

8.0 National Planning Policies, London Plan and Camden (Relevant) Planning Policies



Drawing of proposed first floor plan

The London Plan (2004)

Policy 3A.1

Increasing London's supply of housing states that the Mayor will seek the maximum provision of additional housing in London towards achieving an output of 30,000 additional homes per year from all sources. Housing provision up to 2006 will be monitored against a minimum target of 23,00 additional homes per year, and the borough targets set out in table 3A.1 This figure will be reviewed by 2006 and periodically thereafter.

Policy 3A.2

Borough housing targets advises that UDP policies should seek to exceed the figures in Table 3A.1 and to address the suitability of housing development in terms of location, type of development and impact on the locality. The policy also encourages the intensification of housing provision through development at higher densities particularly where there is good public transport.



Drawing of proposed second floor plan

Policy 3A.4

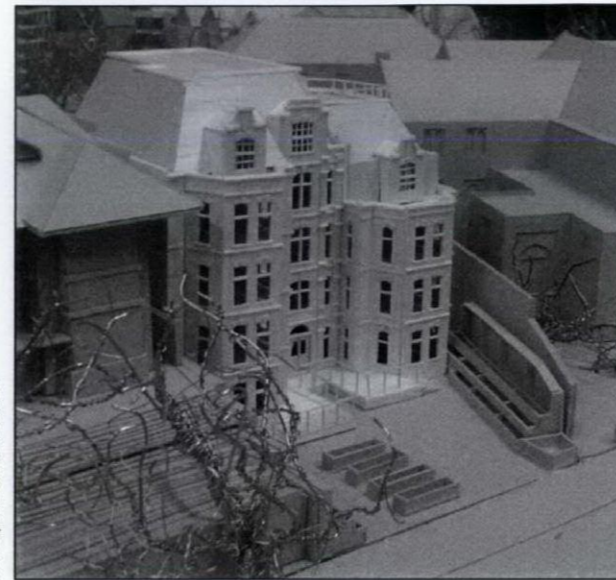
Housing choice Boroughs should take steps to identify the full range of housing needs within their areas. UDP policies should seek to ensure that.

New developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups, such as students, older people, families with children and people willing to share accommodation.

All new housing is built to 'Lifetime Homes' standards.

In terms of the residential density the site is located in an 'Urban' Setting as designated by the Mayor's London Plan and with a PTAL accessibility rating 4 by Transport of London (TFL). These factors then results in the desired density for this site being 650-1100 habitable rooms per hectare or 240-435 units per hectare with an overall average of 2.7 habitable rooms per unit.

The scheme proposes 14 units. The residential density for the site is 101u/ha. The scheme therefore does not contravene the London Plan's density guidelines for 'urban' setting residential developments.



Model photo from the street

Camden (Relevant) Planning Policies

SD1 Quality of Life

The council seeks to ensure that development fosters sustainable communities, promotes the regeneration of areas, access for all and community safety.

The new apartments on Finchley Road are designed to accommodate inclusive access to all, meeting lifetime homes standards, particular units have been illustrated in detail in chapter "7.0 DDA Compliancy, lifetime homes and wheelchair housing". Crime Prevention Statement, chapter "13.0" has been an integral theme throughout the design process, high levels of visibility and passive surveillance techniques are paramount throughout the design process ensuring that no unsecure points occur in public areas of the building. Regeneration has been achieved by better use of an existing residential site perhaps contributing to the local economy.



Drawing of proposed third floor plan

SD4 Density of Development

The Council will grant planning permission for development that makes full use of the potential of a site and will not grant planning permission for development that makes inefficient use of land. The policy states that high density development will be expected at locations in the Central London Area, town Centres and other locations well served by the public.

The new apartments on Finchley Road are an exemplar in intelligent planning and efficient use of an existing site. Greater density of accommodation is provided without significant and overbearing additions of mass and bulk. The new apartments on Finchley Road make a better and more effective use of this inner city site. The existing building has been manipulated over a period of time and its existing footprint and circulation is largely inefficient.

8.0 National Planning Policies, London Plan and Camden (Relevant) Planning Policies



Drawing of proposed elevation

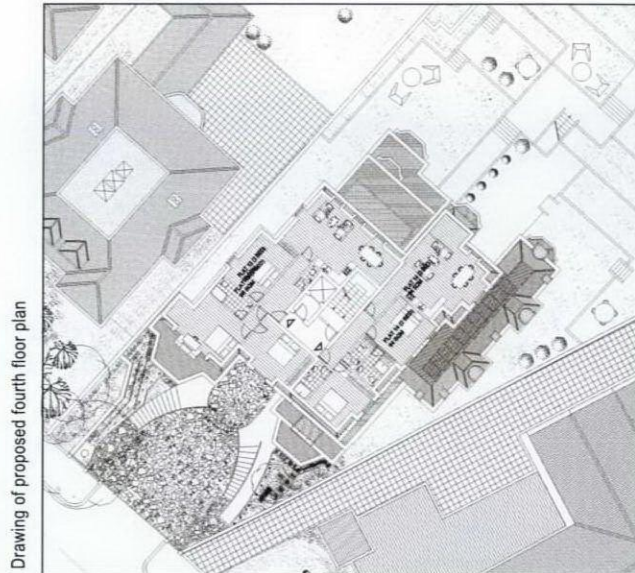
National Planning Policy

PPS1: Delivering Sustainable Development (2005)

Sets out the Governments general policies and principles on different aspects of planning. PPS1 emphasises the need to deliver homes, jobs and better opportunities for all, whilst protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; ensuring high quality development through good and inclusive design. This PPS replaces Planning policy Guidance (PPG) Note 1 General Policies and Principles, published in February 1997.

Paragraph 17 suggests that planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas a whole.

Paragraph 19 and 27 stress that the environment, landscape and townscape character are among those features that LPA's must make a special effort to enhance and protect in development plans and proposals.



Drawing of proposed fourth floor plan

Planning Policy Guidance Note 3 (PPG3) 'Housing' (adopted 2000)

Highlights the role of the planning system to ensure that new homes are provided in the right places, whether through new development or the conversion of existing buildings.

PPG3 outlines the Government's commitment to maximising the re-use of previously developed land, in order to both promote re-generation and to minimise the amount of Greenfield being taken for development.

The national target being That by 2008, 60% of additional housing should be provided on previously developed land and through the conversion of existing buildings. In addition, PPG3 highlights the need for good design and layout in order to meet the government's objective of making the best use of previously developed land and improving the quality of residential areas, As such, new housing developments should be considered with regard to their wider context in terms of neighbouring buildings and townscape.

PPG3 therefore suggests that housing developments are of a design which is attractive and distinctive but takes into account issues such as crime prevention and public health.

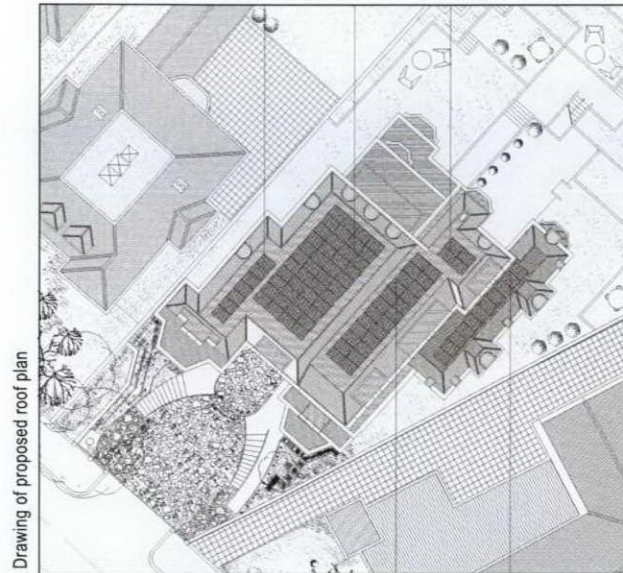
252 Finchley Road recognizes the importance of good design and appropriateness in terms of context and surroundings. Its highly modern approach seeks to provide an aesthetically distinctive design as well as improving housing provision in the area.

The below policies are taken from Camden Councils UDP and considered carefully in the design of the Finchley Road apartments

Planning Policy Guidance Note 24: Planning and Noise (1994);

gives guidance to local authorities in England on the use of their planning powers to minimise the adverse impact of noise and builds on the advice previously contained in DOE Circular 10/73. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which will generate noise. The PPG introduces the concept of noise exposure categories for residential development, encourages their use and recommends appropriate levels for exposure to different sources of noise and advises on the use of conditions to minimise the impact of noise.

252 Finchley Road has been designed to diminish the impact of sound through its layout. The setbacks and massing breaks down sound transmission opposed to a flat surface. Furthermore a noise survey will be taken at the appropriate time. 252 Finchley Road will be constructed to meet recommendations of the Acoustician and highest levels of noise mitigation.



Drawing of proposed roof plan

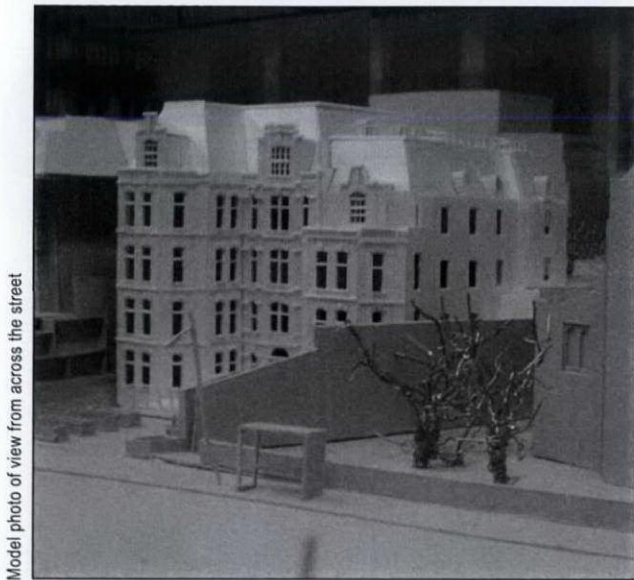
Regional Planning guidance for the South East (RPG9)

largely reiterates the guidance within PPG 3: Housing and Revised PPG13: Transport, with the general thrust of the guidance being "towards a concentrated rather than a dispersed pattern of development, with the emphasis on new dwelling provision being accommodated within urban areas". This will involve the re-use of vacant and under used sites. The core principles set out in the RPG9 state that new development should enable the renaissance of urban areas, the integration of transport, a multi-purpose countryside and the consideration of natural resources in the Region.

Currently the site only provides 3 flats. This new proposal will improve the number of flats to 14 units and make better use of the site.

252 Finchley Road Historic Scheme

December 2010



Model photo of view from across the street

H1 New Housing

The council will seek to meet and exceed the strategic housing target for the Borough. The council will grant planning permission for development that increases the amount of land and floorspace in residential use and provides additional residential accommodation, provided that the accommodation reaches acceptable standards. The council will seek to secure the fullest possible residential use of vacant and under used sites and buildings, and may require suitable sites to be developed for primarily or wholly residential use.

H7 Lifetime Homes and Wheelchair Housing

The council encourages all new housing developments, including changes of use and conversion, to be accessible to all. All units are adaptable and designed to lifetime homes.

H8 Mix of Units

The council will only grant planning permission for residential development that provides an appropriate mix of unit sizes, including large and small units. 252 Finchley Rd has been designed with various size units.

B1 General Design Principles

The council will grant planning permission for development that is designed to a high standard.



Model photo from behind the site

T3 Pedestrians and Cycling

The council will only grant planning permission for development that it considers to make satisfactory provision for pedestrians and cyclists. A sheltered cycling park for 14 cyclists is provided.

T9 Impact of Parking

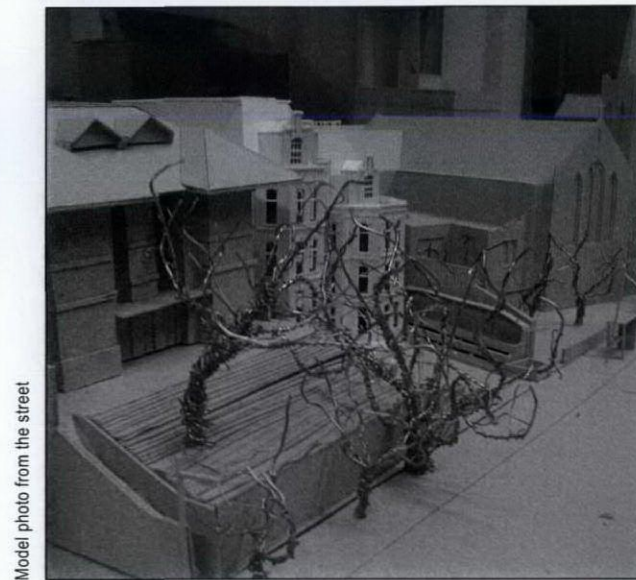
The council will not grant planning permission for development that would harm on-street parking where existing on-street parking spaces cannot meet demand. 252 Finchley Rd has no on-street carpark demand.

Camden has two sets of parking standards for residential developments, either low provision areas (0.5 spaces per unit) or the rest of the borough (1 space per unit). Therefore, 14 units could be allowed 7 spaces (in a low provision area). Furthermore, the parking standards also allow for a minimum of 1 disabled bay per 10 units, or part thereof. Therefore, 2 disabled bays must also be provided.

The spaces will be allocated to the largest units within the development (2, 3 and 4 bed family units). It is acknowledged that the site is within a sustainable location in terms of public transport (PTAL 5) and it is hoped that the majority of trips associated with the development will be undertaken using public transport or walking / cycling.

Density

Policy SD4 states that the council will grant planning permission for development that makes full sense of the potential of a site and will not grant planning permission for development that makes inefficient use of land. The policy also states that high density development will be expected at locations in Town Centres and other locations well served by the public.



Model photo from the street

Notwithstanding this, Policy SD4 states that when assessing density, the Council will consider the following

a) the character, scale, amenity and density of the surrounding area.

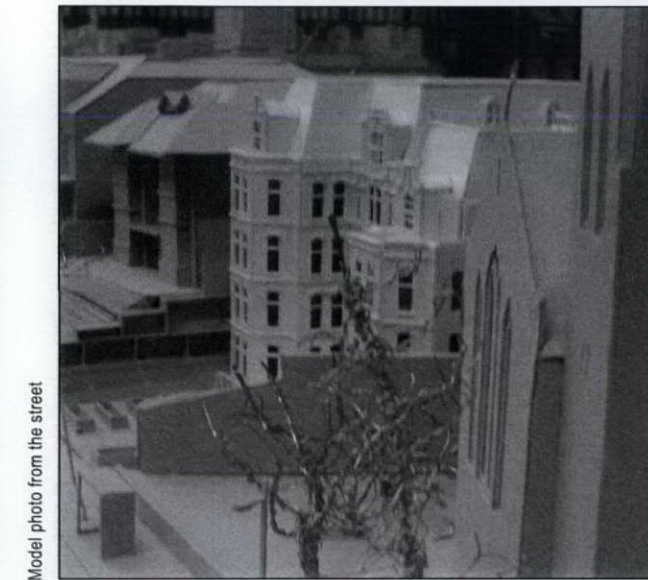
The site is located near a Town Centre in a well established mixed use area. The site is located between a 6 storey residential block and a 6 storey office development. The scale and height of the proposed building is in line with these substantial buildings. The amenity the surrounding area would not be affected detrimentally by this development due to its setting.

b) the nature of the site

The nature of the site is currently under developed considering its prime urban location near a Town Centre and its location along a main arterial route into Central London. The proposed scheme sits comfortably within the context of immediate buildings and their uses.

c) the quality of the design

The design of the scheme is consistent with the policies of national, regional and borough planning guidance. The development is a high quality, higher density proposal which integrates and respects the existing townscape, thereby making the best use of the site, in compliance with PPG1, PPG3, RPG9, The London Plan and policies within the UDP



Model photo from the street

d) the type of the development being provided

The scheme proposes a residential development. This type of development is not alien to this urban high density area within other surrounding residential and mix used mansions and buildings. e) the availability of local facilities, services and open spaces

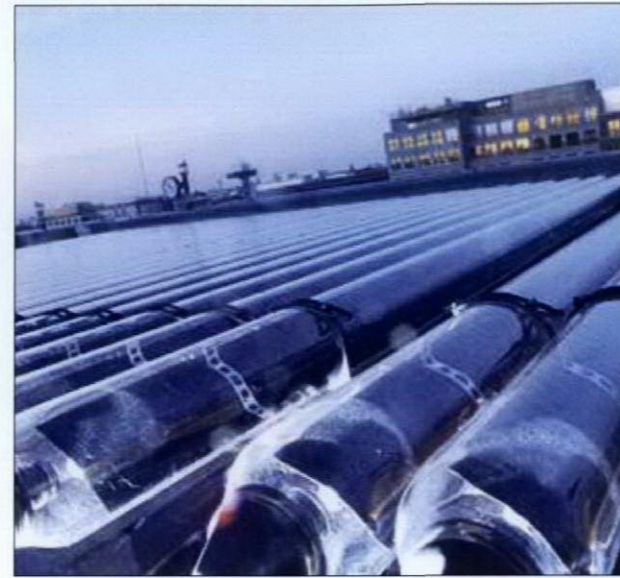
The site has excellent availability to all local facilities and services due to its prime location near a Town Centre. The scheme proposes use of communal garden space in the proposal. This area will contain seating and landscaping to provide an attractive open space for the residential tenants.

f) accessibility by public transport

The access statement confirms that the site is highly accessible by a variety of non-car modes of travel (including by bus, British Rail and London Underground services.)

g) the potential impact on the local transport network

The development will result in future tenants and residential occupiers using public transport. It is considered that the nature and scale of the development will not have a detrimental affect on the local transport network in the immediate area.



Sustainable development seeks to improve the quality of life without undermining the quality of the natural environment. There are many factors which affect this objective ranging from energy efficiency and protecting natural resources through to community consultation and the impact of the construction methods employed.

Introduction to Sustainable Development :

The definition of sustainable development as identified by the Government states that at the heart of sustainable development is the simple concept of ensuring a better life for everyone, now and for generations to come. It is the integration of social, economic and environmental objectives

Since 1850 atmospheric carbon dioxide has increased by 30% and the construction and occupation of buildings is responsible for almost 50% of the UK's carbon dioxide emissions. Additionally water consumption in buildings in the UK has risen by 70% over the past 30 years.

252 Finchley Rd has been designed to minimize the impact on the environment using the standards associated with the BREEAM Eco Homes Guidance and Assessment method, by BRE, to achieve an 'excellent' Eco Homes rating. BREEAM and EcoHomes standards are changing and increasingly being used by a number of planning authorities to assess applications.

The following chapters reflect in their order the sequence as set out in the Eco Homes the Guidance 2007.

Ecohomes - The Guidance 2007

The current version of Eco homes is applicable to new build and major refurbishment and provides a one-off 'snapshot' of a development's environmental performance. It is an environmental rating for homes. It rewards those developers who improve environmental performance through good design. Eco Homes considers the broad environmental concerns of climate change, resource use and impact on wildlife, and balances these against the needs for a high quality, safe and healthy internal environment.

Policies

PPS 22 states that local planning policies must establish criteria that can be used to determine planning applications for renewable energy within development proposals and local planning authorities may include policies in local development documents that require a percentage of the energy to be used in new residential developments to come from on-site renewable sources. It also states that the requirement is only applied to developments where the installation is viable and should not be framed in such a way as to place an undue burden on developers.

Density

Residential Intensification, where appropriate, is a key objective of Government policy in order to meet the high housing demand.

In terms of sustainability it is important to examine the following;

- Size and shape of the site
- Prevailing character of the area
- Effect on landscape quality and nature conservation

It is important in sustainability terms to ensure that new development "fits" with its surroundings, being in scale with adjoining buildings and in proportion to the average street width as defined by building frontages, as well as use class.

Building Design

High quality design is an integral element to sustainable development, both of internal and external spaces. It encompasses a wide range of issues.

Some key and commonly agreed elements of high quality design include the following:

- Resource efficient
- Safe
- Adequate daylight
- Adequate overlooking
- Provision of outside space
- Flexible use of accommodation
- Effective function of accommodation

The environmental design of buildings is an expanding field and in the future we can expect to see more regionalism in architecture as buildings respond differently to local climatic conditions. We should also provide what our customers want in terms of comfort, fresh air, natural light, views of the outside which contribute to the health of the occupants but should also contribute to the success of the scheme.

We have considered below some of the key elements, which have been considered in the design of the scheme.

Urban Planning and site Design

Day lighting

Day lighting standards required for achieving an Eco Homes rating have been "designed in" from the early stages. This will ensure that all buildings are able to offer a standard of natural daylight to each habitable room, which will ensure both a high quality environment and will reduce the need for artificial lighting. This in turn offers positive implications for energy use and affordability.

Outside Space Provision

The provision of outside space is considered important for all sustainable developments.

The above element have been considered within this proposal for the site and close relationships with all of the consultants within the design team both through this, and other, projects has assisted in achieving this high quality objective.

Environmental Rating

The SPD indicates that an EcoHomes rating of 'Excellent' and 'Very Good' should be achieved for all major developments. It then goes on to define 'major developments' as being developments where a floor space will be 1,000 sq m or more (or site is 1 hectare or more).

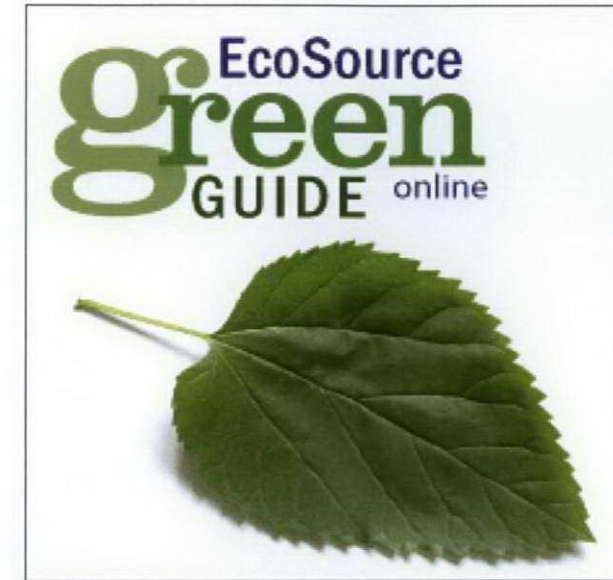
Achieving a high EcoHomes rating can be costly in terms of fees but also in terms of the auditing required for sourcing of products and the additional expense of some 'eco' materials currently. The onerous nature of the higher standards could lead to smaller sites not coming forward for development.

The site does not really present any real ecological feature that needs to be preserved. The building is above the standards suggested in the Ecohomes Guidance 2007 of 2.5:1 ratio of floor area over building foot-print.

Contamination

Ozone depleting substances with Global Warming Potential including CFC's and HCF's will not be specified on this project.

The condensing boilers specified for this project reflect the highest SedBuk standards, in regards to A+ rating and the lowest NOx emissions possible. These are a specific kind of boilers which are to be linked to under floor heating system to ensure water distribution at the lowest possible temperatures.



Energy and Renewables

Dwellings alone account for 30% of the UK energy consumption and 28% of the resulting CO₂.

Much of the energy produced by UK centralized power generation is heat, which is wasted by being evaporated into the atmosphere through large cooling towers. This, together with transmission and distribution losses and use of individual boilers to provide heat, wastes enough energy to heat every home in the UK. It is estimated that nearly £1 billion worth of electricity is lost each year.

General energy efficiency can be translated into a number of strategies relevant to new build development, as outlined below;

- Promotion of energy saving technologies in all buildings
- Encourage high standards of thermal efficiency in new construction
- Encourage energy efficient appliances
- Design so that energy efficiency can be practically achieved
- External street lighting to be energy efficient to minimize light pollution
- Education of residents and businesses about energy efficiency

In order to minimize the emissions of Carbon Dioxide CO₂ to the atmosphere and improve the efficiency of the dwellings over its whole lifespan, the following has been achieved:

- 252 Finchley Rd development is naturally ventilated with mechanical extract from the kitchens and bathroom.
- The bathrooms have been fitted with windows instead of extractors wherever possible.
- All the windows are Low-E double-glazed which achieve a better U-value than current Building Regulations.
- The existing walls have been insulated to provide better U - values
- The new roof achieves better U-values than the current Building Regulations. Along with the introduction of a grass roof area for better insulation and SUD drainage methods.
- 80 m² of solar Panels or thermal collectors will be placed on the roof to maximize use of roof space and increase sustainable energy production on site
- The dwellings achieve very good levels of passive solar absorption as well as very good daylight levels with the introduction of skylights.
- Low NOx condensing boiler system to all units.
- All appliances will be specified according to an A+ rating in accordance to the BRE Eco Homes best practice guidance.

The internal lighting scheme is designed in order to allow, in every room, the maximum level of natural light which, especially in winter time, will help reduce the use of lights during daylight hours.

Construction Methods, Management and Materials

Preference will be given to the use of local materials & suppliers where viable to reduce the transport distances and to support the local economy. A full evaluation of these suppliers will be undertaken at the next stage of design.

Sustainable Construction

Sustainable construction allows development whilst at the same time minimizing detrimental impacts upon the environment and local population.

There are four key areas of sustainable construction:

- Selection of sustainable building materials
- Selection of appropriate working methods
- Reduction of construction waste
- Appropriate health and safety strategy

The overarching objective is to minimize detrimental impacts in the form of pollutants; light, noise, air, chemical, water, traffic and dust, to name a few. The items listed above are of course inextricably linked, with for example the selection of materials affecting the appropriate working method selected.

Sustainable construction and thinking should form a key principle of all redevelopments, requiring that the whole lifetime of all products is considered - from extraction of raw materials through the production process to the energy consumed in the transport and disposal of the product.

Materials

The development is undergoing a study on the materials that will be used for its construction. The material pool will be double checked on the Green Guide for Housing Specification, by BRE. The intention of the design team is achieve more than 80% of 'A' rated materials in the construction thus receiving the highest amount of points in an EcoHomes assessment

Responsible sourcing of materials

As for the basic building elements and finishes, the materials will be double checked on the Green Guide for Housing Specification.

Working Methods

Selecting the appropriate working method for a given site will enable detrimental impacts to the surrounding environment to be minimized.

At each stage of construction the potential impacts on the surrounds of a particular working method will be analysed, and a risk assessment undertaken. Management strategies to deal with the potential impacts will be devised and monitoring of performance will be undertaken to ensure that targets and objectives are being met.

Considerate Constructors

The construction of the dwellings follows the scale detail and careful consideration put in their design. There is all the intention for a best practice management on construction ground.

Site Impact and Security

The developer's intention is to comply with British Standards in the management of the construction site impact and security.

The management will follow the BRE guidelines found in the Eco-Homes Guidance 2007.

9.0 Sustainability Statement



9.0 Sustainability Statement

Water

Water Consumption

Typically less than 20% of domestic water is consumed for drinking and food preparation and a third of all water is used for toilet flushing.

With respect to water use within all homes of the proposed development, water efficient devices will be fully evaluated, and installed, wherever possible. The specification of such devices will be considered at detailed design stage and each will be subject to an evaluation based on technical performance, cost and market appeal, together with compliance with the water use regulations.

Measures have been taken to reduce the consumption of water in home.

Sustainable Urban Drainage (SUDs)

Sustainable drainage is concerned with the provision of water drainage systems that slow down the run off rate to rivers/watercourses and aquifers, thus conserving water as a natural resource. Within the proposal the following items are to be incorporated to help achieve this objective:

- Minimize the amount of hard landscaping which is a frequent cause of flash flooding and poor drainage, where possible.
- Use of green roof for drainage to slow down.

Recycling and Waste

Camden Council is provided with recycling facilities for rubbish and recyclable waste collection for the properties. Private refuse collection points have been provided in a secure and concealed enclosure with additional spaces for large recycling bins

Waste reduction, both domestic and in construction, is a key principle of sustainable development.

The overarching principle of waste management is that waste should be treated or disposed of within the region where it is produced.

The two main waste issues in the redevelopment of the subject site are:

- Domestic waste - to reduce waste by the new homeowners; techniques and management for this
- Construction waste - to reduce waste by the contractors; techniques and management for this
The following sections outline the ways these two types of waste objectives will be responded to.

Domestic Waste

Similarly to energy efficiency much of the task in reducing waste is associated with educating users as well as providing facilities which make the process practical. Information on the subject will be provided to residents of new homes within the Home Owners Pack provided upon completion.

Construction Waste

Construction waste is a key element to be considered in achieving a reduction in all waste - it is estimated that some 40% of all waste in the stream is construction related. There are 2 key elements to be considered:

- Re use /recycling of materials on site
- Appropriate construction methods and effective management

Re-use / Recycling

Recycling of these materials from the construction waste stream can produce valuable construction materials and relieves the existing pressures on landfill sites. By maximizing the value extracted from these materials, and extending their life in this way, the demand for such materials from new sources is reduced and there is likely to be a long-term beneficial impact on conservation of mineral resources such as primary aggregate materials.

A major benefit associated with recycling and reusing these aggregate materials on site is a reduction in the off-site transportation, which in turn reduces traffic pollution, fuel emissions, fuel consumption, traffic noise and wear and tear on the highways.

Transportation

Public Transport

The development is situated along Finchley Rd, it is well connected with every sort of transport: Finchley Road and Frognal Railway station and an abundance of bus stops within a five minute walk.

Local Amenities

The location of the site at Finchley Rd is in close proximity to all kinds of services and amenities, like booksellers, food shops, banks, pharmacies, restaurants etc.

Summary

The homes will be constructed to high standards in terms of insulation and will be fitted with condensing gas boilers and other energy saving features detailed above.

252 Finchley Rd has been carefully designed with a selection of such elements and systems that will be effective in reducing the impact on the environment. The sustainability is intrinsic to every part of the building's function within reason to what is economically achievable. The approach is holistic, appropriate to its site and the future needs of occupants.

252 Finchley Road Historic Scheme

December 2010

Refuse points must be easily accessed by waste disposal teams



A break-up of an average household's waste



A considerable portion of waste can be recycled



The Continental 600 would be ideal for the refuse point



WASTE STORAGE REQUIREMENTS

The following information is taken from Borough of Camden's "Guide to Developers of Commercial and Residential Premises"

This guide provides basic information for architects and others concerned with providing waste storage facilities for premises within the London Borough of Camden. It is essential for architects, planners, and developers etc. to consult with the Council on suitable types of waste storage at the initial planning stage. This guide is to assist those concerned with such matters to estimate correctly what type and size of waste and recycling storage requirements are suitable for their needs and so reduce any future problems. The developer or his agent should reach agreement with all appropriate authorities, particularly upon the following points

- The methods of storage, collection of waste, including recyclable material, to be used for the form of layout and building density adopted.
- A designated location for waste including recyclable material storage areas to be provided and means of access to them for waste collection staff and vehicles.
- The storage capacity to be provided with allowance for the frequency of collection specified by the collection authority, the volume and nature of waste including recyclable material expected and the size and type of containers to be used.
- The responsibility for cleaning and maintenance of storage facilities
- Environmental aspects, e.g. air pollution, indoor air quality, noise control, and litter abatement.
- Means of escape and fire-fighting arrangements in waste & recyclable material storage and collection areas.
- Appropriate arrangements for older persons and persons with disabilities

IMPORTANT CONSIDERATIONS

Suitable waste management facilities have been provided to provide adequate storage and space to allow for segregation of recyclable waste, bulk waste and containers.

Waste storage areas are located in a position that provides easy and safe access for both waste producers and collectors.

Facilities are designed so as to minimize the potential for nuisance to occupants and neighbouring premises. The waste storage area would be maintained at the highest practical standard of hygiene, and be clearly designated as a waste storage area through the use of signage.

Waste for both commercial and residential use are separated and do not share the same location. This will result in more efficient management of waste. The drawing on the following page defines the two different waste location points.

RESIDENTIAL / RECYCLABLE WASTE

Household and non-residential waste contains a considerable proportion of recyclable material which can be used or recycled. Under the Household Waste Recycling Act 2003 (11), authorities are required to provide some facilities for their residents to separate different materials for recycling. The main types of provision are likely to be:

'Bring facilities' for communal use where householders bring material to centralised recycling containers, such as bottle & paper banks.

'Kerbside facilities' for example kerbside recycling boxes, wheeled bins or sacks, which allow householders to separate their recyclable material in the home and then have it collected from the kerbside.

'Bring facilities' have been employed in this development. A safe secure centralised area is designed for households to bring material in.

10.0 Waste and Recycling Strategy



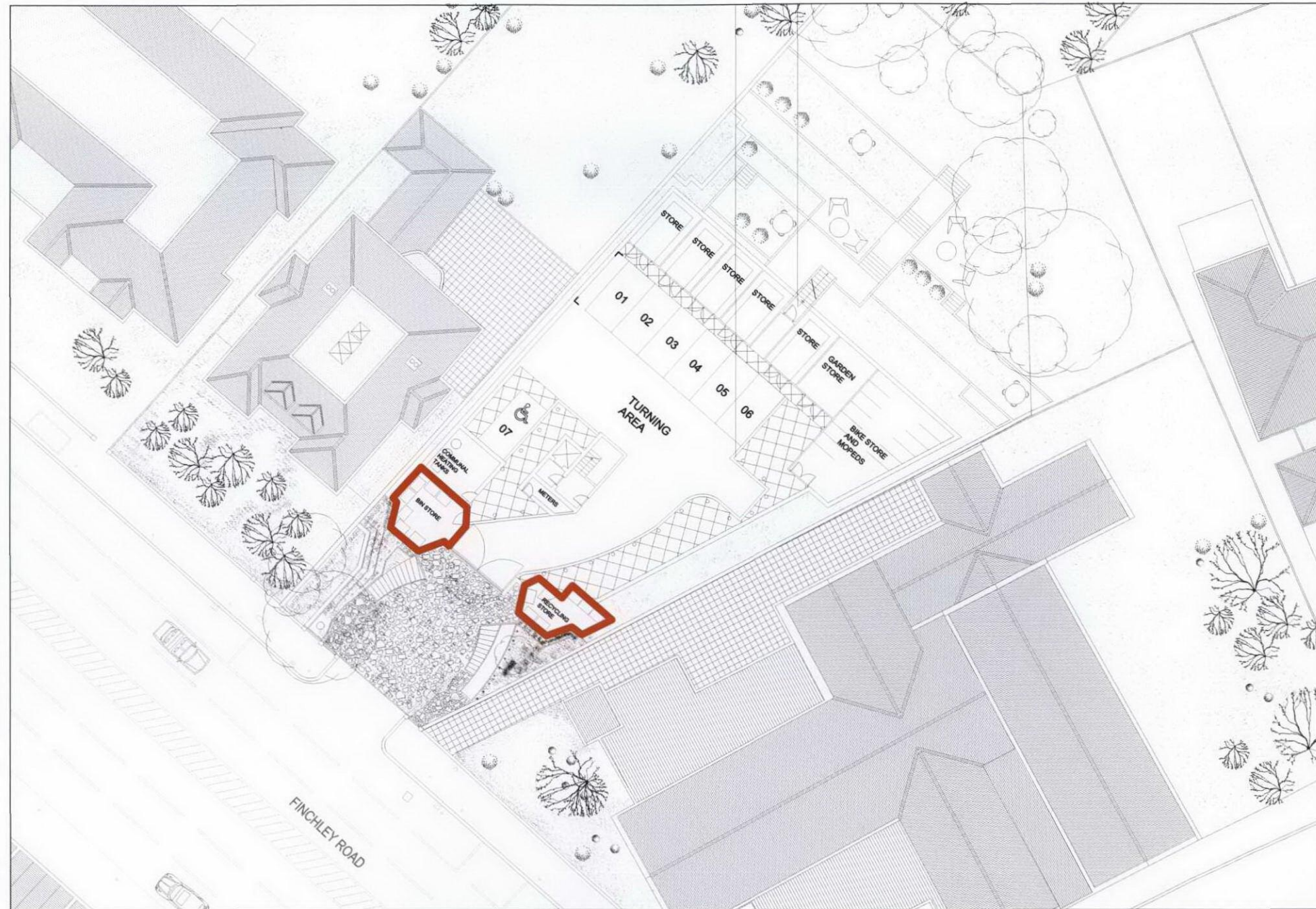
Refuse points must be easily accessed by waste disposal teams



A break-up of an average households waste



A considerable portion of waste can be recycled



Refuse Point

The refuse collection point is kept in a binroom at basement level to be collected by the refuse collectors.

A 3.5 metre headroom height is available allowing almost all service vehicles (up to and including, 7.5 tonne panel vans) to enter and exit easily in forward gear.

11.0 Structural Executive Summary

Overview

The proposed new residential development at 252 Finchley Road occupies the site of an existing house adjacent to St Andrew's United Reform Church at the junction with Froggnal Lane. The construction works will involve the demolition of the existing building, earthworks to form a new semi-basement set into the slope of the site and construction of a new concrete framed structure.

Site and Ground Conditions

The site has a pronounced slope from front to back, with the existing building sitting significantly higher than the road. The site is approximately level with its neighbours. The geological maps for the area indicate the site is likely to comprise fill over London Clay. A detailed geotechnical investigation will be commissioned to determine the actual ground conditions and the geotechnical parameters for foundation design.

Substructure

It is envisaged that the substructure for the proposed development will comprise a contiguous bored pile wall around the perimeter of the semi-basement, cut into the slope of the site, with piled foundations supporting the vertical loads. The bored pile wall will be designed to limit the potential for movement in the adjacent structures to acceptable values and will act as both permanent and temporary works. Temporary shoring will be installed to control movement during excavation until both the basement and ground floor slabs have been cast. A system of monitoring to measure actual movements and ratify the design assumptions is recommended.

Superstructure

The superstructure will be constructed from reinforced concrete. Conventional flat slabs without column drops will be used throughout. The general approach will be to locate columns to avoid the need for transfer beams and limit the cantilever sections of projecting slab. Between ground floor and basement a transfer is unavoidable if the use of the basement is to be optimised. A thick transfer slab at ground allows both the column grid and profiles to be adjusted to suit their respective spatial requirements. Lateral stability is provided by reinforced concrete shear walls.

Design Codes

All structural elements will be designed in accordance with the relevant British Standards and the current Building Regulations. Resistance to disproportionate collapse is provided by continuous horizontal and vertical ties.

Construction Methodology

The detailed construction methodology will be informed by the final design and developed by the chosen contractor, in particular the contractor will need to agree arrangements for the delivery and storage of materials and waste to and from site and provision of the necessary welfare facilities. The following explanation describes the sequence of construction assumed in the design of the structural elements.

- a. Demolition of the existing building following a condition survey of the adjacent properties.
- b. Creation of a piling mat and installation of both the contiguous bored pile wall and internal piles from existing ground level.

- c. Construction of the reinforced concrete capping beam to the bored pile wall.
- d. Excavation of the basement. Temporary works and monitoring installed to control movement during excavation.
- e. Installation of below ground drainage and service entries to the site.
- f. Construction of the basement slab.
- g. Installation of the tower crane.
- h. Construction of the columns and wall basement to ground.
- i. Construction of the transfer slab at ground floor to allow removal of the temporary works to the retaining walls.
- j. Sequential construction of the remaining floors.
- k. Clad frame to achieve a watertight envelope.

12.0 Vehicle Access to Sites, Car Parking and Servicing

A Safety Audit (Stage 1) has been undertaken and all the points raised within this report have been addressed in a Designers Response, or, within the revised drawing. (Copies of the Road Safety Audit and Designers Response are attached separately).

Camden has two sets of parking standards for residential developments, either low provision areas (0.5 spaces per unit) or the rest of the borough (1 space per unit). Therefore, 14 units could be allowed 7 spaces (in a low provision area). Furthermore, the parking standards also allow for a minimum of 1 disabled bay per 10 units, or part thereof. Therefore, 2 disabled bays must also be provided.

The spaces will be allocated to the largest units within the development (2, 3 and 4 bed family units). It is acknowledged that the site is within a sustainable location in terms of public transport (PTAL 5) and it is hoped that the majority of trips associated with the development will be undertaken using public transport or walking / cycling. (There will be minimum 14 cycle parking spaces)

However, a private car is a necessity for families, especially on weekends and in the evenings when public transport accessibility is greatly reduced.

The parking spaces will be located within an undercroft area and all cars will be able to enter / exit in a forward gear. Currently, the existing 2 properties (in the existing large house) have parking for 4 vehicles within the garage and driveway. However, there is no turning facility and vehicles currently either reverse onto, or off, Finchley Road, therefore the proposals will remove these inappropriate movements.

Furthermore, the new basement / undercroft area will be used for servicing. A 3.5 metre headroom height is available allowing almost all service vehicles (up to and including, 7.5 tonne panel vans) to enter and exit easily. Vehicular swept paths are enclosed.

