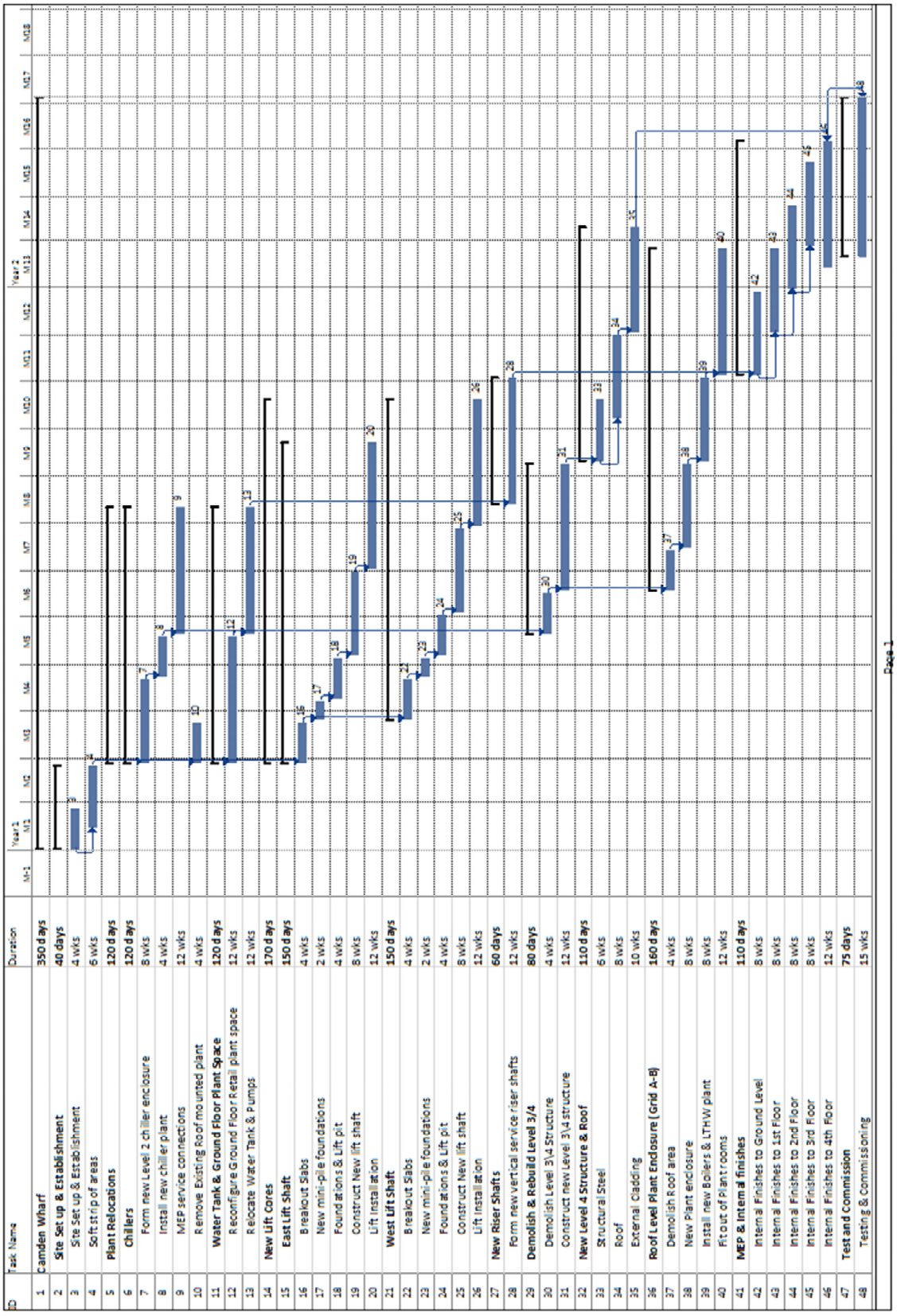
2.2 Level 2 Programme



3 Existing Building

The Camden Wharf building is a four storey building that was originally constructed in 2000, primarily constructed from a reinforced concrete frame founded on piled foundations with rendered elevations. Its lateral stability is provide via a combination of reinforced concrete cores and perimeter reinforced concrete frame. Camden Wharf's transfer structure exists at level L01 through to Level L03 with perimeter column stepping inwards/outwards at each subsequent floor level.

The building currently accommodates a combination of retail and restaurant units, with the upper floors providing office space. The existing retail and restaurant units are accessed from the canal side and the offices are entered from Jamestown Road.

The deliveries come from the private road to the west side of the building through the external corridor to the rear of the units at ground floor.

4 Construction Methodology

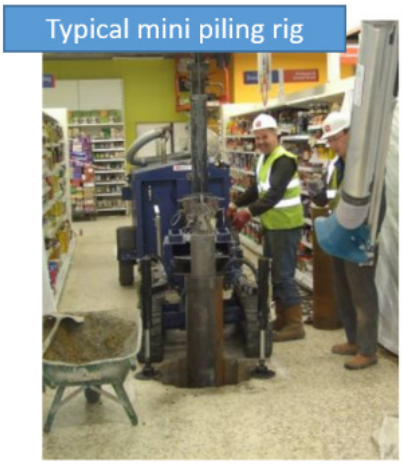
4.1 De-construction Operations

Due to the location and height of the de-construction works lightweight plant will be required to supplement manual de-construction. This could include the use of mini excavators and specialist hydraulic breakers. Where possible these vehicles should access their place of work via designated routes internally or be landed to the upper floors by crane.

Examples of Mini digger demolition plant

4.2 Foundation / Substructures

Foundations are limited to the installation of mini-piles for the new lift shafts. This will be carried out using a small track mounted piling rig. All diesel plant should be properly vented to open air and specialist extractor systems may be required throughout their use on the site



4.3 Reinforced Concrete Structure

It is anticipated that traditional formwork systems are utilised to construct the superstructure. There are various shear walls required to provide stability at the lower levels and these will be incorporated in the construction process.

Materials (reinforcement, formwork) will be delivered using the tower crane. Concrete can be placed using skips or mobile concrete pump. The concrete pump will be located at ground floor level to enable the concrete delivery wagons to discharge their concrete loads.

The access and egress points from the service yard will be retained throughout this operation with temporary works provided if necessary to retain the head height for delivery vehicles.

4.4 Roof Structure

The light weight roof structure spanning trusses, members, supports, steel columns and cladding will be delivered to site in section and installed progressively in to place without the need for further on site storage, double handling or further lifting. All lifting operations related to the structure and facades will be conducted by tower crane.

The associated roof fabric such as facia frame supports, metals, insulation, membranes and jointing sections will be craned up to roof height to a centralised location and manually handled in to position and fixed.

4.5 Roof Structure

All façade panels will be lifted in to place from the loading bay are via tower crane and installed progressively in to place without the need for further on site storage or double handling.

4.6 Internal Fit out including Lifts and Restaurant

All materials for the fit out of the upper floors will be brought in to site via the loading bay and manhandled in to location via designated travel routes and the service lift.

4.6.1 Hot works

It is the general principal of the project that hot works will be minimised by introducing “prefabrication” or mechanical jointing. Where hot works are required, proper supervision will be put in place including a fire watch and “heat sensors” in replacement of smoke heads.

4.6.2 Concrete Cutting (For service & lift shafts)

All areas of structural frame have been avoided for concrete alterations to maintain the buildings integrity without adjustment. The designated area for concrete cutting will be appointed and segregated from site. The concrete will be broken out by mechanical plant and removed in accordance with the waste management plan. Rebar and the steel form work will be cut out using mechanical plant and removed from site, and the edges made good on completion of the de-construction of the slab.

4.6.3 Installation of Lifts

On acceptance of the lift voids the specialist contractor will install the lift pit and walling system prior to introducing the mechanical fittings and runners from a suitably installed access platform. All materials will be brought in to the lift areas by pallet truck and stored locally prior to installation.

4.7 MEP Services

There are a number of localised MEP works that will be undertaken with in the structure of the building and at roof level.

All works within the building will be serviced via the good lift with the possible addition of a hoist and lifting beam installed within a lift shaft to provide extra “heavy” goods movement from the ground floor. Once on the floor all materials will be manoeuvred either by skate or hand truck to their end location.

Prior to works a survey will be conducted within the travel routes of the new plant and materials to ensure that the floor is fit to take the load, and where required strengthening will be provided (this may run down to the basement if required).

Local mechanical hoists will be employed to assist with internal lifting along with other suitable small lifting apparatus that is required.

At roof level, the key plant is noted as:

- Kitchen Supply AHU

- Boilers
- Office WC and Plant Room AHU
- Restaurant AHU
- Kitchen Extract fan

All roof plant and materials as required will be brought to the work face by crane, and it is the intention of the project that all kit is dropped in to place and not manually handled during installation except for guidance.

4.7.1 New Water Tank

The Water tank will be brought to site in section and delivered to its installation point by pallet truck via the service lift. It will be installed using suitable small lifting rigs and manual mechanical fittings to manufacturer's recommendations.

4.7.2 New Chiller Enclosure

The New Chiller enclosure will be brought to site in section and lifted in to place and fitted progressively in to place without the need for further on site storage or double handling

4.8 External Works

The public realm and transport strategy aims to improve the accessibility and permeability of the building from both the canal side and Jamestown Road. As shown in the photos on this page, the private road to the west side of the building is currently used for loading/ unloading deliveries and car parking. It is poorly connected to the canal walk and is not used by pedestrians.

The enabling works considered within the proposal look to meet the challenge of improving the local environment both physically and aesthetically by introducing new paving and creating a more accessible canal frontage to all by introducing a number of public realm works (see below).

In addition to the public realm works, there will be temporary measures to enable some utility or enabling works being undertaken, these are anticipated as:

- Hoarding line (to be minimised where possible)
- Scaffolding (over sailing the building line)
- Utility connections
- Tree protection
- Temporary signage
- Inspection trench in location of the loading dock for HV service location
- Crane base
- Site compound
- Protection where required for adjacent structures
- Private road to be re-instated after any physical alterations due to crane or other physical requirements necessary due to the construction requirements.

4.8.1 Public Realm

The public realm works will be conducted on the North and East boundaries within the curtilage of the landlord's areas and will not include areas subject to restrictive covenants.

The works will all be conducted at ground level and therefore will not require major lifting and will be managed after the removal of the crane.

The crane base will be removed and the piles reduced to a suitable depth below ground to allow unfettered ground works.

The paving is to be predominantly granite sets and these will be delivered to site palletised via ridged flatbed lorry. A fork lift will be utilised for movement of sets about the site on pallet.

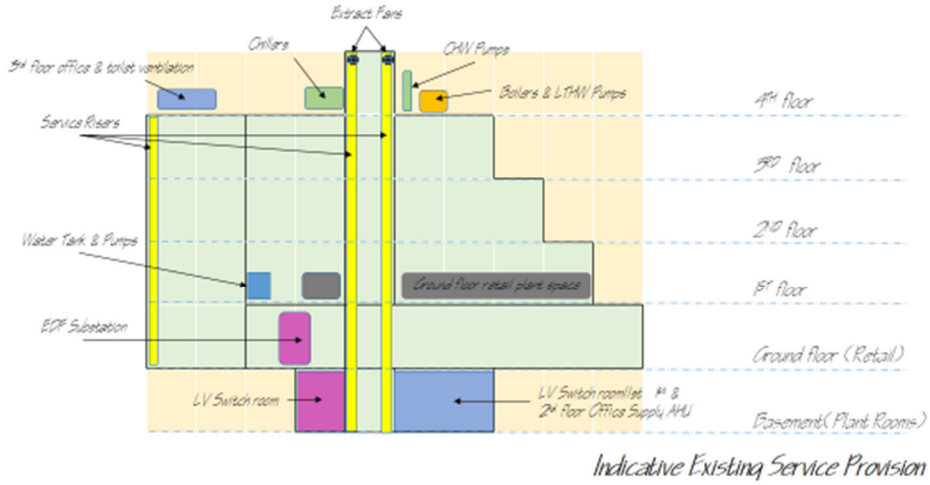
The slabs will be lifted in to position manually with suitable mechanical assistance where required, such as Vacuum lifters, and kerb and slab (scissor lifters. All bedding materials will be manually handled to and from central locations.

To aide in meeting the Policy DP18 (Parking standards and limiting the availability of car parking) in Camden's Development Policies document, the

development will also be car free and no vehicle or motorcycle parking will be provided.

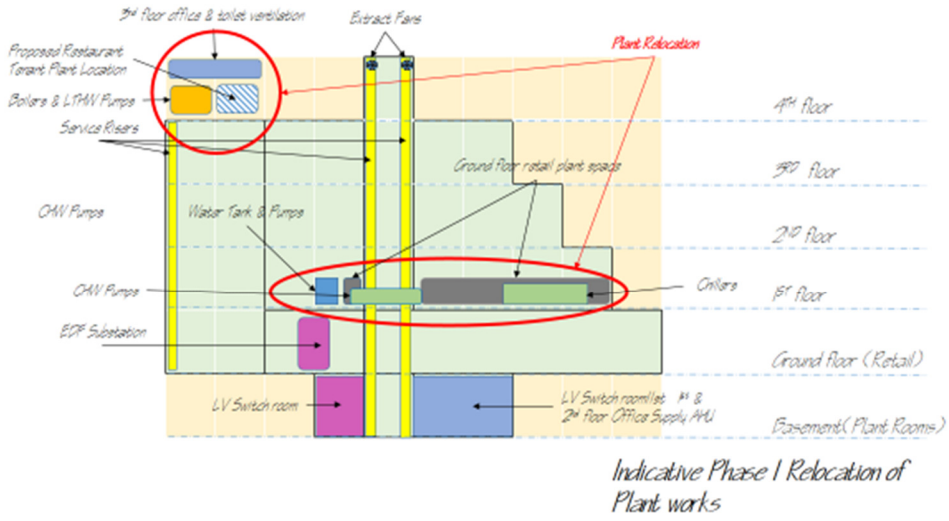
4.9 Construction Sequence Sketches

The following sketches are indicative and approximations of the scheme.



Indicative Existing Service Provision

Indicative Existing plan of the existing building in relation to local roads and structures

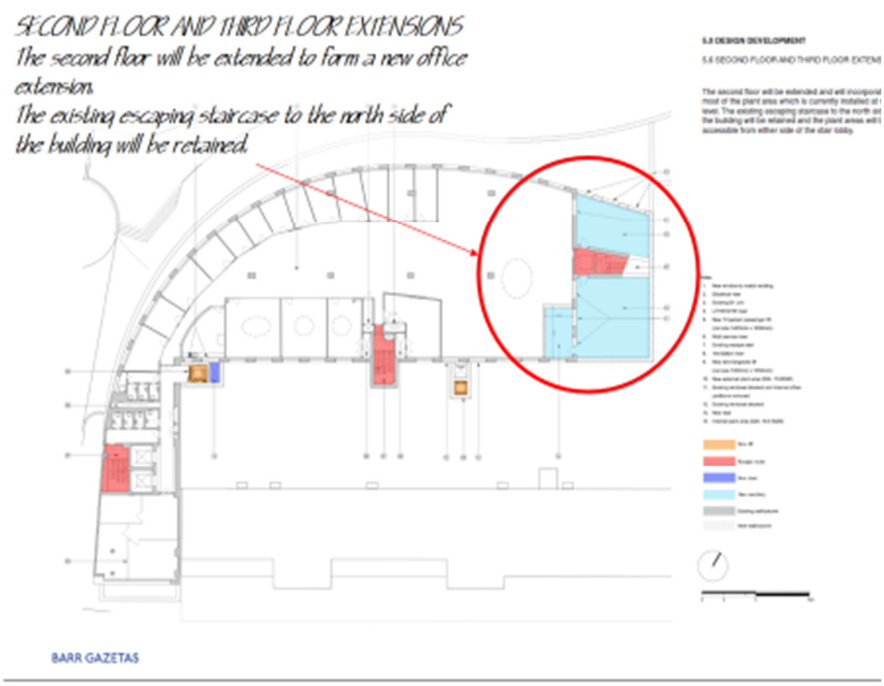


Indicative Phase I Relocation of Plant works

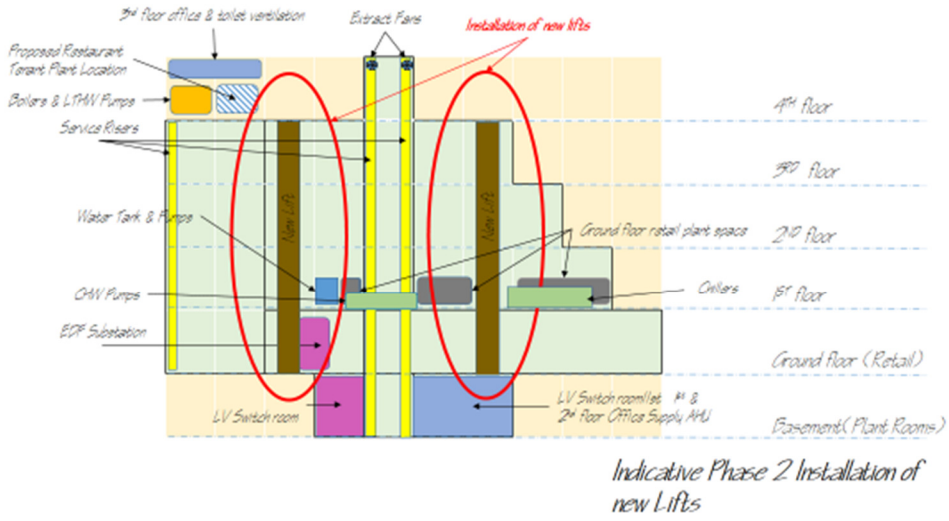
SECOND FLOOR AND THIRD FLOOR EXTENSIONS

The second floor will be extended to form a new office extension.

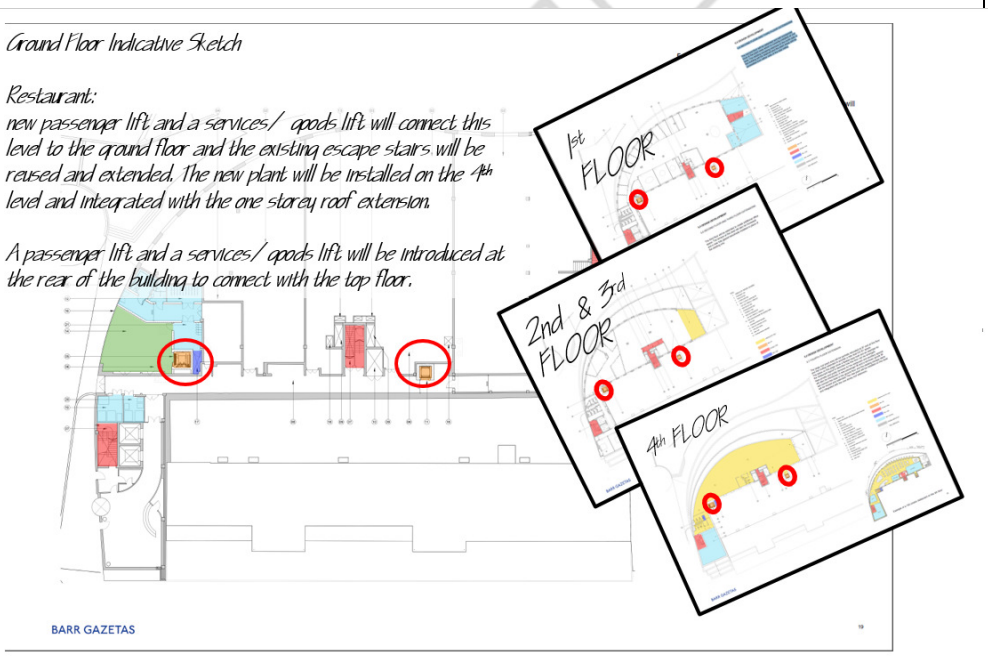
The existing escaping staircase to the north side of the building will be retained.

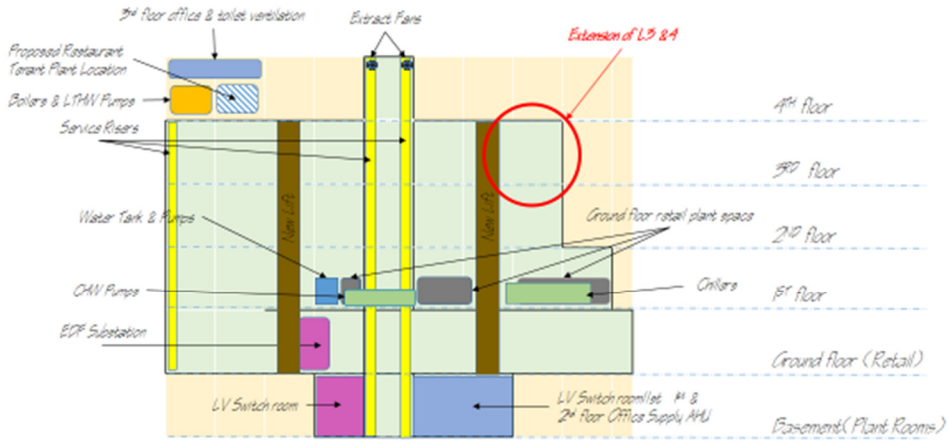


BARR GAZETAS



Indicative Phase 2 Installation of new Lifts

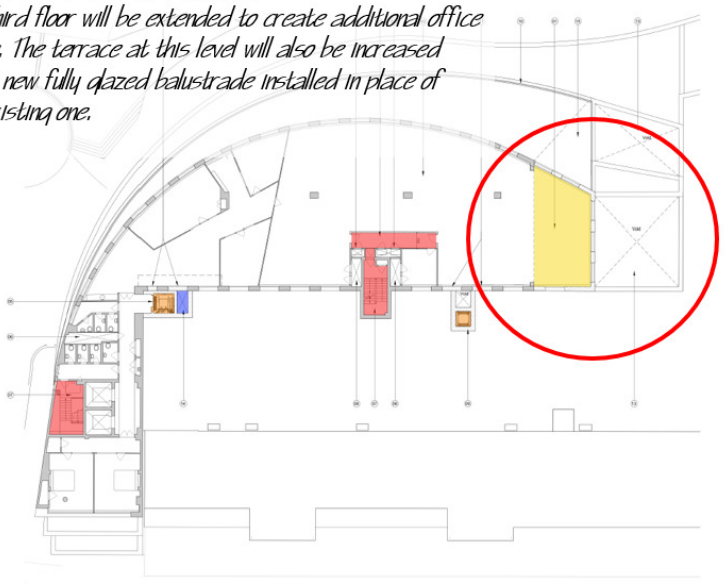




Indicative Phase 3 Extension of L3 & L4 (Inc. de-construction)

Indicative Phase 3 Extension of L3 & L4 (Inc. demolition)

SLIDE 1 of 2: 3rd Floor Extensions
The third floor will be extended to create additional office space. The terrace at this level will also be increased and a new fully glazed balustrade installed in place of the existing one.

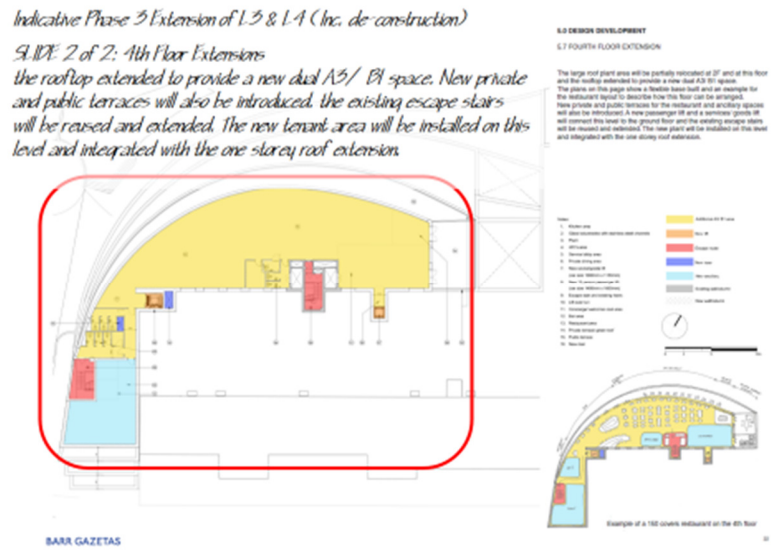


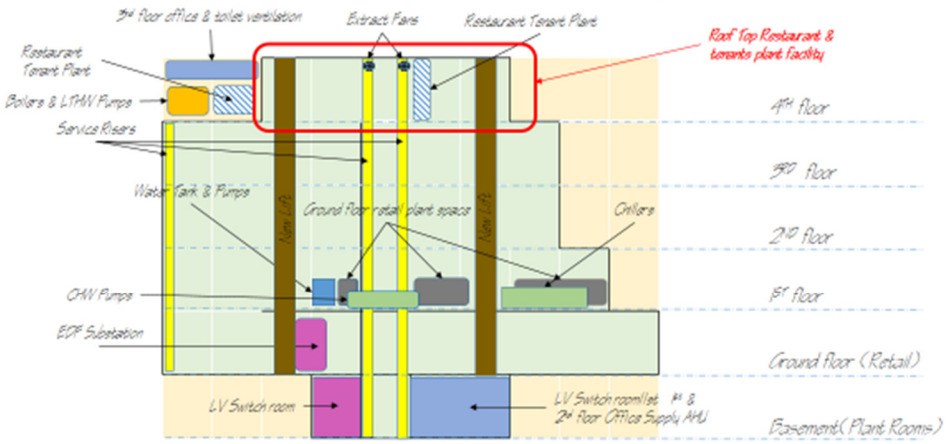
5.0 DESIGN DEVELOPMENT

5.6 SECOND FLOOR AND THIRD FLOOR EXTENSIONS

The third floor will be extended to create additional office space. The terrace at this level will also be increased and a new fully glazed balustrade installed in place of the existing one.

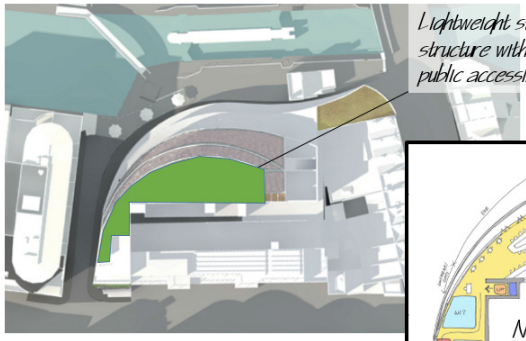
BARR GAZETAS

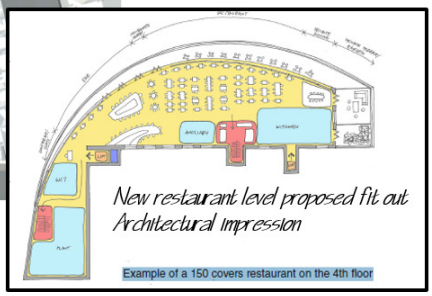

Indicative Phase 3 Extension of L3 & L4 (Inc. de-construction)
SLIDE 2 of 2: 4th Floor Extensions
the rooftop extended to provide a new dual A3/ B1 space. New private and public terraces will also be introduced. the existing escape stairs will be reused and extended. The new tenant area will be installed on this level and integrated with the one storey roof extension.
BARR GAZETAS

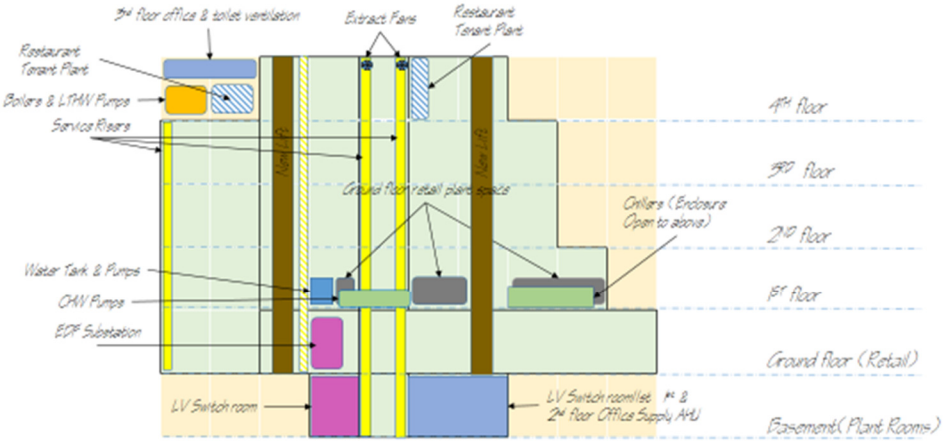

3rd Floor office & toilet ventilation
Extract Fans
Restaurant Tenant Plant
Roof Top Restaurant & tenants plant facility
Restaurant Tenant Plant
Boilers & LTHW Pumps
Service Risers
4th Floor
3rd Floor
Water Tank & Pumps
Ground Floor retail plant space
Chillers
2nd Floor
CHW Pumps
1st Floor
EDF Substation
Ground Floor (Retail)
LV Switch room
LV Switch room/let 1st & 2nd Floor Office Supply AHU
Basement (Plant Rooms)
Indicative Phase 5 Roof Top Restaurant

Indicative Phase 4 formation of new restaurant level .

The 4th floor is shown below as an architectural rendering of the potential roof scape on completion







Indicative Completed Building