

Design and Access Statement



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4 SUMMARY

1.1 The Purpose of this Document

1.1.1 This Design and Access Statement has been prepared by Divine Ideas in support of a full plans Planning Application for the site at 70 Churchway, NW1 1LT in the London Borough of Camden. Information regarding layout, scale, access, appearance and landscaping will be documented. It should be read in conjunction with the various other supporting documents that accompany the planning application. These include;

- Planning Statement
- Daylight & Sunlight
- Basement Impact Assessment
- Code for Sustainable homes Pre-Assessment
- Energy Report
- Land Stability Report
- Lifetime Homes Statement

1.1.2 The statement demonstrates how the proposals have arisen from an understanding of council policy and the needs of the neighbourhood, brought together with sensitive urban design.

1.1.3 The proposal is to develop the site creating 4 self-contained residential units.

1.1.4 This Statement responds to the requirements of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2013 for planning applications to be accompanied by a Design and Access Statement that explains the design principles and concepts that have been applied to the development, and how issues relating to access to the development have been dealt with.

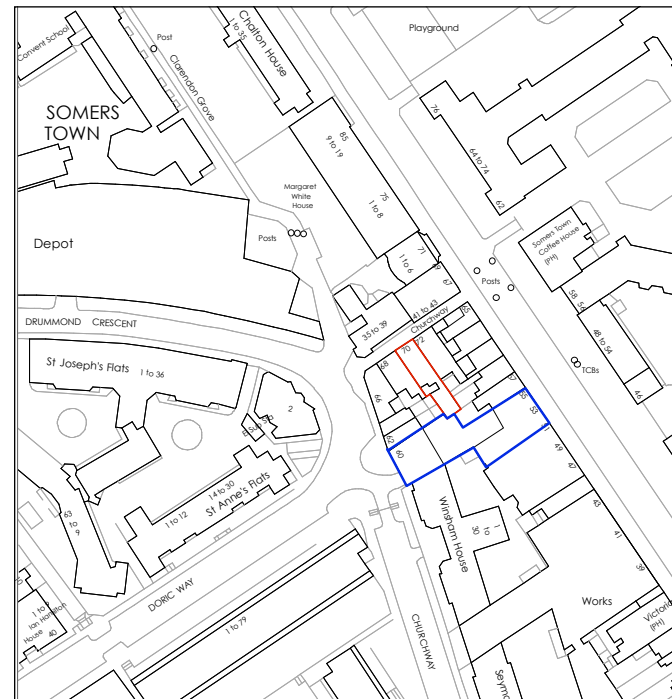
1.2 Scheme Overview

The proposal is for the demolition of the existing buildings (use class sui generis and C3) to provide new 4 storey building providing for 4 no. residential units (3 x 2 bed and 1 x 1 bed) (Use class C3).

The existing ground floor is a vacant fishmongers and this is linked to a 2 bed flat above. This will be demolished and a new basement added to the site. The scheme will create 4 new residential units. One of these replaces the existing residential unit and the additional 3 residential units replace ones removed from a neighbouring site at 53-55 Chalton Street and 60 Churchway. This neighbouring site form part of a separate application for redevelopment of the site into a Hotel.

Vision

To create four self-contained dwellings that successfully integrate into the adjoining area and provides the space and facilities necessary for modern living within a bustling part of London.



Site Location

The site occupies a single frontage at 70 Churchway, postcode of NW1 1LT.

Northing: 182854
Easting: 529773

2.1 The Site

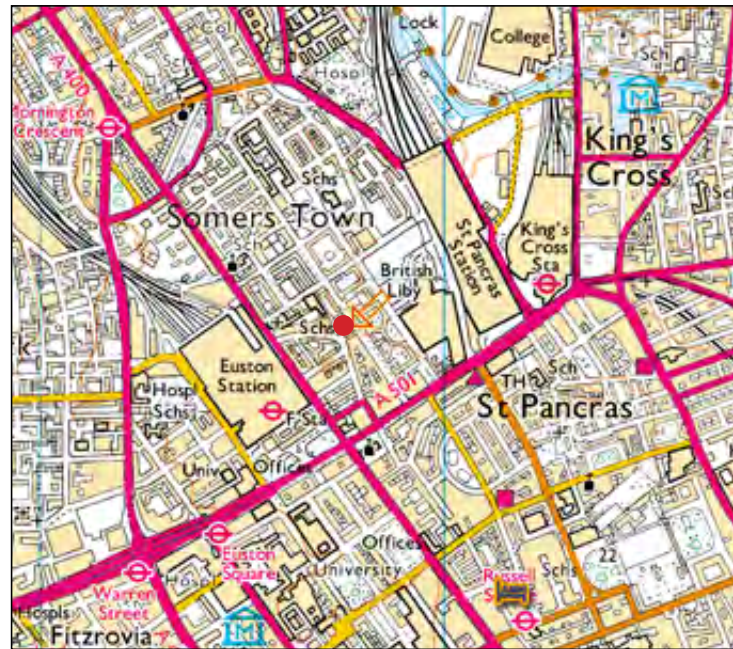
The area in which the site is situated is known as Somers Town which is a small suburban enclave in north central London situated between Camden Town, Euston Road, London Euston train station and St Pancras international train station.

Somers Town has existed for two hundred and fifty years, what started out as pastoral land in the middle of the eighteenth century became a vibrant developed area of London. In the middle of the eighteenth century a new road known as Euston Road was constructed by the authorities in London. The advent of this road spurred local aristocrat Lord Somers to initiate a building programme in the area, which subsequently urbanised the area.

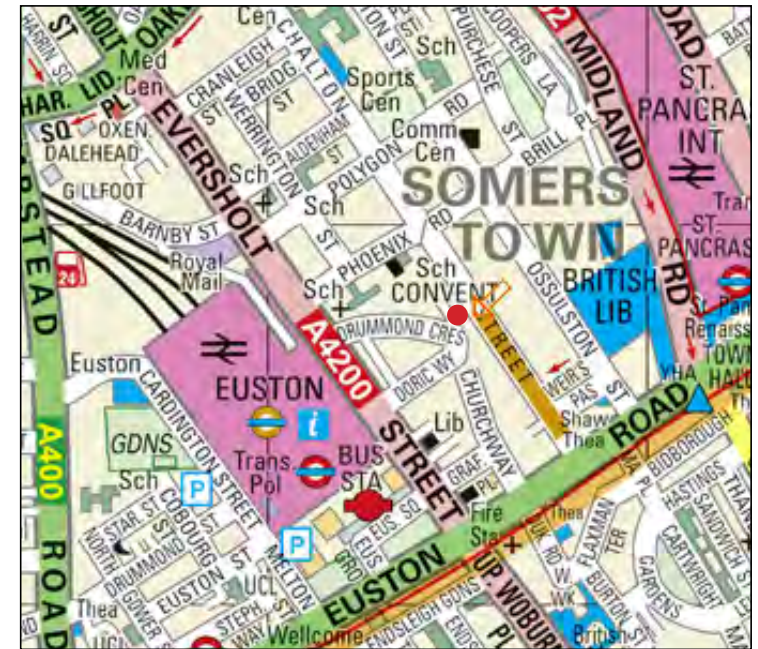
The site has a frontage on Churchway, a small passage leading from Chalton Street to Drummond Crescent.

The Victorian houses within southern part of Chalton Street are mostly of 3 to 4 storeys tall with residential over shops on the ground floor. With taller buildings of 4 storey and 6 storey interspersed along the length of the road.

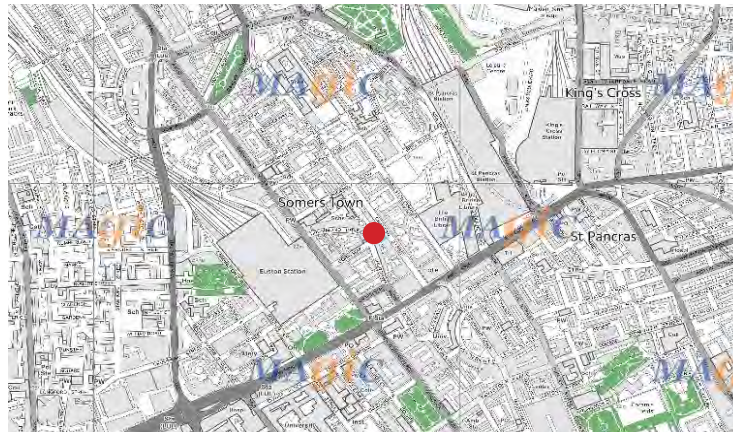
The surrounding buildings in Drummond Crescent to the west of the site comprise of early to mid 19th Century three storey buildings. To the south of the site there are 5 storey early 20th century tenement blocks (circa 1910)



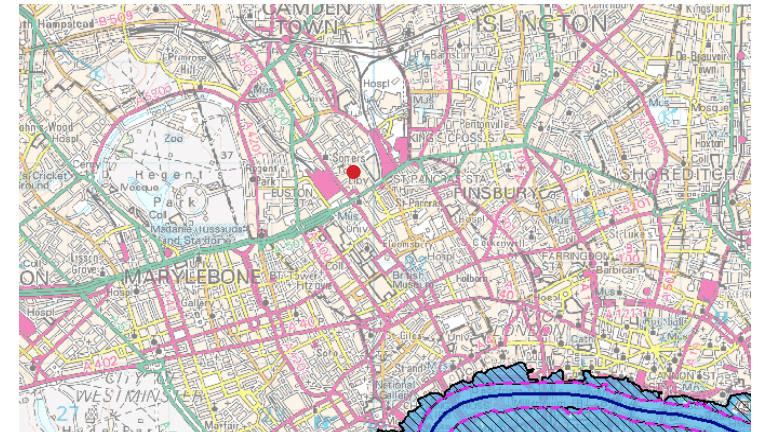
Area Location



Site Location



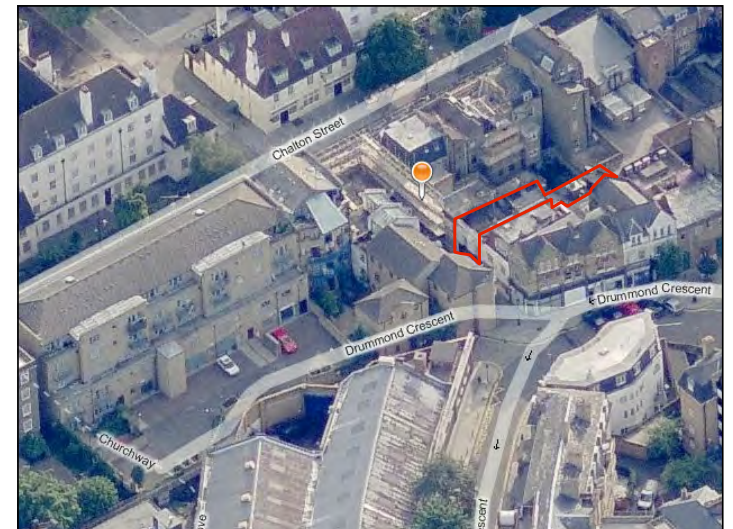
The site has no ecological species of note.



Not in flood zone or anything other environmental risk areas.



Birds-Eye View of site looking at Churchway (west elevation)

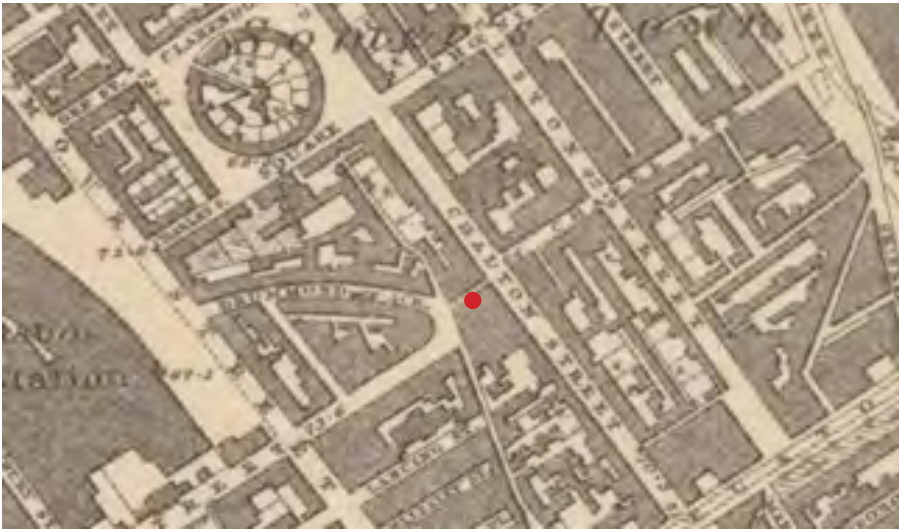


Birds-Eye View of site looking at Chilton Street (east elevation)

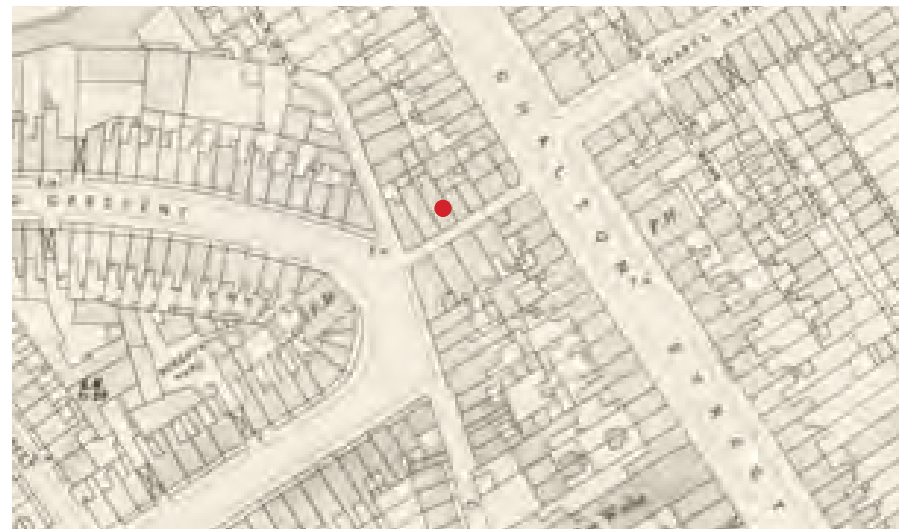


Aerial View

2.2 Historical Context



1885 Ordnance survey map



1894 Ordnance survey map



1958 Ordnance survey map

70 Churchway NW1 1LT



2014 Ordnance survey map

2.3 The Surrounding Site

The site is surrounded by a number of open public amenity spaces:

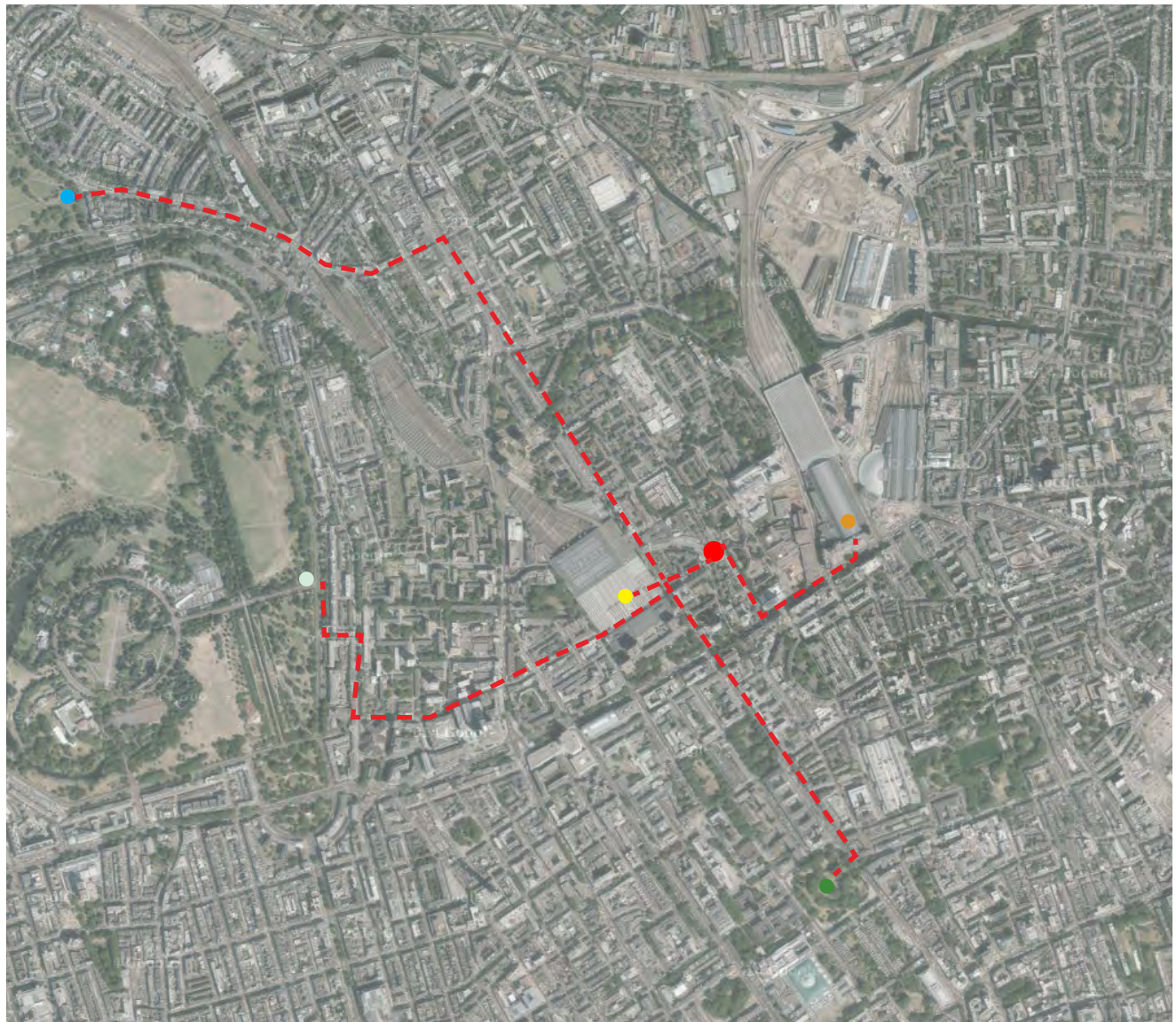
- Regents Park - 1 Mile away
- Russel Square - 0.6 Miles away
- Primrose Hill- 1.4 miles to the North

- Transport to and from the site comes in the form of bus stops:

Stop U - 0.1 Miles away
Stop B - 0.2 Miles away

- Train stations:

- London Euston Station - 0.3 Miles away
- London Kings Cross Station - 0.3 Miles away.



2.4 Site Context



Existing front elevation



Existing rear elevation



Chalton Street access to Churchway passage

The photograph shows the access onto Churchway from Chalton street. The frontages on either side of the passage are similar in style and are both three storey buildings with mansard/set-back top floors. The ground floors were both originally shop frontages but number 65 has been converted to residential within the last decade. This is a common occurrence along Chalton street. The materiality is dominated by buff brick facades and timber framed shop frontages.



Street level along Churchway

The photograph shows the frontage of the site. The passage feels detached from Chalton street due to its closed nature, narrow nature and with differing architectural characteristics from either Chalton street or Drummond Crescent. The closed, narrow nature of the passage is relieved by the reduced storey heights of Churchway, which draws your attention to the sky and the approaching Chalton street.



Drummond Crescent access to Churchway passage

The photograph shows the opposite entrance to the passageway from Drummond crescent. The surrounding buildings are more plain in their appearance to the left of the entrance, retaining the buff brick dominance as found on Chalton street. The heights of the buildings echo that on Chalton street, typically three stories.

3 Design Principles

3.1 Site Layout

The layout of the proposals at the site are a result of investigations exploring the character of the existing built form found around the site and the style of surrounding similar dwellings.

We have designed the scheme so that a single maisonette unit occupies the basement and ground floor level. This has been to ensure that scheme is wheelchair compliant with at least 10% of the units. This maisonette is a fully accessible unit with future adaption possible with it's inclusive layout.

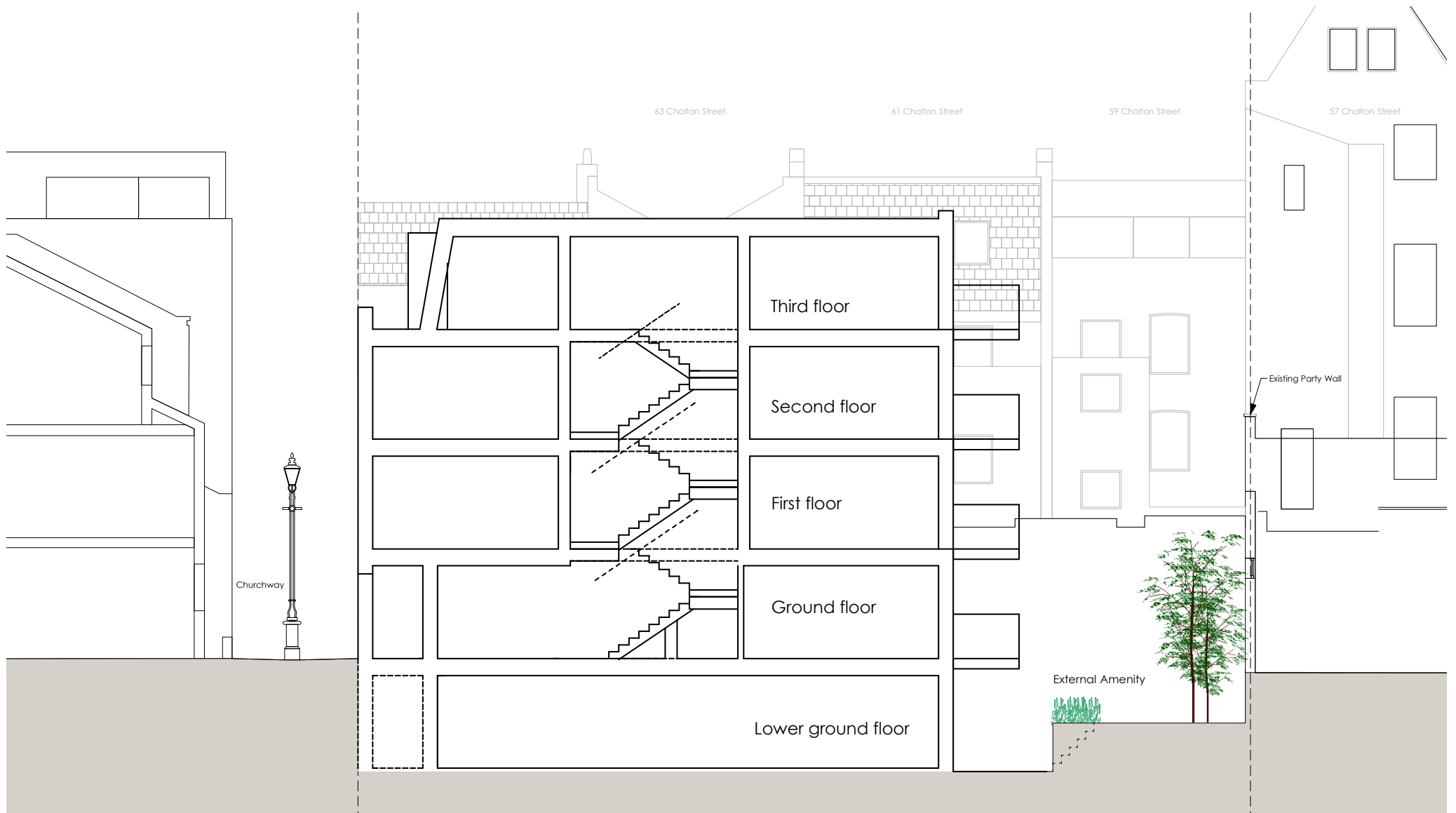
We have taken a feature predominant along Chalton street by creating a lightwell in the front of the property, as well as retaining a shop-front like ground floor entrance, similar to the neighbouring property.

The top floor is a mansard roof with is very common within the surrounding area and we feel it is a key feature of the street and surrounding area.

* Neighbouring site at 53-55 Chalton Street and 60 Churchway which forms part of a separate application for the Demolition of existing building (use class C3 and A1) and redevelopment to provide a 5 storey hotel (use Class C1) accommodating 56 no. bedrooms and ancillary accommodation. This scheme involves the removal of residential units which are to be relocated onto this site.

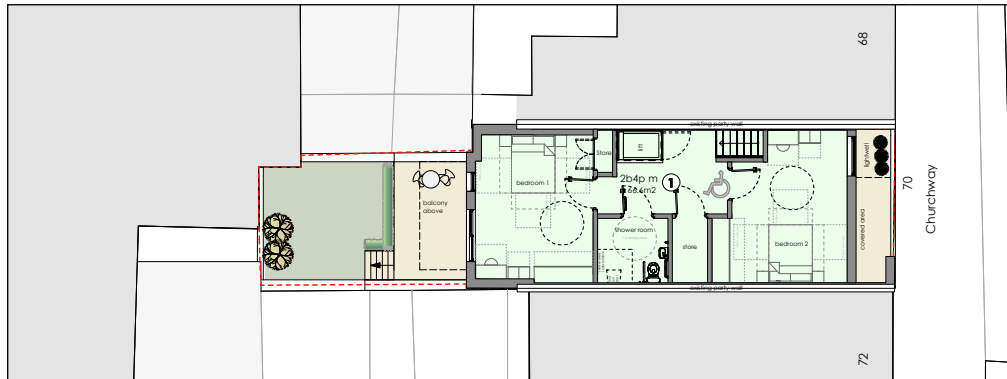


Proposed Site Plan

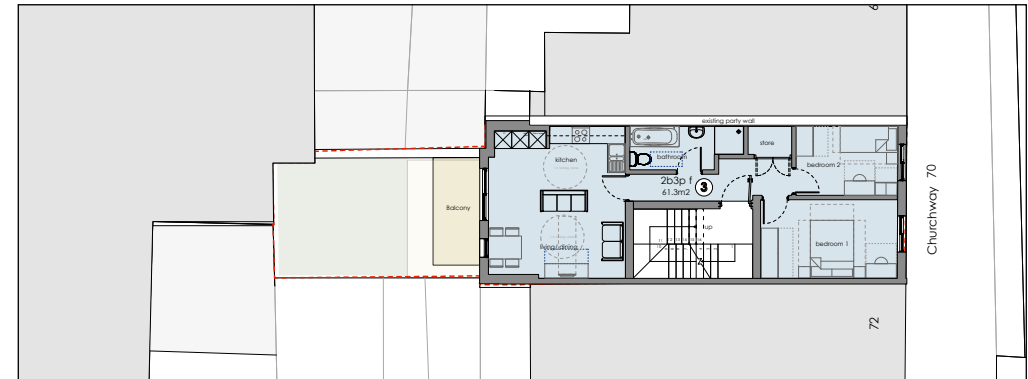


Proposed Site Section
August 2015

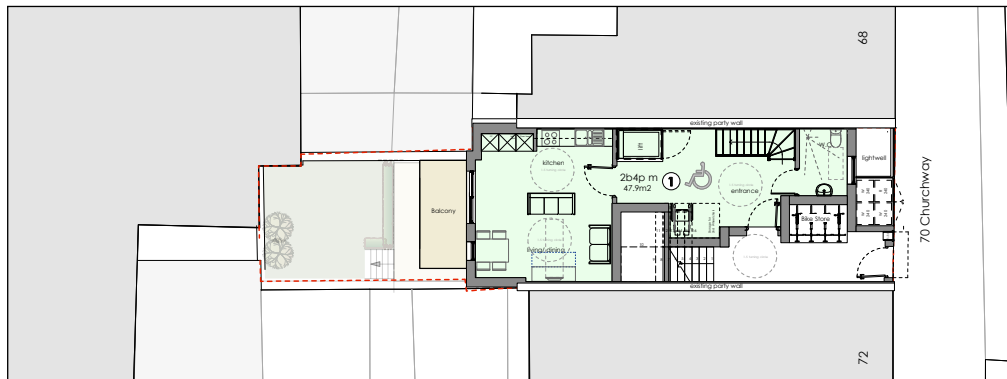
DESIGN AND ACCESS STATEMENT



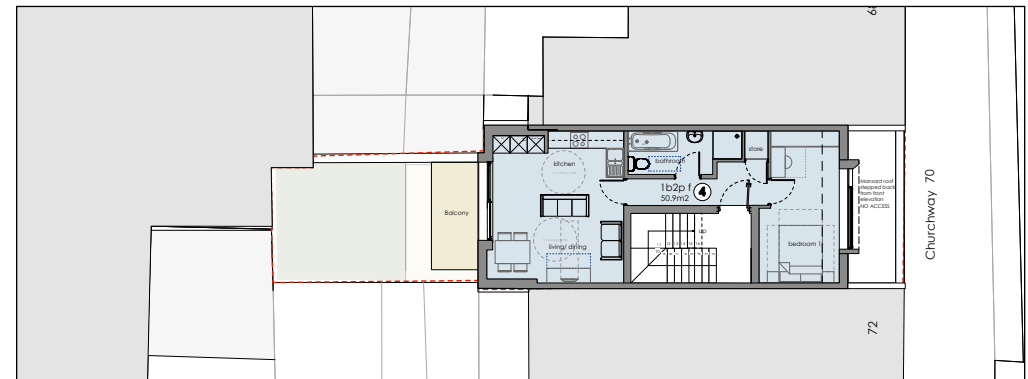
Proposed Ground Floor Plan



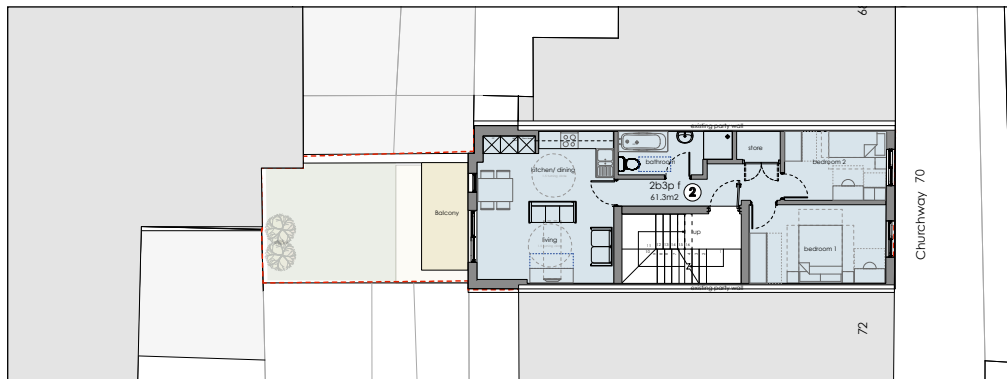
Proposed Second Floor Plan



Proposed Basement Plan



Proposed Third floor Plan



Proposed First Plan

The main entrance is at street level into the site, where there is the access to unit 1, a duplex, wheelchair unit, occupying the ground floor and basement. Alongside the entrance to unit 1 are stairs up to units 2, 3 & 4 on their respective floors. There is space at the the entrance for a refuse and post alongside a lightwell. Within the main entrance lobby there is a communal cycle store. The layouts of these units have been designed with dual frontages, allowing the front (north) elevation to contain bedrooms and living spaces to the rear (South) with private amenity in the form of balconies.

Effective measures will be taken during demolition and construction to ensure stability of the building and it neighbours, all managed via a Party Wall Agreement. The impact on ground water flow and potential flooding will also be adequately addressed. A Basement impact assessment study has been carried out.

3.2 Amount and Mix

Dwelling	Total G.I.A	Req.d area	Req.d +/-	Beds	Persons	hab room	Bed1	Bed 2	C.E.L.	Storage	Amenity space	Car Parking
	sqm	sqm	sqm				sqm	sqm	sqm	sqm	sqm	
1	114.1	83.0	31.1	2	4	3	21.5	21.0	24.0	2.70	28	0
2	61.3	61.0	0.3	2	3	3	12.8	8.3	24.0	1.40	6	0
3	61.3	61.0	0.3	2	3	3	12.8	8.3	24.0	1.40	6	0
4	50.9	50.0	0.9	1	2	2	13.4		24.1	1.00	6	0
TOTAL	287.6			7	12	11					46	0

Wheelchair Unit

Refuse & Recycling storage	No of dwellings		Total Ltrs	bins required	
	1 bed	2 bed		refuse 240 ltrs	recycling 240 ltrs
	1	3		610	3

Cycle	No of dwellings		1 per 1+2	Total
	1 bed	2 bed		
UNITS	1	3	4	4

Areas per dwelling	gross external		gross internal	
	sq.m	sq.ft	sq.m	sq.ft
Basement	83.1	894	66.5	716
Ground	77.9	839	68.7	739
First	83.1	894	73.7	794
Second	83.1	894	73.7	793
Third	71.9	774	63.3	681
Total	399.1	4295.6	345.9	3723.7

Existing Accommodation		gross internal	
		sq.m	sq.ft
Ground	Sui Generis	99.7	1073
First	2 bed dwelling	64.4	693
Total		164.1	1766.4

Density	site area	density
hr room / hectare	0.011	991
dwelling / hectare	0.011	360

Accommodation Schedule			
Job no:	drawing no:	revision:	paper size:
1512	300 SCH 1	-	A3

3.3 Materials & Appearance

The buildings at the end of Churchway at the Drummond crescent end is a three-storey Victorian building and the opposite end, a four-storey building. Considering the heights and volumes of the buildings that are on either end of Churchway as well along it, we believe that the townhouse style, flat-fronted design with four stories would fit well within the Churchway's existing context.

We have concluded that it would be appropriate to adopt a similar material palette that will be recognised as being 'traditional' for the surrounding area, yet to use them in a more contemporary manner.

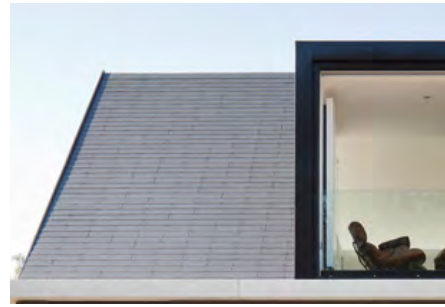
We are proposing London Stock bricks for the majority of the street-frontage with accents and details picked up through the use of contrasting metal which echoes the colour of tiles used within the set back mansard roof, matching those found further along Churchway.



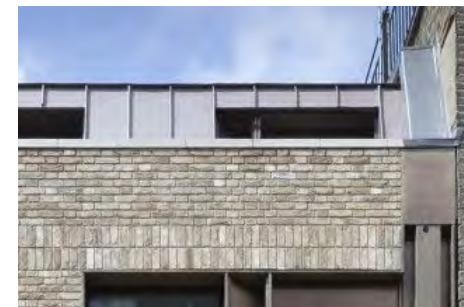
London Stock bricks
70 Churchway NW1 1LT

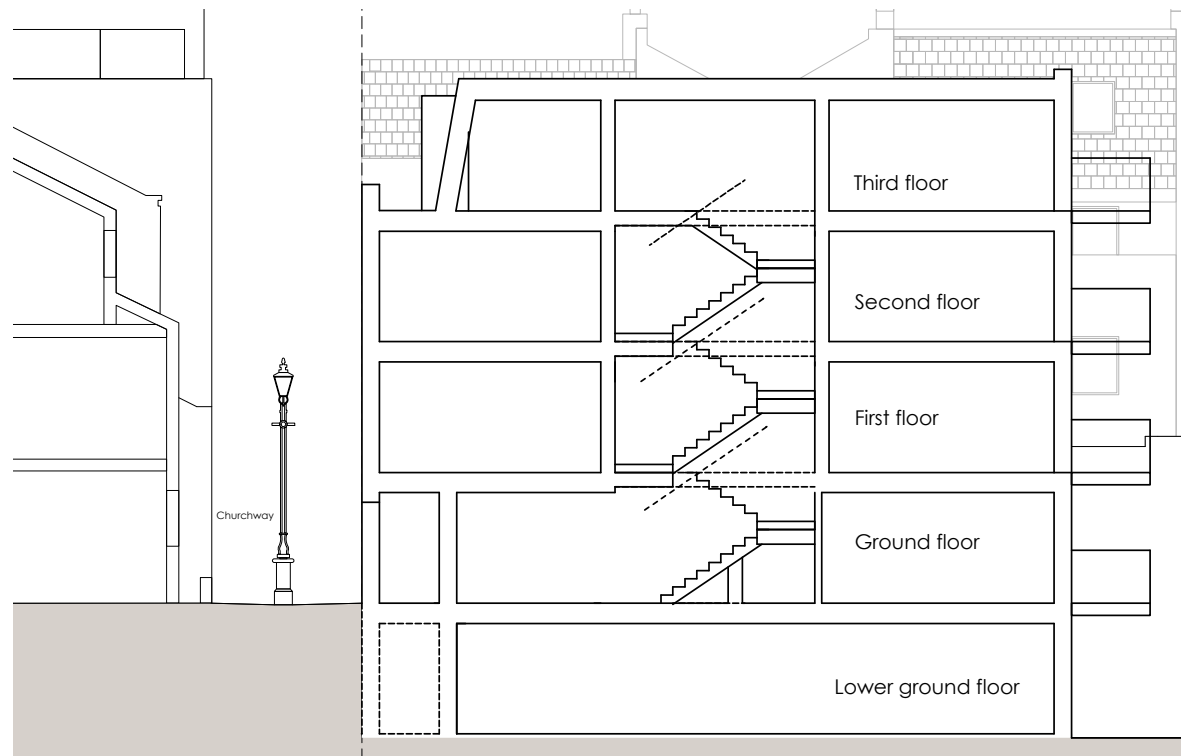


Blue-black slate tiles



contemporary dormers to mansard

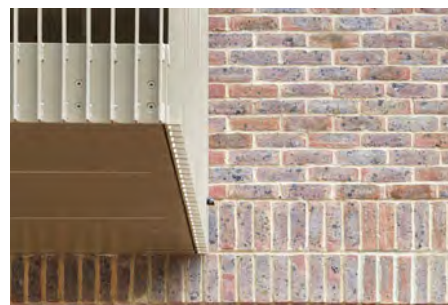




window detailing
August 2015



balcony finishes



balcony detail

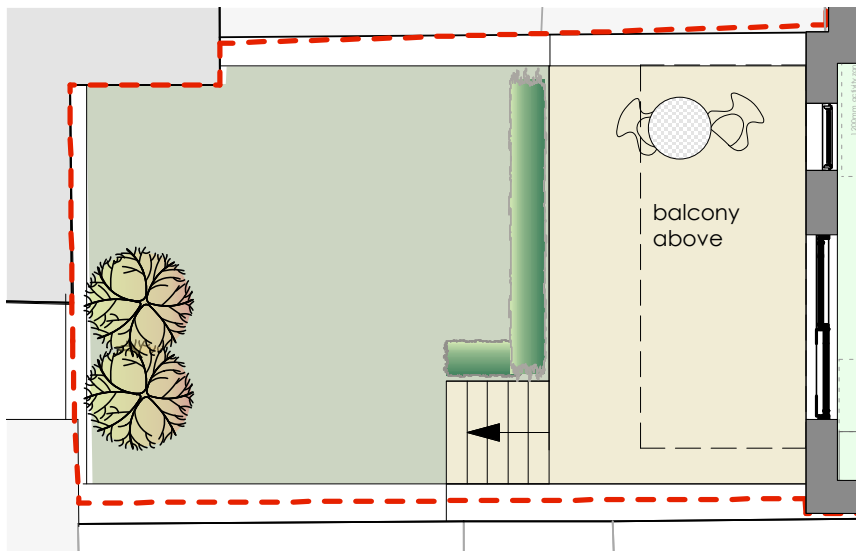


Rooftop patio surround

3.4 Landscaping & Amenity

The site is naturally land-locked and has no affordable opportunities to change this. However, we have been able to use the space that we do have available to provide unit 1 (ground/basement) with a limited amount of amenity space outside.

Following this up to subsequent units, we have utilised the floor plan set out by the unit below and replicated balconies above, providing private amenity for all dwellings.



private amenity at lower ground floor level

3.5 Daylight, Sunlight & Overlooking

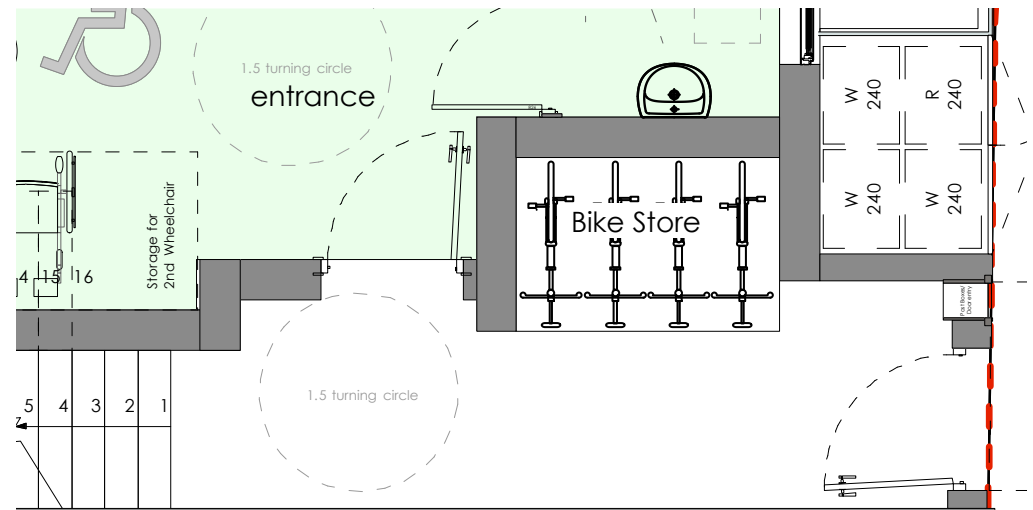
A Daylight and Sunlight assessment has been carried out which demonstrates that there would be little effect on surrounding properties as a result of our proposal.

The party-wall elevations on both sides of the boundaries remain blank, thus preventing any direct overlooking. As part of the scheme development there has been discussion with the neighbours who also has plans to extend their premises by adding another floor. The choice in leaving black walls has therefore been a design consideration. The rear elevation does have the projecting balconies and these will be slatted metal fins which offer privacy to the dwellings and likewise help provided privacy to the existing windows to the neighbouring properties.

3.6 Parking and Cycling

Due to the close proximity of all the main modes of transport to the site, it is there considered appropriate that the development will be car-free, with residents unable to apply for an on-street parking space.

It is proposed that 5 cycle parking spaces will be provided for the residents located within the main entrance area.



cycle and refuse store

3.7 Refuse & Energy

Having referred to the Camden Planning Guidance Design regarding refuse, we are providing a secure external bin storage for a 1280 Euro bin on the ground floor of the frontage, along with appropriate internal refuse within each dwelling. Each dwelling will comply with the Code requirements and separated recycling storage will be included within each kitchen. The proposal will be in line with the Code for Sustainable Homes, target level of 4.

No of dwellings		Total Ltrs	bins required	
1 bed	2 bed		refuse 240 ltrs	recycling 240 ltrs
1	3	610	3	1

3.8 Energy

We will utilise photovoltaics for electricity production in conjunction with solar thermal panels for helping produce hot water.

In addition efficient appliances and fittings such as daylight sensors and movement sensors will be incorporated into the proposal.

3.9 Accessibility

The scheme has been designed to create an inclusive environment. The entrance will have level threshold and, as stated earlier, Unit 1 is fully wheelchair accessible, with all units complying to Part M and compliant with lifetime homes. A lifetime Homes Statement is included with the application.

In terms of wheelchair unit a lift has been provided and the rooms have all been

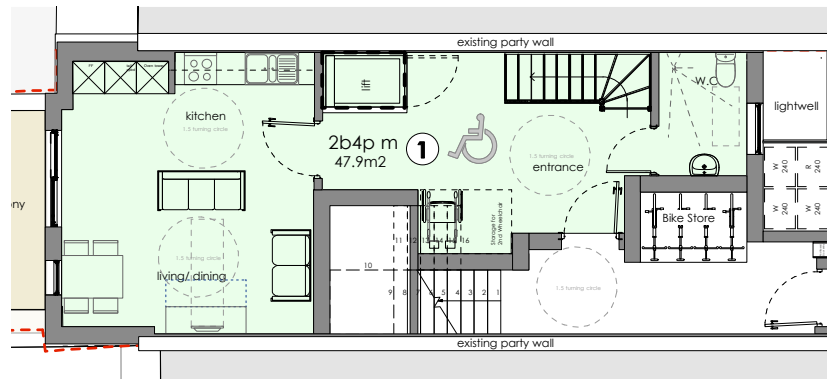
designed to accommodate turning circles. There is allocated space for the wheelchair storage and useable amenity space at both levels.

4.0 Summary

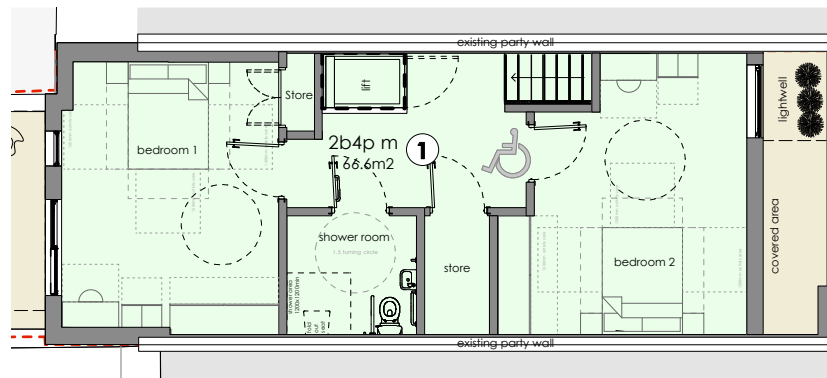
The Proposed residential scheme has been carefully considered both in terms of Architectural design and the local benefit.

The proposal will help improve Churchway's appearance, ensuring it is seen as a pleasant passageway and not simply a pedestrian alley through to Chalton street.

This new modern facility will provide better quality residential units and improve the overall appearance and amenity of the site.



Wheelchair unit: Ground floor entrance level



Wheelchair unit: lower ground level

