BB PARTNERSHIP LTD

DESIGN AND ACCESS STATEMENT

December 2009

1 - 8 COLLEGE YARD, LONDON, NW5 1NX – (ENX_019 rev C) MIXED USE DEVELOPMENT

This design statement is intended to be read in conjunction with the following documents;

- Photographs of the existing site.
- Existing and proposed plans, sections and elevations of the proposed development.
- 3 dimensional views of the building
- Environmental Engineers Code for Sustainable Homes and BREEAM pre-assessments.
- Lifetime Homes Report and Plans
- Construction Management Plan
- Structural Engineers Desk Study Report
- Daylighting and Sunlighting Report

The design proposals have been developed in response to comments and advice given by the London Borough of Camden to 2no. previous applications, references 2009/1329/P and 2008/3820/P (these were both withdrawn prior to a council decision been made) and in response to pre-application comments and advise in relation to an earlier application, reference 2007/5031/P; given in the form of a letter, dated 05/03/08 and issued to the clients previous agent, Main Street Design Ltd.

THE SITE

The site is to the north east of Highgate Road. The site is not in a conservation area, but its' south boundary line is adjacent to College Lane, to the rear of 60 to 72 Highgate Road that forms part of the 'Dartmouth Park Conservation area'. The north and east boundaries of the site are existing gardens to houses on Lady Somerset Road and Evangelist Road. An existing tarmac forecourt is to the south of the site and from this access is given directly onto Highgate Road.

The current lawful use of the site is B8 storage, but there is also a single residential unit in the 2 storey block to the south end of the site. The existing total area of the site is 516 square metres (0.0516 hectares). Pedestrian access to the building is via the main approach from the south off Highgate Road and from the north along College Lane.

THE EXISTING BUILDING

To the south of the site, adjacent to College Yard, the building is a 2 storey building with a flat roof and painted render finish. Behind this block contains a warehouse block with fairfaced stock brick walls and a 'north light' roof consisting of 2no. equal bays.

DESIGN DEVELOPMENT

The design has been developed with the aid of a daylight, sunlight study and an internal daylight analysis has been carried out on the proposed internal rooms.

THE PROPOSAL

The proposal is for a class change from B8 storage to a mixed development of B1 office space and C3 residential flats. This will be provided by the provision of a three storey building and basement with the second floor, in the form of a mansard roof, to be set back behind the parapet walls of the main building. The basement and ground floor are to provide B1 office space, whilst the first and second floors will be C3 residential in the form of 6no. apartments in total (this figure includes 1no. duplex apartment – Flat 2).

SITE POSITIONING AND VISUAL APPEARANCE

The footprint of the proposed building is the same as the existing one. The parapet height of the proposed 2 storey brick structure matches that of the existing rendered building. The recessed second floor, in the form of a mansard roof, is set back behind the line of the parapet on all 4 sides in order to reduce the visual impact of the overall building mass. The mansard roof to the north elevation is recessed down to the first floor level, in order to reduce the visual impact of the building from the Evangelist Road properties. The proposed dark, pre-weathered, zinc finish to the mansard sides and roof will further reduce the visual impact of the building and increase the 'subservient' characteristic of the mansard storey. The simplification of the overall form and elevational treatment will also help to reduce the overall mass of the building and it's prominence within its immediate and surrounding context.

The palette of chosen materials, such as the use of stock brickwork and zinc cladding to the roof; together with the fenestration pattern and proposed simplicity in the detailing of the fabric, will directly relate to its local surroundings and help to retain the overall light industrial, 'low key' aesthetic.

NEW HOUSING PROVISION

A mixture of large and small units have been provided in accordance with policy H8 of the UDP and in response to the councils requirements as set out in their correspondence dated 01/10/08. The proposed mix is as 6 total units as follows -

- 1. First Floor 1no. 1 bed unit, 1no. 2 bed unit and 1no. 3 bed unit.
- 2. Second Floor 1no. 1 bed unit, 1 no. 3 bed unit.
- 3. First and Second Floors Flat no. 2 1no. 2 bed duplex apartment

Please refer to the plans for individual unit positions within the building and unit layouts. These have been designed in reference to the councils' supplementary planning guidance document, section 2.3 'internal arrangements'. The inclusion of an 8 person passenger lift in the residential section, to give access to the ground, first and second floors has also been incorporated into the scheme. A passenger lift has also been provided to the office space to give access from the ground floor to the basement.

AMENITY SPACE PROVISION

The site is in a fairly dense, urban location, therefore the level of proposed amenity space to the flats is minimal. However, in response to the pre-application comments, certain design solutions have been adopted. No balconies are proposed to the north or east elevations, where potential overlook onto the rear gardens of the houses to both Lady Margaret Road and Evangelist Road would result in loss of privacy. The introduction of the mansard at first floor level to the north facade enables the adoption of velux windows to Flat 1 without loss of privacy to the Evangelist Road properties. The level of the north wall obscures any potential for overlook. Also, the rooflights to the ground floor offices are similarly obscured by the height of the north wall.

The careful positioning of the south terraces to Flats 1 and 5, together with the proposed height of the masonry south wall and the introduction of screening to the terrace of Flat 5 on the second floor, negates any potential overlook or loss of privacy to the property to the south west corner of the site, facing onto College Lane. The adoption of the south facing external terraces to Flats 1 and 5 provides a level of outdoor amenity space to these units. The level of daylight to these terraces is maximised by the recess to the mansard roof to Flat 2. The introduction of the duplex apartment to Flat no. 2 with the rooflight to the first floor reception area and positioning of the bedrooms at 2nd floor level increases the level of daylight to this flat and therefore enhances its' internal environment.

TRANSPORT/PARKING

There are excellent public transport provisions to the development, with a number of main bus routes within close proximity to the site on Highgate Road. Kentish Town Road underground station is also within 3 minutes walk of the site to the south.

Provision has been made for a covered cycle store to be positioned adjacent to the main entrance, to enable a good level of surveillance. A total of 6 cycle storage spaces has been provided in the form of Sheffield parking stands. Also provided is 1no. disabled parking space to the existing parking area to the south of the site.

REFUSE STORAGE AND RECYCLING PROVISIONS

An enclosed refuse store has been proposed, positioned to the north of the existing forecourt. This will have ventilated doors and contain 2no. 1280 litre Eurobins for the flats (1no. for recyclable waste and 1no. for non-recyclable waste) and the same for the offices (4 Eurobins in total). Also 55 litre recycling boxes have been proposed for each individual unit. These proposals have been designed whilst referring to the provisions of Camden council's 'Waste storage requirement' document.

DISABLED ACCESS

The development will comply with Part M of the current building regulations and will thus provide appropriate clear door widths and level access amongst other design provisions as required within the document. The provision of a passenger lift to serve the flats will assist both ambulant access and

wheelchair access. All the flats will be 'Lifetime Compliant' and in accordance with the regulations 10% of the units (in this instance 1no. unit, Flat 1) will be fully wheelchair accessible. Please refer to the separate Lifetime Home statement and drawings.

SUSTAINABILITY APPRAISAL

A 'code for sustainable homes 2007' pre-assessment has been carried out and the expected result is level 3 of the code. Also a 'BREEAM offices 2008' pre-assessment has been carried out for the proposed offices and the expected rating is 'very good'. Please refer to the above pre-assessment reports for the schemes' sustainability proposals.

The choice of traditional construction materials for the development, in keeping with its surroundings, is expected to result in a long design life for the scheme - ensuring that the embodied carbon dioxide emissions of the construction materials relate to a longer lifecycle and that minimal remedial works will be required to maintain the building's serviceability, thereby limiting future resource use.

The excellent public transport links and cycle provisions, as previously described in the transport section will also form a significant contribution to the developments' sustainability.

CONCLUSION

The above proposals and the subsequent replacement of the existing dilapidated building will help to regenerate and improve the site. The scheme will also present a great opportunity to provide a sustainable and desirable mixed use development that will bring valuable employment to the area and will also enhance both the local environment and surrounding community.