

## 6. The Design Proposal

### 6.6 The 'top'

#### Overview

- Preserve the stepped, undulating 'Art Deco' roof profile.
- Retain and increase height of brick towers and clock tower to improve squat proportions, 'upscaling' whilst retaining the stepped profile of the existing roof.
- Rebuild floors 7 & 8 in brick piers and glazing, informed by architecture of lower floors.
- Centrally located roof plant integrated with atrium top to minimise streetscape impact with wrap around roof terrace.
- 9th floor pulled away from clock tower, allowing unobstructed space around clock tower.
- A new ETFE 4 ply roof will cover the central atrium space.



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### 6.6 The 'top'

Acoustic louvres with glazed faience horizontal fins to plant room, in keeping with the glazed fin detail to lower floor cores

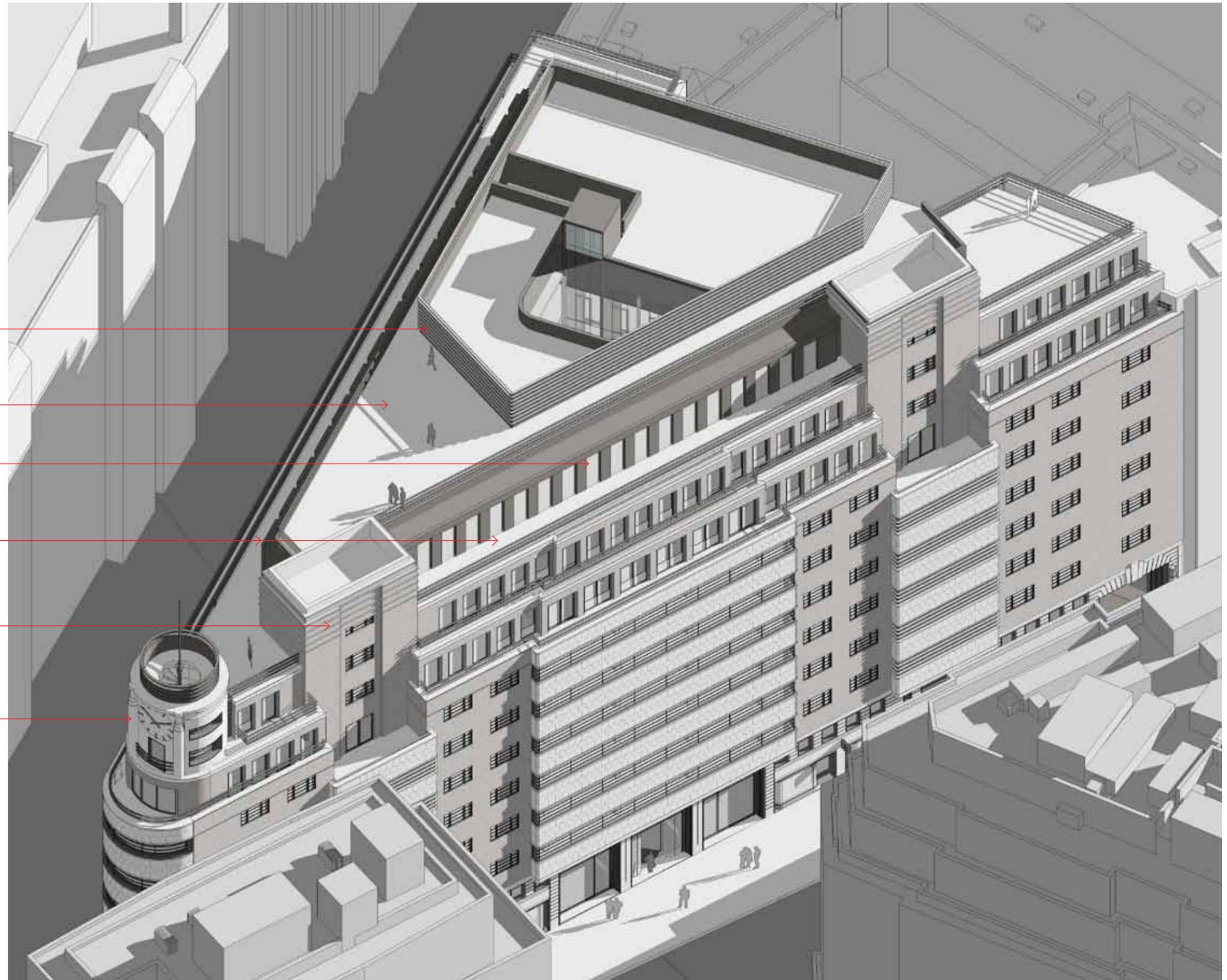
Terrace

9th floor facade : metal clad piers with glazed infill informed by architecture of 7th and 8th

Terrace

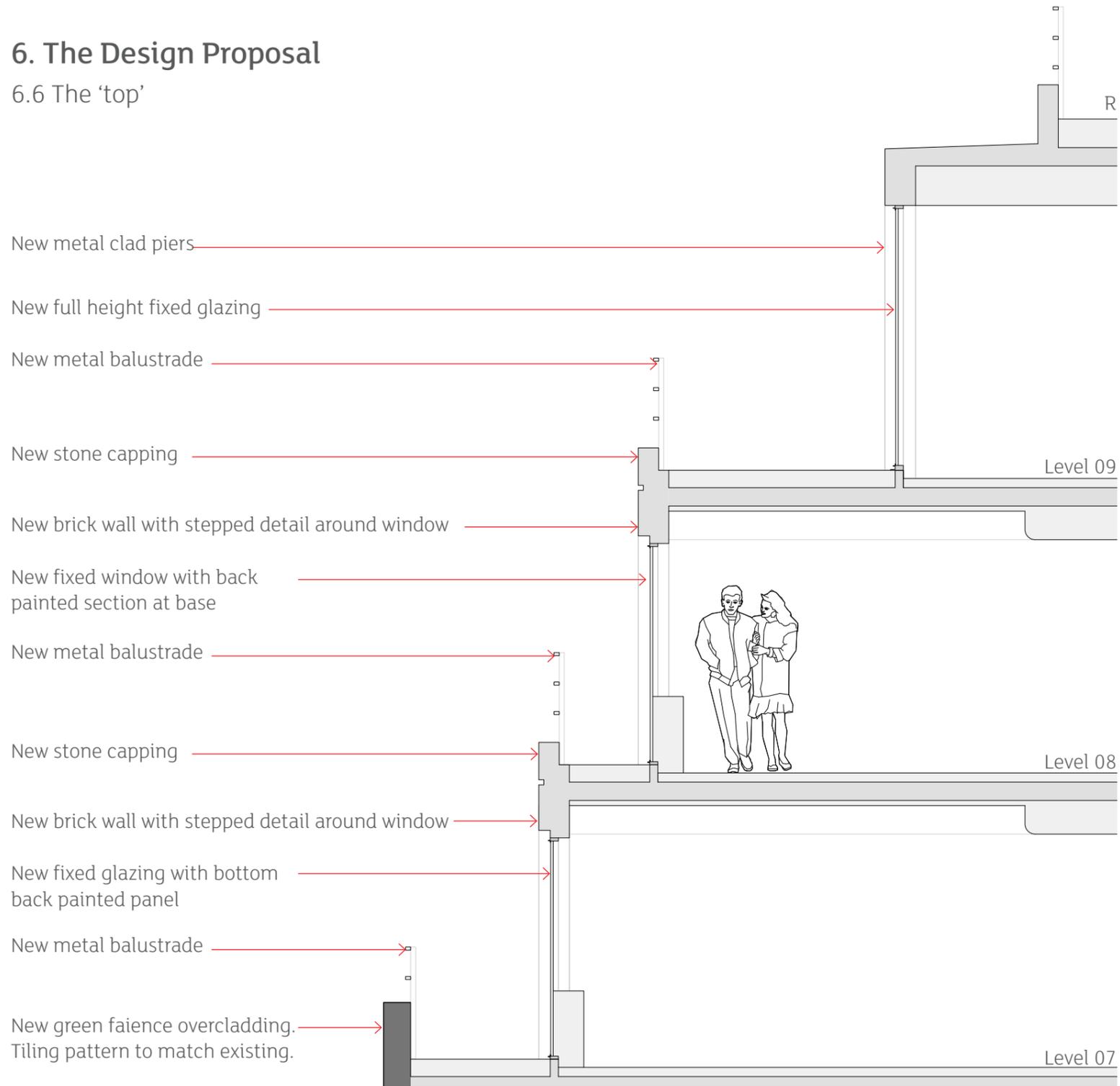
Retain and increase height of brick towers to improve squat proportions, 'upscaling' whilst retaining the stepped profile of the existing roof.

Retain and increase height of clock tower to improve squat proportions. New Portland stone overcladding.



## 6. The Design Proposal

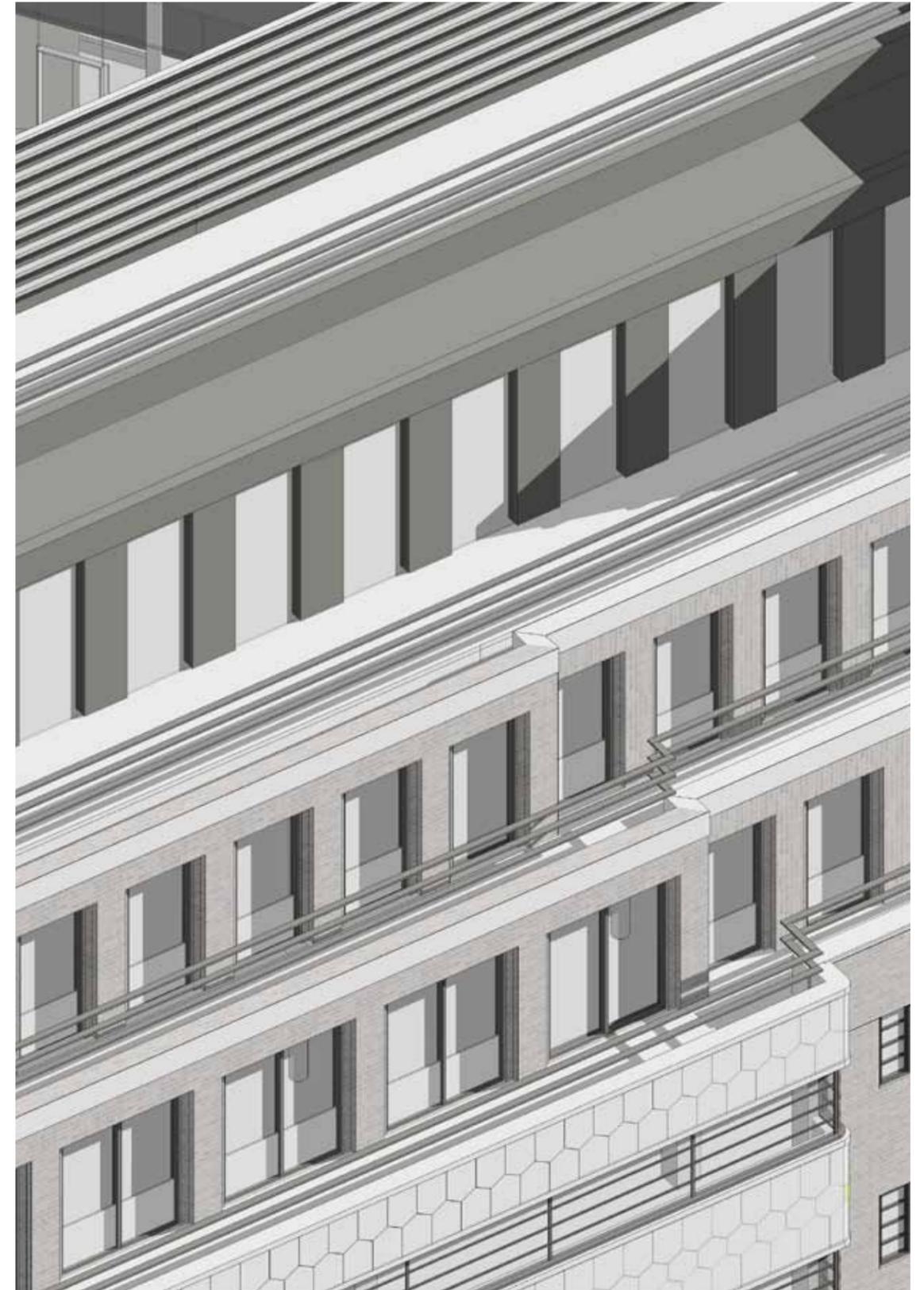
### 6.6 The 'top'



Section detail - Upper floors, New Oxford Street



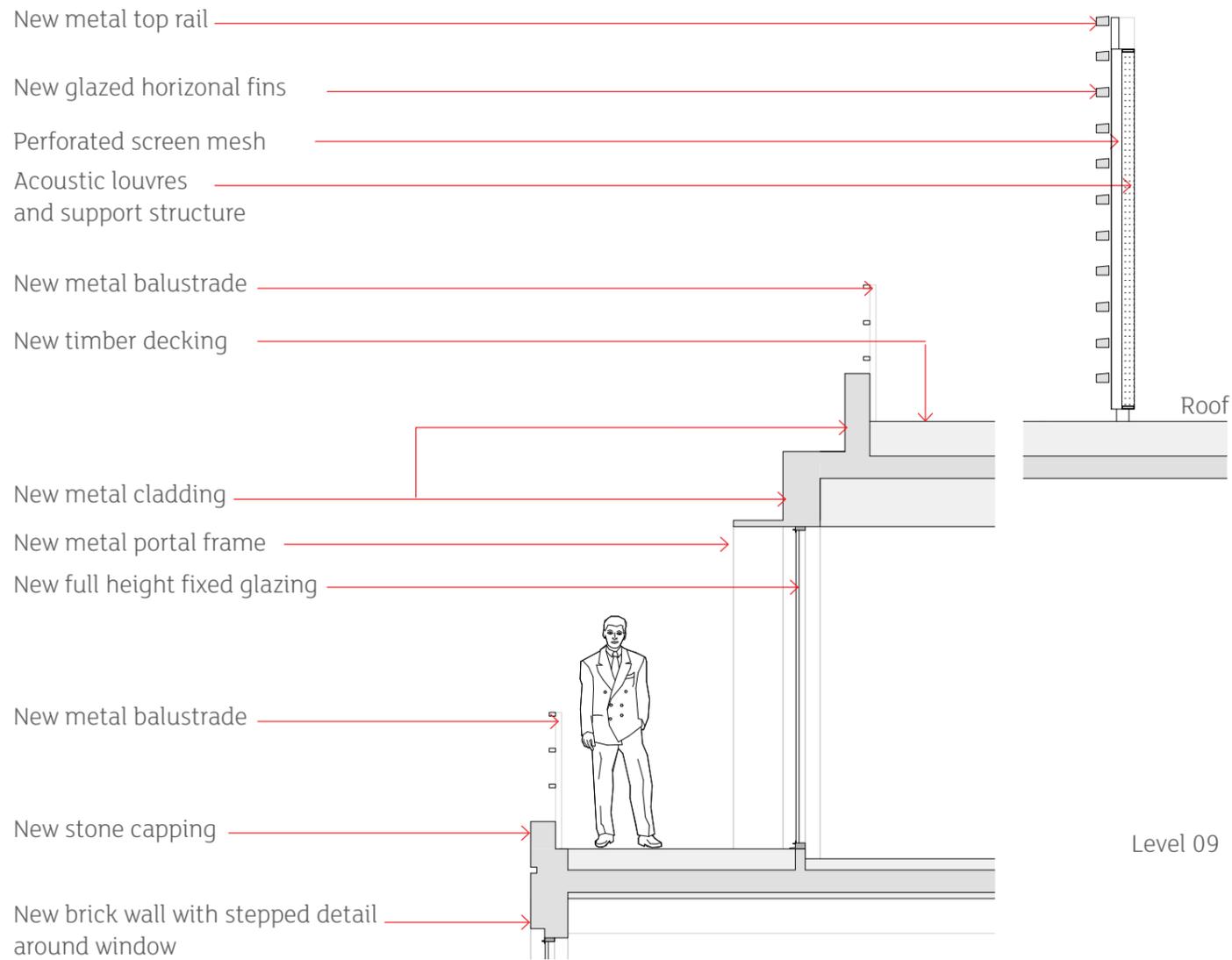
Plan detail - 7th floor terrace, New Oxford Street



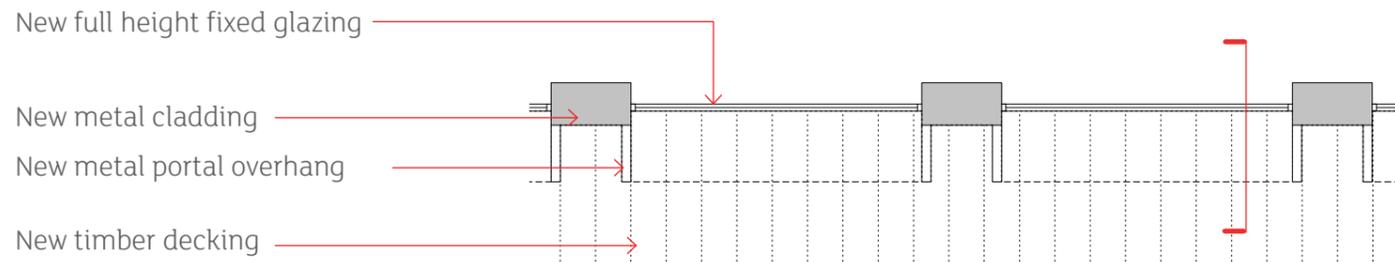
Upper floors, New Oxford Street

## 6. The Design Proposal

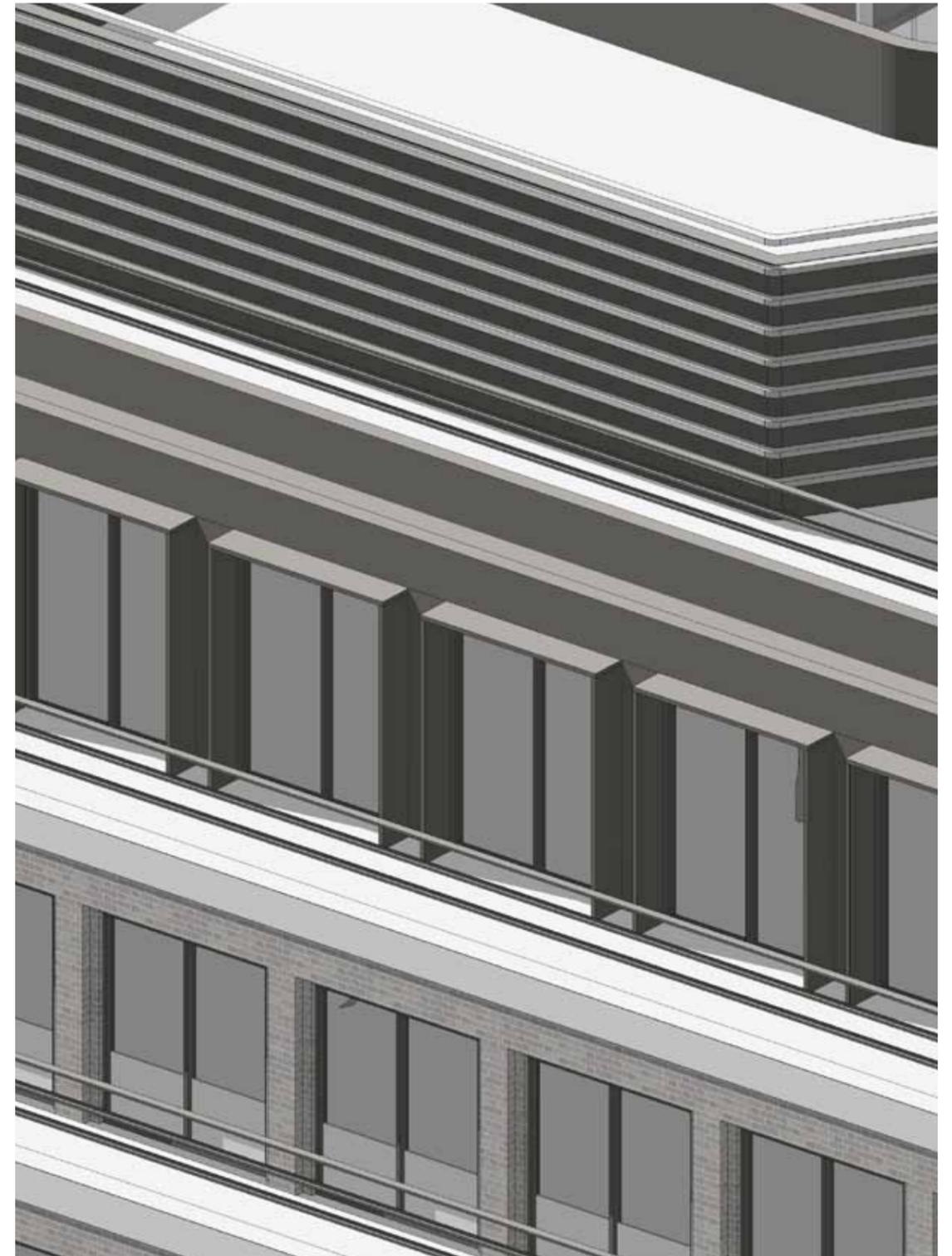
### 6.6 The 'top'



Section detail - Upper floors, High Holborn



Plan detail - Level 09, High Holborn



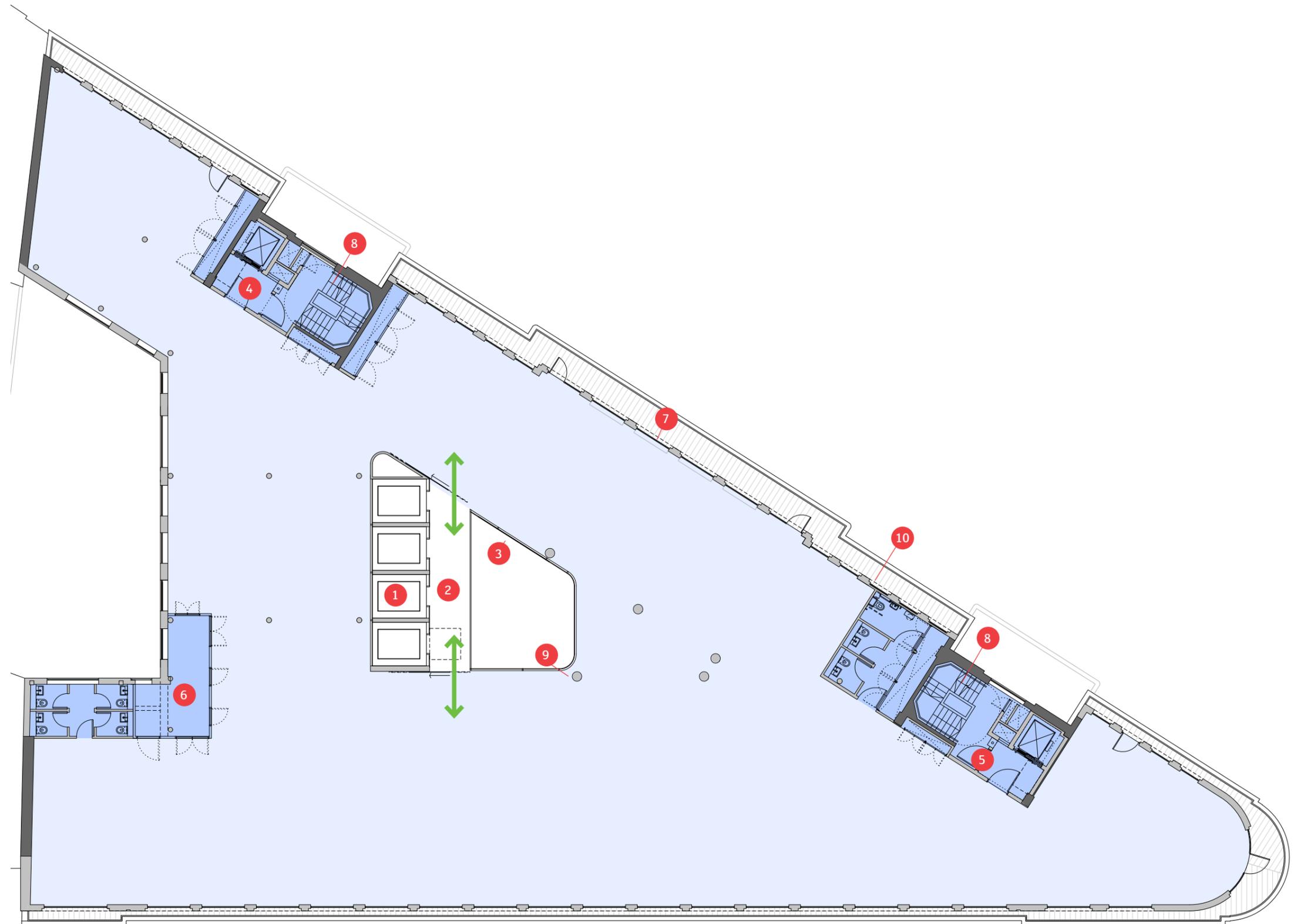
Upper floors, High Holborn

## 6. The Design Proposal

### 6.6 The 'top'

#### Level 7 Floor Plan

1. 4 x 17 Person Lifts. Lift shaft glazed front and rear, solid aluminium clad side fins.
2. Lift Lobby Bridge.
3. Full Height Glazing to Atrium.
4. North Core 1.
5. South Core 2.
6. West Core 3. Existing stair removed, new riser formed.
7. New brick piers with full height glazing.
8. Stair Rebuilt.
9. New Circular Columns.
10. Timber Decking to Terrace.

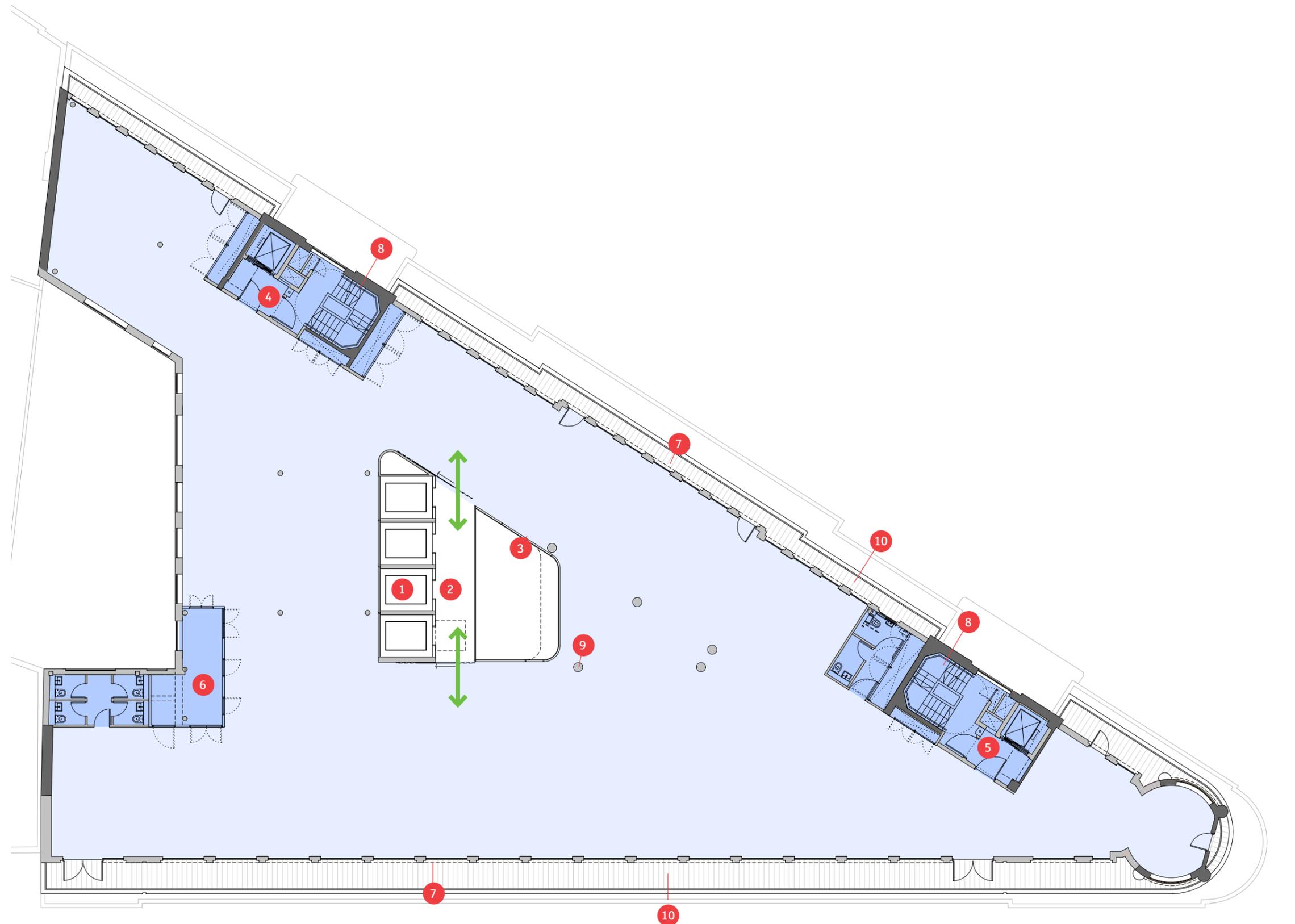


## 6. The Design Proposal

### 6.6 The 'top'

#### Level 8 Floor Plan

1. 4 x 17 Person Lifts. Lift shaft glazed front and rear, solid aluminium clad side fins.
2. Lift Lobby Bridge.
3. Full Height Glazing to Atrium.
4. North Core 1.
5. South Core 2.
6. West Core 3. Existing stair removed, new riser formed.
7. New brick piers with full height glazing.
8. Stair Rebuilt.
9. New Circular Columns.
10. Timber Decking to Terrace.

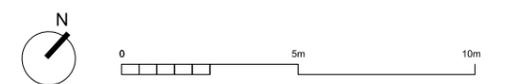
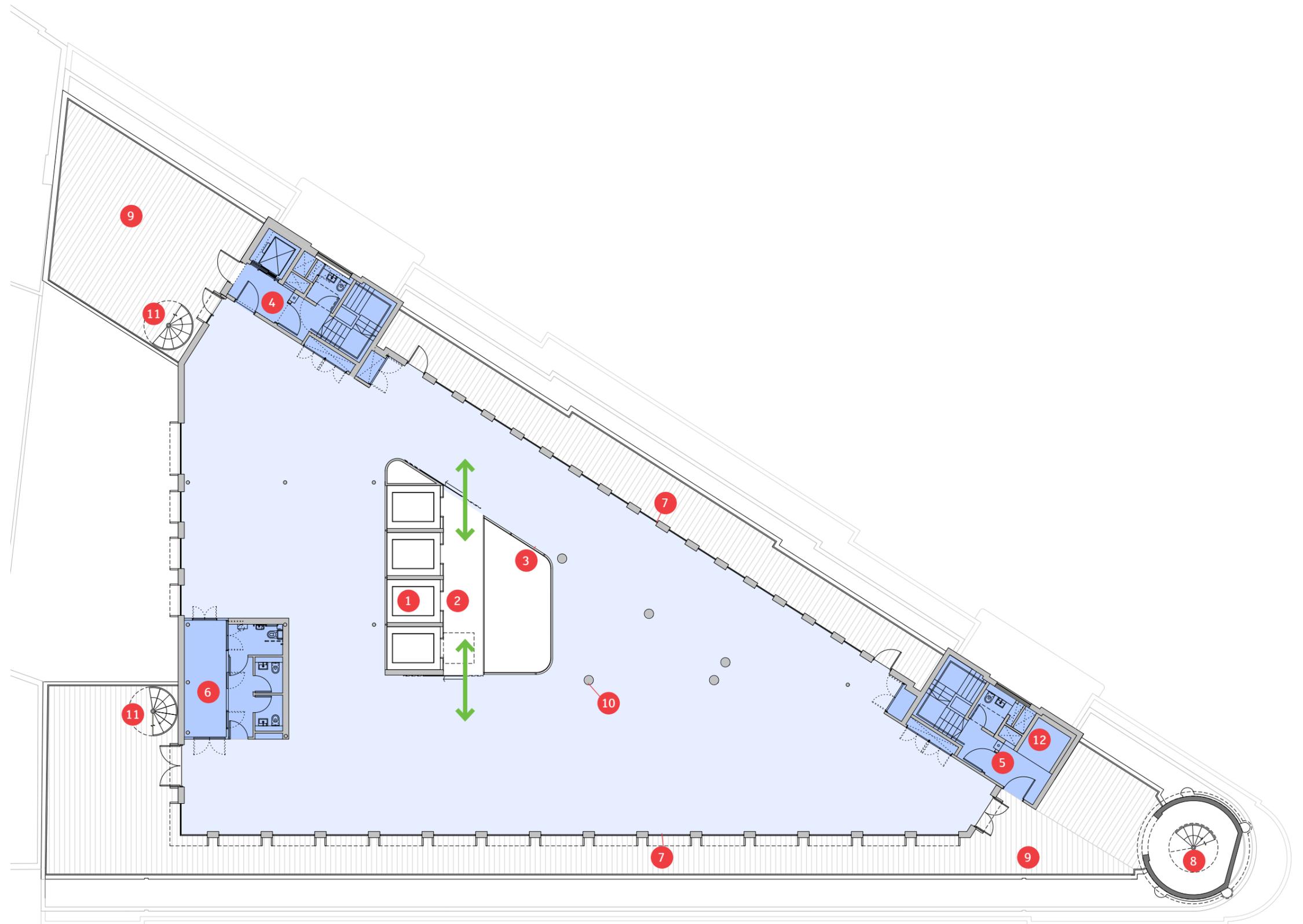


## 6. The Design Proposal

### 6.6 The 'top'

#### Level 9 Floor Plan

1. 4 x 17 Person Lifts. Lift shaft glazed front and rear, solid aluminium clad side fins.
2. Lift Lobby Bridge.
3. Full Height Glazing to Atrium.
4. North Core 1 Rebuilt.
5. South Core 2 Rebuilt.
6. West Core 3. Existing stair removed, new riser formed.
7. New Glazing.
8. Stairs to Clock Tower Viewing Platform.
9. Timber Decking to Terrace.
10. New Circular Columns.
11. Secondary Means of Escape from 9th Floor.
12. Lift Overrun / Smoke Extract Enclosure.

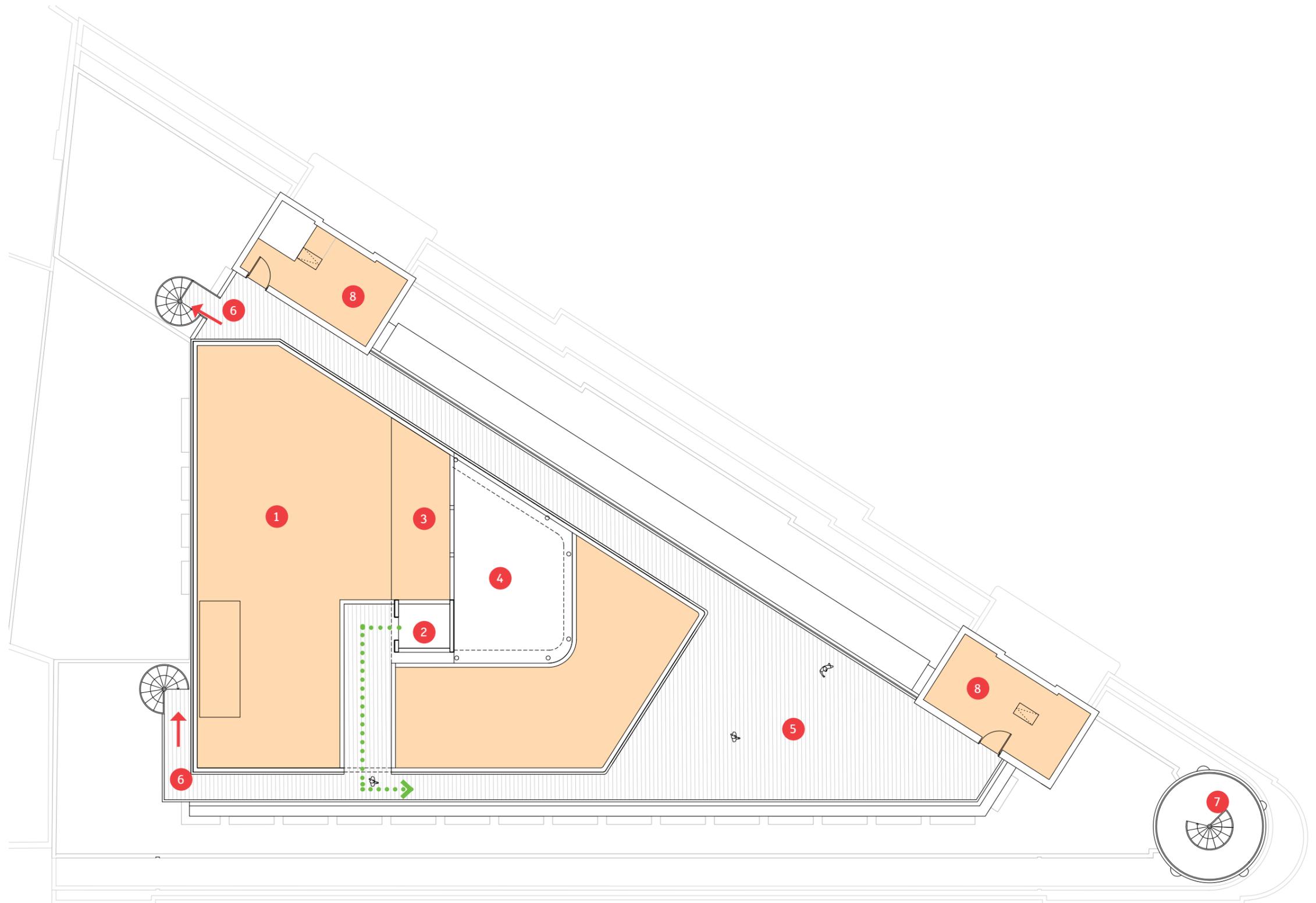


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#### Roof Plan

1. Single stacked plant zone with photovoltaic panel canopy positioned to be obscured from street views
2. Lift serving roof terrace.
3. Lift overrun.
4. ETFE roof over atrium.
5. Timber decking to terrace.
6. Secondary means of escape.
7. Clock tower viewing platform.
8. Brick parapet to cores obscure plant behind

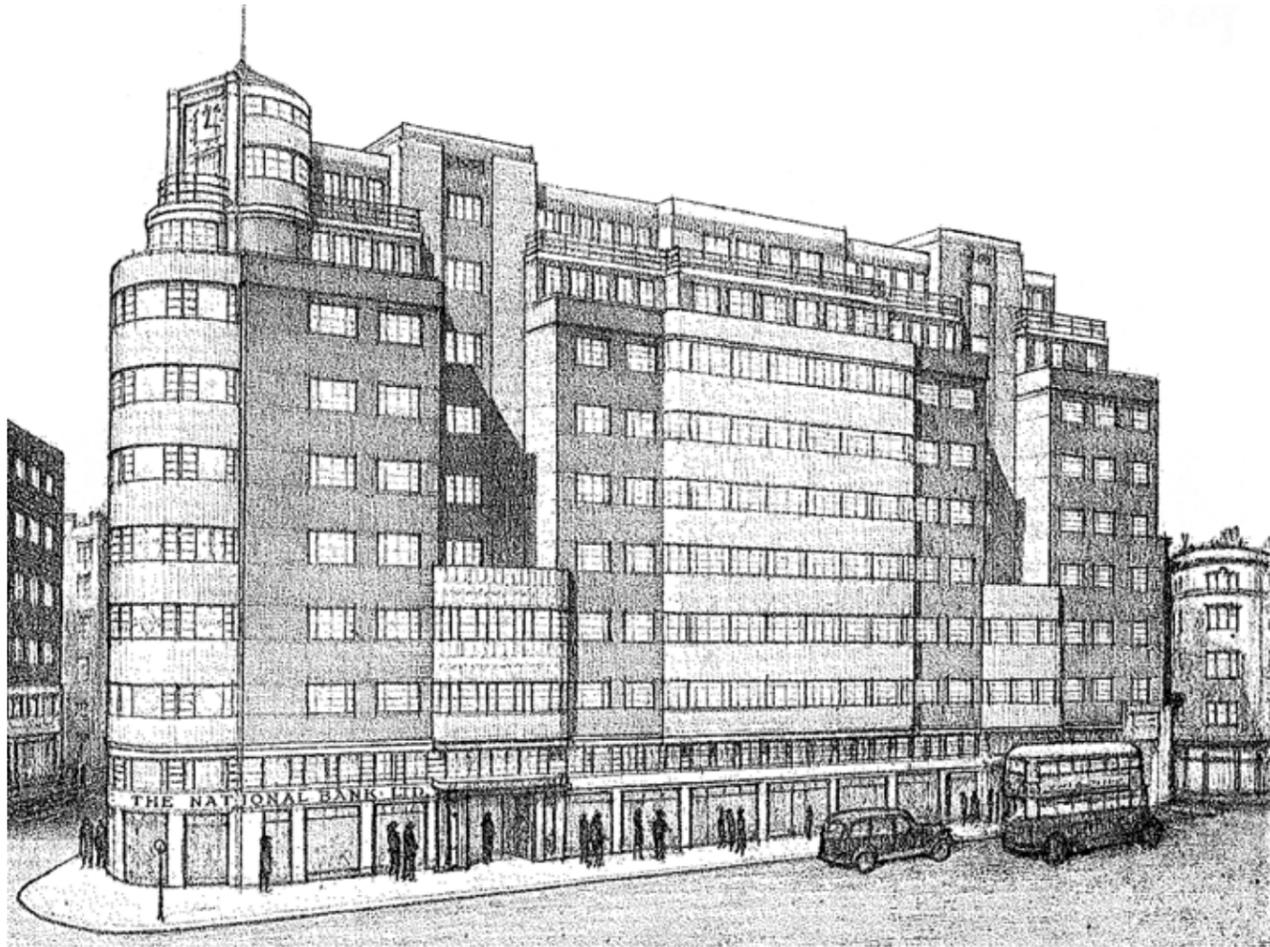


## 6. The Design Proposal

### 6.7 Summary

In summary, the key aims in undertaking the refurbishment and extension of Commonwealth House are:

- Work with the existing building : retaining as much of the existing fabric as possible and enhance the character and appearance of the building by preserving, respecting and reinforcing it's Art Moderne aesthetic.
- Raise the building profile, in keeping with the regeneration of this area of Camden and improve the 'quality' perception of the building.
- Activate New Oxford Street: move office entrance to New Oxford street and provide high quality retail to the ground floor
- Improve accessibility to and within the building for all users
- Provide high quality Cat A floorspace that will contribute to sustainable economic development and secure the building's optimum long term use.



Commonwealth House 1939



Commonwealth House - Proposed scheme

## 6. The Design Proposal

### 6.8 Key Views

The following pages set out the x 4 key views agreed with the Camden Planners. Note, for visual clarity, trees have been removed from views 2 and 4 of the proposed scheme.



1. Long view from High Holborn - Existing



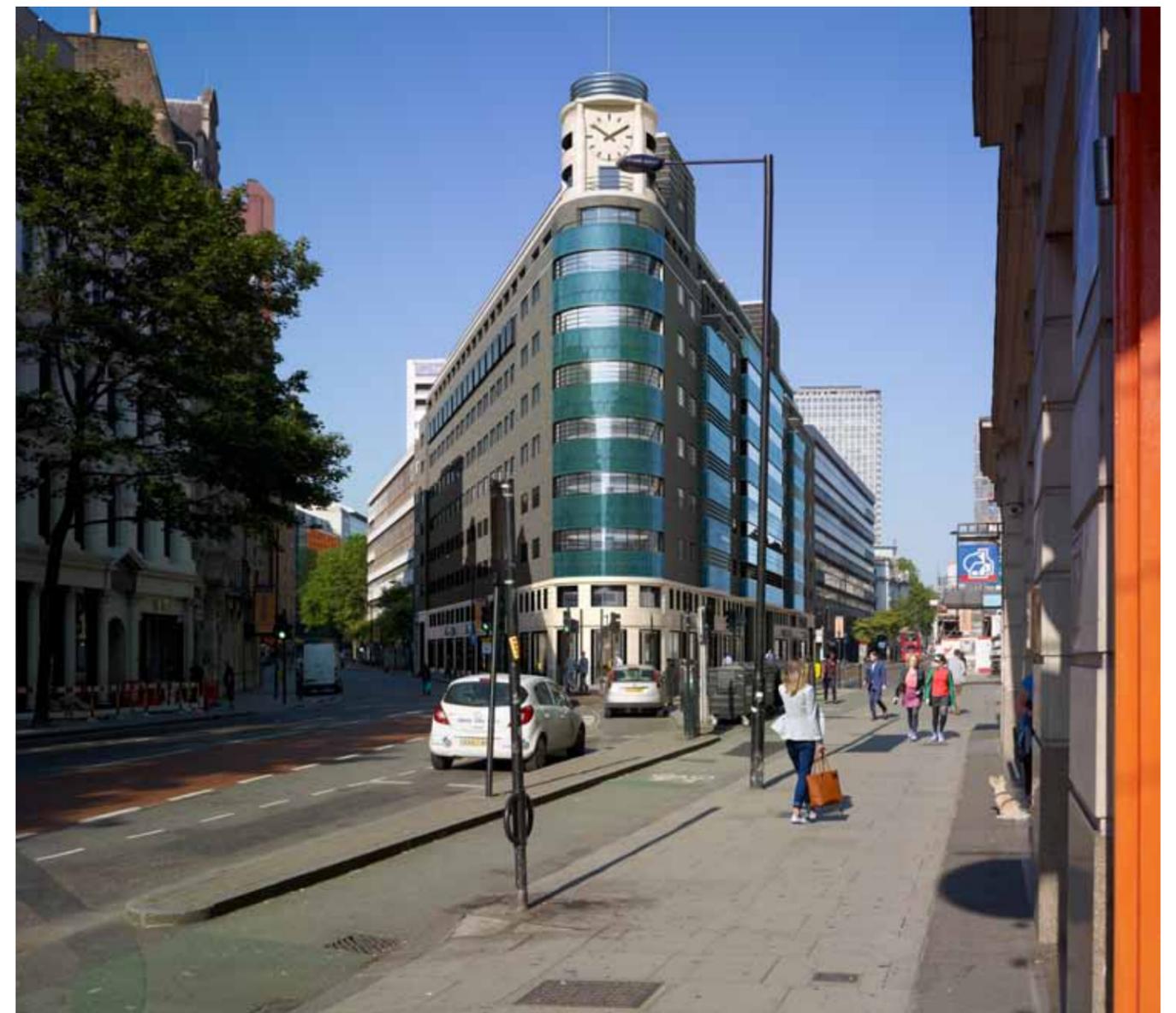
1. Long view from High Holborn - Proposed

## 6. The Design Proposal

### 6.8 Key Views



2. Short view from High Holborn - Existing



2. Short view from High Holborn - Proposed

## 6. The Design Proposal

### 6.8 Key Views



3. View from Bury Place - Existing



3. View from Bury Place - Proposed

## 6. The Design Proposal

### 6.8 Key Views



4. View from New Oxford Street looking south - Existing



4. View from New Oxford Street looking south - Proposed

## 7. Access Statement

The following layout is a summary of the key access and egress points to the building. All access / egress points from pavement level into the building at ground floor level will be level access.

Further details can be found in the Transport report by Arup which is an appendix to this report.

- 1 4 x 17p lift serving G-9 \*
- 2 fire fighting lift serving B-9\*\*
- 3 fire fighting stair serving B-9\*\*
- 4 cycle / refuse / goods lift serving B-G

\* end lift serves roof terrace  
 \*\* south core serves B-8th only

-  Level Office pedestrian entrance & egress from pavement
-  Level Retail pedestrian access from pavement
-  Level Cycle access & egress, level access from pavement (level access to basement via dedicated lift or stepped access via stair with wheel rail)
-  Vehicular loading access (refer to Arup Transport report)
-  Loading bay
-  Fire escape from cores
-  Refuse Access - refuse to be brought to grade for collection from basement via dedicated lift



## 7. Access Statement

### Pedestrian Access to the building

The existing office entrances are proposed to be relocated to provide a new, central double height level entrance point from New Oxford Street. Level access to the retail facilities will be available from New Oxford Street and High Holborn.

### Pedestrian Access to Dunn's Passage

There is a desire by the applicant to open up and reactivate Dunn's Passage. Due to issues with ownership the proposed works for Dunn's Passage will be developed and progressed following this application. Orms have been working closely with 21-31 New Oxford St, the neighbouring site, to develop a holistic design approach for this area. Section 6.4 of this report reflects the progress of the current design but does not form part of this application. It is however, the preferred long term plan, subject to discussions with 21-31 New Oxford Street.

### Car Parking

There is no car parking provision on the existing site and it is not proposed to provide any car parking spaces as part of the proposed development.

### Vehicle Access

The main vehicular access to the site for servicing is proposed to be via the road adjacent to Dunn's passage, giving access to the servicing bays. The access will continue to be one-way with access via High Holborn and egress onto New Oxford Street, the junctions will take the form of simple crossovers. This route will also be the primary access for cyclists.

### Cycle Access

Access to the cycle parking spaces is proposed via three entrances, one along the road adjacent to Dunn's Passage and two on New Oxford Street. Access to the basement is provided via a goods/cycle lift accessible from the road adjacent to Dunn's Passage to the east of the building. Stairs with a wheeling ramp are also provided down to the basement at two locations from New Oxford Street. This design is in accordance with Camden planning guidance. Camden Planning Guidance 7, Transport, states that: 'the route to cycle parking from street level should be step free. Cycle parking inside buildings should be at the entrance level of the building or accessible by a ramp or lift from street level that can accommodate a bike.'

### Cycle Parking

The minimum number of cycle parking spaces required to meet Camden's planning standards is 64 (47 for office and 17 for retail). The cycle parking provision exceeds Camden's standards and is designed in accordance with the London Plan, 2013 standards (1 space per 150m<sup>2</sup>) exceeding this provision by 25 spaces. (refer to Section 6.3 in this report for a detail plan of the Cycle Parking area).

Cycle parking for the whole building will be provided at basement level. A breakdown of the proposed provision is shown below:

- 73 spaces for B1 office staff and visitors; and
- 16 spaces for retail staff and visitors;

A minimum of 10% of the cycle parking spaces will be provided using Sheffield stands. The majority of the cycle parking spaces are provided as Josta 2-tier racks. The 2-tier racks are designed to get the maximum number of bikes into a limited space, in a safe, easy to use way.

### Servicing Hours

The proposed development is estimated to generate 37 delivery and servicing trips a day. The hours of servicing will be restricted between 06:00-10:00 in the morning and 16:30 to 22:00 in the evening. During servicing hours and outside this period it is proposed that the gates will remain open but bollards will be installed and activated during this time to deter any unscheduled delivery vehicle from accessing the yard. This will be managed with a person on duty during service hours. The gates to the service yard will be closed overnight and therefore not accessible to the public or any vehicles due to the residential units adjacent to the site.

The proposed restricted hours of servicing has been implemented due to the location of some of the retail units along the road adjacent to Dunn's Passage and to generally help improve the local public realm.

There is a peak of activity of six service vehicles between 09:00 and 10:00. The number of future service vehicle movements is not considered to be significant and is not envisaged to generate any capacity issues on the external highway network. It is proposed that servicing for office and retail land uses within the proposed development be from two loading bays located west of the proposed development along the road adjacent to Dunn's Passage, and utilising the existing loading bay on New Oxford Street. The loading bays will be accessed from New Oxford Street and High Holborn.

### Servicing Strategy

The proposed service strategy would require the movement of waste in 1,100 litre bins via the dedicated goods/cycle lift in the basement to the service road adjacent to Dunn's Passage at ground level on collection days. Refuse collection would be via an 8m vehicle entering the site from High Holborn and pulling into the service area to collect bins from waste store.

Additionally the existing 10m bay to the north of the site located on the south side of New Oxford Street which is used for the existing servicing of the building could provide servicing for vehicles up to 10 metres in length and would be able to service the retail units along New Oxford Street, subject to Camden's approval. The existing diplomatic bay adjacent to existing loading bay is under utilised as shown from the results from our survey (see Arup report, section 4.6.3). Subject to Camden approval and the submission of a Traffic Regulation Order, the existing 5m diplomatic bay could potentially be used for servicing/courier vehicles for the proposed development.

## 8. Crime Impact Statement

ORMS have held two meetings with the Camden Design Out Crime Officer, at Ruislip Police Station on 28th March 2014 and 4th June 2014.

### Principal comments

1. All communal entrance doors and opening windows on ground access levels will be to a security enhanced standard. BS PAS 24-2012. Security route within the building needs to be defined. Rotating doors may not be security tested and therefore there will be an internal security line within the building established. This will have fob control on the lifts and BS PAS 24-2012 doors fitted to prevent entry to the stairs.
2. On each floor plate there will be a further BS PAS 24-2012 door fitted to prevent entry from the core onto the floor. The floor may be further sub-divided for multiple clients to use. Security must be considered at this point and risk commensurate measures taken.
3. 24/7 reception concierge.
4. Consideration to be given to CCTV and an alarm system.
5. Any recess to ground floor frontages should be to the minimum and in any case the maximum of 600mm.
6. A SBD application is required.  
(At this time retail units will not be part of this SBD application)

### 7. Dunn's Passage

As there are concerns that opening this to the public will attract crime and anti-social behaviour (ASB), mitigating measures to reduce these problems are:

- Provide uniform level of lighting
- CCTV
- Full height and width gating with strict management protocols

The above recommendations will be reviewed and accommodated where possible in the next phase of design.

# 9. Area Schedule

 <span style="float: right;"><b>1975 / Commonwealth House</b> Area Schedule</span>																				
Floor	NIA EXISTING		NIA PROPOSED		NIA UPLIFT		GIA EXISTING		GIA PROPOSED		GIA UPLIFT		GEA EXISTING		GEA PROPOSED		GEA UPLIFT		Proposed NIA to GIA Efficiency	Notes
	m2	ft2	m2	ft2	m2	ft2	m2	ft2	m2	ft2	m2	ft2	m2	ft2	m2	ft2	m2	ft2	%	

Area Schedule Revision J\_ 8th September 2014

Basement (Retail Storage)	670	7,212	401	4,316	-269	-2,896	745	8,019	Storage Refuse Vaults	436 54 19	509	5,479	-236	-2,540	820	8,826	Storage Refuse Vaults	470 59 25	554	5,963	-266	-2,863	Plant, communal showers and cores not included in NIA (Previously included) GEA includes vaults and central open area	
Basement (Office)	0	0	0	0	0	0	458	4,930	Plant Refuse Cycle Store Showers Vaults Other	306 58 128 103 11 132	738	7,944	280	3,014	499	5,371	Plant Refuse Cycle Store Showers Vaults Other	316 64 140 114 14 138	786	8,461	287	3,089	Including circulation, cores and building manager	
Basement (Shared)	0	0	0	0	0	0	132	1,421	Corridor Lift	105 10	115	1,238	-17	-183	144	1,550	Corridor Lift	107 12	119	1,281	-25	-269		
Ground (Retail)	656	7,061	737	7,933	81	872	726	7,815			743	7,998	17	183	781	8,407			795	8,557	14	151		
Ground (Office)	81	872	0	0	-81	-872	234	2,519			329	3,541	95	1,023	271	2,917			347	3,735	76	818	GEA gain due to remodelled shopfronts	
Ground (Shared)	0	0	0	0	0	0	0	0	Lift Lobby Substation	37 33	70	753	70	753	0	0	Lift Lobby Substation	40 39	79	850	79	850		
Mezzanine (Office)	873	9,397	0	0	-873	-9,397	1,050	11,302			0	0	-1,050	-11,302	1,130	12,163			0	0	-1,130	-12,163		
L01	964	10,376	1,080	11,625	116	1,249	1,134	12,206			1,219	13,121	85	915	1,222	13,154			1,291	13,896	69	743	89	NIA increase resulting from infilling of existing toilet cores
L02	955	10,280	1,080	11,625	125	1,346	1,133	12,196			1,219	13,121	86	926	1,223	13,164			1,293	13,918	70	753	89	NIA increase resulting from infilling of existing toilet cores
L03	949	10,215	1,085	11,679	136	1,464	1,097	11,808			1,224	13,175	127	1,367	1,188	12,788			1,293	13,918	105	1,130	89	NIA increase resulting from infilling of existing toilet cores
L04	951	10,237	1,088	11,711	137	1,475	1,096	11,797			1,225	13,186	129	1,389	1,186	12,766			1,294	13,929	108	1,163	89	NIA increase resulting from infilling of existing toilet cores
L05	948	10,204	1,092	11,754	144	1,550	1,098	11,819			1,229	13,229	131	1,410	1,186	12,766			1,296	13,950	110	1,184	89	NIA increase resulting from infilling of existing toilet cores
L06	856	9,214	1,070	11,517	214	2,303	999	10,753			1,197	12,885	198	2,131	1,084	11,668			1,267	13,638	183	1,970	89	NIA increase resulting from infilling of existing toilet cores NIA increase due to infilling of terrace to High Holborn
L07	700	7,535	994	10,699	294	3,165	786	8,461			1,102	11,862	316	3,401	875	9,419			1,158	12,465	283	3,046	90	NIA increase resulting from infilling of existing toilet cores
L08	396	4,263	858	9,236	462	4,973	501	5,393			960	10,333	459	4,941	582	6,265			1,014	10,915	432	4,650	89	NIA increase resulting from infilling of existing toilet cores
L09	0	0	549	5,909	549	5,909	79	850			645	6,943	566	6,092	100	1,076			657	7,072	557	5,996	85	GIA / GEA added for existing plant
<b>TOTAL</b>	8,999	96,865	10,034	108,006	1,035	11,141	11,268	121,289			12,524	134,808	1,256	13,520	12,291	132,300			13,243	142,548	952	10,247		

Notes :

1) The above area schedule has been derived from the new measured survey information by CSL Surveys undertaken in April 2014.

## 10. Potential On-site Residential Provision

### 10.1 Overview

Under Policy DP1 a scheme with an uplift of 950 sqm would have to provide 475 sqm of floorspace for housing, however the proposed floorspace uplift does not trigger the requirement to provide affordable housing.

We have explored detailed options to locate housing on site. However have encountered numerous difficulties and technical issues in our studies which are setout below.

1. A significant proportion of floorspace would be required to provide a residential core and circulation. This would only deliver approximately 4 residential units. (see plans adjacent)

2. In terms of amenity, a daylight and sunlight assessment has been undertaken by Delva Patman Redler which concludes that none of the proposed residential units achieve adequate daylight levels. In relation to sunlight, only two of the habitable rooms achieve satisfactory levels of daylight.

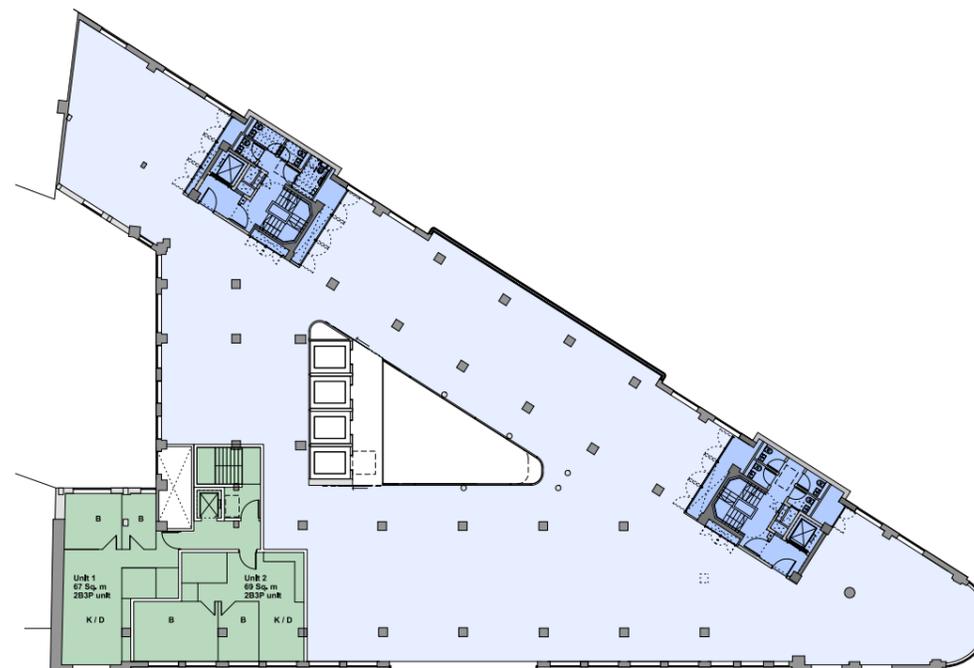
3. In relation to the remainder of the scheme, the introduction of a residential use has a significant impact on the retail and office floorplate layouts at ground to second floor level. The lift overrun would extend to the third floor level.

4. The proposed residential use would also impact on the ability to open up and encourage activity through Dunn's Passage. We have explored the option to provide the residential access from Dunn's Passage, however this is not feasible due to the servicing arrangements.

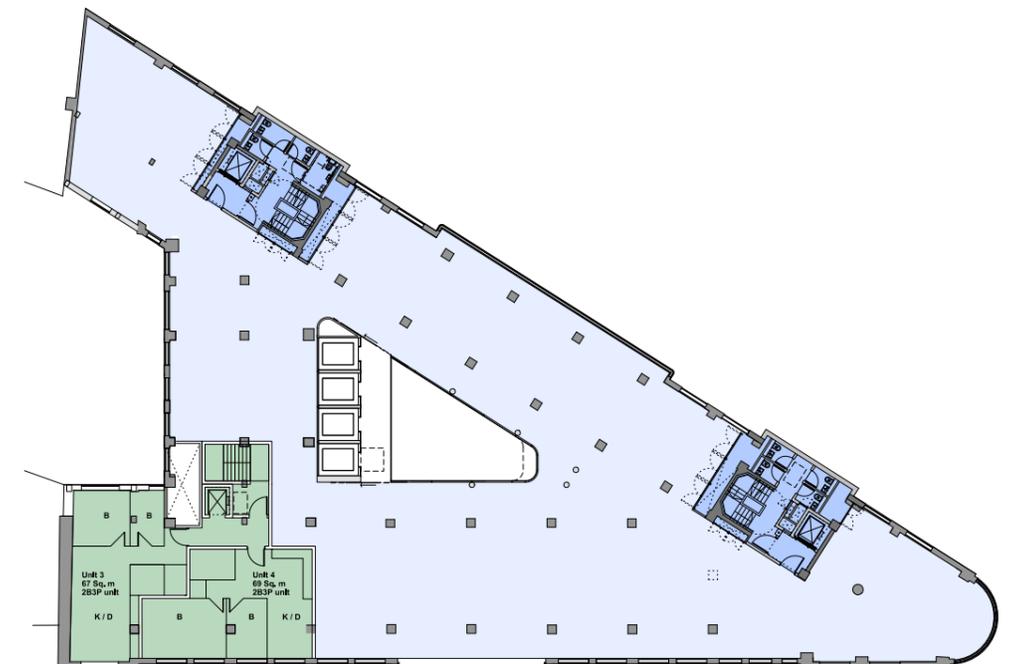
Following the detailed analysis of the potential for on site residential floorspace, we have concluded that given the numerous constraints and technical issues, on-site residential provision is not viable in this scheme.



Ground Floor Plan



First Floor Plan



Second Floor Plan

## 11. Appendices

Planning Application Drawings : Existing

Planning Application Drawings : Proposed

Soft strip and Demolition drawings

# 11. Appendices

## Existing Drawings

Existing Site Location Plan	1975_PL00	1:1250@A1
Existing Site Plan	1975_PL01	1:500@A1
Existing Basement Floor Plan	1975_PL02	1:100@A1
Existing Ground Floor Plan	1975_PL03	1:100@A1
Existing Mezzanine Floor Plan	1975_PL04	1:100@A1
Existing First Floor Plan	1975_PL05	1:100@A1
Existing Second Floor Plan	1975_PL06	1:100@A1
Existing Third Floor Plan	1975_PL07	1:100@A1
Existing Fourth Floor Plan	1975_PL08	1:100@A1
Existing Fifth Floor Plan	1975_PL09	1:100@A1
Existing Sixth Floor Plan	1975_PL10	1:100@A1
Existing Seventh Floor Plan	1975_PL11	1:100@A1
Existing Eight Floor Plan	1975_PL12	1:100@A1
Existing Roof Plan	1975_PL13	1:100@A1
Existing Section AA	1975_PL20	1:100@A1
Existing Section BB	1975_PL21	1:100@A1
Existing Section CC	1975_PL22	1:100@A1
Existing North Elevation	1975_PL23	1:100@A1
Existing South Elevation	1975_PL24	1:100@A1
Existing West Elevation	1975_PL25	1:100@A1
Existing South Atrium Elevation	1975_PL26	1:100@A1
Existing North Atrium Elevation	1975_PL27	1:100@A1

## Soft Strip and Demolition Drawings

Structural demolition works: Basement Floor Plan	1975_PL31	1:100@A1
Structural demolition works: Ground Floor Plan	1975_PL32	1:100@A1
Structural demolition works: Mezzanine Floor Plan	1975_PL33	1:100@A1
Structural demolition works: First Floor Plan	1975_PL34	1:100@A1
Structural demolition works: Second Floor Plan	1975_PL35	1:100@A1
Structural demolition works: Third Floor Plan	1975_PL36	1:100@A1
Structural demolition works: Fourth Floor Plan	1975_PL37	1:100@A1
Structural demolition works: Fifth Floor Plan	1975_PL38	1:100@A1
Structural demolition works: Sixth Floor Plan	1975_PL39	1:100@A1
Structural demolition works: Seventh Floor Plan	1975_PL40	1:100@A1
Structural demolition works: Eighth Floor Plan	1975_PL41	1:100@A1
Structural demolition works: Roof Plan	1975_PL42	1:100@A1
Structural demolition works: Section AA	1975_PL50	1:100@A1
Structural demolition works: Section BB	1975_PL51	1:100@A1
Structural demolition works: Section CC	1975_PL52	1:100@A1
Structural demolition works: North Elevation	1975_PL53	1:100@A1
Structural demolition works: South Elevation	1975_PL54	1:100@A1
Structural demolition works: West Elevation	1975_PL55	1:100@A1

## Proposed Drawings

Proposed Basement Floor Plan	1975_PL61	1:100@A1
Proposed Ground Floor Plan	1975_PL62	1:100@A1
Proposed First Floor Plan	1975_PL64	1:100@A1
Proposed Second Floor Plan	1975_PL65	1:100@A1
Proposed Third Floor Plan	1975_PL66	1:100@A1
Proposed Fourth Floor Plan	1975_PL67	1:100@A1
Proposed Fifth Floor Plan	1975_PL68	1:100@A1
Proposed Sixth Floor Plan	1975_PL69	1:100@A1
Proposed Seventh Floor Plan	1975_PL70	1:100@A1
Proposed Eighth Floor Plan	1975_PL71	1:100@A1
Proposed Ninth Floor Plan	1975_PL72	1:100@A1
Proposed Roof Plan	1975_PL73	1:100@A1
Proposed Section AA	1975_PL80	1:100@A1
Proposed Sections BB and CC	1975_PL81	1:100@A1
Proposed Section DD	1975_PL82	1:100@A1
Proposed North Elevation	1975_PL83	1:100@A1
Proposed South Elevation	1975_PL84	1:100@A1
Proposed West Elevation	1975_PL85	1:100@A1
Proposed Elevation Detail 01 - Typical Shopfronts	1975_PL87	1:25@A1
Proposed Elevation Detail 02 - Main Office Entrance	1975_PL88	1:25@A1
Proposed Elevation Detail 03 - North Upper Floor Terraces	1975_PL89	1:25@A1
Proposed Elevation Detail 04 - South Upper Floor Terraces	1975_PL90	1:25@A1