



Fig: 3.1 Existing view of Tottenham Court Road looking north-west



### 3.0 Design Development

3.0.1 The proposed view of Tottenham Court Road (Fig. 3.2) illustrates our intention to maintain the character, materials and individuality of the original buildings.

The existing building facade is retained with stripping a paint to reveal brick facade while all the derelict signages, gates and shopfront glazing on Ground Floor will be replaced by contemporary ones designed to Camden's standards.

The proposed Ground Floor shopfront expresses a continuity of materials with the existing building's:

Brick frontage, metal frame windows and entrance doors reflect the proportion and character of the existing building.

Retail activities, window displays and lighting will enliven the street frontage to complement Tottenham Court Road's high street character.



Fig: 3.2 Proposed view of Tottenham Court Road looking north-west



### 3.1 Retail Frontages and Standards

#### 3.1.1 Ground Floor Retail Space

The scheme proposes merging 2 retail units from 51 and 52 Tottenham Court Road and retail space totalling GIA 285 m<sup>2</sup>. This will provide a larger retail unit with a fully accessible ground floor area, appropriate floor to ceiling heights and a more flexible layout by amending ground floor and first floor slabs and replacing the walls between 2 units with new structural columns.

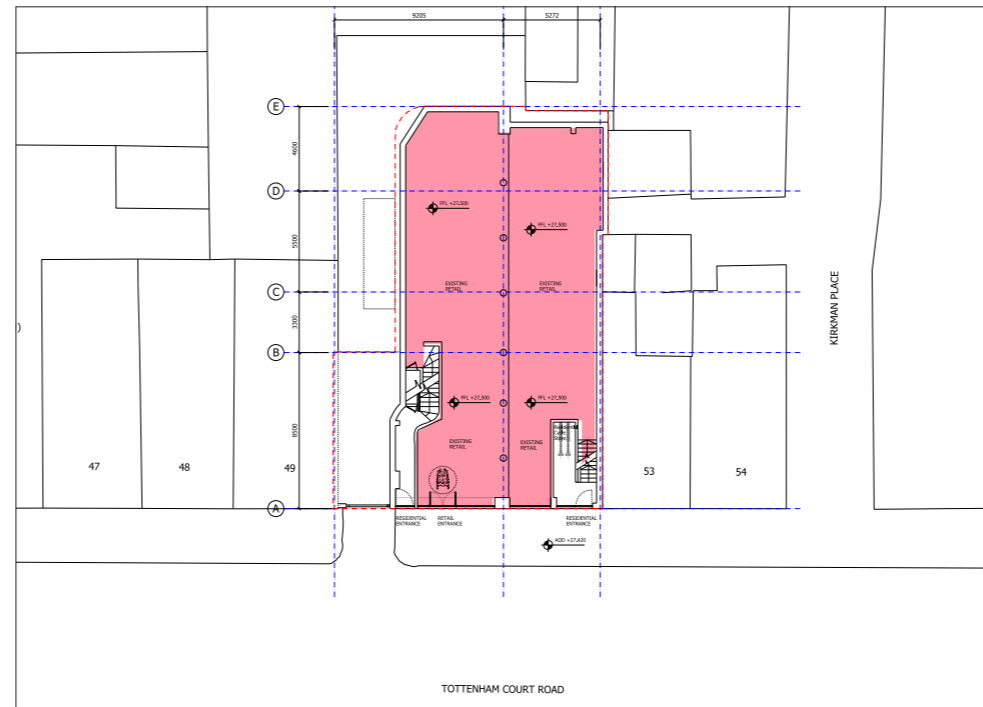
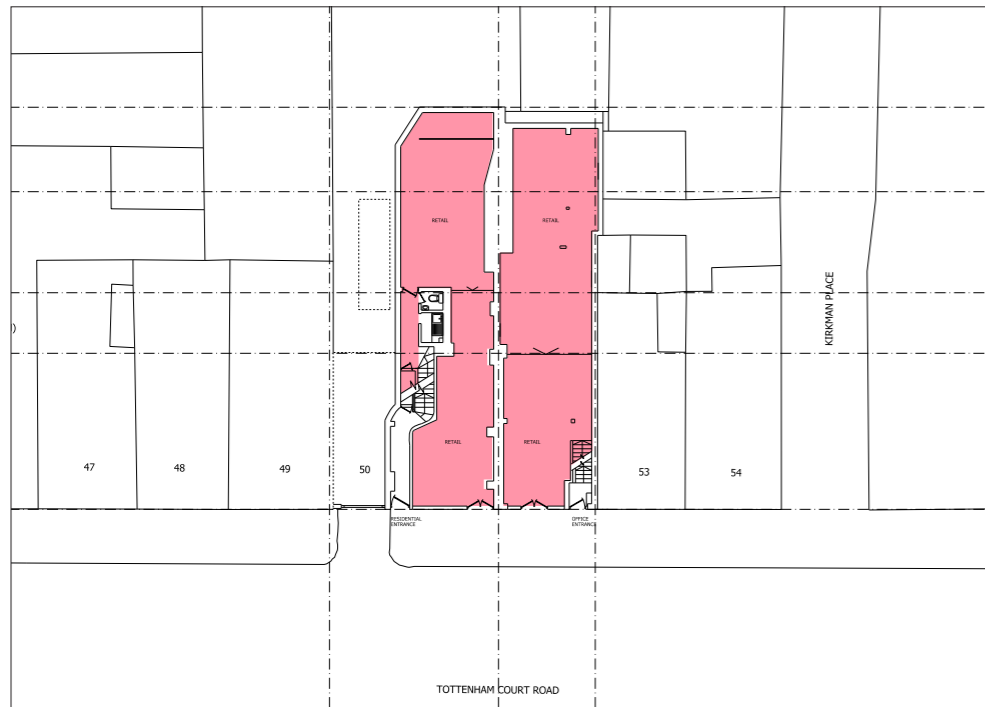


Fig: 3.3 Existing Ground Floor Plan

Fig: 3.4 Proposed Ground Floor Plan

**Key:**

Retail

#### Existing Retail Space

Retail Area (NIA): 242 sq.m

Retail Area (GIA): 286 sq.m

Ground Floor: 176 Sq.m

Ground Floor: 210 Sq.m

Basement: 66 Sq.m

Basement: 76 Sq.m

#### Proposed Retail Space

Retail Area (NIA): 264 sq.m

Retail Area (GIA): 285 sq.m

Ground Floor: 198 Sq.m

Ground Floor: 209 Sq.m

Basement: 66 Sq.m

Basement: 76 Sq.m

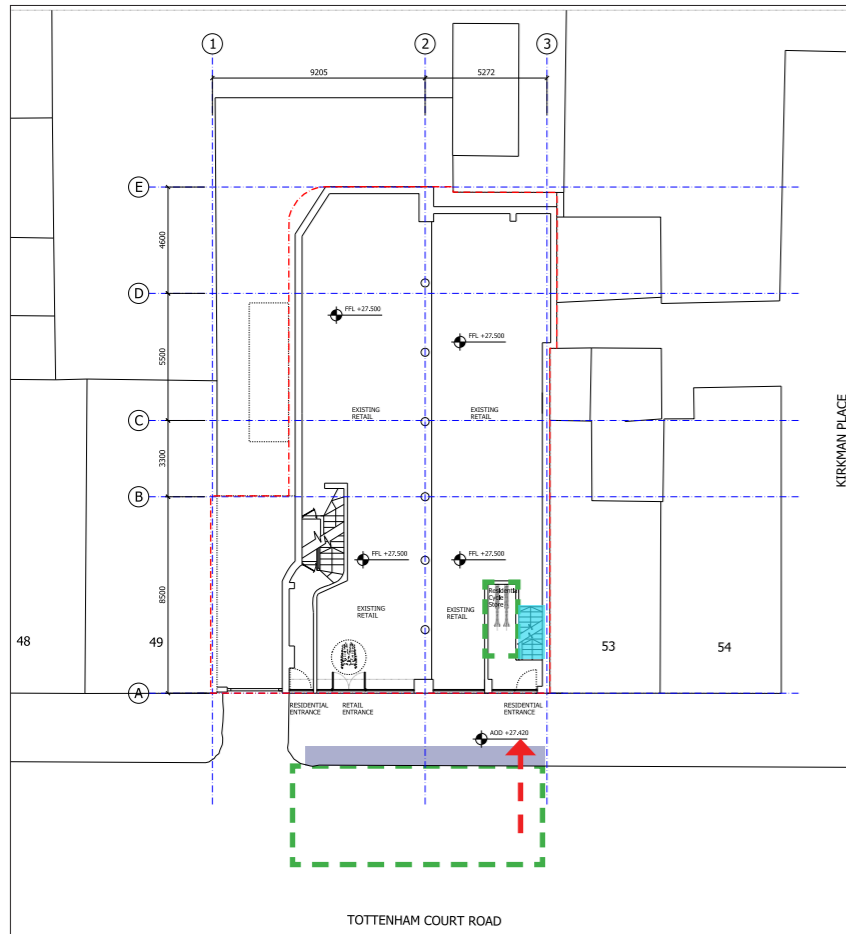


Fig: 3.5 Cycle Storage and Resident's Route at Ground Level

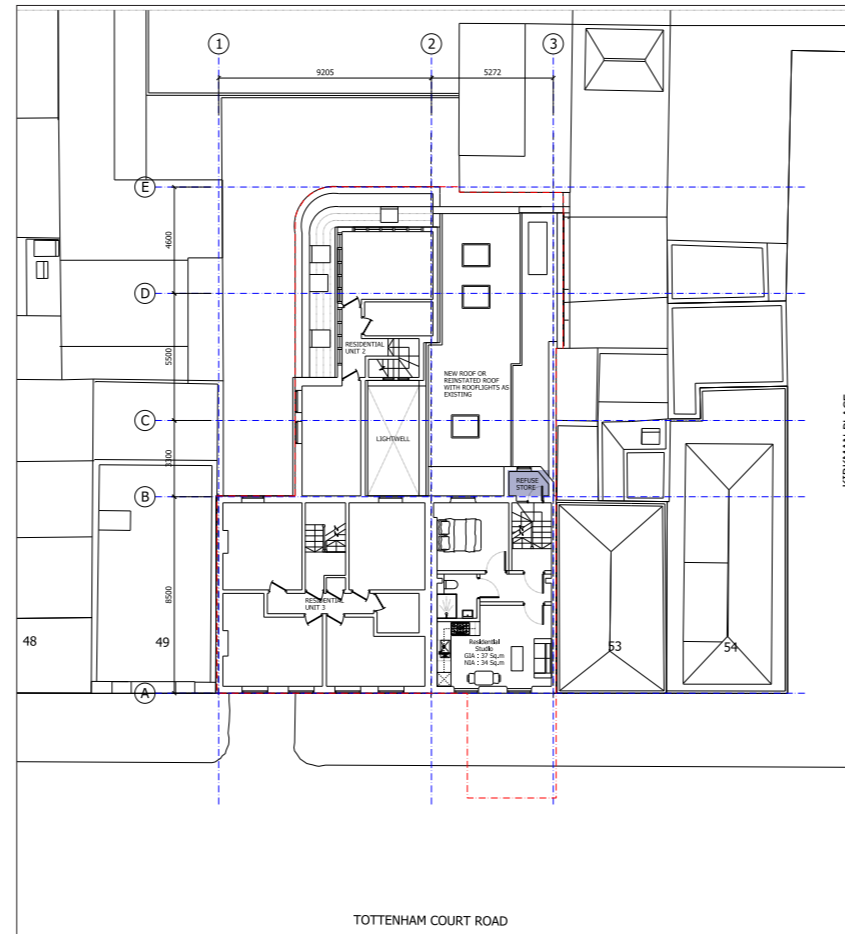


Fig: 3.6 Residential Refuse Store

**Key**

- Residential cycle storage
- Residential refuse store
- Primary access route
- Refuse collection area on ground Level
- Stair access
- Loading Area - Double Yellow Line

**3.2 Cycle Storage and Refuse Servicing Strategy**

**3.2.1 Cycle Parking**

The current proposal provides a total of 4 no. of the long-stay cycle spaces for the residential. The long-stay spaces will be provided in sheltered and secure storage on ground floor level.

Residential cyclists can enter the building from Tottenham Court Road via the residential entrance. Access to long-stay cycle spaces is next to residential entrance door with level access.

**3.2.2 Residents Access**

Residents access via the entrance at the west, located on Tottenham Court Road. This provides level access.

**3.2.3 Servicing**

The existing site is serviced on-street from Tottenham Court Road. Vehicles are able to stop on-street loading bays in front of 18 or 55 Tottenham Court Road or on double yellow lines which allows loading / unloading to take place for up to 40 minutes depending on controlled hours.

There is no parking provision within the premise. Vehicles are able to utilise the parking bays on CA-E residential parking area in-line with existing arrangements for all neighbouring residential and commercial sites.

**3.2.4 Refuse**

The proposal provides waste storage for the residential elements in storage in 1st floor.

The residential will have their bins stored internally within the premise, with resident moving them to the kerbside prior to collection by 6am on collection day.

**3.3 Fire Safety & Engineering Solutions**

All fire alarms will be both visual and auditory in line with Part B regulations. These will be addressed further during detail design.



## 4.0 Access Statement

### 4.1 Summary

Squire and Partners LLP and the applicant set excellent standards of accessibility through consideration of inclusive design from the conception of the project and the consideration of the needs of all users. All aspects of the building are designed to ensure an inclusive and enjoyable environment for everybody.

The purpose of this statement is to outline Squire and Partners overall holistic approach to inclusive design within the scheme in accordance with the relevant local and national planning guidance, along with how the different access principles will be implemented into the scheme and managed.

### 4.2 Pedestrian Access

The scheme will provide a safe, legible, high quality inclusive environment that will be easy to use for as wide a range of people as possible without undue effort, special treatment or separation. The site's highly sustainable location in transportation and accessibility terms includes proximity to underground stations, rail stations, buses and roads for taxis and cars. In addition, level pedestrian access is provided on the site and around the site to Tottenham Court Road. Collectively, these transport modes provide the site with a large public transport catchment area which benefits from excellent accessibility.

The development proposals will continue this existing good level of accessibility to the mobility impaired, in line with requirements set out in National Guidance and Camdens UDP. The pavement around the site is relatively flat. Entrances to the retail unit and office will have step free access from the pavement through doors designed to suit wheelchair and impaired access requirements.

The circulation core through the building is designed with a wheelchair accessible lift that provides level access to all floors and the new escape stair will have allocated space for disabled refuge as outlined in the Building Regulations.

The following documents have been referred to in the development of the scheme:

- Relevant British Standards
- Part M of the Building Regulations
- Part B of the Building Regulations
- Lifetime Homes
- London Housing Design Guide
- Wheelchair Housing Design Guide

The Camden UDP has been reviewed carefully with regards to mobility impaired access and policies have been accounted for in the design.

### 4.3 Trains, Buses, Boat and Cycle Services

The local underground station at Tottenham Court Road, has good mobility impaired access as it is a step-free station. Street level to platform can be achieved by lift and ramp. Level access to the trains are also provided. The station has recently undergone major improvements with the cross rail interchange development. All buses operating around the site have wheel chair access, designated priority seating and wheelchair spaces.

Cycle parking for the building is provided in accordance with Camden cycle parking requirements. They are located within secure storage facilities and all are served by lift or stair.

### 4.4 Access to and around the building

Access to Tottenham Court Road will be level with the pavement. Pavement surfacing is as per Camden requirements and an appropriate level of external lighting is provided in the street.

#### Access into the Building

- Flush thresholds are provided into all ground floor areas
- Flush thresholds are provided from all ground floor main lobbies to the lift cores.
- Handrails to ramps, lifts and stairs provided are suitably detailed in line with Part M as required.

### 4.5 Communications and Controls

This will be addressed during the detailed design stages. Generally signage will be clear, legible and consistent and consideration will be given to provide auditory signals for the visually impaired and visual signals for the auditory impaired. All fire alarms will be both visual and auditory in line with Part B of the building regulations.

The building will be managed separately by either the occupier or an appointed management company who will also take responsibility for the development.

### 4.6 Evacuation and means of escape

In the event of an emergency, evacuation from the building is by stairwell and a protected refuge for the mobility impaired is provided within the stair core. The residential apartments are subject to detail design but are envisaged as *stay put strategy* for Fire brigade rescue.