

Bromley Yard, M4 4JS

Meanwhile Creative Ltd

Construction Method Statement

Introduction

Planning Reference: 138695/FO/2023

Installation of shipping containers to form 4326sqm. gross of co-working space (sui generis) with associated car parking and other works for a temporary period of 3 years

Project Team

Client

Meanwhile Creative Ltd, 4b, 36 King St, Bristol, BS1 4DZ.

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Architect

Marrons, One Temple Quay, Temple Back East, Bristol, BS1 6DZ

Contact – Tom Macklen, Tom.Macklen@marrons.co.uk

Planners

Eden Planning & Development, 1 Market Street, Altrincham, WA14 1QE.

Contact – Nicole Roe, Nicole@edenplanning.co.uk

General

It is anticipated that the construction period will be approximately 20 weeks including approximately 4 weeks for groundworks.

i) The parking of vehicles of site operatives and visitors

Contractor parking will be within the boundary of the site as outlined in red on the accompanying location plan (Refer to Appendix 1).

A site parking area will be established to provide parking and welfare facilities for contractors and visitors. During construction, all personnel attending the site will report to the site office first and receive an induction regarding the works and expected behaviour on site.

ii) The loading and unloading of plant and materials.

The supply chain will be clearly instructed regarding the agreed traffic route from the A664 (Rochdale Rd) for all deliveries and the access/egress entrance to be used, which will be clearly located along Peary Street. All deliveries will be unloaded inside the site boundary under the supervision of a banksman to protect vulnerable road users.

Distribution of building materials around the site, and the initial unloading of vehicles will be carried out in the main by appropriate mechanical means chosen by the contractor to best suit the site and the surface.

All deliveries are to be restricted between 9.30am – 4.30pm Monday – Friday.

iii) The storage of plant and materials used in constructing the development.

The site set up will be confirmed by the Principal and Main Contractor once appointed, but it is anticipated that there will be only a small number of containers used throughout – which once construction is complete will be converted into a workspace the same as all other units on site.

The site compound will be positioned to allow for continued progress of the site without the need for re-configuration during development.

iv) The erection and maintenance of security hoarding

The existing fencing type 1.8m high boundary fencing will be retained and supplemented to keep the site area secure. All fencing and barriers will be regularly inspected and maintained by the site manager.

Where required, fencing will have debris mesh affixed to the inside of the panels to help prevent the transfer of materials off site.

There will be a clearly marked and signposted entrance point on Peary Street.

Signage will be affixed to the fence noting the name of the Main Contractor, PPE requirements, warning signage and signage indicating contact details in case of emergency.

v) Wheel washing facilities

Wheel washing facilities will be available if required. We anticipate this will not be required as the site surface is compact hardcore, however the site manager will monitor and make available if required to prevent the transfer of mud onto the Highway. In addition, the Highway will be monitored regularly by the Main Contractor and an on-call road sweeper will be used as and when required.

vi) Measures to control the emission of dust and dirt during construction.

Dust arising from the construction works will be controlled in several ways depending on the work source causing/providing the dust and the timing/stage at which the construction works are at.

Measures for the control of air-borne dust particles will be as follows:

Bulk excavations and loading of vehicles.

- In damp or wet conditions, little or no action will be required as the material will hold together, virtually eliminating any dust breakout from this operation.
- In dry conditions, wetting down of the excavated material when being dug or loaded into the tipper wagons will be carried out with large hoses (circa 50mm to 75mm) connected to either main standpipes or pumped water bowsers.
- Supervision by way of a banksman will be employed during such operations.
- No vehicles will need to leave site with aggregate on board as all will be retained within the boundary.

Tipping of Bulk Aggregates:

- Delivery vehicles will be fully sheeted to eliminate any “blow off” of material. Dry and dusty material will be wet down prior and during discharge from the vehicle supervised by a banksman.
- No burning or crushing of any material shall take place anywhere on site.

vii) A scheme for recycling/disposing of waste resulting from ground or construction works.

All materials suitable for recycling on site will be retained and reused (e.g. compact hardcore for retaining walls). We plan to reuse all materials on site, however if any are not suitable they will be removed for recycling off site, or as a last resort taken to landfill in accordance with the waste regulations. Any concrete on site will be crushed for re-use.

In addition:

- Waste segregation will be implemented.
- Specific waste collection area will be designated.
- Waste figures will be recorded.

The duty of care certificates will be filed physically & digitally for record keeping and inspection.

viii) Details of working hours

Hours of working are to be Monday-Friday 8am-6pm; possibly there may be Saturday working hours but this will be limited between 8.30am-1.30pm and there is to be no working on Sundays and Bank Holidays.

Internal fit-out:

The hours of working are to be Monday – Friday 7am-6pm, Saturday 8.30am-1.30pm (if necessary) and no working on Sundays and Bank Holiday.

ix) Routing of delivery vehicles to/from site

During the construction of the site, entry and exit will be facilitated through the entrance on Peary Street on, directing vehicles on to the A664 (Rochdale Road), utilising the existing dropped kerbed site access points.

The swept path analysis has identified that the current access route into the site is too narrow and provides an insufficient turning circle (see Appendix 2), as a result the site access point will be widened by removing the gate, a section of fencing and 1 x lighting column. Upon completion of the construction phase all removed fencing will be reinstated.

Close to the access point there is 1x lighting column which will be removed and reinstated upon completion of the construction of the project, as it restricts the turning circle of HGVs and there is a possibility of it being damaged.

As part of these works, under the New Roads and Street Works Act 1991 (NRSWA 1991), a Section 50 licence will be applied for and a permit granted prior to commencement.

x) Container deliveries

20ft & 40ft Shipping containers will be delivered on a flatbed lorry to be arranged by principal shipping container suppliers. Two x 20ft shipping containers or one x 40ft shipping containers will arrive on the rear of a lorry at a time.

A vehicle banksman will be made available to direct and control waiting deliveries.

A mobile crane, a driver and slinger will be on site throughout the whole of the time whilst shipping container deliveries are being made, to safely offload and place shipping containers in to designated positions.

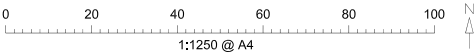
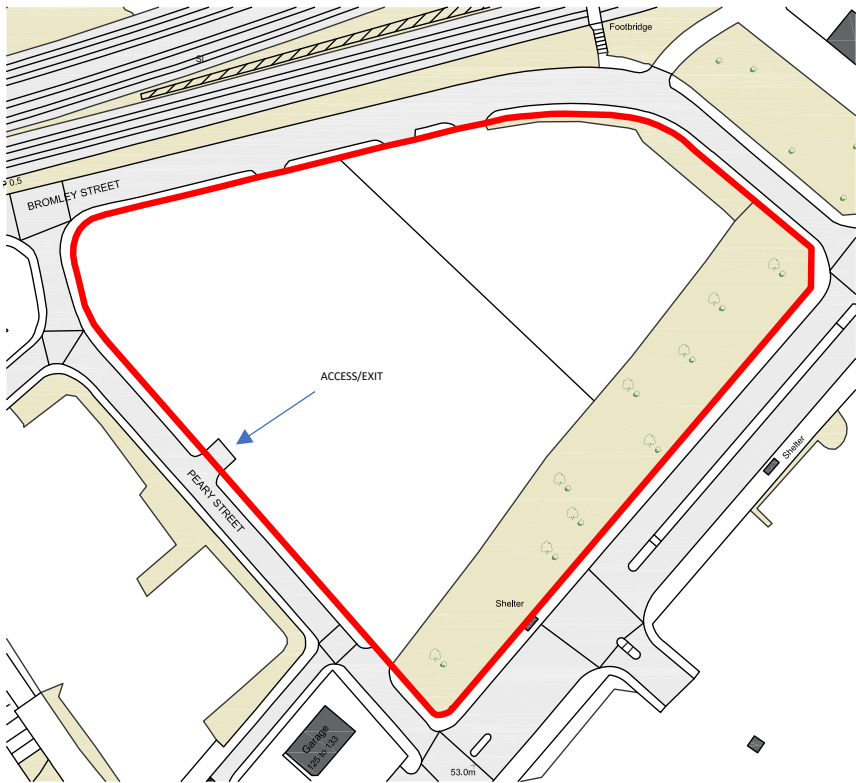
xi) Dilapidation Survey

Following the completion of the construction phase of the project, a dilapidation survey will be undertaken by the project manager. This survey will look to identify any areas immediately surrounding the site that have become damaged from either the construction of the project, or from the delivery of assets or materials.

Items such as kerbstones and pavements will be inspected and any damage that is identified will be noted and repaired.

Appendix 1

Location Plan



STATUS		PLANNING		PROJECT SITE		DRAWING NO.		A-P10-001	
NOTES				BROMLEY YARD MANCHESTER		DATE		14/05/2024	
				MEANWHILE CREATIVE		JOB		27.05.23	
				DRAWING DATE		REVISION		SL	
				SITE LOCATION PLAN		APPROVED		VT	
						REVISION			

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Appendix 2

Swept Path Analysis

