
2 BRITANNIA STREET WC1X 9JE

DESIGN & ACCESS STATEMENT

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STUDIO
Architecture & Interior Design

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1 Introduction

Introduction

1.1 The History of Area

The area between the main roads of Gray's Inn Road and Kings Cross Road contains narrow streets predominantly lined with later 19th century buildings of former light-industrial and commercial uses, as well as housing, and several vacant sites currently used for car parking. These streets are bisected by the London Underground Metropolitan Line and Thames link railway cutting. Despite piecemeal re-development this area has a characteristic fine urban grain with broad consistency of building heights and materials.

1.2 The Area Today

The wider Kings Cross area has seen considerable investment and represents one of London's most significant regeneration projects. Although the focus of investment has been on the stations and the area immediately surrounding them this has had impacts on the surrounding areas. Kings Cross has become the focus of commercial activity and the surrounding areas have also been influenced. This though has created the opportunity for new residential development.

2 Britannia Street

Britannia Street

2.1 Site Location

The former Golden Lion pub is in a visually prominent location on the corner of Britannia Street and Kings Cross Road. The latter is a busy multi-lane one way road. Britannia Street is a quieter road in comparison but the area is dominated by road traffic. Kings Cross Road has a variety of commercial and residential uses. Britannia street contains a variety of commercial and residential apartments.

2.2 Land Uses & Density

The area is densely developed but the building heights are relatively low for a central London location. There is little in the way of open space but excellent transport connections bring central London open spaces within easy reach.

There are a variety of uses in nearby buildings. Neighbouring the site is a hostel, a gallery and residential accommodation. Kings Cross Road has some ground floor retail uses primarily to the south of the site. To the north retail use is less prominent and residential and office use more prominent. There is evidence that retail and commercial premises north of Britannia Street have been converted to residential uses. There are some new buildings and some restoration projects which reflect the success of the nearby Kings Cross regeneration programme.

2.3 Movement Network

Kings Cross and St Pancras stations are international centres of public transport as well as major transport hubs in London. Britannia Street is within easy walking distance from these facilities. Bus connection on Kings Cross road provide frequent access to both the West End and the City

2.4 Site Opportunities & Constraints

The site, like many between the main roads of Kings Cross Road and Gray's Inn Road, is experiencing the secondary impacts of the Kings Cross regeneration. While the area is becoming highly desirable to live in the area has seen a shift in the linear commercial uses on connecting roads to centre on Kings Cross itself. This has created a secondary wave of regeneration focused on changes of use in the periphery of the formal regeneration area.

The Borough's Conservation Area Appraisal for Kings Cross recognises the changes that this sub-area is facing. It states that there are *"significant levels of development activity relating to empty plots or vacant buildings on Field Street Leeke Street, Britannia Street & Wicklow Street; in addition, small scale alterations to shop fronts and at roof level to the terraced houses within the area."*

This is particularly true for this site. A viable public house function has been eroded by many factors over recent years. The general trend in reducing sales in public houses together with more centrally

located bars and pubs around Kings Cross have been a major constraint in the success of the building as a viable public house.

The opportunity now exists to recognise the importance of the history of the building and to find a way to preserve the best part of this and to restore the façade. This can best be achieved through introducing a use that can ensure the longer term protection of the building. A residential scheme will enable this to happen and is the most appropriate use in planning terms to replace a public house. The upper floors of the building were originally residential used by staff and their return to a residential use is a logical step. The conversion of the ground floor and existing basement from the former public house will enable the renovation of the outside of the building’.

Infilling the storage area to the side of the property allows the building to be reconnected to the street with a neutral addition that does not compete in scale or material with the design of the former public house.

2.4 LB Camden Aspirations for the Site

The proposals for the site have taken into account the aspirations of LB Camden. The planning policies, in particular those relating to regeneration, conservation and design are considered in the planning statement.

The specific consideration for the site has followed the pre-application reply from LB Camden dated 29 October 2012. This information to justify the change of use, identifies the regeneration of the building and considers how additions to the building can be accommodated while considering the building’s context and impact on the neighbouring properties.

3 Development

Development

3.1 Key Objectives/ Concept Design Principles

This section sets out the key components and strategies for the development of No.2 Britannia Street.

Heritage

The 'Golden Lion' or as currently called 'The Lion' is a three storey building with a rendered façade, of mid to late 19th century date. Its King's Cross Road elevation comprises a central, slightly projecting bay with rusticated quoins and a large arched window at first floor and three smaller arched windows at second floor. On the bays either side are flat headed windows at each floor. On the splayed corner it has a projecting decorative iron balcony at second floor.

- No.2 Britannia Street has been identified as making a positive contribution to the conservation area. The building in terms of its detailed design and appearance is considered a Heritage Asset in accordance with NPDP 2012.
- Britannia Street forms the main east west thoroughfare through Sub Area 4, of the conservation area connecting Kings Cross and Gray's Inn Road, accordingly it is wider than the adjacent roads and unlike the adjacent streets which mostly contain former industrial buildings of mid-late 19th century, the buildings on Britannia Street are of varying ages, uses and architectural form.
- The Victorian building with ornate decorations, tall windows and quoins demarcating its rendered walls forms is a bookend to the two sets of neighbouring buildings that form the terrace.
- Its irregular foot print with a flat roof set below high parapet wall is of a lower height to both the older and recent established buildings that form the terraces within Kings Cross Road and Britannia Street.

Building Heights

- New built side extension is to be kept lower than the two adjoining buildings.
- The new side extension completes the terrace and provides the host building its 'bookend status' to the terrace on both Britannia street and King's Cross Road.
- The new mansard roof extension is in keeping with approved mansard roof extension in the conservation area.

Housing

- To provide new homes that are well planned in layout and specification.
- Achieve well proportioned spaces with good aspect and plenty of natural light and ventilation.

Sustainability

- Measures will be provided to reduce energy use on site through a combination of design and energy efficient appliances.
- The development is car free. Secure cycle parking spaces are to be provided for each dwelling.
- A brown roof on the side extension will provide the opportunity for habitat diversity as well as reducing the rainwater run off and providing a visually appealing outlook to the surrounding taller buildings.

3.2 Existing Development

The site currently accommodates a three storey and basement vacant public house, 'The Lion' located at the junction of Britannia Street and Kings Cross Road.

The principal use of the building is as a drinking establishment, Class A4, on its ground floor with storage and additional bar use/function at first floor level and ancillary residential use for staff on the second floor level. At ground floor level to the south side lies an open courtyard with gates that allows vehicle access and refuse collection

The schedule of current uses is set out below:

TOTAL Public house on site = 5316 sqft/ 494 sqm

TOTAL residential on site = 1517 sqft/ 141 sqm

To deliver the scheme the building will retain and renovate the exterior of the building. A new internal layout would be achieved from removing the existing internal walls and floors to allow for the specification to better meet the current standards for new built homes, although there are inevitably compromises with the need to retain the existing external fabric of the building.

3.3 Proposed Residential Development

The proposal is for the erection of a mansard roof extension over the existing building plus a side extension and the change of use from a public house (Class A4) to create 8 self contained flats (3 x 1 Bedroom flats and 5 x 2 Bedrooms flats) (Class C3) and increase the floor to ceiling height in height of existing basement which already extends below the entire building, the yard and vaults below the pavement.

The units for private sale are one and two bedroom apartments which reflect busy urban setting. Family accommodation in this area is thought to be inappropriate given the heritage difficulties in providing open space or balconies It also reflects the Borough's policy to maximise the amount of residential development.

The proposal does not exceed the development threshold criteria for the provision of affordable housing policy DP3 and is therefore not making any provision or contribution towards affordable housing.

It is proposed to remove the internal fabric within the building which will enable these material to be reclaimed or recycled. This is necessary because of the poor condition of the internal structure of the building and will allow the life of the external parts of the building to be preserved for longer as well as achieving high quality homes that are high in energy efficient specification and that meets current building control standards. Utilising the existing basement area and excavating to increase height allows for its use for accommodation.

The proposal seeks to renovate the exterior of the building by repairing and cleaning up the façade and bringing it back to its former glory. Retaining its public house qualities such as its doors, windows, and even the pub signs which will display the building's name in a style appropriate to the building.

3.3.1 Residential Standards

All units meet the minimum space standards within the Borough's policy CPG2 and in all instances exceeds the sizes set out in the requirements to provide a high quality, spacious development which is the aspiration of the minimum size standards. Please refer to table below.

Location	Apartment	No. of Bedrooms Proposed	No. of Persons Proposed	Proposed size (NFA)	CPG Minimum Standards
Ground Floor	Apartment 1	2	4	138 sqm	75 sqm
	Apartment 2	2	4	146 sqm	75 sqm
	Apartment 3	2	3	100 sqm	61 sqm
First Floor	Apartment 4	1	2	53 sqm	48 sqm
	Apartment 5	1	2	61 sqm	48 sqm
Second Floor	Apartment 6	2	4	91 sqm	75 sqm
	Apartment 7	1	2	62 sqm	48 sqm
Third Floor	Apartment 8	2	4	104 sqm	75 sqm

3.3.2 Proposed Mix

The proposed development comprises 8 dwellings, 5 x 2 bedroom and 3 x 1 bedroom. This meets the Borough's primary housing mix objective of providing 2 bedroom dwellings. The remainder being 1 bedroom units reflecting the character of the area as well as the constraints of working with the existing window locations in the retained façade.

4 Heights & Massing

Heights & Massing

4.1 Principles

The Gray's Inn Road conservation sub area 4 is bounded by Pentonville Road to the north and west, Swinton Street to the south and the Birkenhead Estate to the west. King's Cross Road and Gray's Inn Road are principal roads that link King's Cross to the City of London. The roads in the conservation area are mainly lined with a mix of early 19th century terraces and larger institutional buildings. A large number of the buildings exhibit traditional mansard roofs. The proposal seeks to replicate and conserve the historic characteristics displayed throughout the conservation area.

4.1 Proposed Massing and Surrounding Area

Mansard roof extensions are dotted throughout the conservation area. They are exhibited for example at Nos. 267 -275, 307, 261 – 265, 259 and recently at 344 – 348 Gray's Inn Road. Mansard roofs are also found in Argyle street and King's Cross Road.

4.2 Proposed Massing

The proposal to extend the roof of the host building with the addition of a mansard roof is in line with development across the conservation area and is sympathetic to the host building's character and appearance. The height is also acceptable in context of higher neighbouring buildings. The building is visible in long and short views from the surrounding streets and the proposed roof extension would not be visually prominent.

The proposed side extension allows for the host building to form a 'true' terrace to its neighbouring buildings at nos. 4-24 Britannia Street. Nos. 4-24 being taller and bulkier and more visually dominant.

In looking at the massing for the side extension, we have explored various options;

- a) A two storey extension - We believe the massing is wrong, it is not proportionate to the host building or its neighbour.
- b) A four storey extension - Taking the building right to the top, to line through with the mansard roof. We believe this is also not favourable to the host building and appears too bulky.
- c) A three storey extension - We had also noted the comments on the pre-application planning report for allowing a gap to exist between the terrace and concluded that the correct massing for the side extension is three storeys. The comments made in the pre-application assessment were based on sketch drawings and we feel that having now compiled detailed drawings that a three storey addition represents the appropriate design as long as it is slightly set back. It also allows visually for the terrace to continue and retains the host building's predominant character.

4.3 Mansard roofs in the Conservation Area



Gray's Inn Road



King's Cross Road



King's Cross Road



Gray's Inn Road

5 Dwelling Types

Dwelling Types

5.1 Dwelling Types

We have sought to provide apartment types that meet with local aspirations and market demand.

The proposal is for eight residential units; five 2 bedroom apartments and four 1 bedroom apartments.

The resulting design allows for a mix of homes providing for families and single occupiers. Design standards are an important part of creating new, spacious and well designed homes. The main design standards which have been looked at for guidance in the apartment layouts include;

- Interim London Housing Design Guide (LHDG-April 2011).
- Lifetime Homes (5th July 2010).
- Local Authority (LB Camden) minimum area requirements.
- Code for Sustainable Homes/ Level-4 (11th November 2010).
- SBD Building regulations.

All units meet and in some instances exceed the dwelling sizes set out in the requirements as set out in the LHDG, HQI and Camden Design Guide.

- High level of privacy.
- Quiet and warm homes which are cheap to run.
- Generous floor to ceiling height.
- Spacious room areas with high flexibility to accommodate furniture.
- Generous opening to Juliette balconies from living room in the new built extension.
- Good visibility to outside space from seated position in living room.
- Possible to work from home.



Lower Ground Floor Layout



Ground Floor Layout



Apartment 1, First Floor
Triplex, 2 Bedrooms apartment

Apartment 4, 1 bedroom apartment

Apartment 5, 1 bedroom apartment

First Floor Layout



Apartment 6, 2 bedrooms apartment

Apartment 7, 1 bedroom apartment

Second Floor Layout



Roof Layout

6 Appearance & Design Quality

Appearance & Design Quality

6.3 Proposal

6.3.1 Introduction

The proposal seeks the following alterations;

- Internal and exterior alterations to accommodate 8 residential units.
- Addition of a traditional style mansard roof with dormer windows and French doors.
- External alterations to the facades along King's Cross Road and Britannia Street.
- Conversion and alternation to the lower ground floor to form habitable accommodation.
- Addition of a side extension to accommodate the residential units.
- The removal of all existing internal partitioning and floors on all levels and the addition of new internal floors and interior layout.

6.3.2 Lower Ground Floor

The proposed scheme makes use of the lower ground floor for habitable accommodation by lowering the floor level to achieve a clear ceiling height for a habitable space and use the existing vaults at the front of the property for bathrooms, dressing rooms and utility areas.

The whole floor would be lowered by circa 600mm in height.

Other alterations at lower ground floor involve the addition of windows along both facades to allow for natural light to penetrate through to the lower ground floor.

6.3.3 Ground Floor

The ground floor accommodates two communal entrances and three apartments all with private entrances at ground floor; Apartments 1, 2 and 3. The proposal will reinstate blocked up windows at this level.

6.3.4 First and Second Floor

At first and second floors the layouts accommodate Apartments 4, 5, 6 and 7. All serviced by the two communal staircases.

6.3.3 Roof

The proposed mansard roof extension has been given careful consideration and according to Paragraph 9.12 of the 1988 conservation area statement specifically deals with roof alterations and extensions stating *'the traditional form of terrace building with a continuous and dominant parapet or cornice line often makes a roof extension in mansard form the simplest, most practical and least disruptive way of accommodating additional floor space.'* Our proposals follows this guidance and also the recommendation of the pre-planning advice where the roof extension is considered to be acceptable. At this level the roof accommodates Apartment 8.

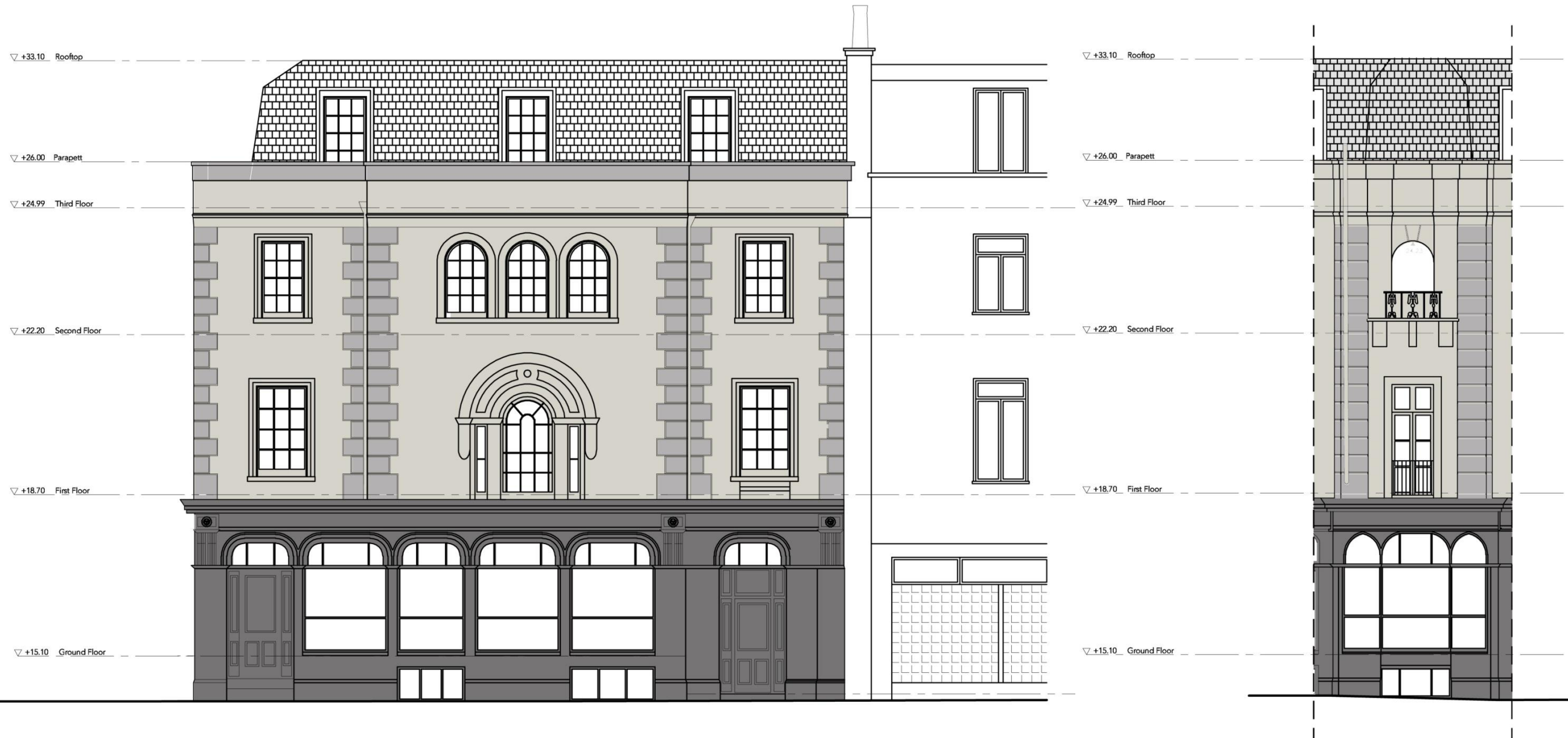
6.3 Elevations in Context



1 Elevation scale 1:50

Britannia Street Elevation

6.3 Elevations in Context

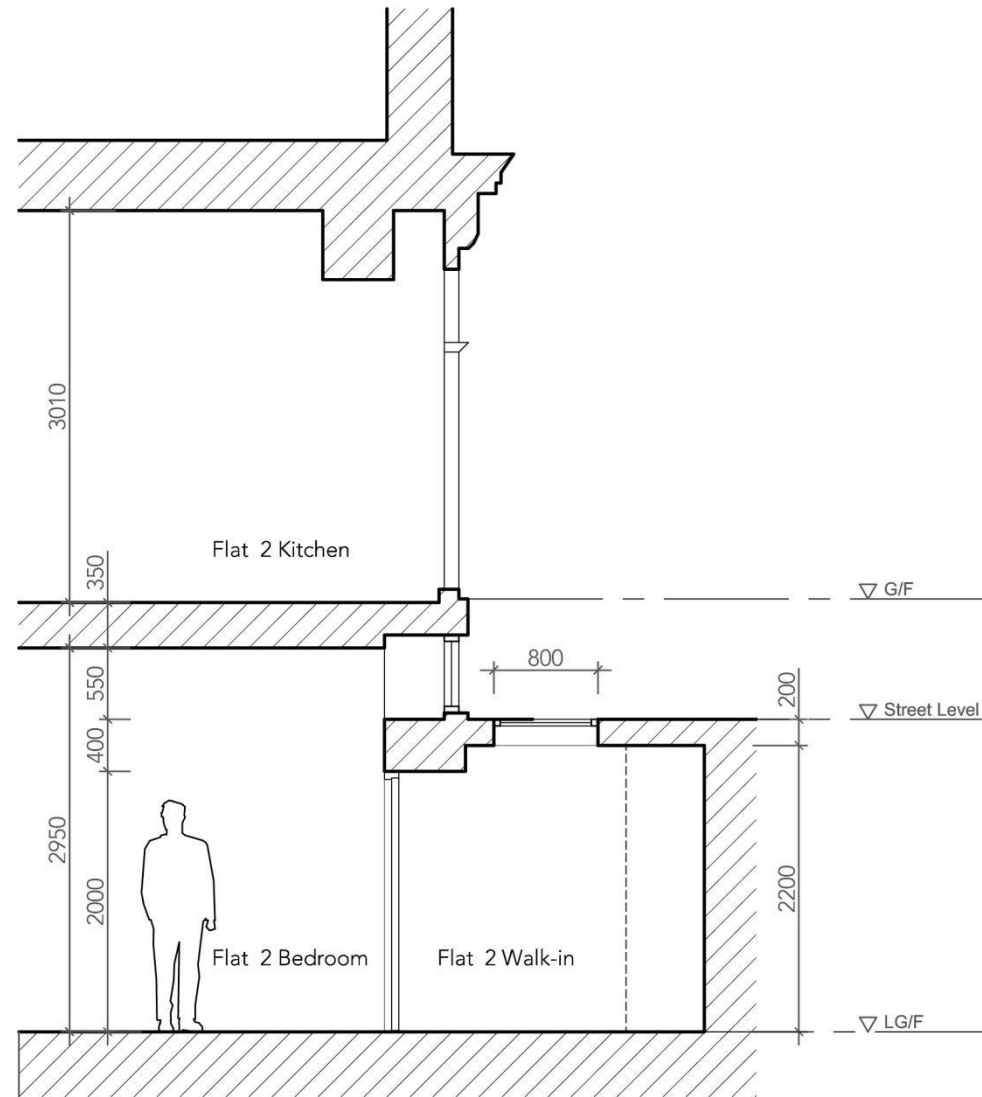


1 Elevation scale 1:50

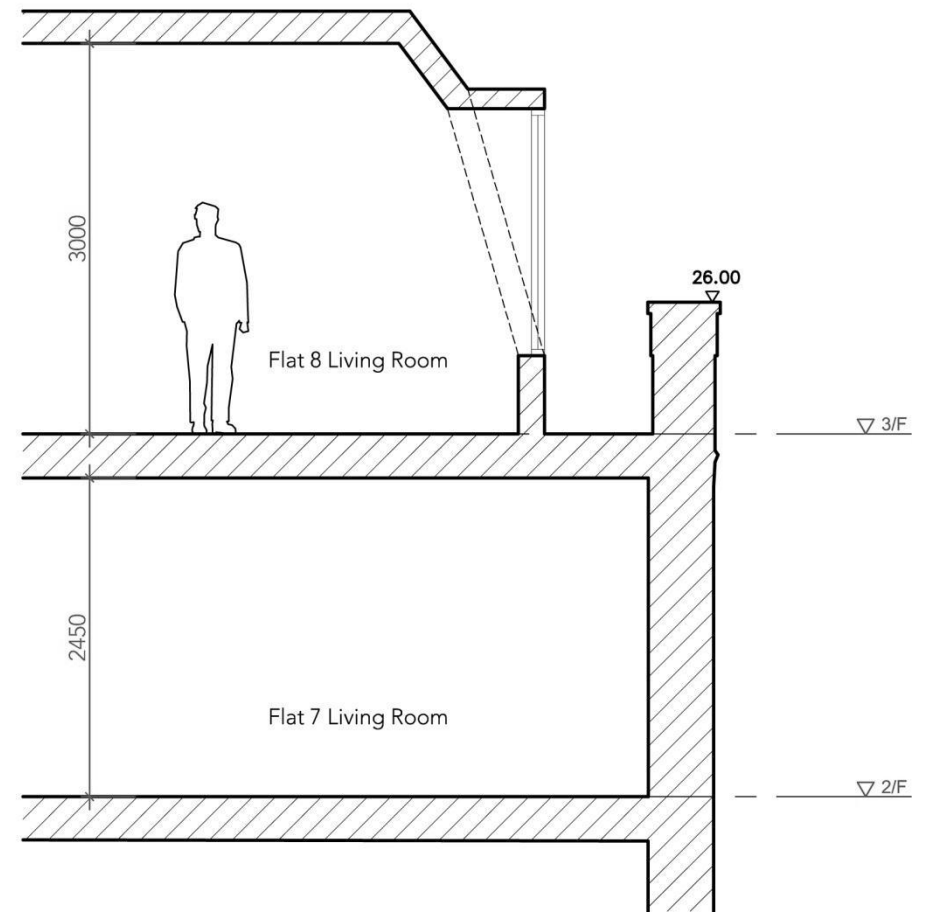
King's Cross Road Elevation

1 Elevation scale 1:50

6.3 Elevations in Context



Section at Ground & Lower Ground



Section at Mansard roof extension

6.4 Street Views of Proposed Scheme



Existing King's Cross Road Elevation



Existing Britannia Street Elevation



Proposed King's Cross Road Elevation



Proposed Britannia Street Elevation

6.5 Materials

The Kings cross area is recognised by its two Main Line Stations, King's Cross and St Pancras; it is littered by 19th century buildings of former light industrial and industrial buildings. Our use of materials for the new extension reflects this legacy in the use of steel, and glass .

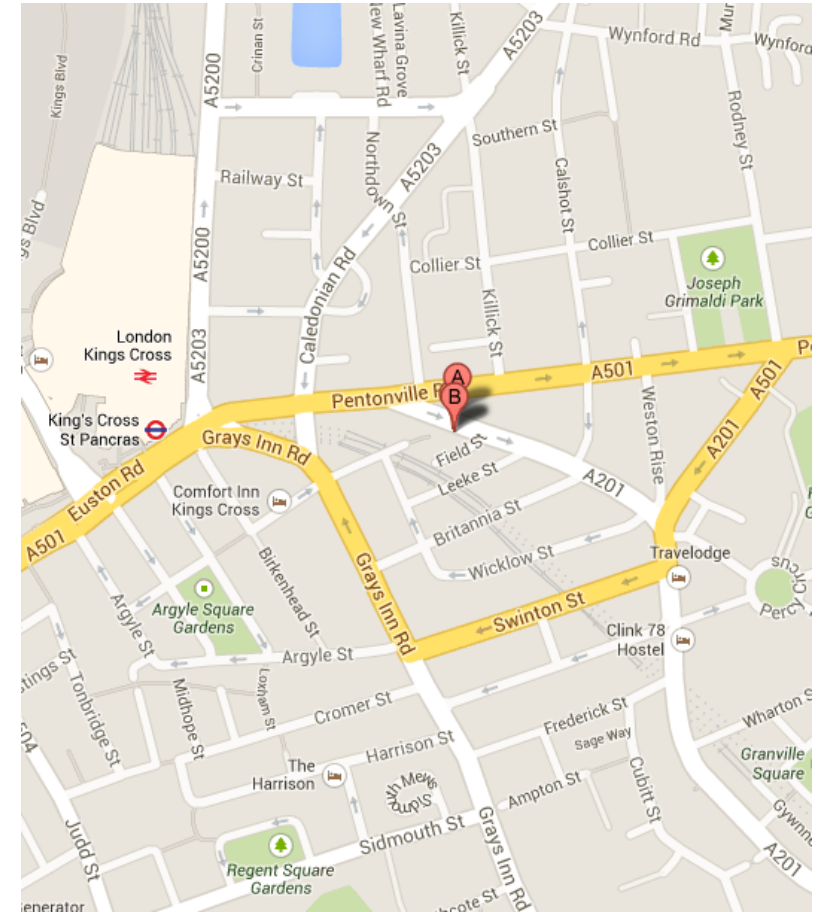
The area exhibits approved modern buildings that use these principles in their design.



King's Cross Road (A)

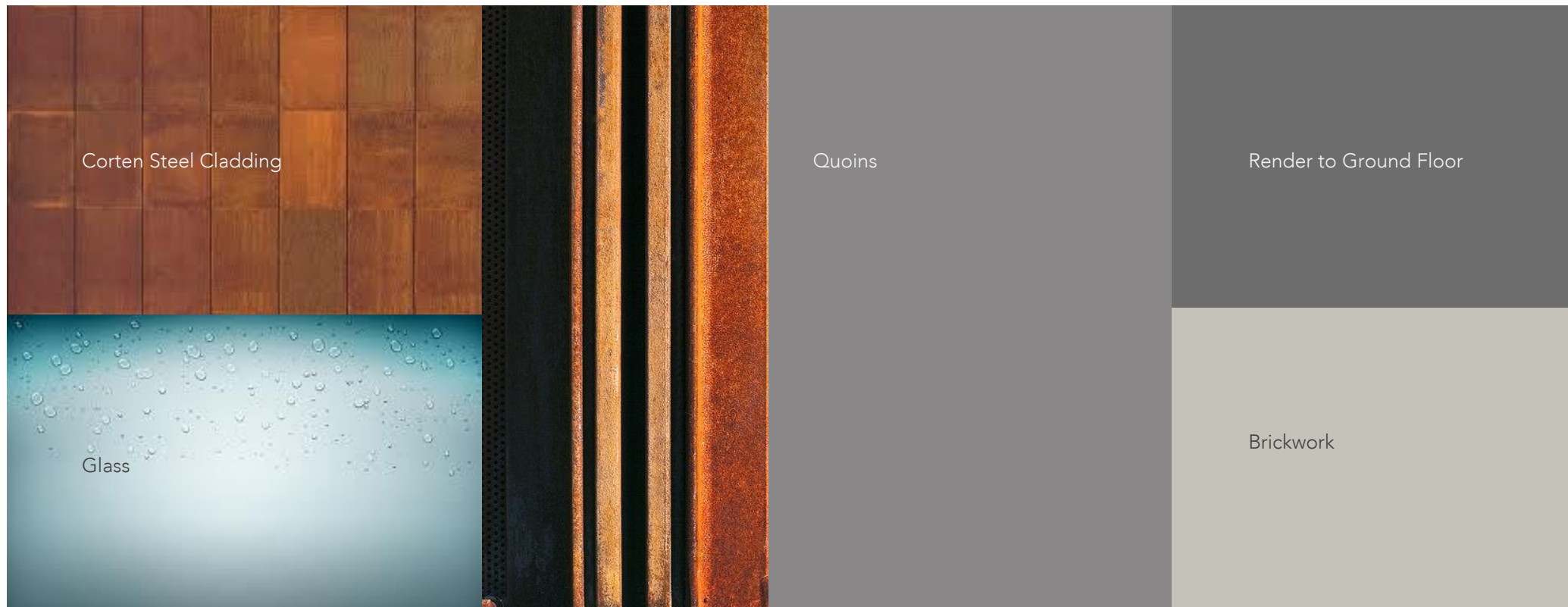


Field Street (B)



Map showing buildings at locations A & B

6.5 .1 Proposed Materials



6.5.2 Examples of Steel Cladding



Shoreditch Rooms – Boutique hotel
London Shoreditch

Corten steel cladding used on façade.



Cremorne Riverside Centre
London Chelsea

Corten steel cladding used on façade.



6.5.2 Examples of Steel Cladding



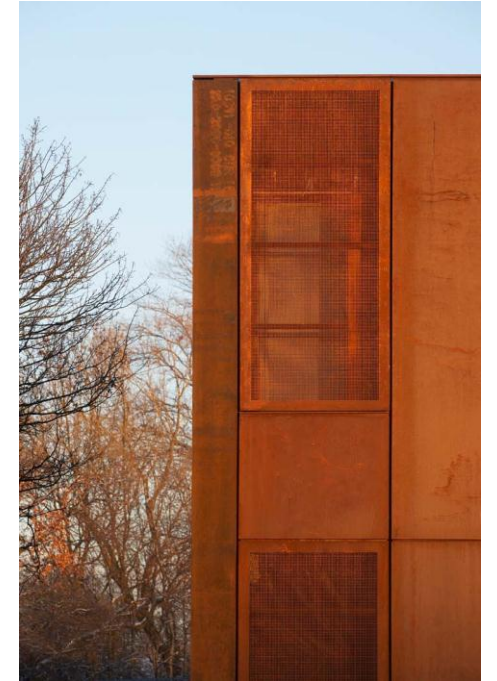
Fashion Street
London EC2

Corten steel cladding used on façade.



Hackney Marshes Centre
London

Corten steel cladding used on façade.



7 Sustainability

Sustainability

7.1 Design Principles

The scheme will expect to achieve the following sustainable standards.

Design

- **The layout of uses.**

It is proposed to use all floors (lower ground, ground, first, second and third floors) for residential units. Retaining the existing facades of the building reduces the need to use new materials. Redeveloping behind the facades enables modern energy efficient layouts and materials to be used thereby achieving a balance between conservation and sustainability.

- **Floor plates size and depth**

Lower Ground

Floor plate 200sqm; Depth Varies (approx. 13.1m)

Ground Floor

Floor plate 185sqm; Depth varies (approx. 11.84m)

First Floor

Floor plate 179sqm; Depth varies (approx. 11.84m)

Second Floor

Floor plate 179sqm; Depth varies (approx. 11.84m)

Third Floor

Floor plate 110sqm; Depth varies (approx. 9.37m)

- **Floor to ceiling heights.**

Lower Ground Floor – 2950mm

Ground Floor – 3010mm

First Floor – 3200mm

Second Floor – 2450mm

Third Floor – 3 varies between 2400mm to 3000mm

- **Location, size and depth of windows.**

Existing building

Lower Ground Floor – 1500 x 650mm

Ground Floor – Small windows 1370 x 2300mm; Large windows 1870 x 2350mm

First Floor – 1100 x 2000mm

Second Floor – 900 x 1680mm

Roof extension

Third Floor – 900 x 1700

New side extension

Ground Floor – 460 x 2640mm

First Floor – 460 x 3150mm

Second Floor – 1500 x 2080mm

Design (cont)

- **Limiting excessive solar gain.**

The project is retaining the façade, an existing locally important building in a conservation area. This has impacts on how much energy efficiency can be incorporated such as the use of the most efficient glazing. All existing windows are being repaired and new seals fitted and a secondary glazing is being installed. New windows in the existing building will match this specification on the ground, first and second floors. The new side extension and roof extension will feature new double glazed windows.

- **Reducing the need for artificial lighting.**

The apartments benefit from large sash windows in the existing building and new large windows to the side extension. These allow natural lighting to the building. The lower ground floor rooms also have natural light through the introduction of windows in the retained façade.

- **Shading methods on or around the building.**

The building does not allow for external shading methods to be incorporated as it would not be sympathetic to its historical nature. However air conditioning is not proposed so ventilation is either through window openings or through mechanical ventilation.

- **Optimising natural ventilation.**

AC is not part of the scheme, large open able windows will allow for natural ventilation.

- **Design for and inclusion of renewable energy technology.**

The project is relatively small scale to allow for the efficient use renewable technologies. Preserving the historic façade of the building limits what can be applied to the building such as photovoltaic cells or wind turbines. To counter this the interior of the building is designed with energy efficiency in mind with low energy lighting, low water and energy using appliances

- **Impact on existing renewable and low carbon technologies in the area.**

The design will improve on the existing site conditions as the new built elements will have a low energy consumption.

- **Sustainable urban drainage, including provision for a green or brown roof.**

The new side extension will have a brown roof which will reduce water run off as well as helping to create a habitat for airborne wildlife.

- **Adequate storage space for recyclable material, composting where possible.**

Provision for two large euro bins and one recycling bin is located on the ground floor.

- **Bicycle storage.**

Storage space for 8 bicycles is being provided on site.

- **Measures to adapt to climate change.**

Open able windows and secondary glazing will allow for adaptation to climate change depending on whether the impact of global warming will have a local cooling or warming affect.

- **Impact on microclimate.**

Improvement on impact on microclimate as the new refurbishment will have double glazed windows, insulation to walls, floors and roof. Low consumption of energy and water through domestic appliances. The brown roof will be a slow release of rainwater into the drainage system allowing for greater local evaporation.

Fabric / Services

- **Level of insulation**

Installation of insulation to walls, floors and ceilings to the historic building, new side and roof extensions.

- **Choices of materials including, responsible sourcing, re-use and recycled content.**

Materials will be sourced as locally as possible and from sustainable sources. Fabric removed from the building will be recycled or salvaged for use in other projects.

- **Air tightness.**

Secondary glazing to be installed to the historic building and double glazed windows to new build extensions.

- **Efficient heating cooling and lighting systems.**

Heating and cooling to comply to exceed the minimum building regulations to conserve energy.

- **The source of energy used**

Energy provision will be delivered by mains suppliers of both electricity and gas.

- **Metering.**

Meters to be located at refuse/bike store.

- **Counteracting the heat expelled from plant equipment.**

AC plant is not being considered for the development.

- **Enhancement of / provision for plant diversity.**

New side extension to have a brown roof rather than a green roof.

- **Efficient water use.**

Low water consumption to be achieved through domestic appliances and WC's.

- **Re-use of water.**

The proposal is too small scale to allow for the re-use of water, but low water consumption appliances are being installed. A brown roof is being provided on the new side extension.

- **Educational elements for example visible meters.**

Energy monitors will be provided by the energy suppliers to enable residents to monitor energy use.

8 Designing Out Crime

Designing Out Crime

8.1 Design Approach

The proposed development retains the existing facades of the historic building. Access is directly from the street which maintains a high level of passive security from the busy street. All doors and windows will be secured using modern security devices including multi-point locks on front doors and key locks on open able windows. The side extension will have a key code access to the cycle store as well as to the refuse store.

9 Refuse Strategy

Refuse Strategy

9.1 Local Authority Policy

The refuse strategy follows the guidelines set out in the Borough's Design guidance document CPG1. The includes the internal provision of waste containers as well as the provision of waste containers for collection at ground floor level.

We have spoken with Camden's Street Environment Service to determine the appropriate waste collection containers. This has been confirmed as being two Euro-bins and one food recycling bin.

9.2 Refuse Collection Strategy

Each dwelling will be provided with a location to sort refuse into waste, recycling and food waste. A communal refuse area is provided within the ground floor area of the new side extension where general refuse and recycling bins will be provided. These are securely located in a room that is naturally ventilated.

On collection days the bins can be easily transferred to the street at grade enabling an efficient collection of the waste from the building. Locating the collection point on Britannia Street avoids any potential conflict with refuse vehicles on the busy Kings Cross Road. The refusal collection service will be provide with the key or code to this room, in line with the Camden's normal gated access collection procedures.

10 Access Strategy

Access Strategy

10.1 Transport and Parking

The existing car parking space provided on site is to be removed and it is proposed that the development will be car free with a legal agreement ensuring that residents do not have access to LB Camden street parking permits.

The car parking space is being converted to provide a separate refuse and secure cycle parking area at ground floor level. There will be one secure cycle parking space per flat which meets LB Camden's parking standards for 1 and 2 bedrooms flats.

10.2 Access

Access to the building is being improved as far as possible within the constraints of retaining the exterior of the building. Step free access is therefore not possible and the introduction of lifts within a low level building is not a practicable solution. Direct access to flats from the street is achieved where possible. For flats accessed from communal access points the corridors are kept to a minimum. Internally demolition of the historically unimportant fabric provides opportunities to removed steps within floors and to enable movement through the building to be more accessible by as wide a range of mobility standards as possible.

A Lifetime Homes Assessment has been undertaken which considers the various access matters. While every effort has been made to accommodate these requirements some are difficult to achieve without compromising the historic importance of the host building. The view taken is that where this conflict occurs the retention of the historic aspect of the building takes precedence.

11 Lifetime Homes

Life Times Homes

11.1 Life Times Homes Assessment

1 and 2. Car Parking Provision

No provision is being planned.

Reason.

Camden Council planning policy discourages the provision of a car parking space for new developments. In this case the building being renovated and converted is close to two main line stations, Kings Cross and St Pancras and on a large number of bus routes. There is little need for a car.

3. Are the approaches level or a gentle slope?

***show on plans**

The current entrances are approached via two steps. Apartments with direct entrances, nos. 1, 2 and 3 have an increased stepped entrance to existing condition. All other apartments are accessed by a communal entrance which have the existing condition.

4. Are all entrances illuminated and do they have level access over the threshold and a covered entrance.

See above regarding level entry.

King's Cross Road and Britannia Street are both well lit and there are lamp posts on the other side of the road. Small vandal resistant low energy fittings can be fitted to all ground floor entrances. Details for lighting have not been submitted at this stage but it is intended to provide good lighting at all access points for both safety and security.

5. a) Do communal stairs provide easy access?

b) Where homes are reached by lift, are they fully wheelchair accessible?

If not explain why.

The building will be served by new stairs that will provide good access to all the levels above ground and will conform to present day requirements for the ambulant disable.

There is no lift as it would be impractical to install in such a small development.

6. Does the width of internal doorways and hallways conform to Part M of the building Regulations except where the approach is not head on and the corridor width is 900mm, where the clear opening width should be 900mm rather than 800mm? Is there 300mm to the side of the leading edge of the doors on the entrance level? If not, please explain why.

***show on plans**

Wheel chair access is not possible to the building. The doors, hallways and corridors on all levels allow for ambulant disabled access.

7. Is there space for turning a wheelchair in dining areas and living rooms and adequate circulation space for users elsewhere? If not explain why.

***show on plans**

Wheelchair access is not possible to the living accommodation on the raised ground and upper levels, as the existing building levels and proposed levels have a stepped approach.

11.1 Life Times Homes Assessment (cont)

8. Is the living room at entrance level? If not, please explain why.

The living room to most apartments is at entry level. Apartment 1 is a triplex units spanning from lower ground floor, over ground to first floor. The ground floor is too small to allow for the living room therefore the living room is located at first floor level. Apartment 8 is a duplex only entered at second floor level, all of the apartment's accommodation is on the third floor.

9. In houses of 2 or more storeys, is there space at entrance level that could be used as a convenient bed space? If not explain why.

Yes apart from apartment 8 – see question no. 8.

10. Is there

- a) A wheelchair accessible entrance level W.C, with
- b) B) drainage position enabling a shower to be fitted in the future.

The accommodation is not suitable to wheelchair access.

11. Are walls in the kitchen and bathrooms capable of taking adaptations such as handrails? If not explain why.

All walls can take handrails being fixed to them.

12. Does the design incorporate:

- a) provision for future stair lift?
 - b) suitable identified space for a through lift from ground to first floor. For example to a bedroom next to a bathroom?
- If not explain why.

The accommodation is not suitable for wheelchair users. A lift plus lobbies at each floor would take up a large amount of space and render the scheme impractical and uneconomical.

13. Does the design provide for a reasonable route for a potential hoist from a main bedroom to he bathroom? If not, explain why?

The residential accommodation would not be practical for a disabled person to live in because of the access requirements. There is reasonable room in all apartments to transfer a person from a bed to bathrooms.

14. Is the bathroom designed to incorporate ease of access to the bath, WC and wash basin ? If not, explain why.

Because the residential accommodation is not accessible by wheelchair, full accessibility would not be required. The bathrooms are reasonably spacious to be used by ambulant disabled people.

11.1 Life Times Homes Assessment (cont)

15. Does the living room window glazing begin at 800mm or lower and are windows easy to open/operate? If not, explain why?

The windows are existing to the host building and are to be retained . The window sills are lower than 800mm in height for the new side extension.

16. Are switches, sockets , ventilation and service controls at a height suitable by all (between 450 and 1200mm from the floor)?

All controls as listed above will confirm with this requirement as they are also a requirement in the Building Regulations.