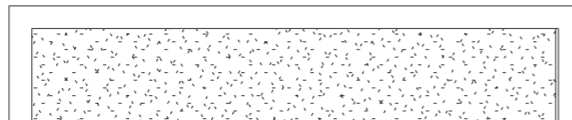
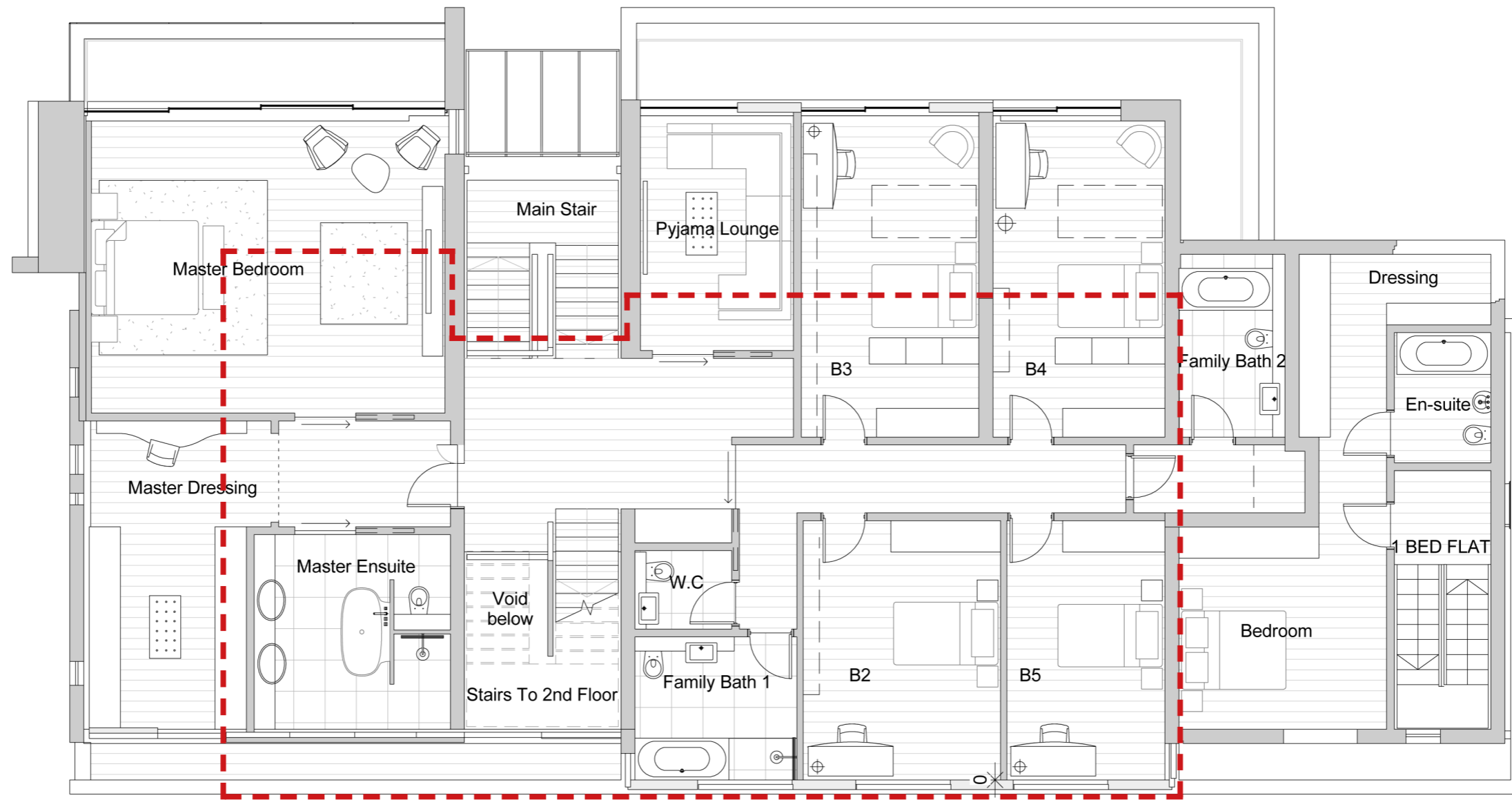
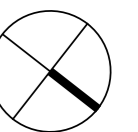
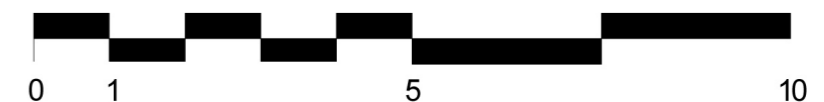


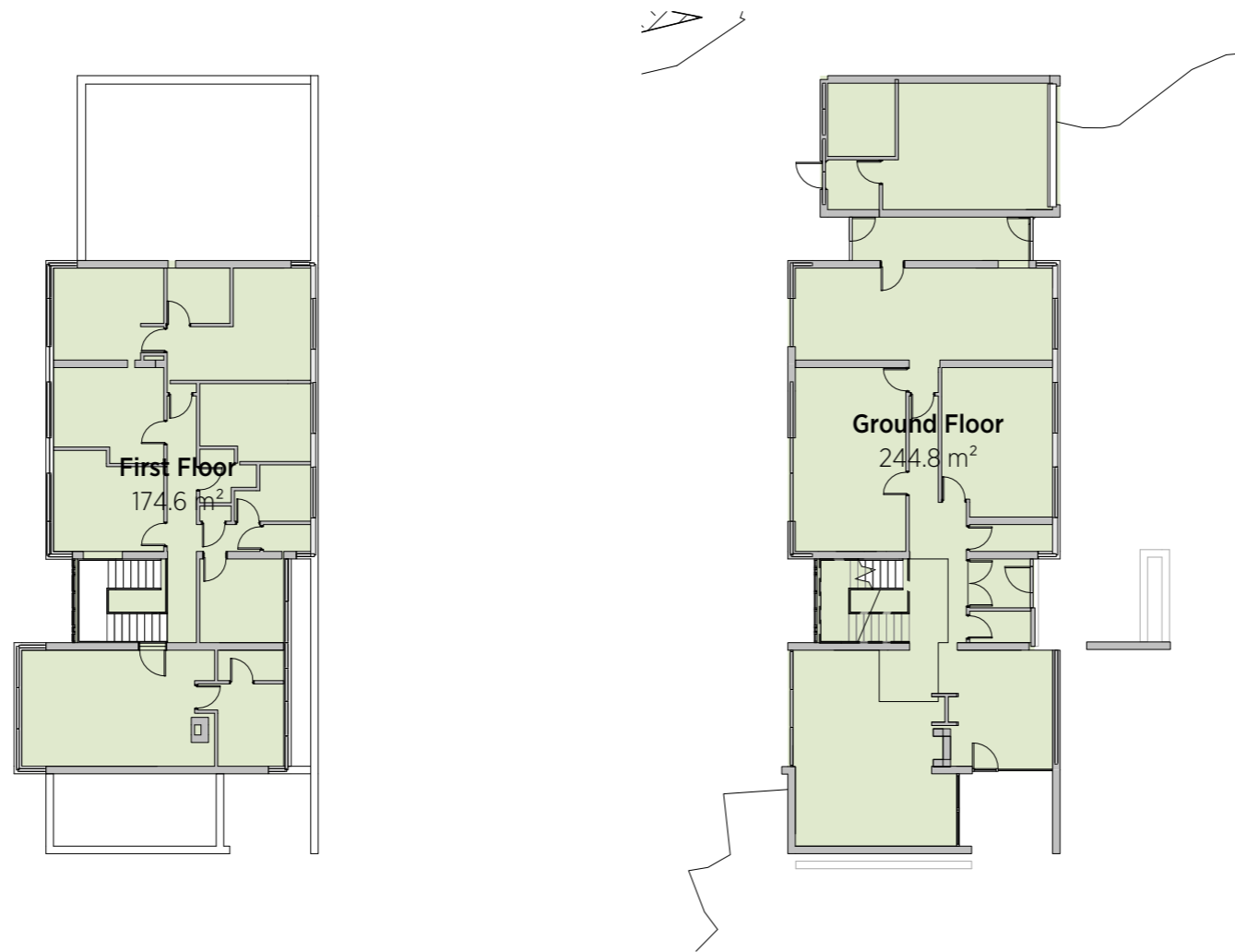
# PROPOSED VS EXISTING FLOOR PLANS



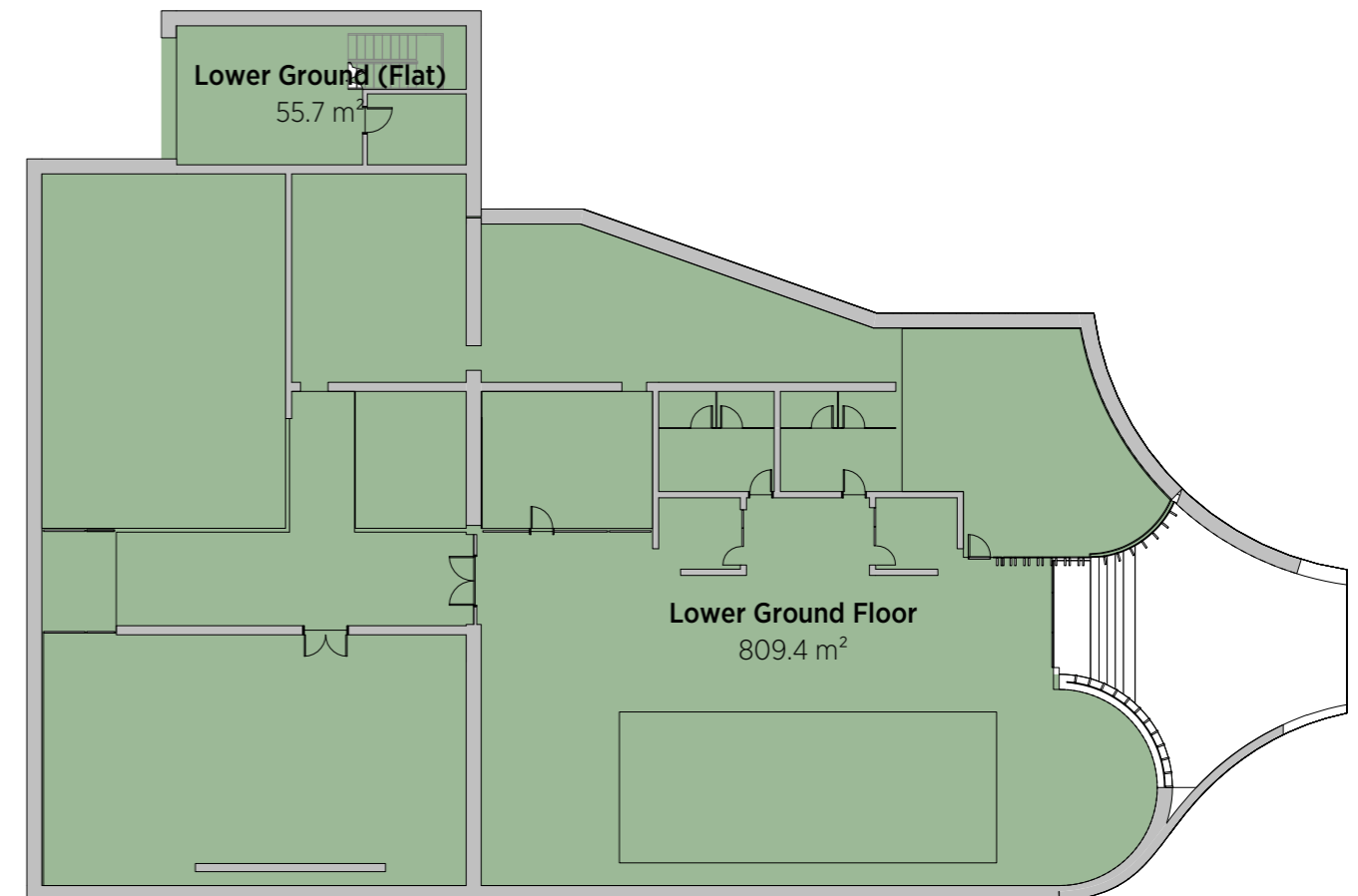
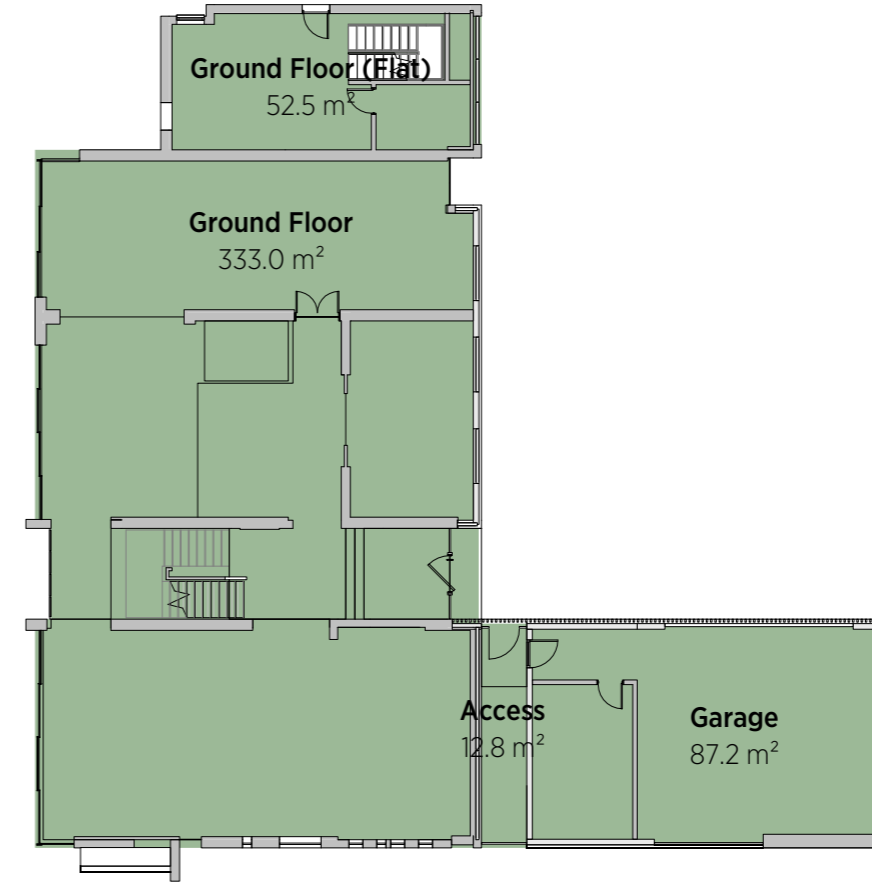
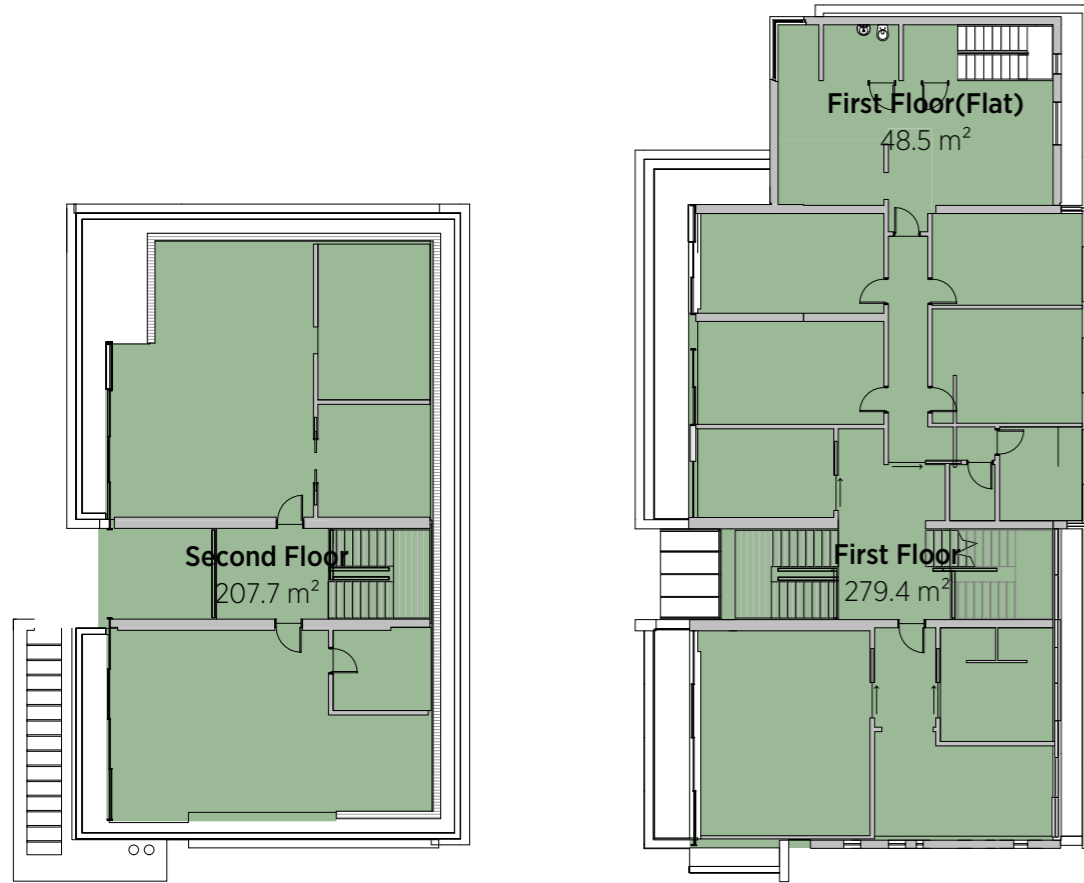
FIRST FLOOR PLAN  
SCALE 1:100

--- EXISTING GROUND FLOOR  
BUILDING OUTLINE SHOWN





Area Schedule Gross Building (Existing)		
Name	Area	Area (sq.ft)
First Floor	174.6 m <sup>2</sup>	1879 ft <sup>2</sup>
Ground Floor	244.8 m <sup>2</sup>	2635 ft <sup>2</sup>
	419.4 m <sup>2</sup>	4515 ft <sup>2</sup>



Area Schedule Gross Building (Proposed)		
Name	Area	Area(sq.ft)
Second Floor	207.7 m <sup>2</sup>	2236.2 ft <sup>2</sup>
First Floor(Flat)	48.5 m <sup>2</sup>	522.2 ft <sup>2</sup>
First Floor	279.4 m <sup>2</sup>	3007.8 ft <sup>2</sup>
Ground Floor (Flat)	52.5 m <sup>2</sup>	565.2 ft <sup>2</sup>
Ground Floor	333.0 m <sup>2</sup>	3584.8 ft <sup>2</sup>
Garage	87.2 m <sup>2</sup>	938.1 ft <sup>2</sup>
Access	12.8 m <sup>2</sup>	137.8 ft <sup>2</sup>
Lower Ground (Flat)	55.7 m <sup>2</sup>	599.7 ft <sup>2</sup>
Lower Ground Floor	809.4 m <sup>2</sup>	8711.8 ft <sup>2</sup>
	1886.3 m <sup>2</sup>	20303.7 ft <sup>2</sup>

**DENSITY**

The proposal increases the number of dwellings on site with the inclusion of the additional adjoining duplex one bedroom apartment.

**PEDESTRIAN ACCESS**

The site is located within approximately 0.4 miles of Hampstead and 2.4 miles of Highgate village thus allowing quick and easy access to the village centres which have further transport links to central London.

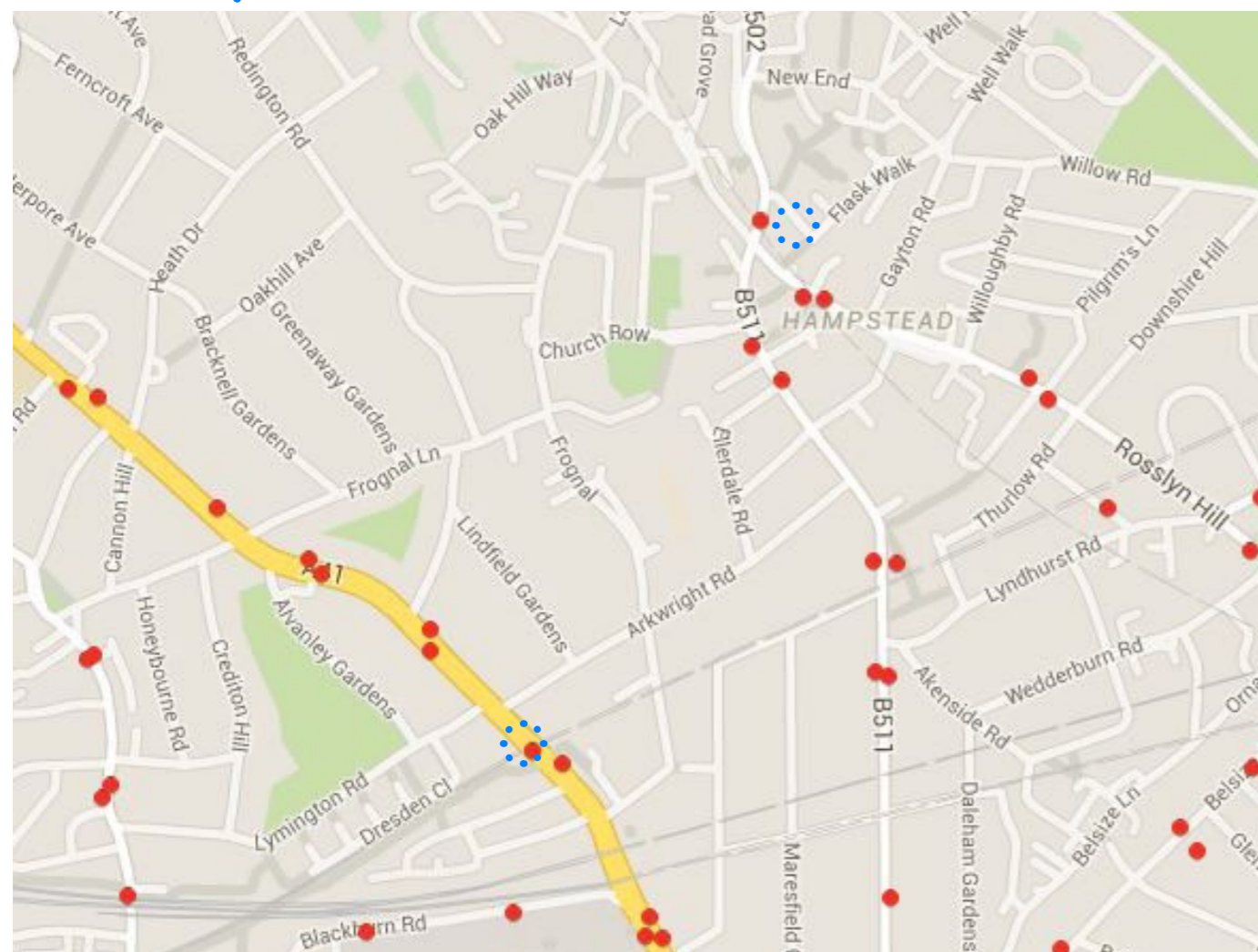
**BUS STOPS/**

There are bus stops within a 10 minute walk to the property, for the 210 bus route. Hampstead tube is an 8 minute walk and Finchley road and Frognal overground is a 4 minute walk away.

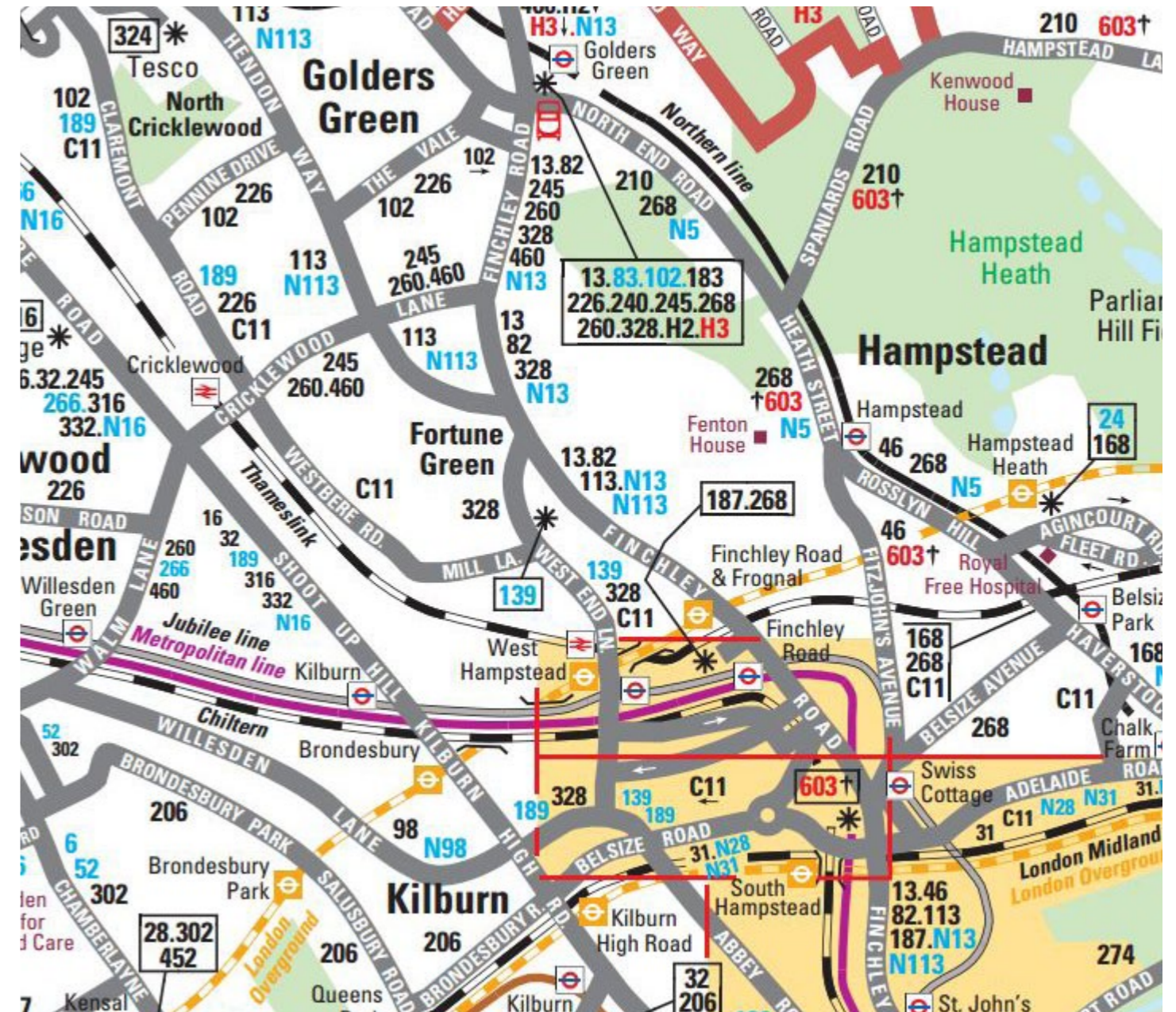
**VEHICULAR ACCESS**

The proposals will not be altering the current traffic density or flow significantly, but due to the additional duplex apartment, parking provision has been included within the proposal.

● Bus stop    ● Tube



PUBLIC TRANSPORT ACCESSIBILITY



<b>E7</b>	Routes running every day from early morning until late at night	<b>58</b>	Routes or sections of route that are not part of the London bus network and where different fares may apply		Greater London boundary or Local Transport Authority Boundary
<b>K4</b>	Routes or section of routes NOT running all day or every day		Principal non-bus roads		Underground line and station
<b>140</b>	24-hour routes, seven days a week		Limited service, sometimes fewer than 3 or 4 journeys		National Rail line and station
<b>N86</b>	N-prefixed route running at night only, seven days a week from approximately midnight until early morning		Route or sections of route with limited stops		London Overground line and station
<b>395 346</b>	Sections of route that are Hail & Ride. There are no bus stops on these roads - buses stop at any safe point by request		Section of route running during summer months only		Docklands Light Railway line and station
<b>All the above routes accept Bus Passes, Freedom Passes, Travelcards and Oyster pay as you go</b>			Route terminus, showing the approximate position of the first stop; the alighting point, or last stop may be different		Hospital
					Place of interest/public building
					Riverboat services pier

0 0.5 1 1.5 2 Miles  
0 1 2 3 Kilometres 7.1.15

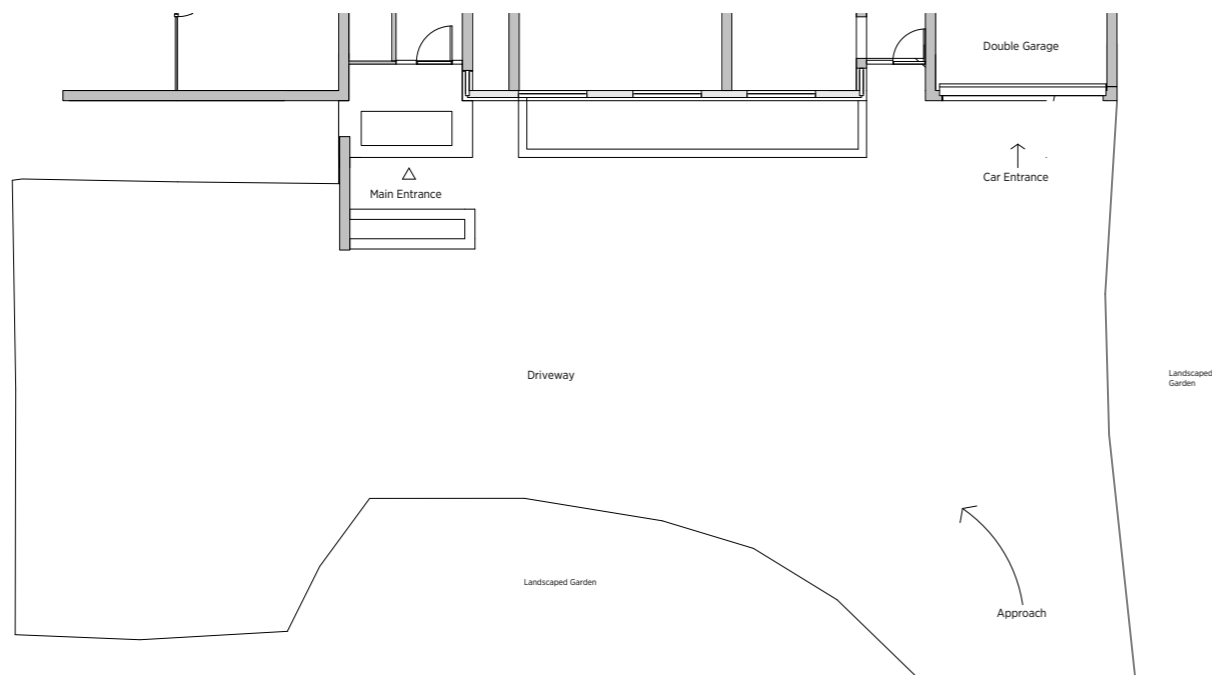
**41 FROGNAL**

DESIGN AND ACCESS STATEMENT

# ACCESS

## EXISTING AND PROPOSED SITE ACCESS

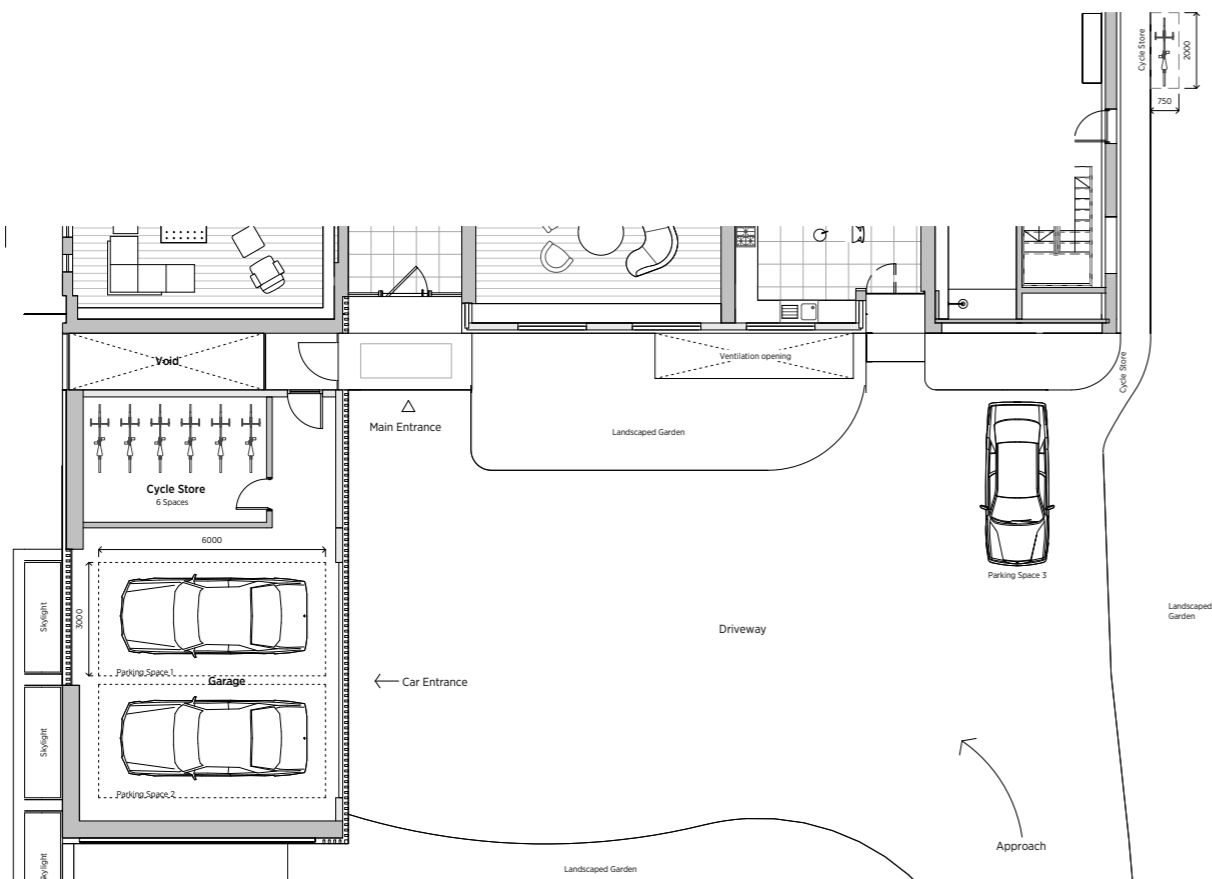
These plans show the proposed vs existing in relation to car and bicycle parking.



### EXISTING SUMMARY

**Bicycle Storage: 0**

**Car Parking Space: 2**



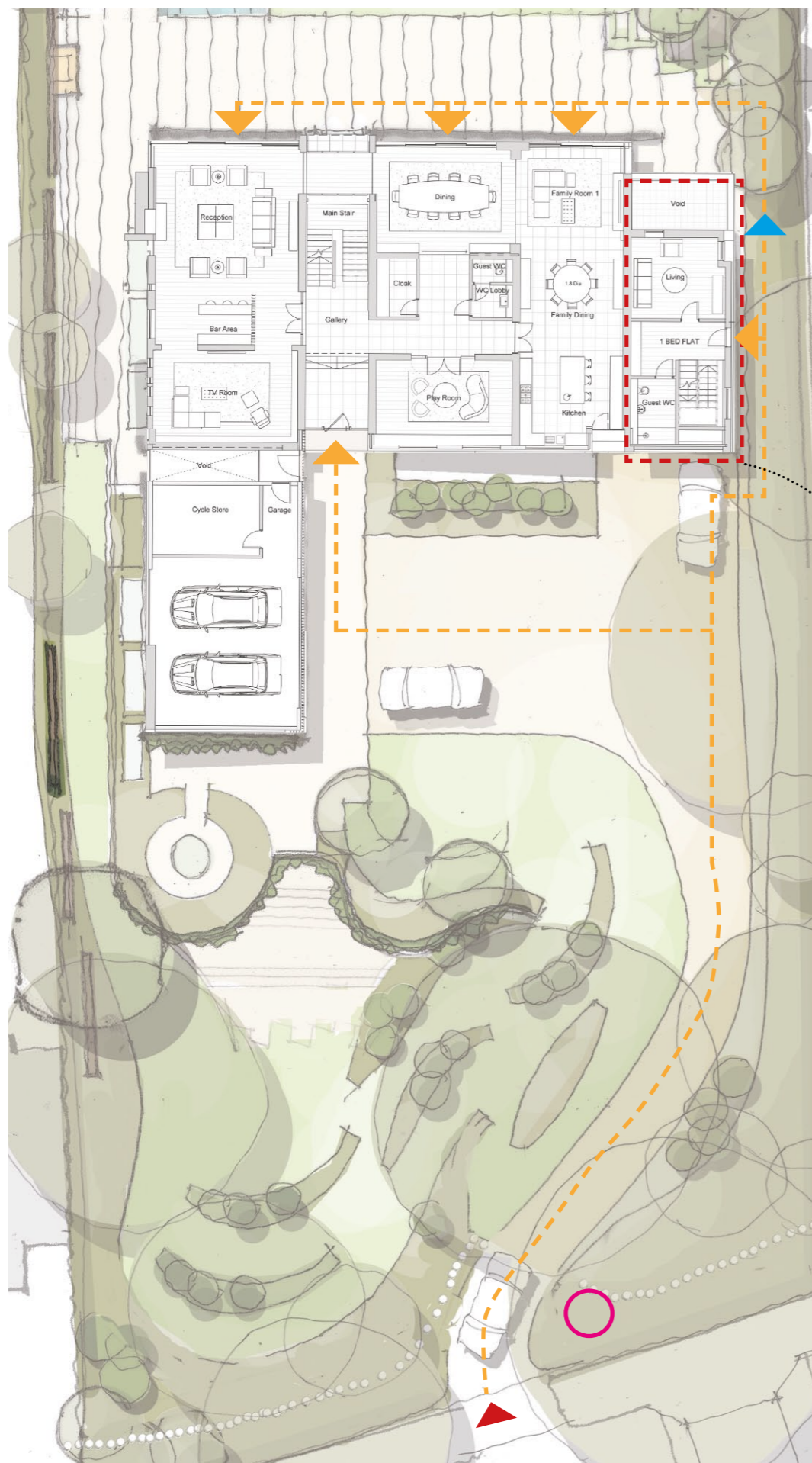
### PROPOSED SUMMARY

**Bicycle Storage: 7**

**Car Parking Space: 3**



**SITE ACCESS**



**INCLUSIVE DESIGN**

The existing entrance to the house is being maintained but will be adapted to provide level access. The stairs leading from the entrance hall could be adapted to allow for ramped access in the future if required.

Level access to the adjoining duplex apartment has been provided. The rear garden and rear extension to the house has level access and allows for wheelchair access. A disabled access toilet and shower room has been allowed for on the ground floor level of the duplex apartment.

**EMERGENCY ACCESS**

Access to the site for emergency vehicles is from Frognal Way.





**REFUSE / DELIVERY ACCESS**

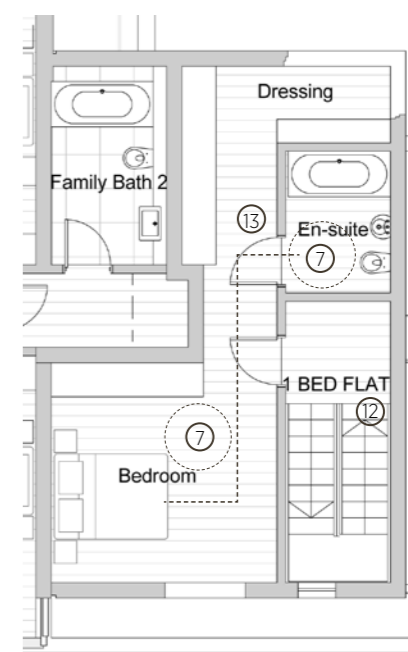
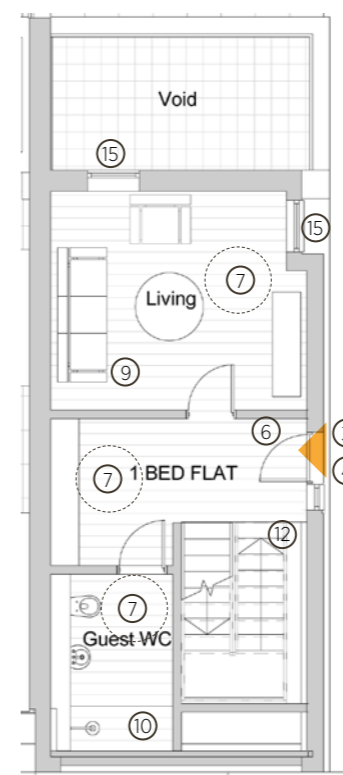
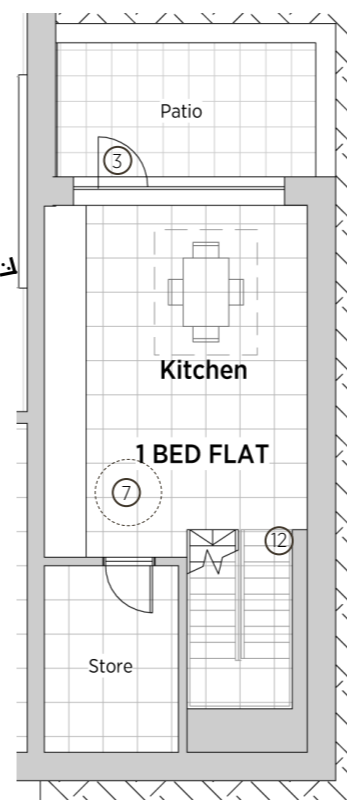
There is an area to the front of the property which has been designated for refuse storage, this is located behind the boundary wall and will be easily identifiable for collection. This store will have space for recycling and waste storage and is located to comply with Camden Councils refuse policies. The garage to the front of the property will also house refuse for the large dwelling and is in compliance with Camden Councils waste requirements. The garage also has provision for 6 bike parking spaces in compliance with Camden Councils requirements. Day to day deliveries will be carried out from the front driveway.

**PEDESTRIAN ACCESS**

The main entrance to the house has been retained as per the existing and is located facing Frognal way. Although significantly set back it is clearly distinguished. There is a single access point from the street with steady ramped access suitable for wheelchair users which leads up to the front of the building. The proposed works will have NO impact on any public routes.

The rear garden is designed to have a level patio area that is accessible from the front garden and through the house and is accessible for all to enjoy.

-  Level threshold
-  Vehicle Entrance
-  Garden access
-  External refuse store



For Lifetime Home Compliance for the new duplex apartment refer to page 42.

**Meeting Lifetime Homes Standards**

LIFETIME HOMES ASSESSMENT

The below criteria has been applied to the new duplex **one bedroom apartment**. The proposed scheme meets Lifetime Homes Standards, being fully accessible for disabled people both internally and externally. Compliance is demonstrated on page 41

The proposal is generously planned and suitable for a wheelchair user. An allowance has been made for the incorporation of a future stair lift.

	<b>LIFETIME HOMES STANDARD</b>	<b>COMMENT</b>	
1.	Where there is car parking adjacent to the home, it should be capable of enlargement to attain a 3300 mm width	<b>Scheme fully compliant</b>	A disabled parking space is located in the forecourt to the front of the apartment. The space is able to enlarge to a width of 3300mm. Refer to page 37.
2.	The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping	<b>Scheme fully compliant</b>	Less than 1:20 sloping from the closest parking location
3.	The approach to all entrances should be level or gently sloping	<b>Scheme fully compliant</b>	Driveway has a gentle slope to the main entrance of the apartment. The main entrance is a level threshold.
4.	All entrances should be illuminated, have level access over the threshold and have a covered main entrance	<b>Scheme fully compliant</b>	The main entrance will be sufficiently illuminated and consideration will be given to its side location. There is a glass canopy to provide weather protection over the entrance.
5.	Communal stairs should provide easy access, and where homes are reached by a lift, the lift should be wheelchair accessible	<b>Scheme fully compliant</b>	Scheme fully compliant
6.	The width of internal doorways and hallways should conform to Part M, except where the approach is not head on and the corridor width is 900 mm, where the clear opening width should be 900 mm rather than 800 mm. There should be 300 mm to the side of the leading edge of the doors on the entrance level	<b>Scheme fully compliant</b>	All doors and corridors meet the required standards
7.	There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchair users elsewhere	<b>Scheme fully compliant</b>	All rooms including dining and living areas have adequate wheelchair circulation space
8.	The living room should be at entrance level	<b>Scheme fully compliant</b>	The living room is on the entrance level
9.	In houses of two or more storeys, there should be space on the ground floor that could be used as a convenient bed space	<b>Scheme fully compliant</b>	The living room is capable of being used as a bed space
10.	There should be a wheelchair accessible entrance level toilet with drainage provision enabling a shower to be fitted in the future	<b>Scheme fully compliant</b>	The guest WC complies with Part M requirements and has space for future shower
11.	Walls in bathrooms and toilets should be capable of taking adaptations such as handrails.	<b>Scheme fully compliant</b>	All stud walls to be lined with plywood to accommodate fixings
12.	The design should incorporate provision for a future stair-lift and a suitably identified space for potential installation of a through the floor lift from the ground to the first floor, for example to a bedroom next to a bathroom	<b>Scheme fully compliant</b>	Future allowance for a stairlift provided
13.	The design should provide for a reasonable route for a potential hoist from a main bedroom to the bathroom	<b>Scheme fully compliant</b>	Bedroom has such a route
14.	The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin	<b>Scheme fully compliant</b>	Scheme fully compliant
15.	Living room window glazing should begin at 800 mm or lower, and windows should be easy to open/operate	<b>Scheme fully compliant</b>	Scheme fully compliant
16.	Switches sockets, ventilation and service controls should be at a height usable by all (i.e. between 450 mm and 1200 mm from the floor)	<b>Scheme fully compliant</b>	Scheme fully compliant