



MOORLEY RICHARDSON DESIGN - LONDON
Block K 175 Bermondsey St London SE1 3UW
T. 020 7407 8033 www.mrd-london.co.uk

08/12/2015

Design & Access Statement including Heritage Statement

Associated Press
The Interchange
Oval Road
London
NW1 7DZ

Prepared by the agent, MRD London on behalf of the applicant.

The Interchange building is a Grade II listed building built 1901-1905 which incorporates the 1850s dock basin, vaults and horse tunnel. The building is a good example of a large scale late Victorian warehouse with a prominent water tower, bold detailing and fire-proof construction. The building is a key component of the Camden Goods Depot and one of the most complete examples of Victorian railway buildings in the country. It is of particular interest as a link between the railway and the earlier canal system. The horse tunnel and stairs illustrate the continuing importance of horse-drawn transport within the railway system.

The Interchange is a four storey block built directly over the canal basin with the ground floor supported on a line of octagonal steel columns. The upper floors are built from orange stock brick whilst the majority of the ground floor was left open to facilitate the movement of good from the canal to road or rail vehicles. During the conversion to an office block in the late 1980s the ground floor walls were built using red aluminium facade framing.

This application seeks to alter these glazing frames in one area to allow the use of equipment to be transferred onto trucks. These frames are specifically designed to allow flexibility in the future. The applicant believes this change will have no impact on the special interest or setting of the building. The new doors will match the red colour of the existing framing.

The existing site area serves as a staff car park and loading area for broadcasting equipment and deliveries. Currently equipment is carried out of the main staff door and down the stairs to be loaded onto lorries.



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The proposed plan is to remove one window and lower panel to the existing facade as to allow a double door to be installed. Vehicles will the reverse up to the building which is already at a height to allow for simple loading into the lorries.

The doors will only be opened for the loading of lorries and is not designed as a fire escape route. The doors in the open position will form as barriers to prevent falls from height. The lorry must be in place before the doors are opened.

Below are existing photos of the building.



MRD

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Location of new doors (behind satellite dish which is to be removed), see drawings 1544PY PL.02, PL.03 & PL.04 for further details of location.

Regards,

Scott Richardson

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