

30 CLEVELAND STREET

London, W1T 4JD

Design & Access Statement

External Railings

21/07/17

Prepared for

BC Noho Limited

INTRODUCTION

This Design and Access Statement (DAS) has been prepared on behalf of BC Noho Limited.

It forms part of the application for the installation of new external railings around the existing lightwells on the Cleveland Street and Tottenham Street elevations.

BC Noho Limited are currently undertaking a series of investment works to enhance the building. Planning permission was recently granted for alterations including external refurbishment, roof top and rear extensions in May 2017 (Application Ref: 2016/7076/P).

This included a proposal for new railings either side of the building entrance.

SITE AND BACKGROUND

30 Cleveland Street is situated on the corner of Cleveland Street and Tottenham Street. It lies within the boundary of the Charlotte Street Conservation Area. The building is not listed but is noted as being a positive contributor on the "Positive Contributors and Listed Buildings Map" which supports the Charlotte Street Conservation Area appraisal and Management Strategy. It also falls within the area covered by the Fitzrovia Area Action Plan adopted 3rd March 2014.

The *Charlotte Street Appraisal and Management Plan July 2008* notes the following characteristic details, "The area experienced significant alteration of building frontages during the 19th century and the construction of new development during the 19th and 20th centuries has meant that there is a huge range of different of architectural detail within the area. There is a notable character created by the consistent use of cast iron railings along frontages to separate the pavement from the basement lightwells. The details of the railings vary with an interesting variety of classically derived motifs (urns, trefoils, spears) and Art Nouveau and Art Deco detailing on later buildings." See page 4 for examples of railings to neighbouring buildings.

30 Cleveland Street was constructed in 1930-31 as Kelvin House operating as the headquarters of the Central Medical Establishment until the 1990's when it was redeveloped for office use. It is Art Deco in style, fully rendered to the front elevations with glazed curtain walling at Lower Ground, Ground and First Floors. At pavement level, lightwells to the Lower Ground Floor are surrounded by concrete upstands secured with a metal grille with galvanised metal railings at the historic building entrances. The lightwells and surrounding treatments appear to be a modern alteration and are not present on a 1978-79 photograph of the site (see page 3).

The consented scheme allows for the existing lightwell upstands to be painted dark grey, new metal grilles to be installed, the existing balustrades by the entrances removed and the installation of new dark grey metal balustrades to the Cleveland Street entrance. This application proposes to omit the balustrades to the building entrance, remove the existing metal grilles, paint the upstands white and install black metal railings around the upstands in a style in-keeping with the Art Deco detailing of the building. An existing loading bay will be removed as part of the consented scheme. The pavement in this location supports a flush metal grille above the lightwell and it is proposed to remove this and create a new matching upstand to support the metal railings. It is considered that the use of metal railings will be more consistent with the established street scene and the character of the building.

USE & AMOUNT

The existing building is B1 office use throughout. No change of use or area to the consented scheme is proposed.

LAYOUT, SCALE & APPEARANCE

The new railings will be located around the existing lightwells. These will be fixed to the top of the existing upstands which will be painted white. The railings will be powder coated black in keeping with railings throughout the Charlotte Street Conservation Area as set out within the *Charlotte Street Appraisal and Management Plan July 2008* and with neighbouring buildings. The railing format will be composed of a series of vertical elements with central motifs referencing the building's Art Deco heritage. The existing grillage over the lightwells is unsightly and removing it will improve both the building's Ground Floor appearance and allow more light into the Lower Ground Floor office space.

ACCESS

The proposed railings will not impact access to the building or along the existing footways. They will be designed in accordance with Building Regulations Parts K and M. They will be secured at a minimum of 1,100mm high from the pavement, the railings will provide protection from falling allowing for the removal of existing grilles.

TRANSPORT

The site has excellent public transport accessibility levels. The site is a short walk from Goodge Street and a number of other Underground Stations, as well as Euston Rail Station. It is well served by several bus routes linking to all surrounding areas, including night bus services.

CONCLUSION

We believe the application to be in line with Camden Council Planning Policies and to be an improvement on the existing lightwell arrangement with aesthetics in keeping with the local streetscape policy.

30 CLEVELAND STREET EXISTING SITE PHOTOS



30 Cleveland Street



Balustrade and upstand adjacent to Cleveland Street Entrance



Balustrade and upstand adjacent to Tottenham Street Entrance

HISTORIC PHOTO



1978-79 view of Tottenham Street elevation

NEIGHBOURING BUILDINGS, RAILING EXAMPLES



Middlesex House (Cleveland Street neighbour)



52 Tottenham Street (Tottenham Street neighbour)



22 Cleveland Street (opposite Tottenham Street elevation)



Fitzroi place (opposite Cleveland Street elevation)