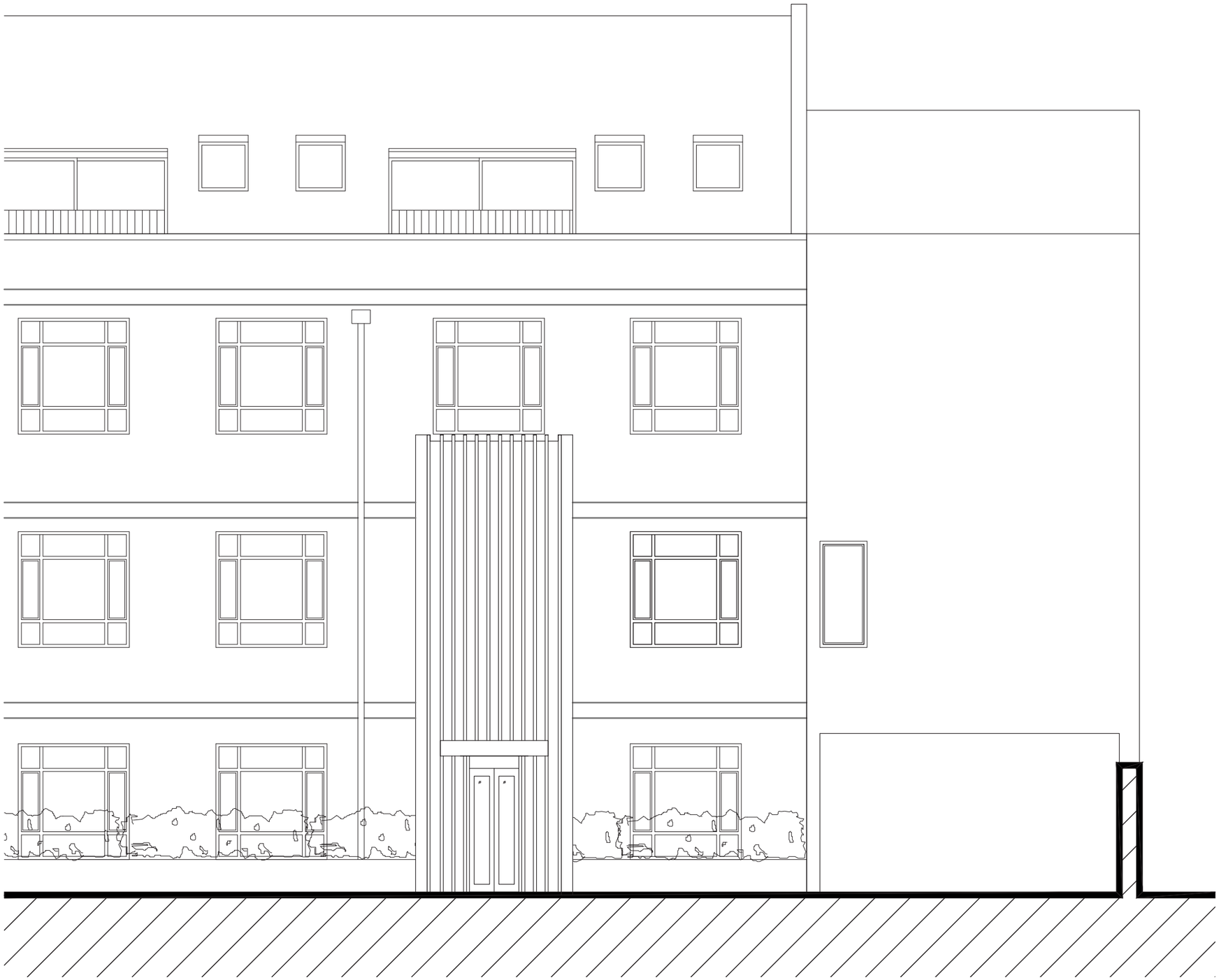


Design & Access Statement

73 Maygrove Road, Lift Shaft

London, NW6 2EG

August 2018

CREATE

DESIGN + ARCHITECTURE

Contents

1.0 Introduction

Site

This document has been prepared by Create Design Ltd on behalf of Interland Group for an external lift to serve the existing live work unit at 73 Maygrove Road, London NW6 2EG.

Flat 10a has recently been confirmed as a residential use under ref. 2018/2120/P. We consider the proposal is acceptable for Council approval.

The document provides a basis for discussion, sets out the known constraints and context of the site, and establishes design principles that are considered central to ensuring full access to the existing building.

Keys:

Site

N

2.0 Executive Summary

The site is located in the courtyard of 73 Maygrove Road.

There are three existing buildings near the site which are residential and mixed-use developments. Several planning permissions have been granted for three extensions for 73a Maygrove Road (Block A) and 73 Maygrove Road (Block B):

- Mansard Roof Extension (2015/2396/P)
- Western Extension (2016/2021/P)
- Eastern Extension (2016/5498/P)

The Eastern Extension has yet to be built.

The First Floor of 73 Maygrove Road, Block B is currently being used as live work units while the rest of the building accommodates residential apartments.

Our proposal is to build and install an external, two-storey lift shaft that will serve the live work unit as an accessible passenger lift for both employees and visitors.

The Proposal consists of:

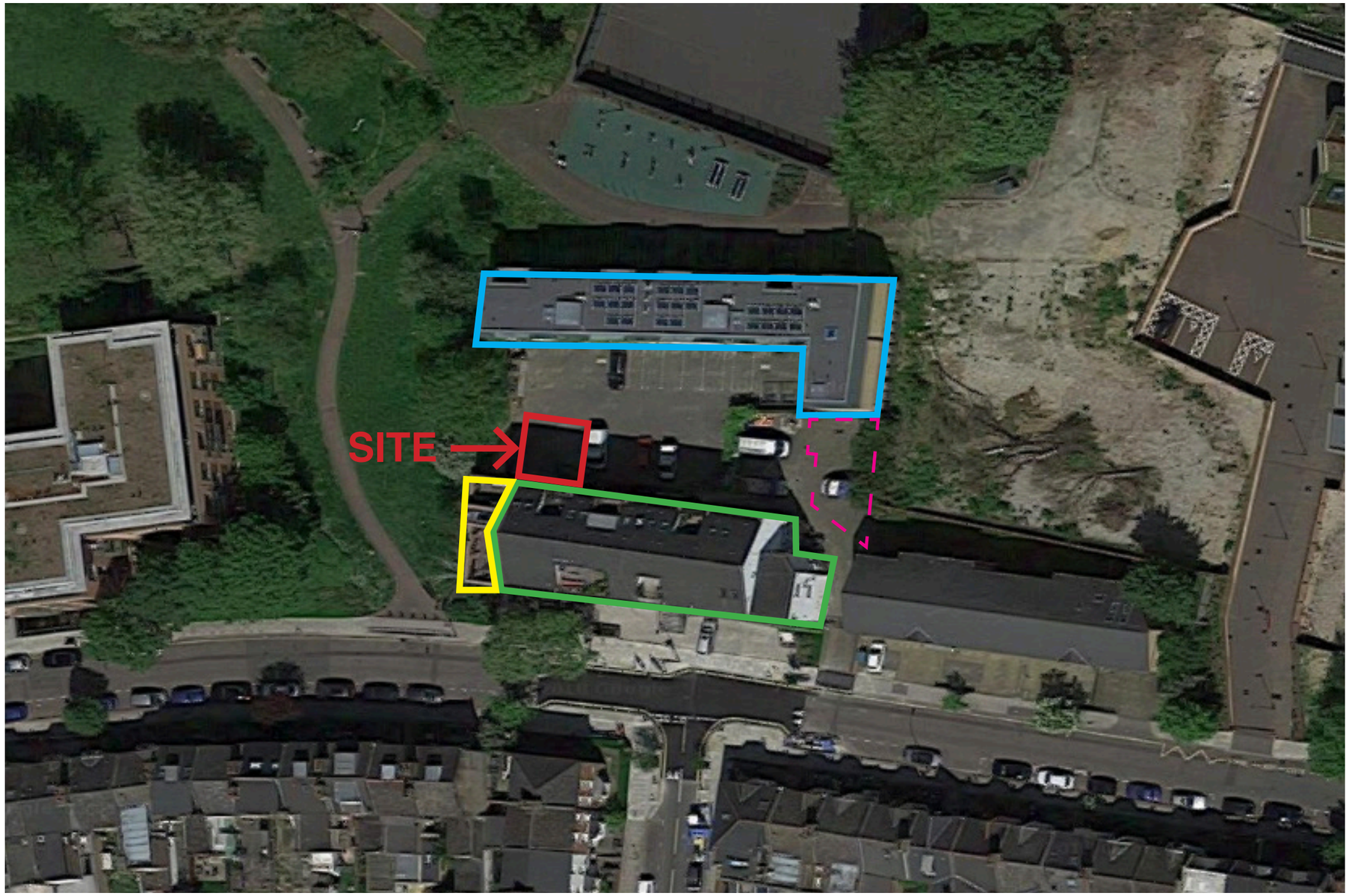
- A two-storey external lift shaft with timber panel cladding with timber infill panels.

Our proposal will make a positive contribution to the area by:

- Providing a good quality design utilizing high quality materials.
- Providing a functional and accessible entrance to the office.

Some of our main considerations during the design process were to:

- Prevent disturbances to the residents living on the North side of 73 Maygrove Road, Block B which will be expected due to the increased circulation around the proposal.



Keys:

Site

73A Maygrove Road Block A (Residential)

73 Maygrove Road Block B (Mixed-use)

73 Maygrove West Extension (Residential)

73 Maygrove East Extension
(To be built)

N

3.0 Opportunities & Constraints

Site Photographs

To the right are some bird's eye view images of the site and some photographs taken from the courtyard of 73 Maygrove Road.

73a and 73 Maygrove Road are two 4-storey tall buildings facing a common courtyard, which is used for car and cycle parking.

The front building (facing the road), 73 Maygrove Road, was originally an old button factory that had been converted to apartments and live work units 16 years ago. The rear building, 73a Maygrove Road, was built around the same time as the conversion of the front building.

The existing buildings at 73 Maygrove Road are mostly surrounded by residential housing and a few retail units.

Bird's Eye View from West looking East

Bird's Eye View from North looking South

Photo taken from West looking East

Photo taken from North looking South

3.0 Opportunities & Constraints

Relevant Planning Policies

The relevant policies from Camden Local Plan 2017 and The London Plan March 2016 have been highlighted to the right.

According to the council's local plan: Buildings are to be highly accessible and inclusive to enable safe and easy use for everyone.

The London Plan states that a key theme for the development strategy is to ensure that the infrastructure of London is accessible and inclusive for everyone.

Our proposal will ensure safe and easy access to the live work unit at 73 Maygrove Road for individuals with disabilities or impairments, which had previously not been provided.

The London Plan also states that architecture should be made of high quality materials and be respective to its context while benefiting the public realm.

We believe that our proposal has been carefully designed with high quality materials to provide a pleasant contribution to the users of the existing buildings at 73 Maygrove Road.

Extract from Camden Local Plan 2017

Policy C6 Access for all

The Council will seek to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities.

We will:

a. expect all buildings and places to meet the highest practicable standards of accessible and inclusive design so they can be used safely, easily and with dignity by all;
b. expect facilities to be located in the most accessible parts of the borough;
c. expect spaces, routes and facilities between buildings to be designed to be fully accessible;
d. encourage accessible public transport; and
e. secure car parking for disabled people.

Extract from The London Plan March 2016

A changing population

1.13 On the basis that around 10 per cent of Londoners will have some kind of disability or sensory impairment, there are likely to be more people in London who have particular mobility, access and other support needs. Ensuring London and its infrastructure is accessible and inclusive will have to be a key theme of the new London Plan.

POLICY 7.6 ARCHITECTURE

Strategic

A Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Planning decisions

B Buildings and structures should:

a be of the highest architectural quality
b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
c comprise details and materials that complement, not necessarily replicate, the local architectural character
d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
e incorporate best practice in resource management and climate change mitigation and adaptation
f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
g be adaptable to different activities and land uses, particularly at ground level
h meet the principles of inclusive design
i optimise the potential of sites

3.0 Opportunities & Constraints

Design Guidance

To the right is a relevant selection of the Approved Document M: Volume 2 - Buildings other than dwellings.

The proposed layout complies with the highlighted parts;

- There is an unobstructed manoeuvring space of 1500mm x 1500mm, or a straight access route 900mm wide, in front of each lifting device.
- The lift car is provided with opposing doors to allow a wheelchair user to leave without reversing out.
- The minimum dimensions of the lift cars are 1100mm wide and 1400mm deep.
- There are power operated, horizontal sliding doors that provide an effective clear width of at least 800mm(nominal).

General requirements for lifting devices

Design considerations

Provisions

3.28 The installation of lifting devices will satisfy Requirement M1 or M2 if:

a. there is an unobstructed manoeuvring space of 1500mm x 1500mm, or a straight access route 900mm wide, in front of each lifting device;

Passenger lifts

Design considerations

3.33 Where planning allows, lift cars (used for access between two levels only) may be provided with opposing doors to allow a wheelchair user to leave without reversing out.

Provisions

3.34 Passenger lifts will satisfy Requirement M1 or M2 if:

c. the minimum dimensions of the lift cars are 1100mm wide and 1400mm deep (see Diagram 11);

d. for lifts of a size that does not allow a wheelchair user to turn around within the lift car, a mirror is provided in the lift car to enable a wheelchair user to see the space behind the wheelchair;

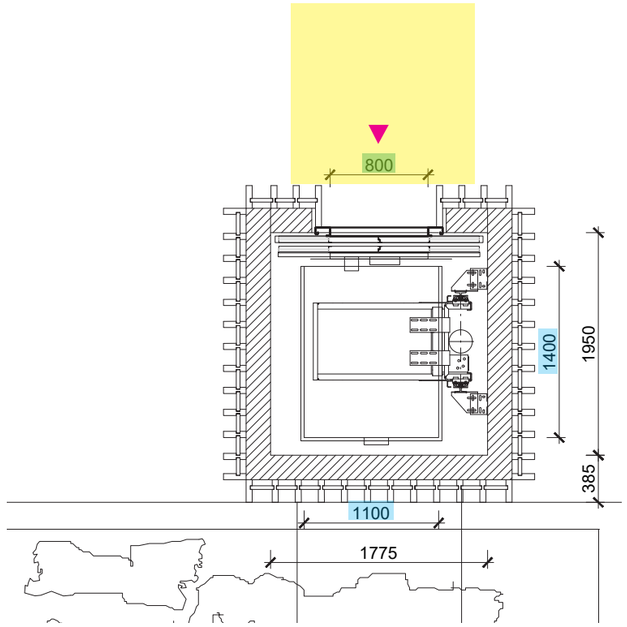
e. power-operated horizontal sliding doors provide an effective clear width of at least 800mm (nominal);

f. doors are fitted with timing devices and re-opening activators to allow adequate time for people and any assistance dogs to enter or leave;

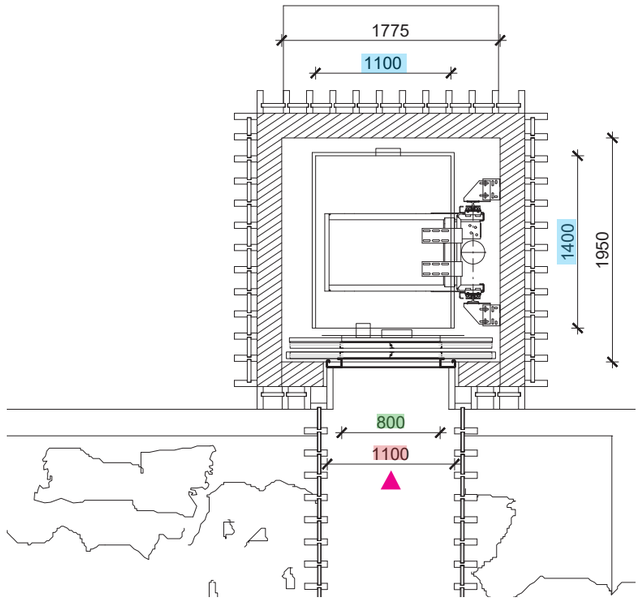
g. car controls are located between 900mm and 1200mm (preferably 1100mm) from the car floor and at least 400mm from any return wall;

h. landing call buttons are located between 900mm and 1100mm from the floor of the landing and at least 500mm from any return wall;

i. lift landing and car doors are distinguishable visually from the adjoining walls;



Ground Floor Plan



First Floor Plan

Keys:

- Internal Dimensions
- Door Width
- 1500 x 1500mm Unobstructed Manoeuvring space
- Min. 900mm Wide Straight Access
- ▲ Access to Lift

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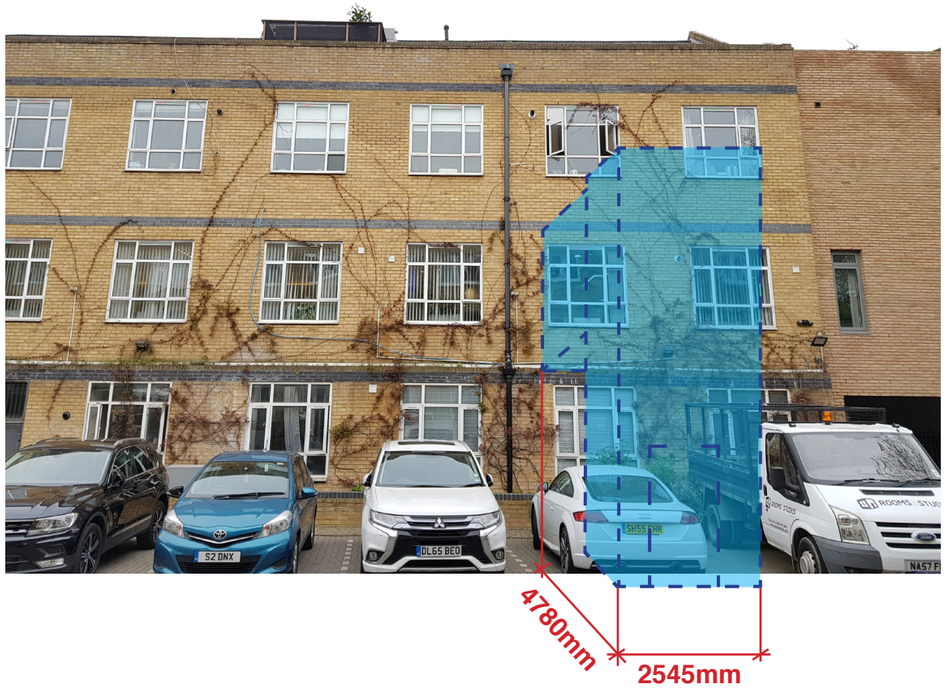
3.0 Opportunities & Constraints

Design Development

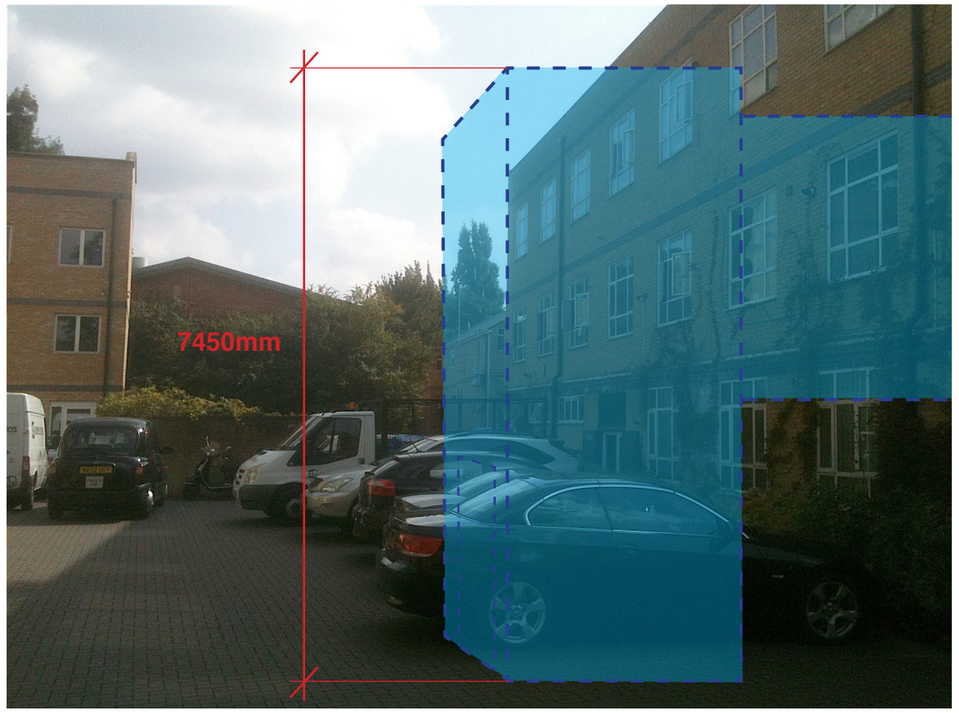
To minimise the affected area of the courtyard and to preserve the outlook for the residents living in Block B, we developed a proposal with a compact size and mass.

The proposal consists of a 2545mm wide and 7450mm tall lift shaft situated 4780mm away from the building. There will also be a timber clad walkway connecting the shaft to the building.



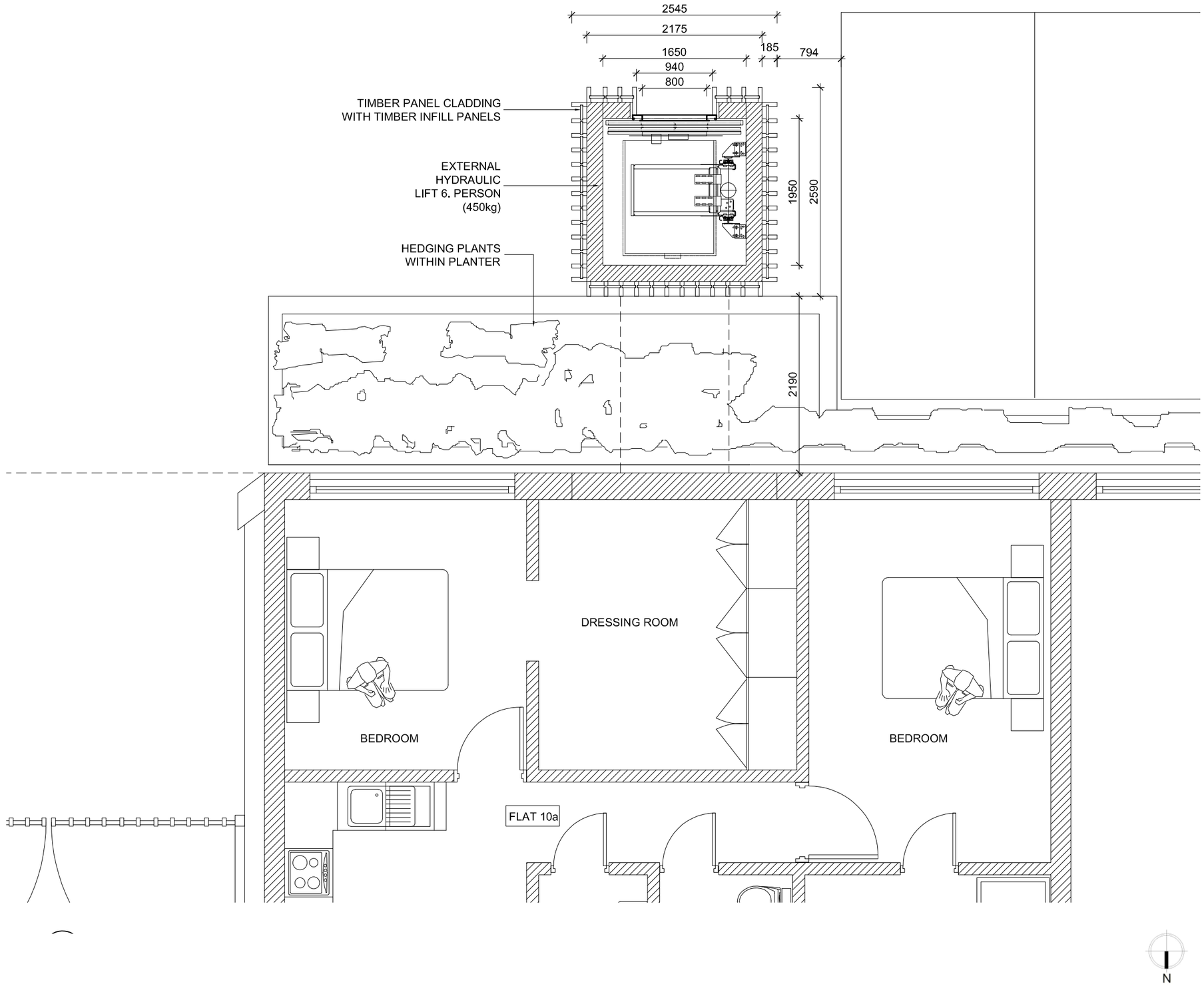
Keys:

Proposed Lift Shape



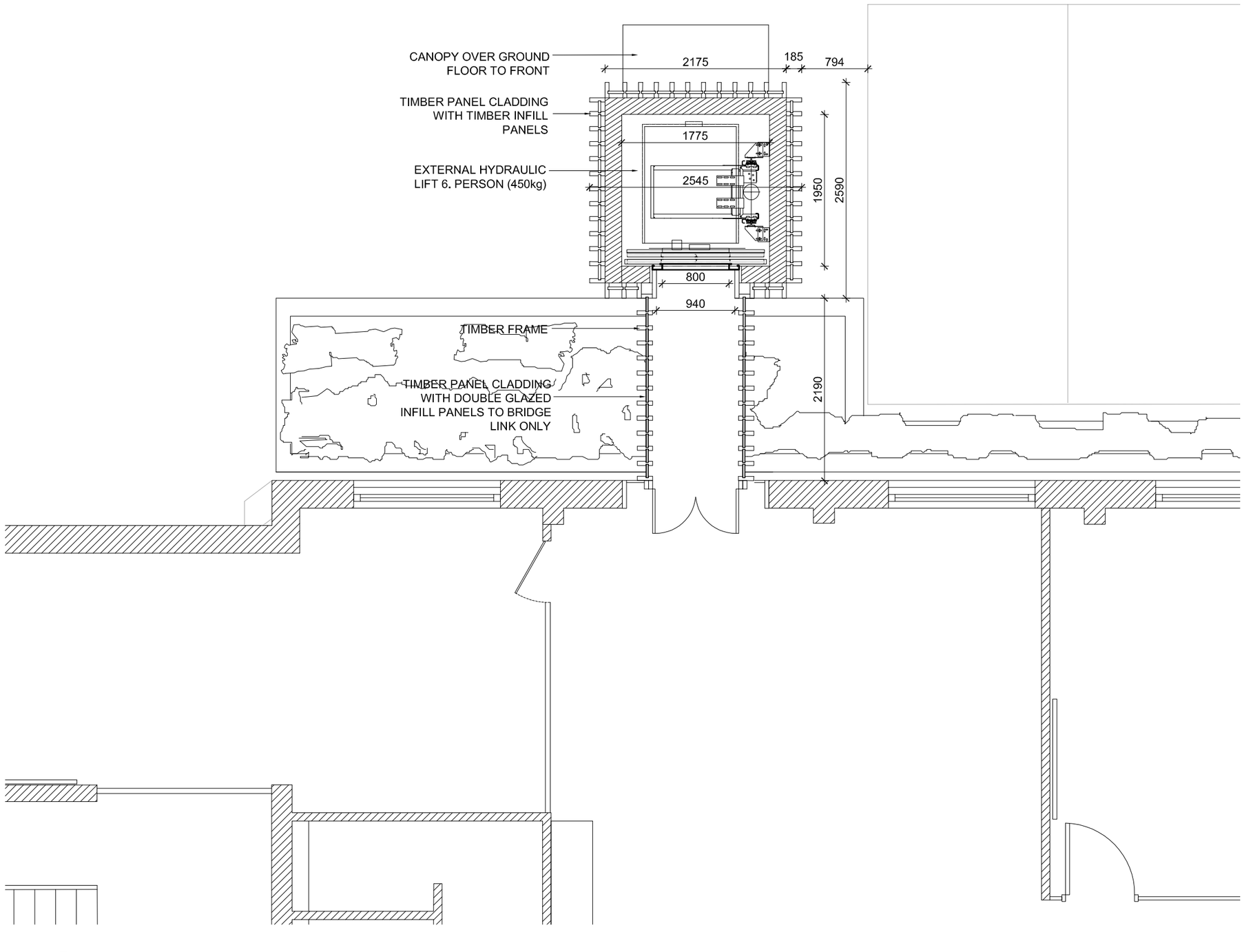
4.0 Use & Amount

Proposed Ground Floor Plan



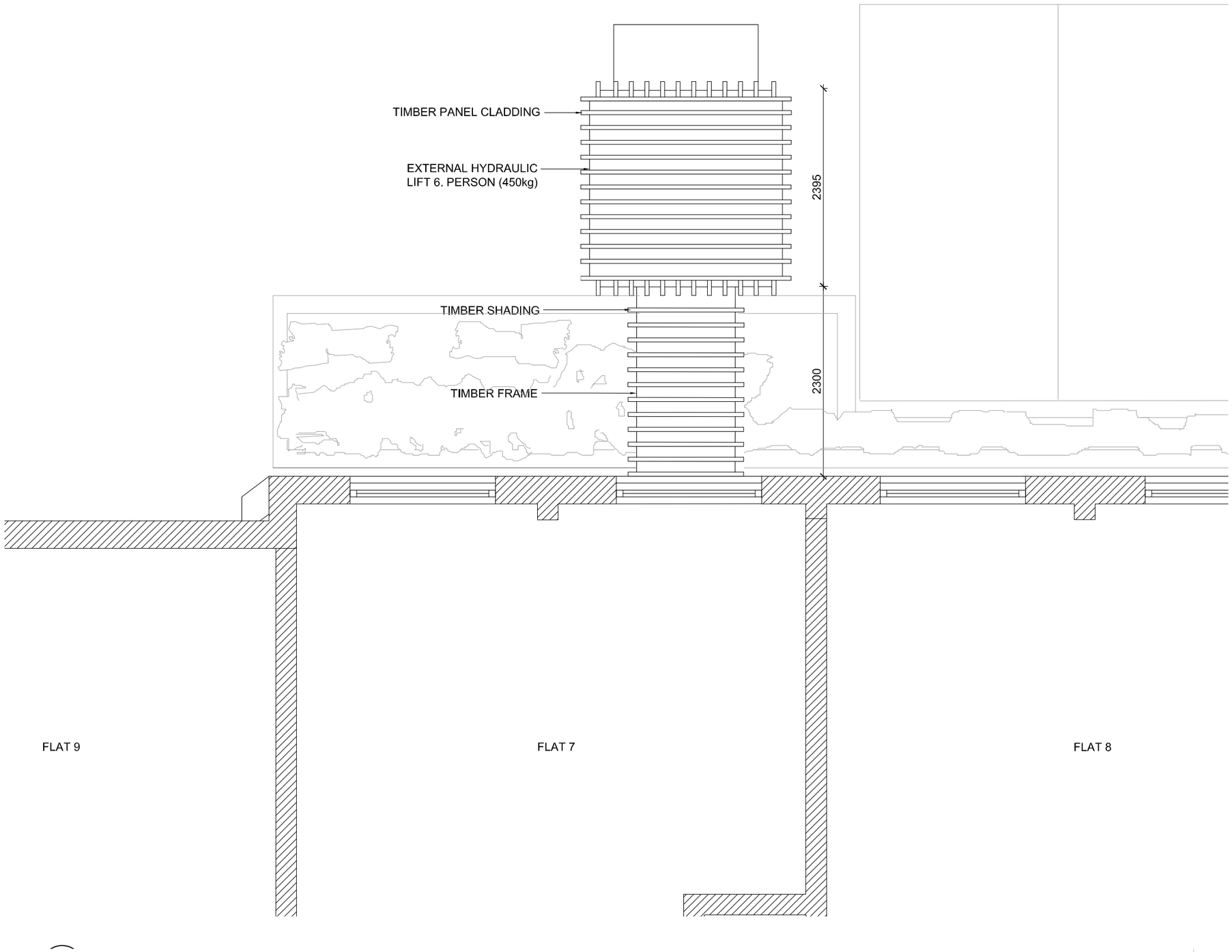
4.0 Use & Amount

Proposed First Floor Plan



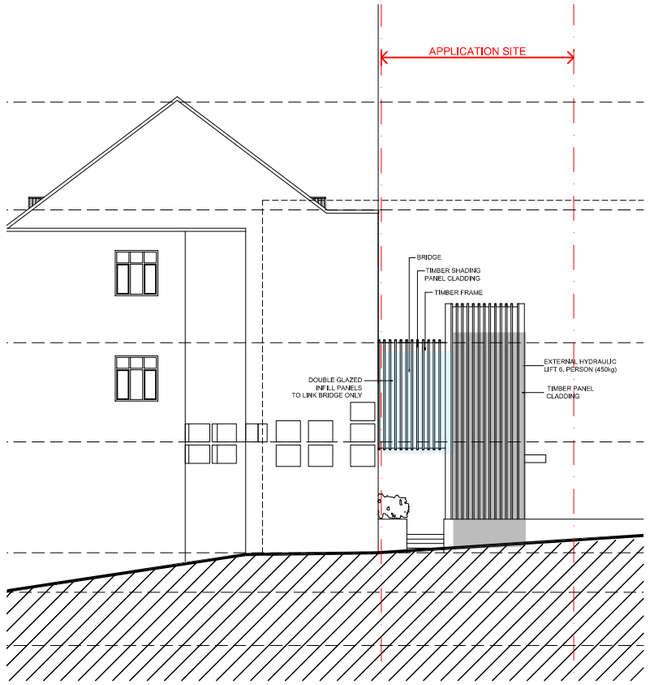
4.0 Use & Amount

Proposed Roof Plan

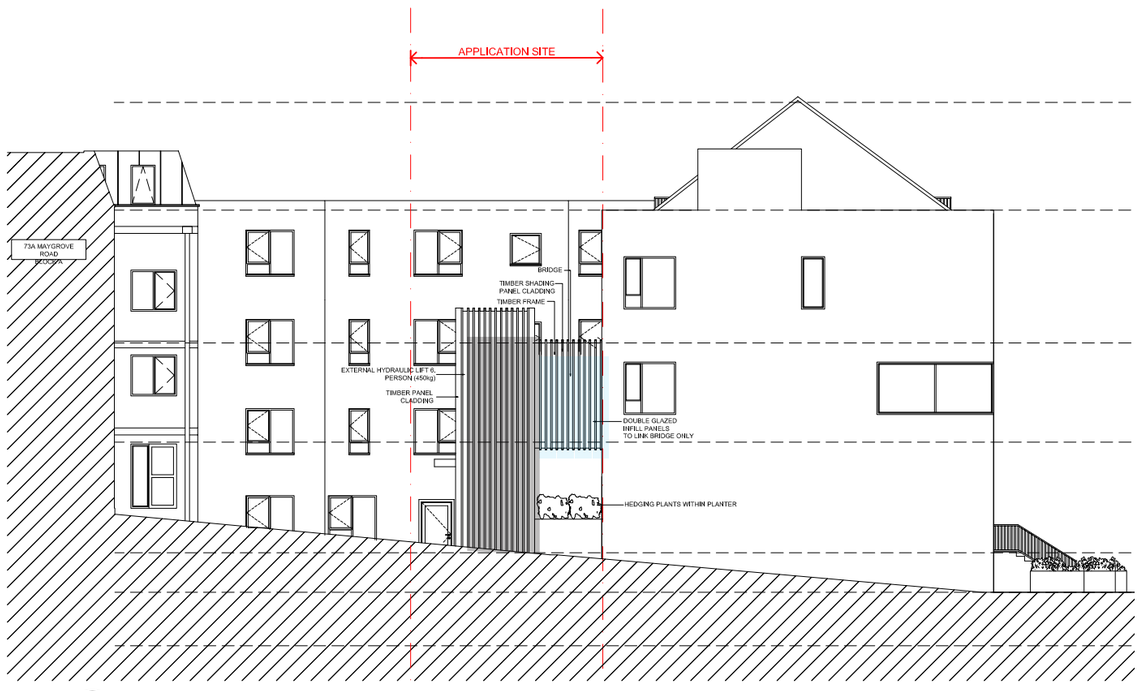


5.0 Scale & Mass

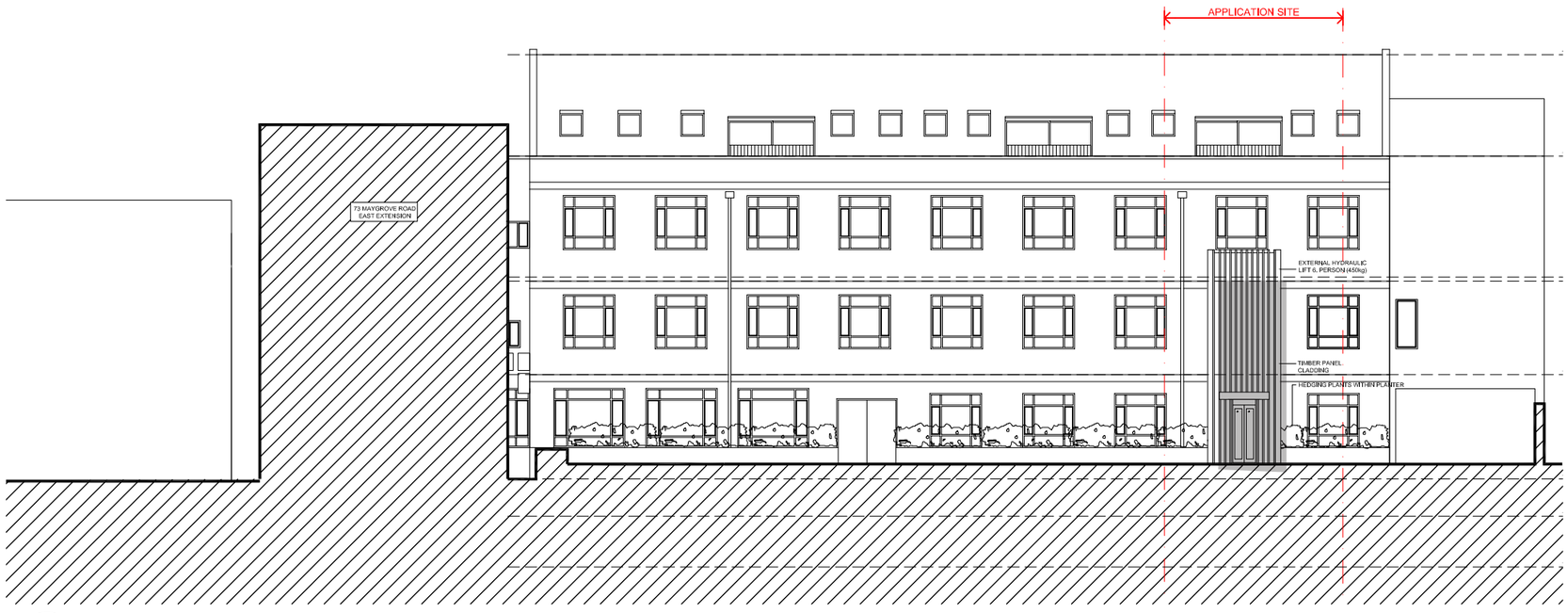
Existing & Proposed Elevations



Proposed East Elevation



Proposed West Elevation



Proposed North Elevation

6.0 Appearance

Precedents & Materials

The sin yellow bricks on the surrounding buildings was used as a precedent in deciding the cladding of the lift shaft. The proposed timber cladding will help to ensure the lift shaft is in keeping with the surroundings.

We also looked at timber cladding with glazed infills, which will continue on to the walkway. The walkway will also have a timber frame and timber shading.

Precedents

Existing Building: 73A Maygrove Road

Existing Building: 73A Maygrove Road

Proposed Materials

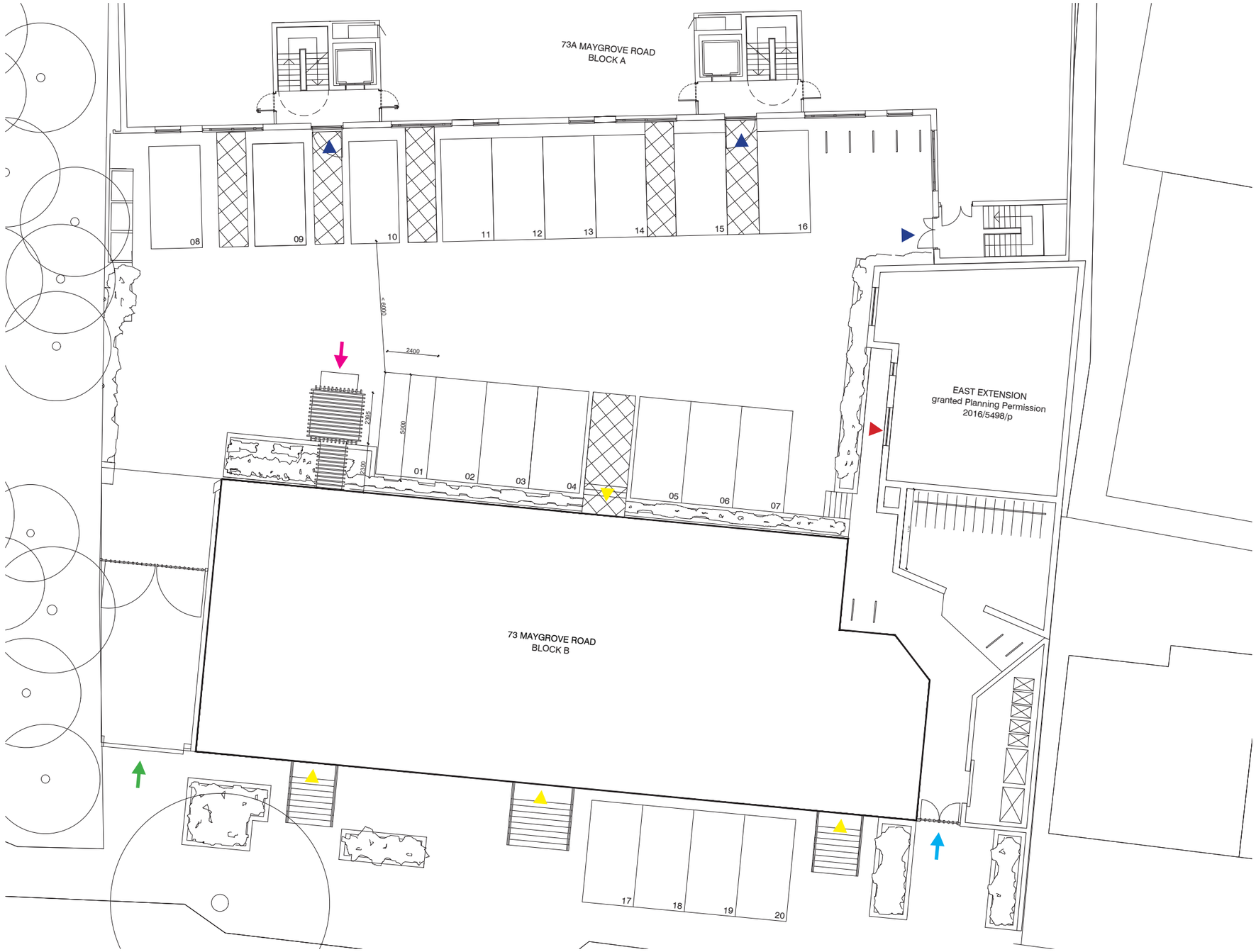
Vertical Timber Cladding

Vertical Timber Cladding With Glazing

7.0 Access

The access to/from the courtyard of 73 Maygrove Road will remain the same; Vehicular entrance through the western gate and pedestrian entrance through the eastern gate.

The access to 73a and 73 Maygrove Road will also be retained, and our proposal will create an accessible entrance to the live work unit.



Access Plan

Keys:

- Vehicular Access
- Pedestrian Access
- Access to Lift
- Access to Block A
- Access to East Extension
- Access to Block B

N

8.0 Concluding Summary

The scheme has been carefully designed to provide an aesthetically pleasing and functional accessible entrance for both employees and visitors to the live work unit at 73 Maygrove Road. The proposed design, mass and scale is respectful to the existing building and to the surrounding courtyard, and will have a minimal impact for the residents living in the existing buildings.

For these reasons we feel that our proposal should be found to be acceptable.