



DESIGN AND ACCESS STATEMENT

294 GRAYS INN ROAD, WC1X

Rev A 10 January 2020

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INTRODUCTION

The 'Design Statement' has been completed by CHMRP Architects for the proposed alterations to the roof structure of 294 Grays Inn Road, London, Holborn WC1X 8DX to provide an additional 2 bedroom flat.

This document sets out this information.

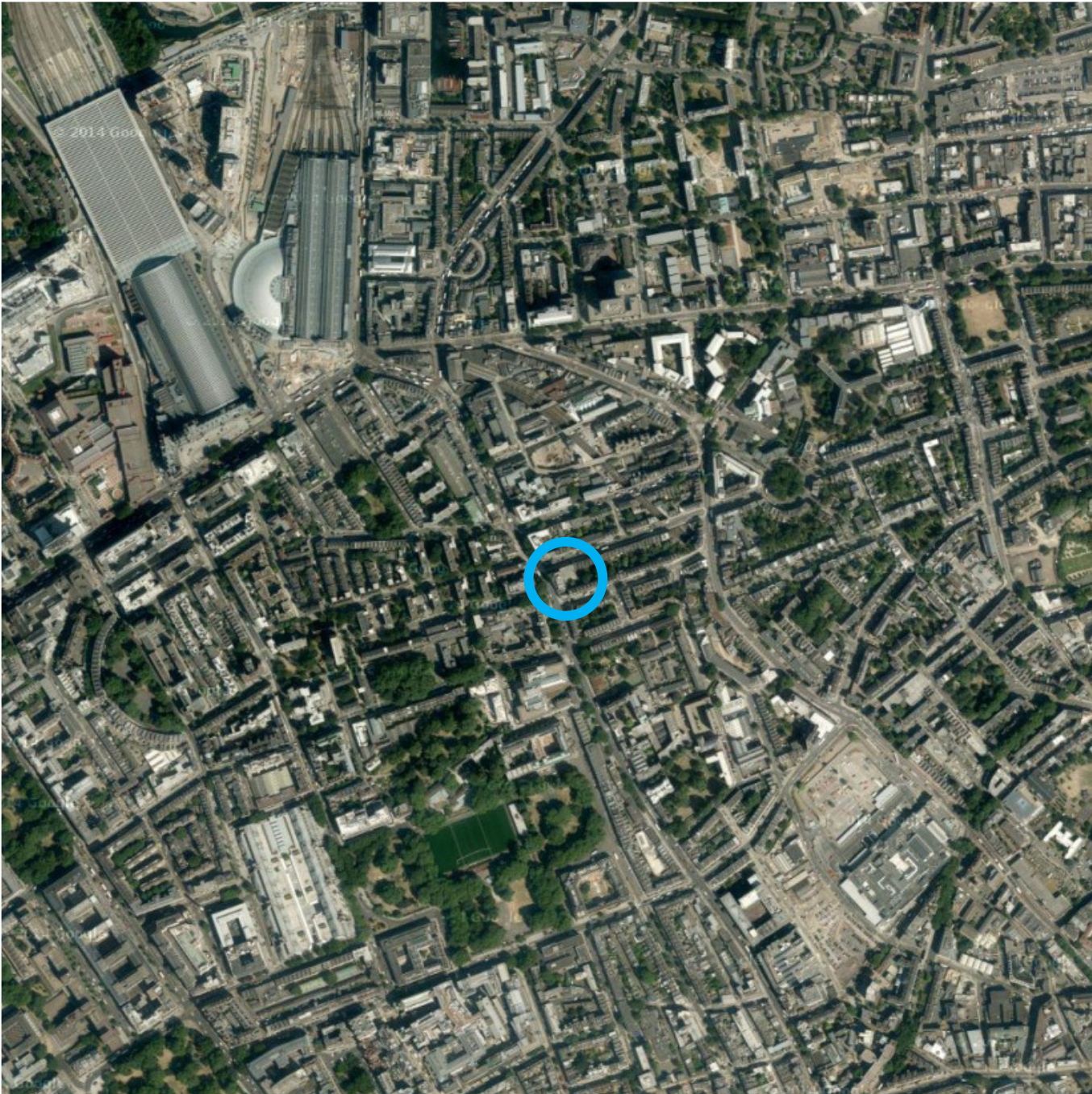
This report should be read in conjunction with the drawings listed on page 4.

Rev A 10/01/2022 Issued for Planning

LIST OF DRAWINGS

00_001	LOCATION PLAN	1:1250
20_201	SECOND FLOOR PLAN – PROPOSED	1:50
20_202	THIRD FLOOR PLAN – PROPOSED	1:50
20_203	ROOF PLAN – PROPOSED	1:50
20_221	SECTION AA – PROPOSED	1:100
20_222	SECTION BB – PROPOSED	1:100
20_230	STREET ELEVATION – PROPOSED	1:200
20_231	WEST ELEVATION – PROPOSED	1:100
20_232	SOUTH ELEVATION – PROPOSED	1:100
20_401	SECOND FLOOR PLAN – EXISTING	1:50
20_402	ROOF PLAN – EXISTING	1:50
20_421	SECTION AA – EXISTING	1:100
20_422	SECTION BB – EXISTING	1:100
20_431	WEST ELEVATION – EXISTING	1:100
20_432	SOUTH ELEVATION – EXISTING	1:100

LOCATION



Site in broader context

SITE



Aerial view



Existing Grays Inn Road elevation in context



PLANNING HISTORY

8900351	24/07/1989	Erection of a mansard roof to provide a one bedroom flat
		Granted
2014/4702/P	30/03/2015	Erection of mansard roof extension including dormer windows to front and side elevations of roof slopes to provide one new self-contained residential flat
		Granted subject to Section 106, completed, and signed 20.03.15

EXISTING BUILDING

294 Grays Inn Road is a 19th century three storey, corner terrace property in Kings Cross. The property is at the northern end of Grays Inn Road.

The property has a flat roof which is accessible by an existing stairway from the second floor. The brickwork on the terrace is yellow London stock.

The property is on the corner of Grays Inn Road and Frederick Street. The Grays Inn Road elevation matches the adjoining property at 296 Grays Inn Road which features commercial space at ground level with two upper floors. 298 Grays Inn Road features a further floor within a mansard roof. The Frederick Street properties all feature mansard roofs.

The ground floor commercial space is currently accessed from Grays Inn Road whilst the upper floors are accessed from the residential entrance on Frederick Street.

The site is situated within Sub Area 14 of the Bloomsbury Conservation area.

PROPOSAL BACKGROUND

As Planning Permission ref: 2014/4702/P has expired this new Planning application seeks to reinstate and replicate this historic approval. Therefor the proposal is simply a replication of that approval, particularly in terms of design, style and massing, but updated in line with current policy.

294 Grays Inn Road is currently a mixed-use property with commercial space at ground level and two upper residential floors.

It is proposed to replace the existing flat roof with a mansard roof that will accommodate a new two bedroom flat. The proposal maintains the commercial space at ground level and the existing flats on the first and second floor.

The property has previously had applications granted for the erection of a mansard roof.

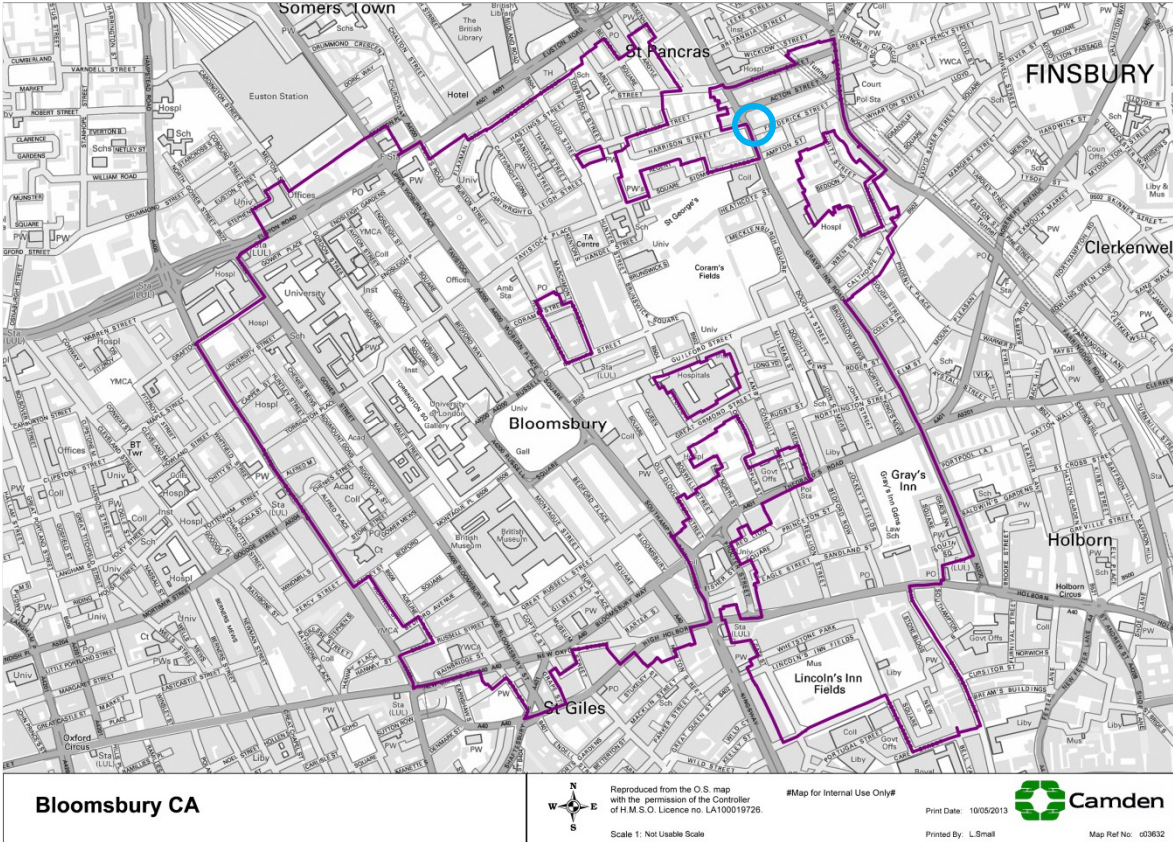
CONSERVATION AREA

The site is situated within Sub Area 14 of the Bloomsbury Conservation Area.

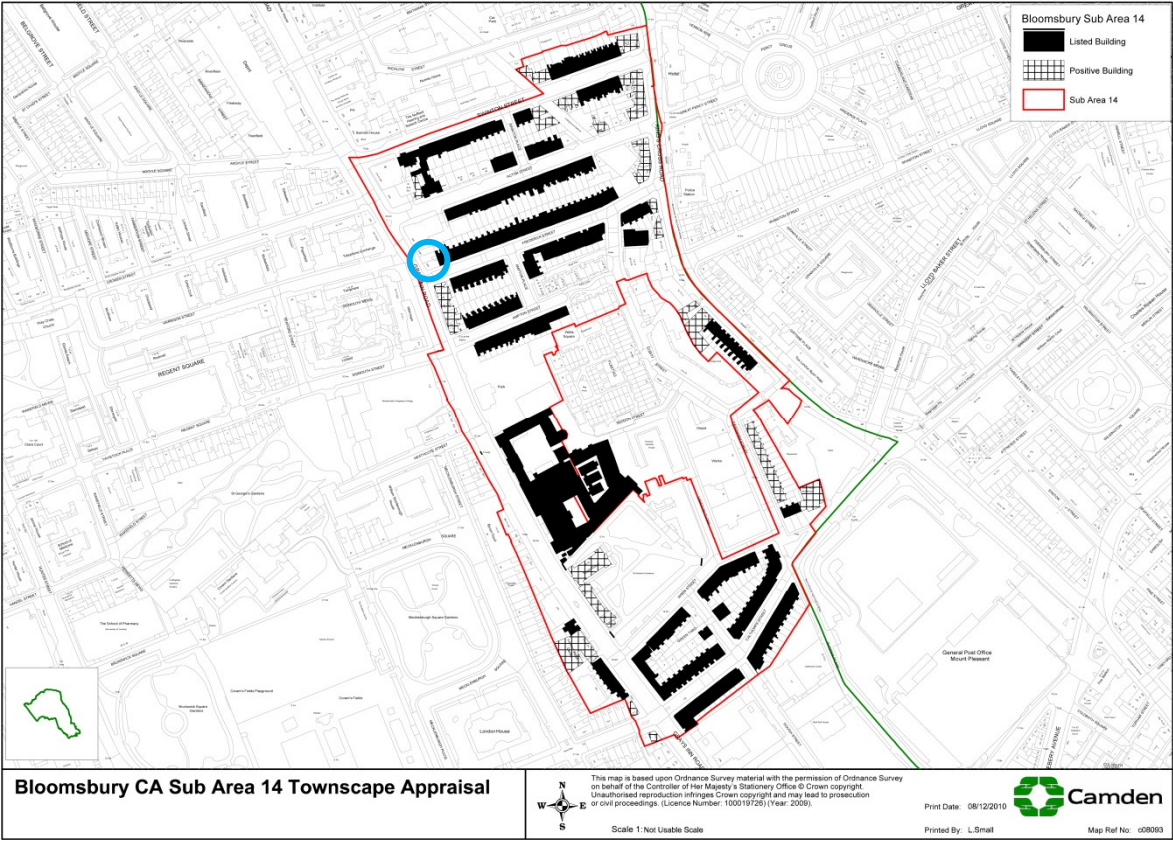
This sub area is situated on the eastern edge of the Bloomsbury Conservation Area, east of Grays Inn Road, and abuts the boundary with the London Borough of Islington. It comprises an area of mainly terraced housing built on the Swinton and Calthorpe Estates to the east of Grays Inn Road.

The property is not listed or identified as being a positive building. The adjoining terrace along Frederick Street is listed; these properties will not be affected by the proposed works.

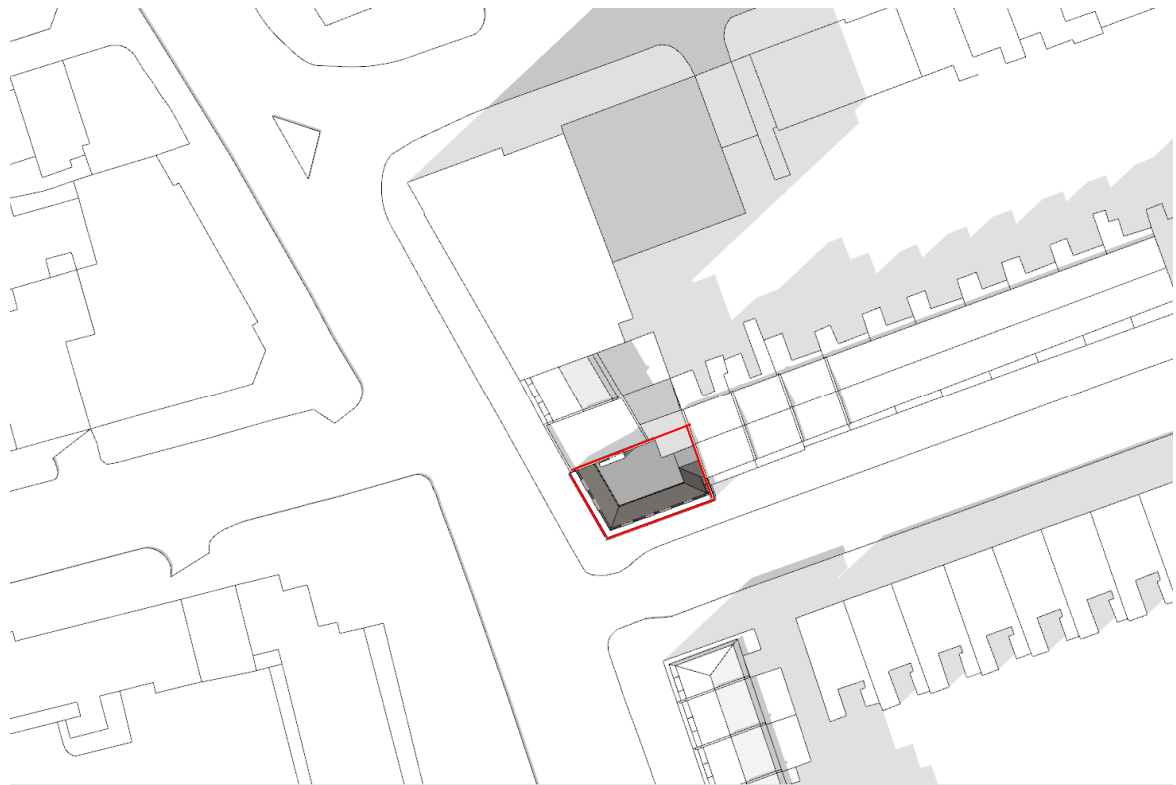
No demolition of the property or structure will be undertaken during the proposed works.



Bloomsbury Conservation Area map



Bloomsbury Conservation Area map, Sub Area 14



PROPOSAL
DESIGN CONSIDERATIONS

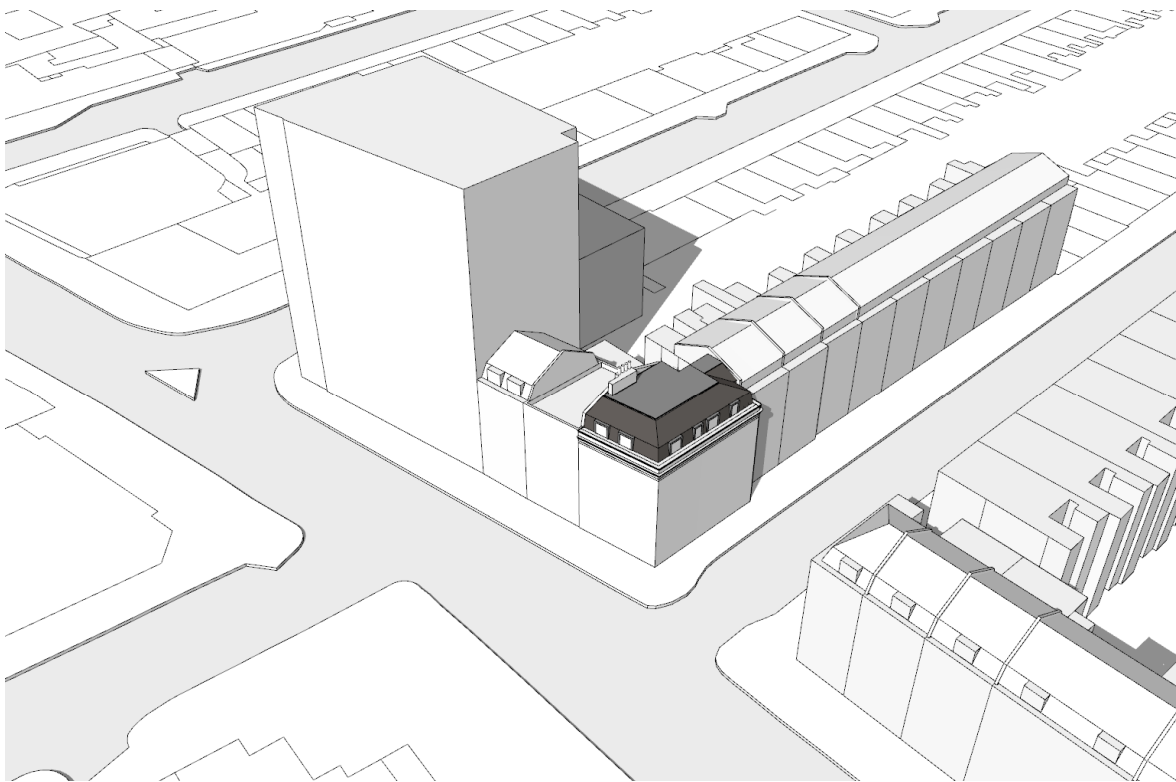
MASSING & IMPACT ON CONSERVATION AREA

It is proposed to replace the existing flat roof with a new mansard roof. The height of the proposed roof will match the height and form of the existing mansard roof on the adjoining property 72 Frederick Street. The proposed roof will be set within the existing parapet wall on the south and west sides of the building. The northern party wall and existing chimney stack will be raised in line with the new roof as per Camden Planning Guidance.

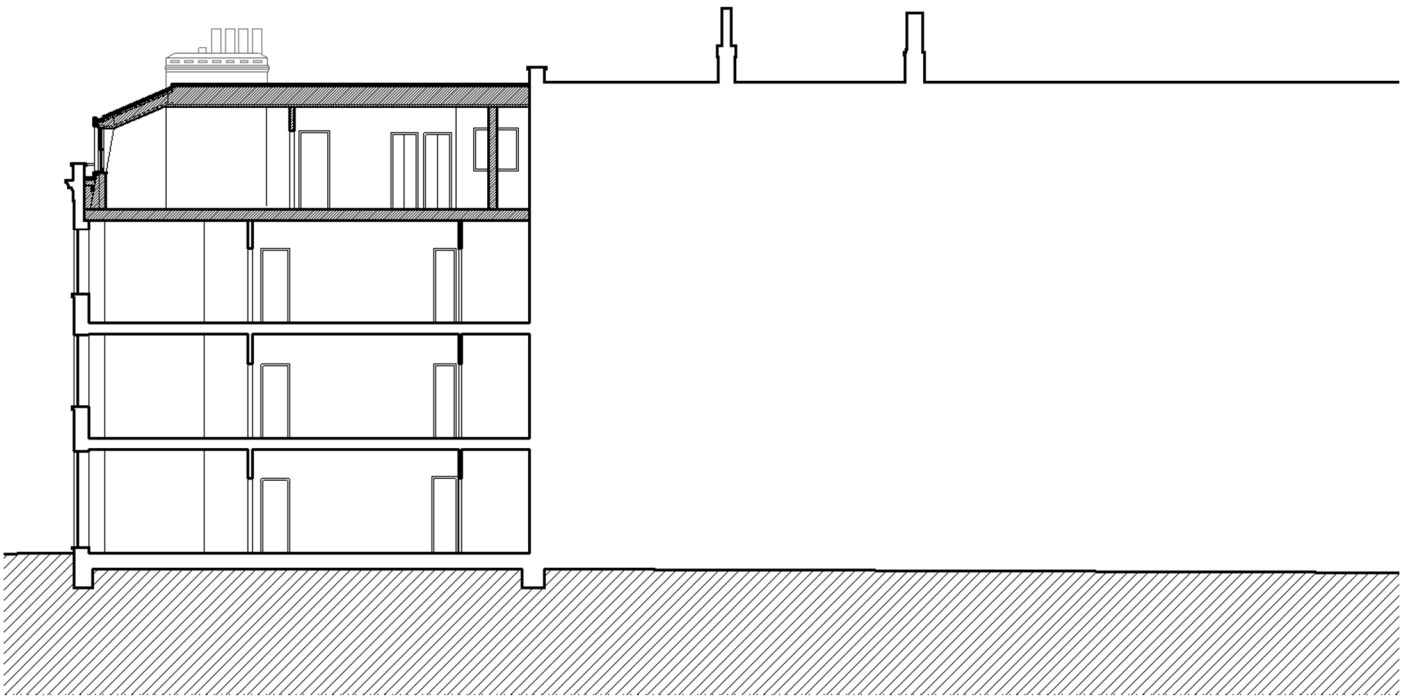
Dormer windows are included in the roof proposal, these are confined to the lower pitch and line through with the windows on the floors below. The scale and the volume of the dormer windows will be in line with similar dormer windows on surrounding buildings.

The new mansard roof creates a more symmetrical approach from Gray’s Inn Road to Frederick Street by reflecting the mansard roof at 292 Grays Inn Road.

Site in context



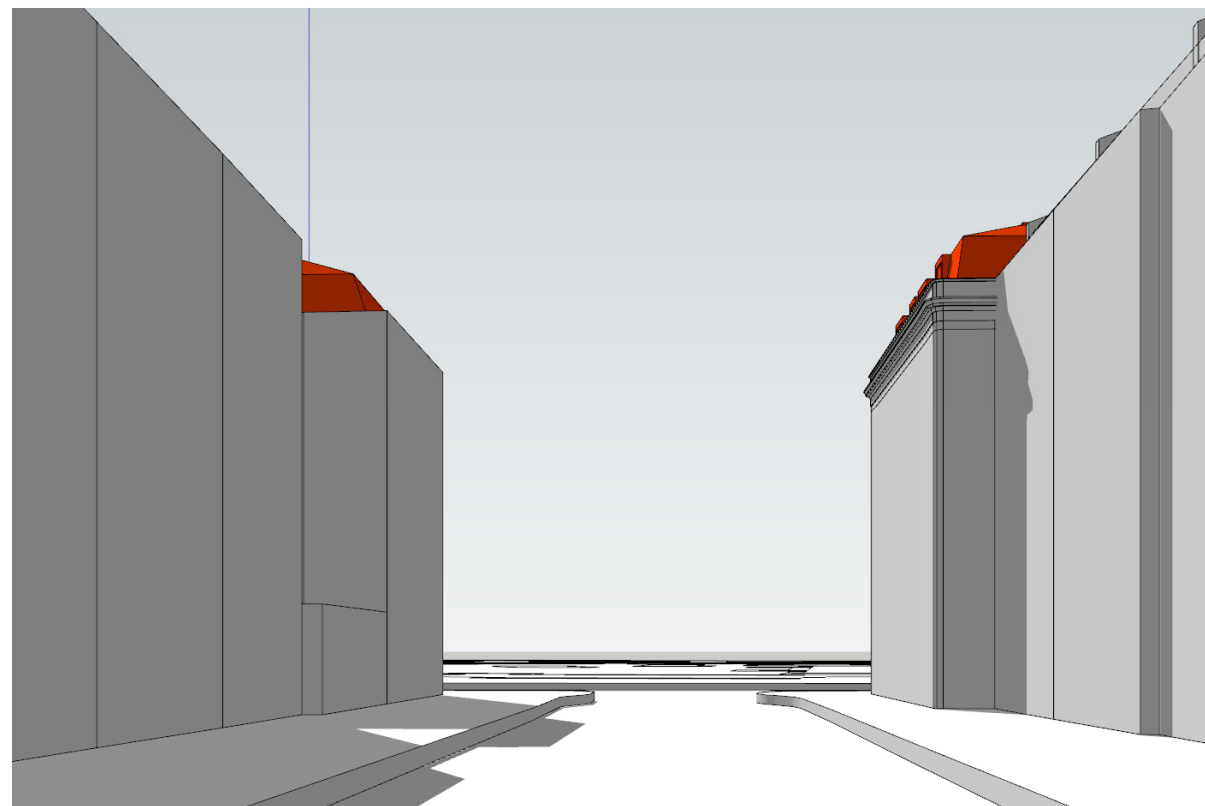
Massing model



Site section: height of adjacent roof



*Above eye level 'Street View' montage with camera height of approx. 3m
(as submitted with previous approval 2014/4702/P)*



Eye level 3D massing view of this proposal

The existing building at 294 Grays Inn Road steps forward from the building line on Frederick Street forming a discrete book end to the Georgian terrace.

When viewed from mid-way down Frederick Street the proposed mansard directly reflects the existing mansard on the opposite side of the road (292 Grays Inn Road). These corner buildings mark the transition from the lower scale side street to the larger massing and scale that is prevalent on Grays Inn Road.

In addition, a mansard roof has an important & particular relationship with its 'host' building. Where whole streets have had mansard extensions this becomes one of the dominant relationships in the streetscene.

As such, given that the building line of 294 Grays Inn Road steps into Frederick Street proud of the adjacent buildings we believe the mansard should also step forward to maintain its relationship with its host building. This is in line with the previous approval 2014/4702/P as indicated on the image opposite.

Rather than creating a horizontal relationship between the proposed mansard and those on Frederick Street, we are proposing that the vertical relationship between host building and mansard is reinforced.

LAYOUT

The layout of the existing building will remain the same. The only changes to the existing building layout are the new entrance door to the flat from the second floor common stair landing and refurbishment of the existing timber stair to roof. The refurbishments will be to modern standards in line with statutory requirements.

The proposed mansard roof will accommodate a two bed, three-person flat that is compliant with the London Plan area standards. The total GIA for the proposed flat is 64m², which is in line with the previous approval 2014/4702/P. The layout includes the following;

- Combined living/kitchen/dining space (25.2m²)
- Double bedroom (12m²)
- Single bedroom (8m²)
- Bathroom
- Entrance hall
- Storage

MATERIALITY

The proposed mansard roof is to be clad in reconstituted slate tiles to match the surrounding buildings along Grays Inn Road and Frederick Street. The dormer windows will be clad in zinc.

The raised party wall will be constructed of London stock bricks to match the existing brickwork. The existing chimney will be raised as far as practical.

SUSTAINABILITY STATEMENT

The proposal is for a roof extension, the existing lower floors and external fabric will remain unchanged.

The proposed mansard structure will be very highly insulated taking a fabric first approach to reducing CO2 emissions. The reduction over part L will be at least 10%.

In anticipation of the forthcoming ban on gas boilers in new dwellings the heating will be electric, although the energy required to achieve comfortable temperatures will be minimal given the high levels of insulation proposed.

High performance double or triple glazing will further enhance the proposals' environmental performance.

A full Mechanical Ventilation and Heat Recovery system will be installed. This will further reduce energy usage whilst providing fresh air without the need to open windows. Filters will also be provided as part of the MVHR system to remove small particulate matter from the incoming air and improve internal air quality. The MVHR system will mitigate the impact of both noise and airborne pollutants.

NEIGHBOURING AMENITY

The proposed structure will not have a detrimental impact on the amenity of the neighbouring properties through either noise disturbance, loss of access, overlooking or loss of sun or day lighting.

LOCAL TRANSPORT

The property is in close proximity to several public transport links. London King's Cross Station is a 6 minute walk from the property and Acton Street bus stop is directly opposite the property on Grays Inn Road. There are also several Santander Cycle Hire points within walking distance of the property.

LIFETIME HOMES

Below is a Lifetime Homes Assessment of the proposed development based on the 16 point checklist. It is important to note that due to the existing site constraints some of the criteria are either not applicable or not possible to achieve.

1. Parking

No parking on site as per existing.

2. Approach to dwelling from parking

No parking on site as per existing.

3. Approach to all entrances

As per existing

4. Entrances

a. Be illuminated

The front entrance to the property is already well lit enough by street lights in the area. The proposed entrance to the third floor flat will be well lit by new lights in the communal stair/landing.

b. Have level access over the threshold

The proposed flat will have level access from the communal stair.

c. Have effective clear opening widths and nibs

The proposed entrance to the new flat will have a minimum clear opening of 800mm.

d. Have adequate weather protection

The main entrance to the building will remain as per existing.

e. Have a level external landing

An area of 1200mm x 1200mm has been allowed outside the proposed flat entrance and is clear of any door swings.

5. Communal stairs and lifts

a. The existing stair to the roof of the property will be refurbished to meet Lifetime Homes requirements.

b. No lift provision is included in the proposal, as per existing.

6. Internal doorways and hallways

Due to no lift provision, wheelchair users are not able to get to the flats and therefore this guidance is not applicable for the new flat. However all internal doorways in the proposed third floor flat will have a minimum clear opening of 775mm.

7. Circulation Space

Not applicable: no lift provision, however circulation spaces have been maximised where possible inside the proposed flat.

8. Entrance level living space

The flat is on one level.

9. Potential for entrance level bed space

The flat is on one level

10. Entrance level WC and shower drainage

The flat is on one level.

11. WC and bathroom walls

All new walls will be capable of firm fixing and support adaptations for ambulant disabled.

12. Stairs and potential through-floor lift in dwellings

Not applicable, the proposed flat is across a single storey.

13. Potential for fitting of hoists and bedroom/bathroom

Not applicable, as there is no lift provision it is unlikely that a person living in the proposed flat would require a hoist in either a bedroom or the bathroom.

14. Bathrooms

Not applicable as no lift provision.

15. Glazing and window handle heights

The dormer windows in the living/dining/kitchen space allow people to see out when seated. At least one opening window in each habitable room is approachable and usable by a wide range of people.

16. Location of service controls

Any service controls needed to be operated or read on a frequent basis, are within the height band of 450mm-1200mm from the floor and at least 300mm away from any internal corner.

DAYLIGHT ASSESSMENT

Assessment

The proposal has been carefully assessed in terms of its impact on daylight to the existing and adjoining buildings in accordance with the Building Research Establishment (BRE) code. The impact of the proposal on adjacent properties is not significant.

The method used to assess the impact is summarised as follows: In general, a building will retain the potential for good interior diffuse daylighting provided that on all its main faces:

Method A/ no obstruction, measured in a vertical section perpendicular to the main face, from a point 2m above ground level, subtends an angle of more than 25° to the horizontal;

or

Method B/ if A/ is not satisfied, then all points on the main face on a line 2m above ground level are within 4m (measured sideways) of a point which has a vertical sky component of 27% or more.

The method used for calculating B/ is in accordance with BRE 'Site Layout Planning for Daylight & Sunlight', A Good Practice Guide, Appendix A Section A2 Use of the skylight indicator.

or

Method C/ if the vertical sky component, with the new development in place, is both less than 27% and less than 0.8 times its former value, then occupants of the existing building will notice the reduction in the amount of skylight. Therefore if the new building skylight component/ Existing building (former value) skylight component = $x > 0.8$ then enough skylight should still be reaching the window of the existing building being analysed.

or

Method D/ if the centre of a main window of a habitable room of the next-door property lies on the extension side of a 45° line from the corner of the extension back to the window wall in both plan and elevation, then the extension may cause a significant reduction in the skylight received by the window.

Summary

The proposal satisfies the Method A requirements and has no impact on adjacent / adjoining properties.

PLANNING POLICY CONTEXT

Camden Local Plan 2017

Maximising housing supply

3.15 As noted in paragraph 3.12, the London Plan 2015 indicates that the number of additional homes needed across London exceeds the identified capacity for additional homes by at least 7,000 per year. The London Plan also indicates that on the basis of short-term trends, the capital's need for housing could be as high as 62,000 homes per year, 20,000 more than the identified capacity. Consequently, there is a need for all London boroughs to maximise housing delivery

Camden Planning Guidance – Housing, January 2021

Layout

In general, the internal layout should seek to ensure the main living room and other frequently used rooms are on the south side and rooms that require less sunlight (bathrooms, utility rooms) are on the north side. Kitchens are better positioned on the north side to avoid excessive heat gain.

Additionally, it is preferable that permanent partitions are present between eating and sleeping areas; and between kitchens and living rooms. Combined kitchens and living areas can be acceptable where sufficient floor area allows a greater range of activity.

Dual aspect – Proposals should achieve good dual aspect [London Housing SPG 2016 Standard 29]. Habitable rooms should also have suitable outlook.

Natural light, Daylight/sunlight - All the habitable rooms must have direct natural light, particularly the main living room. The applicant must ensure that the levels of daylight and sunlight that enter habitable rooms comply with BRE standards and that the report for 'Daylight and Sunlight' is submitted with the proposal [London Housing SPG 2016 Standard 32; CPG for Amenity].

Privacy – The habitable rooms of a home should provide adequate levels of privacy for the new occupier. This is set out in the CPG for Amenity. The applicant must ensure all the habitable rooms have a suitable outlook and have suitable privacy. [Local Plan Policy A1; London Housing SPG 2016 standard 28].

Circulation space – Rooms must be laid out around and accessed via sensible circulation spaces to ensure there is no excessive corridor length or wasted space.

Ceiling heights - A minimum 2.3m headroom for at least 75% of the floor area is required as set out in the Nationally Described Space Standard technical requirements 10(i). Nonetheless, the applicant is strongly encouraged to provide a new home with a ceiling height of 2.5m for at least 75% of its gross internal area (GIA) as set out in the London Housing SPG 2016 standard 31. A higher ceiling will aid natural ventilation of a home particularly in Central London where there is a heat island effect; and will additionally raise the quality of the new home in terms of light and a sense of space.

REGIONAL POLICY

London Plan 2021

Policy D3 Optimising site capacity through the design-led approach

The design-led approach

A All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations.

Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

3.6.3 To address the impacts of the urban heat island effect and the fact that the majority of housing developments in London are made up of flats, a minimum ceiling height of 2.5m for at least 75 per cent of the gross internal area is required so that new housing is of adequate quality, especially in terms of daylight penetration, ventilation and cooling, and sense of space. The height of ceilings, doorways and other thresholds should support the creation of an inclusive environment and therefore be sufficiently high to not cause an obstruction. To allow for some essential equipment in the ceilings of kitchens and bathrooms, up to 25 per cent of the gross internal area of the dwelling can be lower than 2.5 m. However, any reduction in ceiling height below 2.5 m should be the minimum necessary for this equipment, and not cause an obstruction.

3.6.4 Dual aspect dwellings with opening windows on at least two sides have many inherent benefits. These include better daylight, a greater chance of direct sunlight for longer periods, natural cross-ventilation, a greater capacity to address overheating, pollution mitigation, a choice of views, access to a quiet side of the building, greater flexibility in the use of rooms, and more potential for future adaptability by altering the use of rooms.

Policy SI 2 Minimising greenhouse gas emissions

A

Major development should be net zero-carbon.¹⁵¹ This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1) be lean: use less energy and manage demand during operation

2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly

3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site

4) be seen: monitor, verify and report on energy performance.

B

Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C

A minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.

SUMMARY

The proposed design should be approved as it

- Provides a sensitive and considered mansard roof extension which is consistent with the adjoining properties and general architectural context
- Respects the unity and integrity of the existing building.
- Has minimal visual impact to the street scene and the public realm.
- Will be constructed to contemporary sustainable standards in terms of thermal comfort and air tightness.
- Provides a positive housing contribution, addressing the housing shortage in London and in particular the Borough of Camden.
- Complies with the Local planning policies, particularly with Camden Local Plan 2017 & Camden Planning Guidance – Housing, January 2021
- Benefits from the precedent set by previous approval 2014/4702/Pp