7.5 APPEARANCE

The architectural character and language of the new building has been carefully considered both in the context of the existing building on the site and the mansion block typology found in surrounding Somers Town. The aspiration is that the building should be in keeping with its surroundings and compliment the street scene as a contemporary building with a modern architectural language.

The façade of the building is composed from a brick grid which has been designed to suit the module of student bedrooms. The grid acts as an ordering device for the repeated window openings. It is proposed that the colour of the brick is chosen to closely match the light grey brick of the existing building.

On the east and south facades, openings within the brick grid are typically recessed to the depth of 1.5 bricks to give sufficient relief to the elevation. These deep reveals have white metal linings to highlight the opening and reflect light into the inside space. The white metal will contrast with the brick and draws on the material palette of the existing building.

All of the bedrooms are located on the Phoenix Road elevation with a private study area adjacent to the window to benefit from the north light. The study desk is part of a bespoke joinery element which includes a projecting bay window. This component has been inspired by the projecting bay windows of the existing building and gives a strong identity to the proposal.

The mansard roof will be clad in a light coloured standing seam metal of a sufficient thickness and rigidity to achieve a crisp flat surface. The dormer windows will also be metal clad to match the roof.

The inclined balustrade and dormer window frames at the upper level will be in metal to match the roof. This is in order that the roof can be viewed as one homogenous component which blends into the sky and does not detract from the primary elevation of the brick façade below.

The ground floor is mostly fixed glazing with grey metal window frames. The student residential entrance and canopy is picked out is white to match the accommodation above.

7.6 TOWNSCAPE AND HERITAGE IMPACT

The scale and the massing of the proposed development ensure that the building fits within its surroundings immediately. It is significantly more modest in scale than the nearby Crick Institute but of sufficient size to have a positive and complementary relationship with its historic neighbours.

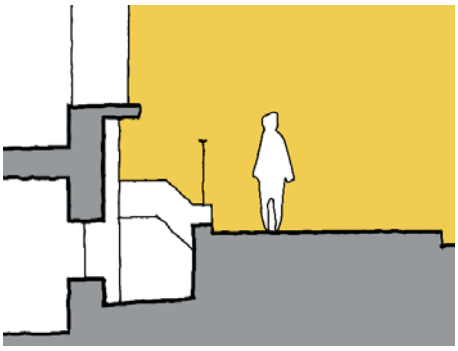
The overall effect of the new development will be to enhance the setting of the Ossulston Estate, ensuring that its significance is preserved.

The new proposal will hold the corner in a confident manner, within the heights of surrounding buildings and reiterating the existing urban form whilst providing much needed activity at street level.

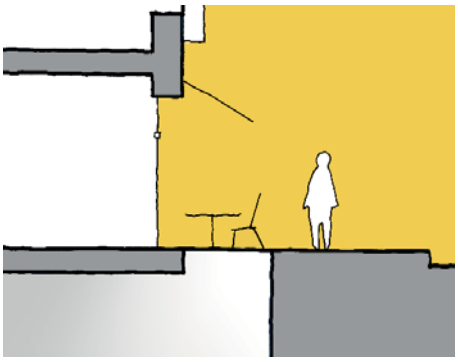
In a time of many changes in Somers Town the proposed redevelopment of 42 Phoenix Road represents a sensitive and contextual response to its surroundings and fulfils the requirement for a high quality architectural design solution.

EXISTING BUILDING

NEW BUILDING



Inaccessible



Accessible to all

Unsafe public realm

High quality public realm

Blank frontage

Active frontage

380sqm

D1 space

Convoluted and restricted D1 space

404sqm

D1 space

More D1 space with a flexible layout

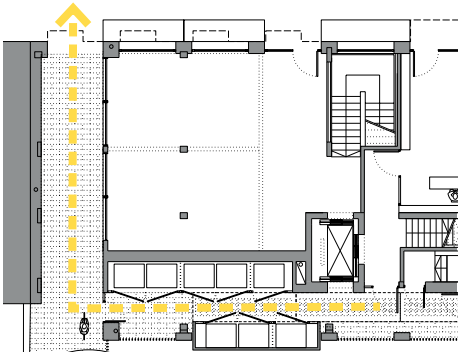
7.7 SUMMARY OF EXISTING VS PROPOSED

The proposed scheme has the potential to bring many positive changes to the area. These positive changes can be compared to the existing scenario under the following headings. These topics are each high priorities of the EAP.

EXISTING BUILDING

NEW BUILDING

Servicing on the street



Servicing at the rear

Weak urban form

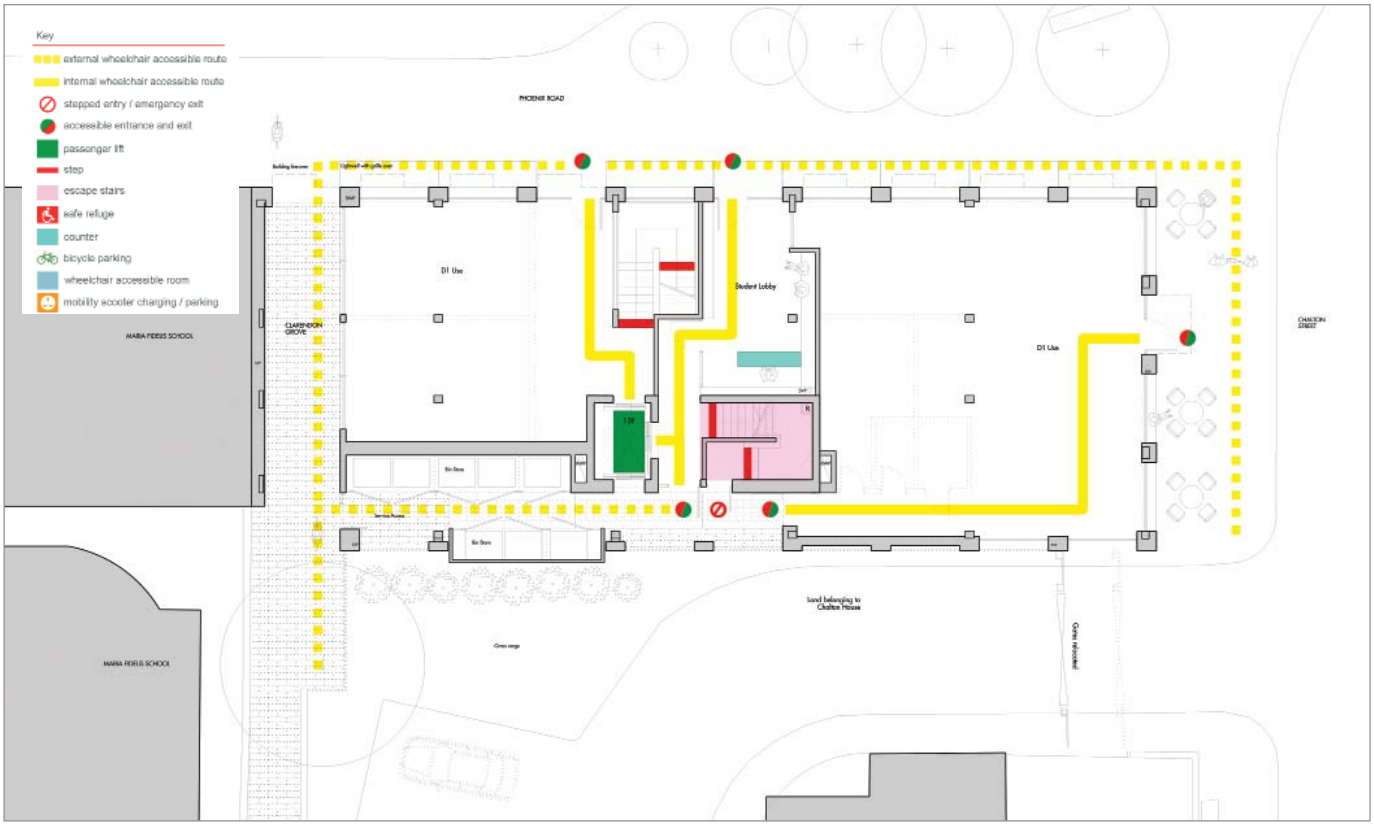
Confident urban form

Tired accommodation, no longer fit for purpose

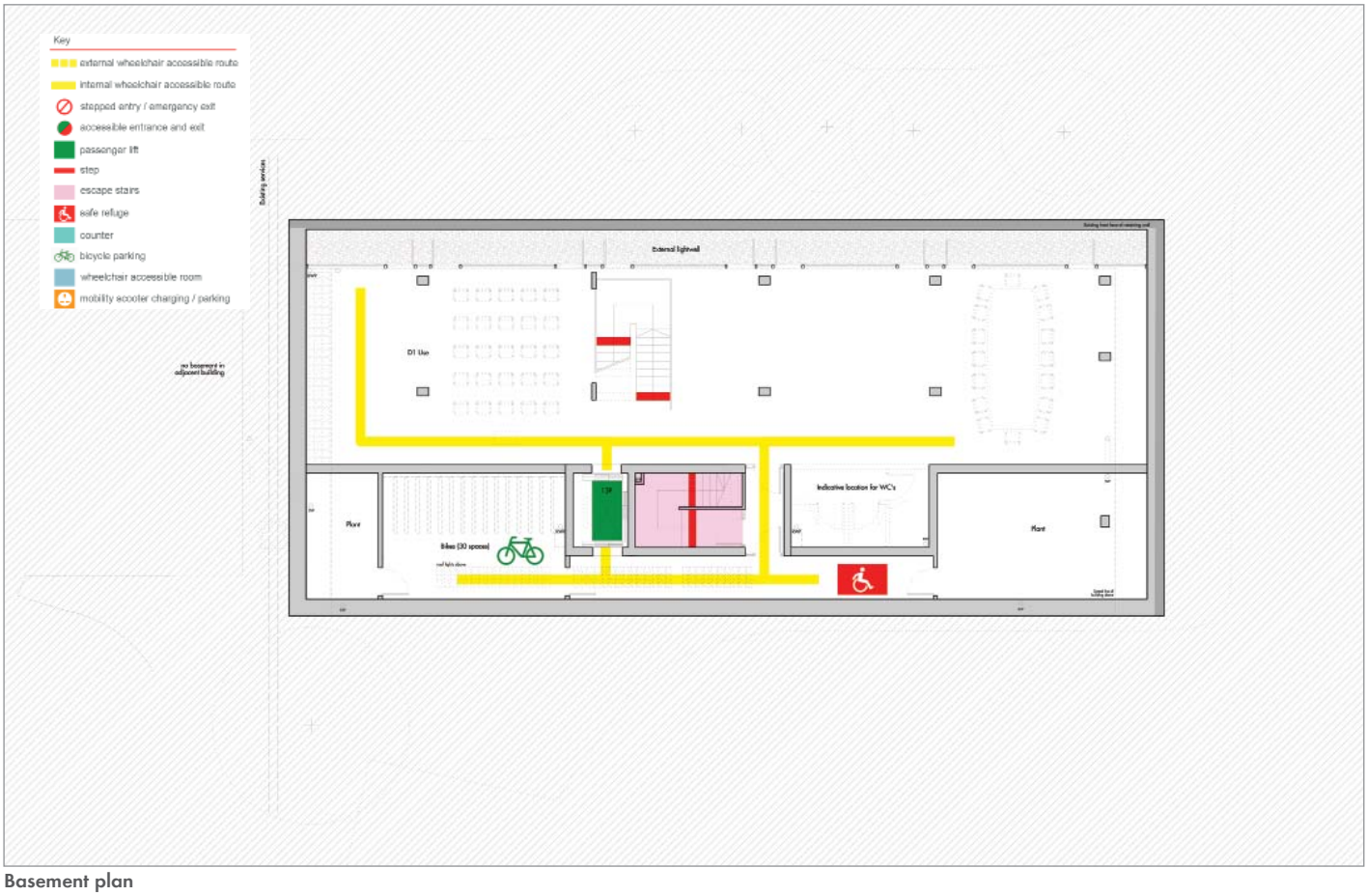
High quality accommodation

Not sustainable

Energy efficient and sustainable



Ground floor plan



Basement plan

8 SUPPORTING DETAIL

8.1 ACCESS AND INCLUSIVE DESIGN

This statement complies with the formal requirement for an Access Statement to accompany most planning applications as set out by the circular Guidance on Changes to the Development Control System, effective from April 2010, following the changes to the planning application process introduced by the Government in May 2006.

The proposed scheme has taken into consideration appropriate standards from an early stage of design with regards to access for disabled people as tenants, visiting guests and staff. The proposals comply with mandatory access standards and have the capacity to meet wider, best practice access standards.

The proposal aims to achieve the following objectives:

- Maximise access to all parts of the building
  Meet the requirements of the building regs parts M, K
- Meet the aims of the equality act 2010
- Follow design guidance given in British standards
- Meet local authority policies

Review of Proposals

The following review describes 42 Phoenix Road in terms of its accessibility. The structure of the review follows a route through the proposed development, starting with the approach to the building followed by a visit to the accommodation and facilities and concluding with the means of escape for people with disabilities.

Public Transport

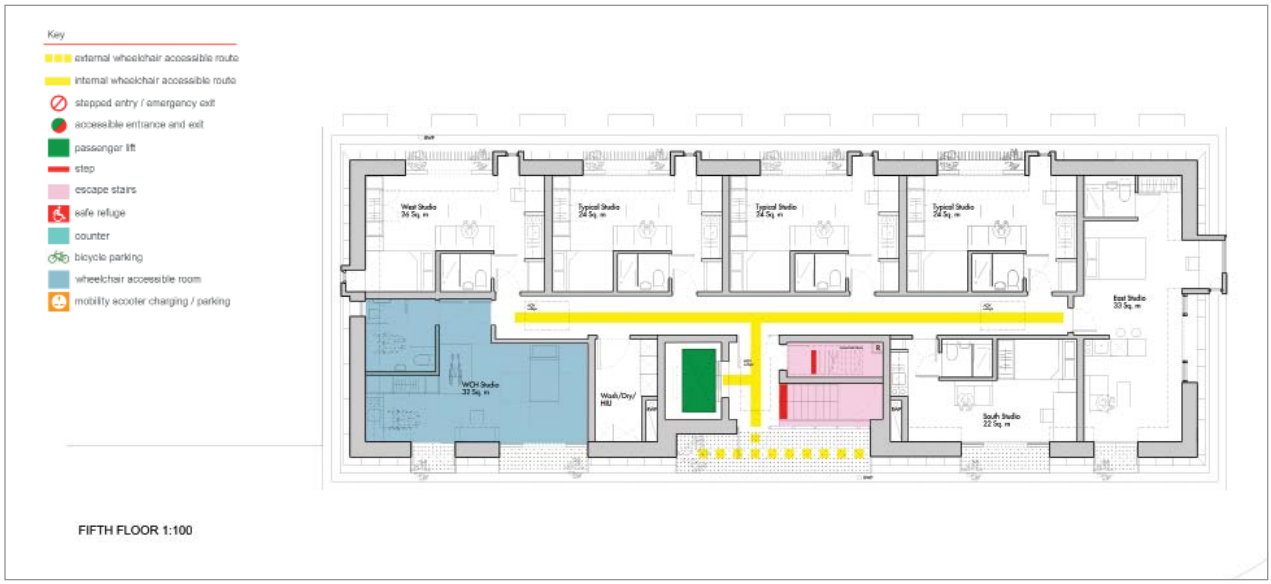
King's Cross St Pancras and Euston tube and rail stations are within 10 minutes walk of the site and connect to many different lines. Both stations are fully accessible to facilities and platforms. There are several bus routes which run along Eversholt Street to the west of the site and Midland Road to the east with a number of bus stops in the vicinity of the proposed building. There is a frequent availability of taxis adjacent to St Pancras Station and these can set down outside 42 Phoenix Road.

Car Parking

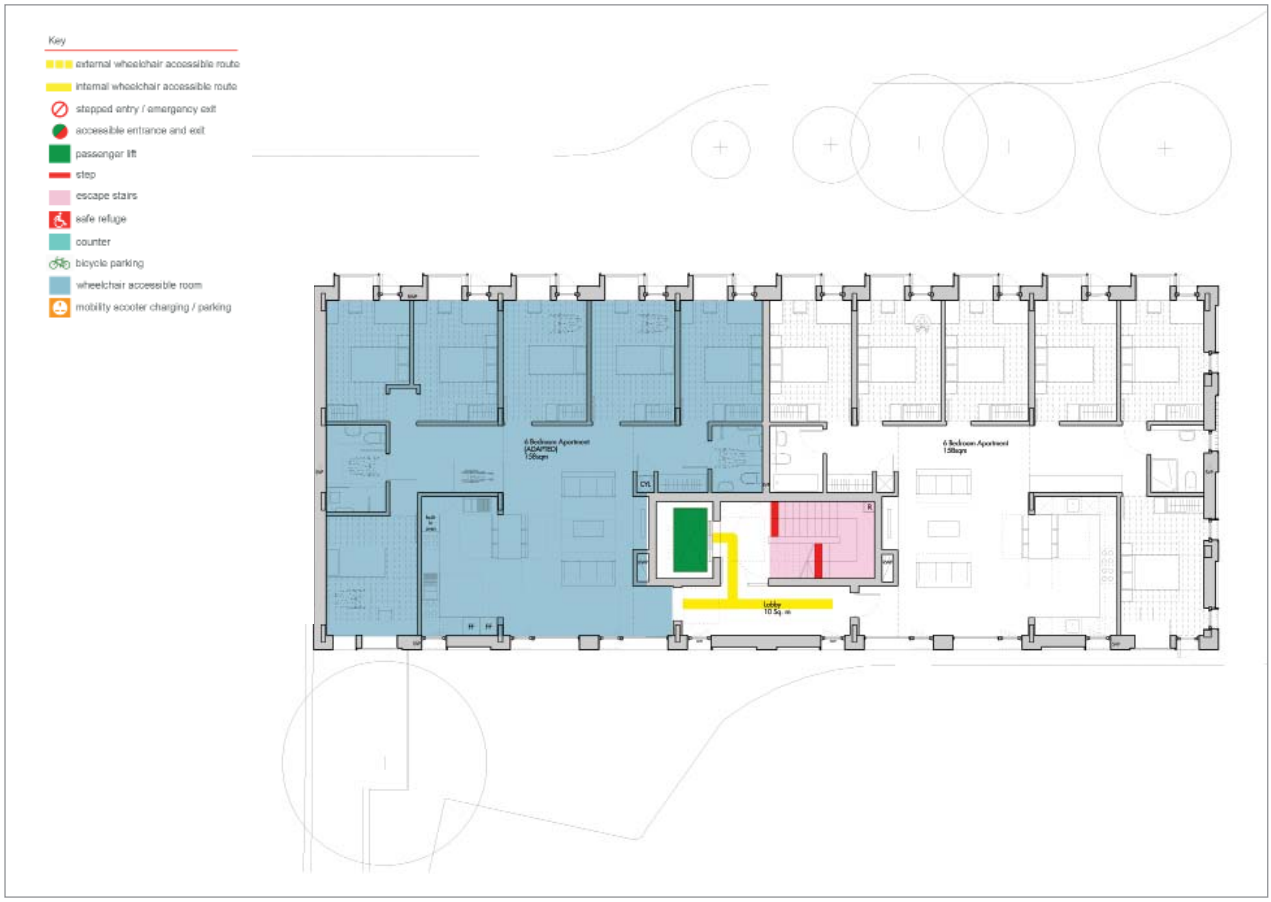
AD M recommends that at least one Blue Badge car parking space is provided as close as possible to the entrance. This, (and any additional bay requirements) would be dealt with through an application for a residents permit for on street parking.

There are publicly accessible blue badge spaces on Polygon Road, Phoenix Road and two on Chalton Street. These spaces are designated for blue badge holders and could be used by residents at 42 Phoenix Road.

It is possible to park on the street around the building but parking restrictions do apply. The majority of the area is designated for resident permit holders only Monday to Friday with some pay and display spaces dotted around. It is not proposed that the scheme benefits from permit holder positions. However future residents could benefit from a number of car club parking bays on Ossulston Street and Charrington Street within 5 minutes walk of the building.



Fifth floor plan



First to fourth floor plan

Bicycles and Motorcycles

There will be provision for cycle parking in the basement of the building, accessed via the large passenger lift. Further cycle parking provision could be located on the public highway as the pavement is a generous width on Phoenix Road. There are existing dedicated motorcycle only spaces on Drummond Crescent, Doric Way and Polygon Road.

Scooter charging and storage space will be provided in each accessible flat. These are indicated on the marked up plans.

Approach

Approach to the building is via the public pavement on Phoenix Road and Chalton Street, which is of suitable width and surface with acceptable gradients. Step free access will be provided to all parts of the building including a level threshold to the D1 space at ground floor, the bin and cycle storage and student units above.

Entrances

There are three proposed entrances to the building – care has been taken to ensure that the entrances are fully accessible to all, in particular to the D1 space which currently has no level access.

The proposed entrances are through hinged doors at street level. The doors have been designed to be sufficiently wide to meet requirements and will include suitably positioned intercom and means of door operation. Every effort has been made to make entry to the building as simple as possible – avoiding any obstacles or convoluted entrance sequences.

All door proposals will meet Approved Document Part M in all aspects including opening forces. Ironmongery details will be reviewed at the appropriate stage. A clear route to lifts is provided in any scenario where vertical circulation is required.

Horizontal Circulation

There are step-free routes at all levels and adequate room for turning and for entering all doorways. The design of the flats allows generous passing areas throughout. It should be noted that the student residential units have been designed to meet AD M standards and wheelchair accessible flats have also been provided. Details of finishes, materials and lighting will be reviewed at the appropriate stage.

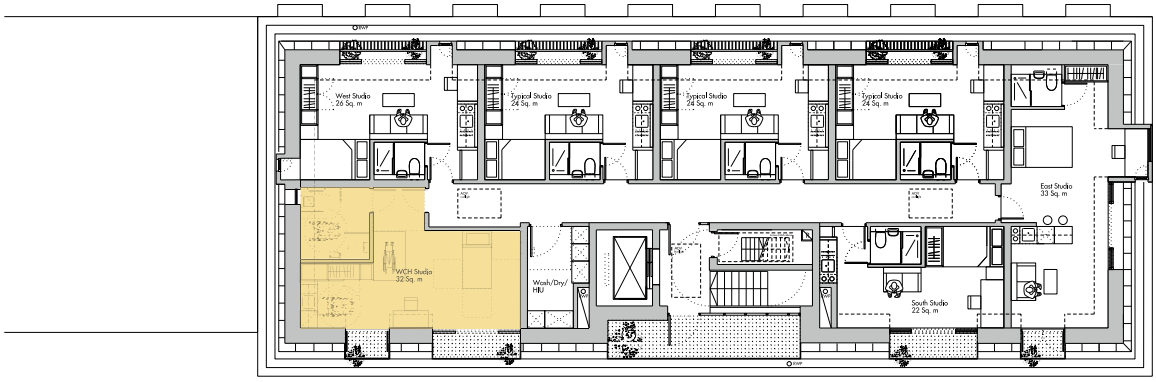
Internal Doors

Generally doors are wide and meet AD M table 2. All doors including those to standard WCs will require the 300mm offset to the pull side. All doors in the proposed development have 300mm on the pull side. There are a couple of doors to standard bedrooms where it has not been possible to provide the clear 300mm width on the push side due to the relationship of door to corridor space. In these instances there are several other adjacent bedrooms within the same apartment which do meet this criteria.

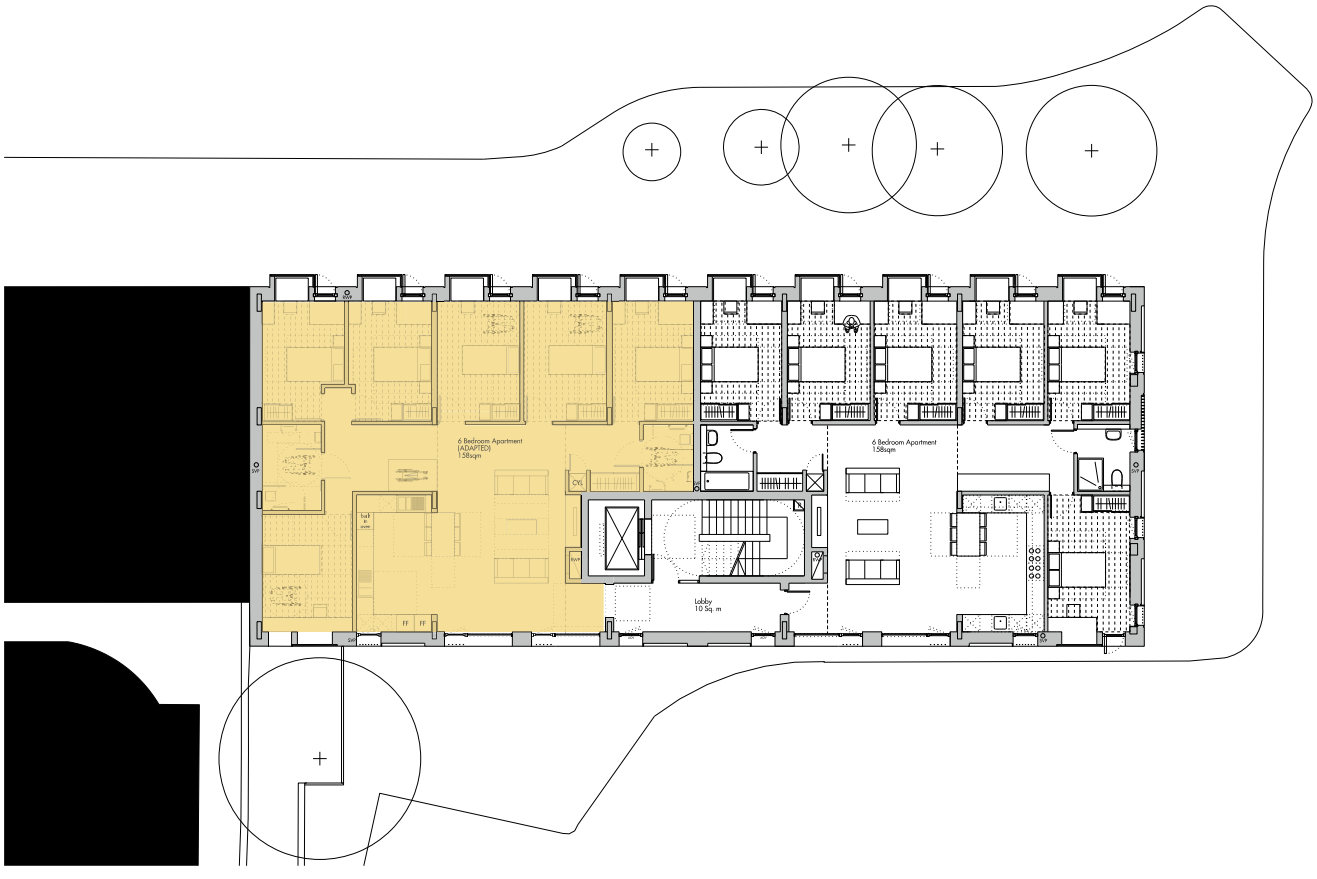
Doors to accessible WCs will open outwards allowing adequate manoeuvring space. Details of finishes, materials and ironmongery will be reviewed at the appropriate stage.

Vertical Circulation

A lift will provide access to all building levels. The staircase is designed to AD M and K, with 170mm risers and 250mm treads. The internal stair will be 1000mm wide with handrails to both sides and will meet AD Part M requirements. Details of controls, lift finishes, materials, contrast stair nosings and handrails will be reviewed at the appropriate stage.



FIFTH FLOOR 1:100



FIRST-FOURTH FLOOR 1:100

WCH Adaptable Apartments

Provision for wheelchair accessible student flats

Policy CPG2 Housing, asks for 10% of student bedrooms to be WCH accessible. Typically, this constitutes 5% which are adapted from the outset and 5% which are capable of easy future adaptation.

It is the applicant's aspiration that the building is accessible to all from the start. Due to the generous apartment sizes and level access arrangement, all areas of the building, including all flats will be accessible to wheelchair visitors.

In addition, 24% of student bedrooms will be designed to be easily adapted for residents who are wheelchair users. The typical wheelchair apartments are located on the western side of the plan. These 4no. 6 bedroom apartments will contain three accessible rooms and two bathrooms, one of which complies with Approved Document M for a toilet and shower. The corridors, circulation space, kitchen, living and bathroom spaces in the apartment also meet Part M.

In addition to this provision, and in order not to preclude wheelchair users from freedom of choice across the different flat typologies in the proposal, an accessible unit will also be provided amongst the studio apartments on the top floor. This results in 13 bedrooms out of 55 (24%) in the proposal being suitable for adaptation for wheelchair users.

Of the 24% of wheelchair adaptable bedrooms, 7% will be fitted out as accessible rooms from the outset. This provision exceeds the planning guidance of 5%.

In accordance with CPG2 Housing, chapter relating to student housing, the accommodation has not been designed to lifetimes homes as this does not apply to student housing.

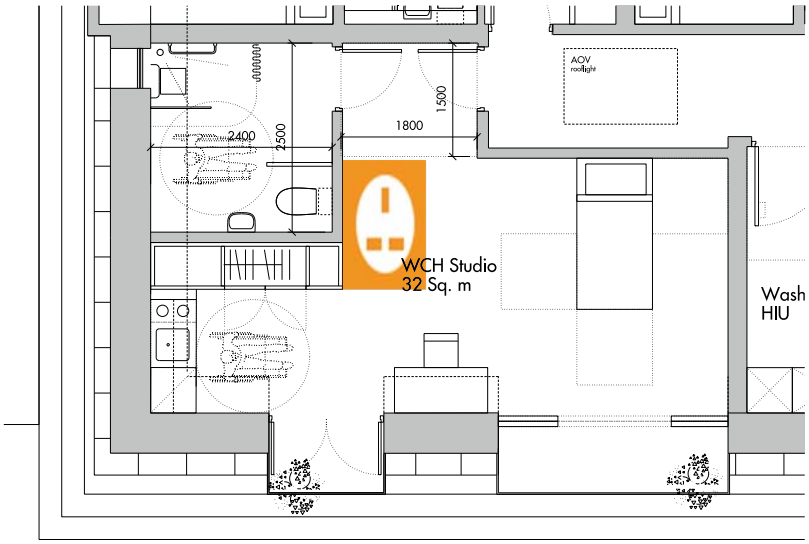
Fit out and best practice

The following will be considered as the design is developed: See | Access Management Plan (AMP).

Physical environment:

- There is a choice of location and equivalent standard / type of rooms provided elsewhere;
- There is a bathroom layout that allows for wheelchair circulation;
- There are well-designed support rails by toilet and bath or shower, adjustable height and removable to accommodate the requirements of different users over time;
- There is a level shower, which is open or with an easy to use door to Approved Document M requirements;
- There are toilets and basins that are comfortable to use for all users, whether disabled or not e.g. twin height, choice of different types or adjustable;
- Switches, taps and other controls that are easy to operate;
- Multi- sensory alarm and emergency pulls; and
- Switches and sockets to Approved Document M 2013, BS8300 requirements as appropriate.

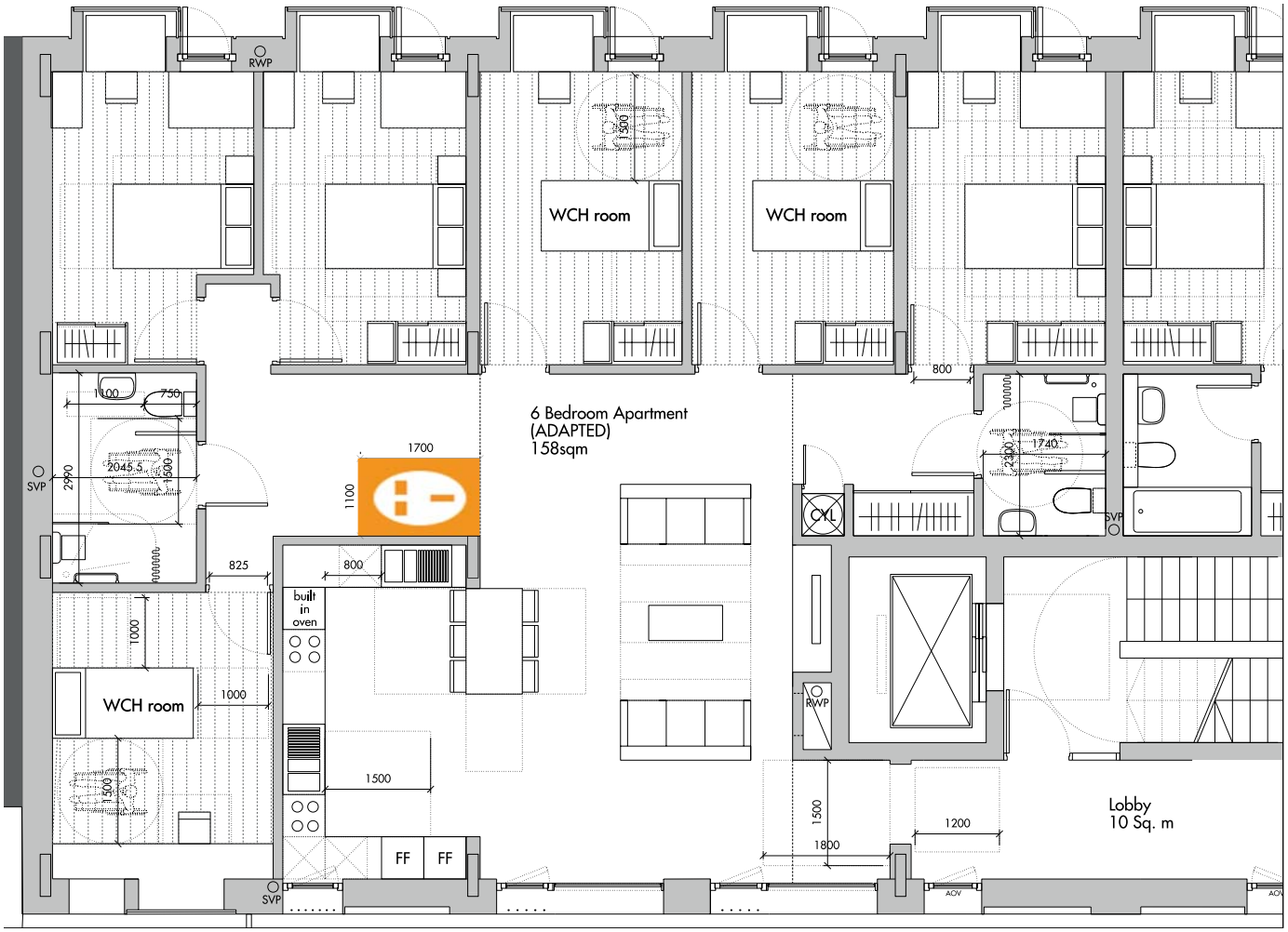
	Student Flats		Student Bedspaces	WCH Bedspaces
	Studio	6B	Beds	WCH Beds
Fifth Floor	7		7	1
Fourth Floor		2	12	3
Third Floor		2	12	3
Second Floor		2	12	3
First Floor		2	12	3
Ground Floor				
Basement				
TOTAL	**7**	**8**	**55**	**13**



1-Bed WCH student studio apartment

Key

mobility scooter charging / parking



6-Bed WCH student apartment, with 3 accessible bedrooms

Typical 6 bed and Studio wheelchair adaptable apartment

A layout has been provided here to demonstrate that rooms are large enough to accommodate circulation spaces and furniture.

The wheelchair adaptable student housing has been designed in accordance with Approved Document M, buildings other than dwellings.

WC provision

Suitable WC provision has been made within each student residential unit according to both Part M and HMO guidance. The positions of suitably sized WC's have been indicated in the D1 space to AD part M but these are subject to future fit out. Details of finishes, materials, sanitary ware and colour contrast will be reviewed at the appropriate stage.

Escape

As flats in the building will be let to private student tenants, the provision of disabled refuges or evacuation lifts are not required under BS 9991 but use of the lift may be possible in an evacuation as part of the evacuation strategy, subject to fire consultant's comments.

The ground and basement floors of the building will be accessible to the public. As such, a disabled refuge area has been provided within the protected corridor in the basement where a call point will connect directly to the concierge desk at ground floor. The fire evacuation arrangements are subject to further discussions.

Wayfinding

The simple plan and small plan area, together with the combined lift and stair core should facilitate way finding. Signage and way finding will be designed to current recommended standards so that they can be easily usable by all people (people with disabilities and users of different languages), however it is thought at this stage that minimal signage will be required. Lift alarms, WC alarms, and emergency evacuation procedures will be easy to use and clearly signed.

Accessibility Management Plan (AMP)

Policy 4.5 of the London Plan encourages the preparation of an Accessibility Management Plan (AMP) to ensure that the management and operation of facilities are fully considered at the outset of the design and that accessibility and inclusion are monitored and maintained throughout the life of the development.

The level of detail to be provided by an AMP depends on the type and scale of development being proposed; the needs of the future operator may also be unknown until the building is occupied and a sufficiently flexible AMP may be required in order to accommodate the needs of future tenants.

In the case of 42 Phoenix Road the future operator may not be known. As a result of this, policies can be generic; for example the need to ensure that accessible rooms are allocated based on the needs of individual visitors.

A successful AMP also promotes expectations of accessible facilities within the development and allow potential users to recognise that the accommodation is user friendly and able to accommodate their needs.

To this end DBA will consult with the operator to ensure that the AMP is developed at the appropriate stage and includes detailed reference to the availability of suitable facilities. The following table is a snap shot of the access issues to be included in the full AMP.

1 - PRE-ARRIVAL

Provision

1a: Websites, accessibility and booking

1.1	Ensure websites are available in an accessible format
1.2	Ensure promotional materials & access guides are made available in a variety of formats
1.3	Enquires & Booking procedures
1.4	Accessible Parking & Transport enquires
1.5	Familiarisation Tours

2 - ARRIVAL

Provision

2a: Accessing the Car-park

2.1	Entrance to Car-park/Access to drop-off

2b: Car Parking & Drop off

2.2	Signage to Parking & Drop-off points
2.3	Designated pick-up and drop off points
2.4	Accessible Bay provision
2.5	On-street / Alternative Parking
2.6	Valet Parking

3 - EXTERNAL ACCESSIBILITY

Provision

3a: External Routes

3.1	Keep access routes clear
3.2	Street Furniture

3b: Entrances (External)

3.3	Portable / Temporary Ramps
3.4	Main Entrance Door(s)
3.5	Door controls

3c: Surrounds & Gardens

3.6	Mobility Assistance e.g Wheelchairs (Large gardens)
3.7	Facilities enroute (e.g WC's/resting places/dog facilities in large gardens)
3.8	Maps & Guides
3.9	Accessible' routes (Shorter)

4 - CHECK-IN

Provision

4a: Reception Desk

4.1	Reception Desk
4.2	Induction Loops
4.3	Assistance with luggage
4.4	Check-in (Documents)
4.5	Additional Keys (Multiple Occupants / Accessible facilities)
4.6	Payment Options
4.7	Familiarisation tours (Building & room)
4.8	Visitor assessment & PEEP
4.9	Evacuation

5 - INTERNAL ACCESSIBILITY

Provision

5a: Internal Doors

5.1	Door weights
5.2	Door operation
5.3	Keys

5b: Horizontal Circulation (Inc Corridors)

5.4	Visual contrast
5.5	Surface finish
5.6	Lighting
5.7	Windows
5.8	Furniture
5.9	Communications & PA Systems
5.10	Cleaners

5c: Vertical Circulation (Lifts/Ramps/Stairs)

5.11	Lifts
5.12	Ramps

5d: Communal Areas & Equipment

5.13	Seating (Public Areas)
5.14	TV & Viewing areas
5.15	Dining areas
5.16	Public Telephones
5.17	Vending Machines
5.18	Internet Access

5e: Leisure Facilities

5.19	Entrance & Reception areas
5.20	Changing & Shower areas
5.21	Auxiliary aids

5f: Retail Outlets (e.g Coffee shops & amenities)

5.25 General access requirements

5g: Conference Facilities

5.26 Pre-arrival access information (Booking)

5.27 Participation (or an accessible alternative)

5.28 Signage

5.29 Sound & Lighting

5.30 Auxiliary aids & Assistance

5.31 Facilities

5.32 Refreshments

5.33 Staff training

6 - WC's & CHANGING FACILITIES (PUBLIC)

Provision

6a: General Provision

6.1 Main Internal equipment & layout

6.2 Auxiliary aids & additional equipment

6b: Additional facilities

6.3 Accessible changing facilities

6.4 Alternative accessible facilities

7 - ROOM ACCESSIBILITY

Provision

7a: Minimum rooms required

7.1 Minimum numbers

7.2 Record of Room Requests (Reviewed annually)

7b: Fixtures, Fittings & Equipment

7.3 Electrical outlets, switches & controls

7.4 Room & Equipment Maintenance

7.5 Hoists

7.6 Maintain accessible layout

7c: Audio Visual (Including Alarms)

7.7 Emergency Alarms

7.8 Televisions (Inc controls)

7.9 Telephones & Textphones

7d: Internal Doors

7.10 Door weights

7.11 Door operation

7.12 Door types

7.13 Keys

7.14 Locks

7.15 Door chime (Audio/Visual)

7e: Surfaces, Finishes & Lighting

7.16 Visual contrast

7.17 Surface finish

7f: Room Furniture

7.18 Furniture (Tables, work surfaces & chairs)

7.19 Wardrobes, drawers & Clothes rails

7.20 Beds & Bedding

7.21 Auxiliary Equipment (Alarms/Kettle etc)

7.22 Mirrors

7g: Environmental Controls

7.23 General & Flexible lighting

7.24 Heating

7h: Accessible Bathrooms

7.25 En-suite (Recommended)

7.26 Accessible bathroom requirements (Based on availability)

7.27 Shower controls, fittings & accessories

7.28 Bath controls & accessories (Inc over bath shower)

7.29 Accessories & Fittings (Provision & Maintenance)

8 - CHECK-OUT

Provision

8a: Reception Desk

8.1 Reception Desk

8.2 Induction Loops

8.3 Waiting areas, before & after check-out (Inc seating)

8.4 Assistance with luggage (Inc storage)

8.5 Check-Out (Documents)

8.6 Check-out (Location)

8.7 Access to facilities post check-out

8.8 Accessible Transport (e.g Taxis)

8.9 Feedback & Complaints Procedure

Proposed building with clutter free public realm

8.2 WASTE MANAGEMENT STRATEGY

External bin storage – Student Residential

The existing tenants currently deposit their rubbish bags behind the railings adjacent to the front door of the building at the entrance to Clarendon Grove. The bags are often left in a loose pile which creates odours, attracts pests and looks unsightly from the pavement. The council currently collect the rubbish from this location once a week.

A key objective of the development proposal is to remove the railings around the base of the building and de-clutter the pavement. To achieve this, a dedicated access route has been created at the rear of the new building to service the D1 space and the refuse and cycle store.

The amount of bin storage space required for the new development has been calculated through consultation with Camden Council Street Environment Service and reference to Camden's CPG1 Design, Section 10, fig 14. The development is classed as a residential development with 7 dwellings or more. The amount of external storage space required has been calculated using the table in Fig.14 which allows for apartments with up to 6 habitable rooms. The 6 bedroom shared apartments in the proposed development have 7 habitable rooms – to deal with this we have assumed an incremental increase in the capacity of refuse space per dwelling by 0.05m3.

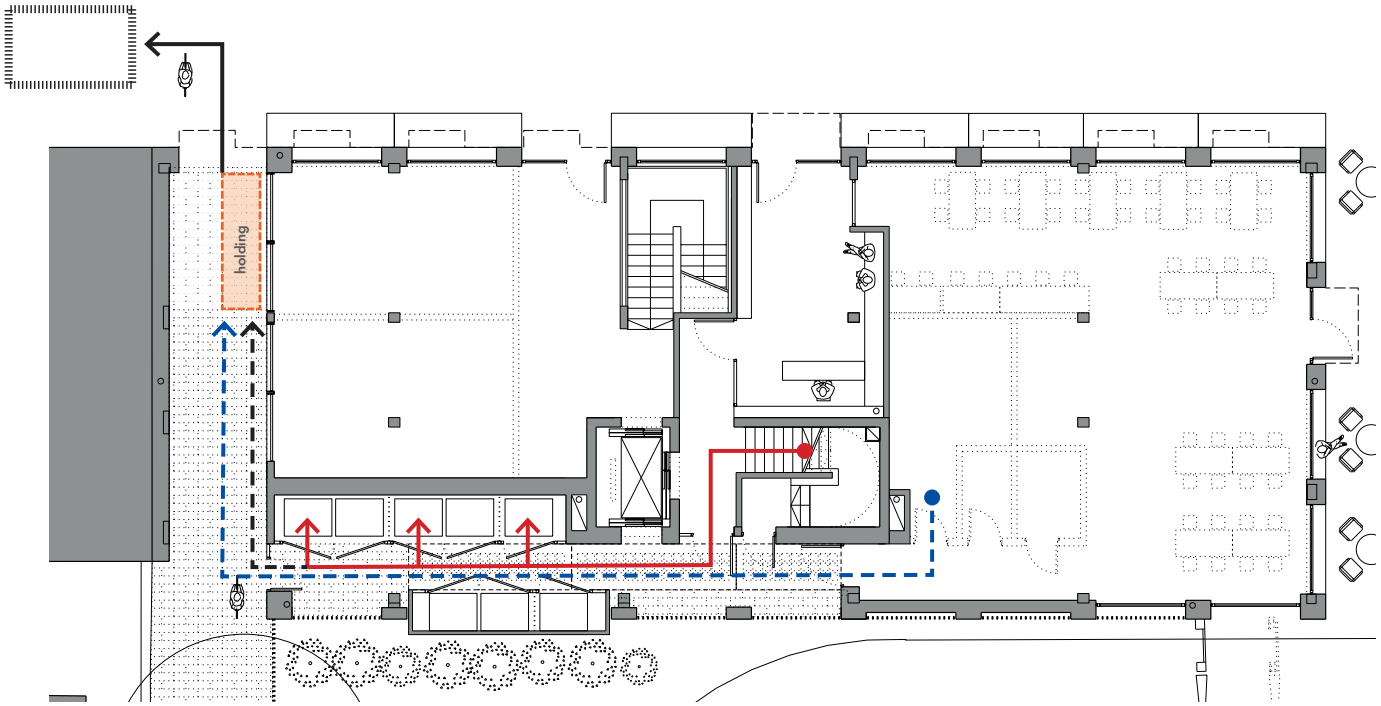
The calculations are as follows:
8no. 6bed apartments with 7 habitable rooms x 0.45m3 = 3.6m3
7no. studio apartments with 1 habitable room x 0.15m3 = 1.05m3

The external storage space required for student residential waste (based on weekly collection) is 4.65m3 which is equivalent to 4,650 litres. To contain this amount of waste, the following combination of bins has been provided:
4no. x 1100l euro bins for general waste
1no. x 1100l euro bins for recyclable waste
Space for a 1 x 240l food waste bin has also been provided

The bin store will be in an external covered area and designed to meet the requirements in Figure 16 of CPG1. The bin store will be:
• Located within 10m of an external access and not near other ground storey windows
• At or near street level or accessed via ramps at acceptable gradients
• Safe for users by being well lit and visible from nearby public vantage points or surrounding dwellings
• Fully secured, enclosed and inaccessible to animals and pests

Existing bins stored on street

Rubbish mounts up and attracts pests



Waste Management Strategy

council/commercial waste collection

holding area for bins on morning of bin collection day only
(less than 10m from pick up

residents

building manager

D1 staff

parking location for refuse vehicle

Policy asks that allowance is made for some space for additional bins in the future and on site storage for bulky items such as sofas – due to the relatively confined footprint of the site this has not been possible. There are 3 existing recycling banks ('bring') facilities in Somers Town at Ossulston Street, Werrington Street and Cranleigh Street, as such these facilities will not be provided on site but a managed solution could be arranged if necessary.

There were three options for the location of the bin store –
1. In the basement
2. Lining the public footpath, Clarendon Grove
3. Lining the rear service access

The first option would require a lifting platform to bring the bins to street level; this was considered impractical use of space for such a small bin store. There are antisocial behaviour issues in Clarendon Grove which could be exacerbated with bin stores lining the route. This would reduce the opportunity for active frontage and leave the bin store vulnerable to vandalism.

The bin stores are located either side of the rear access into the building with a clear width between them of 1.2m. The secure doors into the stores open directly onto the rear access route which can only be accessed by tenants of the building. Tenants will have access to the bin stores either with a key pad or a security fob. This route forms part of the fire exit from the building so the bin stores will be fire proofed with non flammable surfaces. This part of the building will be managed by staff to ensure the fire exit route is not compromised at any time.

The location of the bin store at the rear of the building is 14m from the road – this distance is longer than the acceptable 10m travel distance for kerb side collection. As such, the strategy for bin collection will involve a managed solution to bring the bins to the street once a week on the morning of collection. The temporary storage location for the bins between deposit and collection will be in Clarendon Grove which is 7m from a possible vehicle collection point.

External bin storage – Commercial waste

Waste storage for the D1 space has been calculated using Camden's CPG1 Section 10.18 and BREEAM Waste 03 guidance CN1. CPG1 asks that 1m3 is provided for every 300-500sqm of commercial space and Was03 asks for 2m3 for every 1000sqm. The D1 space in the scheme totals 404sqm NIA and so 1no. 1100l Eurobin is required for this space.

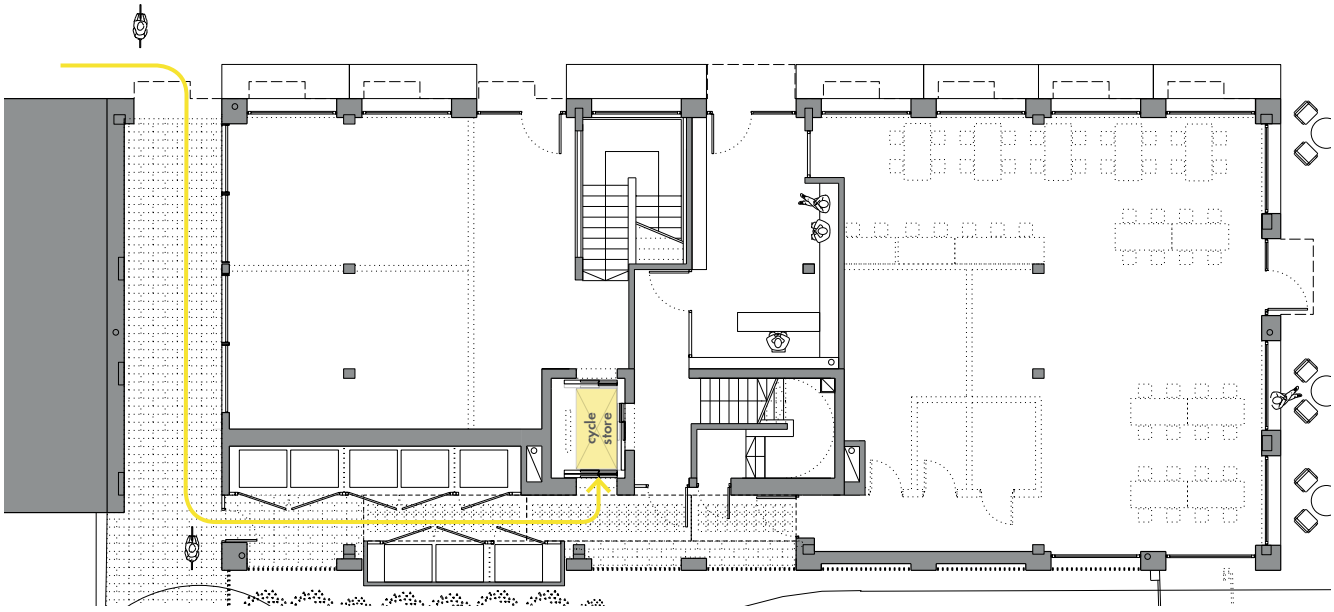
The D1 space is likely to have two separate tenants. Three separate bins will be provided for recycling, general waste and food waste. This bin store will be separated from the student bins store. The area will be segregated from other waste storage and clearly signed to promote separation of waste and prevent cross contamination of waste streams.

Internal Bin Storage

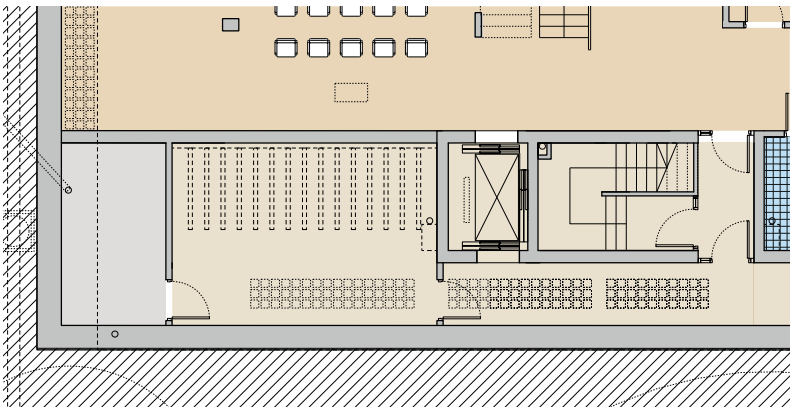
Dedicated internal recyclable waste storage will be provided within each of the dwellings in a dedicated space, to allow for segregation and storage of waste prior to transfer to the external bin stores.

These internal waste stores will be provided in accordance with the requirements laid out within the Camden HMO policy and BREEAM against which each of the dwellings are being assessed. The requirements are as follows:

Each bedsit/communal kitchen has a provision of three internal storage containers, as follows:
- A minimum total capacity of 30 litres
- No individual container smaller than 7 litres
- All containers in a dedicated non obstructive position
- The storage containers for recycling are provided in addition to non-recyclable waste storage.
- The recyclable storage is located in a dedicated non obstructive position in either:
- Communal kitchens or,
- Where there are no communal kitchens present, in a communal space such as communal lounges or utility areas.
- Home composting facilities and a home composting information leaflet is provided within the kitchen area or communal space for each self contained dwelling, bedsit or communal kitchen.



Cycle Strategy



Josta style 2 tier bike stacking suggested in the basement

8.3 CYCLE STRATEGY

Due to its central location and proximity to surrounding universities, it is acceptable to expect that many tenants of the development will not need a car but use a bike to travel. The aim is to encourage building users to cycle, so promoting exercise and helping reduce congestion and emissions, by ensuring adequate provision of cyclist facilities. As such the development will be car free.

The number of parking and cycle spaces in the proposed development has been calculated in accordance with the Local Development Framework – Development Policy Appendix 2 Parking Standards and the requirements to achieve BREEAM excellent.

The BREEAM requirement for bike storage in student residences is 1 bike per 10 staff and 1 bike per 2 residents. In addition, BREEAM asks for at least one cycle storage space per 10 staff in the D1 space.

Camden planning policy document does not specifically list student residential accommodation but refers to Hostel Use where it suggests provision of 1 staff cycle space per 250m2 NIA and 1 resident's space per 250sqm NIA.

The allocation made for the development will follow the BREEAM recommendations as this is the more onerous of the two. Space for visitor's bikes would be separate to this provision in a public place at street level, on rails located nearby.

The cycle storage spaces for student residents and permanent staff will be located in the basement and accessed via the passenger lift. The door to the bike store will be security controlled and it is proposed that a 'Josta' style two tier stacking system will be used. Space will be provided for one adapted tricycle.

Scooter charging and storage space will be provided in each accessible flat. These are indicated on the attached marked up plans.

Existing Clarendon Grove passageway

8.4 SECURED BY DESIGN

Creating a secure development is important not only for the safety and well being of residents and users but also to ensure that it has a positive, rather than negative impact, on the local environment.

In developing the proposals we have followed Secured by Design principles to achieve a high overall standard of security for the building and for the private and public spaces around it.

Somers Town has particular issues relating to crime and antisocial behaviour. As Councillor for Community Safety we invited Councillor Johnathon Simpson to our public consultation event to address these issues.

42 Phoenix Road is in a dispersal zone and police are often called to resolve issues in the alley way of Clarendon Grove. It is an aspiration of the Somers Town Community Investment Programme that Clarendon Grove is improved and made safer for the local community. With this in mind the development proposes the following elements which have been designed to improve the safety of Clarendon Grove.

- Passageway widened from 1.8m to 2.5m wide where applicant will relinquish ground floor area to the public realm
- Glazing introduced into the D1 space to provide passive surveillance during the day to replace the current blank brickwork wall
- Improved lighting
- Roof lights into D1 basement space adding light spill from artificial lighting below
- Improved material palette
- Possible local art wall
- New railings to the south of the building site to be agreed by Section 106 or similar
- Potential to open up between columns on the west side, depending on the development proposals for the Maria Fidelis School.

The team met with Secured By Design Officer, Adam Lindsey of the Metropolitan Police on the 14th of May 2015 at Ruislip Police Station. The Officer has advised that the following security measures are relevant to the design.

The police office was in favour of gating off Clarendon Grove with a 2m high locked gate. 'Should this area be used for crime or ASB (Anti-Social Behaviour) then the fitting of gates will take control of this land.'
The understanding is that pedestrian permeability is to be encouraged across Camden and as such this is not currently part of the proposals.

Other recommendations consist:

1. All communal and all residential doors will be to BS PAS 24-2012 or LPS 1175 sr2 or higher or other acceptable standard. This will include all perimeter doors.

2. All opening and accessible windows will be to BS PAS 24-2012 or LPS 1175 sr2 with P1A laminated glass.

3. Fire exit stairs will be split at ground level to eject a person from the stair core. This core will not allow a person to gain entry to the residential areas, other than re-entering through a security enhanced door.

4. Lifts will be controlled by encrypted control.

5. Post boxes will be located in the foyer. A secondary BS PAS 24-2012 door will be fitted to prevent entry into the building from the post lobby.

6. Access control will be audio and video. Students should be required to attend the front door to allow visitors to enter the building.

7. Student rooms may be clustered with a BS PAS 24-2012 door to allow entry to 6 rooms.

8. Any gating or doors to the bin store will be self closing and locking.

9. CCTV, if fitted, will comply with the information commissioner's office guidelines. www.ico.gov.uk

10. Stud partition, if fitted between flats and between entrance corridor and flat will be enhanced with 9mm plywood or metal mesh.

11. Lighting in communal areas to be to BS 5459.

12. Cycles will be in a secure location in the basement.

8.5 FIRE STRATEGY

A fire strategy has been prepared by The Fire Surgery. The principal objective of the fire strategy is to provide a design that demonstrates compliance with the functional requirements of the Building Regulations 2012 for part B, Fire Safety. The design will be subject to detailed discussions and formal approval with Building Control and London Fire Brigade.

A comprehensive fire strategy report will be developed in close consultation with the approving bodies for submission to part B of the Building Regulations 2012.

The particular challenges faced in the design are the aspiration for a single escape stair and open plan residential apartments. The principal design guidance used for the open plan apartments is BS 9991 (2011) where AD B has been used for the basement and ground floor areas (D1 space).

The scheme in general is compliant with the guidance documents of ADB and BS 9991, with only a few areas of the project that move away which include:
- The travel distances within open plan flats
- Unenclosed kitchens within open plan flats
- The use of a watermist system in lieu of a sprinkler system as required for open plan flats.

The strategy for residential apartments is 'defend in place' where only the occupants of the flat in question will evacuate to the fire alarm. The passive and active fire systems within the building will be designed to support this concept, mainly high levels of compartmentation and non-communal fire alarm systems. The particular constraints specific to 42 Phoenix Road outlined above will be dealt with through the fire strategy.

If a fire occurs in any of the ground floor or basement areas, there will be no fire alarm system throughout the residential areas. It is proposed that, regardless of the divisions in the D1 space, it is evacuated simultaneously if an alarm is activated in either of these spaces.

Due to the need to keep exit routes clear, it is not possible to rely solely on the technical provisions in the building and an active role on the part of the management will be necessary to ensure the common parts are managed sufficiently under the Regulatory Reform (fire safety) Order 2005, RRO.

The fire strategy will also demonstrate that the structure has adequate fire resisting properties to limit internal and external fire spread and structural damage. It will ensure that there are adequate access facilities for the fire service based on the current and new emergency vehicle site access plans which are to be agreed with the fire service. It is anticipated that the fire service will have adequate vehicular access around the site and will be provided with a dry fire main located within 18m of the entrance to the building.

8.6 DAYLIGHT, SUNLIGHT & AMENITY

Daylight, Sunlight, Amenity and Privacy to existing buildings

42 Phoenix Road is surrounded by existing residential properties. Due to the grain and orientation of the surrounding buildings not many of these windows look directly onto the site and it is not expected that existing amenity and privacy of neighbours will be compromised. Most windows are perpendicular to the facades of 42 Phoenix Road and over 18m away.

The proposed building is taller than the existing building with a larger footprint. As such daylight and sunlight tests have been undertaken to investigate the impact of the development on the levels of light falling on the surrounding residential windows.

The findings of the daylight and sunlight report are that the daylight (vertical sky component – VSC) and sunlight to neighbouring residential properties are not adversely affected by the proposed development. The reductions to residential neighbouring habitable rooms adhere to target criteria within the Building Research Establishment's (BRE Guide) "Site layout planning for daylight and sunlight: A guide to good practice".

In terms of daylight assessment of average daylight factor (ADFs) within neighbouring rooms, the report concludes that the proposed development has no significant adverse effect on current ADF levels.

In particular, for sunlight the assessment confirms that good levels of sunlight exist at present to neighbouring room windows (in accordance with BRE Guide). The assessment shows that these will be maintained in the proposed scenario and are generally significantly better than the target criteria within the BRE Guide.

In summary, there are no significant adverse effects on any surrounding buildings from the proposed development on neighbouring residential properties which satisfies the BRE Guide target criteria. For further information refer to the daylight and sunlight report produced by Shroeders Begg and submitted as part of this application.

8.7 ENERGY AND SUSTAINABILITY

The proposal has been designed to achieve BREEAM Excellent under the multi residential category.
There is an aspiration to connect to the nearby district heating system and the applicant is currently in discussions with Camden Council in regard to this.

For further information refer to the BREEAM Preliminary Assessment by Eight Associates and Energy Statement produced by Skelly and Couch, both submitted as part of this application.

8.8 FLOOD RISK

The following statement has been prepared by Allies and Morrison from a desk top study using the Environment Agency (EA) website as the primary source. The statement has been prepared to accompany the BREEAM Assessment completed by Eight Associates and submitted with this application.

The site lies approximately 2 miles north of the River Thames, in the Borough of Camden. The site is approximately 40 miles from the sea and the nearest waterway to the site is Regents Canal which is approximately half a mile to the north-east.

We have reviewed the site location (post code NW1 1TA) on the EA website and can draw the following conclusions from this desk based study (screen shots from the EA website included for clarity):

The site is in Flood Zone 1 (Fig 1)

The risk of flooding at 42 Phoenix Road from sea and rivers is listed on the EA website as 'very low'. Very low means that each year the area has a 1 in 1000 (0.1%) chance of flooding. Sites in Food Zone 1 are on land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).

The site has low to no risk of flooding due to tidal water

As the site is in Flood Zone 1 and some distance from the sea.

The site has low to no risk of flooding were the nearest reservoir to overflow (Fig 2)

The area shaded blue in fig. 2 represents the area that could be flooded if a large reservoir were to fail and release the water it holds. The nearest reservoir to the site is Highgate Pond No.3 but the predicated flood area for this reservoir does not come near 42 Phoenix Road.

The site has low to no risk of flooding were the nearest canal to overflow

The nearest canal is the Regents Canal to the north east but this does not pose a threat to the site.

The site has low to no risk of flooding from groundwater and is outside of a ground water protection zone (Fig 3)

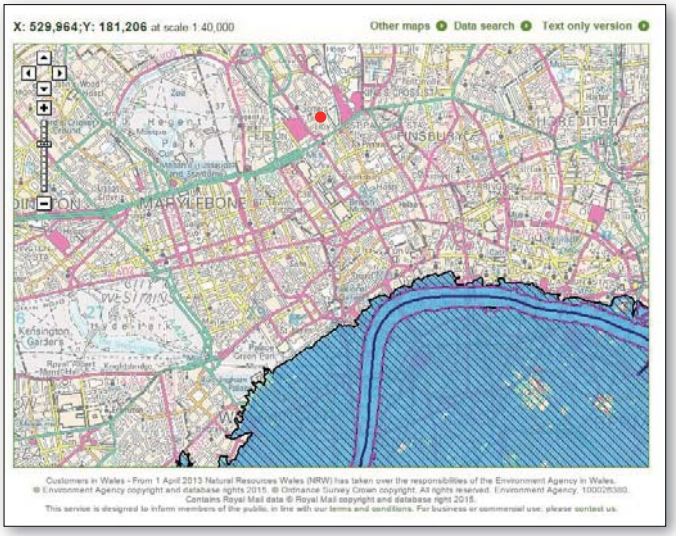
There is no risk of flooding from ground water in the area.

The site has low to no risk of flooding from surface water and sewers (Fig 4)

Surface water flooding happens when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.

The EA website confirms that the risk of surface water flooding at 42 Phoenix Road is 'Very Low'. Very low means that each year this area has a chance of flooding of less than 1 in 1000 (0.1%). This information is based on ground levels and drainage.

The new development at 42 Phoenix will have a larger footprint than the existing building. This will result in the roof collecting more of the rainwater and depositing it into existing drains before it hits the ground around the building. This will reduce the problems associated with surface water run off.



42 Phoenix Road

Fig 1. Flood risk map for planning

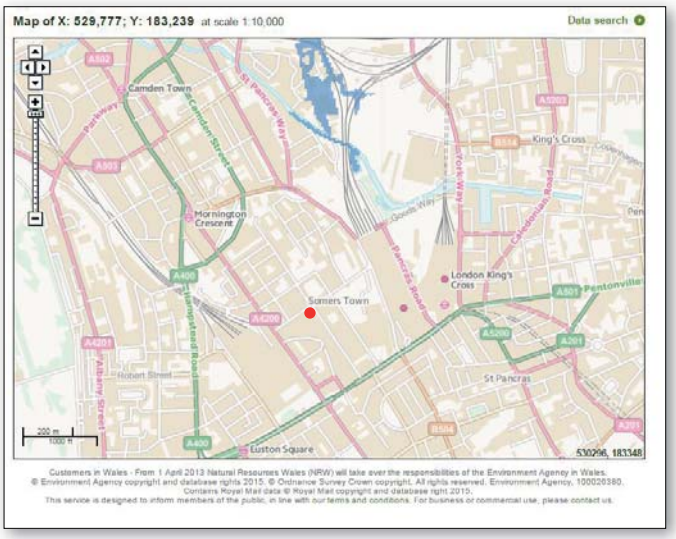


Fig 2. Flood risk from resevoirs

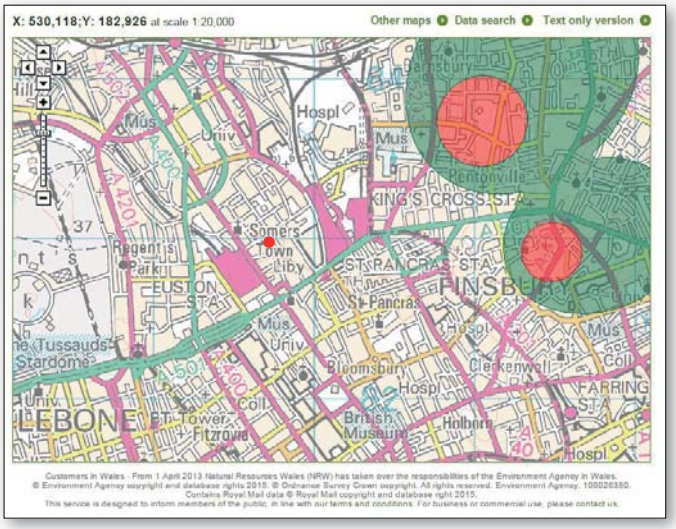
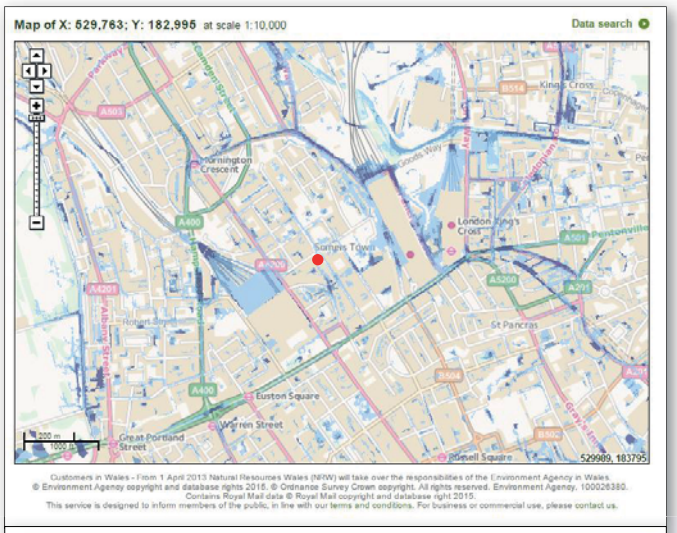


Fig 3. Ground water protection areas



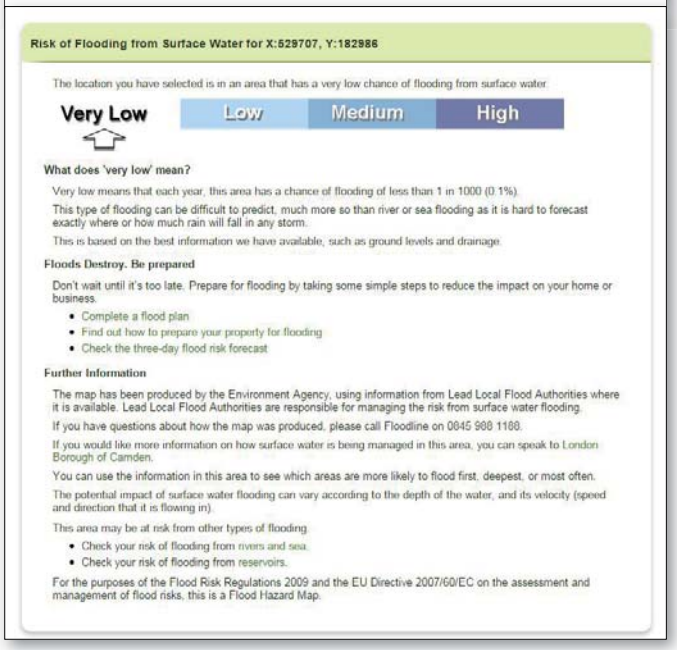


Fig 4. Surface water flooding


42

9 PROJECT TEAM

9.1 PROJECT TEAM

The proposals described in this document have been produced by the following team of consultants:

Client	The Findlay Estate Company
Architect	Allies and Morrison
Planning Consultant	Protean Planning
Structural Engineer	Momentum
Services Engineer	Skelly and Couch
BREEAM Assessor	Eight Associates
Fire Engineering Consultant	The Fire Surgery
Acoustic Consultant	Ramboll UK
Townscape and Heritage Consultant	Geoff Noble Heritage + Urban Design
Public Consultation Consultant	Allies and Morrison Urban Practitioners
Arboriculturalist	Barrell Tree Consultancy
Daylight and Sunlight Consultant	Shroeders Begg
CDM Coordinator	PFB Construction Management Services
Cost Consultant	Gardiner and Theobald

A APPENDIX

A.1 STUDY ONE – RETENTION VIABILITY

The following study was completed during the pre application process and presented to Camden at one of the pre application meetings.

STUDY ONE – RETENTION VIABILITY

Options for retention and reuse

Following the meeting in November A&M were asked to explore the options for retention of the existing building in greater depth.

Over the next 6 weeks the design team looked at various options for retaining the existing building whilst achieving level access and an improved quality of accommodation. It was important that each option retained the integrity of the existing building, provided level access and proved viable for the applicant.

This chapter describes the steps taken to test the feasibility of retaining the building whilst meeting the applicant's aspirations for the site.

Each option was assessed against the following key criteria:

- The amount of D1 space in the building must be retained and improved
- All areas of the building must be fully accessible
- The works must be financially and physically viable for the applicant
- Both the quality and amount of lettable space must be improved
- The integrity of the existing building (and features which result in its position on the local list) must be retained

This exercise was extensive and has been distilled to the three principal options demonstrated here.

Option One – Adaptation

Install level access with lifts at entrance locations, otherwise retain and refurbish the building in its current configuration.

This is not a viable option as the installation of lifts would result in convoluted and inefficient internal routes which would comprise the existing spaces even further. Many townscape opportunities would be missed as the building remains isolated from the street and the top floors piecemeal and incomplete.

This option would be disproportionately expensive to undertake, resulting in little to no increase in rental yield to pay for the works.

Option Two – Extension

Install level access with lifts at entrance locations and increase the footprint of the existing building.

An extension to the floor plate at the rear and the addition of more storeys are proposed as enabling development to contribute to the costs for access and fabric upgrades. This would increase the floor area and height of the building but could cause significant visual harm to the appearance and integrity of the existing building.

Due to the constraints in parts of the existing building the quality of accommodation provided would still be compromised.

Option Three – Facade retention

A scheme which only retains the better aspects of the existing elevations at low level. The rest of the building would be removed and replaced with new extended floor plates over more floors.

This would provide level access and efficient floor areas but would require such extensive alterations to the retained facades so as to justify the building's removal from the local list and present unacceptable levels of construction complexity, risk and cost.

The work on the following pages was submitted to Camden Council in December ahead of the next pre-application meeting.