ABTECH Basement Systems

9 ST GEORGES TERRACE, NW1

EXTENSION OF LOWER GROUND FLOOR TO REAR TERRACE AREA

CONSTRUCTION MANAGEMENT PLAN

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A) INTRODUCTION

i) This Method Statement has been prepared for Michael D Morris Architects in connection with the construction of a proposed basement at 9 St Georges Terrace, NW1.

ii) This Method Statement is based upon drawings for approval by Camden Borough Council and produced by Michael D Morris Architects and GSE Engineers.

iii) A copy of the Structural Engineering Design, Calculations and Details are provided by both parties.

B) PROJECT OVERVIEW

i) The subject Property is located within a quiet narrow London street with access for vehicular traffic.

ii) Parking bay restrictions exist outside the property by way of designated parking bays, accessible by 'Permit Badge' holders only at specific times during the day. Suspension of one of these bays will be required.

iii) The Property has been constructed with lower ground floor flat with other flats over. External wall construction is facing brickwork with tiled pitched roof construction over.

iv) An application will be required to Camden Borough Council for storage of materials and appropriate Enclosure Licenses to execute the works.

v) Party Wall Notices will be served upon relevant parties.

vi) There are no obvious structural defects visible upon initial inspection. The Property is in a good general condition as would be expected given its age and construction. The planned works are to project into the rear terrace and not below the existing structure.

C) SITE PREPARATION AND ENABLING WORKS

i) The property is to be vacant during the construction period. A hoarding will be placed within the property boundary along the pavement elevation and a separate hoarding to the parking bay outside for material storage.

ii) The hoarding is to have an overall height of 2.4m and to be painted in a uniform colour. The hoarding will be approximately 6m x 2m with a conveyor from the property over the path to the material storage bay. This will be fully boxed in and protected.

iii) Electrically operated lights are to be fitted to the perimeter of the hoarding together with chevron highway reflectors so that it is clearly visible during the hours of darkness.

iv) The structural works will be carried out I a single phase of approximately 12 weeks. Start and end dates are yet to be determined.

v) A metal skip container is to be located within the hoarding structure in the road for temporary storage of waste material pending its removal and clearance from site.

vi) Temporary water supply and electrical services are to be provided to the working area.

vii) A conveyor will remove spoil from the working area through the vacant ground floor flat to the materials bay.

viii) We will install electrically operated 450mm wide conveyor belt to provide mechanised removal of spoil from proposed basement zone.

ix) We will provide proprietary 110 volt power supplier complete with associated cut-out fuse and the like to the conveyor belt.

x) We will provide flexible dust sheet protection to the discharge point on the proposed conveyor. Dust is to be carefully monitored and any debris likely to cause dust will be carefully wetted down.

xi) As the work extends to the deeper sections of the extension we will provide elongated conveyor sections suitably restrained to provide mechanised spoil removal from the deepening excavation.

xii) Access to the working area will be through the existing front door and lightwell.

D) UNDERPINNING (SEQUENTIAL OPEN SITE WORKS)

i) Excavate for underpin style bases. Individual bases are not to exceed 1.2m in width and no two adjacent sections are to be excavated simultaneously. Excavation sequence to pins 1, 3, 5, 2, 4.

ii) At the prescribed level form the toe section to the proposed underpin installing reinforcement as specified on Structural Engineers detail. Minimum concrete cover to reinforcement to be 50mm.

iii) To the exposed face of the excavation provide temporary propping which is to be propped back directly to the face of the retained unexcavated central soil mound.

iv) In circumstances where the excavated face of the vertical pin section is deemed unstable provide temporary propping back to central soil mound. Cross bracing will be supplied.

v) Commence dry packing to top of vertical pin sections a minimum of 48 hours after concreting. Dry packing shall not exceed 75mm thick and shall only be placed after the underside of the existing foundation has been cleaned and regularised. Only where below existing garden wall or to rear Mews property.

vi) The central spoil mound is to be retained during excavation to provide suitable resistance against lateral movement in underpin wall sections.

vii) Following completion of all underpin style bays excavate remainder of central soil mound whilst introducing temporary lateral propping to concrete wall sections.

- underpin bases and vertical sections are to be connected via steel reinforcement starter bars which are to be chemically anchored using proprietary fixing resin to the adjacent concrete underpin at 300mm centres.

viii) Lay fabric mesh reinforcement to form basement slab all strictly in accordance with Engineers Designs with a minimum of 50mm concrete cover to steel work. Pour concrete slab forming basement concrete floor.

ix) Introduce structural steel framework at ground floor level as works proceed complete with column sections located over thickened slab areas.

E) BELOW GROUND DRAINAGE

i) There is a small chance that ground water is to be encountered within the extension construction zone. it is proposed that the concrete retaining walls and new floor slab will act as the primary barrier to possible water ingress. An internal drained cavity system will be installed to form a watertight enclosure.

ii) The cavity drain system will include a cavity drain sump to collect any water which will then be pumped to the main private drainage system.

iii) A survey of the existing drainage system on site will be carried out to assess its existing condition and the connection point to the public sewer. The connection to the public sewer will be retained and re-used. Some internal pipework may require revised positions.

iv) The proposed extension level will be lower than the level of the existing public sewer connection as such the foul effluent generated at basement level will require to be pumped to the main private drainage system. This will prevent any flooding from public sewers in case of backup.

v) The proposed lightwell is in the centre and will be equipped with gullies for the rainwater drainage. Water run-off will be pumped.

vi) The proposed basement scheme will not increase existing surface water areas on the site.

F) CONSTRUCTION TRAFFIC MANAGEMENT PLAN

i) All vehicles (excavation and construction vehicles) can approach the site from the main A5205 Prince Albert Road turning left into Albert Terrace then left into Regents Park Road. From here as per the instructions given to each delivery order this will be met by a specific Banksman in charge of deliveries (The Banksman will have been made aware of the delivery by a telephone call ahead of time by the Transport Operator, however if the Banksman is not present, the driver will have been instructed to wait in the parking bays on Regents Park Road and again call the provided number. The Banksman will wait until traffic is cleared from the entrance to St Georges Terrace then guide the delivery to reverse up St Georges Terrace to No. 9. Once the delivery is completed the lorry will drive forwards out of the Terrace and turn right onto Regents Park Road.

No alternative routes for pedestrians, cyclists or vehicles are required. If a delivery vehicle prevents another vehicle movement they will be asked

to move to a suitable location for these vehicles to pass before continuing with deliveries.

ii) The proposed working hours within which vehicles will arrive and depart are 8.00 am – 4.00 pm, Monday to Friday and 8.00 am -1.00pm on Saturdays.

iii) 3-No. vehicle types are to be used during the proposed construction work – grab lorry, ready mix concrete lorry and standard builders merchants delivery lorry. We anticipate an average of 2 deliveries per day / 10 per week throughout the construction period.

iv) The vehicle sizes proposed for the execution of the project will ensure safe navigation within the specific road network. (No articulated vehicles will be used). The subject property is serviced by Local Authority waste and refuse collections whose vehicles are able to access the property without difficulty.

v) There are no other works required to facilitate the construction outside of the property boundary.

vi) There is no contractors parking available at the site and public transport will be used for movement of staff to and from the property or parking using pay and display on Regents Park Road.

vii) Unloading of vehicles will take place adjacent to the hoarding enclosure which is situated at the edge of the boundary of the property.

viii) There is no proposal for any overhanging of the Public Highway with the exception of a conveyor to the materials bay.

ix) A hoarding enclosure is to be constructed within the site boundary and will facilitate the requirement for materials and plant storage.

x) All deliveries via vehicle to the site will be subject to the requirements of the Road Traffic Act and will provide due care and attention to the Health and Safety of members of the public.

xi) A Banksman will be on site for the duration of the project and will manage any vehicular traffic or members of the public on foot. This would include manoeuvring to and from the property as described previously.

xii) It is anticipated that an average of 2 deliveries per day to site will be required and, as such, there is no measurable impact upon the volume of traffic moving within the area.

xiii) Measures will be taken to reduce the number of vehicle movements to site using recycling of existing material wherever possible and compaction of bulky waste materials which may arise.

xiv) It is not anticipated that any significant amount of debris or dust will arise from the works which might spread upon the Public Highway notwithstanding this it will be the responsibility of the Project Manager to ensure that the highway is swept on a daily basis.

xv) The excavation of the proposed extension and the removal of excavated material is a relatively clean process and it is not anticipated that this will give rise to a debris collecting in any public area.

xvi) This is a modest construction project which has minimal impact upon local businesses or any other associations, tenants or residents other than those who immediately occupy the site. Similar projects have been constructed on this street, however the road remains quite and fully passable. It is not considered the small scale works at this site will affect other sites from continuing, or adversly affect other residents day to day activities.

xvii) The construction proposed have minimal impact upon adjoining owners, resident or business operators other than the movement of an average of 2 vehicles per day and, in these circumstances, it is not proposed to establish a Construction Working Group.

xviii) The Contract Manager will be appointed as Community Liaison for the Client as so far as any construction related issue might arise.

xix) The Contract Manager's name, address, e-mail and mobile telephone contact details will be printed and clearly displayed at the boundary of the property in line with the Considerate Contractors' Scheme recommendations.

xx) We are a member of the Considerate Contractors' Scheme and will follow the general guidance set out within the Code of Conduct for that organisation.

xxi) There are no other relevant information in connection with traffic and transport which might apply to this project.

xxii) The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with the Council. The Contract 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 completed with thereafter.

xxiii) All delivery vehicles will come from major suppliers who work within Camden Borough Council frequently (Travis Perkins, O'Donovans Waste, Cemex etc). These operators are fully conversant with the Borough's requirements and Section 1-3 of the Section 106 Agreement will be adhered to.

G) MACHINERY

i) The proposed extension is at the rear with limited access.

ii) Therefore excavation machinery is limited in its requirement as comparatively little spoil is to be removed and large machinery is not required.

iii) Site machinery will consist of:-

- Conveyor
- Compressor and air tools

H) CONCLUSION

i) The proposed works will involve the construction of a rear lower ground floor extension constructed with reinforced concrete underpinning (open site).

ii) The proposed works, if executed correctly and in accordance with the appointed Engineers calculations, details and procedures will pose no significant threat to the structural stability of adjoining properties.

iii) The proposed drainage scheme for the new basement includes a foul pumping chamber and a cavity drain sump. The proposals are relatively straightforward and have been successfully completed on a number of similar projects in London.

I) STATEMENT

i) The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The 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.