

Dexter Moren Associates
for
West London Mission Circuit
of the Methodist church (WLM)

King's Cross Methodist Church

design & access statement

London Borough of Camden
December 2015

part 04 of 04





inclusive design & access

A number of documents have been referred to in order to ensure all issues relating to inclusive design are considered, these include:

- / Part M of the Building Regulations (2009 edition of the Approved Document);
- / Disability Discrimination Act 1995 (DDA);
- / Equity Act 2010;
- / British Standard 8300:2009 design of buildings and their approaches to meet the needs of disabled people - Code of Practice;
- / British Standards 9999: 2008 Code of practice for fire safety in the design, management and use of buildings;
- / Lifetime Homes (please see section 13);
- / London Plan;
- / SPG "Accessible London: achieving an inclusive environment"(April 2004);
- / London Housing Design Guide (Mayor of London, August 2010);
- / Best Practice Guidance 'Wheelchair Accessible Housing' (September 2007);
- / The Principles of Inclusive Design (CABE 2006)
- / TFL Cycle Parking Standards Guideline

Successful places also need to be accessible for everyone. CABE's document "The Principles of Inclusive Design" calls 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; and
- / understandable, everyone knows where they are and can locate their destination.

The client and design team are committed to providing facilities and services that are as accessible as possible for all, including people with disabilities. All parties are committed to ensuring that there is no discrimination against disabled people. All parties intend to comply as fully as possible with their obligations under the Building Regulations and the Equity Act 2010.

Many of the detailed elements of the design including for instance colour, texture and fittings have yet to be decided and access issues regarding these will be addressed in the interior design stage where the team will ensure that all features and facilities are as accessible as possible.

entering the development

The development has been designed for approach from both Crestfield and Birkenhead Streets. The approach to the entrances will be uncluttered and obvious.

Main entrances to each of the different uses will be clearly signposted. The door entry system will be usable by people with any type of disability, including wheelchair users, deaf or hard of hearing people and people with visual impairments etc. Entrance doors will provide clear open widths of at least 1200mm an approach spaces with a 1500mm turning circles facilitating easy access and movement for wheelchair users and carers with double buggies.

All entrances will have a level threshold and all entrance doors will comply with Approved Document Part M's requirements and surfaces will be slip resistant.

The lighting to each entrance will enable the entrance to be no less obvious in hours of darkness.

circulation routes & use of surface materials

On entering the apartment block clear circulation routes will be established. The surface materials specified will not in any way impede the movement of disabled people within the building. They will be level, slip resistant and non glare.

Within each apartment block vertical access is provided by passenger lifts. There will be an unobstructed manoeuvring space of at least 1500mm square in front of each lift. The lifts will comply with the latest Part M Building Regulations, pertaining to the access and use of buildings.

inclusivity & lifetime homes

Within the development measures will be taken to ensure the principles of inclusive design have been followed.

In regards to the MCH Accommodation, of the 26 total rooms, 3 will be accessible (11.5%).

Of the 11 residential units proposed, 3 (27%) will be able to be converted into wheelchair accessible and easily accommodate 1500mm turning circles for wheelchair users to manoeuvre.

All residential units within the development have been designed considering London Housing Design Guide and meeting Lifetime Homes standards. Please refer to section 08 of this document which illustrates how these standards are met.

wayfinding & signage

Where required, signs will be located in logical positions, and care will be taken that they do not project, becoming an obstruction or hazard, particularly to visually impaired people. All signs will be adequately lit and to avoid glare, reflective glass will be avoided. Signs will be mounted so that they are in contrast to their backgrounds and will be simple, short and easily understood. The use of standard pictograms will be used wherever possible as they are very useful for people who cannot read or whose first language is not English. All tactile signs will be embossed rather than engraved.

conclusion

This development will be designed and detailed in a way which complies with the Building Regulations and will enable the management to comply with their responsibilities under the Equality Act 2010.

07 inclusive design accessibility

lifetime homes principles

The Lifetime Homes standards are a series of 16 design criteria intended to make homes more easily adaptable for use over their lifetime. Lifetime Homes ensure accessible and adaptable accommodation for everyone; young families, older people, individuals with a temporary or permanent physical impairment and allow residents to stay in their home despite developing disabilities. The principles of Lifetime Homes enable flexibility and future-proofing i.e. the accommodation will be adaptable and able to respond to changing technological and environmental conditions. This will ensure that the highest standards of accessibility are achieved.

The following pages show how these criteria have been considered within the residential block proposals.

For further information, please see layout plans, elevations and sections included as part of this Planning Application submission.

08

lifetime homes assessment

• Criterion 1: Parking (width or widening capability)

"Provide, or enable by cost effective adaptation, parking that makes getting into and out of the vehicle as convenient as possible for the widest range of people (including those with reduced mobility and/or those with children)".

CRITERION 1 ADDRESSED: the proposal is a car-free development.

• Criterion 2: Approach to dwelling from parking (distance, gradients and widths)

"Enable convenient movement between the vehicle and dwelling for the widest range of people, including those with reduced mobility and/or those carrying children or shopping".

CRITERION 2 ADDRESSED: the proposal is a car-free development.

• Criterion 3: Approach to all entrances

"Enable, as far as practicable, convenient movement along the approach routes to dwellings for the widest range of people."

The residential block is accessed by an entrance at the same level of Birkenhead St. and along the hallway includes a gently sloping ramp towards the lift. This negotiates 100 mm with a 1250 mm going. Therefore, its gradient of 1:12 complies with the maximum recommended by the criterion.

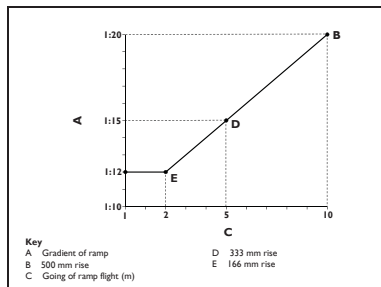


Figure 3.1 – Relationship between the gradient and going of a slope

"Paths on all approach routes between parking and entrances should have a firm, reasonably smooth and non-slip surface. Those within the curtilage of an individual dwelling should have a minimum width of 900mm. Communal paths should have a minimum width of 1200mm".

CRITERION 3 ADDRESSED: The mentioned ramp and communal paths will be 1200 mm minimum wide (according to Good practice recommendations) and built according to the specifications above and Building Regulations requirements.

• Criterion 4: Entrances

"Enable ease of use of all entrances for the widest range of people."

- 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.*

Dwelling entrance doors	
Direction and width of approach	Minimum effective clear width (mm)
All	800
Communal entrance doors	
Direction and width of approach	Minimum effective clear width (mm)
Straight-on (without a turn or oblique approach)	800
At right angles to an access route at least 1500mm wide	800
At right angles to an access route at least 1200mm wide	825

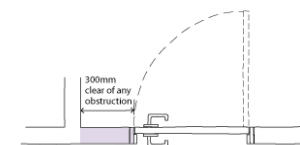


Figure 4a – 300mm door nib (or clear space) to leading edge (pull side only)

CRITERION 4 ADDRESSED:

-All flat entrances are designed to match 800 mm and 300 mm. clearance on pull side as recommended on figure 4.1 of Lifetime Homes guidance.

-All communal corridors are 1200 mm. wide at minimum and clearances are provided to comply with table above and 1500mm turning circles are considered at right angles.

• Criterion 5: Communal stairs and lifts

"Enable access to dwellings above the entrance level to as many people as possible".

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:

- Uniform rise not exceeding 170mm.
- Uniform going not less than 250mm.
- Handrails that extend 300mm beyond the top and bottom.
- Handrails height 900mm from each nosing.
- Step nosings distinguishable through contrasting brightness.
- Risers which are not open.

5b – Communal Lifts

- Have minimum internal dimensions of 1100mm x 1400mm.
- Have clear landings adjacent to the lift entrance of 1500x 1500 mm.
- Have lift controls at a height between 900mm and 1200mm from the floor and 400mm from the lift's internal front wall.

CRITERION 5 ADDRESSED: stairs are designed to comply with above dimensions and will provide refuge area in case of fire emergency. The proposed lift internal dimensions are 1500x1400 and, as all the communal corridors, will have a clear landing of 1500x1500 mm.

• Criterion 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:

Internal dwelling doors	
Direction and width of approach	Minimum clear opening width (mm)
Straight-on (without a turn or oblique approach)	750
At right angles to a hallway / landing at least 1200mm wide	750
At right angles to a corridor / landing at least 1050mm wide	775
At right angles to a corridor / landing less than 1050mm wide (minimum width 900mm).	900

Communal doors	
Direction and width of approach	Minimum clear opening width (mm)
Straight-on (without a turn or oblique approach)	800
At right angles to a corridor / landing at least 1500mm wide	800
At right angles to a corridor / landing at least 1200mm wide	825

CRITERION 6 ADDRESSED: all clear openings to doors both for internal and communal are at least 800 mm. in the case of internal and 900 mm. for communal.

• Criterion 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".

Basic circulation space for a wheelchair user is used as a guide for the minimum requirement as this will result in circulation space that will also assist a wide range of occupants and visitors, including those using sticks or other mobility aids, or households with young children.

CRITERION 7 ADDRESSED: all flats are designed according to the Mayor of London Housing Design Guide minimum areas required, that will allow this requirement to be addressed.

• Criteria 8, 9 & 10: Entrance level living space/ Potential for entrance level bed-space/ Entrance level WC and shower drainage

CRITERIA ADDRESSED These criteria would not apply to the proposed scheme as all the dwellings are single level units.

• Criterion 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".

CRITERION 11 ADDRESSED: all WC and bathrooms will be specified and built to support grab rails to assist with future or eventual independent use in case of need.

08a
lifetime homes
criteria compliance

• **Criterion 12: Stairs and potential through-floor lift in dwellings**

CRITERION 12 ADDRESSED: This criterion does not apply to the proposed scheme as all the dwellings are single level units.

• **Criterion 13: Potential for fitting of hoists and bedroom / bathroom relationship**

"Assist with independent living by enabling convenient movement between bedroom and bathroom facilities for a wide range of people."

Requirement: 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.

CRITERION 13 ADDRESSED: all floorslabs will be built to be able to install and support hoists and structures between bedroom and bathroom. In addition, the internal layouts of the proposed units will facilitate this by including at least one ensuite for 2 bedroom units and nearly located bathrooms for 1 bedroom units.

• **Criterion 14: Bathrooms**

"Provide an accessible bathroom that has ease of access to its facilities from the outset and potential for simple adaptation to provide for different needs in the future".

Requirements: for a summary of the recommendations, see following figures 14a and 14b from the design guide:

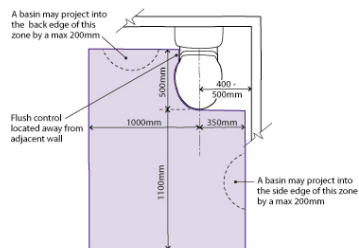


Figure 14a - Approach zone to WC

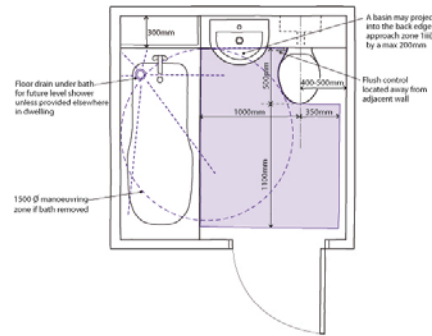
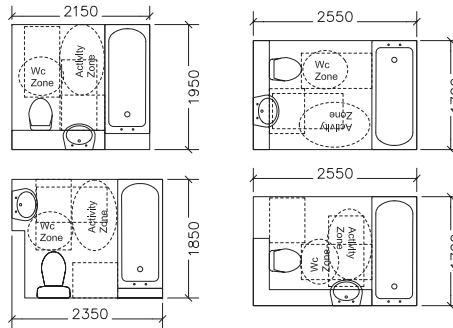


Figure 14b - Example bathroom layout

CRITERION 14 ADDRESSED: all bathroom for the proposed scheme are designed according to the requirements indicated on Lifetime Homes guide. The following standard layouts have been used throughout the residential proposals in order to comply:



• **Criterion 15: Glazing and window handle heights**

"Enable people to have a reasonable line of sight from a seated position in the living room and to use at least one window for ventilation in each room".

Requirements: 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.

CRITERION 15 ADDRESSED: all proposed living rooms are designed to maximize natural light and ventilation by including as much windows and double aspect views as possible.

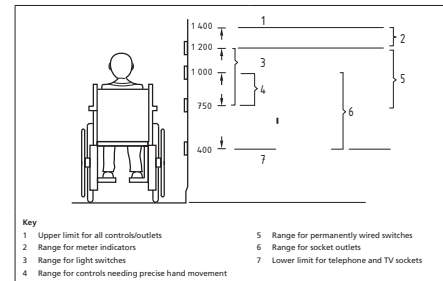
• **Criterion 16: Location of service controls**

"Locate regularly used service controls, or those needed in an emergency, so that they are usable by a wide range of household members - including those with restricted movement and limited reach".

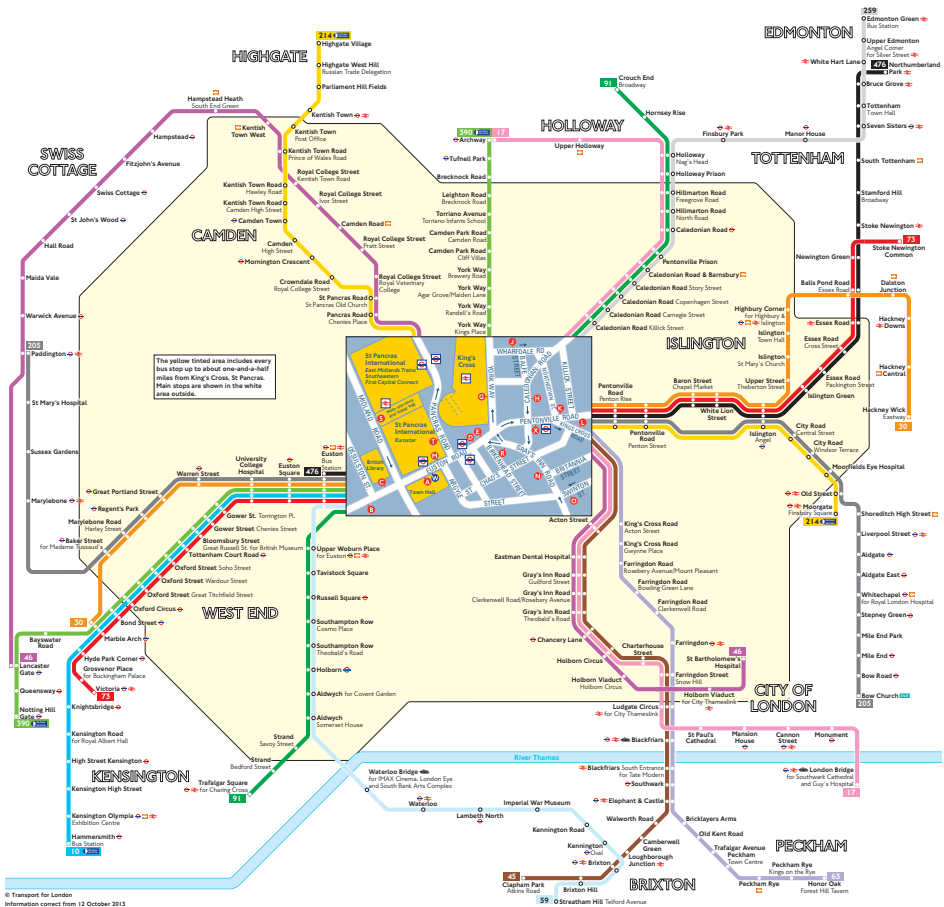
Requirements: Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

CRITERION 16 ADDRESSED: all controls will be located within the more specific height bands as detailed in British Standard BS8300:2009 (see figure 26 below):

Figure 26 Heights to the centre of outlets, switches and controls
Dimensions in millimetres

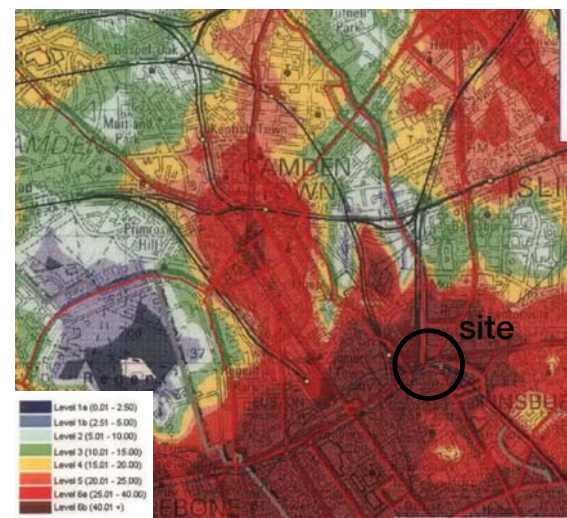


08b
lifetime homes
criteria compliance



Bus route	Towards	Bus stops
10	Hammersmith	①②③④⑤
17	Archway	①②③
30	London Bridge	①②
	Hackney Wick	③④
	Marble Arch	⑤⑥⑦
45	Clapham Park	①②③
46	Lancaster Gate	④⑤
	St. Bartholomew's Hospital	⑥⑦
59	Streatham Hill	①②③④⑤⑥⑦⑧⑨
63	Honor Oak	①②③
73	Stoke Newington	④⑤⑥⑦
	Victoria	⑧⑨⑩⑪
91	Crouch End	①②③④
	Trafalgar Square	⑤⑥⑦⑧
	Bow Church	⑨⑩⑪
205	Paddington	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲
214	Highbury Village	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲
	Moorgate	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲
259	Edmonton Green	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲
390	Archway	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲
	Notting Hill Gate	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲
476	Euston	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲
	Northumberland Park	①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲

(above left) bus spider map from TfL.gov.uk



(top right) oyster services travel map from TfL.gov.uk
(bottom right) public transport accessibility level map

public transport accessibility

PTAL (Public Transport Accessibility Level) is a method used to review the access level of geographical areas to public transport. The PTAL is used as a development planning tool in London to determine both permitted parking standards and development densities.

The approach hinges on the distance from any point to the nearest public transport stop, and service frequency at those stops. The result is a grade from 1a-6b, where a PTAL of 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.

The site has a PTAL rating of 6b, which indicates very good connectivity to public transport for the application site. As such, a car-free development is proposed.

national & international rail

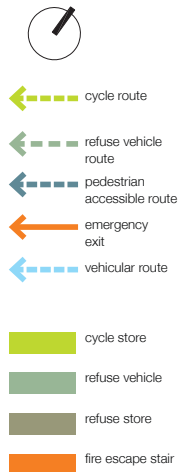
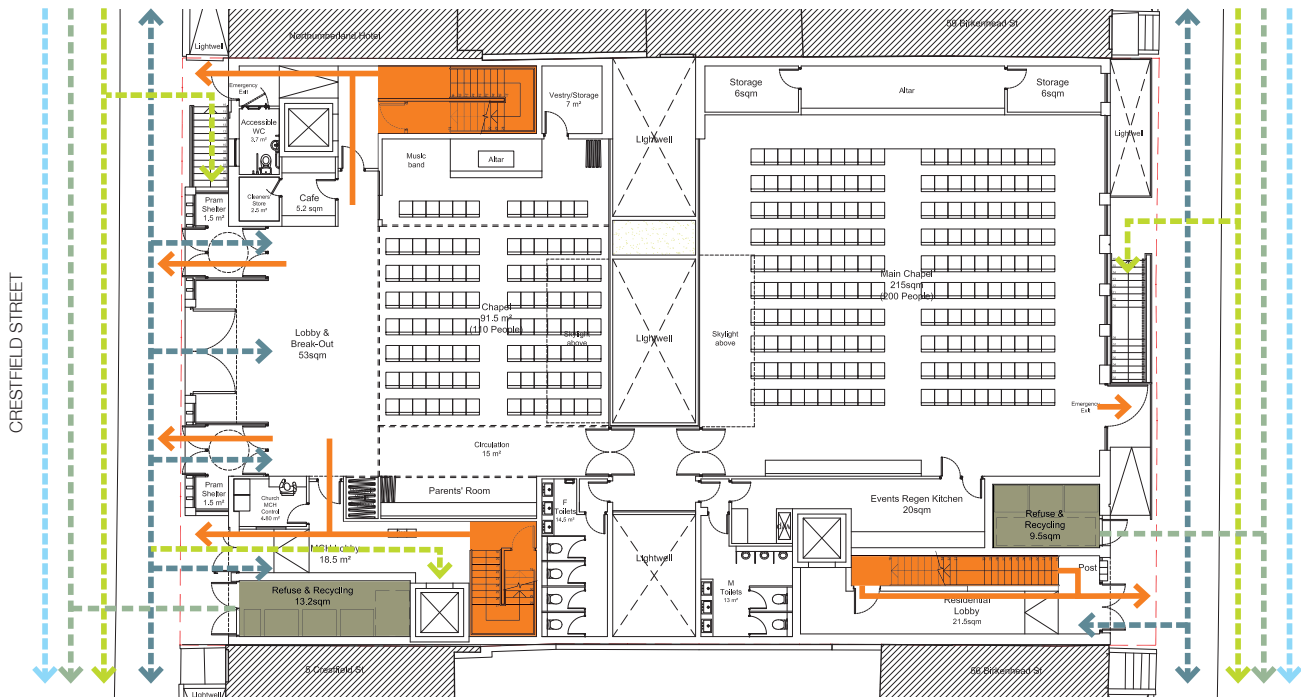
King's Cross and St. Pancras stations form one of the most important train hubs in London, being the main transport link of North London with many destinations both to the metropolitan area and other UK cities. In addition to this, it is the main station for international destinations being the terminus for the Eurostar train line linking London to continental Europe.

tube & bus

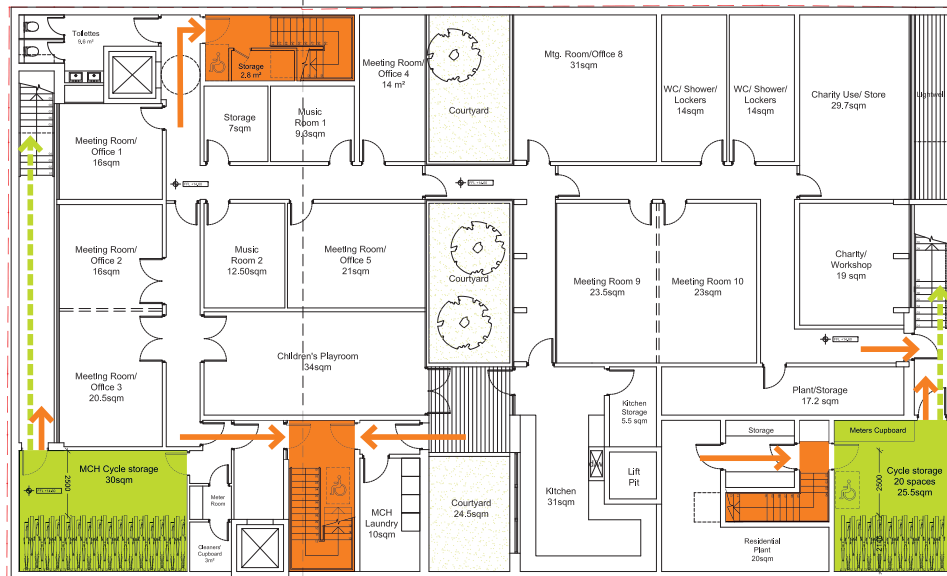
The site is located less than 5 minutes walk from the Tube Station where 5 underground lines run to various directions. Also many bus lines are also easily accessible along Euston Rd and neighbouring areas.

Please refer to the separate Transport Statement produced by TPHS in support of this planning application.

09a access public transport



GROUND FLOOR ACCESS DIAGRAM



BASEMENT ACCESS DIAGRAM

walking

The pedestrian environment in the area is very good, with street lighting and wide footways provided linking the site with local facilities and public transport. Please see the diagrams on the left and section 06 for description of the DDA compliant access arrangements for pedestrians.

cycling

There are specific facilities nearby King's Cross and St. Pancras Stations and cycling is a mode of transport widely encouraged by Camden LPA as well as the GLA and as such the proposal includes cycle parking facilities to support this.

The cycle parking has been located & designed to allow safe and secure solutions for both access and storage. The number of spaces provided comply with TfL cycle parking standards and guidelines by proposing "Falcolevel" double racks.

waste management

Refuse is to be collected from the dedicated refuse storage spaces, both for Church and Residential uses, which are located at ground floor level and accessible externally from Crestfield and Birkenhead Streets.

emergency egress & evacuation

In the unlikely event of a fire or similar threat there will be clearly marked routes of escape from all public areas of the apartment building to outside on the ground level. The different uses, including stairs, doors and escape routes will be designed to comply with the latest Part B Building Regulations allowing for full evacuation of all occupants from the building in the case of an emergency.

The proposed layouts have taken into consideration recommendations provided by Clarke Banks, Corporate Approved Inspectors and Fire Engineers.

* Please refer to the separate Transport Statement and Travel Plan produced by TPHS in support of this planning application.

09b access vehicular & pedestrian access



introduction

During the pre-application process advise the applicant appointed Environ, specialist Energy & Sustainability consultants to produce the following reports & measures in order to comply with policy CS13 and the GLA's three-stage energy approach: *"be lean, be clean, be green"*.

- Sustainable energy strategy, incl. assessment of feasibility of linking to District energy networks scheme;
- Pre-assessment for Code for Sustainable Homes Lv 4;
- Measures to reduce water consumption;
- Inclusion of living roofs to reduce water waste & run-off.

sustainability objectives

In line with the Planning Guidance 3, Sustainability has been used as a guide to the Proposed Development's sustainability credentials. A provisional Sustainability Checklist is provided with further detail within the Sustainability Statement (SS) for the Proposed Development.

Please also refer to the separate BREEAM Pre-assessment reports which have also been submitted as part of this application.

The key sustainability credentials of the Proposed Development are:

- Predicted achievement of CSH Level 4 for the residential apartments, with a predicted score of 69.86%;
- Predicted achievement of BREEAM 'Very Good' rating for the ancillary accommodation, with a predicted score of 58.7%;
- Redevelopment of church facilities which are becoming unfit for purpose and have a very high estimated future maintenance cost, to be replaced with a combination of a new church with community facilities, on-site Manse, subsidised ancillary accommodation and residential apartments;
- Energy strategies for the building which seek to maximise energy efficiency, especially through building fabric improvements. The strategy will include low carbon or renewable energy technology, such as PV panels and air source heat pumps;
- All lighting throughout the development will be energy efficient where possible
- Cycle storage will be provided and there is an ambition to

target the maximum number of the credits available for this issue (Ene 8) in the CSH and (Tra 03) in the BREEAM Design Stage assessment;

- Low capacity WCs, fittings and flow restrictors within the units will ensure a high level of water efficiency which will be less than 105 litres/person/day.
- Materials specified will have a low embodied environmental impact (the majority of the basic building envelope will be expected to achieve a rating of A+ to D in The Green Guide);
- The principles of responsible sourcing of materials will be applied wherever possible to include the procurement of FSC or PEFC timber, BES 60001 certification and ISO 14001 certification for supplier manufacturing processes;
- A site waste management plan will be produced to identify opportunities for waste minimization throughout the design stage and during construction. The plan will establish a waste management strategy for the segregation of construction waste to maximise recycling and where possible reduce waste to landfill;
- A Home User Guide and a Building User Guide will be provided; providing details of environmental features and features of the surrounding area which will enable the occupiers to live and operate sustainably e.g. green transport options, lighting and heating controls;

- There is a proposal for the creation of a green roof which will attenuate runoff and provide ecological habitat space;
- The proposed development will help ensure the continuation of an institution with a long history in the area and provide the required facilities to ensure the continuation and expansion of a range of services for and in the local community.

energy strategy

• In accordance with best practice, the design of the buildings will conform to the principles of the Energy Hierarchy that provides a set of guiding principles to reduce energy consumption and associated carbon emissions to a minimum. Consequently, energy efficiency will be incorporated into the design of the dwellings before the application of any low or zero carbon technologies.

• By using very low U-value's for the building elements and other best practice energy efficiency technology the dwellings and the non domestic part of the building will exceed the 2013 Building Regulations Part L1A and L2A Target Emission Rating (TER). The Proposed Development as a whole will achieve an 18 % reduction against the baseline emissions figure through the use of energy efficiency measures alone.

- In response to the second tier of the Energy Hierarchy, a

preliminary investigation into the appropriateness of connection to existing or proposed district heating schemes has been undertaken. Contact was made with Brookfield Metropolitan who own and operate the King's Cross district heating network. Unfortunately, due to the small heat load of the Proposed Development it was deemed not commercially viable to extend the scheme to the Proposed Development. There are currently no plans to extend the system south of Euston Rd to any developments.

• Additionally, as part of the second tier of the Energy Hierarchy, the possibility for a stand-alone communal heating scheme incorporating a Combined Heat and Power (CHP) has been assessed. This is considered due to increased NOx emissions the need to install a single heating and hot water system for the whole building which would also require the creation of a management company to maintain and operate the system and charge the users.

• In response to the third tier of the Energy Hierarchy, this study has considered a number of renewable technologies. The use of air source heat recovery units for the leasehold flats and an air source Heat pump VRF system for the non-domestic side has been identified as appropriate technology that achieves good levels of carbon saving against the TER for both the dwelling and the non-domestic side. In addition to these technologies 10 kWp of photovoltaic panels will be installed on the roof.

• For the leasehold flats the emissions levels are approximately 36% below part L 2013 and for the non-domestic side the emissions levels are 23% below Part L 2013.

10 sustainability

Pegasus Group

PLANNING CONSULTANT

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HERITAGE CONSULTANT

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Chartered Surveyors

DAYLIGHT / SUNLIGHT CONSULTANT

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ACOUSTIC CONSULTANTS

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ARCHAEOLOGY CONSULTANT

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HEALTH & SAFETY

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QUANTITY SURVEYORS

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King's Head House
Borough High Street
London, SE1 1NA
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The design team consists of the following professionals, who are advising the applicant and have provided the supporting documents recommended by LB Camden as part of the pre-application advice process, including:

- Planning & Townscape Statement
- Heritage Significance Assessment
- Daylight/Sunlight Assessment
- Average Daylight Factor analysis
- Transport Report
- Basement Impact Assessment
- Travel Plan Analysis
- Energy & Sustainability Reports
- BREEAM assessment
- Noise Assessment
- Heritage Statement: Archaeological Report

11 consultants & supporting documents



Dexter Moren Associates is a Camden Town based design practice offering urban design, architecture and interior design.

Since its establishment in 1992 the practice has completed a wide range of projects including private houses, offices, shopping centres, hotels, mixed tenure housing and urban renewal developments.

The practice aims to deliver intelligent, innovative and sustainable solutions whilst ensuring a collaborative and responsive approach tailored to the aspirations of its clients. The team of 50 is headed up by four directors and four associates who bring collective skills in design, sustainability, marketing & finance.

DMA is a Chartered RIBA Practice and is ISO 9001:2010 accredited.

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(top left to right) Great Northern Hotel, King's Cross / 159 Iverson Rd, West Hampstead / The Spotted Dog, Willesden / Lillie Rd Mews Houses, West Brompton

(centre left to right) Maystar Estate, Fulham / Shangri-La at the Shard, London Bridge / 161 Iverson Rd, West Hampstead / Park Rd, St John's Wood (3rd row left to right) Kings Cross Gas Holder Competition / Bagley's Lane, Chelsea / The Ampersand, South Kensington / Residence, Cape Town, SA

(bottom left & middle) Donaldson's, Edinburgh / Camden Town Unlimited Gallery / Kinver House, Archway / Alperton Village, Ealing

