

**22 King's Mews, London WC1N 2JB**



**Draft Construction Management Plan**





## Introduction

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## Introduction

A Construction Management Plan was requested by Camden Council during the initial pre-planning meeting in advance of the previous application, so it is assumed that an updated version will be required for the current application.

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

The front elevation and rear wall (adjoining No 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 No 21 will be temporarily supported and hoarded while the basement foundations and new party wall are constructed. Work will be tied into the existing façade 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 No 23 King's Mews (currently also owned by the applicant) will be constructed to meet current regulations and to facilitate construction methodology. It is proposed to perform the work in conjunction with the development of Nos 23 & 24 King's Mews, which has received planning permission.

### Proposed works

The proposed works are designed to create a new dwelling over four storeys, a new basement storey with three 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

### Basement

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 structural 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 put in place with adjoining owners to ensure approval of 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 support the proposed lightwell into the basement in the centre of the property. Additional steel beams spanning between the party walls will 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 walls will be retained, window and doors will be removed, overhauled and refurbished and re-inserted within existing openings.

The lightwell facade walls will be formed by a new glazed screen facing into a new weather protected glazed lightwell.

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

#### Roof

The roof and 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 in the form of sedum blankets. Access to the terrace is via the living room through a glazed door/window with level threshold.

### 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, who will then address them.

Subject to approval from Camden's Highways Network Management Team, a hoarding will be constructed in the road in front of the building, to protect passing members of the public, with license displayed as required.

#### Proposed control of dust and dirt

Where at all possible the site will be hoarded and shielded with 'Monoflex' (or similar membrane) 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 and control

King's Mews is approached from Theobald's Road to the South and Northington Street to the North. 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, when travelling in an Easterly direction from Theobald's Road. This means that construction traffic must only approach from a northerly direction and instructions will be given to drivers accordingly.

The exit onto Theobald's Road is close to the main traffic light controlled

junction with Gray's Inn Road and to a busy bus stop. As a consequence, delivery lorries can wait for a considerable period to exit in this direction, during which time they effectively block the entrance to No 1 Kings Mews and Nos 29/30 Kings Mews, and delay other traffic using the mews. Due to the restricted width of the remaining mews highway, it is impossible for large or long vehicles to turn around in this street.

Discussions have been held on 12/04/2012 with a Camden Highways Officer (Mr G Hamilton) and other local developers where it was advised that, should the works at No 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 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 exits at the south.



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