

GOLDSTEIN HEATHER



51-52 Tottenham Court Road

Design and Access Statement

Atlas Properties - April 2024

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Area Schedule

Revision	Date	Description	Project Lead	Project Director
-	26.04.2024	Draft 2	AG / GHa	GH
Rev 01	02.05.2024	Planning Issue	AG / GHa	GH
Rev 02	13.05.2024	Revised Planning Issue	AG / GHa	GH

Client	Atlas Properties
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1.0 Introduction

1.1 Introduction

Goldstein Heather Architecture has been instructed by Atlas Projects to prepare information in support of a planning application at 51-52 Tottenham Court Road, London, W1T 2EH.

The existing buildings accommodate both residential and office spaces on the upper levels, as well as retail units on the ground and basement levels. The proposed work would involve refurbishment, the amalgamation of two ground-floor retail units, and a change of use from office to residential on the first to third floors at 52 Tottenham Court Road. Please refer to the schedule in Section 4.8 for details of existing and proposed areas

The existing building facade will be preserved, with paint stripped to reveal the bricks beneath. Additionally, all dilapidated signage and ground-floor shop-front glazing will be replaced with fresh designs meeting Camden's standards.

This application follows application reference 2022/3320/P, which was refused following a planning appeal (ref: APP/X5210/W/23/3321648) on the 11th March 2024. The current proposals aim to address the appeal inspector's comments, and further develop aspects of the design that were not considered to be policy compliant. Please refer to section 3.1 for details.



Site Aerial View, northwest

2.0 *Site Analysis*

2.1 Site Location

Tottenham Court Road is situated in the southeastern part of the London Borough of Camden, near the boundary with the Borough of Westminster. It extends in a north-south direction, serving as a major route connecting Tottenham Court Road Station on Oxford Street and Warren Street Station on Euston Road. The western elevation of Tottenham Court Road forms part of the eastern perimeter of the Charlotte Street Conservation Area. Renowned as a prominent retail hub, the area is particularly noted for its abundance of consumer electronics stores and furniture retailers, a tradition dating back to the 19th century.

51-52 Tottenham Court Road comprises two separate buildings located on the western side of the street, approximately 150m south of Goodge Street Station. These structures are integral parts of a continuous frontage that stretches from Windmill Street to Kirkman Place. Both buildings have rear facades that overlook a large office complex extending along 6-10 Whitfield Street. Building No. 51 features a flying freehold above No. 50 from the first floor upwards. Additionally, on the ground floor, there is a shed situated within the alley visible through the gates on Tottenham Court Road. This alley historically served as an entry point into Red Lion Yard, although it no longer exists, and it is not under the ownership of the current applicant.

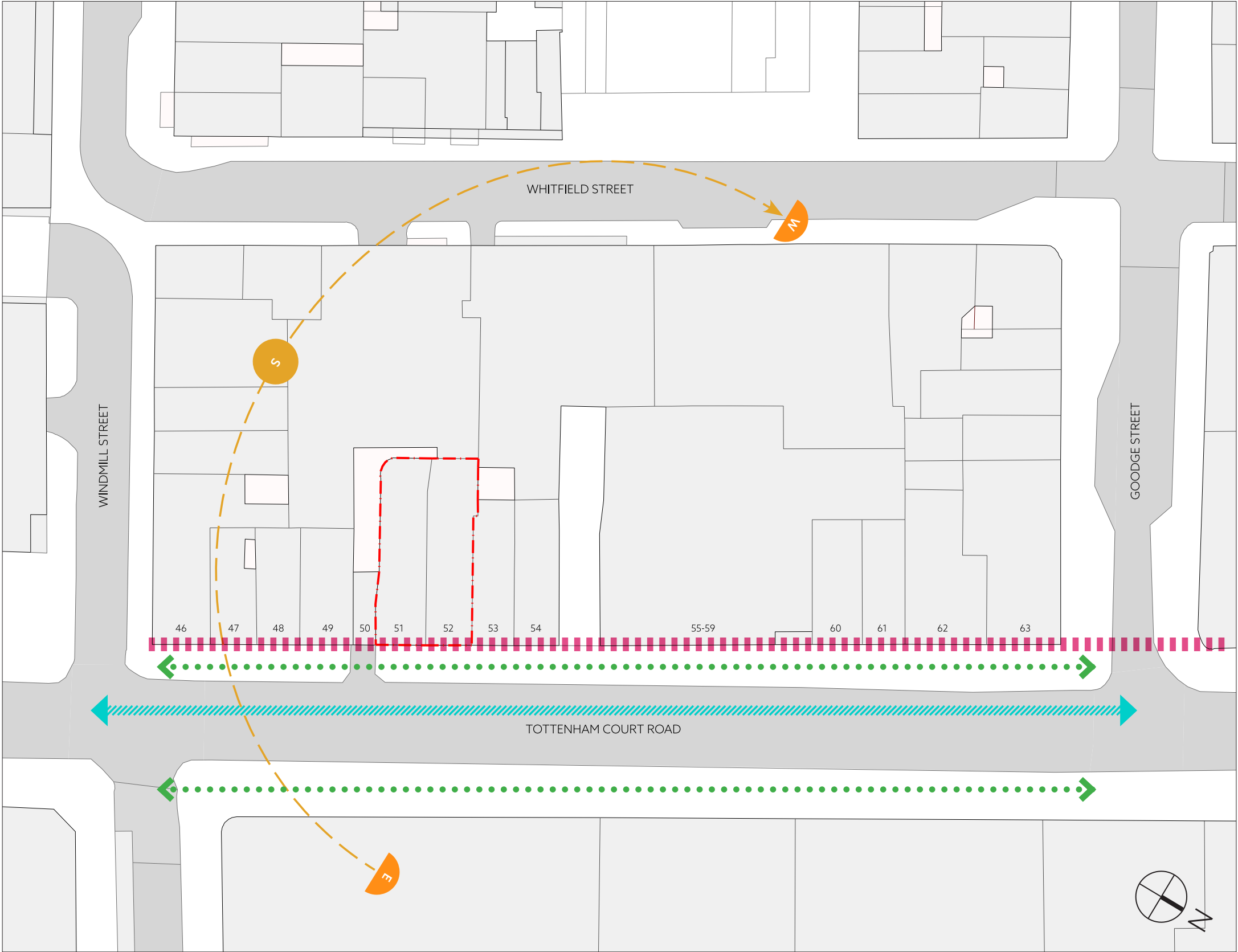
Presently, there is no physical connection between numbers 51 and 52. Building No. 51 is the older of the two, likely dating back to the mid-19th century, while No. 52 originates from the late 19th century. Both structures feature brick facades and contribute to a continuous architectural frontage. No. 51 is distinguished by its slate-clad mansard roof.



Site Aerial View from Above

2.2 Site Analysis

The diagram to the right illustrates key site factors which have been considered in the development of design proposals for 51-52 Tottenham Court Road, such as sun-path, pedestrian and vehicular routes and building lines.



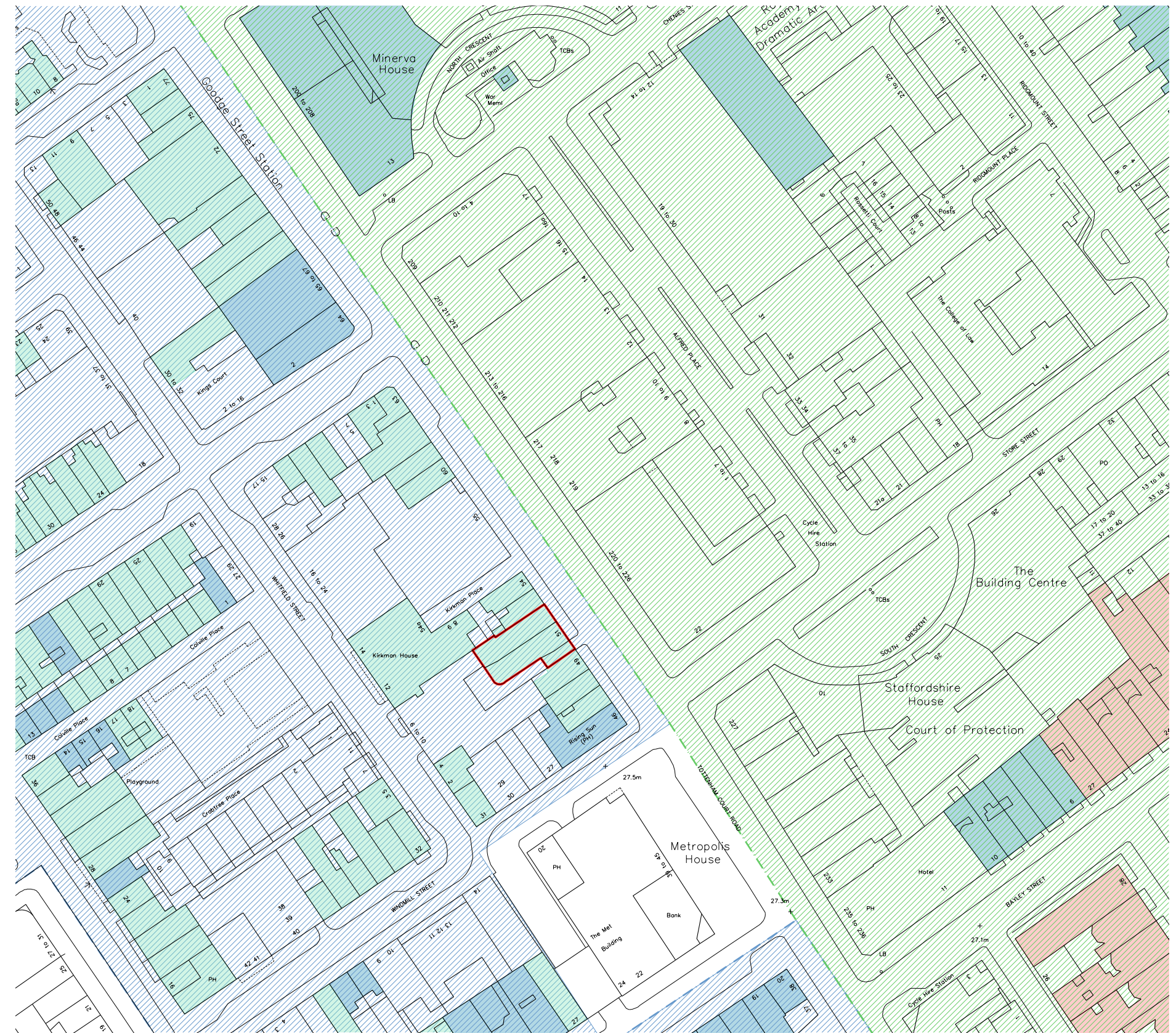
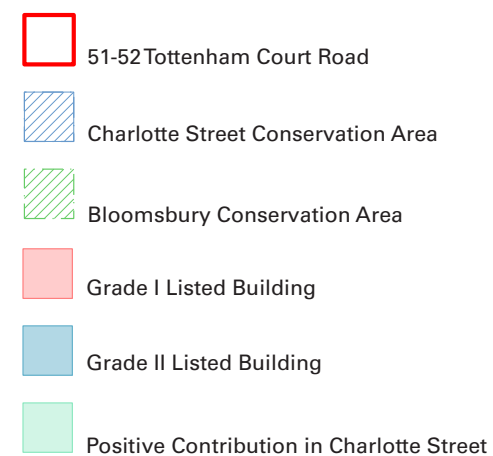
- Key**
- Busy main-road
 - Prevailing building line
 - Access points
 - Pedestrian Route
 - Sun Path

Site Analysis Diagram

2.3 Conservation Areas

The site is on the eastern periphery of the Charlotte Street Conservation Area. This area was officially designated in March 1974 and has been widened a few times subsequently, taking in the subject site in an extension of November 1999. The boundary of the Conservation Area follows Tottenham Court Road. The Bloomsbury Conservation Area lies opposite.

The region is acknowledged for its significant historical and architectural importance, warranting protection (See Fig: 2.3). Consequently, in line with government guidance and Camden's Policy DP25, the council typically expects all structures they consider to contribute positively to the conservation area to be preserved, with the aim of maintaining or enhancing the character of the CA. The Charlotte Street Conservation Area Appraisal and Management Strategy is relevant to this application, providing guidance on acceptable alterations and developments within the conservation area in the CA.



Conservation Area Diagram

2.4 No.s 51-52 TCR Heritage Assessment

No. 51

No. 51 appears in John Tallis’s London Street Views (1838-1840), illustrated as a three storey double fronted building with mansard roof, and an access-way on the ground floor to the left hand side. The facade, scale and form of the building seem largely unaltered.

No. 52

This is a relatively commonplace 19th Century terraced building with no remarkable features. Altered significantly, the roof and windows do not match the neighbouring buildings at No. 53. Its heritage significance is largely derived from its maintenance of the continuous frontage and the historic plot pattern.



John Tallis Elevation of Tottenham Court Road - 1838- 1840



51 Tottenham Court Road



51 Tottenham Court Road - Historic Photo

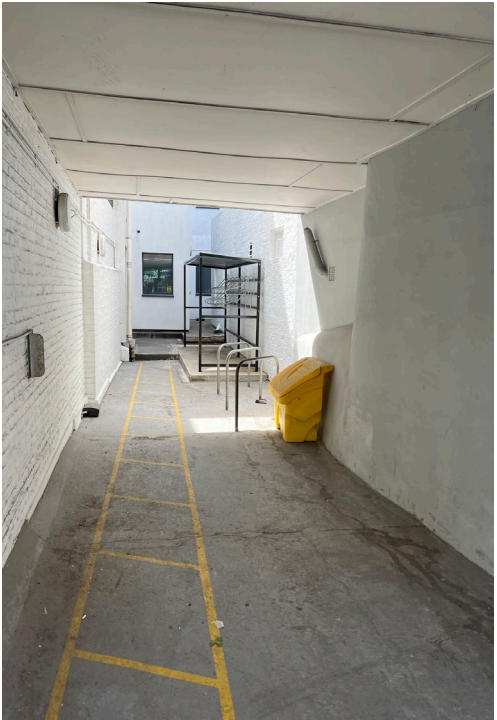


52 Tottenham Court Road

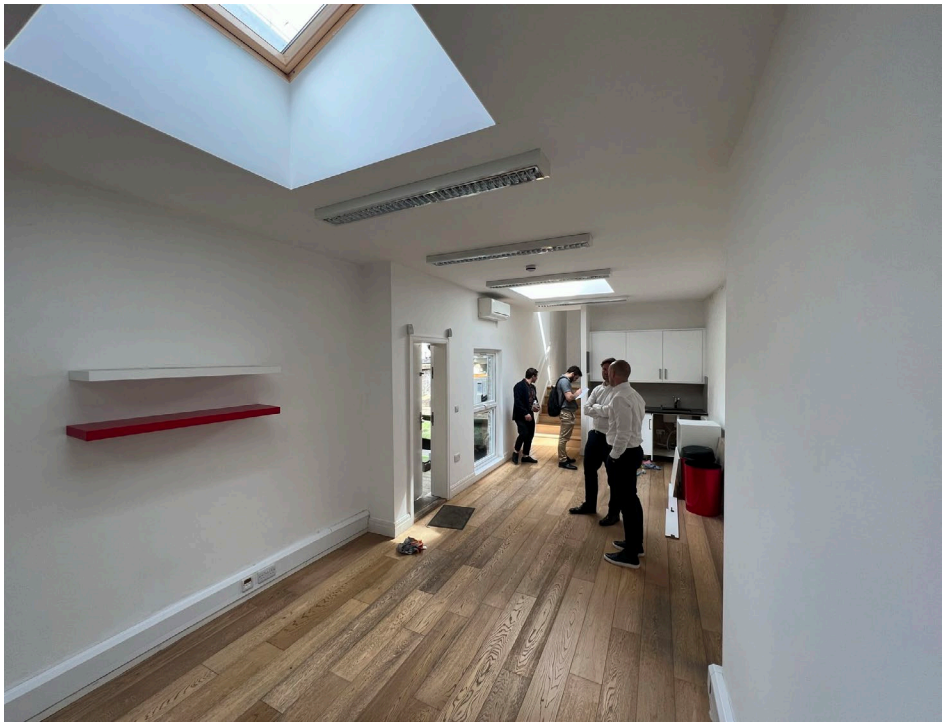


52 Tottenham Court Road - Historic Photo

2.5 Site Photographs - Street Scene



2.6 Site Photographs - Internal & Rear



3.0 Planning

3.1 Planning Response

While a number of planning applications relating to the site have been made, the most recent was 2022/3320/P. The development description was as follows:

Change of use from office (E(g)(i)) to 3 No. residential dwellings (C3) on the 1st, 2nd and 3rd floors, with associated refuse and cycle storage and external alterations to involve increase in height of the existing ground floor extension and replacement of existing first floor rear extension, installation of new shop-front and amalgamation of retail units into a single ground floor retail unit.

This application is a follow up application to 2022/3320/P, which was dismissed on 11th March 2024 following a planning appeal on the grounds of non-determination. In the absence of a formal decision notice, the LPA provided a statement setting out two reasons why it would have refused planning permission had it done so. The main issues considered by the inspector were:

- 1. Whether satisfactory living conditions would be provided for future occupiers of the first floor flat in respect of the layout and design of the rooms; and
- 2. The effect of the proposed development on business floor-space capacity in the borough.

The table to the left provides details of the comments raised by the Planning Inspector (ref: APP/X5210/W/23/3321648), and how our current proposals have been amended to address these.

TOPIC	PLANNING INSPECTOR FEEDBACK	DESIGN RESPONSE
LIVING CONDITIONS	<ul style="list-style-type: none">There is no dispute between the main parties regarding the adequacy of the total floor-space proposed in each of the three flats.The Council's concern relates to the adequacy of the arrangement of rooms in the proposed 2-bedroom flat on the first floor, more specifically in respect of the layout of the bedrooms and the kitchen and living room and the outlook therefrom.The proposed double bedroom would be served by rooflights and would have a window overlooking the proposed external terrace. In these respects, I find that the arrangements would be adequate in providing acceptable living conditions for future occupiers who would use that bedroom.The kitchen would be located towards the centre of the first floor flat and would comprise the rear part of an open plan living/dining area. The front part of the flat would be served by two large windows which appeared to me to provide ample light and outlook to the area proposed to be used as a general living space. The fact that this space would have an aspect only to the front of the building would not result in any significant harm to future occupiers and, overall, I would judge the proposed kitchen/living/dining area as adequate to serve the needs of future occupiers.However, the single bedroom in the first-floor flat, whilst having a rooflight, would have no windows providing an external aspect other than via sliding doors opening onto a hallway that would lead to the double bedroom. Furthermore, the room would be exceptionally narrow and, when the sliding doors were closed, the single bedroom would feel cramped and oppressive due to its width and the absence of any meaningful outlook from external windows. As a result, such an arrangement of this space would create unduly harmful living conditions for future occupiers who would use the single bedroom.	<ul style="list-style-type: none">The first floor plan has been amended, by removing the single bedroom, in order to create a more generous 1 bed-flat, of a high standard of accommodation.
LOSS OF BUSINESS SPACE	<ul style="list-style-type: none">I therefore conclude on this main issue that, given the reasonable efforts made to market the property for business use, the lack of interest expressed by potential future business occupiers who viewed the property, and having regard to its current layout and state of repair, the premises does not provide accommodation that would be suitable for continued business use. Accordingly, the proposed development would not result in harm to business floor-space capacity in the borough. As such, the proposal would not conflict with Policies E1 and E2 of the Local Plan which seek to ensure a stock of premises of varying size and cost that are suitable for a variety of business activities is maintained, and that sites and premises that are suitable for continued business use are protected.	<ul style="list-style-type: none">No changes required

3.2 Planning Response cont.

The Planning Inspector also considers Heritage and Housing Provision in his decision notice. The table to the right provides details of his comments (ref: APP/X5210/W/23/3321648) and how we have amended our proposals in response.

TOPIC	PLANNING INSPECTOR FEEDBACK	DESIGN RESPONSE
HERITAGE	<ul style="list-style-type: none">The appeal site is located within the Charlotte Street Conservation Area (the CA). However, the Council’s Delegated Report indicates that the proposal would not harm the character or appearance of the CA and the proposed alterations to the shop-fronts would generally improve the appearance of the properties at ground floor. I have had regard to the comments from the Bloomsbury CAAC. However, whilst recognising my statutory obligations in respect of designated heritage assets, the effect of the proposal on designated heritage assets is not a matter in dispute between the main parties. From my observations during my site visit I see no reason to disagree with the Council’s conclusions regarding the effect of the proposal on the character or appearance of the CA.	<ul style="list-style-type: none">No changes required
HOUSING PROVISION	<ul style="list-style-type: none">The development would make a positive contribution to the delivery of housing on a small site within an accessible location and these benefits accord with the intentions of the Framework in supporting the Government’s objective of significantly boosting the supply of homes. I attribute these benefits moderate weight given the scale of the development. However, while I have not found harm in respect of the effect of the proposal on business floor-space capacity, the benefits arising from a modest increase of three dwellings would not outweigh the harm I have identified in terms of living conditions that would be created for future occupiers of the first floor flat due to the layout and design of the single bedroom.	<ul style="list-style-type: none">The first floor plan has been amended, by removing the single bedroom, in order to create a more generous 1 bed-flat, of a high standard of accommodation.

4.0 Design Proposals

4.1 Ground Floor Plan

The scheme proposes merging two retail units from Nos. 51 and 52 Tottenham Court Road. The merger will provide a larger retail unit with a fully accessible ground floor area, appropriate floor to ceiling heights and a more flexible layout by amending ground floor and first floor slabs and replacing the wall between the units with new structural columns.



Ground Floor Plan

4.2 First Floor Plan

This plan has been amended to respond to the planning inspector’s comments during the planning appeal. A generous 1B2P Flat is proposed at first floor level which accommodates a double bedroom with ensuite to the rear, a dedicated utility space and WC within the middle of the plan, and an open plan kitchen / dining / living space to the front.

 New 1B2P Flat



First Floor Plan

4.3 Second Floor Plan

Proposals remain unchanged: A 1B1P Flat is proposed at second floor level which accommodates a bedroom to the rear, WC shower room, and an open plan kitchen / dining / living space to the front of the building.

 New 1B1P Flat



Second Floor Plan

4.4 Third Floor Plan

Proposals remain unchanged: A 1B1P Flat is proposed at third floor level which accommodates a bedroom to the rear, WC shower room, and an open plan kitchen / dining / living space to the front of the building.



 New 1B1P Flat

Third Floor Plan

4.5 Front Elevation & Shop Fronts

The overarching design intent with regard to the exterior is to maintain the character, materials and individuality of the original buildings.

The existing building facade is retained with dirty paintwork gently stripped away to reveal the underlying bricks and all defunct signage, gates and shop-front glazing on the Ground Floor replaced with contemporary fixtures designed to Camden's standards. The retail

frontage design relates to Core Strategy Policy – D1 and D2 – Promoting High Quality places and Conserving Our Heritage and Development Plan Policies – D3 – Shop-fronts.

The proposed Ground Floor shop-front expresses a continuity of materials with the existing fabric: Brick frontage, metal frame windows and entrance doors reflect the proportion and character of the existing building.

Retail activities, window displays and lighting will enliven the street frontage to compliment the retail character of Tottenham Court Road.



Contextual Street Elevation

4.6 Cycle and Refuse Stores

Cycle Parking

The current proposal provides a total of 4 no. long-stay cycle spaces for residential use. The long-stay spaces will be provided in sheltered and secure storage on the ground floor level. Cyclist-residents can enter the building from Tottenham Court Road via the residential entrance. Access to long-stay cycle spaces is next to residential entrance door with level access.

Residents Access

Residents' level access is via the entrance at the west, located on Tottenham Court Road.

Servicing

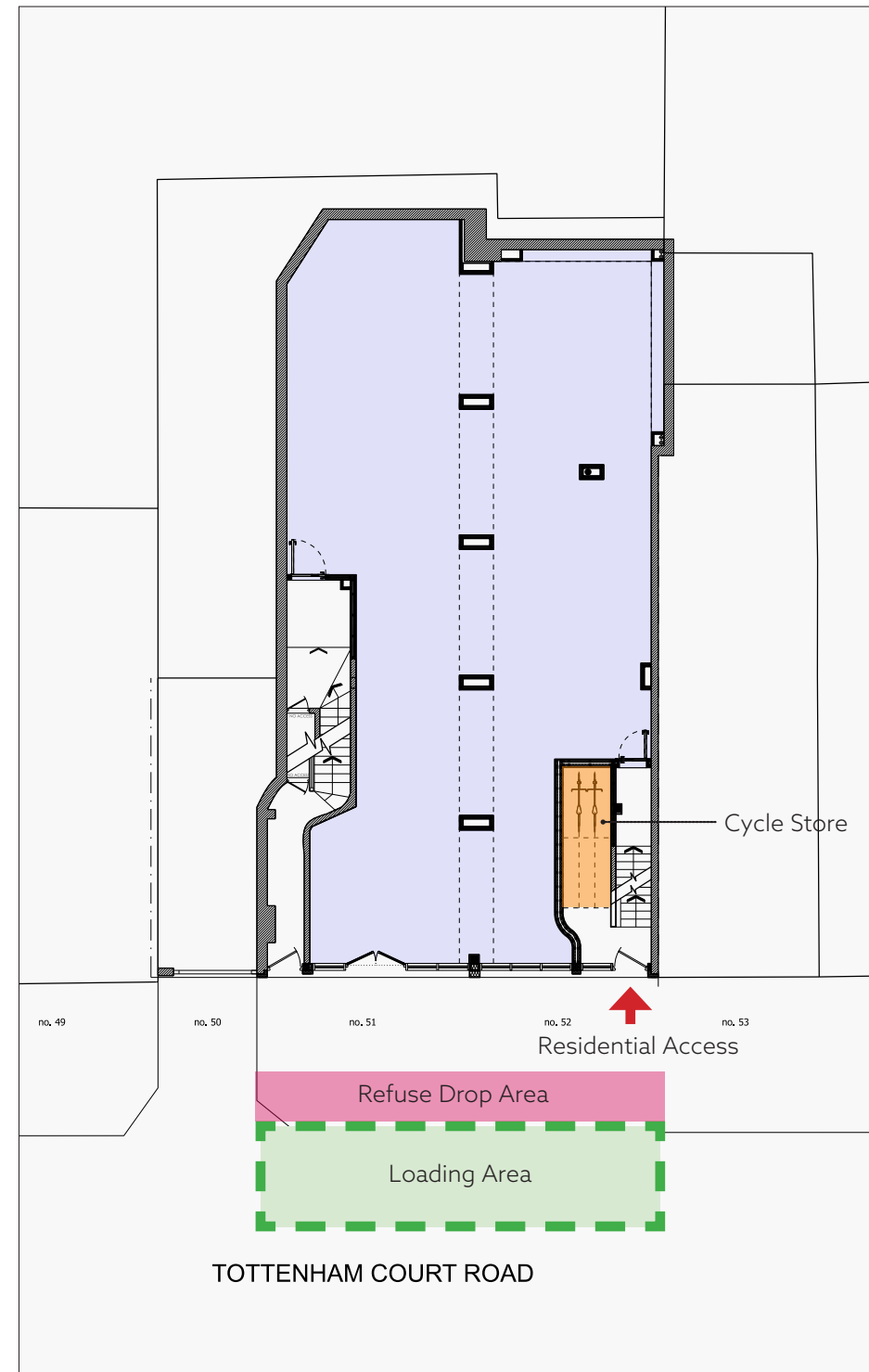
The existing site is serviced on-street from Tottenham Court Road. Vehicles can stop on on-street loading bays in front of No. 18 or No. 55 Tottenham Court Road or on double yellow lines which allows loading / unloading (up to 40 minutes duration depending on controlled hours). There is no proposed parking provision. Vehicles can use the parking bays on CA-E residential parking area in line with existing arrangements for all neighbouring residential and commercial sites.

Refuse

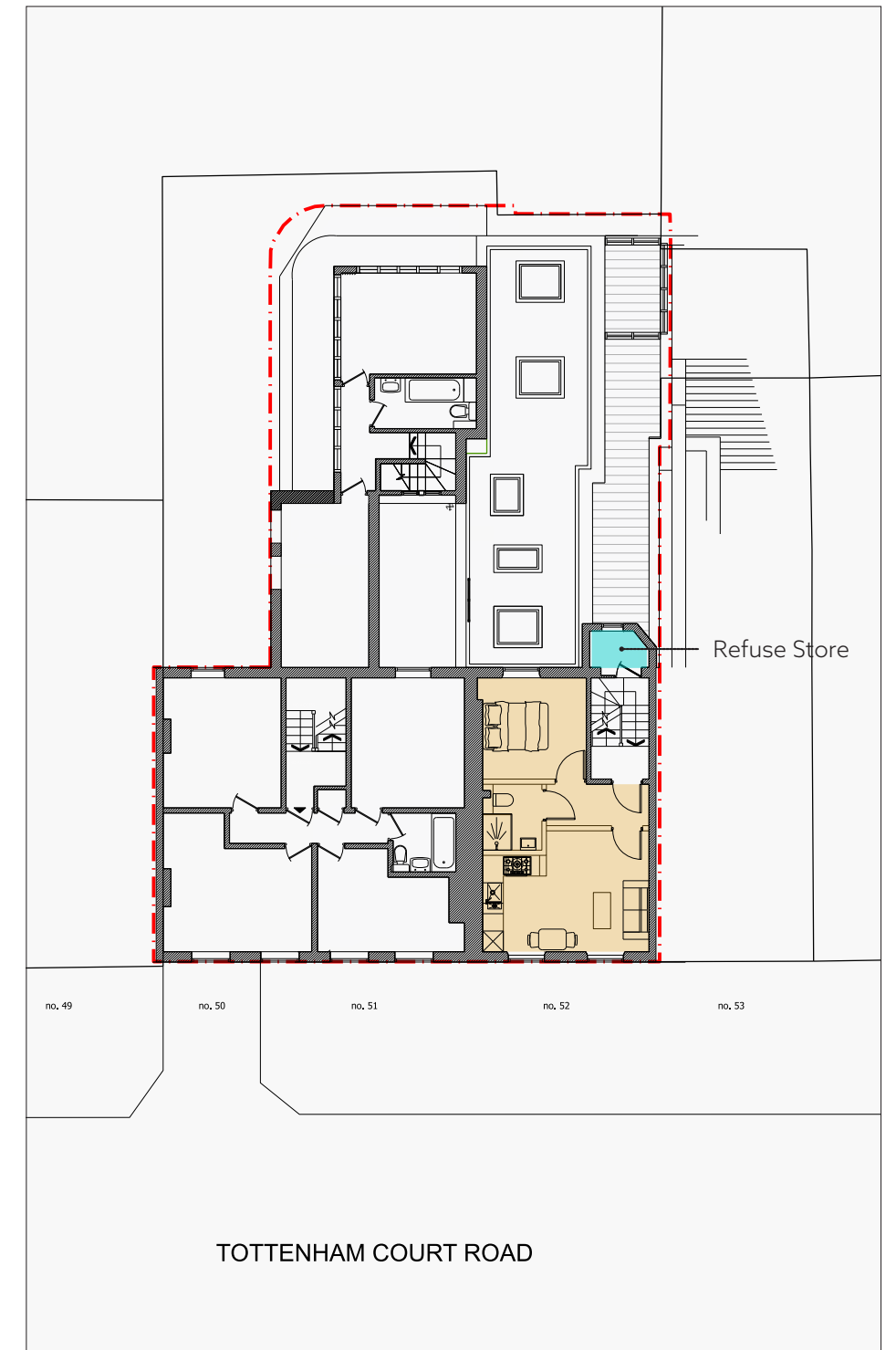
The proposals provide waste storage for the residential elements in storage at 1st floor level. The residents would have their bins stored internally within the premises, with their moving them to the kerb-side prior to collection by 6am on collection day.

Fire Safety & Engineering Solutions

All fire alarms will be both visual and auditory in line with Part B regulations. These will be addressed further during the detailed design phase.



Ground Floor Plan



First Floor Plan

4.7 Access Statement

The purpose of this statement is to outline the overall approach to inclusive design within the scheme in accordance with the relevant local and national planning guidance, along with how the different access principles will be implemented within the proposals and managed.

Our proposals aim to provide a safe, legible, high quality environment that will be easily accessed by wide a range of people without undue effort, special treatment or separation.

Pedestrian Access

The development proposals will maintain a good level of accessibility to the mobility impaired, in line with requirements set out in National Guidance and Camden’s UDP. The pavement around the site is relatively flat. Entrances to the retail unit and office will have step free access from the pavement through doors designed to suit wheelchair and impaired access requirements.

The following documents have been referred to in the development of the scheme:

- Relevant British Standards
- Part M of the Building Regulations
- Part B of the Building Regulations
- Lifetime Homes
- London Housing Design Guide
- Wheelchair Housing Design Guide

The Camden UDP has been reviewed carefully with regard to mobility impaired access and these policies have informed the design.

Trains, Buses, Boat and Cycle Services

The local underground station at Tottenham Court Road is a step-free station. Street level to platform can be achieved by lift and ramp. Level access to the trains

are also provided. The station has recently undergone major improvements with the cross rail interchange development. All buses operating around the site have wheel chair access, designated priority seating and wheelchair spaces.

Cycle parking for the building is provided in accordance with Camden cycle parking requirements. They are located within secure storage facilities.

Access into the Building

- Flush thresholds are provided into all ground floor areas
- Flush thresholds are provided from all ground floor main lobbies to the lift cores.
- Handrails to ramps, lifts and stairs provided are suitably detailed in line with Part M as required.

Communications and Controls

This will be addressed during the detailed design phase. Generally signage will be clear, legible and consistent and consideration will be given to provide auditory signals for the visually impaired and visual signals for the auditory impaired. All fire alarms will be both visual and auditory in line with Part B of the building regulations.

The building will be managed separately by either the occupier or an appointed management company who will also take responsibility for the development.

Evacuation and means of escape

In the event of an emergency, evacuation from the building is by stairwell and a protected refuge for the mobility impaired is provided within the stair core. The residential apartments are subject to detailed design with a *Stay Put* strategy for Fire brigade rescue currently envisaged.

4.8 Area Schedule

Existing

FLOOR	RETAIL				OFFICE				RESIDENTIAL			
	GIA		NIA		GIA		NIA		GIA		NIA	
	sqm	sqft	sqm	sqft	sqm	sqft	sqm	sqft	sqm	sqft	sqm	sqft
Basement	82	883	75	807	-	-	-	-	-	-	-	-
Ground	210	2260	184	1981	2	22	-	-	9	97	-	-
First	-	-	-	-	79	850	68	732	113	1216	90	969
Second	-	-	-	-	41	441	32	344	106	1141	96	1033
Third	-	-	-	-	40	431	35	377	64	689	59	635
Total	292	3143	259	2788	162	1744	135	1453	292	3143	245	2637

COMBINED			
GIA		NIA	
sqm	sqft	sqm	sqft
82	883	75	807
221	2379	184	1981
208	2239	158	1701
151	1625	128	1378
108	1163	94	1012
770	8288	639	6878

Proposed

FLOOR	RETAIL				OFFICE				RESIDENTIAL			
	GIA		NIA		GIA		NIA		GIA		NIA	
	sqm	sqft	sqm	sqft	sqm	sqft	sqm	sqft	sqm	sqft	sqm	sqft
Basement	76		74		-	-	-	-	-	-	-	-
Ground	194		193		-	-	-	-	21.4	230	-	-
First	-	-	-	-	-	-	-	-	206	2217	166	1787
Second	-	-	-	-	-	-	-	-	151	1625	129	1389
Third	-	-	-	-	-	-	-	-	108	1163	96	1033
Total	270	0	267	0	0	0	0	0	486	5236	391	4209

Proposed New Residential Units			
Level		1Bed	
First		1	
Second		1	
Third		1	
Total		3	

Gain			
-22	-3143	8	-2788
-162	-1744	-135	-1453
194	2093	146	1572

-2	-22	19	205

Notes:

Existing Areas based on information supplied by Stuart Henley & Partners

Proposed areas based on existing building drawings supplied by Stuart Henley & Partners. Subject to full survey

Areas are claculated according to the RICS code of measuring practice

Areas are approximate only and subject to change through planning, design and development of the approval

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