86-88 Delancey Street, London

Planning Application – Planning Report

6th November 2007

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CONTENTS

APPENDICIES

Introduction

Each London Borough has sites that should long ago have been developed. They stand out like 'missing teeth' in an urban fabric that is progressing regardless of them.

86-88 Delancey street is a notable location on the south western edge of the London Borough of Camden. As one of a limited number of crossing points over the main London to Birmingham railway line for many years the site is a 'gateway' location between the affluent Regents Park and the more commercial and independent Camden Town.

The existing tyre repair centre on the development site sits awkwardly between the Georgian Listed terrace of the rest of Delancey Street and the quirky Parkway with its 'dutch' gable ended terraces and post war extensions.

The urban realm in front of the existing building comprises of a wasteful garage forecourt that welcomes visitors from the sylvan context of Regents Park. Development has always been limited by the railway tunnel beneath the site at 86-88 Delancey Street.

However, by responding creatively and innovatively to what initially appear to be urban constraints the design team believes that a new dynamic and sustainable architectural feature has been devised.

The London Borough of Camden has a well established reputation of promoting and supporting qualitative design. The proposed development mirrors these aspirations and provides a sympathetic transitional building that creates a sense of place amidst its historic neighbours and environment whilst addressing the challenge of representing a new gateway to the vibrant core of Camden Town.

Detail view of the proposed development at 86-88 Delancey St

Planning Statement

Site view as seen from Gloucester Avenue

Land Use

The site of the proposed development at 86-88 Delancey Street lies immediately adjacent to the town centre of Camden and next to the Parkway Neighbourhood centre.

The site is within the Camden Town Conservation Area and adjacent to the Primrose Hill Conservation Area. The properties from 84 Delancey Street onwards are Grade II listed terraces.

Currently the site composes of 520 m^2 of B2/B1c accommodation. In accordance with policy SD3 a mixed use development of replacement B1 and residential accommodation is proposed.

As a previously developed site, currently a car tyre repair centre, located within buildings of some disrepair, the proposed scheme seeks to optimise the site by including the addition of 14 much needed dwellings, above the ground floor B1 usage, for the London Borough of Camden.

The additional residential accommodation will serve to strengthen the existing surrounding residential communities, and provide support for local amenities.

As a continuation of the B1 usage on the site the existing economic activities are retained. The alteration of the existing singular 520m^2 use into three smaller units is aimed at providing for a range of business uses. Potential occupiers include skilled and qualified design oriented businesses of which there are a number of strategic and international practices in the near vicinity.

The B1 provision on the site does not contain elements that impact upon the amenity of the supporting residential units.

Effective and efficient B1 use of the site is maintained by virtue of the close proximity of existing multiple transport facilities (See Transport Assessment Section.)

The following provisions are intended for the B1 accommodation:

- Suitable floor loadings.
- A 3.8m high clear ceiling height on the ground floor of the primary building.
- A 3m high clear ceiling height on the ground and first floor of the secondary building.
- Wide corridors.
- Adequate turning for small service vehicles (See transport Assessment.)

The proposed development is committed to providing an effective, well balanced and commercially adept mixed-use project to support the continued growth of the localised economic and community aims of this area of the London Borough of Camden

Residential Use/Policies

As a site very close to public transport facilities and the town centre of Camden along with the excellent amenity provided by Regents Park, 86-88 Delancey Street is ripe for residential use. It represents the potential of providing for PPS3 and policy H1 which calls "for efficient high-density strategic new housing of acceptable standards within urban areas."

As a 'brownfield' site the project is an excellent opportunity to provide genuinely sustainable housing. Camden can be seen as making an important contribution to meeting the Government's target of 60 per cent of additional housing coming from previously used sites, 'brownfield' sites.

With housing being the priority of Camden's UDP the following residential provision is made in the 14 additional units proposed:

- 4 1 bedroom units
- 5 2 bedroom units
- 5 3 bedroom units

The new residential units in this project comply with Lifetime Homes Standards (See Lifetime Homes Statement) where two of the 14 units (those on first and second floor of the rear annex block) have been designed to be easily adapted for potential wheelchair users. A wheelchair compliant lift is provided to all residential levels ensuring independent and quality access for all such users.

Residential use is considered a suitable part of the mixed use proposal as it links well with the surrounding existing communities of Delancey Street and to some extent Parkway. The addition of apartments above ground floor in this case increases safety and security to street frontages at the top of Delancey Street by providing activity and natural surveillance throughout day and evening times.

Located over four floors the scheme aims at providing a balanced residential mix. In pre-planning discussions with officers apartments for families have also been targeted for this specific area. Five, 3 bedroom units are included as a consequence. The close proximity of Regents Park, within approximately 200m of Delancey Street, provides for adequate family amenity.

Amenity for each of the larger units is provided by balconies which have a minimum overall dimension of 5 m^2. In some cases the larger units include balconies accessible from living and bedroom areas. A small area of amenity space is provided at ground floor in the rear courtyard. It has been agreed with officers that this will be landscaped subject to condition.

With the use of a curved footprint the units receive good provisions of daylight. The south/south westerly aspect of the site enables good access to sunlight for the majority of the units.

All bedrooms meet or exceed the minimum 11m^2 for first and double bedrooms and the 6.5m^2 for single bedrooms.

The pre-planning meeting report (See Appendix) identifies that in terms of neighbouring amenities it is not considered that any neighbours would suffer any significant harm.

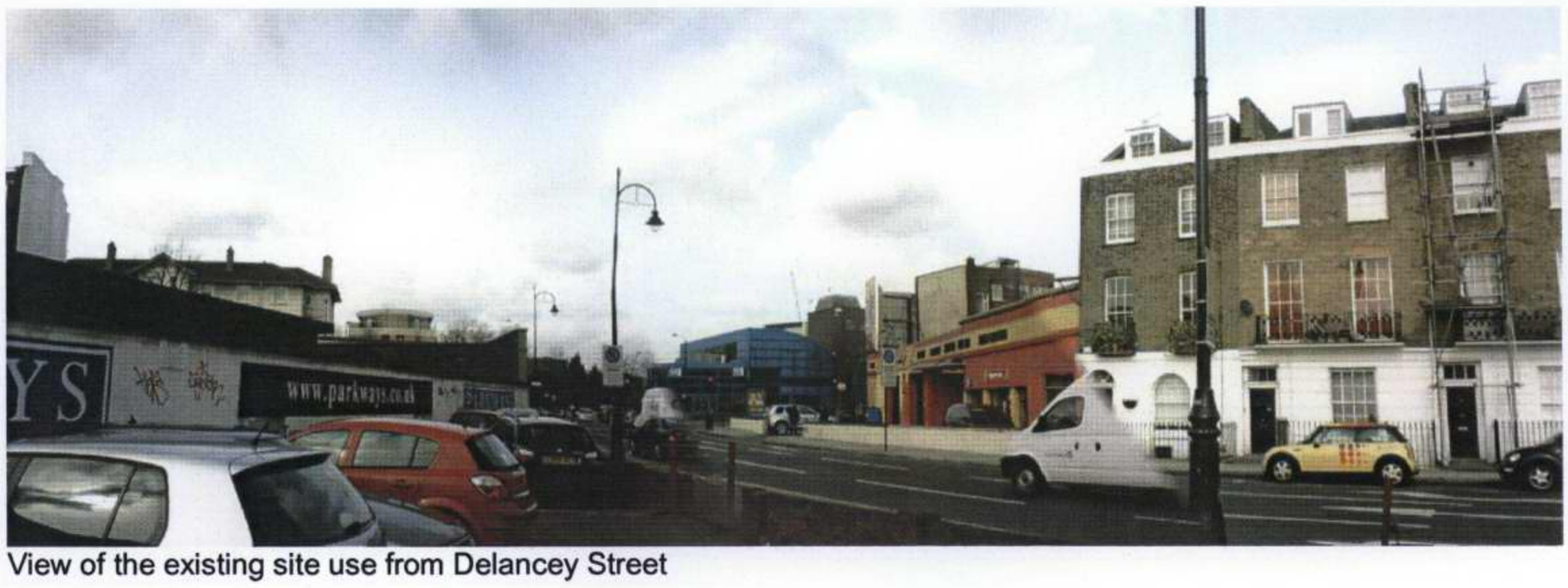
The windows to all habitable rooms do not directly overlook any neighbouring habitable rooms, as most look towards Delancey Street. The rear block habitable room windows overlook only the secondary block and its B1 inhabitants.

The pre-planning meeting also addresses the existing residential windows that could possibly be impacted upon the 103/105 Parkway and 84 Delancey Street describing the set back of the main block "is considered adequate to preserve the outlook of these flats." Indeed this area had been considered in a previously designed scheme which had been altered to accommodate officers' concerns.

A separate daylight/sunlight report has been provided for the proposed scheme. (See separate Sunlight Daylight Report).

The overall residential character of the proposed scheme has been designed as key to the building's identity with good-sized balconies and solar thermal tubes (See Sustainability Section) identifying a sustainable approach to living.

It is considered to be an attractive and desirable place for a mix of people to live along Delancey Street, contributing character and identity to this currently disparate corner of Camden.



View of the existing site use from Delancey Street

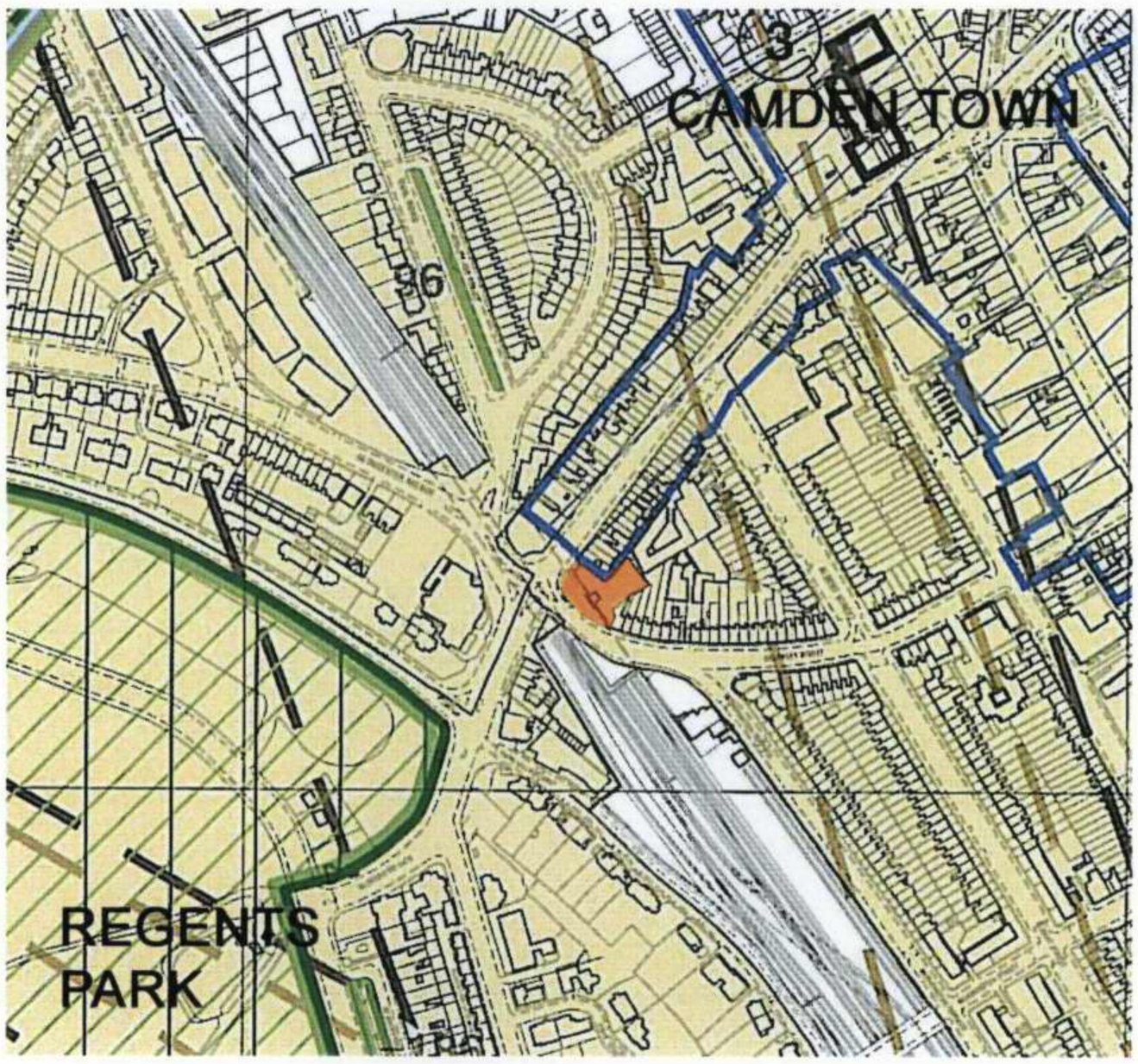
Design Statement

Urban Context

86-88 Delancey Street is located on the South West edge of the London Borough of Camden. It lies on the junction between Delancey Street (north/south) and Parkway (east/west.) Approximately 200m from Regent's Park and 500m from Camden High Street it sits in the Camden Town Conservation Area and adjacent to the Primrose Hill Conservation Area. 84 Delancey Street is a Grade II listed 3½-storey residential building and part of a listed terrace with mansard roofs.

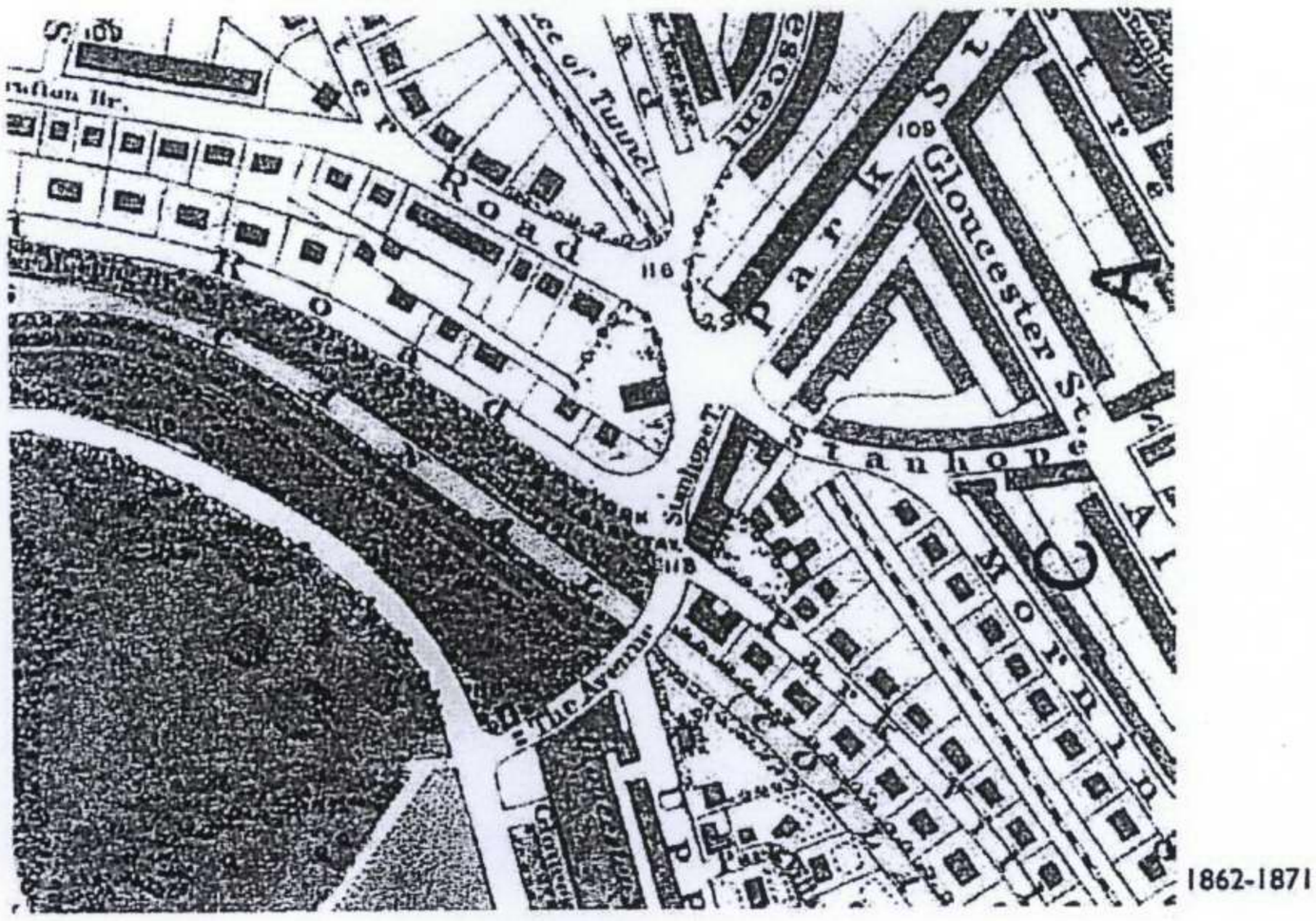
The development site is within a Strategic View: Wider setting Consultation Area between Parliament Hill and St Paul's. As a development that is located in an area with buildings of ranging height and topographies and due to the minimum increase in height above its immediate neighbours, it is not considered to impinge upon this strategic view.
Note: Consultation with the Design Officer has been conducted on this issue.

An existing single storey building will be demolished on the site with replacement scheme as a part of the proposed development.



Delancey Steet location within Camden UDP

In 1833-1836 the railway line from Birmingham to London was extended to Euston. In so doing it served the area of Regents Park from Camden Town. This point of separation was most noticeable at the junction between Parkway and Delancey Street, formerly known as Park Street and Stanhope Street, since then the urban form has been fragmented. The plans from 1871 show gabled-ended terrace blocks fronting the crossing point formed by the angle of the railway tunnel below. By 1899 these had been consolidated by a flat set black block on the proposed site very similar to the shape that is visible today.



Historical plans showing the location of Delancey Street

The connection point between Delancey Street and Parkway can be described as a line of urban transition. The defining feature, the 20m deep railway, which was enlarged in 1851, cut a 'social divide' between two generous villas and terraces of Regents Park and the more commercial Camden Town with street 'made grimy by the railways', is not immediately obvious from street level. It has, however, far reaching implications for the surrounding urban forms. The physical cut in the surface of the area at this junction has precluded development over and around the tunnel area other than lightweight single storey structures.

Additionally, railway network maintenance management have a covenant to the tunnel along its length with access rights through the ground floor level at a particular area. These physical constraints have resulted in the current wasteful usage for the front of the site as a garage forecourt and parking lot, where weight loading is relatively low.

The urban identity at the top of Parkway and Delancey Street has subsequently become 'diluted and negative' in comparison to its surroundings. The single storey unit on the railway bridge itself and surrounding brick wall structures are today the most notable features amidst a sea of traffic signs and traffic lights. This prominent site is currently uninspiring and unattractive.

Design Approach

The London Borough of Camden's UDP identifies its commitment to design excellence and the improvement of the quality of life for its residents in policy B1. This reputation for supporting high quality design and "promoting and recognizing innovative and sustainable design" is considered an aspiration for this proposed development at 86-88 Delancey Street.

By responding creatively to the site's physical constraints and limitations, namely the tunnel and neighbouring characteristics, (the Georgian listed terrace) the proposed scheme will enhance and renew the localized built environment.

Photomontage of the site viewed from Gloucester Ave

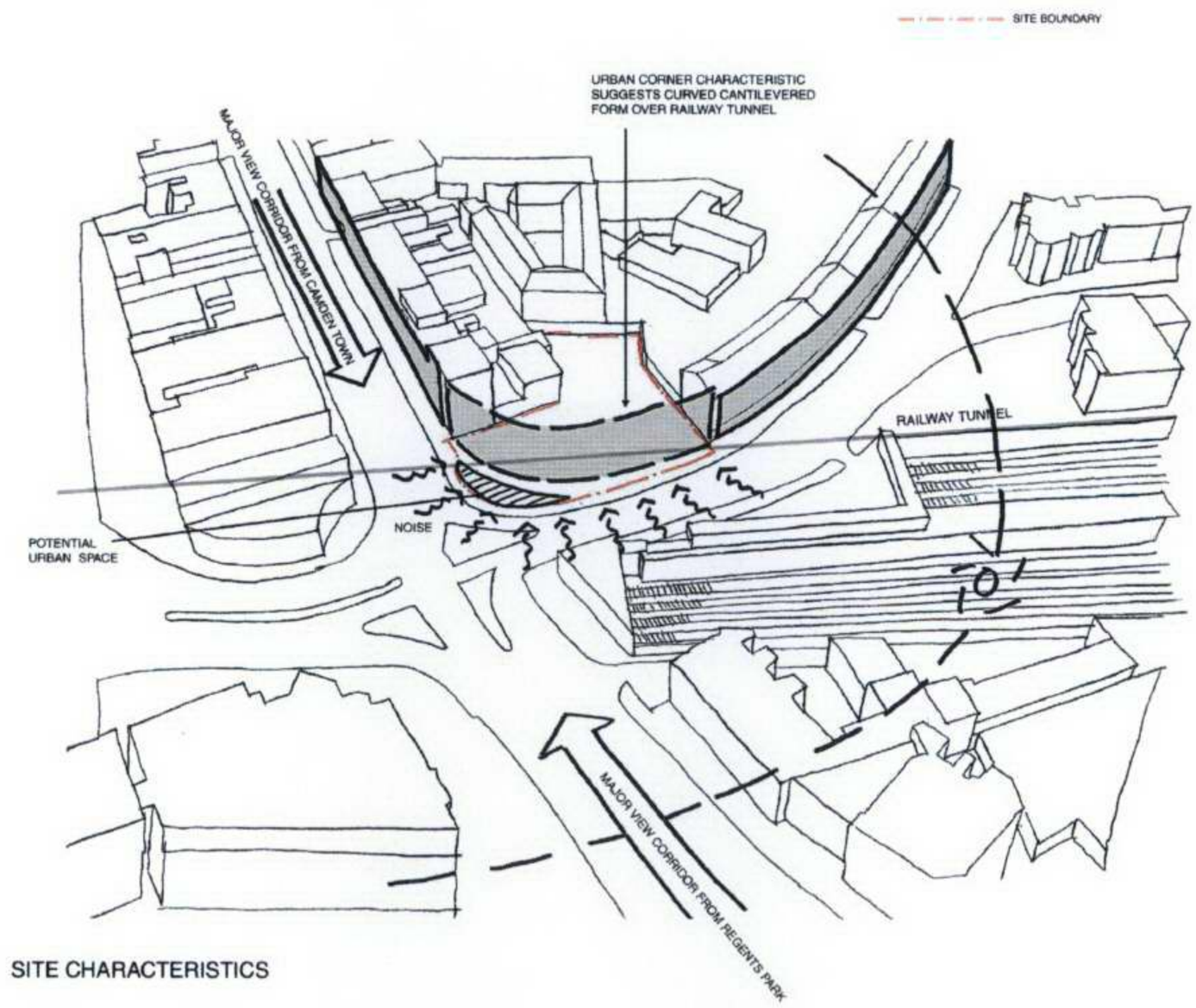
In response to the existing urban context and the opportunity to make an architectural statement identified at the site, the design approach to the proposed development has required a blend of understanding and dynamic. The key areas of focus have been selected into the following categories:

1. The urban 'curve' as a form

2. The elemental building division and sustainable approach

3. The corner 'accent'

4. The connection/transition blocks



Sketch showing urban design analysis of the site

1. The urban 'curve' as a form.

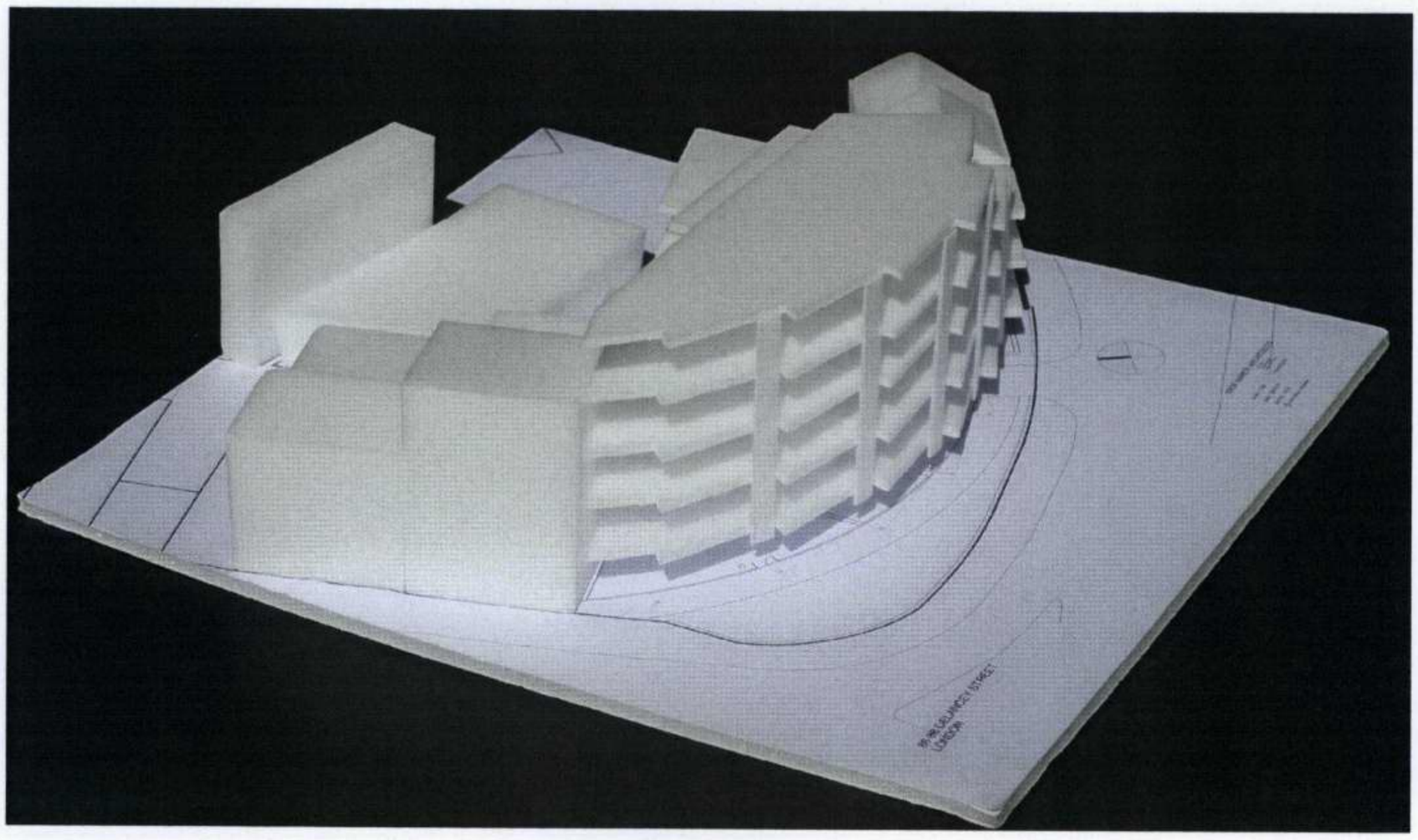
Previously proposed schemes for this site have consisted of a flat fronted building acting as a simple link between two urban blocks, due to perceived technical constraints from the tunnel below.

In conjunction with the design officer in pre-planning meetings the proposed use of the more dynamic form of an urban 'curve' as a continuation of the existing Delancey Street terrace form has been promoted.

The flow around the corner between Parkway and Delancey Street provides not only a more accomplished visual completion of the urban block but it also addresses the importance of the site as a 'gateway' between Camden Town and Regents Park. The missing "tooth" between the two streets Delancey and Parkway is filled with a fluid form that acknowledges the listed terrace on Delancey Street and joins it elegantly with the more piecemeal character of Parkway.

The use of a curved form for the proposed development also creates an easier form of transition between the two streets when viewed from the approaching angles of the neighbouring Albany Street and Gloucester Avenue.

By using innovative solutions for the cantilevered structure (a central spine with hung floor slabs) it is possible to accomplish the outstanding curve to produce a considerable improvement on the existing view of the current built environment.



Model view of curving urban form

2. The elemental building division and sustainable approach.

In combination with the horizontal wrap around flow of the building form it is considered important to maintain and respect the historic visual 'grain' of the surrounding urban block in which the proposed building is being included. Despite the homogeneous terraced nature of the Delancey Street, the multiple occupancy and the original surroundings residential division was historically vertical with houses stacked next to each other. Each house comprises of a similar width repeated along a road. Firewall separation at the attic level is distinguished between properties with chimneys at the ridgeline.

Economic and social forces have altered the manner in which residential provision is supplied today. Increased inner city residential densities are promoted by current urban design policies such as PPS3. Houses have been replaced in many inner city localities by apartments stacked on top of each other with amenity space provided by balconies rather than gardens. Due to the width of the site, at Delancey Street 86-88 and the different parameters described, the visual expression of the residential unit apartments stacked on top of each other becomes horizontal in character.

As an acknowledgement to the existing surroundings, the proposed development divides the building's urban curve into individual sections similar in width to those of its Georgian neighbours. By creating these facets the horizontal character is separated into 'panelled' sections enabling vertical expression in the mass of the new form.

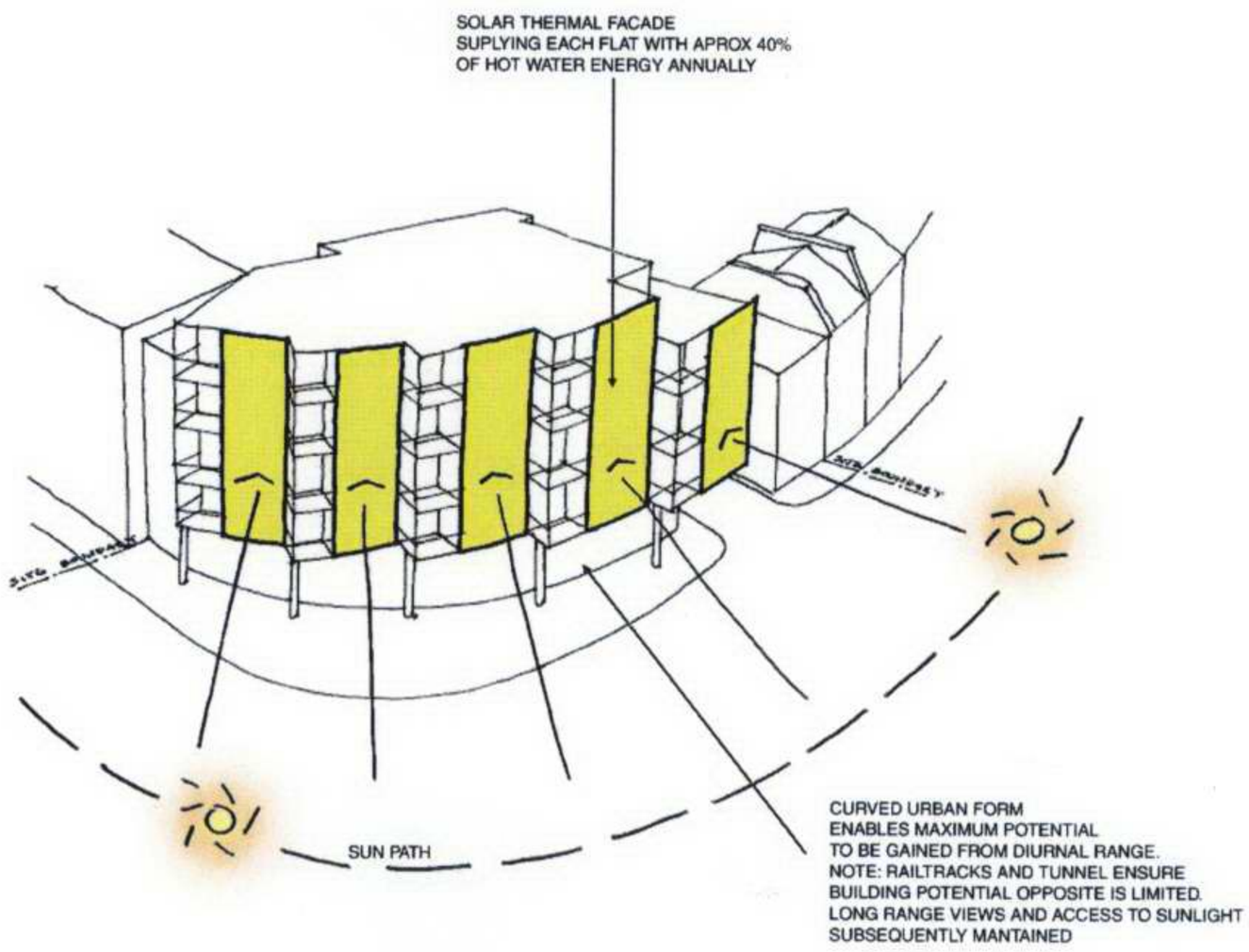
Simultaneously to the process of designing the building as a response to its historic context in a conservation area, the environmental context of the building lines are considered.

The south/south west aspect of the 'urban curve' ensures that solar gain to the Delancey Street façade is at a premium. Additionally the railway ensures that no new buildings are likely to be built directly in front of the site.

The environmental benefit to the built form in this circumstance is to harness the renewable solar energy source by the use of solar thermal tubes (see Sustainability Assessment.) When placed on the external building façade these evacuated heat tubes can provide a dual purpose.

Primarily they work to provide 40% of the hot water provision for the apartments. Additionally they also act as an architectural expression of the sustainable feature of their innovative design.

By placing the solar thermal tubes in a vertical format an accent is brought to the arrangement of the "panelled" sections previously described with regards to the historic context.



Solar Thermal analysis of the site

A new emphasis is placed on the configuration of the repetitious vertical nature of the façade. As the sun tracks around the site, its 'renewable energy' is absorbed from panel to panel.

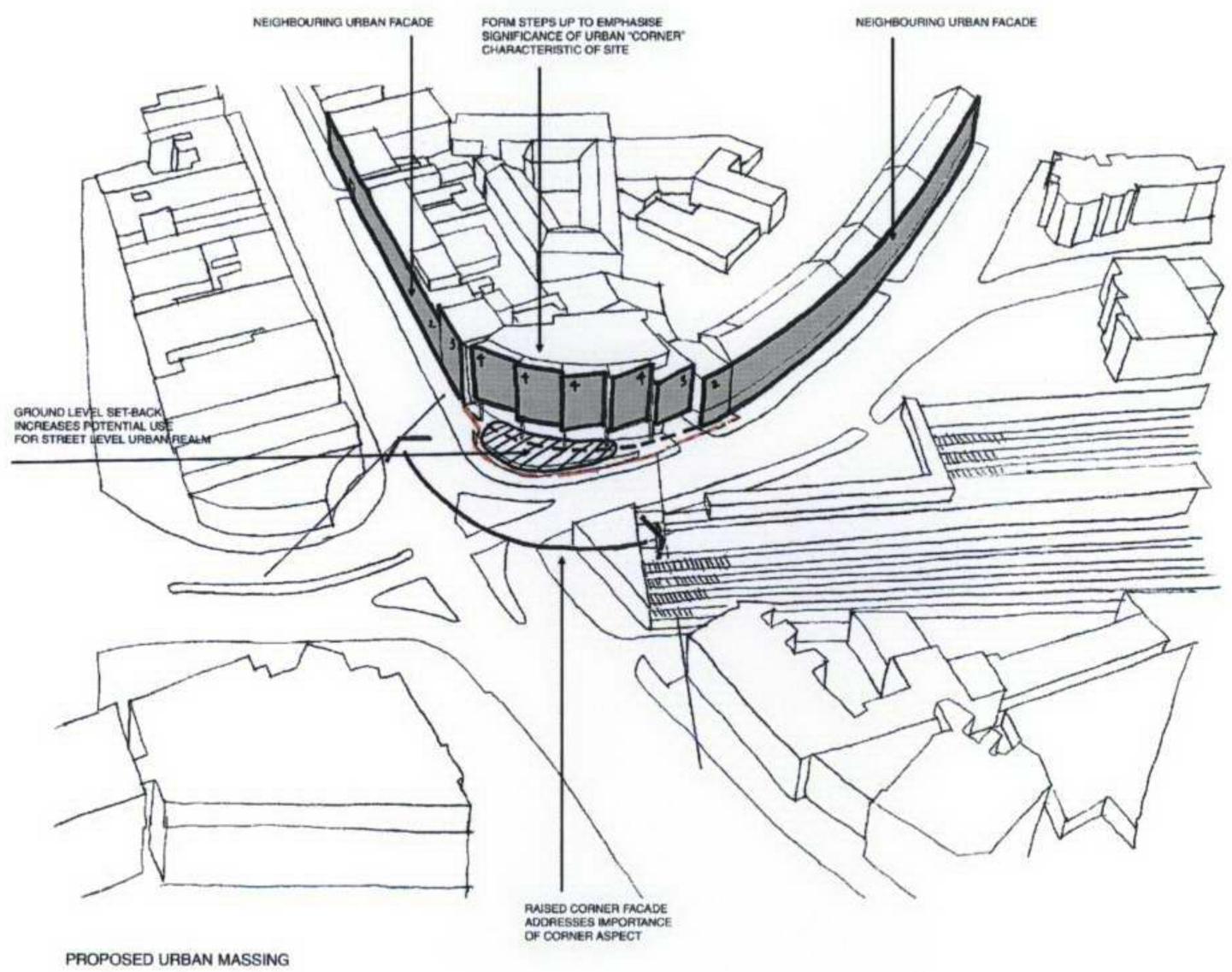
By responding creatively to the site and items such as the railway lines below that were previously considered a constraint, the proposed building has developed an identity of its own. A product of the local urban characteristics.

3. The corner 'accent'.

Historical reference has identified that as the larger villas to Regents Park were separated from the terraces by the railways cutting in 1833 of Camden Town a social divide was created between the two areas. The Parkway/Delancey Street junction became one of only a few points at which to cross over the railway lines. Consequently the proposed "development" site has been described by the planning and design officers as a 'gateway' location in pre-application meetings.

To fulfil the potential of the site as a significant urban location it is necessary to provide the proposed design with a heightened urban presence. It is subsequently appropriate for the mass of the proposed building to be increased on the corner junction.

The diagram below identifies the existing surrounding building levels and the proposed increase to a five-storey building close to Parkway. It is critical that this 'gateway' location is occupied by a building of design quality and distinction that represents the urban dynamic of Camden Town such as the proposed development.



Analysis of the corner characteristics of the site

In keeping with the proposed building's 'understanding' of its context as a horizontal form with a vertical accent, the uppermost corner levels perform a dual design approach. Whilst setting the bulk of the top floor back from the building edge, the lower façade partially continues on to

a new upper eaves line. It then turns through 90° to create a cover to the resulting balconies. The definition of a larger corner building is thus described, without the inclusion of the form.

Simultaneously the facetted nature of the building's floor plan helps to break a single block, five-storey building into separate sections.

The result is a building that uses both its vertical and horizontal elements to define its impact on its corner location in a contextual manner whilst still contributing both presence and accent.

A view identifying the façade treatment of vertical and horizontal elements

4. The transition blocks

Inserting modern buildings into conservation areas involves contextual understanding and consideration. The Grade II listed terrace of Delancey Street is a product of its own time. Dynamic in form yet formulaic in feature, the urban 'curve' has similarities to the grander Nash terraces of Regents Park, which are themselves contemporary buildings of their era.

The more prosaic identity of Parkway presents an identity of its time but has been less well maintained due to the mixed use of its buildings as both retail/commercial and residential areas.

In keeping with the collaborative design thinking of the proposed development the new building's form and floor plate have been designed to create 'edge or transition conditions'. In treating these end pieces with appropriate materials and fenestration it has been possible, in conjunction with the London Borough of Camden conservation and design officer, to compile 'connection or transition blocks' that manage the alternative floor levels required by the pre-determined B1 status of the ground floor at 86-88 Delancey Street.

At the 84 Delancey Street connection, a unifying yellow stock brick and render façade division has been included with connecting eaves levels. The window widths and reveals link closely to their Georgian neighbours. Where the floor heights have been dropped locally in the new building to accommodate matching the facades.

At the adjoining eaves levels, the balconies of the proposed third floor roof terrace are pulled back from the façade edge allowing amenity space to the third floor level whilst maintaining the continuity of façade definition.

At ground floor level, the accommodation of this block comprises auxiliary uses such as enclosed cycle, refuse and recycling stores. These uses are partially accessed via entrance doors off Delancey Street, which it has been agreed will be designed as part of a planning condition.

View showing the transition between the Grade II Listed terrace of Delancey Street

The vehicular entrance into the rear courtyard is served with a full height metal grilled security gate. The proposed design of which will be simple but contextual and incorporate the historical pattern of previous Delancey Street boundary treatment (See Conservation Statement.)

The connection to 103-105 Parkway is less mannered due to the more post-war characteristic of the existing four-storey Parkway building. A full height matching yellow stock brick separation strip will be used to provide a buffer zone between the two buildings and enable a subtle transition between existing and proposed buildings in this Camden Town Conservation Area.

The Rear or Secondary Block

In association with the main five-storey building directly located on Delancey Street a second two-storey building is proposed at the rear and deepest section of the site.

This building is similar to its larger sibling in that it too steps back to the rear of the site from two storeys to a single storey.

This building completes the required provision of B1 accommodation on the site. The 3m clear head height at ground and first floor has again been pre-determined by the planning authorities.

The design characteristics of this block pick up similar traits to those of the front building but in the faceted nature of the roof form rather than the front façade. This repeated single pitch identity is not dissimilar to the surrounding low level pitched roofs and afford valuable top light into the deep floor plan of the B1 units below.

South facing solar thermal tubes will also used on the single pitch roof format of this building to provide for hot water requirements in the B1 uses.

Materials

The majority of the proposed development is contemporary in its design characteristics. The cantilevered structural requirements enabling the curved form and the inclusion of renewable energy systems on the building's façade, or 'environmental skin' identify the proposal's intent of being an expression 'of its time.'

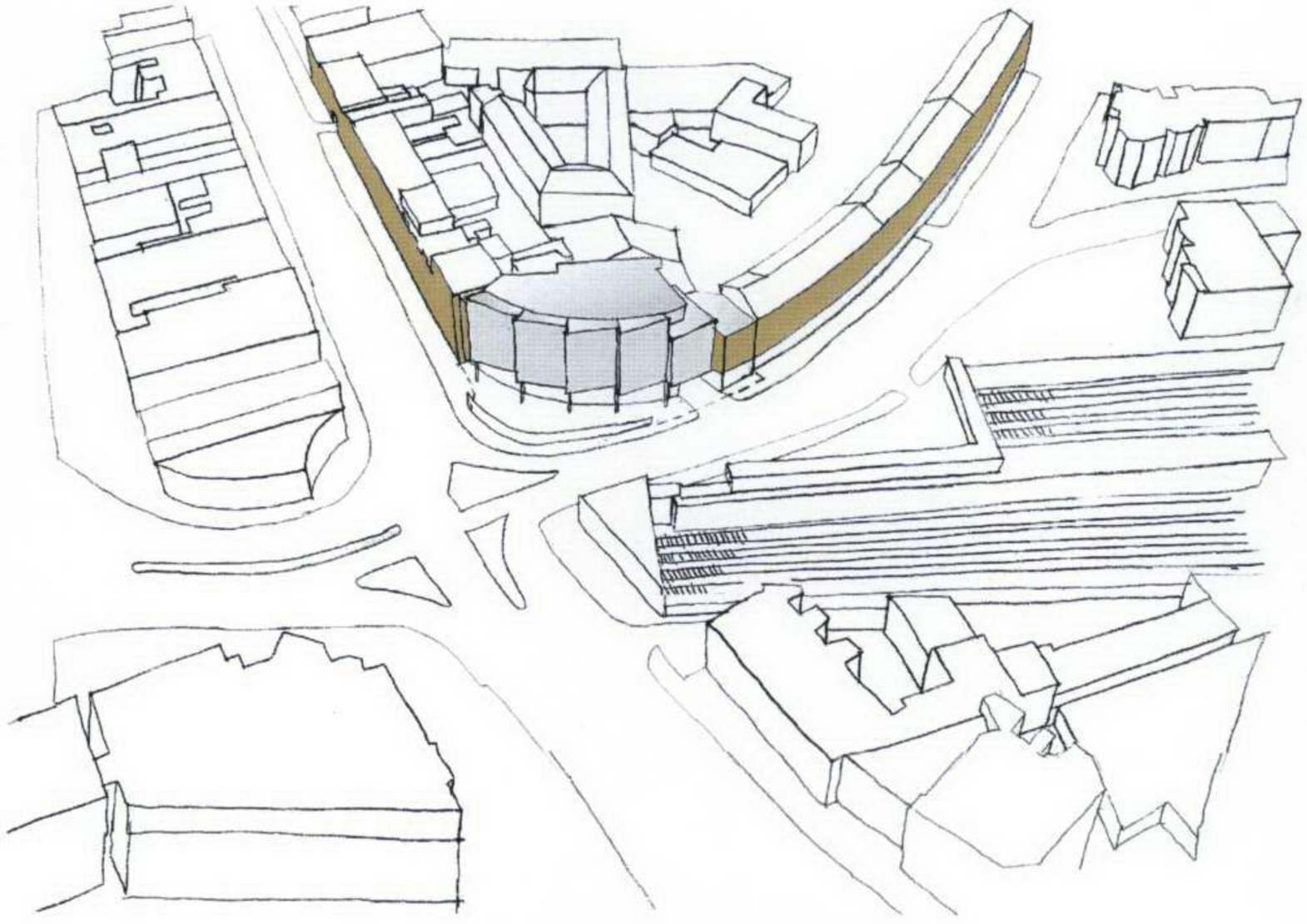


Diagram showing the intended generic materials split across the site

The selection of building materials is made with these functional purposes in mind. The main buildings primary external façade comprises of a powder coated metal-framed cladding system with full height panels of low E double glazing, enabling light to reach into the full depth of the residential floor plans. The balcony balustrades are similarly glazed. The external edge of the separating façade floor plates also have a metallic finish.

Both the ground and top floor facades of the main block are comprised of full height low E double glazed units. The vertical façade element or environmental skin comprises of renewable energy solar thermal tubes. Consisting of a double layer of highly polished glass tubes that enclose a vacuum layer they have a shiny, dark blue identity as a result of the heat absorbing borosilicate glass used for the inner layer.

These typically 50mm diameter tubes are used on the south and south-west facing Delancey Street facade panels as well as the rear block sloping roof sections to add an expression of the sustainable credentials of the new development. As the provision for the renewable energy requirement is attained by the façade panels at the upper levels sections will be installed to provide for shading for the upper terraces.

Further description of the of the solar thermal tubes is provided in the sustainability section.

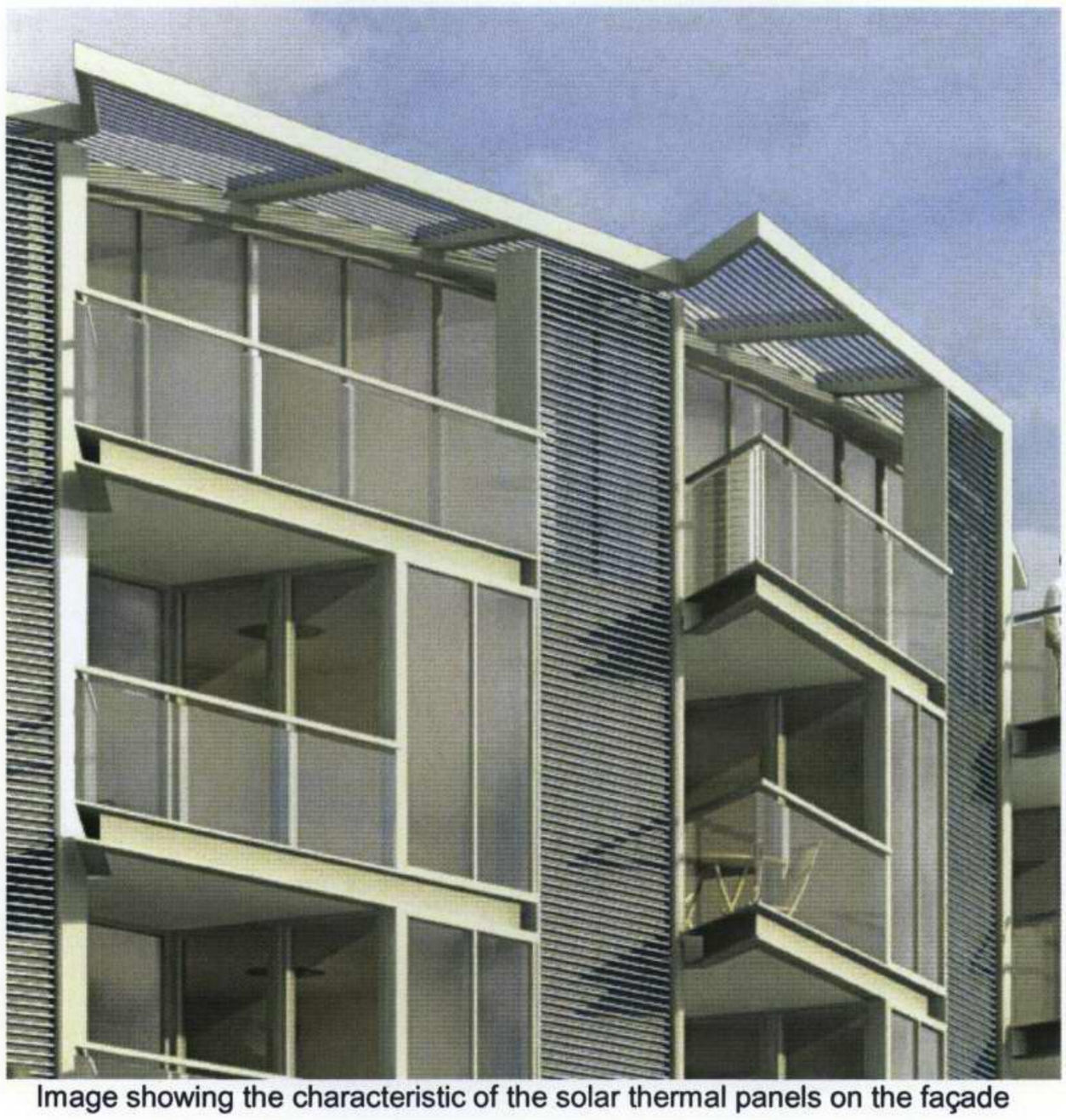


Image showing the characteristic of the solar thermal panels on the façade

Elsewhere at ground floor level metal powder coated louvers are used a high level for the B1 units to supply ventilation.

Matching yellow stock brick and render is proposed for the 'connection or transition blocks' that need to relate to the neighbouring listed buildings and conservation areas. Care will be taken to match render colours and composition.

The rear façade of the primary block will be faced with matching yellow stock bricks. Co-ordination of this rear façade with the design officer has resulted in a profiled division as shown on P-021 which incorporates full height windows. Similar modulations of the rear annex of the main building are used to give expression to these rear facades.

The secondary/rear block will comprise of matching yellow stock bricks at ground floor level and white render to the upper level.

As identified on the plans provided 'green' and 'brown' roofs are proposed at different levels. The details of these are as shown in a separate section.

Wherever possible existing or recycled materials such as the yellow stock bricks will be used in the construction of the new buildings.

Conservation Area Considerations

The proposed development at 86-88 Delancey Street lies in the Camden Town Conservation Area and adjacent to the Primrose Hill Conservation Area. To the east is a terrace of three storey Grade II listed Terraces with mansard roofs.

It is noted that in section 4.18 of the Camden Town Conservation Area Statement the area "At the northern end of Camden High Street… between Parkway and Delancey Street" (where the tyre centre is currently located) "the character (of buildings) is rather varied… There is no consistency in their appearance and their value resides in their rarity rather than architectural merit."

View from Albany Street towards the site

Indeed further reference is made to the disparate nature of the surroundings of the proposed development site in section 4.21 where 103 and 105 Parkway, the isolated post-war buildings, are identified as creating a break "with the general character of the CA area."

View looking up Parkway

During the design process reference has been made to the urban and historical context of the site. A number of these considerations have been described in the accompanying design statement (See Separate Section.)

A principle of understanding the contextual relationship has guided the design proposals along with an aim of enhancing the area with a contemporary development.
A key design analysis identified the inherent separation of the typical Georgian façade into five sections. A basic division of similar proportions has been adopted in the process of setting out the facades of the new building.

Comparisons of the existing and proposed vertical façade 'grain'

Particular reference and attention has been paid to the relationship between the Grade II listed terrace of Delancey Street. A 'transition block' has been proposed as part of the design in preference to an adjoining contemporary façade.

View showing the transition block located next to the Grade II Listed Terrace of Delancey Street

Detailed discussions with the Senior Design and Conservation officer, using computer renderings from specific locations, have resulted in the proposed design. The overall body of the transition block retains the set-out characteristics of cornice and window heights with matching materials of its listed neighbours. As an acknowledgement of the contemporary building proposed further into the development the window profiles and fenestration have been designed to match their characteristics.

Additionally internal floor heights have been dropped in the 'transition' block locally to accommodate the neighbouring Georgian façade. This has only been achieved only in consultation with the planning case officer as a relaxation of the B1 internal clearance height at ground floor level.

The final agreed solution is shown in the full colour computer rendering viewing to Parkway from Delancey Street.

Overall, the new development of the site at 86-88 Delancey Street has been designed with consideration to massing, material, local views and a balance of building uses within the Camden Town Conservation Area as well as an aspiration to enhance the character of the urban area.

As a specific reference to the historical characteristics of the Georgian buildings on Delancey Street research has identified that the railings to the street frontages typically comprised of fir cone shaped finials. These cast iron railings typically enclosed the front gardens or entrance steps. It is intended that the boundary treatment to the public realm of the proposed development will incorporate this acorn of fir cone motif in the proposed railings as a continuation of this tradition at ground floor and around to Parkway.

Landscape

86-88 Delancey is a tight urban 'brownfield' site confined by neighbouring 3m high brick walls to the rear and a busy traffic junction to the front.

The existing urban realm to the front of the site consists of a parking lot for 15 cars with associated turning circle provision. It contributes nothing to any pedestrian or provision of amenity space.

The site boundary inherently reduces the pavement area in front of the two pedestrian crossing points increasing the challenging nature of the landscaping design.

The proposed landscaping design for the front area consist of a simple curved inclined plane of ' green' supported by a similarly inclined granite set wall to the street. The slice of green inclines down to the existing levels at either end from a high point of 1m. A robust barrier is formed to the street pavement providing protection to a small inner realm whilst affording the users of the ground floor B1/offices with an inclined green plane to the view of the traffic at the junction of Delancey and Parkway.

Recessed lighting is provided to the granite incline. Additional lighting is to be provided to the inner curve to provide guidance.

The rear courtyard contains a small area of amenity space where planting will be encouraged to 'green' the high existing neighbouring walls. Route lighting will also be provided to the access paths along the routes between B1 units and the main entrances.

All proposed roof areas are either 'green' or 'brown' roofs. A 1:20 detail of the typical roof build up and specification are identified in the appendix of this report.

Access Statement

0703, 86-88 Delancey St

The proposed development at 86-88 Delancey Street comprises of the demolition of an existing single storey workshop (Class B2) and the construction of a 5-storey building proposing Class B1 space at ground floor level and residential use (14 flats) above and a detached 2-storey unit at the rear providing Class B1 space.

In consideration of Part M and DDA the following items have been included as part of the design consideration:

The access to all B1 units on ground floor B via level access from the street or the courtyard. The site has an existing gradual slope to the rear but all entrances proposed have a gradient no more than 1:20. The existing front entrance door leaf is over the prescribed 775mm.

Access to the residential units from first to fifth floor is via a lift, with car size of minimum 1400x1100mm, or escape staircase. Additional access to the Basement Parking level is also via lift or escape stair.

The apartments shown have been designed to comply with Lifetime Homes Standards. These 16 features are covered in a separate document and identify key principles that have been adhered to.

All specific details will be referred to when providing documentation for the Building Control stages of the project.

Further items regarding to the specification of signage and door ironmongery will be considered at Building Control submission stage.

<u>Referenced Documents</u>

The Disability Discrimination Act: Inclusion by John. H. Penton, RIBA Publications
Designing For Accessibility – 2004 Edition, RIBA Enterprises

Community Safety Statement

0703, 86-88 Delancey St

On 2nd October 2007 Nick Baker Architects met with the London Borough of Camden's Crime Prevention Design Adviser, Terry Cocks and presented the proposed development at 86-88 Delancey Street.

The following items were discussed.

1.Main Residential Entrance.
Set back of entrance door from the building frontage sufficient to provide canopy but not too far to create hidden entrance. Neighbouring B1 side wall glazed to improve visibility. Lighting levels to sufficient standards to ensure secure environment.

2.Main Vehicular Entrance.
Entrance gate position determined by length of a stationary vehicle in front of electronic gates. A rear courtyard lit by daylight provides a perspective through the vehicular entrance. The entrance gates will be designed to enable a view through from both front and rear access points.
A pedestrian gate is included along the same barrier line as the vehicular gates.
Lighting to this area will be provided to the required standards.

3. Residential Access
Access to each residential unit is via the main entrance only. A video entry phone system will be installed at this front entrance. The development was not considered to be large enough to have to comply with the Secure by Design Standards.

Lifetime Homes Standards

0703, 86-88 Delaney Street

Item 1
Basement disabled parking place conforms to 3.3.m width standards required.
Access to the parking space and lift is no less than 900mm wide.

Item 2
The existing site affords constricted parking provision. A basement car parking area has been included to accommodate parking. The disabled users space is located closest to the lift provision for the residential and B1 areas.

Item 3
All building approaches for pedestrian entry will not exceed a slope of 1:20.

Item 4
Appropriate lighting will be provided to the main entrances to each of the main residential entry points. The main residential entrance is set back from the main façade to provide a canopy.

Item 5
The communal entrance corridor has a minimum internal width of 1500mm. The lift area is fully wheelchair accessible. A Part M minimum 1100 x 1400 internally dimensioned lift is provided for.

Item 6
Internal corridors and hallways conform to the minimum widths and door opening sizes.

Item 7
Living/dining areas are of sizes throughout the development to accommodate the 1800 x 1400 elliptical turning requirements.

Item 8
The proposed development consists of apartments. The living/dining areas are all on the same level as the apartment entry level'

Item 9
Not applicable to this development.

Item 10
The proposed development consists of apartments. All apartments provide at least one bathroom with entrance level access.

The access will be designed to accommodate items 10(a) and 10(b).

Item 11
Bathroom and toilet walls will be designed with reinforcements at the appropriate heights.

Item 12
Only apartments 4 and 8 include short stair runs. The widths will be proportioned accordingly.

Item 13
Design for the connection between the main bedroom and bathroom will be carried out at the detailed design stage.

Item 14
Compliant bathroom design will be carried out at the detail design stage.

Item 15
Living room glazing will be designed to the required standards.

Item 16
Switch, socket, ventilators and service control heights: will be included at the detail design stage.

APPENDICIES