

DESIGN AND ACCESS STATEMENT

August 2014

16 ROCHESTER MEWS, CAMDEN, LONDON, NW1 9JB – (FES Aug 2014)

Demolition of existing B8 storage warehouse and replacement with new 4 storey mixed use development consisting of B8/B1 warehouse/commercial space to ground floor and 5 no. residential apartments to the upper floors

This design statement is intended to be read in conjunction with the following documents;

- Photographs of the existing site.
- Existing and proposed plans, sections and elevations of the proposed development.
- Lifetime Homes Statement
- Daylight/Sunlight Report

SITE HISTORY AND CONTEXT

The property is a single storey warehouse situated just off the Camden Road, to the north of Camden Town. The property is not listed and is not within a conservation area, although it is close proximity to the Rochester Conservation area (this forming part of the South Kentish Town conservation area).

To the south of the site is a 3 storey residential development (2-12 Rochester Mews) that fronts onto Rochester Mews with private gardens and parking to the rear. To the west, facing onto Rochester Mews and Rochester Place is a mixed use development (26-28 Rochester Place) with B1 commercial use at ground and first floors and 13 residential units at second and third floors with a basement car park.

THE EXISTING BUILDING

The existing building is a gable fronted, single storey structure with a double pitched roof and part mono-pitched roof the east (rear) section. The external walls are finished in render with the roof clad in corrugated panels.

There is both existing pedestrian and vehicular access, for deliveries/offloading, to the west (front) elevation off Rochester Mews. There is no off street parking.

The site area is approximately 299 sq m (0.0299 ha), and the existing single storey warehouse (B8 use) has a gross internal area of approximately 259 sq m. The Net lettable space excluding toilets, refuse etc is approximately 251 sq m.

PLANNING HISTORY

No. 14-16 Rochester Mews

13-03-1991 - Refused

Erection of an additional storey at first floor level for office use in connection with the existing warehouse use below

08-09-1994 - Approved

Replacement of existing asbestos roof with profiled sheet roofing; raising of the parapet by approximately 100mm; construction of new pedestrian door

No. 26-28 Rochester Place -

01/05/2007 - Approved

Planning permission granted 1/5/2007 (ref: 2007/0524/P) for the demolition of existing warehouse building (Class B8) and construction of a four storey building including car parking at basement level, commercial units (Class B1) at ground and first floors and 13 residential units (Class C3) at second and third floors.

DESIGN DEVELOPMENT

The design proposals have been developed in response to pre-application comments given by the planning officer Mr Charles Thuairé and the design and conservation officer Mr Charlie Rose, following 2no. pre-application meetings on the 15/04/14 and 16/06/14, and also via email message on the 14/08/14.

THE PROPOSAL

SITE POSITIONING AND VISUAL APPEARANCE

The proposal is to demolish the existing warehouse building and to replace it with a new 4 storey structure to comprise of new and improved B8/B1 warehouse/commercial space to the ground floor with 5 no. residential apartments to the upper floors

The overall massing, volume and scale of the proposed building has been derived from a number of determinants. These include the site context, (the positioning and relationship of the site to the existing neighbouring buildings) and the character of the localised urban fabric.

The existing building currently creates a sense of enclosure and 'courtyard' effect to the existing 3 storey residential properties to the south of the site. It is this enclosure and 'sense of place' that we have tried to maintain, through scale, form and materials. The basic form of the proposed building is a 2 storey 'solid' brick structure to the ground and first floors with a lightweight contemporary glass structure to the 2nd and 3rd floors. The upper floors are set back from the street elevation so that the scale of the Mews is

maintained. Also the adoption of fairfaced brickwork to the ground and first floors will maintain the 'Mews aesthetic' of the street.

NEW WAREHOUSE/COMMERCIAL SPACE

The proposed B1/B8 space to the ground floor is to be an improvement on the existing provision. Increased natural daylight levels and maintained clear floor to ceiling levels will enhance the internal environment whilst allowing retention of existing use. The loss of floor space at ground floor level, due to the provision of the stair/lift core to the upper floors, has been minimised.

Existing employment levels will be maintained, with much improved staff facilities and working environment and also with minimal loss of storage area.

Existing floor area - 251 sq m (Nett – excluding toilets, refuge etc.)

Proposed B8/B1 internal area - 225 sq m (Nett – excluding toilets, refuge etc.)

The internal unobstructed ceiling high of the existing building stands at 3.3m and the clear internal ceiling height of the new building will be 3.575m. The new commercial unit will benefit from a pedestrian entrance door directly off Rochester Mews, including a roller shutter/ shop front opening, 3.6m in width and 3.0m in height.

NEW HOUSING PROVISION

Scheme to meet requirements for London Housing Design Guide

5no. flats have been provided with a mixture of sizes to include a minimum of 40% 2 bed units, in accordance with council policy.

The proposed mix is for 5 units in total as follows -

1. First Floor - 1 no. 2 bed unit, 1 no. 3 bed unit
2. Second Floor - 2 no. 1 bed units
3. Third Floor - 1 no. 2 bed unit

Please refer to the plans for individual unit positions within the building and for the unit layouts. These have been designed in reference to the councils' Planning Standard Guidelines and the 2010 'Lifetime Homes' Standard.

AMENITY SPACE PROVISION

The site is in a dense, urban location and the footprint of the building has been maximised in order to minimise loss of commercial space at the ground floor, therefore the level of proposed amenity space to the flats is restricted. However, flats 2, 4 and 5 all have large south east facing roof terraces and flat no. 3 has a smaller west facing terrace, facing onto the street elevation.

Flat 2 (first floor)	- 1 no. roof terrace of approximately 19 sq m
Flat 3 (second floor)	- 1 no. balcony of approximately 9 sq m
Flat 4 (second floor)	- 1 no. roof terrace of approximately 20 sq m
Flat 5 (third floor)	- 1 no. roof terrace of approximately 24 sq m

GENERAL

TRANSPORT/PARKING

C3 Residential - No car parking provision. Residential proposal to be car free scheme

B1/B8 - No on-street parking provision. Existing vehicular access to ground floor for loading/off-loading to be provided to match existing provision with roller shutter door and space for a Luton van or similar.

There are excellent public transport provisions to the development, with a number of main bus routes along Camden Road, York Way and Kentish Town Road. Also Camden overground station is within 3 minutes walk, to the south of the site and Camden Town underground station is within 5 minutes walk, also to the south.

Provision has been made for a covered cycle store adjacent to the entrance to the residential units. A total of 6 cycle spaces have been provided, housed within a lockable storage unit. 2 further covered cycle spaces have also been provided for the commercial premises.

REFUSE STORAGE AND RECYCLING PROVISIONS

A refuse store for the residential units is being proposed with lockable doors, positioned to the front of the site. This will contain storage for both waste and recyclables outside the actual building, but within the cartilage. Also 55 litre recycling green boxes have been proposed for each individual unit. These proposals have been designed whilst referring to the provisions of Camden council's 'Waste and Recycling storage guidance' document.

A refuse store will also be provided for both refuse and waste storage for the commercial premises.

DISABLED ACCESS

Level access with the pavement will be provided for the commercial areas to the ground floor.

Access to the residential areas to the upper floors will be via an entrance door to the west (front) elevation and via a passenger lift and internal staircase.

The development will comply with Part M of the current building regulations and will thus provide appropriate clear door widths and level access amongst other design provisions as required within the document. All the flats will be 'Lifetime Compliant' and in accordance with the regulations 10% of the units will be fully wheelchair accessible. Please refer to the proposed plans and separate Lifetime Home statement.

SUSTAINABILITY APPRAISAL

The scheme is to meet the requirements for Code for Sustainable Homes

The excellent public transport links and cycle provisions, as previously described in the transport section will also form a significant contribution to the developments' sustainability.

CONCLUSION

The above proposals and the subsequent new development will help to regenerate and improve the site. The scheme will also present a great opportunity to provide a sustainable and desirable development that will enhance both the local environment and surrounding community.

Accessibility

Separate access from Rochester Mews with level access to both commercial and residential
All apartments are accessed by an 8 person lift

Cycles

Communal space adjacent to the entrance for 8 covered and secure cycle spaces for residential
Secure cycle storage to commercial unit

Refuse

Refuse storage to be provided to commercial and residential accommodation adjacent to Rochester Mews entrance.

Notes

All areas approximate

Scheme to meet requirements for Code for Sustainable Homes

Scheme to meet requirements for London Housing Design Guide

CONCLUSION

The design of the proposed building will be sympathetic in both scale, form and material finish to the existing neighbouring properties. The building will sit comfortably on the site and will improve the overall appearance of the mews, whilst preserving the character of the area.

The scheme will provide quality B1 space whilst and also presenting a great opportunity to provide much needed additional residential units, and this will in turn enhance both the local environment and surrounding community.