



**3861 – 64 VICTORIA ROAD,
LONDON, N22 7XF**

**CONSTRUCTION MANAGEMENT PLAN
REVISED**

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A) INTRODUCTION

- i) This Method Statement has been prepared for Simply Extend in connection with the construction of a proposed basement at 64 Victoria Road, London, N22 7XF.
- ii) This Method Statement is based upon drawings Simply Extend for the Client.
- iii) Temporary works calculations will have been completed prior to excavation by Harrison Shortt.
- iv) A copy of the Structural Engineering Design, calculations and details will be available.

B) PROJECT OVERVIEW

- i) The subject Property is located within a quiet London street with access for vehicular traffic.
- ii) Parking is available on both sides of the street outside.
- iii) The Property has been constructed with ground and first floor levels. External wall construction is facing brickwork with tiled roof construction over.
- iv) Application for storage of materials on the highway is to be requested for construction.
- v) Party Wall Notices will be served upon relevant parties.
- vi) The Property is in a good general condition as would be expected given its age and construction.

C) SITE PREPARATION AND ENABLING WORKS

- i) A hoarding will be placed directly around the property garden for material storage and security.
- ii) The hoarding is to have an overall height of 2.4m and to be painted in blue. A secure locking access door will allow entrance to the site via the hoarding.

- iii) Lights to this hoarding are not required.
- iv) A metal skip container is to be located within a separate area in a parking space.
- v) Temporary water supply and electrical services are to be provided to the working area by the main contractor.
- vi) A conveyor will remove spoil from the working area to the skip via a gantry.
- vii) Install electrically operated 450mm wide conveyor belt to provide mechanised removal of spoil from proposed basement zone.
- viii) Provide proprietary 110 volt power supplier complete with associated cut-out fuse and the like to the conveyor belt.
- ix) Provide flexible dust sheet protection to the discharge point on the proposed conveyor and sheet over all openings to minimise dust.
- x) As the work extends to the deeper sections of the basement provide elongated conveyor sections suitably restrained to provide mechanised spoil removal from the deepening excavation.
- xi) The earth removed to the skip will be collected.

D) FRONT LIGHTWELL CONSTRUCTION IN SEQUENTIAL WALL FORMAT

- i) The front lightwell is to be constructed in segments of wall and toe 1.2m wide to restrict excavations close to boundaries each section will be excavated individually.
- 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 as engineering details.
- iv) In circumstances where the excavated face of the vertical pin section is deemed unstable provide temporary propping back to central soil mound.
- v) The lightwell toe and wall sections once poured will create an L shape retaining wall.

- vi) The central spoil mound is to be retained during excavation to provide suitable resistance against lateral movement in underpin wall sections and once each section is complete excavations will be backfilled.
- vii) Following completion of all wall sections excavate remainder of central soil mound whilst introducing temporary lateral propping to concrete wall sections as engineering details.
 - 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 lightwell slab all strictly in accordance with Engineers Designs with a minimum of 50mm concrete cover to steel work. Pour concrete slab forming lightwell concrete floor.
- ix) Introduce structural steel framework at ground floor level complete with column sections located over thickened slab areas.

E) INTERNAL BASEMENT STRUCTURE

The existing basement is to be lowered as indicated on Simply Extend drawings 03/H1 and 05/H1. Excavations as indicated are not to undermine the existing foundation but to slop to retain a 45 degree angel of spread beneath the existing footings.

- i. Break up and remove the existing basement floor oversite.
- ii. Carefully excavate and reduce levels to the area to the base of existing foundations but NOT below
- iii. Once the depth of foundations is visible mark out and log findings around the perimeter
- iv. Carefully then mark out proposed further excavations as shown on sections AA and BB Drawing No. 05/H1 with 45 degree slope.
- v. Excavate remaining earth as section B-B and C-C without undermining existing foundation
- vi. Steel fix and construct the new basement slab
- vii. Steel fix proposed R.C. shelves that bound existing foundations as Section B-B and C-C

- viii. Install vertical shutters and casts concrete for form R.C. shelves to perimeter

F) BELOW GROUND DRAINAGE

- i) There is a small chance that ground water is to be encountered within the basement 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.
- iv) The proposed basement level is likely to 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 basement scheme will not increase existing surface water areas on the site.
- vi) Product literature for Delta MS 500 and Delta PT waterproofing solutions and Delta pumps is appended to this Method Statement.

G) CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Deliveries to site will be requested to follow the below route:

- i. From A406 North Circular Road turn onto the B550 Colney Hatch Lane heading south
- ii. Turn left onto the B106 Alexandra Park Road heading east leading into Albert Road
- iii. Turn right onto Victoria Road and approach site

Vehicles will not turn around but leave site in a forward direction

- i. Turn left onto Outram Road
- ii. Continue past Clyde Road and turn left into Albert Road which runs into Alexandra Park Road

- iii. At junction turn right back into Colney Hatch Lane and return to North Circular Road
- i) 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.
- ii) 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.
- iii) It is anticipated that an average of 3 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.
- iv) As far as reasonably practical vehicles will not arrive or depart between 09:30 or after 15:00 to avoid am/pm peaks in traffic and school traffic
- v) All deliveries will be pre booked and allocated set arrival times. Delivery times will be sent to all suppliers and contractors. Suppliers shall call the site 20 minutes before their vehicle arrives on site to confirm the area is available, vehicles shall not wait or stack on the road.
- vi) The engines of contractors vehicles shall not be kept idling.
- vii) 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.
- viii) 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.
- ix) The excavation of the proposed basement 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.
- x) 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.
- xi) The construction proposed have minimal impact upon adjoining owners, resident or business operators other than the movement of an average of 3 vehicles per day and, in these circumstances, it is not proposed to establish a Construction Working Group.

- xii) The Contract Manager will be appointed as Community Liaison for the Client as so far as any construction related issue might arise.
- xiii) 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.
- xiv) The Contractor is a member of the Considerate Contractors' Scheme and will follow the general guidance set out within the Code of Conduct for that organisation.
- xv) There are no other relevant information in connection with traffic and transport which might apply to this project.
- xvi) 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.
- xvii) Vehicles will not leave the public highway and therefore wheel washing is not anticipated to be required.
- xviii) A skip will be filled via the conveyor system. It will be emptied via grab lorry and not changed.
- xix) Deliveries will be scheduled on a just in time basis and asked to call ahead prior to beginning their journey. The site foreman will liaise with all deliveries and not at the same time and vehicles are not waiting on the highway.
- xx) Concrete will be delivered via small lorries and taken by wheel barrow to site for underpins and pump for the basement slab.
- xxi) All vehicles carrying spoil or waste will be fully sheeted during transit.

H) MACHINERY

- i) The proposed basement will be constructed through the removed ground floor.
- ii) Therefore excavation machinery is limited in its requirement as modern techniques prove and large machinery is not required.

iii) Site machinery will consist of:-

- Conveyor
- Compressor and air tools
- Mini excavator – 3 ton (maximum)

I) DISPOSAL OF WASTE

The materials removed from this site are likely to be mainly clay, occasionally broken concrete and small amounts of waste timber. This will be removed by O'Donovan Waste Disposal Limited (a reputable licensed company). This waste will be taken by their Material Recycling Facilities. The concrete will be recycled in construction projects. The timber recycled for various uses and the clay classified as inert for lining land fill sites etc. O'Donovans recycle on average 97% of waste collected.

J) CONCLUSION

- i) The proposed works will involve the construction deeper basement to the front with reinforced concrete lightwell.
- 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.