7.1 ACCESS PRINCIPLES

An inclusive environment does not necessarily attempt to meet every single need, but by considering people's diversity, inclusive environments can break down barriers and exclusion and will often achieve superior solutions that benefit everyone.

The term 'inclusive design' relates as much to the design process as to the final product and also to management, operation and information, bonding user experience with professional expertise.

'Inclusive Design' therefore extends from inception, through the planning process, detail design, construction, occupation, management and operation.

This section consists of the Access Statement that relates to the proposals. It supports the Design Statement and the planning drawings submitted for this planning application. The aim is to provide a clear description of how the users of the proposed development will access and be guided throughout the building and the site, without discrimination or limitation.

It considers, but is not only limited to, the access and circulation needs of a wide range of people including parents with children, the elderly and the disabled.

An Access Statement is work in progress and as such evolves throughout the design and construction period. This initial Access section of this Statement reviews the scheme against current legislative requirements, making specific recommendations where possible. It deals with the design, up to planning, and the aspirations of the design for its development and final realisation through the construction process.

This section has been prepared according to the following sources:

- Guidance on Preparation of an Access Statement – London District Surveyors' Association;
- Mobility Housing Standards - UDP and GLA guidance;
- Equality Act 2010;
- Building Regulation Approved Document part M 2015 edition incorporating 2016 amendments;
- British Standards 8300:2009;
- ODPM's Planning & Access for Disabled People: Good Practice Guide (March 2003); and
- National Planning Policy Framework 2012.

7.2 LIFETIME HOMES, LONDON HOUSING DESIGN GUIDE AND WHEELCHAIR USER DWELLINGS

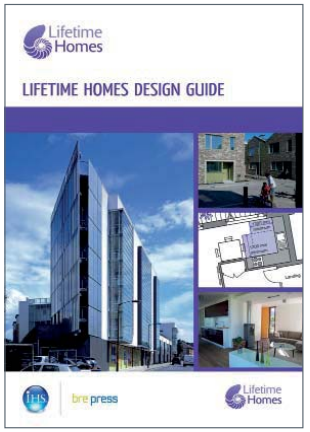
Wall market units in the scheme have been designed in accordance with the London Housing Design Guide (LHDG) and Lifetime Homes. All units are fully compliant with Lifetime Homes, and in relation to the London Housing Design Guide. Internally all units achieve the overall unit volume, and internal room space standards in the LHDG.

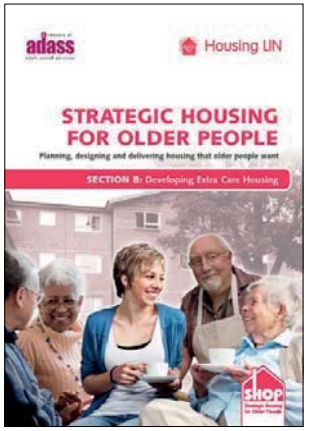
6no. two bed units (12%) are wheelchair user dwellings compliant with Part M4(3) whilst the rest of the units are designed to be accessible and adaptable dwellings compliant with Part M4(2).

THE LIFETIME HOMES PRINCIPLES

The Lifetime Homes concept is based on five overarching principles. These inform and establish the functional basis for the statements of principle that have been introduced for each of the sixteen Lifetime Homes criteria.

- Principle One: Inclusivity
- Principle Two: Accessibility
- Principle Three: Adaptability
- Principle Four: Sustainability
- Principle Five: Good Value





7.3 TRAVELLING TO SITE

Travel Plan Summary by Create Consulting Engineers Ltd.

The site is in an urbanised setting on the south side of Ingestre Road which is located in the London Borough of Camden. The surrounding area is a thriving residential neighbourhood, with Parliament Hill and Hamstead Heath approximately 0.5km north-west. The site is well located in relation to a wide range of local amenities including education, health, retail and leisure facilities, which are all readily accessible on foot. By proposing development in this location, the site complies with local and national transport planning policy.

The two key objectives of this Travel Plan are to:

- Positively and effectively encourage the use of sustainable and healthy travel modes such as walking, cycling and public transport by future residents of the Assisted Living facility.
- Minimise the use of travel modes that have the highest environmental impact, such as single occupancy trips by fossil fuelled motor vehicles, especially where other alternatives are available.

The Travel Plan proposes a number of measures including site design features such as increased provision of cycle parking, as well as information and promotional activities to encourage the uptake of walking, cycling and public transport. A particular item of note will be the creation and delivery of a travel information pack to all future residents prior to them moving into their property.

The key factor in the successful implementation of this Travel Plan will be the appointment of a Travel Plan Coordinator for the development. They will produce the travel information pack, distribute travel information to residents, conduct and analyse the resident travel surveys, and manage the ongoing cycle of monitoring and review including updating the Travel Plan targets, document and action plan.

Overall, the Travel Plan proposes a comprehensive package of measures which seeks to encourage sustainable travel habits and the implementation of the Travel Plan will help secure mode shift in trips made by future staff and residents of the site.

For further information please refer to the Travel Plan prepared by Create Consulting Engineers Ltd.

7.4 CIRCULATION & MEANS OF ESCAPE

Corridors

Circulation spaces are designed to be clear and simple to navigate for residents and guests. The building will be zoned and different spaces will be identifiable through visual clues, signage and views to outside.

The floor plan has been designed to minimize length of corridors and natural lighting is provided into the centre of the corridors. All shared circulation spaces are a minimum of 1500mm to provide sufficent space for all users and people passing each other.

There are no changes in level to any corridors and width is consistent, except outside lifts where corridors widen to aid wheelchair users to manoeuvre with ease. Vision panels in corridor doors will be designed to allow people both seated and standing to be seen.

Pull handles will only be fitted on the pull side of doors and fingerplates will be fitted on the push side. This assists all users, but especially people with learning difficulties and people with visual impairments. Handles will not extend down to floor level since this type of handle can become caught in the footplates or wheels of a wheelchair.

Detailed design will include consideration of the following :

- Entrances to residential units will be clearly defined and individual whilst doors to service areas will be designed to blend in to create a legibile environment for residents and staff.
- Handrails provided.
- Consider varying colour scheme on different floors to aid orientation, all colours to maintain minimum tonal contrast between floors, walls and ceilings.
- Rest spaces and informal seating spaces provided.

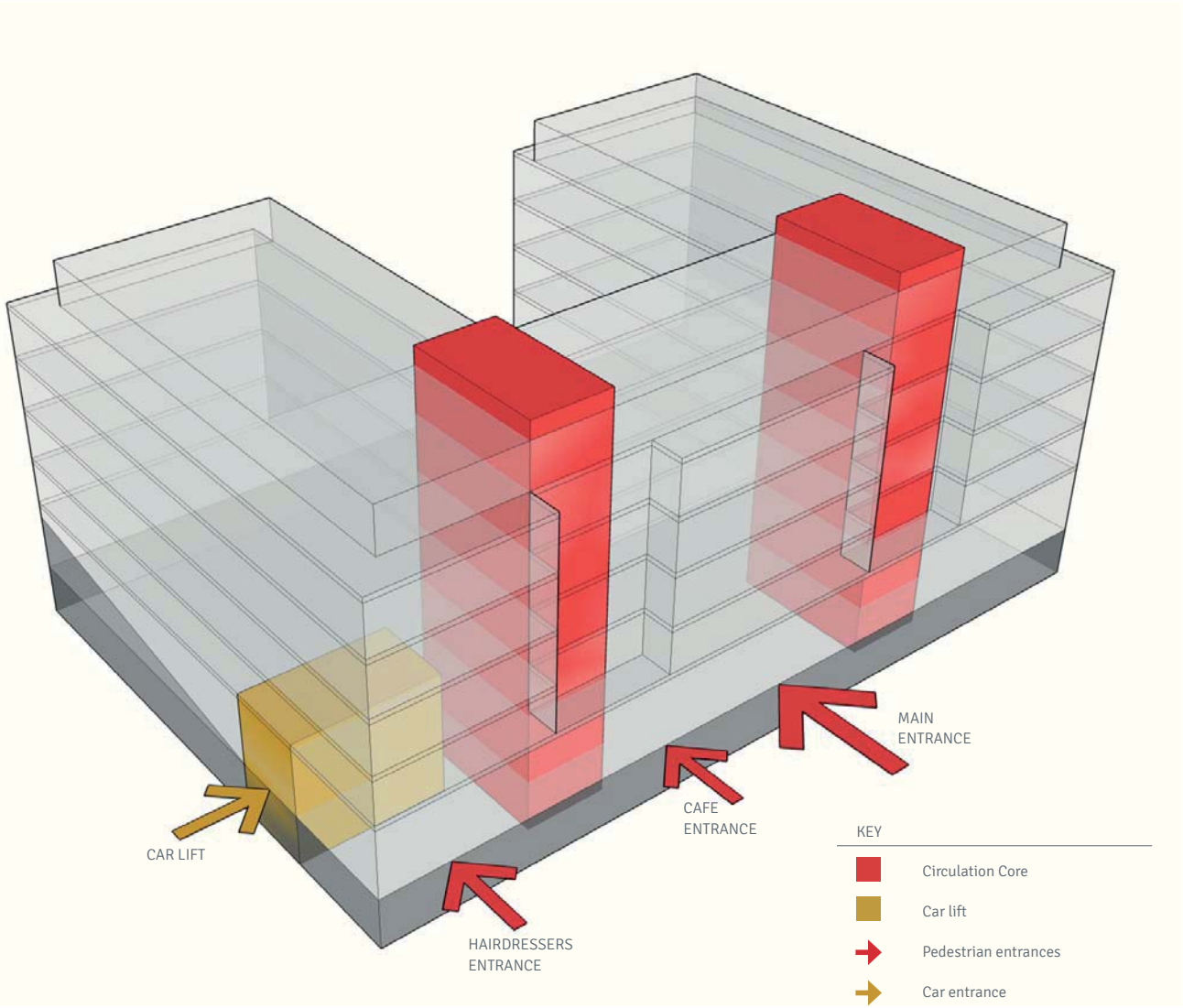
Lifts

- All lifts will be provided to comply with Approved Document Part M and BS 8300:2009, including size, internal materials, door opening width, and operating apparatus.
- Each core is provided with 2no. 13 person stretcher lift which provide access to all floors including the basement. Each lift will have hand rails on all sides of the lift and a folding seat.
- Lift controls will be visual, audible and accessible to ambulant and wheelchair users.

Stairs

Stairs will comply with Approved Document Part M and BS 8300:2009 in terms of widths, treads, risers, hand rails, nosings, top and bottom surfaces, landings and finishes.

They will also be designed for ambulant disabled users, including the fire escape stairs.



7.5 SIGNS & WAYFINDING

External signage
The signage strategy for the development will follow good practice guidelines, such as the "Sign Design Guide" from the Sign Design Society and the Royal National Institute of Blind People. All signage will be contrasting and designed for those with learning difficulties or visual impairments.

Internal signage
The signage has been designed to enable clear signposting and a messaging system to comply with the Sign Society Guidance.

All internal signs to communal areas will be clear, with contrasting symbols, and with braille translations to help the visually impaired. All signage will be located in obvious locations and well lit.

The use of differing tactile materials
A palette of tactile handrails/support rails showing directions of travel to the nearest fire exit has been considered through the design of this proposal.

The layout of the buildings
A clear layout of each floor generally arranged with a sequence of: entrance / lobby / lift / stair-core / corridors allows a simple circulation throughout and between the floors. A readable structure and shape provides an easy indication to distinguish different uses within the scheme.

7.6 PARKING & CYCLE STRATEGY

Summary by Create Consulting Engineers Ltd.

The Site is in an urbanised setting on the south side of Ingestre Road which is located in the London Borough of Camden. The surrounding area is a thriving residential neighbourhood, with Parliament Hill and Hamstead Heath approximately 0.5km north west. The Site is well located in relation to a wide range of local amenities including education, health, retail and leisure facilities, which are all readily accessible on foot. By proposing development in this location, the Site complies with local and national transport planning policy.

Transport for London's PTAL calculation shows the Site benefits from a "Good" level of public transport accessibility (PTAL 3), however, erroneously their calculation does not take into account the pedestrian link between the Site to Highgate Road via Little Green Street.

Therefore, as part of this transport statement an independent PTAL calculation taking into account the pedestrian link from the Site to Highgate Road via Little Green Street has been undertaken. Our corrected calculation shows that with the existing pedestrian link to Highgate Road the Site achieves a significantly higher PTAL rating of 6a and therefore, is now shown to have "Excellent" access to public transport.

The Site is well served by buses on Highgate Road which provide wheel chair accessible services to destinations including Kentish Town Station, Camden Town Station and central London. The nearest rail station to the Site is Tufnell Park Station located approximately 440m walk to the east of the Site on the Northern Line.

The Site's location benefits from a high level of pedestrian infrastructure with a well developed local street network which offers good connectivity to the north, south, east and west of the Site.

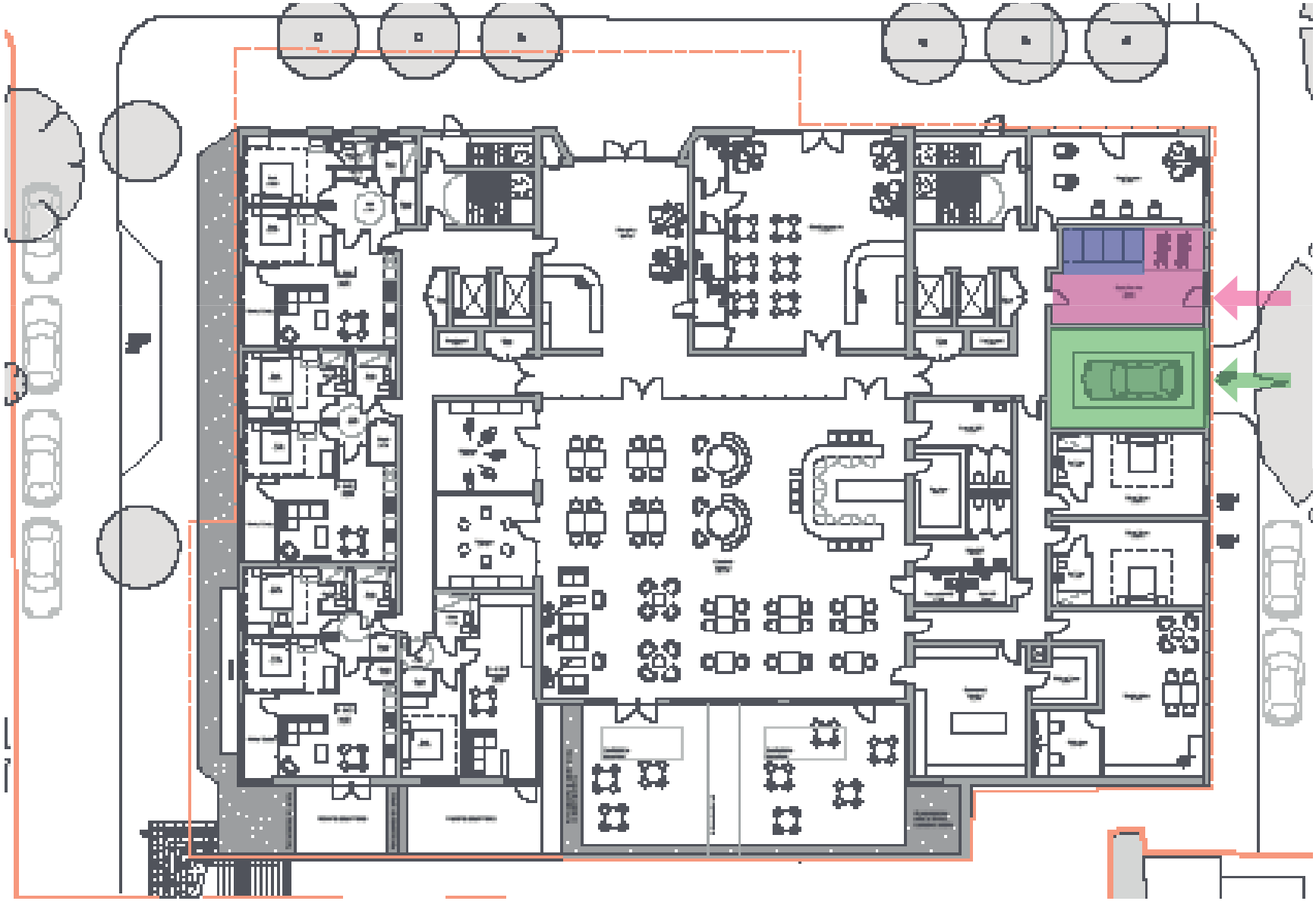
The pedestrian access to the Site and vehicular access into the basement car park will be taken from Ingestre Road. The vehicular access into the basement car park will be via a car lift, on the eastern side of the development.

The proposal would include a basement area with 10 car parking spaces (8 disabled spaces and 2 concierge spaces) accessed via a car lift onto Ingestre Road. The 2 concierge spaces would be for electric vehicles owned by the management company, which residents would have access to on a booking basis for trips such as shopping or medical appointments. This is thought to be crucial in order to assist residents in the transition from no longer having access to their own private vehicle.

The basement design also provides separate secure cycle parking for both staff and residents as well as 12 mobility scooter charging points. A number of secure residential scooter and cycle parking spaces would also be provided at ground level.

Having reviewed both the national and local planning policies the Transport Statement has found no reason on highways grounds why this development should not be granted planning permission.

For further information please refer to the Transport Statement prepared by Create Consulting Engineers Ltd.



KEY

- Blue badge car parking
- Concierge car parking
- Resident/Staff cycle storage
- Scooter storage/charging
- Car lift

7.7 REFUSE & SERVICING STRATEGY

Bin stores to serve commercial and residential uses are located in the basement. They can be accessed via the circulation cores which serve all floors.

A management plan will be in place to arrange for all refuse to be brought up from the basement via the car lift and located within 10m of the collection vehicle on the day of collection.

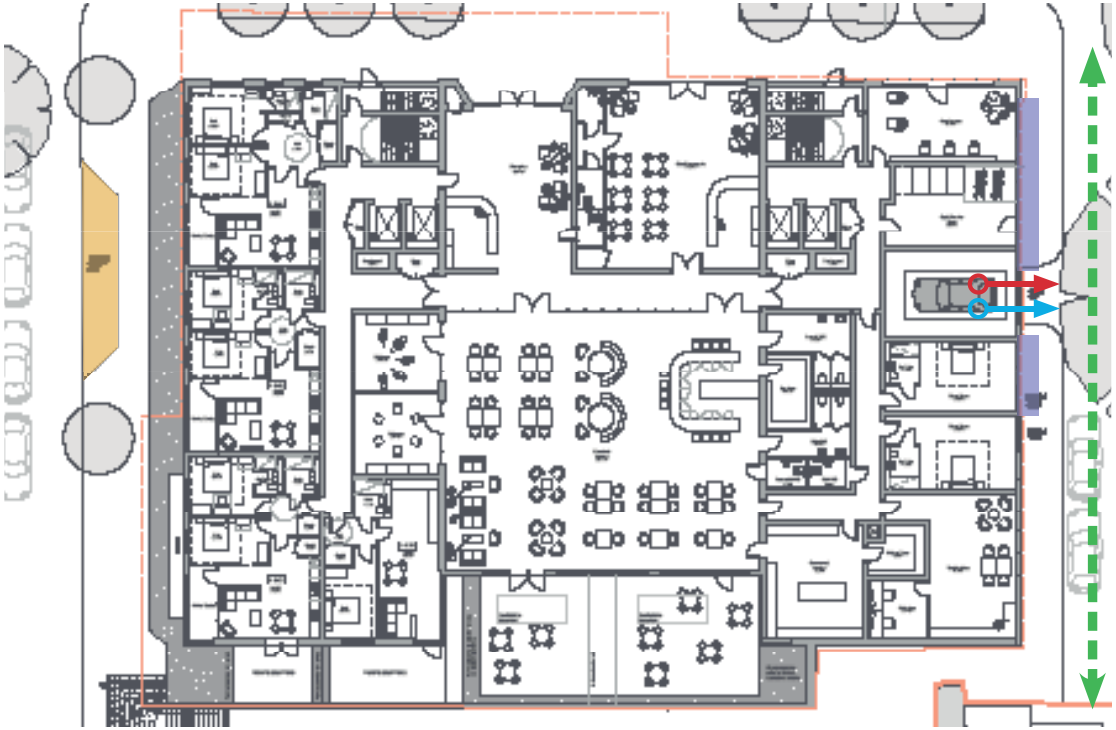
Commercial bin stores are located within or adjacent the associated unit. Commercial units will arrange refuse collection via the service bays provided in accordance with the management plan.

Refer to Delivery and Service Management Plan for further details.

KEY

- Residential refuse storage
- Commercial refuse storage
- Collection point on collection day
- Loading and unloading bay
- Refuse collection vehicle path
- Bin movement in accordance with refuse management plan

Basement Plan



Ground Floor Plan

DESIGN AND ACCESS PRINCIPLES

Entrance
- Entrances provided with dwelling numbers and lighting.
- Solid front doors to be provided with two spy-holes, one at 1500mm and the other at 1100mm to suit wheelchair users.
- Letter boxes positioned in front door at minimum 750mm above floor level and to have lettercages internal to the flat.

Hall
- Doors do not clash and facilitate easy access between spaces.
- Built in storage provided.
- In Wheelchair dwellings, a space to accommodate wheelchairs and walking aids is to be provided.

Lounge & Dining
- Level access throughout.
- Special design and care for lounge as it is likely to be where residents spend most of their time. Important to design to maximise daylight and create an attractive space.

Kitchen
- Open plan kitchen to living dining space to improve accessibility and sociability of the space
- Sufficient space around appliances to allow easy movement in accordance with Building Regulations (AD part M).
- Slip-resistant floor finish.
- Provision for washing machine if required by residents.

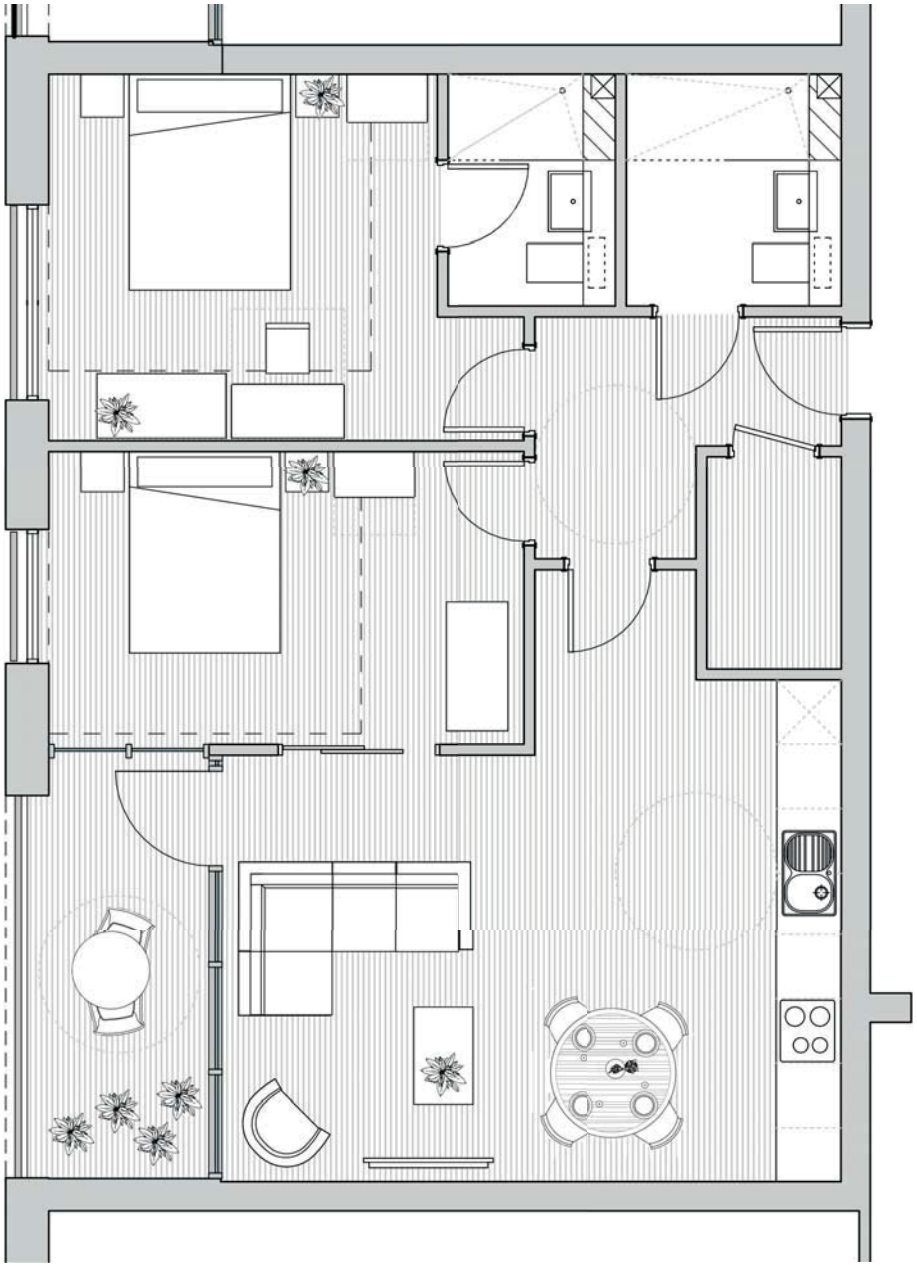
Private external amenity space
- All dwellings provided with recessed balconies to provide private amenity space. Recessed balconies are preferred as they are better for wind mitigation and provide a more private and sheltered space which is preferred for the older people living in the building. Additionally, they provide solar shading over large living room windows to maximize outlook whilst preventing summer overheating.
- Minimum depth of 1500mm to allow wheelchair turning space.

Bedroom
- Master bedroom provided with en suite facilities.
- 800mm path maintained between furniture for wheelchair users.
- Maximizing natural light penetration through large windows.

Shower room
- Designed to comply with Building Regulations (AD part M).
- All walls capable of supporting future grab rails.
- Flush floor shower provided to allow for wheelchair access.

Windows and doors
- Window sizes maximized to allow maximum daylight into the building.
- Opening windows and Juliet balconies provided to provide temperature control.
- Full height windows to allow residents in wheelchairs best possible views out.

Typical upper floor plan



TYPICAL TWO BED ACCESSIBLE & ADAPTABLE DWELLING
Compliant with Part M4(2)

Entering and Leaving
- Every door has a minimum clear opening as set out in Table 2.1, Approved document M4(2).
- Every door provided with 300mm nib to the leading edge.

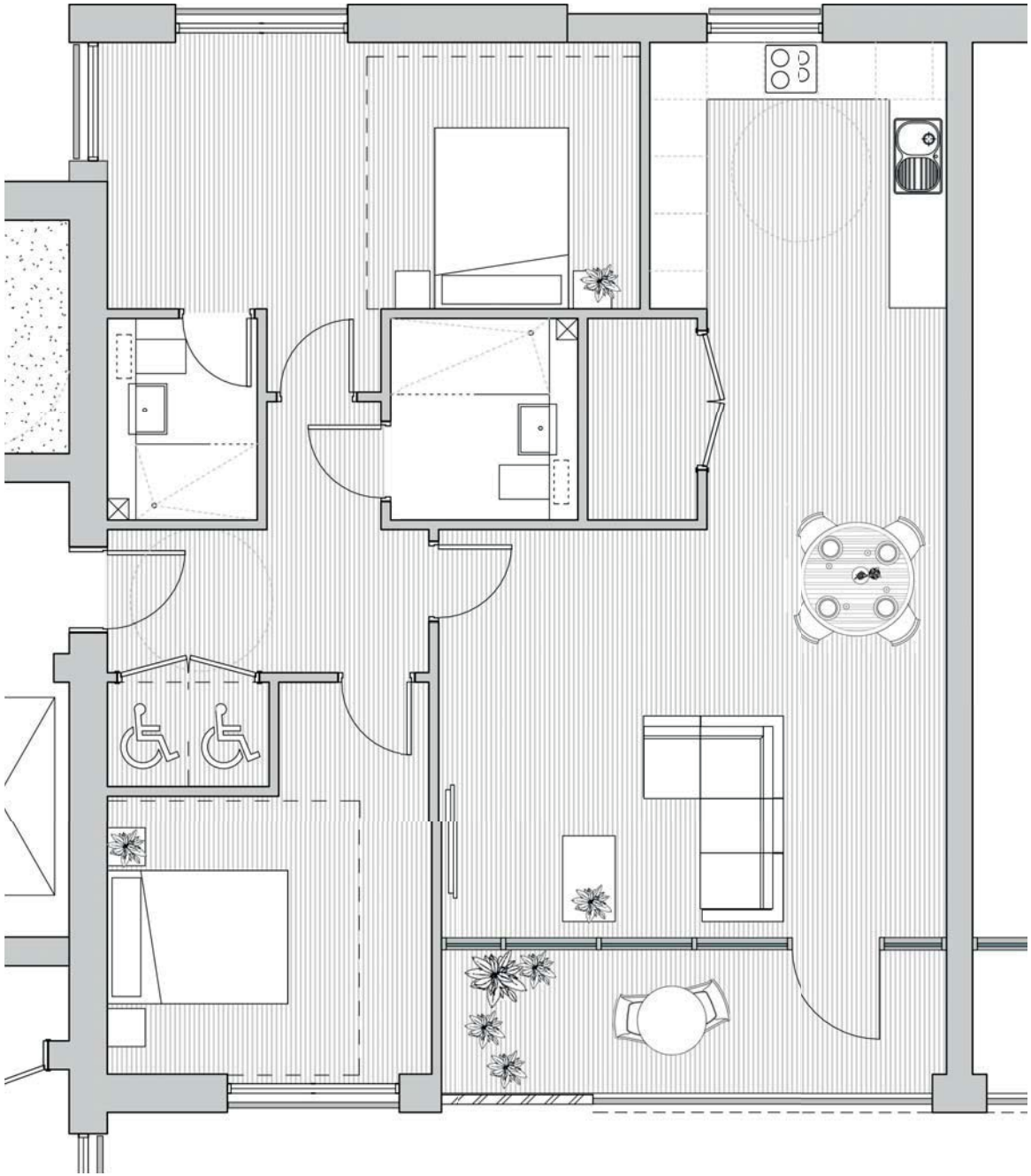
Circulation
- Every hallway to have a minimum clear width of 900mm.

Bathroom
- Door opens outwards
- WC, basin and shower all provided with clear access zones.
- 1500mm diameter clear turning circle provided (overlapping with shower).

Bedrooms
- Clear access route of 750mm to both sides and at the foot of the bed.

Kitchen
- A minimum 1200mm clear space in front of all kitchen units and appliances.

Outdoor space
- 1500mm diameter clear turning circle provided



TYPICAL TWO BED WHEELCHAIR USER DWELLING
Compliant with Part M4(3)

Entering and Leaving
- Every door has a minimum clear opening of 850mm.
- Every door provided with 300mm nib to the leading edge.
- Every hallway to have a minimum clear 500mm diameter clear turning circle.
- Wheelchair storage and transfer space provided (1100mm x 1700mm).

Circulation
- Every hallway to have a minimum clear width of 1200mm.

Bathroom
- Door opens outwards.
- WC, basin and shower all provided with clear access zones.
- 1500mm diameter clear turning circle provided (overlapping with shower).

Bedrooms
- Principal bedroom provided with clear access route of 1000mm to both sides and at the foot of the bed.
- Secondary bedroom provided with clear access route of 750mm to both sides and at the foot of the bed.

Kitchen
- A minimum 1500mm clear space in front of all kitchen units and appliances.

Outdoor space
- 1500mm diameter clear turning circle provided.

8.0 TECHNICAL CONSIDERATIONS

8.1 DAYLIGHT & SUNLIGHT

The daylight & sunlight analysis has formed an important role in our design development process. The assessment entails two analyses: firstly, an assessment of the effects to the daylight and sunlight received by the neighbouring properties surrounding the site; and secondly, an assessment of the daylight and sunlight light levels received by the residential units within the proposed development itself. Furthermore, there has been an assessment undertaken to ensure adequate sunlight is received to amenities spaces, this is known as an assessment of 'overshadowing'.

The methodology and criteria used for these assessments is provided by the Building Research Establishments guidance 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE, 2011) and the British Standard document BS8206 Pt2.

The final daylight and sunlight report was prepared by GIA and concluded:

> The technical analysis undertaken demonstrates that although there is some alteration to the daylight and sunlight of the surrounding residential units, for the most part there is good compliance with the BRE guidelines. Where there are windows and rooms which do experience transgressions of the traditional BRE tests, these are unavoidable should the site be developed in a meaningful way. In almost all situations however where there are reductions in daylight and sunlight the retained levels are considered to be good and comparable with other units in the local area and in similar areas across London.

Please refer to the full 'Daylight and Sunlight' report for more information.

Solar shading Summer Study

8.2 ENERGY STRATEGY

Summary by Create Consulting Engineers Ltd.

The energy assessment within the report has been prepared following the principles of the London Plan Energy Hierarchy: 'Be Lean', 'Be Clean' and 'Be Green'.

'Be Lean': The strategy aims to reduce energy demands by first incorporating suitable passive design measures, followed by proposed enhancements to provide a highly efficient building fabric and efficient heating system. The proposed energy conservation measures will reduce the new build Dwellings' Fabric Energy Efficiency (DFEE) below the Target Fabric Energy Efficiency (TFEE) by 10%. The Dwellings Emission Rate (DER) and Building Emission Rate (BER) are marginally higher than the Target Emission Rate (TER) figures dictated by the Building Regulations. These have been calculated based on gas heated spaces as required by the GLA's guidance on preparing energy statements. This figure will be revised at detailed design stage when building services design is fully developed. The design will be progressed prioritising energy efficiency of the building fabric and services.

'Be Clean': The opportunity for the proposed development to link into an existing or planned decentralised energy network has been considered. The development is not located within immediate proximity of a proposed district heat network, however the design and layout of the building's plant room will be such that it will facilitate the possible future connection of the development to an energy network.

'Be Green': A feasibility study has been undertaken to establish the most suitable renewable technology for integration within the proposed development. Air source heat pumps and photovoltaic systems have been deemed the most viable and practical options for the scheme. A PV array of approximately 27kWp for the site is initially proposed to maximise the roof space and energy reduction achieved. The incorporation of ASHPs would result in the residential part of the development exceeding the 19% CO2 emissions reduction target requested by Camden Local Plan. The nondomestic part of the development will achieve a reduction of approximately 32% through application of ASHPs and PV panels.

The 'zero carbon' target has not been achieved for the proposed residential part of the development onsite therefore the Client will commit to meeting the shortfall by making contributions to the Camden Council carbon offsetting fund. The funds secured by the council will be ringfenced to deliver carbon emissions savings off site through a variety of projects and will be secured through Section 106 legal agreements.

For further information please refer to the Energy Statement prepared by Create Consulting Engineers Ltd.

8.3 SUSTAINABILITY

Summary by Create Consulting Engineers Ltd.

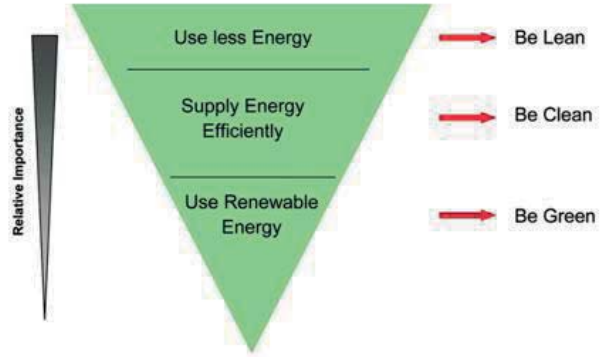
The BREEAM New Construction 2014 Assessment tools, the GLA and the London Borough of Camden sustainability policies have been reviewed and used to optimise the environmental strategy of the development and to demonstrate the sustainability credentials of the multi residential scheme. This is in line with London Borough of Camden Local Plan Policy CC2 Adapting to Climate Change.

The preassessment confirms that a BREEAM 'Excellent' rating (targeted score of 74.41%) is robustly targeted for Ingestre Road.

A formal assessment will take place once the tender documentation is produced and will require submission of a full evidence bundle from the client and the design team to show compliance with the credits. The BREEAM assessor has been and will continue to form an integral part of the design team and a consistent point for reference, review and questions. This approach is proven through experience to offer the surest route to successful BREEAM certification and holistic sustainable design.

The Sustainability Statement for the Ingestre Road development demonstrates that the design will holistically incorporate sustainable principles into the full range of sustainability aspects covered by BREEAM, the GLA and the London Borough of Camden's planning documents: Energy, Climate Change, Water, Flood Risk, Surface Water RunOff, Pollution, Sustainable Construction Processes/Materials & Recycling, Land Use & Ecology and Accessibility

For further information please refer to the Sustainability Statement prepared by Create Consulting Engineers Ltd.



Energy Hierarchy Diagram

8.4 AIR QUALITY

Summary by Create Consulting Engineers Ltd.

The proposed development is situated within an AQMA declared by London Borough of Camden Council. The AQMA covers the whole borough and it is declared on the basis that levels of NO2 do not meet the UK AQOs at certain locations across the borough. However, air quality monitoring and modelling data taken from the vicinity of the development site indicate that the national air quality objectives are met at the development site area.

Generally, exceedances of the NO2 objective occur at roadside locations (between 5 to 20 m from the kerb). Given that the setback distance between the development site and Highgate Road is approximately 110m, it is expected that NO2 concentrations at the development site will remain below UK AQOs and that future residents will not be exposed to NO2 and PM10 pollution that exceeds UK air quality standards.

A dust impact assessment has been undertaken for the demolition and construction phase associated with the proposed development in accordance with IAQM and GLA guidance on the assessment of dust from demolition and construction. Given the close proximity of sensitive receptors, appropriate mitigation measures should be implemented in order to minimise the potential risk of nuisance. These mitigation measures, outlined in this report, should be included in a Construction Environment Management Plan (CEMP), which should be implemented to minimise the potential of adverse construction dust impacts throughout all the relevant construction stages.

Vehicular movements generated by the redevelopment of the facility will not result in a significant increase. The Transport Assessment concludes that there will be a slight increase in traffic initially, however during the fiveyear lifecycle of the Travel Plan, traffic to and from the site will reduce. As such, a detailed modelling assessment of the impact on air quality is not required.

Results of the air quality neutral transport assessment indicates that NOx and PM10 emissions from traffic activity related to the development are lower than the relevant GLA benchmarks, and the development is considered air quality neutral from a transport emissions perspective. However, additional mitigation measures such as substantial bicycle/ mobility scooter storage facilities have been incorporated into the development design.

Due to the energy philosophy relying on Air Source Heat Pumps for domestic hot water and heating, there is no requirement to complete an air quality neutral assessment for building emissions, since there will be no combustion sources on site.

For further information please refer to the Air Quality Assessment prepared by Create Consulting Engineers Ltd.

8.5 NOISE AND VIBRATION

Summary by Create Consulting Engineers Ltd.

The proposed site at Ingestre Road is likely to be acceptable from a noise perspective provided that a good acoustic design process is followed.

In line with BS8233:2014, the ambient noise levels were found to be sufficiently low, so that the standard “thermal” double glazing and standard passive ventilation would be suitable for the proposed new residential properties. This also satisfies the World Health Organisation requirements.

The external noise levels measured were 51dB LAeq,T, this level is found to be slightly above the 50dB LAeq,T threshold but below the upper guideline value of 55dB LAeq,T therefore, it satisfies the BS 8233:2014 guidance for external noise levels.

The short-term measurements of the noise sources around the proposed development site have been shown to be unlikely to cause adverse impact since their levels were measured to be very low.

The proposed development site, being 40m approximately from the railway, was below the threshold for “Low probability of adverse comment” in line with BS 6472:2008. The vibration levels at the proposed site are therefore acceptable.

Regarding plant noise, the assessment presented in this report has been conducted in line with BS 4142:2014 by rating the sound from fourteen hot water heat pumps, spread over two roof top plant compounds. With the initial proposed design, the excess over background sound level would have been an indication of adverse impact for day time hours and an indication of significant adverse impact for night time hours.

It has therefore been recommended that the plant compounds be upgraded acoustically to include double banked acoustic louvres in the walls and acoustic splitters in the roof sections directly above the fan units. This would increase the effectiveness of the screening, whilst not affecting the air flow required for the units. This would reduce the rated sound levels to below the existing background sound level for both, the day and night time hours.

The sound level from services and deliveries associated with this proposal would have minimal effect on the current acoustic climate as the quantity and frequency of occurrence would be low for all aspects.

For the worst case scenario, the sound level from the external café seating area has been shown to be equal to the existing ambient sound level and normal trading levels would be below that level. We would therefore recommend that the sound levels relating to the café seating area should not be of concern to this planning application.

For further information please refer to the Noise and Vibration Assessment prepared by Create Consulting Engineers Ltd.

8.6 DRAINAGE STRATEGY

Summary by Create Consulting Engineers Ltd.

Based on our understanding of the site setting and the development proposals, it is considered that the risk of flooding from all sources is generally low. The mitigation measures provided in the Flood Risk Assessment and Drainage Strategy should be adhered to in order to ensure the risk of flooding posed to the site remains low, without significantly increasing the risk of flooding elsewhere.

We recommend that the assessment of residual risks of flooding should be reviewed by site owners as new flood risk information becomes available, and the flood risk associated with adjacent sewers may also increase over time in the area due to climate change.

SUDS measures have been implemented where possible within the bounds of the scheme. Overall there will be a significant reduction in peak runoff rates achieved compared to the existing scenario. Runoff rates from the site will be restricted to 8.5 l/s (approximately a 67% betterment over the existing 1 in 1 year event) through the introduction of appropriate flow control devices (hydro brakes or similar).

SUDS measures will include 549.0 m2 of blue roofs along with a total of 141.0 m2 of geo cellular attenuation providing approximately 53.0 m3 of storage split across two cellular storage tanks on site.

After detailing the constraints of the site and the proposed SUDS, Thames Water agreed 9.0 l/s as an appropriate discharge rate for surface water (Appendix C). Given that the run off rate has been reduced to 8.5 l/s it has been confirmed by Thames Water that there is enough capacity in the sewer for discharge from the site.

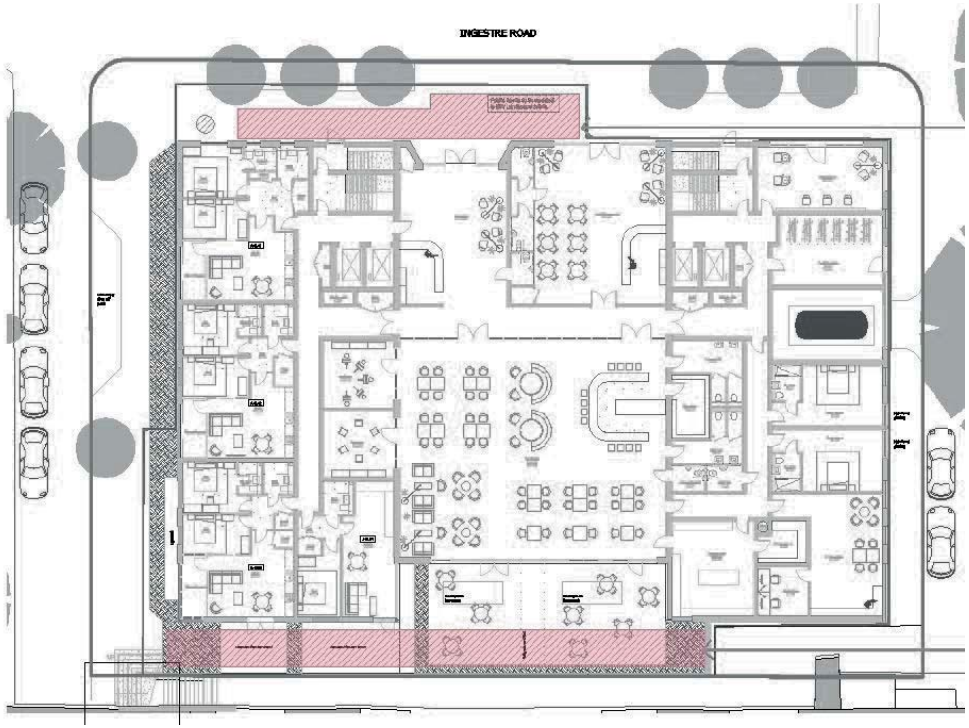
Surface water flows from the site will be designed to drain to both the combined sewer located on Ingestre Road at the front of the site and to the combined sewer within Hambrook Court to the rear of the site. Due to a lack of sewer invert levels, ground levels from the topographic survey and standard cover levels have been used to inform drainage design. However appropriate drainage surveys will be required at the detailed design stage to ensure the proposed strategy is suitable. Should sewer invert levels not be as assumed, a pumped connection may be required.

Foul water flows from the site will increase with peak flows anticipated to be approximately 6.28 l/s, compared to the existing scenario of 1.38 l/s, a net foul water increase to the system of 4.90 l/s. A Thames Water Pre Development Enquiry (Appendix B) confirms there is sufficient capacity in the sewer network to accommodate this increase.

All new on site drainage will be separated until the point of connection to the public sewer in order to meet Thames Water requirements. To inform the detailed design of the drainage, a drainage survey will be carried out (with CCTV if necessary) to determine if there are any existing points of connection that can be reused as part of the development and to confirm any necessary diversions to any existing private drainage crossing the site.

Regular inspection and maintenance of highway drainage, public and private drainage by Camden Council, Thames Water and site management respectively, will minimise the residual risks associated with surface water/sewers

For further information please refer to the Flood Risk Assessment and Drainage Strategy prepared by Create Consulting Engineers Ltd.



Locations of proposed attenuation tanks

8.7 FIRE STRATEGY

International Fire Consultants Ltd. have been commissioned to review the proposals and advise on fire safety strategy. Below is a summary of key design points that have been taken into account with the design proposals:

- Maximum travel distance in common corridor in single direction is 15m provided this corridor is ventilated and each apartment is sprinkler protected.
- In basement car park 25m travel distance in single direction and 45m to nearest alternative exit.
- All doors will be minimum 800mm wide with stair final exits being as wide as stair.
- Minimum stair width to be minimum 1000mm.
- All flats designed to be within minimum travel distances.
- Sprinkler system installed throughout.
- Communal corridor provided with naturally vented smoke shaft.
- All floors and residential units to be compartmentalised with minimum 60 minute fire resistance.

Please refer to the full detailed Fire Safety Strategy for full details.

8.8 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Summary by Create Consulting Engineers Ltd.

The objective of the Construction Environmental Management Plan (CEMP) is to support the proposed planning application for the redevelopment of the site.

This CEMP has been prepared to help the developer to identify and minimise potential impacts from construction activities on the surrounding community, both on site and in the surrounding area.

The completed and approved CEMP will detail how any impacts associated with the proposed construction works will be mitigated and how the contractor will manage the cumulative impacts in the vicinity of the site.

CEMP METHODOLOGY AND GENERAL APPROACH

The level of detail included in a CEMP will depend on the scale and nature of development. The proposed development is a constrained site and a CEMP is required to help minimise construction impacts relating to onsite activities and transport arrangements for vehicles servicing the Site.

Policy guidance is set out in London Borough of Camden's Development Policies 2010-2025 and further guidance. This CEMP follows the best practice guidance/principles and meets the requirements set out in Camden Planning Guidance (CPG) 6 Amenity Practice for Construction Management Plans dated 2011.

The approved contents of the CEMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the London Borough of Camden to review this CEMP if problems arise in relation to the construction of the development.

Any future revised plan must also be approved by the London Borough of Camden and complied with thereafter. It should be noted that any agreed CEMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

For further information please refer to the Construction Environmental Management Plan prepared by Create Consulting Engineers Ltd.

8.9 SAFETY & SECURITY

The scheme has been designed with reference to the Secured By Design Standards SBD Homes 2016 and SBD Sheltered Accommodation 2016.

The following design principles have been adopted to maximize safety :

- Building layout will increase natural surveillance to adjacent streets and green spaces. Scheme to include additional CCTV which will also increase surveillance
- Continuous building lines will remove hidden spaces from public realm and improve visibility of pedestrian link to community centre.
- Semi-private residents amenity spaces are clearly separated from public spaces to create a clear differentiation between different uses.

A pre-application meeting was held with the Designing Out Crime Officer from the Met Police in December 2017.

Key considerations discussed:

- All residents should enter/leave via main entrance door and reception to ensure safety of vulnerable residents. Front door to achieve PAS 24, LPS1175 Security rating 2.
- Door to be locked with encrypted fob access and door release from reception. Careful lighting design in entrance undercroft to discourage anti-social behaviour.
- Access to basement to be fob access and achieve PAS 24, LPS1175 Security rating 2.
- Lift and stair to residential units to be access controlled with encrypted fob to prevent unauthorised access.
- Postal deliveries to be managed through reception.
- All areas at climbing risk to be provided with PAS 24 compliant windows/doors.
- Consideration should be given to a 24 hour monitored help alarm system. This maybe controlled by the Duty house manager and or an alarm-receiving centre.

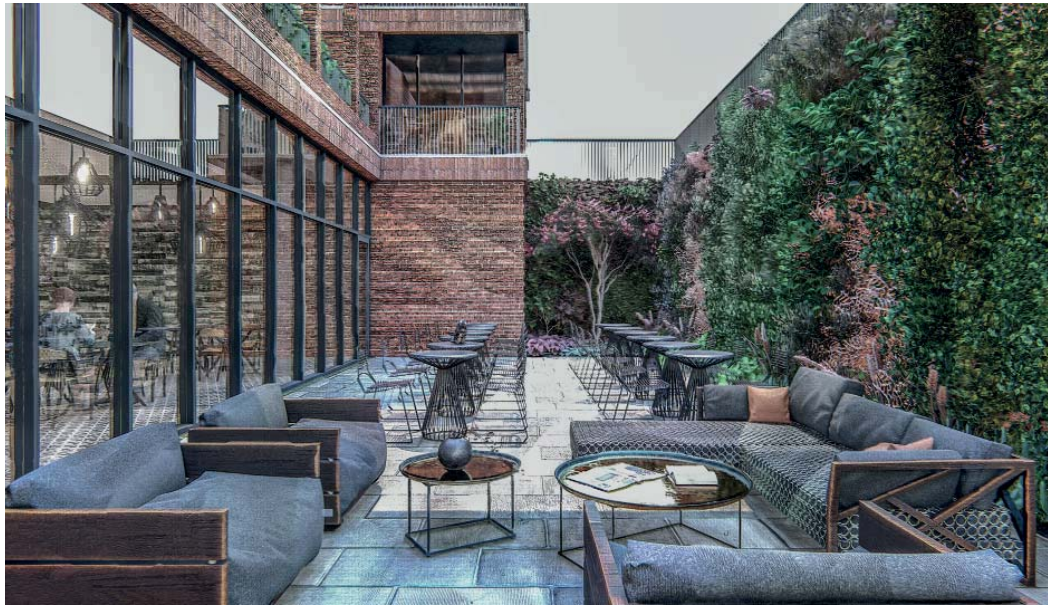
9.0 CONCLUSION

9.1 CONCLUSION

The site at 11-12 Ingestre Road provides a great opportunity to provide a high-quality building at the heart of the existing estate. The proposed development will address a number of the urban design issues with the existing building and create a clearly defined tree-lined street to improve the legibility of the estate. The introduction of active frontages will provide natural surveillance of public realm and parks surrounding the estate.

The reintroduction of later living into the estate provides for an age group which is currently under catered for in the area. Additionally, the additional facilities provided will benefit the local area and create a sense of community between residents and the wider community.

The improved definition of Ingestre Road and improved legibility of the pedestrian link up to the community centre are key benefits to the estate that this development facilitates.



10.0 APPENDICES

10.1 ACCOMMODATION SCHEDULE

	Total Circulation Area (GIA)		Communal/Facilites Area (GIA)		Total Area (GIA)		Units			
	sqm	sqft	sqm	sqft	sqm	sqft	1 bed	2 bed	3 bed	Totals
Basement	100	1076	1230	13240	1433	15425	0	0	0	0
Ground	190	2045	734	7901	1426	15349	1	3	0	4
First	111	1195	196	2110	1077	11593	0	6	2	8
Second	111	1195	0	0	1077	11593	0	8	2	10
Third	111	1195	0	0	1077	11593	0	8	2	10
Fourth	111	1195	0	0	1077	11593	0	8	2	10
Fifth	111	1195	0	0	820	8826	0	8	0	8
Roof	0	0	0	0	98	1055	0	0	0	0
Totals	**845**	**9095**	**2160**	**23250**	**8085**	**87026**	1	41	8	**50**
							2%	82%	16%	100%

DESCRIPTION			NET AREA		FACILITIES			PRIVATE AMENITY	
Floor	Flat No	Unit Type	NIA (sq.m)	NIA (sq.ft)	Beds	Baths	Ensuites	sq.m	sq.ft
B	-	-	-	-	-	-	-	-	-
G	A-2.01	2b4p	75.0	807	2	1	1	7	75
G	A-2.02	2b4p	70.0	753	2	1	1	7	75
G	A-2.03	2b4p	70.0	753	2	1	1	21	226
G	A-2.04	1b2p	54.6	588	1	1	0	32	344
1	A-1.01	2b4p	75.0	807	2	1	1	7	75
1	A-1.02	2b4p	70.0	753	2	1	1	7	75
1	A-1.03	2b4p	80.4	865	2	1	1	7	75
1	A-1.04	3b5p	89.5	963	3	1	1	8	86
1	B-1.01	2b4p	75.0	807	2	1	1	7	75
1	B-1.02	2b4p	70.0	753	2	1	1	7	75
1	B-1.03	2b4p	80.4	865	2	1	1	7	75
1	B-1.04	3b5p	89.5	963	3	1	1	8	86
2	A-2.01	2b4p	75.0	807	2	1	1	7	75
2	A-2.02	2b4p	70.0	753	2	1	1	7	75
2	A-2.03	2b4p	80.4	865	2	1	1	7	75
2	A-2.04	3b5p	89.5	963	3	1	1	8	86
2	A-2.05	2b4p(A)	88.7	955	2	1	1	8	86
2	B-2.01	2b4p	75.0	807	2	1	1	7	75
2	B-2.02	2b4p	70.0	753	2	1	1	7	75
2	B-2.03	2b4p	80.4	865	2	1	1	7	75
2	B-2.04	3b5p	89.5	963	3	1	1	8	86
2	B-2.05	2b4p(A)	88.7	955	2	1	1	8	86
3	A-3.01	2b4p	75.0	807	2	1	1	7	75
3	A-3.02	2b4p	70.0	753	2	1	1	7	75
3	A-3.03	2b4p	80.4	865	2	1	1	7	75
3	A-3.04	3b5p	89.5	963	3	1	1	8	86
3	A-3.05	2b4p(A)	88.7	955	2	1	1	8	86
3	B-3.01	2b4p	75.0	807	2	1	1	7	75
3	B-3.02	2b4p	70.0	753	2	1	1	7	75
3	B-3.03	2b4p	80.4	865	2	1	1	7	75
3	B-3.04	3b5p	89.5	963	3	1	1	8	86
3	B-3.05	2b4p(A)	88.7	955	2	1	1	8	86
4	A-4.01	2b4p	75.0	807	2	1	1	7	75
4	A-4.02	2b4p	70.0	753	2	1	1	7	75
4	A-4.03	2b4p	80.4	865	2	1	1	7	75
4	A-4.04	3b5p	89.5	963	3	1	1	8	86
4	A-4.05	2b4p(A)	88.7	955	2	1	1	8	86
4	B-4.01	2b4p	75.0	807	2	1	1	7	75
4	B-4.02	2b4p	70.0	753	2	1	1	7	75
4	B-4.03	2b4p	80.4	865	2	1	1	7	75
4	B-4.04	3b5p	89.5	963	3	1	1	8	86
4	B-4.05	2b4p(A)	88.7	955	2	1	1	8	86
5	A-5.01	2b4p	86.7	933	2	1	1	23.4	252
5	A-5.02	2b4p	78.4	844	2	1	1	40.3	434
5	A-5.03	2b4p	73.9	795	2	1	1	12.1	130
5	A-5.04	2b4p	71.7	772	2	1	0	7	75
5	B-5.01	2b4p	86.7	933	2	1	1	23.4	252
5	B-5.02	2b4p	78.4	844	2	1	1	40.3	434
5	B-5.03	2b4p	73.9	795	2	1	1	12.1	130
5	B-5.04	2b4p	71.7	772	2	1	0	7	75

BARTON
WILLMORE