

#### 4.11 Accessibility

The proposal aims to dramatically improve upon the existing access for disabled users. As per Approved Document M, the following design requirements have been met within the proposed design:

- Building access from the pavement level is now level, allowing disabled access to each floor of the building.
- Outside pavement is level to the building.
- Nearby parking allows level access from car to main entrance and each floor.
- The main entrance door will be large enough to meet Part M requirements, and will be designed to allow easy access (outward opening, automatic, etc.).
- Internal lobbies from entrance to lift are large enough to meet Part M requirements.
- Internal doors will meet Part M requirements as a minimum.
- All floors are accessible by a central lift opening onto a large lobby to meet Part M requirements.

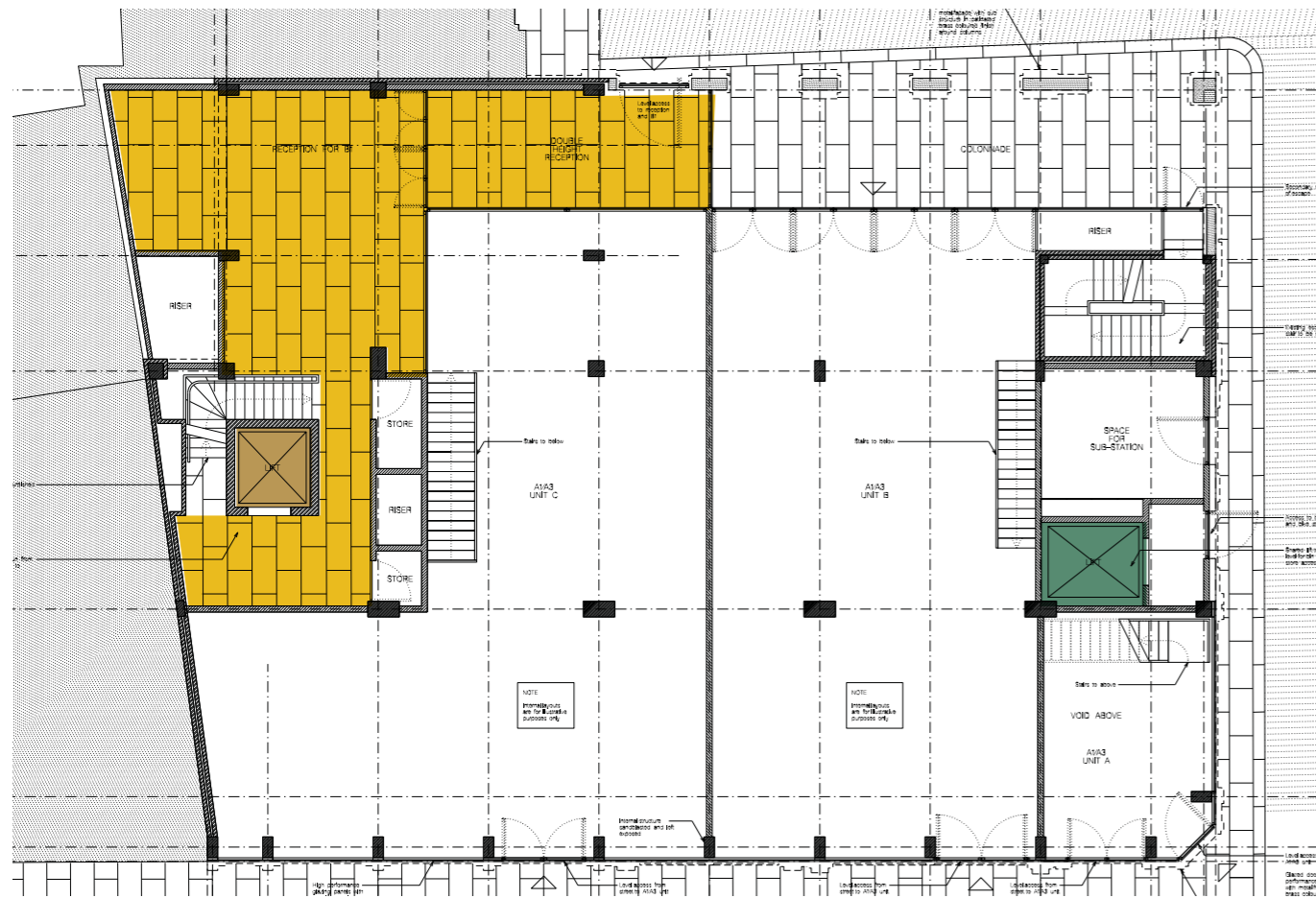


Fig. 182. Ground plan showing level access to lift from street level. Level Access Lift to All Levels Lift to Lower Ground and First

## 4.12 Security



Fig. 183. Ground plan showing single access to office units. Single access to core Lift on key fob Cycle store access on key fob

London Plan (Policy 7.3) specifies that developments should be consistent with the principles of 'Secured by Design', 'Designing out Crime' and 'Safer Places'. Our design proposes to enter through a secured lobby before entering the circulation core, holding the lifts and stairwell. This main access door will have sufficient provisions made to ensure it is only accessed by inhabitants of the building. After passing through the main entrance door, a concierge would monitor the main communal lobby area as an additional security measure.

In addition, the lift can only be accessed with a swab key for each occupant, only allowing access to their floor. We have made a conscious effort to reduce the amount of access points into the building to minimise security problems.

A1/A3 units will be accessed via a single entrance with security shutters and additional security measures to meet London Plan policies.

The cycle and bin store (accessed via the west staircase and lift) will be accessed only through a secure locked door on key fob access. As the staircase will double as a fire escape, the security lock will be released upon fire alarm.





Fig. 185. Proposal viewed from Hatton Garden looking east.



Fig. 186. Proposal viewed from Greville Street looking east.



Fig. 187. Proposal viewed from Farringdon Station looking west.



Fig. 188. Proposal viewed from Farringdon Road looking west.



Fig. 189. Proposal viewed from Bleeding Heart Yard.