

ACCESS STATEMENT

LIFETIME HOME STANDARDS AUDIT

1). Car Parking

There is no parking provided within the confines of the site.

2). Access from Car Parking

See comment under 1. above.

3). Approach

The approach to the ground floor entrance is level to enable full access.

The approach to the upper levels and lower ground level involve steps, as existing.

4). External Entrances

The external entrance and external entrance to ground floor is illuminated.

5). Communal Stairs

These provide easy access from street and courtyard and are fully accessible.

6). Doorways & Hallways

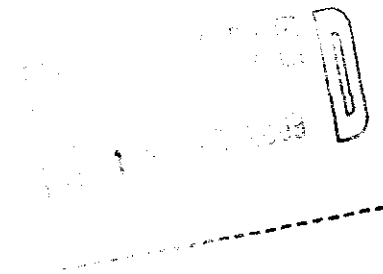
Internal doorways and hallways meet Part M requirements in the approved documents. Hallways are 1100 mm wide with main entrance as having clear opening doorways of 900 mm. Doorways have a 300 mm nib or wall space to the sides of the leading edge entrance level (applicable to ground floor flat).

7). Wheelchair Accessibility

There is adequate space for turning a wheelchair throughout in dining area, living area, bedroom and with adequate circulation space for wheelchairs elsewhere (ground floor flat).

8). Living Room

The apartment has a living room at ground floor entrance level.



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9). Two or more storey requirements

Not applicable to this Scheme.

10). WC

Does not comply to this Scheme. However, ground floor apartment has a fully accessible, see Plan.

11). Bathroom & WC Walls

Walls and WC are fully provided with grab rails as necessary. See plan.

12). Lift Capacity

Not applicable to this Scheme.

13). Tracking Hoist Route

Not applicable to this Scheme.

14). Bathroom Layouts

All sanitary rails designed to allow ease of access with side access bars and sufficient space for wheelchair maneuvering, (ground floor flat only).

15). Window Specification

Window cills are to be no lower than 800 mm above finished floor level.

16). Fittings and Fixtures

Switches, sockets and service controls installed to meet Part M of the approved document (applicable ground floor flat only).

DESIGN AND ACCESS STATEMENT

In respect of

Loft addition & Conversion at Roof Level
149 York Way
London
N7 9LG

On behalf of

Mrs L. Michael & Mr N Panayi

Date: 20/11/08

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1.0 INTRODUCTION

- 1.1 This statement sets out both the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with.
- 1.2 This statement has been produced in conformity to the provisions of Circular 01/2006 and Section 327A of the 1990 Act. This statement has followed the guidance contained within the CABI guidance booklet *'Design and Access Statements – How to write and use them'*.

2.0 DESIGN

- 2.1 This application seeks permission for the conversion of the ground and lower ground of an existing five floor building which presently provides commercial accommodation at ground and lower ground with 3 self contained flats above. The 3 self contained flats will be retained.

Use

This application seeks permission for the conversion of the third and fourth floor to provide with the benefit of a roof extension a one bed flat with a two bed maisonette, this will therefore provide one new additional self contained residential unit with one retained residential unit at roof level and two retained residential units at first and second floor with commercial accommodation at ground and lower ground.

Alongside the aim of securing a development, which merges visually with its townscape setting, it has also been the desire to produce a scheme, which integrates functionally with its context. This application represents a modest residential development within a well established residential neighbourhood; a use which is thus compatible with the surrounding character and land use, and therefore encouraging the more effective use of land, as the existing site is part residential part commercial.

On the doorstep of such a site, are an abundance of community facilities, including local shops, public houses and an excellent, frequent public transport system with the rest of London, in the form of buses and a train link. As St Pancras Underground Station is within walking distance. This would make such a site highly suitable for residential development.

AMOUNT

The application site is 110 sq mt in area. This proposal will provide accommodation at first, second, third, fourth and fifth which will comprise of three one bedroom flats and one two bedroom, two floor duplex maisonette.

LAYOUT

The proposed building sits between the storage building, and residential property on York Way. Its design has been carefully developed to provide legible frontage to the main road. Existing buildings and neighbouring residential property, are set back from the road by paving.

The layout and massing of this development has been carefully designed to reflect existing building alignments whilst not adversely affecting the amenities of the occupiers of the adjoining properties.

The entrance to the building would be off York Way, thus heightening the entrances surveillance, as it would be overlooked by the flat itself and by the adjacent buildings.

SCALE

Buildings in the area of York Way are mostly four and five storeys in height. The majority of residential flats on York Way and around the immediate surround area also include a basement. The proposed development is five storeys in height plus a basement flat, however the overall height of the proposed building is less than the overall height of the storage building along York Way.

APPEARANCE

The proposed building will sit in between an existing 4 storey residential development and a six storey storage building. The design of the proposed flats will improve the character of the area, and be appropriate to its context.

The proposed building will sit in between an existing four storey flat development and six storey storage building. The proposal has been carefully designed to be commensurate with the scale and relative density of the immediate surrounding area. Materials have been chosen to complement those characteristics of the York Way area.

The building should also be designed and constructed to minimise energy consumption, conserve water resources and reduce its consumption, recycle materials and reduce waste. The new flats will be required to achieve a 'Very Good' standard on the EcoHomes assessment. Gray water systems will be used for the recycling of water for the use in toilet flushing.

3.0 ACCESS

Vehicular and transport

The application site enjoys excellent public transport links with the rest of London, as Camden Town and St Pancras Underground Stations are located near to the site, the latter providing services on Piccadilly, Northern Circle and Metropolitan lines. The road is further included in an integrated bus network, to and from greater and outer London.

London has also recently seen an increase in cyclist over the last few years, due to the introduction of the congestion charge. Although York Way has not directly been affected by the charge, it still has an effect on residents who have to work in London, in areas where the congestion charge applies.

Inclusive access

The needs of the disabled people have been incorporated into the design of the development as far as feasible.