

Fig.1 - Cycle storage on ground floor for A1, B1/D1 & C3 use*

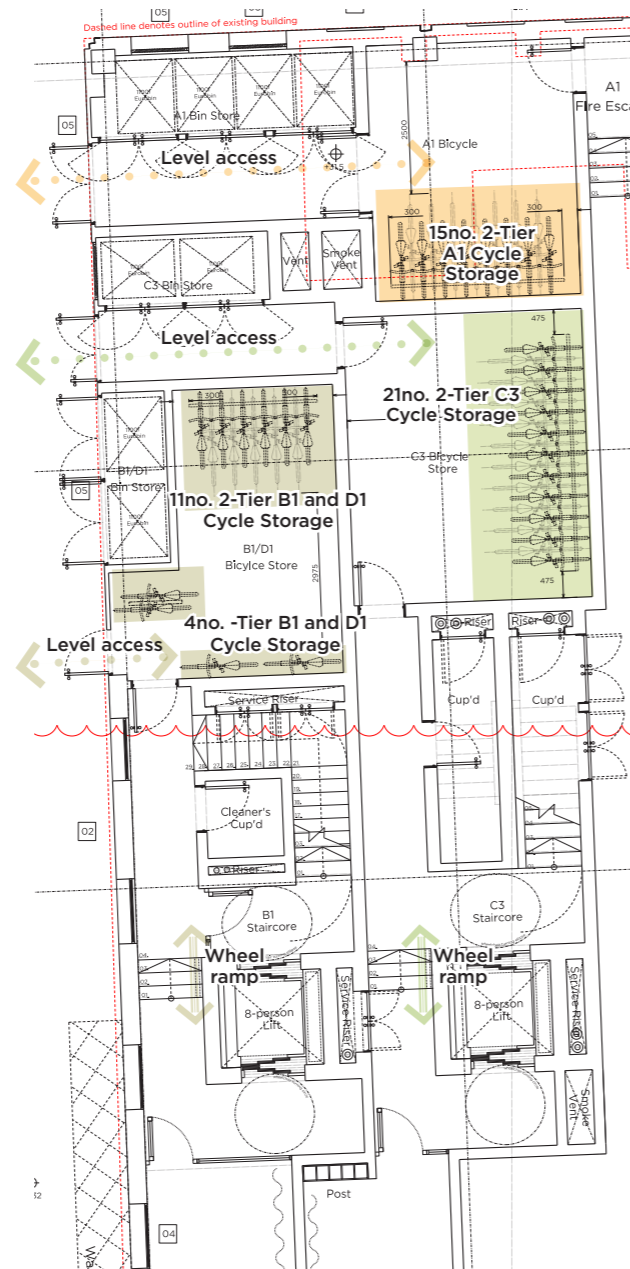


Fig.2 - Cycle storage on ground floor for A1, B1/D1 & C3 use*

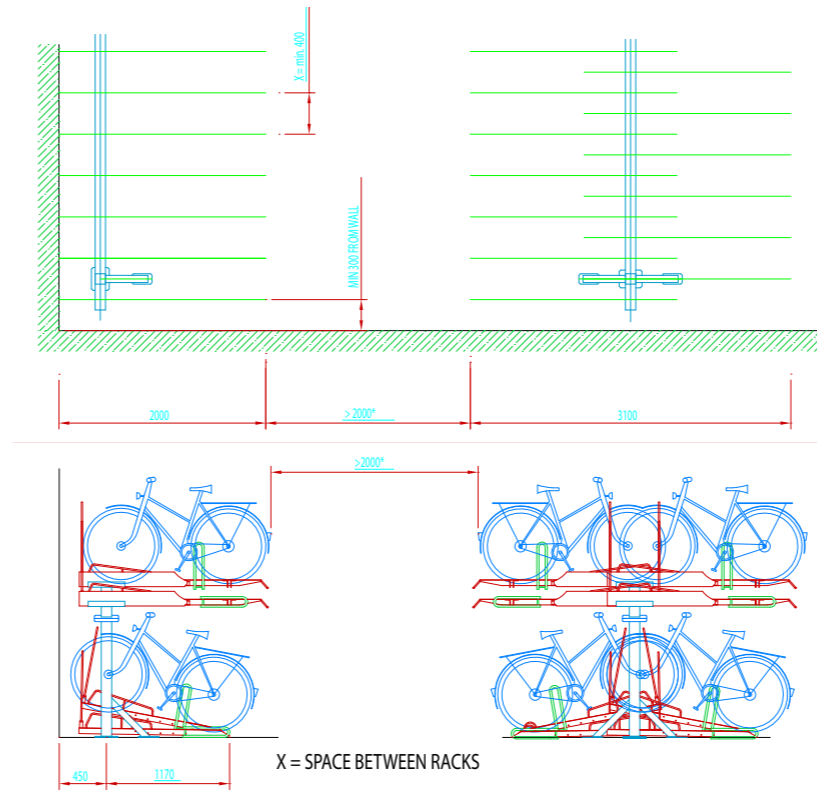


Fig.3 - Diagram showing how to load and unload bike onto upper Cycle Storage racks

14.0 CYCLE STORAGE PROVISION

14.1 Access and Parking

There are currently no car parking spaces within the curtilage of the site. The proposed development will also be car-free, in accordance with Camden's policy requirements.

This is considered viable due to the excellent public transport accessibility in the area which has a PTAL rating of 6a.

14.2 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.

14.2.1 C3 Residential Provision

Secure cycle storage has been provided in the residential core at ground floor level on the basis of 1 space per bedroom, following advice from the Transport consultant (Motion Transport), formal pre-application advice and the London Plan (Chapter 6; Table 6.3; Cycle Parking Standards). With a total of 19 bedrooms and provision for 21 secure cycle spaces in the form of Josta 2-Tier storage racks, the development exceeds planning policy requirements.

14.2.2 B1 Office Provision

Secure cycle parking has been provided for B1 office accommodation in the core at ground floor level. For B1 accommodation, provision for short stay cycle parking is 1 space for every 500sqm GEA and for long stay 1 space per 90sqm of GEA. We are proposing 9 secure cycle spaces in the form of Josta 2-Tier storage racks, the development is in accordance for planning policy requirements.

14.2.3 D1 (Dentist) Provision

Secure cycle parking has been provided for D1 accommodation in the shared B1/D1 core at ground floor level. For D1 accommodation, it has been estimated that there will be 7 members of staff. For D1 accommodation, there is a requirement for 1 space per 5 staff for long stay and 1 space per 3 staff for short stay. Based on this requirement, a total of 5 spaces have been provided in the form of Josta 2-Tier storage racks, Sheffield bike stand and wall anchor.

14.2.4 A1 (Retail) Provision

Secure cycle parking has been provided for A1 accommodation to the rear of the site at ground floor level, accessed from the service road. For A1 accommodation, there is a requirement for 1 space per 250sqm of GEA for long stay and 1 space per 1,000sqm thereafter. For short stay, there is a requirement for 1 space per 250sqm GEA and 1 space per 1,000sqm thereafter. Based on this requirement, a total of 14 spaces is needed and 15 secure spaces have been provided in the form of Josta 2-Tier storage racks, exceeding policy requirements.

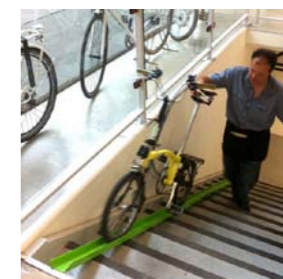


Fig.4 - Wheel ramp by the stairs

* Revised 31/05/2016
Ground Floor Plan Rev A, C3 and A1 cycle storage provision following planner's comments



15.0 DAYLIGHT AND SUNLIGHT

15.1 Layout

Please refer to the Daylight & Sunlight Report prepared by GVA for detailed information regarding daylight assessment for the proposed scheme.



Aaron Thompson

From: Adam.Lindsay@met.pnn.police.uk
Sent: 16 February 2016 10:16
To: Aaron Thompson
Subject: 152-156 Kentish Town Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Further to our meeting of today I have the following notes.

1. Doors. All communal and all residential doors will be to a security certificated standard. BS PAS 24-2012, LPS 1175 sr2 +, STS 201, STS 202 BR 2. This will include security certificated secondary doors to provide postal foyers.
2. Windows. All opening and accessible windows will be to a security certificated standard, as above.
3. Post. Delivery to a foyer with secondary certificated doors.
4. Utility meters located in central locations.
5. Stud partition will be supported with 9mm plywood or expanded metal mesh.
6. Access control will be audio and video, with no trades button fitted.
7. Bikes and bin stores. The perimeter may be self closing and locking doors, which are fit for purpose, but entry into the building will be via a security certificated door.
8. Gating will be to 2.4m high of a design not easy to climb. Fit for purpose locking will be fitted.
9. I suggest further security can be gained by the fitting of a certificated door to the bottom of the stairs, and fitting of a fob on the lift.
10. Commercial units security will be supported with the fitting of internal roller shutters to LPS 1175.
11. Fire routes should exit at ground level and not allow entry to the upper floors of the building.
12. If cctv is fitted then registration and compliance with the information commissioners office guidelines is required. www.ico.gov.uk

Further information is available at www.securedbydesign.com

Regards Adam Lindsay

Designing Out Crime Officer

Ruislip Police Station

The Oaks, Ruislip,

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0208 733 3703

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www.immobilise.com

16.0 SECURED BY DESIGN**16.1 Secured By Design**

Following a meeting with Designing Out Crime Officer Adam Lindsay on the 16th February 2016, the proposal incorporates all comments that are outlined on the displayed email.



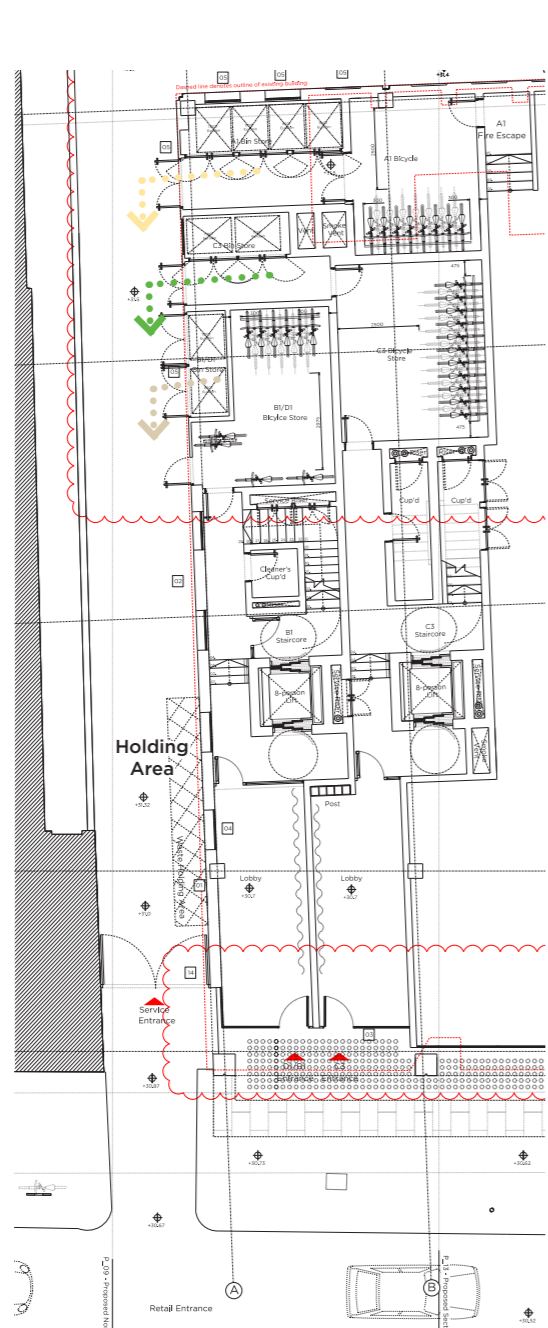


Fig.1 - Waste storage on ground floor for A1, B1/D1 & C3 use *

* Revised 31/05/2016
Ground Floor Plan Rev A and C3 waste storage
provision following planner's comments

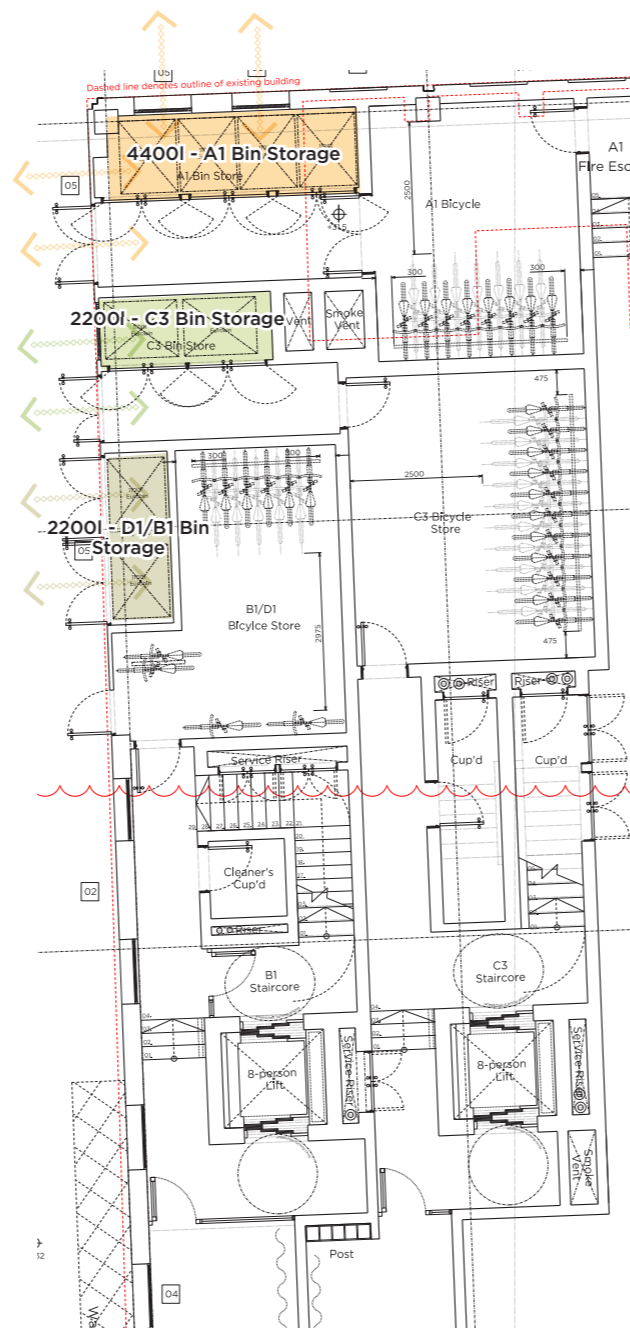


Fig.2 - Waste storage on ground floor for A1, B1/D1 & C3 use *

↔ Natural Ventilation

17.0 WASTE MANAGEMENT

17.1 Encouraging Recycling

The dwelling/office unit will be fitted with 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.

See image below.

17.2 Waste Collection

Existing

At present, commercial waste is collected from Kentish Town Road daily at three different times. The commercial collection point is right outside the property and is picked up before 7am, 5pm and 12am.

Proposed Commercial *

A bin store for commercial waste and recycling bins are proposed on the ground floor. It is proposed that both A1/B1 will continue their current waste management plan. Where the waste is housed, building management will take the waste on collection days to the waste holding area to be collected, once collection is complete, building management will return the bins to the stores.

Proposed Residential

One waste storage and one recycling Eurobin (both 1,100 litre) will be provided in the bin store located on the ground floor as shown at ground floor plan. According to Camden Planning Guide 10.11, the total waste produced from all proposed households are 1840 litres per week. Therefore, a minimum of 2no. 1,100 litre bins are required.

Refuse will periodically be taken by occupants from the kitchen to the bin store (via the lift) where daily refuse collections take place.

* Waste litres based on indicative NIA - B1 - 515sqm
- A1 - 1172 sqm



Proposed waste / recycling waste storage unit

(to be located in kitchen; marked in Blue)

80 Litre Capacity (2 x32L & 2 X 8L)
Cabinet Size - 600mm



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 flat.

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. These exceptions have been limited and are noted in the matrix below.

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	3	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓
Flat 2	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓
Flat 3	3	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓
Flat 4	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓
Flat 5	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓
Flat 6	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓
Flat 7	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Flat 8	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Flat 9	2	Note A	Note A	✓	✓	✓	✓	✓	✓	✓	✓	✓	N/A	✓	✓	✓	✓

Note A No car parking spaces to be provided as part of development.





152-156 Kentish Town Road
Street view looking South-east along Kentish Town Road

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 mixed use development without impacting the amenity or character of the surrounding area.



SECTION TWO:
EXISTING & PROPOSED VISUALS





Isometric View I - Existing
Front Perspective I



Isometric View I - Proposed *
Front Perspective I

* Revised 31/05/2016
Proposed Isometric View I Rev A has been revised
following planner's comment and omission of
fourth floor





Isometric View II - Existing *
Rear Perspective I



Isometric View II - Proposed *
Rear Perspective I

* Revised 31/05/2016
Proposed Isometric View II Rev A has been revised following planner's comment and omission of fourth floor





Isometric View III - Existing *
Rear Perspective II



Isometric View III - Proposed *
Rear Perspective II

* Revised 31/05/2016
Proposed Isometric View III Rev A has been revised following planner's comment and omission of fourth floor





Isometric View IV - Existing
Front Perspective II



Isometric View IV - Proposed *
Front Perspective II

* Revised 31/05/2016
Proposed Isometric View IV Rev A has been revised following planner's comment and omission of fourth floor





Existing Perspective of Front (West) Elevation



Proposed Perspective of Front (West) Elevation *

* Revised 31/05/2016
Proposed Perspective of Front (West) Elevation
Rev A has been revised following planner's
comment and omission of fourth floor





Existing Perspective of Front (West) Elevation



Proposed Perspective of Front (West) Elevation *

* Revised 31/05/2016
Proposed Perspective of Front (West) Elevation
Rev A has been revised following planner's
comment and omission of fourth floor

