Scheme Mews building - means of escape and accessibility

Means of escape

The current escape circulation is via an inner rooms, highlighted on the plan to the right. The proposed alterations would create a safer route through a better protected stairwell with a shorter escape distance without having to pass through multiple rooms in order to leave the building.

Accessibility

The current mews is convoluted with constricted doorways and corridors. The corridors and doors in the existing LG floor are as little as 722mm at one point. The proposed plans would clean up access, and where possible meet Part M4(2) guidelines for accessible and adaptable dwellings.

The existing floorplan in the mews also contains constricted bathrooms, both on the LG and G floor, with below minimum space requirements for fittings such as toilets and showers. The proposed improvements would replace these existing non-compliant and constricted bathrooms with more accessible facilities, safekeeping the flat for use and occupation people of differing abilities.



One of the constricted and badly arranged lower ground floor bathrooms



View through the unnecessarily constricted corridor and tight doorways





Ground floor

Means of escape passes a inner room, prior to staircase

Lower Ground floor

Both access and bathrooms are constricted

Scheme Mews building - proposed

The proposed plan responds to the planning and conservation feedback and retains the historic spine wall. The proposed arrangment also unifies the 2 ensuites into a better planned and easier to access shared bathroom.

Previously one of the bathrooms had a step up and step down tight corridor over the staircase. Closing off this narrow and comprimised access into the second ensuite also allows more natural light to enter the stairway, whilst retaining the historic fabric.



Bathroom 1 - below minimum standard toilet to wall and sink distances in shared bathroom



Bathroom 2 - small bathroom, with wasted and inefficient corridor space and a inaccesible step up and down within en-suite





Existing

Existing condition of mews house, with two unnecessarily small bathrooms, and a dark an comprimised landing.

Proposed

Rather than two awkward and inefficient bathrooms, they have been consolidated into one

Scheme Lighting

The interior lighting strategy of the proposal reflects the history of the property and is specific to the three different parts of the property, the main building, link and mews building.

In the main house where the floor to ceiling heights are greater, the use of pendant hanging lights and low level lighting is to be used. This is to reflect the historical use of pendant chandeliers and low level candles lighting - (similar to image on right). In these spaces contemporary recessed downlights will be avoided. This is also to emphasise and maintain the moulding detail and the ceiling in its clean and original intention, without being interrupted by modern recessed lighting.

In the mews building due to the lower ceiling heights, fittings which protrude from the ceiling will have to be avoided. This will mean the need for minimal recessed downlights.

In the link building there is more opportunity for pendant fixtures.

Lighting will be predominantly LED in an effort to save energy. Dimmable switches should also be used to give a greater level of sophistication and intimacy to the spaces.



Salon of the Princess Mathilde 1859 from 'The Second Empire, Art in France under Napoleon III'

Scheme Reflected Ceiling Plan - Lighting



Ground floor RCP Lighting plan



Lower Ground floor RCP Lighting Plan

Recessed/surface mounted Medium sized pendant



Scheme Sustainability and energy



The use of natural materials in previous projects by the studio



Existing living wall in the courtyard space

Ecological Considerations

- Preservation of current green wall and existing living plants within courtyard, adding to a natural cooling effect of the courtyard space
- Implementation of more native plants in the courtyard, adapted to the local micro-climate and soil conditions.
- Where possible replacing services introducing low-energy systems, thereby reducing the environmental impact by significantly lowering energy usage
- The use of low energy and energy efficient technologies and systems, such as LED lighting for the living spaces
- In compliance with Part L1b and L2 (Conservation of fuel and power) the use of automatic light controls in response to daylight, with improved use of natural daylight
- Reducing unnecessary downstand depths in the main building to allow greater penetration into the internal spaces

Materials

In the proposed design, as well as in previous studio projects, a deliberate emphasis has been placed on the utilisation of natural materials as the primary consideration in selecting the material palette. This prioritisation aims to minimise embodied energy throughout the construction process. It is also important to consider through a Life Cycle Assessment the environmental impact of materials and processes throughout their entire life cycle, from extraction to production, construction, use, and eventual disposal or recycling. This helps in making informed decisions about the environmental performance of various options.

- Selection of insulating materials with low Global Warming Potential [GWP]
- Preference for non-toxic materials, including low VOC content products
- Use of locally sourced natural timber for the internal joinery
- Specification of locally sourced Bath Stone for the primary cladding material for the link building. The use of stones means a lower embodied energy compared to concrete, or fire clay bricks, as well as a long lifespan use with the assurance of a durable and high-quality architectural piece over multiple decades.
- Where possible the use of recycling and re-use existing materials

Building Performance

In the detailed design of the link building it is important to make sure there is a high building performance, and sufficient U value of the buildings fabric and envelope to ensure thermal efficiency and therefore an improved building and energy performance.

In order to ascertain building performance the proposed alterations will comply with building regulations such as Part O (Overheating) and Part F (Ventilation). These principles have also been taken into account in the design of the new link building, using natural methods to limit solar gain such as deep window reveals, using the shading provided by the adjacent buildings, and allowing for cross ventilation by the use of naturally operable windows.

Fuel and Power.

Construction

- example the use of Bath Stone
- •

Waste

Glazing performance within the link building is also of a crucial concern, whereby the project will aim to achieve its Target Primary energy, Target Emission and Target Fabric Energy efficiency rates in compliance with Part L - Conservation of

· Prioritising short travel or locally sourced materials when feasible - for

Plan and design material efficiency to reduce on site waste, including the pre-fabrication of elements where possible

• Implement a comprehensive waste management plan to minimise construction waste, in-line wit the London Borough of Camden's benchmarks Encourage recycling and reuse of materials on-site Utilise construction waste recycling facilities and programs

The property is situated at the southern extremity of Regent's Park. Its rear mews accommodation aligns with the Cambridge Gate Mews access road, which, in turn, connects to Albany Street through an opening in Colosseum Terrace. Albany Street is a significant route for buses heading into the central part of London.

The main entrance door is oriented toward an "in and out" access road that provides access to private parking. Conveniently, underground stations are in close proximity at Regent's Park and Mornington Crescent. For those traveling further afield, Euston Road and Kings Cross mainline stations are located to the east along Marylebone Road. The maintenance of the paving and mews roadway at the rear falls under the purview of The Crown Estate Paving Commissioners.







Plan showing primary access from Cambridge Gate Mews



Access

Access to the works will be facilitated through the rear mews accommodation, utilising the Cambridge Gate Mews access road, which connects to Albany Street via an opening in Colosseum Terrace. Site worker entry is designated to the rear, with the front access point reserved for use only when absolutely necessary.

Consideration and careful assessment will guide vehicle routes, avoiding major cycle routes, and key locations such as schools, offices, stations, public buildings, and museums. The client will collaborate with the chosen contractor to manage access and egress effectively, ensuring clear markings and obstacle-free pathways.

Delivery and construction hours

For construction vehicle movements, restrictions will be in place between 9.30 am to 4.30 pm on weekdays and 8.00 am to 1.00 pm on Saturdays. Vehicles will wait with engines off to mitigate emissions and noise pollution. The types of vehicles required and the approximate number of daily deliveries for each phase will be shared with the council before site work begins.

Compliance with Camden Policy dictates standard working hours from 8.00 am to 6.00 pm on Monday to Friday, 8.00 am to 1.00 pm on Saturdays, and no work on Sundays or public holidays. A neighbourhood consultation process, conducted in a cooperative manner, will precede the submission of a Construction Management Plan (CMP) draft post-planning.

Dust and noise impacts

A contractor with Considerate Constructors Scheme (CCS) accreditation, including CLOCS monitoring, will be specified for the works. Predictions for noise and vibration levels during the proposed works will be provided before commencement. Detailed plans for preventing or cleaning significant amounts of dirt or dust spreading onto public areas or neighbouring properties will also be provided.



Drainage Access

Presently, the manholes are concealed beneath floor build-ups and finishes, which may lead to potential long-term maintenance challenges. The proposal suggests uncovering the manholes, conducting cleaning and surveys of the drains concurrently. Subsequently, removable floor panels with suitable finishes will be integrated into the scheme to facilitate future access. The accompanying drawings specify the approximate locations of these manholes in relation to the proposed floor plan.

In response to the pre-app request for no. 3 Cambridge Gate, the historic drainage plans are shown in full on the following page.