UPPER BROOK STREET, BUILDING B3, MANCHESTER

DEMOLITION METHOD STATEMENT AND MANAGEMENT PLAN

Rev 3 – 02/06/2026

CONTENT

	Page No.
Introduction	3
Construction Information	
Project Information	
Labour Plant and Machinery	
Welfare Accommodation	
Access/Egress to Site	
Working hours	
Services	
Safety and Security	
Protection to the Public	
Operation No. 1 : Enabling Works	
Operation No. 2 : Asbestos Removal	
Operation No. 3 : Soft Stripping Internal	
Operation No. 4 : General Description of Demolition Method and Sequence of Work	
Operation No. 5 : Process and Disposal above ground demolition rubble	
Operation No 6 : Snagging Works and Site Finish	

INTRODUCTION

This Method Statement relates to the building and plot known as B3 only. B3 is a two storey former car showroom with ancillary office and workshop space, which is part of the wider Upper Brook Street development.

This document is the outline method statement describing the demolition element of works that are to be undertaken on this project.

Commencement Date : June 2026.

The scope of works that are to be undertaken as part of this project is to demolish the entire existing building down to slab level along Upper Brook Street to facilitate later works.

The site is located between Kincardine Road and Upper Brook Street, edged in red below with the building to be demolished edged blue.



The site was occupied by a 2 storey, 1970s car showroom. Access to the site is off Kincardine Road and this access is to be used for these works. The will be no access off Upper Brook Street.



The site is within an area of the City Centre that was previously characterised by retail uses and predominantly car showrooms. To the North is low level residential housing and a park and to the South is large higher education facilities.

This Method Statement is to be read in conjunction with the Construction Phase Health and Safety Plan (CPH&SP), the requirements of which must be strictly observed. The CPH&SP will be provided once a demolition contractor has been procured and prior to works commencing on site.

All site operatives must at all times whilst on site comply with the requirements of the Health and Safety at Work Act 974 etc., the Construction (Design and Management) Regulations 2015 and all other relevant safety legislation codes, standard and guidance.

All employees will be made familiar with the British Standard BS6187:2000 Code of Practice for Demolition which has been referred to during the preparation of this Method Statement.

CONSTRUCTION INFORMATION

Existing Building Construction

The building fabric is brickwork cavity walls with steel frame and columns.

PROJECT DIRECTORY

Below is the contact information for all parties involved in the demolition project.

Client:
Property Alliance Limited (PAG)
Alliance House, 14 Westpoint Enterprise Park, Clarence Avenue, Trafford Park M17 1QS
Contact: Connor Robinson
Mob: 07584 356 509
Email: crobinson@propertyalliancegroup.com

Principal Contractor:
TBC:
Contact:
Mob:
Email:

Principal Designer:
Rhino Safety
Suite 1 & 2, Edwin Foden Business Centre, Moss Ln, Sandbach CW11 3AE
Contact: Simon Walter
Mob: 01270 440 341
Email: simon@rhinosafety.co.uk

Structural Engineer:
WSP
8 First St, Manchester M15 4RP
Contact: Stephen Clare
Mob: 07778 374 534
Email: stephen.clare@wsp.com

Asbestos Removal Contractor:

TBC:
Contact:
Mob:
Email:

LABOUR PLANT AND MACHINERY

Site Demolition Staff:

- 1 No. Site Manager – non working
- 1 No. Supervisor – working
- 1 No. Plant Operatives
- 3 No. Demolition Operatives
- Regular visits by the Demolition Projects Manager and Contracts Manager

Asbestos Removal Staff:

TBC following completion of asbestos

Plant and Equipment

- 26tn 360° excavator with various attachments
- 18tn 360° excavator with various attachments
- Towable water bowser and jet spray for dust suppression during machine demolition
- Self-contained welfare cabin/office/toilets (fully compliant to CDM Regulations 2015)
- Electric scissor lift & mobile tower scaffold (internal soft strip)
- Various hand tools
- Plant certificates will be obtained for all plant used and copies of the certificates retained on site.
- All operators will have appropriate CPCS cards.

WELFARE ACCOMMODATION

Suitable welfare facilities will be established within the existing car parking area, which will have temporary power supplied from the existing supply.

The site accommodation will comply with the Construction (Design & Management) Regulations 2015 and comprise of 1 x Mess Cabin/Drying room; 1 x Office and 1 x Toilet Block/Hand Wash Station.

Pedestrian barriers will be used to segregate vehicle and pedestrian transit routes to the welfare facilities / site offices.

ACCESS/EGRESS TO SITE

Both site staff and vehicle deliveries will enter the site utilising the existing access point off Kincardine Road.

The site access point will be relayed to all delivery vehicles ahead of commencement on site though we do not envisage having any more than 5 vehicles on any given day.

Both site operatives and visitors to the site will enter the site parking bays, will be segregated from the rest of the site and clearly identifiable.

Site delivery vehicles will wait a pre agreed on-site holding point until an escort is available to direct the vehicle to the designated area for delivery/collection. Parking will not be permitted on access roads in the nearby vicinity.

Site access signage will be placed in clear visible positions warning both vehicles and pedestrian alike the location of the site entrance.

WORKING HOURS

Site working hours will generally be:

08:00 – 17:00 Monday-Friday
08.00 – 13:00 Saturday

Any other working hours outside of those mentioned above will be agreed with the local authority ahead of commencement.

MATERIAL DELIVERIES AND ROUTES

The principal construction logistics arrangements have been developed with consideration given to existing traffic movements and the potential impact of the works on the surrounding highway network and local area.

Access to the Site during the main works will likely be via the southbound A34.

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The following strategic routes are proposed for the majority of significant material deliveries:

Route from the West: M602 – Mancunian Way – A34 Southbound.

Route from the South: Vehicles approaching from the south will be directed to travel either clockwise or anticlockwise along the M60 before joining the designated western or eastern routes into the city and onwards to the Site.

Appropriate Site signage will be installed to instruct delivery vehicles that waiting on the public highway is prohibited. Compliance will be monitored daily to minimise disruption to local road users during operational hours.

All deliveries will be coordinated by the Logistics Manager and must be scheduled at least 24 hours in advance. Delivery vehicles will be allocated specific time slots to ensure safe unloading operations within the Site and to enable deliveries to be managed outside peak traffic periods wherever practicable.

CAR PARKING

The project is situated on the fringe of the city centre and benefits from excellent access to a range of public transport options, including rail, tram, and bus services. Wherever reasonably practicable, the workforce will be encouraged to travel to and from the Site using public transport, walking, or cycling.

Given the constrained nature of the Site footprint, only a limited number of on-site parking spaces are expected to be available for occasional operational requirements.

All other personnel travelling by private vehicle will be directed to utilise existing public car parking facilities within the surrounding area.

SERVICES

All utility disconnections will be undertaken in advance of demolition works and subsequent notices issued.

A CAT detector will be used by the site supervisor to test for live electric cables prior to any being removed. Once each supply has been terminated beyond the site boundary, the disconnection certificate together with a drawing identifying the disconnection point will be retained on site.

All service information will be stored on site within the Construction Phase Health & Safety file. We have been informed by the client that the service providers are as follows:

Electricity – Electricity North West
Gas – Cadent
Water – United Utilities
Telecoms – BT

Other service providers will be identified ahead of commencement on site.

SAFETY AND SECURITY

All necessary registers, accident books, diary, time book, test certificates, method statement, risk assessment, health and safety plan etc., will be kept on site under the control of the Site Supervisor and can be inspected at any time. All accidents are to be report to and entered in the site accident book.

A supply of spare hard hats, overalls, gloves, LEP, masks, welder's gloves and face visors (when burning equipment is used) etc., will be stored on site.

Senior Staff of the demolition contractor will ensure a high standard of Health and Safety is observed at all times on site. All operatives on site must wear full PPE in accordance with HSE requirements, including safety boots, hard hats, LEP and high visibility vest or coat.

Adequate segregation of pedestrians and vehicle traffic will be maintained at all times. Reversing of vehicles and plant will be minimised at all times. This will be highlighted on a site plan and will form part of the site induction for all operatives.

The site has been secured by hoardings, which stand at 2.4m above ground level, this may need minor amendment

Site security will also be maintained by security cameras provided by an approved SIA registered security contractor. The cameras will be monitored during all non-working hours for the entire duration of this project.

COMMUNITY LIASON

Local community liaison and communication measures will be put in place to ensure that nearby property occupiers, businesses, and residents are notified ahead of any works commencing, including information on the anticipated programme and duration of activities.

The construction works will be registered with the Considerate Constructors Scheme and, in accordance with the requirements of the Code of Considerate Practice, positive and proactive relationships will be maintained with all stakeholders who may be impacted by the development.

Prior to the commencement of works, a formal complaints procedure will be established across the Site. This process will enable local stakeholders to raise any concerns relating to the project and receive feedback following the investigation and resolution of complaints.

Throughout the construction period, Contact Boards, including details of the Emergency Contact Number, will be clearly displayed on site hoardings and adjacent to Site entrances. This will ensure that residents and members of the public are able to direct queries or complaints to authorised personnel who can respond promptly and take appropriate action to resolve issues efficiently.

PROTECTION TO THE PUBLIC

We will endeavour to undertake the work described below in such a way as to minimise the impact of that work.

Therefore the site team will:

- Take all reasonable steps to minimise the creation of dust, using powered water sprays to dampen buildings being demolished and the demolition arising's, should this be deemed necessary;
- Pay attention to wind direction so as to anticipate the impact of any work downwind of the working area;
- Curtail, suspend or re-arrange work as necessary to allow the demolition to proceed if possible whilst reducing its impact on any of the occupiers or neighbouring properties/premises;
- Ensure all plant is fit for its purpose and adequately maintained so that noise generation is within the manufacturer's stated maximum noise level;

- Given particular consideration to activity on site at the start of the day to minimise disturbance of the neighbours. Reversing manoeuvres will be avoided in the early morning to prevent reversing sirens sounding. Mobile plant, which requires approximately 20 minutes idling to warm-up before a shift will be parked sensibly away from residential units. Any particularly noisy operations (e.g. use of hydraulic breakers) will be programmed to minimise disturbance:
- Monitor the condition of the pubic highway when HGCs are leaving site will be undertaken.

The site boundary of the works area is to be secured with hoardings at a height of 2.4metres.

Warning signs will be displayed around the perimeter of the site in clear visible positions indicating the nature of the operations that are taking place on site. At the site entrance we will display a contractor notice board informing visitors of our company details and Personal Protective Equipment requirements for visitors who wish to gain access (not general public).

The site compound will also be established within the car park area. Traffic barriers will be used to segregate both vehicle and pedestrian transit routes between the main site and the welfare facilities.

A site visitor car park will also be formed and signage positioned in clear visible positions informing visitors where to park, or visitors will not be allowed to park on site.

The site offices, canteen area, drying room and toilets will also be established at this stage. Clear signage will also identify the Site Office and first Aid point to visitors and site operatives alike.

The security of the site boundary is to be assessed twice daily by the site manager to ensure that the integrity of the site has not been breached. Any sign of a breach will be rectified on this occasion.

Individual areas within the main site will also be fenced off by use of Heras type fencing as these areas are where waste skips will be positioned and loaded by mechanical demolition type machines. Demolition “Drop Zone” signage will be displayed on this fencing informing personnel of the activity taking place.

A Refurbishment & Demolition survey has been carried out by PAG. All asbestos has been removed.

All site operatives have undergone asbestos awareness training and are aware of the different asbestos contained products and what to be looking out for.

General waste materials removed as part of these works will be segregated into the various waste streams and loaded into the designated skip assigned for that material.

OPERATION NO. 1 : GENERAL DESCRIPTION OF DEMOLITION METHOD AND SEQUENCE OF WORK

Within this Section

- Demolition
- Material Delivery Arrangements & Routes
- Dust Control measures
- Debris on the highway
- Site Waste Management

Demolition works are described generally below. Items of demolitions that require more detailed special requirement are also identified below.

As a preface to the methods identified below, the following general description of the sequence of work may be valuable:

- Demolition of structures using only demolition-specification excavators with appropriate attachments;
- Processing of arisings (e.g. loading of waste into skips, stockpiling masonry, loading scrap, timber materials for recycling) using an additional demolition-specification excavator with appropriate attachments;
- Removal and disposal off site of all waste materials deemed associated with the demolition works.

Demolition of Building Generally;

The frame will be demolished mechanically by use of demolition type excavator fitted with various controlled attachments such as rotating concrete pulveriser, grapples and cold cutting shears for use on steel work.

The working area which will be classed as a “Demolition zone” will be fully enclosed with Heras type fencing which will be fully secured at all times.

The demolition process will be carried out sequentially in a “bay by bay” then “floor by floor” type operation to ensure that stability within the structure is always maintained at all times, this will be done using a high reach demolition machine, the vertical support columns within the building are visible and will be removed methodically.

Dust suppression will be carried out by use of a water spraying system.

At ground level a second demolition excavator fitted with a grapple type attachment will segregate the various waste materials and reload them into open top skips, located nearby.

The combination jaw will also be utilised to cut through the case concrete upstand slabs.

Once at ground level all materials will be processed and placed within the designated waste skips for the individual waste streams.

Larger items of steelwork will be re-cut into more manageable sizes again by use of the excavator and then loaded into suitable skips.

All non-rubble products that arise from the demolition works such as timber and steel will be segregated from the demolition rubble and reloaded into suitable skips again by use of the demolition excavator fitted with the grapple attachments.

All scrap metals arising from the demolition works will be loaded into suitable skips / articulated trailers and transported from the site to a suitable recycling venue. All timber and other general waste products will also be loaded into suitable skips that will be transported from the site to various recycling venues.

All rubble arising from the works will be removed from site using 8-wheel tippers.

Dust Control

Due to the nature of the operation being carried out there will always be dust incurred though we now utilise the very latest technology in combating dust issue on site. The dust suppression systems have been specially designed for effective dust control which may also help reduce health risks and air quality within the demolition industry. This shall be the main dust control measure which will be in operation on this site throughout structural demolitions and the processing and crushing of demolition wastes.

Throughout the demolition works the dust water suppression system will be in operation to remove the dust that is generated as part of this process, should this be deemed necessary.

Debris on the Highway

Particular attention will be given to maintaining the cleanliness of footways and carriageways surrounding the Site throughout the duration of the works.

The following control measures will be implemented where required:

- All HGVs transporting demolition waste or excavated material will be securely sheeted prior to departing the Site.
- Road sweeping operations will be undertaken to clean the Site hardstanding areas and remove any mud or debris deposited on nearby roads and footpaths by construction traffic.
- Wheel washing facilities will be installed at the Site access and egress points within the Site boundary.
- Banksmen will be responsible for monitoring the cleanliness of vehicles leaving the Site.
- Routine inspections of the Site perimeter will be carried out to maintain appropriate standards of housekeeping and overall cleanliness.

Site Management

4.6 Waste Management

Each Contractor will prepare a Site Waste Management Plan (SWMP), which will provide the framework for achieving compliance and recording all waste generated on Site. The SWMP will be subject to regular review and audit throughout the project duration.

Prior to the commencement of works, a waste risk assessment will be undertaken, with the findings used to inform the development and implementation of the SWMP.

The SWMP will establish targets for minimising waste sent to landfill in accordance with the principles of the Building Research Establishment Environmental Assessment Method (BREEAM).

The following measures will be adopted:

- Checks will be completed before any waste leaves the Site to confirm that materials have been correctly classified, that waste carriers hold the appropriate Environment Agency registrations, and that receiving disposal or recycling facilities operate under valid environmental permits or exemptions.
- All waste materials will be segregated and stored appropriately prior to off-site removal. Containers, storage bays, and stockpiles will be suitable for the specific waste type and clearly labelled with relevant handling and storage requirements to encourage reuse and recycling wherever practicable.

- Any hazardous waste requiring disposal will be managed in accordance with approved risk assessments and relevant material safety data sheets.
- Hazardous waste will be disposed of in compliance with the Hazardous Waste (England and Wales) Regulations, as amended, together with the Duty of Care requirements under Section 34 of the Environmental Protection Act. Waste Consignment Notes will be retained for all hazardous waste movements.
- Non-hazardous waste will be managed in accordance with the Waste (England and Wales) Regulations 2011, as amended. All transfers of non-hazardous waste will be accompanied by correctly completed Waste Transfer Notes (WTNs).
- Where recycled aggregate is either generated on Site or imported for use, the appropriate documentation will be maintained to demonstrate that the material is no longer classified as waste.

OPERATION NO. 2 : SNAGGING WORKS AND SITE FINISH

Following the demolition of the building the final works to be carried out on site, the site will be left with Heras fencing around the excavated basement area ready for the construction contractor.

Upon Completion

Once all works have been achieved, the site will be handed to a representative of the client for their acceptance / approval.

All plant etc. associated with the demolitions will be removed from the site and the area will be left clean and tidy.

Date:

I confirm that the demolition works undertaken by PAG have been done to my satisfaction.

Signed …… Print Name ……

On behalf of ……

Witnessed by …… Print Name ……

On behalf of ……