

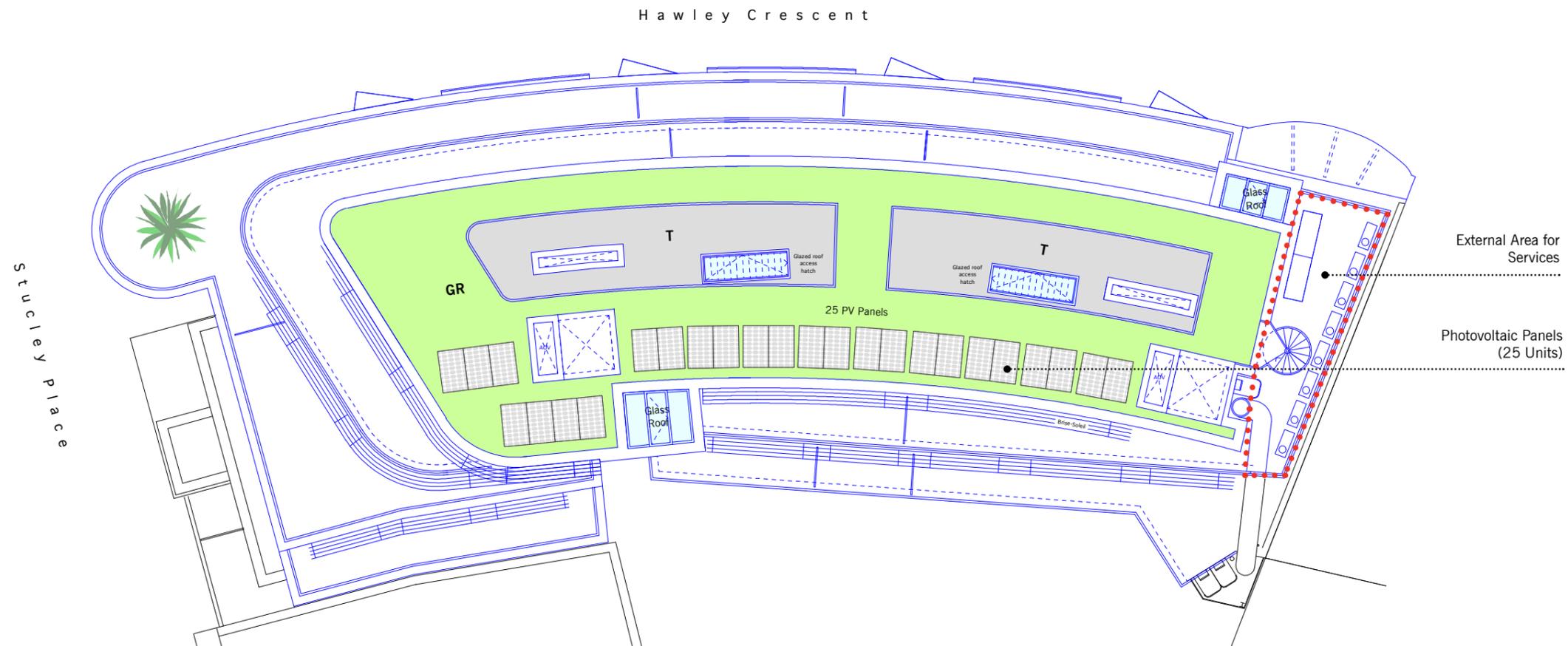
## 8. Servicing, Structural, Noise, Waste & Access

## 8.1 Service Strategy

### Services

The services proposals are as follows:

- Air source heat pumps will be used to heat and cool the apartments. They will be located between the new external rooftop plant terrace and the existing basement plant allocation
- A new cold water storage tank and booster will be provided within the basement to ensure an adequate pressure of water is delivered to the upper floors
- All apartments will be ventilated using full mechanical ventilation with heat recovery
- Energy efficient lighting will be provided throughout with appropriate controls
- 25 photovoltaic panels are provided at roof level. The flat roof will be used to house 8kWp of PV panels. One Air Source Heat Pump will be provided per apartment to provide heating and hot water.
- The proposed energy strategy has the potential to provide a 12% improvement over the Building Regulations 2013 minimum target; through passive design measures, energy efficient equipment and renewable technologies.
- Renewable technologies have been specified to achieve a 9.6% reduction in site wide CO2 emissions and generate 6.21% of the total energy consumption of the development.

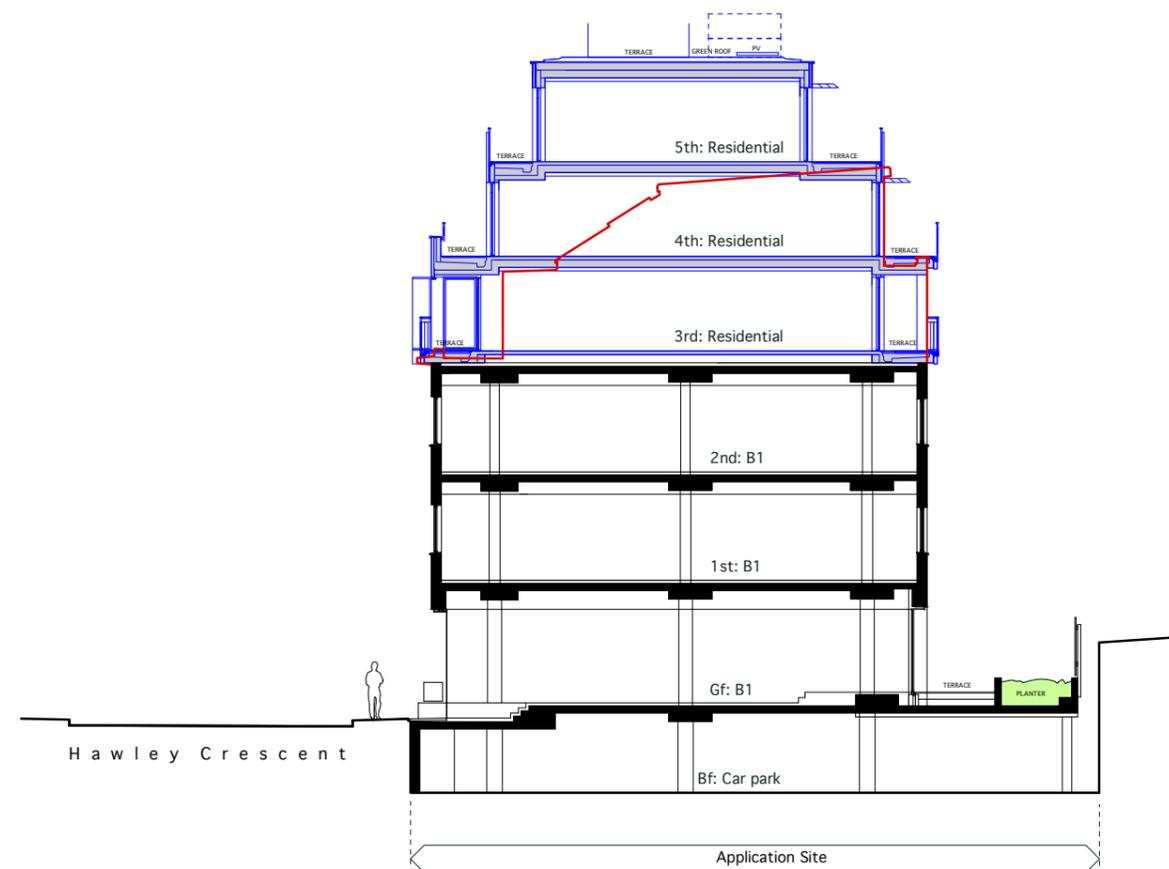


## 8.2 Structural Strategy

### Structure

The structural proposals are as follows:

- Removing the columns and slabs above 3rd floor and adding 3 No. residential floors above that level. The construction of the new floors will consist of steel frame and timber joists, steel frame and composite floor deck or light gauge steel structural framing system
- Subject to detailed design some strengthening may be required to the existing 3rd floor RC beams (2nd floor ceiling) to carry the additional loads from the new floors
- The existing frame below 3rd floor will largely be retained and demolition will therefore be limited to local removal of façade and finishes, creation of new openings, and achievement of robust interfaces between new and existing structure. Eventual new lift shafts will require opening up the existing basement slab and excavating further to allow for the lift pits, which foundations will consist of rafts or piles subject to site investigation



## 8.3 Noise Strategy

### External Noise Assessment

Acoustic Plus Ltd (APL) were commissioned to carry out an Environment Noise Assessment of the site.

The noise implications are in connection with the site's proximity to traffic noise at the front of the site and the impact of the proposal to install a number of items of mechanical plant on the roof.

The report by APL outlines the findings of a background noise measurement exercise and determines that:

(a) Suitable fenestration measures will be incorporated into the scheme to demonstrate that the ingress of noise will be properly controlled;

(b) Suitable mitigation measures will be incorporated into the scheme to ensure that the installation of mechanical plant meets with Local Authority criteria.

### Fenestration

With regard to internal noise levels from traffic noise, the use of proprietary glazing systems will reduce internal noise levels down to a level that meets with the requirements of Camden Council's Local Development Framework and BS8233:2014.

Consideration will be given to the loss of performance due to workmanship and glazing with an improved laboratory performance of 5dB over and above that required.

Utilising the recommended glazing strategy would reduce internal noise levels to 30dB LAeq,8hr for bedrooms and 35dB LAeq,16hr for living rooms.

### Mechanical Plant

The acoustic assessment indicates that the proposed installation of mechanical plant can meet the requirements imposed by the LPA. Additional mitigation measures will not be required. Lest there be any misunderstanding, the mitigation measures included in the APL report are as follows:

(a) Acoustic louvred or solid screening around perimeter of plant area to a nominal height of 2m.

In order to meet the LPA requirements, the units will be used in standard mode during the day and evening period but should be set to operate in low noise mode during the night time period.

## 8.4 Refuse & Recycling

### Residential Waste Provision

**Core A** will provide the following bins for the storage of residential waste:

- 1 x 1,100 litre eurobins for residual (non recoverable waste); and
- 1 x 1,100 or 1,280 litre eurobins for dry mixed recyclable waste

**Core B** will provide the following bins for the storage of residential waste:

- 1 x 1,100 litre eurobins for residual (non-recoverable waste); and
- 1 x 1,100 or 1,280 litre eurobins for dry mixed recyclable waste

### Commercial B1 Waste Provision

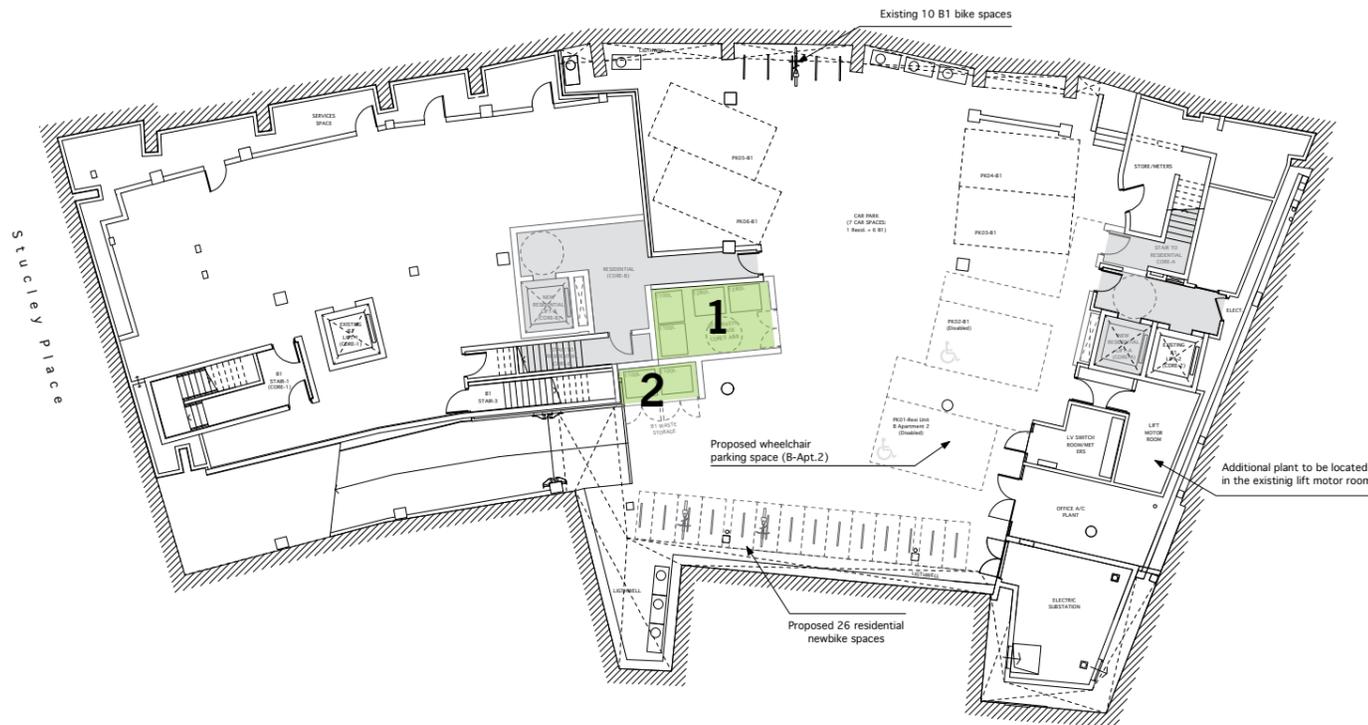
- 1 x 1,100 litre eurobins for residual waste\*; and
- 1 x 1,100 litre eurobins for dry mix recyclables\*

\* The commercial waste strategy management remains as existing

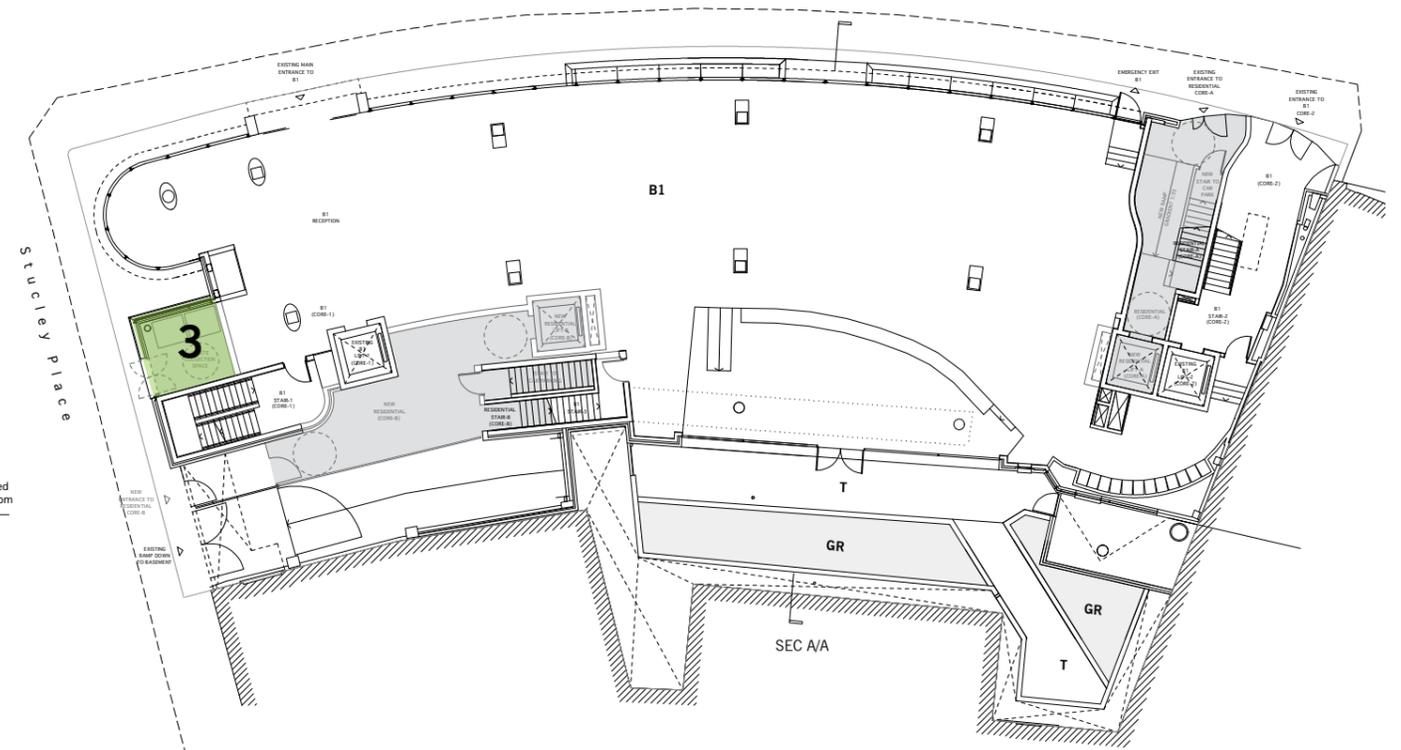
Container type and capacity	Dimensions (mm) Width Depth Height	Service
<p><b>Euro bin</b> (1100 litre)</p>	1205 980 1340	Waste and recycling

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- **1** Residential Bin Storage Core A & B
- **2** Commercial Bin Storage
- **3** Waste Collection Space



Basement Level



Ground Floor Level

## 8.5 Car Parking & Cycle Storage Provision

### Car Parking Provision

- Existing car park spaces: (10 in total, including 1 disabled):
  - Commercial B1 Use: 8 (including 1 disabled)
  - Residential Use: 2
- Proposed car park spaces: (6 in total, including 2 disabled):
  - Commercial B1 Use: 5 (including 1 disabled)
  - Residential Use: 1 disabled

### Cycle Parking Provision

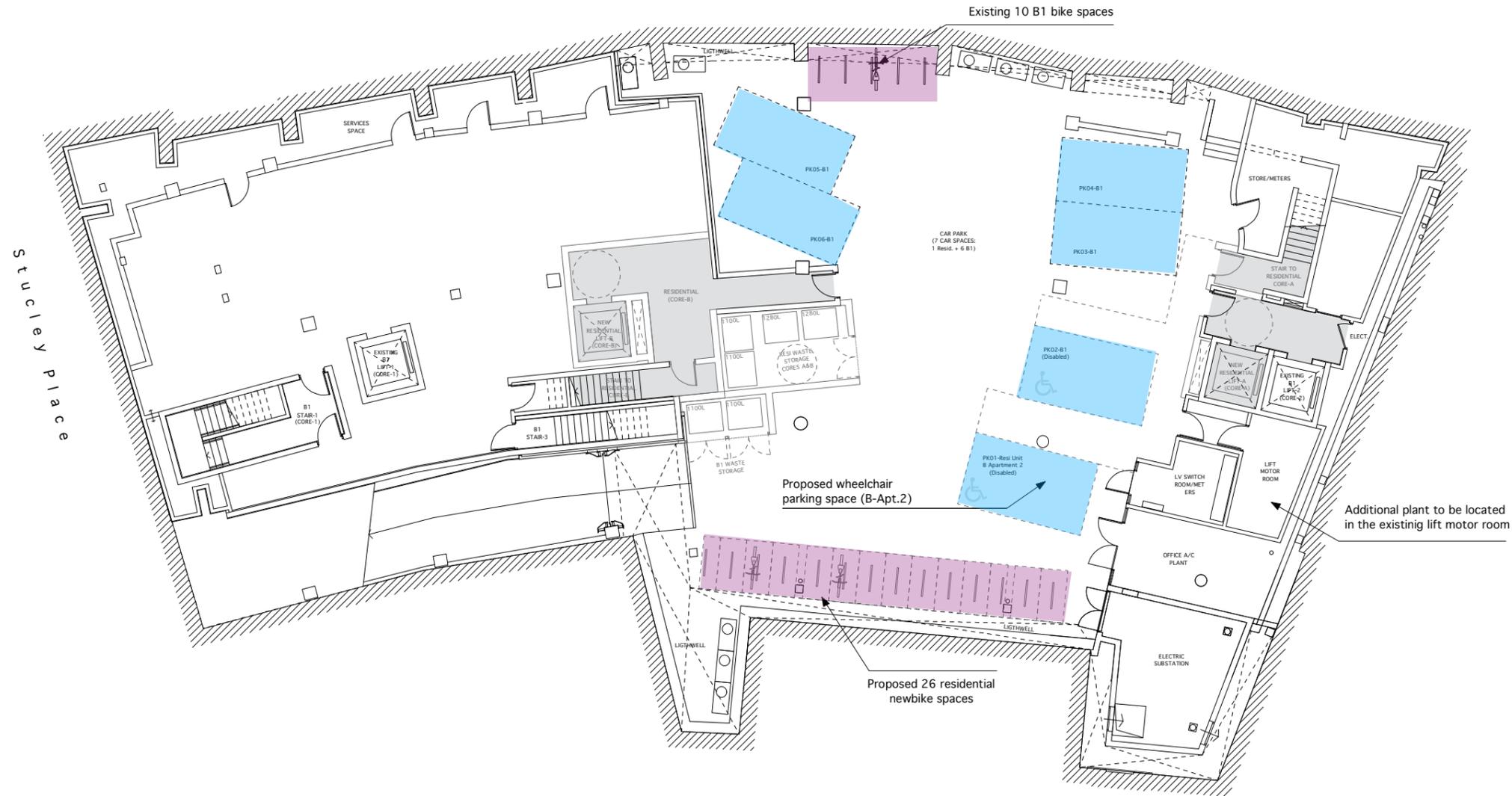
Cycle storage will also be provided in the basement, for use by building occupants. There will be 10 cycle racks located to the north of the basement, which are existing, and 26 additional racks provided to the south of the basement. Access to these will be step free and accessible.

- Existing bike storage spaces:
  - Commercial B1 Use: 10
  - Residential C3 Use Use: 0
- Proposed bike storage spaces: (26 additional + 10 existing)
  - Commercial B1 Use: 10
  - Residential C3 Use: 26 Additional spaces



“O ring” bike rack stand reference

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Basement Level

## 8.6 Access Statement

### 8.6.1 Introduction

#### **Statutory and Regulatory Background**

The Equality Act has been in force since October 2010, and replaces, amongst other legislation, the Disability Discrimination Act (DDA). However, the same underlying philosophy regarding discrimination on the grounds of disability applies, and the duties placed on the physical design of the built environment remain unchanged.

In the Act, the term 'disability' includes not only disabled people, but also people who have an association with a disabled person (e.g. carers and parents) and people who are perceived to be disabled.

The principles of an accessible environment contained within this section address the needs of the following user groups:

- Individuals with mobility, sight, comprehension or hearing impairment;
- The ageing population;
- People with temporary injuries; and
- People whose movement may be impaired or encumbered in any way i.e. pregnant women or people with young children.

The design aspiration for this development is the creation of an inclusive environment throughout. All issues relating to inclusive access have been and will continue to be, considered throughout the design process.

## 8.6.2 Overview

The initial results of the review indicate that the scheme is not detrimental to the needs of disabled people.

## 8.6.3 Site Specific Items

### 1. Transport Links and Pedestrian Access

The principal point of access to the development for people driving to the site will be at the western end of the site via Stukley Place. Hawley Crescent will be the main link for pedestrians and for drop-off.

The area is well served by the London transport system, and is easily accessible from in and around London. Approximately 400m to the south of the site, along Chalk Farm Road, is Camden Town London Underground Station (Northern Line). To the west of the site, along Chalk Farm Road, is Chalk Farm London Underground Station (Northern Line). Approximately 450m to the north-east of the site is Camden Road Railway Station (London Overground Line). These provide access to the site from within the London transport network, although access is restricted as the stations do not currently have step free access from platform to street level.

The nearest accessible stations are Euston Station (London Overground, 1.2 miles from the site) and Kings Cross St. Pancras Station (London Underground - Piccadilly, Victoria, Northern and Circle Lines, 1.3 miles from the site). There are several accessible bus routes which run to the site from these stations, which use low floor vehicles. Additionally, a TfL appointed taxi rank is located on Greenland Street close to its junction with Camden High Street, approximately 600m to the south of the site.

The above information has been taken from [www.tfl.gov.uk](http://www.tfl.gov.uk), Travel Planner.

All public areas will be designed as step free environments and at no time will the gradient be steeper than 1:20 (where existing pavement levels permit). Full consideration will be given to Approved Document M, BS 8300 Section 5, Department for Transport "Inclusive Mobility" and the Design Manual for Roads and Bridges – Footway Design Volume 7.

### 2. Car Parking

A car park will be provided within the basement of the building, and will comprise 5 bays for the Open University, and 1 bay for the wheelchair accessible residential unit. It is proposed that 2 bays (1 for the Open University and 1 for the residential) will be designated as Blue Badge parking.

The designated accessible parking bays will be clearly defined and signposted from the approach roads and within the car park itself. Pedestrian routes will be provided within the car park, which will be marked with a coloured surface, will be well lit and will indicate a safe route towards the circulation cores.

The car park is existing and as such, the floor-to-ceiling heights will not accommodate high-top conversion vehicles.

Vehicular access to the car park will be by means of a vehicle ramp located to the west of the building, off Stukley Place. Access to the ramp will be via secure gates, which will be developed in subsequent stages of the design to include accessible height entry controls, usable whilst still seated in the vehicle. Access from the car park to ground floor and the upper levels of the building will be by means of the main circulation cores, described later in this report.

### 3. Cycle Storage

Cycle storage will also be provided in the basement, for use by building occupants. There will be 10 cycle racks located to the north of the basement, which are existing, and 26 additional racks provided to the south of the basement. Access to these will be step free and accessible.

It is difficult to provide accessible cycle storage that is suitable for all users from the outset, as adapted cycles vary in size and shape. It is therefore proposed that cycle spaces for disabled cyclists will be provided by the estate management team as and when required by an individual.

### 4. Concluding Statement for Site

In general, site access for the 1-11 Hawley Crescent Roof Extension site considers inclusive access and provides a range of options to cater for a variety of users.

## 8.6.4 Building Specific Items

### 1. Building Entrances

The building will have two entrances for the Open University and two for the residential users.

The Open University's main entrance will be located to the west of Hawley Crescent and will consist of automatic sliding doors. These will provide access directly into the reception, which in turn will provide access to the circulation core (Core 1) to the upper and lower levels of the building.

The second Open University entrance will consist of a set of double doors, located to the east of Hawley Crescent. This will provide access to a secondary reception area, which in turn will provide access to the circulation core (Core 2) to the upper and lower levels of the building.

There will be an entrance for the residential (to Core A), which will consist of a 1.5 leaf arrangement, located off Hawley Crescent.

The second residential entrance (to Core B) will be located off Stukley Place and will consist of a single door.

The entrances will afford level access and will be developed in accordance with the recommendations set out in Approved Document M and BS 8300, including:

- Level thresholds;
- Signage & lighting to enable people to identify the entrances, and
- 1000mm clear opening width for each full door leaf.
- Height of door controls

All reception areas will be developed in subsequent design stages, and will include dual height counters, induction loop systems and clear approaches to allow use by all.

### 2. Internal Access - General

All horizontal and vertical access within the building will be designed to the recommendations set out in Approved Document M and BS 8300.

#### Vertical Circulation

Each floor within the building will be level, and access between floors will be achieved as follows:

- Open University:

#### Core 1:

1 lift which will provide access from basement to level O2.

1 stair which will serve ground to level O2.

The lift will have an internal car dimension of 1500mm by 1500mm, exceeding the minimum size requirements of Approved Document M.

## Core 2:

1 lift which will provide access from basement to level 02.  
1 accompanying stair which will serve the same levels.  
1 additional stair which will serve between ground and basement. The lift will have an internal car dimension of 1500mm by 1500mm, exceeding the minimum size requirements of Approved Document M.

- Residential:

**Core A:** 1 lift and 1 stair that will serve all levels of the building between basement and level 05. This is an existing lift shaft that is being extended to the 5th floor, with a new lift car. The lift will have an internal car dimension of 1600mm by 1400mm, exceeding the minimum size requirements of Approved Document M.

**Core B:** 1 lift and 1 stair that will serve all levels of the building between basement and level 05. This is a new lift shaft. The lift will have an internal car dimension of 1500mm by 1500mm, exceeding the minimum size requirements of Approved Document M.

Internally the lift cars will be designed to the recommendations set out in Approved Document M and the BS EN 81 Series. All lift call buttons will be made distinct by illumination, which surrounds each button. The call buttons will have tactile relief selectors. It is proposed the lifts will have audible announcements at each floor, and lift lobbies will have visual and tactile level indicators and circulation route signage at each floor.

Stairs will remain as existing, and thus are not designed to the recommendations set out in the current codes and standards. Where these are extended on the upper floors, the stair will be designed as per the existing, to ensure consistency.

It is envisaged that the lifts – which will be compliant with Approved Document M and BS 8300 – will be the primary means of access between levels. The stairs, although spatially not compliant for the existing sections, will have accessibility features included to improve use for blind and partially sighted people, and ambulant disabled people. This will be designed in subsequent stages of the project and will include:

- Contrasting and accessible handrails to both sides of the stair;
- Contrasting and slip resistant nosings to each step, on the riser and on the going; and
- Accessible signage to inform people of which floor they have arrived on.

In addition to the lifts and stairs, there will also be a ramp at the residential entrance (Core A), due to existing levels. This ramp will replace the stairs currently in this location. The ramp will have a gradient of 1:33 over a length of 4065mm, in accordance with Approved Document M and BS 8300. The ramp will have handrails to both sides and will have a 300mm overhang at landings.

## Horizontal Circulation

All corridors and doors within the development will afford access for all, to Approved Document M Volume 1 for the residential aspects of the scheme, and to Volume 2 for the Open University parts, including:

- Internal doors with clear opening widths of 800mm and 300mm nibs to the leading edge (pull side); and
- Corridors with clear widths of 1200mm minimum, and passing places (1800mm by 1800mm) provided at regular intervals.

## 3. Internal Facilities

### Basement

Basement will comprise of car and cycle parking.

Plant rooms are for maintenance purposes only and are therefore exempt from the requirements of Approved Document M.

### Ground Floor

Ground floor will comprise of the entrances and accommodation space for the Open University. The Open University space on ground floor also includes a terrace, which will be accessible throughout.

### Upper Levels

#### Open University

Accommodation for the Open University will be provided between basement and level 02. The accommodation space for the Open University will be open plan and step free throughout. The layout will be subject to fit out by the University, and should be designed to maximise accessibility, including the provision of toilets and accessible breakout spaces.

#### Residential

There will be a total of 15 units, located between levels 03 and 05. The residential layouts will be developed further in subsequent stages of the project, but it is proposed that 90% of residential units will be designed to Approved Document M Volume 1, Category 2.

Additionally, it is proposed that 10% (1 unit) will be spatially designed to be wheelchair adaptable, to the recommendations set out in Approved Document M Volume 1, Category 3. This will be a 2-bed 4-person wheelchair adaptable unit (the mix of apartments includes 1, 2 and 3 bed units, the majority of which are 2 bed).

## 4. Sanitary Facilities

Sanitary facilities for the Open University areas will be subject to fit out by the University, but should include wheelchair accessible facilities as well as facilities for ambulant disabled people. Accessible sanitary facilities should be located within the maximum travel distance of 40m recommended in Approved Document M and BS 8300.

All accessible sanitary facilities should be designed to comply with the recommendations set out in Approved Document M and BS 8300. Sanitaryware is located in prescribed positions for practical reasons and should not vary from the recommendations set out in Approved Document M and BS 8300.

## 5. Means of Escape

Provisions will be made for disabled persons within the building as per the recommendations of BS 9999: 2008.

Each escape core is contained within a fire protected lobby. A refuge point and a two-way communication system to the fire control centre will be provided, should someone require assistance. There will be an audible and visual alarm system within the building.

## 6. Concluding Statement for the Building

In general, access within 1-11 Hawley Crescent Roof Extension site considers inclusive access and provides a range of options to cater for a variety of users.

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### 8.6.7 Conclusion

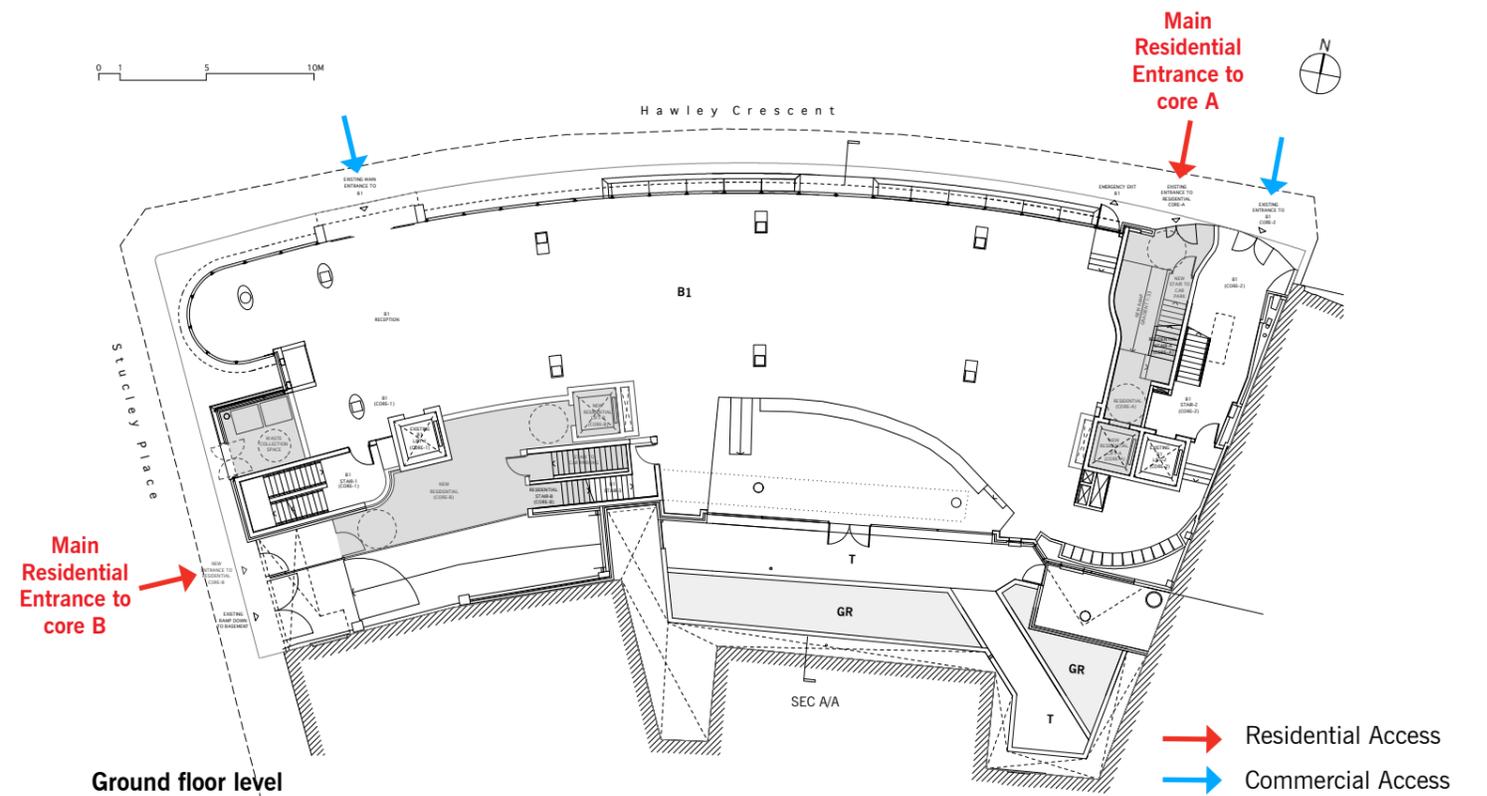
Design development will aim to maintain and improve accessibility throughout the site through ongoing review and collaboration between the design team and Arup Accessible Environments.

The 1-11 Hawley Crescent Roof Extension project has been designed with inclusive access in mind, and has taken into account relevant policy, regulations and good practice. This will be developed further in subsequent design stages.

This access statement has explored both access and egress to and around the site as well as within the building itself. At present options are being considered to ensure the building is accessible. Design developments – including the consideration of colours, lighting, markings, sizes, surface finishes and handrails- would continue to be reviewed with the aim of maintaining and improving accessibility throughout the building and site. Further access assessment and consultation will be required during future design progression, including for the Part M Building Regulations submission.



Computer generated image showing entrance to residential core B and access to the basement



## 9. Unit Mix and Areas

## 9.1 Schedule of Residential Areas and Accommodation

### Existing Schedule of Areas

#### Existing Unit Mix

The existing accommodation includes 3 x 1 Bed apartments on the third floor and 3 x 2 Bed apartment on the fourth floor, accessed via a separate entrance from the office. The existing unit sizes and mix are set out as opposite:

#### EXISTING RESIDENTIAL

UNITS		MIX		MIX		HR	AREAS			
Floor	Unit No	1bed	2bed	3bed	4bed	Hab Room	GEA (sq.m)	GEA (sq.ft)	GIA (sq.m)	GIA (sq.ft)
3rd	Flat 1	1				2	475	5113	446	4801
3rd	Flat 2	1				2				
3rd	Flat 3	1				2				
3rd	Flat 4		1			3				
4th	Duplex 1		1			3	198	2131	155	1668
4th	Duplex 2		1			3				
<b>TOTAL</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>673</b>	<b>7244</b>	<b>601</b>	<b>6469</b>
		100%	50%	50%	0%	0%				

### Proposed Residential Areas

#### Proposed Unit Mix

The proposed accommodation include 4 x 1 Bed apartments on third and fourth floor and 10 x 2 Bed apartments on third, fourth and fifth floor and 1 x 3 Bed apartment on the fourth floor. The proposed unit sizes and mix are set out as opposite:

#### PROPOSED RESIDENTIAL

UNITS		MIX		MIX		HR	AREAS			
Floor	Unit No	1bed	2bed	3bed	4bed	Hab Room	GEA (sq.m)	GEA (sq.ft)	GIA (sq.m)	GIA (sq.ft)
3rd	A-Apt. 1	1				2	704	7578	626	6738
3rd	A-Apt. 2	1				2				
3rd	A-Apt. 3		1			3				
3rd	A-Apt. 4		1			3				
3rd	B-Apt. 1		1			3				
3rd	B-Apt. 2*		1			3				
3rd	B-Apt. 3		1			3				
4th	A-Apt. 5	1				2	483	5199	443	4768
4th	A-Apt. 6			1		4				
4th	B-Apt. 4	1				2				
4th	B-Apt. 5		1			3				
4th	B-Apt. 6		1			3				
5th	A-Apt. 7		1			3	352	3789	314	3380
5th	B-Apt. 7		1			3				
5th	B-Apt. 8		1			3				
<b>TOTAL</b>	<b>15</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>1539</b>	<b>16566</b>	<b>1383</b>	<b>14887</b>
		100%	27%	67%	7%	0%				

#### TOTAL PROPOSED ADDITIONAL RESIDENTIAL (PROPOSED - EXISTING)

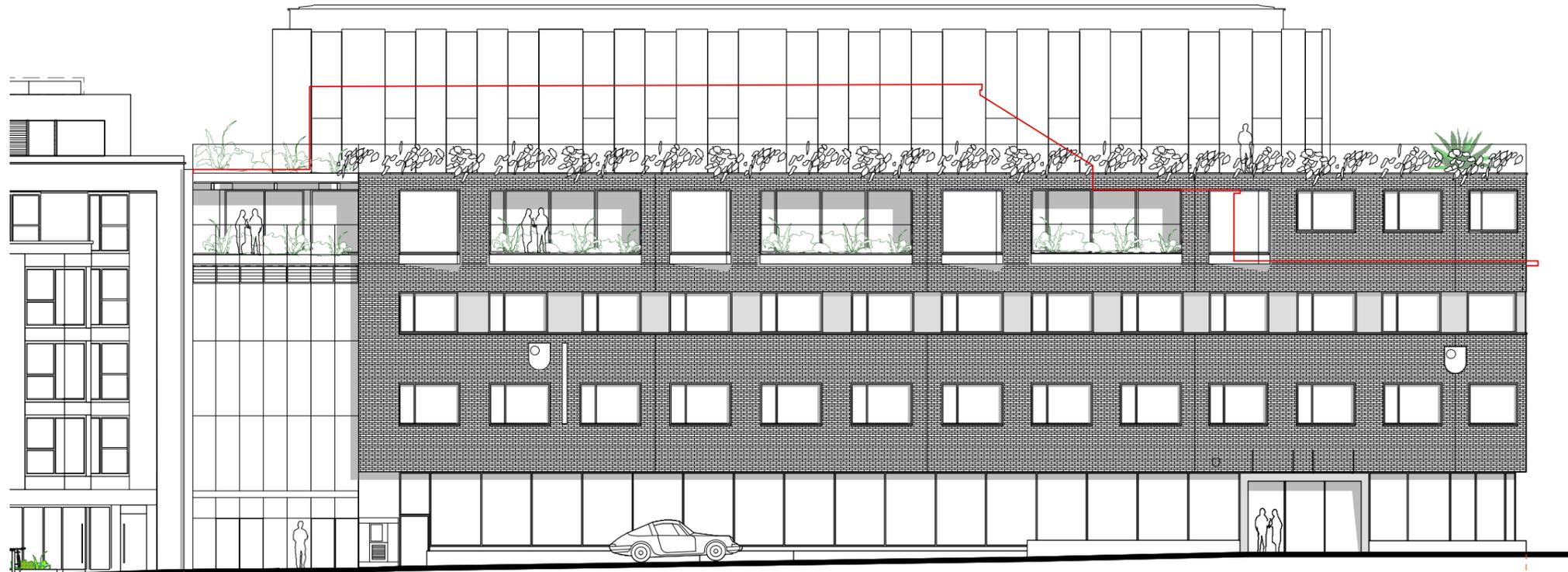
ADDITIONAL UNITS		MIX		MIX		HR	ADDITIONAL AREAS			
	Unit No	1bed	2bed	3bed	4bed	Hab Room	GEA (sq.m)	GEA (sq.ft)	GIA (sq.m)	GIA (sq.ft)
<b>TOTAL</b>	<b>9</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>866</b>	<b>9322</b>	<b>782</b>	<b>8417</b>
		100%	11%	78%	11%	0%				

NOTE: Residential GEA and GIA does not include Basement, Ground, First & Second floors

NOTE\*: Proposed as Wheelchair unit

## 10. Appearance: Facade Details & Materials

## 10.1 Elevation Evolution



First Preapplication proposed north elevation

C  
B  
A

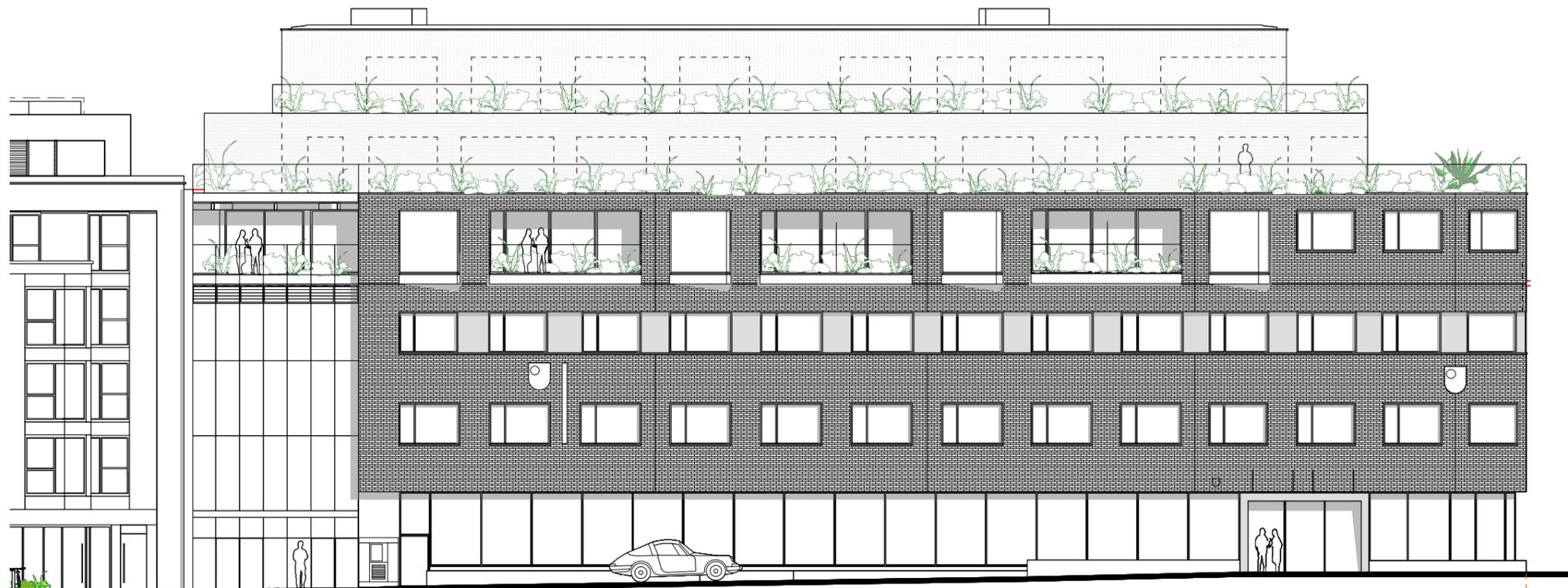
### First Pre-application

The proposal design extension responds to the existing tripartite division of ground, middle and top. The selected materials respond to the tripartite division.

**A. Glass.** The existing glass facade on the existing B1 use ground floor was proposed to be retained.

**B. Brick.** The existing brick façade on first and second floor was proposed to be retained and was proposed to be extended to the third floor to match the existing lower floors.

**C. Metal Cladding.** The material selected for the 4th and 5th floors was vertical strips of metal cladding and glass in order to make a lightweight layering to the proposed building.



Second Preapplication proposed north elevation

C  
B  
A

### Second Pre-application

Keeping in mind the existing principle tripartite division of ground, middle and top and after the second pre-application meeting two setbacks (1800 mm on fourth floor & 1500 mm on fifth floor) were added in order to break the extension mass and improving the daylight and reducing the potential canyon effect and providing more pedestrian friendly environment.

## 10.2 Materials Evolution

The selection of proposal material for the extension responds to the existing tripartite division of ground, middle and top.

### A. Glass

The existing glass facade on the existing B1 use ground floor will be retained

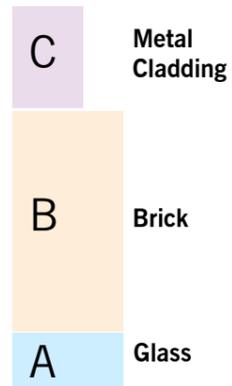
### B. Brick

The existing brick façade on first and second floor will be retained. This will be extended to the third floor to match the existing lower floors.

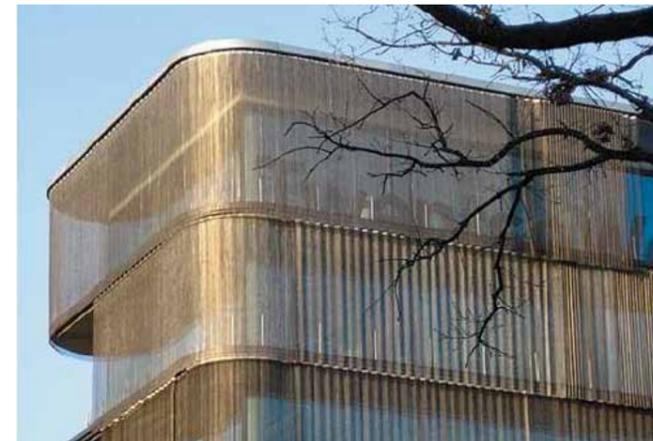
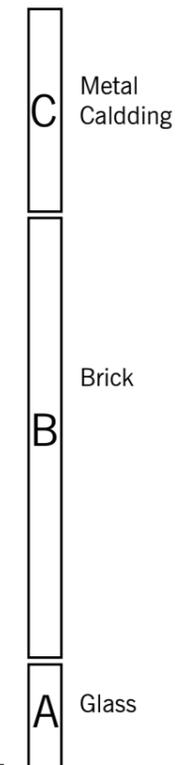
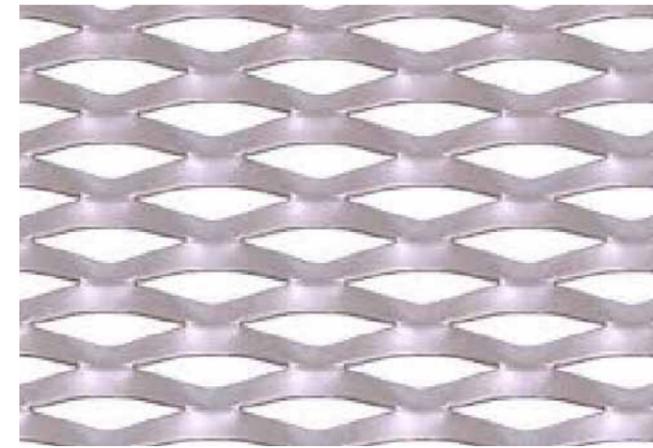
It is intended for the brickwork to be painted.

### C. Metal Cladding

The material selected for the 4th and 5th floors is metal cladding which makes a lightweight layering to the proposed building. This is proposed in perforated bronze anodised aluminium panels.

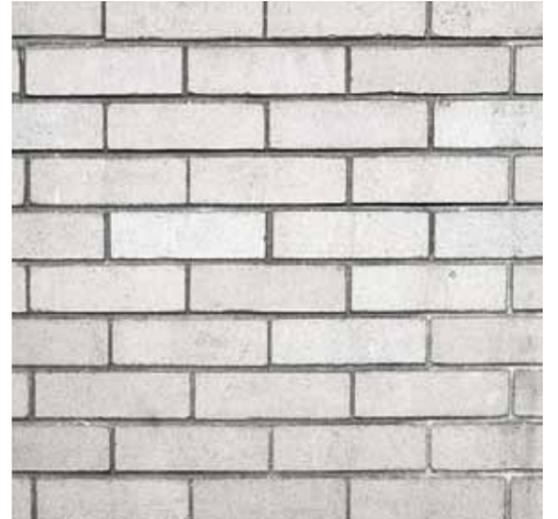


Different metal cladding materials have been analysed to get the appropriate lightweight effect from perforated metal expanded metal to brass meshes.



Current Scheme. Materials analysis of 1-11 Hawley Crescent north elevation

# 10.3 North Elevation Appearance



3. Perforated metal rainscreen cladding

4. STI Insulated Render

7. Bay Window

10. Biodiverse green roof

1. Existing/proposed brick painted

Proposed 1-11 Hawley Crescent Elevation (North Elevation)



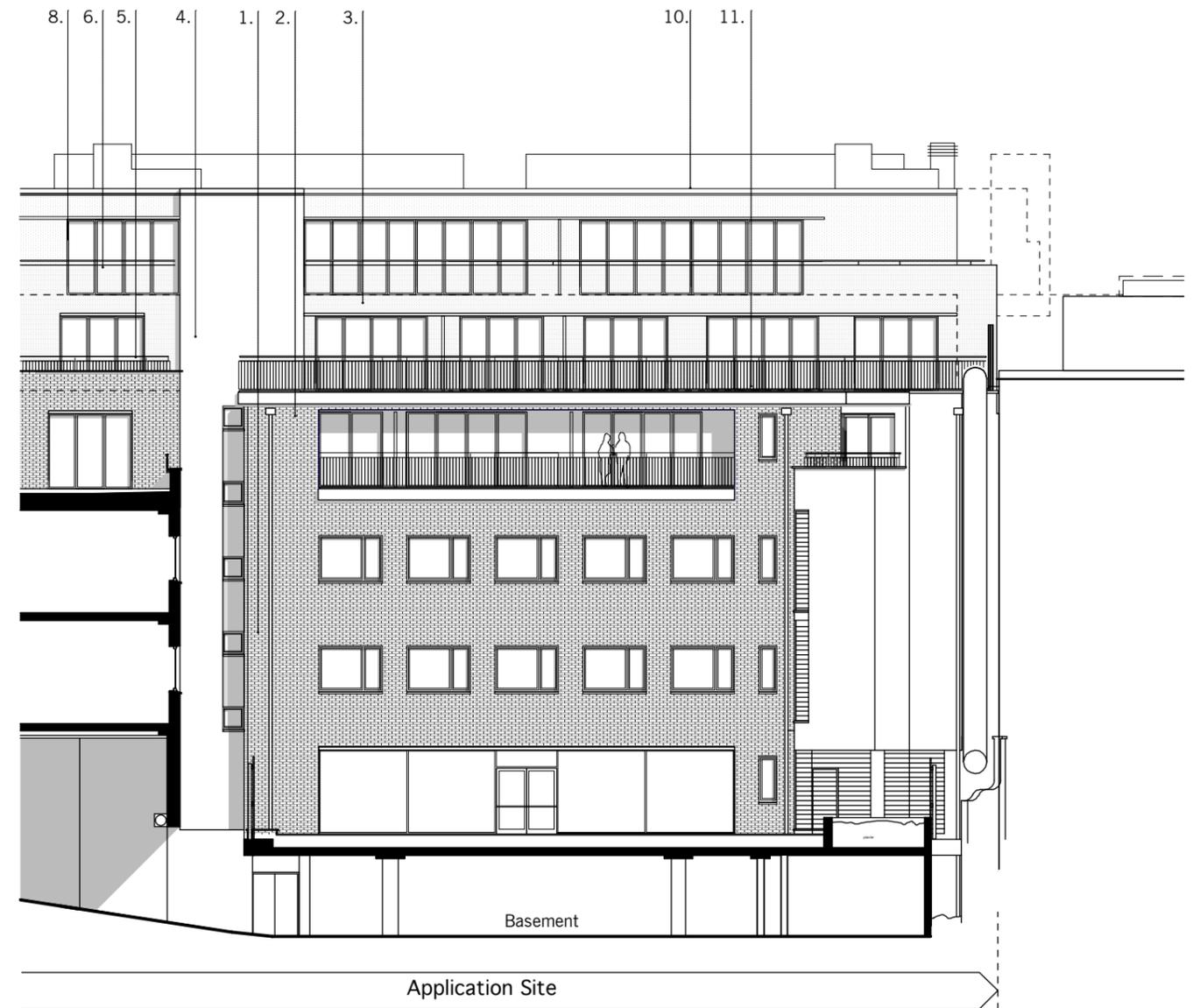
- 1. Existing brick painted (grey/brown microporus)
  - 2. Proposed brick painted (grey/brown microporus)
  - 3. Perforated metal rainscreen cladding (bronze anodised)
  - 4. STI Insulated render \*
  - 5. Metal railing balustrade \*
  - 6. Glass balustrade
  - 7. Bay window
  - 8. Powder coated aluminium window \*
  - 9. Powder coated aluminium panel \*
  - 10. Biodiverse green roof
  - 11. Timber deck
  - 12. Metal louvred brise soleil \*
- \* Colour to match existing windows

## 10.4 West and South Elevations Appearance

Proposed Stucley Place Elevation (West Elevation)



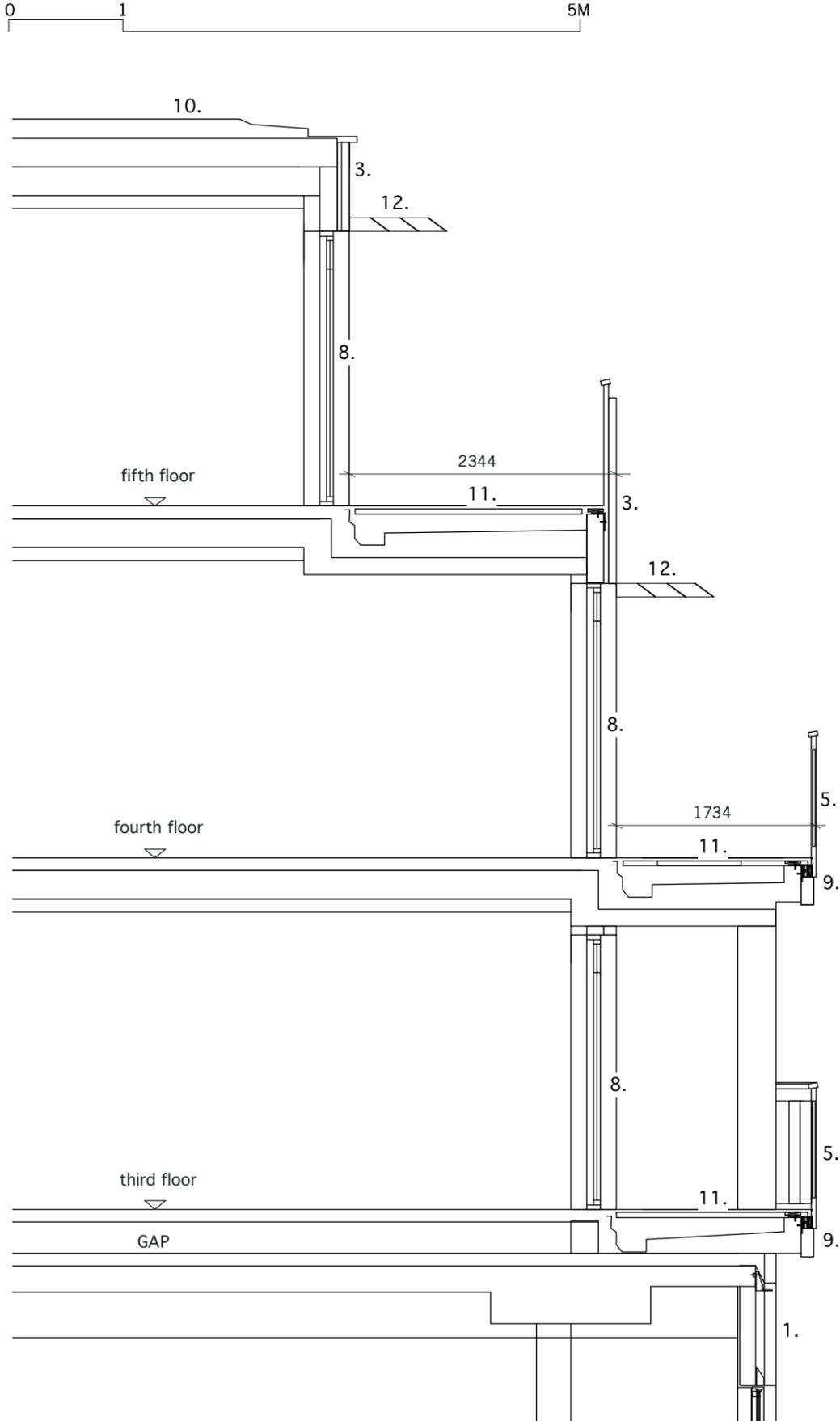
Proposed 1-11 Hawley Crescent Rear Elevation (South Elevation)



- |   |                                     |
|---|-------------------------------------|
| 1. Existing brick painted (grey/brown microporus)         | 7. Bay window                       |
| 2. Proposed brick painted (grey/brown microporus)         | 8. Powder coated aluminium window * |
| 3. Perforated metal rainscreen cladding (bronze anodised) | 9. Powder coated aluminium panel *  |
| 4. STO Insulated render *                                 | 10. Biodiverse green roof           |
| 5. Metal railing balustrade *                             | 11. Timber deck                     |
| 6. Glass balustrade                                       | 12. Metal louvred brise soleil *    |
- \* Colour to match existing windows

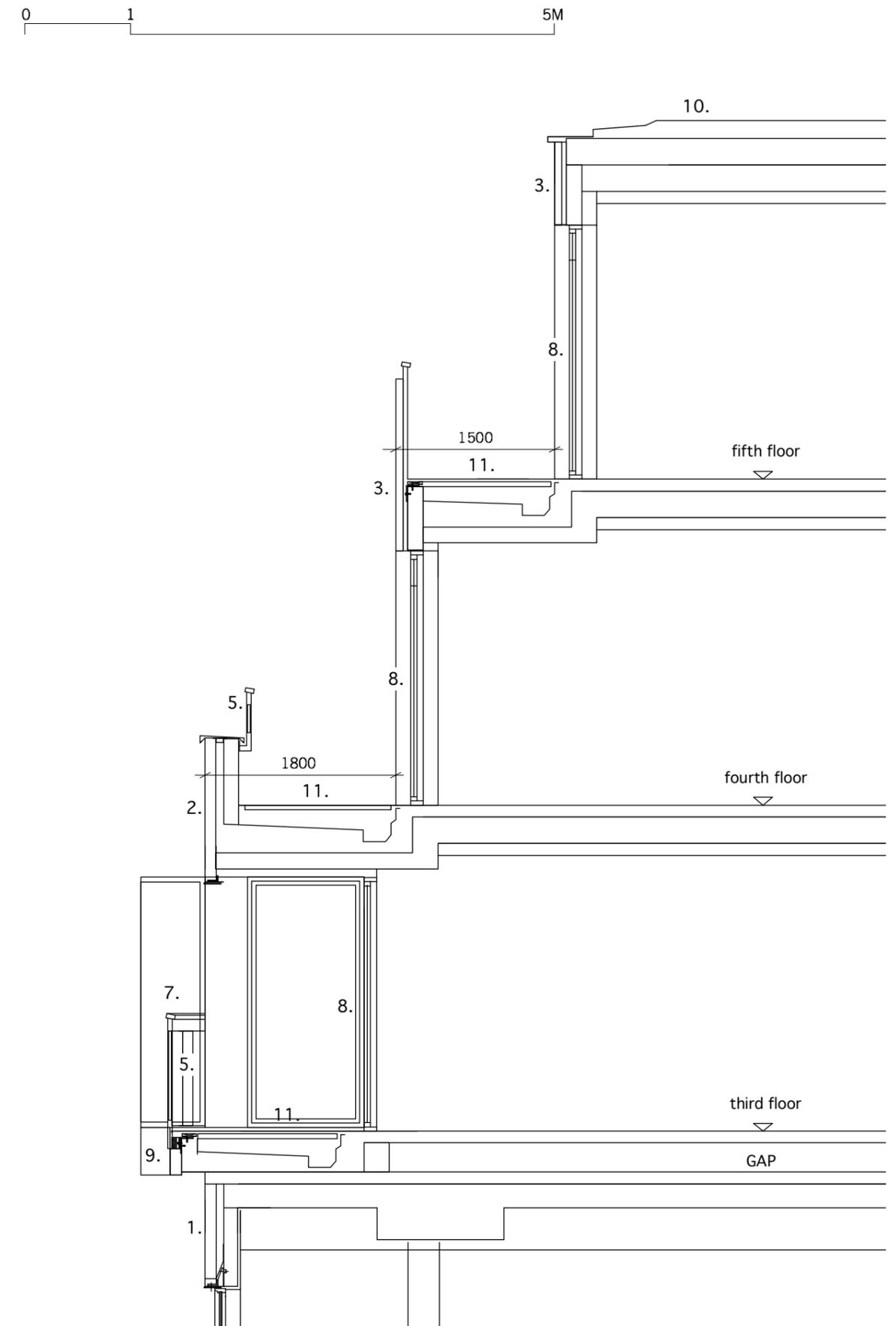
# 10.5 Detailed South Elevation

- 1. Existing brick painted (grey/brown microporus)
- 2. Proposed brick painted (grey/brown microporus)
- 3. Perforated metal rainscreen cladding (bronze anodised)
- 4. STO Insulated render \*
- 5. Metal railing balustrade \*
- 6. Glass balustrade
- 7. Bay window
- 8. Powder coated aluminium window \*
- 9. Powder coated aluminium panel \*
- 10. Biodiverse green roof
- 11. Timber deck
- 12. Metal louvred brise soleil \*
- \* Colour to match existing windows

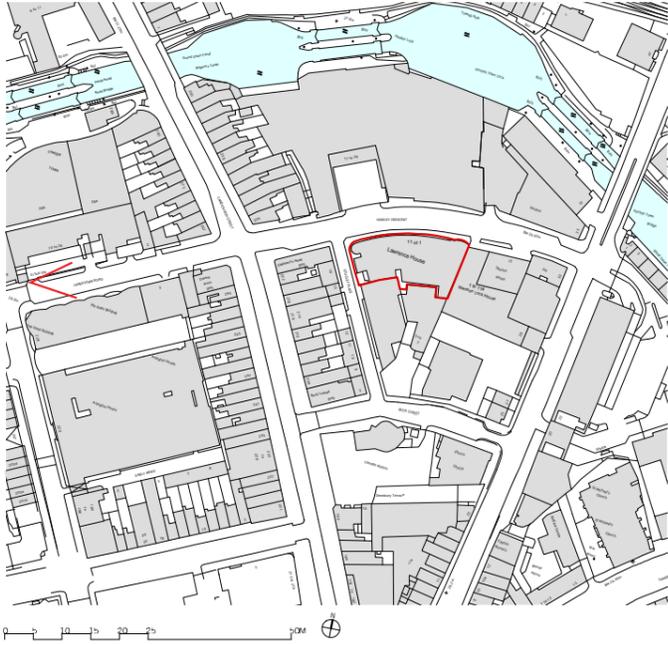


## 10.6 Detailed North Elevation

- |   |                                     |
|---|-------------------------------------|
| 1. Existing brick painted (grey/brown microporus)         | 7. Bay window                       |
| 2. Proposed brick painted (grey/brown microporus)         | 8. Powder coated aluminium window * |
| 3. Perforated metal rainscreen cladding (bronze anodised) | 9. Powder coated aluminium panel *  |
| 4. STO Insulated render *                                 | 10. Biodiverse green roof           |
| 5. Metal railing balustrade *                             | 11. Timber deck                     |
| 6. Glass balustrade                                       | 12. Metal louvred brise soleil *    |
|   | * Colour to match existing windows  |

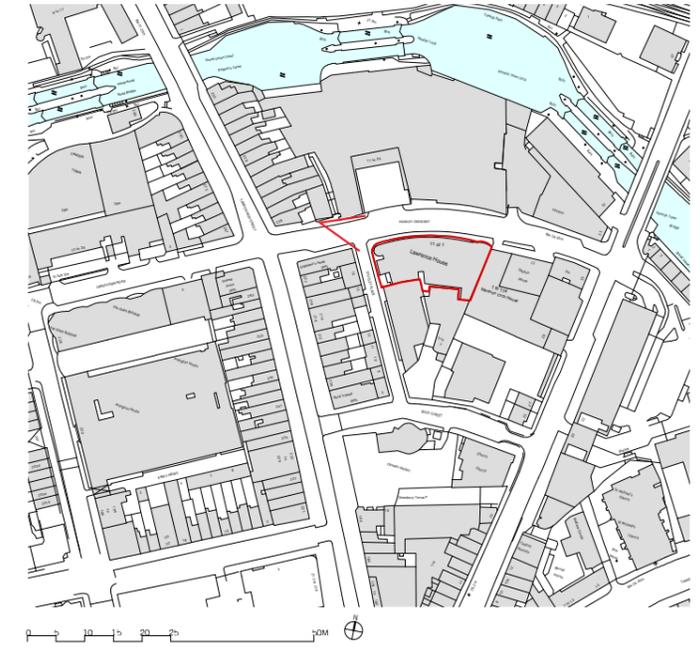


10.6 CGI's View 1



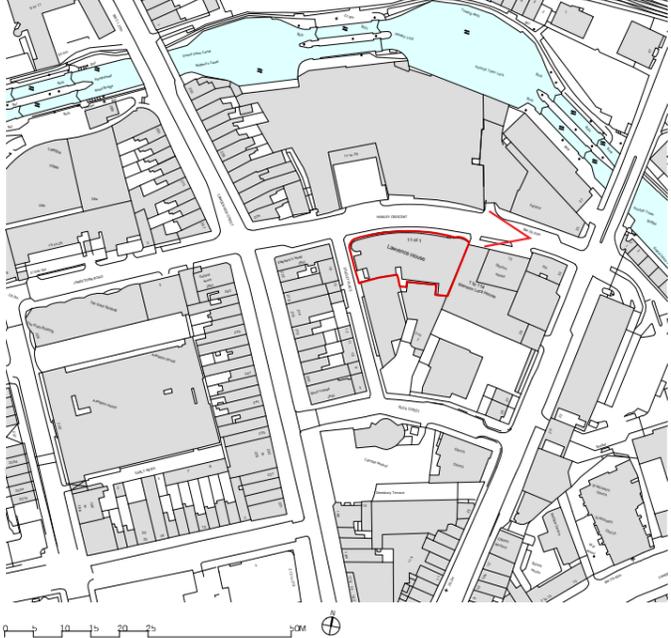
Map showing point of view for view 1

## 10.6 CGI's View 2



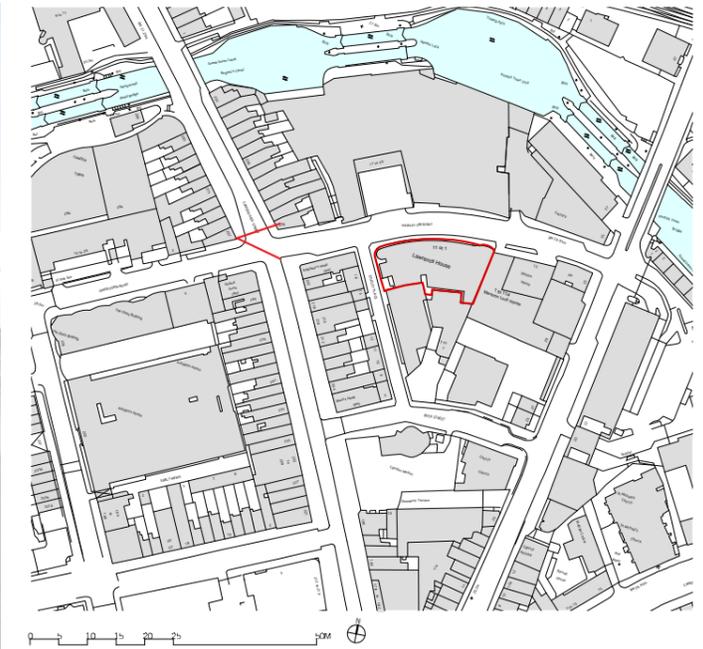
Map showing point of view for view 2

10.6 CGI's View 3



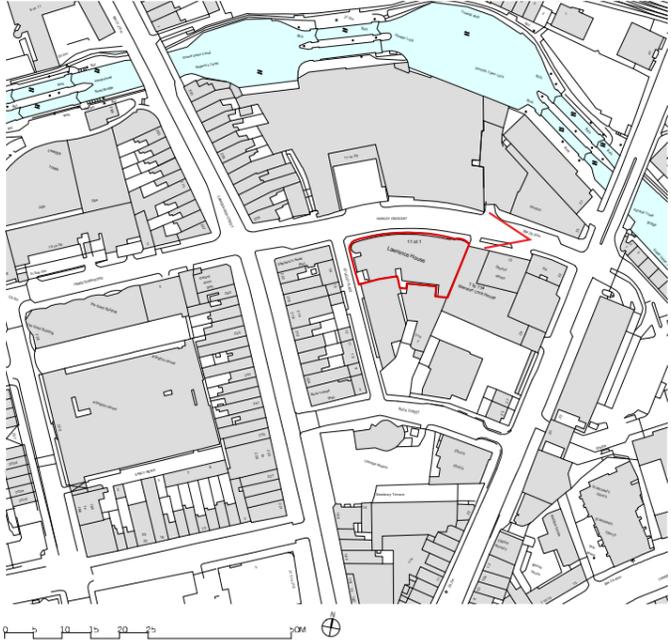
Map showing point of view for view 3

## 10.6 CGI's View 4



Map showing point of view for view 4

10.6 CGI's View 5



Map showing point of view for view 5



## Summary

- The scheme has evolved following two pre applications meeting with the Camden council resulting in an improved massing proposed.
- Overall, the proposed extension will enhance the contemporary aesthetic nature of the adjacent townscape.
- The residential units comply with and exceed planning policy in terms of mix, size and orientation with the additional nine residential units being 67% 2 bedroom units and 80% of the residential units exceed the London's Plan areas and 20% of the residential units comply with the London's Plan Standards. The majority of units are also now dual aspect.
- The scheme is contemporary and of a high quality standard, with a carefully considered multi-layer setback facade utilizing bronze anodised perforated aluminium panels.
- The scheme is highly sustainable with an efficient thermal envelope and fabric improvements exceeding building regulations. In addition, highly efficient building services including air source heat pumps and mechanical ventilation with heat recovery and low energy lighting. PV panels at roof level are proposed, and extensive biodiverse green roof. In terms of sustainable travel 26 new cycle spaces are provided.
- An inclusive environment is created with improved accessibility throughout the site including new lifts and a fully wheelchair adaptable unit.
- The proposed scheme makes a positive contribution to the streetscape, providing new residential units that fulfil the off-site residential requirement triggered by the proposed increase in commercial floorspace at the nearby Camden Warf site.

