DESIGN STATEMENT

68 Chester Road air handling plant Rev PL1 Mar 2016

1.0 INTRODUCTION:

1.1 The purpose of this design statement is to describe the proposed new air conditioning condensing equipment required to service the commercial premises at 68 Chester Road, N19.

1.2 This Statement is to be read in conjunction with the accompanying drawings, environmental noise survey report and plant noise assessment and associated product specifications.

2.0 CURRENT CONDITION:

Reference drawings:
574-19000-PL1, 19105-PL1, 19210-PL1, 19211-PL1, 19310-PL & 19311-PL1.

2.1 Chester Balmore is a mixed use development in Highgate, North London. The development is bounded on three sides by Chester Road to the south, Raydon Street to the north-west and Balmore Street to the north. The development accommodates 53 mixed tenure residences across three 4-storey blocks. There are four commercial units located at ground floor along with refuse and cycle storage for residents.

2.2 The Chester Balmore development was granted planning approval in March 2011 (Camden Planning Application Reference:2010/5478/P and Conservation Area Consent Reference 2010/5488/C).

2.3 In 2013 details of the commercial glazing to all four of the units were approved as required under a planning condition associated with the above application (Application Ref: 2013/3542/P). The shopfront glazing to the four commercial units is currently being installed.

2.4 68 Chester Road is one of the commercial units and is located at the ground floor of the block facing onto Raydon Street (Raydon block). The unit is accessed from a public space on Chester Road and also has a glazed frontage onto Raydon Street.

2.5 The Council have agreed the sale of the commercial unit at 68 Chester Road on a long lease to Brookfield Park Surgery. Planning consent was granted for the change of use and fit out of the surgery in 2013 (Camden Planning Application Ref: 2013/3638/P).

2.6 The Brookfield Park Surgery is currently undertaking the fit out of 68 Chester Road and will relocate their GP services from their existing accommodation at 2 Brookfield Park on completion of the works.

3.0 PROPOSAL:

Reference drawings:
574-19405-PL1, 19610-PL1, 19611-PL1, 19710-PL1 & 19711-PL1.

3.1 Under the approved proposals the air conditioning condensing equipment associated with the surgery was located in a dedicated section of the adjacent refuse storage area. However, the size of condenser required to serve the surgery would exceed the permissible noise levels and therefore an alternative location needs to be considered.

3.2 It is now proposed to locate the air conditioning condensing unit at roof level to serve the ground floor Doctor's Surgery at 68 Chester Road. Pipework and cabling will run internally within an existing service riser from ground floor up to roof level. This will then connect into a dedicated unit located at roof level. The proposed location of the air conditioning condensing unit is indicated on drawing 574/19405-PL1.

3.3 The unit will be located adjacent to existing services that project above roof level. To the north is a lift overrun that projects approximately 775mm above the existing finished roof level. Immediately to the east of the new unit are three boiler flues that project approximately 1775mm above the existing finished roof level.

3.4 The proposed unit is a Daikin air condensing unit, model number REYQ12T. This has a footprint of 930mm x 765mm and is 1685mm high which would increase to approx. 1800mm high once acoustic supports are installed under the unit. See accompanying product specifications for further details.

3.5 Access to the unit will be via the existing roof access and a safe and secure manafe system provides access to the unit at roof level.

3.6 The unit has been positioned to minimise its visual impact from street level. When viewed from ground level on Raydon Street the proposed condensing unit will not be visible. The oblique sightline and the high parapet (approx. 970mm above finished roof level) to the northern edge of the roof fully screens the ventilation unit (see figure 1).

3.7 When viewed from Croftdown Road to the south the proposed unit is screened by the existing roof parapet and therefore will not be visible from ground level from this position.

3.8 The air conditioning unit has been set back a suitable distance from the roof edge to the south to ensure that it is not visible along the lower half of Chester Road (see figure 2). When viewed from further up Chester Road, towards Dartmouth Park Hill the proposed unit is concealed behind the mass of the Chester building facing on to Chester Road. The view from further up Chester Road (see figures. 3 & 4) demonstrates that the existing boiler flues to the Raydon block roof are not visible because it is largely screened by the four storey Chester block in the foreground.

3.9 The only position where the air conditioning unit would be visible is at the junction of Chester Road and Dartmouth Park Hill which is approximately 200 metres to the east of the site. The finish of the proposed unit is a light grey colour which will closely match the colour of the adjacent lift overrun and boiler flues and help minimise its visual impact. All associated pipework and cabling supplying the unit will be at low level and will not be visible from street level.

3.10 In summary, the proposed air conditioning unit is, for the most part, invisible from street level and where it can be seen from the junction of Chester Road and Dartmouth Park Hill the unit has been set back from the roof edge and is to be finished in a light grey colour to help minimise its visual impact.

4.0 PLANT NOISE ASSESSMENT:

4.1 Refer to the *accompanying 'Environmental noise survey report and plant noise assessment'* produced by Sandy Brown Associates and dated 08 March 2016.

4.2 The plant noise assessment concludes that the proposed unit is expected to comply with the relevant noise limits set out in the report.

6.0 EXISTING SITE PHOTOGRAPHS:

Fig 1. Existing view from Chester Road towards site

Fig.2 Existing view from Chester Road towards site

Fig 3. Existing view from Chester Road towards site

Fig.4 Existing view from Chester Road towards site

Fig.5 Existing view from Dartmouth Park Hill