Belsize Park Underground Station–

Planning, Design and Access Statement

Proposed works:

This application is for listed building consent for the Installation of a Dry Riser Inlet box at street level and Outlet Cabinets at platform level with associated works.
If you require any further information, or wish to meet on site, please do not hesitate to contact me.

Background:

Why is the new dry riser required?
In a drive to cut leaks and loss of supply from the town's mains the Water Authority has been reducing the flows and pressures of its supplies. This reduction has resulted in the existing wet fire hydrant systems being unable to achieve the full required flows and pressures identified in the London Underground Standard 1-082, or the minimum flows agreed with the Fire Brigade.

Background to dry riser proposed:
To improve this situation Tube Lines Limited proposes to change the wet fire hydrant system at these stations to dry/damp, maintained fully charged, falling main systems. This will be achieved by installing a new breeching inlet, this is to be located as a new surface cover (to replace an existing manhole cover) in the forecourt located at the front of the station, to which the public do not have access. The breeching inlet will be connected into new heavy quality galvanised pipe work and some cast iron wet hydrant pipe work which will feed the existing outlets at platform level. These will not be moved although the equipment within them will be upgraded. There will also be three further outlets valves located at platform level. One new outlet valve will be provided with a recessed cabinet within the circulation area at the base of the spiral stairs. Two further new outlet valves will be located on platforms 1 and 2 and will be houses in a new bespoke cabinet.

Proposed location:
The works will consist of fitting an inlet point at street level. This will be located as a new surface access cover, which will replace an existing manhole cover, in the forecourt at the front of the station, facing onto Haverstock Hill (see figure 1 and 2 below, and drawing TLL-N045-H278-FIR-DRW-00001). The inlet box will be of stainless steel design (see manufacturers detail for box Elite 1801).

At ticket hall level an existing hose reel enclosed in a fire cupboard will be replaced with a new hydrant landing valve- whilst the equipment within the cabinet will be upgraded the outer cabinet will remain unaltered- this will connect to existing pipe work (See figure 3 below, and drawing TLL-N045-H278-FIR-DRW-00001).

From the inlet point new pipe work will drop below ground where it will follow the route of the existing pipe work. Although this pipe work will be visible to the public, it will be located above the spiral staircase; which is not a primary access route for the public, the new pipe work will also be finished to match the soft colours of the

existing pipe work (see attached photograph of existing pipe work). The new pipe work will then connect with the existing pipe work, where it will drop down a vent shaft within the space in the centre of the spiral staircase, to the lower level served by lifts (see figure 4 below and drawing TLL-N045-H278-FIR-DRW-00001).

At the lower lift landing level a new outlet valve with recessed cabinet will be located in the circulation area at the base of the spiral stairs (see manufacturers details for Elite 024). The opening to install the outlet box will be formed causing minimal distribution to the rest of the metal tube at the centre of the spiral stairs that protects the various services running through it.

There will be two new outlet valves located at platform level which will be housed in bespoke new cabinets (see drawing TLL-L001-FUNC-FIR-DRW-00070) located along platform 1 and 2 (see figures 5 and 8 below, and drawing TLL-N045-H278-FIR-DRW-00002). The existing hydrant outlets at platform level will also be updated, the outer cabinets will remain unaltered. There will be new pipe work along platform 1, which will not be visible to the public as it will be hidden behind the platform invert (see drawing TLL-N045-H278-FIR-DRW-00002).

It should be noted that the only new pipe work which will be visible to the public will be that located at the top of the spiral stairs. This area is not frequently viewed by the public and the new pipe work will be painted a natural colour to match the existing.
Apart from the new cabinets at platform level no other intrusions in existing tiled areas throughout the station will be made. Further to this, the opening to install the outlet boxes will be formed using a disc cutter causing minimal disruption to any tiles and any damage will be made good.

Overall, it is not considered that the inlet and outlet boxes, or the platform concourse level pipe work will have a detrimental impact on the character and appearance of the listed building. The two outlet boxes will require the loss of tiles, this will be done sensitively so that the surrounding areas are not damaged. Additionally, such features as inlet and outlet boxes are a common element in all London Underground stations whether listed or not.

Figure 1: Photograph showing the existing street elevation, facing onto Haverstock Hill, including the forecourt where the proposed access cover inlet is to be located.

Figure 2: Photograph showing the forecourt at the front of Belsize Road station where the new manhole inlet is proposed.

Figure 3: Photograph showing the existing fire hydrant at ticket hall level.

Figure 4: Photograph of the metal 'tube' running down the centre of the spiral stairs that screens existing services. Outlet box to be located facing out of this 'tube'.

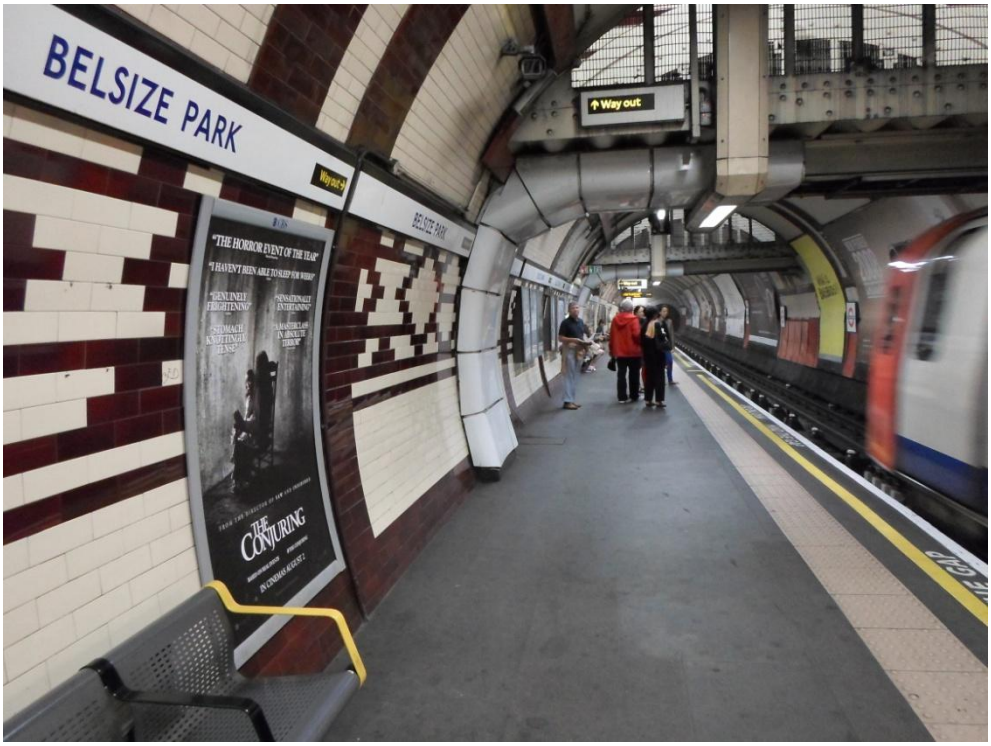

Figure 5: Photograph showing the proposed location of the new landing valve on platform 2, to be housed in a bespoke cabinet (see drawing TLL-L001-FUNC-FIR-DRW-00070)

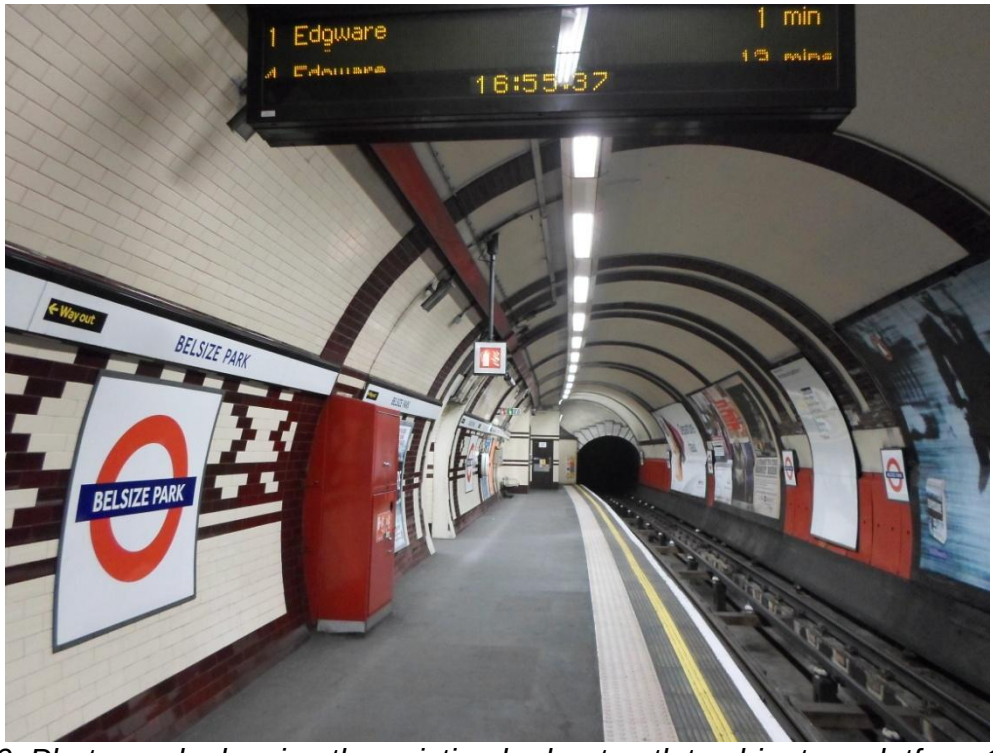

Figure 6: Photograph showing the existing hydrant outlet cabinet on platform 1

Figure 7: Photograph showing the existing hydrant outlet cabinet on platform 2

Figure 8: Photograph showing location of new dry riser outlet cabinet to be located on Platform 1 (see drawing TLL-L001-FUNC-FIR-DRW-00070)

Design:
The dry riser inlet box will be steel frame design (Total size 595mm wide X 395mm high). The dry riser outlet cabinets located on the platforms are to have a polished steel glass front (see drawing TLL-L001-FUNC-FIR-DRW-00070). The outlet cabinet to be located at the base of the spiral stairs will be the standard red steel frame glass front design (460mm wide X 630mm high). Please see manufacturer's specification for more details.

Access:
Access is not relevant to this application.

Planning Permission:
Whilst this application is for listed building consent a separate application for planning permission has not been made. This is because LU already benefits from planning permission for these visually de minimus works to upgrade the fire system of the station under the Town & Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 11, Class A and Part 17, Class A.

NOTE: all reference to drawings relate to those within the Scope of Works etc document.