

Design Statement

Prepared for
Docklock Ltd

Formation of 1x Studio Apartment ad 1x Residential Apartment at 148 Kentish Town
Road, London, NW1 9QB

Document Details

Project Ref 364

Revision

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Revisions Record
DESIGN STATEMENT

Revision	Description	Date Issued	Originator

1. INTRODUCTION & URBAN CONTEXT

This report presents the proposed scheme for at 148 Kentish Town Road, London, NW1 9QB[see map]. It describes the scheme in relation to specific areas including the impact of the proposal on the surrounding area, its positioning, design, and choice of materials for the proposal, landscaping and other external treatment, and environmental considerations.



This proposal is for the redevelopment of the site for the construction of 1 x studio apartment at ground floor level and one self contained residential apartment over the first floor and second floor. The existing ground floor is currently a retail unit, but the 1 x studio apartment will only be at the rear of the building, leaving the remaining front operating as per normal. The entrance to the apartments will be through a door at the front, with a corridor and ramp that lead to a set of stairs. The residential apartment will be accessed from here through a set of stairs. The residential apartment will have an extension at the second floor to accommodate space.

1.1 Site location & surrounding area

The site is situated on Kentish Town Road, Camden; its location has many key attributes. The application site is situated on the same street, which benefits from a variety of major retailers, restaurants, cafes and offices. The site is situated within walking distance from the busy Camden High Street.

The site is currently a 4-storey building, which is currently a retail unit at the ground floor, and office spaces on the above storeys.

The following photographs show the sites context

Fig 1: Aerial shoot showing site in context

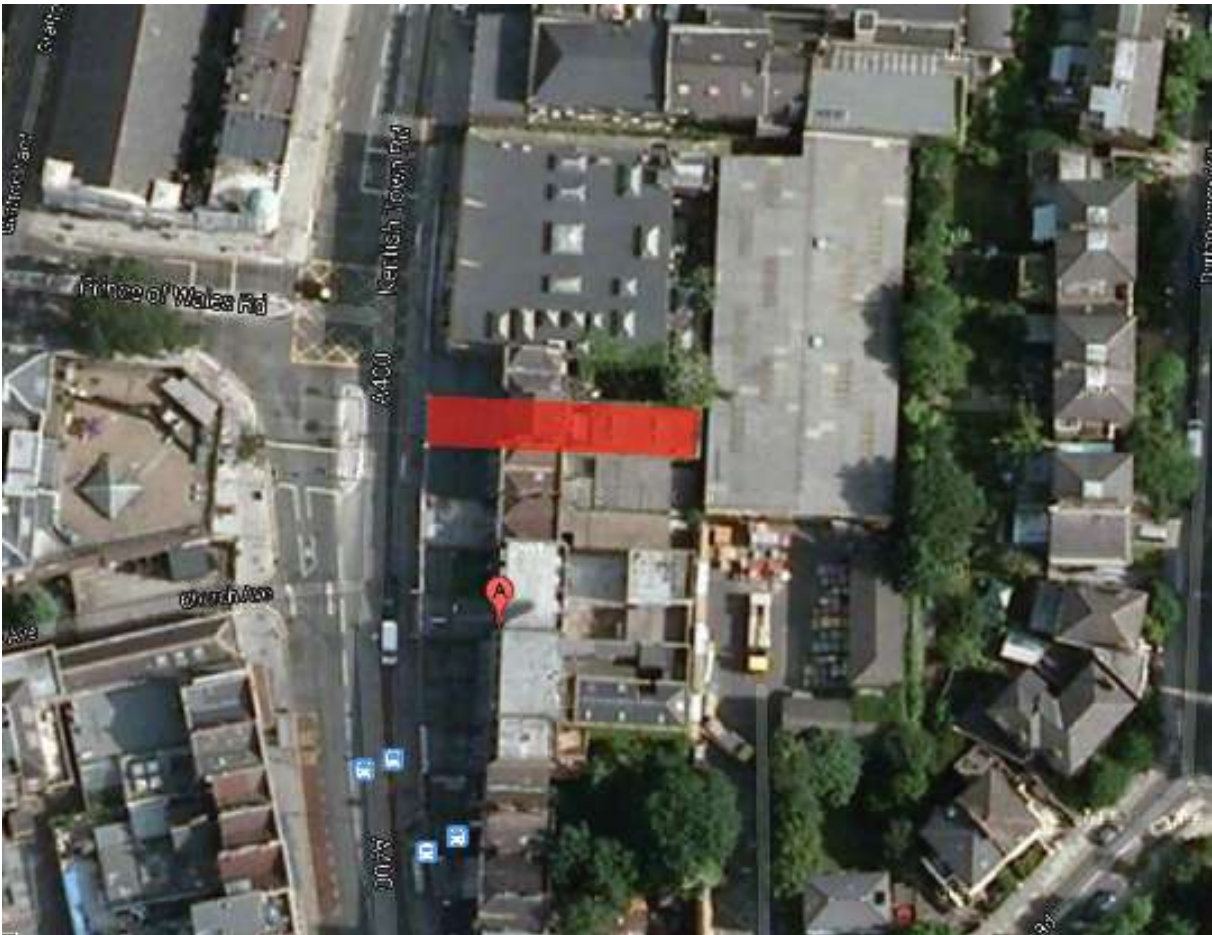


Fig 2: View of site from Prince of Wales Road



Fig 3: View of rear of site



Fig 4: Axonometric view of site, from Kentish Town Road



Fig 5: Axonometric view, from rear of site



1.2 Accessibility

The site is serviced by frequent bus routes and is within walking distance of Camden Town tube station. Carrying out a PTAL report the site shows to have a rating of 6B, meaning it has adequate means of transport.

Fig 4: Map showing bus routes available from the site.



1. From 148 Kentish Town Rd, 148 Kentish Town Rd, London NW1 9QB, UK, Gospel Oak (London).
2. Kentish Town Road 30 m 30 m
3. Arrive at Kentish Town Rd /St Andrews Ch.

1.3 The Existing Building

The present building is a retail unit at ground floor level with the upper floors above as offices space. The building contains four levels externally, but internally also includes a lower ground floor as well as a mezzanine level.

The existing building is a four-storey structure (part of a terrace). The front of the building consists of a blue shop front with glazing on the ground floor. The first floor and second floor materiality consists of a red brick walls and PVC windows, as can be seen from the previous photographs. The third floor is made up of roof tiles, again with PVC glazing. The first, second and third floors however do not follow the whole footprint on the ground floor, but are merely box type floors extruded. The rear of the property is made up of the same materials as the front. The ground floor has a flat roof, with roof lights, to allow light to penetrate. The third floor has a tiled pitched roof. The building at the front forms part of the continuous street terrace frontage, with very minimal height changes. Although, the surrounding area offers a variety of different building typologies.

2. CONCEPT

2.1 Design Drivers

- To improve rear of the site with a high quality contemporary architecture.
- To create a development that echoes the form and is in keeping with the scale and vocabulary of existing buildings (at the rear).
- To create a place that is habitable by its users.

2.2 The Concept

The proposal is to redevelop the site to allow for the construction of 1 x studio apartment and 1 x self-contained residential apartment over the first and second floor. The existing front façade will be retained, but the second floor level, will be extended, above the first floor. This is to accommodate the proposed 1 x residential apartment towards the rear. The rear façade will however undergo changes as further discussed in the 'materials' section below. Part of the existing building, centrally will be demolished, to allow for a courtyard, to access the 1 x studio flat, as well as allow light to penetrate.

Materials

The materials that have been chosen at the rear elevation, will be white render. The choice of materiality at the rear has been very carefully chosen and considered. A green wall is also proposed, on a timber lattice fence, to give a good external visual.

3.0 Unit Sizes

Bedrooms and living areas at the front on the first floor have been designed around the existing openings, to ensure good natural light to be enjoyed. However, at the rear of the ground floor and first floor, new openings have been designed, to again ensure natural daylight.

The internals have been planned to be compliant with Lifetime Home Standards in as far as practicable (see lifetime homes statement at 9.1 below) with main bathrooms all complying to the standard.

The following area schedule demonstrates flat sizes for the first floor level only:

Flat No	Unit	Internal Area
Studio	Total	59.12 sq m
Apartment	2 bedroom	84.28 sq m

4. Planning Policy

The major policies that are relevant have been discussed below.

The relevant policies in the London Plan 2011 policies are as follow:

POLICY 3.3 INCREASING HOUSING SUPPLY

The Policy States

Strategic

- A *The Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford.*
- B *Working with relevant partners, the Mayor will seek to ensure the housing need identified in paragraphs 3.17 and 3.18 is met, particularly through provision consistent with at least an annual average of 32,210 net additional homes across London which will enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.*
- C *This target will be reviewed by 2015/16 and periodically thereafter and provide the basis for monitoring until then.*

LDF preparation

- D *Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target in Table 3.1 and, if a target beyond 2021 is required, roll forward and seek to exceed that in Table 3.1 until it is replaced by a revised London Plan target.*
- E *Boroughs should identify and seek to enable development capacity to be brought forward to meet these targets having regard to the other policies of this Plan and in particular the potential to realise brownfield housing capacity through the spatial structure it provides including:*
 - a *intensification (see policies 2.13, 3.4)*
 - b *town centre renewal (see Policy 2.15)*
 - c *opportunity and intensification areas and growth corridors (see policies 2.13 and 2.3)*
 - d *mixed use redevelopment, especially of surplus commercial capacity and surplus public land (see policies 2.7, 2.11, 4.2-4.4)*
 - e *sensitive renewal of existing residential areas (see policies 3.4, 3.5, 3.14).*
- F *Boroughs must identify new, and review existing housing sites for inclusion in LDFs.*
- G *Boroughs should monitor housing capacity and provision against the average targets in Table 3.1 and the sensitivity ranges set out in the SHLAA/HCS report of study and updated in the London Plan Annual Monitoring Report.*

The proposal complies with this policy as:

1. The site has mixed uses as it will now have a retail use, office use and residential use
2. The proposal provides the need for new homes in London by offering a variety of high quality homes.

POLICY 3.5 QUALITY AND DESIGN OF HOUSING DEVELOPMENTS

The Policy States

Strategic

A Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London's residential environment and attractiveness as a place to live. Boroughs may in their LDFs introduce a presumption against development on back gardens or other private residential gardens where this can be locally justified.

Planning decisions and LDF preparation

- B The design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, taking particular account of the needs of children and older people*
- C LDFs should incorporate minimum space standards that generally conform with Table 3.3. The Mayor will, and boroughs should, seek to ensure that new development reflects these standards. The design of all new dwellings should also take account of factors relating to 'arrival' at the building and the 'home as a place of retreat', have adequately sized rooms and convenient and efficient room layouts, meet the changing needs of Londoners over their lifetimes, address climate change adaptation and mitigation and social inclusion objectives and should be conceived and developed through an effective design process*
- D Development proposals which compromise the delivery of elements of this policy may be permitted if they are demonstrably of exemplary design and contribute to achievement of other objectives of this Plan.*
- E The Mayor will provide guidance on implementation of this policy that is relevant to all tenures.'*

1. Daylight and sunlight are enhanced into the building by openings located at the front and rear elevation, as well as having roof lights. Furthermore external balconies and private amenity spaces allow light to flood into key living spaces.
2. The use of good durable and sustainable materials.

3. The internal layout provides high quality design and consideration to all spaces, by being compliant in accordance to Lifetime home standards as well as the London Housing Design Guide.

POLICY 5.2 MINIMISING CARBON DIOXIDE EMISSIONS

The Policy States

Planning decisions

- A Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:*
- a. 1. Be lean: use less energy*
 - b. 2. Be clean: supply energy efficiently*
 - c. 3. Be green: use renewable energy*
- B The Mayor will work with boroughs and developers to ensure that major developments meet the following targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019.*

Residential buildings:

<i>Year</i>	<i>Improvement on 2010 Building Regulations</i>
<i>2010 – 2013</i>	<i>25 per cent (Code for Sustainable Homes level 4)</i>
<i>2013 – 2016</i>	<i>40 per cent</i>
<i>2016 – 2031</i>	<i>Zero carbon</i>

Non-domestic buildings:

<i>Year</i>	<i>Improvement on 2010 Building Regulations</i>
<i>2010 – 2013</i>	<i>25 per cent</i>
<i>2013 – 2016</i>	<i>40 per cent</i>
<i>2016 – 2019</i>	<i>As per building regulations requirements</i>
<i>2019 – 2031</i>	<i>Zero carbon</i>

- C Major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.*
- D As a minimum, energy assessments should include the following details:*
- a calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately, the energy demand and carbon dioxide emissions from any other part of the development, including plant or equipment, that are not covered by the Building Regulations (see paragraph 5.22) at each stage of the energy hierarchy*
 - b proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services*
 - c proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP)*

- d proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies.*
- E The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere.*

The proposal complies with this policy as:

1. As it is a car free scheme, thus minimising carbon dioxide emissions. Also public transport is greatly encouraged as the PTAL report is 6B

POLICY 5.10 URBAN GREENING

The Policy States

Strategic

- A The Mayor will promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.*
- B The Mayor seeks to increase the amount of surface area greened in the Central Activities Zone by at least five per cent by 2030, and a further five per cent by 2050.*

Planning decisions

- C Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include tree planting, green roofs and walls, and soft landscaping. Major development proposals within the Central Activities Zone should demonstrate how green infrastructure has been incorporated.*

LDF preparation

- D Boroughs should identify areas where urban greening and green infrastructure can make a particular contribution to mitigating the effects of climate change, such as the urban heat island.*

The proposal complies with this policy as:

1. A courtyard space provides, soft landscaping and tree planting.

POLICY 7.1 BUILDING LONDON'S NEIGHBOURHOODS AND COMMUNITIES

The Policy States

Strategic

- A In their neighbourhoods, people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Their neighbourhoods should also provide a character that is easy to understand and relate to.*

Planning decisions

- B Development should be designed so that the layout, tenure and mix of uses interface with surrounding land and improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.*
- C Development should enable people to live healthy, active lives; should maximize the opportunity for community diversity, inclusion and cohesion; and should contribute to people's sense of place, safety and security. Places of work and leisure, streets, neighbourhoods, parks and open spaces should be designed to meet the needs of the community at all stages of people's lives, and should meet the principles of lifetime neighbourhoods.*
- D The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.*
- E The policies in this chapter provide the context within which the targets set out in other chapters of this Plan should be met.*

LDF preparation

- F Boroughs should prepare plans to ensure infrastructure and services will be delivered to meet the needs of existing and new development. Cross-borough and /or sub-regional working is encouraged, where appropriate.*
- G Boroughs should work with their local communities to set goals*

The proposal complies with this as the main street frontage offers residents access to local shops, restaurants and cafes are accessible.

The relevant policies in the London Borough of Camden Replacement UDP (Adopted June 2006) are as follow:

'SD1 - Quality of life

A - Sustainable communities

The Council will seek to ensure that development fosters sustainable communities. In determining applications for planning permission, the Council will therefore take into consideration the special needs and characteristics of individual areas and communities.

B - Regeneration

The Council will seek to promote the regeneration of areas in need of environmental, physical, social or economic renewal.

C - Access for all

The Council expects all new development to meet the highest standards of access and inclusion. The Council will require development of buildings and spaces that the public may use, including changes of use and alterations where practicable and reasonable, to be designed to improve access and use for all.

D - Community safety

The Council will require development to incorporate design, layout and access measures which address personal safety, including fear of crime, security, and crime prevention..'

The proposal is in line with this policy due to the following:

3. The site has mixed uses as it has a retail use on the ground floor and a residential use above
4. There is passive surveillance as a result of the design

'SD3 - Mixed-use development

The Council will seek a mix of uses in development, including a contribution to the supply of housing, and will not grant planning permission for development that reduces the amount of floorspace in secondary uses, unless it considers that particular characteristics of the proposal, site or area would make development of housing or a mix of uses inappropriate. In the Central London Area and the Town Centres of Camden Town, Swiss Cottage / Finchley Road and Kilburn High Road where a proposal would increase total gross floorspace by more than 200 sq m, the Council will expect a contribution to the supply of housing, and where appropriate will seek to negotiate up to 50% of additional gross floorspace as housing, except in the Hatton Garden area, where a smaller proportion may be accepted.

In considering the mix of uses and the appropriate contribution to the supply of housing, the Council will have regard to:

- a) the character, diversity and vitality of the surrounding area;*
- b) the suitability of the site for mixed use development;*
- c) the need and potential for continuation of an existing use;*
- d) whether the floorspace increase is needed for an existing user;*
- e) the need for an active street frontage and natural surveillance; and*
- f) any over-dominance of a single use in the area, and the impact of the balance of uses proposed on the area's character, diversity and vitality.*

In considering whether the particular characteristics of the proposal would make development of housing or a mix of uses inappropriate, the Council will have regard to the extent to which the development is purely publicly funded, in for instance proposals for the university or hospital sectors, and may not seek a mix of uses in such cases.'

The proposal is in line with these policies as:

1. The development is mixed use
2. The existing ground floor and other uses are retained
3. The shop front has a minimal impact as a result of the development
4. The site is very suited to mixed use development

'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. In assessing density, the Council will consider:

- a) the character, scale, amenity and density of the surrounding area;*
- b) the nature of the site;*
- c) the quality of the design;*
- d) the type of development being provided;*
- e) the availability of local facilities, services and open space;*
- f) accessibility by public transport; and*
- g) the potential impact on the local transport network.*

High density development will be expected at locations in the Central London Area, Town Centres and other locations well served by public transport.'

The proposal complies with this policy as:

1. The development seeks to fully use the site to its potential hence the inclusion of 1 x studio apartment and 1 x residential apartment towards the rear of the property
2. The proposal seeks to use modern materials so as to enhance the design and provide contrast between the new build elements and the existing brickwork walls.
3. The site is centrally located and hence is very well catered for in terms of public transport

'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 underused sites and buildings, and may require suitable sites to be developed for primarily or wholly residential use.'

The proposal is in line with the above policy as residential amenity is being introduced to the site as it currently does not exist hence this is a significant improvement and a strong shift towards the policy requirements.

'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. The Council will consider the mix and sizes of units best suited to site conditions

and the locality, and the requirements of special needs housing.'

The proposal complies as it seeks to provide a range of units that are best suited to the locality of the site. 1 x studio apartment and 1 x 2b4p residential apartments are proposed.

B3 - Alterations and extensions

A - Alterations and extensions

The Council will not grant planning permission for alterations and extensions that it considers cause harm to the architectural quality of the existing building or to the surrounding area. The Council will consider whether:

2. a) the form, proportions and character of the building and its setting, including the garden and nearby trees, are respected;
3. b) extensions are subordinate to the original building in terms of scale and situation;
4. c) original features are retained or restored;
5. d) high quality materials that match or complement existing materials are used;
6. e) unsympathetic alterations or extensions are removed or improved;
7. f) the architectural integrity of the existing building is preserved; and
8. g) building services equipment is appropriately located.

B - Townscape features

Where it considers it would cause harm to the appearance and setting of a building or the established character of the surrounding area, the Council will not grant consent for:

- . a) the infilling or covering of front light wells;
- . b) excavation to create new basements; or
- . c) the inappropriate alteration and replacement of boundary enclosures.

This proposal complies with the policy as the new extension and alteration is very sympathetic to the design of the existing building. The use of new materials also will modernise the building, but still be sympathetic to the original existing materials.

T1 - Sustainable transport

A - Sustainable transport development

The Council will grant planning permission for development that would encourage travel by walking, cycling and public transport. The Council will not

grant planning permission that would be dependent on travel by private motor vehicles.

The proposal complies with this policy as the PTAL rating for the area is 6B, meaning that there is adequate means of public transport. Also the design does not implement any parking, therefore encouraging walking and cycling.

T3 - Pedestrians and cycling

The Council will only grant planning permission for development that it considers to make satisfactory provision for pedestrians and cyclists. In assessing development, traffic management and highway alterations, the Council will consider:

- a) improvements to conditions for the convenience and safety of pedestrians and cyclists, the walking and cycling environment, including design, access and security;*
- b) the need for developments to cater for the walking and cycling demand they create on- and off-site where it cannot be accommodated by the capacity of existing and planned provision,*
- c) the need to link all development to safe, convenient and attractive pedestrian routes and the London Cycling Network, and to add to the Cycling Network where justified by predicted use or safety concerns;*
- d) the need to prevent severance of existing pedestrian links and the London Cycling Network, and to reinstate previously severed links;*
- e) the particular needs of wheelchair users and other people with mobility difficulties, visually impaired people, children, elderly people and other vulnerable users;*

T4 - Public transport

A - Public transport and development

Where development creates a need for additional public transport capacity, the Council will only grant planning permission for that development when arrangements for satisfactory provision have been made. The Council will consider:

- 9. a) the need for developments to ensure that public transport capacity is available to cater for the public transport demand they create on- and off- site;
- 10. b) the effect of the proposal on existing public transport services and facilities, and the demand created for new services and facilities, including bus priority measures and signaling, bus-stops, tram-stops, boarding areas, shelters, seating and timetable information;
- 11. c) the ease, safety and convenience of pedestrian movements to and around boarding points;
- 12. d) the accessibility of the services and facilities to people with mobility difficulties;

13. e) the need to provide for public transport vehicles on the site; and
14. f) the need to prevent severance of the bus network.

B - Provision for public transport

The Council will use planning conditions and planning obligations to ensure that, where planning permission is granted, the development will provide for the public transport needs it generates if they cannot be met by existing transport or planned transport provision. Where development is to be served by planned services or service improvements with a boarding point within walking distance, the Council will require a development to contribute to those elements directly related in scale and kind to the development.

Contributions may be sought to fund: a) improvements to the network and frequency of public transport services,

interchanges and the passenger environment;

This policy is compliant as the PTAL rating is 6B further emphasising how adequate means of public transport are available. Camden Town Tube Station is available within walking distance of the site, as well as many bus route provisions.

T8 - Car free housing and car capped housing

The Council will grant planning permission for car free housing in areas of onstreet parking control. The Council will particularly seek car free housing or car capped housing in the following locations:

- a) the Central London Area;*
- b) the King's Cross Opportunity Area;*
- c) Town Centres; and*
- d) other areas within Controlled Parking Zones that are easily accessible by public transport.*

For car free housing and car capped housing, the Council will:

- e) not issue on-street residential parking permits;*
- f) use planning obligations to ensure that future occupants are aware they are not entitled to on-street parking permits; and*
- g) not grant planning permission for development that incorporates car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car capped housing in accordance with Council's Parking Standards.*

*Camden Replacement Unitary Development Plan
Section 5 – Transport 105*

The proposal is compliant with these policies due to its location and the provision of a car free scheme. The site has access to both Bus Routes as well as underground facilities. The location of local amenities can be accessed by foot due to the close proximity of these amenities to the site. The PTAL rating of 6B further emphasises how the provision of this policy is met.

E2 - Retention of existing business uses

The Council will not grant planning permission for development that involves the loss of a business use on a site where there is potential for that use to continue. The Council will consider:

15. a) whether the site is in or adjacent to the Industry Area;
16. b) the size of the site and whether it could potentially provide for servicing by large vehicles;
17. c) whether the site is particularly suitable for small firms;
18. d) the accessibility of the site by public transport and by service vehicles;
19. e) the relationship of the site to nearby land uses;
20. f) the demand, supply and variety of sites that are suitable for employment uses, firstly in that particular use class, and secondly in business use in general, and
21. g) the retention of design features that enable flexible use, including use for light industry as part of schemes for the redevelopment or alteration of industrial premises for B1 purposes.

Where the Council considers that the site does not have potential for continuation of the existing business use, preference will be given to maintaining the site in an alternative business use, with a higher priority to retention of flexible space for B8 or B1 light industry than to provision of B1(a) offices. When a site is not suitable for continuation of any business use other than B1(a) offices, as an exception to the general approach, the Council may allow a change to other uses. In such cases, the Council will seek a change to permanent residential uses (in particular affordable housing), or community

The policy is compliant with this policy, as the existing uses of the building remain unaffected.

5.0 Car Free development

Due to the location of the proposed development and its highly sustainable location the proposal is for a “car free development”. It is possible to reach a large number of employment and leisure locations via public transport. There is excellent provision of local public transport, with Camden Town Tube Station, which provides both national rail as well as underground services. The surrounding area also offers a further number of bus routes.

6.0 Drainage

Drainage for both foul and surface water will to the main sewers already present around the site.

7.0 Security & Safety

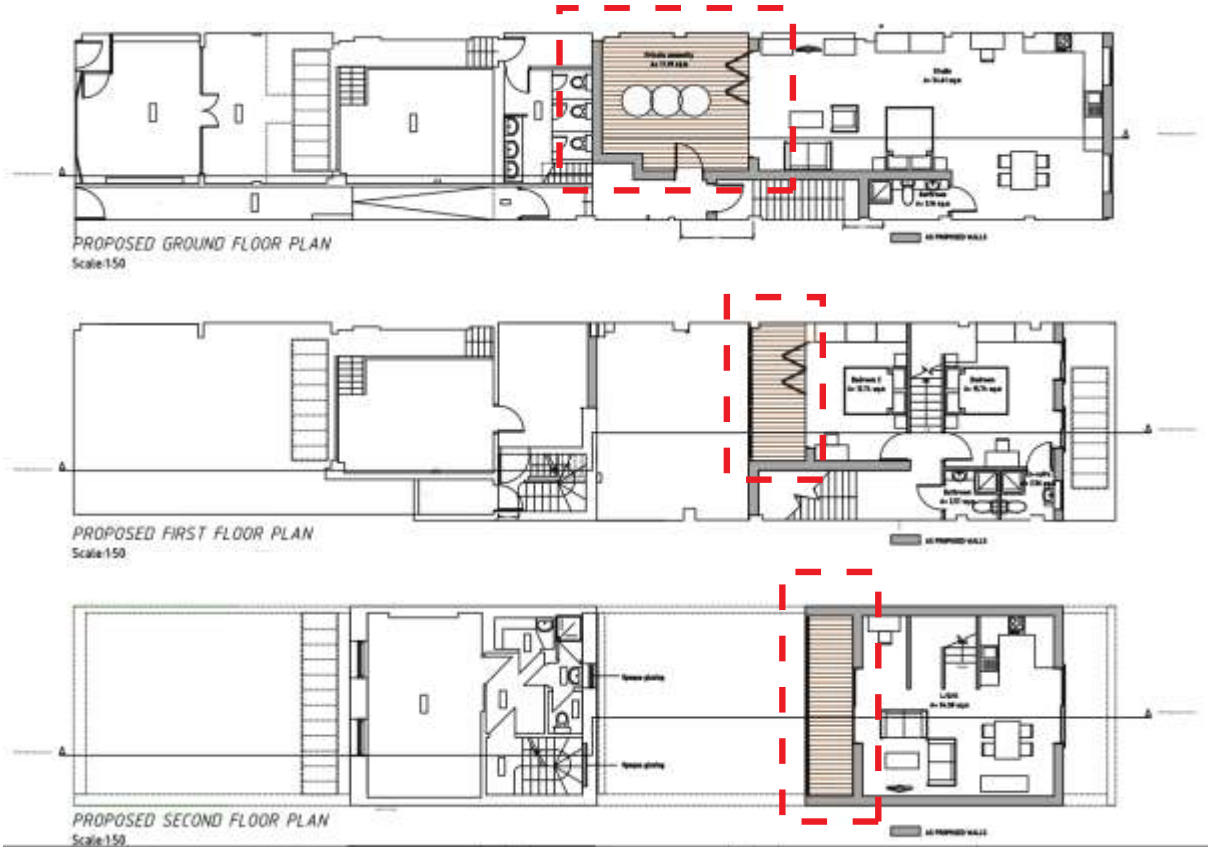
The entrance to the apartments is in a well-lit area and has good pedestrian traffic flows allowing for a good secure design. The entrance at the side door at the front, will be enhanced with additional lighting. The following proposals are also put forward as part of the scheme:

1. Only tenants can access the apartment entrance to the side of the building which leads to the apartments above.
2. Safety is to be enhanced through additional lighting to the entrance of the residential units
3. Intercom access is to be installed for access to the residential units
4. Passive surveillance will only be increased by the development of the residential units allowing increased security to the access route

8.0 Private Open Space

The studio and residential apartments benefit from private open space via either a balcony.. The studio apartment contains a courtyard, where the entrance to the apartment is. The residential apartment over the first and second floor, contains a balcony for one bedroom, and also a balcony in the living space at second floor level.

Fig 6: Floor plan showing area of proposed private amenity and balcony spaces (Highlighted)



9.0 Sustainability

The development will increase living in the community as well as providing for greater public safety and civic stability to the area brought by perceived ownership of the streets.

As far as practicable and viable the green guide to specification shall be implemented so as to minimise the impact of the development.

Energy conservation is addressed in a number of ways:

1. Locally sourced materials to be sourced such as block work to minimise the transport.
2. Timber to be used from Certified Sustainable sources
3. Provision of large boiler cupboards so that future boilers and storage appliances can be easily fitted without major structural works.
4. Low use fittings to be installed to WC's
5. Roof has access to provide for future solar panels

The proposal will allow for the use of grey water recycling. As far as practicable and variable the green guide to specification shall be implemented so as to minimise the impact of the development.

9.1 Lifetime homes standards statement:

The following elements have been incorporated into the design as required by the lifetime homes standards:

1. Item 3: The gradients will be kept in line with the standards. The site already enjoys level access from the street level and level access to the flats entrance will be provided.
2. Item 5: The stairs will all have a minimum of 250mm going and a maximum of 170mm riser to comply with the standard. A through lift has been accommodated.
3. Item 6: All doorways and corridors currently either meet or exceed the requirement. The proposal is for 914mm wide entrance doors to the flats and the provision of 838mm wide door, for bathrooms, 914mm for L/D/K openings within the apartments. Finally the corridors are all 914mm to comply with the standard. These are clearly shown on the drawings.
4. Item 7: All circulation spaces within the apartments, meet or exceed the requirement. Although each apartment typology differ, they all provide clear turning circles of 1500mm diameter or greater in the living and dining areas. In the kitchen, the distance between the units exceeds the required 1200mm. Finally in the main bedroom, the bed exceeds the required 750mm width at both sides.
5. Item 11: The bathroom walls will have the requisite patresses for future installation of any accessibility equipment.
6. Item 14: All bathrooms meet the criteria as shown on the plans.
7. Item 15: Glazing and window handle heights all meet the standard of requirements.
8. Item 16: All controls and fixtures will be situated at a height usable by all (i.e. between 450mm and 1200mm from the floor)

9.2 Construction:

All materials where possible are to be from a sustainable source. Wastage construction materials are to be separated for recycling where possible- otherwise to be disposed of by a registered waste disposal firm.

1. Masonry: Block work will be sourced as locally as possible and all mortar will be mixed in measured amounts, as needed, to avoid waste.
2. Roofing: principally asphalted- the existing sloping roof will be re-slatted.
3. Timber / Joinery: All new timber and Joinery will be sourced from sustainable plantations.
4. Sundries: All sundry materials arising, unfit for reuse, will be skipped for disposal by a registered waste disposal firm.

10.0 Conclusion

In summary the proposal:

1. Makes best use of the site
2. Contributes to the regeneration and redevelopment of the site provides a more sustainable urban environment
3. Represents an efficient use of land
4. Secures a high level of design quality
5. Contributes to the quality of the urban fabric

11.0 Appendix

PTAI Study Report File Summary ===== PTAI Run Parameters PTAI Run: 20132710215442
 Description: 20132710215442 Run by user: PTAL web application Date and time: 27/10/2013 21:54 Walk File
 Parameters Walk File: PLSQLTest Day of Week: M-F Time Period: AM Peak Walk Speed: 4.8 kph BUS Walk Access
 Time (mins): 8 BUS Reliability Factor: 2.0 LU LRT Walk Access Time (mins): 12 LU LRT Reliability Factor:
 0.75 NATIONAL_RAIL Walk Access Time (mins): 12 NATIONAL_RAIL Reliability Factor: 0.75 Coordinates: 519498,
 166180 Mode Stop Route Distance (metres) Frequency (vph) Weight Walk time (mins) SWT
 (mins) TAT (mins) EDF AI BUS TOLWORTH EWELL ROAD 281 8.63 7.5 1.0 0.11 6.0
 6.11 4.91 4.91 BUS TOLWORTH EWELL ROAD K1 8.63 4.0 0.5 0.11 9.5
 9.61 3.12 1.56 BUS TOLWORTH EWELL ROAD 406 8.63 2.0 0.5 0.11 17.0
 17.11 1.75 0.88 BUS TOLWORTH EWELL ROAD 418 8.63 2.0 0.5 0.11 17.0
 17.11 1.75 0.88 BUS TOLWORTH EWELL ROAD 265 8.63 5.0 0.5 0.11 8.0
 8.11 3.7 1.85 BUS TOLWORTH EWELL ROAD K2 8.63 6.0 0.5 0.11 7.0
 7.11 4.22 2.11 LT SAP Points Not Found NATIONAL_RAIL TOLWORTH LONDON WATERLOO BR to
 CHESSINGTON SOUTH BR 688.36 2.0 1.0 8.6 15.75 24.35 1.23 1.23 Total AI for this POI is
 13.42 PTAL Rating is 3.