

# Design Statement

---

Prepared for

1 Harwick Place, Mornington Crescent

## Document Details

---

|             |                  |
|-------------|------------------|
| Project Ref | 452              |
| Revision    | -                |
| Written by  | Amandeep Matharu |
| Reviewed by | Sundeep Bhavra   |
| Date        | 19/02/2013       |

---

Mountbatten House  
Fairacres  
Dedworth Road  
Windsor  
Berkshire  
SL4 4LE

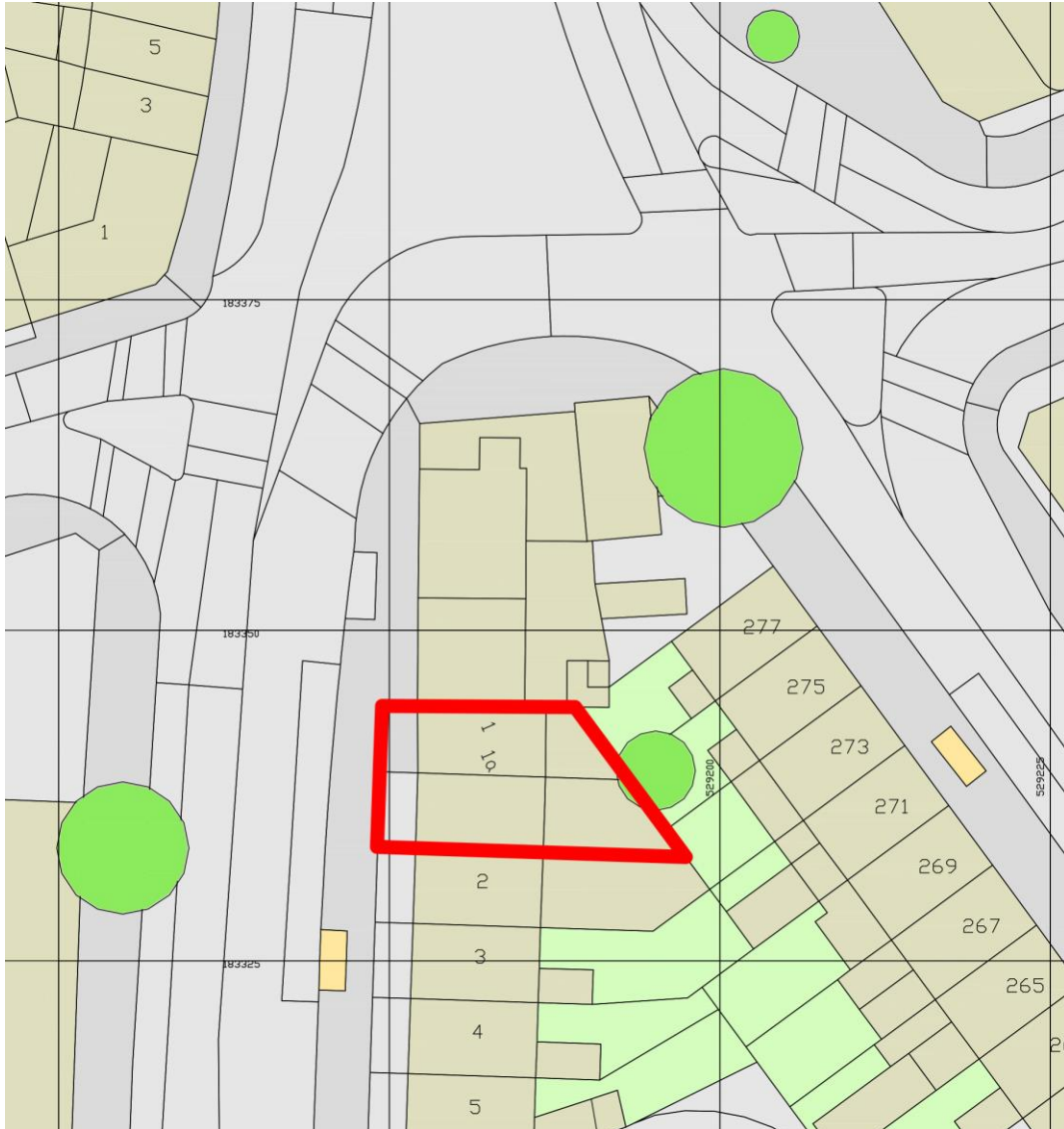
|   |                      |
|---|----------------------|
| T | +44 (0) 1753 754 817 |
| F | +44 (0) 7788144185   |
| E | info@gaadesign.co.uk |

**Revisions Record**  
**DESIGN STATEMENT**

| Revision | Description | Date Issued | Originator |
|----------|-------------|-------------|------------|
|          |             |             |            |
|          |             |             |            |
|          |             |             |            |
|          |             |             |            |
|          |             |             |            |
|          |             |             |            |
|          |             |             |            |

# 1. INTRODUCTIONS & URBAN CONTEXT

This report presents the proposed scheme for 1 Harwick Place, Mornington Crescent [see map]. It describes the scheme in relation to specific areas including the impact of the proposal on the surrounding area, the positioning, design, and choice of materials for the proposal, landscaping and other external treatment, and environmental considerations.



This proposal is for the redevelopment of the site so as to create 4 residential units within existing and proposed extension. Extension will be two storeys side and rear

## 1.1 Surrounding area

The site is situated on Hampstead Road and is neighbouring the Mornington Crescent underground station, which has access to the northern line. The site also has access to many of the neighbouring assets of retail, cafes, bars, e.t.c

The site is a part of a continuous terrace.

The following photographs show the sites context

Fig 1 Aerial Photo



Fig 2 View from Hampstead Road



Fig 3 View from Hampstead Road





Fig 4 View North on Hampstead Road



Fig 5 View south on Hampstead Road



### 1.3. Accessibility

The site is well serviced by frequent bus routes and walking distance from Mornington Crescent Underground Station. Carrying out a PTAL report the site shows to have a rating of 6b, meaning it has adequate means of transport.

(see appendix for PTAL report)





## **1.4 The Existing Building**

The present building has usage for A3 (Restaurant) Use on ground floor and residential use on floors above.

The existing building is a two/four story brick structure with a flat roof as can be seen from the previous photographs.

The building forms part of the continuous Hempstead Road frontage, it is similar in height & scale to its surroundings although the roof line of the terrace of units does vary in level.

# **2. Concept**

## **2.1 Design Drivers**

- To improve the street scene along Hempstead with a proposal that compliments the existing surrounding architecture.
- To create a development that echoes the form and is in keeping with the scale and vocabulary of existing buildings.
- To create a place that is adaptable to the changing needs of its users.

## **2.2 The Proposal**

The proposal is to redevelop the site having the whole development as c3 residential use. The ground floor / basement restaurant will be converted to residential and extension to side will infill the gap between the parade and the station.

The fourth storey parade will be replicated within the extended section, to complete the block. Efforts will be made to ensure high quality finishes to match existing so the proposed will not infringe on the existing.

The existing rear wall of the main build will be kept and extension to upper parts will house stair core, this will have low impact to the mass of the build and has been designed to there is no impact on privacy and light to neighbouring builds

### 3.0 Unit Sizes

Bedrooms and living areas have been designed with good sized openings for good natural light to be enjoyed whilst most bathrooms are planned as internal rooms.

The internals have been planned to be compliant with Lifetime Home Standards in as far as practicable (see lifetime homes statement at 7.1 below) with main bathrooms all complying with the standard.

The following area schedule demonstrates this:

| Flat No | Unit      | Internal Area |
|---------|-----------|---------------|
| Flat 1  | 3 Bedroom | 114m2         |
| Flat 2  | 2 Bedroom | 89m2          |
| Flat 3  | Studio    | 37m2          |
| Flat 4  | Studio    | 32.5m2        |

### 4.0 Car free development

Due to the location of the proposed development and it's highly sustainable location the proposal is for a "car free development". It is possible to reach a large number of employment and leisure locations via public transport. There is excellent provision of local public transports, with Clapham junction station a 5-10 minute walk away and regular well serviced bus routes.

### 5.0 Drainage

Drainage for both foul and surface water will to the main sewers already present around the site.

## 6.0 Security and Safety

The location of the entrance of the flats is in a well-lit area and has good pedestrian traffic flows allowing for a good secure design. The following proposals are also put forward as part of the scheme:

1. Safety is to be enhanced through additional lighting to the entrance of the residential units
2. Intercom access is to be installed for access to the residential units
3. Passive surveillance will only be increased by the development of the residential units allowing increased security to the access route

## 7.0 Sustainability by Design

Energy conservation is addressed in a number of ways:

1. Locally sourced materials to be sourced such as stock bricks to minimise the transport.
2. Timber to be used from Certified Sustainable sources
3. Provision of large boiler cupboards so that future boilers and storage appliances can be easily fitted without major structural works.
4. Low use fittings to be installed to WC's
5. Roof has access to provide for future solar panels

Cycle storage has been allowed for in the design.

### 7.1 Lifetime homes standards statement:

The following elements have been incorporated into the design as required by the lifetime homes standards:

1. The stairs will all have a minimum of 250mm going and a maximum of 170mm riser to comply with the standard
2. All doorways and corridors currently either meet or exceed the requirement.
3. All bathrooms are compliant to the standard. The accompanying drawings illustrate how the standard is met.
4. Bathrooms are also situated in such a manner so as to provide a reasonable route for tracking.
5. All controls and fixtures will be situated at a height usable by all (i.e. between 450mm and 1200mm from the floor)

### 7.2 Demolition:

The partial demolition of the existing building will be contracted to a specialist firm who will provide a statement of recycling ahead of contract- all materials which cannot be recycled will be disposed of by a registered waste disposal firm.

### 7.3 Construction:

All materials where possible are to be from a sustainable source. Wastage construction materials are to be separated for recycling where possible- otherwise to be disposed of by a registered waste disposal firm.

1. Concrete: Foundation will be premixed and pumped on to site by specialist contractor.
2. Masonry: Brickwork and block work will be sourced as locally as possible and all mortar will be mixed in measured amounts, as needed, to avoid waste.
3. Roofing: principally asphalted- the existing sloping roof will be re-slatted.
4. Timber / Joinery: All new timber and Joinery will be sourced from sustainable plantations.
5. Top soil/ Sub soil: No significant amount of top soil will arise. Sub soil arising from the excavations will be disposed of by registered waste disposal firm.
6. Sundries: All sundry materials arising, unfit for reuse, will be skipped for disposal by a registered waste disposal firm.

## 8.0 Conclusion

In summary the proposal:

1. Will provide greater public safety and civic stability to the area brought by perceived ownership of the street.
2. Reduces the need for car travel
3. Provide sufficient bin storage and recycling facilities
4. Makes best use of the site
5. Contributes to the regeneration and redevelopment of the site and provides a more sustainable urban environment
6. Represents an efficient use of land
7. Secures a high level of design quality
8. Contributes to the quality of the urban fabric



## 11.0 Appendix

### PTAI Study Report File Summary

=====

#### PTAI Run Parameters

PTAI Run: 20152302091415

Description: 20152302091415

Run by user: PTAL web application

Date and time: 23/02/2015 09:14

#### Walk File Parameters

Walk File: PLSQLTest

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

BUS Walk Access Time (mins): 8

BUS Reliability Factor: 2.0

LU LRT Walk Access Time (mins): 12

LU LRT Reliability Factor: 0.75

NATIONAL\_RAIL Walk Access Time (mins): 12

NATIONAL\_RAIL Reliability Factor: 0.75

Coordinates: 529183, 183339

| Mode | Stop         | Route      | Distance (metres) |        | Frequency (vph) |      |      | Weight | Walk time (mins) |       |      | SWT (mins) |  |
|------|--------------|------------|-------------------|--------|-----------------|------|------|--------|------------------|-------|------|------------|--|
|      | TAT (mins)   |            | EDF               | AI     |                 |      |      |        |                  |       |      |            |  |
| BUS  | E'SHOLT      | S CROWDALE | CENT              | 253    | 108.68          | 12.0 | 0.5  | 1.36   | 4.5              | 5.86  | 5.12 | 2.56       |  |
| BUS  | E'SHOLT      | S CROWDALE | CENT              | 168    | 108.68          | 9.0  | 0.5  | 1.36   | 5.33             | 6.69  | 4.48 | 2.24       |  |
| BUS  | CAMDEN ST    | CROWDALE   | RD 46             | 380.04 | 6.0             | 0.5  | 4.75 | 7.0    | 11.75            | 2.55  | 1.28 |            |  |
| BUS  | CROWDALE     | RD BAYHAM  | ST 214            | 166.01 | 8.0             | 0.5  | 2.08 | 5.75   | 7.83             | 3.83  | 1.92 |            |  |
| BUS  | MORNINGTON   | CRESCENT   | STN               | 88     | 34.14           | 9.0  | 0.5  | 0.43   | 5.33             | 5.76  | 5.21 | 2.6        |  |
| BUS  | MORNINGTON   | CRESCENT   | STN               | 29     | 34.14           | 15.0 | 1.0  | 0.43   | 4.0              | 4.43  | 6.78 | 6.78       |  |
| BUS  | MORNINGTON   | CRESCENT   | STN               | 24     | 34.14           | 12.0 | 0.5  | 0.43   | 4.5              | 4.93  | 6.09 | 3.04       |  |
| BUS  | MORNINGTON   | CRESCENT   | STN               | 27     | 34.14           | 8.0  | 0.5  | 0.43   | 5.75             | 6.18  | 4.86 | 2.43       |  |
| BUS  | MORNINGTON   | CRESCENT   | STN               | 134    | 34.14           | 12.0 | 0.5  | 0.43   | 4.5              | 4.93  | 6.09 | 3.04       |  |
| BUS  | CAMDEN TOWN  | STATION    |                   | 31     | 509.7           | 10.0 | 0.5  | 6.37   | 5.0              | 11.37 | 2.64 | 1.32       |  |
| BUS  | PRATT STREET |            | 274               | 415.66 | 8.0             | 0.5  | 5.2  | 5.75   | 10.95            | 2.74  | 1.37 |            |  |

|               |                     |               |  |      |      |     |        |       |      |       |       |       |
|---------------|---------------------|---------------|--|------|------|-----|--------|-------|------|-------|-------|-------|
| BUS           | PRATT STREET        | C2            | 415.66                                     | 8.0  | 0.5  | 5.2 | 5.75   | 10.95 | 2.74 | 1.37  |       |       |
| LU LRT        | Mornington Crescent |               | Northern Line Kennington to Edgware        |      |      |     | 51.11  | 5.0   | 0.5  | 0.64  | 6.75  |       |
|               | 7.39                | 4.06          | 2.03                                       |      |      |     |        |       |      |       |       |       |
| LU LRT        | Camden Town         |               | Northern Line High Barnet to Morden        |      |      |     | 660.28 | 9.0   | 0.5  | 8.25  | 4.08  | 12.34 |
|               | 2.43                | 1.22          |  |      |      |     |        |       |      |       |       |       |
| LU LRT        | Euston              | Victoria Line | Seven Sisters to Brixton                   |      |      |     | 854.72 | 11.7  | 0.5  | 10.68 | 3.31  | 14.0  |
|               | 1.07                |               |  |      |      |     |        |       |      |       |       | 2.14  |
| LU LRT        | Euston              | Victoria Line | Brixton to Walthamstow Central             |      |      |     | 854.72 | 15.7  | 0.5  | 10.68 | 2.66  | 13.34 |
|               | 2.25                | 1.12          |  |      |      |     |        |       |      |       |       |       |
| LU LRT        | Mornington Crescent |               | Northern Line Mill Hill East to Kennington |      |      |     | 51.11  | 4.3   | 0.5  | 0.64  |       |       |
|               | 7.73                | 8.37          | 3.59                                       | 1.79 |      |     |        |       |      |       |       |       |
| LU LRT        | Mornington Crescent |               | Northern Line Morden to Mill Hill East     |      |      |     | 51.11  | 1.0   | 0.5  | 0.64  | 30.75 |       |
|               | 31.39               | 0.96          | 0.48                                       |      |      |     |        |       |      |       |       |       |
| LU LRT        | Camden Town         |               | Northern Line Edgware to Morden            |      |      |     | 660.28 | 9.7   | 0.5  | 8.25  | 3.84  | 12.1  |
|               | 2.48                | 1.24          |  |      |      |     |        |       |      |       |       |       |
| LU LRT        | Mornington Crescent |               | Northern Line Edgware to Morden            |      |      |     | 51.11  | 8.3   | 1.0  | 0.64  | 4.36  |       |
|               | 5.0                 | 6.0           | 6.0  |      |      |     |        |       |      |       |       |       |
| LU LRT        | Mornington Crescent |               | Northern Line High Barnet to Kennington    |      |      |     | 51.11  | 5.4   | 0.5  | 0.64  |       |       |
|               | 6.31                | 6.94          | 4.32                                       | 2.16 |      |     |        |       |      |       |       |       |
| LU LRT        | Mornington Crescent |               | Northern Line Morden to High Barnet        |      |      |     | 51.11  | 3.7   | 0.5  | 0.64  | 8.86  |       |
|               | 9.5                 | 3.16          | 1.58                                       |      |      |     |        |       |      |       |       |       |
| LU LRT        | Camden Town         |               | Northern Line Morden to Mill Hill East     |      |      |     | 660.28 | 2.7   | 0.5  | 8.25  | 11.86 | 20.11 |
|               | 1.49                | 0.75          |  |      |      |     |        |       |      |       |       |       |
| NATIONAL_RAIL | LONDON              | EUSTON BR     | BLETCHLEY to LONDON EUSTON BR              |      |      |     | 854.72 | 1.0   | 0.5  | 10.68 | 30.75 |       |
|               | 41.43               | 0.72          | 0.36                                       |      |      |     |        |       |      |       |       |       |
| NATIONAL_RAIL | LONDON              | EUSTON BR     | Rugby to LONDON EUSTON BR                  |      |      |     | 854.72 | 0.33  | 0.5  | 10.68 | 91.66 |       |
|               | 102.34              | 0.29          | 0.15                                       |      |      |     |        |       |      |       |       |       |
| NATIONAL_RAIL | LONDON              | EUSTON BR     | LONDON EUSTON BR to TRING                  |      |      |     | 854.72 | 2.0   | 0.5  | 10.68 | 15.75 |       |
|               | 26.43               | 1.13          | 0.57                                       |      |      |     |        |       |      |       |       |       |
| NATIONAL_RAIL | LONDON              | EUSTON BR     | MILTON KEYNES CENTRAL to LONDON EUSTON BR  |      |      |     | 854.72 | 1.3   | 0.5  |       |       |       |
|               | 10.68               | 23.83         | 34.51                                      | 0.87 | 0.43 |     |        |       |      |       |       |       |
| NATIONAL_RAIL | LONDON              | EUSTON BR     | LONDON EUSTON BR to WATFORD JUNCTION       |      |      |     | 854.72 | 3.0   | 1.0  | 10.68 |       |       |
|               | 10.75               | 21.43         | 1.4  | 1.4  |      |     |        |       |      |       |       |       |
| NATIONAL_RAIL | LONDON              | EUSTON BR     | WATFORD JUNCTION to LONDON EUSTON BR       |      |      |     | 854.72 | 0.33  | 0.5  | 10.68 |       |       |
|               | 91.66               | 102.34        | 0.29                                       | 0.15 |      |     |        |       |      |       |       |       |

Total AI for this POI is 52.45

PTAL Rating is 6b.