
MATERIALS SPECIFICATION

119508

MATERIALS SPECIFICATION – PHEONIX PLACE DEVELOPMENT



REV 00

25 SEPTEMBER 2018

PREPARED FOR: TAYLOR WIMPEY CENTRAL LONDON

Summary

To provide consistency and maintain the sympathetic character of the surrounding area the materials to be adopted around the Phoenix Place Development site fall within those preferred by London Borough of Camden, which are outlined in their document Streetscape Design Manual. This is also aligned with Camden's 'Boulevard Project' which aims at delivering a key target in the Council's Community Strategy.

1 Concrete Paving

- Where stated footways will generally comprise of 'Marshall' Liverpool natural re-enforced slabs or an equivalent product and will be to the following sizes

Reinforced paving sizes:

600x600x75mm

600x600x75mm

Standard paving sizes:

900x600x63mm

750x600x63mm

600x600x63mm

- Concrete paving will be laid on a 25mm, 1:6 sand/cement bedding mortar bedding on top of a 100mm concrete class C10P base with type 2 granular subbase.
- All paving will be laid in a 150mm staggered bond, transverse to the kerb line and shouldn't be cut to less than 300mm long/wide elements.
- Materials used for footway crossover (vehicular access to property) will be consistent with the surrounding pavement; unless for crossover with high traffic flows or heavy vehicles a different surface material (e.g. Asphalt wearing course) may be used.
- In locations allowing pedestrians to cross the street, tactile paving will be used in accordance with DETR 'Guidance on the use of Tactile Paving Surfaces 1998. Concrete blister Tactiles will generally be 400mm x 400mm in size and of different colour compared to surrounding area to help visually impaired people. Tactile paving for controlled and un-controlled crossing points will be of different colour, laid consistently with concrete paving outlined above.

- For areas where bituminous surfaces are to be adopted there are three types of bituminous material used;
 - Mastic Asphalt (MA)
 - Fine graded bitumen macadam wearing course
 - Rolled asphalt sand carpet wearing course, 25mm (HRA)

- Further consideration will be given to the 'Highway Works Contract' for construction Specification to provide full details along with consultation with London Borough of Camden to confirm type.

- Depth of individual layers will be in line with Camden's details and subject to CBR testing.

2 Granite Kerbs and Setts

- All new kerbs and setts will be of granite and any existing granite kerbs /setts should be retained whenever it is possible, and the product will adopt the following sizes with kerb length varying from 900 to 1200mm:

Granite kerb sizes:

300x200mm
150x300mm

- Flat kerbs will be 300x200mm standard arrangement with 125mm upstand. Edge kerb, where a high upstand is required a 150x300mm granite kerb will be used with a maximum upstand of 200mm.
- At dropped kerb and raised crossings, the granite kerb edge should be removed and replaced with pre-cast flat concrete channel.
- The same paving material should be used in creating the dropped kerb ramp as found in the footway. 1:20 gradient is preferred.
- Where Granite setts are to be used these will match the existing area unless stated otherwise and will generally be of the following sizes:

Granite kerb sizes:

200x100x100mm
100x100x100mm

- Further consultation should be sort with London Borough of Camden in conjunction with the Highway Works Contract for construction specification.

3 Street Furniture and inspection covers

- It is anticipated there will be no impact on Street Lighting. As Street lighting varies widely across Camden, further consultation will be required to establish if any existing columns are to be replaced.
- Further consultation should be sort with London Borough of Camden in conjunction with the Highway Works Contract for construction specification, particularly in relation to foundation details and dimensions.
- Further reference will also be made to Camden Lighting Policy.
- Where inspection covers are to move or adjusted, liaison with Camden 'Highways Management' department will be undertaken for contact details. It is encouraged that covers are replaced with inset covers where practical in line with statutory undertaker requirements and standards.

4 Drainage

- General: Granite setts should be used alongside granite kerbs to form a drainage channel to match existing unless specified otherwise.
- Gullies are to be “Double Triangular D400 Ductile Iron”, 440mm x 440mm x 100mm to BS EN 124 for carriageway and “Ductile Iron Hinged D400”, 440mm x 440mm x 100mm for footways.
- Gully pots (450x1050mm to BS5911 part 2) to be made of concrete and surrounded by a concrete collar.
- Connection to existing sewer connection via 150dia vitrified clay pipes; minimum 1:60 gradient.
- Further consultation should be sort with London Borough of Camden in conjunction with the Highway Works Contract for construction specification.

5 Line and signs

- All new road white and yellow markings will be in thermoplastic and laid to general TSR&GD guidance in conjunction with London Borough of Camden requirements.
- New road markings for parking/waiting restriction should be laid down using “Primrose Yellow” color (BS 310) in all conservation areas.
- Renewed road markings for parking/waiting restriction should be laid down using “Canary Yellow” color (BS 309).
- Markings will comply with BS EN 1436 in relation to retro-reflectivity and skid resistance.
- All signs shall comply with the standards of tests, materials, forms of design and construction indicated in BS EN 12899-1:2007.
- Signs should be erected at a distance of 0.45m from the edge of the carriageway and posts to be finished in black.
- Further consultation will be sort with London Borough of Camden in conjunction with the Highway Works Contract for construction specification.

6 Carriageway Materials.

- High specification materials are to be used on the carriageway and will consist of either Hot Rolled Asphalt (HRA) or Stone Mastic Asphalt (SMA).
- Surface course to be 40mm nom. Depth.
- Further consultation will be sort with London Borough of Camden in conjunction with the Highway Works Contract for construction specification.
- Construction / reconstruction of gateway treatment / raised tables will constructed using Black Hot Rolled Asphalt (or same as carriageway) with 60mm nom depth DBM or similar binder course on raised table.
- Ramps sjuld be constructed using fine picked granite setts 200x100)mm

7 Tree Pits.

- Preferred tree pit dimensions are 1000x1000x1000mm (600x600x600mm as an absolute minimum).
- A root detector in the tree pit must be used to prevent root growth with a minimum clear level footway width of 1.2m to be left between the tree pit edge and back of footway.
- Further consultation will be sort with London Borough of Camden Arboricultural Services.

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