Photo 1: View of site from Kilburn Grange Park

From behind the tennis courts, our proposal will be almost completely hidden from view by the trees in the park. Only the south-east (side) facade and the uppermost part of the top storey will be discernable through the existing trees and rooftops from this angle.

Photo 44: View from junction of Messina Avenue and Grangeway, facing NW

Our proposal will also be almost completely hidden from view from Grangeway. Only the very top of the 6th floor will be visible from this angle, and even this will move out of view as one walks towards the site along Grangeway.

Photo 19: View facing south-west across Kilburn Grange Park towards proposed site

The park is the only place from which our proposal will have a noticeable impact upon its surroundings, with the 5th and 6th storeys - set back from the main volume of the proposal - sitting proud of the existing rooftops. We aim to minimise the impact of this through suitable choice of materials and the use of a flat roof. The proposal will not be visible from Kilburn High Road on the other side of the park, due to the relative heights of neighbouring buildings. The height of the main volume will adhere to those of the existing neighbouring buildings.

Outline of existing

Outline of proposed

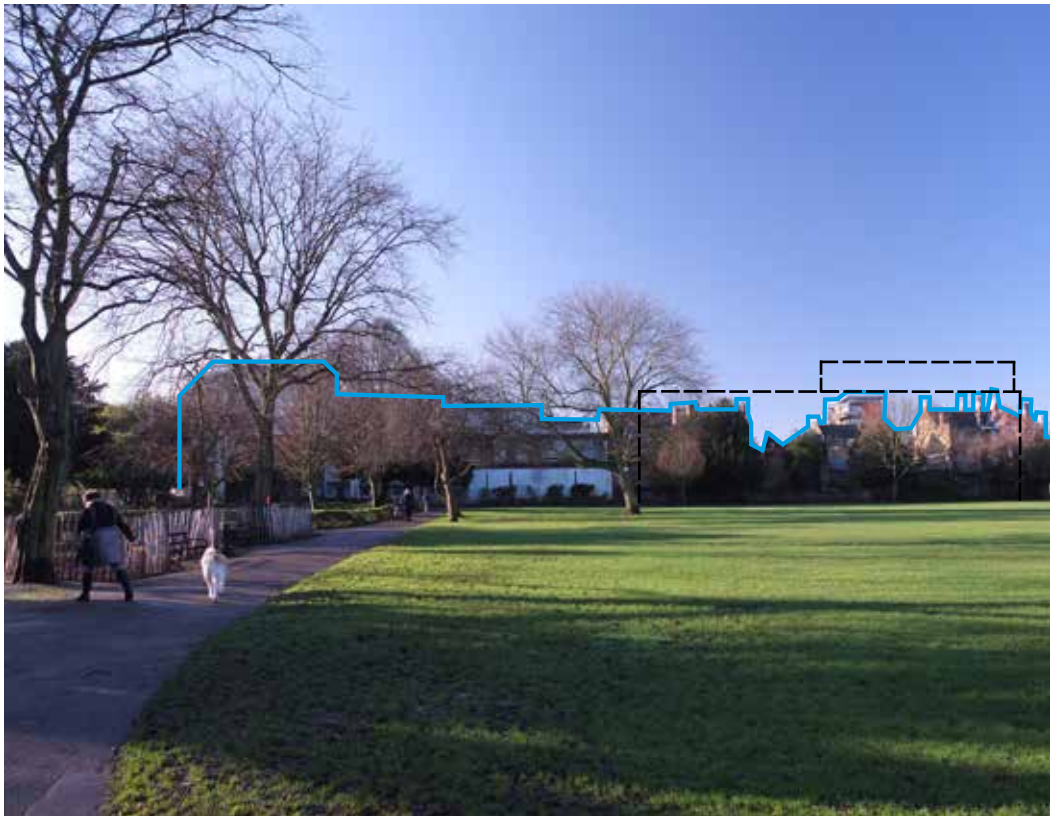
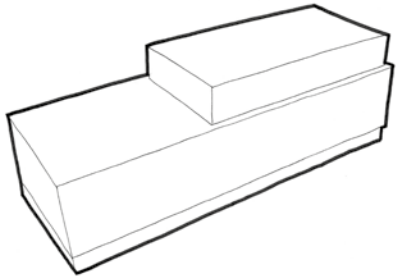


Photo 21: View facing south-west across Kilburn Grange Park towards proposed site

As with photos 19 and 20, our proposal will be visible from the east side of the park, with the upper two storeys sitting proud of the existing rooftops. For this reason we have decided to clad these storeys in zinc and set them back from the main volume below, so that they will not appear to obtrusive when compared to the heights of the existing rooftops. The shrubbery and trees, although sparse during the winter months, will also lessen the impact the lower volume will have on the surroundings. thus enabling the building to fit into both the urban makeup of Kilburn High Road and the natural surroundings of the park.

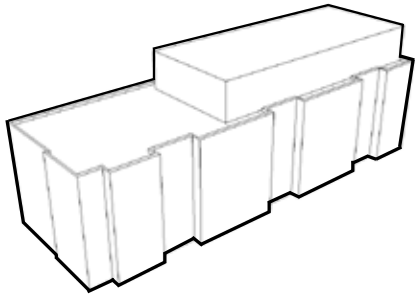
Photo 17: View from east of Dynham Road

This view from a nearby residential street shows that our proposal will also have minimal impact on the urban context when viewed from further away. The top storey of our proposal will just be visible above the surrounding rooftops, but the church spire will remain the dominant feature of the streetscape.



Massing

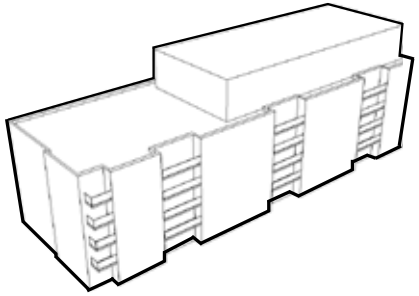
The initial massing block above shows that the main bulk of the building is at ground to fourth floors.
The stepped back double height block at fifth and sixth floor is pushed to the east to balance out the 'book end' effect initiated by 2-23 Grangeway.
Proportionally, the size of the lower block supports a two storey set back top floor, as it counterbalances the massing and is proportionally equal to 1/4 of the park elevation below. Although adding height, the change in material and weighting towards the eastern edge help the building to sit more confidently in its context.



Articulation

The alternating projecting and recessed facade breaks down the mass of the building and also provides a degree of depth. The recesses generate space in which to contain the balconies. Although there is a rhythm and regularity to the width and spacing of the recesses, the facade is not completely symmetrical - thus creating a natural, organic aesthetic.

Not all of the balconies project outwards from the facade - some are recessed within the main volume of the building - a feature which further helps to break down the overall mass into something more managable.



Materials and Massing

Using materiality to break down volumes into less dominating forms helps to decrease the buildings impact on the context. The larger 5 storey block would be treated with a visually heavy material such as brick to emulate the character of the surrounding area, which is predominently 3 to 4 storeys of brick.
The set-back top floor would be of a lighterweight material such as zinc, to emulate the roofscape of the area, which is characterised by 45 degree grey slate roofs.

PRE-APPLICATION 2

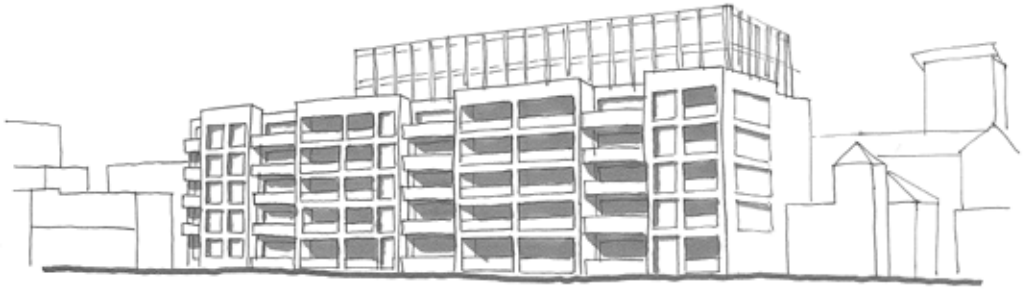
Second Pre Application Advice

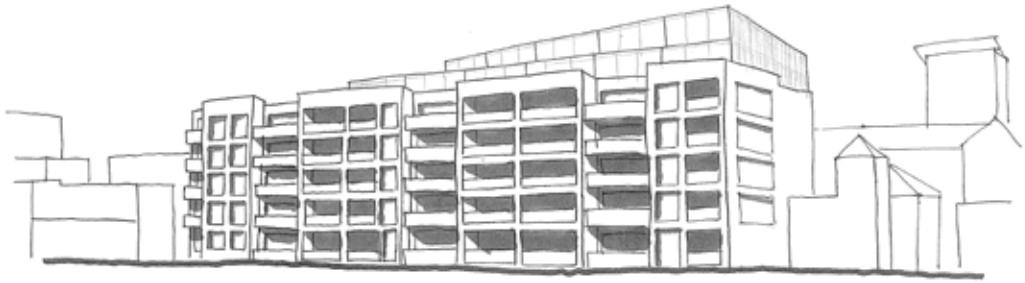
Although we still havent received a formal response from LB Camden, the following points were taken from the meeting:

- The Access to the site will determine the amount of Employment land due to access and servicing restrictions.
- The design of the roofscape needs to be more dynamic to justify extra height over surrounding buildings.
- The building is still considered too tall, but if a striking yet appropriate design can be given a strong enough case then it could be supported.
- An external amenity space for the commercial units would be welcomed.
- The disabled parking for both commercial and residential is welcomed.
- A construction management plan would be conditioned.
- A BRE study would need to be submitted as part of the application.

PRE-APPLICATION 2

DESIGN DEVELOPMENT



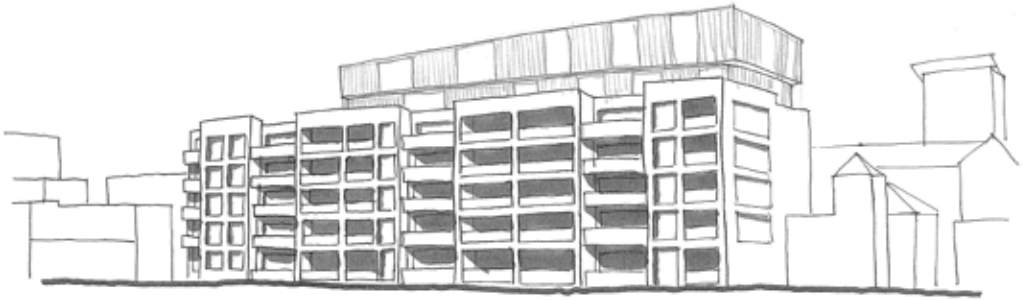


Option 1

Shown above is the scheme ase sbmitted in the second Pre-App. The lower 5 storeys are articulated with step-backs to break down the length of the site and emphasis verticality. The sixth and seventh floors are set back and made from lightweight metal and glass. Metal fins sit in front of the glazing to add a texture and repetitive elemant which gives the mass a more elegant form and further emphasiss verticality.

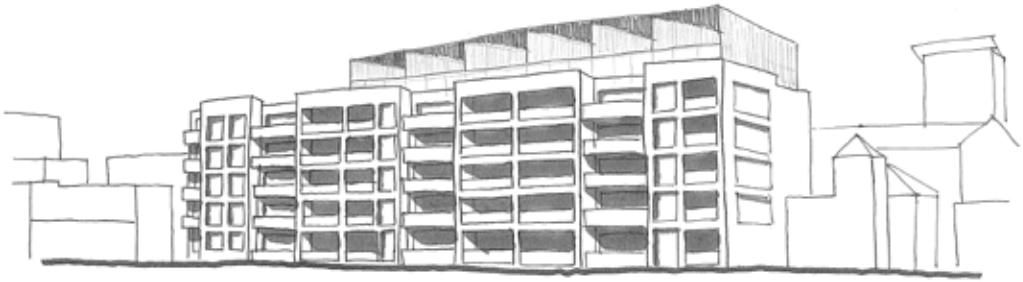
Option 2

Here, the 7th floor is chamfered away from the park frontage so that the mass appears to slope down to the left. This would allow generous terraces to the duplex penthouses.



Option 3

This option inverts the duplex units, with a smaller volume at 6th floor which allows covered terraces. The fenestration is screened at certain sections by fine aluminium vertical louvres to add texture.

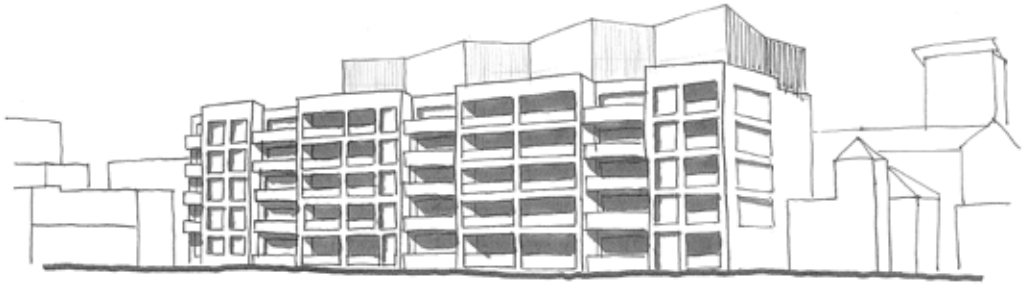


Option 4

Here the 7th floor section of the duplex units are angled to provide additional covered balconies. The diagonal section of facade add interest to an otherwise flat facade and interesting shadow patterns.

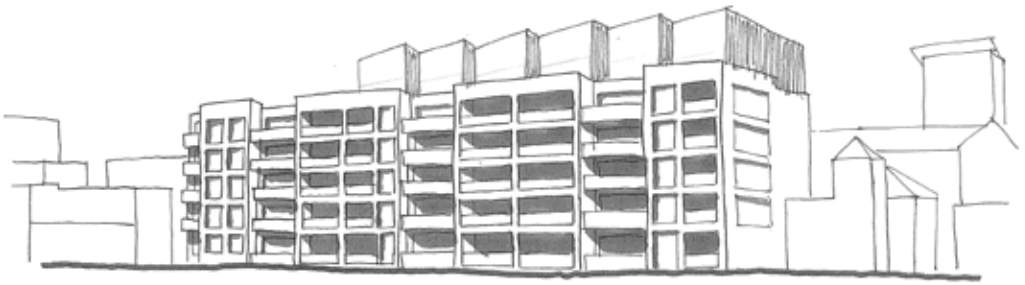
Following the second pre-application advice by LB Camdens Urban Design officer, we explored several different forms for the roofscape. His concerns were that a simple 'box' mass would be too plain and bulky when visible from longer distances, and that something more dynamic would be preferable. as it could visually reduce any overbearing scale.

DYNAMIC ROOFSCAPE



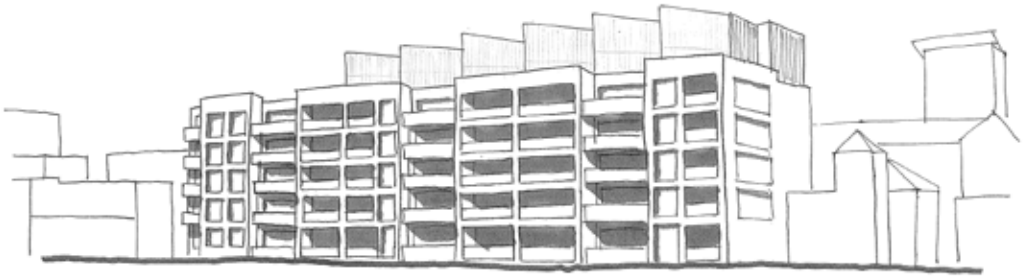
Option 5

Above, each unit has an alternating facade angle. This adds variance to the shadow and reflection on the glazing. Due to the changing angles in plan, the flat roof also appears to have multiple pitches.



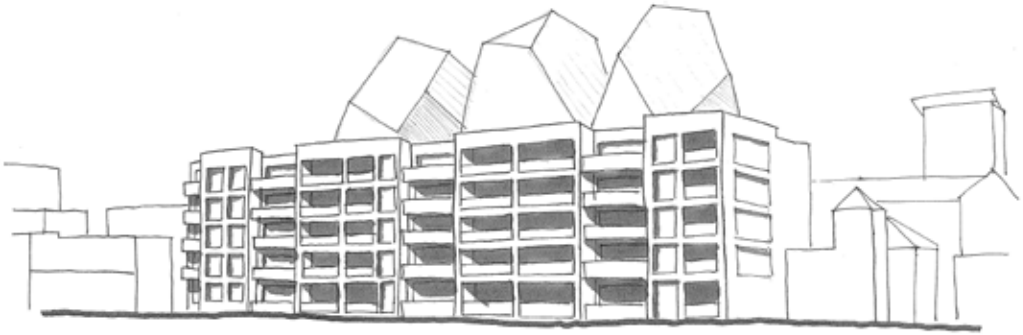
Option 6

A sawtooth plan results in a dramatic facade. The flat roof also looks to have multiple pitches. The angled frontages point east. The Noth Western Elevation appears the talles, whilst the South Eastern seems reduced.



Option 7

The opposite of Option 6 decreases the bulk of the North Western Elevation but strenghtens the verticality of the 6th and 7th floors along the Park elevation. .

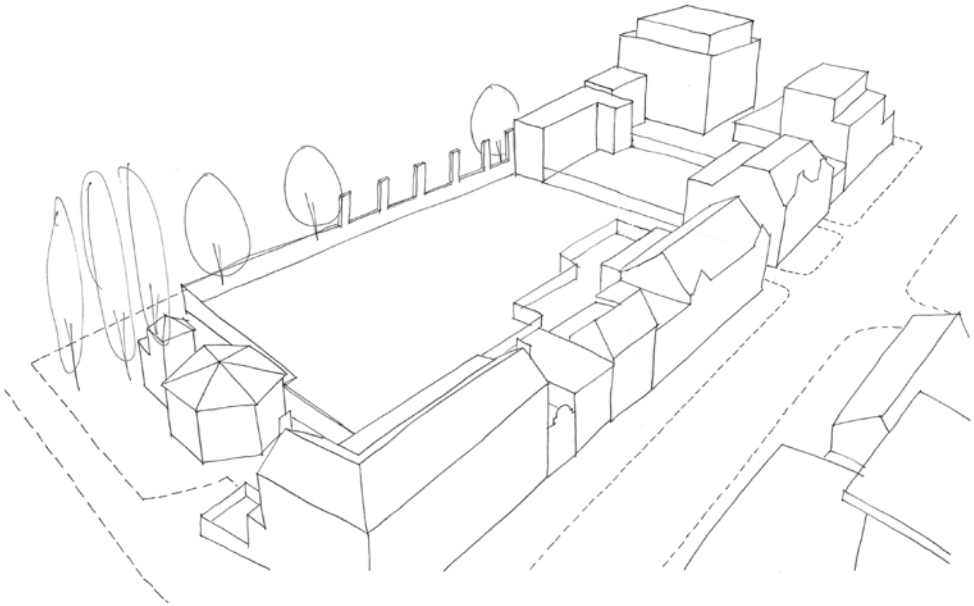


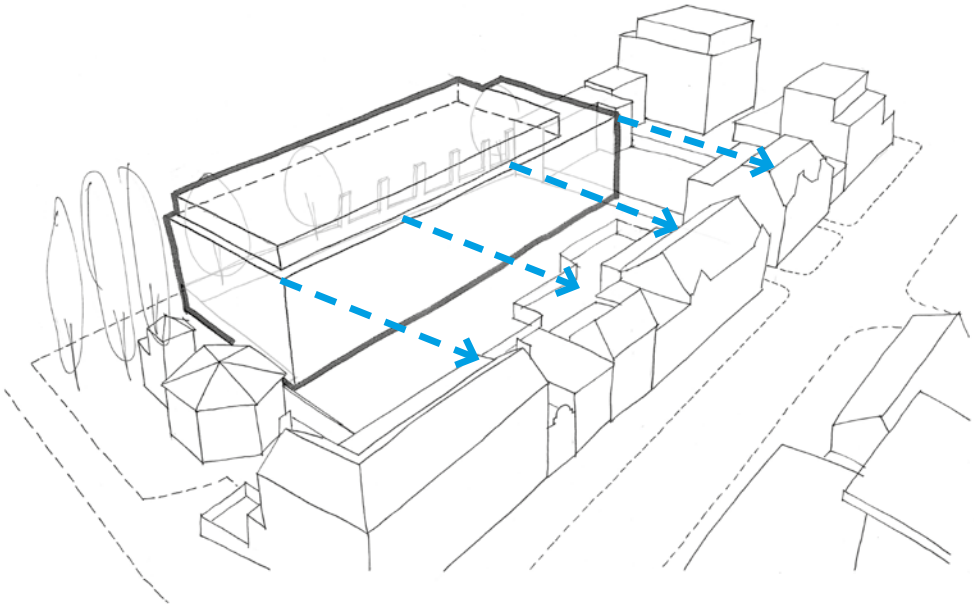
Option 8

As an experiment, we proposed three crystalline forms rising to 8 storeys whcih gave the same amount of accommodation but replicated the shape of the trees. Angled glass would provide vastly different lighting patterns with extreme areas of reflection and shadow. More visible than the others, this option would be a very striking addition to the skyline.

All of these options were sent to LB Camden for consideration ahead of our full application submission. The design officer felt that while it was a useful exercise, the building was still too tall, and that six storeys was the maximum height that the context would permit.

DYNAMIC ROOFSCAPE

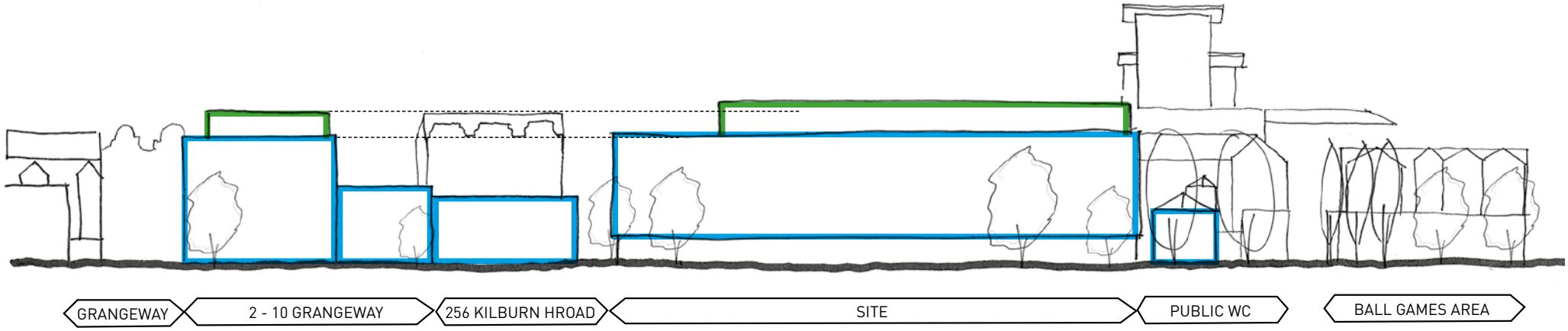




Following the previous two Pre-Applications, we have lowered the building by a floor so that it is more suited in scale to the context.

The ground floor has also been revised to allow improved servicing of the commercial space and a higher number of disabled parking spaces.

PROPOSAL DIAGRAMS

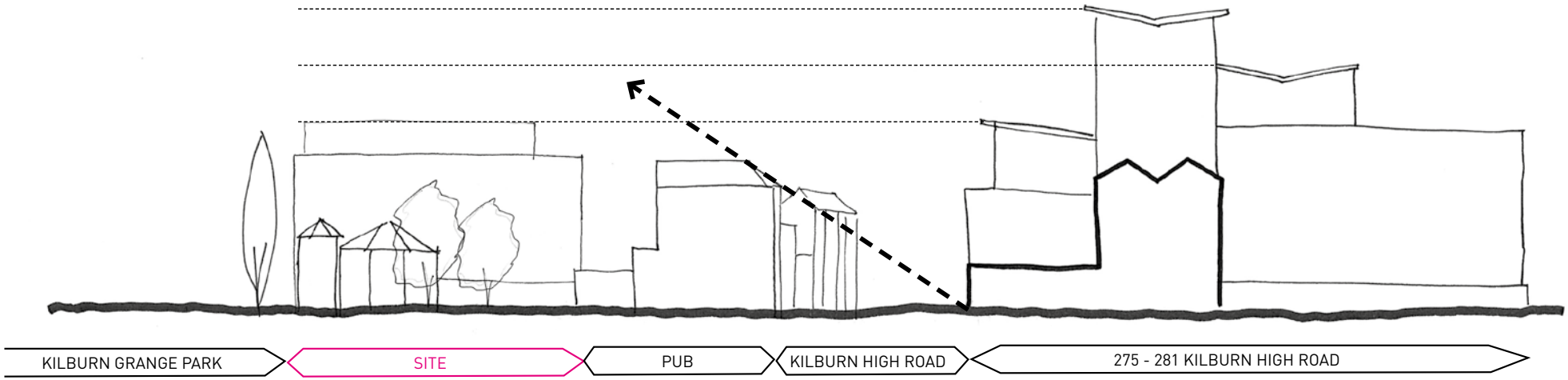


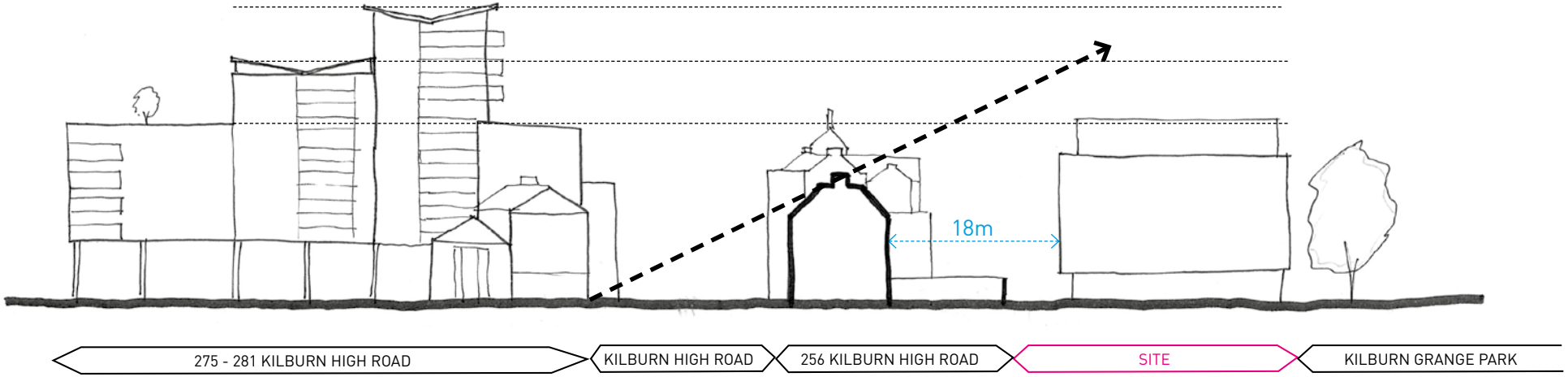
Building heights on park elevation

The precedent set by the residential block at the opposite end of the park supports a six storey building to complete the bookend.

The massing of the proposal decreases in the middle so as not to dominate the vista from Kilburn Grange Park and so that we join the neighbouring buildings at a similar height.

Emphasising verticality where possible will further break down the bulk of the building.





Visibility from the street

The new block would be set back 18m from the rear windows of the properties on Kilburn High Road. This ensures the block is not visible across the street.

Views along Kilburn High Road would also be obscured by the three and four storey terraced Victorian buildings.

The only views of the building are across the park.

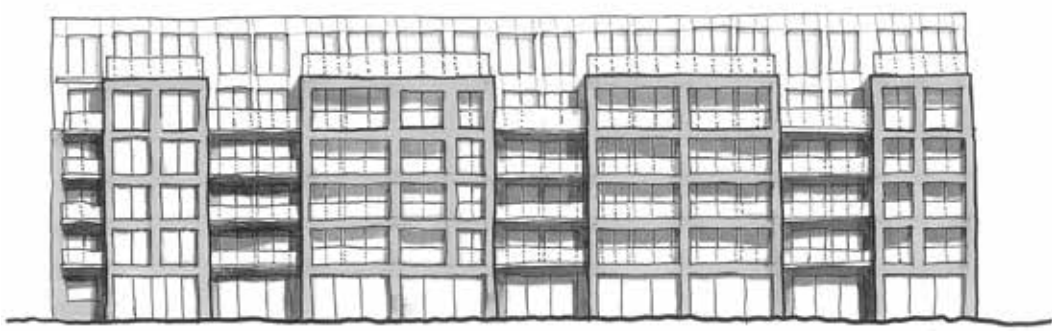
VISIBILITY

Option 1

Stepping up the brick from 4 storeys to 6 breaks up any uniformity in the facade but emphasises height on the corner.

Option 2

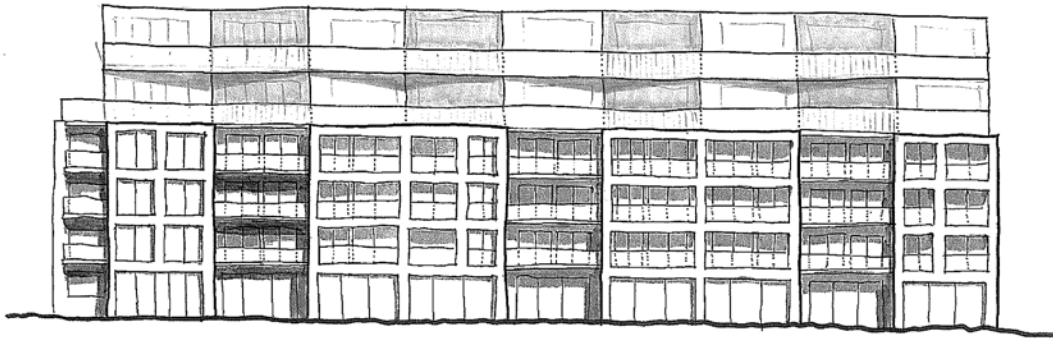
A more pronounced stepping in height would be inappropriate in the area as it makes the building seem even taller.



Option 3

Having a five storey brick section, with a top floor which covers the entire floorplate lacks acknowledgement of the buildings to the left.

Partially cladding the fourth floor in metal helps to emphasise the brick bays.



Option 4

Lowering the brick to four storeys and giving a two storey lightweight metal roof seems unbalanced and causes problems when incorporating balconies for single level flats at the fifth floor.

Following the Design Officer's comments,

FACADE STRATEGIES

Option 5

Cladding the fourth and fifth floors in metal, with cantilevered balconies has merit, but does not work with the irregularity of the left hand bay.

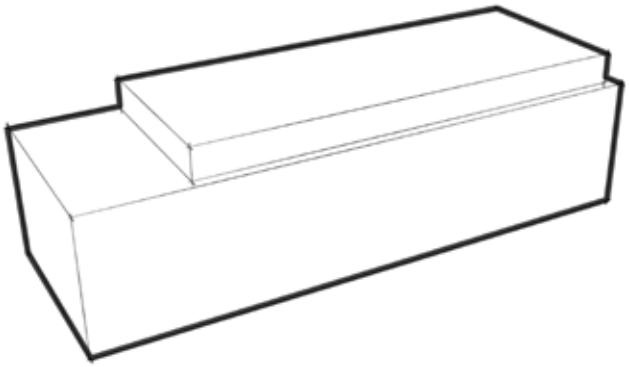
Option 6

Keeping the lower building with heavy mass at 5 storeys seems an appropriate scale along the park.

The sawtooth roof profile in lightweight metal is reminiscent of the local warehouses and small factories in the area.

Following the Design Officer's comments,

FACADE STRATEGIES

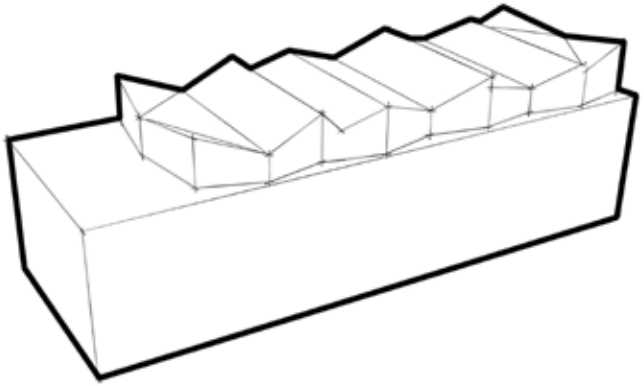


Massing

The simple blocks are arranged.

The bottom is larger and more dominant. The top is set back and subservient.

The top block is pushed to the right to allow the left to match the contextual height more closely.



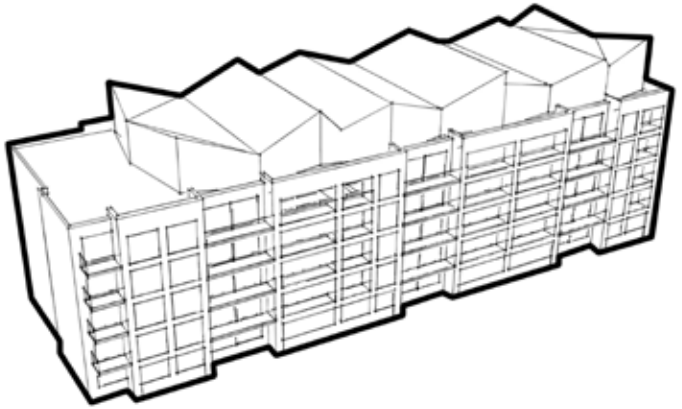
Distortion

The top block is distorted to add interest and excitement.

The party walls of the same bay module as below are pulled out or pushed in to create a faceted plan.

The party walls are pulled up or down to create an undulating roofscape.

When combined, these 2D changes create a crystaline 3D volume.



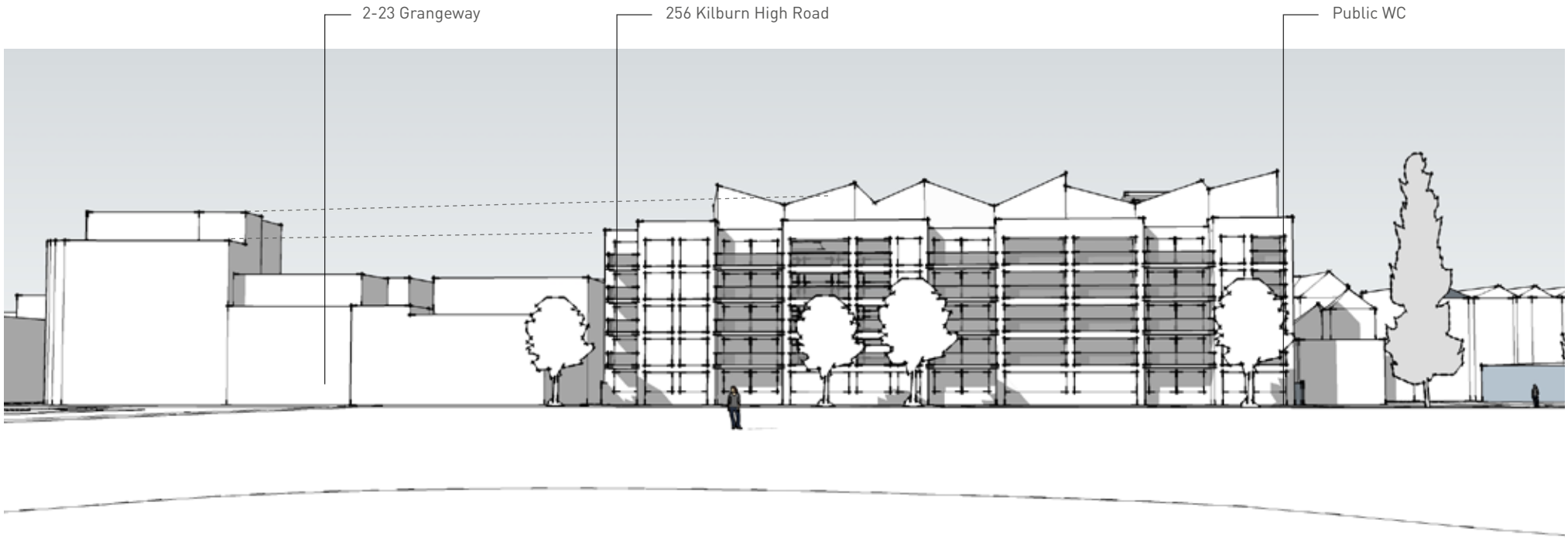
Articulation

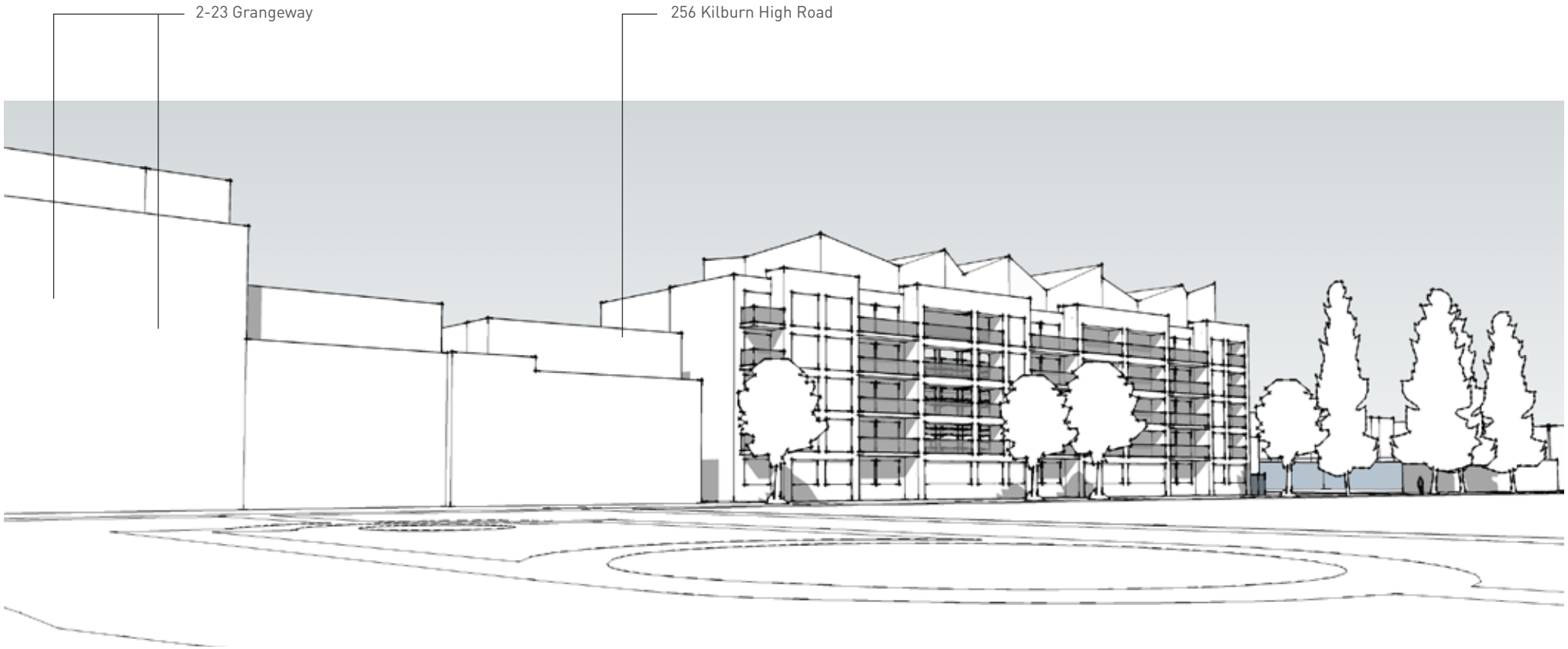
Articulation is added to the lower block which breaks up the linearity of the elevation and emphasises verticality.

Following the request to reduce the building to six storeys, we developed the top floor into something more inspiring which followed similar principles.

The lower volume of the building remains the same. Simple, dense and remeniscent of the Victorian terraces, whilst the top volume is allowed to be more free. This gives the impression that it could be a later extension, adding more architectural layers to the developments which surround Kilburn Grange Park.

DEVELOPMENT OF FORM


2-23 Grangeway
256 Kilburn High Road
Public WC



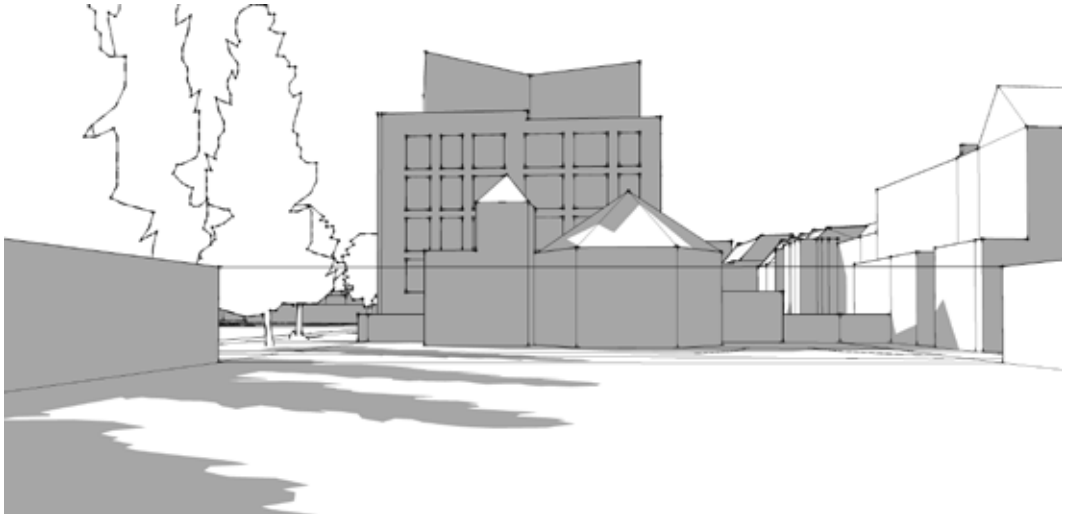
Contextual setting

The proposed block sits comfortably in the park and the scale of the elevation matches the property at 2-23 Grangeway.

CONTEXTUAL SETTING

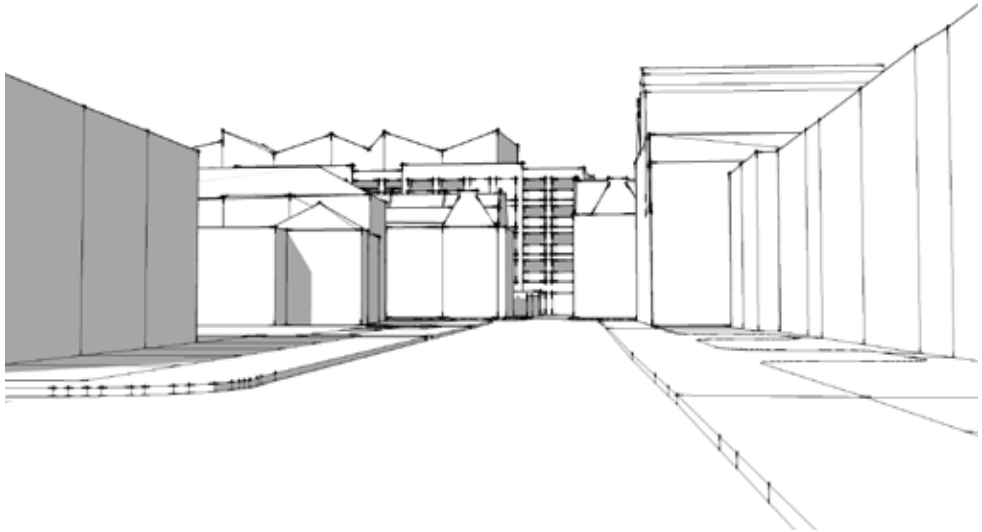
Existing Trees

The existing trees which line the boundary with the park provide visual screening and break up the massing, enclosing the park to make it seem more seperate from the built environment.



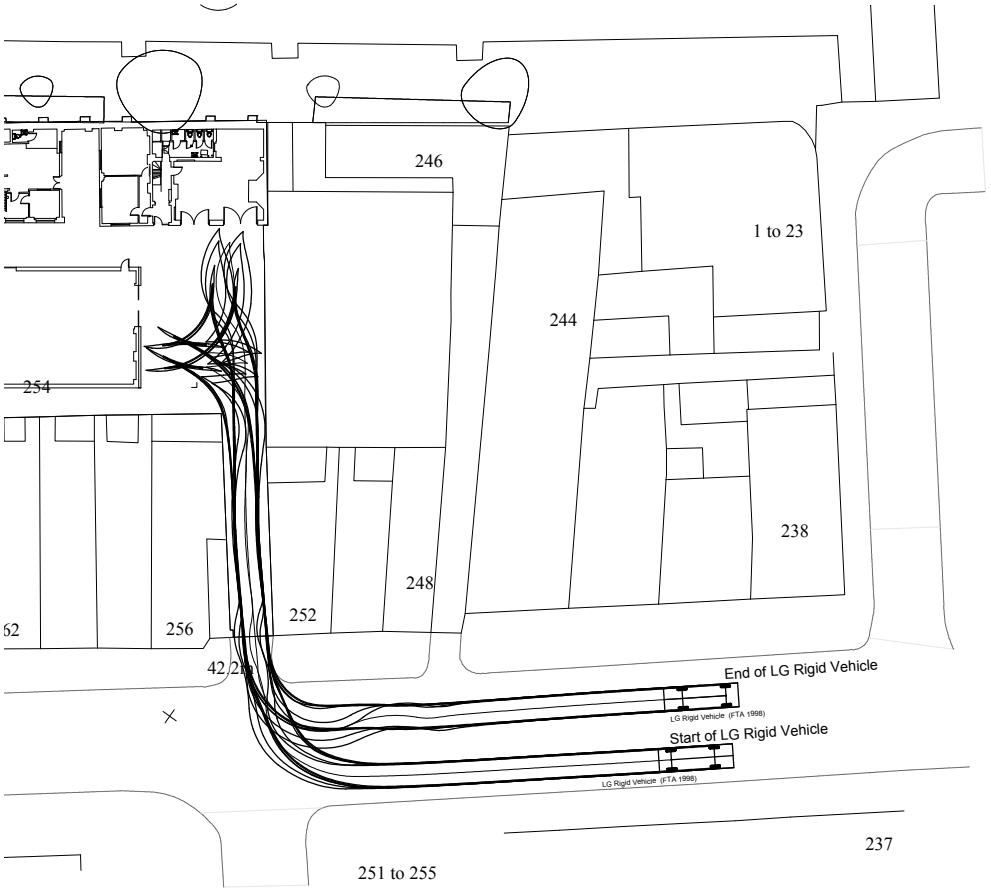
View from Ball Games Area

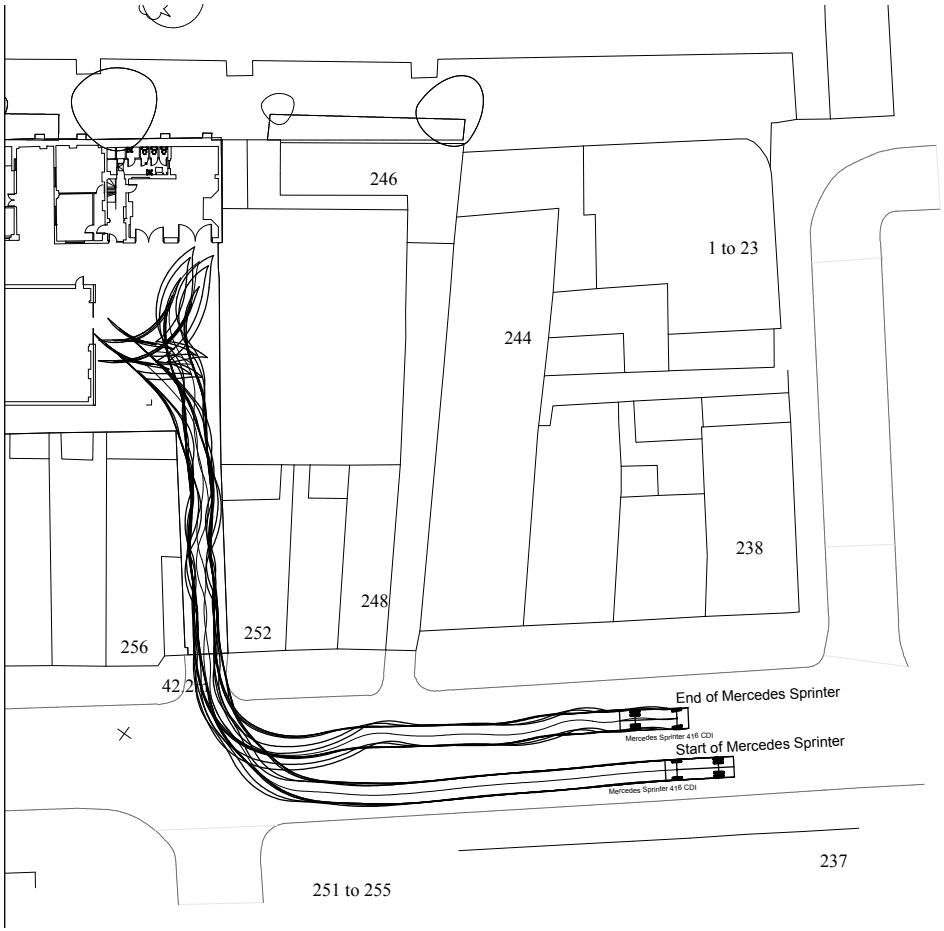
The northwest elevation which borders the public WC / Changing Rooms has a light well to ensure windows do not adjoin the boundary. The remaining wall is blank but articulated with brick detailing, although windows would be preferable if LB Camden confirm that this land cannot be built on in the future.

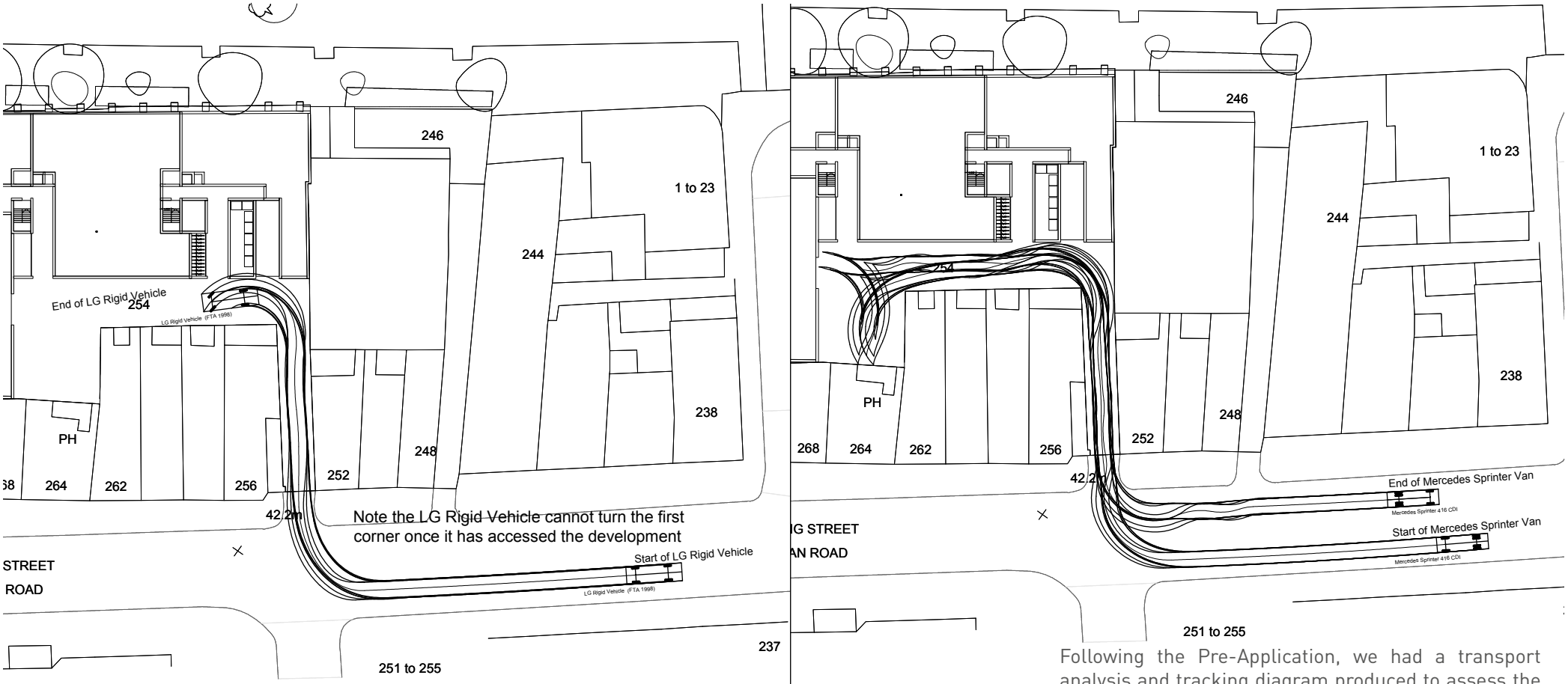


View from Buckley Road

As all close views of the building are blocked by the four storey Victorian Terrace, the only long view is to the southwest, along Buckley Road.


246
1 to 23
244
254
238
248
252
256
42/2
End of LG Rigid Vehicle
LG Rigid Vehicle (FTA 1998)
Start of LG Rigid Vehicle
LG Rigid Vehicle (FTA 1998)
237
251 to 255


246
1 to 23
244
238
248
252
256
42/2
End of Mercedes Sprinter
Mercedes Sprinter 416 CDI
Start of Mercedes Sprinter
Mercedes Sprinter 416 CDI
237
251 to 255



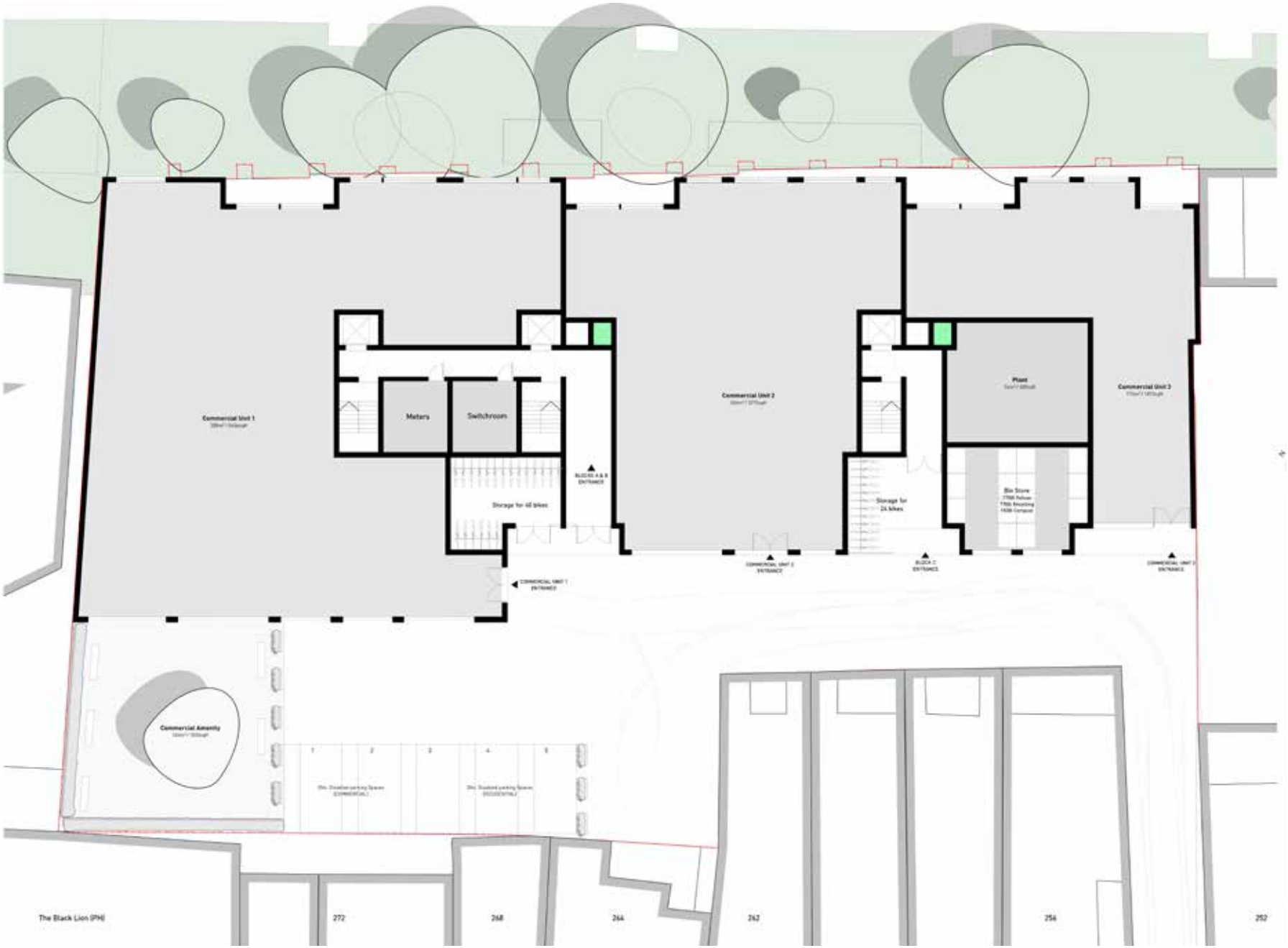
Following the Pre-Application, we had a transport analysis and tracking diagram produced to assess the type of vehicles able to access the site.

These show that larger rigid vehicles are currently unable to turn onto the site, but large Mercedes style Vans are. Access is limited by the narrow site entrance, not by the positioning of the buildings themeselves.

However, any new development must provide a turning head on site. The existing large shed is being opened up facilitate the turning of large vehicles, but this will no longert be possible.

A turning head would also be used as a loading bay to avoid blocking in any cars.

TRACKING ANALYSIS


Commercial Unit 1
Meters
Switchroom
Storage for 48 bikes
BLOCKS A & B ENTRANCE
COMMERCIAL UNIT 1 ENTRANCE
Commercial Unit 2
COMMERCIAL UNIT 2 ENTRANCE
Storage for 24 bikes
BLOCK C ENTRANCE
Plant
Bin Store
1700 Refuse
1700L Recycling
1600 Compost
Commercial Unit 3
COMMERCIAL UNIT 3 ENTRANCE
Commercial Amenity
The Black Lion (PH)
272
268
264
262
256
252

As the viability of the commercial space is directly related to it being serviced properly, we must first provide usable access, and let that dictate the footprint of the building.

Using the tracking diagram and transport analysis as a generator, we have included:

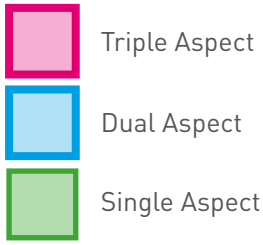
- A turning head
- 3 no residential disabled arking bays
- 2 no. commercial disabled spaces
- External amenity space for the commercial space.

Whilst our proposal doesnt meet the same level of on site commercial space provision as the existing buildings, we have provided the maximum possible whilst providing suitable servicing.
We area also committed to providing a significantly higher quality of working space and environment to ensure the building is fully let and a pleasant place to work.

The stepping of the facade along the park edge is a result of LB Camdens request to break down the massing on this elevation into a more vertical rhythm. Although this reduces the floor area by 18m2, the impact on the park should take precedent.

GROUND FLOOR DEVELOPMENT


BLOCK A
BLOCK B
BLOCK C
LIFT
254 Kilburn High Road



Aspect

Within the scheme, 28 of the 63 flats are dual aspect (44%). This is a slight improvement on the 32 out of 74 flats (43%) of the original Pre-Application proposal. This is the maximum number possible with three seperate cores (2 per core). Introducing more cores would be both costly and impractical.

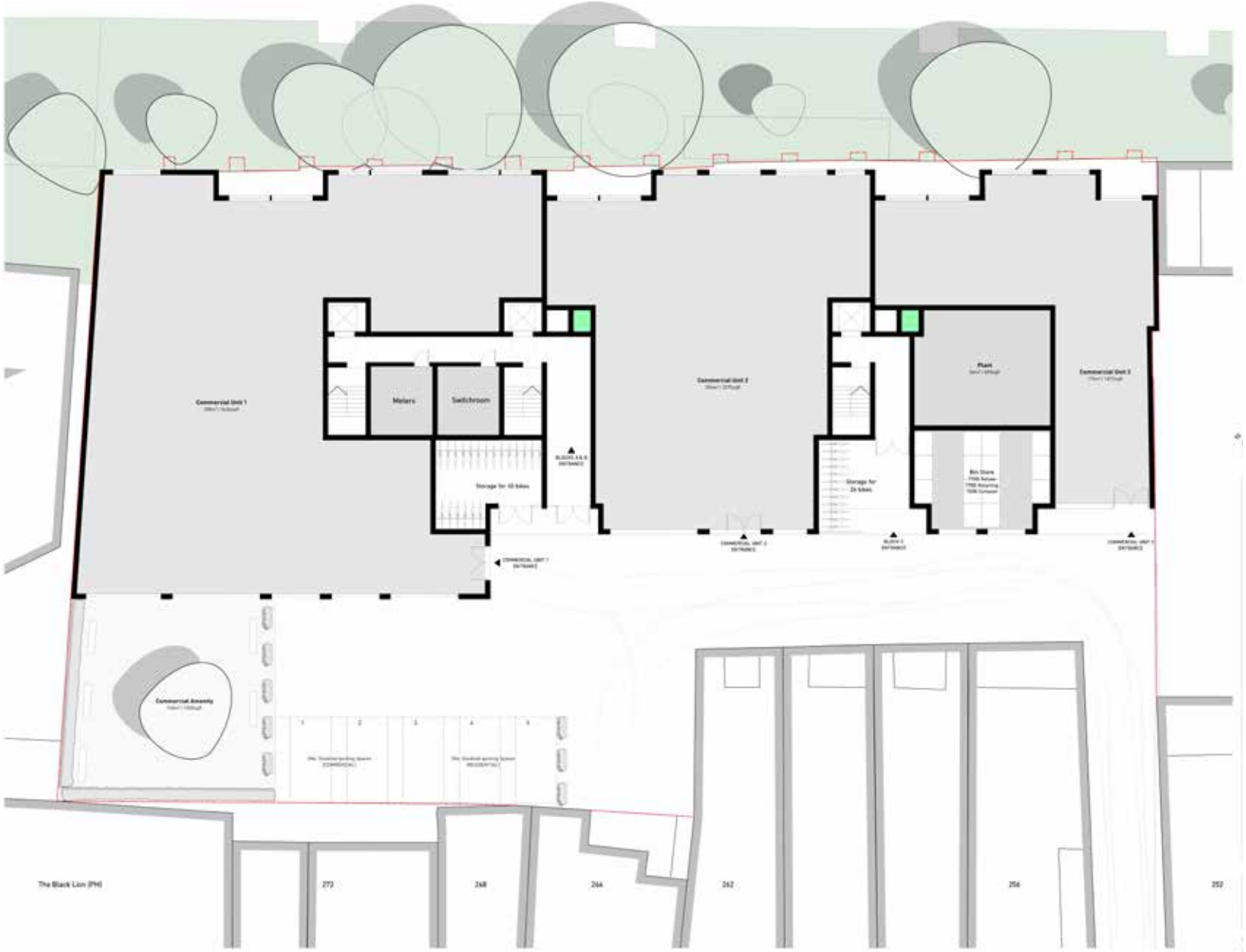
While single aspect, the remaining apartments benefit from either a Park View, or a southern aspect, both of which more than make up for the fact.

The higher flats at fourth and fifth floors will have panoramic views over London. These are either southwest over Kilburn High Road, or northeast over the park.

As part of this application, a BRE study has been completed, which will be submitted.

Each flat has in anteral balcony which is in excess of London Plan standards for dwellings of their size.

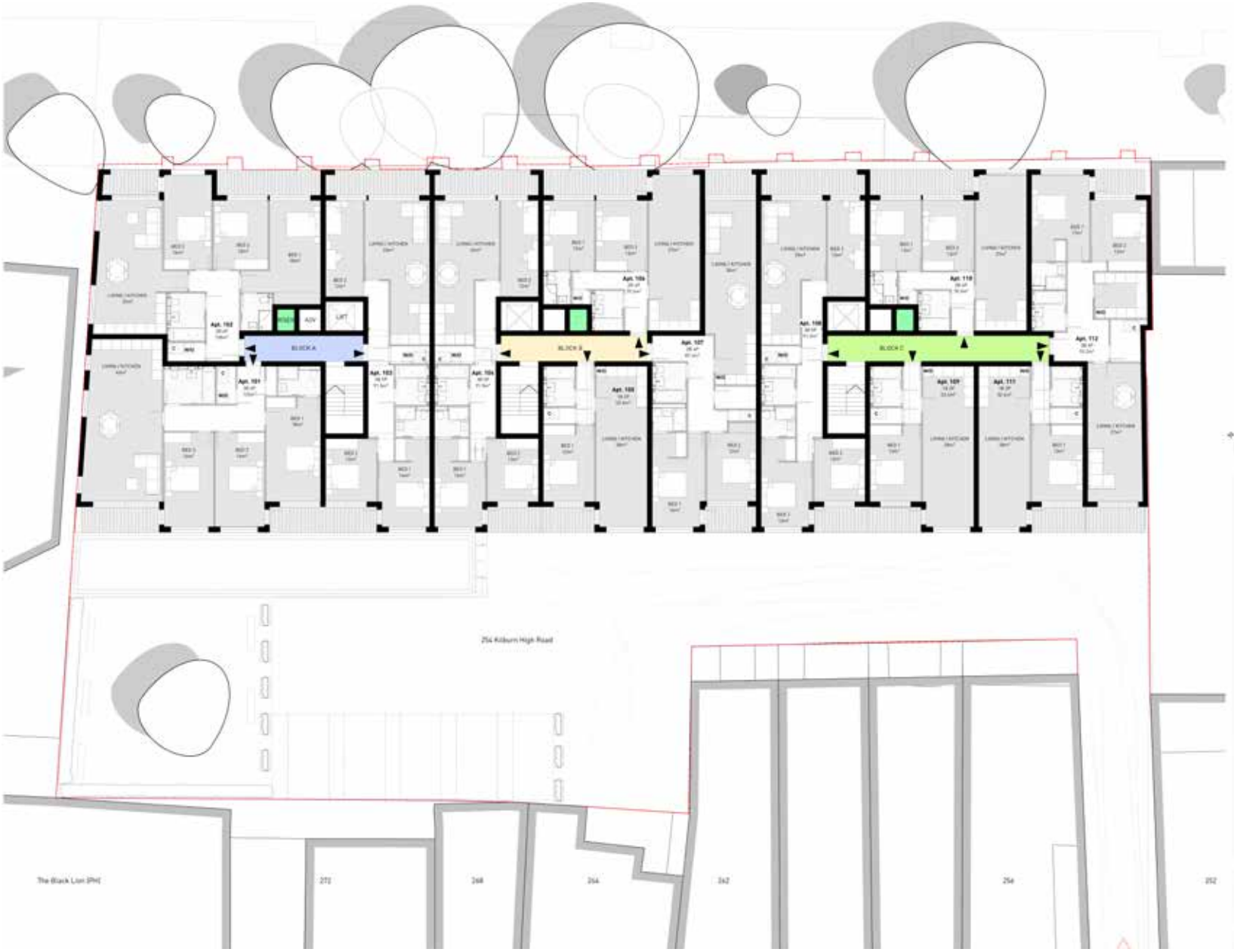
ASPECT


Commercial Unit 1
Meters
Switchroom
Storage for 10 bikes
Commercial Unit 2
Plant
Commercial Unit 3
Storage for 24 bikes
Commercial Amenity
The Black Lion (PH)
272
268
264
262
256
252

Ground Floor
The ground floor plan provides:

- 3no. Residential parking spaces
- 2no. commercial parking spaces
- 1000m2 Commercial space over 3 units
- 56m2 Residential plant room
- Residential Bin Store
- Commercial Bin store
- Meter cupboard and switchroom
- 64 Bicycle spaces
- Turning head
- 145m2 Commercial amenity space

PLANS


BLOCK A
BLOCK B
BLOCK C
LIFT
Apt. 102
Apt. 101
Apt. 103
Apt. 104
Apt. 105
Apt. 106
Apt. 107
Apt. 108
Apt. 109
Apt. 110
Apt. 111
Apt. 112
Apt. 113
254 Kilburn High Road
The Black Lion (Pub)
272
268
264
262
256
252

First Floor
The fist floor provides:

Block A
- Apt 101 - 3Bed 6Person - 125m2
- Apt 102 - 3Bed 6Person - 108m2
- Apt 103 - 3Bed 5Person - 91.5m2

Block B
- Apt 104 - 3Bed 5Person - 91.5m2
- Apt 105 - 1Bed 2Person - 52.6m2
- Apt 106 - 2Bed 4Person - 70.3m2
- Apt 107 - 2Bed 4Person - 87.4m2

Block C
- Apt 108 - 3Bed 5Person - 91.3m2
- Apt 109 - 1Bed 2Person - 52.6m2
- Apt 110 - 2Bed 4Person - 70.3m2
- Apt 111 - 1Bed 2Person - 52.6m2
- Apt 112 - 2Bed 4Person - 92.2m2

PLANS


BLOCK A
BLOCK B
BLOCK C
LIFT
AOV
254 Kilburn High Road
The Black Lion (PH)
272
268
264
262
256
252

Typical Floor [2nd, 3rd, 4th]

Block A
- Apt 201 - 3Bed 5Person - 104.8m2
- Apt 202 - 2Bed 4Person - 70.3m2
- Apt 203 - 1Bed 2Person - 55.6m2
- Apt 204 - 3Bed 5Person - 91.5m2

Block B
- Apt 205 - 3Bed 5Person - 91.5m2
- Apt 206 - 1Bed 2Person - 52.6m2
- Apt 207 - 2Bed 4Person - 70.3m2
- Apt 208 - 2Bed 4Person - 87.4m2

Block C
- Apt 209 - 3Bed 5Person - 91.3m2
- Apt 210 - 1Bed 2Person - 52.6m2
- Apt 211 - 2Bed 4Person - 70.3m2
- Apt 212 - 1Bed 2Person - 52.6m2
- Apt 213 - 2Bed 4Person - 92.2m2

PLANS


BLOCK A
BLOCK B
BLOCK C
BROWN ROOF
254 Kilburn High Road
252

Fifth Floor

Block A
- Apt 501 - 2Bed 3Person - 80m2
- Apt 502 - 2Bed 3Person - 61m2
- Apt 503 - 1Bed 2Person - 50m2
- Apt 504 - 2Bed 4Person - 85m2

Block B
- Apt 505 - 2Bed 4Person - 85m2
- Apt 506 - 1Bed 2Person - 50m2
- Apt 507 - 2Bed 3Person - 61m2
- Apt 508 - 2Bed 4Person - 81m2

Block C
- Apt 509 - 2Bed 4Person - 70m2
- Apt 510 - 1Bed 2Person - 56m2
- Apt 511 - 2Bed 3Person - 61m2

PLANS


PV ARRAY
RISER
ADV
LIFT OVERRUN
AERIAL
BROWN ROOF
The Black Lion PH
272
268
264
262
256
252

Roof Plan

All aerials, satellite dishes, lift over-runs, AOV's and plant will be set to the middle of the roof to ensure it is not visible from ground level.

A large area of the roof, which has a south facing pitch, will be covered with PV panels to achieve our CO2 reduction.

PLANS

5th Floor

Block A
Apt 501 - 2Bed 3Person - 80m2
Apt 502 - 2Bed 3Person - 61m2
Apt 503 - 1Bed 2Person - 50m2
Apt 504 - 2Bed 4Person - 85m2

Block B
Apt 505 - 2Bed 4Person - 85m2
Apt 506 - 1Bed 2Person - 50m2
Apt 507 - 2Bed 3Person - 61m2
Apt 508 - 2Bed 4Person - 81m2

Block C
Apt 509 - 2Bed 4Person - 70m2
Apt 510 - 1Bed 2Person - 56m2
Apt 511 - 2Bed 3Person - 61m2

4th Floor

Block A
Apt 201 - 3Bed 5Person - 104.8m2
Apt 202 - 2Bed 4Person - 70.3m2
Apt 203 - 1Bed 2Person - 55.6m2
Apt 204 - 3Bed 5Person - 91.5m2

Block B
Apt 205 - 3Bed 5Person - 91.5m2
Apt 206 - 1Bed 2Person - 52.6m2
Apt 207 - 2Bed 4Person - 70.3m2
Apt 208 - 2Bed 4Person - 87.4m2

Block C
Apt 209 - 3Bed 5Person - 91.3m2
Apt 210 - 1Bed 2Person - 52.6m2
Apt 211 - 2Bed 4Person - 70.3m2
Apt 212 - 1Bed 2Person - 52.6m2
Apt 213 - 2Bed 4Person - 92.2m2

3rd Floor

Block A
Apt 201 - 3Bed 5Person - 104.8m2
Apt 202 - 2Bed 4Person - 70.3m2
Apt 203 - 1Bed 2Person - 55.6m2
Apt 204 - 3Bed 5Person - 91.5m2

Block B
Apt 205 - 3Bed 5Person - 91.5m2
Apt 206 - 1Bed 2Person - 52.6m2
Apt 207 - 2Bed 4Person - 70.3m2
Apt 208 - 2Bed 4Person - 87.4m2

Block C
Apt 209 - 3Bed 5Person - 91.3m2
Apt 210 - 1Bed 2Person - 52.6m2
Apt 211 - 2Bed 4Person - 70.3m2
Apt 212 - 1Bed 2Person - 52.6m2
Apt 213 - 2Bed 4Person - 92.2m2

2nd Floor

Block A
Apt 201 - 3Bed 5Person - 104.8m2
Apt 202 - 2Bed 4Person - 70.3m2
Apt 203 - 1Bed 2Person - 55.6m2
Apt 204 - 3Bed 5Person - 91.5m2

Block B
Apt 205 - 3Bed 5Person - 91.5m2
Apt 206 - 1Bed 2Person - 52.6m2
Apt 207 - 2Bed 4Person - 70.3m2
Apt 208 - 2Bed 4Person - 87.4m2

Block C
Apt 209 - 3Bed 5Person - 91.3m2
Apt 210 - 1Bed 2Person - 52.6m2
Apt 211 - 2Bed 4Person - 70.3m2
Apt 212 - 1Bed 2Person - 52.6m2
Apt 213 - 2Bed 4Person - 92.2m2

1st Floor

Block A
Apt 101 - 3Bed 6Person - 125m2
Apt 102 - 3Bed 6Person - 108m2
Apt 103 - 3Bed 5Person - 91.5m2

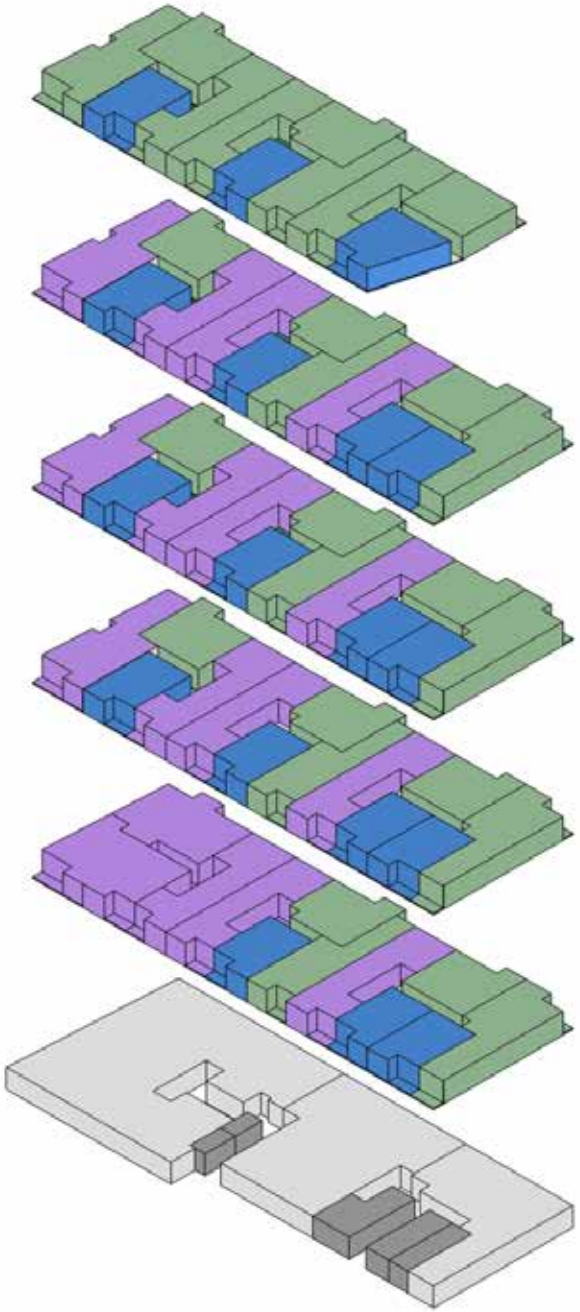
Block B
Apt 104 - 3Bed 5Person - 91.5m2
Apt 105 - 1Bed 2Person - 52.6m2
Apt 106 - 2Bed 4Person - 70.3m2
Apt 107 - 2Bed 4Person - 87.4m2

Block C
Apt 108 - 3Bed 5Person - 91.3m2
Apt 109 - 1Bed 2Person - 52.6m2
Apt 110 - 2Bed 4Person - 70.3m2

Ground Floor

3no. Residential parking spaces
2no. commercial parking spaces
1000m2 Commercial space over 3 units
56m2 Residential plant room
Residential Bin Store

Commercial Bin store
Meter cupboard and switchroom
64 Bicycle spaces
Turning head
145m2 Commercial amenity space



London Space standards

Apartments:

- 1 Bed 2 Person - 50m2
- 2 Bed 3 Person - 61m2
- 2 Bed 4 Person - 70m2
- 3 Bed 4 Person - 74m2
- 3 Bed 5 Person - 86m2
- 3 Bed 6 Person - 100m2

Double bedroom minimum size
11m2
Single bedroom size
9m2

1 Bedroom Apartments

2 Bedroom Apartments

3 Bedroom Apartments

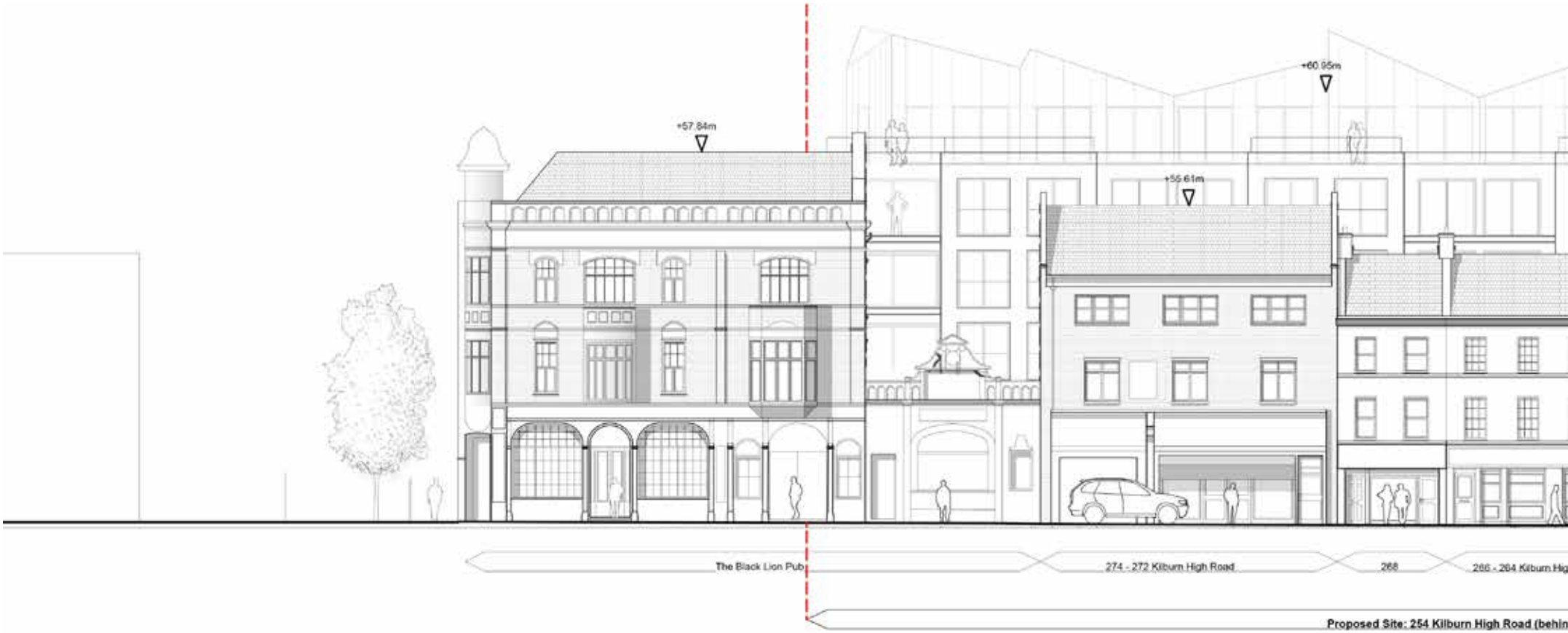
Commercial

Plant / Bins / Bikes

63 Residential Apartments over6 Floors

17No. 3 beds - [27%]
27No. 2 beds - [43%]
18No. 1 Beds - [28%]

SCHEDULE OF AREAS



1 South-West Elevation
Scale: 1:200

Street Elevation

The building is generally screened from view by the 3/4 storey Victorian terrace.

The small sections where the terrace is lower, and at the site entrance give small glimpses of the brick facade and framed views of the metal roofscape.

The material pallette references the terrace.

ELEVATIONS


Roof
+64.14m
5F
FFL: +58.43m
4F
FFL: +54.95m
3F
FFL: +51.95m
2F
FFL: +48.95m
1F
FFL: +45.95m
GF
FFL: +42.35m

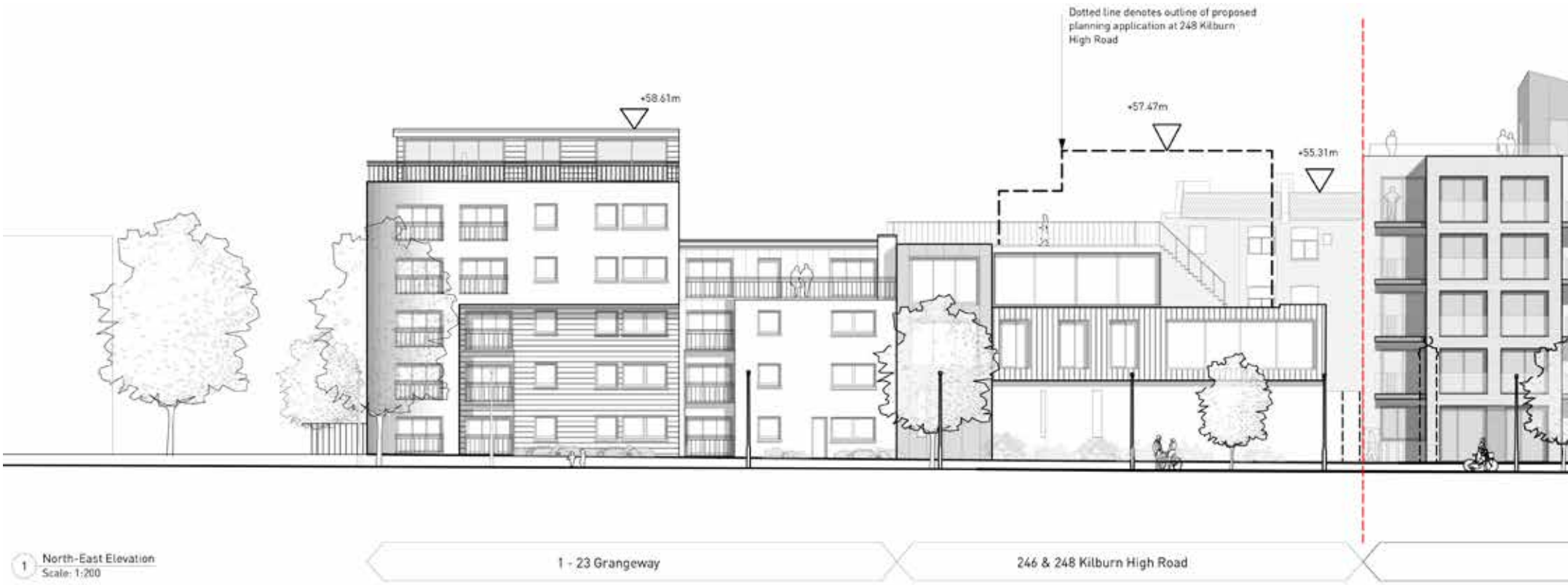
Internal Elevation

Setting back portions of the facade emphasises the verticality of the modulers and helps decrease the linear massing.

Lare apertures give maximum daylighting to the rooms.

A mixture of cantilevered and inset balconies with glass balustrades provide shadows which give further depth to the elevation.

ELEVATIONS



1 North-East Elevation
Scale: 1:200

Proposed Site: 254 Kilburn High Road (behind existing brick wall)

Park Elevation

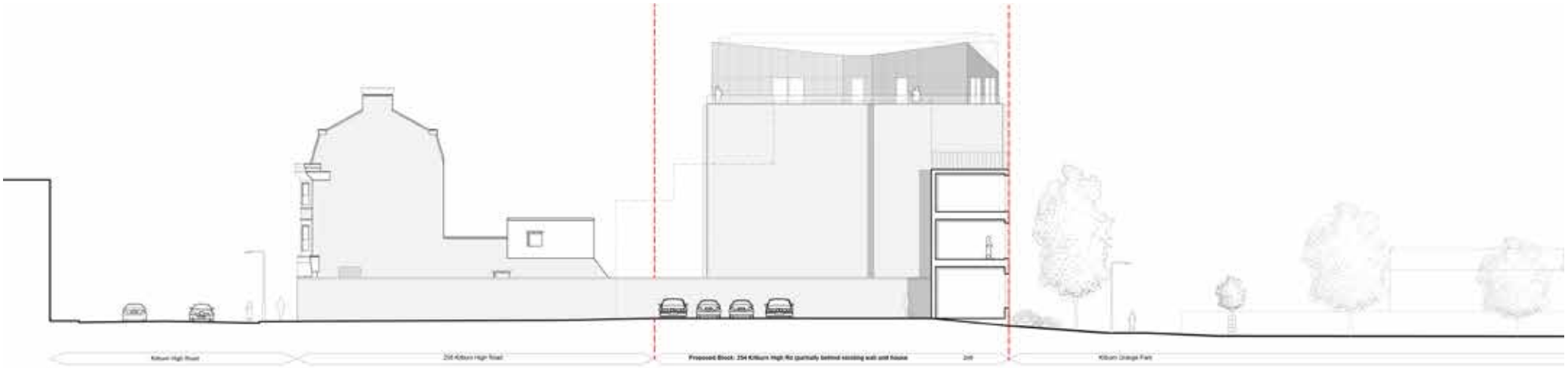
The buildings height has been reduced to match its opposite book-end at 23 Grangeway.

Again, inset and cantilevered balconies are used to break up building mass and emphasise the vertical.

The faceted roofscape of the fifth floor references both the former industrial nature of the site and the surrounding slate roofs.

Existing trees provide gentle screening to the lower section.

ELEVATIONS



3 Proposed South-East Elevation
Scale: 1:200

End Elevation

This elevation has been articulated similarly to the others, with large apertures. Where windows are not possible or necessary, inset panels of brickwork are used to add interest.

The top floor has been pulled down to a point in the middle to avoid a flat end.

Boundary Elevation [opposite]
The gable elevation has been intentionally left blank to allow the neighbouring building to build up against it. They are in the process of submitting an application to develop their site, so by leaving this facade without articulation encourages their development.

ELEVATIONS

Amsterdam, NL
Tony Fretton Architects
Proper Stok Woningen bv

Petersen brick type D91 has been used for the Andreas Ensemble development as shown beside as part of the buildings external envelope. The grey brick helps define the buildings form and apertures to the elevations.

The proportion of window openings and balconies to these apertures form part of the main pattern along the building's elevations and help unite each of the buildings within the development.

The form and choice of materials used for the buildings create a modern yet elegent development.

PRECEDENTS

1 North-East Elevation
Scale: 1:200

Proposed Site: 254 Kilburn High Road (behind existing brick wall)

Material Pallette

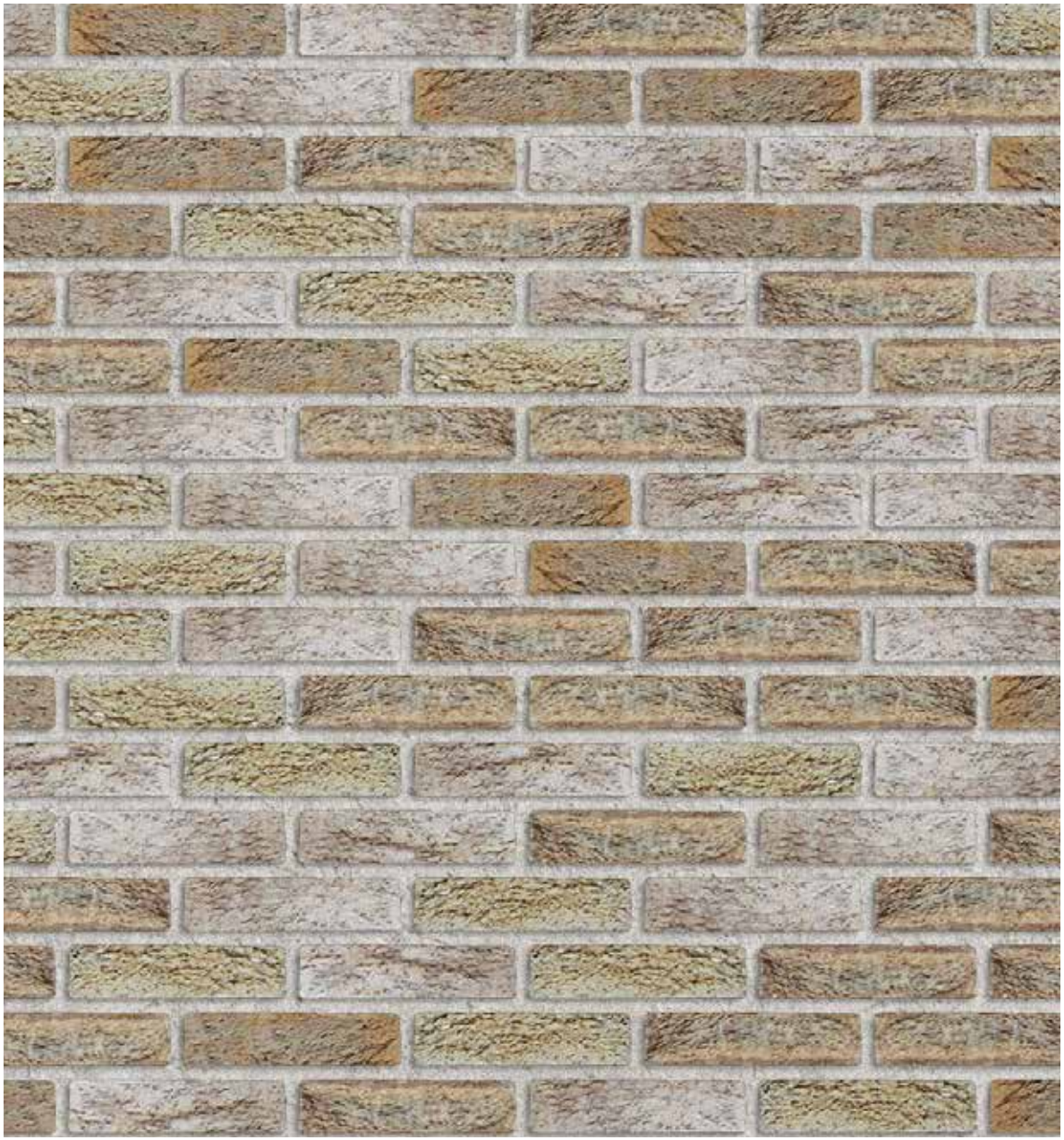
The material pallette chosen is visually complimentary and helps to define the form of the development.

The existing buildings are of predominantly brick construction up to third floor level, with slate roofs, so the materials have been chosen to mimic this.

Their location on the facade reflect the massing relationship the the main body of the building has with its neighbours and its surroundings, whilst the metal clad top floor decreases the scale, and provides a visual break.

Whilst its immediate neighbours have sections of render on their lower portions, over time these weather poorly and are generally not maintained to a high standard. Our choice of brick will provide a high quality finish throughout the full life of the building.

MATERIALITY

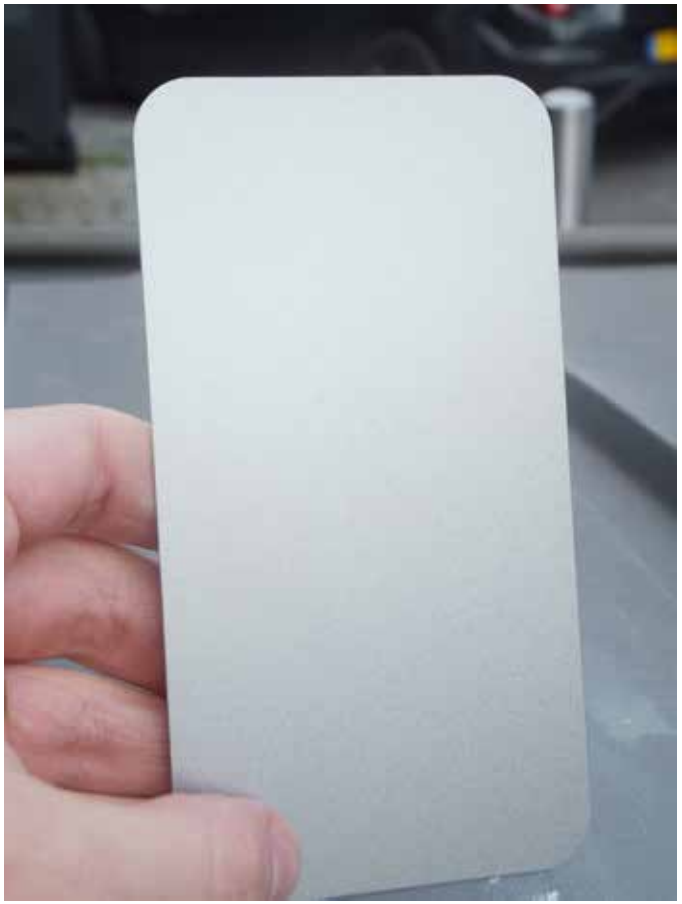


Engels Mystique Brick

Bricks are the dominant material in the area, but no real consistent type or colour is prevalent. However, London Stocks are very common. For a building of this scale and simplicity, a red brick would generally be too bright and heavy, increasing impact on the surrounding context.

Similar in tone and variety to a London Stock brick, the Mystique has a slightly lighter colour which will help to brighten the facade and it has a soft tone that will help the building blend in with the trees.

MATERIALITY



Dark Grey Metallic Alpolic Aluminium Cladding

For the top floor, we have selected a lightweight aluminium cladding system in a dark grey metallic finish.
The colour is remeniscent of the grey slate roofs in the area, whilst its simplicity remains true to its modernity.
The metallic finish diffuses and reflects light giving it a constantly changing graduation of tone due to the different angles of facade.

MATERIALITY

FIRST FLOOR PLAN

FIFTH FLOOR PLAN

Amenity Space

Residents all have their own private balconies which are in excess of London Plan Standards

Kilburn Grange Park also provides a larger area for sports and leisure. It has an outdoor gym, tennis courts, childrens play area, basketball and footbal court, ornamental gardens and seating.

Commercial Units also have their own communal amenity space at ground floor level.

AMENITY SPACE

The proposed development aims to meet the requirements of Secured by Design (SBD) (New Homes 2010) where possible given the constraints placed upon the scheme by the strategy to rise a three storey building comprising retail and residential uses. The following is a summary of the key criteria that have helped inform the scheme design so far and that will continue to inform the design further during the detailed design process:

Section 1:The Development- Layout&Design:

Demonstrate adherence to the seven attributes of a sustainable community. (1.5)
-Access and movement
-Structure
-Surveillance
-Ownership
-Physical protection
-Activity
-Management and maintenance

Demonstrate an awareness of the crime and disorder issues in the area and proposing measures to mitigate any identified problem. (1.9)

Propose of visually open, direct, and well used vehicle and pedestrian routes. (3.1)

The development is not compromised by excessive permeability caused by the inclusion of too many routes. (4.1)

Design the footpaths to minimise the opportunity for crime and disorder. (5)

Footpath landscaping to minimise the opportunity for crime and disorder. (6)

Footpath seating, design and location to avoid the creation of inappropriate loitering places and opportunities for crime and disorder. (7, 19.1 and 19.6)

Provide appropriate lighting for footpaths. (8)

Communal areas designed and located is such a way as to allow natural surveillance. (9.1)

Adequate mechanisms to be in place to maintain communal areas. (9.2.2)

Private outdoor space has been secured to restrict access to the occupants of the building for which this space has been provided (9.6)

Boundaries between private and public space clearly defined. (10.1)

Access paths to the sides of dwellings have been securely gated on or as near to the front building line (10.5)

Side and rear boundary fencing is adequate for the crime risk (10.6)

Gable end walls have been avoided or designed to mitigate crime and disorder problems that they might generate (12)

Rear access footpaths have been avoided or gated at the entrance to the footpaths at the building line (13)

Dwelling identification will be clearly displayed (14.1)

Aids to climbing have been avoided (15)

Car parking arrangements have been designed to minimise crime opportunity (16)

Internal courtyard car parking is protected by a gate, the specifications of which will be agreed with the CPDA (16.3)

Communal parking areas are to be lit to BS 5489 (16.6)

Planting (soft landscaping) arrangements do not impede natural surveillance and do not create hiding places (18) All street lighting for adopted highways, footpaths, private estate roads and car parks complies with BS 5489.

(19) Overall uniformity of street lighting and its colour rendering qualities achieve at least the minimum levels required (19.3 – 19.4)

Light pollution has been minimised (19.6)

Section 2: Physical Security [Building Control 7 Code For Sustainable Homes:

All door sets to be tested and certificated to BS PAS 24-1:1999 'Doors of enhanced security' and PAS 23-1:1999 'General performance requirements for door assemblies'.

Locking systems to comply with SBD requirements.

Door sets to be secured to the fabric of the building in accordance with the manufacture's installation specifications and not to be recessed by more than 600mm.

Glazed panels, in or adjacent to doors to be glazed with laminated glass and to be either part of the manufacture's range of certificated door sets or to be certificated to BS 7959:1997.

All external door sets not designated as main accesses routes to meet the same physical standard as 'Front Door'.

All ground floor and easily accessible windows to be tested and certificated to BS7950:1997 and assessed to the relevant material standard.

Lighting to illuminate all external doors, coach parking and footpaths.

Low energy lamps to be used.

A wire free alarm system, which complies with BS 6799 to be installed.

Utility cupboard to be located externally as close as possible to front building line and to be overlooked.

1.0 Land and Building Use

The planning application proposal involves the demolition of the existing building. There is no loss of any existing Greenfield space. The scheme increases density and use through minimum damage to natural resources. The current building is predominantly brick construction, which can potentially be cleaned and recycled, thus reducing the demolished spoil to be removed from the site.

2.0 Noise

In terms of noise generated by the finished scheme, a commercial use building will be replaced with residential. As the site is in close proximity to main bus routes and the town centre there should be a reduction of vehicular traffic on to and around the site. An acoustic report has been submitted as an additional document to this application.

3.0 Air Quality

It is not anticipated that the proposals will have any negative impact on air quality, other than the usual kitchen/bathroom extracts, which are standard to any residential development. Combination reduced C02 emitting boilers are likely to be utilised within the units, which alongside other measures are working towards the Government's target of cutting C02 emissions by 60% by 2050. It is therefore not considered necessary for an air quality assessment to be undertaken.

4.0 Public Realm

With regards to urban grain, proposals largely occupy the existing land with the storey height being sympathetic with the surrounding buildings. The main entrance to the residential areas will be from Kilburn High Road. The courtyard within the site provides valuable amenity and green space. The proposed residential units have a balcony each, providing private external amenity for the residents.

5.0 Site Location and Public Transport

There is access from the site to Ealing Road to the West. A number of bus routes operate along this main thoroughfare and Wembley Central Station, a busy transport hub, is a short walk to the West along this road. As noted in item '2' above, it is genuinely anticipated that residents will use public transport to a large extent.

6.0 Facilities for pedestrians and cycles

In order to encourage further sustainable transport there will be an external cycle store which will be large enough to provide accommodation for I bicycle per unit and there will be an internal store for the commercial units. The facility will be secure to encourage use by the residents.

7.0 Renewable Energy and Resource Efficient Design

To achieve a 'best practice' standard in energy performance the following measures will be committed at the building design stage:

- Commitment to meet proposed Building Regulations 2013 standards
- Enhanced insulation to reduce heat loss in the building fabric.
- High performance glazing to reduce heat through the glazed areas.
- 90% low energy light fitting in each apartment and 100% in communal areas to reduce energy in use.
- High efficiency condensing boilers to serve all apartments.
- Energy efficient appliances and services to reduce energy consumption and cost.
- Natural ventilation for the residential accommodation.
- Design for air-tightness.
- Private balconies.

The design team has reviewed options for the use of on-site renewable energy in line with the Mayor's policy aspirations, including the technologies proposed in the recently published London Energy Partnership's Integrating Renewable Energy into New Developments Toolkit.2 This toolkit states that the appropriate renewable energy technologies to be considered for this site are photovoltaics, solar hot water, ground source heating/cooling, biomass and also urban wind.

Due to location and size of the proposed development and the cost of the Solar hot water panels. PV technology is seen as the most viable option for the scheme.

8.0 Recycling

During the construction process it is proposed that the contractor endeavours to recycle as much of the demolished waste as possible. There will be a limited amount of demolished masonry for re-use as aggregate hard-core with the other masonry used in construction elsewhere. Where possible materials for the construction of the new development will be specified that can potentially be recycled in the future. The contractor will be responsible for managing the site works, and will be responsible for reducing the possibilities of pollution to water, air and land. The refuse store is located within the site at ground floor level. This area is sufficient in size to accommodate both general refuse and recyclable materials. Within the flats, areas within the kitchen cupboards have been allocated for the temporary storage of the three waste types before they are brought to the communal store.

9.0 Materials

The materials utilised in the construction of the development will be carefully selected in relation to their impact on the environment and whether they are derived from managed sustainable/renewable sources. Insulation will be carefully selected depending on its impact on the environment.

All homes will be designed to achieve Code for Sustainable Homes Level 4

SUSTAINABILITY

The Proposed Development has been designed to consider the guidance set out in the following documents:

- Approved Document M: Access to and Use of Buildings , published by The Stationary Office 2004
- Lifetime Homes Standards , as published by The Joseph Rowntree Foundation 1999
- Designing for Accessibility , published by CAE
- BS 8300 :2001 Design of Buildings and their approaches to meet the needs of disabled people - Code of practice published by the BSI 2004 .
- Sign Design Guide, published by the Sign Design Society .
- Meeting Part M and Lifetime Homes , published by The Joseph Rowntree Foundation 1999.

1.0 Car Parking

Where car parking is adjacent to the home, it should be capable of enlargement to attain 3.3m width.

- 2No. disabled spaces are provided for residents in the secured carpark.

2.0 Access From Car Parking

The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping.

- Lift access to residential car park and horizontal distance minimised.

3.0 Approach

The approach to all entrances should be level or gently

sloping.
- The communal approach is at a level gradient.

4.0 External Entrances
All entrances should be illuminated, have level access over the threshold and have a covered main entrance.
-All entrances will be illuminated and level at threshold. The main residential entrance will use a radio chip to allow quick access. Entrance to commercial units will be under cover of first floor extrusion.

5.0 Communal Stairs
Communal stairs should provide easy access and, where homes are reached by a lift, it should be fully accessible.
- All stairs and lifts are easily accessible.

6.0 Doorways & Hallways
The width of internal doorways and hallways should conform to Part M, except that when the approach is not head on and the hallway width is 900mm, the clear opening width should be 900mm rather than 800mm. There should be 300mm nib or wall space to the side of the leading edge of the doors on entrance level.
- **All doors conform to part M and where possible a 300mm nib on the leading edge.**

7.0 Wheelchair Accessibility
There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere.
- All units are fully wheelchair accessible from lift.

8.0 Living Room
The living room should be at entrance level.
- All living rooms are located at the entrance level of each unit.

9.0 Two Or More Storey Requirements
In houses of two or more storeys, there should be space on the entrance level that could be used as a convenient bed space.
- Duplex units are adaptable.

10.0 WC
In houses with three bedrooms or more there should be a wheelchair accessible toilet at entrance level with drainage provision enabling a shower to be fitted in the future. In houses with two bedrooms the downstairs toilet should conform at least to Part M.
- All units have a wheelchair accessible toilet at entrance level.

11.0 Bathroom & Wc Walls
Walls in the bathroom and WC should be capable of taking adaptations such as handrails.
- The walls are capable of taking the adaptation of handrails.

12.0 Lift Capability
The design should incorporate provision for a future stair lift and a suitably identified space for a through the floor lift from the ground floor to the first floor, for example to a bedroom next to the bathroom.
- Not applicable as there is a central lift provided to all floors, and all units only span over one level.

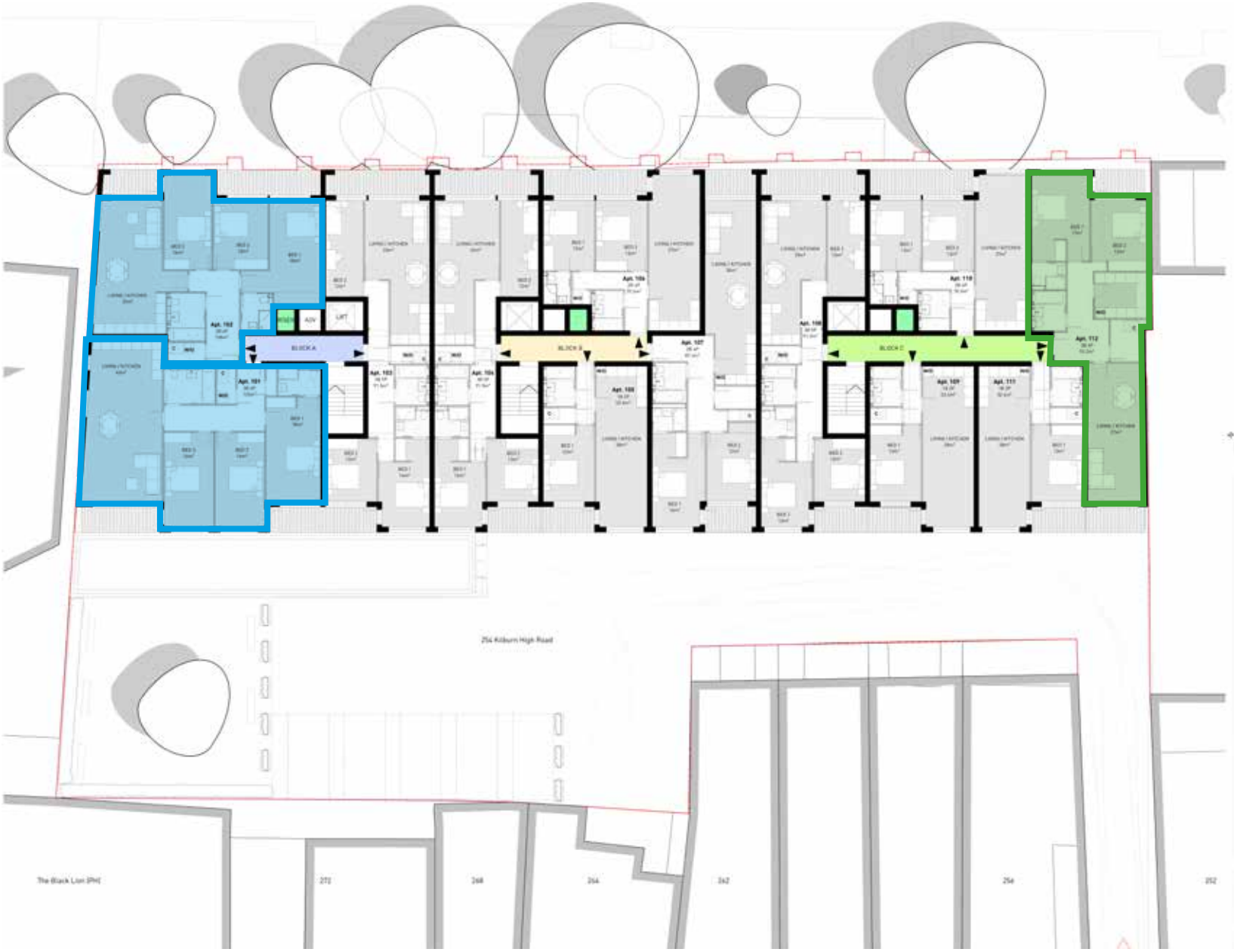
13.0 Main Bedroom
The design and specification should provide a reasonable route for a potential hoist from a main bedroom to the bathroom.
- All units could provide a reasonable route for a potential hoist from the bedroom to the bathroom.

14.0 Bathroom Layout
The bathroom should be designed for ease of access to the bath, WC & wash basin.
- All bathrooms have ease of access to the toilet, WC and basin.

15.0 Window Specification
Living room window glazing should begin no higher than 800mm from the floor level and windows should be easy to open/operate.
-All living room windows will be no higher than the 800mm and will be easy to open/operate.

16.0 Fixtures & Fittings
Switches, sockets, ventilation and service controls should be at a height usable by all (i.e. between 450 and 1200mm from the floor).
- All service controls will be between the recommended 450mm and 1200mm.

LIFETIME HOMES


BLOCK A
BLOCK B
BLOCK C
LIFT
254 Kilburn High Road
The Black Lion (Pub)
272
268
264
262
256
252

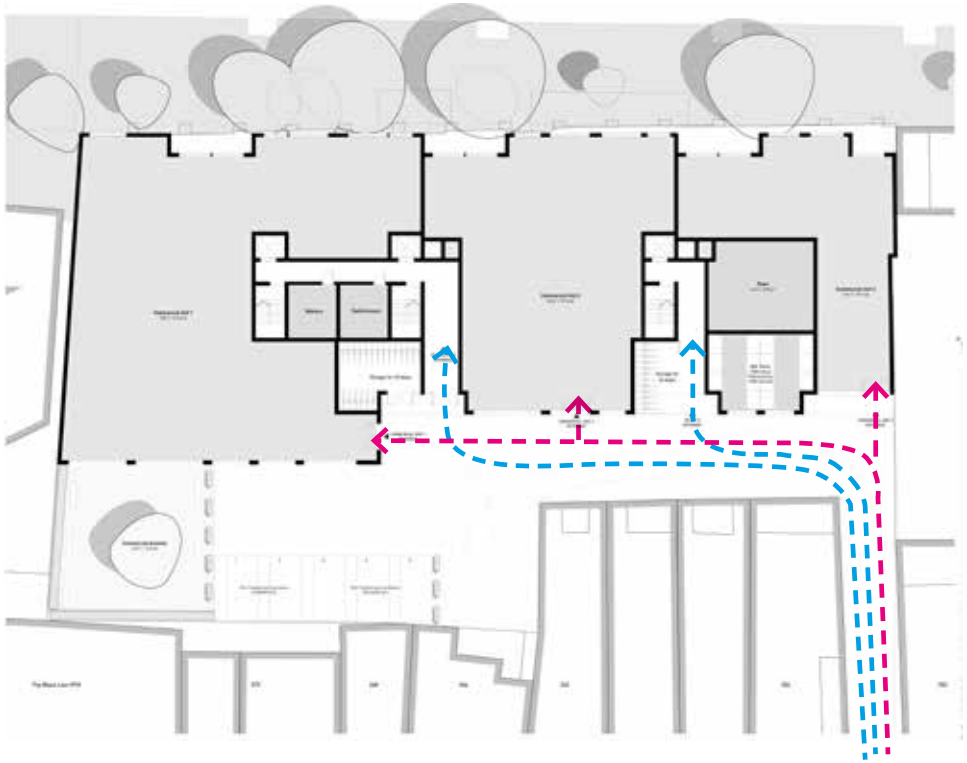
Disabled Housing

6 of the 63 Apartments are designed to the Joseph Rowntree Trust wheelchair Housing Design Guide. Each access core provies a lift, enabling wheelchair access to these flats.

Shown opposite, the first floor plan has two large 3 bed flats in Block A which have been designed as wheelchair units and have more generous floorplates.

The end flats in Block C have also been designed to be more generous two bed units which are suitable for disabled occupants.

DISABLED HOUSING

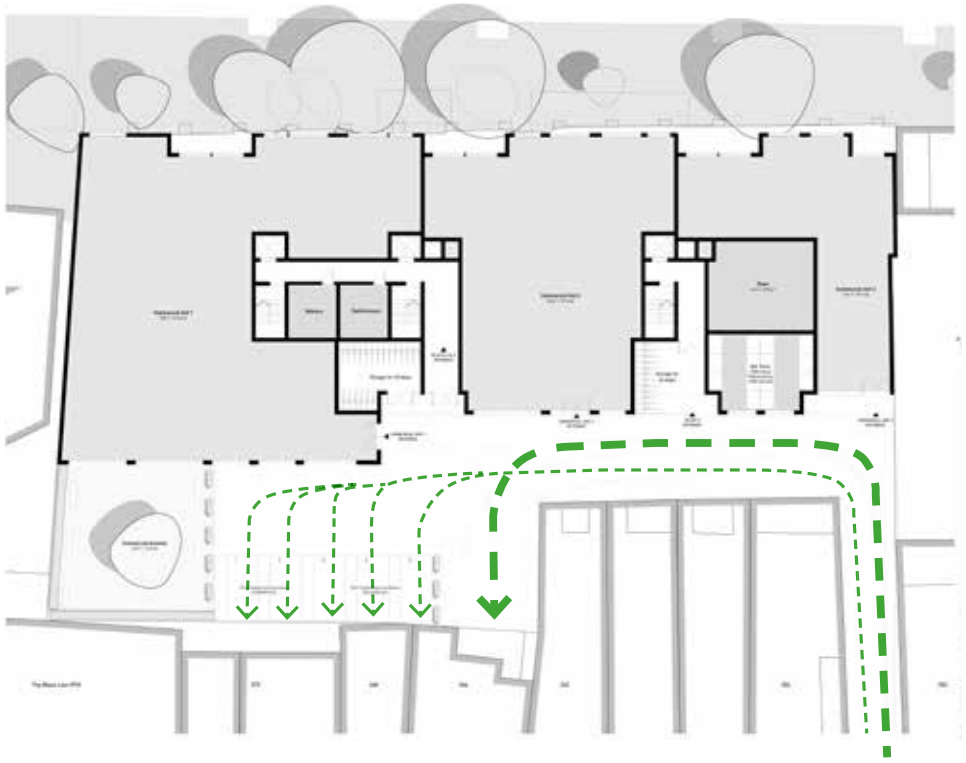


Pedestrian Access

Pedestrian access for both Commercial and Residential properties is from the Kilburn High Road entrance.

Level access is provided for all from the pavement.

Vertical circulation is via separate stairs and lifts for the residential properties.



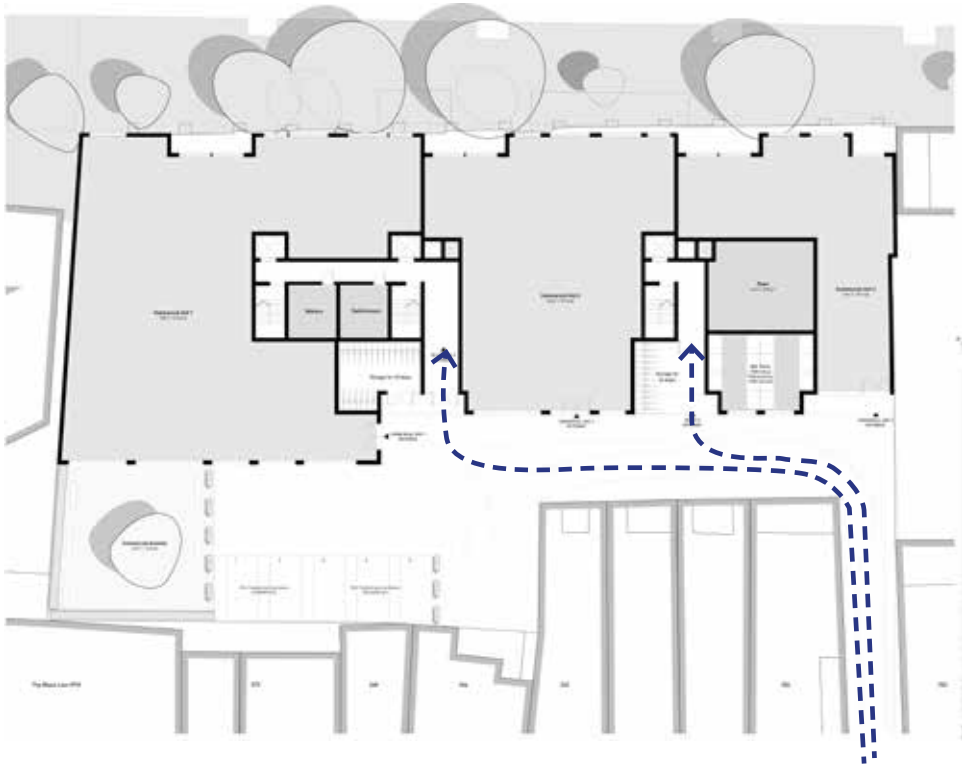
Vehicle Access

Vehicular access is again from Kilburn High Road.

5 disabled parking spaces are provided on site which will be allocated to either residents or the commercial units. 6m is provided between the rear of the space and the building, which is adequate for access.

Larger vehicles have a turning head for loading.

Signage advising drivers to beware of Pedestrians and bicycles will be fixed to the entrance. Speed limits of 5mph will be advised and an angled mirror giving greater visibility round the corner will be installed.

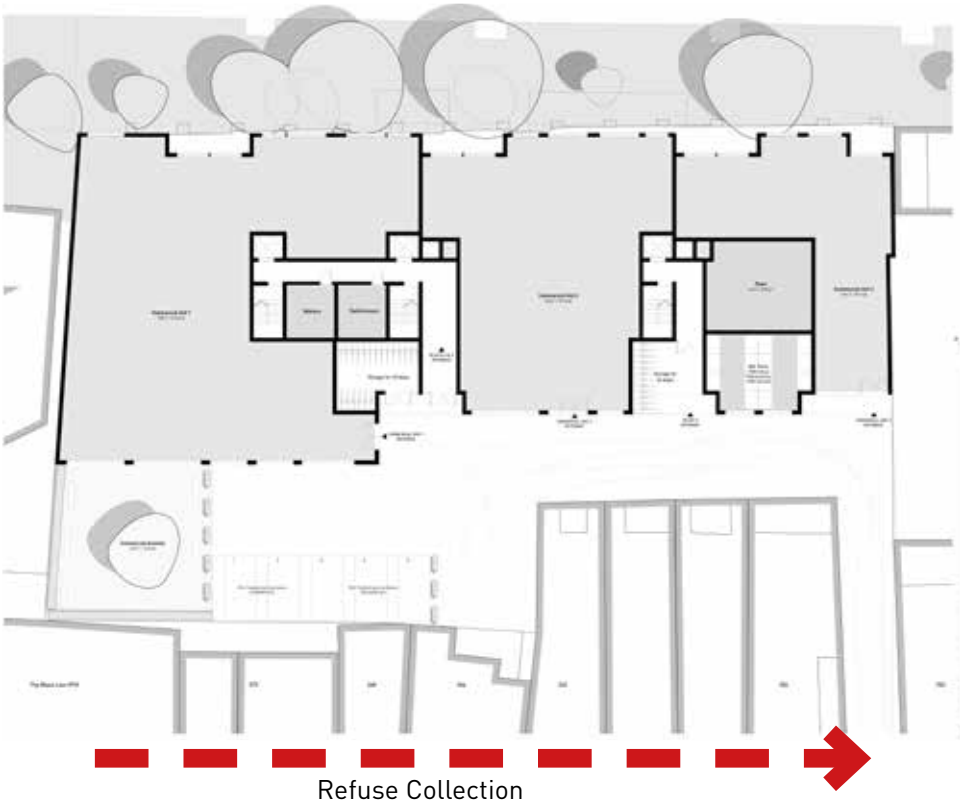


Bicycle Access
Cycles access is via Kilburn High Road.

Blocks A and B share a secure storage.
Block C has a seperate store.

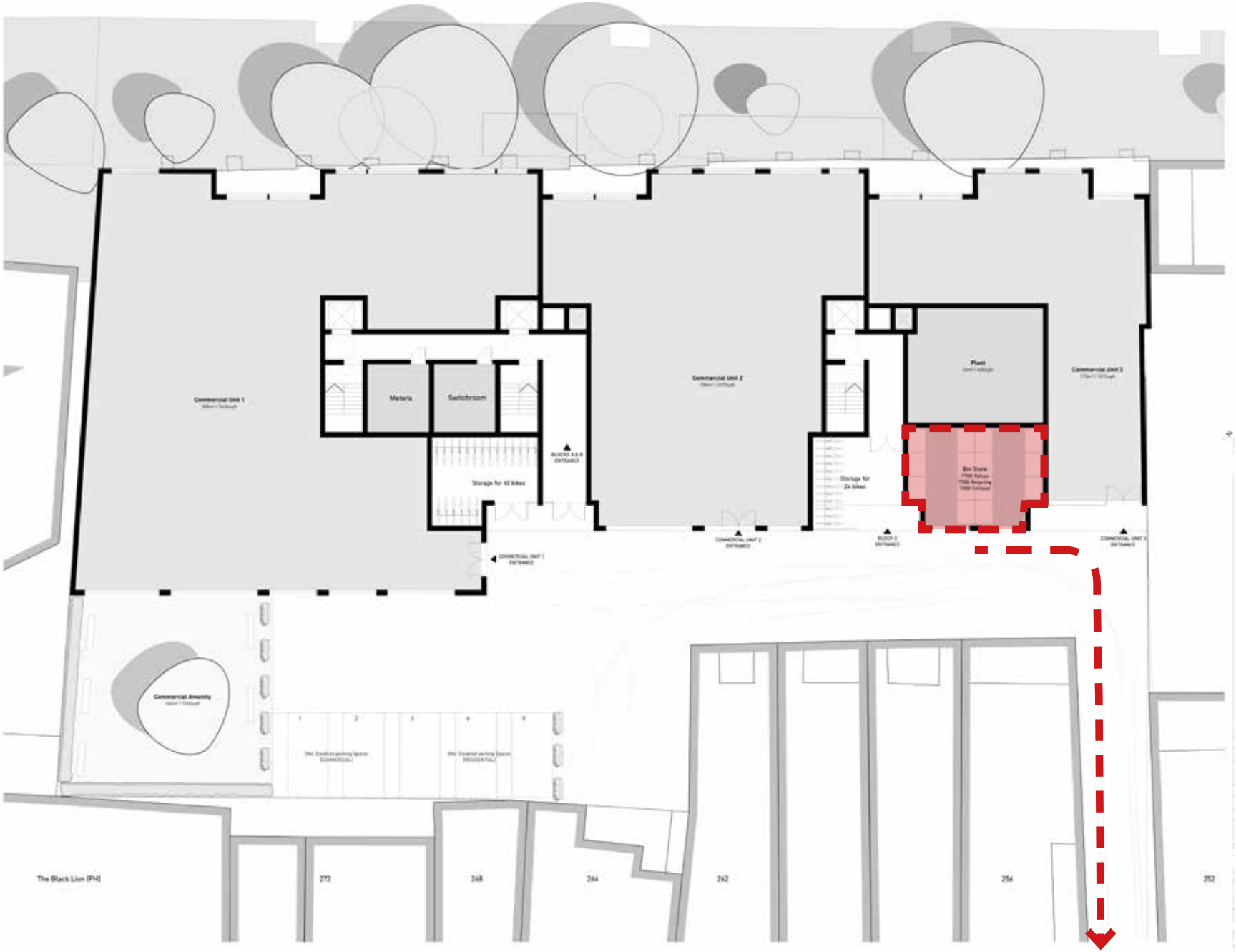
64 spaces are provided on site.

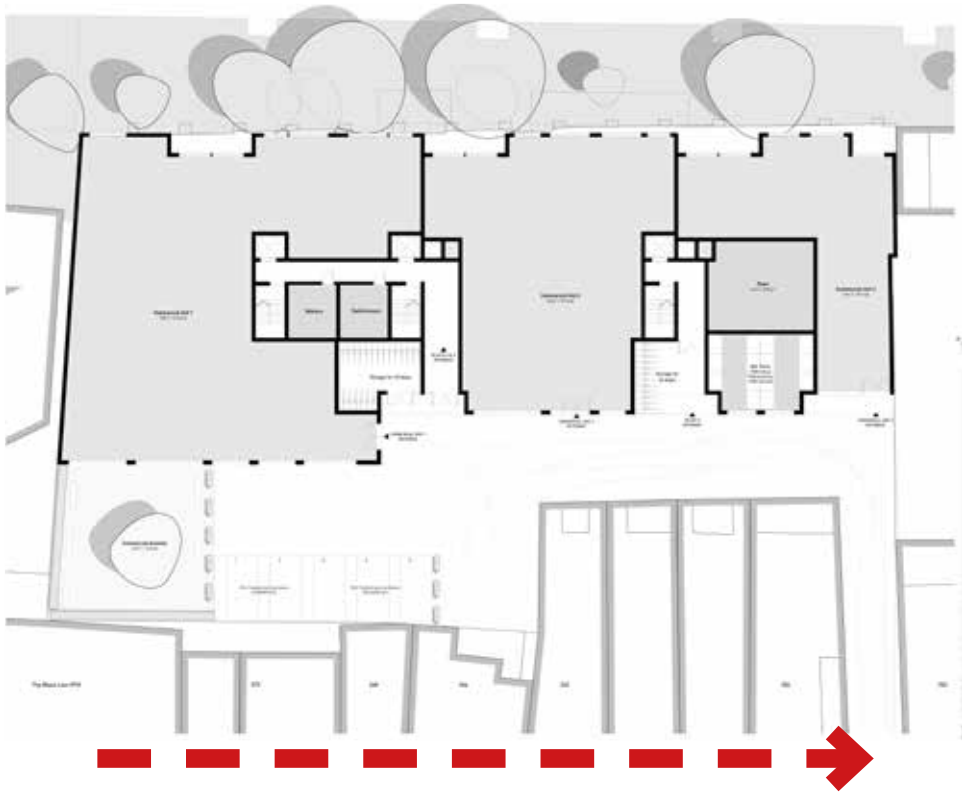
Commercial bicycles can be locked to sheffield stands in the Commercial amenity area.



Refuse Collection
As no refuse collection vehicle is able to access the site due to its tight access, the bins will be brought to the entrance on collection day by a building manager for both the HA and market units.

The commercial waste collection will follow the same plan.


Commercial Unit 1
Meters
Switchroom
Storage for 48 bikes
Commercial Unit 2
Plant
Commercial Unit 3
Storage for 24 bikes
Bin Store
Commercial Amenity
The Black Lion (PH)
272
268
264
262
256
252



Refuse Collection

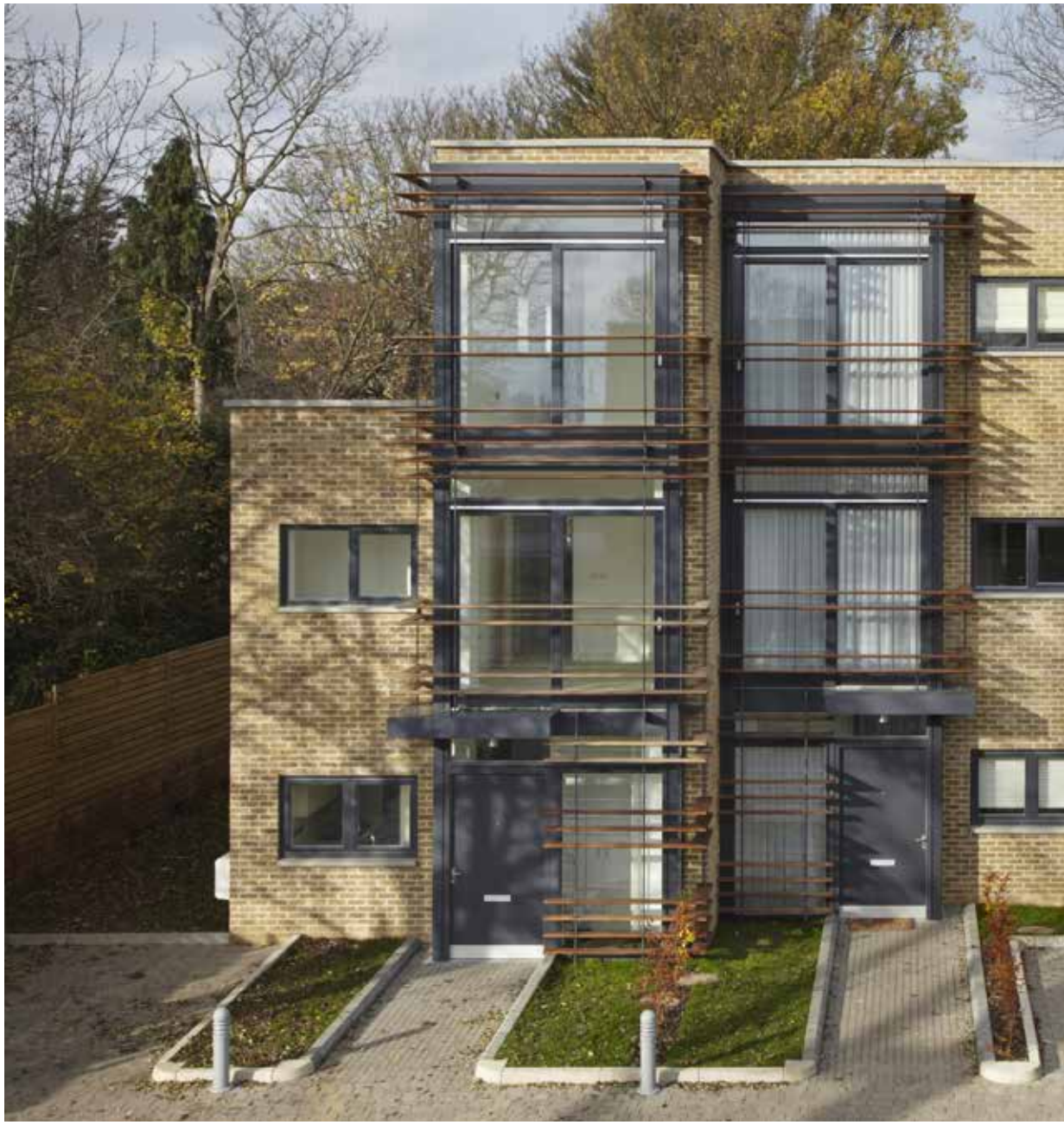
An on site refuse store is provided on site which will accommodate;

- 7700l General Refuse
- 7700l Recycling
- 1500l Compost

As previously stated,, refuse collection vehicles are not able to access the site, so the bins will be brought to the site entrance on collection day, at a specific time by a building manager. Once emptied, they will be returned to the store.

The store is 24m from the road.

REFUSE



CAL projects with Mura Estates

Claridge Architects have an excellent track record of working with Aitch Group in North West London. We recently successfully delivered The Chevenings and Treetop Mews.

RELEVANT EXPERIENCE

1

Experience in North West London

Based in and around the Queens Park area for ten years, Claridge Architects know North West London inside out. We have an extensive knowledge of the residential market and emerging development in this area. The adjacent images show some residential-led developments in this part of London that we are currently working on or have recently completed.

1. 93-97 Ealing Road

2. 4 Regent Street

4. 253-261 Kensal Road

RELEVANT EXPERIENCE