

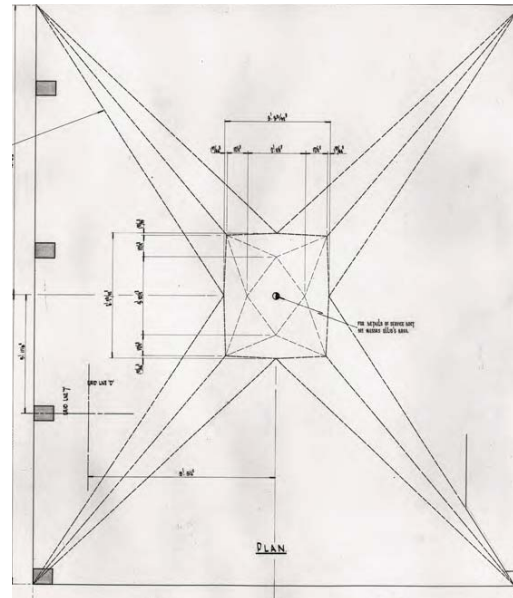
4.5.3 Kingsway South Stair

The southern end of the Kingsway block before modern alterations to Space House materialised, had an exposed sculptural stair with two tree like columns either side, which were able to be seen together in composition. Adorned in mosaic tiles, the stair wrapped itself up into the soffit creating a dramatic sculptural composition.

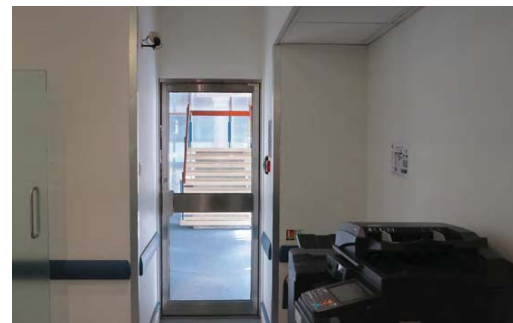
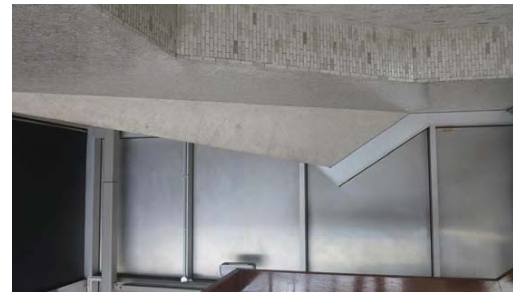
In its current condition and due to security and fire regulations, the south stair is now enclosed within a crude aluminium framed glass screen that obscures the stair, disrupting the composition and the original design intent.

The proposal seeks to reintroduce the original composition by enclosing all three elements together with discretely framed floor to soffit high glazing around the perimeter edge of the block. This move then allows for the composition to be enjoyed as it once was intended whilst also exposing the Pilotis and allowing the building to appear as if it was floating once more.

The slimline glazing will sit within a small 50mm zone just outside the widest point of the columns so that the glazing does not disrupt the composition of the structural elements.



Historic drawings and photographs of Kingsway south



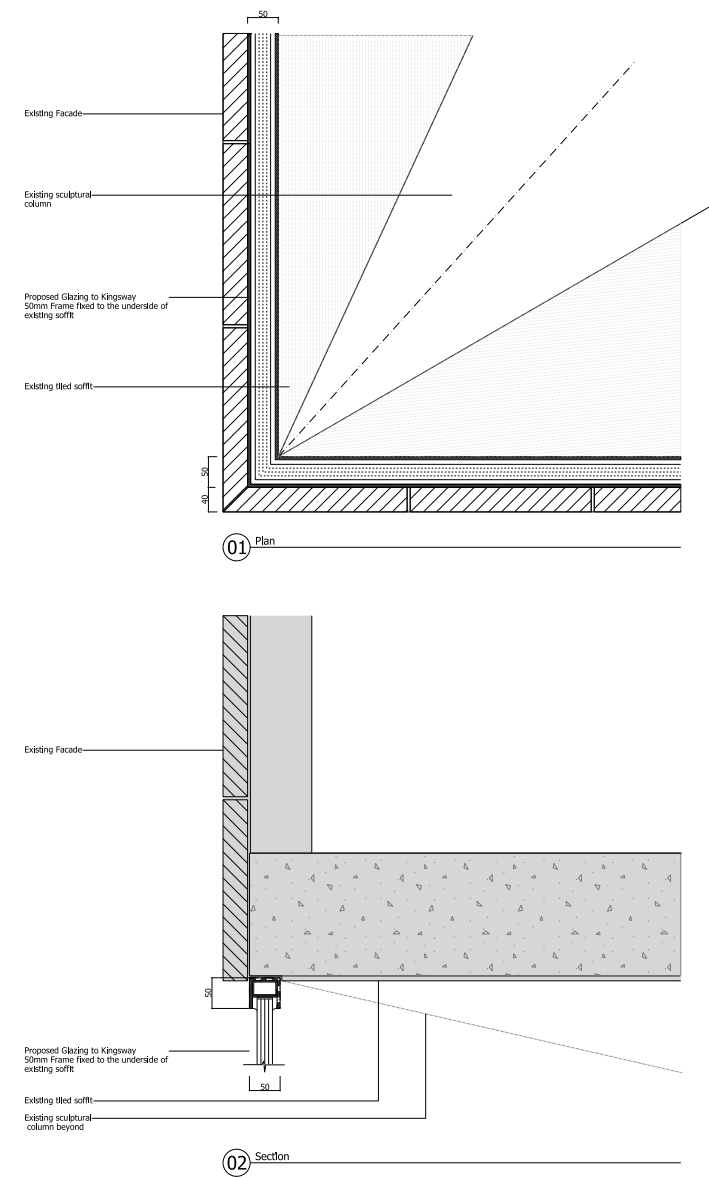
Existing view of Kingsway south stair



Existing view of Kingsway south stair



Existing view of mosaic tiled soffit



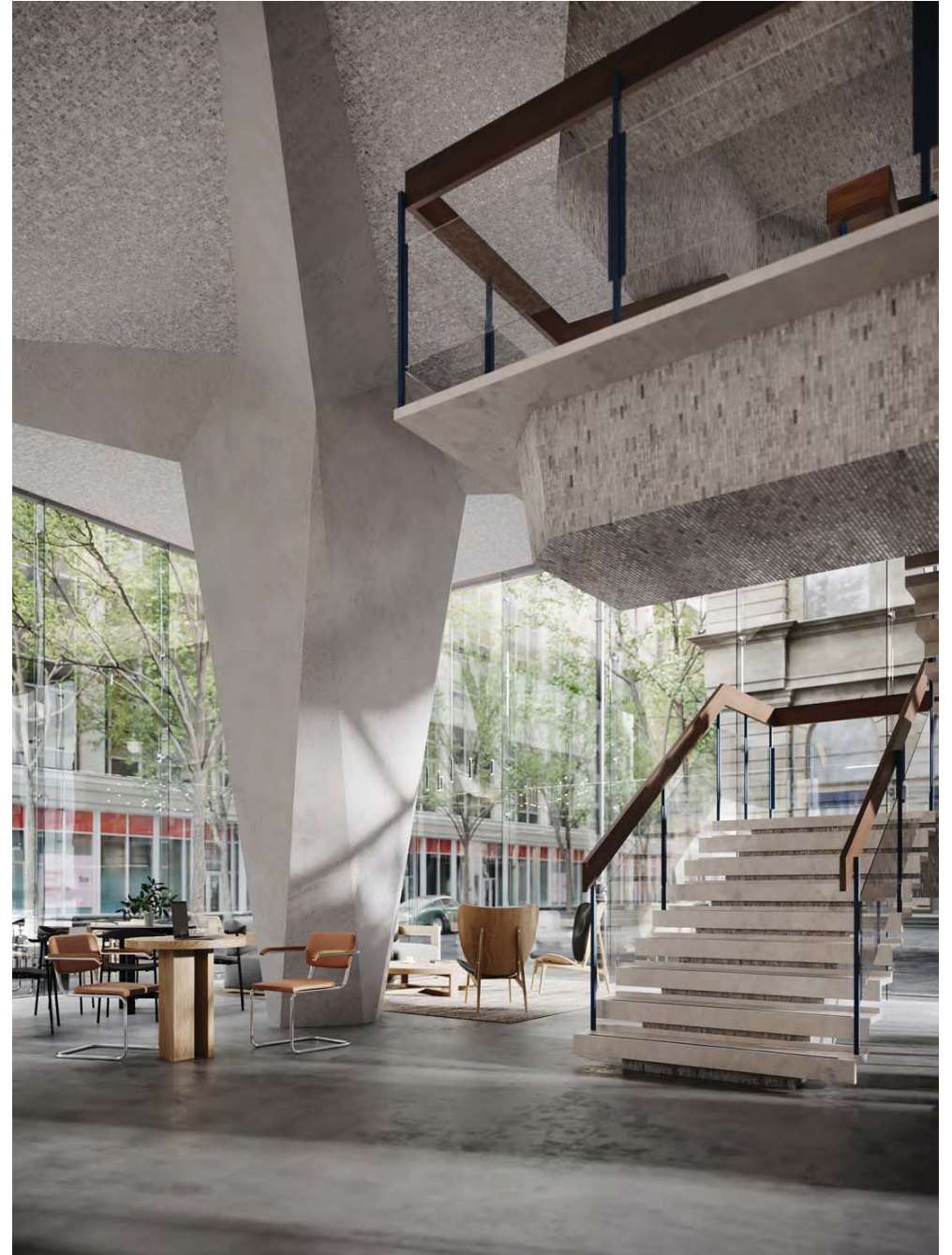
Proposed south stair glazing detail



Illustrative proposed internal view of Kingsway south stair



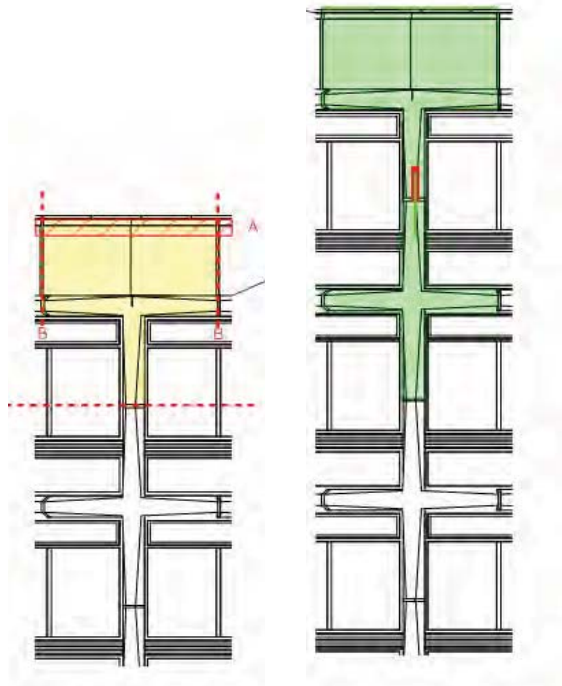
Illustrative proposed internal view of Kingsway south stair





Proposed Bay Study

New Elements
Demolished Elements



Existing and Proposed Elevation



Existing MosaicTiled Plant Room to Kingsway



Detailed Photograph of Existing Mosaic

4.6 Tower and Kingsway Extensions

The proposals seek to add two additional floors to the tower and a single storey extension to the Kingsway block. All additional floors will be in keeping with the motifs set out by the existing structure using contemporary construction methods to bring Space House into the next chapter of its life. By testing the proposals from a variety of views, we have concluded that a single storey 'lozenge' to the Kingsway block and two storeys to the tower respectively is the correct composition to complement the scale of existing buildings and ensure the extensions are proportionate and sensitive to the listed building.

4.6.1 Tower Extension

The two storey extension to the tower comprises of a single 'facsimile' floor with detailing and materiality to match the existing floors below and a single set back floor at level 17 to be detailed and appear in design like the original glazed pavilion. The new plant will then be sunk into the envelope, consolidating the roofline in local and longer views.

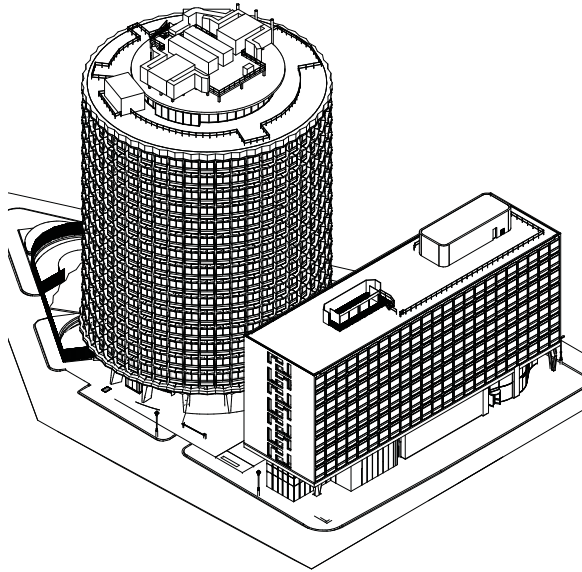
The construction process involves carefully removing the existing 'T' and capping piece to the top of the tower, demolishing the level 16 roof slab and adding a new like for like storey by introducing a new pre cast cruciform element as per the existing below. The Cap and T are then added back to the top of the proposal. The setback floor to Level 17 will be of glazed curtain walling with an over sailing concrete roof, to match Seiferts original intent. Level 17 will also provide a small terraced area to be used as ancillary amenity for the office tenants within the tower.

4.6.2 Kingsway Extension

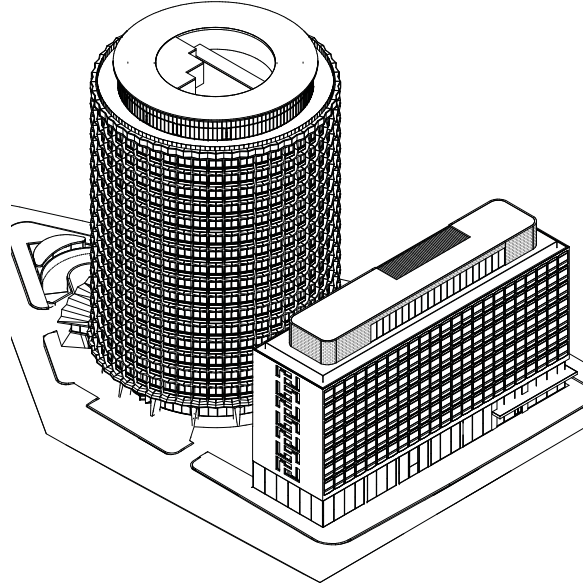
The single storey extension to the Kingsway block pays homage to the existing mosaic clad lift overrun on the existing Kingsway roof. The massing and form of the extension is of a lozenge shape, again in keeping with the subtle curved form of the lift overrun. Windows are then punched into the mosaic envelope to provide views across to Lincoln's Inn Field and towards the tower.

The new plant will be sunk into the envelope, as per the new tower plant, to consolidate the roofline in local and longer views.

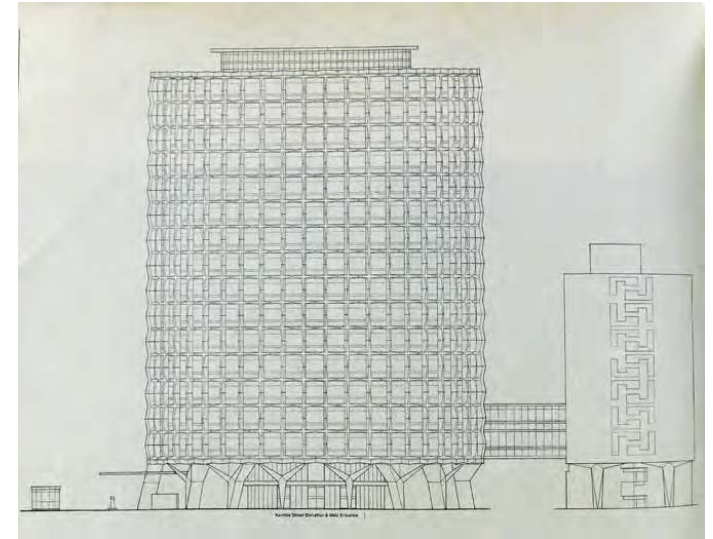
For further information on the construction process to both of the extensions, please refer to the structural engineer's report, prepared by Pell Frischmann



Existing Axonometric View

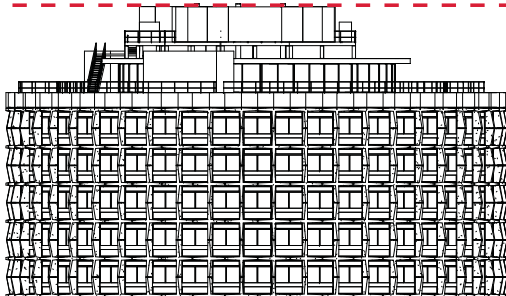


Proposed Axonometric View

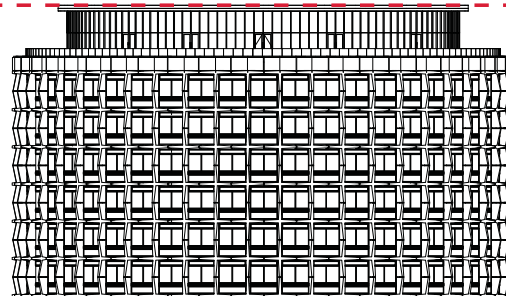


Space House South Elevation, 1968 - Original Design Intent

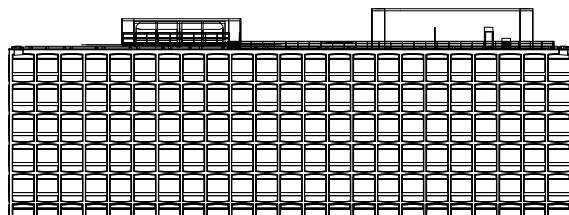
Existing Plant Datum



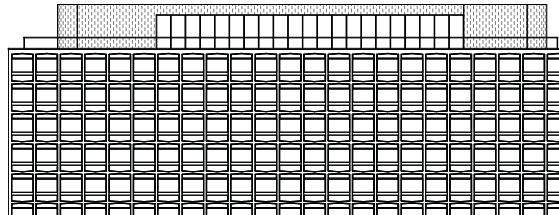
Existing Tower Elevation



Proposed Tower Elevation



Existing Kingsway Elevation



Proposed Kingsway Elevation



Existing Rooftop Condition



Existing view from Kingsway



Illustrative proposed view from Kingsway

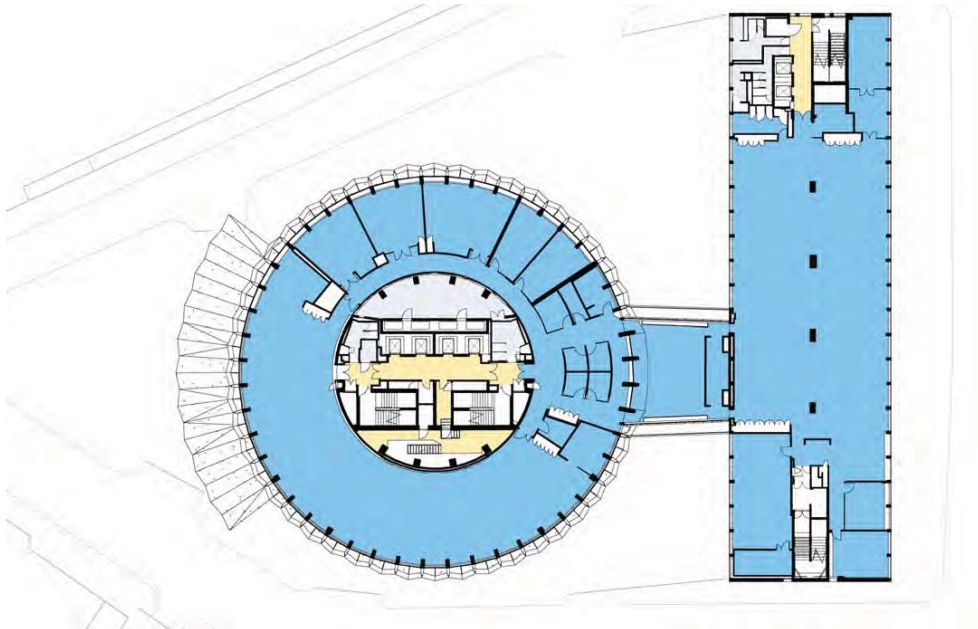
4.7 Typical Office Floors

The proposal seeks to revitalise the existing office floors to create ‘state of the art’ open plan office space that celebrates the construction of the brutalist building.

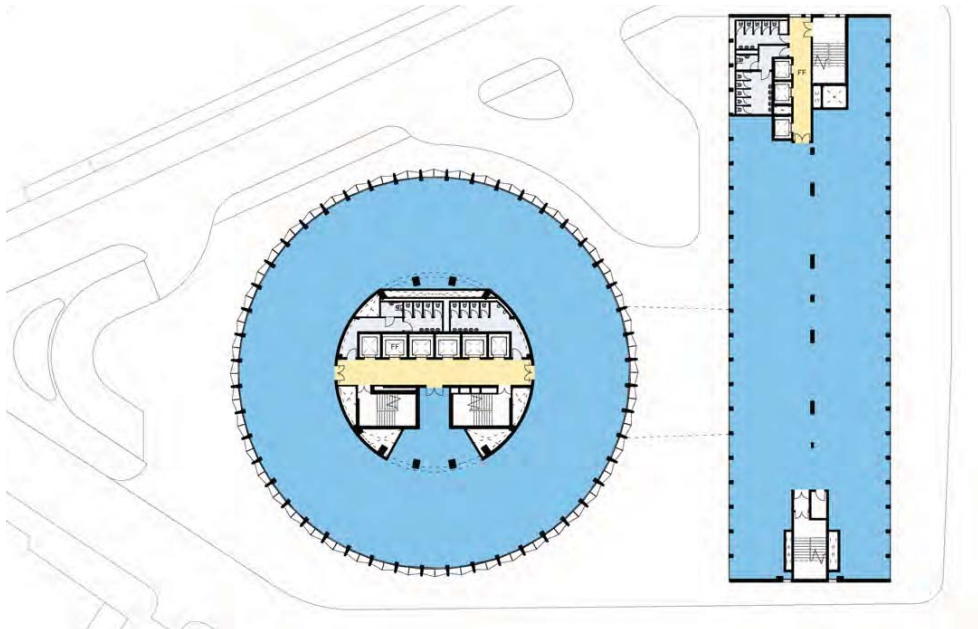
By stripping out all the false ceilings and dry lining partitions, the proposal looks to celebrate the existing structural coffered slab . The existing slab structure is made up of a series of radial precast panels of two beams per panel set within a 6 of Primary ‘A’ beams.

The ribbed soffit then allows for the services to sit within a radial configuration within the coffers that allows users of the space to experience the structure of Space House with unobscured clarity. The existing mixed mode ventilation ducts are infilled and electrical and data services are then chased into the existing slab along the primary beams to the perimeter edge through the existing ring beams to provide services along both the outer and inner edges of the plan.

- Core/ Circulation
- Plant/ BoH (B1)
- Office



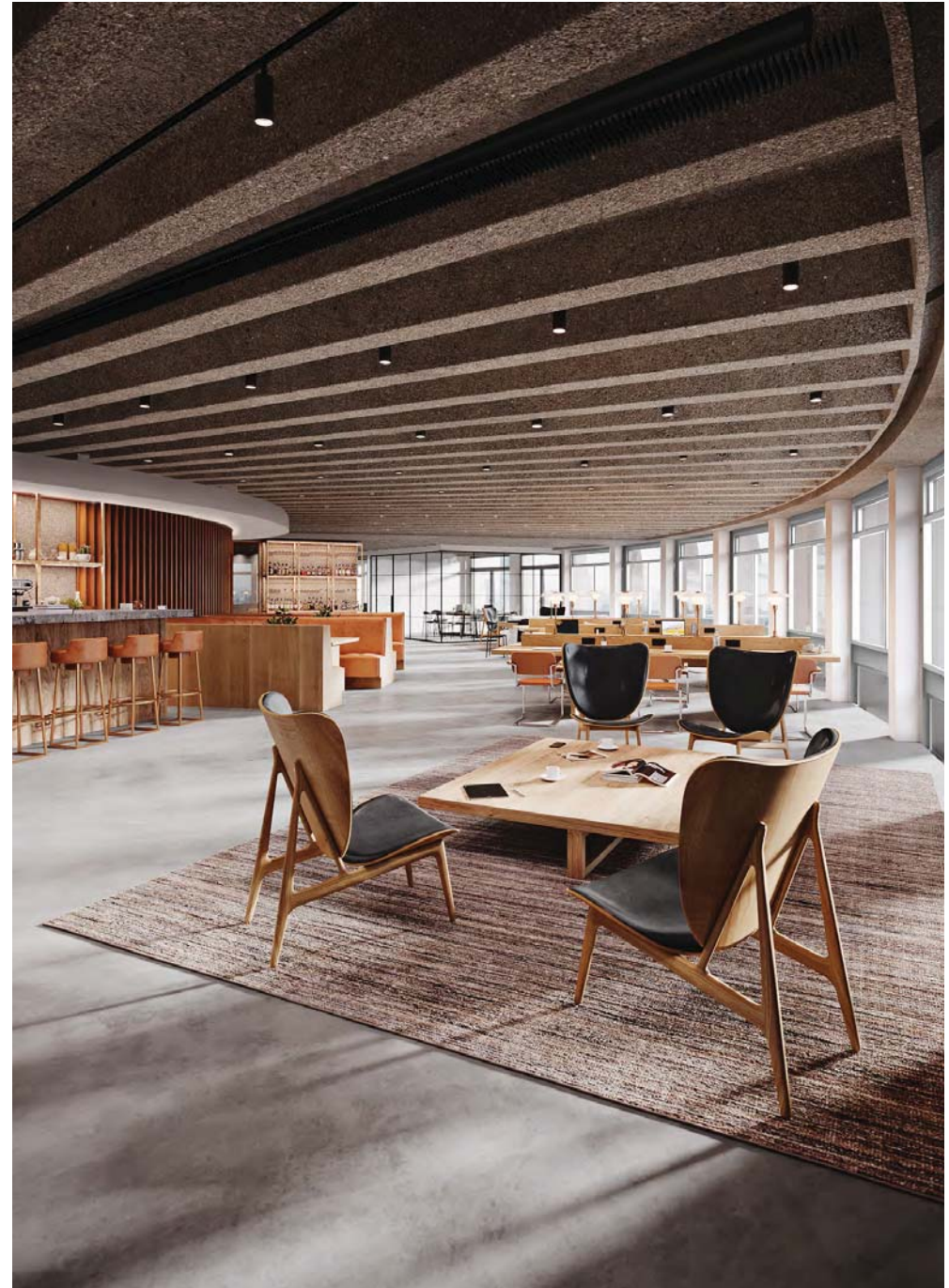
Existing First Floor Plan



Proposed First Floor Plan



Existing Photographs of Typical Office Floors



Illustrative proposed View of Typical Office Floor - subject to design development and stripout survey

5.0 Sustainability and Environment

The design seeks to provide reasonable comfort for all staff and visitors to the building using environmentally friendly systems where practical. A wide range of measures have been considered and investigated to provide the most suitable provision of sustainable measures throughout the building.

The building is targeting a BREEAM rating of Excellent for Non Domestic refurbishment and fitout 2014.

Energy Strategy

The proposed development consists of new and refurbished non domestic elements. The refurbishment will involve replacement of some of the thermal elements, the provision of new thermal elements, upgrading of existing thermal elements and replacement of the building services with high efficiency modern systems.

The strategy for the proposed development is to have heat supplied from the site wide energy centre located at basement level. In order to future-proof the development, the on-site heat and hot water networks will be designed to enable connections to a local district heating network if one becomes available in the future.

BREEAM

A BREEAM 2014 Non Domestic Refurbishment and Fit out Pre-Assessment for the proposed redevelopment is appended. London Borough of Camden makes specific mention of sustainability in their planning documents and looks for all developments to achieve the highest possible score.

Although all areas of sustainability have been addressed to make this development as BREEAM compliant as possible, it is very unlikely for the development to achieve BREEAM Outstanding. The pre-assessment demonstrates a capability for the development to obtain a maximum score of 75%, equivalent to an Excellent rating.

This pre-assessment report demonstrates that the applicant is targeting several sustainable practices in order for the development's design to target the highest score practically possible for the proposed development at Space House

Sustainable Drainage Systems (SuDS)

Refer to Pell Frischmann SUD's report

Conclusion

The Energy Strategy for the proposed development demonstrates compliance with requirements of Part L of the Building Regulations, and the relevant policies of the London Plan and London Borough of Camden's Strategic Policies.

The total useful area of the new extensions is lower than 25% of the total useful area of the existing building, therefore, the proposed development will be assessed under Part L2B of the Building Regulations.

The regulated and unregulated carbon dioxide emissions reduction target for the non-domestic elements is 40.98% carbon savings beyond the calculated base case carbon emissions. The refurbished non-domestic elements comply with the requirements of Building Regulations Approved Document Part L2B.

A number of renewable technologies have been appraised in terms of their technical, physical and financial feasibility, as potential renewable systems for use on the project. Air source heat pumps have been found to be applicable for the flexible A1-A3 units on the project.

The following sustainability measures will be incorporated into the design, as a minimum:

- Project delivery stakeholders will meet to identify and define roles, responsibilities of each of the key phases of project delivery;
- The contractor will be selected with consideration of their ability to comply with the Considerate Constructors Scheme;
- Energy metering systems will be installed that will enable at least 90% of the estimated annual energy consumption of each fuel to be assigned to the various end use categories of energy consuming systems.
- Water consumption will be reduced through the specification of efficient sanitary ware; at least a 12.5% improvement to be made.
- A water meter will be specified on the mains water supply to the building;
- Recycled, sustainably and locally sourced materials will be used where possible;
- All timber and timber based products will be legally harvested and traded timber;
- Materials with a low environmental impact will be implemented where feasible; and
- A dedicated waste storage facility will be provided for the segregation and storage of operational recyclable waste generated by the assessed building/unit, its occupants and activities.

6.0 Site Access and Circulation

6.1 Entrances, Access and Levels

The building comprises main uses each with independent access.

The office floors (Tower First - Seventeenth Floors & Kingsway First – Eighth Floors) are accessible via lifts and stair cases located with the refurbished cores. Tower core is accessed from Kemble Street south of the site and the Kingsway core via the Office entrance to the north east corner of the site from Kingsway.

The flexible A1-A3 units to the Kingsway building at ground floor are accessed directly from both Kingsway and the public realm between the Tower and Kingsway buildings. The basement floor beneath these units may be accessed via the ground floor unit through a future internal staircases and light wells to be fitted by future tenants. The design also allows for a future platform lift to provide disabled access in line with The Equality Act. There is a secondary means of escape from the basement level to the Kingsway building through the existing staircase to the south of the building that will provide exit out onto the street level.

The tower flexible A1-A3 units will also be accessed directly from ground floor.

UKPN substation access will remain as existing.

6.2 Servicing, Refuse Strategy and Plant

Servicing

It is proposed that all deliveries to the office units, ground and basement level flexible class B1/Events space (sui generis) space will be undertaken from the off street loading bay located within the public realm and accessed via Keeley Street during highly managed and controlled service hours.

Refuse Storage

Waste storage areas for both buildings is located within a dedicated central store within basement level 2. This can be accessed via the goods lift to the Kingsway building or via a dedicated service route from the tower. Refer to Operational waste management plan prepared by Aecom.

The bin store and sizes have been designed according to LBC’s Refuse and Recycling Storage design guide and British Standards.

The refuse vehicle will stop and collect within the public realm during serviceable hours. As per the existing situation a private collection contract will be made for the collection of waste, and bins will be collected daily.

Further information on access, servicing and refuse strategy can be found in Delivery and Servicing Plan by Highways consultant, Canneparo, attached within the appendix to this application and the Aecom Waste management report .

Plant

Considerations have been made in the designing of plant and services to avoid the need for visible external equipment. Plant machinery and units are located in the plant room within the basement level and within the sunken plant space at both the Tower and Kingsway roof levels.

Substation

There is an existing electrical substation at ground & basements levels within the tower and ground level within the Kingsway building which will be retained. Access shall be maintained as per the existing condition in all instances.

Entry Manoeuvre

Exit Manoeuvre

Lift from B2

Bin Presentation Area for collection day

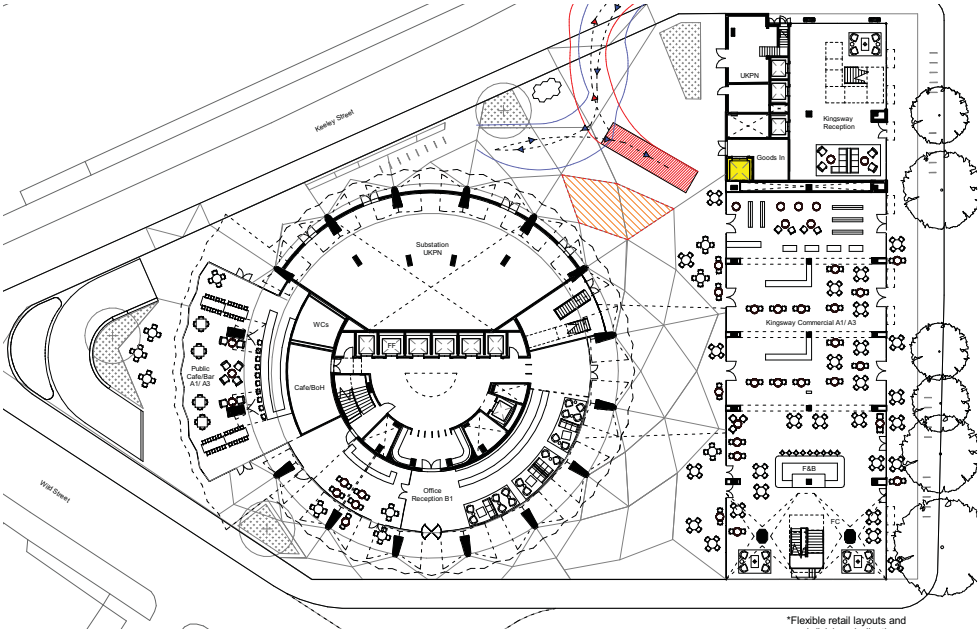
Bins Out

1 MDR

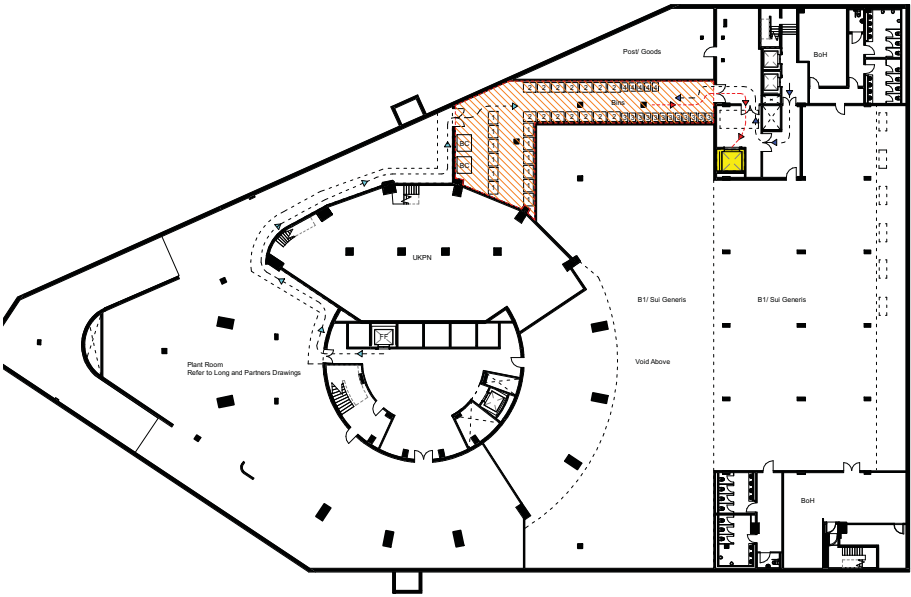
2 Residual

3 Food

4 Glass



Typical



Tower 16th Floor

7.0 Parking

7.1 Car Parking

4 car parking spaces will be provided at Basement level 1, including a single disabled car parking space. This is in line with policy objectives. Cars will access the spaces via the existing ramp accessed from Keeley street. A turntable will be provided at the base of the ramp to allow ease of access in and out of the basement area for cars.

7.2 Cycle Parking

The secure cycle parking of the office is located at basement level 1. It is accessed via a dedicated cycle entrance via the existing ramp accessed from Keeley Street. Whilst the ramp is shared with access for cars, a cyclist's lane will be clearly demarcated.

One passenger lift between basement level 1 and ground floor will be provided as a secondary means of access for disabled cyclists unable to use the stairs. Once at ground floor, office workers and visitors can use the full set of lifts to access the office floors above.

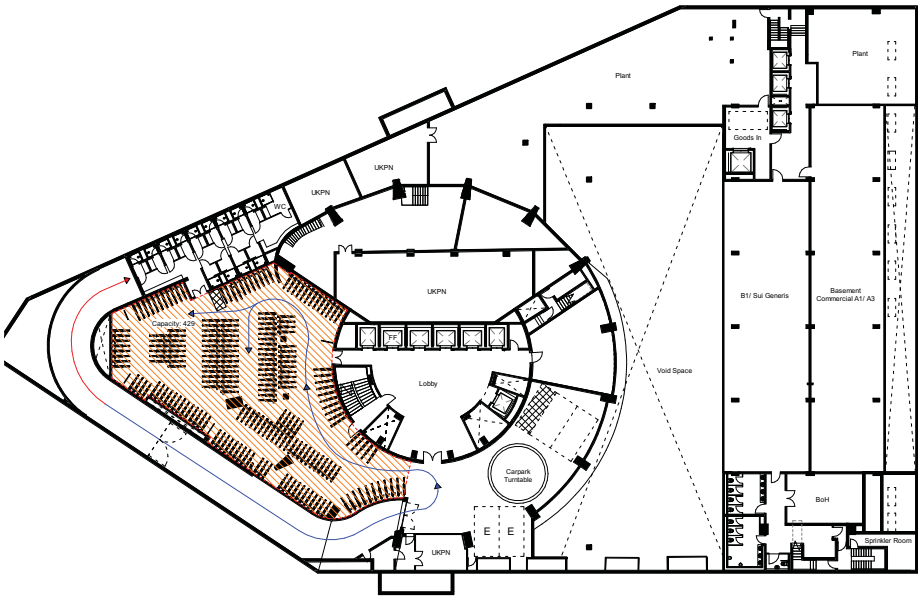
Long stay secure spaces 429

Short stay spaces 56

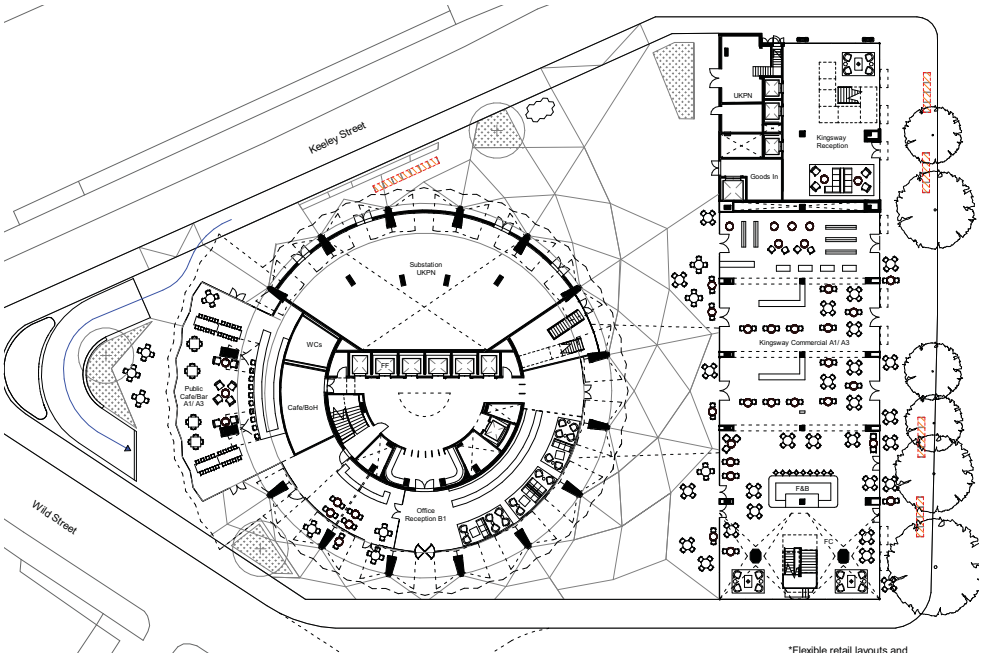
Refer to Caneparo's Transport Statement for further details

Locker facilities along with male and female changing and shower rooms will be provided to meet BREEAM requirements, along with separate drying room and vanity unit areas.

- Cycle In
- Cycle Out
- Cycle Parking
- Disabled Acce



Typical



Tower 16th Floor

8.0	Accessibility, Social Inclusion and Safety	spaces provided within a dedicated cycle store at basement level 1. The cycle parking will be secure, undercover, with showers, changing facilities and secured lockers.	All service corridors are at minimum 1200mm clear width.
8.1	Introduction It is with intent that all aspects of the building are designed to ensure an inclusive environment for all its users, regardless of abilities. Measures have been taken to provide equal access for all users, overcoming any discrimination issues, wherever possible.		8.5 Access within the building elsewhere
8.2	Standards and Legislation The purpose of this statement is to outline the overall approach to inclusive design within the scheme, in accordance with the relevant local and national planning guidance, along with how the different access principles will be implemented and managed. The following documents have been referred to in the development of the scheme: - LBC Cycling Strategy - LBC Inclusive Design and Access: Supplementary Planning Guidance - LBC – Waste and Recycling Storage Requirements - Secured by Design – Commercial Developments - HSE Workplace health, safety and welfare - Parts M and K of the Building Regulations - BS 6465: Sanitary Installations	8.2.3 Pedestrian access As per existing condition the level entrance access will be retained with flush thresholds to any of the ground floor areas. 8.3 Access and Entry into the building There are multiple entry door locations to both the Tower and Kingsway Buildings as outlined below: 8.3.1 Tower Office Entrance The Tower office entrance is located from Kemble Street which leads to the Tower reception area. This entrance will be in same location as the existing condition and will have level access from street level. The reception area leads to the main core that provides access to all office levels and ancillary office spaces in the basement. The core comprises of two staircases, 6 main lifts that serve all the office levels with one of those being a dedicated firefighting lift that accesses basement levels 1 and 2. 8.3.2 Pedestrian Access to flexible A1/A3 Unit to Tower Level access will be provided to the flexible A1/A3 unit beneath the existing canopy of the Tower. 8.3.3 Pedestrian Access to flexible A1/A3 Kingsway Units Primary level entrance access will be provided to all Sui Generis units at ground floor level to the Kingsway building. All units will also have level access from the public realm to the rear between the Tower and Kingsway buildings. 8.3.4 Kingsway Office Entrance Kingsway office entrance is located at the North end of the Kingsway building, as per the existing condition. This will have level access via the North East corner, with access to the goods lift and UKPN substation via the proposed public realm between the Tower and Kingsway buildings. 8.3.5 Loading bay area It has level access as per existing condition via Keeley Street that will be retained.	8.5.1 Office WCs It is proposed to provide level access WC's on each floor, including shower provisions at basement level 1. 8.5.2 Refuse and Recycling Strategy The refuse and recycling for the office and retail units are located at basement level 2 floor stored in a designated central store for general and recycling waste. The bins will be collected by the building management and the retail/office unit shall be collected by their management staff. The bins will be rolled out onto the public realm towards Keeley Street via the designated good lifts within the Kingsway core. For further information regarding waste management, please refer to Aecom's waste management report within the appendix. 8.5.3 Substation There is an existing UKPN substation within the Tower at ground & basement levels and to the Kingsway building at ground level which will be retained. Access will be as existing from Keeley Street. 8.5.4 Terraces The terraces to level 16 of the Tower and level 8 of Kingsway floor terrace has level access to the office units. This will be a private amenity space for office users. 8.5.5 Roof The roof accommodating the plant and services to both the Tower and Kingsway will be accessed via their respective cores.
8.2	Approaches to the building		8.6 Communications and controls This will be addressed during the detailed design stages. Generally, signage will be clear, legible and consistent and consideration will be given to provide auditory signals for the visually impaired and visual signals for the auditory impaired. All fire alarms will be both visual and auditory in line with Part B.
8.2.1	Car Parking The existing car parking spaces are accessed from Keeley Street via the existing ramp to basement level 1. All existing car parking spaces associated with the office will be removed except for 4 spaces which will be provided for staff and visitor Including 1 disabled parking space for users with disabilities.		
8.2.2	Cycle Parking Accessed from Keeley Street via the existing ramp to basement Level 1. The cyclists are encouraged to bring their bikes to the basement level 1 where cycle parking is allocated. Step-free access is provided via a passenger lift from Basement level 1 to ground, whereby visitors then transfer over to main core of lifts to take them to the appropriate office floor above. There will be 429 long stay and 56 short stay cycle parking	8.4 Access around the building The main reception lobby serves the upper office floors by five fully-accessible lifts and two stairwells. The basement is also served by one stairwell and one lift as part of the main core.	

8.7 Evacuation and Means of Escape

In the event of an emergency, evacuation from all upper floors is via the main stairwells, with protected refuges provided for the mobility-impaired at each upper level, within the protected lift lobby areas.

Evacuation from the Tower Building is under a Phased Evacuation strategy. The floor of fire origin will evacuate first upon confirmation of a fire. The two floors above will be given an alert signal. Subsequently, if there is a need to evacuate more floors, it is done two floors at a time.

Evacuation from the Kingsway Building is under a Simultaneous Evacuation strategy with all occupants evacuating at the same time via existing and replacement staircases to the North and South ends of the building.

Evacuation from the Ground Floor units is direct to outside with Assembly Points to be established as part of the building fire safety management procedures.

Evacuation from the Basement Levels is under a Simultaneous Evacuation strategy with all occupants evacuating at the same time via one of three staircases, the North and South stair of the Kingsway block and a stair in the central core of the tower.

8.8 Cleaning and Maintenance Strategy

The Tower is to be cleaned via a centralised Building Maintenance Unit (BMU) located on top of the lift overrun within the plant enclosure at level 17.

The Kingsway will be cleaned via a Mobile Elevated Working Platform (MEWP) at ground level.

Through detailed design we may progress with an abseiling solution to the Kingsway Block if requires and this will be discussed through detailed consultation with CDM coordinator and façade access specialist.

8.9 Secure by Design

A meeting was held in March 2019 at Gerald Eves offices to discuss the Secured by Design principles with Jim Cope, Secure by Design Officer for the Metropolitan Police.

Below are the salient points that came out of this meeting.

- The site is in his top ten destinations to visit during a shift when on the lookout for anti-social behaviour and the opportunity to make an arrest.
- The public's fear of crime is important as well as crime itself and currently the south stairwell acts as a blind spot which instils fear. Preference is for the stairwell to be enclosed.
- Prefer separate uses and entrances as far as possible
- It will be important to have a management and security strategy to further deal with the multiple entrances.
- Tables and chairs would need to be removed nightly. Entrances should be closed to the public when the retail closes.
- Landscaping including the selection of planting will aid security on the site.
- The ramp could be an issue. The under-croft would need to be secured from pedestrians and well-lit. Access must be non-climbable and ideally fob-controlled.

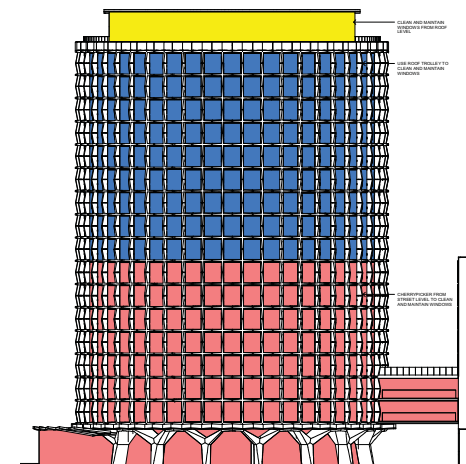
This development will adopt these principles in order to create safe and secure places for all users; primarily by controlling entry in the building and ensuring appropriate doors, windows and locking systems are installed.

Access control, CCTV, intruder detection, lighting and staffing are all to be considered and designed together, in an 'integrated security' approach.

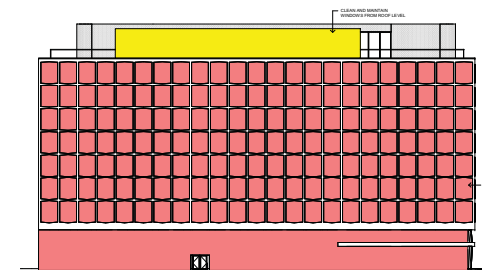
A holistic approach makes for better, leaner, more cost effective, more user-friendly security.

The scheme is proposed to provide security measures that satisfy BREEAM recommendations. Such provisions include CCTV cameras, specified doors, windows and locking methods.

All of the above comments will be introduced into the scheme and will materialise in the detailed design stages.



Cleaning and Maintenance Strategy - Tower



Cleaning and Maintenance Strategy - Kingsway

- Clean from Ground Level
- Clean using BMU
- Clean from roof level

9.0 Conclusion

This Design and Access Statement illustrates the exciting opportunity to revitalise this important building in a sensitive manner in keeping with historic built environment to deliver high quality office floorspace and flexible retail (A1/A3) at ground floor to support the function and character of the sites wider area.