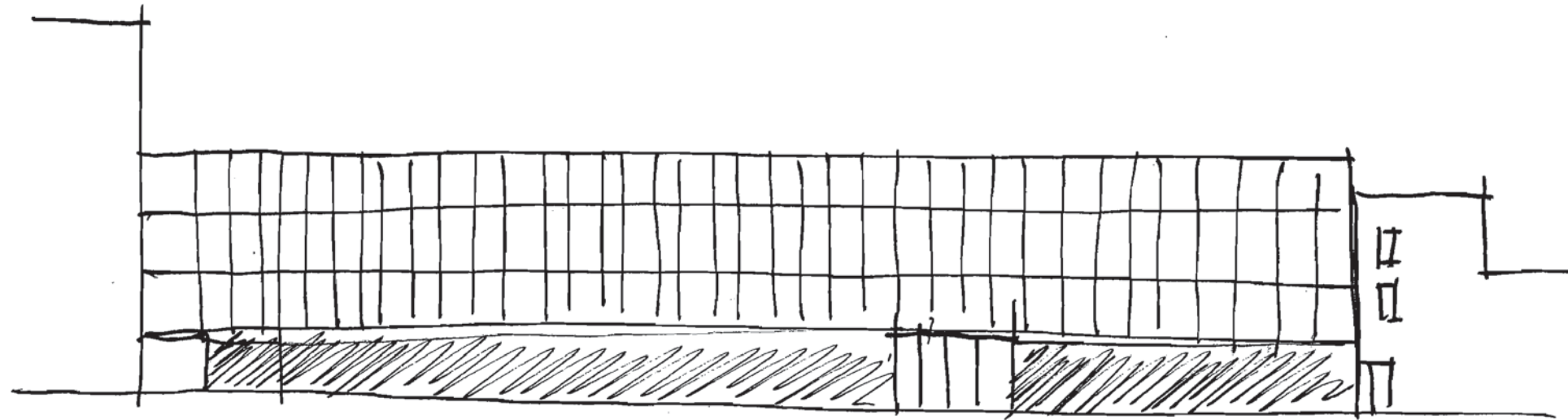


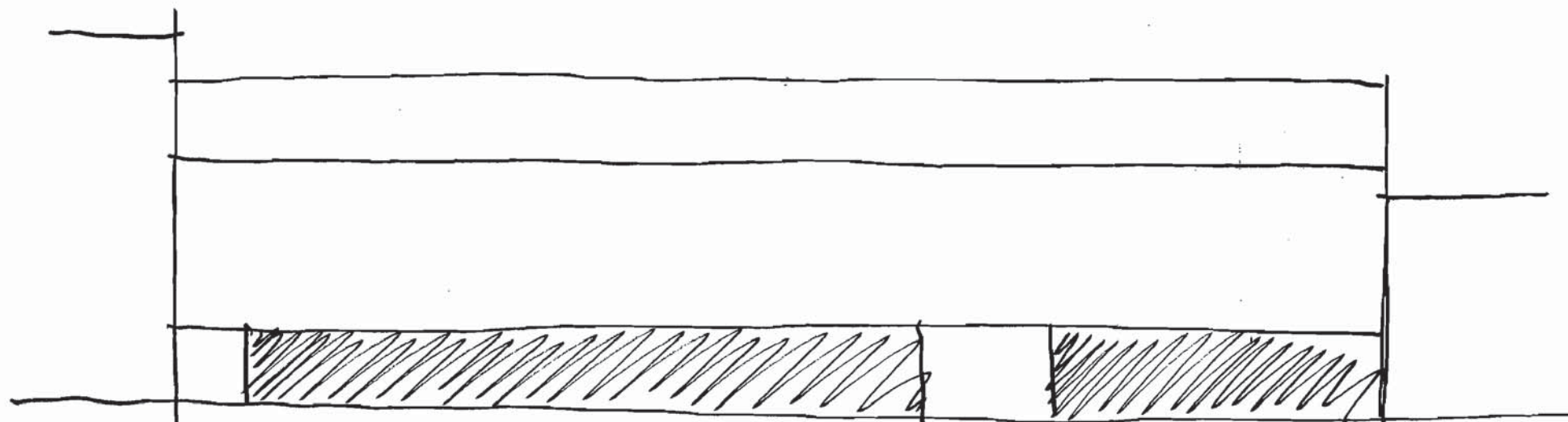
The existing building has a uniform, linear elevation to Jamestown Road, with a deep undercroft at ground level currently utilised as carparking.

The adjacent diagrammatic sketches show:

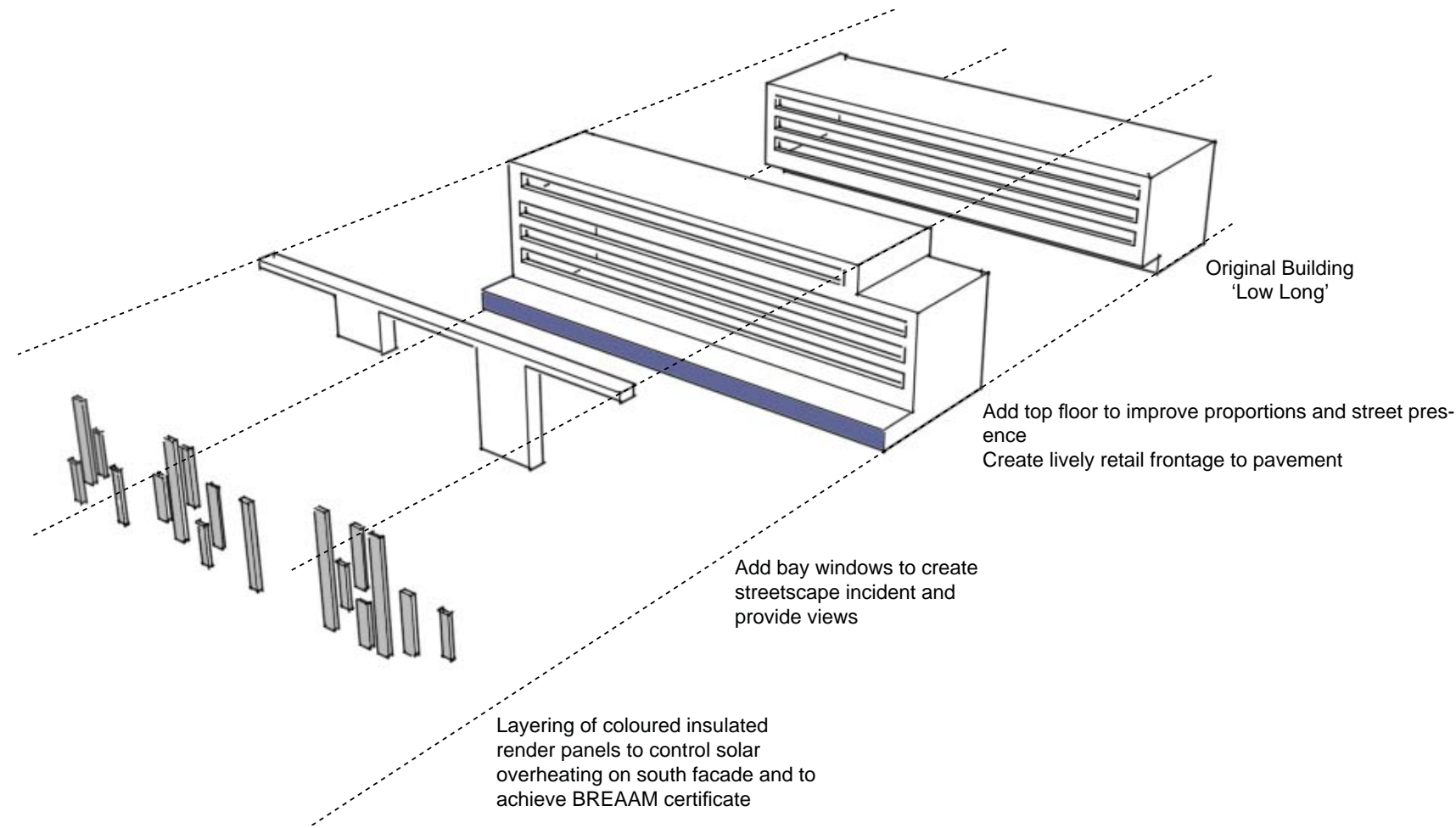
1. The existing pre-cast concrete grid and dark undercroft
2. A sketch analysis of how an additional floor could effect the proportions of the building, making it appear too long and without emphasis.



EXISTING.
PRE-CAST CONCRETE GRID.
DARK UNDERCROFT.



EXTRA FLOOR BUT - TOO LONG - NO EMPHASIS.



The proposed design incorporates the new fourth level as a coherent part of the building, rather than being expressed as a separate addition.

The ground floor is extended towards the footpath, in line with the adjacent buildings. This will enhance the streetscape, provide increased visibility of the building and entry and resolve the issues related to the existing undercroft.

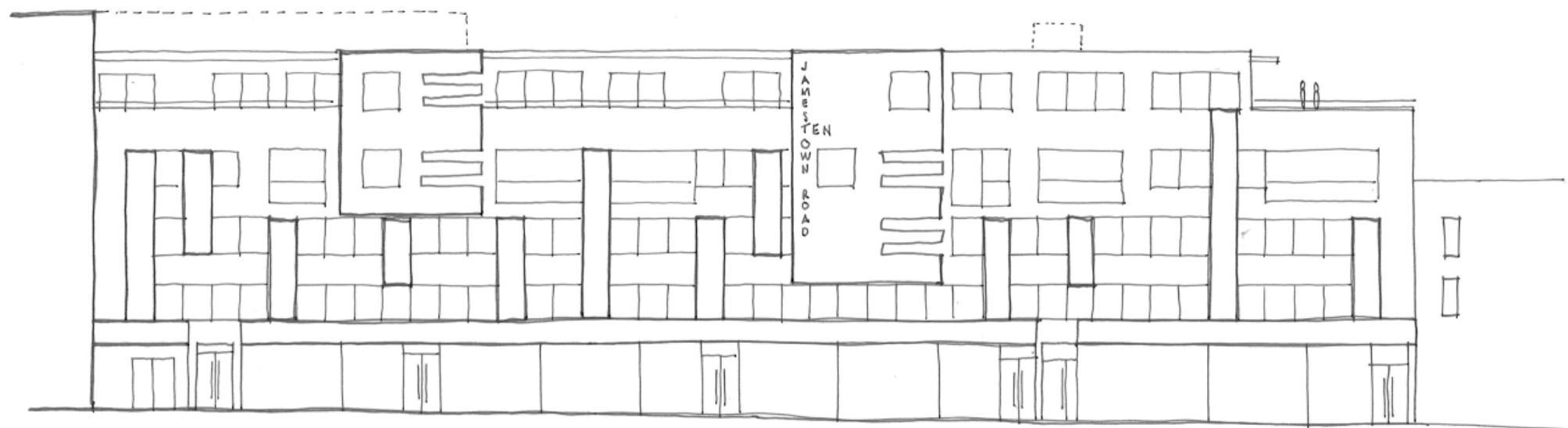
Vertical rendered panels and projecting bay windows help to break up the singular block form of the existing building, and bring vertical emphasis to the facade.

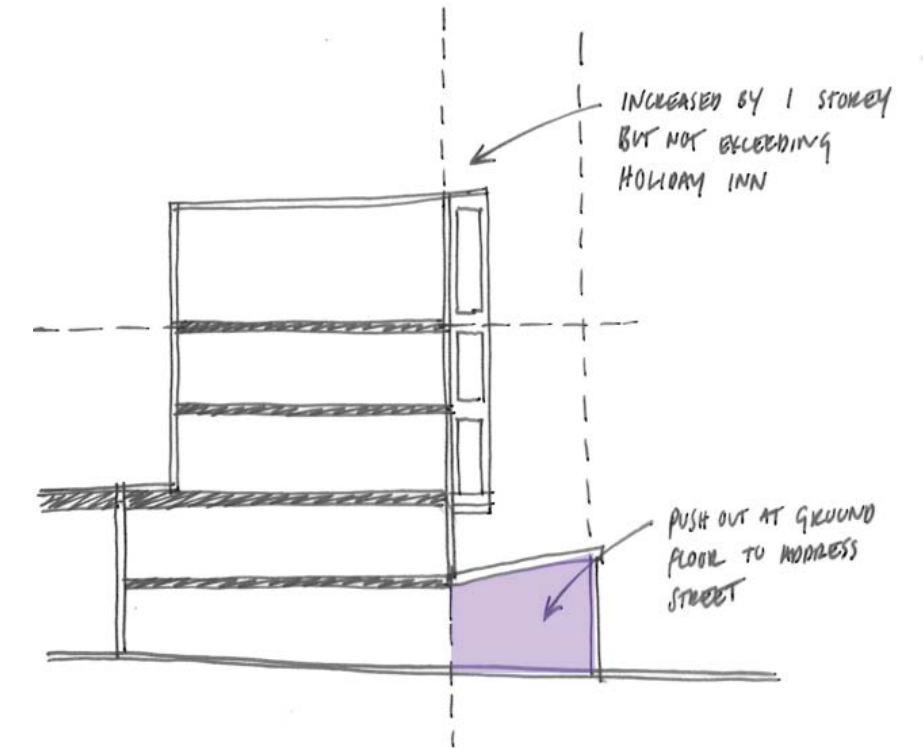
In order to relate to the neighbours, the fourth level steps down to form a terrace at its Eastern end. The overall height does not exceed that of the neighbour to the Western boundary.

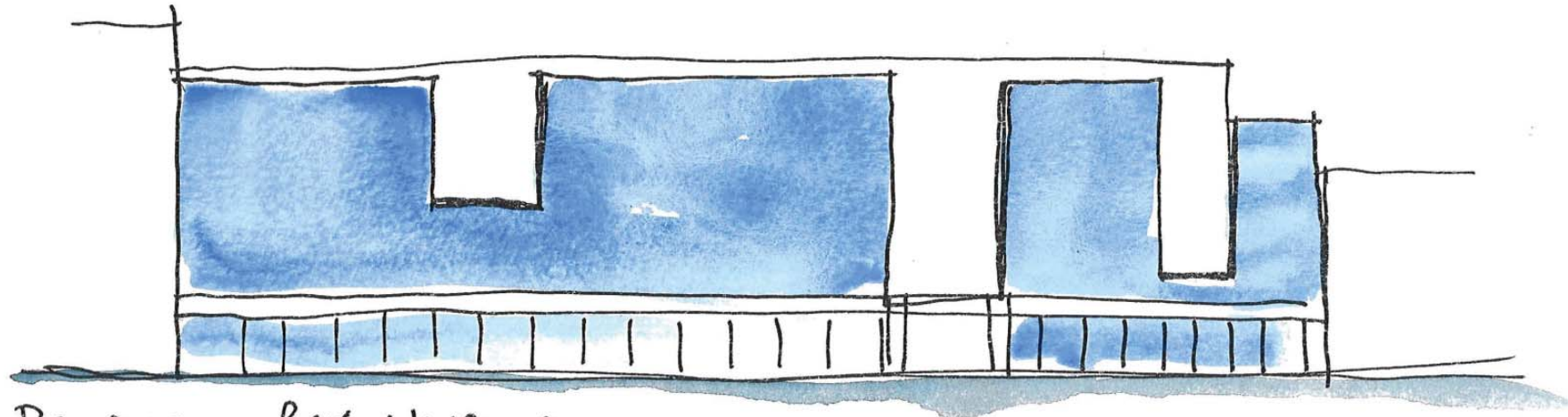
These points are illustrated on the following diagram: '2.3 Layout and Scale'.

The proposed materials for the scheme are simple, crisp and clean. They are:

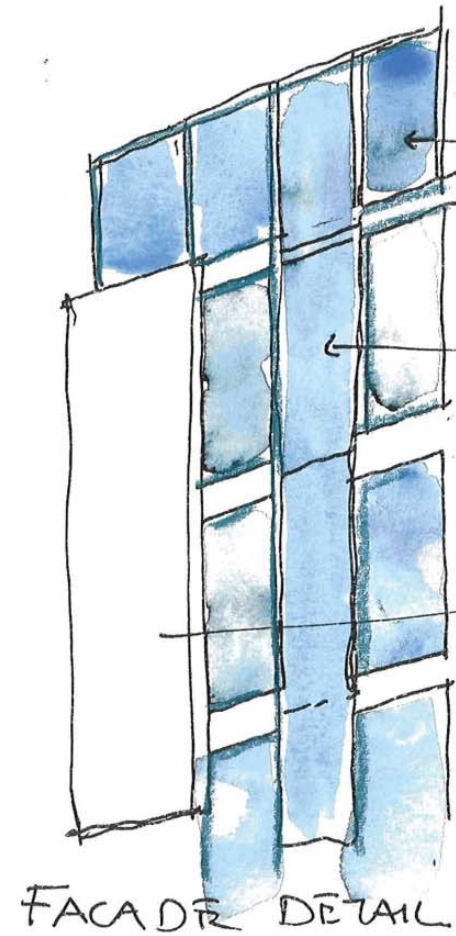
1. Paint finished render to existing concrete walls and new solid vertical panels
2. Polyester powder coated aluminium framed windows
3. Ground level: Polyester powder coated aluminium signage fascia, shopfront glazing and stone surround to office entry lobby.







PROPOSED - BAY WINDOWS
TO MODULATE
LENGTH



FACADE DETAIL

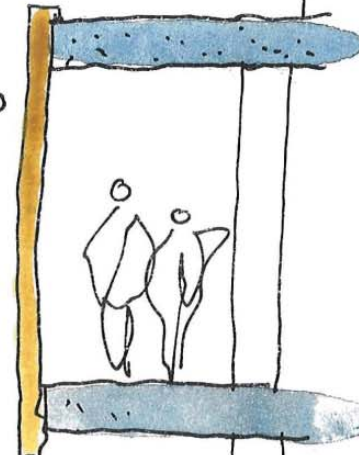
THREE TYPES

(A) FULL HEIGHT
GLAZING
WITH EDGE
BEAM
EXPOSURE

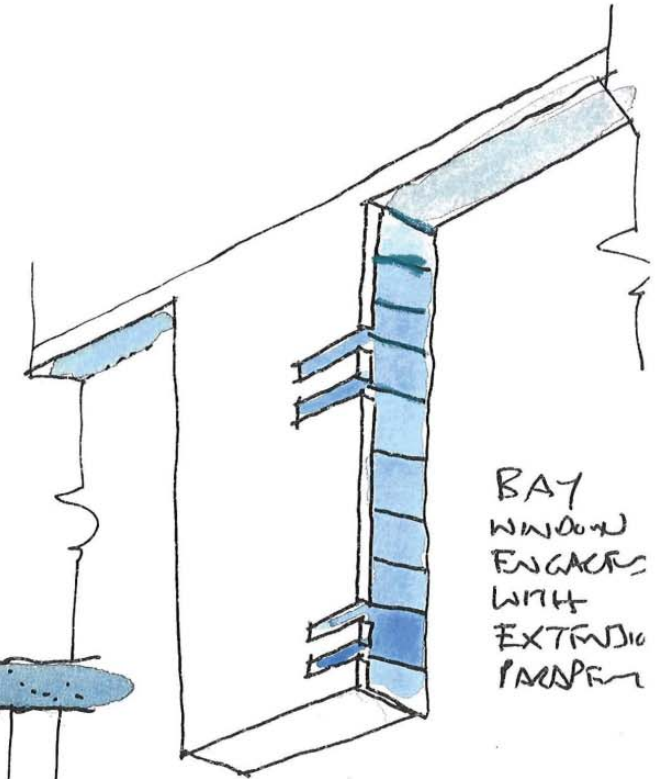
(B) DOUBLE/
TRIPLE
HEIGHT GLAZING
OVER LOW
EDGE

(C) DOUBLE/
TRIPLE
HEIGHT
RENDER
PANELS

AIM
40% GLAZING
GROSS LIGHT
WITHOUT OVER-
HEATING/HEAT
LOSS.

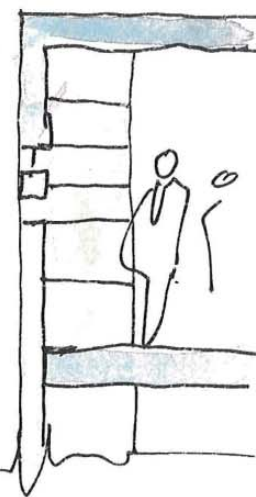


PRE-CAST
MULLIONS
SAVE 40%
REMOVE
SOME FOR
FULL HEIGHT



BAY
WINDOW
ENGAGES
WITH
EXTENSIVE
INSULATION

ROOM



JAMESTOWN
Ba Gu
15.4.08

AREA SCHEDULE

	Use Class	Gross External Area EXISTING (m ²)	Gross External Area PROPOSED(m ²)	ADDITIONAL AREA (m ²)
Ground Floor	A1/A3	855	1,237	382
1st Floor	B1	769	745	-24
2nd Floor	B1	530	547	17
3rd Floor	C3	530	525	-5
4th Floor	C3	—	440	440
Roof	—	—	12	12
Total		2,684	3,506	822

The existing building had a GEA of 2,684m² which was entirely B1 office use.

The proposed scheme has a GEA of 3,506m² over the following uses:

A1/A3 - 1,237m²

B1 - 1,292m²

C3 - 965m²

The total amenity area is 128.7m² which equates to 14.3m² per unit.

RESIDENTIAL UNIT AREAS

	Number of Bedrooms	GROSS INTERNAL AREA (m ²)	EXTERNAL AMENITY AREA (m ²)
3rd Floor			
Flat 1	2	71	4.1
Flat 2	2	77	5.1
Flat 3	1	53	5.1
Flat 4	1	59	0
Flat 5	1	51	4.4
Flat 6	2	87	6.5
4th Floor			
Flat 7	3	104	18.8
Flat 8	3	106	25.5
Flat 9	3	122	59.2
Total		730	128.7



The adjacent map identifies the location of the site in relation to local transport infrastructure.









The site is extremely well located being within close proximity to the amenities of Camden High Street, Regents Park and Regents Canal.

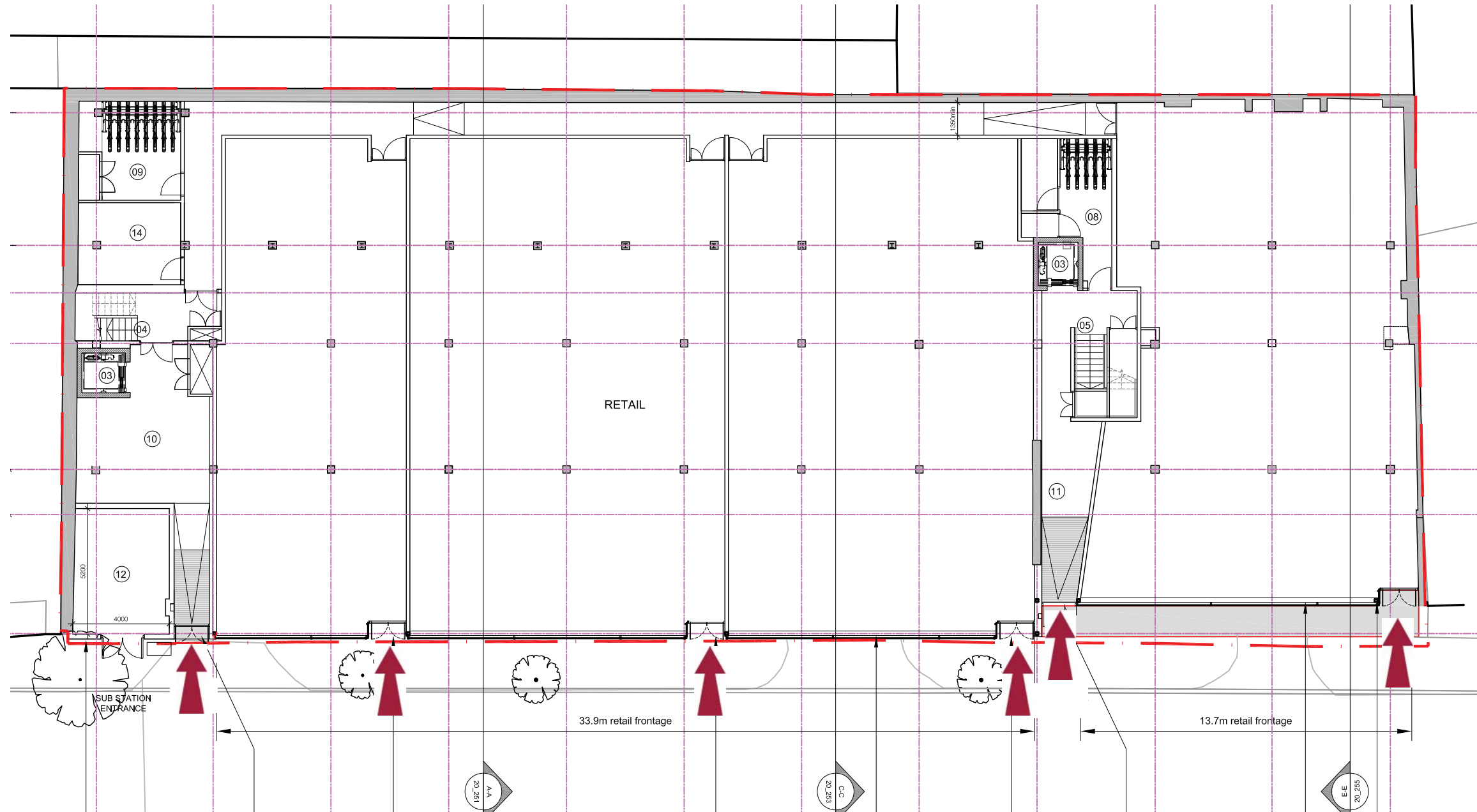
The development is excellently served by public transport with Camden Town tube station less than 5 minutes walk away. Camden Road railway station with services westbound to Richmond and eastbound to Stratford is also just over 5 minutes walk away.

Busses link the site to northern areas with the 134 to Finchley, 214 to Highgate and 46 to Hampstead. To the south, the 214 links to The City, the 168 to Waterloo, the 88 to Clapham, the 24 to Victoria and the 27 to West London, all passing through the West End on their way.

The site is also well served by roads either recommended or signed for cyclists

It is therefore likely that employees working at the development will use a variety of methods to travel to work. None or very few people will use private transport to travel to work and so traffic generation is not expected to increase as a result of the scheme.

-  Tube Stations
-  Railway station
-  Site
-  Regents Park
-  Canal
-  Routes on quieter roads recommended by cyclists
-  Routes signed for cyclists
-  5mins walk from site



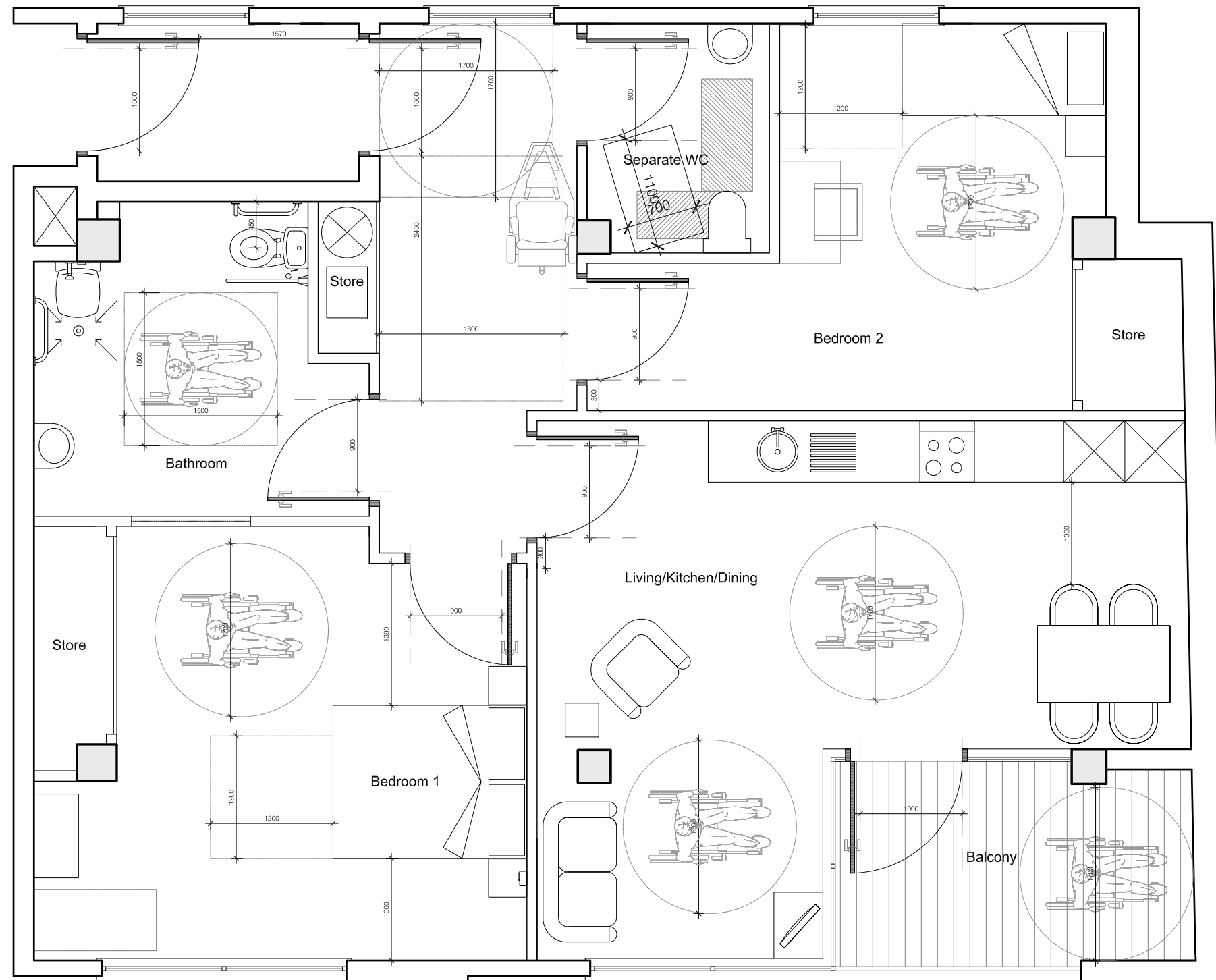
As detailed design progresses, care will be taken to ensure that the choice of materials and colour scheme provides appropriate levels of visual contrast between adjacent surfaces, control fixtures and fittings to ensure usability for the visually impaired.

The office WC facilities will be designed to adhere to AD M (2004), and therefore include the provision of a wheelchair accessible WC to each floor.

To allow for the safe evacuation of the building, disabled refuges will be provided in appropriate areas.

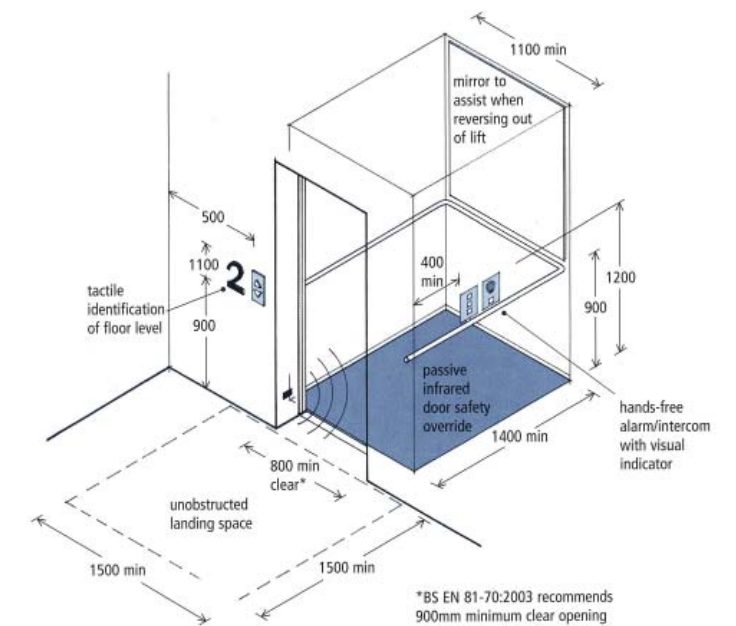
Any changes in level within retail units will be dealt with in the tenant fit out to comply with part M requirements including entrances to each unit.

 Indicates level entry access



Each of the 9 flats are designed to meet the Lifetime Homes criteria and, in accordance with planning policy H7, 1 flat is designed to be wheelchair adaptable. To comply with the requirements, the apartment entrance door provides a 1000mm clear opening and all internal doors a 900mm clear opening. All terraces will have level thresholds.

Both of the lifts to be installed are specified to comply with DDA guidelines as set out in the diagram below. As recommended by BSEN 81-70:2003 a 900mm clear opening will be provided to both lifts.



Accessible Flat Layout - Third Floor

Sustainable building principles will be considered throughout the project design process and will follow on during construction.

Design

Rather than demolishing the existing and building a new building, the proposed scheme renovates and extends the existing building. This approach is more sustainable and significantly reduces waste and the requirement for new building materials.

The refurbishment and additions to the existing building are Intelligent facade design minimising solar gain through the use of high performance glass. This helps to control glare and discomfort to tenants. In addition, mechanical working loads and overall energy consumption are reduced.

A maximum of 40% of the proposed new facades will be made up of glass panels to regulate heat loss/gain and improve overall thermal performance to be compliant with Part L of the Building Regulations.

Flexible, open-plan grid ensures that the building can accommodate a future change in the use or occupancy.

A full Cat A fit-out of building services will help to improve efficiency and minimise energy waste through appropriate and integrated building services solutions.

The residential portions of the building will be naturally ventilated, to save energy.

Energy

The proposed building has been designed so that where possible, the insulation levels exceed current building regulation requirements.

Low energy mechanical systems will be specified throughout the project to reduce the overall energy loadings required for operation.

Simple, easy to use heating, lighting zone controls will ensure a user friendly building and help to see that the energy saving principles designed into the building are implemented in reality. Where appropriate low energy light fittings will be used.

An independent Asbestos survey has been commissioned and will be used to minimise disturbances during the refurbishment. Where practical and necessary, certain asbestos materials will be replaced with an alternative from the green guide to specification.

Dust pollution during the refurbishment will be minimised using the appropriate protective equipment by the contractor.

Water & Drainage

Dual flush WC's will be used throughout and all taps are to be fitted with low flow restrictors to save on water usage.

Water sub metering will be installed to enable effective water management by the occupier.

Transport

Bicycle storage provision will be made; there will be a minimum of 25 spaces in accordance with the current Westminster UDP.

Waste

To minimise and manage waste during construction, the contractor will be required to separate and recycle waste during the demolition, strip out and construction stages of the project.

The Considerate Contractor scheme will be adopted and will ensure community awareness and good housekeeping to limit dust and noise.

Materials

"Modern Methods of Construction" will be used as practicable to minimise wastage and disruption on site.

Noise

The location and specification of services and plant has been designed to minimise noise generation and transference. An acoustic background noise survey will be carried out and the existing and proposed roof top plant will be selected to accord with the noise limit in line with the latest WCC documents.

The Considerate Contractor scheme will be adopted and will ensure community awareness and good housekeeping to limit dust and noise.

Refer to Mecserve Sustainability and Energy Statement C5270/HJW Issue 2