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## **PLANNING REPORT**

(including Design and Access Statements)

R 001

PROJECT : Market housing and Affordable housing development

ADDRESS: 65 Maygrove Road, London NW6

CLIENT: REP Maygrove Road Developments

DATE: November 2011



## / CONTENTS

<b>0.0</b>	<b>PREFACE /</b>  0.01 Introduction 0.02 Planning Development
<b>1.0</b>	<b>SITE &amp; CONTEXT</b>  1.01 Site Description 1.02 Existing Use 1.03 Existing Site Conditions 1.04 Topography 1.05 Site Photographs 1.06 Adjoining Development
<b>2.0</b>	<b>DESIGN STATEMENT /</b>  2.01 Introduction 2.02 Design Concept 2.03 Design Considerations 2.04 Orientation 2.05 Site Levels & Spacing 2.06 Form & Massing 2.07 Façade & Design Rationale 2.08 Elevation 2.09 Materials 2.10 Environmental Strategy 2.11 Landscape Strategy 2.12 Landscape Development 2.13 Landscape Ideas 2.14 Maygrove Peace Park
<b>3.0</b>	<b>ACCESS STATEMENT /</b>  3.01 Introduction 3.02 Overview 3.03 Parking 3.04 Pedestrians and Vehicle Access 3.05 Refuse 3.06 Lifetime Homes
<b>4.0</b>	<b>DRAWINGS /</b>

/ 0.0 PREFACE

## 0.01 / PREFACE // introduction

## Introduction

This document has been prepared on behalf of REP Maygrove Road Developments in line with Central Government guidance to accompany the planning application for 65 Maygrove Road.

The proposal has been designed in accordance with the London Borough of Camden's supplementary planning guide and the SPG (statutory planning guidance). Rolfe Judd Planning have provided continued professional input into the scheme development. A-H solutions have advised on all aspects in relation to Section 106 provision for the project.

## Project description

The proposal consists of the demolition of an existing commercial building and the erection of a 56 unit market residential scheme and a 12 unit mixed social/intermediate housing scheme with a set-back upper floor.

## Consultations

The project team have been in consultation with Camden Council throughout the development of the proposal. Consultations have taken place with the Sidings Community Centre, councillors, the local community and other stakeholders.

Design reviews with Camden Planning and Development Control have been held along with a public exhibition on the 14<sup>th</sup> and 15<sup>th</sup> of October 2011.

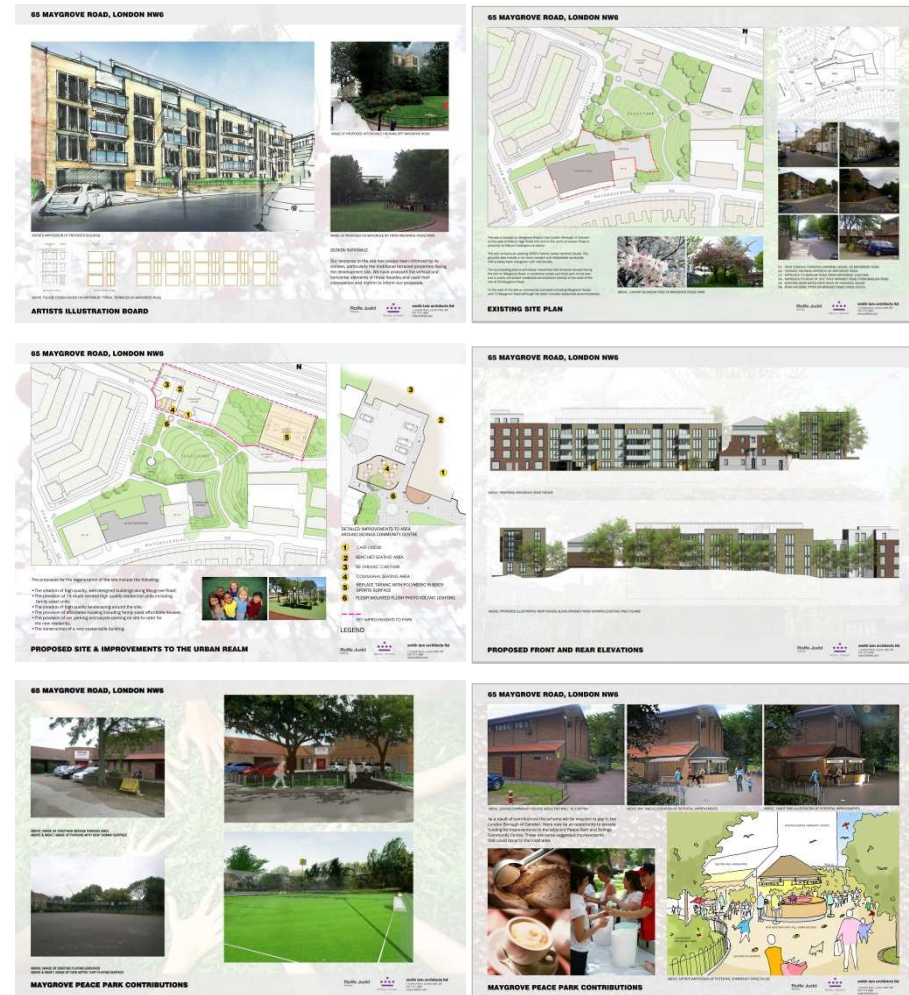
The public exhibition was held to encourage local participation regarding the scheme, and to receive feedback and views from the community that could be fed back into the development of the proposal.

The public were informed about the existing building, the and proposed design. Ideas for local community contributions were also vigorously prepared and explained. These included significant improvements to Maygrove Peace Park, additions and improvement to the Sidings community centre and an explanation of benefits to the local community.

11/08/2011	Consultation with Camden Planning Pre-application 1
29/09/2011	Consultation with Camden Planning Pre-application 2
14&15/10/2011	Public Exhibition Event

## Planning Consultation and Scheme Development

The following pages provide narrative of the main issues that arose following pre-planning consultation with Camden development control. The height, mass, façade design, accessibility and refuse strategy were particularly sensitive areas of the design. Through rigorous design development the scheme has evolved to meet and comply with officers recommendations on all the aforementioned issues.



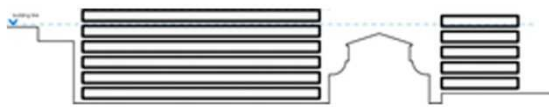
Above: Presentation boards from public exhibition held in October

Potential contributions to the local area and neighbourhood with improvements to the Sidings Community Centre and the area immediately surrounding it. Ideas for improvements include: a café/kiosk, provision of seating/ resurfacing to the Centre car park/ development of a communal seating area/ Photovoltaic lighting/ Replacement of tarmac with rubberised sports surface

# 1 HEIGHT AND MASSING

## KEY ISSUES

// PRE-APPLICATION MEETING 1  
JULY 2011



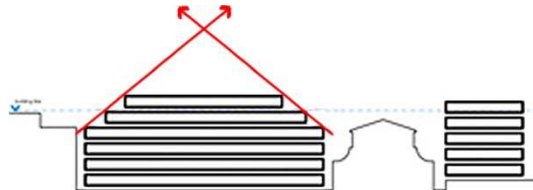
Massing of building –building mass deemed overbearing

### MEETING NO.1 PROPOSAL

The proposed main building (adjacent to 59 Maygrove Road) is not considered acceptable in building height terms.

## KEY ISSUES

// PRE-APPLICATION MEETING 1  
OCTOBER 2011



Massing of building –building mass deemed too high

### MEETING NO.2 PROPOSAL

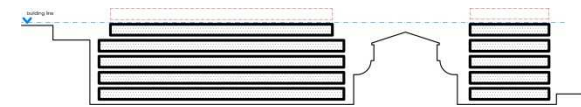
The top two floors of the proposal were amended to significantly reduce the scale and mass by tapering at all sides and setting the upper levels further back from the front elevation.

#### OFFICERS COMMENTS

The building was still deemed one storey too high although vastly improved from the original proposal.

## KEY ISSUES

// PLANNING APPLICATION SUBMISSION  
DECEMBER 2011



Solution – Removal of sixth floor and lowering of Affordable block

### CURRENT SCHEME

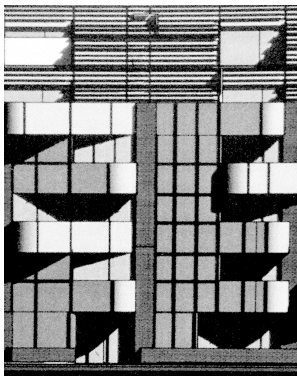
Following officers comments the scheme was reduced in height by 1 storey in line with the height of No.59.

The affordable block was also reduced in height by lowering its ground floor level.

## 2 CONTEXTUAL ELEVATION PRECEDENT

### KEY ISSUES

// PRE-APPLICATION MEETING 1  
JULY 2011



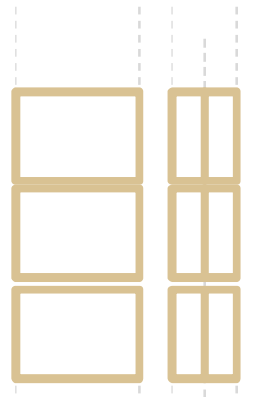
Initial proposal showing curved balconies and raking roof

#### MEETING NO.1 PROPOSAL

The proposed curvilinear and raking roof was commended for its architectural ambition. However due to the site's contextual and architectural surroundings a more restrained and traditional approach was requested. A modern interpretation of the traditional terrace as commonly seen on Maygrove Road was encouraged. Officers recommended that local architectural references and studies of building types should be used as a basis for façade design development.

### KEY ISSUES

// PRE-APPLICATION MEETING 1  
OCTOBER 2011



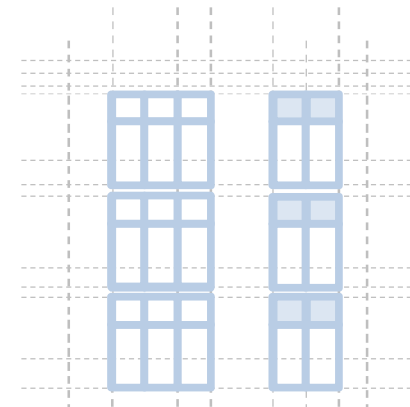
Openings not representative of 3s and 2s terrace rhythms

#### MEETING NO.2 PROPOSAL

Feedback was taken on board when producing the subsequent facade design. Contextual studies identified local rhythm of window panels of 3s and 2s, i.e. 3 modules vertically and horizontally for living room and 2 modules horizontally and vertically for bedrooms. Therefore the full height windows across the façade needed to reflect the hierarchy of internal uses. Officers commented that this was only reflected in the central portion of the building. The proportion of solid to glass should also be higher and window reveals should be deeper. External handrails needed to metal instead of glass as proposed.

### KEY ISSUES

// PLANNING APPLICATION SUBMISSION  
DECEMBER 2011



A consistent application across the façade of the 3&2 window module

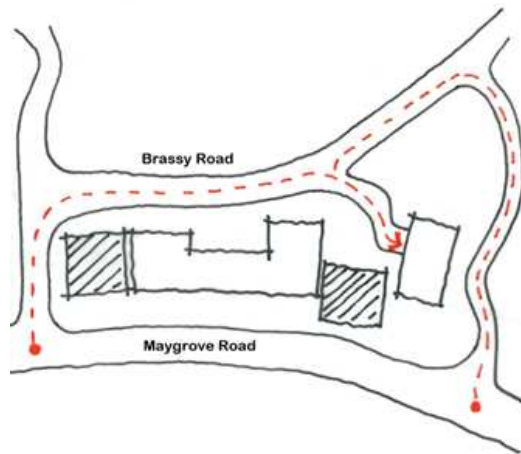
#### 3- CURRENT PROPOSAL

Following the previous meeting the current proposal reflects consistently the hierarchy of window to Room use across the façade. All living spaces are identified by 3 bay modules. All bedrooms have a clear 2 module bay system within the opening. As requested deeper window reveals are provided as well as replacing glass balustrades for metal ones. A complementary palette of traditional and modern materials of brick, stone, render, metal and stainless steel are proposed.

### 3 AFFORDABLE HOUSING ACCESS

#### KEY ISSUES

// PRE-APPLICATION MEETING 1  
JULY 2011



Inclining access to affordable block from Maygrove Road

#### MEETING NO.1 PROPOSAL

Pedestrian access to the 12 unit affordable housing scheme was via Brassy Road in 2 directions. From the left of the block access was from Barlow Road and from the right via the entrance to Maygrove Peace Park. The length of pedestrian approach was brought up as an issue to be further considered.

Permanent access through the park was not an acceptable solution and it was felt that access from Maygrove road was preferred.

#### KEY ISSUES

// PRE-APPLICATION MEETING 1  
OCTOBER 2011



Inclining access to affordable block from Maygrove Road

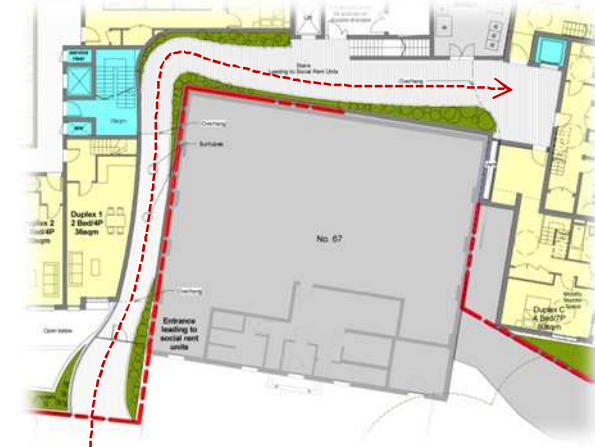
#### MEETING NO.2 PROPOSAL

A secure access route via the front of Maygrove road had been allowed for. This would provide a shorter more secure pedestrian walk from an entrance next to the main development.

Officers commented that the suggested access route to the affordable involved walking through an inclined access footpath and ascending stairs in order to reach the affordable units. This was not part M compliant.

#### KEY ISSUES

// PLANNING APPLICATION SUBMISSION  
DECEMBER 2011



Solution—Level access to affordable block from lower level

#### CURRENT PROPOSAL

The affordable block entrance level was lowered to provide level access to and from Maygrove Road. A wheelchair lift connects to higher levels of grading to the north of the entrance. This therefore provides compliance with part M.

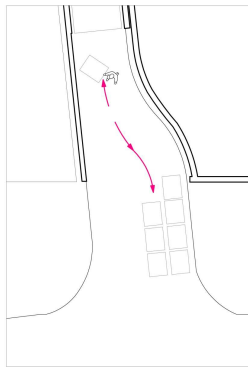
The lowering of the affordable block also means that the height of the building is more in keeping with the market block and No. 59 & No. 67 Maygrove road.



## 4 REFUSE COLLECTION

### KEY ISSUES

// PRE-APPLICATION MEETING 1&2  
JULY/OCTOBER 2011



Above: Temporary refuse lay-by



Above: Blue dashed line shows market scheme collection.  
Pink dashed line shows affordable scheme collection.

#### MEETING NO. 1&2 – PROPOSED REFUSE STRATEGY

##### Market Block

A Temporary refuse bin store was provided for the market building in the basement. The collection strategy would be based on a weekly collection from the carpark entrance fronting Maygrove road. Officers were concerned that during bin collection days the carpark entrance would be affected by the bins and this would cause congestion on the busy Maygrove road frontage. The provision of temporary bins storage bays was also not adequate

##### Affordable Block

Temporary storage was not originally designed for the affordable block, however a weekly collection point would be made outside the access fronting Brassey Road. The refuse would be collected close to the building all week long and then wheeled closer to the edge of the road at a purpose design collection point. Officers commented that a temporary bin holding store would be required next to the affordable entrance along with a designated bike store.

### KEY ISSUES

// PLANNING APPLICATION SUBMISSION  
DECEMBER 2011



Above - Affordable Block – temporary refuse store  
Below - Market Block – temporary refuse store



Above – Brassey Road refuse collection point for both market and affordable block

#### CURRENT PROPOSAL

Provision for a temporary bin holding is now located next to the affordable entrance. A bike store and plant/meter room are also provided.

Likewise basement temporary refuse stores to comply with Building Control standards are provided for the marketing block. A longer term bin store for weekly collection is located to the gates, off Brassey Road.

This means that there will be no disruption to the carpark lift entrance and to Maygrove Road during bin collection days.



# / 1.0 SITE CONTEXT

The site is located on Maygrove Road in the London Borough of Camden. Maygrove Road is situated to the east of Kilburn High Road (A5) and to the north of Iverson Road in proximity to Kilburn Underground station.

The surrounding area is principally residential with terraced houses facing the site on Maygrove Road, a residential estate and Maygrove Peace Park to the rear and a recently completed residential development directly to the west of the site at 59 Maygrove Road.

Northeast of the site is Maygrove Peace Park and Sidings Community Centre. There are commercial premises to the East including Maygrove House and 73 Maygrove Road, although the latter includes residential accommodation.



Above: Site location Plan

The site consists of two distinct elements; the main site area is located to the east of 59 Maygrove Road and contains a vacant commercial three storey building. The second element consists of a parcel of land to the east of the main site that was used as a car park by LB Camden although is now in the ownership of the client. This land fronts onto Maygrove Peace Park to the North and east.

There is an existing 4-5 storey building (67 Maygrove Road) located directly to the east of 65 Maygrove Road. This building contains primarily commercial uses with a single residential floor at 3<sup>rd</sup> floor level.



The existing building has been vacant for a number of years and has been unsuccessfully marketed as a commercial development.





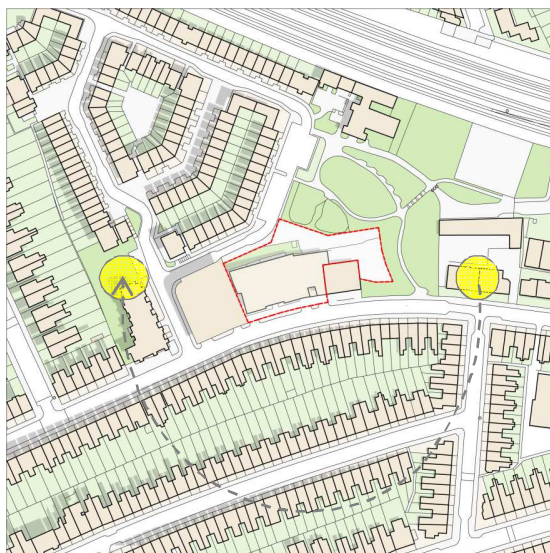
Above: Aerial photography show the site area marked in a dashed red outline



- 01. Sidings Community Centre
- 02. One Housing Development
- 03. Lauriston Lodge

-  / Tree 12 – 17m tall
-  / Tree 9 – 12m tall

-  / vehicular + pedestrian access
-  / pedestrian access only



### Sun + Shadows

Sun path and shadow studies of the existing commercial building show that a development of similar mass and form would not impact the proposal site.



### Trees

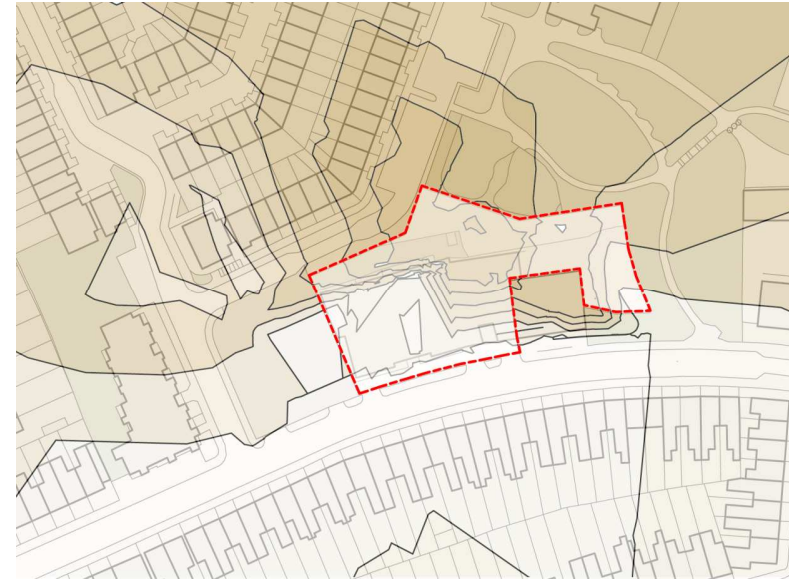
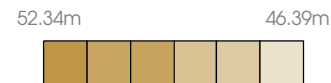
A survey of the locations, height and spread of trees in the surrounding area, indicated, that along the northern and eastern boundary of the site there were many trees above 12m which will be carefully integrated into the scheme where possible.



### Vehicular & Pedestrian

The site has very good vehicular and pedestrian access routes around the perimeter of the site. A strong pedestrian route exists in the area through Maygrove Peace Park.

A 6m drop in land levels exists between Brassey Road and Maygrove Road with a steeper section diagonally across the site. The contours depicted on the diagram opposite are overlaid onto the Ordinance survey to show where the site slopes gradually and severely, in relation to our development area. There are no existing man made features other than the roads. The diagram illustrates the gradual incline from Maygrove Road to Brassey Road.



Above: Contour illustration showing land heights above datum level



Above: Existing site No.65 Maygrove Rd to centre



Above: 4 Storey Mid Terrace opposite 65 Maygrove Rd





Above:  
 Photo 03 – Approach from Maygrove looking up Barlow Rd entrance  
 Photo 04 – Approach to rear of site onto Brassie Road from Barlow Road.  
 Photo 05 – Existing Rear gates onto 65 Maygrove Road site  
 Photo 06 – Rear housing types on Brassie Road circa 1970's

The adjoining development at 59 Maygrove Road is one which we intend to focus on with regards to context. Its design attempts to make the best use of the limited space on the constrained site, providing 15 supported housing units and 14 properties for shared ownership. The principal building material chosen is brick – the dominant material in Victorian London, providing continuity with the surrounding architecture. As a low maintenance and durable material, it will mellow over time and further compliment adjacent properties.



Above: Looking at construction of 59 Maygrove Road



Above: No.59 Maygrove Road visual with existing No.65 Maygrove in backdrop



Above: Front and Side elevations of the 5 storey No.59 Maygrove Rd under construction

# / 2.0 DESIGN STATEMENT

The design statement sets out the design concepts and principles that have been applied to the proposed development and how issues arising from the analysis of the existing site conditions have been addressed.

It is considered that the layout, mass, scale and design of the proposal is sensitive to its neighbours and adjoining context. In addition the scheme suggests potential contributions to the local area in the form of improvements to Maygrove Peaces Park and Sidings Community Centre which will benefit the local community.



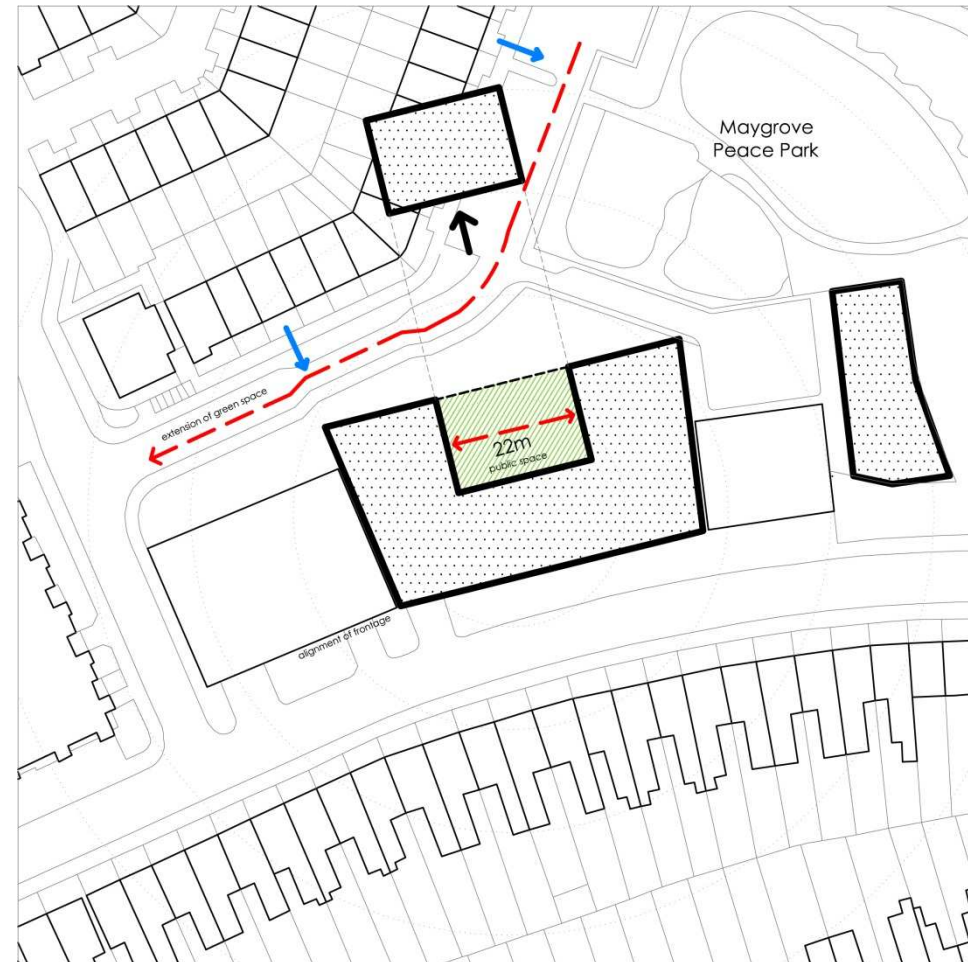
Above: External sketch showing potential contribution towards Maygrove Peace Park improvements.



The key strategy for the massing of the scheme was to break down a block of similar size to the existing building into a U-shape. This allows the building to receive a good standard of daylight on northwest and north eastern facades. The extraction of this wedge also creates a courtyard which can then be linked to an area designated to landscaping.



Above: Diagram illustrating existing mass



Above: Diagram illustrating open sided courtyard concept to reduce massing and provide green spaces.

The various diagrams illustrate our key design considerations in the planning of the scheme. Derived from our extensive analysis, these are positive responses to the existing conditions of the site. Through the consultation process with the client the following design drivers were established as general principles to inform the development of the design brief:

- Use the development as a catalyst for improvements to the area and raise the aspirations of the local community
- Living environments to be varied and flexible.
- Wider living opportunities should be encouraged through flexible indoor and outdoor spaces
- To provide a high quality living environment
- Create a welcoming, landscaped entrance
- Design for flexibility and future adaptability
- Create a visually stimulating environment
- Ensure good connection between the internal and external spaces



Above: Access to parking



Above: Entrances



Above: Circulation

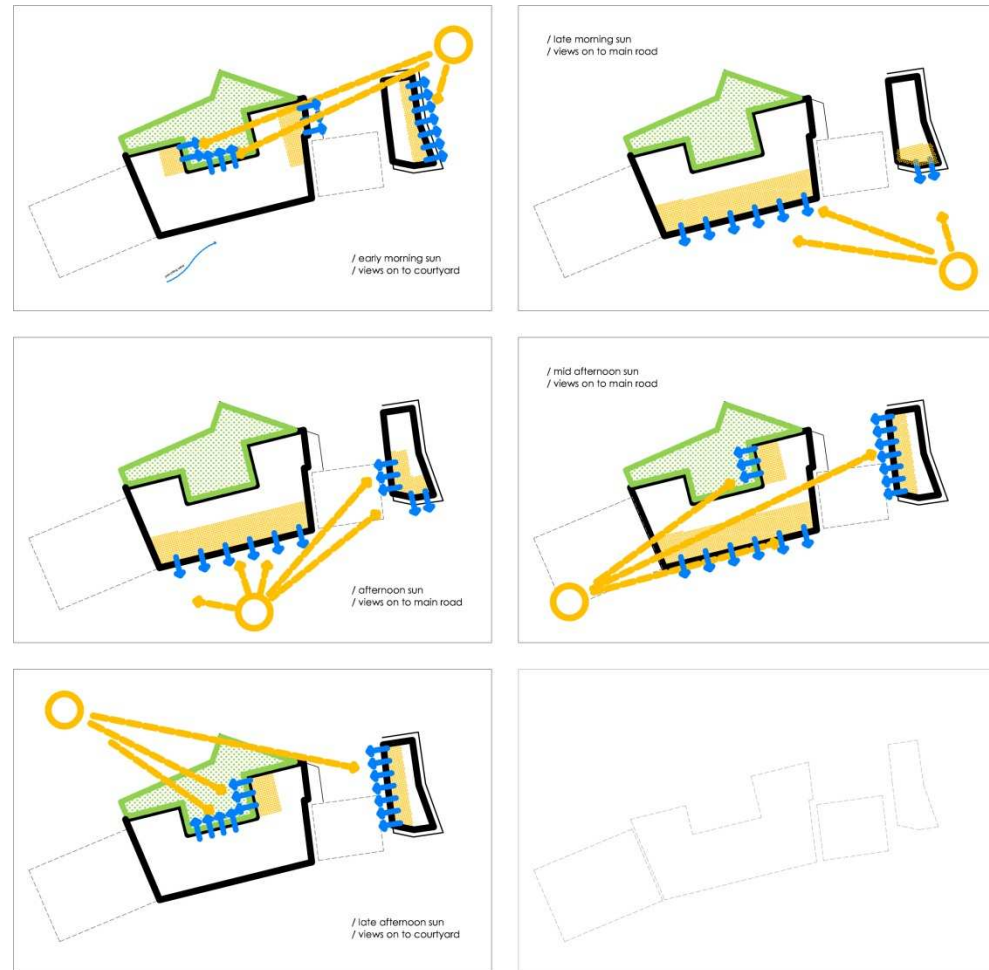
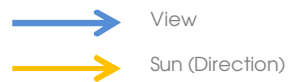


Above: Landscaping



The development is situated within 90 degrees due south of a window wall so we have a clear path to sunlight. The building is also orientated carefully so that none of the units are single aspect north facing. Each room therefore benefits from a view as well as natural daylight.

Key:



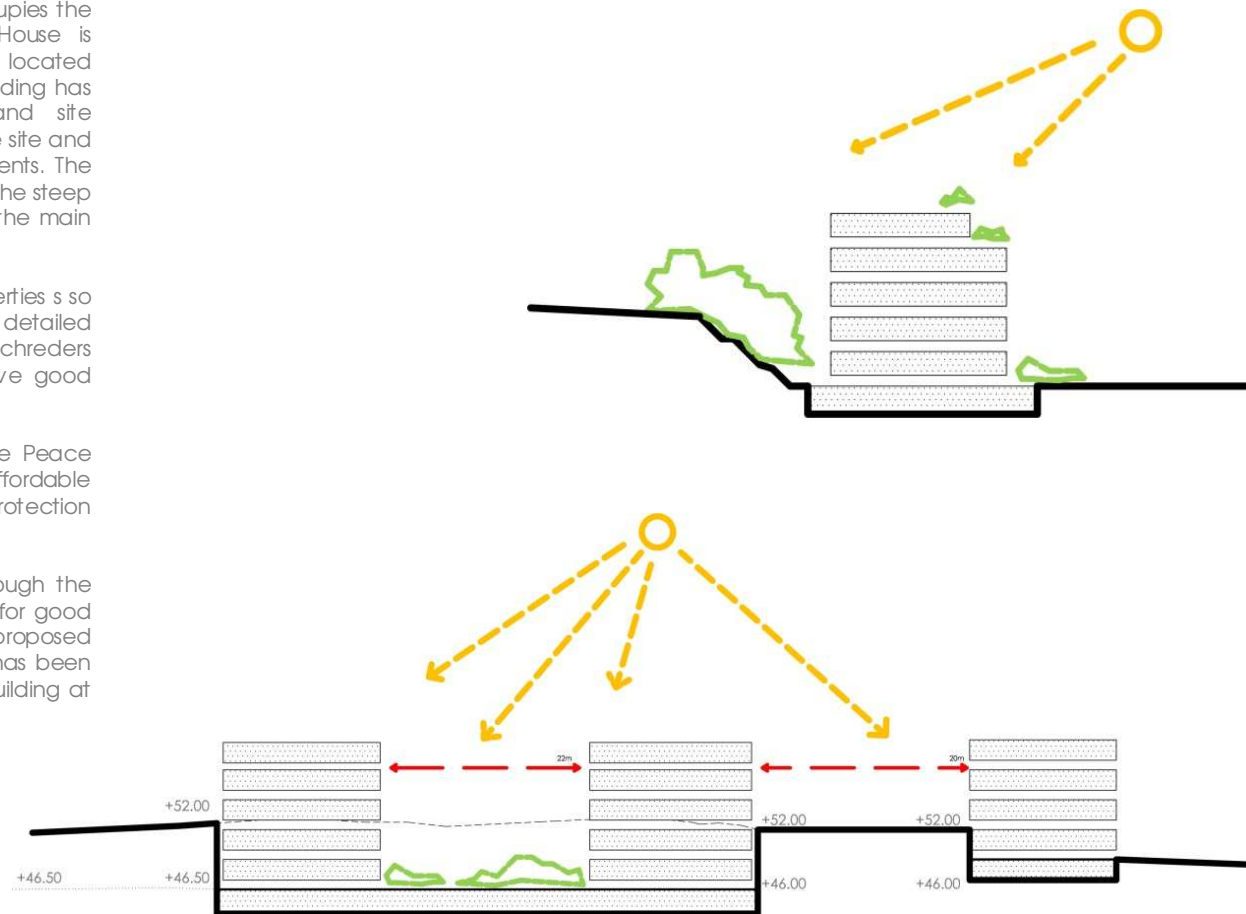
Above: Daylighting and aspect diagrams showing quality of light to apartments

The proposed market housing footprint occupies the main bulk of the site (where Handrail House is currently located). The affordable housing is located to the east. The positioning of the main building has been largely dictated by: planning and site constraints, the required access points to the site and day lighting requirements of adjacent residents. The courtyard, which is slightly embedded from the steep bank, faces north-west and is adjacent to the main building.

The building is set back from adjacent properties so not to compromise day lighting levels. A detailed daylighting study has been prepared by Schreders Begg Associates to ensure all rooms receive good levels of daylight.

The location of mature trees (on Maygrove Peace Park), along the site boundary by the affordable housing will provide privacy, shading and protection to the immediate residents.

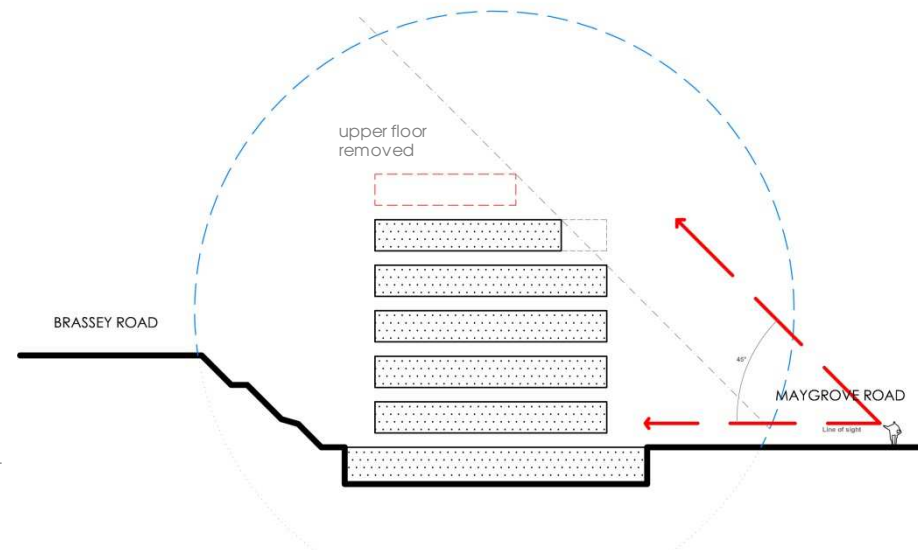
A series of sections have been taken through the proposal to demonstrate that the potential for good daylighting is not obstructed by the proposed building. Also a series of sun path analysis has been undertaken to look to the shadow of the building at times of the year and during the day.



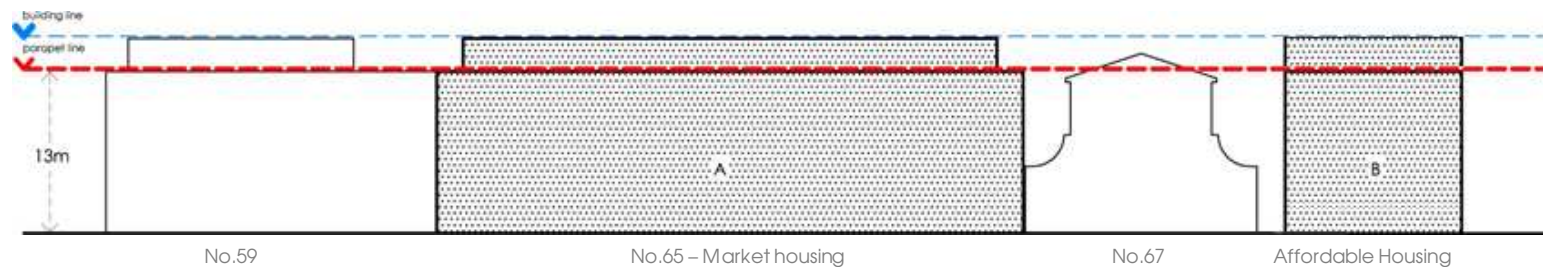
Above & Above Right: The diagrams illustrate ample spacing between the building elements allowing for good levels of natural daylight to all apartments as well as the courtyard. There are no directly north facing units on the scheme.

The overall mass is set back from adjacent properties in order not to compromise daylighting levels. In addition, the penthouse apartments at the top are set further back from Maygrove Road. This set back reduces the impact of the building as it aligns to the neighbouring development at number 59. These penthouses have been carefully designed so that there are limited views from across Maygrove Road.

Following planning consultation, we were encouraged to remove the previously proposed top floor.



Right: Illustration showing 45 degree view splay justifying top floor set back  
Below: Illustration showing new blocks (shaded) in relationship to the context

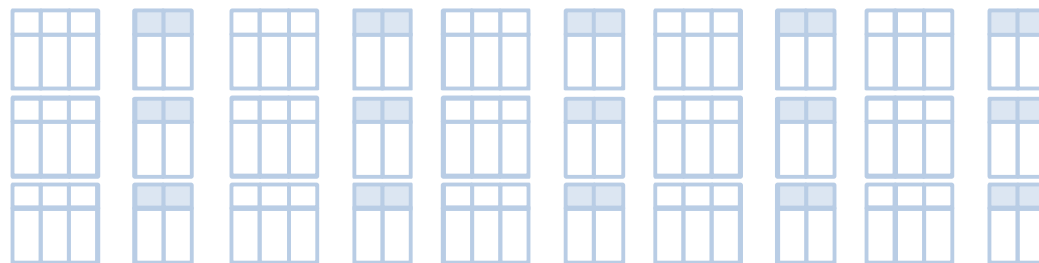


Our response to the site has always been informed by its context, particularly the traditional terraced properties facing the development site. We have analysed the vertical and horizontal elements of these facades and used their composition and rhythm to inform our proposals.

The 2-3 storey terrace ribbon is described in brick panels against the largely glazed cluster "window wall".

As described earlier the primary rooms (living ) are manifested by a 3 module window bay whilst the secondary rooms (bedrooms) consist 2 window modules.

This rationale for the façade design has been rigorously applied across the Façade fronting Maygrove road.



Following Comments received from the second pre-application meeting the design of the façade was revised to better reflect the design rationale i.e. the relationship to the terrace housing horizontal, vertical module and hierarchy are demonstrated as explained previously.

The concerns of bulk and mass to both market housing block and affordable block were also addressed. The Market penthouse façade roofline as well as the HA block roof line are now in keeping with both no.59 and no.67 Maygrove Road. This design change has resulted in a development which reflects more appropriately its local environment. It could be argued that the additional rooftop would not be perceived at roof level however in elevation this design amended has improved the overall urban environment.



1 SOUTH ELEVATION  
1:100



2 NORTH ELEVATION  
1:100

The material palette to both Market Block and Housing Association Block consist of a matching material palette to ensure continuity. Material samples and final selection are normally forwarded as part of the planning conditions however we envisage these to be: -

#### Window Hierarchy.

##### Glazing to Bedrooms

1. Metal spandrel Top panel
2. Double glazed inward opening French door set

##### Glazing to Living spaces

3. Completely glazed window module.

#### Cladding Finishes.

##### Cladding to main façade

4. Light grey clay brick
5. Cladding to recessed bays and balcony fascia's & soffits.
6. Traditional or reconstituted stone copings

##### Cladding to Penthouse

7. Aluminium PPC Cladding System
8. Brown / sedum roof
9. Treated timber decking to all external balcony areas

##### Balcony Details

10. Powder coated steel handrails and posts

##### Entrance Thresholds

11. Entrance 'goalpost' frame detail (TBC)
12. Entrance doors – Steel frame with laminated toughened glass.

##### Housing Association Block

All Materials to match above where applicable



Above: Market Elevation Crop



Above: HA Block Crop



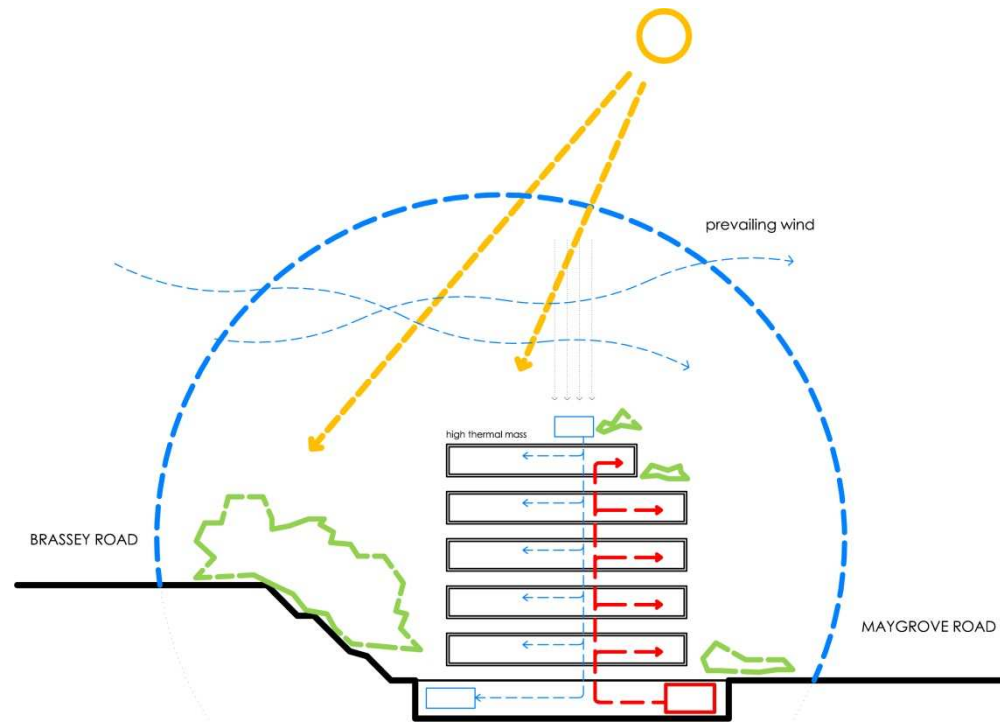
A primary aim for the design for 65 Maygrove Road is to create a healthy, enjoyable, low-energy and sustainable living environment which helps residents to develop a good quality of life. We will try to preserve and strengthen the site's natural resources and to create a natural environment. We endeavour to incorporate renewable resources where possible.

Our energy strategy for the development is aimed primarily at minimising energy use. Energy use will be minimised firstly by ensuring that the building works primarily by passive means. That is, using the building form, high thermal massing and its surroundings to create a comfortable internal environment. In addition to using effective passive design, the second part of our energy strategy will be to design and specify efficient building services systems and controls.

Analysis has been carried out in conjunction with Environmental Perspectives LLP to determine the percentage of glazing required in the façade that gives the optimum energy balance for apartments of varying position.

Key

- — — — — Combined Heat & Power System
- - - - - Rainwater / Greywater Harvesting





Above: Environmental strategy diagram

The existing site topography has a level change of approximately 6m from Brassey Road to Maygrove Road. In response to this, the proposal incorporates a combination of hard and soft landscaping around the periphery of the building. All external communal areas and spaces are level with the market building and provide direct access routes and unobstructed views to all communal areas.

Neil Tully landscape architects, have provided a communal landscaping scheme which visually extends the existing landscape currently provided by Maygrove Peace Park. The following pages illustrate some initial ideas.

Key:

-  View from Brassey Road Houses
-  Continuation of Landscaping



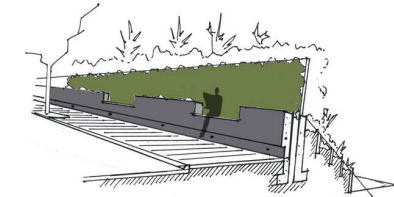
Above: Diagram illustrating location of communal landscaping scheme which **visually** extends the existing landscape.



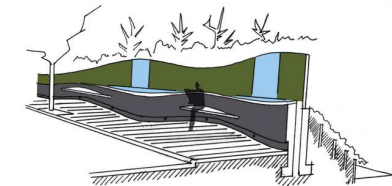
Key

— Site Location

Above: Diagram illustrating potential scheme for community landscaping which extends visually Maygrove Peace Park.



Ramp/ Garden Design within demise - option 1



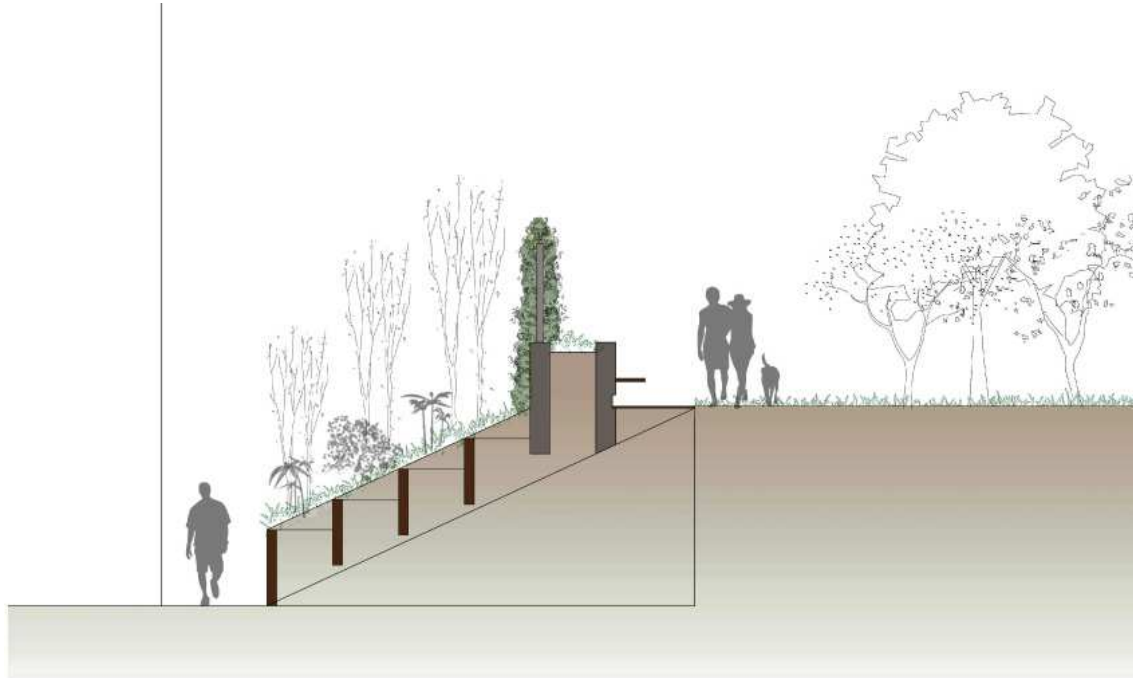
Swollen urban space with feature - option 2

Above:

Option 1 – Potential of a landscaped pathway as well as for consideration a green wall with integrated seating within the site demise.

Option 2 – Potential for a public seating and landscaping space creating a green backdrop for potentially screening to No. 59 Maygrove.





Indicative typical perimeter section



Provide plant variation, to evoke seasonal change



tree selection



perimeter



perimeter  
water feature



water sculpture



tree articulation



Bespoke seating



perimeter lighting



smith lam architects //  
1 Canfield Place / London NW6 3BT /



## BASEMENT



## GROUND FLOOR



## FIRST FLOOR



FORTH FLOOR

Figure 1 displays seven panels, each showing a different plant species and its corresponding color and texture maps. The panels are labeled as follows:

- Panel 1:** A dense, rounded, green moss-like plant. The color map shows a grid of green dots, and the texture map shows a grid of green dots.
- Panel 2:** A cluster of small, bright yellow flowers. The color map shows a grid of yellow dots, and the texture map shows a grid of yellow dots.
- Panel 3:** A cluster of small, bright yellow flowers. The color map shows a grid of yellow dots, and the texture map shows a grid of yellow dots.
- Panel 4:** A close-up of a plant with long, thin, brownish, feathery structures. The color map shows a grid of brown dots, and the texture map shows a grid of brown dots.
- Panel 5:** A dense, green, leafy plant. The color map shows a grid of green dots, and the texture map shows a grid of green dots.
- Panel 6:** A dense, green, leafy plant. The color map shows a grid of green dots, and the texture map shows a grid of green dots.
- Panel 7:** A plant with large, dark green, heart-shaped leaves. The color map shows a grid of dark green dots, and the texture map shows a grid of dark green dots.

[illegible]

Planting will be selected to relate to scale and location and will provide a variety of plant form and colour throughout the year. Where planting space is restricted, trees and larger shrubs will be carefully selected to ensure they do not outgrow the space available or restrict light to nearby accommodation. Both native and ornamental species will be used throughout the scheme which will assist in enhancing the local biodiversity as well as greening the development.

With the introduction of green living walls, and embankments, greened roofs and gardens planting will literally become part of the structure of the built form created a visually integrated and exciting scheme which will enhance the local neighbourhood.



Small trees and large specimen shrubs to give seasonal interest through flower, foliage, stem and bark colour



Sculptural embankment planting using native and ornamental shrub, grasses and herbaceous varieties in conjunction with seasonal bulbs and multi-stemmed trees.

## MAYGROVEPEACE PARK CONTRIBUTIONS

There is an opportunity for the scheme to provide funding for improvements to Maygrove Peace Park and the adjacent Sidings Community Centre. The proposed improvements include:

1. the introduction of a café/kiosk
2. provision of bench seating
3. resurfacing of the car park
4. creation of a communal seating area
5. replacement of tarmac areas with rubberised sports surface
6. introduction of floor mounted photo voltaic lighting





# / 3.0 ACCESS STATEMENT

This section of the document demonstrates how access issues have informed the design, how they have been considered and how they have been integrated throughout the development to create an inclusive and safe environment.

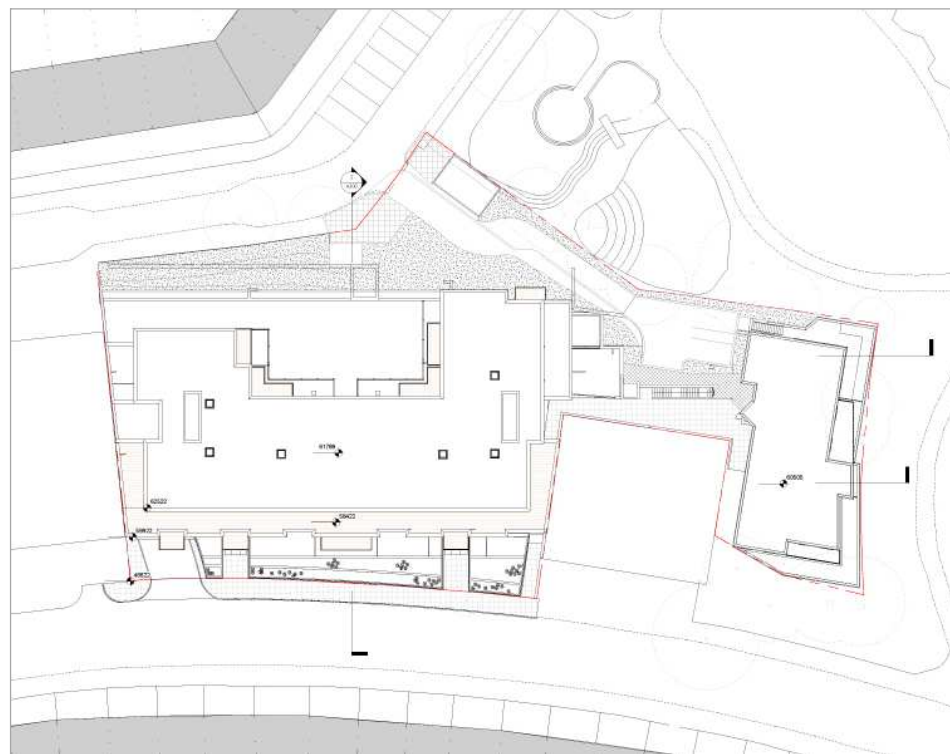
The Market Housing and the Affordable Housing Units have been designed so that the buildings are fully accessible.

The access strategy has been developed in conjunction with the project team and in particular our traffic consultants, Paul Mew Associates.

In developing the strategy reference has been made to the following documents:

- Approved Document Part M of the Building Regulations 2004
- Disability Discrimination Act 2005 (DDA)
- British Standards and Building Bulletins (where relevant to accessibility)
- Safer places: the planning system and crime prevention (ODPM/Home Office, 2004)

Various user groups have been carefully considered during the development of the design. The building, as far as possible, aims to provide flexible access and a good level of security.



Above: Site Plan

**Market Block**

The approach to the Market Block is via Maygrove Road and has one vehicular and two pedestrian entry points. The level entrances are visually clear and emphasised architecturally by a goalpost entrance frame.

The buildings frontage is set back approximately 3 meters from the pavement in order to provide generous level access entrance pathways and good quality light to the ground floor units.

All glazed doors and walls are to have suitable manifestation and colour contrasting in accordance with the Building Regulations. Contrasting materials and colours are being specified as necessary to allow visually impaired visitors and occupants to use the building safely, both inside and outside the building.

The car parking entrance is situated to the left hand side of the main entrance points. There is space outside the entry point for 2 vehicles to allow use of the car lift.



Above : Diagram illustrating entrance accenuation by goal posts

**Housing Association/ Intermediate Block**

The HA Block has two pedestrian entrance points. The primary pedestrian entrance is on Maygrove Road to the right of the elevation. The entry will be controlled by access card and will be a level footpath through the main building.

The second entrance is via Brassey Road at the rear of the site. This entrance will mainly be for vehicular and wheelchair access.

Internally, the duplex units and the Intermediate units have individual entrance lobbies accessed from the Maygrove and Brassey Road entrances.

**Cycles**

86 covered cycle spaces are provided at the back of the courtyard at ground floor of the market housing. Access to the market cycle store is provided directly from Maygrove Road or from Brassey Road via a service lift. A further 20 spaces (exceeding the requirements) are allocated to the affordable housing units. These are located adjacent to the affordable housing entrance. The cycle stores employ a 'josta' two tier stacker system, enabling a larger number of cycles to be accommodated within the small space.

**Access for All**

All building levels have step-free access, giving wheelchair users access to all facilities and ensuring the scheme meets the aim of inclusive design. Corridor widths throughout the building have been kept as wide as possible, and the main entrance corridors are 2m wide, subsidiary corridors are a minimum of 1.5m wide, generally corridor widths are greater than the minimum provisions throughout the building.

Minimum 1.5m wide wheelchair turning circles have been incorporated where required. Access from Maygrove Road to the affordable housing units (which is a separate building) is at ground level. From Brassey Road there is a direct access to the affordable units at first floor level.

**Fire Fighting & Smoke Clearance**

The scheme has been designed in accordance with part B of the Building Regulations and detailed fire engineering will be undertaken as part of the detailed design phase.

For the market block, access for the emergency services is provided along Maygrove Road with secondary access from Brassey Road. Access for the affordable block is provided from both Maygrove and Brassey Roads.

All common cores incorporate fire fighting lifts and stairs giving the emergency services access to all parts of the scheme. In the event of an emergency fire panels located at the entrances to the buildings will alert the emergency services to its location. Dry riser inlet and outlet provision will be located near these entrances.

Smoke clearance for basement car parking will be achieved by means of mechanical extract. Smoke clearance for cores will be achieved by AOVs at the top of each fire fighting lift.

**Refuge**

Wheelchair refuge points in each core have been provided in the event that evacuation may not be safe or possible. Refuge points will be clearly signed and provided with a call point linked to reception and the fire panels.

**Circulation**

Both the market building and affordable block have been provided with lifts giving wheelchair access to all floors of the buildings, comprising of two lifts for the market block and one lift for the affordable block. Lift sizes will allow a wheelchair to be turned within the car and is large enough for all types of mechanised chairs.

The accommodation staircases are all to be Part M and Part K compliant and have contrasting coloured nosings and non-slip finishes.

**Security**

All the entrances to the market & affordable blocks, including the entrances to the gardens at the rear of the market block, will be electronically controlled, accessed by the residents via swipe cards or key codes.

Swipe card and key code readers offer an economic, flexible, easily maintained means of controlling entry to and exit from the premises. They can be fitted to many different internal and external doors and to other entry points, such as the gated entry to the basement car park and barriers for refuse collection to the rear of site. As each card is individual, access can be restricted, for example, to prevent market residents entering the affordable building and can automatically log usage..

CCTV will be located around the perimeter of the building, all entrances and at key points throughout the premises.

The car park has been designed in conjunction with our traffic consultants and the layout has been scrutinised thoroughly, using swept path analysis.

The market housing scheme comprises of 36 car parking spaces in the basement (a figure which comes from the existing number of parking spaces on the site). In addition the affordable block has 2 disabled car parking spaces.

Justification of the amount of car parking is drawn from a combination of Camden's Planning Guidance document and consultation with John Duffy from (Transport Officer) Camden Council.

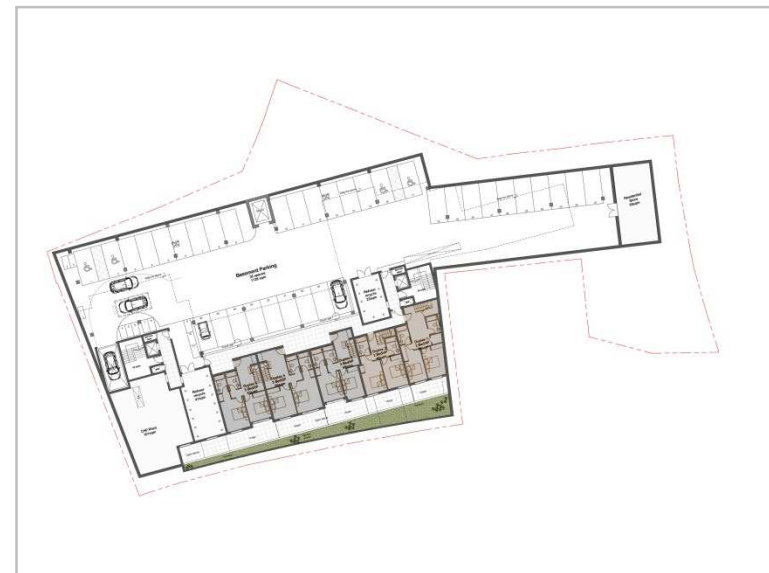
Camden's 'Planning Guidance' (pg. 39 / 7.11) states:

**Where there is already parking associated with a site, and the Council has no reasonable grounds to seek its removal. This is common where an existing dwelling or block is being extended or subdivided. It can also occur where a change-of-use brings a site or property into residential occupation.**

In addition, advice was sought at the pre-planning meeting with John Duffy on the 29<sup>th</sup> September 2011. It was confirmed at the meeting that a standard ratio of 0.5 cars per unit should be used

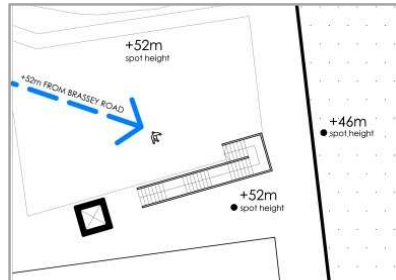


Above: Existing car park (37 spaces) at the back of Handrail House

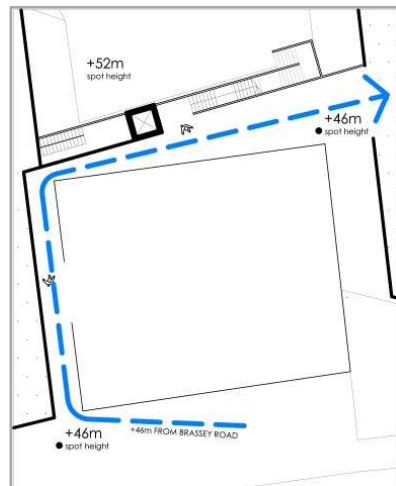


Above: Proposed car park (36) in the basement of the market housing





Above e: Access from Brassey Road



Above e: Access from Maygrove Road

- Key:
- ➔ Parking
  - ➔ Affordable
  - ➔ Market



Above e: Diagram illustrating Marketing and Affordable Scheme access strategy

Adequate provision has been made for the storage and disposal of waste on the site including provisions for sustainable waste management.

Space allocation has been established in reference to Camden's policy on Storage and Collection Requirements' for guidance on the storage capacity required. The guidance recommends

- x4 size 1100 'eurobin' waste storage bins for the Market Block. Applicable recycling storage will also be provided.
- x1 size 1100 'eurobin' waste storage bins for the Housing Association Block. Applicable recycling storage will also be provided.

Right: email from waste management officer confirming details of bin sizes and associated, collection frequency

**From:** Merghani, Abubkr  
**Sent:** 28 November 2011 12:28  
**To:** Onalaja, Jules  
**Subject:** RE: 65 Maygrove Road Project

Hi Jules,  
 Many thanks.

Here is how it will work (appx)

**Market Flats (56)**

We anticipate the market flats will produce between 96 & 105 bags per week.  
 Therefore 2 options:

Option 1) 1100 Eurobins will take 15 bags each – 7 lifts required per week so either

3 or 4 bins collected twice per week

Option 2) 940 Chamberlains will take appx. 13 bags each – 8 Lifts required per week  
 so appx 4 bins collected twice per week.

**Housing Association: (12)**

We anticipate Housing Association will produce between 24 and 26 bags per week.  
 Therefore 2 options:

Option 1) 1100 Eurobins will take 15 bags each – 2 lifts required per week so appx

1 bin collected twice per week

Option 2) 940 Chamberlains will take appx. 13 bags each – 2 lifts required per week  
 so appx 1 bin collected twice per week.

I hope this information is helpful, but if you need any further details, please do not hesitate to contact me.

Many thanks & regards

Abubkr Merghani  
 Senior Commercial Waste Officer

Telephone: 020 7974 2576

### Market Units & Affordable

The refuse strategy incorporates basement level bin stores, a service lift and ground level temporary lay-by/loading bay and collection point along from Brassey Road. It is envisioned that the temporary collection point and lay-by would be used twice a week to allow parking and loading/unloading of refuse.

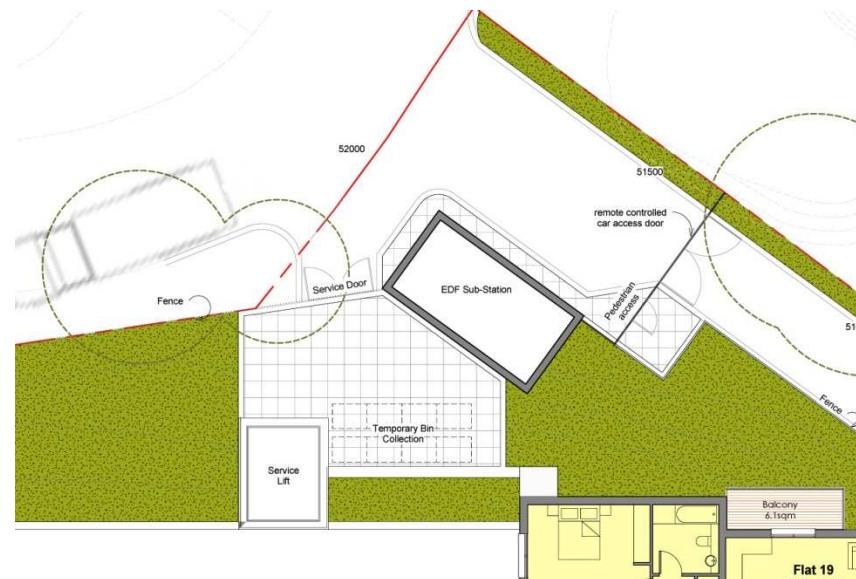
The transfer of refuse bins from the basement level bin stores to the temporary collection point would be done by the building management.

### Collection from Brassey Road

A discussion and meeting on site with the environmental management officer from the London Borough of Camden ensured that the best possible refuse strategy was provided. Brassey Road is single direction and the present refuse collection also occurs in the same location. It would not be prudent to collect waste from Maygrove Road since this is a much busier road and is restrictive in road width.



Above : present access  
For refuse from the same location  
Off Brassey Rd as proposed



Above: Temporary refuse lay-by

As initially stated, the proposed development has been designed to be fully accessible for people with mobility, sight and hearing difficulties.

The scheme design has referred to the following standards:

Approved Document M, 2004  
British Standard BS 8300: 2001  
Designing for Lifetime Homes

Generally the circulation with the site has been designed to be level. Where changes in levels or falls in surface occur they will be no more than 1:20.

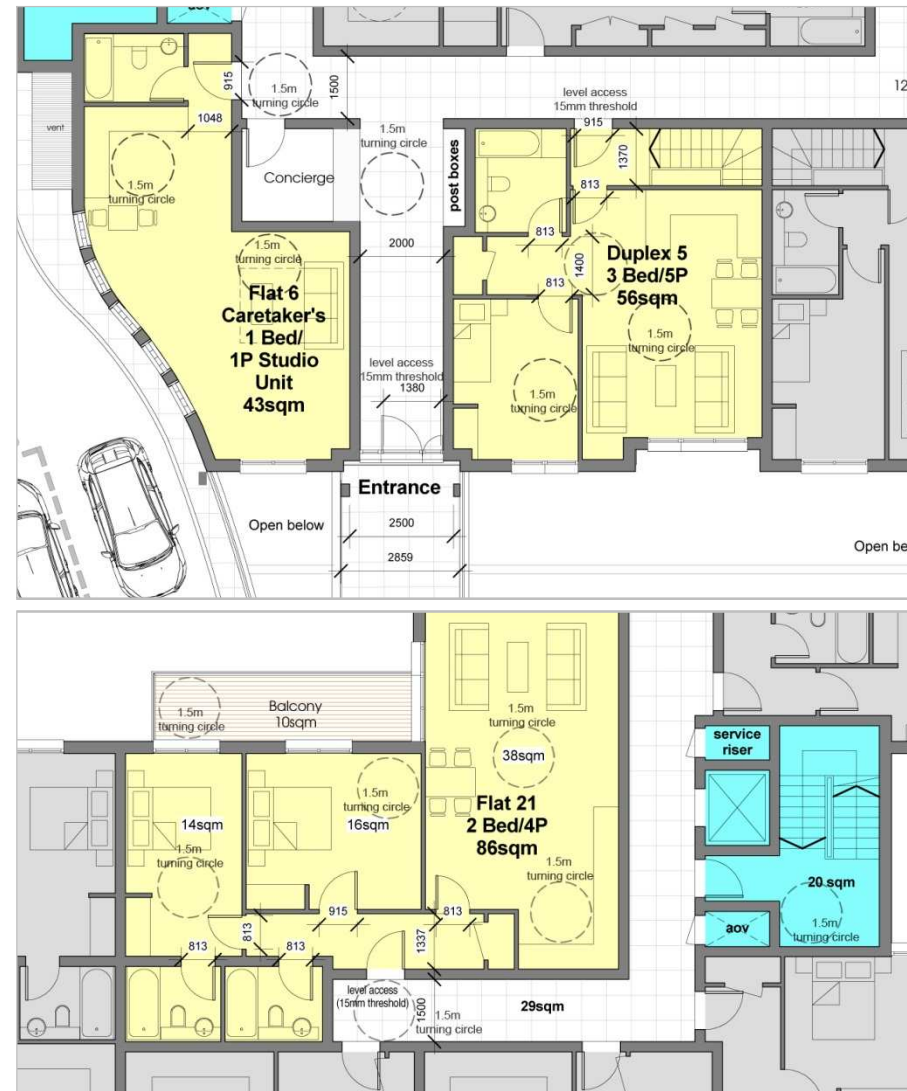
Clear landing areas of (min) 1.5m by 1.5m have been created at the building entrances. Thresholds will be no more than 1.5mm high.

The building entrances to the market housing and affordable housing block are recessed slightly and are all provided with canopies (and goalposts in the case of the market housing block).

Reception and lobby areas will provide clear and unobstructed access to allow for wheelchair and ambulant accessibility.

Parking for 38No spaces will be located within the site and will include 6No disabled bays.

Circulation space and space for turning a wheelchair in all dining areas, living room areas has been provided (turning circle of 1.5m)



Above: Drawing for a 3Bed Duplex Ground Flat and a 2Bed First Floor Flat

# 4.0 DRAWINGS