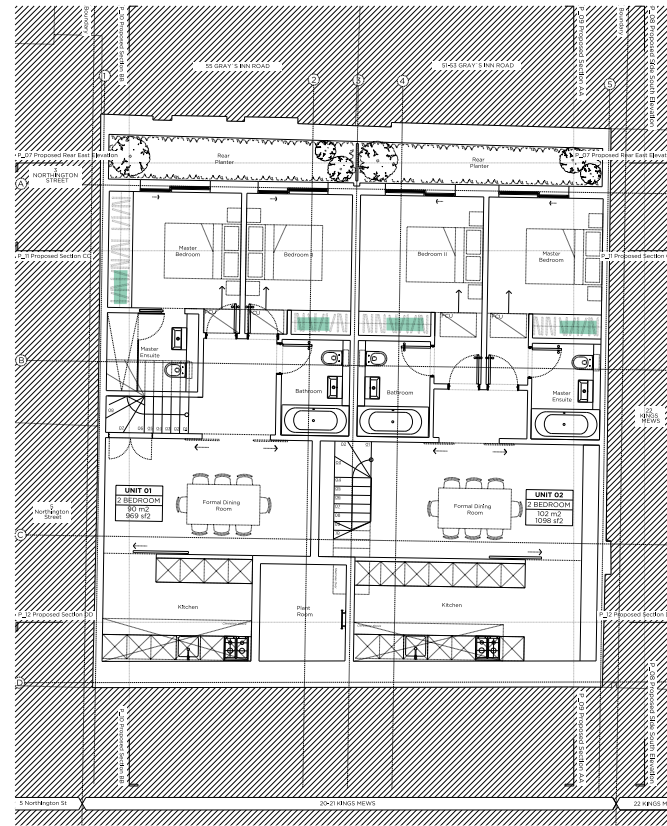
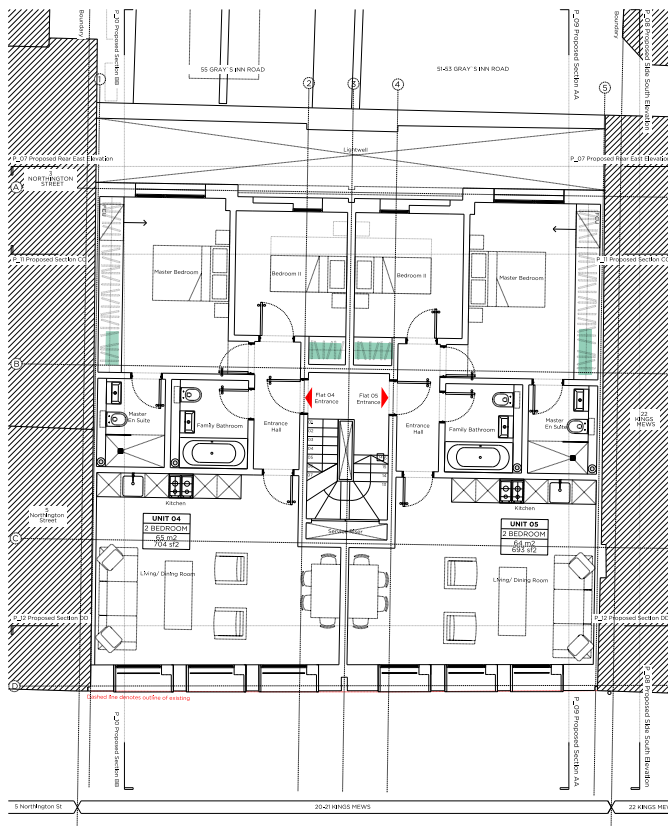


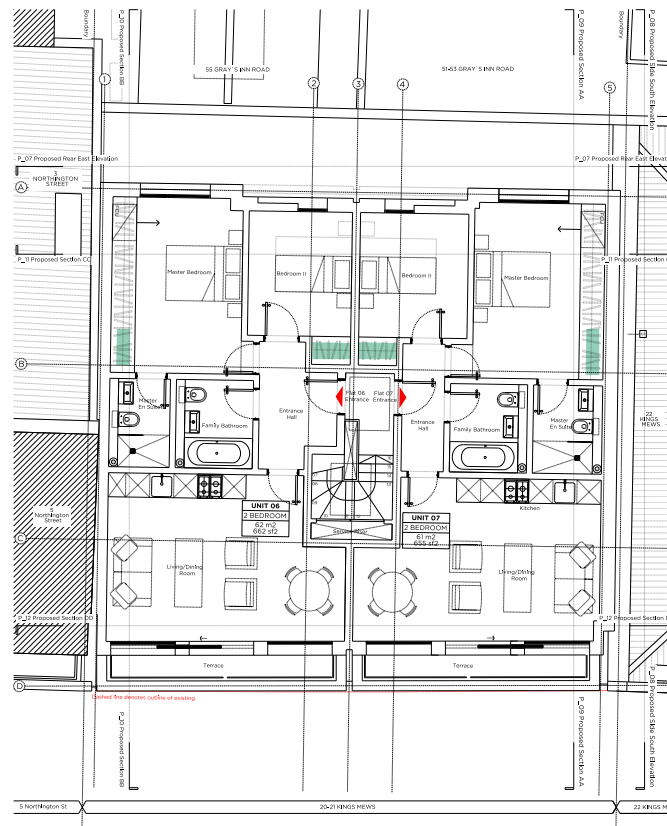
Proposed Ground Floor Plan



Proposed Lower Ground Floor Plan



Proposed First Floor Plan



Proposed Second Floor Plan

16.0 CYCLE STORAGE PROVISION

16.1 Access and Parking

There are currently no car parking spaces within the curtilage of the site. The proposed development will be car free.

This is considered viable due to the high concentration of public transport in the vicinity which has a PTAL of 6b.

16.2 Cycle Storage

Following Camden's Core Strategy Policy, cycling is promoted as a sustainable means of travel that provides the opportunity to relieve congestion and promote a healthy lifestyle.

Cycle storage has been provided in the form of Brompton bicycle of 1no. per bed in a dwelling as per our pre-application advice and the London Plan, chapter 6; Table 6.3; Cycle Parking Standards. Accordingly, the total cycle storage required is 14 spaces.

It is proposed that each flat is supplied with 2x Brompton bicycles with a corresponding £250 bicycle voucher for accessories per flat. These can then be stored securely within joinery in the flat.

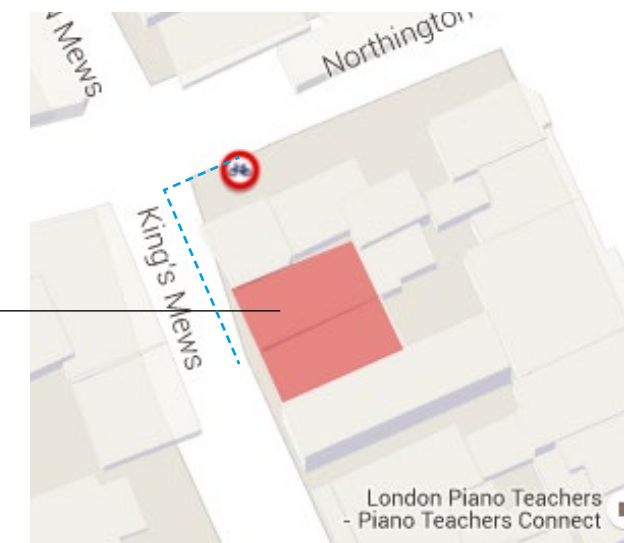
Residents and visitors are also able to rent bicycles with Santander Cycle Scheme. The nearest cycle rental is just around the corner, located at the intersection of Northington Street and King's Mews.



Brompton Bicycle (2 per Flat)



£250 bicycle voucher for accessories



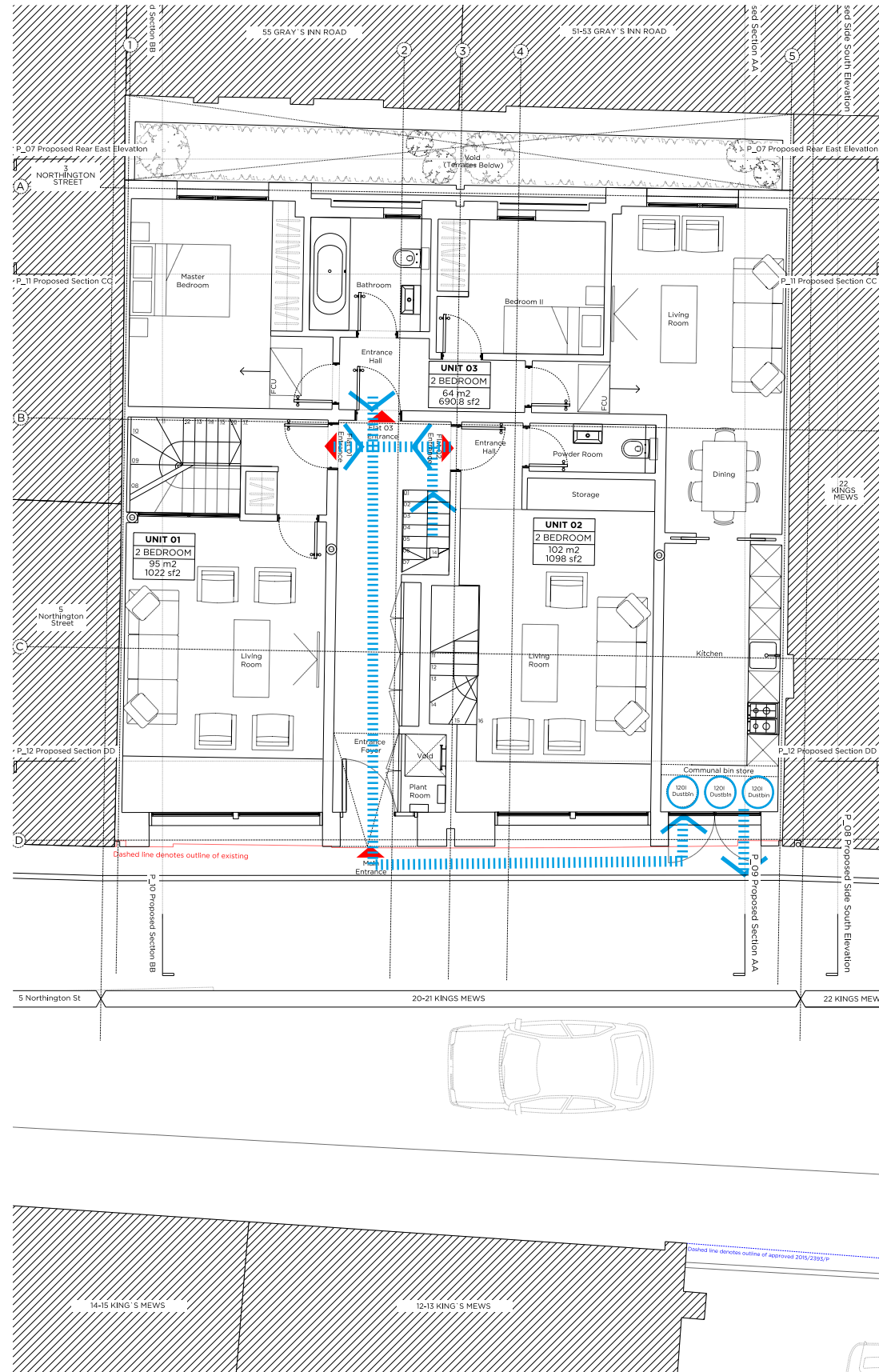
'The Site'
20-21 Kings Mews

London Piano Teachers
- Piano Teachers Connect

Nearest Santander Cycle Rental

- - - < 1 minute walking to Santander Cycle Scheme
- Proposed bike storage





Indicate waste routes

17.0 WASTE MANAGEMENT

17.1 Encouraging Recycling

Each apartment will be fitted with a 85litre separate waste and recycling containers within the kitchen units. It is considered that this encourages occupants to separate their rubbish and recycling more regularly and reliably.

In addition to the integrated waste storage within the kitchen units, our proposal provides 360 litres of communal bin storage at front of the facade.

See image below of the integrated bin storage.

17.2 Waste Collection

Due to the restricted nature of the site, a private waste management is proposed where household wastes are collected from 20-21 Kings Mews.

Occupants will bring their waste from their individual dwellings to the communal bin store located on the principal facade or directly to the collection point within the allotted time frame. A managed solution is proposed to ensure that the bins are adequately placed for collection and returned to their storage area in a timely fashion.



Example of in-kitchen waste and recycling storage



Part M Design Criteria

- Criterion 1** - Parking (width or widening capability)
- Criterion 2** - Accessible approach to dwelling from parking (distance, gradients and widths)
- Criterion 3** - Accessible approach to all entrances
- Criterion 4** - All entrances should:
 - a) Be illuminated
 - b) Have level access over the threshold; and
 - c) Have effective clear opening widths and nibs
 - d) Have adequate weather protection*
 - e) Have a level external landing.*
- Criterion 5** - Accessible communal stairs and lifts
- Criterion 6** - Internal doorways and hallways enable convenient movement in hallways and through doorways.
- Criterion 7** - Circulation Space enable convenient movement in rooms for as many people as possible.
- Criterion 8** - Entrance level living space provide accessible socialising space for visitors less able to use stairs.
- Criterion 9** - Potential for entrance level bed-space to provide space for a member of the household to sleep on the entrance level if they are temporarily unable to use stairs.

- Criterion 10** - Entrance level WC and shower drainage to provide an accessible WC and potential showering facilities.
- Criterion 11** - WC and bathroom walls ensure future provision of grab rails is possible, to assist with independent use of WC and bathroom facilities.
- Criterion 12** - Stairs and potential through-floor lift in dwellings enable access to storeys above the entrance level for the widest range of households.
- Criterion 13** - Potential for fitting of hoists and bedroom / bathroom relationship to assist with independent living
- Criterion 14** - Provide an accessible bathroom that has ease of access to its facilities from the outset.
- Criterion 15** - Glazing and window handle heights to 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.
- Criterion 16** - Locate regularly used service controls, or those needed in an emergency, so that they are usable by a wide range of household members

18.0 LIFETIME HOMES/PART M

The table below shows the lifetime homes/Part M assessment of each apartment.

Given the restrictive nature of the site, it is not possible to meet all of the requirements due to the need to preserve the historic nature of the building. These exceptions have been limited and are noted in the matrix below.

The internal layouts of the apartments and their services all comply with Lifetime Homes Criterion 6-16 where applicable. This means that all internal circulation, bathrooms and layouts are compliant where possible.

Matrix																	
Criterion		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flat	Beds	Parking	Approach to dwelling from parking.	Level approach to all entrances	External entrance	Communal stairs	Internal doors & hallways	Circulation space	Entrance level living space	Entrance level bed space	Entrance level WC & shower drainage	Bathroom / WC adaptability	Stairs and potential through floor lift in dwelling	Potential for fitting of hoists	Bathroom	Windows	Service Controls
Flat 1	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Flat 2	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Flat 3	2	Note A	Note A	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	N/A	✓	✓	✓	✓
Flat 4	2	Note A	Note A	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	N/A	✓	✓	✓	✓
Flat 5	2	Note A	Note A	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	N/A	✓	✓	✓	✓
Flat 6	2	Note A	Note A	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	N/A	✓	✓	✓	✓
Flat 7	2	Note A	Note A	✓	✓	✓	✓	✓	✓	N/A	N/A	✓	N/A	✓	✓	✓	✓

Note A No car parking spaces to be provided as part of development.
 Note B No lift due to site constraints.





'The Site'
20-21 King's Mews

19.0 CONCLUSION

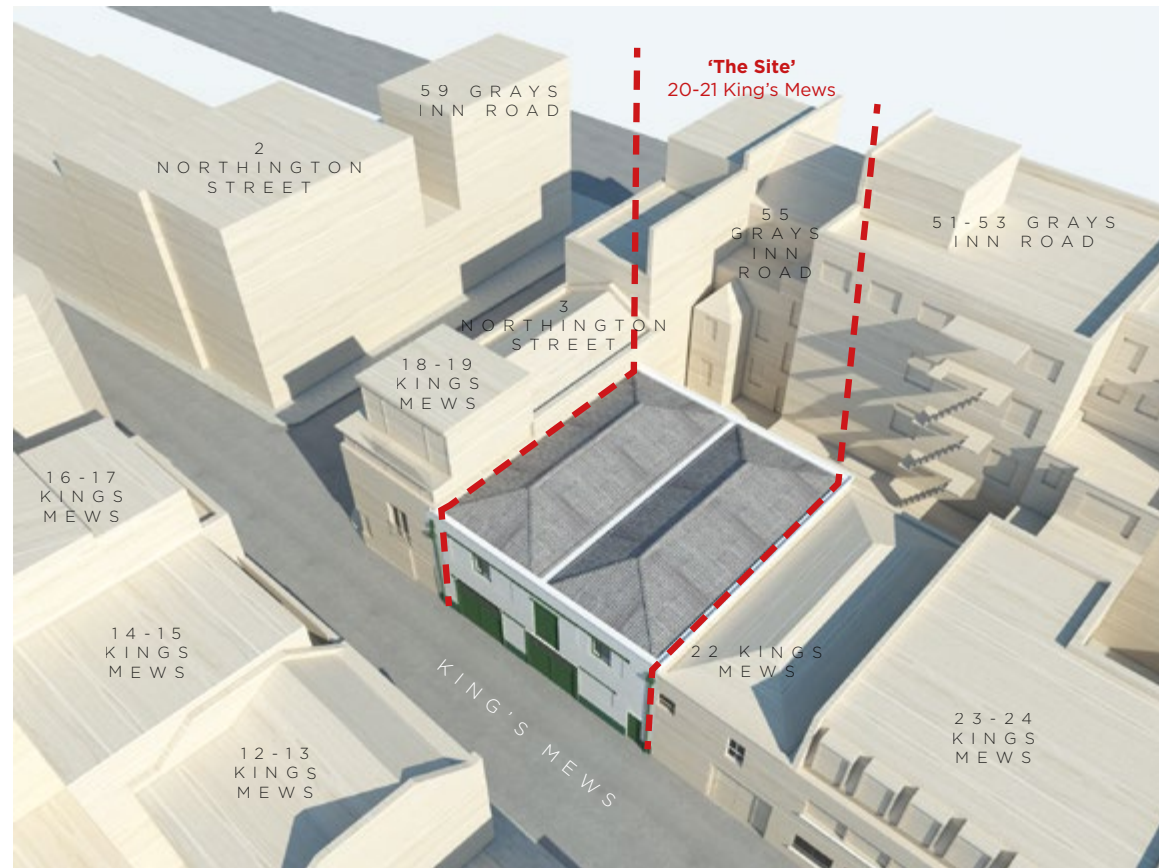
19.1 This document has been compiled following thorough investigation of the history of the site and surrounding area, recently consented developments close to the application site, and all relevant local and national planning policy. We believe that by adopting a sensitive and considered approach, the proposals outlined in this document represent an opportunity to create an exemplary residential development without impacting the amenity or character of the surrounding area.

20-21 King's Mews
Looking South along King's Mews

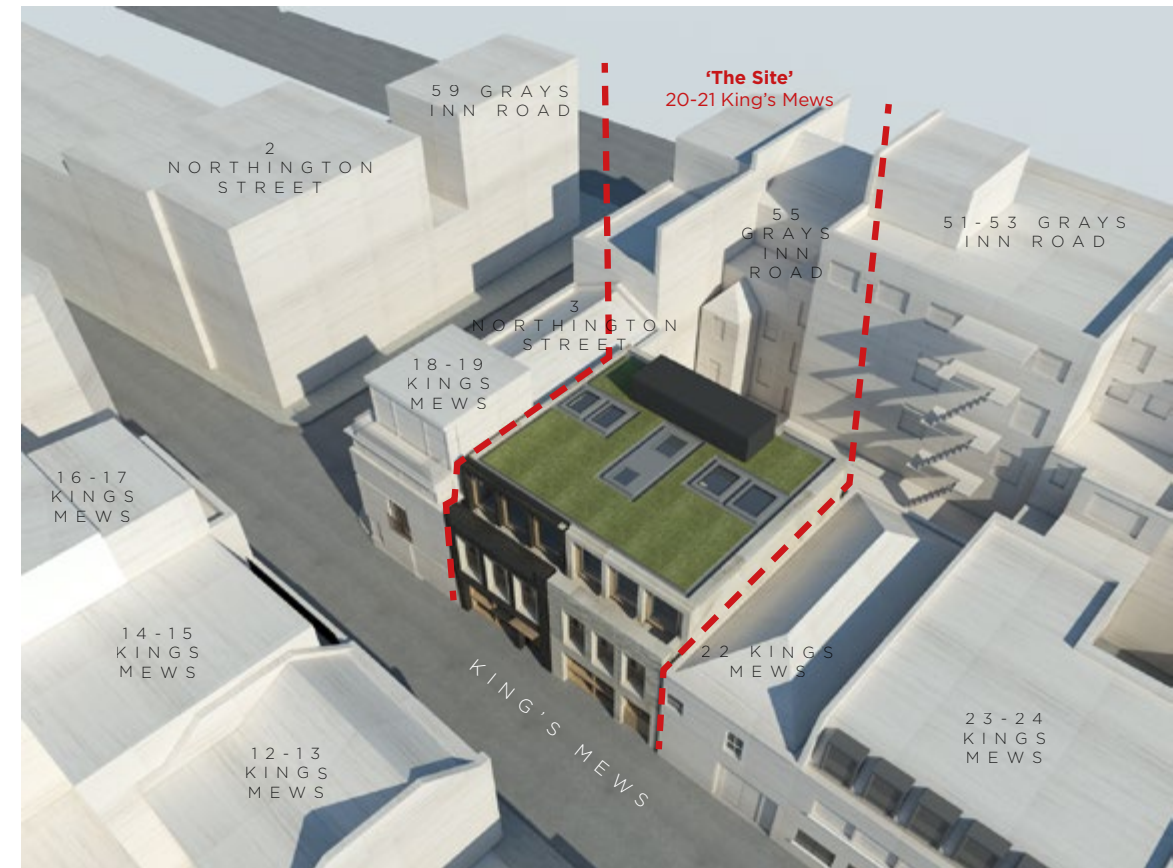


SECTION THREE:
PROPOSED VISUALS



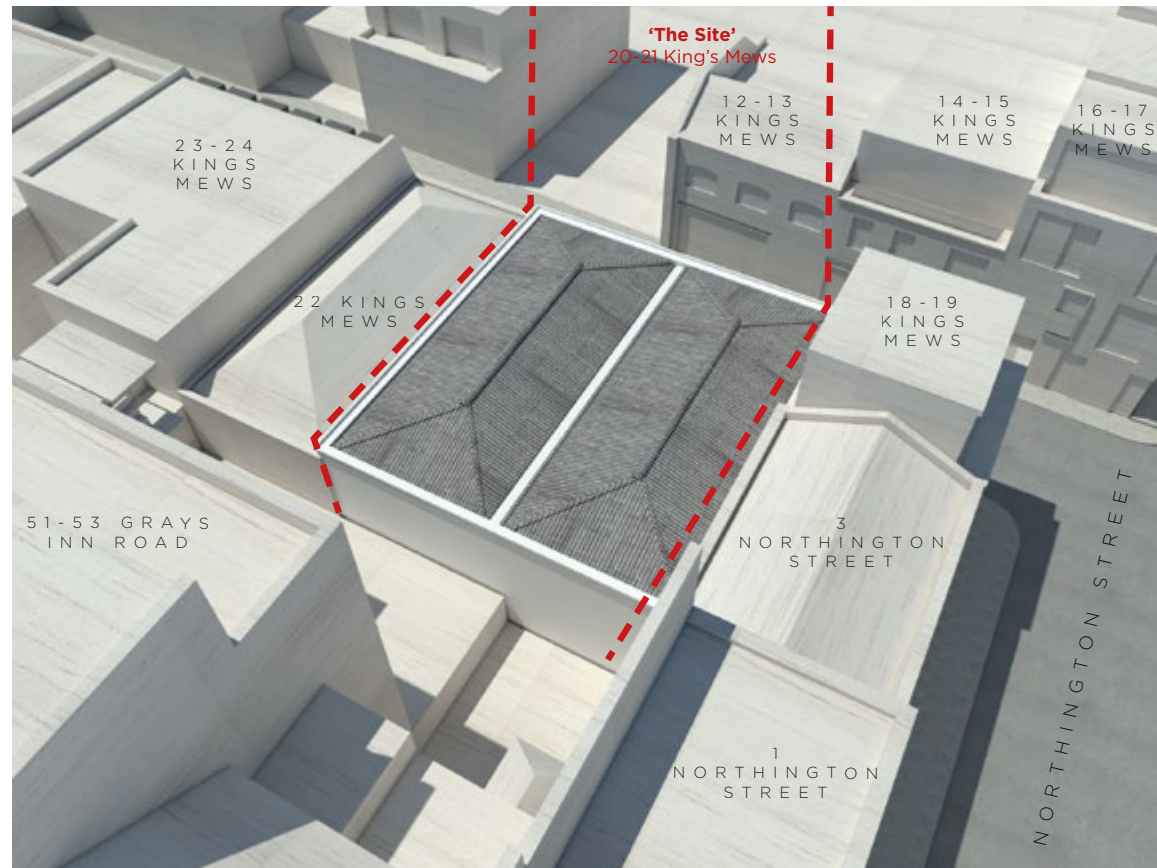


As Existing
Isometric View Looking North East

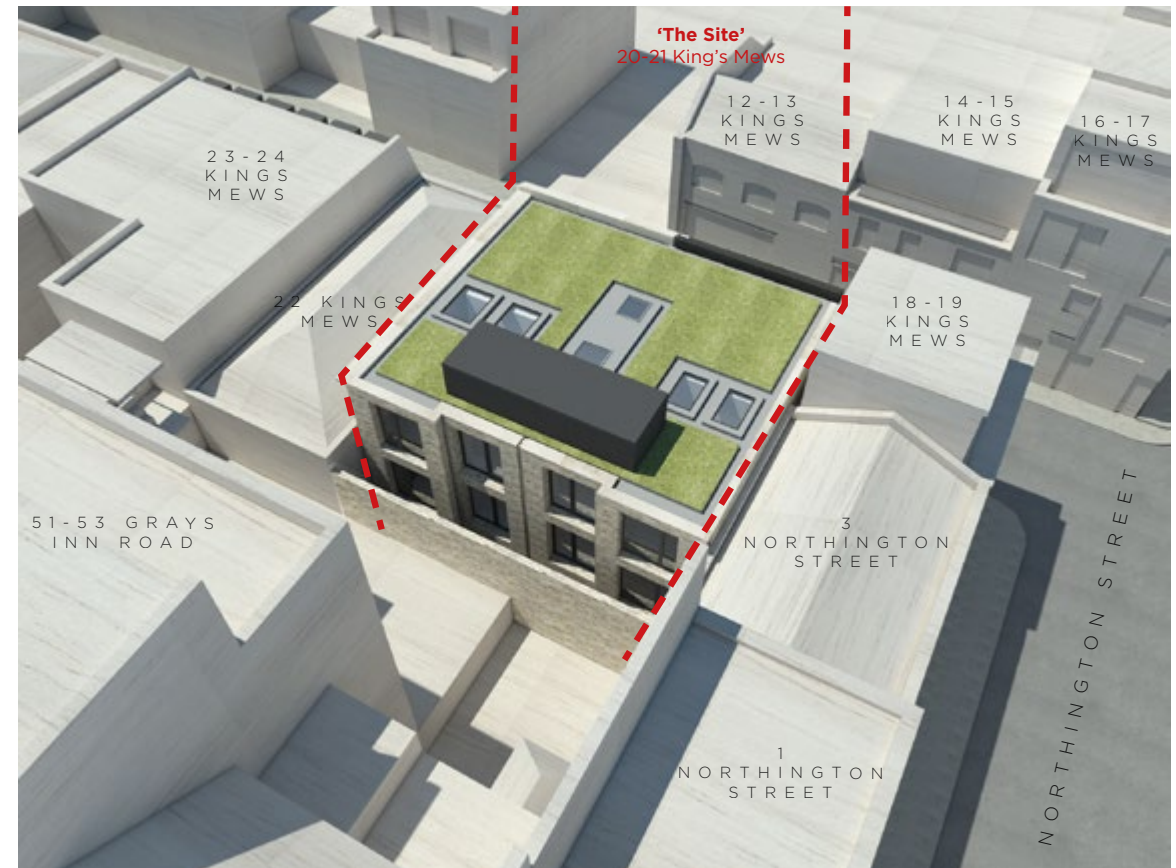


As Existing
Isometric View Looking North East





As Existing
Isometric View Looking South West



As Existing
Isometric View Looking South West





20-21 King's Mews Front Elevation
As Proposed





20-21 King's Mews - Street View
As Proposed



SECTION FIVE:
EXISTING & PROPOSED AREAS



Gross External Area	Existing		Proposed	
	m2	Sq Ft	m2	Sq Ft
Site	185	1991	185	1991
Gross Internal Areas	Existing		Proposed	
	m2	Sq Ft	m2	Sq Ft
Ground Floor	176	1894	142	1528
Basement	0	0	143	1539
First Floor	175	1884	142	1528
Second Floor	0	0	129	1389
Totals	351	3778	556	5985

Net Internal Area	NIA		Unit Types**
	m2	Sq Ft	
Flat 01 - Ground Floor/Basement	91	980	2B4P
Amenity	7	75	
Flat 02 - Ground Floor/Basement	101	1087	2B4P
Amenity	6	65	
Flat 03 - Ground	64	689	2B3P
Amenity	-	-	
Flat 04 - First	65	700	2B3P
Amenity	-	-	
Flat 05 - First	64	689	2B3P
Amenity	-	-	
Flat 06 - Second Floor	62	667	2B3P
Amenity	5	54	
Flat 07 - Second Floor	61	657	2B3P
Amenity	5	54	
Totals	508	5468	

Gross External Areas	Proposed	
	m2	Sq Ft
Ground Floor	160	1722
Basement	166	1787
First Floor	163	1755
Second Floor	150	1615
Totals	639	6878

Notes:

* Areas are approximate only, subject to necessary consents, and based on draft measured

**Units subject to necessary consents and further detail design development

