CLPM

CONSTRUCTION PROJECT CONSULTANCY

2 HURDWICK PLACE, LONDON. NW1 2JE

CONSTRUCTION METHOD PLAN

Fig 1. – Photograph of No. 2 Hurdwick Place.

CONTENTS

Client: **Kingscroft Estates LLP.**

Architectural Design: **Tal Arc Ltd., Architecture | Design**

Planning Authority: **London Borough of Camden**
Planning Application Number: **2013/7180/P**

Description:

Excavation of rear garden area to extend existing lower ground floor level, ground floor rear extension with rear balcony, internal alterations to change the layout in association with use as a Hostel.

1.0 INTRODUCTION

This Construction Method Plan has been produced to address Condition 6 of the London Borough of Camden's Planning Decision notice dated 16 December, 2014.

Reference will also be made to Condition 5, regarding protection of trees.

2.0 CONDITION 6

"No development shall take place until a Construction Method Plan has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period".

Reason: To minimise traffic disruption and avoid dangerous situations for pedestrian and other road users in accordance with policy CS11 (Sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy, and policies DP16 (Development and transport implications), DP20 (Movement of gods and materials) and DP26 (Managing the impact of development on occupiers and neighbours) the London Borough of Camden Local Development Framework Development Policies.

CS11 – SUSTAINABLE AND EFFICIENT TRAVEL

DP 16 – Development and transport implications.

The proposed use of the development site is one of a hostel. Travel facilities for both construction personnel (and in the longer term, its occupants), are in close proximity to the development. These include the London Underground by way of Mornington Crescent underground station (within 20m), Bus provision (outside the premises), and drop off facilities via a parking bay for a single vehicle.

Parking restrictions in the local area commence at 08.30 hours (Monday - Friday), and at 09.30 hours (Saturday), which enables contractors to park and drop off personnel and equipment to the area prior to time restrictions coming into force. After this time parking provision for contractors will either be away form site altogether or provision applied for by way of parking suspension of Residents Permit bays (or part thereof).

DP20 – Movement of goods and materials.

The site is approximately 20m away from the entrance to Mornington Crescent Underground station. Peak flow rate into, and out of the station, will need to be taken into account during the construction phase.

The morning peak movement for people flow, comprising a majority of public arriving into and exiting the station is during the hours of 07.15 – 10.00 hours. (08.00 – 09.00 being the heaviest time period).
The afternoon peak is more staggered, but comprises flow between the hours of 16.00 – 20.00 hours, more concentrated in entering the station. (17.00 – 18.00 being the heaviest time period).

Contractors will at all times, have the Health and Safety of the General Public in mind. Therefore, is anticipated that goods and materials will be delivered and taken onto site outside of these hours, with the optimal time being between 10.00 – 15.00 hours.

Delivery will be to the suspended single parking bay outside No. 4/6 Hurdwick Place, between skip replacement timings, and hand transported to site during non-peak times.

CS14. DP 26 – Managing the impact of development of occupants and neighbours.

Contractors will adhere to the London Borough of Camden's construction hours' delineation, as detailed below. Pavement areas to the front of Hurdwick Place housing to be kept clean and free of any construction dirt or debris.

3.0. INFORMATIVE 4 – Elements listed in the Planning Decision document).

a) ACCESS ARRANGEMENTS FOR VEHICLES.

There is no vehicular access required onto the site itself.

b) DETAILS OF ANY HIGHWAY WORKS NECESSARY TO ENABLE CONSTRUCTION TO TAKE PLACE.

No highway works need to be undertaken.

c) PARKING AND LOADING ARRANGEMENTS OF VEHICLES AND DELIVERY OF MATERIALS AND PLANT TO THE SITE.

Contractor vehicles will make use of the suspended vehicle parking bay outside No. 5 Hurdwick Place (See Figs. 4 and 5, Appendix), (when not being used for on-road skip provision) and, if needed, around the corner in Harrington Square as part suspension of a set meterage of the Residents' Parking Bay (See Figs 7 and 8, Appendix). Following a tender process, the contractor who is awarded the contract will ascertain his requirements for necessary parking. They will then have to submit an application via the Council portal, for the single parking bay to be suspended in Hurdwick Place, (for a Skip licence and suspension), or a part of the Residents Parking Permit bays are to be suspended in Harrington Square. Also, to TFL if the Bus Stop is to be suspended for construction plant location purposes.

d) DETAILS OF PROPOSED PARKING BAYS SUSPENSIONS AND TEMPORARY TRAFFIC MANAGEMENT ORDERS.

This construction project comprises a relatively small rear basement addition and alterations works, Underpinning, concrete foundations and ground floor slab will need to be installed. The Contractor awarded will decide upon whether to use premixed concrete delivered to site or to mix and pour concrete within the basement itself.

If the former methodology is to be used this will lend more weight to the Option of an application with TFL for a limited time suspension of the Bus Stop for approximately 4 -6 weeks. This space will then also be used to potentially site a skip for excavated material off site, both for the underpinning, rear garden soil removal and soil level reduction for the ground floor slab build-up.

Soil removal will be by bagging within the confines of the Basement rooms and front light well. An electric hoist will be used within the confines of the front hoarding to then move the bagged soil/rubble, which will be manhandled to the skip.

Options for Parking Bay / Bust Stop / Residents Permit Bay part suspension.

Location of Skip and potential plant location.

Option 1.
Suspension of shared-use single parking bay outside No. 5 for Skip and parking. Rank No. 5879. Hours of operation 19.00 – 07.00 hours.

Option 2.
Suspension of Bus Stop to accommodate skip location directly outside construction site. This would enable potential muck-away conveyor to be erected in secure housing over the footpath to drop into a skip

located on the highway in the designated Bus Stop area. Also, this route could be used for pre-mixed concrete to be pumped into rear of the site for sequenced foundations, and ground slab.

e) DETAILS OF SECURITY HOARDING REQUIRED ON THE PUBLIC HIGHWAY.

The front of the construction site will have construction security hoarding erected, to ensure that access by the general public is curtailed. Reference will be made to CDM regulations, and the BS 8000. Relevant construction operational and Health and safety signage will be displayed on the hoarding, with contact details of the site foreman and contractors.

The site office will initially be located on the Ground Floor, with access to the floors above and Basement via this area.

f) THE PROPOSED SITE WORKING HOURS INCLUDING START AND END DATES.

Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974.
Building works that can be heard at the boundary of the site will in accordance with the applicable stipulations, only be carried out between 08.00 and 18.00 hours Monday to Friday, an 08.00 and 13.00 on Saturday. No works will be carried out on Sundays or Public Holidays

It is anticipated that the construction phase will commence late February/early March 2017, with a duration of some 6 months, up to the end of August 2017.

g) DETAILS OF ANY OTHER MEASURE DISIGNED TO REDUCE THE IMPACT OF ASSOCIATED TRAFFIC (SUCH AS THE USE OF CONSTRUCTION MATERIAL CONSIDERATIONS CENTRES, MEASURES TO CONTROL DUST AND DIRT AND SCHEMES FOR RECYCLING/DISPOSAL OF WASTE FROM DEMOLITION).

- MEASURES TO PREVENT MUD AND DEBRIS BEING CARRIED ON TO THE PUBLIC FOOTPATH ANDHIGHWAY.

All debris, dust and unwanted materials are to become the property of the Contractor who will remove all such materials from site.
The site will be kept in a clean and tidy condition and thoroughly cleaned down to minimise the transference of material onto the public footpath and highway to the satisfaction of the Contract Administrator.
A labourer will be appointed the role of ensuring that the pavement is kept free of debris and washed down regularly, and otherwise whenever needed. This should also be reviewed as the last element of the construction working day, and in any case before contactors leaves site for the day.

- METHODS TO MINIMISE POLLUTION.

The Contractor and at his direction, any sub-contractors, will take all necessary measures whilst carrying out demolition, excavation and construction works, to reduce the effect of noise, dust, nuisance and disturbance to the adjacent areas of the building, and also prevent unauthorised access to the works area.

It is thought that a great deal of demolition works will be carried manually, to minimise dust.

For times where dust is thought likely to be generated, mist spraying of water will be applied to localised areas to damp down the spread of dust from site.

- RECYCLING/DISPOSAL OF WASTE.

Where applicable, materials will be stripped from the building and re-cycled for scrap or for re-use through a reclamation company. A proportion of material where applicable, will be retained for re-use as hard-core for the construction usage, in accordance with a Site Waste Management Plan.

Skip waste will be pre-sorted on site (metal, timber, soil, general waste) and taken off by either the Contractor or the Skip supplier to be dealt with accordingly.

h) <u>ANY OTHER RELEVANT INFORMATION.</u>

1) Condition 5 – Trees. The Soil Survey and Basement Impact Assessment (BIA) identified that no principal roots belonging to a neighbour's tree would be impacted upon. Nevertheless, root-ball management measures will be implemented in accordance with BS4837:2012 "Trees in Relation to Construction", if subsequently this proves not to be the case. Tree roots encountered to the neighbour's property at No. 3, will be protected during construction work in accordance with the approved protection details if found.

2) Building regulations will be adhered to throughout the construction phase, with a Building Control body (either Local Authority or Private) being appointed.

3) Demolition and Construction Methodology and Sequence of works. (To be confirmed after Contractor appointment).

- Prior to the commencement of works, Party Wall agreements will have been completed to encompass both neighbouring properties (No. 1 and No. 3), for all relevant sections of the Party Wall Etc. Act, 1996.

- Prior to commencement of works, a photographic record will be taken of the areas to the front of the house, detailing the condition of the road curb, footpath and driveway for future reference and, if deemed necessary, any rectification or remedial works needed to these areas will be at the owner's expense.

- All relevant notifications, plans and registers under CDM Regulations 2015 will have been complied with, and put into place prior to commencement of works.

- If applicable, an Asbestos survey will have been carried out in accordance with The Control of Asbestos Regulations 2006, Approved Code of Practice L143 and the Licenced Contractors Guide HSG 247.

- Utility services will be isolated where applicable or made available for construction purposes, including: Water, Electricity, Gas, and Telecom. Drainage will be capped, so as to stop the ingress of demolition materials into the sewerage system, notwithstanding the provision for sanitary conveniences and washing facilities under the Workplace (Health, Safety and Welfare) Regulations, 1992.

- Legislation:

- The Contractor shall insure that all scaffoldings conform to BS EN 12811-1 and reference should be made to TG20:08 and other relevant legislation including The Construction (Design and Management) Regulations 2015, Provision and Use of Work Equipment Regulations 1998, Manual Handling Regulations 2004, The Control of Noise at Work Regulations 2005, Management of Health and Safety at Work Regulations 2006, Lifting Operations and Lifting Equipment Regulations 1998, Personal Protective Equipment Regulations 2002, Health and Safety at Work Regulations 1999.

- The Contractor will comply with HSE and other guidance including HS (G) 150 Health and Safety in Construction; BS EN 12811-1 Temporary works equipment. Scaffolds, performance requirements and general design; HS (G) 33 Safety and Roof work; BS1129 timber ladder, steps, trestle and light weight staging. All ladders used meet British or European standard - BS 2037, BS 1129, BS 7377, BS EN 131 (or EN 131) BS 1129:1990 (British) applies to wooden ladders. BS 2037:1994 (British) applies to metal ladders. BS EN 131:1993 (European) applies to both. BS 7377:1994 (British) applies to step-stools.

- Working at height regulations are to be observed.

- Reference is to be made to Method Statements supplied as part of any Party Wall Award and to the Structural Engineer guidelines to include for any Temporary Works.

- Outline Construction methodology will include:

  - Site set-up.

  - Demolition of the existing rear and side to Basement construction, including retention of materials for construction re-use. Further site strip out of partition walls to upper floors, retaining materials for re-use.

  - Dig-out and muck-away of approximately 40cubic metres of soil.

  - Installation of underpinning to necessary boundary areas, and areas for the basement wall construction. Construction to be carried out in accordance with AND Designs Ltd Structural Engineering, Method Statement and Construction Methodology (see Fig 2. below).
    Contractor awarded the Project Construction will review concrete mixing method (either pre-mixed or mixed on site). This will impact upon any necessary parking suspension needed.

  - Excavation of rear garden area material.
  - Temporary shoring works in connection with Structural Engineers Specification.
  - Construction of extension walls, floor and ceiling, utilising materials set aside for re-use.
  - Preparation of rear landscaping works, utilising materials set aside for re-use.

  - Construction/formation of retaining walls and patio area to rear garden, utilising materials set aside for re-use.

  - Fit out.

  - Decoration.

4.0 APPENDIX – Plans and photographs

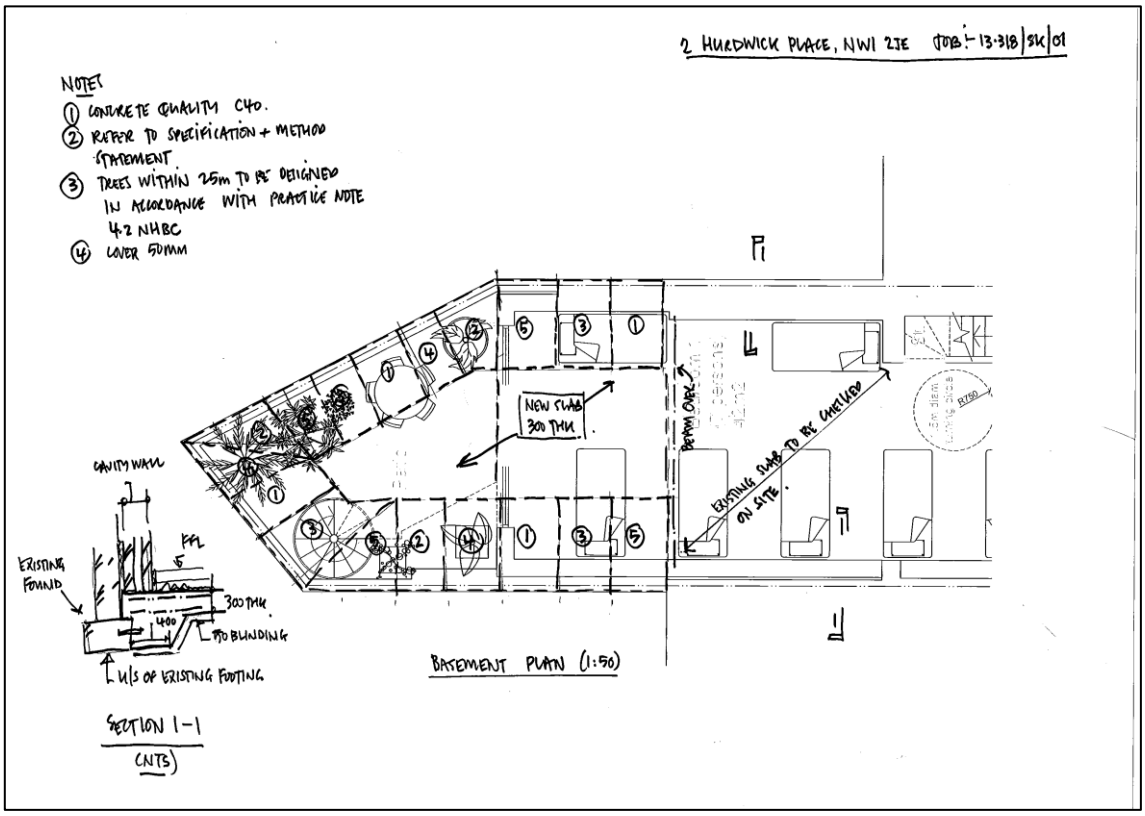

Fig 2. - St. Eng. Sequence for underpinning , foundations and new Basement slab.

Fig. 3. – Photograph depicting Bus Stop, Bus Shelter, shared-use Parking Bay, Adjacent land car Park.

Fig. 4 – Photograph showing single, shared-use parking bay outside No. 5 Hurdwick Place.

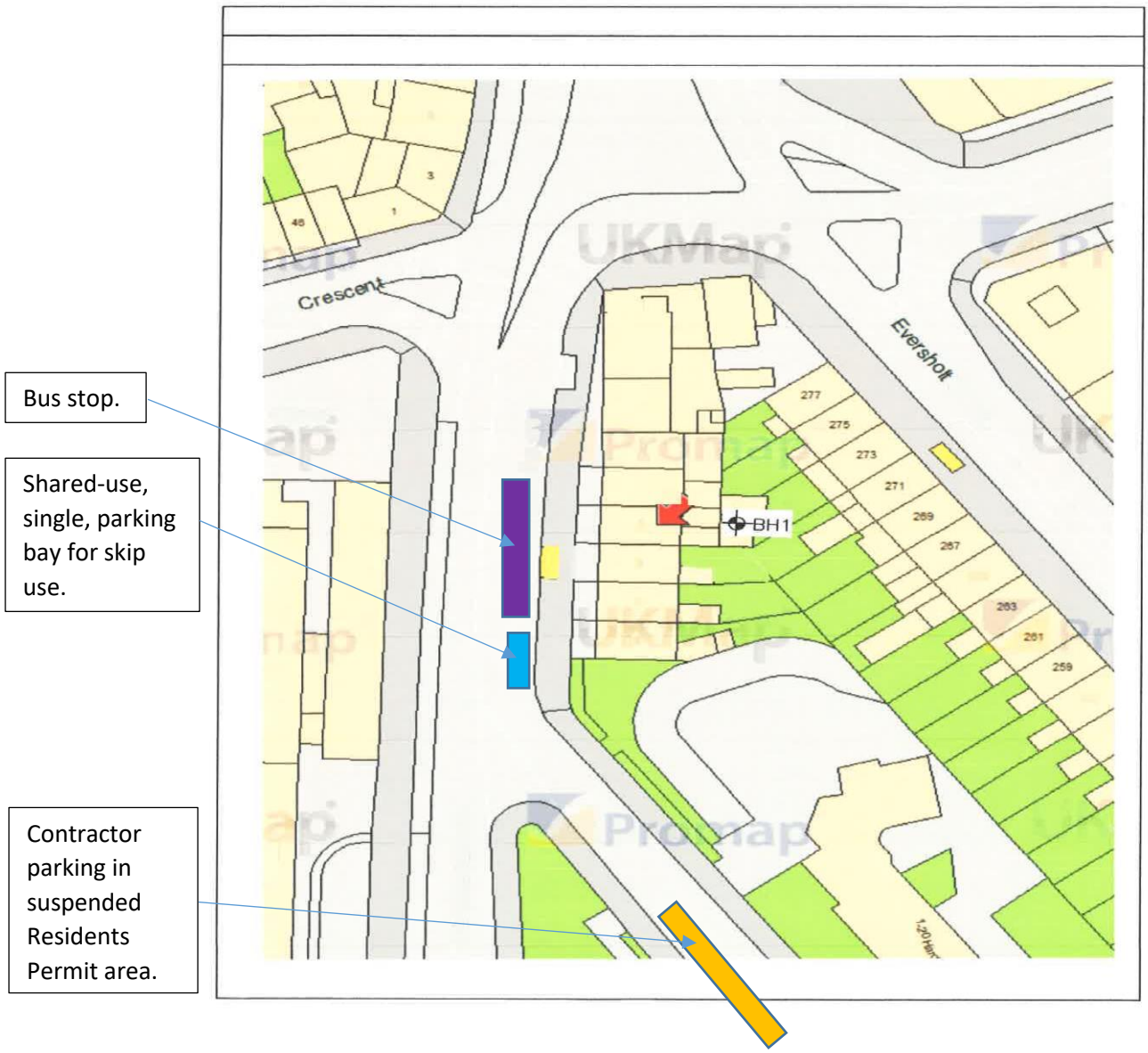

Fig 5. – Annotated area plan.

Fig 6. – Photograph showing space for bus to pass by any potential Bus Stop usage.

Fig. 7 – Photograph of Residents Parking Bay in Harrington Square.

Fig. 8 – Photograph of Residents Parking Bay in Harrington Square.