

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.

4.13 Fire Engineering

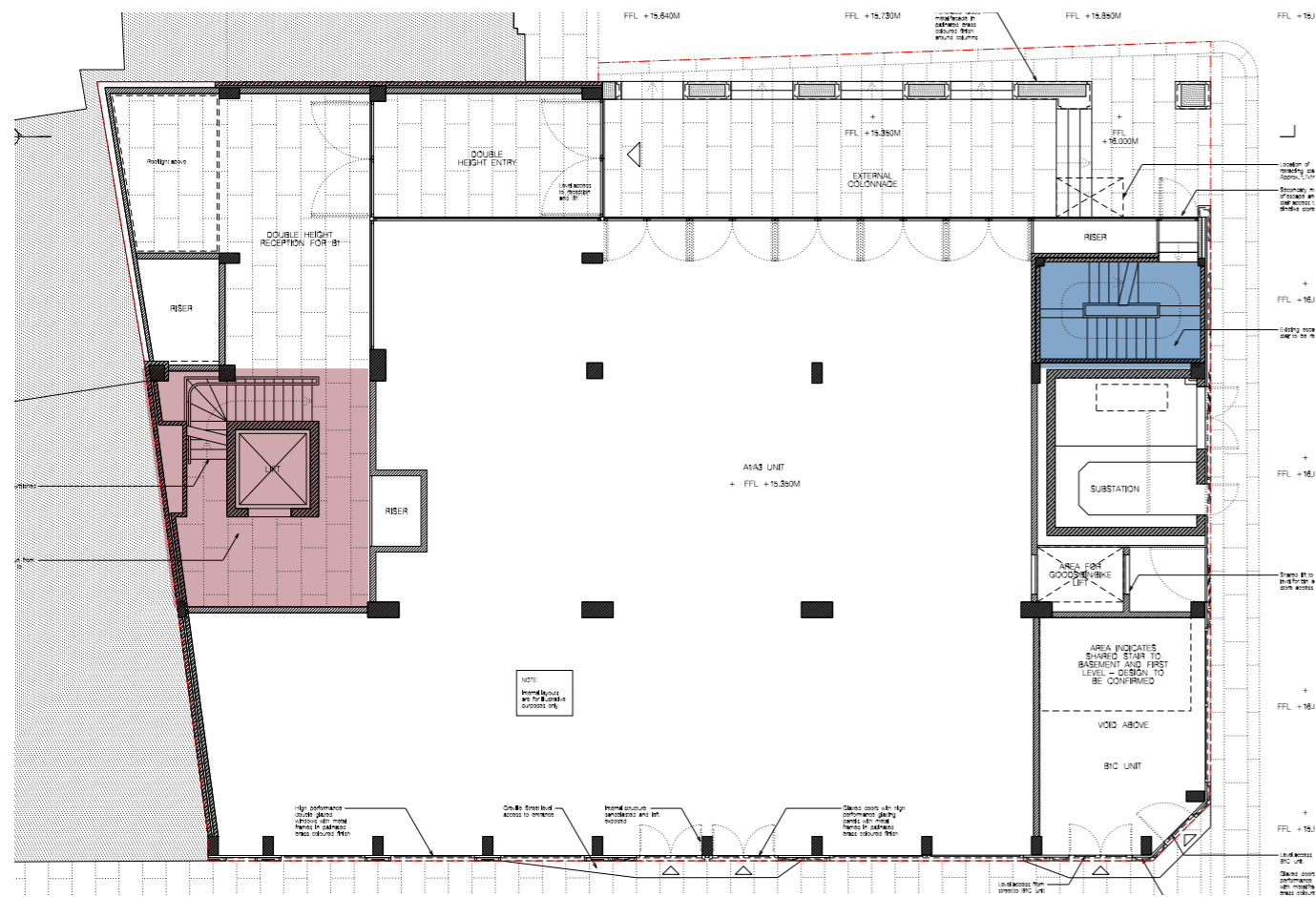


Fig. 184. Ground plan showing level access to lift from street level.

Common fire protected stair core Secondary means of escape

All floors are accessed through a ventilated lobby area that includes the stairwell. Each of these common lobbies have been designed to be secured in case of fire, justifying the internal layouts.

All areas are to be evacuated simultaneously via the common fire protected stair core and secondary means of escape in the existing staircore. All areas will have two means of escape; one via the main entrance (primary escape route) and the other direct to outside through (alternative escape route).

The A1/A3 spaces are organised as to use a single means of escape as all areas are within minimal travel distances. The travel distances within the B1 areas are in line with the recommendations outlined in ADB and less than 18m to a single escape stair.

4.14 CGI



Fig. 185. View of proposal from Farringdon Road.



Fig. 186. View of proposal from Greville Street,



Fig. 187. View of proposal from Greville Street,



Fig. 188. View of proposal from Greville Street,



Fig. 189. View of proposal on the corner of Greville Street and Bleeding Heart Yard Lane,



Fig. 190. View of proposal from Bleeding Heart Yard,



Fig. 191. View in colonnade,



Fig. 192. View in ground floor office reception,