2. View looking north up Finchley Road

3 . View from corner of Finchley Road and Blackburn Road

4. View towards Finchley Road from Blackburn Road

5. View looking south down Finchley Road

6.0 Access

6.0 Access

6.1 Introduction

PPG 13 on Transport which was re-issued by the Government in 2001 was replaced by the NPPF in March 2012 - this re-established the policy background for this subject area, stating that Transport Assessments and Travel Plans should be submitted with all planning applications for developments likely to have significant transport implications. The Transport Assessment (TA) has been prepared by Tim Spencer & Co. The report examines the transport aspects of the development and has been prepared in accordance with Transport for London's (TfL) Transport Assessment Best Practice Guidance document (May 2006).

Measured against the Public Transport Accessibility Level rating (PTAL) the site has a 6a rating, confirmed by the on-line TfL PTAL calculator. This is based on a service database from 2008, it is quite likely that the recent frequency improvement will have elevated the Midland Crescent 'Accessibility Index' into the 6b category – the highest possible. This shows the site has excellent accessibility to a range of public transport services. Given the number, quality and diversity of the public transport services (being both radial and orbital with quick connections to the heart of the West End and the King's Cross area), the location can only be viewed as outstanding and entirely appropriate for a high intensity land use (in terms of daily trip generation).

6.2 Existing Movement Framework

6.3 Pedestrian 5 min / 10 min

Based on an average walking speed of 4.8kph (400m per 5 mins) the diagram opposite shows how the site is well located for access to local transport and amenities by foot.

6.4 Underground

The proposed development is located within a 3 minute walk of Finchley Road Station. The Jubilee Line and Metropolitan Line are very complementary in that the Jubilee Line dissects the West End, by way of Bond Street and Green Park, and the Metropolitan Line skirts around the central area and connects to the City of London by way of King's Cross St Pancras. Both services have seen important capacity improvements in recent times. The Metropolitan Line has new high capacity trains and the Jubilee Line has seen the train lengths increased from 6 to 7 carriages per train. There are numerous important interchanges in central London that add to the quality of the services.

6.5 Railway
Finchley Road and Frognal London Overground station is located within a 3 minute walk of the site. As has been the case within the tube services there have been significant improvements to the quality and capacity of the train service in recent years, which run at 8 services an hour in each direction. There have also been significant improvements to the station facilities.

6.6 Bus
The proposed site at Midland Crescent is well served by bus routes with high frequency bus services along the Finchley Road. Bus routes 13, 82, 113, 187, 268 and C11 to Aldwych, Victoria, Marble Arch, Central Middlesex Hospital, Archway and Brent Cross Shopping Centre respectively are all high frequency routes with scheduled waiting times of between 4.4 and 6.2 minutes – which translates into a scheduled frequency of 10 to 14 services per hour in each direction. The aggregated services frequency is some 70 services an hour in each direction.

6.7 Cycles and cycle ways - cycle parking
There are no designated cycle lanes or cycle routes in the vicinity of the site and the Finchley Road does not have a specific cycle lane.

However a new Cycle Superhighway Route, CS11, is proposed to be opened in 2015. It will run from West Hampstead to Marylebone. This will dramatically improve cycle connections to central London.

6.8 Vehicle
Despite being on the Finchley Road, a busy and very well connected thoroughfare, the scheme is a car free development and provides no car parking.

6.9 Student Housing Management

A key feature of the travel demand associated with student accommodation is that the arrival and departure time profiles are quite different from any other form of development. The majority of journeys, (67%) will happen outside of the Transport for London peak periods. The busiest period for travel is 13.30 to 14.00 o'clock. The hourly travel demand in the 3-hour AM peak period (7 to 10 hours) is half that of the inter-peak and evening periods. Only 25% of the travel demand will occur in the PM peak period (16 to 19 hours) at an hourly rate only slightly higher than the average off-peak hour. These facts have significant implications for the capacity assessment of the forecast travel demand.

A draft, site specific, full Travel Plan has been developed for the scheme with the aim of promoting sustainable modes of travel and reducing reliance on the private car. This draft full Travel Plan will be submitted as a separate document alongside the application as required by TfL. Assuming planning permission is granted, the Section 106 agreement will require that a formal version of this document is submitted for approval.

The main 'move in' period for new students at the beginning of every academic year would be spread over three or four days. This would be managed by the on-site management team, employed directly by the managing agent, CRM. All students would be advised of the date and time for arrival to take up occupancy of their room. It would be made clear to students that the allocation of time slots is for their benefit to ensure a smooth and trouble free move in and minimise any localised disruption in terms of vehicular movements.

6.10 Scheme Summary

The summary points of the development are as follows:

- The development will comply with Approved Document Part M;
- However, the proposals go further than this, setting an objective for all residential units to be designed to comply with Lifetime Homes Standards as much as is relevant to both student and private housing ;
- In excess of the required 10% of the units within the entire scheme are to be designed for residents who are wheelchair users.

The following principles have been incorporated into the design to ensure that the scheme complies with all the requirements:

- The entrances to all areas are user friendly and car free
- Pedestrian routes are as level as possible, uncluttered and generous in width to allow for the intensity of use. Any external slopes would comply with Approved Document Part M
- The use of a limited palette of surface treatments and street furniture to present a coherent, legible external design
- Level access to the entrances
- Level access to the commercial units
- Level access to the lower floor level entrance
- Entrance areas are well lit with plenty of circulation space and are free of obstructions
- All lifts have been designed to comply with Approved Document Part M
- All lifts to the accommodation have been designed to Lifetime Homes Standards
- The lighting design, signage and use of colour in the building will ensure that it is easily navigable for partially sighted people

6.11 The Proposal

The proposals have been prepared taking into account the legislative provisions, regulations, policies and guidance contained in the:

- Disability Discrimination Act (1995);
- The requirements of Part M of the Building Regulations in respect of accessibility of the site and internal arrangements of the buildings, and which provides for health, safety and convenience of disabled people;
- The requirements of Part B of the Building Regulations, and BS 9999 for the nonresidential buildings, in respect of evacuation in the event of a fire;
- British Standards BS8300, Access for Disabled People;
- Camden Council UDP (2001);
- The London Plan (2011);
- The Mayor's Supplementary Planning Guidance - Accessible London: Achieving an Inclusive Environment (2004);
- Reducing Mobility Handicaps, Published by the Institution of Highways and Transportation;

The ground floor street frontage will be an active frontage with strong sense of clarity clearly defining each of the various entrances to the buildings uses within.

The predominant use, student accommodation, will be accessed via a level entry at the southern most point of the ground floor plan on Finchley Road. The entrance leads directly to the student reception and lift lobby from where circulation through the building will be access controlled with a fob system. The ground floor on Finchley Road has a 4.2m floor to floor height (so the first floor marries up to 279) which creates a stepped half landing in the studio levels above at the Finchley Road end of the scheme. The buildings massing steps down at the west end of the scheme, creating further stepped half landing. The through lifts stop at all half landings allowing disabled access to all levels.

Private residential units will be accessed via a level entry lobby on the ground floor plan off Finchley Road. A dedicated lift gives access to all private residential levels as well as access to refuse and cycle storage on lower levels. A combined (student and residential) stair core gives access to both student and private units, with access controlled with a fob system.

Access to the Commercial / Community uses is via a central reception area at ground floor off the Finchley Road. There is a visual connection between this reception area and the main commercial space on Basement level -2 via a central void in the main reception area. Circulation is achieved via the main stair which connects Ground, Basement level -1 and Basement Level -2. In addition there are two lifts, one for front of house circulation and one for servicing. The service lift has the dual purpose of serving the plant area on Basement level -1 and the commercial activities on Basement level -2.

Access to the service route is provided along the northern boundary directly off Finchley Road. The route serves multiple purposes. The first of which is to maintain a 24hr / 7 day-a-week access for Network Rail maintenance staff to the track level at basement -2. The second is to provide access for students with bicycles to the lifts that lead down one level to Basement -1 where the bike stores are located. Thirdly, it is used to provide access for refuse removal from both the commercial and student refuse rooms. Fourth, it provides access to a service lift that serves all levels down to basement level -2. Finally the route also acts as an emergency fire escape.

The primary access for Network Rail is via the route at the southern edge of the building which leads from Finchley Road to track level -2. The route is accessed via a dedicated Network rail gate directly off Finchley Road. This route also provides stair access from the student lobby to the bike stores at level -1. Finally this route also operates as an emergency fire escape for escape from track level -2 up to Finchley Road.

The substation powering the scheme is also required to have 24 / 7 access for emergency maintenance and can be accessed via the stair on the southern boundary Finchley Road.

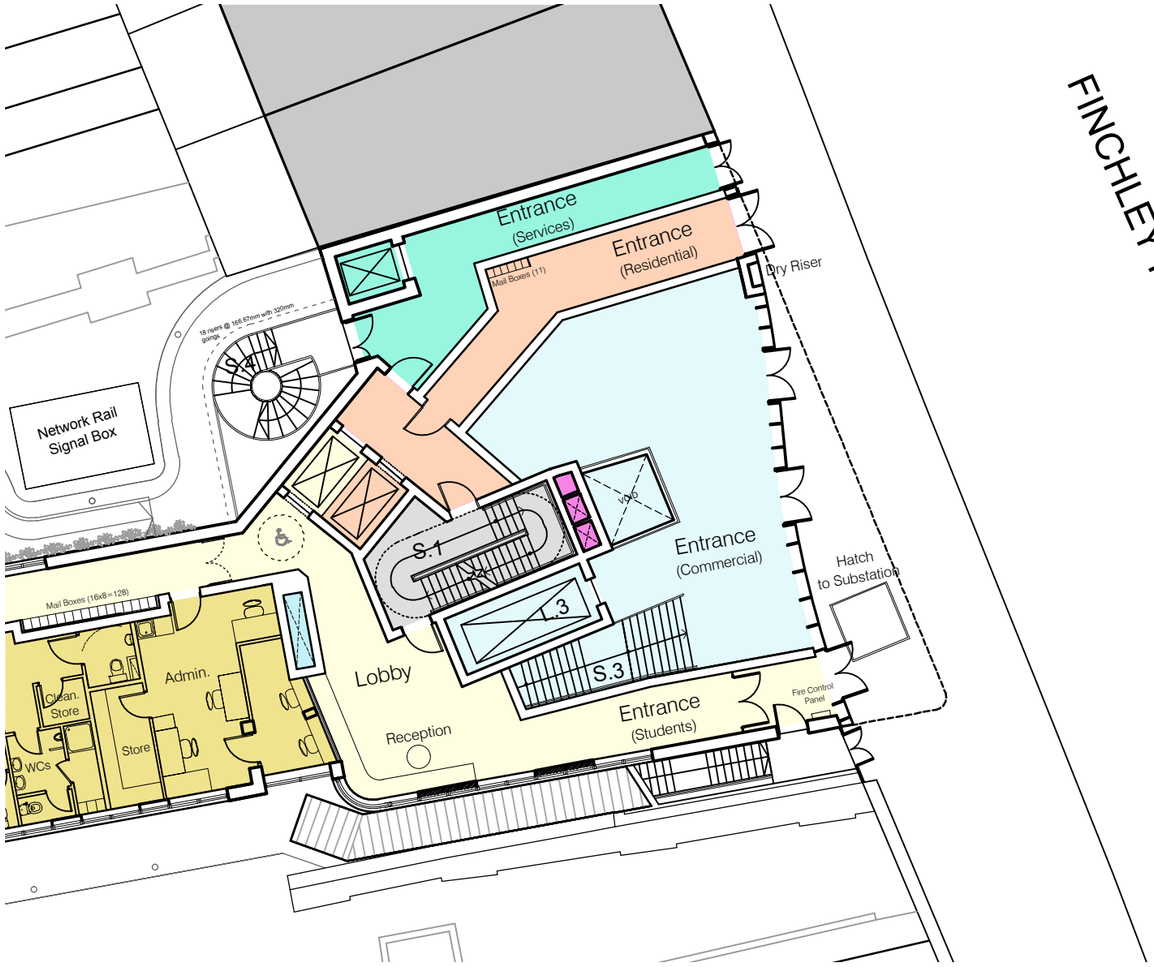
Unusually on this site there is also an issue of preventing access on the site. During consultation with local residents we were made aware of children using the site as a stop gap whilst 'leapfrogging' across the railway tracks to gain access to Rosemont Embankment from Blackburn Road. This is obviously extremely dangerous; building on the railway land would make this much less likely to happen.

6.12 Cycling

Cycling is promoted through the provision of a significant quantum of secure cycle parking 88 spaces have been located in the basement.

6.13 Servicing

Servicing for the building will take place from the Red Route loading bay within the Finchley Road. The time limitation to fit with the bus lane, with no loading between 16:00 and 19:00 hours is unlikely to cause any difficulties because most of the servicing activity would be expected to occur before that time.



6.14 Inclusive Design - Access for All

There is a limited amount of external space forming part of this application but what there is has been designed to maximise accessibility for all, with level paved areas connecting the site to points of access. This will make it easy for the young and old, those in wheelchairs or pushing prams, the disabled, the visually impaired and those with bicycles to move around.

Prime pedestrian circulation routes are generous and uncluttered and the use of a limited palette of surface treatments and materials presents a coherent and legible external design. The definition of circulation routes will be achieved through changes in surface texture and edge treatment.

Throughout the scheme thresholds and door widths have been designed for wheelchair access. Handles, control buttons etc in public/communal areas will be of a size and shape that ensures maximum usability.

Lighting design, signage and use of colour in the building will ensure that it is easily navigable for partially sighted people. In particular entrance areas will be well lit and are sheltered. Private and communal spaces will be accessible via flush thresholds to doors of a suitable width for wheelchairs.

As a minimum the scheme will comply with Building Regulations Approved Document Part M in order to maximise access for users with mobility, hearing and visual impairments as well as those with learning difficulties.

All private residential units have been designed according to Lifetime Home Standards to ensure each residential unit meets the current and future requirements of all residents. Lifetime Home Standards are not required to be met by Student Housing but we have chosen to design to adopt the points of the plan that are relevant to show understanding of the needs of disabled people within the scheme.

Lifetime Home Standards go beyond the requirements of Part M of the Building Regulations to provide specific design features which further benefit all, but in particular old people, children and their carers and people with physical impairments. The standards ensure that future adaptations can be made to living space without great expense. Meeting Lifetime Home Standards is a cost effective way of ensuring that the development will provide living space that is adaptable, flexible, convenient and appropriate to changing needs and is therefore sustainable. The rooms are all of a generous size.

Below is a brief report on how the application satisfies the 16 points of Lifetime Homes design criteria :

1a - On Plot car parking : not relevant
1b - Communal or shared parking : not relevant
2 - Approach to dwelling from parking : not relevant
3 - Approach to all entrances : compliant
4 - Entrances : compliant
5 - Communal stairs and lifts : compliant
6 - Internal doorways and hallways : compliant
7 - Circulation space : compliant (excepting full accessible bathrooms which are only provided in full wheelchair accessible student rooms)
8 - Entrance-level living : compliant (excepting full accessible bathrooms which are only provided in full wheelchair accessible student rooms)
9 - Potential for entrance-level bed-space : compliant
10 - Entrance-level WC and shower drainage : entrance
11 - WC and bathroom walls : compliant
12 - Stairs and potential through floor lift : not relevant
13 - Potential for fitting of hoists and bedroom / bathroom : not relevant
14 - Bathrooms : compliant (excepting full accessible bathrooms which are only provided in full wheelchair accessible student rooms)
15 - Glazing and window handle heights : not relevant
16 - Location of service controls compliance (except natural ventilation which is not permitted on this site)

7.0 Next Steps

7.0 Next Steps

7.1 Introduction

Whilst a great deal of information has been submitted to accompany this planning application for full planning permission it is anticipated that further information and details may be sought by way of planning conditions attached to the issue of any planning permission, in order to ensure that the final building matches the high quality expectations of the planning application.

7.2 Detail Design

The detailed design of the building enclosure is reliant upon and influenced by many factors including:

- Retaining high quality
- A practical construction process
- Procurement constraints
- Cost constraints
- Structural and services engineering
- Building regulations

7.3 Commercial Accommodation

Market research relating to the lower floor (basement level -2) is ongoing and any feedback will need to be incorporated into the design proposals. An element of flexibility is sought within the planning application in order to be able to respond to individual prospective tenants needs.

7.4 Construction Process

Construction of the development will likely take place in a single continuous phase and it is envisaged that a Construction Management Plan will be prepared to ensure an acceptable programming of the works in relation to the effect on maintaining a working railway network and on the wider area.