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Stilwell PARTNERSHIP



DESIGN AND ACCESS STATEMENT

EAST HEATH CAR PARK, EAST HEATH ROAD, HAMPSTEAD HEATH, NW3 1TH

for

CITY OF LONDON CORPORATION

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Design & Access Statement

East Heath Car Park, East Heath Road, Hampstead Heath, NW3 1TH

for

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Should you have any queries relating to this document please contact:

James Bailey
The Stilwell Partnership
Satelliet House
2 Nexus Park
Lysons Avenue
Ash Vale
GU12 5QE

T: +44 (0) 1276 700 400
E: james.bailey@patrickparsons.co.uk

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1.0 Introduction

1.1 The Stilwell Partnership has been instructed by the City of London Corporation to produce a Design and Access Statement to support the proposed planning application for upgrading the existing East Heath car park, Hampstead Heath.

1.2 The purpose of this document is to provide the Camden Council with a background of the issues with the existing car park construction, outline the proposed design and its potential impact in terms of the planning context, traffic and transport, cultural heritage, impact on trees, biodiversity, amenity considerations, appearance and landscape.

2.0 Background

2.1 East Heath car park, at 3,571sqm and able to accommodate approximately 130 vehicles, is Hampstead Heaths largest and busiest car park. The car park is primarily used by cars and small vans, but three times a year fairground vehicles cross the car park.

2.2 The existing car park is made of a self-binding Coxwell Gravel construction (a mixture of clay, gravel and sand, to produce a buff coloured bound surface), which is not very strong and, due to its regular use, has resulted in rutting and numerous large pot holes forming. During periods of heavy rain, Hampstead Heath have also had issues with the hoggin surface being washed into the southern corner of the car park and subsequently running onto East Heath Road.

2.3 There are also small sections of a full tarmac construction; one from the access onto East Heath Road through to the field to the north-east of the car park and one on the southern corner, where the disabled parking bays are located. The existing car park layout is shown on the topographical survey, which is submitted as part of the Planning Application.

2.4 The current car park arrangement was implemented in 2012. A planning application was submitted on 19th March 2012 and permission granted on 18th May 2012 (2012/1693/P). These works included extending the existing car park to improve the layout and increase capacity, which included laying the existing hoggin construction.

2.5 The Stilwell Partnership was commissioned in May 2017 by the City of London to investigate surfacing and drainage options for the car park. The City of London specified the following requirements which the proposed surface options must meet:

- The colour and texture should remain the same as the existing surface, in order for it to remain in keeping with the surrounding conservation area;
- It should be able to withstand the loading of passing fairground vehicles;
- The individual parking bays should be discreetly marked out.

2.6 Four options were put forward for consideration by the City of London; Groundtrax CellPave 40, asphalt and chip finish on a macadam surface, resin bound finish and permeable asphalt. The asphalt and chip finish on a macadam surface was chosen. Due to the macadams impermeability, a positive drainage system was required in the form of ACO channels, attenuation crates underneath the car park and a by-pass separator (oil interceptor) at the outfall.

3.0 Proposed scheme

Design

3.1 The size of the car park will remain unchanged. The intention is to lay full height kerbs along the south-western and eastern sides of the car park to prevent surface water from draining outside of the confines of the car park and to provide a boundary for the macadam surface. Flush kerbs will be laid along the north-eastern side of the car park and dropped kerbs will be installed where pedestrians access the car park and at gated entrances. The material of the kerbs will be timber railway sleeper (with a concrete backing and type 1 bed), except where vehicular overrunning will occur, where pre-cast concrete kerbs will be laid flush and steel edging where tree roots will need to be protected.

3.2 ACO style drainage channels will be laid along the south-western side of the car park and longitudinally along the centre of the car park. These will connect into a catchpit manhole with an overflow pipe running into attenuation crates, which provide 171cu.m of storage. The surface water is then routed via the cathpit manhole into a flow control manhole (replacing an existing manhole), before discharging into a private surface water manhole further south-east, via a Class 1 by-pass separator.

3.3 The private surface water drainage system ultimately discharges into a Thames Water combined sewer further south along East Heath Road and we have received permission from Thames Water for a S106 connection.

3.4 The existing Coxwell Gravel construction will be excavated and a new full tarmacadam carriageway construction will be implemented, with an asphalt and chip finish surface. The full carriageway construction will be 450mm in depth and the asphalt and chip finish will be 12mm thick. The stone chippings in the asphalt and chip finish surface will be golden gravel colour to match the existing colour of the car park. **Figure 1** below shows some examples of the finish used in heritage locations using similar coloured chippings to those proposed.

Figure 1: Asphalt and chip finish surface dressing (Source: Foster Contracting)

3.5 Detailed design drawings are included with the Planning Application submission as follows:

- TSP/COL/P3266/01 – Site location plan;
- TSP/COL/P3266/02 – General arrangement;
- TSP/COL/P3266/03 – Proposed drainage layout;
- TSP/COL/P3266/04 – Drainage construction details (Sheet 1 of 2);
- TSP/COL/P3266/05 – Drainage construction details (Sheet 2 of 2);
- TSP/COL/P3266/06 – Road construction details;
- TSP/COL/P3266/07 – Proposed contour plan and longsection;

Construction

3.6 A contractor has yet to be appointed, but we anticipate that the car park improvements will be constructed during August / September 2018. The works should take approximately 4 to 5 weeks to complete. The asphalt and chip finish will take approximately 3 days to lay and should be undertaken during the summer months and ideally at least 1 week after the macadam surface course has been laid.

3.7 The asphalt and chip finish will be laid down in two 6mm layers. A thin layer of hot bitumen emulsion is first laid down and the golden gravel chippings laid on top, then a second layer of bitumen emulsion and chippings are laid on top.

Maintenance

3.8 The main maintenance task for the surfacing will be spreading the loose chippings. Spreading with a soft brush will be undertaken regularly by the Hampstead Heath grounds staff. The more the chippings are spread, the more they will become embedded and the fewer sweeps will be required. The manufacturer recommends that the asphalt and chip finish is reapplied after 5 to 6 years, after which the dressing should last for a further 10 years.

3.9 In terms of maintenance for the drainage system, the ACO channels will need to be cleaned out once or twice a year, or as required. A visual inspection of the ACO channels, gulley, pipe runs and manholes can be undertaken by the Heaths grounds staff. Hampstead Heath have their own drainage contractor, who maintains the Heaths drainage systems.

3.10 The by-pass separator (oil interceptor) will last for around 20 years before it may need replacing. It will be inspected every 6 months to check the depth of the accumulated oil and to service the equipment. It is recommended that the by-pass separator is emptied every 5 years.

4.0 Impact of the scheme

Consultation

4.1 The Stilwell Partnership have contacted Camden Council by email to inform them of the proposed changes to the car park surface and drainage and were advised by a Principal Planner at Camden Council that a Full Planning Application would be required.

4.2 Camden stated that the site falls within the Heaths Metropolitan Open Land designation and, therefore, there is a strong presumption in favour of protecting the character of the site. TSP explained that, with the golden gravel asphalt and chip finish, the existing rustic nature, including buff colour of the surface, will be maintained.

4.3 The advice also stated that Camden have a strong policy on basements and excavation, so details of the SUD's tank would need to be provided and it would be helpful to include an engineering statement about how the impact of the works on local structures and surface / ground water will be limited during the excavation.

4.4 There are no building structures in the vicinity of the car park. The attenuation tanks will be located underneath the car park. It has been located away from the nearest tree, to avoid damaging tree roots. The utility plans indicate that there are no underground services running through the site in this location.

4.5 With regard to surface / ground water, it should be noted that the car park is on a 1 in 15 slope, which falls towards Hampstead No. 1 Pond to the south-east of the car park. There is an approximate 5m level difference between the pond and the south-eastern side of the attenuation tanks.

4.6 It is unlikely that ground water will be encountered. However, in the event that it is, the ground water will be pumped out whilst excavation is taking place and the attenuation crates are installed. The attenuation crates will be lined with an impermeable membrane to prevent ground water seeping in.

Planning context

4.7 The Camden Local Plan sets out the Councils planning policies. It ensures that Camden continues to have a robust, effective and up to date planning policies that respond to changing circumstances and the boroughs unique characteristics. The Local Plan will cover the period 2016 to 2031.

4.8 The relevant planning policies set out in the Local Plan and how they will be protected, are set out below, including; Protecting amenity (Policy A1, A2, A3 and A5), Design and heritage (Policy D1 and D2), Sustainability and climate change (CC1, CC2 and CC3) and Parking (T2).

Protecting amenity

4.9 **Policy A1** relates to 'Managing the impact of development' and states that *'The Council will seek to protect the quality of life of occupiers and neighbours.*' They states that they *'will grant permission for development unless this causes unacceptable harm to amenity'*.

4.10 The car park will function as it currently does, so there will be no additional impact in terms of its operational functionality. The only additional impact is likely to come during construction.

4.11 Construction vehicles will enter the site via the existing site access and, possibly, the access path to the south-east of the car park, if required. There is ample space for delivery and construction vehicles to turn around on site and exit in a forward gear. Materials and on-site welfare facilities will be located in the area to the north-east of the site. During construction the site will be cordoned off using heras fencing.

4.12 Construction and delivery vehicles will be directed via the North Circular and A502, to reach East Heath Road. This is the route which will have the least impact on residential areas. Working hours on site will be limited to 9.30am to 4.30pm, again to reduce the impact on local residents and avoid peak periods. High pressure wheel washing facilities will be provided close to the access to the site, to prevent muck being taken onto the highway.

4.13 In terms of minimising the impact due to on site operations, suitable mitigation measures will be put in place to reduce noise and air pollution. These may include silencers on noisy plant and water dampeners on saw cutters and other dust producing plant.

4.14 **Policy A2** relates to 'Open space' and states that *'The Council will protect, enhance and improve access to Camdens parks, open spaces and other green infrastructure'*. The size of the car park will not change and neither will its appearance materially change.

4.15 **Policy A3** relates to 'Biodiversity' and states that *'The Council will protect and enhance sites of nature conservation and biodiversity'*. The proposals seek to upgrade the existing Coxwell Gravel surface to a tarmacadam construction with asphalt and chip finish and associated drainage works. No habitats will be removed as part of the works. The works will, therefore, not affect biodiversity in Hampstead Heath.

4.16 In terms of tree protection, there are no plans to remove any trees during the course of the works. There is one medium size Willow tree near the southern corner of the car park, which is very close to the edge of the car park. However, the car park surface in this location is already tarmacadam construction.

4.17 The ACO channel drainage run along the south-western side will stop just short of the tree roots. The ACO drain will then connect into the attenuation crates via a catchpit manhole. To avoid installing a full size concrete kerb with concrete surround, a steel edging is proposed along the south-western edge in the vicinity of the aforementioned Willow tree. These reduced works will help avoid any impact on this Willow tree. As previously mentioned, there is already full tarmacadam construction in this location.

4.18 **Policy A5** relates to 'Basements' and states that *'The Council will only permit basement development where it is demonstrated to its satisfaction that the proposal would not cause harm to the structural, ground or water conditions of the area'*.

4.19 Whilst there is no construction of a basement, due to the depth of the attenuation crates TSP have been asked to comment on any impact that they could have on the structural,

ground or water conditions. The crates will be Polystorm Geocellular System (or similar) wrapped in an impermeable membrane. The Polystorm system is BBA approved and is suitable for use under a range of traffic loadings, from pedestrianised areas to large HGV parks. The crates will have a minimum of 900mm of cover and be 1.2m deep.

Design and heritage

4.20 **Policy D1** relates to 'Design' and states that *'The Council will seek to secure high quality design in development'* and that in order to do this *'they will require that development:*

a. Respects local context and character;
b. Preserves or enhances the historic environment and heritage assets;
c. Is sustainable in design and construction, incorporating best practice in resource management and climate change mitigation and adaption…'

4.21 **Policy D2** relates to 'Heritage' and states that *'The Council will preserve and, where appropriate, enhance Camdens rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens and locally listed heritage assets'*.

4.22 In terms of both design and heritage and how it affects the local character and conservation, the finished appearance of the surface will be very similar to the existing surface colour. The asphalt and chip finish will be applied with golden gravel, or buff coloured chippings. There will be a slightly widener verge along the south-western edge of the car park, between 550-950mm in width and kerbing around the outside. In all other aspects though, the appearance will be the same.

4.23 The underground drainage system has been designed in accordance with national guidance for a 1 in 30 year storm and a 1 in 100 year storm plus climate change. The attenuation crates will store up to 171cu.m of surface water and a by-pass separator (oil interceptor) will be installed before the outfall into the surface water sewer.

Sustainability and climate change

4.24 **Policy CC1** relates to 'Climate change mitigation' and states that *'The Council will require all development to minimise effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation'*.

4.25 The use of the car park will not change and so there will be no additional impact.

4.26 **Policy CC2** relates to 'Adapting to climate change' and states that *'The Council will require development to be resilient to climate change. All development should adopt appropriate climate change adaption measures such as:*

a. The protection of existing green spaces and promoting new appropriate green infrastructure;
b. *Not increasing, and where possible, reducing, surface water run-off through increase permeable surfaces and use of Sustainable Drainage Systems…'*.

4.27 There is a slight increase in green space, with the wider verge along the south-western side of the car park. No green spaces will be affected by the proposed works.

4.28 At present, whilst some of the surface water drains into the ground through the Coxwell Gravel, some runs across the surface and washes the surfacing into the south-western corner of the car park and, during periods of extreme rainfall, out onto the carriageway of East Heath Road.

4.29 The proposed design will contain the surface water and discharge it into a private sewer, which ultimately connects into the Thames Water combined sewer running underneath East Heath Road. A S106 Application has been made to Thames Water.

4.30 **Policy CC3** relates to 'Water and flooding' and states that *'The Council will seek to ensure that development does not increase flood risk and reduces the risk of flooding where possible'*.

4.31 The car park is on a 1 in 15 gradient and there is an approximate 4 to 5m level difference between the edge of Hamsptead No. 1 Pond and the southern side of the car park. The site is in a 'Flood Zone 1' and in terms of surface water flooding the risk is 'Very low'.

Parking

4.32 **Policy T2** relates to 'Parking' and states that *'The Council will limit the availability of parking and require all new developments in the borough to be car-free'*. The car park is existing will not increase in size.

5.0 Conclusion

5.1 The Stilwell Partnership has been instructed by the City of London Corporation to produce a Design and Access Statement to support the proposed planning application for upgrading the existing East Heath car park, Hampstead Heath.

5.2 The improvements to the car park include upgrading the carriageway construction to a tarmacadam construction with an asphalt and chip finish, with timber kerbed edging and positive surface water drainage formed of ACO channels, catchpit manholes, attenuation crates and a by-pass separator. The surface water drainage will outfall into the existing private manhole to the south of the car park, before ultimately discharging into the combined Thames Water sewer along East Heath Road.

5.3 This report has demonstrated that the proposed improvements to the car park will not be harmful to the amenity, character, heritage and sustainability of the area. The colour and appearance of the finished surface will match the existing, the impact of construction traffic will be minimised, biodiversity will not be affected, the proposed drainage system has been designed to account for climate change and the site is not at risk of flooding.

5.4 In light of the above, we respectfully request that Planning Permission should be granted.

Part of the Parsons Group

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