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CONFIDENTIAL

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Subject: Millfield Lane – Review of Potential Construction Traffic Impacts

WSP | Parsons Brinckerhoff have been appointed by Mrs K Beare on behalf of the Friends Of Millfield Lane to undertake an independent review of the suitability of Millfield Lane for construction traffic to facilitate the redevelopment of the property known as the 'Water House' on Millfield Lane.

The review is limited to a desk top appraisal based on information available on the London Borough of Camden planning portal. The information used includes a recent site investigation by Soil Consultants on the ground bearing strength of Millfield Lane on behalf of the City of London and the Applicant's CTMP Rev L dated December 2015.

In summary, based on Soil Consultants' site investigation, to mitigate the impacts of the proposed levels of construction traffic on Millfield Lane, as per CTMP Rev L dd December 2015, further structural assessment is considered necessary to adequately demonstrate that there are no adverse risks to the long-term stability and condition of Millfield Lane post construction.

Ground Condition

At the time of preparing this statement we understand the Applicant is proposing to mitigate the impact of construction traffic on Millfield Lane by employing a ground protection measure termed 'Ground Guards'.

The exact specification of the 'Ground Guards' to be employed is not fully known at this stage and we note that the type and their performance can vary depending on the manufacturer.

Based on our experience, the application of 'Ground Guards' or similar are typically used primarily to preserve or to protect the surface of the existing ground, although we acknowledge there are other secondary benefits.

The application of 'Ground Guards' or similar still requires an appropriate assessment of the existing ground's load-bearing capacity to determine what weight of vehicle it is capable of safely supporting without the imposed loads causing undue and permanent degradation of the existing ground.

Should the assessment determine the existing ground's load bearing capacity is insufficient, re-engineering of the existing ground would be required to achieve a suitable load-bearing capacity.

For large, heavy vehicles such as construction vehicles, most manufactures of ground protection require a suitable stone base of the order of 200-300mm for their products to be suitably employed.

Considering the application on Millfield Lane, typically a minimum CBR of 30% would need to be achieved to ensure the existing ground is suitable. We would acknowledge the use of Ground Guards may reduce this minimum requirement however it still requires a site and product specific assessment.

Given the independent site investigation and ground bearing assessment undertaken on behalf of London Borough of Camden, which recorded CBR's of the order of 5% on Millfield Lane, we anticipate that additional engineering works would be required to Millfield Lane to avoid permeant degradation and sub-surface damage to root zone of adjoining trees even with the application of 'Ground Guards' or similar.

Specifically we anticipate Millfield Lane would need to be reconstructed in some form, re-engineering the lane's existing stone base layers to raise the CBR (or ground bearing strength) to a suitable level to remove the risks outlined above.

If Millfield Lane is not re-engineered, we cannot foresee how the condition post-construction can be guaranteed with Millfield Lane and adjoining tree root zones, subject to the imposed vehicle loads, suffering permanent damage as a result.

Site Access

WSP | PB have undertaken swept path analyses of the largest construction vehicles proposed to be employed in the redevelopment of the Water House site on Millfield Lane, specifically an 8.4m concrete mixer manoeuvring in and out of the site as well as smaller construction vehicles 7.6m long.

For the purposes of the assessment we have not permitted the vehicles to turn on the spot (dry steering) and allowed a safe clearance zone of 450mm to physical features. The Waterhouse building and property boundaries are taken from the CTMP plans submitted as part of the planning application.

Our analyses indicate that either the existing vehicle entrance to the Water House or Millfield Lane itself would need to be widened (due to vehicles encroaching beyond its boundaries). The former would require the removal of existing trees along the properties boundary.

In all scenarios, the access to the Ladies Pond entrance would need to be employed to enable vehicles to manoeuvre in and out of the site.

We have also been provided with a copy of a Statutory Declaration dated January 2011 submitted by the Applicant, that indicates the current owner of the Water House has no rights of way past his western boundary or over the Ladies Pond entrance. This further compounds the above swept path analyses as it is therefore unclear how safe access to and from the site will be achieved.

It will only be possible to access site in forward gear if the Ladies Pond railings are moved back and/or, as mentioned above, the existing property entrance is widened significantly with the loss of trees along that boundary.

Furthermore, if HGVs are to exit site in forward gear, as typically required by Camden Transport Team and in accordance with the Highways Code, HGVs would therefore need to be able to turn around on site. Given the site constraints and the extensive RPA of the veteran Oak T5, this does not appear fully achievable.

For these reasons we feel further, more thorough consideration of construction traffic and their potential impacts is required to determine a suitable CTMP.

Prepared by:



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