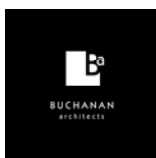


22 King's Mews, London WC1N 2JB



Draft Construction Management Plan

21st November 2012



Introduction

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Introduction

A Construction Management Plan has been requested by Camden Council during the initial pre-planning meeting.

Currently No 22 is in a poor state of repair and therefore the application is for total demolition of the entire building. This will include all the floors, in internal walls, front façade and party walls to no's 21 and 23 with only the rear party wall to no 51 retained .

The rear walls (adjoining No's 51 Gray's Inn Road) will be retained and underpinned to engineer's details during the construction of the new basement and its walls.

It is proposed that with agreement between the owners a new northern wall (adjoining 21 King's Mews) will be constructed. The floors in No21 will be temporarily supported and horded while the basement foundations and new party wall is constructed. Work will be tied into the existing of no 21 as construction proceeds and made good/weather tight.

The new party wall construction offers numerous benefits to both parties in terms of the future development of no 21 and also in terms of construction methodology and technical performance.

The southern wall (adjoining 23 King's Mews) to the adjoining property (currently owned by the applicant) will be constructed to meet current regulations and ease construction methodology and it is proposed to perform the work in conjunction with 23-24 King's Mews subject to its planning permission being granted at a similar time.

PROPOSED WORKS

The proposed works are designed to create a new dwelling over four storeys. A new basement storey followed by 3 upper storeys of accommodation.

Demolition

Demolition will be performed in an orderly manner and will comprise:

- The removal of any asbestos materials
- The isolation of all incoming services
- The removal of all water, electrical and gas services and conduits
- The insertion of structural beams to support the existing retained structures, or to enable their temporary support/shoring during the works
- The demolition and removal of the existing envelope fabric and internal structure by an authorised specialist demolition contractor also approved to handle asbestos (where applicable)
- The excavations of the basements and foundations for the proposed works.

Construction

Basements

A new basement level will be excavated and new walls formed around the perimeter of the property on new foundations to be designed by the engineer. The construction of these new walls is likely to require the modification and underpinning of the surrounding existing party walls.

Relevant party wall awards will be organised with adjoining owners to fully explain and approve the works before they are undertaken.

Superstructure

Once party walls have been reconstructed a series of steel beams will span between these walls which will bear the proposed rear elevation wall and form the proposed lightwell into the basement at the rear of the property. Additional steel beams spanning between the party walls support timber floor joists throughout the new property and the structure of the roof.

New floors and any load-bearing roof areas will be formed in engineered timber joists, supported by timber decking. Internal partitions will be formed

with lightweight materials.

Facade Cladding

The front façade wall will be demolished and faithfully restored, window and doors will be removed overhauled and refurbished and re-inserted within the newly formed openings.

The rear facade walls will be formed by a new glazed screen facing into a new weather protected glazed lightwell. The existing walls will be ratified and refurbished to provide a clean and contemporary shaft. They will be glazed at their uppermost storey in order to keep the weather out.

Large rooflights and a glazed stairwell also form an internal light shaft through the centre of the building.

Roofs

The roof & terrace will be waterproofed with a polymer modified asphalt and built up with insulation to the required depth. Paving slabs or timber decking will be used for the amenity spaces and for areas requiring access for the maintenance of plant. All other areas will receive a green roof (sedum blankets). Access to these terrace is via the bedroom through a glazed door/window with level threshold or via maintenance stairs at the rear of the property.

ENVIRONMENTAL CONTROL

Hours

Site working hours will be 8.30am – 6.30pm on Mondays to Fridays and from 9.00am – 1.00pm on Saturdays.

No work will be permitted on Sundays and Bank Holidays.

Site Management

The site will be under the control of an experienced site manager and at certain stages there will be specialist demolition and construction managers / agents, who will liaise with the site manager and the contract administrator.

The contract administrator will be responsible for ensuring that a fully coordinated working practice is maintained at all times.

The site will be registered with the Considerate Contractors Scheme and the contact details of the site's representative will be clearly displayed, so that members of the public can make observations and complaints known to the most suitable person, to address them.

Subject to approval from Camden Highways Network Management Team, a hoarding will be constructed in the road in front of the building, to protect passing members of the public.

Proposed Control Of Dust and Dirt Emissions

Where at all possible the site will be hoarded and shielded with Monoflex so to contain dust and debris. Dust producing activities such as demolition are to be watered. The site entrance and adjacent areas will be hosed and swept at the end of each working day.

TRAFFIC MANAGEMENT CONTROL

King's Mews is approached by Theobald's Road and Northington Street. The entrance from Theobald's Road has a width restricted to that of a single vehicle, and is not suitable for large or lengthy delivery vehicles to turn into King's Mews, when travelling in an Easterly direction from Theobald's Road. This means that construction traffic must only approach from a northerly direction.

The exit onto Theobald's Road is extremely close to the main traffic light junction with Gray's Inn Road and with the main bus stop. In consequence,

delivery lorries can wait for a considerable period during which time they block the entrance to 1 Kings Mews and 29/30 Kings Mews, and also delay the general car traffic which also uses the mews road as a rat-run to avoid the Gray's Inn Road traffic lights. Due to the restricted width of the remaining mews highway, it is impossible for large or long vehicles to turn around.

Discussions have been held on 12/04/2012 with Camden Highways Officer (G Hamilton) and other local developers where it was advised that, should the works for 22 King's Mews be carried out at the same time as other properties in the vicinity, the Highways Department would, subject to licence, permit the mews road to be subdivided by hoarding, and the road temporarily closed at the King's Mews / Theobald's Road junction. This would permit access to the hoarded area for construction deliveries, and dead-end access to the existing other residencies.

A traffic management plan will be set up by the principal contractor to ensure that single file traffic can pass along King's Mews in one direction only. Subject to approval from the Highways Department, it is recommended that traffic approaches King's Mews from the north and exit by the south.



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