7.0 Access & Servicing

7.1 Access to Units

There is a segregated pedestrian access to the development from Parkhurst Road. The pedestrian route is delineated on the north-eastern side of the access road by a change in surface materials and is separated from vehicles by a short up stand. Once inside the development the site opens out into a landscaped pedestrianised area, with limited, controlled access by motor vehicles.

Approaches to main entrances will be appropriately detailed to ensure that surfaces are slip resistant surfaces and paths are well-lit. The site is generally level, with connecting footways having very shallow gradients. All communal doors will be maintained and available for people to use at all times without requiring assistance.

Each principal entrance and access to each dwelling will be designed to meet the Building Regulations Part M (Section 2) standards and include:

• Manifestation to glazed screens and doors, dependent on their detailed design, with entrance doors providing at least one metre clear opening width.

• Entrances will be illuminated and covered

• Intercom located to suit all users (including wheelchair users) and have a speech reinforcement system.

• Transition lighting between the exterior and interior of the building.

• An entrance mat to remove water from shoes and from the wheels of wheelchairs and buggies.

• Where individual dwellings are accessed directly from outside, the entrances will be sheltered by a fixed canopy and the thresholds will be nominally level, with a maximum upstand of 15mm, meeting the Lifetime Homes standards and Wheelchair Housing standards as applicable.

• Common corridors will be a minimum of 1200mm wide, with a 1500 x 1500mm turning space outside adaptable units.

• Lifts will be for eight or more people, with a minimum internal car size of 1100mm x 1400mm (the minimum dimensions for Lifetime Homes standards). They will serve all floors including the basement.

• Common stairs will have dimensions that suit ambulant disabled people and tonal contrast to aid people with impaired sight. Stairs will have a clear width of 1200mm, have risers not exceeding 170mm and treads no less than 250mm. Handrails on each side will be at 900mm above nosings, and will extend 300mm beyond the top and bottom step.

7.0 Access & Servicing

7.2 Vehicular Access

Vehicles continue to access the site from Parkhurst Road. The form and location of the access will remain as per the existing, namely a wide crossover. The width of the crossover ensures that an entering and exiting vehicle can pass each other, without impacting on the carriageway, as demonstrated in Figure 6. Vehicles accessing the site include the refuse collection vehicle, a fire tender, vehicles accessing the TA centre and residents utilising the on-site 'accessible' parking. All vehicles can enter and exit the site in a forward gear.

Figure 6

7.3 Bikes

Cycle storage is provided on site for 276 cycles, including 45 family and wheelchair accessible bays for use of disabled residents and family sized units. These will be provided in covered, secure and well lit facilities throughout the site. Two hundred cycle parking spaces associated with the market block are proposed to be located in the basement, adjacent to the car parking. Access to the basement for cycles will be via a purpose built stepped ramp adjacent to the vehicle ramp with wheel channels running alongside each side. All the cycle parking for the affordable units, and the additional accessible spaces, will be located at-grade throughout the site.

7.0 Access & Servicing

7.4 Refuse Collection & Storage

Figure 7

Twenty three 1,280lt Eurobins will be located in two bin stores on site; Block B will contain 15 no. 1,280 litre Eurobins including provision for recyclables and Block E will accommodate 8 no. 1,280 litre Eurobins including provision for recyclables. This will provide a similar quantum of waste provision to that required in LB Islington's 2008 waste standards. To meet the current 2013 standards a further 15 bins will be stored in the basement. These will be trolleyed between the basement and the bins stores by the caretaker as required to ensure that adequate provision is provided.

The access road has been tracked with an 11.2m refuse vehicle to ensure that the refuse collection vehicle can enter and exit the development in a forward gear and stop within circa 10m of the bin store entrances (see Figure 7).

Internal waste storage (within units)

The scheme is designed to meet the Code for Sustainable Homes (CSH) level 4. There are credits available for providing adequate recycling storage as follows:

2. A minimum of three internal bins
3. A minimum total storage capacity of 60 litres, and
4. No individual bin smaller than 15 litres.

7.5 Deliveries

Vehicles will be able to service the site from the access road, and will be able to enter and exit the highway in a forward gear. Due to the type and scale of the development, these are likely to be infrequent small scale delivery vehicles including supermarket shopping, white goods and internet shopping. If required, a delivery servicing management plan could be used to better manage the timings and duration of deliveries, in order to minimise potential conflict.

7.0 Access & Servicing

7.6 Emergency Access

The access road has been tracked with a 7.9m fire tender to ensure that the vehicle can enter and exit the site in a forward gear (see Figure 8).

Figure 8

8.0 Statements
8.1 Accessibility

Site-wide access arrangements

David Bonnett Associates have been commissioned to work alongside the design team to advise on access requirements for the scheme.

An audit has been completed and is reproduced in full as a standalone report accompanying this submission. For completeness, a summary is provided here.

Summary of access provisions

The proposals for Parkhurst Gardens at this stage demonstrate that a high level of inclusive design will be achieved by the finished scheme.

Details of the access provisions are described in the detailed Access Statement. The key access provisions for Parkhurst Gardens include:

• Dwellings designed to meet the standards outlined in the liftetime homes design guide and Islington's Inclusive Design draft SPD;

• 10% of the dwellings will be designed to be easily adaptable to meet the needs of a wheelchair user, as required by the local authority and London-wide policy 3.8 *Housing Choice;*

• Access to a second lift for all residents of wheelchair accessible homes at upper levels;

• An accessible drop off point within 50m of the main entrances for passengers of cars, taxis or minibuses so that walking distances are reduced;

• Access to all areas of shared landscape.

Summary of wheelchair adaptable homes provision

The scheme provides 10% wheelchair adaptable homes across all tenures.

These wheelchair units are designed to meet the standards of the LBI Inclusive Design SPD for wheelchair users and the Habinteg Wheelchair Housing Design Guide. The units comply with these requirements in terms of spatial planning and would not require structural alterations in order to adapt them for a wheelchair user. Grab rails in bathrooms would be provided and electrical sockets positioned at the correct heights. The units would be capable of adaptation, for items such as the installation of hoists, lowered kitchen units and internal fittings, but these adaptations would not be provided, given that the final end users, and therefore their specific needs, remain unknown. The spatial planning of the units will allow such adaptations to take place.

8.0 Statements
8.2 Safety & Security

First Base and AHMM met with John Atkins, Designing Out Crime Officer for the Town Planning Crime and Safety Officer for North West London on 30th October 2013.

The design proposals were discussed with the Officer and the following feedback was received:

- A route through the site linking Parkhurst Road to the Tufnell Park Estate was not preferred. Instead the rear of northern block to the boundary wall should be demised as private gardens. This is in light of existing history of antisocial behaviour and recent installation of gates on the Holbrooke Estate.

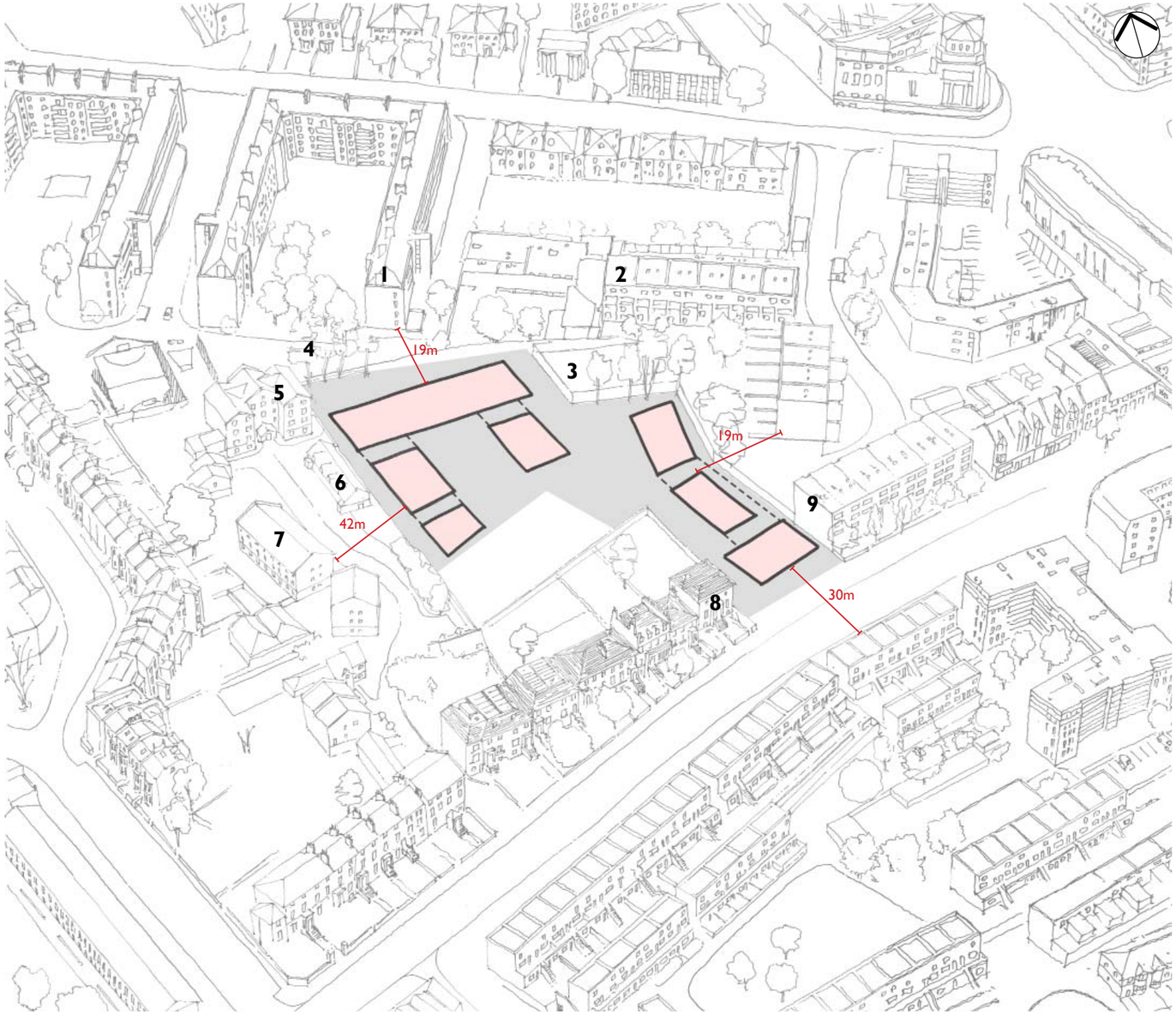
- If a publicly accessible connecting route through the site is to form part of the proposals, as conceived by LBI and GLA Officers, then a secured entry gate would be required at the access point from Parkhurst Road.

- The Officer suggested that some form of vehicle access control will be required as a minimum and public space at the entrance should be designed to feel as though it is defensible and private.

- Cycle storage to the basement will need to be broken down into smaller secure cages to minimise access to a large number of bikes in one place.

8.0 Statements

8.3 Overlooking & Privacy



The scheme has been designed to avoid overlooking but to include passive surveillance to increase safety and security on the surroundings of the site.

1 **McCall House / Tufnell Park Estate:**
Scheme provides passive surveillance into the gardening club & sports area. No windows are directly facing.

2 **Holbrooke Court**

3 **Playspace**
Passive surveillance positively contributes to security.

4 Mature trees in corner of site:
Require light directly from the site.

5 **41-60 Moriartry Close:**
Building design is set back to avoid sunlight/daylight issues and no overlooking.

6 **61-62 Moriartry Close:**
No overlooking issues as facing windows are skylights only.

7 **25-36 Moriarty Close:**
No overlooking issues as setback distance is 24 metres.

8 **63 Parkhurst Rd:**
Two small windows serve circulation space only; no sunlight / daylight or overlooking issues.

9 **81 Parkhurst Rd:**
Oblique overlooking to be mitigated through placement and design of

Wallace Whittle have prepared individual reports on Energy Strategy, Sustainability and Utilities, which are reproduced in full elsewhere in the submission pack. Summary statements on compliance with requirements for Energy Strategy and Sustainability are included here for completeness.

8.0 Statements

8.4 Energy Strategy & Sustainability

This section demonstrates how the Parkhurst Gardens scheme, will comply with the objectives of Islington's Local Plan and the Mayor's London Plan in terms of carbon dioxide emissions and energy consumption. A Code for Sustainable Homes pre-assessment has also been prepared with completed calculations to predict that Code Level 4 can be achieved.

Energy Strategy calculations have been undertaken to assess the sites carbon dioxide (CO2) emissions and to identify the most appropriate energy efficient solutions and appropriate low and zero carbon technologies.

The Standard Assessment Procedure (SAP) was used to calculate the CO2 emissions and energy consumption of dwellings. SAP is the approved design tool and calculates the Target Emissions Rate (TER) & Dwelling Emissions Rate (DER). A percentage reduction or increase is then calculated between the TER and DER. Building Regulations state that each dwelling must have a (DER) that equals or betters the (TER). Further in this Energy Strategy, IES dynamic simulation software has been used to calculate predicted energy load profiles.

Based on these calculations the Energy Strategy has been written in compliance with the Energy Hierarchy, enforced by the London Plan and Islington's Local Planning Policy. The Energy Hierarchy stages of 'Be Lean, 'Be Clean' and 'Be Green' are set to maximise the reduction of Carbon Dioxide (CO2) emissions of proposed development. 'Be Lean', incorporates passive design measures and assesses energy efficient equipment for 'unregulated' emissions. 'Be Clean', incorporates the efficient supply of energy within a development and 'Be Green' incorporates the use of renewable technologies into a development.

The Energy Strategy has calculated that, the proposed Parkhurst Road development is predicted to achieve a reduction in CO2 emissions of 40% lower than a Baseline compliant building through passive and energy saving technologies combined with a renewable energy system.

The 'Be Lean'; measures include; U-values exceeding compliance with Part L1A 2010, highly efficient gas Condensing Boilers and energy efficient lighting with appropriate controls. These provisions result in Part L1A SAP compliance being achieved without the need for 'Clean' or 'Green' technologies. Further, the inclusion of A+ rated white goods and low energy external lighting further reduces 'unregulated' emissions. These combined measures alone achieve a 8.6% reduction from a Baseline compliant scheme. Further Part L1A 'Be Lean' SAP calculations are appended in this report to demonstrate compliance with Part L from 'Lean' measures only.

'Be Clean' technologies' include a communal heat network, which has been deemed feasible due to the energy demands of the site. It has been calculated that modulating Combined Heat and Power (CHP) engine(s) backed with Condensing Boilers will be suitable to distribute heat throughout the scheme. Connection to a District Heating network has been researched. Currently there is not a suitable network to connect into, however 'future proofing' plant space has been allowed for in the plant room should connection to a scheme become available.

The integration of various renewable technologies into the proposed development's design has been explored. It has been identified that currently the only practical technologies considered viable are Solar Photovoltaic's (PV). It is proposed that an approximate maximum array of 235m2 is considered viable. The application of this array in combination with 'lean' design, Community CHP led system would allow for a total site Carbon Dioxide reduction of over 40% and therefore follow standards for the Planning Policies required.

Energy Summary

The tables below give the predicted CO2 savings for a 'site' wide assessment (regulated and unregulated emissions):

Energy Hierarchy Stage		% reduction from target
'Be Lean'	Improve U-values	8.6
'Be Clean'	Community CHP	34.1
'Be Green'	Solar Photovoltaics (PV)	40.1

Table 1.1 – Summary of CO_2 emissions – reductions

The table below shows the reductions for Part L1A calculations for 'regulated' emissions only:

Stage	Average TER	Average DER	% reduction
Lean	17.35	15.27	12.45
Lean, CHP & PV	17.35	9.6	44.5

Table 1.2 – Summary of Part L1A performance

To achieve the required CO2 reductions the following energy efficiency and renewable technologies and their predicted output capacity is proposed:

Measure	Capacity
Community CHP system	CHP Efficiency – 64% CHP to Boiler Heat Fraction – 0.2 Heat-to-power Ratio- 0.5 Community gas boiler Efficiency – 95% Boiler to CHP Heat Fraction – 0.8
Renewables: Solar Photovoltaic's	235m^2 (SAP efficiencies)

Table 1.2: Energy Efficient and Renewable technologies

This Energy Strategy for Parkhurst Road shows that the combined measures proposed will reduce the CO2 emissions of the scheme by over 40% from the combined 'Be Lean', 'Be Clean' and 'Be Green' compared against a Baseline emissions rate for both regulated and unregulated emissions.

8.0 Statements

8.4 Energy Efficiency & Sustainability

This section sets out how the Parkhurst Gardens scheme will comply with the Planning Policy objectives of The London Borough of Islington and the Mayor's London Plan in respect to Sustainable design for new developments.

The proposed scheme will be designed to achieve a Code for Sustainable Homes Level 4 rating, demonstrating a high level of sustainable design to achieve targets set by the London Plan and the London Borough of Islington. The highlights of which are stated below:

- Over 40% Carbon Dioxide emissions reduction
- Biodiversity & Green Roofs
- Potable water use reduction
- Passive low energy design features
- Re-use of existing land
- Construction in Green Guide A-rated materials
- Lifetime Homes compliant dwellings
- Creation of social spaces based on an community led environment
- The use of renewable energy technologies
- A communal heat network of sustainable transport measures
- Provision of good levels of natural daylight
- Home Office Provision

The Proposed Development responds to the Planning Policy and contributes to the sustainable development of the local area, and is considered to fulfil a number of Sustainable Design principles.

In summary the key aspects that would make the Proposed Development be considered 'Good Practice' in terms of sustainable development are:

- Reduced reliance on the car due the location and proximity to public transport, local amenities and access to cycle routes;

- Future-proofing the site to enable the creation of a community environment and opening links to surrounding areas;

- Ecological enhancement of the site, protecting what's in situ and creating a site that's biodiversity rich;

- Compliance with Considerate Contractors Scheme adhering to a Construction Environmental Management Plan and the adoption of best practice policies;

- Specification of water saving devices and provision of dual flush toilets to significantly reduce water consumption in the scheme;

- Facilitation of construction waste minimisation and recycling through Site Waste Management Plan and procurement strategy;

- Provision of recycling facilities for both residential waste;

- Energy efficient building fabric and services and low energy external lighting to deliver low energy consumption;

- On site renewable energy generation, sufficient to reduce carbon dioxide emissions in excess of 40% when combined with energy efficiency measures (from a Part L 2010 baseline); Commitment to achieve Code for Sustainable Homes level 4.

9.0 Conclusion

This Design and Access Statement provides a comprehensive analysis of the proposed development at 65 - 69 Parkhurst Road in terms of design, access and heritage matters. It demonstrates that the proposals represent the culmination of an extensive, inclusive and responsive development process, including wide ranging consultations with all potential stake holders.

The design rationale that underpins the scheme is based on a positive and sensitive response to the site context, including townscape matters, amenity constraints, respect for neighbouring residential estates and other considerations.

The development will significantly enhance the streetscape and optimise the re-use of this central brownfield site. The proposals aim to complement the character of the Hillmarton Conservation Area and enhance its setting. It also facilitates the possibility of future permeability through the site connecting adjacent streets and residential developments both north south and east west.

We believe that the proposals are compliant with the planning policy framework in terms of design, access, planning and heritage matters and will provide high quality, functional homes for local residents within a delightfully landscaped setting.