

Technical Note 1: Response to consultation comments



Project: 4 The Hexagon
Prepared by: NB / DT
Approved by: DT
Date: 21/09/16

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Introduction

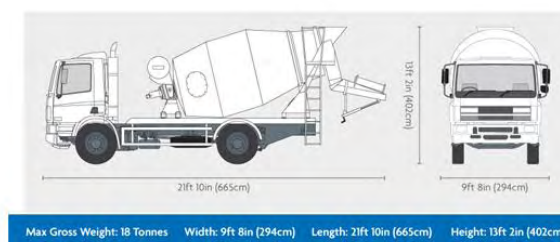
- 1.1 This technical note has been prepared to address the consultation responses received relating to the draft Construction Traffic Management Plan submitted in support of the proposed redevelopment of number 4 the Hexagon, located within the London Borough of Camden.
- 1.2 Whilst a number of different responses have been received, this note focuses on the WSP Parsons Brinkerhoff (WSPPB) letter dated 28th July 2016 prepared on behalf of the Fitzroy Park Residents Association. It is considered that the WSPPB response covers all matters raised by others and this note therefore responds specifically to that document.

Baseline data & information

- 1.3 It can be confirmed that the full length of The Hexagon access driveway has been fully surveyed in topographical format by Motion and SOUP. SOUP's survey information was carried out by ABM surveys and includes the extent of the paved area in front of number 4.
- 1.4 It is agreed that the WSPPB assertion that ordnance survey data has an inherently limited level of accuracy is valid. However, in this instance the topographical survey has identified that the widths and dimensions shown on the OS base mapping are generally less favourable than the topographical mapping.
- 1.5 Drawing TK05a shows the vehicle tracking overlaid on the various title plans and demonstrates that the vehicle does not encroach into adjacent property boundaries.

Construction vehicle swept path analysis

- 1.6 The swept path analysis for a 6.5m skip lorry reversing into the Hexagon is shown in drawing number TK04c. it is demonstrated that this vehicle can access The Hexagon without issue, this is also confirmed in the WSPPB response.
- 1.7 It is unclear why WSPPB have tracked larger vehicles accessing the site, as it has been identified in the CTMP that the largest vehicle to access the site will be 6.5m in length. The reasoning behind this is that a 6.5m vehicle is the largest vehicle that can reasonably be expected to access The Hexagon based on its current width.
- 1.8 Notwithstanding the above, it would be reasonable that a condition relating to vehicle size would be appropriate in order to restrict larger vehicles.
- 1.9 It should be noted that following further discussions it is proposed that 'Minimix' 4 tonne concrete wagons will be used as an alternative to site mixed concrete. These vehicles have a smaller chassis size than the proposed skip vehicle and have a maximum vehicle length of 6.65m inclusive of retractable pouring pump. A figure setting out the dimensions of this vehicle is shown below.



Cumulative Traffic Impact

- 1.10 At this stage and prior to receiving any planning consent it is not possible to detail the cumulative construction impact of the redevelopment of The Hexagon and other local developments. Cumulative impact will be dependent on the time any consent is granted and the mobilisation of the contractor thereafter. In turn, this will need to be considered against the development stages of other local projects.
- 1.11 The CTMP confirms that discussions will be held at the appropriate time to protect the amenity of the local area and ensure that different projects do not give rise to a significant traffic impact along Fitzroy Park.
- 1.12 In respect of construction traffic routing to the Strategic Road Network (SRN), it would be proposed that vehicles exiting Fitzroy Park would do so onto Merton Lane before heading north onto Highgate Hill to Highgate High Street where they would continue to the A1 junction and disperse onto the SRN. The vehicles approaching the site would use the reverse of this route.

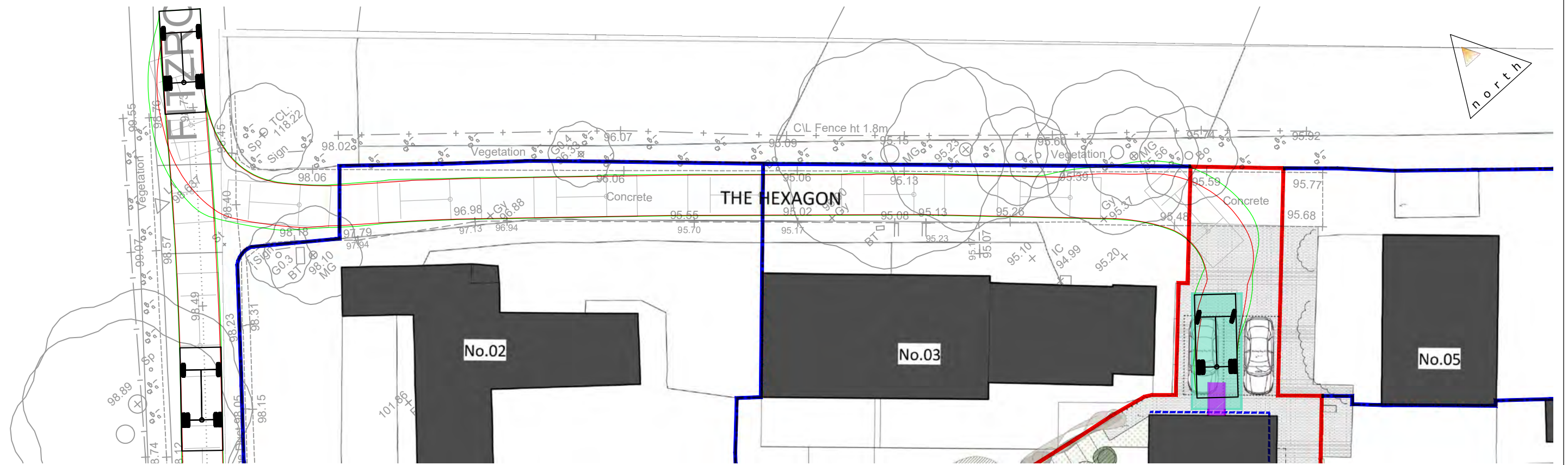
Allotment Parking

- 1.13 Again, the extent of displacement that construction traffic could cause to any car parking associated with the allotments would be dependent on the time of year which would dictate whether the stretch of parking for the allotments would be required in full or whether this could be reduced. It is agreed that parking surveys undertaken prior to its suspension would be appropriate.
- 1.14 Drawing 03b identifies areas where the parking could be located to accommodate construction traffic. However, it is recognised that this would require close liaison with the FPRA at the appropriate time to minimise any disruption.

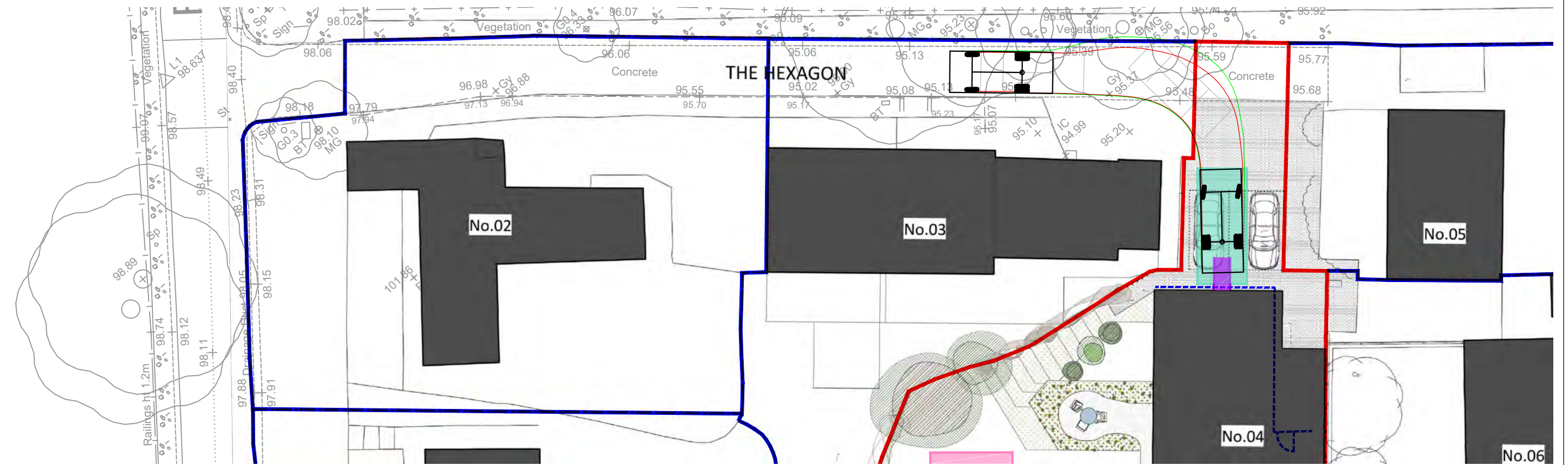
Existing pavement durability and integrity – Tree protection.

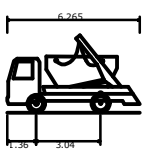
- 1.15 The CBR investigation report shows that the road construction of The Hexagon is 150mm reinforced concrete laid on made grade, with a CBR value of 4.0% at bgl depths of 0.55m. As would be expected, the existing construction is therefore not up to the standard to which an adoptable estate road would be designed, however this doesn't mean that it would fail with the construction vehicles passing over it. Certainly, it would be expected that a reinforced concrete slab to hold up to HGV use.
- 1.16 It would however be agreed that The Hexagon could suffer damage throughout the duration of the construction period and therefore it would be reasonable for mitigation to be offered and secured.
- 1.17 It would be proposed that the contractor undertakes regular inspection of the carriageway during the time of construction and ensures the road is kept in a usable condition. At the end of the construction period the contractor would make good the road to an agreed standard.
- 1.18 In relation to the tree root protection measures for the Highfield grove trees, information has been received from the appointed Arborist's Crown Consultants.
- 1.19 It has been confirmed that the adjacent trees' roots are likely to be a lot more prolific in areas of soft landscaping rather than beneath the road surface where conditions are more inhospitable due to the reduced oxygen levels, reduced water infiltration and increased compaction. That trees root preferentially in this way is well documented and is recognised within BS 5837.
- 1.20 Ground protection measures are routinely installed on building sites to protect tree roots that are growing in soft compressible ground. The purpose of such measures is to spread the load of vehicles over a wide area. Suitable measures include road plates, aggregate with-or-without a cellular confinement system, and a concrete raft (also recognised within BS5837). If the existing road were to be retained, there would be no need for additional ground protection measures as there already exists 150mm of load spreading concrete plus 550mm of load spreading aggregate which will be more than adequate.
- 1.21 If the access road became damaged during construction and required a new surface, the existing surface may simply be removed and replaced without any damage to roots. Even if the existing aggregate required replacement, it is unlikely that roots will be growing through such an inhospitable medium.

Entry



Exit



	
Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.500m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.340m

motion

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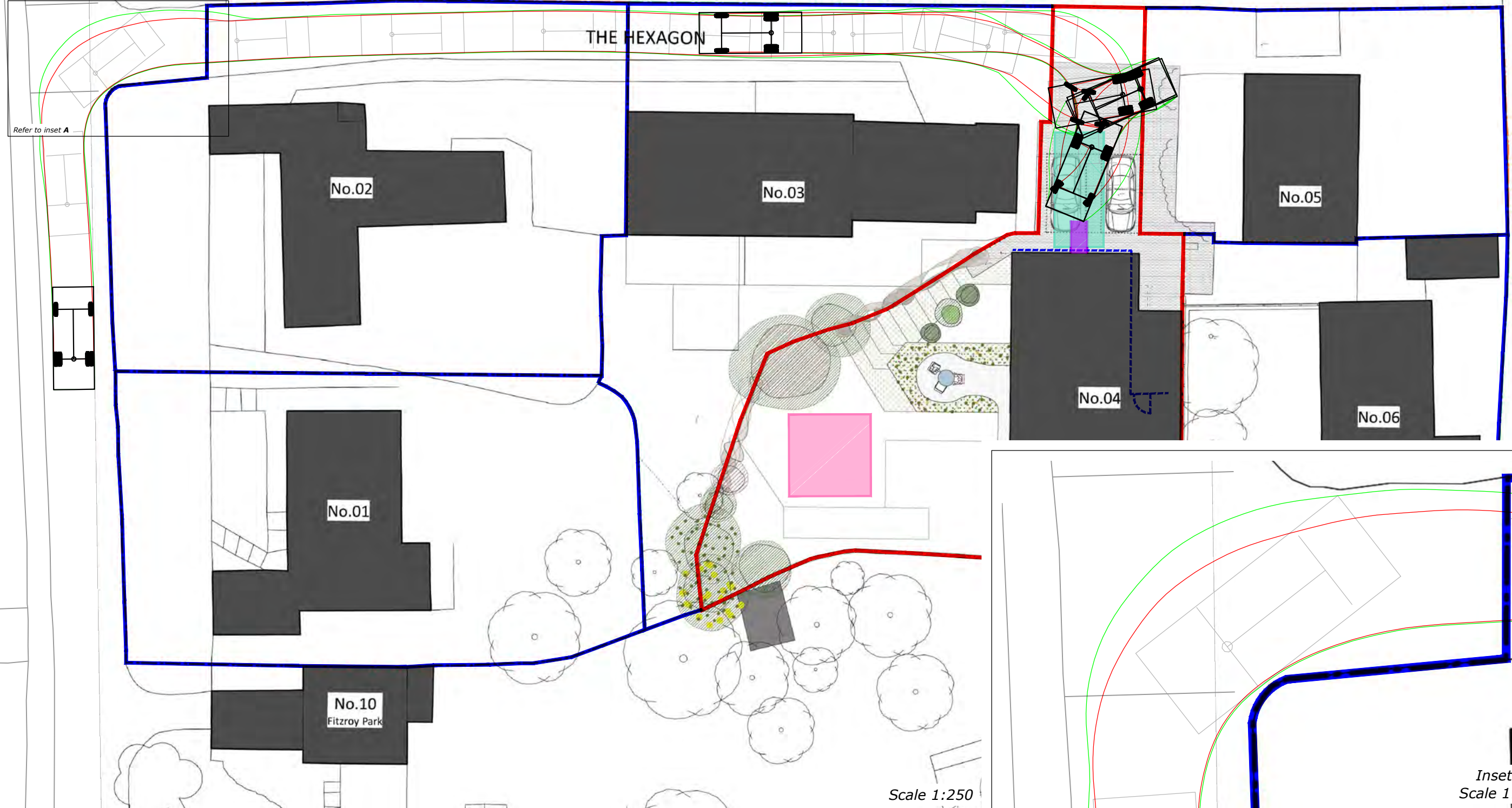
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Project: 4, The Hexagon	Notes:	Drawing: 160128-TK04	Revision: C
Title: Swept Path Analysis Skip Lorry			
Scale: 1:250 (@ A3)			

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FITZF



Refer to inset A

Scale 1:250

Inset A
Scale 1:100

	<p>Small Skip Lorry</p> <p>Overall Length 6.265m</p> <p>Overall Width 2.500m</p> <p>Overall Body Height 3.650m</p> <p>Min. Body Ground Clearance 0.396m</p> <p>Max Track Width 2.435m</p> <p>Lock-to-lock time 6.00s</p> <p>Curb to Curb Turning Radius 6.340m</p>
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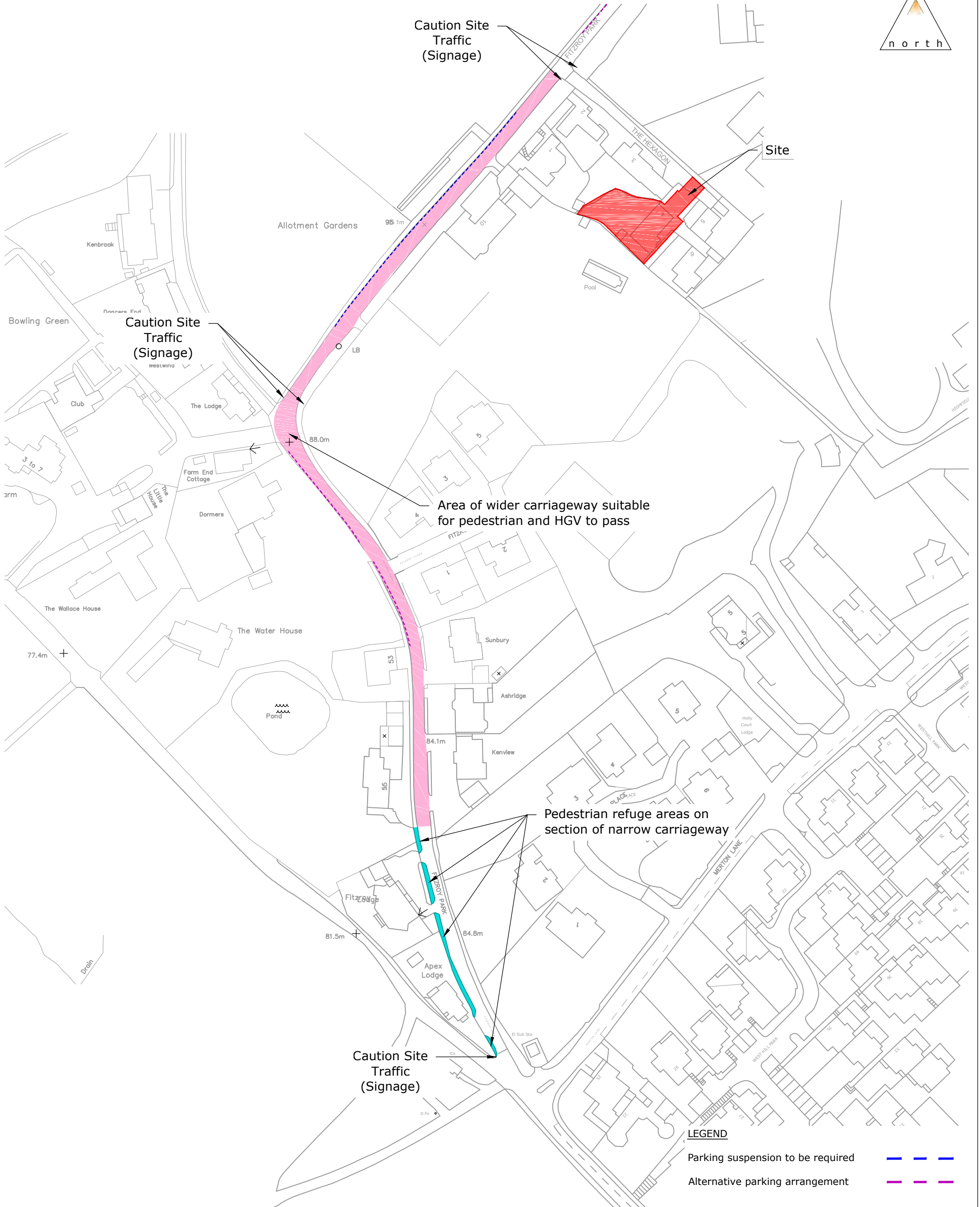
Title:
Swept Path Analysis
Skip Lorry

Scale: As shown (@ A3)

Notes:

Drawing:
160128-TK05

Revision:
A



LEGEND

- Parking suspension to be required ---
- Alternative parking arrangement ---



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Project:
4, The Hexagon

Title:
Pedestrian and Road User Safety Plan

Scale: 1:1250 (@ A3)

Notes:

Drawing:
160128-03

Revision:
B