05 Proposals

SITE PLAN

Site Layout
The proposed scheme replaces the existing garages that are currently on the site.

Building Line
The proposals follow the established line of the existing garages.

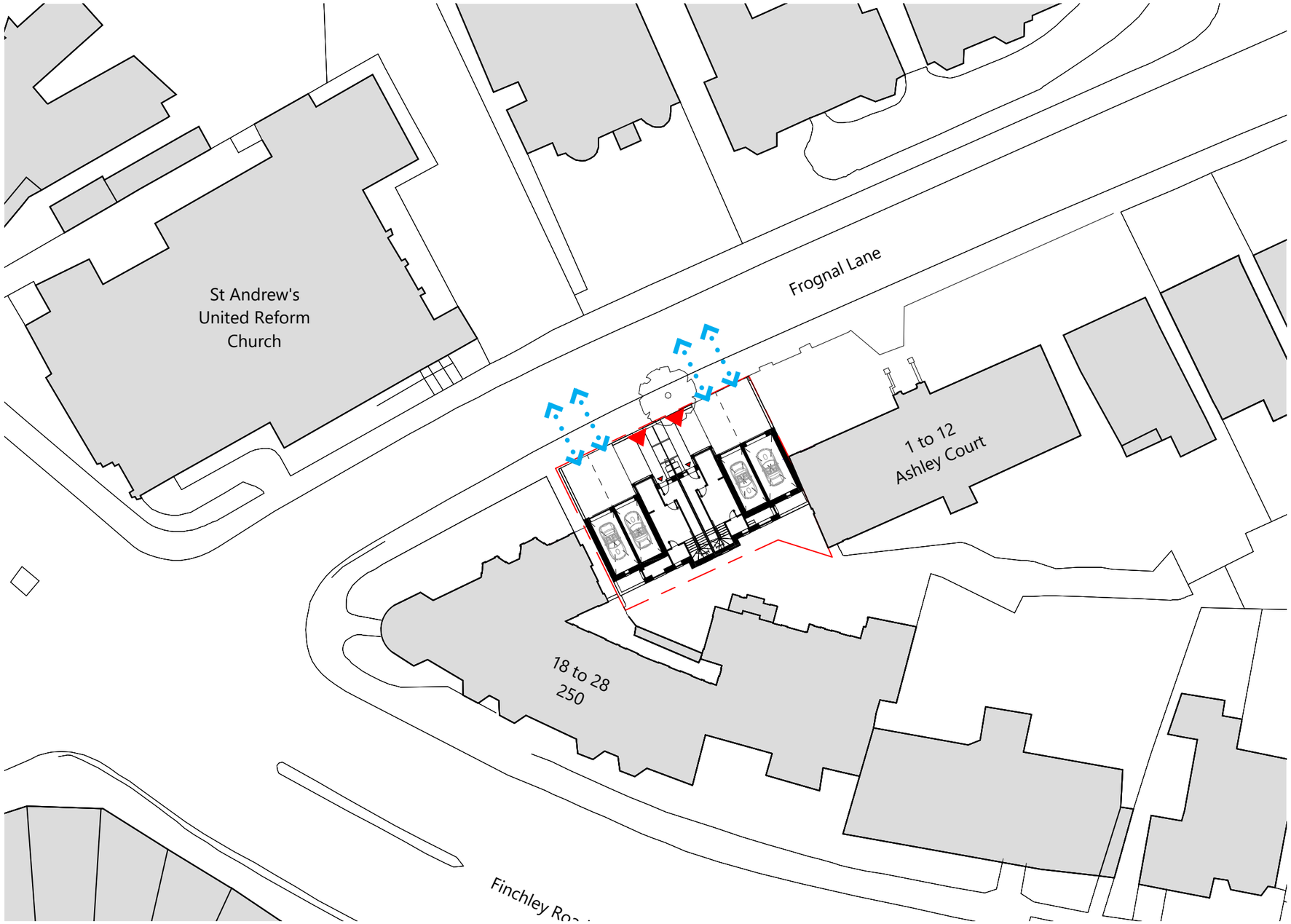
Outlook to rear
The neighbouring properties to the rear are at a 45 degree angle to the rear elevation. This means the views out are at an angle which reduces any affect on outlook. We have also positioned windows so that the larger existing windows in the neighbouring properties (which service habitable rooms) do not look directly into the windows of our proposals.

Maximise site use to rear
At present there is unused land to the rear of the garages, we propose aligning the rear of the proposal with the adjacent building to make best use of this area.

Bay windows
Traditional form

KEY

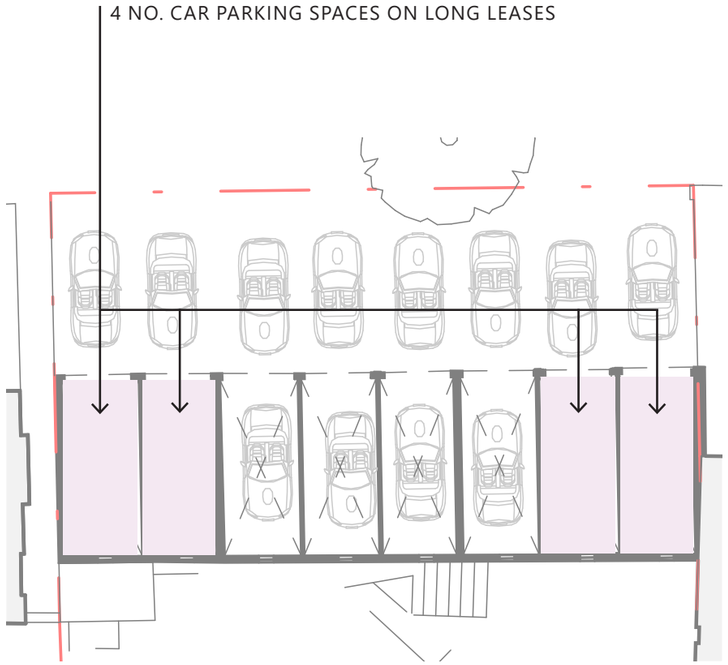
- RESIDENTIAL UNIT 1
- RESIDENTIAL UNIT 2
- PRIVATE AMENITY SPACE
- UNIT ENTRANCE
- SITE BOUNDARY
- VEHICLE ACCESS / CROSSOVER



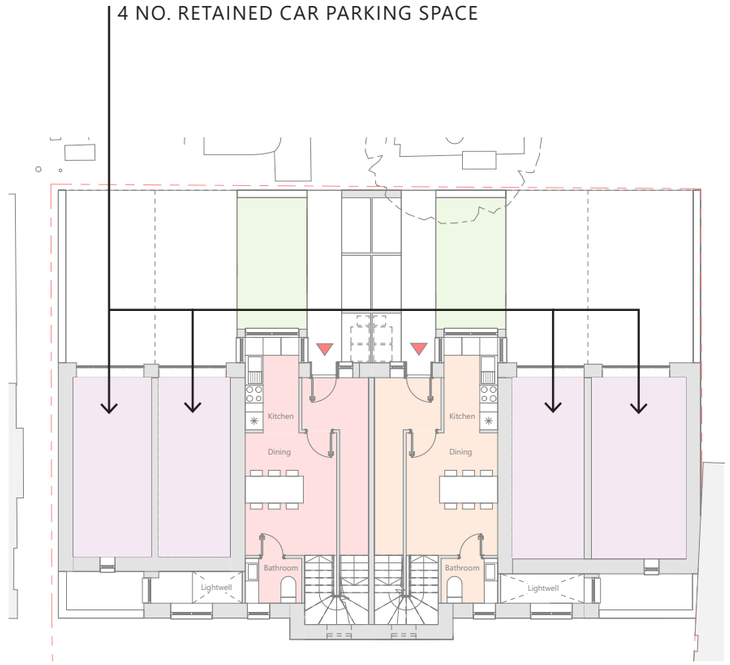
SITE PLAN

Retained Garage for Frognal Lane
As mentioned on page 18, the existing forecourt parking spaces have been in constant use. Four of these garage spaces will be removed and replaced with the new residential buildings.

In accordance with Camden's Policy T2, the development provides no new car parking for future residents. 4 of the carpaking spaces on long leases remain, as they are outside of the control of the applicant. These spaces would not belong to the residents of the proposed residential units.



EXISTING PLAN



PROPOSED PLAN

KEY

SITE BOUNDARY

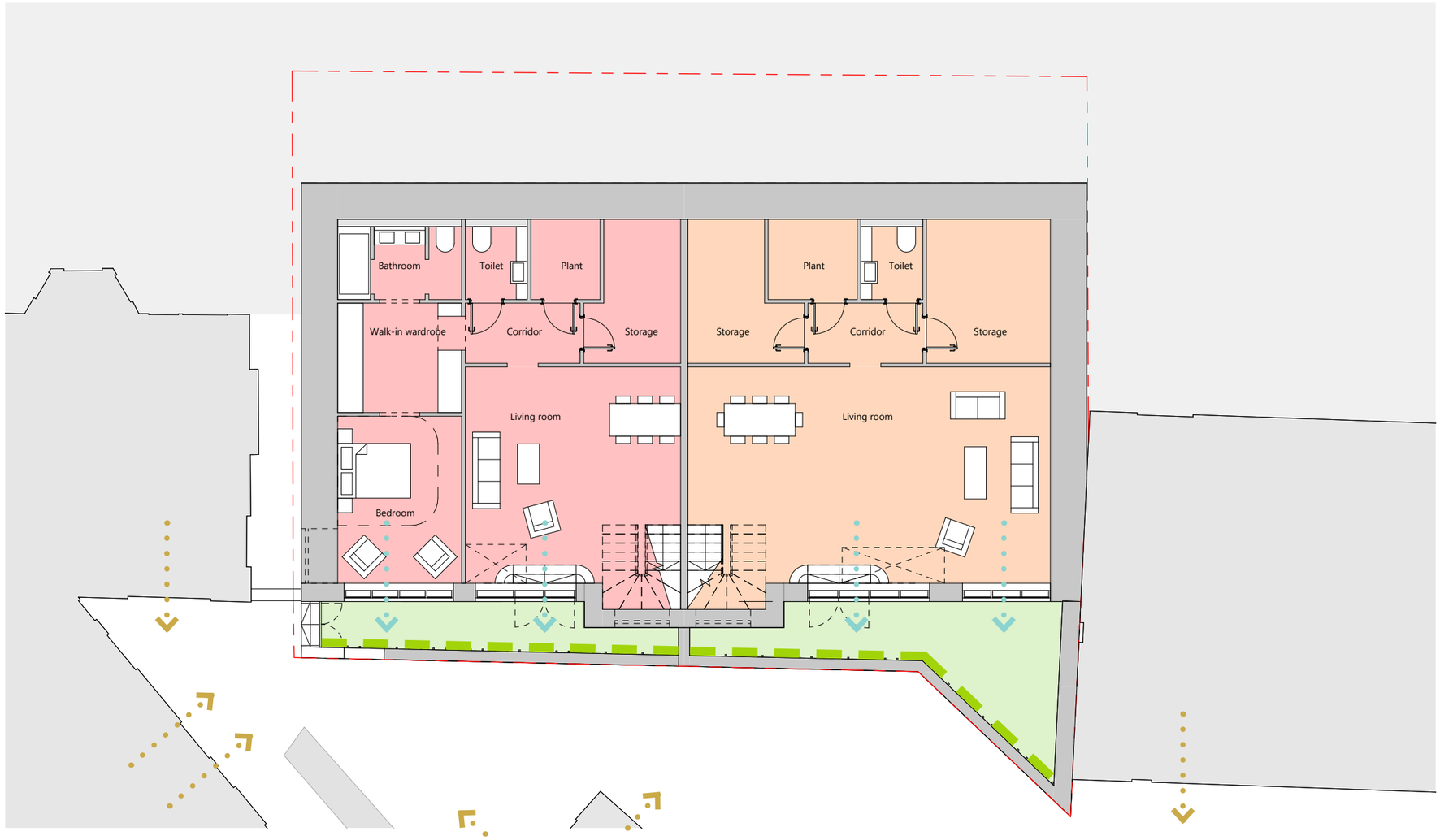
RETAINED CAR PARKING SPACES

Lower Ground Floor Layout
The lower ground floor contains the living area, bedroom and back of house for each dwelling. The site topography means the ground floor bedrooms have windows at grade facing into the rear courtyard. This brings light into the bedrooms whilst helping to protect the privacy of the new residents and the existing neighbours.

Lightwells
Living areas of both units are brightened through double height voids to windows at high level.

KEY

- RESIDENTIAL UNIT 1
- RESIDENTIAL UNIT 2
- PRIVATE AMENITY SPACE
- UNIT ENTRANCE
- SITE BOUNDARY
- PROPOSED OUTLOOK / WINDOW
- NEIGHBOURING OUTLOOK / WINDOW
- FROSTED GLASS
- PRIVACY SCREENS
- GREEN PRIVACY SCREENS
- PLANTER



LOWER GROUND FLOOR PLAN

UPPER GROUND PLAN (STREET LEVEL)

Upper Ground Floor Layout
The floor contains the kitchen / dining spaces for each dwelling. Lightwells are provided at the back of the garages which bring light to lower ground floor living area.

Retained Garages (on Long Leashold)
Four existing garage spaces are retained on existing long leasehold agreements outside the control of the applicant. This results in a net reduction of car parking when compared to the existing situation.

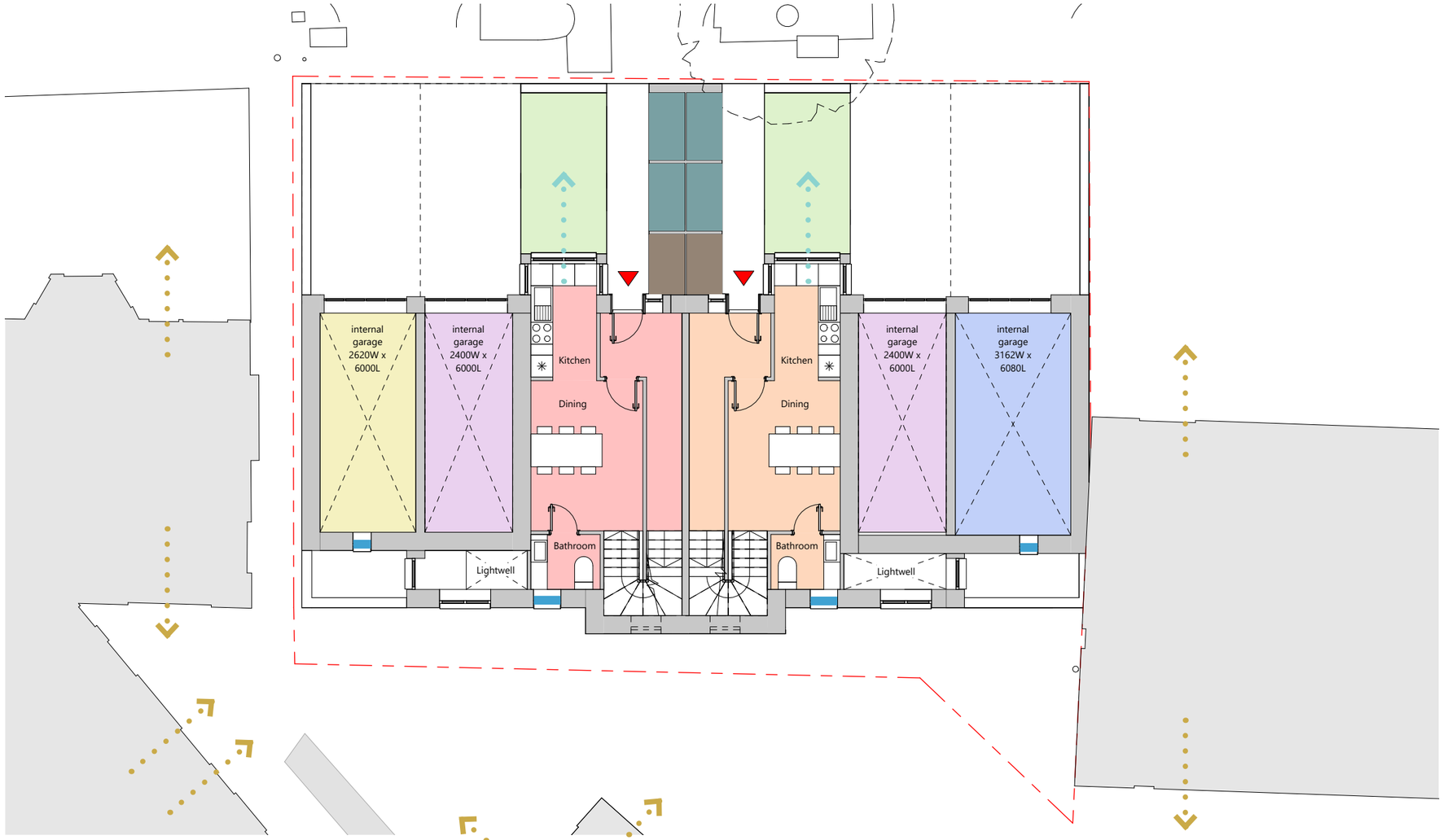
Cycle Storage
Each dwelling has 4no. enclosed cycle spaces to the front of the building In line with the minimum standards outlined within the London Plan

Bin Storage
Each dwelling has a kerbside enclosed bin store. Each bin store provides space for at least:

- 120L for general waste or 'refuse'
- 140L for mixed dry recycling
- 23L of food waste

KEY

- RESIDENTIAL UNIT 1
- RESIDENTIAL UNIT 2
- PRIVATE AMENITY SPACE
- UNIT ENTRANCE
- SITE BOUNDARY
- PROPOSED OUTLOOK / WINDOW
- NEIGHBOURING OUTLOOK / WINDOW
- FROSTED GLASS
- CYCLE STORAGE
- BIN STORAGE



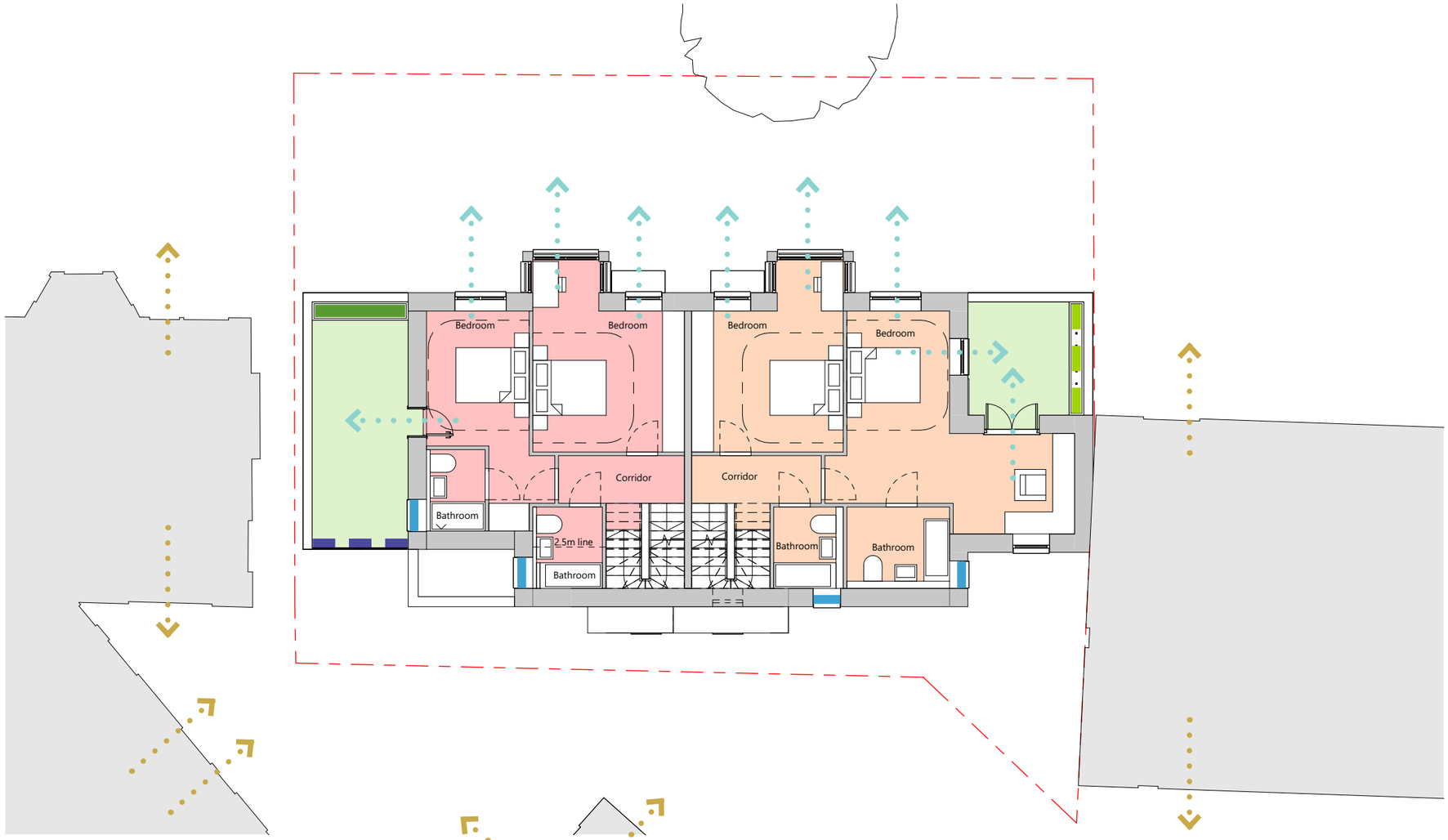
UPPER GROUND FLOOR PLAN

FIRST FLOOR PLAN

First Floor Layout
The first floor contains living spaces, with access to private rooftop terraces. These terraces have 1.5m high privacy screens to to prevent any overlooking into adjacent properties. Overlooking from terrace adjacent to Palace Court is prevented by restricting the access by a planter.

KEY

- RESIDENTIAL UNIT 1
- RESIDENTIAL UNIT 2
- PRIVATE AMENITY SPACE
- UNIT ENTRANCE
- SITE BOUNDARY
- PROPOSED OUTLOOK / WINDOW
- NEIGHBOURING OUTLOOK / WINDOW
- FROSTED GLASS
- PRIVACY SCREENS
- GREEN PRIVACY SCREENS
- PLANTER



FIRST FLOOR PLAN

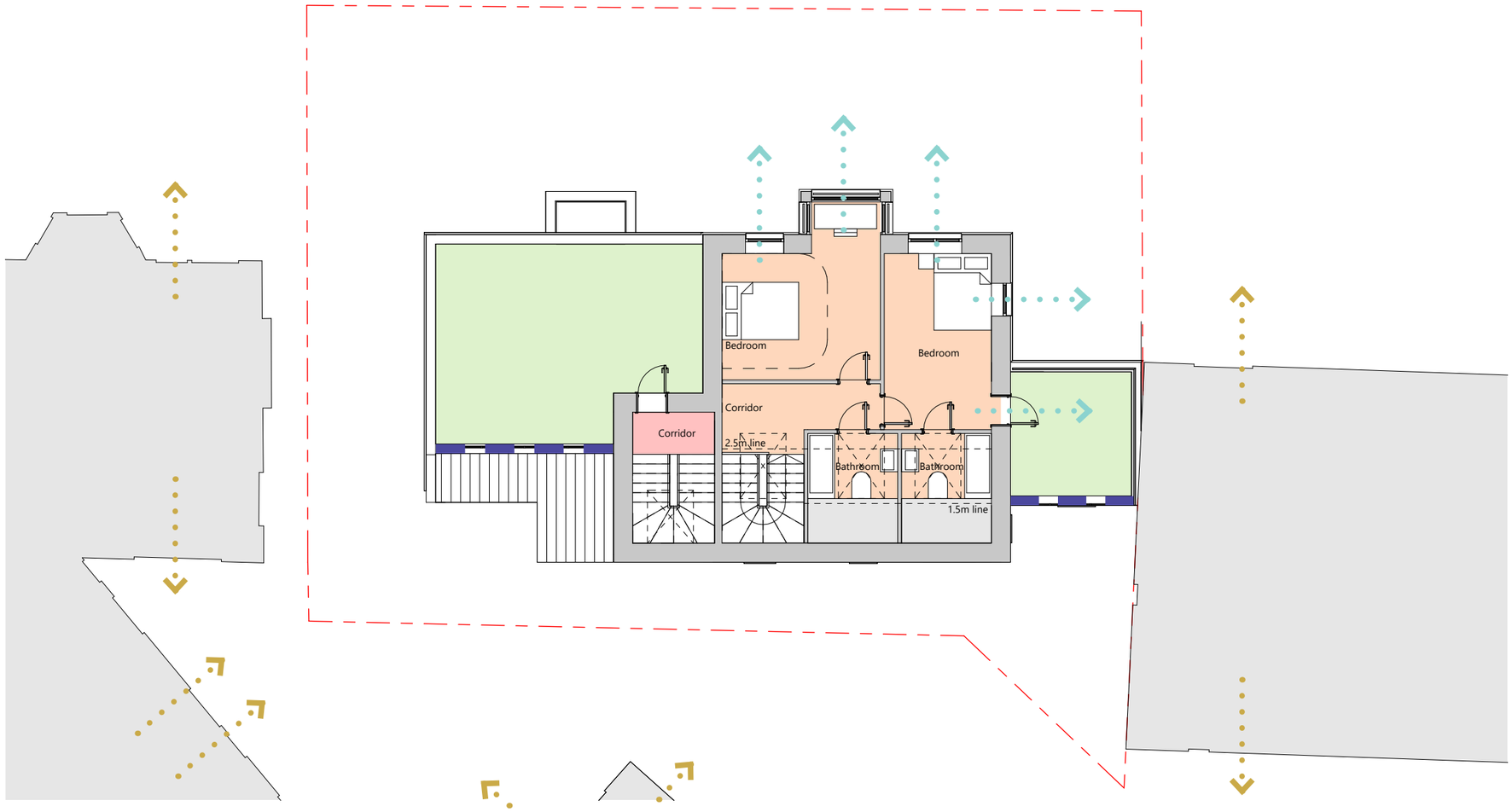
SECOND FLOOR PLAN

Second Floor Layout
The second floor contains living spaces, with access to private rooftop terraces. These terraces have 1.5m high privacy screens to the rear to prevent any overlooking into adjacent properties.

All units and rooms meet nationally described space standards and comply with Part M - M4(2) requirements.

KEY

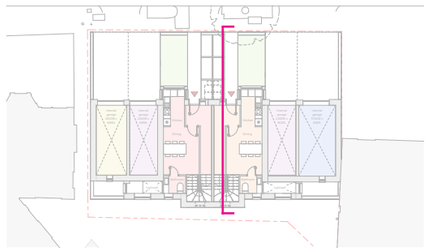
- RESIDENTIAL UNIT 1
- RESIDENTIAL UNIT 2
- PRIVATE AMENITY SPACE
- UNIT ENTRANCE
- SITE BOUNDARY
- PROPOSED OUTLOOK / WINDOW
- NEIGHBOURING OUTLOOK / WINDOW
- FROSTED GLASS
- PRIVACY SCREENS
- GREEN PRIVACY SCREENS
- PLANTER



SECOND FLOOR PLAN

Maximise site use at Ground
At present there is unused land to the rear of the garages, we proposed aligning the rear of the houses to the line of the adjacent building to optimise development on site, and the ground floor to the front extends under the front yard.

Rear stairs
We propose placing the stairs to the rear of the property. With this arrangement, the overlooking is minimized as the habitable rooms are facing the main street.

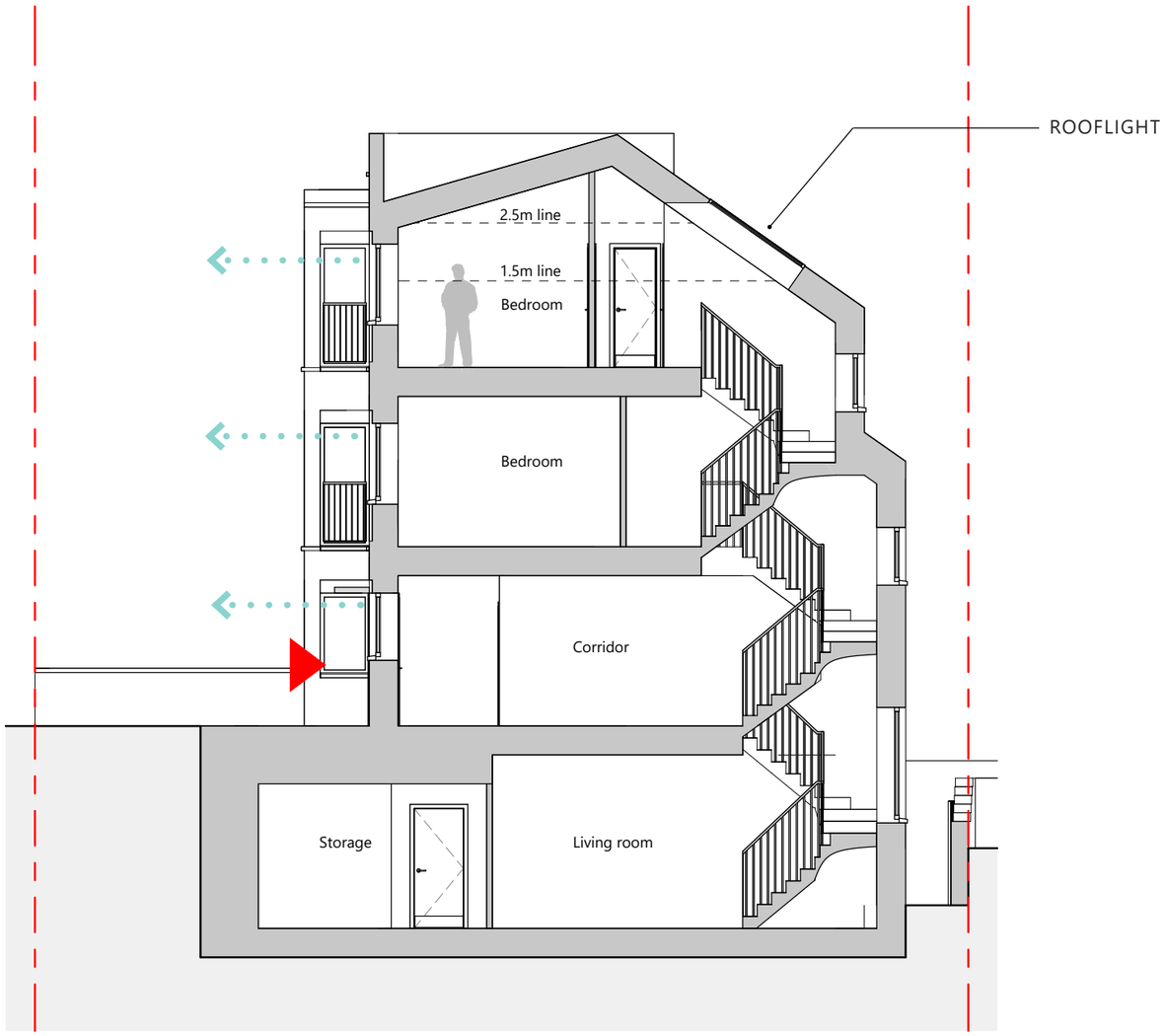


KEY

UNIT ENTRANCE

SITE BOUNDARY

PROPOSED OUTLOOK / WINDOW



SECTION THROUGH UNIT 1

ASHLEY COURT — SITE — PALACE COURT

ELEVATION (CUT ALONG FROGNAL LANE)

KEY

CLEAR GLASS

FROSTED GLASS

REAR ELEVATION

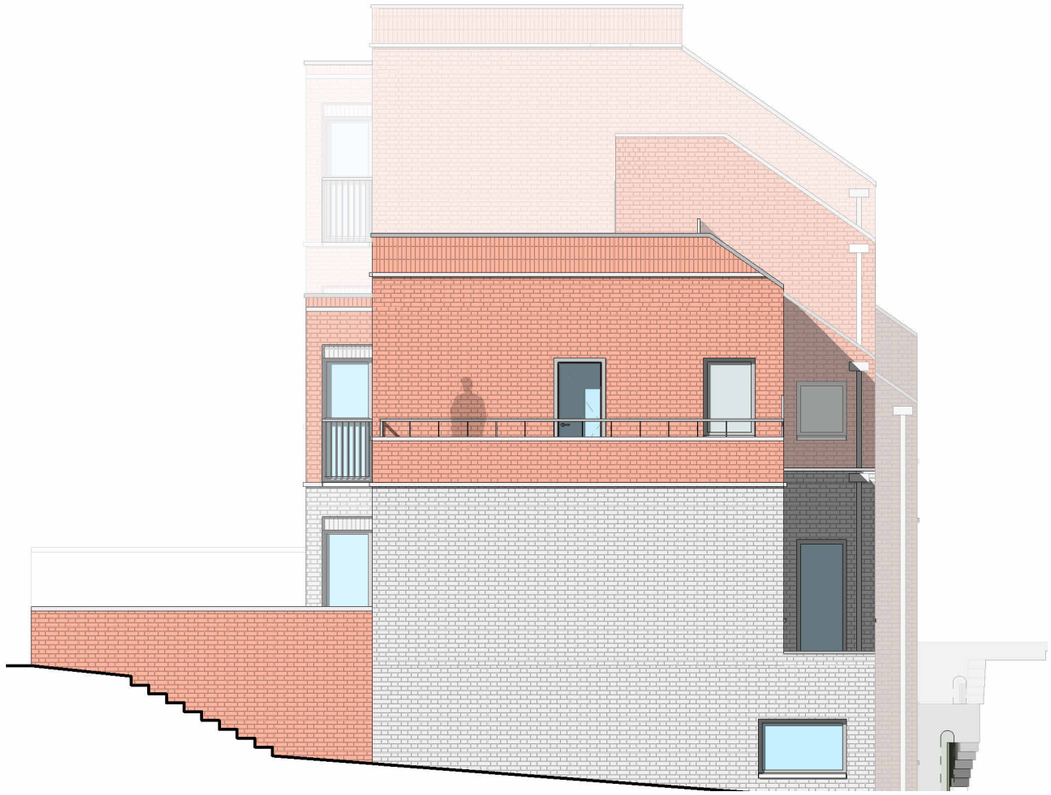
PALACE COURT — SITE — ASHLEY COURT

ELEVATION

KEY

CLEAR GLASS

FROSTED GLASS



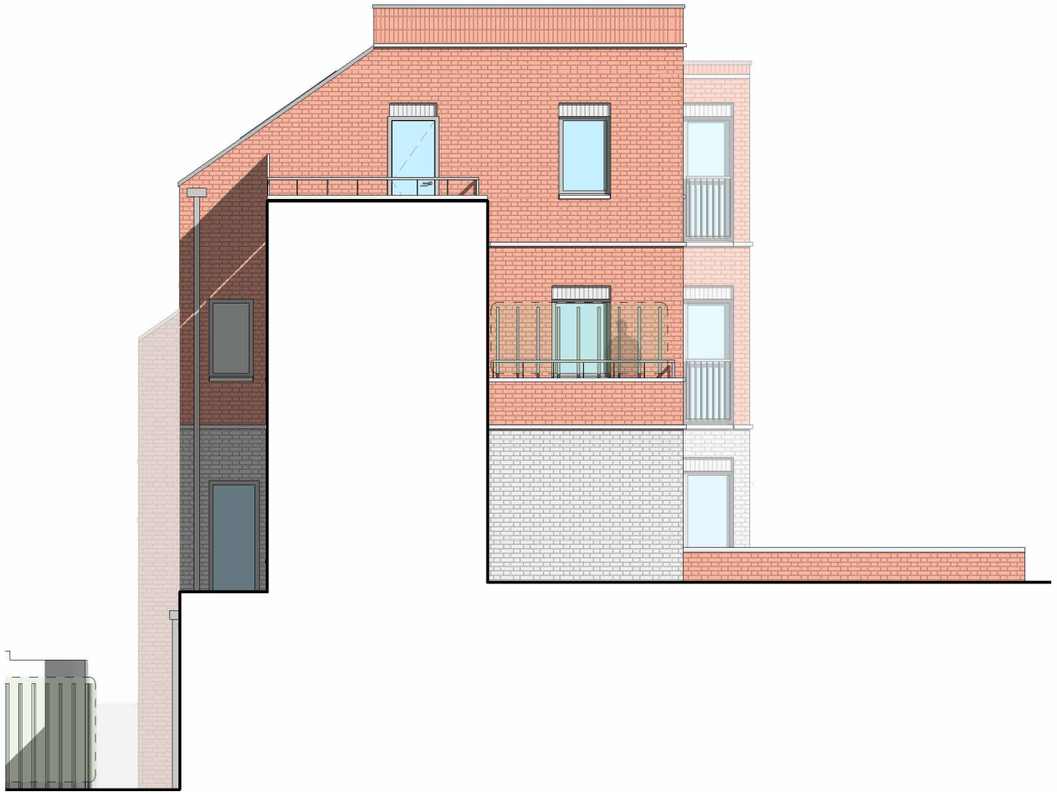
SITE

WEST ELEVATION

KEY

CLEAR GLASS

FROSTED GLASS



SITE

EAST ELEVATION

UNIT 1

RESIDENTIAL

UNIT TYPE	GIA
4B8P	253 SQ M

	AMENITY TYPE	REQUIRED FOR PLANNING	PROPOSED IN SCHEME
	REFUSE BINS	1 X 120L 1 X 140L 1 X 23L	240L REFUSE 240L RECYC. 23L FOOD
	CYCLE SPACES	2	4
	PRIVATE AMENITY SPACE	11 SQ M	50 SQ M

UNIT 2

RESIDENTIAL

UNIT TYPE	GIA
3B6P	190 SQ M

	AMENITY TYPE	REQUIRED FOR PLANNING	PROPOSED IN SCHEME
	REFUSE BINS	1 X 120L 1 X 140L 1 X 23L	240L REFUSE 240L RECYC. 23L FOOD
	CYCLE SPACES	2	4
	PRIVATE AMENITY SPACE	9 SQ M	72 SQ M

06 Technical Design

As mentioned on page 20, neighbouring residential units experience sensitivity to daylight and sunlight, suggesting a need for a modest addition despite the presence of taller buildings nearby.

Massing evolution
The initial massing presented at the first Pre-App meeting (fig. 01) aimed to minimize impacts on neighbouring amenities by adhering to daylight and sunlight guidelines. Following advice from Council Officers, there was an increase in overall height, resulting in a slight reduction in daylight compared to the previous submission (fig. 02). The final massing (fig. 03) scales down the extent of the rear elevation to mitigate the "impacts".

Please refer to the full report attached to this document for more information.

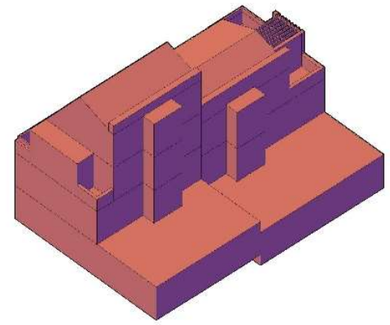


fig. 01 - initial massing

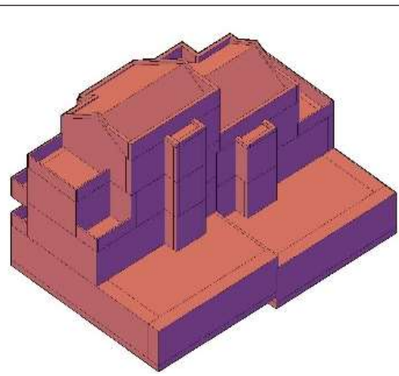


fig. 02 - massing with increased height

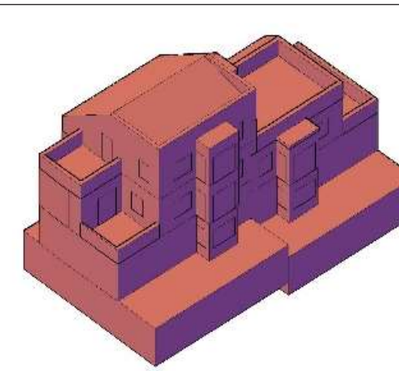


fig. 03 - final massing with reduced rear elevation

INDICATIVE MASSING ENVELOPE（SOURCE: LUMINA）

This section describes the key design moves that will enhance the sustainability of the development. It considers the different aspects of sustainability and why they are important to establish a holistic view of the improvements to the building.

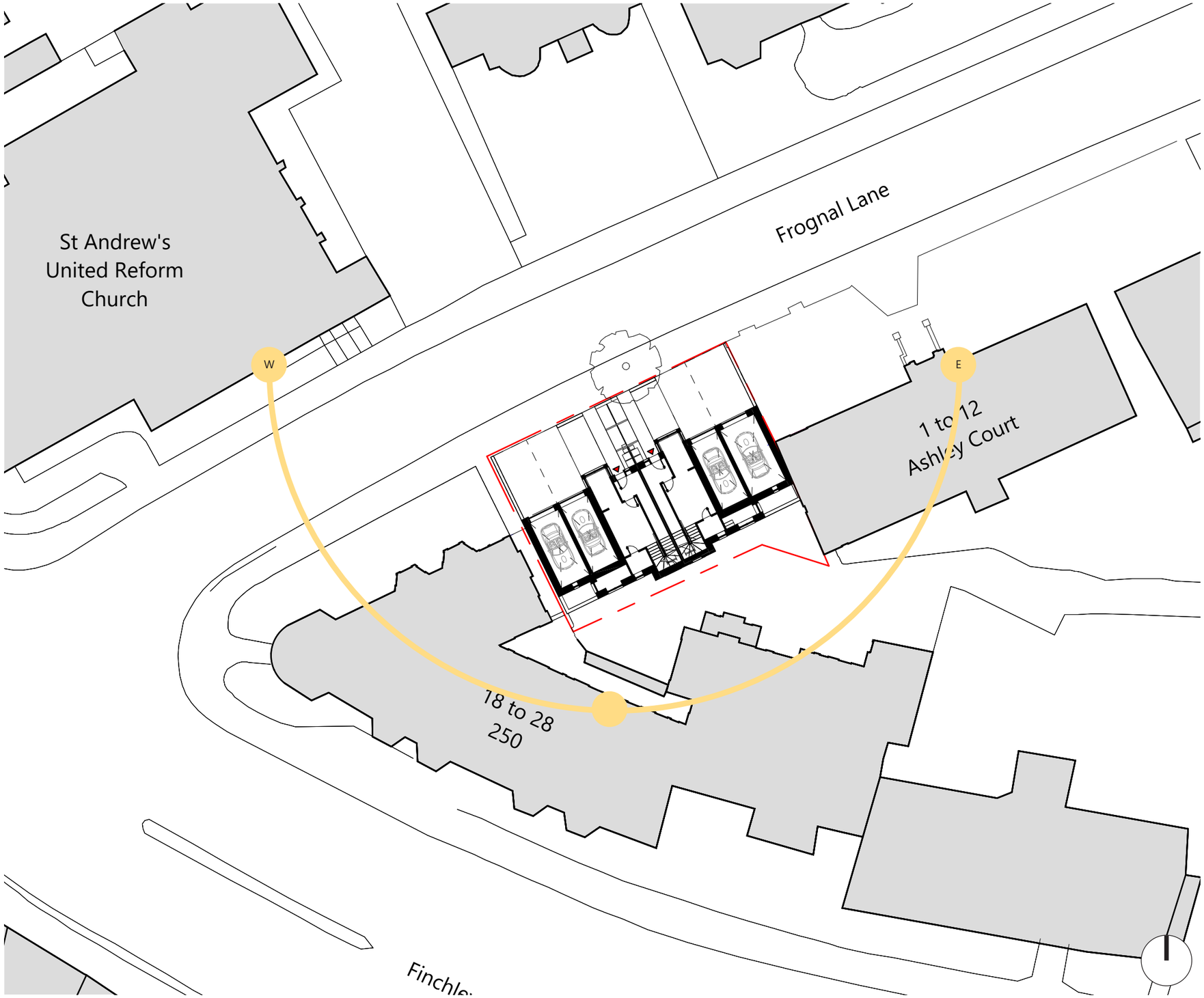
Demolition
Initial project considerations weighed the option of retaining the existing structure. However, due to the planned construction of a new basement, it was determined that retaining the current garages was not technically feasible, necessitating demolition.

During demolition, at least 85% of waste will be diverted from landfill and Civil Engineer's Demolition protocol will be followed.

Efficient construction
Efforts to minimize the embodied carbon of the new construction will be prioritized wherever feasible. This includes exploring options such as reusing existing materials both on-site and off-site, selecting materials with low embodied carbon, and employing low embodied construction processes.

Attention will be paid to reduction of waste, water, energy and materials during construction.

EXISTING GARAGES



PROPOSED SITE PLAN

The energy hierarchy
The energy hierarchy comprises a series of steps ("be lean, be clean and be green") aimed at minimizing a building's energy consumption, with the target of reducing carbon emissions by at least 30% below the 2021 Building Regulations Part L.

'Be lean' refers to the approach taken to maximise the positive aspects of the scheme's passive design to minimise the base energy demand of the buildings.

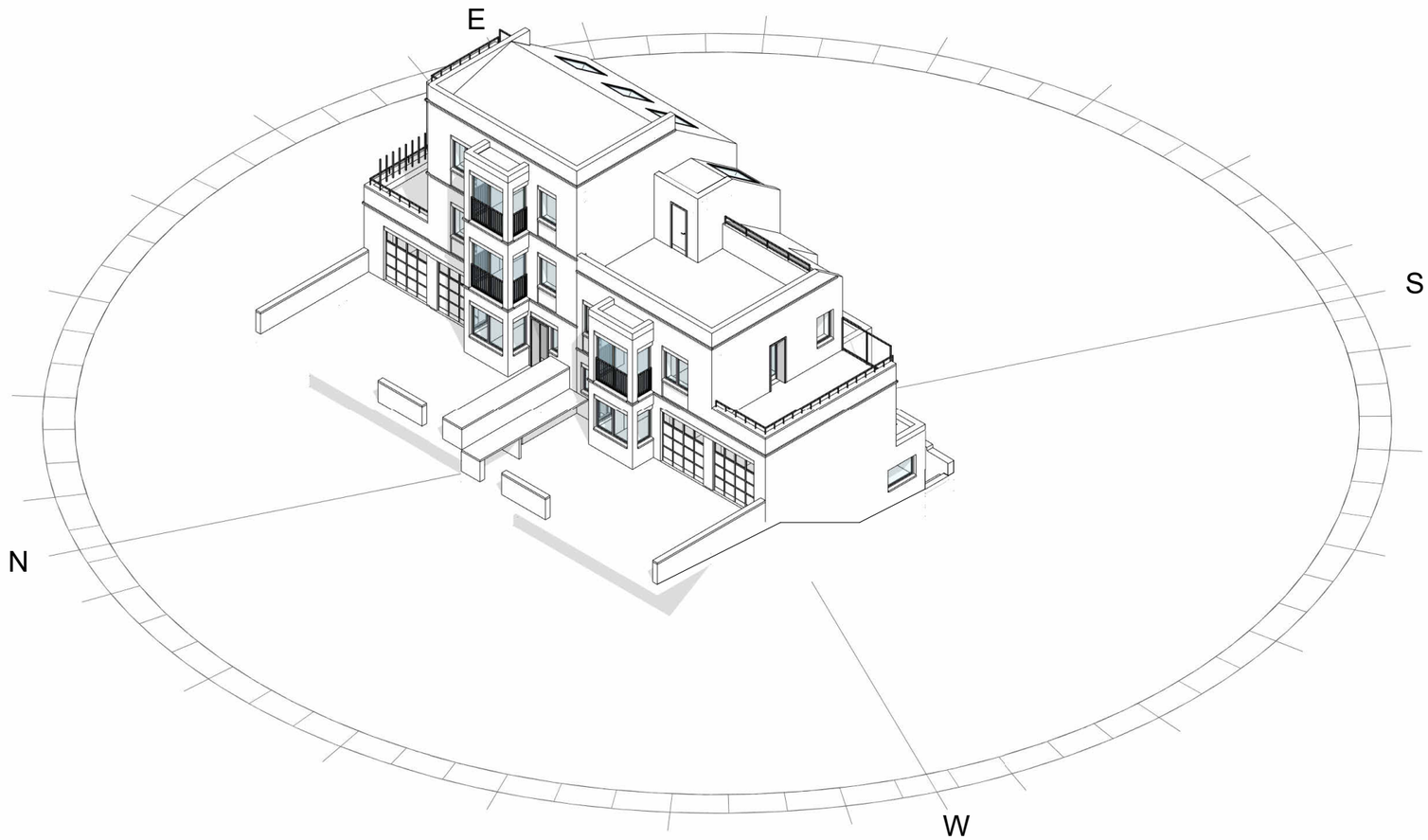
The following passive design principles have been integrated into the design process:

Orientation: The building's orientation is primarily determined by its position within the built environment, notably facing Frognal Lane. The orientation is advantageous, as the main windows receive the late afternoon sun, which helps extend the period of natural heating.

Form: The building's form largely corresponds to its surroundings. Its rectangular footprint minimizes surface area relative to volume, while being semi-detached allows for shared party walls, enhancing envelope efficiency.

Mass: The complex mass of the building, although potentially suboptimal for facade surface area, results from Daylight and Sunlight study. The primary aim is to increase urban density, as the existing structure does not efficiently infill the site.

Window Sizes and Positioning: The main elevation windows are large in order to maximise the natural light received. Their northwest orientation help to minimize negative solar heat gains during peak hours. Southern windows are sized to meet daylight requirements despite being overshadowed by surrounding buildings.



ISO DIAGRAM - NORTH-WEST VIEW

"Be clean" refers to the approach to use less energy. The integration of decentralized energy systems is crucial for reducing carbon dioxide emissions borough-wide. New developments are anticipated to contribute significantly to the utilization and expansion of such systems.

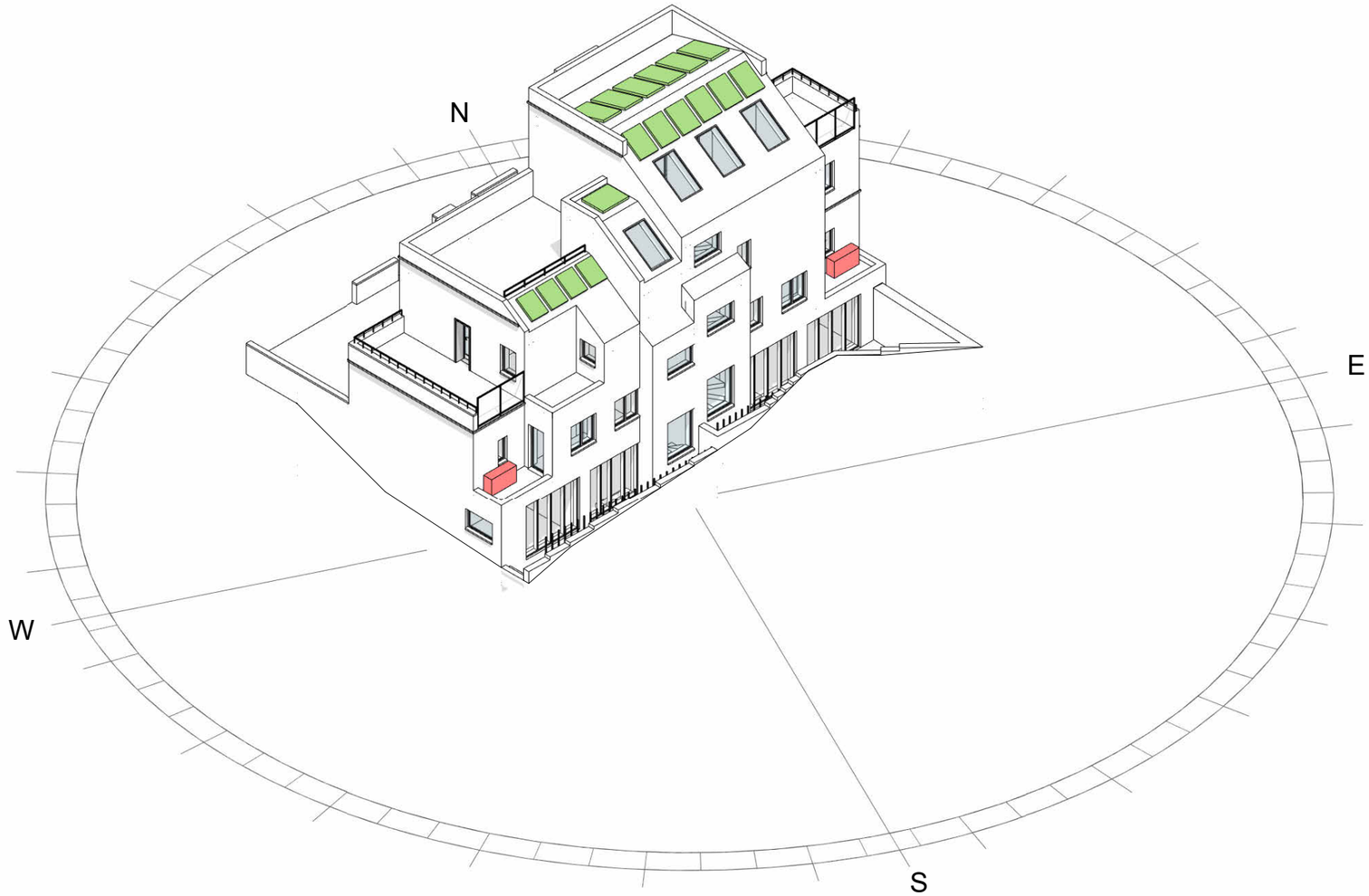
At present, the development does not appear to fall within the reach of the energy network. The nearest network corridor is located in Kilburn. The feasibility of connecting to this network will be evaluated in subsequent stages.
Given the size of the development, it is not expected to contribute to the expansion of the network.

"Be green" refers to the approach to low or carbon zero energy. As the development is below 500 sqm of gross internal floorspace and contains less than 5 dwellings, the 20% reduction in carbon dioxide emissions from on-site renewable energy generation is not required.

The feasibility of air source heat pumps and PV panels will be explored in later stages, particularly during the detailed energy strategy development.

While solar panels could potentially be situated on the rooftop as indicated in the diagram, further investigation is required due to overshadowing from surrounding buildings.

Air source heat pumps could potentially be located on the upper ground floor roof area, which is adjacent to the garage space. Appropriate noise enclosure/noise assessment would be provided.



PV PANEL POTENTIAL LOCATION

AIR SOURCE HEAT PUMP POTENTIAL LOCATION

ISO DIAGRAM - SOUTH-WEST VIEW - POTENTIAL ON-SITE RENEWABLE ENERGY SOURCES LOCATION

Adapting to climate change
To address potential impacts of climate change, the suggested measures aim to mitigate the risks associated with flooding, drought, and overheating.

Green spaces
The proposal entails replacing current driveway hard surfaces with open-cell pavers, facilitating grass growth, and with a lawn. Additionally, green privacy screens are strategically positioned as depicted in the diagram.

Sustainable drainage and biodiversity
The permeable surfaces in the front and back garden help slow the rate at which rainwater enters the drainage system.
While green roofs were considered, the roof angle, essential for reducing overshadowing of existing development, is unsuitable for this treatment.
Biodiversity is enhanced through the use of green privacy screens, planter, front lawn and grass growing through open-cell pavers.

Urban heat island
The use of air conditioning and excessive mechanical plant will be avoided as far as practicable.
The project has no adverse impact on the existing trees along Frognal Lane which are effectively reducing the urban heat island effect.

Cooling
The cooling plan will be thoroughly developed in subsequent stages, prioritizing natural cooling methods and London Plan's "cooling hierarchy". The development is not expected to be at risk of overheating, as the habitable spaces on upper levels are oriented towards north west, which reduces solar heat gains. Lower ground living areas face south, however the heat gain is minimised, as the windows are shaded by existing structures and green privacy screen.

Area schedule (m^2)	Unit 01	Unit 02	Garages adjacent to Unit 01	Garages adjacent to Unit 02
Permeable open-cell pavers	-	-	36	33
Front lawn	10	10	-	-
Permeable pavers	28	19	-	-
Total	38	29	36	33

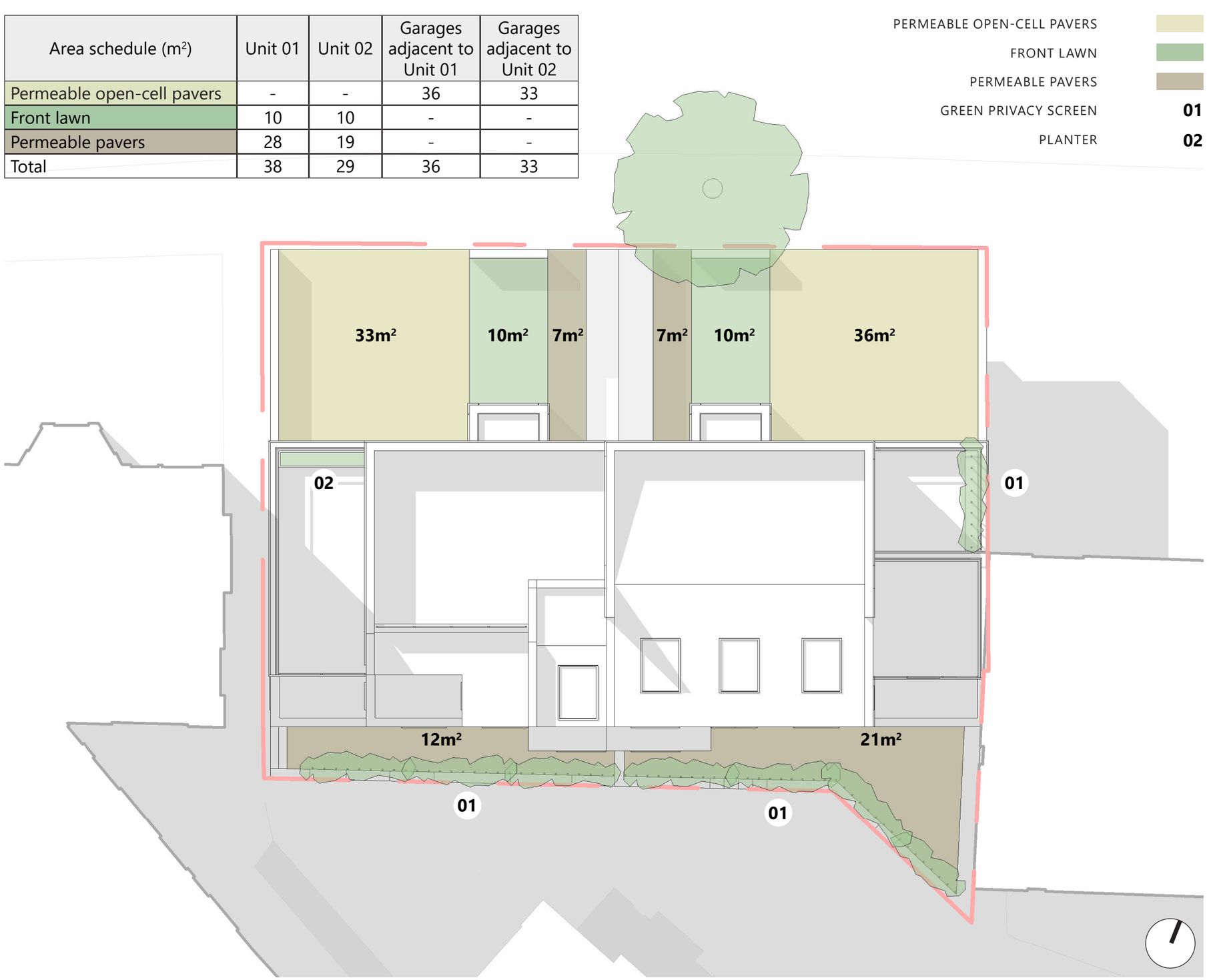


DIAGRAM - GREEN SPACES

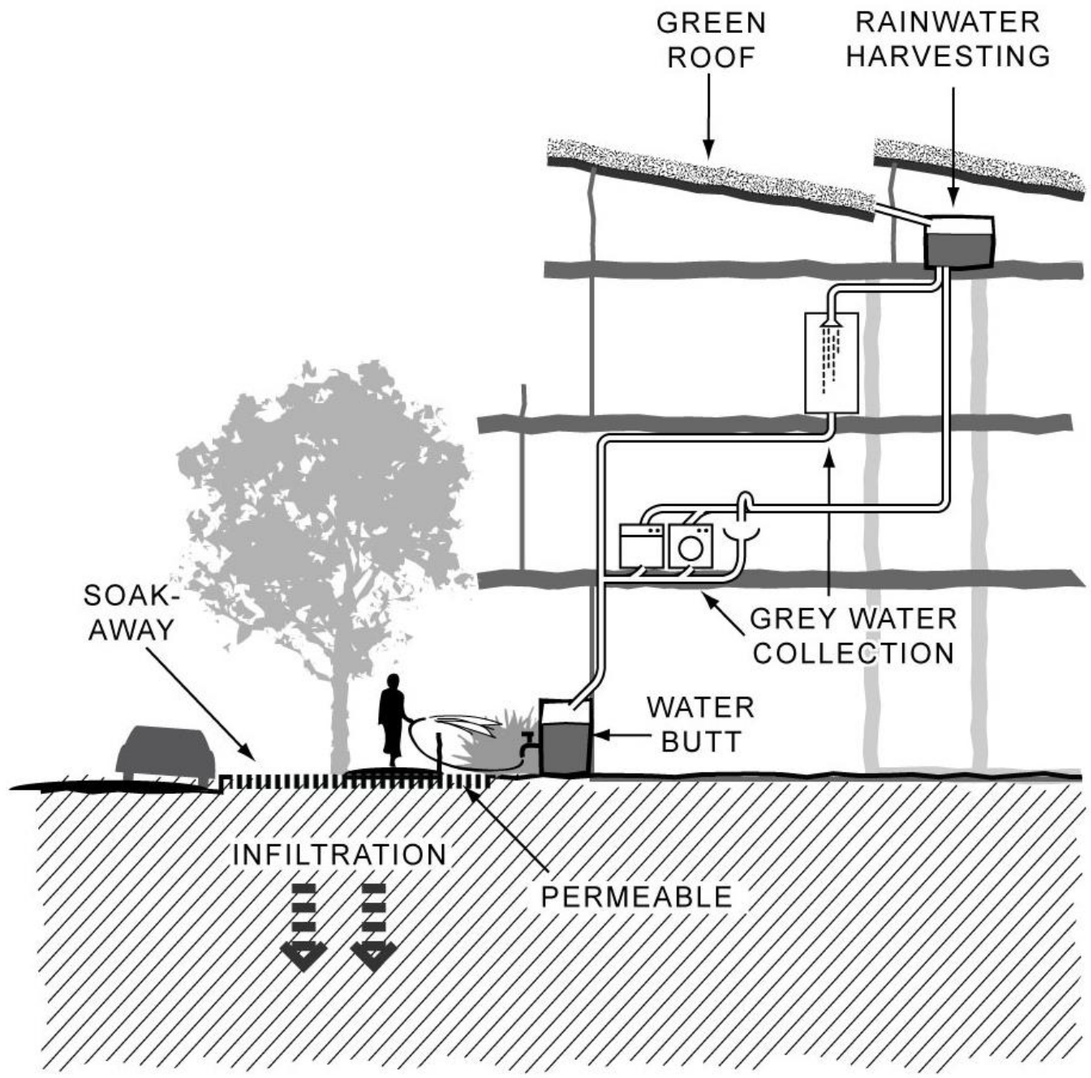
Water and flooding
Following steps were taken to ensure that development does not increase flood risk and reduces the risk of flooding where possible:

Water efficiency
The development will meet the requirement of 110 litres per person per day (including 5 litres for external water use).

Sustainable Drainage Systems
The drainage strategy will be developed in detail in later stages. The strategy will utilise Sustainable Drainage Systems in line with the energy hierarchy when feasible.

Feasibility of green-field run-off rate and measures to achieve it will be explored. A consideration will be given to harvesting rainwater and its use. Infiltration through permeable pavements will be reviewed in relation to the underlying soil.

The storm water will be connected to storm water sewer if such sewer is present.



SUSTAINABLE DRAINAGE SYSTEM **EXAMPLE**
(NOT A REPRESENTATION OF THE PROPOSED DEVELOPMENT)

EXPLANATORY DIAGRAM

PLANNING FIRE SAFETY STATEMENT

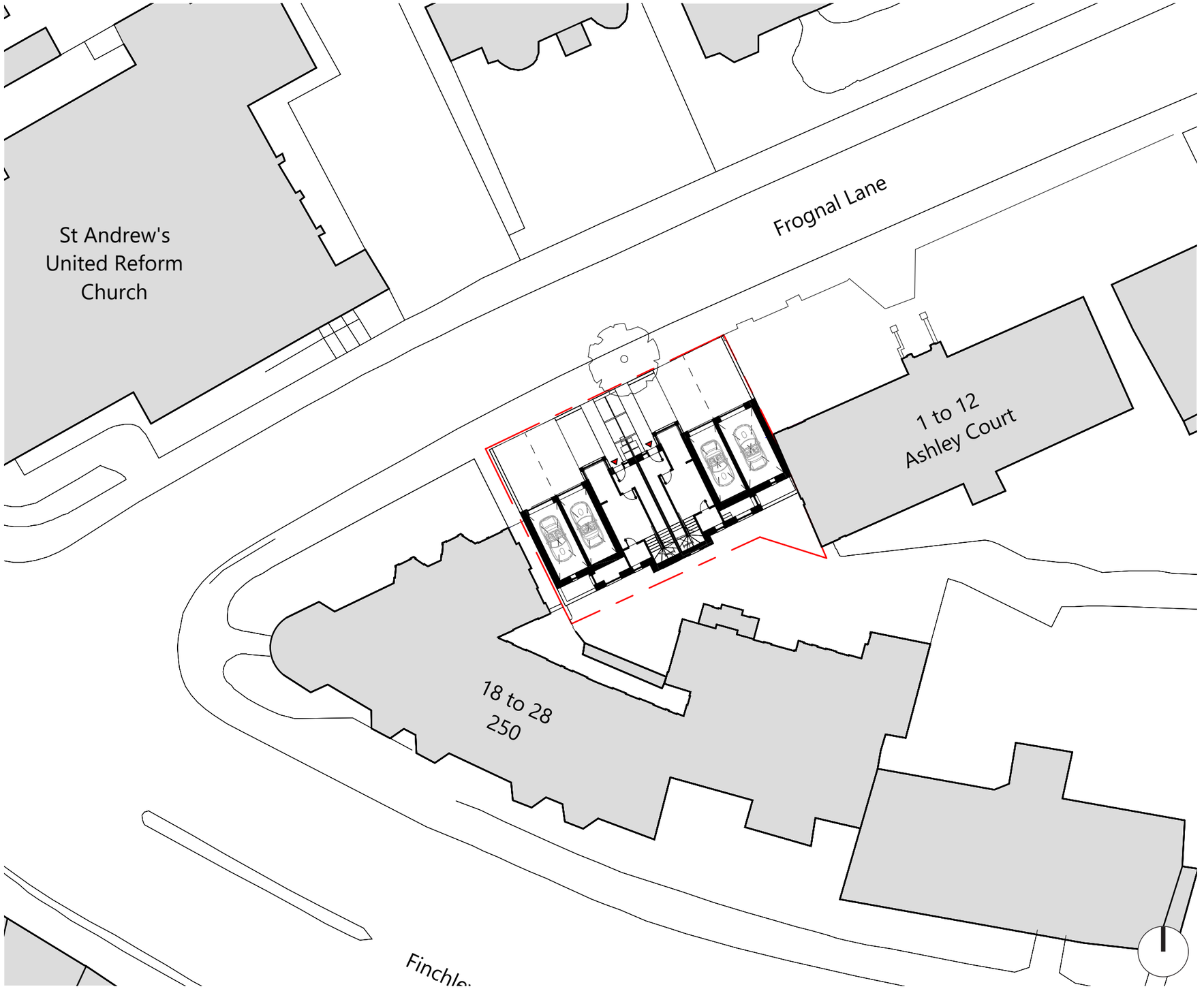
This statement has been prepared for Pollyshire Ltd in relation to the development for "Demolition of existing garages and the erection of 2 x dwellinghouses (Class C3), garages, and associated works." at:

Frognal Garages
Frognal Lane
London
NW3 7DX

Author
This statement has been written by Todd Architects, a practice providing architectural sevices with skills and experience delivering major residential developments among other sectors.
The practice is providing this statement in relation to fire safety matters given the small size and scale of the proposed development and in line with the terms and limitations of its appointment noted in letter dated 3 November 2023.
Its team members are designers who contribute to Fire and life safety, structural safety and public health and public safety in buildings and have exercised reasonable skill and care in preparation of this statement.

Criteria 1: Information on space provisions for fire appliances and assembly points
Fire Vehicle access will be provided via the adjacent public highways; Frognal Lane will be used to site the fire appliance.
Fire assembly point will be on Frognal lane.

Criteria 2: Information on passive and active safety measures
Grade D LD1 fire alarm and fire detection system is to be installed throughout.
For ground floor and upper levels, a protected stairway route is provided.
For Basement levels, a line of fire separation, comprising 30 min fire-resisting construction, will be provided between the living and sleeping areas of the basement.



PROPOSED SITE PLAN

Criteria 3: Information and data on construction products and materials

External walls will be constructed using a material that does not support fire spread and therefore endanger people in or around the building.

The external walls will be constructed using brick which is rated as non-combustible Classification A1 in accordance with BS EN 13501-1:2018.

Where applicable, internal walls will have a fire resistance not less than 30 min when tested in accordance with the relevant part of BS 476 or equivalent European standard.

Criteria 4: Information on means of escape and evacuation strategy

The escape strategy typically is via ground floor through a protected stairway route leading to a final exit.

For Basement levels with bedrooms, a line of fire separation, comprising 30 min fire-resisting construction will be provided between the living and sleeping areas of the basement, and the basement will have an alternative exit from the bedroom area. This is in line with guidance under BS 9991:2015.

Where no bedroom is provided, a fire engineered solution will be developed further at the next stage.

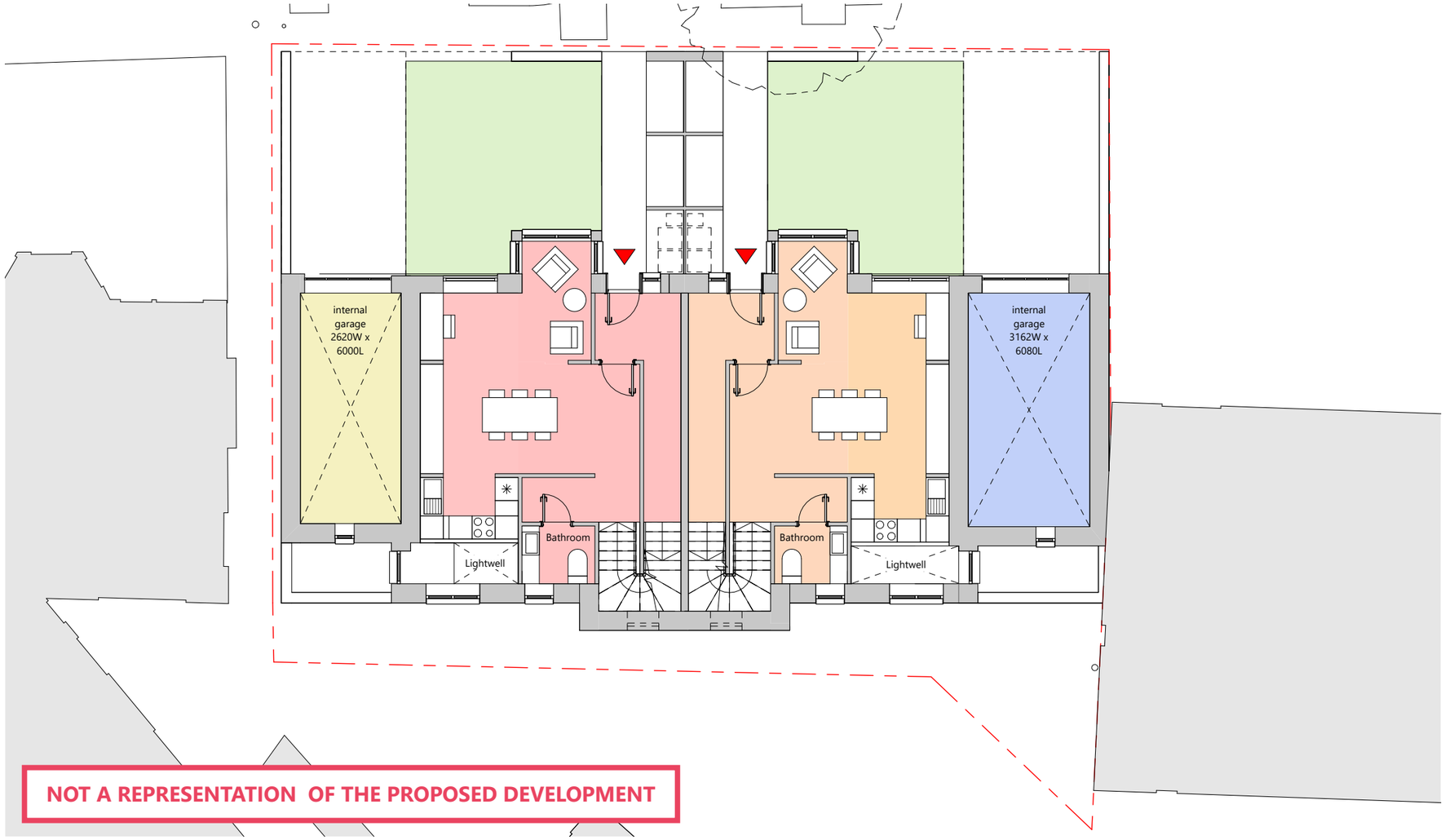
Criteria 6: Information on access and equipment for firefighting

There is vehicle access to the development via public highways: Finchley road and Frognal lane. Fire hydrant is located within 90m of access to the development further east on Frognal lane.

The upper ground floor plan illustrates a potential future development. When the garages are no longer in use, they could be adjoined with the residential units.

This layout does not form part of the proposed development and is included solely for the purpose of pre-app 002 feedback, which can be found on page 8 and relevant extract below:

...
Comment
'*...retaining four garages does hinder the development potential on site and efforts should be made to ensure this is not lost as a consequence of the design...*'
Response
In our view, the development potential is not hindered. When garage is no longer in use, it can be re-developed into residential use and merged with the proposed units. Please see appendix A.



UPPER GROUND FLOOR PLAN - POTENTIAL FUTURE DEVELOPMENT (NOT PART OF THE PROPOSED DEVELOPMENT)

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