

43 Gray's Inn Road  
Change of Use & Mansard Roof and Rear Extension  
Design & Access Statement

Prepared by AWW Architects  
December 2011

## Executive Summary

AWW were approached by a private client, to change the use of the existing office building at 43 Gray's Inn Road to multiple dwellings. Our brief was to convert the existing long-term redundant upper level offices (a 4 storey terrace building) into 4 new dwellings buildings involving a new mansard roof extension and a partial rear extension. Everything else is to remain as the existing.

The building itself sits in a prominent location at in the centre of a run of terraced buildings along Gray's Inn Road. The site area is approximately 90 sqm. and accommodates a four storey terraced building which has a long running established retail unit across the ground floor and basement, known as Russell Electrics (a lighting wholesaler). The ground floor, has been inter-connected in the past to form one larger retail unit between 43 & 45 Gray's Inn Road. The external facade has endured a period of neglect with small alterations and the immediacy of the busy abrasive nature of Gray's Inn Road. The ground and upper floors of the building are in need of refurbishment, where the interior decoration and envelope have been neglected for years.

Given the prominent location of the site, consideration has been made to remain well within planning policy guidelines and extensions have been kept within the thresholds of adjoining surrounding precedents. The mansard roof extension aims to continue the roof line that has already been created by the nearby properties at 47 and, 49 and 51 Gray's Inn Road as well as the adjoining property that currently has a planning application submitted for a Mansard extension at 45 Gray's Inn Road (Application Ref: 2011/5576/P). The mansard extension to 43 Gray's Inn Road follows the same building lines and heights as the approved application submitted in 2009. In order to fit the required dwellings within the existing building fabric, an extension is required to the rear of the property by extending part of the elevation to line through with the existing stair core.

The site boundary is limited to the party walls either side of 43 Gray's Inn Road. The site is bound to the North and South by the adjoining properties of No45 and No41 respectively. The East is bound by the Gray's Inn Road edge and the West site boundary run along the back of the first floor terrace.

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## Introduction

The design statement has been completed as a supporting document to the full planning application for the proposed development described within. The objectives of the document are to:

- Establish the site's constraints and opportunities
- Present the design development from concept to proposal
- Provide a vision for the development.

A Design Statement is designed to show how the principles of inclusive design have been implemented into a proposed development scheme. The provision of Design and Access Statements for most new developments would ensure that applicants have demonstrated that all potential users of a development will have fair and reasonable access and that inclusive access has been considered early in the planning and design process. This report commences with a detailed Design Statement followed by the accompanying Access Statement.

UDP

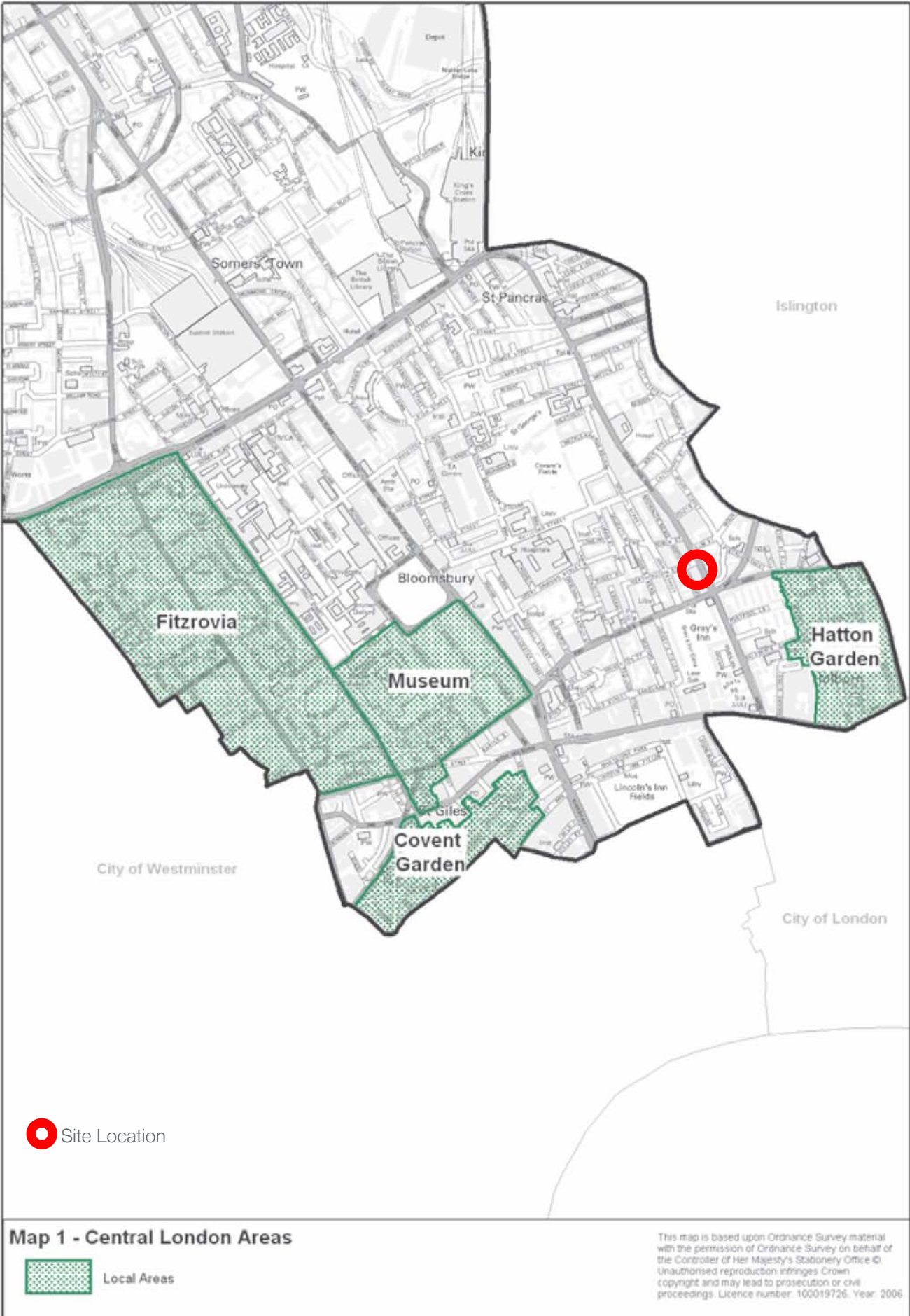
The Camden UDP indicates that the proposed development area will not have a major implication on any existing areas of local interest.

The site is situated on Gray's Inn Road. There is no proposal to make any changes to the existing road layout, or the footpaths adjacent to the site, therefore the development will not have any impact on access around the site.

Planning History

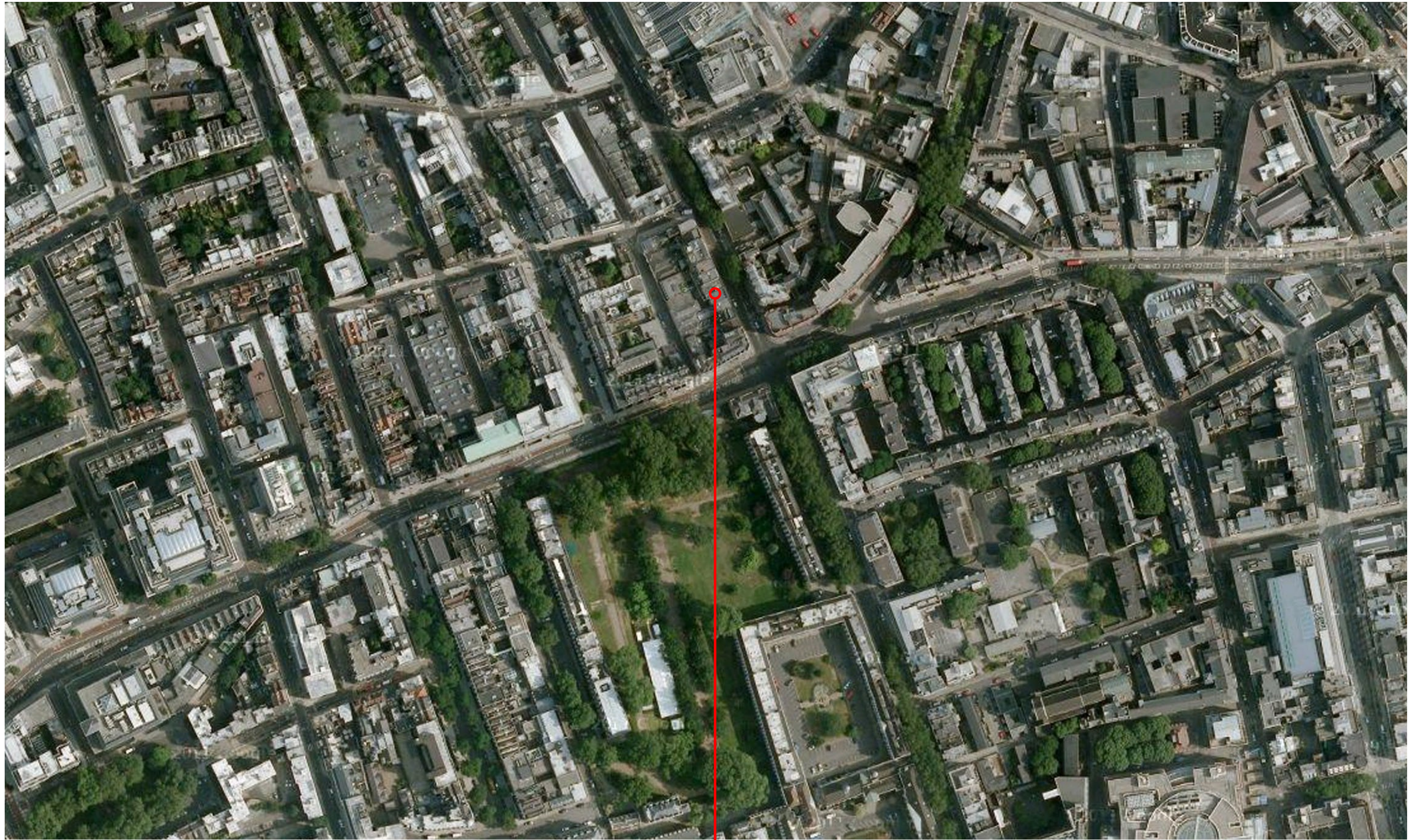
43 Gray's Inn Road has been party to a number of recent planning applications. The most recently significant application was for a large scheme that included 43-45 Gray's Inn Road and 23-30 King's Mews. This application was approved. The complete recent planning history of 43 Gray's Inn Road can be seen below, as found on Camden Council website:

Application number	Date Registered	Decision
2009/0710/P	16.02.2009	Granted
2009/0711/C	16.02.2009	Granted
2010/2468/P	24.05.2010	Granted
2010/3614/P	12.07.2010	Granted
2010/3694/P	15.07.2010	Granted
2008/3654/P	05.08.2008	Refused
2008/3814/C	06.08.2008	Refused
32386	06.05.1981	Granted



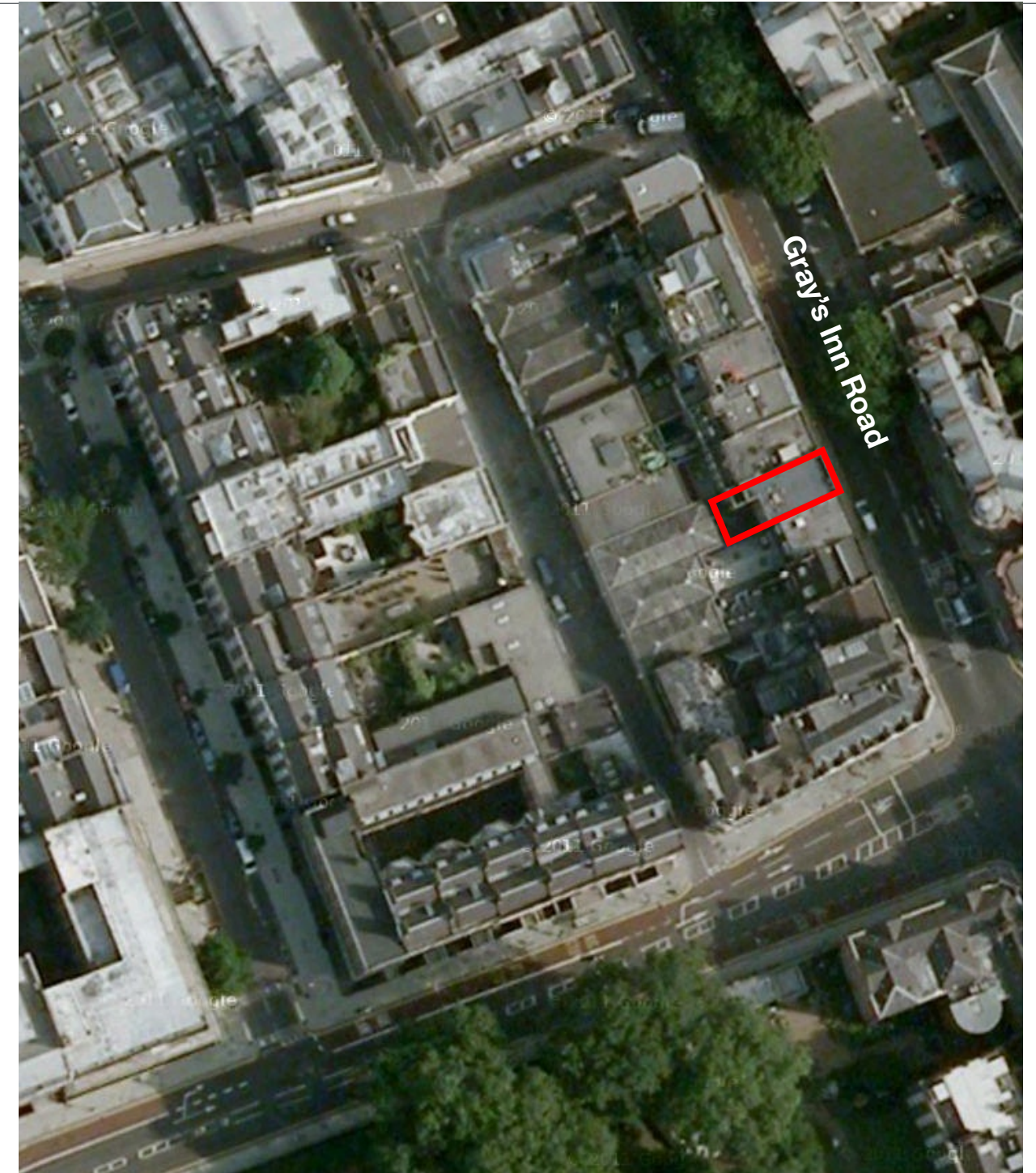
- 2.1 Site Location
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43 Gray's Inn Road

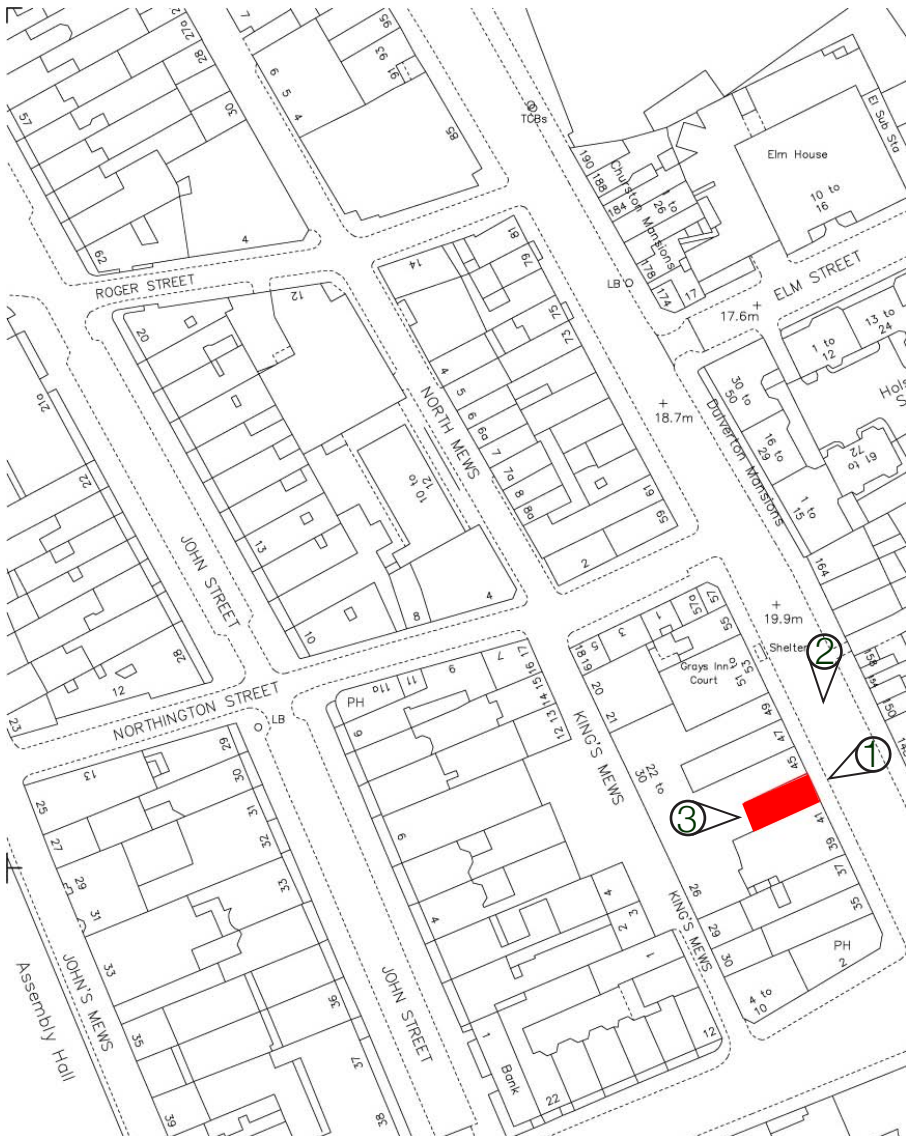














## Site Analysis

The 43 Gray's Inn Road site sits within a block of terraces bound by Gray's Inn Road to the East, Theobald's Road to the South, Northington Street to the North with King's Mews running down the back of the terraces that has created a mews street. There is no green amenity space in the vicinity of the site, however there is a considerable large private green space to the South called Gray's Inn Field Gardens.

The local area comprises of terraced brick buildings ranging from the sixteenth century terraces through to post war buildings. The 43 Gray's Inn Road building is of the same scale as the adjacent buildings along the terrace both in form and in fenestration. The buildings to the North of the site, are a storey higher due to the mansard roof.

### Prevailing Wind

Prevailing Winds are unlikely to affect the site due to the scale being in keeping with the immediate context.

### Sun Path

The East facade on Gray's Inn Road will continue to receive early morning sun. Midday sun will continue to be blocked by the adjacent terrace houses situated South. However good light penetration occurs during the rest of the day on the rear facade.

### Noise

The East elevation of the property fronts onto Gray's Inn Road which is a heavily used traffic route and contains a number of London bus routes. A noise survey has been undertaken by acoustic consultants and accompanies this application and document.

### Topography

Gray's Inn Road is on a very slight, but not inconsiderable gradient. The immediate street level of 43 Gray's Inn Road grades upwards from North to South. This means that the site is raised slightly from its neighbouring buildings to the North.

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- 3.2 Conservation Area Appraisal
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## Design Intent

The proposal maintains the retail unit on the ground floor and basement. The three floors above are to be changed from their principle B1 office use to C3 residential use. An additional new storey will be placed at the top of the existing building to form a new level of accommodation. Each floor is to become a 2 bed dwelling. It is necessary to extend the rear of the property to ensure the proposed 2 bedroom flats meet the necessary guidelines and are of an appropriate size. Without the rear extension, 2 bedroom flats will not be achievable. The proposed number of flats will total 4. The constraints of the existing building fabric do not allow for a mix other than the following;

4 x 2 Bed apartments

The new flats aim to meet the minimum standards set out in the Camden housing planning document CPG2 as well as complying with the London Housing Design Guide Standards. The new flats will fall into the 2 Bedroom 3 person category due to the area constraints imposed by the existing building.

### Massing:

The apparent massing of the proposed scheme from Gray's Inn Road will be minimally increased to match the adjoining No.45 property. The proposed height of the new mansard is approximately inline with the adjacent properties at Nos 45, 47, 49 & 51 Gray's Inn Road. The slight increase in top of roof level to the adjoining properties is due to the slight slope along Gray's Inn Road at ground level. The rear extension will bring the entire rear elevation of the No.43 to align through with itself as well as the adjacent property of No.45. It is important to note that the massing of No.45 has been assumed as per the proposed in the application Ref: 2011/5576/P submitted Nov 2011.

### Materials:

The materials will consist of a very simple palette, primarily of London stock bricks to match with the existing brickwork at the rear of the building. Brick parapets and party walls will be replaced / rebuilt where required to match the existing. The existing facade will be cleaned and re-pointed with brickwork repaired where necessary. The new mansard at the front of the two buildings will be slate tiled, with lead clad dormer windows similar to others along Gray's Inn Road.

### Sunlight and Daylight:

The majority of the proposed development does not interfere with the enjoyment of direct sunlight to the neighbours. By extending out part of the rear facade to align through with the rest, some additional over shadowing during the early morning hours will be increased to the rear adjoining property 26 King's Mews. However this is assumed acceptable as no third party external space is impacted on. The extension will create no additional over shadowing on to adjacent properties to the South (No.41) and the North (No.45).

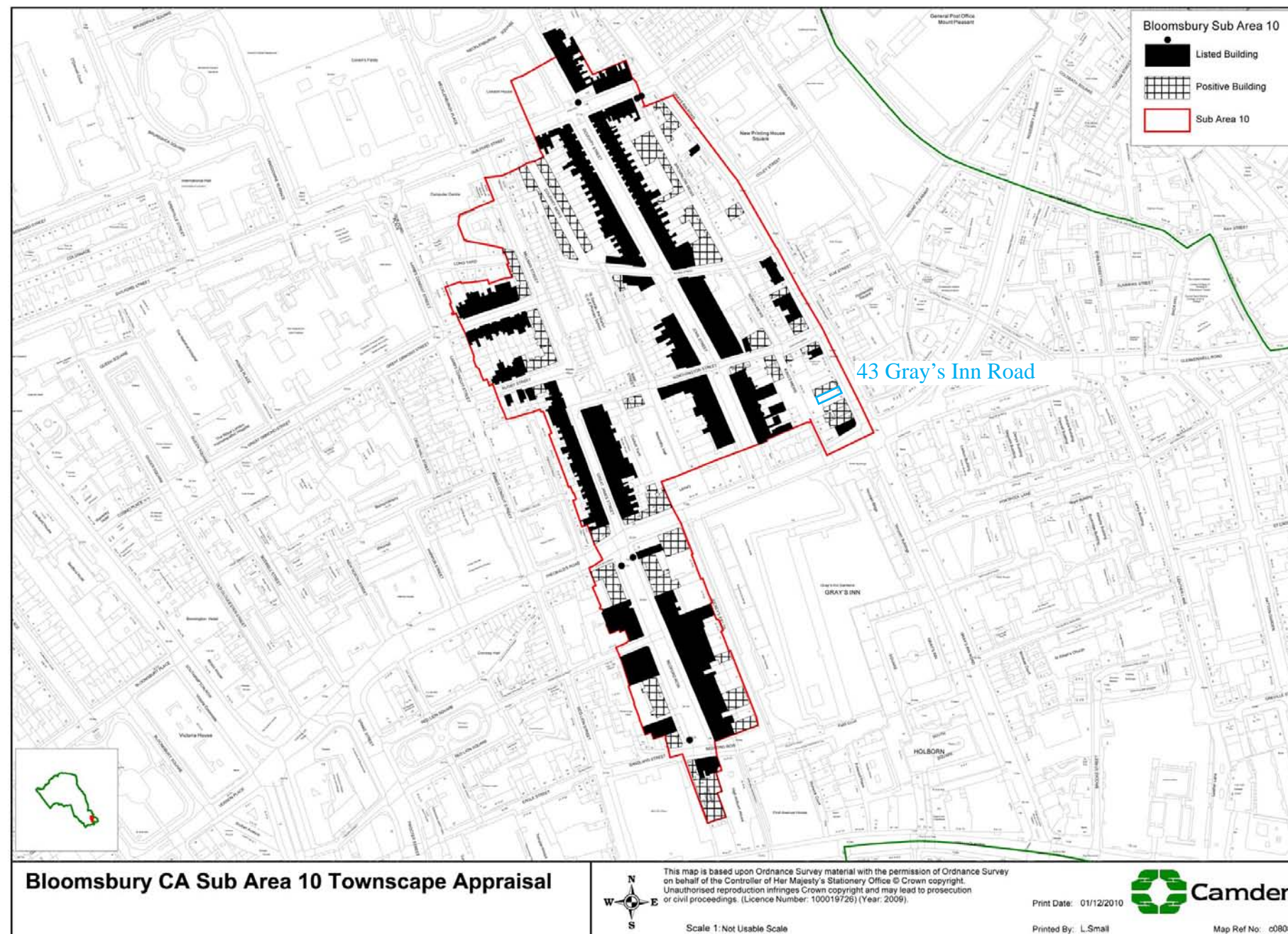
### Street-scape:

There will be no changes to the building that will affect the streetscape.

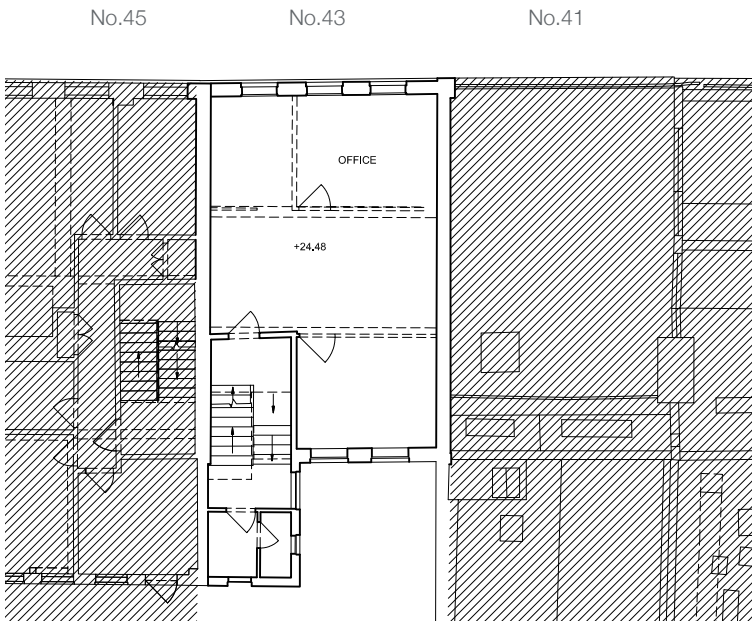
## Conservation area appraisal

The site falls within the Bloomsbury Sub Area 10 Conservation Area. We are therefore including with this submission an application for Conservation Approval of the rear extension and the mansard extension for no 43 Gray's Inn Road. There are no listed buildings within the site however the properties located at nos 2 and 12-22 Theobald's Road, and at 55 Gray's Inn Road are listed. These listed buildings will not be affected by the works. None of the buildings on the site are locally listed within the Hatton Garden Conservation Area statement.

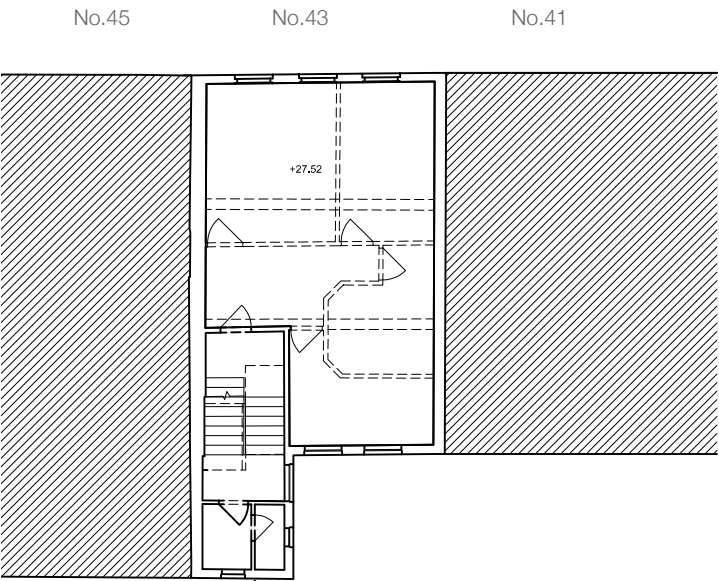
As shown below, 43 Gray's Inn Road sits adjacent / near to properties identified as 'positive building' by Camden Council. Following the works on No43, the property will have no adverse implications on these surrounding buildings as the visual appearance of No43 will be improved following facade cleaning works.



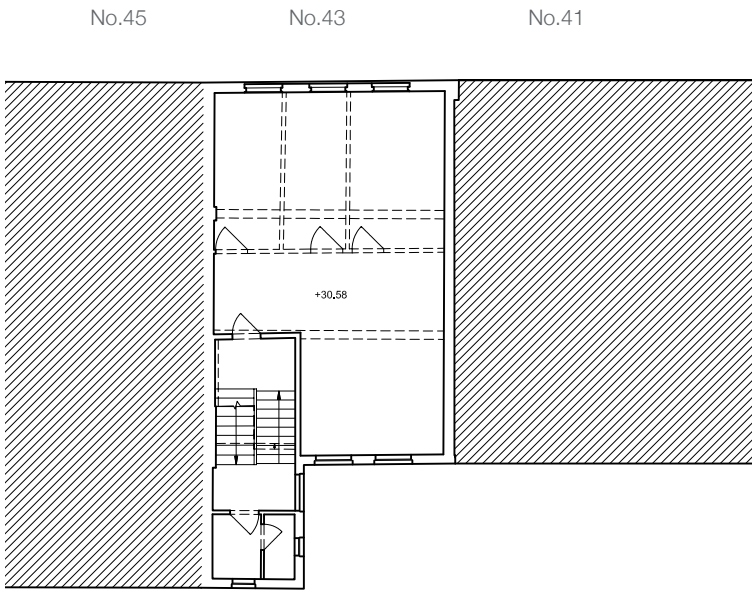




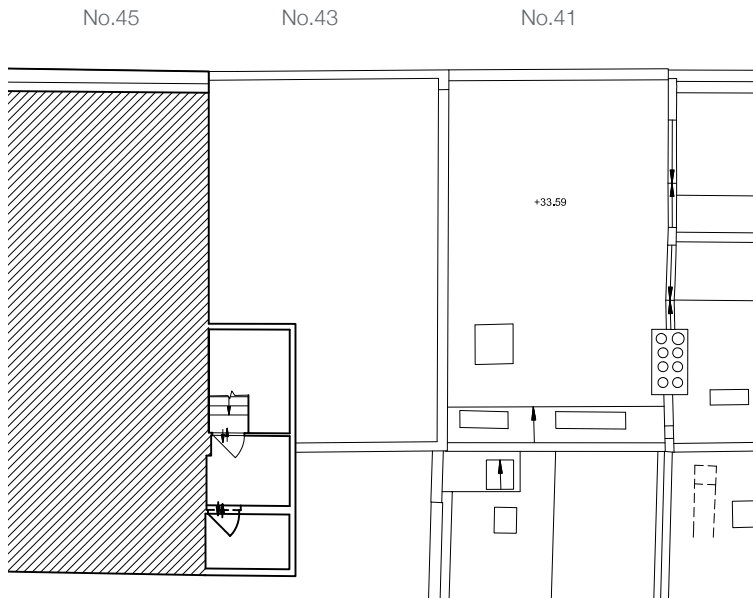
Existing First Floor Plan



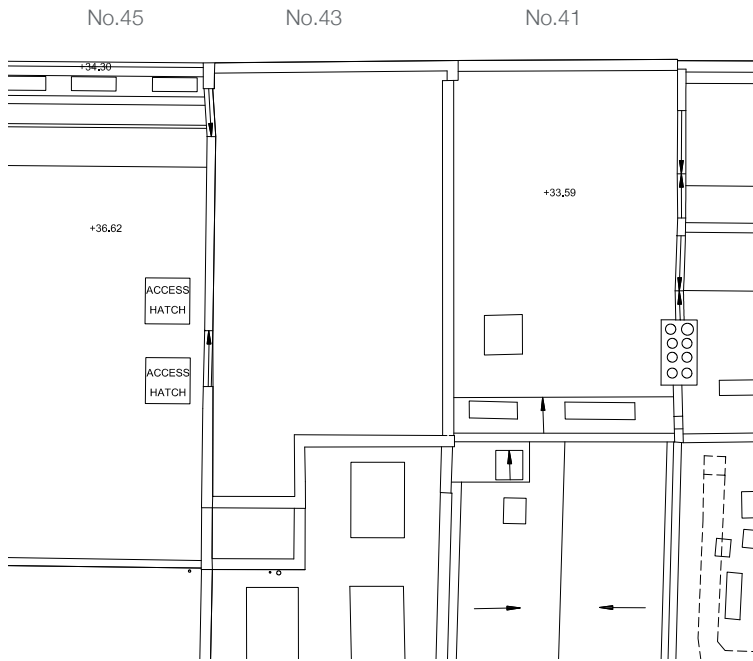
Existing Second Floor Plan



Existing Third Floor Plan



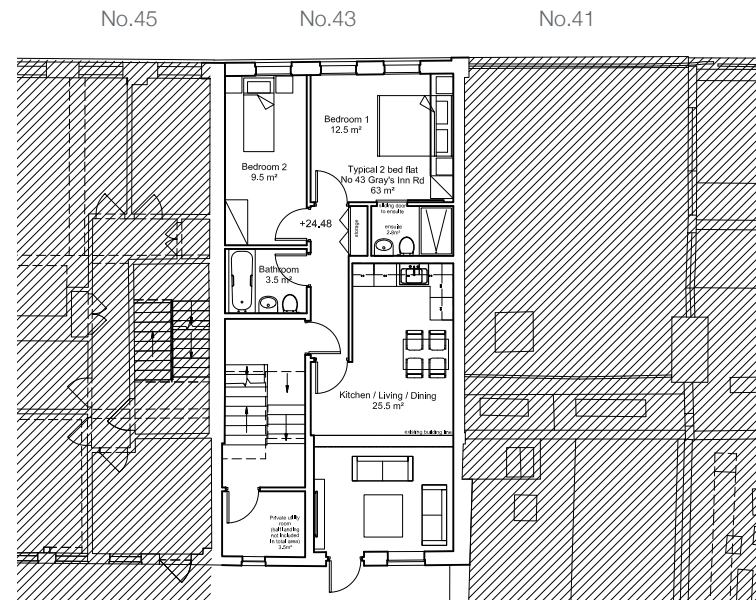
Existing Fourth Floor Plan



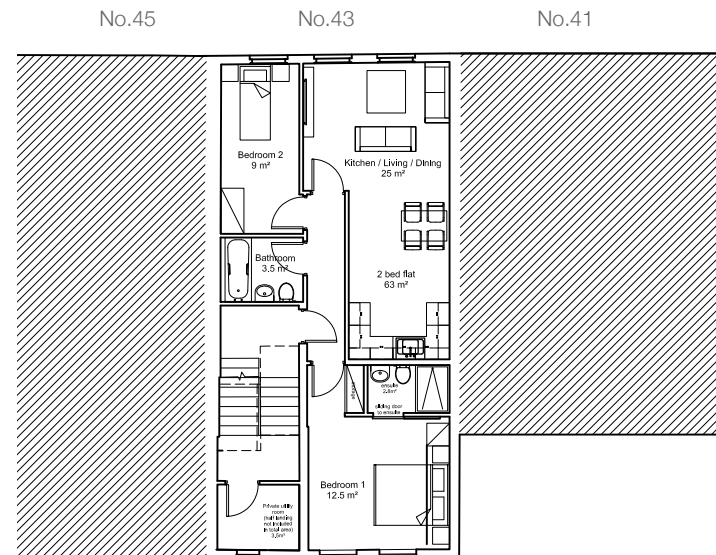
Existing Roof Plan

The existing layout of the building is a single stair core with half landings that continues throughout the building located at the back of the property. The floors that are affected by the proposed change of use are currently disused cellular offices on first, second and third floors.

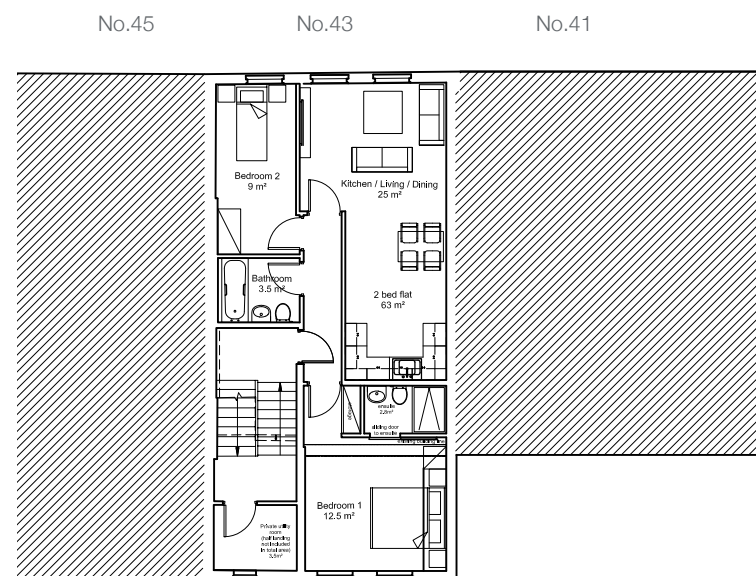
The access to the roof is currently at the top of the stair onto a half level followed by a short cat ladder to the roof.



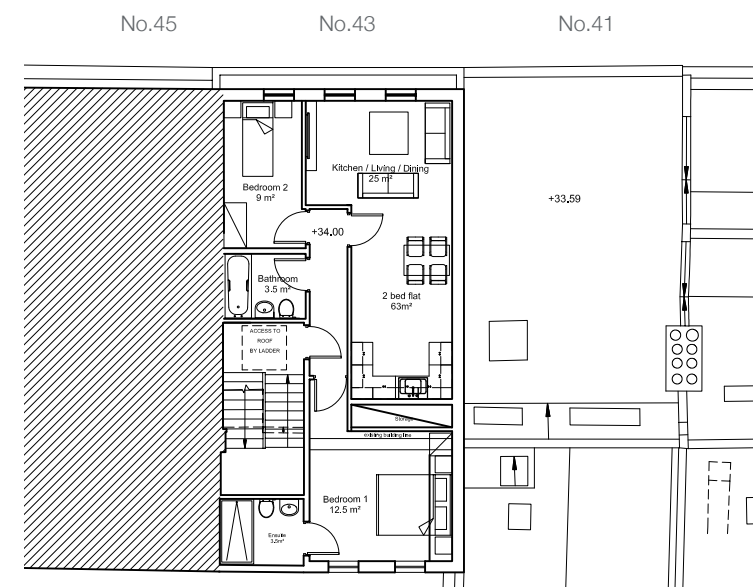
Proposed First Floor Plan



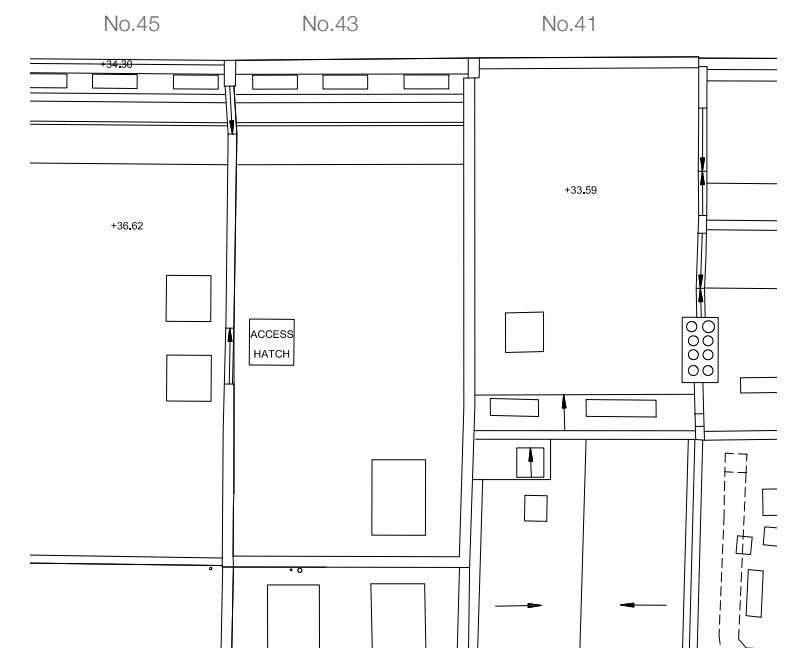
Proposed Second Floor Plan



Proposed Third Floor Plan



Proposed Fourth Floor Plan



Proposed Roof Plan

The change of use proposed is for the first, second and third floors only. The proposed storey will be a new level of residential. In order to achieve the desired 2 bed flats on each level, part of the rear facade needs to be extended out to line through with the other half of the elevation and the adjoining No45.

The roof extension has been designed to add one level of fourth floor accommodation as per the adjacent property at 45 Gray's Inn Road.

Access to the new roof level will be via an access hatch and ladder. The existing access will not be possible anymore due to the mansard and rear extension.

The existing street elevation from the front of Gray's Road clearly shows the run of properties with mansards extensions stops short of 43 Gray's Inn Road



Existing Front Elevation - Gray's Inn Road



Existing Rear Elevation - King's Mews side

The proposed street elevation from the front of Gray's Road shows how the run of mansards has been continued onto 43 Gray's Inn Road. The height, material and fenestration has been kept constant to ensure that the character of the street has been maintained.

The slight increase in height to the adjoining buildings North, is due to the slight incline throughout that part of Gray's Inn Road.



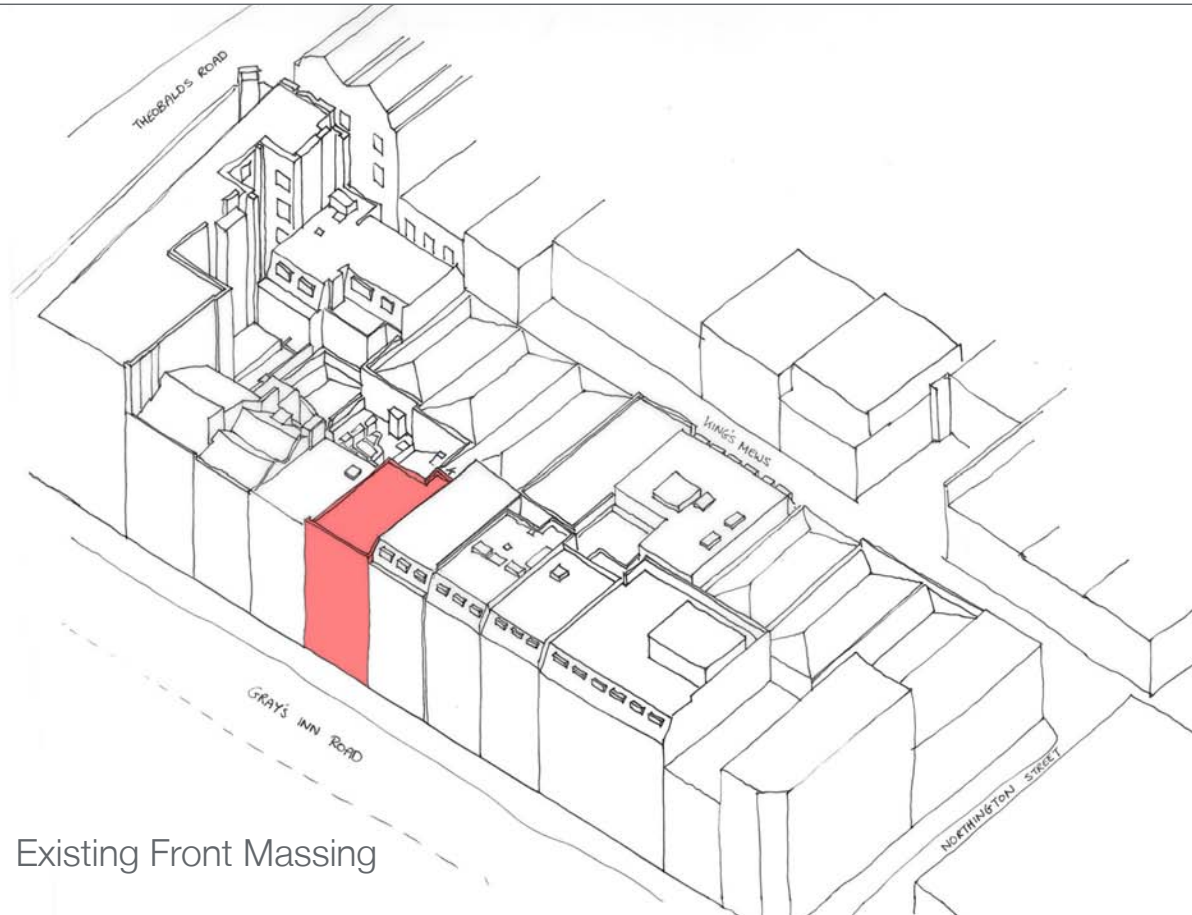
Proposed Front Elevation - Gray's Inn Road

The rear of the property also shows the roof line that has been kept constant to the adjoining No.45 and other buildings in the terrace to the North.

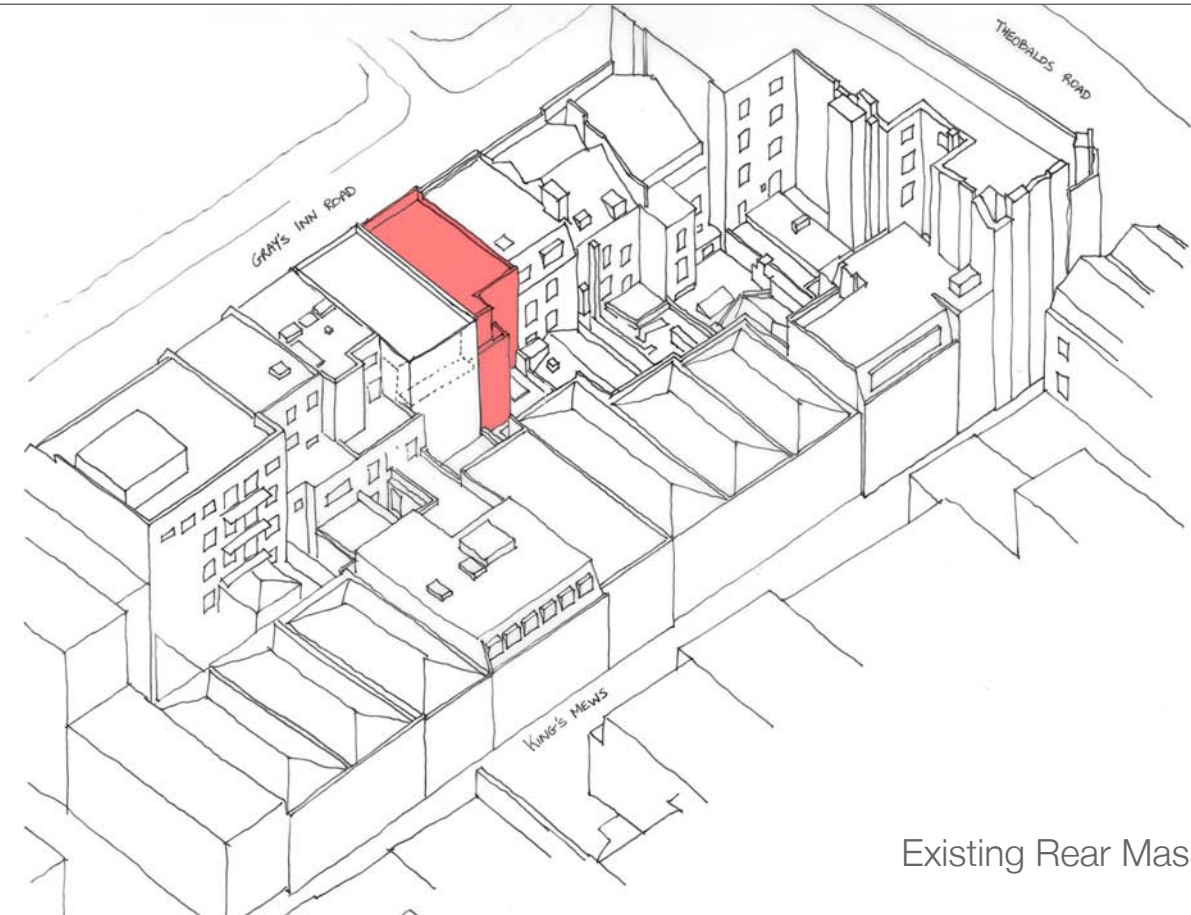


Proposed Rear Elevation - King's Mews side

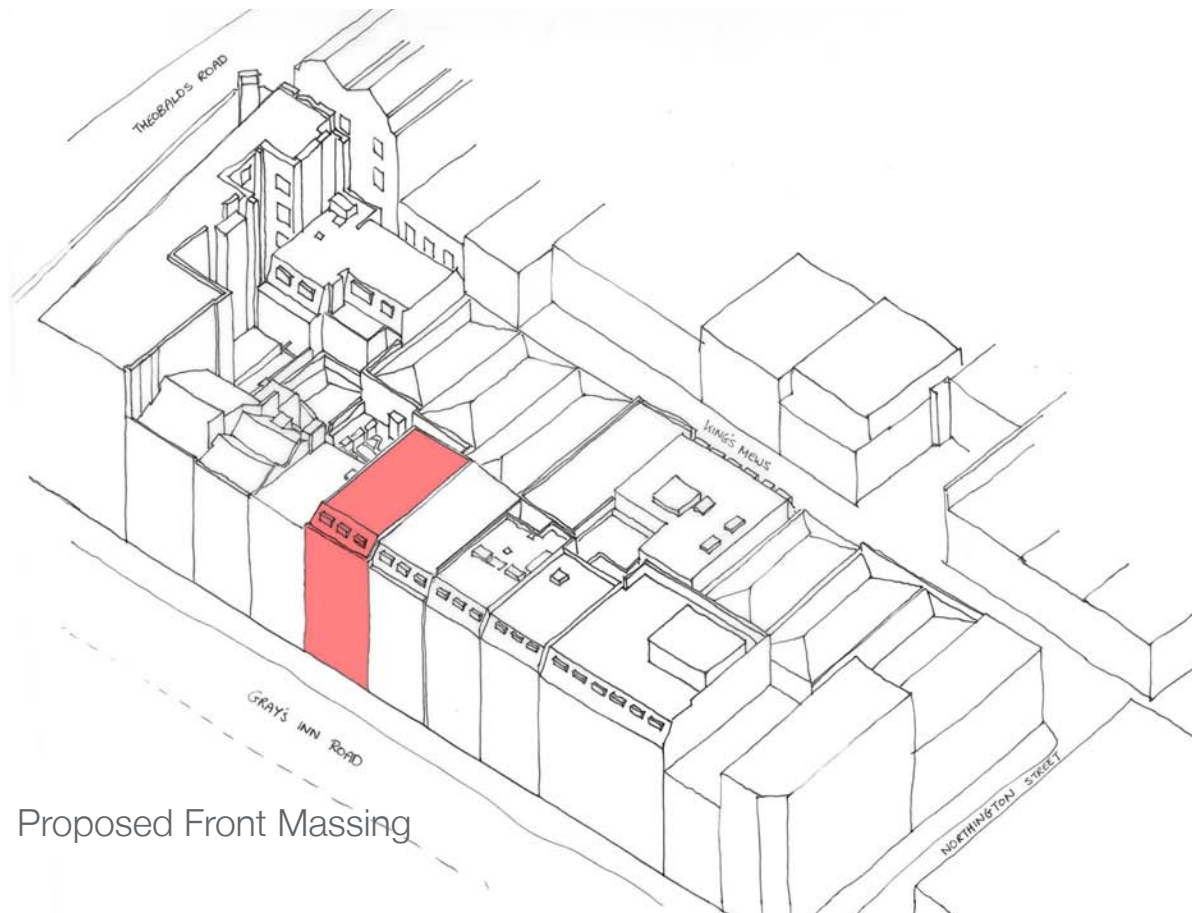




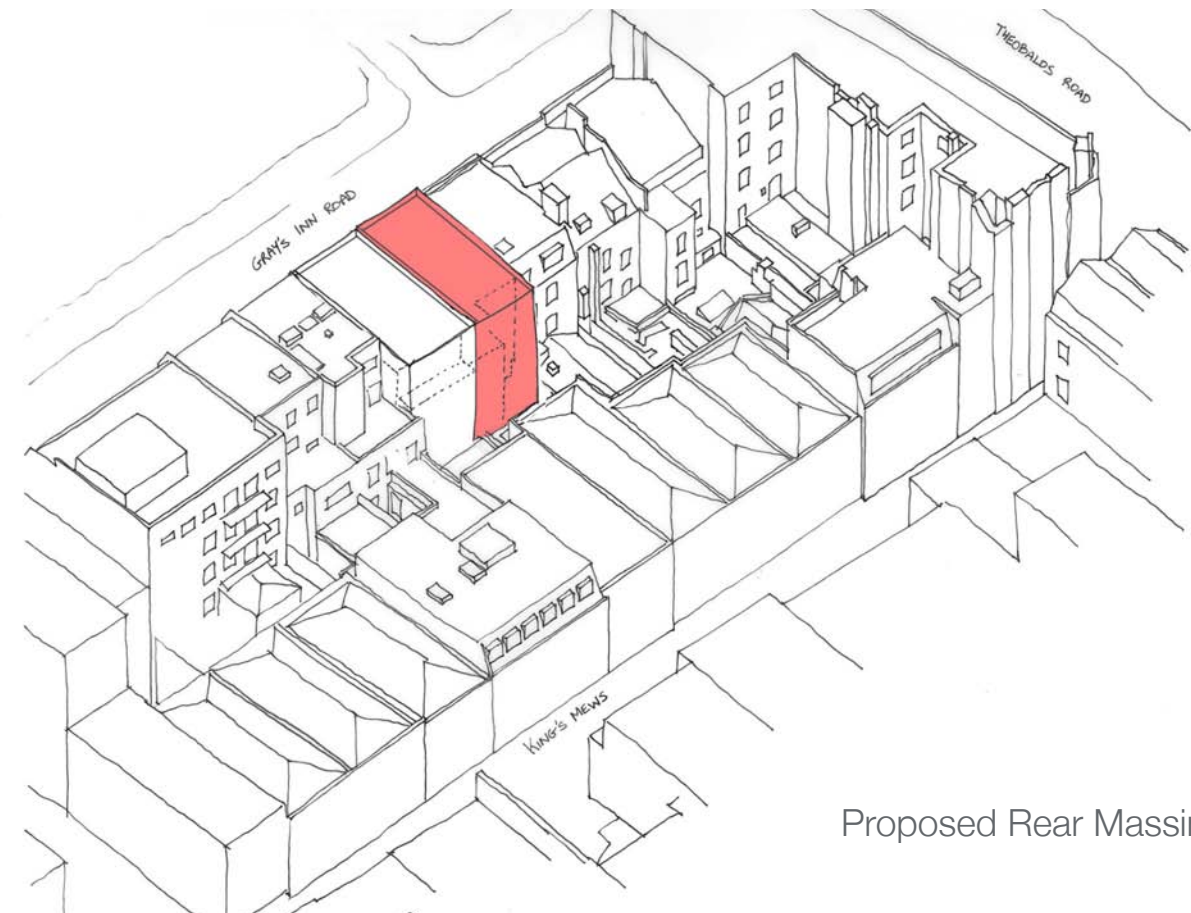
Existing Front Massing



Existing Rear Massing



Proposed Front Massing



Proposed Rear Massing

- 4.1 Access Statement
- 4.2 Design Considerations
- 4.3 Lifetime Homes Assessment

## Access Statement

Access statements offer a framework for improving the quality of buildings and spaces, by considering the way a building is going to be used and managed from the earliest stage right through the project. In addition to promoting an environment of social inclusion and diversity, the statement can assist in highlighting at an early stage any potential issues of access, thus reducing the risk of potential costly alterations at a later stage.

This Access Statement should be viewed as a document that will develop with the project. The statement will record and explain decisions on accessibility associated with the planning, design and ongoing management stages of the project. It will also provide a convenient vehicle by which particular design decisions that do not follow published best practice still, nonetheless, meet obligations of 'reasonable provision'.

This access statement should be read in collaboration with AWW Architects planning submission drawings, in A3 at the back of this document.

### Pedestrian movement - Externally

The retail entrance will remain unchanged as to what is current existing at the property. The entrance to the new apartments will be remain as the same as the current entrance to the office.

The apartments will be accessed from a communal entrance along Gray's Inn Road. The residential and retail entrance have level thresholds, and are clearly marked with signage that visually contrasts with their background. The street is generally well lit at all times and therefore no additional lighting has not been proposed for the entrances.

### Pedestrian movement - Internally

A new lift was seriously considered and explored in order to provide access to the flats by wheelchair users. However after considerable design effort undertaken, the size constraints of the existing building unfortunately do not allowed for a new lift. Therefore there will be no improved disabled access throughout the building or to the new top floor.

The existing stair will remain and a new flight to the additional floor will continue to the new fourth floor which will comply with current building regulations whilst reflecting the existing layout seen on the lower floors. The new stair treads will be a maximum of 170mm rise, with goings of at least 250mm. Tread nosing will be colour contrasted for those with visual impairments.



## Lifetime Homes Assessment.

Below is a Lifetime Homes Assessment of the proposed development based on the 16 points checklist. It is important to note that due to the existing building constraints many of the criteria set out in lifetime homes is not possible to achieve even though every effort has been made to do so. Where possible, many of the points have been incorporated in the scheme.

1. Parking – Not applicable. There is no parking on site as existing.

2. Approach to dwellings – Not applicable. As per existing. No change is proposed here from Gray's Inn Road.

3. Approach to all entrances – Not applicable. As per existing. No change is proposed here. There is an existing slight change in level in the nearby vicinity.

4. Entrances

a) Be illuminated – The front entrance is already deemed well lit and will have no additional lighting as previously stated. Each individual dwelling entrance will be well lit by a new lighting design to the communal spaces on the stairs on every level.

b) Level access - The entrance to the flats on each level will be moved from where the current office entrances are to the adjacent wall where the flat layouts can be optimise. Each dwelling entrance will have a level threshold although this is not applicable due to there being no lift provision.

c) Clear openings - The new dwelling front entrance will have new doors with a compliant 800mm clear entrance door.

d) Adequate weather protection – Not applicable. The front entrance will be retained as per existing. There is an existing lobby which provides as certain level of weather protection thus not affecting streetscape.

e) Level external landing – This is as per existing for all the existing floors. The newly proposed floor will be level, although this is not applicable due to no lift provision being provided. Due to the constraints of the existing building the landing will not be able to achieve an area of 1200mm x 1200mm as per guidance suggests. Every effort has been made to maximise this area. The landing at the top of the new stairs is approximately 1100 x 1900mm.

5. Communal stairs and lifts

a) The existing stairs will remain as existing and not changed. The new flight of stairs to new fourth level will be lifetime homes compliant whilst complying with the building regulations for ambulant disabled.

b) Due to the constraints of the existing building a communal lift is not able to be provided.

6. Internal doorways and hallways – Due to no lift, wheelchair users are not able to get to the flats and therefore this guidance is not applicable for the new dwellings. However where possible all new internal clear widths within the new dwellings have tried to be compliant to lifetime homes where possible within the constraints of the existing building.

7. Circulation space – Due to no lift this is not applicable however circulation spaces has been maximised where possible both inside and outside the flats.

8. Entrance level living space – All living spaces have level living on dwelling entry level, however this is not applicable due to no lift provision.

- 9. Potential for an entrance level bed-space – Not applicable. There is one dwelling per floor and therefore is compliant with all beds at entry level for the dwelling.
- 10. Entrance level WC and shower drainage – Not applicable. There is one dwelling per floor and therefore all WCs and washing are at entrance level. As no wheelchair users are able to access the new flat this is not applicable.
- 11. WC and bathroom walls – All new walls will be capable of firm fixing and support adaptations for ambulant disabled.
- 12. Stairs and potential through-floor lift – Not applicable. There is one dwelling per floor and there is no space for any lifts in the current layout of the building.
- 13. Potential for fitting of hoist – Not applicable. It is reasonable to assume that as there is no lift provision it is highly unlikely that a person requiring a hoist in either a bedroom or the bathroom would take residence in the new flats which are above ground level. If hoisting is required in the future, mobile hoisting equipment can be used to aid an individual where required.
- 14. Accessible bathroom – Not applicable due to no life provision, although every effort has been made to follow the dimension guidance in lifetime homes where the existing building will allow.
- 15. Glazing and windows handle height – All new glazing on the new top level and rear elevation will be compliant to lifetime homes ensuring that a wide range of people can use and approach the windows.
- 16. Service controls – All service controls will be within the specified height band from the finished floor and at least 300mm away from any internal corner as per detailed in BS8300:2009 (even though in theory this is not applicable due to no lift provision).

Where possible, best practice and life time homes guidance has been followed to ensure the best possible layouts of flats within the tight constraints of the existing buildings.

Summary

This document outlines the key constraints and opportunities affecting the proposal, the key principles informing the design proposal and illustrates a vision for development to meet its present and future needs.

The strengths of the scheme lies in the following areas:

- The external and internal refurbishment of the existing buildings will positively contribute to the immediate Gray’s Inn Road area.
- A sensitive and considered mansade roof extension which adds consistency and continuity along the street with the adjoining properties.
- A positive housing contribution by increasing the number of dwellings in the area and addressing the housing shortage in London and in particular the Borough of Camden.
- Turning a long-term redundant office building into much needed high quality 2 bed flats for the local area.

	EXISTING TOTAL FLOOR AREA	EXISTING GIA	PROPOSED FLOOR AREA	PROPOSED GIA
Ground Floor	95m <sup>2</sup>	Retail (No43 only) - 81m <sup>2</sup>	95m <sup>2</sup>	Retail (No43 only) - 81m <sup>2</sup>
First Floor	63m <sup>2</sup>	Office - 49m <sup>2</sup>	77m <sup>2</sup>	2 Bedroom Flat - 63m <sup>2</sup>
Second Floor	63m <sup>2</sup>	Office - 49m <sup>2</sup>	77m <sup>2</sup>	2 Bedroom Flat - 63m <sup>2</sup>
Third Floor	63m <sup>2</sup>	Offices - 49m <sup>2</sup>	77m <sup>2</sup>	2 Bedroom Flat - 63m <sup>2</sup>
Fourth Floor	n/a	n/a	77m <sup>2</sup>	2 Bedroom Flat - 63m <sup>2</sup>