

14. Roger Street, Camden, London

Change of use and flat roof extension
From existing office premises to Dwellings

Design & Access Statement

Prepared by AWW Architects
November 2012

Executive Summary

- Planning application change of use from 435m.sq (4680sq.ft) existing B1 Offices to the proposed 482m.sq (5186sq.ft) type C3 Dwellings.
- Conservation Area appraisal for extension of the existing premises within the Bloomsbury Sub Area 10
- Alterations restoration and refurbishment of the existing building envelope across 5 storeys from basement to 4th floor level for general building maintenance and upgrade to meet current Building Regulations.
- Existing Lift installation to be retained and maintained.
- Proposed accommodation totalling 4 Dwellings incorporating 2 No single storey, 1 bed 2 person apartments and 2 No two storey, 2 bed 3 person maisonettes.
- Enhancement of the internal layouts for disabled access
- Generally Mayor of London Lifetime Homes Standards
- Provision of new internal and external cycle storage spaces
- External courtyard with for the provision of Refuse and Recycle Storage (4No. 140Litre capacity)



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Introduction

The design statement has been completed as a supporting document to the full planning application for the proposed development described within. The objectives of the document are to:

- Establish the site's constraints and opportunities
- Present the design development from concept to proposal
- Provide a vision for the development.

A Design Statement is designed to show how the principles of inclusive design have been implemented into a proposed development scheme. The provision of Design and Access Statements for most new developments would ensure that applicants have demonstrated that all potential users of a development will have fair and reasonable access and that inclusive access has been considered early in the planning and design process. This report commences with a detailed Design Statement followed by the accompanying Access Statement.

AWW have been appointed by MHA Associates, to change the use of the existing office building at 14 Roger Street into a multiple apartment building accommodation. The existing Office use across all floors having been redundant over a long term period (greater than three years)

Our brief to convert existing vacant offices from the designated office use across all six existing stories of accommodation into 4 new dwellings. The proposed buildings sole departure from the existing external form being the incorporation of a new flat roof and top floor only "piano nobile" extension set back from the existing lower storey facades along the building line to the west of existing flat roofed brick elevation lift motor and plant housing.

The brief schedule for accommodation totalling 4 dwellings incorporating 2 No. single storey, 1 bed 2 person apartments at first and second floor levels; Plus 2 No two storey 2 bed 3 person mai-sonnettes across ground to basement floor plus third to fourth floor levels respectively.

Situated on Roger Street, a side street off shoot from the Gray's Inn Road, the pre-eminent local thoroughfare. The building is located on a quieter corner of the neighbourhood block behind four storey mansard roofed (Nos. 75-81, Gray's Inn Road) and five storey flat roofed buildings (Nos. 71&73, Gray's Inn Road) that are west frontage to the Gray's Inn Road. The site and these Gray's Inn Road buildings sheltering in the lee of the existing eight storey mansard roofed apartment building block, Churston Mansions (174-190 Gray's Inn Road), located on the east frontage of the Gray's Inn Road. The upper stories of Churston Mansions are directly overlooking the east frontage (71-81 Gray's Inn Road) and facing down onto the site roof. Directly opposing the sites two public road frontages are marginally taller modern (20th century) five storey office buildings each with considerably larger footprints and overall massing. These are to the North across Roger street No. 85 Gray's Inn Road and to the south across North Mews Charles Darwin House No 12 Roger Street. On the west side at ground level a small hard landscaped brick walled enclosed courtyard with a single painted timber entrance gate from the Roger Street pavement separates the building form the single storey parapet walled cafe neighbouring at 81. b Gray's Inn Road. Directly adjoining the premises southern boundary by facing party fence walls is a terrace of four storey town mews accommodation along North Mews.

The site area is approximately 112 sq.m. of which the existing building footprint sits on an area of 101sq.m accommodating a six storey building (including one basement level) formally punctuating the end of North Mews terrace. A rhomboid plan form the length of the building runs parallel along Roger Street and the width of the plan is parallel to North Mews. Subtle gradients in the periphery pavements of both axis run to a low point on the corner of both Roger Street and North Mews. This point also being the chosen placement of the existing building entrance there are two steps up from pavement at the threshold of the existing solitary building entrance door. The principle means of natural lighting and ventilation to all floors including basement level exist by fenestration to the North and East facades. Blind window and a door openings on the west elevation are currently blanked out as the space behind these serves the shaft of an existing lift installation with motor room at roof level. There are existing cox dome roof lights lighting the third at the fourth floor level. The external facade has endured a period of neglect generally symptomatic of traffic and environmental pollution. Previous alterations of the existing facades under different parties including material changes to incorporate UPVC fenestration appearing to be inconsistent with the age and detailing of the rest of the premises. Internally the accommodation has undergone in recent years decorations or minor refurbishment and patently/superficially appears to be sound with a weather tight envelope.

Consideration for the site in context of the present surroundings have been made by the proposal scheme to remain well within planning policy guidelines and the top storey extension has been kept within boundaries preceded by the form and massing of both the surrounding and adjoining buildings. The flat roof extension aims to continue the existing roof line with a top storey set back away from the Roger Street and west facades. The flat roof extension to the site follows the same building lines and similar but lower heights to opposing Roger Street and North Mews building facades. In order to fit the required dwellings within the existing building fabric, an extension is required to the top storey of the property.

Camden Development Policies DPD

The Camden Development Policies DPD formerly (UDP) indicates that the proposed development area will not have a major implication on any existing areas of local interest.

The site is situated on Roger Street behind Gray's Inn Road. There is no proposal to make any changes to the existing road layout, or the footpaths adjacent to the site.

The development will not impact on access around the site.

Planning History

14, Roger Street has been the recent subject of a planning application by another party other than the applicant. That applications for the change of use from offices to a substance misuse drop in centre. The details for that application history are listed below.

Otherwise recently refurbished vacant office premises. The building has been outside the applicant/ owners overall control in November 2012 occupied for habitation by unknown squatters, person or persons of unknown identity.

The known recent planning history of 14 Roger Street can be seen below, as found on Camden Council website:

Application number	Date Registered	Decision
2009/4805/P	29/10/2009	Withdrawn
Decision		

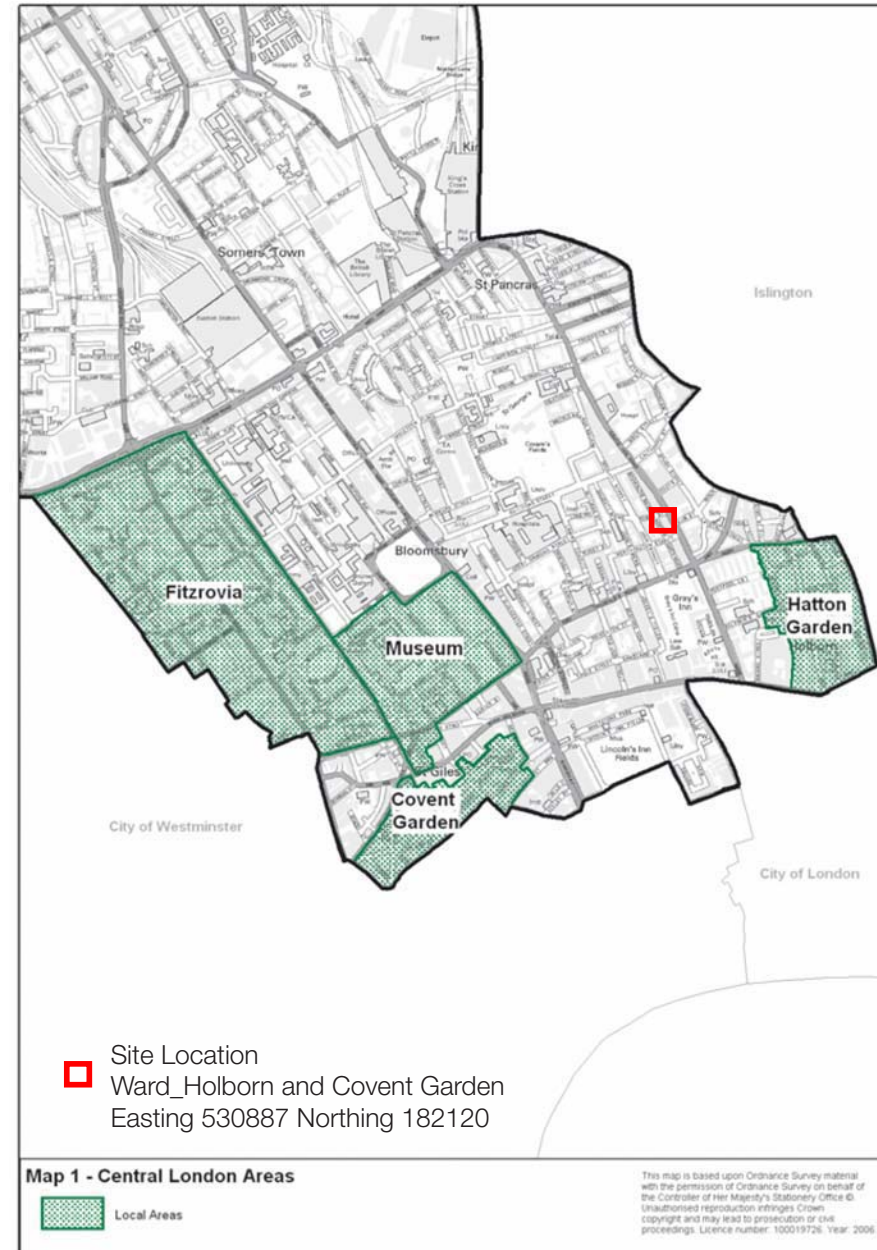


Figure 1.2 _ UDP Area Plan

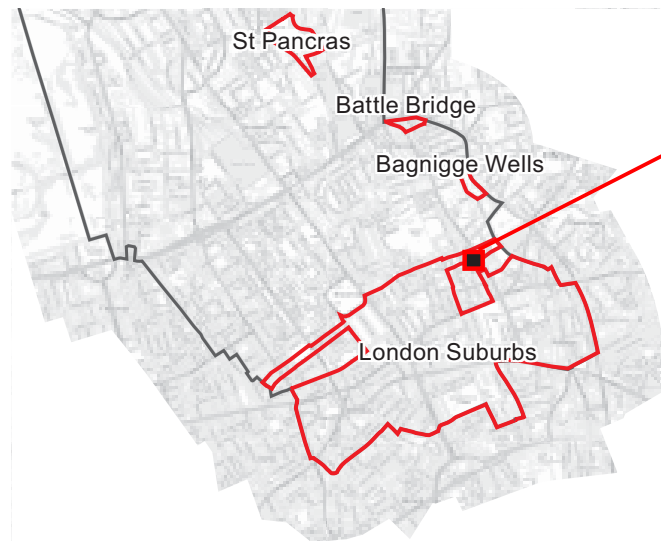


Roger Street
NO Works adversely affecting high-ways. There is an overall reduction in demand for space and parking stress by the change of use from Office to residential use
 21.8 the function of the highway network, on-street parking conditions, safety, the needs of different road users, and the need for proper integration with the wider road network are improved by the change to residential
 21.9 there are No new links to access development
 NO works affecting highway safety.
 21.10 There are NO existing connections to the road. Existing pedestrian access to pavement maintained. The existing network are maintained.

Fig 1.21

Map 1: Road Hierarchy

- Transport for London Road Network (TLRN)
- Strategic Road Network
- Major Roads



Roger Street
 the proposals do NOT entail any excavation works beyond works as required to maintain connections to the foul/storm sewer connections. Access for Power metering and connection including both gas and electric services are to be altered and updated within the confines of the existing basement of the premises

Fig 1.24

Map 4: Archaeological Priority Areas

- Archaeological Priority Areas
- Ancient Monument

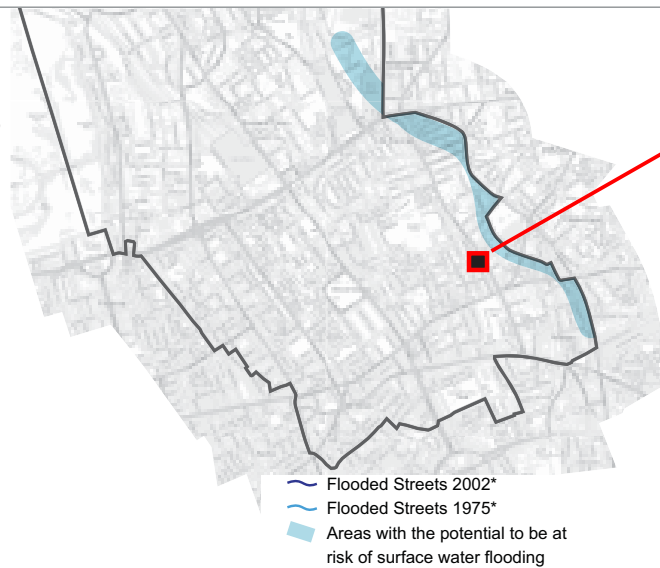


Fig 1.22

Map 2: Flood Risk

- Flooded Streets 2002*
- Flooded Streets 1975*
- Areas with the potential to be at risk of surface water flooding

*Source: Floods in Camden. Report of the Floods Scrutiny Panel. June 2003.

Roger Street did not Flood in either 2002 or 1975 and lies outside the area of potential flooding. The overall reduction in building population brought about through the change of use from business space to dwellings will bring about an overwhelming reduction in the total capacity of water used by the existing premises. Furthermore it will bring about an overall reduction in the energy requirements for water. It is envisaged that existing foul and rainfall sewer connections are maintained. Existing surfaces are impervious to rainfall. The proposed rainwater down pipes are to capture rainfall for water storage on site and an efficient use of water. Grey water is NOT currently envisaged for storage and re-use on site.

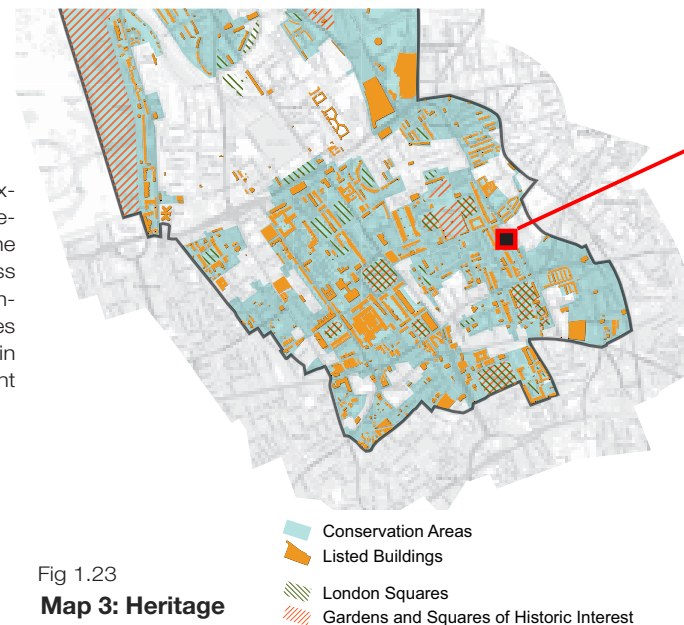


Fig 1.23

Map 3: Heritage

- Conservation Areas
- Listed Buildings
- London Squares
- Gardens and Squares of Historic Interest

Roger Street
 Refer to the later section in this statement 3.2 Conservation area appraisal.

Figures 1.2_Camden UDP Area Plans

Transport

Camden Development Policies DPD Appendix 1

The proposed development of 4No dwellings fall below the thresholds for transport assessment and statement set out in the DPD.

- Guideline floor space thresholds for distribution of growth (GSI) are not applicable to the proposal.
- The total 4No apartments being less than ten units or more guideline threshold for minimum transport information (DP16) do not apply.
- Threshold for transport assessment (DP16) 80 units or more do not apply to the proposals

Appendix 2

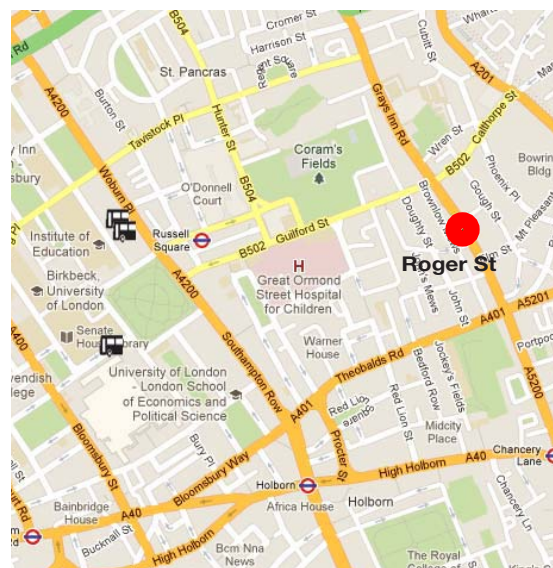
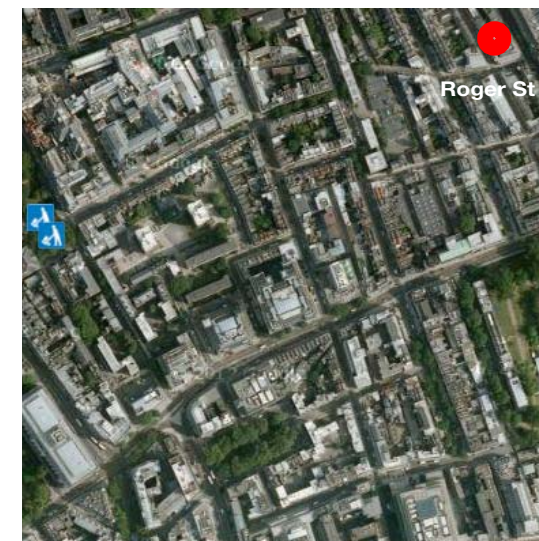
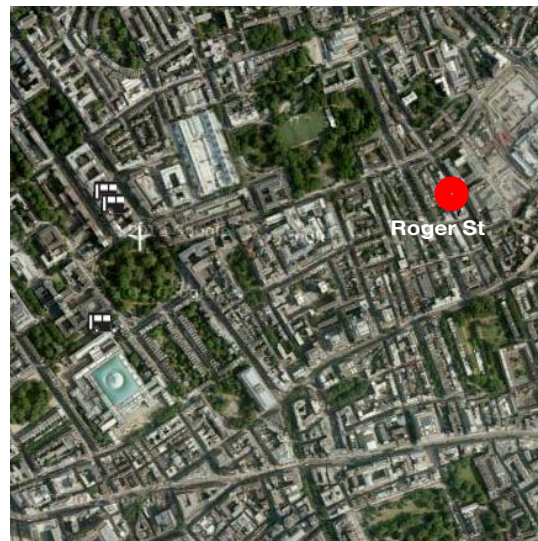
Secure Cycle storage spaces are provided over and above the minimum standards of the UDP requirements for 1 per dwelling in public areas of the proposed development both internally and externally at

- 4No spaces in storage internally immediately adjacent to the main entrance at Ground floor level
- Additional external surplus overflow cycle storage area are provided within the east rear courtyard accessed from Roger street pavement via pedestrian access gate serving both this area and the recycle storage area.
- The proposals 4 dwellings fall below the threshold for DPD requirement for visitors cycle storage (otherwise arising from a threshold of 20 units in any development)
- Wheelchair housings for each dwelling are to be provided within the lift lobbied enclosure at each apartment entrance storey within the premises. The minimum wheelchair turning dimension of 1500 x 1500mm are to be provided within these lobbies to provide access for use by the disabled. (internal provision only: the existing retained main entrance is stepped up from pavement level across the threshold and is not DDA compliant for wheelchair users)

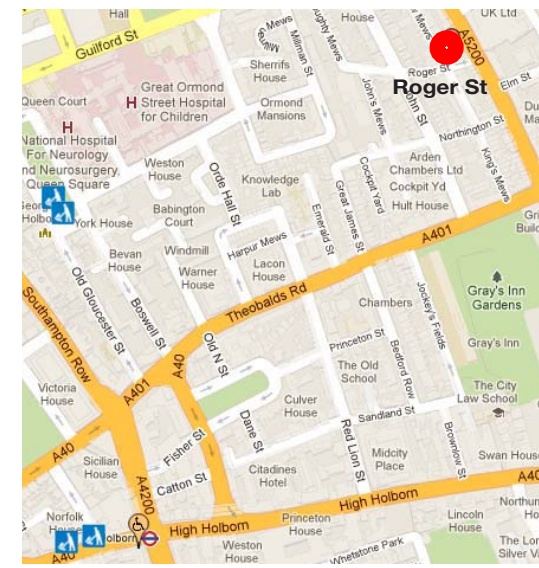
General Car parking standards interpretation

The curtilage of the existing premises are exclusive of providing any car parking for either able bodied or disabled car users within the boundaries of the existing site ownership. We herein demonstrate to the authority that the needs of cyclists and people with disabilities can be met in other ways. Furthermore illustrating provision for service vehicles and visitors by on street spaces, metered car parking, public transport and taxis.

Figures 3 _Transport Area Plans - "screen grab" from Camden environmental website



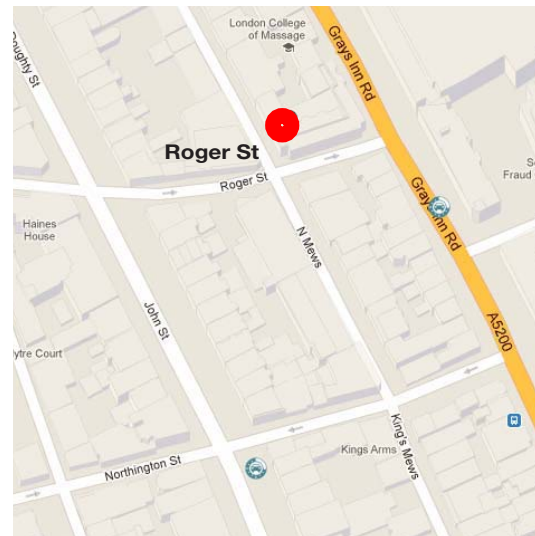
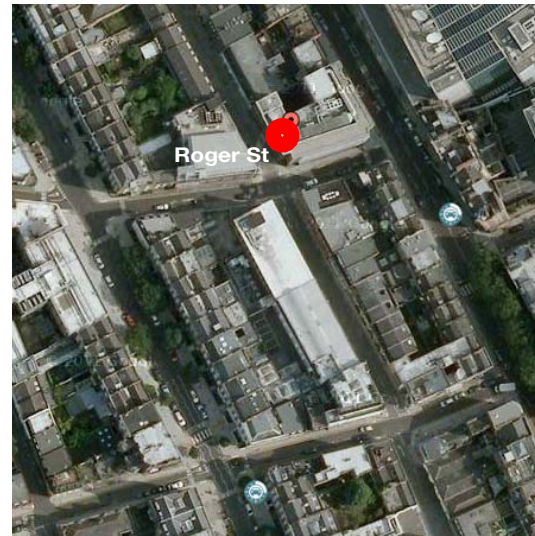
Figs 1.31 _ Coach Parking Places
Number of Spaces 1 location indicated
Controlled parking zone CAD
Controlled Hours
Mon to Sat 08:30-18:30



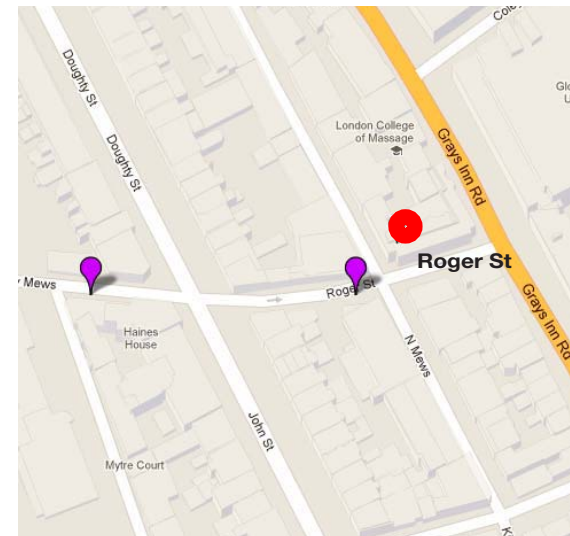
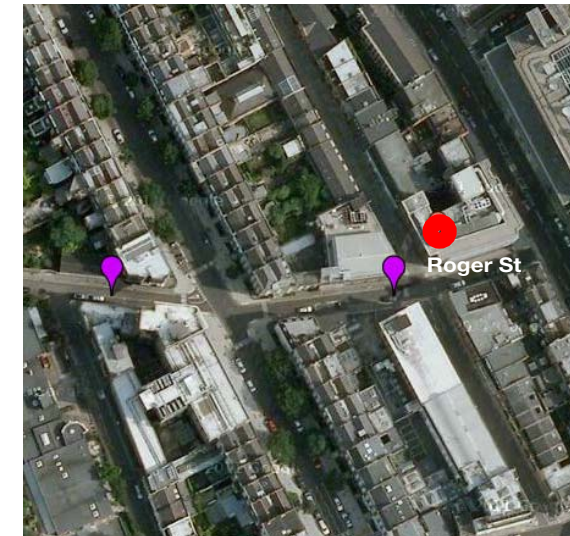
Figs 1.32 _ Loading bays
Number of spaces 1 location as indicated
regular abd disabled loading bays indicated
controlled parking zone CAD



Figs 1.33 _ Pay and Display Meter spaces
There are no car parks near this location
Space Tariff £4:10 / hour duration 2 Hours
Controlled parking zone CAD. Controlled hours
Mon-Fri 08:30-18:30, Sat 08:30-13:30



Figs 1.34 _ Car Club
Controlled parking zone CAD
Controlled hours at all times



Figs 1.35 _ Permit Holders
Controlled parking zone CAD
Controlled Hours Mon - Fri 08:30-18:30
Sat 08:30-13:30

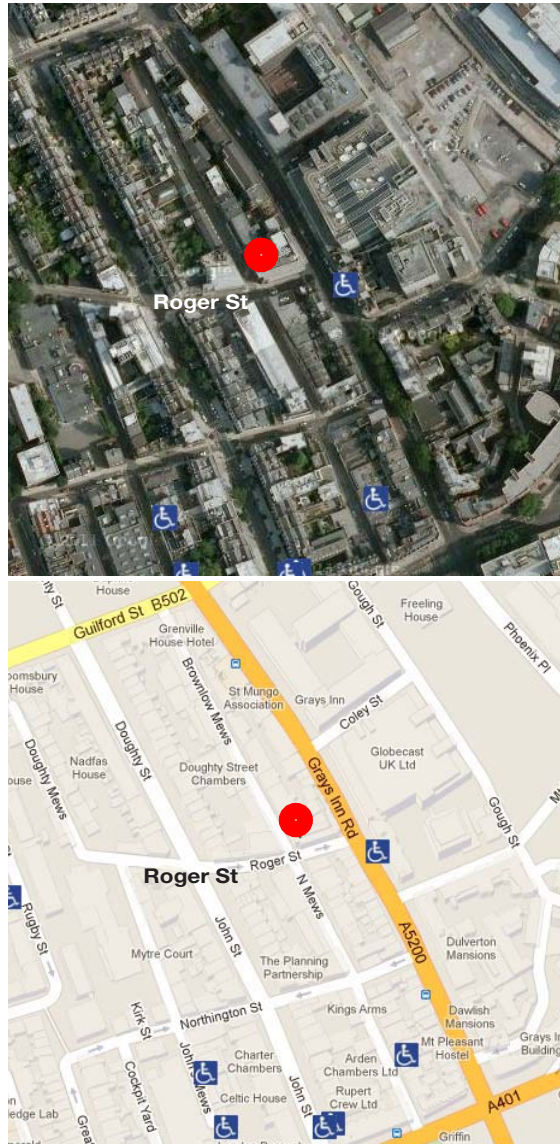
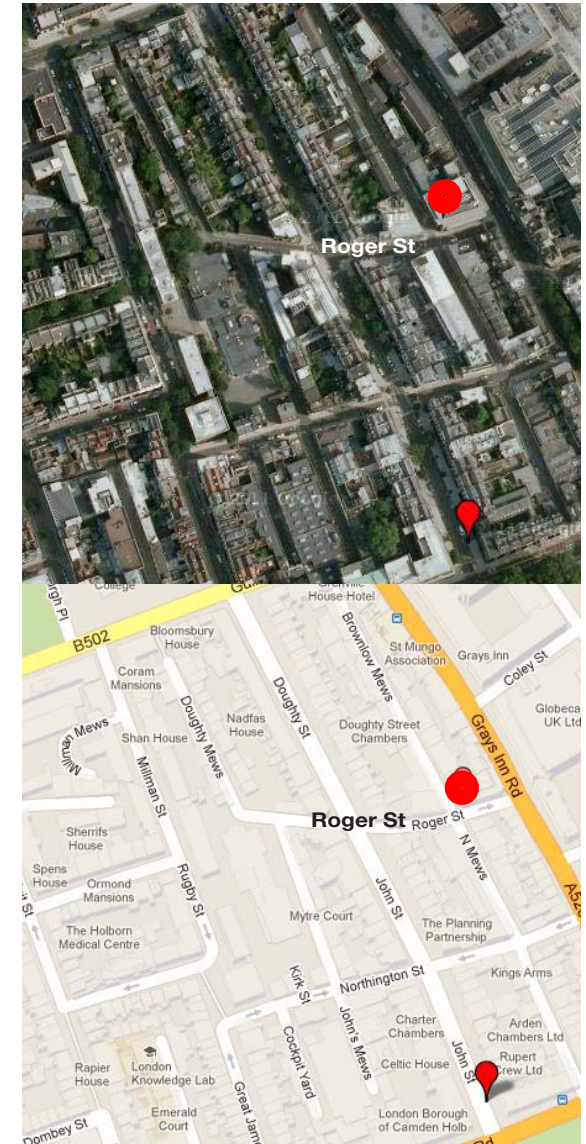


Fig. 1.36 _ Disabled Blue Badge
Controlled parking zone CAD
Controlled Hours At all times



Fig 1.37 _ Disabled Green Badge
Controlled parking zone CAD
Controlled Hours At all Times



Figs. 1.38 _ Electric Recharging Point
Controlled parking zone CAD
Controlled Hours At All Times

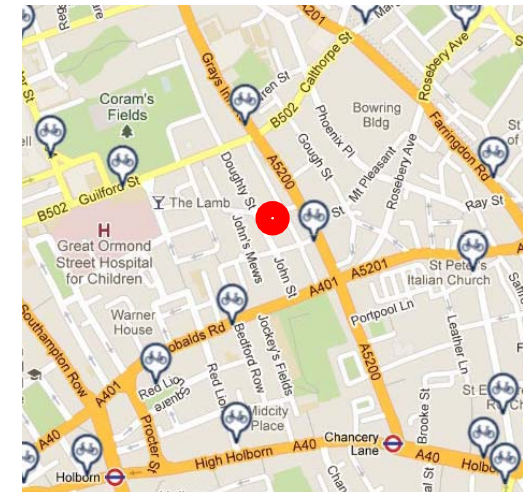
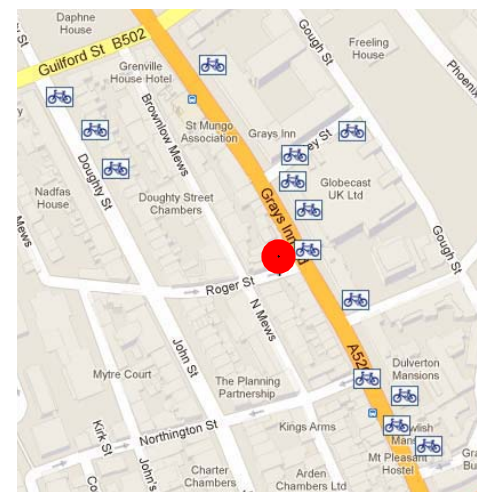
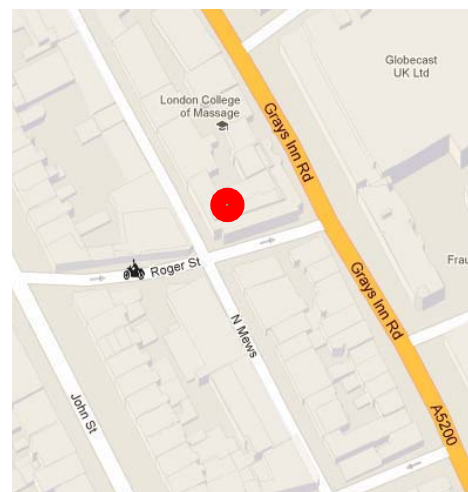
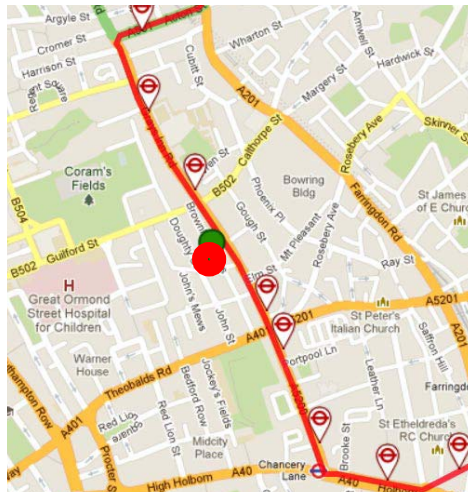
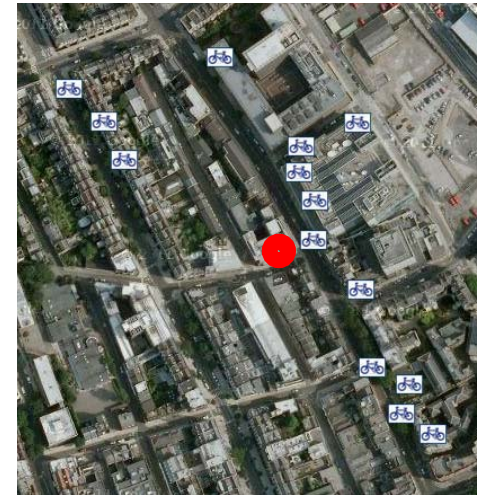
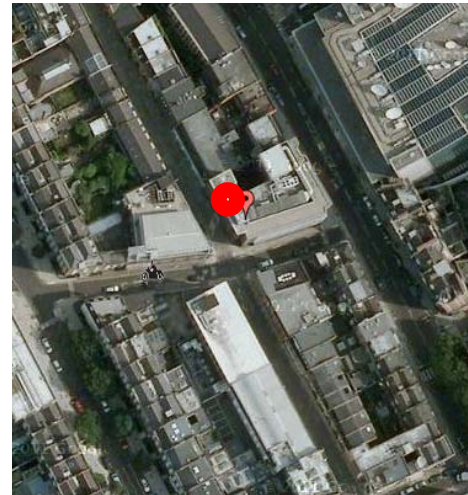
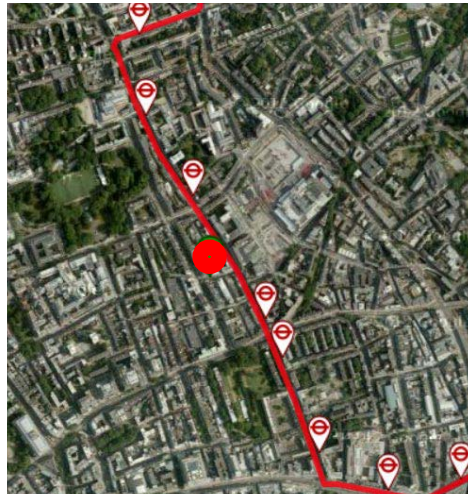


Fig 1.39 _ Bus Stops

Figs. 1.310 _ Solo Motorcycle spaces
Controlled parking zone CAD
Controlled Hours Mon - Fri 08:30-18:30
Sat 08:30-13:30

Figs. 1.311 _ Bicycle Stands
Controlled parking zone CAD
Controlled Hours Mon - Fri 08:30-18:30
Sat 08:30-13:30

Fig 1.312 _ Barclays Docking Stations

- 2.1 Site Location
- 2.2 Site OS & Context
- 2.3 Site Context Photos
- 2.4 Aerial Views

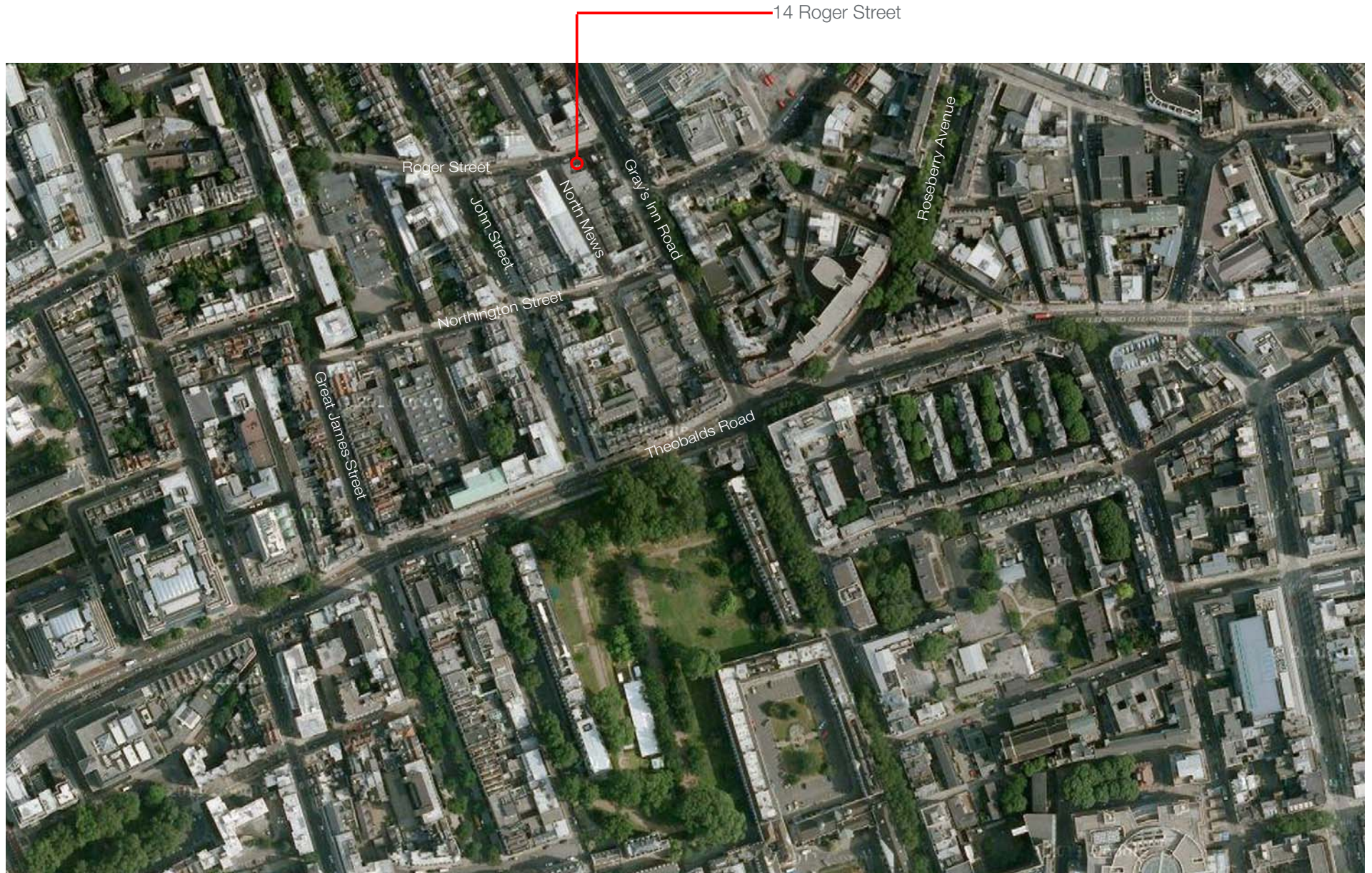


Fig. 2.1 Satellite view of the Site Location

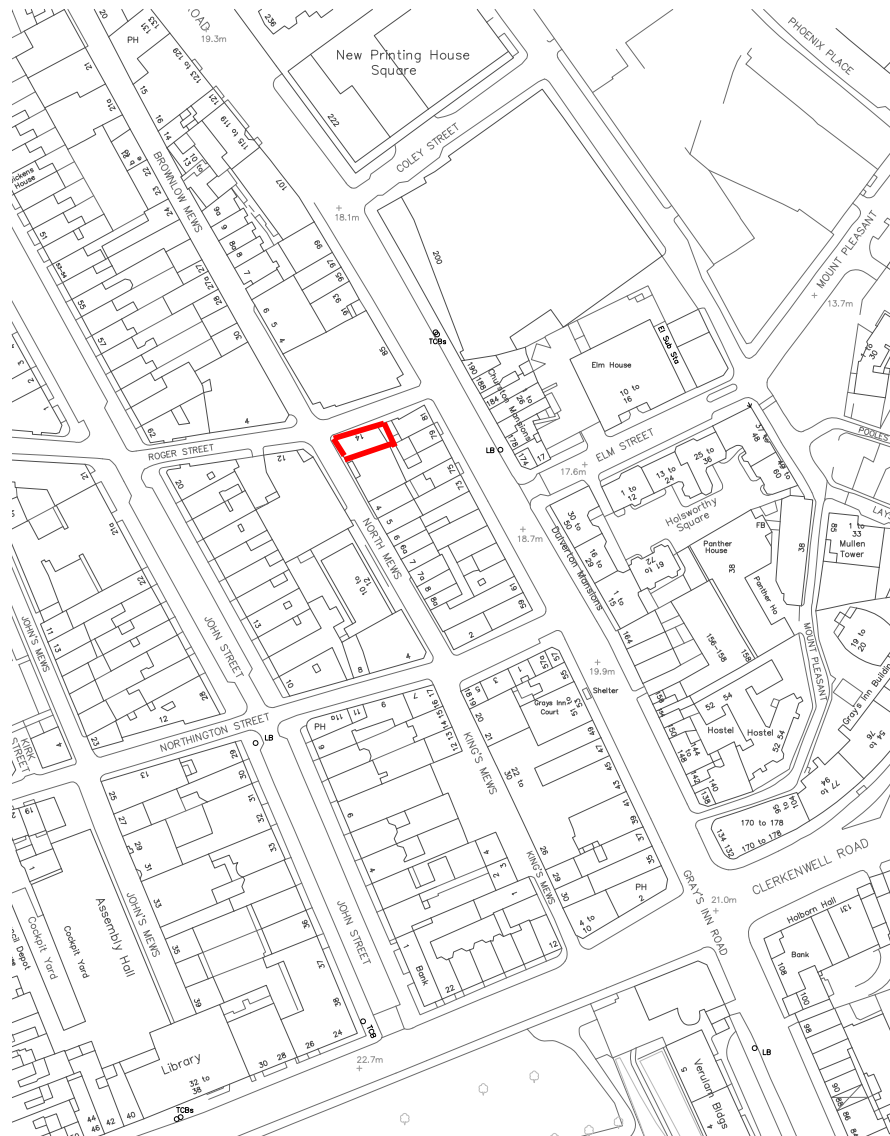
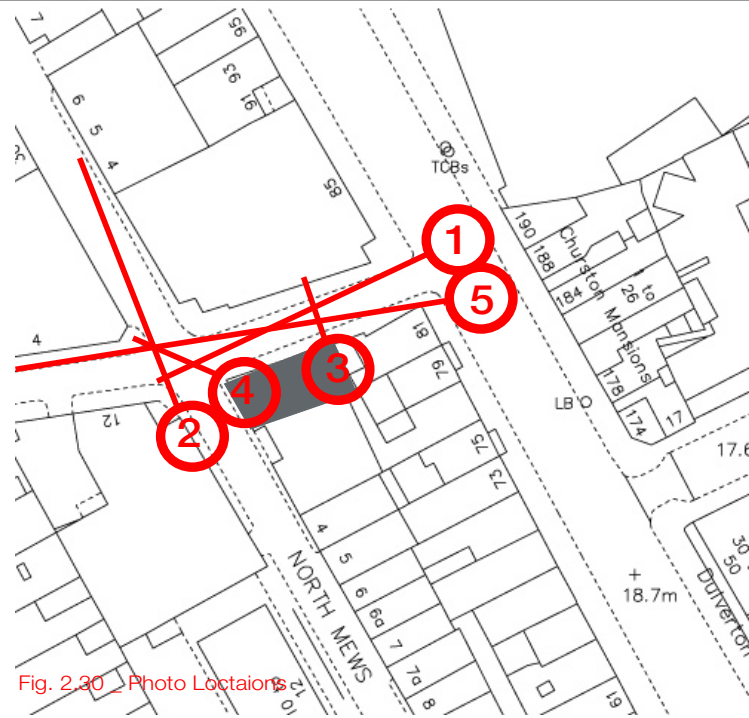


Figure 2.20 Site OS



Figure 2.21 Site Context



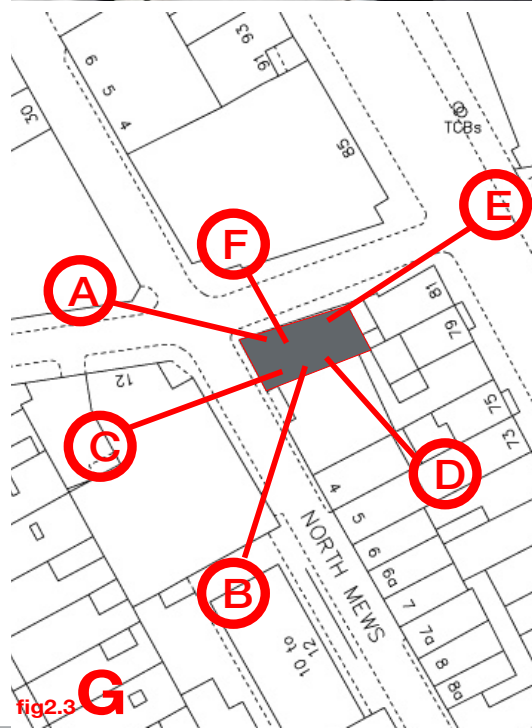




Fig. 2.41 Bird's Eye View from North of the Site

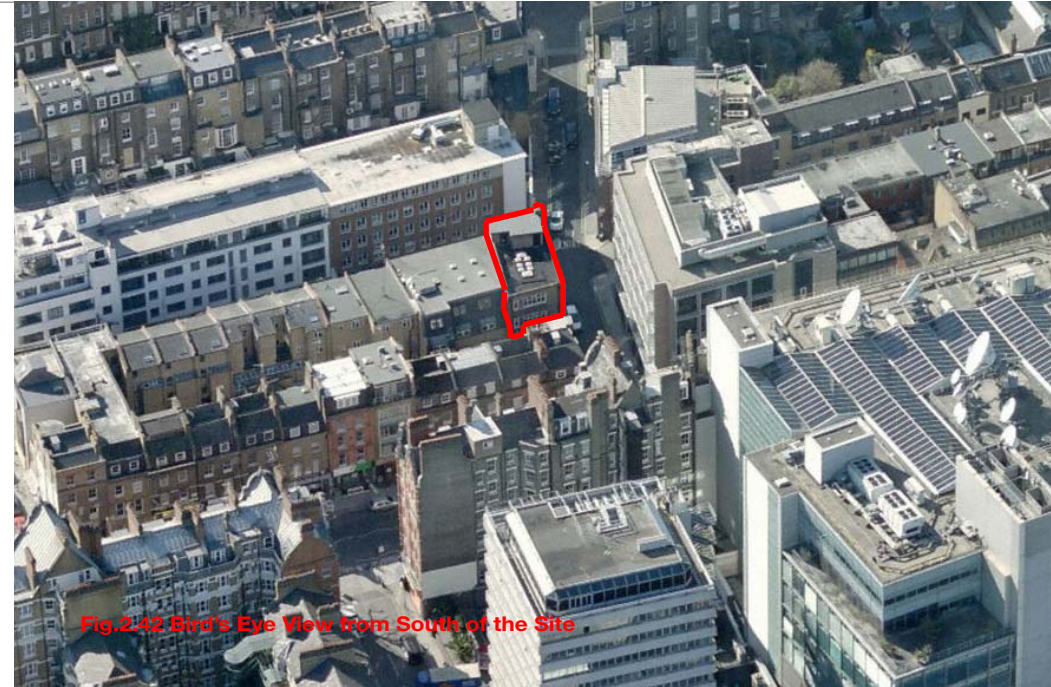


Fig.2.42 Bird's Eye View from South of the Site



Fig2.44 Bird's Eye View from South West of the Site



Fig.2.43 Bird's Eye View from West of the Site

3.0	Design and Concept
3.1	Design Intent
3.2	Conservation Area Appraisal
3.3	Existing Building arrangement
3.4	Demolition Arrangements
3.5	Proposed Building Arrangement
3.6	Existing Elevations
3.7	Existing Sections
3.8	Proposed Elevations
3.9	Proposed Sections
3.10	Massing Study
3.11	Photo Montage

Design Intent

The proposal maintains both the Roger Street main pedestrian entrance and the rear courtyard pedestrian entrance to the public pavement. Local public transport links to bus stops tube stops and main line railway stations are all good access. There are no local car parks and there is no existing car parking on site. There are local car clubs, parking meters, electric charging stands, blue and green badge disabled parking, public cycle stands and Barclays docking bays.

The existing vertical circulation core is to be maintained with the minimum of alteration. The main stair access to basement level is to be part demolished and in filled to provide a closely near level access for internal cycle storage at street level off the main entrance. Lift is to be retained and lobbied at floor levels for the separation of acoustics and mechanical drafts from each apartment layout. Existing maintenance ladder access from third to fourth floor level lift motor housing is relocated to further enhance the separation between public and private space. Each floor level is to contain a single or part of a double level maisonette apartment. The proposal will contain 4 dwellings incorporating 2 No. single storey, 1 bed 2 person apartments at first and second floor levels; Plus 2 No two storey 2 bed 3 person maisonnettes across ground to basement floor plus third to fourth floor levels respectively The alterations for the apartment layouts aim to provide the minimum standards set out in the Camden housing planning document CPG2 as well as complying with the London Housing Design Guide Standards. The new flats will fall into the 1 bedroom 2 person essential GIA 50 sq.m 2 Bedroom 3 person essential GIA 61 sq.m and 2 Bedroom 4 Person essential GIA 70 sq.m categories.

Access to ground floor is raised 450mm above the pavement level and will be accessible to ambulant disabled members of the general public, from basement to third floor s inclusive level access is maintained across the threshold of the existing lift dimensions. Revised internal layouts within the existing curtilage for maisonnettes critically incorporating private stair dimension minimum standards in accordance with the building regulations. Generally public circulation areas for fire fighting ingress and public means of escape are congregated about the main single stair core. These maintain existing spatial and ergonomic standards the vertical core spanning 8.65m from Ground to Third Floor level and 2.85 m from Ground to basement level. Emergency signage and temporary fire fighting equipment are to be installed in the public areas. Generally horizontal means of escape distances within each maisonette and apartment are limited to maximum 7.5m travel distance. New guarding are to be provided to replace the existing roof terrace parapet wall capping up to a height of 1100 mm above the proposed finished terrace level.

Massing:

The massing of the proposed scheme will match the immediate and adjacent neighbouring surroundings of the existing streetscape . The proposed height of the fourth floor level is to take account of structural alteration and incorporation of the existing roof light up stands into the depth of the proposed fourth floor construction. The proposed roof line is to be raised 300 mm to provide a minimum floor to ceiling height of 2400mm within the top storey. The proposed depth of the new replacement flat roof is to undergo a minor alteration to meet the raised standards for thermal and acoustic insulation. This alteration for the overall increase in depth of roof is to be concealed from street level to match a raised imitation of the existing housing eaves. Profiling a shallow fascia the depth tapering up into the depth of the plan.

Materials:

The materials of the rooftop extension are to be drawn from a palettes including the following items

- Lead finish single ply membrane roof with contiguous upstands and polyester powder coated flashing trims
- Polyester powder coated aluminium parapet profile cappings
- Low E coated double glazed polyester powder coated aluminium framed infill fixed, tilt and turn plus sliding folding access lights.
- Low E coated laminated safety glazing to provide guarding to inner leaf of double glazing as required
- Polyester powder coated insulated aluminium doors
- Polyester powder coated aluminium eaves board and heritage gutter profile
- London Stock bricks plus cement and sand mortar bedding to match existing english garden wall bond brickwork
- Reconstituted stone pavers on proprietary manufacturers polypropylene pedestal standings to terrace deck
- Polyester powder coated galvanised mild steel hollow circular section railings and posts with laminated glass infill balustrade.

Record samples of material finishes and colours are to be provided for inspection and approval of the employer and authority prior to fabrication of the works.

Sunlight and Daylight:

There will be no additional natural lighting in the common vertical circulation stair cores. Temperature control for insolation in all public areas within the building will be a sustainable at the present levels. Demolition of roof lights at fourth floor level for replacement within the proposed roof level will alter the natural lighting available within the third floor plan. Amendments of the roof extension rooflights and elevation fenestration from selected windows to doors will further increase the availability of natural lighting within the depth of the fourth apartment plans.

Streetscape:

There will be no changes to the buildings that will affect the Roger's Street, North Mews and Gray's Inn Road streetscapes.

Conservation area appraisal

The whole of the site falls within the Bloomsbury Conservation Area Sub Area 10 Townscape

Appraisal. We are therefore including with this submission an application for Conservation Approval of the Roof level extension of 14, Roger Street.

The site bounding the curtilage of solely No. 14 Roger Street; these premises are not listed. 14 Roger Street has not been identified by Camden Council.

However closely adjacent properties of the townscape neighbourhood block including Nos. 75, 77, 79 & 81 Gray's Inn Road are listed. Furthermore No 73 Gray's Inn Road is noted as a positive building. The aforementioned Listed buildings 75-81 Gray's Inn Road adjacent to the site are also locally noted within item 5.40 of the Hatton Garden Conservation Area statement. No. 73 Gray's Inn Road is noted as a positive building within item 5.43 of the Hatton Garden Conservation area statement.

These Listed and Positive contribution neighbouring buildings will not be affected by the works.

No.14 Roger Street is not identified by Camden Council.

Generally the existing external appearance and palette of materials of the premises including English Garden wall bond London Stock brickwork facade, exterior re-constituted stone window and door architrave and parapet wall cappings, painted metal and UPVC window frames are all to be retained cleaned re-pointed and restored to maintain best function and condition.

Fenestration of the proposed extension has been subdivided into equal bay panels reflecting the existing patterns of window panes motif on the lower floor level elevations. The proposed flat roof will sympathetic to the existing roof design will raise the thermal performance of the existing building envelope.

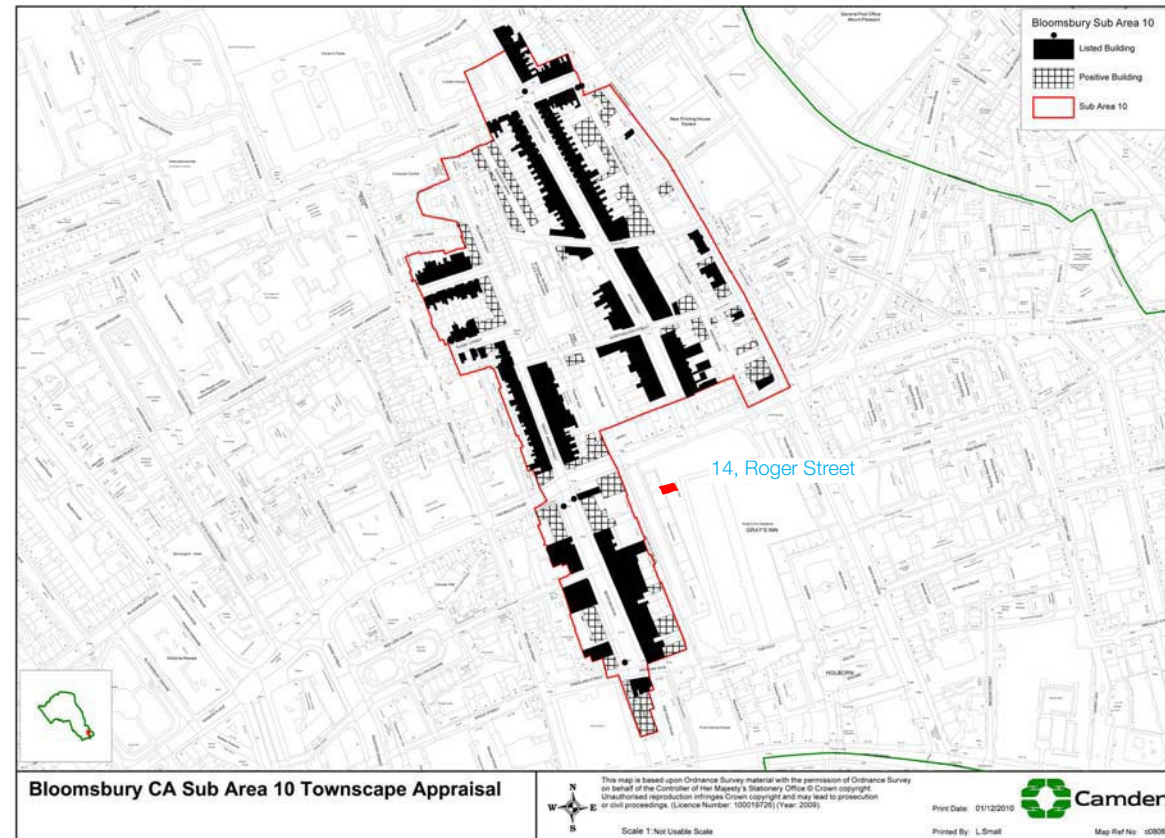


Fig. 3.2 Conservation Area Appraisal

The existing buildings arrangements comprise Offices over 5 Stories of accommodation .
Including

- Basement
- Ground Floor
- First Floor
- Second Floor
- Third Floor
- Fourth Floor
- Roof

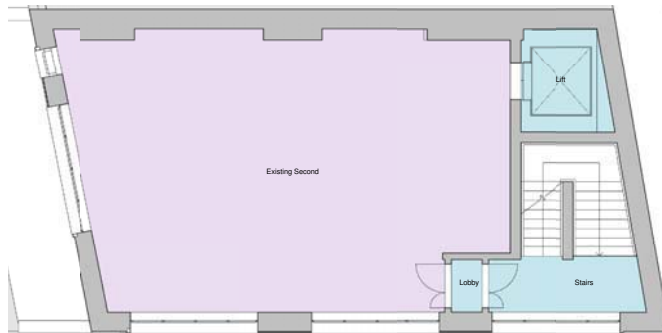


fig. 3.33 _ EXISTING SECOND FLOOR

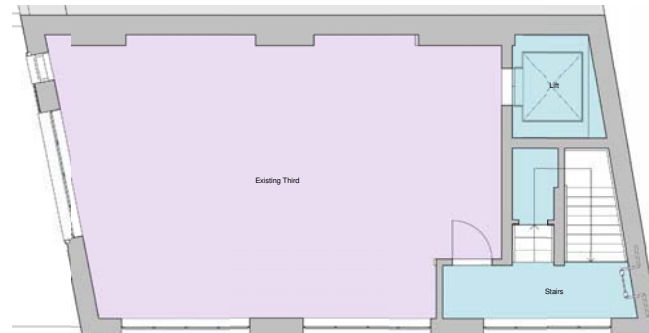


fig. 3.34 _ EXISTING THIRD FLOOR

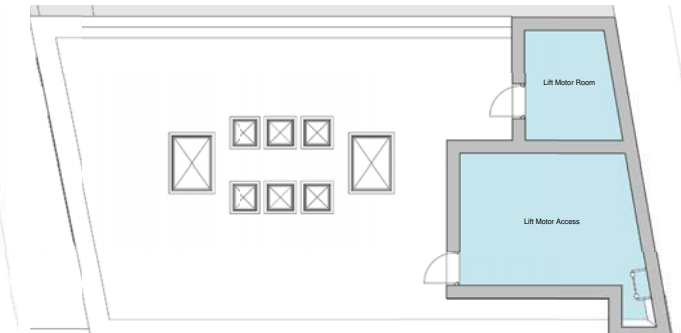


fig 3.35 _ EXISTING FOURTH FLOOR

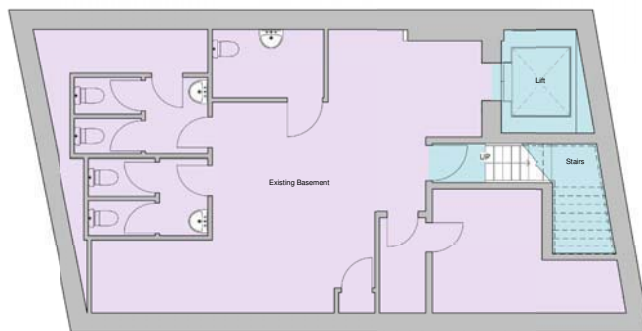


fig. 3.30 _ EXISTING BASEMENT

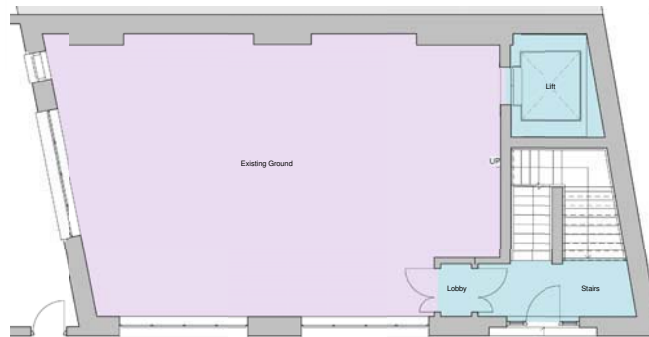


fig. 3.31 _ EXISTING GROUND FLOOR

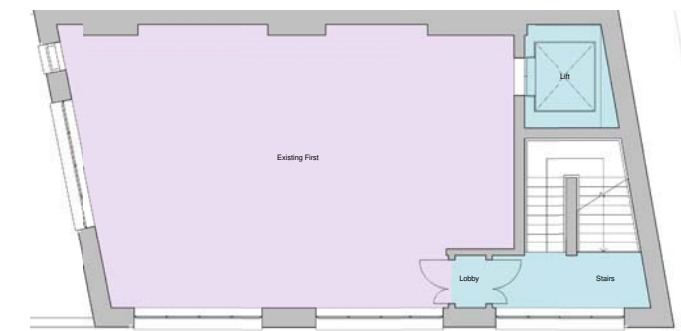


fig. 3.32 _ EXISTING FIRST FLOOR

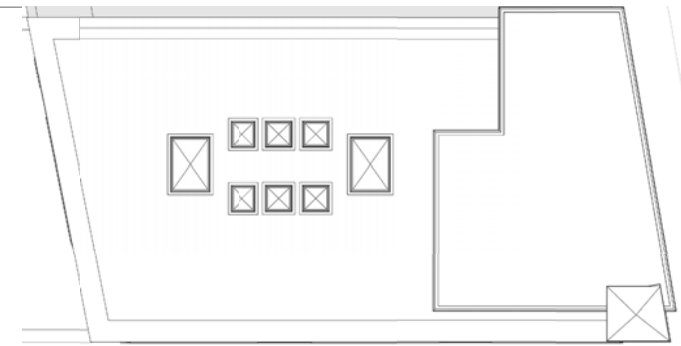


fig. 3.36 _ EXISTING ROOF

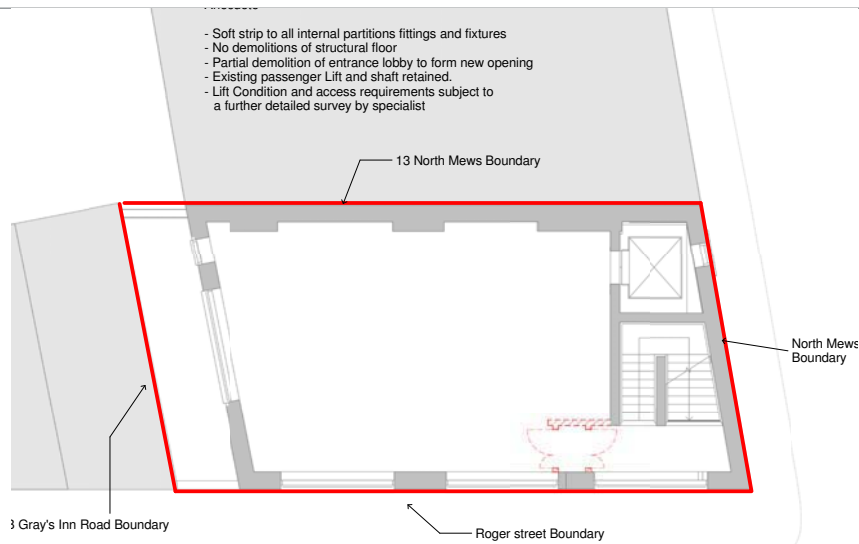


fig. 3.42 _ FIRST FLOOR DEMOLITIONS

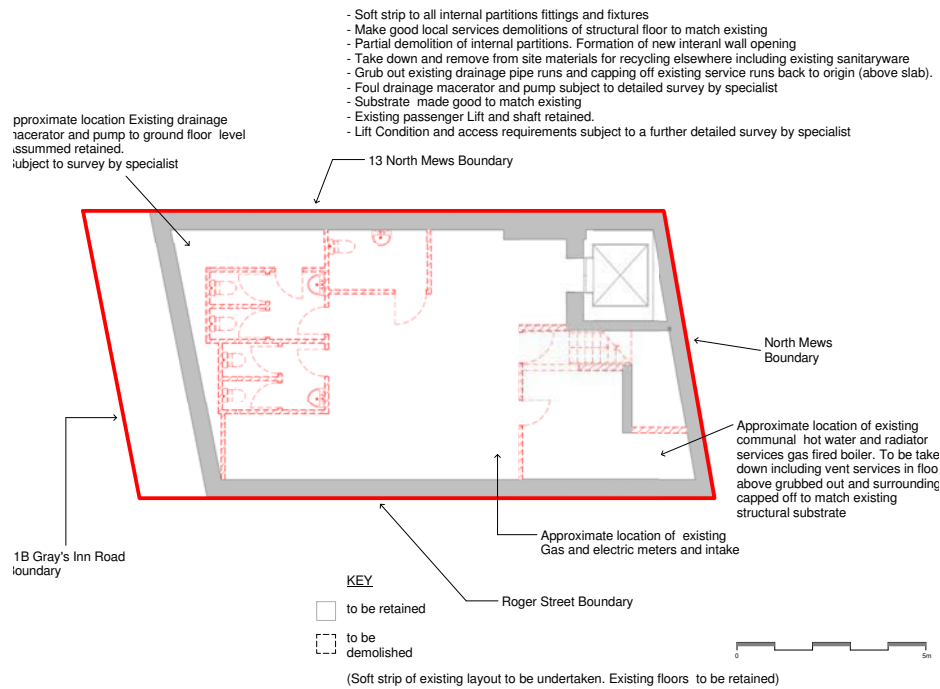


fig. 3.40 _ BASEMENT DEMOLITIONS

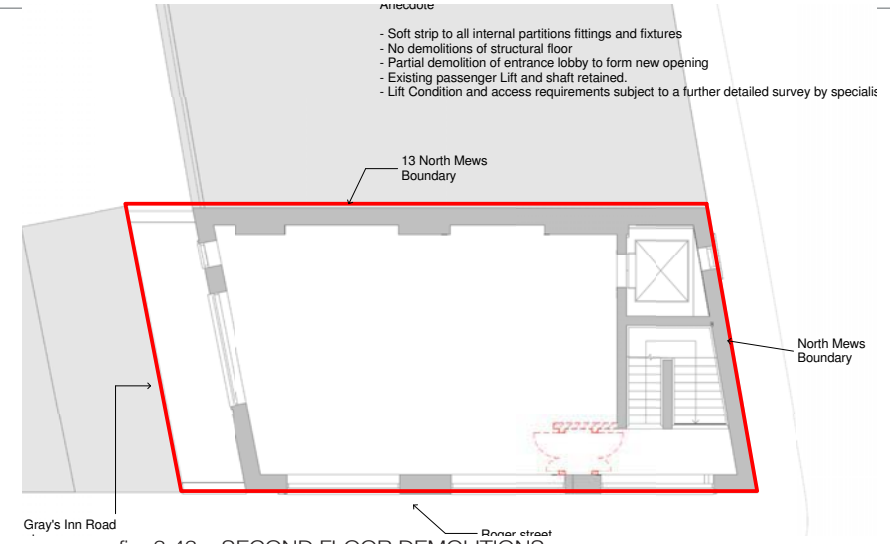


fig. 3.43 _ SECOND FLOOR DEMOLITIONS

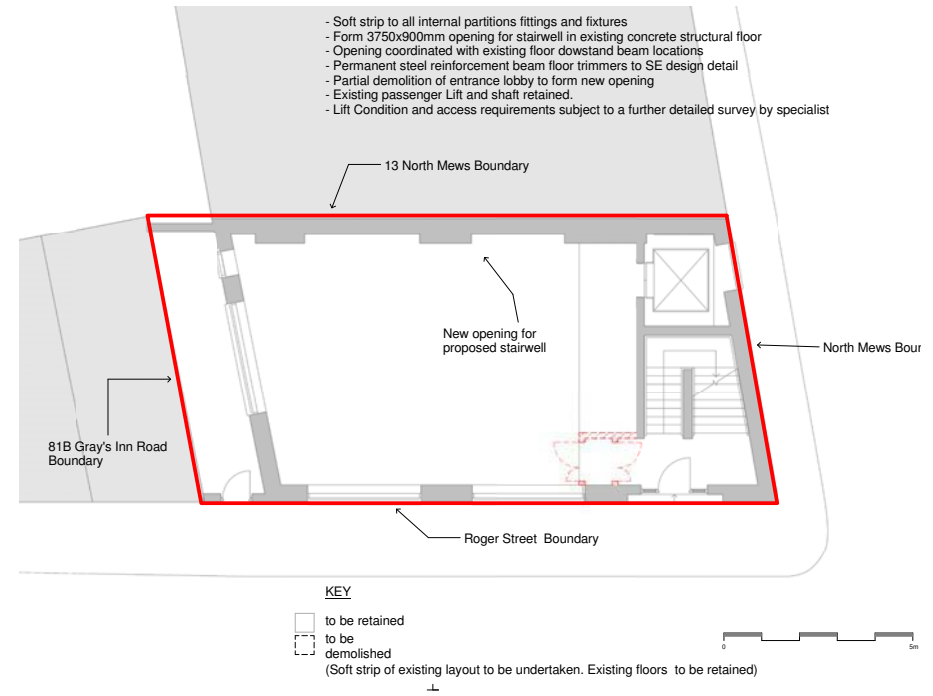


fig. 3.41 _ GROUND DEMOLITIONS

- Take down and remove from site existing High level flat roof Gutter Eaves Fascia, Flat roof finishes and insulation etc
- Materials to be recycled at authorised depot by main contractor

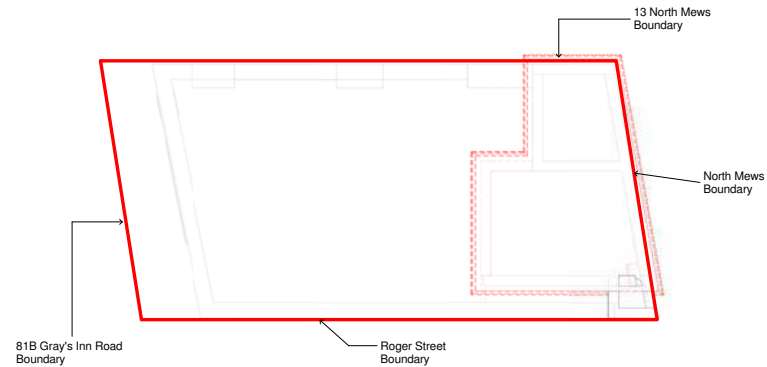


fig. 3.46 _ ROOF DEMOLITIONS

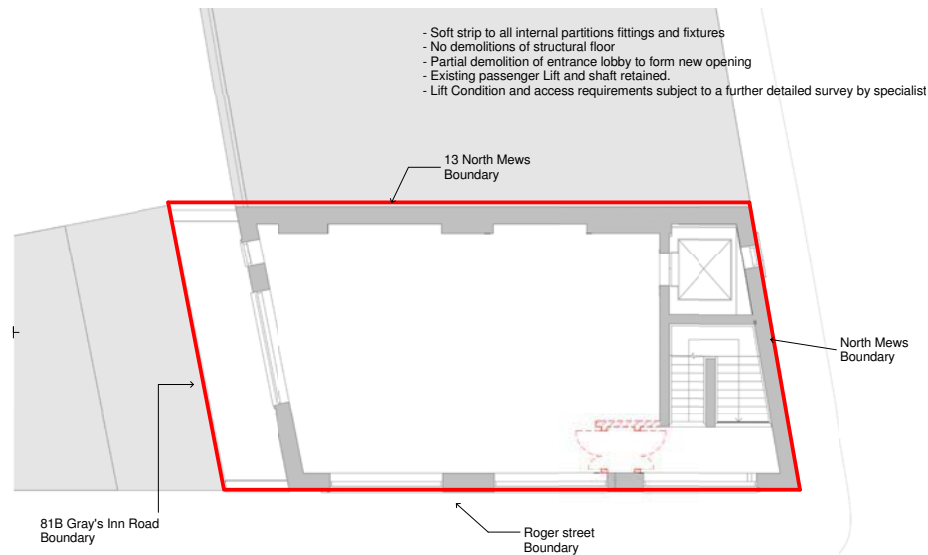


fig. 3.44 THIRD FLOOR DEMOLITIONS

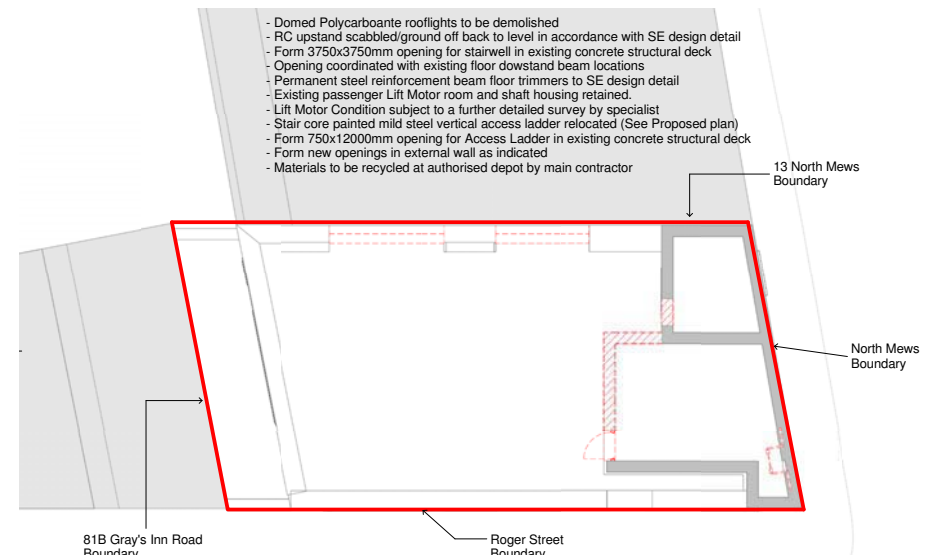


fig. 3.45 FOURTH FLOOR DEMOLITIONS