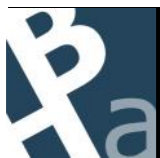


25 Old Gloucester Street, London WC1N 3AF



Draft Construction Management Plan





## Introduction

### Proposed Works

*Demolition*

*Construction*

### Environmental Controls

*Hours*

*Site Management*

*Proposed control of dust and dirt*

*Noise and Vibration*

### Traffic Management Control

## Introduction

Currently, the application site is in a poor state of repair and therefore the application is for partial demolition of the building. This will include demolition of the second floor of the extension to the rear of the frontage building and the demolition of all of the small chapel and ancillary block at the back of the site.

The frontage building and ground and basement floors of the rear extension will be retained and refurbished.

A new ancillary building will be built in place of the demolished small chapel to the rear of the site. In addition, a new extension containing three apartments will be built above the first floor of the existing rear extension.

## Proposed works

The proposed works are designed to create six new dwellings and a new ancillary building with a basement extension to the rear of the site. The upper floors of the frontage building are to be refurbished as apartments - in addition to new apartments contained within an extension above the existing extension to the rear of the frontage building.

### *Demolition*

Demolition will be performed in an orderly manner and will comprise:

- The removal of any asbestos materials
- The isolation of all incoming services
- The removal of all water, electrical and gas services and conduits
- The insertion of structural beams to support the existing retained structures, or to enable their temporary support/shoring during the works
- The demolition and removal of the existing envelope fabric and internal structure by an authorised specialist demolition contractor also approved to handle asbestos (where applicable)
- The excavations of the basements and foundations for the proposed works.

## *Construction*

### Basement

A new basement level will be excavated and new walls formed around the perimeter of the property on new foundations to be designed by the structural engineer. The construction of these new walls is likely to require the modification and underpinning of the surrounding existing party walls.

Relevant party wall awards will be put in place with adjoining owners to ensure approval of the works before they are undertaken.

### Superstructure

Once party walls have been reconstructed, the new ancillary building to the rear of the site will be constructed using either concrete or steel floors to the preference of the structural engineer.

In the new extension above the existing rear extension, any new floors and any load-bearing roof areas will be formed in engineered timber joists, supported by timber decking. Internal partitions will be formed with lightweight materials.

### Facade Cladding

The front façade will have all fenestration refurbished, but will otherwise remain unchanged. The new extension above the existing rear extension will use a similar London stock yellow brick to that used on the frontage building. Fenestration not located on the front façade will use dark metal framing, including feature angle window boxes.

### Roof

Flat roofs and terraces will be waterproofed with a polymer modified asphalt and built up with insulation to the required depth. Paving slabs or timber decking will be used for the amenity spaces and for areas requiring access for the maintenance of plant. The flat roof above the ancillary



building at the rear of the site will receive a green roof in the form of sedum blankets. Access to the roofs will vary between bespoke hatches; caged access ladders and steps direct from apartments. The feature roof of the rear extension will use standing seam panels made from the same dark metal as the fenestration.

## **Environmental control**

### *Hours*

Site working hours will be 08:00 – 18:00 on Mondays to Fridays and from 08:00 – 13:00 on Saturdays.

No work will be permitted on Sundays and Bank Holidays.

### *Site Management*

The site will be under the control of an experienced site manager and at certain stages there will be specialist demolition and construction managers / agents, who will liaise with the site manager and the contract administrator.

The contract administrator will be responsible for ensuring that a fully coordinated working practice is maintained at all times.

The site will be registered with the Considerate Contractors Scheme and the contact details of the site's representative will be clearly displayed, so that members of the public can make observations and complaints known to the most suitable person, who will then address them.

Subject to approval from Camden's Highways Network Management Team, a hoarding will be constructed in the road in front of the building, to protect passing members of the public, with license displayed as required.

### *Proposed control of dust and dirt*

Where at all possible the site will be hoarded and shielded with 'Monoflex' (or similar membrane) to contain dust and debris. Dust producing activities such as demolition are to be watered. The site entrance and adjacent areas will be hosed and swept at the end of each working day.

### *Noise and vibration*

Where possible, routine measures will be taken in order to reduce the generation of noise on site. These measures will include methods of general working practice such as: the use of quieter machinery and the use of acoustic covers.

If required, noise levels will be monitored as part of management of the site.

## **Traffic management and control**

Old Gloucester Street is a one-way road accessed from Theobald's Road to the south. Vehicles dropping off materials and collecting waste will stop in the closest lawful place for unloading and will depart without delay.

Parking bays line the western side of Old Gloucester Street. It is suggested that a license is acquired to use one of these bays to position a skip. However, should this not be possible, vehicles collecting waste will stop at the closest lawful stopping point and be loaded manually.

Old Gloucester Street leads into Queen Square. Also, one-way, vehicles exiting the site must travel clockwise around the perimeter of Queen Square, and turning right into Boswell Street, before being able to re-join Theobald's Road. Whilst the junction between Boswell Street and Theobald's Road is not signal controlled, there is a signal controlled pedestrian crossing with a few metres before the junction on Theobald's Road. This means there will often be large pauses in traffic that will create an opportunity for large vehicles to pull out from Boswell Street.



**Buchanan Hartley Architects Limited**

13 Grosvenor Gardens  
London, SW1 W 0BD

Telephone: 020 7592 7247  
Email: [mail@buchananarchitects.co.uk](mailto:mail@buchananarchitects.co.uk)

Contact: Matt Hartley

