

Eastbourne Terrace, London W2 Phase 2

John F Hunt



Yard Nine



£9m



80 weeks

Scope of work Phase 1 & 2

Floor by floor demolition of three adjacent buildings requiring extensive propping to party walls and highways and pavements requiring AIPs.

Long reach removal of link bridge between Block A and B.

4500m³ of bulk excavation for basement.

Engineering works using site won materials to facilitate berms and piling mats.

Underpinning of 75% of the site perimeter in readiness for new basement slab excavations and construction Structural piling in order to provide kingpost temporary works solution to reduce the handling weight of structural materials where access is restricted.

Contiguous pile wall erected to surround the residential area for ground retention purposes.

Piling installed to support the foundations of the



RC cores erected using Jump-Form formwork system
RC concrete and metal deck used from First Floor to Roof.

Waterproofing strategy consist of Voltex carpets under the raft slab and top 300mm of raft slab made of Xypex waterproof concrete.

Drainage strategy consists of an Attenuation tank, 5 Pumping Stations including Manholes and Runs within the Lower Ground Floor as well as Manholes and Runs at the Ground Floor within the Residential area.



residential buildings.

RC crane bases integrated into Lower Ground Floor, to allow for installation and operation of two tower cranes.

RC Raft Slab installed in the Lower Ground Floor

RC Liner wall erected between the Lower Ground and the Ground Floor slabs, poured against the existing RC walls of the old buildings.

RC slab installed at Ground Floor using PERI formwork or similar.

RC stairs pre-cast and installed using cranes

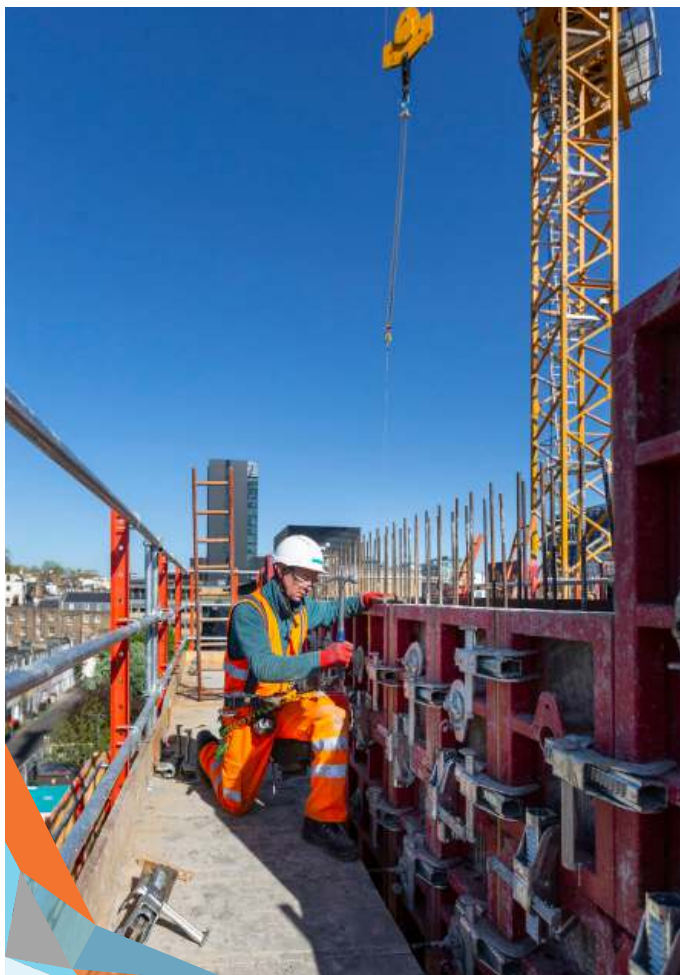


Challenges

Party walls and shared services: adherence to numerous party wall agreements. Decommissioning of M&E plant shared with occupied neighbours. Our programme was dependent on the client commissioning new plant. We reviewed our sequence around this to protect their programme.

Working in an area heavily populated with homes and businesses: we liaised extensively with local residents and business owners to avoid works affecting their lives through community meetings, newsletters and information points outside of our site. One outcome from meetings was to amend our logistics strategy to avoid HGV deliveries on Saturdays. Maintaining the relationship during demolition has benefited the follow-on substructure construction.

Working near to Paddington International and Underground stations: we submitted proposals and obtained a letter of no objection allowing our works to continue in line with the approved methods. We liaised with nearby Crossrail site regarding large vehicle movements and deliveries.



Achievements

The site was registered with considerate constructors' scheme with a rating of 'Excellent'

We incorporated into the methodology the re-use and adaptation of existing structure (Structural Ramp) to create vehicle gantry to provide access for delivery and export of materials without impeding on the public domain

Our Health and Safety Leader held a Mental Health workshop, attended by over 40 operatives using his training from 'Building Mental Health' of which we are members

In excess of 15,000 tonnes of demolition arisings were removed from site for recycling

