**Borough of Camden, Planning Department, 2nd Floor, 5 Pancras Square, London, N1C 4AG.**

**DESIGN & ACCESS STATEMENT. [2019/1653/P] - 155 Drummond Street NW1 2PB.**

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## 1.0 SITE CONTEXT.

### 1.1 SITE LOCATION.

The site is located within an urban block close to Euston Station in Central London. It is adjacent to the area identified for the redevelopment of Euston Station for the route of HS2. The urban block is bounded by Drummond Street to the north, North Gower Street to the east, Euston Road to the south and Hampstead Road to the west. This urban block contains The Camden Peoples Theatre [on the corner of Drummond Street and Hampstead Road] a Public House and mixed use of various commercial and residential properties.

The Tolmer's Square Estate was designed as a protective enclosure, with onion rings of layered buildings, making the transition from the hard outer edges of the urban block, to the softer central greenspace. The square is entered via four vehicular and pedestrian gateways, from; North Gower Street, Drummond Street and Hampstead Road. The gateways are generally characterised by higher density buildings. The pedestrian links are formed by relatively tiny fissures within the urban fabric. Gateway-D off Hampstead Road is bounded by 8-storey buildings, which form part of the western edge of Tolmer's Square Estate.

Designed circa. 1980 the Tolmer's Square Estate was conceived in a neo vernacular style, with heavy masonry using concrete and brickwork construction. The residential apartments to the north edge of Tolmers Square [behind Drummond Street] are designed with their primary access and living quarters, facing south to the central greenspace.

The application site is the northern gateway of the Tolmer's Square Estate and has a drive through archway providing vehicular and pedestrian access from Drummond Street to Foundry Mews and to the estate beyond. Relative to the other estate gateways, the density of the northern gateway is downplayed within the context of Drummond Street terrace, rather than Tolmer's Square Estate. The scale and character of the urban massing around Drummond Street has increased significantly since circa 1980 when the estate was redeveloped and this presents an opportunity to re-imagine the northern gateway to the Tolmer's Square Estate as a landmark building, that could act as a paradigm to increase housing density for other similar structures.

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## 1.2 TRANSPORT LINKS.

The site has a high PTAL rating of 6B. A wide variety of bus routes are provided in close proximity to Hampstead Road and Euston Road and regular underground services are provided at Euston Square [Circle Line, Metropolitan Line, Hammersmith & City Line], Euston Station [Victoria Line, Northern Line], and Warren Street [Victoria Line, Northern Line], all within 600 metres walk from the site.

The site is also within easy walking distance of other significant transport links, including; Euston main line train station for both suburban and intercity rail services. Also in close proximity are the Kings X main line train station, the St Pancras main line train station and the Eurostar Terminal at St Pancras International Station.

## 1.3 WALKING LINKS.

The site is within easy walking distance of all of Central London, the West End, The City and the River Thames.

## 1.4 CYCLING LINKS.

The site is relatively close to the Super Highway Cycle Route C6 which travels from Kentish Town, across Blackfriars Bridge to Elephant & Castle in south London. This north-south cycle route connects with various east-west cycle routes, including the C33 Super Highway Cycle Route which connects Hyde Park with Barking and travels along The Embankment.

The site is in a highly accessible location with excellent public transport opportunities giving good accessibility to all of Central London. The scale and nature of the proposed development and the number and quality of public transport services means that it shall have no negative impact on public transport services.

The proposed development seeks to maximise the use of this highly accessible urban location. The application site is adjacent the proposed station for the termination of HS2 and together with the established transport infrastructure links, it is difficult to imagine a location that has more physical connectivity and integration with public transportation links, than this one.

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## 1.5 LISTED BUILDING & CONSERVATION AREAS.

The development site is not a Listed Building.
The site is not within a Conservation Area.

## 2.0 DESIGN.

## 2.1 DESIGN CONCEPT.

The architectural concept for the design proposal, developed from the understanding that the site is much more layered than the pair of pre-War terraced houses on Drummond Street that previously occupied the site prior to the re-development of the Tolmer's Square Estate. Since the pre-War era, the urban context of this area of London has changed beyond all recognition with many high density developments within close proximity. There is a 10-storey block on Drummond Street, west of Hampstead Road and buildings in excess of 30-storeys height, immediately beyond that.

Although the height of Drummond Street, east of Hampstead Road, is generally limited to 4-5 storey buildings, the scale of some of the neighbouring buildings is very large. For example, the adjacent property at 141-153 Drummond Street is a relatively massive and homogenous building on a horizontal axis. It has no particular architectural merit and is far removed from the texture and grain of the pre-War terraced houses that used to occupy the site.

Beyond a reading of the site as simply a street terrace infill, a more accurate and nuanced understanding of the site is as the northern gateway of the Tolmer's Square Estate, which in itself contains 8-storey residential blocks. The site is 1 of 4 gateway's to the Tolmer's Square Estate and currently downplayed with the neo vernacular design of the existing building, being of little or no architectural merit.

The other 3 gateways are characterised with greater architectural mass and drama. Gateway-A is a vehicular and pedestrian route, from North Gower Street to Tolmer's Square and framed by a traditional 4-storey terrace and a contemporary style 8+-storey mirror clad building. Gateway-B is a pedestrian route, from North Gower Street to Tolmer's Square and framed by traditional and contemporary 4-storey terraces, with views to higher density buildings beyond. Gateway-D is a vehicular and pedestrian route, from Hampstead Road to Tolmer's Square and framed by 8-storey building [which form part of the Tolmer's Square Estate] and a contemporary style 8+ storey mirror clad building.

The proposed taller gateway building, provides a counterpoint to the homogeneity of 141-153 Drummond Street and offers to landmark the northern gateway to Tolmer's Square. By enhancing the architectural design of the northern gateway, adding density to provide additional residential accommodation and improve the vehicular and pedestrian links to the Tolmer's Square Estate, the design enhances the sustainability of the estate as a whole.

There is a need for additional housing within the London Borough of Camden and a site in this location, with extensive public transport infrastructure links and within easy walking reach of most Central London locations, has no requirement to be reliant on private motor car ownership and there is an opportunity to make a positive contribution to the reduction of CO2 emissions with this development.

There is a direct link between housing density and sustainable development and even relatively small housing developments, such as this one, have their role to play within the emerging climate emergency.

**2.2 SUSTAINABLE DESIGN.**

Directly informing the sustainable redevelopment was an innovative application of structural design principles which allows the existing primary reinforced concrete structure [comprising; foundations, ground slab and 1st floor transfer structure] to be retained and reinforced with relatively minor structural interventions and without any structural implications for the adjacent properties. The retained 1st floor transfer structure shall be utilised as a crash deck during the construction process and permit the northern gateway to Tolmer's Square Estate to remain open to vehicular and pedestrian access throughout the construction process. The re-engineering and re-use of the existing reinforced concrete foundations and transfer structures, makes a significant contribution to the reduction of the CO2 footprint for this development, over and above more conventional construction methods [not only in the casting of new foundations, but also in the reduction of demolitions waste and their transport to landfill].

In considering the wider implications of sustainable development, the client and designer felt strongly that they have a responsibility towards maximising the development potential of the site, within the constraints of the retained reinforced concrete structures, fire engineering principles and the limitations of Daylight / Sunlight analysis. The design proposal achieves this, with the maximum number of new homes provided, for the minimum CO2 impact for this site.

## 2.3 FIRE SAFETY.

The fire safety strategy for the design proposal has been developed in conjunction with Assent Building Control and the fire engineering was provided by FSECUK. The London Fire Brigade have provided an approval for the fire engineering design of the proposal, dated September 2019.

## 2.4 DAYLIGHT / SUNLIGHT ANALYSIS.

The Daylight / Sunlight analysis was provided by The Daylight Lab, dated September 2019. There is no detrimental impact of the massing of the scheme on the neighbouring properties. The report indicated that overall there was no significant loss of daylight for the neighbouring buildings, nor to their amenity spaces and that the proposed development satisfies the relevant BRE requirements for both sunlight and daylight.

## 2.5 MASSING, FAÇADE DESIGN & FENESTRATION.

In consideration of the sustainable design principles and their aesthetic impact, the maximum area of reinforced concrete structures and brickwork structures are retained. The retained masonry structures are to be reinforced and re-clad with bricks re-cycled from the site demolitions. The retained brickwork base forms a high mass podium, upon which the lightweight upper floors sit, as a sculpture upon a plinth.

The north façade, viewed from Drummond Street, the brickwork plinth steps down in scale from the homogenous horizontal mass of 141-153 Drummond Street, to the scale of the vehicular and pedestrian gateway. This lightweight elevation, constructed on top of the masonry plinth, relates to the scale of the Tolmer's Square Estate as a whole.

The south façade, viewed from Foundry Mews to the north side of the Tolmer's Square Estate, allows the retained brickwork plinth to echo the form and massing of the adjacent structures and relates to the scale of the vehicular and pedestrian gateway. The lightweight elevation, constructed on top of the masonry plinth, relates to the scale of the Tolmer's Square estate as a whole.

The upper floors of the development, the residential accommodation, is to be built from lightweight construction. This lightweight construction is necessary, in order to re-use the existing foundations for the maximum sustainability benefit. The lightweight structure, sitting on top of a heavy masonry base, is a direct expression of the sustainable design principles adopted. If we are to move towards a more sustainable method of designing buildings, then these structures shall not look the same, nor be constructed from the samem materials and methods, as the pre-War terraced houses that originally occupied the site.

The framed structure of the lightweight residential upper floors, is over-clad with insulation and rainscreen cladding. This method of construction, in placing the insulation on the exterior of the façade [like a tea-cosy on a tea pot] is not only more thermally efficient, but provides the added benefit of making the building environmentally future-proof. Should climate change accelerate and it becomes necessary to increase the amount of external insulation, then the rainscreen cladding can be un-clipped and the thermal performance of the building enhanced by working outwards from the exterior facades to add additional insulation and all without disturbing the buildings occupants.

The fenestration of the retained brickwork plinth, references the historic context of the 1980's design of the Tolmer's Square Estate.

The fenestration of the residential floors over, in contrast, is related to the layout of the apartments within. Across the lower floors, double-aspect single storey apartments have bedrooms to the north façade [Drummond Street] with open-plan multi-use; living, kitchen, dining areas to the south façade [Foundry mews] to benefit from sunlight and amenity spaces provided by balconies.

The fenestration of the lightweight penthouse upper floors, in contrast to the retained masonry structures, is related to the layout of the apartments within. A single aspect duplex apartment, sits adjacent the Drummond Street façade and a single aspect triplex apartment, sits adjacent the Foundry Mews façade. The variation of the fenestration pattern to the upper floors, tells the story of the variation of the layout of the two penthouse apartments.

The massing of the development was a response to the sustainable design brief to maximise the residential accommodation that could be provided on the site; while re-using the existing foundations and masonry structures, working within the constraints of fire safety engineering, providing high quality apartments with a relatively low CO2 footprint, designing out overlooking and loss of amenity to the neighbouring properties, developing a design that mitigated the requirement to close the vehicular & pedestrian access to Tolmer's Square Estate during the construction works and to provide a design that does not significantly degrade the daylight / sunlight amenity available to the neighbouring residential buildings.

Amenity space is provided to the single-storey apartments via level access balconies to the south façade, directly off the living quarters. The 2 penthouse apartments each have access to a private roof garden space, comprising timber decking for a limited seating area and extensive green roof systems for environmental benefit and added amenity for the upper floors.

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## 3.0 ACCESS.

### 3.1 ACCESS FROM STREET LEVEL.

The existing main entrance to 155 Drummond Street is narrow and constrained. A single street entrance doorway, leads up a poorly designed and narrow entrance staircase, to the apartment entrances which are distributed on the first and second floors.

The proposed main entrance is re-designed as a side entrance, to accommodate a passenger lift, lift lobby and utility staircase of more generous proportions. By relocating the main entrance into the new side elevation, it pulls activity into the existing uninhabited and dark zone underneath the vehicular and pedestrian access archway. Extensive glazing and lighting to this façade provides secondary surveillance, activity, safety and enhancement to the northern gateway, for the benefit of the development and all estate residents and pedestrians, while retaining the existing un restricted vehicular and pedestrian access.

The existing pedestrian link from Drummond Street to the Tolmer's Square Estate is narrow, dark, with no secondary surveillance and is characterised by fly-tipping and the stench of stale urine. The existing pathway does not comply with the current Building Regulations and does not provide level access from Drummond Street to Tolmer's Square Estate. There has been a long and recorded history of un-desirable behaviour connected to the poor design of this northern gateway to the Tolmer's Square Estate.

The proposed pedestrian link is widened to comply with the Building Regulations and the steps are removed to provide level access for disabled and ambulant users. The existing vehicular barrier is retained and the street lighting / pavement lighting under the access way shall be improved.

The existing property does not provide access for older people, disabled people and wheelchair users.

The proposed design provides improved access for older people, disabled people and accompanied wheelchair users. Level access from Drummond Street pavement, is provided via a step free pathway to the main entrance lobby for 155 Drummond Street. The design of the lift / stair lobby and the provision of a passenger lift allows improved access. Provisions have been designed for a 6-person traction lift, which provides access for a wheelchair user + 1 person to assist [if required]. The entrances to the individual apartments, on the upper floors, have been designed to allow provisions for visitors who are wheelchair users. A clear landing 1500mm long and

1500mm wide, directly in front of the lift door, is provided at every floor. Level access to each apartment is provided and each apartment has clear open space to provide adequate access for wheelchair users to visit the property.

The passenger lift is additionally utilised as part of the fire safety engineering / fire escape strategy, therefore improving safety for less able bodied residents and visitors.

The existing common access staircase does not comply with the current Building Regulations. This is re-designed as a utility staircase, with even flights for greater safety and ease of use. Internally the upper penthouse apartments are served by private staircases.

In keeping with the sustainable design principles adopted and considering the high level of connectivity of the site, there is no requirement for the residents of the development to have private ownership of a motor vehicle. The freehold owner is willing to accept a condition, or legal agreement, with respect of this matter.

A dedicated basement access doorway is provided, directly off Drummond Street, for access to provide up to 25 cycle parking spaces.

Provisions would also be made for the re-charging of electric bicycles.

**3.2 SITE ACCESS: DEMOLITIONS & CONSTRUCTION.**

In terms of access for demolitions and building construction, the site is constrained. The re-development site sits at the first floor level, above the existing vehicular and pedestrian route. Apart from the freehold area, which forms the limit of the site development area, there is no additional land for the use as site works or building material storage. The first floor structure is a 600mm deep reinforced concrete structure and heavily engineered. Flying scaffolding would be attached to this structure, to the front – oversailing the vehicular crossover and pedestrian pathway, and to the rear – oversailing Foundry Mews. In this way, by utilising the first floor transfer structure as a crash deck and the application of flying scaffolding to raise the construction datum to the first floor, it would allow demolition materials and construction materials, to be off-loaded and loaded at first floor level and to ensure that the vehicular and pedestrian access remains open throughout the construction process.

## 4.0 SCHEDULE OF ACCOMMODATION

SUMMARY
ROOM SIZES

## 4.1 SCHEDULE OF EXISTING ACCOMMODATION

| ACCOMODATION | NO. STOREYS | GIA SQ.M. | NO. BED SPACES | BED-01 SQ.M. | BED-02 SQ.M. | BED-03 SQ.M. | BED-04 SQ.M. | STORE SQ.M. |
|---|---|---|---|---|---|---|---|---|
| BASEMENT | SINGLE-STOREY | 93.15 | N/A | N/A | N/A | N/A | N/A | N/A |
| GROUND FLOOR | SINGLE-STOREY | 3.29 | N/A | N/A | N/A | N/A | N/A | 1.03 |
| MEZZANINE | SINGLE-STOREY | 10.45 | N/A | N/A | N/A | N/A | N/A | N/A |
| 1ST FLOOR | SINGLE-STOREY APARTMENT | 69.35 | 2 BEDROOM 4 PERSONS | 11.00 | 12.94 | N/A | N/A | 0.84 |
| 2ND FLOOR | TWO-STOREY - DUPLEX APARTMENT | 53.87 | 2 BEDROOM 4 PERSONS | 11.50 | 15.28 | N/A | N/A | N/A |
| 3RD FLOOR | TWO-STOREY - DUPLEX APARTMENT | 47.34 | 2 BEDROOM 3 PERSONS | N/A | N/A | 11.71 | 6.84 | 13.99 |
| ROOF | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**4.2 SCHEDULE OF PROPOSED ACCOMMODATION**

| ACCOMODATION | NO. STOREYS | GIA SQ.M. | NO. BED SPACES | BED-01 SQ.M. | BED-02 SQ.M. | BED-03 SQ.M. | - | STORE SQ.M. |
|---|---|---|---|---|---|---|---|---|
| BASEMENT | SINGLE-STOREY | 85.17 | N/A | N/A | N/A | N/A | - | N/A |
| GROUND FLOOR | SINGLE-STOREY | 27.05 | N/A | N/A | N/A | N/A | - | N/A |
| MEZZANINE | SINGLE-STOREY | 24.88 | N/A | N/A | N/A | N/A | - | N/A |
| 1ST FLOOR | SINGLE-STOREY APARTMENT | 74.38 | 2 BEDROOM 4 PERSONS | 11.50 | 11.50 | N/A | - | 2.00 |
| 2ND FLOOR | SINGLE-STOREY APARTMENT | 74.38 | 2 BEDROOM 4 PERSONS | 11.50 | 11.50 | N/A | - | 2.00 |
| 3RD FLOOR | SINGLE-STOREY APARTMENT | 74.38 | 2 BEDROOM 4 PERSONS | 11.50 | 11.50 | N/A | - | 2.00 |
| 4TH FLOOR | SINGLE-STOREY APARTMENT | 74.38 | 2 BEDROOM 4 PERSONS | 11.50 | 11.50 | N/A | - | 2.00 |
| 5TH - 6TH FLOORS | DUPLEX PENTHOUSE APARTMENT | 78.33 | 2 BEDROOM 3 PERSONS | 11.50 | 10.50 | N/A | - | 2.00 |
| ROOF | DUPLEX PENTHOUSE APARTMENT | 47.60 | N/A | N/A | N/A | N/A | - | N/A |
| 5TH - 7TH FLOORS | TRIPLEX PENTHOUSE APARTMENT | 117.72 | 3 BEDROOM 5 PERSONS | 11.50 | 11.50 | 9.50 | - | 2.50 |

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ROOF | TRIPLEX PENTHOUSE APARTMENT | 49.36 | N/A | N/A | N/A | N/A | - | N/A |

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March 2019.

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