

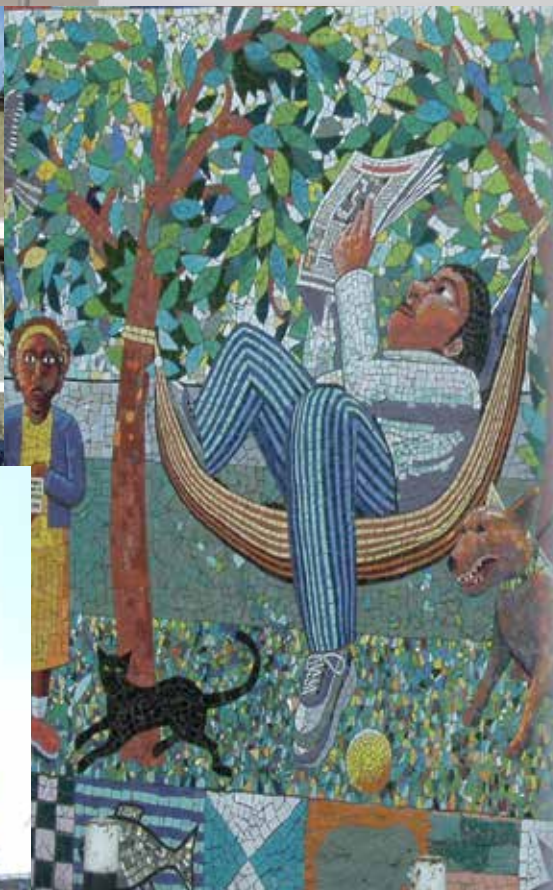
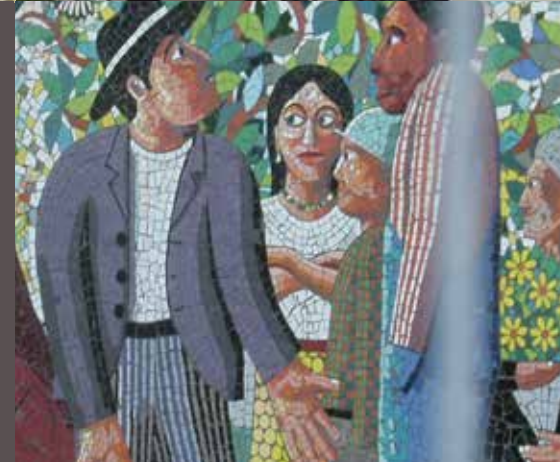


32 Lawn Road, Camden
Planning Application by
Fairview Estates (Housing) Ltd

Design and Access Statement
Volume 3

October 2014

LAWN RD NW.3.



Fairview
NEW HOMES Ltd.

5.0 Landscape

A separate landscape report by Mark Cooper Landscape Architects accompanies this application. By way of a summary:

‘Garden in the Heart of the City’

The design concept proposes a character of semi-wild informality as a contrast to the pure architectural form of the building. The garden will create a secure and private landscape for residents in a biodiverse landscape while making a far-reaching contribution to the character of the surrounding streets by means of the scale of the new trees and the colourful massing of seasonal vegetation.

The planting design will include highly seasonal compositions with massed ferns, herbaceous plants, herbs and flowers creating a soft and gardenesque landscape with a marked seasonal progression from sparse architectural stems in winter to the explosions of foliage, colour and scent which emerge in the spring and summer.

The Lawn Road frontage will be defined with a line of compact trees set in a Hornbeam hedge backed by beds of low foliage plants with flowers and contrasting foliage.

A new garden with trees will be created at the interface with Garnett House courtyard with the area being re-designed to accommodate fire access and parking.



Landscape Plan 1:200 @ A1

6.0 Transport and Access

A separate transport statement by URS Transport consultants accompanies this application. By way of a summary:

The site is located in close proximity to Belsize Park London Underground station and Hampstead Heath London Overground station, with frequent bus services also available from nearby stops. The application site has a PTAL rating of between 4 and 5, which is equivalent to 'Good' to 'Very Good' accessibility. A range of services and amenities are available in the local area, within walk and cycle distance for the new residents.

An existing pedestrian route is available along Upper Park Road, around the north-eastern side of the existing Fleet Community Centre building and this will be retained and enhanced as part of the development. It is recognised that prior to the sale of the site, existing east-west routes through the site were also available to pedestrians. Due to historic public use of these routes, it is assumed that rights of way may have been formed over these routes and a s257 application is also made in parallel to this application, to stop up these former routes.

Servicing will be undertaken from the street, and principally via Upper Park Road. Fairview has liaised with the Environmental Services team at LBC who have confirmed that the strategy for the development as described herein is acceptable. Further detail regarding the delivery and servicing management arrangements is presented in a note which accompanies the TS.

A survey of existing parking conditions has identified that some parking capacity does exist in the local area and that very limited informal parking typically occurs. The proposed development will be 'car-free' which accords with LBCs DP18 policy and residents will not be entitled to apply for parking permits, meaning that no additional stress for on street parking should be created. It is not anticipated therefore that the development will give rise to any parking issues.

Pay and display and disabled parking is available in the local area and the development will provide four new disabled parking bays; three of which will be on Lawn Road and the remaining space on Upper Park Road. The spaces on Lawn Road will be provided in gaps currently created to allow access to the

site, which will no longer be needed, and will be available for new residents and other members of the community with blue badges to use. Cycle parking will also be provided on site, in accordance with the London Plan standards. A total of 88 secure cycle spaces will be provided for residents and 2 for visitors within the communal garden.

Trip rates have been derived for the former land use and the proposed development, using similar sites within the TRAVL database. The findings of this analysis suggest that there will be no trips made by private vehicle or as a car passenger associated with the proposed development. The majority of trips associated with the development are instead expected to be made on foot, bicycle or by public transport.

As part of the detailed pre-application discussions, advice has been provided by LBC to help steer the development proposals and inform the method and analysis employed in the preparation of this Transport Statement, and accompanying documents.

Taking all of the above into account, it is subsequently considered that the proposals offer an exciting opportunity to redevelop a currently vacant site in favour of a high quality development, located in an accessible area of Camden. The proposals comply with relevant transport policy, including that set out by LBC and it is considered that sufficient information has been provided to support a positive recommendation for this application to be approved, on transport grounds.



Service vehicle access



Disabled parking spaces

7.0 Waste management

The waste management plan has been arrived at after consultation with the LBC Waste and Recycling officer and illustrates the refuse storage and collection arrangements, and are based on capacities in the London Borough of Camden's waste and recycling guidance.

Three internal refuse stores are provided at the foot of each stair core - a fourth external bin store serves a single ground floor unit adjoining Upper Park Road.

The Red dotted line shows the refuse collection route by the management company.

The blue dotted line indicates the collection route by the refuse collection team (a maximum distance of 10 M).

The green dotted line indicates the refuse lorry route (to be reversed along Upper Park Road as agreed with the LBC Waste and Recycling officer).

- Key**
- REFUSE COLLECTION ROUTE BY MANAGEMENT COMPANY
 - REFUSE COLLECTION ROUTE BY REFUSE COLLECTION TEAM (MAX 10M)
 - REFUSE LORRY ROUTE (TO BE REVERSED ALONG UPPER PARK ROAD AS AGREED WITH LBC WASTE + RECYCLING OFFICER)

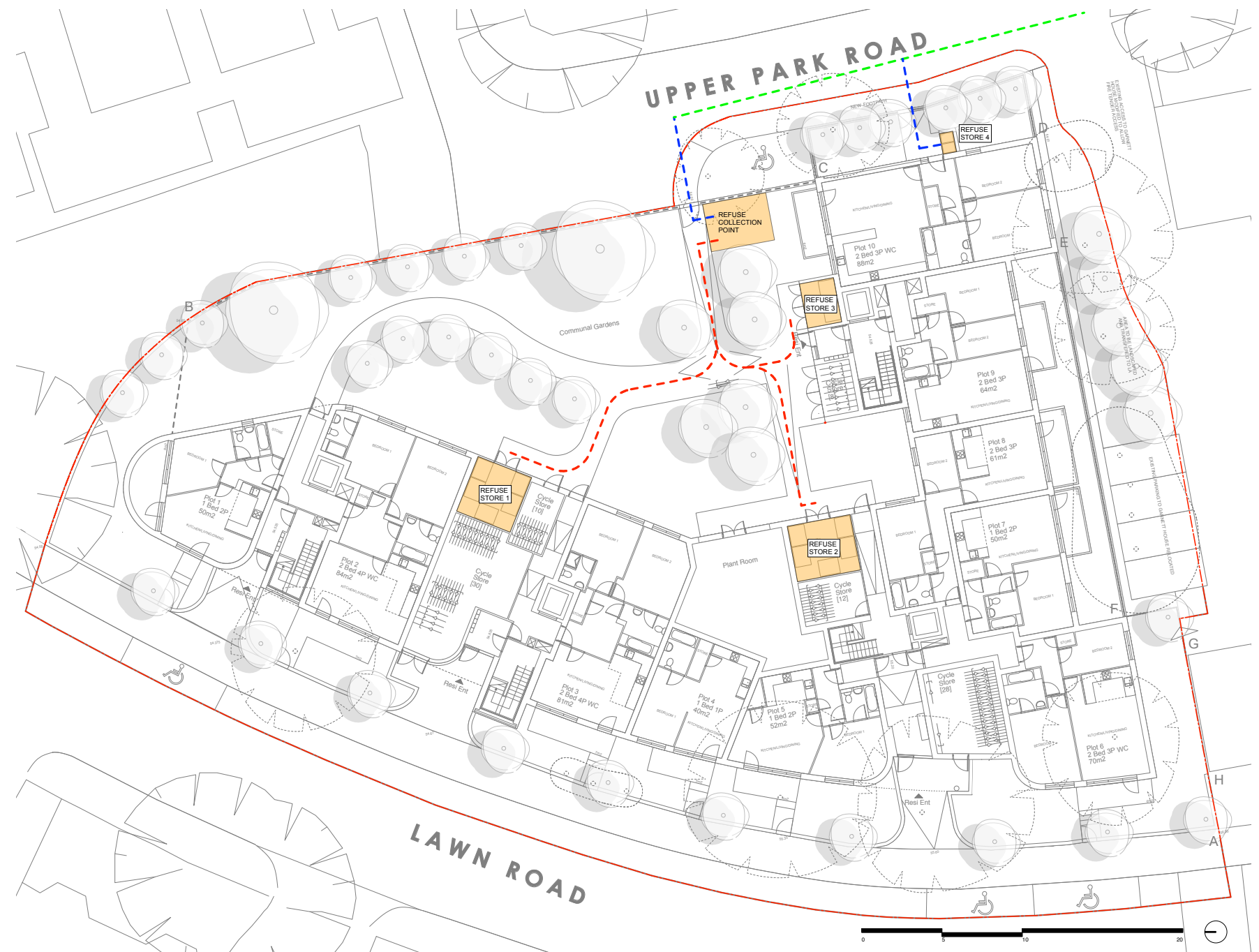
REFUSE CAPACITIES BASED ON LONDON BOROUGH OF CAMDEN COUNCIL'S WASTE + RECYCLING GUIDANCE:

REFUSE STORE 1 SERVES:
 3 x 1 BED UNITS = 3 x 100L = 300L
 13 x 2 BED UNITS = 13 x 170L = 2210L
 10 x 3 BED UNITS = 10 x 240L = 2400L
 TOTAL STORAGE REQ'D = 4910L
 = 5 x 1100L EUROBINS
 (3 x GENERAL WASTE + 2 X RECYCLING)

REFUSE STORE 2 SERVES:
 20 x 1 BED UNITS = 20 x 100L = 2000L
 15 x 2 BED UNITS = 15 x 170L = 2550L
 1 x 3 BED UNITS = 1 x 240L = 240L
 TOTAL STORAGE REQ'D = 4790L
 = 5 x 1100L EUROBINS
 (3 x GENERAL WASTE + 2 X RECYCLING)

REFUSE STORE 3 SERVES:
 2 x 1 BED UNITS = 2 x 100L = 200L
 4 x 2 BED UNITS = 4 x 170L = 680L
 4 x 3 BED UNITS = 4 x 240L = 960L
 TOTAL STORAGE REQ'D = 1840L
 = 2 x 1100L EUROBINS
 (1 x GENERAL WASTE + 1 X RECYCLING)

REFUSE STORE 4 SERVES:
 1 x 2 BED UNITS = 1 x 170L = 170L
 = 1 x 240L EUROBIN FOR GENERAL WASTE
 + 1 X 55L RECYCLING BOX



Waste management plan diagram

8.0 Lifetime Homes

All apartments have been designed to fully comply with Lifetime Homes standards. This includes:

- The approach to all entrances to be level or gently sloping.
- All entrances to be a) be illuminated relevant parts of 1.3.1.2 , b) have level access over the threshold and, c) have a covered main entrance.
- Communal stairs to provide easy access and where homes are reached by a lift, be fully wheelchair accessible.
- The width of the doorways and hallways should be 750mm clear opening or wider, or 900mm when approach is head-on; 750mm clear opening or 1200mm when approach is not head-on; 775mm clear width, or 1050mm when approach is not head-on; 900mm clear width, or 900mm when approach is not head-on. The clear opening width of the front door to be 800mm and there will be 300mm to the side of the leading edge of doors on the entrance level.
- Space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchair.
- Living rooms at entrance level.
- A wheelchair accessible entrance level WC, with drainage provision enabling a shower to be fitted in the future.
- Walls in bathrooms and toilets are to be capable of taking adaptations such as handrails.
- The design provides for a reasonable route for a potential hoist from a main bedroom to the bathroom.
- The bathrooms are designed to incorporate ease of access to the bath, WC and wash basin.
- Living room window glazing at 800mm or lower and windows to be easy to open/ operate.
- Switches, sockets, ventilation and service controls to be at a height usable by all (i. e. between 450 and 1200mm from the floor).



LIFETIME HOMES COMPLIANCE

3] APPROACH TO ALL ENTRANCES: SEE GROUND FLOOR PLAN

4] ENTRANCES: ALL ENTRANCES ARE ILLUMINATED, COVERED AND LEVEL THRESHOLDS ARE PROVIDED

5] COMMUNAL STAIRS & LIFTS: COMPLY WITH CRITERIA AS INDICATED

6] INTERNAL DOORWAYS AND HALLWAYS: ALL DOORWAYS MEET CRITERIA AS DEMONSTRATED BELOW

7] CIRCULATION SPACE: TURNING CIRCLES ARE PROVIDED FOR WHEELCHAIRS IN DINING & LIVING ROOMS & ADEQUATE CIRCULATION SPACE IS PROVIDED ELSEWHERE AS DEMONSTRATED BELOW

10] ENTRANCE LEVEL WC: A FULLY WHEELCHAIR ACCESSIBLE WC IS PROVIDED WITHIN THE BATHROOM AS DEMONSTRATED BELOW. IN ADDITION A CAPPED OFF DRAIN IS PROVIDED BENEATH THE BATH FOR CONVERSION TO A SHOWER IF REQUIRED

11] BATHROOM WALLS: CONSTRUCTION WILL BE CAPABLE OF TAKING ADAPTION FOR HANDRAILS BETWEEN 300 & 1800mm ABOVE FLOOR LEVEL

13] REASONABLE POTENTIAL HOIST ROUTE FROM MAIN BEDROOM TO BATHROOM

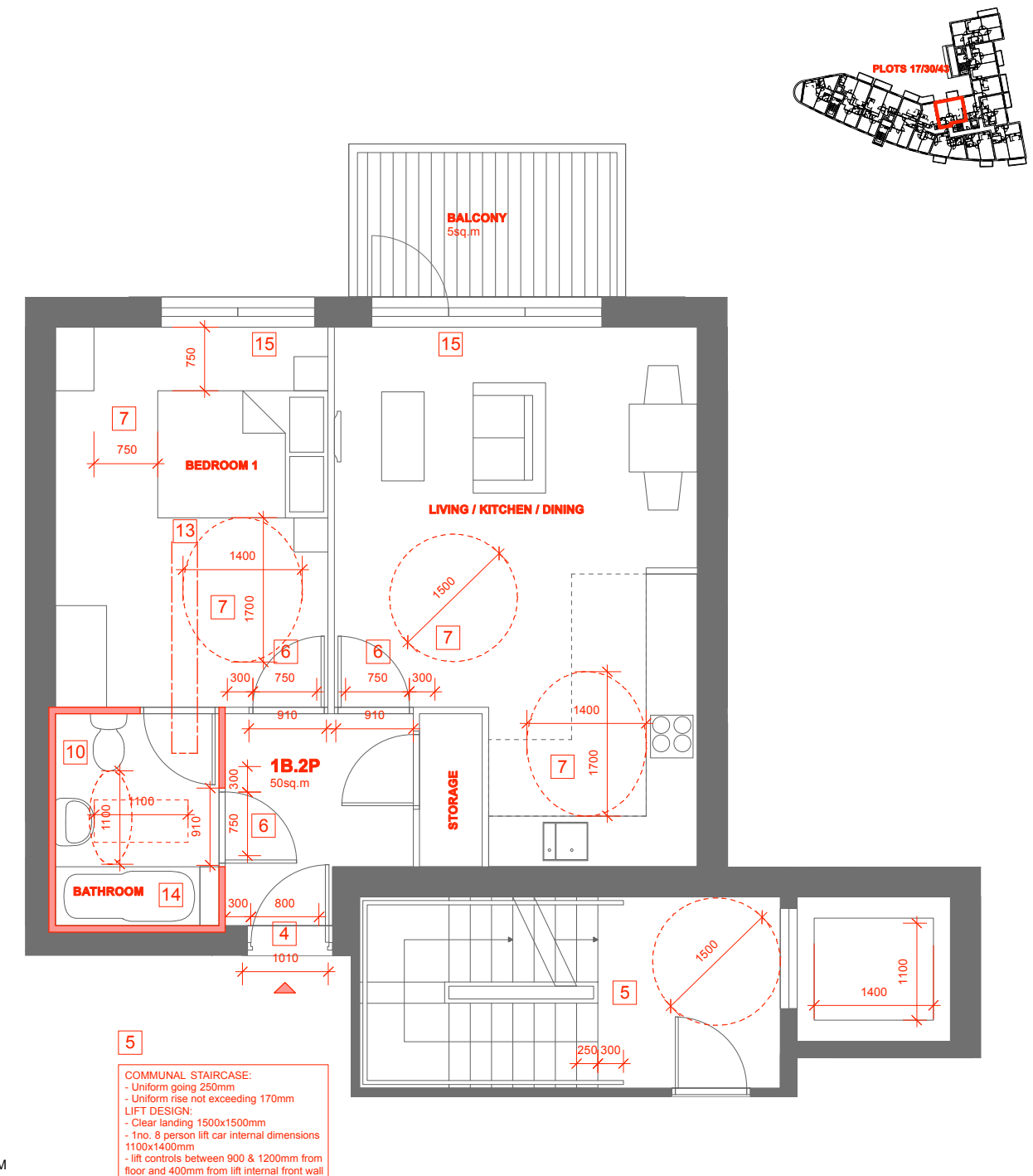
14] BATHROOMS: HAVE BEEN DESIGNED TO INCORPORATE EASE OF ACCESS TO BATH, WC & WASH BASIN

15] WINDOWS IN THE LIVING SPACES WILL HAVE FULL HEIGHT GLAZING. WINDOW CONTROLS WILL BE NO HIGHER THAN 1200mm EXCEPT IN BATHROOMS / KITCHENS WHERE WINDOW DESIGNS WILL ALLOW FOR REMOTE / MECHANICAL ADAPTION TO OPERATE WINDOWS

16] SWITCHES, SOCKETS, VENTILATION & SERVICE CONTROLS WILL BE LOCATED BETWEEN 450 & 1200mm FROM FLOOR LEVEL

0 1 2 3 4 5 M

Typical Lifetime Homes flat plan



9.0 Wheelchair Accessible Homes

10% of the apartments have been designed to comply with Wheelchair Accessible Design Guidance standards.

The principles of inclusive design, as defined by CAGE, call for places to be:

- Inclusive so everyone can use them safely, easily and with dignity.
- Responsive taking account of what people say they need and want.
- Flexible so different people can use them in different ways.
- Convenient so everyone can use them without too much effort or separation.
- Accommodating for all people, regardless of their age, gender, mobility, ethnicity or circumstances.
- Welcoming with no disabling barriers that might exclude some people.
- Realistic offering more than one solution to help balance everyone’s needs and recognising that one solution may not work for all.

This application fully incorporates these principles.

LIFETIME HOMES COMPLIANCE

3] APPROACH TO ALL ENTRANCES: SEE GROUND FLOOR PLAN

4] ENTRANCES: ALL ENTRANCES ARE ILLUMINATED, COVERED AND LEVEL THRESHOLDS ARE PROVIDED

5] COMMUNAL STAIRS & LIFTS: COMPLY WITH CRITERIA AS INDICATED

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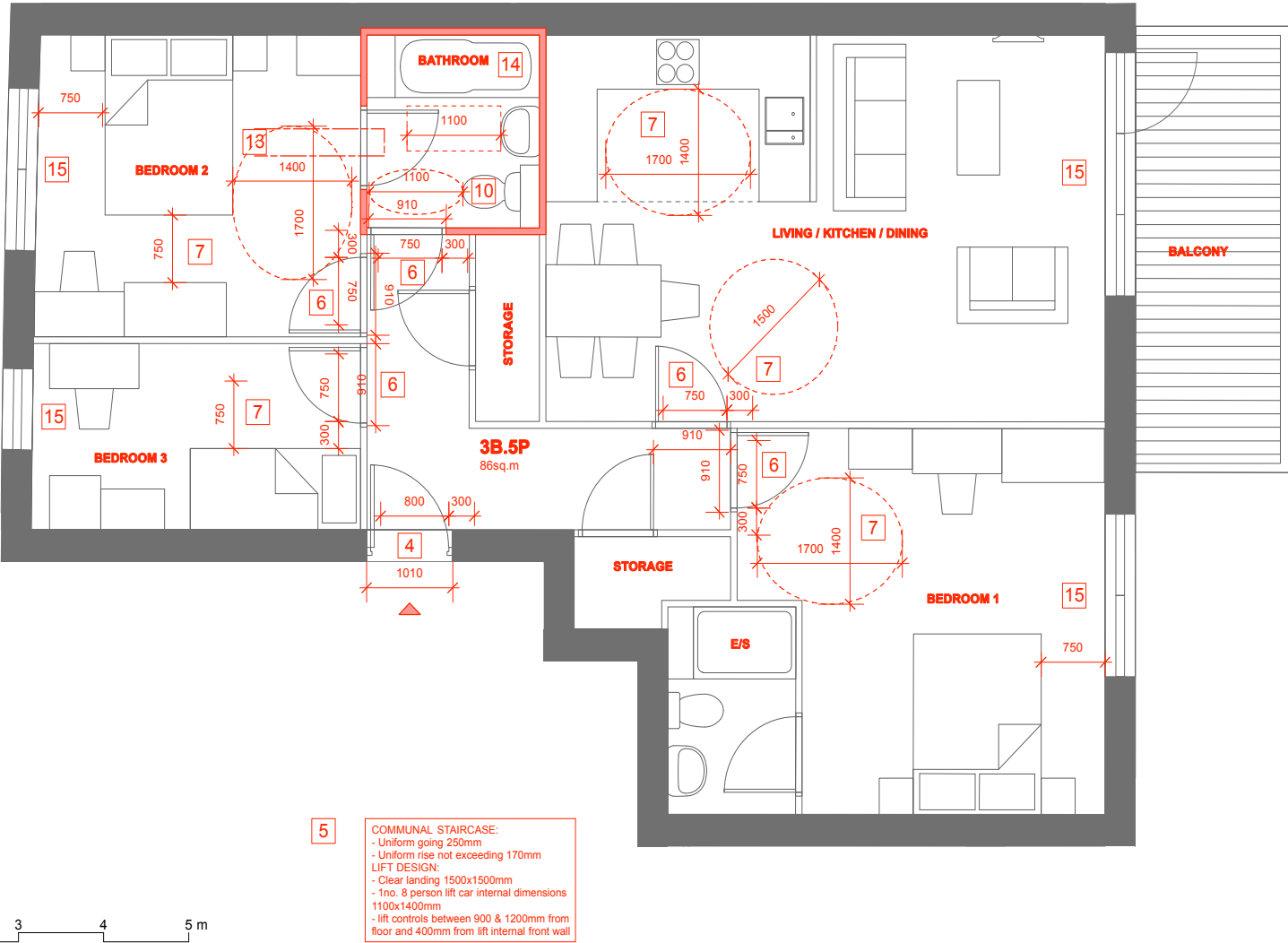
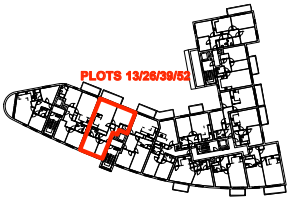
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16] SWITCHES, SOCKETS, VENTILATION & SERVICE CONTROLS WILL BE LOCATED BETWEEN 450 & 1200mm FROM FLOOR LEVEL



Best Practice Guidance



MAYOR OF LONDON

Typical wheelchair flat plan

10.0 Sustainability

The Sustainability Statement submitted with the planning application provides a detailed report on the measures incorporated into our proposals. The following list however provides an overview:

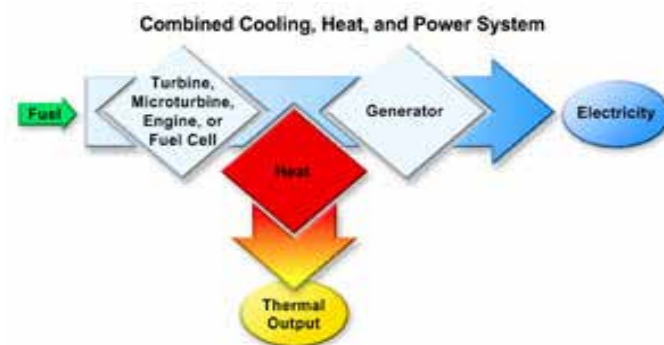
All dwellings of the proposed development will be designed to achieve Code for Sustainable Homes Level 4.

The proposed energy strategy will satisfy the London Plan in accordance with the Be Lean, Be Clean and Be Green hierarchy, emphasising passive design principles from the early design stages.

Heating and hot water for all units will be provided through a communal heating system incorporating Combined Heat and Power (CHP).

The use of solar photovoltaics will be used to ensure emissions are reduced and also deliver a contribution from on-site renewables.

The proposal shows that all units will achieve a reduction in emission rates of at least 35% below a Part L 2013 baseline to meet the London Plan requirements and CO2 abatement requirements at Level 4 of the Code for Sustainable Homes.



11.0 Crime Impact Assessment

A consultation with the Crime Prevention Design Advisor (CPDA) has taken place to in order to consider and resolve, where possible, any impact the proposed development may have on crime and anti-social behaviour in the local area.

Following a detailed analysis with the CPDA the following measures have been incorporated into the proposals to help reduce crime and anti-social behaviour:

- 1) Perimeter security – the Lawn Road frontage will have a low level wall backed with a hedge of up to 1.2m high to prevent the general public from freely entering the site and walking up to habitable room windows. Private entrances off Lawn Road will also have a 1.2m high gate to help define private garden areas. The Upper Park Road frontage will have a low level wall with metal railings at 1.8m high. This will prevent the general public from entering the private amenity garden which will be the responsibility of a resident's management company. Entry to this garden will be via an access control system.
- 2) Audio and video access control systems will be provided to all units.
- 3) The approach to the main entrances have been designed minimise recesses where possible to maximise surveillance of communal entrance doors.
- 4) The layout of the entrances have been designed so that post boxes are located internally within a foyer. Access beyond this point will be restricted to residents.
- 5) Utility meters will be read electronically to avoid unauthorised persons having to enter the building, or alternatively they will located externally at ground level.
- 6) The proposals have been designed to avoid direct access between the refuse stores and the communal areas. Access to them will be externally via a lockable self-closing door. This will prevent anyone who manages to gain access to the bin store from entering the building.
- 7) The proposals have been designed to provide a number of separate small cycle stores. This reduces the number of cycles a person has access to hence making them safer to use.
- 8) All doors and windows will meet the relevant Secured By Design standards. Any further recommendations by the CPDA will be addressed during the detailed design stage.



12.0 Public art – the Anderson mosaic

The Fleet Community Centre mosaic by the artist Jim Anderson currently sits on the north side of the existing building and Fairview are contractually obliged to remove, store or relocate this piece of public art. In the event that the mosaic is damaged a replacement will be commissioned from the artist.

The intention is to remove the mosaic and relocate onto the flank wall on the eastern face of the building facing onto Upper Park Road.

The management company for the development will ensure long-term maintenance for this mosaic.



Current location



The Fleet Community Centre mosaic

Jim Anderson is a multi-media artist based in London. After a foundation course in Cambridge, He studied English and American Literature at Oxford University, followed by printmaking at London's Central St. Martin's School of Art. In 1995 he was elected a member of The Royal Society of Painter-Printmakers, with whom he exhibits annually.

He works with a wide variety of different techniques; and use of found or recycled materials is paramount. Most of his prints and paintings feature handmade, recycled paper and scrap materials.



Mosaic relocated onto Upper Park Road frontage

13.0 Regeneration Statement

As part of a financial contribution and strategy to be agreed under a s106 Agreement, Fairview will work with the Council to deliver local employment and training benefits.

Community benefits include:

- Provision of a mix of new dwellings to meet housing need in the Borough, as supported by Camden's planning policy.
- Regeneration of an under-utilised brownfield site, containing buildings of poor quality construction and design.
- Significant enhancement of the appearance of this site and contribution to the wider townscape through replacing poor quality buildings with a development of high architectural and design quality, set within green, landscaped grounds.
- Reinstatement of a community mosaic in public view.
- Contributions to wider environmental and townscape enhancements, to be agreed with LB Camden.
- A package of contributions to be agreed through a s106 agreement and/or Community Infrastructure Levy payment.

Until earlier this year, the London Borough of Camden was the freehold owner of the application site. The sale of the site to Fairview for a housing development raised substantial funds for the Council's Community Investment Programme (CIP). Introduced in 2010, CIP is a Council initiative intended to raise funds through the sale of underused Council assets to provide additional investment for schools, Council homes and community facilities, also helping to significantly reduce ongoing revenue maintenance costs of ageing assets. Alongside this investment, CIP is expected to deliver a significant number of new homes and provide opportunities to improve the environment and places in which the Council's assets are located.

A report to Cabinet in July 2011 identified the development of the 32 Lawn Road site as key to "unlocking funding and development potential" and to enabling regeneration plans for Gospel Oak to be progressed. Subsequently, in April 2012, the site was presented to the Council's Cabinet as an "opportunity to generate a capital receipt from an under-utilised asset to help fund the wider programme which in turn will assist in enabling the wider regeneration currently being discussed in Gospel Oak." The site was also defined as "pivotal" to providing investment in Gospel Oak regeneration and in the wider CIP programme, which would also secure investment in local schools.

The sale of the site, and the delivery of new homes within a high quality development, makes a significant contribution to regeneration in the local community through the Council's CIP initiative. It will also generate additional funding for the Borough through the New Homes Bonus.

The new building will provide a total of 6095 M2 GIA floorspace.

The construction of the new building will generate many jobs and the subsequent management company will also create long-term employment.

14.0 Conclusion

In 2008, CABI published the 'Building for Life', a guide commissioned and funded by the housing Corporation's innovation and good practice programme to support housing designers and developers in producing well designed development. It cites four key aspects in creating good housing: Character, Design and construction, Roads, parking and pedestrianisation, and Environment and community.

We believe our proposal meets these criteria as follows:

CHARACTER

1. Does the scheme feel like a place with a distinctive character?
2. Do buildings exhibit architectural quality?
3. Are streets defined by a well-structured building layout?
4. Do the buildings and layout make it easy to find your way around?
5. Does the scheme exploit existing buildings, landscape or topography?

The proposed design is given a distinctive character that pays homage to the Grade I listed Isokon building, with its sleek, curvilinear 'ocean liner' form. Its form reinstates and reinforces the historic streetscape and provides a new landscaped space onto Upper Park Road as a new visual amenity for the locality. The building has a simple and legible form that owing to its curved plan, reveals its full form incrementally along the street. Entrances are clearly signalled and curved low walls guide visitors directly to the front doors.

We believe that this building will be a distinct and high quality architectural addition to the locality.

ROADS, PARKING AND PEDESTRIANISATION

6. Does the building layout take priority over the roads and car parking, so that the highways do not dominate?
7. Are the streets pedestrian, cycle and vehicle friendly?
8. Is the car parking well-integrated and situated so it supports the street scene?
9. Does the scheme integrate with existing roads, paths and surrounding development?
10. Are public spaces and pedestrian routes overlooked and do they feel safe?

The proposal is a zero parking scheme, although 4 disabled parking spaces on

the street have been provided for the wheelchair accessible units. Internal cycle storage provision in accord with TFL and the London Plan encourages cycling. The building will offer 'eyes on the street' to make a safer environment.

DESIGN AND CONSTRUCTION

11. Is the design specific to the scheme?
12. Is public space well designed and does it have suitable management arrangements in place?
13. Do buildings or spaces outperform statutory minima, such as building regulations?
14. Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?
15. Do internal spaces and layout allow for adaptation, conversion or extension?

The design is a highly specific response to the site. It creates well designed landscaped spaces that will provide a visual amenity to the community. The proposal also offers a masterplan for the currently disjointed public space at the north of the site. A management company will be in place to ensure proper management of the building and site. The building is designed to the latest construction standards and will achieve a Code 4 rating. Internal layouts are designed as Lifetime Homes compliant.

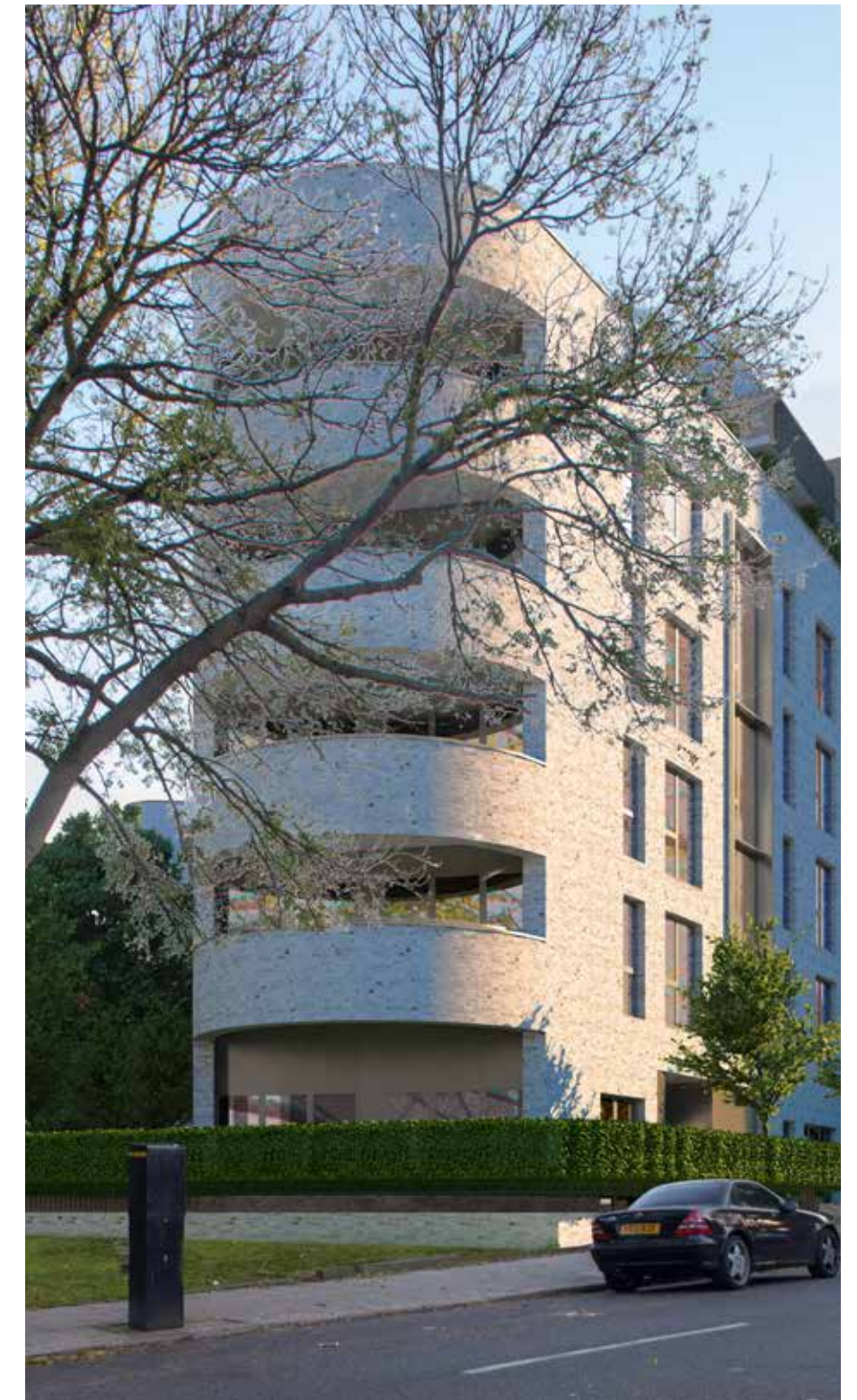
ENVIRONMENT AND COMMUNITY

16. Does the development have easy access to public transport?
17. Does the development have any features that reduce its environmental impact?
18. Is there a tenure mix that reflects the needs of the local community?
19. Is there an accommodation mix that reflects the needs and aspirations of the local community?
20. Does the development provide (or is it close to) community facilities such as a school, parks, play areas, shops, pubs or cafes?

The development is ideally sited for public transport and has a PTAL rating of between 4 and 5. It offers a good mix of flat sizes. It is close to all community facilities. The development of 73 new dwellings on the application site is entirely appropriate.

We fully believe this proposal will meet CABI's Design Review Panel assertion that,

'in our view, it has the potential to become an excellent piece of architecture'



15.0 Appendix – CABE review letters

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CONFIDENTIAL

30 June 2014

Tim Richards
Fairview New Homes Limited,
50 Lancaster Road,
Enfield EN2 0BY

Our reference: DCC/0615

London Borough of Camden: 32 Lawn Road

Dear Tim Richards,

Thank you for presenting the scheme to Cabe's review meeting on 18 June 2014. We are delighted to have the opportunity to review this proposal on this challenging site. The scheme is at an early stage of the design development. We see many merits in the proposed design approach and look forward to seeing the project evolve further. In our view, the scheme will benefit from further clarification in terms of the organisation of the building on the site, the quality of the landscape design and the articulation of the elevations which currently appear over-complex.

Urban setting and landscape design

We think that the scheme requires further work to fully assess its impact on the surroundings and to ensure that the seven storey volume does not appear overbearing in the streetscape of Lawn Road. We suggest producing a range of street views along Lawn Road in both directions to fully understand the relationship of the proposal with its context, the character of the public space along its boundary and overshadowing issues, for example. We encourage the design team and client to reassess how the project can contribute more to the greenness of the street by retaining the existing trees, adding more trees and pockets of planting, similar to how the Isokon Flats address Lawn Road. We also think that there are other ways to provide a more engaging landscape boundary and to create a beautiful setting for pedestrians on the pavement to look at while providing privacy and protection for the residents in the ground floor flats, for example by using the building's section. The courtyard will become an important visual resource for residents on Upper Park Road and needs to present itself accordingly. Every effort should be made to make roof terraces accessible. A clear management strategy has to be in place to ensure that bins, bikes and security arrangements do not interfere with the design of the building.

Architectural approach

We appreciate the early stage of development, but feel that the proposal has yet to find a clear design language. It seems stranded between different design ideas and architectural precedents. We recommend simplifying the design to work out the key characteristics of the building, for example the relationship between the base and the attic. Currently, the attic appears too tall, and we suggest exploring different ways to deal with the bulk of the



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building. More variation in height might be one way of achieving this and to allow for more light in the courtyard, but we advise caution not to fragment the building further. The set-backs facing onto Fleet Road, for example, confuse the composition. We also find that the staircase tower does not yet have the rigour both in plan and elevation to become the key organising and sculptural element of the scheme. The wing facing Gamett House is the most successful part of the proposal; its restrained simplicity seems to relate well to the character of its older neighbour and we suggest taking some design cues from this element of the proposal. If the Isokon Flats are used as design inspiration, we suggest revisiting how the dynamic nature of the building informs the proposal; perhaps it could be more curvaceous and pushed back from the road edge which would also give more relief to pedestrians.

Building design

We recommend reassessing the protruding balconies, particularly the balconies of the attic floors which appear odd next to the identical balconies of the lower floors. The façades will continue to evolve and gain further articulation, for example in terms of window sizes, to assure both maximum daylight in the deep rooms and solar protection and offer preparation for climate change adaptation. The success of the scheme will depend in the quality of materials and detailing and how it will age and we urge the design team and client to maintain high design quality through to construction. In terms of the internal organisation, we think that the flat layout will benefit from further refinement to ensure that the location of bedrooms, bin storage and entrances does not conflict and to ensure optimum safety and passive surveillance.

Thank you for consulting us and please keep us informed of the progress of the scheme. If there is any point that requires clarification, please telephone us.

Yours sincerely

Thomas Bender

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Lead Advisor, Cabe at Design Council
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cc (by email only)

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Paresh Mistry	Fairview New Homes Ltd
Edward Jarvis	London Borough of Camden



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19 September 2014

Tim Richards
Fairview New Homes Limited,
50 Lancaster Road,
Enfield EN2 0BY

Our reference: DCC/0615

London Borough of Camden: 32 Lawn Road

Dear Tim Richards,

Thank you for presenting the revised scheme to Cabe's review meeting on 05 September 2014. We are delighted to have the opportunity to review this proposal again. The scheme has evolved and we welcome the changes. In our view, it has the potential to become an excellent piece of architecture, but some detailed aspects of the design will benefit from further work, for example the landscape design and the façade treatment.

Urban setting and landscape design

We commend the thorough urban design analysis and how it has informed the design of the building. We find the volume, scale and height appropriate for this site. We admire the slender form and overall proportions of the building and its subtle response to the context.

We welcome the revised landscape layout, but there is room for further improvement, for example regarding the area to the north of the site. We recommend including this area in the scheme to provide a well-designed public space and a pedestrian connection along the eastern site boundary between Upper Park Road and Lawn Road. We suggest working closely with the local authority to deliver a benefit for the wider community. While we find the landscape principles successful, more could be done to create an interesting and attractive green space for residents and passers-by to look at. Currently, the landscape design of the residents' garden appears somewhat corporate. The line of trees and the hedge along Lawn Road help create a formal street edge which works well, but a long-term maintenance strategy needs to be in place to ensure that it looks well-kept throughout the year. We support the approach of replacing the existing trees that are of a limited merit with additional new trees. We also feel that the green wall is gratuitous; it does not contribute much to the overall design.

Architectural approach

We find much to admire in the current design. The elegant form and composition of the building is mirrored by an equally accomplished approach to detailing and materials, and we suggest the local authority conditions details and finishes where appropriate. We find that the building will benefit from further simplification, for example in terms of



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the setbacks on the façade and introducing a new material at the top. We also think that the ground level and the articulation of the entrances require further work. Currently, the ground level appears rather squashed and the legibility of the residential cores is undermined by the stair tower which only marks the central entrance. The entrances could be further emphasised by rich detailing, for example by taking up cues from the preserved mosaic. We suggest extending a second staircase to the roof terrace to provide easy access for a higher proportion of residents. Another element on the roof will also add to the articulation of the building and strengthen its vertical composition. Using the roof terrace in an imaginative way, for example to provide planting beds for residents to grow food, could also be explored.

Thank you for consulting us and please keep us informed of the progress of the scheme. If there is any point that requires clarification, please telephone us.

Yours sincerely

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cc (by email only)

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Paresh Mistry	Fairview New Homes Ltd
Edward Jarvis	London Borough of Camden

Review process

Following a site visit, discussions with the design team and local authority and a pre-application review, the scheme was reviewed on 05 September by Robin Nicholson (chair), Matthew Lloyd, Nicole Collomb, Paul Dodd, Ian Lomas and David Ubaka. These comments supersede any views we may have expressed previously.

Confidentiality

Since the scheme is not yet the subject of a planning application, the advice contained in this letter is offered in confidence, on condition that we are kept informed of the progress of the project, including when it becomes the subject of a planning application. We may share confidential letters with our affiliated panels only in cases where an affiliated panel is taking on a scheme that we have previously reviewed. We reserve the right to make our views known should the views contained in this letter be made public in whole or in part (either accurately or inaccurately). If you do not require our views to be kept confidential, please write to designreview@designcouncil.org.uk.



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