Wimshurst Pelleriti

Construction Method Statement

PROJECT NAME: Meadows Hall

PROJECT ADDRESS: Meadows Hall, Church Road, Richmond, TW10 6LN

DATE: 21th July 2022

Prepared By	Wimshurst Pelleriti	TW	Operational Director	**Signature**		**Date**	23/06/2022

REVISION HISTORY

Revision	Date	Reason for Change	Changed By
N/A	23/06/2022	First Draft Issue	N/A
P0	21/07/2022	Planning Issue	SP

All Documents are created in accordance with Wimshurst Pelleriti Ltd Quality Procedure.

Documents are approved for issue by a management representative. This authorisation confirms that the documents complies with these requirements.

1.0 Introduction

1.1 This Construction Method Statement (CMS) is for the proposed new development of the site formerly occupied by Meadows Hall Old peoples Centre. It sets out the measures that the client will require its contractors to adopt to reduce the negative effects of congestion, pollution and noise resulting from the project on the surrounding community, residents, and road network.

1.2 The site is currently vacant and empty with the structure having already been demolished. It is proposed to build 13 units on the site; 5 mews houses to the rear of the site and 7 flats with 1 support accommodation unit in a mansion block to the front of the site together with 1 new on street car parking space. New pedestrian access is to be formed from the public footpath to the new residential units. No vehicular access is proposed on site.

1.3 The site is situated approximately 75m from the junction of Church Road with Sheen Road and 330m from the rear pedestrian accessway to Richmond station. The eastern boundary of the site (around 15m) faces onto Church Road. Site access is currently from this road. All other site boundaries are occupied by residential properties.

1.4 Richmond's Planning process requires the submission and approval of a CMS with the submission of the proposed plans.

1.5 This revision of the CMS has been prepared in conjunction with a competent contractor, familiar with the carrying out of construction works in the Borough of Richmond. All subcontractors and operatives will be made aware of the requirements of this CMS. The contractor shall submit any subsequent amendments that they propose to this CMS to the Construction Managers for approval. In turn, and if approved, the amendments will be sent to the Planning Authority for approval.

1.6 Site Location Plans

2.0 Construction Phase and Techniques

2.1 The construction will be split into 2 phases: Phase 1 will include removal of the remaining concrete slab. Phase 2 shall include construction of the proposed development. The proposed site establishment for each of these phases is indicated on drawing **WP-0733-A-1500**.

2.2 The duration of Phase 1 will be approximately 1month, with the demolition carried out by a registered Demolition Contractor and works scheduled and executed to create the least disturbance to neighbours and the immediate environment. All waste materials resulting from the demolition will be removed from the front of the site on Church Road. The removal of this waste, and access and egress in general, will be monitored on a regular basis by both Contractor and Construction Managers.

2.3 The Construction Phase of the project (Phase 2) will see the main structures built from a mixture of brick and block and timber frame construction. The pitched roof of the front building to covered in slates, with the rear building's roof covered in sustainable zinc. Internal dividing walls are to be metal stud partitions with plasterboard facings.

2.4 Principal Construction activities to include;

- Site Establishment
- Demolition
- Groundworks
- Excavations
- Below ground Drainage
- Utilities connections
- Frame and floors
- Internal framing and external facades
- Roof installation and coverings
- Services installations
- Works by statutory undertakers and drainage connections
- Internal finishes
- External works and landscaping
- Works to public highways

2.5 Site Establishment – The site`s perimeter will be hoarded off with timber hoardings of at least 2m in height. These will be painted in an appropriate colour. The hoarding construction must be such to prevent climbing from the public side. CCTV will also be installed as a security measure to monitor the site entrances and site establishment.

2.6 The Contractor will ensure the following;

- No fires on site
- Considerate behaviour of all staff, including on the highways
- Maintenance of staff welfare facilities

- A logbook for complaints will be provided, for members of the public
- Clear contact details of the Site Manager and Contractor details will be posted on the site hoardings
- Clear signing in procedures will be provided for visitors and for deliveries
- Removal of food waste and other rubbish will be done regularly
- The maintenance of the site, the site entrances, pavements and footpaths will be carried out at regular intervals to promote good housekeeping

3.0 Supply Chain Management

3.1 Route and access

The Contractor will arrange with the all suppliers and subcontractors as to the best routes to site, and the delivery procedures to be followed at all times. This is to ensure access to site, and off-loadings are to be kept streamlined

3.2 Online

The contractor will monitor latest highways issues online (delays, diversions, unexpected incidents, model behaviours etc) and react to any alerts that could affect the immediate areas in proximity to the site.

3.3 Booking in System

A `Booking in system` will be used by the contractor to plan and organise deliveries. This will record movements to and from the site for the duration of the project. This will also document any significant alterations/omissions to be agreed with the Planning Authority. The Construction managers will monitor the system and apply for changes or updates as required.

3.4 Restricted Delivery Times

It may be appropriate to arrange certain deliveries outside of the normal workings hours to alleviate any high congestion times, subject to agreement with the Planning authority, and any mitigating measures.

3.5 Co-ordination of Deliveries at Site Level

All deliveries and collections will be co-ordinated by the Site Manager to ensure that no vehicles are left obstructing the highway, whilst either trying to access site, and or make a drop-off or collection. If a vehicle is unable to stop at the designated un-loading area, then it will be asked to leave and return at an agreed time. Queuing will not be permitted in and around site, to ensure mitigation of traffic congestion. If any suppliers fail to adhere to this policy, they will be notified at management level, and asked to address the problem. The construction Managers will monitor this process at all times, during the construction period.

3.6 Vehicles and Interaction with Neighbours

The Contractor will ensure that all vehicles associated with the site do not cause any damage or nuisance to neighbouring properties and residents when approaching or leaving site, or during off-loading. Any damage caused will be made good by the contractor, and the Construction Managers notified immediately should this occur. The

contractor is to ensure that construction traffic does not impede or block emergency vehicle routes in any way.

3.7 Load Protection

All loaded lorries and particularly skips, and muck-away wagons are to ensure their loads are covered with netting or sheeting.

3.8 `FORS`

All relevant subcontractors will be required to comply with TFL`s `Standard for Construction Recognition Scheme ` (FORS). Transport operators who are not members will be required to sign up to the scheme within 90 days of their contract award.

3.9 `LEZ`

The site is within the London Low Emission Zone (LEZ). All construction site transport must therefore comply with all relevant regulations. Payment of the non-compliance charge is not acceptable.

3.10 Logistics Optimization

The Contractor shall seek to optimise logistics on site at all times. This will be done in tandem with the Construction Managers. This should include implementing supply chain management tools as appropriate, such as;

- Demand smoothing, whereby deliveries to site are staged to reduce congestion around site
- Web based delivery booking and tracking systems, which allow for greater control over delivery management
- On-site marketplace, whereby common materials are stored on site for communal use, limiting multiple deliveries
- Better control of materials ordering
- Off-site fabrications where possible
- Promoting safe and efficient operators
- Promoting modal shift, whereby alternative transport methods are explored and exploited. This might include purchasing concrete and aggregates from nearby suppliers.

4.0 Waste Management

4.1 Domestic and Commercial Waste Collections

The Contractor will liaise with the local authority with regards to refuse collection dates and times, in order to avoid deliveries during these times. This will be reviewed by the contractor prior to commencing on site.

4.2 Asbestos

An asbestos register will be made available to the Demolition Contractor and Main Contractor. Should there be any identifiable asbestos found on site, the HSE will be notified as such.

4.3 Spoil and Demolition Waste Removal

- During the demolition Phase of the project, all waste materials and spoil will be removed from site, and any materials ear-marked for recycling, will be noted as such.
- Waste removal from site will be on a regular basis, or on a call-out basis to prevent build up on site.
- Construction waste material will be segregated on site to maximise opportunity for recycling
- Where appropriate, consideration shall be given to co-ordination with other local developments to increase opportunities for shared loads or re-use of materials.

4.0 Site Access

5.1 Construction Access Route

All vehicles shall access the site from Church Road, uphill, and will stop in the single yellow area outside the site, which will form the designated loading and un-loading area. Such vehicles will only stop there under the control of the contractor and for loading and unloading only. Church Road will form the main access and egress routes to site with vehicles leaving up the hill.

5.2 Crossovers and Highways

There will be limited access onto site by construction vehicles, due to the constraints on site, and limited space.

5.3 Control Points

Access to the site will be made through the authorised access point, and controlled by the Contractor at all times. This holds for both the Demolition and Construction Phases of the project. All deliveries will be controlled through the site booking system, as noted above.

5.4 Site Plan

The Demolition Contractor and Main Contractor will plan the site for each Phase of the Works. Loading and un-loading are key points to be noted, as well as storage areas for materials. A notice board and signage will be displayed on the site gates and hoardings with entrance details, and access arrangements. This Plan is to be issued to all sub-contractors prior to commencing their works on site.

5.5 Loading & Un-loading

The Demolition Contractor and Main Contractor will endeavour to load and unload at all times from within the designated loading areas. Should this not be possible for whatever reason, a plan needs to be in place, with all necessary controls in place for this to happen. This can only happen in exceptional circumstances. All deliveries of abnormal or unusual loads will be well planned, well in advance to allow arrangements for safety to be made and to ensure access routes are not blocked.

5.6 Storage of Plant and Materials

All necessary plant and equipment required will be stored within the site boundaries. The contractor will ensure that this is secure outside of working hours. Construction materials will also be stored within the site constraints at all times.

5.7 Staff Travel

- The site has a public Transport Accessibility Level (PTAL) 6a, which indicates that the site has a very good level of accessibility to public transport.
- The nearest bus stops to the site are located along Church Road, the nearest being within 20m of the site. There are regular bus routes on Church Road and Sheen Road offering good access to the site.
- The nearest Railway station is located in Richmond town centre, approximately 330 metres from the site.
- All contractors are encouraged to use public transport where possible. Secure cycle storage will be made available on site, to encourage workers who can travel by bicycle.

6.0 Noise and Vibration

- Works that generate noise on site will generally be restricted to 0800-1800 hours on Monday to Friday and 0800-1300 on Saturdays, with none permitted on Sundays and Bank holidays.
- Any work to be carried out outside of normal working hours is to be agreed in writing with the local Authority prior to commencement. Further mitigation measures may be required.
- The contractor is to liaise with the neighbouring residents as appropriate to ensure that any noise impacts are reduce as far as practicable.
- Noisy plant or equipment is to be situated as far as practical from neighbouring houses. Barriers to be employed where necessary.
- Vehicles and mechanical plant is to be maintained and in efficient working order. Exhaust silencers are to be fitted. All plant is to comply with relevant statutory requirements.
- Where practical, the use of impact tools is to be avoided
- Noise emitting machinery that is required to run continuously shall be housed in a suitable acoustic enclosure, where practical
- There will be no concrete crushing plant on site
- Work is to be done in accordance with BS 5228-1:2009 + A1:2014 Code of Practice for noise and vibration control on construction and open sites

7.0 Dust, Mud and Air Pollution

7.1 Dust from both demolitions and construction is to minimised as much as possible. All elements being demolished will be sprayed with water as needed to prevent the accumulation of dust. Site cutting or grinding is to be kept to a minimum, or water saws are to be used. The use of screening may be appropriate.

7.2 Wheel Washing will be used throughout the project as a way of maintaining and reducing dirt on the roads. As there will be limited access onto site for large vehicles like muck-away wagons, we envisage there to be minimal dirt and mud transfer from site to road. The Demolition Contractor and Main Contractor will however have a wheel washing facility to hand should it be required. Run off from the wheel wash will be intercepted to ensure that mud fines within the water do not enter the public sewer,

7.3 Areas around the site, including the public highway, are to be regularly monitored and swept as required to prevent build-up of dust and dirt.

7.4 No fires will be permitted on site at any time.

7.5 Emissions from plant are to be minimised where possible, and all equipment is to be well maintained and not left running for long periods when not in use.

8.0 Implementation

8.1 Confirming the Plan

The Demolition and Construction Logistics Plan will be reviewed by the Construction Managers on an ongoing basis. The Contractors will confirm with the Construction Manager should there be any required changes, as soon as they become apparent.

8.2 Responsibility

The Contractors will ensure compliance by all sub-contractors to prevent any unnecessary disturbance to the local residents and general public. The Demolition and Main contractors will be responsible for ensuring that the requirements of the CMS are effectively communicated to the project team. Key activities and environmentally sensitive operations will require specific briefings to all staff and subcontractors.

8.3 Liaison with Neighbouring Developments

The Construction Managers will be responsible for co-ordinating arrangements with any other local developments during the construction period in order to minimise potential disruption.

9.0 Monitoring

9.1 The Construction Manager and Main contractor will monitor the CMS throughout the development.

9.2 The site `Booking-in` system will be used to provide data about the number and type of vehicle movements to and from the site. This system shall be maintained by the Construction Managers and will be open to review by the Local Authority at any time.

10.0 Utility Co-ordination

10.1 The Developer will commit to bring in utility connections with the minimum possible disruption to the traffic network. This will require a full list of required utility connections and specifications to be made available at the earliest opportunity so that co-ordinated

installations can be arranged. The Developer will endeavour to bring utility connections up to site in a single co-ordinated set of works if at all possible.

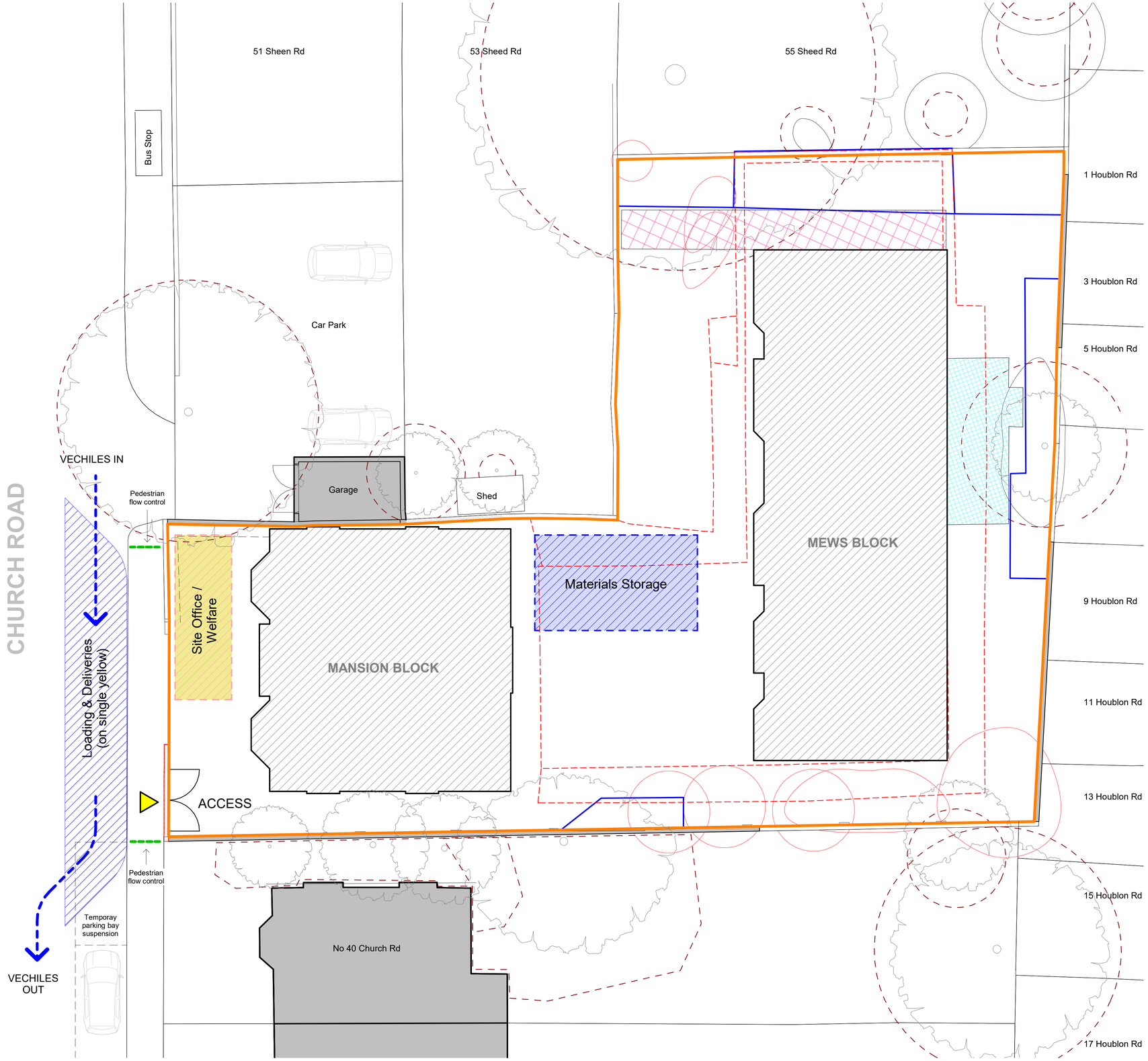
10.2 Optional Measures will be adopted wherever possible. These could be one of the following;

- Power Banks – this will allow for the reduce in the size of generators for on site use, leading to savings in cost noise, pollution and resident complaints.

- Early doors Delivery – In order to mitigate the effects of the restricted delivery hours on construction sites, the contractor will be encouraged to adopt an “early doors” arrangement with the LBRuT to work with the local community to establish agreements whereby deliveries may be made early in the morning prior to the start of the AM traffic peak period.

11.0 Appendix

- Construction Logistics Plan WP-0733-A-1500



Key

- Site Hoarding (2.4m high timber and plywood enclosure painted 'bottle green')
- **Phase 1** - Enableing works - Demolition of existing concrete slab & hardstanding
- **Phase 2** - Construction Footprints
- Material Storage
- Site Offices & Welfare
- Site Vehicle loading & delivery bay
- Tree protection fencing
- Root protection area
- Ground protection
- Low invasive surface + Ground protection
- Tree to be removed
- Pedestrian control
- Site Access

0 1m 2m 5m

NOTE: DRAWING TO BE READ IN CONJUCTION WITH CONSTRUCTION METHOD STATEMENT - WRITTEN DOCUMENT

NOTES - FOR CONFIRMATION

- THIS DRAWING IS SUBJECT TO CONFIRMATION BY THE APPOINTED CONTRACTOR
- ANY ALTERATIONS TO BE AGREED WITH LOCAL PLANNING AUTHORITY
- FIRE STRATEGY AND ESCAPE TBC BY CONTRACTOR
- CONTRACTOR TO CONFIRM ALL ACCESS WIDTHS

Revision	Date	Description
P0	21/07/2022	Planning Issue

project
Meadows Hall

drawing title
Construction Logistics Plan

drawing number	revision
WP-0733-A-1500	P0
scale @ A1	**First Issue**
1 : 100	13/06/2022

drawing purpose
PLANNING

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