
ACCESS

17.01 WIDER ACCESS

Strategic wider context access

The site is located in the subterranean levels of the Brunswick centre which is within the west of the bloomsbury district. It is surrounded by Marchmont street, Bernard street, Brunswick square and Handel street. The proposal has been designed to comply with Part M of the Building Regulations and the guidance set out in the guidelines by Camden Council.

The site is well located and excellently connected to other parts of London and wider parts of the country. It features multiple modes of public transport available within a short walking distance, these include;

- Russell Square underground station
- Kings Cross and St Pancras train station
- London Euston train and underground stations
- Several bus stops and routes
- A taxi rank on Coram streer

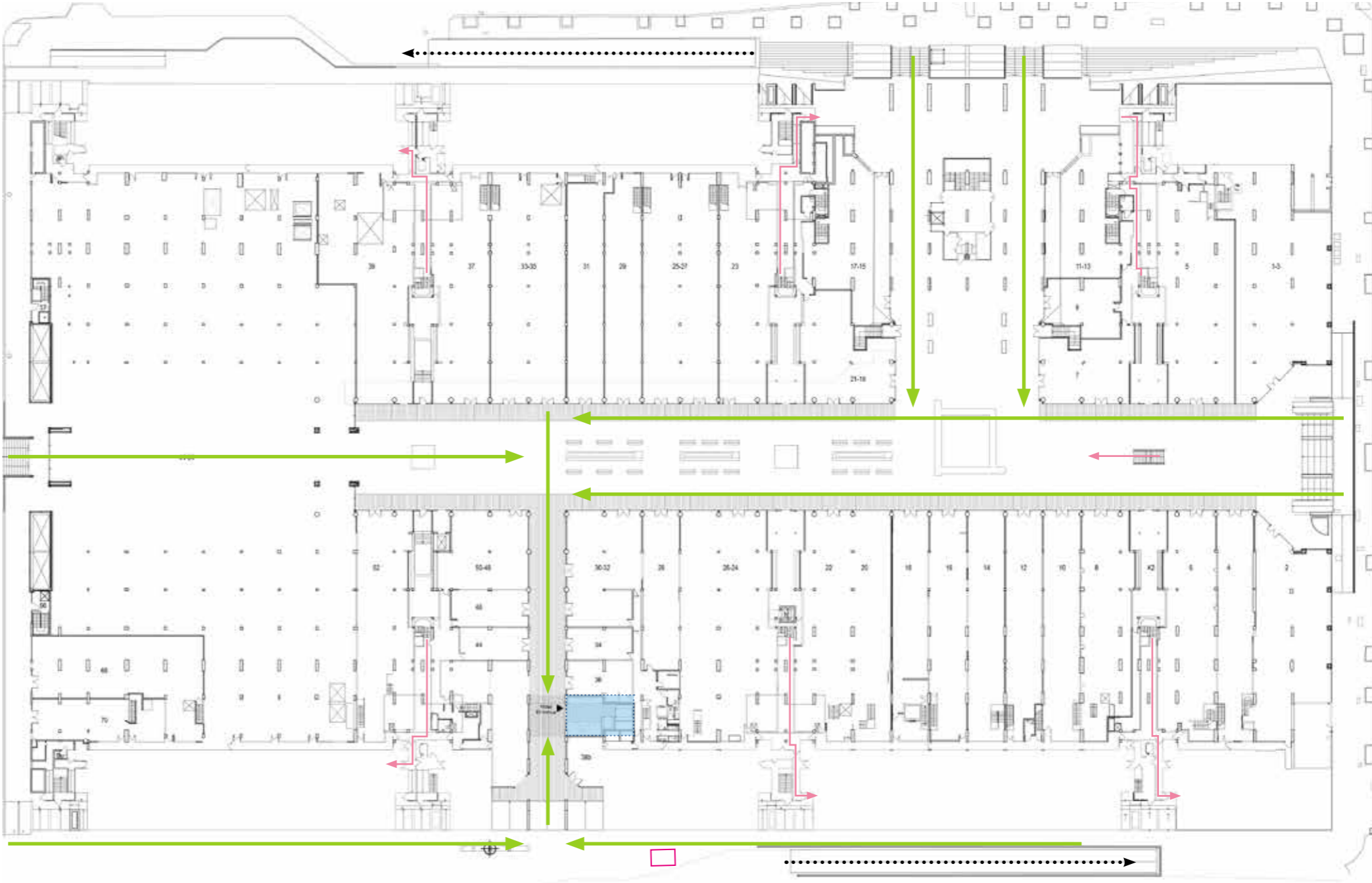


	Vehicle access (1 way)		Bus Stops
	Vehicle access (2 way)		Bicycle Parking
	Bicycle Route		Cycle Parking
	Pedestrian Route		Tube station
			Taxi rank

17.02 BUILDING ACCESS

At ground floor the entrance will be accessible from both Marchmont street and Brunswick centre shopping concourse.

The short stay cycle parking will be located on Marchmont street, in proximity of the entrance.



-  Deliveries/ Services
-  Ua Bedroom
-  Circulation
-  Core Circulation
-  Hotel Entrance
-  Public
-  Fire Escape
-  Proposed Short-stay cycle parking

PROPOSED GROUND FLOOR PLAN

17.02 BUILDING ACCESS

At upper basement level, guest and visitors will walk through the reception area to get to the F&B area (public & hotel guests) and rooms (only hotel guests).

8no means of escape will be provided along the scheme.



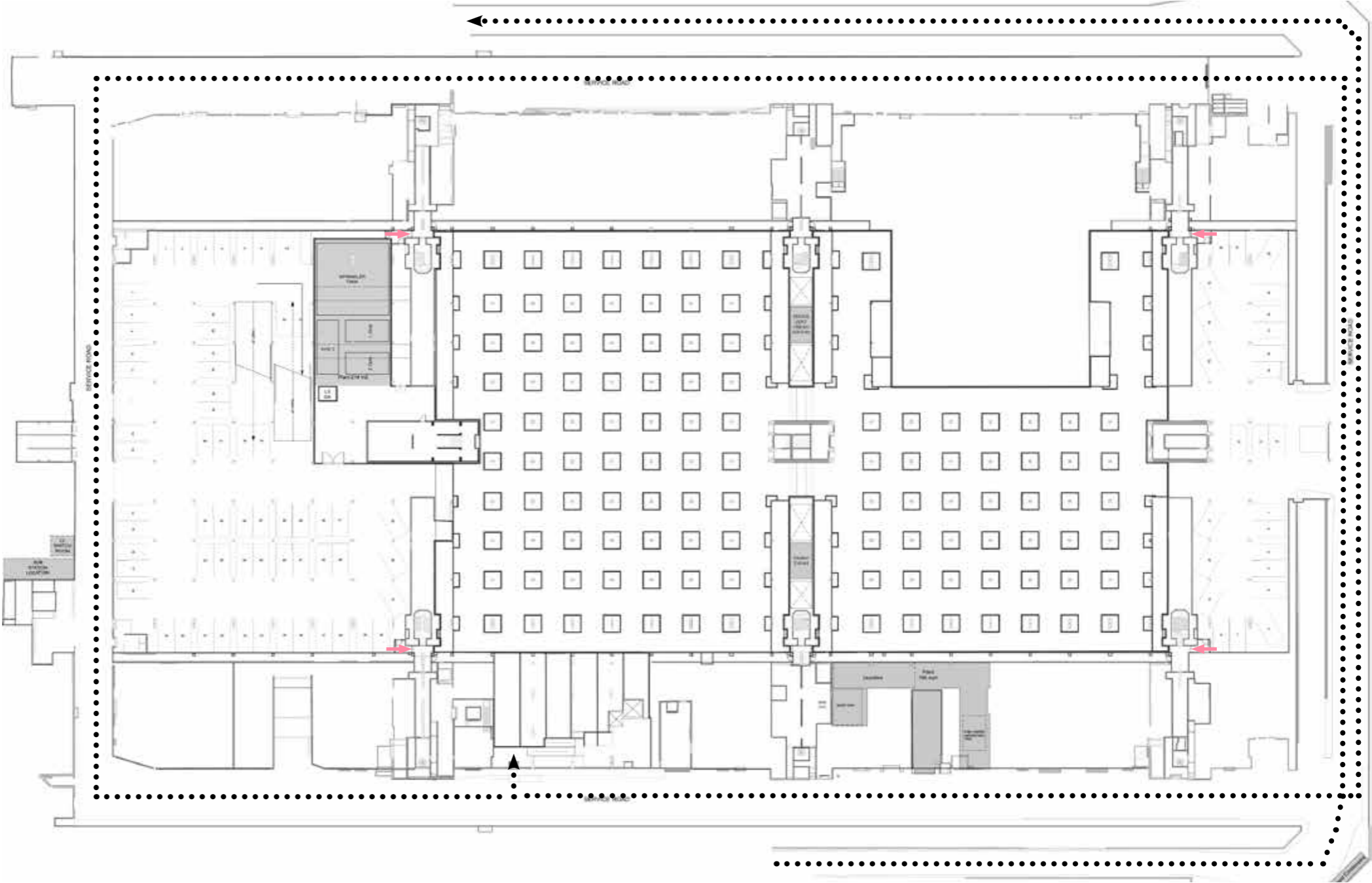
- Ua Bedroom
- Circulation
- Core Circulation
- Public
- Fire Escape

PROPOSED UPPER BASEMENT PLAN

17.02 BUILDING ACCESS

At lower basement, the delivery access will be through the service road.

The means of escape from the car park areas will be unaltered.



PROPOSED LOWER BASEMENT PLAN

17.03 INCLUSIVE DESIGN

Policy D5 (London Plan) and Policy C6 (Camden Local Plan) states that development proposal should achieve the highest standards of accessible and inclusive design so they can be used safely, easily and with dignity by all.

The aim for the proposal is the creation of an inclusive environment that is accessible for everyone. The core principles of inclusive design place people at the heart of the design process without excluding those that may not be considered as part of traditional design practices. Inclusive design means designing and building places that everyone can enjoy confidently and independently with choice and dignity – regardless of disability, age, gender, sexual orientation, race or faith. Inclusive design is a rational and beneficial design strategy. For example, step-free access benefits wheelchair users, ambulant disabled people and elderly people as well as anyone that suffers a temporary injury.

The Proposed Development has incorporated the following principles of inclusive design:

- *Hotel can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances*
- *Access with no disabling barriers, so everyone can use them independently without undue effort and separation*
- *Provision of high quality people focused space to facilitate social interaction and inclusion*
- *Be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.*

The proposed development aim to convert part of the two storeys under-utilised car park of the Brunswick Centre into a hotel use. The Hotel will include an ancillary F&B (Food & Beverage) offer to provide space for hotel guests and local residents alike.

The entrance is proposed from unit 38a at ground level arcade of the shopping centre. Accessibility has been carefully considered since early stage of concept design and developed to deliver an easy access to the key area of the scheme.

- The entrance/lobby area at unit 38a will provide step-free level access from the interconnecting public realm of the Brunswick shopping centre
- Access to the hotel level is provided by 2no lift and 1no stair
- Hotel circulation, rooms and communal areas are step-free
- All wheelchair accessible rooms are located in proximity of the reception and F&B area to avoid long travel distances
- Provision of 1no Evacuation Lift
- 1no Cycle lift and cycle storage at hotel level in proximity of the lift and reception
- Access to the retained car park areas will be unaltered for both residents and Waitrose users
- Circulation corridors to be minimum 1.2m wide along majority of the scheme

INVOLVEMENT OF LOCAL COMMUNITIES

Residents and local groups has being consulted as detailed at section 08 (Public consultation). Comments from local communities has been taken in consideration along the design development.

EMERGENCY EVACUATION

The layout has been designed to accommodate Emergency evacuation procedures for all building users, including those who require level access. Refugee points are provided at each escape stair lobby (See section 14 Fire Strategy) and 1no evacuation lift has been provided at reception area (see following page)

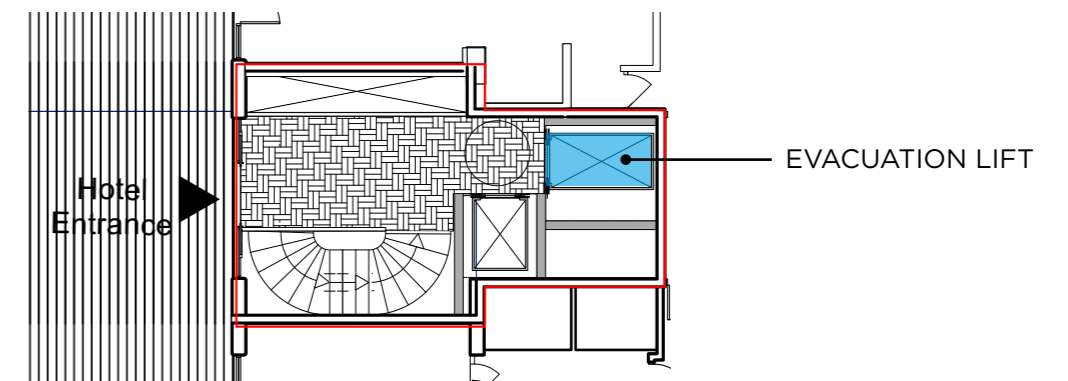
17.03 INCLUSIVE DESIGN

Policy D5 Inclusive Design states :

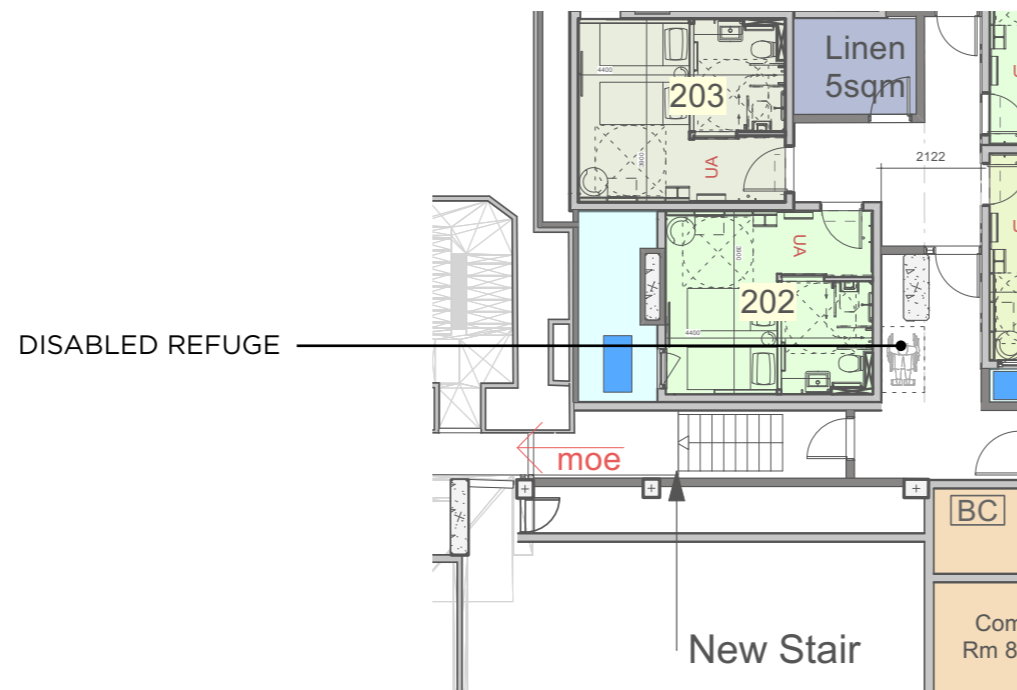
Development proposal should achieve the highest standards of accessible and inclusive design.

They should be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

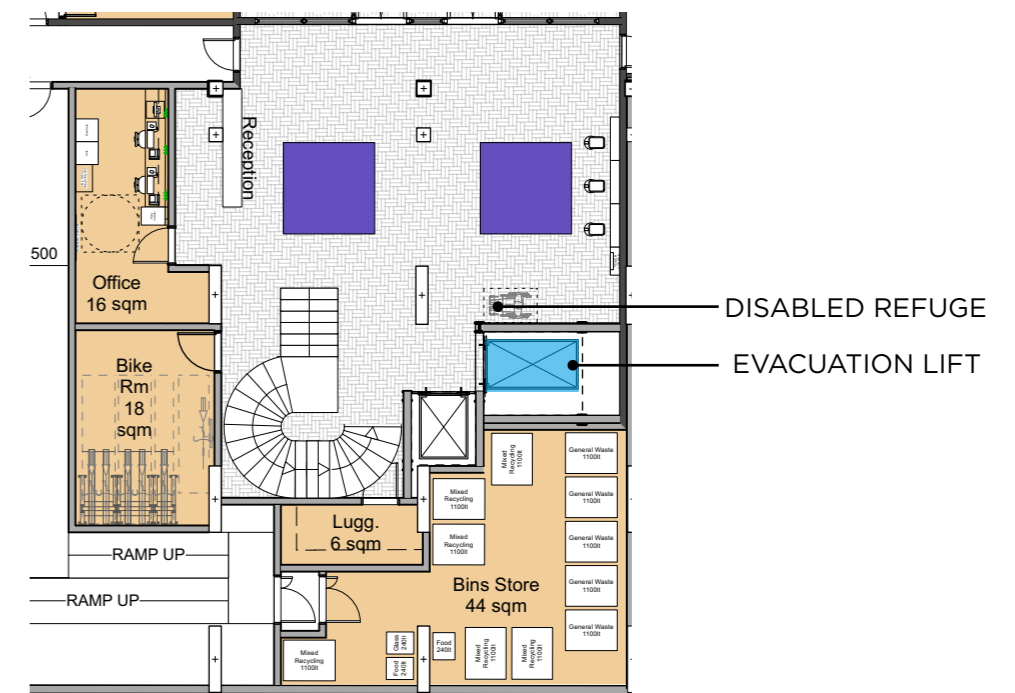
An evacuation lift in accordance with BS EN 81-76 will be provided to the reception area and disabled refuges will be provided to each stair core. The means of escape provisions provided within the development are in accordance with Part B of the Building Regulations, through either a linear route of compliance with a prescriptive guidance or through a functional route demonstrating compliance through a fire engineered solution. Therefore, meets the recommendations of the London Plan.



GF PLAN - ENTRANCE



STAIRCASE 1



HOTEL PLAN - RECEPTION

17.04 ACCESSIBLE ROOMS

10% (20 rooms) of the proposed bedrooms will be wheelchair accessible in accordance with London Plan Policy E10. These will be located around the reception and F&B area to allow a shorter journey in and out of the hotel. Access to the rooms will be possible through the communal area or via separate routes from the reception area.

THE MANAGEMENT OF THE WHEELCHAIR ACCESSIBLE ROOMS

At the point of booking a wheelchair accessible room, whether online or over the phone, guests will be asked whether it is for single or dual occupancy. Assuming it is online, the guests will then be advised to call the hotel directly to check the suitability of the room for their needs as some rooms are more spacious than others, though all are fully accessible by wheelchair users. The various options available will be discussed and staff will offer the most appropriate option to meet needs.

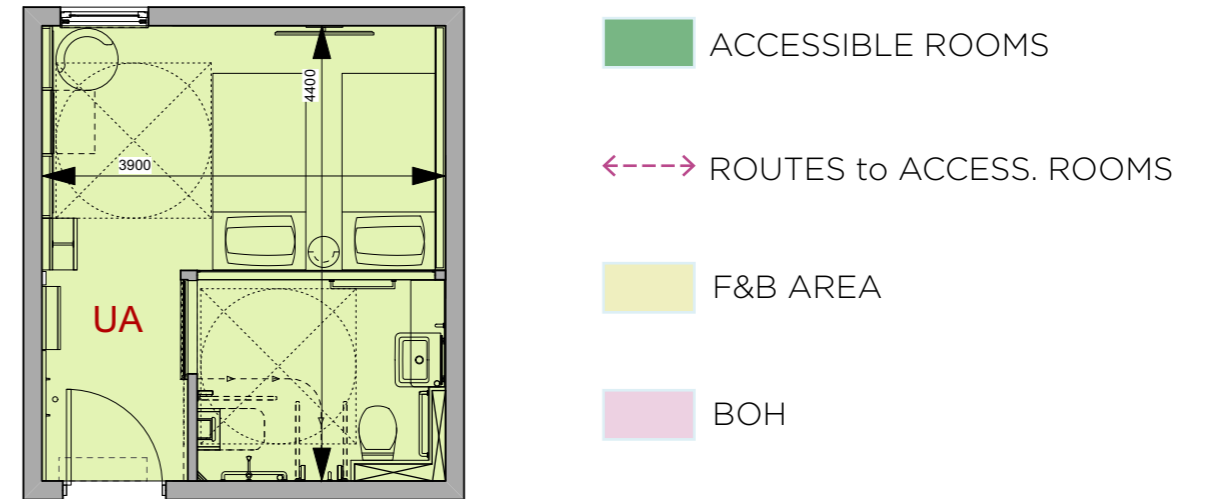
At that point, the hotel staff will ask about how they would like the room set up, and that usually prompts the guest to state whether they would like the room set as a twin or double, both of which can be provided for with the zip and link bed system. On arrival, a record will also be taken of the guests requirements and any request for being lower in the building and/or close to a fire escape, and these requests can be accommodated as required.

The twin bed set up usually only applies when a guest requires a carer to stay in the same room, and is unable to share a double bed. This is very infrequent. Nevertheless, there is sufficient space for a guest in a wheelchair to access the room, turn towards the closest bed, and for a carer to help the guest using a 400-500mm gap between the twin beds.

In the unlikely event that a wider space between the twin beds is required during a manoeuvre (though we are not aware of any requests for this), the beds are on wheels they can simply be moved slightly by the carer as the disabled guest is sat on the bed and then realigned. The same applies in helping the disabled guest off the bed and back in to a wheelchair.

The bathroom is also of sufficient size to function adequately. As previously stated in a consultation response, the shower seat is not fixed and when upright enables the turning circle of a wheelchair to pass underneath.

The above managed approach to the rooms has proven to be more than satisfactory within all of Whitbread's trading hub hotels, as listed below. It is a practical way of addressing the needs of wheelchair users whilst still offering them the same short stay, high quality and affordable accommodation within prime locations as is offered to visitors who do not have a mobility impairment.



ACCESSIBLE ROOM TYPE

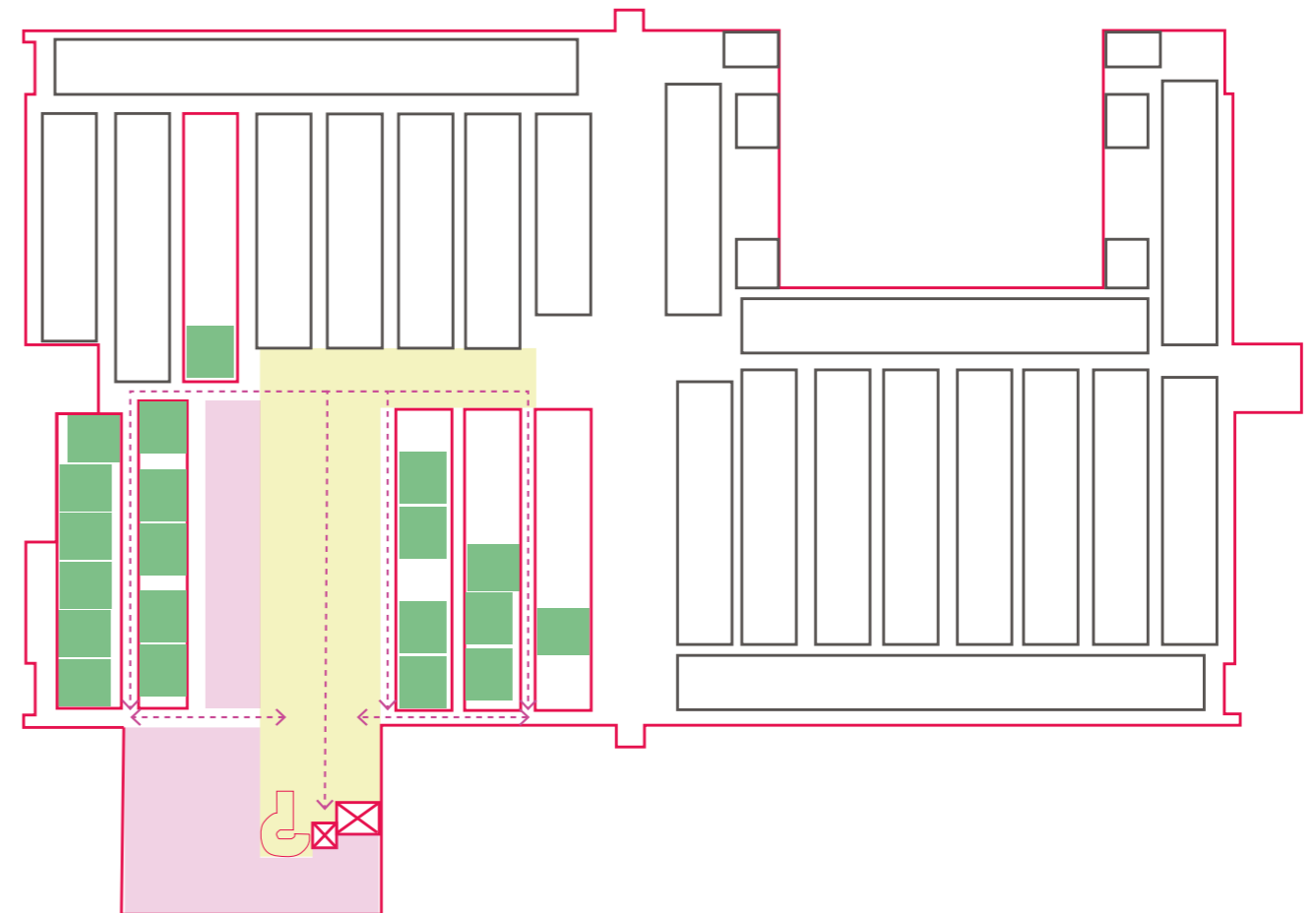


DIAGRAM LOCATION ACCESSIBLE ROOMS

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