

This is a sketch of our vision, to show a suggested layout of the site. The proposal will be developed and may change following our design consultation with you in summer 2014.

**New school buildings and playground**

**Business units**  
There are 33 business units on the site. If the redevelopment goes ahead, the existing businesses will need to move. A specialist business service has been commissioned to help them find suitable alternative premises. Camden would like to keep the development as 'mixed use' to provide a healthy balance of community, residential and business uses.

**Housing**  
The redevelopment of Liddell Road will create more than 100 new homes. The sale of these properties will provide the investment to fund the building of the new school, and the improvements to the local environment and open spaces.

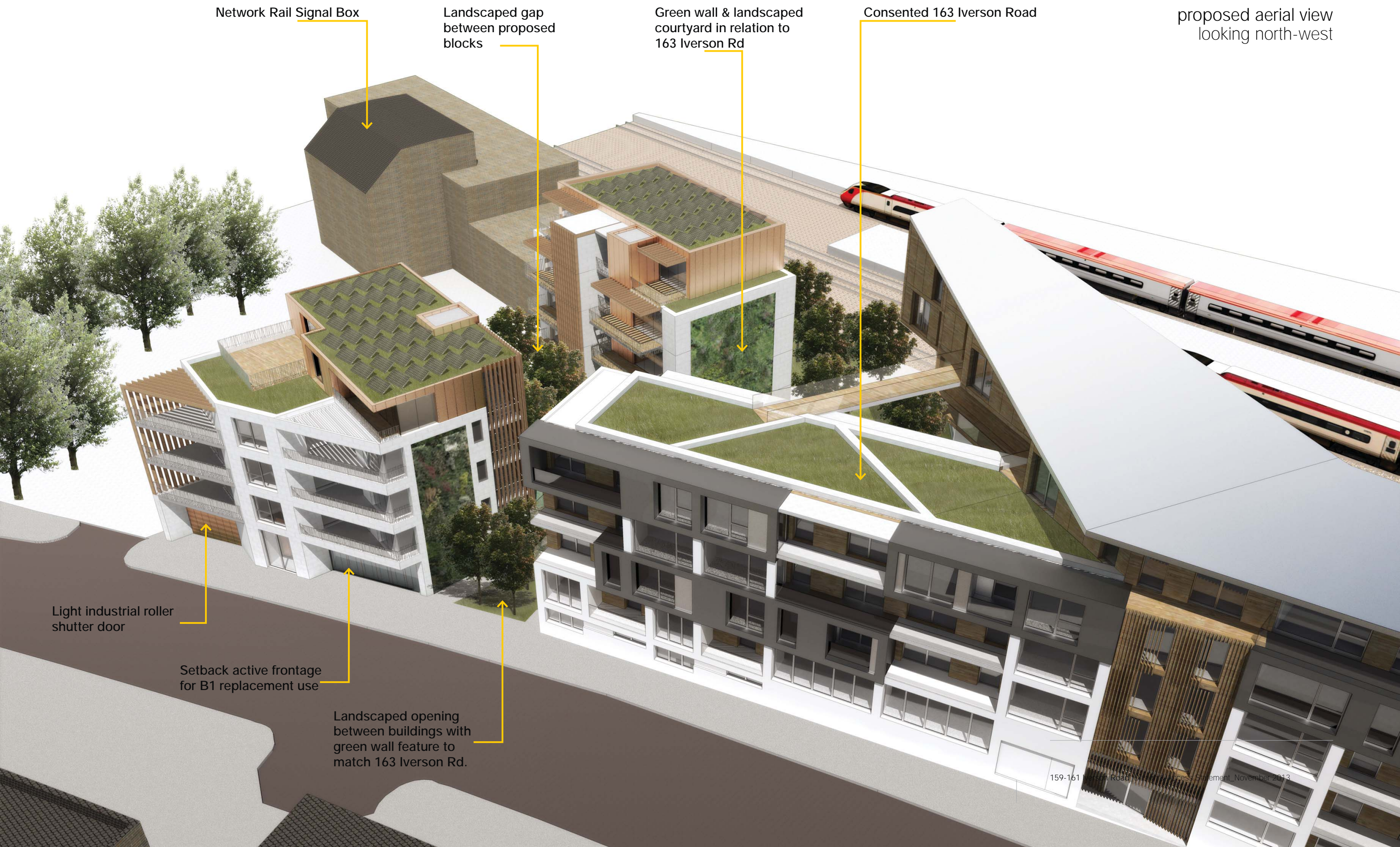
**Improved access to Maygrove Peace Park and Sidings Community Centre**  
The redevelopment offers opportunities to create improved pedestrian access to the peace park and the community centre.

(left)  
Massing proposed for Liddell Road regeneration masterplan  
Extract from the Public Consultation brochure.  
Source: camden.gov.uk/kingsgate

# 09c elevation in context

09d  
design proposals  
perspective &  
street views

---



Network Rail Signal Box

Landscaped gap between proposed blocks

Green wall & landscaped courtyard in relation to 163 Iverson Rd

Consented 163 Iverson Road

proposed aerial view looking north-west

Light industrial roller shutter door

Setback active frontage for B1 replacement use

Landscaped opening between buildings with green wall feature to match 163 Iverson Rd.

view looking south  
from railway lines





(main) View looking east along Iverson Road with consented scheme for 163 Iverson Rd. (ref2012/0099/P)



(main) (main) View looking east along Iverson Road as proposed

proposed view  
looking east



(main) View looking west along Iverson Road with consented scheme for 163 Iverson Rd. (ref2012/0099/P)



(main) View looking west along Iverson Road as proposed

proposed view  
looking west





Proposed scheme  
159-161 Iverson Road

Landscaped area between  
163 Iverson Rd. & proposed  
building

Consented 163 Iverson Road scheme

proposed view  
looking north from  
iverson rd

(main) View looking west along Iverson Road as proposed

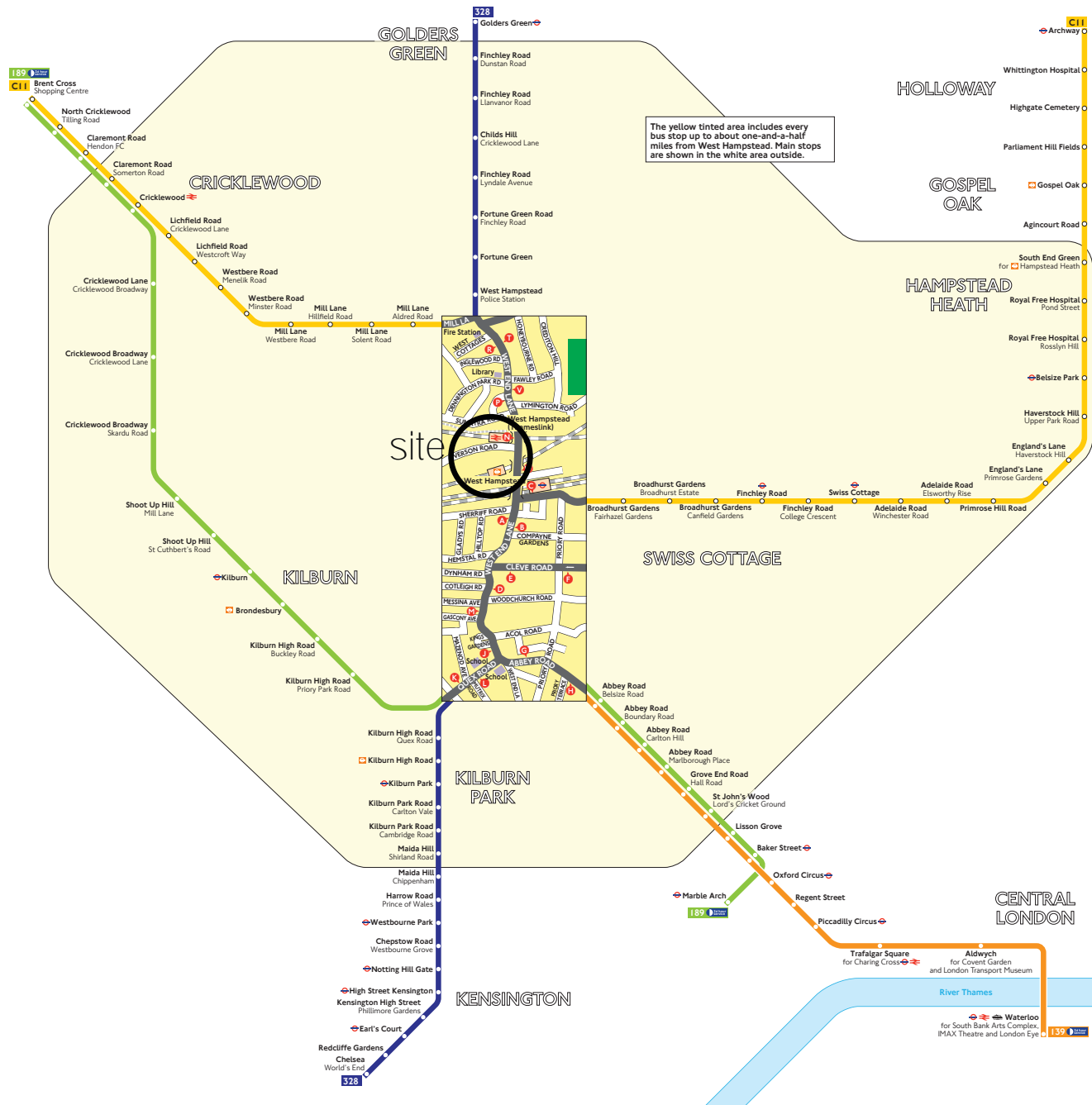
PRIVATE						
Floor	Flat No.	Flat Type	Flat GIA	Hab Rooms	Bike Store	Refuse
Ground Floor					21	21
Level +1	1.01	3 bed 5 people	95	4		
	1.02	2 bed 4 people	70	3		
	1.04	2 bed 4 people	73.5	3		
Level +2	2.01	3 bed 5 people	95	4		
	2.02	2 bed 4 people	70	3		
	2.03	2 bed 3 people	62.5	3		
	2.04	2 bed 4 people	73.5	3		
Level +3	3.01	3 bed 5 people	95	4		
	3.02	2 bed 4 people	70	3		
	3.03	2 bed 3 people	62.5	3		
	3.04	2 bed 4 people	73.5	3		
Level +4	4.01	3 bed 5 people	106	4		
	4.02	2 bed 3 people	62.5	3		
	4.03	2 bed 4 people	73.5	3		
Level +5	5.01	3 bed 5 people	106	4		
<b>Total Units</b>			<b>15</b>			
<b>Total m2</b>			<b>1188.5</b>	<b>50</b>	<b>21</b>	<b>21</b>
<b>Total ft2</b>			<b>12793</b>		<b>226</b>	<b>226</b>

PRIVATE UNIT MIX	
	5 3b5p
	7 2b4p
	3 2b3p

AFFORDABLE				
Floor	Flat No.	Flat Type	Flat GIA	Hab Rooms
Ground Floor	AG.01	3 bed 5 people_Acc.	94	4
	AG.02	2 bed 4 people	73.5	4
	AG.03	1 bed 2 people_Acc.	62	2
Level +1	1.03	2 bed 3 people	62.5	3
<b>Total Units</b>			<b>4</b>	
<b>Total m2</b>			<b>292</b>	<b>13</b>
<b>Total ft2</b>			<b>3143</b>	

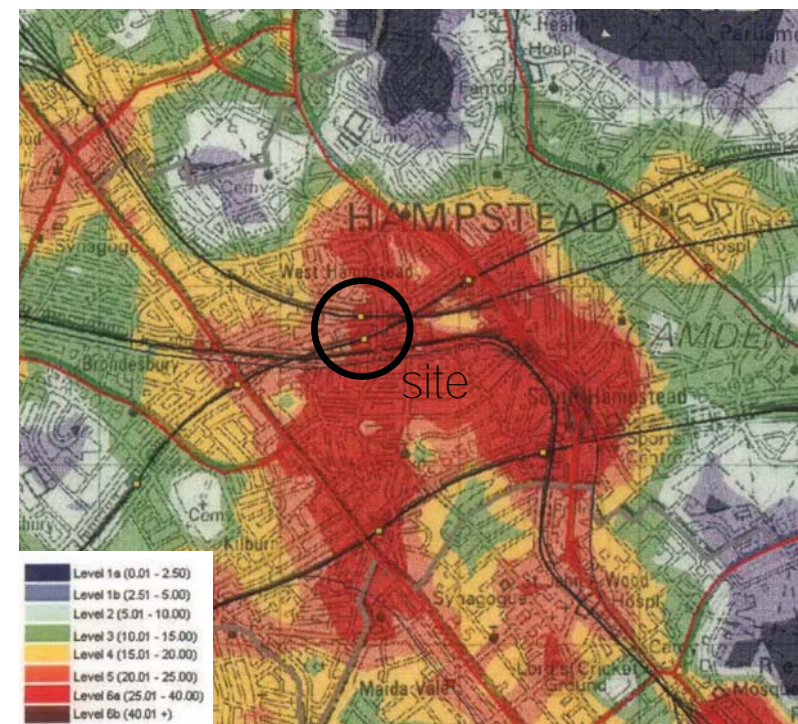
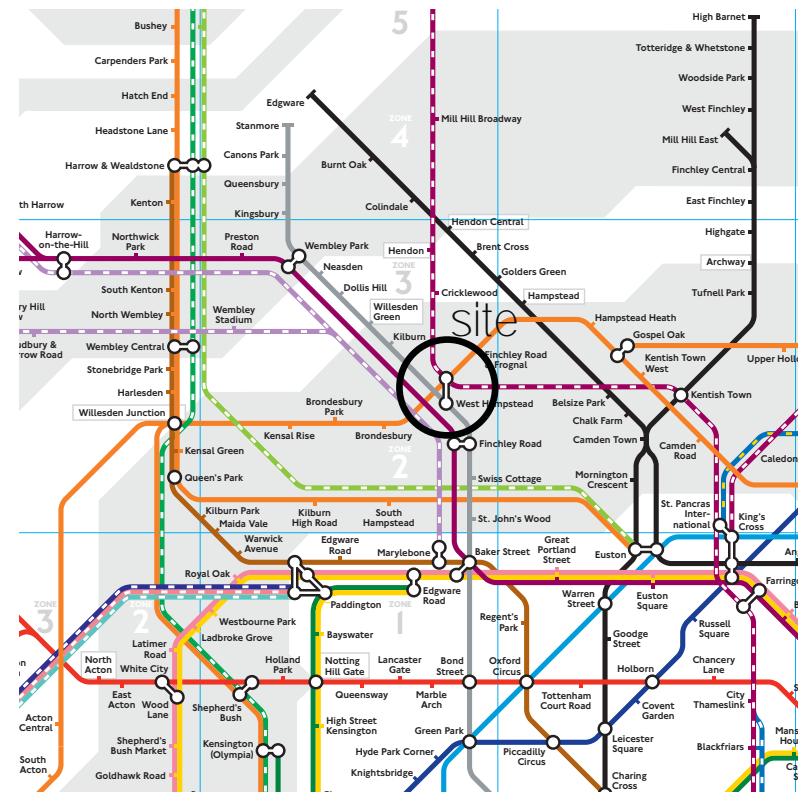
AFFORDABLE UNIT MIX	
	1 3b5p Accessible
	1 2b4p
	1 2b3p
	1 1b2p Accessible

## 10 area schedules



**Day buses including 24-hour services**

Bus route	Towards	Bus stops
139	Waterloo	B D E L T W
189	Brent Cross	H L
	Marble Arch	G K
328	Chelsea	B D E L T W
	Golders Green	A B C D N Q R
C11	Archway	C T V W
	Brent Cross	A B E N Q R



## public transport accessibility

PTAL (Public Transport Accessibility Level) is a method used to review the access level of geographical areas to public transport. The PTAL is used as a development planning tool in London to determine both permitted parking standards and development densities.

The approach hinges on the distance from any point to the nearest public transport stop, and service frequency at those stops. The result is a grade from 1a-6b, where a PTAL of 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.

The site has a PTAL rating of 5, which indicates very good connectivity to public transport for the application site. As such, a car-free development is proposed.

## national rail

West Hampstead Thameslink's new station entrance building has just opened adjacent to the site. This is National Rail station on the Midland Main Line and is served by First Capital Connect trains as part of the Thameslink Line service between Kentish Town and Cricklewood. Direct services run regularly to Kings Cross/St. Pancras Station.

## tube

The site is located less than 5 minutes walk from West Hampstead Overground & Tube Station with Jubilee Line & overground services on the London Overground North London Line.

## bus

West End Lane, less than 5 minutes walk from the site, has several bus stops and is serviced by bus routes C11, 328 and 139, which is a 24 hour service. See bus spider maps on the left.

Please refer to the separate Transport Statement produced by Vectos in support of this planning application.

# 11a access public transport

(above left) bus spider map from TfL.gov.uk

(top right) oyster services travel map from TfL.gov.uk  
(top right) public transport accessibility level map



### walking

The pedestrian environment in the area is very good, with street lighting and wide footpaths provided linking the site with local facilities and public transport. Zebra crossing points are already provided on Iverson Road to the east of the site, with dropped kerbs and tactile paving allowing ease of movement for the physically impaired. Please see the diagram on the left and section 09a for description of the DDA compliant access arrangements for pedestrians.

### cycling

There are no specific cycling facilities in the immediate vicinity of the site, but cycling is a mode of transport widely encouraged by local authorities as well as the GLA and as such the proposal includes cycle parking facilities to support this. The cycle parking has been located & designed to provide safe and secure solutions for both access and storage. Please refer to the access diagram above.

### waste management

Refuse is to be collected from the dedicated refuse storage space, which is located at ground floor level and accessed externally from the access leading to Iverson Road.

### emergency egress & evacuation

In the unlikely event of a fire or similar threat there are clearly marked routes of escape from all public areas of the apartment building to outside on the ground level. The apartments & houses, including stairs, doors and escape routes, will be designed to comply with the latest Part B Building Regulations allowing for full evacuation of all occupants from the building in the case of an emergency.

### emergency access

As the proposal is a car free scheme, no facilities for on site parking or vehicular manoeuvring are provided. Emergency vehicle such as fire trucks or ambulances are therefore required to access the site directly from Iverson Road and can stop in any location along the front of the site.

Please refer to the separate Transport Statement produced by Vectos in support of this planning application.

## 11b access vehicular & pedestrian access

(above) access diagram - ground floor plan

## inclusive design & access

A number of documents have been referred to in order to ensure all issues relating to inclusive design are considered, these include:

- / Part M of the Building Regulations (2009 edition of the Approved Document);
- / Disability Discrimination Act 1995 (DDA);
- / Equity Act 2010;
- / British Standard 8300:2009 design of buildings and their approaches to meet the needs of disabled people - Code of Practice;
- / British Standards 9999: 2008 Code of practice for fire safety in the design, management and use of buildings;
- / Lifetime Homes;
- / London Plan;
- / SPG "Accessible London: achieving an inclusive environment"(April 2004);
- / London Housing Design Guide (Mayor of London, August 2010);
- / Best Practice Guidance 'Wheelchair Accessible Housing' (September 2007);
- / The Principles of Inclusive Design (CABE 2006)
- /TFL Cycle Parking Standards Guideline

Successful places also need to be accessible for everyone. CABE's document "The Principles of Inclusive Design" calls for places to be:

- / inclusive, so everyone can use them safely, easily and with dignity;
- / responsive, taking account of what people say they need and want;
- / flexible, so different people can use them in different ways;
- / convenient, so everyone can use them without too much effort or separation;
- / accommodating for all people, regardless of their age, gender, mobility, ethnicity or circumstances;
- / welcoming, with no disabling barriers that might exclude some people;
- / realistic, offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all; and
- / understandable, everyone knows where they are and can locate their destination.

The client and design team are committed to providing facilities and services that are as accessible as possible for all, including people with disabilities. All parties are committed to ensuring that there is no discrimination against disabled

people. All parties intend to comply as fully as possible with their obligations under the Building Regulations and the Equity Act 2010.

Many of the detailed elements of the design, including for instance colour, texture and fittings, have yet to be decided and access issues regarding these will be addressed in the interior design stage where the team will ensure that all features and facilities are as accessible as possible.

## entering the development

The development has been designed for approach from Iverson Road. The approach to the entrance will be uncluttered and obvious.

Main entrances to each of the apartment blocks will be clearly signposted. The door entry system will be useable by people with any type of disability, including wheelchair users, deaf or hard of hearing people and people with visual impairments etc. Entrance doors will provide clear open widths of at least 1500mm facilitating easy access for wheelchair users and mothers with double buggies.

All entrances will have a level threshold and all entrance doors will comply with Approved Document Part M's requirements and surfaces will be slip resistant.

The lighting to each entrance will enable the entrance to be no less obvious in hours of darkness.

## circulation routes & use of surface materials

On entering the apartment block clear circulation routes will be established. The surface materials specified will not in any way impede the movement of disabled people within the building. They will be level, slip resistant and non glare.

Within each apartment block vertical access is provided by passenger lifts. There will be an unobstructed manoeuvring space of at least 1500mm square in front of each lift. The lifts will comply with the latest Part M Building Regulations, pertaining to the access and use of buildings.

## inclusivity & lifetime homes

Within the development measures will be taken to ensure the principles of inclusive design have been followed.

Of the 19 residential units proposed, 2 (10.5%) will be fully wheelchair accessible and easily accommodate 1500mm turning circles for wheelchair users to manoeuvre.

In line with the London Plan SPG, the wheelchair accessible units are located on the ground floor, avoiding the need of a lift in case of failure.

All units within the development have been designed with the intention of achieving London Housing Design Guide and meeting Lifetime Homes standards. Please refer to plans in section 09a which illustrate how these standards are met.

## wayfinding & signage

Where required, signs will be located in logical positions, and care will be taken that they do not project, becoming an obstruction or hazard, particularly to visually impaired people. All signs will be adequately lit and to avoid glare, reflective glass will be avoided. Signs will be mounted so that they are in contrast to their backgrounds and will be simple, short and easily understood. The use of standard pictograms will be used wherever possible as they are very useful for people who cannot read or whose first language is not English. All tactile signs will be embossed rather than engraved.

## amenity

Communal amenity areas will be designed for inclusive access, landscaped with grass, planting beds, shrubbery and trees.

## conclusion

This development will be designed and detailed in a way which complies with the Building Regulations and will enable the management to comply with their responsibilities under the Equity Act 2010.

# 11c access inclusive design

