

## DESIGN & ACCESS STATEMENT

# New Penthouse Flat & External Lift

Rokeby House, Lamb's Conduit Street, WC1N 3LX

December 2011

Ref: A512/DA/01



Rugby School

ahp  
architecture  
with knowledge

# Rokeby House - New Penthouse Flat & External Lift

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# Rokeby House - New Penthouse Flat & External Lift

## 1.0 The Process

### 1.1 Assessment

#### 1.1.1 – Physical

Rokeby House is an existing residential block located on a site of approximately 0.08 Hectares on the corner of Lamb's Conduit Street and Long Yard. The block comprises seventeen flats providing an approximate total of 990 square metres of rented accommodation.

The building comprises two wings of different character. The west wing fronts Lamb's Conduit Street. A restaurant occupies the ground floor with associated kitchen space in the basement. The building rises a further 4 storeys, with two single-bedroom flats at each level.

The façade comprises brown/buff facing brickwork with matching recessed brick panels. Windows are single-glazed white painted steel framed units and include full height openings with steel framed glazed guardings across the openings. On the south flank wall, a ventilation duct serving the restaurant rises from the restaurant at upper ground floor level, to roof level.

The East wing extends along Long Yard and comprises 1 flat and 2 garages at lower ground floor level with four further storeys above with two flats per floor. Due to the topography of the site, the roof of East wing is one storey lower than the West wing. At the junction of the two wings, a tank room above the main communal staircase rises a further storey above the roof of the main stair core. The external fabric of the East Wing comprises an exposed concrete frame with yellow & grey brick infill panels. Windows are white-painted, steel framed, single-glazed units. Each flat has a small cantilevered balcony facing the street. The flank elevation of the west wing facing Long Yard is windowless and comprises exposed concrete frame with yellow brick infill.

The flats are accessed via two communal entrances, both fronting Long Yard. The principal entrance is located at the junction of the two building wings and serves twelve flats. The other entrance is at the east end of the building and serves four flats. The remaining flat is at lower ground floor level and is accessed directly from the rear communal garden.

Rokeby House lies within the Bloomsbury Conservation Area. The building is not listed and according to the draft area statement is considered to make a neutral contribution to the conservation area. Adjacent buildings to the north on Lamb's Conduit Street (3-6 Guilford Street & 94 Lamb's Conduit Street) are listed. The neighbouring mews buildings on the north side of Long Yard are also considered to make a positive contribution to the conservation area.

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### 1.1.1– Physical (Cont'd)

Lamb's Conduit Street is relatively narrow with continuous building frontages providing a sense of enclosure and urban character. In the main, buildings comprise 18<sup>th</sup> & 19<sup>th</sup> century town houses, 3-4 storeys in height, often with shops at ground floor level. Rokeby House is situated within a group of more recent buildings. To the south Spen's House is a large residential block rising to 5 storeys plus penthouse level set back from the main street frontage. On the west side of Lamb's Conduit Street, facing Rokeby House is the Octav Botnar wing of Great Ormond Street Hospital.

By contrast, Long Yard comprises a pocket of relatively low-rise mews accommodation with a mix of commercial and residential use.



West Wing Elevation to Lamb's Conduit Street



East Wing South Elevation to Long Yard



Aerial view looking West. Rokeby House shown upper centre



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### 1.1.2 – Social & Economic

The Governing Body of Rugby School is a significant landlord in the locality and is committed to the upkeep and improvement of properties on their estate.

Rokeby House is scheduled for window replacement and external decorations as part of the cyclical maintenance regime for the building. The Governing Body of Rugby School see this essential work as an opportunity to invest further capital into the property and carry out 'betterment' works to the benefit of existing and future residents.

The provision of a new passenger lift will greatly improve access to the majority of the flats and allow the Governors to offer inclusive environments to live in, suitable for residents able bodied, and with disabilities or other mobility problems.

The provision of a new passenger lift and associated works requires a significant capital outlay. The Governors have investigated potential avenues for generation of capital to assist with the funding of the lift installation works. A study was commissioned to assess the potential to create new residential units on the Rokeby House Site and elsewhere locally on the Rugby School Estate.

Feasibility studies were prepared for new housing units on three sites in the locality. These were:

- A new penthouse on the roof of Rokeby House
- 2no. new mews houses in Millman Mews (within the Rokeby House site boundary)
- A new house in Orde Hall Street

Each of these sites were assessed individually for economic viability and initial proposals for all three schemes were formally submitted to Camden Planners for pre-application advice. The schemes are not interdependent and advice received from the Planning Officer was that separate applications should be made for each project.

This application relates to the proposed passenger lift & penthouse flat at Rokeby House only.

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### 1.1.3 – Planning Policy

Proposals for all three sites were discussed with the Planning Officer and relevant policy matters were considered for the projects individually and collectively.

The relevant policies that would apply this proposal are taken from the London Borough of Camden's Local Development Framework policies, adopted in November 2010.

#### Land Use Principles

**Policy CS6 – ‘Providing Quality Homes’** relates to a wide range of housing. The general approach outlined in CS6 aims to make full use of Camden's capacity for housing. As a form of housing that is considered to contribute to the general supply of housing in the borough, these proposals broadly accord with the aims of CS6.

**Policy DP5 – ‘Homes of Different Size’** seeks to provide a range of unit sizes to meet demand across the borough and includes a Dwelling Size Priority Table. In order to define what kind of mix should be provided within residential schemes, Policy DP5 includes a dwelling size priority table. The table shows that policy focuses on providing 2-bedroom units alongside some larger, family sized units. The application proposal is for a single “market sale” flat comprising three bedrooms, which is identified as a medium priority dwelling type in the table and as such would be considered an appropriate development. When the application proposal is seen in the context of the other sites being considered, the mix on balance would also be considered appropriate.

**Policy DP6 – ‘Lifetime Homes & Wheelchair Housing’** states that all new homes should comply with Lifetime Homes criteria as far as possible. The proposed penthouse flat has been designed to be fully wheelchair accessible and meet all relevant Lifetime Homes criteria, except with regard to car parking, which will be the subject of a Section 106 legal agreement that no on-street parking will be permitted.

The provision of a new passenger lift will provide wheelchair access from pavement level to all upper floors.

In the long term, the applicant proposes to carry out modifications within existing flats to provide more inclusive accommodation for those with mobility problems or other disabilities.



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### 1.1.3 – Planning Policy (cont'd)

#### Amenity

Camden Supplementary Planning Guidance specifies minimum unit sizes and bedroom sizes. The proposed penthouse accommodation comfortably exceeds these minimum areas.

**Policy CS1 – ‘Distribution & Growth’** encourages development that promotes efficient use of land and high density development within central London. The new penthouse development will increase the density and provide much needed accommodation within the existing building footprint.

**Policies CS5 ‘Managing the impact of growth & development’** and **DP26 ‘Managing the impact of development on occupiers and neighbours’** seek to control the impact of development on the amenity of neighbouring properties. The impact on natural daylight and sunlight enjoyed by the building occupiers as a result of the new development has been considered, with particular regard to living rooms immediately facing the proposed lift shaft. A daylight and sunlight analysis has been undertaken with regard to these windows and it has been determined that loss of daylight will be negligible and within limits defined in BRE Report 209 ‘Site Layout Planning for Daylight & Sunlight. A Guide to Good Practice’.

#### Conservation & Urban Design

**Policies CS14, DP24 & DP25** seek to secure good quality design and protect Camden’s Heritage. A pre-application meeting was held with Camden’s Planning Officer and the Conservation & Urban Design Officer to seek feedback and guidance regarding the design proposals. Based on feedback received, the design has been modified to address the points raised.

As the property is located within the Bloomsbury Conservation Area and an Archaeological Priority Area, a detailed desktop study has been undertaken to ascertain the likely impact of the proposal on any archaeological remains that might exist. The report concludes that the development will be ‘low risk’.

#### Resources & Energy

**Policy DP22 – ‘Promoting Sustainable Design & Construction’** requires that new-build housing within the borough achieves Code for Sustainable Homes minimum Code Level 3. A Code Pre-Assessment has been carried out and demonstrated that Code Level 3 will be achieved. There is no statutory requirement to provide renewable energy technology, but the applicant is keen to deploy such technology on this project. In this respect, a study of the most cost-effective solutions was carried and an air-source heat pump has been incorporated into the design serving the new penthouse flat.





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## 1.1.2 - Planning Policy (cont'd)

### Transport & Servicing

**Policies DP18 & DP19** set out to manage the impact new developments have on parking in the area. Camden Planning Department require that this proposal shall be a car-free development due to the location of the property being under parking stress. This undertaking shall be secured via a Section 106 legal agreement.

In accordance with **policies CS11 – ‘Promoting sustainable and efficient travel’** and **DP17 – ‘Walking, cycling and public transport’** on site secure cycle storage will be provided. Planning policy requires that two cycle spaces are to be provided for the new 3 bedroom unit, however the applicant has taken the opportunity to increase the cycle storage to eight spaces in order to provide cycle storage for existing residents.

## 1.2 Involvement

The proposals have been presented to the residents of Rokeby House. Comments received centre mainly on issues regarding the new lift and associated alterations. Concerns in particular were raised regarding the close proximity of the proposed re-configured access stair and ramp to lower ground floor level in relation the living room window of the lower ground floor flat.

At that time, the design proposal indicated a Part M compliant stair with a steep (non-Part M compliant) ramp to allow access for deliveries to the rear of Ciao Bella's kitchen and for refuse collections only. The limited space available on site precludes the installation of a Part M compliant ramp. In the light of comments received, the ramp was omitted to overcome any privacy issues regarding the lower ground floor flat. The removal of the ramp can be justified as follows:

- The steepness of the ramp raises health and safety issues, particularly during winter months.
- The existing communal bin stores for Rokeby House are located to the rear of the building. Refuse collection shall be via the rear gates of the communal garden leading onto Millman Mews. Access via this route requires no ramps.
- Although the rear service entrance to Ciao Bella's kitchen is currently accessed via a ramp, deliveries are not 'step-free' because a steep flight of steps must be negotiated immediately inside the building. Access via a new easy going external stair is considered acceptable subject to risk assessment.
- The only flat that will be fully wheelchair accessible will be the new penthouse flat. This flat will have it's own external amenity space at roof level so access to garden level is not required.





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### Involvement (Cont'd)

The owner of Ciao Bella Restaurant (located on part-ground & basement level of Rokeby House) has been appraised of the proposals and has raised no objections.

Camden Planning Department were consulted and preliminary proposals submitted for pre-application advice. Feedback was received and published (case reference 2011/0981/NEW). The main comments received can be summarised as follows:

- The proposed lift and access gantries appeared utilitarian and incremental in appearance and need to be more integrated into the existing building.
- Consideration should be given to overlooking and daylighting issues within the living rooms behind the proposed lift shaft.
- Justification is required for the new lift in terms of its necessity.
- The use of materials for the proposed penthouse elevations is unsuitable as the building does not need to be terminated in an attic storey. If an additional storey is to be acceptable in this location, it should be more responsive to the overall form of the building. An approach that replicated the appearance of the building (i.e. materials, detailing, fenestration) would be more acceptable.
- The proposal to externally insulate and render the existing facades is unlikely to be acceptable as it would cover brickwork and exposed framing and create a blander, more monolithic building.

The proposed new lift and penthouse drawings have been sent to Camden Council's Crime Prevention Design Adviser for information and comments. No objections were raised to the proposals. Advice was received to the effect that adequate security should be provided at entrances into the building and that the lift should be operated by key or card swipe only.

Given that the site lies within an archaeological priority area, archaeological specialist consultants were commissioned to carry out a desktop study to ascertain the likely impact of the proposals on any likely archaeological artefacts. The amount of ground disturbance will be very localised in the vicinity on the proposed lift shaft and given the significant ground disturbance that would have been caused when Rokeby House was built in the 1960's, the study concludes that it is unlikely that the current proposals will have any significant archaeological impact. A copy of report prepared by Archaeological Solutions Ltd (Ref:3910) accompanies the planning application.

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### 1.3 Evaluation

Clearly the provision of a new passenger lift will be of benefit to current and future residents of Rokeby House in terms of convenience and greatly improving access for those with mobility problems. At the inception of the design for this project, specialist lift consultants were appointed to assess the feasibility of several options for the location and type of lift. The study concluded that the only location suitable for a new lift was adjacent to the main entrance to the flats from Long Yard. Locating the lift to the rear of the building was ruled out because no access is possible to link into either of the stair cores at the main floor levels. All stair landings to the rear of the building are half way between storeys and access is further obstructed by the existing waste chutes and the associated bin stores and ground level. On the south elevation, access to the east stair core is not possible on any of the upper storeys because the internal layout is such that the flats extend across the front of the stair.

Furthermore, a lift attached to the east stair core would be of limited benefit as it would only serve 4no. flats. In practical terms the only possible location for a lift that will give level access to existing flats is adjacent to the main (west) entrance. The added advantage with a lift in this location is that the majority of the existing flats will be served (12no.).

The original accommodation brief was to assess the feasibility of providing an additional flat or flats at the roof level of Rokeby House. Structural analysis determined that the structure was capable of accommodating an additional two storeys, but architecturally this approach was seen as over-development and unsuitable for the sensitive location of the site. The provision of two smaller flats on one level was also considered, but at 5 storeys above entrance level this was considered to be unsuitable for walk-up access as the new lift could only serve one of the flats.

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## 1.4 Design

Since the original design concept was produced, the scheme has undergone a number of subtle revisions in order to address comments from the planning officer and the on-going dialogue with the building's residents. Initial drawings showing the penthouse extension as an attic storey have been re-designed so that the architectural vocabulary and choice of materials are more in keeping with the existing. The materials specification for the balustrades and the lift shaft enclosure have been uplifted to provide achieve a sleek modern appearance, addressing concerns that the proposals appeared 'utilitarian'.

Feedback from residents has related mainly to the provision of the new lift and the associated reconfiguration of the external access to lower ground level. In this respect, design adjustments include:

- the removal of a proposed ramp due to its close proximity to the living room window of the lower ground floor flat.
- The provision of good lighting to improve natural surveillance and gated access to the area behind between the proposed lift and the existing building.

Although it is technically feasible to extend two storeys, the final design proposal limits the scale of the residential development so as to remain in character with the existing mass and scale of surrounding buildings, whilst providing a single 5-person flat, the size of which accords with the identified local housing need.

Functionally, the proposed external passenger lift is located in the optimum position to serve as many of the flats as possible from a single location. In terms of aesthetic appearance and massing, this is also the ideal location for the lift, forming a visual hub, articulating the junction of the two wings of the building.



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### 2.0 Use

In this urban context, residential, retail and commercial uses sit side by side giving a vibrant urban feel to the area. Rokeby House was constructed in the 1960's, so residential use for the application site is already well established. The addition of a three bedroomed family flat introduces a mix of tenure and unit size to this site and is broadly in line with housing need identified in local planning policy documents.

The proposed three-bedroomed, five-person penthouse flat will provide high quality family accommodation that is fully wheelchair accessible. A large roof terrace will provide a dedicated private external amenity space. Rooms are generously sized and allow flexibility in terms of internal layout and will include 'home office' space within the flat to promote home working and reduce the burden on local transport networks.

The introduction of a new passenger lift will expand the potential of Rokeby House to accommodate a wider cross section of the community, as the existing accommodation is not suitable for people with mobility problems.



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### 3.0 Amount

The existing gross internal area of Rokeby House (not including Ciao Bella Restaurant) is 1,250m<sup>2</sup>, of which 990m<sup>2</sup> is residential accommodation. The proposed penthouse flat will provide an additional floor area 119m<sup>2</sup>, representing an overall 9.5% increase to the gross internal area of the building.

The height of the existing building varies relative to pavement level due to the topography of the site. At the main communal entrance to the flats, the existing parapet level to the east wing of the building is 12.4m above pavement level, the west wing rises a further storey, with parapet level 15.1m above pavement level. The existing tank room enclosure surmounting the main stair core rises a further 2m above the west wing roof. The proposed penthouse will raise the east wing parapet level by 2.7m to align with the west wing roof.

The penthouse extension will extend 17.7m horizontally from the existing wall of the stair core and terminate 4.5m from the east end of the building, forming a step-back to address the change in scale of buildings between Lamb's Conduit Street and Long Yard. This creates a new roof terrace at the east end of the building providing 21.8m<sup>2</sup> of private external amenity space for the sole use of the new penthouse flat.

The proposed passenger lift is the minimum size permissible to meet Building Regulations requirements for wheelchair access lifts. The clear internal car dimensions are 1.1m wide by 1.4m deep resulting in overall external shaft enclosure dimensions of 2m x 2.4. The overall height of the lift shaft is dictated by British Standard requirements for clear overrun at top floor level and results in a shaft roof level 15.7m above pavement level.



View from Millman Mews – Extent of new works shown red.



.....and as viewed from Long Yard



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### 4.0 Layout

The interior layout of the proposed penthouse is dictated by the existing form and features of the building. Access to the flat is from the existing stair core, resulting in a linear arrangement of rooms either side of a central spine corridor, opening into a large living/dining space at the east end. Rooms requiring drainage (kitchen, bathrooms & main bedroom with en-suite) are located on the north side of the central corridor in order to allow connection to existing internal drainage stacks, whilst the remaining bedrooms are located on the south side of the corridor overlooking Long Yard. The large living / dining space spans the full width of the building with full width bi-fold doors in the east elevation leading onto the roof terrace area. Overlooking of the neighbouring low rise buildings is not an issue as there are no windows facing.



The east communal stair will be extended to roof level to provide alternative means of escape from the new penthouse flat.

As detailed previously in this statement, the position of the new lift shaft has been determined by a number of limiting factors arising from the existing building layout. At each storey level an open-sided access deck links the lift to the existing stair core. The decks provide the necessary manoeuvring space clear waiting area in front of the lift doors as required by Building Regulations for wheelchair access.

To maintain privacy to the kitchen windows of adjacent flats in the west wing of Rokeby House, the front edge of the decks are inset beyond the line of the windows and opaque screens are provided between the windows and the lift waiting area.

At ground floor level, two-sided access is provided to allow the lift to be accessed at entrance and pavement level. The lift is located adjacent to the site boundary with the pavement, leaving a clear space between the building and the lift shaft. At lower ground level this allows access to be retained to the rear communal garden, resident's stores, and staff access to 'Ciao Bella' kitchen.



## Rokeby House - New Penthouse Flat & External Lift

### 5.0 Scale

Although the buildings within Long Yard are generally low-rise (2-3 storeys), this group of buildings is not typical of the locality. This small cul-de-sac is bounded on all sides by 4-5 storey buildings, including Rokeby House.

Rokeby House rises to 5 storeys, with the roofline of the east wing being set one storey lower than the west wing due to the topography of the site. A tank room above the main stair core extends a further storey-level above the west wing roof and is of the same architectural style as the remainder of the building, with exposed concrete frame and brick infill panels. The proposed penthouse flat will extend no higher than the roof of the existing west wing of Rokeby House and as such will be in keeping with the general scale of buildings that enclose Long Yard.

To address the difference in scale between Rokeby House and the buildings in Long Yard, the proposed extension will terminate on a structural grid line approximately 2.6m inset from the east end of the building on the front elevation and approximately 4.5m inset from the end of the rear elevation, creating a roof terrace.

The lift shaft structure of necessity will terminate slightly above the top storey of the flats in order to provide space for safe overrun of the lift car. The location of the proposed lift shaft at the junction of the east & west wings of the building, corresponds with the tallest element of the existing building, lessening the visual impact of the lift enclosure on the skyline.



Various 3D views showing Rokeby House in context of surrounding building massing (extended accommodation shaded yellow).





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## 6.0 Landscaping

Given the relatively small footprint of the proposed development, the proposals offer few opportunities with regard to landscaping. There is a landscaped communal garden to the rear of the property with soft planting, established trees & shrubs and a paved terrace adjoining the building. The proposed cycle store will be located within the paved area against the blank wall to the rear of the integral garages. Otherwise the remainder of the communal garden will be retained in its present form.

To the south side of the building, the area between the public footpath and the building is hard landscaped with concrete paviors at lower ground level. At present this is softened by various potted plants that are maintained by the occupier of the lower ground floor flat.

The installation of the new lift and stair will entail extensive re-modelling of this area, introducing an opportunity to provide more permanent soft planting arrangements in the form of raised planting beds that will create a physical and visual buffer between the common access route and the windows of the ground floor flat.

Architectural detailing in the balustrades and guardings to the new lift and access gantry will be repeated along the boundary to Long Yard and to the new stair leading to lower ground floor level, unifying the various elements of the proposals. New paving materials will be high quality.

Public footpaths disturbed by the proposed construction works shall be reinstated to the satisfaction of the Local Authority.



*Existing Communal Gardens to be retained.*



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## 7.0 Appearance

The materials and composition of the existing building's elevations is typical of its era. The use of yellow stock bricks within an accentuated structural grid engenders an almost industrial appearance. The proposed penthouse uses the same architectural vocabulary as the existing, by visually extending the grid form.

To achieve an external appearance that will match the existing whilst meeting the technical/performance requirements, the lightweight structure of the proposed penthouse extension will be clad with a composite 'Eurobrick' insulating brick slip system. Thin brick slips matching the colour and texture of the existing bricks will be bonded to insulated panels. The arrangement of grey and yellow bricks will repeat the existing layout on floors below.

The appearance of an exposed structural grid shall be achieved with horizontal and vertical bands of through-colour render on carrier boards.

The flat roof of the proposed penthouse will be covered with a high performance single ply membrane.

Windows throughout the existing building will be replaced with new aluminium framed 'Heritage' windows with white powder coated frames and efficient double glazing. Heritage window frames have the benefit of providing good thermal efficiency with thermally broken frames, yet the profile of the frames is slimmer than conventional aluminium frames and closer in appearance to the original steel W20 section units they will replace. The same windows will be used for the proposed penthouse.



*Part Proposed South Elevation*



*Heritage Aluminium windows recently installed at 8-9 Long Yard to Replace W20 steel frames*



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### Appearance (Cont'd)

The proposed lift enclosure will be steel framed and fully clad in colour-backed glass panels, giving a sleek and modern appearance. The associated access links into the building will comprise a steel framed structure with powder coated tubular guardings with safety glass infills. Guardings to the proposed penthouse roof terrace will be of matching design, as will the guardings at pavement level around the lift entrance and to the new stair to lower ground level.



*Colour-backed glass cladding panels to be used for new lift enclosure.*



*Glass balustrades to roof terrace and access decks*



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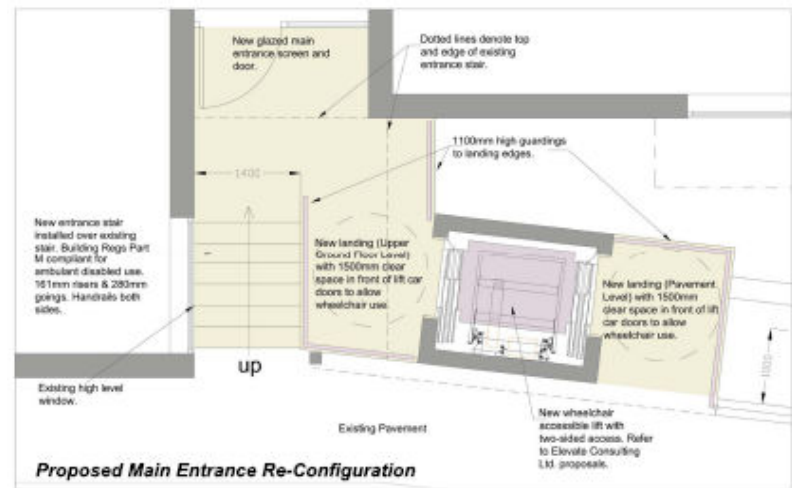
## 8.0 Access

At present, access to all but one of the flats is only possible by negotiating stairs. The east entrance could feasibly be adapted to allow step-free access into the building, but this would not be worthwhile as no flats are accessible at entrance level.

The primary entrance is elevated approximately 1100mm above pavement level and is approached via a flight of steps. There is insufficient space available to provide a Part M compliant ramp and in any case only one flat is situated at entrance level.

To realise maximum benefit from the provision of a new lift, it is situated adjacent to the west entrance, thereby serving the majority of the flats within the block. To overcome the level difference between pavement level and the main entrance, the lift will be provided with double-sided access so that an entrance can be provided at pavement level. The lift dimensions and controls will conform to Building Regulations Part M, and as such will be suitable for wheelchair use. Access decks at each level (including entrance level) are sized to allow wheelchair movement and entrance doors into the stair core shall have clear openings of at least 900mm. The doors shall have level access thresholds.

The proposed penthouse has been planned to meet the requirement of Lifetime Homes. Lifetime Homes Standards embody a set of design principles that respond to the growing demand for choice, flexibility and independence among disabled people of all ages, as well as promoting high quality and thoughtful housing design for the general population. The standards not only cater for people with disabilities, they are intended to provide better living environments for everyone, from raising small children to coping with illness or dealing with reduced mobility in later life.



Double-sided lift access proposed at ground/entrance level to overcome level difference between existing entrance level & pavement



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### Access (Cont'd)

Within the context of existing buildings, it is not always practicable to comply with the Lifetime Homes Criteria in full, due to limitations imposed by the existing topography of the site and the structure or layout of the building. In the case of Rokeby House, the new penthouse flat has been designed to fully meet the relevant LTH Criteria, although standards relating to parking will not be met due to planning conditions prohibiting additional parking on this site. Summarized below is a brief description of how the proposals will conform to relevant Lifetime Homes Standards:

**Criteria 1 & 2 – Parking & Approach from Parking Spaces:** A requirement of the local planning authority is that this scheme shall be car-free or car-capped. As such Criterion will not be met.

**Criterion 3 - Approach to Entrances:** Access gradients are not achievable, but the intent of Criterion 3 shall be met through the provision of the new lift, providing step-free access between pavement and entrance levels.

**Criterion 4 – Entrances:** At each floor level, entrance doors shall have a clear width of 900mm, be covered, well lit and have level access thresholds.

**Criterion 5 – Communal Stairs & Lifts:** Existing internal communal stairs do not meet the standards and it is not feasible to adapt them to achieve compliance due to restrictions imposed by the existing structure and layout. However the new lift will fully meet the LTH standard, with internal car dimensions of 1100 x 1400mm, and a clear 1500mm square space at each landing in front of the lift doors.

**Criterion 6 - Internal Doorways & Hallways:** Corridor widths within the penthouse flat will be at least 1100mm wide, exceeding the minimum requirement. Doors will also be oversized to ensure free movement of a wheelchair throughout the accommodation.

**Criterion 7 – Circulation Space:** Rooms within the new penthouse are generously sized and can easily accommodate wheelchair turning space within the living / dining room and the main bedroom.

**Criterion 10 & 14 – Entrance level WC & Shower Drainage:** The penthouse flat contains one family bathroom that fully meets the space requirements for Lifetime Homes. In addition, there is an en-suite WC/shower room to the main bedroom. This is designed as a fully wheelchair accessible room. The ceiling/roof structure will be suitably robust to allow fixing of a ceiling hoist between the bedroom and en-suite (Criterion 13).





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## Access (Cont'd)

**Criterion 15 & 16 – Windows & Controls:** Service controls and window handles will be located at heights and in locations that will be easily accessible to able bodied and wheelchair users.

With regard to the existing flats within Rokeby House, the Applicant proposes to upgrade the existing flats, endeavouring as far as possible to achieve Lifetime Homes Standards. This would include widening of doorways and reconfiguration of bathroom layouts. Full wheelchair access will not be possible given existing room sizes and layouts, but there is much scope for real improvement for those with impaired manoeuvrability. To carry out these works whilst flats are in occupation would be very disruptive to the current occupiers, so it is proposed that works will be undertaken on a piecemeal basis as and when tenancies expire and prior to new occupation.

Externally an existing ramp provides access to lower ground level from pavement level. This provides service access to the rear of the restaurant kitchen and to a covered way under the building leading to residents' store cupboards and the rear communal garden. The ramp has a gradient of 1 in 5 and as such, is considerably steeper than current Building Regulations would allow. To accommodate the new passenger lift, the existing ramp will need to be removed. There is insufficient space available to provide a new ramp that would comply with the requirements of the Building Regulations. It is therefore proposed that a Part M compliant staircase is provided in its place. This will allow both able bodied and those with mobility impairments to access the communal garden. Due to site constraints, wheelchair access to the communal garden will not be possible, however the proposed penthouse flat (being the only fully wheelchair accessible unit) will include level access to its own private terrace at roof level.

Camden Planning Policy requires that 2 cycle spaces are provided in relation to the new 3 bedroom penthouse flat. The proposals include a new cycle store located to the rear of the building in the communal garden with capacity for eight cycles, providing six spaces for existing residents' use.



*Existing ramp to lower ground floor level does not comply with Building regulations.*

