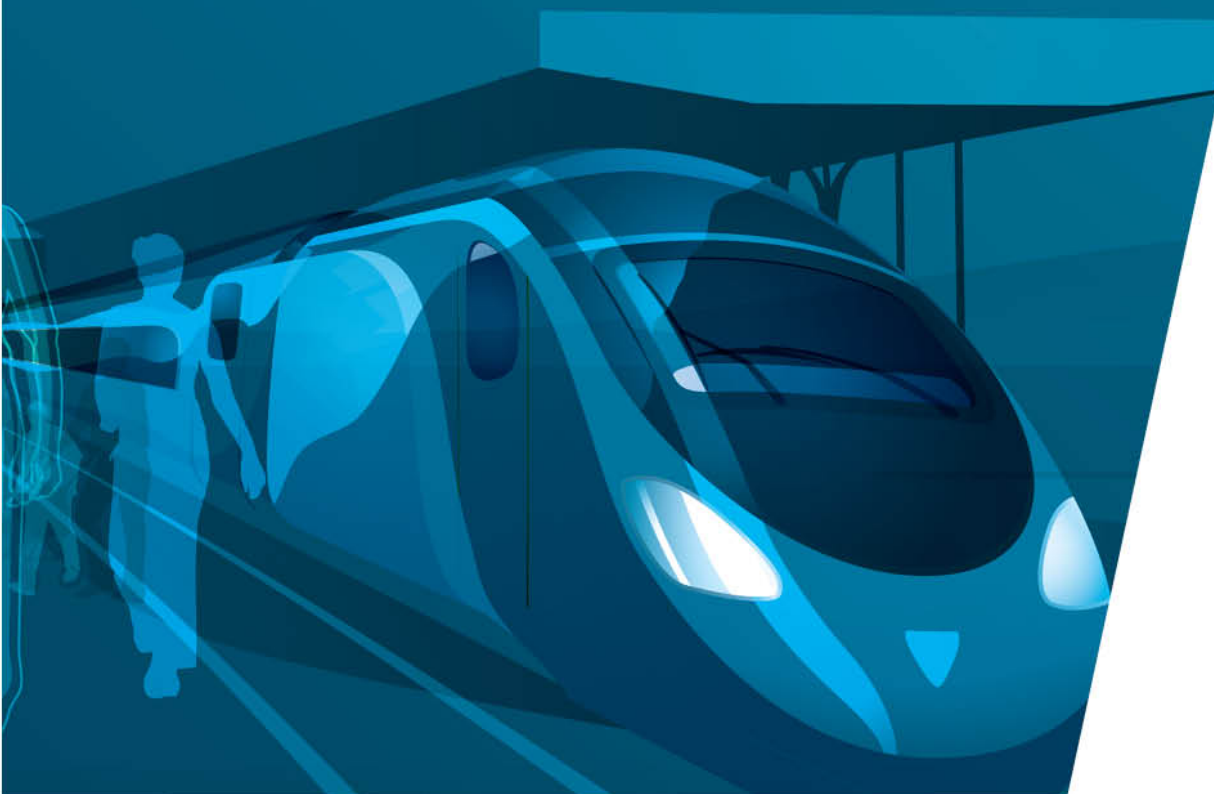


# *One Euston Square, 40 Melton Street, London, NW1 2EE*

*Design and Access Statement*

Document Reference:

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# Contents

- 1.0 Context of the Application
- 2.0 The Proposal
- 3.0 Amount
- 4.0 Layout
- 5.0 Scale
- 6.0 Appearance
- 7.0 Use
- 8.0 Access
- 9.0 Conclusion

**NetworkRail**



# 1 Introduction

- 1.1 In line with the Planning and Compulsory Purchase Act (2004) this planning application requires a Design and Access Statement to explain and justify the change of use and external alterations to the ground level frontage. This document will clarify the principles and concepts relating to the design of the proposal, demonstrating the rational behind the proposed works.
- 1.2 Network Rail's primary role as statutory undertaker for the railways is to maintain and upgrade every aspect of the railway infrastructure. Network Rail has a diverse and significant property portfolio, and, where possible, it is used to fund improvements to the rail network through maximising commercial value.

# 2 The Proposal

- 2.1 The proposed application comprises of the change of use and external alterations to the North section of the ground floor of One Euston Square, 40 Melton Street, London, NW1 2EE.
- 2.2 The alterations will consist of alterations to the existing curtain wall with the provisions for new door positions and louver requirements covering the plant extract and intake positions. Furthermore, there will be new stepped and ramped entrances with balustrading along the perimeter treatment for the proposed external seating areas within the existing demise of the building.

# 3 Amount

- 3.1 The proposed change of use will apply to approximately 414 square meters will change from flexible A1, A3 or A5 space to A4. Of this 414 square meters, there will be the provision of approximately 123 square meters of external seating within the demise of the building.

## 4 Layout

- 4.1 The external physical structure of the building and structural columns will remain unchanged due to the floors above. Internally, there will be a division of spaces with new internal walls to ensure the provision of the services laid out in the attached plan. There will be a lowered ceiling of 2.4m in the kitchen to provide for a new plant deck. The plant deck and kitchen are located as to minimize the effect of ventilation, smell and noise on the surrounding public realm.
- 4.2 Access to the building will be via a new entrance located on the East façade opening out and capitalizing on Euston Station and its associated public space. There will also be a new access point North façade replacing the existing access point and utilizing the same doors. Services will have a separate access point provided again on the North façade located close away from Euston station and towards the service road provided for the building. The entrances will all be raised to suit the existing floor level inside but will be accessible via the new provision of ramps and steps.
- 4.3 The main drinking and dining area will be positioned towards the North section of the building to make use of the natural light and to provide views of public space outside. External seating will be located around the two new entrances providing an active frontage linking in with the public space outside Euston Station. There will be balustrading marking the demise of the building and providing a definition between public and private space.
- 4.4 Please see the drawing 3423-203A the proposed plan for details of the layout.

## 5 Scale

- 5.1 The proposal does not seek to alter the external height, width and length of the building. As the application site is part of a fifteen storey building it has constraining physical characteristics which limit the development of the site. This scheme has therefore divided a proposal that will maximise the space within the structure and capitalize on the opportunity of external seating to enhance the surrounding public space.

- 5.2 In terms of the scale from a human perspective, the proposals will create an improved sense of place. There is an opportunity for the site to benefit the important public space that acts as a gateway for passengers travelling via Euston station. Currently the vacant interior and facades are bleak and monotonous. The proposed elevations provide an active frontage and more access points to the building improving the balance and removing the monotonous external design.

## 6 Landscaping

- 6.1 Externally, there will be outdoor seating provided within the demise of the building. This will be boarded by 1m high dark grey opaque Perspex panels and decorative steel baskets with planting and illumination. This is to ensure a clear definition between private and public space within the wider public realm. No other landscaping is proposed.

## 7 Appearance

- 7.1 The building is a fifteen storey building clad in black granite and is similar to a number of surrounding offices in terms of scale and materiality. The East and North groundfloor facades will be improved by this proposal. Currently, there is a canopy that stretches along the entire East façade that faces the public space outside Euston Station. Beneath, the facing materials on both facades are glazed panels set on a black granite plinth.
- 7.2 The proposed new appearance will develop the facings elevations of the scheme with high quality materials, signage and lighting. These features aim to enhance the surrounding public space and assist in the regeneration of the Euston area, whilst making the space easy to use. Due to the prevalence of the existing building materials in the vicinity the rest of the scheme will utilize these current materials to ensure that the design is consistent with the surroundings and fits the locality.
- 7.3 The proposed East façade will face the main public space; therefore this façade will have the main access into the site for customers. Clear signage will be placed on the canopy and glazing. External seating will be present covered by the canopy and softens the impact of the building edge. A defined edge of public and private space

will be provided by the opaque paneling using similar materials and colours to the existing.

- 7.4 The proposed North façade will again have clear signage and the external seating will be continued along the building edge. On the far edge closest to the Melton street there will be the provision of a service access away from the predominantly public areas.
- 7.5 On the West façade there will be the provision of back grills for ventilation conforming to existing colours and opaque glazing necessary for disguising interior service uses.
- 7.6 Please see the attached external visual for the indicative appearance.

## 8 Use

- 8.1 The site with its desirable location, accessibility and surrounding uses lends itself well to an A4 use. The use is not only supported by policy but it would enhance the mix of uses established in the area and enhance the offer of the local economy, supporting Euston station and local area.

## 9 Access

- 9.1 Under the new proposals, it will be appropriate to the surroundings for the main access to the site to be provided via a new entrance on the East façade, opening up onto Euston Station and associated public space. There will also be the provision of two further access points on the North façade for customers and servicing.
- 9.2 The sites location means that any development will benefit from the excellent public transport links in the vicinity. There is Euston train station, underground station and bus station all within 50m of the site. Employees alongside customers will be able to access the site via the plethora of transport links.
- 9.3 The proposal ensures that pedestrian access is improved with welcoming entrances, clear signage and ramped access. The new active frontage is more appropriate for the existing public realm and will benefit the square.

- 9.4 Any servicing is provided for by a separate access point to the rear of the building and away from the more active pedestrian areas.

## 10 Conclusion

- 10.1 Network Rail believes this application to be in accordance with local and national planning policy. This Design and Access statement has explained how the change of use and proposed external alterations will be an efficient use of space and an appropriate use for the area. Network Rail is confident that this use that is in scale with the locality will benefit local communities, numerous workers and support Euston station due to its accessibility and location boosting the local economy in turn. The design and appearance will enhance the area especially the public space outside Euston station which is a clear gateway to London for many passengers.
- 10.2 This information should be read alongside the other submitted information and associated plans.



Network Rail  
Kings Place  
90 York Way  
London  
N1 9AG