

On behalf of:  
Moorgarth Group  
64 Wellington Street  
Leeds LS1 2EE



# Design & Access Statement

## Grenville House

175 - 185 Grays Inn Road



175-185 Grays Inn Road  
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14-132 BBA-Z0-XX-ST-A-00000 Design and Access Statement - Revision: 00



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Revision	Status / Revision Description	Date
PLO	Planning Issue	10.07.15

# 1.0 Introduction

## 1.1 Statement Intent

The key purpose of this Design and Access Statement is to set out the architectural design intentions for the proposed ground floor alterations to 175 - 185 Grays Inn Road for the Moorgarth Group. This includes intentions in terms of the quantity and types of space provided, the physical layout of these spaces, as well as their design and specification.

The statement is split into two key sections. The first, the design and access statement itself – contains the key information to allow a broad understanding of the proposals and sets out the design team’s understanding of the brief, how the design has responded to this brief and how it is intended to deliver the project.

## 1.2 Proposals

The proposed works to 175 - 185 Grays Inn Road entail:

The refurbishment and reorganisation of the ground floor, including relocation of the entrance and café on the street frontage

The client would like to provide the building with a new sense of identity and reinstate the 1930’s building name “Grenville House”.

175 - 185 Grays Inn Road from the north





## 2.0 Site



### 2.1 Site Context

175 – 185 is located at the midpoint of Grays Inn Road A5200, approximately 10 minutes from both Kings Cross St Pancras Mainline and International Station to the north and Chancery Lane Underground station to the south. As such Grays Inn Road is a major thoroughfare in Camden with heavy footfall and forms the boundary between Clerkenwell to the East and Holborn, Bloomsbury and St Pancras to the west.

Local amenities include the Brunswick Shopping Centre, a 10-minute walk to the west and Westminster Kingsway College, a 5-minute walk to the north on Grays Inn Road. There are also a number of green spaces in close proximity, this includes St Andrew's Gardens which is directly opposite the building on Grays Inn Road and St George's Gardens, Brunswick Square Gardens and Coram Fields sports pitches which are a 5 minute walk away.

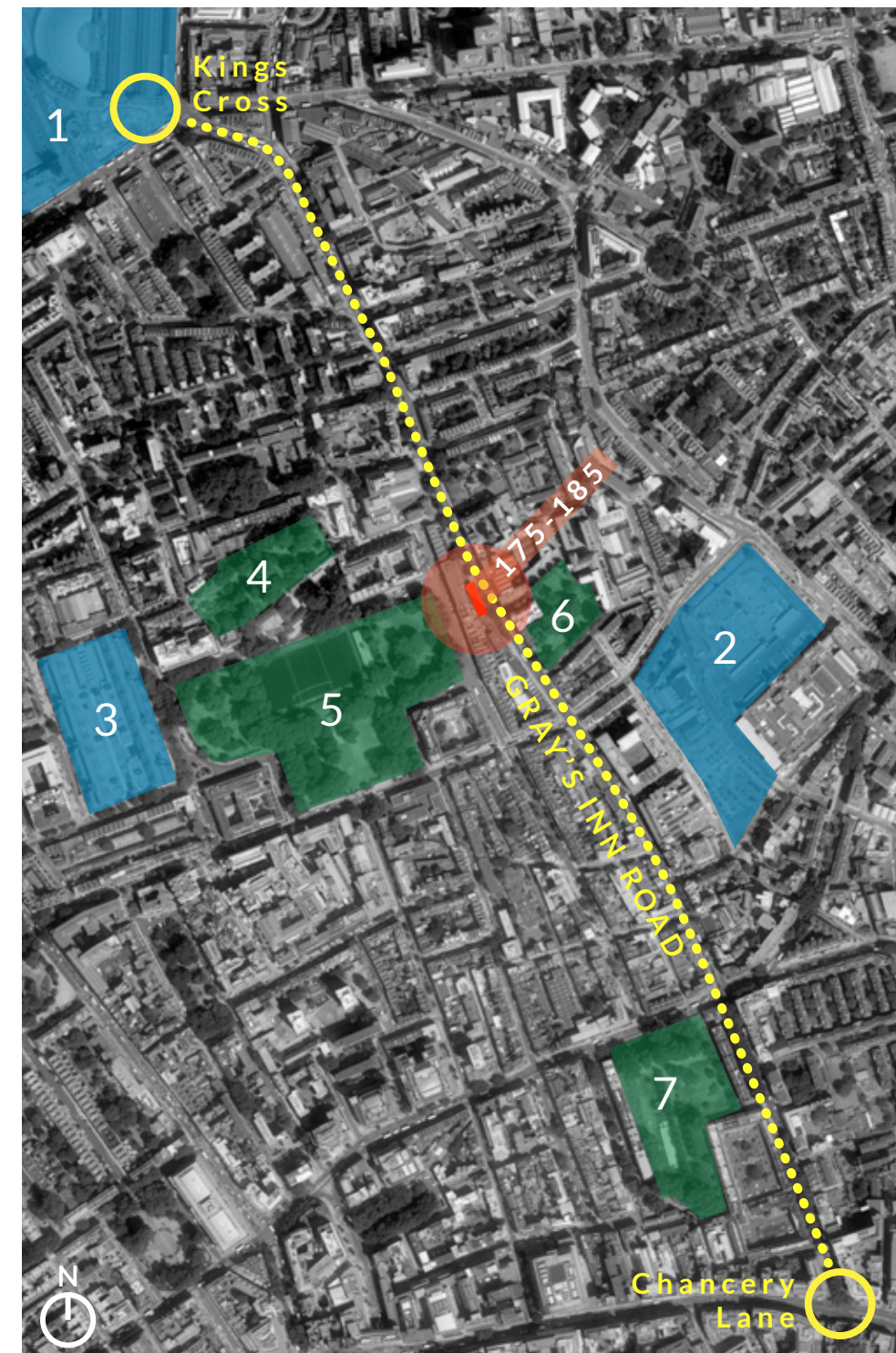
The building is well located for public transport access with Kings Cross St Pancras and Farringdon rail stations, Russell Square and Chancery Lane underground stations all within a ten-minute walk. The bus routes that serve Grays Inn Road are the 17 from Archway to London Bridge, the 45 from Balham to Kings Cross and the 46 from Hyde Park to St Paul's Cathedral. There is also a large cycle hire station within 2 minutes walk of the building.

### 2.2 Social & Economic Context

Camden is a fast growing borough that has a significant contribution to the economy of London. According to Camden Council's Local Development Framework approximately a quarter of a million people work at 24,000 businesses in the borough, with the vast majority being either in the knowledge economy or creative industries. Furthermore it is estimated that the population of the borough will grow by 18% between 2006 and 2026. This is demonstrated in two significant proposed developments within close proximity of 175-185 Grays Inn Road; Kings Cross Central and the Mount Pleasant Sorting Office site.

Approximately 15 minutes walk to the north of 175 – 185 Grays Inn Road is the Kings Cross Central mixed-use development area. Occupying 67 acres, this is one of the largest ongoing developments in London and once finished will contain 50 new buildings, 2,000 new homes, 20 new streets, 10 new public squares, 26 acres of open space and accommodate 30,000 people by 2016.

A 5-minute walk to the east of 175 – 185 Grays Inn Road is the Royal Mail Mount Pleasant Sorting site on which there are plans to build approximately 700 homes in the near future.



#### Map Legend:

1. Kings Cross Station
2. Mount Pleasant Site
3. Brunswick Centre
4. St George's Gardens
5. Coram Fields
6. St. Andrew's Gardens
7. Grays Inn Gardens



# 2.0 Site



## 2.3 Existing Building Scale, Layout and Use

175 – 185 Grays Inn Road is a 4-storey building with an accessible green roof garden and a gross internal area of approximately 1171m<sup>2</sup>. The building is approximately 13.5m in height. The building is predominantly B1 office space with a single A3 Cafe unit of approximately 38m<sup>2</sup> to the northern end of the ground floor plan.

The building has two stair cores each containing

a lift shaft, however only one lift is in operation. There is limited disabled access throughout the building, as the lift does not have level access with the entrance. The fire escapes for the floors above exit from the stair cores onto Grays Inn Road. Both cores provide access to the roof level which contains a garden / seating area, an allotment and various pieces of sustainable technologies, including a small wind turbine.

A small portion at the rear of the building is a single

storey element that abuts the rear single storey elements of the buildings on Mecklenburgh Square. The roof above this can be accessed from the first floor of 175 – 185.

The first, second and third floors are occupied by cellular serviced office spaces with a central circulation route that runs the length of the building between the two stair cores. Each floor has a number of WCs and one tea point.

The occupancy of each of the upper floors is approximately 45 with an approximate total building occupancy of 160.







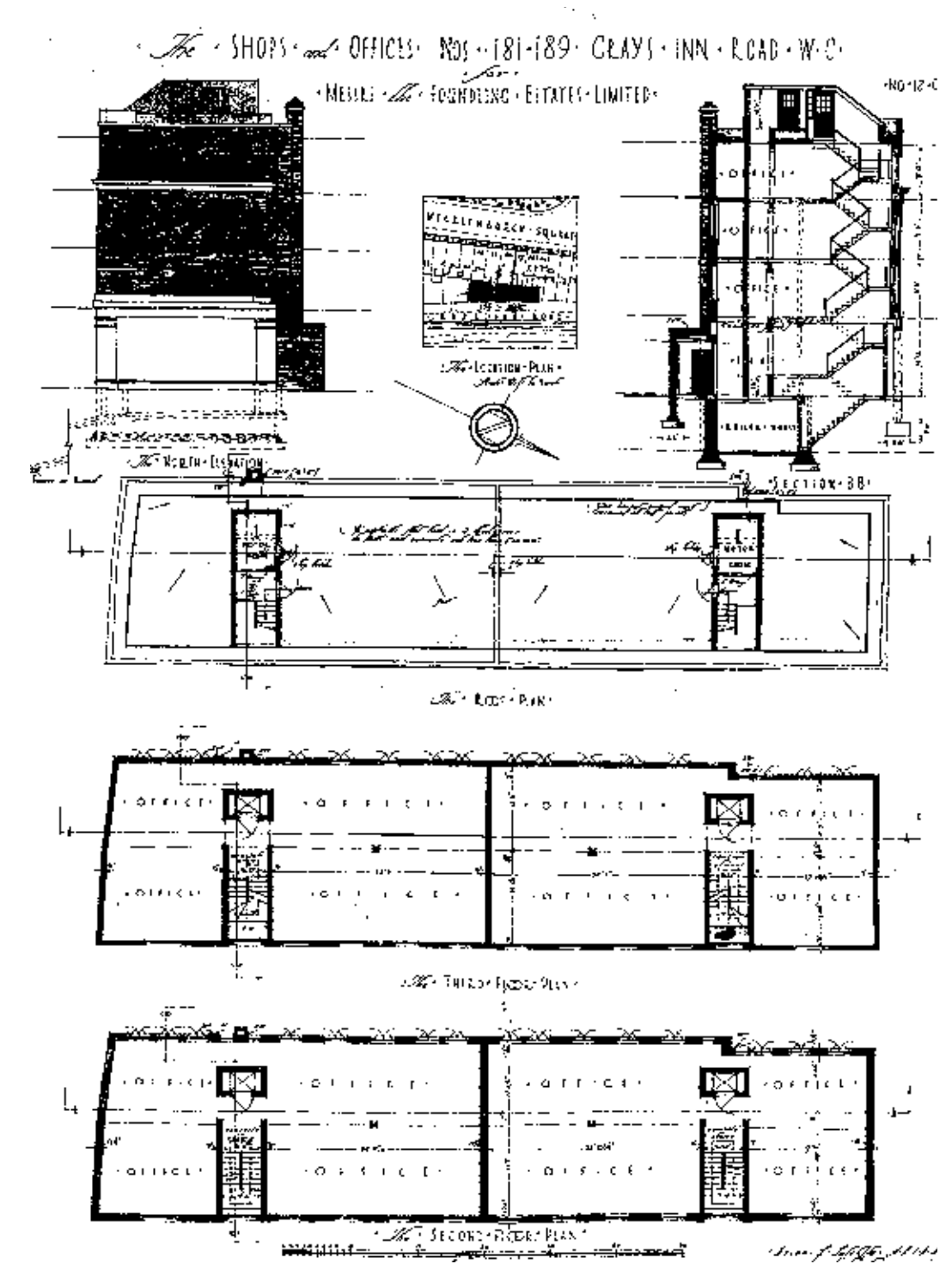
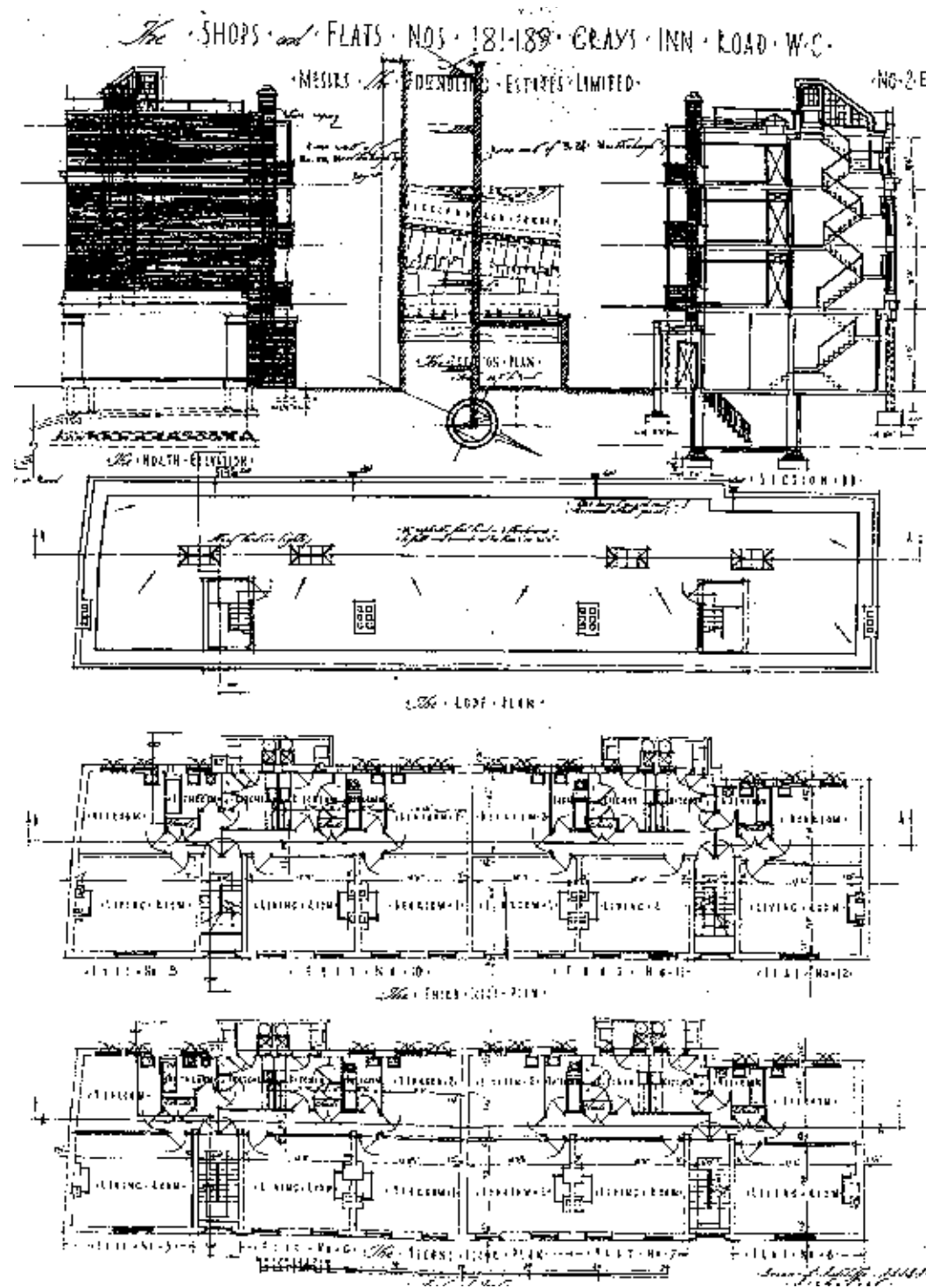
## 2.0 Site



### 2.4 Building History & Historic Context

Part of the Foundling Estate and originally known as Grenville House, 175 – 185 Grays Inn Road was constructed in the 1930s and contained six shop units at ground floor and four three-bed apartments on the three floors above. Initially the building was split with access to the apartments above from two street entrances. In the late 1930s the building changed use; the apartments on the floors above were removed, lifts and WCs were altered and the entirety of the floor plate became office space. The next significant refurbishment after this occurred in the 1970s when the two sides of the building were joined with a central circulation route running between the two stair cores.

#### "GRENVILLE HOUSE" NOS 175-185 GRAY'S INN ROAD - W.C.I.



Left: 1930s construction drawings  
Right: Late 1930s alteration drawings

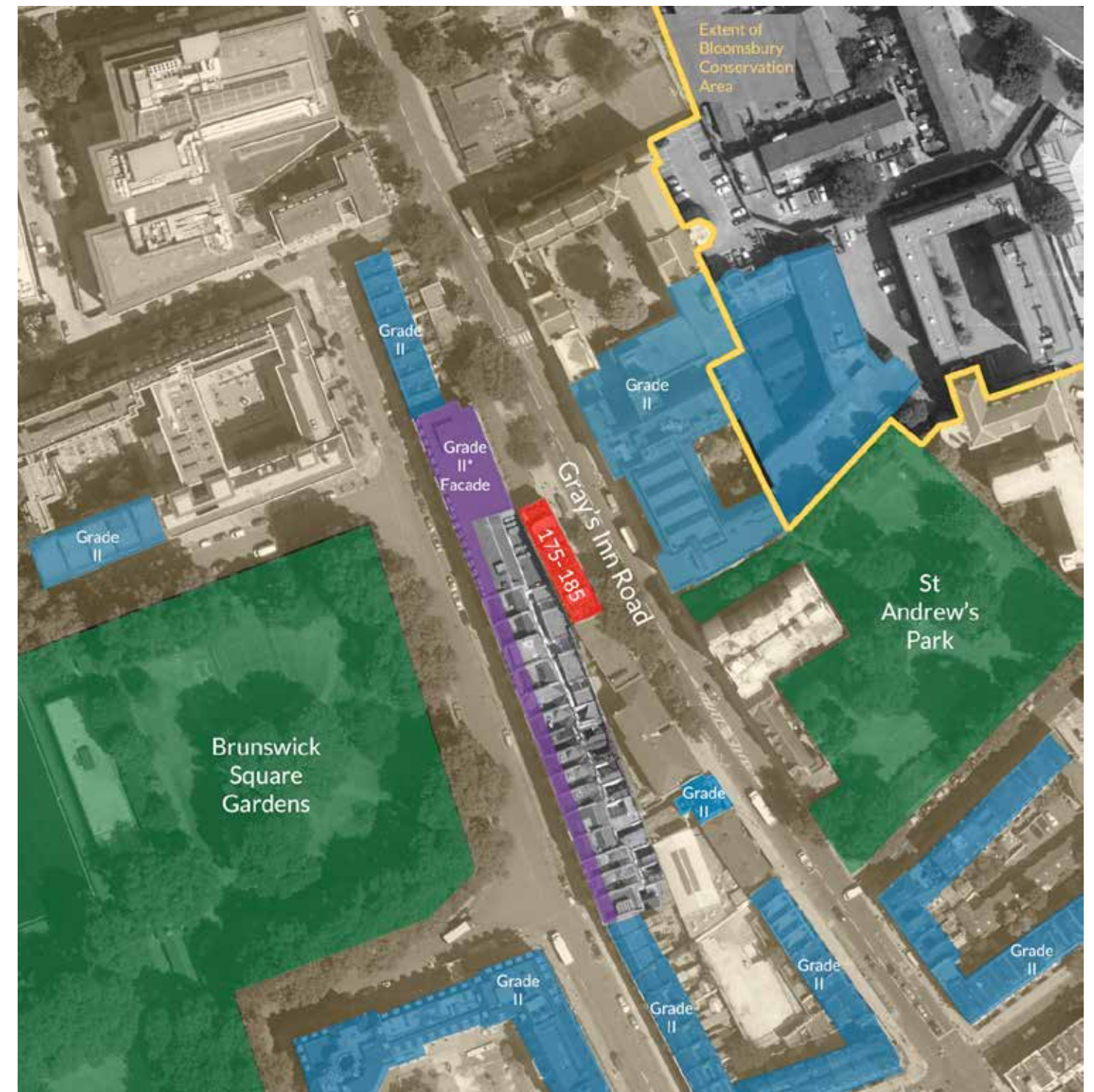
## 2.0 Site



### 2.5 Historic Context

175 - 185 Grays Inn Road is located within the Bloomsbury Conservation Area which is approximately 160 hectares and extends from Euston Road in the north to High Holborn and Lincoln's Inn Fields in the south and from Tottenham Court Road in the west to Kings Cross Road in the east. The area is considered to be an internationally significant example of town planning which employ the concept of formal landscaped squares within a street grid and is a culturally rich area containing a number of hospitals, universities and museums.

Whilst 175 - 185 Grays Inn Road is not listed and neither are any of the abutting buildings, there are a number of Grade II listed buildings within the vicinity (a description of the relevant buildings follows in the 'Surrounding Building Materiality & Scale' section).





## 2.0 Site



### 2.6 Existing Materiality

The original six shop bays can still be read on the Grays Inn Road facade, with glazing to each of the units at ground level. The far left bay contains the office entrance, the central 4 bays are B1 office use with the end bay containing an A3 sandwich shop. The masonry shop frontage is rendered and has been painted almost entirely dark grey, the only exceptions being the front entrance glazing that has a light timber frame and the signage and awning of the café.

The three floors above are brown brick with white painted sash windows that have red brick masonry arches. The sash windows includes a secondary layer of glazing that is visible from the outside. A feature stone coping runs across the front elevation at the top of the second floor and the windows to the stair cores have feature staggered brown brick arches that run up to the second floor.

The rear elevation is white render with aluminium windows and a number of projecting air handling units. The north elevation is partially covered at ground level by the abutting single-storey building and is brown brick on the floors above. The feature stone coping continues around from the front elevation at the top of the second floor.

#### Images:

- 1: Grays Inn Road frontage
- 2: Grays Inn Road elevation
- 3: Elevation detail





## 2.0 Site



### 2.7 Surrounding Building Materiality & Scale

(1) Directly opposite 175 – 185 Grays Inn Road is the southern part of the Eastman Dental Hospital, which occupies a four-storey Grade II listed building constructed in the 1930s in the Beaux-Arts tradition out of grey brick with Portland stone features and white UPVC glazing.

(2) The hospital also occupies the former Royal Free Hospital directly to the north, constructed between 1856 and 1895 in Classical and Italianate style.

(3) To the south of the Dental Hospital is Trinity Court, a nine-storey 1930's art deco building of white render, blue crittal windows and cast iron balconies.

(4) The adjoining building to the north, 187 Grays Inn Road, is a single storey retail unit with full height glazing and aluminium frames and is currently occupied by an office furniture supplier.





## 2.0 Site

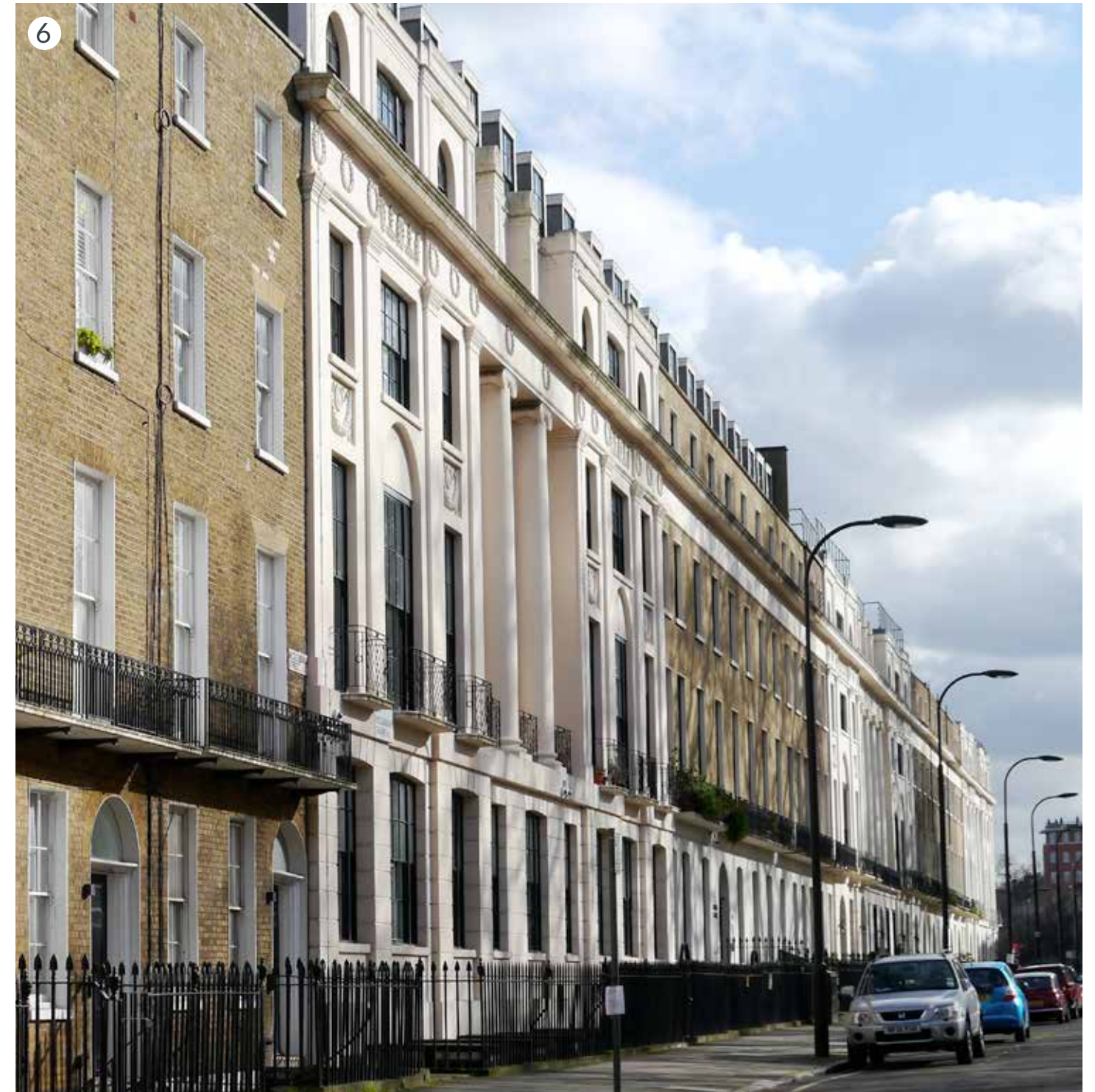


### 2.7 Surrounding Building Materiality & Scale

(5) The adjoining building to the south, 171 Grays Inn Road, is a three-storey brown brick building with UPVC arch topped windows with grey brick masonry arches. The entrance door is glazed with timber framing.

(6) To the rear of 175 – 185 Grays Inn Road, forming the east side of Mecklenburgh Square, is a five storey Georgian row of houses with a Grade II\* Listed street facades, these comprise of stucco ground floors with yellow stock brick above, cast iron balconies and standing seam mansard roofs.

(7) A single storey element separates the rear of this row and the rear of 175 -185, after which the row continues north where it is visible above the single-storey retail unit on Grays Inn Road. The rear elevation visible here is also yellow stock brick





## 2.0 Site



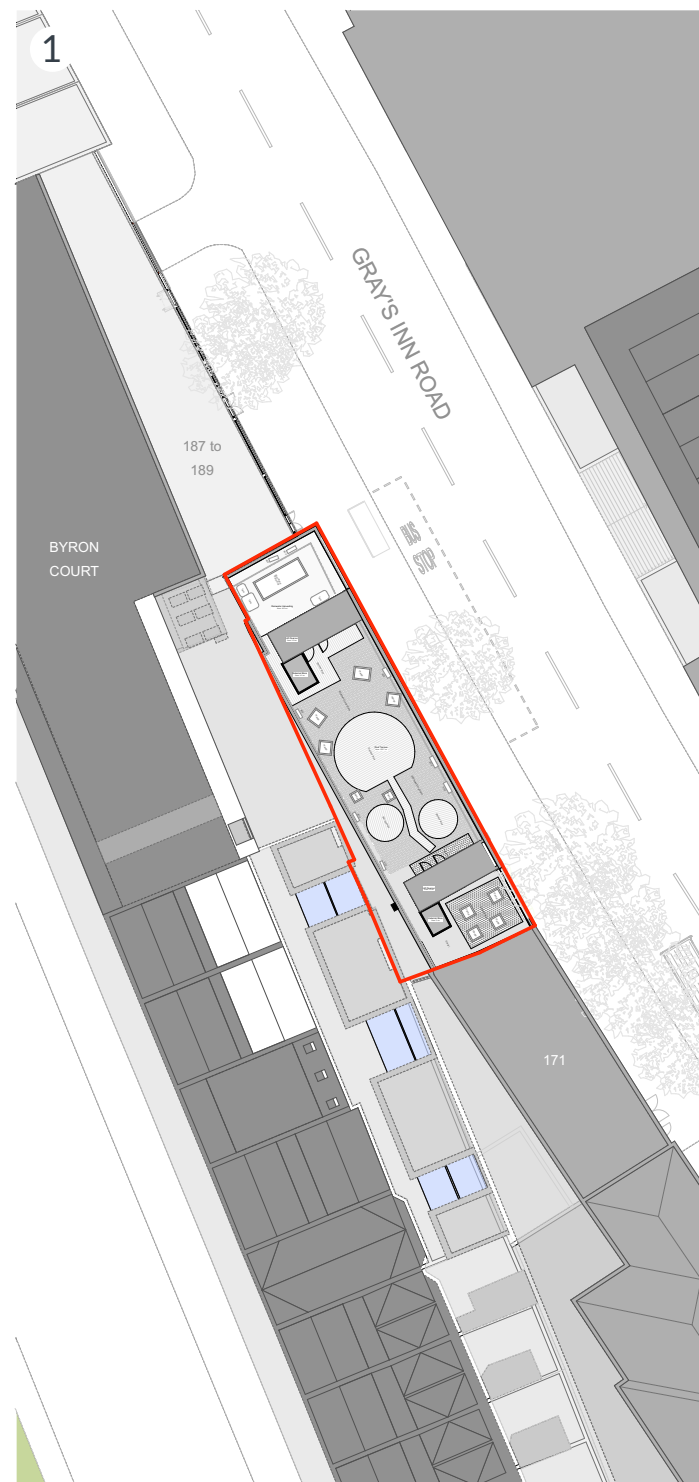
### 2.7 Streetscape

The streetscape of Grays Inn Road is made up of a number of institutions including colleges, university buildings, hospitals interspersed with pockets of commercial activity and housing. The frontage of 175 – 185 Grays Inn Road currently creates one of these commercial pockets, however there is potential to increase the active frontage.

Grays Inn Road is approximately 20 metres wide between 175 – 185 and the Eastman Dental Hospital on the opposite side. This comprises of a 3 metre wide pavement outside the Hospital, a 12 metre road and a 5-metre pavement outside 175 – 185. A 2 metre strip of this pavement nearest the curb is occupied by a number of mature deciduous trees exceeding 12 metres in height and a variety of street furniture (including a bus stop, telephone box and several cycle stands). This strip creates a visual barrier to areas of the elevation and a pinch point between the bus shelter and the café's existing external seating.

#### Images:

- 1: Site Plan
- 2: Grays Inn Road streetscape from north
- 3: Grays Inn Road streetscape from south





## 3.0 Proposal



### 3.1 Proposals

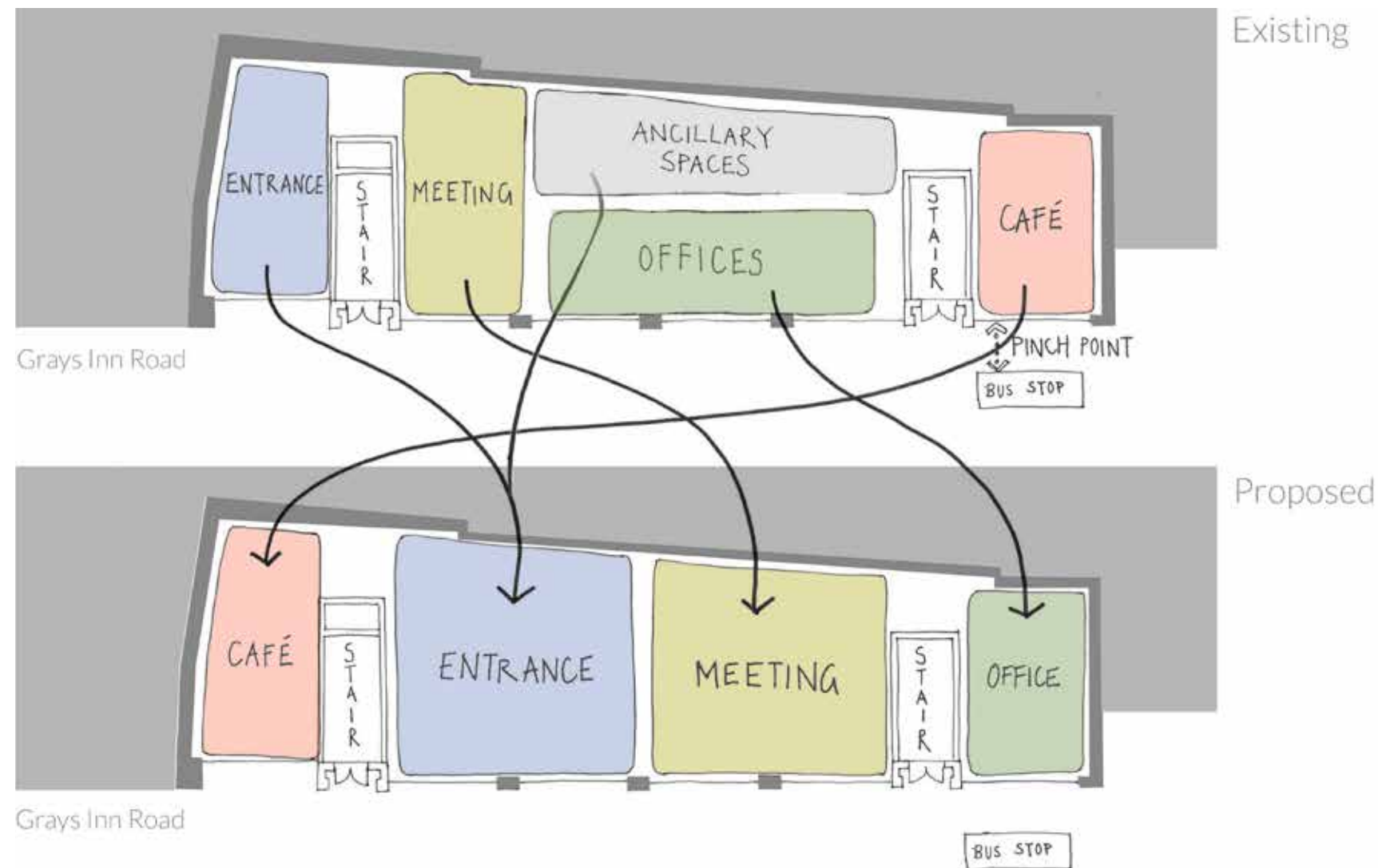
The proposed works to 175 - 185 Grays Inn Road entail:

The refurbishment and reorganisation of the ground floor, including relocation of the entrance and café on the street frontage

### 3.2 Consultation

Bond Bryan Architects have put this proposal for 175 – 185 Grays Inn Road on behalf of the Moorgarth Group. Established in 2003, the Moorgarth Group own a significant commercial real estate portfolio across the UK. A thorough consultation process has been undertaken with the client to determine these proposals.

Planning pre-application advice had been sought with case officer Jonathan McClue of Camden Council in November 2014.



#### Images:

Existing and Proposed Ground Floor Layout

# 4.0 Design



## 4.1 Proposed Layout & Street Frontage

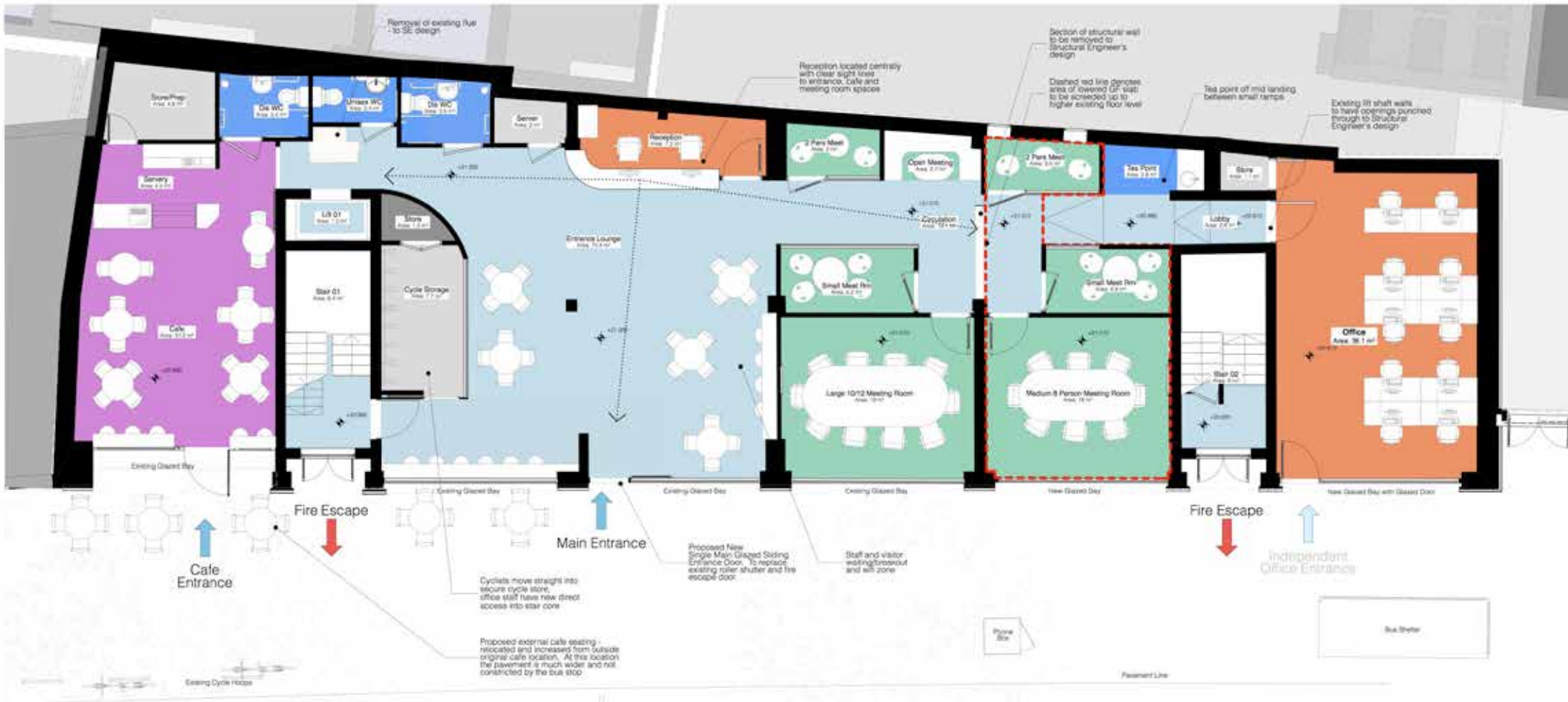
It is proposed that the ground floor entrance space, commercial units and office facilities be reorganised and refreshed with the aim of creating a more active and permeable frontage to Grays Inn Road. To reinforce the visual connection with the streetscape the entrance area is to be enlarged, creating an informal reception lounge for drop in meetings, a number of rentable formal meeting spaces of different sizes will be accessed from this. There will also be a cycle store accessed directly off the entrance. These facilities are to be located in the glazed central four bays of the frontage displaying a creative and collaborative work environment to the street.

Currently a pinch point exists for pedestrians between the café's external seating and the bus stop, in order to relieve this issue it is proposed that the café be moved from the far right bay to the far left. This also increases the size of the cafe and improves access to shared facilities within the building. An office space will then be relocated to the far right bay.

Existing Ground Floor Plan



Proposed Ground Floor Plan





# 4.0 Design



## 4.2 Proposed Appearance & Materiality

Whilst the internal renovations will have a significant effect on the dynamism of the ground level street frontage, the proposals will have a minimal effect on the materiality of the elevation. The grey painted elements will be retained and refreshed and most of the existing glazed bays will remain glazed with two existing bays to be replaced to match the retained elements. The existing café signage will be removed and new signage installed above the new café location.

The proposed signage and external lighting is indicative and will be reviewed with Camden Council in a seperate advertisment application.

There will be no work done to the first second or third floor on the street elevations. The rendered rear elevation will be repainted white.

## 4.3 Mechanical & Electrical

An initial noise survey has been completed by Temple Group Limited to determine the background noise levels at Gray’s Inn Road to inform the design going forward. A preliminary selection has been made by the services consultant for the proposed external air conditioning unit with proposed parameters for sound pressure levels for the equipment. An assessment will be carried out during the next stages of the project to ensure the proposed mechanical plant will not exceed the levels stipulated within Camden Development Policy 28. Please refer to M&E statement.



Existing Grays Inn Road Elevation



Proposed Grays Inn Road Elevation



# 4.0 Design



Existing Street Elevation (East)



Proposed Street Elevation (East)





## 5.0 Construction & Access

### 5.1 Approach to Inclusive Access

These proposals have been designed to meet the requirements of Approved Document M and those elements of the Equality Act 2010 covered by it. As designers we will work with the approved inspector to ensure that these regulations are met.

However compliance with the Equality Act will need to be ensured by the service provider. In this case, the Moorgarth Group may choose to address some requirements through management solutions as much as they can by design.

Set out below is a brief summary of the design features included within the design:

### 5.3 Building Access

All access points into the building, including the fire escapes are to be provided with level thresholds to Approved Document Part M requirements.

The main entrance into the building will provide level access. All entrance doors that are fully glazed shall incorporate manifestations.

### 5.4 Internal Circulation

The building is constructed with level floor plates allowing ease of movement horizontally throughout the building.

Vertical circulation for able-bodied and ambulant disabled users will be provided by two existing

general access stairs, these stairs are compliant to ambulant disabled standard to Approved Document M. Lobby space to these stair will be increased on each floor to accommodate a disabled fire refuge that is not currently provided. A new passenger lift will be provided for users with mobility issues located near to the proposed main entrance. This will be installed in an existing lift shaft that will be altered to provide level access from the ground floor.

All circulation routes are to be marked out in a contrasting colour to the other finishes to meet the requirements of Approved Document M, to aid those building users with impaired sight.

All internal doors are to provide a minimum clear opening width of 800mm, via one door leaf opening (TBC with the Approved Inspector). All doors to have the requisite vision panels to comply with Approved Document M.

### 5.5 Accessible WC Provision

2no. disabled WCs are proposed on the ground floor. These are located to ensure that the maximum travel distance to an accessible WC is no greater than 40m.



## 6.0 Conclusion

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### 6.1 Conclusion

The proposed ground floor alterations have been designed in line with the local development framework / planning policy.

The design intention has been to increase the flexibility and efficiency of a building suited to accommodating start-up businesses - with a range of office sizes and meeting rooms for rent.

The result will be to enhance the building to provide a small creative workspace within the context of major developments in the Camden area of Kings Cross Central and the Mount Pleasant site residential development.

The proposed alterations will also increase dynamism / permeability to the street frontage on Grays Inn Road.