

Design and access statement

On behalf of



The Arch Company

Waiting House, 33 Cannon Street, London, EC4M 5SB.

In respect of:

Proposed alterations to
Arch 20 Hartland Road, London NW1 8HR

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Date: 10 November 2023

Rev. 0

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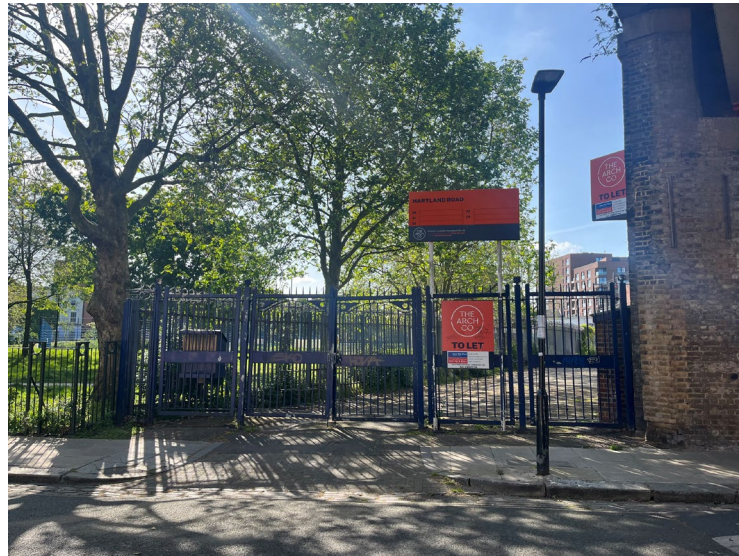
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1. Executive summary

- 1.1.1. This design and access statement has been prepared support of planning application ref. PP-12375437, relating to works which are proposed to be undertaken at railway Arch 20 Hartland Road as identified in the below photographs and site location drawings below. The referred arch unit, which is classified as light industrial use, is currently vacant and in a state of disrepair and non-compliance; the works which are proposed are intended to place the unit back into a good and compliant condition and ready for re-letting to a yet to be identified tenant.
- 1.1.2. In respect of application reference Arch 20 Hartland Road – PP-12375437 as previously corresponded with Sophie Bowden.
- 1.1.3. This document is to be read in conjunction with drawings:
- Arch 20 Hartland Road- Existing plans.pdf.
 - Arch 20 Hartland Road- Proposed plan.pdf.
- 1.1.4. The proposed works are to Arch 20 only and include the construction of lean-to extension in front of / to the immediate east of Arch 20.

2. Site Analysis

2.1.1. The site is located in the London Borough of Camden.



View from Hartland Road – Access to Arch 20.



General view of the arches.



Front Elevation Arch 20.

3. Proposed design



As shown on drawings:

- Arch 20 Hartland Road- Proposed plan (Appendix A)

- 3.1.1. The proposal will involve the construction of a new modern lean-to structure to meet current and future demands for the space. The proposed single storey lean-to building will have a rectangular plan shape covering an GIA of 49.1 sq m. Along with the existing arches it will create a unit with GIA of 116.5 sq m.
- 3.1.2. The proposed building will be clad in metal cladding panels. The north elevation providing the main access into the building will be punctuated with a roller shutter door. The north elevation will also have metal security doors providing emergency egress.
- 3.1.3. The roof will have profiled metal panels laid to a mono pitch.

4. Appearance

- 4.1.1. The new modern lean-to structure element will bring to the Arch 20 to modern standards for occupation.
- 4.1.2. Planning drawings included at appendix A.

5. Pedestrian, Vehicle and Public Transport

5.1. Generally

- 5.1.1. Pedestrian, vehicle, cycle hire and public transport provisions are all provided outside of the development boundary and all controlled by third parties.

5.2. Pedestrian

- 5.2.1. Pedestrian access is provided via roller shutters with inset pedestrian doors to the proposed lean-to to Arch 20.

5.3. Vehicle (Including Parking)

- 5.3.1. Street parking is provided on Hartland Road.

5.4. Public Transport

- 5.4.1. The near public transport is located on the main street Chalk Farm Rd.
5.4.2. Various bus stops are located on the main street Chalk Farm Rd.

5.5. Access

- 5.5.1. The proposal is designed to have step free access from the boundary of the site to the main entrances of the building and will be fully compliant with Building Regulations Approved Document Part M requirements.

5.6. Internal Circulation

- 5.6.1. The new lean-to extension will be open plan space. The incoming tenant will fit-out as per their requirements.

5.7. Signage and Way Finding

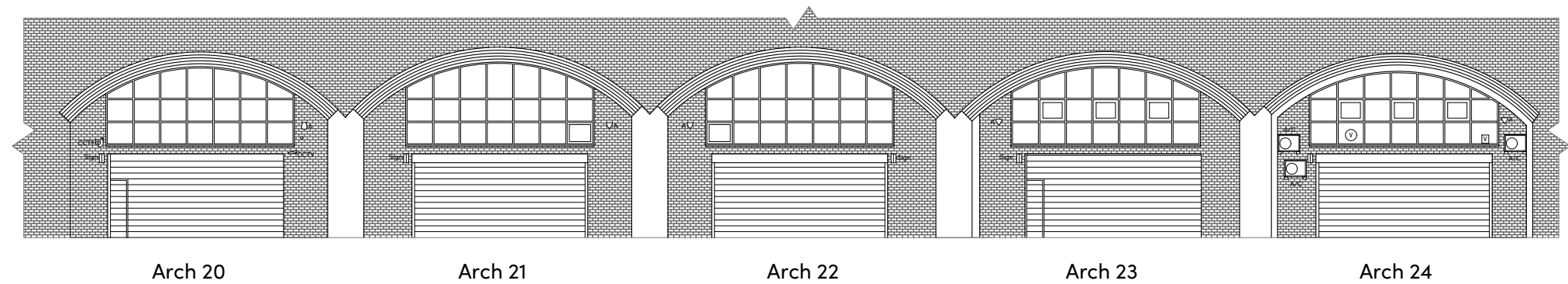
- 5.7.1. There is no intention to install wayfinding signage internally. However, an incoming tenant could consider installation of clear and concise directional signage to indicate best entrance and egress routes.
5.7.2. If installed by the tenant, detailed signage and wayfinding design should follow the principals of being clear, visible and tactile (where reasonable), utilising appropriate visual/colour contrast between lettering/symbols and background, not be unduly affected by lighting and use upper and lower case lettering in accordance with current best practice guidance.

6. Conclusion

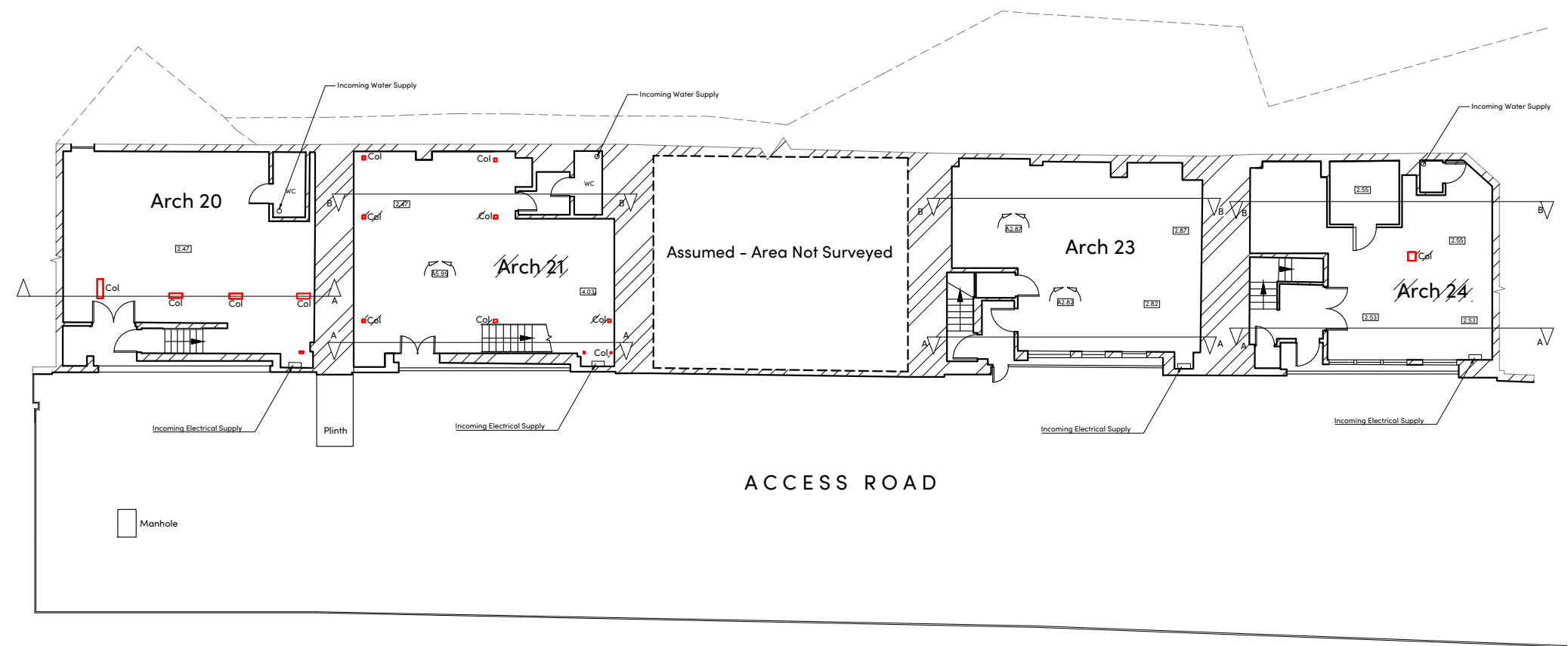
- 6.1.1. The proposed refurbishment project would place the unit back into a good, compliant, and tenable condition for continued light-industrial use, with, subject to approval, the potential for leisure or retail uses also, in-line with all those other arch units which are included within the same listing.
- 6.1.2. The proposed development would contribute to the mix of uses in the area.
- 6.1.3. Due to the minor nature of the proposed external works, we consider there would be no detrimental impact to any neighbouring amenities in terms of access to sunlight/daylight, outlook, or loss of privacy/overlooking over and beyond the existing situation.
- 6.1.4. The proposed alterations to Arch 20 Hartland are deemed to be of minimum visual impact upon the viaduct and will instead serve to enhance it by ensuring the optimal viable potential uses of the heritage asset, and is conducive to the long-term preservation and economic benefits for the local area and businesses.

Appendix A

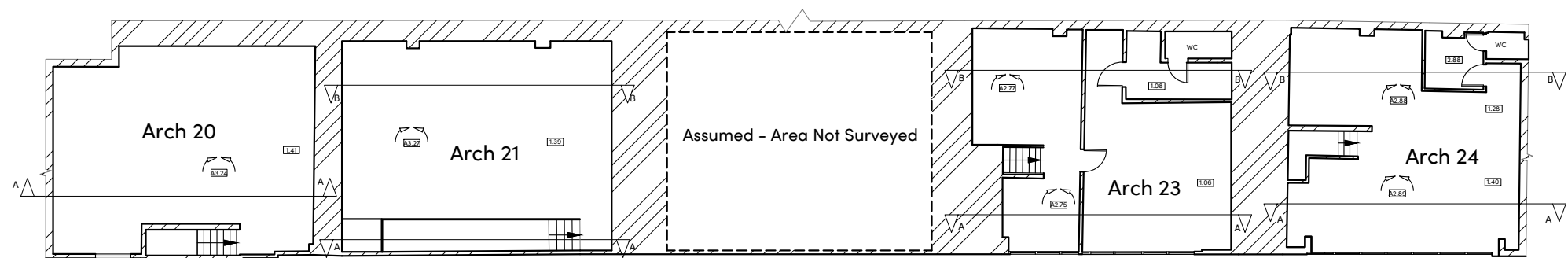
Planning Drawings



Scale 1:200



Existing Ground Floor Plan



Existing Mezzanine Floor Plan

Scale 1:200

NOTES

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- 2) HOLLIS SHALL BE INFORMED IN WRITING OF ANY DISCREPANCIES.
- 3) ALL DIMENSIONS ARE IN METRES ONLY.
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THIS DRAWING IS FOR THE FOLLOWING PURPOSE ONLY:
PRELIMINARY ☐ TENDER ☐ CONSTRUCTION ☐
SKETCH ☐ MEASURED SURVEY ☒ CONTRACT ☐

TITLE

Arches 20, 21, 23 & 24 Hartland Road Existing Plan

CLIENT

The Arch Co
3rd Floor ; 140 London Wall
Barbican
London, EC2Y 5DN

PROJECT NAME

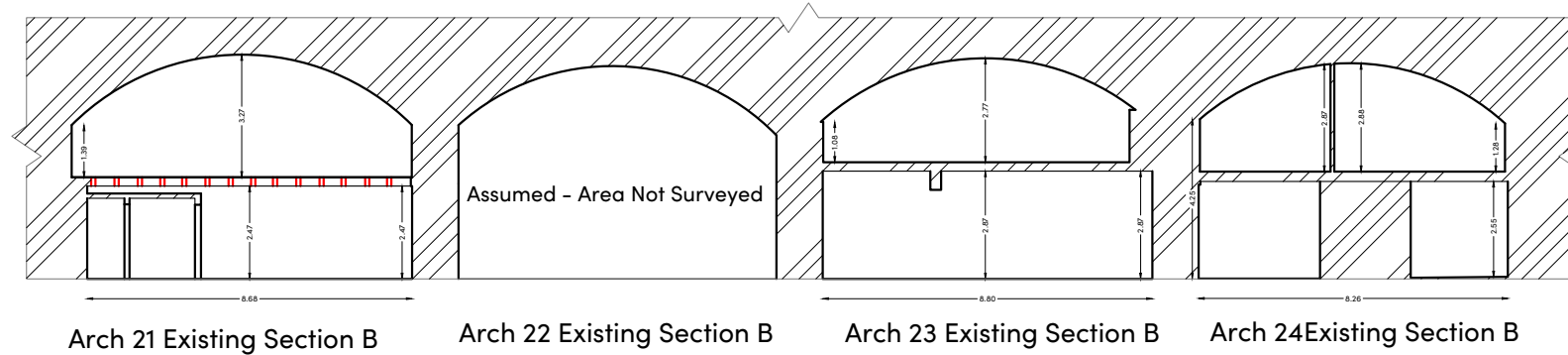
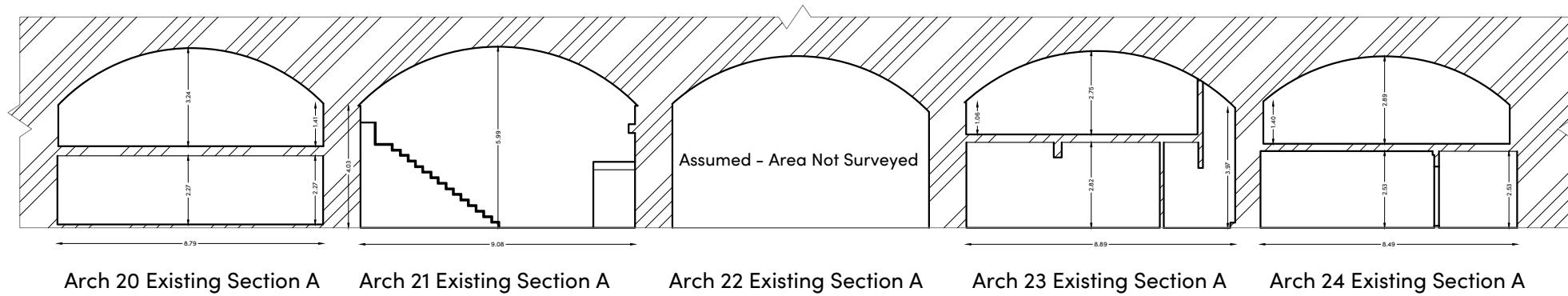
Arches 20, 21, 23 & 24
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NW1

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| ORIGINATOR | HLS | VOLUME/ZONE/BLDG | XX |
| LEVEL | XX | STATUS | SO |
| REVISION | --- | --- | --- |



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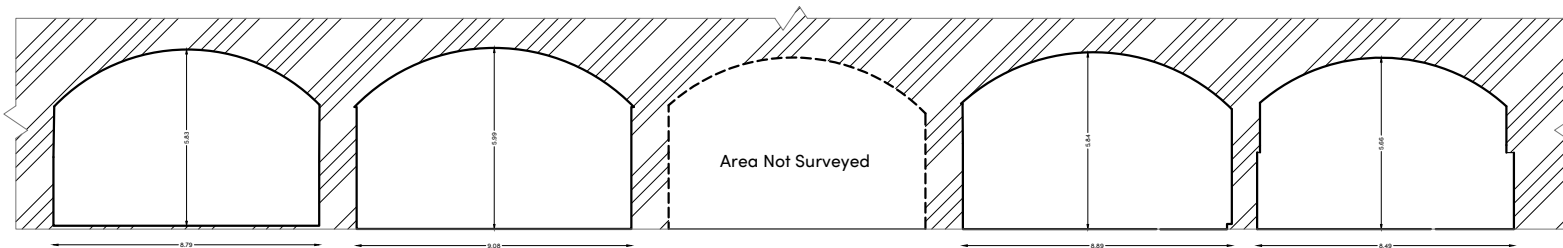
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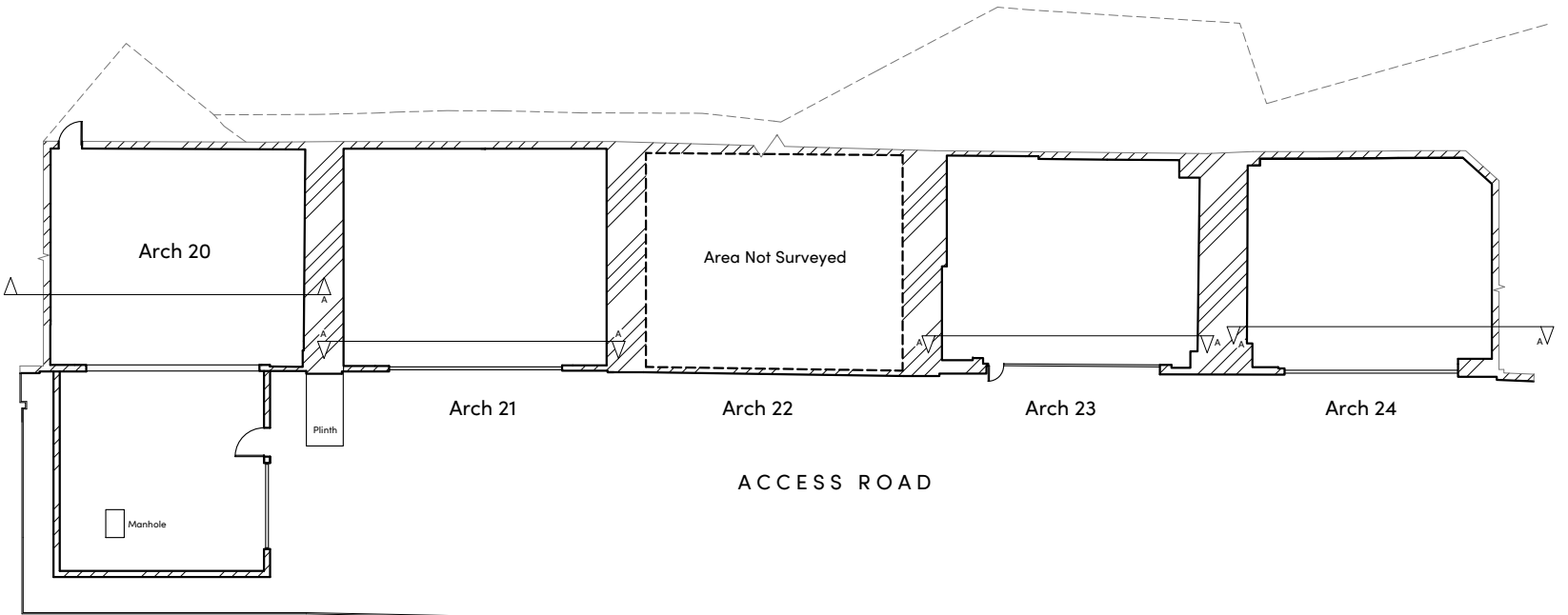


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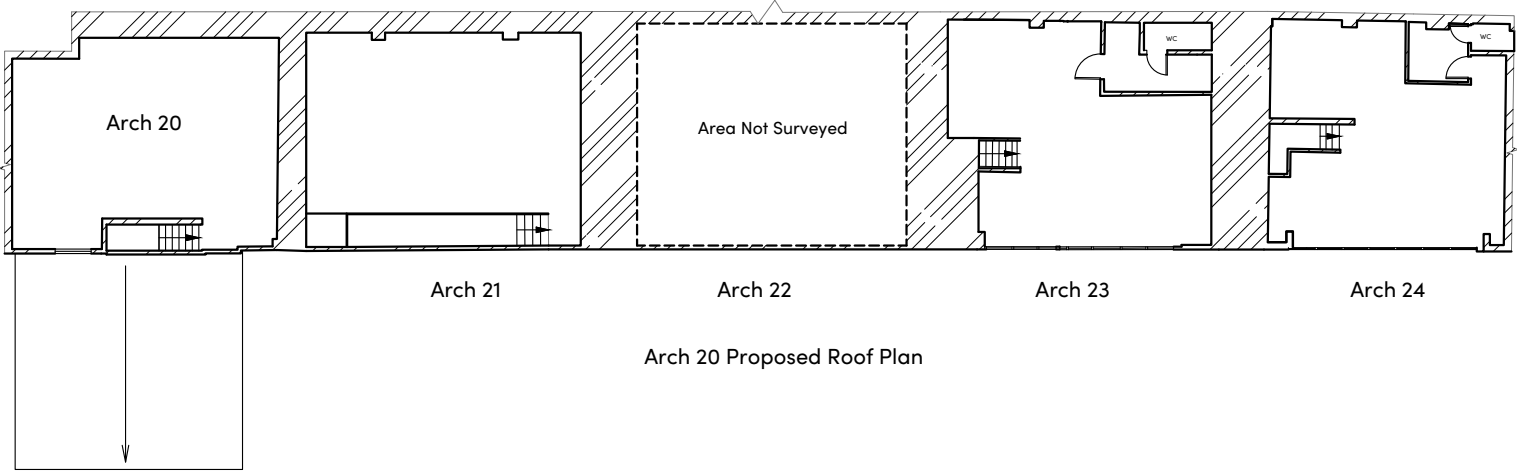
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| NUMBER | 10100 | LEVEL | XX |
| STATUS | SO | FILE | DR |
| REVISION | --- | TYPE | G |



Arch 20 Existing Section A Existing Arch Section Existing Arch Section Existing Arch Section Existing Arch Section



Proposed Ground Floor Plan



Arch 20 Proposed Roof Plan

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London, EC2Y 5DN

PROJECT NAME

Arch 20
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NW1

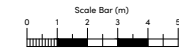
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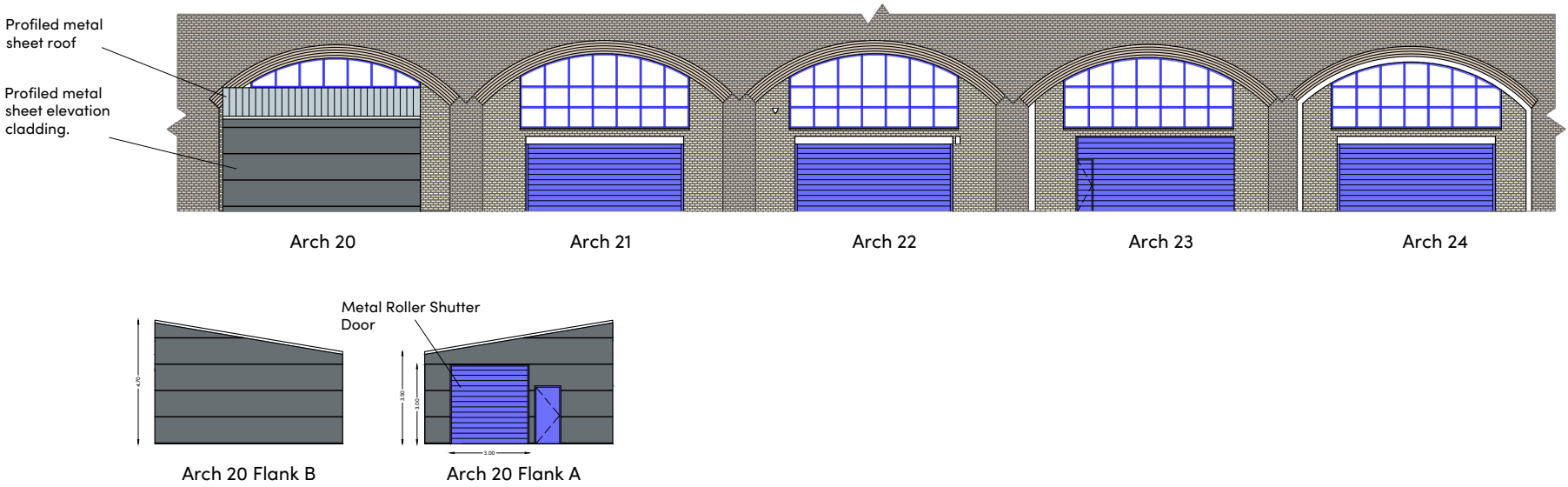
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