

## Access Statement

The scheme satisfies Sections 6, 7, 8 & 10 (Dwellings) of Approved Document M of the Building Regulations.

Two new disabled parking bays for general 'orange badge' use are created on street with the removal of the existing crossover and reinstatement of the pavement. L.B. Camden Highways Department is in full support of this proposal which will enhance the existing facilities for disabled persons within the area.

The building has raised ground floor levels due to the tunnel (refer to technical issues as noted above). In order to provide a level approach to the dwellings a lightweight external walkway structure at a very gentle gradient (1:20 slope) together with external steps suitable for ambulant disabled use have been designed as part of the landscaping scheme.

Within the building the four storey section is provided with an ambulant disabled stair in full compliance with Part M. The stair and landings have a minimum width of 1000mm with a continuous handrail with an overrun of 300mm on each side of the flight, maximum 170mm risers and minimum 250mm treads with distinguishable nosings. The five storey section has a wheelchair-accessible lift serving all floors of the building and a staircase.

Each flat has a flat entrance door with a clear opening width of 775mm and internal corridors minimum width 1050mm with 1200mm at changes of direction which exceeds the minimum requirements to comply with Building Regulations. All bedrooms, living rooms, kitchens & WCs are provided with doors with a clear opening width of 775mm.

A WC is provided in the entrance storey of the 'dwellings' with an outward opening door (minimum 775mm clear opening width). A 750 x 900mm clear space is provided in front of the WC with a washbasin positioned so that it does not impede access.

Switches and socket outlets will be placed between 450mm and 1200mm from finished floor levels to comply with Part M, Section 8.

Owing to the complexity of the building vertical setting out and the restricted nature of the site Origin Group consider that this particular site would be ill-suited to regular use by wheelchair-bound occupants and would seek to manage their extensive portfolio of properties to suit. Therefore none of the units are intended as wheelchair or lifetime homes units.

The scheme design satisfies the relevant essential items of the Scheme Development Standards 2003 for the both internal and the external environment. The wheelchair standard dwelling also satisfies the relevant Wheelchair Housing Design Guide sections within SDS 2003.

## Crime Statement

The building and landscaping are designed to create a secure environment to provide good natural surveillance and to minimise the opportunity for crime. It is Origin Group's intention to obtain 'Secured by Design' accreditation. As part of the pre-application process a consultation meeting with Adam Lindsay - **L.B. Camden Crime Prevention Design Advisor (CPDA)** was held on 9th October 2006. Mr Lindsay agreed that the layout of the scheme is such that a secure development should be relatively simple to achieve and all of his recommendations have been incorporated into the design proposals.

The site is secured on all sides with the existing brickwork wall to the railway cutting to the eastern boundary and the adjacent buildings and a 6m high brickwork boundary wall to the western boundary.

The Wicklow St and Britannia St elevations are partially fronted by the proposed building with the remainder enclosed with a new 2.2m high railing. There are only two access points to the site through secure gates which will be fitted with access controls including an audio-visual link to the flats and a self-closing mechanism. The street gates to the refuse store will be fitted with self-closing devices and consideration given to providing locks, possibly on a timer or code and the residents' gate to the binstore will be fitted with a self-closer and a locking device - subject to more detailed discussions with the CPDA.

A second line of defence will be the front entrance doors to the two blocks in the building which will also be fitted with access control systems including an audio-visual link to the flats. Elsewhere in the building the standard Secured By Design standards and specifications (such as PAS 24 front entrance doors, laminated glass to accessible windows and an external lighting scheme to BS 5489 etc.) will be applied to the scheme.

The above strategy will ensure that only authorised entry to the site and to the building is allowed and a secure environment is created.

## Transport Statement

The site is currently used as a private car park. The proposed residential development will be a 'car-free' development in line with L.B. Camden policy which is to improve local environmental conditions by encouraging and directing investment and reducing traffic. The existing crossover on Britannia Street at the entrance to the car park will be removed and the pavement reinstated. This will allow the creation of 2No. new disabled parking spaces for the local area and will result in better pedestrian access.

L.B. Camden Highways Department fully support the proposals as a valuable addition to existing facilities.

In addition the site provides secure covered cycle storage for 30No. cycles which excess of L.B. Camden policy which requires a minimum of 23No. spaces.



## Summary

The site presents a number of challenges from the technical demands of building over and adjacent to railway lines to the architectural design of an unusually shaped site in a Conservation Area. The design proposals meet these challenges head-on and the result is a modern residential building meeting the housing needs of the local community which complements the existing industrial character of the area and enhances the Conservation Area.

### Key points / benefits / features

- 100% affordable housing scheme providing a mixture of 1, 2 & 3 bed units which exceeds L.B. Camden's policy for 50% affordable housing for developments of this size.
- An attractive modern building sensitively designed to complement the existing industrial character of buildings in the area and enhance the Conservation Area.
- 2No. disabled parking bays combined with a complete reduction in the level of car usage for the site as an improvement to the local environment
- 1.3 cycle parking spaces per flat in excess of Council standards
- Secure children's play area
- Recycling facilities
- Fully-accessible residential accommodation complying with Building Regulations
- 10% renewables, communal heating system and solar water heating in an energy efficient building
- Opportunity for enhancing biodiversity on the site with planting boxes with native species of shrubs and herbs and potential location for bird and/or bat boxes
- Lockable external storage
- Positive Secured by Design feedback regarding the development proposals.
- Positive Housing Department feedback regarding the accommodation provision meeting existing housing need.