5.0 Design Proposal
5.7 Night View

NIGHT VIEW

The proposal as proposed in a dusk view.

Night view from Leonard Circus

6.0 Access

6.0 Access

6.1 Introduction

This chapter summarises the existing and proposed access and the developing servicing strategy for Development House.

Further detail on existing and proposed access and servicing strategy is included within the *Transport Statement* compiled by Motion and included as part of this submission.

6.2 Proposed Access and Servicing Strategy

OVERVIEW
The site is highly accessible on foot and by bicycle, public transport, and, when necessary, car or motorcycle.

There is a range of walking and cycling routes available to access the site, with Paul Street acting as a key corridor. Santander cycle hire docking stations are located in front of the site, across the road, on Leonard Street.

ACCESSIBILITY BY FOOT
Footways are provided on both sides of Leonard Street providing a convenient link to Old Street to the north. In addition, the local footways connect to Great Eastern Street to the east providing a link to Shoreditch High Street.
The local footways and crossing provide safe and convenient routes to a variety of amenities in the vicinity of the site including Old Street, Shoreditch High Street and Liverpool Street stations. In addition, there are a range of local amenities within walking distance of the site such as banks, supermarkets and restaurants.

ACCESSIBILITY BY CYCLE
A Santander cycle docking station is located on Leonard Street at the northern boundary of the site making cycling a convenient mode of transport for site users. Leonard Street also benefits from marked cycle lanes including a contra-flow lane, these form a section of Transport for London's signed cycle network.
The site is well located with regard to a range of TfL recommended and signed routes to central London as well as local stations.

PUBLIC TRANSPORT ACCESSIBILITY LEVEL
Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. The Transport for London PTAL calculator indicates a PTAL of 6b, the highest possible score, when measured from the centre of the site.

ACCESSIBILITY BY BUS
Local bus stops on Old Street to the north, Great Eastern Street to the east and City Road to the west are all within a 400 metre walking distance of the site.
A total of 10 daytime bus services are available from the stops including buses to Aldgate, London Bridge, Waterloo and Oxford Circus. In addition, several of the services operate 24 hours a day including route 43 towards London Bridge, 76 towards Waterloo and 243 to Wood Green. Night buses N55 and N205 operate in the vicinity of the site and provide services to Woodford Wells and Stratford.

HIGHWAYS AND CAR PARKING
The site is to be car free and as such no vehicle access to the site will be provided. Pedestrian access will be provided from Paul Street at the north east of the site as well as Leonard Street to the north of the site.

In addition, two service accesses will be provided from Kiffen Street, one for the refuse store and the other for the ground floor substation. These accesses will be located in close proximity to the on-street loading bay located on the western boundary of the site.

The site is to be car free and as such no vehicular parking is to be provided. This is considered appropriate due to the location of the site with regard to alternative modes of transport including underground, rail, bus and bicycle. In addition, it is noted that a car free development is in accordance with LB Hackney planning policy.
In accordance with the London Plan, cycle parking is required at a minimum of 209 spaces.. The proposed cycle parking will be located at lower ground level and will be accessible via lifts from the ground floor, the store will be located in close proximity to the lifts for ease of use. It is further proposed to provide shower and changing facilities at the basement level for cyclists.
In addition to the proposed on-site cycle parking, short stay parking will be provided in the public realm in the vicinity of the site. It is envisaged that this parking will be used by site visitors.

SERVICING AND DELIVERIES
An on-street loading bay will be provided on Kiffen Street to serve the development. This will be closely located to the designated refuse store so as to minimise refuse carry distance. This will be capable of accommodating a 5.9 metre vehicle.
It is intended that refuse collection will be undertaken by a private company and the vehicles will be restricted to 5.8 metres in length.

ACCESSIBILITY BY RAIL
The nearest station to the site is Old Street, located approximately 280 metres to the north west. Services from here operate to Moorgate every 5-10 minutes, Welwyn Garden City every 20 minutes and Herford North every 30 minutes. In addition, an hourly service operates to Letchworth Garden City.
The site is located approximately 700 metres to the north of Liverpool Street station which offers services to a range of destinations including Stansted Airport, Colchester, Norwich and Ipswich.

ACCESSIBILITY BY UNDERGROUND
The nearest underground station to the site is Old Street station, located approximately 300 metres to the north west. Old Street is situated on the Northern Line and benefits from frequent services between High Barnet and Edgeware to the north and Morden to the south. Moorgate station is also located within a convenient walking distance of the site and is situated approximately 800 metres to the south. In addition to being located on the Northern Line, Moorgate provides access to Circle, Hammersmith & City and Metropolitan lines providing access to a wide range of destinations including Paddington, Baker Street, Cannon Street and Westminster.

6.0 Access
6.3 Access Statement

INTRODUCTION
This access and inclusivity Statement has been sets out the process adopted by the design team to create an accessible and inclusive environment in the proposed development of Development House located on the corner of Leonard Street and Paul Street, London EC2

ENTRANCE AND EXIT
The entrance to the development will be primarily accessed from Leonard Circus.
The main entrance is in the form of an circle slide door and provides no impedance to disabled people.
The entrances will provide level thresholds, solid entrance matting and will be clearly articulated within the building elevation by both light and form.

CYCLE ENTRANCE
To the east of the building is a cycle entrance which uses a side door. A 1:21 slope overcomes the change in pavement level around the building and allows access to a cycle/goods lift to travel down to the basement cycle store.

LIFT
There are three lifts in the building. A Cycle lift travels from the ground floor to the lower ground.
A pair of 13 person passenger lifts, and a goods/ passenger lift, the passenger /fire fighting lift and passenger/evacuation lift travel from the lower ground to the 9th Floor and the goods lift/passenger from Basement to 9th Floor.

All lifts meet or exceed Part M minimum of 1100mm by 1400mm internal car space.
One of these three lifts will additionally be a fire escape/ evacuation lift.
The lift and stairs are positioned adjacent to each other to ensure routes for lift and stair users are not separated.

ESCAPE ARRANGEMENTS
Areas of refuge have been provided at all levels within the fire escape staircase lobbies. The refuges will be contained within the corridor protected by fire doors and provided with refuge alarms.
There is an escape evacuation lift and therefore management procedures will be put in place by the operator to ensure that the use of this facility, in combination with refuges will be used in the event of an emergency.
Staff will be suitably trained to assist disabled people and to assist with use of additional evacuation equipment where necessary provided.
The Operator management policy, procedures and practices will be developed together with a means of escape strategy for disabled people, whether staff or visitors. Personal Emergency Egress Plans (PEEP) for individual disabled users will be developed as required.

ACCESSIBLE WC
The reception area has an accessible WC.
The Ground and Basement floors have WCs which serve the Affordable office and lettable office separately. Each floor plate has an accessible WC located within the main WC accommodation area.

ACCESSIBLE SHOWER
The cyclists facilities located in Basement Level have an accessible shower/change facility for disabled people (indicated in yellow).

TRIKE CHARGING AND STORAGE
There is space within the Cycle Store for the storage/ charging of mobility scooters.

CONCLUSIONS
Subject to the discussions above the project at this stage of development, will provide accessible and inclusive workspaces and facilities which will meet current regulations and aspirations.

7.0 Sustainability

7.0 Sustainability

7.1 Sustainability

The carbon dioxide (CO2) emissions performance for the Proposed Development has been assessed in line with GLA Energy Assessment Guide and the use of SAP10 emissions fuel factors (i.e., decarbonised grid electricity fuel factors). We are mindful that new Building Regulations 2021/2022 Part L is required for any planning submission post 15/ Jun/2022. Due to timing of this report and the energy software switch over, we have not been able to run simulations for Part L 2021/2022 with SAP10.2 emission factor, nonetheless addressed the likeliness of CO2 reduction performance.

The London Plan energy target requires to meet at least 35% CO2 reduction through Mayor's Energy Hierarchy steps of which there should be 15% from energy efficiency measures. The London Borough of Hackney Local Plan (2020), covers the Core Strategy and Development Policies up to 2033. The Local Plan is the principal planning document that sets out the vision, objectives, and detailed spatial strategy for future development in the Borough. The following policies are most relevant in securing sustainable design:

Policy LP55 Mitigating Climate Change
Policy LP56 Decentralised Energy Networks (DEN)

The building is predicted to achieve 51% improvement over baseline emission using SAP10 emission factors, of which there is 15% reduction from energy efficiency measures at Be Lean Stage. This means the development will comply with the London Plan energy efficiency and overall CO2 reduction targets. If the results are compared against the 2021/2022 Part L benchmark, the development is predicted to achieve circa 20% improvement over baseline emission (Part L 2021/2022) using SAP10.2.
The office building will be assessed under a 'Shell and Core' BREEAM New Construction 2018 (Technical Manual: Version: SD5078 – Issue: 3.0) methodology and aims to achieve an Excellent rating.

As compiled by Watermans Group

8.0 Cleaning and Maintenance

8.0 Cleaning and Maintenance

8.1 Cleaning and Maintenance

This chapter outlines the initial cleaning and maintenance strategies developed for the proposal. These strategies have been considered in relation to the facade, specifically its glazed elements, and the terrace planting, and in order to ensure the ongoing quality of the scheme.

FACADE CLEANING AND MAINTENANCE

As described in section *5.5 Appearance*, the proposal's facade is largely defined by the relationship of its brick and glazed elements, framed by the consistent horizontal concrete bands. The brick and concrete will be robust and require limited maintenance, whilst the glazing requiring a more regular regime.

Plant (services) and window replacement strategies are also recognised for their importance, and for maintaining the long term appearance and performance of the building, whilst minimising any impact on the public realm and the amenity of neighbours.

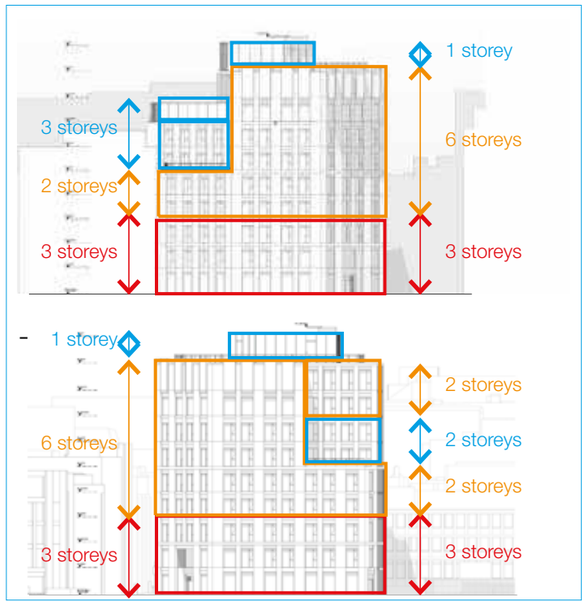
A building maintenance unit (BMU) has not been included as part of the proposal and is not considered necessary, nor practical, for the its long term cleaning and maintenance requirements. This is primarily due to the proposal's terraced form allowing a large extent of facade to be easily accessed, the sensitivity of neighbours and avoiding any oversailing, and the avoidance of potentially unsightly equipment at roof level.

It is intended that a combination of ground and terrace access with water-fed poles, and rope access (abseiling) will be used for cleaning the proposal's windows.

The proposal's height and terraced form means that the majority of its glazed elements can be reached from ground level and external terraces. Other remaining areas of glazing, typically at upper levels, can be cleaned via rope access (abseiling) systems and from discreetly fixed eyebolt or similar anchors located behind the parapets and planters and not visible from ground level

From ground level water-fed poles can be used, typically cleaning from ground to second floor. From the external terraces glazing can be cleaned directly using water-fed poles or other manual methods. Other floors will be cleaned via rope access. To summarise:

The combined ground, terrace and rope access strategy allows access to all the facade elements with minimal visual impact, and especially when compared to the visual impact a BMU would have. Significantly the existing and proposed trees to the surrounding public realm represent a relatively minor obstruction to this strategy compared to that of a BMU.



Ground, terrace and rope access diagrams

KEY

Cleaned from ground via water fed pole

Cleaned via abseiling dropping down from terraces above

Cleaned from terrace via water fed pole

TERRACES PLANTING MAINTENANCE

As described in section *5.6 Terrace and Roof Planting*, the planting to the terraces, is a defining feature of the proposal and its appearance and ongoing maintenance recognised as being key design criteria for consideration.

The planting types have been chosen for their low maintenance, aesthetics and ecological benefits, with a combination of hardy native species and Mediterranean herbs able to survive in often harsh conditions.

Any ongoing maintenance, whether weeding, pruning, replanting or soil replacement, is intended to be undertaken by the building's management and not individual tenants. The majority of planters can be reached directly through the wire balustrades from the terraces. Where planters cannot be easily accessed, or when more significant maintenance is required, access can be achieved by rope access, using the same eyebolt anchors as for window cleaning, or by directly clipping on to the balustrades.

PLANTS AND WINDOWS REPLACEMENT

Any plant or window replacement will be achieved by temporary cranes or by a mobile elevating work platform (MEWP)

Appendices

Appendix A
A - Drawings Schedule

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Job Title	**DEVELOPMENT HOUSE**
Package No.	**PLANNING**
Job No.	**16130**
Source	**AHMM**

Drawing Register & Issue Sheet

DRAWINGS ISSUED	DAY	24
	MNTH	6
	YEAR	2022
ARCHITECTS INSTRUCTION	AI NO.	
DRAWINGS RECEIVED	DAY	
	MNTH	
	YEAR	

NUMBER	TITLE	SCALE	SIZE	REVISION
16130_(00)_P001	Location plan - Existing	1:500/ 1:1000	A1 / A3	P01
	Existing			
16130_(01)_P010	Existing Site Plan	1:200 / 1:400	A1 / A3	P01
16130_(01)_P099	Existing basement (L-1) floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P100	Existing ground (L00) floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P101	Existing L01-05 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P102	Existing L02 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P103	Existing L03 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P104	Existing L04 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P105	Existing L04 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P106	Existing L06 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P107	Existing L07 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P109	Existing roof plan	1:100 / 1:200	A1 / A3	P01
16130_(01)_P201	Existing East + South street Elevation	1:400 / 1:800	A1 / A3	P01
16130_(01)_P211	Existing elevation - West (Paul Street)	1:100 / 1:200	A1 / A3	P01
16130_(01)_P212	Existing elevation - North (Leonard Street)	1:100 / 1:200	A1 / A3	P01
16130_(01)_P213	Existing elevation - East (Kiffen Street)	1:100 / 1:200	A1 / A3	P01
16130_(01)_P214	Existing elevation - South	1:100 / 1:200	A1 / A3	P01
16130_(01)_P301	Existing section, West-East	1:100 / 1:200	A1 / A3	P01
16130_(01)_P302	Existing section, South-North	1:100 / 1:200	A1 / A3	P01
	Proposed			
16130_(00)_P010	Proposed site plan	1:200 / 1:400	A1 / A3	P01
16130_(00)_P098	Proposed basement (B2) floor plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P099	Proposed Lower ground (B1) floor plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P100	Proposed ground floor (L00) plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P101	Proposed L01 plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P102	Proposed L02-L04 plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P105	Proposed L05 plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P106	Proposed L06 plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P107	Proposed L07 plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P108	Proposed L08 plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P109	Proposed L09 plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P110	Proposed roof plan	1:100 / 1:200	A1 / A3	P01
16130_(00)_P201	Proposed East + South street Elevation	1:200 / 1:400	A1 / A3	P01
16130_(00)_P211	Proposed elevation - East (Paul Street)	1:100 / 1:200	A1 / A3	P01
16130_(00)_P212	Proposed elevation - North (Leonard Street)	1:100 / 1:200	A1 / A3	P01
16130_(00)_P213	Proposed elevation - West (Kiffen Street)	1:100 / 1:200	A1 / A3	P01
16130_(00)_P214	Proposed elevation - South	1:100 / 1:200	A1 / A3	P01
16130_(00)_P301	Proposed section, West-East	1:100 / 1:200	A1 / A3	P01
16130_(00)_P302	Proposed section, West-East	1:100 / 1:200	A1 / A3	P01
16130_(00)_P303	Proposed section, South - North	1:100 / 1:200	A1 / A3	P01
16130_(00)_P304	Proposed East-West Section	1:100 / 1:200	A1 / A3	P01
16130_(00)_P401	Proposed bay study 01: Leonard Circus	1:50 / 1:100	A1 / A3	P01
16130_(00)_P402	Proposed bay study: Paul Street	1:50 / 1:100	A1 / A3	P01
16130_(00)_P403	Proposed bay study: Kiffen Street	1:50 / 1:100	A1 / A3	P01
	Demolition			
16130_(12)_P099	Demolition - Existing basement (L-1) floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P100	Demolition - Existing ground (L00) floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P101	Demolition - Existing L01 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P102	Demolition - Existing L02 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P103	Demolition - Existing L03 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P104	Demolition - Existing L04 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P105	Demolition - Existing L05 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P106	Demolition - Existing L06 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P107	Demolition - Existing L07 floor plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P120	Demolition - Existing roof plan	1:100 / 1:200	A1 / A3	P01
16130_(12)_P211	Demolition - Existing elevation - West (Paul Street)	1:100 / 1:200	A1 / A3	P01
16130_(12)_P212	Demolition - Existing elevation - North (Leonard Street)	1:100 / 1:200	A1 / A3	P01
16130_(12)_P213	Demolition - Existing elevation - East (Kiffen Street)	1:100 / 1:200	A1 / A3	P01
16130_(12)_P214	Demolition - Existing elevation - South	1:100 / 1:200	A1 / A3	P01
16130_(12)_P301	Demolition - Existing section, West-East	1:100 / 1:200	A1 / A3	P01
16130_(12)_P302	Demolition - Existing section, South - North	1:100 / 1:200	A1 / A3	P01
16130_DAS_P01	Design & Access Report	NTS	A3	01

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Client: Darmouth Capital Advisors Ltd	X
Planning consultant: GVA	X
LBH	X
PDF	X
PURPOSE OF ISSUE	PL

P - PRELIMINARY **T - TENDER** **R - REVIEW** **C - CONSTRUCTION** **I - INFORMATION** **PL - PLANNING** **D - DRAFT**

Appendix B
B - Floor Area Schedule

The redevelopment of Development House gives an opportunity to provide high quality office space, plus A1/ A3 activities, in nine storey building plus active ground and lower ground floors. Accessible, planted terraces to the upper levels, along with the roof terrace at Level 09 provide the office spaces with a large amount of amenity space.

Development House provides a total of 10,641m^2 of Gross External Area (GIA). The proposal includes 7,242m^2 of Gross Internal Area of office space, 725m^2 GIA of affordable workspace, and 199m^2 GIA of A1/A3 activities.

Planning

	NIA				GIA				GEA			
	Existing		Proposed		Existing		Proposed		Existing		Proposed	
	m2	ft2	m2	ft2	m2	ft2	m2	ft2	m2	ft2	m2	ft2
Level 10 - Roof												
Level 09			68	732			126	1,356			147	1,577
Level 08			480	5,167			640	6,889			705	7,589
Level 07			677	7,287	55	592	830	8,934	94	1,012	899	9,677
Level 06	168	1,808	707	7,610	263	2,830	860	9,257	310	3,342	929	10,000
Level 05	168	1,808	707	7,610	284	3,058	860	9,257	330	3,552	929	10,000
Level 04	349	3,757	835	8,988	435	4,681	988	10,635	515	5,547	1,056	11,367
Level 03	401	4,316	835	8,988	492	5,291	988	10,635	572	6,152	1,056	11,367
Level 02	404	4,349	835	8,988	491	5,285	988	10,635	572	6,152	1,056	11,367
Level 01	408	4,392	808	8,697	492	5,296	962	10,355	571	6,146	1,048	11,281
Level 01 - Covered areas											8	86
Ground Floor	315	3,391	481	5,640	616	6,627	977	10,516	697	7,503	1,050	11,302
Office			0	-			0	0				
Affordable Workspace			325	3,498			357	3,843				
Retail			199	2,142			199	2,142				
Ancillary							421	4,532				
GF - Covered areas											6	65
Lower Ground (B1)	212	2,282	359	3,864	720	7,750	960	10,333	771	8,299	1,029	11,076
Office												
Affordable Workspace			359	3,864			368	3,961				
Retail												
Ancillary							592	6,372				
Basement (B2)							635	6,835			723	7,782
Ancillary							635	6,835				
Total	**2,425**	**26,103**	**6,792**	**73,572**	**3,847**	**41,409**	**9,814**	**105,638**	**4,432**	**47,706**	**10,641**	**114,534**

Note: Proposed areas have been prepared for our client, are approximate only and have been measured from the associated work in progress drawings. They are measured and calculated generally in accordance with the *UK Government Code of measuring practice: definitions for rating purposes*, updated on the 24.07.20
Construction tolerances, workmanship and design by others may affect the stated areas.
The building as constructed may present anomalies in relation to survey and design information that may also affect the stated areas.
All the above should be considered before making any decisions on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, and should include due allowance for the increases and decreases inherent in the design development and construction processes.

Note: Existing GIA areas have been taken directly from Digital Surveys information issued Sept 2015.

Totals By Use	NIA				GIA			
			m2	ft2			m2	ft2
Office			5,952	64,067			7,242	77,953
Affordable Workspace			684	7,363			725	7,804
Retail			199	2,142			199	2,142
Ancillary							1,648	17,739
Total	**2,425**	**26,103**	**6,835**	**73,572**	**3,847**	**41,409**	**9,814**	**105,638**