

Design & Access Statement

150-152 Clerkenwell Road & 2 Eyre Street Hill

March 2017

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1.0 Introduction

- 1.1 This Design and Access Statement has been prepared on behalf of Fordham University to support a planning application for the proposed change of use of the building at 150-152 Clerkenwell Road & 2 Eyre Street Hill from Class B1 (office) use to a dual use as Class B1 (office) and Class D1 (educational institution) use.

The Application Site

- 1.2 150-152 Clerkenwell Road & 2 Eyre Street Hill, hereafter referred to as ('the site'), is located within the Holborn & Covent Garden Ward, in the London Borough of Camden. The site occupies a corner site and is bounded by Clerkenwell Road to (the south), Eyre Street Hill to (the west).
- 1.3 The Site, 150 – 152 Clerkenwell Road is an existing office building, comprising (circa 17,445 sq. ft.) office floorspace. Following the departure of the previous occupier 'Ben Shearman' in June 2016, the building is now vacant. The landlord has marketed the building to a range of office occupiers, over a period from January 2016 to March 2017. During this period the most significant interest has been expressed by the Fordham University, which will seek to occupy the building for a hybrid office / education use.

Application proposals

- 1.4 As detailed in the section above, Fordham University is seeking to apply for a flexible change of use of the building for a dual Class B1 (office) and Class D1 (educational institution) use, to allow for their occupation of the unit as a higher education facility.



Figure 1: 150-152 Clerkenwell Road – From Clerkenwell Road.



Figure 2: 150-152 Clerkenwell Road – Site Photographs.

2.0 Site Context & Accessibility

Site & Surrounding Context

- 2.1 The Site, 150 – 152 Clerkenwell Road is an existing office building, arranging over ground and four upper floors, comprising (circa 17,445 sq. ft.) office floorspace, originally constructed circa 19th Century.
- 2.2 The character of the area surrounding the site is mixed, with buildings of differing heights and ages, in occupation for a range of uses including; commercial, office and residential uses along with a range of cultural and non-residential uses in the surrounding area including: 'Great Ormond Street Hospital', 'University of the Arts London', 'Museum of London', 'London School of Economics and Political Science', 'The British Museum' and the 'Hunterian Museum'.

Policy designations and character

- 2.3 A review of the London Borough of Camden's planning policy map has indicated that the site is located within the Central London Area, where a mix of uses would be acceptable within new development.
- 2.4 The site is located within the Hatton Garden Conservation Area and the archaeological priority area, the building is not statutory listed or locally listed or designated as a building of townscape merit.
- 2.5 The site is located in an area with a good level of accessibility to public transportation. This is touched on in greater detail in the section below.

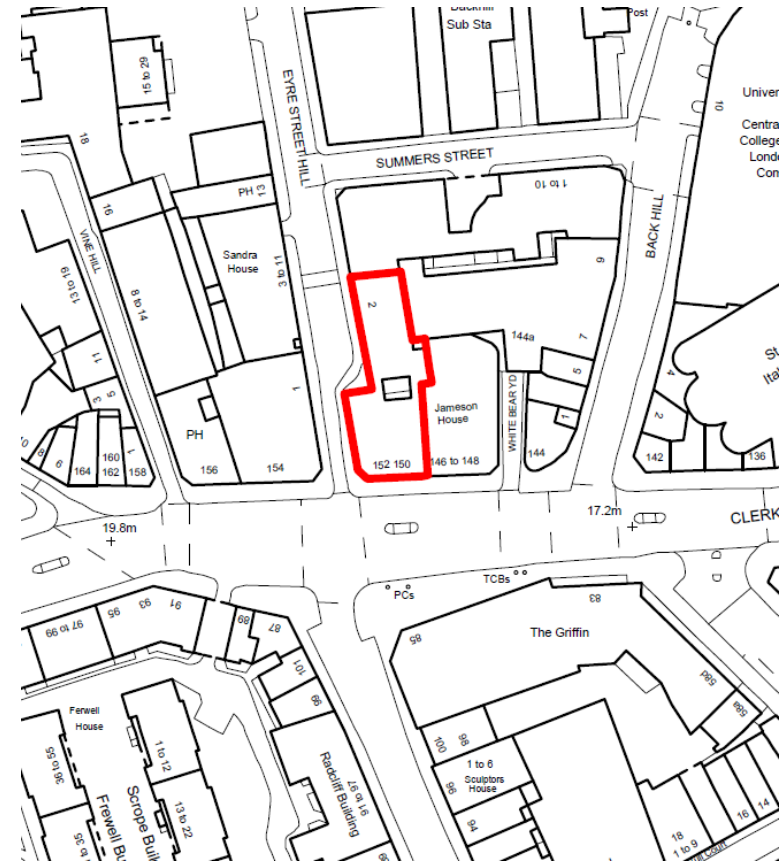


Figure 3: Site Location Plan

3.0 Accessibility to transportation

Accessibility

- 3.1 The area is well served by public transport links with a PTAL rating of 6b, representing the highest level of public transport accessibility. Numerous London Underground Lines are located within a 1km of the site including; Russell Square (to the west), Holborn and Chancery Lane (to the southwest) and Farringdon (to the southeast).
- 3.2 In addition to this, work is underway on the delivery of a new Crossrail station at Farringdon Road. The development of the station will result in a significant increase in public transport capacity through the provision of a high-speed east to west service. Further to the above, there are several bus stops located close to the site, with several bus routes serving the site.
- 3.3 The site does not have direct access to any formal cycle routes or cycle lanes; however, the local roads in the immediate vicinity are quieter roads and used by cyclists.

Site Access

- 3.4 As illustrated on the existing and proposed drawings included within this application submission, the main pedestrian access to the building is provided in the form of an entrance lobby on the Eyre Street Hill elevation of the building.

Pedestrian Activity

- 3.5 To the south of the site is Clerkenwell Road, a street open to vehicular traffic. Clerkenwell Road has footways on both sides of the carriageways. Formal crossings are provided within walking distance at the site both east and west. To the west is Eyre Street Hill, which is also open to vehicular traffic, with narrower footways than mentioned above and no formal crossings.

Station	Approximate distance from site	Service
Farringdon	460m	Metropolitan, Hammersmith & City and Circle Line
Holborn	920m	Central & Piccadilly Line
Chancery Lane	920m	Central & Waterloo and City Line
Russell Square	1280m	Piccadilly Line

Car Parking

- 3.6 No Car parking spaces are provided on site. However, the site is in close proximity to a number of public car parks and NCP car parks in the surrounding area, including the Farringdon NCP car park which has a capacity of over 294 spaces.

3.7 Deliveries and servicing

At present the site is serviced from Eyre Street Hill, no changes are proposed to the servicing arrangements as a result of the proposed development.

4.0 Planning History

Planning records

- 4.1 A review of the London Borough of Camden's planning records has indicated that there are relatively few applications, which relate to this property. The most significant record being the current application for refurbishment works to the building including the replacement of windows and doors, along with improvements to accessibility and works to the fourth-floor roof terrace. This application was validated on the 20th February 2017, with an anticipated determination date towards the end of April 2017 (Application reference: 2017/0317/P).
- 4.2 The only applications, which are of relevance, are for minor alterations to the building, including works related to the installation of plant machinery in 2007 (Application reference: 2007/2400/P) along with a series of internal alterations dating back to the 1970's as detailed below;
- 4.3 In 1971, planning permission was granted for alterations to the ground floor entranceway, along with the reconfiguration of the fourth floor. (Application reference: 10574).
- 4.4 In 1970, planning permission was granted for alterations to the elevation of Winstone House. (Application reference: 9372).

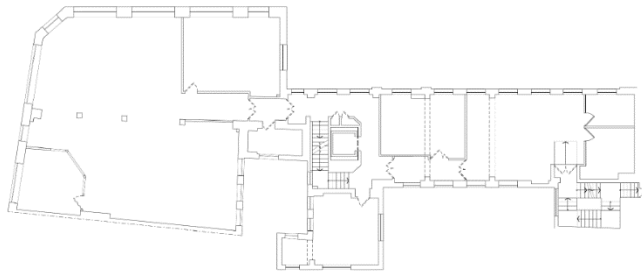


Figure 4: Typical floorplan



Figure 5: Main Entrance to the building



Figure 6: Eyre Street Elevation

5.0 Fordham Vision and Application Proposals

Aspirations for the site

- 5.1 Fordham University is a private, non-profit coeducation research university, which was originally founded by the Catholic Diocese of New York in the early 1840's. Fordham operate a number of higher education study abroad facilities, including the London Centre at Kensington Square.
- 5.2 Fordham University have entered a pre-contractual negotiation with the landlord with the intention of acquiring the site. Accordingly, the applicant is seeking to apply for a flexible change of use of the building for a dual Class B1 (office) and Class D1 (educational institution) use, to allow for their occupation of the unit as a higher education facility.

Works to the building

- 5.3 This application seeks permission solely for the change of use of the building, no physical interventions are proposed to the fabric of the building.

Cycle parking

- 5.4 As detailed in the Transport Assessment, it is anticipated that the development would be required to provide 35 cycle parking spaces to meet demand from the proposed occupants of the building. However, as illustrated on the proposed floorplans due to the constraints of the site it is suggested that it would be impractical to deliver this level of cycle parking on site.
- 5.5 Given the location of the site in an area with good accessibility to public transportation, it is likely that the students and members of staff are more likely to be reliant bus or rail transportation, rather than alternative modes of transportation.

Refuse Storage

- 5.5 The delivery and servicing of the building will remain the same with the proposed change of use. There will be no changes to the servicing arrangements at the site. The servicing arrangements for the building will be managed by the Fordham University.
- 5.6 Facilities will be provided within the building for the collection and storage of refuse and recycling from the operation of the building.

Summary

- 5.7 The proposed scheme will provide an opportunity for a vacant building to be returned to active use, thereby ensuring the retention of the building in long term beneficial use.