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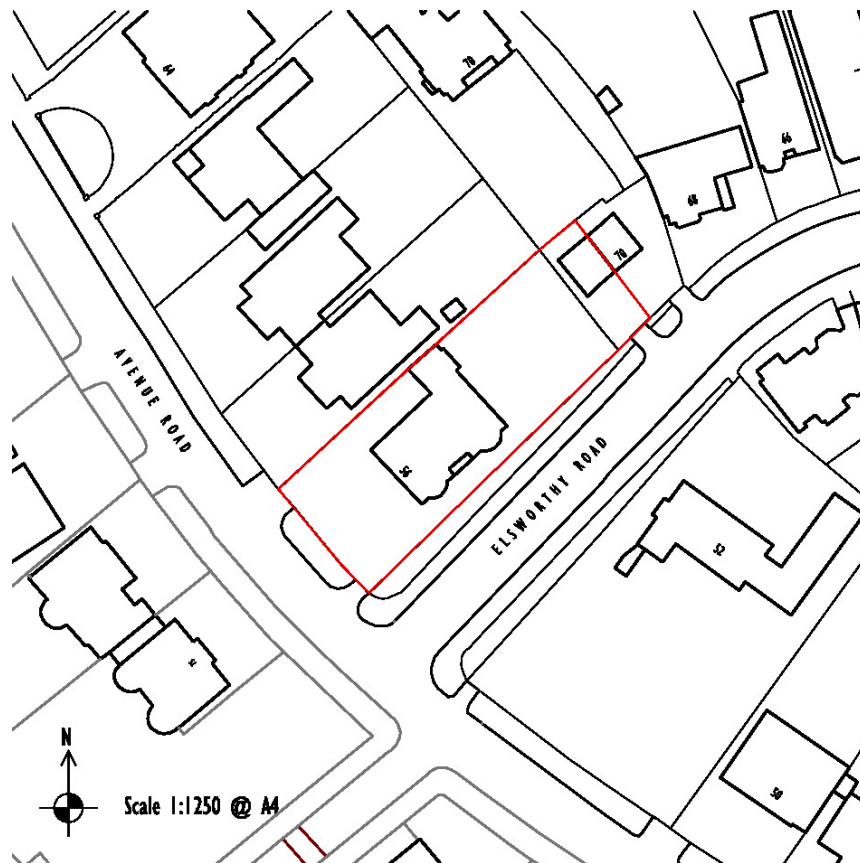
ARCHITECTURAL DESIGN & ACCESS STATEMENT

56 Avenue Road
London
NW8 6HT

Note: This document should be read in conjunction with the existing, approved and proposed planning drawings which accompany this reports application



1. Site Location



Site Location Plan, 1:1250



2. Photographic Report



Existing Front Elevation



Existing Rear Elevation



Existing Mews Front Elevation



3. Architectural Design Statement

3.1 Background / Description

The application site comprises no.56 Avenue Road and its ancillary mews property located to the rear at no 72 Elsworthy Road. The latter was constructed to serve the former and both buildings are in the same ownership. The proposal is for the demolition of the existing buildings at 56 Avenue Road and the construction of new on the same site. It is not proposed to change the relationship between the main house and the mews; this will remain an ancillary structure linked to No. 56 by the basement.

The development will not take place in a conservation area. It will, however, be located adjacent to The St Johns Wood Conservation and Elsworthy Conservation areas and therefore be sympathetic to its context and their character and appearance.

Avenue Road is marked by grand single family dwellings in traditional styles, with neo-georgian and neo-classical buildings in proximity to the site. Arts and crafts style properties also front the street and are the predominant style to Elsworthy Road, although not by the mews. By this measure the existing buildings on the site are typical of those in both the immediate locality and wider area.

The design principles adopted to achieve the sympathetic redevelopment of the site include adopting an architectural language sympathetic to the area and neighbouring buildings while creating a grand dwelling in its own right.

3.2 External Description

The external elevations to the main house have been developed in order to create a multi-fronted property that suits its situation as a corner plot. Consequently the flank elevation facing Elsworthy Road is to be considered as a principle elevation in addition to the front and rear. The relationship between these elevations and use of a common style is considered the key to ensuring the development achieves a coherent whole that is suitable to its plot and sympathetically scaled in relation to nearby properties.

The style adopted is a rendered neo-classical approach with features commonly associated with large dwellings of a similar type, such as the entrance portico and stepped rear facade. It is considered that this approach suits the corner plot while ensuring the development remains in keeping with neighbouring properties.

The elevations to the main house are arranged so as to form a rusticated plinth to the ground floor with french windows to the principle level and entablature and balustrade to the parapet. The detailing to the front portico, flank loggias and rear extension is the same in order to provide both continuity and provide breaks to the massing of the house.

The front elevation is 5 bays wide with a central entrance portico at ground floor level and pediment at first floor. The ground floor single storey flank to No. 58 sits back from the principle line of the house in order to reduce the visual impact, as per the existing arrangement. Two light-wells flank the portico to provide light to the service areas at lower ground floor level and link to the garage ramp under the side extension.



The flank elevation to Elsworthy Road has a tripartite arrangement with two semi-circular bays flanking a central loggia and balcony, as per the existing arrangement. The ground floor continues into the rear garden and is stepped back in order to read separately from the main flank elevation.

The rear elevation is similarly proportioned to the front except for a near full width ground floor extension and a central bay to the first floor balcony.

The flank elevation to 58 Avenue Road is kept as plain as is required with only the principle building lines and detailing from the front and rear elevations carried across it.

The external elevations to the mews building have been developed so as to match the existing in terms of massing, detailing and materials in all but a few minor areas. This is in order to preserve the associative appearance of the property which forms a semi-detached dwelling with number 70 Elsworthy Road.

The plot has been developed to include a landscaping scheme that enhances the new elevations and forms a more coherent whole than the existing arrangement.

3.3 Internal Description

The lower ground floor to the main house contains service areas, storage, parking and recreation space including gym, games room, cinema, pool and spa complex. It also links through to the lower ground floor of the mews building which acts as a conference room. Due to the need to maintain a 1500mm depth of planting to landscaped areas, it has not been possible to maintain a single level, with the garage and pool area being at different levels from the rest of the lower ground floor.

The ground floor contains the principle reception spaces, library, family room, family kitchen, dining room, servery and accessible WC. The layout is arranged in order that the main reception room and the family areas face onto the rear garden, thus making maximum use of amenity space to the rear garden. The remaining rooms are arranged to make best use of the prospects afforded by adhering to the proportions of the external elevations.

The first floor contains the master suite, study and two guest bedrooms and is also arranged to relate to the exterior; the master suite takes the full width of the rear elevation while the guest suites occupy the corner spaces.

The second floor contains 4 bedrooms to each corner space. Although generously proportioned, they are less formal than the spaces to the levels below, again following the external elevations.

Principle circulation is through the entrance hall connecting the grand staircase with the entrance portico. Further access to the outside is gained through the doors to the rear terrace and a side entrance to the library. The formal ground and first floors are linked with a grand staircase while the second floor is connected via a secondary staircase, as would be the case with a traditional building of this type. The grand staircase continues discreetly down to the lower ground floor where the layouts allow for more contemporary, generally proportioned changes in level.

Secondary circulation is formed by a DDA lift connecting all levels and located adjacent to the grand staircase. Additional access to the building is maintained through the garage and service areas at lower ground floor, as well as by the route afforded by the mews.



The mews house is arranged so as to create an office at ground floor level near to the conference room below. The staircase connecting them is generally proportioned and also connects to the ancillary guest above. The existing access arrangements to the front and rear of the mews are unchanged and there is an additional entrance created to the flank elevation to improve the link with the rear garden to the main house.

3.4 Existing Site Parameters

The existing site is encompassed by Avenue Road to the South-West and Elsworthy Road to the South-East. It is approximately 70 meters long at its greatest extent and 25 meters wide. There is general slope to the plot running north to south resulting in a difference in levels across the frontage to Avenue Road of around 500mm and of around 2000mm to Elsworthy Road.

The landscaping to the plot also means there is a difference in levels between the site and Elsworthy Road of around 1500mm, which is retained by a boundary wall. Number 58 Avenue Road is adjoined by a party fence wall to the rear garden and a boundary wall to the side extension. The mews building shares a party wall with 70 Elsworthy Road.

In common with other properties in the area, the plot comprises a single large dwelling facing Avenue Road with a smaller mews house to the rear. It appears that the mews and dual aspect arrangement was formed when number 54 Avenue Road was demolished as part of the Elsworthy Road development in the 1809s by William Willets Ltd.

3.5 Existing Features on Site

The main house comprises a single dwelling with principle elevations to front, rear and flank, the latter facing Elsworthy Road and a side extension at ground floor level to the boundary with no. 58. The lower ground floor contains a garage, service and entertaining spaces. The ground floor contains the main reception spaces with the main bedrooms at first floor level and guest bedrooms to the second floor roof-space. The master bedroom links onto a balcony overlooking the rear garden.

The main house is brick faced with timber framed sash windows and a clay tiled mansard roof behind a parapet. The front elevation is 5 bays wide with a central entrance portico on a raised platform. The flank elevation to Elsworthy Road has a tripartite arrangement with two semi-circular bays flanking a central loggia. The rear elevation is also 5 bays wide and includes doors at ground floor level with french windows and a central balcony at first floor level. The side extension is subservient to the front elevation but more prominent to the rear and can be said to unbalance that elevation. The main roof includes 13 dormer windows, arranged to suit the fenestration below.

The mews house is built with similar materials and detailing as to the main house but to a smaller scale and less ornate design. The principle elevation is a mirror of 72 Elsworthy Road with three windows to the first floor and a full width window to the ground floor reflecting the original use as a garage.

The existing landscaping is structured to suit the elevations and street-scape. The front garden faces Avenue Road and includes a semi-circular carriageway typical of Avenue Road connecting the two entrance gates and vehicular ramp to the lower ground floor garage. The garden alongside Elsworthy Road is relatively narrow and largely paved. The rear garden includes a full width terrace adjacent to the house and lawn area further out. The mews has a driveway to the front and paved areas to the



flank rear. The gardens associated with the mews building and those associated with the main house are connected via a gate to the wall between the two.

There are trees to the front and rear garden to the main house. There are trees on Elsworthy Road close to the boundary with the site and also some to near to the rear boundary of the mews.

3.6 Assessment of Special Interest

Neither the main dwelling nor the mews property at no. 72 Elsworthy Road are listed, nor are they located in a conservation area. Neither property is considered to have special architectural or historic interest and as such there is not considered to be any reason why these buildings should be retained in their current forms.

3.7 Planning History

No planning permissions have been granted or consents sought for the past 10 years. The most recent consents are as follows;

Application: 9091096
Description: Application for Works to Tree(s) covered by a TPO
Decision: Approve works (TPO) specified by Council,
Date: 20.06.1990.

Application: 9194039
Description: Works to trees
Decision: Approve works (TPO) specified by Council
Date: 21.06.1991

Application: PE9900963
Description: Removal of the existing side extension and the erection of a basement and ground floor side extension; the erection of a two storey rear extension; the installation of a dormer type window at the rear; alterations to the fenestration; and alterations at roof level.
Decision: Withdrawn Application
Date: 06.04.2000

Application: PEX0100240
Description: The erection of a basement and ground floor side extension together with alterations to the side and rear elevations and to the coach house.
Decision: Grant Full Planning Permission (conds)
Date: 16.10.2001

Application PEX0100240 is the only consent that can be considered relevant to the current proposals and includes the enlargement of the side extension to the boundary adjoining 58 Avenue Road as well as other works to both the main house and the mews. It is important to note this application demonstrates the long standing ancillary nature of number 72 Elsworthy Road in relation to number 56; on the existing drawings the mews is shown as being in use as a garage for the main house. As there are no records of consent previous to this date, the use of number 72 for this purpose must have been well established by the time the application was submitted.

4. Proposals



4.1 Summary

The proposals are for the demolition of the existing single dwelling main house and mews and construction of new dwelling based on a similar arrangement. The scheme will include for an enlarged basement linking the main house and mews and an increase to the massing of the main house. The external elevations of the main house will be revised including changes to materials, fenestration and detailing. The mews will be rebuilt to largely match the existing arrangement to retain the unity between it and no. 70 Elsworthy Road. The external landscaping will be renewed and the light-well arrangement revised.

4.2 Scale & Bulk

The main house comprises a rectangular volume of 15300mm x 20700mm around 9100mm high including baluster. In order to achieve grandeur appropriate to its context, the three principle elevations are all symmetrically arranged and based upon this solid rectangular volume. Additional volumes are created through progressive omission and addition of massing in relation to the symmetrical elevations.

These additional volumes include the portico to the front elevation, the side extension adjoining 58 Avenue Road, the bay windows facing Elsworthy Road, the ground floor rear extension and first floor bay to the rear elevation. Omitted volumes include the flank elevation loggias and insteps to both the rear and side extensions in order that they are smaller in scale than the main volume of the house.

The width of the house fronting Avenue Road is being increased by around 1800mm in order to suit its irregular plot in contrast to the single aspect developments nearby.

The modest increase to the existing height of the front and rear elevations has been limited to only around 500mm by omitting the existing stepped platform and lowering the internal floor in order to create a more level entrance. The height of the entablature corresponds to the existing parapet level. The ridge height of the mansard has been increased slightly to allow for photovoltaic panels to the roof and still remains lower than the ridge level to 58 Avenue Road.

The mews is a volume of 6800mm x 8400mm and is around 6900mm high. This volume mirrors number 72 Elsworthy Road and is not proposed to be altered from the existing arrangement.

4.3 Building Line

The front elevation follows the existing building line which is set forward of number 58 Avenue Road, as does the elevation facing Elsworthy Road. The proposed ground floor rear extension to the existing massing of the dwelling steps forward of the existing line of the rear extension to the same depth as a similar extension to 58 Avenue Road. The line of the rear elevation at first floor level also follows the same line as the existing except for the central bay which projects a modest 1350mm and this is well inset from the edges of the property. The width of the front and rear elevations has been modestly increased so as to be similar to wider fronted properties common to other irregular plots in the locality.

4.4 Urban Grain and Massing



The proposed development takes its lead from the existing massing to the site which was broadly consistent with the scale of residential developments in the area as a whole. The development can therefore be considered in keeping with the context of the site.

The modest amendments to the proposed massing over the existing are not considered to be significantly different to the existing and are based on precedents from other redeveloped properties in the vicinity. The increase in width to the front and rear elevations means that the frontage to Avenue Road is consistent with other properties sited on the irregular plots to Avenue Road, rather than single aspect properties such as number 58. The rear extension at ground floor level projects no further or higher than that to the neighbouring property. The rear extension is also deliberately inset within the width of the elevation as a whole in order to emphasise the main volume of the building in keeping with other properties in the area.

4.5 Architectural Style & Detailing

The general architectural style of the main building can be said to be neo-classical with common detailing used to all elevations in order to create a coherent whole. Although there are three principle elevations, the detailing has been carefully considered so as to provide a different identity to each, as per the existing arrangement. The detailing of the entablature and columns to the front portico is repeated on the rear extension parapet and pilasters as well as to the flank elevation loggias. Likewise, similar window surrounds and ornamental plasterwork such as quoins are utilised in order to give each elevation a subtly different character. This is within the framework afforded by the use of strong consistent features such as the balusters, rustication and cornice lines. This is considered a successful approach to providing a suitable yet subtle architectural statement for the corner plot of the site in keeping with the character and appearance of the area.

The use of progressive omission also allows the detail of the front elevation to site beside the simpler flank elevation to 58 Avenue Road while using the same architectural language. It also prevents the rear and Elsworthy Road elevations becoming too grand in relation to the front.

The use of ornamental metalwork to the french windows of the principle level adds a delicacy and lightness to the fenestration that contrast well with the more solid rendered facades. These are instead enlivened by the creation of shadows through the render detailing, especially the cornice banding and window surrounds.

4.6 Description of Individual External Areas

The external spaces have been design so as to suit the new buildings on the site and respect the site context including existing trees. To this end, a landscape design has been prepared by a landscape designer, Mark Enright Landscape Design Ltd, and a tree survey and arboricultural method statement prepared by an arboricultural consultant, Martin Dobson Associates Ltd, and submitted as part of this application.

The front garden retains the existing semi-circular driveway arrangement common historically to Avenue Road and the general approach to planting with trees to Avenue Road, hedges to the boundaries and a lawn area to the turning circle.



The flank garden is to be re-paved with pebble banding and grass borders to improve the build-up over the existing root protection zones. The hedge to the boundary with Elsworthy road is continued from the front garden to the rear.

The rear garden is to be re-terraced to suit the revised elevation and increase the depth of landscaping over the basement through the instating of a half level with the lawn area. This will maximise both lawn area and outside space level with the house. This area is to be enhanced by a concealed light-well to the lower ground floor level and rooflight over the pool. The rear garden will be bordered by planting and hedges and orientated around an ornamental fountain which will also double as a roof-light to the spa complex. Existing trees to the site are to be protected or replanted in the locations shown on the drawings in order to preserve the ecological value of the site.

The gardens to the mews are to be renewed along the lines of existing arrangement with driveway to the front and planting to the boundaries. The grille to the condenser to the basement below will be flush with the driveway finish and detailed so as to be a continuation of the stone paving to that area. The link between the mews garden and rear garden to the main house will also be renewed to retain the present relationship.

4.7 Refuse facilities

Refuse storage is provided to the front driveway in close proximity to Avenue Road. These will include space for three 720l wheelie bins and two 55l recycling boxes. Internal storage space will be provided in proximity to the external refuse store.

4.8 Parking facilities and transport links

The lower ground floor garage has space for 4 cars without use of stacked parking as well as 8 bicycles. Additional secure off street parking is available for two cars to the front of the mews as well as to the front garden, although it is anticipated that this will be mainly used as a temporary parking area and turning circle for guests. Transport links to the site are good with numerous bus and cycle links to Avenue Road and nearby streets as well the close proximity of St John's Wood and Swiss Cottage underground station.

4.9 Code For Sustainable Homes

The scheme has been carefully considered so as to comply with the requirements of Code For Sustainable Homes Level 4 and maximise the environmental potential of the site. To this end, a pre-assessment report has been prepared by a code assessor, Eight Associates, and submitted as part of this application.

In summary, the development will replace the existing low environmental performance building on the site with new, thermally and energy efficient structures. Numerous measures outlined in the pre-assessment report have been outlined, the principle ones relating to the architectural design are as follows;

- Increased thickness to the external walls
- Green roof to the side extension
- Photovoltaic panels to the main flat roof
- Parapet to the mansard roof to conceal photovoltaic panels and plant



5. Justification for Proposals

5.1 Summary

It is considered that the existing buildings are of limited architectural merit and out of date when compared to more recent developments of a similar scale along Avenue Road. Furthermore the environmental performance of the existing buildings is very poor in comparison to a new build development which would have to achieve Code For Sustainable Housing Level 4.

A new build would allow a coherent architectural statement to be made in keeping with the locality which would be of benefit to the neighbouring properties, be fully inclusive and conform to the latest environmental standards.

These conclusions have been reached in consultation with, and the designs guided by, a Planning Consultant, Nathaniel Litchfield & Partners. Please also refer to their report for a detailed analysis of the statutory implications of the development.

5.2 National Planning Policies

Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 (LBCA Act 1990) provides specific protection to buildings and areas of special architectural interest. Section 72(1) requires local planning authorities to pay special attention to "the desirability of preserving or enhancing the character or appearance of that area" (LBCA Act 1990).

The property is not within a conservation area but has been sensitively designed to preserve the character and appearance of the conservation area and other properties in the locality.

5.3 Local UDP

The statutory development plan for the area comprises The Camden Core Strategy and Development Policies, adopted on 8 November 2010, and the London Plan (consolidated with alterations since 2004). For details of how these requirements are met, please also refer to the Nathaniel Litchfield & Partners planning documents. A brief, non-exhaustive summary of the proposals in relation to the relevant policies is as follows;

DP2 - Making full use of Camden's capacity for housing

The proposals do not reduce the amount of residential units and increase the number of bedspaces contained within.

DP6 - Lifetime homes and wheelchair homes

The proposals greatly increase the inclusive access to the site as outlined access statement accompanying this application.

DP16- The transport implications of development

The proposals do not have any adverse implications with respect to transport

DP17 - Walking, cycling and public transport



The proposals promote the use of cycling

DP18 - Parking standards and limiting the availability of car parking

The proposals will not involve any increase in on street parking in the area.

DP19 - Managing the impact of parking

The proposals will not include any parking facilities that may have an adverse effect on the wider area.

DP20 - Movement of goods and materials

The proposals will include for allowing onsite movement of goods and materials, when required.

DP21 - Development connecting to the highway network

The proposals will utilise existing connections to the highway network and therefore not affect them adversely.

DP22 - Promoting sustainable design and construction

The proposals will achieve Code Level 4 and therefore promote sustainable design and construction. A Code Assessment report has been prepared by the code assessor, Eight Associates Ltd, and accompanies this report.

DP23 - Water

The proposals will be constructed to the latest standards in order to reduce water consumption and the pressure on the local storm water and sewer network.

DP24 - Securing high quality design

The proposals will be to the highest standards of design and consider the character, setting, scale and context of the neighbouring buildings. The proposals will be of the high quality materials and construction and be carefully considered so as to increase the quality of the street-scene and adequately account for necessary building services. The existing topography and features of the site will be incorporated into the new landscaping scheme which will improve both amenity space and accessibility.

DP26 - Managing the impact of development

The proposals have been developed so as to have no negative impact on neighbouring properties. The proposals are to be considered an improvement for existing occupiers.

DP27 - Basements and lightwells

The proposals have been developed so as to have no adverse effect on drainage, flooding, groundwater, conditions and structural stability. A full Basement Impact Assessment has been prepared by the structural engineer, Elliott Wood LLP, and accompanies this application.

DP28 - Noise and vibration

The proposals have been developed so as to ensure the development does not cause harm to neighbours and local amenity spaces and does not exceed noise thresholds. A full noise survey has been prepared by the services consultant, Edward Pearce LLP, and accompanies this application.

DP32 - Air quality and Camden's Clear Zone

The proposals will not adversely affect air quality



5.4 Strategic Policy: The London Plan

The London Plan 2011 provides London-wide planning guidance of relevance to the proposed development. The following provides a summary of relevant policies and objectives. For details of how these requirements are met, please also refer to the Nathaniel Litchfield and Partners planning documents.

The development is for the 'new build' replacement of an existing dwelling. It is not considered to give rise to any issues of strategic relevance.



6. Conclusions

6.1 Summary

The proposed development at 56 Avenue Road has been designed with careful consideration towards all aspects of the Camden planning policies. The proposals have been sensitively designed to take account of the site's opportunities and constraints while undertaking a sensitive design process, a sustainable and well-conceived response to the site's contextual constraints and the character and appearance of the area as a whole.

The current proposals are considered to represent a practicable and sensitive addition to the existing housing stock which provides an improved residential living space suitable for the modern family lifestyle. They are similar in scope and scale to other recent developments in the immediate locality.

Alteration to the existing buildings would not achieve these aims to the same degree and furthermore would be detrimental to the need to provide fully inclusive access and meet the latest environmental standards.

The proposals seek to create a replacement dwelling which sensitively responds to the corner situation of the plot through the use of a three principle elevations to the site. Through careful use of scale, material and detailing these have been developed so as to provide an attractive but not overbearing solution to the orientation of the site. The proposals have also been developed to retain and protect the existing planting to the site and incorporate it and new planting into the scheme. The visual effects of the proposed works will therefore be limited and will not result in any materially unacceptable effects toward the character and appearance of the area's townscape or the nearby Conservation Areas.

The scale of the scheme has been designed to be sympathetic to the adjoining properties as previously described. The proposals are similar to other developments and existing buildings in the area. The development would be 'traditional' both in terms of detailing and materials.

Overall we consider the proposed design of the development is un-contentious in architectural and conservation terms and will enhance the appearance of Avenue Road.



7. Access Statement

7.1 Summary

This statement has been prepared in relation to the requirements contained in the 'Camden Planning Guidance Housing', specifically section 5 'Lifetime Homes and Wheelchair Housing'.

The existing house and mews currently have no wheelchair access and internally the layout and fabric of the buildings does not accommodate people with other disabilities. The proposed new house has been designed to include level access and a DDA lift for wheelchair access to all levels. The proposed new mews has been designed to allow level access for potential conversion to a bedroom at ground floor level and more generous circulation space throughout; although due to the nature of the plot a DDA lift was not deemed appropriate.

The existing levels within the property have stepped access in many locations whereas the proposed development minimises changes in level in so far as is possible and restricts them to the lower ground floor. Where they do occur, care has been taken so as to plan circulation to allow the installation of platform or stair-lifts should the need arise.

Principle access to the property is to be through the front door with a small access ramp. The ground floor will include a fully accessible WC. The development will be a prime example of how to design inclusive access into developments of this type.

7.2 Lifetime Homes

This statement has been prepared in relation to the guidance contained in the 'Lifetime Homes' standards.

The proposed development has been designed to ensure that all users will have equal and convenient access to the building, and the public transport network, where physically possible within the constraints of the existing site conditions.

In accordance with the 'Lifetime Homes' standards the following aspects have been considered within the design:

1. Parking – The property will have hard standing of minimum 3300mm to the front.
2. Approach from parking – The approach to the property from the hard standing will be at least 900mm wide and not be more than 1:20 in gradient.
3. Approach to entrance - Where possible the new gradients will not exceed 1:20. Where this is not possible the proposed gradients of approach will be made up of individual slopes of 5 meters or less with a maximum gradient of 1:12. Paths will be at least 900mm wide, consisting of firm, reasonably smooth and non-slip surface.
4. Entrance –The proposed new entrance would be well lit and have a level threshold into the building. The main entrance will also be covered, with a level landing below. The entrance door will be of minimum 800mm clear width.
5. Communal Stairs - The proposed development is for a single family dwelling. There are therefore no 'communal' stair requirements.
6. Internal doorways and hallways –All internal doorways will comply with and generally exceed the minimum widths where accessed from corridors.



7. Circulation - There is more than adequate room for turning circles to all the ground floor reception rooms, the distance between Kitchen Units is a minimum of 1200mm.
8. Living Room - The living room is at entrance level.
9. Bed-space - The family room area indicated at ground floor level to the main house could easily be used as a convenient bed-space. The Office at ground floor level to the mews could equally be converted into a bed-space.
10. Bathrooms - The WC indicated on the proposed drawings is designed to be fully wheelchair accessible. There is room for a full side transfer from one side of the WC and there is an 1100mm space between the WC pan and the opposite wall. Drainage provision for a future possible shower will be provided within the family room.
11. Bathroom Walls - The walls to the ground floor WC are to be constructed in block-work which would enable future adaptations to take handrails etc.
12. Lifts - A DDA lift is to be installed serving all levels. The stairs are to be of a minimum width of 900mm.
13. Hoist - There are simple routes from the bedrooms to the en-suite bathrooms which do not compromise the fire integrity of the building. The structural ceilings of this property will be of beam and block construction and thus facilitate the fitting of a hoist in the future.
14. Bathroom - The bathroom to the first floor Bedrooms have been designed to provide easy access to the bath, shower, WC and wash hand basins. The layout is simple and the space is generously proportioned.
15. Windows to Reception Room - The reception room has full height doors with panels to the lower section that are no taller than 800mm from the floor. Handles to these doors are to be positioned for accessible use.
16. Service Controls - All switches, sockets, ventilation and service controls will be installed at a height between 450mm and 1200mm off the finished floor levels.

