



**Royal College of General Practitioners**

New Headquarters  
30 Euston Square  
London NW1

Installation of 2no additional ventilation grilles below windows to Euston Road (in accordance with those approved under an earlier application. Ref: 2010/4900/P dated 03.03.11)

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The infilling of 7no Existing Ground Floor windows to Euston Road Elevation

**Design & Access Statement**

13.09.11

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## **Introduction**

This statement has been prepared in support of the application for Full Planning Permission for the installation of 2no additional ventilation grilles below windows to Euston Road (in accordance with those approved under an earlier application (Ref: 2010/4900/P dated 03.03.11) and the infilling of 7no Existing Ground Floor windows to Euston Road Elevation of the building at 30 Euston Square, London NW1

Full details of the proposals are shown on the accompanying drawings.

The purpose of this statement is to highlight the requirement for the proposed development and outline the measures that have been taken to mitigate any impact on the historic appearance of the building and the surrounding area.

An earlier application for the wider redevelopment of the building was approved in March 2011 (Approval Notice(s) 2010/4900/P dated 03.03.11 & 2010/4901/L dated 07.03.11) and the documentation prepared in connection with that application, including a background to the history of the building, Planning & Design Statement, Conservation Strategy & PPS5 Justification Report, may be referenced in connection with the current submission. (We have been advised that their resubmission is not required by the Council in respect of this application).

A further Access Statement outlining the steps that have been considered in the design of the refurbishment of the building as a whole to improve accessibility into and around the development has been included here for completeness

## **1.0 Design Statement**

### **1.1 New Ventilation Grilles**

(see Drg. No.: RG10.EXT.2210 Rev P)

The Ground Floor windows of the Gunton designed frontage of the building facing Euston Road have deep cills and incorporate a decorative railing feature between cill and pavement level. The 2nd and 3rd bays from the entrance currently numbered 194-198 Euston Road have existing vent grilles set behind the railings serving the LEB substation located in the vaults beneath the pavement.

A further 2no grilles, matching the details of the these existing items, were approved for installation in the adjacent easterly bays under the earlier application for the building (Approval Notice(s) 2010/4900/P dated 03.03.11 & 2010/4901/L dated 07.03.11). These were required to provide air intakes for ventilation within the building. The intakes being at street level requires extensive filtering of the incoming air to remove pollutants and particles but this was deemed the best solution overall as it minimised the impact of services on the fabric of the building (internally and externally).

The current application is for a further 2no grilles, to the same design and detail as the earlier items. These will allow an additional air supply to be brought into the building in the same discrete manner. It is considered that there is the minimal possible visual impact from positioning the grilles in this location

PLEASE NOTE: This section of the building is NOT listed. It is however within a Conservation Area.

### **1.2 Infilling of 7no Existing Ground Floor windows to Euston Road Elevation (Euston Road Elevation)**

(see Drg. No.: RG10.EXT.2210 Rev P)

The Ground Floor windows to Euston Road currently present a forbidding and uninviting prospect to the casual passer by at street level. The revised internal layout of the building positions an auditorium in the area immediately behind 7no of these windows and as a consequence there is no longer any practical need for fenestration. It is therefore proposed to remove these windows and infill the openings with rendered blockwork. It is proposed that the finished face of the blockwork will be in line with the existing windows to maintain the articulation of the existing façade. The finished render will be painted out - Colour: Dark Grey

It is further proposed that the resulting 'blind' recesses should be dressed with illuminated proprietary display lightboxes enabling informatives about the College and its work to be displayed, enlivening the adjacent streetscape and engaging passers by. (This element of work is subject to a separate concurrent planning application).

PLEASE NOTE: Again this section of the building is NOT listed. It is however within a Conservation Area.

## **2.0 Access Statement**

### **2.1 Approach**

- 2.1.1 30 Euston Square is bounded by roads on three sides. Euston Road to the south, has a wide level pavement abutting the building. Melton Street with its narrower pavement is to the east and Stephenson Way lies to the north and west.
- 2.1.2 Euston Station sits immediately adjacent, on the opposite side of Melton Street and Euston Square London Underground station is also close by with level access to the building.
- 2.1.3 Approaches to and around the site are good although the roads & footpaths to the front of the building are busy. There are controlled pedestrian crossings with dropped kerbs and tactile surfaces at the Melton Street/Euston Road intersection providing access to and from the station. This area is generally well lit and there are TfL Barclays Cycle Hire bays immediately outside the building on Euston Road.

### **2.2 Entrance**

- 2.2.1 Both entrances on Melton Street have a stepped approach. This part of the building complex is Grade 2 & Grade 2\* listed and there is no reasonable opportunity to amend this without unacceptably compromising the historic building fabric.
- 2.2.2 The entrance to the original 1906-08 building on Euston Road has a gently ramped approach and a railed area separating it from the street. It is intended that this will be modified serve as the accessible entrance to this part of the building. The door opening is sufficiently wide and is to be fitted with appropriately designed ironmongery. The gate through the railings will be fitted with an alert button to enable the lock to be released from the reception area and the door itself will be motorized for ease of access
- 2.2.3 The entrance to the 1932 building on Euston road has level access. The door(s) will be motorized.
- 2.2.4 Stephenson Way has a cobbled surface and narrow pavements. It is not well used or well lit. It is not intended to encourage staff or visitors to enter the building by this route

### **2.3 Reception Area(s)**

- 2.3.1 There are two Ground Floor Reception Areas.
- 2.3.2 The Main Reception has been relocated within the ground floor providing wide corridor access from the accessible entrance in Euston Road directly to the Reception Desk itself.
- 2.3.3 The Secondary Reception has direct and level access from Euston Road.

- 2.3.4 Both areas are equipped with induction loop hearing enhancement systems (Fixed in the Main Reception – Mobile in the Secondary).
- 2.3.5 Both reception desks have accessible (dropped) sections to their counters.
- 2.3.6 All entrances and receptions are clearly signed and easily identifiable.
- 2.4 Circulation
  - 2.4.1 The building as currently configured has no rational horizontal circulation pattern having an internal layout that has evolved over a period of time.
  - 2.4.2 The building as planned has clearly defined horizontal access routes with adequately wide corridors. These have been designed to be free of obstructions.
  - 2.4.3 New door openings have been designed to provide good access for all users. Where existing retained door openings are used these have been deemed to be of sufficient width by the Approved Building Inspector
  - 2.4.4 The Ground Floor has been opened up internally by the incorporation of one of the previously external light wells into the circulation space. This facilitates clear and direct access between reception spaces and to each lift core

2.5 Levels

- 2.5.1 An additional 4-car lift core has been introduced within the new main atrium. The 13 person cars are of a sufficient size to provide inclusive access to all floors including Lower Ground Floor.
- 2.5.2 Where possible existing floor levels are being maintained
- 2.5.3 Where raised access floors are to be installed these have been provided with a 1:12 gradient ramp between levels

2.6 Lobbies

- 2.6.1 New lobbies have been designed to be of a size and shape to allow a wheelchair user to move clear of one door before opening the second door.
- 2.6.2 Floor surfaces have been specified that do not impede movement

2.7 Facilities

- 2.7.1 Wheelchair accessible unisex toilets have been provided throughout the building. (1 or 2no per floor on floors where toilet accommodation is located – 9no in total)
- 2.7.2 The new Lower Ground Floor toilets include the provision of an ambulant accessible cubicle in both the male and female facilities
- 2.7.3 The new Lower Ground Floor showers and include the provision of wheelchair accessible shower facilities.
- 2.7.4 The new Lower Ground Floor Auditorium includes provision for wheelchair users and is fitted with an induction loop hearing enhancement system
- 2.7.5 A mobile induction loop hearing enhancement system is available for use elsewhere in the building (particularly in the Fifth Floor State Rooms)

2.7 Facilities (cont...)

2.7.6 The new Study Bedrooms on the 2nd and 3rd Floors include 2no accessible rooms with linked helper room adjacent

2.8 Other

2.8.1 Light switches and socket outlets are appropriately positioned and identifiable throughout the building as required to satisfy the requirements of the Approved Building Inspector

2.8.2 The proposed scheme provides sufficient colour contrast within the building to satisfy the requirements of the Approved Building Inspector

2.9 Parking

2.9.1 There is no parking provision within or dedicated to the users of the building

2.9.2 There is a drop off point adjacent to the building in Melton Street