

6.0 LANDSCAPE DESIGN

- 6.1 ARBORICULTURIST LETTER
- 6.2 LANDSCAPE DESIGN



01 Existing Tree 2011



02 Existing tree after a storm in March 2012

Mr. Russell Ambrose
128 Finchley Road
LONDON
NW3 5HT

Date: 06/07/2011
Our reference: PRI17782
Your reference:

Dear Russell,

Tree at 128-126 Finchley Road, NW3 5HT

Pursuant to your instruction I have been to site and inspected the subject tree. My findings are as follows:

The tree is a Myrobalan Plum (*Prunus cerasifera*). It is approximately 9m tall with a trunk diameter of 400mm when measured just above the root flare. It is growing in a very restricted environment and has come to the end of its safe useful life, as it has present on the stem, the fungal fruiting bodies of the decay fungi *Leatiporus sulphureus* (Chicken of the woods). Once the decay becomes extensive the stem will be significantly weakened at this point and failure will result. Considering the restricted nature of the immediate area around the tree, the risk of harm associated with any failure is low, but nonetheless the tree is not worth retained and should be removed when convenient.

I trust this is helpful, but if you do have any questions, please give me a call.

Yours sincerely,

Mark Welby P.D.Arb.(RFS) M.Arbor.A

cc:Frederic Akuffo (Autor Architektur Ltd)- via email



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LANDSCAPE DESIGN

The landscape design aims to improve the site's biodiversity, replace the previously existing tree on site and to create a visual interest within the Finchley Road facade frontage.

The landscaping will be of high quality and be carefully detailed to make best use of the limited space available. Natural surveillance, an access gate and wire fencing will address Secure by design.

An Aspeliad trees (such as Hornbeam or similar) is used as a visual 'barrier' in the centre of the site, providing privacy to the private terrace behind.

A Conifer trees (Cupressocyparis leylandii, or similar) is proposed at the front edge of the site to provide a formal and evergreen tree year-round.

The Hornbeam tree will be under-planted with a mixture of native grasses and perennials to provide additional privacy between the courtyard and the street.

The landscape design illustrated in image 04 is intended to address the appeals inspectors comments as well as the pre-application request by:

- 1) providing a visual transition.
- 2) providing a relief in an otherwise built up frontage.
- 3) respecting the setting of the former bank (128).
- 4) providing a fleeting glimpse of the area behind.
- 5) replacing the former existing tree with three proposed trees.

In this sense the overall landscape design intends to exceed the points above and transform the site's existing appearance.



01 Landscape masterplan



02 Conifer tree and hedge



03 Hornbeam tree



04 Street view (subway wall not shown)



05 Timber decking



06 Wire fencing



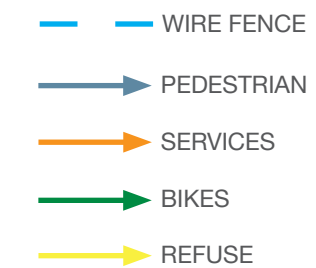
07 Distinct lighting design

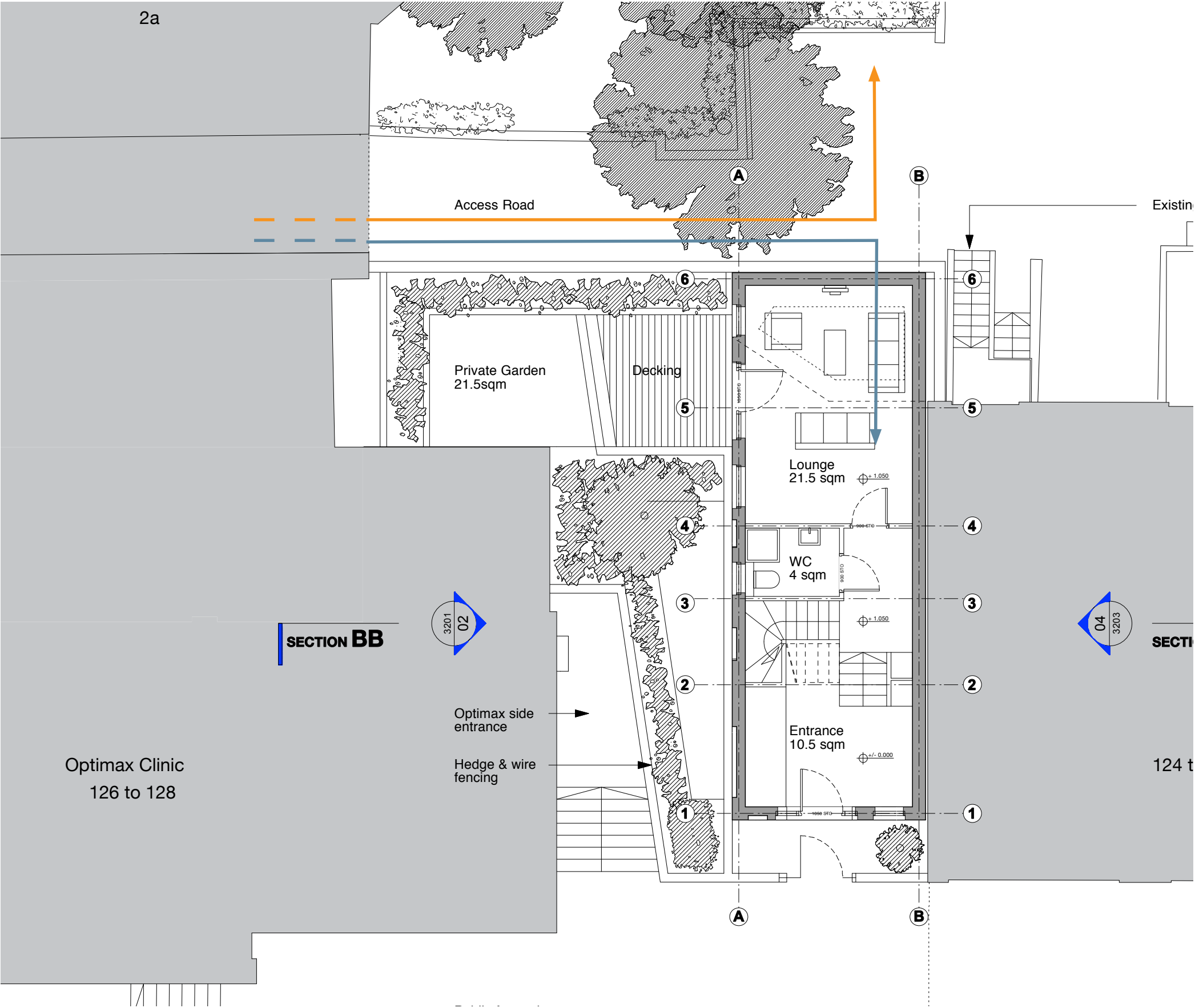


08 Underplanig with a mixture of native grasses

7.0 ACCESS STATEMENT

- 7.1 ACCESS - PAVEMENT LEVEL
- 7.2 ACCESS - REAR ACCESS ROAD
- 7.3 LIFE TIMES HOMES ASSESSMENT
- 7.4 LIFE TIMES HOMES ASSESSMENT





ACCESS STATEMENT

CAR PARKING
1 car parking bay is provided to the rear of the site on land owned by the applicant.

PUBLIC TRANSPORT - PTAL 6A
Access to public transport is located within 1 minute walking distance to Finchley Road tube station and various bus routes from Finchley Road.

- PEDESTRIAN
- SERVICES
- BIKES
- REFUSE

LIFE TIME HOMES CRITERION SUMMARY

The propose scheme is designed to comply with Life Time Homes Revised Criteria July 2010.

The following is a brief compliance summary and to be read in conjunction with the submitted drawings:

C1) PARKING

The exiting on site car parking space adjoins the existing drive way and is level with the 1st floor terrace. It therefore provides, or enable by cost effective adaptation, parking that makes getting into and out of the vehicle as convenient as possible for the widest range of people (including those with reduced mobility and/or those with children).

C2) APPROACH TO DWELLING FROM PARKING The proposed car parking space enables convenient movement between the vehicle and dwelling for the widest range of people, including those with reduced mobility and/or those carrying children or shopping.

C3) APPROACH TO ALL ENTRANCES

The approach to all entrances is level or gently sloping. Gradients do not exceed 1:60 and/or 1:40 cross fall.

C4) ENTRANCES

All entrances:

- a) can be illuminated at night.
- b) are level access over the threshold.
- c) provide a minimum 800mm effective clear opening width.
- d) provide adequate weather protection with a canopy of 600mm for private- & 900mm for communal entrances.
- e) provide level external landings with an area of 1.2m² for private- and 1.5m² for communal entrances.
- f) provide a 300mm door nib to pull side

C5) COMMUNAL STAIRS AND LIFTS

n.a

C6) INTERNAL DOORWAYS AND HALLWAYS

Movement in hallways and through doorways are convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects.

Internal hallways are: 900mm min with 900mm min doors.
A 300mm nib is provided to all entrance level rooms.

C7) CIRCULATION SPACE

There is space for turning a wheelchair in dining area and living room and basic circulation space for wheelchair users elsewhere. See diagram 01.

The living room and lounge provide a clear 1.5m turning circle or 1.7m x 1.4m ellipse with the occasional coffee table inside.

The living room and lounge are large enough to provide 750mm between items to pass to through to a window.

The kitchen provides a 1.2m clear zone between kitchen units and can be min. 3.6m long when all sides are added together.

All bedrooms are large enough to allow for a 750mm clear zone around bed.

C8) ENTRANCE LEVEL LIVING SPACE

The 1st floor entrance level provides a living room or living area, dining room or dining area associated to a kitchen or other socialising space.

C9) POTENTIAL ENTRANCE LEVEL BED-SPACE

A permanent bedroom is provided on the 1st floor entrance level. Also a 750mm wide temporary bed-space can be provided on the entrance level.

C10) Entrance level WC and shower drainage

An entrance level accessible WC with a shower is provided, including an 'easy access' stair.

C11) WC AND BATHROOM WALLS

Walls in all bathrooms and WC compartments are capable of firm fixing and support for adaptations such as grab rails within a 300mm-1800mm height band.

C12) STAIRS AND POTENTIAL THROUGH-FLOOR LIFT IN DWELLING

The proposed dwelling provides the potential for a stair lift and a 1m x 1.5m knock out panel for a future lift from the 1st floor bedroom- and kitchen level to the second floor bathroom.

C13) POTENTIAL FOR FITTING OF HOISTS IN BED- AND BATH ROOM

The ceiling structure is capable of supporting a hoist. A 900mm knock out panel is provided from the bedroom to the bathroom where possible.

C14) BATHROOMS

All bathrooms are accessible with a WC located 200-250 from wall and the basin providing a 700mm wide approach zone extending to 1100mm.

The bathroom provides space for a 1.5m diameter or 1.4x1.7 elliptical activity zone to overlap with bath and a 1m diameter clear activity zone.

C15) GLAZING AND WINDOW HANDLE HEIGHTS

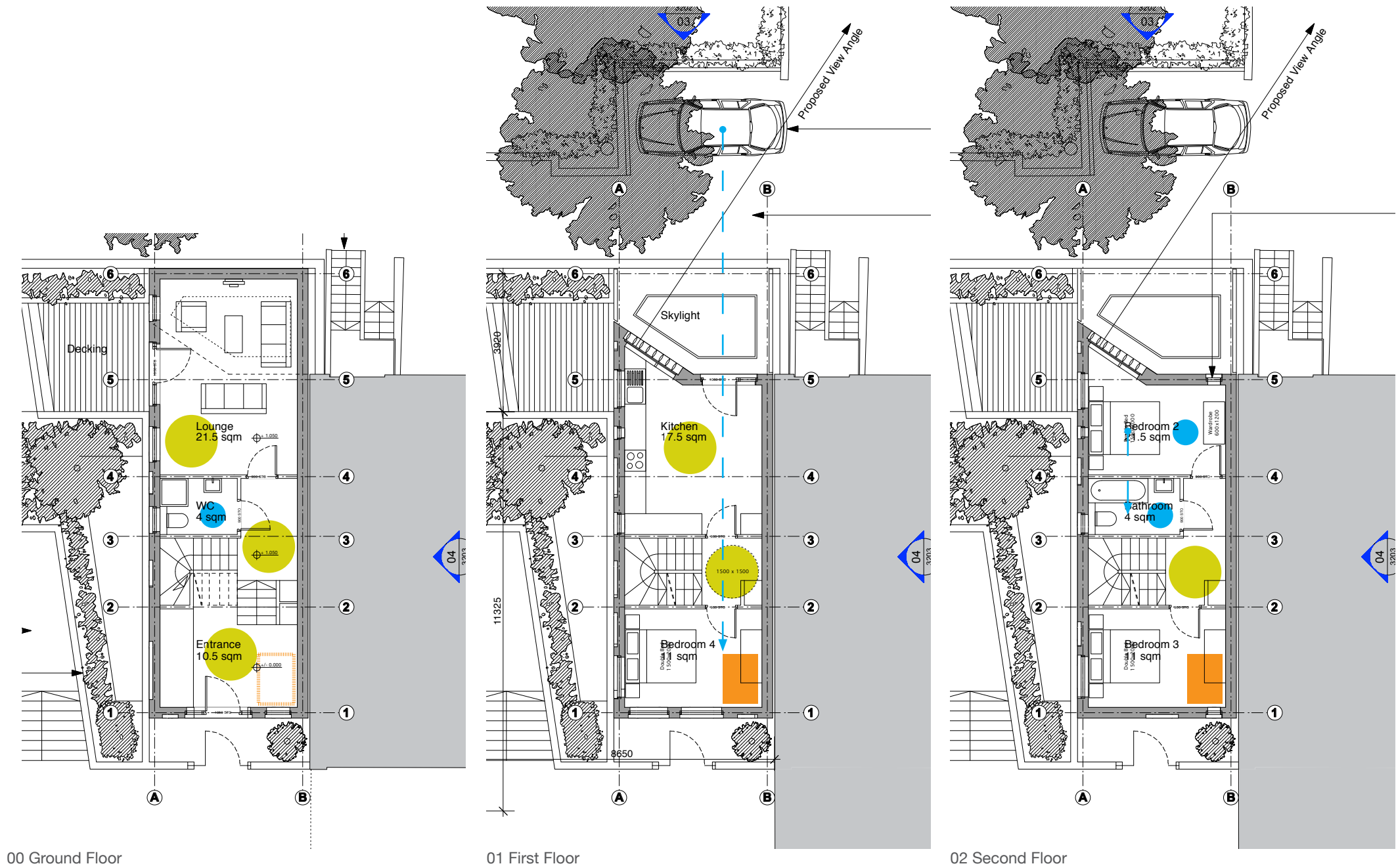
All living rooms include some windows starting no higher than 800mm from floor level.

C16) LOCATION OF SERVICE CONTROLS

Service controls are within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

LIFE TIME HOMES CIRCULATION SPACE

The plans opposite show the circulation space provision from the car park into- and within the dwelling, including knock out panel positions for a potential future lift.



10.0 PLANNING DRAWINGS

- 10.1 SITE LOCATION PLAN
- 10.2 SITE SURVEY
- 10.3 SURVEY SECTIONS & ELEVATIONS
- 10.4 PROPOSED GROUND FLOOR PLAN
- 10.5 PROPOSED FIRST FLOOR PLAN
- 10.6 PROPOSED SECOND FLOOR PLAN
- 10.7 PROPOSED THIRD FLOOR PLAN
- 10.8 PROPOSED FOURTH FLOOR PLAN
- 10.9 PROPOSED ROOF PLAN
- 10.10 PROPOSED SECTION AA
- 10.11 PROPOSED SECTION BB
- 10.12 PROPOSED SOUTH WEST ELEVATION
- 10.13 PROPOSED NORTH WEST ELEVATION
- 10.14 PROPOSED NORTH EAST ELEVATION
- 10.15 PROPOSED SOUTH EAST ELEVATION