

21st November 2013

Ms Rachel Stopard
Director of Culture & Environment
Regeneration and Planning Development Management
London Borough of Camden
Town Hall
Judd Street
London
WC1H 8ND



Planning Reference: 2012/5492/P

Address: Land to the rear of 1A Frogna, London NW3 6AL

Dear Sir/Madam

We have been appointed as the Principal Contractor for the works to be carried out under the Planning Permission Granted reference number 2012/5492/P.

I enclose the Design Specifications (previously submitted) as instructed in your correspondence to Mr D Kemp of DRK Planning Ltd, dated December 13th 2012, along with a hard copy of our Construction Management Plan submitted by email on 14th November 2013.

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If you require any further information please contact our Construction Manager, Mr Darren Clarke, on 07702 673537, or myself on the number below.

Yours faithfully

A handwritten signature in black ink, appearing to read "CSmith".

Claire Smith
Project & Administration Co-ordinator
Mobile: 07523 153156

cc. Tania Skeli-Yaoz



DESIGN REPORT
Proposed New Development
Land to the rear of No.1 Frognaal

1. The Proposal

The proposal is to replace an existing 5-bay single storey garage with two semi-detached houses. There are several restrictions & requirements relating to the site which inform the design and these are dealt with in the following sub-sections.

1.1 Siting, scale & massing.

The positioning of the proposed houses on the site is a response to both the existing floor plate of the garages and a significant area to the south of the site identified as a tree root protection area¹. In order to limit the height of the new building to a maximum of 2m higher than the existing garages² it is proposed to sink the building into the ground by approximately 1.35m. We propose to do this by installing a contiguous piled retaining structure completely avoiding the tree root protection area and maintaining a separation from the sub-station and party wall along the north-east boundary allowing the installation of piled foundations whilst safeguarding these structures (see fig.1.1)³.



Fig. 1.1

The frontage of the building is orientated south-eastwards to maintain a visual link to Frognal itself, whilst also retaining the openness of the existing green space and providing a consistent visual amenity within its surroundings. A narrow secure access path to the North West of the site provides a route for incoming and outgoing service connections to the houses, thus avoiding the root protection zone at the front.

The roof levels are stepped, in that the frontages to the north-east, south-east and south-west elevations are lower than the main roof of the building, and as such create a reduced visual impact.

1.2 Accommodation, Day-lighting & Privacy.

It is intended to take the most advantage of the available daylight within the living spaces of both houses, and to this end they have been located on the upper level. The close proximity to the boundaries on three sides of the site mean that natural light will be largely introduced through large glazed facades to the south-west elevation and roof level windows. In both houses upper level accommodation will comprise highly useable living/dining spaces, a separate kitchen and large Part M compliant w.c./cloakroom. At lower ground floor there will be a double and single bedroom and Part M compliant bathroom. At lower ground floor, the light is introduced through large floor to ceiling windows which will be openable onto courtyard gardens. All rooms will be supplied with some natural daylight either through windows, skylights or sunpipes.

A series of three vertical slatted screens are specifically located to reduce direct views both into and out of the windows to the front of the houses and these will be further supplemented by maintained planting along the north-eastern boundary. These screens are also designed to incorporate a series of obscured glass fins running horizontally at high level to reduce the possibility of excessive solar gain in summer.

Externally, there is a communal landscaped entrance to both buildings, whilst at lower level each unit has a private courtyard garden of approximately 10sq.m.

1.3 Construction and materials.

As previously stated, it is intended to construct the lower level partially into the ground. This will involve a more solid structure to the lower ground floor, whilst a highly insulated SIPs system will be used to construct the upper level. The more solid ground floor will serve as a plinth protecting the timber upper level from potential damage from both groundwater and impact (particularly on the south-western boundary where vehicular traffic is present) and the off-site fabrication of the SIPs system will reduce material wastage and construction times. The flat roof will be constructed to provide structural support for an 'extensive' green roof.

The material finishes will be a largely rendered first floor with a smooth basalt slip cladding to the exposed ground floor areas. There will also be powder coated aluminium to the windows, hardwood timber detailing to front doors and surrounds and a combination of powder coated aluminium and hardwood to the slatted screens.

2. Sustainability.

It is intended that the development be sustainable from both an environmental and a long term usability standpoint and as such it is intended that it achieve a Code 4 rating against the Code for Sustainable Homes⁴. The following sub-sections outline the areas where these considerations have been implemented in the proposals.

2.1 Energy Efficiency.

There will be a number of ways in which we will reduce the burden of the development on the environment. We will seek to reduce the basic energy demand firstly by constructing the building with elements of extremely high thermal efficiency⁵ ensuring that all elements significantly exceed minimum standards. Avoiding thermal bridging in the detailing will also prevent burden on heating demand. A heavily insulated and planted 'green' roof will prevent heat freely passing through. In addition to this, it is intended to make a provision for an element of PV panels on the flat roof towards the north-west of the building to supplement the other power sources. Drying areas will be incorporated over baths within all units.

¹ See accompanying BS5837(2012) tree report undertaken by Tretec.

² As recommended in the pre-application advice Ref: CA/2011/ENQ/05137

³ Refer also to accompanying Basement Impact Assessment carried out by EIS Ltd.

⁴ As detailed in the accompanying BREGLOBAL pre-assessment report carried out by Energyvest Ltd.

⁵ More specific performance details can be found in the attached L1A 2010 - Regulations Compliance Reports.

The size and positioning of windows is designed to bring as much natural daylight deep into the plan as possible in order to reduce the demand for artificial lighting. All lights will be dedicated low energy fittings.

2.2 Water usage and drainage.

Currently the site is almost entirely hard standing which is drained by running off onto the road and into the main storm drain on Frognal. Our proposals seek to heavily reduce this burden in two ways. Firstly we are incorporating >90sqm of 'extensive' green roof which provides water attenuation and reduced run-off of rainwater to below 15% of unplanted roofs. Additionally we are significantly reducing hard landscaping to the south-west of the site and introducing significant planted and grassed areas to this area, allowing it to absorb significant rainfall within itself.

Within the building, water will be conserved by using low volume fittings in addition to a grey water recycling tank to located below the deck within the courtyard in in either unit.

2.3 Biodiversity.

The introduction of a significantly increased area of planting on the site, including the roof, mean that the plot will still encourage diverse wildlife within a robust urban context. Furthermore, the design takes great care to safeguard the health of the two Lime trees sited within the garden of No.1 Frognal, both during and following construction works.

2.4 Daylight and sunlight

The proposed development has been designed to maximise daylight within the development, whilst minimising the obstruction of daylight to adjoining properties and particular attention has also been paid to exceeding the minimum standards, as set out in CPG2 - HOUSING Section 4.21.22 &23.

The proposals maximise the window areas on the south facing elevations, on which the main living and bedroom areas are located, whilst other living areas are naturally lit by skylights which are 3 times more efficient than vertical windows whilst also offering unobstructed views of the sky.

Shading from is provided to south facing windows from sun that is high in the sky by louvred screens on the raised ground floor and an overhang on the lower level. External shading is provided to the single west facing window by the existing buildings facing Finchley Rd. All habitable rooms ie. Living/dining rooms and bedrooms have windows which are significantly more than 10% of floor area, whilst in each case there are opening windows or doors which are well in excess of 20% of floor area.

Furthermore, the Code for Sustainable Homes pre-assessment classifies the three main living spaces (and the only ones applicable as habitable rooms under CPG guidance) Living room, dining room & main bedroom as achieving 'high' daylight factors.

3. Lifetime Homes.

The following demonstrates our proposal's performance against the 16 Design Criteria set out in the Lifetime Homes Standard.

1. Parking provision is not applicable
2. As 1.
3. It is not possible for us to incorporate level approaches to the entrances and thus comply with this criteria.
4. All entrances will be illuminated, have level access, compliant opening widths, adequate weather protection and level landings.
5. Not applicable

6. All internal door and hallway widths meet the required specification.
7. There is space for turning wheelchairs in dining and living areas and elsewhere.
8. There is an entrance level living area.
9. A convenient temporary bed space could be provided in the dining room.
10. A Part M compliant w.c. compartment with floor drain is provided.
11. All walls to bathrooms and w.c.s will include ply backed areas for grab rails.
12. There is scope for the provision of a stair lift - made more straightforward by the curved winder. Also a suitable position for the installation of a knockout panel 1m x 1.5m is shown on the plans.
13. The provision and positioning of hoists will both be compliant.
14. Both lower ground floor bathrooms are accessible and located adjacent to the main bedroom.
15. All living and bedroom areas have windows with views out whilst seated, additionally they will be approachable and operable by those with reduced mobility.
16. All service controls will be installed in compliant locations.



This Construction Management Plan has been produced to outline the Basement Excavation and Construction of two, two storey timber-framed, semi-detached residential houses at the rear of 1A Frognal, Hampstead, NW3 6AL

1.0 Proposed Programme

Enabling Works

- Commence: 18th November 2013
- Duration: 6 weeks

Main Contract Works

- Commence: 18th November 2013
- Duration: 36 weeks

2.0 Proposed hours in which vehicles will arrive and depart

In general the hours in which vehicles will arrive and depart with site hours which are 8.00am to 6.00pm Monday to Friday, 8am to 1pm Saturdays, and not on Sundays or bank holidays. However there may be occasions when heavy loads will need to be delivered and removed from site, and we will endeavour to accommodate all neighbouring residents/businesses.

3.0 Access for arrangements for Vehicles

Access to the site will be via 1A Frognal as no other access is available. Our Construction Manager will be responsible for the coordination and control of all aspects of material deliveries and movement.

4.0 Size of Vehicles

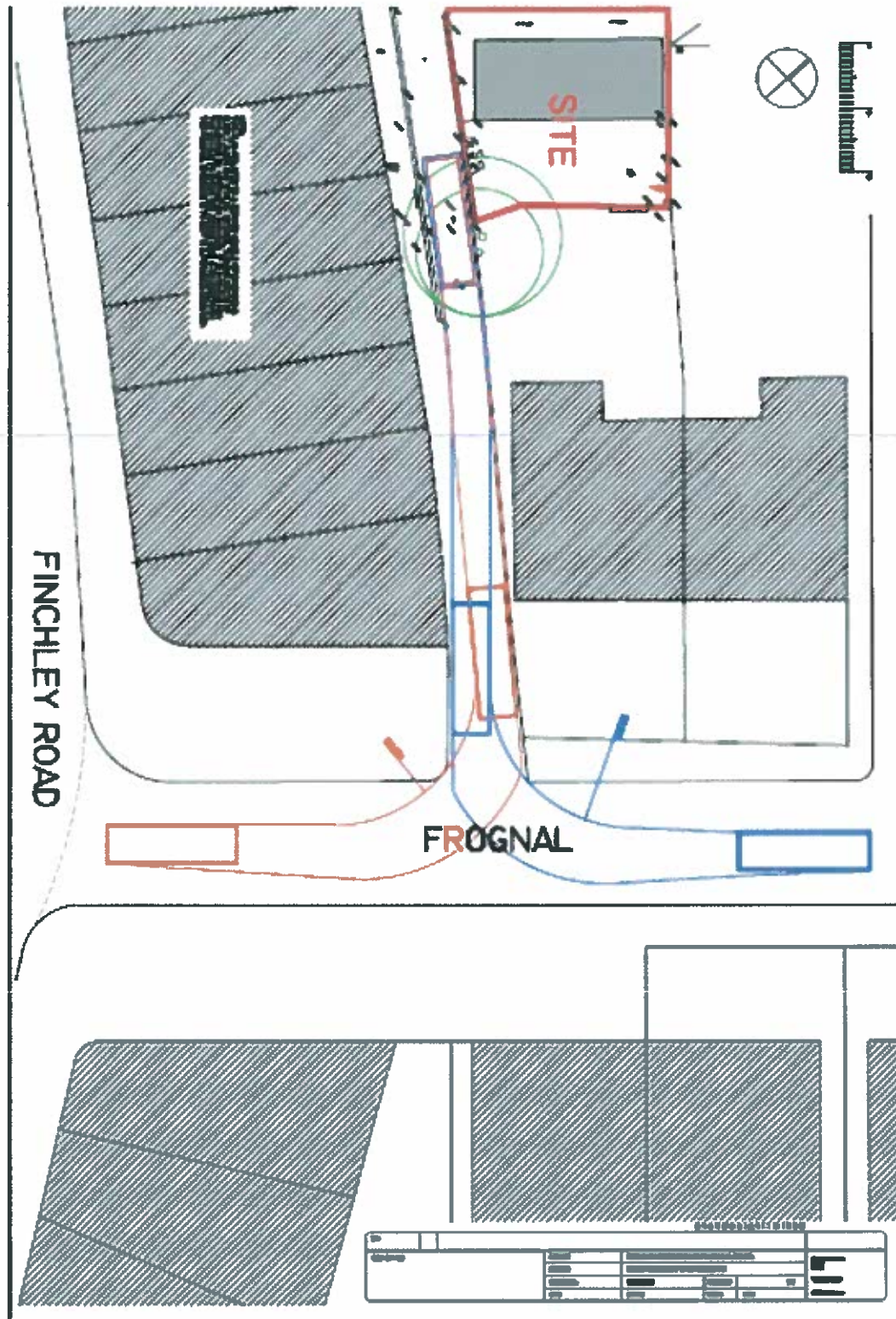
Various types of delivery vehicles will be used to bring materials to and from the site. These include, but are not limited to:

- Grab Lorry (approx size 8.25m long and 2.45m wide)
- Ready Mix Concrete Lorries (approx size 8.25m long and 2.45m wide)
- Flat Bed Delivery Vehicles for the delivery of various materials including steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery, etc. (approx size 8.25m x 2.45m wide)

The projected vehicle movements are approximately 2 per day during the enabling works and the main contract period.

CONSTRUCTION MANAGEMENT PLAN 1A REAR OF FROGNAL

5.0 Swept path drawings for tight manoeuvres into the site



CONSTRUCTION MANAGEMENT PLAN

1A REAR OF FROGNAL

6.0 Details of any highway works necessary to enable construction to take place

It is not envisaged that any highway works will be necessary, but should the occasion arise we will contact the London Borough of Camden.

7.0 Parking and Loading Arrangements

A strict procedure will be implemented to ensure that Frognal is not overrun with site and delivery vehicles. All subcontractors and suppliers will be required to give 24 hours notice of deliveries. The movement of materials, particularly in the main contract stage will be controlled by our Construction Manager, and he will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will pull into the site for unloading wherever possible.

Materials will be stored within the boundary of the site.

No parking will be permitted on site, and all sub contractors will be informed at the pre-order meeting that the surrounding area is for resident parking. All subcontractors will be encouraged to use public transport.

8.0 Parking bay suspension and temporary traffic management orders

Suspension of resident parking bays will be kept to an absolute minimum, and to date we do not believe this will be necessary.

9.0 Proposed overhang of the Public Highway

To date we do not propose any overhang to the Public Highway as no scaffold or cranes are proposed within the construction.

10.0 Details of any Hoardings

The existing perimeter to the site will be covered with 18mm plywood with Monarflex coating with project illustrations and will be approximately 2.4m in height.

CONSTRUCTION MANAGEMENT PLAN

1A REAR OF FROGNAL

11.0 Details of how pedestrian and cyclist safety will be maintained

When vehicles are entering or leaving the site, these will be supervised by our Construction Manager. The general public/pedestrians will have right of way along the pathway alongside the site.

Should there be any complaints arising from the works, local residents/businesses will be able to visit site, sign-in and be escorted to the site office. Our Construction Manager will deal personally with comments or complaints and will ensure that they are resolved swiftly. A record of such complaints will be retained.

12.0 Management of traffic to reduce congestion

The Construction Manager will be responsible for the day to day deliveries to the sites. These will be booked in using a Delivery Schedule so as to prevent congestion to the road network that surrounds the area. Should a lorry/vehicle arrive that has not been booked in will be turned away.

Wherever possible lorries will be brought onto site keep the roads free for general traffic movement.

In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

We shall encourage our subcontractors to use public transport to travel to site. We shall also inform potential subcontractors that parking is very restricted in the local area and that residents parking bays are not to be used. We will monitor parking, especially on neighbouring roads, to ensure off-site parking is dealt with considerately.

13.0 Control of dirt and dust on the public highway

Mud and debris on the road is considered to be one of the main environmental nuisance and safety problems arising from construction sites, and we will make provision to minimise this problem.

In the early stages of the project when ground works are being carried out, if necessary, wheel washers will be used to wash down all vehicles that enter/leave the site.

We will ensure that the site, footpaths and the surrounding area affected by the work are clear from mud, spillage, litter and any unnecessary rubbish.

We will insist on all muck away lorries to be fully sheeted to minimise the risk of any mud over-spill.

A continuous fine spray will be sprayed to suppress dust if necessary when loading/unloading dust generating materials, and any other conditions that may arise.

All materials that create dust will be stored away from the site boundary, screened to prevent wind spreading the dust and damped down when practical.

CONSTRUCTION MANAGEMENT PLAN

1A REAR OF FROGNAL

14.0 Details of consultation with local businesses or neighbours

As individual citizens, as a company, and in partnership with London Borough of Camden and our supply chain, we will take due care of the community and environment in which we will be working.

The site team will have direct responsibility for developing good community relations with all neighbouring residents and businesses. From the commencement of this project our Construction Manager will be specifically responsible for community relations.

We will initiate early and honest communications to establish a good relationship with the community which will help reduce any possible problems that may arise during the construction process.

Information boards will be displayed on the site hoarding which will highlight the key personnel on-site including their contact details.

Should there be any complaints arising from the works, local residents/businesses will be able to visit site, sign-in and be escorted to the site office. Our Construction Manager will deal personally with comments or complaints and will ensure that they are resolved swiftly. A record of such complaints will be retained.

15.0 Construction Working Group and other measures to reduce the impact of the site

We will send out letters to residents/businesses informing them of what will be happening and giving them our contact name, telephone number and email.

We will also maintain full and regular communications with affected neighbours/businesses regarding site activity and deliveries.

Should there be any complaints, as stated earlier, local residents/businesses will be able to call personally to the site office and a record will be kept of all comments/complaints.

Our teams are uniformed, polite, dependable and respectful, and will assist with any queries that might arise.

16.0 Targeting zero non-hazardous waste to landfill

As part of our environmental approach we seek to source materials from local companies provided that specification requirements and costs are met. We will reuse as much material as possible and recycle the waste that is produced.

CONSTRUCTION MANAGEMENT PLAN

1A REAR OF FROGNAL

17.0 Fuel consumption

We strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

18.0 Waste Management

We will ensure that the site is kept clean and safe and that the collection of waste is from a central point, with segregation of waste on site. We will ensure that all access routes, fire escapes and staircases are swept and clear of debris on a regular basis to maintain high standards of health and safety on the project, along with all general areas of the project being swept clean on a daily basis.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with The London Borough of Camden. The Construction Manager shall work with The London Borough of Camden to review this Construction Management Plan if problems arise in relation to the construction of the Development. Any future revised plan must be approved by The London Borough of Camden and complied with thereafter.