

NINTH TO THIRTEENTH FLOOR

The ninth to thirteenth floors represent typical office floors for the west block, with the omission of façades facing the lower block to the east. Views over the building's surrounding have now been fully opened on all the sides of the west block.

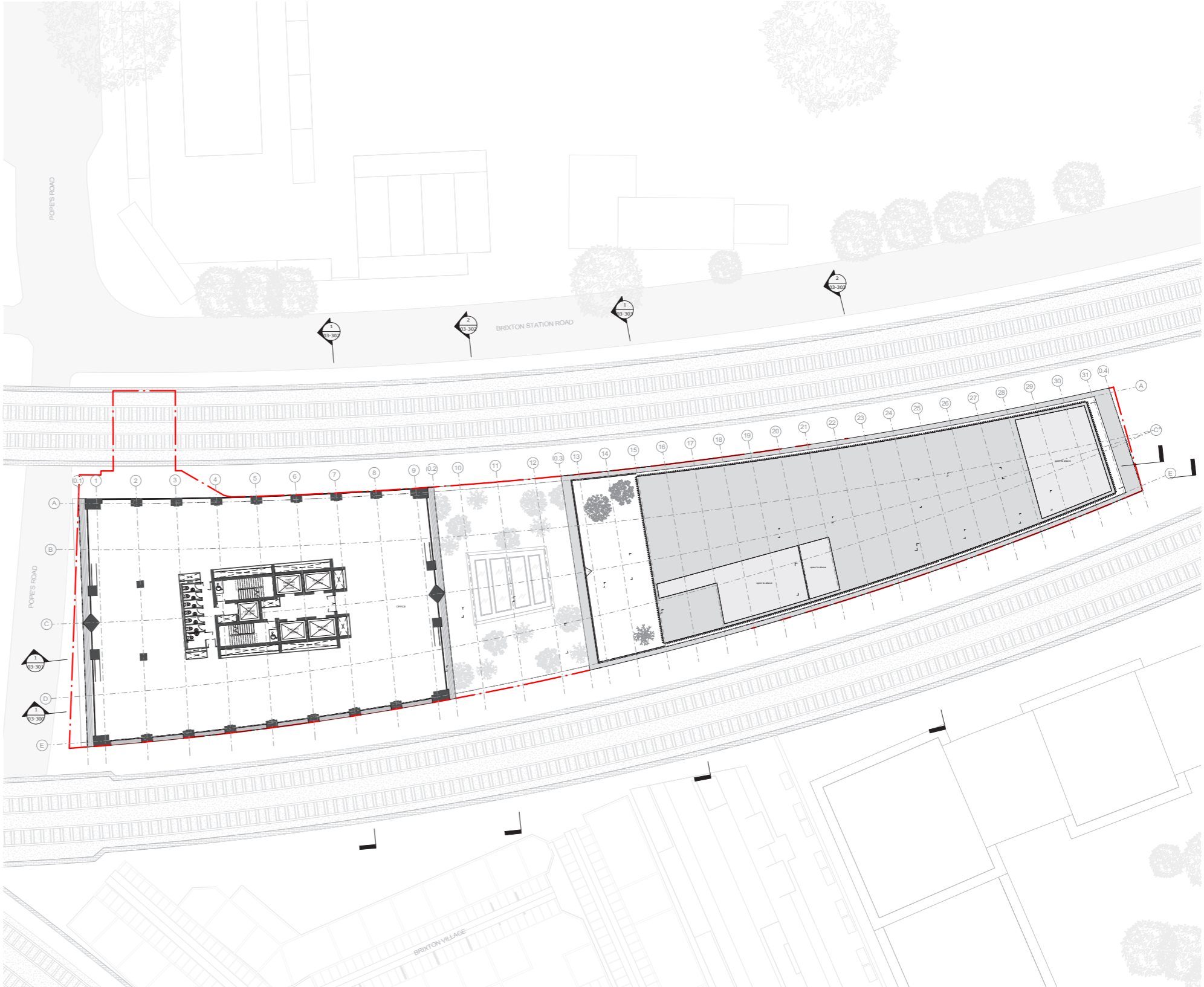
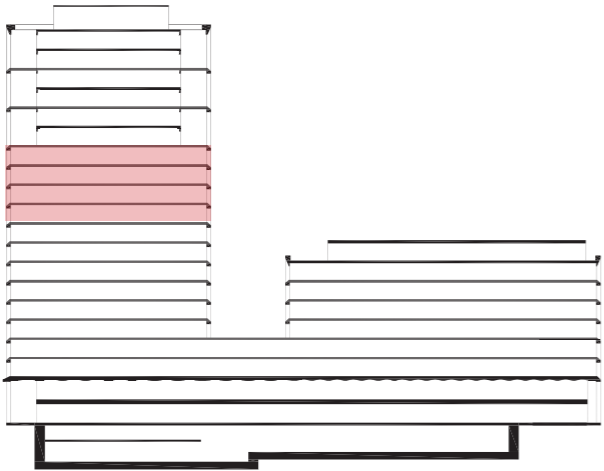


Fig. 4.3.6 Ninth to thirteenth floor plan

4.3 FLOOR PLANS

FOURTEENTH, SIXTEENTH AND EIGHTEENTH FLOOR

The fourteenth, sixteenth and eighteenth floors represent the typical of office spaces with access to the terraces on the west and east side of the west block.

The terraces are double height and accessible only from the lower floor by tenants only. The floor plates on these levels remain similar to the floors below, with the exception of the east and west side, which are one bay smaller.

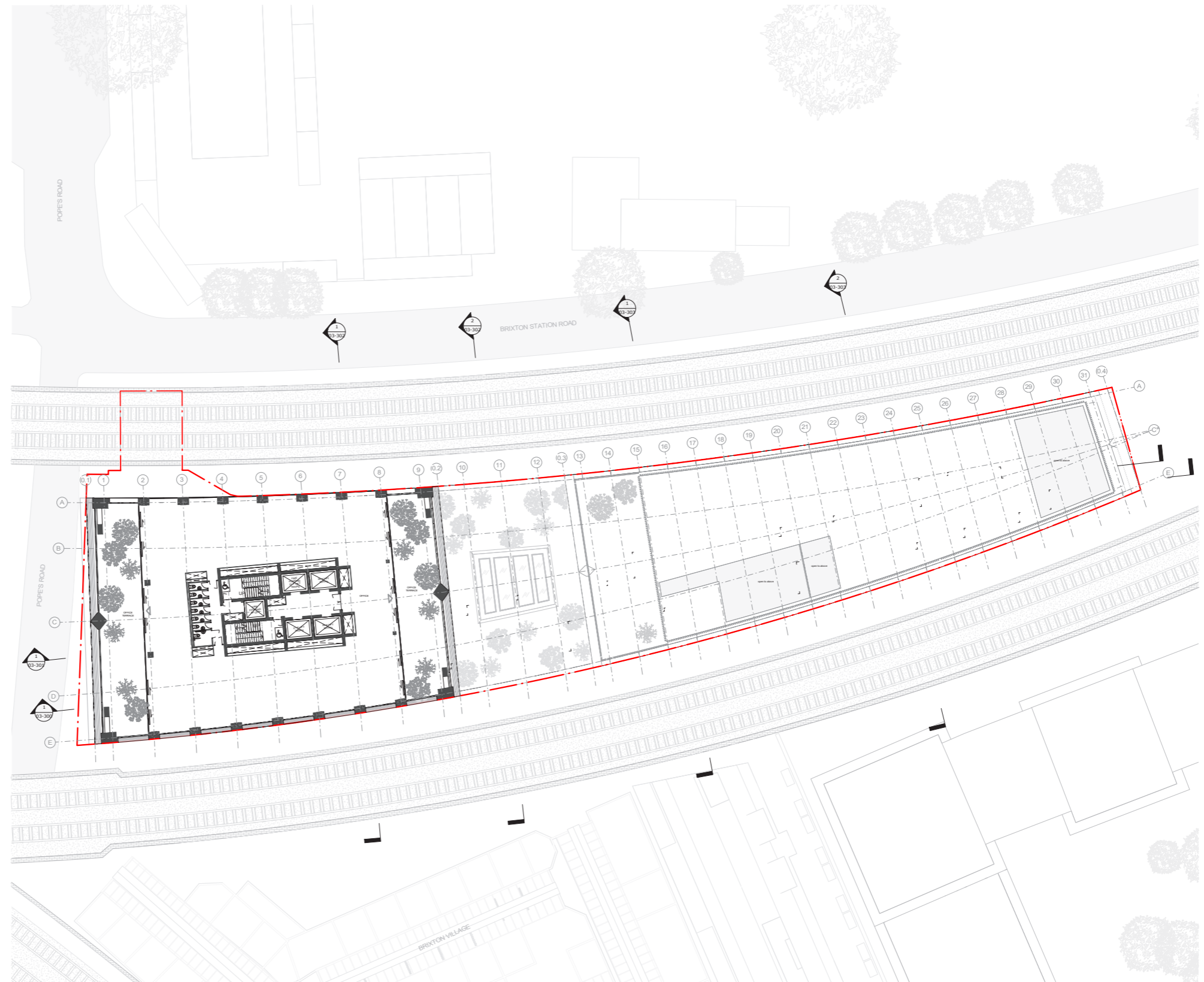
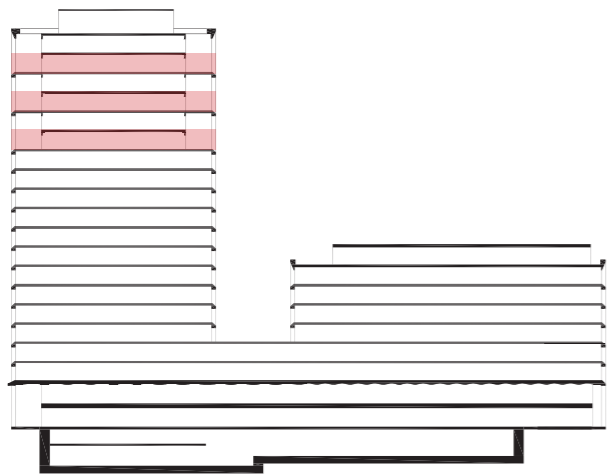


Fig. 4.3.7 Fourteenth, sixteenth and eighteenth floor plan

FIFTEENTH, SEVENTEENTH AND NINETEENTH FLOOR

The fifteenth, seventeenth and nineteenth floors represent typical office spaces with no access to the terraces on the west and east side of the west block.

Users inhabiting these floors will benefit from terrace views but will not have direct access to the terrace itself. The floor plates on these levels remain similar to the floors below, with the exception of the east and west side, which are one bay smaller.

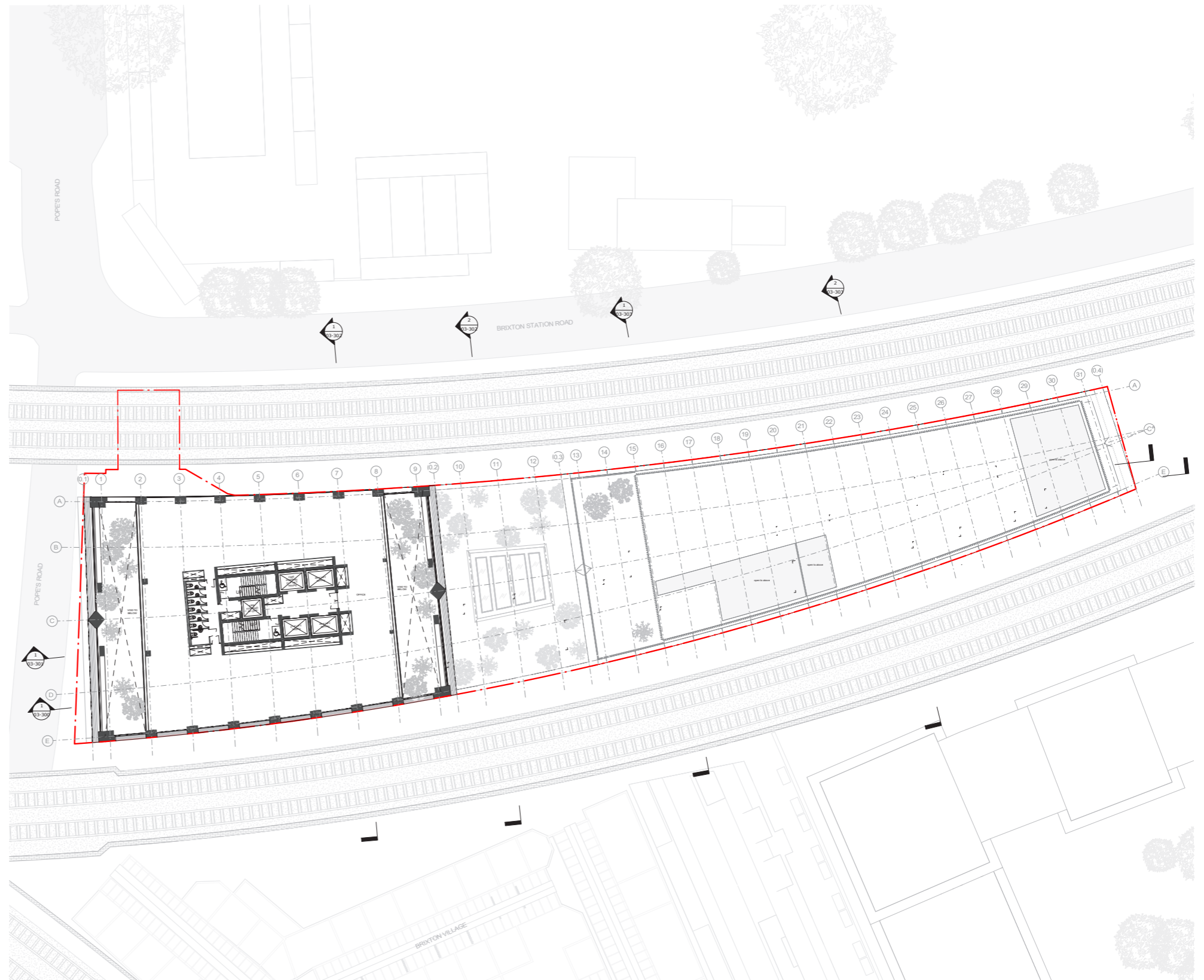
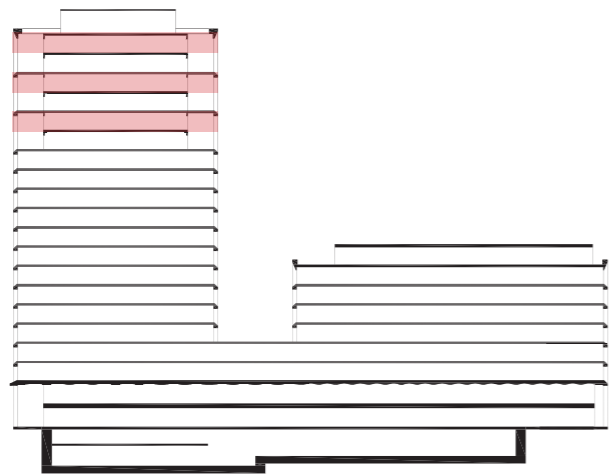


Fig. 4.3.8 Fifteenth, seventeenth and nineteenth floor plan

4.3 FLOOR PLANS

ROOF LEVEL

The roof contains equipment that serves both blocks. Plant is contained in an enclosure that is offset from the perimeter of the block, allowing for circulation that can accommodate maintenance activities. This floor can only be accessed by authorised personnel.

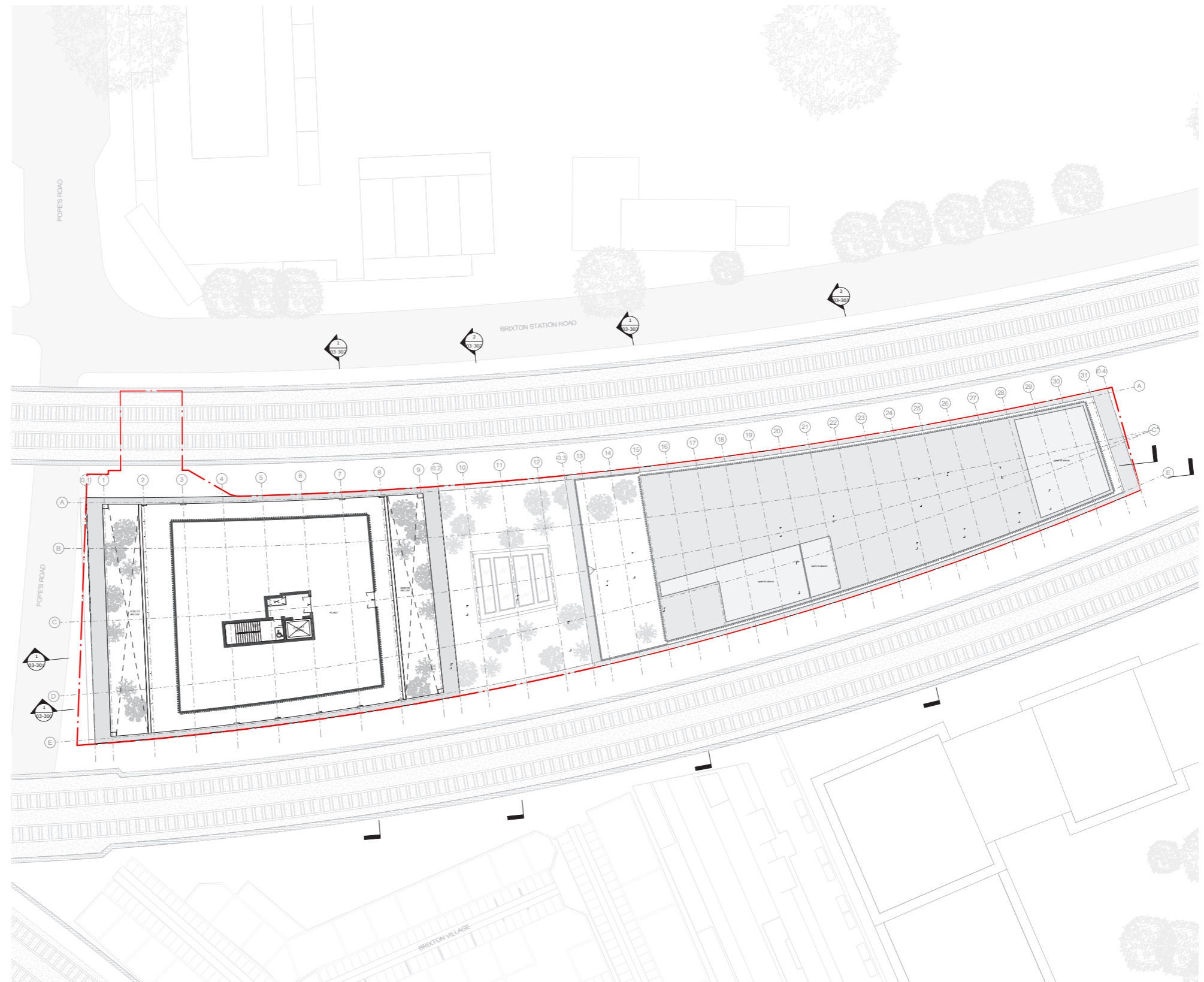
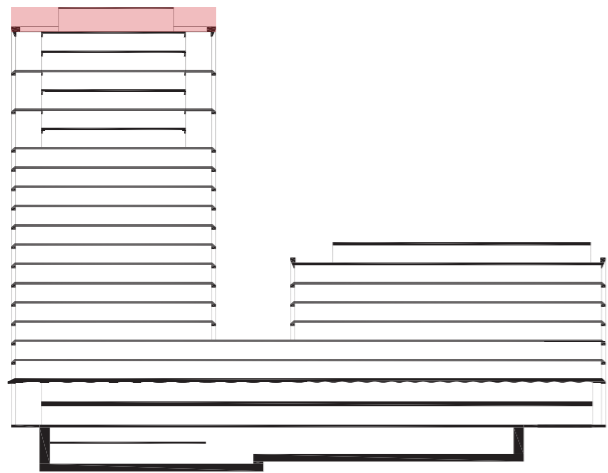


Fig. 4.3.9 Roof Level floor plan

ROOF PLAN

The scheme's roof plan displays the articulation of the massing with the two blocks appearing to the west and east, and the garden appearing with a skylight in the centre.

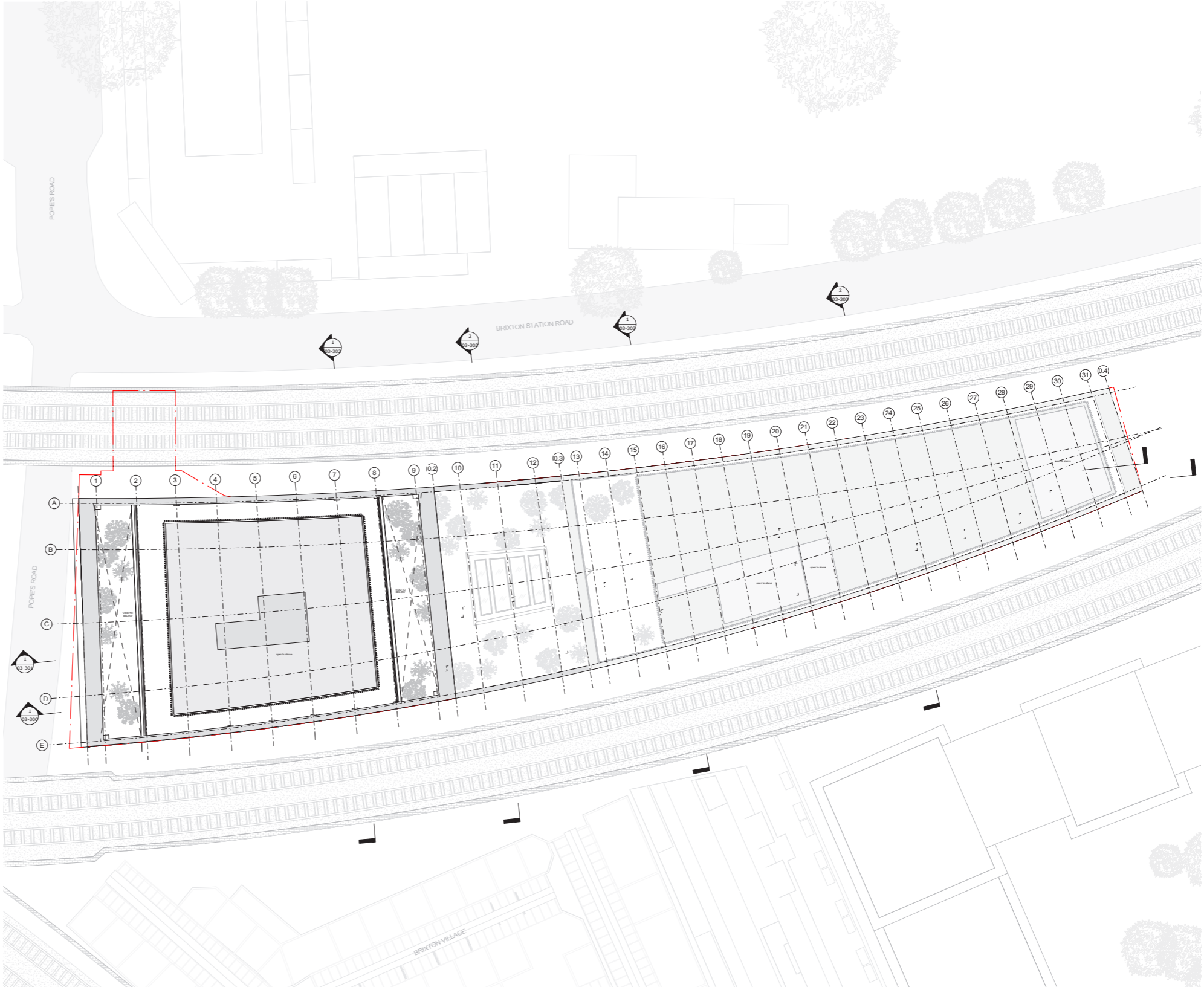
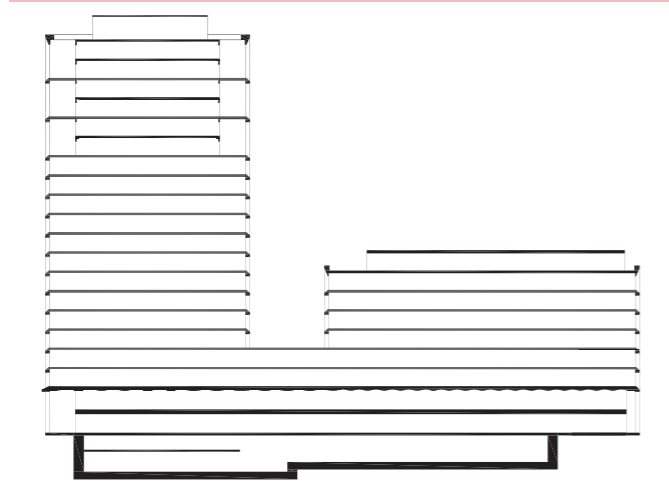


Fig. 4.3.10 Roof plan

4.3 FLOOR PLANS

BASEMENT MEZZANINE

This basement mezzanine floor contains a number of facilities for both office and market users. Public toilets are located in the western part of this floor and are accessible directly from the ground floor via a lift. Bike storage is available for office users and is directly accessible from ground floor via a dedicated lift.

The storage is subdivided into two parts to accommodate all the parking spaces, and is connected to a corridor that leads to lockers and showers. These are located on the eastern part of the floor and directly connected to the office lifts to facilitate the circulation of users within the building.

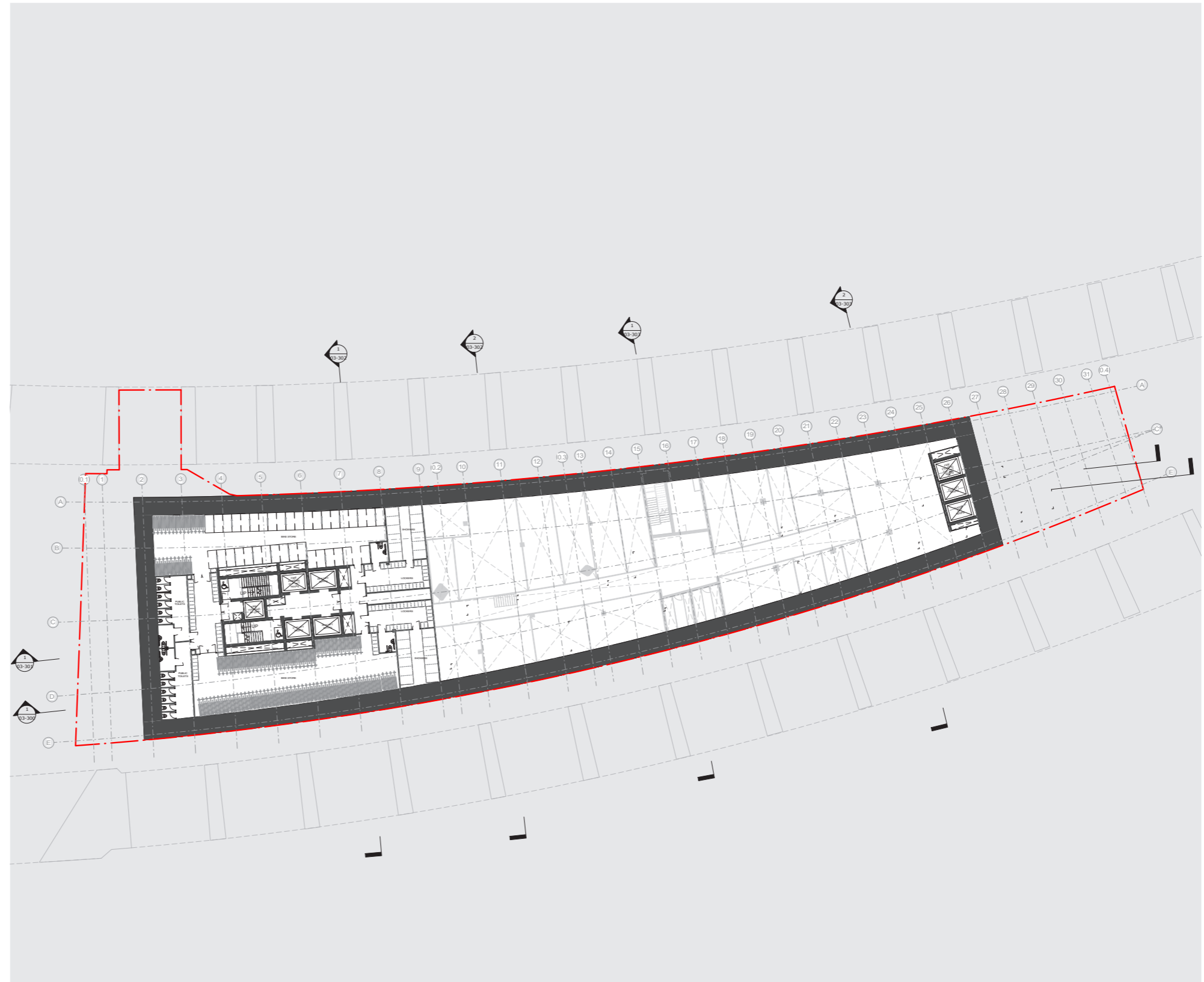
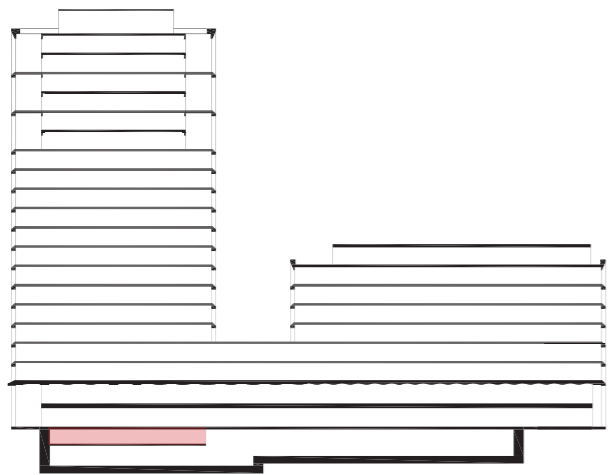


Fig. 4.3.11 Basement mezzanine floor plan

BASEMENT 2

This basement floor contains plant equipment that serves both blocks. Part of the equipment is located below Basement mezzanine level, whilst in the eastern part of the scheme, the floors step up to reduce the overall height of the basement.

Tanks are located in the western side below Basement mezzanine, electrical equipment is situated in the central zone, whilst mechanical equipment and generators in are located in the western side.

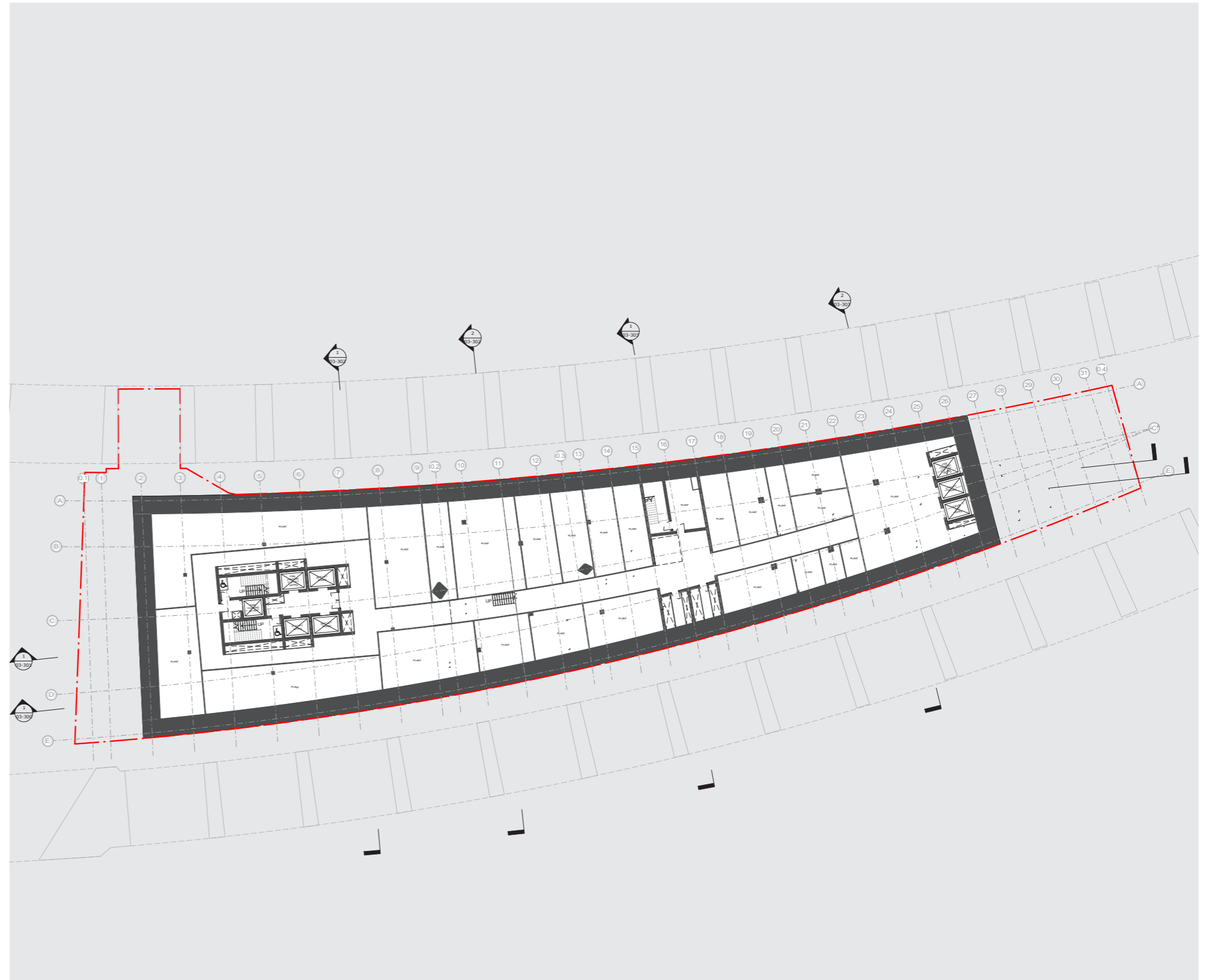
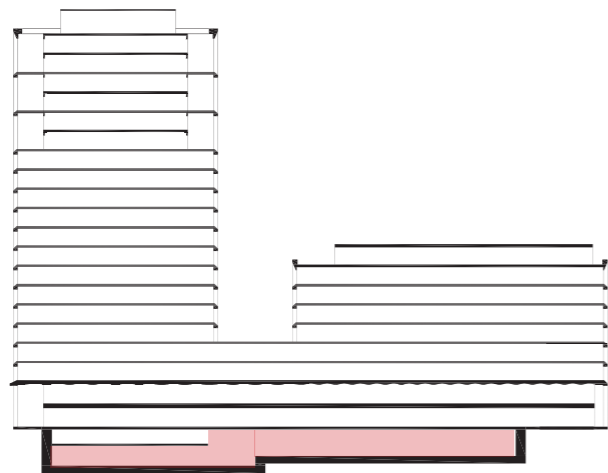


Fig. 4.3.12 Basement 2 floor plan

4.4 PUBLIC REALM

4.4.1 GROUND FLOOR PERMEABILITY - MARKET

The ground floor of the proposed scheme aims to enhance permeability of the urban grain, facilitating the connectivity between Brixton Village and Pope's Road, and more generally from south to north.

The proposed urban grain is directly inspired in size and layout by one of the existing markets' islands of retail, running from east to west. The entire in-between space is conceived as publicly accessible.

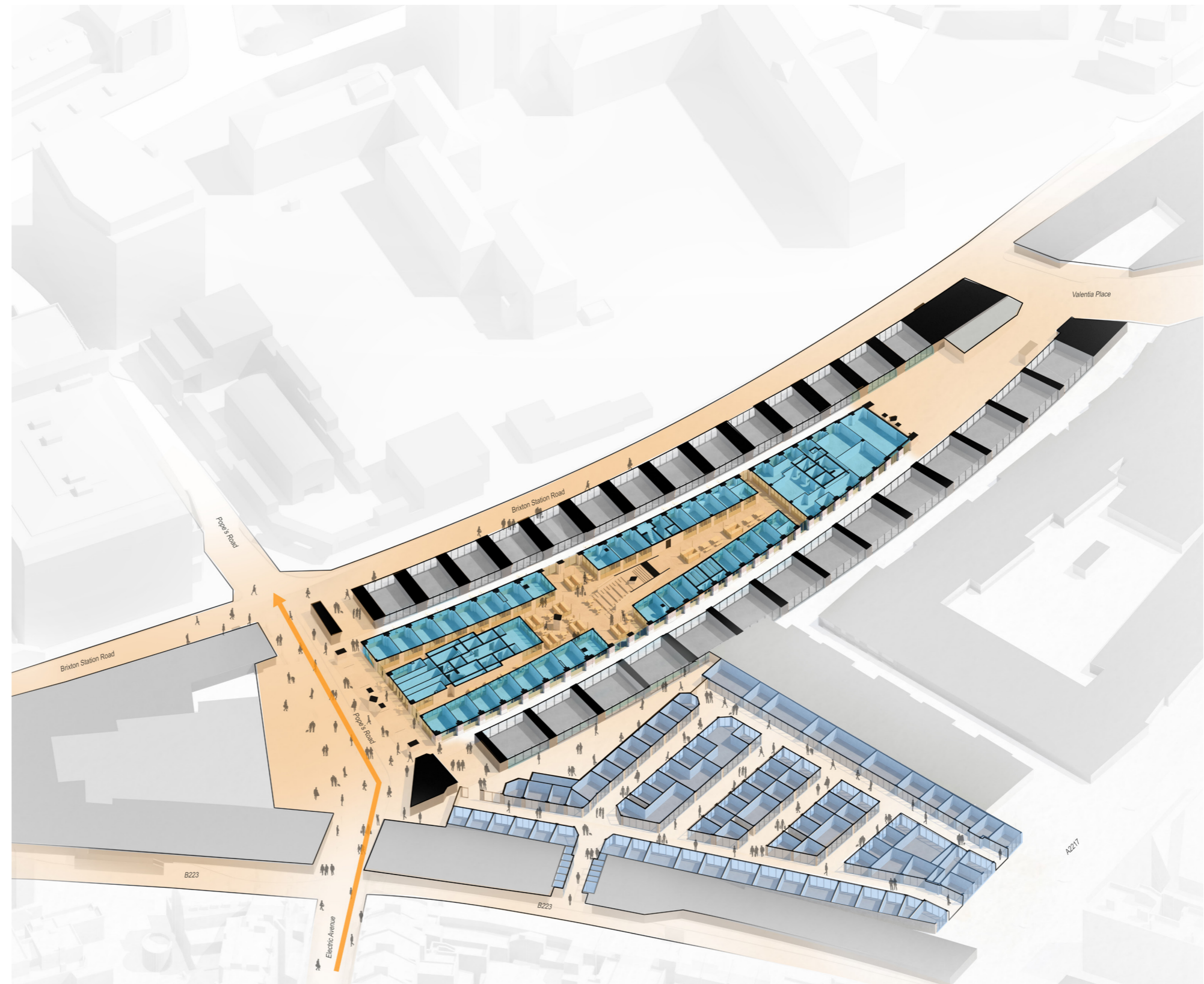


Fig. 4.4.1.1 Ground floor permeability axonometric diagram

The proposed ground floor layout is highly permeable and seeks to enhance the porosity of the public realm, providing a soft threshold between inside and outside spaces.

Office lobbies are included within the market in order to facilitate the mix of uses sought after in the proposed scheme. The current layout with internal market streets and units allocated on the perimeter creates activated frontages.

- Key
- Market internal street
 - Market units
 - Hotel lobby
 - Railway arches
 - Existing Brixton Village Units



Fig. 4.4.1.2 Proposed ground floor axonometric diagram

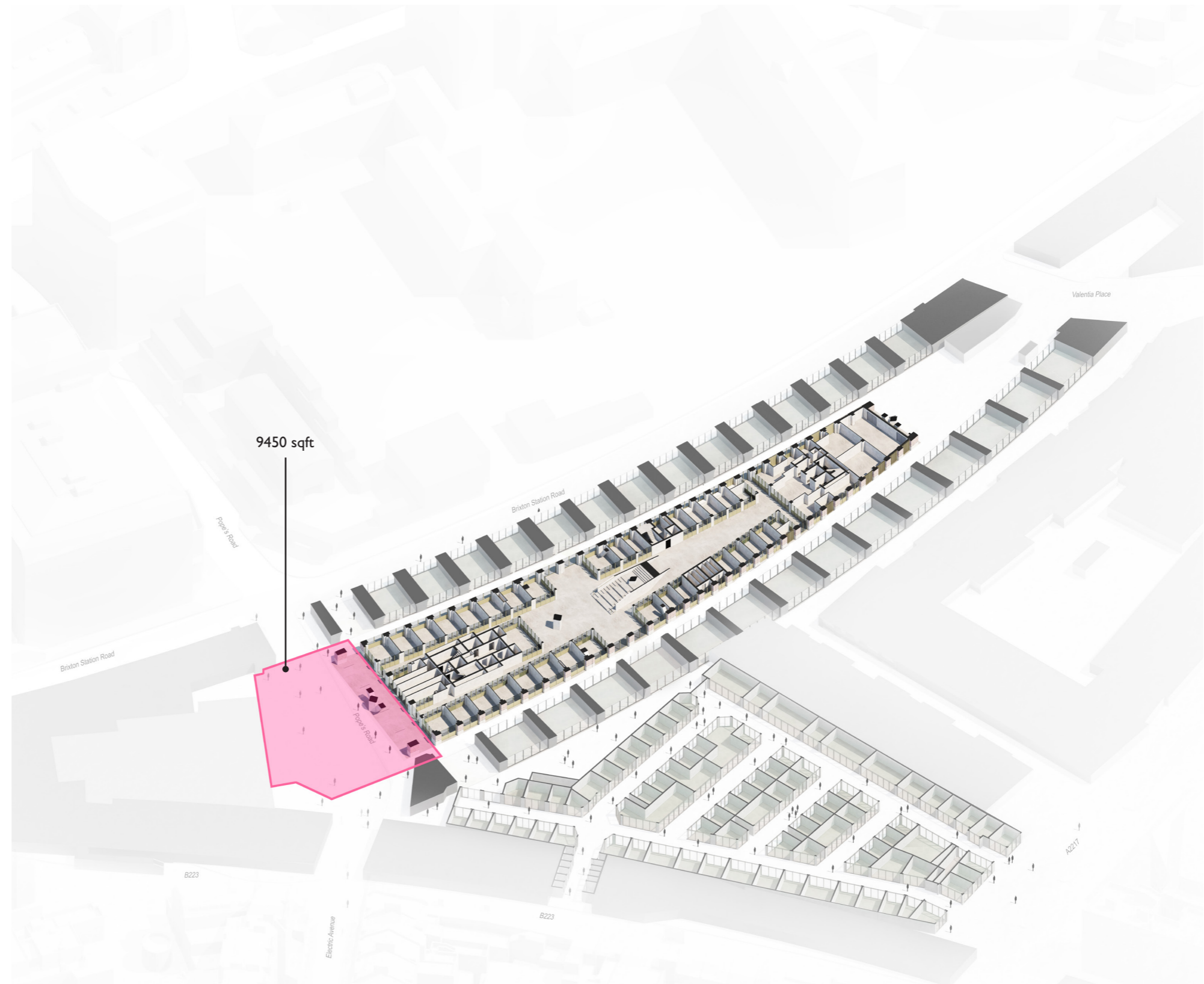
4.4 PUBLIC REALM

4.4.2 PUBLIC REALM COMPONENTS

External Public Real - Pope's Road

The proposal aims to implement the public realm through two main components. The first component is "external" which facilitate the implementation of Pope's Road.

As highlighted in the Public Realm Impact Assessment Report this proposed space shows over 80% capacity to accommodate more pedestrian movement and to accommodate nearly 700 people comfortably at any one time.



Key

External Component of the Public Realm

Fig. 4.4.2.1 Ground floor public realm component axonometric diagram

Internal Public Realm - Market Streets and Publicly Accessible Open Space

The second component is “internal” and comprehend all the covered publicly accessible spaces of the market, i.e the market streets and the open space.



Key
Internal Component of the Public Realm

Fig. 4.4.2.2 Ground floor public realm component axonometric diagram

4.4 PUBLIC REALM

4.4.3 PUBLIC REALM ON POPE'S ROAD

The existing public realm surrounding Pope's Road is generally compressed, especially during active street market hours. However, despite the poor urban quality as highlighted in the Public Realm Impact Assessment Report this space does accommodate the existing peak usage, which relates to street market at the weekend. Modelling has shown that this will remain the peak period even after the development is completed. Additionally the poor condition of the existing public toilets block, as well as the existing fence blocking the back of the station, encourages the accumulation of garbage and antisocial behaviour.

1. EXISTING SITUATION

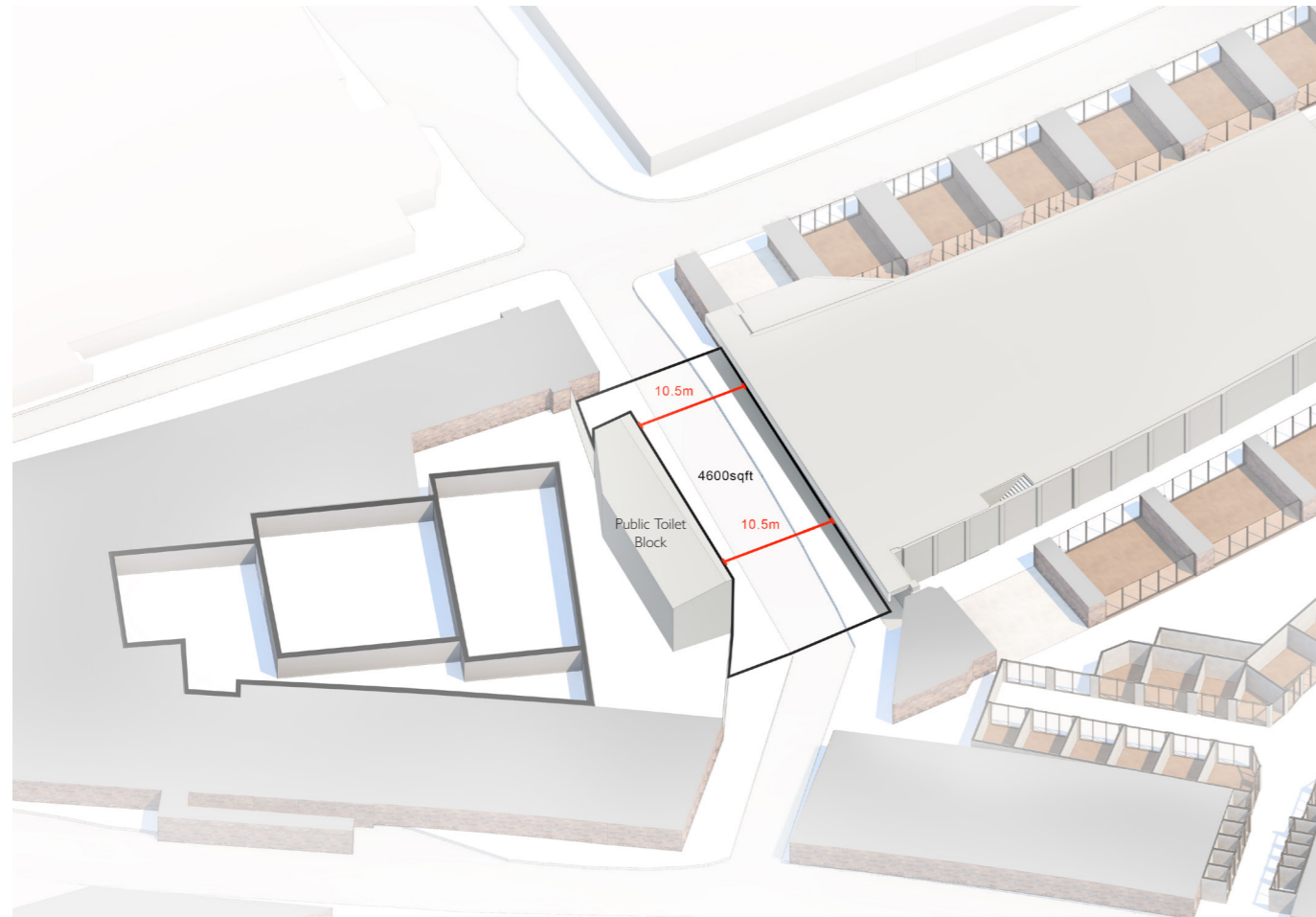


Fig. 4.4.3.1 Existing situation diagram

Our proposed building frontage is repositioned one metre east as compared with the current existing building.

2. PROPOSED BUILDING FRONTAGE ALIGNMENT

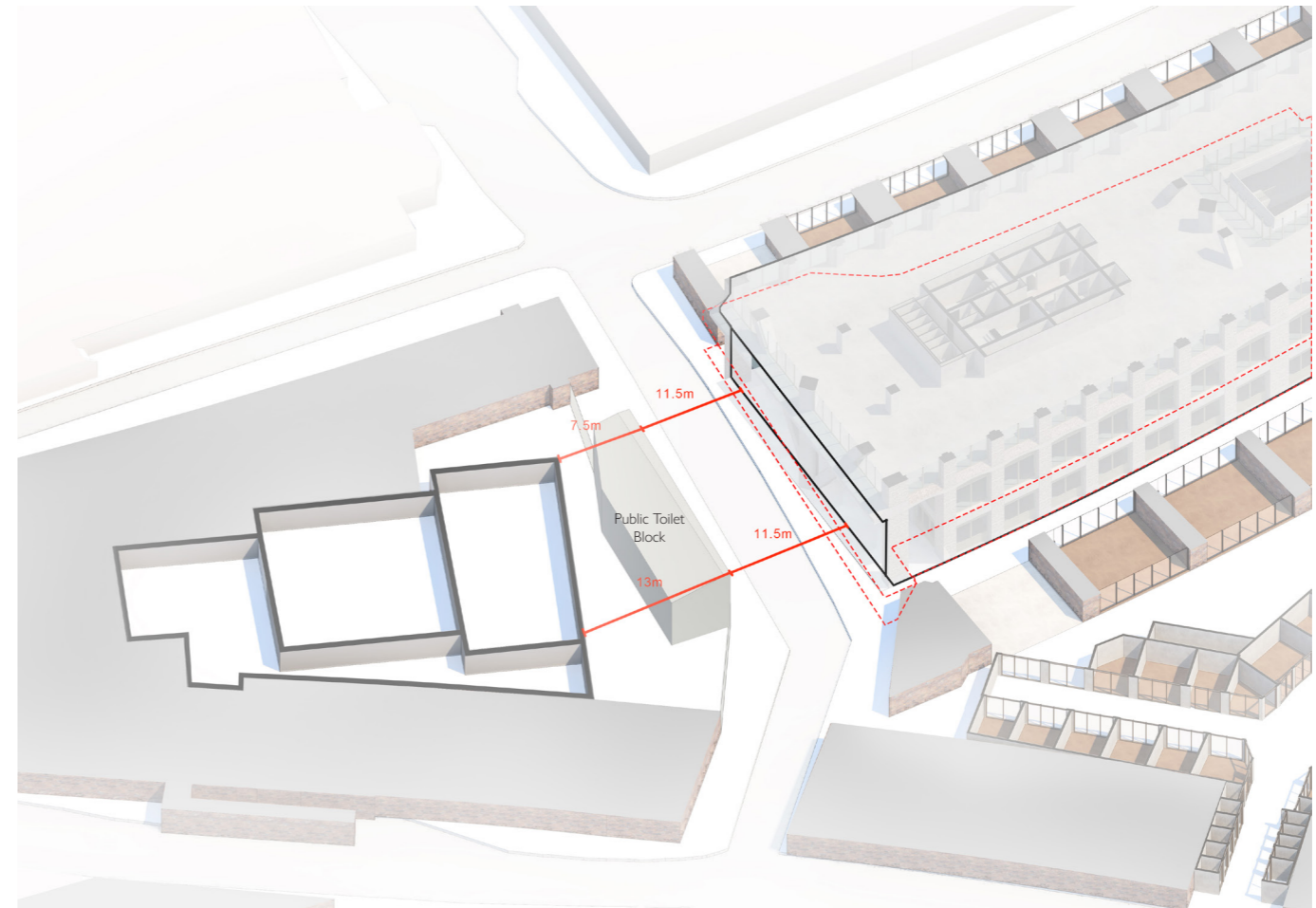


Fig. 4.4.3.2 Proposed building frontage alignment diagram

By relocating the public toilets, we have created an opportunity for an unobstructed, carefully landscaped public area with the potential to provide a central spacious area for Brixton Railway Station users and the local area.

The removal of this structure will require approval and review from local authorities and appointed contractor in line with sequencing and phasing of the construction process.

3. PUBLIC TOILET RELOCATION

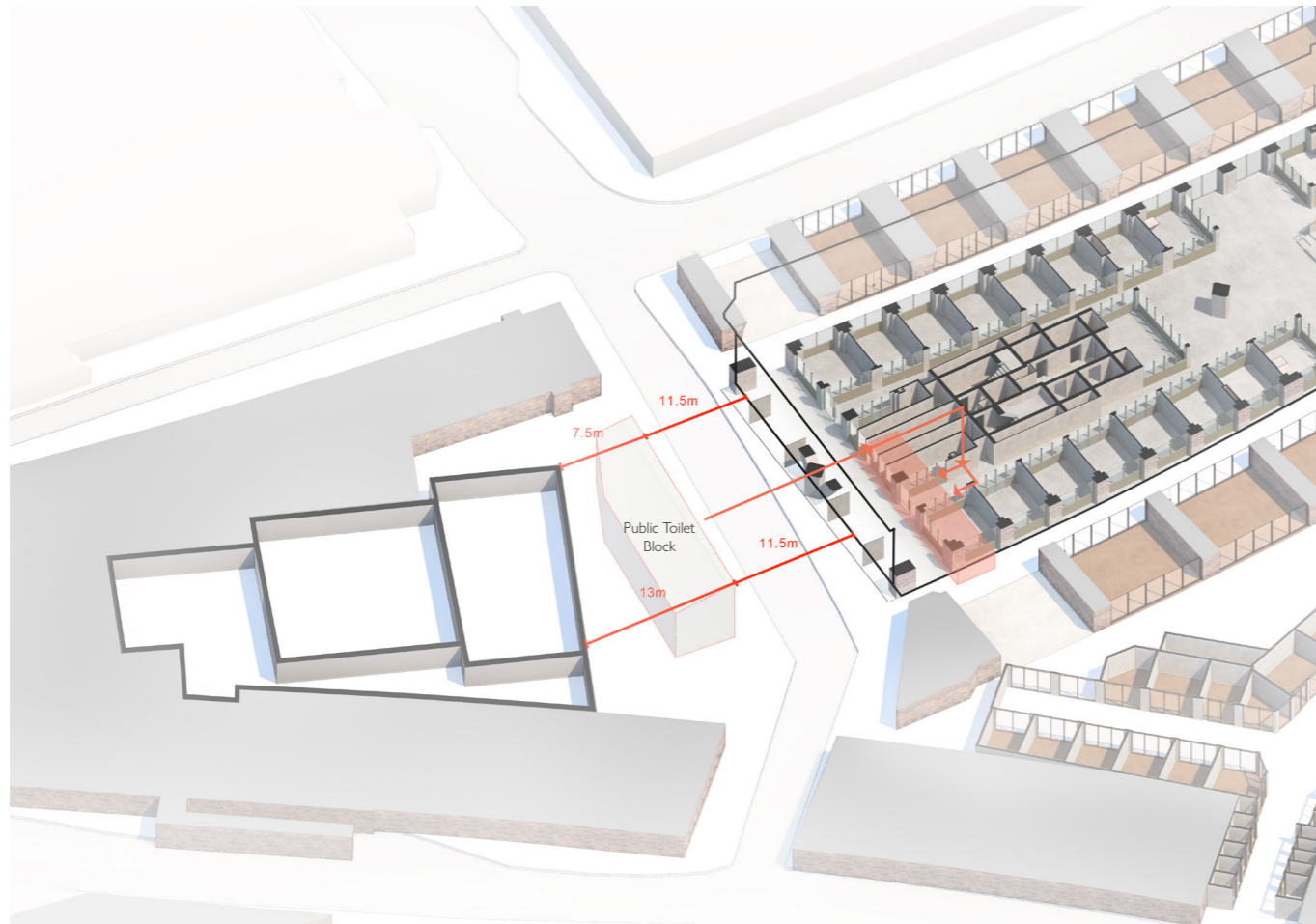


Fig. 4.4.3.3 Public toilet relocation diagram

Public toilets will be relocated to the basement of our proposed scheme, and will be directly accessible from ground floor via lifts.

The public toilets will be available to the public, free of charge, maintained to a high standard, with current provisions adequately increased.

4. PUBLIC TOILET RELOCATION ACCESS

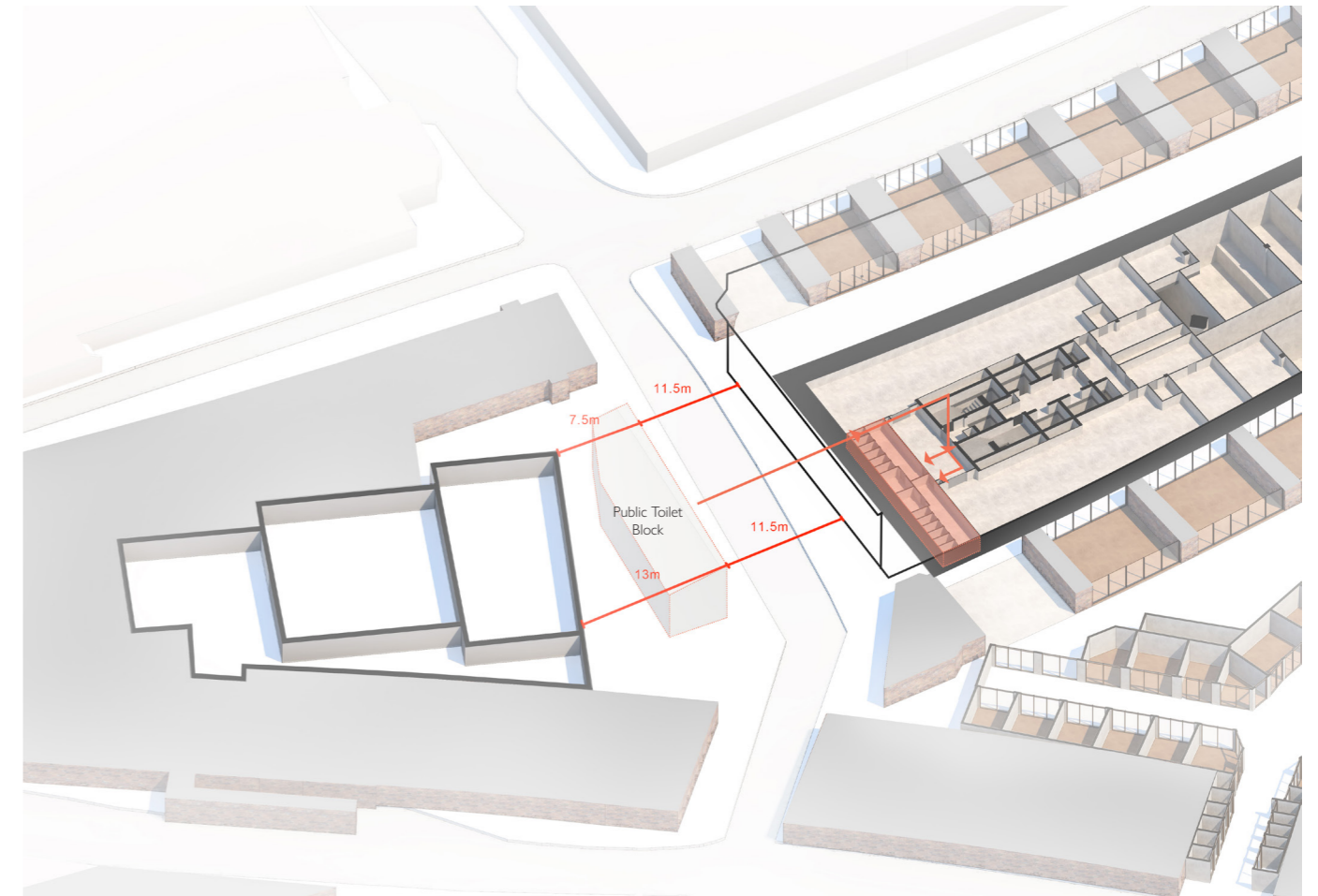


Fig. 4.4.3.4 Public toilet relocation access diagram

4.4 PUBLIC REALM

4.4.3 PUBLIC REALM ON POPE'S ROAD

The relocation of public toilets will generate a significantly larger and more permeable public realm for Pope's Road and a drastic improvements for Brixton Central.

This newly proposed public space will create a relief area of a considerable size that currently can't be found in the vicinity. The newly proposed public toilet will also address the public urination problem which is currently a big issue within this part of the town centre.

To further extend this public space, we propose a setback of six metres that will create shelter for users and traders, whilst also generating a soft threshold between Pope's Road and the proposed market.

5. INCREASED PUBLIC REALM

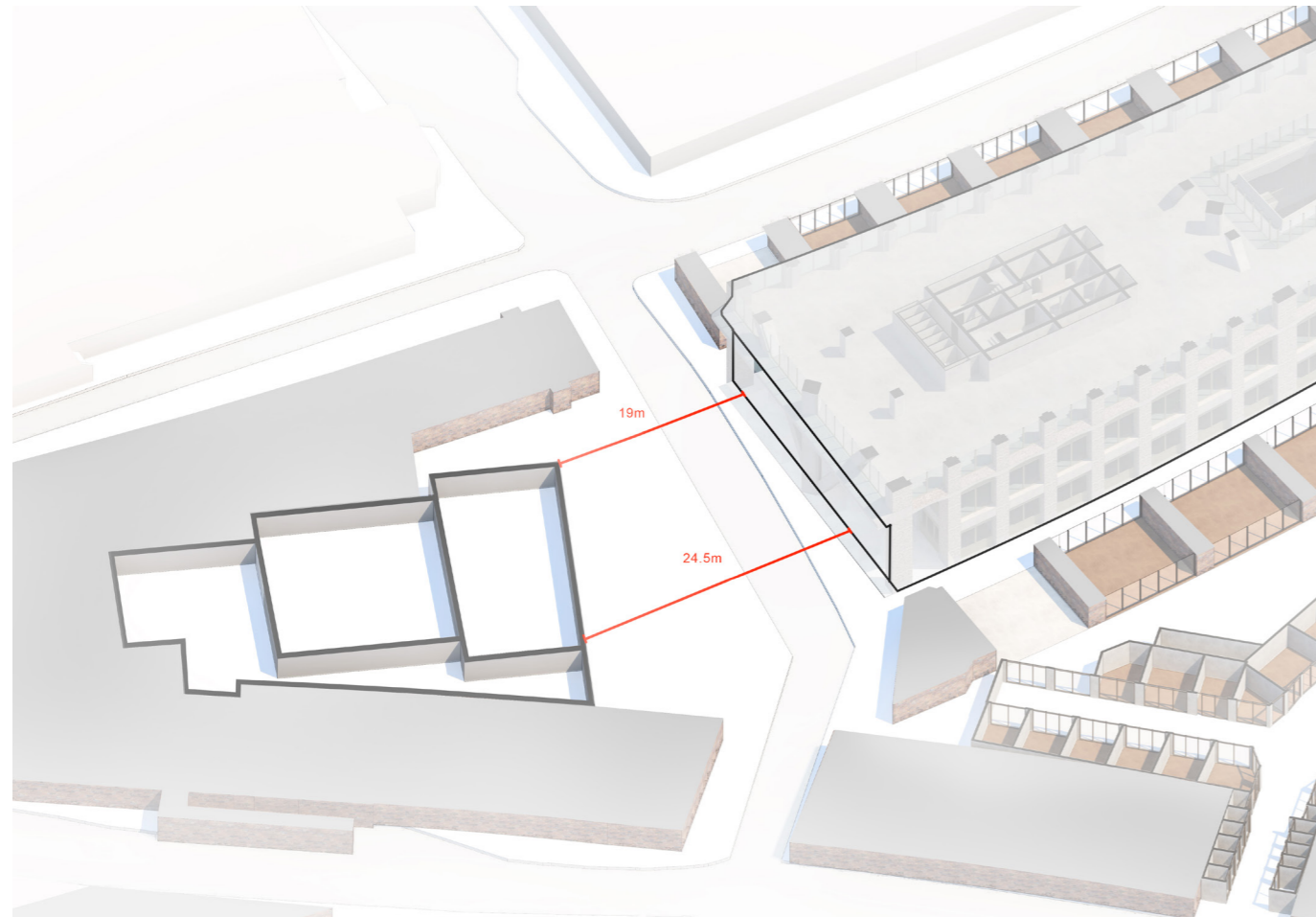


Fig. 4.4.3.5 Increased public realm diagram

6. PROPOSED BUILDING ADDITIONAL SETBACK

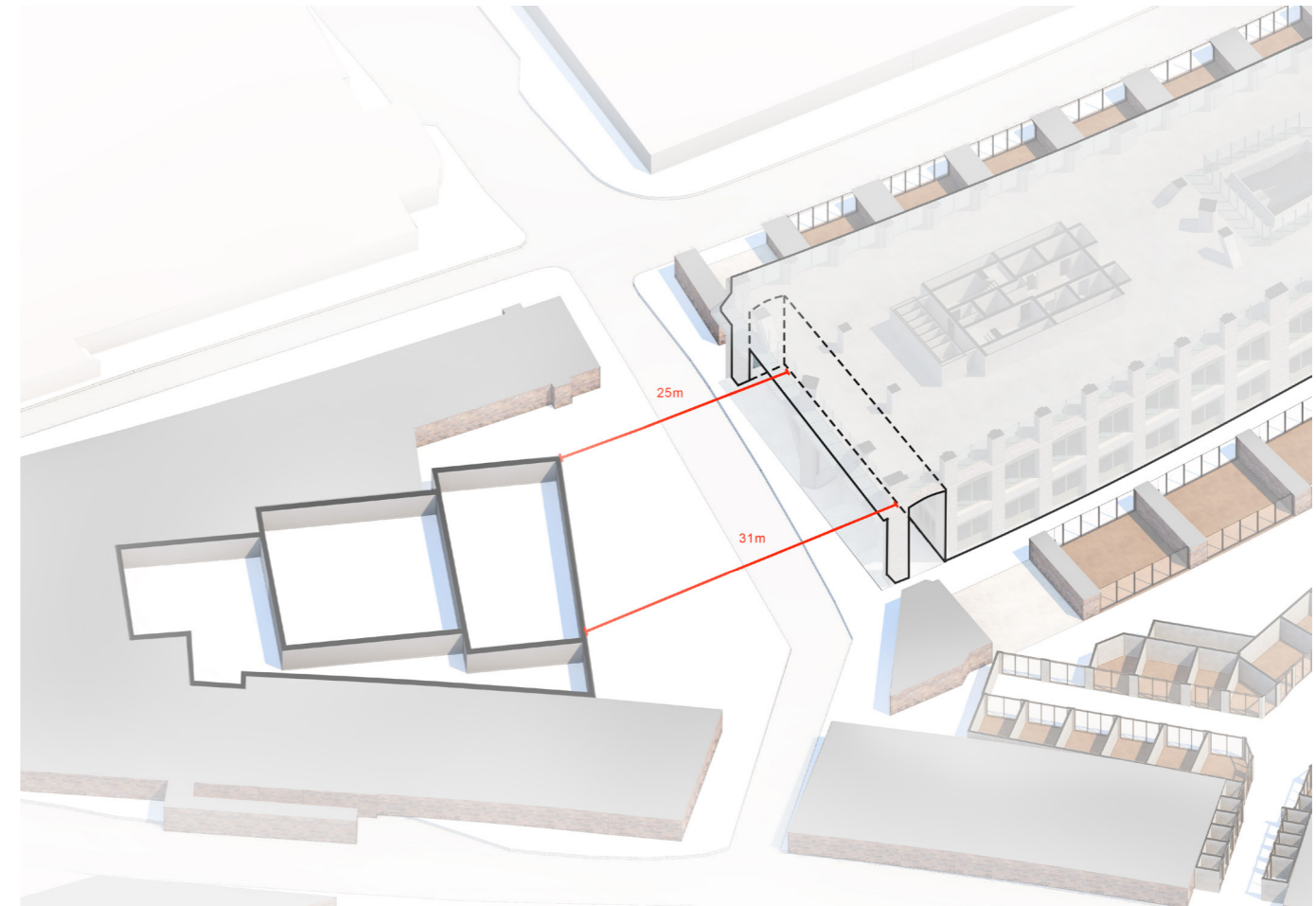


Fig. 4.4.3.6 Proposed building additional setback diagram

Our newly proposed public realm will provide considerably greater space and will be larger in size compared to the existing, creating a new, improved public space for central Brixton. The new scheme will allow up to 9450 sqft of enhanced open space.

7. PROPOSED PUBLIC REALM

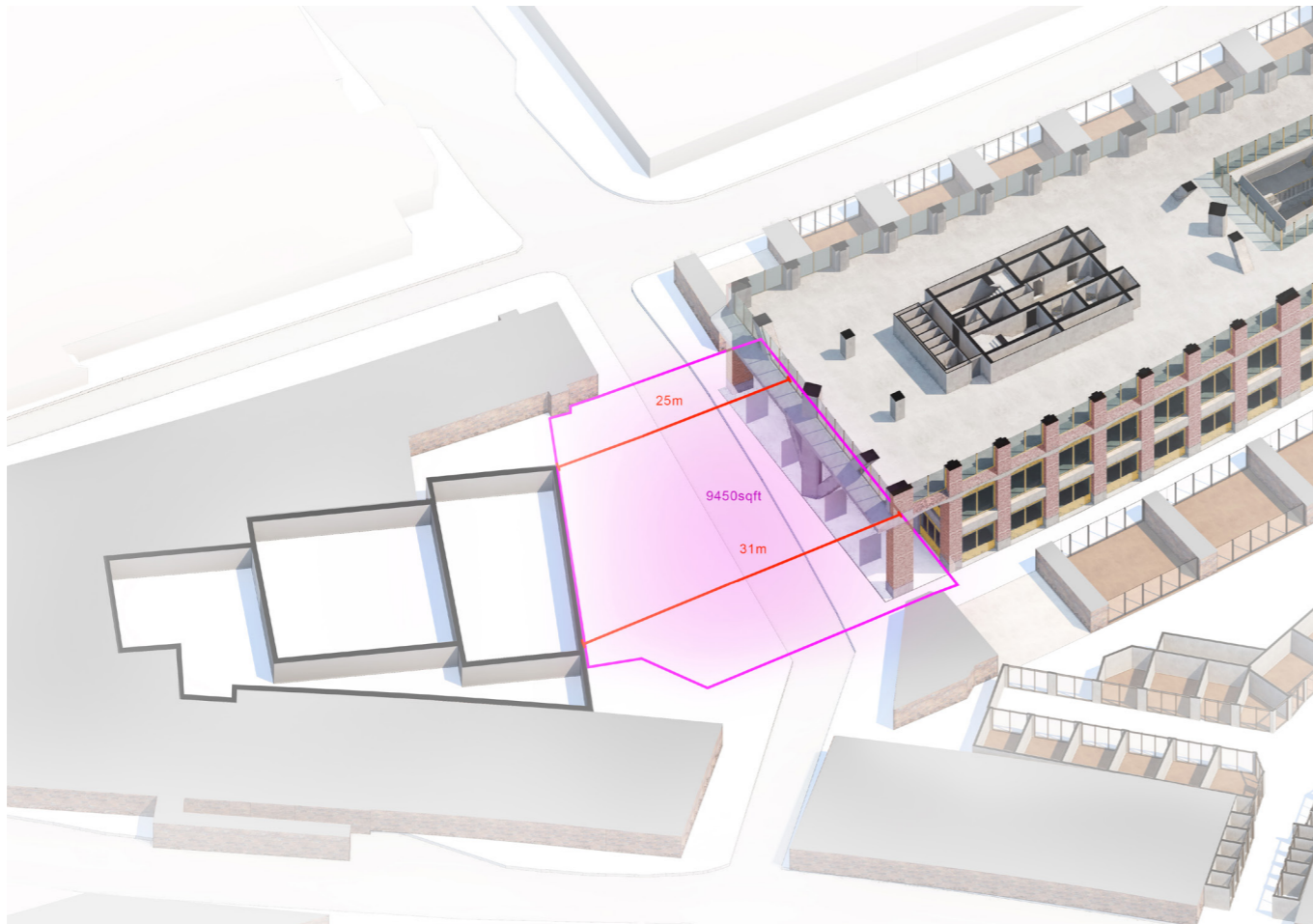


Fig. 4.4.3.7 Proposed public realm diagram

The new activated public realm will be a porous and permeable human-scaled public space, providing increased place for leisure and interactivity within Brixton's urban core.

It will reconcile the needs of the often conflicting congestion of the road alongside the compact nature of the market streets and create good quality and shared space that encourages social interaction and creates a more enjoyable and safer environment.

8. ACTIVATED PUBLIC REALM

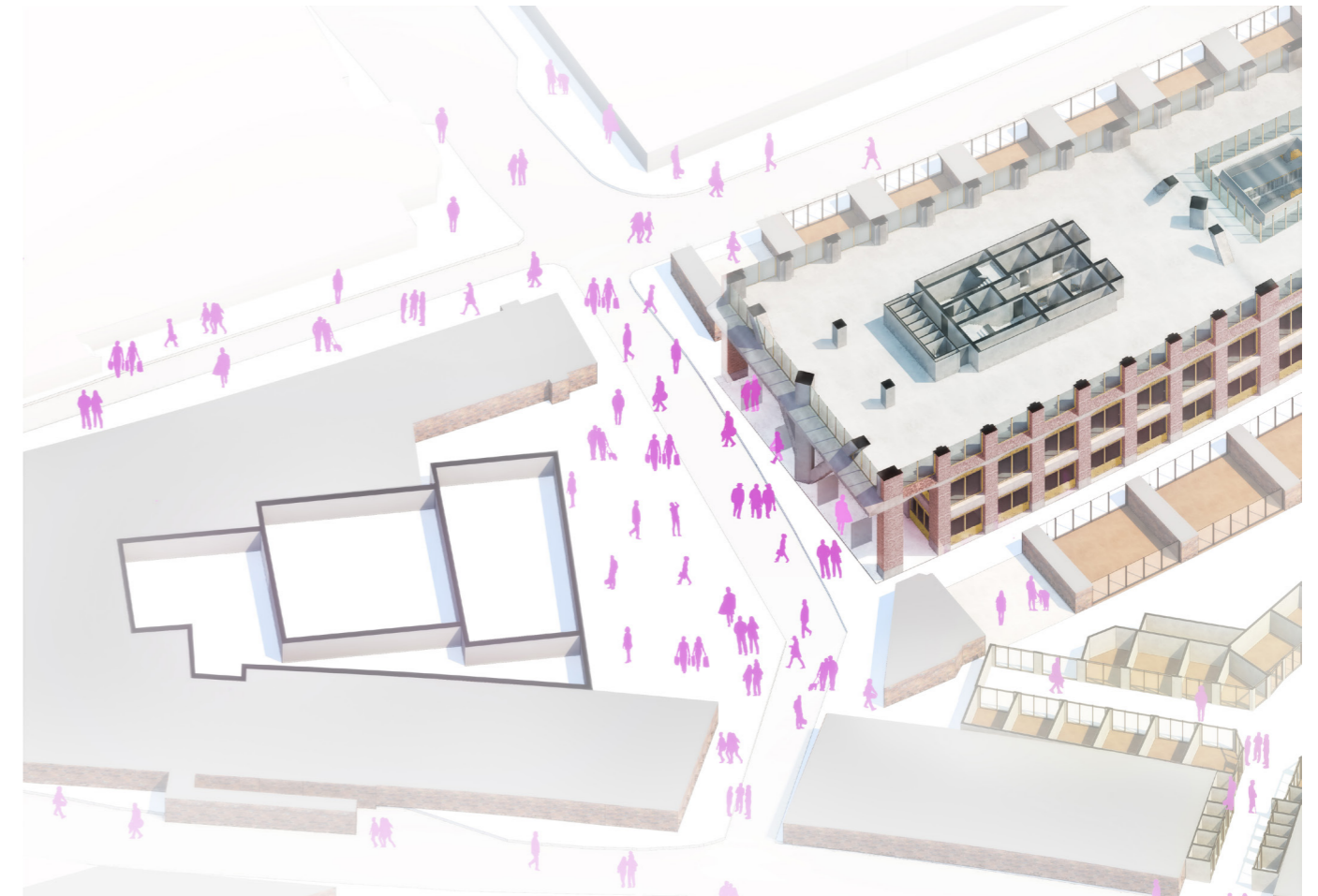


Fig. 4.4.3.8 Activated public realm diagram

4.4 PUBLIC REALM

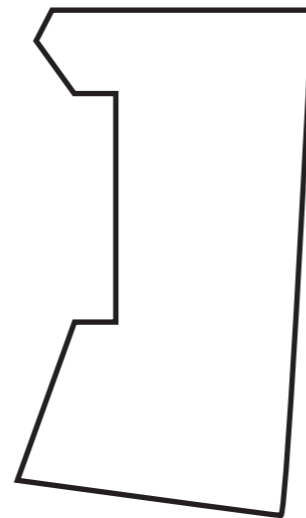
4.4.3 PUBLIC REALM ON POPE'S ROAD

The proposed public realm will amount to almost twice the size of the existing, and will offer considerable space as compared with other successful examples of public realm within the borough

The increase of permeability will open up the surrounding markets that lead to Brixton Station and offer a new access route that enables easier navigation and travel from Station Road's various amenities and open up towards Atlantic Road and Electric Avenue.

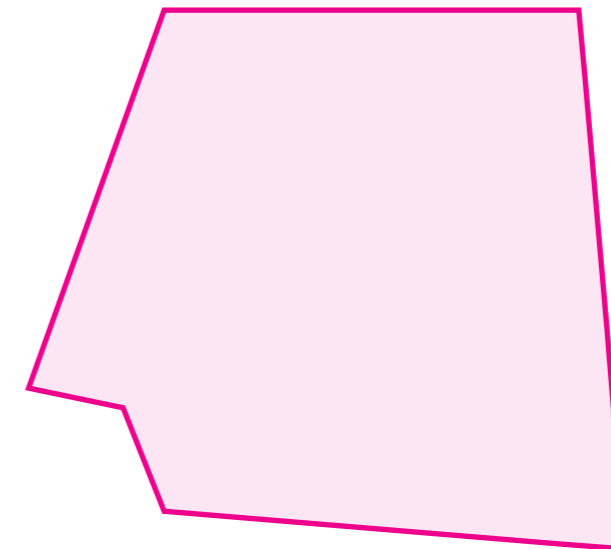
This will also provide improved network routes and wider accessibility to other covered market spaces such as the nearby Brixton Village.

As outlined in the Public Realm Impact Assessment Report the proposed space would be able to accommodate 12,500 people an hour compared to the existing peak at the weekend of c. 2,400. In addition it would be able to accommodate nearly 700 people comfortably at any point in time.



4600 sqft

Pope's Road
Existing Condition



9450 sqft

Pope's Road
Proposed Public Realm

Fig. 4.4.3.9 Diagrammatic comparison between existing and proposed public realm

The proposed public realm on Pope's Road will facilitate the potential future opportunity for the redevelopment of Brixton Station, particularly owing to the possibility of the introduction of a new entrance directly on Pope's Road.



Fig. 4.4.3.10 Proposed diagrammatic longitudinal (East-West) section