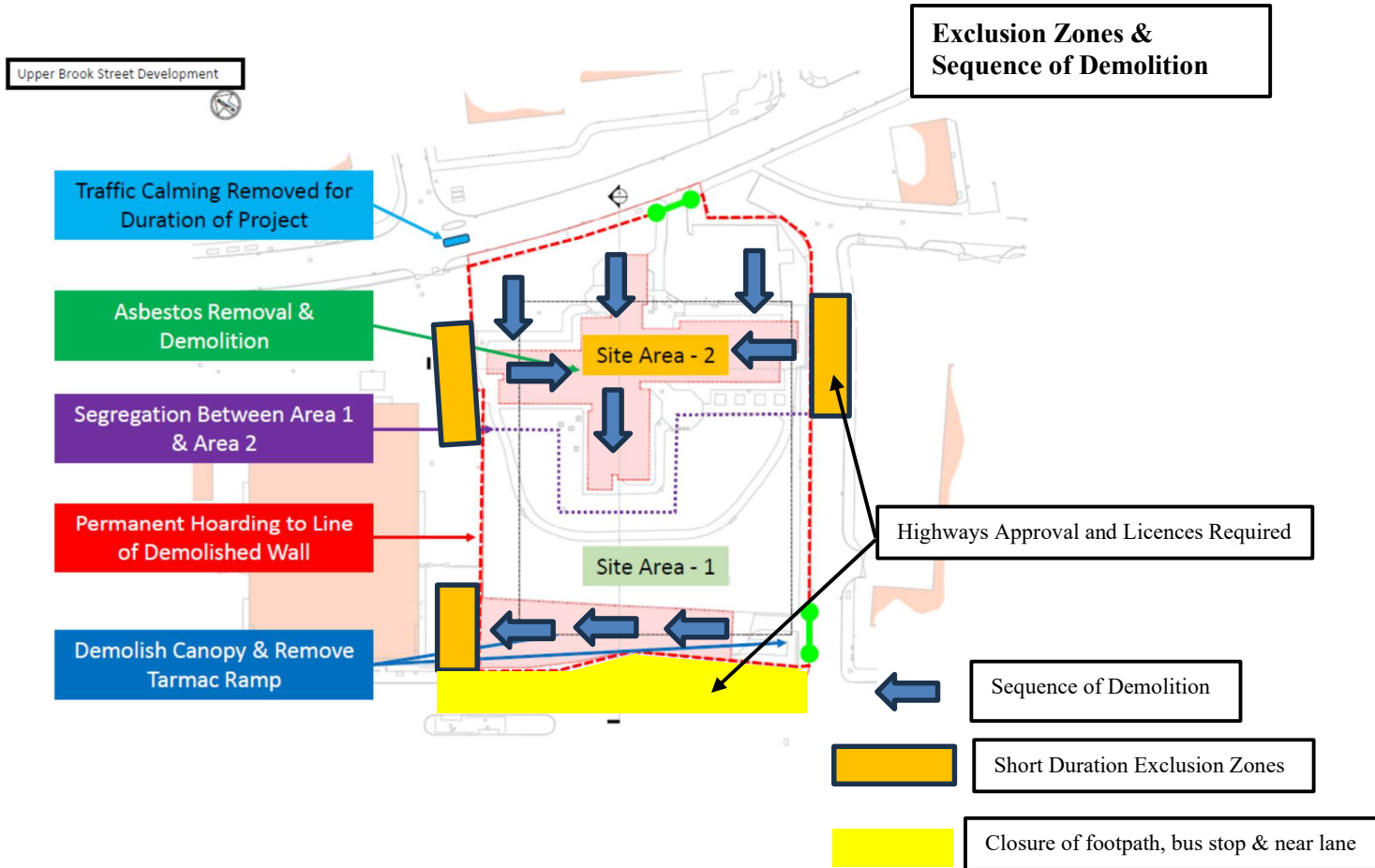
The following must be included in the risk assessment and associated SSOW for all demolition operations but not limited to:

- The sequence and method of demolition or dismantling, including any pre-weakening techniques to be used in conjunction with the temporary works designs
- Access and egress routes for pedestrians and vehicles and how these are to be maintained
- Means to secure and control access including the provision of exclusion zones
- Arrangements for the protection of the site workforce and the public beyond the site boundary from:
 - Falling materials
 - Dust
 - Fumes
 - Vibration / noise

- Procedures for dealing with unforeseen circumstances such as the discovery of a previously unidentified hazard e.g. asbestos, underground obstruction, etc.
- Personal Protective Equipment (PPE) requirements
- Temporary works details including drawings and calculations
- Methods of dealing with and disposing of particular hazardous substances, e.g. fuel, Polychlorinated Biphenyls (PCBs), lead, paint, etc.
- Provision and arrangements for the temporary storage and removal / disposal of demolition waste and hazardous waste
- Details of plant and machinery planned for use and copies of records of inspection, tests and examinations
- Size, location and protection of drop zones / openings
- Emergency and rescue procedures shall be agreed.

No demolition works are to proceed without written confirmation that all existing services in the building / area to be demolished have been isolated or purged as applicable.





Vehicle Route for Site Area 1

