

9.0 ACCESS

Located in central London transport Zone 1 the site benefits from excellent infrastructure services. With a PTAL rating of 6b the site is served as well as any by public transport with local, national and international rail services, comprehensive road links and both day and night bus networks as well as cycle hire schemes all within five minutes walk. The proposals seek to embrace this benefit by offering a car-free scheme. The scheme has been developed with 'pedestrian' occupation in mind both in the introduction of a new pedestrian route through the site, the design of the new open space created and the integration of comprehensive cycle storage. The site enhances local pedestrian permeability, allowing an alternative route on foot when moving around the local context of permeating to and from the nearby transport hub at Kings Cross. The proposals include fully integrated cycle storage across the scheme accommodating in excess of current London Plan standards. There are up to a maximum of 160No. residential cycle spaces. (146No. located within 3No. basement cycle stores and 14No. integrated in to the courtyard homes) This accounts for 2No. permanent spaces per dwelling with up to 42No. additional visitor or temporary spaces. There is also a commercial cycle store located in the basement which can house up to 24No. spaces. Basement bike densities are calculated using Josta two-tier storage racks. Above and beyond this provision 8No. Sheffield stands are proposed at appropriate locations within the new open space. These are intended for occasional and intermittent use by visitors to the site.

Inclusive access.

The proposals seek to allow inclusive access for all through localised improvements to the pavements at the two site entrances as well as moving through the new open space and into the buildings themselves.

First and foremost, a key initial project objective is to reconcile the existing levels on the site. The existing warehouse occupies a raised ground floor. This is approximately 1.5m above the pavement at the entrance to the site on St Chads Street and approximately 0.9m above the pavement at the entrance to the site on Grays Inn Road, which creates steep changes in level on entry to the site. The proposed level of the new open space and therefore the entry level into the proposed buildings is intended to be commensurate with the existing pavement levels at St Chads Street avoiding any unacceptable level changes getting on to the site. This ensures level or gently sloping access from the site boundary to each of the building entrances. The site is proposed as car-free and as such there are no onsite accessible parking bays proposed. There are however off site accessible bays proposed on St Chads Street at the closest possible position so that approach distances are kept to a minimum.

The proposals have been developed with the benefit of input from LBC Building Control and Access Officers during pre-application consultations as well as consultation with Lifetime Homes. The dwellings themselves have been developed with regard to Lifetime Homes criteria so that each dwelling is robust and adaptable for the long term occupation of its occupants and conducive to access for all. This has helped to inform design features within the new open space, which has been developed to be as accessible as possible. Firstly by incorporating step-free approach, above minimum path widths, head on approach and clear space around covered entrances and secondly by making the space as legible as possible. This is achieved through contrasting and clearly defined surface material in the landscaping, appropriate lighting, uncluttered street furniture, clear signage and entrance signifiers such as projecting canopies and large recesses in the building line.

Individual dwelling entrances incorporate the following provisions. Minimum clear front door widths, a level covered external landing of 1.7mx1.5m, level thresholds and legible signage, lighting and door furniture. The shared residential entrances, prominent and clearly identifiable, are also given wide covered and level external landings (at least 4.6mx1.7m) as well as level thresholds, large clear door widths and video entry. From the shared entrances, dwellings are reached either by ambulant disabled stairs or by a Part M compliant lift. Horizontal travel distances are minimal and lift lobbies are laid out to facilitate wheelchair access.

All non residential uses are provided with step free access. The cafe is on ground level with the new open space and the B1 offices and gym are served by Part M compliant lifts and ambulant disabled stairs.

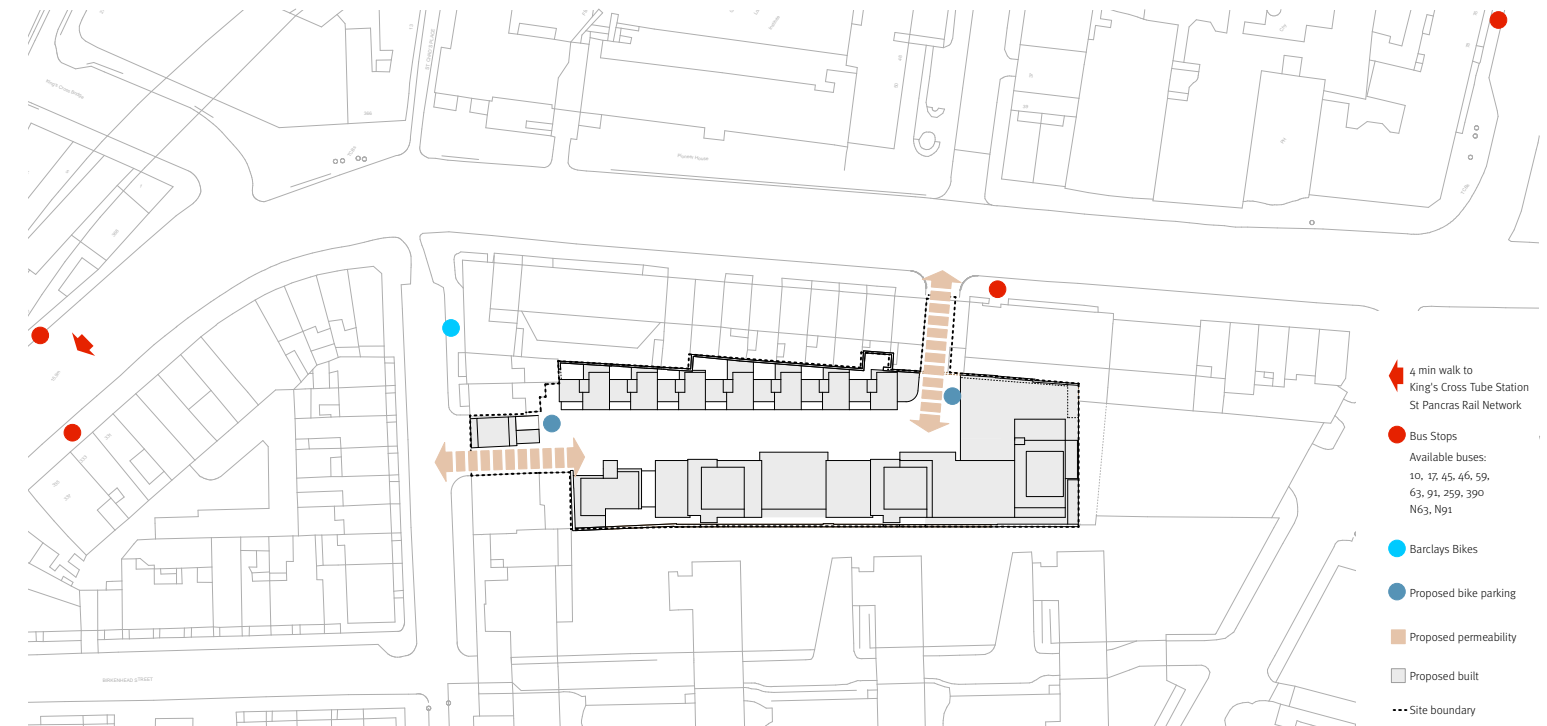


Fig.45 _ Transport connections to Site

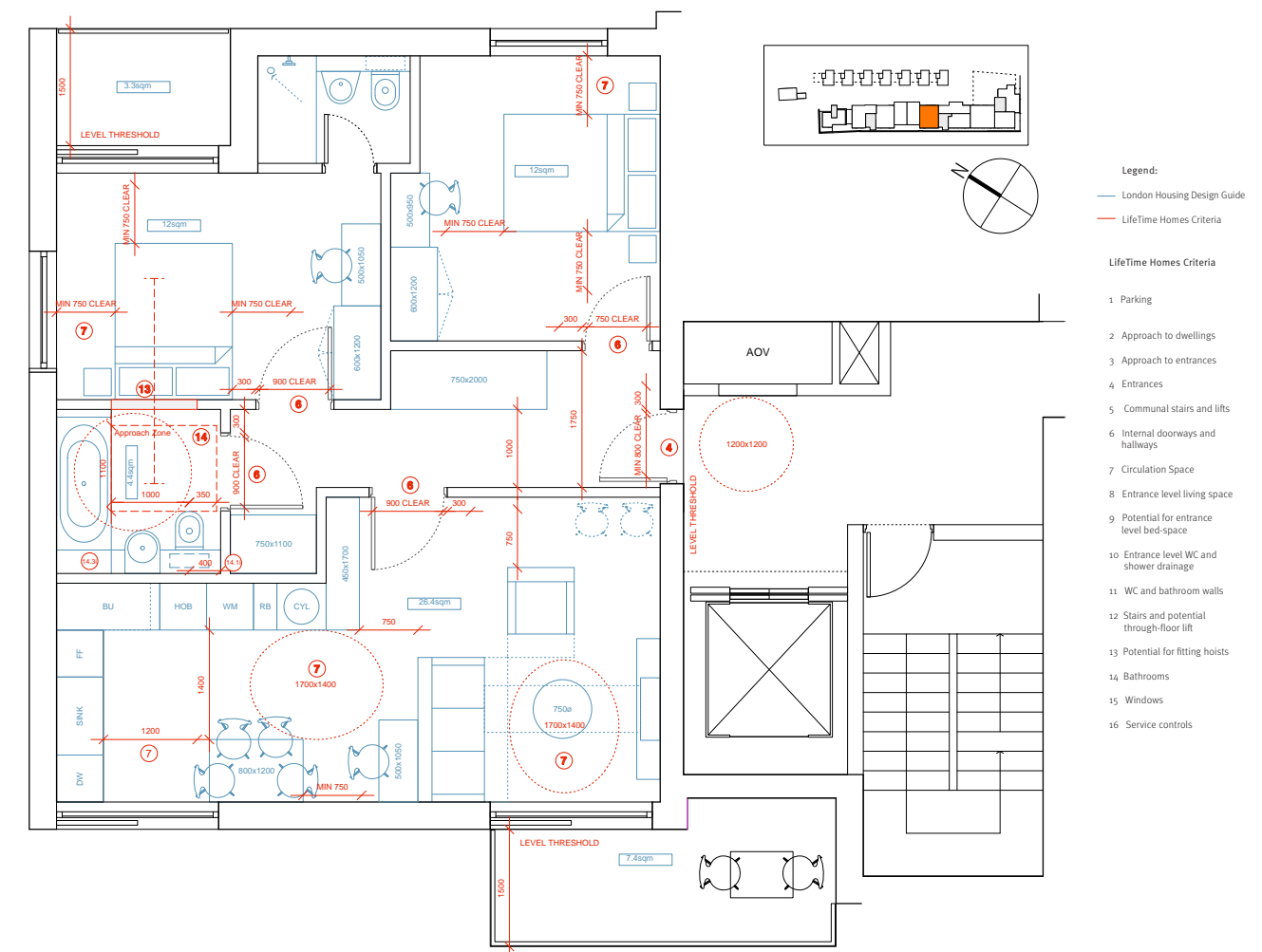


Fig.46 _ Proposed Flat type 5 - 2 Bedroom, 3 Person - LifeTime Homes compliant

TABLE OF FIGURES

0.0 INTRODUCTION

| | |
|-----------------------------------|----|
| Fig.01 _ Existing Site Block Plan | 01 |
| [Drawing No.126_0101] | |
| Fig.02 _ Existing Aerial View | 01 |
| [Source: Bing Maps] | |

1.0 EXECUTIVE SUMMARY

| | |
|--|----|
| Fig.03 _ Historical Context | 02 |
| Fig.04 _ Existing view from St Chad's Street site entrance | 02 |
| Fig.05 _ Proposed view from St Chad's Street site entrance | 02 |
| Fig.06 _ Existing pedestrian connectivity | 02 |
| Fig.07 _ Proposed pedestrian ponnectivity | 02 |
| Fig.08 _ Proposed view from the inside of the Cafe-Gallery into the inner open space | 02 |

2.0 USE

| | |
|------------------------------------|----|
| Fig.09 _ Existing use classes | 04 |
| Fig.10 _ Proposed use classes | 04 |
| Fig.11 _ Proposed Commercial views | 04 |

3.0 AMOUNT

| | |
|--|----|
| Fig.12 _ Context analysis - relationship between small and large scale buildings | 05 |
| Fig.13 _ Relationship between the proposal and the surrounding buildings | 05 |
| Fig.14 _ Relationship between the proposal and the surrounding voids | 05 |

4.0 LAYOUT

| | |
|---|----|
| Fig.15 _ Proposed site permeability scheme | 06 |
| Fig.16 _ Proposed Ground Floor Plan | 06 |
| Fig.17 _ Layout sketch accross the site East - West | 07 |
| Fig.18 _ B1 Layout sketch | 07 |

5.0 SCALE

| | |
|--|----|
| Fig.19 _ Comparison between existing and proposed contextual views | 08 |
| Fig.20 _ 1:500 Massing model at Pre-App No.01 | 08 |
| Fig.21 _ 1:500 Massing model at Pre-App No.02 | 08 |
| Fig.22 _ 1:500 Massing model at Pre-App No.03 | 08 |
| Fig.23 _ Current 1:500 Massing model at Pre-App No.04 | 08 |
| Fig.24 _ Proposal's massing evalution | 08 |

6.0 LANDSCAPING

| | |
|--|----|
| Fig.25 _ Proposed green roofs | 09 |
| [Produced by MESH] | |
| Fig.26 _ Proposed hard landscape on Ground Floor | 09 |
| [Produced by MESH] | |
| Fig.27 _ Soft landscaping | 10 |
| [Produced by MESH] | |
| Fig.28 _ Hard landscaping | 10 |
| [Produced by MESH] | |
| Fig.29 _ Environment | 10 |
| [Produced by MESH] | |
| Fig.30 _ Biodiversity | 10 |
| [Produced by MESH] | |
| Fig.31 _ Standard of detailing | 10 |
| [Produced by MESH] | |
| Fig.32 _ Partial Section through open space | 10 |
| [Produced by MESH] | |

7.0 APPEARANCE

| | |
|--|----|
| Fig.33 _ Proposed material palette for elevational treatment | 11 |
| Fig.34 _ Extract from Elevation D - Residential entrances | 11 |
| [Drawings No.126_1502 and 126-1503] | |
| Fig.35 _ Proposed Elevation D | 11 |
| [Drawing No.126_1406] | |
| Fig.36 _ Proposed West boundary Wall design | 12 |
| Fig.37 _ Proposed West Elevation | 12 |
| [Drawing No.126_1404] | |
| Fig.38 _ Physical Model 1:100 - Courtyard House | 12 |
| Fig.39 _ Extract from Elevation C | 12 |
| [Drawing No.126_1501] | |
| Fig.40 _ Physical model 1:100 - St Chad's Street | 12 |
| Fig.41 _ Proposed Elevation C | 12 |
| [Drawing No.126_1405] | |

8.0 SUSTAINABILITY

| | |
|---|----|
| Fig.42 _ Proposed overall Sustainability strategies | 13 |
| Fig.43 _ Proposed typical flat Sustainability strategy | 13 |
| Fig.44 _ Proposed Courtyard House Sustainability strategy | 13 |

9.0 ACCESS

| | |
|--|----|
| Fig.45 _ Transport connections to site | 14 |
| Fig.46 _ Proposed Flat type 5 - 2 Bedroom, 3 Person - LifeTime Homes compliant | 14 |
| [Drawing No.126_1605] | |