

## Shade tolerant planting strategy

Plant selection for these terraces will respond to the light levels expected to north and north east facing terraces. Species will include a combination of deciduous shrubs, robust perennials, ferns and spring flowering bulbs.

All planters will incorporate an automated irrigation system, along with drainage holes 150mm above the base.

Growing medium depths are limited to a maximum of 400-500mm due to loading constraints.



Magnolia grandiflora specimen



Polystichum munitum



Taxus baccata domes



Liriope muscari 'Monroe White'



Skimmia japonica 'Key Green'



Hamamelis x intermedia 'Arnolds Promise'



Polypodium vulgare

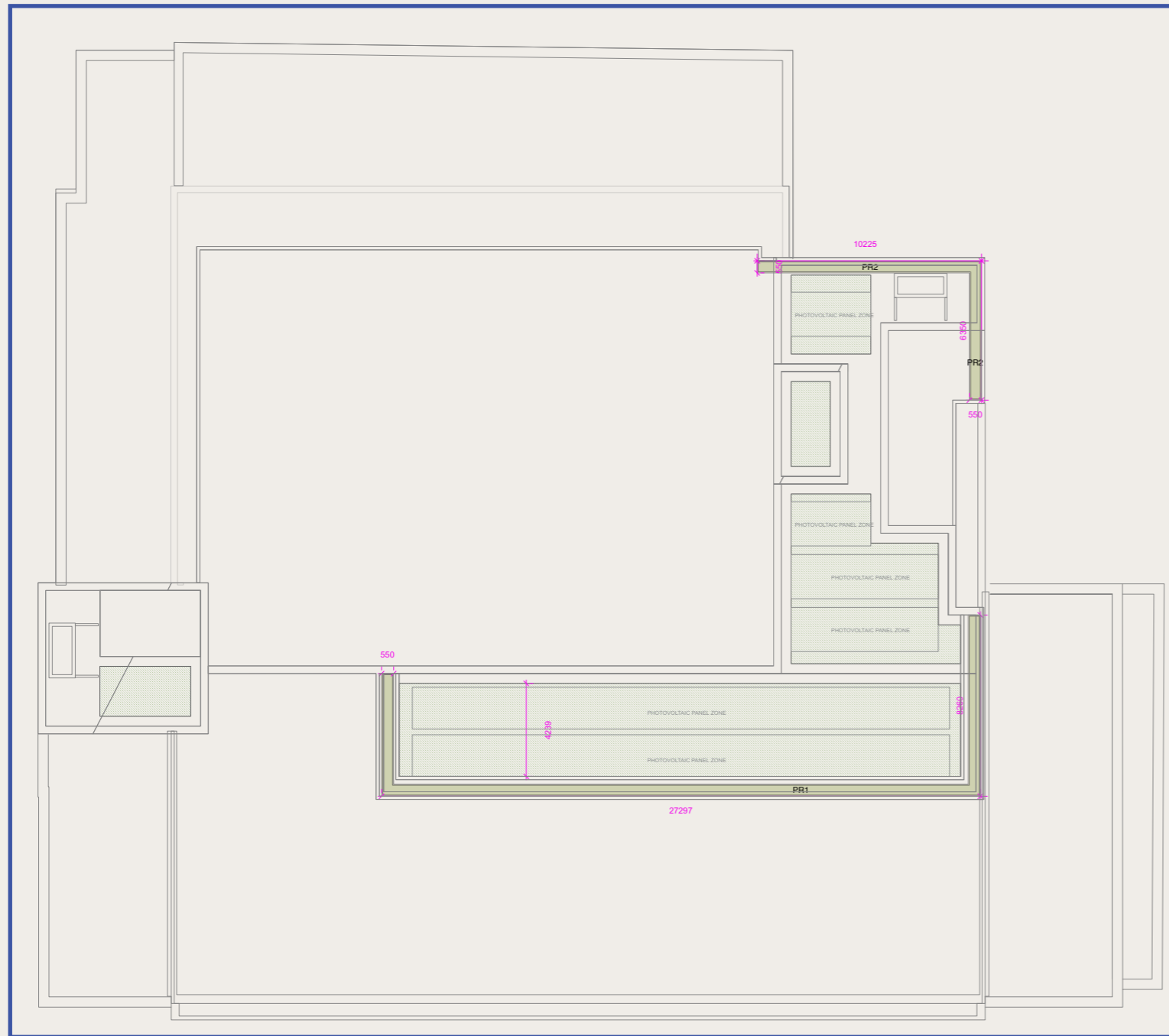


Hedera helix 'Shamrock'

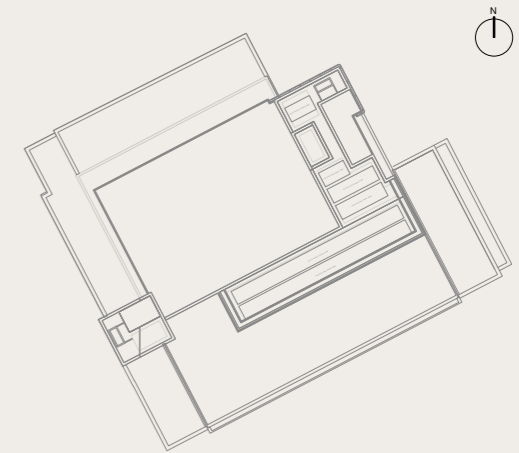


Blechnum spicant

# 04. Roof Level Plan




Roof



Key Plan

Roof Planter Schedule		
Planters	Dimensions	Quantity
PR1	22.025 sq.m x 150mm(H)	1
PR2	8.814 sq.m x 150mm(H)	1

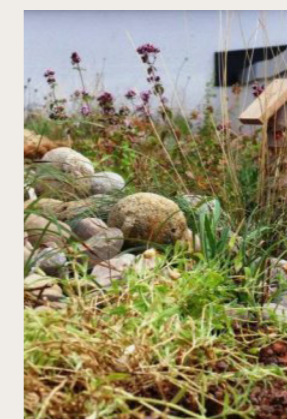
 Biodiverse green roof, 150mm growing medium dept

To improve the biodiversity and habitat microclimate of the proposed green roof system, localised mounding of the growing medium will be provided to allow for the planting of plug plants of the following species:

Small alpine / perennials plug planted in areas mounded to 150mm growing medium depth:

- Silene maritima
- Campanula glomerata
- Armeria maritima
- Primula vulgaris
- Geranium robertianum

There is also to be included a log pile hibernacula for insects and birds.



## 06 GROWING MEDIUM & IRRIGATION

Intensive growing medium would be used in the planting areas, which meets the following stringent criteria for application on a roof level podium:

- Lightweight - expanded shale, expanded clay, lava pumice, crushed brick, and green waste compost.
- Dry weight min 830 kg/m<sup>3</sup>
- Saturated weight 1,300-14890 kg/m<sup>3</sup>
- pH value 6.0-8.5
- Salt content <2.5g/L
- Total pore volume >60-75%
- Fulfils the requirements of the FLL Green Roofing Guideline
- Maximum water capacity >45% volume with a permeability of >0.3mm per minute.

Initial: Irrigation is required immediately after installation, until the plants are fully established. During the establishment period irrigation should be frequent to keep the substrate moist.

Once established: a suitable permanent irrigation system would be installed to ensure the planting survives periods of hot dry weather.

Water Source: A roof top source with a pressure of 2.5 – 3 bar and a flow rate of 60 L/min will be provided. Outdoor bib taps would be supplied to each planted terrace level, which would be used either for a dripline irrigation system (automatically controlled) or a mona tank reservoir system within each planter.



Image showing lightweight manufactured growing medium



Conceal-A-Tap recessed bib tap fitting



Drip-line irrigation system

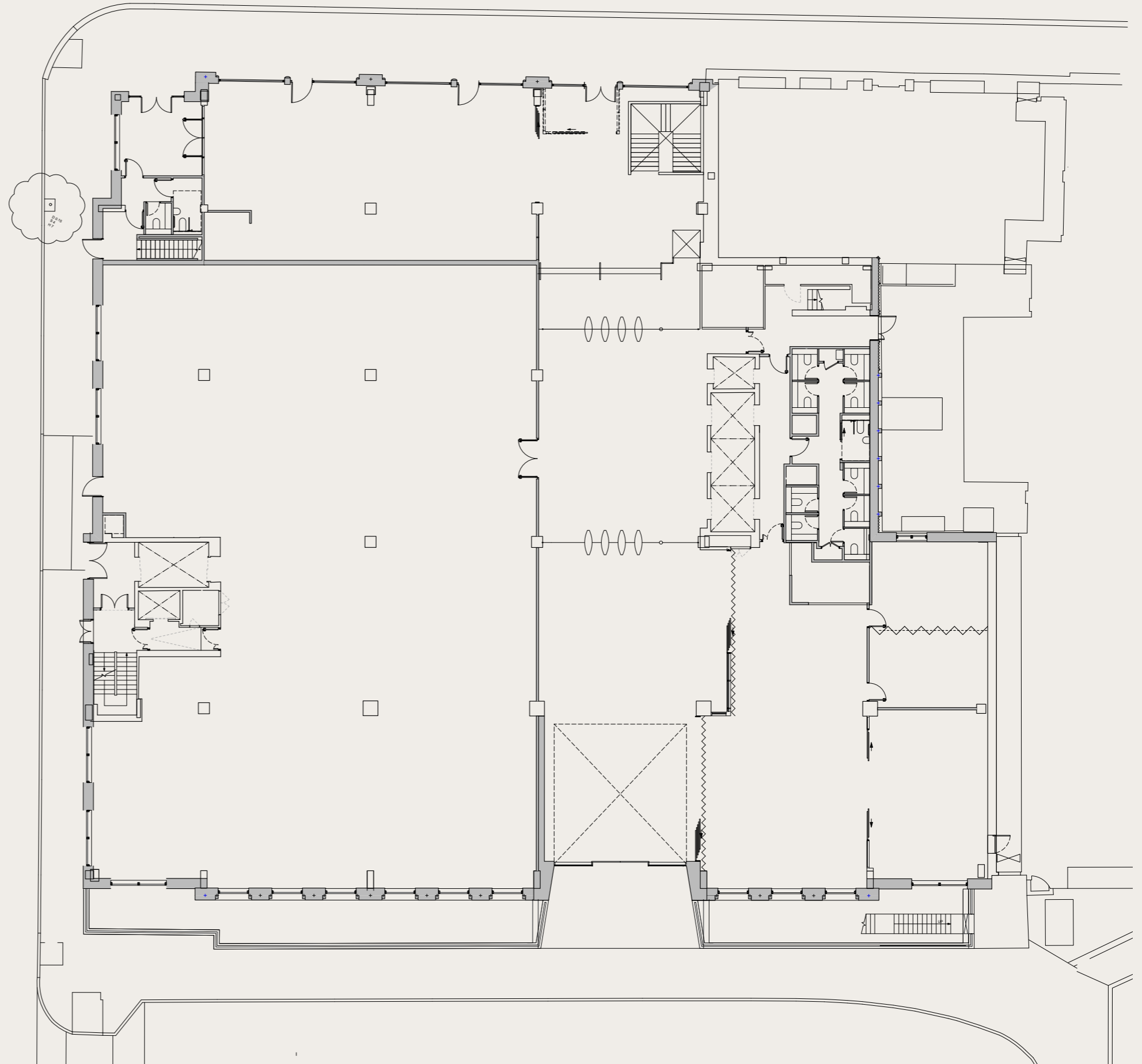


# Access + Servicing

## 7.1 INCLUSIVE DESIGN OVERVIEW

The key access provisions for the proposed scheme include:

- + Incorporation of the principles for inclusive design wherever possible.
- + Accessible cycle parking spaces for staff and visitors in line with the London Plan;
- + Contribution towards the delivery of an additional Accessible Car Parking Bay in line with the requirements of Approved Document M Vol 2
- + Retail area with a step-free entrance;
- + Wheelchair-accessible sanitary facilities alongside cycling facilities, at reception area, and in all locations that WCs are provided;
- + Step-free access to all parts of the buildings, including balconies and terraces (that are not strictly for maintenance access);
- + Use of a passenger / evacuation lift as part of the evacuation strategy.



Ground Floor Plan

# Access + Servicing

## 7.2 TRANSPORT & HIGHWAYS

The accompanying Transport Statement demonstrates that the development will not have a detrimental impact in terms of its effect upon the existing road network.

Servicing arrangements for the office will largely remain as existing. Occupants will have to adhere to a Delivery and Servicing plan prepared by Caneparo Associates.

The proposed building will benefit from secure cycle storage facilities provided in line with the standards of London Plan, BCO, BREEAM and London Cycle Design Standards.

### 7.2a Public Transport

The site has an 'Excellent' level of public transport accessibility, with the highest available PTAL rating of 6B. The position of commercial office for employment on this site is very well suited, given the numerous transport facilities available.

The site is very close to transport nodes, situated within walking distance of Holborn, Chancery Lane, Russell Square and Tottenham Court Road underground stations.

There are many local bus routes and stops in the immediate surrounding area. The bus network serves a vast array of central London destinations and outlying districts.

### 7.2b Car Parking - Off Site

There is no proposed on-site car parking.

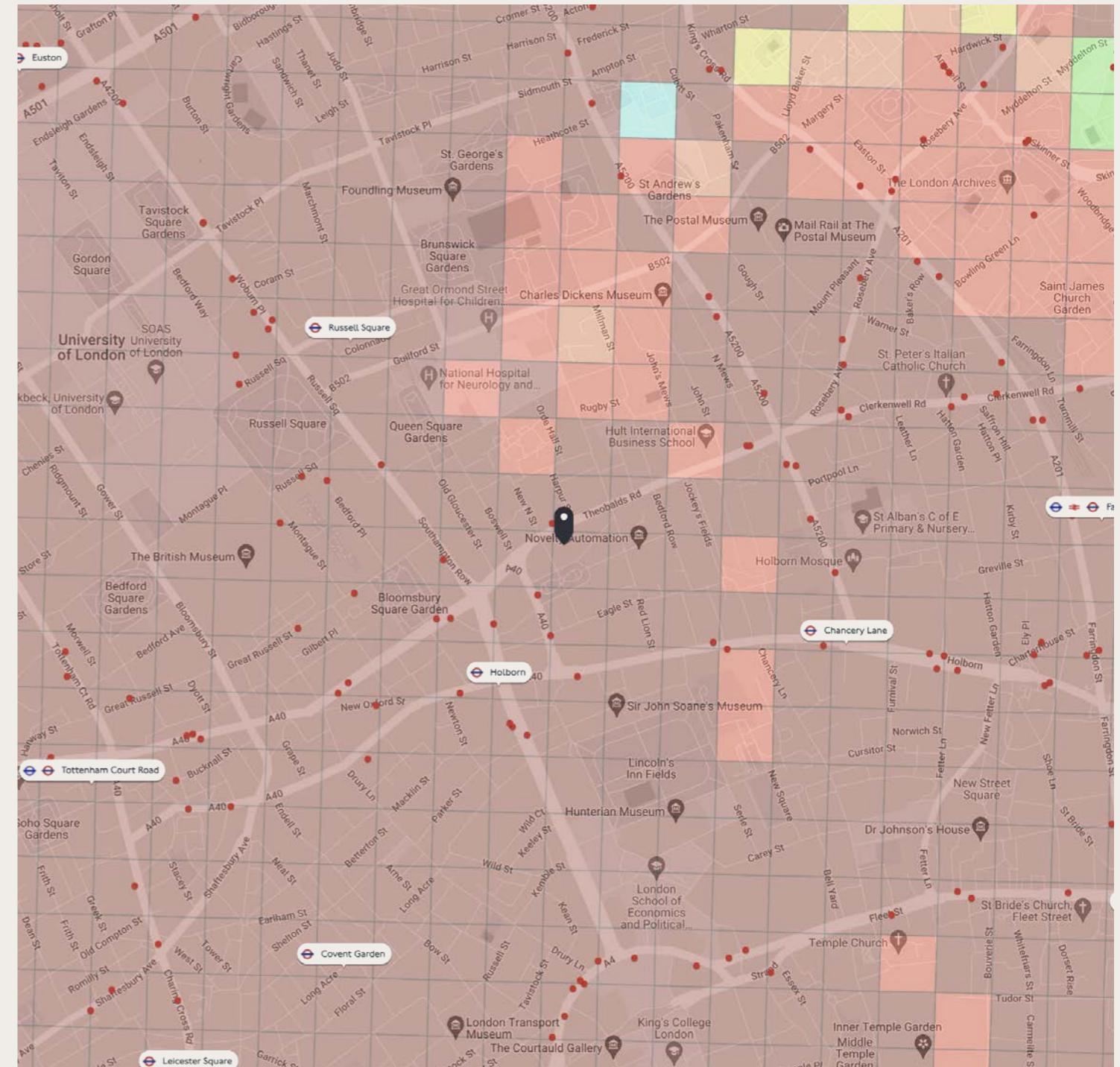
Pay by phone and single yellow line on-street parking is available on Red Lion Square.

An electric vehicle recharging point is located on

Red Lion Square, immediately in front of the Site.

### 7.2c Cycling

The nearest TfL Cycle Hire scheme docking bays are located just west of the site on Old North Street, and there is a dockless cycle hire and e-scooter parking bay on Red Lion Square. The cycle facilities provided by the proposed building are described in sections 5.27 & 7.3d.



PTAL map with site location, bus stops and Underground stations

# Access + Servicing

## 7.3 ACCESS & SERVICING STRATEGY

The following section describes the design of the proposed scheme in terms of accessibility. The design of the building has been considered with regard to user / guest access and maintenance / repair access.

### 7.3a Entrances

The main office entrance and reception is to be located fronting Red Lion Square. The doors will be automatic bi-parting sliders, allowing easy access for all, including wheelchair users. Out of hours, the doors will be access controlled. The reception will provide facilities that are designed for inclusive access in respect of counter height, seating and hearing difficulty.

Entrances will be provided within each bay on Theobalds Road, allowing for flexibility of use, with at least one leading on to the main office lift lobby. The doors will be access controlled, with power assisted opening to aide wheelchair users.

Secondary access / egress doors will be provided on Old North Street. This will provide direct access to the goods lift which serves all floors, including the basement cycle store.

The surrounding pavement levels will allow a step free, level approach to all new building entrances.

### 7.3b Internal Circulation

Horizontal circulation will be step-free throughout the office areas, with gentle ramps utilised where there are level changes within a single storey.

Vertical circulation will be via 4no. passenger lifts, within existing shafts in the main core and single passenger lift and goods in the secondary core. All lifts will be equipped and designed to comply with standards that enable disabled persons to use them

independently and one per core will serve as an evacuation lift.

The existing staircases are retained, but where new ones are required they will be built to meet the standards prescribed within approved documents Part M & Part K.

Doors and corridors will be designed to standards for easy movement by wheelchair users.

Office facilities including unisex accessible WCs will be provided at all office levels.

An accessible shower will be provided at basement level adjacent to the other shower and changing facilities.

The accessible sanitary facilities will be finished to the same aesthetic standard as the superloos and other facilities in the building.

Way-finding and orientation will be important for access to and within the building. Circulation arrangements are designed to be simple and legible.

Emergency escape arrangements from all levels for people unable to use stairs will be achieved using an evacuation lift and refuges within protected areas.

### 7.3c Parking and Drop Off

It is proposed to provide a car-free development. The Applicant will provide a financial contribution to LBC to allow the delivery of an additional on-street blue badge parking bay.

The existing basement car park and car lift on to Old North Street is to be removed.

Drop-off will take place in front of the main

entrance on Red Lion Square.

### 7.3d Cycle Parking

Best-in-class End of Trip facilities are proposed, with secure cycle parking provided for all office staff and visitors in accordance with the London Plan guidelines, and to satisfy the requirements of the BREEAM assessment.

A total of 191 cycle storage spaces will be provided at basement level. The cycle store is accessed via the goods lift and a stair with a channel that leads directly to Old North Street. Storage is proposed as a mixture of Sheffield stands, double stacked racks, wall hung stands and lockers for folding bikes in order to best fit the space available.

### 7.3e Refuse Storage and Collection

A new bin store is to be located at basement level adjacent to the cycle store. Bins will be brought to street level via the goods lift on collection day, with collection taking place from Old North Street.

Waste store floors and walls are to be constructed and finished in materials that are impervious and easily kept clean. A wash down facility and trapped gully are to be provided.

A full description and collection analysis is contained within the Delivery & Servicing Plan, prepared by Caneparo Associates and forms part of the planning application.

### 7.3f Deliveries

It is anticipated that deliveries will take place from Red Lion Square, with drivers utilising the on-street parking bays. A member of reception staff will be responsible for receiving goods and logging arrivals. Loading may also take place on Old North Street, where there is direct access to the goods

lift.

Further details can be found within the Delivery & Servicing Plan, prepared by Caneparo Associates and forms part of the planning application.

# Access + Servicing

## 7.4 GROUND FLOOR ACCESS & SERVICING PLAN










- ▶ Main Entrance
- ▶ Ground floor Office Private Entrance
- ▶ Cycle Entrance
- ▶ Fire Escape
- ▶ Stairs Up (to 1st floor)
- ▶ Stairs Down (to Basement)
- Passenger Lift
- Goods Lift
- Accessible WC
- Reception
- Existing on-street parking

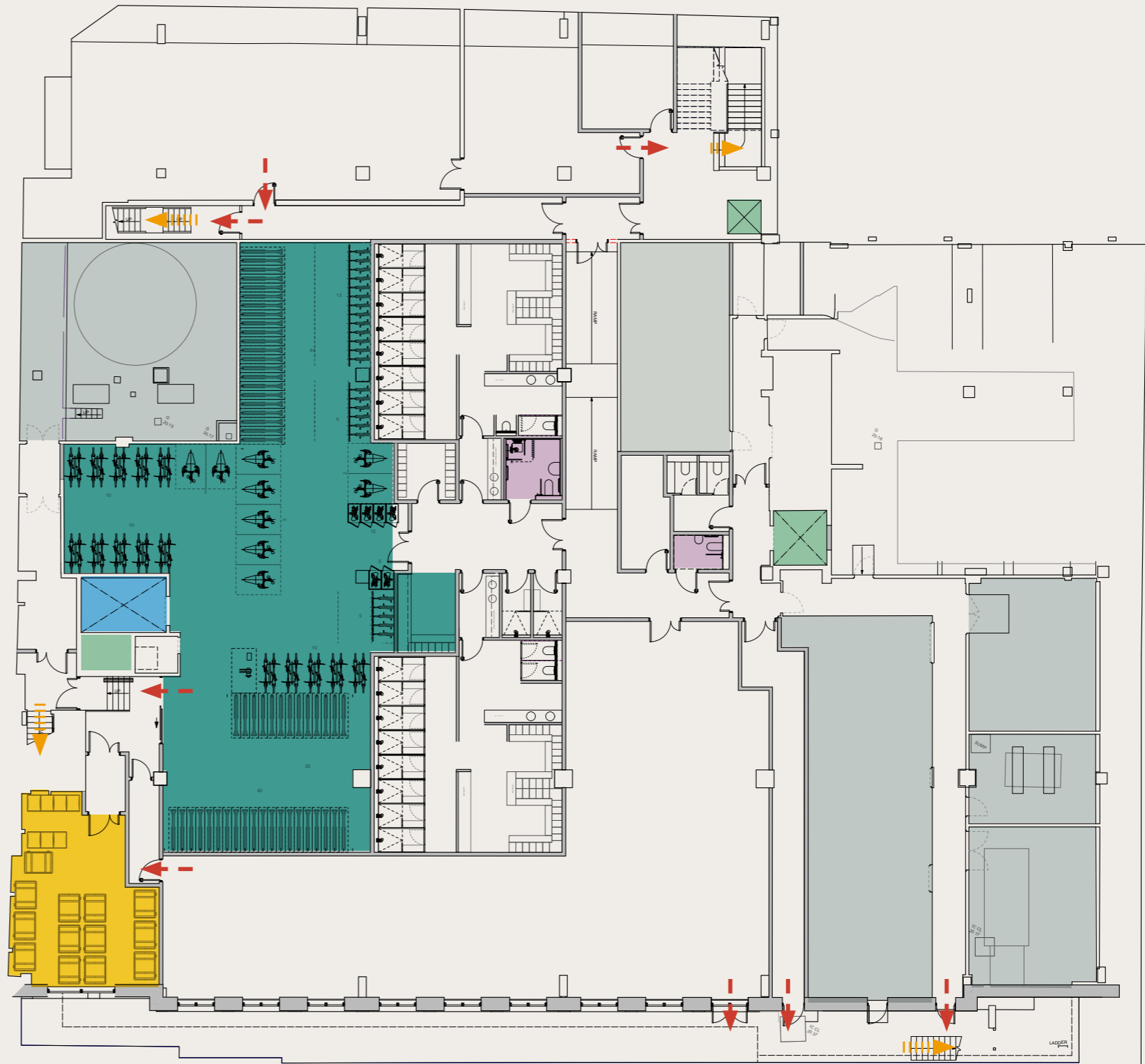




# Access + Servicing

## 7.5 BASEMENT ACCESS & SERVICING PLAN

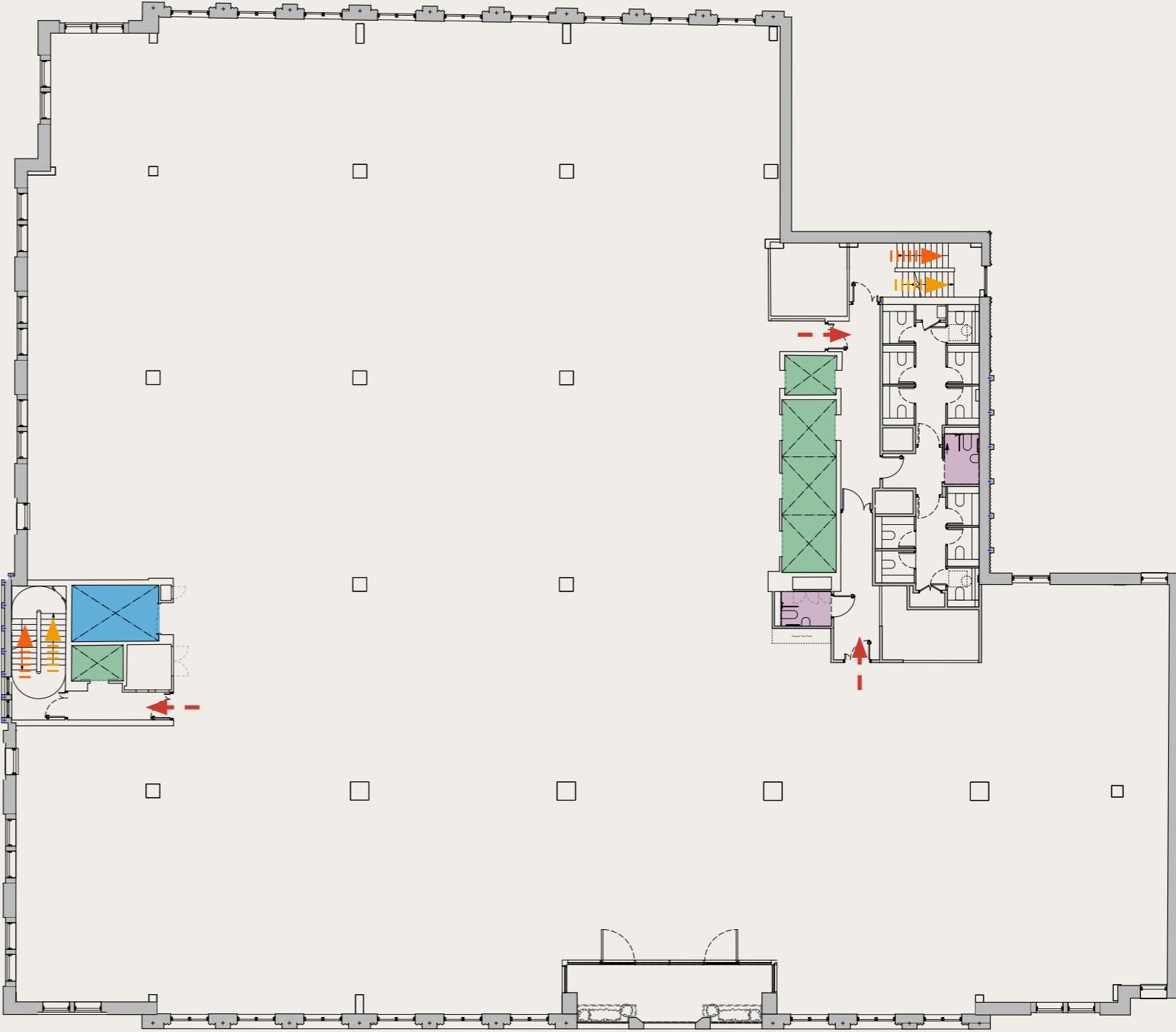
-  Fire Escape
-  Stairs Up
-  Stairs Down
-  Passenger Lift
-  Goods Lift
-  Cycle store - 190 Spaces
-  Bin Store
-  Accessible WC / Changing
-  Plant



# Access + Servicing

## 7.6 UPPER FLOOR ACCESS & SERVICING PLAN

- Fire Escape
- Stairs Up
- Stairs Down
- Passenger Lift
- Goods Lift
- Accessible WC / Changing



# Access + Servicing

## 7.7 TERRACE MANAGEMENT

### Access and Operation

Access to terraces will be for tenants and guests only and in accordance with the fire strategy and risk assessment (as updated from time to time) for the building. It is proposed that the hours of operation will be 8am to no later than 11pm. Amplified music will be restricted to the hours of operation. Enforcement will be managed initially by the property management team and subject to oversight from LBC Environmental Health team.

There is no proposed public access to any of the terraces.



# Access + Servicing

## 7.8 FAÇADE ACCESS & MAINTENANCE

The Façade Access & Maintenance Strategy has been developed in conjunction with REEF Associates.

Consideration has been given regarding how the installation, cleaning and maintenance of the façade will be carried out in a safe and efficient manner.

Strategies to allow safe means for major repairs such as replacement of glazing, cladding and brickwork and other sections of the façade will be subject to detail design.

### Frequency.

The assumed frequency of access routine for the building is:

- + Access for cleaning - 2-4 times annually
- + Access for maintenance & inspection - annually
- + Access for glass replacement - infrequently

The key access options being proposed are as follows:

1. Rope Access / Abseiling - via permanently installed high level anchor systems.
2. Reach And Wash - Extended Cleaning Tools. Suitable for access to façades close to ground level, or windows that open inwards, and for areas of glazing that are accessible from roof level terraces.
3. Mobile Elevated Work Platform (MEWP). This method may be required in the unlikely event of the breakage of large facade elements that cannot be repaired or replaced via rope access.
4. Fall arrest System to all accessible roof spaces.

### Window / Metal Cladding Cleaning Strategy

It is envisaged that suitable permanently installed dedicated anchor points / systems to high level,

terrace, roof and plant locations will be provided for use during access to the majority of the façade by suitably trained rope access operatives.

Various rope access systems will be reviewed in more detail at Stage 3.

The upper setback storey(s) will be cleaned directly from the external terrace spaces provided and Ground floor and basement windows will be directly from street level or the lightwell.

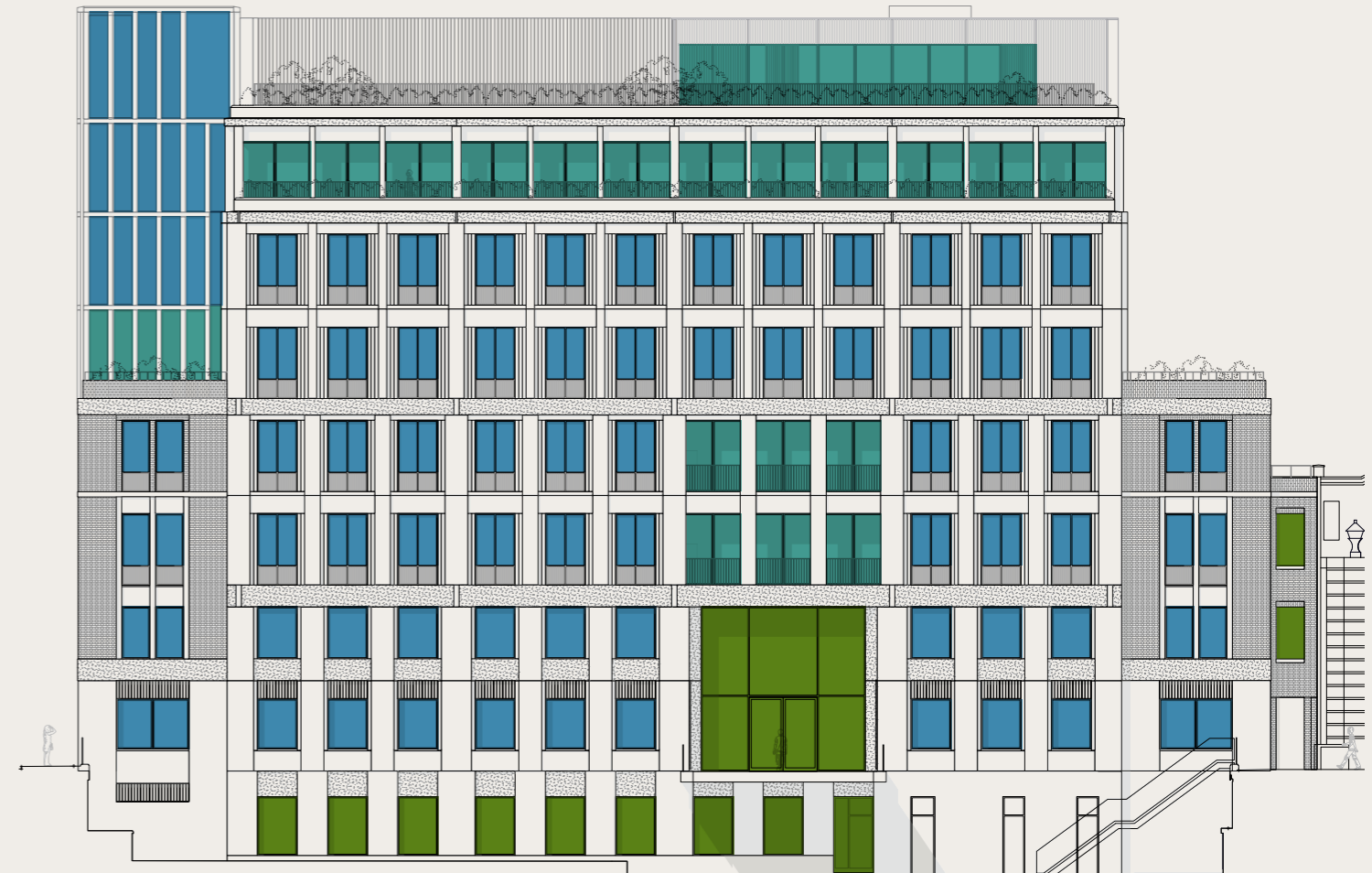
A monorail is proposed to the eastern facade to allow for abseiling access to the metal cladding over the neighbouring properties.

Using this philosophy, all external areas of the building can be reached for cleaning.

### Glass Replacement Strategy

It is proposed that upper floor windows are to be internal beaded to allow for glazing replacement via the main goods lift. Initial studies indicate that the goods lift is of sufficient size to accommodate proposed glazing panel sizes, with the exception of the large glazed units to the 7th floor of the west core, whereby a crane would be required.

Red Lion Square Elevation - Façade Access



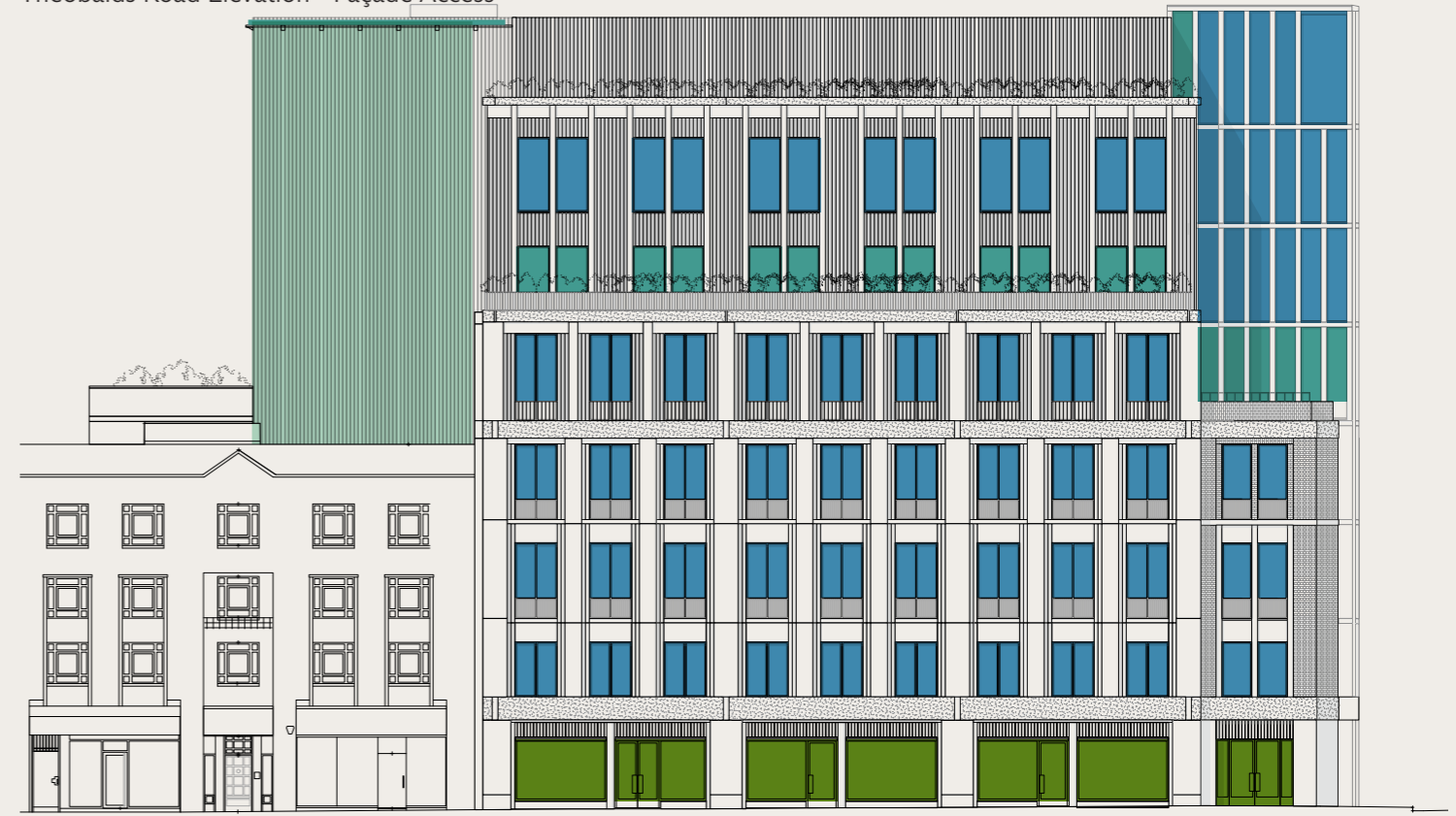
- Teal square: Access from balcony / terrace
- Blue square: Access via Abseiling
- Green square: Access from ground / water fed cleaning poles

# Access + Servicing

Eastern Elevation - Façade Access



Theobalds Road Elevation - Façade Access



Old North Street Elevation - Façade Access



- Access from balcony / terrace
- Access via Abseiling
- Access via Abseiling Monorail
- Access from ground / Reach & Wash



CONWAY HALL

LOCAL SPORTS



# Appendix. i

## Area Schedule

Floor	EXISTING	PROPOSED	Excl From NIA				Plant
	NIA sq m	NIA sq m	Reception	Retail /Lounge / Coffee / Co Working / Meeting / Amenity / Studio	End of Trip Facilities (Cycle Store / Changing Rooms / Showers /Lockers)	Basement Staff / FM / Refuse Store	
RF							
7				129			525
6	1,113	1,094					
5	1,150	1,145					
4	1,151	1,318					
3	1,670	1,587					
2	1,714	1,625					
1	1,625	1,566					
G	1,058	737	267	538			
B	421	262		169	466	78	466
<b>Total sq m</b>	<b>9,902</b>	<b>9,334</b>	<b>267</b>	<b>836</b>	<b>466</b>	<b>78</b>	<b>991</b>
<b>Total sq ft</b>	<b>106,584</b>	<b>100,467</b>	<b>2,869</b>	<b>8,999</b>	<b>5,012</b>	<b>844</b>	<b>10,663</b>

Floor	EXISTING	PROPOSED	Proposed Uplift
	GIA sq m	GIA sq m	
	Existing (incl. Atrium Infill)	Proposed	
RF		-	
7	205	294	88
6	1,302	1,284	-18
5	1,339	1,338	-2
4	1,339	1,513	173
3	1,868	1,795	-74
2	1,888	1,833	-55
1	1,829	1,782	-47
G	1,787	1,808	21
B	1,908	1,908	0
<b>Total sq m</b>	<b>13,465</b>	<b>13,552</b>	<b>87</b>
<b>Total sq ft</b>	<b>144,935</b>	<b>145,877</b>	<b>942</b>

Floor	EXISTING	PROPOSED	Proposed Uplift
	GEA sq m	GEA sq m	
	Existing (incl. Atrium Infill)	Proposed	
RF	-	-	
7	239	354	115
6	1,415	1,343	-72
5	1,390	1,412	22
4	1,391	1,598	207
3	1,909	1,891	-18
2	1,959	1,930	-29
1	1,919	1,887	-32
G	1,898	1,905	7
B	2,010	2,010	0
<b>Total sq m</b>	<b>14,130</b>	<b>14,331</b>	<b>201</b>
<b>Total sq ft</b>	<b>152,091</b>	<b>154,252</b>	<b>2,161</b>

Notes:  
 Stiff and Trevillion gives notice that:  
 1. The areas stated in the schedule are set out as a general outline only, and do not constitute part of an offer or a contract.  
 2. The scheduled areas are design areas only and no allowance has been made for any permissible construction tolerances.  
 3. The areas have been measured in accordance with the Current Edition of the Royal Institute of Chartered Surveyors Property Measurement (2nd Edition, Jan 2018) that incorporates International Property Measurement Standards (IPMS).  
 4. The areas reflect the status of the design at the time of measurement.  
 5. The schedule has been prepared using the drawings identified in this document.  
 6. The constructed areas may vary from those indicated in the schedule:  
 a. If the design changes after the date this schedule has been produced.  
 b. If the base information in reliance upon which the drawings have been prepared is inaccurate, including information on the boundary of the site and other enclosures, easements, encroachments, underground services, rights of way, rights of support, rights of light and any other relevant matters, or any other drawings prepared by third parties.  
 c. If changes to the town planning conditions, building acts or regulations or other statutory regulations come into force after completion of the drawings used to prepared the schedule  
 d. If the constructed building exceeds the tolerances those specified under British Standard 8000 and Codes of Practice, or tolerances identified in the Employers Requirements.  
 7. A definitive schedule of areas cannot be established until a measured survey of the completed building has been undertaken.  
 8. The Architect has no responsibility for any variances whatsoever to these areas arising from any circumstances beyond his control.  
 9. The client and the letting agent are to jointly agree the demarcation line of all net lettable areas and the measurement principles. The letting agent must mark up a set of plans identifying what is to be regarded as net lettable, and this is to be agreed with the Client and the Architect, signed and dated.





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**DOCUMENT STATUS AND VERSION**

Date Issued	Version	Status	Notes	Initial
05/12/2024	1A	Draft	Internal review	KOS
10/12/2024	1B	Draft	Updated Model Views	KOS
10/12/2024	2	Final	For Application	KOS

**J1276 26 Red Lion Square**

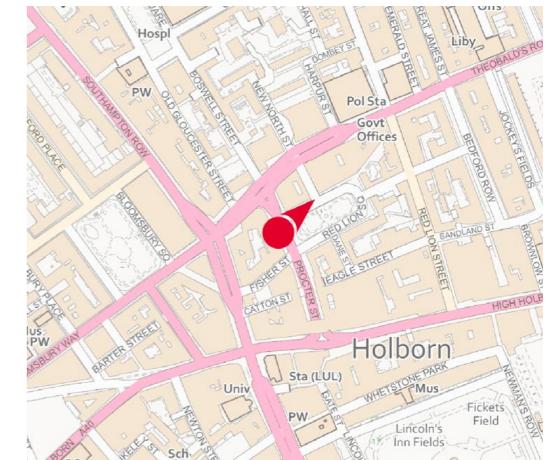
HTVIA Appendix A

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1. MODEL VIEWS

VIEW 08 – LAMB’S CONDUIT PASSAGE



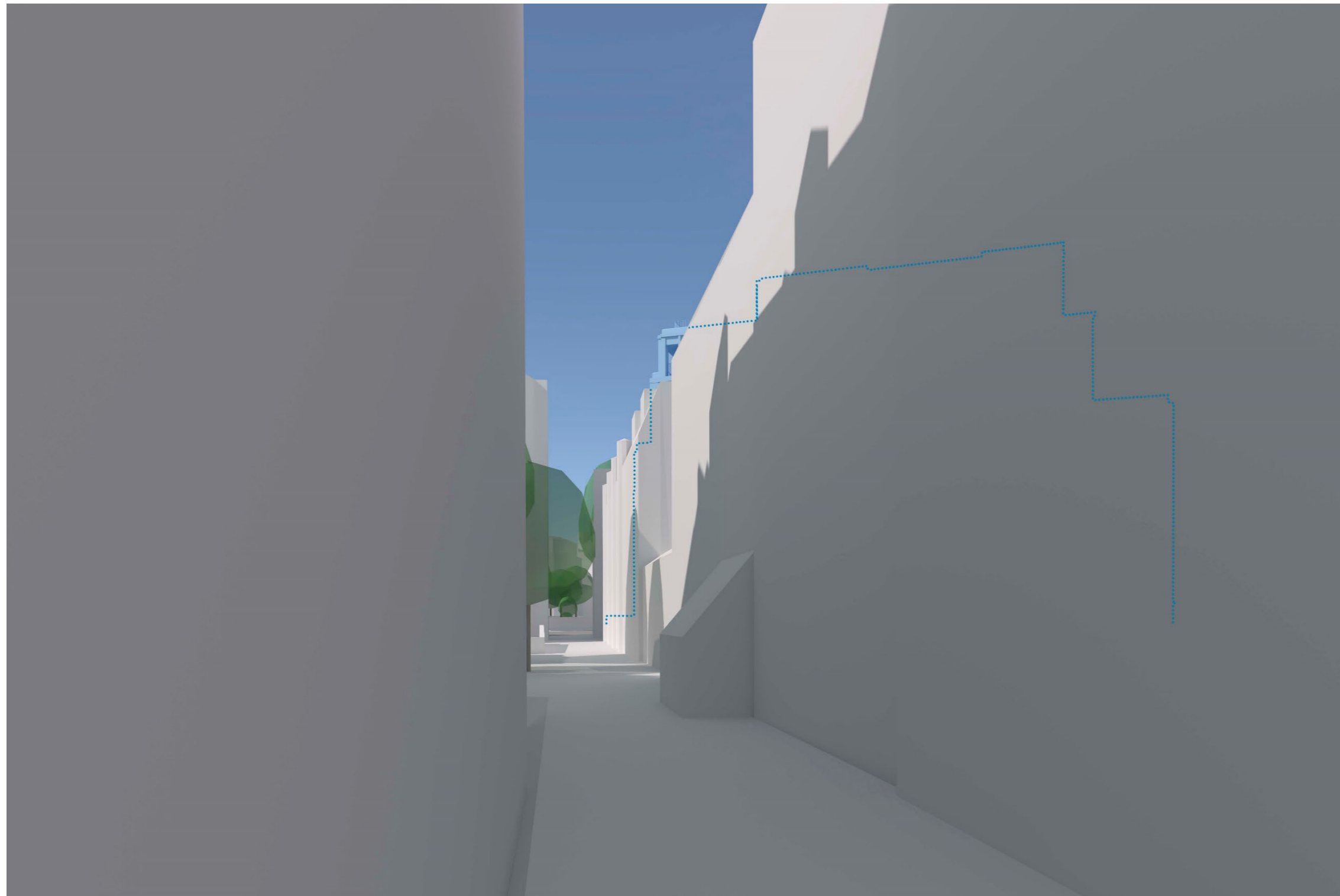
Key Plan NTS

Existing View

This view is taken on Lamb's Conduit Passage, one of the original diagonal passages radiating from Red Lion Square, within the boundaries of the Bloomsbury Conservation Area. The building at the end of the passage is Conway Hall, A Grade II listed building. The existing building appears above it.

Image © Miller Hare - 2024

## VIEW 08 – LAMB’S CONDUIT PASSAGE

**Proposed View**

The proposals result in no change to the existing massing in this view. The additional storey of office accommodation is setback and can't be seen in this view. The proposed elevations, proposed to be re-fronted in brick with white highlights will respond better to the historic context. The impact on this view will be minor and beneficial.

Image © Miller Hare - 2024

VIEW 08 – LAMB’S CONDUIT PASSAGE



**Cumulative**

The approved scheme at Central St Martins & the Lethaby Building, will appear above the roof of Conway Hall.

Image © Miller Hare - 2024

VIEW 12 – BLOOMSBURY WAY



Image © Miller Hare - 2024



Key Plan NTS

**Existing View**

This view is taken along Bloomsbury Way and is within Bloomsbury Conservation area. The upper storey and plant room of the existing building is visible in the centre of the photograph.

## VIEW 12 – BLOOMSBURY WAY

**Proposed View**

The proposals have been designed with the upper storey set back and the plant enclosure set back even further so that it is only partially visible. The result is a nominal change to the existing massing in this view. The proposed elevations, proposed to be re-fronted in brick with white highlights, with a greater vertical emphasis and will respond better to the historic context. The impact on this view will be minor and beneficial.

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## VIEW 12 – BLOOMSBURY WAY

**Cumulative**

The approved scheme at Central St Martins & the Lethaby Building, will occupy a prominent position in this view. Once completed the development would obscure much of the plant room of the proposed development at no. 26 Red Lion Square.

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