

Proposed Development at Downing Court, London, WC1N



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Section 1.0

Introduction

- 1.1 This Construction Management Plan has been prepared in relation to the proposed development at Downing Court, London WC1N 1LX. The development proposals comprise the construction of two no. high quality roof top apartments on the 6th floor of the existing residential building.
- 1.2 The purpose of the CMP is to ensure that the impact of construction work on the residents of Downing Court, local residents and the immediate highway network is kept to an absolute minimum. The CMP provides detail of all measures that are considered appropriate at this time; however, the CMP is a live document that will evolve as necessary to address issues that may be identified through on going consultation with local residents as the project progresses.
- 1.3 The Construction Project Manager will be responsible for implementing measures contained in the CMP and will be the point of contact for local residents. The Construction Project Manager will ensure that all contractors working on site have public liability cover in place before starting on site and that they are registered with the Considerate Constructors Scheme. The Project managers name, telephone number and e-mail address will be added to the CMP once he/she has been appointed.

Section 2.0

Programme

- 2.1 The estimated construction programme for the project is 26 to 32 weeks. Once planning consent has been granted and a contractor appointed, a full programme will be confirmed with dates envisaged for each phase of the works.

Site Set Up and Facilities

- 2.2 The site set up will include all site welfare buildings and site offices which will be contained within the rear yard of the existing building. Access will be maintained to the existing garages which are accessed from the same yard.

Scaffold Access

- 2.3 As the bulk of the new works are set back from the building edge, a full perimeter scaffolding from street level will not be required. There will be however the requirement to install a localised area of scaffolding from the yard area to construct the section of wall on the south elevation which is formed off the existing building edge. As this area sits above the existing parking garages, the scaffolding will be erected in such a manner which still allows vehicular access below. The remaining areas of the building will require to be built from a perimeter scaffold constructed off the existing roof. This scaffold will also have a temporary sheeted roof structure above the height of the new extension to allow the new structure to be constructed without the risk of weather ingress to the existing floors below.

Crane Use

- 2.4 It is anticipated that a mobile crane will be required for small durations and for a set number of tasks including raising the water tank and steelwork to the roof. This will ideally be within the court yard thus allowing the lifts to be undertaken during normal working hours keeping disruption to a minimum. A 50 tonne mobile crane (i.e. an AC80) is likely to be required.

Section 3.0

Site Access

- 3.01 Due to restricted access from Grenville Street, the most suitable access route for vehicular deliveries would be from an easterly direction along the Colonnade. Vehicle sizes will be restricted as the route is unsuitable for articulated lorry's. All vehicles entering and exiting the site will be attended by a banksman as there is also restricted turning space.
- 3.02 Due to limited storage areas, material deliveries will be co-ordinated on a daily / weekly basis by our site management team. Bulk orders will be set up early in the project and called off from the suppliers in smaller quantities as and when required. The intention would be to off load deliveries into a lay-down area within the yard and thereafter raised to the rooftop work area via a goods and personnel hoist which would be installed adjacent the proposed cycle store zone in the yard.

This temporary, external hoist would also provide the main route for personnel to access the work area in order to minimize any interface with the existing building residents. There is however an existing internal fire escape stair which with the necessary permission could also be utilised for access as well as being an emergency escape route from site. Controls would be put in place to ensure that this route remains free of construction material at all times.

Section 4.0

Environmental Controls

- 4.01 A range of measures will be implemented to ensure that the potential impact of the works on the residents of Downing Court and local residents will be minimised. These measures are discussed in turn below.

Health & Safety

- 4.02 Health and safety is of paramount importance and our site team will ensure that the works are carried out in a safe manner. Once the contract is awarded, a full site Health and Safety Plan, which will also be the contractor's Management System, will be developed detailing all the processes, procedures and check lists to ensure that the works are carried out safely.

This document will include proposals for dealing with specific hazards such as waste, environmental and noise controls, controlling vibration and monitoring any movement of the existing structure, liaising with neighbours as well as the more task / trade specific elements listed on our programme.

Dust Control

- 4.03 House-keeping, Cleanliness & Dust Control – as the works are to take place within a live residential apartment building, strict controls will be implemented to control dust and mess. Water suppression or extract equipment will be used during the soft strip and structural alteration works to minimise dust in the first place and a cleaning / inspection regime will be operated to ensure that all common areas (and the site itself) are kept to a high standard.
- 4.04 Storage of Materials - Construction materials such as cement, oils and fuels for site plant etc have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secure bund of adequate storage capacity. The risk of spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing. All pumps, hoses etc would be checked regularly.
- 4.05 Provision would be made for washing out concrete and cement; Lorries and mixing plant. These washings would be disposed of to foul sewer. All waste materials created during construction would be stored in designated areas isolated from surface drains.

Hazardous Materials

- 4.06 The CMP is a live document which includes a commitment to on-going consultation with local residents. In the event that hazardous materials are present in the existing building, the materials and the appropriate procedures for their disposal will be detailed in the CMP and the local residents advised accordingly.

Noise Control

- 4.07 A background noise survey will be carried out prior to any works beginning on site and if the predicted values are higher than the measured corresponding background values by 5dB(a) or less then the effects would not be deemed significant. However if the predicted values are 10dB(a) above the background noise then control measures will need to be implemented.
- 4.08 To minimise the impact on the existing tenants working hours will be restricted to between 8am and 6pm Monday to Friday and 8am to 1pm on Saturdays. No noisy working would be permitted out with these hours or during bank / public holidays. In addition to the timing controls we would also be looking to implement and use construction techniques where impact noise would be minimised. Well-maintained and silenced plant and equipment including, compressors, generators and power tools are to be used.

Vibration

- 4.09 Suitable working techniques and equipment would be selected to keep vibration to a minimum. Any effects of the works to the surrounding buildings, boundary walls, etc. will be monitored by carrying out an initial full site and dilapidation survey. Thereafter, a series of "tell-tales" will be installed to any areas deemed to be of particular risk with a regular monitoring regime put in place.

Site Security

- 4.10 The Construction Project manager will be responsible for site security and emergency procedures. Once the Construction project manager has been appointed, residents will be advised of the appropriate procedures and contact information for out of hour's incidents.

Section 5.0

Pedestrian and Road User Safety

- 5.01 A banksman strategy will be implemented for all vehicles entering and existing the site.
- 5.02 Site Parking – as there is no parking on site, nor within the local community, control measures such as making full use of the public transport system (there is a tube station within walking distance and good bus services in place) will be encouraged. A no parking strategy will be implemented on the nearby streets to avoid disturbing local residents. All sub-contractors will be advised of this during the tender process as well as during the works themselves.

Section 6.0

Communication and Co-ordination

- 6.1 All works will be under the supervision of a Project Manager, Site Manager and Site Engineer who will all be experienced in this type of project and the specific challenges involved with them. They will communicate and co-ordinate at the various levels to ensure that all the works on site are carried out effectively and efficiently using on site communication and I.T. facilities. They will liaise with the appointed Client contacts and thereby ensure that the required safety, programme, quality & budget criteria are met.
- 6.2 Due to the site being in close proximity to other residential and commercial buildings, we will keep the local community informed of our intended works. This would take the form of regular newsletters advising the residents of our expected start and finish dates, the upcoming construction activities, the contact details of the site / project manager and any works that are planned to take place (with the approval of Camden Council) outside with the standard working hours.
- 6.3 The chosen contractor will be a member of the Considerate Contractors Scheme, thereby being required to be respectful of the local community and protect the local environment from site activities.

Section 7.0

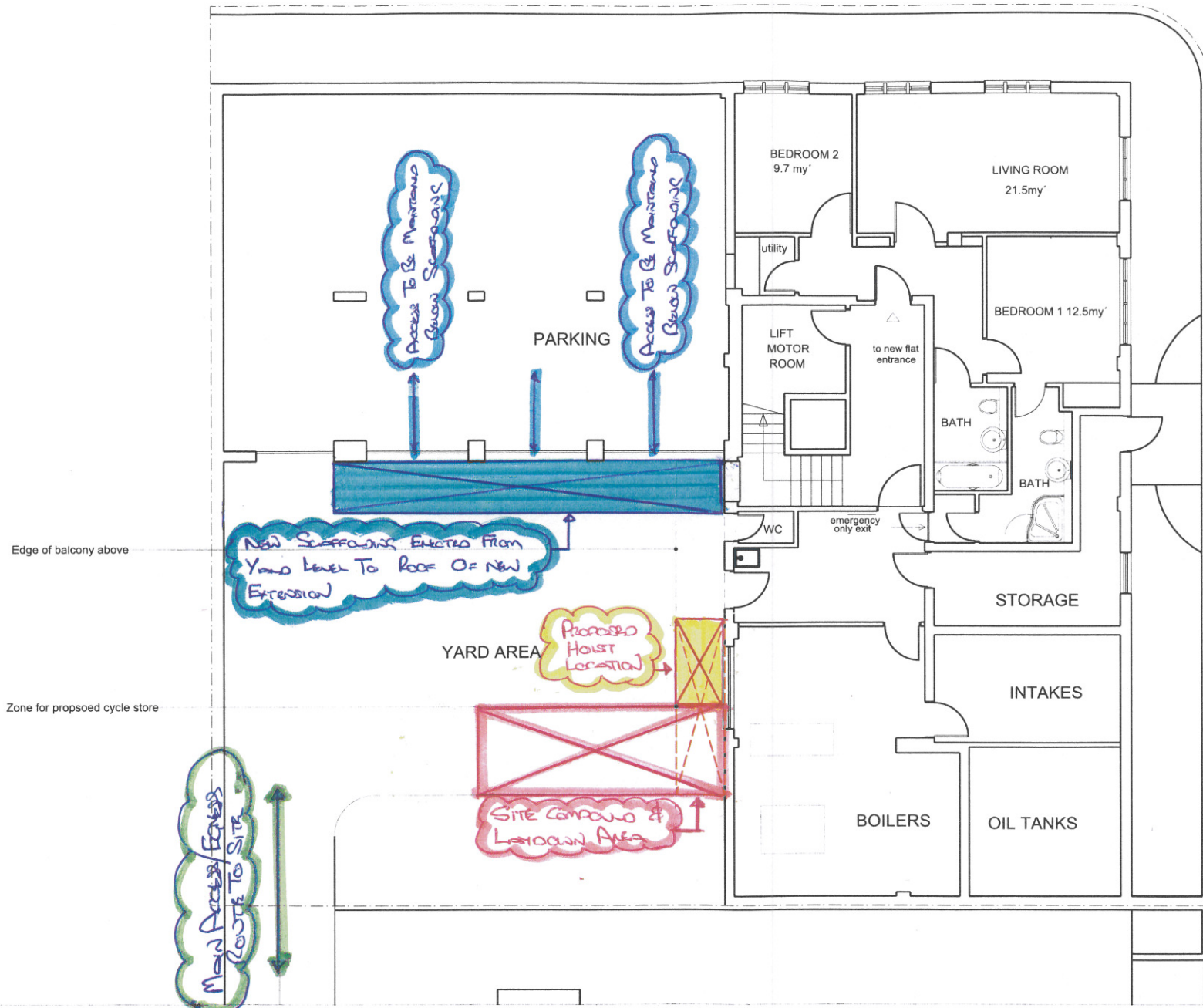
Summary

This construction management plan relates to the proposed development of Downing Court, London. The purpose of the CMP is to ensure that the impact of the demolition and construction works on the local residents and the immediate highway network is kept to an absolute minimum.

The agreed contents of the CMP must be complied with unless otherwise agreed with the Council. The person responsible for implementing the CMP shall work with the Council to review the CMP if problems arise in relation to the construction and development and complaints from local residents.

Any future revised plan must be approved by the Council and complied with thereafter.

Appendix 1 – Site Plan



DRAWING: Proposed Basement Floor Plan with Cycle and Refuse provisions

CLIENT: Jones Lang LaSalle
 PROJECT: Downing Court, Grenville St, London WC1N 1LX

DRAWING NO: 312.PL.02
 SCALE: 1:100
 DATE: 20/02/13
 DRAWING STATUS: Preliminary

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Appendix 2 – Scaffold Plan



Existing extract duct taken across new floor and up into lantern roof space

Planting zone to the building edge to prevent users overlooking neighbouring buildings

Fixed vertical hardwood screen to provide privacy and shading

TERRACE

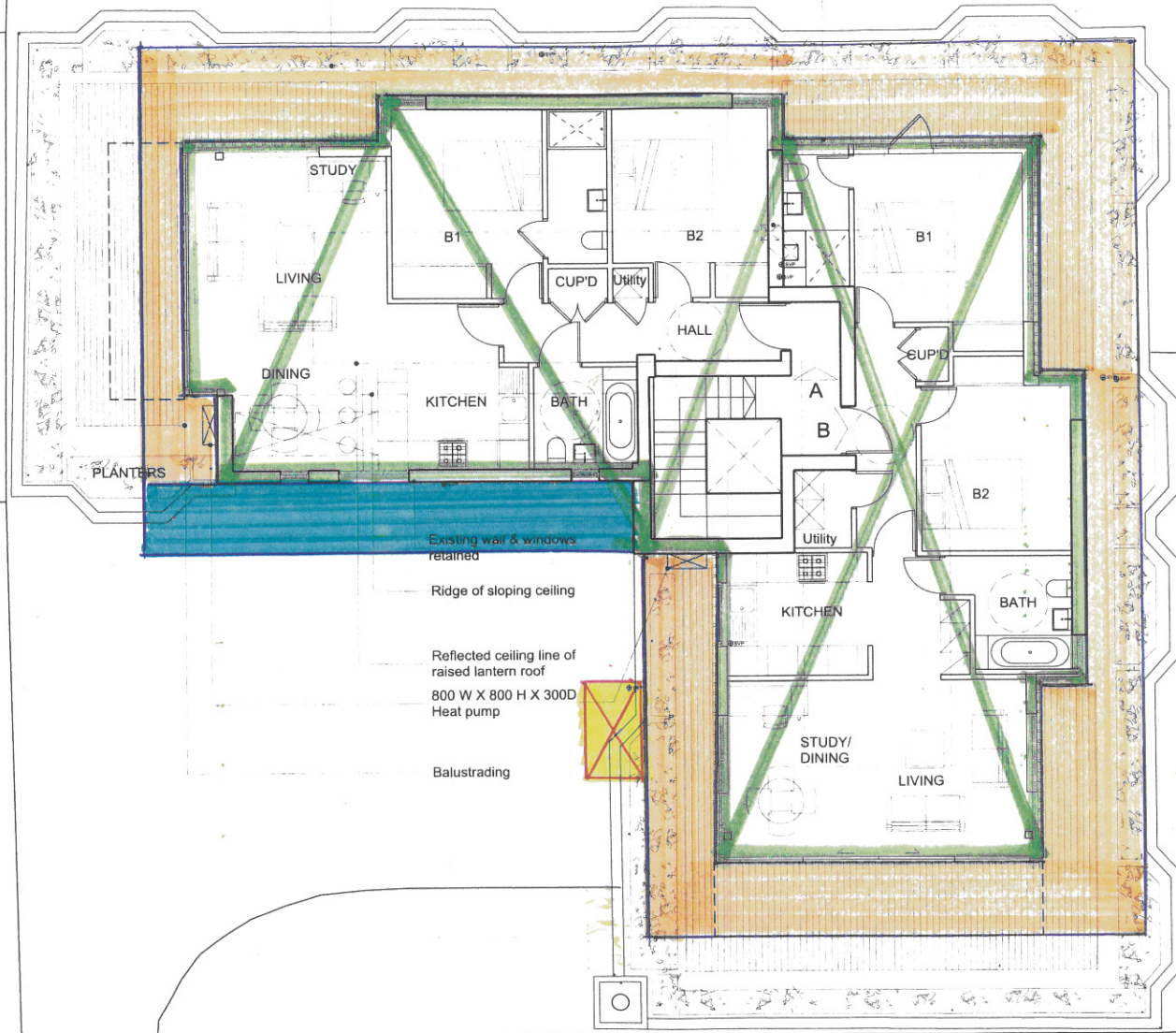
SCHEDULE
FLAT A - 2B/4P
75 SQM/ 807 SQ FT
FLAT B - 2B/4P
76 SQM/ 829 SQ FT

Area of Temporary Roof To Prevent Weather Ingress.

Area of Scaffolding Constructed From Existing Roof At Level B.

Area of Scaffolding Constructed From Existing Yard Area.

Location of Goods/Passenger Hoist



PLANTERS

Existing wall & windows retained

Ridge of sloping ceiling

Reflected ceiling line of raised lantern roof
800 W X 800 H X 300D
Heat pump

Balustrading

Existing chimney to be removed to min parapet lvl)

DRAWING: Proposed 6th Floor Plan
CLIENT: Jones Lang LaSalle
PROJECT: Downing Court, Grenville St, London WC1N 1LX

DRAWING NO: 312.PL.06
SCALE: 1:100
DATE: 20/02/13
DRAWING STATUS: Preliminary

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