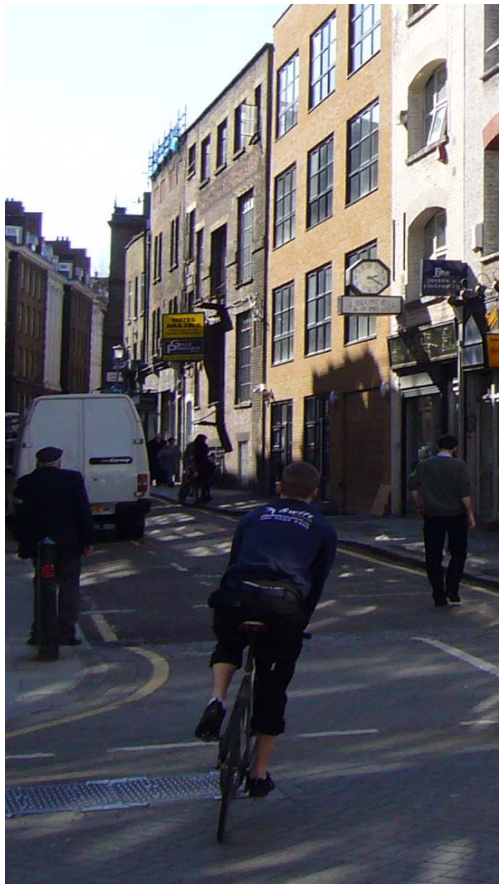
Design and Access statement

20-28 Hatton Wall, London EC1N 8JH

For Diamondpool Limited

4100/L01

April 2008



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1.0 INTRODUCTION

Diamondpool Limited have commissioned *Tate + Hindle Design Limited* to submit a planning application for the properties at 20-24 and 26-28 Hatton Wall. The site has been owned by *Diamondpool* Ltd since August 2000, and comprises the existing building at 20-24 Hatton Wall currently used as offices and workshops and nos. 26 & 28 Hatton wall comprising a ground floor retail unit and offices above.

A previous planning consent was granted on 29th October 2003 for the refurbishment, re-cladding and extension of the existing building 20-24 Hatton Wall to provide offices, light industrial and retail floor space, the erection of a new building on Leather Lane to provide retail and residential floor space, and the provision of ancillary access, car parking and servicing (at this stage only the Leather Lane building was built out). Another planning consent was granted on the site on the 16th February 2005 for the erection of an infill building at 18 Hatton Wall to provide 10 flats (2004/ 4957P) and this building is now completed.

Lastly, planning permission was granted in August 2005 for variation to both of the above consents, including use of roof areas as external amenity space.

Previous planning consent 29th October 2003

Previous planning consent 19th February 2005

Extent of current proposal

Site: Red line

Red Hatch : 20-24 Hatton Wall – (Black Bull Yard)

Blue Hatch : 26-28 Hatton Wall –(Rashbel shop)

Green Hatch : 18 Hatton Wall – (part of the ground floor of Black Bull Court)

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1.1 THE PROPOSAL

20-24 Hatton Wall is coming to the end of its useful life as it is in a poor condition and provides outdated accommodation. Our client has investigated refurbishment options but believes that is impractical due to the major scope of these works as a result of the significant issues of the existing building. There is no disabled access to the elevated ground floor and the varied levels within each floor. Services are outdated and not adequate for modern office accommodation. External fabric has been part demolished and added to unsympathetically leaving little of quality.

The majority of the Hatton Wall façade is replacement brickwork which is not facing quality. The rear service yard and light well elevations have of even lower quality. Environmental performance of the fabric again is not of current Building regulation standard. The existing workshop space in the basement has inadequate floor to ceiling heights.
Our client believes that there is an opportunity to develop this building to provide much improved office and B1C, including new units available for the jewellery trade in a building which would enhance the area.

The proposed development will comprise the demolition of the existing building currently known as 20-24 and erection of a new infill building to provide a 6 storey office building with B1C light industrial workshops in the basement and the refurbishment of the existing building at 26-28 Hatton Wall to provide a ground floor retail unit and residential units above. There will also be the addition of a retail unit at 18 to replace the currently consented office entrance to No. 20-24.

An ongoing consultation process has been pursued throughout the design stages of the scheme in order to fulfill the aspirations of Camden's Planning and Design Officers, Business Initiatives Department (jewellery) and Metropolitan Police (Secure by Design). A statement on Crime Prevention has also been prepared (see 11.0).

Overall the application comprise the following;

•The replacement of the office building at 20-24 Hatton Wall which has been substantially and unsympathetically altered over the years and which currently fails to provide appropriate accommodation to its occupants.

• The design of the proposed new office / workshop building aims to incorporate sustainable energy sources for heating and cooling.

• We are proposing to provide an increase in residential space by converting the upper floors of 26 & 28 Hatton Wall (Rashbel Building) into 3 No. flats.

• There will be an increase in BIC light industrial workshop space which will be designed to provide modern facilities for the area.

• There will be an increase in active street frontage and retail space by the change of use of the office entrance within Black Bull Court (no.18, which currently serves the offices at 20 & 24).

• The proposals are guided by an analysis of the local area and character of the site, its history and intrinsic context.

CONSULTANT TEAM

Architects
Tate and Hindle Design Ltd

Structural Engineers
Hale Allen Jones

Development Agents
King Sturge LLP

Highways
JMP

M & E
Mendick Waring Ltd

Light Analysis (sunlight / daylight)
Drivers Jonas

Planning Consultant
DP9

Conservation Consultant
DPP

Historical and Archaeological consultant
CGMS

Fire Consultant
Fire Risk Solutions

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2.0 SITE CONTEXT

Situated in a conservation area, the site is located within a strong context of varied architectural style from wide ranging periods of history.

1. No. 43, Hatton Garden, former Parochial school now offices, 1696 is the oldest surviving building in this road representing the domestic era precursor to the diamond trade which moved here in the C19. Three-bay front, doorway with segmental pediment, large arched upper window with keystones.

2. 9-15 Leather Lane, Art Deco building, white render with multiple set backs on 4th and 5th floors and a vaulted roof.

3. 60/70's building, Hatton Wall / Hatton Garden. The emphasis is vertical rather than horizontal, which quickly draws the eye upwards to see an abrupt roof top. The specific concrete finish appears dull stained and out of context with the predominantly brick backdrop.

4. 82 Leather Lane, GRADE II LISTED

5. One of the buildings opposite is 15 Hatton Wall the property has Deep recessed windows which are reproduction, but typical of the style of the time when constructed, a contemporary rendered and glass shop front emphasises the ground floor, elevation mostly observed by oblique views from Leather Lane or Hatton Garden.

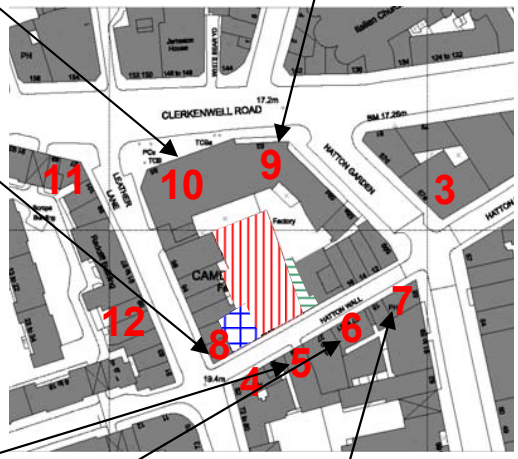
6. Opposite building on Hatton Wall. White rendered pilasters emphasise the verticality and proportions of the building. The façade is composed of red brick and flat red brick arches, ornate black metal railings decorate the first floor.

7. The opposite corner building on Hatton Wall clearly expresses the deeply recessed windows typical of this area, and distinction between street level and upper levels.

8. The adjacent corner building on Hatton Wall / Leather Lane. The height in composition to other buildings in Leather lane is fairly low and an example of an anomaly in this area.

9. No. 83 Clerkenwell Road

10. No. 85 Clerkenwell Road



SITE PLAN

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2.1 NEARBY LISTED BUILDINGS

4.

82 Leather Lane, GRADE II LISTED

The Corner building on Hatton Wall 'The Clock House' Public House turns the corner to Leather Lane. The façade is rendered white. The mass is subdivided by the strong retail signage and the first and second floor are wrapped together by a protruding cornice.

11.

Bourne Estate (former Union Building Estate) includes 87-121 Clerkenwell Road,
91-101 Leather Lane (excluding 95 and 97) and 11, 11a and 12 Portpool Lane, GRADE II LISTED

12.

83 - 89 Leather Lane, GRADE II LISTED

No. 87 has flush windows with exposed boxing.
No. 85 has recessed brick reveals
No. 83 has recessed stucco window reveals

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2.2 CONTEXTUAL ANALYSIS

The Streetscape

• Buildings are typically **3 to 6 storeys** high.

• **Strong eclectic composition** in the area, streets have discontinuous roof-scrapes and **varied parapet heights**;

• The Georgian and Victorian buildings display several other characteristics:

• Buildings typically taller than wide or sub-divided to create this impression;

• **Predominant vertical grain** in the orientation of windows and doors;

• Division of the façade into **bottom, middle and top**. Principal emphasis on the ground and/or first floor, a plainer section in the intervening floors, and a clear termination at the top achieved in a variety of ways, e.g. strong cornices, smaller windows, return gables etc. all of which help to stop the eye in its upward travel;

• Generally a termination at wall head level with none of the roof visible;

• Various **metalwork features** originate from previous industrial use. For example projecting wall cranes, Cathead beams and railings enclosing upper level loading bay doors;

• **Deep reveals** to the windows with structure emphasized by giant brick piers.

VERTICAL EMPHASIS
'There is a strong vertical emphasis which holds the eye as the street is viewed obliquely along its length.' This describes the facades of many of the Georgian / Victorian buildings, however there are many (more recent) examples of buildings where the rhythm is square or horizontal. When considering the streetscape these are less successful.

STREETSCAPE (Adj. Hatton Garden)
Relatively straight and narrow with flat fronted buildings.
The city blocks are typically 3-6 storey above the street level. The change in building heights break down an otherwise dominant horizontal emphasis.

ROOF LINE (Adj. Leather Lane)
The typically horizontal streets do have a very varied roof/parapet line, as shown in the adjacent photos. The Conservation Area is typically more conforming in this respect than the areas surrounding it.

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CONTEXTUAL ANALYSIS

Historical Progression:
Each era of building contributed to the ambience through different means.

•Georgian forerunner buildings, now found only in pockets, display classically derived proportions through rectangular windows and doors, vertical orientation, no distracting ornamentation.

•Victorian buildings were mainly built as warehouses, factories and offices and although this necessitated a wider horizontal floor area, this was compensated for by drawing attention to the vertically oriented windows by use of thick stucco architraves.

•Late nineteenth and early 20th Century warehouse and industrial buildings made full use of pre-fabricated internal iron structures and this enabled taller buildings, with large windows and less externally visible structural brickwork. Windows were large and tended to be horizontal in orientation, but to counteract this tendency, very heavy brick piers were introduced with a strong vertical emphasis, often culminating in ornate column heads.

Thus all the above types retained essentially the same urban design principles and the result of this is that the unified atmosphere of the whole street is paramount;

The Human Scale
•The human scale is reinforced by **cornices above ground floor level**. In the traditional buildings, **mixed uses** seem to be acceptable to their owners, and so **office, warehousing and light industry** can co-exist side by side with ground floor shops and cafes.

•Open community atmosphere, highly appropriate to the needs of the majority who work there and travel by foot once leaving the public transport routes largely on the edges of the area. Mixed uses make for a safer environment because they encourage a wider span of working hours and recreational activities to keep people in the area for a longer part of the day than any single use could. Workers will not have to travel very far by foot to reach shops and cafes, and the visual interest of the street at a pedestrian pace will be greater than, say, a continuous office frontage would be.

Active Frontages
• Ground Floor frontages in the area tend to be quite lively with shops, corner pubs and the daily 'theatre' of the Leather lane market.

FRONTAGE
•Ground Floor frontages in the area tend to be quite lively with shops, corner pubs and the daily 'theatre' of the Leather lane market.

OPENINGS
Deep window reveals are visible throughout the area, they contribute to its character, the depth to these elements enliven areas which contain little façade modulation (balconies etc)

HORIZONTAL DIVISION
The LA urban design guidance describes definition between street and first floor level which is evident in several locations, however the façade division into bottom/middle/top is visible in only some locations and completely absent in others.

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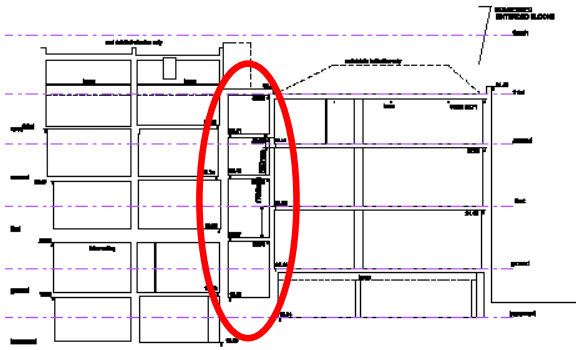
2.3 EXISTING BUILDING ANALYSIS

Issues:

• Disabled access: The existing comprises two back to back buildings with conflicting floor levels. An attempt to make these compliant with current DDA regulations would be largely impractical.



• Light: There are poor levels / penetration of natural daylight, making the building over reliant on artificial lighting.

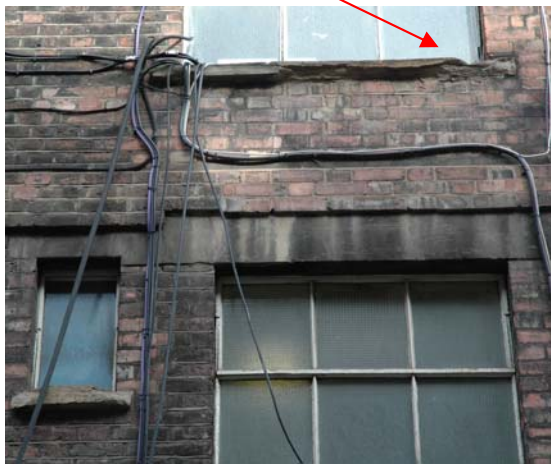
• Heating: The existing building envelope is a 'massive' type construction, is thermally poor and rectification would be hugely expensive.

• Floor plans: are inflexible and restrictive.
Floor to ceiling heights in the existing basement make it non deployable as useful safe workshop space e.g. mechanical extract system very difficult to install.

• Fabric: Unsympathetically patched with inappropriate materials leaving the general appearance disjointed and incomplete.

• Cracked Concrete Lintels

• Damaged Stone Cills



• Lack of level access, (immediate stairs follow to upper ground floor)

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2.4 EXISTING BUILDING ANALYSIS- FRONT ELEVATION

Patched Brickwork (Fletton non-Facing brick)

Window Types (Single glazed and multiple types)

Extent of Original Brickwork (London Stock)

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2.5 EXISTING BUILDING ANALYSIS- REAR AND SIDE ELEVATIONS

• Parts of the façade have Internal Steel Lintels which are rusting and unsightly.

• Brickwork is patched with non-Facing brick, partially painted and various other infills carried out in the past in an ad-hoc manner.

• Window Types are single glazed and of limited life, poor thermal and weather performance.

• The basic fire escape is retro fitted covers some of the principle windows with badly incorporated structure.

3.0 ACCESS TO AND THROUGH THE SITE

MOVEMENT

The site is surrounded by busy streets. Clerkenwell Road forms part of a principle local route from the Oxford Street area east to Shoreditch.

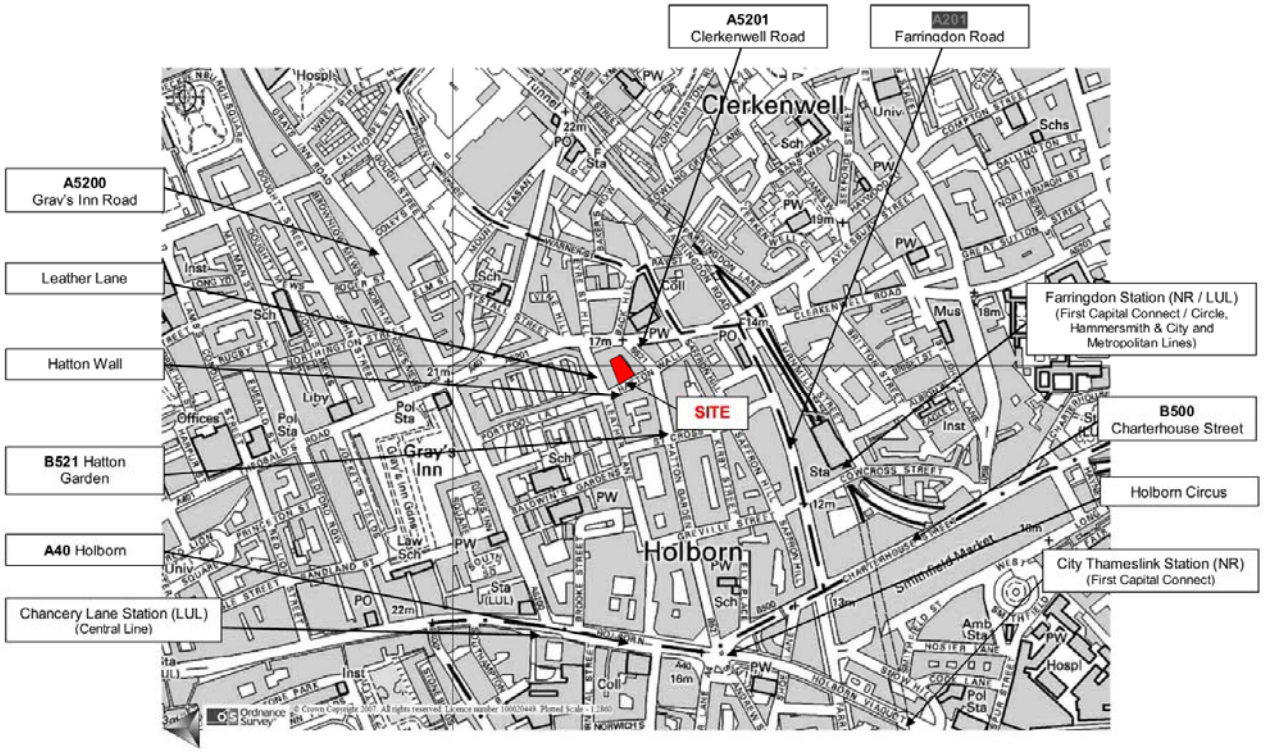
Leather Lane and Hatton Garden are essentially secondary streets running north to south, often preferred by pedestrians and cyclists although they equally serve the local jewellery businesses for deliveries. Hatton Wall is a smaller side street which provides the main pedestrian access to the site.

ACCESSIBILITY

Accessibility to places of employment, key services (e.g. education, health, retail and leisure) and infrastructure by sustainable modes of transport (i.e. passenger transport, walking and cycling) is a key policy objective at national, regional (i.e. London-wide) and local (i.e. Borough-wide) levels.

Accessibility is also essential in ensuring quality of life and is key to the cross-cutting social inclusion agenda. The Site is identified as being located within an area with a Public Transport Accessibility Level (PTAL) rating of 6b ('Excellent'), with 1a ('Very Poor') being the lowest level obtainable and 6b being the highest level achievable.

There is an existing vehicular access / egress between Hatton Wall and the Site (below). This access / egress is located immediately adjacent to 24 Hatton Wall, and is in the form of a gated entrance leading from the street to a courtyard to the immediate north and east of the Site.



The Site is very well served by a number of bus services as part of the London Bus Network. In addition, the Site is well served by both London Underground (LUL) and mainline rail services.

The closest bus stops are located approximately 200m from the Site on Clerkenwell Road and Farringdon Road. The nearest Underground stations are Farringdon Station (approximately 500m / 0.3 miles from the Site) and Chancery Lane Station (approximately 550m / 0.4 miles from the Site). Mainline rail services also operate from Farringdon
Station.

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4.0 DESIGN CONCEPT

KEY AIMS

● Mixed Use development including retail, office, jewellery workshops and residential space.

● Character to fit in with the immediate context:

● To enhance and integrate with the use and character of Hatton Garden

SUB DIVISION –The LA Urban Design Guidance describes definition between street and first floor level which is evident is several locations. However, the façade division into bottom/middle/top is visible in only some locations and completely absent in others.
It is our intent to maintain a distinction between the street level and the building above, while using common materials and/or details within the 2 areas to retain some links.

STRONG VERTICAL EMPHASIS

As described in the Conservation Area Urban Design Guidance, a strong vertical emphasis will be present, with ' a predominantly vertical grain in the orientation of features such as windows and doors'

METAL WORK FEATURES

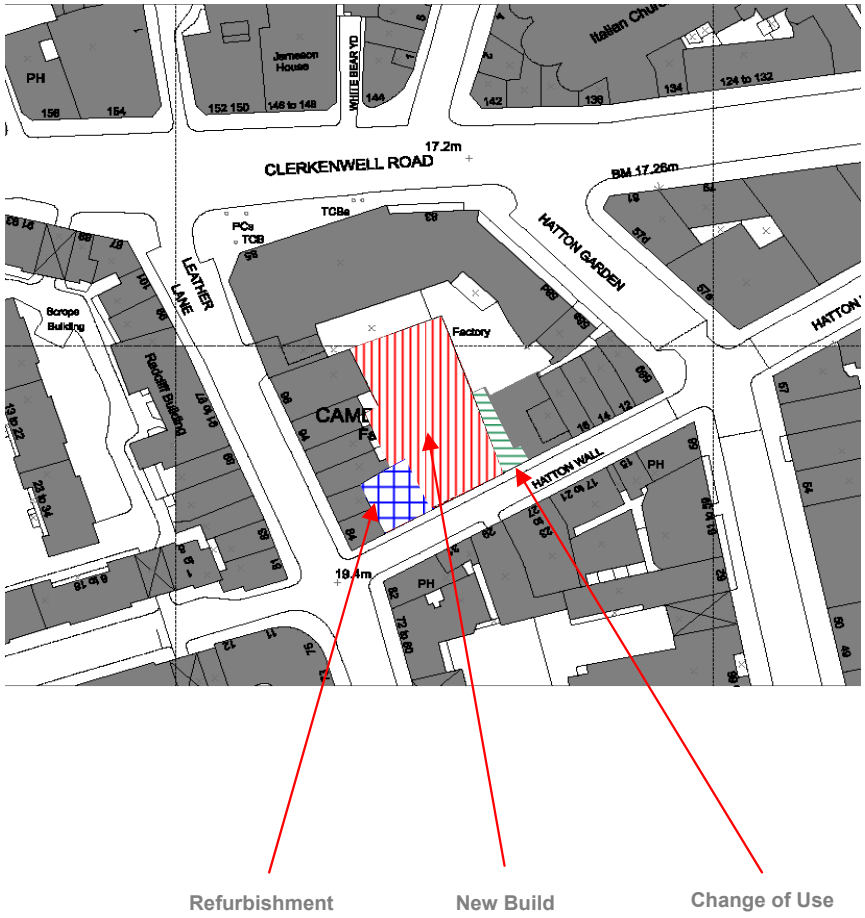
Vertical and Horizontal fins (possibly metal) will be deployed to integrate with environmental and compositional intent,

DEEP REVEALS TO THE WINDOWS

The openings will be set with deep reveals, the window element will be well detailed and rich, making a valuable counterpoint to the adjacent solid walls, this principle is common within Hatton Garden Conservation Area.

THE STREETSCAPE

The building is conceived to become an integral part of the streetscape – **not an icon**, therefore the principles for the planning and facades respect the conservation area and streetscape in a contemporary way, thus reinforcing the local urban character.



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4.1 LAYOUT-TYPICAL

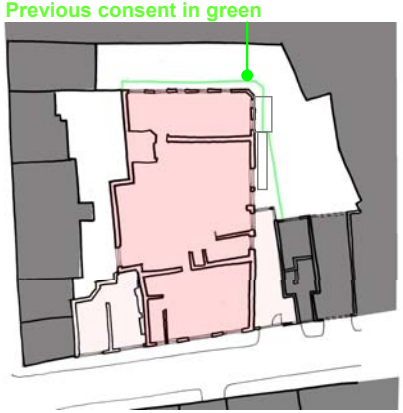
The existing building has a very inefficient floor plan due to numerous level changes and dividing walls. The new proposal intends to use more or less the same footprint as the existing building, By rationalising a core, and positioning it deep into the plan, the building is opened up to the main road and the courtyard to maximise natural daylight.

It would be possible to further develop within the courtyard space based on the previous planning consents (green line below), however this was not seen to be in the best interests of the courtyard neighbours and has thus been avoided in this proposal. The amount of development is considered acceptable based on our contextual analysis and the 2003/5 precedents.

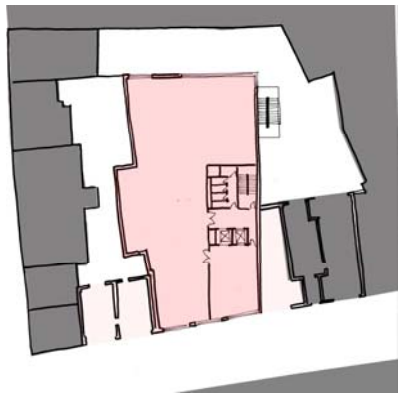
The proposed uses fit within the Hatton Garden Area and improve upon the existing accommodation (i.e. providing modern flexible office floor space capable of subdivision, new purpose built B1C accommodation (some of which to be affordable jewellery units), provide new housing to contribute to housing needs of London and a new retail unit to further activate the street's frontage.

EXISTING GROUND FLOOR LAYOUT

Previous consent in green



PROPOSED GROUND FLOOR LAYOUT



OFFICES

The local area is in need of high quality office space. The existing proposal is to facilitate this by replacing the existing poor quality offices with new high quality, and flexible space

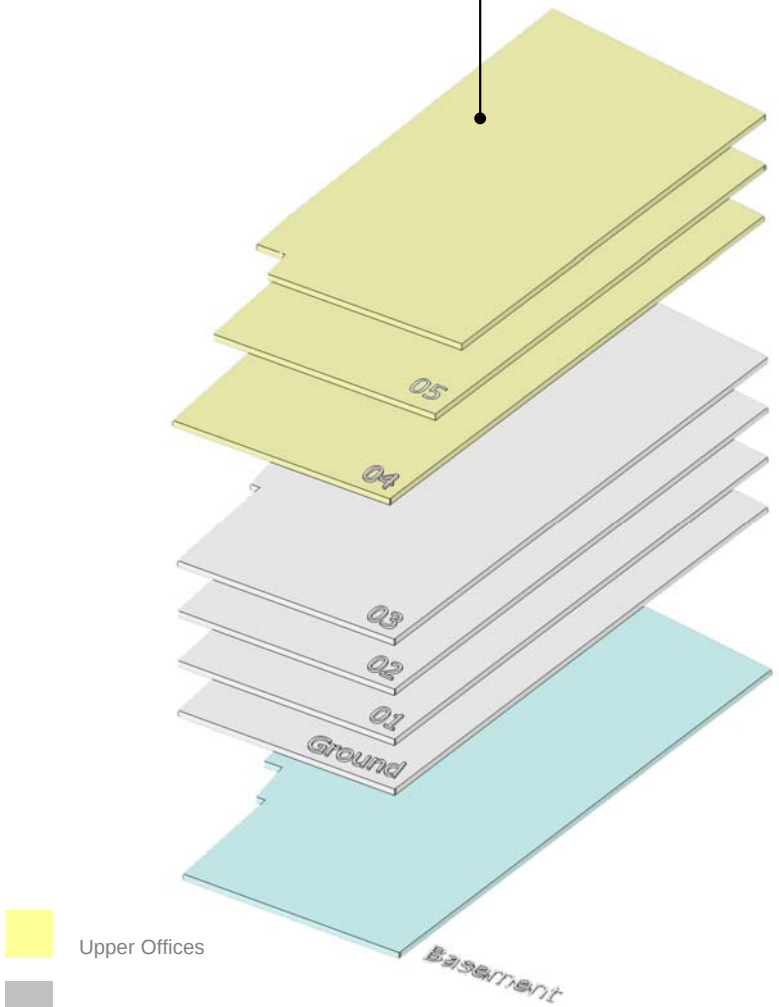
B1C – Light Industrial workshops

Due to the local business context of the surrounding area, The Local Authority has expressed a keen interest in B1C allocation in this development. The basement provides modern secure and private space for a series of workshops which are to be serviced independently from the courtyard and replace the existing compromised spaces.

Private methods of circulation have also been allocated, including an automatic goods lift to carry material from the ground floor to the basement.

Some roof lights have been provided where possible and allowances have also been made for specifically design mechanical extract units.

PROPOSED USE AXONOMETRIC



Upper Offices

Main Offices

B1C Workshops

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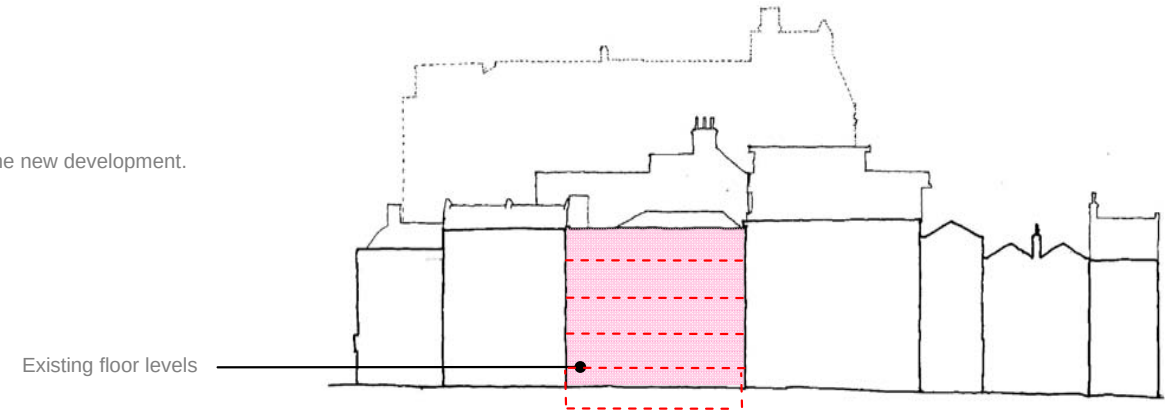
4.2 SCALE OF DEVELOPMENT -MASSING

A variety of options were explored to determine a massing strategy for the new development.

Existing Building

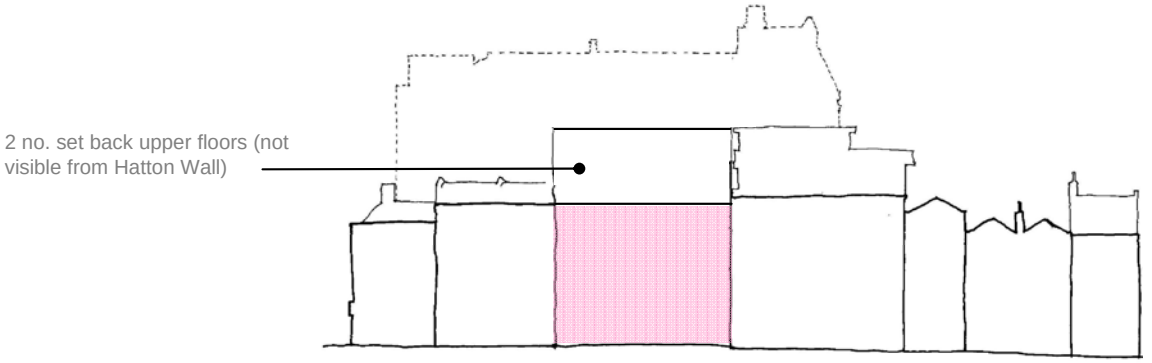
The existing building has no distinct sense of architectural idiom and doesn't fit into the playful character of the street, which is typified by a varying parapet height, style, colour and external texture.

The existing building also does not have a true ground floor that coincides with the street level and thus not ideal for disabled users.



Option 1

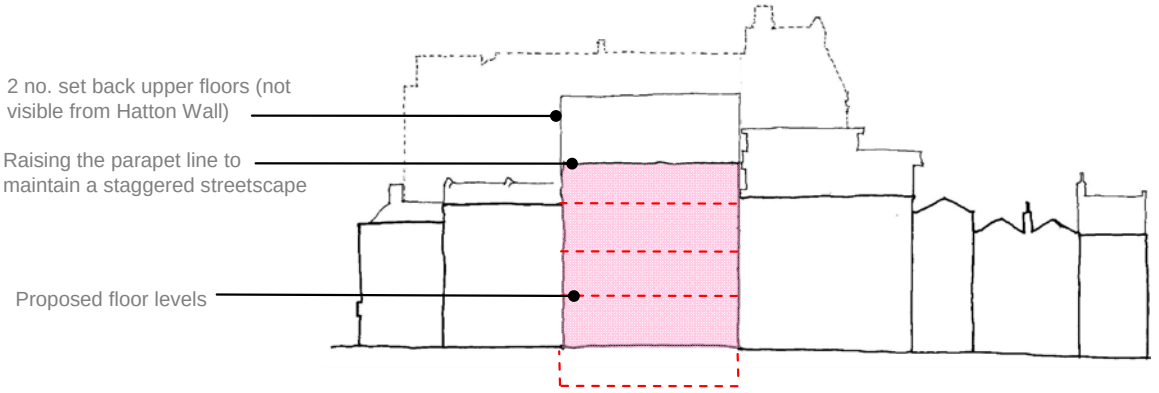
The neighbouring development at number 18 provides context for setting back any proposed upper floors of the new building providing that the strategic set backs would not be visually overpowering from ground floor level views.



Option 2

By raising the parapet height of the building, it matches the **consented scheme** closer (see page 16) and also continues the stagger of the upper street line, adding to the character of the streetscape and surrounding context.

The raising of the parapet also allows direct access to the ground floor from street level and allows the building to have good internal floor to ceiling heights.



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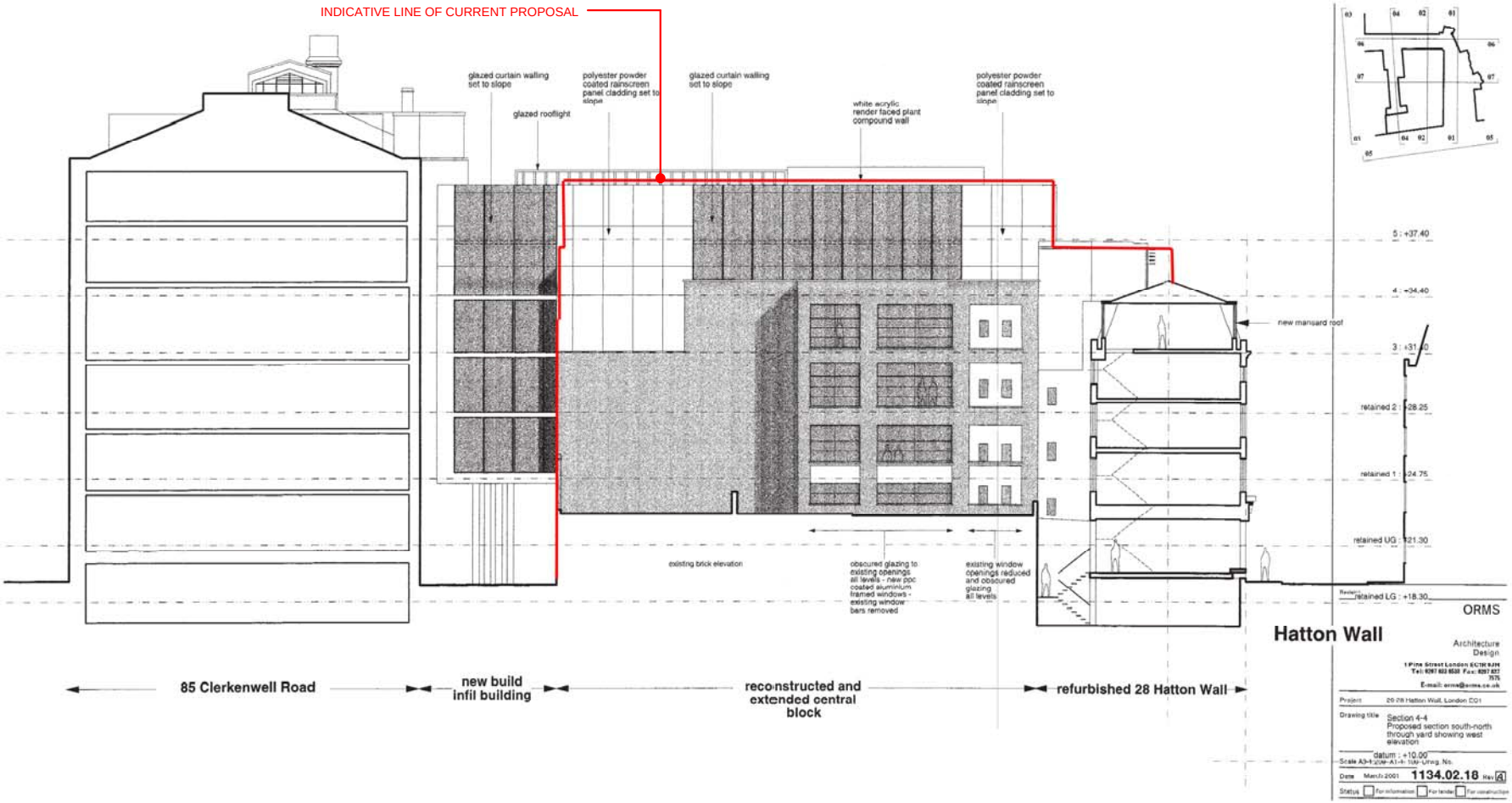
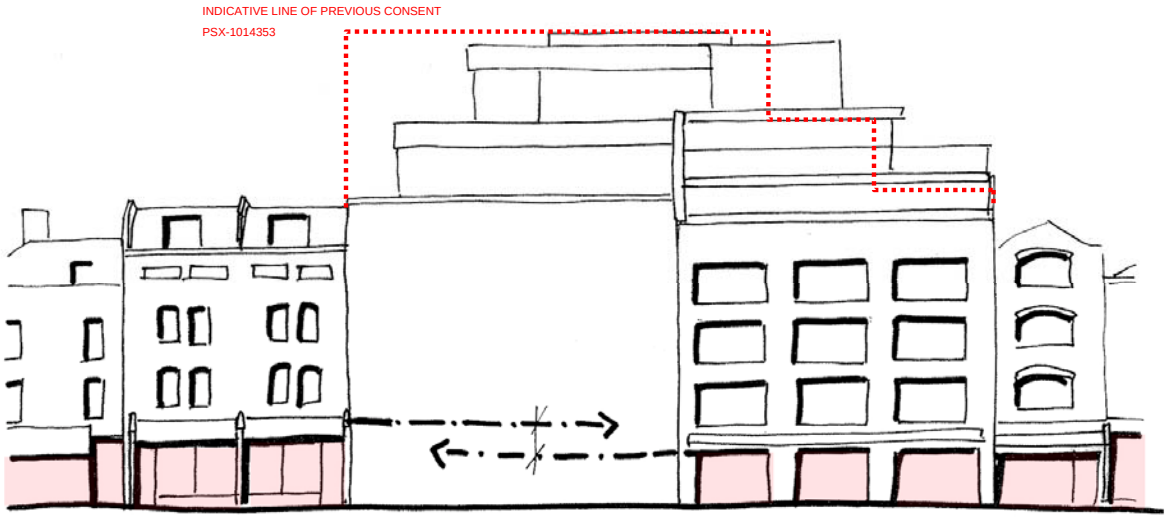
SCALE OF DEVELOPMENT -MASSING

The massing of the proposed building was also influenced by the comparable scale of the 2003 planning consent shown below.



4.3 STREETSCAPE

The existing streetscape is full of character and clear clues to aid further design.



No. 26-28

No. 18

The ground floor of most of the buildings on Hatton Wall seem to have a different scale and articulation to other floors. Often with a higher internal floor to ceiling, or architectural ornamentation often providing a base or plinth for a building above.

On one side of the development site, dominant retail signage of the Rashbel building (No. 26-28) provides a strong sight line – especially when viewed from Leather lane. However on the other side No. 18 also provides a dominant line. These two lines do not line up due to the change in level and as such, our proposal provides an opportunity to bridge the two neighbouring buildings together.

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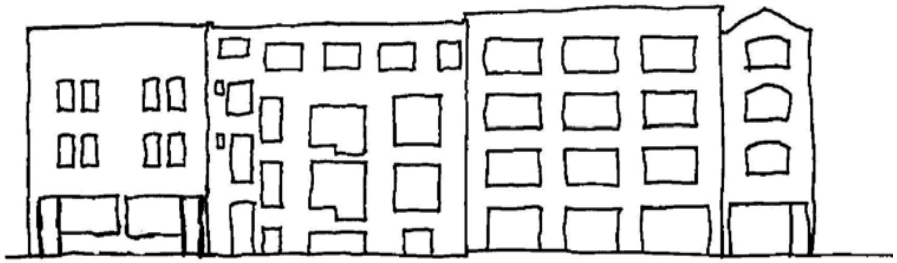
4.4 DESIGN OPTIONS

A variety of Design options were explored.

Existing Building

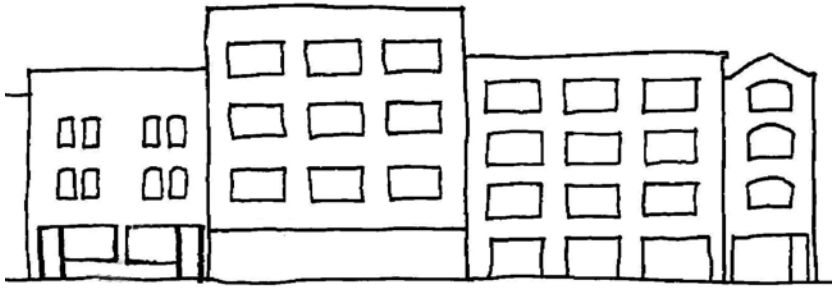
The existing building has a mixed series of opening that are very fitting to the use of the building. (i.e. Deliveries, factory work, heavy loading bays etc) but alien to the street itself.



Option 1 (Our Preferred)

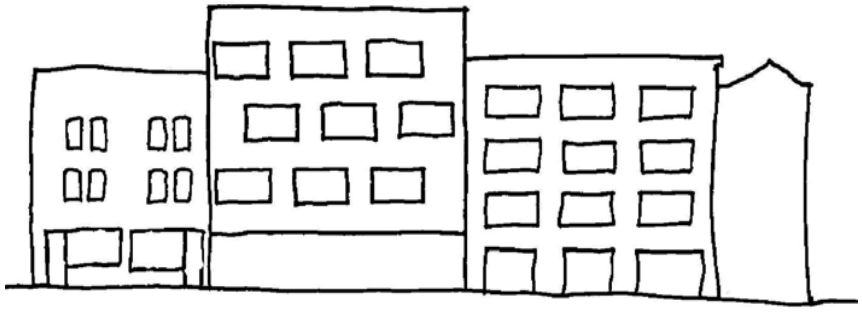
This options shows a more ordered elevation, which ties into the neighbouring buildings. Using key dimensions from them it acts as a bridge building between the Rashbel building and No 18 Hatton Wall.

The façade has also been lifted to respect the very strong shop frontage line which appears in most buildings on the street.



Option 2

Using the same proportions and principles as Option 1, the façade offers a greater level of playfulness, mimicking the random nature of the existing façade.



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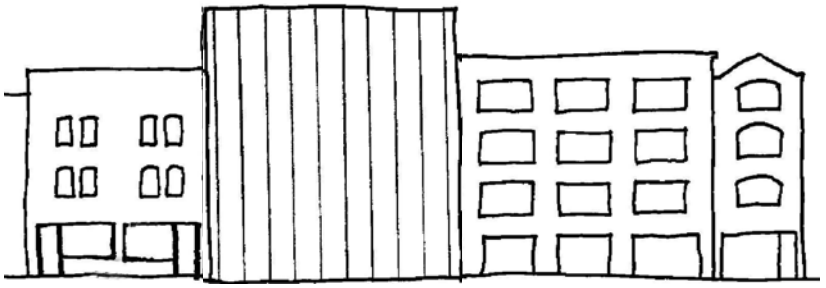
DESIGN OPTIONS

A variety of more contemporary options were also explored.

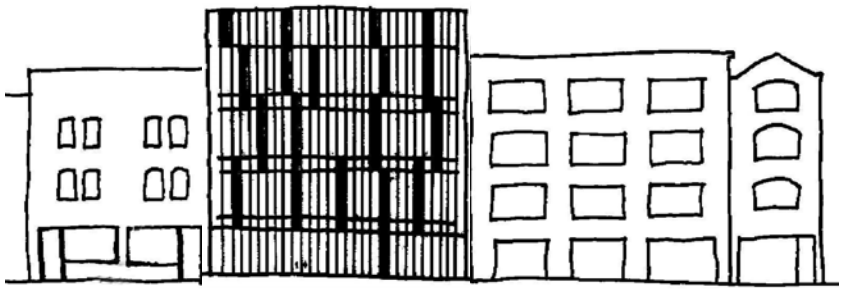
Option 3

This option is a play on a 1500mm office planning grid. The grid (an optimum planning grid for office layouts) is expressed externally giving a very contemporary façade to the building,



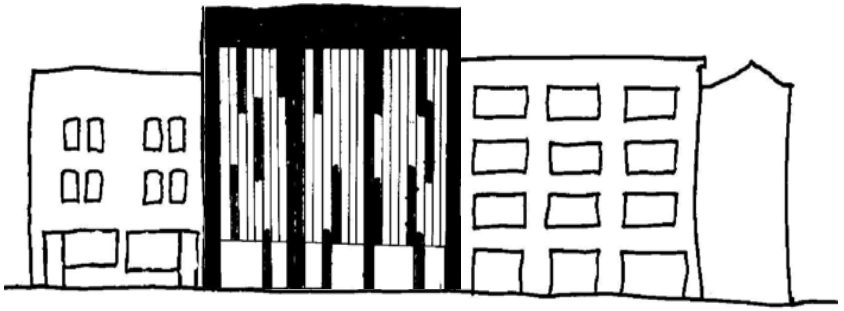
Option 4

A further elaboration on option 3, offering a more textured façade, again contemporary. This option would be made up of sliding metal and glass panels, which would produce an ever changing façade.



Option 5

Using the 1500mm planning, this options attempts to open up the ground floor to respect the dominant street trend, and also allows more solidity to the top of the façade, emphasising the parapet line of the building and giving it some more contextual grounding.



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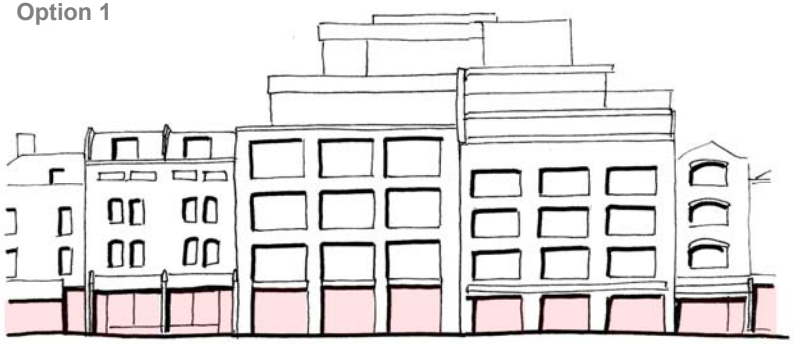
4.5 OPTION 1 – PREFERRED OPTION DEVELOPED AND TESTED

For contextual reasons already outlined it was decided that option 1 would be most suitable for further exploration.

Option 1

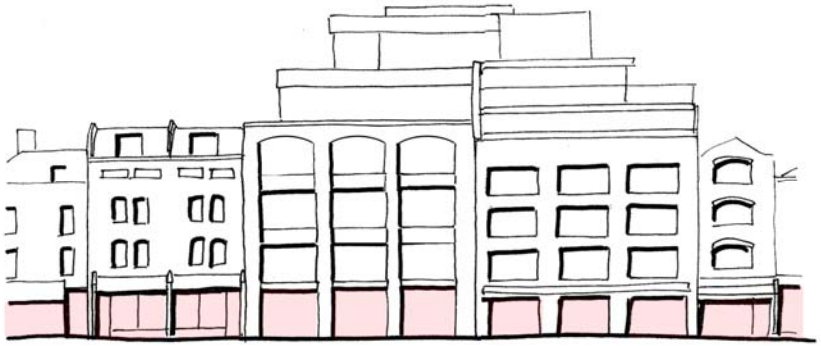


No. 28 No. 18

Development 3d model

By increasing the glazing height on ground and stretching the buildings facade at ground floor only to be more in line with the two neighbouring buildings.

Option 1 revised



No. 28 No. 18

By emphasising the verticality of the façade, the building offers and elegance which is found often in much of the surrounding architecture. Deep reveals and large apertures create a second layer of relief and provide texture to the façade, allowing a considerable amount of natural daylight into the building.

The 1500mm planning grid is maintained so as to allow for flexible office space,

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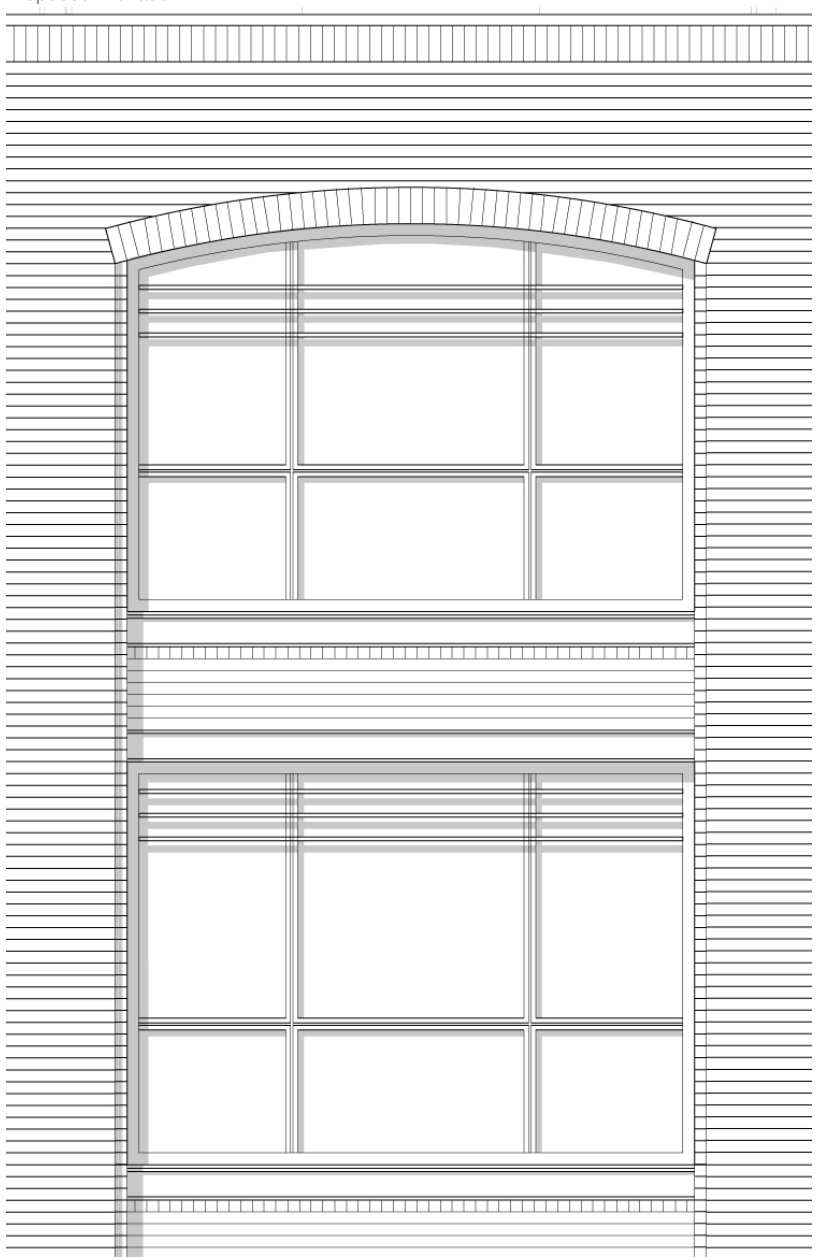
5.0 APPEARANCE

The local context has a rich tradition of warehouse style architecture. As the existing building has largely fulfilled this role up until recent times, it seems a fitting way to detail the front façade

The proposed elevation uses key dimensions and materials present within the existing street elevation to provide a language that sits well within the streetscape. The mullions of the windows have been designed to allow for a 1500mm planning grid on the front elevation and thus hide any dividing walls from the elevation.

Contemporary metal-work details have been added to give some elegance to the robust nature of the deep reveals, and also provide solar shading to the building.

Proposed Elevation



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APPEARANCE

In-house design development

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5.2 APPEARANCE

In-house design development

A duality of brick tone will also be employed to give the building some added texture, deliberate variation, and decoration.

Horizontal louvres have also been implemented to reduce solar gain and also to give the building a contemporary feel.

A duality of brick tone will also be employed to give the building some added texture, deliberate variation, and decoration.

Typical Metalwork details have been employed

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6.0 VERIFIED 3-DIMENSIONAL VIEW TESTING

Rock Hunter have been commissioned to produce 2 key accurate verified views in order to demonstrate that the development sits into the existing streetscape well. The images are also to show that the upper set back floors of the development are barely visible from Ground Level i.e./ the street.

VIEW 1 EXISTING

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VERIFIED 3-DIMENSIONAL VIEW TESTING

VIEW 1 PROPOSED

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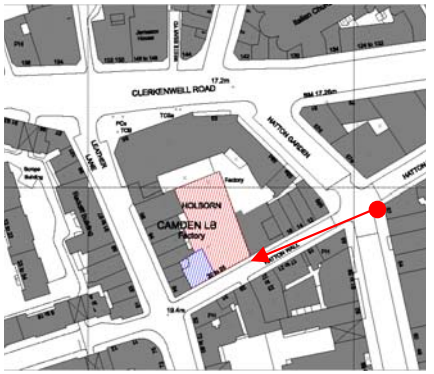
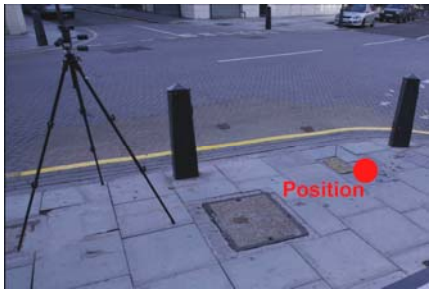
6.1 VERIFIED 3-DIMENSIONAL VIEW TESTING

VIEW 2 EXISTING





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VERIFIED 3-DIMENSIONAL VIEW TESTING

VIEW 2 PROPOSED

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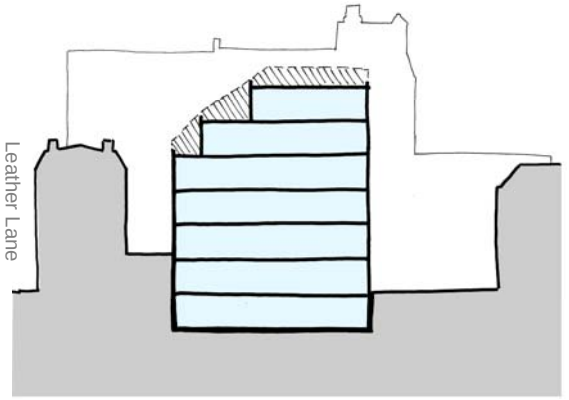
7.0 UPPER FLOORS.

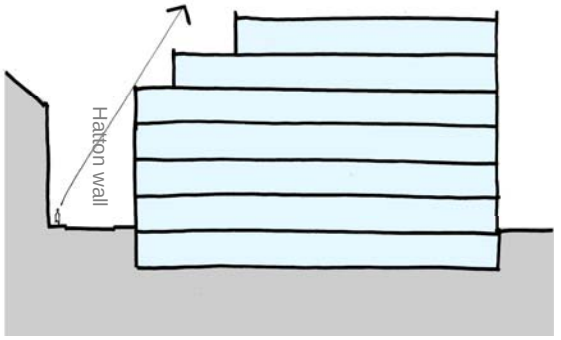
The upper floors of the building have been strategically stepped back to maintain the existing daylight conditioning around the site. The most sensitive areas of adjacent and adjoining site have been tested by Drivers Jonas (report submitted), who have found that the proposal maintains adequate levels of daylight and sunlight to adjacent residential occupiers.



Cross Section – showing indicative envelope to design within in order to maintain neighbouring daylight conditions.

Treatment

The upper two floors consist of lightweight zinc cladding panels and an extensive curtain walling system to allow maximum daylight penetration. Horizontal louvers have also been implemented here to minimise overheating, glare and to provide privacy.



Long Section – showing set backs

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8.0 SUSTAINABILITY (to be read in conjunction with the BREEAM and Sustainability statements)

A detailed energy strategy has been prepared to assess the buildings energy demands. The strategy considers how the energy demand for the development can be met through renewables and also other energy efficiency technologies.

During detailed design stage consideration of limiting solar gain by shading, particularly through the west facing windows would be given as well as consideration for improving the insulation in walls, roofs and floors to a standard above the current Building Regulations standards, in order to decrease the total heating load.

Windows for the development are to comprise double glazed units. Windows generally contribute a significant proportion of the heat loss of a building and it is therefore proposed to specify high performance windows for this development with a U-value of 1.8 W/m2K.

Proposed ground source heating/cooling pumps (below) will be used for both heating and cooling. It is anticipated that the heat pumps will give a COP of Page 16 approximately 3.4 for heating and an EER of approximately 4.2 for cooling.

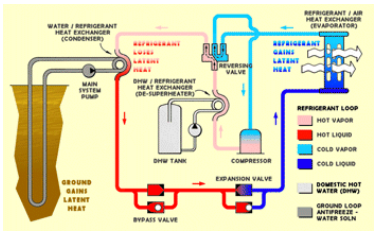
Gas supplies with not be required for the building and water heating will therefore need to be provided by local electric water heaters.

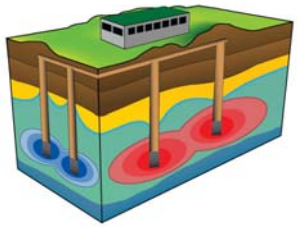
For the residential units it is intended to develop the ventilation strategy based around an assisted ventilation system, using a low-energy fan unit in each dwelling and humidity-sensitive extracts. This system runs continuously at low speed to provide background ventilation with minimum trickle vent areas for fresh air make up, thus minimising uncontrolled leakage. Class 5 boilers would be specified with low NOx emission levels.

Energy efficient light luminaires will be used throughout the office building and within the workshops, with high luminous efficacy lamps, and lighting control systems. The internal common area lighting would be compact fluorescent controlled by PIRs.

A green sedum roof in intended for the development to aid in water attenuation.

The use of a ground source cooling/heating system in the office development in combination with solar hot water heating for residential units provide over 20% of the predicted energy requirements for the site and contribute to a 14% reduction in carbon dioxide emissions. The development has also been designed to achieve a “very good” score under a BREEAM assessment with a minimum 60% credits achieved within the energy section.





Sedum Roof – on un-accessed roof areas

Proposed Roof Plan

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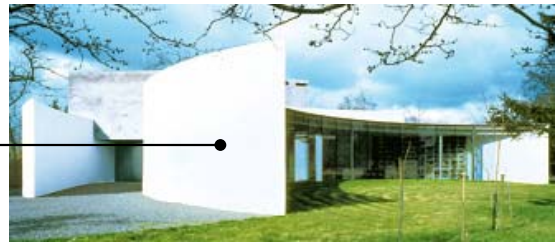
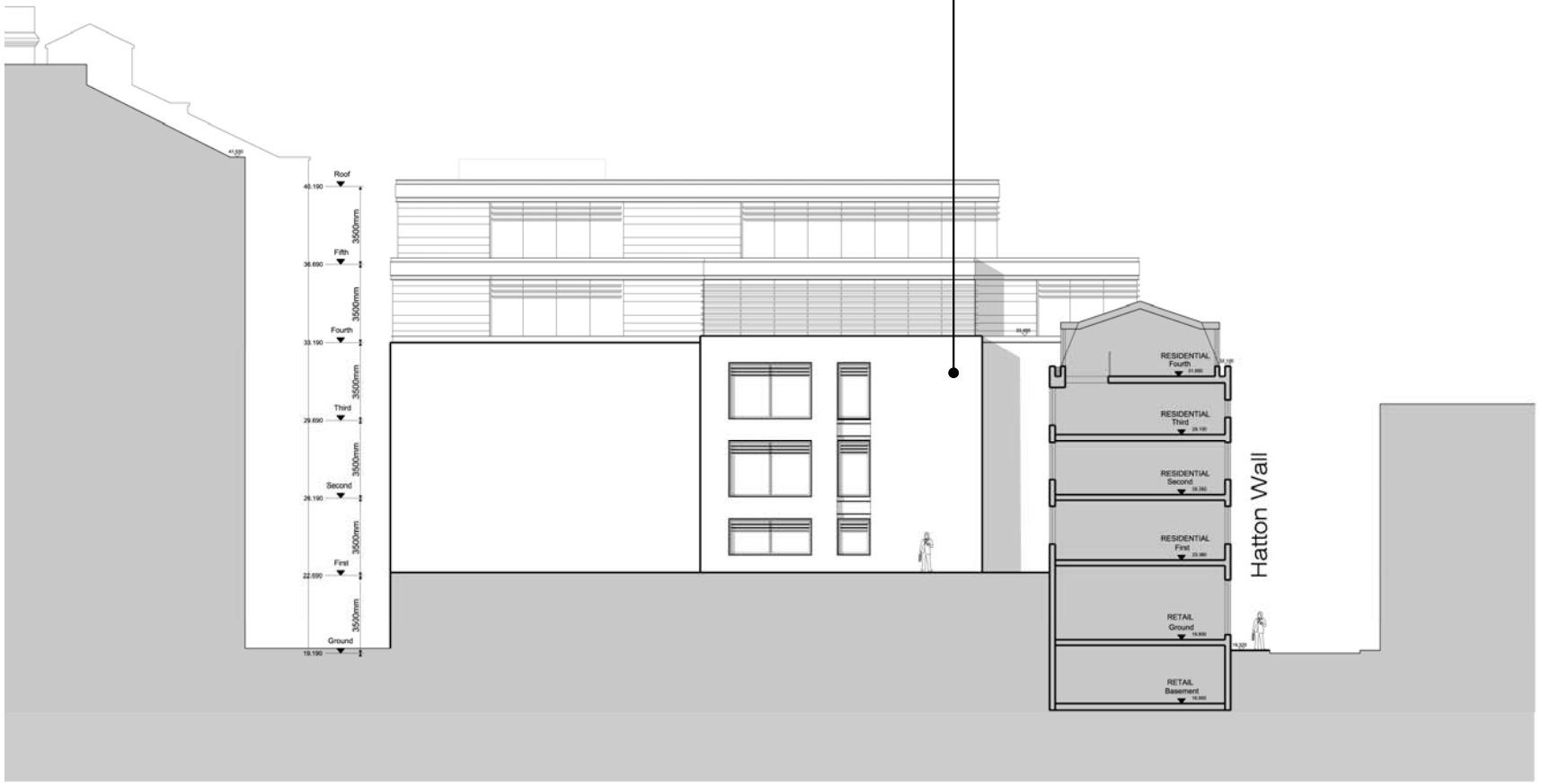
9.0 COURTYARD ELEVATIONS

The return elevations are treated with white render (to reflect light into the courtyard to neighbouring buildings) and strategically positioned window openings. These opening respect the existing site conditions and have been designed to overcome issues of overlooking.



White render finish



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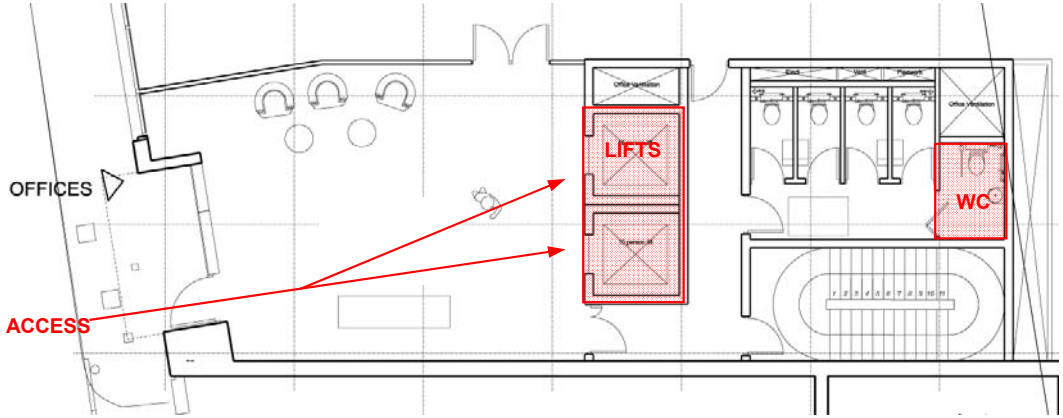
10.0 ACCESS

The proposed office and B1C development will be DDA compliant. To facilitate this, access into the main entrance area is level, lifts have been provided to allow vertical circulation and disabled WC's are present on every floor.

All corridors have been designed with disabled wheelchair users in mind and allow unprejudiced movement through the building. All main building doors will also be suitable for wheelchair users and the building will also be Part M compliant.

Given the nature of the building and the extent of the works necessary in order to convert the upper floors to residential use, it is not considered practical or viable to provide wheelchair access for these units. However, wherever possible we will strive to meet lifetime home standards.



Ground Floor Plan

Entrance Area

There is a minimal drop of 150mm in level across the whole front façade. This part of the Ground Floor takes up the slope in the road and allows the Entrance to be "slope free" and thus DDA compliant.

Slope free Entrance- with access panel

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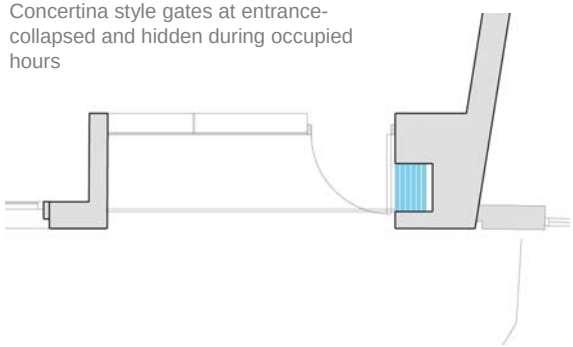
11.0 CONSULTATION - SECURITY

In response to the Local Authority's crime prevention aspirations, it was decided early on that consultation with the relevant crime prevention party's would create material changes and consideration in the design of the building and further local crime prevention aspirations.

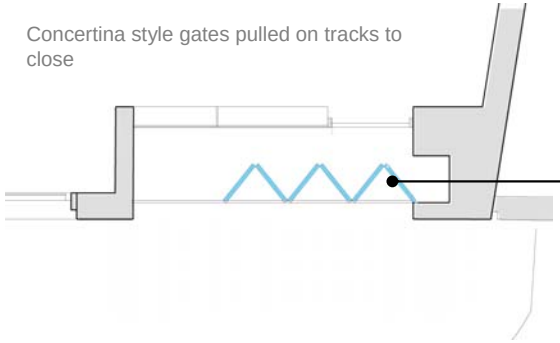
Following a consultation with The Metropolitan Police a Crime Prevention statement was issued (*right*). From this consultation the decision was made to make the proposed development Secure by Design, adhering to the recommendations set out by the Metropolitan Police in the statement.

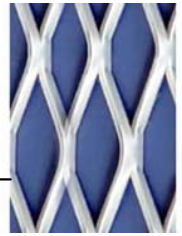
Ground Floor Entrance

Concertina style gates at entrance- collapsed and hidden during occupied hours



Concertina style gates pulled on tracks to close





Metal mesh

Crime Prevention Statement sent on 21st Feb 2008 by Adam Lindsay (Met Police)

"Following our meeting today to discuss crime prevention design in relation to the proposed development at 20-28 Hatton Wall.

I was informed that this is a mixed use development of five storey office use with three residential flats for market housing. It is in a conservation area although it is not listed. Secured By Design is not required but could be achieved in relation to the workshops, the residential flats or throughout the whole development.
I have the following recommendations.

The door leading from Hatton Wall to the workshops should have audio/video access control system, then duplicated again at the entrance to the workshops. The minimum security of this door would be BS PAS 23/24. A more appropriate level would be LPS (Loss Prevention Standard 5 to 6). These standards may also be considered for access to the workshops. The workshops should have solid partition walls.

CCTV should be fitted not only covering the access to the workshops but within the corridor. This may be monitored offsite by other security agencies that may work in the Hatton Wall area. Research into what other security facilities are available to the jewellery industry in this area is required.

The office entrance from Hatton Wall is recessed. I suggest a variation on a Victorian style concertina gate be fitted to be used outside business hours.

The glazing at Hatton Wall should be laminated commercial use glass and believed to be a minimum of 10mm.

Each communal entrance, residential door and fire door should conform to BS PAS 23/24. External lighting

The residential flats should have a audio/video access control to the street level entrance."

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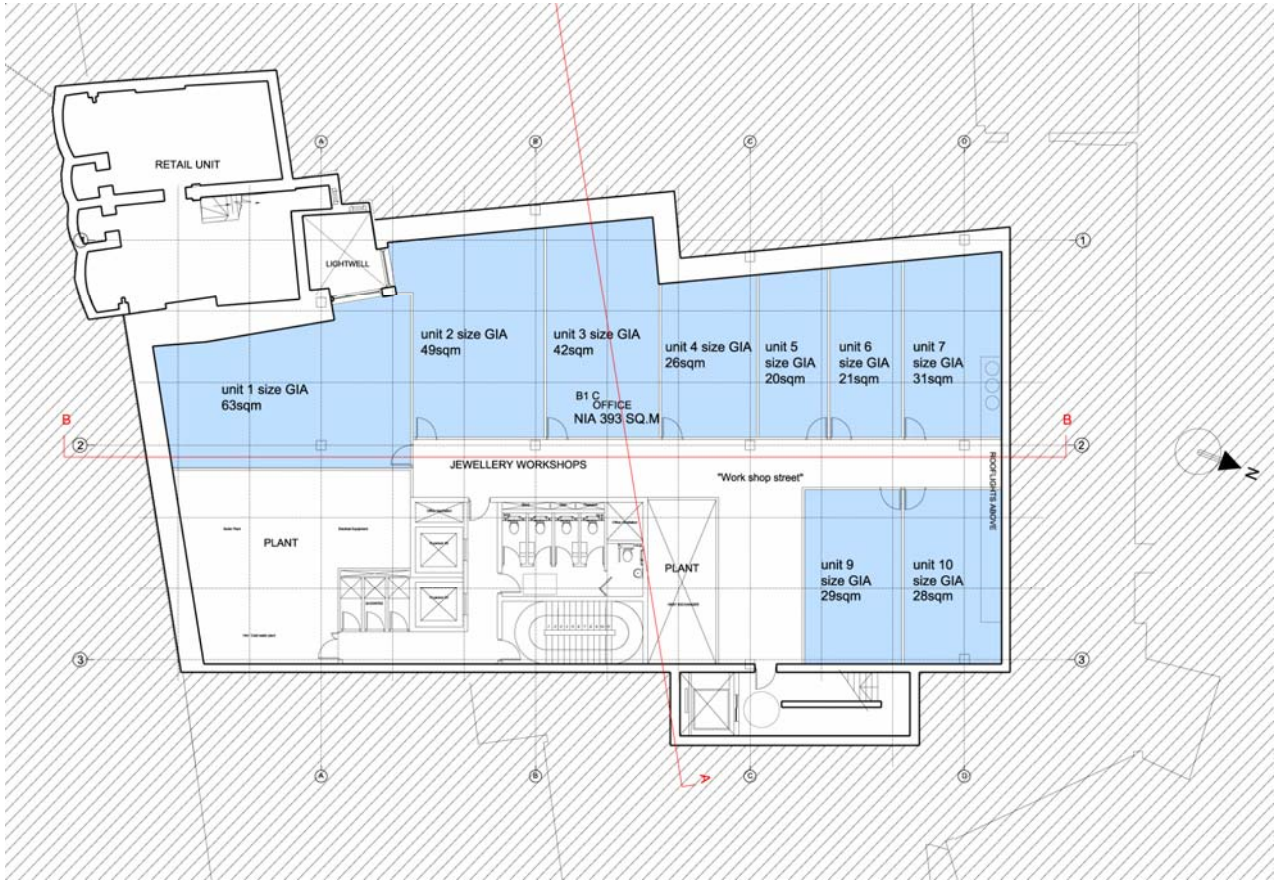
11.1 CONSULTATION – CAMDEN'S BUSINESS INITIATIVES DEPT

In order to fulfill the aspirations of Camden's Business Initiatives Department, there were a series of interactive design and consultation sessions held. As a result from the discussions an indicative plan has been produced for the basement which has a series of highly flexible spaces that could be used as jewellery workshops.

The basement has been designed to be serviced completely independently in a secured fashion, thus not interfering or being disturbed by the office use of the floors above.

Potential basement unit division



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12.0 LIST OF APPLICATION DRAWINGS

SITE

PL (00)002	Site Plan

EXISTING

PLANS

PL (03)000	Ground Floor Plan
PL (03)001	First Floor Plan
PL (03)002	Second Floor Plan
PL (03)003	Third Floor Plan
PL (03)004	Roof Plan
PL (03)099	Basement Plan

SECTIONS

PL (04)001	Section A
PL (04)002	Section B

ELEVATIONS

PL (05)001	South Elevation
PL (05)002	East Elevation
PL (05)001	West Elevation
PL (05)002	North Elevation

PROPOSED

PLANS

PL (03)100	Ground Floor Plan
PL (03)101	First Floor Plan
PL (03)102	Second Floor Plan
PL (03)103	Third Floor Plan
PL (03)104	Fourth Floor Plan
PL (03)105	Fifth Floor Plan
PL (03)106	Roof Plan
PL (03)199	Basement Plan

SECTIONS

PL (04)101	Section A
PL (04)102	Section B

ELEVATIONS

PL (05)101	South Elevation
PL (05)102	East Elevation
PL (05)101	West Elevation
PL (05)102	North Elevation
PL (05)110	Detail Bay

DEMOLITION

ELEVATIONS

PL (05)201	South Elevation
PL (05)202	East Elevation
PL (05)201	West Elevation
PL (05)202	North Elevation

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