

Castlehaven Row Ltd.

Camden Wharf

Draft Construction Management Plan

Draft 1 | 16 June 2016

Draft

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Ove Arup & Partners Ltd
13 Fitzroy Street
London
W1T 4BQ
United Kingdom
www.arup.com

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		Name	Jonathan Evans	Keith McCall	TBA
		Signature			
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			Prepared by	Checked by	Approved by
		Name			
		Signature			
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Appendices

Appendix A

LB CAMDEN PROFORMA

1 Introduction

1.1 Purpose of this Report

This report establishes the overall delivery and site control constraints to minimise impacts during the de-construction and refurbishment of the Camden Wharf building.

This is an initial plan and has been prepared in advance of the appointment of a Principal Contractor. The Principal Contractor, when appointed, will use this report as a basis for further preparation of its own working logistics and management strategy which will be submitted at a later stage.

This report describes the proposed construction and deconstruction methodology and associated assumptions in response to the requirements of the London Borough of Camden and is supported by supplementary sketches that illustrate the sequence and timescales.

1.2 Description of Project

The Camden Wharf project comprises the relocation of MEP plant to enable the extension of existing floor plates. This will allow the addition to the area of a new 4th floor roof top restaurant, with lift service over a rejuvenated public realm and shop frontages to the canal side to enhance the local area. Proposed scope of works includes:

- Extension of floor plate to the 2nd and 3rd floors;
- Creation of new roof level restaurant at 4th floor;
- Relocation of roof top plant;
- New lift cores to serve the restaurant;
- Existing services relocated within the extensions and other existing services areas; space for new services designed into the scheme;
- Conversion of current loading bay/ service yard to create new ancillary spaces (including cycle storage, showers and lockers facilities, waste storage generated from additional floor space and uses) Note: the converted loading bay also houses entrance to new 4th floor restaurant;
- New shop frontages to enhance the new restaurant/ office entrance at ground floor.
- Public realm reinstatement and private road enhancement

1.3 General Assumptions

- It is assumed that the office areas of the building on the upper floors will be vacant at the time of the works.
- It is assumed that the retail units including JD Weatherspoon's will be maintained operational during the works.

- Where retail is operational during the works it is accepted that temporary supplies may be provided to maintain business as usual.
- During the public realm works, temporary public access will be maintained to all retail outlets that are in operation, during their business hours.
- Where power shut down are required, it is assumed that these will be notified to the tenants of the retail units with advance notice in line with standard lease agreements.
- Works may require phasing on a macro scale where temporary provision of services is required. This will be explored during the formation of a Level 3 programme and may require temporary physical feeds, and local alteration to building fabric.
- Construction teams will have full access to the loading bay and sole use of the facility during the works.

1.4 General Principals of Structure

In general terms it is accepted that the design for the refurbishment and extension of the structure will have no impact on the existing structural frame.

Though building fabric will be deconstructed within areas, the principal will be to extend the structural frame and not reduce it through the works.

1.5 Considerations and Constraints

Our preliminary construction logistics strategy includes initial consideration for the effect of the following factors;

- Local adjacent occupants including hotel, residential, retail units;
- Rail/London Underground and other amenities;
- Requirements of LB Camden;
- Other construction projects;
- Local traffic conditions.

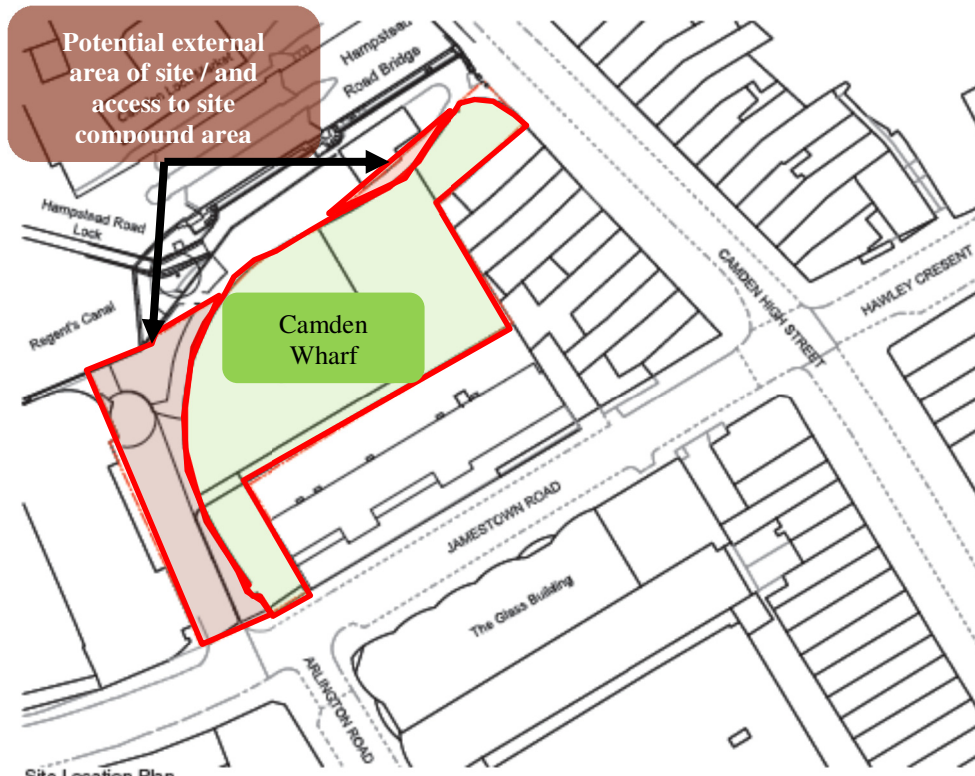
1.6 The Site Location

The Camden Wharf building overlooks the Regent's Canal and Camden Lock Market and is surrounded by mixed use buildings, the Holiday Inn Hotel and a Grade II listed building on the canal side.

The site is bounded on two sides by the main roads of Chalk Farm Road / Camden High Street (East) and Jamestown Road (South). Regents Canal is on the North boundary with the Holiday Inn London-Camden Lock to the East which is separated from the Camden Wharf Building by a private service road.

The central location of the building and its proximity to Camden Town underground station and trunk bus routes (Camden High Street and Chalk Farm





Road), provides reasonable options for utilising public transport to bring workers to site without the use of increased car use, or contractor vehicles.



Site Location Plan

Typical Images of the Wharf and Surrounding Areas

	
<p>View from Jamestown road of buildings in front of the Camden Wharf Building</p>	<p>Regents Lock frontage including business frontages to the Camden Wharf Building</p>
	
<p>Foot Bridge over the Regent Canal to Camden Wharf</p>	<p>Camden Lock Adj. to the Grade II listed Lock Keepers Cottage</p>
	
<p>View of Camden High Street leading over the bridge to Chalk Farm Road</p>	<p>View of Camden High Street from Camden Wharf</p>

	
Arlington Road	View of Arlington Road from the Camden Wharf service road
	
Jamestown Road as seen from West to East (Arlington Road Junction)	
	
Jamestown Road as seen from East to West (Camden Highstreet Junction)	

1.7 Outline scope of works

The base project is to provide an extended floor area to the upper floors, and relocate some plant to free a suitable area for expansion. There will also be an element of renewal of existing plant and kit where the plant is nearing the end of its lifecycle.

The key elements are:

- Extension of building floor plate to east end of levels L03 & L04
- Addition of a lightweight roof structure over level L04
- Addition of two new cores, passenger and goods lift to serve level L04
- Extension of Fire escape stair to level L04
- Re-provision in alternative locations of existing building services to enable civil and structural works
- General MEP and BWIC works related to internal modernisation to facilitate both new MEP and Civil works where structural alterations are required.
- Public realm works
- Improved accessibility and permeability of the building from both the canal side and Jamestown Road.
- Improved accessibility of the private road to the west side of the building (currently used for loading, unloading deliveries and car parking) by gentrification for pedestrians.

2 Construction Programme

We have produced an initial construction programme from first principals. The programme assumes standard industry approach to construction methodology as well as commonly utilised construction techniques.

We enclose in this section a level 1 (Summary) and level 2 construction programme, which reflects the above.

The construction programme indicates an overall construction period of **17 months**. Attached overleaf are programs at level 1 (Summary) 1 and level 2 detailed;

2.1 Level 1 Programme

