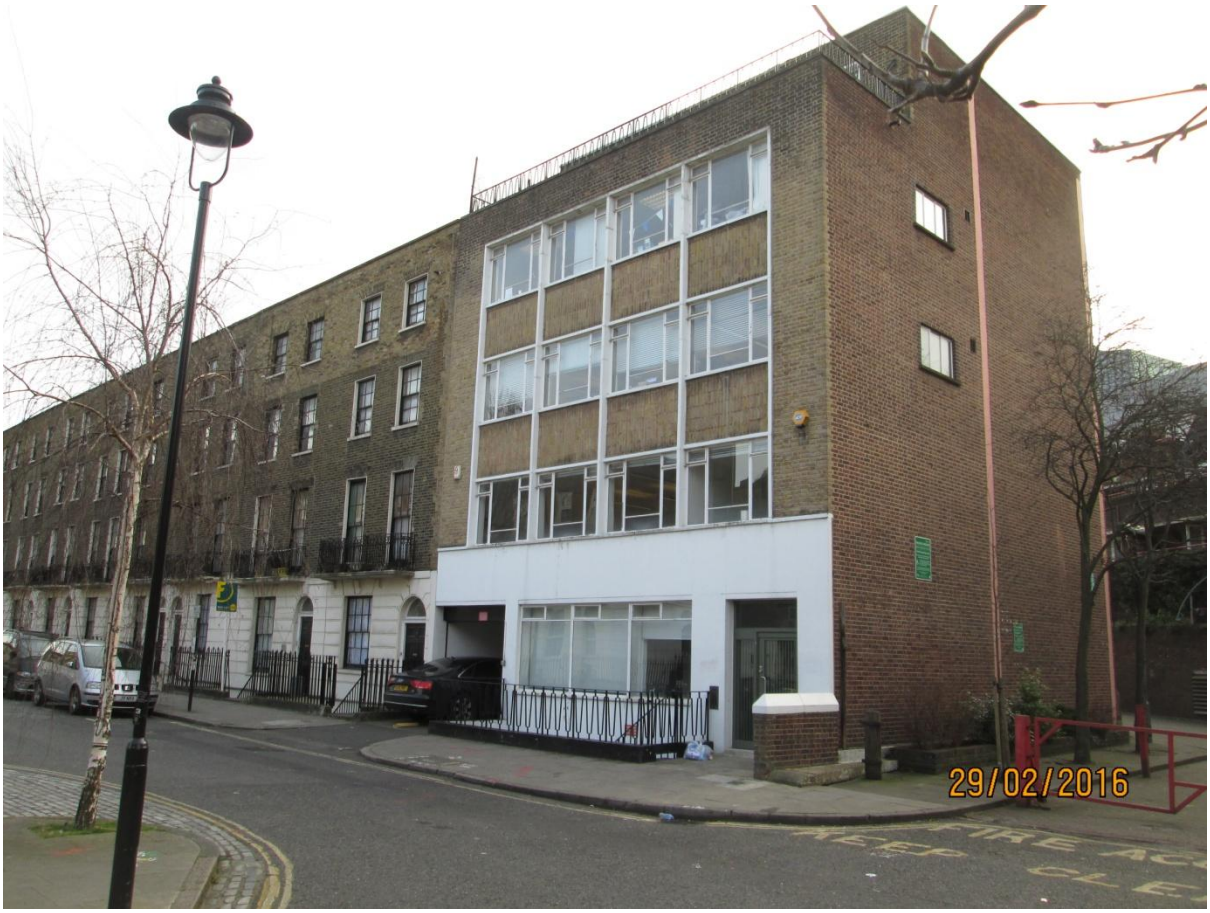
DESIGN AND ACCESS STATEMENT



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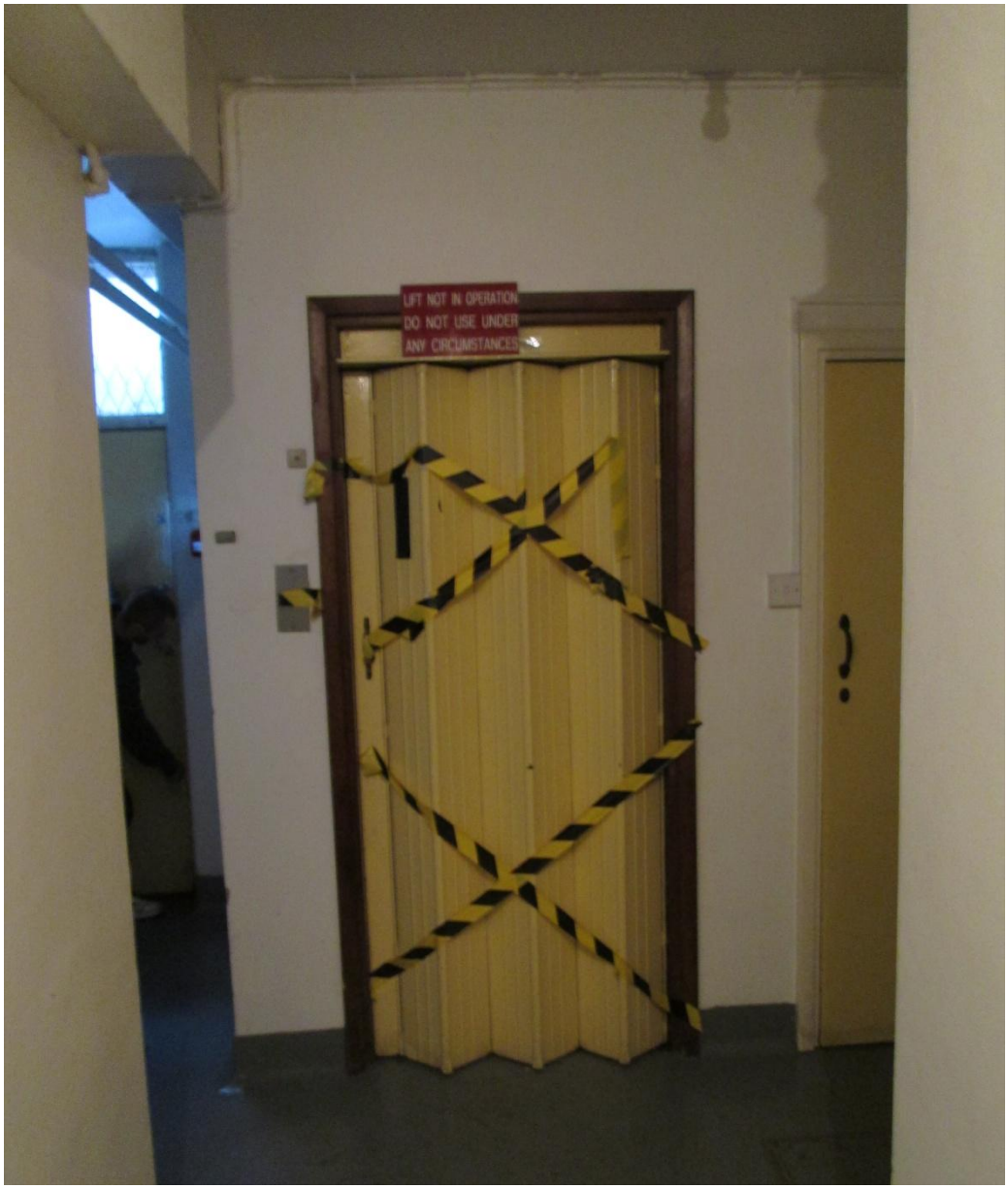
1.0 - INTRODUCTION

The application site has chronicled in previous change of use applications the difficulty in achieving full letting out of the existing office accommodation. Reasons cited include:

- Floor to ceiling height prevent modern services, suspended ceilings, raised access floors usually expected in a modern office environment.
- Existing floor layouts do not support disabled access requirements as stair and lift landings/lobbies are of inadequate size. No sanitary provision for persons with disabilities.
- Existing lift car is of an older technology and not automatic, i.e, has folding/sliding shutter doors (See blow). Lift car cannot accommodate a wheelchair. Lift does not serve the fourth floor. Lift shaft cannot be enlarged without major structural and building perimeter alterations.



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The building continues to suffer from low and sporadic letting and was last in full occupation in 2002.

The site comprises an end of terrace property located towards the northern end of North Gower Street. George Mews runs around the side and rear of the property. The terraced properties of Nos. 211-229 North Gower Street are statutorily listed, however the designation does not include the application site. The listed properties possibly date from early 19th Century, whilst the application is of a more recent architectural style circa 1950's with larger window fenestration and a set back top floor.

The building comprises 6 floors including basement, ground, first, second, third and fourth floor

This application homes into improving the lift provision by replacement with a modern technology lift car, automated doors, improved tactile/visual access controls, extending the lift headroom to enable access to the fourth floor.

It is hoped these improvements will assist in attracting those commercial sectors to this kind of office accommodation.

The design thinking behind the proposed application is discussed in the following sections.

2.0 – DESIGN: USE

No additional floor area provision for Building Users is proposed. Building Use will remain as Class B1 (Office).

The roof extension is to accommodate the lift motor. Current technology allows for MRL (machine room less) lift that enables the lift motor to be installed at the head of the lift shaft.

3.0 – DESIGN: AMOUNT

The proposal is for a small roof extension above the existing lift shaft and adjacent WC/store room built up off the existing structural external and internal walls.

4.0 – DESIGN: LAYOUT

The minimal sized roof extension is at the back and side of the building as that is where the lift shaft is located.

The extension will involve cutting out the reinforced concrete slab of an opening the same size as the existing lift shaft and retain part of the roof slab within the extension for service/maintenance access and siting associated lift controls and equipment.

5.0 – DESIGN: SCALE

The roof extension is small in comparison to the existing building width and height

The extension will not be visible from the North Gower Street level.

6.0 – DESIGN: LANDSCAPE

There are no new landscape proposals associated with this proposal.

Existing landscape details of front metal balustrade; rear metal railing on brick wall with part raised brick plant box, front PCC slab entrance paving; tarmac/concrete access drive to garage is retained.

7.0 – DESIGN: APPEARANCE

The selection of natural/mill finish aluminium sheet cladding for the roof extension is based upon:

- Inherent aluminium colour of light grey will blend with a backdrop of a cloudy sky and be softer less harsh as a contrast to blue/sunny skies.
- Aluminium will weather to a natural patina of light/mid grey and give a 60 year life span and be maintenance free, which is necessary due to it's height location and access difficulties.

The combination of material and external design leads to the extension building providing a more modern, simplified and softer appearance.

8.0 – ACCESS

The transport access links to the site served by Euston Station and underground stations at Euston Street, Euston Square and Warren Street are within reasonable walking distance.

- At present the B1 use does not benefit from any on site car parking provision; the existing tandem garage is in use as a waste and recycling store.
- The existing principal main entrance has a large main door and a step access.
- There is a secondary door at basement level that serves as a fire escape into the light well and up a metal staircase to pavement level.

9.0 – CONSTRUCTION ACCESS & ASSOCIATED MATTERS

Construction access will be through the main principal entrance Accommodation for the Contractor's workforce, welfare and site storage requirements will be within the existing site and building perimeter using vacant office floors. The proposed work will be carried out in one continuous period, and is anticipated to take approximately overall 10-16 weeks, whereby the roof extension taking approximately 4 weeks, with the bulk of the time allocated for the removal and installation of the new modern lift . Further points to note are:

1. **Construction Design and Management Regulations** - The development proposals outlined in this statement are notifiable under the requirements of the CDM Regulations 2015.
2. **Site Security and Health & Safety**
    - The scheme will make provisions for appropriate systems and procedures for control and management of deliveries and management of visitors (i.e. pedestrian only areas)
    - There will be minimal compound hoarding, barriers, protective fencing to the scaffold for the roof extension.
3. **Contractor's Compound Area**
    - Contractor will arrange for skip provision and location to suit the Camden Borough requirements including obtaining any TRO's as necessary.
    - No containers for materials and the welfare accommodation are proposed outside the site boundaries. Materials generally will **not** be stacked or discharged within 5m of a tree bole.
    - Concrete and mortar mixing will **not** be carried out within 10m of a tree bole. Oil, bitumen, cement or other materials injurious to a tree must **not** be stacked or discharged within 10m of a tree bole.
4. **Access and deliveries to site**
    - Timings/hours of deliveries will be restricted to outside the morning and afternoon/evening rush hours.
5. **Installation of below and above ground services, structures**
    - No new below and above ground services proposed.

This design and access statement relates to the following planning/scheme design issue drawings that form the planning application:

NGow/16/01	Location plan
NGow/16/02	Site Block Plan
NGow/16/03	Existing Basement and Ground Floor Plan
NGow/16/04	Existing First & Second Floor
NGow/16/05	Existing Third & Fourth Floor
NGow/16/06	Existing Front (East) & Rear (West) Elevations
NGow/16/07	Existing Side (North & South) Elevations
NGow/16/08	Proposed Basement and Ground Floor Plan
NGow/16/09	Existing Third & Proposed Fourth Floor
NGow/16/10	Proposed Front (East) & Rear (West) Elevations
NGow/16/11	Proposed Side (North & South) Elevations
NGow/16/12	Proposed Roof Plan