



DESIGN & ACCESS STATEMENT

For

PROPOSED EXTENSION OF EXISTING HOTEL

at

1 – 11 EUSTON ROAD

LONDON NW1 2SA



SEPTEMBER 2012

1. HISTORY

1.01 INITIAL GEORGIAN DEVELOPMENT

The buildings at Nos 1 - 11 are located on the south side of Euston road opposite Kings Cross station. Euston road was built in 1756 with a building line of 15 metres from the kerb. As a result the first buildings were set back from the road with front gardens and had raised ground floors above a basement level. Light and ventilation to the basements was by means of windows facing onto sunken areas, the wall lines of which are reflected in the current basement structure. The buildings had 3 storeys of residential accommodation above the ground floor.

1.02 VICTORIAN ALTERATIONS AND EXTENSIONS

In Victorian times No 1 was extended back a short distance along Birkenhead street with a 2 storey extension. Nos 9 and 11 were combined and linked along Crestfield street with a new 3 storey extension to an existing 3 storey Georgian house again with a raised ground floor and basement to form the Northumberland hotel. This resulted in multiple internal changes in floor level. At that time the facades of Nos 1 & 3 and 9 & 11 were embellished albeit in differing styles whilst Nos 5 & 7 retained much of their original appearance.

1.03 SHOP EXTENSIONS TO EUSTON ROAD

At some time in the latter 19th century after the construction of Kings Cross and St Pancras stations the front gardens of Nos 1 – 11 were built over with single storey commercial development at street level and with new fully sunken basements. This again resulted in further internal changes in floor level which have a significant effect on the accessibility of the proposed refurbishment. In addition construction of the shops made access to the upper floors of Nos 5 & 7 rather difficult requiring a long corridor from Euston road to reach the stairs.

1.04 SUBSEQUENT HISTORY

While the shops have retained their prime commercial frontage onto Euston road the upper floors of the houses at Nos 1, 3, 5 & 7 have deteriorated and are now principally low grade office space. The Northumberland hotel at Nos 9 & 11 had also deteriorated badly until recently receiving a major internal refit in 2011 – 12.

2. TOWN PLANNING

2.01 MINOR APPLICATIONS

There have been numerous minor applications over the last 25 years for matters relating to Changes of Use, Shopfronts, Signage, Aerials and the like which have no relevant bearing on this application.

2.02 APPLICATION 2011/4347/P

This application for the demolition of all the existing buildings on the site and construction of a new 8 storey building plus basement was registered on 2nd November 2011 and refused on 23rd December 2011. 18 reasons were cited as being relevant to this refusal of which some are specifically relevant to this new application and others are matters which would, if the proposal had been considered acceptable in principle, been dealt with by the discharge of conditions and legal agreements.

2.03 APPLICATION 2011/4347/P SELECTED REASONS FOR REFUSAL

Reason 1

Loss of buildings considered to make a significant contribution to the character and appearance of the Kings Cross Conservation Area and the setting of several listed buildings.

Policies C14 and DP25.

Reason 2

Design of the proposed replacement building. Bulk, mass, height and the like.

Policies CS5, CS14, DP24 and DP25.

Reason 3

Development does not provide a satisfactory contribution to the supply of housing in the Central London Area as part of a mix of overall uses on the site.

Policies CS6 and DP1

Reason 4

Undesirable loss of employment floor space for small and medium sized enterprises.

Policies CS5, CS8 and DP13

Reason 5

Substandard residential units in terms of outlook and daylighting.

Policies DP26 and DP6

Reason 6

Absence of acceptable provision for cycle parking.

Policies CS11 and DP17

Reason 7

Absence of satisfactory provision for servicing and service management plan.

Policies DP16 and DP20

2.04 APPLICATION 2011/4347/P OTHER REASONS

Reasons 8 – 18

- Construction management plan
- Air quality assessment
- Employment and apprenticeship plan
- Local procurement plan
- Legal agreement, Pedestrian, cycling and environmental contribution
- Legal agreement, Car free housing.
- Legal agreement, Highways works for pedestrians
- Sustainable buildings plan
- Legal agreement, sustainable energy strategy
- Legal agreement, Contribution to public open space
- Legal agreement Educational facilities

2.05 REVISED PROPOSAL

Following the refurbishment of the former Northumberland hotel a new proposal has now been prepared retaining and extending the existing buildings. The response to specific Camden policies and the way in which the layout and form of the buildings are to be adapted to meet the requirements of today's building regulations are stated under the relevant sections below.

Before making this submission a preliminary set of proposals was discussed with the council and as a result the proposed extent of the extensions to the buildings was brought down in size and the form of the proposed new mansard roofs modified in line with council guidelines.

3. HERITAGE

3.01 CONSERVATION AREAS

The buildings are located within the Camden Kings Cross conservation area and are in close proximity to the Islington Kings Cross and Bloomsbury conservation areas.

3.02 LISTING

None of the buildings at 1 – 11 Euston road are listed but are considered part of the historical context of the conservation area and the setting of various grade 1 listed buildings including Kings Cross station and St Pancras.

3.03 INTERIORS

Previous decisions have confirmed that there are no surviving interior features warranting protection.

3.04 COUNCIL POLICIES

CS 14 Promoting high quality spaces and preserving heritage
DP 25 Conserving Camden's heritage

3.05 PROPOSAL

It is therefore proposed to retain and refurbish the exteriors of Nos 1 – 11 Euston road. Rooftop extensions will be sympathetic to the historic setting and scale of the buildings in the form of mansard roofs. The interiors of the buildings will be substantially reconfigured to comply with current regulations. Five of the class A retail units will remain as they are with existing tenancies in place. One unit which is currently class A5, take away, use will become a new hotel entrance with step free access which cannot be achieved elsewhere. A larger basement area will compensate for this providing a dining area and bar associated with the hotel but separate and open to the public. As a further consequence of the development much of the unsightly fire escapes, ducts and pipework will be cleared from the back of the buildings.

4. SITE USE

4.01 EXISTING MIX OF USES

The buildings currently support a mix of uses. Of this approximately 590 m² is in the form of a variety of class A uses, excluding basements, at ground floor level. Approximately 570 m² is low grade class B1 use being the upper floors of Nos 1,3,5 & 7. The remainder is the existing hotel currently having 42 bedrooms.

4.02 USE CLASS A TENANCIES

Five of the existing ground floor class A usage tenancies will remain unchanged. As a result vertical circulation and fire escape for the proposed extension of the hotel is limited for practical purposes to the existing hotel itself and the Birkenhead street entrance to No 1 Euston road.

4.03 CHANGE OF USE

CS 8 of the Camden Core Strategy paragraph (f) recognises the importance of other employment generating uses including tourism. The buildings are located in the Central London area considered appropriate for hotel development and CS8.6 indicates that current developments elsewhere will meet the demand for office space. DP14 states that tourism developments should be easily accessible by public transport which applies particularly to this site which is ideally located. The proposed expansion of the hotel will bring a significant improvement to the quality of the hotel as a whole and a improved economy of operation.

4.04 HOUSING CONTRIBUTION

The existing buildings constitute a mixed use development which has evolved over time.

Camden development policy DP1 promotes mixed use development and states that in the Central London area where more than 200 m² of additional floor space is provided the council may require up to 50% of that space to be housing.

The proposed development will create approximately 420 m² of new floor space. This falls above the 200 m² threshold but below the 1000 m² of additional floor space required under DP1.12 for the provision of affordable housing.

The proposed extension of the buildings is at roof level with primary access through the existing hotel. With the retention of the ground floor retail units the only location for the necessary fire escape provision from the extended hotel is by means of the Birkenhead street entrance to No1 Euston road. DP1 States that housing provided as a mixed use element must have a separate access and separate entrance at street level. This cannot be achieved within the current building configuration.

Development policies DP1.16, 1.17 and 1.19 state that where a secondary use is appropriate for an area but cannot be achieved on site, including in DP1.19 as a result of existing development, an off site provision or contribution may be made towards secondary use. DP1.19 also makes special reference to the retention of buildings that make a positive contribution to a Conservation Area, which these have been defined as doing, and the restrictions that imposes.

It is also apparent the buildings and location do not easily lend themselves to the level of amenity required of residential development in response to policy CS6 and for this and the various reasons given above an on site contribution to the borough housing has not been included in the proposed scheme.

4.05 LONDON FRONTAGES

The shops form part of the London Frontages of retail premises as defined in the council's revised planning guidance PG 2007 Food Drink and Special Retail Premises.

4.06 COUNCIL POLICIES

CS3 Promotes appropriate development in highly accessible areas
CS 6 Providing quality homes
DP1 Mixed use development

5. CONCEPT

5.01 MARKET SEGMENT

This hotel is designed to cater for visitors and tourists to Camden and London in general as well as people making use of the nearby major transport connections to the rest of the United Kingdom and Europe.

5.02 HOTEL TYPE

The hotel is designed for generally short term stays by people who will spend much of the time outside of the building. As a result the bedrooms are sized to provide adequate space all with en-suite bathrooms with some single and family rooms.

5.03 LEVEL OF PROVISION

The proposed scheme will provide sleeping and bathing facilities and a limited dining and bar area for breakfasts and the like. This is located in the basement with access to the public from the main entrance before the hotel check in and bedroom areas.

5.04 LAYOUT

The existing hotel will mainly remain although some modifications will be made to accommodate the circulation requirements of the enlarged building. Essentially the extended part of the building into Nos 1,3,5 & 7 Euston road will form a simple spine corridor with a new escape and access stair in the part of No 1 facing onto Birkenhead street.

5.05 BEDROOMS

The new hotel will have a capacity of 87 bedrooms, principally in double bed accommodation with some single and family rooms.

6. ACCESSIBILITY

6.01 VERTICAL CIRCULATION

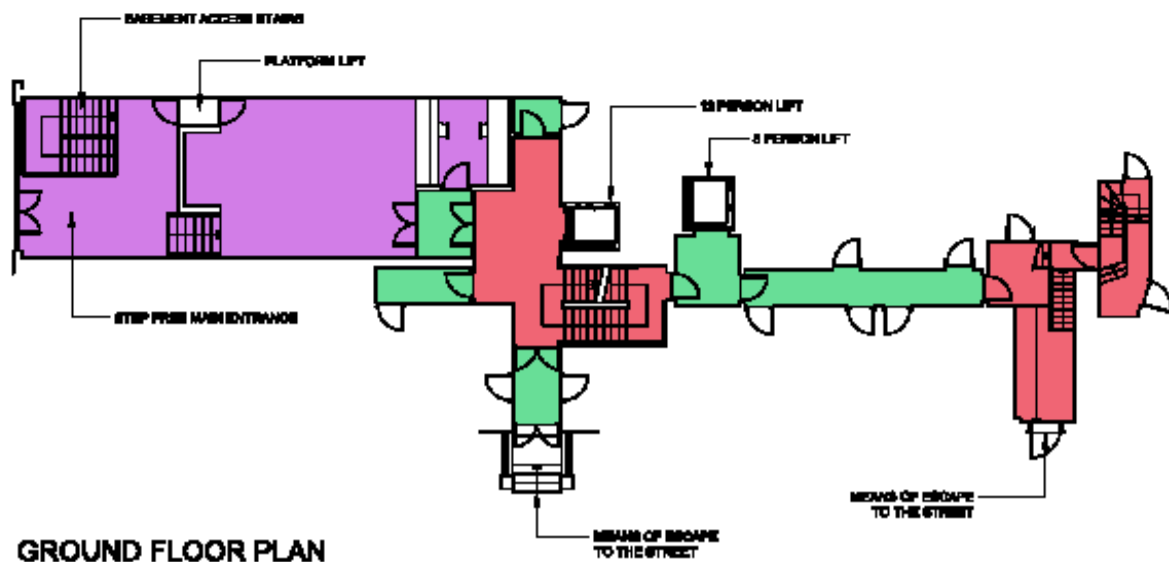
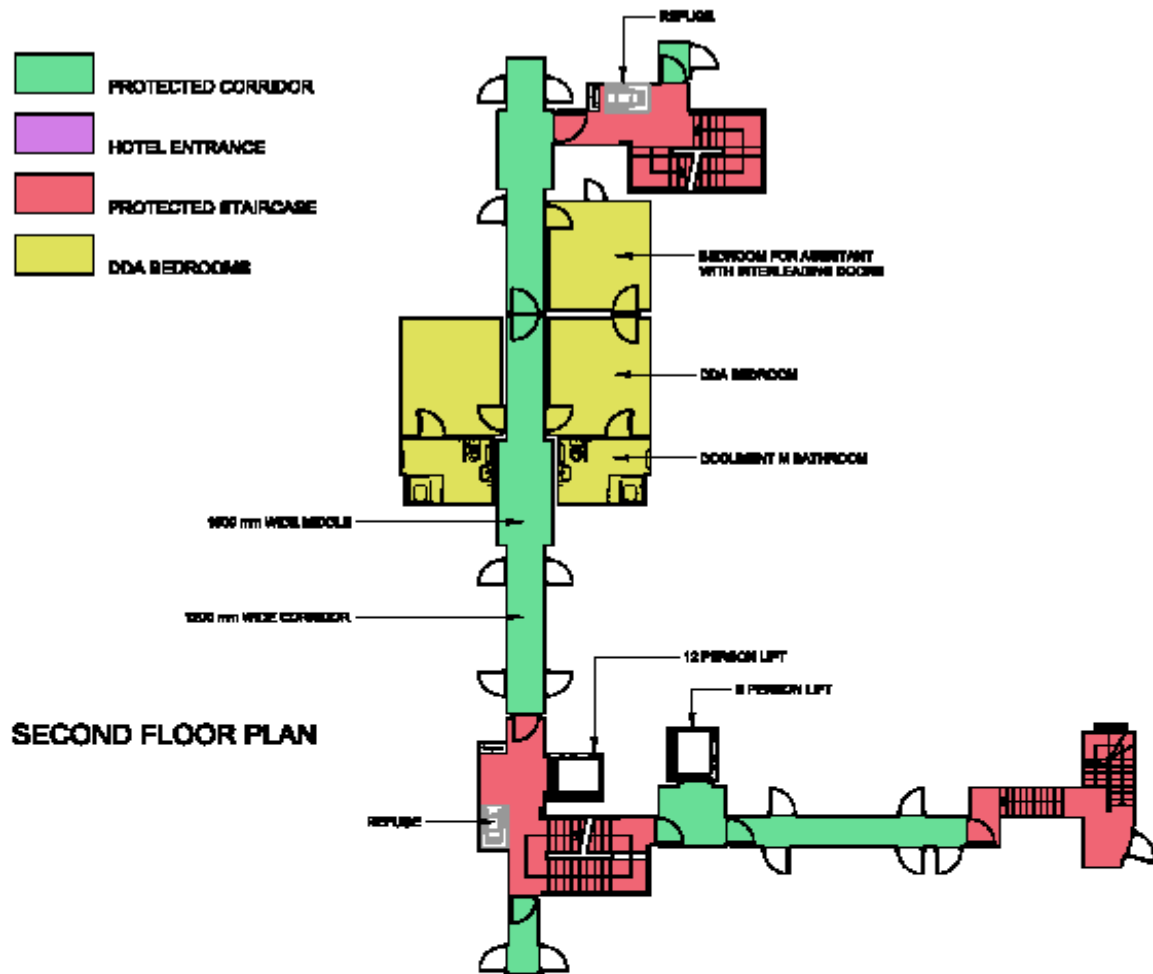
As a consequence of growth over time as recorded in the history of the buildings ground floor levels and the levels of all floors facing onto Crestfield street change between one part of the building and another. To facilitate circulation and to comply with Document M of the building regulations it is proposed to provide one 8 person lift to the original hotel and one 12 person lift to the new main entrance. These will all comply with Document M and are subject to verification of necessary scale of provision by the lift suppliers. In addition a platform lift will be provided between the Euston road street entrance, the basement dining and bar areas and the higher level check in and main lift.

The dimensions of the main staircase are to be reconfigured to comply with Document M of the building regulations as required for a material change of use and for convenience of use.

6.02 HORIZONTAL CIRCULATION

The roof extensions and areas of change of use of the buildings are required to comply with Document M of the building regulations. The main circulation corridors are 1200 mm wide with short areas 1800 mm wide at each end and in the centre for wheelchair manoeuvring. Refuges for wheelchairs are provided to all new staircases.

6.03 DIAGRAMS



6.04 PUBLIC ENTRANCE

The main public entrance is to be relocated to the former class A5 unit facing Euston road in order to create a step free access which is otherwise impossible. The previous entrance from Crestfield street is retained for service use and as a fire exit from the main circulation route in the building.

6.05 DROP OFF / PICK UP POINT

It is proposed to retain a drop off point in Crestfield street which is only a short distance from the proposed Euston road entrance and relatively quiet. Euston road itself is a red line zone with no stopping at any time. This point may be CCTV monitored and is quickly reachable from the check in and visible from the hotel office,.

6.06 BEDROOMS AND BATHROOMS

The recommended ratio of bedrooms and bathrooms complying with Document M of the building regulations is one for every 20 bedrooms. For 87 bedrooms in the building 5 will be provided. These are located at the centre of the main spine corridor where it is feasible for this to be done. Three of these bedrooms have communicating doors to adjoining bedrooms for assistants.

7. HOTEL OPERATION

7.01 WASTE AND RECYCLING

The proposed business plan anticipates a low waste generating operation. Low levels of waste from bedrooms and limited waste from the dining area and bar. Dining will operate primarily on a reheating principle for breakfast and light meals with initial preparation being done elsewhere.

Waste storage will be short term with contracted collections of waste and recyclables at times approved by the council.

7.02 OPERATIONAL PLAN, DELIVERIES

Deliveries and collections will mainly consist of laundry which will be cleaned by a centralised facility elsewhere and food and drinks. A hotel plan of operation will be prepared for approval by the council. It is envisaged this will be an extension of the existing operation. It should be noted that the building will be always staffed to receive deliveries.

7.03 STAFF FACILITIES, STAFF NUMBERS

The staff and food deliveries entrance is through the basement area off Crestfield street. As with most existing buildings in the Conservation area staff and deliveries entrances are generally off the public street. Staff changing and washroom facilities have been calculated at the rate given in the Health and Safety Executive Welfare Regulations 1992 for up to 25 female and 15 male staff.

7.04 CLEANING

The housekeeper's room is located at ground floor between the side entrance and main vertical circulation for convenience in managing clean and dirty linen and the like. Additional cleaners cupboards and sinks are provided at 1st 2nd and 3rd floors.

7.05 SECURITY

The general circulation layout provides a reasonable level of security in which only residents are permitted beyond a certain point. This will be enhanced by alarms on final exit doors and CCTV.

7.06 COUNCIL POLICIES

PPG 5.14 & 15 waste and recycling
CPG1 deliveries

8. CONSTRUCTION

8.01 CONSTRUCTION MANAGEMENT PLAN

A construction management plan will be submitted if required as a planning condition. The extent of the works is much reduced from the total redevelopment previously considered.

9. TRANSPORT

9.01 PARKING

The buildings have no provision for on site parking.

9.02 PUBLIC TRANSPORT

The buildings are located in an area with a very high level of public transport accessibility. It is expected that all arrivals will arrive by public transport or on foot. A few might arrive by bicycle though this is considered unlikely.

9.03 CYCLE PARKING

Provision has been made for 16 off street cycle spaces using a proprietary system located in the basement below the entrance of No 1 Euston road off Birkenhead street. These may be used by the occasional visitor but it is considered probable they will give a secure space for staff cycles.

10. SUSTAINABILITY

10.01 SUSTAINABLE DESIGN AND CONSTRUCTION

The London Plan policy 5.3 section 1.6 applies to sustainable design and construction in connection with major building developments. This development constitutes an extension and change of use and it is expected the building will meet the future requirements of the Code for Sustainable Buildings.

10.02 SUSTAINABILITY TARGETS

- Minimise carbon dioxide emissions from building services.
- Avoid internal overheating and the urban heat island effect.
- Efficient use of natural resources and making the most of natural systems.
- Minimising noise and air pollution.
- Reducing waste and increasing the reuse of materials.
- Provision of a satisfactory and long lasting environment for users of the building.
- Use of local suppliers.

11. LEGAL AGREEMENTS

11.01 MATTERS REFERRED TO IN APPLICATION 2011/4347/P

As a result of the limited nature of the proposed redevelopment it is expected that the extent of the legal obligations referred to in the decision notice of application 2011/4347/P will be substantially reduced but will be considered during the application period and will form some part of the conditions of approval.

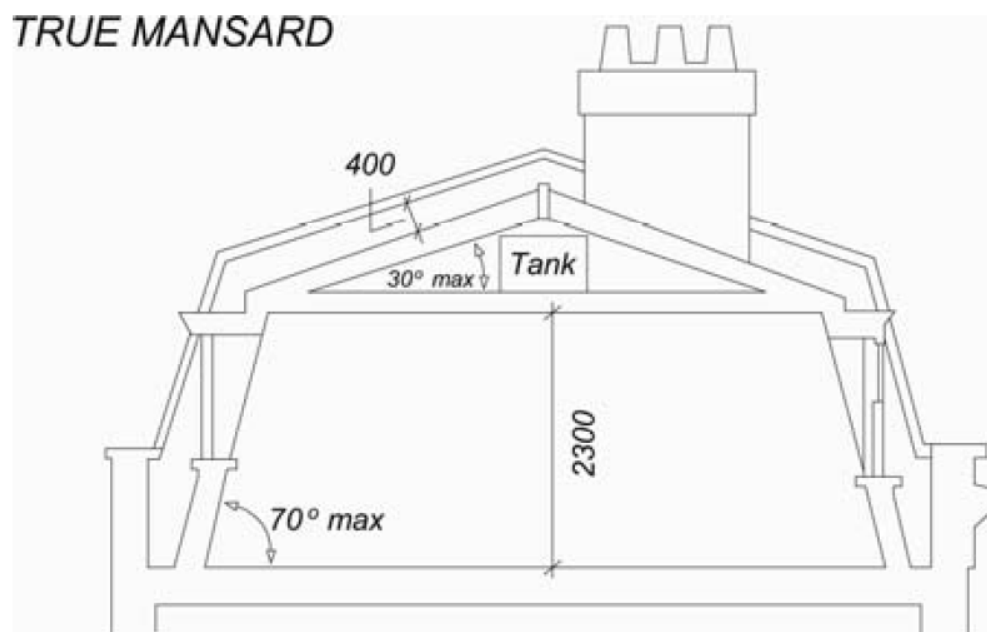
12. MATERIALS AND DETAILS

12.01 CHOICE OF MATERIALS

The main use of new materials will be to the roof and back of the buildings. It is proposed that new external walls are London stock brickwork to match that found in the vicinity behind the main frontages. Mansard roofs will be natural slate. All significant materials will be subject to approval by the council. The principle facades will remain painted render.

12.02 ROOF DETAILS

Roof details will be the most prominent feature of the proposal. It is intended to follow the guidance as set out in CPG1 sections 5.14 and 5.15 as shown in the diagram below. Natural slate can be laid at 22.5° and we propose around 25° below the 30° shown on the diagram. The mansard walls will be 70° . All other details of windows to be approved.



12.03 COUNCIL POLICIES

CPG1 Design. Section 5 roof extensions.

13. DAYLIGHT AND SUNLIGHT

13.01 DAYLIGHT AND SUNLIGHT ASSESSMENTS

Assessments were carried out as part of application 2011/4347/P. It is expected these will remain valid for the much reduced development proposed here but may be subject to review if required.

14. ACOUSTICS

14.01 ACOUSTICS REPORT AND ADVICE

Assessments were carried out as part of application 2011/4347/P. It is expected these will remain valid for the much reduced development proposed here but may be subject to review if required.

15. ENERGY STRATEGY

15.01 REQUIREMENTS FOR AN ENERGY STRATEGY

The scheme does not constitute a major development requiring its own energy strategy.

16. PHOTOGRAPHS



Crestfield street elevation showing floor level changes between parts of the buildings



View from the north west from Euston road



Evening view from the north east from Euston road



Birkenhead street view



Rear of the buildings showing fire escapes ducts and pipework to be removed



Rear of the existing buildings

SCP Architects

September 2012