

4. The Proposed Scheme

4.2. Appearance – Existing – Corner of New Oxford Street & West Central Street

46



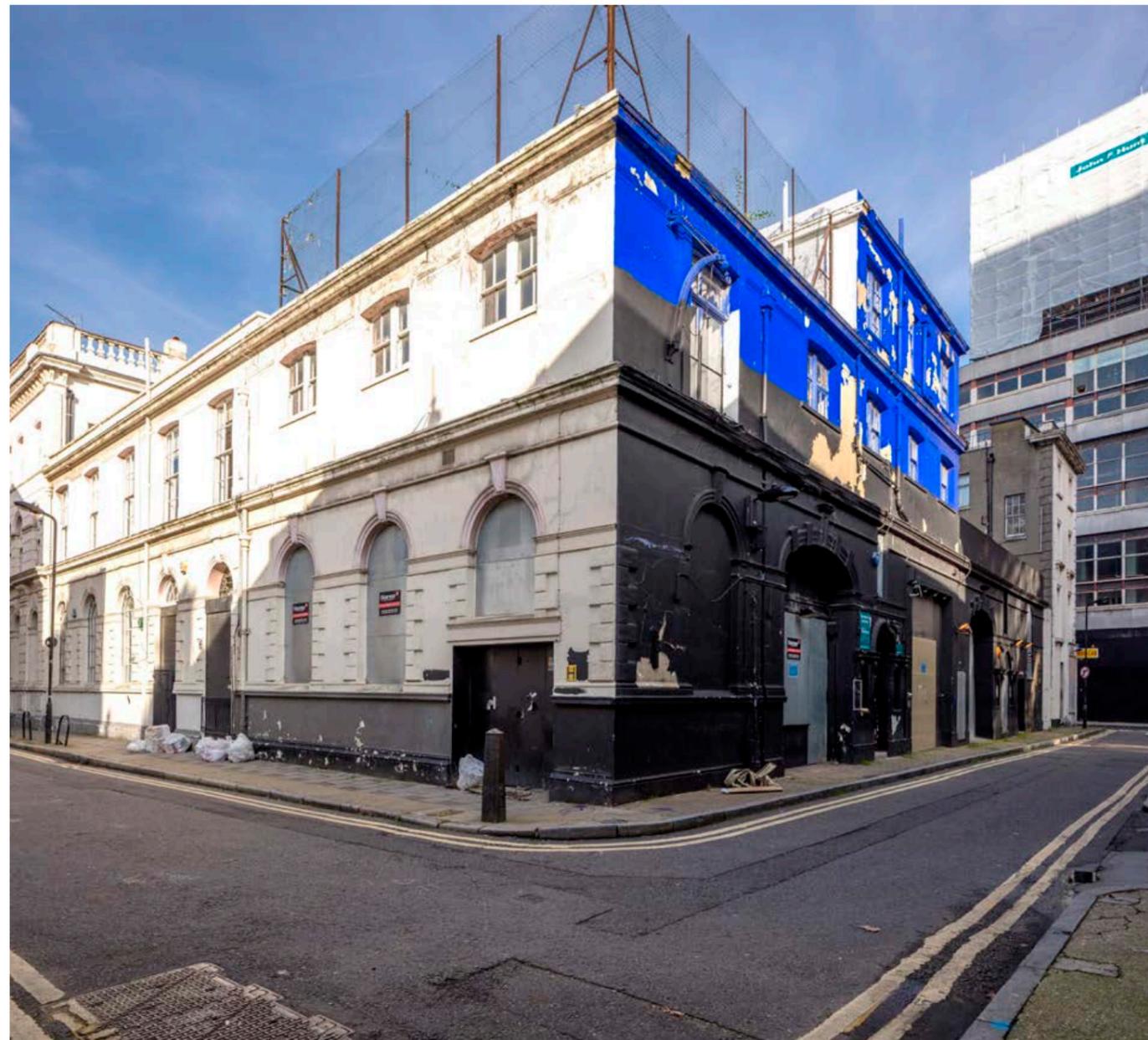
4. The Proposed Scheme

4.2. Appearance – Proposed – Corner of New Oxford Street & West Central Street



4. The Proposed Scheme

4.2. Appearance – Existing – Corner of West Central Street



4. The Proposed Scheme

4.2. Appearance – Proposed – Corner of West Central Street



4. The Proposed Scheme

4.2. Appearance – Existing – Museum Street

50



4. The Proposed Scheme

4.2. Appearance – Proposed – Museum Street



4. The Proposed Scheme

4.2. Appearance – Existing – Corner of Museum Street & West Central Street

52



4. The Proposed Scheme

4.2. Appearance – Proposed – Corner of Museum Street & West Central Street



4. The Proposed Scheme

4.3. Site Access & Circulation

54

The proposed development can be accessed from pavements on all sides.

There is no parking on New Oxford Street, Museum Street and West Central Street, however, loading and unloading is permitted along the street and at the loading area on West Central Street near the junction with New Oxford Street.

There is a proposed change to the highway network in Tottenham Court Road area through London Borough of Camden's West End Project. This will have a direct impact on access to the proposed development. Detail report can be found in the transport statement in the supporting document.



-  Traffic Direction
-  Permitted Loading area
-  Entrance
-  Residential Vertical Circulation
-  Flexible Vertical Circulation to Basement

4. The Proposed Scheme

4.4. Refuse and Recycling

The proposed scheme currently offers enough space for 5 x 1,100 litre euro bins and 3 x 550 Litre euro bins for office, flexible spaces and residential use. There will be separate bins for general waste and mixed recycling. The bin store is located in secure basement room that will be easily accessed via a lift to the courtyard area at designated times to be collected at the main entrance gate at Museum Street. Collection will be managed by management company who will move the bins outside for collection and ensure they are subsequently returned to the store. This will ensure the refuse vehicles are stationary on Museum Street for a minimum period.

Daily refuse pick ups for the office and flexible spaces will occur along West Central Street which is a much quieter road and therefore less disruptive to traffic flows during the course of refuse collections.



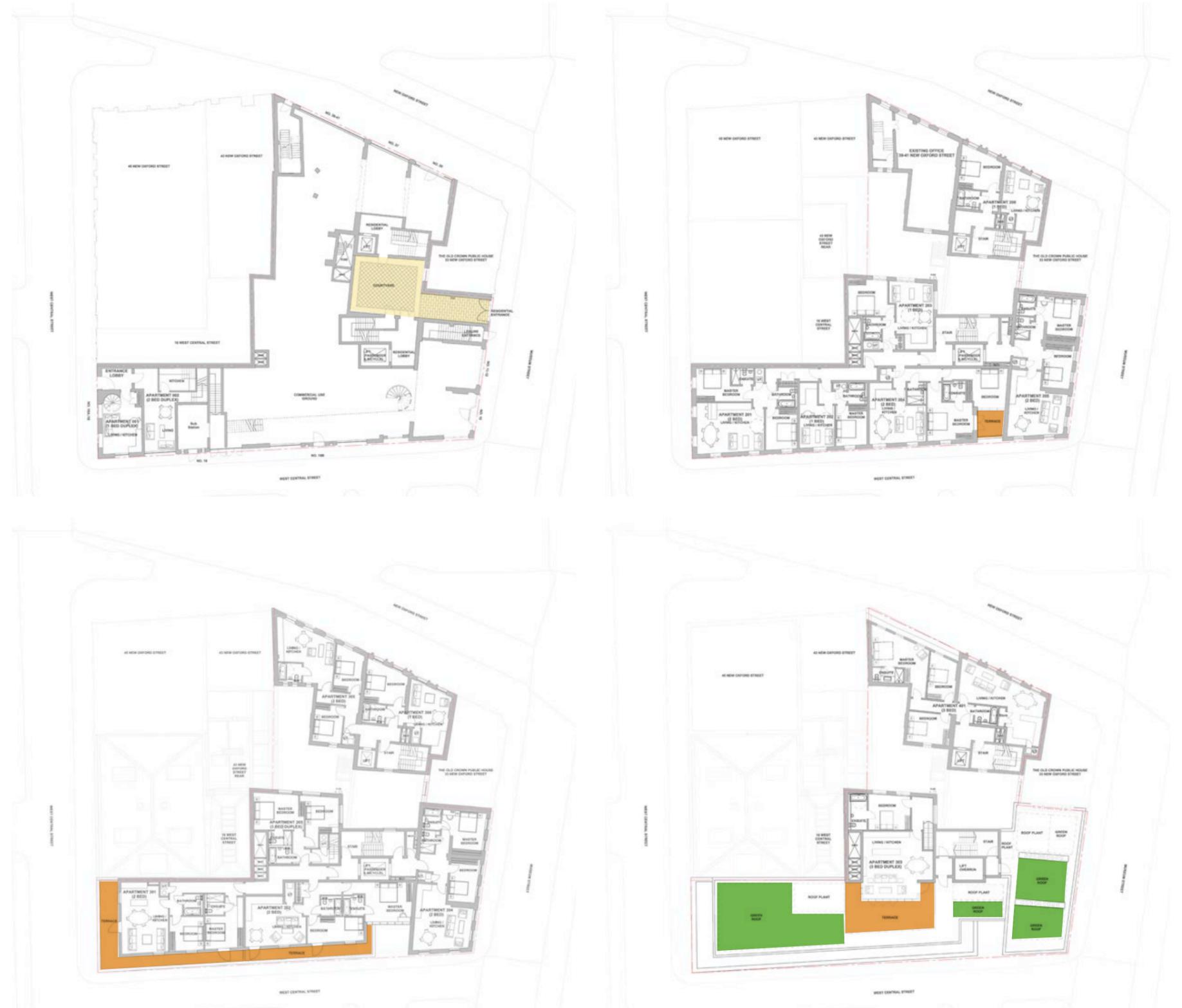
4. The Proposed Scheme

56

4.5. Landscape

The very nature this site being within a dense built up urban fabric with narrow pavement areas, there is little opportunity for generating any significant open landscape areas. The proposal however will include potted planting within the inner courtyard furnished with plants suitable for predominately shaded areas. There will be open terraces on the upper floors of the West Central Street block of flats that will be suitable for local planting provided by individual flat owners.

The proposal will also include extensive green roofs on both flat roof areas above the residential blocks.



-  Courtyard
-  Terrace
-  Green Roof

4. The Proposed Scheme

4.6. Access and Future Adaptability

4.6.1. Secure by Design

The proposal has not been submitted under Secure by Design, however care has been taken to abide by the National Planning Policy Framework that states:

“Planning policies and decisions should aim to ensure developments will create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion”.

The Framework mentions the importance placed on “safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, encourage the active and continual use of public areas”.

The scheme has been designed to ensure the residential accommodation has secure access from public areas, communal spaces to encourage neighbourly interaction, and active street frontages to help foster a sense of community.

Some of the measures to design out crime within the development are:

- CCTV as a detection method in the entrance courtyard, inside the lift lobbies and access to the basement.
- New single point of entry with secure metal gates on Museum Street that will be well lit.
- Fob access locks for residents and intercom system for visitors.
- Ground floor glazing to be toughened and/or laminated glass and certified to BS 7950.
- Communal doors to have magnetic locks.
- Communal doors to the basement to be accessed with encrypted fobs.
- Cycles located in secure basement level with access via inner courtyard
- Doorsets to buildings and dwellings to be PAS 24-1:2012 and party walls to be robust to prevent breakthrough.
- Balconies access doors to comply with SBD Standards and incorporate lockable hardware.
- Door locks and glazing of office and flexible spaces to be compliant with SBD standards.
- Alarm system provided for office and flexible spaces.

4.6.2. Inclusive Design

The Principles of Accessible Design

The scheme has been developed to consider the needs of a wide range of people including those who are disabled. Residents, visitors and members of staff of the residential block, office and flexible spaces are considered in the approach that has been adopted to accessing the built environment ensuring integration for all regardless of ability.

The requirements of the following legislation, policy and guidance have been incorporated into the design principles, in order for the development to achieve inclusive accessible design:

- The Equality Act 2010
- The Building Regulations 2013 Approved Document Part M
- Access to and use of buildings
- The Building Regulations 2010 Approved Document Part K – Protection from falling, collision and impact
- The Lifetime Homes Standard – 5 July 2010 revision (refer to Appendix 5.5 on page 106)
- Lifetime Neighbourhoods – CLG
- British Standard BS9266:2013 – Design of accessible and adaptable general needs housing –Code of Practice
- British Standard BS8300:2009+A1 2010 – Design of buildings and their approaches to meet the needs of disabled people – Code of Practice
- National Planning Policy Framework 2012 (NPPF), Department for Communities and Local Government (DCLG)

4. The Proposed Scheme

58

4.6.3. Approaches to Buildings

Currently each building has separate entrances directly off the main streets. This results in individual stairs servings each floor which is impracticable for a larger scale redevelopment where common areas and entrances must be kept to a minimum. The proposal utilises the existing wide coach door on Museum Street to serve as the main access into an inner courtyard area. There is also an additional common entrance at 16 West Central Street to serve the two independent studio apartments.

-  Office Entrance
-  Flexible Space Entrance to Basement
-  Flexible Space Entrance
-  Residential Entrance



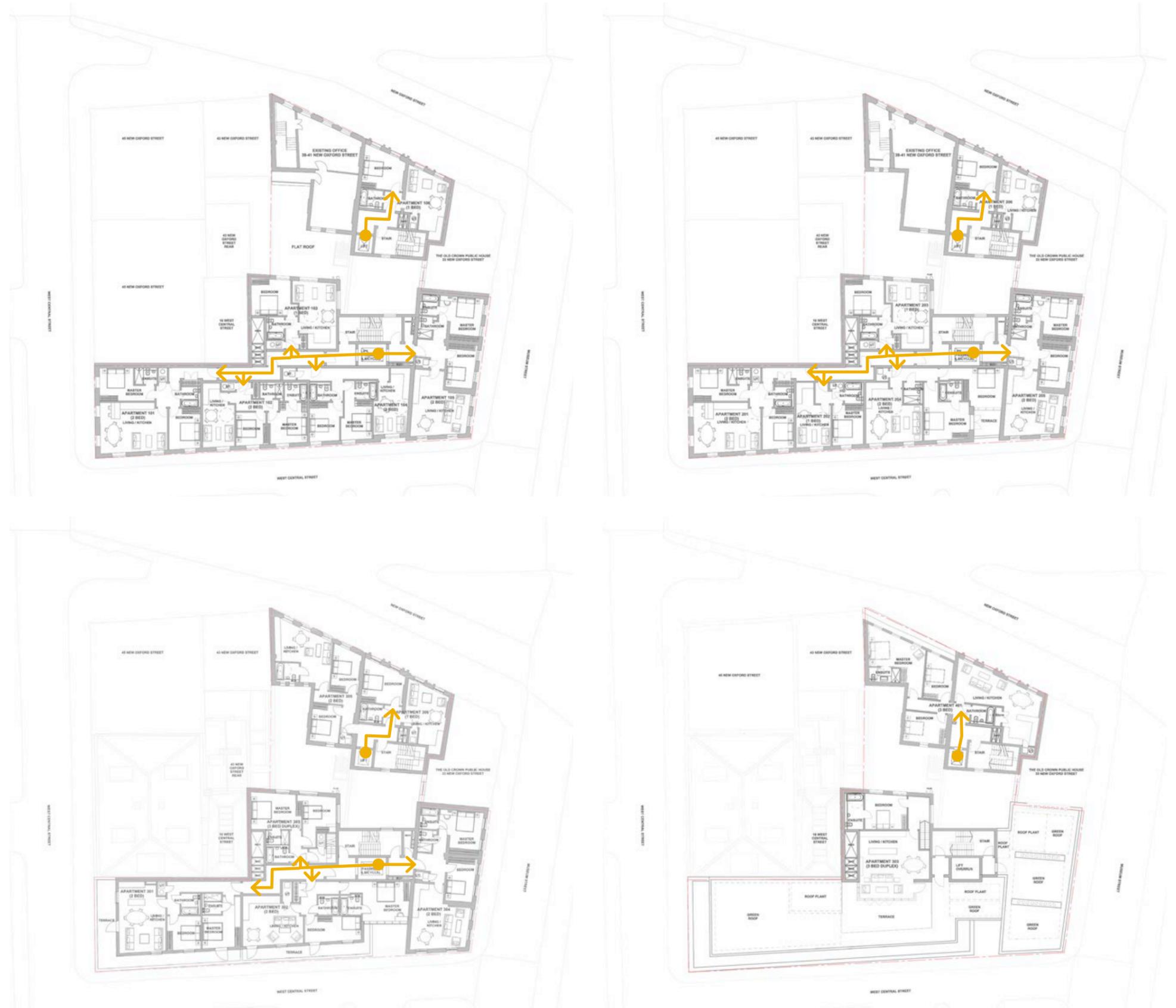
4. The Proposed Scheme

4.6.4. Approaches to Dwellings

As one enters and is within the courtyard, there are two separate external doors each corresponding to the north and south blocks. These doors provide access to a single stairway and lift serving the flats above. The south core will have a single stair to the basement and a suitably deep lift car to allow residents to access the basement for their cycles. This lift will also be used to transport refuse bins to and from the basement refuse room.

The main blocks of flats will be step-free throughout. The both lifts will be compliant for wheel chair access to all levels. The corridors likewise will be sufficiently wide to accommodate wheelchair users.

 Approach to Dwellings



4. The Proposed Scheme

60

4.6.5. Circulation within Dwellings

Most of the new development will be formed around the fabric of existing buildings. The existing premises have a list of issues such as narrow stairs, doors in narrow corridors that cannot be widened, changes in level that cannot be overcome without adapting a more intrusive means of refurbishment to generate better planned flats.

Two lifts have been utilised to ensure all flats and amenity areas in the main residential blocks are accessible and inclusive. Corridor access within and to the flats will be sufficiently wide to ensure the majority of flats reaches lifetime homes standards. All new stairs will also have refuge areas for safe emergency evacuation.

Further details of compliance with Lifetime Homes is detailed and illustrated below.

-  Passenger lift
-  Passenger, bicycle and refuse/ recycling lift

