



CAMDEN ROAD – NMA DESIGN DOCUMENT

CONTENT:

1. Typical shower rooms layouts compliance
2. Proposed reduced overall building height:
and additional maintenance access ladder.
3. Proposed revised cladding tile module
4. Proposed alternative finishes to rear elevation wall/deck.
5. Proposed omission of service risers along walkway.
6. Proposed revised setting out of stair core service risers.
7. Proposed larger footprint of stair core.

1.

1. Typical shower rooms layouts compliance.

Condition 4: Accessibility states:

*The wheelchair accessible unit shown on the plan number 1931-RCK-ZZ-00-DR-A- 08101 Rev. P04 (Camden Road) and 0614-BPA-06161 Rev. P2 (Chester Road) hereby approved, shall be designed and constructed in accordance with Building Regulations Part M4 (3), **with all other units being designed and constructed in accordance with Building Regulations Part M4 (2).***

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy C6 of the London Borough of Camden Local Plan 2017.

The units for both projects were not designed to satisfy the design criteria and compliance with the Approved Document Part M. They were designed in accordance with Camden Hostels Guidelines which recommend the minimum Bedroom, Kitchen and Shower Room minimum floor areas only.

There is no reference in the Hostel Design Guidelines to Approved Document Part M compliance.

The London Plan 2021 states that all residential developments should be designed to comply with Approved Document Part M4(2) Category 2 Accessible and adaptable dwellings.

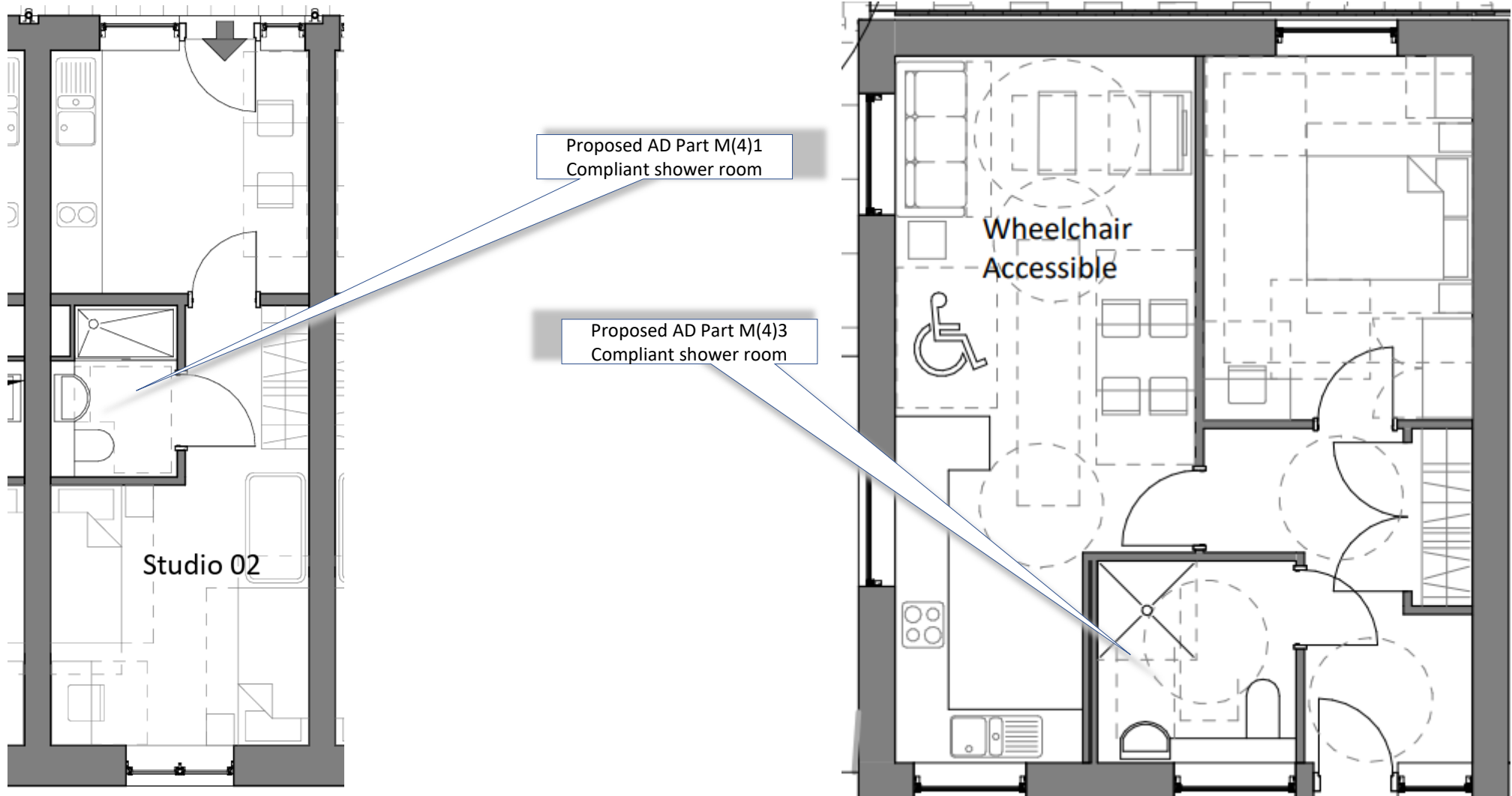
The Hostel accommodation is planning use class Sui Generis which is outside of Class C1-Hotels, C2-Residential institutions, Class C2a-Secure Residential institutions, Class C3-Dwelling Houses, Class C4-Houses in Multiple Occupation.

Sui Generis use class is not subject to compliance with AD Part M and it is evident that the unit layouts developed by the original architects working closely with the LBC Homeless Team were not designed to achieve AD Part M4(2) compliance. The shower tray arrangement was preferred by the client's Team as the most suitable for the units.

In order to achieve compliance with AD Part M4(2) a level access shower and a 300 mm unobstructed door nibs would need to be introduced which would have an impact of the internal circulation arrangements.

Based on the above comments we would apply to vary the wording of the Condition 4 pursuant to this planning permission 2020/3737/P to replace AD Part M4(2) reference with M4(1) Visitable Dwellings. The M4(1) compliant shower room layouts will be larger compared to the shower rooms shown on the approved drawings which will allow greater flexibility for the users.

1.



CAMDEN ROAD – shower rooms

2.

2. Proposed reduced overall building height and enlarged maintenance access ladder.

The original design, showed on the current planning application drawings was based on a Volumetric Modular Construction design.

The current design is based on a Light Gauge Steel construction system (LGS). It allowed to avoid the duplication of the floor/ceiling spaces of the individual volumetric units, hence allowed for the reduction of the storey height.

The overall floor to floor height reduction allowed to achieve the lower whole building heights by 288 mm.

The reduced height of the buildings will reduce building mass and the volume of air which will need to be heated or cooled. This will contribute to the improved Sustainability/Energy performance.

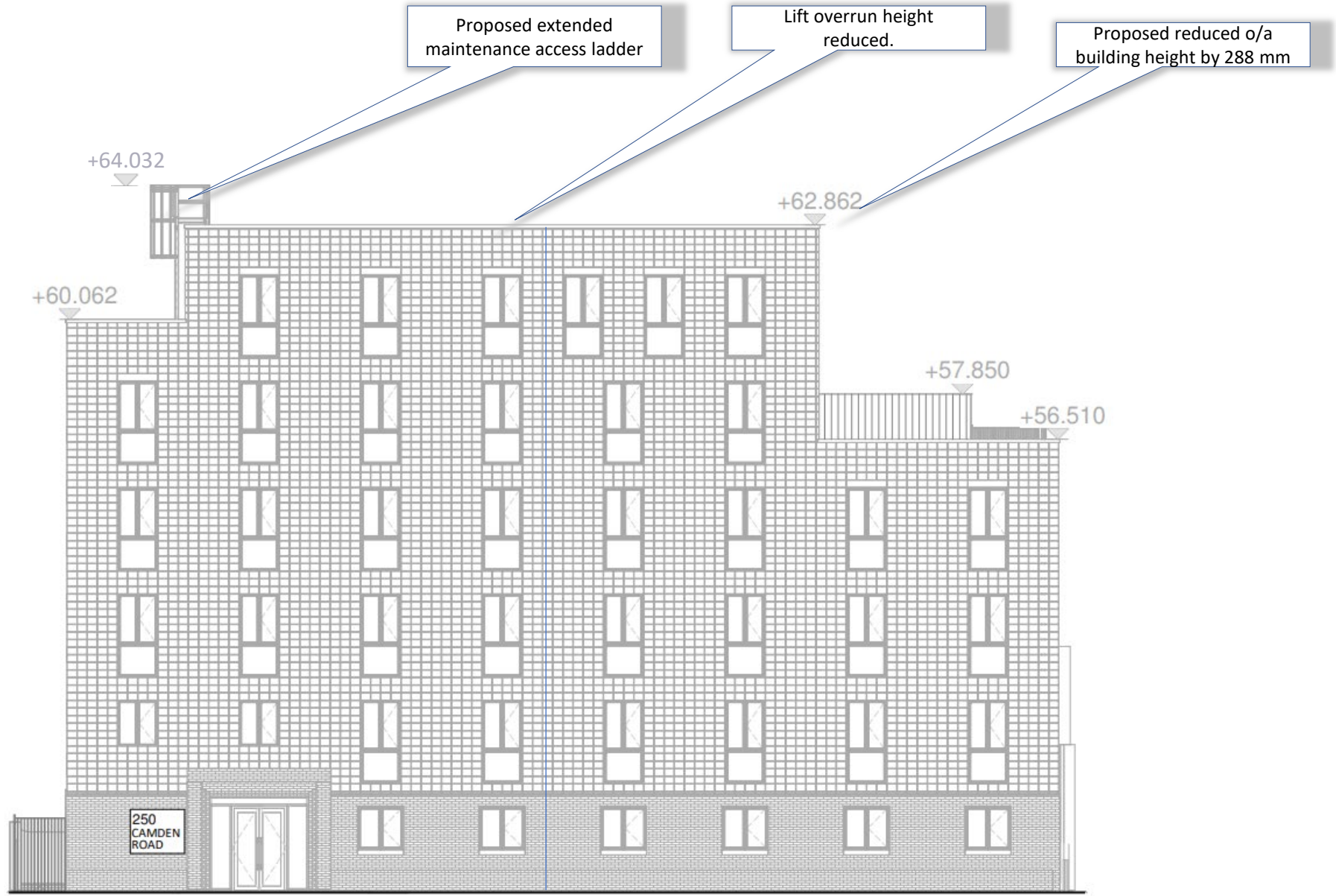
An extended maintenance access ladder will be required to provide safe roof access. The top section handrails will need to be extended by 1100 mm above the roof parapet level. The ladder will be constructed out of galvanised mild steel flat sections to achieve low maintenance finish.

Following Stage 4 design coordination with the lift manufacturer the lift overrun projection above the roof level has been reduced.

Planning drawings reference:

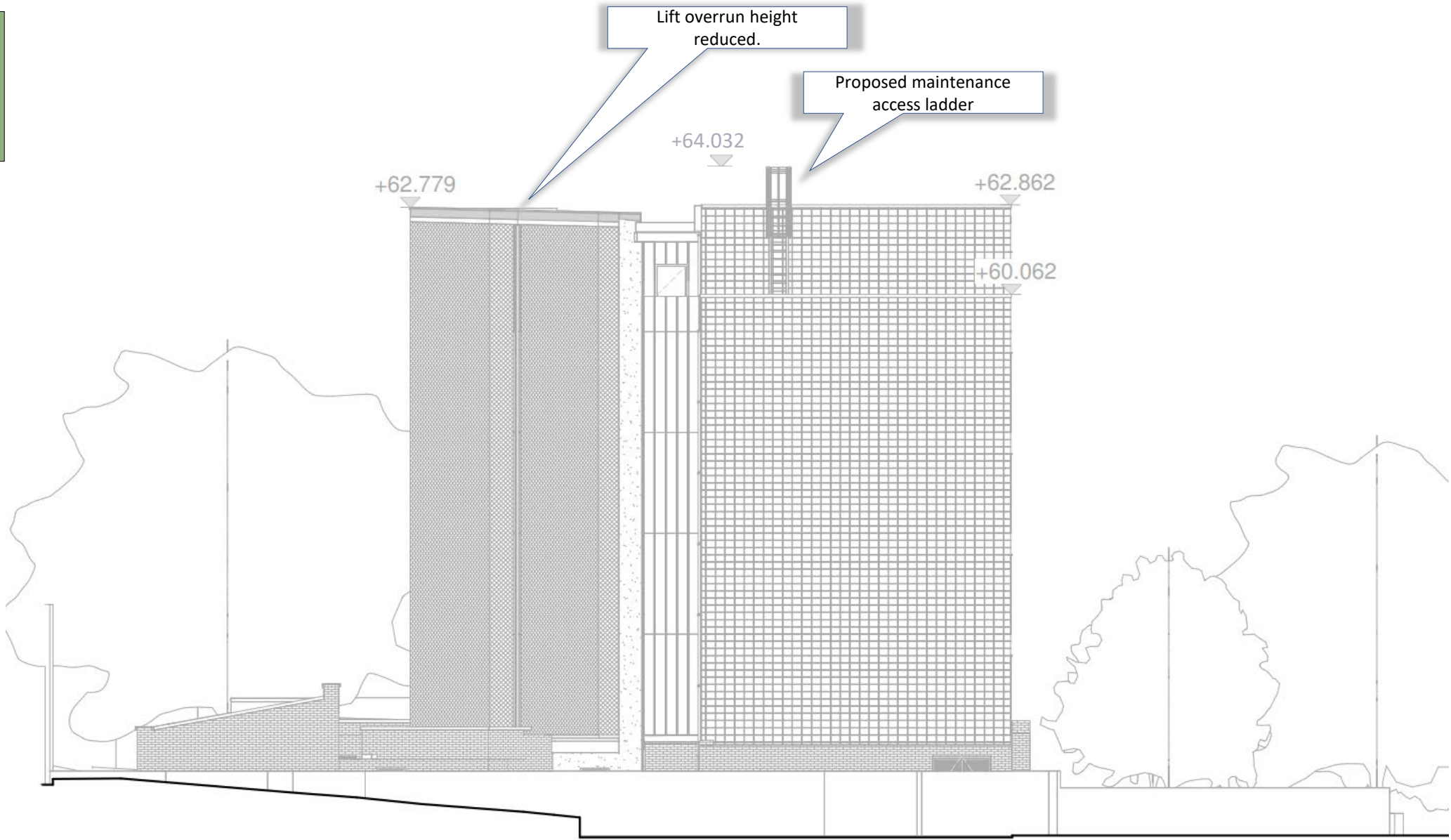
- 123007-WGI-CA-ZZ-DR-A-1150 rev. P02
- 123007-WGI-CA-ZZ-DR-A-1151 rev. P02
- 123007-WGI-CA-ZZ-DR-A-1152 rev. P02
- 123007-WGI-CA-ZZ-DR-A-1153 rev. P02

2.



CAMDEN ROAD – building height

2.



CAMDEN ROAD – building height

3.

3. Proposed revised cladding tile module

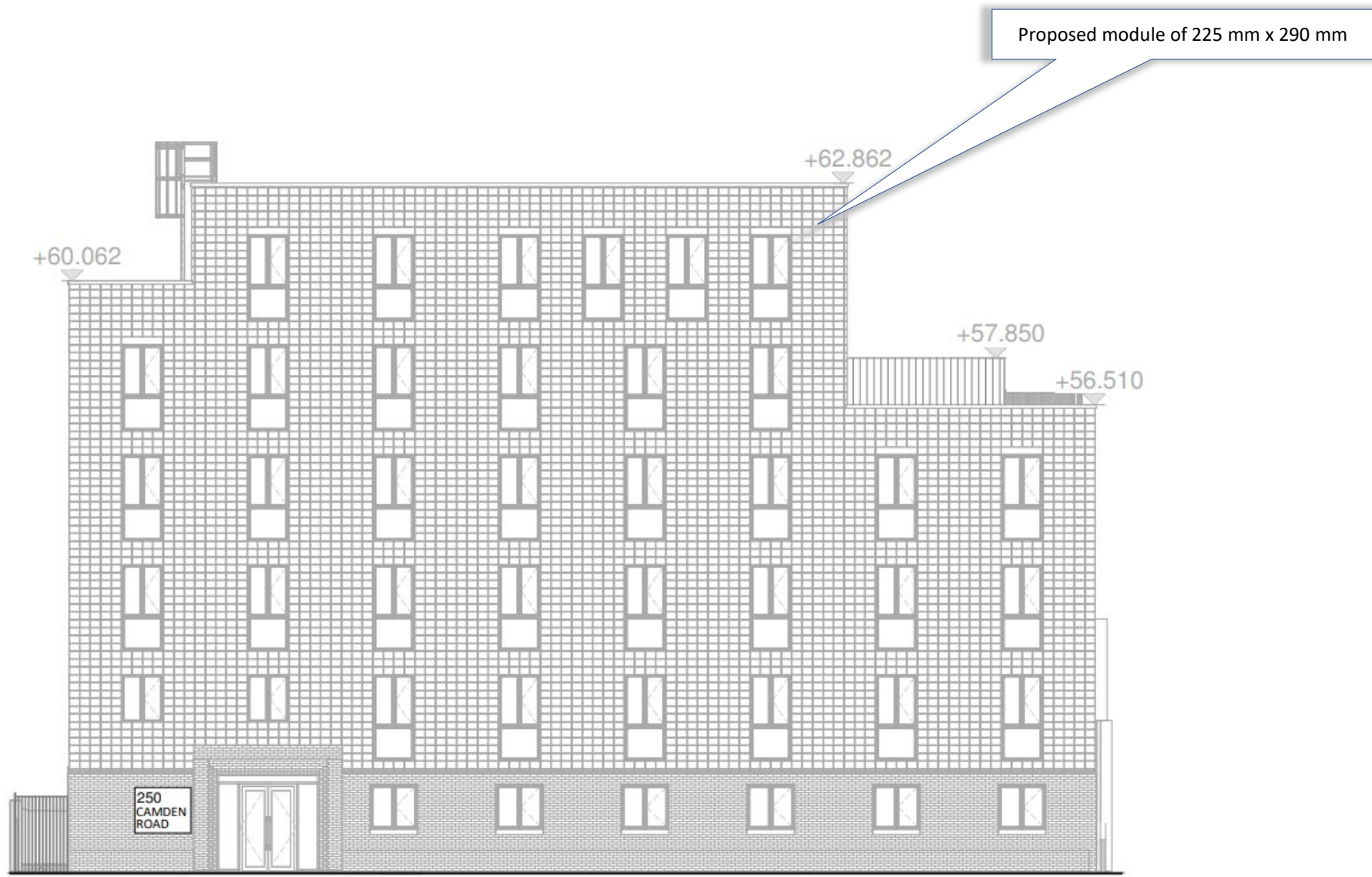
In order to achieve a bonded joint cladding specification as per the proposed planning application finishes schedule, an alternative cladding system is proposed.

The proposed bonded joint finish cladding system which has a module of 225 mm x 290 mm as opposed to 250 mm x 290 mm shown on the approved drawings.

Planning drawings reference:

- 123007-WGI-CA-ZZ-DR-A-1150 rev. P02
- 123007-WGI-CA-ZZ-DR-A-1151 rev. P02
- 123007-WGI-CA-ZZ-DR-A-1152 rev. P02
- 123007-WGI-CA-ZZ-DR-A-1153 rev. P02

3.



CAMDEN ROAD – external wall cladding module

4.

4. Proposed alternative finishes to rear elevation wall/deck.

Rear wall finish:

STO render is proposed instead of the specified ribbed/smooth Equitone panelling.

Reason: easier cleaning, repairs and construction. Also, the wall finish will be the same as the currently shown on Chester Road approved planning drawings.

STO render finish will contribute to a simpler long-term maintenance of the building as any minor damage to the wall will only affect a small area which can be easily repaired as opposed the need for the replacement of a whole Equitone wall panel.

Walkway finish:

Porcelain floor tiles are proposed in lieu aluminium plank system.

Reason: To minimise the risk of noise from foot traffic and to facilitate easier cleaning. The walkway floor finish will be the same as the finish proposed for Chester Road building shown on the approved drawings.

The proposed porcelain floor tiles finish will contribute to a simpler long-term maintenance of the building.



Fig. 1: Approved Ribbed cementitious panel



Fig. 3: Aluminium decking as per approved drawings

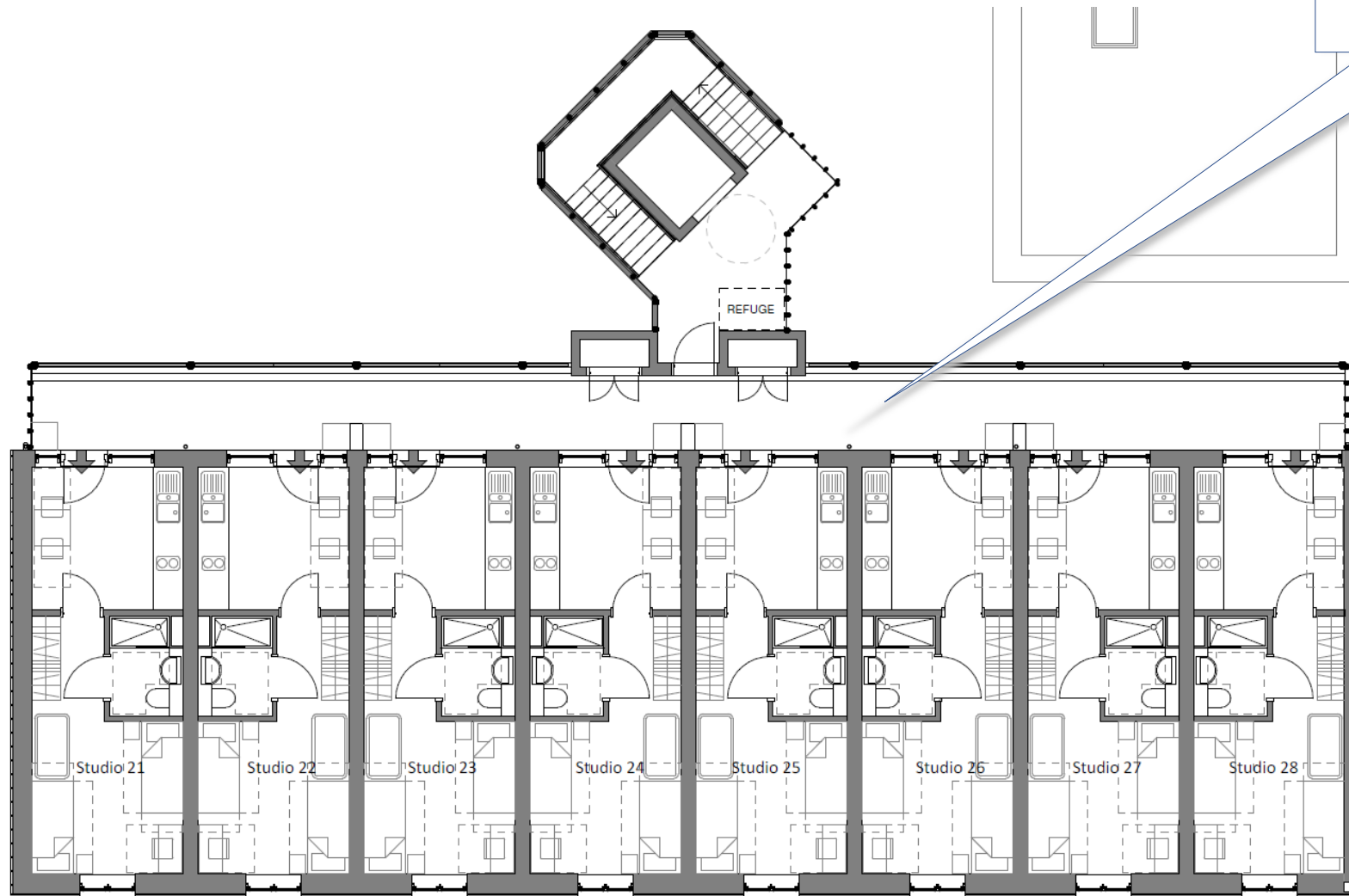


Fig. 2: Proposed STO insulated render – colour to match approved application



Fig. 4: Proposed porcelain tiles

4.



Proposed alternative floor finish to walkways

Planning drawings reference:

- 123007-WGI-CA-00-DR-A-1002 rev. P02
- 123007-WGI-CA-00-DR-A-1003 rev. P02
- 123007-WGI-CA-00-DR-A-1004 rev. P02
- 123007-WGI-CA-00-DR-A-1005 rev. P02

CAMDEN ROAD – floor finishes to rear elevation walkways

4.



Proposed STO render instead of ribbed/smooth Equitone wall panelling

Planning drawings reference:
- 123007-WGI-CA-ZZ-DR-A-1152 rev. P02

CAMDEN ROAD – wall finishes to rear elevation walls

5.

5. Proposed omission of service risers along walkway.

Service ducts projecting into the walkway area shown on the currently planning drawings were dictated by Volumetric Module System requirements.

The introduction of LGS system will allow the service risers to be incorporated within the individual unit's footprints.

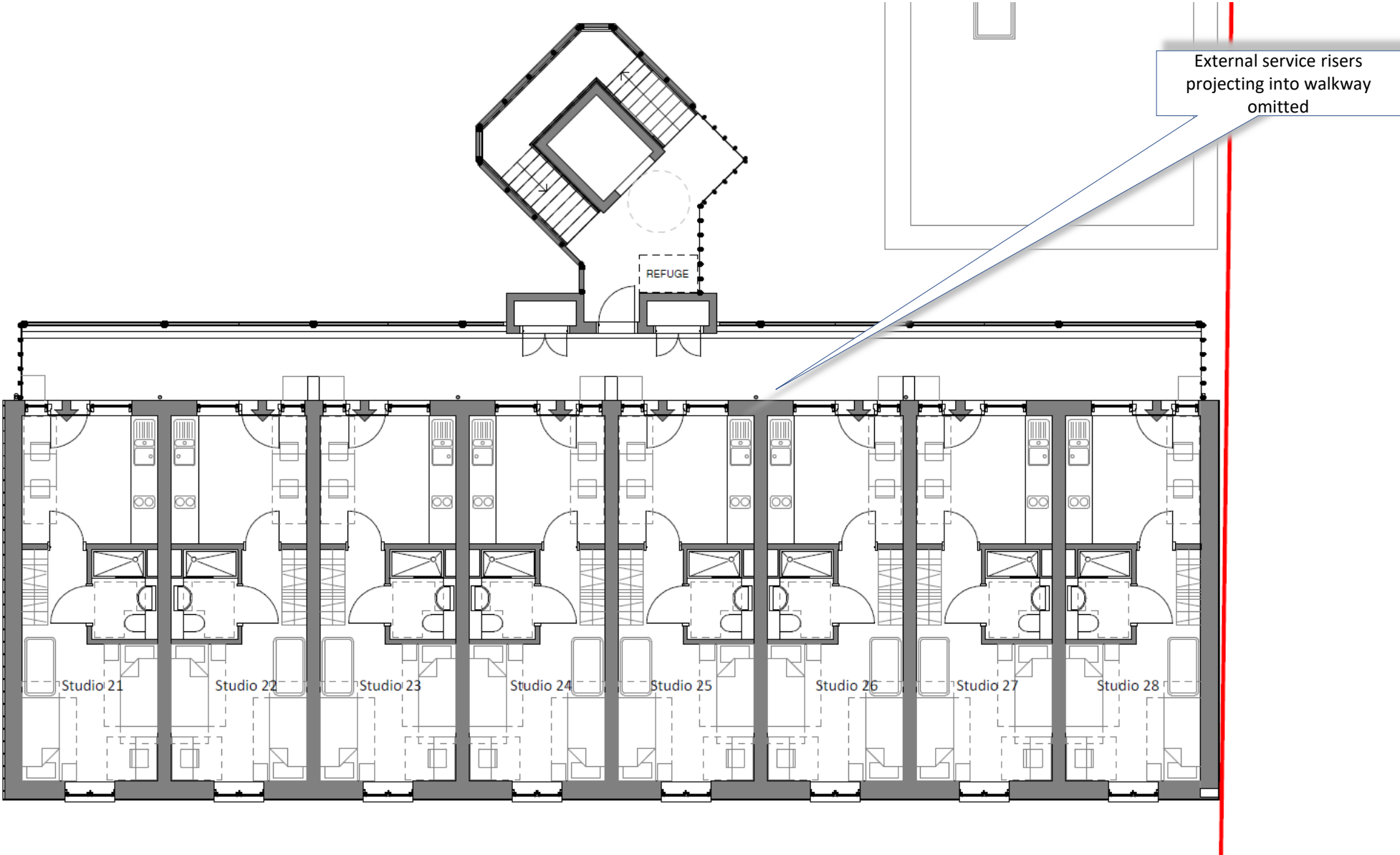
Services related pipework will be located above walkway soffits.

Omission of the projecting service risers will create a wider clear walkway circulation space/fire escape route.

Planning drawings reference:

- 123007-WGI-CA-00-DR-A-1001 rev. P02
- 123007-WGI-CA-00-DR-A-1002 rev. P02
- 123007-WGI-CA-00-DR-A-1003 rev. P02
- 123007-WGI-CA-00-DR-A-1004 rev. P02
- 123007-WGI-CA-00-DR-A-1005 rev. P02
- 123007-WGI-CA-00-DR-A-1006 rev. P02

5.



CAMDEN ROAD – rear elevation service risers

6.

6. Proposed revised setting out of stair core service risers.

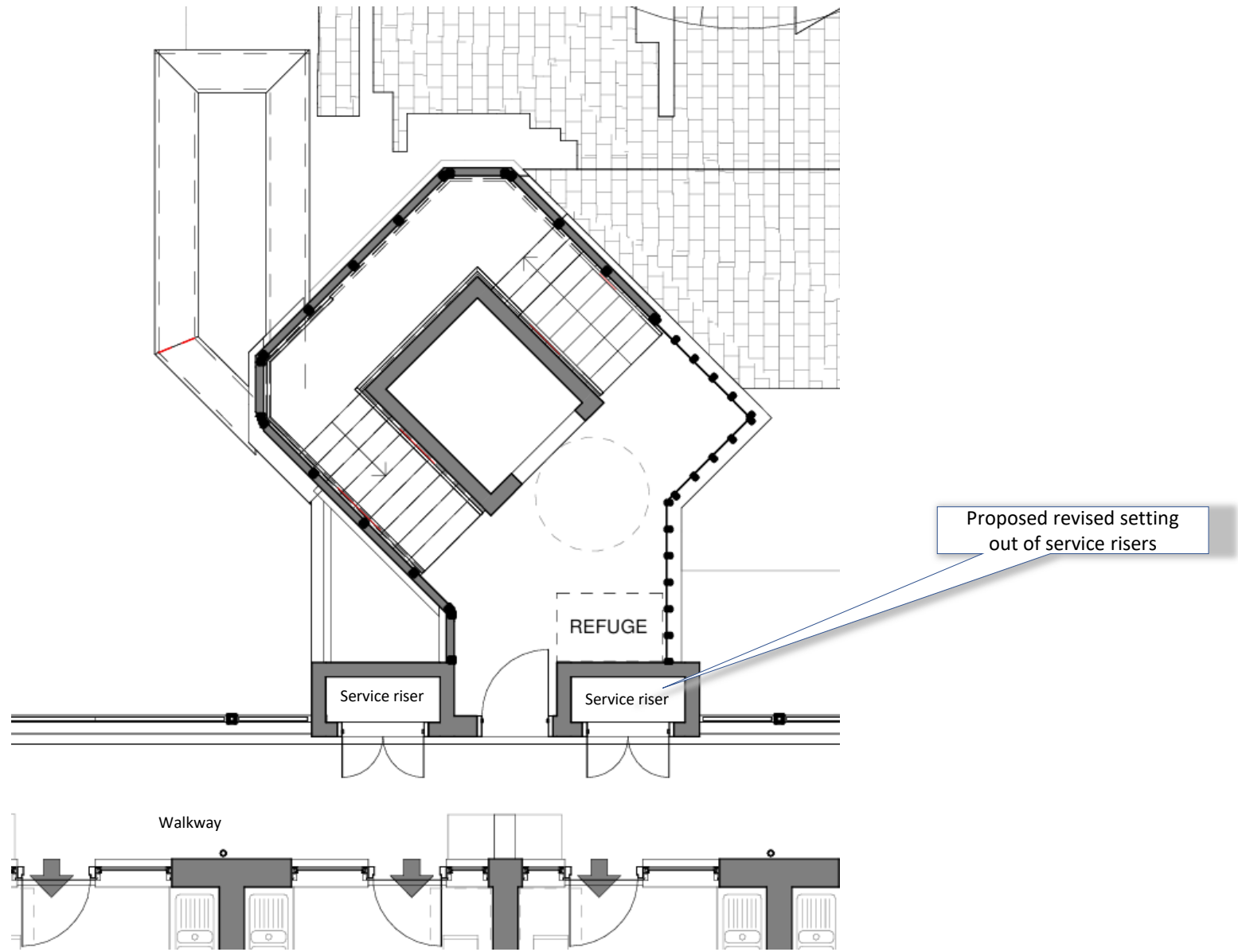
Following the design coordination with MEP Consultant the setting out of service risers had to be implemented to accommodate services and to achieve compliance with fire regulations.

The service risers had to be rotated by 90 deg. to facilitate easier transfer of services from the risers into the walkways ceiling zone.

Planning drawings reference:

- 123007-WGI-CA-00-DR-A-1000 rev. P02
- 123007-WGI-CA-00-DR-A-1001 rev. P02
- 123007-WGI-CA-00-DR-A-1002 rev. P02
- 123007-WGI-CA-00-DR-A-1003 rev. P02
- 123007-WGI-CA-00-DR-A-1004 rev. P02
- 123007-WGI-CA-00-DR-A-1005 rev. P02
- 123007-WGI-CA-00-DR-A-1006 rev. P02
- 123007-WGI-CA-ZZ-DR-A-2453 rev. P03
- 123007-WGI-CA-ZZ-DR-A-2454 rev. P02

6.



CAMDEN ROAD – Revised setting out of stair core risers

7.

7. Proposed larger footprint of stair core.

Following a review of the maintenance strategy the location of cleaners' cupboard has been changed.

It is now proposed to be located at ground floor level instead of the basement as shown on the approved planning drawings.

Introduction of Cleaners' Cupboard at ground floor level increased the stair enclosures' footprint by 2.2 m².

Maintenance access to Basement plant area is now via a dedicated separate stair to achieve compliance with the Fire Consultant's recommendation.

The lift shaft will terminate at Ground Floor level.

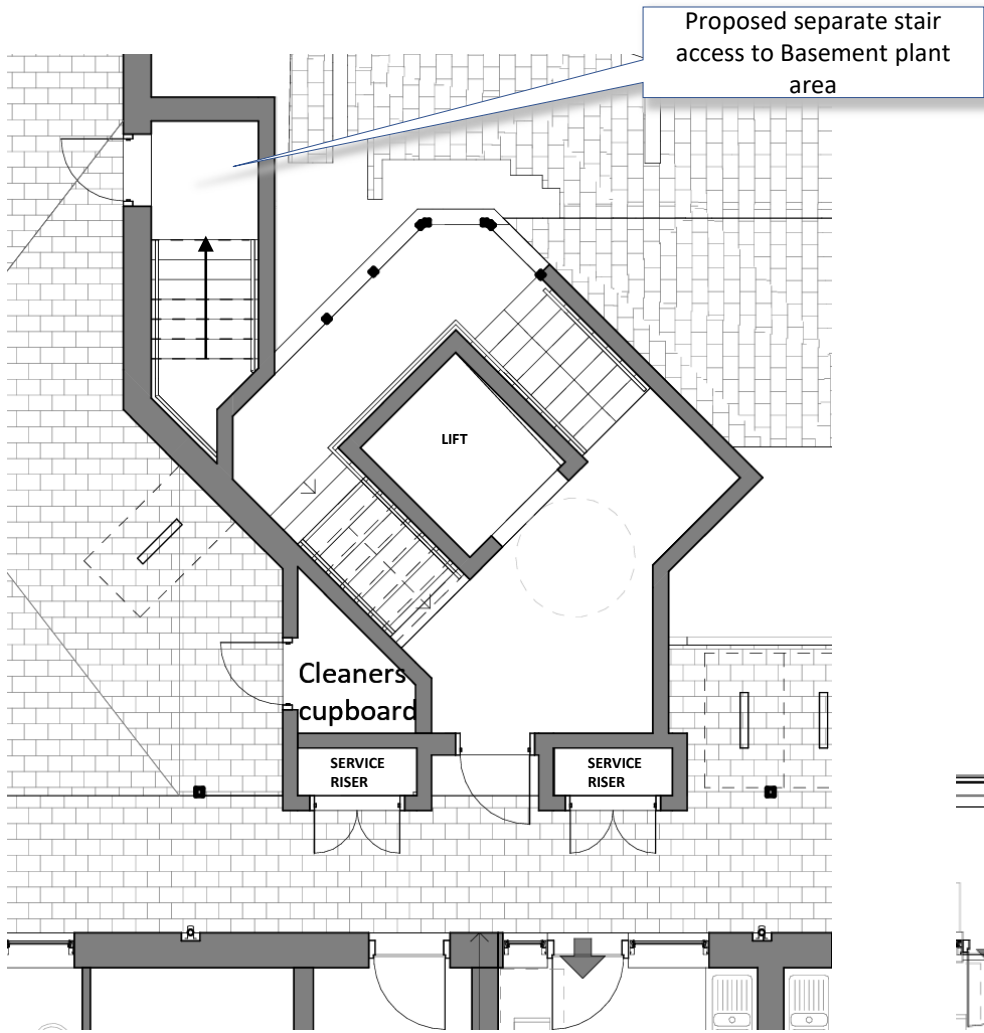
Introduction of a separate Basement access stair increased the stair's footprint by 8.03 m².

The setting out of disabled refuge has been proposed following the design changes to the service risers.

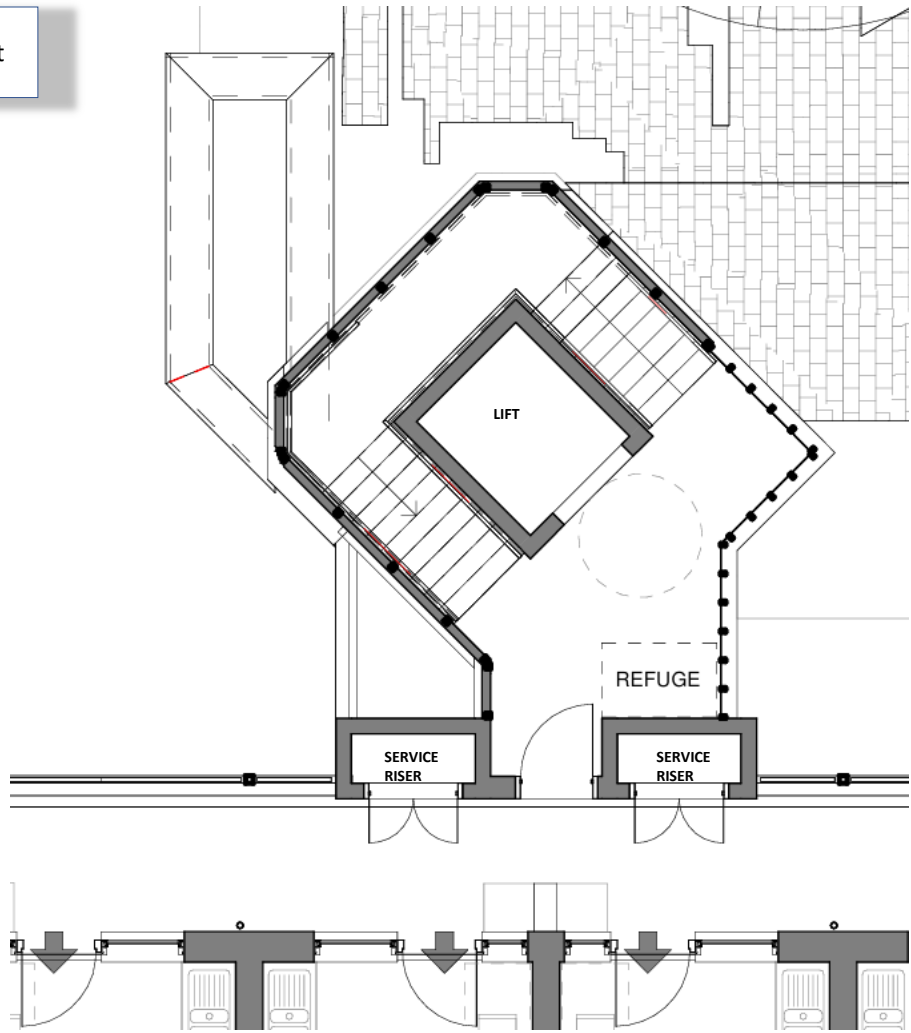
Planning drawings reference:

- 123007-WGI-CA-00-DR-A-1000 rev. P02
- 123007-WGI-CA-00-DR-A-1001 rev. P02
- 123007-WGI-CA-00-DR-A-1002 rev. P02
- 123007-WGI-CA-00-DR-A-1003 rev. P02
- 123007-WGI-CA-00-DR-A-1004 rev. P02
- 123007-WGI-CA-00-DR-A-1005 rev. P02
- 123007-WGI-CA-00-DR-A-1006 rev. P02
- 123007-WGI-CA-ZZ-DR-A-2453 rev. P03
- 123007-WGI-CA-ZZ-DR-A-2454 rev. P02

7.



PLAN AT GROUND FLOOR LEVEL



PLAN AT FIRST FLOOR LEVEL

CAMDEN ROAD – Stair Core footprint