

**Wellcome Collection  
Gower Place - Emergency  
Evacuation Ramp**

Design and Access Statement  
Planning Submission

Lo68\_12.01\_DAS  
17<sup>th</sup> July 2020

Produced by: **3|10 studio**

**wellcome  
collection**



## Foreword

This report accompanies a full planning application in respect of the proposed new evacuation ramp and stair to the rear of the Wellcome Building on Gower Place.

This document provides further detail on the proposal and has been informed by survey work, site analysis and research.

This document should be read in conjunction with all other documents and drawings submitted as part of this planning application submission.

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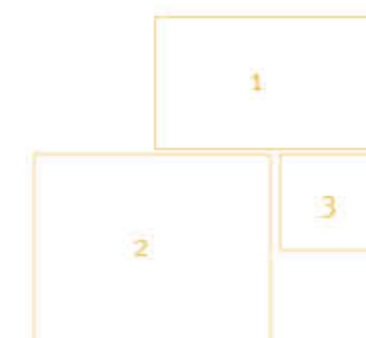


## 1.0 Introduction

Following a review by the Board of Governors and Wellcome Collection Leadership team in 2017, a mission statement expressing the main objectives for the next 5 years was published. With a growing number of visitors, Wellcome Collection is committed to ensuring the venue is as inclusive as possible.

Changes to content within the museum and galleries with a focus on the new permanent exhibition, Being Human, have led to an increasing number of visitors with access requirements. Furthermore, the successful recent installation of a Changing Places Toilet and new accessible toilets has meant the profile of Wellcome Collection as an inclusive venue has been significantly raised. A New York Times article highlighted that some disabled advocates and researchers noted Wellcome Collection as “the most accessible museum space ever opened in Britain.” With this publicity and focus on inclusivity, there is now a higher risk both reputationally and operationally for Wellcome Collection to consider.

An Access Review of Building 183 (Wellcome Building) was conducted by Goss Consultancy Limited during July and August 2019. One of the key recommendations was to enhance step free egress from the building to street level for evacuation purpose as the single existing platform lift to the Euston Road Entrance is not alone suitable. More detail about the current and proposed access arrangements is located further within this document.

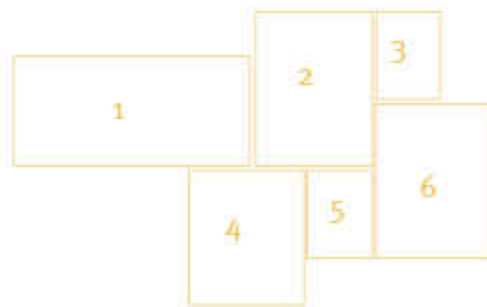
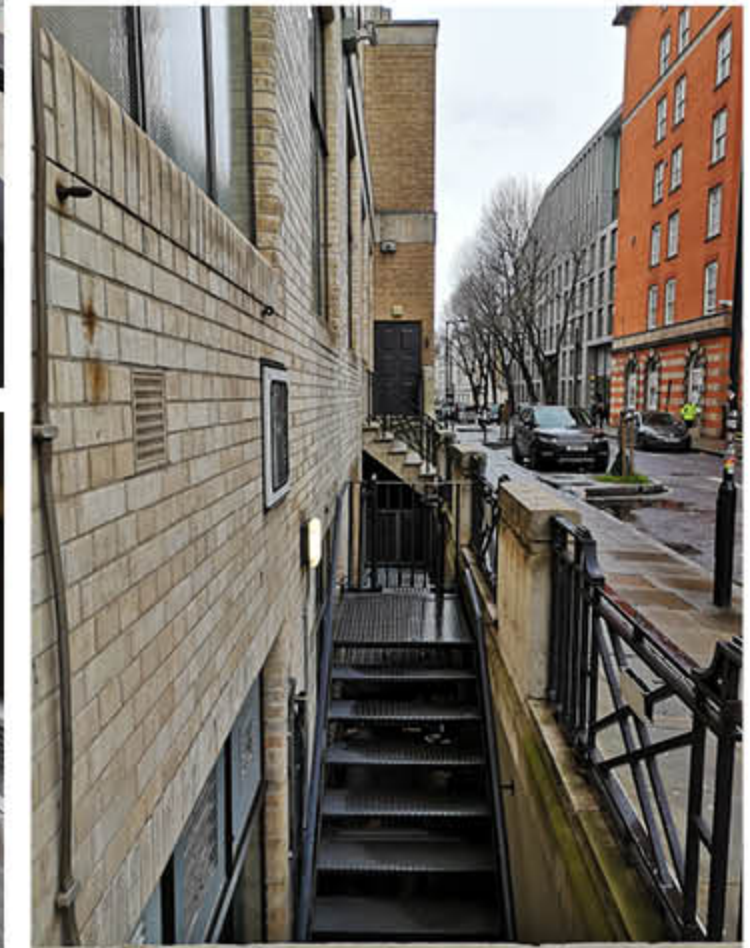


1. Original front elevation of Wellcome Building  
2. Current entrance to Wellcome Collection  
3. Early photograph of the Euston Road Entrance  
Front Page: Historic 1948 photo of Gower Place entrance

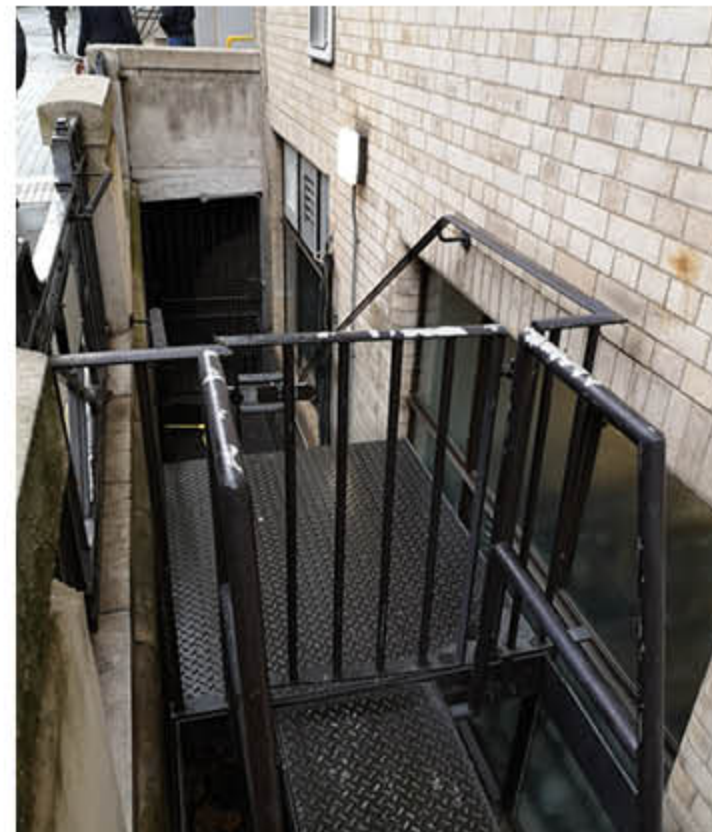


## 1.2 Existing Site Images

The adjacent photos highlight the existing condition of the Gower Place existing escape to the rear of Wellcome Collection.



1. Elevation of the existing escape door
2. View looking towards the existing stair
3. Detail of the stair and existing door
4. View of existing fire escape stair
5. Looking along existing escape passage
6. View from end moat wall towards stair





## 1.3 The Site and Its Location

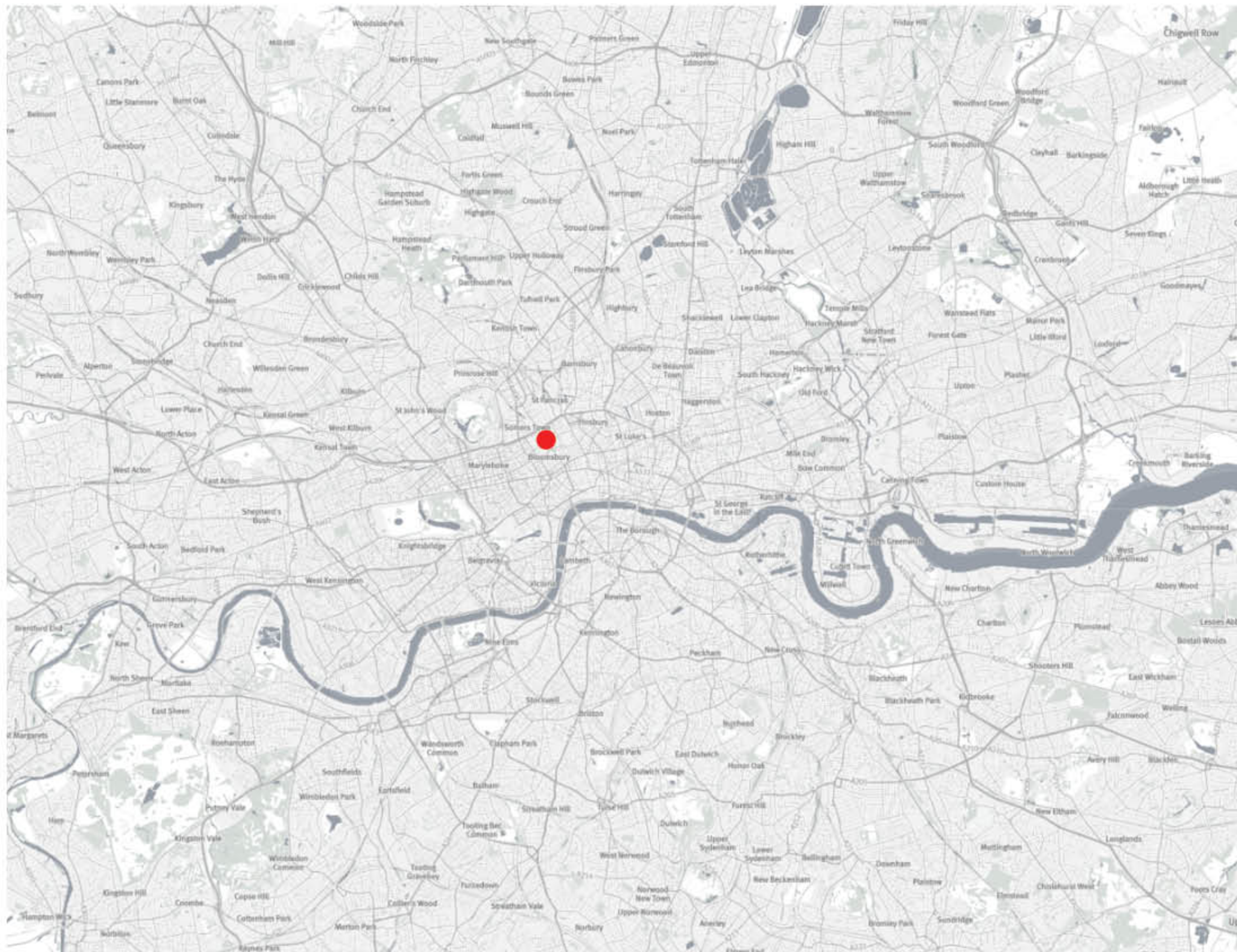
Located at 183 Euston Road, Wellcome Collection is a free museum and library that aims to challenge how we all think and feel about health.

Through exhibitions, collections, live programming, digital, broadcast and publishing, Wellcome Collection creates opportunities for people to think deeply about the connections between science, medicine, life and art.

Founded in 2007, Wellcome Collection attracts over 550,000 visitors per year. The venue offers contemporary and historic exhibitions and collections, the Wellcome Library, a café, a bookshop and conference facilities.

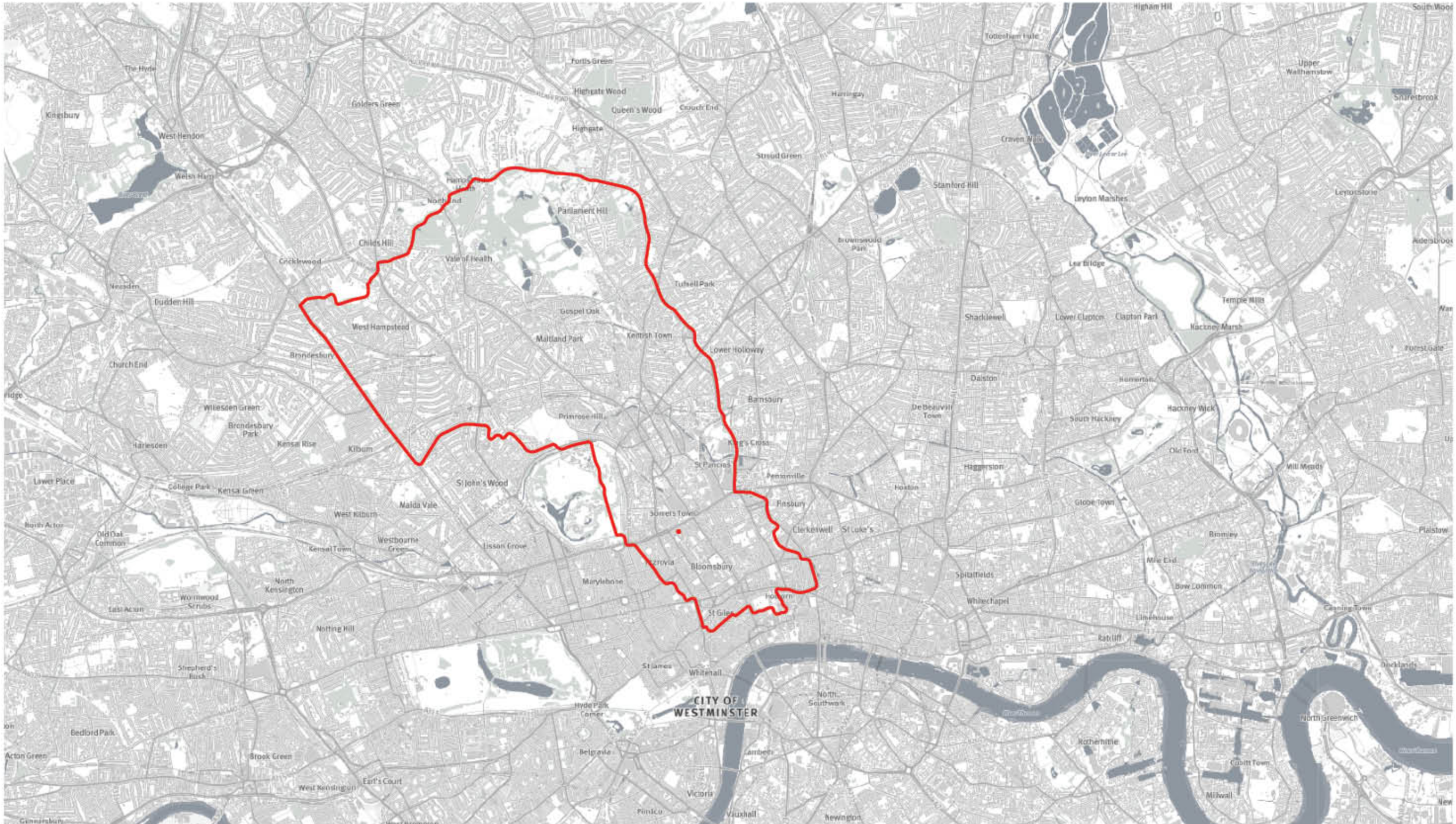
The building was designed by the architect Septimus Warwick and was constructed in 1931-32 to house the non-commercial research activities - scientific and historical - of the American-born pharmaceutical manufacturer Sir Henry Wellcome. The building is not Listed, however it is located within the Bloomsbury Conservation area.

The Wellcome Collection is part of the Wellcome Trust, which was established under Sir Henry Wellcome's will in 1936. Wellcome exists to improve health by helping great ideas to thrive. They support researchers, take on big health challenges, campaign for better science, and help everyone get involved with science and health research. They are a politically and financially independent foundation.



Above: Location within Greater London





Above: Location within the Borough of Camden

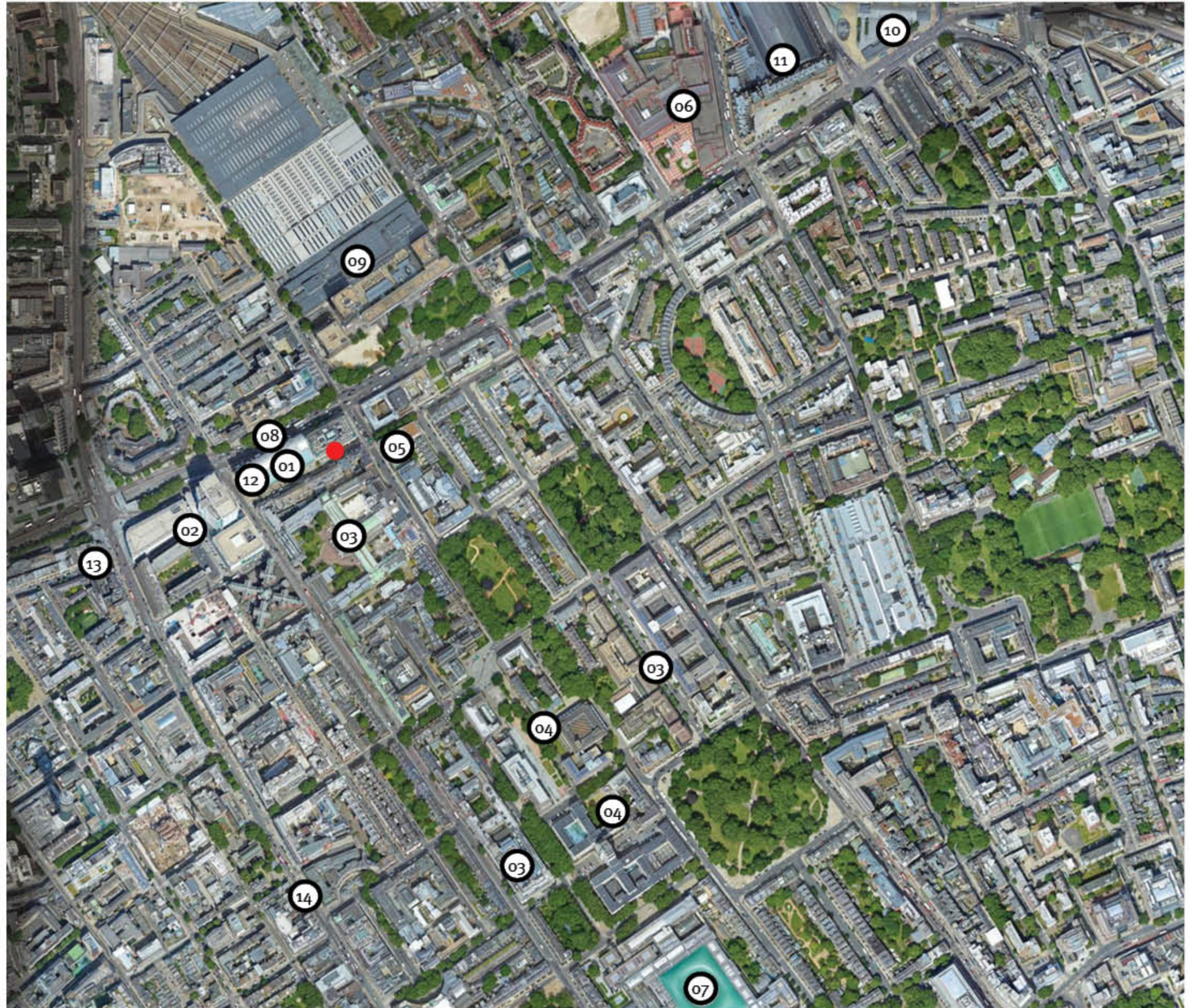


## 1.4 The Site

The surrounding area within central London is densely populated with numerous notable buildings. Some of which include: the Wellcome Trust Gibbs Building(1), University College Hospital (2), University College London (3) (numerous locations), University of London (4), The Bartlett Faculty of The Built Environment (5), The British Library (6) and The British Museum (7) to name a few.

The building is well-connected to public transportation. There are nearby bus stops (8) on Euston Road, Euston Station (9) is located within 200m and Kings Cross (10) & St Pancras International (11) are both within 1km. The adjoined Gibbs Building sits directly above one entrance to Euston Square Underground Station (12) and Warren Street Station (13) is also situated within 200m. Goodge Street Underground Station (14) is also located within close proximity.

The application refers to an existing fire escape to the southern side of the Wellcome Building located on Gower Place. This door is alarmed and is used primarily in the event of an evacuation. The door has no external ironmongery and it is currently seen as a back-of-house facility with no current public use.

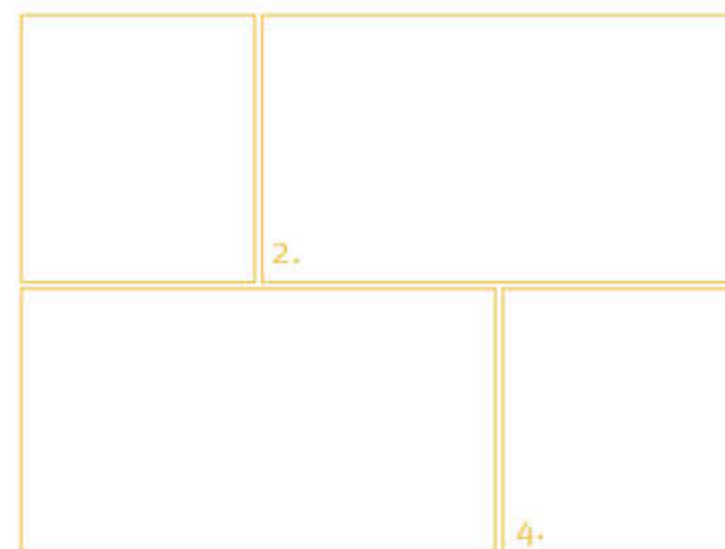
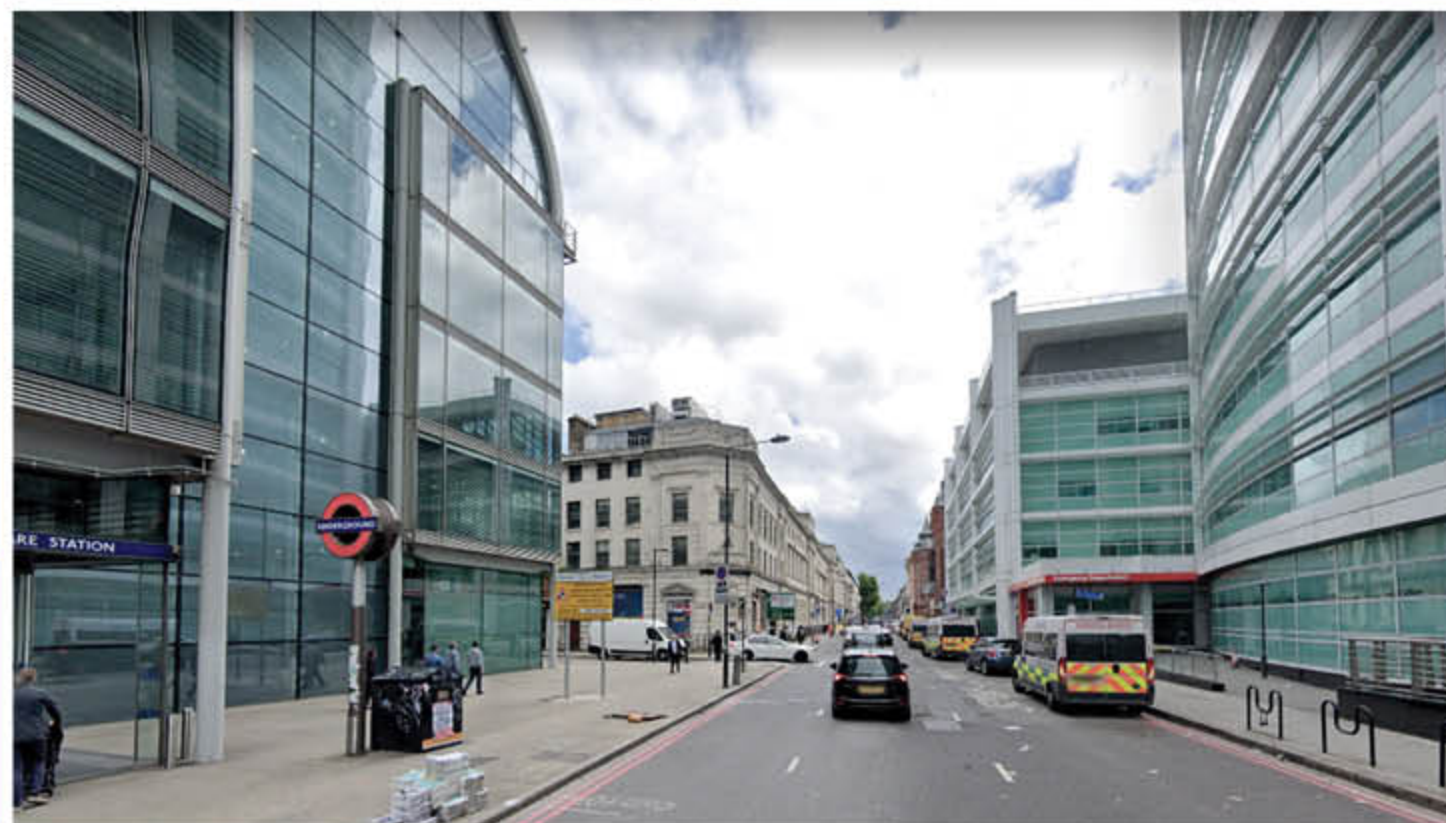




## 1.5 Surrounding Site Images

The adjacent images highlight some of the buildings in close proximity to the site:

1. University College London as viewed from within the courtyard off Gower Street.
2. Wellcome Collection is adjoined to the Gibbs Building at 215 Euston Road.
3. University College London Hospital shown adjacent to the Gibbs Building, which can be seen with the Entrance to Euston Road Underground Station
4. The Bartlett School of Architecture located at the Eastern End of Gower Place





# 1.6 Brief

As noted within the introduction, the existing singular platform lift within the Wellcome Collection Entrance is seen as a single point of failure. In the case of an evacuation, an considerable amount of time would be needed to evacuate the anticipated numbers of people that would require step-free access.

The existing internal entrance lobby, at street level, is too small to accommodate a Building Regulation compliant ramp which would be capable of connecting this lower level to the raised main floor of the building. Locating a ramp to the external Euston Road street façade of the Wellcome Building was explored, but deemed not possible due to existing site constraints.

The Wellcome Collection undertakes regular workshops which have been developed for School groups, often of which include students with a range of special educational needs and disabilities (SEND). More detail on the requirements is listed later in this document, however the current access strategy is not ideal and needs improving. In the event of an evacuation, large groups would put more pressure on the requirement for accessible step free escape. The current drop-off for SEND and School groups is located to the rear of the Wellcome Building on the much quieter Gower Place. Coupling this with the future ambition to create a fully inclusive entrance strategy linking the

entire ground floor, and the close proximity to the current accessible facilities (Changing Places Facility, accessible washrooms and cloakroom), a ramp located on Gower Place would result in a positive contribution to inclusivity at Wellcome Collection. The diagram shown adjacent highlights key adjacencies.

- Page 11 Diagram Key
- 1. Proposed access ramp location
  - 2. Accessible WC facility
  - 3. Changing Places facility
  - 4. Cloakroom
  - 5. Lift Lobby
  - 6. Euston Road Entrance
  - 7. Single access platform lift
  - 8. Lower level entrance lobby
  - 9. Drop-off

The requirement for a ramp has been justified and the following items have been highlighted as necessary for the new ramp:

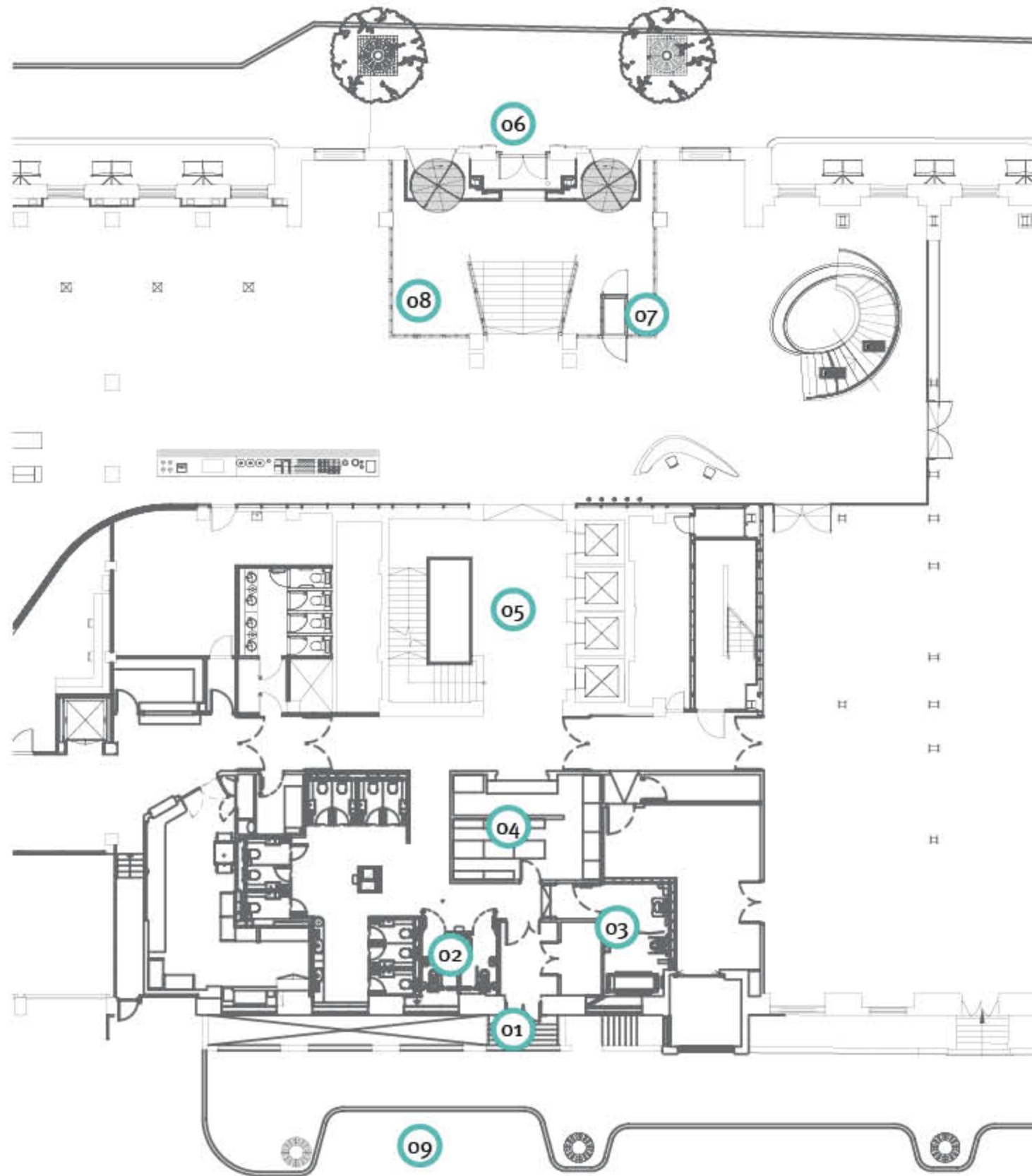
- Approved Document Part M compliment ramp, allowing for;
- A gradient slope of no more than 1:12 (Consultation with Wellcome Trust Access PM, Centre of Accessible Environments and Goss Consultancy).
- Width of 1500mm between upstands.
- Appropriate landings where necessary.
- Grab rails to both sides of the ramp at two heights (600mm and 900mm).
- Suitable guarding.
- Colour contrasts.
- No opening sizes above 100mm sphere.
- Retain escape stair access/egress in conjunction with the ramp.
- Lockable gates to the ramp and stair to secure and signify when the building is closed.
- Hard wearing / durable materials.
- Non-slip surface to ramp.

Additional requirements also call for;

- Upgraded externally mounted CCTV covering the ramp.
- Externally mounted lighting ensuring a well-lit space.
- External signage/Graphics highlighting Wellcome Collection information and the Euston Road Entrance location.
- A ramp aesthetic which is sympathetic, contemporary and suitable to its context. Artwork/Graphic patterning could be considered as part of the proposal.



## EUSTON ROAD



## GOWER PLACE



Above: View of the existing entrance lobby (8)



Above: View of the recently completed Changing Places Facility (3)



## 1.7 Site Constraints

After looking into the outline brief and undertaking site analysis, we have identified a number of constraints which will need to be considered as part of the design:

### 1. Fire Escape Removal

In order to site the ramp access over the existing moat, and to conform to Building Regulations, the new ramp will need to extend over an existing basement fire escape route from within the moat. We have worked in conjunction with Fire Safety Consultants Menzies Partners Ltd in order to confirm the acceptable removal of this route. More information on this consultation is located later within this document and its appendix.

### 2. Ramp Width

The width of the proposed ramp needs to meet Building Regulation requirements at 1500mm between the upstands. The current average width between the rear facade of the building and the inside face of the moat wall is approximately 1200mm. This will result in having to remove the existing moat wall as part of the proposal. The narrow existing moat width also results in having to design a novel structural solution to ensure that any new wall thickness does not extend into public rights of way beyond the site boundary. This existing moat wall has been altered and removed in various sections throughout the life of the Wellcome Building.

### 3. Ramp Length

Due to regulations, the length of the proposed ramp will extend beyond the existing moat length. This will result in the removal of the end moat wall. This end wall is not historic and was likely constructed during previous alterations to include the 3 modern loading bay doors which bridge the original moat in this location.

### 4. Loading Bay Access

Existing loading bay access needs to be considered. The end of the proposed ramp terminates adjacent to the current loading bay pedestrian access. The relationship between these two areas and the sloping nature of the pavement needs to be developed.

### 5. Pavement

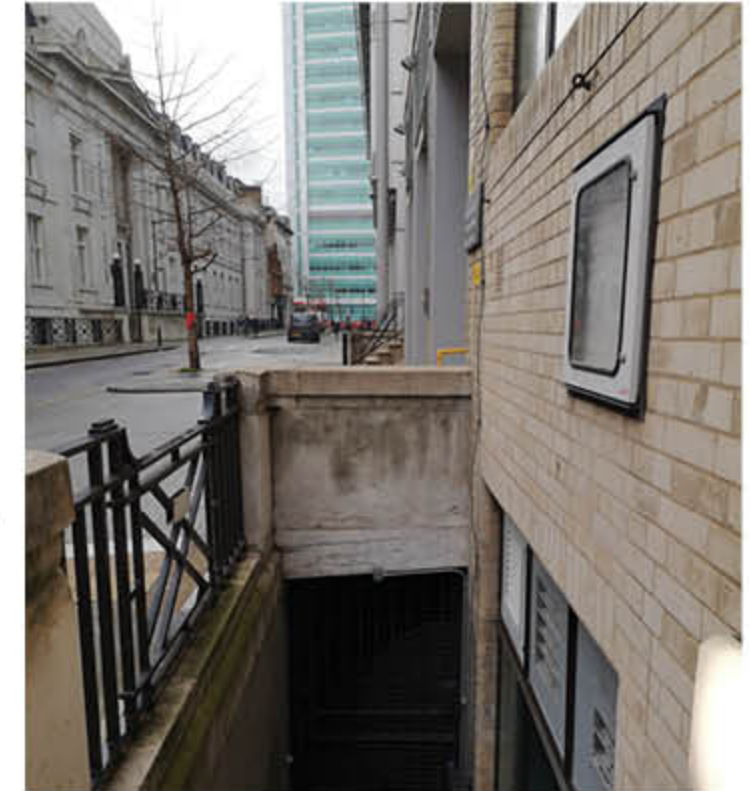
The existing pavement stops short of where the ramp will end. The ramp will terminate on sloping tarmac which transitions from stone setts. This is not an ideal surface for accessible access. The existing pavement will need to be extended as part of the planning submission.

### 6. Kitchen Ventilation

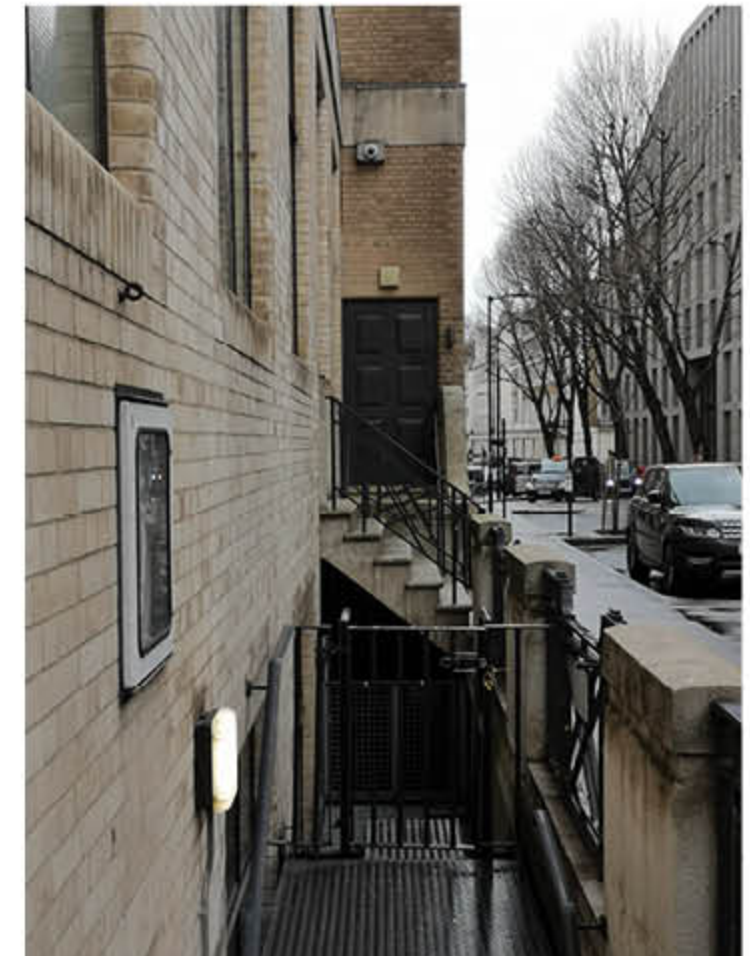
The existing kitchen ventilation located within a basement level 1 window potentially crosses the ramp path. This may need relocating if the proposal blocks the airflow.

### 7. Existing Stair

The existing escape stair currently does not meet building regulations. The stair is overly steep and is directly leading from an escape door which could result in falls. The stair will need to be removed to form a landing, and new compliant stair provided.



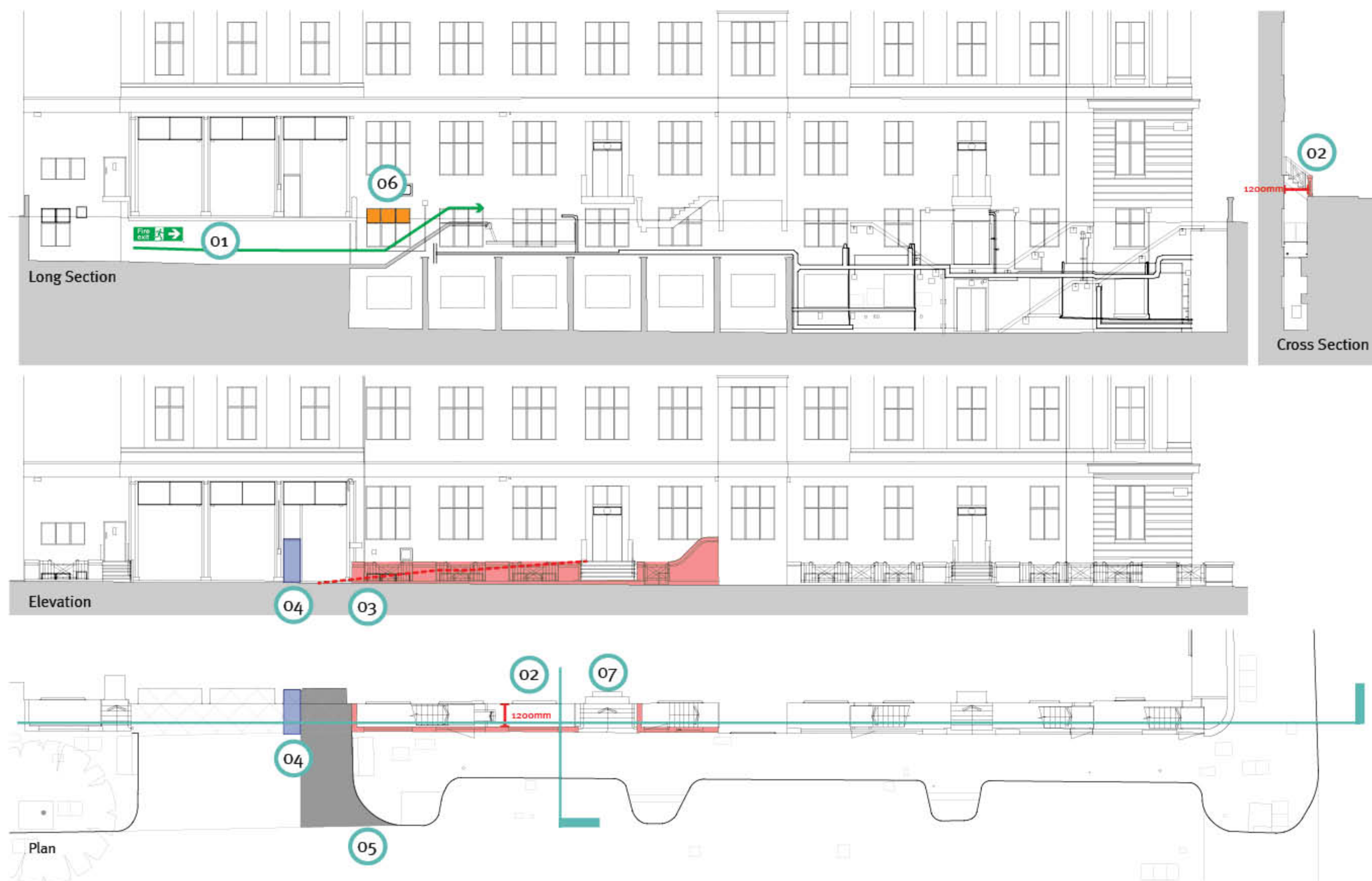
Above: Looking towards the loading bay



Above: View over the existing moat towards the escape stair



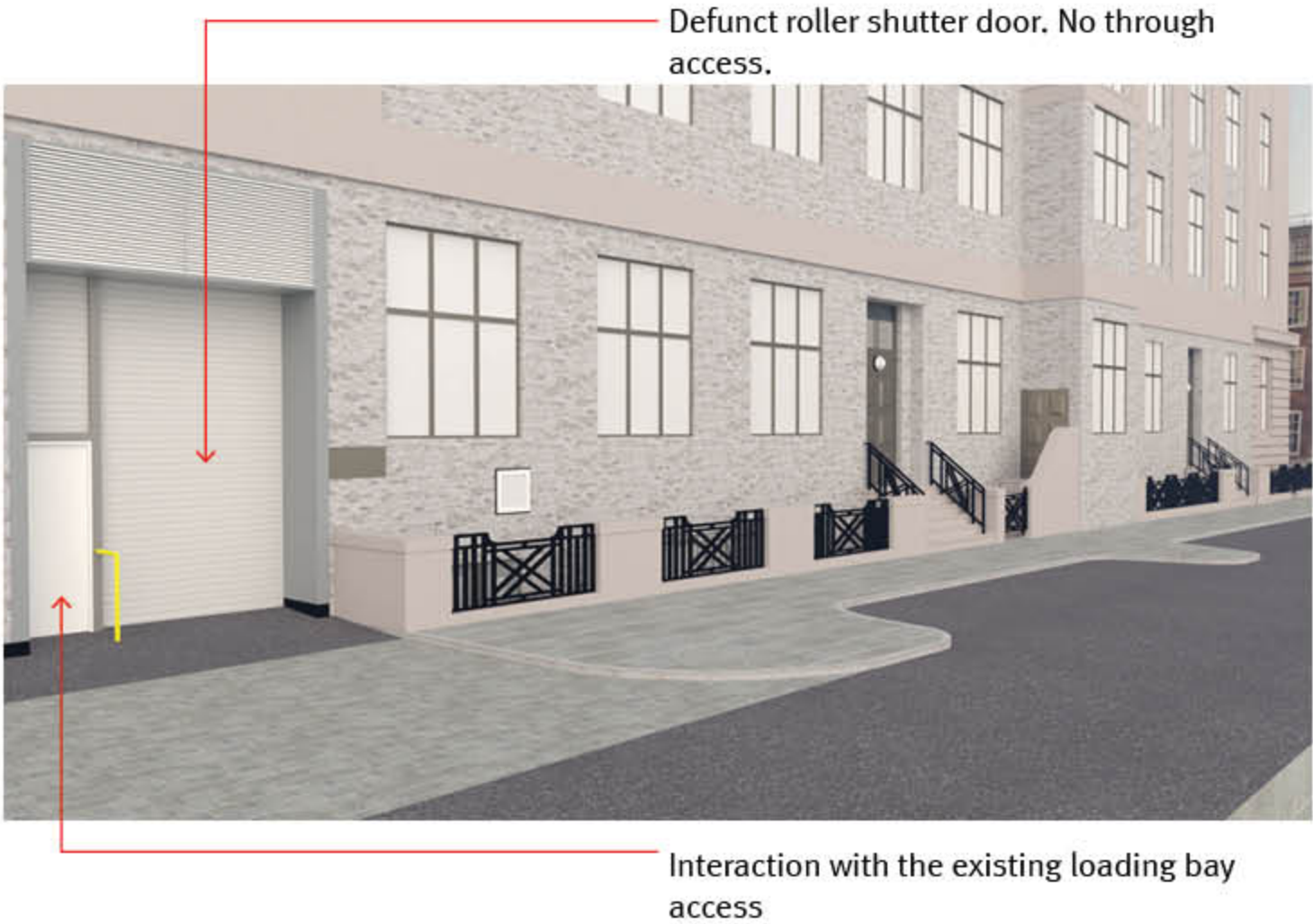
## Constraints Diagram





# 1.8 Existing Considerations

The adjacent existing 3D model helps to provide an overview of the above mentioned constraints. The images are highlighted with notes about items which will need to be considered as part of the design.

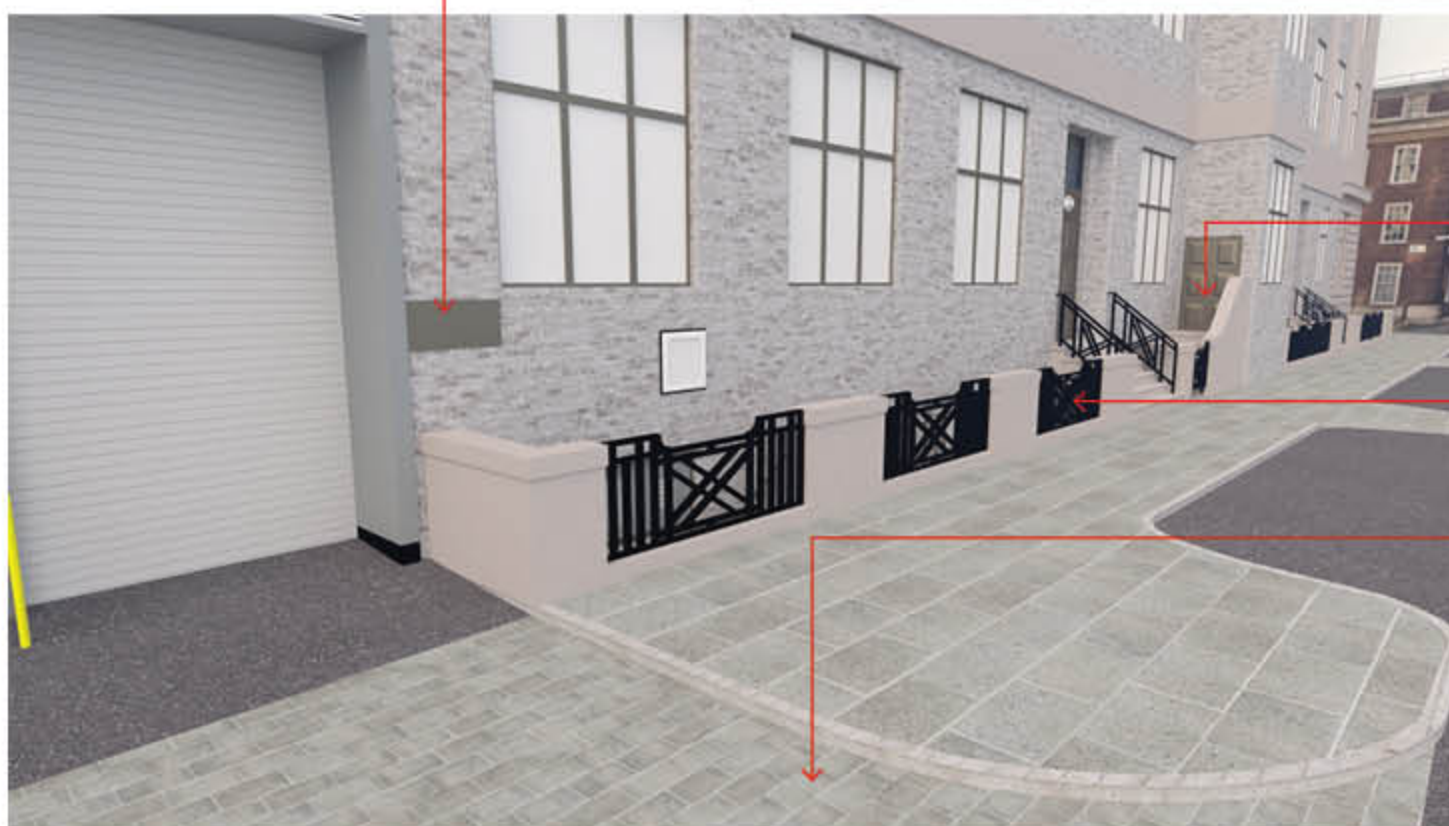






The Existing railings are not building regulation compliant. Many of the vertical railings are set more than 100mm apart (in excess of 120mm in many cases) The triangular shaped opening is also large enough to fit a 200mm sphere – double the permitted.

Existing goods inward signage will need to be relocated.



Redundant door. Stair below to be removed. Consider doorway treatment.

Existing moat railings do not meet current building regulations. Clear openings over 100mm and overall height below 1100mm.

Pavement to be extended and match existing



## 2.0 Planning Policy

The following Policy and Guidance documents have been consulted as part of the development process:

- [National Planning Policy Framework \(2012\)](#)
- [National Planning Practice Guidance Design \(2014\)](#)
- [Camden Local Plan \(2017\)](#)
- [Design CPG \(2019\)](#)
- [Access for all CPG \(2019\)](#)
- [Artworks, statues and memorials CPG \(2019\)](#)
- [Bloomsbury Conservation Area Appraisal and Management Strategy \(2011\)](#)
- [Euston Area Plan - a new plan for the Euston area \(2015\)](#)

We have also consulted the following Relevant Supplementary Planning Documents:

- [Historic England – Streets For all](#)
- [Camden Streetscape Design Manual](#)
- [English Heritage - Easy Access to Historic Buildings](#)
- [Planning and access for disabled people: a good practice guide \(Department for Communities and Local Government\)](#)

Below is a brief summary of key items noted from the above policy documents. More detail will be given in section 4.0 - 'The Proposal' where necessary. The below summary is not exhaustive and lists some of the policy deemed important to the site and proposal.

### National Planning Policy

#### National Planning Policy Framework (2012)

NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. The NPPF confirms that the objective of the planning system is to promote the achievement of sustainable development. There are three main components to sustainable development: economic, social and environmental; each of these are mutually dependent. At the core of the NPPF, is a presumption in favour of sustainable development. The NPPF contains 12 core principles for plan-making and decision-taking. Detail of these principles will not be looked into in this section, however will be picked up within Local Policies as they have been informed by the NPPF.

#### National Planning Practice Guidance Design (2014)

The guidance states that any proposal should respond to the local context. Section 4.0 'The Proposal', will highlight how we have responded to this context. The guidance also states that significant weight should be given to outstanding design quality which raises the local design standard. Importance is also placed on liaising with Stakeholders on matters of design to establish their views on proposals and suitability to Wellcome Collection.

### Local Planning Policy

#### Camden Local Plan (2017)

- Policy C5 Safety and security – the building needs to be accessible, safe and uncluttered with designs to discourage antisocial behaviour. More detail will be picked up within section 4.4 'Security & Safety'.
- Policy C6 Access for all - The Council will seek to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities. More detail will can be found within section 4.2 'Access'.
- Policy D1 Design - The Council will seek to secure high quality design in development. Section 4.0 'The Proposal' will provide an in depth overview of the design and provide insight into specific policy points. Policy D1 includes further sections including: Materials, Sustainable Design, Inclusive design, Access and Public Art. These are covered under their respective sections later in the document.
- Policy D2 Heritage – The ramp is being constructed to a building within the Bloomsbury Conservation area. Further detail is located in the 2.3 'Heritage Statement' section.

#### Planning Guidance Documents CPG

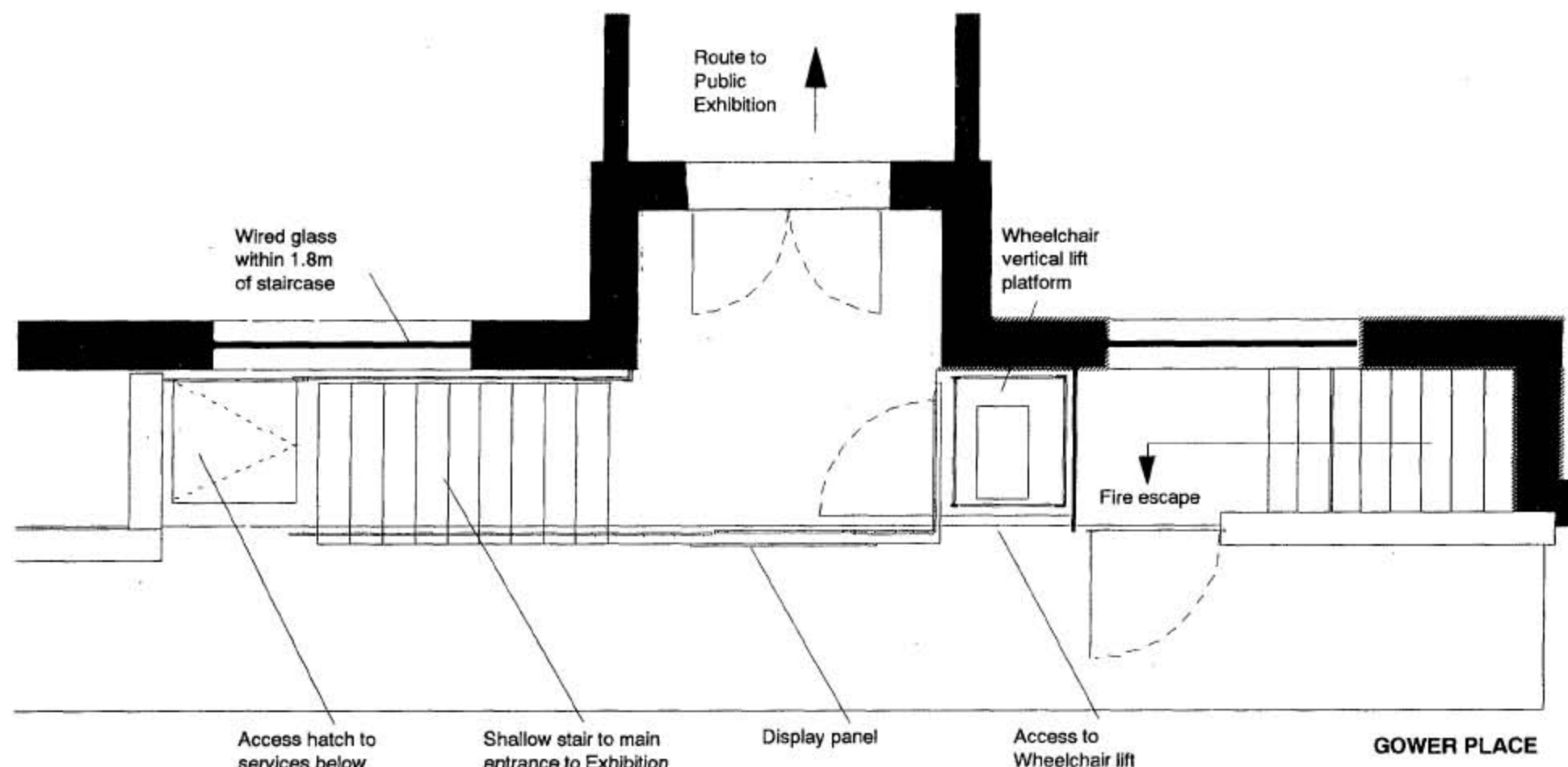
- Access For All CPG - Camden Council is committed to ensuring that the built environment in the borough can be enjoyed by all. Everyone should be able to get to and use buildings and the spaces between them. Details from this guidance is located predominantly within 4.2 'Access' section.
- The Design CPG focuses on a broad set of design criteria. This is covered mainly within section 4.0 'Proposal', however there are several subcategories (as with Policy D1 of the Local Plan) which are picked up within their corresponding design sections in the later stages of this document. Some of these heading include: Materiality (Section 4.1 Material), Sustainability (Section 4.3 Sustainability), Inclusive design (Section 4.2 Access), Designing and maintaining a high-quality public realm (Section 4.5 Additional Updates), Lighting (Section 4.4 Security & Safety), Alterations and extensions in non-residential development (Section 2.3 Heritage Statement), Designing safer environments (Section 4.4 Security & Safety).



## 2.1 Planning Background

Upon researching the planning history of the Wellcome building, one noteworthy application with pertinence to this application was apparent. Application 9500570 – “Alterations to an entrance area on Gower Place in order to provide new entrance stairs and wheelchair lift as shown on drawing numbers 9045/01A /02A /03A and /04A.” This application had a final decision on 28-03-1995 to grant planning permission. The application was to provide a new steeped access and platform lift in the same position as this application. This application was never implemented.

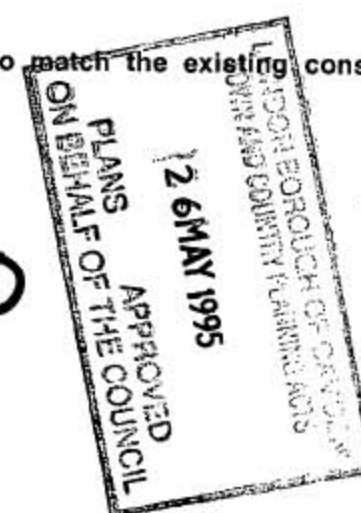
As we will discuss later in this document, we feel that this new proposal is a vast improvement on the previously granted. This is due to the inclusion of a ramp over platform lift. The ramp removes the slow operational speed of the platform lift (currently seen as a point of failure within the current entrance lobby) and also removes any ‘othering’ a platform lift can introduce. Due to the historic nature of the previously granted application, it is worth noting that this scheme would not meet current regulations regarding turning circles associated with use of the platform lift.



### Note

The new masonry, metalwork and other materials are to match the existing construction.

9500570



Wellcome Trust: Gower Place entrance project		
Plan at pavement and landing levels		
Scale 1:50	Drwg.No.9045/01A	Rev 22.3.95
Cave Consultants, Architects		



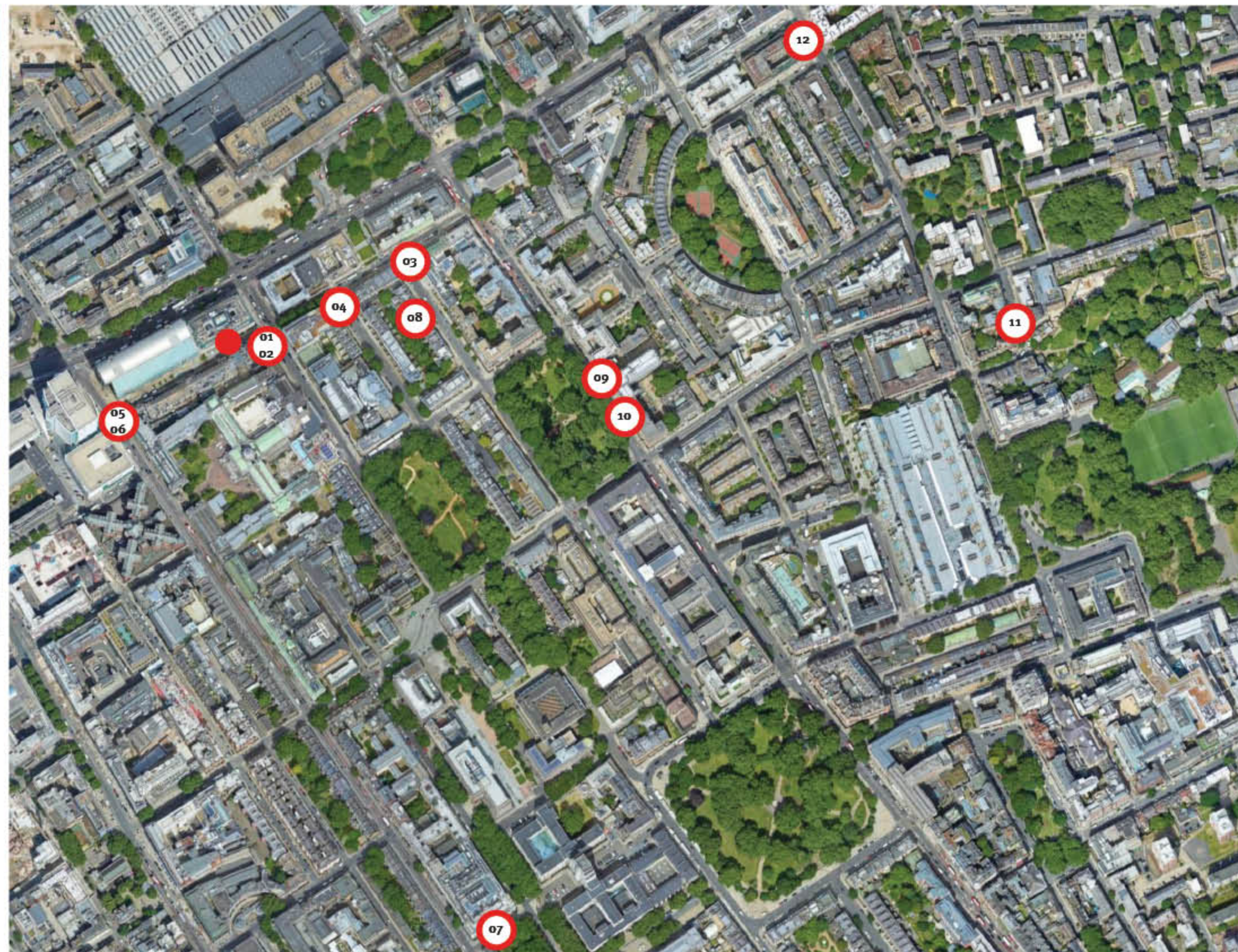
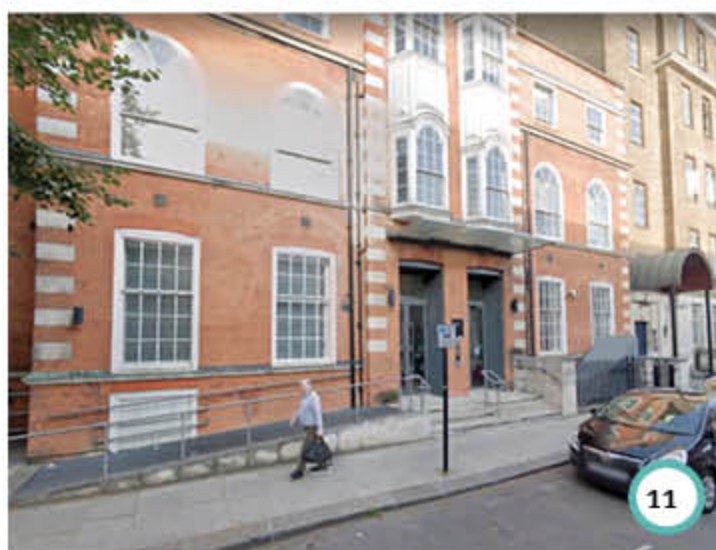
## 2.2 Planning Precedent

Several local relevant planning precedents have been referred to during the research and development stage of the design. The applications and their locations are highlighted on the adjacent map. Some of these key applications include:

1. 2014/1028/P (Granted 28.03.2014) A new updated metal, ramp and stair with glass and concrete landing to the UCL Students' Union. This example is located adjacent to Gower Place on Gordon Street. Although the change in level is slight compared to the proposal, the principle behind the ramp over the moat is similar. This application refers to a modernisation of a previously completed proposal in application 02 below.
2. 9000276 (Granted 31.10.1990) This was the original ramp before being updated in application 01 above. The scheme features a metal ramp and stone landing wall.
3. 2006/2513/P (Granted 24.07.2006) A new stone and metal switchback ramp providing access over the moat to an entrance door.
4. PSX0104525 (Granted 10.09.2001) A new metal ramp built over the existing moat accessed behind a gate. This ramp appears to be constructed from standard components and is not a high-quality solution.
5. 2010/0478/P (Granted 28.06.2010) A new Stone and Metal ramp/stair on the corner of Gower Place and Gower Street. This ramp is an updated extension of application 06 below. The ramp curves around the corner of the historic stone façade and appears to be of high-quality.
6. 9100350 (Granted 28.03.1991) This application refers to the original ramp for the above application 05. It is assumed that this ramp no longer met Building Regulations and was subsequently extended as part of building renovation works.
7. 2008/0043/P (Granted 10.03.2008) A contemporary detailed stone and metal ramp over the moat to the front of the London School of Hygiene & Tropical Medicine. This ramp appears of high-quality and from a good, robust materials/ detailing. This ramp benefits from a large moat to the existing building, allowing for the retention of the moat parapet wall.
8. 20044196P (Granted 23.11.2004) A contemporary metal and glass ramp situated over an existing moat to a period property.
9. 2010/6310/P (Granted 08.04.2011) A contemporary metal and glass ramp and stair situated over an existing moat. The parapet wall has been cut and removed in places.
10. 2007/3620/P (Granted 12.10.2007) A contemporary metal and glass ramp and stair situated over an existing moat. The parapet wall has been cut and removed in places.
11. 2006/4102/L (Granted 14.12.2006) A contemporary metal and stone ramp to the front of a period building on Wakefield Street. The ramp cuts across existing moat windows and has resulted in the removal of the existing moat wall and railings.
12. 2006/5780/P (Granted 13.02.2007) A contemporary Stone and metal ramp/ stair to 123 Judd Street. The stone is of a contemporary finish, not found on the existing period building. The ramp also appears to be constructed over public realm (pavement) in order to meet regulation widths.







From the above approved applications there is a wide variety of ramp conditions with precedent which can be applied to the proposal. There are numerous examples of built ramps and stair additions accessing historic or period buildings over their moats. They are often constructed from contemporary materials with loss of all or part of the existing moat wall or railings. This is often to satisfy Building Regulation widths and lengths. Schemes which are often able to retain their moat wall, benefits from oversized moat conditions.



## 2.3 Heritage Statement

As stated previously, the proposal is located within the Bloomsbury Conservation Area (red boundary on the adjacent diagram) and the Wellcome Building (along with the Gibbs Building) has been noted as a positive contribution to the conservation area. The Wellcome Building is directly connected to the modern Gibbs Building (having been completed in 2004) which includes large areas of glazing and metal façade panels. The Wellcome Building was completed in 1932 and it has had numerous alterations since its completion. The most drastic alteration came during the building of the Gibbs building. This resulted in the removal of a portion of the rear of 183, including basement parking garage access and the inclusion of 3 loading bays into the Gower Place brick façade. The Portland stone Euston Road façade however, remains largely unchanged.

Gower Place is a varied street with numerous styles of architecture from many periods. Material use is varied including numerous types of brick and stone. Modern buildings include concrete, metal and glass façades.

Many design options have been considered and refined with Stakeholder input at all levels from the Wellcome Trust and Wellcome Collection. In order to promote inclusivity and showcase the proposed ramp as a new addition in the buildings history, design development has resulted in a contemporary, yet sympathetic aesthetic.

More information will be provided within the 4.0 'The Proposal' section. Within the Design CPG, a contemporary aesthetic is deemed an acceptable approach under Policy 5.4 Alterations and extensions in non-residential development. The policy states that *"alterations should always take into account the character and design of the property and its surroundings. A harmonious contrast with the existing property and surroundings may be appropriate for some new work to distinguish it from the existing building"*. This approach is crucial in defining the ramp as a new addition, helping to promote inclusivity and remove any barriers or 'othering'. Gower Place has reduced traffic and noise compared to Euston Road and many visitors would consider Gower Place a more desirable and accessible alternative entrance location.

The area of change is small and will not have an adverse impact on the streetscape or Conservation Area. Point 4.63 of the Design CPG also states that *"successful streets tend to be characterized by their visual and sensory richness, fine grain and layering of uses and activities"*. Gower place has a vast visual richness and the new ramp will help to reinforce this while adding a further public interaction within the street.

A metal finish not only helps to provide a robust finish, but it also nods to the adjacent Gibbs building and the connection between the Wellcome Trust and Wellcome Collection.

As part of the works, one of the existing (now defunct) metal roller shutters to the loading bay will be concealed, further improving the streetscape.

Historic England – Streets for All further states that *"standard or 'off-the-peg' solutions may be ill-suited to historic locations where maintaining a distinctive sense of place is important – innovative designs inspired by the surrounding context will help new works become an integral part of the street"*.

***To reiterate, the proposal is being installed to improve safety via a dedicated step free evacuation route and to provide inclusive barrier free access for the Wellcome Building.***

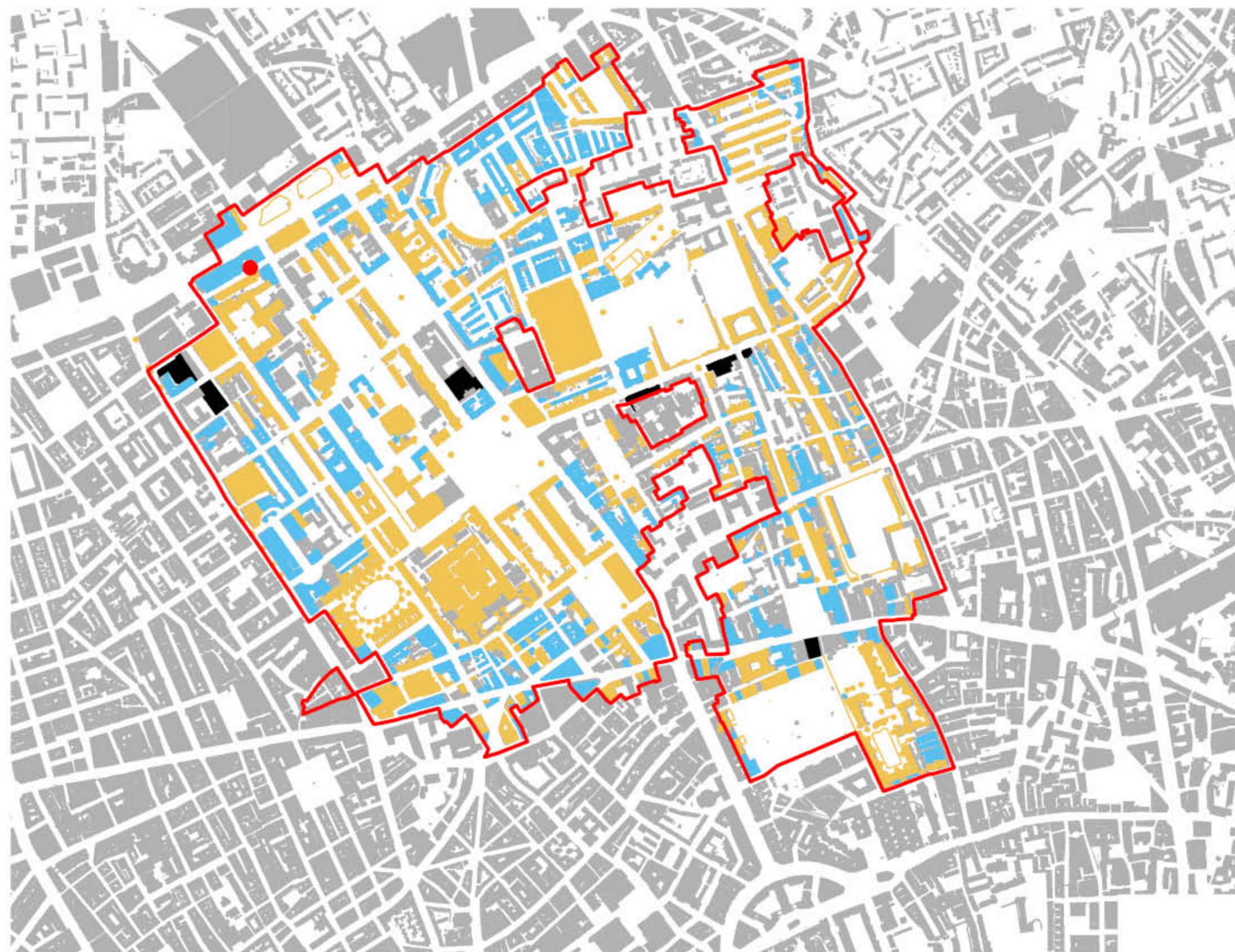


Above: Historic image highlighting the area of facade previously removed



## 2.4 Heritage Map

The adjacent map highlights the Bloomsbury Conservation area (red outline) and the site location (red circle) within it. It also highlights the Listed buildings in yellow; the buildings which have a positive contribution to the Conservation area in blue; and buildings which are deemed to have a negative impact on the Conservation area in black.



- LISTED
- POSITIVE BUILDING
- NEGATIVE BUILDING



## 3.0 Evacuation Strategy

As the Wellcome Building is not set at street level the current emergency evacuation strategy relies heavily on escape routes which feature steps.

In the event of an evacuation of building 183 all lifts (1) will return to level 0 and the evacuation of the building will occur.

Currently, the single point of step free egress of 183 is the platform lift (2) at the entrance of Wellcome Collection. This constitutes a single point of failure. It has also been determined that for a single buggy, pushchair, wheelchair user, mobility impaired user, or someone who cannot manage stairs, it would take 2 minutes for each user to use this platform lift for egress from the building. We can mitigate against this risk with the installation of an accessible evacuation ramp and avoid unnecessary high evacuation times.

In the event of a platform lift failure, there is also a procedure to laterally evacuate from building 183 via 215 (3), however if building 215 is also compromised the only step free egress from the building is via this sole platform lift.

## 3.1 External Transfer Strategy

At present, if the platform lift fails, a visitor entering Wellcome Collection has no direct access to the Building. The current mitigation is as follows:

### A. Platform Lift Failure Event

Visitors who cannot manage stairs need to be escorted by security externally to the entrance of building 215 on Euston Road.

### B. External Travel to Building 215

Security would then proceed to unlock the main entrance from the inside, out of hours, there are now 2 additional security operatives required, stretching the security resources.

### C. Security Barrier

The visitor(s) would then be escorted through the security barriers.

### D. Non-Compliant Ramp

The next step is through “the street” and up the steep ramp, the gradient of which is noncompliant.

### E. Additional Security Barrier

The visitor(s) would then proceed to the large golden globe doors and be escorted through the bookstore security barriers.

### F. Bookshop

From this point, they would be required to navigate via the bookstore which is often busy, and the layout is not conducive to assisting those with access requirements.

### G. Wellcome Café

Visitor(s) would finally be led through the café, which can be overcrowded, noisy and smelly causing some visitors to become overwhelmed as a result of sensory overload.

### H. Alternative Solution

In the event of the platform accessible lift failing, the accessible evacuation ramp would provide a safe, efficient and more comfortable route, allowing visitors to experience a better journey to Wellcome Collection and would circumvent the complexities of the current procedure outlined above.

Upon initially looking into an accessible access solution, the main entrance was analysed for the creation of an accessible ramp. Due to the large change in height from the street level to the internal ground floor, and the small space of the internal lobby, a Building Regulation compliant ramp is not feasible.

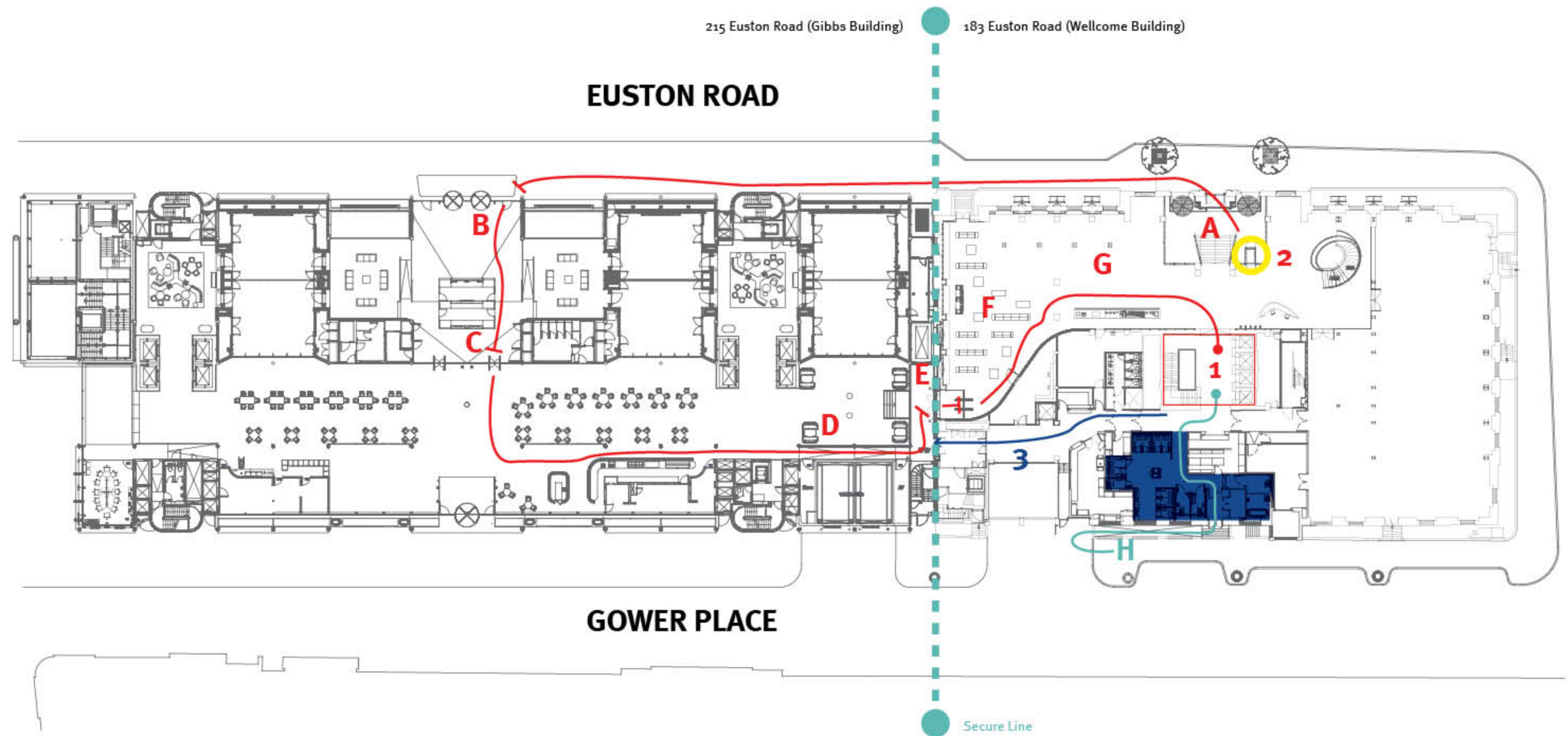
As noted above, the current platform lift (2) has slow operation. It would be beneficial to look at either a new platform lift or an additional platform lift to mitigate some of the current issues within the entrance lobby. It has also been noted that the existing platform lift is noisy, not smooth or stable in operation and has a poor operating gate/handrail function. These are further reasons to look into upgrading the platform lift to be better suited for its use. This is due to be looked into within the 2020/2021 projects.

However, upgrading the existing platform lift and adding an additional platform lift alone, would not resolve all the evacuation issues. The optimal solution would be to provide an alternative means of level escape, not reliant on time consuming singular mechanical transfer.

The position of this ramp on Gower Place would provide a suitable means of egress as well as the added bonus of being closely located to the lift lobby, Changing Places Facility and accessible toilets (blue fill).



## Access Diagram





## 3.2 Existing Transfer

As part of the programme at Wellcome Collection, free and bookable workshops have been developed for School groups of students with a range of special educational needs and disabilities (SEND).

The workshops allow groups to engage with Wellcome Collection medicine, science and art collections through a mix of discussion, sensory exploration and creative responses. Workshops accommodate groups of between five and ten students, accompanied by a minimum staff ratio of 1:4. Workshops happen on average around 2-3 times per month, but this can vary depending on the time of year.

Currently, access to these workshops take a difficult route, which puts unnecessary strain on both workshop attendees and staff resources. The current procedure is as follows:

### 1. Drop Off

The SEND school groups or multiple wheelchair users are dropped off on Gower Place.

### 2. 215 Entrance

They are then transferred to Wellcome Trust 215 rear staff entrance. Here, the security staff entrance needs to be unlocked and held open. Additional security is required to facilitate this.

### 3. Wellcome Trust Café

The group is then escorted through Wellcome Trust café. This is a busy area which is noisy and filled with many food smells. This can be a difficult and unsettling experience for a person with sensory challenges or special education needs.

### 4. Non-Compliant Ramp

After passing the café, they then proceed up an internal ramp which is not Building Regulation compliant. This overly steep ramp can prove difficult for people with limited mobility, dexterity; those that are self-powered wheelchair users and for those that are assisted by a PA or carer who may have to assist multiple users at a time.

### 5. Bookshop Doors

At the top of the ramp, the group must wait on the landing while a security door is unlocked to Wellcome Collection (183 Euston Road). This requires further security presence and coordination.

### 6. Security Barrier

Beyond this door is a single access staff security barrier which needs engineer assistance to hold open to allow the group to pass through.

### 7. Bookshop

The next part of the journey takes the group through Wellcome Collection bookshop. The bookshop needs advanced warning of the visit so that they can rearrange the shop display to allow for minimum accessibility clearances and also provide a straight, unabridged access route through the shop. This takes up additional staff resource and time to achieve.

### 8. Wellcome Collection Café

The final stage of the journey takes the group through Wellcome Collection Café. This space suffers from poor acoustics and produces the same sensory barriers as within Wellcome Trust café.

### 9. Lift Lobby

The group have now reached the main lift lobby within Wellcome Collection. This journey needs to be reversed and repeated after the workshop has been finished.

### 10. Entrance Platform Lift

The Euston Road entrance platform lift. This is a single point of failure and has been identified as an issue and will form part of 2020/2021 works. An accessible escape route would help mitigate this issue.

## 3.3 Proposed Transfer

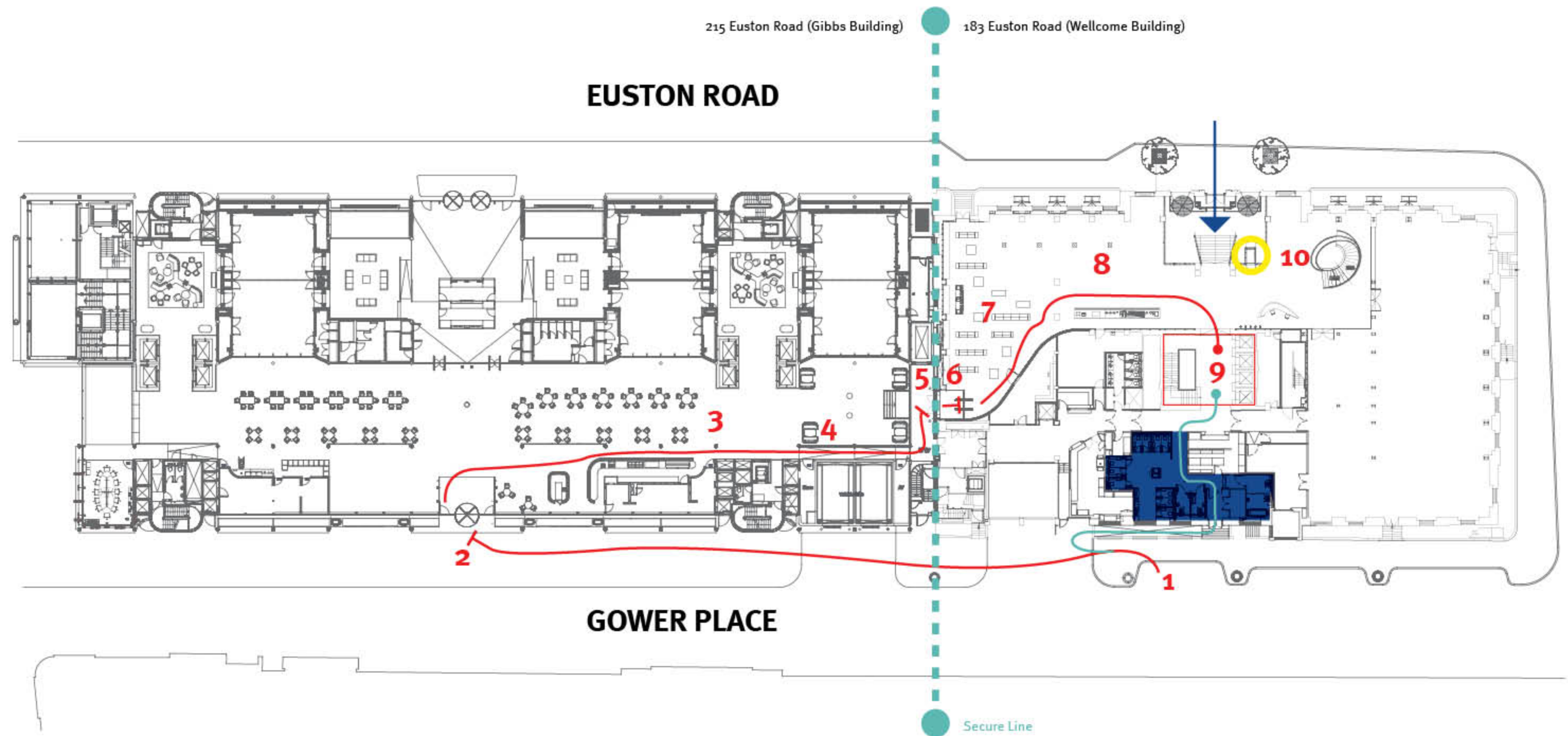
The proposal aims to drastically shorten this route by replacing the currently stepped access fire escape on Gower Place with a new dedicated stepped and ramped escape which can also be used as an entrance for groups. This location will directly link the existing drop-off area with the lift lobby. [The new route is highlighted in green.](#)

There is the added benefit of this new access ramp passing adjacent to the newly completed Changing Places facility and two new accessible toilets (highlighted blue). This allows for a direct accessible fire escape from this high dependency area as well as providing easily and readily accessible facilities to visitors upon initially entering the building or directly before leaving.

The current fire evacuation route takes guests into the main entrance space and down to street level via a platform lift (circled yellow). A recent test has shown that it takes approximately 2 minutes to transfer one guest via the platform lift and raise it up to take another user. If there are several users waiting, as there would likely be during a SEND workshop, this could take a long time to complete in an emergency. The new ramp would allow for a direct and increased number of accessible fire escapes from the building.



## Accessible Transfer Diagram





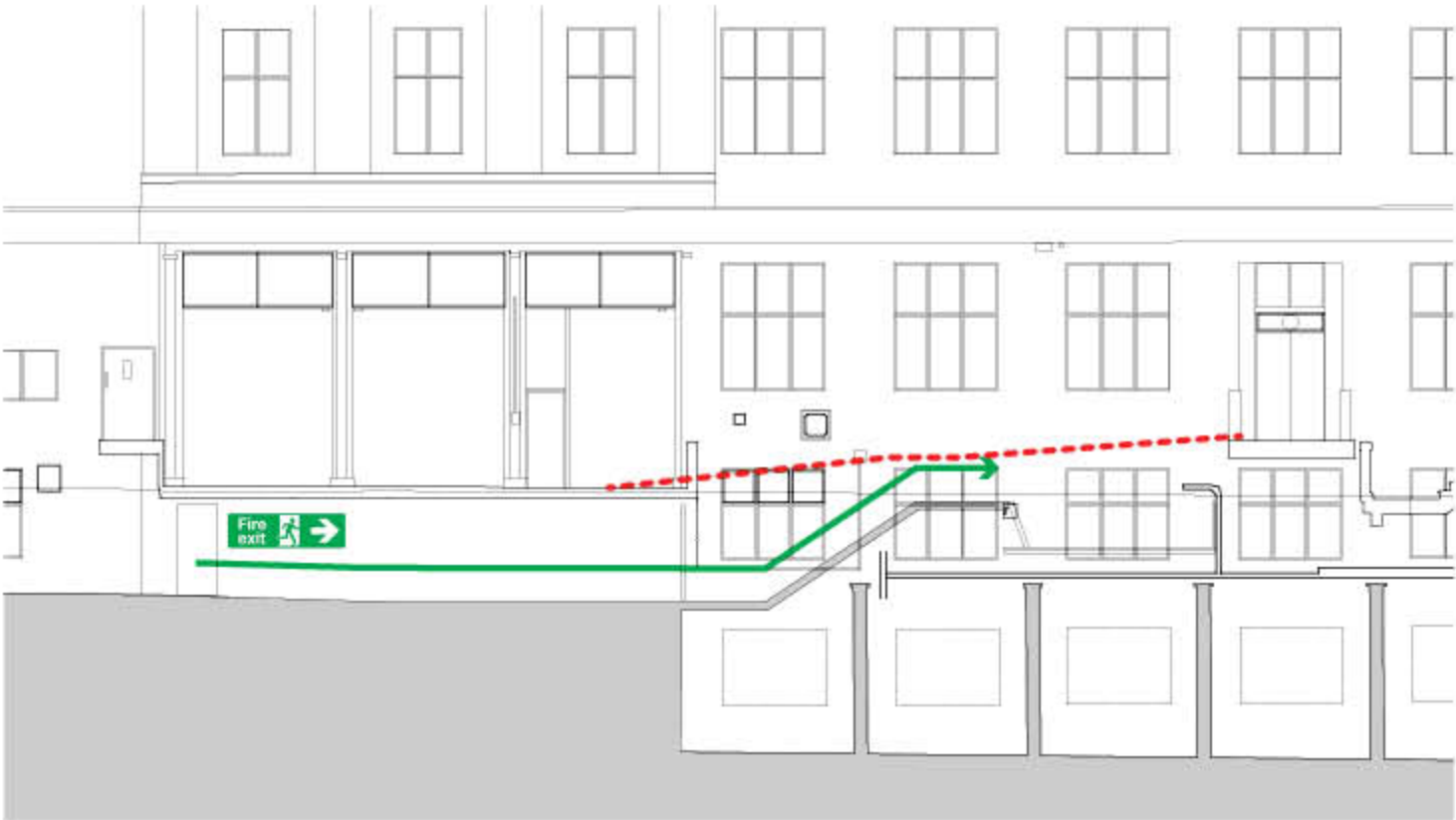
### 3.4 Fire Strategy

In order for the evacuation ramp to comply with Building Regulations, its length has resulted in the need to remove an existing fire escape from the Basement Level 1 of the Wellcome Collection as the metal stair exists through the moat. Fire safety Consultants have provided a full report to justify the acceptable removal of this escape route.

To summarise the report, the removal of the escape route does not compromise Part B of the Building regulations and the increased provision of the new evacuation ramp will be a benefit to the building as a whole.

During the works, alternative measures will be put in place to mitigate the temporary loss of the current escape route. This will be through careful phasing and the use of a temporary bridge over the works and/or the rerouting of the escape through Gallery 1. This is highlighted on the adjacent plan on page 27.

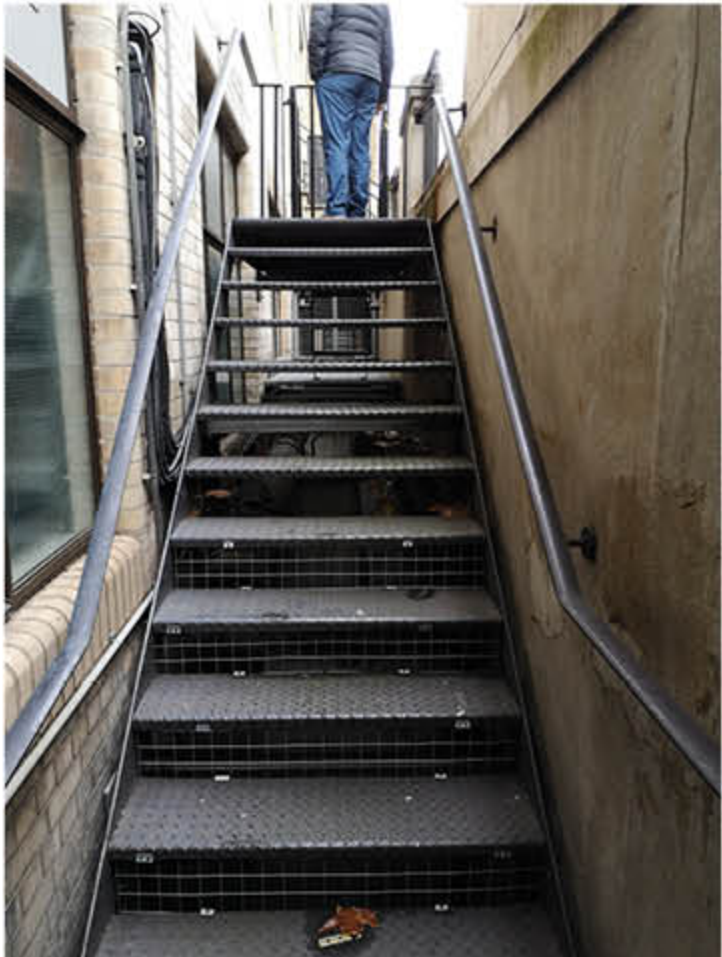
The removal of the existing staircase and redundant door adjacent to the current escape stair (highlighted 1 on the adjacent plan on page 27) has no implication on the fire strategy as this exit has been previously removed.



Above: Section Highlighting escape route with ramp dotted



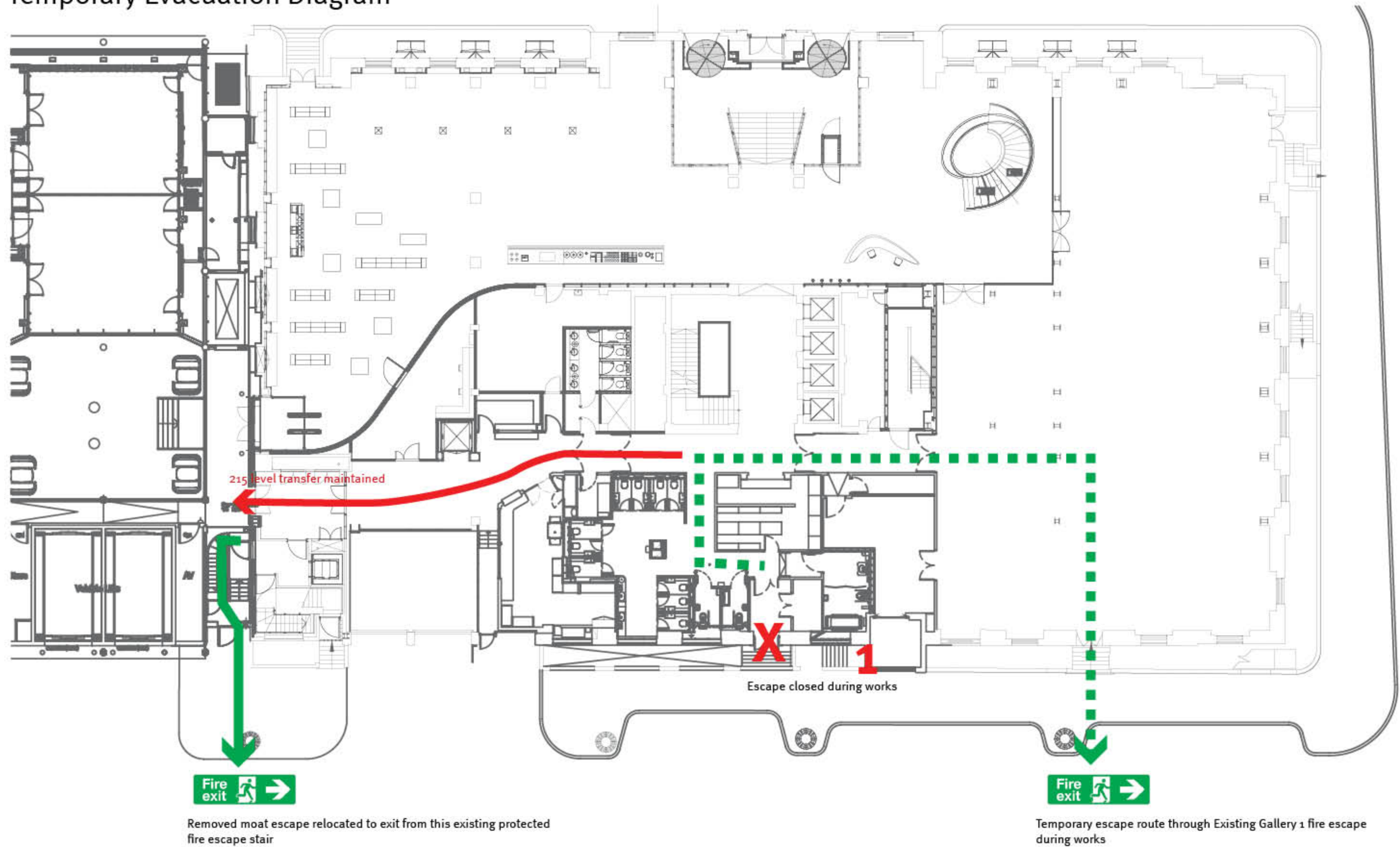
Above: View of existing escape route under loading bay



Above: View of existing escape stair to be removed



## Temporary Evacuation Diagram





## 4.0 The Proposal

Policy D1 – Design, of the Local plan sets out a number of key points to secure high quality design in development. The Council will require that development:

- *Integrates well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes and contributes positively to the street frontage;*
- *Is inclusive and accessible for all;*
- *Promotes health;*
- *Is secure and designed to minimise crime and antisocial behaviour;*

Below, we aim to show how the proposal ensures high quality design. The following sections; Material; Access; Sustainability; Security; and Additional Elements break down the proposal into key topics which also relate to various policy.



Above: Proposal viewed from Gower Place



Ramp with gates in the fire evacuation position



Ramp with gates closed



Ramp with gates open



## 4.1 Material

As noted within the Design CPG, point 2.14 states that *“materials should form an integral part of the design process and should:*

- *Be contextual – the texture, colour, pattern and patina of materials can influence the impact and experience of buildings for users and the wider townscape. The quality of a well-designed building can easily be reduced by the use of poor quality or an unsympathetic palette of materials. Decisions on the materials used in a development scheme should be informed by those used in the local area.*
- *Be durable and fit for purpose – it is important that robust materials that will weather well are used.*
- *Be sustainable and environmentally friendly. We will encourage the use of re-used and recycled materials where possible and appropriate.*
- *Development should be durable and robust in construction to enable where appropriate, flexibility and adaptability over time to accommodate a range of uses.”*

The proposed material for the ramp walls consists of a light-coloured satin finished etched steel. The final specification will be chosen during technical development where samples will be tested on site. Due

to the 1500mm required width between upstands to satisfy Building Regulations, the resulting available width on the site allows for a total wall thickness of circa 65mm. In order to achieve structural integrity, and to ensure longevity and robustness at 65mm total thickness, a novel structural solution is required. The resulting steel structure and finish meets this requirement while also allowing robust fixings for handrails, gates and allowing for perforations where required. At this thickness, many other material finishes, such as stone are deemed non-structural or not robust enough to satisfy the potential high traffic use. The robust nature of the finish material helps to satisfy point 7.8 from Policy D1 of the Local Plan.

The chosen finish of the metal results in a tonally similar aesthetic to the existing brick and stone façade to the Wellcome Building while highlighting the modern addition of the ramp. Constructing the ramp from a matching material, such as brick or stone, could result in an unobvious and hidden access ramp which could result in reduced visibility for users. The distinguished metal finish helps to celebrate the ramp and shows a positive approach to inclusivity, while highlighting the access point. This reinforces point 4.98 from Policy C6 - Access for all from the Local plan which states *“The Council will require all buildings and spaces to be designed to be fully accessible and promote equality of opportunity. As accessibility is influenced*

*by perceptions as well as physical factors, buildings should also be designed to appear, as well as be, accessible.”* This is also noted under point 7.14 within the access section of Policy D1 within the Local Plan. Furthermore, the metal finish is also a ‘nod’ to the adjacent Gibbs building which comprises of metal façade panels. This emphasizes the connection between the Wellcome Collection and Wellcome Trust, highlighting point 7.3 of Policy D1 within the Local Plan, which states – *“The Council will welcome high quality contemporary design which responds to its context.”*

The benefits of the metal façade elements also allow for much easier cleaning and maintenance. This can be from general dirt as well as graffiti. The etched surface also allows for patterning/graphic elements to be incorporated on the façade, providing a richness while removing a ‘blank canvass’, further helping to deter graffiti.

The metal façade elements will be designed in a way so that they are comprised of smaller cover pieces which wrap an internal structure. This ensures that if a portion of the façade is vandalised or damaged, the panel cover can be removed and replaced. If the surface was constructed from a solid structural material, this would result in a reduced ability to replace any possible damage without major structural alterations. This would result in the evacuation ramp

being taken out of action for a considerable time and with a significant cost of repair.

The lower portion of the ramp (below the deck) is comprised of a perforated PPC steel element. The perforations allow airflow and light into the moat, as well as screening the structural elements below. This element is coloured dark grey/black so as to form a contrast to the panels above. This expresses the ramp form, making it obvious of its function from a distance.

The floor of the ramp will be constructed from a non-slip metal finish. The reasoning behind this choice follows many of the reasons outlined above. Colour contrasting nosings will be set within the metal at level changes. Colour contrasting manifestation will also outline any door/ gate swings to ensure visible and obvious to all.

Metal elements are generally recyclable and will reduce the embodied lifecycle costs associated with the ramp at the end of its lifespan.



## 4.2 Access

As the proposal is to be used for ingress and egress, access is an important section. This is reinforced by the key driver being accessibility for all. As set out within the brief, the ramp is to conform to Building Regulations to ensure compliance, safeguard inclusivity and guarantee that it is accessible to all. This reinforces point 2.16 from the Design CPG - Inclusive design which states *“the Council will require that all development in the borough is inclusive and accessible for all”*.

As stated previously, inclusive access, whether as part of an evacuation or for groups visiting the Wellcome Collection is the key driver behind this proposal. Policy C6 Access for all from the Local plan states that *“The Council will seek to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities”*.

The Council will *“expect all buildings and places to meet the highest practicable standards of accessible and inclusive design so they can be used safely, easily and with dignity by all.”*

The Access For All CPG further sets out a series of points which reiterate the above. Points 2.1 and 2.2 reference everyone being able to use buildings and the promotion of inclusive design. Point 4.1 then sets out a list of guidelines which, if put together successfully, should help to create an inclusive and accessible environment. The list is as follows:

### 1. Approach

- Level or adequately ramped
- Sufficient width and obstacle free
- Firm, durable, slip resistant surfaces
- Well lit and clearly identified
- Dropped kerbs with tactile surfaces
- Contrasting colour on bollards and street furniture
- Wayfinding strategy
- Clearly displayed building name and number

### 2. Entrances

- One entrance door that is accessible to all.
- Level or adequately ramped and stepped if necessary with appropriately designed handrails
- Ramped gradients as shallow as possible
- Level area in front of the door
- Level threshold
- Canopy over manual doors
- Easy to open doors
- Provision of electronic entrance doors
- Sufficiently wide doors
- Doors to have contrast.

The above lists have been thoroughly incorporated and the below text, along with images and drawings, should fully highlight our desire to be inclusive and fully accessible.



Door swing manifestation set into floor

Gate swing does not swing out during normal operation. This is achieved through a pivot and slide motion. This ensures that the handrail continues down the entire ramp when open.



## Access - Use

Approaching the ramp unannounced and/or out-of-hours could mean that the entrance gates are closed. The gates provide a security function which will be explained in further detail within section 4.4 'Security & Safety'. When shut, the gates also provide a visual clue that the building is closed. This results in impaired users not having to negotiate a ramp/stair to find the entrance is closed and then having to negotiate the ramp or stair again; putting unnecessary strain on the visitor. A dual-height intercom is located at each gate and is connected to the building security. This has two functions; to announce arrival out-of-hours and be provided entry, or during open hours, to contact for accessibility assistance to aid with entering the building.

The gates also provide a surface to include wayfinding. Again, this signage is tactile to ensure that it is accessible to a larger number of users. The signage will include information about Wellcome Collection, including opening times, contact information and provide details on the Euston Road entrance and its location. Information which is likely to change (such as opening times) will be situated within swap-out elements to ensure flexibility and ease of upgrade.

When the building is open, and access is required from Gower Place, the gates can be locked in the open position. Here, they are situated flush within planter elements. This ensures that they are out of the way and

access is uninterrupted. If the access is not being used and the gates are closed, they can open outward (towards the street) in the case of evacuation. Tactile signage is located on the reverse to provide information to push to exit.

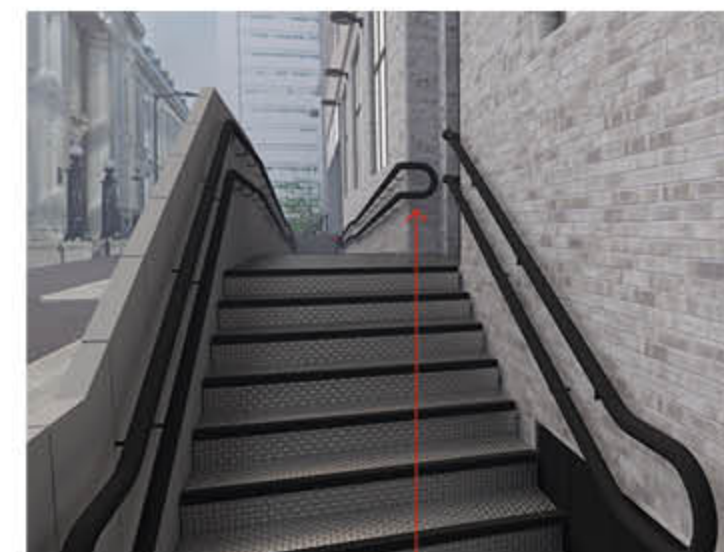
Automatic operation will be incorporated if required and developed during the technical stage. While this is a management and operational issue, it does not affect the material design or appearance of the ramp as any motorisation can be captured within the planter elements.

The gate at the base of the ramp is designed so that its swing does not interfere with the operation of the loading bay pedestrian entrance. This location is also being upgraded as part of the works to help further differentiate between the Wellcome Trust loading bay pedestrian access door and the Wellcome Collection ramp access. The resulting upgrade covers an existing defunct roller shutter door, further improving the existing façade. This area has been designed to leave as much room to the existing loading bay entrance as possible. The current ramp is at minimum distance to still achieve regulations.

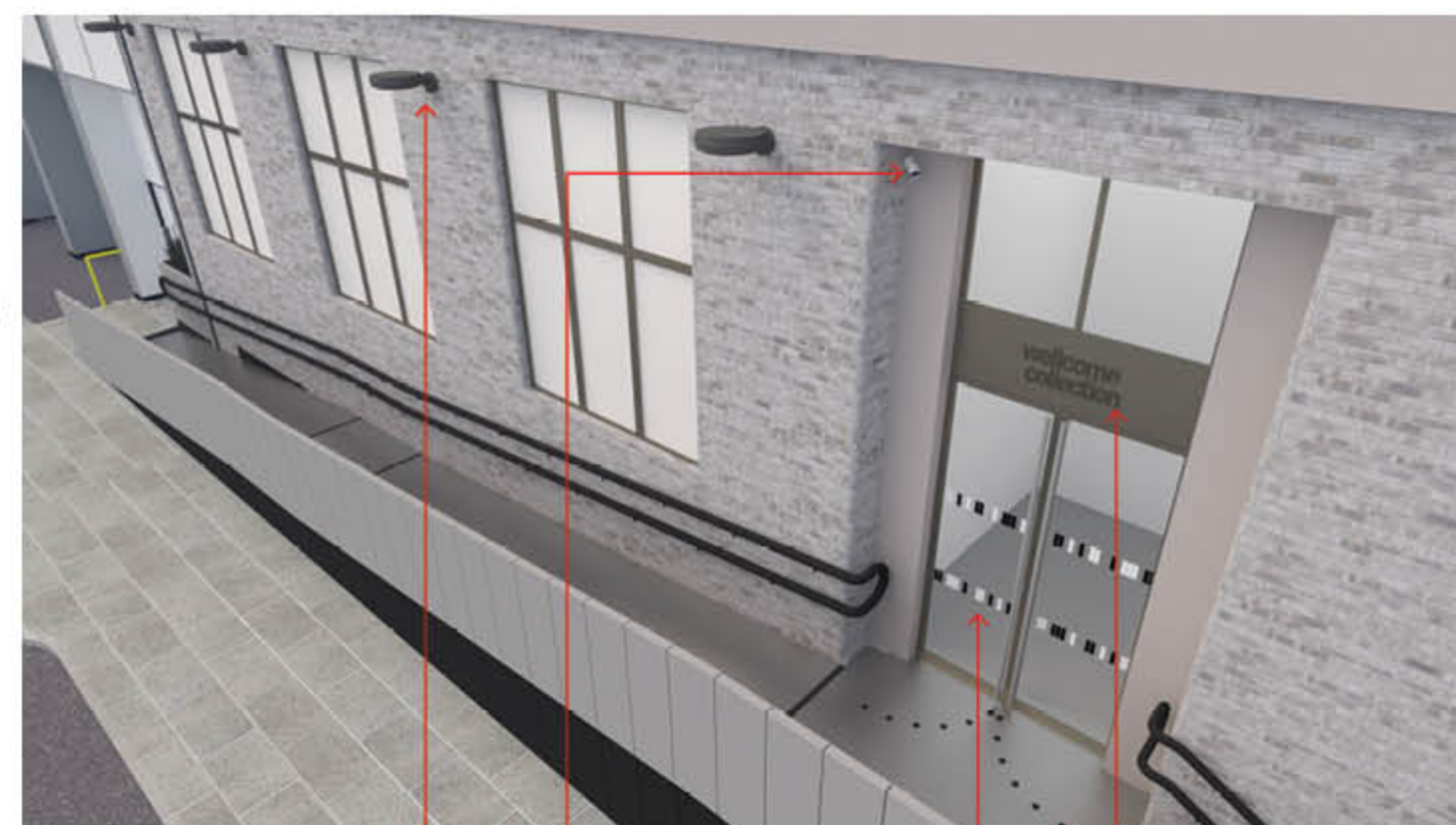
A metal separation barrier is to be installed between the remaining loading bay doors and the area of pavement at the end of the ramp. This further helps to separate the uses

and ensure no encroachment from motor vehicles.

At the top of the ramp, a Building Regulation compliant landing joins the ramp, new compliant stairs, and the entrance door together. The ramp allows for wheelchair turning circles which avoid any door swings (during an evacuation). The existing opaque door is to be upgraded with a new glazed door. This will allow for visual connections while using this entrance. Provision for automatic inward opening doors will be accounted for. More detail on this door is listed under section 4.5 'Additional Updates'.



'D' shaped end to dual-height colour contrasting handrail avoids snags. Colour contrasting nosings also visible.



Wall mounted lighting. Final spec TBC  
CCTV Camera within door recess

Glazed door manifestation  
Door swing manifestation

Entrance Signage





Graphic identification between Wellcome Collection and Wellcome Trust

Existing roller shutter concealed with new colour contrast.

Planter element adds greenery while providing concealment to gate mechanisms and door intercom

Gate locked in the closed position. Tactile signage engraved. Slide in sections for opening times which might change in the future. Final wording to be developed at technical stage.

Visible gap to underside of gate improves security and operation.

Dual-height intercom with associated tactile information graphics

Gate locked in the open position with continuous handrail



Barrier between loading bay and pedestrian access

Perforated protection to low level windows





Area for advertising or branding graphics. Set within black border to tie with opposite end of ramp. This area fills in a redundant door opening which is no longer used.

Tactile escape signage to reverse of door. Gate shown in the evacuation position.

Example subtle texture pattern to ramp face with perforated screens to moat below.

Perforated protection screening to low level windows matches the adjacent perforated screen under the ramp.

CCTV camera looking down length of ramp. A camera is also located within the recessed door.



Door locked in open position. Out of the way.

Dual height intercom



## 4.3 Sustainability

It goes without saying that in the current climate all design should be inherently sustainable. Point 2.15 within the Design CPG states *"the Council expects development to be sustainable in design and construction: Development should seek to be durable and adaptable to reduce resource use over time to include effective layout of infrastructure servicing development."*

Due to the inherent nature of sustainability within the design process, many of the sustainable elements have been noted already within the document elsewhere. Some of the key sustainable elements include the robust nature of the materiality. This ensures longevity and a reduction of additional material use. The metal material chosen is recyclable, further reducing the lifecycle impact of the proposal.

The ramp also needs to achieve economic sustainability. Again, the material choice and detail design result in reduced maintenance costs. The implementation of the ramp also reduces operation costs for Wellcome Collection and Wellcome Trust due to reduced staff requirements during transfers between the two buildings. This will allow further future spending to be allocated elsewhere within the foundation.

The proposal also provides social sustainability. This is achieved by ensuring that accessibility to the building is improved providing an inclusive environment to all where no sense of 'othering' is perceived. This will provide a socially responsible future for the Wellcome Collection ensuring nobody is dissuaded from visiting based on access requirements.



Social sustainability and inclusivity is key to Wellcome Collection



## 4.4 Security & Safety

Security is very important to the Wellcome Collection. As a working gallery, numerous artworks and valuable items are exhibited and stored within the building. The new access should not compromise the existing security arrangements.

Point 4.89 within Policy C5 - Safety and security, of the Local Plan states that *“the design of streets, public areas and the spaces between buildings needs to be accessible, safe and uncluttered. Careful consideration needs to be given to the design and location of any street furniture or equipment in order to ensure that they do not obscure public views or create spaces that would encourage antisocial behaviour.”*

One key security measure is that the new addition provides the impression that Gower Place is not a quiet back-of-house façade. As stated with point 7.11 of the Design CPG *“good urban design will significantly reduce opportunities for crime and anti-social behaviour.”* The façade activation within this area is more likely to deter criminal behaviour. Additionally, the proposed artwork to the ramp face and high-quality design helps to improve the perceived quality of the area, therefore potentially reducing antisocial behaviour further. More detail on the artwork is located later in this document.

Section 7.3 of the Designing safer environments section of the Design CPG

further states that *“crime preventive design is an important aspect of achieving community safety and should be considered from the earliest stages of a development proposal and integrated into the design.”* Point 7.11 continues by stating that *“It is important to take a proactive approach at an early stage to reduce risks and opportunities for crime and ASB to occur, rather than relying on reactive measures such as CCTV, which should only be used as part of a package of measures to reduce crime. Incorporating designing out crime features into a development should complement other key design considerations and high quality architecture and design should still be achieved.”* The addition of surface mounted CCTV to the design acts as a supplementary element to the additional security measures mentioned. The CCTV is being installed not only for crime prevention and detection, but to also help monitor the accessible ramp in case assistance is required.

The proposal has been designed to be uncluttered to help maintain a safe environment. For example, the planter adjacent to the ramp entrance ensures that there is no hidden space adjacent to the ramp where antisocial behaviour could occur. For the same reason, the gates have been lifted off of the ground to ensure that a person can be seen if crouching behind (or if an obstruction is blocking access). The solid walls to the ramp ensure that items such

as bicycles cannot be chained to ‘railings’ which could cause safety issues. The solid surface also reduces the risk of snagging and catching items, mobility aids, or clothing when using the ramp or stairs. The solid walls also provide a greater sense of security for users with reduced mobility and reduces additional risks with falls.

Additional security measures will include the addition of upgraded locks and toughened security glass, where necessary, to the windows previously over the moat, now accessible above the ramp. These upgrades will not provide any visible changes to the exterior of the building. The current windows are secure and externally monitored by CCTV.

Surface mounted lighting will also be incorporated to the external façade as noted on the proposed elevations. Point 4.60 of the Public realm section of the Design CPG states that *“lighting can make an important contribution to the attractiveness of an area. It is also important for the security and safety of an area.”* The lighting in the proposal aims to improve the safety of using the ramp during darker hours and ensure that visibility is maintained at an appropriate and safe level. When the ramp is not in use, the lighting will help to ensure that the area is well lit, further helping to deter antisocial behaviour. An existing street lamp is located directly adjacent to the proposed ramp position, further assisting this.



The current rear facade has a back-of-house feel



Artworks located within the Medicine Man exhibition at Wellcome Collection



## 4.5 Additional Updates

### Pavement improvement

Point 7.15 from the Access section within the Local Plan states that *“making roads and pavements and the spaces between buildings fully accessible is as important as making the buildings themselves accessible. The Council will seek improvements for all pedestrians to ensure good quality access and circulation arrangements, including improvements to existing routes and footways. The Camden Streetscape Design Manual and our supplementary planning documents Camden Planning Guidance on design and Camden Planning Guidance on amenity provide more detailed information on this issue.”*

The Camden Streetscape Design Manual states *“When designing a scheme, consider removing, ‘tidying up’ and fixing any broken or ‘mismatching’ street furniture, road or footway surface in the near vicinity of the project, so that the new scheme blends in well with the surrounding area”.*

The incorporation of the ramp within the site results in having to extend the pavement into the area of the previously defunct loading bay. While extending this area, the new pavement will match into the existing and also provide segregated pedestrian access into the loading bay pedestrian door in lieu of the current tarmac road continuation. This will help to separate pedestrian and road users, further improving safety. The area of existing pavement directly adjacent to the new ramp will also be tidied and made-

good where necessary. This will ensure that good access is maintained to the new ramp and stair. We will also ensure that during the works, if any areas of pavement are damaged, that they are made-good and replaced like for like.

As part of the works, additional upgrades within the near vicinity to the tactile dropped kerbs either side of the loading bay and car park lift entrance will be adjusted and reset to ensure they are compliant. The existing conditions are deemed unacceptable by Wellcome Access leads and this will be upgraded to ensure the ramp is fully accessible from the surrounding street.

### Glazed door

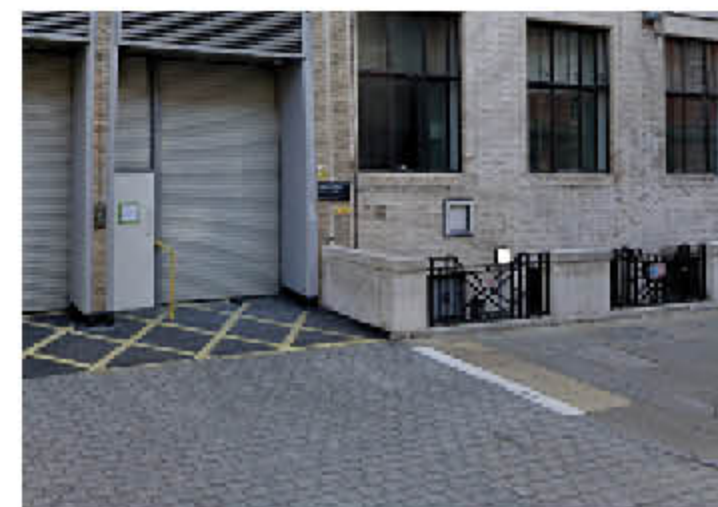
As noted above, the existing opaque escape door is to be replaced with a secure glazed door. The glazed door will provide a visual connection through to ensure that operation is unhindered. The glazed door is more welcoming and provides a connection into the building. Manifestations will be incorporated in line with Building Regulations. The door will be power assisted to aid with accessibility. General operation will see the doors swing inwards, away from the external landing. Internal provision is sufficient to avoid the in-swinging doors. In the case of an evacuation, the doors can manually swing in the direction of travel. The door swings do not foul the external landing and wheelchair turning circles are maintained externally.

The replacement of this door is to create an adaptable proposal which is fully future-proofed. In point 2.14 from the design CPG, *“Development should be durable and robust in construction to enable where appropriate, flexibility and adaptability over time to accommodate a range of uses.”*

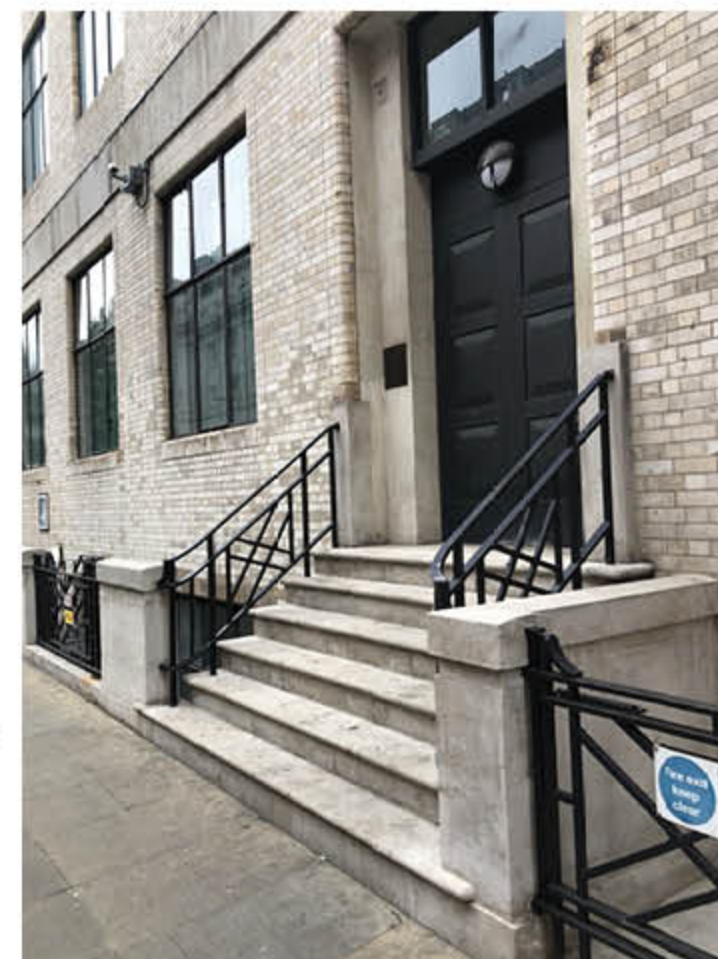
Policy D1 section 7.8 from local plan also states that *“where appropriate should be flexible and adaptable for a range of uses over time, a quality known as robustness.”*

This future proofing allows the current evacuation ramp and group access to become a possible inclusive entrance. This is a long-list aspiration for the Wellcome Collection and would require internal alterations to come into fruition. The goal of this is to further reduce a sense of ‘othering’ and transform Gower Place into an equal entrance as opposed to a separate, rear entrance for accessibility use only. The quieter nature of Gower Place further improves accessibility to those that would find a busy and noisy street such as Euston Road a barrier to visiting Wellcome Collection.

This future-proofing adds further justification of the high-quality finish of the ramp. It should not be seen as a back-of-house service element, but a fully inclusive addition, which is accessible to all.



The existing pavement stops short of the new ramp entrance so will extend as shown on the proposed drawings.



The existing escape door is not fit for purpose as an entrance and therefore requires upgrading to a glazed entrance door.



## Artwork

As described above, the walls of the ramp and stair access will contain artwork. This will likely be in the form of an etched surface upon the metal. This provides a durable finish with a tactile quality, increasing inclusivity.

Point 2.26 from the Designing and maintaining a high-quality public realm section in the Design CPG states that *“public art can be a catalyst for improved environmental quality by upgrading and animating public space and enhancing local character and identity through helping create a sense of place. The Council will therefore encourage the provision of art and decorative features as an integral part of public spaces, where they are appropriate to their location and enhance the character and environment.”* Point 2.27 goes on to further state that *“public art can also serve as an emblem of civic pride or corporate image... and enhance the visual quality of an area.”*

7.24 within Policy D1 of the Local Plan- *“Public art can help to create a distinctive character to places and spaces. As well as adding visual interest it can influence the use of a space, encouraging or discouraging particular uses, or it can act as a focal point to provide directions. Public art can take many forms and occupy sites and spaces that span a range of scales and of varying character. It may take the more traditional form of a sculpture or other artwork in a*

*public space but could also be conceived as a garden, the façade of a building or a lighting installation.”*

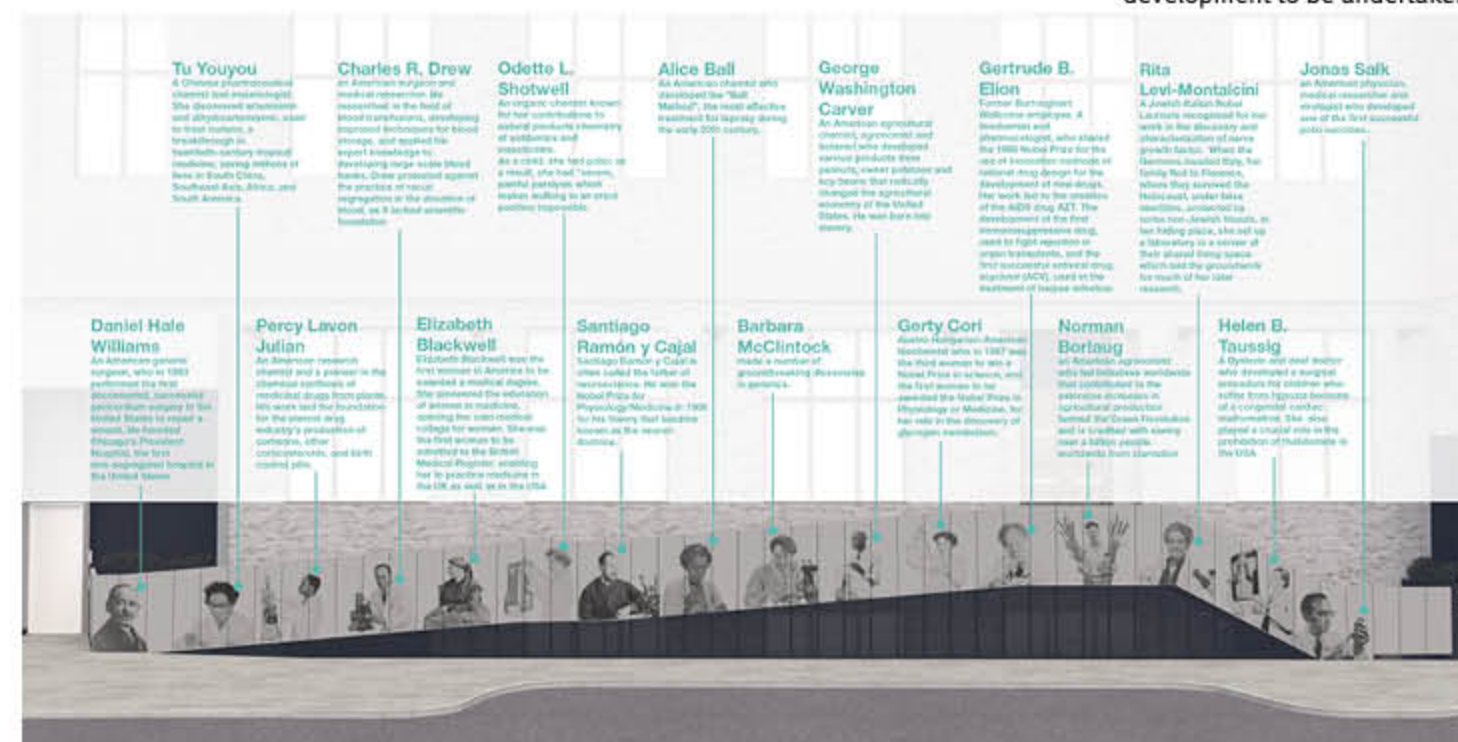
The artwork aims to animate the public realm while enhancing local character by providing connections to science and Wellcome Collection through a commissioned piece. This will also create a high-quality site specific ramp which can also lead to improved safety as noted in section 4.1 above.

The aim is to curate a final artwork generated from either a simple scientific pattern, such as a microscope image, or from a diverse selection of scientists selected by the Wellcome Trust and Wellcome Collection.

The final selection is currently under development and Stakeholder review, however a sample image of what the proposal could look like is shown adjacent. It is anticipated that the chosen scientists will either have a direct connection to the Wellcome Trust & Wellcome Collection, or to historic or research topics undertaken or deemed important to the foundation. The selection will be from a diverse background and will take the form of subtle, stylised etchings. Additional tactile information plaques will provide further information on the people featured and why they are important to science and Wellcome. A final sample of the artwork can be submitted under condition along with the final material selection if required.



Example of how the artwork could look in principle. Final development to be undertaken.



Example of how the artwork could look in principle with information on possible scientists. Final development to be undertaken.





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