

62a Haverstock Hill / 201 Prince of Wales Road  
London NW3 2BH / NW5 3QB

## Construction Method Statement

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Job No – 23181

Date	Version	Notes / Amendments / Issue Purpose
18/12/14	1	Preliminary Issue
19/01/15	2	Comments from Design Team incorporated

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## 1 Introduction

The existing site is located at 62a Haverstock Hill and 201 Prince of Wales Road. The two properties are next to each other on the corner of Haverstock Hill and Prince of Wales Road.

This Construction Method Statement has been prepared under the instruction of the Architect, Carmody Groarke, on behalf of the applicant, E Sharon Group (Management Ltd). It outlines the proposed basement to 62a Haverstock Hill and 210 Prince of Wales Road at planning application stage.

The information in this report is based upon a visual survey of the existing property, desk study searches of the area and results of the site-specific Ground Investigation and Basement Impact Assessment Report prepared by Geotechnical & Environmental Associates Limited (GEA); report reference J14334, December 2014 (Appendix A).

This report should also be read in conjunction with the report by GEA, the Architect's Drawings, the Design and Access Statement and the Planning Statement.

## 2 Surveys, Ground Conditions and Ground Water

Refer to the site-specific Ground Investigation and Basement Impact Assessment Report prepared by Geotechnical & Environmental Associates Limited (GEA); report reference J14344, December 2014.

In summary the site investigation showed a varying thickness of made ground of between 1.50m and 1.80m underlain by London Clay, which was proved to the maximum depth investigated of 4m. Groundwater was not encountered during the drilling works; however perched water was encountered around the base of the existing foundations in two of the trial pits at depths of 0.87m and 1.40m.

The depth of investigation was limited by the access to the site and a deeper investigation is likely to be required once access becomes available to provide parameters for foundation design.

The site is within the exclusion zone of the Northern Line Tunnel, which is located approximately 4.0m from site at a level of 24.5mOD, equating to about 15m below site level. The ground movement analysis indicated that movements will not affect the tunnel however consultation with LUL will be required prior to commencement of the works.

## 3 Proposals and Construction Methodology

### Introduction

The existing two storey superstructure of the combined properties is to be demolished completely. The proposed superstructure will have load bearing masonry walls with reinforced concrete floor slabs spanning between them. The proposed substructure will have reinforced concrete ground floor slab supported on reinforced concrete retaining walls and a raft slab.

The site shares Party Walls with the two adjacent properties; 62 Haverstock Hill and 200 Prince of Wales Road.

**Permanent Works**

See Appendix B for existing and proposed plans and sections of the proposed basement. Also refer to the Architects drawings.

The Party Walls to 62 Haverstock Hill and 200 Prince of Wales Road will be underpinned with mass concrete in the conventional hit and miss underpinning sequence. Sacrificial sheet piles will be installed to the boundary of the site where there are no Party Walls. Temporary propping across the building between the sheet piles and underpinning will enable excavation under the footprint of the building to the basement formation level. It will probably be necessary to install at least another layer of temporary propping during excavation. A new 600mm thick reinforced concrete raft slab will be cast at basement level to prop the base of the sheet piles and underpins. This slab will be reinforced to accommodate the heave forces that have been advised by GEA. Refer to structural drawings 23181 – SK01 to SK03 for further preliminary information on the permanent structure.

**Temporary Works**

The temporary works and construction sequence will be discussed in detail with the contractor and their temporary works engineer. They will be planned such that bearing pressures, particularly differential pressures during the works, are managed carefully. Ultimately it will be the responsibility of the contractor to provide the final temporary works design and construction sequence.

In addition, sequences and procedures will be discussed and rigorously managed, designed and agreed with the temporary works contractor and GEA Ltd. Also as recommended in the GEA report, the existing standpipes will be monitored prior to construction.

In the meantime, we have prepared an assumed sequence of construction to demonstrate how the basement could be constructed. Refer to drawing 23181 – SK10 for the assumed sequence of construction.

**Health & Safety**

Health and Safety on site will be managed by the contractor, and they will need to carefully consider the risks of basement construction. The temporary works will be planned rigorously to mitigate any risks to the existing building and workers on site.

**Site Logistics**

Site routes and deliveries will likely be off Haverstock Hill, and the temporary suspension of parking bays may be required. There is an existing garage space on site, including space above the garage where it is likely that materials will be delivered and stored.

**Site Hoardings and Security**

Site hoardings will be erected such that members of the public on Haverstock Hill and Prince of Wales Road will be sufficiently protected from work to the properties. The hoardings will be made secure, and any access restricted and locked whilst the site is not in use.