kyson

JULY 2014. PLANNING BROCHURE

73 SHERRIFF ROAD, LONDON NW6 2AS

STUDIO KYSON. 28 SCRUTTON STREET. LONDON. EC2A 4RP **W.** WWW.KYSON.CO.UK

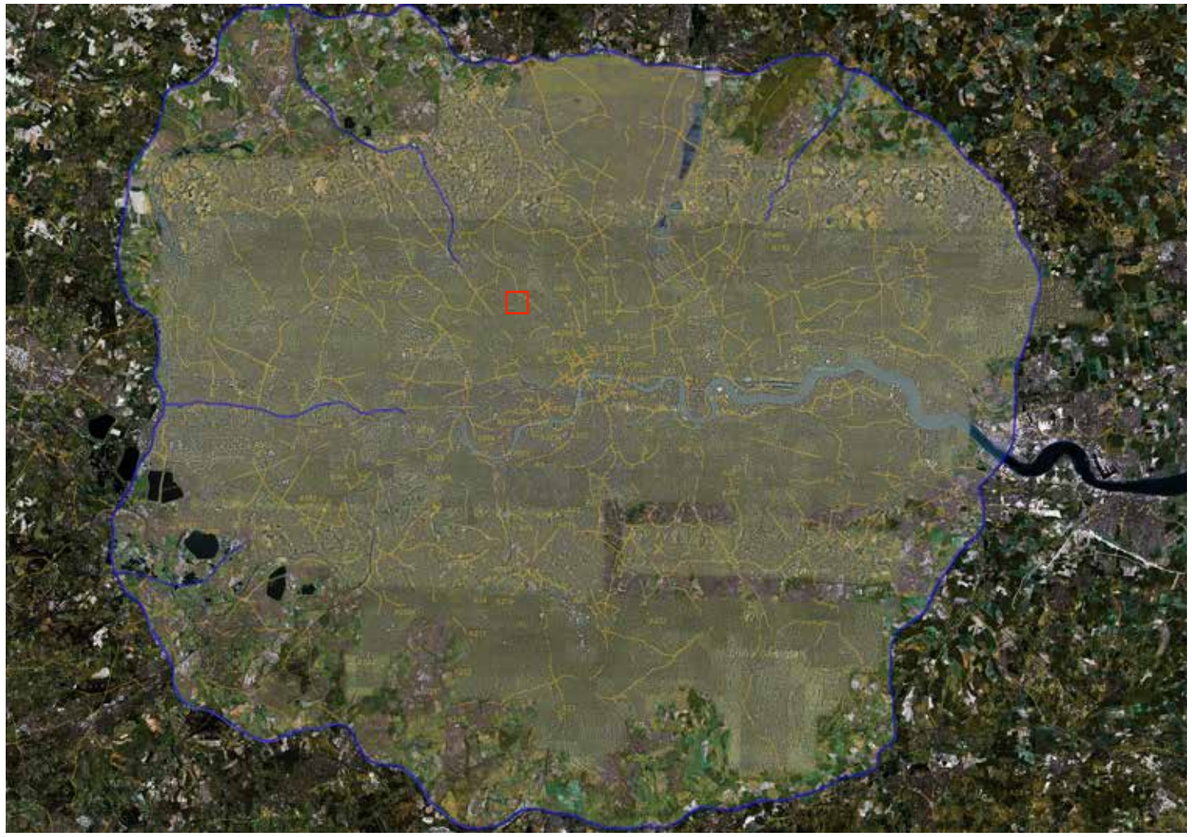
CONTENTS

PART A

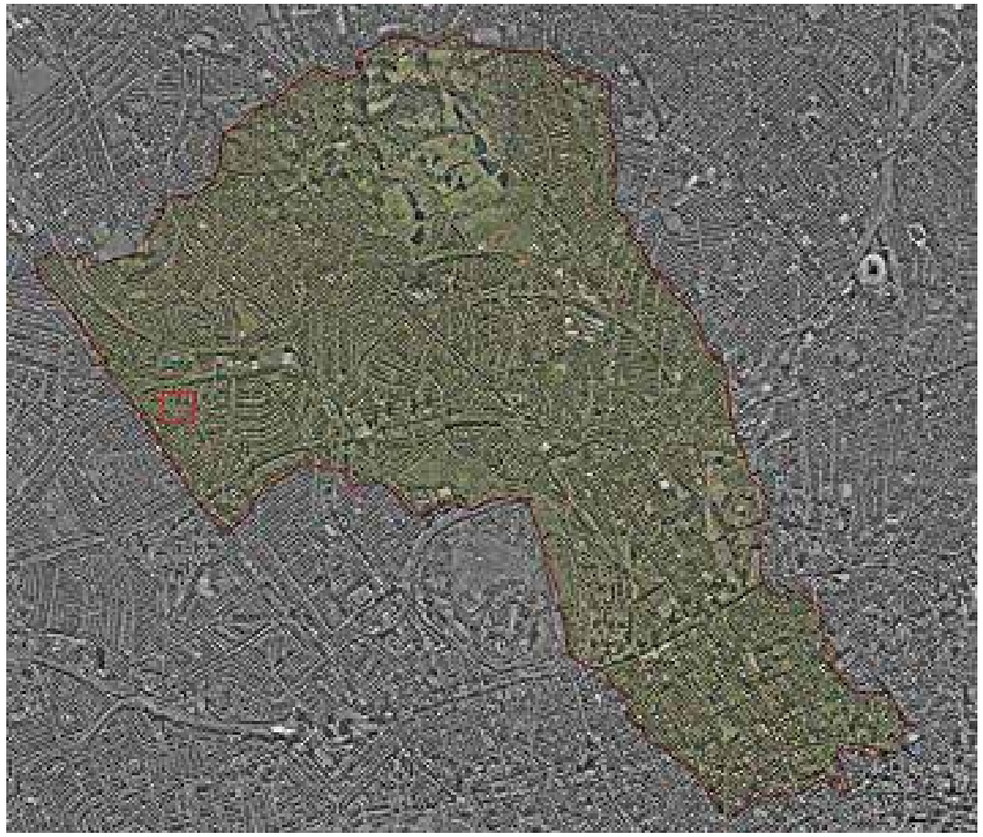
INTRODUCTION

Kyson, on behalf of our client, is seeking planning permission for the construction of 1 new residential units and an extension of the existing ground floor flat on Sherriff Road, Camden. The proposal includes a rear extension and a basement extension and conversion.

SITE LOCATION
CAMDEN. LONDON



Greater London



London Borough of Camden

The site is located within the London Borough of Camden, South-West of West Hampstead station. It is on Sherriff Road.

SITE LOCATION
PROPOSAL SITE

Site Boundary

North View

West View

South View

East View

SITE LOCATION
SHERRIFF ROAD

The site is located on Sherriff Road in Camden Town. The site is currently occupied by a 3 storey plus an incomplete basement which is entirely utilised as residential accommodation space (C3). Main access to the building is on Sherriff Road.

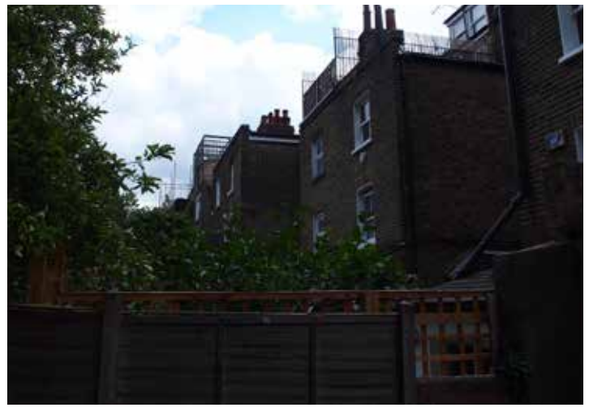
Almost all fenestration is confined to the front elevation with a vertical emphasis. The sides facades are attached to the neighbouring buildings. The back facade allowed for window opening look out to the back garden as well as allowing spaces to form terrace on the 1st floor.

View from Sherriff Road, West

View of site from Sherriff Road East

View of site from Kylemore Road Approaching

Neighbouring buildings from the back garden of the site



Neighbouring buildings from the back garden of the site

SITE CONTEXT
HISTORIC STATEMENT

HISTORIC STATEMENT

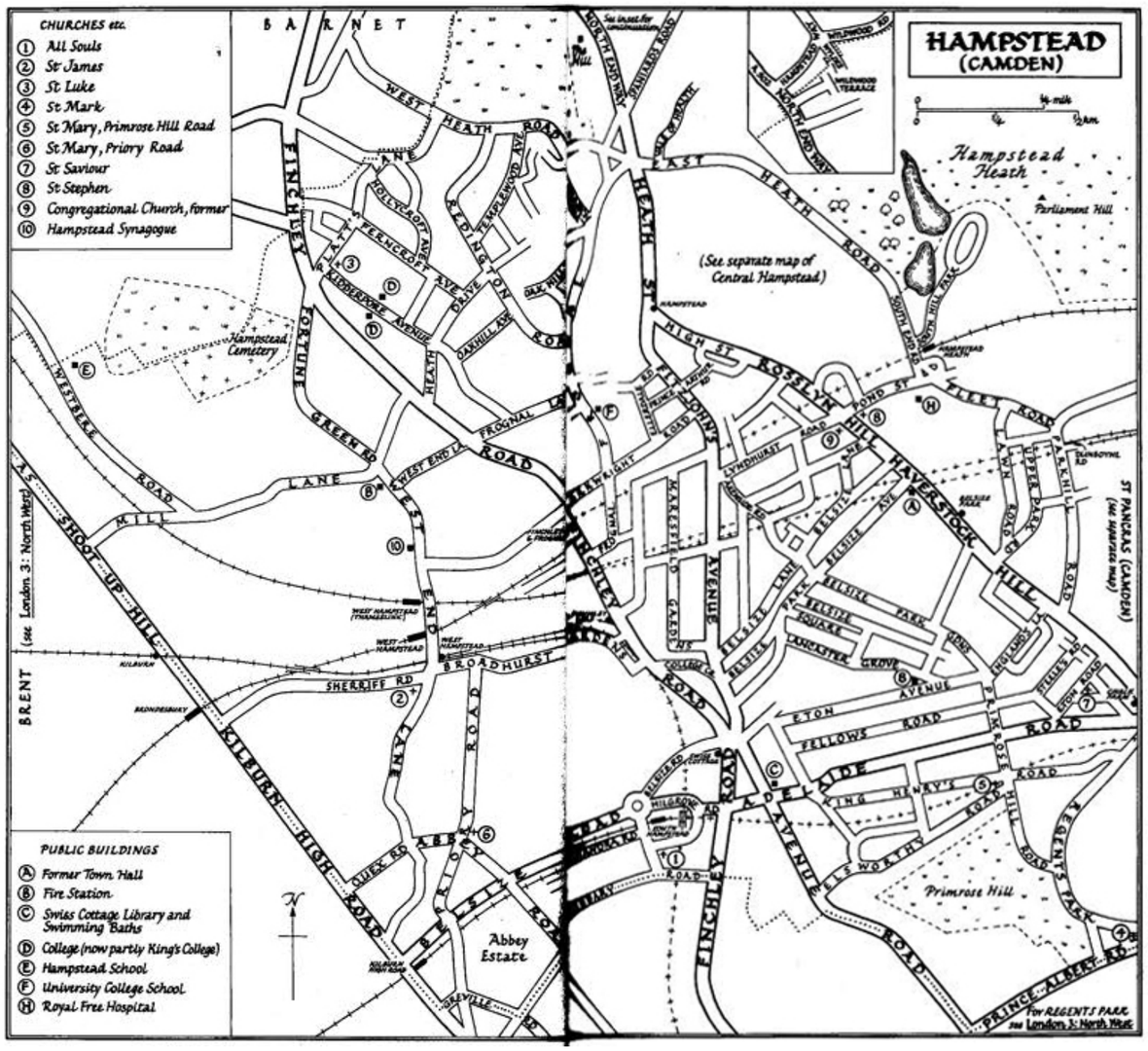
The Character of Hampstead is conditioned by the 'Northern Heights' of London, the sand and pebble-capped hills rising up from the London clay which run from West Hampstead to beyond Highgate. Early settlement is indicated by Palaeolithic finds in the South part of the area, and West Heath was an important Mesolithic site. A mound on Parliament Hill may be a Bronze Age barrow.

The mound lies c.300 yards NE of the North end of Hampstead ponds and is now c. 155ft in diameter and c. 10ft high. Excavation has shown the external ditch to be relatively modern, but there is a burial ditch inside, and additions to the mound were visible; no human remains were found, but a pocket of charcoal near the centre.

In the Middle Ages there was a village with a parish church near the top of Hampstead hill and, downhill to the W, a nunnery at Kilburn, by the Roman road that became known as Edgware Road and formed the W boundary of the parish.

The great time for Hampstead was the c18, and of all the former villages of north London it has most visibly preserved its character of a favourite villeggiatura near the town, for the summer months or for retirement. This is due to two causes: the open spaces of Regent Park, Primrose Hill and Hampstead Heath preserved between London and Hampstead, and the steepness of the hill on which the village lies.
The development of the northern part of West Hampstead dates entirely from the late c19 onwards. It is divided from Hampstead proper by the C19 creation of Finchley Road; a land of minor late Victorian terraces and mansion flats which in 1952 Pevsner considered worth visiting only by those in search of Victorian churches: 'The houses and streets require no notice.' Few of the patches of council housing and private flats that have arrived since are of much merit, although they have broken the monotony and given the older survivals some rarity value. The neighbourhood grew after the arrival is the three railways lines, the Hampstead Junction (1860), the Midland (1868) and the Metropolitan Line (1879), which later opened stations on West End Lane. Before this there was only the retired hamlet of West End, down the hill from Frognal: its former centre is still marked by a small green at the junction of West End Lane and Mill Lane, where the Fire Station is the best building.

Extracted from *The Buildings of England, London 4: North, by Bridget Cherry and Nikolaus Pevsner*



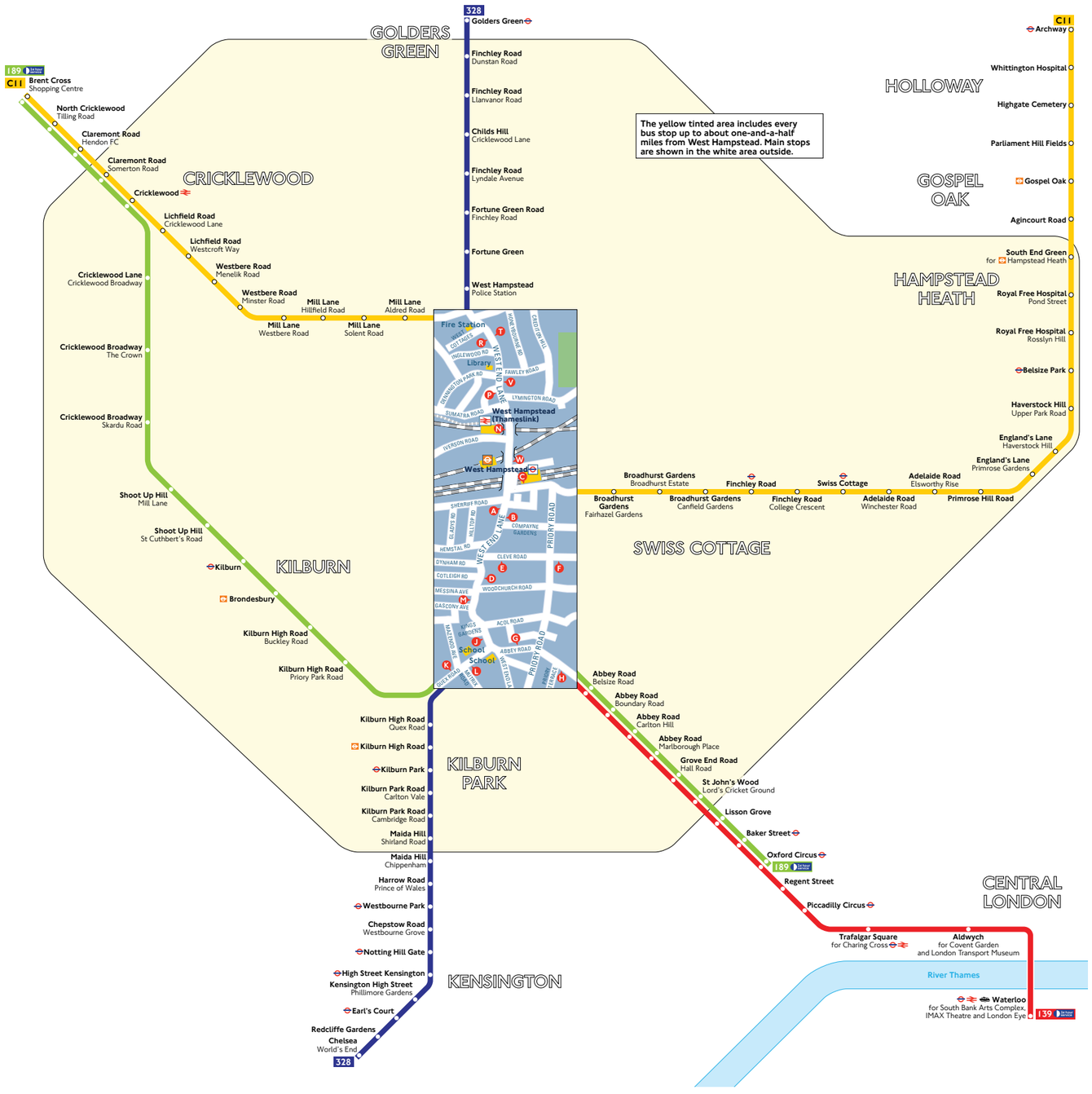
SITE CONTEXT
ACCESSIBILITY

The public transport links to the property are excellent, it has a PTAL rating of 5, being within a short walking distance from Tube/ Railway Stations and Bus Routes: West Hampstead station is located adjacent to the Site, and is served by the Jubilee Line, London Overgroud Line as well as Railway services. The station is in Travelcard zone 2. The site is located within the central London Congestion Charge Zone.

Buses

There are several regular bus services in close proximity. There are numerous bus links located around West Hampstead Station only short walks from the site, here are a number of bus routes heading to the following destinations:

139 West End Green
Waterloo Station / Waterloo Road
328 Golders Green Station
Limerston Street
C11 Archway Station / Junction Road
Brent Cross Shopping Centre
16 Mora Road
Victoria Bus Station
32 Edgware Bus Station
Kilburn Park Station
98 Pound Lane / Willesden Bus Garage
Red Lion Square
189 Brent Cross Shopping Centre
John Prince's Street / Oxford Circus
316 Mora Road
White City Bus Station
332 Brent Park Tesco
Bishop's Bridge
632 South Mead
Kilburn Park Station



kyson

PLANNING APPRAISAL
PLANNING POLICY STATEMENT

1.0 INTRODUCTION

1.1 This Application seeks full planning permission for the creation of 1 new flats (C3) and an extension of the existing ground floor flat through a rear extension and a basement extension and conversion.

1.2 The key planning issues relate to the proposed rear extension and a basement extension and conversion.

1.3 The following documents have been consulted in preparation of this proposal:

National Planning Policy Framework (NPPF)
London Plan 2010
London Borough of Camden Core Strategy 2011
Saved UDP Policies

2.0 NATIONAL CONTEXT

2.1 The proposal looks to work in primary support of paragraph 57 of the NPPF to *"optimise the potential of the site to accommodate development..."*

2.2 The proposal looks to provide an additional residential units. This scheme sets out to maximise potential residential accommodation space and avoid any effect on employment and incomplete floorspace.

3.0 LOCAL CONTEXT

3.1 Kyson gained full planing permission in Feb 2011 and completed the extensions of 75 Sherriff Road (2010/3148/P). This project would be structurally and visually similar to the adjacent scheme.

3.2 The main access to the existing building is via Sherriff Road, a secondary residential street that also provides parking for vehicles. Each household around this neighbourhood have got a front and back gardens

4.0 HOUSING

4.1 The proposal aims to add 1 additional flats to the housing market via rear extension and a basement extension and conversion.

4.2 The proposal is in support of the Camden Core Strategy policy S2: Housing, which states that it hopes to support housing needs to 2025 by "meet or exceed a target of 8,925 homes from 2010-2025, including 6,550 additional self-contained homes." As such, the proposal is also in support of 5.6: Additional Housing taken from the London Plan (2010).

4.3 Our proposal sets out to seek rear extension and complete the existing basement via extension and conversion. This would allow enough spaces for two spacious flats. Thus supporting the Camden Core Stategy's aim to "minimising the net loss of existing homes; regarding housing as the priority land-use of Camden's Local Development Framework."

5.0 NEIGHBOURHOODS

5.1 This project seeks to explore the site to provide additional residential unit that help to fulfil the Council's policy of "seeking a range of self-contained homes of different sizes to meet the Council's identified dwelling-size priorities; seeking a variety of housing types suitable for different groups, including families, people with mobility difficulties, older people, homeless people and vulnerable people."

5.2 Our proposal aims to respect and reinforce the character of the site's immediate context. The proposed rear extension and basement extension and conversion are both common architectural features in this areas, makes a restrained and minimal impact from only certain viewpoints in the surrounding streets and does not therefore negatively impact on the perceived appearance from the street.

7.0 WASTE

7.1 Secure refuse storage will located adjacent to the existing in the front garden off the main road with lockable gates. Indoor refuse storages would also be planed.

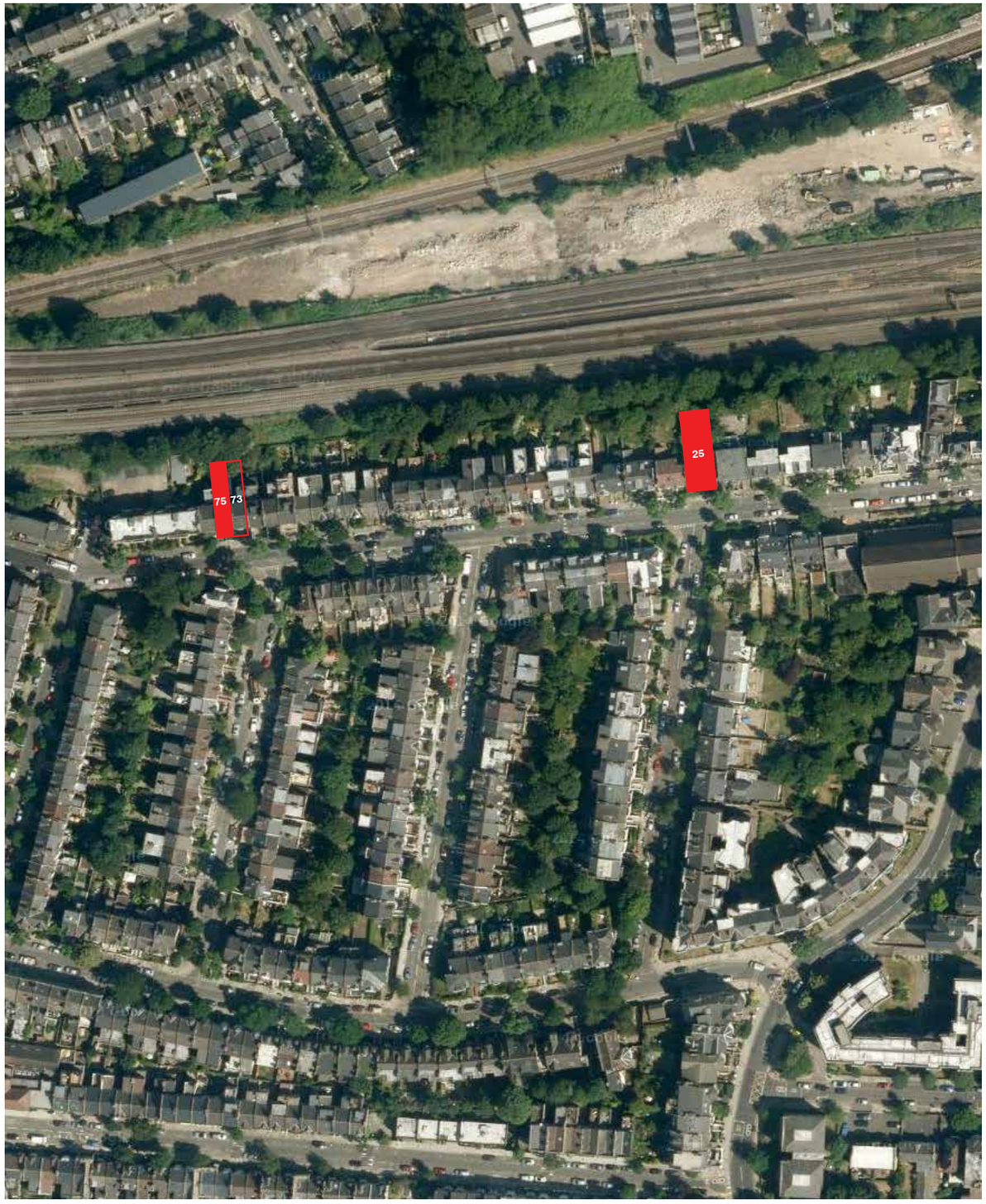
8.0 ACCESS, TRANSPORT

8.1 The PTAL rating for the site is 5, which demonstrates the excellent accessibility level by public transport. Several Bus Routes run along West End Lane and Kilburn High Road. Tube and Rail Stations such as West Hampstead, Brondesbury and Kilburn are within walking distance, The stations are in Travelcard zone 2.

8.2 Local transport provides the area with several different bus routes as shown on the previous page.

8.3 The main access to the proposed residential units is from Sherriff Road.

PLANNING APPRAISAL
RELEVANT PLANNING APPLICATIONS



Proposal Site

Relevant Sites

The following application proposals have been taken into consideration setting the precedence for similar developments carried out within immediate vicinity and are noted on the above map:

2. 25 Sherriff Road London NW6 2AS

   APPLICATION 2013/4110/P

   Erection of single storey rear extension to the ground floor level and installation of 2x rooflights at rear roof slope to residential house (Class C3).

   GRANTED 19 Aug 2013

1. 75 Sherriff Road London NW6 2AS

   APPLICATION 2010/3148/P

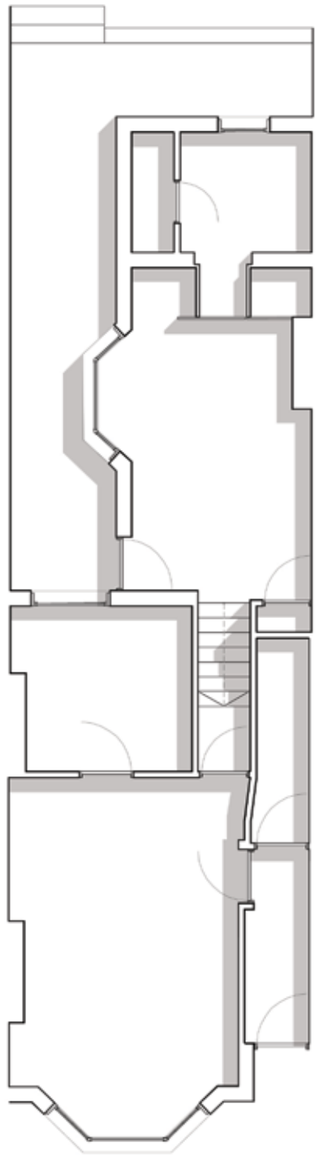
   Change of use from single family dwelling house into 5 self-contained flats (2 x 1-bed, 2 x 2-beds and 1 x 3-bed) and associated additions and alterations including enlargement and creation of basement areas with lightwells at front and rear, erection of a side glazed infill extension, new railings to rear first floor terrace, and erection of a rear dormer window.

   GRANTED Subject to a Section 106 Legal Agreement 9 Feb 2011

EXISTING DRAWINGS
SITE PLANS

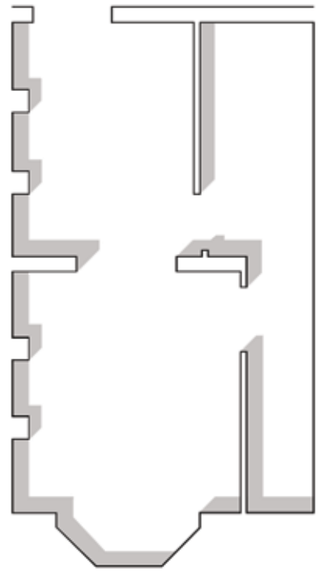
SITE LOCATION PLAN. DRAWING no. 999. 1:1250@A3

EXISTING DRAWINGS
FLOOR PLANS



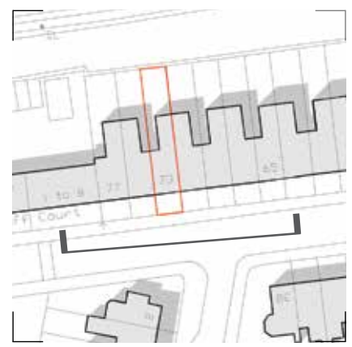
GROUND FLOOR. DRAWING no. 1000 1:100@A3

EXISTING DRAWINGS
FLOOR PLANS



BASEMENT. DRAWING no. 1001 1:100@A3

EXISTING DRAWINGS
ELEVATIONS

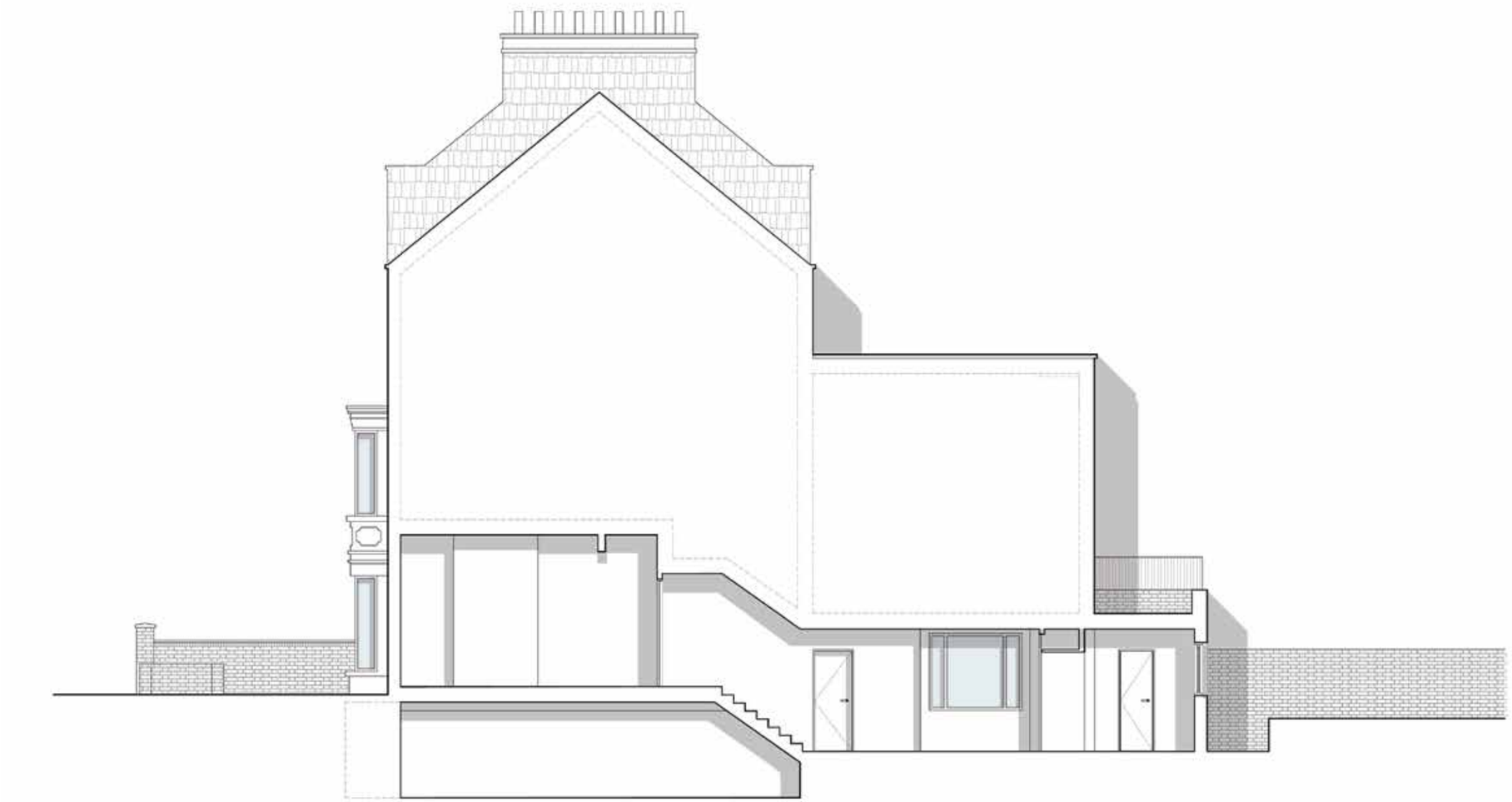


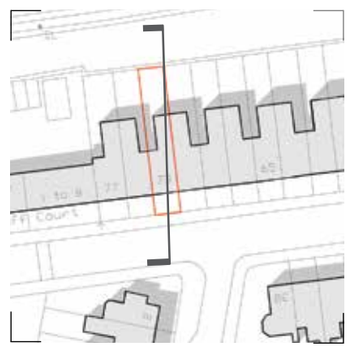
FRONT ELEVATION. DRAWING no. 1100. 1:200@A3

EXISTING DRAWINGS
ELEVATIONS

REAR ELEVATION. DRAWING no. 1101. 1:200@A3

EXISTING DRAWINGS
SECTION





SECTION. DRAWING no. 1200. 1:200@A3

PART B

DESIGN

PROPOSED DRAWINGS

DESIGN
SCHEDULE OF ACCOMMODATION

EXISTING		PROPOSED	
Basement (NIA)	**40.6 m.sq**	**Basement (NIA)**	**85.6 m.sq**
Ground Floor (NIA)	**54.7 m.sq**	**Ground Floor (NIA)**	**65.5 m.sq**
		Basement	
		Flat 1 *(2 Bed) (3 Person)*	**45.0 m.sq**
		Bedroom	*12.5 m.sq*
Total Floor Area (NIA)	**95.3 m.sq**	*En-Suite*	*2.6 m.sq*
		Bedroom	*14.8 m.sq*
		En-Suite	*5.5 m.sq*
		WC	*2.0 m.sq*
		Terrace	*7.3 m.sq*
		Flat 2 *(2 Bed) (3 Person)*	**34.0 m.sq**
		Bedroom	*14.5 m.sq*
		En-Suite	*4.3 m.sq*
		Bedroom	*12.0 m.sq*
		En-Suite	*3.1 m.sq*
		Terrace	*5.3 m.sq*
		Ground Floor	
		Flat 1 *(2 Bed) (3 Person)*	**26.7 m.sq**
		Living	*12.3 m.sq*
		Dining / Kitchen	*8.2 m.sq*
		Flat 2 *(2 Bed) (3 Person)*	**37.9 m.sq**
		WC	*2.5 m.sq*
		Kitchen	*7.0 m.sq*
		Living/ Dining	*17.6 m.sq*

Total Flat 1 Floor Area (excluding partitions)	**71.7 m.sq**
Flat 1 NIA (excluding circulation)	57.9 m.sq
Circulation	*10.2 m.sq*
Total Flat 2 Floor Area (excluding partitions)	**71.9 m.sq**
Flat 2 NIA (excluding circulation)	61.0 m.sq
Circulation	*12.0 m.sq*
Total Residential Floor Area (NIA)	**151.1 m.sq**

DESIGN
OVERVIEW OF PROPOSALS

SCHEME OVERVIEW

The development proposals seek to reconfigure and extend the ground floor and basement to convert the existing 1 bedroom flat into two new 2 bedroom (3 person) residential units.

The principles for the scheme have been established by the redevelopment of the adjacent property, for which Kyson gained full planning permission (2010/3148/P).

Refuse storage will be included in the front garden, as existing, whilst recyclable waste storage will be included within the flats in under-counter units.

Access to the proposed flats will be from the existing residential entrance and lobby on Sherrif Road.

DESIGN RATIONAL

The proposed design retains the existing Victorian facade, whilst new additions to the front elevation will match the existing in its material and proportion, including brickwork and fenestration.

The design seeks to create two residential units to fully exploit the potential of the site and to maximise its residential accomodation, which has been studiously laid out to create spacious and elegantly designed flats.

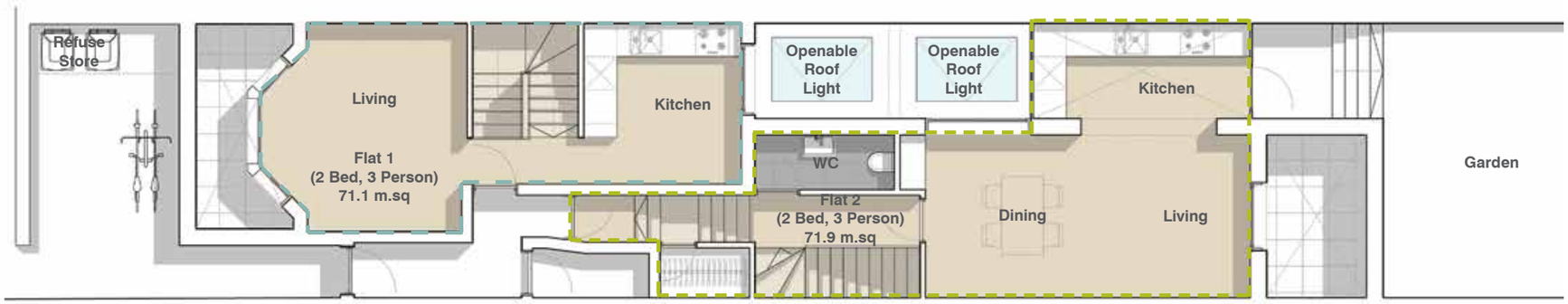
Instead of positioning one flat on each floor, with a potentially dark basement flat, the residential units have been laid out as duplexes, with the living, dinning and kitchen spaces for both flats all located in the ground floor to take advantage of better lighting. These rooms maintain a visually open plan to emphasise the feeling of space and natural light.

The bedrooms are all located in the basement to take advantages of its privacy from the street and its shelter from the noise of the nearby railway. To introduce as mush natural light as possible to the sleeping spaces, the design introduces skylights and terraces for both bedrooms. Each bedroom has access to an openable skylight window or a terrace. The skylight windows would be triple glazed to minimize the noise.

PROPOSED DRAWINGS
SITE PLAN

SITE PLAN. DRAWING no. 1999 1:1250@A3

PROPOSED DRAWINGS
FLOOR PLANS



GROUND FLOOR. DRAWING no. 2000 1:100@A3

PROPOSED DRAWINGS
FLOOR PLANS

BASEMENT FLOOR. DRAWING no. 2001 1:100@A3

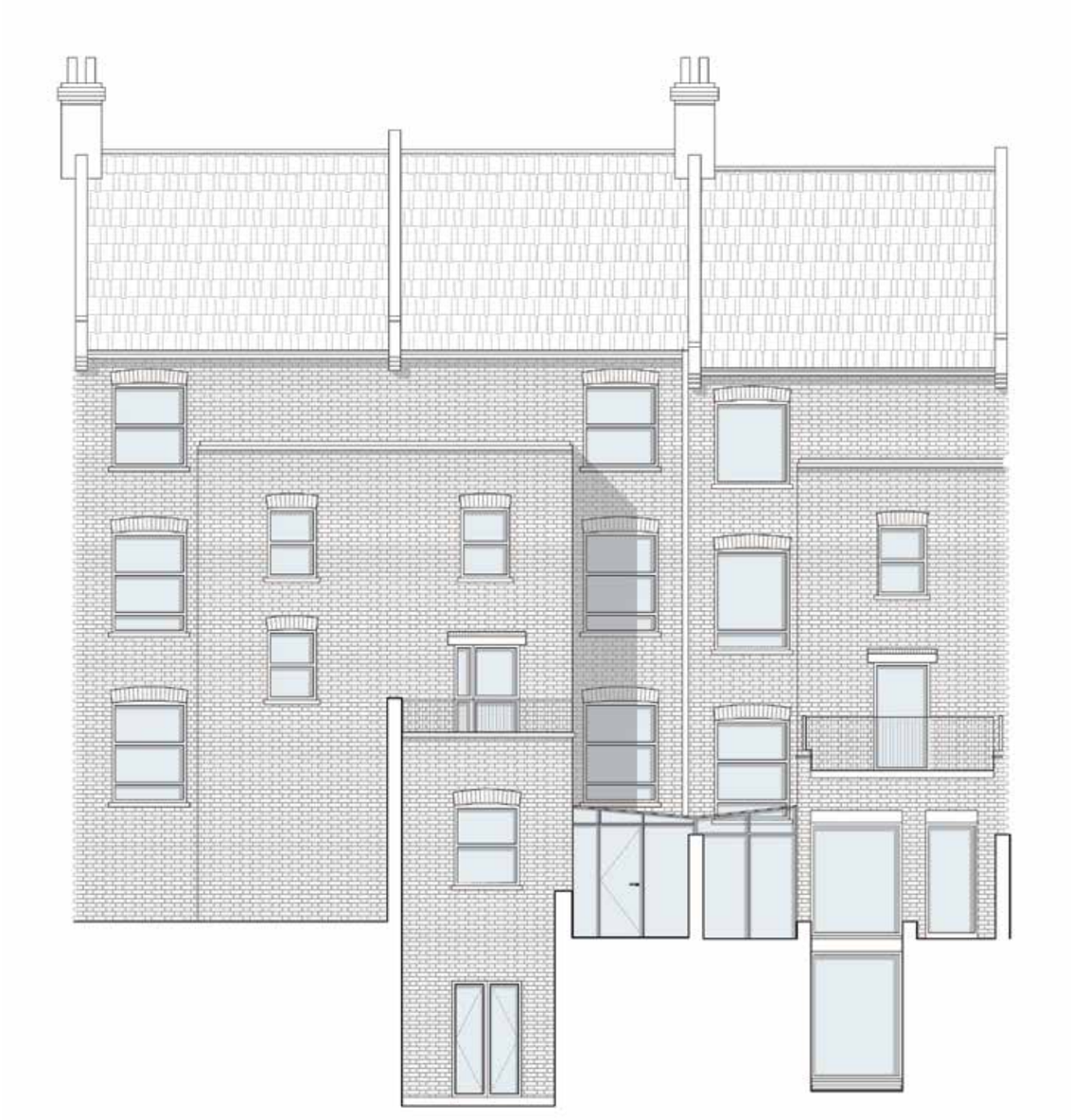
PROPOSED DRAWINGS
ELEVATIONS

FRONT ELEVATION. DRAWING no. 2100 1:100@A3

73 Sherriff Road. LONDON, NW6 2AS

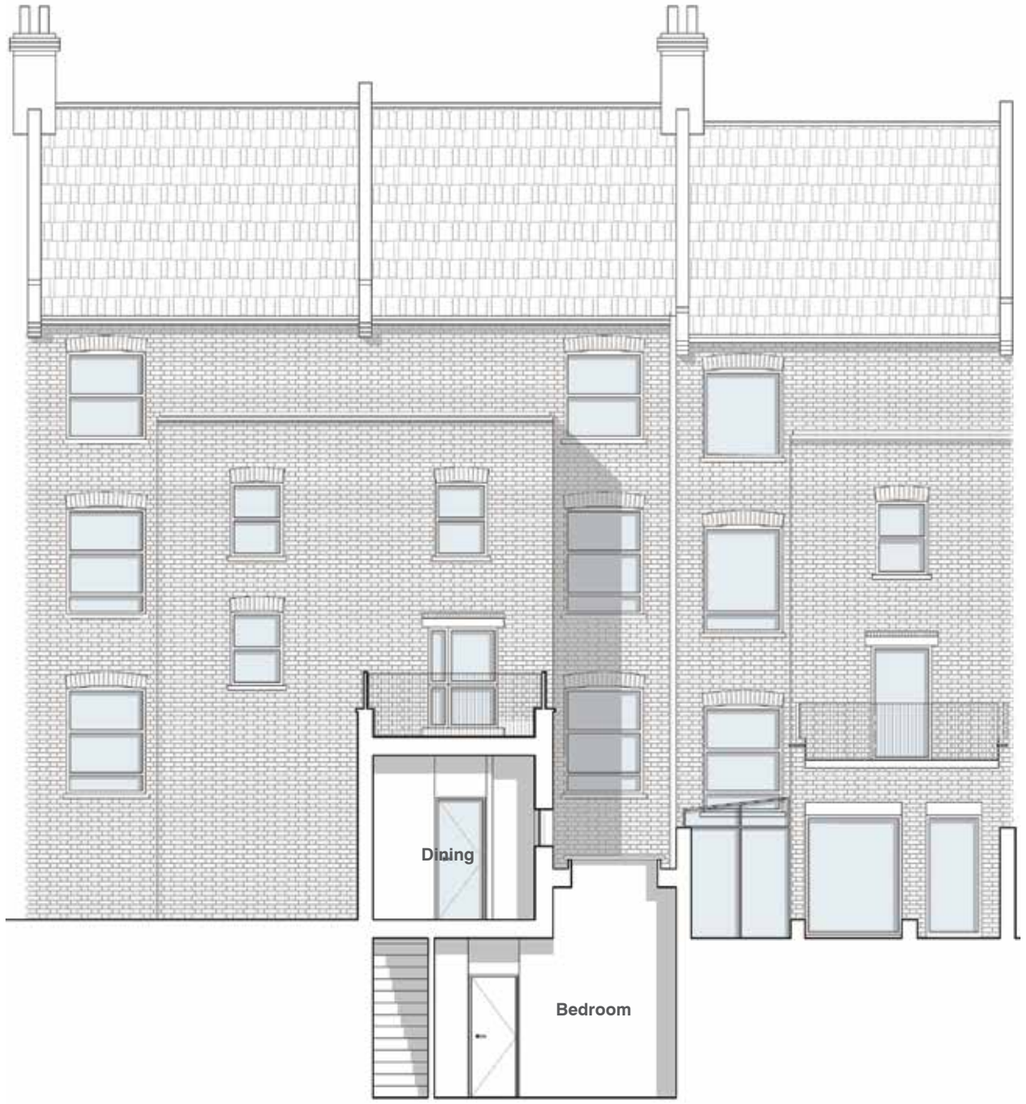
kyson

PROPOSED DRAWINGS
ELEVATIONS



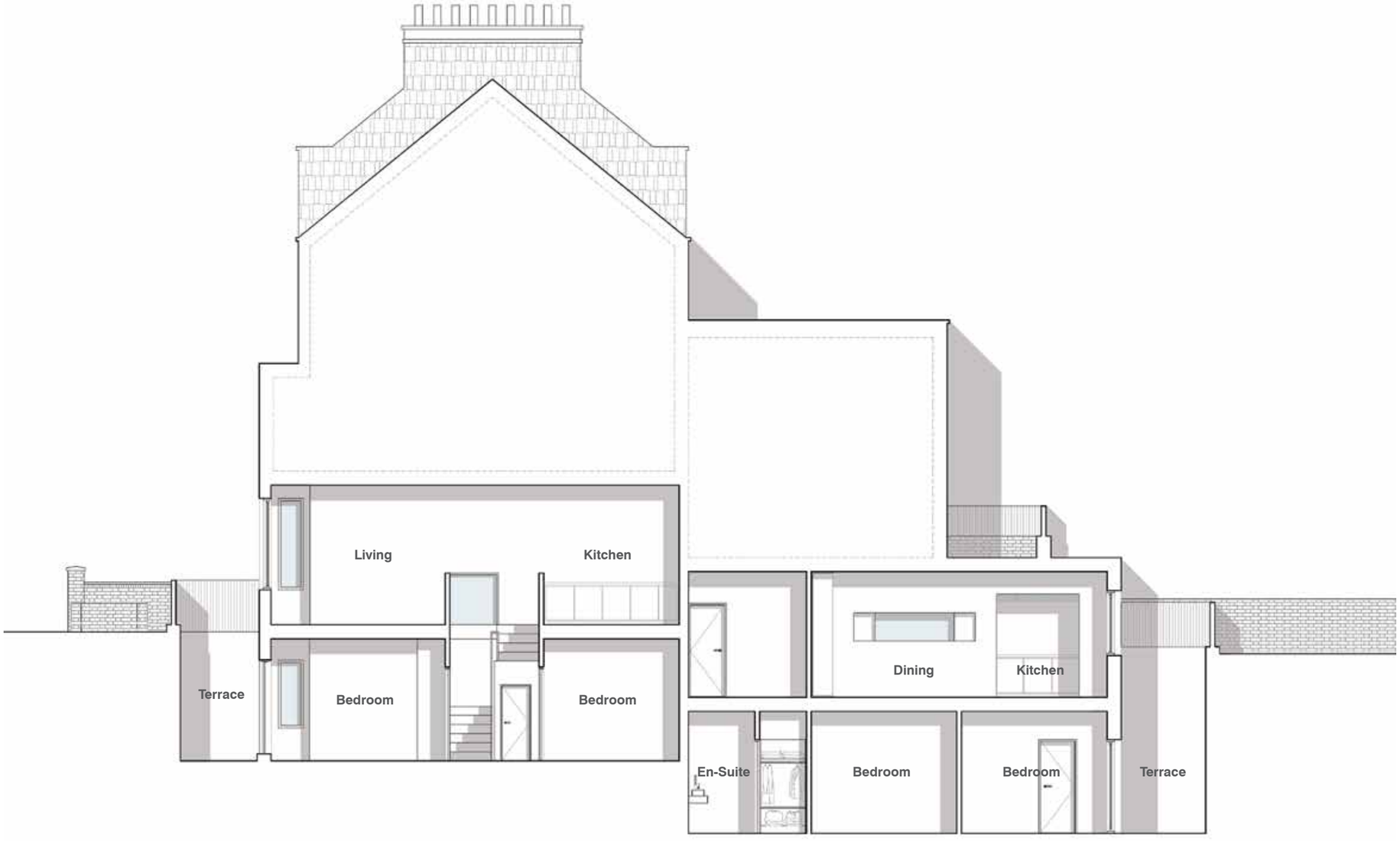
REAR ELEVATION. DRAWING no. 2101. 1:100@A3

PROPOSED DRAWINGS
SECTIONS



SECTION A. DRAWING no. 2200. 1:100@A3

PROPOSED DRAWINGS
SECTIONS



SECTION B. DRAWING no. 2201. 1:100@A3

PROPOSED DRAWINGS
SECTIONS

SECTION C DRAWING no. 2203 1:100@A3

PROPOSED DRAWINGS
SECTIONS

SECTION D DRAWING no. 2204 1:100@A3

PART C

SUSTAINABILITY STATEMENT

ENVIRONMENT AND SUSTAINABILITY
SUSTAINABILITY STATEMENT

Air Quality

Air quality is greatly affected by polluting vehicle emissions. Asthma and respiratory disease are known to be adversely affected by air pollution. New uses of land that involve motorised vehicles coming to and from property will thus cumulatively have an effect on the air quality as will the influx of polluting vehicles during the construction process of some developments. The proposed development would not involve polluting vehicles visiting the site post completion and those visiting the site during construction are required to meet the 'Low Emissions Standards'. Domestic and commercial heating systems can also have a negative impact on air quality due to their nitrogen oxide and carbon dioxide emissions. Condensing boilers recycle heat and have less such emissions than conventional boilers. A new heating system will be introduced that will loosely comprise of a Condensing boiler with a SEDBUK efficiency rating in access of 86% in compliance with Part L of the Building Regulations (2006).

Pollution from Noise, Light / Glare, Fumes & Land Contamination

Noise
Due to the residential nature of the building, there will be no adverse noise pollution created. During construction, workers will be constrained the working hours set out within the Planning Conditions.

Light / Glare
No external lighting is proposed on the street elevations of the building due to the residential nature of the site. Through the removal of the office lighting and installation of low energy pendent fittings, the amount of light emitted through the windows will be reduced once the proposals are implemented.

Fumes Not Applicable
Land Contamination Not Applicable
Waste Storage & Recycling Facilities

Homes need sufficient space to store waste, including for recycling purposes, within the dwelling as well as outside for waste collection. The proposed kitchens have been provisionally laid out to accommodate enough storage for recycled waste as well as general waste, whilst the external space for refuse collection has also been provided.

Renewable Energy

Most experts agree that Global warming is a consequence of burning fossil fuels with a resulting increase in carbon dioxide in the atmosphere. Greenhouse gas emissions such as carbon dioxide trap heat from the sun inside the Earth's atmosphere and this leads to global warming. For example burning natural gas in heating systems will contribute to this effect. Renewable energy thus can reduce the dependence on fossil fuels and consequently reduce greenhouse gas emissions. In addition to 'renewables', energy efficiency needs to be built into the design with insulation, and fitting out with energy efficient appliances. Each of the renewables' technologies is considered for it's applicability for the property and whether or not it can be used to reduce the energy consumption of the Condensing Boiler. The following technologies are considered:

- Wind Turbines
- Bio Mass Heating
- Solar Water Heating
- Photovoltaic Panels

Wind Turbines

In order for a turbine to be at it's most effective, its position would be raised above the residential rooftop and would have a material impact on the setting of the building within the conservation area. In addition, there would be potential noise pollution. These various factors indicate that this technology is unsuitable for this location and therefore has been considered no further.

Bio Mass Heating

A search for biomass suppliers within Central London indicates that there are two suppliers within 5 miles, WoodExpert and Biomass UK Ltd. However, it is considered that due to the urban nature of the site, the emerging nature of Bio Mass fuel supply chain, and the location of the site (the road infrastructure is not appropriate for regular lorry delivery of wood chips/pallets) this technology is inappropriate and therefore is considered no further.

Photovoltaic Panels

Photovoltaic (PV) modules convert solar radiation directly into electricity for use in the building and can be used for domestic purposes such as home heating and lighting systems. Installing Photovoltaic Panels on parts of the roof that are non-visible to contribute to the overall power consumption of the building is considered an effective measure. Typical Photovoltaic panels will produce 1kW peak for 8m^2 of panel area. Although at this stage we have not made a proposal to install Photovoltaic Panels. We recommend that this technology is investigated further prior to implementing the proposed scheme.

Materials

If appropriate, construction materials should be reused / reclaimed, long lasting or recycled e.g. using reclaimed on-site materials such as re-using timber from demolished partitioning. When using new materials, care should be taken not to deplete the earth's threatened resources, which include certain tropical hardwood. Longer lasting materials are preferred over those less robust as not only does this avoid frequent replacement (and more waste from discarded materials) but costs less. Locally supplied materials should be chosen as it avoids unnecessary transport of goods over long distances, this is equally true of recycled products in that transportation costs should be put into the notional environment equation (i.e. it could, on occasion, be more sustainable to buy local new products). Natural paints and solvent-free wood finishes can be used that do not give out any toxins.

Waste and Recycling

Secure refuse storage is located at ground level to the front of the building as exisitng, with dedicated space for both household and recyclable waste. Each residential unit will be provided with internal under counter storage for both household and recyclable waste within the kitchen area.

ENVIRONMENT AND SUSTAINABILITY
LIFETIME HOMES STATEMENT

The 'Lifetime Homes' standards provide 16 criteria which aim to ensure the longevity of new build homes, encouraging the accommodation of potential future adaptations for those with reduced mobility. Although the London Plan stipulates that Lifetime Homes standards should only be necessary for new build dwellings, whilst the proposals are for the conversion of an existing Victorian terrace, we have nevertheless endeavoured to meet the criteria where possible. Where they have proven unfeasible it is due to the space constraints of the existing property and the character of its design, which can not be altered without detriment to the whole building.

1. Parking

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

NOT APPLICABLE - No off road car parking is provided.

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

NOT APPLICABLE - No off road car parking is provided .

2. Approach to dwelling

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

NOT APPLICABLE - No off road car parking is provided.

3. Approach to all entrances

3 – Approach to all entrances
The approach to all entrances should preferably be level or gently sloping, and in accordance with the specification below.

CRITERIA NOT MET - The approach to the front door of the property incorporates a small step at the facade line of the property that rises 150mm between street level and the internal finished floor level, which is slightly higher. As a renovation of a Victorian terrace, removing the step completely would involve the lowering of the entire ground floor and would be unfeasible. An alternative would be to ramp up to the step from street level, however this would be out of keeping with the neighbouring terraces and would be detrimental to the character of the street.

4. Entrances

4 - Entrances
All entrances should:
a) Be illuminated
b) Have level access over the threshold; and
c) Have effective clear opening widths and nibs as specified below.
In addition, main entrances should also:
d) Have adequate weather protection
e) Have a level external landing.

PARTIALLY MET - All main entrances are well lit, have level thresholds and landings and are adequately sheltered. As the renovation of an existing Victorian property, the proposal scheme is unable to provide 900mm clear opening widths or 300mm nibs to the leading door edge.

5. Communal stairs and lifts

5a – Communal Stairs
Principal access stairs should provide easy access in accordance with the specification below, regardless of whether or not a lift is provided.

CRITERIA NOT APPLICABLE - There are no communal stairs

5b – Communal Lifts
Where a dwelling is reached by a lift, it should be fully accessible in accordance with the specification below.

CRITERIA NOT APPLICABLE - There are no communal lifts.

6. Internal doorways and hallways

6. Internal doorways and hallways
Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects.
As a general principle, narrower hallways and landings will need wider doorways in their side walls.
The width of doorways and hallways should conform to the specification below.

CRITERIA NOT MET - As the renovation of an existing Victorian property, the proposal scheme is unable to provide 900mm clear opening widths, 300mm nibs to the leading edge of internal doors, 1200mm communal corridors or 1050mm private corridors.

7. Circulation space

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

CRITERIA MET - The living spaces and dining rooms all have adequate space for a 1500mm turning circle. All kitchen units have at least 1200mm of clear space in front. There is at least 750mm of clear space to the sides and foot of all main bedrooms.

8. Entrance level living space

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

CRITERIA MET - There is a living space at the entrance level for every dwelling.

9. Potential for entrance level bed space

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

CRITERIA MET- The corner of the living room in both dwellings can accommodate a single bed with a 750mm wide space to one side of the bed as a temporary bed space. This area is capable of being screened (with a portable screen) from the rest of the room. The living room would remain functional

10. Entrance level toilet and shower

10. Entrance level WC and shower drainage
Where an accessible bathroom, in accordance with Criterion 14, is not provided on the entrance level of a dwelling, the entrance level should have an accessible WC compartment, with potential for a shower to be installed – as detailed in the specification below.

CRITERIA NOT MET - As compact duplex apartments, the provision of an accessible WC compartment on the entrance storey is not possible due to space constraints. Accessible bathrooms are however provided on the sleeping level at Lower Ground,

11. Toilet and bathroom walls

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

CRITERIA MET - The proposed bathroom walls will be reinforced and capable of accommodating hoists.

ENVIRONMENT AND SUSTAINABILITY
LIFETIME HOMES STATEMENT

12. Stairs and potential through-floor lift

12 - Stairs and potential though-floor lift in dwellings
The design within a dwelling of two or more storeys should incorporate both:
a) Potential for stair lift installation

CRITERIA MET - The stairs and associated area are adequate to enable installation of a (seated) stair lift without significant alteration or reinforcement. A sufficient clear width of 900mm is provided on stairs.

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

CRITERIA MET - A suitable route for a wheelchair accessible through-the-floor lift is provided in both apartments from the entrance level, which accommodates the living and kitchen areas, to the lower floor which accommodates the bedrooms and accessible bathroom. In both apartments, this is located in the living room.

13. Potential for fitting of hoists in bedroom / bathroom

13 – Potential for future fitting of hoists and bedroom / bathroom relationship
Structure above a main bedroom and bathroom ceilings should be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom.

CRITERIA MET - The floor and ceiling will be able to accommodate hoists.

14. Bathrooms

14 – Bathrooms
An accessible bathroom, providing ease of access in accordance with the specification below, should be provided in every dwelling on the same storey as a main bedroom.

CRITERIA MET - Bathroom space has been carefully planned in accordance with minimum requirements. Sufficient space for wheelchair turning circles has been provided.

15. Glazing and window handle heights

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

CRITERIA MET - All living spaces have large areas of glazing with multiple openable panes.

16. Location of service controls

Service controls should be within a height band of 450mm to1200mm from the floor and at least 300mm away from any internal room corner.

CRITERIA MET - Service controls will be kept within this height range.