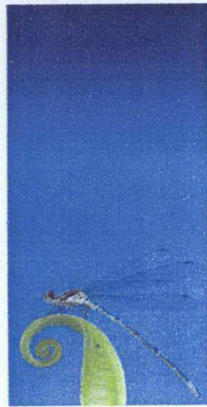


Design and Access Statement

**Proposed Residential Flats at
32 - 34 Swinton Street, London**

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Introduction

This Design and Access Statement has been prepared to support the full planning applications for the construction of a mansard roof to accommodate a one-bedroom flat at 32 Swinton Street and the construction of a mansard roof to accommodate a two-bedroom flat at 34 Swinton Street.

The design principles referred to in this Statement are based on National and Local guidance including:

National Guidance

- By Design: Urban Design and the Planning System – Towards Better Practice, DETR & CABE (2000)
- Urban Design Compendium, English Partnerships (August 2000)
- Building in context – New development in historic areas, English Heritage & CABE (2001)
- The value of urban design, CABE, UCL & DETR (2001)
- By Design: Better places to live – A Companion Guide to PPG3, DTLR & CABE (September 2001)
- Planning Policy Statement (PPS) 1: Delivering Sustainable Development, ODPM (February 2005)
- DCLG Circular 10/2006: Guidance on changes to the Development Control System (June 2006)
- The principles of inclusive design. (They include you.), CABE (September 2006)

Local Guidance

- SPG: Bloomsbury Conservation Area Statement and draft Bloomsbury Conservation Area Appraisal
- SPG: Camden Planning Guidance (December 2006)
- Adopted Unitary Development Plan, Camden (June 2006)

Design Evolution

The Site

The site is located on the north side of Swinton Street immediately west of the underground railway cutting to Kings Cross. Nos 32 and 34 are adjoining terraced houses, no.32 being a continuation of the Swinton Street terrace, set back from the pavement behind a shallow basement forecourt. No 34 is set approximately 10 metres back from the pavement, ie recessed behind the main street frontage



Photo 1 - View from Swinton Street

to accommodate the line of the railway (see photo 1). Both buildings are divided into bedsits.

32 Swinton street is typical of residential buildings in the street comprising a basement, ground and two upper floors. The basement and ground floors are white painted stucco incised to resemble masonry, with London stock brick and red brick details to the first and second floor window openings and cornice. The

roof is concealed behind a stock brick parapet. The windows are white painted timber sash. (Photo 2)

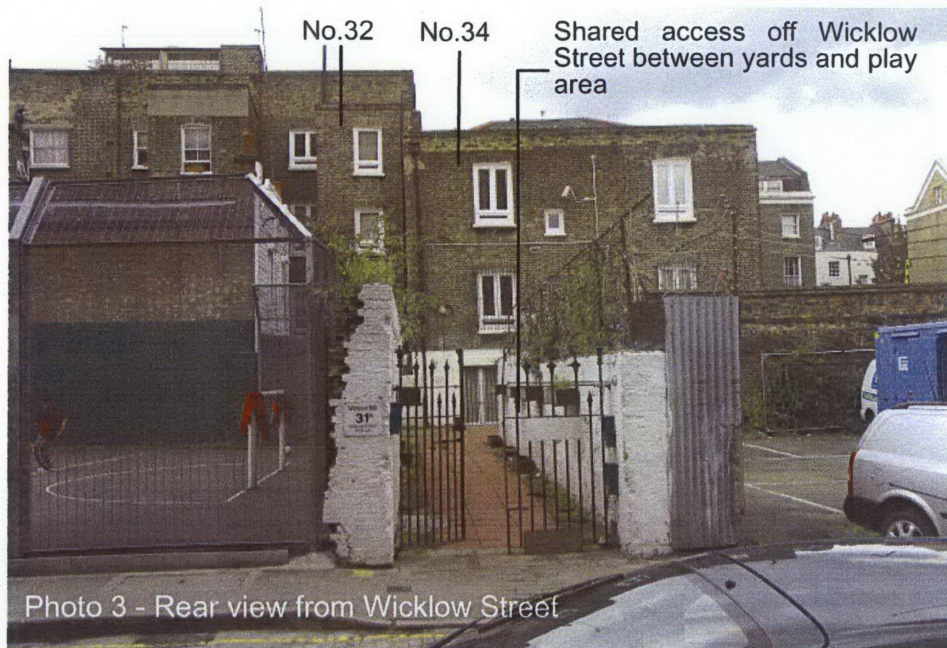
The side elevation (which is visible from Swinton Street) is blank stock brick apart from a landing window and white painted stucco render to the ground floor. The entrance to no.32 off Swinton Street is a gated access to a passageway at the rear of which is the door to no.32. An entrance in the side of the passage leads to a yard space in front of no.34 - both properties share this access and will continue to do so after the proposed developments to both properties take place. The 4 storey rear elevation, visible from Wicklow Street, is brick with white windows some of which appear to be upvc.

34 Swinton Street is set well behind the facade of no. 32 and is one floor lower. The stock brick 2 storey front facade has red brick detailing, white painted sash



Photo 2 - View from Swinton Street

windows and a straight roof parapet. The side elevation, which abuts the railway cutting, is blank stock brick apart from a single staircase landing window. The 3 storey rear elevation is stock brick with white painted wooden windows and projects closer to Wicklow Street than adjoining properties. The facade is partly



hidden from the street by a 1.8 metre brick wall which is continuous with the railway bridge parapet. The rear yards of both properties have access to Wicklow Street through an area of car parking and private yards (photo 3).

Surroundings and Context

Environs

The site is within the St Pancras area of London and the Borough of Camden who are the local planning authority. Both properties fall within the Bloomsbury Conservation Area and share characteristics with the larger part of the conservation area to the west of Grays Inn Road, ie the streets were built as speculative residential development in the 19th century, with the architectural form characteristic of the area and period (photo 4).

Swinton Street and its environs remains primarily a residential area although there are commercial units in the locality especially along Grays Inn Road and Kings Cross Road. To the east of the site nos 18 to 24 have been converted to a hotel, and to the west of the railway cutting the terrace has been replaced by the

larger buildings of the Royal Ear, Nose and Throat Hospital. The appearance of the terraced residential properties on Swinton Street is generally consistent in terms of scale, materials, height and arrangement of architectural elements.

Accessibility

Swinton Street is one way with limited on street parking. It is a typical Central London location with access to major bus and underground / surface rail routes operating from Kings Cross and St Pancras stations.

Photo 4 - Typical 19th century terraced properties in the vicinity





Design Response

Use

The proposed additional accommodation will be in the form of residential flats so no change of use is proposed for either No. 32 or 34.

Density

A number of properties on Swinton Street have been adapted with mansard roof alterations to accommodate additional residential. The proposal will be in line with this established practice and will not represent a significant addition to the population density in the area (photo 5).

Layout

The footprint and internal bedsit arrangements of both 32 and 34 will not be affected by the proposals. The addition of a mansard roof to no.32 will create

space for a 1-bedroom flat and the addition of a mansard roof to no. 34 will enable the creation of a 2-bedroom flat.

External Appearance

The requirements in the Conservation Area Statement and the Camden Planning Guidance for the consideration of form, scale and choice of materials have been taken into account in drawing up the proposals for both properties. The key predominant and repeated features found on the building and on neighbouring buildings such as brick window heads, roof parapets, sash windows and stucco at lower floor level are retained. Mansard roofs are a repeated feature of the street scene as photograph 5 shows.

The mansard roof addition to no. 32 will complement similar additions to adjacent properties. Typically these have been made over a period of time, raising the overall height of properties in the street to 5 storeys. The increased height will match but not exceed the existing height of similarly extended properties.

The detailing of the roof has been designed to match existing mansard roof constructions in height and pitch, and in the use of blue grey slate. White painted dormer windows let into the front elevation will be located behind the retained parapet and will match in scale and position similar windows elsewhere on Swinton Street. The windows will be subordinate in scale and pane size to the windows on lower floors. The arrangement of roof pitch and dormer windows will be repeated on the rear elevation.

It is proposed to extend no. 34 a mansard roof. The existing parapet line will be replaced by a string course which will be continuous with the existing terrace string course. Window openings on the new floor will match the existing white painted wooden sash windows seen elsewhere along Swinton Street.

The specification of the mansard roof will match the proposed mansard to no. 32 in choice of materials (blue grey slate) and pitch. The gable end wall will be raised to a height sufficient to project above the proposed roof and its elevation will be double chamfered. The specification of brickwork will match the existing stock brick material and pointing style.

Scale and Context

Although both properties will be increased in height as a result of the proposals, this will be in line with established precedent which has fixed the terrace parapet at second floor height and allowed the extension to third floor height under slate clad mansards. Both 32 and 34 will be constructed to this specification, creating a visually more appropriate termination to the terrace when viewed either from Swinton Street or Wicklow Street. This will apply both in short range views and from further along the adjoining streets where the terrace will be visible in foreshortened view.

No adverse overlooking or overshadowing of any neighbour will occur as a result of these proposals: similar extensions elsewhere on Swinton Street have not resulted in adverse conditions for properties on the opposite side of the street. The extended west gable faces a car park on the other side of the railway cutting, and the rear elevations overlook yards and a car park.

Sustainability and Energy Efficiency

The compact nature of the site and surrounding uses and form of built development somewhat limits the ability to maximise opportunities available elsewhere for passive solar gain. That aside, the development has been designed in accordance with the current best practice principles of sustainable design and construction.

The location of the site within a Conservation Area precludes the use of solar panels and, wind turbines and the nature of the site precludes the use of ground heat pumps.