



Title	<b>Design and Access Statement</b>	Job ref.	<b>16010</b>
Created	17 <sup>th</sup> November 2016	Job Name	<b>20-26 Lamb's Conduit Street</b>
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**Change of use to existing underground car park to enable use as D1/Gym (D2)/B1/B8 and Veterinary clinic (sui generis).**

**1. Introduction**

This Design and Access Statement (DAS) is submitted as part of the application for the proposed change of use of the existing covered car park at number 20-26 Lamb's Conduit Street. The space is a vacant garage/storage space and is ancillary to the residential areas on the upper floors.

The space is currently unused for its intended purpose, as there is another car park at ground floor serving the residential units. Access is also in a 90-degree angle at the bottom of the ramp, which makes maneuvering a car into the space impossible for most vehicles.

It is therefore proposed to change the use of this space to make it viable as a business space in Central London, ideal for SME and start-ups.

The proposed uses are D1/Gym (D2)/B1/B8 and veterinary clinic (sui generis).

**2. Existing Building**

Lamb's Conduit Street connects Great Ormond Street and Theobald Road, and is located roughly half way between Holborn and Clerkenwell, in the London Borough of Camden ("LBC")

The building is positioned on the corner of Lamb's Conduit Street and Richbell Place, with a ramp providing vehicular access into the basement from the corner of Richbell Place and Emerald Street.

Adjoining uses include the University of the Arts at number 5 Richbell Place, and a mix of residential and commercial to the North. Holborn Police Station is located opposite the site, across Richbell Place to the South.

The ramped vehicular access on the corner is shared with the university at number 5 Richbell Place who use the basement for storage. This access is at a 90-degree angle on a narrow ramp, which makes vehicular access difficult.

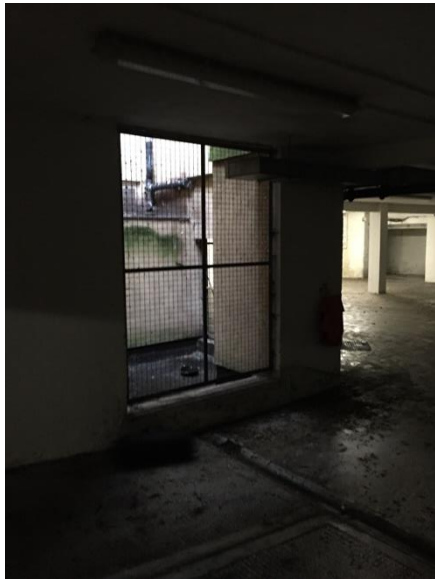
The space is not suitable for its current use and as a consequence has been neglected as can be seen from the images 2.3 and 2.4.



2.1 Corner of Lamb's Conduit Street with Richbell Place



2.2 Corner of Richbell Place with Emerald Street



2.3 Existing lightwell



2.4 General view of the space

### 3 Design

As a result of the inadequate access, which has led to the space being underused, it is proposed to change the use of the covered car park to allow for more flexibility.

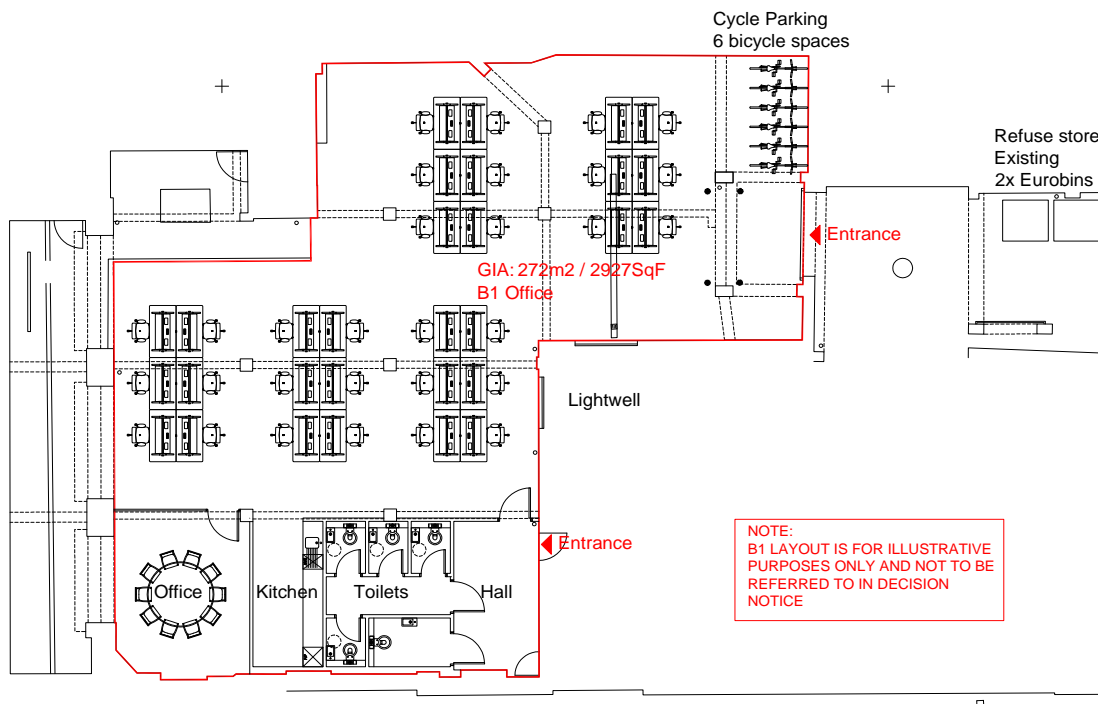
The proposed uses are D1/Gym (D2)/B1/B8 and veterinary clinic (sui generis).

The size, location and access are appropriate for the proposed uses, and would suit SME uses such as startups or small jewellers (due to the proximity to Hatton Garden).

Natural light is achieved via the existing lightwell, which is positioned centrally between number 5 Richbell Place and 20-26 Lamb's Conduit Street. There are also pavement lights bringing light from Lamb's Conduit Street.

A notional B1 layout has been provided to illustrate how the space could be organized, with a reception next to the stepped access, and cycle parking and refuse next to the ramped access.

No external changes are proposed with the current application.



3.1 Notional B1 layout for illustrative purposes only

#### 4 Access

There are two existing access points into the unit, which will be utilised for the proposed use.

The vehicular access on the corner of Richbell Place and Emerald Street, and the main pedestrian access is via Richbell Place.

The main entrance will grant stepped access into the basement. There is no lift into the basement using this access.

The ramped access will enable wheelchair access and is also the preferred route for bicycles into the basement.



4.1 Entrance ramp



4.2 Main entrance door off Richbell Place



## 5 Servicing

Servicing and deliveries will be made via the ramped access.

It is proposed to provide 6 internal secure cycle spaces within the unit, calculations in accordance with the London Plan and Appendix 2 to Policy DP18 of LBC's Development Policy Document.

Several Sheffield type bicycle racks are located on the pavement around the building, which would allow for additional parking for visitors should it be required.

The existing arrangement for refuse consists of 2 Eurobins located in the internal shared space at the bottom of the ramp, which is proposed to be the same strategy adopted with the proposed uses. This is identified on the drawings submitted as part of this application.