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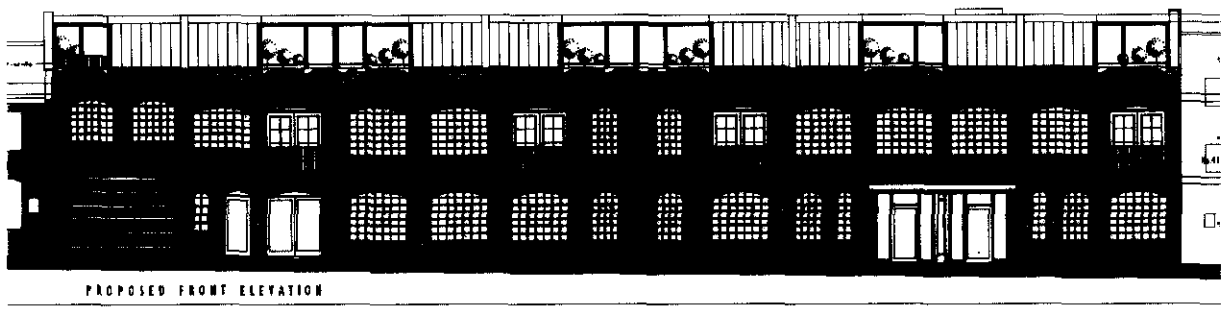
# ARCHITECTURAL DESIGN & ACCESS STATEMENT



PROPOSED FRONT ELEVATION

## 14-15 MANDELA STREET

Camden
London
NW1 0DU

*Job Number: 0907*
Date: 15.10.09

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The Design and Access Statement should be read in conjunction with the existing and proposed drawings which accompany this application.

## EXISTING BUILDING

Front Elevation - View towards Pratt Street

Front Elevation - View towards Plender Street

### Background

Number 14-15 Mandela Street was built in the early 20th Century and is a typical example of this building type. The property does not lie with in a Conservation Area, nor is it a Listed Building, and is designated in use class B1 as serviced offices.

The existing building comprises two floors, which are subdivided into several office units, with an internal garage at ground floor level providing off street parking for one car. Its construction is of steel frame and load-bearing brickwork, with single glazed metal windows and metal sliding/folding doors. The existing hipped roofs are covered in natural slate, with pitched rooflights to front and rear.

The building is currently vacant, and the building fabric has been allowed to deteriorate over the last number of years, presumably given the associated cost of repairs.

### Planning History

The existing use of the building is Class B1 – Offices, and no change of use is intended as part of this application. An application (Ref. 2007/6242/P) was granted Planning Permission for the proposed conversion of the existing building, which included the erection of a front roof extension incorporating terraces plus rooflights at the rear, and alterations to the front elevation. The approved scheme has formed the basis of this application in terms of bulk and elevational treatment, and shall



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be described in the relevant sections of this report.

## Existing Site Parameters

The site has a total area of 354m$^2$ with an overall depth of just over 7.7m. The property is the full width of the site, and is set back 0.9m from the pavement. There is a small lightwell to the rear of the property which is to be retained as part of the proposals. The overall height of the building from the pavement level to the top of the roof ridge is approximately 9.8m.

## Adjacent Properties

**Number 13 Mandela Street** is in a similar style and of the same period as number the subject site, with the brickwork painted white and retaining its metal framed windows.

**Number 41 Plender Street** is a modern residential building of little architectural interest comprising a number of apartments. The parapet height is approximately 2.1m higher than number the subject site, finished in light brown brick and powder coated aluminium windows.



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# PROPOSALS

The proposals are for the demolition and reconstruction of the existing dilapidated front elevations, and internal alterations to provide a modern office building of high quality design which will harmonise with its surroundings, including a reconfigured roof profile to provide additional usable floor area in the roof space. The main features of the proposed development are as follows:

## 1. Reconstruction of the dilapidated front elevation

The front elevation has fallen into a state of disrepair. It consists of single glazed metal windows and a number of metal doors. Remaining features of the original building are present in the form of large double door openings and a pulley at first floor.

The newly reconstructed front elevation will retain these characteristics and unify the openings. New metal windows are to be installed and the double doors at the first floor level will be reinstated. The proposals are designed to mirror the neighbouring properties, in particular number 19 Mandela Street, with the detailing continued through to the rear elevation. All new materials are to match existing.


PROPOSED FRONT ELEVATION

## 2. Internal alterations and insertion of a additional usable floor area

The existing accommodation is of poor quality. At ground floor level it is proposed to create a new entrance providing level access (see Access Statement Below), refuse storage accessible at street level and a bicycle storage area. The existing garage is to be retained within the scheme. It is proposed to rationalise the vertical circulation within the building providing a main staircase and secondary escape stair, and the introduction of a passenger lift into the building providing wheelchair access to



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all floors.

The open plan office areas will be located on all three levels, with floor to ceiling height maximised throughout to enhance the working environment.

As per the previously approved scheme it is proposed to extend the roof to the front in order to provide much needed additional usable floor space at second floor level. This intervention will take the form of a zinc clad extension with external terraces.

3. **Retain the height of the roof at rear**

It is proposed to retain the pitch of the existing roof to the rear of the property, to avoid any overlooking of the residential properties behind and ensure the light they receive is unaffected.

## SCALE & BULK

The massing of the proposed development is substantially the same as that for which Planning Permission has been granted Ref. 2007/6242/P, and has been carefully considered within the context of the surrounding area. Particular attention has been given to ensure the development is sympathetic to both the adjacent buildings and properties to the front & rear.

It is proposed to create a continuous level parapet across the front elevation in order to achieve a grading of the elevation along the street scene. Ridge height will match the existing, and has been extended across the full length of the roof in order to provide visual cohesion of the development and in response to the inadequate floor to ceiling height at second floor to the southern end of the building.

As previously mentioned, the roof will retain the existing pitch to the rear. This will ensure the existing levels of light to the residential properties will be unaffected.

The front elevation is to be reconstructed on the existing building line, with downpipes recessed into the front elevation to maintain the clear pavement, and the lightwell to the rear will be retained. This means the footprint of the existing building remains unaltered.

## LAYOUT

I **Ground Floor Level**

The ground floor will be utilised as an open plan office, with a reception area inside the main entrance from the street. In addition to ancillary support areas such as a meeting room & kitchenette, male and female toilets including showers are also provided in line with the requirements of The Workplace (Health, Safety and Welfare) Regulations 1992, and in order to promote the use of bicycles at work.

A dedicated bicycle storage area has been provided for use by the occupants, and the refuse & recycling storage area is readily accessible from Mandela Street.

The garage is designed to be wheelchair accessible, with parking provided for one car – which represents no increase to the existing situation. The parking space will meet requirements for disabled parking (see Access Statement below for

details).

**2 First Floor Level**

The open plan office layout is continued at first floor, with further support & sanitary accommodation and an additional meeting room provided. Inward-opening double doors allow for increased natural ventilation through the front elevation.

**3 Second Floor Level**

The additional floor area proposed at second floor will include office space, meeting rooms, staff areas and storage with planted terraces to the front for the added amenity of the occupiers.

**4 Roof Level**

The rear slope of the roof will include a number of pitched rooflights to allow additional natural light to the floor below, and the lift shaft will be clad in zinc. Solar panels are proposed to the flat sections of the new front roof.



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# DETAILED DESIGN & MATERIALS

## 1 Fenestration – Front Elevation

The proposed front elevation will reflect the streetscape and surrounding properties.

The height of the parapet will be unified throughout creating a uniform elevation. The existing double doors at first floor level are to be incorporated into the proposed scheme providing the opportunity for 'Juliette' balconies, with railings of painted black metal to match the period of the building.

Opening heights will match the existing, and new double glazed steel windows will have arched brick heads, mirroring the building opposite (Figure 1) and further enhancing the streetscape.

Figure 1 - Number 19 Mandela Street

## 2 Fenestration – Rear Elevation

The rear elevation has been designed with detailing to match the front.

## 3 Brickwork

The elevation will be constructed in red-brown London stock facing bricks, with detailing to the window & door heads and side reveals to match. The selection of brick size, mortar jointing and coursing will match the adjoining properties, in Flemish bond with traditional ½ and ¼ cut bricks to the opening reveals & returns. Opening head details will be formed from cut 'gauged' bricks.



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4 Materials

- Sills — Portland stone, squared edge sill with drip, with sides projecting into the window reveal brickwork detail.
- Windows — New metal framed fixed and casement windows, double glazed to meet current Building Regulations with detailing to match the existing.
- Entrance — The design of the new metal framed entrance door screen is in keeping with that of the neighbouring building at No.19 Mandela Street (Figure 1).
- Garage door — A new metal roller shutter, located in the existing position, is proposed to be in keeping with the character of the building,.
- Railings — To be black painted metal to suit the period of the building.

Figure 2 - Typical Windows at 19 Mandela Street

5 Roofing

The roof extension to the front will be set behind the front parapet, and finished in zinc cladding. It is proposed to retain the existing pitch and height of the roof across the entire rear of the building, with a new natural slate finish and parapet upstand.

## PARKING

The building currently has internal parking for one car via a sliding folding metal door to the North of the site, which will be designed to meet relevant standards for disabled access.

Fourteen new cycle parking spaces are to be located in a dedicated space on the ground floor. This number could be further increased with the aid of bicycle racks.

## AMENITY SPACE

There is an existing lightwell to the rear of the property which will be retained in the proposed scheme. It is also proposed to create small outdoor spaces in the form of roof terraces to be used as breakout spaces from the offices. The planting to these roof terraces will be carefully considered to increase the biodiversity of the area.

## REFUSE STORAGE

The waste and recycling facilities have a dedicated refuse store directly accessible from the street. Space has been provided that is sufficient for equipment and containers to enable the processing, sorting and storage of recyclable materials and other domestic waste. The location of these facilities is considered optimal both in terms of housing the waste storage vessels and proximity to the areas of the proposed development that will generate the most waste.

## CONCLUSIONS

It is intended that the office building is redeveloped in a manner that is sympathetic to the neighbouring buildings and surrounding properties in order to create a modern office building of architectural note. To achieve this, extensive investigations have been undertaken to inform the design of the final scheme.

The external envelope is substantially the same as that for which Planning Permission has been granted, and the sensitive and considered detail design of the proposals would be of significant benefit to the neighbourhood and a valuable asset to the local community.

We submit that the proposals represent the most sensitive way by which the building can be developed for office use in accordance with UDP Policy E2, regarding Retention of Existing Business Uses



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# ACCESS STATEMENT

**Existing Building**

There is currently no wheelchair access to the existing building, and internally the layout and fabric of the building does not accommodate people with other disabilities.

There is no lift in the existing building, and the existing garage space does not provide a parking space which is DDA complaint.

**Proposed Building**

1 Parking

The proposed new parking space within the garage would comply with the minimum recommended size for wheelchair accessible parking being 3.5m wide x 5.5m deep.

2 Access

Access into to the main entrance of the building is provided via level access from street level. The access door has a clear opening of 1100mm. The proposed new accesses into the building will be illuminated.

3 Circulation

The proposed internal doors have been designed to exceed the minimum clear opening sizes.

A DDA compliant lift has been integrated into the design to provide wheelchair access to all floors, with adequate turning space has provided adjacent to all lift access points.

4 WC

The WC indicated on the ground floor of the proposed drawings is designed to be fully wheelchair accessible, with the walls constructed in blockwork to enable fixing of secure handrails etc.

5 Services

All switches, sockets, ventilation and service controls will be installed at a height between 450mm and 1200mm off the finished floor levels.



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