1-8 COLLEGE YARD, LONDON, NW5 1NX

CONSTRUCTION MANAGEMENT PLAN FOR PLANNING APPLICATION PURPOSES

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Client:	**Peaceline Limited**
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Contents:

1.0 Introduction

1.1 This document has been prepared by Consol Associates Limited on behalf of Peaceline Limited. Consol Associates are a project management and cost consultancy with previous substantial experience of construction development works within central London including residential areas.

1.2 The following document is an indicative construction management plan to be submitted as part of the planning application ref: 2104/5054/P for the proposed residential development at 1-8 College Yard. This method statement is intended to demonstrate the overall construction logistics and methods of work to be utilised so as to minimise effect on adjoining properties and the neighbourhood.

1.3 This construction method statement is at this stage indicative with the information known to date and would be further developed during the detailed design process prior to the construction works commencing on the site.

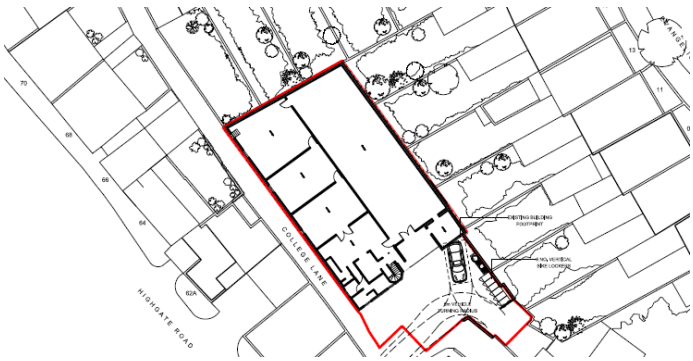
2.0 Development Proposal

2.1 The development proposal is for the demolition of the existing storage warehouse on the site and the erection of 6nr residential units comprising 4nr townhouses and 2nr apartments in accordance with the drawing pack prepared by GML Architects.

2.2 The site is bounded by residential properties on Evangelist Road, Lady Somerset Road and Highgate Road. College Lane runs along the site's south west flank, which is a pedestrian walkway.

2.3 The footprint of the existing building which is to be demolished covers most of the site.

2.4 There is a small clear yard area to the south east of the building for parking and vehicle turning. Access to an adjacent car repair business on the south east side is gained across this yard.



3.0 Enabling Elements

3.1 A detailed pre-demolition asbestos survey of the building will be undertaken as required under HSE legislation by a qualified asbestos surveyor. Should any asbestos be discovered then this will be removed fully in accordance with HSE guidelines by an approved and licenced asbestos contractor, prior to any works commencing on the site.

3.2 As part of the planning application it is planned to retain two of the existing flank walls of the existing building as indicated on GML Architects drawings ref 4129/P/021RevC and 4129/P/022RevA forming part of planning application ref 2014/5054/P. These walls form the party wall boundaries with properties in Lady Somerset Road and Evangelist Road. Prior to any demolition works commencing a fully detailed designed temporary works system would be installed on the applicant's site by a specialist contractor to ensure that this element of wall was retained during the course of the demolition and construction works. The design would be such so as to ensure that there was no structural effect on the wall during the demolition and construction processes. It is expected that access would be required into the adjoining properties to install the temporary propping to retain the wall, but this would be limited.

3.3 The existing wall along the boundary with the properties in Evangelist Road is to be reduced in height by 800mm. This work will be undertaken by hand so as to ensure minimal disruption to the adjoining land and also to maintain structural integrity of the wall. In order to ensure safety to the adjoining properties during this limited work, liaison will be held with the residents and temporary protection erected. There are various plants growing up this wall on the adjoining owner's side. It would be the intention to employ a horticulturist to inspect these plants and carry out necessary trimming and the like prior to the wall being reduced in height, so as to ensure that the plants are successfully retained.

3.4 Detailed logistical assessment of the implications of demolition and construction works being undertaken on the boundary with College Lane will be undertaken prior to commencement of the works. As this is a pedestrian route, safety control will be paramount. It is envisaged that a temporary closure would be applied for through Camden council for the period of demolition and construction of the groundwork elements where the close nature of the works could impact on the safety of pedestrians. Subsequent to the groundworks, a full Heras temporary fence would be erected along the boundary between the site and College Lane and an experienced banksman would be employed to ensure the safety of pedestrians along this route.

4.0 Access & Egress to the Site

4.1 Access and egress to and from the site for the contractor's personnel and delivery vehicles will be through College Yard from Highgate Road. There will be a qualified banksman to control all vehicle movements into and out of the site across College Yard onto Highgate Road.

4.2 Deliveries will be controlled to minimise disruption during peak hours and there would be no deliveries outside of council stipulated working hours. Delivery vehicles will be sequenced so as to ensure that vehicles are not waiting for access to the site. All delivery drivers will be given contact details of site management in order that the banksman has time to arrange for the deliveries to be taken into the site as soon as they arrived, to eliminate vehicles waiting in Highgate Road.

4.3 It would be intended for vehicles to be unloaded within the contractor's site compound area within College Yard wherever feasible so as to minimise any disruption to the local area. There may be limited occasions when vehicles need to be unloaded within Highgate Road due to vehicular access restrictions.

5.0 Demolition of Existing Structure

5.1 Demolition of the existing structure would be undertaken by an experienced and fully qualified demolition contractor with all relevant insurances.

5.2 The demolition contractor will prepare fully detailed method statements and risk assessments for this specific project prior to commencing with dismantling the structure.

5.3 The structure would be dismantled in a piecemeal fashion with as much as possible being undertaken by hand so as to minimise noise and dust from the use of plant. Mechanical hand tools will be used which will create limited noise and dust disruption compared to the larger machines.

5.4 However there will be elements that require plant to be used and during these elements, there will be continual damping down using a hose pipe in order to ensure that dust migration is controlled.

5.5 In order to minimise noise during any particularly heavy breaking out phases, ie concrete ground slab, it would be proposed that a 2 hour on/ 2 hour off work sequence is employed for these limited periods. This will ensure that noise disruption is controlled and giving quiet periods during the day to adjoining properties, this being a common process for working within London.

5.6 There will be labour on site permanently during the demolition phase to clean College Yard and ensure that the temporary Heras fence line is maintained in a safe manner for the use of the public.

6.0 Foundations & Lower Ground Floor Construction

6.1 There will be excavation and concrete works required to be undertaken for the formation of the foundations, retaining walls and lower ground floor areas to the new dwellings. The detailed design of these elements will depend on the final details of the structural engineers.

6.2 These works will be undertaken by a specialist contractor with suitable previous experience in undertaking such groundwork and foundation construction.

6.3 A fully detailed method statement will be developed prior to the works being undertaken and this will be fully adhered to during the course of the works.

6.4 There will be strict control of all vehicular movements into and from the site by the experienced banksmen.

6.5 Loading of excavated spoil onto haulage vehicles for disposal away from the site will be undertaken within the confines of the site area.

6.6 Delivery and discharge of concrete to form the new foundations and retaining walls will similarly be within the confines of the site area.

7.0 Innovative Construction Methods

7.1 Due to the restrictive location of the site and in order to minimise disruption on adjoining properties, it is proposed that the construction of the new properties would be undertaken wherever possible using modern construction solutions. Using such innovative techniques will improve on site control of the construction works and in tandem reduce the time required for construction of key construction elements.

7.2 The method of construction for the substructure elements is one area that could possibly be considered where innovative techniques could be employed on this project. Subject to the establishment of the ground conditions and the detailed structural engineering design, it may be possible to use a proprietary foundation and flooring system. Such proprietary systems have been used successfully for a number of years now on construction sites throughout the country. This whole process would be undertaken by a specialist company reducing the risk of time delays of more traditional processes where different companies undertake varying elements. Such a system offers a number of significant benefits such as speed of construction, minimised excavation which in turn minimises vehicular movements for muckaway vehicles into and from the site and reduces machinery on site which in turn minimises noise

disruption. In addition such systems invariably have a lower carbon footprint than a more traditional method of forming the substructure elements.

7.0 Innovative Construction Methods (cont)

7.3 In addition to the use of a proprietary system for the substructure works, consideration is also being given to the use of a modular timber frame building process for the above ground superstructure elements of the buildings, where the buildings are fully manufactured into large pre-fabricated component panels off site within factory conditions. These are put together in the factory to ensure that it all fits together and is then de-constructed and delivered to site in a sequence to suit the erection process. By using this process the external walls, roof, internal floors, windows, staircases and even some of the internal finishes can be undertaken in factory conditions, thus minimising the amount of work that is required on site.

7.4 A specialist company would be employed that specialises in manufacturing and erection of such modular buildings. Their expertise would be utilised to ensure that the erection works on site ensured minimal disruption to local residents and the public.

7.5 By using such a component building process, the construction time to get the superstructure completed is significantly decreased compared to using more traditional methods. The pre-fabricated panels would be delivered to site and erected into position with a team of experienced erectors employed and managed by the specialist company and using a small self erecting crane located within the demise of the site.

7.6 Deliveries of the pre-fabricated panels would be scheduled as necessary to suit the sequence of erection. Indicatively an erection process for such a scheme would be a vehicle delivery every other day with the intermediate days being used for the erectors to continue on site fixing. Overall it would be considered reasonable to expect the full building structure, including external walls, roof and windows, to be erected within a 3 - 4 week period. This would be a substantially reduced time period compared with using traditional construction methods.

7.7 Upon completion of the erection of the pre-fabricated components, the buildings would effectively be weathertight and ready for internal works. There may be some minor works to the external walls to complete the facade finishes, but principally they would be completed structures. This process would significantly reduce noise, dirt and dust disruption and would also minimise vehicular movements.

7.8 The subsequent works would be controlled in the same stringent manner as the substructure and superstructure works. As most of these subsequent

works would be internal, the disruption the adjoining properties would be considered relatively negligible.

8.0 Control of the Works

8.1 The works will be undertaken by fully qualified, competent and experienced contractors. Their management teams will manage and control the logistics of the construction process in relation to the site location and local constraints in detail throughout every stage of the demolition and construction processes.

8.2 All contractors will undertake the works in accordance with current HSE health & safety legislation and detailed method statements and risk assessments will be prepared prior to individual elements of the work being commenced.

8.3 Within each of the contractor's method statements there will be detailed statements on the method of minimising noise and dust and minimising the general impact on the local residents and community.

8.4 Detailed method statements for waste disposal and recycling will be established and the site management will ensure that these are maintained.

8.5 The site management will strictly enforce that working hours are kept within council stipulated times and that no work or deliveries occur outside of these hours. In compliance with the council's working hour restrictions, building work would be limited to being undertaken between 8.00am – 5.30pm Monday to Friday, and not at all on Saturdays, Sundays or Bank Holidays. No noisy work or deliveries would be undertaken outside of these stipulated hours.

8.6 A detailed travel plan will be established to define directions & routes to the site to minimise disruption to the roads around the site and this plan will be issued to all companies who will be delivering or removing waste from the site. The aim of the travel plan is to minimise disruption to local residents and contain traffic along one defined route.

8.7 Delivery of materials for the works will be controlled in order that materials are delivered in a time frame to suit the construction programme. Due to the restrictive nature of the site, on site storage will be minimal, so materials will be delivered on a 'just in time' basis. All materials on site will be within the secure site compound area. No materials will be left outside of this area outside of working hours.

8.8 A fully detailed plan will be developed for the set up of site office and welfare & toilet facilities for the operatives as required by HSE legislation. The positioning of these facilities will be such so as to ensure no disruption to the local residents.

8.9 There will be a site rule that there are no radios or the like and this will enforced by the site management team.

9.0 Indicative Programme

9.1 During the detailed design process that would follow on planning phase, a detailed programme for the construction works would be developed. At the planning stage it is extremely difficult to accurately assess and predict the length of the construction works, but below is an indicative estimate of programme. It should be noted that these timescales are based on the use of innovative methods of construction as noted in section 6.0.

9.2 Indicative durations of elements of the work:

- Enabling works prior to demolition - circa 2 weeks
- Demolition/dismantling – circa 4-6 weeks
- Foundation works – circa 14-16 weeks
- Erection of pre-fabricated superstructure – circa 3-4 weeks.

9.3 Taking on board the above indicative durations, it is envisaged that the new buildings would be erected and watertight within 28 weeks from commencement of enabling works.

9.4 Thereafter there would be internal works and finishing to the facades and external works (paving, landscaping and the like). It would be envisaged that these works would take a period of circa 20 – 22 weeks, giving an indicative construction overall period of circa 48 – 50 weeks.