

STRIDE TREGLOWN



Thames Quarter Commercial Unit Design & Access Statement

Watkin Jones Group

Stride Treglown job no.	151638
Prepared by	Stuart Currie
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Revision	-PL2

Revisions

Revision	Description
PL1	Issue for planning application
PL2	Update per client comment

1. Introduction

- 1.1. The proposal is to convert part of the approved Thames Quarter residential development scheme to provide a flexible commercial unit within a space that would otherwise not be used. The scheme is located on the corner of Vastern Road and Kings Meadow Road adjacent the railway embankment
- 1.2. The location for the commercial unit is in the south-west corner of the ground floor area (which is adjacent to the Vastern Road underpass of the railway)
- 1.3. The internal area proposed to be used as a flexible commercial unit is 175 sq.m.
- 1.4. It is proposed that the unit could be used for any use falling within Use Classes A1, A2, A3, A4, A5, B1, D1 and D2

2. Content

- 2.1. The exterior of the unit is unchanged from the approved scheme other than -
 - Glazed double door entrance provided within approved glazed screen on west elevation onto Vastern Road. The door will match similar doors and glazing used elsewhere on the development and retaining the same design intent.
 - Additional service access doors provided on the south elevation facing the railway embankment, again replicating the design of other such doors on the development.
- 2.2. The external materials are to be as the approved scheme
- 2.3. The landscaping is to be as the approved scheme
- 2.4. The internal layout of the new unit includes a store area to the rear, a small plant area and an accessible toilet. Refuse will be kept within the store area pending collection as noted items 3.4 and 3.5. The unit is divided from the residential building entrance area by a partly glazed fire rated partition.
- 2.5. The area on the floor above the new unit is a communal facility, not a residential unit (so the new unit would not cause any acoustic disturbance issues)

3. Access

- 3.1. The new unit is accessed directly from outside via the new glazed doors.
- 3.2. The unit is intended to attract passing pedestrian trade as well as by occupants of the subject development. It is not intended to be suitable for vehicular access due to the position on busy highways.
- 3.3. There is a significant level difference between the internal floor level and the pavement leading through to the underpass. In order to provide suitable access for disabled or infirm persons, it is therefore proposed to utilise the approved gently sloping approach to the main building with a widened strip across the front of the building. This will give a 1.5m accessible route in addition to the stepped approach. This means the steps and 'ramp' will be set a further 900mm out from the building compared to the approved scheme.
- 3.4. Service access to the unit is via the main building. Access for deliveries is via the main building deliveries bay and access for refuse collection is from outside the main building bin store. The route from these facilities to the new unit shall be via the open area to the south of the building (adjacent the railway embankment).
- 3.5. The new unit operator will take refuse from their internal store area to outside the main building bin store on collection day.
- 3.6. Residents of the main building will be able to gain internal access from the main building entrance area to the new unit via an access controlled door. Access will be restricted to opening hours of the unit which are proposed to be 6am to 12pm (midnight) unless variations are later submitted to and approved in writing by the Local Planning Authority.

4. Signage

- 4.1. Any proposals for signage will be specific to the requirements of the tenant and will be discussed with the Local Planning Authority and submitted as part of an application for advertisement consent at the appropriate stage.

STRIDE TREGLOWN

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