
APPENDIX 1.0

OFFICE CHANGES

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277A GRAY'S INN ROAD

ADDITIONAL INFO - OFFICE CHANGES

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1.0 CHANGES TO THE OFFICE LAYOUT

1.1 WHY SHOULD THERE BE CHANGE?

The office layout requires change further to our work on developing the design for construction.

The consented plan allowed insufficient space for retaining structure below ground that supports the existing buildings around the perimeter of the site.

It also allowed insufficient space to achieve the thermal performance identified in the planning documents and to achieve the required BREEAM standard.

In order to rectify this, large areas of the basement were lost. In order to recoup these and provide close to the consented amount of employment space on the site, changes to layout have been necessary.

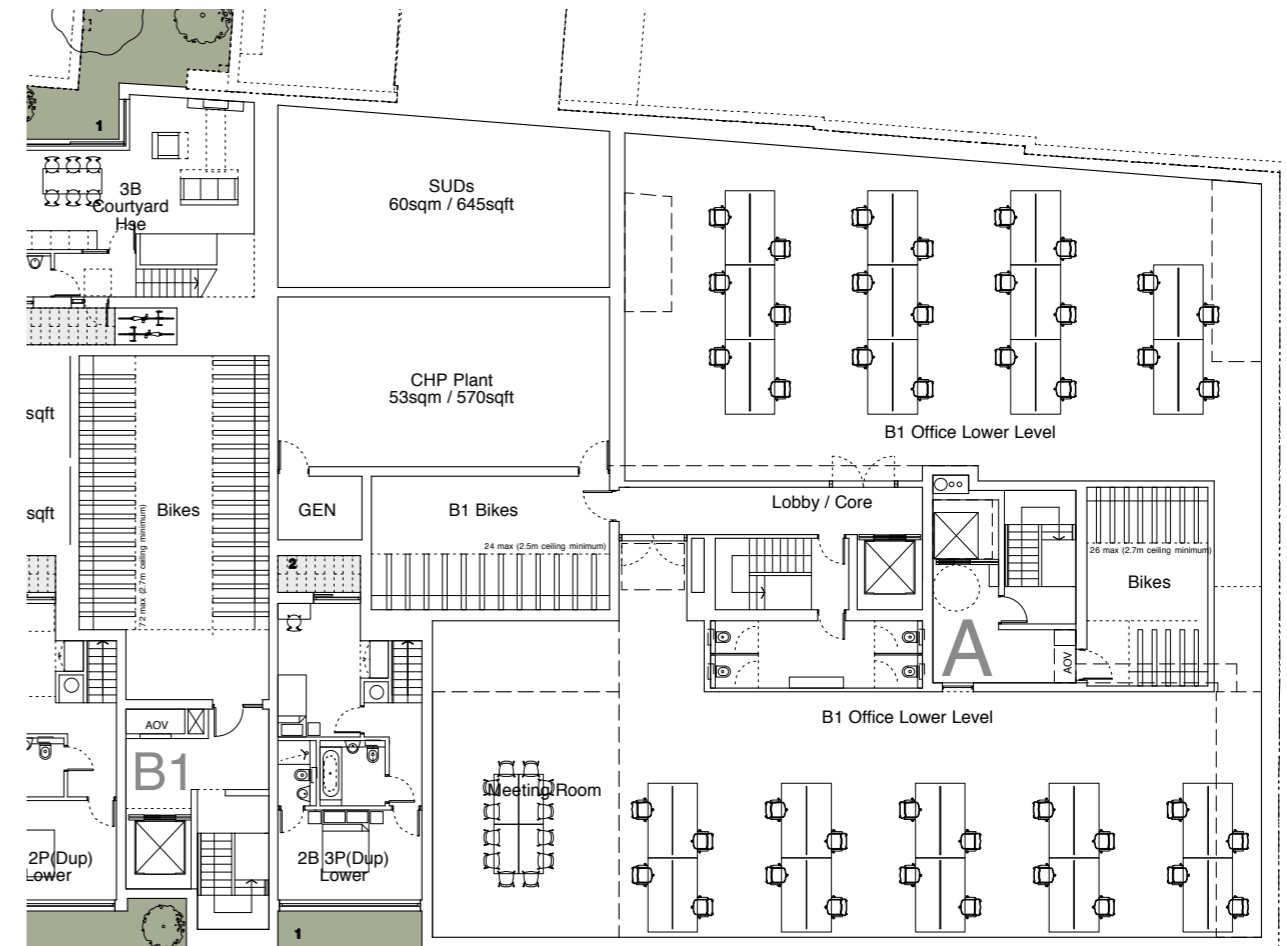
The following pages set this out for your consideration.

1.2 THE PLAN AS CONSENTED

On this page are shown extracts from the original planning consent drawings. In developing the detailed design of the building, we have found that additional space was required to provide structural support for surrounding buildings and to meet the stated U-values. In a previous document we have addressed the need to relocate plant



Extract of ground floor plan as consented

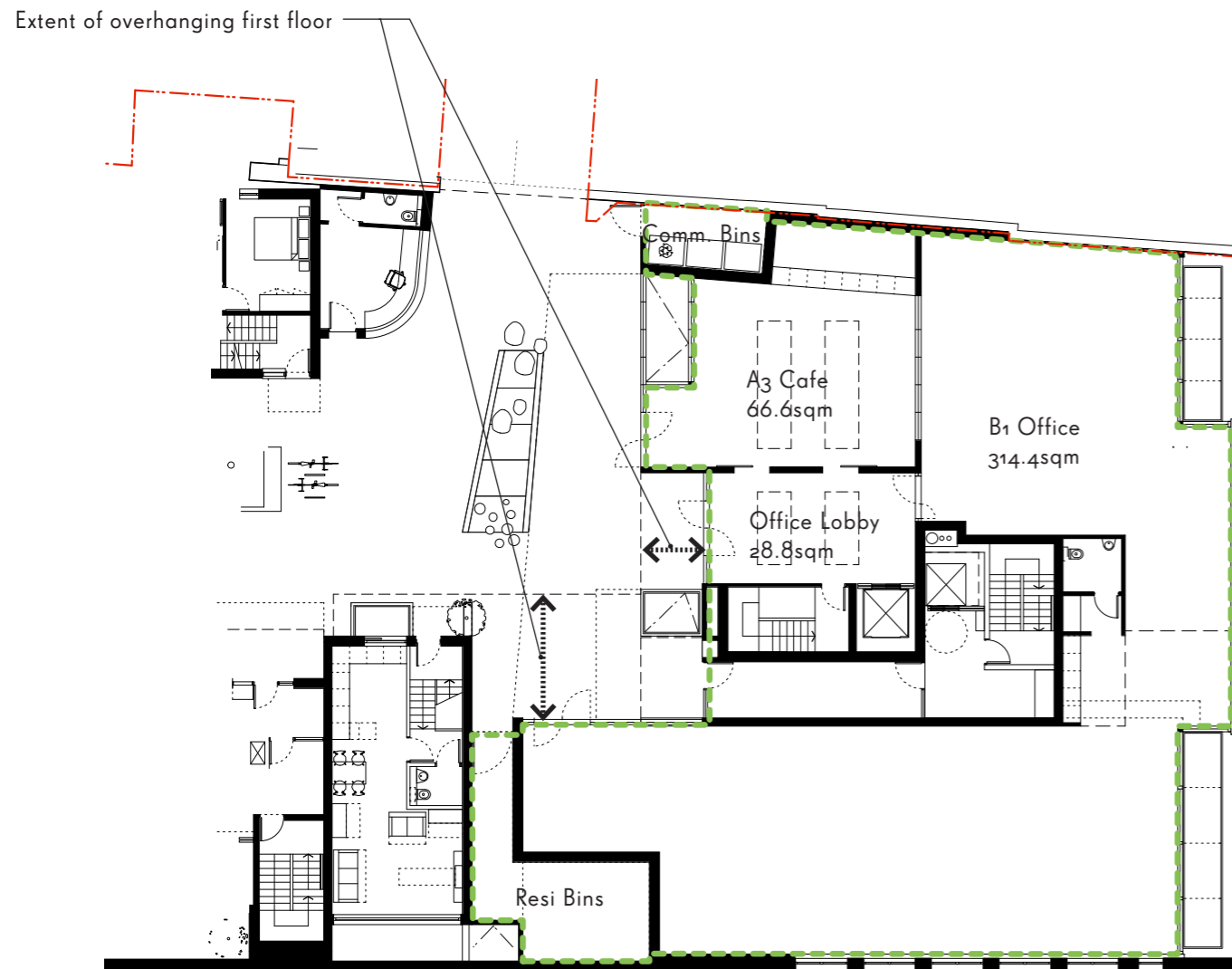


Extract of basement plan as consented

1.3 PLANNING DRAWINGS SIMPLIFIED

This simplified version of the planning drawing is used to compare graphically to the current design.


The green dotted line marks the gross internal area for accommodation including plant and bike stores at this end of the site to illustrate the changes on the next page.



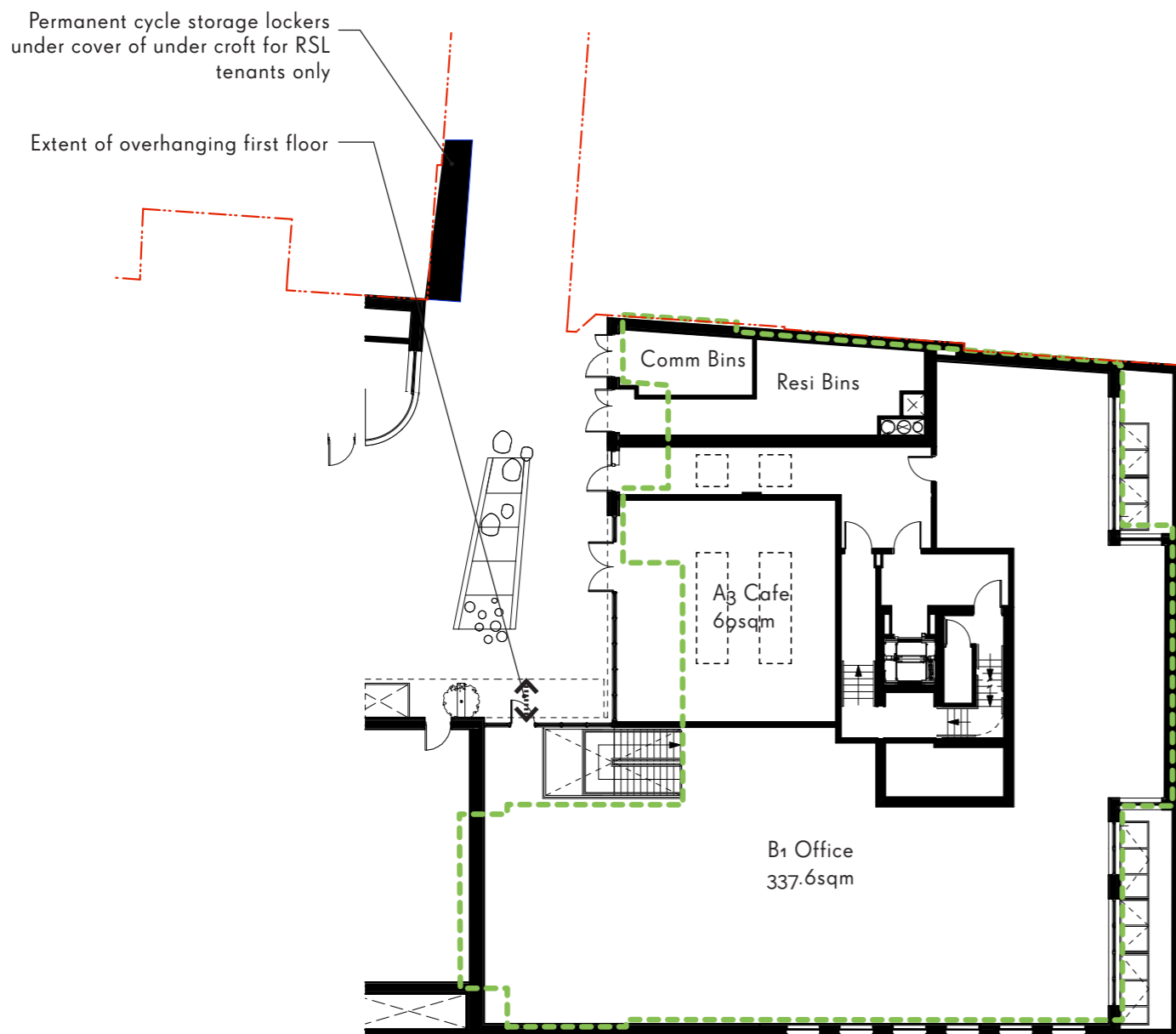
Extract of ground floor plan as consented, simplified for clarity



Extract of basement plan as consented, simplified for clarity

 Gross internal area of basement functions in this core

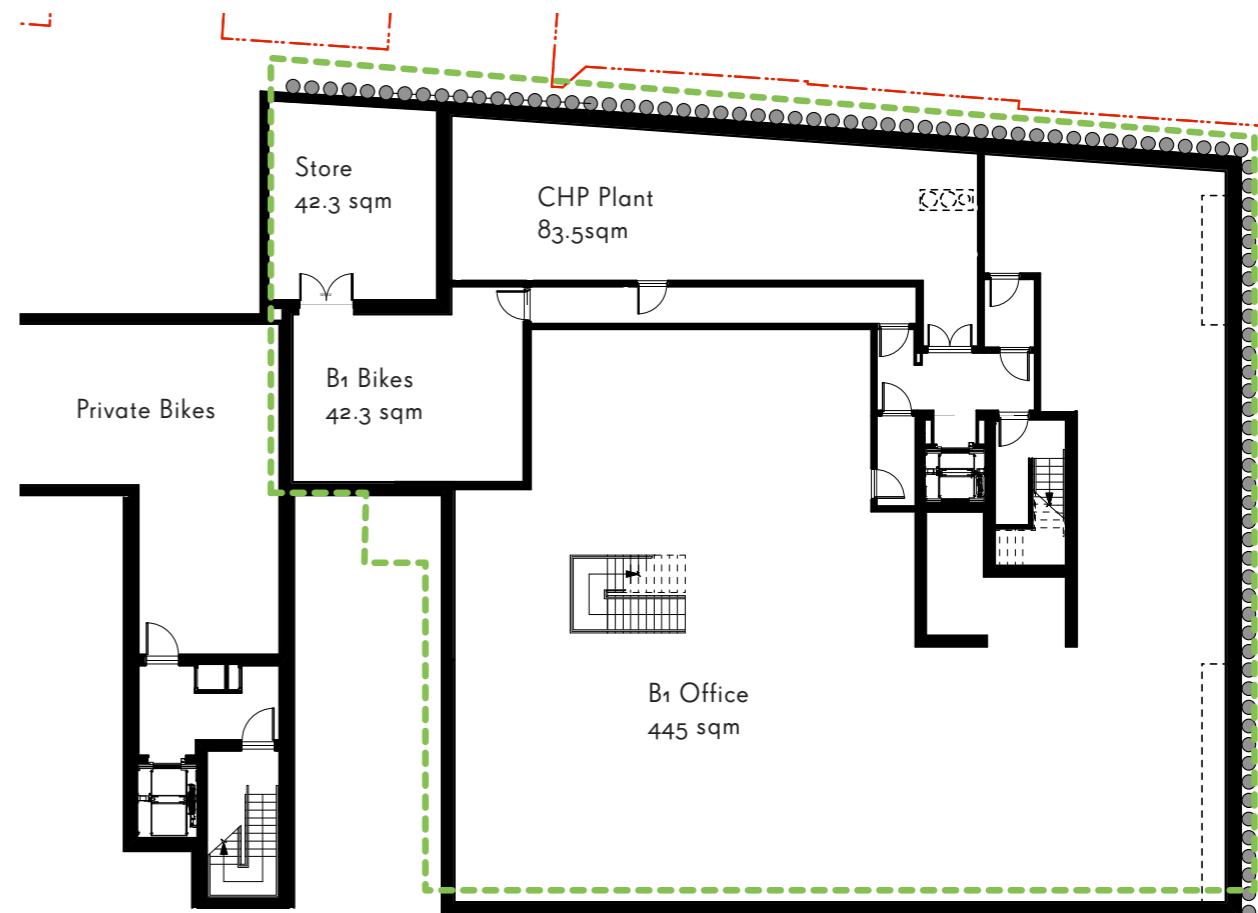
AREAS: (all GIA)	B1 Office:	790.2 sqm	SUDS:	61.4 sqm	CHP Plant:	53.1 sqm
	A3 Cafe:	66.6 sqm	B1 Bikes:	33 sqm		
	Lobby:	28.8 sqm	RSL Bikes:	25 sqm		




Extract of ground floor plan as developed for construction with consented GIA overlaid

1.4 COMPARISON TO CONSTRUCTION DRAWINGS

When overlaying the dotted green line onto the current plans, we can see that there are several areas, particularly at the boundary in the basement, where the gross internal area is significantly reduced from that shown at planning due to the need to provide concrete piles to retain the neighbouring buildings. In order to account for this, the ground floor has been reconfigured and areas of the overhanging entrance have been taken up to recoup floorspace. This also includes enlarged plant and maintenance store space. To help recoup employment generating space the SUDS tank has been omitted (see later section), the office lobby has been removed and RSL bike store has been moved.



Extract of basement plan as developed for construction with consented GIA overlaid

 Gross internal area of basement functions in this core

AREAS:
(all GIA)

B1 Office:	782.6 sqm
	-7.4
A3 Cafe:	69 sqm
	+2.4
Office Lobby:	0 sqm
	-28.8

SUDS:	0 sqm*
	-61.4
B1 Bikes:	42.3 sqm
	+9.3
RSL Bikes:	0 sqm**
	-25

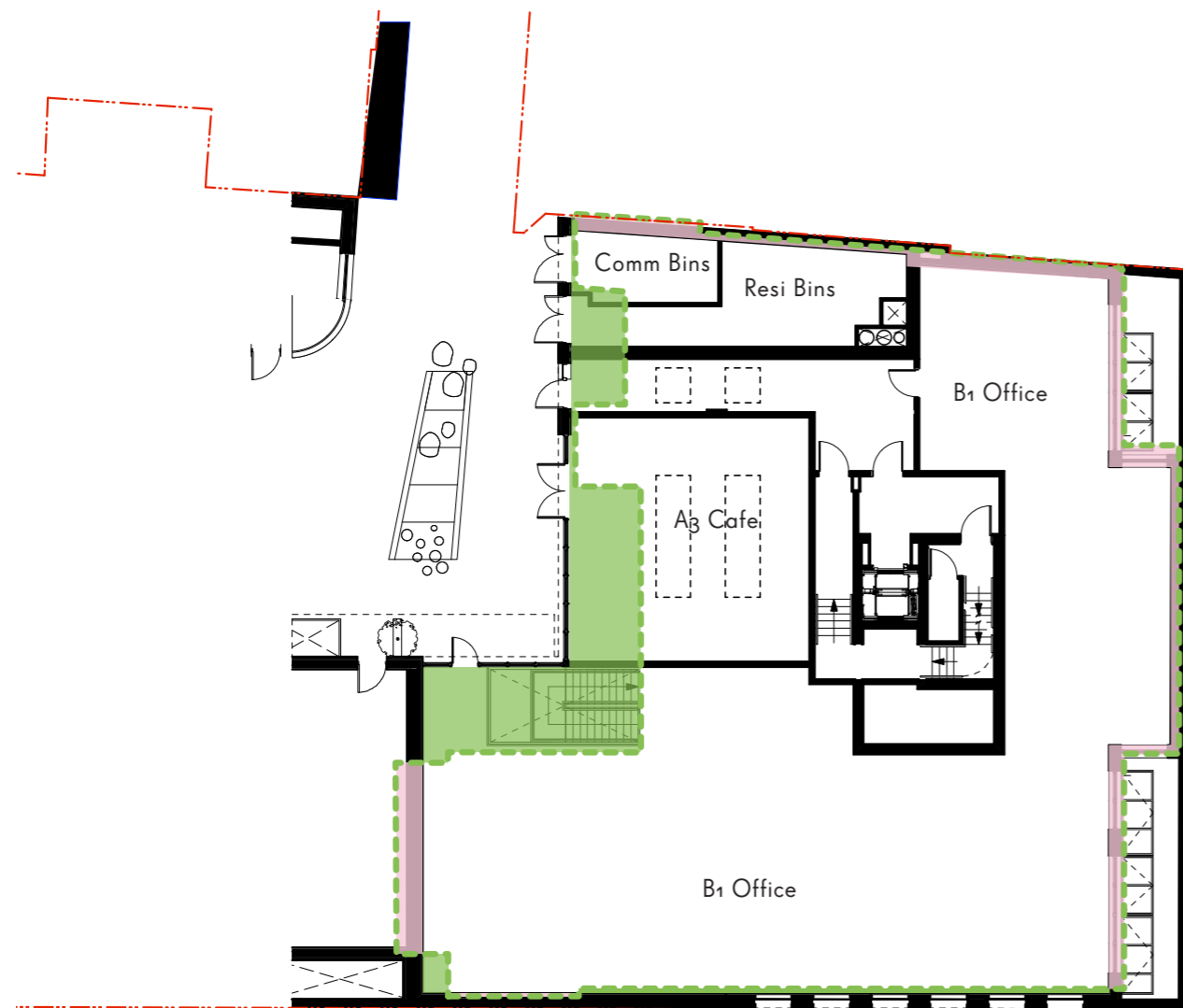
CHP Plant:	53.1 sqm
	+30.4
Maintenance Store:	53.1 sqm
	+53.1

* SUDS tank omitted

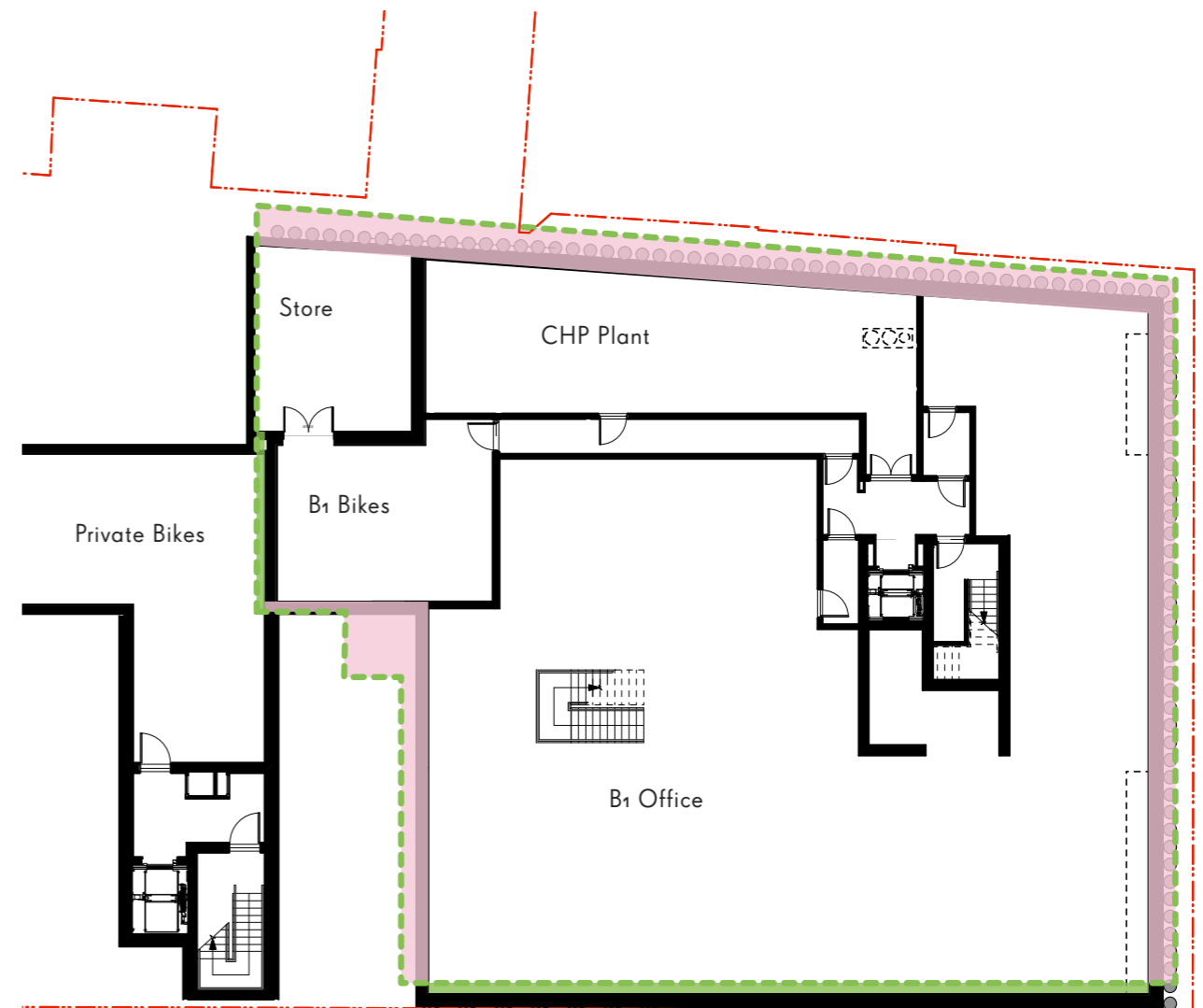
** RSL bikes moved outside to undercroft lockers

1.5 OVERALL AREA COMPARISON

The diagrams below show more clearly where area has been lost from the planning consent and also, where it has been reclaimed. The total area lost (pink) is 112sqm and the total area regained (green) is 60.1sqm, showing a net loss of 51.9sqm

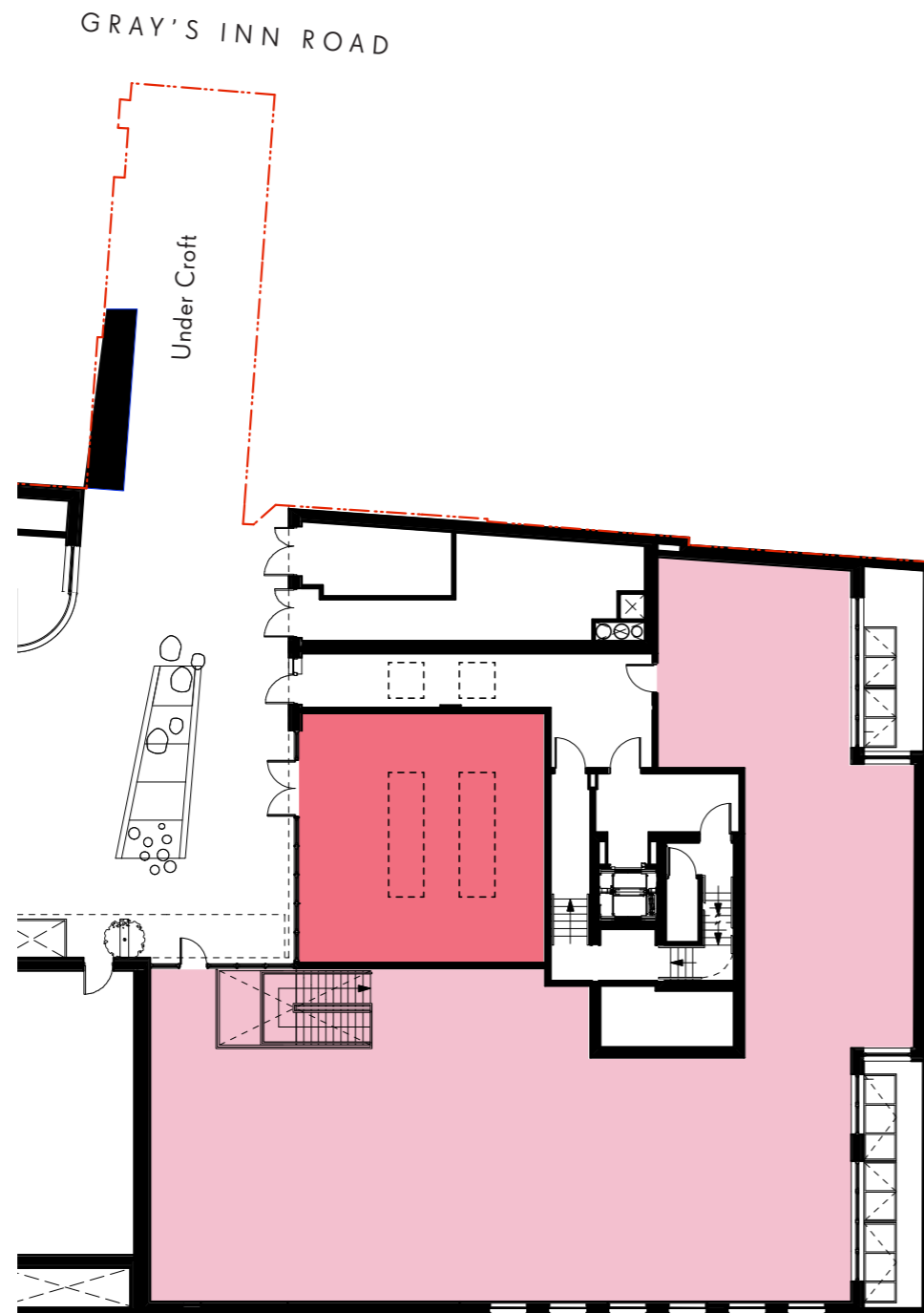


Extract of proposed ground floor plan with areas of loss and recoup highlighted



Extract of proposed basement plan with areas of loss and recoup highlighted

- Gross internal area of basement functions in this core
- 112
sqm
 Gross internal area lost since planning
- 60.1
sqm
 Gross internal area recouped since planning



Extract of proposed ground floor plan with areas of B1 and A3 Highlighted

- Extant B1 consent to be maintained
- A3 consent proposed to be amended to A3/B1 flexible

2.0 CHANGES TO USE CLASS

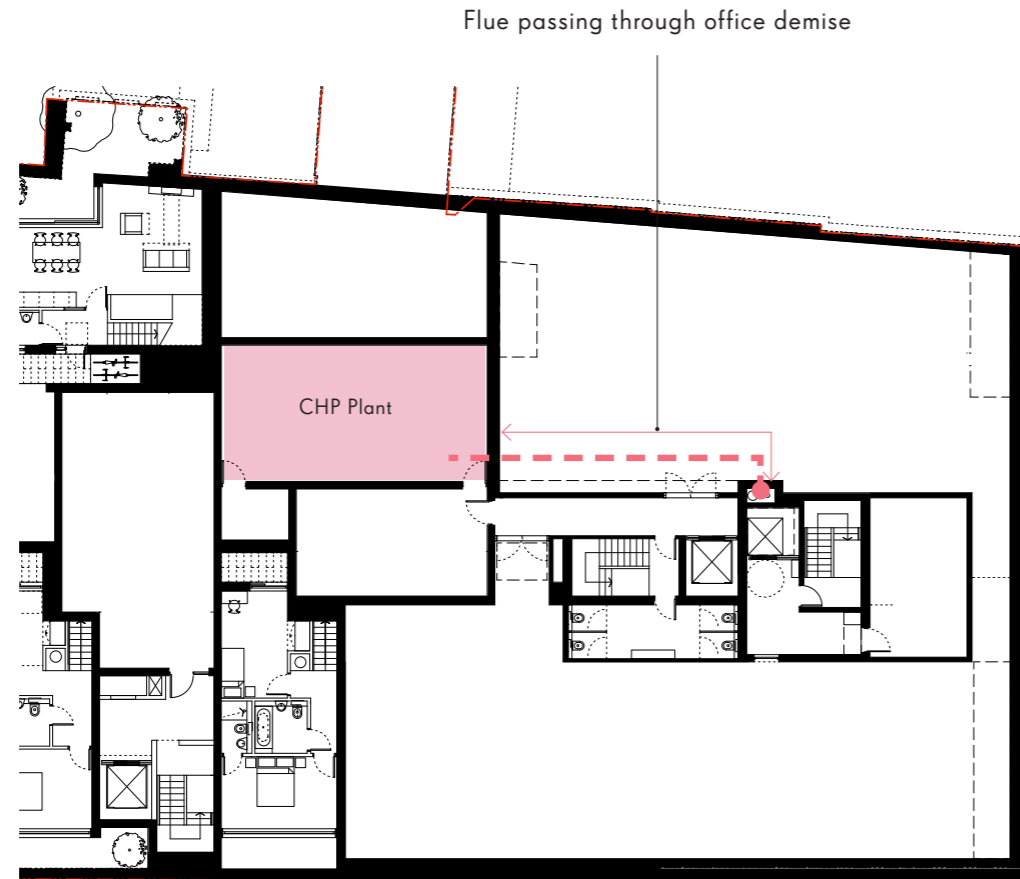
2.1 WHY SHOULD THERE BE CHANGE?

In developing the detailed design of the building, we found that additional space was required for structural support in a number of areas. In order to deliver a build-able design for the Basement and Ground Floor Commercial spaces, an area loss occurred, as detailed in the previous sections of this document. As a consequence of this, there remains a shortfall of let-table B1 space compared to that originally consented.

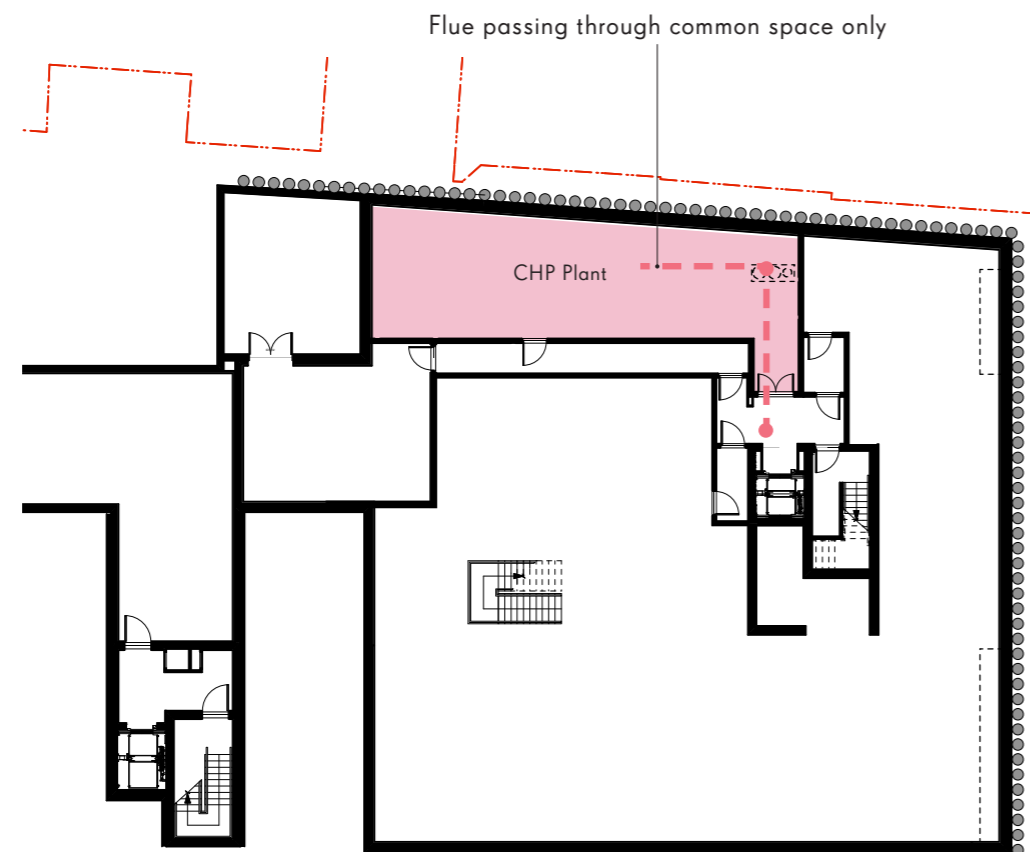
The client expects the potential to let the B1 Commercial space to be strong, given the strategic location of the development. However the client believes that A3 uses, which typically rely upon passing trade may be more difficult to let, due to the location of the proposed A3 space within a 'land locked' zone. The A3 space is contained within the development, which subsequently is surrounded by buildings on all sides.

The proposed A3 space is neither clearly visible from adjacent Gray's Inn Road, or St Chad's Street. Due to main access to the site being through the 'under croft' from Gray's inn Road, very little visual connection is offered to the A3 space directly from St Chad's Street due to the distance, and landscaping providing visual obstruction.

To safeguard the potential for an active frontage and to avoid any potential for long term vacancy, the client now seeks a flexible use class to the area previously identified for A3, allowing B1 or A3 in this area.



Location of plant and flue route at planning.



Proposed revised location of plant and flue route.

3.0 CHANGES IN DETAIL

3.1 WHY DID THE PLANT ROOM MOVE?

The location of the plant room as illustrated in the consented plans was not possible to deliver.

One of the main elements of plant is the communal gas fired boiler that provides heating and hot water to the residential units. This communal boiler approach is essential to the sustainability performance of the scheme.

All large boilers require a flue to rise through the building and discharge at a suitable height above all other structures within a set radius. In simple terms, this means a pipe from the boiler needs to go up to the highest roof on the scheme. Ideally this pipe will have no bends in it and will not pass through any regularly inhabited spaces like flats or offices.

In practice, one or two bends will be essential to find a route from the boiler to a suitable riser.

However, in the consented scheme, the boiler flue required several bends. Also, because the plant room was located remotely from the tallest vertical core, the flue needed to travel across the ceiling of the office accommodation in order to reach a riser to the roof. This is not an acceptable approach.

For that reason, the plant room has been moved closer to the tallest core in a part of the scheme that was previously designated as office space.

The size of the plant room has also needed to be increased by just over 30sqm (see earlier comparisons) to accommodate the necessary plant further to detailed design.

3.2 REMOVAL OF THE SUDS TANK

In order to attempt to mitigate the increase in site coverage of the basement, it has been decided to amend the strategy for Sustainable Urban Drainage.

The attenuated water will no longer be stored below ground in the South of the site - although some storage will be retained at the North of the site. This storage will be replaced by 'egg crate' layers within the roof build-ups.

The water will be stored within the zone of the build up of the ground floor deck in the mews (over the basement box) and within the roof build ups at first floor level. It will then be released at an attenuated rate into the drainage system using adapted rainwater outlets. The levels at ground floor will not be altered. The height of roofs at first floor will increase slightly.

The key points are:

- The same volume of water storage as the consent
- The same flow rate of release into the mains system
- No change to ground floor levels
- Minor increase to roof heights

3.3 CYCLE STORAGE

The quantity of cycle storage is not affected by the proposed changes.

The B₁ cycle storage is still located at basement level and is still accessed directly from the B₁ accommodation.

The cycle storage for RSL flats has been moved from the basement to the 'undercroft' area at ground floor where the site is accessed from Gray's Inn Road. This will be in the form of permanent lockers with individual key access which is also protected from the weather by the existing undercroft.

With the increase of the basement structure, it was no longer possible to maintain the location of the store as shown in the consent. The increased wall thickness closed off the corridor between the office space to the west and east of the core. Coupled with the essential relocation of the plant room, this left a non-viable 'pocket' of B₁ space in the basement.

We also feel that cycle stores in the mews, close to the entrance and at entrance level have a much greater chance of regular use than if they were located at basement level with the residential units they serve starting from level 1.

Similarly, this also reduces the potential for damage to internal finishes and lifts as cycles will no longer need to be brought inside the building or moved between floors by residential occupants.



Extract from consented drawings



Extract from proposed drawings

4.0 COMMERCIAL ELEVATION

At our previous meeting, more information was requested about the qualities of the elevation proposed to the commercial element of the scheme now that layout changes have been undertaken.

To the left is an image of the design we now propose with extracts from the images submitted with the previous consent for comparison.

4.1 THE PROPOSED COMMERCIAL ELEVATION

To the left is an illustrative image of the design we now propose.



Extract from proposed drawings

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