

# **1 HAMPSHIRE STREET**

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Supplementary Design and Access Statement for the London Borough of Camden

## PURPOSE OF DOCUMENT

This supplementary design and access statement is prepared on behalf of the applicant to respond to the comments received from the council on the previously submitted design for the proposed development at No.1 Hampshire Street, in the London Borough of Camden.

The design has been developed by **SADA Architecture**.

The planning application encompasses the demolition of the existing commercial property and the construction of a mixed use four storey building.

The revisions to the design illustrated in this document are intended to respond to the comments received in the areas of Accessibility, Cycle Parking Provision, and Design.

## 1 ACCESSIBILITY

The comments on the previous proposal received from the council's accessibility officer advised that;

- The communal entrance doors did not provide minimum clear opening width of 850mm for at least one door leaf.
- The door to refuse store not accessible as there was not an 850mm clear opening width to at least one door leaf.
- The flat entrance doors did not appear to provide a clear opening width of 850mm with a 300mm nib on all doors.
- Not all the units had a WC with an outward opening door.
- All the units showed baths but no level access showers.
- Not all the kitchens provided 1200mm in front of all units.

- As there are 16 units there should have been at least one unit designed to M4(3) standard.
- The retail unit entrance doors did not offer a clear opening width of 1000mm for at least one door leaf.
- The width of the public path in front of the building does not reach a uniform width of at least 1100mm

### 1.0.1 REVISED DESIGN

In response to these comments the following changes have been made, as illustrated in the marked up drawing included with this statement;

- The communal entrance doors have all been altered to provide a minimum clear opening width of 850mm for at least one door leaf.
- The door to the refuse store has been altered to provide an 850mm clear opening width to at one door leaf.
- The flat entrance doors have been altered to provide a clear opening width of 850mm with a 300mm nib on all doors.
- The bathrooms and WCs have been altered to provide an outward opening door.
- All the units now show level access showers as well as baths in the bathrooms and WCs.
- All the kitchens have been altered to provide 1200mm in front of all units.
- Flat 13 had been redesigned to comply with M4(3) standard, as indicated on the plans.
- The retail unit entrance doors have been altered to provide a clear opening width of 1000mm for at least one door leaf.
- The width of the public path in front of the building has been altered to a uniform width of at least 1100mm

These changes have been highlighted and marked on the drawings included with this document.

## 2 CYCLE PARKING PROVISION

The comments on the previous proposal received from the council's planning officer advised that the cycle parking for the application was below the minimum standards required by the London Plan (a provision of 26 spaces for residential use and 4 for the B1 commercial use).

### 2.0.1 REVISED DESIGN

In light of these comments, the number of cycle spaces has been increased, from 28 to 30. This provision meets the minimum requirements set out in the London Plan and the Borough of Camden's CDP (Camden Development Policies). The additional cycle spaces have been highlighted and marked on the drawings included with this document.

## 3 DESIGN

The comments on the previous proposal received from the council's design officer advised that;

- The building is stepped along the front façade to meet the line of both neighbouring buildings. While some stepping in the building line would be acceptable, the proposed five steps in the building appears overly complicated and would create unwanted nooks and crannies along the street. This is of particular concern in this area as it is at the end of a street that could be prone to anti-social behaviour. Reducing the amount of steps in the building would help simplify the elevation and create an improved street environment.
- The building has a clearly expressed structural frame divided by the inset balconies. The irregular proportions of the bays along with the stepped building line create an overcomplicated elevation. Furthermore the vertical elements don't relate to the internal layouts, creating a visible secondary structure. A regular vertical frame that has a relationship to the internal layout would help the building to read more coherently.

- We also have concerns regarding the recess of the front door from the street. The entrance door sits well into the building, creating a long corridor, open to the public. This would create a dark and secluded space that could potentially feel unsafe and generate crime.

### 3.0.1 REVISED DESIGN

In response to these comments, the following changes have been made;

- The building facade no longer steps, but has a slight change of angle along the street, in order to reflect the site boundary.
- The bays have been changed to a more regular, symmetrical pattern, the elevation has been simplified, and the vertical frame has been made more regular, and more closely related to the internal structure and recessed facade.
- The entrance door has been brought closer to the street, leaving only a 900mm overhang for shelter, eliminating a potentially unsafe space.

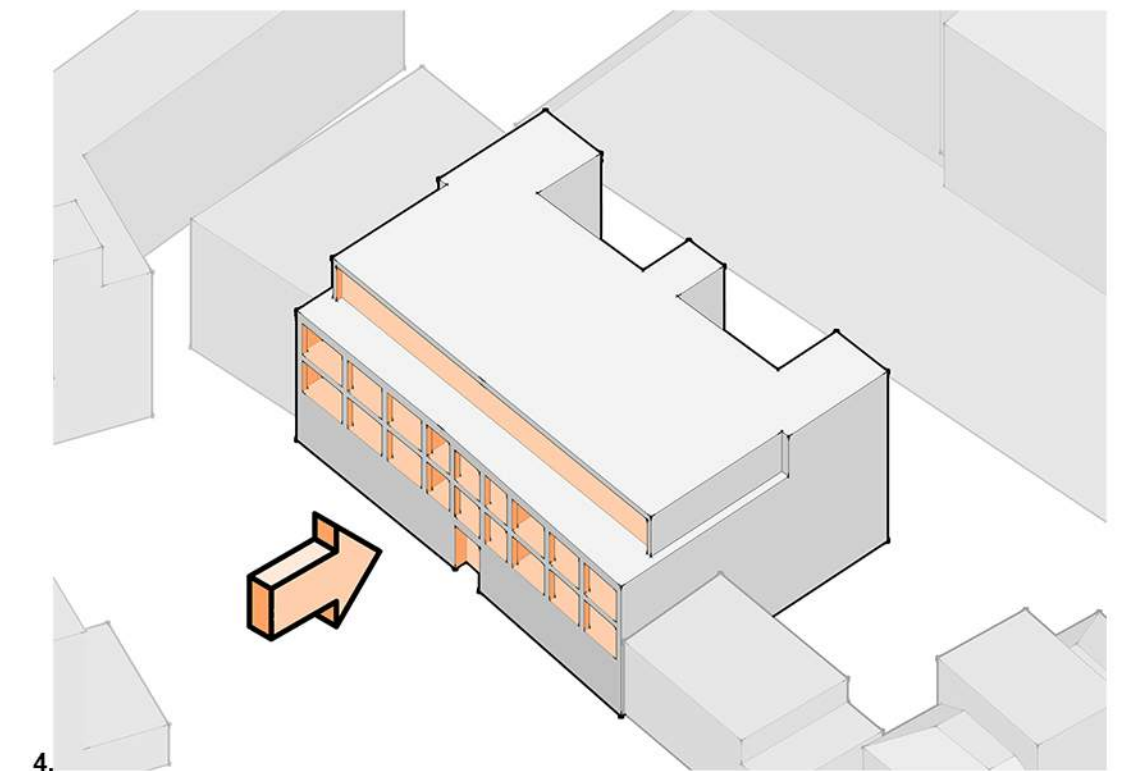
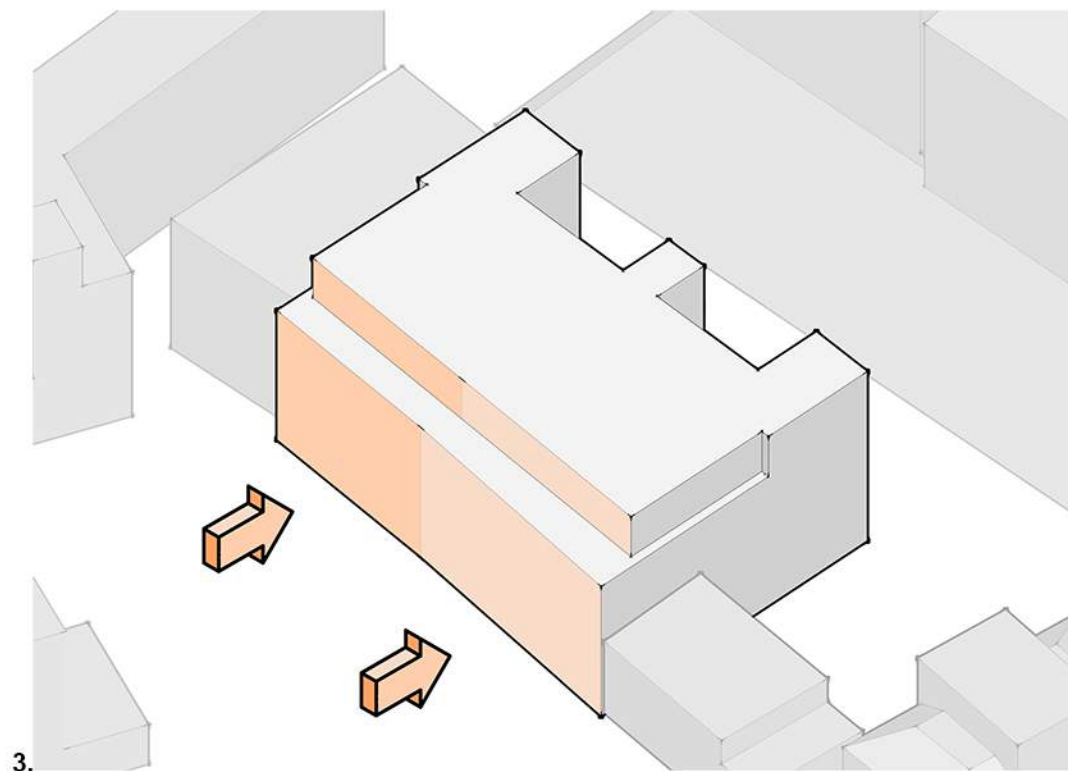
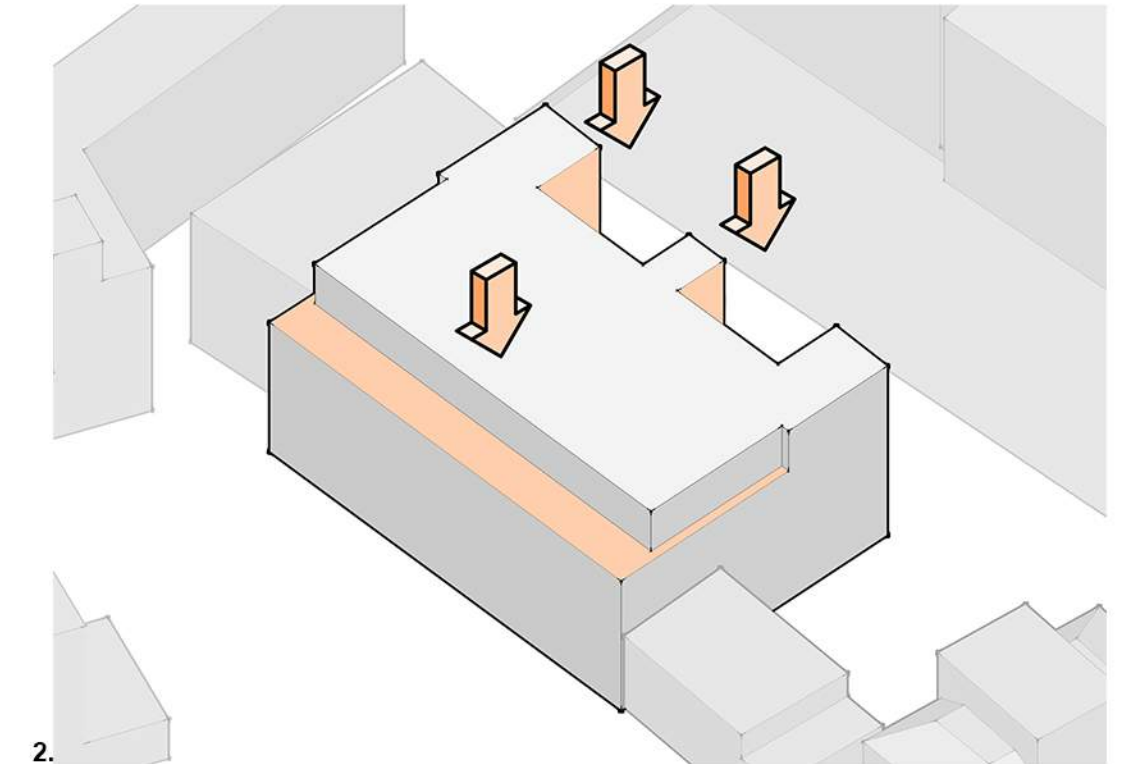
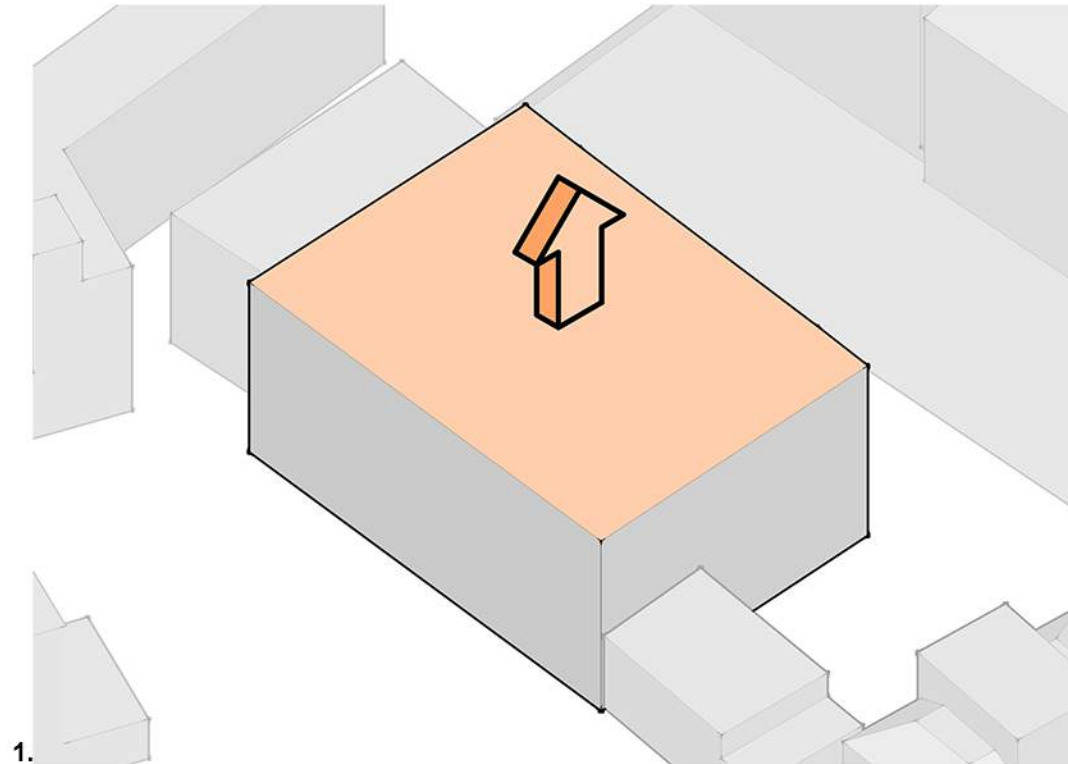
Further illustration of these changes has been provided in the following pages of this statement.

### 3.1 CONCEPT + MASSING

The massing concept of the updated proposal does not differ greatly from the previous proposal, the only change being the elimination of the stepping along the front facade.

The development of the massing concept was conventional in nature; extrude the footprint of the site vertically by four storeys, then push the facade away from the street line at angles and distances to match the site boundary, in order to reduce the mass and visual impact of the building along Hampshire Street.

1. The footprint of the site extruded upwards to a height of four storeys
2. The mass of the building is lowered at the front of the block and along part of the perimeter, reducing the overall size of the building and its visual impact by stepping in and back on the top floor.
3. The facade is stepped back to align with the site boundary, giving it a slight, subtle change of angle at the centre; this turn divides the the bulk of the building, further reducing its visual impact.
4. This facade is then pushed back in bays to create framed terraces along the elevation, making the building lighter, more layered, and less imposing along the street.



### 3.2 FACADE CONCEPT

#### 3.2.1 FRAMING + ARTICULATION

The treatment of the updated facade does not fundamentally differ from the previous proposal.

The mass of the proposed building is broken up and its visual impact reduced by dividing the facade into framed bays, and then reinforcing this concept with the use of recessed and expressed components.

The different uses of the building are articulated through material changes and the depth of the reveals and recesses.

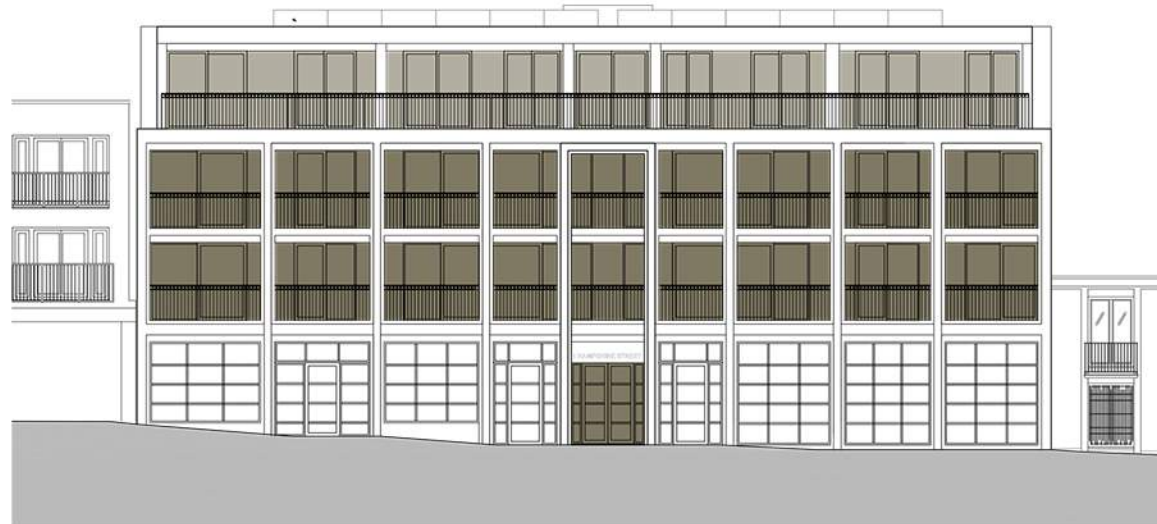
With regards to the council's comments on the previous proposal, the elevation has been simplified by eliminating the stepped bays across the building. This has allowed for the frame, bays, and recessed terraces to fit to a more regular pattern, and to keep them in proportion, as shown in figure 1 and 3. The elimination of the stepped facade has also allowed for a better relationship between the structural frame and the internal structure, with the outer frame and the recessed elevation now following a similar rhythm across the building, as shown in figure 4.



1. The darker brick in the facade is expressed to the fore, and defines the edges and breaks of the bays, as well as subdividing some of the bays to create a semi-regular grid across the stepped facade. This grid frames the terrace openings on the upper floors, and the fenestration on the ground floor, and by breaking up the stepped facade into smaller regular sections, further reduces the visual impact of the facade itself.



2. The lighter coloured brick is set back into the building facade, accentuating the frame of darker brick on the surface, giving a visual impression that the recesses have been carved out of the mass, particularly on the completely stepped back top floor. The lighter brick highlights and reinforces the grid and framing around the fenestration and terraces.



3. Framed by the set back lighter coloured brick previously mentioned, the deeper recesses in the facade are solely for the residential entrance and residential terraces. The depth of these recesses strengthen the impression of the building as being carved out of mass, and serve to clearly delineate the residential from the commercial, the ground floor unit fronts being flush with the light brick surround.



4. To maintain a pattern and rhythm across the elevation, the recessed brick panels of the residential units are carried up through the building where possible, creating another layer, related to but behind the primary elevation, and symmetrical about the centre of the building.

### 3.2 FACADE CONCEPT

#### 3.2.2 ACTIVE FRONTAGES + ENTRANCE LEGIBILITY

The updated proposal maintains the active frontage across the full width of the ground floor.

The residential entrance has been altered to improve its legibility on the face of the building. The frame has been brought up, to run to the second storey, and the facade has been made more symmetrical about the entrance frame, distinguishing this as the central feature of the elevation.

The enlarged limestone frame of the entrance also acts as a focal point in the building, giving a sense of grandeur to the entrance, and distinguishing it from the entrances to the commercial units.



Each terrace and window is recessed from the face of the building; for the ground floor units the windows are only set back to be flush with the light brick reveal, visually distinguishing them from the deeper recesses for the residential areas, and keeping the commercial frontages directly adjacent to the public space.

The lighter frame around the residential entrance, (outlined) is now brought up to the second storey, and being central to the building, allows for a symmetry across the facade, creating a more balanced elevation.



The updated design for the entrance frame continues up to the second floor, and is extruded out to the street line. The brighter and different texture of the limestone used distinguishes the frame from the rest of the facade and highlights the entrance to the residential units; a different visual language for a different function.



235 Camden Road.



Long Meadow, Torriano Avenue.

The updated design for the entrance frame references a common feature in the area's architecture; an extruded entranceway finished in material brighter than the rest of building in order to focus attention on the facade. The entrance to Long Meadow (above right) incorporates a further vertical element; brick piers which run upward from the entrance frame, distinguishing the central entrance.

### 3.3 AREA SCHEDULE

In working the previously illustrated changes into the design, the areas of the residential units and commercial units have been slightly altered; shown opposite, the unit mix, existing area schedule, and the area schedule for the updated proposal.

The area schedule for the previous proposal is also shown (in light grey) and the comparative changes in the areas between the two are highlighted in red and green.

All residential units comply with the **London Plan Housing SPG** minimum space standards, and the **Department for Communities and Local Government Technical Housing Standards** – Nationally Described Space Standard.

Unit Mix				
	TYPE	No.	Percentage	
	1 Bed 1 Person	6	37.5%	
	2 Bed 3 Person	6	37.5%	
	3 Bed 4 Person	1	25%	
	3 Bed 5 Person	3		
<b>TOTAL</b>		<b>16</b>		

Floor	Floor Name	Description	Area Sqm (GIA)	Total Residential Area Sqm (GIA)
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Existing Floor Areas				
0	GROUND FLOOR	Commercial Unit		
		Gross Internal Area	466	
		Net Internal Area	447	
1	FIRST FLOOR	Commercial Unit		
		Gross Internal Area	183	
		Net Internal Area	162	
<b>Total Gross Internal Area</b>			<b>649</b>	
<b>Total Net Internal Area</b>			<b>609</b>	

Proposed Floor Areas				Previously Proposed	
0	GROUND FLOOR	Commercial Unit 1	112		109 (+3)
		Commercial Unit 2	87		84 (+3)
		Commercial Unit 3	130		141 (-11)
		Bin store	17		22 (-5)
		Cycle Store (incl. Plant)	48.4		27.5 (+20.9)
		Circulation	37		26 (+11)
1	FIRST FLOOR	Flat 1 (2b3p)	67	334.5	63 (+4)
		Flat 2 (2b3p)	61		61
		Flat 3 (1b1p)	40		40
		Flat 4 (1b1p)	40		40
		Flat 5 (1b1p)	39		39
		Flat 6 (3b5p)	87.5		86 (+1.5)
		Circulation	13.8	13.8	
2	SECOND FLOOR	Flat 7 (2b3p)	67	334.5	63 (+4)
		Flat 8 (2b3p)	61		61
		Flat 9 (1b1p)	40		40
		Flat 10 (1b1p)	40		40
		Flat 11 (1b1p)	39		39
		Flat 12 (3b5p)	87.5		86 (+1.5)
		Circulation	13.8	13.8	
4	THIRD FLOOR	Flat 13 (2b3p)	83.7	319.1	79 (+4.7)
		Flat 14 (2b3p)	66.3		66 (+0.3)
		Flat 15 (3b4p)	81.5		79 (+2.5)
		Flat 16 (3b5p)	87.6		88 (-0.4)
		Circulation	13.8		13.8
<b>Total Floor Area</b>			<b>1460.9</b>		<b>1420.9 (+40)</b>
<b>Total Residential Floor Area</b>				<b>988.1</b>	<b>970 (+18.1)</b>

Green Text indicates increase, and Red Text indicates decrease in area from previously proposed

### 3.4 RENDERS

Rendered image showing view of the proposed, looking South toward the site from Hargrave Place



### 3.4 RENDERS

Rendered image showing view of the proposed, looking East toward the site from Busby Place.





### 3.4 RENDERS

Rendered image showing view of the proposed, looking South toward the site from just off Hampshire Street.



#### **4 APPENDIX**

Shown on the following pages are design drawings with annotations explaining the various updates and changes made to the proposed design.

NOTES

30 parking spaces (15 Sheffield Stands) shown dotted in green (layouts and spacing in accordance with CPG 7 Cycling Facilities fig.5)

- SITE BOUNDARY
- Level Landing 1500mm x 1500mm outside principal communal entrance, including 900mm deep covered area, in accordance with Part M4(2)
- 30 parking spaces (15 Sheffield Stands) shown dotted in green (layouts and spacing in accordance with CPG 7 Cycling Facilities fig.5)
- Proposed 1100 m wide footpath

Additional notes indicating compliance with Part M4(2)

PLANNING

revision:	description:	date:
P.01	Issued for Information	17.05.17
P.02	Revised as per comments	09.08.17
P.03	Revised as per comments	25.08.17
P.04	Revised as per comments	29.08.17
P.05	Revised as per comments	25.09.17

PLANNING

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project: 17-010 - 1 Hampshire Street, London NW5 2TE  
 drawing: PROPOSED GROUND FLOOR PLAN  
 date: 26.01.17 | drawn by: LM | check: CC  
 scale: 1:100@A3 | dwg no.: 310 | rev. no.: P.05  
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CYCLE PARKING PROVISION INCREASED TO 30 SPACES USING SHEFFIELD STANDS

CYCLE STORE FLOOR TO CEILING HEIGHT OF 2900mm

REFUSE STORE ENTRANCE INCREASED TO 850mm CLEAR WIDTH

RESIDENTIAL ENTRANCE BROUGHT CLOSER TO STREET, LEAVING ONLY 900mm SHELTERED AREA, BOTH DOOR LEAFS INCREASED TO 850mm CLEAR WIDTHS

GLAZING ADDED TO ELIMINATE BLIND CORNER AND PREVENT AGAINST ANTI-SOCIAL BEHAVIOUR

FACADE IS NO LONGER STEPPED, RUNS IN LINE WITH SITE BOUNDARY

FOOTPATH WIDENED TO UNIFORM WIDTH OF 1100mm

COMMERCIAL ENTRANCES CLEAR WIDTH INCREASED TO 1000mm

COMMERCIAL UNIT 1  
GIA 112 sqm

COMMERCIAL UNIT 2  
GIA 87 sqm

COMMERCIAL UNIT 3  
GIA 130 sqm

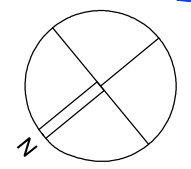
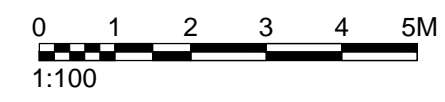
CYCLE STORE (30 Spaces)

PLANT

RESIDENTIAL WASTE STORE




COMMERCIAL WASTE STORE

PROPOSED GROUND FLOOR PLAN  
SCALE 1:100

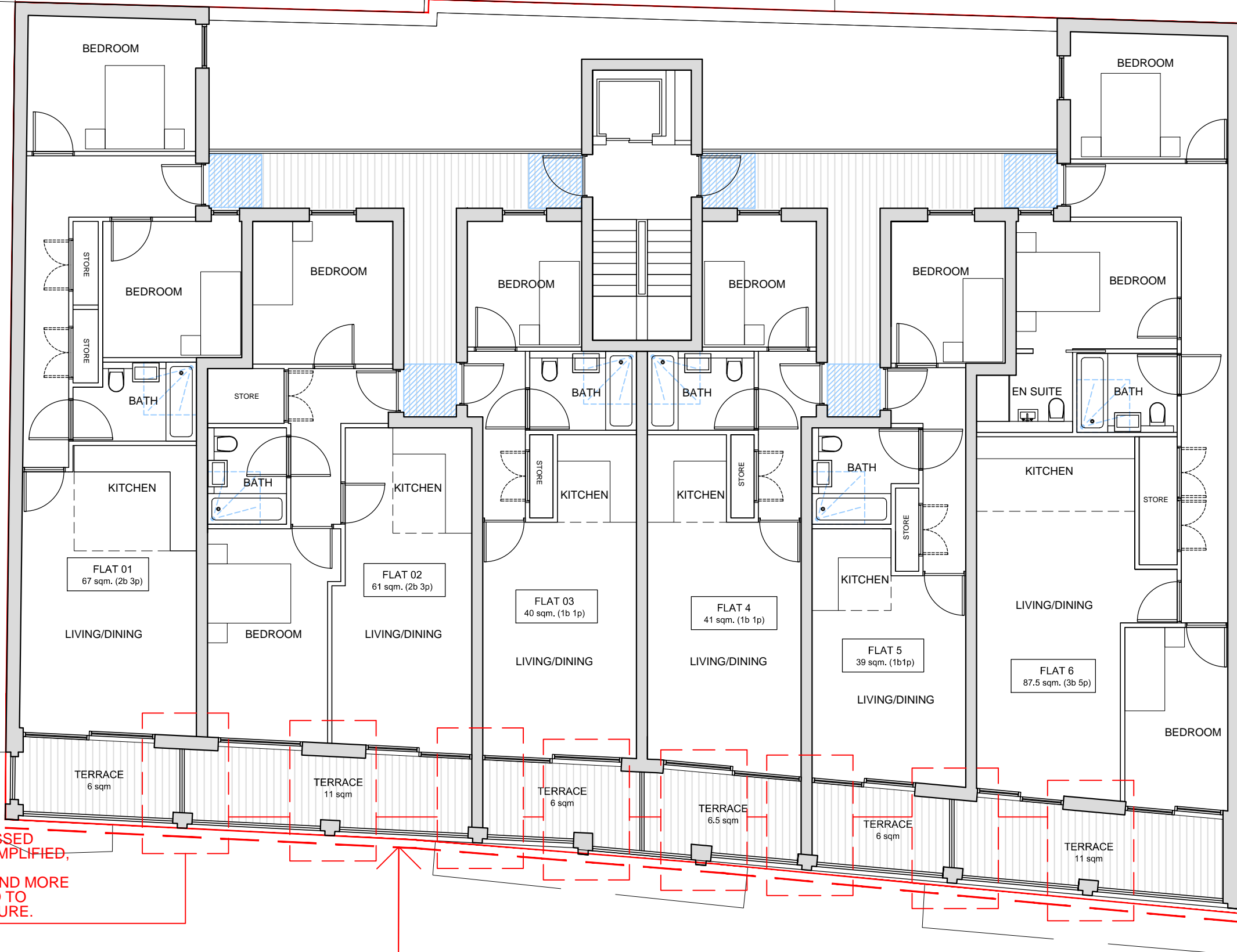


MINOR MODIFICATIONS FOR M4(2) COMPLIANCE TO FLATS + DOOR WIDTHS THROUGHOUT

NOTES

-  SITE BOUNDARY
- All flats and circulation spaces are Part M4(2) Compliant - Accessible and Adaptable Dwellings
-  Clear, unobstructed 1200mm x 1200mm approach routes to communal doors and private entrances shown hatched in blue
-  Level Access Shower adaptability shown dotted in bathrooms throughout

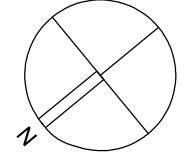
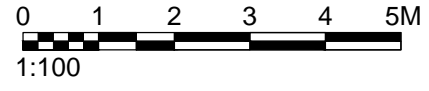
Additional notes indicating compliance with Part M4(2)



FRAME AND RECESSED ELEVATION ARE SIMPLIFIED, MORE REGULARLY PROPORTIONED, AND MORE CLOSELY RELATED TO INTERNAL STRUCTURE.

FACADE IS NO LONGER STEPPED, RUNS IN LINE WITH SITE BOUNDARY

PROPOSED FIRST FLOOR PLAN  
SCALE 1:100



PLANNING

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P.01	Issued for PLANNING	05.02.17
P.02	Revised as per comments	09.08.17
P.03	Revised as per comments	29.08.17
P.04	Revised as per comments	25.09.17

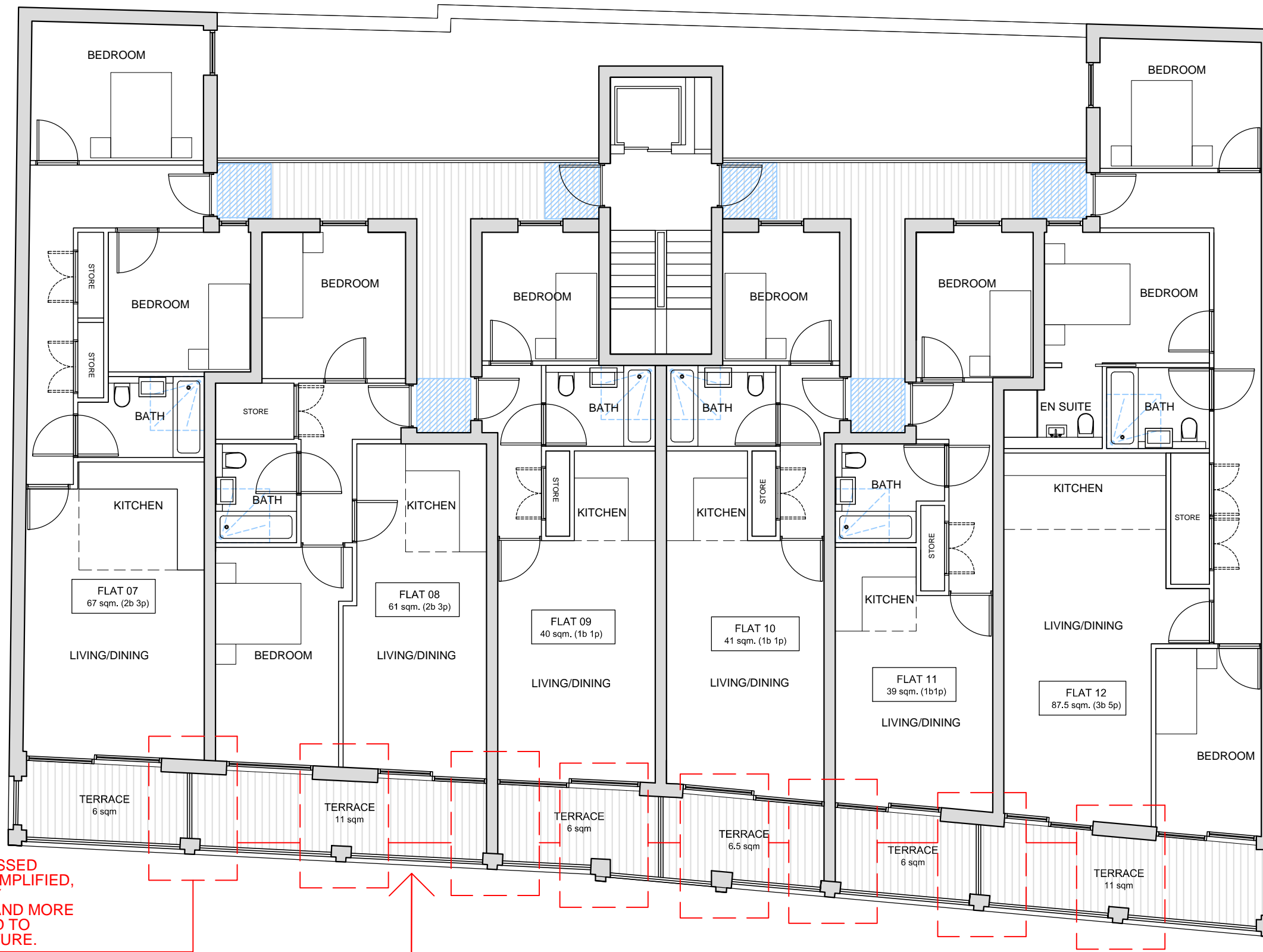
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project:	17-010 - 1 Hampshire Street, London NW5 2TE
drawing:	PROPOSED FIRST FLOOR PLAN
date:	26.01.17
scale:	1:100@A3
drawn by:	LM
check:	CC
draw no.:	311
rev. no.:	P.04

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MINOR MODIFICATIONS FOR M4(2) COMPLIANCE TO FLATS + DOOR WIDTHS THROUGHOUT



FRAME AND RECESSED ELEVATION ARE SIMPLIFIED, MORE REGULARLY PROPORTIONED, AND MORE CLOSELY RELATED TO INTERNAL STRUCTURE.

**PROPOSED SECOND FLOOR PLAN**  
SCALE 1:100

FACADE IS NO LONGER STEPPED, RUNS IN LINE WITH SITE BOUNDARY

NOTES

- All flats are Part M4(2) Compliant - Accessible and Adaptable Dwellings
- ▨ Clear, unobstructed 1200mm x 1200mm approach routes to communal doors and private entrances shown hatched in blue
- ▨ Level Access Shower adaptability shown dotted in bathrooms throughout

Additional notes indicating compliance with Part M4(2)

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P.01	Issued for PLANNING	02.05.17
P.02	Revised as per comments	09.08.17
P.03	Revised as per comments	29.08.17
P.04	Revised as per comments	25.09.17

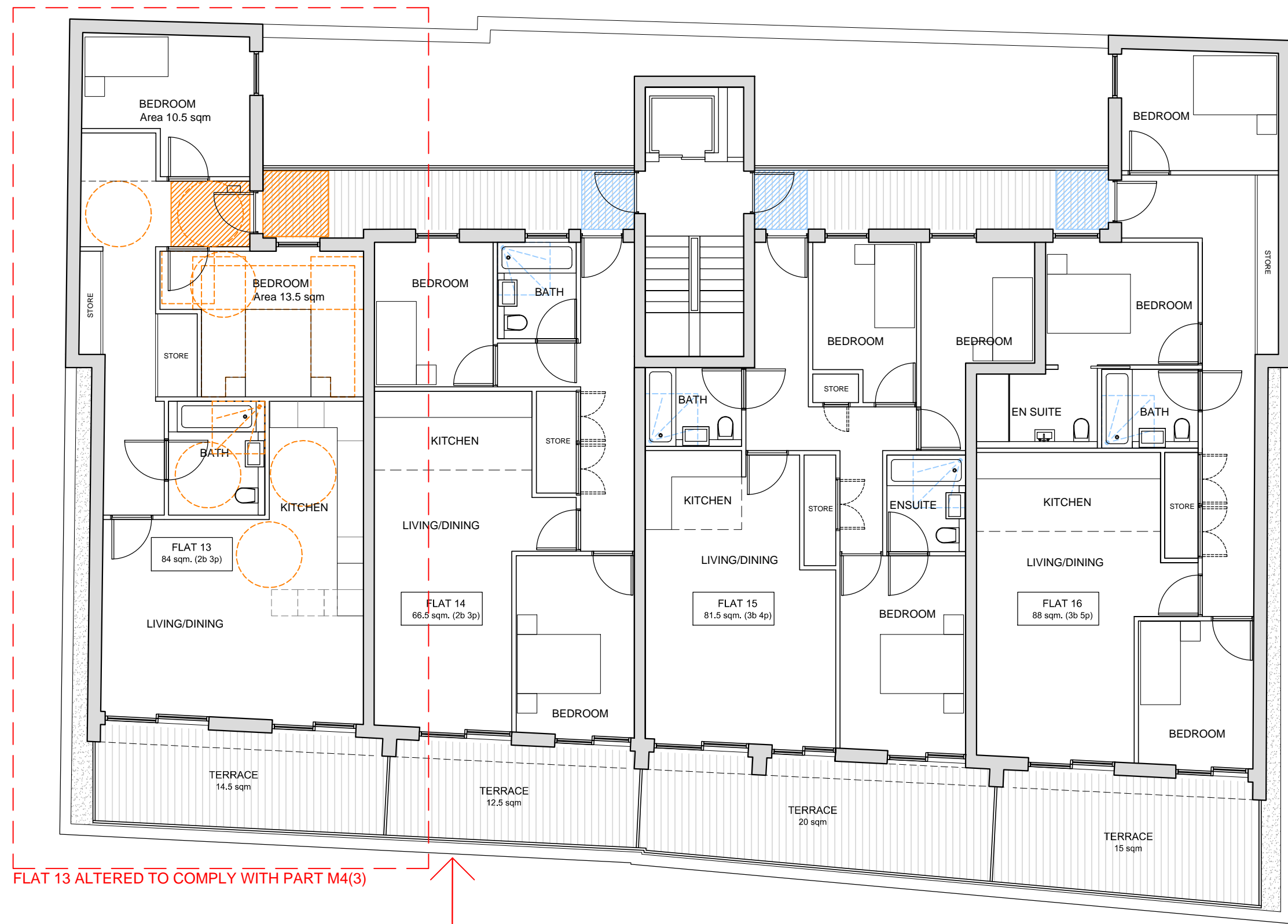
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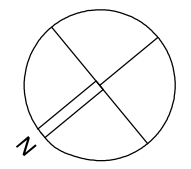
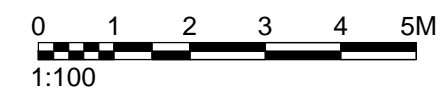
MINOR MODIFICATIONS FOR M4(2) COMPLIANCE TO FLATS + DOOR WIDTHS THROUGHOUT



FLAT 13 ALTERED TO COMPLY WITH PART M4(3)

PROPOSED THIRD FLOOR PLAN  
SCALE 1:100

FACADE IS NO LONGER STEPPED, RUNS IN LINE WITH SITE BOUNDARY



**NOTES**

**Flat 13**  
Wheelchair user dwelling Part M4(3) compliant

- Turning circles of 1500mm  $\varnothing$  shown dotted in orange at relevant areas.
- Turning circle of 1500mm  $\varnothing$  shown dotted in orange in adaptable/accessible bathroom
- Clear, unobstructed approach routes shown hatched in orange
- Clear access zones and manoeuvring spaces in principle double bedroom shown dotted in orange
- Level Access Shower adaptability shown dotted in orange in bathroom

All other flats are Part M4(2) Compliant - Accessible and Adaptable Dwellings

- Clear, unobstructed 1200mm x 1200mm approach routes to communal doors and private entrances shown hatched in blue
- Level Access Shower adaptability shown dotted in bathrooms throughout

Additional notes indicating compliance with Part M4(2), and M4(3)

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P.04	Revised as per comments	25.09.17

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FACADE IS NO LONGER STEPPED,  
RUNS IN LINE WITH SITE BOUNDARY

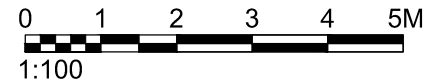
ELEVATION ALTERED TO IMPROVE PROPORTION AND  
RELATIONSHIP WITH INTERNAL STRUCTURE

UPDATED ENTRANCE FRAME DESIGN

NOTES



PROPOSED ELEVATION  
SCALE 1:100



drawing status: **P L A N N I N G**

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**P L A N N I N G**

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project: 17-010 - 1 Hampshire Street, London NW5 2TE

drawing: PROPOSED FRONT ELEVATION (North)

date: 23.01.17 | drawn by: LM | check: CC

scale: 1:100 @ A3 | dwg no.: 510 | rev. no.: P.03

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