CONSTRUCTION MANAGEMENT PLAN

METHOD STATEMENT FOR PLANNING STAGE

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INTRODUCTION

Existing Site

The existing site is completely occupied by a 1950's commercial building on the corner of Camden Street and Bonny Street, with entrances on both streets. The site lies within the Regents Canal Conservation Area. The total site area is approximately 1500 sqm.

Proposed Construction Works

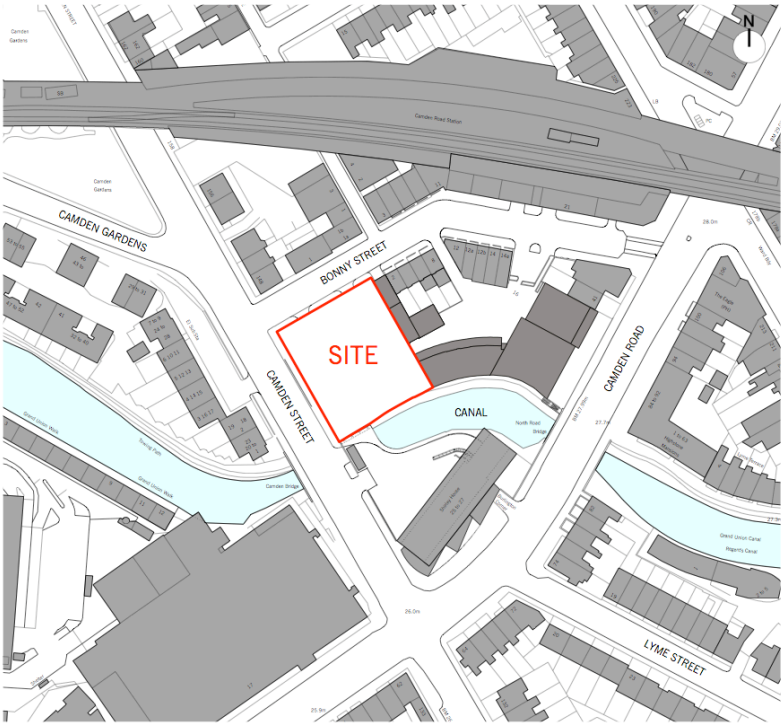
Demolition of all existing buildings and the mixed use re-development of the site at 140 -146 Camden Street NW1 comprising 62 new build residential apartments (48 private market and 14 Affordable Housing units), new B1 use office units (part fit out) and associated external works.

AIMS & OBJECTIVES

This Construction Management Plan has been prepared to demonstrate that the practicality of procuring the redevelopment of the site has been fully considered at this stage. It has been prepared in two parts, Specification and Construction Management Plan, and is supported by a Basement Impact Assessment prepared by Price & Myers Consulting Engineers submitted with the planning application for this site.

The strategy adopted aims to minimise disruption for neighbours by :

- using augered piles to minimise noise nuisance
- minimising accessing to the works from Bonny Street
- ensuring that a Good Neighbour Policy is in place



Site Location Plan

OUTLINE SPECIFICATION OF STRUCTURE & ENVELOPE

1 **General:** Aiming for BREEAM Very Good for the offices and Code for Sustainable Homes - Code Level 4 for the apartments.

2 **Demolition**
Demolish existing building. All demolition carried out under strictly controlled conditions.
Facing bricks to be salvaged where possible.
Remaining brick and concrete rubble re-used to form piling mat.

3 **Excavation and basement construction**

Refer to structural engineer's Basement Impact Assessment and strategy drawings
This BIA document summarises the key points for the method of safe excavation and construction at 140 -146 Camden Street. It also sets out how the neighbouring buildings will be protected as well as the local environment and amenity.

Contiguous piles, concrete lining and cavity drain with blockwork lining wall.
Excavated material removed from site after piling via muck lorries and spoil disposed of in a controlled manner.

The new basement slab will bridge over the existing Fleet Sewer culvert that runs across the site beneath the existing building

Basement walls and slab to be waterproofed to achieve a watertight and dry environment. Grade 3 as Table 1. BS.8102 (working areas for offices).

4 Frame

Reinforced concrete frame comprising flat slab floor construction and columns where concealed in external / separating walls.
Lift shaft walls to be reinforced concrete for structure and sound insulation.
Transfer beams incorporated at first floor above commercial areas to allow greater flexibility and larger open space below. All to be designed by Structural Engineer.

5 Roof and Roof Terraces

Reinforced concrete slab to flat roof areas waterproofed using hot melt inverted warm roof system or other suitable and approved system with minimum 20yr guarantee.
Roof terraces to be overlaid 50mm thick 400x400mm pre-cast paving with exposed aggregate finish.
Bio diverse green roof to all flats roofs generally.
Block D (overlooking canal) provided with a communal roof garden with paving , extensive and biodiverse planting.
Reinforced concrete upstand walls to parapets to be clad to match adjacent wall finishes.
Precast concrete copings.
External rainwater pipes to be powder coated aluminium where required to serving water butts to communal garden.

6 External Walls

Various facade cladding materials in brick and glazed terracotta faience to delineate the different residential cores and identify the commercial element.
Inner lining generally light weight metal stud system filled with mineral wool insulation with partial cavity PIR insulation and plasterboard drylining to achieve U value circa 0.15.

7 Recessed Balconies

Wall reveals to match facades with solid waterproofed ,drained and tiled floor.
1100mm structural glass and or vertical bar balustrade depending on location

8 Windows & External Doors

Block A : (Affordable)
Aluminium/timber composite windows or similar.

Block B,C and D:
Slim metal framed thermally broken doors at street and mezzanine level,powder coated.
Slim metal framed glazed fenestration to upper floors with thermally broken doors, all double glazed with low 'E' glass argon filled. Solar glass to commercial facades Camden St (south west facing) and south east facing lightwell.
Certified compliant with AD Part L.

Metal framed glazed entrance doors complete with security ironmongery and door closers to main residential and commercial entrances. Certified compliant with AD Part L.
All windows to apartments to be accessible for cleaning from inside or from terraces.

9 Security

To comply with Secured by Design scheme and achieve certification.
including controlled gated entrance at street end of passage leading to courtyard from Bonny Street.

COMMERCIAL AREAS GENERALLY

1 The works shall comprise the construction of a safe, water and weathertight accommodation at basement and ground floor, mezzanine as depicted on the drawings. The offices are to have a landlords fit out comprising fully fitted common parts, with office areas left unfitted except for balustrade to mezzanine and general lighting sufficient for marketing purposes.

2 The exact future use/s of the commercial areas has not yet been confirmed but will need to be compatible with the high quality residential above.

The commercial parts are to be separated generally from the residential apartments.

Planning permission pending for Use Class B1 Business would relate to the street level , mezzanine and basement areas.

3 Access and Facilities for Disabled People:
In addition to Part M Building Regulations, the scheme specification is to be in accordance with The Equalities Act 2010.

CONSTRUCTION MANAGEMENT PLAN

Programme

Approximate 24 months construction programme including demolition subject to tender and contract negotiations.

Site set up

Temporary site accommodation for site management offices and welfare facilities will be provided on the site.

Site access for construction vehicles and deliveries

All arisings will be disposed of by large tipper lorries egress from site via Camden Street .
A banksman will mind the contactors vehicles / street area to ensure that the footpath is clean at all times. Refer to Appendix A - Logistics Plans

Protection of trees

There are no trees on the site.
An Arboricultural Impact Assessment Report dated 04.06.14.prepared by Landmark Trees has been carried out relating to the existing trees in Bonny Street and submitted with the planning application.

Existing trees along Bonny Street pavement will be protected in strict accordance with LB Camden requirements.
A method statement will be submitted for approval prior to commencement of the development works.

Protection of the Regent's Canal watercourse

In accordance with the recommendation of the Biodiversity & Ecological Assessment report dated 04.06.14. submitted with the planning application adequate protection to prevent accidental damage or pollution will be implemented.

Site protection

The site will be surrounded by 2.4m high hoarding.
Main personnel entrance to site will be via a gated entrance on Camden Street.
Gates for vehicles entering and leaving the site along Bonny Street.

Impact of construction

The Site is in a street of terrace houses and commercial buildings. These neighbouring buildings will be sensitive to noise, dust, and vibration from normal construction activity.
The Regents Canal towpath runs along the southern boundary.
A bridge belonging to Shirley House extends across the canal and terminates about 1 metre from the face of the existing building.

- All strip out materials will be sorted for recycling off site.
- Demolition using mechanical & traditional methods.
- Noise and dust will be controlled by Considerate Contractors Code.
- Foundations will use bored non-percussive piling. (Continuous Flight Auger) which are generally quicker and quieter than traditional methods.
- Basement excavation is expected to be clean and relatively simple, minimized by pile & flat-slab design, material being removed.
- Build over structure required across existing sewer that crosses the site.
- A basement impact assessment (BIA) has been prepared. Refer to Price & Myers report

Maximum use of pre-fabrication and modular elements is proposed in order to minimise :

- Number of material deliveries
- Number of operatives and hence travel to and from site
- Waste in production
- Waste from site

- Construction time
- Local environmental impact.

Sustainability

- Demolition & construction waste will be controlled by a Waste & Recycling Action Plan, with site segregation of waste and maximum off-site recycling
- Demolition rubble will be stored for re-use on the brown roofs if possible
- Targets for minimizing use of electricity & water will be part of the WRAP plan
- The soft strip will be carried out with the use of conventional hand tools. All subsequent materials arising from this operation will be sorted and loaded into 40 yard skips and be removed from site to a suitable licensed facility for recycling.

Good Neighbour Policy

- Contractor will be required to be a member of the Considerate Contractors Scheme and achieve at least 75% rating in inspection.
- Close liaison with neighbours throughout the period of work
- Working hours will be restricted to within times set out in local authority policy. Noisy operation will also be planned to take place during limited periods when the effect on neighbours will be reduced.
- The new building will be scaffolded and sheeted for safe access to carry out the works as well as protecting neighbouring properties from dust and debris which would in any case be kept to a minimum.

TRAFFIC MANAGEMENT

1. Proposed hours in which vehicles will arrive and depart

In general hours in which vehicles will arrive and depart will coincide with site hours which are 8.00am to 6.00pm Monday – Friday and 8am to 1pm Saturday. However, there will be occasions when heavy/wide loads will need to be delivered and removed from site outside of these hours. Such deliveries would be for piling rings and cranes and the Main Contractors member of staff would be in attendance at all times. On such occasions the local neighbours will be notified.

2. Access arrangements for Vehicles (refer to appendix A - Logistics Plans)

Access to the site for the demolition and basement construction phases will be via Bonny Street. The first operation is to construct the haul bay into the site to get vehicles off the road and prepare/carry out soft strip works ready for demolition works. This will enable the contractor to drive not only lorries onto the site, but also position skips in secure grounds. Vehicles will arrive in Bonny Street and drive straight onto site. The existing pavement crossover that currently serves the existing building will be used. In all cases, access/ egress for delivery and removal of materials will be planned, scheduled and co-ordinated by the Contractor's logistics manager, and all vehicle movement both on and around the site will be controlled by competent and certified banks men. Initially they will make use of the existing

access/ egress route, which will enable lorry's to drive reverse into the site and exit in a forward direction. All vehicles will be controlled by a trained banksman.

3.Banksman/Road Marshall

A strict delivery procedure will be implemented. The Contractor's banksman will ensure that traffic flow on both roads is maintained at all times.

The Road Marshall will act as banksman when vehicles enter the site (both entering in forward gear and should the need arise in reversing).

All subcontractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials will also be controlled by the Road Marshall. He will be responsible for the coordination and control of all aspects of material deliveries and movements.

4.Proposed routes for Vehicles between the site and TFL Network

Details of agreed access/egress routes will be issued to all suppliers and subcontractors. Vehicles will approach the site via Camden Street , a one way street, from the north.

5. Size of vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:
Skip lorries these will include roll on roll off (approx size 7.5m long and 4.4m wide)
Standard 8 yard skips for waste (approx size 7m long and 2.4m wide)
Ready mix lorries (approx size 8.25m long and 2.45m wide)
Flat bed delivery vehicles for the delivery of various materials including scaffolding, Steelwork, reinforcement,bricks/blocks,timber,roofing materials,plaster,joinery etc (approx size 8.5m long and 2.45m wide)

The projected vehicle movements are approximately 10-15 during the enabling works phase demolition piling and excavation and 5-10 during main contract works period.

Large vehicles:

All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all of the following conditions:-
1) Operators must be a member of TfL's Fleet Operator Recognition Scheme www.tfl.gov.uk/fors <http://www.tfl.gov.uk/fors> <http://www.tfl.gov.uk/fors> or similar at the Bronze level.
2) All drivers must have undertake cycle awareness training such as the Safe Urban Driver module through FORS or similar.
3) All vehicles associated with the construction of the Development must:
i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
iii. Have a Class VI Mirror

iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

6.Details of any highway works necessary to enable construction to take place

The existing crossover on Bonny Street will be utilised during the early construction stages.
A temporary cross over will be created onto Camden Street.
New drainage connection to the existing main street sewer in Bonny Street.
Alterations to create new parking bays along the Bonny Street and relaying of pavement will follow after completion of main site works.

7.Parking and Loading Arrangements

All subcontractors and suppliers will be required to give 48 hours notice of deliveries. The movement of materials will also be controlled by a Road Marshall. He will be responsible for the control and co-ordination of all aspects of materials deliveries and movement.
Vehicles will pull into the site for loading wherever possible at the early stages of the works.
A tower crane will be provided to facilitate easy and quick unloading of delivery vehicles. The crane will be up to 25m in radius with a luffing jib so as not to oversail the adjacent properties. Materials will be stored within boundary of the site.
No parking will be permitted on the site and all sub-contactors will be informed at the pre order meeting that the surrounding area is for resident parking only. All subcontractors will be encouraged to use public transport.

8.Parking Bay suspension and Temporary traffic management orders

Suspension of any resident parking bays will be kept to an absolute minimum.

9.Management of traffic to reduce congestion

Wherever possible, lorries will be brought onto site keeping the road free for general traffic movement.
The Main Contractor will encourage their sub contractors to use public transport to travel to site. They will inform potential sub contractors that parking is very restricted in the local area .

10. Control of dirt and dust on public highway

Mud and debris on the road is recognized as one of the main environmental nuisance and safety problems arising from construction site.
In the early stages when demolition and ground works are being carried out, wheel washers will be used to wash down all vehicles that enter and leave the construction site.
The Contractor will also make provision for the cleaning of the roads .

All muck away lorries will be fully sheeted to minimize the risk of any mud over-spilling onto the highway.

The Contractor will consider spraying a fine spray to suppress dust on the following:

- Structures and building during demolition
- Unpaved areas that are subject to traffic or wind
- Sand,spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials

CONSULTATION WITH NEIGHBOURS

The Contractor's site team will have direct responsibility for fostering good community relations with all neighbouring residents. A single point of contact will be established for all liaison with the general public.

A neighbourhood consultation group will be set up for this project.

The Contractor will initiate early communications to establish a good rapport with the community which will help reduce problems that may arise during the the construction process.Part of the process will be the inclusion of regular Newsletters keeping neighbours up to date with what has and will happen on site.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including their contact details.

STATEMENT OF COMPLIANCE

The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The Contractor's Project Manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the Development. Any future revised plan must be approved by the Council and complied with thereafter.

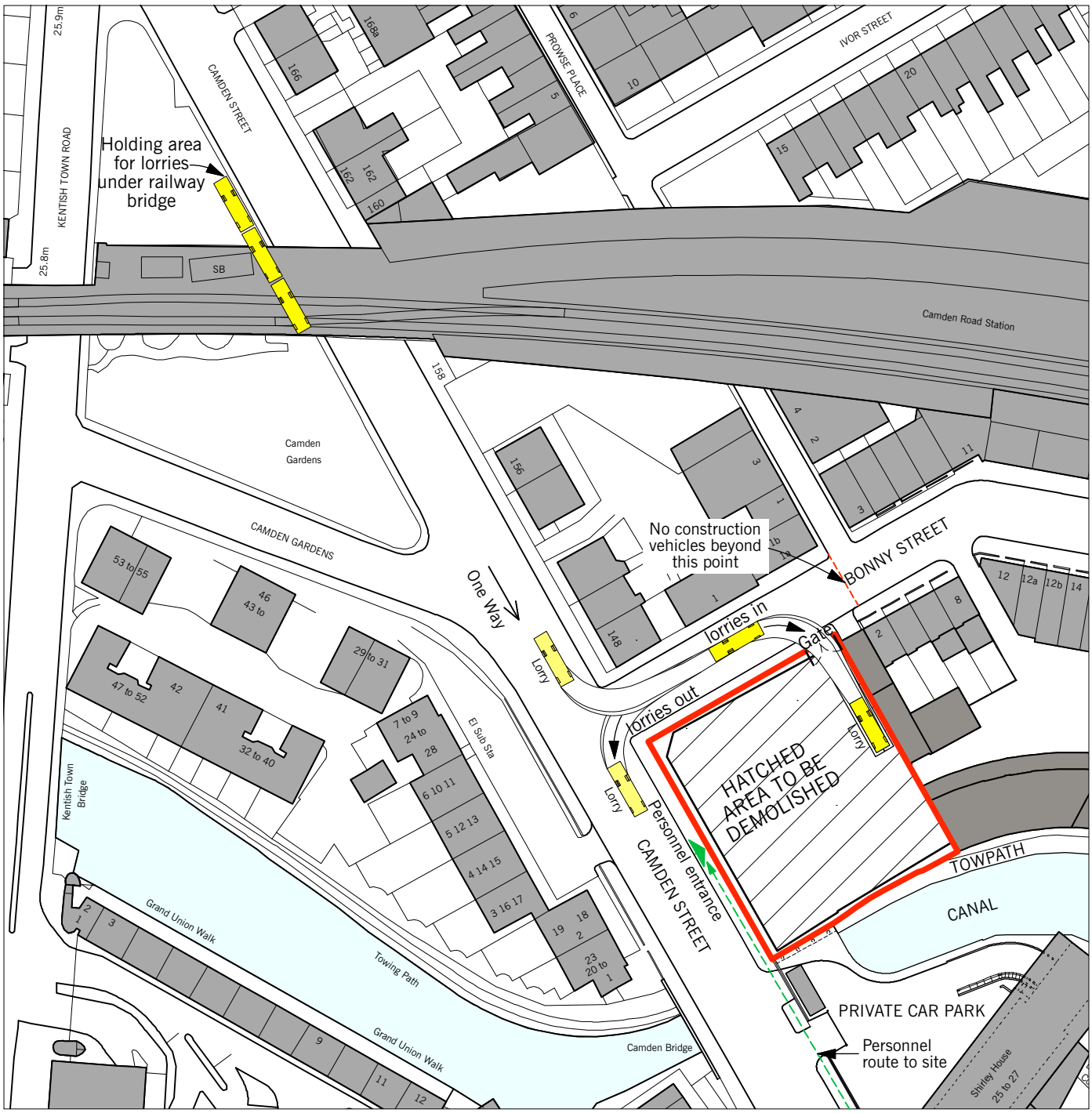
APPENDIX A

Construction Management Logistics Plan 1 - Demolition Phase

Construction Management Logistics Plan 2 - Basement Construction

Construction Management Logistics Plan 3 - Main Construction Phase

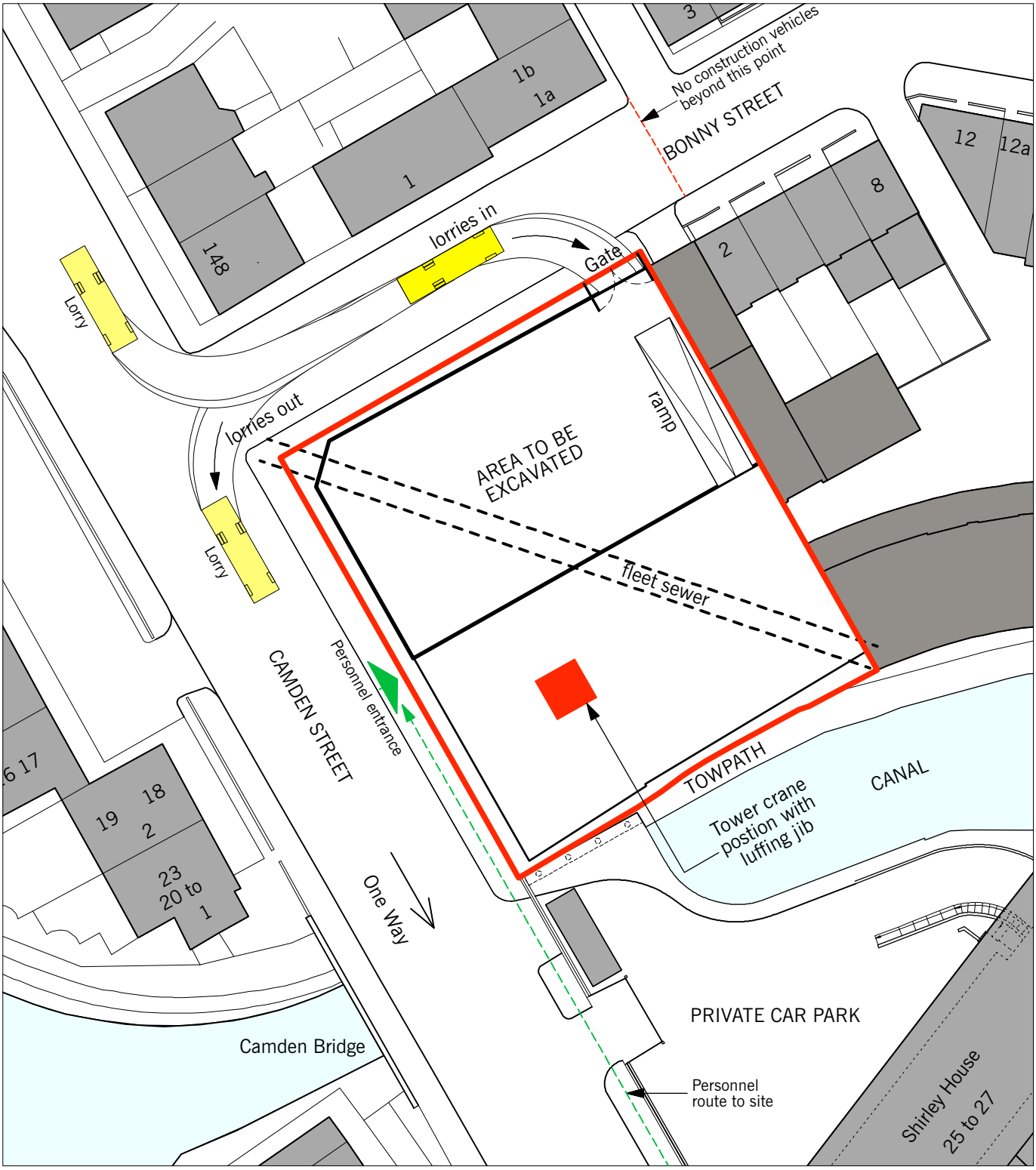
Construction Management - Logistics Plan 1



DEMOLITION PHASE

Demolition of existing building :
Duration 3 months

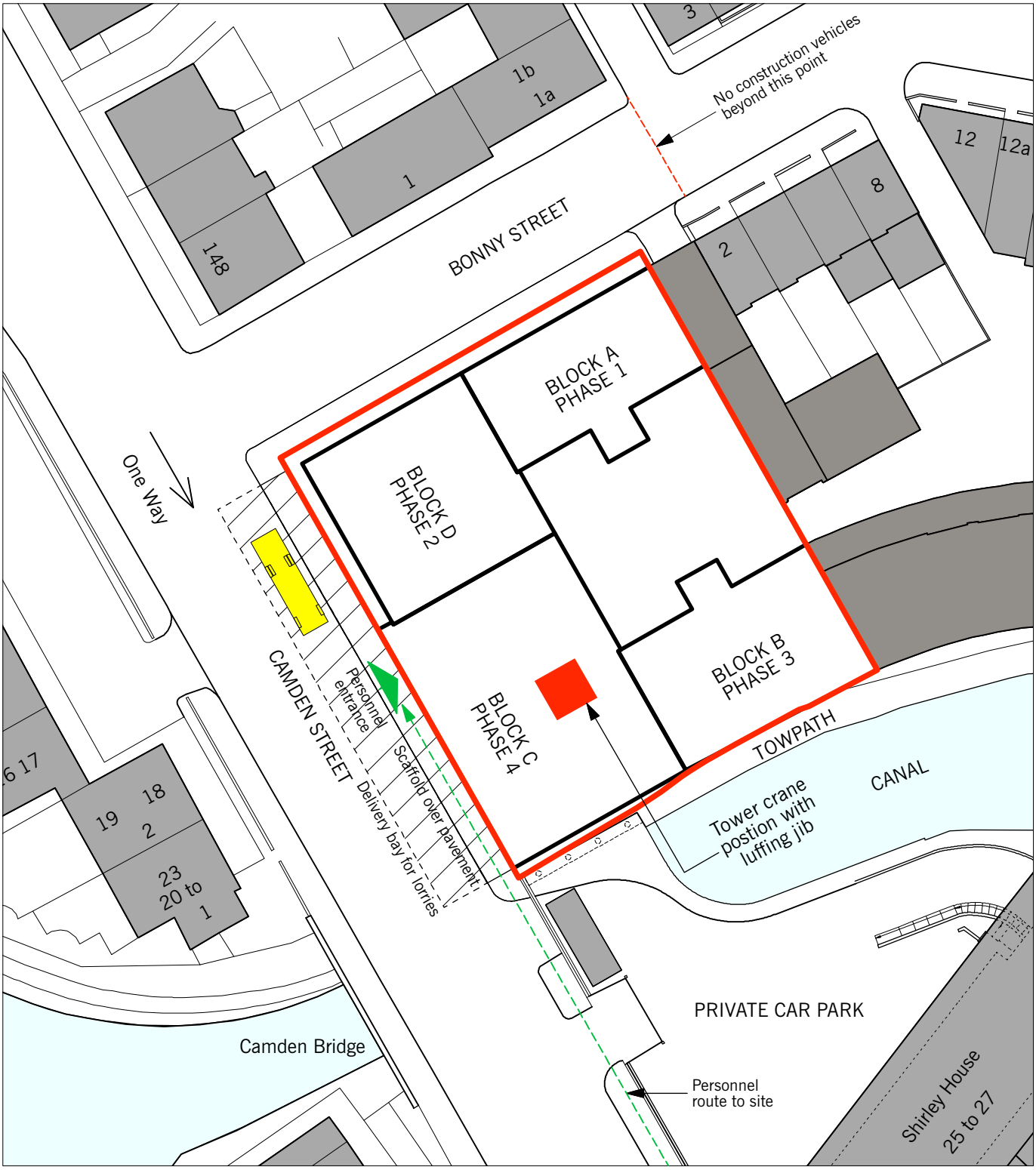
Construction Management - Logistics Plan 2



BASEMENT CONSTRUCTION PHASE

Basement construction :
Duration 6 months

Construction Management - Logistics Plan 3



MAIN CONSTRUCTION PHASE

Duration 15 months