

The proposals relating to this application are as follows:

Main Entrance – Clerkenwell Road

Refer to Plate 6 and Sketch 1

Currently the building is accessed via a single entrance from Clerkenwell Road. This entrance was a later addition to the building and is constructed from a Bath stone surround with a single glazed door and over panel. The main reception is accessed via a flight of 12 steps and there is currently no provision for wheelchair users.

The proposal is to enhance the entrance firstly to give the entrance more presence on the street scape and secondly to create a larger reception area to allow for the inclusion of a wheelchair access lift. The new larger area created will greatly improve the internal circulation space and make the building more welcoming and accessible to everyone who uses it.

It is proposed to mirror the existing design of the entrance surround using new Bath stone. The existing location of the entrance door will become a full height glazed unit and the new opening entrance door will be located within the newly formed opening.

The door and glazing will be constructed from single glazing with brushed stainless steel patch fittings and ironmongery. A 1m wide glass canopy will be introduced across the full length of the entrance.

Side Entrance – Clerkenwell Road/ Leather Lane

Refer to Plate 6 and Sketch 2

At sometime during the lifespan of the building the original entrance to the building has been closed and sealed with brickwork.

It is proposed to reopen this doorway and widen the opening within the existing brick reveal. The entrance will be created using single glazing to mirror the detailing proposed for the main entrance.

The new entrance will serve a single tenancy within the building. By re-opening this entrance the corner of the building will be revitalised and be reclaimed from the local market traders who tend to use this disused space to store rubbish.

Windows

Refer to Plates 5 & 7 and Detail A

The existing windows are a mixture of different styles and materials that give a confused feeling to the overall building. The windows consist of painted timber sliding sashes and casements, together with sliding sash self colour aluminium widows to the main facades that incorporate blue painted spandrel panels.

It is proposed to replace all windows (with the exception of those to the rear South façade) below roof level with one style of window that will not only enhance the appearance of the main facades but also will address the current environmental requirements by improving the buildings overall thermal performance.

With the introduction of air conditioning within the building there will be no requirement for the windows to have opening lights. This will enable the frame section sizes of the jams and transoms to be greatly reduced. The frame will sit within the existing reveals in the same position as the existing frames.

The blue painted spandrel panels will be replaced with dark grey glazed panels to hide the floor slabs and ceilings within the building. The colour of both the frames and the spandrel panels will mirror those installed to the adjoining building in Leather Lane, and other buildings in the local vicinity, which will also assist in respectfully enhancing the streetscape within the Conservation Area.

Rear Elevation

Refer to Plate 4 and Sketch 3

As part of the internal fit out air conditioning will be introduced to the building. The main goods lift will be replaced with two new passenger lifts. The lift is being replaced to allow for the provision of an accessible lift.

As a result of these additions it will be necessary to undertake works to the rear façade. It is proposed to demolish the existing brick built lift motor room at roof level and re-build using brickwork to match existing. The lift motor room will be re-constructed on the site of the existing lift motor room, marginally increasing its width and height to allow it to conform to current British Standard requirements.

A plant room will be formed within the 5th floor roof space towards the West end of the South Elevation. The proposal is to create a mezzanine floor within the roof space and utilise the existing dormer windows to intake and extract air. It is proposed to mask the plant utilising light grey powder coated aluminium louvers that will span between the new lift motor room and the existing stair core.

Additional plant space is required on top of both stair cores to the East and West side of the South façade. The West stair core will require extending in two directions with the East core remaining as existing. It is further proposed to mask the plant utilising the light grey powder coated aluminium louvers which is an enhancement to the current situation where individual Tenant plant is visible.

Access Statement

Currently the building has no provision for access by wheelchair users.

It is proposed to introduce level access from Clerkenwell Road into the main building foyer from street level. The higher level Ground Floor will be accessed via a platform lift or an ambient disabled stair, both of which will be fully compliant with Part M of the Building Regulations and all other relevant British Standards.

All other floors can be accessed via one of the two new lifts.

At the proposed entrance at the corner of Clerkenwell Road and Leather Lane, level access onto the Ground Floor from street level will not be achieved. It is not possible to introduce a ramp locally internally or externally due to the difference in the internal and external levels and the negative impact this would have on the external pavement and main facades as well as the internal floor area. It is therefore proposed to utilise the platform lift within the main entrance, with access to the tenancy gained via the higher level Ground Floor. The Lower Ground Floor will be accessed via the main lifts.