143 Adelaide Road
London NW3 3NL

Design and Access Statement

CONTENTS

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1.0 INTRODUCTION

This Design and Access Statement is prepared by KSR, on behalf of Gas Spring Ltd c/o KYR London, in support of the Planning Permission application for the site at 143 Adelaide Road, London. The proposed works include:

- The demolition of the existing pub known as 'The Adelaide';
- The erection of five townhouses and naturally ventilated underground car park.

This document represents the architectural element of the application.

1.1 Background

1.1.1 Since the purchase of 143 Adelaide Road by our client, a design team has been assembled to prepare the relevant applications for its redevelopment into a residential site.

The design team comprises the following consultants:

Client Representative	Gas Spring Ltd c/o KYR London
Architect	KSR Architects
Planning Consultant	Rolfe Judde
Services Engineer	Foreman Roberts
Sun/Daylight Consultant	XCO2
Arboriculturalist	Hal Appleyard
Quantity Surveyor	Hampton
Traffic Consultant	Steer Davies Gleave

1.1.2 In developing the scheme, consideration has been given to the Unitary Development Plan (2006), Camden Planning Guidance (2006), London Plan (February 2008) and LDF Core Strategy and Development Policies.

1.1.3 A pre-application submission was made to Camden Council and a pre-application meeting was held on 13th April 2010. Following the design comments received from the Council on 11th May, some revised material was sent and a second meeting took place on 13th July. Further material was sent on 11th August. This report concludes the concept development of the proposal from the design team.

1.2 Supporting Material

1.2.1 A number of reports have been commissioned to investigate the site and redevelopment implications. This Design & Access Statement is to be read in conjunction with following reports and drawings:

Application Document	*Consultant*
Planning statement	Rolfe Judde
Daylight and sunlight report	XCO2 Energy
Code for Sustainable Homes Assessment	Foreman Roberts
Tree report	Hal Appleyard
Financial viability assessment	Rolfe Judde
Transport Statement	Steer Davies Gleave
Survey drawings	Ross Laird

2.0 ASSESSMENT

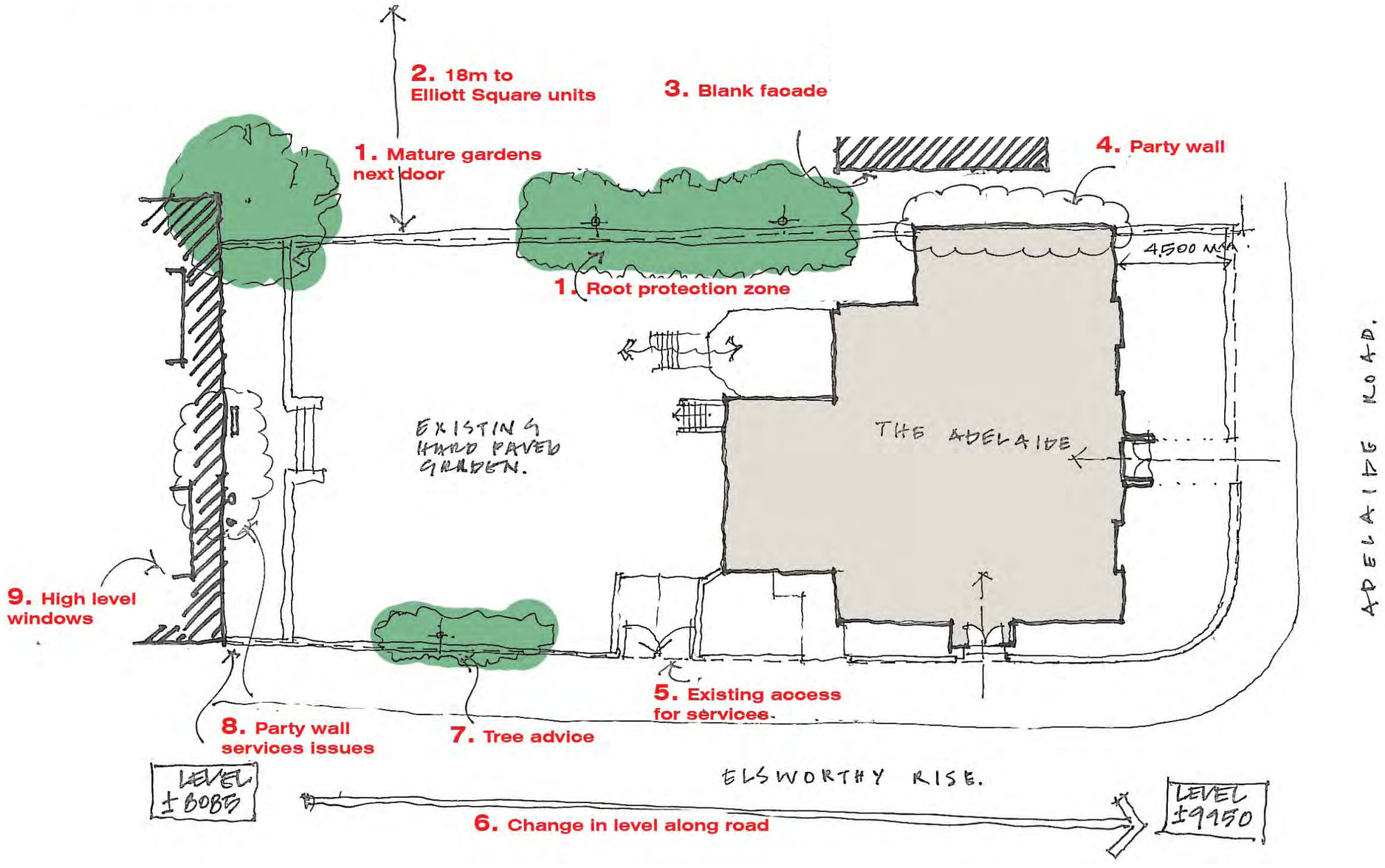
2.1 Location

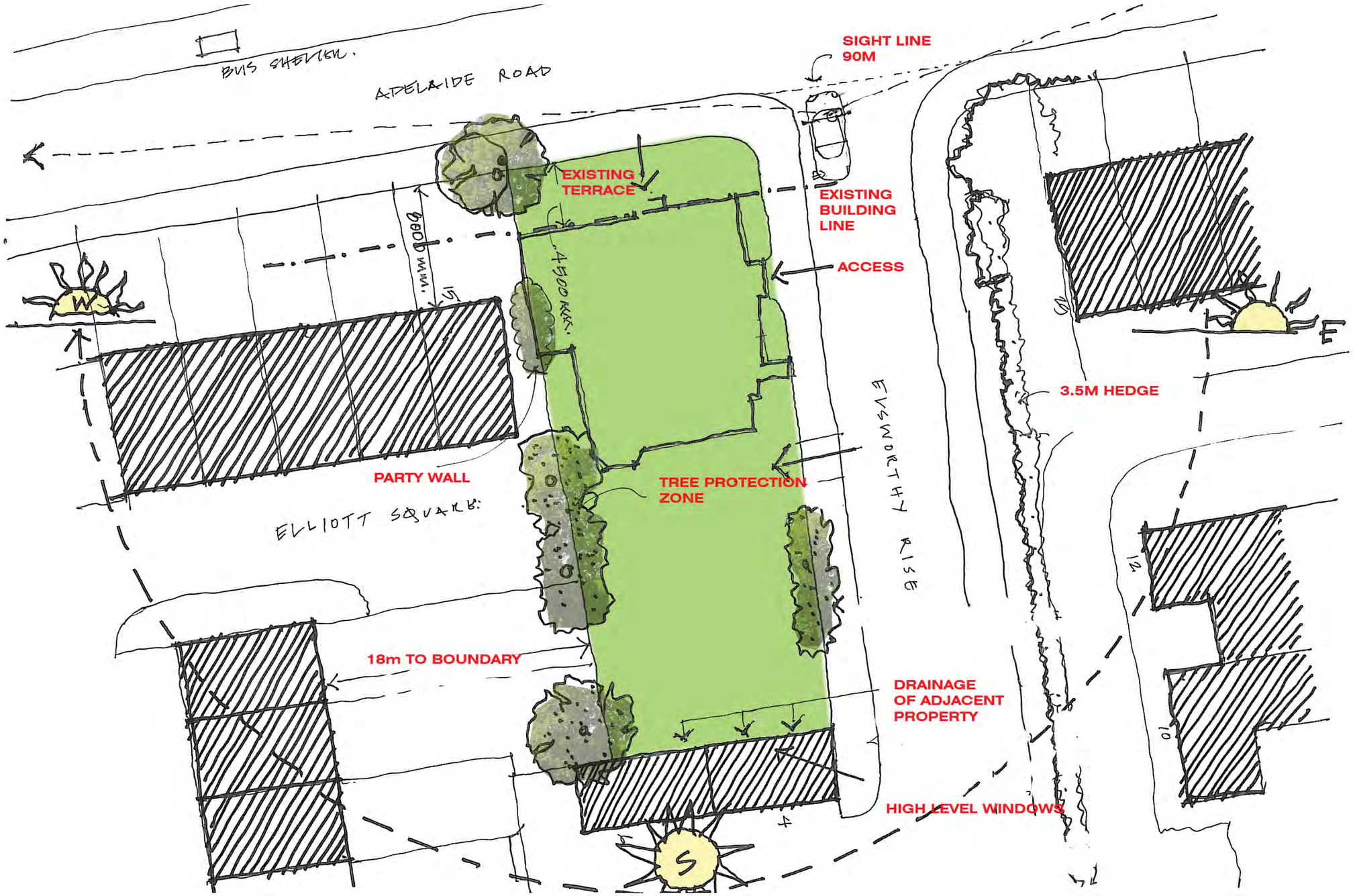
2.1.1 Site Location

The site is located on the corner of Adelaide Road and Elsworthy Rise. It is currently occupied by the Adelaide Public House, a three storey building. The site which includes the pub's beer garden covers 779 square metres. The site is not in a conservation area, and the building is not listed.

Ordnance Survey Site Location Plan, NTS

2.2 Site Constraints



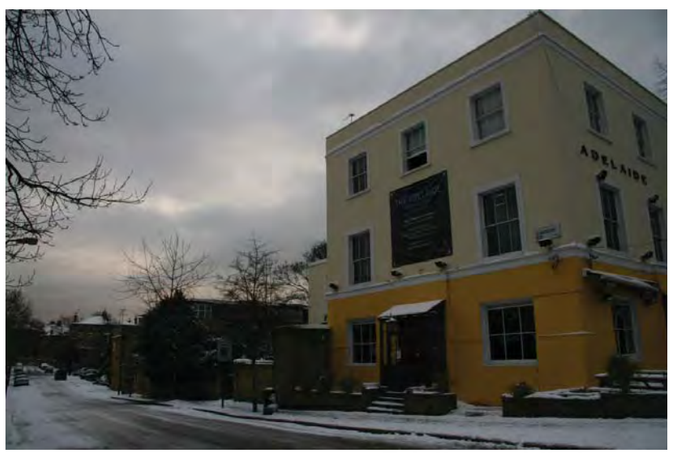

BUS SHELTER.
ADELAIDE ROAD
SIGHT LINE
90M
EXISTING
TERRACE
EXISTING
BUILDING
LINE
ACCESS
6000 MIN.
4500 MIN.
15
3.5M HEDGE
PARTY WALL
TREE PROTECTION
ZONE
ELLIOTT SQUARE
ELSWORTHY RISE
18m TO BOUNDARY
DRAINAGE
OF ADJACENT
PROPERTY
HIGH LEVEL WINDOWS
12
10

2.3 Analysis

The site is an existing pub with beer garden in Swiss Cottage, surrounded by residential properties. The site slopes down along Elsworthy Rise by some 1.8m. The context of the street is that of three or four storey town housing with an open character and some garden or hard-standing space.

This line denotes the slope of the site along Elsworthy Rise

Adjacent property



Existing public house

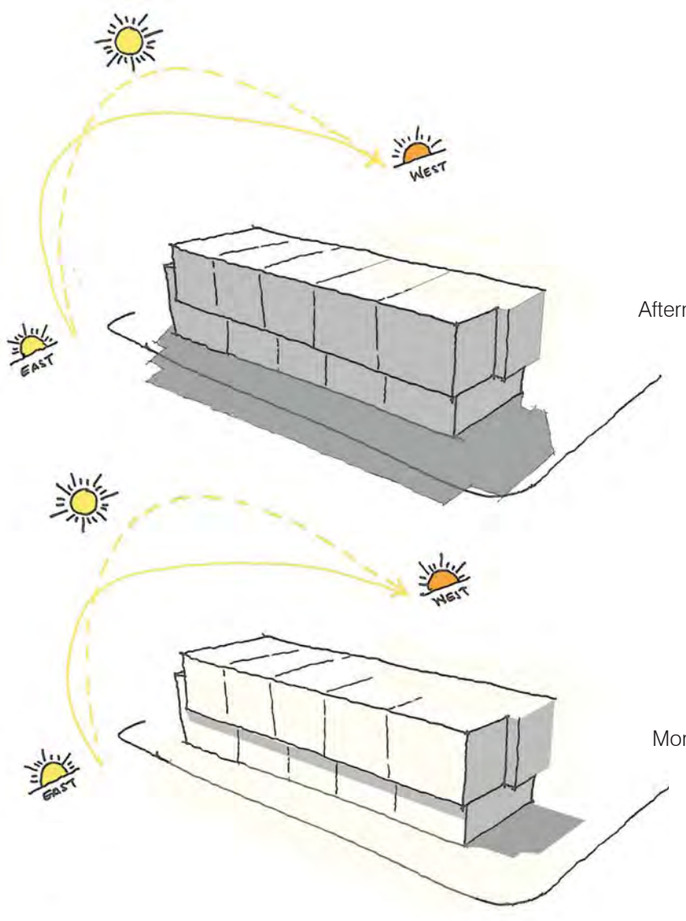
Properties to the rear of the site

Trees off the site

Sustainability Site analysis

The Elsworthy Rise frontage is longer and the development will use it as the principal elevation. This has benefits in putting the development on a E-W axis, which means minimal Southern aspect windows, and good afternoon sun to the western gardens.

- West facing windows to be sized to prevent overheating and protect from glare.
- North/East facing windows sized to reduce heat loss.
- Very small aspect of south facing windows.
- Space for solar thermal and PV panels on flat roof, raised to optimum angle.



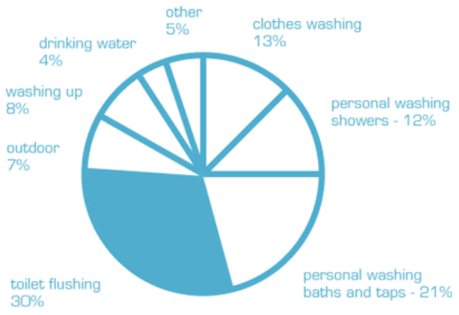
Afternoon sun path

Morning sun path

2.4 Sustainability

The objective is to incorporate passive design strategies into the scheme to improve building shell performance, thus reducing energy loads and carbon footprint. The proposal is to achieve Code 4 of the Code for Sustainable Homes (please see separate Code Assessment from Foreman Roberts). The proposal will utilise the following design tools:

- Building fabric insulated to a standard above the current minimum.
- Detailing of a high standard to allow for low infiltration rates.
- Glazing selected with properties to match the appropriate orientation.
- Appropriate materials also selected to maintain the least possible amount of embodied energy, waste and transport miles.
- Green or brown roof terrace
- Aspect selected glazing (Vertical shading devices to west)
- Water saving appliances (Aerated taps, twin flush toilets with min capacity, white goods)
- Rainwater harvesting
- Solar thermal and/or photovoltaic panels



Photovoltaics

If each home looked to achieving 25% (2kW) of its reduced energy load through photovoltaics, approximately 15 panels will be needed per house. This still leaves an area available for roof garden space.

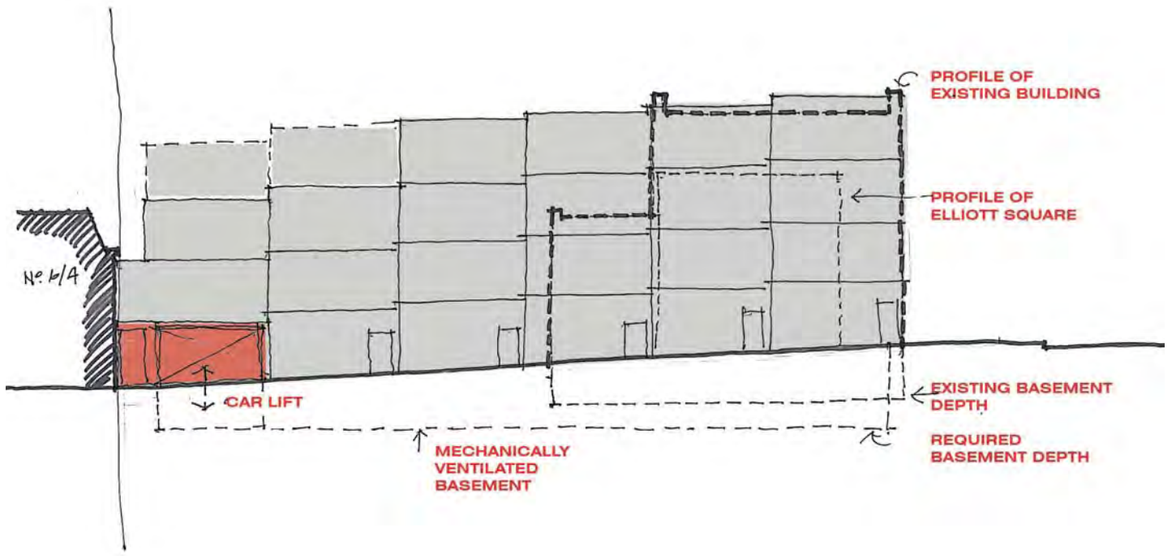
3.0 DESIGN

The site constraints and local precedents created a number of design considerations which have shaped the proposal for the residential units.

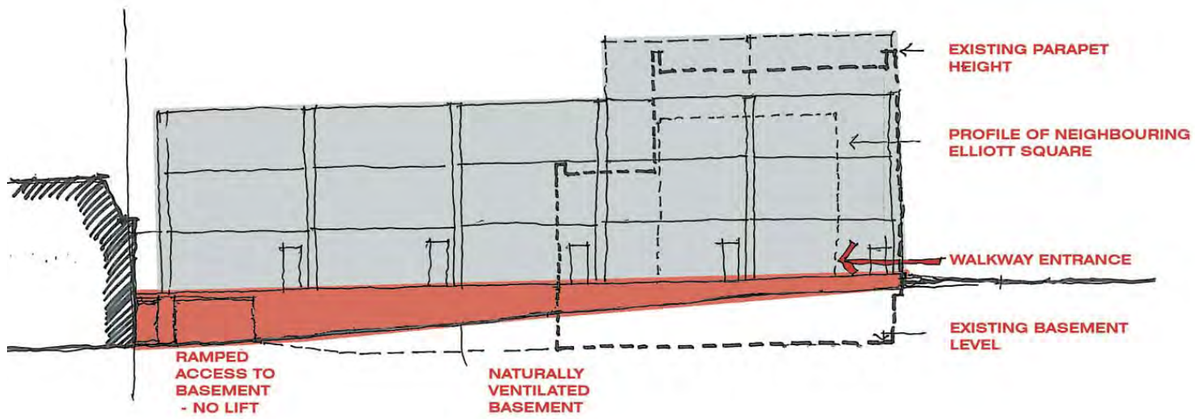
3.1 History of the Design Principles

Since the site slopes down along Elsworthy Rise, there were two possible approaches to the development. Diagram 1 shows a stepped basement with a car lift to a mechanically ventilated basement, and each unit is stepped at a different height along the road. Diagram 2 shows the preferred option, of a level walkway entrance for access to the units, and use of the slope to create a ramped access to the basement at the lowest point of the site. This also allows a naturally ventilated basement.

Not proposed - Stepped units and mechanically ventilated basement

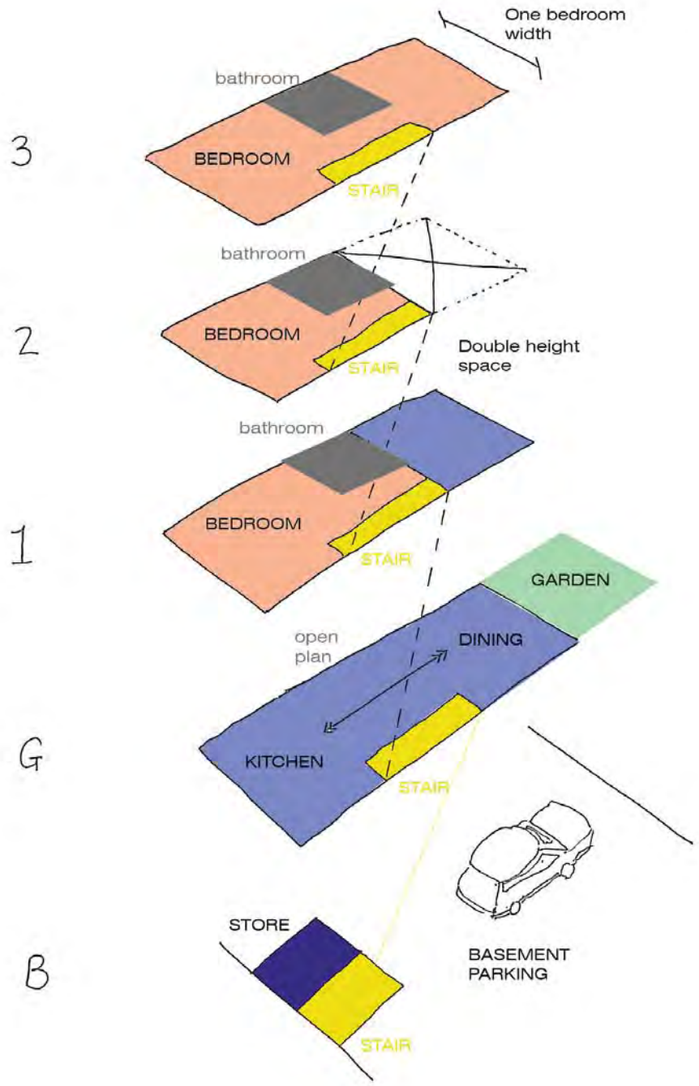


Previously Proposed - Level access and naturally ventilated basement

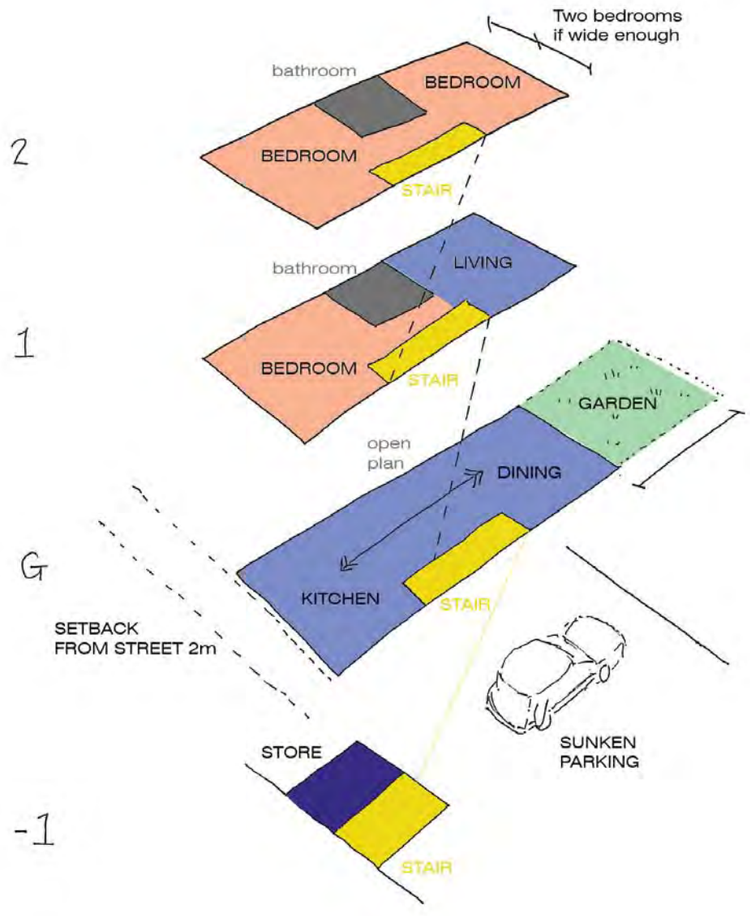


Six units means a tighter grid between houses, and an extra floor necessary to accommodate adequate habitable space. This would render the buildings higher than the surrounding urban grain, so the preferred option is to have five townhouses, each with three floors of accommodation, and a basement below for parking.

Not Proposed - Six Townhouses of four storeys

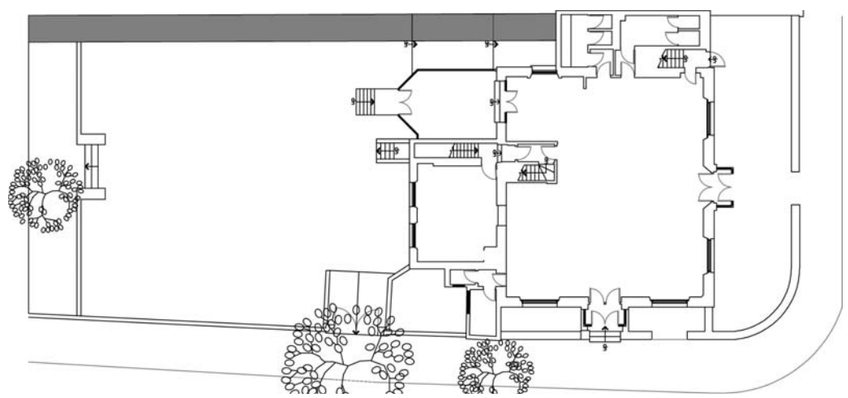


Proposed - Five Townhouses of three storeys



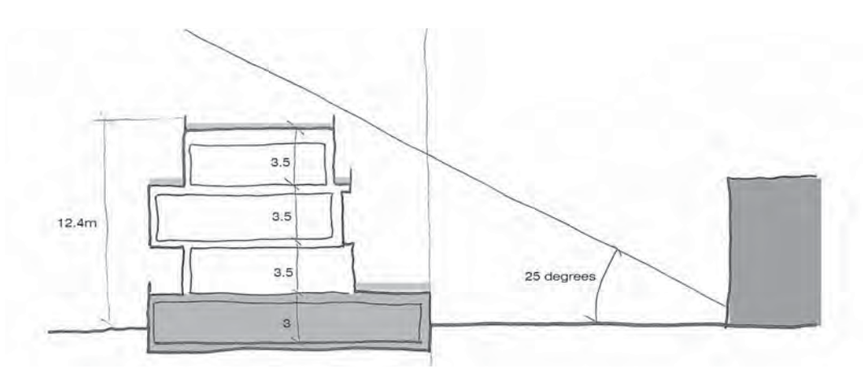
Trees and Development

This area denotes the 1.5m zone which should not be developed, due to tree root protection.



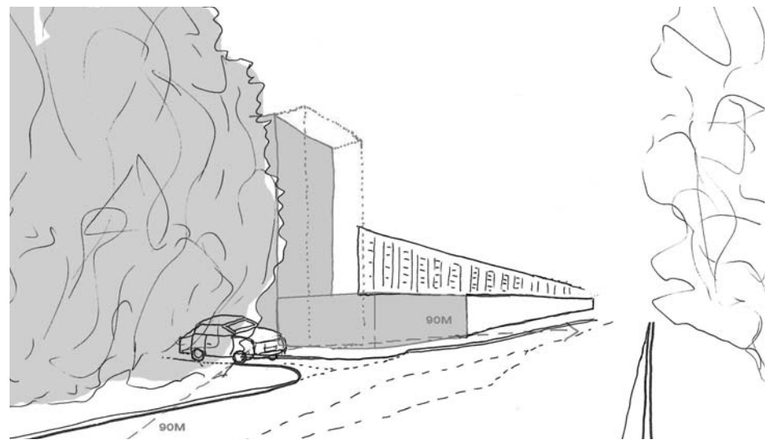
Building Height

The initial analysis looked at a plane 25 degrees from the horizontal at the centre of the windows from Elliott Square, and the proposal ensures no infringement.



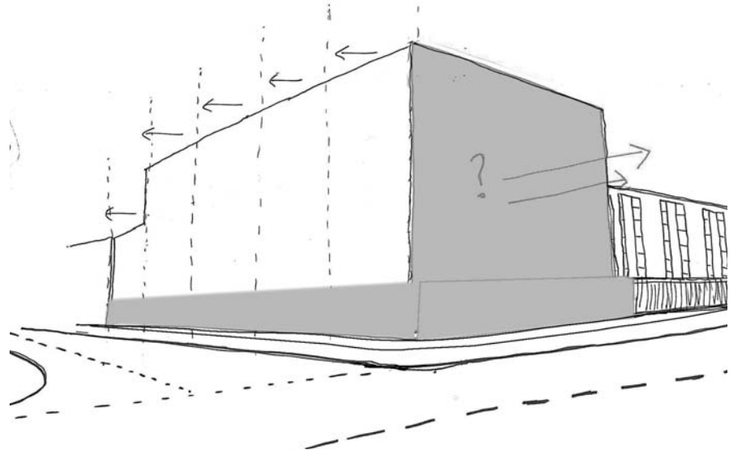
Highways

Adelaide Road is a busy main road, and sight lines need to be maintained for cars, which affects the development at the pivotal corner.



Elevation

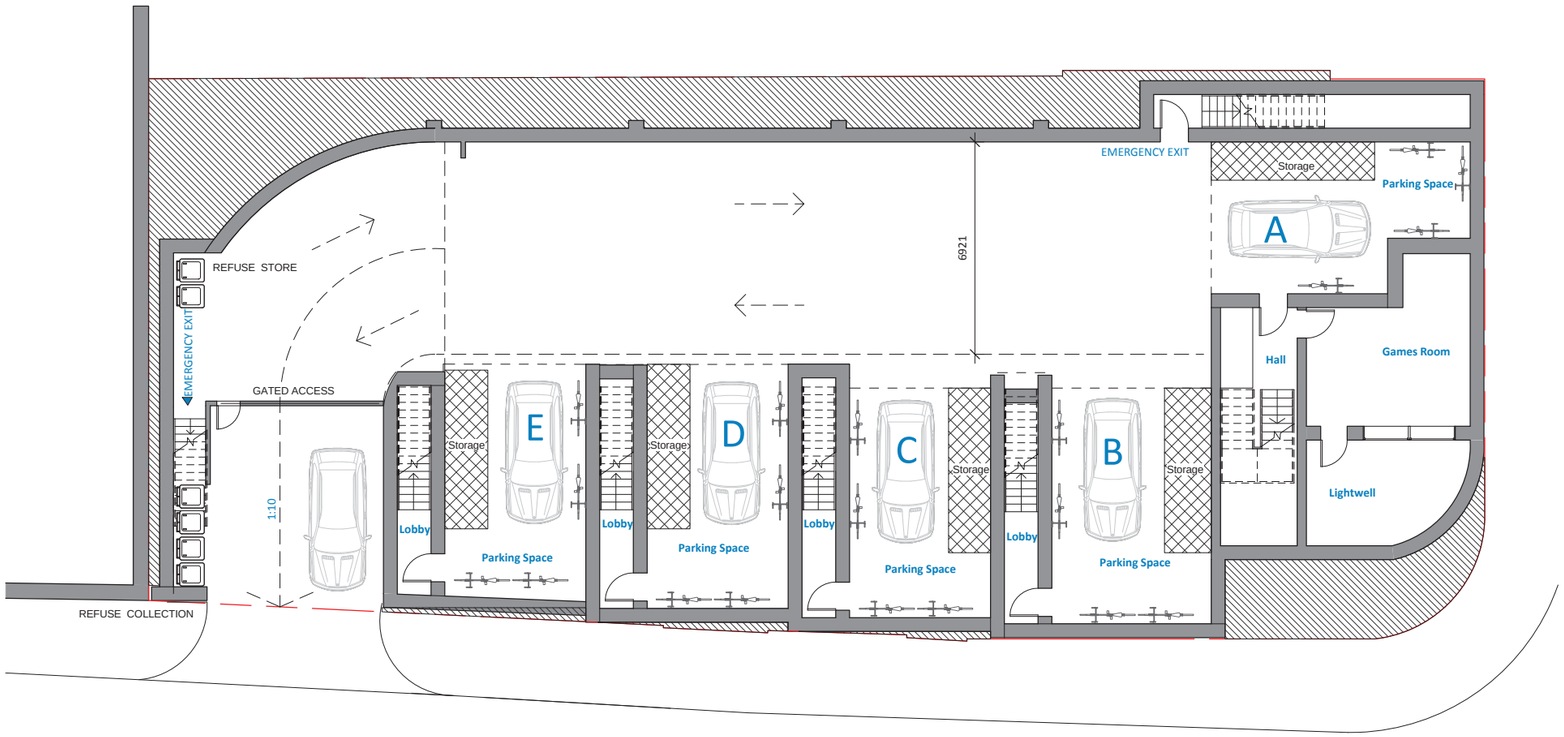
Since the development will naturally face its longest elevation and be accessed from Elworthy Rise, the side elevation on Adelaide Road needs to be considered in the context of general streetscape.



3.2 Detailed Design

3.2.1 Lower Ground Floor Plan

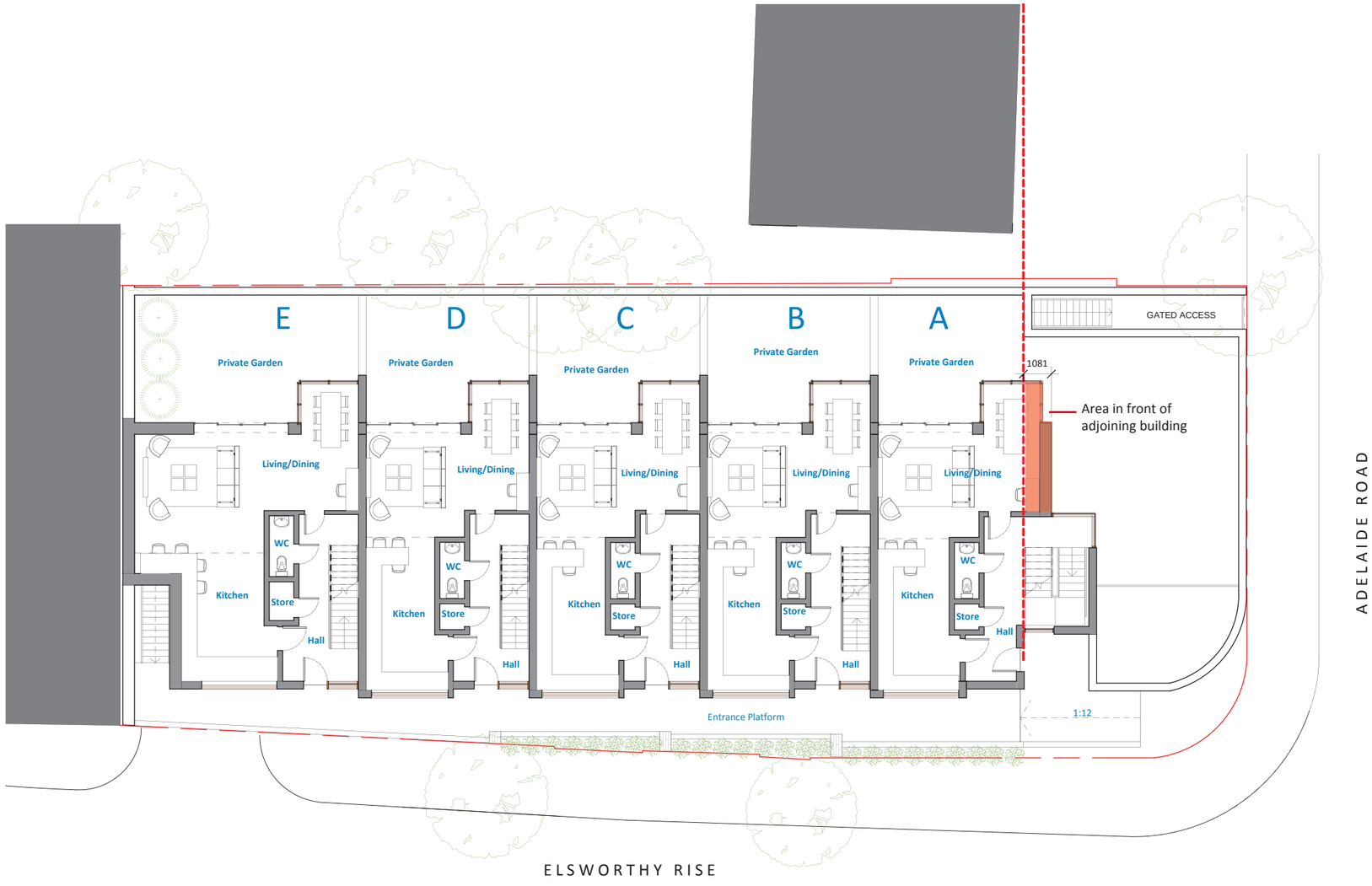
To facilitate the off-site parking requirement from Camden Council, cars enter the site at the lowest point of Elsworthy Rise with a minimum of 2.1m head height, and ramp down into the basement. Each townhouse has its own parking space, storage area, 4no. bicycles provision and an internal linear staircase which leads into the main house. There is also an emergency escape route and waste collection point at this level. unit A is slightly larger, with additional habitable spaces that look out onto a lightwell from above, and a private staircase leads up to street level.



ELSWORTHY RISE

3.2.2 Ground Floor Plan

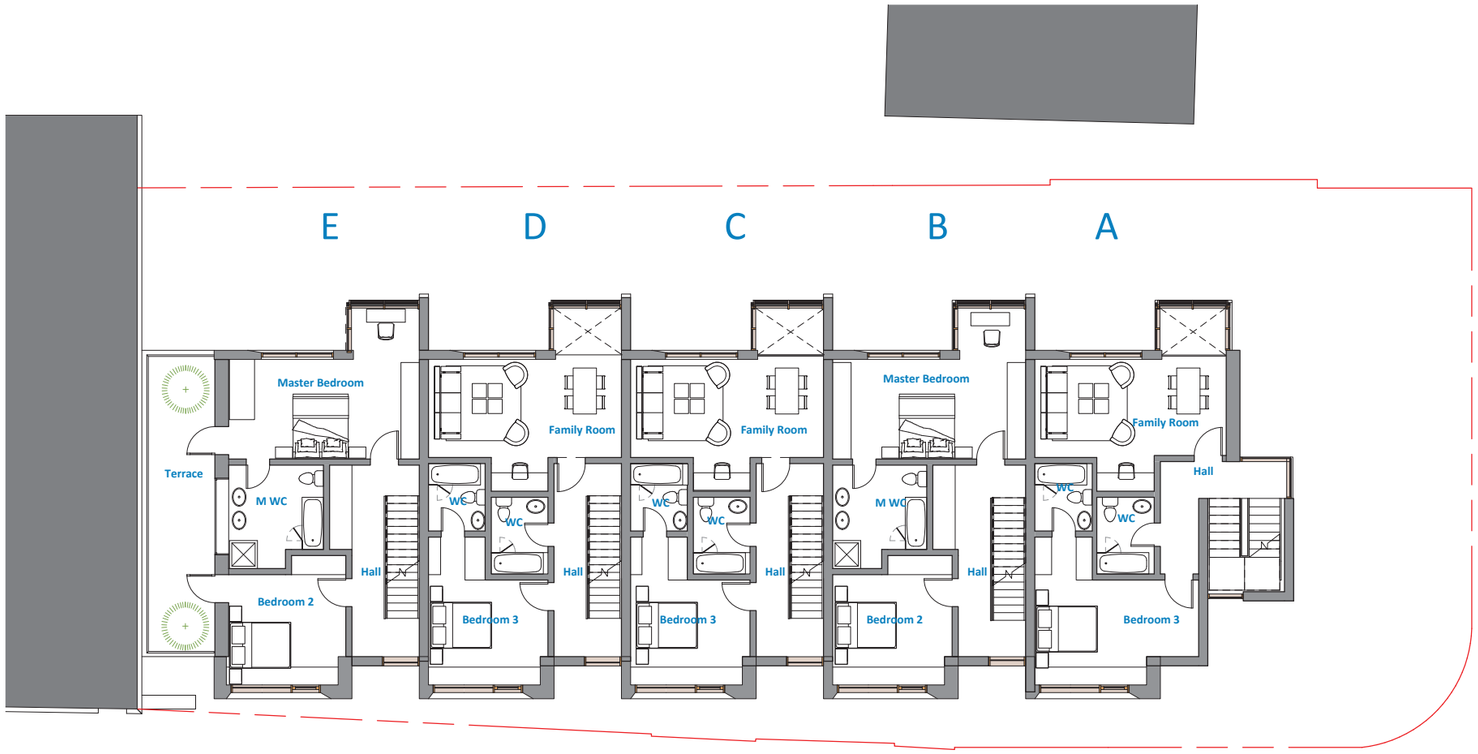
A small ramp leads the pedestrian up to a level walkway, from which the front doors of each townhouse are accessed. This doubles as a green buffer from the street. The ground floor contains kitchen and living rooms for each unit, with sliding doors opening out to a spacious grass private garden, which sits on top of the basement parking deck. A glazed extension houses a dining table. The houses are set out on an equal grid, but Houses A and E are slightly altered to suit the site requirements. House A has an elevation which looks onto Adelaide Road, and House E bridges over the entrance to the car park.



3.2.3 First Floor Plan

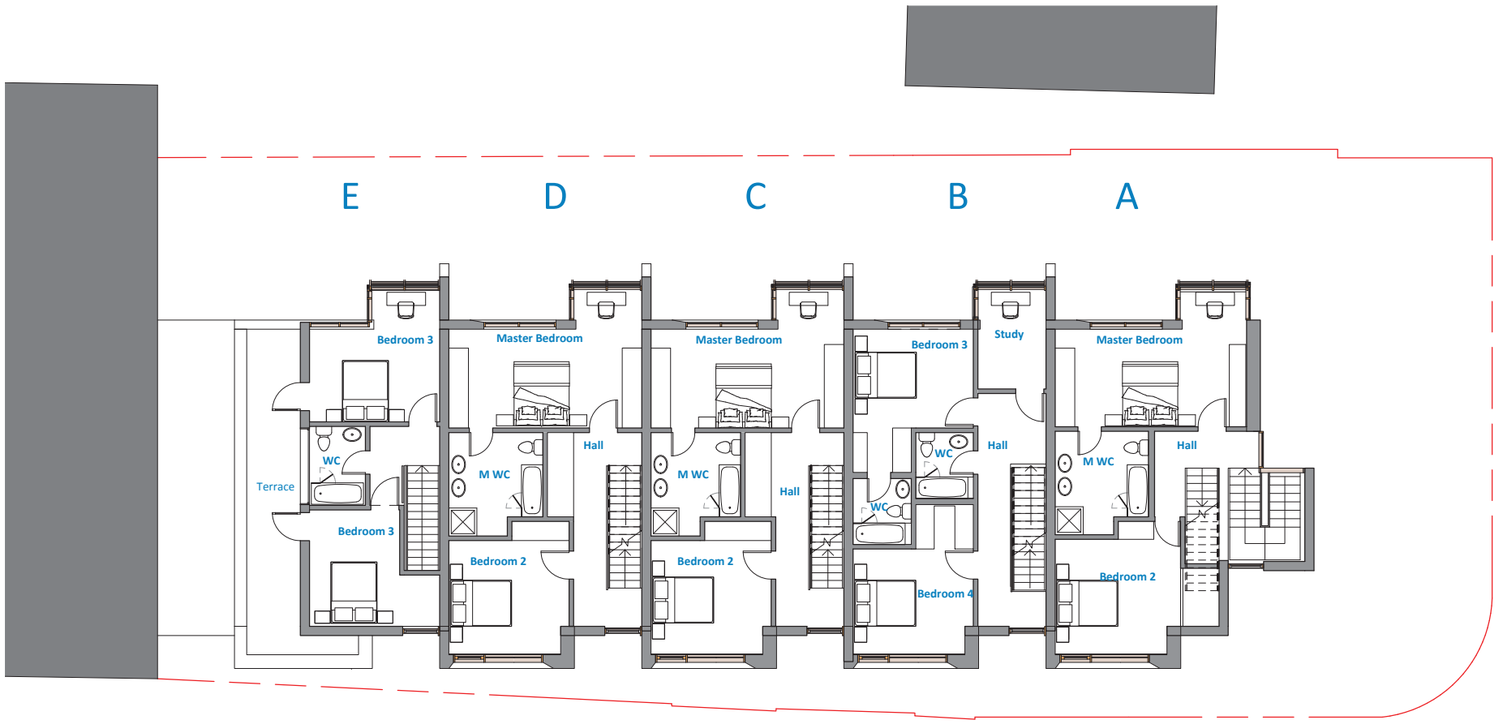
This floor houses the master bedroom and bedroom 2 (seen in Houses B and E). The position of the staircase therefore allows greater flexibility for the room layouts, however, and a family room and bedroom may be preferred (seen in Houses A,C and D).

The floorplate cantilevers out at the front, to express the facade clearly for each individual unit. House E steps back to avoid dominating the neighbouring mews house on Elsworthy Rise, with a terrace and roof garden accessed from the bedrooms.



3.2.4 Second Floor Plan

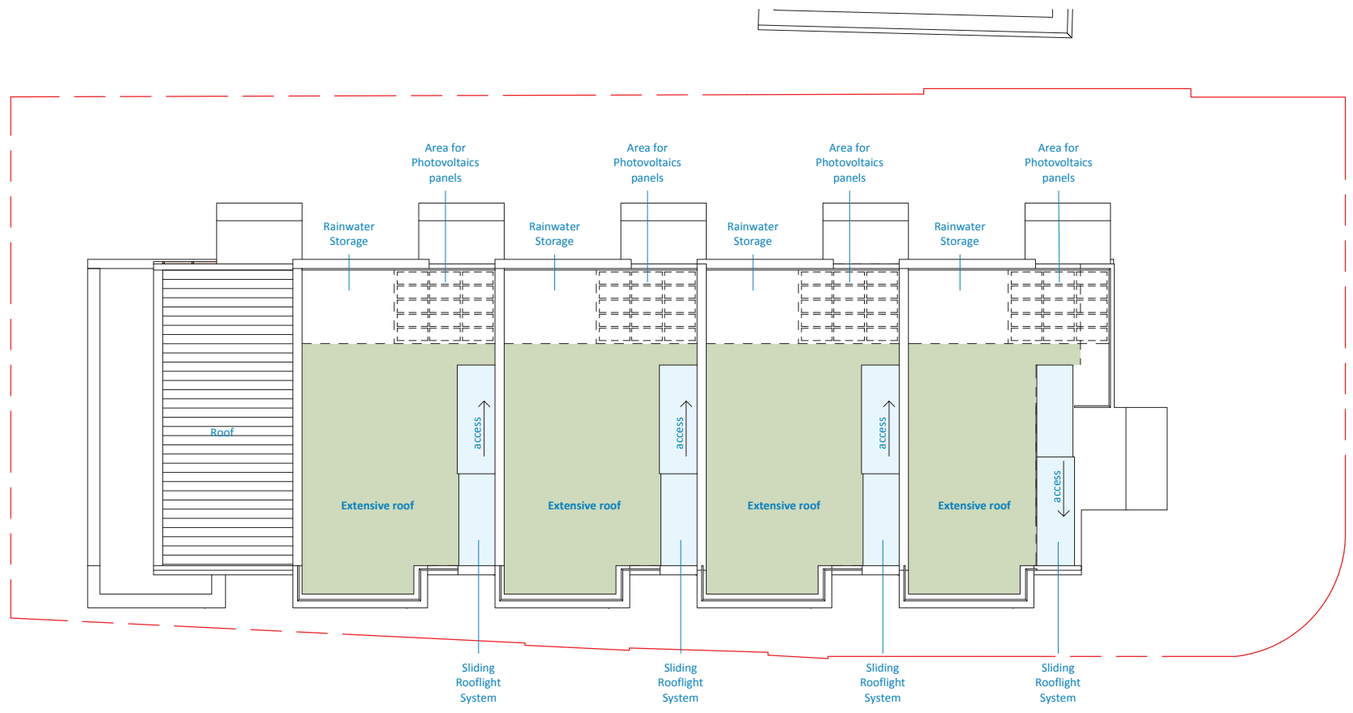
The second floor houses the two remaining bedrooms, either with one bathroom or two depending on the first floor configuration. The staircase continues to the roof for maintenance access to the sustainability features, and additional rooftop garden space.



Photograph of the Sliding Rooflight system by Glazing Vision

3.2.5 Roof Plan

The linear staircase continues to the roof, accessed using a sliding rooflight. A sliding box rooflight provides a means of access without additional height in elevation. The sliding section slides over the fixed section to create 50% clear opening thus allowing the user to walk through and out of the rooflight. We propose to use a sedum extensive roof over a portion of the roof, and an area be given over to photovoltaic and solar panels, and a water storage tank.



3.2.7 3D Images

The streetscape from Elsworthy Rise

3D Image of the Streetscape from Elsworthy Rise (Front Elevation)

3D Image of the Rear of the Townhouses, from the Private Gardens

3.3 Areas

These areas show the Nett and Gross Areas of each unit.

ADELAIDE ROAD - AREA SCHEDULE

NIA/m2 of private areas

HOUSE	Lower Ground	Ground Floor	First Floor	Second Floor	TOTAL NIA	NIA/ ft2
House A	46.1	71.0	73.6	70.8	261.5	2,814.8
House B	8.4	65.5	68.1	67.3	209.3	2,252.9
House C	8.6	65.5	68.1	67.3	209.5	2,255.0
House D	8.3	65.5	68.1	67.3	209.2	2,251.8
House E	7.5	80.0	67.0	44.0	198.5	2,136.6
Total NIA	**78.9**	**347.5**	**344.9**	**316.7**	**1,088.0**	**11,711.1**

GIA/m2 of private areas

HOUSE	Lower Ground	Ground Floor	First Floor	Second Floor	TOTAL GIA	GIA/ ft2
House A	46.1	71.0	73.6	70.8	261.5	2,814.8
House B	8.4	65.5	68.1	67.3	209.3	2,252.9
House C	8.6	65.5	68.1	67.3	209.5	2,255.0
House D	8.3	65.5	68.1	67.3	209.2	2,251.8
House E	7.5	80.0	67.0	44.0	198.5	2,136.6
Total GIA	**78.9**	**347.5**	**344.9**	**316.7**	**1,088.0**	**11,711.1**
+ Common Areas	301.6	70.5			372.1	4,005.2

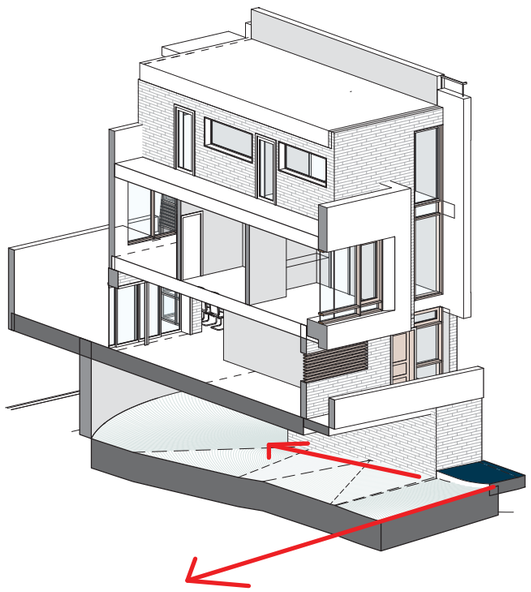
GEA/m2 of private areas

	Lower Ground	Ground Floor	First Floor	Second Floor	TOTAL GEA	GEA/ ft2
TOTAL GEA	**125.9**	**393.6**	**396.5**	362.2	**1,278.2**	**13,758.4**
+Common Areas	522.2	74.1	0.0	0.0	596.3	6,418.5
Total (as ref)	**648.1**	**467.7**	**396.5**	**362.2**	**1,874.5**	**20,176.9**

EXECUTIVE SUMMARY

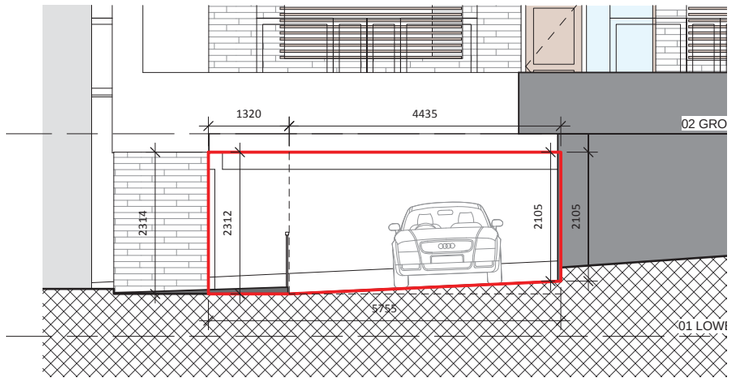
House	Units	NIA / m²	GIA / m²	GEA / m²
House A	4BR	261.5	261.5	-
House B	4BR	209.3	209.3	-
House C	4BR	209.5	209.5	-
House D	4BR	209.2	209.2	-
House E	4BR	198.5	198.5	-
Total Houses (m²)		1,088.0	1,088.0	1,278.2
Total Houses (ft²)		11,711.1	11,711.1	13,758.4
Common Areas			372.1	596.3
Total (m²)		1,088.0	1,460.1	1,874.5
Total (ft²)		11,711.1	15,716.4	20,176.9

*All areas are subject to design development and planning permission.



Slope in two directions

Cut through section showing the access into the basement



Section showing the dimensions of the opening into the basement

4.0 STRATEGIES

4.1 Disabled access summary

- The development has been designed in accordance with Building Regulations Part M and Camden's UDP of providing accessible housing to all
- The approach to the dwellings can be used by disabled people, as it is ramped.
- The access into each dwelling has a clear opening of greater than 775mm width, so the entrance door is accessible for a wheelchair.
- Circulation within the entrance storey includes corridors wide enough for wheelchair access (1200mm) and WC provision in this storey also.
- Staircases have a clear width of min 900mm, and the capability to take a stair lift if necessary.
- Switches and sockets will be placed between 450 and 1200mm from finished floor level.

4.2 Fire Strategy summary

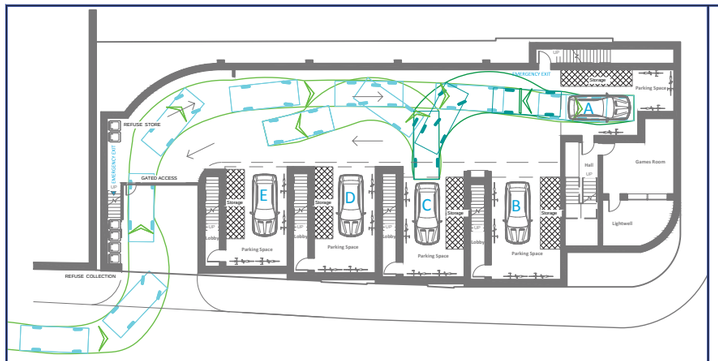
- The development has been designed in accordance with Building Regulations Part B as dwellinghouses with one floor above 4.5m
- Fire detection and alarm system present in each unit
- Emergency vehicles can access the development from both Adelaide Road and Elsworthy Rise.
- All habitable rooms on Ground Floor open directly onto the hall leading to an exit, or a doorway exit to the garden
- Escape from upper floors is via protected stair
- There are no inner rooms, apart from dressing rooms/bathrooms.
- The escape from the basement is via two communal protected staircases to the external walkway and street, at Ground Floor level.
- The basement storey of each dwelling is separated from the protected zone containing the escape stair serving the rest of the building by a wall with a door.

4.3 Movement summary (please refer to full statement from Steer Davies Gleave)

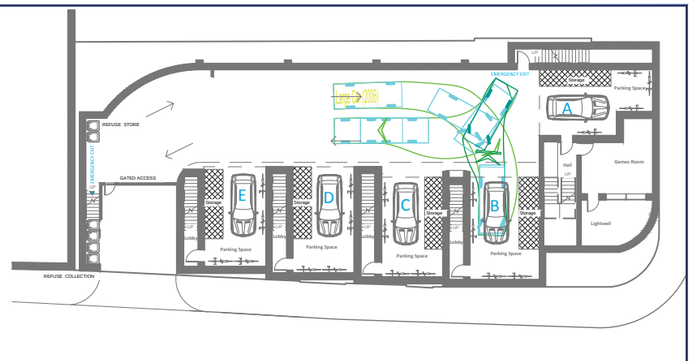
- Overall, the site has a Public Transport Accessibility Level (PTAL) of 2 which is relatively poor for this residential location (although it is borderline level 3).
- In line with Camden UDP parking standards, the development is to be provided with five parking spaces within a basement level.
- In line with Camden UDP, four cycle spaces will be provided for each residential unit. These will be provided within the basement car park and will be accessible via the basement ramp.
- The ramp into the car park has an overall gradient of 1:10 with transitions of 1:20. The ramp access is 5.7m wide and provides a minimum height of 2.1m. This allows large cars and MPVs to access the basement parking area. It is proposed that an advance warning sign be provided to inform drivers of the height.

Swept path analysis of the parking in/out of the basement

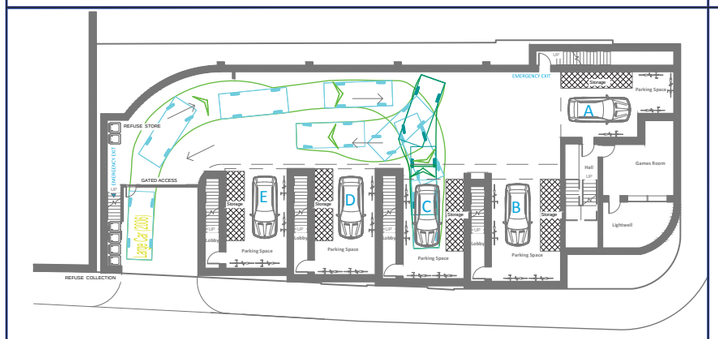
- The swept path analysis demonstrates that all parking spaces are accessible and all vehicles can manoeuvre in order to enter and exit the parking area in a forward gear. The swept path analysis has been carried out for a large car to demonstrate that the layout works more realistically.



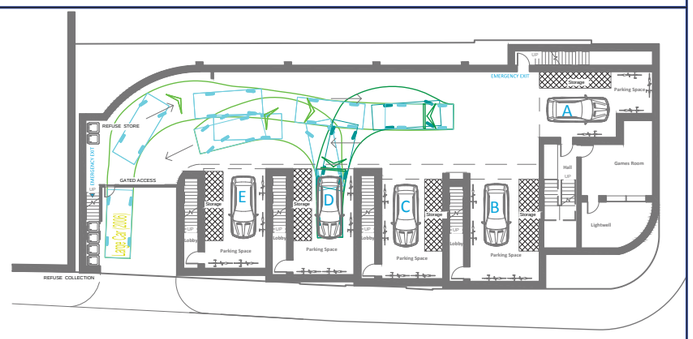
Parking space A



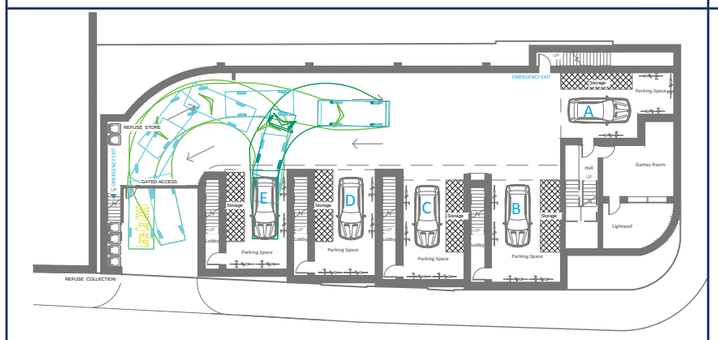
Parking space B



Parking space C



Parking space D



Parking space E

4.4 Crime Prevention Statement (based on meeting 29th Sep with Terry Cocks from the Metropolitan Police)

- The basement is gated and has only two points of entry, one vehicular and one pedestrian for fire excape purposes
- The roller shutter gate has an auto closing facility, and a security digi code will be used to open it.
- A CCTV camera will be installed at the entrance, next to the traffic light system which will give priority to cars exiting over cars entering the basement
- The entrance will be well lit
- Basement and Ground Floor external doors will comply with PAS 24 Secure By Design specification, and ground floor windows and sliding doors will have a multipoint lock.
- Surveillance of the walkway will be possible due to the low height of the planter boxes
- Louvres will be fixed in place to ensure the windows on the ground floor are reasonably inaccessible
- The rear boundary wall will be 2500mm height from the natural ground level, with either rounded coping stones or trellis fencing at the top, to deter intruders

4.5 Lifetime Homes Statement

The emerging LDF states that within schemes of 5 units or more the Council would expect a mix focusing on 2-bed and larger family sized units of 3-bed+. This reflects the identified housing need in the Borough within the private market sector. In light of the above, the units will be 4-bedroom family sized units. The sizes of the proposed residential units are all in excess of the space standards in the Camden Planning Guidance. In addition, all of the residential units have acceptable levels of daylight and sunlight.

Summary of Guidelines complied with in all units:

- Where there is car parking adjacent to the home, it should be capable of enlargement to attain a 3300mm width
- The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping
- The approach to all entrances should be level or gently sloping
- All entrances should be illuminated, have level access over the threshold and have a covered main entrance
- Communal stairs should provide easy access
- The width of internal doorways and hallways should conform to Part M
- There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchair users elsewhere
- The living room should be at entrance level
- In houses of two or more storeys, there should be space on the ground floor that could be used as a convenient bed space
- There should be a wheelchair accessible entrance level toilet with drainage provision enabling a shower to be fitted in the future
- Walls in bathrooms and toilets should be capable of taking adaptations such as handrails.
- The design should incorporate provision for a future stair-lift, and a suitably identified space for installation of a through the floor lift
- The design should provide for a potential hoist from a main bedroom to a bathroom
- The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin
- Living room window glazing should begin at 800mm or lower
- Switches sockets, ventilation and controls should be at a height useable by all

4.6 Services requirements and routes

Services, – all of which are typical requirements and appropriate for high quality dwellings of this nature - include hot and cold water, heating, power and lighting, fire detection and a security system.

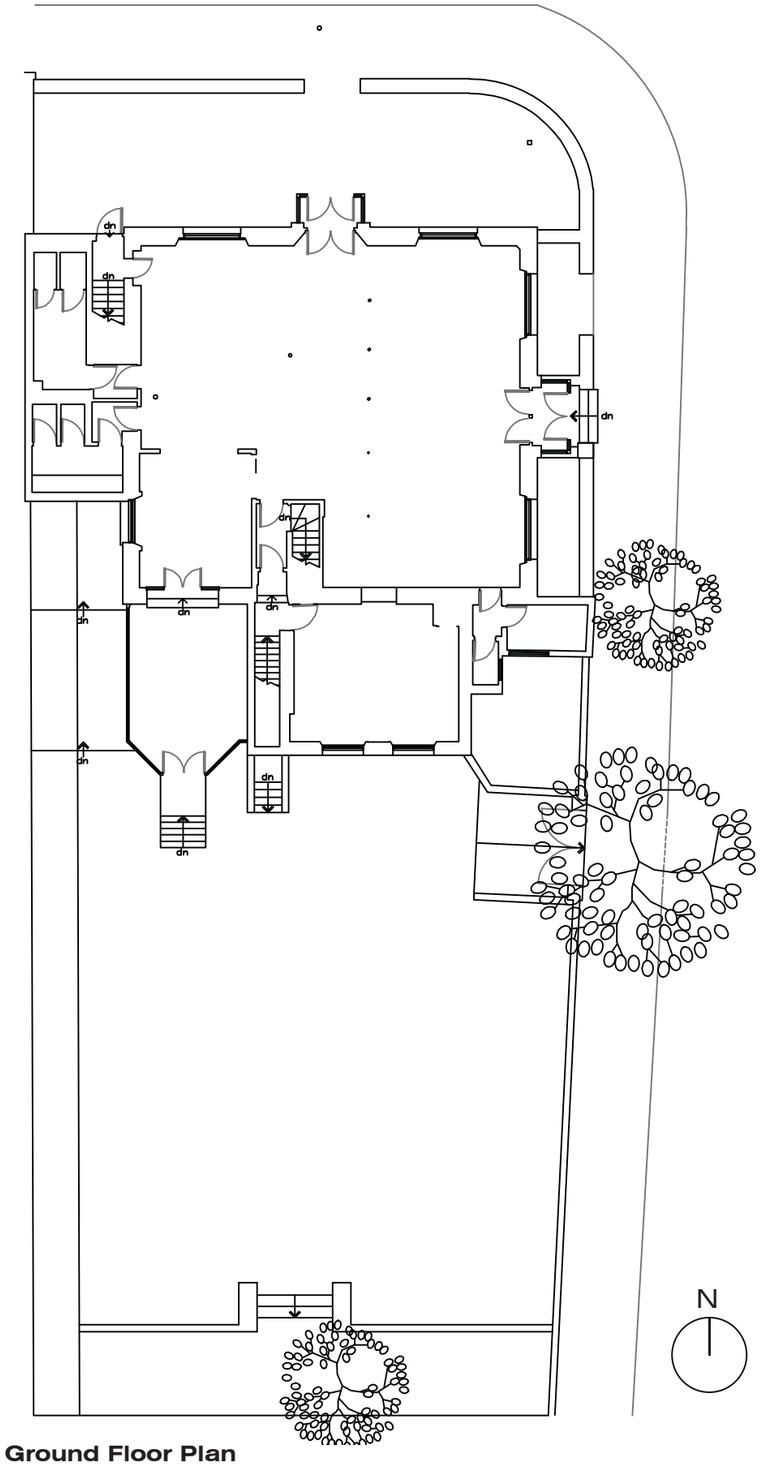
Refuse management will involve residents placing their refuse bags in one of the bins on the Lower Ground floor, to be collected by the council vehicles stopping on the street. Waste collection of 2m3 for 5 units (Camden planning guidance indicates 0.35m3 per 4-bedroom unit), plus recycling facilities will be provided.

5.0 APPENDIX

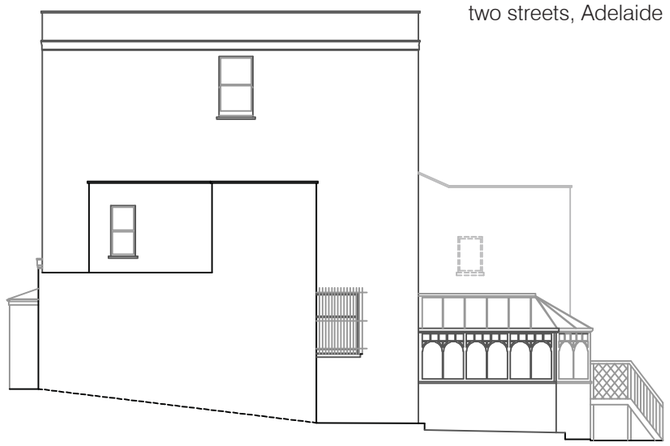
5.1 Design History

5.1.1 Existing Building

The existing building is three storeys above ground with a basement level and a rooftop terrace. The pub is currently set forward of the principle street frontage, is higher than neighbouring houses, and fronts onto two streets, Adelaide Road and Elsworthy Rise.



Ground Floor Plan



Side Elevation

Rear Elevation

Elsworthy Rise Elevation

Adelaide Road Elevation

5.1.2 Local Development Precedents

The residential development of Adelaide Road has several local precedents which help focus the nature and form of the townhouses. Buildings have a primary frontage and do not overtly address their return elevations. The linear form of houses is common in this area, and the proposed scheme relates to the existing character and context of the area.

Precedent - ELLIOT SQUARE

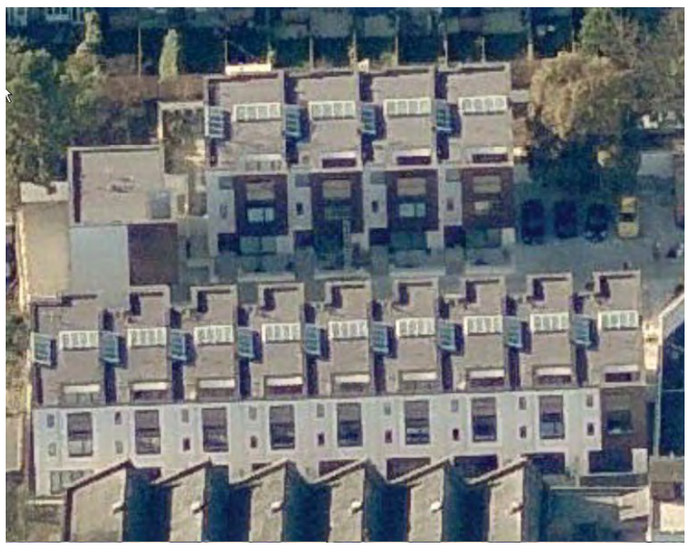
55 houses:
49.4 sq.m per floor
148.2 sq.m = 3 floors incl garage

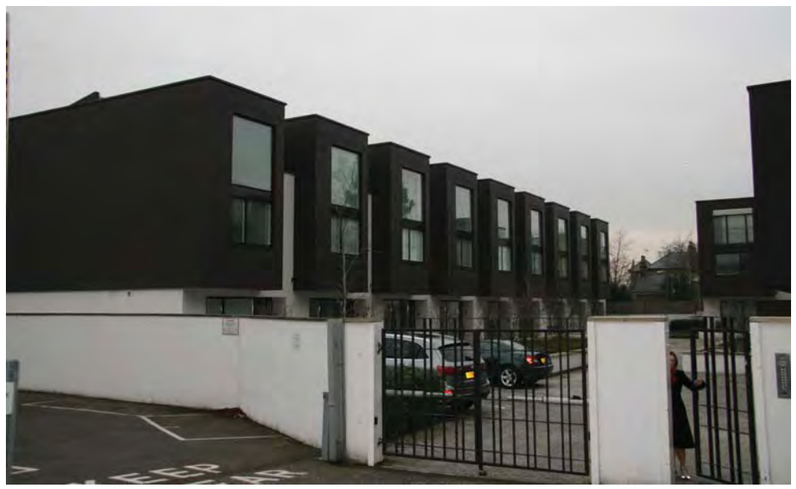
smallest garden 7m deep
foreground 2.5-6m

Precedent - CALABRIA ROAD

7 houses:
54.5 sq.m per floor
218.3 sq.m = 4 floors

smallest garden 5.5m deep
foreground 2m





Precedent - MELODY LANE

14 houses:
73.5 sq.m per floor
220.5 sq.m = 3 floors

smallest garden 5m deep

foreground 4-6m

Footprint of the Existing Pub

5.1.3 The Impact of the Proposal

The proposal is to replace the pub with a new building, that has a repositioned footprint and new frontage to Elsworthy Rise, being of a similar height to the neighbouring terrace properties. Following a pre-application design meeting on 13th April 2010, it was agreed that the pub is currently set forward of the principle street frontage, is higher than neighbouring houses, and fronts onto two streets. These are all qualities appropriate for a public building, but not necessarily appropriate to a new residential building. The houses would therefore be set back approximating the building line of the neighbouring Adelaide Road properties, and set back from Elsworthy Rise by a green buffer similar to that of numbers 14-22. Therefore the revised proposal reflects the comments made by the Council regarding the footprint of the houses.

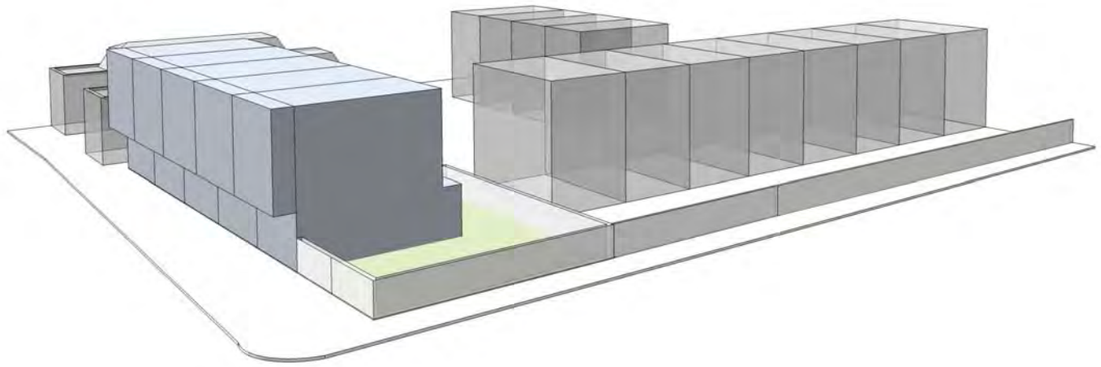
Footprint of the Pub superimposed on the proposed development

Revised footprint of the Townhouses, following pre-application meeting, set back to the line of Adelaide Road residences

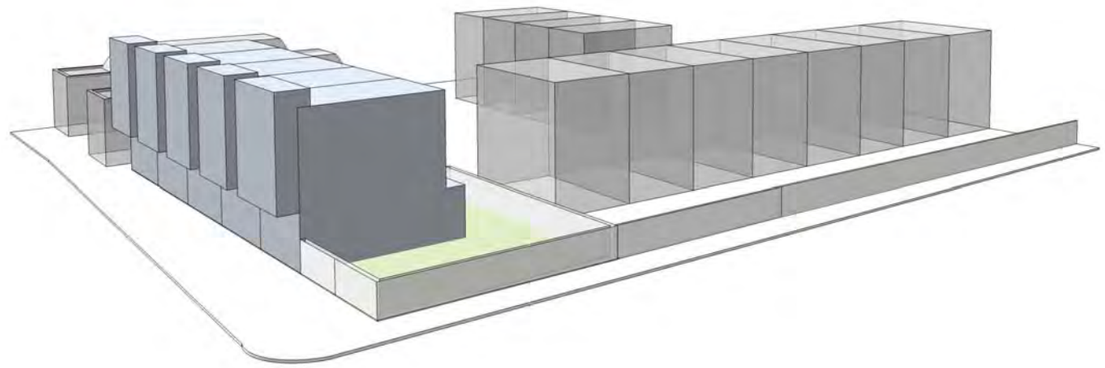
5.1.4 Articulating the Townhouses

The architecture of the proposal has been considered in several stages, to articulate each townhouse and allow the building to respond to the two frontages.

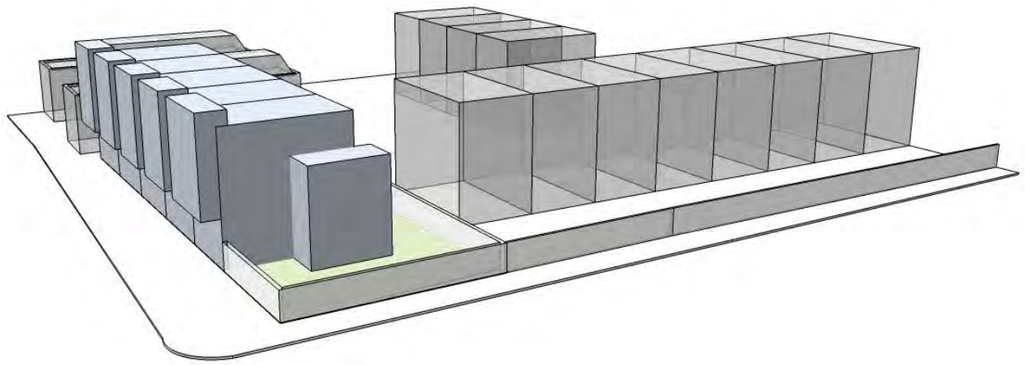
The proposal has a repositioned footprint, set back to the building line of the neighbouring Adelaide Road properties



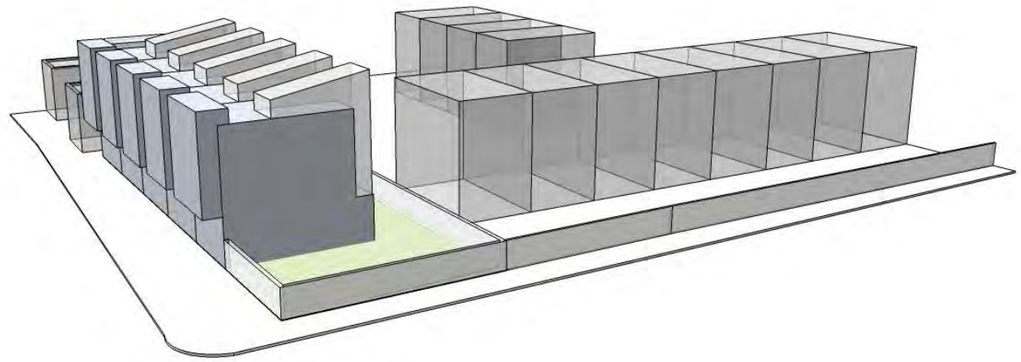
The townhouses are articulated on the facade to demonstrate individual units as a new frontage to Elsworthy Rise.



Articulation of the otherwise planar facade on Adelaide Road



A lightweight glazed staircase provides access to the Green Roof, Photovoltaics and Water Storage Tanks (which are necessary for achieving Code 4 in the Code for Sustainable Homes).



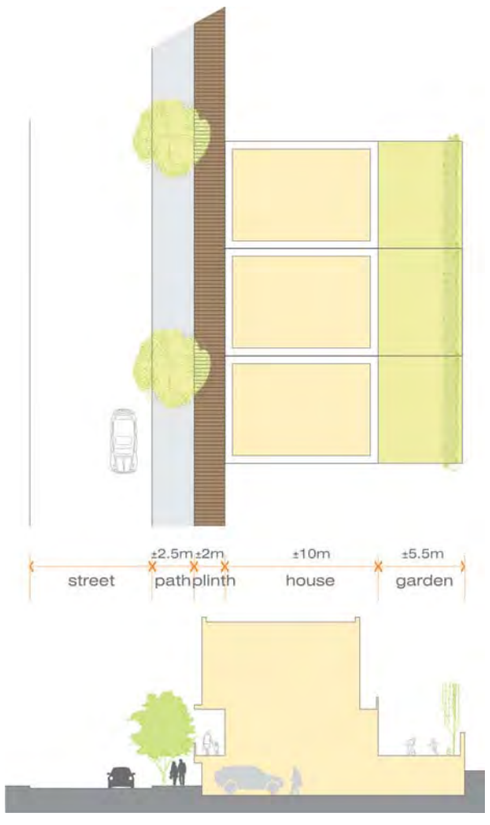
Initial sketches of the Walkway
The design officer subsequently recommended that the walkway material should be changed to match the local brickwork.

5.1.5 Architectural Features

Some elements have been picked out to enhance the aesthetic of the frontage, and provide a practical solution to access and parking.

The slope of Elsworthy Rise is addressed by creating a level walkway accessed from the Adelaide Road end. This is a communal access to the development, and can be a feature with planting and individual garden zones.

The precedent in the local area is currently to detach the street from the residence by means of a parking zone. This does not create an aesthetically welcoming streetscape (see below photpgraph). The development proposes to take cars off the site and park them in a lower ground or basement level, as seen in the below diagram.



Photograph of the parking precedent, and diagram of the proposal

5.1.6 Summary of Compliance

Use - The proposal to to erect five terraced houses, within an existing residential street. There is currently a residential unit above the pub.

Amount - The houses are to be of a lower height than the existing pub, with three floors of habitable space over a basement parking level. Therefore no additional on-street parking is necessary for the units.

Layout - The houses face two streets, Elsworthy Rise and Adelaide Road. The gardens are at the back of the properties for privacy. Various options were cosidered and rejected in favour of this final layout, during the design process.

Scale - The scale of the units is similar to that of their neighbours (three storeys) and also sufficient to hold their own within the surrounding buildings, and make an impact where the pub was previously located on the corner.

Landscaping - A walkway is created ramping up from the street, creating a level space with planting that doubles as a buffer from the street. Resting places can be created within each private garden to the rear.

Appearance - The brick is to be matched with the surrounding brickwork, and the materials will be local and sustainable wherever possible.

Disabled Access - Building regulations and DDA policy has been adhered to, such as approach and access into the dwelling, and circulation within each of the units.

Transport Access - Various consultants have completed reports on crime prevention, highways, access and parking to ensure suitable compliance.

5.2 PLANNING APPLICATION

100 A - Site Location Plan, 1:200 @ A1

101 A - Lower Ground Floor Plan, 1:100 @ A1

102 A - Ground Floor Plan, 1:100 @ A1

103 A - First Floor Plan, 1:100 @ A1

104 A - Second Floor Plan, 1:100 @ A1

105 A - Roof Plan, 1:100 @ A1

201 A - Sections, 1:100 @ A1

301 A - Elevations, 1:100 @ A1

S 101 - Survey - Floor Plans, 1:100 @ A1

S 201 - Survey - Roof plan & Sections, 1:100 @ A1

S 301 - Survey - Elevations, 1:100 @ A1

S 302 - Survey - Context Elevations, 1:100 @ A1