ARCHETYPE Ltd

Design and Access Statement

Conversion of existing house into 3 x 2 bedroom, 1 x 1 bedroom and 1x studio flat. Basement extension with front light well. Single storey rear extension. Addition of rear and side dormers.

at

81 Fordwych Road

Londond

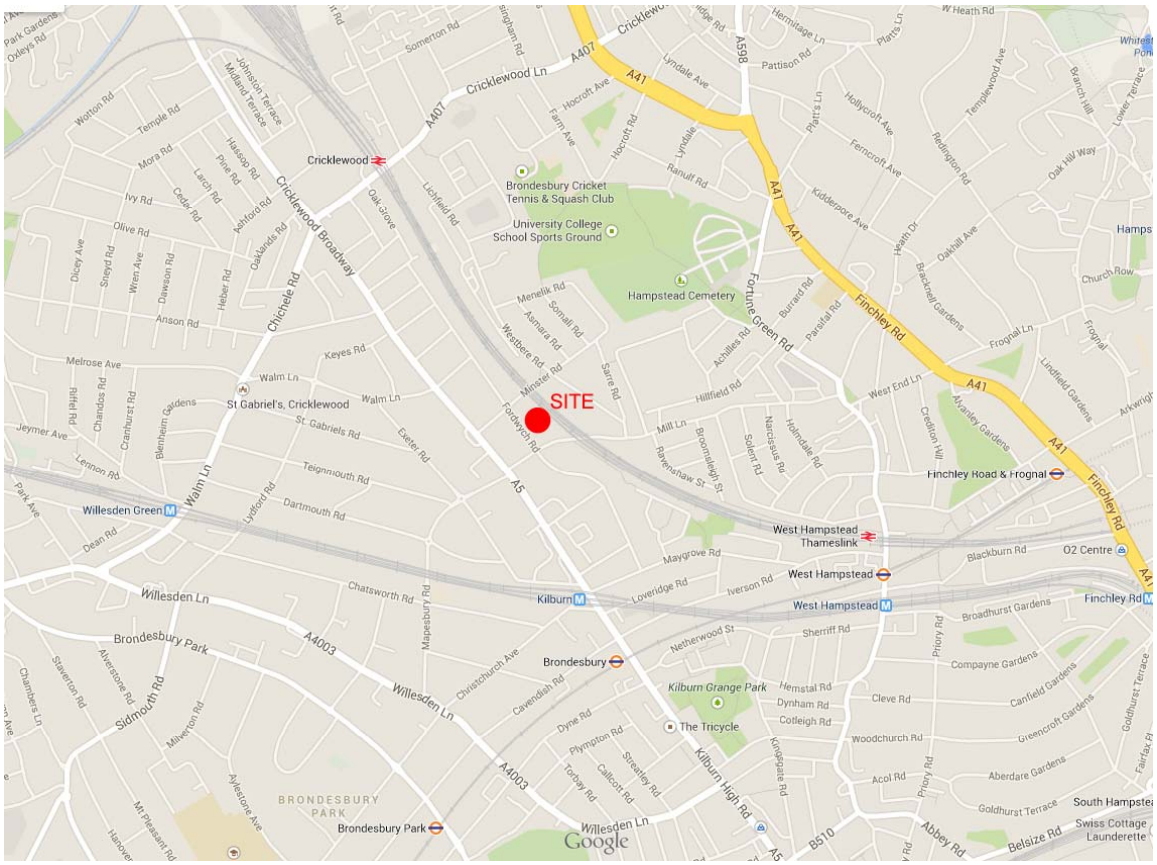
NW2 3TL

July 14

Archetype Associates Limited
121 Gloucester Place
London W1U 6JY
Telephone: +44 (0)20 7486 3666
Fax: +44 (0)20 7486 3888
Web: www.archetype.org.uk
Email: architect@archetype.org.uk
Reg. In England No. 5389918

1. Site Location

The site is located on Fordwych road between its junction with Mill lane to the North and St. Cuthberts Road to the South. Fordwych Road is a predominately residential area. Kilburn station is a short walk to the South of the site and Kilburn High Road (A5) provides good bus links to neighbouring areas. Amenities of Maygrove Peace Park are available to the East of the site.



2. Surroundings and Context

Fordwych Road is a three storey semi detached Victorian house built in late Nineteenth with front court and 27m deep rear garden. The street is predominately residential with rows of similar pairs of semi detached houses. A number of these houses are converted into flats or used as HMOs.

3. Site layout

The site area is 452 Sqm. The existing house has a part original single storey rear extension with flat roof and part single storey rear extension with pitched roof. The main entrance leads to reception rooms , kitchen on ground floor and access to rear garden. A stair leads to upper floors. The front court of the house has overgrown garden, parking for 1 car and a crossovers for vehicular access.

FRONT VIEW

FRONT VIEW

REAR VIEW

4. Relevant Planning History

4.1 No relevant planning history was found on council's planning register. The property is currently vacant however the internal layout suggests that the building was used as four self contained flats. we are not able to find any evidence that such use was authorised and therefore for the purpose of this application we are treating the building as single dwelling house C3 under Use Class Order 1987 (as amended).

5. Concept Design

The applicant seeks to convert the existing house into 5 self contained flats including a modest single storey rear extension, front basement extension and erection of rear and side dormer windows.

External Alterations

5.1 Front Lightwell and Basement:

Existing building is sitting on raised ground level about 1m higher than the pavement level. A small basement area exists under the stairs. The basement is extended under the front living room with access to a 3m x 3m x 5.4m wide lightwell. The bay window will be carried down to the basement in matching bricks and timber sash windows.

The basement and lighwell is set away from boundaries with adjoining buildings to minimise any structural impact.

A detailed Basement Impact Assessment (BIA) is prepared by *Zussman Bear Partnership* and attached as *Appendix I*.

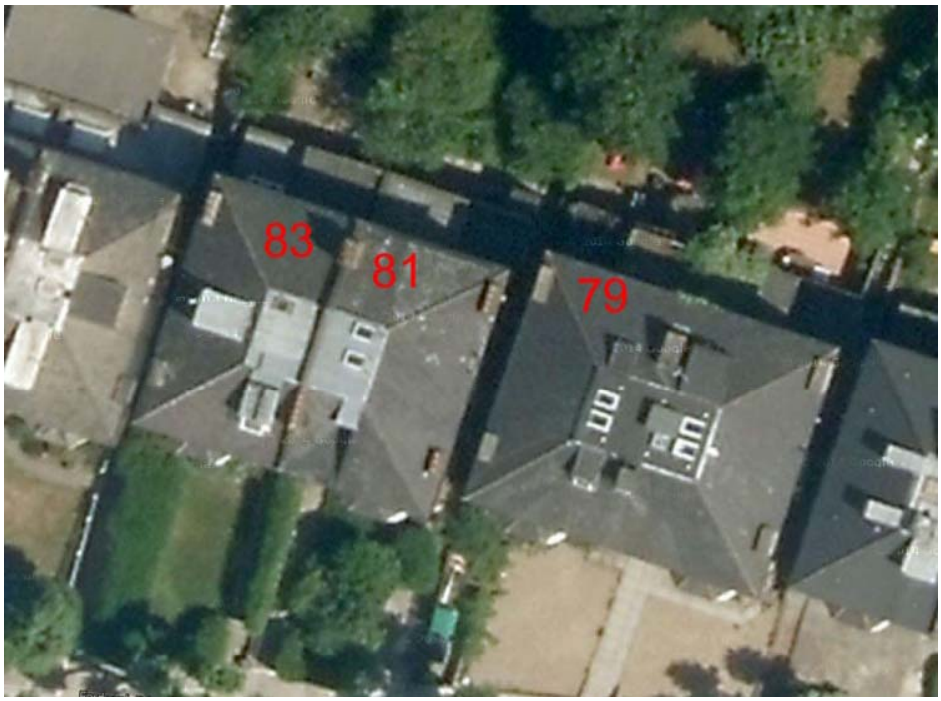
Metal railing painted black will be used as lightwell surround.

5.2 Single Storey Rear Extension.

The property benefits from 27m deep garden. A 3m deep x 3m high single storey full width extension is proposed to allow additional floor space for ground floor flat. The extension will be built in matching bricks and timber folding patio doors. A bio-diverse green roof is proposed to minimise the rain run off and improve the outlook from first floor rear flat.

5.3 Roof Alterations:

The property currently has two bedrooms in the loft however the stairs leading to the loft has limited headroom. The proposal is for a 2.1m wide side dormer window similar to adjoining property No. 83 to allow sufficient headroom for the new stairs to loft. A rear dormer window will be 2.1m wide and set away from the boundary by 1m. Both dormer windows are considered to be subservient to the large pitched roof area and in line with prevailing pattern.



Existing metal railing to front roof terrace is replaced with glass balustrade to comply with Building regulations.

Internal Alterations and Proposed Layout

5.4 A number of internal alterations are proposed to accommodate the new flat layouts. Great care has been taken to maintain all structural walls and floors.

The development proposes a two bedroom unit to the ground floor level with access to rear garden, a one bedroom maisonette at ground and basement levels, a two bedroom unit occupying the whole of first floor, a studio at second floor level and a two bedroom maisonette at second and loft floor levels.

6. Relevant Policies

The National Planning Policy Framework (2012)

The London Plan (2011)

LDF Core Strategy and Development Policies (2010)

CS4 Areas of more limited change

CS5 Managing the impact of growth and development

CS6 Providing quality homes

CS11 Promoting sustainable and efficient travel

CS14 Promoting high quality places and conserving our heritage

DP2 Making full use of Camden's capacity for housing

DP5 Homes of different sizes

DP6 Lifetime homes and wheelchair homes

DP16 The Transport implications of Development

DP17 Walking, cycling and public transport

DP18 Parking standards and limiting the availability of car parking

DP22 Promoting sustainable design and construction

DP24 Securing high quality design

DP26 Managing the impact of development on occupiers and neighbours

Camden Planning Guidance

CPG1 Design

CPG2 Space Standards

CPG4 Basements and lightwells

CPG6 Amenity

CPG7 Transport

7. Policy Analysis

7.1 The property is already in C3 residential use and in principle the change of use to self contained flats C3 is not objectionable.

7.2 Policy DP2 seeks to maximise the supply of additional homes by utilising underused or vacant sites. The proposal is in compliance.

7.3 Policy DP5 seeks to ensure all developments contributes to meeting the priorities set out in Dwelling Size Priorities Table. The table indicates that there is very high demand for 2 bedroom units in the Borough and all developments should aim to provide 40% of 2 bed units. The proposal provides 60% of 2 bedroom units and is in compliance.

7.4 Policy DP6 requires that all housing development should meet Lifetime homes standards. Given the constraints of existing building, the proposal complies with most of the 16 Lifetime homes Criterions.

7.5 Policy Guidance CPG1 requires extensions to be secondary to the building and complement the existing materials. The modest extensions proposed are considerably subservient to existing building.

7.6 Policy Guidance CPG2 requires high quality housing that provides secure, well-lit accommodation that has well-designed layouts and rooms. The internal layouts of the proposed development are carefully designed to exceed the minimum internal space standards, room sizes, storage and daylight requirements. The development will achieve high quality accommodation compatible with contemporary lifestyle.

7.7 Policy Guidance CPG4 requires that a Basement Impact Assessment (BIA) is carried out to ascertain the impact of basements on natural environment and local amenity etc.

The development proposes a modest extension to existing basement and complies with the aims of the policy.

7.8 Policy Guidance CPG6 deals with various amenity issues and the development has taken into account guidance provided.

8. Parking and Landscaping

8.1 The site affords good transport links by means of bus links on Shootup hill (A5) and a underground service from Kilburn station which is only 6 minutes walk away. The PTAL rating of the property is 4, which is considered very good *Appendix II*

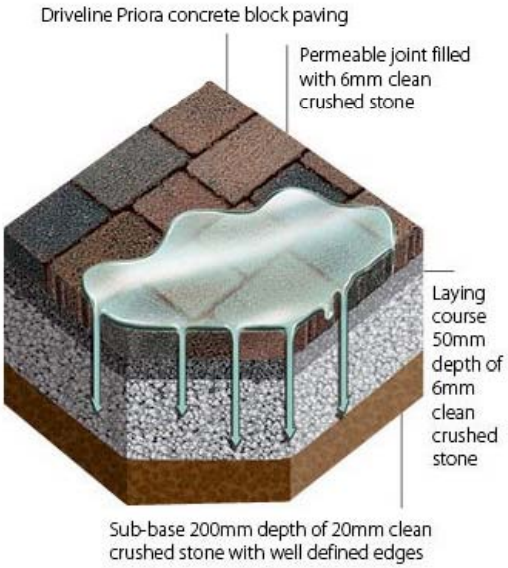
8.2 The London Plan policy 6.13 sets out the basis for providing car parking provision for developments

'*A. The Mayor wishes to see an appropriate balance struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.'*

8.3 The site is located in a Controlled Parking Zone (CPZ) and the development seeks to cap the parking space as no more than one.

8.4 Currently there is a parking space with crossovers for the existing house. The proposal is to widen this parking space to 3.3m to comply with Lifetime homes requirements and to allow easy access to bin enclosure.

8.5 The landscaping is an integral element in layout design taking in account of existing physical features. The design of proposed front court greatly improves the outlook of the property by incorporating landscaped areas. The green hedges will create a buffer from the main road and permeable paving system will reduce the rain water runoff from site.



8.6 Cycle Parking

Currently there is no secure cycle parking spaces, the scheme proposes 5 secure cycle parking spaces to encourage green means of transport for future residents. Cycle spaces are located in clear view of living room windows and set away from the road to discourage crime.

9. Refuse and Recycle

9.1 Currently there is no dedicated refuse area.

9.2 The proposed scheme will provide a timber slatted enclosure with timber roof for wheelie bins and dedicated space for Recycling for all flats.

10. Access

10.1 No alterations to vehicular access to the property is proposed .

10.2 A ramp with a gradient 1:12 is proposed to allow disabled access from the parking to the front door with levelled threshold. The front car park will have levelled threshold with pathways.

11. Inclusive Access and Lifetime Homes standards

11.1 A Lifetime Homes Standard (LTH) checklist is provided *(See Appendix III*) together with detailed drawings showing compliance with a number of Criterions. Given that the proposal deals with an existing building, the development still complies fully with all LTH requirements.

11.2 The access to the flats is formed taking into consideration the latest Legislation and Building Regulations, with the design provided using the amended parts of Approved Document M (2004), Approved Code of Practice BS8300 (2001) and requirements under the Disability Discrimination Act. A toilet is provided on the entrance story of each of the flat.

11.3 Handrails are to be provided to either side of the stairs with visual warnings to the top and bottom landings and visible nosing .

11.4 Horizontal Circulation
Circulation with in each flat is provided by way of a Lobby that is a minimum of 1.2meter in width with door openings of a minimum 900mm.

12. Planning Obligations

If required the Owner will enter into a Section 106 (S106) Agreement to mitigate development impact as required under CPG8.

13. Conclusion

13.1 The property is located in an area with predominately converted properties. The existing house due to its size is an underuse of the site, hence the property is considered suitable for conversion into smaller units.

13.2 The demand for 2 bedroom flats is considerable in the Borough as per council's survey. The conversion of this property will provide modern, affordable and sustainable solution to meet this demand.

APPENDIX I

ZUSSMAN BEAR

STRUCTURAL ENGINNERING REPORT & APPRAISAL

FOR SMALL SUBTERANIAN DEVELOPMENT

81 Fordwych Road, London NW2 3TL

Zussman Bear Partnership
Tel: 020 8744 3988
www.zussmanbear.com

Job ref	**81 Fordwych Road, NW2 3TL**
Sheet	: Impact Asessment
Made By	: RAS
Date	**:8-7-14**
Checked	**: PZ**
Approved	: **8.7.14**

81 Fordwych Road, London NW2 3TL

The following issues have been considered and addressed in the initial structural design assessment of this project

Structural Impact assessment;

- Existing Structure
- Ground conditions
- Effect of structural works on adjacent properties
- Structural design process
- Construction Method Statement
- Sequence of work

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Initial appraisal

Existing Structure

81Fordwych Road is a 3 storey building including an existing partial lower ground floor at the centre of the building. The main walls are generally solid brick masonry on traditional step footings. Timber floor construction on the uppers floors supported by the external solid and internal spine walls.

Ground conditions

The ground conditions in this particular area as experienced and studied in geological maps is London Clay. Borehole investigations will be carried out to adequate depths to confirm the exact formation of the ground and the presence of any water table which will be monitored by installation of a stand pipe.

Effect of structural works on adjacent properties

The underpinning of the party wall may cause some very local minor settlements and horizontal movements towards the new basement. This kind of movement is generally common and accepted in all refurbishment work and is attributed to natural transfer of load taking place from one medium to another. Any such movement is generally minimal and will be controlled by sequential work and adequate propping executed by specialist competent contractor. Sequence drawings are provided with this report and can be seen on our method statement.

Design process

The structural design process will commence by calculating the ultimate loading on the base of all the existing foundations. This will include all the surcharges and loads influenced by the adjoining buildings and any external elements from the pavement and the street. Once this has been established the loads will be applied to the new underpinning and structure and the new basement slab. Design will consider both temporary and permanent condition and consideration will be given to possibilities of rise in water table and how this may influence the ultimate bearing capacity of soil. The presence of water tables and transient water movement will be examined during soil investigation and the information will be conveyed to the contractor who will be prepared to deal with all eventualities during g the execution of the works. Uplift experienced from hydraulic pressures will be considered on the basement slab and adequate measures will be taken to deal with these forces that also include small amount of heave from clay as a result of removal of overburden pressure.

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Method Statement & Sequence of work

SUBSTRUCTURE

Excavation for underpinning will be carried out with care and will not damage or disturb the existing footings. Sides of excavations will be reasonably vertical and square with propping and boarding installed to maintain the stability of the adjoining ground. Boarding and propping is to be installed below the existing foundation where necessary to avoid disturbance thereto.

The sacrificial trench sheets (if required) are installed at the back of the excavation. The method adopted to prevent localised collapse of the soil is to install these progressively one at a time. The trench sheets are held in place with acrows, until such time as the full underpinning excavation is sheeted.

The body of the underpinning is to be constructed in concrete grade C35 and is to be cast to the widths and depths shown on the drawings. As far as practicable excavation and concreting of any section of underpinning shall be carried out on the same day.

Flying shores will be introduced if any section of the party wall remains unrestrained at any one time.

The shuttering for pins will remain propped until the concrete has sufficiently cured to act as retaining wall

Once the toe section is cast, the lower level propping to the trench sheets can be removed, prior to casting the stem section. This method ensures that at all times the excavation is controlled, and indeed the integrity of the surrounding soil and structure above is maintained, to enable permanent works construction.

Excavation and construction of underpinning (including dry packing) is to be completed at each numbered stage prior to commencing work on the next section in the sequence.

The access trench is first excavated, directly underneath the wall to be underpinned. The width of any base is individually assessed on site with due regard to the type and condition of the foundation, and structural geometry above.

The maximum width of any underpinning base will be 1000mm. Excavate using hand and compressed air tools removing spoil until the design depth is reached, and removed to muck away conveyor. Soils, where unstable in the temporary condition, will be shored.

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The base at the proposed founding depth is to be approved by the building control inspector. The design steel reinforcement will be fixed in the toe section of the underpinning base. This will be checked by the building control inspector prior to concreting.

Following construction of the toe, the steel reinforcement will then be fixed in the stem (Or wall) section which will consist of pre-cut mesh reinforcement A single sided shutter is then erected, and concrete poured to form the underpinning base up to a maximum of 50 mm below the underside of the existing foundation subject to smoothness of the base, this may increase to 75mm if the base is not smooth. Prior to this any loose material and soil is to be carefully removed leaving the base clean to receive dry-pack. After 24 hours the temporary wall shutters are removed. The void between the top of the underpin base and underside of the existing foundation will then be dry packed with a mixture of sharp sand and cement (Ratio 3:1 sharp sand:cement). A further three days is allowed before adjacent sections can be excavated.

Construction joints, if required, are formed using a suitable shear key or joggle joint. If permitted and only in exceptional situations subject to review of health and safety 20mm diameter dowel bars 800mm long can be introduced between adjacent sections of underpinning. Bars are post drilled and resin fixed with suitable product the details of which has be provided for engineers approval. A record will be kept of the sequence of construction which has to be forwarded to the engineer and the as-built records will be updated as necessary and issued accordingly.

Precautions will be taken to control noise in accordance with the Control of Pollution Act 1974, Noise Abatement Act 1960 plus all amendments thereto and specific requirements of the Local Authority.

Projecting portions of the existing brick and/or concrete footings will be carefully cut off where directed, and the underside of the footings are to be cleaned and hacked free of any dirt, soil or loose materials before underpinning.

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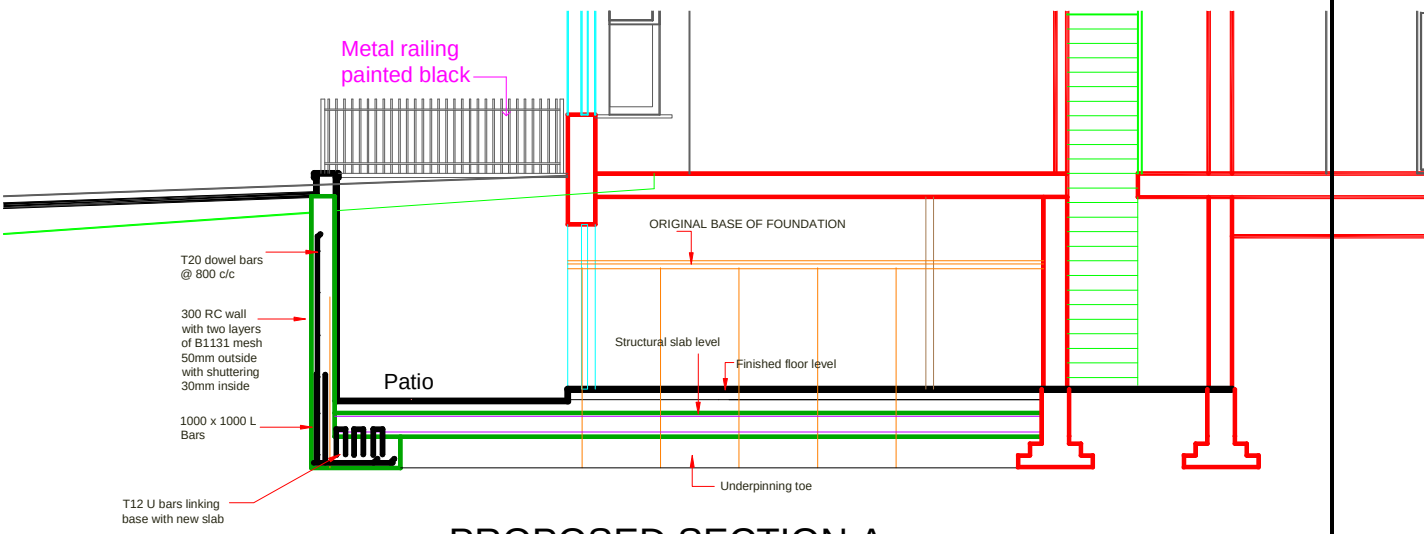
81 Fordwych Road, NW2 3TL

LOWER GROUND FLOOR PLAN

81 Fordwych Road, NW2 3TL



PROPOSED SECTION A

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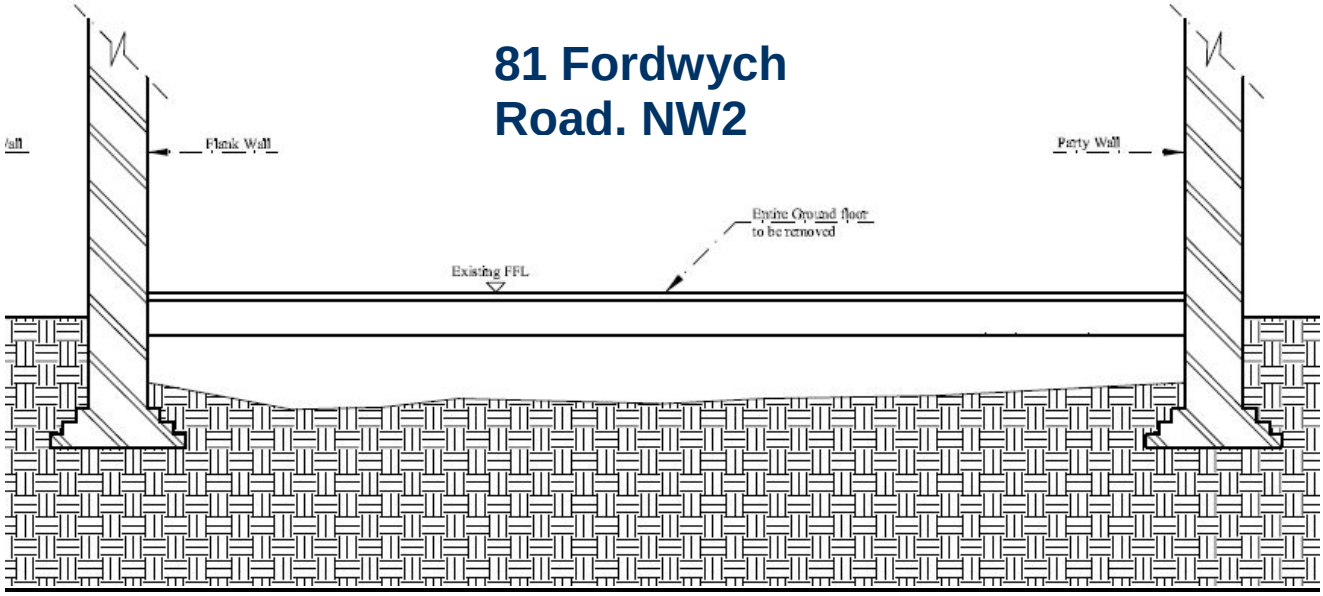
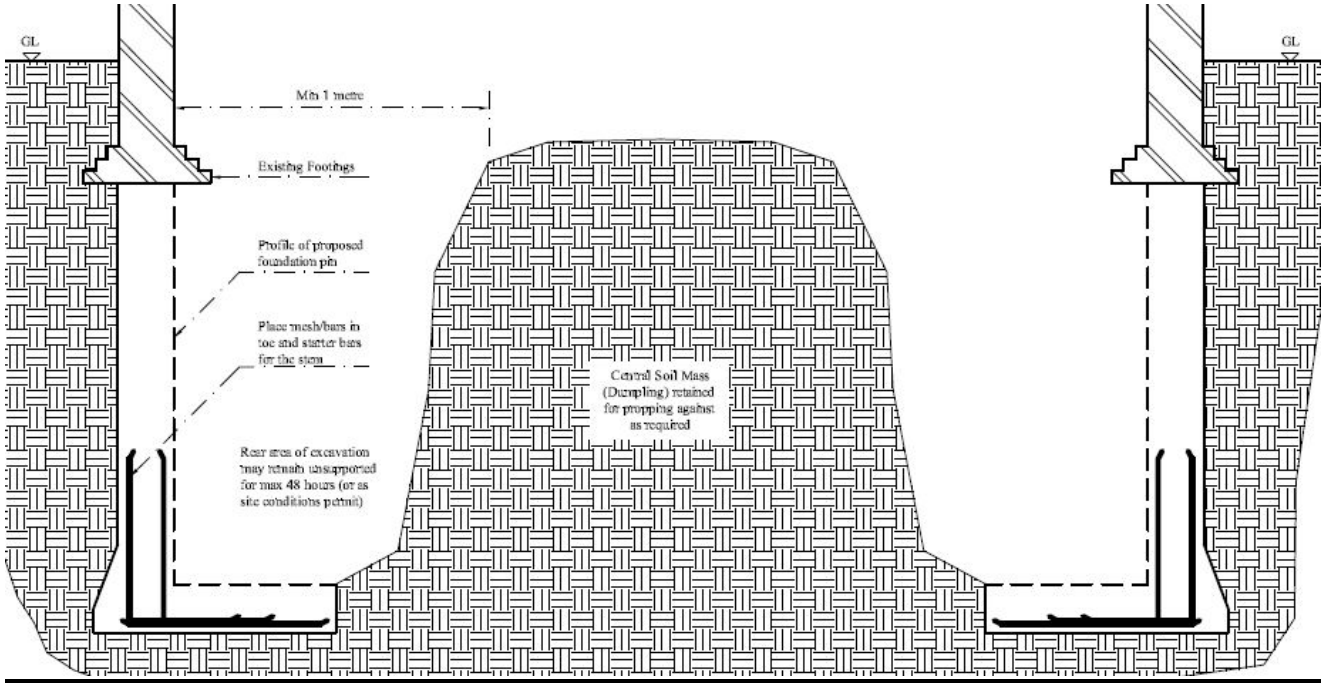
Sequence of work

Stage 1



Stage 2



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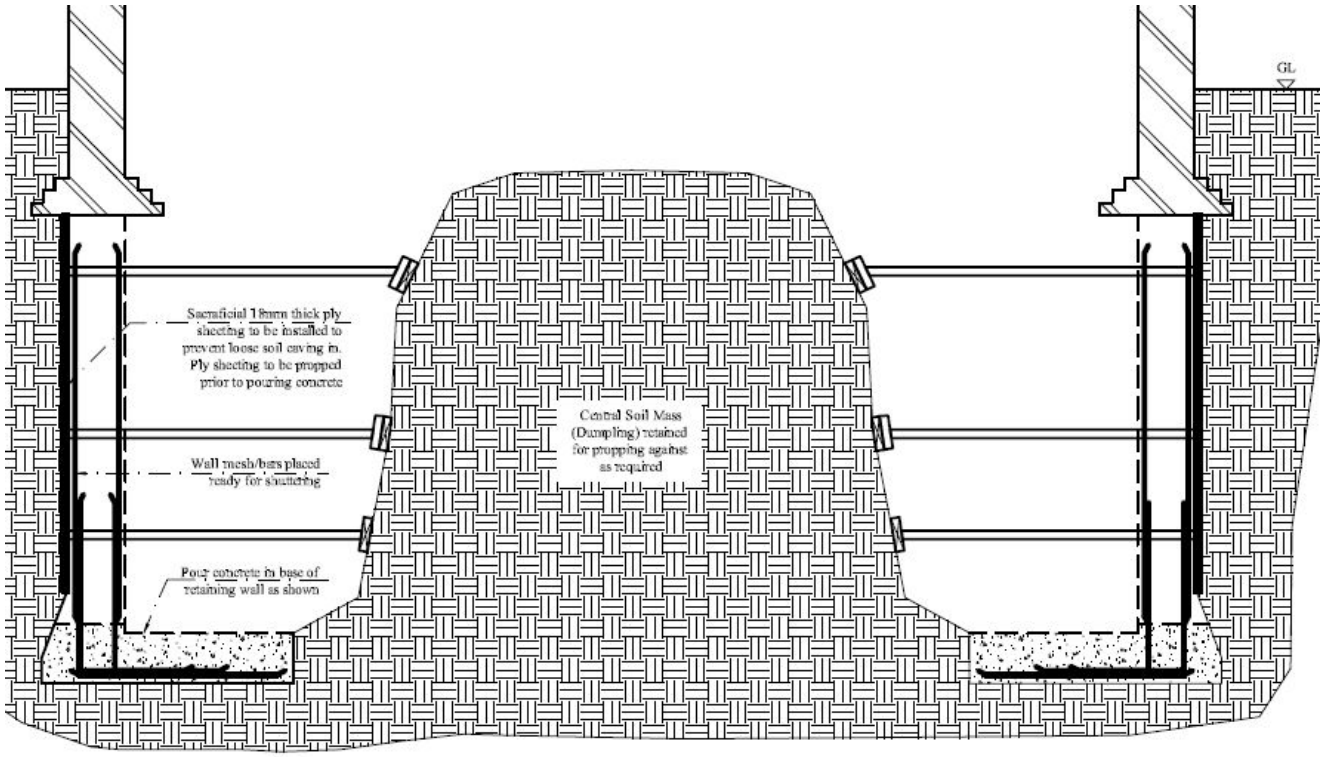
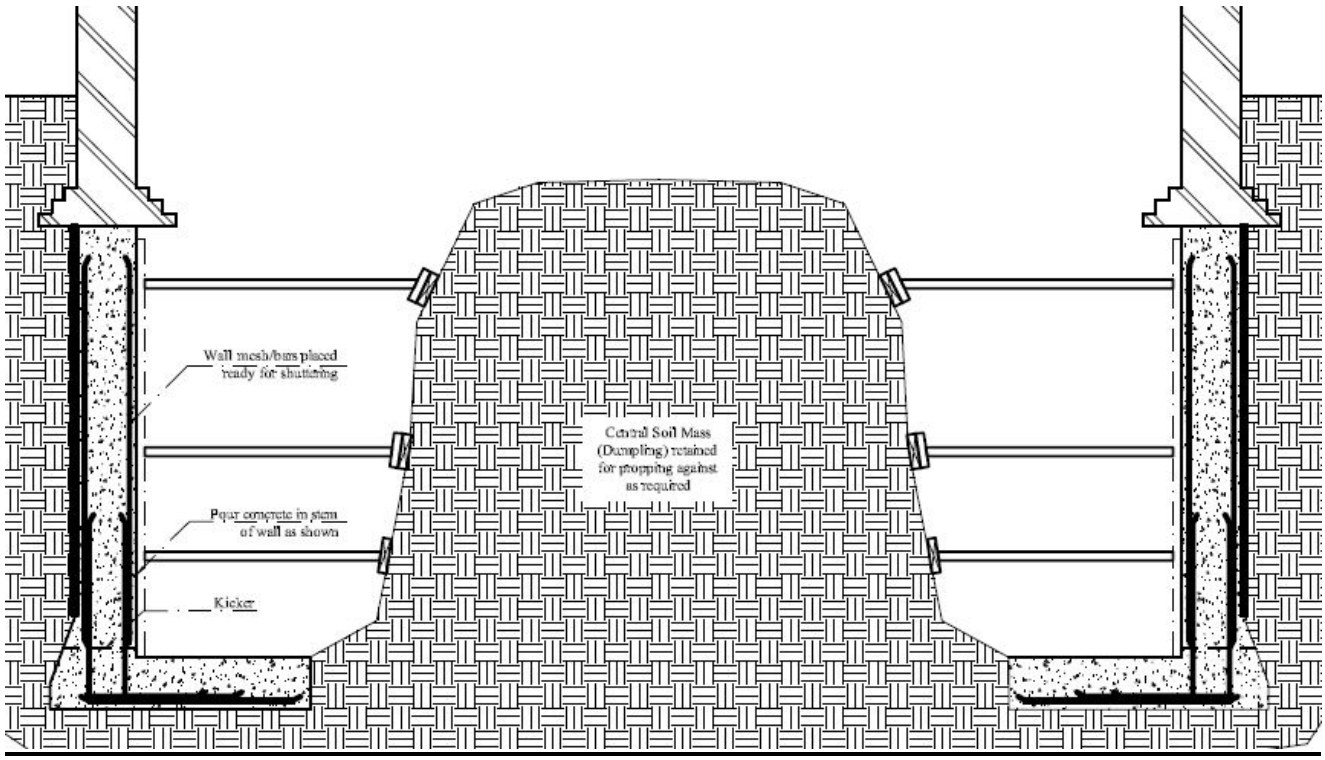
Stage 3



Stage 4



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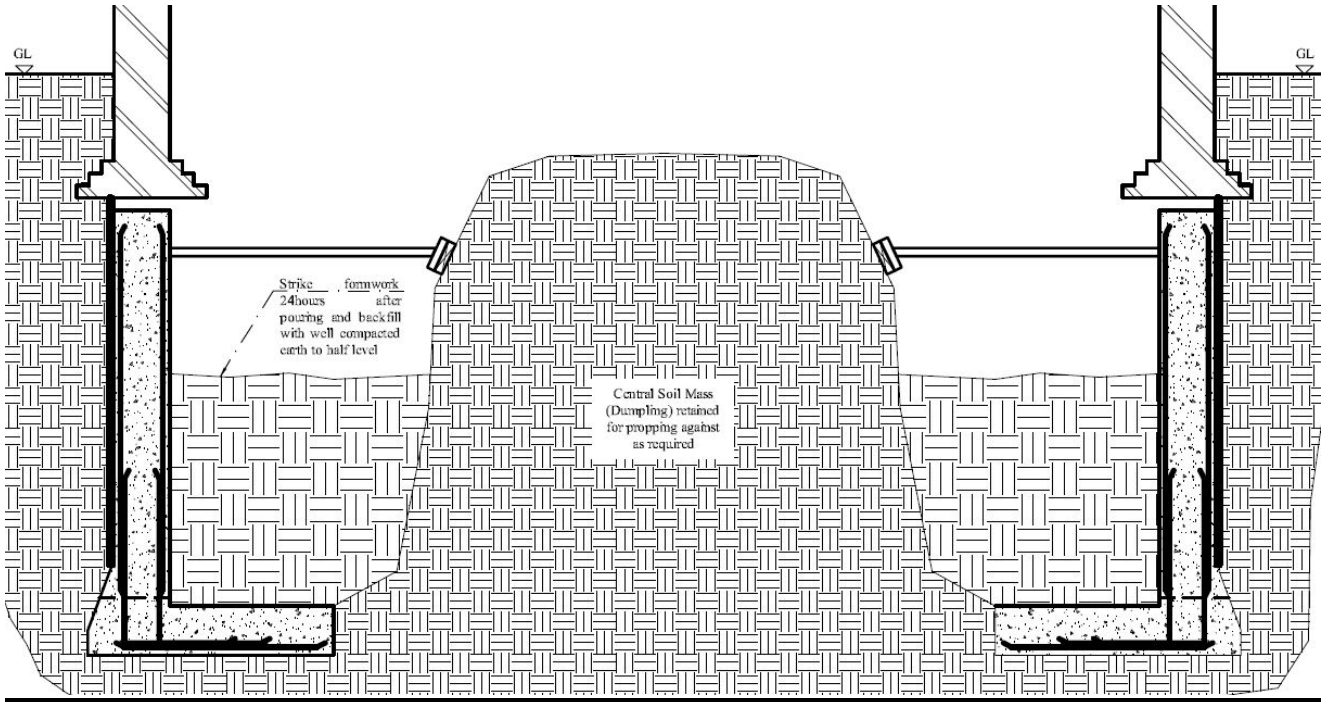
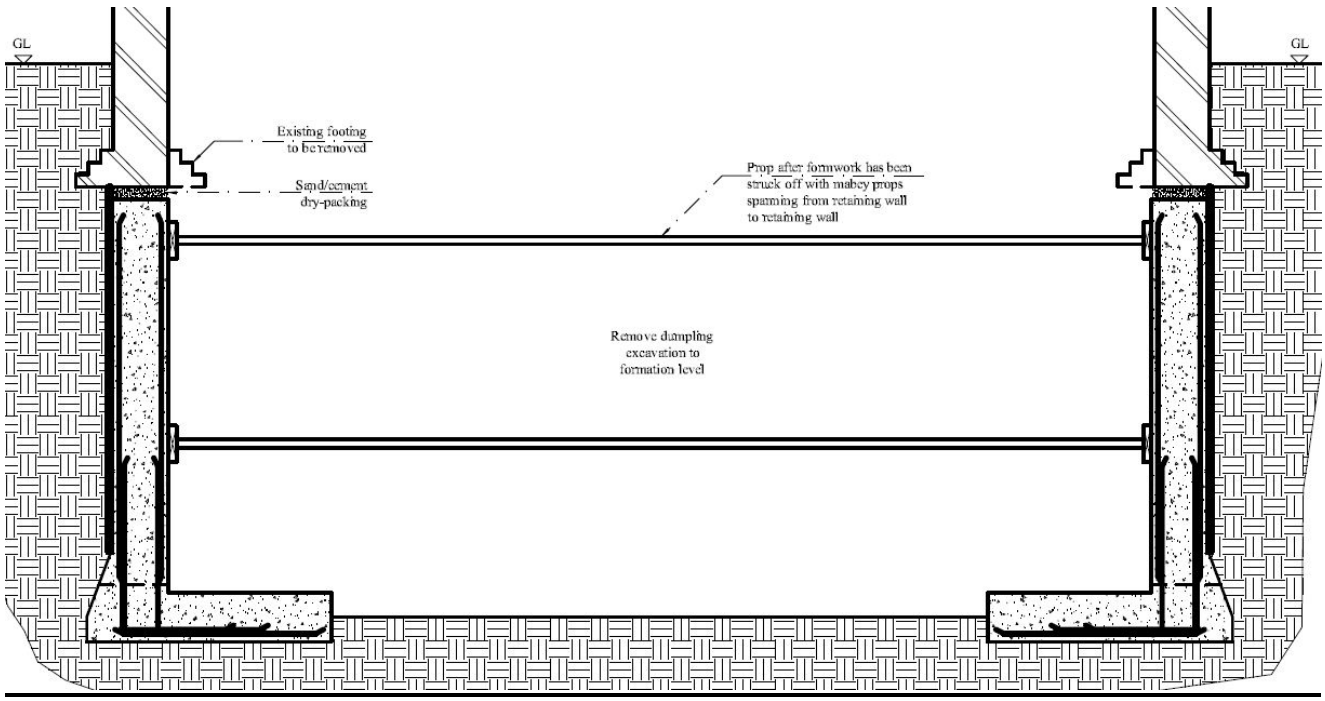
Stage 5



Stage 6



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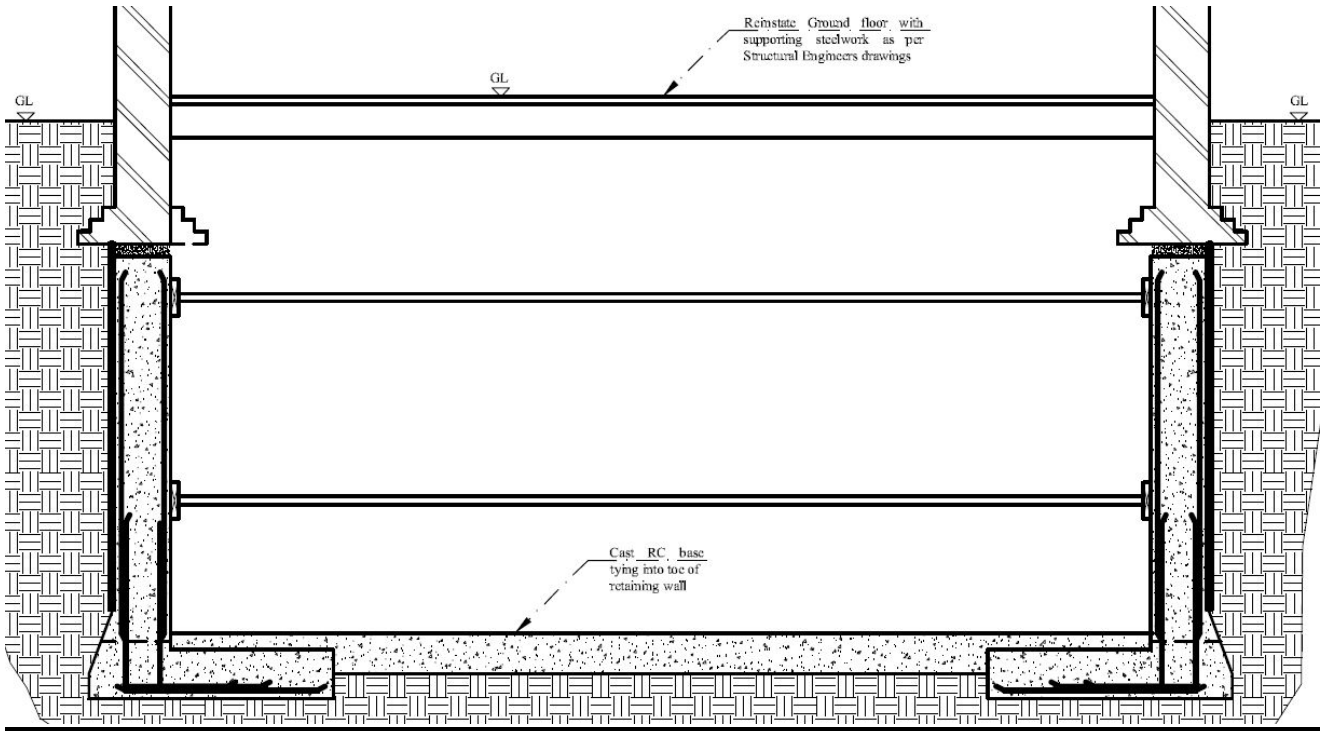
Stage 7



APPENDIX II

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20141407144252
Description	20141407144252
Run by user	PTAL web application
Date and time	14/07/2014 14:42

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 524608, 185005

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	MILL LA RAVENSHAW ST	C11	415.42	7.5	0.5	5.19	6.0	11.19	2.68	1.34

BUS	SHOOT UP HILL MILL LANE	316	293.15	6.5	0.5	3.66	6.62	10.28	2.92	1.46
BUS	SHOOT UP HILL MILL LANE	332	293.15	5.5	0.5	3.66	7.45	11.12	2.7	1.35
BUS	SHOOT UP HILL MILL LANE	189	293.15	6.5	0.5	3.66	6.62	10.28	2.92	1.46
BUS	SHOOT UP HILL MILL LANE	32	293.15	7.5	0.5	3.66	6.0	9.66	3.1	1.55
BUS	SHOOT UP HILL MILL LANE	16	293.15	9.0	1.0	3.66	5.33	9.0	3.33	3.33
LU LRT	Kilburn	Jubilee Line Stratford to Stanmore	512.32	17.8	1.0	6.4	2.44	8.84	3.39	3.39
LU LRT	Kilburn	Jubilee Line Willesden Green to Stratford	512.32	4.4	0.5	6.4	7.57	13.97	2.15	1.07
LU LRT	Kilburn	Jubilee Line Stratford to Wembley Park	512.32	4.4	0.5	6.4	7.57	13.97	2.15	1.07
NATIONAL_RAIL	BRONDESBURY	CLAPHAM JUNCTION to STRATFORD	743.33	2.0	0.5	9.29	15.75	25.04	1.2	0.6
NATIONAL_RAIL	BRONDESBURY	RICHMOND to STRATFORD	743.33	4.0	1.0	9.29	8.25	17.54	1.71	1.71

Total AI for this POI is 18.33.

PTAL Rating is 4.

APPENDIX III

Lifetime Homes Standards - 16 point criteria checklist

The following checklist shall be completed with reference to the publication 'Revised Lifetime Homes Standard' by Habinteg (published 5 July 2010) which sets out full details of the Lifetime Homes criteria.

Please complete and return as part of your Design and Access Statement. Applicants must be able to provide justification for any non-compliance.

Criterion 1 - Parking (width or widening capability)

1a – 'On plot' (non-communal) parking
Where a dwelling has car parking within its individual plot (or title) boundary, at least one parking space length should be capable of enlargement to achieve a minimum width of 3300mm.

1b – Communal or shared parking
Where parking is provided by communal or shared bays, spaces with a width of 3300mm should be provided.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES - SEE DWG NO.: 1050(03)01

Criterion 2 - Approach to dwelling from parking (distance, gradients and widths)

The distance from the car parking space of Criterion 1 to the dwelling entrance (or relevant block entrance or lift core), should be kept to a minimum and be level or gently sloping. The distance from visitors parking to relevant entrances should be as short as practicable and be level or gently sloping.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES - RAMPED ACCESS - SEE DWG NO: 1050(03)01

Criterion 3 - Approach to all entrances

The approach to all entrances should preferably be level or gently sloping.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – SEE DRAWING No 1050 (03) -01

Criterion 4 - Entrances

All entrances should:

a) Be illuminated; YES
b) Have level access over the threshold; and YES
c) Have effective clear opening widths and nibs as specified in the main document. YES

In addition, main entrances should also:

d) Have adequate weather protection; and YES – PORCH
e) Have a level external landing. YES

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – SEE DWG No: 1050 (03)01

Criterion 5 - Communal stairs and lifts

5a – Communal stairs
Principal access stairs should provide easy access regardless of whether or not a lift is provided.

5b – Communal lifts
Where a dwelling is reached by a lift, it should be fully accessible.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – NEW COMMUNAL STAIRS FULLY COMPLIANT.

Criterion 6 - Internal doorways and hallways

Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects.

As a general principle, narrower hallways and landings will need wider doorways in their side walls. The width of doorways and hallways should conform to the specification within the main document.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – SEE DWG NO's 1050(03)01 & 02

Criterion 7 - Circulation space

There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – SEE DWG NO's 1050(03)01 & 02

Criterion 8 - Entrance level living space

A living room / living space should be provided on the entrance level of every dwelling.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – SEE DWG NO's 1050 (03) 01 & 02

Criterion 9 - Potential for entrance level bed-space

In dwellings with two or more storeys, with no permanent bedroom on the entrance level, there should be space on the entrance level that could be used as a convenient temporary bed-space.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

SEE DWG NO's 1050 (03) 01 & 02

YES – FLAT NO's 2 & 5 TO HAVE POTENTIAL FOR BED SPACE

Criterion 10 - Entrance level WC and shower drainage

Where an accessible bathroom, in accordance with Criterion 14, is not provided on the entrance level of a dwelling, the entrance level should have an accessible WC compartment, with potential for a shower to be installed.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – SEE DWG NO 1050 (03) 01 & 02

FLAT NO's 2 & 5 TO HAVE WET FLOOR SYSTEM IN ENTRANCE TOILETS.

Criterion 11 - WC and bathroom walls

Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

SEE DWG NO 1050 (03) 01 & 02

YES – ALL BATHROOM WALLS TO HAVE PLYWOOD BETWEEN STUDS.

Criterion 12 - Stairs and potential through-floor lift in dwellings

The design within a dwelling of two or more storeys should incorporate both:

a) Potential for stair lift installation; and
b) A suitable identified space for a through-the–floor lift from the entrance level to a storey containing a main bedroom and a bathroom satisfying Criterion 14.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – PART COMPLIANCE FLAT 2 TO HAVE KNOCK OUT FLOOR PANEL

Criterion 13 - Potential for future fitting of hoists and bedroom / bathroom relationship

Structure above a main bedroom and bathroom ceilings should be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – SEE DWG NO 1050 (03) 01 & 02

Criterion 14 - Bathrooms

An accessible bathroom, providing ease of access, should be provided in every dwelling on the same storey as a main bedroom.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – SEE DWG NO 1050 (03)01 & 02

Criterion 15 - Glazing and window handle heights

Windows in the principal living space (typically the living room) should allow people to see out when seated. In addition, at least one opening light in each habitable room should be approachable and usable by a wide range of people – including those with restricted movement and reach.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – EXISTING WINDOWS CILL HT. ARE 800mm or Less

Criterion 16 - Location of service controls

Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

Does scheme comply? If yes, please demonstrate by reference to drawing number or provide other evidence. If no, please provide the reason for non-compliance.

YES – ALL FLATS FULLY COMPLIANT