

**28 KING'S MEWS**  
**LONDON WC1N 2JB**

## **CONSTRUCTION MANAGEMENT PLAN**

In Support of Planning & Conservation Area Consent

**June 2012**



## **CONSTRUCTION MANAGEMENT PLAN**

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### **Introduction**

This Construction Management Plan has been prepared following the request of Camden Council at a pre-application meeting held on 12 April 2012.

At the time, the proposals included the demolition of the existing building and the excavation of a new basement.

The proposals have since been reduced in scale and no longer include the basement. At this stage it is also intended to retain parts of the existing structure.

The works will be carried out in conjunction with 27 King's Mews and 29-30 King's Mews, subject to consent being granted for schemes at a similar time. There are obviously advantages to this in that the disruption to surrounding properties would be minimised, and there may be opportunities for economies (eg. Shared road closures etc).

It is equally possible that the properties will be demolished and constructed separately. In either event, the adjoining properties will be designed to be structurally individual, independent properties.

### **Proposed Works**

The proposed works are designed to create two separate flats, over ground, first and two upper floors.

### **Demolition**

Demolition will be carried out systematically, and will comprise:

- The isolation of all incoming services
- The removal of the roof by an authorised specialist contractor approved to handle asbestos, and the removal of the metal frame currently supporting the roof
- The removal of all water, electrical and gas services and conduits
- The removal of non-structural walls
- The partial removal of the existing rear boundary wall (on to 39 Gray's Inn Road)

### **Construction**

The insitu ground floor RC slab will largely be retained and used as a base for the new development.

New steel beams will support upper floors and the roof. Local excavations will be carried out in association with new foundations.

The upper floors will consist of RC concrete on Ribdeck, supported between steel beams. The roof will comprise timber joists and decking.

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It is assumed at this stage that new external walls will be of load-bearing masonry construction. Normal party wall awards will be in agreed prior to any works being undertaken, to establish the location of scaffolding and rights of access over adjoining properties during the course of the works.

### **Environmental Controls**

#### **Hours**

Site working hours will be 8.30am – 6.30pm on Mondays to Fridays and from 9.00am – 1.00pm on Saturdays, in line with local authority restrictions.

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.

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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 normally have to 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) where it was advised that, should the works for 26, 27 & 28 King's Mews be carried out at the same time, 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.

Should the works to 28 King's Mews be carried out independently, then such a large hoarding area would not be required and 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.