

1403\_210406

May 2021

**DRAFT FRAMEWORK CONSTRUCTION MANAGEMENT PLAN****Site: The Hop Exchange, 24 Southwark Street, London SE1 1TY****Proposal: Renovation and extension of existing Grade 2 listed commercial building to increase existing office provision and the addition hospitality areas.**

This is a Construction Management Statement for the above application. This statement has been prepared to accompany the Design and Access Statement and confirm the principles of safe construction and the protection of air quality and amenities of the surrounding properties. The proposal will be following the London Borough of Southwark's Technical Guidance for Demolition and Construction together with both the London Mayor's SPG publications of Sustainable Design and Construction & Control of Dust and Emissions.

The proposed development is situated between Southwark Street to the south and the railway line serving London Bridge to the north. The location forms part of the Transport for London Road Network (TLRN). Southwark Street in this location has a bus stop area as well as an additional lane for regular traffic. There is currently loading areas off Southwark street and off Park Street through the rear access courtyard that will continue to be used during the construction phase and on completion, in operation.

As requested, a construction management statement has been produced to outline the expected measures that will be enforced to protect the amenities of Southwark, Stoney and Park Streets during construction. The enclosed information should be read in conjunction with the drawing 1403\_P\_3000, which includes the access diagrams.

**General Access**

The lower ground floor areas are currently a mix of office and public house use, the proposal seeks to provide new hospitality uses with direct level access from pavement level. The main entrance to the Hop Exchange upper levels is through the atrium steps from pavement level. This access will remain in use while the construction phase is ongoing.

The existing core in the east wing and around the atrium areas remain unchanged and are outside the proposals. The west wing will remain unchanged except for the roof extension to 4<sup>th</sup> and 5<sup>th</sup> floors above, which will be accessed by new lifts in the central building including an express lift access to roof level. All new access

and circulation provisions are accommodated within the central building development.

The 1st – 4th floors are currently designated as B1 offices and are in use currently. It is proposed to add an additional two storeys of commercial use on the rooftop. There is a dedicated separate access and servicing arrangement for the new roof top terrace although these can be accessed from the new internal circulation.

The existing vehicle access to the rear of Park Street will be retained with new cycle parking and storage provision to the rear of the site off the existing car park. The rear access yards will also provide new DDA pedestrian access.

## **ENABLING CONSTRUCTION**

The build will require scaffolding around most of the building envelope. This will be phased duration of the construction phase (approximately 18 months).

### **Protecting the Listed Building**

The proposal has been designed with the protection of the heritage of the listed building paramount.

The main façade, original internal features and main atrium space will be protected from construction traffic and works. The removal of the current atrium roof has to be coordinated so that galleries below are fully protected from the elements and a temporary roof and hoisting system will need to be constructed above to limit the need for construction traffic and scaffolding via internal routes.

### **Site Safety**

The contractor would be looking at the installation of a 24hr well-lit secure walkway scaffold with fans, toe boards, rails and sheeting to prevent anything falling from above when works on the existing façade are being undertaken. There will be protective hoarding in certain areas at pedestrian level along Southwark Street and against the railway, with secure access into the site. Pedestrian access will not be blocked to the rear service route (Cart Way). There will be dedicated access arrangements, as shown on the drawing.

The existing rear yard will be used for site storage during construction and existing private parking suspended during this period. Access to the yard is shared with the Railway and a Basic Asset Protection agreement will be required to use this area for some construction procedures.

## **Pollution Control**

Due to the site being in close proximity to mixed use buildings including some residential, the initial demolition and construction will need to be carefully managed to avoid uncontrolled dust and debris leaving the site. The existing building will be scaffolded and screened to contain airborne contaminants especially around the hoist positions, exit/entrances and rear service yard. A fine mist spray may also be implemented, where appropriate, to dampen down dust.

## **Hoarding & Protection**

There will need to be some scaffolding bearing onto pavement along Southwark Street which again will be protected with hoarding at ground floor level and well lit.

The close proximity of the network rail viaduct will need agreement and licences and probable restrictions on working practices that will be agreed prior to the construction phase to protect the running and integrity of the rail system. The central arch 15 would be used for limited lighter construction traffic.

## **Crane & Hoist Positions**

It is currently anticipated that a tower crane would be located at roof level supported from the existing west wing structure, or within the construction of new lift core foundations in the central building that is also suitable to accommodate a luffing crane (subject to structural investigations and further discussion with the appointed contractor). Both these positions are central to most of the major works and allow for the crane arc within the limits of the building footprint and crucially not over the railway viaduct.

The details of how to distribute materials through the construction areas will be finalised with the appointed contractor however, the anticipated principle is to vertically lift materials delivered to a Pit Lane on Southwark St by beam hoist onto a gantry at first floor and then by a goods hoist located on the gantry up to the required floor level.

This distribution methodology would initially supplement the crane and then replace it once the structural works are concluded and the crane removed.

## **CONSTRUCTION PHASE**

### **Management & Welfare**

Contractor's offices and welfare areas would be situated in designated space with the vacated existing office spaces or potentially empty basement areas.

The building will have some occupation throughout the construction phase however the level of occupation will likely vary depending on the stage of the programme and will not be fully established until closer to the construction phase. Escape routes and circulation routes will be temporary relocated at critical stages of the works to accommodate retained uses.

The working hours for construction will be conditioned by the LPA but we would envisage normal week day 8am-5pm hours and limited Saturday mornings for percussive construction. Deliveries may occur outside these times if agreed in the conditioned detailed CMP.

During construction the contractor should ensure that the construction of the build does not detrimentally affect the air quality of the immediate surroundings. This can be achieved by the following measures;

- Screening the scaffolding to stop dust spreading, or placing fine mesh screening close to the dust source
- Cover skips and trucks loaded with construction materials and continually dampen with low levels of water
- Cover piles of construction materials like cement, sand and other powders
- No burning of materials on site.
- Display warning signage with contact details for local residents to be able to use.

### **Deliveries**

A temporary loading bay (Pit Lane) would be proposed near the existing cross over to Cart Walk off Southwark Street. It is proposed that a pit lane and hoist would be used with suspension of some of the existing parking bays along Southwark Street. Heavy and large materials will generally be loaded from Southwark Street using a hoist to the upper levels. This avoids congestion on Park Street and negotiating the route through the railway access. Any normal building deliveries may be coordinated with the construction manager.

Parking will also be suspended to the rear yard areas. All vehicles associated with the proposed works would only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions. Loading outside of the site would be organized into limited weekly drops in the evening hours through negotiation with TFL.

The rear yard would be the main access point for personnel and light construction vehicle waiting periods. The Deliveries & removals off Southwark St would be coordinated so that the loading to and from the lorries would be minimised.

Th key construction stages are as follows:

- Erecting of Scaffold to front elevation & delivery of rear scaffold material.
- Demolition stage and removal of refuse material from rear infill area, basement and ground floor areas, atrium roof, redundant plant.
- Delivery of foundation material, steel frame, superstructure
- Brick and masonry, stud work, boarding, insulation and sheathing.
- Roofing & Cladding
- Installation of Windows
- M&E Services Delivery
- Plasterboard & Insulation Delivery & Sanitary Ware
- Flooring, Doors & Internal Fittings
- 2 Fix M&E Lighting/Sockets
- Roof Terrace and external landscaping.

## **Completion**

- The applicant will make good the footway/carriageway to Southwark Street where damage has occurred during construction.
- Striking of Scaffold.
- New Gates and hard landscaping to external spaces.

## **Ongoing Servicing / Deliveries**

Additional Cycle parking will be provided in the rear courtyard as requested in the pre-application report.

3no. private car spaces are proposed together with a disabled parking space within the rear yard together and a waiting /loading area will be usable for servicing & deliveries from vans and small vehicles.

Note that the service access from Cart Way will remain clear as an escape and service access throughout construction and implementation.

## **Overview**

Should planning permission be granted based on the information provided, we would expect a detailed construction management plan including deliveries and a servicing plan for approval by the planning authority and TFL prior to commencement of the development by way of a condition of any planning approval.