

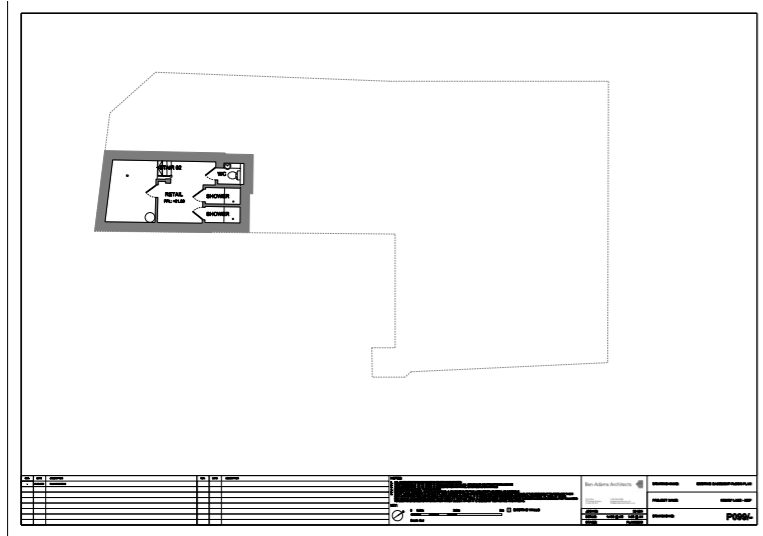
Section 7.0

Use and Layout

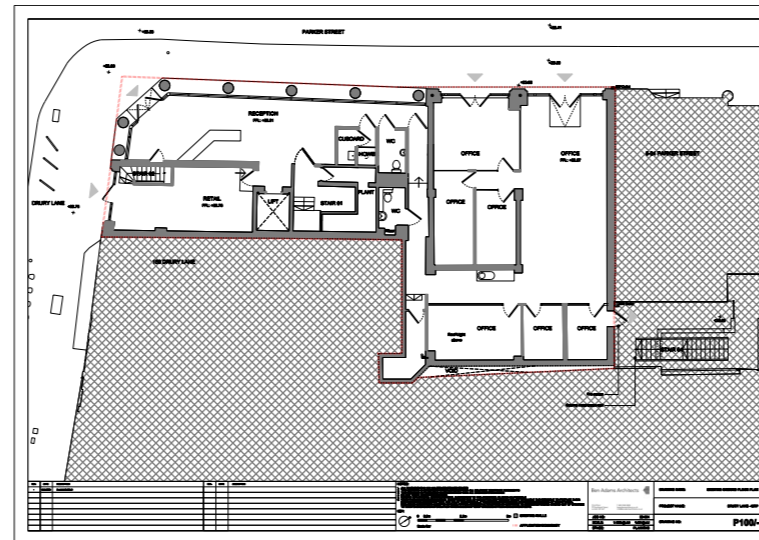
7.0 Use and Layout

7.1 Existing Plans

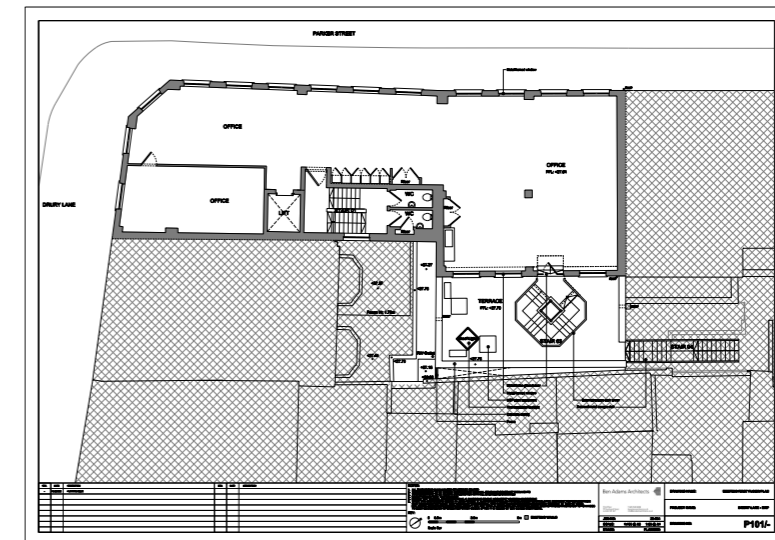
The existing building is Planning Use Class E throughout.



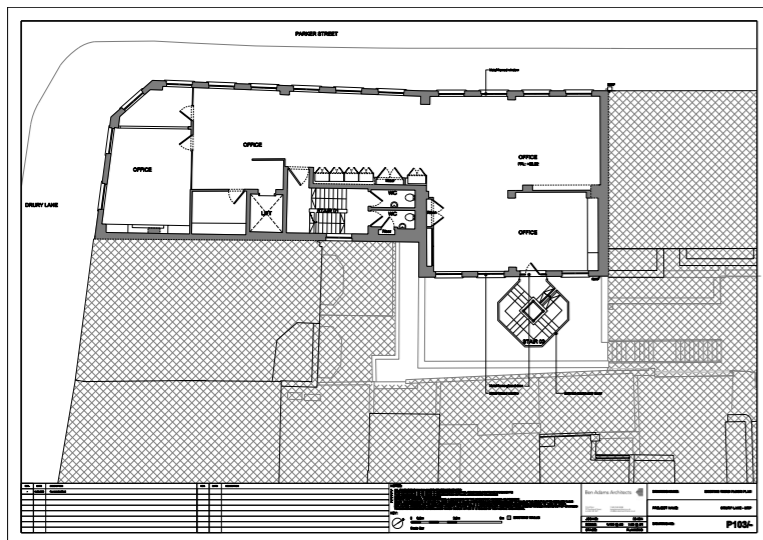
Basement Plan



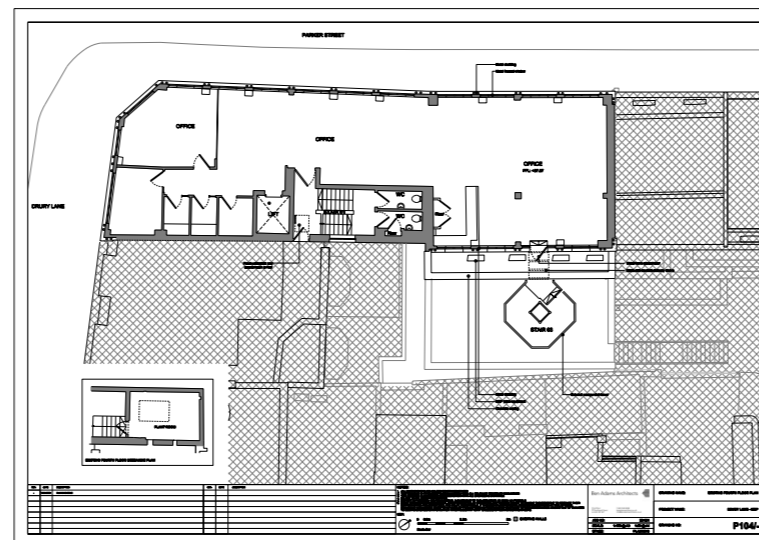
Ground Floor Plan



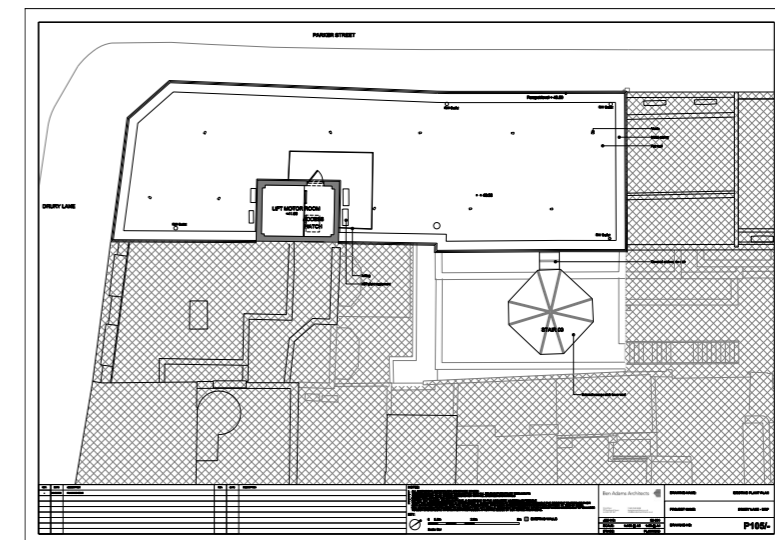
First Floor Plan



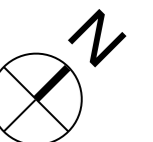
Typical Floor Plan



Fourth Floor Plan

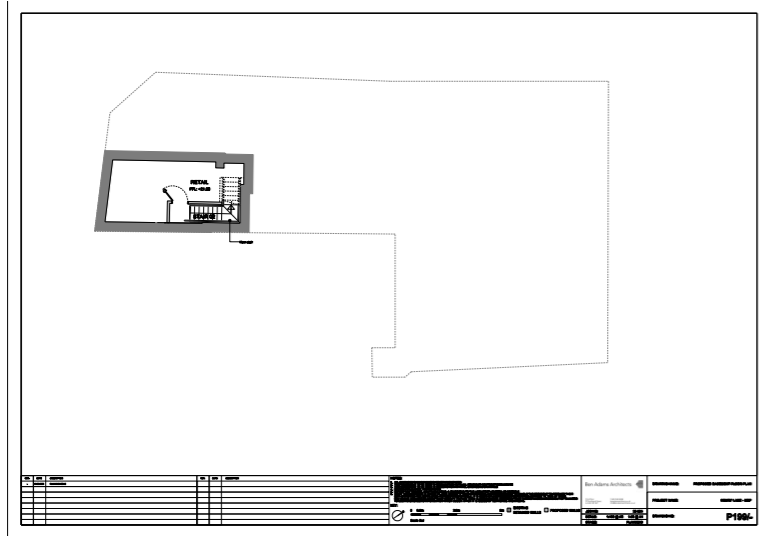


Fifth Floor Plan

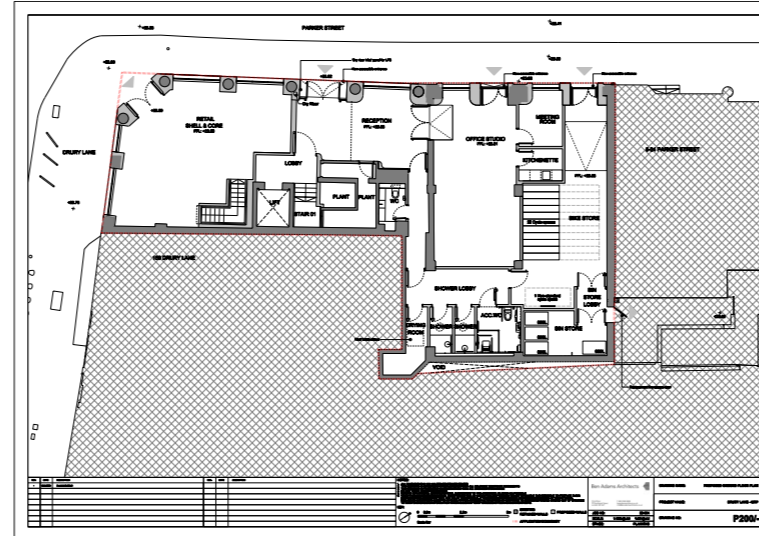


7.2 Proposed Plans

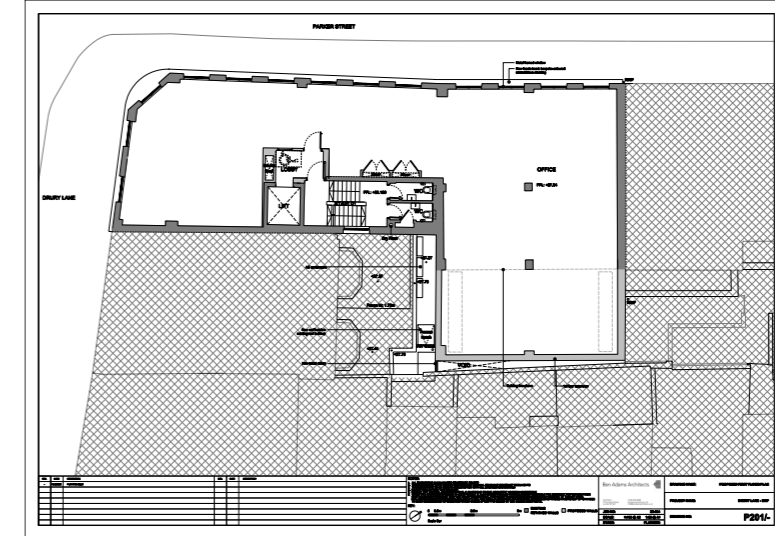
The proposed building is Planning Use Class E throughout.



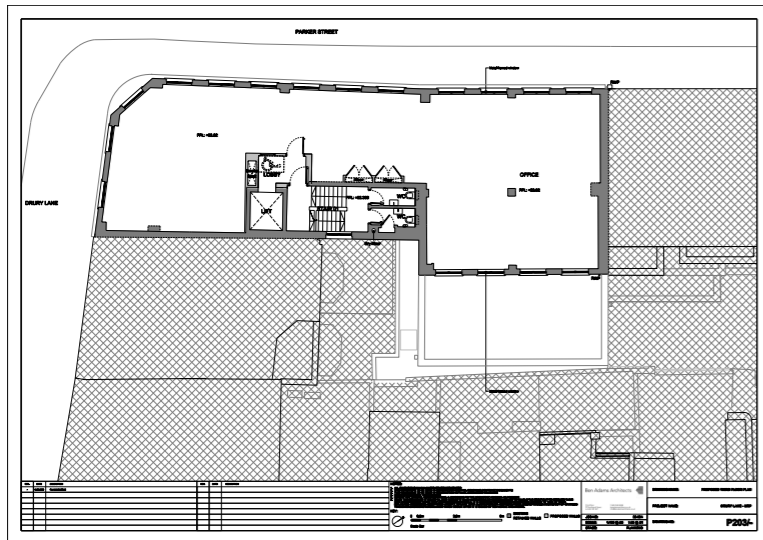
Basement Plan



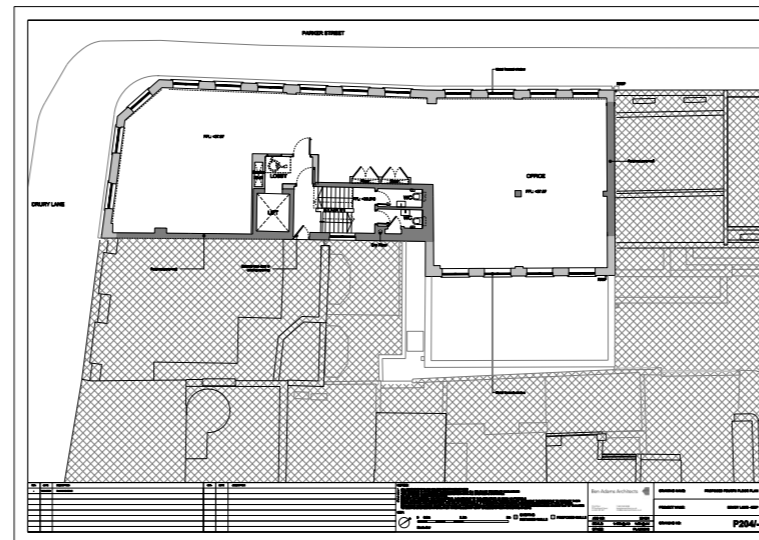
Ground Floor Plan



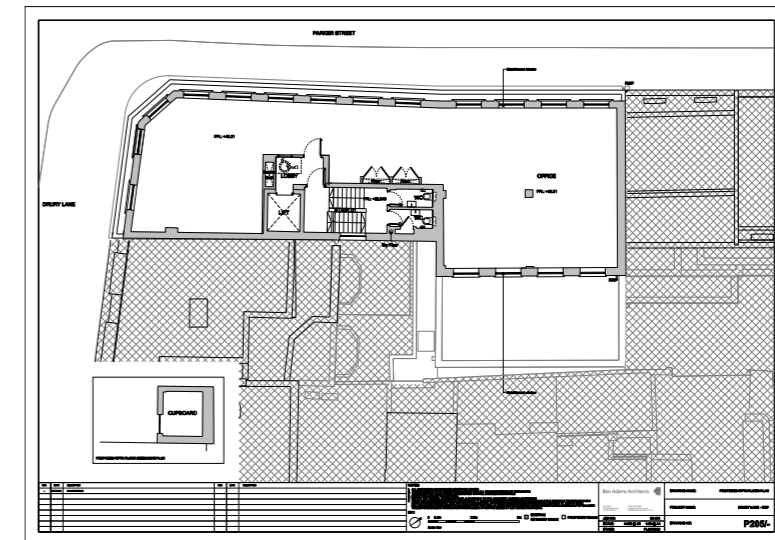
First Floor Plan



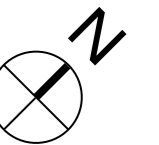
Typical Floor Plan

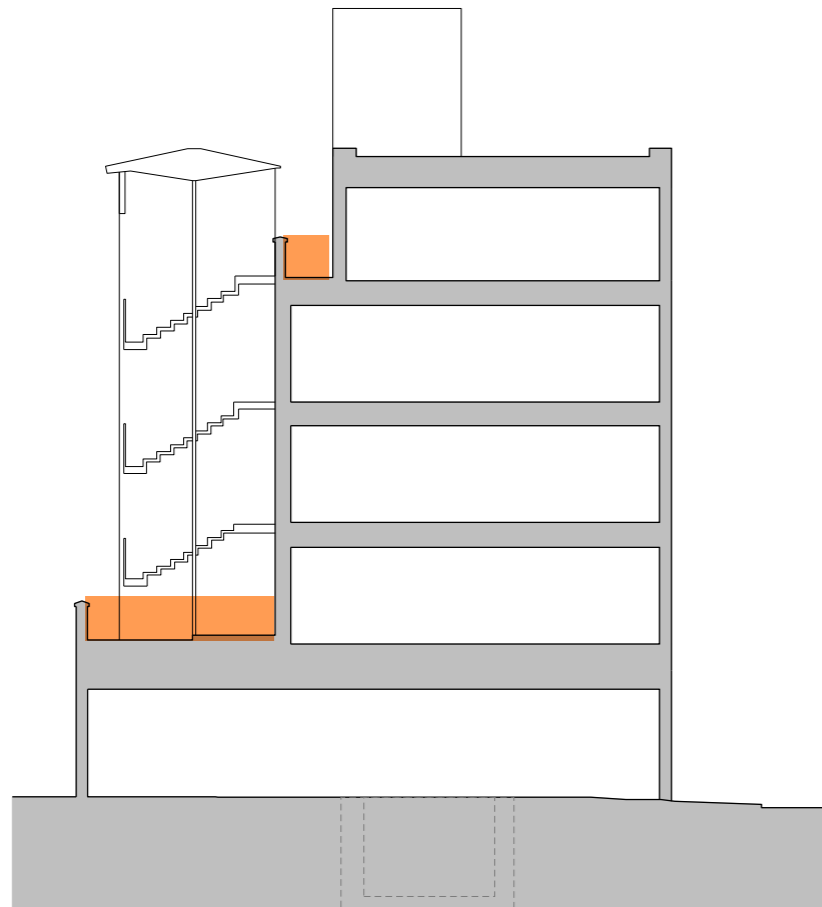


Fourth Floor Plan

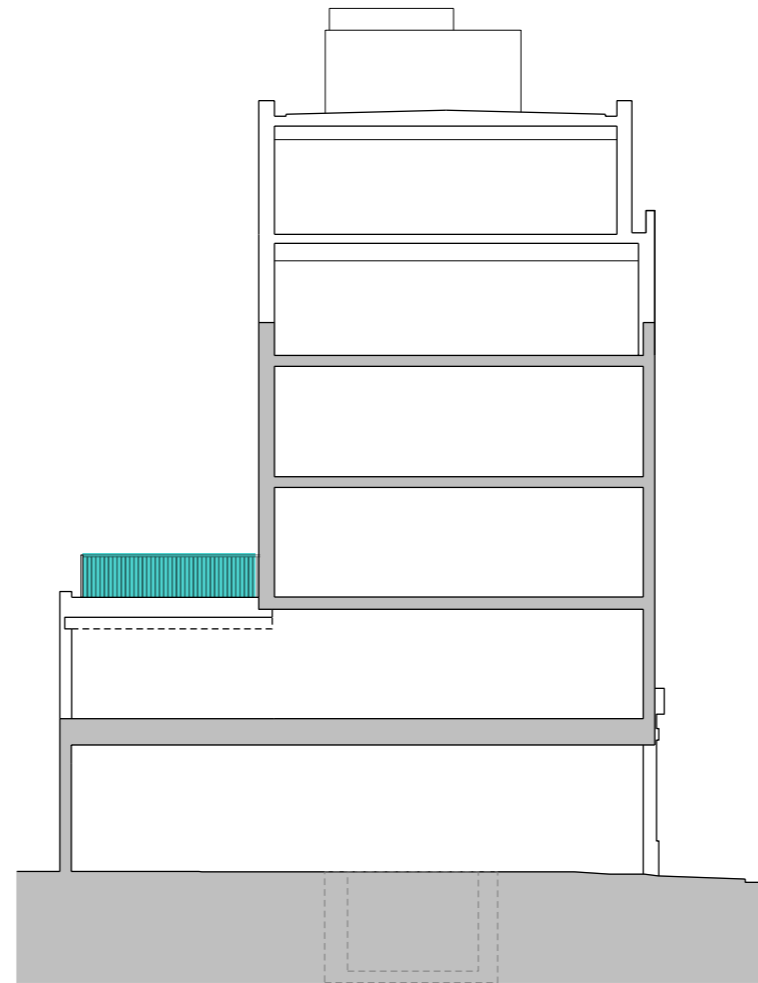


Fifth Floor Plan



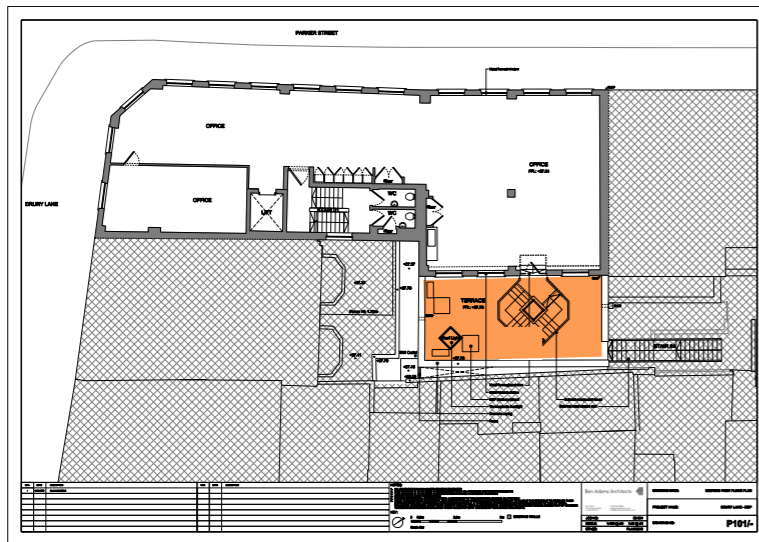


Existing section with terrace indicated in orange

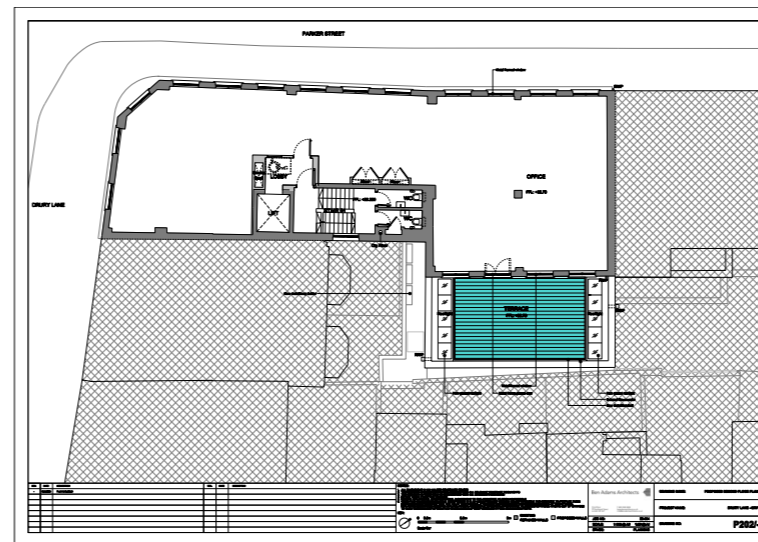


Proposed section with terrace indicated in blue

Existing 1st floor plan with terrace indicated in orange



Proposed 2nd floor plan with terrace indicated in blue

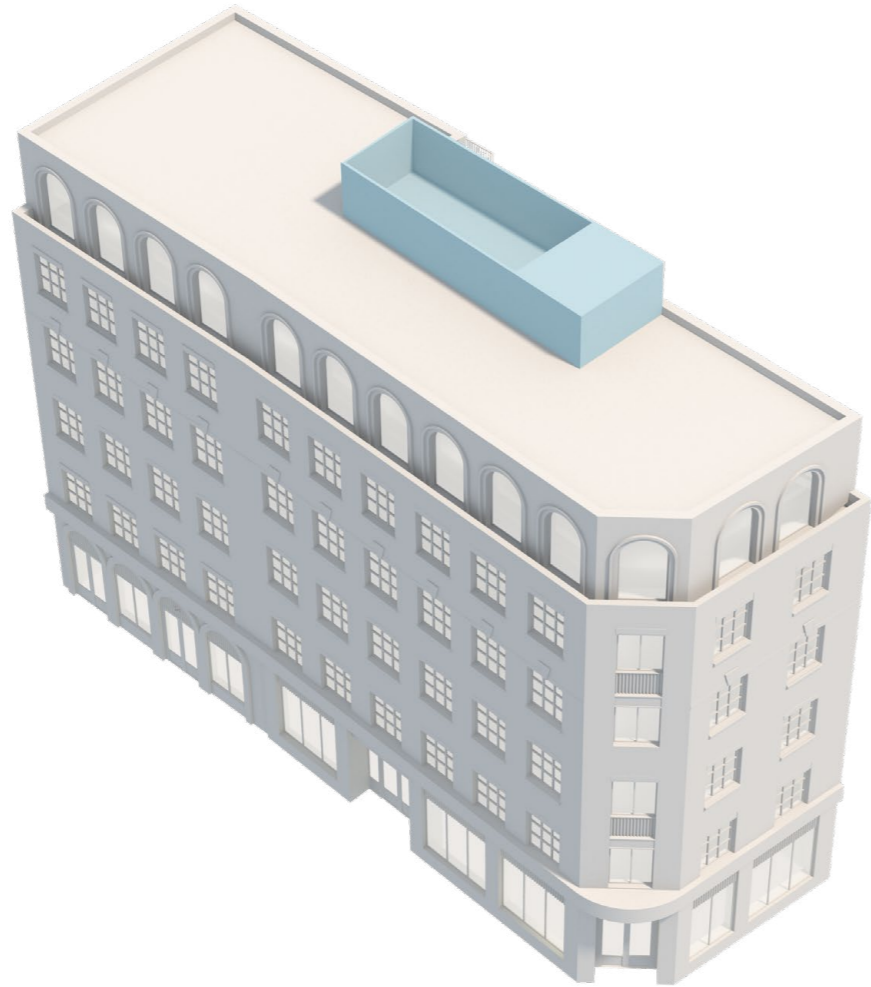


7.3 Terrace

It is proposed for one small terrace at the rear of the building. It is to be located at 2nd floor level.

This would be to provide a terrace that is smaller in area than the existing terraces. It is only located on one floor and not split over two floors as the existing terraces are.

The terrace has been inset from the boundary so as to create a buffer between the terrace and the surrounding buildings. See plan and elevation.



Proposed axo with plant area shown blue

7.4 Plant location

A plant enclosure is to be provided at roof level. It will include a lift overrun. Acoustic measures and anti vibration mounts will be incorporated as required.

The proposed plant area provides a consolidated plant strategy which will benefit the surrounding area by improving the visual amenity and the acoustic comfort of all surrounding properties. The proposed arrangement has assessed the acoustic requirements of the location and integrates this into an acoustic enclosure at roof level.

The current arrangement has several AC units scattered across the rear elevation causing negative acoustic and visual impacts.

Existing plant arranged across the rear elevation



Section 8.0

Access



8.1 Site Location Access

Public Transport:

The site is rated as Public Transport Access Level (PTAL) 6b, indicating that the site is rated as having the highest level of access to public transport.

Car Parking:

There are various off street and on street parking options in LB Camden and the City of Westminster.

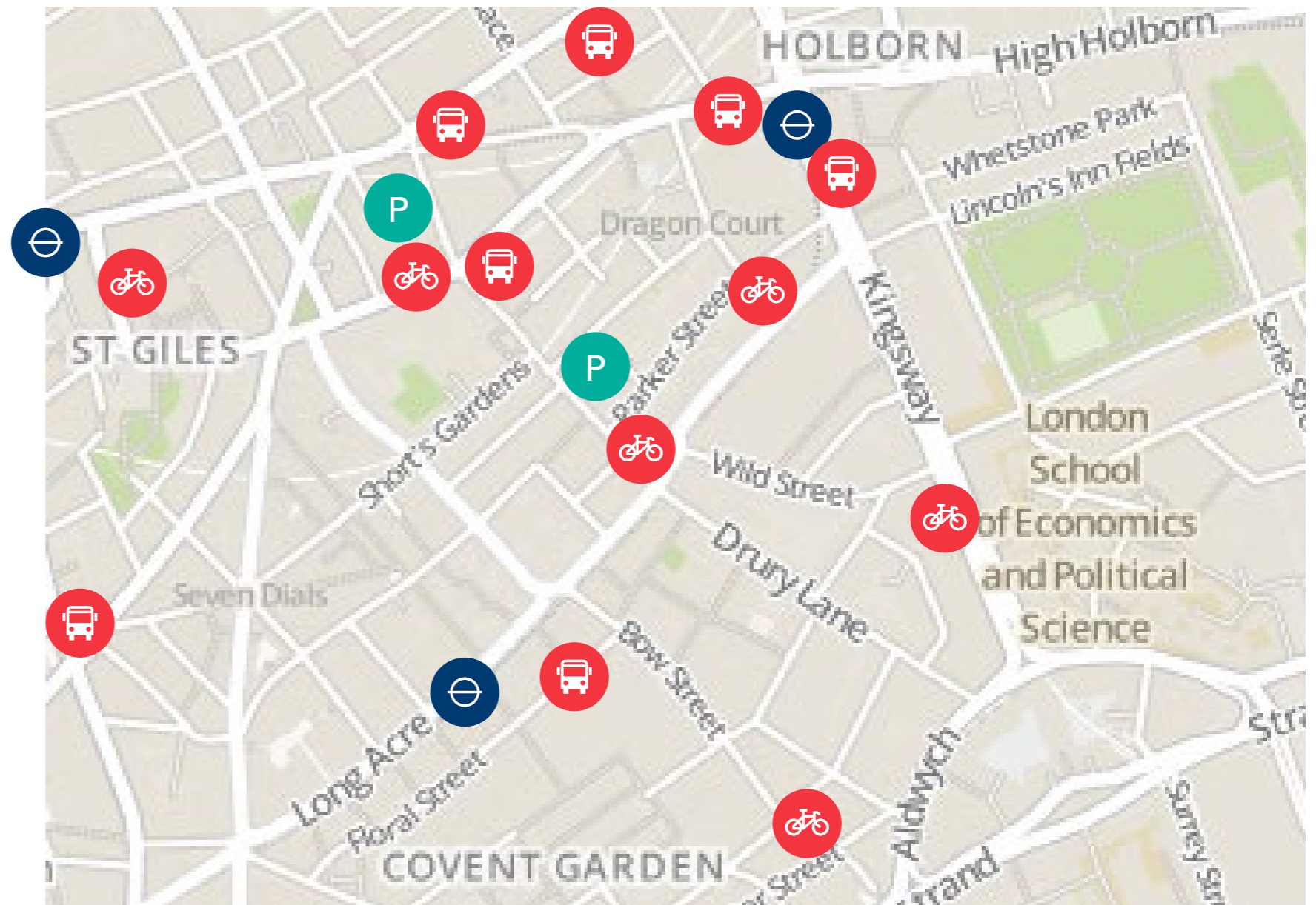
Accessible Parking:

The blue badge (UK/EU) scheme does not fully apply in this area of Camden. This central London area of Camden is called the green badge permit area and those that live, study or work in the area can apply for a green permit.





Green badge holders may park in:

- green badge bays
- shared use loading/blue badge parking bay
- (between 6.30pm to 8.30am daily and all day Sunday)
- paid for parking bays
- resident permit holders' bay.

There are resident permit bays on Parker Street and a designated disabled bay.



Site Location Plan (not to scale). The site is located at the centre of this map.

-  Off street car park
-  Tube Station
-  Bus Stop
-  Cycle Hire Docking Station



8.2 Access to the Building

The site is located on the corner of Parker Street and Drury Lane.

Pedestrian route

The main access to the retail element of the building will be at the corner junction of Parker Street and Drury Lane.

The main office reception is located on Parker Street. An entrance to the studio office and cycle/bin store is also located here. All entrances are proposed as accessible.

Cycle route

Cyclists can enter the building via a dedicated cycle entrance on Parker Street.

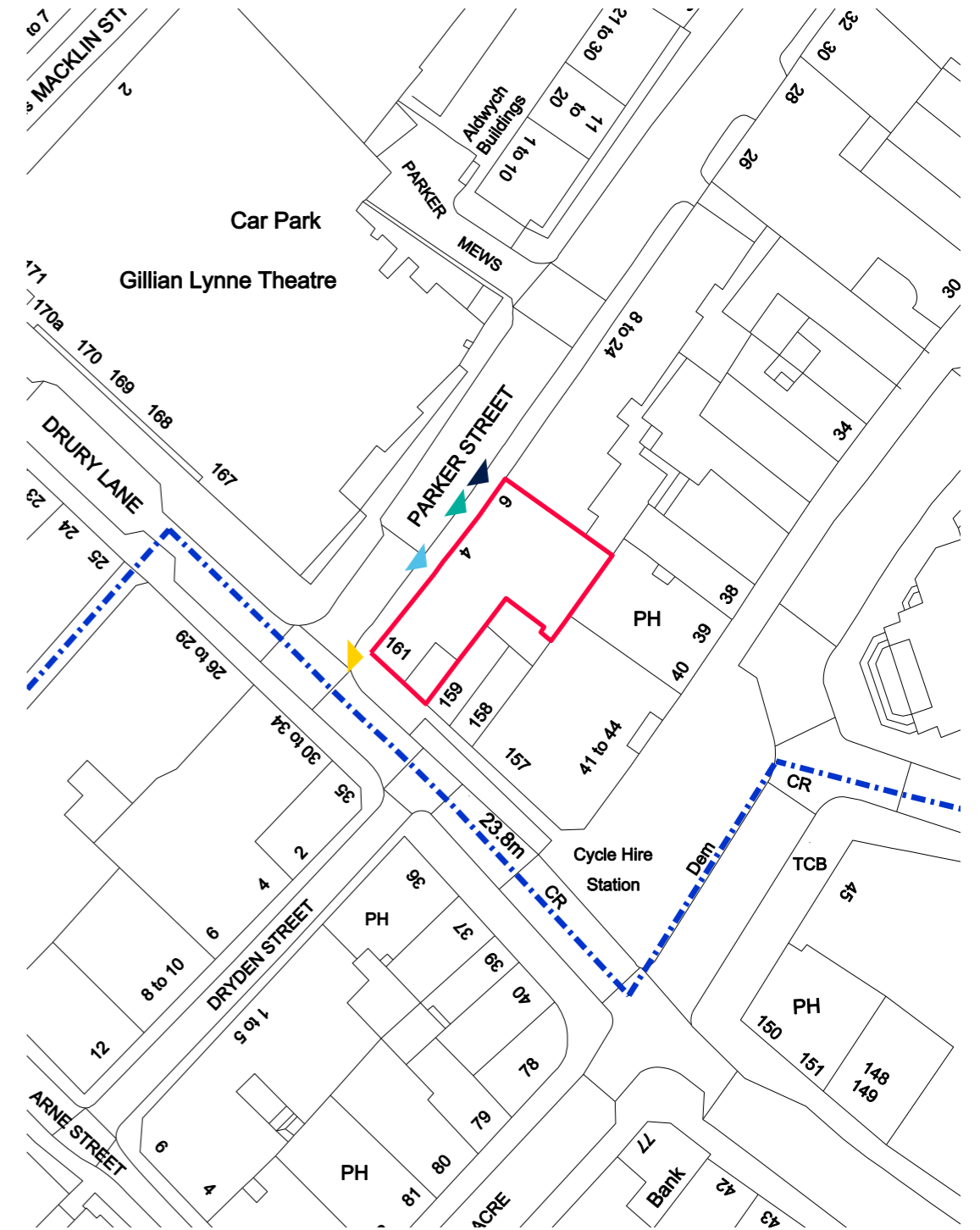
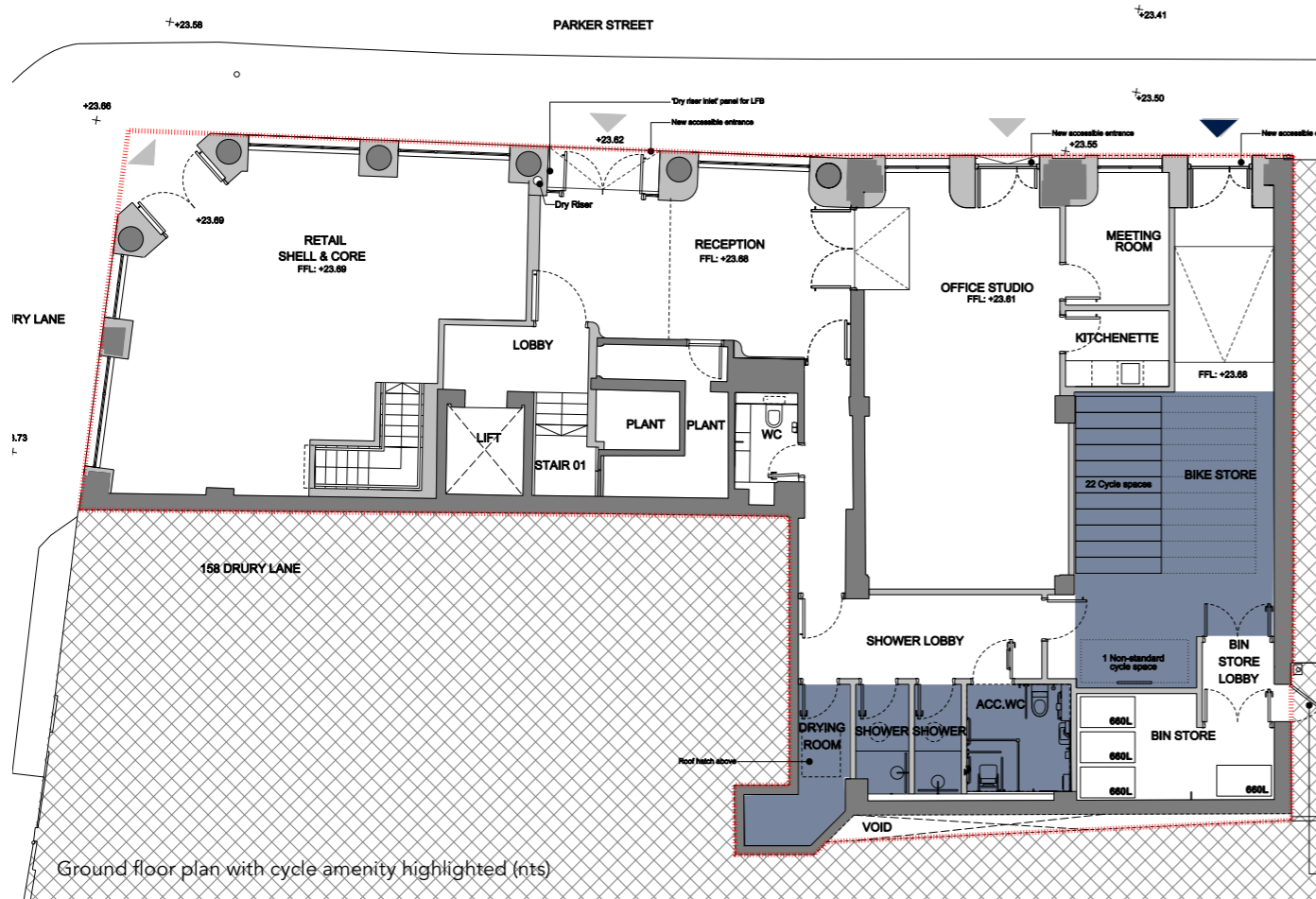
From this entrance, cyclists can access formal internal cycle parking facilities complete with changing and wash room facilities.

23 bike parking spaces are provided. One of these is a non-standard/large sized bike space with a Sheffield stand.

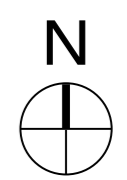
Vehicular route

The roads surrounding the frontage of the site have double yellow lines. There are no proposed changes.

The scheme is proposed as car free.



- ▶ Retail entrance
- ▶ Office entrance
- ▶ Office studio entrance
- ▶ Cycle entrance



8.3 Access within the Building

The Equalities Act 2010 is based on reasonable provision with respect to the physical environment, and so within this context, two of the main references used in the development of the proposals are BS8300 and Approved Document Part M.

This is an existing building and as such extensive consultation has been conducted with the Approved Inspector to identify opportunities to enhance mobility within the constraints of the existing structure.

Horizontal access

Doors and thresholds will be level on each floor and designed in line with Approved Document Part M.

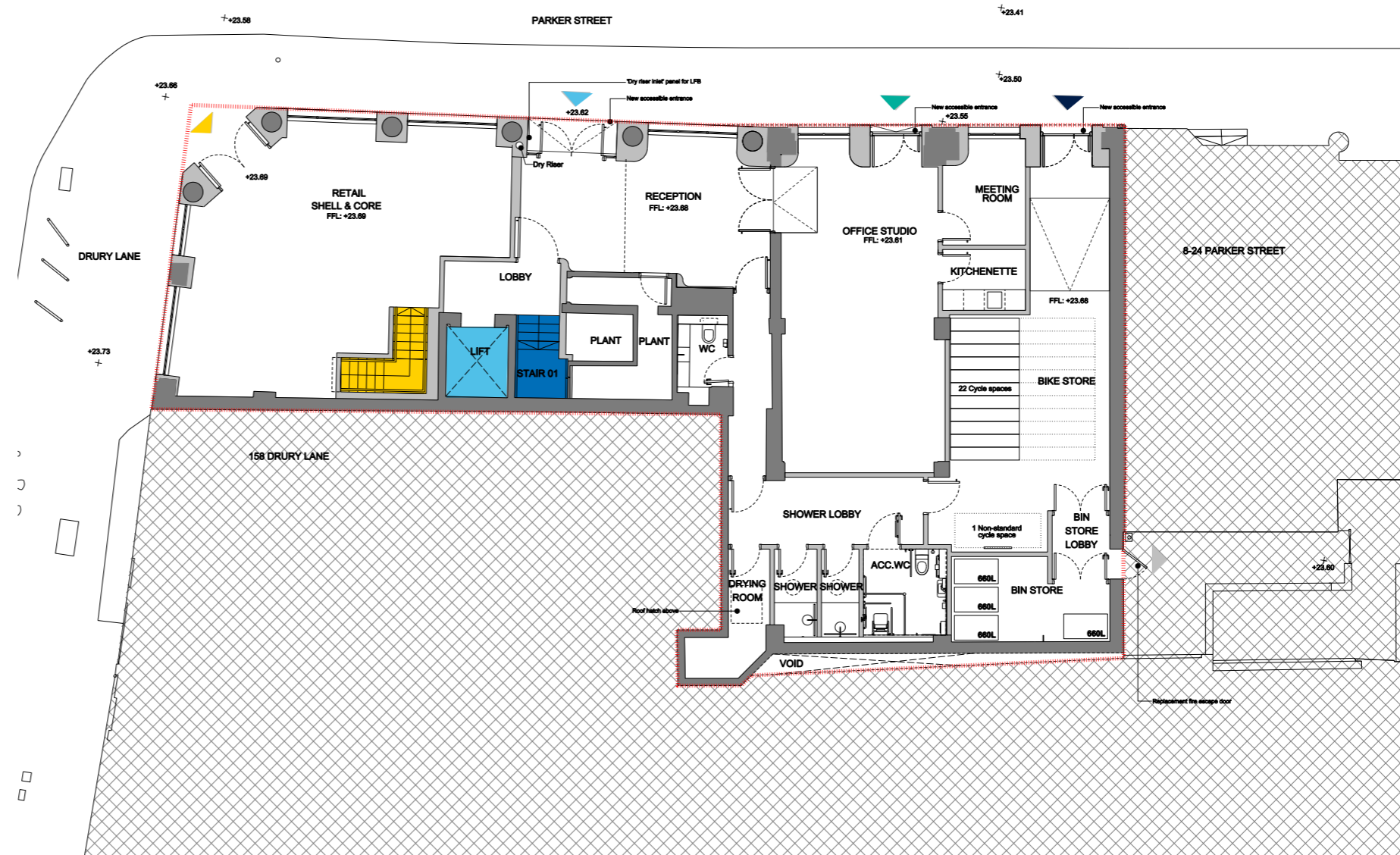
A new fully accessible WC and shower is provided at the ground floor. The existing WCs are located on a half landing below/above the main floor plates. It is not possible to alter the location within the project constraints.

Vertical access

A new lift (located within the existing lift core) provides access to all upper floors (existing and new).

The existing internal stair is being retained and upgraded.

A new back of house stair is located in the retail unit. This is located away from the main façade and positioned to give access to the existing basement below.



Ground floor plan (not to scale)

- Passenger Lift (Office)
- Escape stair
- Retail stair
- Retail entrance
- Office entrance
- Office studio entrance
- Cycle entrance



8.4 Service Access

The existing building is currently serviced on street with deliveries and collections via Drury Lane and/or Parker Street.

Refuse and recycling

The building currently has no internal waste facilities, with street collection taking place from the pavement on Drury Lane.

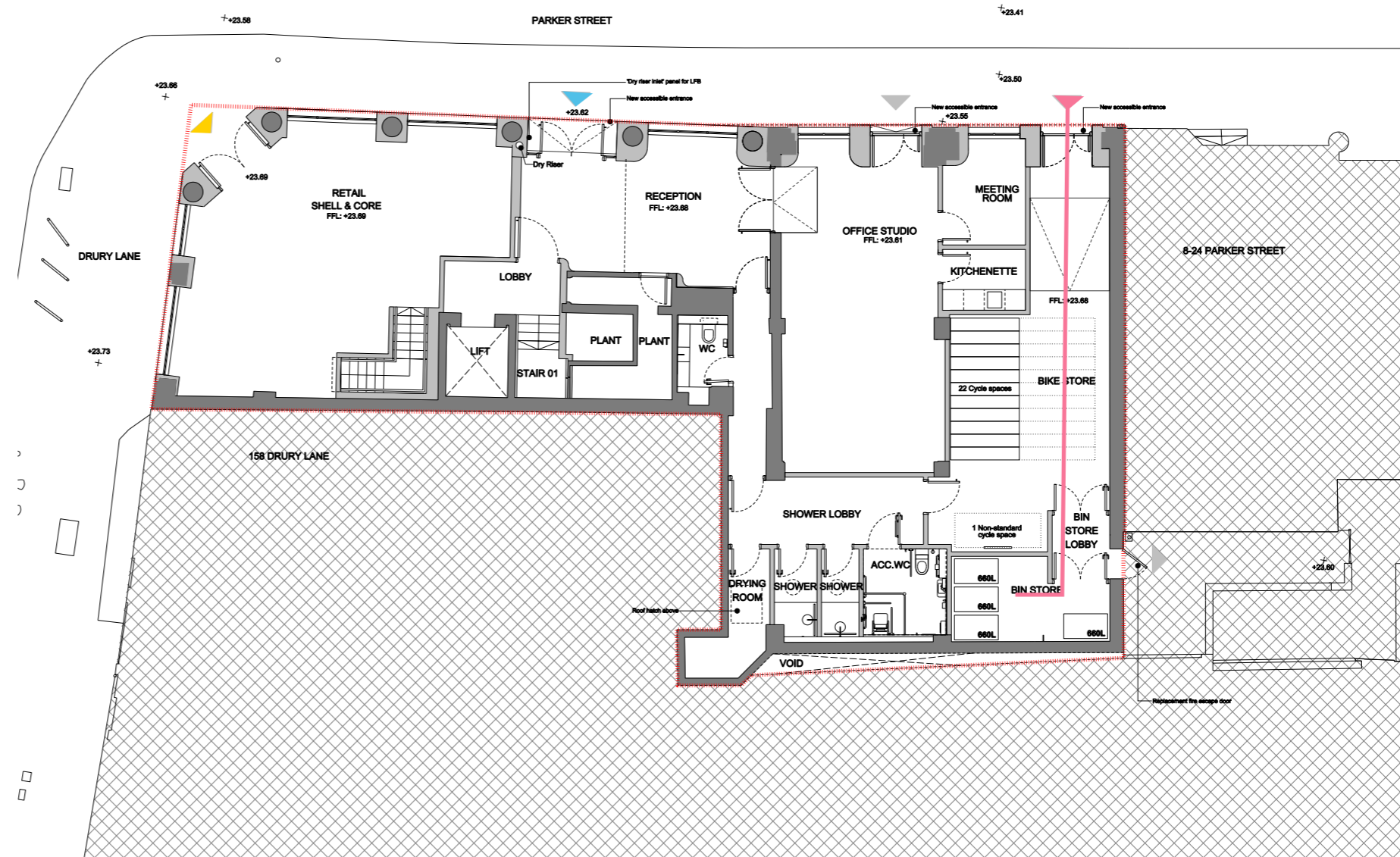
The scheme provides internal building enhancements including the provision of an improved waste arrangement.

The facing diagram shows the waste collection strategy. There is one combined refuse and recycling chamber.

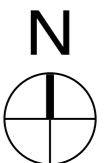
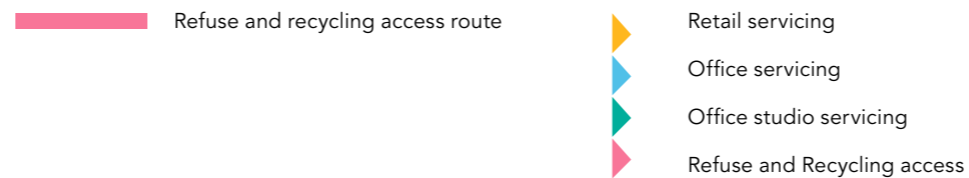
The internal waste storage area would accommodate 4no. 660l bin receptacles, one for each of the general waste, paper and cardboard, dry mixed recyclables, and food waste.

Deliveries

Servicing and deliveries access will be via the retail or office entrances.



Ground floor plan (not to scale)

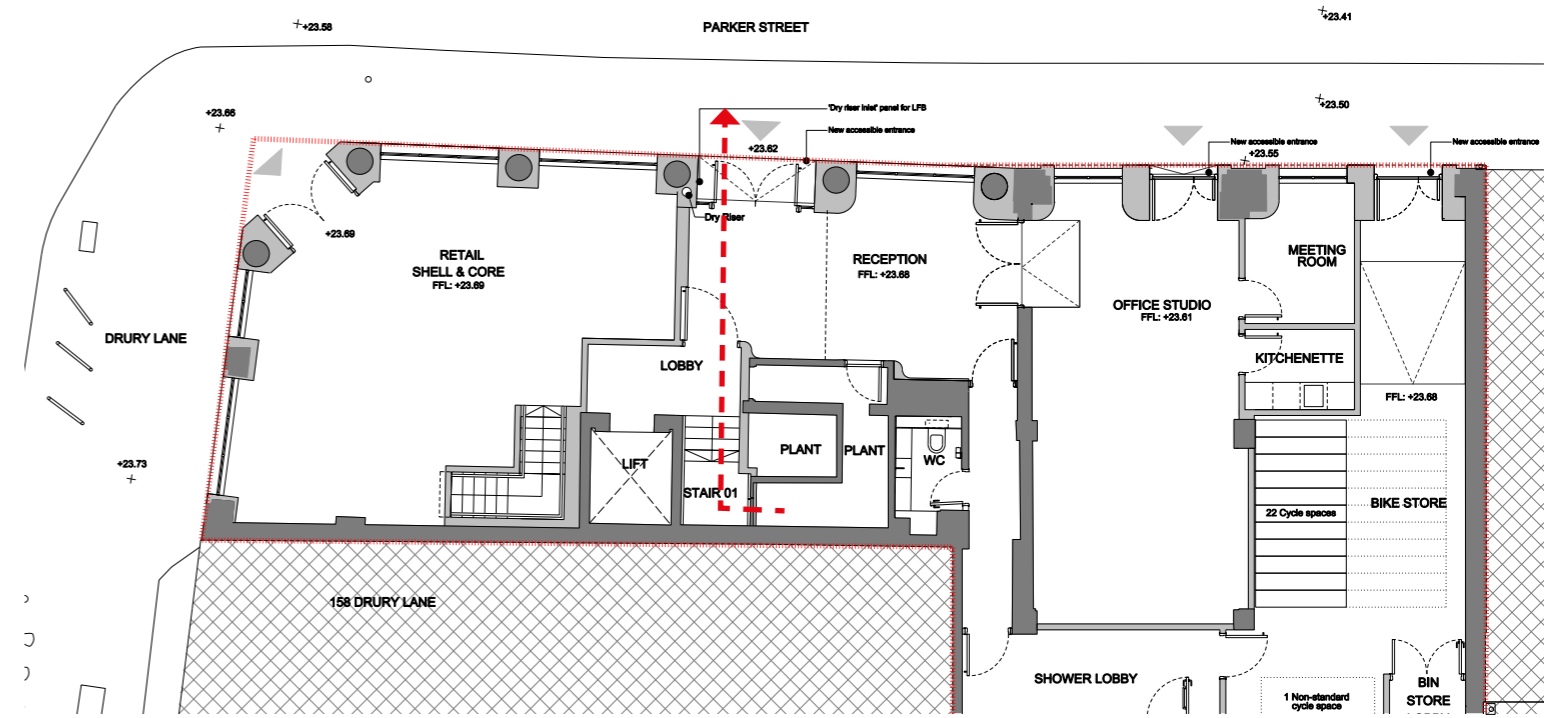


8.5 Emergency Egress

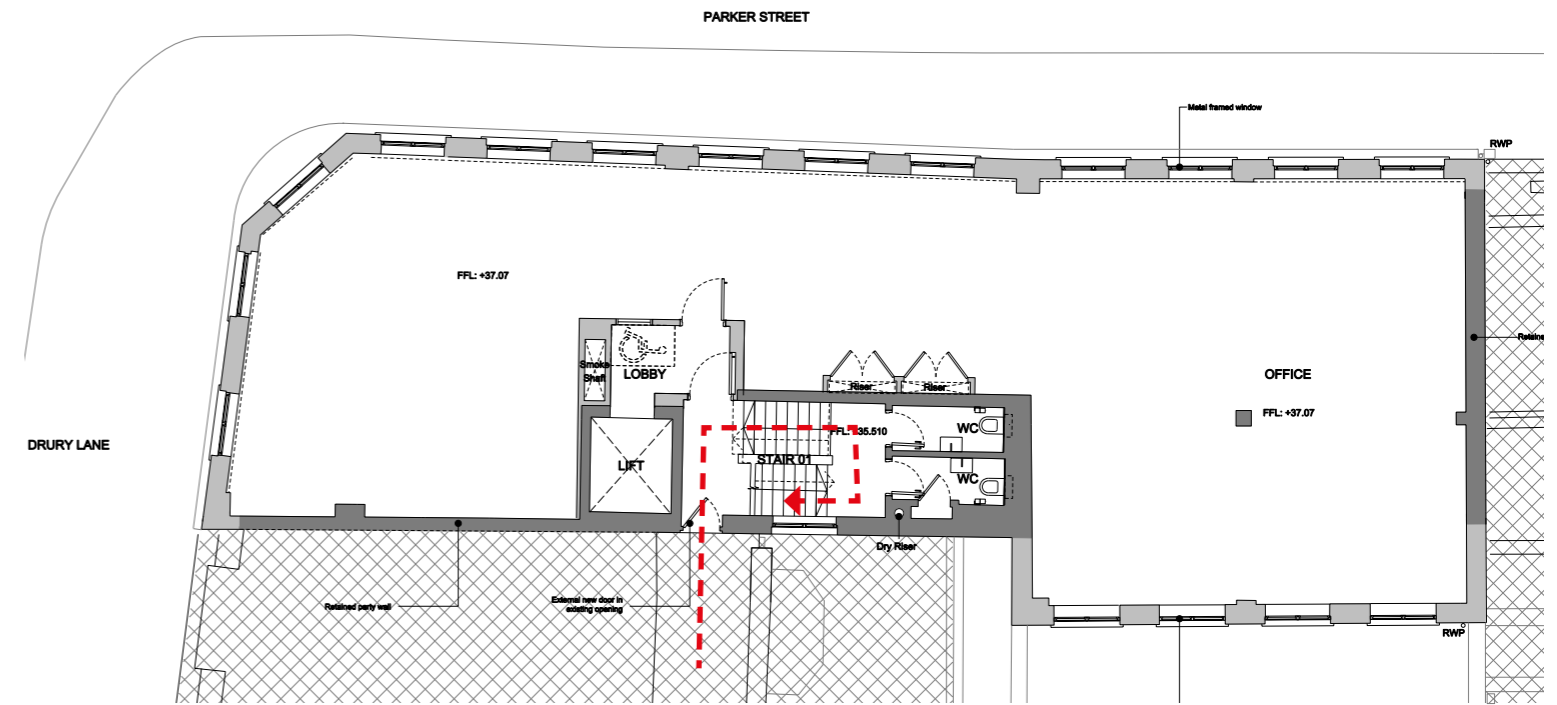
The existing building provides emergency egress through the property demise for office tenants of 41-44 Great Queen Street.

There are no proposed changes to this egress strategy.

A strategy will be implemented during the construction phase to manage safe egress during construction.

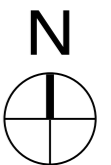
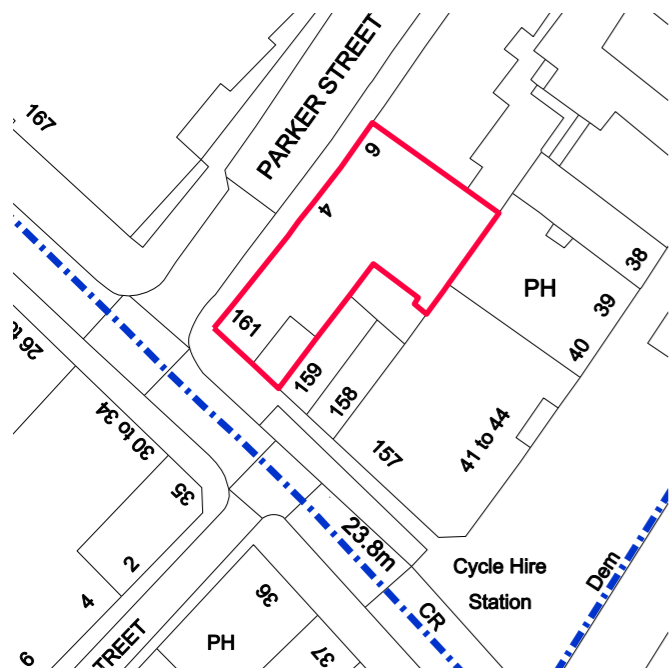


Ground floor plan (not to scale)



4th floor plan (not to scale)

← - - - Emergency egress route



Section 9.0 Summary





Existing view of junction of Parker Street and Drury Lane



Existing view of junction of Parker Street and Drury Lane

9.1 Summary

The proposals have been prepared following a formal Pre-App process with Camden. The proposals integrate all of Camden's comments:

- Justification of the removal of ground floor pillars to create more active frontage
- Inclusion of a design feature /difference between 161 Drury Lane and 4/6 Parker Street
- No terrace on the front of the building
- Overall design to reflect Covent Garden and local aesthetics
- Top floor shape to align with the chamfered corner

- 5th floor to have similar amount of glazing to lower floors or less.
- Design to be interesting and create visual interest at ground and roof level whilst responding to the conservation area
- Building to maintain a 'warehouse' aesthetic

There are also a number of wider benefits to the immediate area:

- Formal waste collection area within the building, creating the opportunity for reduced waste left on pavements.
- Consolidated plant with associated visual and acoustic benefits
- Removal of externalised columns to reduce anti-social behaviour
- Improved ground floor frontage aesthetically
- Provision of additional workspace in central London

- Provision of an improved retail unit on Drury Lane creating opportunity for more retail diversity and a larger active frontage
- Reuse of an existing building reducing carbon and construction waste
- Improving a corner site in Covent Garden
- Use of materials that reflect the conservation area whilst maintaining a modern aesthetic.