Wimshurst Pelleriti

Construction Method Statement

PROJECT NAME: Independence House

PROJECT ADDRESS: Independence House, 84 Lower Mortlake Road, Richmond, TW9 2HS

DATE: 24th November 2023

Prepared By	Wimshurst Pelleriti	JV/ SP/ TW	Operational Director	**Signature**		**Date**	24/11/2023

REVISION HISTORY

Revision	Date	Reason for Change	Changed By
N/A	24/11/2023	First Draft Issue	JV

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

1.0 Introduction

1.1 This Construction Method Statement (CMS) is for the proposed new development of Independence House in Richmond. 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 proposed development comprises the refurbishment and extension of the existing building to provide 21 residential units.

1.3 The site is an existing office building located on Lower Mortlake Road, a busy dual carriageway and about 0.5miles from Central Richmond and the main over train station. The northern boundary faces Lower Mortlake Road. The western boundary of the site faces onto West Sheen Vale. The eastern boundary of the site faces onto Crofton Terrace. Vehicular access to the site is currently from this road. The southern boundary faces Crofton Terrace, residential properties with addresses at West Sheen Vale.

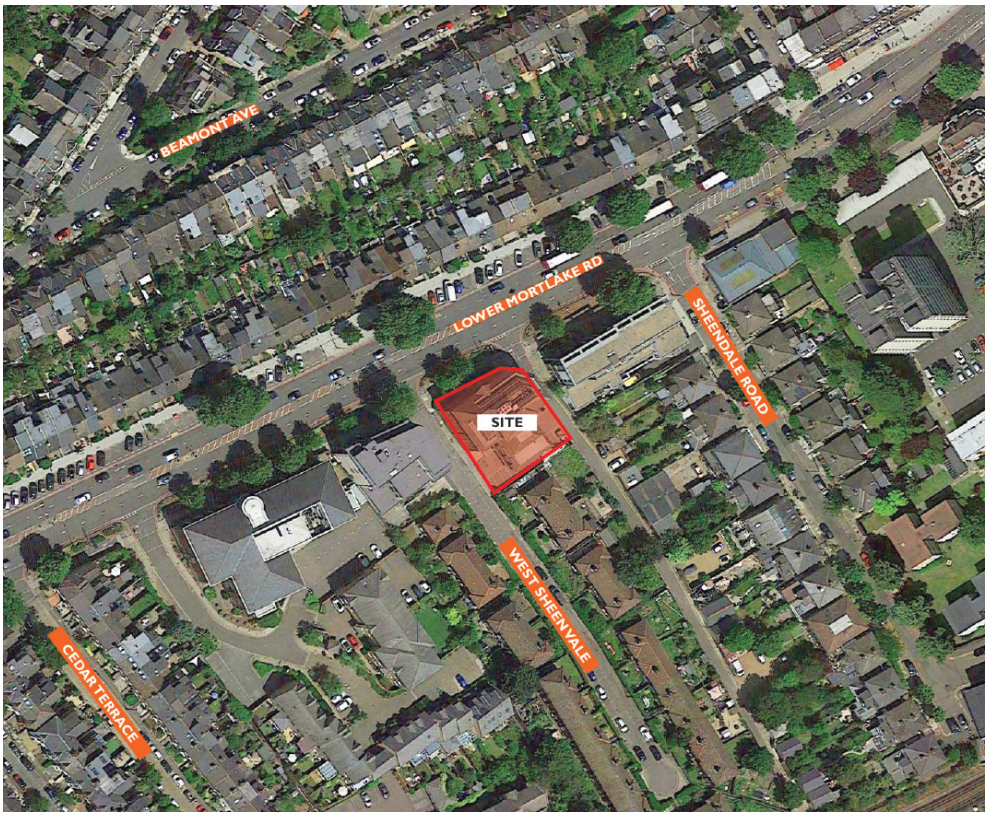
1.4 The existing building consists of commercial office space that was once used as the headquarters for William Grant & Sons. The existing building was originally constructed in 1988 and was formed from a reinforced concrete frame over a single storey basement. The existing structural frame consists of a reinforced concrete rib slab construction supported off reinforced concrete beams contained within the depth of the ribs to allow for a relatively flush soffit. These beams are supported off reinforced concrete columns which extend down into the reinforced concrete basement.

1.5 The building is cladding in masonry cavity wall consisting of external 100mm facing brick, 50mm cavity and 200mm thermalite internal blockwork wall. The existing roof is cladding clay tiles. Contained within the main roof structure is a plant room contained the M&E equipment for the building. This is located on a solid reinforced concrete slab.

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

1.7 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.

1.1 Site Location Plans



2.0 Proposed Construction and Techniques

2.1 The proposed development consists of a lightweight vertical extension to the existing concrete frame. The existing concrete roof structure along with M&E plant room is to be removed and replaced with a new steel frame infilled with Metsec joists to provide additional residential space. The removal of the existing concrete plant and roof structure will lighten the load on the existing foundations and create capacity for the new roof extension to be constructed. This philosophy will apply to the front and rear portions of the building.

2.2 Proposed roof extension construction: The new vertical extension will be formed of a hot rolled steel frame lifted into place by a mobile crane. This will have a column layout to match the existing structural columns contained within the building to ensure that there is an efficient structural load transfer between the proposed and existing elements.

2.3 The existing building consists of reinforced concrete frame, which comprises of concrete rib slabs supported off reinforced concrete beams contained within the depth of the rib slab. In turn, these beams are supported of reinforced concrete columns. This is a robust form of construction and will be more than capable of supporting the proposed vertical extension.

2.4 Retaining walls: The existing permanent structural works consist of reinforced concrete walls. The reinforced concrete walls will be monolithically connected to the reinforced concrete basement and ground floor slab to provide robust and watertight construction.

2.5 Wind load interaction: The proposed height of the roof extension will have a minimal effect on the overall wind load of the building. The existing roof structure consists of a steep pitched roof and the proposed building height will remain relatively consistent with this existing height but will square off the existing roof structure. The existing stability is provided by reinforced concrete frame that transfers the wind loading into the existing basement foundations.

2.6 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

2.7 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.

2.8 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 Construction Method Statement

3.1 Some of the issues that affect the sequence of works on this project are:
- Proposed traffic management in and out of the site due to the proximately to the main roads making material and plant delivery difficult. There is an existing car park on site which will assist in material storage.
- Lifting of materials to the high level to assist with the construction of the new extensions. It is proposed to back prop the proposed location of the mobile crane above the suspended car park to ensure that forces are transferred directly into the ground.

3.2 It is expected that the construction works will be carried out in traditional construction sequence with the existing building being stripped back, the existing roof structure demolished and then the new roof extension added to form the new structural skeleton. This can then be cladded in a lightweight cladding/glazing system to suit the Architectural intent.

3.3 The undertaking of such projects is a specialist work, and we expect the experienced contractor with the relevant expertise and experience to be employed.

3.4 The Contractor is entirely responsible for maintaining stability of all existing buildings and structures, within and adjacent to the works, and of all the works from the date of possession of the site until practical completion of the works. To reduce the amount of dust generated from the site, the contractor should ensure that any cutting, grinding and sawing should be completed off site where practicable. If cutting, grinding, and sawing is being carried out on site, surfaces are to be wetted down prior to and during these types of work whenever possible. Any equipment used on site should be fitted with dust suppression or a dust collection facility.

3.5 The contractor will be responsible for ensuring good practice with regards to dust and should adopt regular sweeping, cleaning, and washing down of the hoardings and scaffolding to ensure that the site is kept within good order. The Contractor selected will be a member of the Considerate Contractors Scheme. Contact details of the contractor who will be responsible for

containing dust and emissions within the site will be displayed on the site boundary so that the residents can contact the contractor to raise any concerns regarding noise and dust.

3.6 The building will be enclosed within suitable scaffold sheeting and any stockpiles of sand or dust generating materials will be covered. Cement, fine aggregates, sand, and other fine powders should be sealed after use.

3.7 A full set of temporary works drawings and calculations will be provided by the Contractor and will be reviewed by project engineers prior to works starting on site.

3.8 Stage 1: Site Set-Up

Erect a fully enclosed painted plywood site hoarding. Scaffolding around the perimeter of the building will be installed with a protective screen. The services within the site should be identified and isolated as necessary. All below ground obstructions should also be removed to allow the works to progress.

3.9 Stage 2: Enabling Works

Soft strip of the existing building to removed, this will include all existing finishes and M&E installations that will not be required as part of the new fit out. Once the building has been adequately stripped back an accurate survey will be undertaken to confirm design proposals and setting out.

3.10 Stage 3: Removal of existing structure

The existing roof structure will be carefully removed in a sequence that enables the safe demolition of this element. The roof structure to the front and rear building will be taken down to the proposed floor level, where the slab will be prepared to accept the new steel framing system.

3.11 Stage 4: Construct lightweight steel frame extension

Measured survey and fabrication drawings will be produce for the new roof extension. These will be signed off by the design team prior to fabrication in the workshop. Once the fabrication is complete, the steels will be delivered to site and stored while they are lifted into position. For each floor delivery a mobile crane will be present that will be located on the rear car park. During the crane installation, back propping will be installed to the basement car park to ensure that the crane loads are adequately transferred into the supporting soil. This mobile crane will safely lift the steel members into place. Once the steel frame for a floor structure has been complete, the crane will depart and the lightweight Metsec joists will be installed across the floor plate. These will be lifted into place using the scaffolding constructed along the perimeter of the building. The floor joists can be installed using scissor lifts of the floor below. Following completion of the floor joists, then a plywood deck can be applied across the floor plate. The contractor should ensure that any mechanical plant is switched off when not in use and is subject to regular maintenance checks and servicing.

3.12 Stage 5: Install external walls

Once the structural frame and flooring has been installed, the Contractor can progress around the perimeter of the site installing the cladding system to make the building is watertight. This cladding system will be installed in a piecemeal fashion from the perimeter scaffolding.

3.14 Stage 6: Completion of Works

The superstructure works to the main building can commence following the building being watertight. These works are typical for a residential building of this scale.

4.0 Supply Chain Management

4.1 Route and access

The Contractor will arrange with 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

4.2 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.

4.3 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.

4.4 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.

4.5 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.

4.6 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.

4.7 Load Protection

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

4.8 `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.

4.9 `ULEZ`

The site is within the Expanding Ultra Low Emission Zone (ULEZ), which comes into force across all London Boroughs on 29th August 2023. All construction site transport must therefore comply with all relevant regulations. Payment of the non-compliance charge is not acceptable. All mobile machinery used on site must comply with London's 'Ultra Low Emission Zone' for Non-Road Mobile machined (NRMM).

4.10 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.

5.0 Waste Management

5.1 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.

5.2 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.

5.3 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.

6.0 Site Access

6.1 Construction Access Route

All vehicles shall access the site from West Sheen Vale, and will stop 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. Crofton Terrace will form the main access and egress routes to site. Smaller vehicles up to 7.5t panel van or equivalent could access the site to the primary delivery zone where bigger vehicles could stop in the secondary delivery zone as shown on WP Construction Logistic Plan.

6.2 Crossovers and Highways

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

6.3 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.

6.4 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.

6.5 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.

6.6 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. Due to limited external area, off site construction will be utilised when possible with the majority of construction materials coordinated to arrive 'in time' for installation. Where this is not possible the existing basement and floor plates will be used for storage.

6.7 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 Lower Mortlake Road, the nearest being just in front of the site (Sheendale Road Stop ST). There are regular bus routes on Lower Mortlake Road offering good access to the site.
- The nearest Railway stations are Richmond and North Sheen, both of them approximately 500 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.

7.0 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

8.0 Dust, Mud and Air Pollution

8.1 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.

8.2 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,

8.3 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.

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

8.5 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.

8.6 An Air Quality Assessment has been produced by Air Quality Consultants which is submitted in support of the planning application. Item A6 of their assessment describes the best-practice mitigation measures recommended for the works with regards to dust and air pollution.

9.0 Implementation

9.1 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.

9.2 Responsibility
The Contractors will ensure compliance by all sub-contractors to prevent any unnecessary disturbance to the 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.

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

10.0 Monitoring

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

10.2 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.

11.0 Utility Co-ordination

11.1 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 possible.

11.2 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.

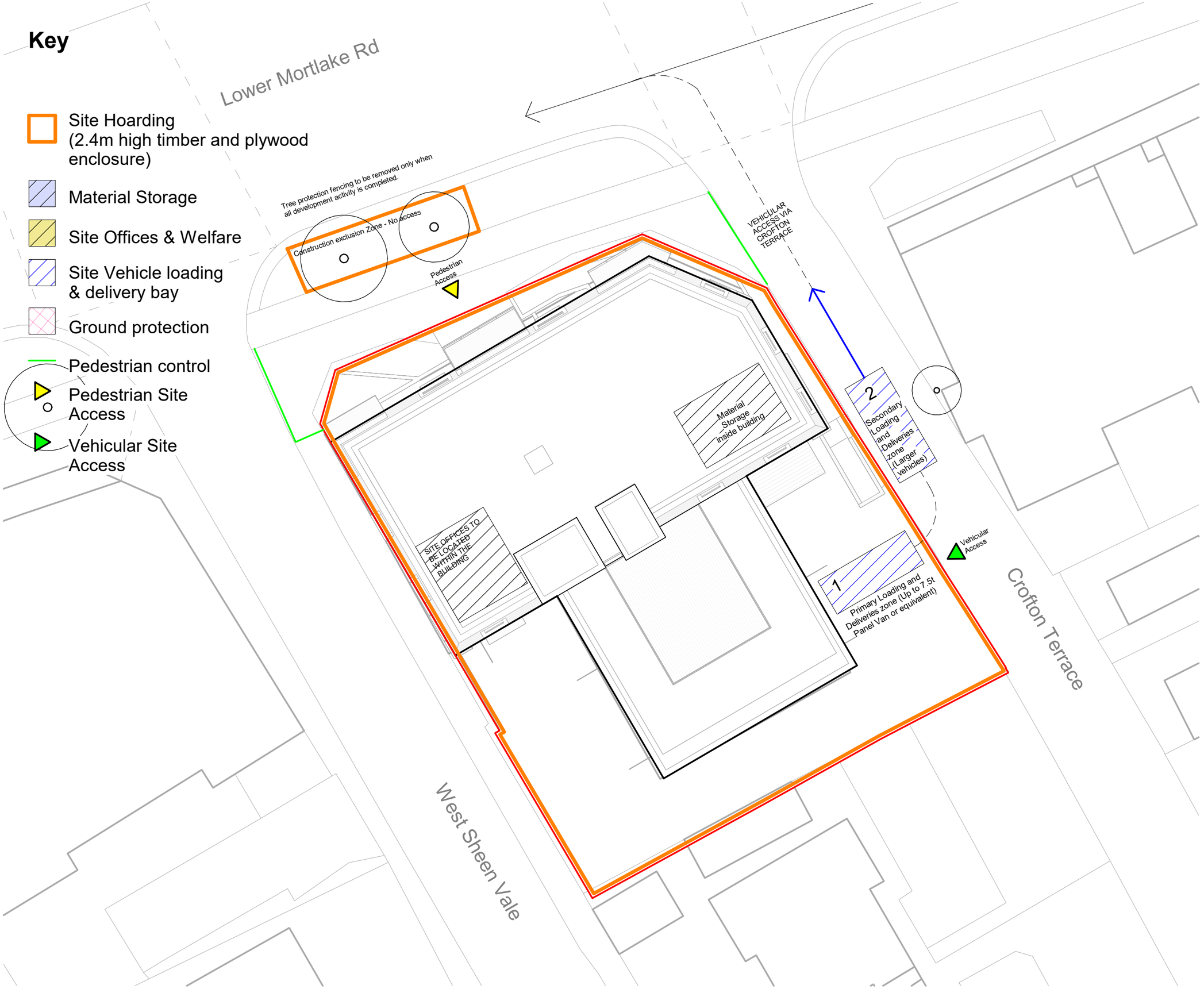
- Early doors Delivery – In order to mitigate the effects of the restricted delivery hours on construction sites, the contractor will be encouraged to adopt an “early doors” arrangement with the LBRuT to work with the local community to establish agreements whereby deliveries may be made early in the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

12.0 Appendix

- Construction Logistics Plan 0810-WPA-1500

Key

- Site Hoarding (2.4m high timber and plywood enclosure)
- Material Storage
- Site Offices & Welfare
- Site Vehicle loading & delivery bay
- Ground protection
- Pedestrian control
- Pedestrian Site Access
- Vehicular Site Access



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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

Revison	Date	Description
P0	01/12/23	Planning Issue

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The sizing of all structural service elements must always be checked against the relevant engineers drawings. No reliance should be placed upon information shown on the drawing.

project
Independence House

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Construction Logistic Plan

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PLANNING

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