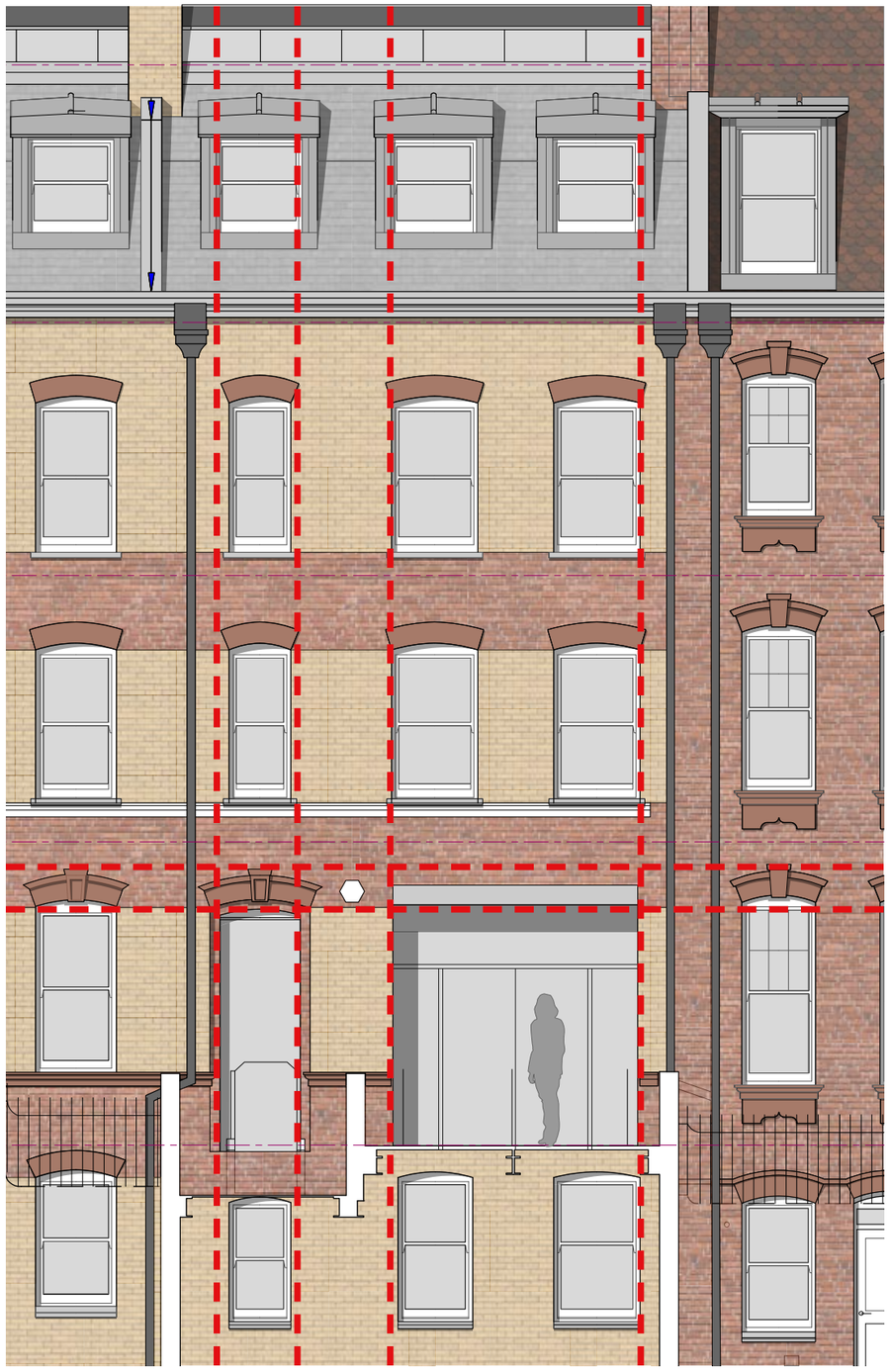
6.4 ENTRANCE



EXISTING ELEVATION

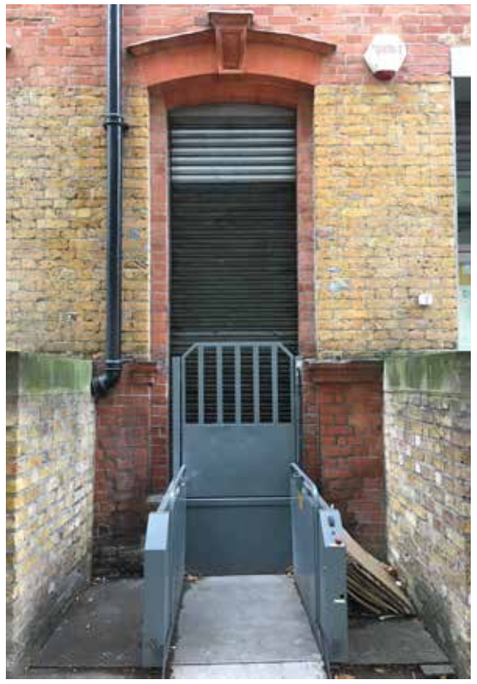
EXISTING FACADE - ANALYSIS

The existing entrance is underwhelming and concealed within the buildings context. The later alteration to the building therefore detracts from the existing fabric.

The outdated glass entrance encased by stainless steel degrades the overall facade, users enter through heavy swing doors which makes the journey into the building unpleasant.

The balustrade is poor quality and insensitive.

The existing steps bares no relationship with the corner entrance step materiality.




83

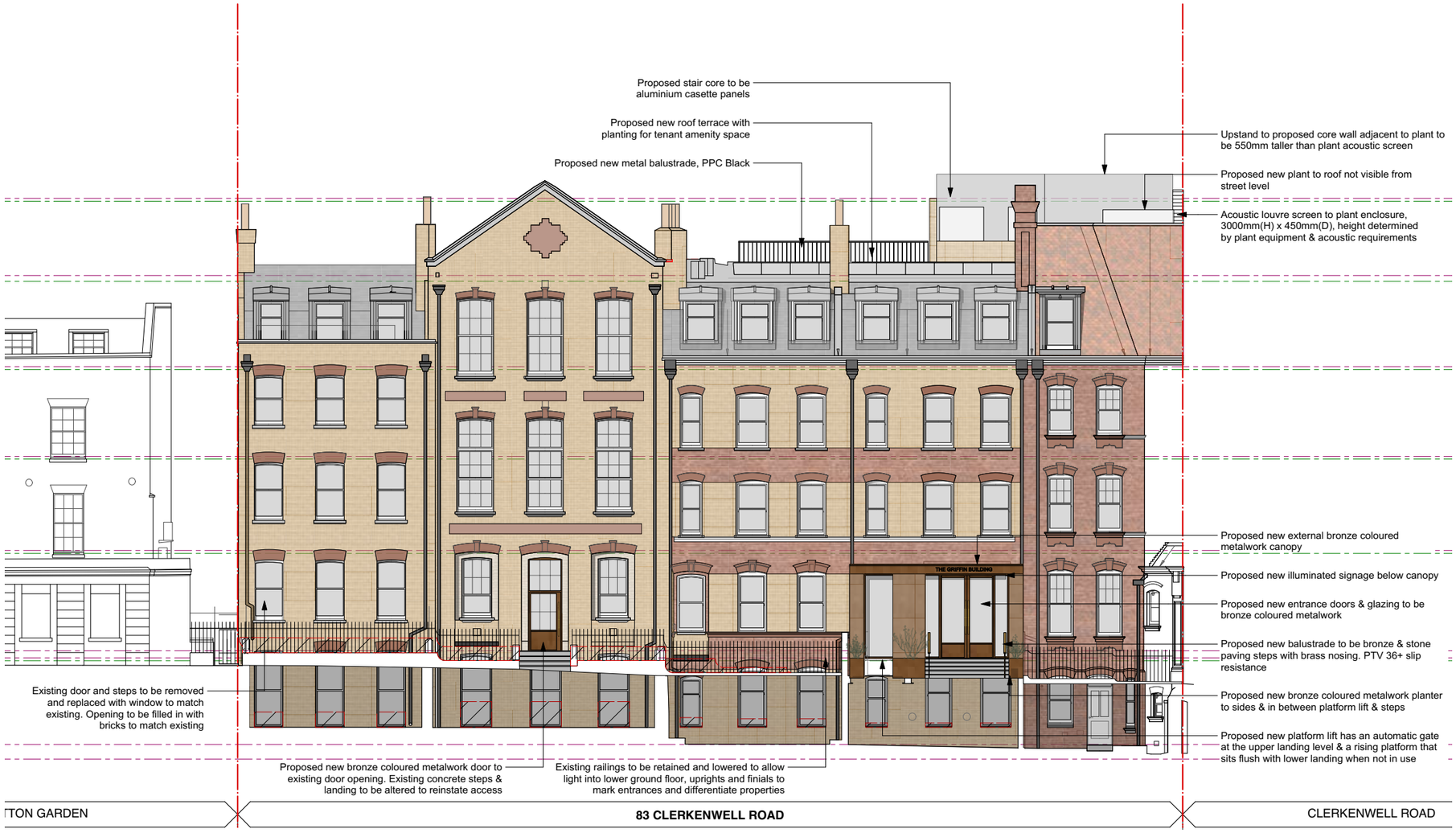

CAFE ROYAL


BAR


FC


TWENTY AIR STREET

PROPOSED ENTRANCE ELEVATION



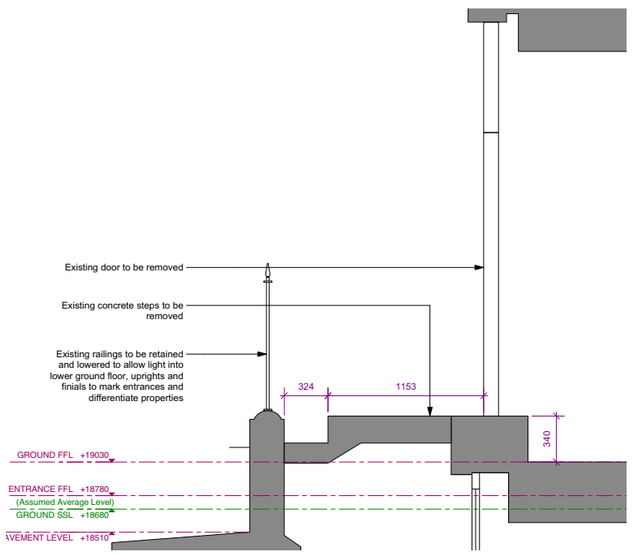
Historic planning drawings appear to indicate that much of the ground floor in this area has been rebuilt post 1960s.

In the proposed case, the fabric to be removed would be modern albeit in a style similar to the rest of the building. The glazing will follow the rhythm of the windows to the upper floors so that there is some synergy between the two parts of the building.

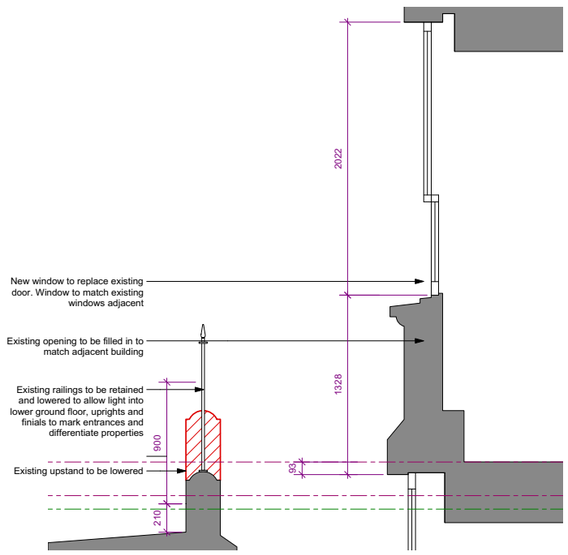
Bronze coloured metalwork has been used on refurbishment projects throughout london and is a subtle material that complements the existing architecture.

PROPOSED ENTRANCE

EXISTING ENTRANCE



04 EXISTING ENTRANCE 01
Scale: 1:20

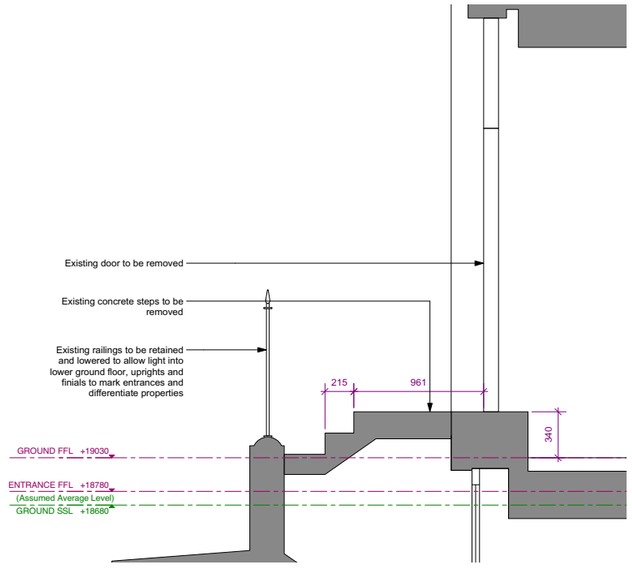


05 PROPOSED ENTRANCE 01
Scale: 1:20

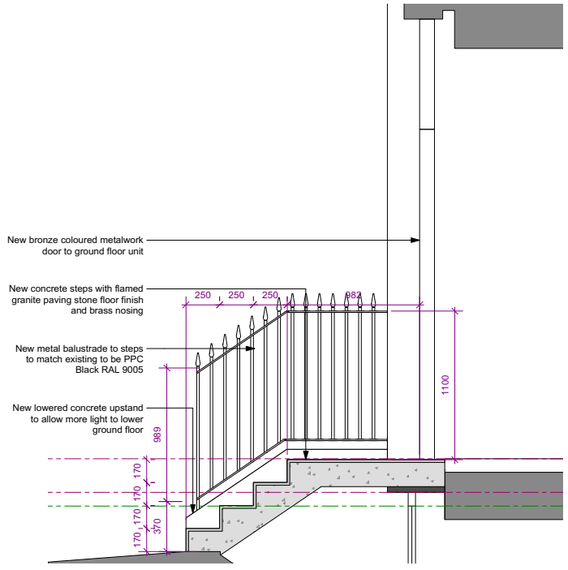
On Hatton Garden elevation, a new bronze coloured metalwork door is introduced to the existing opening. Existing steps are altered to reinstate access for future tenant use.

In the same way, in the far left of elevation a new window replaces the existing door. The existing concrete steps are removed to allow more light into the lower ground floor.

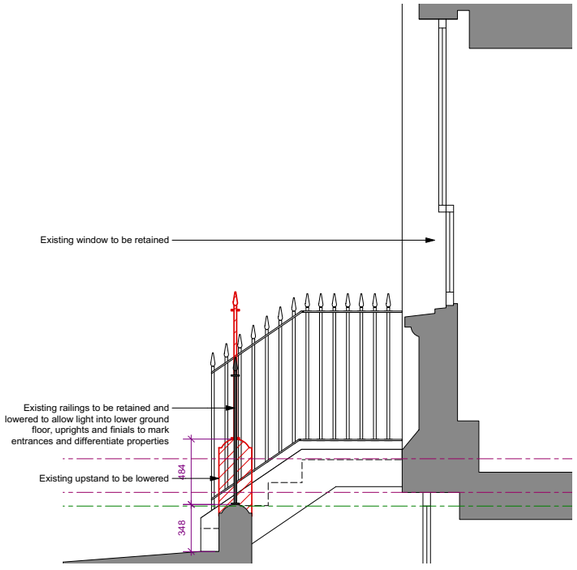
There is clear evidence that the existing railing plinth has been altered and changed. The existing railings are to be retained and lowered to allow light into lower ground floor, uprights and finials will still mark entrances and define a sense of boundary, the railings and the distinction between properties – all of which is retained.



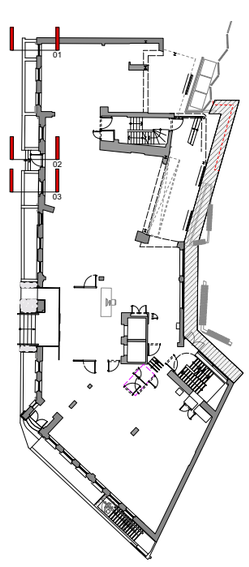
01 EXISTING ENTRANCE 02
Scale: 1:20

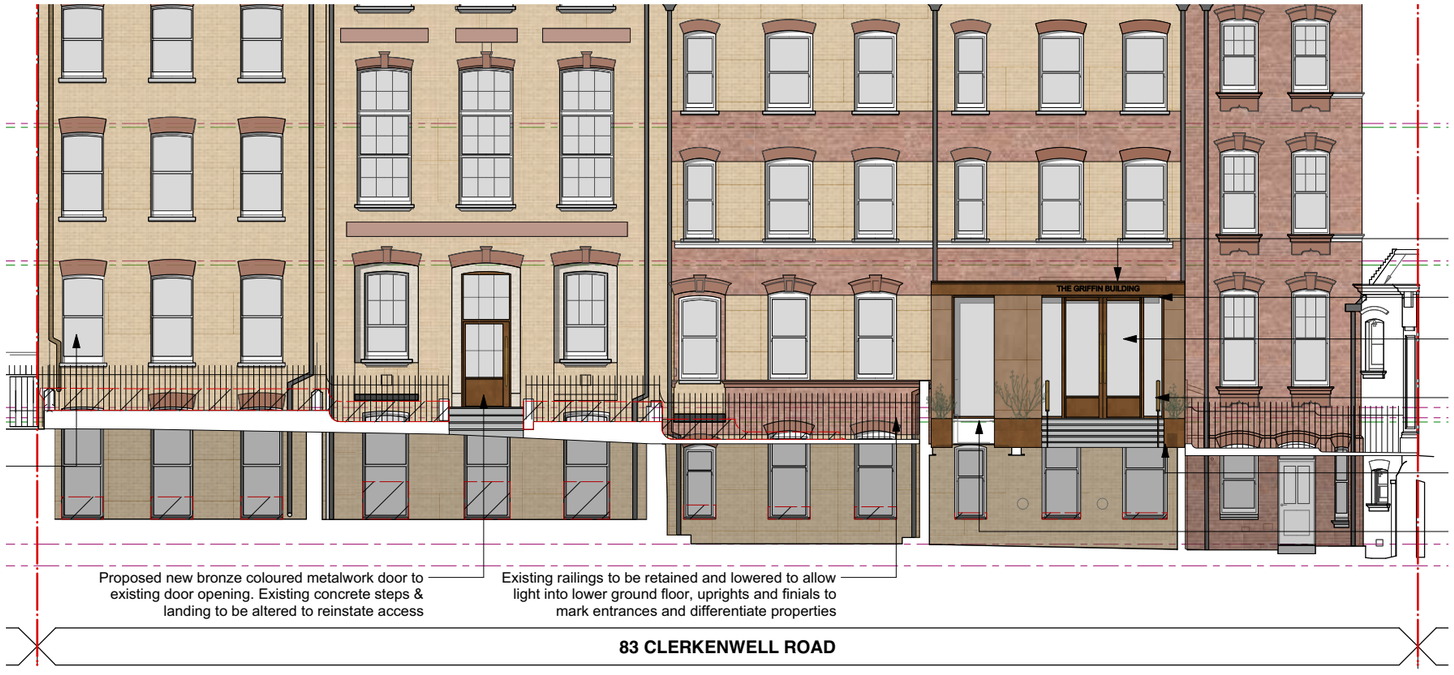


02 PROPOSED ENTRANCE 02
Scale: 1:20



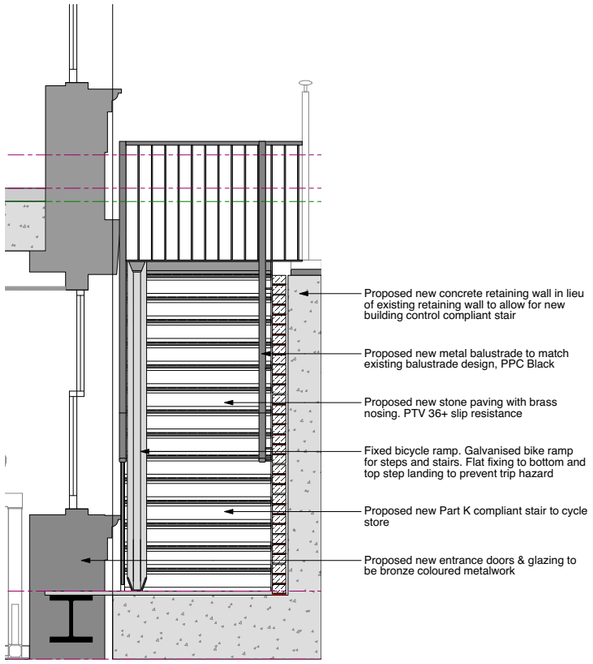
03 PROPOSED ENTRANCE 03
Scale: 1:20





EXISTING PHOTOGRAPHS

6.5 CYCLE STORE



PROPOSED: 38 cycles with stair access

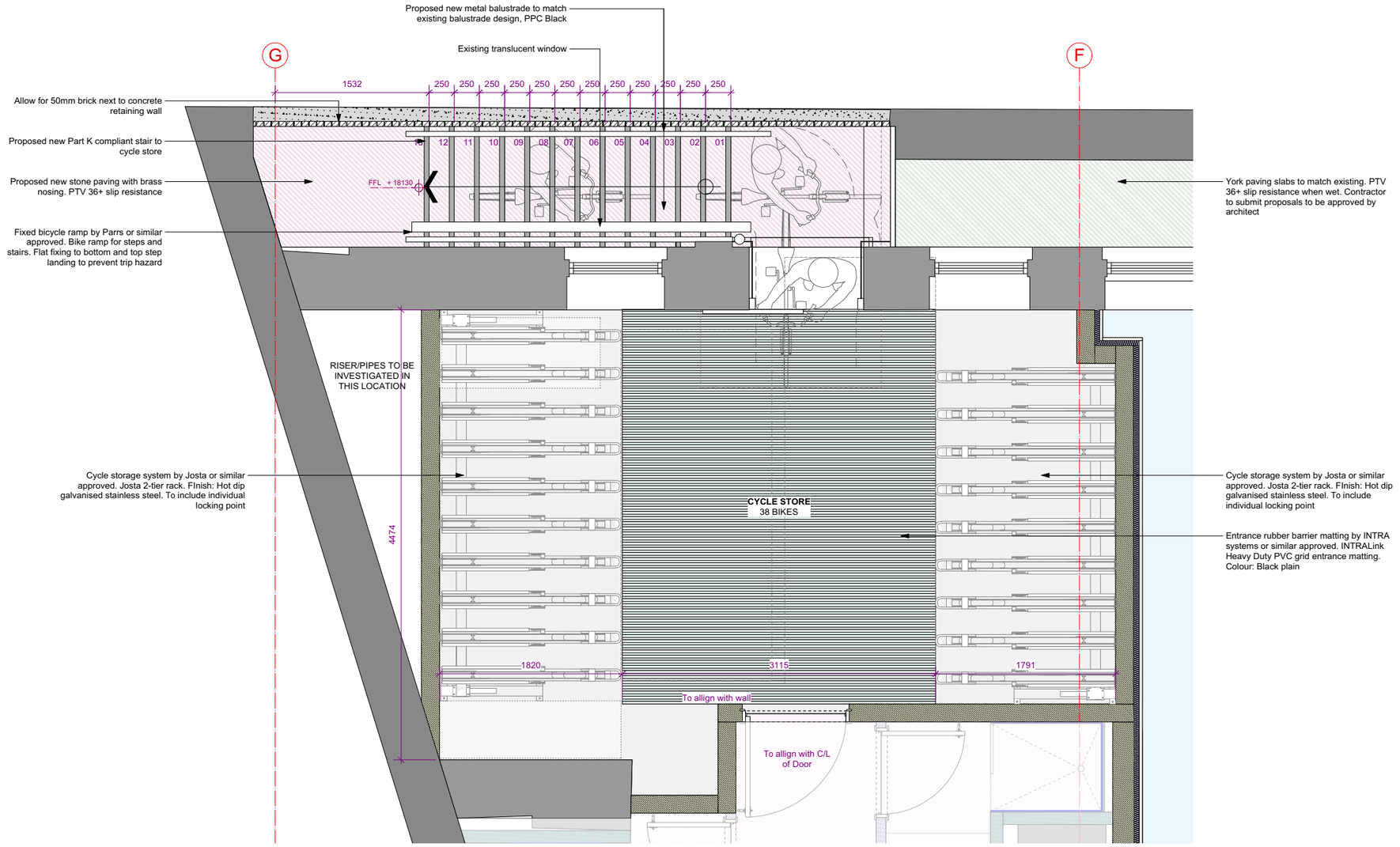
he proposed cycle access delivers the greatest cycle numbers. There will be an increased demand for cycle spaces in the future after the government announced a new transport policy to help double cycling and increase walking by 2025.

It also takes into account the likely acceptable nature of transporting cycles down stairs, based on guidance within the Camden Transport Guidance, London Cycle Design Standards (LCDS) and Cambridge Cycle Parking Design Guidance to ensure easy manoeuvrability of bicycles..

The scheme offers a mix of cycle parking types, including brompton bicycle stands, two-tier racks and accessible spaces. A sliding door for ease of access is placed within the existing window opening. The stair and corner at the basement level of the lightwell is in accordance with the Cambridge Design Guidance showing the swept path of a turning cyclist.

A cycle channel is incorporated to assist movement on the stairs, which is located on the building side to allow entering cyclists to access lower ground efficiently. Structural alterations have no implications to the existing building, steel beams will be detailed to maintain support for the upper floor extensions and exterior retaining wall.

PROPOSED CYCLE STORE PLAN



TOTAL NUMBERS= 38 CYCLES

The cycle numbers are based on the proposed area schedule, GEA (+5%) in order to derive cycle parking policy requirements, based on the Draft London Plan. BREEAM requires the relevant standard for office provision at 1 space per 10 employees. Taking the NIA and 1:8 staff density, equates to 225 employees and thus *23 cycle spaces*. BCO requires *28 cycle spaces* for 1:8 and *18 cycles space* for 1:10.

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