Paddington Central

FIVE KINGDOM STREET

DESIGN & ACCESS STATEMENT

JULY 2020

British Land

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 PURPOSE OF THE DOCUMENT

The Design and Access Statement is a technical report required by law (Town and Country Planning, Development Management, Order 2015) to accompany most planning applications. As a practice, we want to produce documents that clearly and concisely communicate our ideas in a structured format that meets the technical requirements of the Act and will be understood by the local authority and those the application affects.

This document has been prepared with reference to the following documents:

- "Design and Access Statements – How to write, read and use them" – CABE
- National Planning Practice Guidance (2018)

1.1.2 DOCUMENT STRUCTURE

The document is arranged in six chapters which cover the following aspects of the proposed scheme:

Chapter 1 provides an introduction to the design and access statement, the project team and planning application documentation.

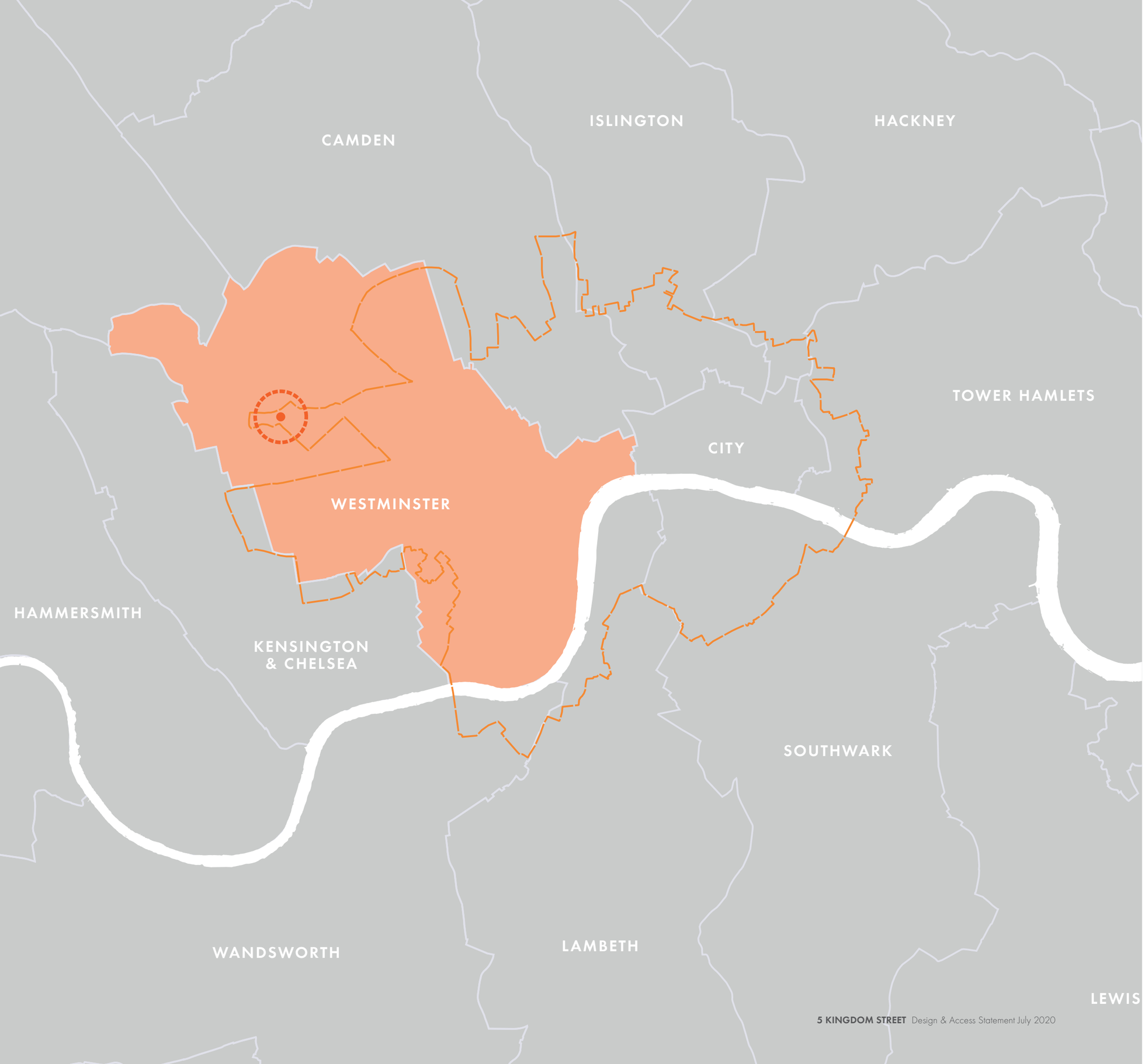
Chapter 2 covers the site history and context, highlighting issues which the proposed development must address, from physical constraints to planning policy, and highlights opportunities that the proposed scheme could benefit from.

Chapter 3 sets out the aspirations and design principles that have guided the scheme development including the project brief, the consultation process, tracks the evolution of the design.

Chapter 4 describes the proposed scheme in terms of layout, appearance, scale, amount and mix of proposed uses.

Chapter 5 summarises the design proposals for the landscape and sets out principles for the incorporation of ecology and biodiversity within the proposed scheme.

Chapter 6 relates to means of access into and within the proposed scheme, and illustrates the principles of inclusive design



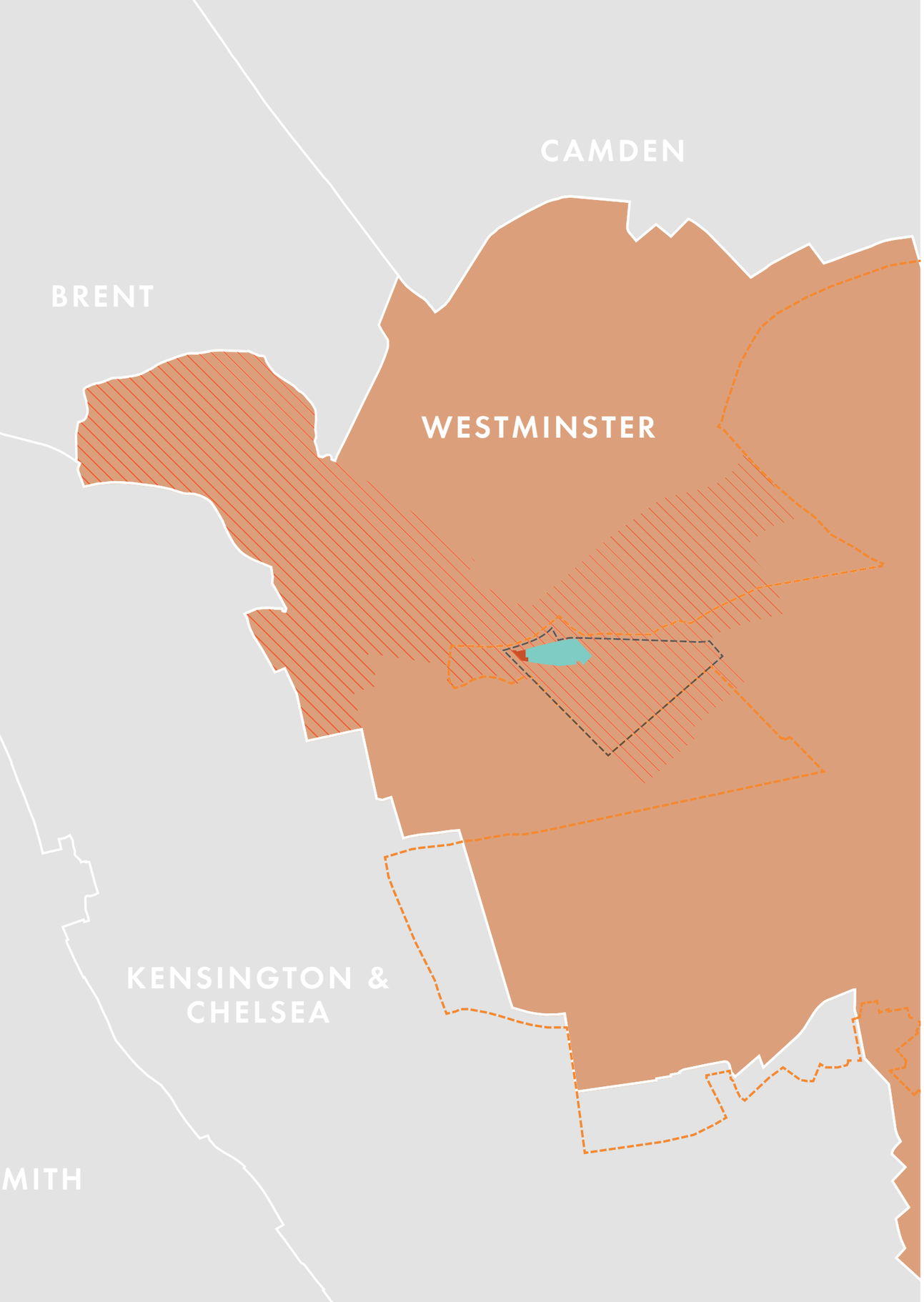
1.1.3 PROJECT DESCRIPTION

This Design and Access Statement has been prepared in support of the detailed planning application for Five Kingdom Street, a workplace-led mixed-use development in Paddington. The site is located in the north-western corner of the Paddington Opportunity Area and is the final plot of the Paddington Central Development.

Sitting within the Central Activities Zone (CAZ) and the North Westminster Economic Development Area (NWEDA), the site offers the opportunity to form an important link between two distinct areas of Westminster. The proposed scheme for Five Kingdom Street seeks to link these areas. This link is located on top of a piece of a former Crossrail works site (known as The Box) which will be repurposed to provide a significant range of public spaces and uses within the lower levels of the building.

The site also represents one of the best remaining opportunities to bring forward large flexible floorplate workspace in the City of Westminster. The building will provide a range of workspace typologies offering an compelling alternative to the core West End, supporting Paddington as an established and growing hub for the creative industries and assisting in the delivery of the Opportunity Area employment targets. It is anticipated that the scheme will generate approximately 5, 000 new jobs and contribute more than 1, 600 sqm of publicly accessible space to the local area in the form of a public route and garden at the base of the scheme.

The location of the building is prominent and can be seen from many viewpoints. The proposed building will create a dynamic and memorable building of 'landmark' quality. The proposed scheme will deliver a unique combination of cutting-edge flexible workplace offer with extensive public amenities, public realm spaces, and improved neighbourhood connectivity.



1.1.4 PROJECT TEAM

Client	British Land
Architect	Allies & Morrison
Access	David Bonnett Associates
Landscape	Gillespies
Planning, ES, Socio-economics, & Ground Conditions	CBRE
Townscape, Heritage, & Visual Impact	Tavernor Consultancy Architecture & Heritage
Energy, Air Quality, Flood Risk , Structural & MEP	Ramboll
Transport	Sweco
Wind	Arup
Daylight, Sunlight, Overshadowing, Solar Glare	GIA
Noise & Vibration	Scotch Partners
Biodiversity	Lloyd Bore
Archaeology	MOLA
Consultation	Kanda / AMUP
Sustainability	TFT
Development Management	M3

KEY

London Boroughs
City of Westminster
North Westminster Economic Development Area
Central Activities Zone
Paddington Opportunity Area
Paddington Central
Five Kingdom Street Site

1.1.5 PLANNING APPLICATION DOCUMENTS

The Planning Application for Five Kingdom Street comprises the following documents:

- Design and Access Statement
- Planning Statement
- Environmental Statement Addendum Volume I: Non-Technical Summary & Volume II: Main Text
- Environmental Statement Addendum Volume III: Townscape, Heritage & Visual impact Assessment Addendum
- Environmental Statement Addendum Volume IV: Technical Appendices
- Office Market Assessment
- Energy Assessment
- Sustainability Statement
- Delivery, Servicing, and Waste Management Plan
- Financial Viability Assessment
- Statement of Community Involvement
- Operational Management Framework
- Television Interference Desk Based Report
- Site Search Assessment

2 SITE

2.1 SITE LOCATION

The site is located in the City of Westminster, within the former Goods Yard area north-west of Paddington Station. The proposal for Five Kingdom Street will conclude the masterplan for Paddington Central. The area includes a vibrant mix of uses set around a broad range of landscaped public spaces.

The site also sits within the Paddington Opportunity Area, Westminster's most significant opportunity for large-scale regeneration. The completion of the masterplan will improve the connectivity of the neighbourhoods of North Westminster to Paddington station, linking into the transport hub that connects to the London Underground network, rail services to the east and west of the United Kingdom, and to an array of global destinations via the Heathrow Express. Most importantly, the site is the interface between the Central Activities Zone (CAZ) and the North Westminster Economic Development Area (NWEDA). The site currently acts as a barrier to communities within NWEDA to access opportunities within the CAZ. There is an extant implemented scheme for the site (Ref 09/08353/RESMAT) that concluded the Paddington Central Masterplan. This scheme did not improve the 'barrier-like' nature of the site.

The site includes a space that is referred to within this document as the 'Box', a concrete structure that provides a deck over the space that was reserved for the construction of London's Crossrail Line. This land comes back for development upon completion of Crossrail. The site boundary is adjacent to two existing buildings within Paddington Central, the Novotel Hotel to the south-east and Four Kingdom Street to the north-east. Outside Paddington Central, the site boundary is defined by transport infrastructure: the Westway and Harrow Rd at two different levels to the north, the Westbourne Bridge to the west and the rail corridor from Paddington Station to the south. In physical terms, the surrounding environment (with the exception of Kingdom Street) is either challenging or inaccessible.

KEY

- Paddington Opportunity Area
- Paddington Central
- Five Kingdom Street Site

2.2 SITE HISTORY

There is little documentary evidence of occupation on the site prior to the construction of the Great Western Railway. A public house and hotel known as the 'New Red Lion' occupied the junction of Westbourne Bridge and Harrow Road, which may have predated the railways.

1838



Brunel's Great Western Railway constructed from Bristol to London, terminating at a temporary station located on the western side of Bishops Bridge Road.

1854



A large grand terminus building designed by Brunel was constructed on the eastern side of Bishops Bridge Road. The temporary station was demolished and the site used as the Paddington Goods Yard. The goods yard was a major hub for goods coming into London and consisted of a collection of large sheds, warehouses, and stables.

TRANSPORT INFRASTRUCTURE

DEVELOPMENT OF SITE

1970



In the 1960s, the Westway was constructed to link Paddington to the West Cross Route. The New Red Lion and a crescent of terraced housing were demolished to make way for the new motorway which opened in 1970.

1986



The transition from rail to road for the shipment of goods rendered the Paddington Goods Yards redundant by the early 1980s. In 1986, many of the remaining buildings were demolished.

1988



The land around the Paddington Goods Yard and neighbouring canal docks were designated as the Paddington Special Policy area and planning policy was developed to guide the revitalisation of this part of the city.

1998



The Heathrow Express commenced service from Paddington Station in June linking the area to Heathrow Airport. The Paddington Regeneration Partnership was formed by major landowners in the Special Policy area to co-ordinate the regeneration schemes, with masterplans brought forward for Paddington Central and the western end of Paddington Basin.

2000



Sidell Gibson secured planning consent for an outline masterplan for the Paddington Central site.

2002



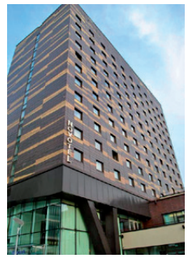
Construction of Sheldon Square completed the Phase 1 residential development at Paddington Central.

2003



Consent granted for One Kingdom Street.

2008



The Crossrail Act received Royal Assent with works commencing in 2009. In the same year, the Novotel on Kingdom Square completed.

2010



Two Kingdom Street was completed, Four and Five Kingdom Street received Reserved Matters consent. The planning permission for these plots implemented.

2013



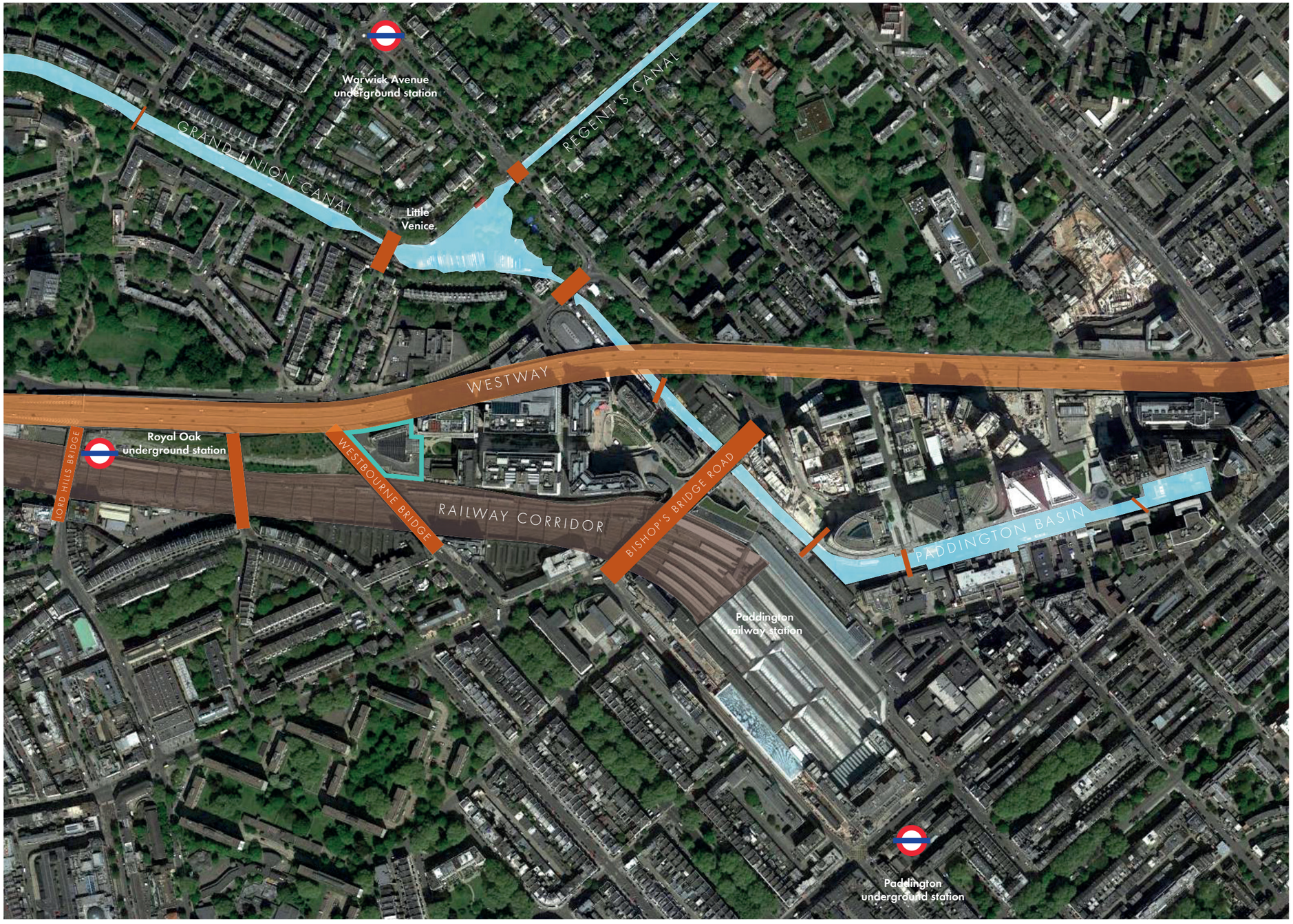
Crossrail tunnels running beneath the Five Kingdom Street site into Paddington Station were completed. In the same year, the majority of the Paddington Central site acquired by British Land.

2017



Construction of Four Kingdom Street completed.

- Canals
- Westway
- Bridges
- Railway corridor



Physical context of the site highlighting the preponderance of transport infrastructure in the immediate vicinity

2.3 SITE CONTEXT

2.3.1 PHYSICAL CONTEXT

The site is irregular in shape, and tapers towards the north-western edge. It is bounded on three sides by transport infrastructure. The Westway runs above Harrow Road at the northern boundary of the site. Westbourne Bridge connects to Harrow Rd at the narrowest point of the site and forms the western boundary. To the south lies an expanse of railway lines that carry Great Western Railway, Heathrow Express and the Hammersmith and City line services into Paddington Station. The eastern boundary is formed by Kingdom Square and the adjacent buildings of Four Kingdom Street and the Novotel hotel. The site has different level conditions on each boundary which are explained in the following chapters.

The site is close to the southern boundary of the Maida Vale Conservation Area and is in proximity to a number of listed buildings. These include, to the north-east of the site, the Grade II* listed Paddington British Rail Maintenance Depot East and West Blocks, commonly known as The Rotunda and the Battleship Building respectively. To the west, the site is adjacent to part of the Grade II listed Westbourne Bridge. In its widest context, the site represents the start of the Paddington Opportunity Area.

2.3.2 CURRENT USE

The site is currently used by Pergola, a temporary 850-cover outdoor dining concept hosting some of London's most popular and highly regarded new restaurants, with an associated bar.

Sitting beneath the podium deck that forms Kingdom Street, the Box is still in use by Crossrail as a storage and welfare space.

2.4 BOUNDARY CONDITIONS

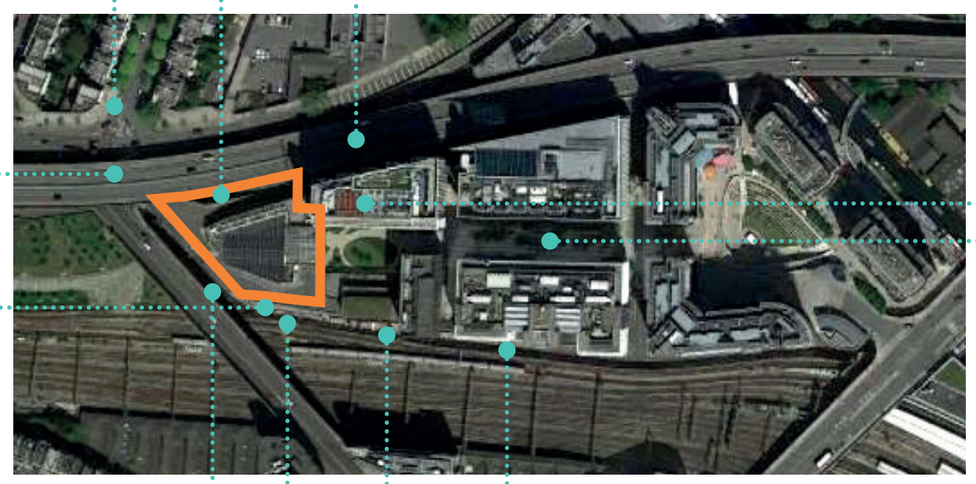












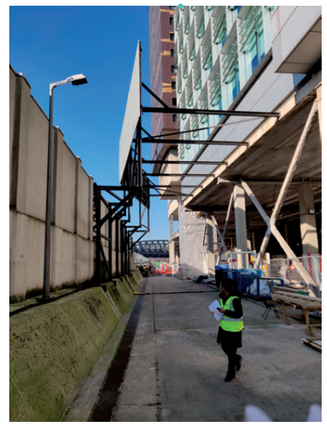












2.5 WIDER CONTEXT CHARACTER

As illustrated in the previous pages, the immediate site context along three of the boundaries is formed of a challenging series of roads, bridges, railway sidings and rail corridors, stretching at least 50m in each direction. Beyond this, the area is of mixed character.

There are buildings and infrastructure of special architectural and historic interest of Grade I and II level listing within 500m of the site. Many of these sit within the adjacent Maida Vale, Westbourne, and Bayswater conservation areas to the north and south beyond the infrastructure boundaries. Interspersed with the conservation areas are more modern developments of differing scales. Further afield, the registered Hyde and Regents Parks are located just over 1 and 1.5km away.

As illustrated in the birds-eye views below, the wider context is reasonably mixed, with pockets of cohesive historic development sitting alongside buildings and structures of a distinctly more urban character.

It is clear from the character of the wider context that the proposed scheme must be mindful of the townscape and any potential townscape and visual impacts assessed with the development of the design.



Birds-eye view of site context to the north



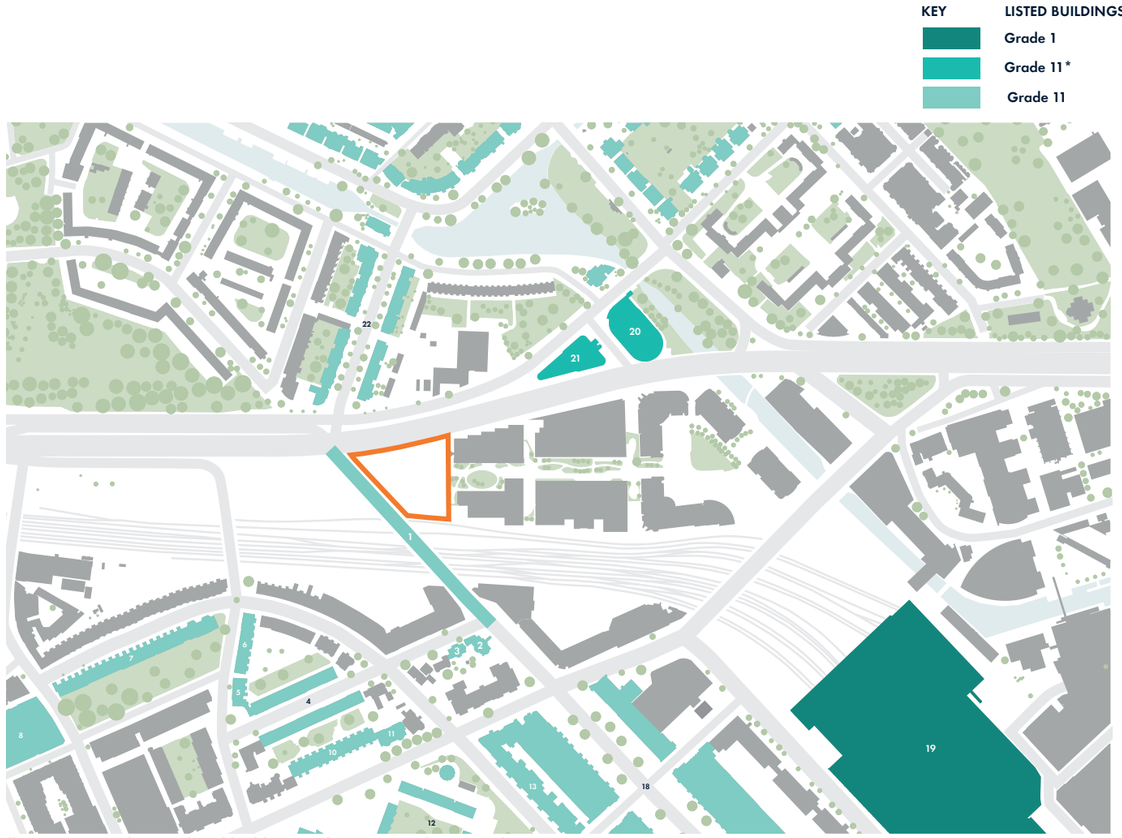
Birds-eye view of site context to the east



Birds-eye view of site context to the south



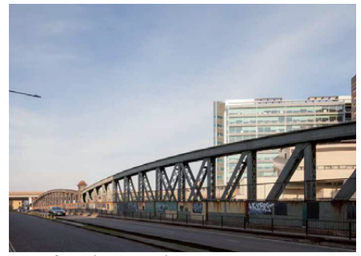
Birds-eye view of site context to the west



Illustrative map showing listed buildings and structures adjacent to the site.



View from the junction of Delamere Street and Westbourne Terrace



View of Westbourne Bridge



View of Westbourne Terrace



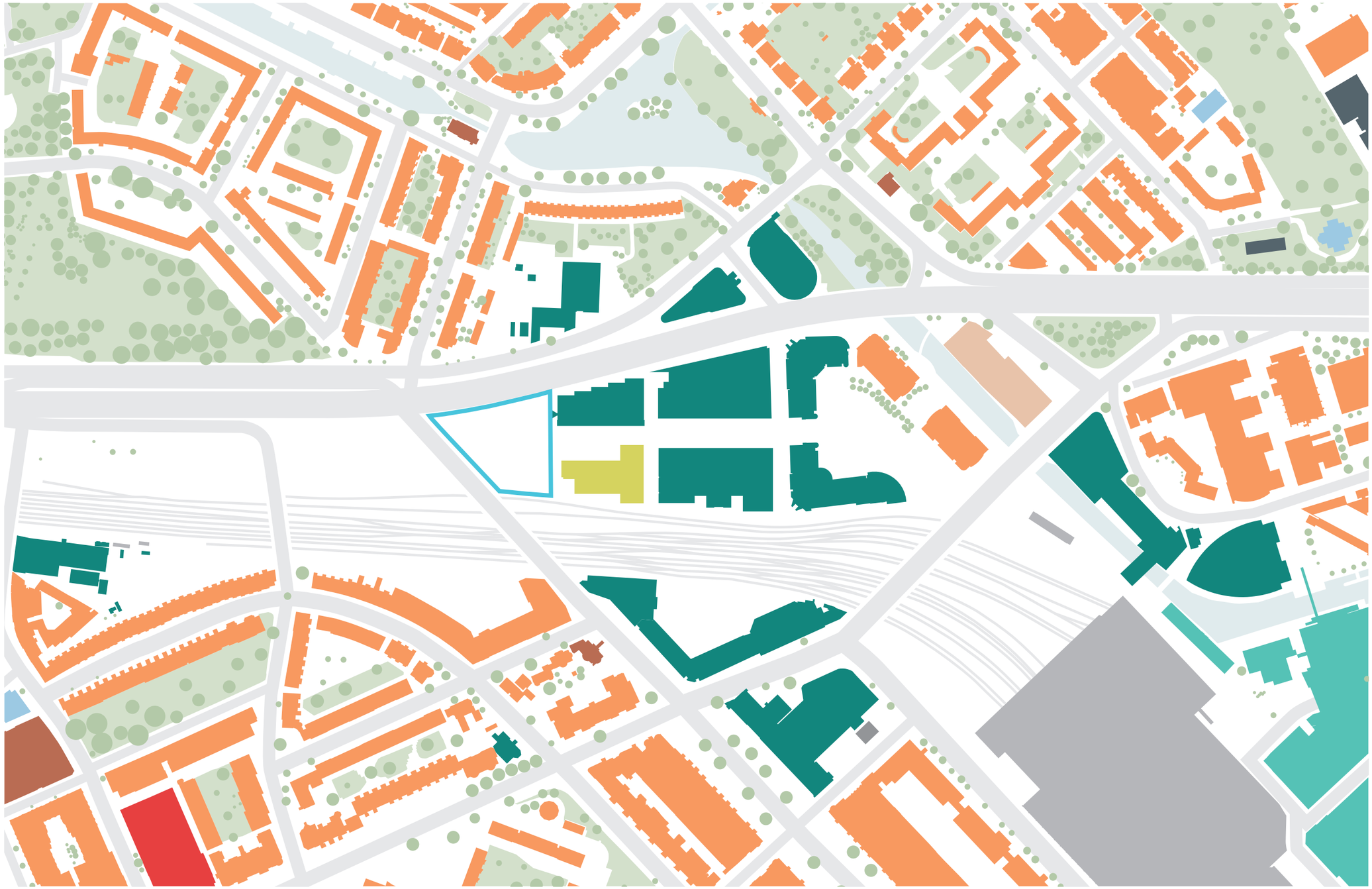
View from the junction of Howley Place and Warwick Avenue



View from Little Venice



View from the junction of Westbourne Terrace Road and Blomfield Road



Plan showing the predominant existing uses of buildings in the vicinity of the site.

- North Westminster Economic Development Area
- Westbourne Green Regeneration Area
- Futures Plan: Church Street, Paddington Green and Lisson Grove
- Paddington Opportunity Area
- Westminster Conservation Areas
- Central Activities Zone



2.6 PLANNING POLICY CONTEXT

2.6.1 OVERVIEW

The scheme will be brought forward within the context of the National Planning Policy Framework, the London Plan, and the Westminster City Plan and UDP. The planning policy context is changing, with drafts of both the London Plan and Westminster City Plan under consideration. The draft City Plan is currently under examination by the Secretary of State. The new London Plan is in the process of being finalised. However, it is worth noting that the Paddington Opportunity Area has been the subject of various policy documents that have always enlarged the growth and economic development of the area. A brief summary of these policies is set out below.

2.6.2 CENTRAL ACTIVITIES ZONE

The site sits in Central Activities Zone (CAZ). The CAZ is acknowledged as an area for growth, including commercial, leisure, and retail uses.

2.6.3 PADDINGTON OPPORTUNITY AREA

The high level of public transport connectivity means that the Paddington Opportunity Area (POA) is attractive for a mix of uses, including commercial intensification. Commercial floorspace of all types is welcomed, from large floorplate offices to smaller spaces with more flexible lease terms that can support a range of businesses.

2.6.4 NORTH WESTMINSTER ECONOMIC DEVELOPMENT AREA

The site effectively forms a gateway from the CAZ and POA to the North Westminster Economic Development Area (NWEDA). It is an important strategic site that has the ability to improve access from the NWEDA to Paddington. There is an identified and significant inequality that is evident and obvious between the site and the regeneration areas that broadly follows the Harrow Road and extends northwards.

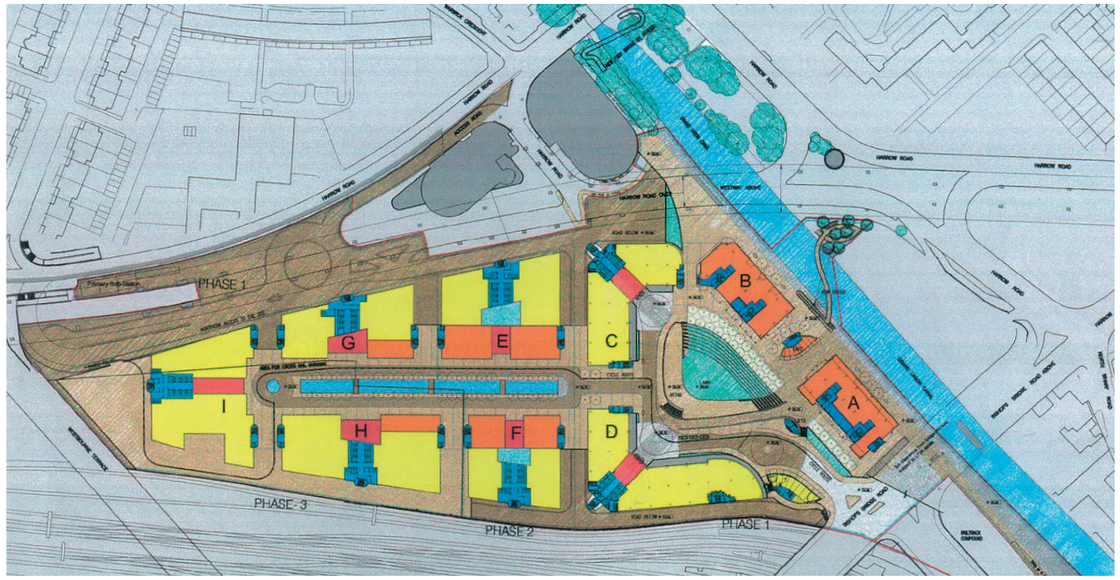
2.6.5 WESTMINSTER'S CITY PLAN - CURRENT AND EMERGING

The adopted City Plan identifies this part of Westminster as being suitable for commercial growth. A critical part of the policy expectations for the Paddington Opportunity Area includes public realm improvements and greater connectivity for pedestrians into and within the area. Where such improvements are made, the Council can adopt a more flexible approach to the need for mixed uses to be provided.

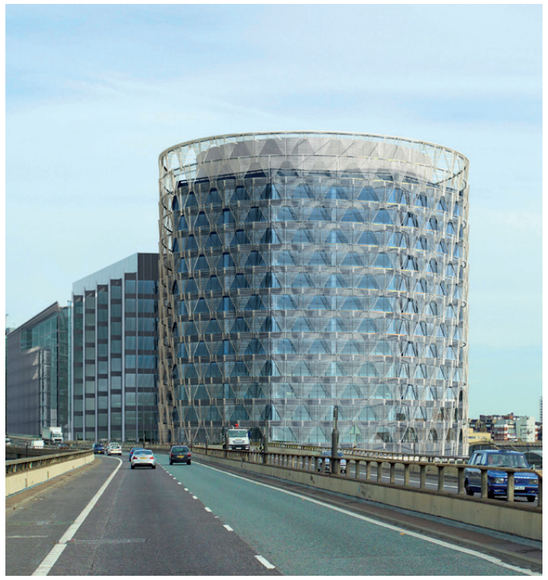
The council submitted the draft Westminster City Plan 2019-2040 to the Secretary of State for examination on 19 November 2019. Examination hearings are expected to take place in September and October of this year. Recent decision making by WCC indicates that the policies of the draft City Plan are being given limited weight and will continue to be until the Inspector's report is published.

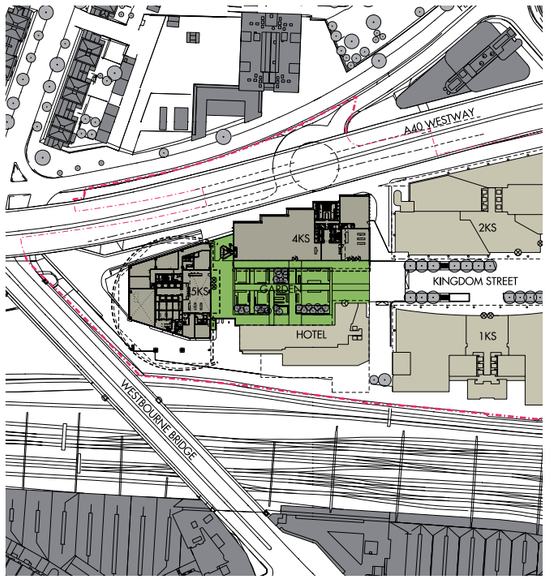
2.6.6 LONDON PLAN - CURRENT AND EMERGING

The relevant section of the draft London Plan clarifies that the Mayor sees the CAZ as the place where significant gains can be made in commercial growth. The CAZ is to be the primary location for commercial activity in the capital. The Paddington Opportunity Area itself is to deliver at least 13, 000 new jobs within the plan period. The draft London Plan is awaiting publication following directions from the Secretary of State, which the Mayor is in the process of discussing with MHCLG.



Consented Sidell Gibson Outline Masterplan





Illustrative images of the implemented scheme for Four and Five Kingdom Street

2.7 PLANNING HISTORY

Whilst there are a number of planning applications concerning this site, two are of particular relevance and are outlined in the following pages.

2.7.1 SIDELL GIBSON MASTERPLAN

Outline planning permission for a phased development of the entire Paddington Central site was granted in May 2000. The masterplan upon which this permission was based was prepared by Urban Initiatives, and referred to as the "Scheme Design Guidelines" ("the SDG"). The masterplan consisted of 9 development plots (A – I) arranged around a sequence of public spaces.

In September 2000, the Phase One scheme design details by Sidell Gibson were approved, along with Sidell Gibson's revision of the original masterplan. The Sidell Gibson revisions retained the SDG principle of a significant piece of public realm in the first phase of development, linked by a central boulevard to a secondary piece of public realm in the final phase of development towards the western end of the site. It also retained the principle of creating a group of four similar scaled buildings around the major new public space in Phase One (the completed Sheldon Square). In Phase Two, bordering the landscaped central boulevard, a taller "landmark" building at the western end of the boulevard was anticipated. The approved masterplan, as set out in the SDG provided for new buildings ranging from 10 to 13 storeys plus concealed roof plant above the podium level. The SDG allows for the tallest building at the western end of the site, where Five Kingdom Street is now proposed.

Construction of the first buildings commenced in 2002 and by 2017, eight of the nine development plots and accompanying public realm on the site were complete. Only 5 Kingdom Street remains undeveloped.

2.7.2 IMPLEMENTED CONSENT

In 2009, Allies and Morrison Architects submitted a Reserved Matters Application (RMA) for new buildings at Four and Five Kingdom Street (4KS & 5KS) on behalf of Urban Initiatives. This scheme was granted planning consent in 2010 and the consent was implemented, although 5KS was not completed. Both development plots were subsequently acquired by British Land in 2013, and a Non-Material Amendment to the RMA gained consented in 2015. Construction of 4KS was completed in 2017.

2.7.3 TEMPORARY CONSENT

The site has been occupied by a meanwhile use since 2017. It comprises a temporary food and beverage venue operated by Pergola, accessed via Kingdom Street and spanning across the Kingdom Street and Harrow Road levels. The temporary building provides 353 sq. m. (GIA) of floorspace and has planning permission to operate until 23 December 2021.

2.7.4 2019 PLANNING APPLICATION

In 2019, British Land submitted a new detailed planning application for the 5KS site to Westminster City Council. The new scheme capitalised on the opportunity to incorporate the Crossrail Box into the office building, creating new public connections from Kingdom Street to the residential neighbourhoods north of the Harrow Road, and optimise the density of the site offering a range of public uses in the lower four levels of the building, creating an exciting new destination in Paddington.

Whilst Westminster City Council were generally supportive of the design aspects of the scheme, the proposed public benefits were not seen to balance the perceived impact of the proposed scheme on some heritage assets and more information was requested on the daylight/sunlight impacts of the development. The planning application was taken over by the GLA in March 2020.



Sheldon Square



Four Kingdom Street



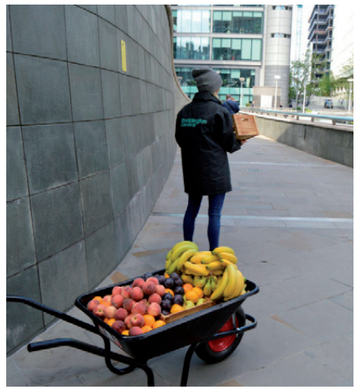
Two Kingdom Street



Colour Transfer, by Liz West - public art at Paddington Central



Paddington Central Young Readers



Fruit distribution at Paddington Central



Pergola, Paddington Central



Kingdom Street public realm

2.7.5 BRITISH LAND AT PADDINGTON CENTRAL

Paddington Central is an 11 acre mixed-use campus comprising office and residential buildings enlivened by retail and leisure units flanking public spaces. Office and residential buildings are clustered around Sheldon Square, with office and hotel buildings lining Kingdom Street to the west.

Since acquiring the majority of the site in 2013, British Land have invested in a range of public realm improvements designed to enhance the wider environment with attractive places to spend time outside of the office. These include a woodland walk, a much improved canal-side, and a programme of enlivenment activities throughout the campus.

These improvements have focussed on promoting sustainability, wellbeing and community within and around the Paddington Central campus. Recent campus changes include:

- Public realm improvements that promote wellbeing at Paddington Central include landscaped areas, green walls, outdoor seating, quality walkways, cycle routes and a public artwork celebrating the life of Alan Turing, one of the area's most famous sons.
- A community programme benefitting 1,200 people last year alone, working with local partners including the Canal & River Trust, North Paddington Food Bank, Pursuing Independent Paths and Westminster Academy.
- Sustainability strategies resulting in a 21% reduction in energy use at Paddington Central since 2015, and cutting carbon emissions. In addition, the campus sent zero waste to landfill, with 300 tonnes recycled last year.
- BREEAM Excellent sustainability rating for Four Kingdom Street – reflecting strong performance on efficiency, ecology, wellbeing and other sustainability criteria, as standard on our developments.

2.8 EMERGING CONTEXT

A significant number of development sites in the vicinity of Five Kingdom Street are either under consideration, consented, under construction, or are in pre-application development. These include but are not limited to the following projects:

- The Gateway Building
- Paddington Triangle Over-station Development
- Paddington Square (also known as Paddington Quarter and the Paddington Cube)
- 55-65 North Wharf Road (the Brunel Building)
- Dudley House
- Merchant Square Buildings 1, 2, and 6 of Paddington Basin
- West End Green
- North Wharf Gardens
- Crossrail Station

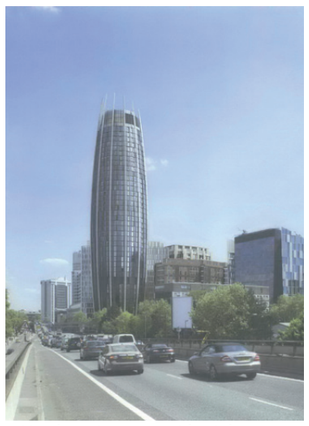
The proposed scheme has been developed in relation to these and other emerging schemes, and the cumulative environmental impacts of relevant schemes has been scoped with Westminster City Council and evaluated in the various Environmental Impact Assessment chapters.



The Gateway Building, hotel use



Paddington Triangle site, commercial use



1 Merchant Square, residential use



50 Eastbourne Terrace, commercial use



Paddington Square site, mixed use development



Dudley House, residential and education uses



West End Green, residential use



Paddington Crossrail Station



55–65 North Wharf Road (The Brunel Building), commercial development

6 Merchant Square, residential use



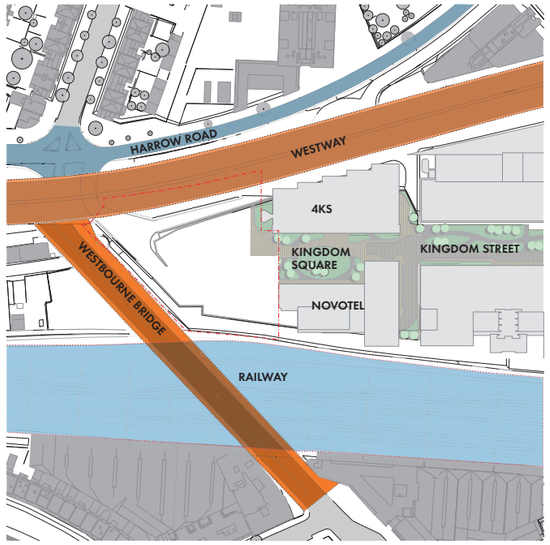
North Wharf Gardens, residential use



Map showing existing tall buildings and consented / emerging schemes in the vicinity of the site

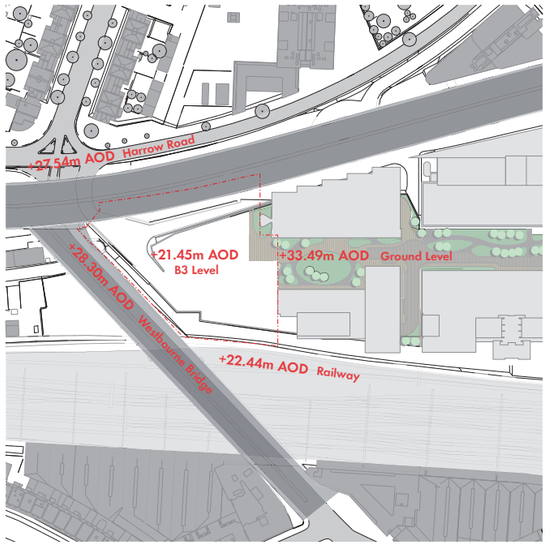
- Paddington opportunity area
- Paddington Central
- Existing tall buildings
- Consented / emerging buildings

2.9 CONSTRAINTS AND OPPORTUNITIES



2.9.1 PHYSICAL BARRIERS

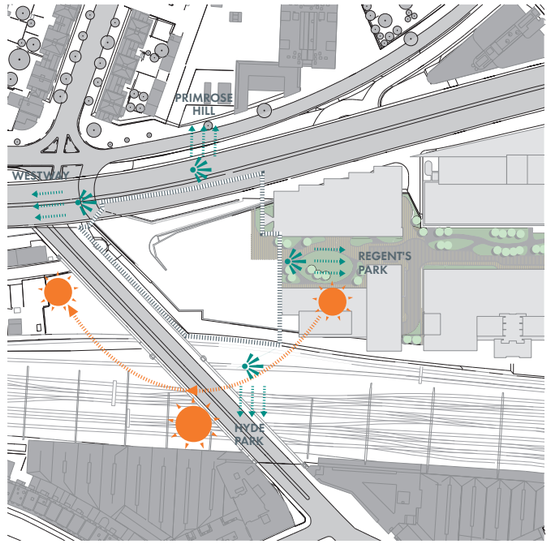
Various pieces of transport infrastructure form barriers to pedestrian access surrounding three sides of the site, restricting connectivity and permeability to the wider area. The railway tracks into Paddington form an insurmountable barrier to the south. From the west, The Royal Oak Goods Yard embankment and fence, and the foundations of the dilapidated Westbourne Bridge prevent access to the site at ground level. Pedestrian connections into the site are possible from the north and east, however this is currently unsafe and unwelcoming, located beneath the Westway, and conceived as part of the servicing entrance to the wider campus. This challenge is seen as a major opportunity that may be enabled by the proposed development.



2.9.2 LEVELS

In addition to the physical barriers adjacent to the site boundaries, there are differing levels at the various edges. Kingdom Street is the natural ‘Ground level’ as this is where the main entrances to the buildings are located. Kingdom Street is built on a podium with a servicing route beneath. Sitting beneath this servicing level is a two-storey concrete structure referred to as 'the Box', a residual piece of Crossrail infrastructure.

Harrow Road and Westbourne Bridge meet at the north-west corner of the site. The level of this intersection is referred to as Lower Ground Level. Estate servicing roads run around the perimeter of the site two levels below. This is referred to as the Lower Box Level.

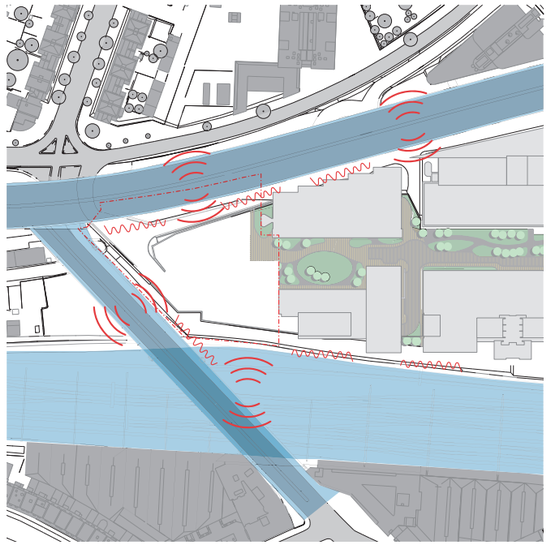


2.9.3 ORIENTATION

The site is located on a peninsula of land created by the existing transport infrastructure, and forms the end of the Kingdom Square. Future development to adjacent boundaries is restricted by these conditions. As such, the site is both visible from all directions and exposed to all environmental conditions. This condition presents both opportunities and constraints for the proposed development.

KEY

Views



2.9.4 NOISE

The Westway, railway lines, road and underground tunnels beneath the site are significant sources of noise pollution and vibration. The proposed scheme needs to carefully consider and propose uses and public spaces that are appropriate to this environment.

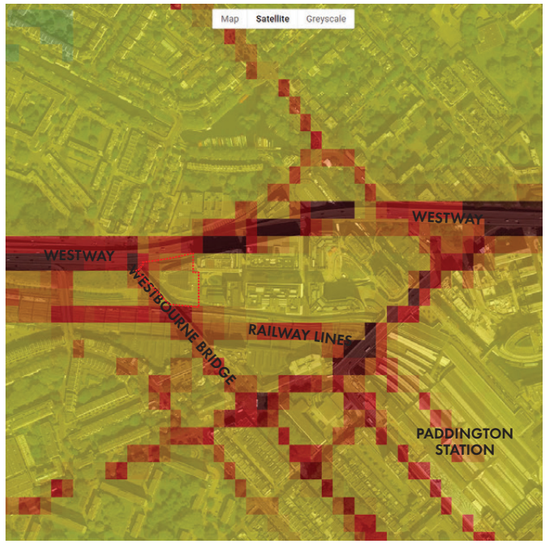
KEY

Noise
Vibration



2.9.5 SERVICING ACCESS

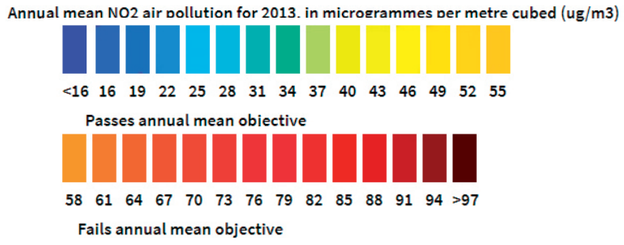
An existing estate servicing road runs around the north, west and south of the site at Lower Box Level within the boundary of the site. Provision for two-way access for large vehicles needs to be maintained around the building and places constraints on the extent of the footprint of the proposed building at the lower levels.

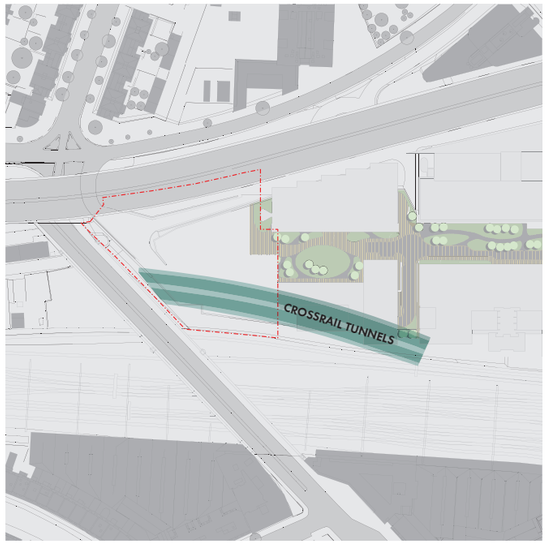


2.9.6 AIR QUALITY

The site sits within the Westminster Air Quality Management Area. It is subject to some of the poorest air quality in Westminster due to the presence of the Westway, the railway corridor into Paddington, and the elevated air pollution levels of central London. These conditions limit potential site uses. An Air Quality Assessment has been undertaken as part of the Environmental Impact Assessment as part of this Planning Application to determine potential affects and propose appropriate mitigation.

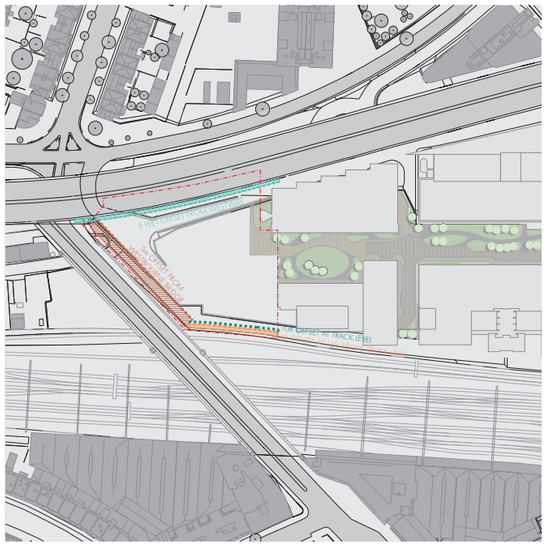
KEY





2.9.7 CROSSRAIL TUNNELS

A number of structures associated with the new Crossrail line exist both above and below ground on the site. These structures impose constraints on the location of building foundations, structure, and the overall weight of the proposed development. However, the 'Box', a concrete deck built to protect the tunnel construction during the development of the Paddington Central site now offers the opportunity to create an exciting and unique public offer within the lower levels of the proposed development.

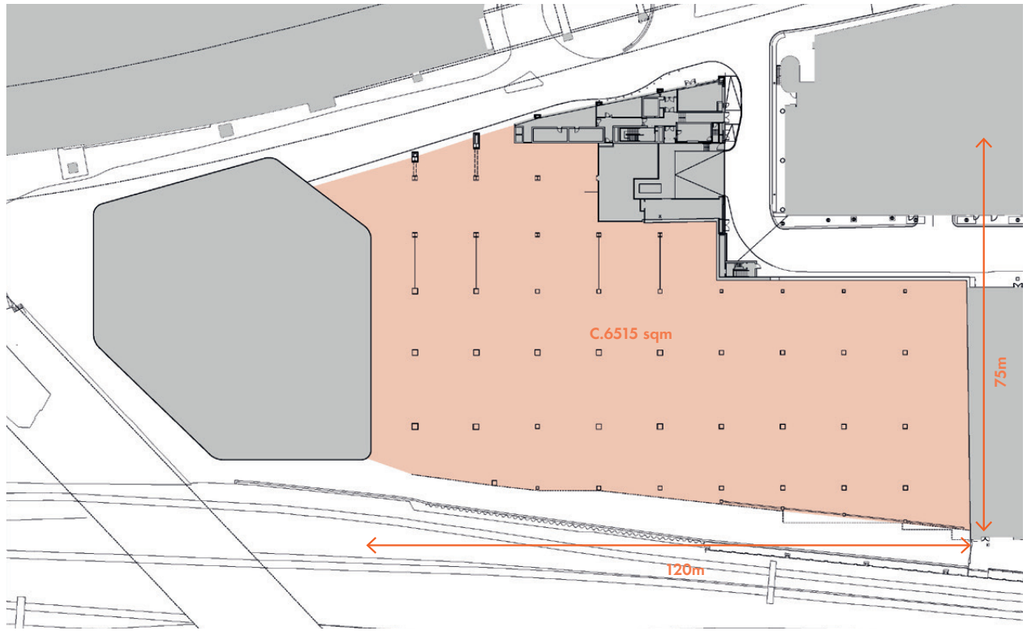


2.9.8 LEGAL EASEMENTS

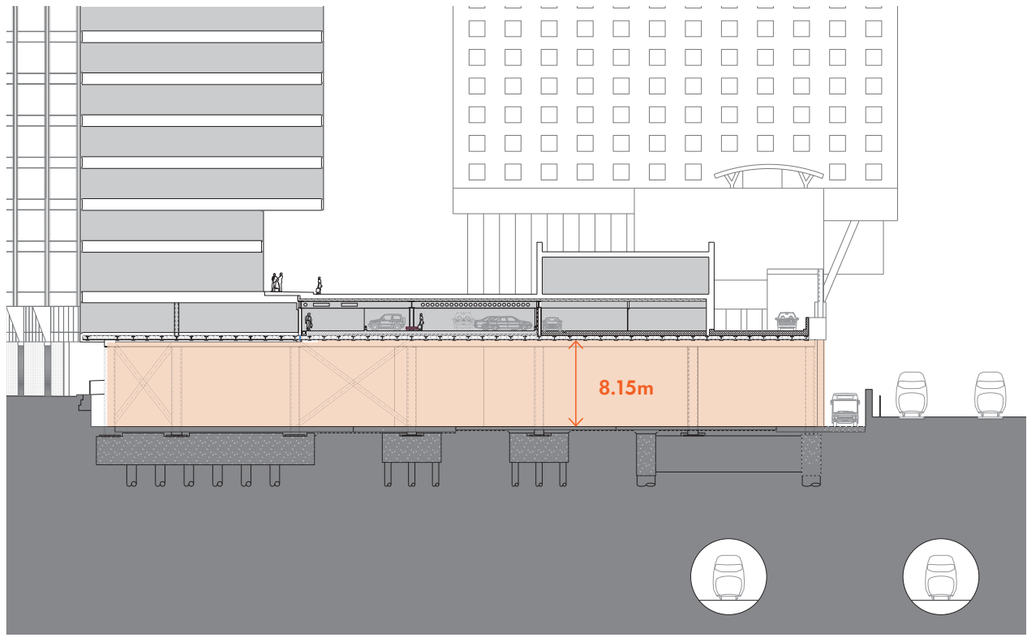
The proximity of the site to both TfL and Network Rail assets places a number of restrictions and legal easements on the footprint of the proposed building to safeguard access to the assets for any future maintenance works. These easements impose constraints on the northern, western, and southern boundaries.

KEY

- Offset from Westway
- Offset from Westbourne Bridge
- Offset at track level
- Offset 16ft above track level









2.9.9 **THE 'BOX'**

Beneath the Kingdom Street developments is a hidden space. Referred to as the 'Box', this large concrete structure was built to allow the Paddington Central schemes to be developed in parallel with the construction of the Crossrail tunnels. It was originally anticipated that the tunnel boring machines would surface beneath the campus, and that this space could be used as sidings once operational. The evolution of plans for Crossrail meant that this structure was no longer required for railway operations.

The structure consists of a concrete deck sitting c. 8m above “track level”, supported on concrete columns and foundations which span across the Crossrail tunnels below. This deck is located at Lower Ground Level to allow vehicular access from Westbourne Bridge and Harrow Road. Where as the extant scheme could not include this area, there is now an opportunity to integrate this space into the lower levels of the proposed scheme.

The Box is large. It has a footprint of almost 5,000 square metres, more than acre of space. It has a long south-facing elevation that overlooks the railway tracks and receives a good amount of natural light. This elevation is very prominent in the views from trains heading to and from Paddington station. The current view from the tracks is of a disparate collection of building backs sitting on top of a void. The re-purposing of the Box presents the opportunity to improve this appearance by creating a cohesive and unifying base to the campus as seen from the trains.

The scale of the Box and its integration into the lower levels of Five Kingdom Street present a unique opportunity to create a suite of spaces and uses that bring a greater variety of amenities, including community uses and affordable workspace, to Paddington Central.

2.9.10 NEIGHBOURHOOD CONNECTIVITY

Throughout the 19th and 20th centuries, the quest for modernisation in the transport of goods and people drove infrastructure through the historic neighbourhoods of Paddington, turning the surrounding areas into islands and severely restricting pedestrian and cycling connectivity. Following the acquisition of the Paddington Central site, British Land commissioned Publica to review how the site could better integrate with the surrounding area.

These studies (which build on earlier work) highlight the isolated nature of neighbouring communities and the benefits of improving connectivity between these areas by providing a western route through the campus. The provision of a public route through the base of the proposed building at Five Kingdom Street has the potential to significantly extend the range of destinations accessible within walking distance of the site, connecting the North Westminster Economic Development Area with the Central Activities Zone and creating linkages from the campus to Royal Oak station.

"If you are working here, Royal Oak Station is Zone 2 and Paddington is Zone 1... Zone 2 costs £1.50, whereas 1 is £2.70. And even if you are working in the Visa Building, you'll walk the same distance either way. That's why I prefer using the back entrance."

Miguel Sanchez, Novotel, Kingdom Street

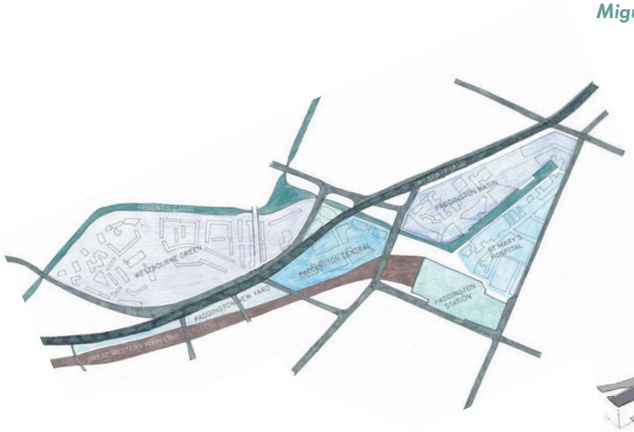
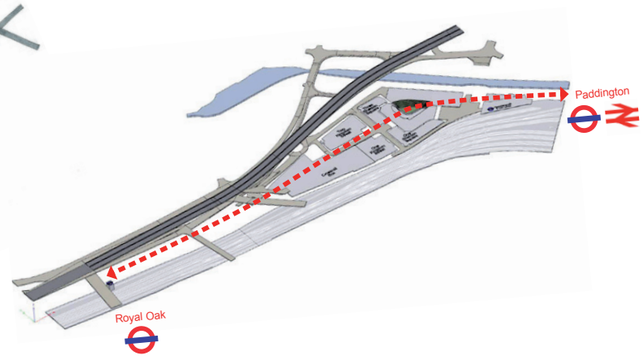


Diagram showing the "island" nature of neighbourhoods separated by transport infrastructure



Potential connections to Paddington and Royal Oak stations through Paddington Central

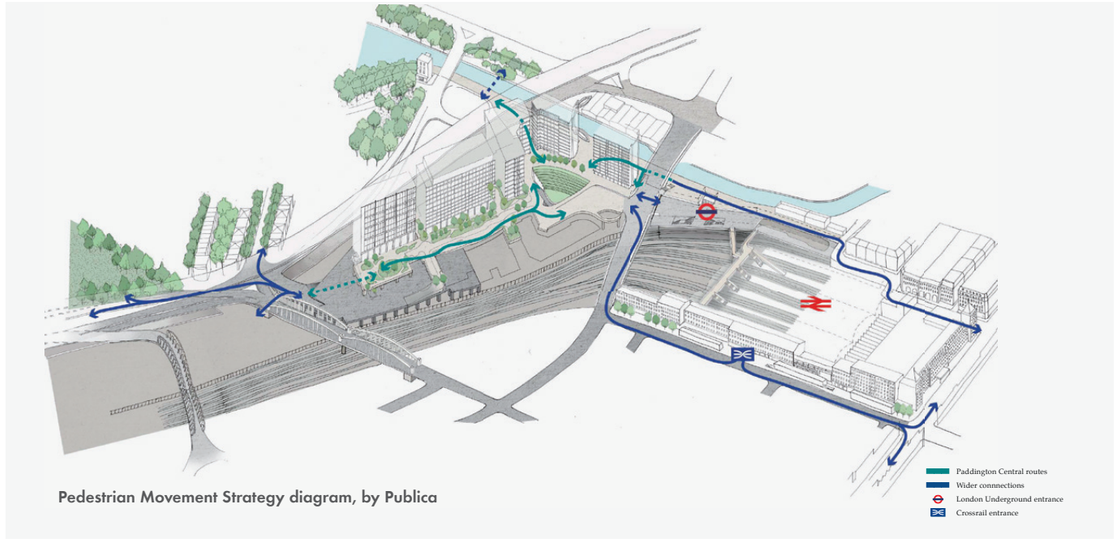


Diagram highlighting areas within a 5 and 10 minute walking distance of Paddington Central with (and without) the new route through Five Kingdom Street.

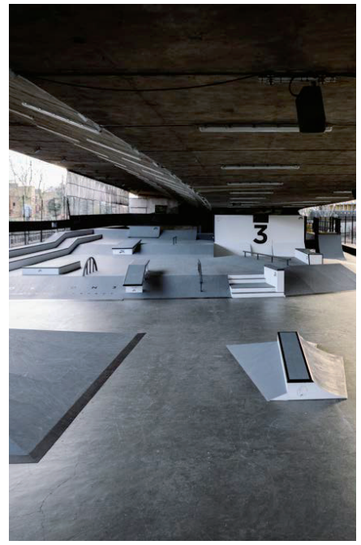
2.9.11 **PUBLIC REALM IMPROVEMENTS**

The site boundary extends to the edge of Harrow Road, running adjacent to the edge of Westbourne Bridge and between upper and lower sections of the Westway. The existing environment is challenging, but there are plenty of precedents for public realm improvements in similar environments that succeed in creating successful routes and places. There is significant opportunity to improve the urban environment across the road from Westbourne Terrace, increasing activity and passive surveillance in the area, and making the route towards Royal Oak station more attractive.

The design team have studied a number of local and international precedents to inform a bespoke solution for Five Kingdom Street.



Pedestrian Movement Strategy diagram, by Publica



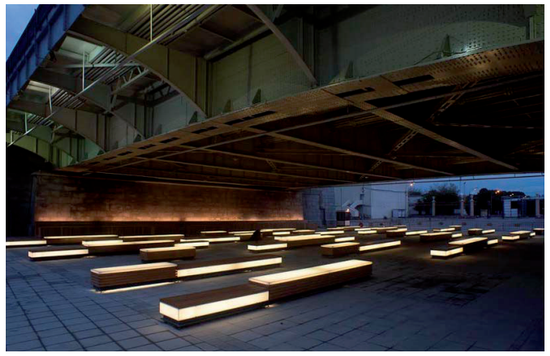
Skatepark under the Westway



Westbourne Studios atrium



View towards site from Westbourne Terrace Road



Krymskaya underpass, Moscow



Mailbox Building, Birmingham



Bilbao Jardin, Bilbao



Level House, New York City

3 DESIGN DEVELOPMENT & CONSULTATION

3.1 DESIGN ASPIRATIONS

3.1.1 LANDMARK BUILDING

Sited at the western end of Paddington Central, Five Kingdom Street must both conclude the masterplan and open up a public route from east to west, connecting the Paddington Opportunity Area and Central Activities Zone to its wider community.

This route must be safe and inviting, lined with green spaces, active uses and public art installations that are engaging and delightful, to create a 'world class welcome' from both directions.

The prominence of any building on the site (visible in both short and long views regardless of the height) demands a design of high quality and skilful detailing, creating visual interest from all angles. There is an opportunity to create a development that expresses the dynamism of its infrastructure setting and celebrates the industrial heritage of the site. The setting also infers a 'landmark status' to the scheme, particularly on the western approach of the Westway.

As a long term investment, the office spaces above the lower floors must offer cutting-edge flexible floorspace, capable of attracting and retaining the very best talents, whilst maintaining the ability to adapt to future demand.

Finally, Five Kingdom Street must enhance and support the vibrant seven-day destination of Paddington Central for all to enjoy.

3.2 DESIGN OBJECTIVES

3.1.2 CONNECTIVITY

The proposed scheme will improve connectivity between the neighbourhoods to the north of the site with Paddington Central and the transport hub at Paddington Station by providing a public route through the building.
Five Kingdom Street also aims to encourage active modes of transport and create healthy streets by providing safe, sheltered, pedestrian routes which are accessible to all and vehicle-free. Cycling to Five Kingdom street will be facilitated through routes into the building from both the east and west, supported by ample provision of parking and changing facilities.
Additional details on transport provision for the site are set out in the Transport Statement that accompanies this Planning Application.

3.1.3 COMMUNITY

Five Kingdom Street will provide a place that is open to all, integrating into and supporting the local community incorporating best practice principles of inclusive design, including 'Designing for Dementia'.
The project team have undertaken extensive consultation to ascertain and propose uses and spaces in the public levels of the building that meet the needs of the local community.
Five Kingdom Street will enhance the wider Paddington Central development community programmes that offer skills training, volunteering and membership to local communities.
A Statement of Community Involvement has been prepared to support this Planning Application.

3.1.4 FLEXIBILITY

Flexibility is an important principle in the longevity of a building. The creation of a successful place relies on a developments ability to change to meet changing demands. In addition to providing public spaces and uses to support the local community, the office accommodation of Five Kingdom Street should provide large flexible floor plates that can be interlinked vertically, or subdivided within each floor, offering a wide variety of spaces. These spaces will be able to accommodate tenants of different sizes, support collaborative working, and allow multiple businesses to co-locate, with a range of flexible leasing options offered from market rates to genuinely affordable workplace options.

3.1.5 SUSTAINABILITY

The brief for Five Kingdom Street embeds sustainable design as a driving principle. The proposed scheme has been developed on best practice principles with a view to achieving a BREEAM Excellent rating as a minimum.
The scheme will be designed to reduce embodied and operational carbon emissions and energy use through efficient building services systems, minimise waste and optimise materials efficiency and will test principles of the circular economy.
Landscape proposals will improve the existing site biodiversity, increase urban greening, and extend the green infrastructure of the wider area.
A detailed Sustainability Strategy has been submitted to support this planning application.

3.1.6 WELLNESS

Providing places that support wellness is a focus of the wider Paddington Central campus. Five Kingdom Street is being developed to accommodate principles of the WELL standard, providing spaces for future users that support health and wellbeing.
The proposed scheme will encourage active circulation, the principles of healthy streets, providing exemplary cycling facilities, access to fresh air, views of greenery and the sky.
A range of outdoor amenity spaces should be provided to support a range of activities from relaxation to recreation.

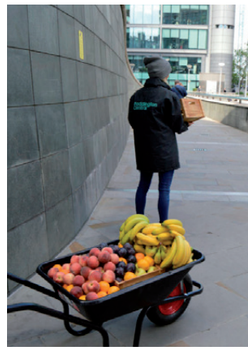
3.1.7 STEWARDSHIP

The applicant is one of Britain's oldest property developers, and have made a long-term investment in Paddington Central. The commitment to bringing forward developments that are embedded in the local community and advocate wellness is evident in the wider Paddington Central development. Principles of flexibility and sustainability result in a proposed scheme that is durable, robust and adaptable. This will be supported by a management strategy of active stewardship to ensure the continuing relevance of the proposed scheme and the creation of successful place for all.















3.3 PLACEMAKING STRATEGIES

3.3.1 PUBLIC ROUTE

Embracing the opportunity to improve connectivity within the North Westminster Economic Development Area, this section sets out the placemaking aspirations for the public spaces within Five Kingdom Street.

The proposed scheme will provide of a public route through the building. This route should be an extension of the public realm of Kingdom Street and should extend to the edge of Harrow Road.

The route should be lined with engaging uses to attract members of the public into and through the building. Intuitive wayfinding should be facilitated through straightforward routes.

The route should lead to a public garden, an internal equivalent of a public square on a street. It should be a green relaxing space, providing visual amenity and a softer landscape to the surrounding infrastructure of the railway, Westbourne Bridge, Harrow Road and the Westway.

The public garden should open towards views over the railway and into the Box, creating the opportunity for serendipitous discovery of the public facilities offered within this previously inaccessible space. The transitions between multiple levels and uses should be guided and enhanced by a series of landscape and public art installations. Public art should be used to enhance the architectural and landscaping proposals, aiding intuitive wayfinding into and through the site, animating the route and creating an intriguing, delightful, and interactive experience.



Central St Martin's, London

Southbank Centre, London

The Ford Foundation, New York City



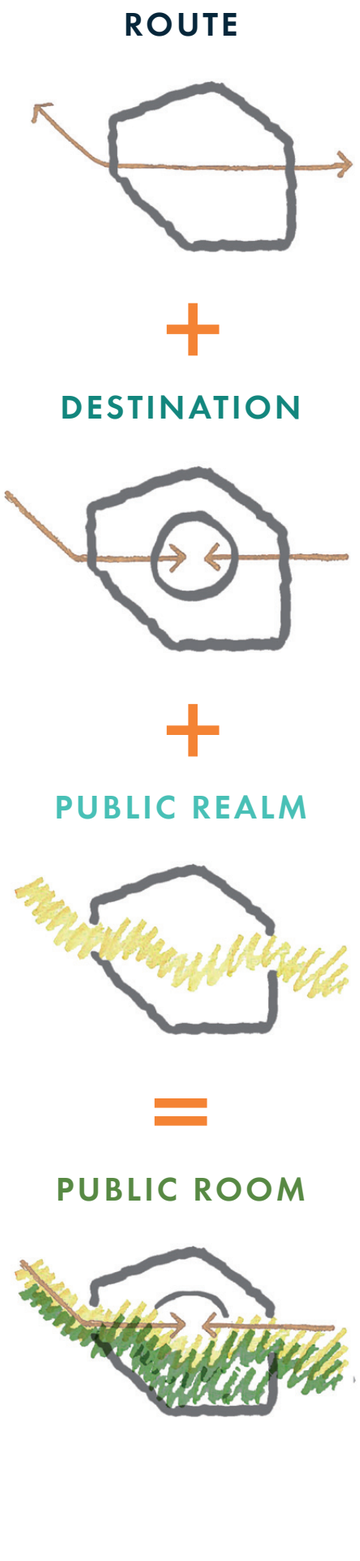
Messe Basel, Basel



Market, Koog aan de Zaan



Colour Transfer by Liz West, Paddington Central

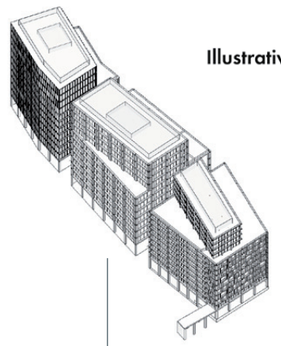


3.3.2 AN INTERNAL MASTERPLAN

The Box is large and can accommodate a wide range of functions configured in a number of different ways. During the design development for the Box, we have tested numerous options for different types and sizes of use in the space. Our approach to this has been very similar to the process of designing a masterplan. We have endeavoured to establish a set of key elements such as primary access points, circulation routes, daylight access and egress routes to form a spatial 'framework' for the Box. We have tested this framework against various scenarios for use combinations to enable a flexible mix of uses to be proposed for the Box. Critically, to be successful, the space and uses will need be driven by local demand, and able to adapt over time to remain relevant to users over time.

The Box will house a significant provision of truly affordable workspace. This provision may consist of a range of office accommodation ranging from open plan informal desking to individual small offices, supporting by meeting rooms, break out spaces and social areas. The location of the affordable workspace accommodation remains flexible in order to respond to provider requirement.

It is also anticipated that the Box will provide a range of leisure and cultural spaces which will be accessible to the local community and provide amenity for residents and office workers. The public consultation for this proposal sought opinion from the local community on the types of uses they would like to see in this space. A summary of the consultation process and its conclusions is set out later in this chapter and detailed in the Statement of Community Involvement that accompanies this planning application.

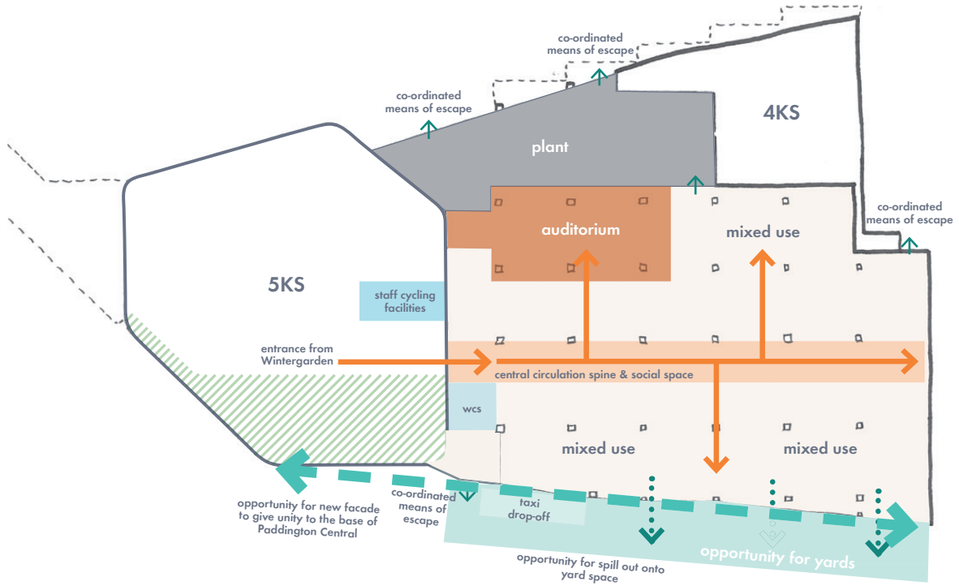


Illustrative Scheme

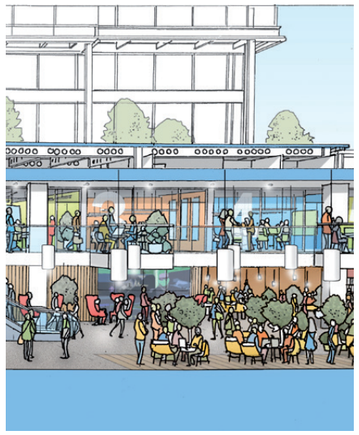
FLEXIBLE FRAMEWORK FOR DEVELOPMENT



Masterplan process diagram



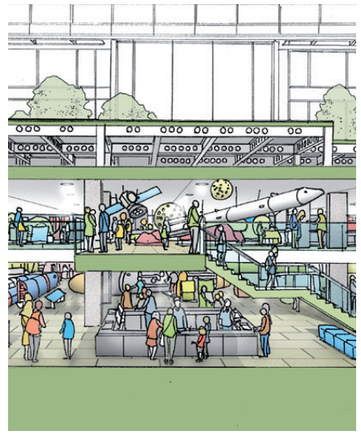
SCENARIO TEST 1



Illustrative mixed use combination:

- public garden with cafes, restaurants and areas to relax leading to
- affordable workspace
- flexible auditorium / performing arts space
- food market / market hall
- cinema

SCENARIO TEST 2



Illustrative mixed use combination:

- public garden with cafes, restaurants and areas to relax leading to
- affordable workspace
- flexible auditorium / performing arts space
- maker / studio space
- art gallery / museum / event space

SCENARIO TEST 3



Illustrative use combination:

- public garden with cafes, restaurants and areas to relax leading to
- affordable workspace
- flexible auditorium / performing arts space
- gym / sports space
- food market / market hall

3.4 DESIGN DEVELOPMENT

3.3.3 PREVIOUS SCHEMES

The following pages summarise the extant permission and describe a more recent series of design proposals that have been presented to Westminster City Council and the GLA. Each options summarises the main design principles tested, followed by a summary of feedback received.

Implemented scheme: G + 13 + plant

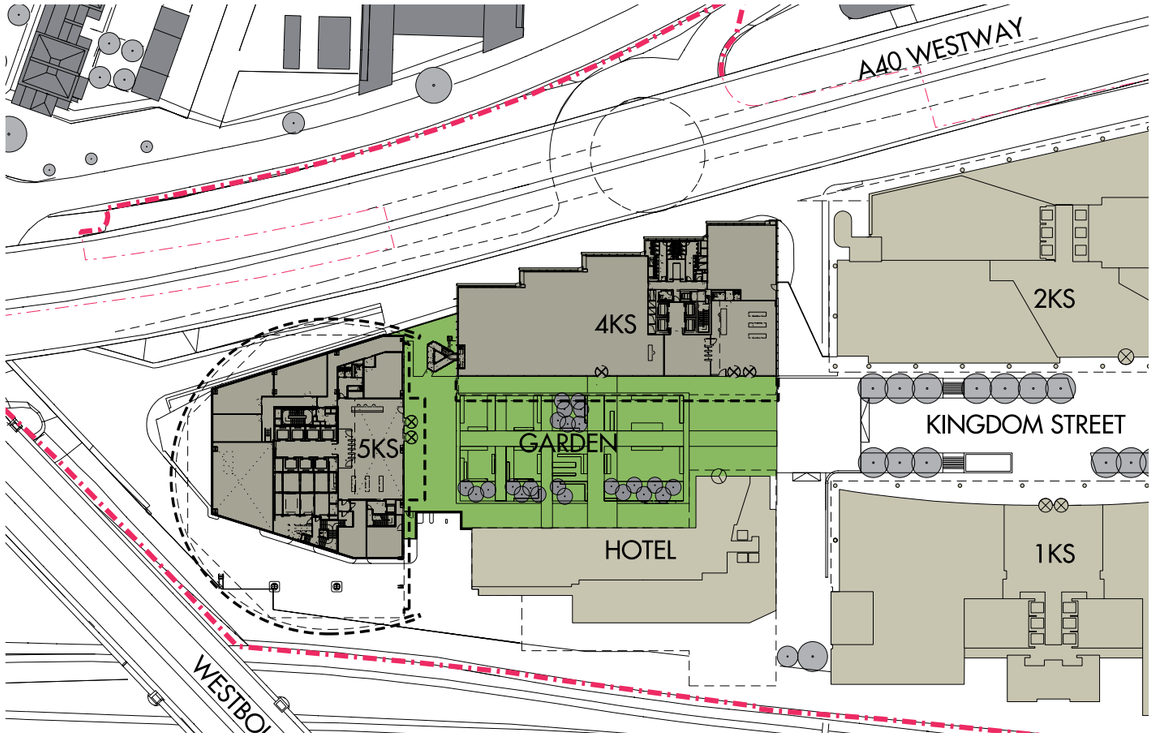
The implemented scheme responded to conditions that were relevant at the time of planning submission in 2009. These were deemed by Westminster City Council to be both compliant with the Scheme Design Guidelines set by the outline masterplan, and appropriate in terms of scale, use, appearance, access and landscaping.

The scheme proposed a building which concluded the boulevard of Kingdom Street and formally completed Kingdom Square to create a distinct urban form and public realm . It was an efficient, central core office building reflecting best practice design principles relevant to office space at the time of application. The building presented a generous lobby frontage across the western edge of Kingdom Square - envisaged as the only publicly accessible approach. Space located at the lower levels was filled by plant, parking, and back of house space. Vehicular access around the perimeter of the site separated the building from it's context. The opportunity to connect into the Box space did not exist at this time. The facade was designed to present a consistent 'front' to all surrounding context, composed of a glazed curtain wall system behind a distinctive passive solar shading screen.

The extant permission remains a deliverable option for the site but British Land recognise that with the return of the Box space, there is an opportunity to create a development that is more sustainable, meaningful, and appealing to a much wider audience.



Implemented scheme - Illustrative view of proposed scheme



Implemented scheme - proposed ground floor plan

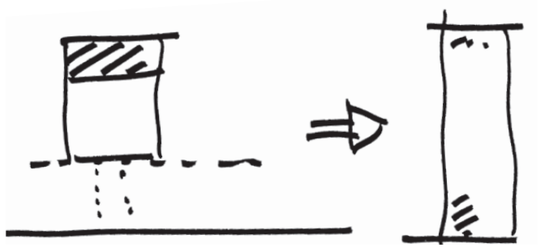


Implemented scheme - Illustrative view of Kingdom Square

Scheme 1: G + 20 + plant

Significant changes in planning policy, site ownership, and development context between 2009 and 2016 gave rise to new thinking on the proposal for the site. In March 2016, a new scheme was presented to Westminster City Council featuring the following changes:

- Creation of a new east to west route beneath the building with active ground floor uses
- Simplified and safe pedestrian and vehicle access
- Rationalisation of building footprint responding to geometry of the site and revised core location
- Removal of the Box beneath the building footprint allows rationalisation of structure and plant accommodation
- New public and events spaces in the Box
- Height increased from consented scheme including setback form up to 20 storeys to accommodate the public route at the lower levels
- Omnidirectional form responds to key local and distant views - 'seen in the round'
- Surface facade 'wrap' with a warm tone material palette and variation in depth in response to orientation



Building on top of Podium

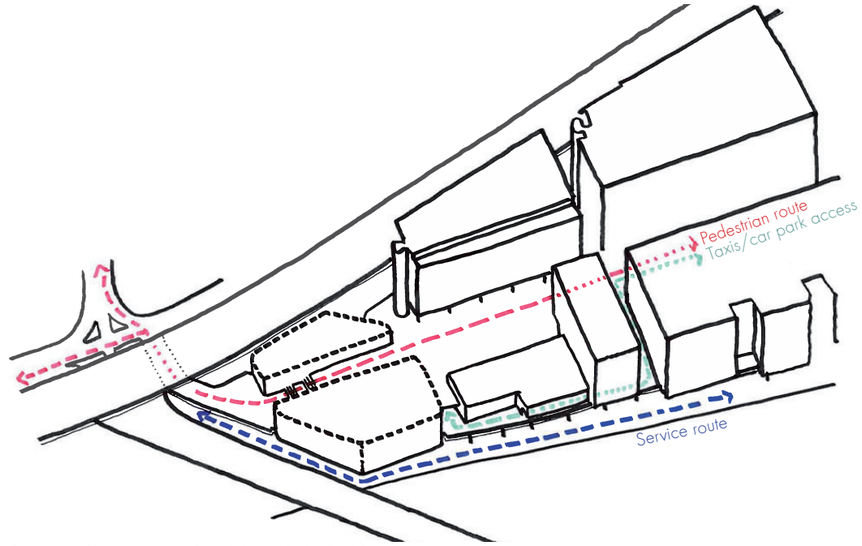
Building coming to track level



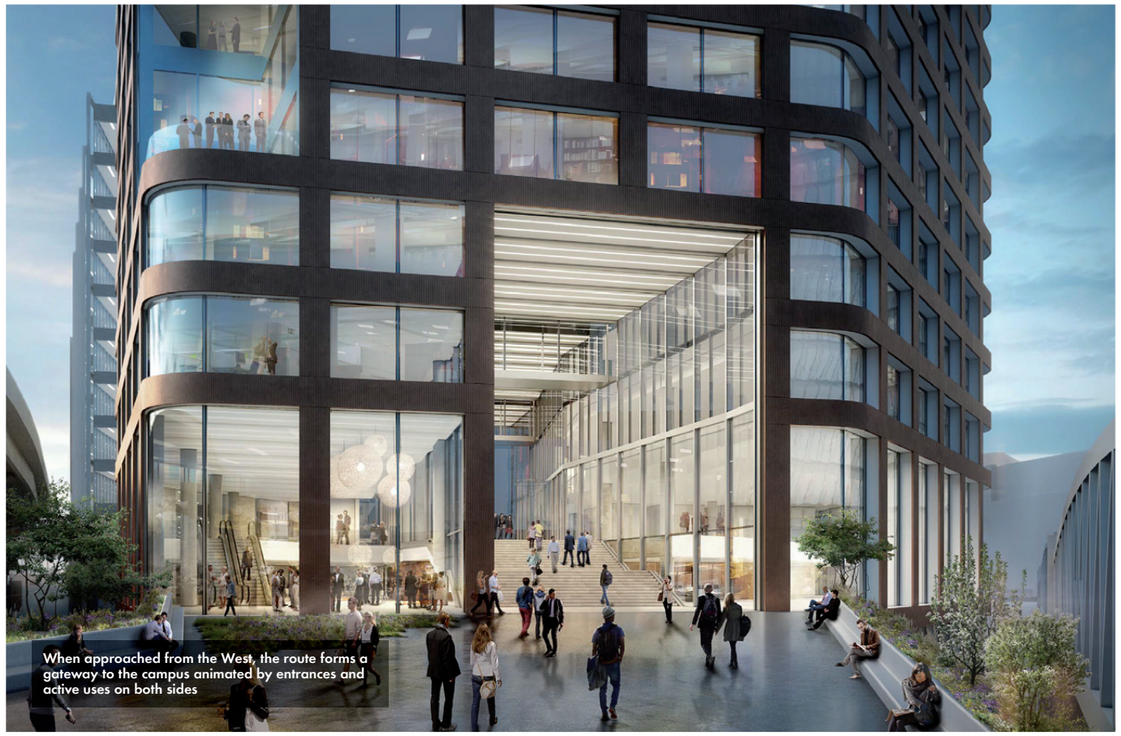
Illustrative view of the building from the Westway

Feedback

- Positive about the review of the scheme design and new opportunities
- Improve activation of the public realm, public uses, and visibility of entrances to encourage use of a genuine public route
- Review entrances to ensure the scheme creates a destination with more character as well as a route
- Suggest opportunity for a more slender and elegant building form



Illustrative view of proposed routes around and through the building



Illustrative view of public route from the west

Scheme 2: G + 23 + plant

The scheme was reviewed against the feedback received, generating the following proposal:

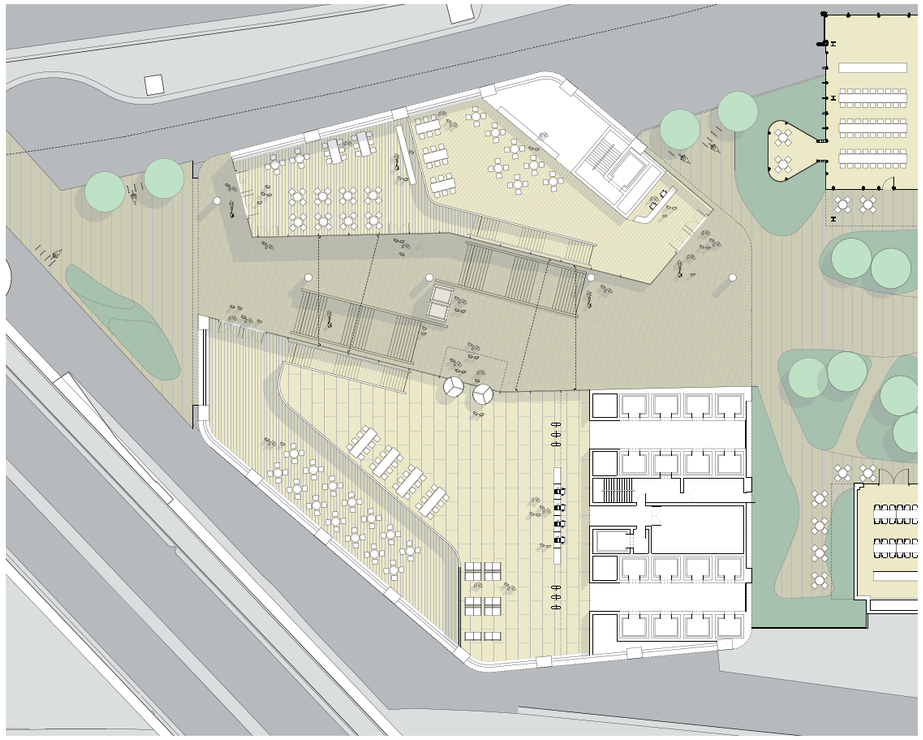
- More detailed layout proposals for the ground level including a more generous public route, with unique geometry and character and direct line of sight through the building
- Separate distinct and legible entrances to the office building and event spaces either side of the route
- More slender elegant form with reduced footprint of upper setback levels, increase in height to 24 storeys and accentuation of the verticality of the facade
- Development of facade design - a 'Paddington Building'. Increased articulation including triple level facade cutouts to corners and expression of vertical lines.
- Detailed proposals for the vertical fin facade with varying finishes to reflect the dynamism of the form and accentuate presence when 'seen in the round'.

Feedback

- Reconsideration of ground floor layout including public route and entrances welcomed and further fine tuning welcomed
- Increased height proposed was considered challenging in key townscape views
- Interesting facade concepts well received, but opportunity to accentuate the geometry and dynamics of the site and building should be taken further to create a more unique identity - a dynamic landmark building
- Proposal of warm facade materials well conceived and to be explored further



Illustrative view of the building from the Westway



Illustrative plan of proposed 'characterful' route through the building





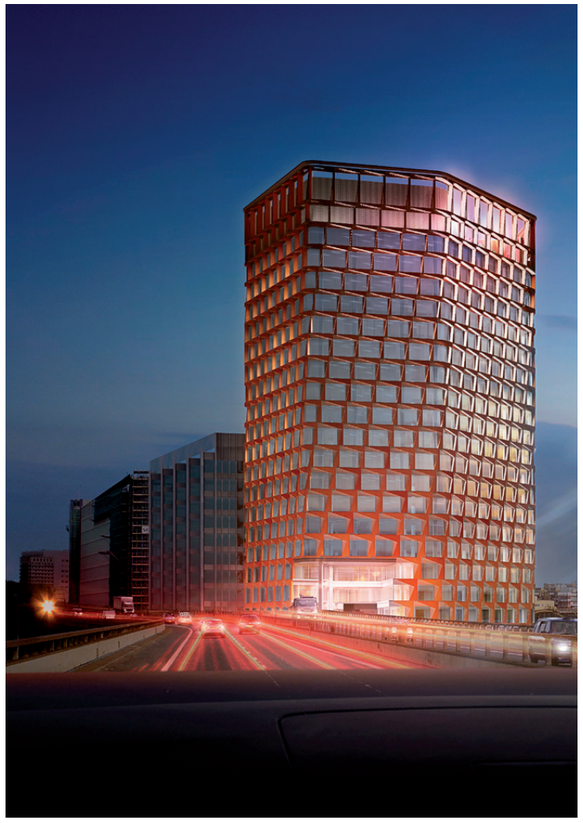
Illustrative view of public route from Kingdom Square (left) and Harrow Road (right)

Scheme 3: G + 1 7 + 18 roof terrace + plant

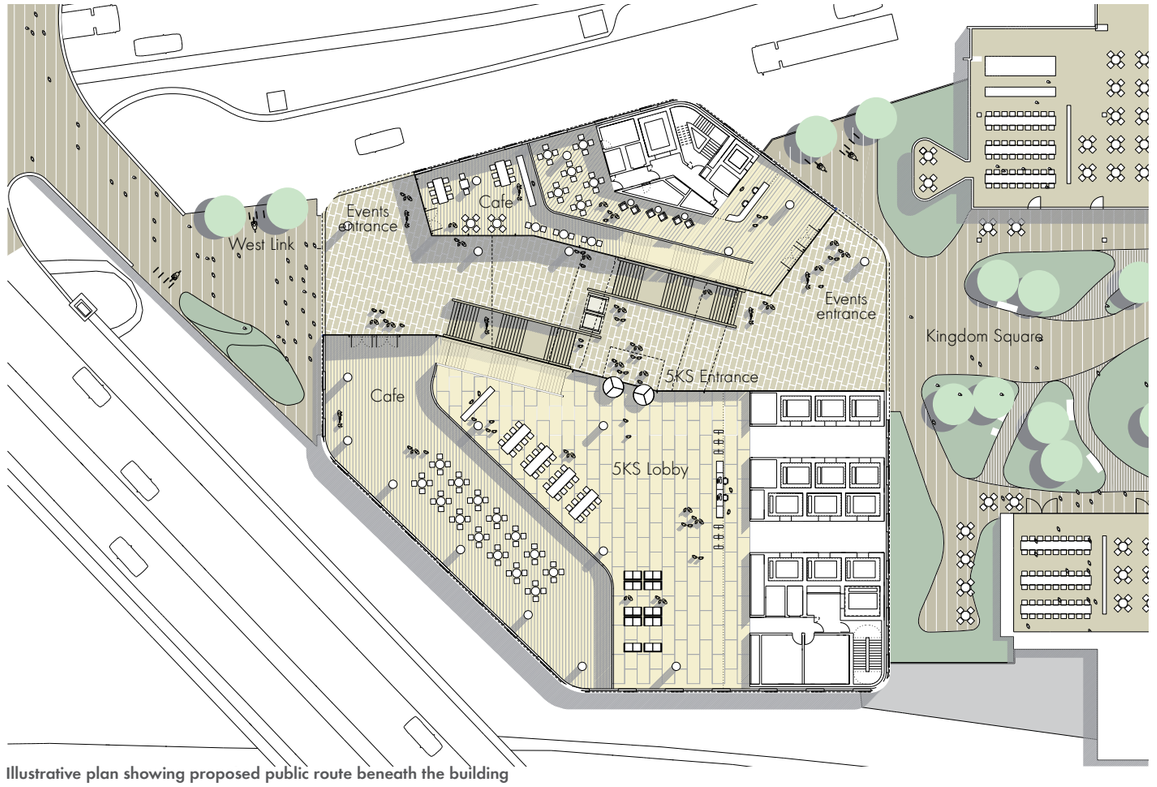
- Removal of the upper setback form to ensure a simple singular form building
- Reduction in height to 17 office floors
- Revised facade design that diminishes the horizontal by introducing an offset facade modules creating diagonal lines that accentuate the dynamic form
- Transition of solid to void ratio and facade depth creates unique 'swirl' transition from bottom to the top of the building
- Clear relationship between public route and roof terrace linked by facade swirl diagonal line
- Removal of cutouts and introduction of terraces that turn to address Little Venice townscape view
- Exploration of the warm material palette with options for ceramics, concrete and warm metals

Feedback

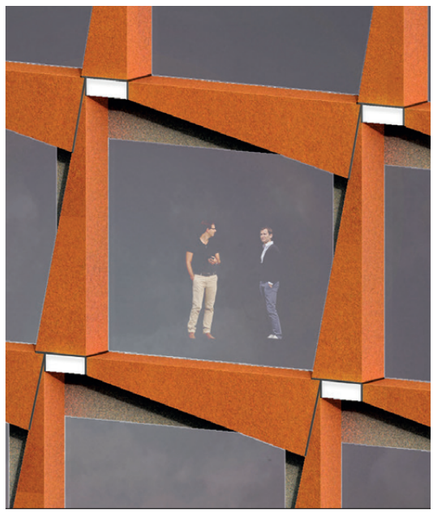
- Limited design development of plans and layouts presented. Ongoing design review suggested as they are further developed
- The nature of the public route not clear. Clarity, legibility, amenity and environmental considerations of the public route are to be addressed
- Simplification of building form with removal of setback mass removed was welcomed
- Reduction in height welcomed, subject to further townscape and visual impact assessment of key views
- New concepts for facade seen as clever and well conceived and have the potential to create a dynamic and memorable building



Illustrative view of the building from the Westway



Illustrative plan showing proposed public route beneath the building



Illustrative view showing facade detail and materiality



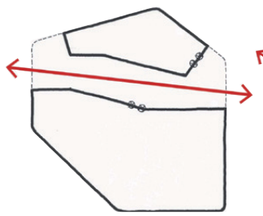
Illustrative view of public route from Harrow Road

Scheme 4: G + 17 + 18 roof terrace + plant

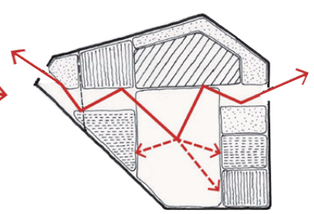
- Concept of an enclosed route during inclement weather introduced.
- Full extent of the Box introduced to the scheme.
- Significant development of lower level plans introduced the concept of an internal public destination within the building
- Exploration of the warm material palette with options for ceramics, concrete and warm metals
- Relocation of the split core to an offset north core allowing for direct public route from both directions, and enabling all building frontages to be active.
- Introduction of the cycle route into the building from both approaches and levels.
- Increase in transparency at the lower levels to promote public uses.

Feedback

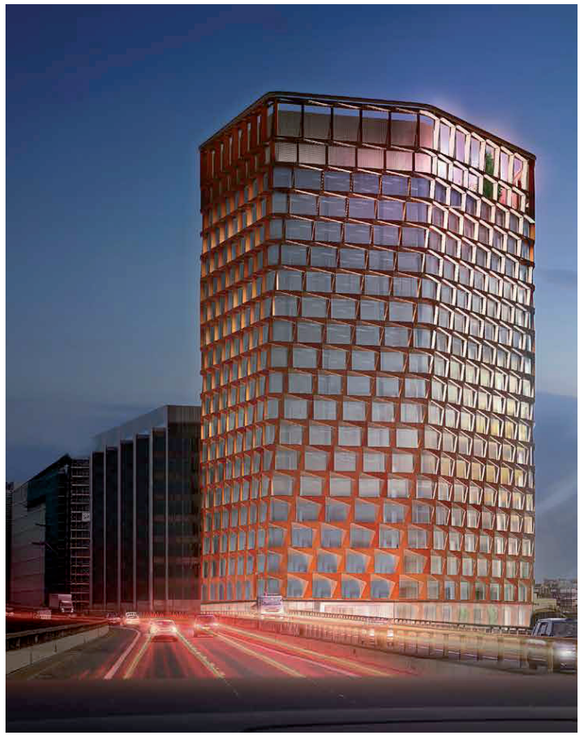
- Layout development and the introduction of new elements to the projects seen as very positive.
- Enclosure of the public route also seen as positive but more work required on activation of the route and definition of the 'destination'.
- Warm colour tones welcome but the facade colour should be more 'muted' than bright.



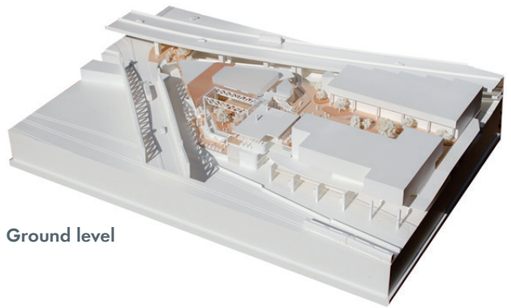
Diagrammatic plan showing previous external route

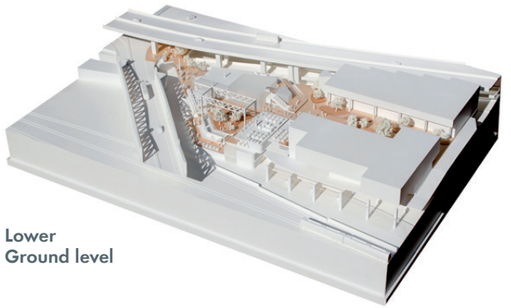


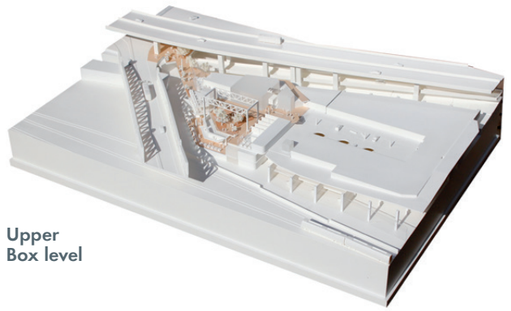
Diagrammatic plan showing proposed internal route

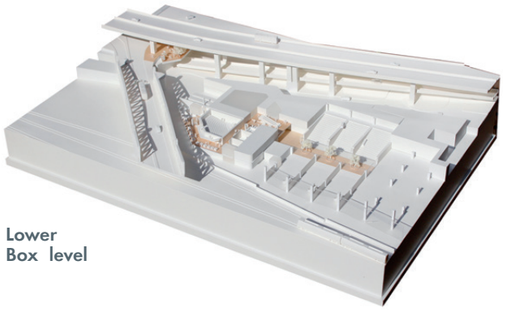


Illustrative view of the building from the Westway

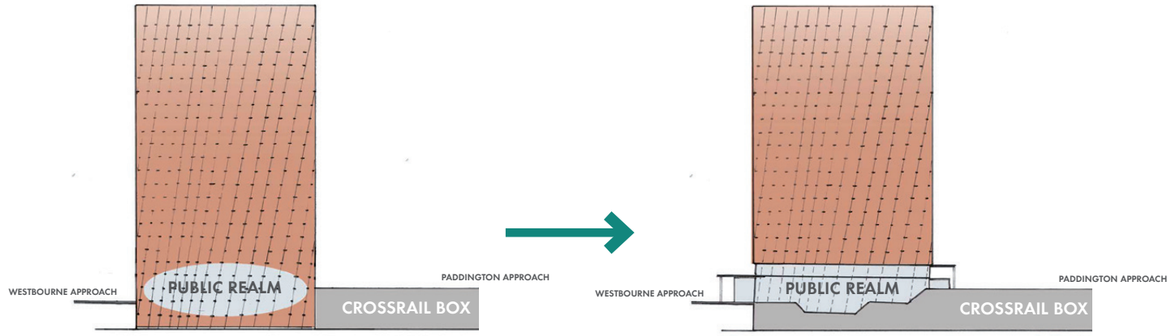








Public realm model showing extent of public spaces at different levels



Diagrammatic elevation showing previous and proposed visibility at lower levels



Illustrative view of public route from Harrow Road



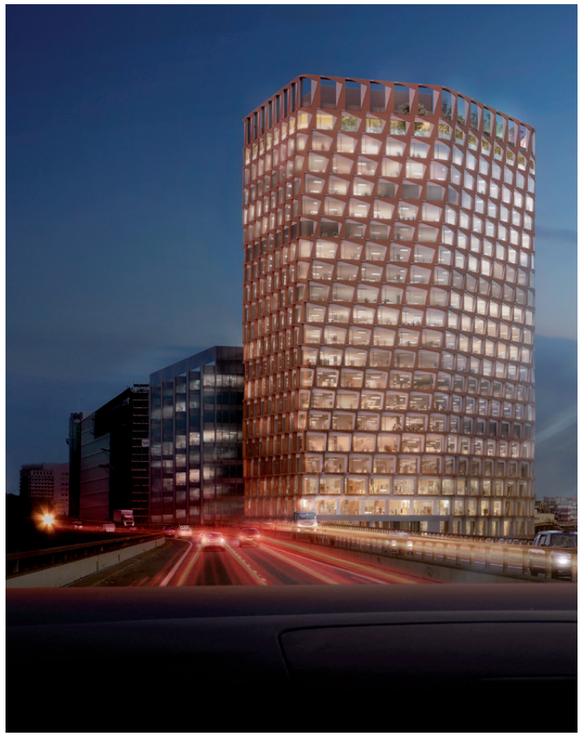
Illustrative view of public route from Kindgom Square

Scheme 5: G + 17 + 18 roof terrace + plant

- Revised facade design that diminishes the horizontal by introducing an offset facade modules creating diagonal lines that accentuate the dynamic form and infer a sense of movement
- Increased transparency at the lower, more public levels of the building allowing views into the public garden space and Crossrail box
- A continuous new facade to the southern edge of the Crossrail Box, giving a sense of unity and cohesion to the wider Paddington Central development when viewed from the south.
- Exploration of the warm material palette with options for terracotta, ceramics, concrete and warm metals
- Refinement of facade detailing showing resolution of the facade at long, middle and close-range views
- A clear public route through the building, with intuitive wayfinding assisted by landscaping and public art proposals

Feedback

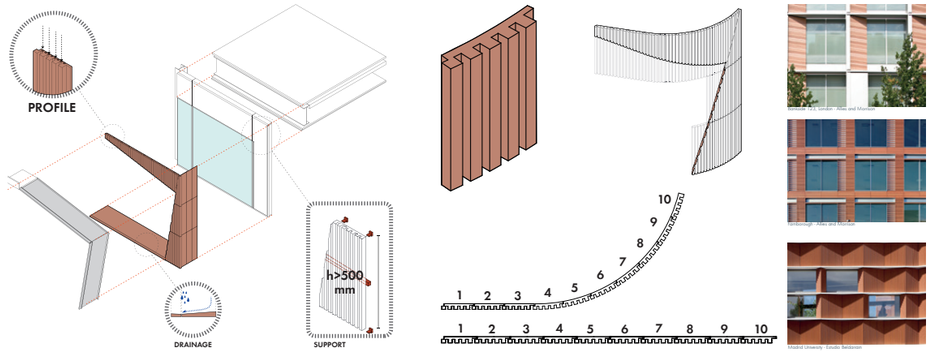
- Revised facade design logical - looks good
- Refinement of public realm proposal and holistic approach to design positive
- Sequence of public spaces in the lower levels is exciting
- Further townscape and visual impact assessment of key views required



Illustrative view of the building from the Westway



Illustrative view of public realm showing routes (blue) and opportunities for public art integration (yellow)



Diagrams showing facade assembly and material precedents





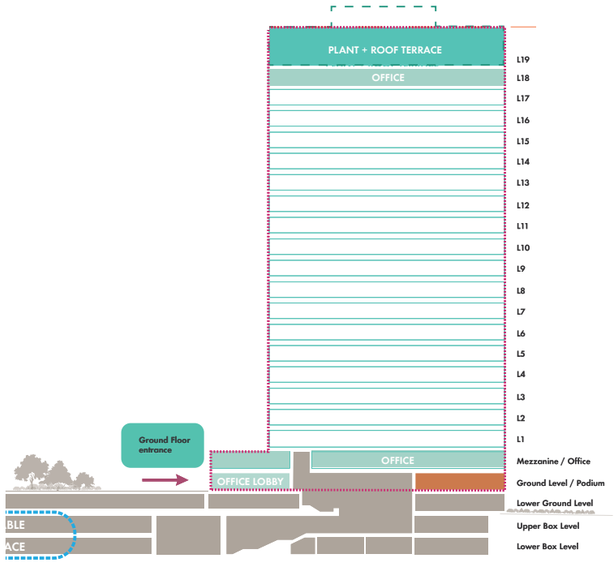
Illustrative views of public route from Harrow Road (left) and Kingdom Square (right)

Scheme 6: G + 18 + roof terrace & plant level

- Office entrance re-located to ground level, with office entrance lobby wrapping around both sides of the core
- Western cafe / retail unit relocated beneath office entrance, opening south-western facade into garden space
- Public route through garden from West link to Kingdom Square more direct
- Public routes through the garden to the lower levels simplified and more intuitive.
- Range and hierarchy of garden spaces improved, with places for small groups / individuals located away from main thoroughfare
- Additional floor of office space added at Level 18
- Roof levels simplified - multiple terrace levels condensed to single coherent south facing terrace accessible to all
- Contoured treatment to top of building introduced to transition from top of plant screen to top of lift overrun above

Feedback

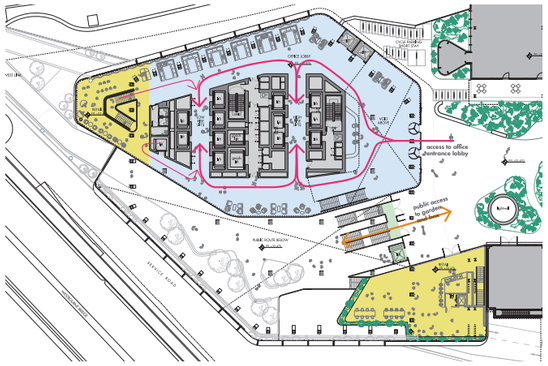
- Ground floor and mezzanine amendments help to clarify building entrances and simplify wayfinding
- Refinement of public realm proposal and holistic approach to design positive
- Lower ground level changes generally positive, but overall, lower levels feel less interconnected than previous scheme
- Further townscape and visual impact assessment of key views required to assess impact of contoured roof - a simpler form at this level could be beneficial



Illustrative section showing revised vertical organisation



Illustrative view of the building from the Westway



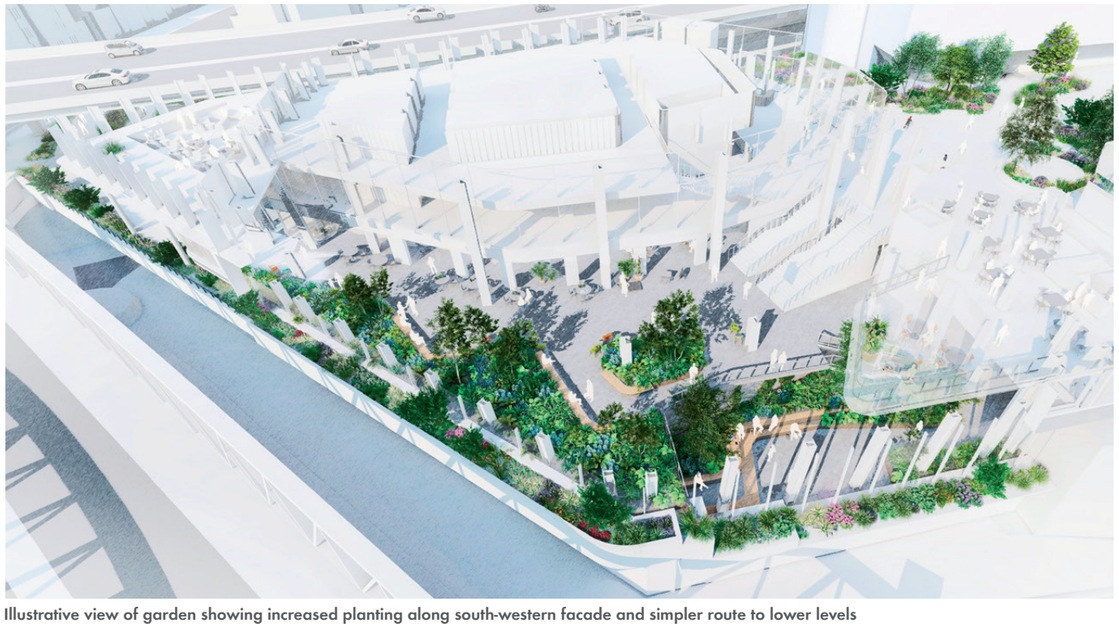
Ground Floor plan showing office and public entrances



Lower Ground Floor plan showing simplified routes through garden



Illustrative view of public and office entrances from Kingdom Square



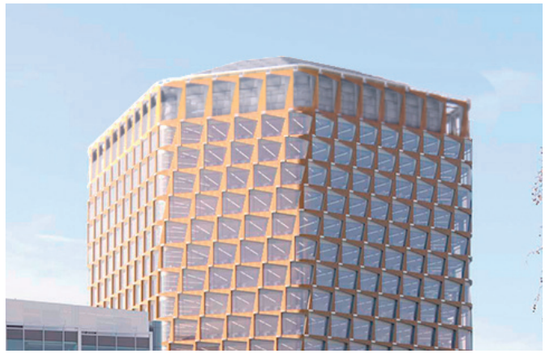
Illustrative view of garden showing increased planting along south-western facade and simpler route to lower levels

Scheme 7: G + 18 + roof terrace & plant level

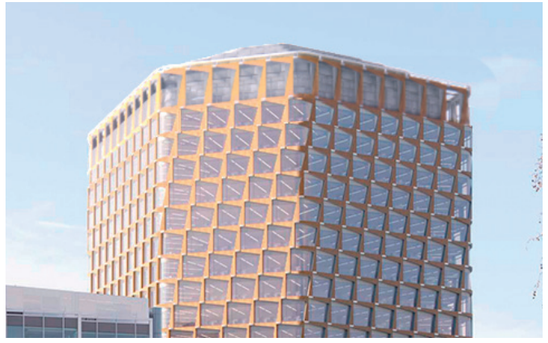
- Directional tiering introduced to public garden in the form of an open auditorium, creating platforms of different sizes to host different types of activities
- Improved physical and visual connectivity between floors with new garden layout proposing planting on four levels from mezzanine to upper box level
- Greater variety of spaces created within garden from quiet individual seating within garden, to larger group / gathering opportunities
- Options for simpler roof contouring tested in townscape views

Feedback

- Changes to garden design strongly supported
- Roof options reviewed and consensus gained on softer "5 contour" option
- Further consideration of the tone and materiality of the inner layer of plant screen and roof contours.



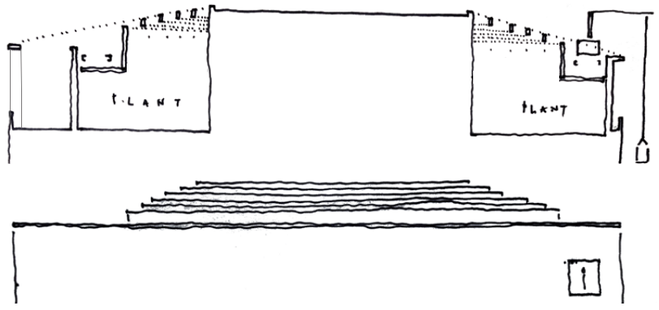
Options for the top of building - 5 roof contours



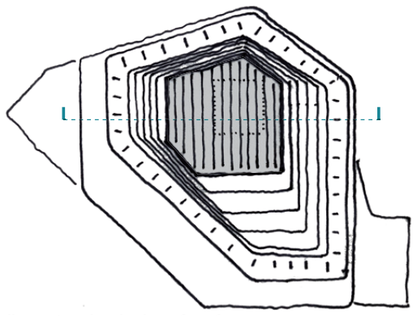
Options for the top of building - 3 roof contours



Options for the top of building - simple extrusion



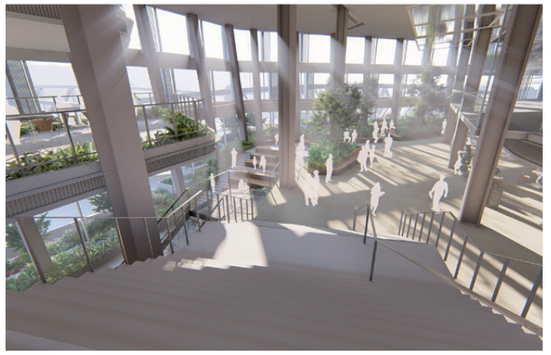
Illustrative section of roof contours



Illustrative sketch plan of roof contours



Illustrative view of garden from West Link public route approach



Illustrative view of garden from Kingdom Square entrance stair



Illustrative view of public garden from upper terrace



Illustrative view of garden levels from upper floor of east pavilion



Illustrative view of garden showing the interconnectivity of levels linked by planted routes

3.5 CONSULTATION

3.5.1 COMMUNITY ENGAGEMENT

British Land has an existing programme of community engagement at Paddington Central, focussing on education opportunities with local schools, employment training, and community wellbeing. As part of the public consultation for this proposal, they interviewed over 500 people from the surrounding five neighbourhoods in January 2019 to discover what residents might want to see in the lower floors of the proposed scheme.

Key Messages from the Box market research

Interviewees were asked to rank a list of possible uses in order of preference with the following results:

Communal green space	81%
Communal space to sit and relax	80%
Restaurant / cafe	74%
Leisure / sports centre activities	67%
Cinema	63%
Street food market	63%
Gym	60%
Cultural facility (exhibitions, shows etc.)	56%
Concert / music event	54%
Theatre (including lectures, plays etc.)	53%
Art gallery / exhibition	50%
Museum	48%
Indoor climbing / rock climbing	43%
Low cost workspace (various leasing options)	39%

General feedback from this initial event was that the local residents were welcoming of consultation, proud of their communities, and positive about the prospect of more services and attractions in the local area.

3.5.2 PUBLIC EXHIBITIONS

The consultation process continued across March and April with two rounds of pop-up public exhibitions for the proposed scheme, as along with an interactive website and an event with a local school. These events were publicised in advanced through mail and social media platforms, and held in community venues around the local area.

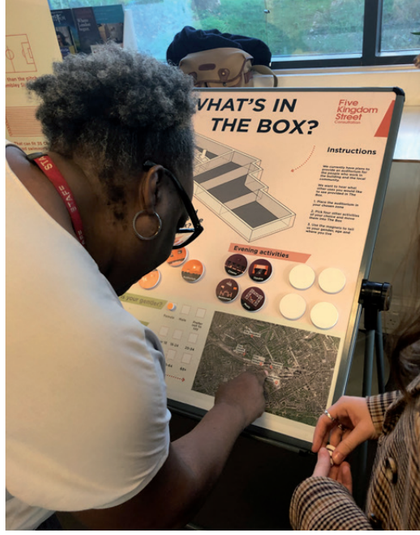
The first series of exhibitions described and invited feedback on the use, scale and appearance of the proposed scheme. An interactive board invited participants to set out their preferred range of uses for the Box on an illustration of the space. The second exhibition showed the development of the proposals, addressed issues raised in the first exhibition and invited feedback on the proposals.

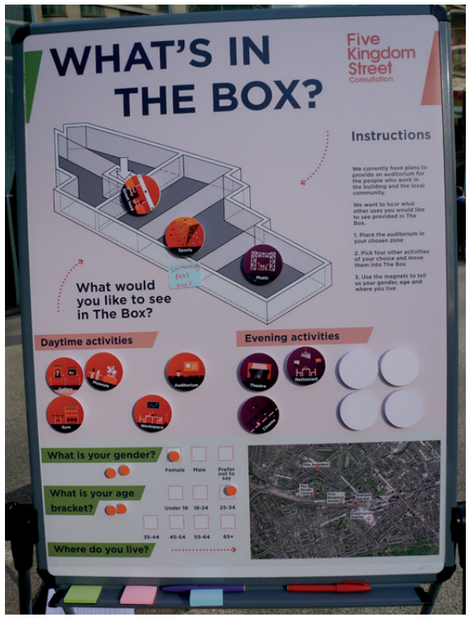
The events were attended by around 250 people, and feedback received was largely supportive of the proposed scheme, particularly of the improved public realm connections for pedestrians and cyclists, and the public garden. Proposals for the public use of the Box were received positively, and there was support for a wide range of community, leisure, and cultural activities. Within the feedback forms completed, some concern over the proposed massing and it's impact on the local area in terms of visual impact, overshadowing and lightspill.

3.5.3 WORKSHOP WITH WESTMINSTER CITY SCHOOL

A workshop was held with 26 Year 8 students from Westminster City School. The workshop began with a short introduction to the project, followed by a group activities relating to scale, and a role-playing activity asking the students to propose uses for the Box based on a range of different characters / demographics. Each group presented their proposals to the class and justified their decision process, before a general Q & A session regarding Paddington Central, Architecture and Town Planning.













"Affordable community space"

"I would like to see something specifically for older people"

"Any art offer should complement, not compete, with existing offers in the area "

"Play areas for younger age groups"

WHAT YOU TOLD US

91% of respondents support the opportunity for community, cultural and leisure uses

CINEMA

MUSEUM

GALLERY

STREET FOOD

GYM

THEATRE

WORKSPACE

RESTAURANTS

AUDITORIUM

SPORTS / LEISURE

OTHER

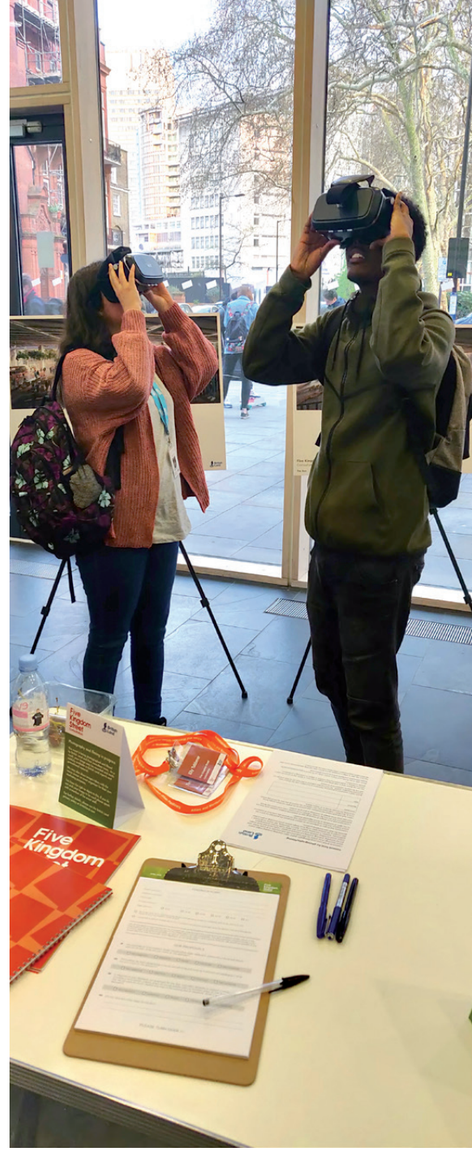
- community meeting rooms
- cycle workshop
- coffee shop
- swimming pool
- shops
- pub
- crèche
- market
- library
- rehearsal / recording space
- travel agents
- affordable supermarket
- gaming centre
- skate park

MUSIC



Workshop with Westminster City School





Photos from the second public exhibition



3.5.4 SUMMARY OF CONSULTATION WITH THE GREATER LONDON AUTHORITY

Representatives of the Greater London Authority and TfL have been consulted on the proposed scheme, and offered the following pre-application advice:

- Support for the route through the building and associated landscaping/public realm
- Support for the proposals to utilise the Box and understand the need for flexibility of use, and
- Welcome the way the community has been engaged in this process
- Acknowledgement of the benefits of new office space in contributing to thousands of jobs and the economic success of the CAZ
- Support for the architectural design - positive about the new frontage to the Box
- Support for the new cycling provisions, and new pedestrian and cycling route.
- Support for proposed affordable workspace and business incubator in the Box.

3.5.5 SUMMARY OF CONSULTATION WITH WESTMINSTER CITY COUNCIL

The applicant met with representatives from Westminster City Council in conjunction with representatives from the Greater London Authority in July 2020 to discuss the proposed changes to the scheme.

The proposed changes to the layout and arrangement of the office entrance and public garden at the lower levels, the updated roof design and the additional office and affordable workspace were welcomed.

A number of detailed questions were raised with respect to access, cycle parking and the updated rooftop plant screen design which would be further reviewed with the detailed design information provided following the meeting.

The Applicant understands that Westminster City Council will provide detailed feedback on the proposed scheme changes as part of the Greater London Authority consultation process.

3.5.6 SECURITY

Toren Consulting has been appointed as Security Consultant for the project. This section describes how security risks have been assessed and appropriate responses designed.

Relevant Planning Documents
The following documents inform the project's security design:

- "Westminster City Plan 2019"
- "Draft New London Plan"
- "National Planning Policy Framework'"
- "Safer Places - The Planning System and Crime Prevention"

Meetings with Metropolitan Police Service
The Westminster City Plan 2019 encourages designers to 'seek expert advice from the Metropolitan Police's Security By Design advisors and to consider the Metropolitan Police's "Secured by Design" guidance. The project team has met with police security stakeholders, the Designing Out Crime Officer and Counter-Terrorism Security Advisor assigned to the site, to inform the Security Design Strategy. Full minutes of the meetings will be included in the development's Security Needs Assessment report (see below).

Security Guidance & Certification
The development will be designed cognisant of security design and risk management good practice, as described in:

- "Operational Requirements" (2018)
- "Crowded Places Guidance"
- "Protecting Crowded Places: Design and Technical Issues"
- "Commercial 2015 V2" , Secured by Design.

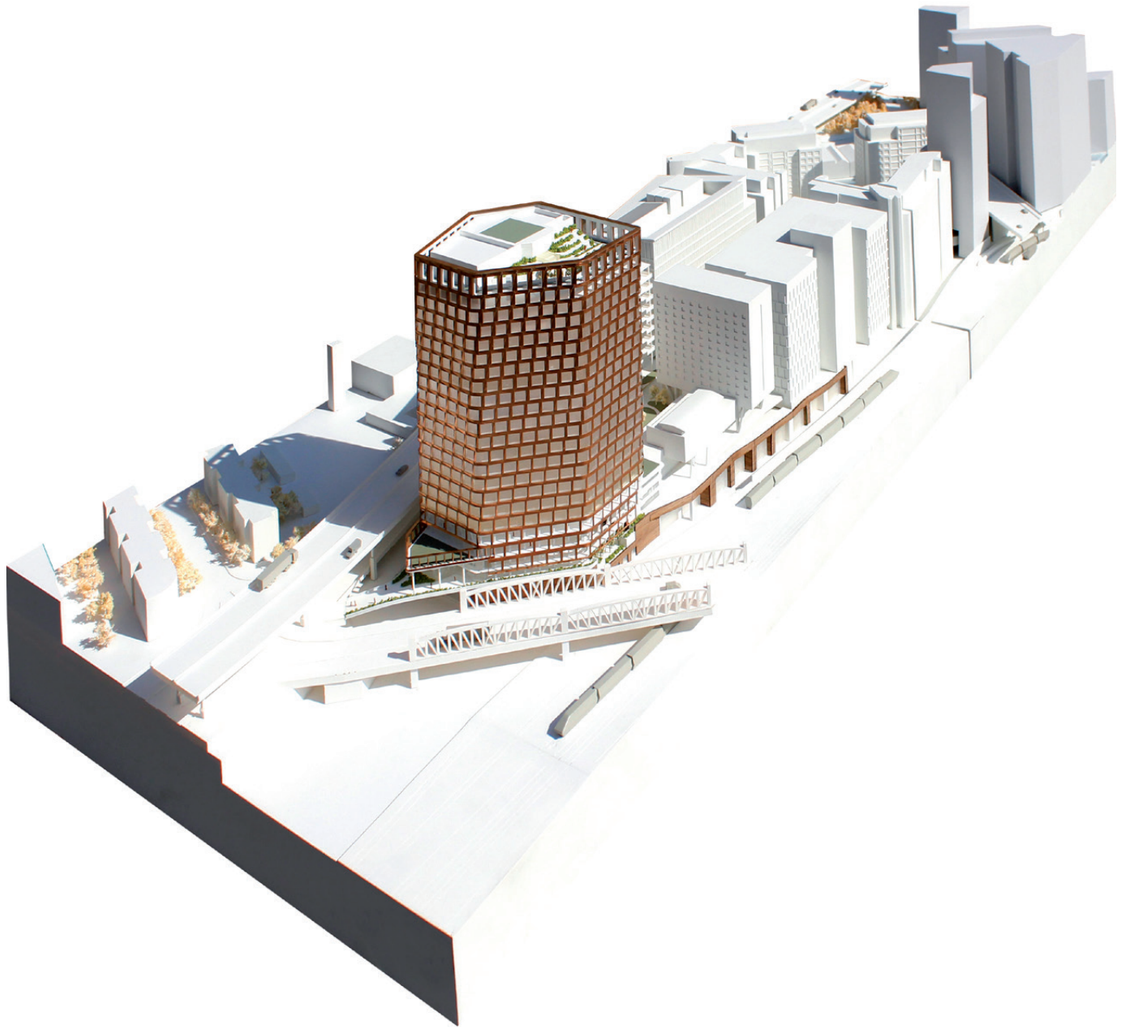
Security Design Process
Toren Consulting's role as Security Consultant for the project includes providing a Security Needs Assessment (SNA) report in support of the development's BREEAM Assessment. As part of that report, we have:

- Meet with the Metropolitan Police;
- Meet with internal security stakeholders;
- Completed a visual audit of the local area;
- Completed a bespoke Security Risk Assessment;
- Recommended a series of Operational, Physical and Technical security measures;
- Produce a Security Concept Design describing the agreed security measures.

Summary of Security Risk Mitigation Measures
Security measures under consideration for the development, dependent on police advice and security risk assessment include:

- Security and front of house staffing in public areas;
- Security control in a dedicated security office ;
- Security rated doors in vulnerable locations, to deter and reduce the likelihood of success of intrusion;
- Access control and intercom to manage access to and within the building;
- Duress buttons to allow staff to summon an emergency response;
- Video surveillance to external and front of house areas to deter crime and antisocial behaviour.
- Hostile vehicle mitigation to deny vehicular access to pedestrian areas
- Personnel screening at building entrances, facilitated by the inclusion of power and data points,
- Preparation for potential tenant security needs e.g. mail screening in base build design
- Bomb blast mitigation subject to CTSA advice

4 THE PROPOSAL



Illustrative view of the proposal

THE PROPOSAL

Five Kingdom Street will be a dynamic and vibrant new destination for Paddington.

The proposed scheme broadly comprises public spaces and mixed uses spread out over several lower levels with a commercial office building above. The uniquely public nature of the lower levels means that it will be a place that is inviting, accessible and open to all.

The proposed scheme will provide an emphatic conclusion to the Paddington Central campus opening it up to the neighbourhoods of North Westminster. Conceived to be viewed from all directions, the building will act as a marker to signify the new destination and promote the improved connectivity of the area, stitching Paddington back together with its neighbours.



4.1 LAYOUT

4.1.1 PUBLIC REALM CONCEPT

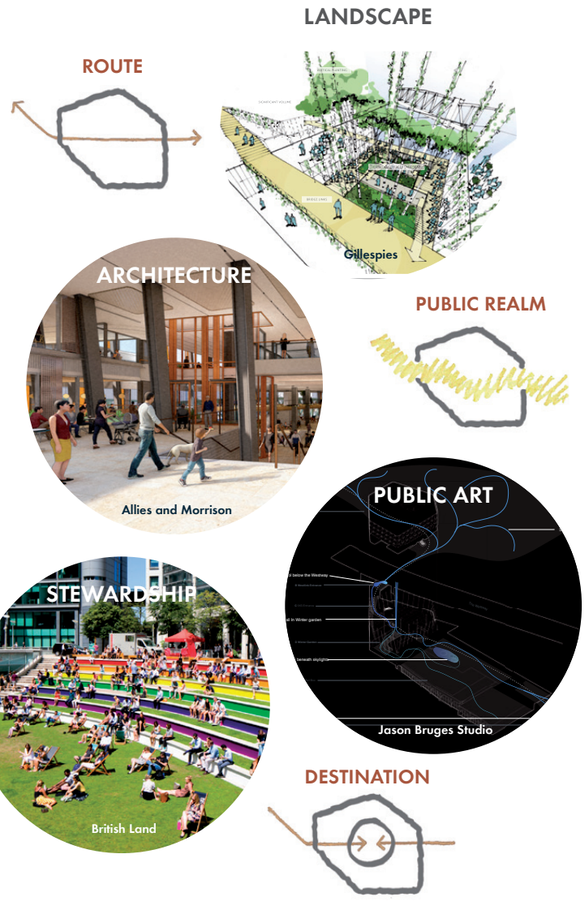
The proposals for the lower level public realm areas have been developed to bring together four key strands each with an important role to play in ensuring interesting, successful and genuine public places.

Architecture
The architecture of the exterior facades, entrances, public routes and the internal spaces has been designed with openness and transparency to welcome people into the building.

Landscape
The continuation of the hard and soft landscape treatments extends the public realm from outside through the building to the West Link and into the new public spaces within the building.

Public Art
A series of unique public art elements are proposed to knit the proposal into it's context and aid wayfinding through the sequence of exterior and interior spaces using artificial lighting installations.

Stewardship
The curation of a regular series of special events and the day-to-day management of the public spaces ensures the spaces are open, accessible, secure and fun for workers and visitors.



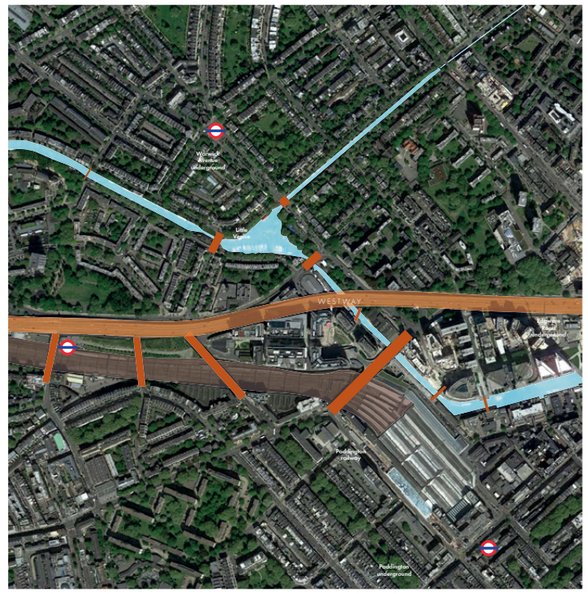
4.1.2 THE INFRASTRUCTURE OF CANALS

The site is surrounded by infrastructure, each with a unique sense of character and movement. Vehicles move at speed along The Westway and Westbourne bridge, trains move along the south edges, and people and canal boats traverse the network of canals. Immediately to the north of the site. Paddington Basin, historically a place to stop, gather and trade is an important junction, a place of collection, and the connection point of three principal canals of north London.

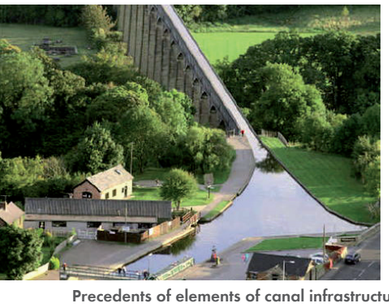
The design concept for the public lower levels picks up on the analogy of movement along the canal network. These have a unique, slower sense of movement and pause more analogous to the way visitors approach the site and move through a sequence of public routes and spaces.

The design concept is also inspired by the unique and interesting elements of canal infrastructure employed to aid movement both horizontally and vertically. Viaducts and bridges allow direct routes through the landscape. Engineering infrastructure and lifts allow for immediate changes in level. Locks allow for a gentle and quieter level transition across the landscape.

The architecture, landscape and public art concepts draw on the character of these elements to deliver an inviting and interesting public realm.



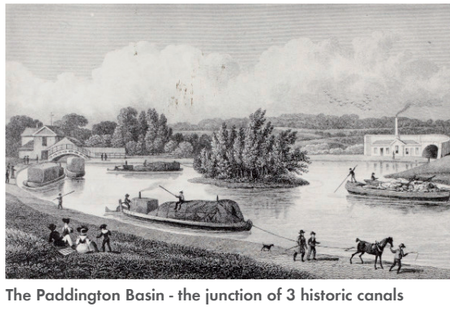
Paddington Central - a place surrounded by unique infrastructure







Precedents of elements of canal infrastructure - locks, viaducts, bridges, lifts, gorges



The Paddington Basin - the junction of 3 historic canals

4.1.3 APPROACH & CIRCULATION ROUTES

The Public Route

The site is approached from the east on Kingdom Street at ground level and the west via Harrow Road level. These entrances connect in the centre of the building to create a generous new east-west public route. The route and its extension to Harrow Road will be a direct continuation of the existing pedestrian route and landscaping in Kingdom Street to ensure it is obvious and intuitive.

The nature of the layout, materiality and environmental conditions of the route has evolved through the design process. Environmentally, the design proposal offers the best of both worlds - large scale fully glazed doors remain open when environmental conditions allow for a considerable part of the year, with the ability to be enclosed, partially conditioned, and fully accessible if the weather is inclement. This ensures the space is welcoming, hospitable and can be used year round.

Public art, lighting and signage installations signify the connectivity with presence under The Westway and in Kingdom Square. The public garden provides opportunities for further public art within the building. The artwork will dynamically animate the public route and be used to communicate events and activities in the building.

Retail units, the office entrance lobby, and mezzanine balcony create further activity along the route, and extend from the building line to create low level pavilions at both Kingdom Square and the West Link at Harrow Road. These uses enliven the spaces and create opportunities to spill out into the public garden, providing passive surveillance and increasing the sense of safety along the public route.

The Public Garden

The layout and alignment of the route is inflected, turning to face south to a new public garden from both approaches. The public garden is conceived as a series of cascading landscaped platforms dropping from Kingdom Street to the lower box level.

The garden is laid out as a series of 'inhabitable' terraces creating an informal auditorium, and tiering greenery throughout the four-storey volume. This layout enables the garden to host a range of activities, with a broader terrace able to host small events, a larger space at the base of the garden for performances or events, and smaller terraces providing calmer seating areas day to day.

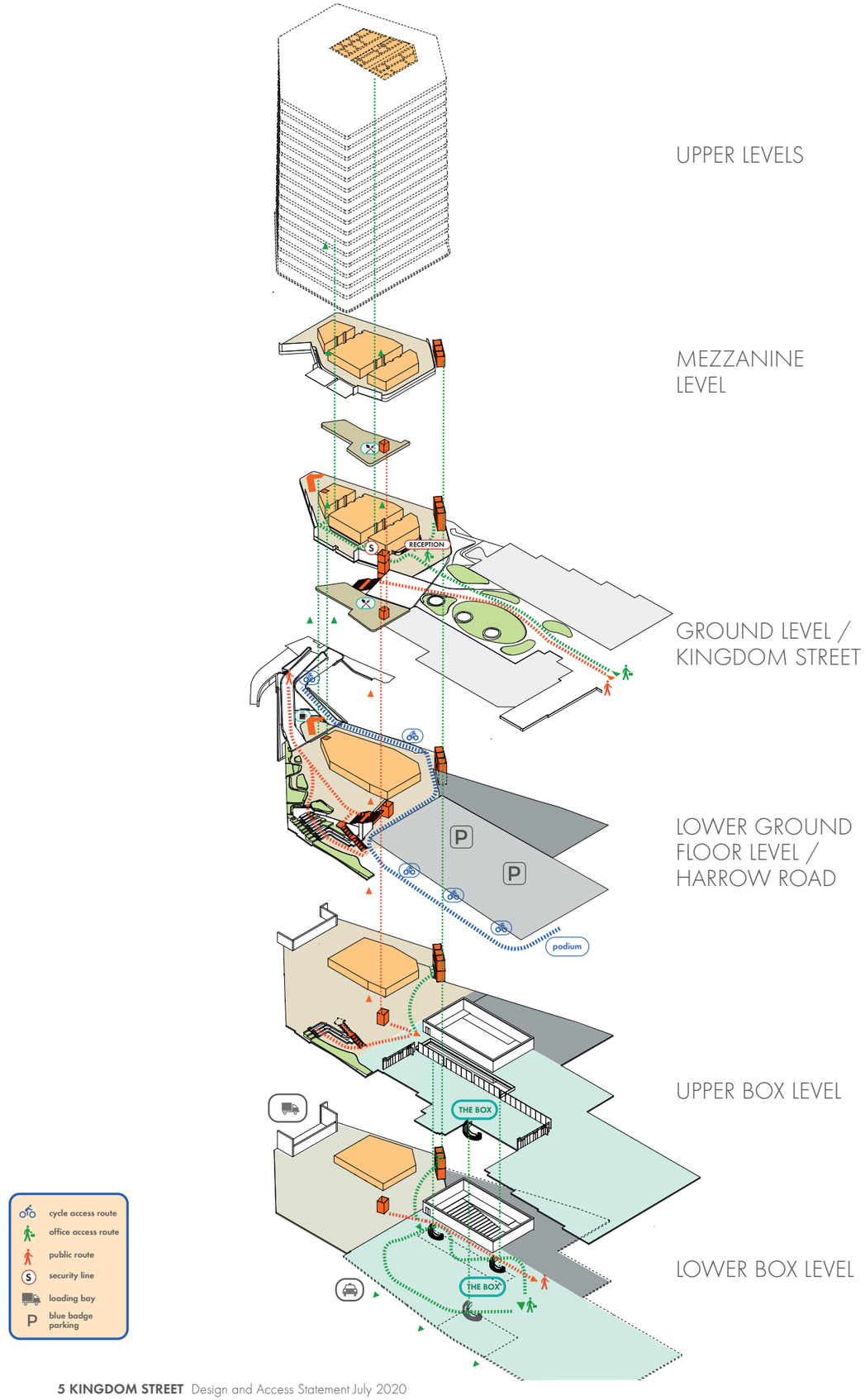
Best practice principles of inclusive design have informed the scheme to provide access for all and 'dementia-friendly' proposals. Access to the lower levels is achieved via lifts and stairs. Generously proportioned stairs are provided to walk from Kingdom Square to the Harrow Road level and through the garden to The Box. In addition, a scenic lift provides access from Kingdom Square to all levels below.
From the office entrance lobby, a bank of shuttle lifts connect from the first office floor down to the Lower Box Level, providing direct access from the office space to the lower level uses.
A detailed description of the public garden proposals is set out in the following landscape chapter of this document.

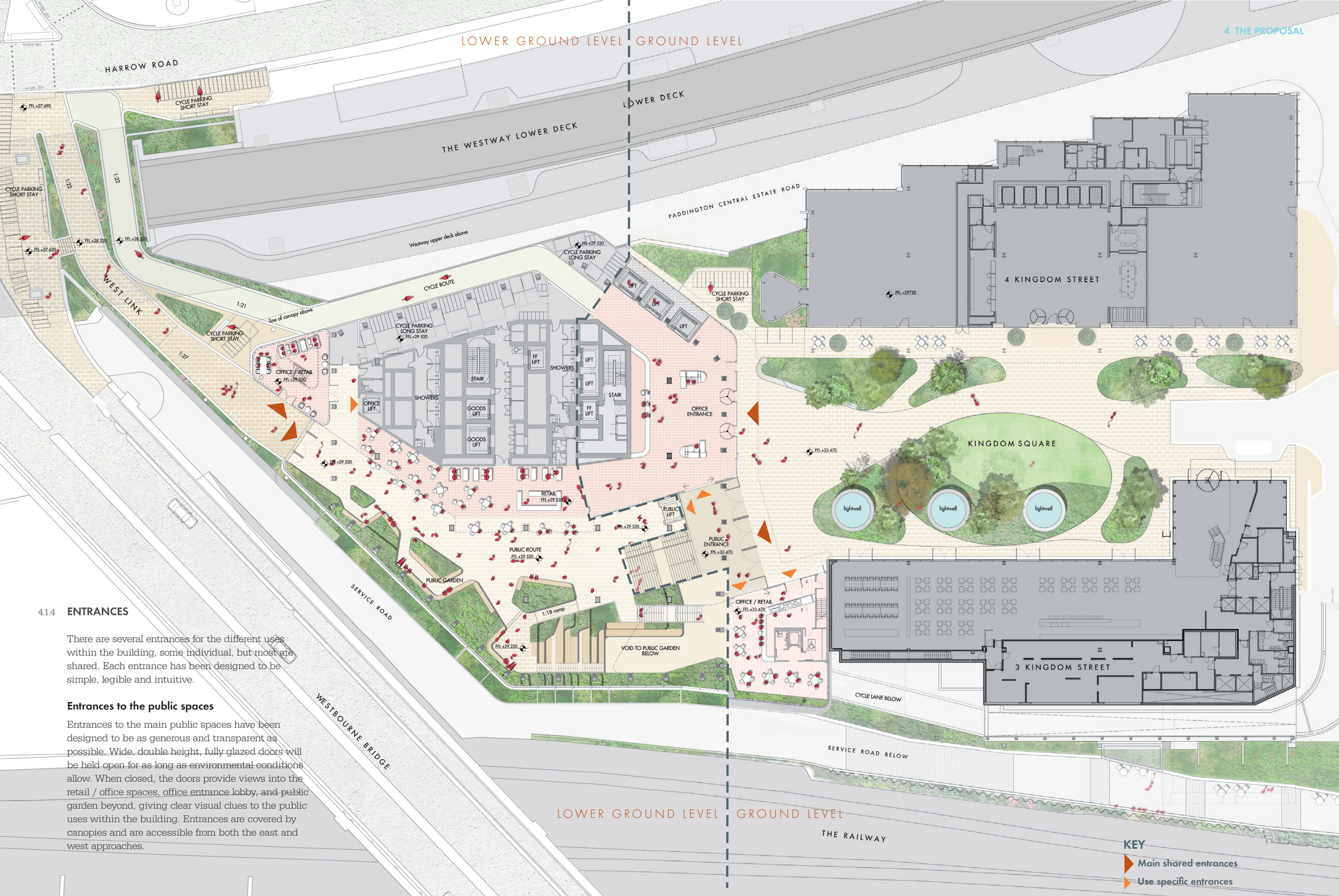
The Office Entrance

The main office entrance is accessed directly from public realm in Kingdom Square, and via a stair and lift from the west pavilion at Harrow Road.

Cycle Route

A new cycle route provides connectivity to the east and west for cyclists arriving to the building as well as a safe off-road link from Harrow Road to Paddington Station.





4.1.4 ENTRANCES

There are several entrances for the different uses within the building, some individual, but most are shared. Each entrance has been designed to be simple, legible and intuitive.

Entrances to the public spaces

Entrances to the main public spaces have been designed to be as generous and transparent as possible. Wide, double height, fully glazed doors will be held open for as long as environmental conditions allow. When closed, the doors provide views into the retail / office spaces, office entrance lobby, and public garden beyond, giving clear visual clues to the public uses within the building. Entrances are covered by canopies and are accessible from both the east and west approaches.

KEY

- Main shared entrances
- Use specific entrances

East & West Pavilions

The plan of the building extends out on the east and west sides of the site to provide appropriate smaller human-scale building entrance thresholds. Each 'pavilion' will accommodate flexible retail or office uses and has its own dedicated entrance and internal circulation.

The East pavilion is located on the south side of Kingdom Square between the main building and the hotel and accessed directly from the public realm. This pavilion is comprised of two interlinked floors that project above the public garden. These projecting floors provide the opportunity to extend the garden vertically, via the creation of planted edges.

The pavilion can also be entered from the office lobby space, across the generous public entrance threshold. The roof of the east pavilion creates an accessible roof terrace for occupants of the Level 1 office accommodation.

Access to the West pavilion is from the West Link bridge. The pavilion can also be accessed from inside the building via a set of doors at Lower Ground Level just inside the public entrance.

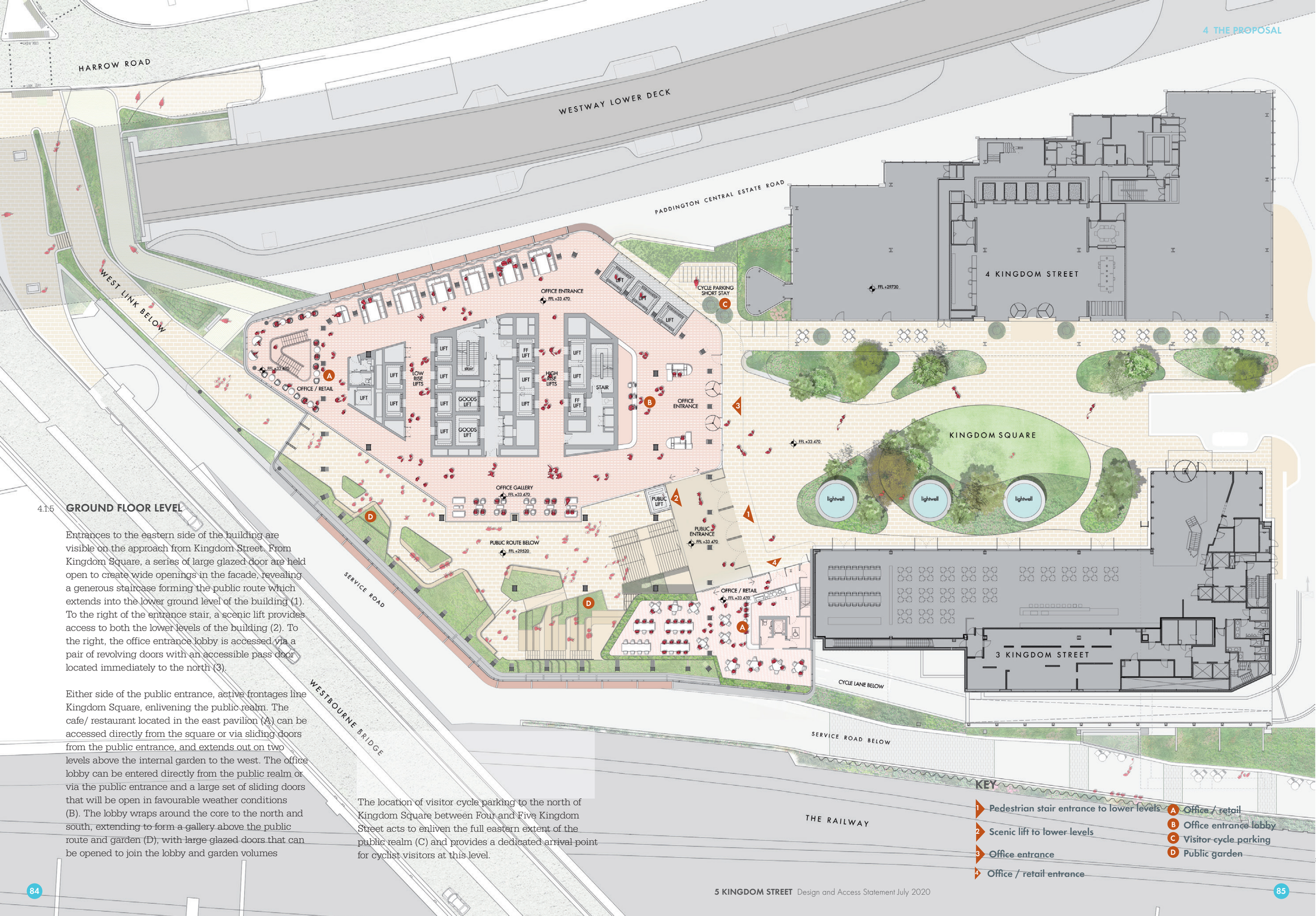
The pavilion is also comprised of two floors, linked with the office entrance accommodation at Ground Floor Level via a generous accommodation stair or a lift located within the public garden. At Ground Level, the pavilion could form a stand-alone tenancy or be incorporated into the office entrance level accommodation.

The rooftops of both pavilions host landscaped roof terraces, extending the palette of public realm planting vertically to the mezzanine and first floor levels. Detailed proposals for these terraces can be found in the Landscape Chapter of this report.





Illustrative view of the entrance from Harrow Road including the west pavilion (Moka Studio)

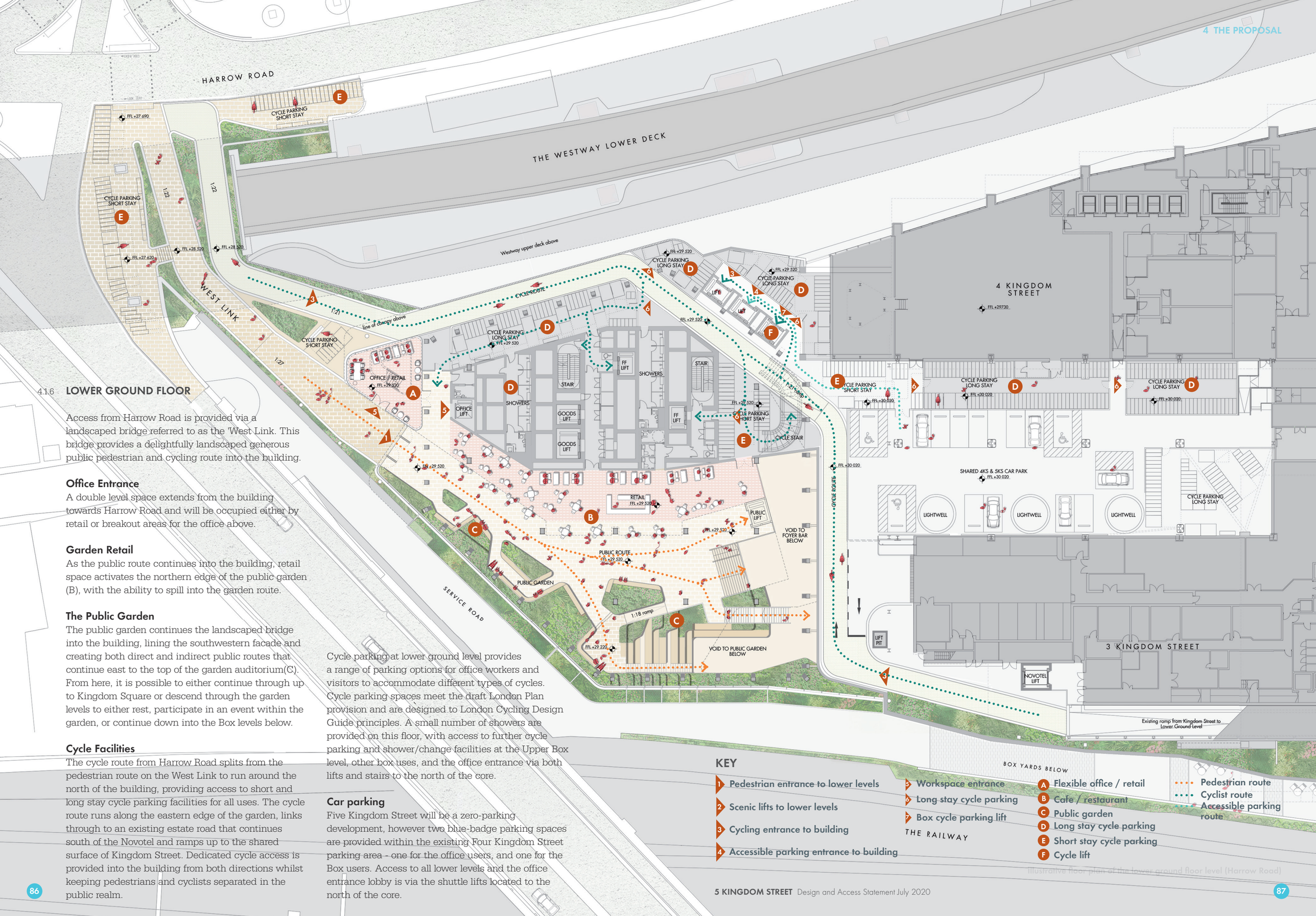


4.1.5 **GROUND FLOOR LEVEL**

Entrances to the eastern side of the building are visible on the approach from Kingdom Street. From Kingdom Square, a series of large glazed door are held open to create wide openings in the facade, revealing a generous staircase forming the public route which extends into the lower ground level of the building (1). To the right of the entrance stair, a scenic lift provides access to both the lower levels of the building (2). To the right, the office entrance lobby is accessed via a pair of revolving doors with an accessible pass door located immediately to the north (3).

Either side of the public entrance, active frontages line Kingdom Square, enlivening the public realm. The cafe/ restaurant located in the east pavilion (A) can be accessed directly from the square or via sliding doors from the public entrance, and extends out on two levels above the internal garden to the west. The office lobby can be entered directly from the public realm or via the public entrance and a large set of sliding doors that will be open in favourable weather conditions (B). The lobby wraps around the core to the north and south, extending to form a gallery above the public route and garden (D), with large glazed doors that can be opened to join the lobby and garden volumes

The location of visitor cycle parking to the north of Kingdom Square between Four and Five Kingdom Street acts to enliven the full eastern extent of the public realm (C) and provides a dedicated arrival point for cyclist visitors at this level.



4.1.6 LOWER GROUND FLOOR

Access from Harrow Road is provided via a landscaped bridge referred to as the 'West Link. This bridge provides a delightfully landscaped generous public pedestrian and cycling route into the building.

Office Entrance

A double level space extends from the building towards Harrow Road and will be occupied either by retail or breakout areas for the office above.

Garden Retail

As the public route continues into the building, retail space activates the northern edge of the public garden (B), with the ability to spill into the garden route.

The Public Garden

The public garden continues the landscaped bridge into the building, lining the southwestern facade and creating both direct and indirect public routes that continue east to the top of the garden auditorium(C). From here, it is possible to either continue through up to Kingdom Square or descend through the garden levels to either rest, participate in an event within the garden, or continue down into the Box levels below.

Cycle Facilities

The cycle route from Harrow Road splits from the pedestrian route on the West Link to run around the north of the building, providing access to short and long stay cycle parking facilities for all uses. The cycle route runs along the eastern edge of the garden, links through to an existing estate road that continues south of the Novotel and ramps up to the shared surface of Kingdom Street. Dedicated cycle access is provided into the building from both directions whilst keeping pedestrians and cyclists separated in the public realm.

Cycle parking at lower ground level provides a range of parking options for office workers and visitors to accommodate different types of cycles. Cycle parking spaces meet the draft London Plan provision and are designed to London Cycling Design Guide principles. A small number of showers are provided on this floor, with access to further cycle parking and shower/change facilities at the Upper Box level, other box uses, and the office entrance via both lifts and stairs to the north of the core.

Car parking

Five Kingdom Street will be a zero-parking development, however two blue-badge parking spaces are provided within the existing Four Kingdom Street parking area - one for the office users, and one for the Box users. Access to all lower levels and the office entrance lobby is via the shuttle lifts located to the north of the core.

KEY

1. Pedestrian entrance to lower levels
2. Scenic lifts to lower levels
3. Cycling entrance to building
4. Accessible parking entrance to building
5. Workspace entrance
6. Long stay cycle parking
7. Box cycle parking lift

- A Flexible office / retail
- B Cafe / restaurant
- C Public garden
- D Long stay cycle parking
- E Short stay cycle parking
- F Cycle lift

Pedestrian route
Cyclist route
Accessible parking route

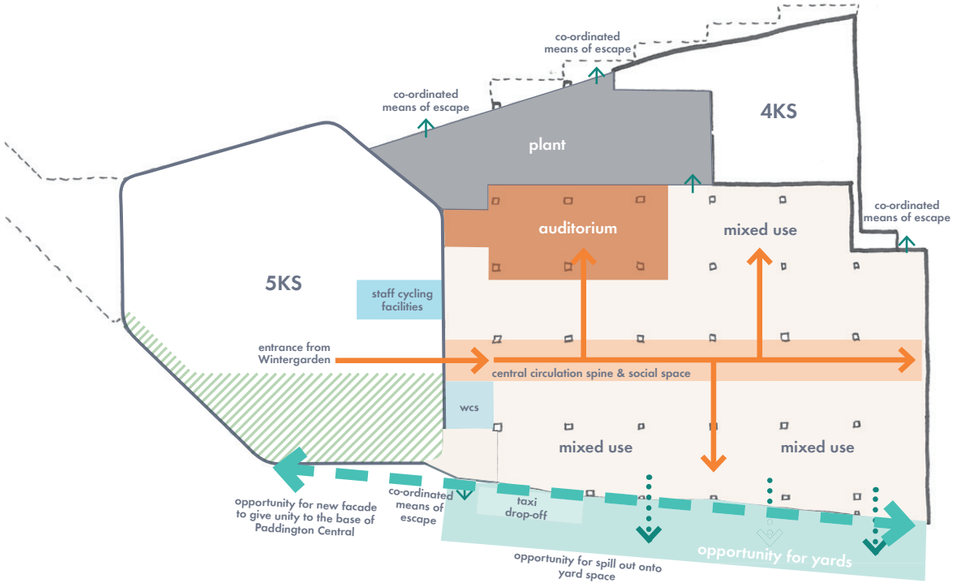
Illustrative floor plan of the lower ground floor level (Harrow Road)

4.1.7 LAYOUT OF THE BOX

Access to The Box has been arranged so that amenities can be either accessed directly and quickly via the scenic lift from Kingdom Square, the shuttle lifts from the office lobby, or discovered serendipitously via a meandering route through the public garden. The point of arrival is from the west end of the box in all cases.

The proposal contains an auditorium and a large new affordable workspace area. In addition, a curated mix of uses which could include a food market, retail, leisure, and cultural uses are proposed. As the exact mix, proportion and arrangement of each use is not yet known the proposed scheme sets up a flexible 'masterplan' framework to allow flexibility and enable the growth and change of different uses over time. The key design principles are as follows:

- The Box is to be laid out around the retained 12m structural grid.
- The extent of mezzanine floor provided at upper box level is intended to be flexible (up to a maximum of 2/3 of the box area) and will depend on the specific requirements of the uses and tenancies.
- The neighbouring 4 Kingdom Street building 'lands' to the north east of the plan. This is accessed independently from the service road.
- The primary plant spaces serving the main building are pushed to the north adjacent to the Paddington Central estate road with separate access, access to air for ventilation but minimal daylight underneath The Westway.
- A multi-purpose flat floor auditorium is positioned centrally in an area with minimal natural light. It's position allows for connections from the base of the public garden and provides a bar and break-out gathering space to the south.
- A centrally positioned east-west circulation spine is proposed from which a subdivision of different spaces can occur. On the upper Box level, this is envisaged as a gallery within the double height box space with skylights above.
- Due to the overall height of the Box, there are opportunities to create larger spaces with vertical interconnections, however general public vertical circulation is provided along the central circulation spine from the public garden, allowing flexibility for different tenancies on the upper and lower floors.
- The Box has a long south-facing elevation from 5 Kingdom Street, under 3 Kingdom Street to half way along 1 Kingdom Street. This new facade provides the opportunity for generous double height glazing to maximise natural light penetration into the space.
- A series of shared fire escape cores are located along the north of the space with evacuation to the adjacent service roads.
- Communal wc facilities are provided at the west end of The Box near the arrival point on the lower level.
- Long stay cycle parking, showers and lockers for The Box uses are located north of the circulation spine, towards the centre of the space.
- At the lower box level along this facade, there is the opportunity to provide outdoor amenity space, depending on the final type and arrangement of uses. This is referred to as The Box Yards.
- At the westernmost larger opening of the box facade at lower box level, there is the provision for taxi pick-up and drop-off.



Key layout principles of the masterplan of The Box



Illustrative view inside The Box from upper box level circulation gallery (Moka Studio)

4.1.8 **UPPER BOX LEVEL**

Along with the flexible uses in The Box, there are a number of fixed uses at both levels.

Auditorium & Bar

An auditorium is proposed within the Box accessed from either the base of the public garden or via the scenic passenger lifts. It is located towards the north of the space and designed to hold 250 people. The auditorium is envisaged as a flexible space that can be used with retractable raked seating accessed from the upper box level, or as a double height space accessed from the lower box level. This will enable the auditorium to be used for a range of different activities, and the space will be available for both office, public and community events. The auditorium bar is positioned between the chamber and the arrival point from the garden. Back of house facilities are located adjacent to the auditorium on both levels.

Cycle Facilities

Additional cycling facilities are located at upper box level wrapping around the north of the core. They are accessed directly from lower ground level cycle route via the cycle lift provided to the north, as well as a dedicated cycle stair with wheel channels. The main provision of shower and locker facilities is located in close proximity to the cycle parking areas under the public garden and within the main office core. Shower and change facilities dedicated to the Box uses are located centrally along the circulation spine.

Plant & BoH Areas

Back of house and plant areas that may otherwise provide blank frontages are located on the northern and western sides of the footprint at the upper and lower box levels. The estate service road runs around this part of the site at lower box level, preventing public access. Location of plant in these areas allows the frontages in the public realm to be active, and for vehicles to be completely separated from public areas.

KEY

1. Arrival from the public garden
2. Arrival from the scenic public lift
3. Arrival from B1 cycle route
4. Arrival from office entrance

A. Public garden
B. Auditorium bar & break-out
C. Auditorium
D. Cycles and showers
E. The Box upper floor

Illustrative floor plan of the upper box floor level (base of public garden) - uses and locations in the Box are indicative only

4.1.9 **LOWER BOX LEVEL**

Servicing

The existing estate road runs around the northern, western and southern edges of Five Kingdom Street and The Box at the lower box level. Loading bay areas are provided on the western side of the building to accommodate all servicing requirements for the building. Bin stores, good lifts and plant rooms can be accessed directly from the loading bays.

Building Management and Security Suite

Located directly adjacent to the loading bay and spread around the north of the core, the building management and security suites and essential plant rooms have been laid out to provide easy access to all parts of the building, as well as easy access to the loading bay areas and to natural light.

The Box Yards

The service road to the south of The Box is rarely used on a day-to-day basis so the land along the southern edge of the proposal has been designed to allow for secondary access and possible spill out from tenancies in The Box. Greening is proposed in the form of a planted edge over two levels.

Taxi Drop Off / Pick Up

A dedicated taxi drop off and pick up area is proposed to the west end of The Box in a central location. This is intended to be used by all Box uses to keep vehicles off Kingdom Street. More details on the operation of the taxi pick-up and drop-off area are provided in the Operational Management Framework which accompanies the proposals

Novotel Lift

The proposed scheme removes the existing service access ramp and road that currently provide access to the Novotel service area. The proposal for 5 Kingdom street reprovides service access at the Lower Box Level, with a drop off area adjacent to the taxi drop-off with a dedicated lift from this level to the Novotel service entrance at Lower Ground floor.

KEY

1. Arrival from office entrance level
2. Arrival from the scenic public lift
3. Access to auditorium lower floor
4. Waste and servicing access
5. Access from taxi drop-off
6. Access to Novotel Lift

- A The Box Lower floor
- B Taxi pick-up / drop off
- C Servicing bays
- D Management suite
- E The Box Yards
- F Auditorium
- G Novotel Lift

Illustrative floor plan of the lower box floor level (railway track level) - uses and locations in the Box are indicative only

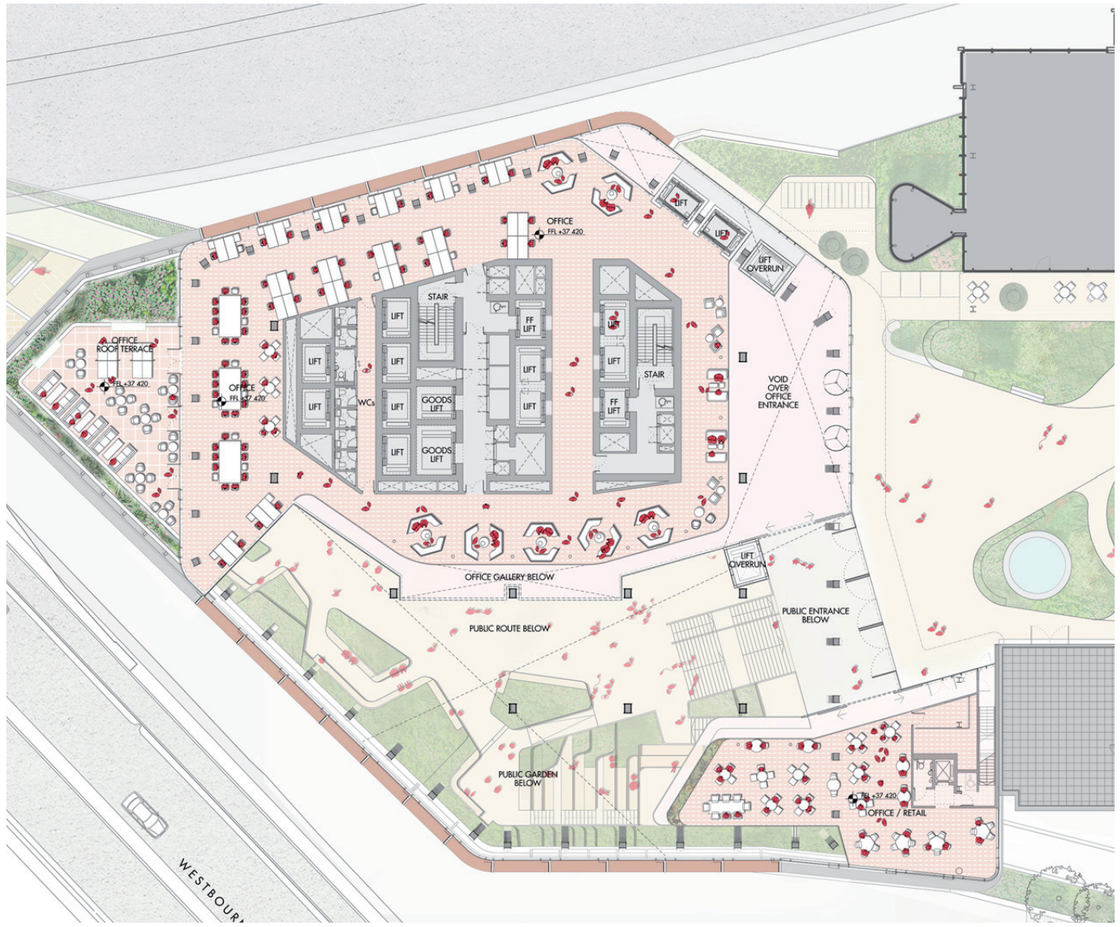
4.1.10 **MEZZANINE FLOOR**

Office Gallery

A large office mezzanine gallery sits above the main entrance lobby, accessed via the northern shuttle lifts, with lounges and break-out areas arranged around the perimeter. The gallery is open to main entrance lobby shares the same environmental conditions. Large double height glazed screens on the southern edge of the space offer generous views into the public garden below, linking the lobby and informal workspaces into the greenery below.

Office Mezzanine Roof Terrace

The office mezzanine gallery also has an interesting westerly aspect along The Westway which has been capitalised on with an exterior roof terrace as part of the west pavilion. The terrace will be planted, continuing the garden theme into the upper levels, and complimenting the planting of the West Link below.

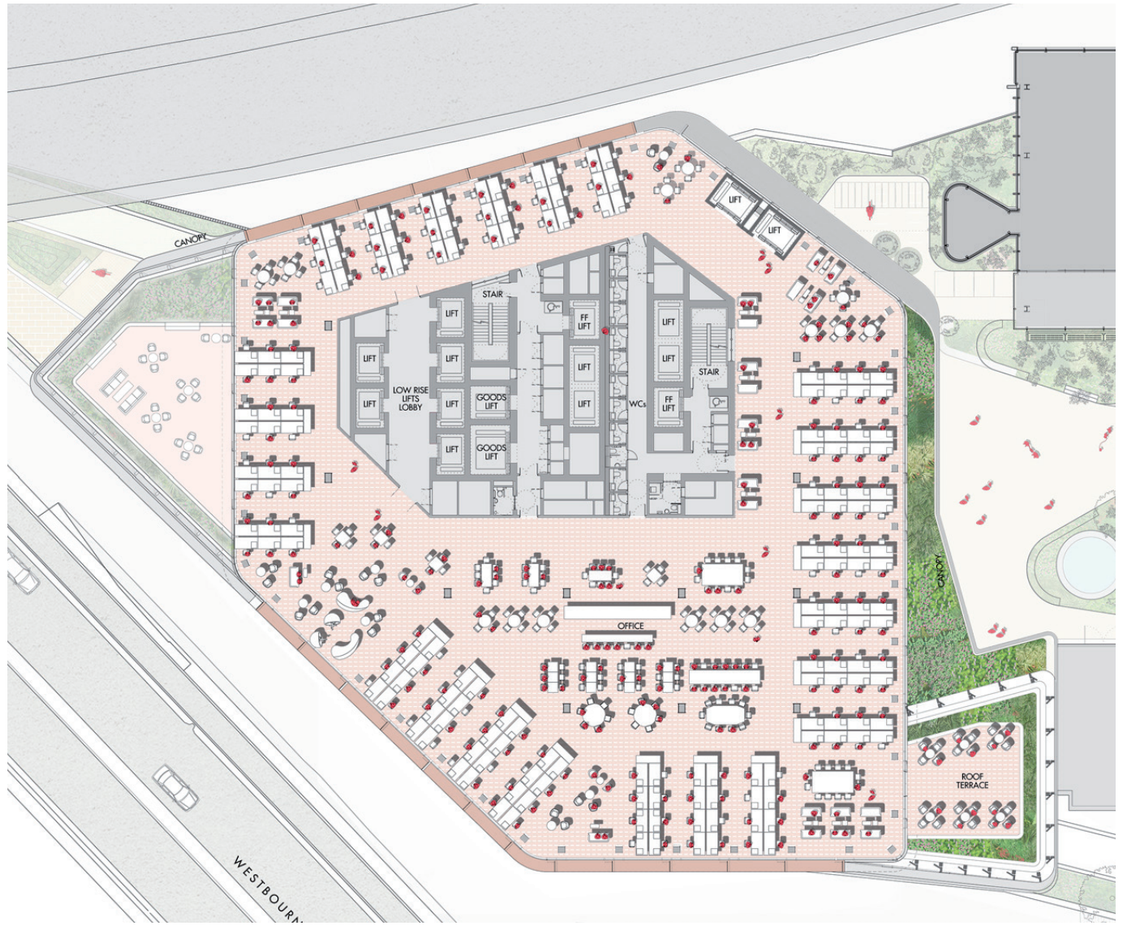


Illustrative floor plan of the office mezzanine level

4.1.11 **FIRST FLOOR**

The first floor is the first full office floorplate, forming a 'lid' to the public garden volume four floors below. The floor is accessed via the northern shuttle lifts, linking it closely to the office entrance and mezzanine floors. The lower levels of the building could host more flexible workspace accommodation, and the interconnectivity of the first floor to the lower, less formal spaces on the ground and mezzanine floors is well suited to this type of workspace provision.

The first floor office tenants benefit from access to an exterior roof terrace located on top of the east pavilion. The terrace will be planted, continuing the garden theme into the upper levels, and complimenting the planting in Kingdom Square below. A green roof on top of the entrance canopy continues the planting along the eastern elevation, creating a green visual amenity for the upper levels at the edge of Kingdom Square. Detail for the roof terrace landscaping is set out in the Landscape chapter of this document



Illustrative floor plan of the first floor

4.1.12 FLEXIBLE UPPER LEVEL LAYOUTS

The typical office floors occupy levels 1 to 18. The footprint of the building has been developed to provide office floorplates that are large, open, and as flexible as possible to attract a variety of businesses and enable modern collaborative working environments of the highest quality.

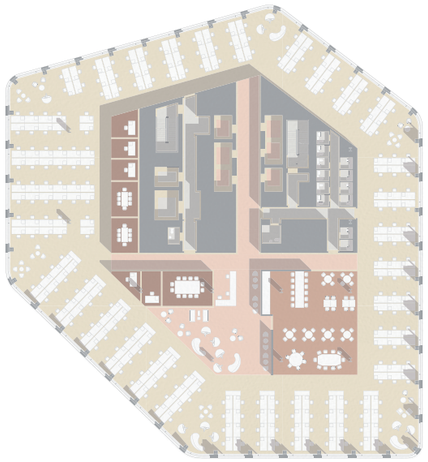
The vertical circulation core is offset from the facade of the building and located near the centre on the floorplate in order to provide high quality daylit workspace to the full perimeter and ensure occupied active frontage is presented in all directions at the upper levels. The core is also offset to the north of the floorplate to facilitate the public route to the south and maximise the size of the public garden at the lower levels.

The open plan floorplates have been developed to allow a flexible number of tenancy subdivisions at each level to cater for a variety of scales of occupiers. This flexible floorplate model is particularly appropriate for creative industries and Storey, British Land's flexible workspace provider, as the open floorplates can be subdivided into several smaller tenancies or offered as communal open-plan workspace with support services on flexible leases that are suited to scale-ups and small to medium enterprises.

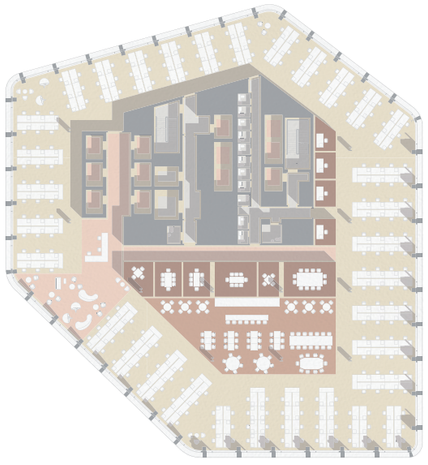
A series of full height opening windows in the facade to the south, south west and west elevations provides opportunities for tenants to introduce semi-external wintergardens into their layouts if desired without affecting the external appearance of the building.

The overall layout of the plan is arranged around an efficient and flexible 9m x 9m internal structural grid with larger spans between this, the core and a unique perimeter structure following the arrangement and geometry of the exterior facade.

Connectivity and flexibility is further enhanced with the introduction of 'softspots' to floors in the centre of the floorplate to allow future opportunities for floors to be interconnected using atria and staircases for tenants occupying multiple floors of the building.



Illustrative layout of a typical lower level office floorplate



Illustrative layout of a typical upper level office floorplate



Illustrative view of a typical office floor

4.1.13 ROOF LEVEL

The principal roof level is occupied by technical and plant requirements, as well as the provision of interior and exterior amenity space for office occupiers. The four main design elements are laid as illustrated in the diagrams opposite.

The upper level office core extends up to serve roof levels. The north, east and west side of the core will be occupied by building services plant. Arranged over two levels with various degrees of enclosure to suit technical requirements, these areas are set back from the building perimeter and concealed from views by a plant screen. The overruns and machines rooms for the lifts serving this floor extent above the cornice line of the roof. A series of metal fins transition from the perimeter of the plant screen to the edge of the lift overrun to create a contoured building top.

The upper core provides access to a central lift lobby and flexible interior amenity space that could be uses for breakout lounge areas. This facility has been arranged to provide connection to an exterior roof terrace to the south which has been optimised for sunlight, views and aspect and is envisaged to be landscaped similar to the public garden to enhance the biodiversity of the site. A building maintenance unit (BMU) will be used to clean and maintain the facade of the building. This machine will run on a track positioned inside the plant screen at a level above the roof terrace in order to optimise the usable amenity space below. A green roof is proposed on top of the core and the BMU track. The perimeter planters on the terrace level to the west and south of the plant screen will included climbers to soften the aspect of the plant enclosure and improve biodiversity and water management on the roof. Refer to the Landscape section of this report for further detailed information.



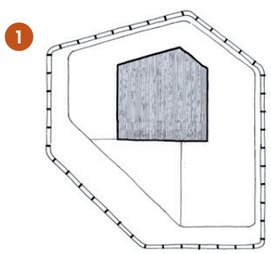
Illustrative view of roof terrace



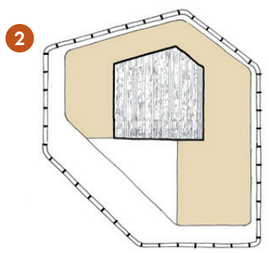
Illustrative view of roof terrace



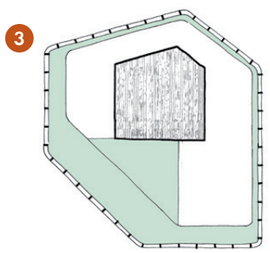
Illustrative view of roof terrace



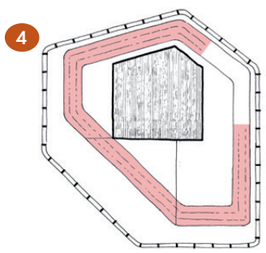
1 THE CORE
Offset centre-north upper level office core extends up to serve roof levels



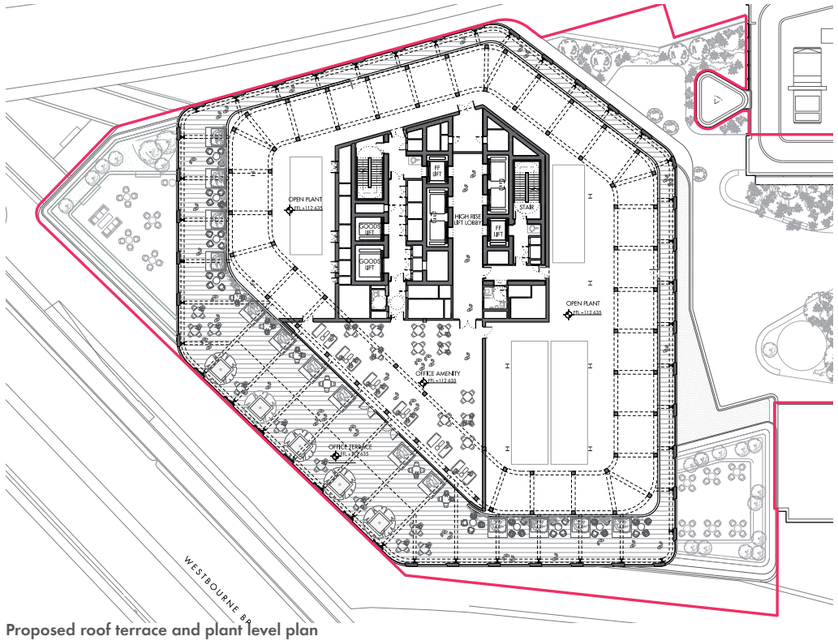
2 PLANT AREAS
MEP plant areas wrap around the core to the east, west and north, all setback from the perimeter facade



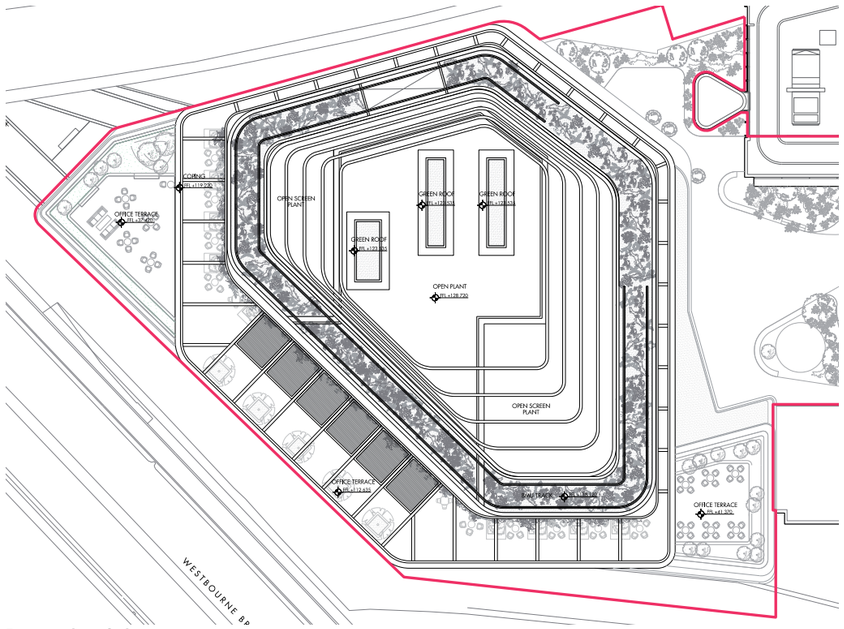
3 AMENITY SPACE
Office amenity space is accessed directly from the core oriented to daylight, sunlight and views to the south



4 ACCESS & MAINTENANCE
Building maintenance unit runs around the perimeter of the plant screen at high level



Proposed roof terrace and plant level plan



Proposed roof plan

4.2 USE AND AMOUNT

4.2.1 UNIQUE WORKPLACE OFFER

The proposed scheme will be composed of predominantly B1 Office use. It will contain a range of workspace from a dedicated affordable workspace, provision for small to medium enterprises, to flexible large open plan floorplates at the upper levels capable of supporting multiple configurations. The volume of the public garden links the different workspaces offering garden views from the entrance to building users and visitors. Elements of A1-3 retail will be located at the lower levels from the mezzanine to Harrow Road level to animate and support the public garden space.

4.2.2 MIXED USE PROPOSAL

Within the Box, uses are anticipated to be fall into combination of A3, B1, D2 and sui generis planning use classes. The public consultation was used to test local interest for various uses within the space. A flexible range of uses is proposed in this area alongside the auditorium and affordable workspace to allow for the curation of demand-driven activities necessary to create a successful and vibrant new place.

PROPOSED USE*		AMOUNT (GIA)
Office use (B1(a)) (including internal ancillary space)	Ground Floor - Level 19	48, 264 sqm
Flexible retail uses (A1, A3)	Lower Ground Floor Level	265 sqm
Flexible retail/office uses (A1, A3, B1(a))	Lower Ground, Ground Level & Mezzanine	723 sqm
'The Garden' (internal space) inc. café/bar (sui generis)	Upper Box, Lower Ground Floor & Ground Floor Levels	1,635 sqm
Flexible mix of commercial/leisure/ cultural uses: (A3,sui generis, and D2).	Upper & Lower Box Levels	3, 490 sqm
Affordable Workspace (B1(a))	Upper & Lower Box Levels	3, 900 sqm
Auditorium (sui generis)	Upper & Lower Box Levels	738 sqm
Mixed Use Ancillary (plant, servicing etc.)	Upper Box, Lower Box & Lower Ground Floor Levels	6, 913 sqm

*based on Use Class Order at the time of submission



4.2.3 PUBLIC GARDEN USES

The public garden on the lower levels of the building will be the anchor place for the public realm of the scheme. The space will include a variety of formal and informal public uses and activities within and around the space. These will be open to all.

The design of the garden and the spaces around it has been developed to ensure the garden is a focal point for both the Paddington Central campus and the wider community; a point of reference whether you are working, eating, attending an event, passing through or simply taking a break.



Illustrative view of uses and spaces in the Public Garden (Moka Studio)

4.2.4 AFFORDABLE WORKSPACE IN THE BOX

In addition to the flexible black box auditorium, the Box offers the opportunity to provide around 7, 390sqm of flexible floor space to a mix of uses. Of this, 3,900sqm of gross floor area is proposed as a new affordable workspace. The location of this space is not yet fixed within the Box and should be determined by the proposed mix of spaces and uses required by various occupiers including the affordable workspace provider.

The physical space of the Box is very flexible. The Upper Box Level is a new floor which will host a number of large openings to facilitate access and a sense of connectivity between the floors, as well as allowing light from the proposed lightwells in the north of the space and from the double height glazing along the south facade to penetrate further into the floor plate.

The precedent images on this page illustrate a range of different spaces / activities offered by a range of 'best in class' affordable workspace providers.

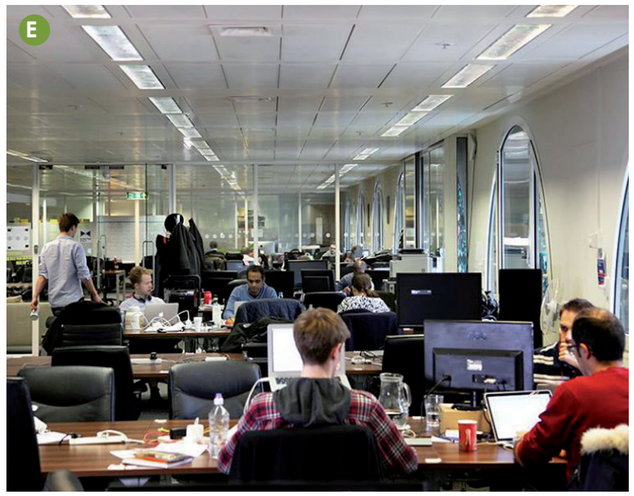
The following pages show a selection of the various configurations for potential workspace locations that have been considered. These set out various design considerations relating to the physical aspects of the available space.

















Precedent Legend

A. Multi-functional events space, Future Space, Bristol
B. Auditorium, Station F, Paris
C. Meeting space, Engine Shed, Bristol
D. Informal workspace, Future Space, Bristol
E. Workspace, Innovation Warehouse, London
F. Offices, Grassroots, Oxford
G. Meeting Rooms, Station F, Paris
H. Conference room, Southport Business and Innovation Centre

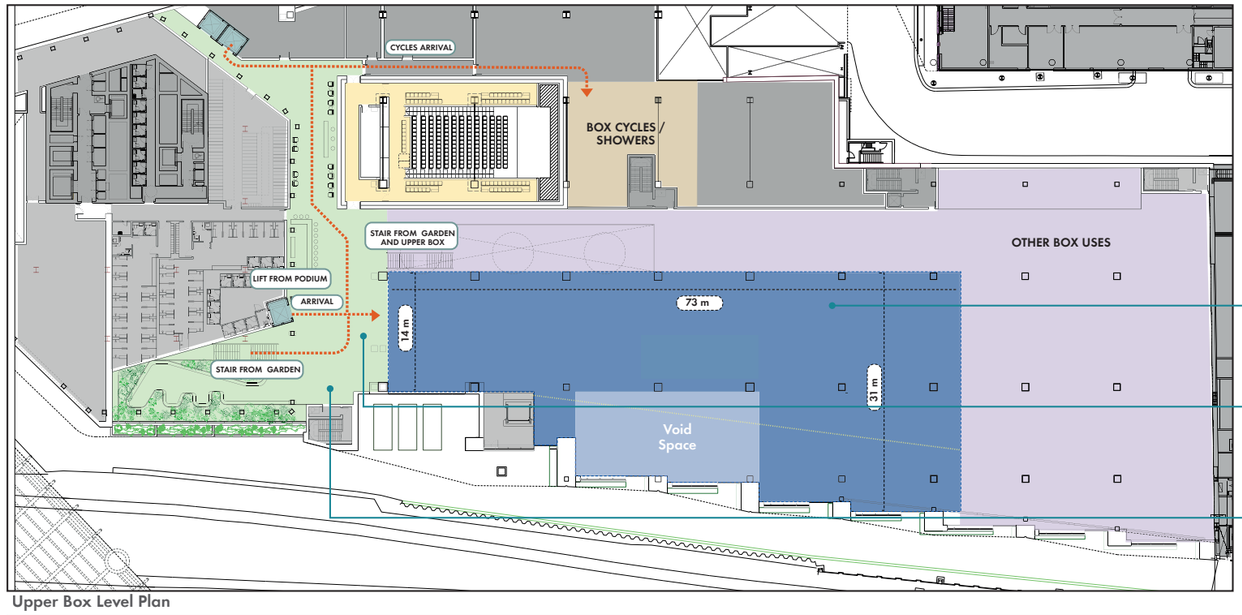
4.2.5 ILLUSTRATIVE LAYOUTS

The following illustrative layouts have been prepared taking into account relevant design considerations as follows:

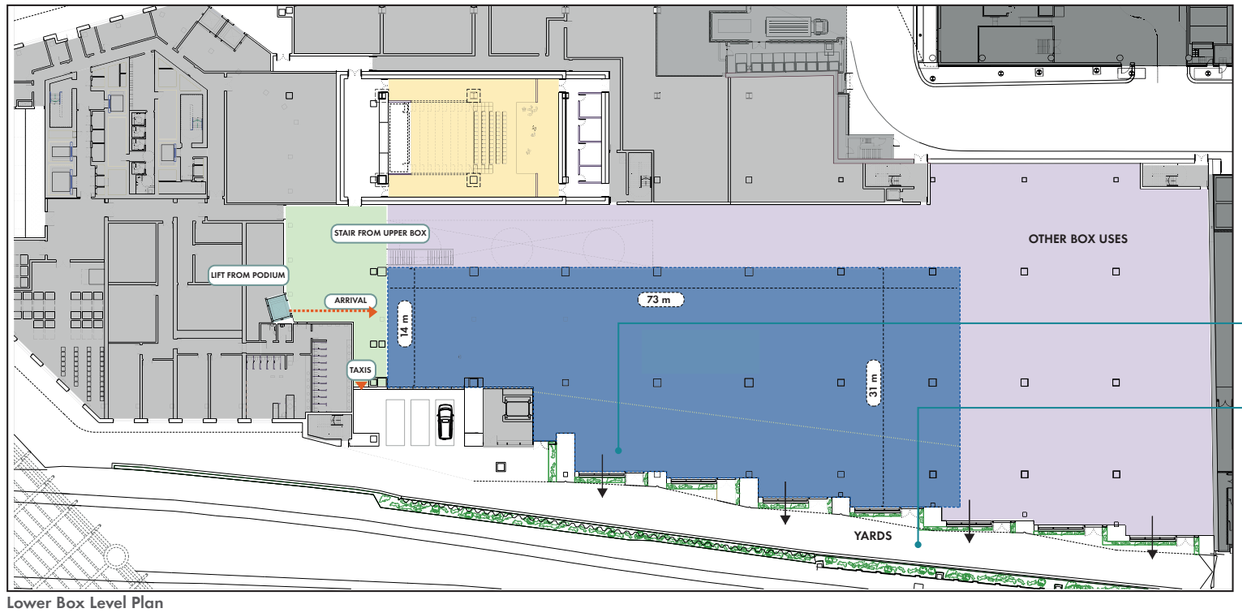
- Dimensions, proportions and efficiency of the footprint
- Access from podium, the garden, cycles at lower ground and from 5KS building
- Relationship to other box uses
- Daylight vs 'dark' space
- Connection to yards / exterior space
- Cycle parking, toilets and shower facilities
- Fire escape strategy and workspace ventilation plant allocations

The diagrams opposite and on the over leaf represent two of several positions assessed and are intended to show the extent of analysis undertaken. It is intended that this work is a precursor to ongoing analysis once a provider is on board and the other uses proposed to be located in the box are known. The requirement to submit detailed proposal for the affordable workspace provision is likely to be secured by the GLA via a condition on the planning application.

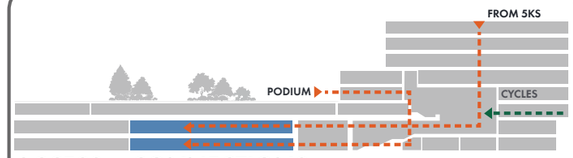
Workspace in the South West Area of the Box:



Upper Box Level Plan



Lower Box Level Plan



ACCESS + CONNECTIONS

Shallow floor plate to maximise daylight from south and skylights

Very direct independent access from garden at west end over both levels

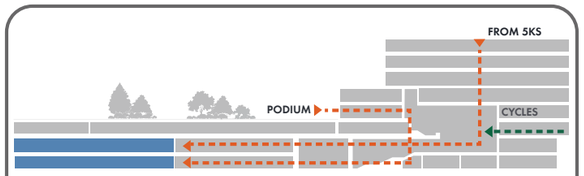
Close proximity and connection to 5KS workspace at the west end of box

Central double height townhall space along south facade

Exterior yard shared by both workspace and other uses

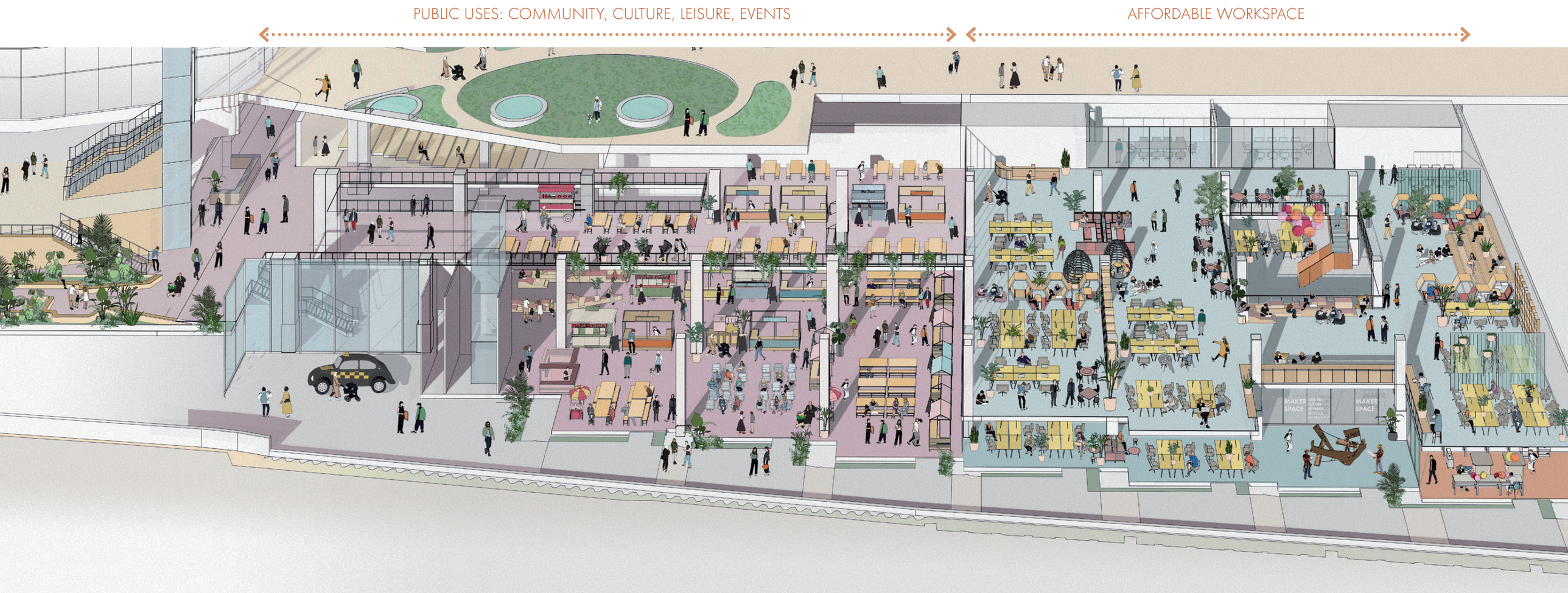
Workspace in the East Area of the Box:





ACCESS + CONNECTIONS

- Simple, rational and efficient floor plate over two floors - minimises distances between functions.
- Close proximity to cycles and showers dedicated to the box
- Potential for central double height townhall space
- Good connection to outside yard spaces
- Balance of box space optimised with efficient shape, 5KS connectivity and good daylight (south facade and skylights in Kingdom Street)



Illustrative view of workspace at east end of the box with other uses at the west end



Illustrative view of affordable workspace in The Box (Moka Studio)

4.2.6 MIXED USES IN THE BOX

A variety of publicly accessible uses are proposed in The Box. The space is intended to be flexible and these uses could change over time as ideas and requirements evolve. However, the core feature of a flexible-use auditorium and the affordable workspace, and a mix of retail, community, culture and leisure uses will establish the overall character.

A 250 seat auditorium will provide a venue for talks and conferences as well as being used for theatre, concerts and other events. In addition, The Box offers 7,390m^2 of flexible, multi-use space that will provide a mix of daytime and evening business, leisure, cultural and community activities.

There are many national and international examples of activities and uses that could be appropriate for the Box of which a series of examples are illustrated opposite.

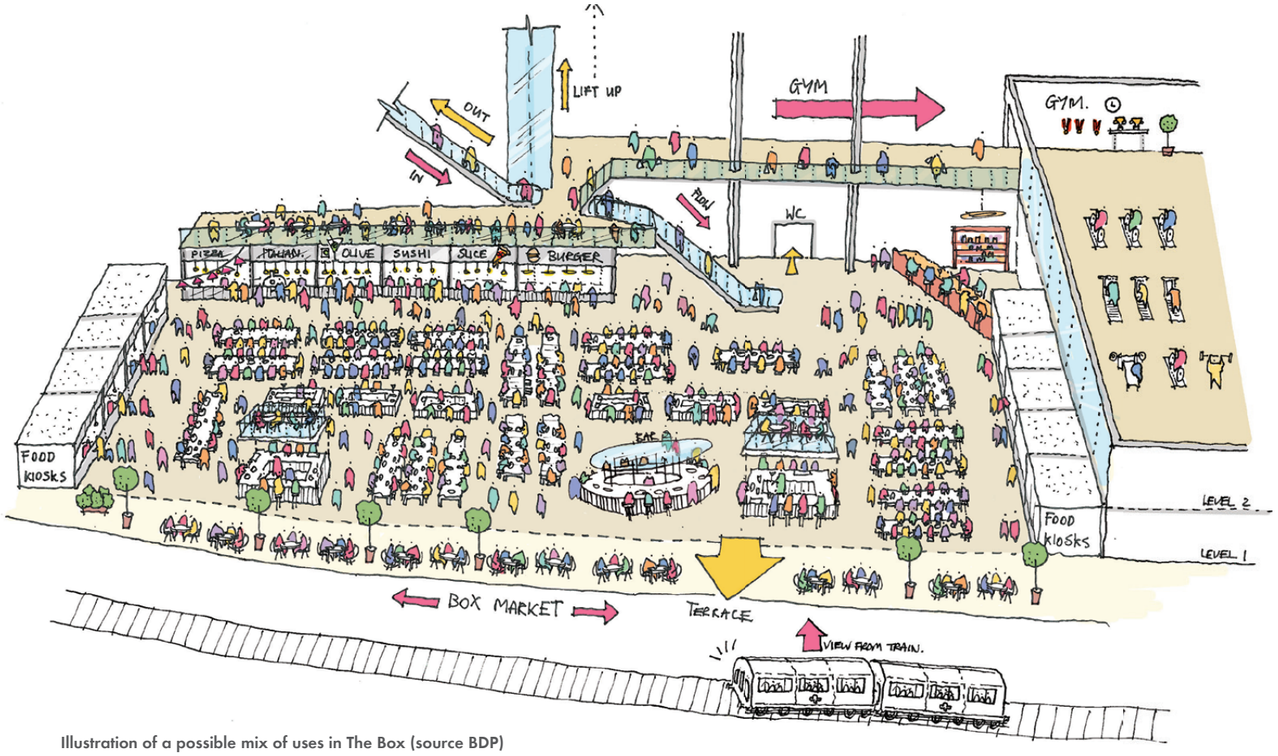


Illustration of a possible mix of uses in The Box (source BDP)

Precedent Legend

A. Timeout Market, Lisbon
B. The Bridge Theatre, London
C. Streetmekka Viborg, Denmark
D. Station F start-up space, Paris
E. LocHal Library, Tilburg, Netherlands
F. Streetmekka Viborg, Denmark
G. Everyman Cinema, Leeds
H. LocHal Library, Tilburg, Netherlands

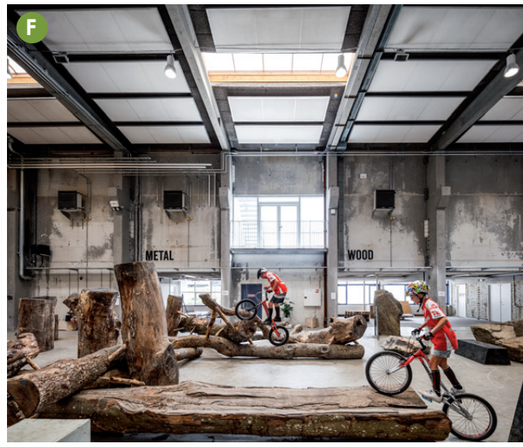


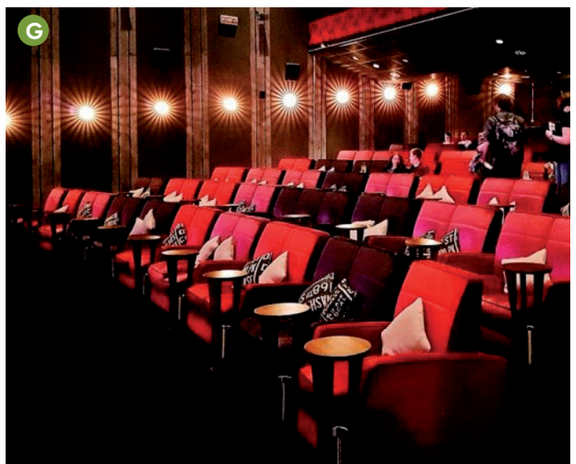














4.3 SCALE

4.3.1 INTRODUCTION

This section seeks to explain the rationale behind, and provide justification for, the scale of the proposed scheme. It should be read in conjunction with the submitted Townscape and Visual Impact Assessment, prepared by Tavernor Consultancy and Miller Hare, which assesses the magnitude and significance of the proposed scheme with respect to both local and distant viewpoints and designated heritage assets.

The proposed scheme comprises ground + mezzanine + 18 storeys of office accommodation + plant above the level of Kingdom Street. In addition to the above townscape and heritage assessment of views and an appreciation of the varied character of the local context, the scheme's location and role within the Paddington Opportunity Area, the planning policy and economic context, the scale of the implemented Reserved Matters permission of 2010, and the scale of the evolving context are all factors which have influenced the final proposal. As set out in Chapter 3 of this document, several options of both height and massing have been tested in the evolution of the design. Further design refinement has sought to reconcile the scale of the building, as experienced in long and mid-range views, with the experience of the proposed scheme at close range.

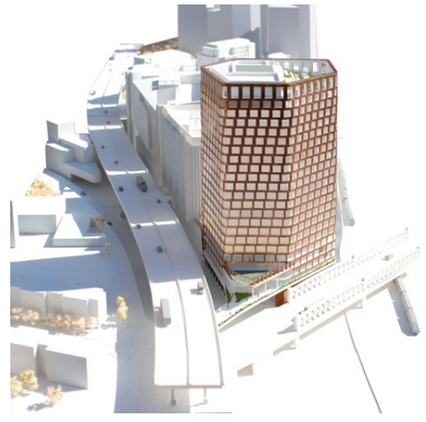
Sidell Gibson's masterplan, as consented in the 2000 outline permission, set an expectation for the plot of Five Kingdom Street to bring forward a “landmark building”, acting as a figurehead to Paddington Central and capitalising on the prominent location, particularly when viewed from the Westway. The design guidelines of the outline masterplan set the height of this plot several storeys taller that the other buildings within the scheme to act as a marker for the development within the wider urban context and to emphasise the townscape hierarchy.

The implemented 2010 Reserved Matters scheme established the detailed principle for a building at Five Kingdom Street that was visible in near, middle, and long-distance views. This building was consented at a height of ground + 13 storeys + plant above the level of Kingdom Street. Due to the constraints of the Crossrail Box access at that time, the proposal was exclusively for office use with no retail provision, public amenity space or connectivity through the site to Harrow Road.

The character and appearance of Paddington has changed extensively since its designation in 1988 as an Opportunity Area (OA) and identification as Westminster's most significant opportunity for large scale development. Since the 2010 Reserved Matters permission, proposals for several tall buildings, ranging between 17-42 storeys, have been consented within the OA establishing both a precedent for height and a denser pattern of development capable, in combination with investment in public transport and the public realm, of remaking places with previously unrealised potential.

The City Plan describes Paddington as '...the most appropriate location for large floorplate office space', encouraging such development as part of a "... thriving mixed use sustainable neighbourhood and destination". The opportunities that the site of Five Kingdom Street now offers enable a proposal capable of delivering against this aspiration comprising a range of workspaces from large-floorplate formats to more flexible and dedicated affordable space suitable for small business and creative industries; extensive public uses; retail spaces; public realm improvements; and enhanced pedestrian and cycle connectivity.

To announce this rich mix of uses and signify the location of improved connectivity through the existing relatively impenetrable infrastructure, it is important that the building acts as an urban marker and its scale clearly indicates this role.





Photos of the model from the west & south west



Proposed south elevation of Paddington Central and surrounds



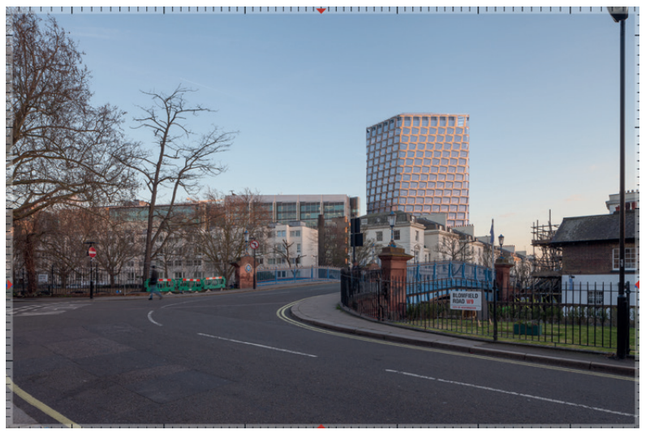
Verified outline view of the implemented scheme from Little Venice



Verified view illustrating the proposed scheme from Little Venice



Verified outline view of the implemented scheme from Blomfield Rd



Verified view illustrating the proposed scheme from Blomfield Rd

4.3.2 **IMPLEMENTED SCHEME: DESIGN EVOLUTION**

Consideration of the potential impact on townscape views and heritage settings has been a critical to the design development of the proposed scheme. As set out in earlier chapters, there is a consent for a large scale commercial building on the application site which has been implemented. The implemented scheme would be taller than the adjacent buildings on Kingdom Street – providing a strong visual termination to the new development along that street on the skyline – and it would be visible in a number of views, locally from Little Venice and more distantly from the Serpentine Bridge in Hyde Park.

The proposed scheme will have a detailed design and materials conceived to improve the building's contextual relationship in those key sensitive views as set out in both the design development, layout, and appearance sections of this document. It will also be taller than the implemented scheme, signalling the presence of the significant new public route and spaces which form part of the present proposal but which were not provided by the implemented scheme. The images on this page compare the implemented scheme with the proposal from some of the key views. A comprehensive Townscape and Visual Impact assessment of a wider range of views and settings accompanies this application.



Verified outline view of the implemented scheme from the Serpentine Bridge



Verified view illustrating the proposed scheme from the Serpentine Bridge



View from The Westway approach (Moka Studio)

4.3.3 SCALE OF THE PROPOSAL

The proposal for Five Kingdom Street is a singular integrated proposition that synthesises plan, form and surface.

The plan shape is directly derived from the geometry of the site, maximised to optimise the use of the available land and rationalised for efficiency. When extruded, its resultant form is omni-directional - it has no 'back' and presents a consistent 'front' to all orientations. The proportion of each 'side' has been derived through careful tuning of its height and width to create a series of elegantly proportioned facets. The radiused corners create a continuous surface and a smoothed, aerodynamic form that reflects the site's dynamic location between rail and road.

This sense of motion is accentuated by a facade composition that sequentially offsets floor by floor to create a twisting vertical grain running from base to top. Contrasting materiality to reveals and soffits gives this grain a 'direction'. A transition over the height of the building in both the depth of the facade and the proportion between solid and void will create subtle variations to light, shade and reflectivity animating the surface in both close and more distant views.

Both the 'top' and 'base' of the building are carefully emphasised to create a tri-partite composition within the overall facade composition and respond to the particularities of function at those levels. At roof level, the screened plant enclosure is set in from the facade and elongated in height to create a view through to the sky beyond and reveal the roof terrace.

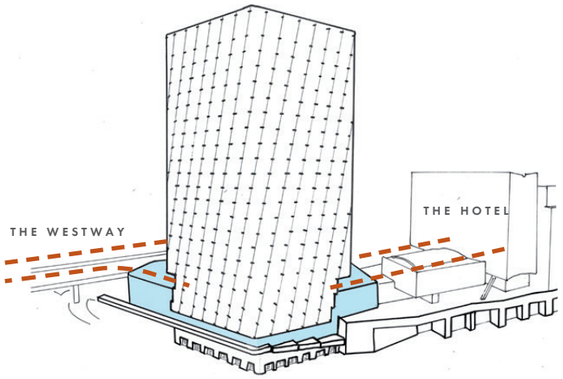
The plant screen rises vertically to the level of the facade cornice line, after which it steps inwards concentrically in a series of contours to the level of the lift overruns at the centre of the building creating a gradual height transition that sculpts and softens the tallest part of the building in the mid-long range views.

As well as providing an entrance to the building, the base of Five Kingdom Street is a public destination accessible from both east and west, providing both a public garden from which to access the Box and a route through the site. To be successful as a public offer, it must be welcoming and intuitive to navigate. To that end, routes to and through have been designed to be visible, clearly legible and provide views and access into adjacent uses. Barriers to entry such as traditional revolving doors and security turnstiles, have been removed.

To address and welcome pedestrians approaching from east and west, the building both extends to form two-storey ‘pavilions’ and recesses to form external covered spaces with the intention to create spaces where visitors are 'within' the building and engaging with the uses it contains before crossing any threshold. The scale of these adjustments relates to the scale of elements in the immediate context - the height of the Westway and adjacent Westbourne Bridge structure to the west and the mass of the hotel restaurant wing and height of the colonnade to Four Kingdom Street to the east. Active and/or public uses will occupy these lower levels enlivening the immediate streetscape and augmented by planting forming a continuum from outside to in.



The west pavilion extends from the building adjacent to The Westway



The east and west pavilion volumes extend out from the main body of the building to relate to the adjacent context

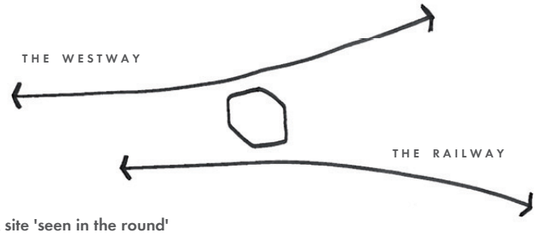
4.4 APPEARANCE

4.4.1 INTRODUCTION

The appearance of the proposal has been considered and developed in detail at a variety of scales. The scale, massing and facade articulation has been carefully reviewed in the context of long townscape views from Hyde Park and Regents Park and middle-distance views on approach from Maida Vale, Little Venice, Westbourne Terrace, Paddington and the surrounding neighbourhoods. Detailed facade modulation, proportions of bays, materials and finishes have also been developed at the human detail scale as experienced on arrival to the site or inside the building itself.

The balance between a clear visual expression of the different uses in the building while at the same time ensuring a cohesive overall appearance as one development has been a key overriding design objective. It is important that the public lower levels of the building have an open, transparent and legible appearance presented to visitors as distinct to the commercial office uses above. While the proposal is described throughout this section as 'base, middle and top', conceptually these are not distinct from each other and instead each uniquely transitions into the next.

The location and prominence of the site at the entrance to Westminster from the west requires a building of the highest design quality with a distinct landmark character derived from a unique concept that brings together high-quality design details and materials.



A site 'seen in the round'

4.4.2 THE CONCEPT

The building's appearance is derived from the unique physical characteristics of the site – hemmed in between significant pieces of London infrastructure, The Westway to the north, the tube and train to the south, Westbourne Bridge to the west and the canal network to the north and east. This is a site characterised by movement by several modes, speeds and varying levels above and below ground. The unique facade concept builds on and compliments this constant energy and dynamism.

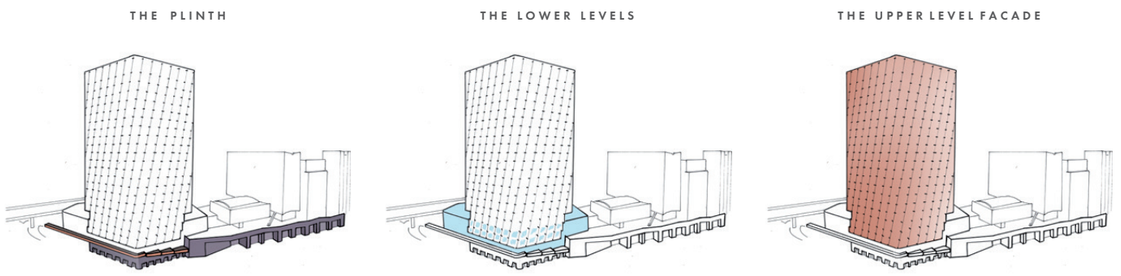
Existing infrastructure such as The Westway and the railway lines provide 'breathing space' around the site which provides the opportunity that the building is 'seen in the round'. As a result, the proposed form and facade of the building is omni-directional with no distinct 'front' or 'back'. A continuous facade treatment with softly sculpted curved corners wraps around the main building form giving each elevation equal prominence according to its role in the townscape.

The appearance of the proposal has been conceived in three distinct design elements:

The Plinth
A single solid plinth unifies the base of the scheme incorporating the Box and plant and servicing areas for the main building responding to the complex series of site levels and 'toughness' of the site at track level.

The Lower Levels
As a counterpoint the public lower levels of the proposal are open and transparent to ensure visibility and prominence and be as welcoming as possible to visitors.

The Upper Level Facade
A distinguishing feature, the upper level facade extends from the lower level public spaces through the upper office floors to the roof of the building.



Three distinct design elements



Unique characteristics of Paddington - significant London infrastructure



Little Venice



The Westway

Views from the North-East



Kingdom Street

Views from the South-West



Hyde Park

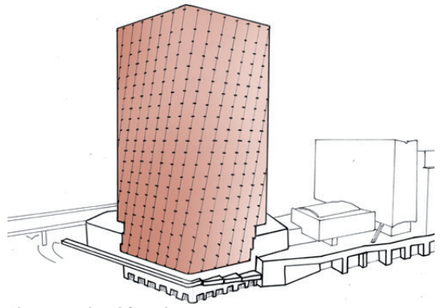
4.4.3 APPEARING 'IN THE ROUND'

While the footprint of the building is initially derived from the shape and constraints of the site, the angles and alignments have been adjusted to respond to its appearance in local and distance townscape views. In all key views three elevations of the building are visible at any one time – a central frontal elevation and a receding oblique elevation either side. The facade articulation and use of tone and materials ensures a combination of frontal and oblique elevations are read ensuring the multi-faceted building form is clearly legible.

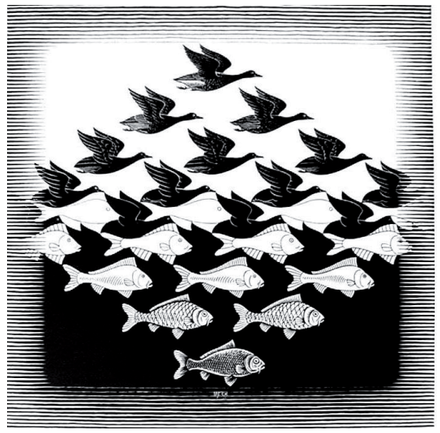
4.4.4 THE UPPER LEVEL FACADE

The most distinctive element of the appearance of the building is the upper level facade linking the lower levels up to the roof. It's character and articulation transitions from a transparent and fine grained 'veil' at the base to a bolder and more solid element the top that reinforces the landmark quality of the building.

Of prime importance is the intention to reduce the emphasis of horizontal floor spandrel zones that are typically associated with commercial office buildings by developing a unique concept that ensures a dynamic vertical emphasis to the appearance of the building. The sequence of sketches opposite illustrate how the upper level facade concept has been developed with the introduction of offset 'node' elements in order to create diagonal lines up the building.



The upper level facade



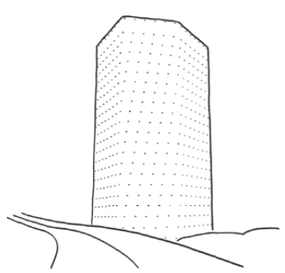
Facade transition precedent: 'Sky and Water' M.C Escher



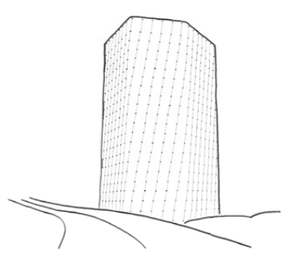
1 Single extruded form of the building ensures a simple and legible silhouette in the townscape.



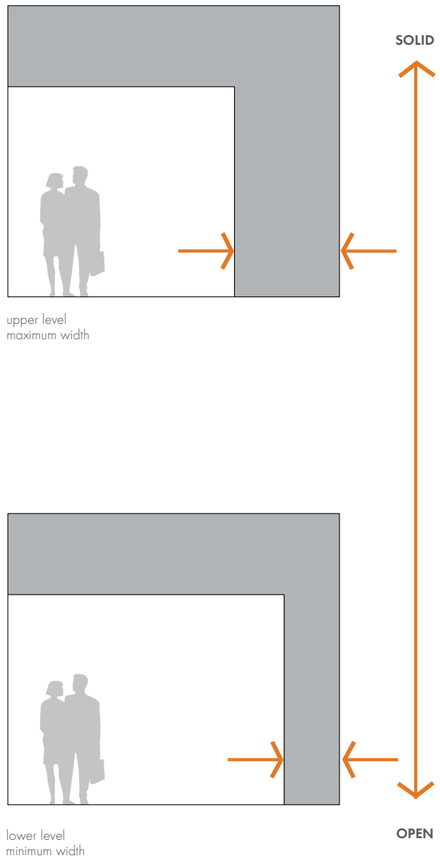
2 Reduce the dominance of solid horizontal floor spandrel zones that typically characterise commercial office buildings.



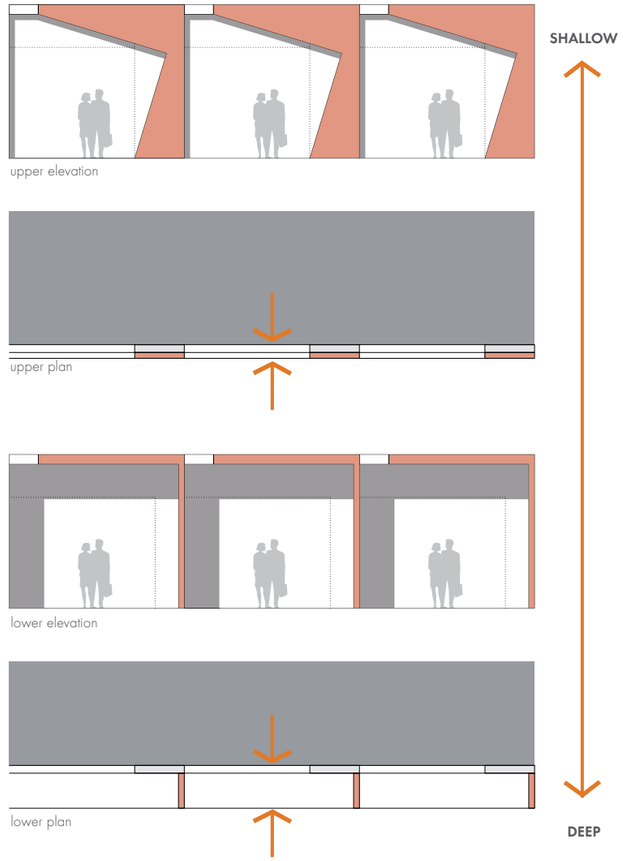
3 Introduce a rhythm of 'node' points on the upper level facade that offset in plan moving around the form from floor to floor.



4 The node points create an implied series of diagonal lines that follow up and around the corners of the building.



5 Accentuate the diagonal lines by manipulating the proportion of solid and glazed facade elements – more open glazing at the base and more solid at the top.



6 Further accentuate a continuous transition from base to top by altering the depth of the outer facade – a deeper facade at the base and shallower at the top as a counterpoint to the solid to void ratio.

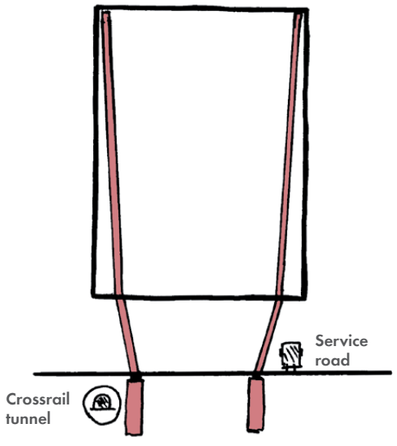
4.4.5 'THE SWIRL'

The articulation of each facade module is defined by a series of mathematical rules developed to accentuate the 'swirl' of the facade pattern as it makes a dynamic transition from the base to the top of the building.

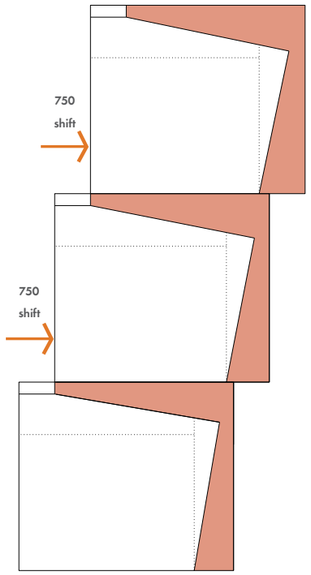
The upper level facade is set out in 75mm increments where each 4.5m module comprises 60 increments. The width of the outer facade splayed vertical panels increases in 75mm increments floor by floor up the building from 150mm at the lower levels to 1275mm wide at roof level.

As the outer horizontal angled facade panel remains set perpendicular to the splayed vertical it's angle also moves at each floor. The combination of incremental changes to the outer horizontal and vertical facade dimensions creates a continuous transition of the solid-to-void ratio of the upper level facade from bottom to top.

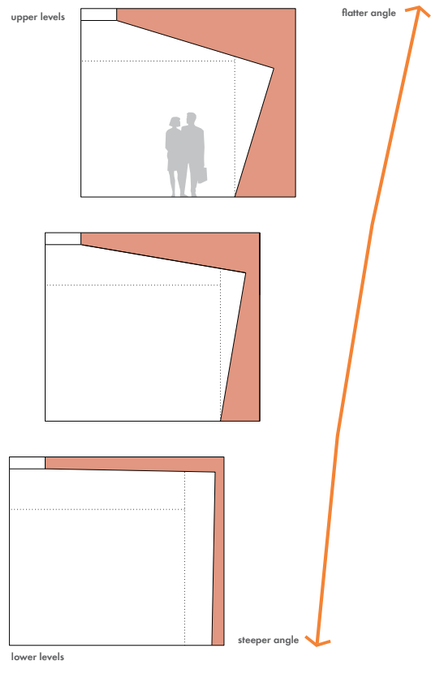
As the solid-to-void ratio increases the facade depth decreases proportionally. The glazing line moves outwards by 50mm each floor starting at 900mm deep at the lower levels to 200mm at roof level. This transition is also echoed in the perimeter structural frame that supports the facade creating a tapering shell structure on the upper floors. The incline of the perimeter columns is more acute at the lower levels in order to remain clear of Crossrail tunnels and service access roads.



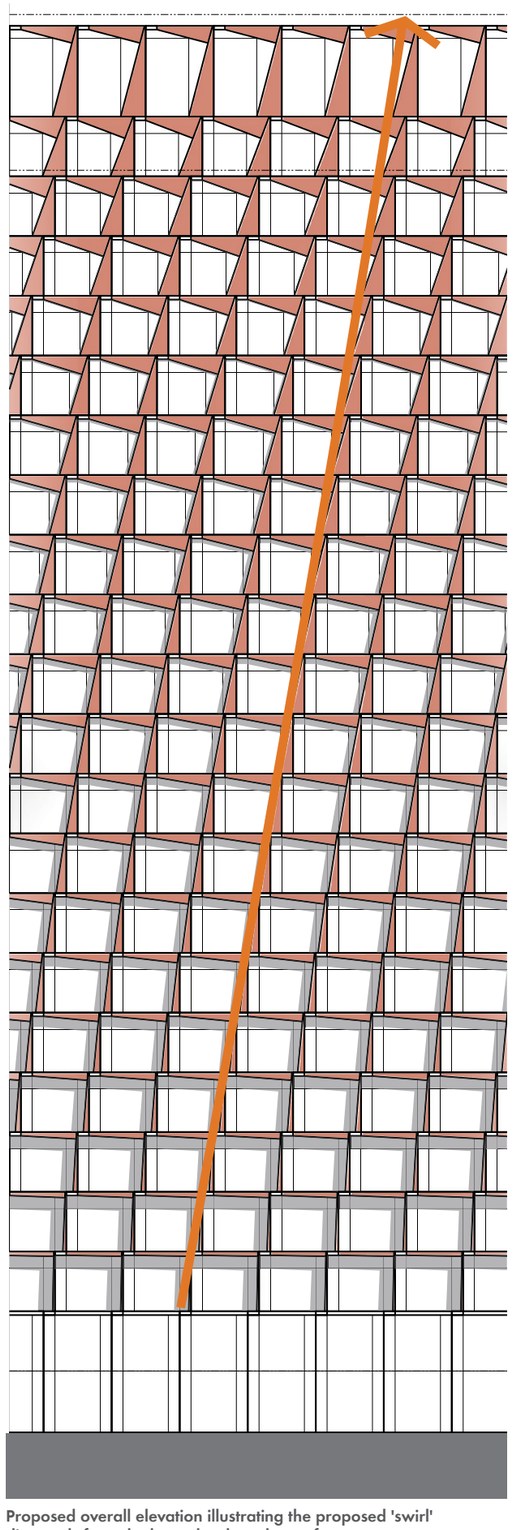
Sketch showing the offset columns on upper floors and inclined columns on lower levels



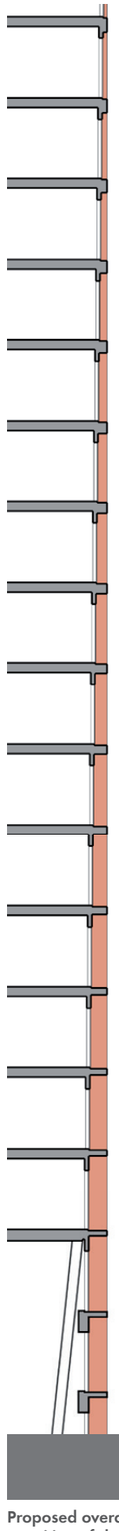
The facade module shifts 750mm horizontally around the floorplate at each floor level



The angle of the cladding panels becomes less acute as the building rises which generates a 'swirl' in the facade



Proposed overall elevation illustrating the proposed 'swirl' diagonals from the lower levels to the roof



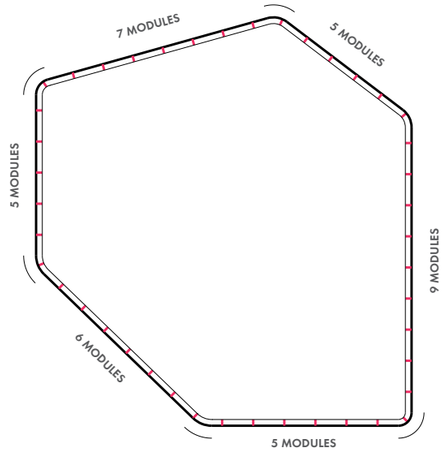
Proposed overall facade section illustrating transition of depth of upper level facade

4.4.6 FACADE MODULES & COMPONENTS

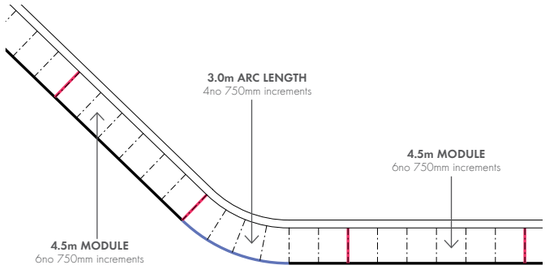
The overall footprint, facade alignments and curved corners of the building are derived from the detailed module of the upper level facade. The outer perimeter length of the building comprises 43no continuously linked 4.5m long single storey height modules. Each module is split into 750mm increments to generate the offset floor-by-floor. The length of straight facades and the outer arc lengths of corners are whole modules of 750mm.

Each 4.5m facade module is broken down into a series of different components, each with a varying degree of glazing, solid panels materials and finishes. Each facade module comprises the following:

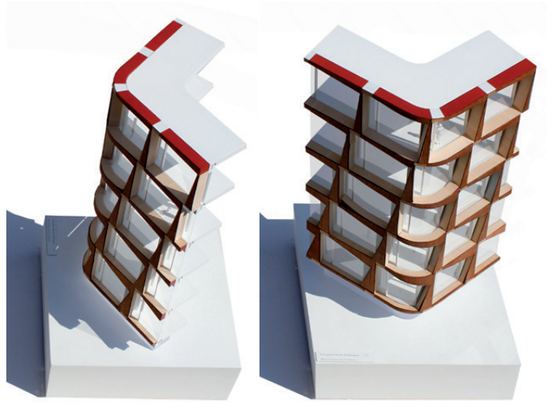
- 750mm wide projecting concrete 'node' element set to finished floor level
- Outer horizontal facade panel layer with horizontal solid sill and angled metal soffit reveal lining
- Outer vertical facade panel layer with splayed metal reveal lining and solid vertical reveal
- Large floor to ceiling office glazing unit
- 750mm wide floor to ceiling glazed sidelight panel, some with full height opening windows including external glazed balustrade
- Inner full height opaque metal side panel
- Inner opaque metal panel floor to spandrel floor zone



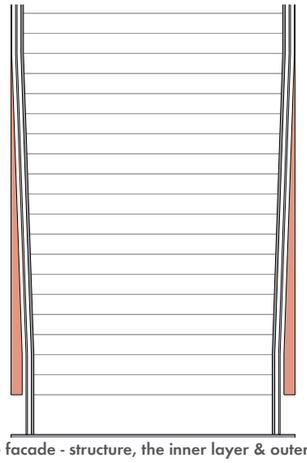
The footprint of the building - 37 straight & 6 corner modules



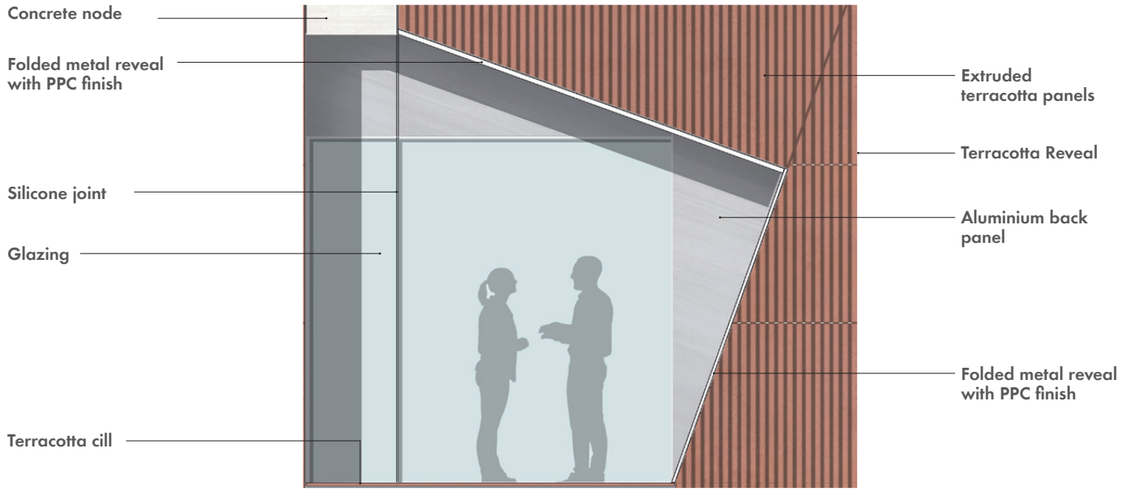
Flat and curved corners modules detail at south west corner



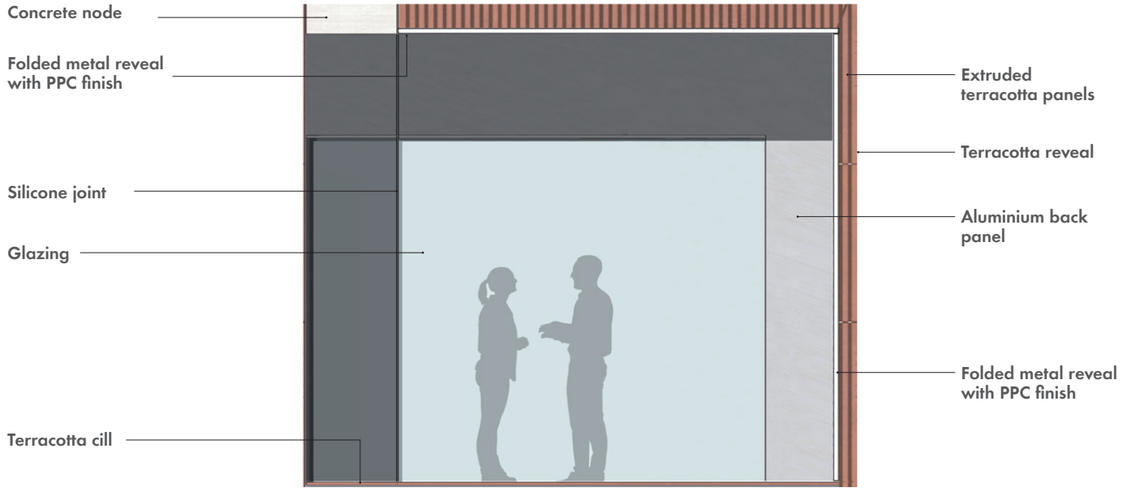
Photographs of a physical study model of the upper level facade



3 layers of the facade - structure, the inner layer & outer facade



The geometry, components and materials of an upper level 4.5m facade module



The geometry, components and materials of a lower level 4.5m facade module

4.4.7 THE PLINTH

A single solid plinth unifies the base of the scheme incorporating the existing Box and the plant and servicing areas for the main building. The plinth is inspired by the 'tough' existing context and has several interfaces with the Box, existing buildings, service access routes and site boundaries.

Below the Kingdom Street podium level the base of the building must fulfil many roles, from accommodating building plant, services and loading bays, to providing an aspect and natural light into the public garden, and giving a unique sense of character to the proposed uses in the Box. Extending an analogy used previously for the 4 Kingdom Street building, the base is conceived of as a solid plinth with volumes carved out to give access to natural light, air for ventilation and provide physical access, but remains opaque where the functionality of the building is better concealed.

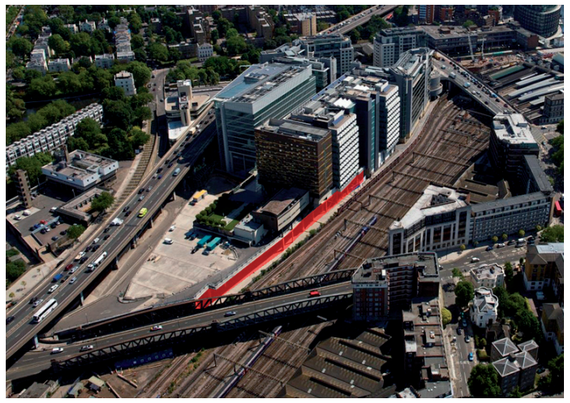
The solid and robust form of the plinth grounds the proposal tightly into the tough site context. Its shape and footprint is a result of a number of site perimeter constraints. A series of different angles and points of inflection along the south edge responds to required offsets and existing structures while at the same time provides a sense of variation and movement along the length of the development.

The top of the plinth is heavily planted along the south and south west edges to emphasise the continuity of the public ream and provide extensive urban greening.

The architecture of the plinth draws on the historic language of Victorian rail infrastructure with primary facades that are predominantly large brick bays that support steel structures above in the form bridges and overhangs where necessary, such as the West Link and cycle access from Harrow Road to the west and north, and the cantilevered planters running along the base of the public garden to the south.

The brick and concrete materials extend around the lower levels into the Box, where large openings are provided to maximise daylight access deep into the space and provide prominence and animation to the railway edge facade. The consistent use of materials and extent of the Box elevation to the south brings a new sense of coherence to the series of existing buildings above, giving a sense of consistency to the wider Paddington Central development.

The series of large angled brick bays forms a continuous facade set out on the 12m Box structural grid. A series of 'infill bays' are setback parallel to the structure creating overhangs and depth to the edge of the development. The infill bays provide flexibility for a variety of functional treatments including large areas of glazing and doors onto the yard spaces outside or more functional solid and louvred bays.



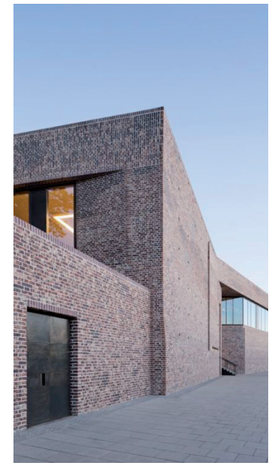
The existing south edge of the Crossrail Box



Precedents of tough brick frames, plinths, railway infrastructure & yards



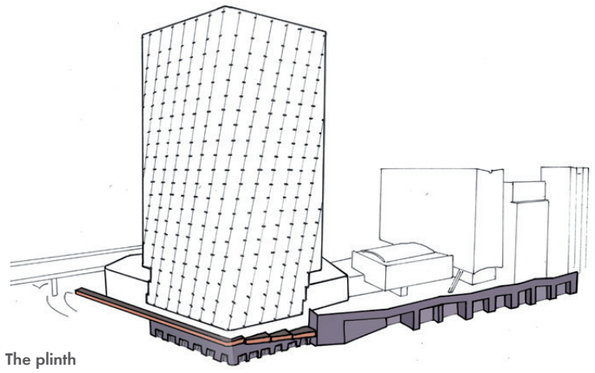








Unfolded full elevation of the plinth element



The plinth

KEY

01 Concrete coping
02 Blue engineering brick
03 Concrete cladding
04 Glazed curtain wall
05 Metal louvre panel
06 Metal framed doors



Bay study plan and elevation of the plinth south elevation at The Box Yards

KEY

01 Blue engineering brick
02 Metal louvres
03 Concrete upstand / cladding
04 Steel structure
05 Metal panel clad planter
06 Full height vision glazing
07 Vertical fin ventilation fascia
08 Perforated metal panel shades
09 Profiled terracotta cladding
10 White concrete node
11 Insulated metal panel





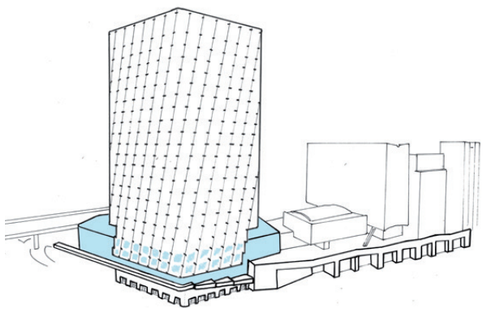
Bay study elevation and section of the plinth south west elevation at public garden

4.4.8 LOWER LEVEL FACADES

The appearance of the public areas of the lower levels of the building where visitors arrive has been conceived to be as open and inviting as possible with large glazed areas above the plinth, the fine grain upper level facade above, and light pavilion volumes extending out into to the east and west approaches.

The area between the plinth and the upper level facade to the west and south are fully glazed to maximise views in and out and provide as much daylight as possible to the public garden. The edge is fully planted inside and out. The fully glazed facade also plays a role in separating the upper level facade from the ground so that it 'hangs' like a veil above the plinth. To the north elevation this visual separation is provided by the exterior cycle route with its lightweight balustrade and setback perforated facade screen.

It is important that the sense of dynamism and resolution of detail in the upper level facade is understood in close-up views as you approach the building to give character and relate to the human scale, so the upper level facade 'hangs down' in front of the upper zone of the public lower levels on the south and west elevations. The upper level facade is at it thinnest in elevation but deep in plan at these levels to provide sun shading to the largely glazed volume behind. The base of the upper level facade appears very open and transparent in frontal views, but oblique views are more solid due to the depth. The glazed rear layer behind incorporates full height glazed openable panels with perforated panels for airflow and passive ventilation to the public garden.



The lower levels

KEY

01 Blue engineering brick
02 Metal louvres
03 Concrete upstand cladding
04 Metal panel clad planter
05 Full height vision glazing
06 Vertical fin ventilation fascia
07 Perforated metal panel shades
08 Profiled terracotta cladding
09 White concrete node
10 Insulated metal panel



Bay study elevation and cross section of the lower levels along south elevation at public garden

4.4.9 PAVILIONS

The east and west lower level pavilions contain entrances and public uses that address the West Link and Kingdom Square. Both forms are intended to be an extension of the inner layer of the adjacent facade and include the same collection of facade components. The pavilions take on a primarily horizontal expression of the spandrel zones with projecting horizontals at each floor level and full height glazing and vertical perforated metal panels set between.

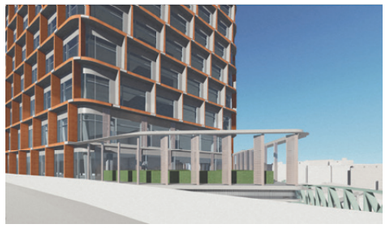
Both pavilions incorporate communal roof terraces. The west pavilion terrace is accessed from the office space on the mezzanine level, the east pavilion terrace is accessed from within the office accommodation on the first floor. As with the facades, both terraces are composed from the same family of elements. A series of splayed vertical metal screens form a parapet around the perimeter and provide a sense of enclosure and wind protection to the terraces.

The terraces are landscaped with planting at the perimeter to increase the overall site biodiversity and assist with rainwater management. Detailed design proposals for each area are included in Chapter 6 - the Landscape section of this report.

The lower areas of each pavilion are fully glazed and include large doors opening out onto the public realm with a vertical fin fascia panel zone for air ventilation requirements.



Physical model illustrating pavilion volumes extending out from the main mass of the building



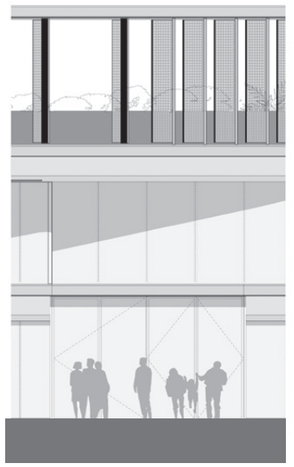
The west pavilion as viewed from The Westway

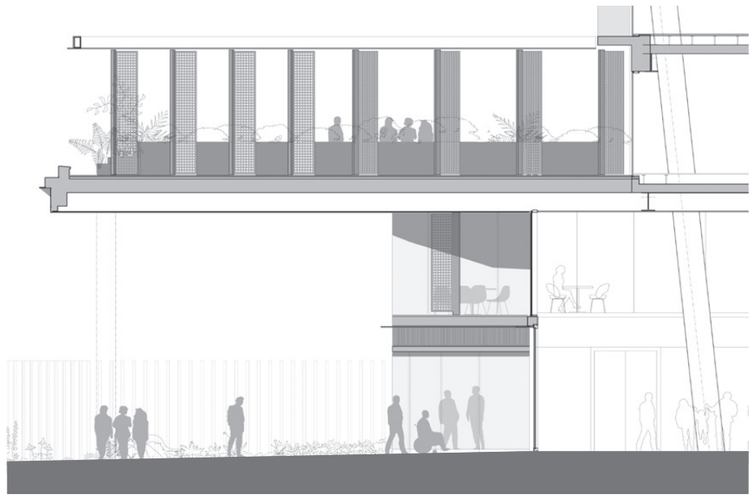


The west pavilion as viewed from the south west



The east pavilion as viewed from the south





West and south west detail elevations of the west pavilion

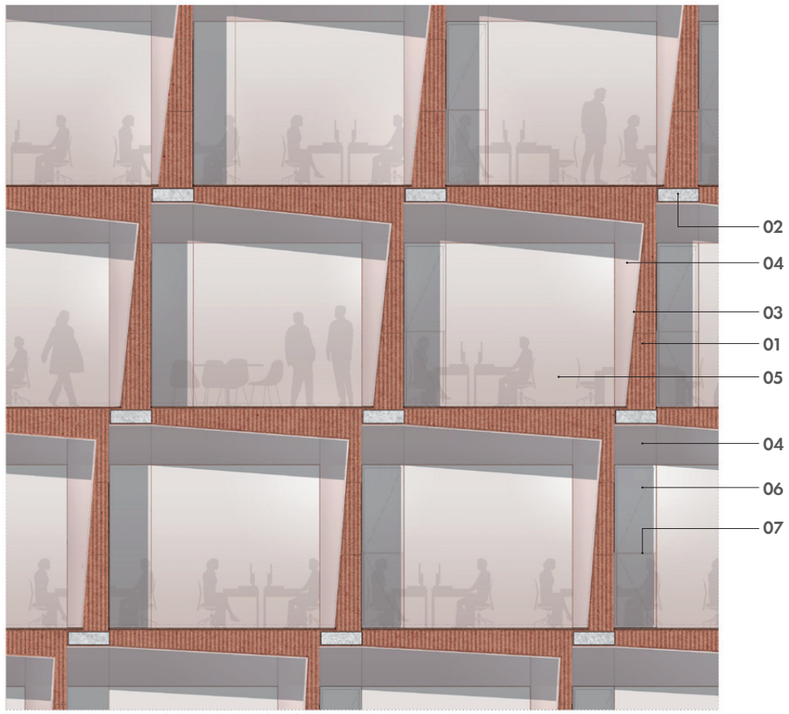


Arrival pavilion from the west link (Moka Studio)

4.4.10 UPPER LEVEL FACADES

The upper level facade extends through the main form of the building across all upper office floors from level one to seventeen where the geometric rules that govern the transition of each 4.5m module is clear. This treatment is consistent to the full perimeter of the building and the 750mm floor-to-floor offset means that the floors are arranged in three sets of 6 floors before the module repeats again.

The south-west and south facades include full height inward opening glazed doors set into the sidelight common to all modules with exterior glazed balustrades. These are grouped in sets of three on each elevation and are intended to allow occupiers future flexibility to provide semi-external wintergardens against the facade on the office floorplates.



Bay study elevation of the upper office floors

KEY

01 Profiled terracotta cladding
02 White concrete node
03 White metal reveal panel
04 Insulated metal panel
05 Full height vision glazing
06 Full height opening window
07 Glazed balustrade

4.4.11 THE TOP OF THE BUILDING

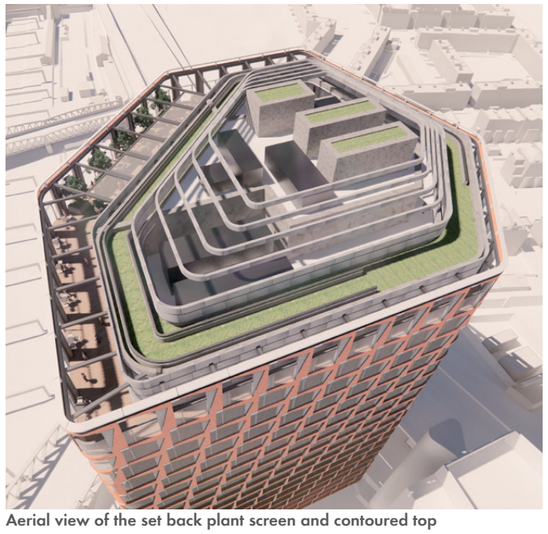
The top of the building incorporates core and lift overruns with plant areas, building maintenance unit and an office amenity terrace around the perimeter. The upper level facade extends above terrace level, terminating in a fine white cornice, level with the top of the outer plant screen. The lift overruns from the core extend beyond this cornice line. The plant screen is set back from the facade around the full perimeter as a distinct volume.

The facade modules of the upper band are extended to create an elegant vertically proportioned crown to the building. The opaque metal vertical panels of the inner layer used on the lower levels are replaced with perforated metal screen panels and a tall glazed screen is placed in the resultant opening to provide weather protection and lighten the appearance of the top of the building.

The expressed perimeter steel structure extends up to support the facade and provide a sense of enclosure and coherence to the top of the building, continuing the structural expression of the office floors. The structure and outer facade are topped with a continuous white horizontal cornice element wrapping around all elevations and curved corners.

A continuous metal plant screen comprising horizontal bands and inset opaque panels and flush integrated louvred screens conceals the core and MEP plant areas from view in long views to ensure a simple backdrop to the silhouette of the facade.

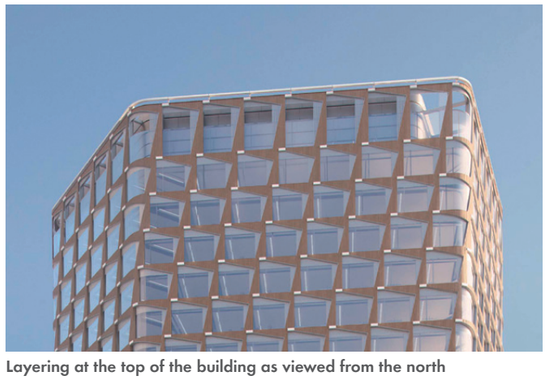
Light in colour, but dark enough to offset the lightness of the cornice, the plant screen is set back from the plane of the facade to ensure sky is visible between the two elements to lighten up the crown at the top of the building. The horizontal bands of the plant screen then set in to form vertical fins, offset concentrically from the plant screen to the top of the overruns, to create a simple contoured form and profile in the townscape views. The combination of the plant screen set back and the stepping in of the contours results in the concealment of the very top of the building from many of the medium range townscape views, and softens it's aspect in the longer views.



Aerial view of the set back plant screen and contoured top



Vertically proportioned upper level facade bays with white cornice



Layering at the top of the building as viewed from the north

KEY

01 Profiled terracotta cladding
02 White concrete node
03 White metal reveal panel
04 Perforated metal panel
05 White coping
06 Metal spandrel panel
07 Glazed balustrade
08 Horizontal fin & louvre plant screen
09 Vertical metal roof contour fin with planting



Bay study elevation and cross section of the top of the building including the upper level facade, terrace, bmu track and plant screen

4.4.12 DESIGN QUALITY

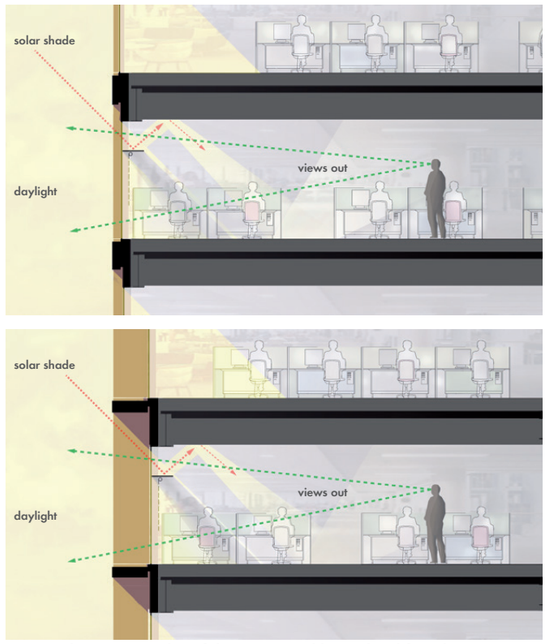
The appearance of the building has been developed with a commitment to high quality materials and details. Careful attention has been paid to the way in which these are panelised and come together as a whole design proposal to ensure joints and junctions are sensible and well resolved.

Unitisation
The entire basis of the facade design is one based on the expression of the unitisation of the curtain wall to ensure panels are efficiently designed and buildable.

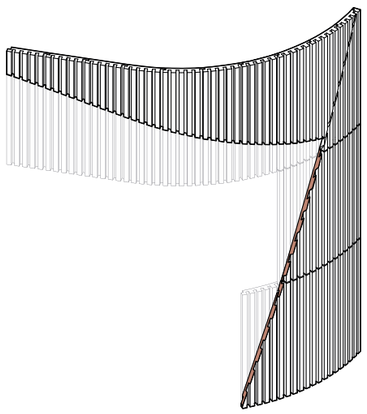
Movement joints
Joints between facade panels are designed into the 'system' where visible or concealed within the articulation of the cladding materials

Performance
Durable and robust details, materials and finishes are proposed in the challenging context of The Westway and the railway to ensure the high-quality appearance of the building remains over time.

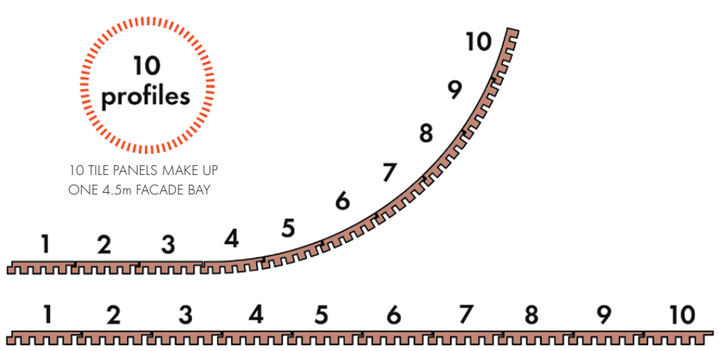
Passive design
Passive design principles including daylighting and solar shading from sunlight have been intrinsic to the design development. The balance between solid and void and the depth of the facade has been optimised to suit these performance requirements.



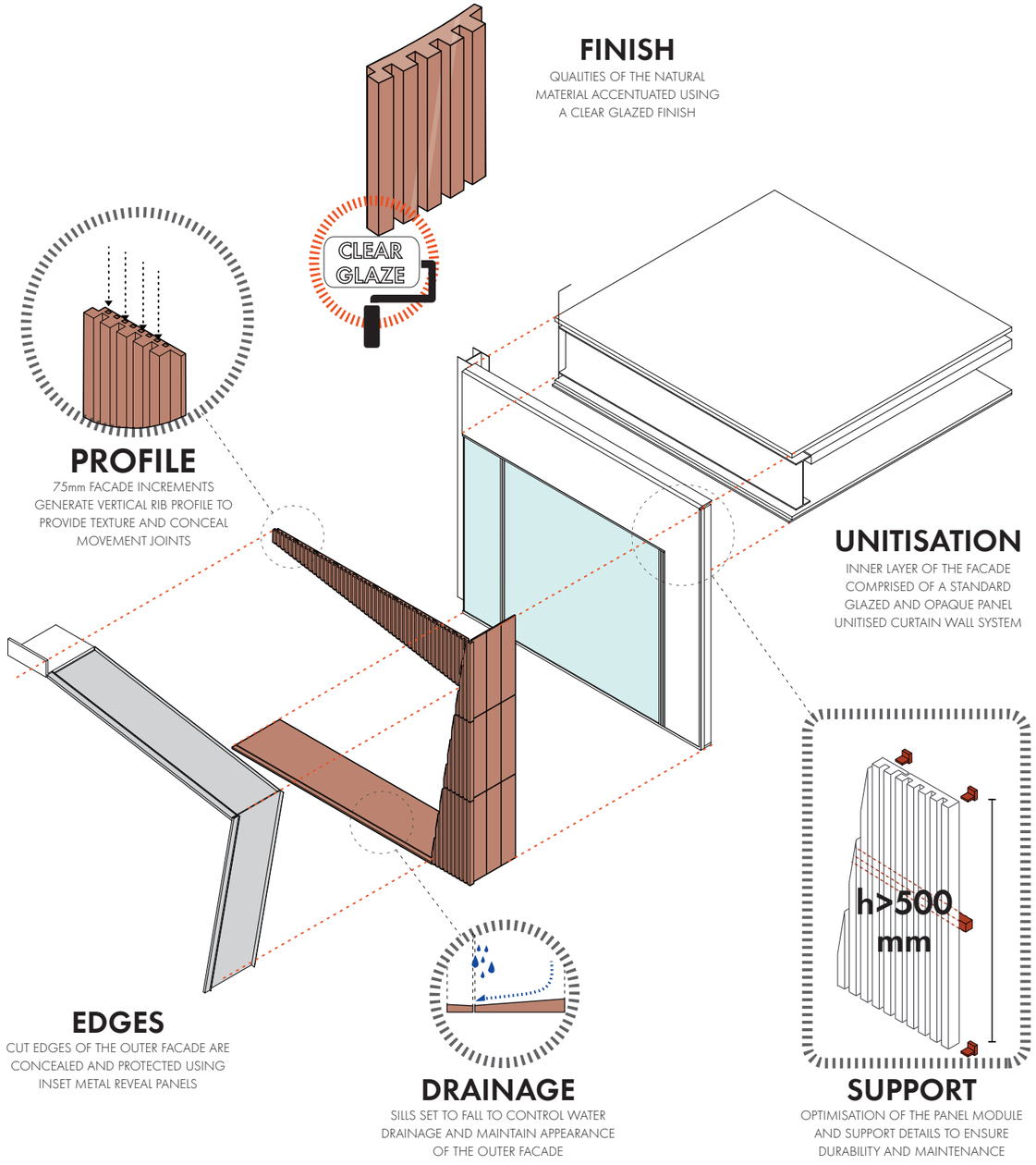
Passive design principles of the upper and lower level facades



Panelisation study for the outer upper level facade



Plan setout studies for straight and curved corner facade modules



A series of high quality facade components with consideration of materials, details and construction

4.4.13 **MATERIALS**

Materials Response

The proposed material palette has been developed as a response to the nature and character of the site and a variety of aesthetic and performance requirements. Materials are broadly divided up into three related palettes related to the three main design elements of the scheme as illustrated opposite.

The Plinth

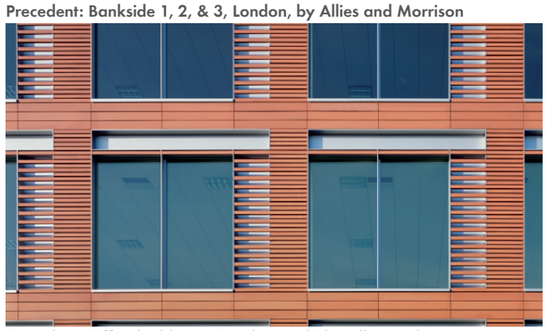
The plinth picks up on the tough and robust character of the surrounding railway and infrastructure with a blue engineering brick, concrete and weathered metal elements with darker grey metal infill frames.

Inner Facade Layer

By nature of its commercial uses and the requirements for maximising transparency, views, and daylighting, as well as thermal performance requirements the main inner envelope of the building is proposed to be unitised curtain walling using a combination of glazed and insulated aluminium panels. Vision glazing is intended to be as clear as possible to maximise daylight while at the same time meeting appropriate thermal and acoustic performance requirements. Horizontal opaque facade elements to floor spandrels and vertical opaque panels comprise thermal insulation with light warm grey coloured aluminium facing panels. Simple silicone panel joints are proposed throughout for visual consistency. The exposed steel structural elements will be painted a dark warm grey.



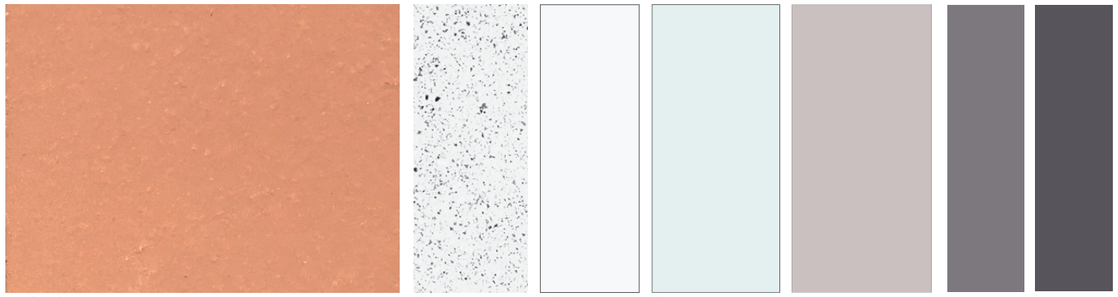
Precedent: Bankside 1, 2, & 3, London, by Allies and Morrison



Precedent: Office building in Farnborough, by Allies and Morrison



Precedent: Carmen Martin Gaite Building, Madrid, by Estudio Beldarrain



Profiled terracotta cladding

Textured white concrete node

White metal reveals

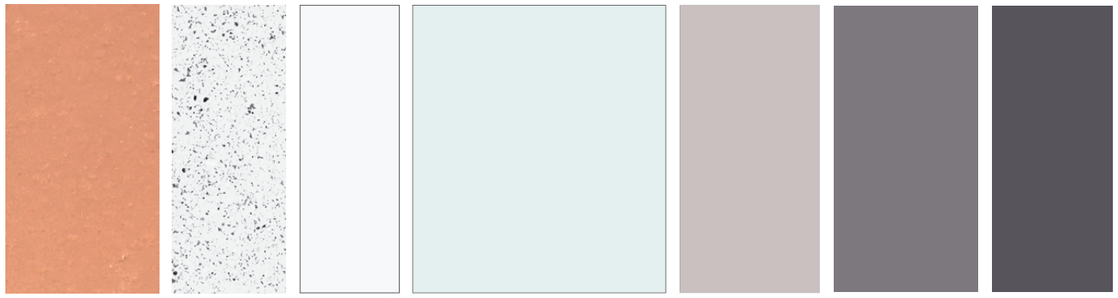
Clear vision glazing

Light warm grey metal panels

Mid grey mullions

Dark grey structure

Proposed material palette - the upper levels



Terracotta cladding

Textured white concrete node

White metal reveals

Clear vision glazing

Light warm grey metal panels

Mid warm grey mullions & louvres

Warm dark grey steel structure

Proposed material palette - the lower levels



Blue engineering brick plinth with dark grey mortar

Concrete walls & upstands

Warm dark grey steel structure

Mid warm grey mullions, louvres

Clear vision glazing

Weathered metal panels and metalwork

Proposed material palette - the plinth

The Outer Facade

The southern and western elevations of the building will catch the mid-afternoon and warm evening sun so a warm coloured material is proposed to reflect and enhance this orientation. The use of materials with warm earthy tones are also proposed as a response to townscape views with the intention that the building sits comfortably within the tree lined distant views compared to the less successful a darker toned or colder glazed buildings in Paddington Central and the surrounding neighbourhood.

A huge range of materials has been considered for the upper level facade cladding and a variety of factors has influenced the selection including:

- ensuring a warm colour and earthy tone
- ability to ensure variations in texture and finish
- ability to shape and a variety of profiles
- robustness and susceptibly to damage
- cleaning requirements
- long term weathering and durability
- system weight and appropriate support details
- sustainability issues such as embodied carbon
- procurement and ease of supply chain
- cost and value for money
- ease of construction and installation

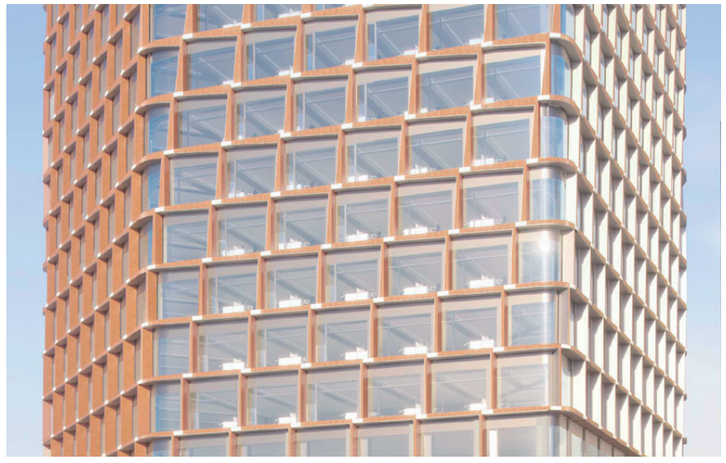
Based on the above requirements a terracotta cladding material is proposed. The intent is to use a natural warm burnt orange terracotta with some texture and a matt clear glaze finish. The terracotta is intended to be a mix of extruded and pressed depending on its application in the facade. A vertical profiled texture set out on the 75mm facade module increment is proposed to the principle outer face of the terracotta which is intended to further enhance the unique geometry and directionality of the facade and create shadow and variations in texture.

The vertical facade reveals and sloped sills are the surfaces most visible from inside the building behind the office glazing and are experienced up close at human scale so these are proposed to be flat terracotta in the same colour and finish as the outer skin with textured grooves at 50mm spacings. The two angled reveals are proposed to be lined in white metal panels. These reveals conceal the cut edges of the terracotta so none are visible, and the white reveals contrast with the terracotta reveals to ensure the building facades are read differently in oblique views.

The facade nodes set into the terracotta facade are intended to be a lightly textured white concrete to contrast with the richness of the colour in the terracotta.



Physical sample studies of variations in tone and gloss level of clear finish



The reveals of the upper level facade reads differently on each facet in oblique views



Extruded profiled terracotta sample



Extruded terracotta sample with natural texture & clear finish

Extruded terracotta sample with linear expressed grooves



A wide selection of colours, shapes and textures of terracotta have been considered



Illustrative cross-section of proposed scheme

5 LANDSCAPE

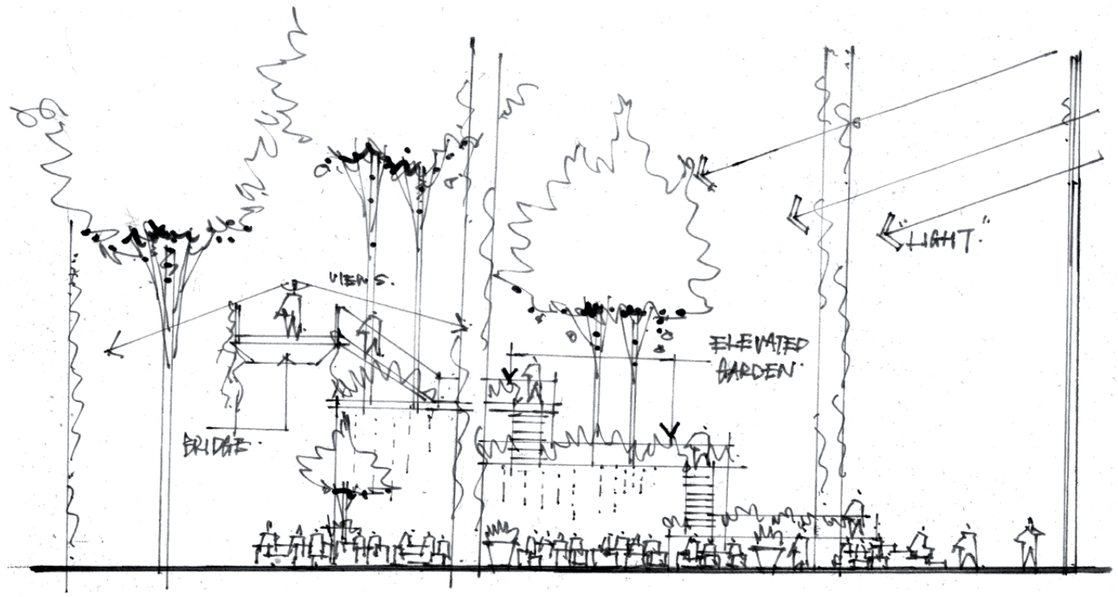
5.1 LANDSCAPE RESPONSE

This section of the DAS has been prepared by Gillespies Landscape Architects and outlines the vision, principles and concepts which have guided the design of the landscape and public realm for 5 Kingdom Street. Gillespies have worked closely with Allies & Morrison, British Land, and the wider team of consultants, to ensure an integrated and holistic approach to the development. The landscape and public realm have been developed in response to the site conditions, the unique location of Kingdom Street and the rich local context of Paddington. This document describes the challenges and opportunities associated with developing the landscape proposals for the site, before presenting a series of themes and developed proposals for each of the character areas in and around the new building.

The proposals seek to create an exemplary public realm associated with the 5 Kingdom Street development, whilst exploiting the unique and exciting location it occupies within Paddington Central and the wider Paddington area. The landscape proposals will play a crucial role in completing the final part of the Paddington Central Development and vital pedestrian link between North Westminster and Paddington.

What are we trying to create?

The centrepiece of the development; an attractor for the retail offer, but also an extraordinary internal public garden set along a new public route.

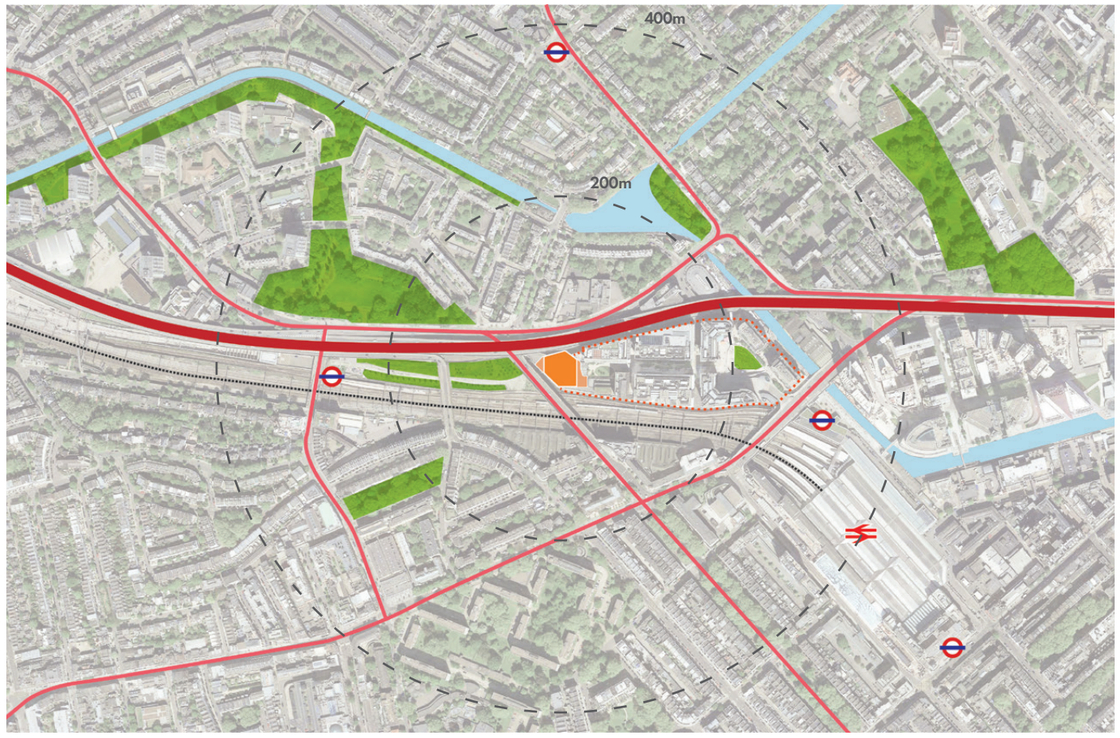


Above & Opposite:
Public Garden, the landscape proposals integrated to the building's design

5.2 LANDSCAPE CONCEPT

The site is located to the north west of Paddington Station within the Paddington Central development in the City of Westminster. On completion this development will conclude the final western extremity of Kingdom Street and will form the east facing elevation enclosing Kingdom Square. Paddington Central tapers to a point where the iconic Westbourne Bridge meets the Harrow Road and the Westway above, and it is within this triangulation, bounded on the other side by the Paddington Station rail corridor that the site sits.

These adjacencies present formidable challenges to providing much needed connectivity with neighbourhoods to the north and west. The site plays a pivotal role in the context of its location in the Paddington area and Paddington Central to maximise the potential of its public realm component to stitch together these communities. Aside from the public realm amenities offered within the Paddington Central area, 5 Kingdom Street is well served by other nearby public open spaces and the amenity of the Grand Union Canal which is less than 5 minutes walk from the site. Westbourne Green and Little Venice are within five minutes walk of the site and Porchester Square Gardens and St Mary's Churchyard are within ten minutes walk. Hyde Park is just over fifteen minutes walk from the site.



Site context

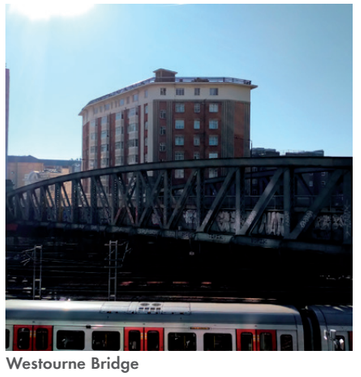

Paddington Station


Harrow Road


Kingdom Street


Infrastructure on site


Westway & Harrow Road


Westourne Bridge


Paddington Basin


The canal at Sheldon Street


Little Venice






Existing green spaces at Kingdom Street

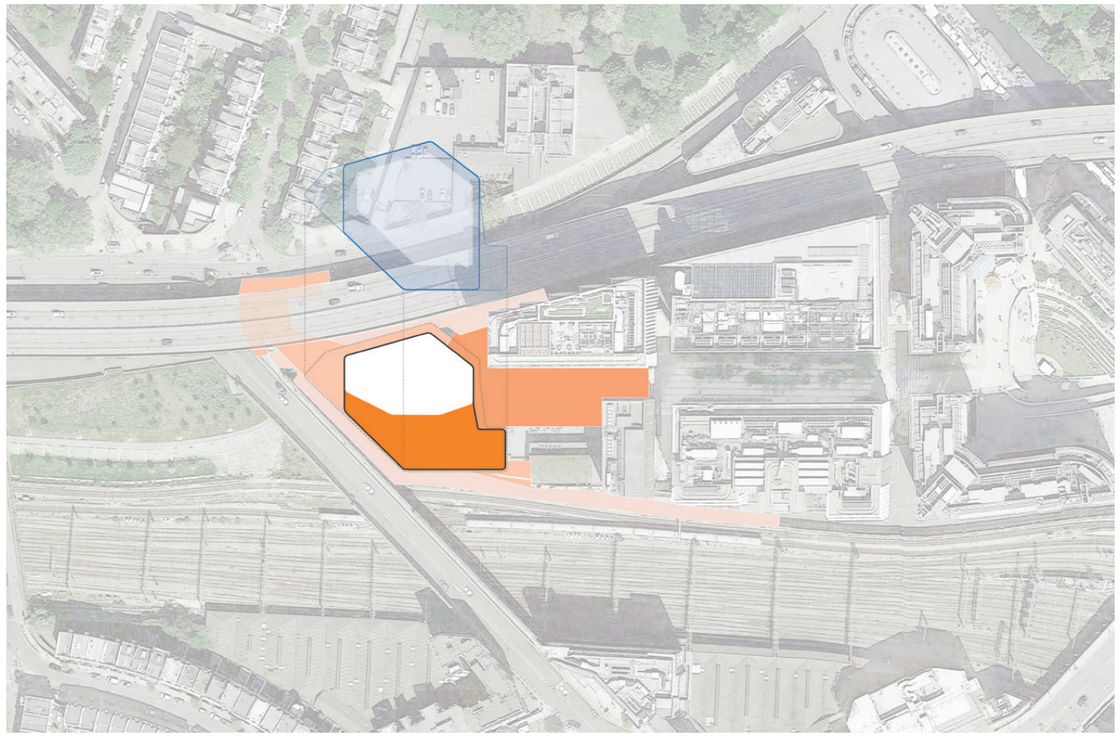
5.2.1 LANDSCAPE INTERVENTION

A continuous sequence of external and internal spaces moving pedestrians through the space providing the key missing link to the natural desire line from Westbourne Green to the north west and the Paddington Opportunity Area and Paddington Station to the east.

The sequence of internal and external landscapes will funnel people through the development offering a direct east - west pedestrian and cycle connection The landscape proposals also offer the opportunity to pause and inhabit this public amenity and the internal and external landscapes provided by the development. The proposals will seek to provide a clearly legible route through way-finding tools such as visual connectivity, setting up and addressing natural desire lines, materiality and signage.

KEY

- Harrow Road public realm
- Kingdom Street public realm
- Internal public realm
- Maintenance Road / Box Yard public realm
- Office Amenity



Landscape interventions diagram

5.2.2 ACCESS & THRESHOLDS

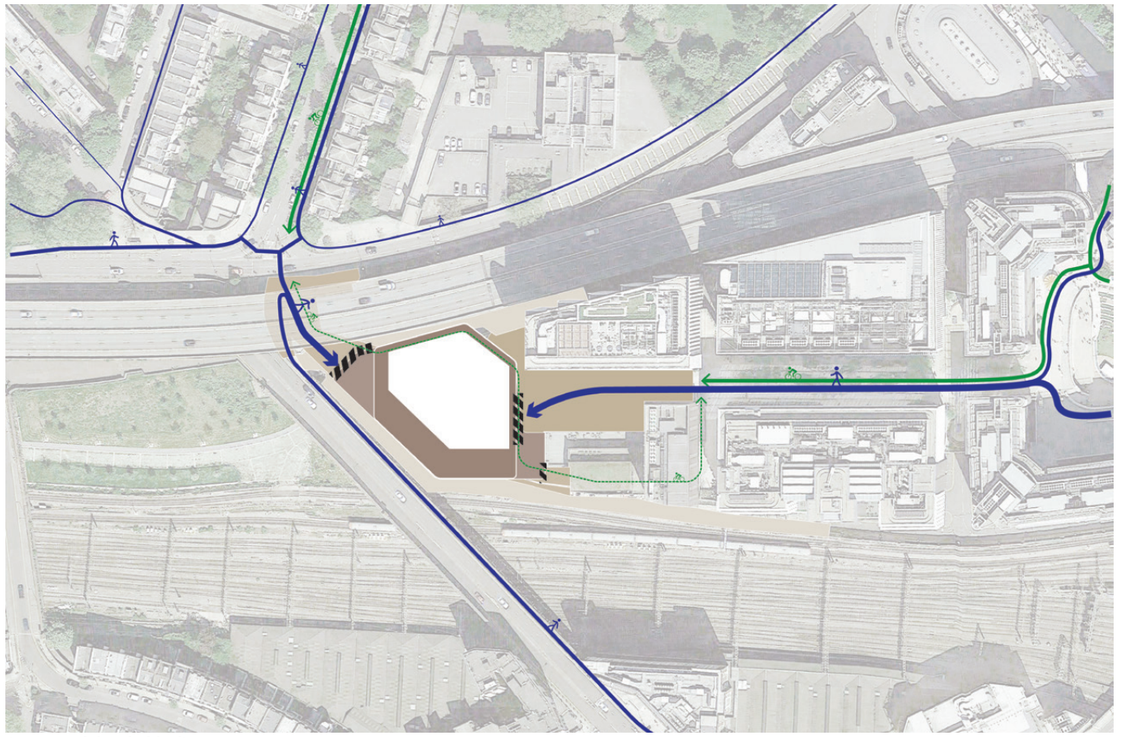
Connectivity, addressing key interfaces and encouraging permeability and links from the west and north of the site through the building and onwards through Kingdom Street to Paddington Station will be key to the success of the public realm strategy.

The Eastern Approach from the completed Kingdom Street public realm is straightforward. To the west access will be across the busy Harrow Road and beneath the Westway structure. These constraints present an opportunity to provide a highly visible arrival point to the development which reaches out to the communities of Westbourne Green and Little Venice.

There is also an opportunity to connect the site in to the wider cycle network particularly from the west where cyclist can access the network quickly from Kingdom Street.

KEY

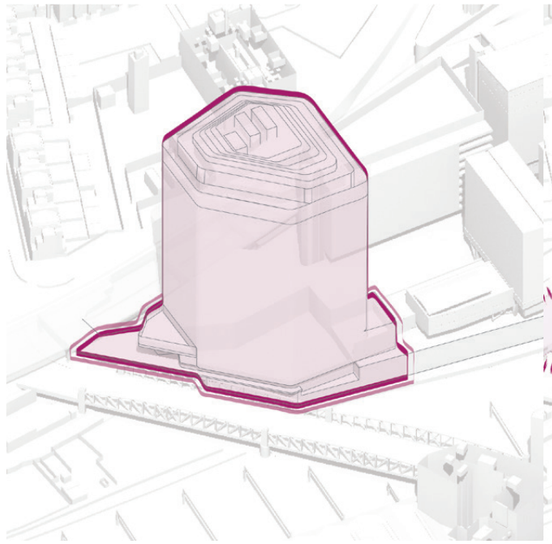
- Pedestrian access
- Cycle access
- Threshold
- Proposed cycle connection



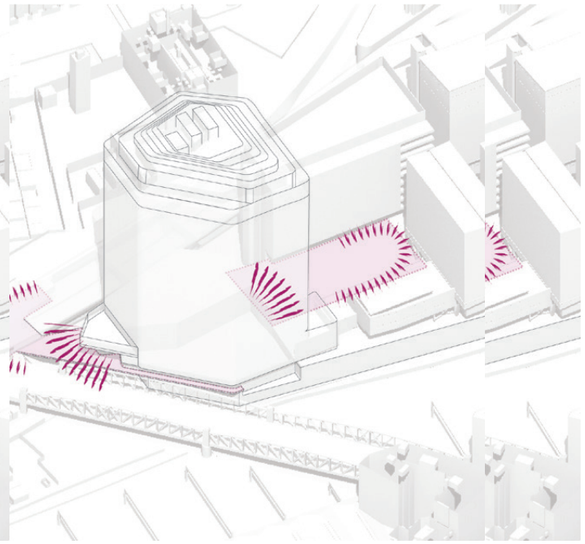
Access and thresholds diagram

5.2.3 CHALLENGES

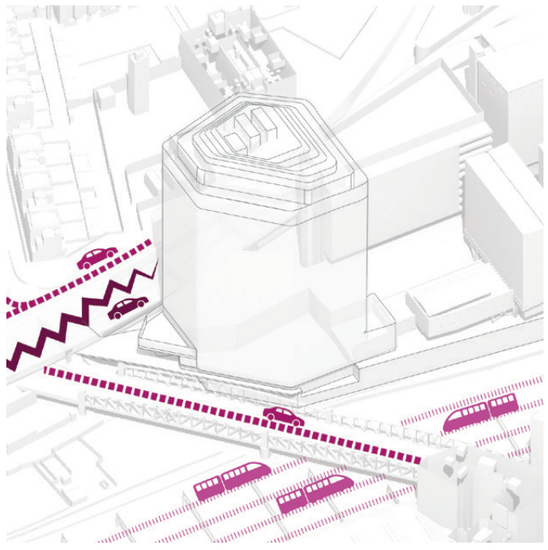
The site is located on a peninsula of land created by the existing transport infrastructure, and forms the end of the Kingdom Square. Various pieces of transport infrastructure form barriers to pedestrian access surrounding three sides of the site, restricting connectivity and permeability to the wider area. In addition to the physical barriers adjacent to the site boundaries, there are differing levels at the various edges. The site is restricted by these conditions documented below:



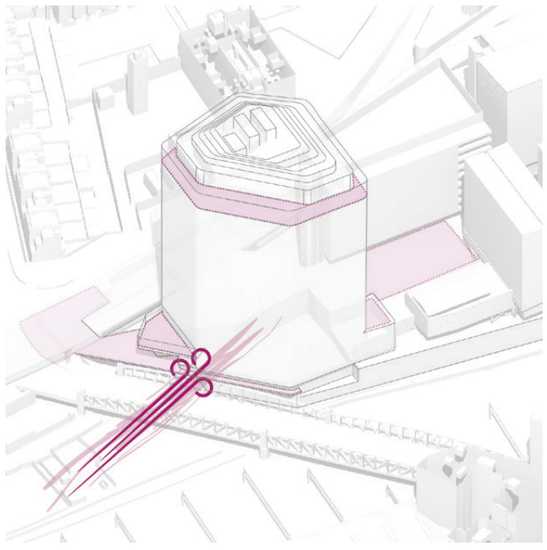
Isolated Site



Thresholds



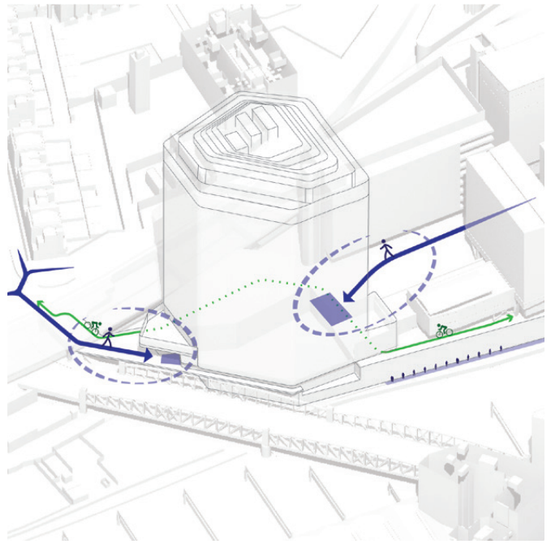
Infrastructure & Severances



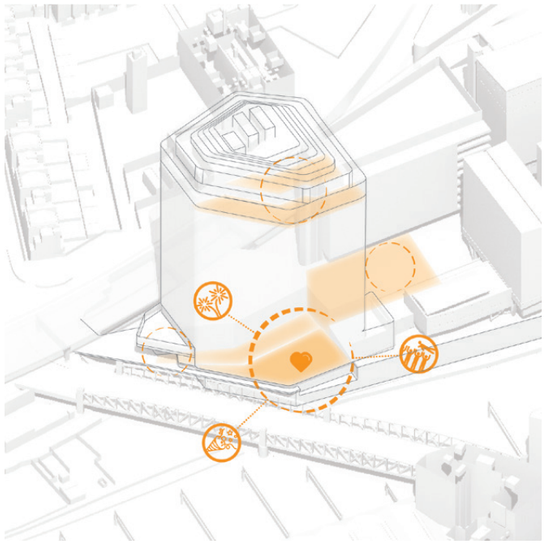
Wind Condition

5.2.4 OPPORTUNITIES

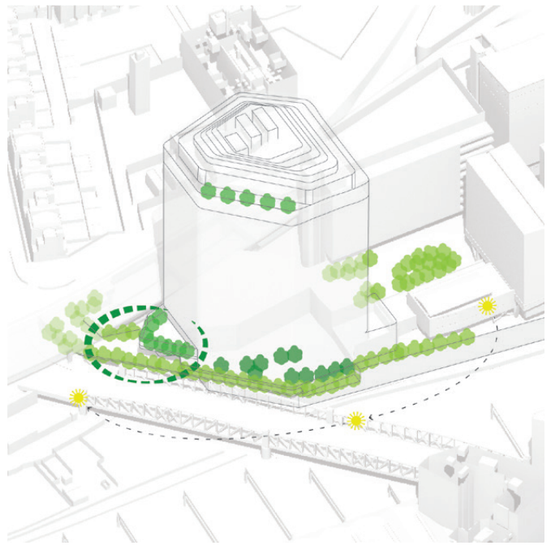
The proposed scheme needs to carefully consider and propose uses and public spaces that are appropriate to this environment. These previous challenges are seen as major opportunities that may be enabled by the proposed development. The analysis of the challenges has revealed the following opportunities that will improve legibility and positive use of the public realm. These are identified and illustrated in the following diagrams:



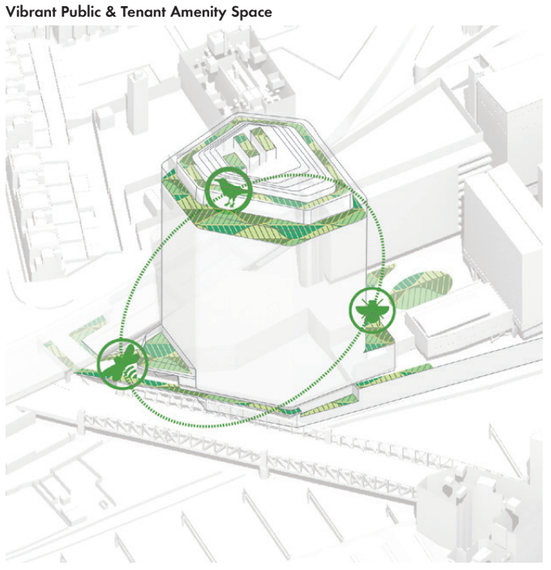
Access & Entrances



Vibrant Public & Tenant Amenity Space



Enhance Public Comfort Through Urban Greening



Increase Biodiversity

5.2.5 ORGANISATIONAL STRUCTURE

In response to these challenges and opportunities, three 'landscape' layers have been defined;

- The Urban Fabric,
- The Public Garden,
- And the Green Terraces

The Urban Fabric / Ground Plane

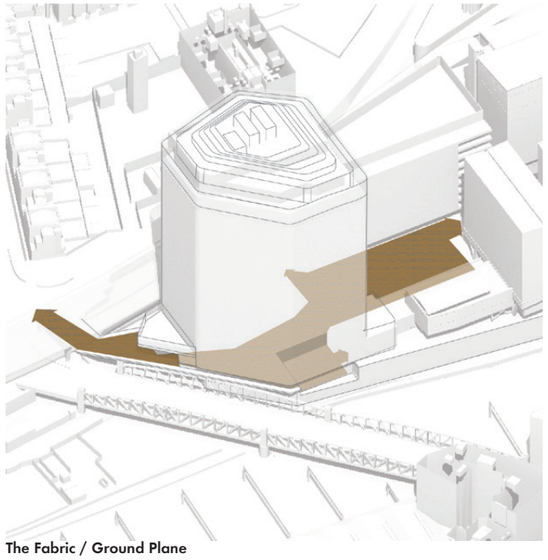
The underlying layer responsible for knitting the landscape proposals to the wider context

The Public Garden

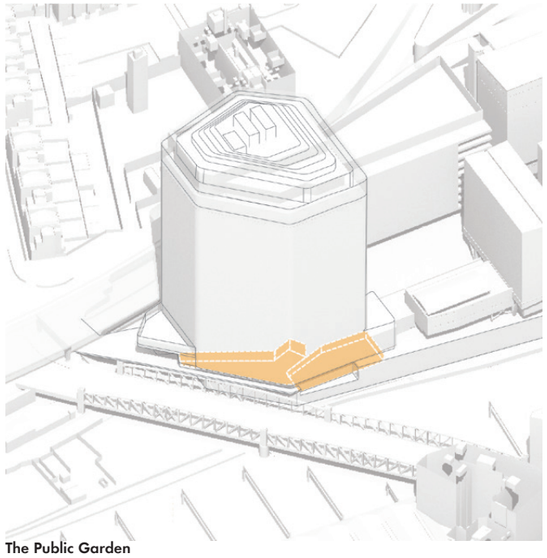
The transformative part of the scheme. Richly detailed and uncluttered, enlivened with installations and lighting. Forming the heart or nucleus of the proposal this space will offer users the opportunity to stop and rest, to collect and inhabit the space or simply pass through enriching the experience of a journey or commute.

The Green Terraces

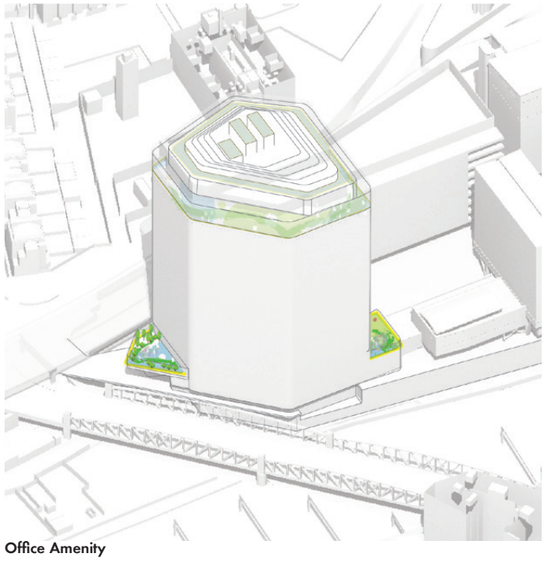
Amenity space for 5 Kingdom Street tenants. Softly detailed and friendly, enhancing site-wide biodiversity.



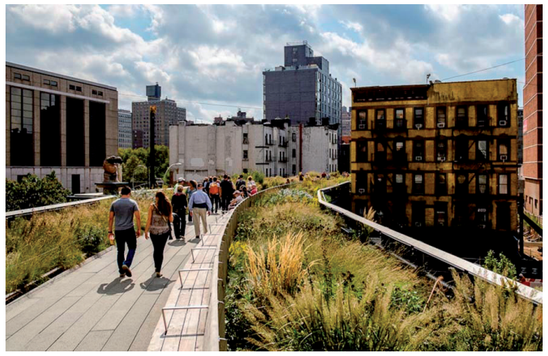
The Fabric / Ground Plane



The Public Garden



Office Amenity



The High Line - New York



EBIL Headquarters, India



New Ludgate - London



Medibank Place - Melbourne



EBIL Headquarters, India



Ginza Six Roof Terrace - Tokyo

5.2.6 **THE CANAL ANALOGY**
AN EXPERIENTIAL LANDSCAPE

The landscaping concept has drawn inspiration from the industrial past of the Paddington Opportunity Area, identifying parallels between the flow of water through the canal system and the desired flow of people through the building. An analogy between the materiality of canal sides and towpaths has influenced the proposed combination of hard landscaping materials and soft planted areas to guide the public route through the building, before cascading down through the garden to the The Box entrance below.

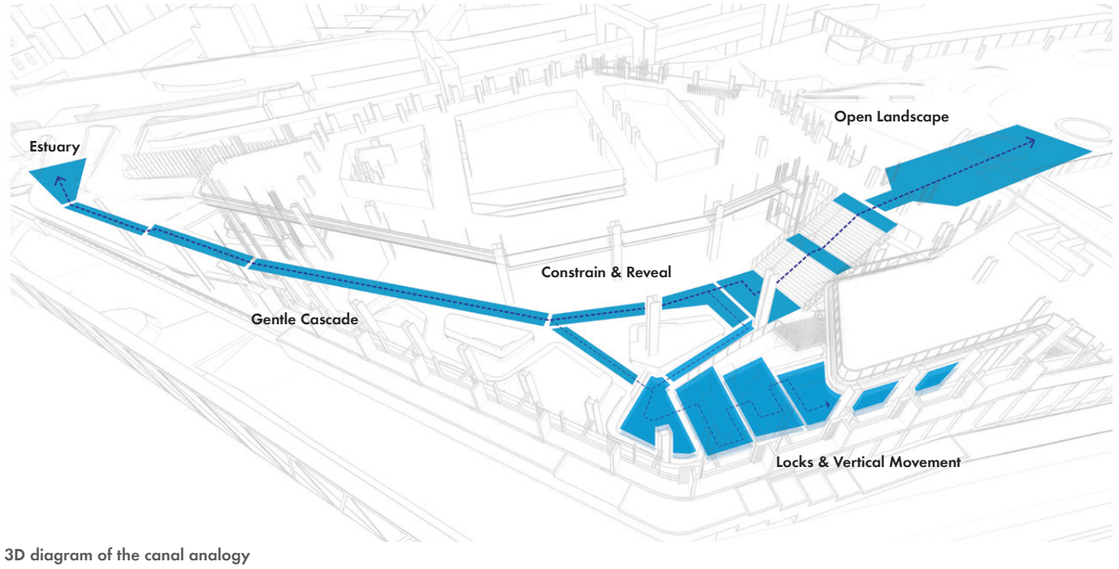
The canals were built as key components of the transport infrastructure mix of their time and were carefully engineered to propel goods through their network and carefully decant them from level to level through meticulous engineering.

Similar to the canal landscape typology, the architectural language and use of materials is one of consistency and legibility. A similar language and combination of materials reinforces the pedestrian route out of the building to Harrow Road, softening the threshold beneath the Westway structure.



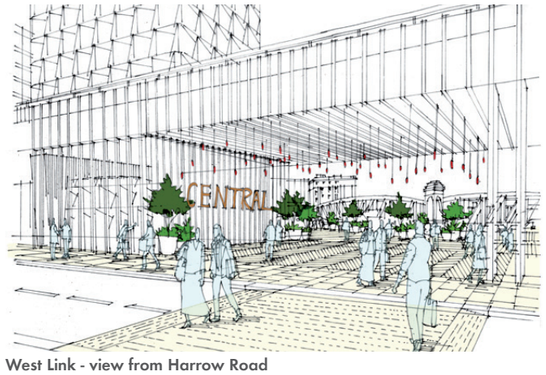






3D diagram of the canal analogy

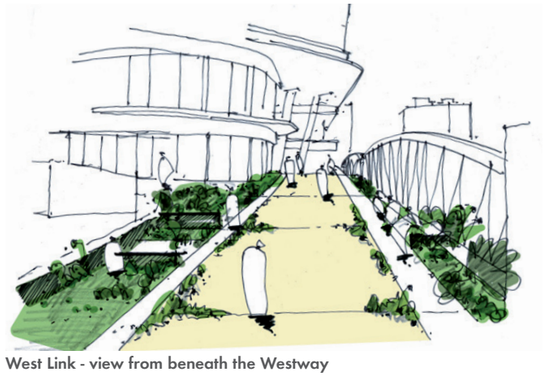
EARLY SKETCHES



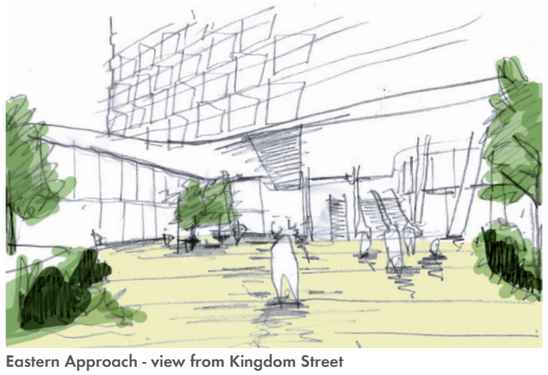
West Link - view from Harrow Road



West Link - view from beneath the Westway



West Link - view from beneath the Westway

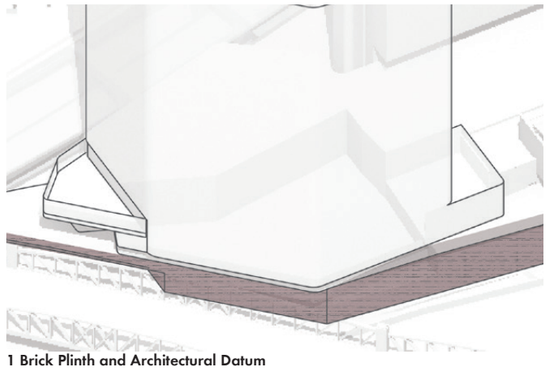


Eastern Approach - view from Kingdom Street

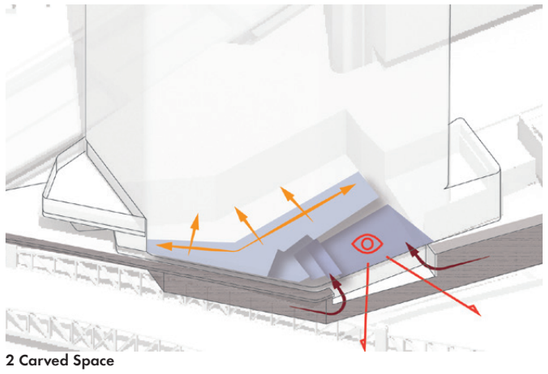
5.2.7 CONCEPT FOR THE PUBLIC GARDEN

The aspiration for the public garden as been to create a verdant centrepiece to 5 Kingdom Street - a space that celebrates the internal architectural volume, south facing facade, and industrial heritage with the proximity of the Grade II listed Westbourne Bridge.

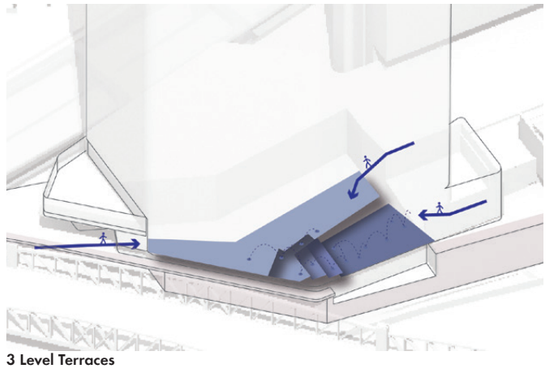
The lush gardenesque character of this interior space will be a direct counterpoint to the harshness of the surrounding infrastructure. Planted areas intensify towards the base of the garden and extend out beyond the glazing line to give a sense of nature reclaiming the space. Vertical elements of planting are proposed to accentuate the volume of the space and create a green outlook at multiple levels. The development of 5 Kingdom Street unlocks a key pedestrian route from Paddington Central to Harrow Road, however, the space is fundamentally conceived as a public amenity for the community as well as those inhabiting the building. It will be unique in its character and identity and unparalleled as a truly accessible internal garden in the context of the local neighbourhood.



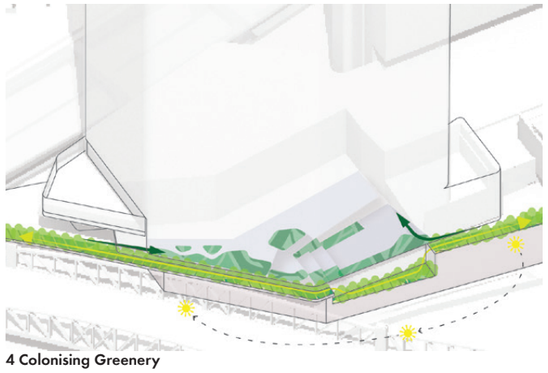
1 Brick Plinth and Architectural Datum



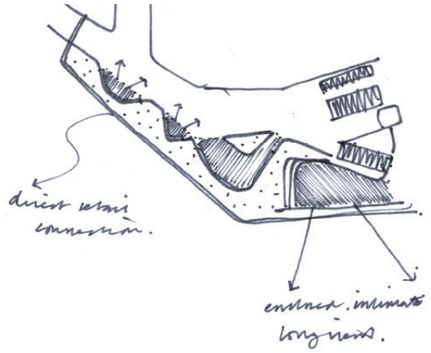
2 Carved Space

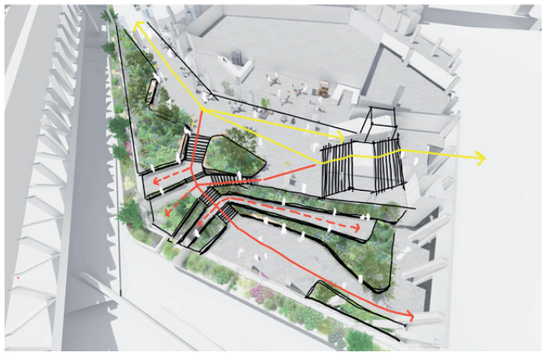


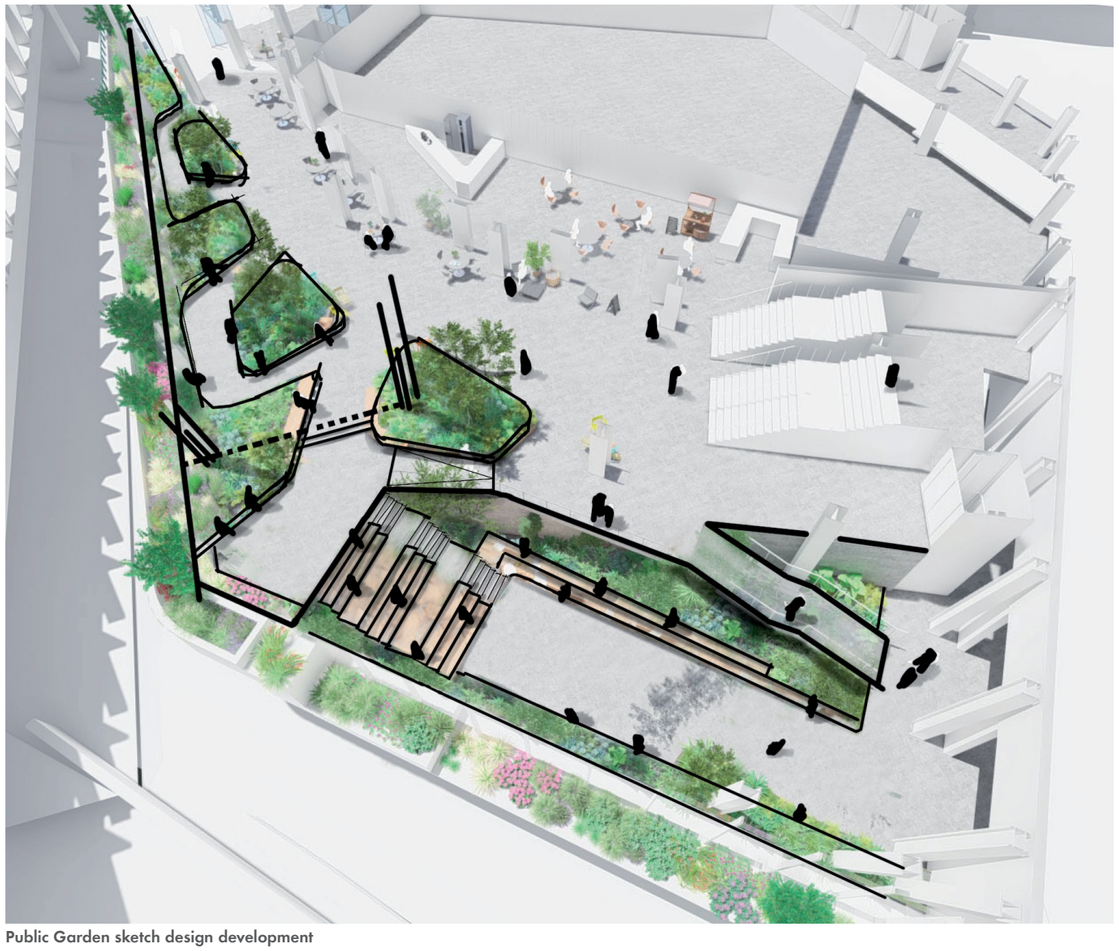
3 Level Terraces



4 Colonising Greenery







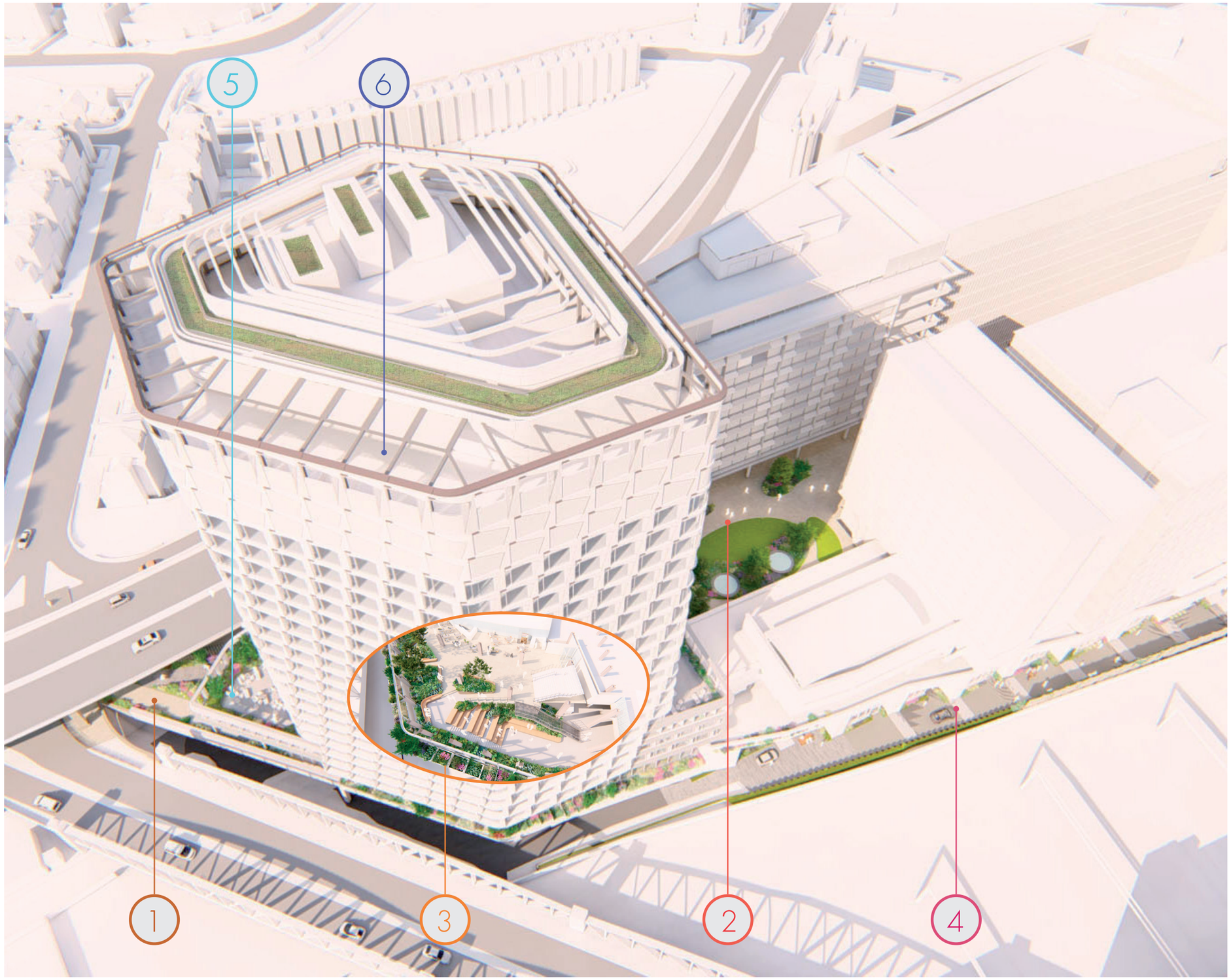
Public Garden sketch design development

5.3 LANDSCAPE PROPOSALS

The landscape proposals primarily seek to knit 5 Kingdom Street and its immediate envelope in to its high quality and established neighbouring Kingdom Street and Paddington Central context. There is a well established and successful landscape character set within the completed public realm of Kingdom Street. This will be drawn upon and extended through the heart of this proposal and beyond to Harrow Road. With the use of consistent materials and design language, the public realm proposals at 5 Kingdom Street will integrate seamlessly. To the west the same treatment will extend right up to The Harrow Road where there is a clear opportunity to greatly improve the pedestrian experience of traversing this busy road through thoughtful consideration of pedestrian and vehicular priority.

KEY

1. Kingdom Street eastern approach
2. The West Link from Harrow Road
3. Public Garden
4. Semi-extensive green roof
5. The Box Yard
6. Westway (A40)
7. Westbourne Bridge
8. Harrow Road
9. 3 Kingdom Street
10. 4 Kingdom Street



Key character areas axonometric view

5.3.1 KEY CHARACTER AREAS

The proposals can be divided in to number of principle character areas as follows;

- Harrow Road; The West Link, at the lower ground level (1)
- Kingdom Street Eastern Approach, at the ground floor level (2)
- The Public Garden, the volume connecting the lower ground floor The Box Yard and the upper levels (3)
- The Box Yard at lower level (4)
- The lobby terrace, at office entrance level (5)
- The private rooftop terraces (6)

5.3.2 LOWER LEVEL LAYOUTS

The following chapters detail the landscape and public realm proposals at ground and lower ground floor from the edge of Harrow Road in the northwest, through the building, to Kingdom Street in the east and down through the lower ground floor levels through the Public Garden internal atrium to the The Box.

KEY

1 Kingdom Street eastern approach
2 The West Link from Harrow Road
3 Public Garden
4 Cycle Route
5 The Box Yard
6 Westway (A40)
7 Westbourne Bridge
8 3 Kingdom Street
9 4 Kingdom Street
10 Cafe / Restaurant
11 External Planting
12 Public Art / Wayfinding & Lighting Installations

Landscape Character Area Overview

The axonometric view below provides an overview of the east-west route from Kingdom Square to the east, through to Harrow Road in the west. The development provides a direct link through this partially internalised extension of the adjacent Kingdom Street public realm. The continuity of design language and materiality is expressed in the surfaces, furniture, and signage which will take pedestrians through the space and offer the opportunity to linger in the central Public Garden and F&B retail offer.

The West Link

The West Link approach is an external landscape which forms the gateway to the development from the west. This piece of public realm forms the pedestrian and cycle eastern entrance and threshold and is enriched with a diverse and exciting shrub and perennial planting palette.

The Public Garden

An internal garden at the heart of the building offering the wider community a new landscape typology to enjoy. A public space accessible to both the community and users of the building, this will be a verdant, lushly planted indoor garden with a southerly aspect and expansive glazing bringing in direct sunlight. This element of the development will offer the community an amenity space which can be used throughout the seasons.

The Eastern Approach

The Eastern Approach is the entrance threshold and access to the public east-west route and office building from Kingdom Square, Kingdom St and Paddington beyond.

The Box Yard

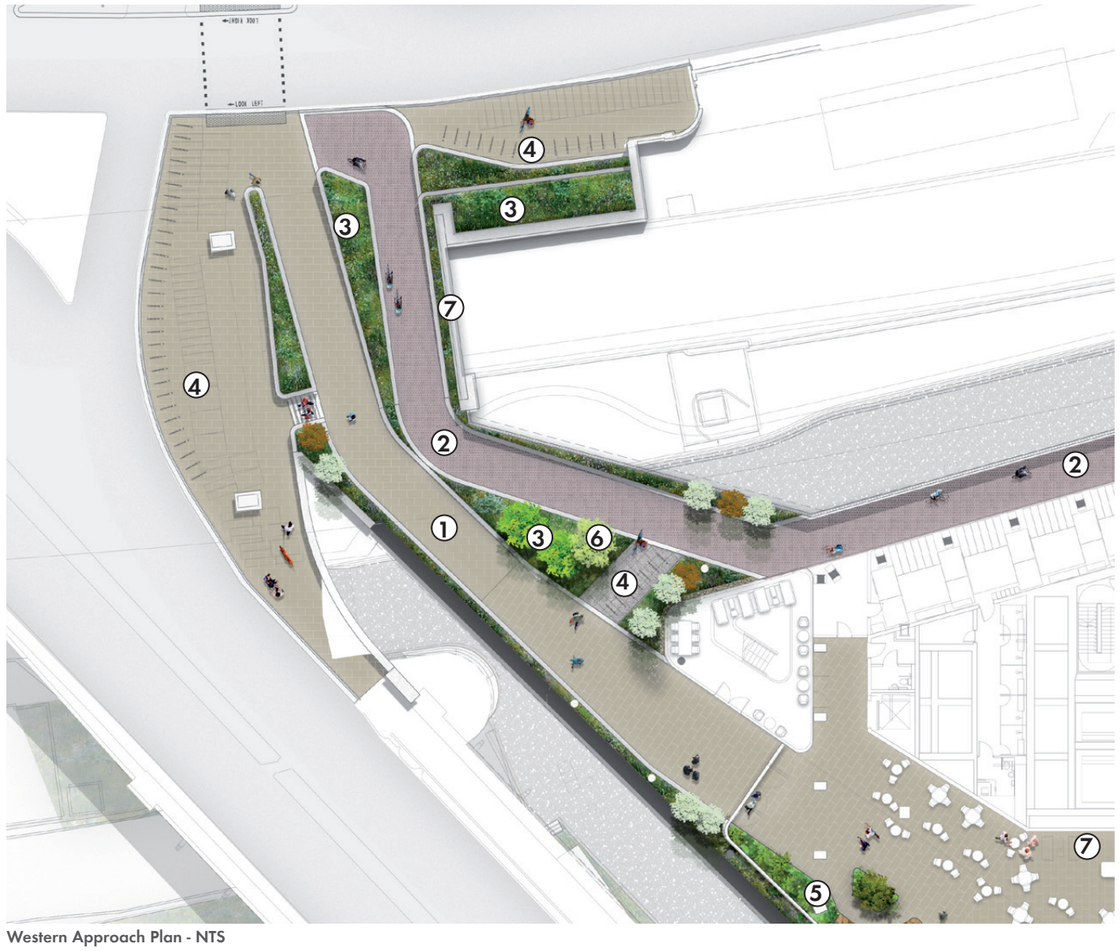
An external access and amenity space to the southern edge of the The Box. This shared route will serve as a dedicated taxi pick-up and drop-off. The proposals include an enhancement of existing finishes and planting.



5.3.3 THE WEST LINK

This character area represents the arrival sequence from the northwest. The entrance at this end of the building reaches out to the edge of the Harrow Road beneath the Westway and provides a strong visual cue to draw people in and through the building to Kingdom Street and Paddington beyond. This will be a key point of entry to the Paddington Opportunity Area for pedestrians arriving from Royal Oak, Westbourne Green and the neighbourhoods to the North and West. A public art and wayfinding lighting installation is proposed for the screen wall on the left side of the entrance beneath the Westway. This intervention will animate the space beneath the Westway and lend a greater presence to the entrance from Harrow Road

1 Western pedestrian entrance
2 Cycle route
3 Raised planting areas
4 Cycle parking
5 Internal raised planting area
6 Specimen trees
7 Public art / wayfinding lighting installations



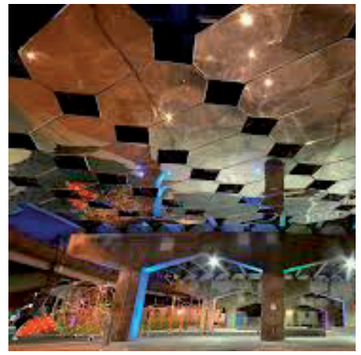
Western Approach Plan - NTS



High Line - New York



High Line - New York



Gardiner Expressway - Toronto



The West Link Visualisation (view from underneath the Westway)

5.3.4 KINGDOM STREET APPROACH

This character area represents the area of interface between the existing Kingdom Square Public Realm and the entrance to No 5 Kingdom Street. The landscape and public realm proposals reference and extend the existing landscape elements of Kingdom Square including soft landscape, paving, furniture, and lighting. Yorkstone paving is used throughout the existing Kingdom Street public realm and will be extended through No. 5 Kingdom Street interior spaces and out to Harrow Road.

A public art and wayfinding lighting opportunity has been identified within Kingdom Square within the area of the light wells.

1 Main eastern pedestrian entrance
2 Shrub and perennial planting
3 Cycle parking
4 Internal raised planting area
5 Specimen trees
6 Public art / wayfinding lighting installations
7 Light wells



Eastern Approach Plan - NTS



Kingdom Street - Paddington



Medibank Place - Melbourne



Amsterdam Orly Station Roof



Eastern Approach Visualisation - (View east through Kingdom Square towards Kingdom Street)

5.3.5 THE PUBLIC GARDEN

The Public Garden character area at the heart of the development is a multilevel atrium interior garden space with a fully glazed south facing aspect. The exotic planting and gardenesque quality of the space will be in contrast to the view over the Paddington Rail corridor and the architecture of the Westbourne Bridge beyond.

The garden will be a public space providing opportunities to sit and relax and enjoy both the garden itself and the view to the south and west.

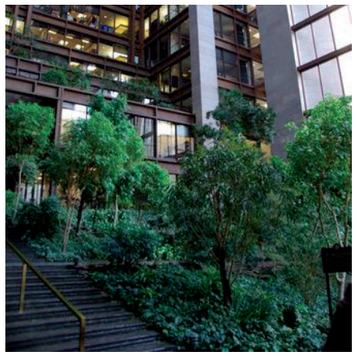
As one progresses through the space, the garden begins to cascade generously towards the Box creating an amphitheatre which can be used informally or for small events.

An aim was to create a continuity in material between the eastern and western approach and route through the building. Yorkstone flows through the space defining a legible carpet. At the garden begins to terrace, the material changes to smaller unit granite sett, reinforcing the idea the space has been carved from a greater volume.

1 Public Garden
2 Steps
3 Internal planting areas
4 External planting areas
5 Access to The Box Yard
6 Main eastern pedestrian entrance
7 Intimate seating area
8 West Link entrance from Harrow Road
9 Public east-west access through building
10 Lift



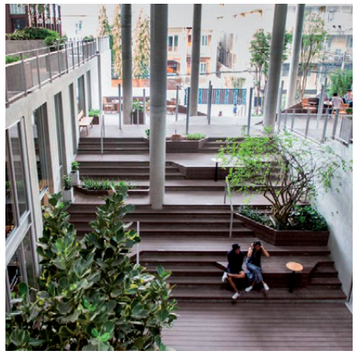
The Public Garden and Interior Public Realm



Ford Foundation Building, New York City



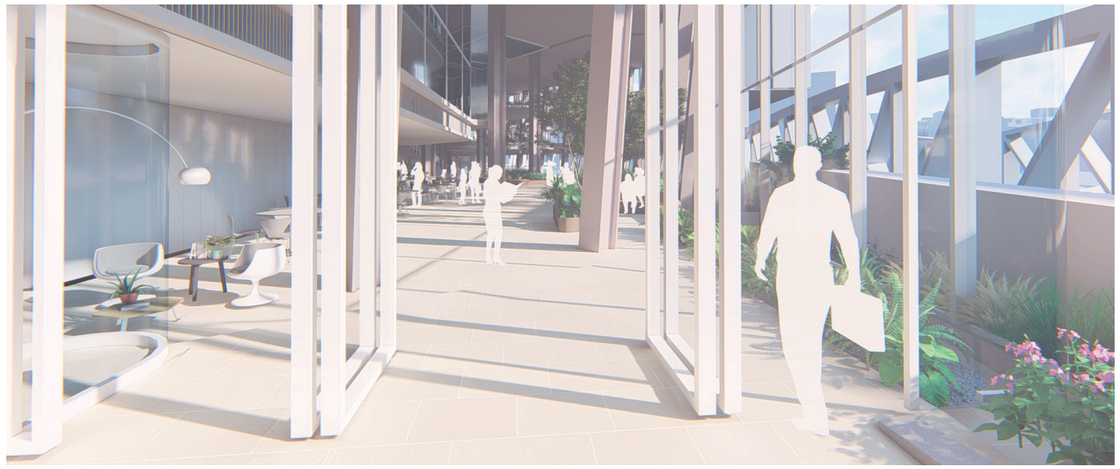
EBIL Headquarters, India



Department of Architecture, Bangkok



Visualisation of overall internal public garden



Western entrance doors



Pedestrian route for internal public garden



Intimate seating areas amengst the planting



Intermediate terrace and seating area

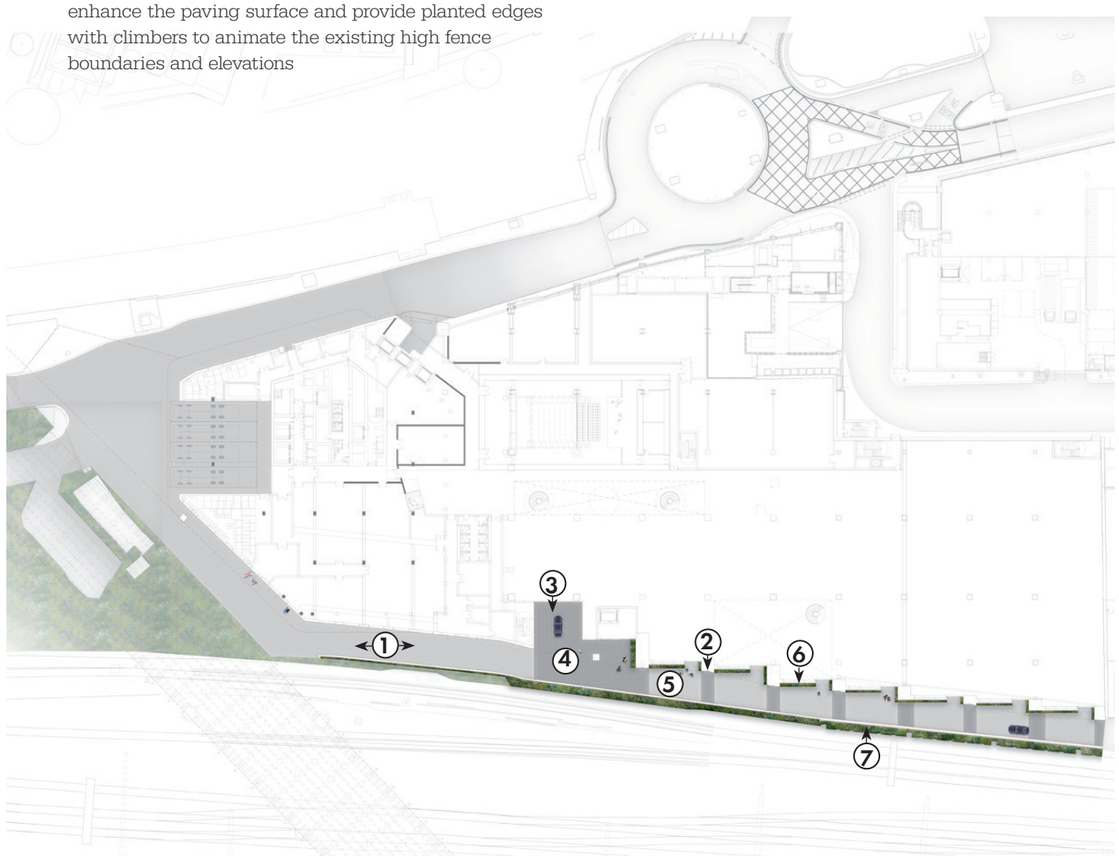


Cascading timber seating terraces

THE BOX YARDS

This character area is an external spill-out space from The Box, providing light, air and greenery to the uses inside, The space is an existing service access road to adjacent buildings further to the east. The proposals will enhance the existing road to provide a pleasant pedestrian environment for visitors to the The Box. Pedestrians access the The Box Yard from inside the building arriving either from the Eastern Approach and Kingdom Street and descending through the Public Garden or from the The West Link internally through the Public Garden. The dedicated taxi pick-up and drop-off is also located here. The proposals enhance the paving surface and provide planted edges with climbers to animate the existing high fence boundaries and elevations

1 The Box Yard access road
2 Entry Doors to The Box Yard
3 Temporary parking
4 Exposed aggregate paving
5 Brushed concrete paving
6 Planting strips
7 Planting boundary with climbers



The Box Yards - Lower Box Level Plan - NTS



Eccleston Yard - London



Promenade Plantee - Paris



Deptford Market Yard, London



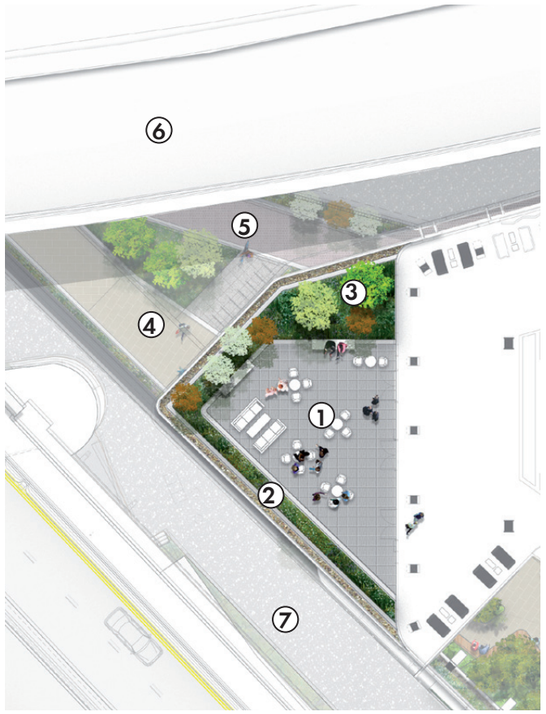
The Box Yard Visualisation - (View looking west with The Box Yard on the right and rail corridor boundary on the left of the image)

5.3.6 THE OFFICE TERRACES

The office entrance terrace is located at the most westerly point of the building where it faces the ground floor pedestrian connection at the Westway and Harrow Road. The terrace sits above the entrance and as such forms part of the gateway to the building when viewed from ground level. As a result of the surrounding transport infrastructure of rail corridor and roads there are no other tall buildings close by such that the terrace has expansive views to the south and west. This terrace will capture the sun from Midday onwards.

The space is conceived as a breakout space from the office lobby. Casual seating and open space for the buildings users and visitors to meet, spend a lunch break or wait in a space that offers an alternative to the reception lobby.

The area will be planted around the periphery with a selection of shrubs and flowering perennials. Planting along the northwestern edge will be higher to help mitigate the impact of the adjacent Westway.



West Mezzanine terrace Plan - NTS



East Level 01terrace Plan - NTS

1 Terrace amenity break-out space
2 Raised planters at terrace periphery
3 Specimen trees
4 The West Link from Harrow Road below
5 Cycle lane below
6 Westway
7 The Box Yard access road below at B3 level
8 Extensive greenroof



New Ludgate - London



New Ludgate - London



Office Building, Somerville, MA

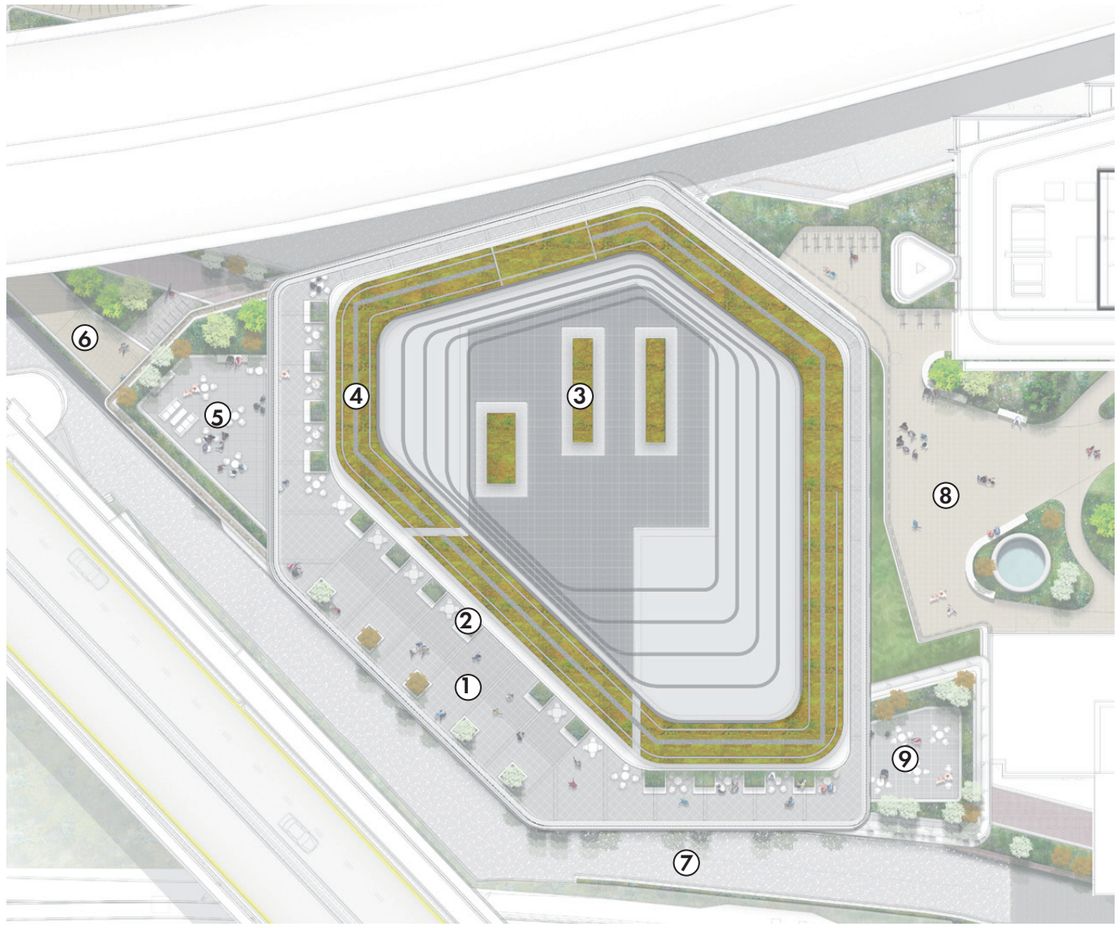


West Mezzanine Terrace - (View looking north-west)

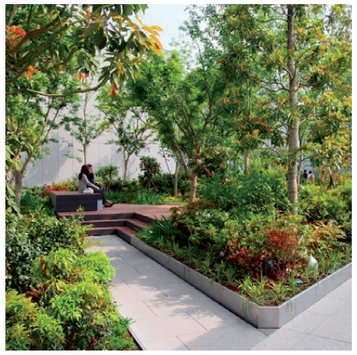
5.3.7 ROOF LEVEL LAYOUTS

This chapter details the landscape proposals for the tenant amenity spaces. There is an accessible roof terrace at the top of the building. The roof terrace has been designed to be accessible to tenants of the building and their visitors.

1 Accessible office amenity roof terrace
2 Raised planters
3 Extensive biodiverse green roof
4 BMU track with extensive green roof
5 Mezzanine terrace
6 West Link western approach from Harrow Road below
7 The Box Yard at B3 level
8 Kingdom St Eastern Approach
9 Level 01 terrace



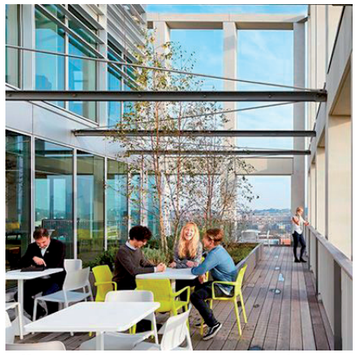
Roof Levels Plan - NTS



Ginza Six Roof Terrace - Tokyo



Office Rooftop Garden - Southwark, London



Office Roof Terrace - Kings Cross, London



Office Amenity Roof



Office Amenity Roof



Office Amenity Roof



Roof Planting



Roof Planting



Roof Planting

5.4 LANDSCAPE STRATEGIES

5.4.1 LINKS AND ACCESS

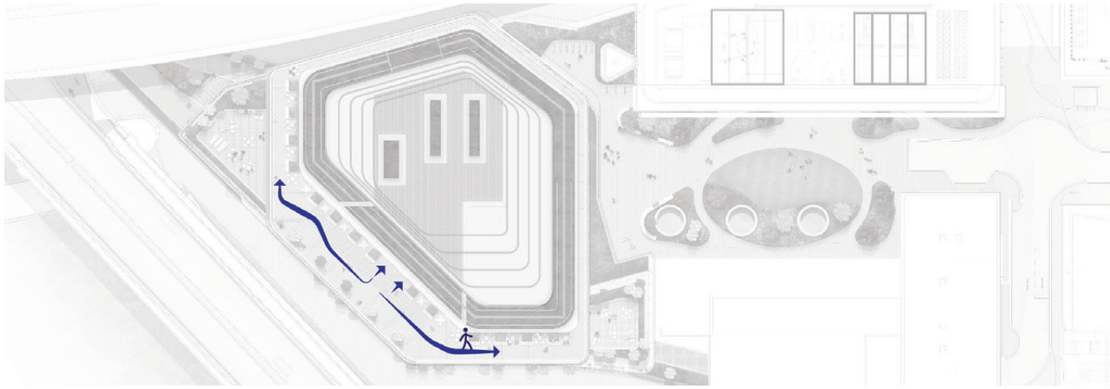
Consideration has been given to the principle of maximising pedestrian access and circulation within and beyond the site, affording occupants and visitors the opportunity to move through this development and connect to the surroundings in a way that currently isn't possible.

Connections with the existing street network, open space and surrounding developments has been paramount in the establishment of a new civic space. Permeability through the site creates opportunities for the creation of exciting and active spaces and provides connection to Paddington Central and Westbourne Green.

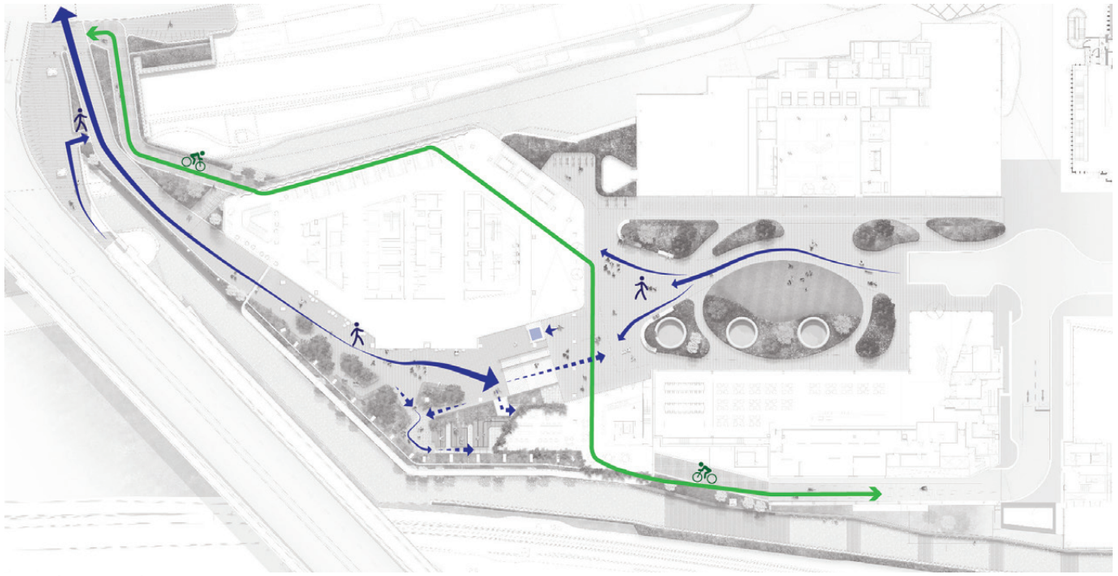
The design of the public realm enables access throughout the development and carefully designed and more intimate spaces within the civic space acknowledging the needs of a range of public users.

KEY

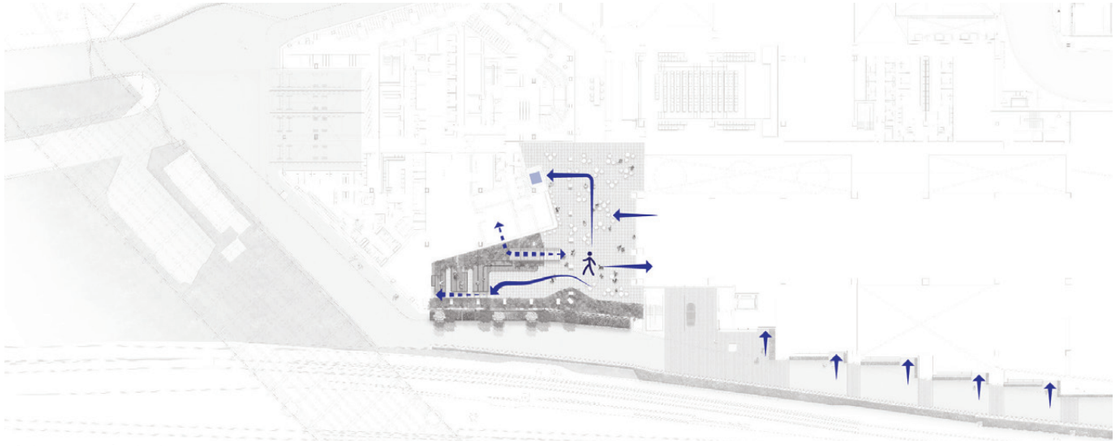
- Pedestrian Access
- Stairs
- Elevators
- Cycle Path
- Cycle Path Traversing Floor Levels



Roof Levels - NTS



Ground & B1 Levels - NTS



B2 & Box Levels - NTS

5.4.2 HARD MATERIAL & FURNITURE PALETTE

Hard Material

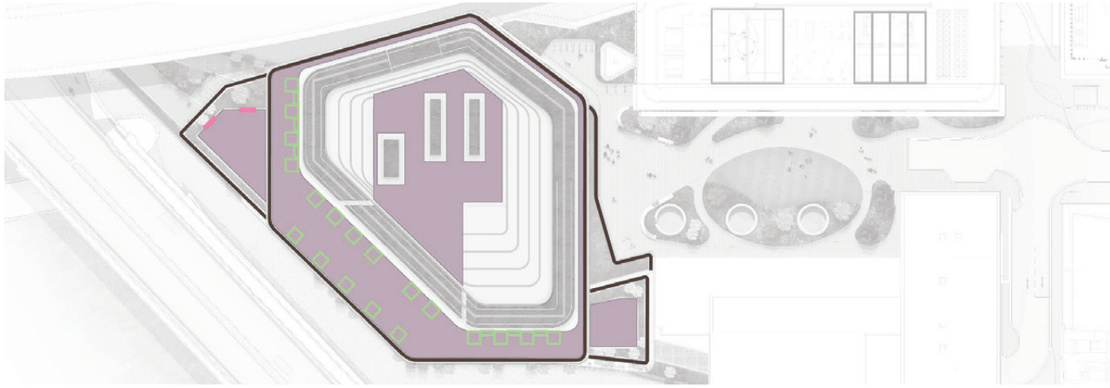
The landscape design aims to convey a unifying character to the masterplan whilst ensuring a robust solution that will support the anticipated uses across the site. Importance is given to the appropriateness of the materials in regards to place making and their long-term performance. The palette of hard materials has been developed to respond to the architectural facades and materials, and to create the desired ambience appropriate to each of the spaces. The material and furniture palette of the existing Kingdom Street is extended throughout the ground floor of building

Furniture

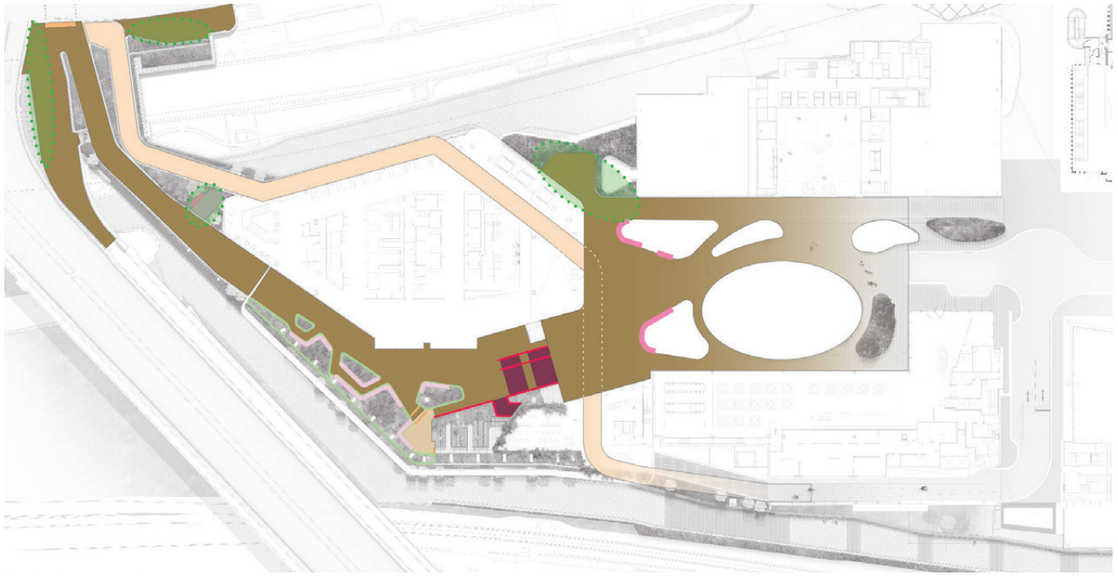
The choice of furniture has a significant impact on the character and feeling of spaces. The types and arrangement of furniture in each space will respond to uses and program and will provide rest places at key locations within the Public Garden and other amenity spaces. The site furniture strategy aims to deliver a de-cluttered environment, whilst incorporating bespoke sculptural seats and elements.

The majority of furniture will be selected from a family of matching elements to create a cohesive composition, including:

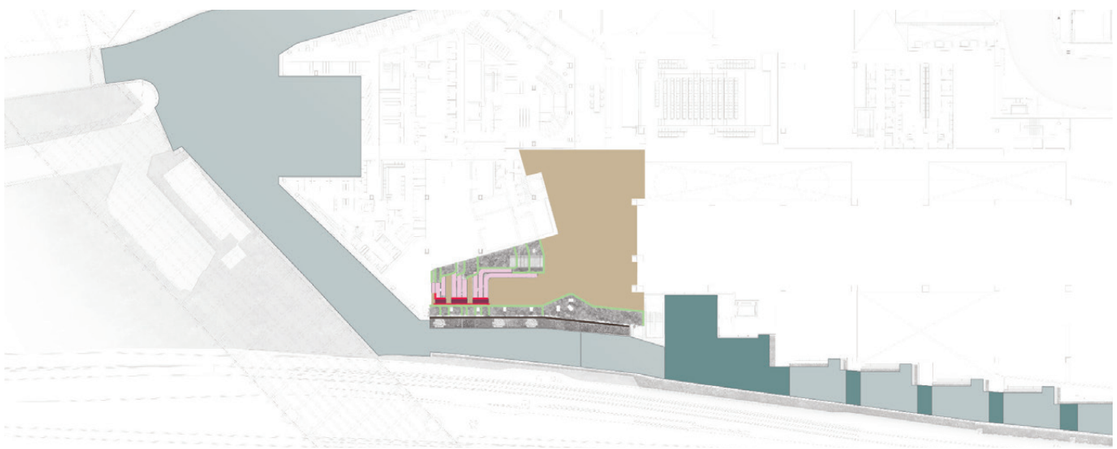
- Sculptural feature benches in the Public Garden with timber tops and backrests and armrests;
- Cycle stands will provide visitor cycle parking within the public realm;
- Raised planters with informal seating edges will feature on the roof terraces.



Roof Levels - NTS



Ground & B1 Levels - NTS

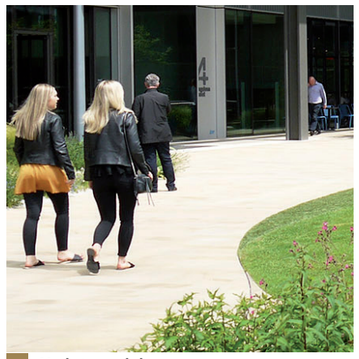


B2 & Box Levels - NTS

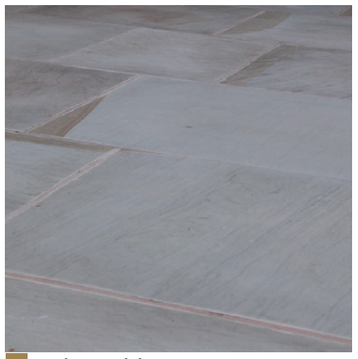
KEY

- Yorkstone slabs
- Granite button setts - Public Garden
- Granite setts - cycle lane
- Granite slabs stacked
- Composite timber surface
- Exposed aggregate concrete
- Brushed concrete
- Gravel maintenance strip
- Tactile blister paving
- Internal benches
- External benches
- Stairs
- Handrails
- Planters
- Cycle stands

Hard Materials



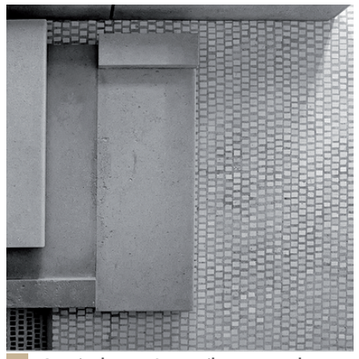
Yorkstone slabs



Yorkstone slabs



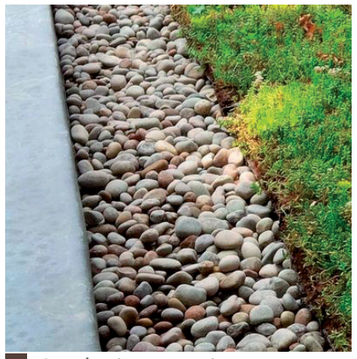
Granite slabs - Office roof terrace



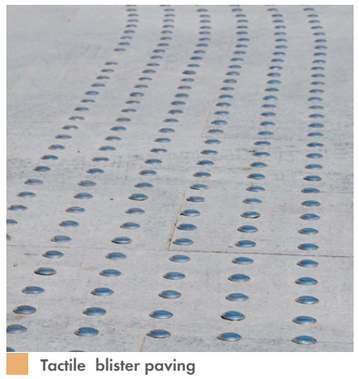
Granite button Setts - silver-grey colour



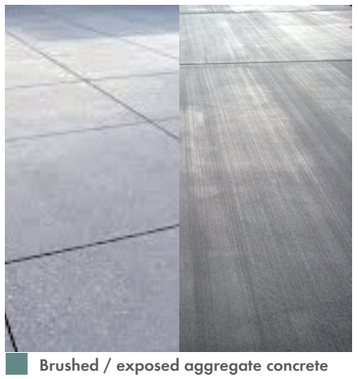
Granite setts - cycle lane



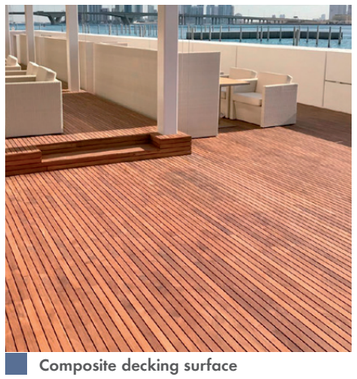
Gravel maintenance strip



Tactile blister paving



Brushed / exposed aggregate concrete



Composite decking surface

Furniture Palette



Stainless-steel cycle stands



Ownership demarcation



Cast concrete benches



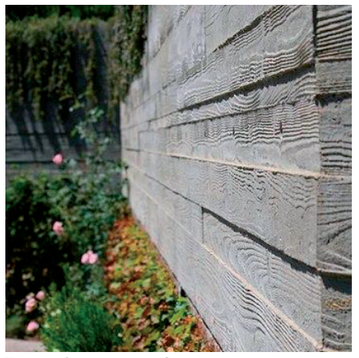
Weathered steel handrails



Existing Kingdom St benches



Sculptural concrete benches



Textured concrete surface



Textured concrete surface



Metal clad planter

5.4.3 LIGHTING STRATEGY

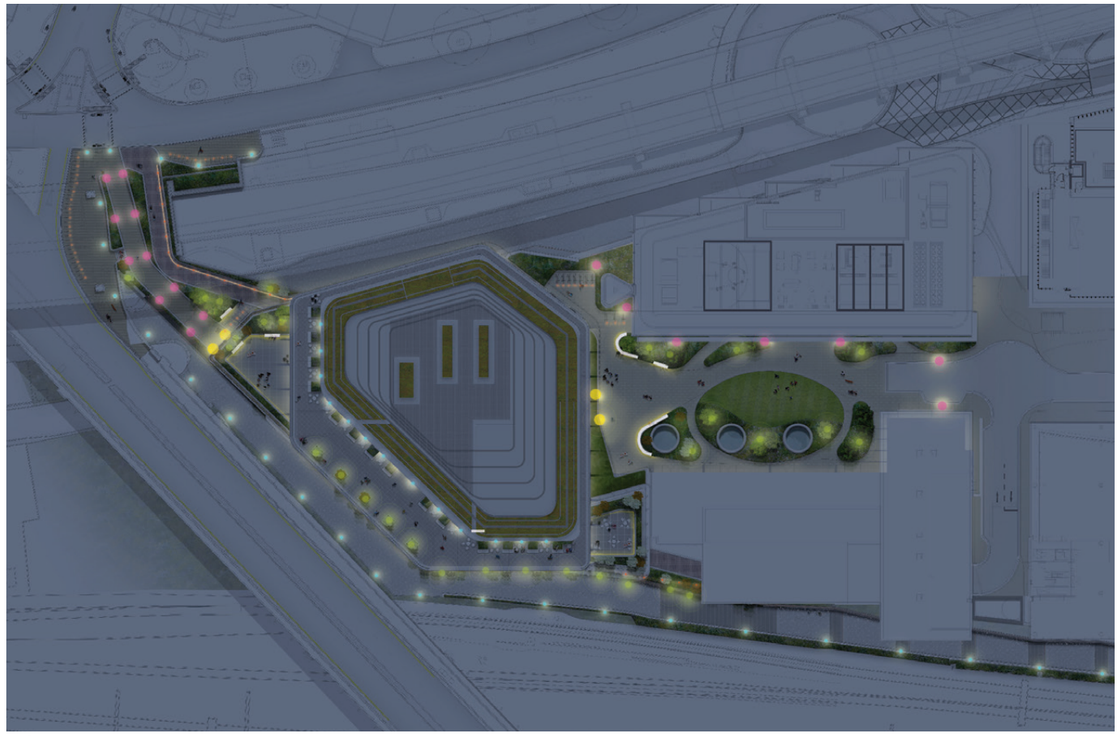
The priority with the lighting design is the creation of a safe and welcoming environment during the evening hours and night-time.

The scheme will aim to:

- Create a safe environment for all users;
- Provide appropriate light levels relative to the status of the route - refer to the Access and Circulation diagram;
- Use long life, efficient light sources, and where possible incorporate lighting controls; and
- Use discrete and robust fittings.

KEY

- Existing Kingdom St column lights continued
- Feature entrance lights
- Tree in-ground uplights
- Bollard lights
- Cycle path/parking demarcation light
- Recessed bench lights



Lighting Diagram - NTS



Existing Kingdom St lights



Illuminated trees



Tree in-ground uplights



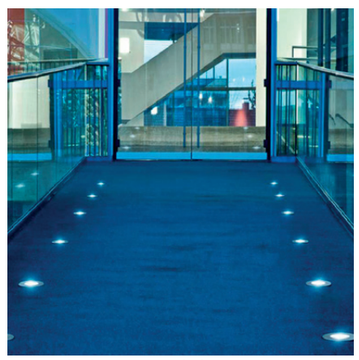
Bollard lights



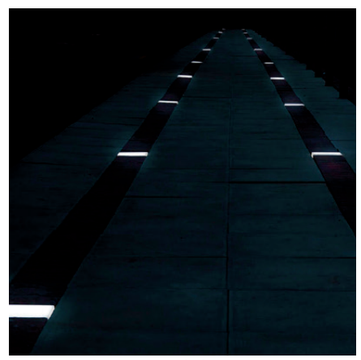
Bollard lights



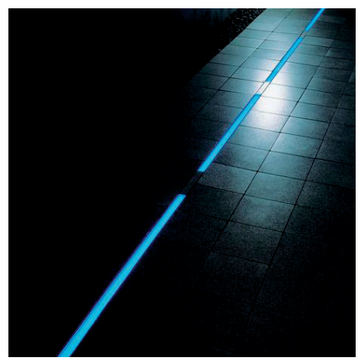
Recessed bench lights



Cycle demarcation lights



Cycle demarcation lights



Cycle demarcation lights

5.4.4 SOFT LANDSCAPE

The landscape provision within the development will be characterised by a distinctive planting design language, and a substantial soft landscape planting programme within the scheme. The planting palette has been developed in consideration of the following:

- Appropriateness to place;
- Aspect and direct sunlight availablity;
- Biodiversity value; and
- Longevity.

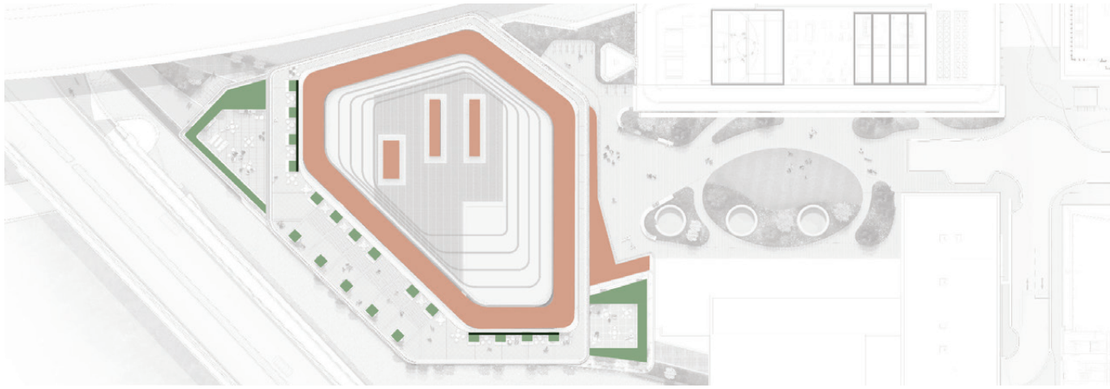
External Planting

Planting plays an important role in the creation of a sustainable development and to achieve biodiverse and ecological objectives. Planting palettes include native plants and plants of value for wildlife, as well as structural plants, clipped hedges, shade loving plants and groundcover plants. Varied palettes of shade loving native and non-native plants have been compiled to create variety with a focus on texture, seasonal change and habitat diversity. This will encompass a combination of grasses and ground covers. Areas with more sun include ornamental planting with structure and seasonal interest lasting through the autumn and winter months.

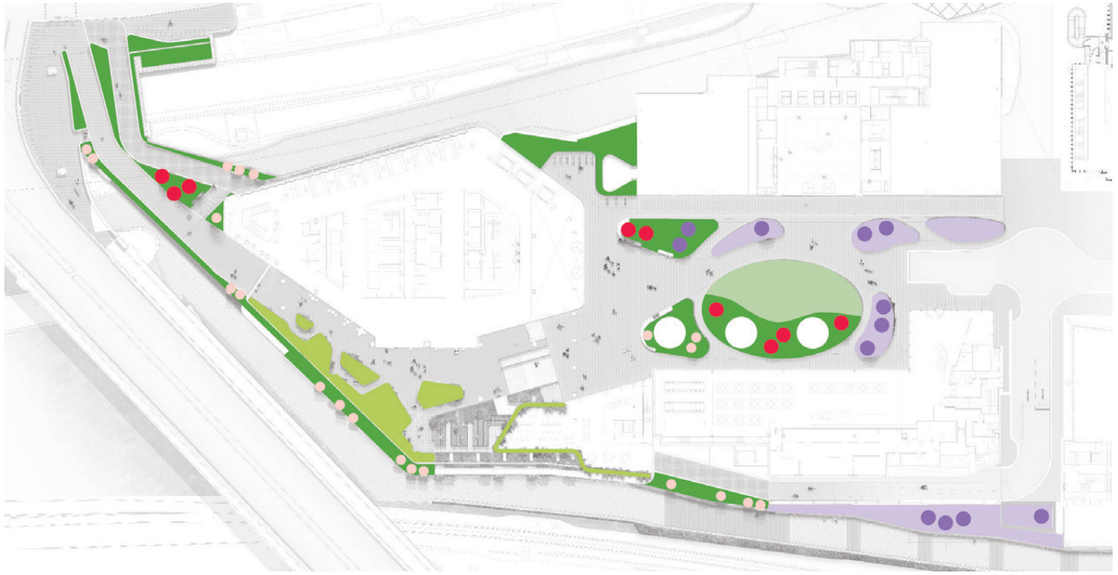
Internal Planting

The internal planting will form the backbone of the interior Public Garden and the species selection, placement and vigour of the plants will be key to the success of the space. The design intent is to create a garden of lush, exotic species which has the character of a subtropical garden. The planting selection will provide a multi- layered verdant spread of foliage from low level planting within the terraced planting areas which descend through the space to the specimen trees which reach upwards. All will be greatly enhanced by the expansive glazing and southerly aspect allowing light penetration deep in to the spaces.

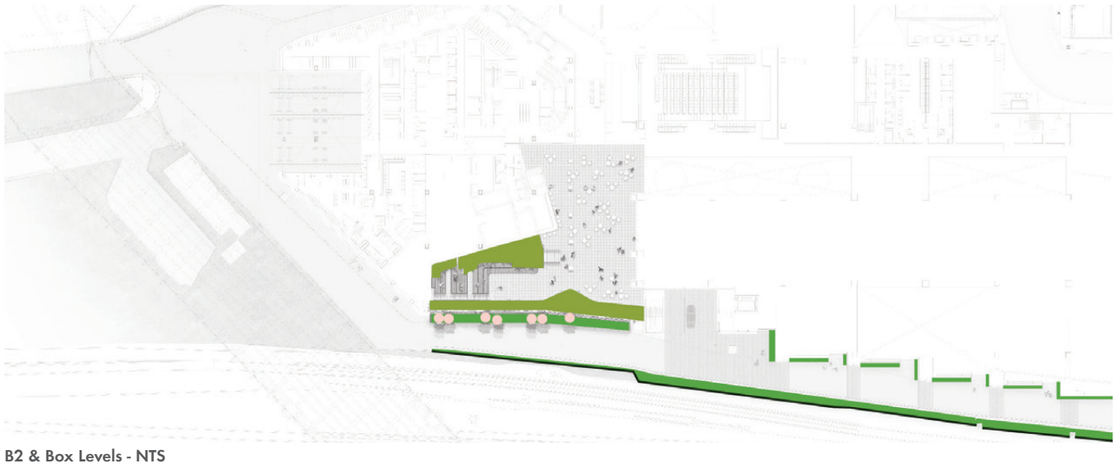
Plants have been selected which are appropriate to the environmental conditions of this interior space and share similar requirements for temperature, moisture and humidity. The planting composition consists of a ground cover layer of ferns and creeping herbaceous plants dotted with some small to medium multi-stemmed shrubs which will add structure and stature to the planting



Roof Levels - NTS



Ground & B1 Levels - NTS



B2 & Box Levels - NTS

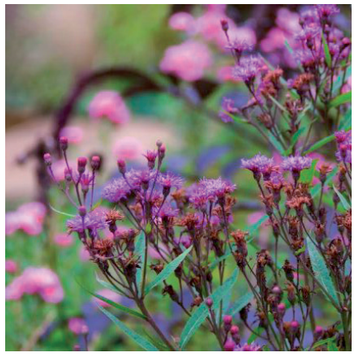
KEY

- Existing green areas
- Climbers
- Mixed shrub planting (indoor)
- Intensive green planting
- Lawn planting
- Flower rich perennial planting
- Intensive green roof
- Extensive biodiverse green roof
- Existing trees
- Proposed indoor trees
- Proposed outdoor trees
- Proposed outdoor shrub

External Planting- Herbaceous plants


Liatris spicata


Panicum virgatum ‘Northwind’


Vernonia crinita


Pycnanthemum muticum


Eryngium yuccifolium


Echinacea pallida


Aster ‘Little Carlow’


Eupatorium ‘Little Joe’


Amsonia hubrichtii

External Planting - Trees an Shrubs


Acer ginnala


Amelanchier lamarckii


Cornus Mas


Pittosporum tobira nanum


Hydrangea paniculata 'little lime'


Ceanothus pallidus 'marie'


Cotinus 'young lady'


Perovskia 'little spire'


Escallonia 'iveyi'

Internal Planting


Ficus Lyrata


Philodendron scandens


Aeschynanthus lobbianus


Scindapsus pictus


Ficus pumila


Nephrolepis exaltata bostoniensis

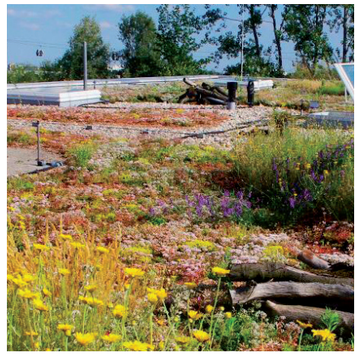

Schefflera arboricola


Calathea rufibarba


Philodendron xanadu

Green Roof Planting


Extensive green roof

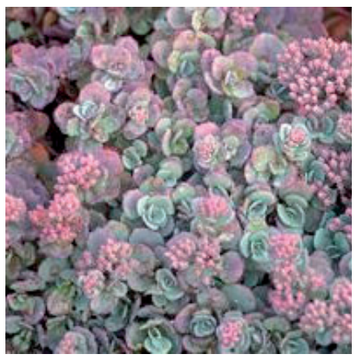

Extensive green roof


Extensive biodiverse green roof


Saxifraga paniculata


Thymus serpyllum


Sedum reflexum


Sedum cauticolum


Sedum album


Potentilla neumanniana

5.4.5 ECOLOGY / BIODIVERSITY

Ecology

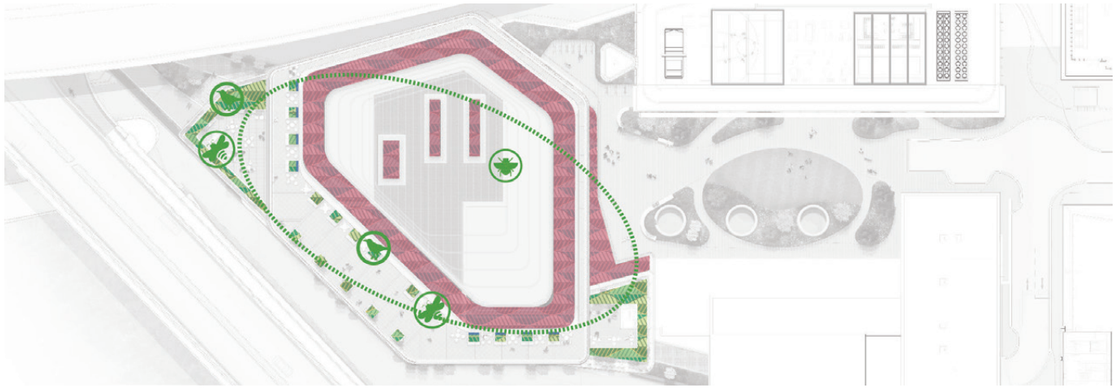
A key aim across the site has been to create a landscape with a series of closed loop systems - wildflowers attracting bees which pollinate flowers, nitrogen fixing species to add to soil nutrients, and selection of habitat and food species for wildlife benefit.

Biodiversity

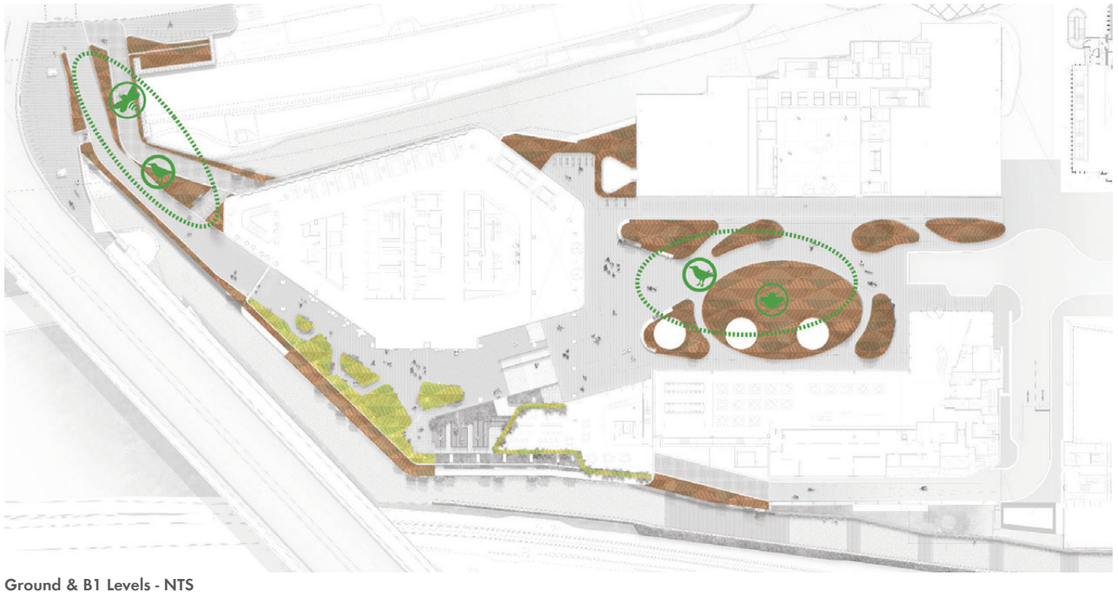
The proposed planting will prioritise native and wildlife friendly species. The planting palette will be highly diverse and species are required that are best suited to the conditions of this demanding environment. Therefore selections will be made from a wide ranging horticultural palette that includes many native and garden varieties, to provide a diversity of species through each of the layers of planting which will provide a resilient landscape over the long term. To complement vegetation, habitat for invertebrates, birds and bats will be incorporated into the landscape and structures at the lower level floors.

Roofscape

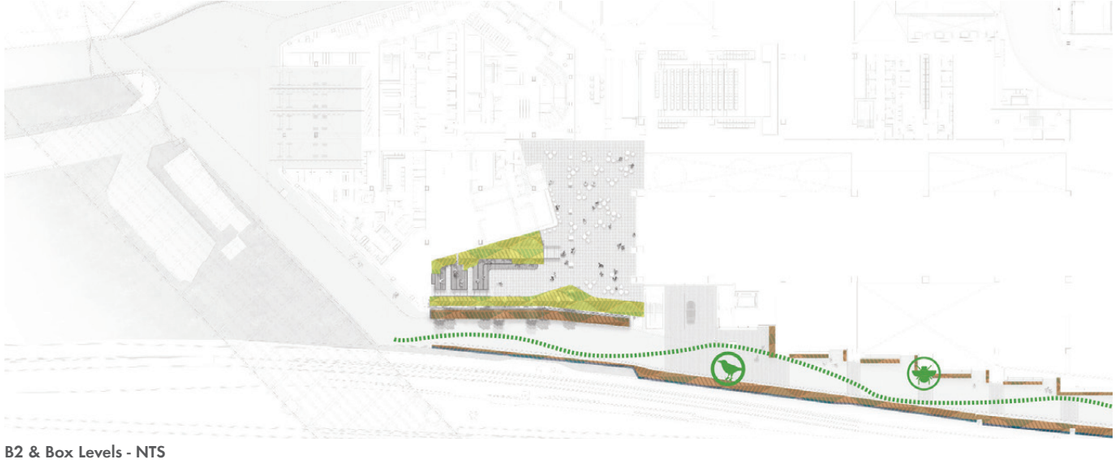
Extensive, sedum and biodiverse green roofs have been provided with flowering plants to maximise the sustainability benefits of these roof spaces. Light weight extensive green roof systems will assist in absorbing rain run-off from the development as well as increasing the biodiversity and ecology credentials of the site by providing additional habitat for insects. The roofs will be accessible only for maintenance purposes and will not be irrigated. Intensive roof terraces with raised planters and accessible amenity areas for the office workers to relax and interact with nature and each other will be also provided.



Roof Levels - NTS



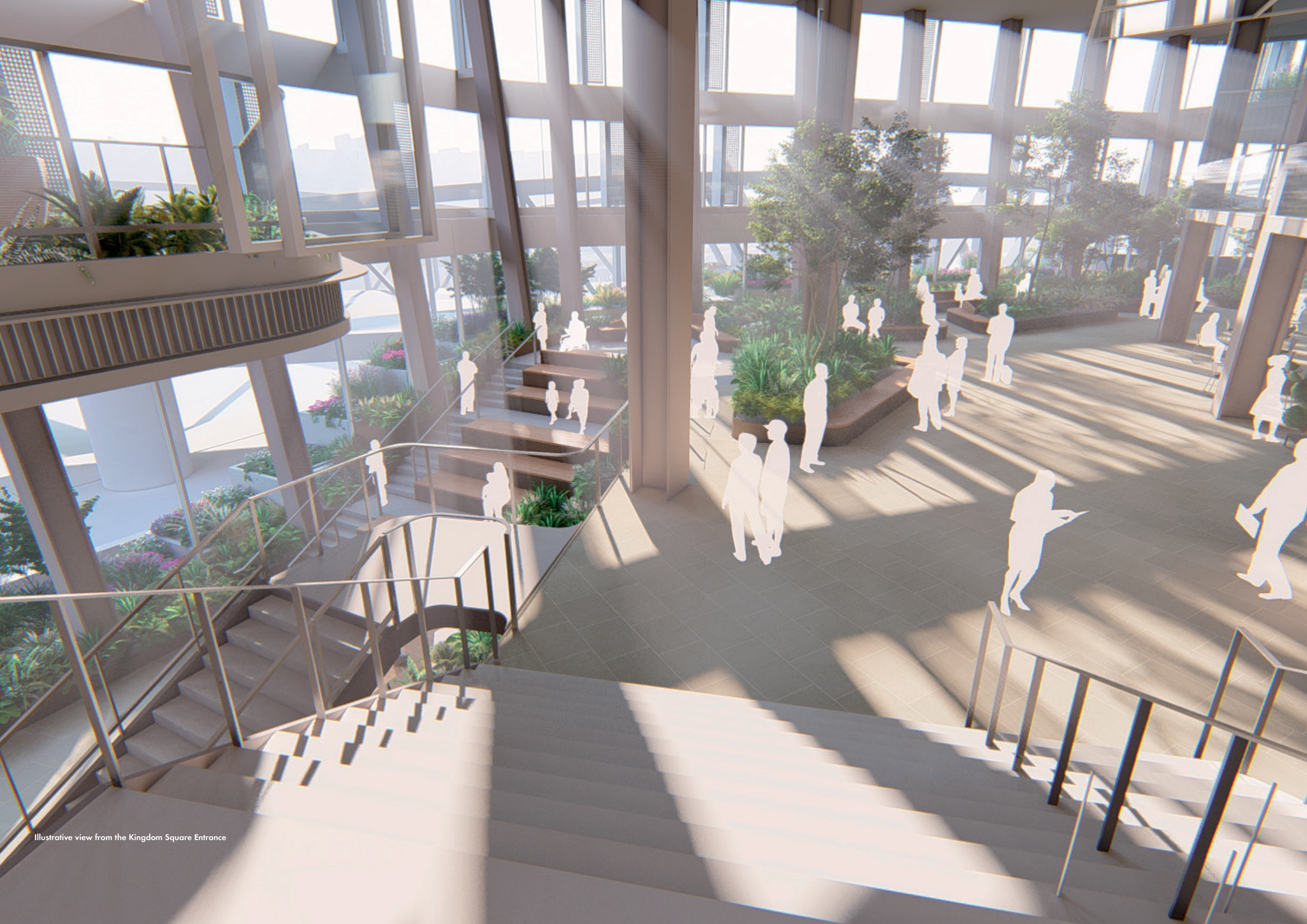
Ground & B1 Levels - NTS



B2 & Box Levels - NTS

KEY

- Internal planting
- External ground level planting
- External roof level planting
- Extensive roof-scape planting
- External climbing plants



Illustrative view from the Kingdom Square Entrance

6 ACCESS

6.1 INTRODUCTION

6.1.1 THE SCHEME

'Five Kingdom Street is the last major development opportunity at Paddington Central and the only remaining undeveloped masterplan plot'. The development is located in the City of Westminster. The building will offer a new, interior, sheltered east-west link between Paddington, Royal Oak, and Warwick Avenue Stations. An indoor public garden will also be provided over several levels.

The building will comprise an office tower with a office entrance and reception at Podium level, office and flexible workspaces at levels mezzanine through 18, with an office amenity space and roof terrace at level 19 (Roof level). An auditorium for office and public use will be provided at Box Upper and Lower levels.

The Box at Box Upper and Lower levels will provide affordable workspace, indoor public garden, and flexible space for future commercial, leisure, and cultural use, such restaurant and market hall, conference / exhibition, affordable workspace, cinema, gym, study space, and ancillary uses (exact nature of use to be confirmed).

A previously consented scheme for the site was implemented, but not built. A detailed planning application was submitted in May 2019 for a earlier version of the current scheme, however was rejected by the City of Westminster. which was refused by Westminster's planning committee before being referred to and called in by the Mayor of London

6.1.2 PURPOSE OF THE REPORT

David Bonnett Associates (DBA) was appointed by British Land as Access Consultant to the 5 Kingdom Street design team in November 2018. DBA was reappointed in June 2020.

This RIBA Stage 2 Access Statement has been prepared to accompany the detailed planning application for the proposed 5 Kingdom Street development in the City of Westminster and is based on a review of the proposals by Allies and Morrison, and Gillespies. The current application is being submitted to the Greater London Authority (GLA).

6.1.3 METHOD OF REVIEW

The Access Statement describes the access provisions using a journey around the proposed development as follows:

- Arrival at the site;
- Approaches to the building;
- Entrance ways;
- Horizontal and vertical circulation;
- Access to facilities;
- Sanitary facilities; and
- The emergency evacuation strategy.

Step-free external and internal routes, lifts, stairs, WCs and other access features are highlighted on access overlays throughout this Access Statement.

The statement does not describe or evaluate any part of the development that is used solely for inspection, repair or maintenance of any service or fitting, in accordance with Approved Document M. If a disabled person requires access to these areas as part of their work then their employer is expected to take all reasonable steps to ensure that there are no barriers to them carrying out their work. Any building adjustments that are required would be carried out at that time.
The Access Statement describes how the scheme has will be progressed with consideration of the principles of inclusive design.
The report considers the requirements of all users - visitors, staff and the wider community including:

- People with mobility impairments;
- People with visual impairments;
- People with cognitive impairments;
- Deaf people;
- Older people; and
- Small children.

The meaning of 'disabled' in this Access Statement is as defined in the Equality Act. Refer to Appendix 1.

Note:

DBA provides guidance and advice as access consultants. The consultancy does not officially approve designs, nor does it provide confirmation that a design complies with statutory standards. This remains the responsibility of the designers and the approvals authority.

6.1.4 THE STANDARDS AND POLICY

The access provisions are reviewed against the access regulations and standards that apply, which are identified below.

National Regulations

The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition.
The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition.

Approved Document B (Fire safety) Volume 2: Buildings other than dwellinghouses, HM Government, 2019 edition.

Good Practice

British Standard 8300:2018 Design of an Accessible and Inclusive Built Environment
Part 1: External Environment - Code of Practice
Part 2: Buildings - Code of Practice,
British Standards Institution, 2018.

British Standard 9999:2017 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2017.

National Planning Policy

National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government, 2019.

London Planning Policy

The London Plan, The Spatial Development Strategy for London - Consolidated with Alterations since 2011, Mayor of London, March 2016.

An Intend to Publish version of the emerging new London Plan was published in December 2019. Adoption and publication of the new London Plan is pending. The draft new London Plan is a material consideration in planning decisions. It gains more weight as it moves through the process to adoption, however the weight given to it is a matter for the decision maker. The Plan is at an advanced stage. Policies contained in the Intend to Publish (ItP) London Plan published in December 2019 that are not subject to a direction by the Secretary of State carry significant weight.

Local Policy

Westminster City Plan, November 2016.
Westminster City Plan 2019-2040 is pending.

The proposed design has been developed in line with the policies set out above, and described in the previous chapters of this report as required by the Town and Country Planning (Development Management) England Order.

A full list of references and a description of relevant legislation, regulations, standards and guidance are detailed in Appendix 1.

6.1.5 INTERPRETATION OF THE STANDARDS

Approved Documents M, K and *BS 8300:2018* provide general access advice, but refer to other standards and regulations about specific aspects of buildings and their immediate surroundings. Therefore, several separately authored documents are referred to, including good practice guidance books written by specialists. Refer to Appendix 1 for more details.

There are no nationally agreed access standards or regulatory controls governing extended external spaces and landscaping. For primary routes and approaches to buildings Approved Documents M are taken as a bench mark for determining accessibility. With regards to streetscape and pavement design, guidance is provided by the Department for Transport's Inclusive Mobility Guide and Transport Notes and BS8300:2018.

Access standards are in a continuing state of development because of changing needs, expectations and legislation. The nature of these changing needs and standards can result in anomalies and contradictions. Therefore it is important that access and inclusivity are considered and refined throughout the design process. The design of the scheme should seek to interpret these standards to provide the best possible level of inclusive design and this Access Statement describes situations and solutions where interpretation may be necessary.

6.1.6 THE EQUALITY ACT

Statutory consents

When considering a reasonable adjustment to a physical feature, the Equality Act does not override the need to obtain consents such as planning permission, building regulations approval, listed building consent, scheduled monument consent and fire regulations. If the consent is not given, there is still a duty to consider a reasonable means of avoiding the feature.

Refer to Appendix 1 for further information.

Design standards

Service providers and public authorities carrying out their functions do not have to remove or alter a physical feature of a building for a period of 10 years from construction or installation if it accords with the relevant objectives, design considerations and provisions in Approved Document M. They may still need to consider a reasonable means of avoiding the feature.

6.1.7 MANAGEMENT AND MAINTENANCE

Once building works are complete, full accessibility will rely on effective facilities management.

Management items will range from provision of a good quality website in a public building to the effective maintenance of lifts in all. Inspection of specialist devices and training of staff should become a regular element of management processes. Access Management Plans can form part of a building operator's on-going duties.

6.1.8 PROJECT CONSTRAINTS

The proposed 5 Kingdom Street scheme has several constraints that have required an innovative or managed approach to access:

Varying existing levels of the site and surrounding public realm and pedestrian and road infrastructure; Crossrail infrastructure.

Interpretation of the standards will be required to address these constraints and will be further explained in this Access Statement.

6.1.9 CONSULTATION

Multiple stakeholder consultations were held between August and December 2018 regarding the 2018 proposals, including with Paddington Waterways & Maide Vale Society, South East Bayswater Residents Association (SEBRA), and councillors from the following wards: Hyde Park, Little Venice, Bayswater, and Westbourne.

Five public consultations on the Stage 1 design were held in various locations between 21st February and 2nd March, 2019. Four separate Stage 2 public consultations will be held on 1st and 2nd April, 2019. No inclusive-design / access-specific consultations have been undertaken. No known access concerns were raised during the stakeholder or public consultations.

The GLA has been consulted as part of the pre-planning process for the current scheme.

6.2 OVERVIEW OF PROPOSALS

6.2.1 ACCESS AIMS

The proposed development is designed to be as inclusive as possible so that it can be comfortably and independently used by people working in and visiting the development, and the wider community.

The Development demonstrates it has the potential to meet the guidance of Approved Document M (AD M), Volume 2, and the access and inclusive design policies of the Greater London Authority as a minimum.

The Commission for Architecture and the Built Environment published a guide called The Principles of Inclusive Design in 2006, which states that inclusive design:

- Places people at the heart of the design process;
- Acknowledges diversity and difference;
- Offers choice where a single design solution cannot accommodate all users;
- Provides for flexibility in use; and
- Provides buildings and environments that are convenient and enjoyable to use for everyone.

The design of the proposed development will also consider and incorporate the following aims where possible:

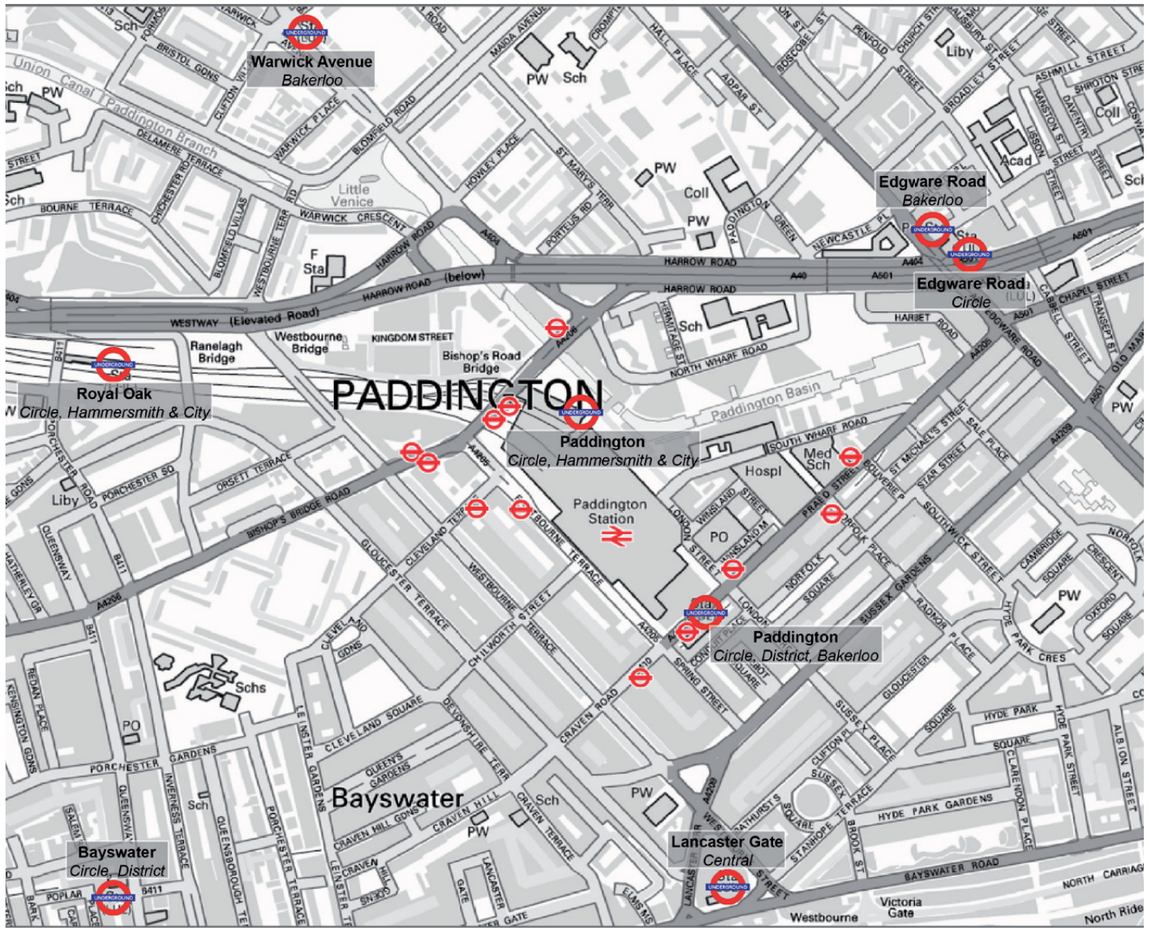
- Design guidance stated in relevant British Standards and other current good practice guidance about meeting the needs of disabled people; and
- Meet contemporary requirements and expectations.

6.2.2 SUMMARY OF ACCESS PROVISIONS

The proposals for the development at this stage demonstrate that a good level of inclusive design will be achieved by the finished scheme, given the constraints of the site.

The key access provisions for the proposed development include:

- Incorporation of the principles for inclusive design wherever possible;
- Accessible routes to all connections with local pedestrian routes and public transport;
- Two designated car parking spaces designed to be suitable for wheelchair users are available for staff of 5 Kingdom Street and the Box to use - note the car park is for shared 4 Kingdom Street and 5 Kingdom Street use;
- Accessible cycle parking space for staff and visitors;
- A new dedicated cycle route leading up to and around the building, within close proximity to the Lower Ground floor long-stay office cycle parking;
- An internal public garden with step-free access (via passenger lift and ramp) to all areas except the intermediate levels of the amphitheatre style seating, which will not provide any unique amenity;
- Wheelchair-accessible sanitary facilities alongside cycling facilities, and at all reception areas; and
- Lifts that can be used as part of the evacuation strategy.



Transport plan
Courtesy of SWECO

6.3 TRANSPORT

6.3.1 TRANSPORT CONNECTIONS

Public transport

Accessible transport facilities are key elements of urban developments. Urban areas are more likely to be well served by a choice of connections.

The proposed development site has a Public Transport Level (PTAL) of 6a, which is excellent; 6b is the 'best' or highest level achievable.

The PTAL is an indication of the frequency, reliability and distance of public transport services close to a site; it does not take the accessibility of transport services into account. However, the PTAL is more important to the access strategy because it is used to evaluate the reliance on cars that current and future users of the building are likely to have, with the implication that less reliance on cars corresponds to a greater reliance on public transport.

Buses

All areas of the development have convenient access to accessible public bus services. There are multiple bus stops in the vicinity of the site, providing service to at least 10 bus routes. There are bus stops located on Bishop's Bridge Road, Harrow Road, Cleveland Terrace, and Eastbourne Terrace. The nearest bus stops are located within 350m of the site, with additional stops located within 500-600mm of the eastern part of the site.

All London buses (except two 'heritage' routes) are accessible buses that 'kneel' to minimise height differences between the bus floor and pavement, and have ramps and space inside for wheelchair and pushchair users. However, not all disabled people can use them and therefore setting-down bays for taxis and private cars are essential.

Rail services

The nearest rail station is Paddington Station, which is ~850m from the site. There is step-free access to the station and the platforms, though ramps are required to board the trains.

There will be step-free access between the street and trains on the new Elizabeth Line at Paddington when the line opens.

Marylebone is ~1600m from the site. There is step-free access to the station and the platforms, though ramps are required to board the trains.

London Underground

Paddington underground station is within ~950m from the western part of the site. The Circle and Hammersmith & City lines (to/from Hammersmith) have a 50mm step and 180mm gap between the platform and the train. The Circle and District Lines towards Edgeware Road have 'the smallest step and gap', suitable for most users including wheelchair users. Underground service may be suitable for travellers with mobility impairments, buggies, and some—but not necessarily all—wheelchair users depending on the step and gap.

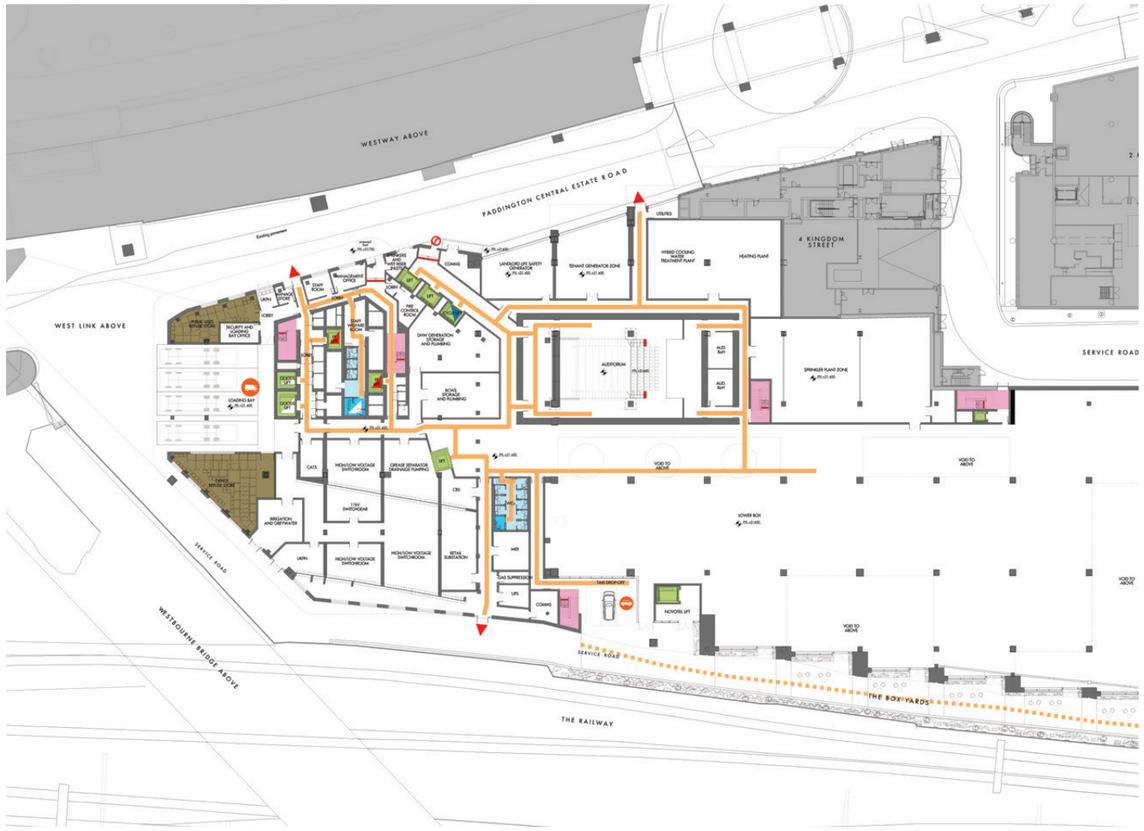
There is no step-free access to the Royal Oak underground station (~950m from the eastern part of the site) or the Warwick Avenue underground station (~700m from the eastern part of the site, and within ~950m of the western part of the site).

Community transport and taxis

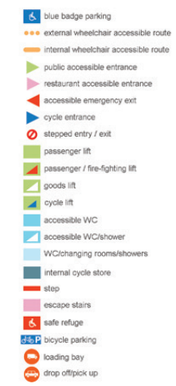
Some users will rely on community transport, taxis or minicabs. These vehicles will need access to areas where pedestrians will have priority. The route for vehicles in these situations will need to be clearly marked and separated from a pedestrian 'safe-zone'.

A suitably designed set-down point for taxis and community transport vehicles will be provided at the Box Lower Level within 50 metres of Box entrances along the southern façade. Controlled / managed set-down will also be available within the shared 4 Kingdom Street and 5 Kingdom Street car park at Lower Ground floor level.

Taxis will require raised kerb access for wheelchair users in kerb-free areas.



Proposed Box Lower Level Floor Plan



6.3.2 VEHICLE ACCESS

Car parking on site

Three designated accessible car parking bays are provided in the shared 4 Kingdom Street (4KS) and 5 Kingdom Street (5KS) car park at Lower Ground floor level, which has parking for a total of 14 vehicles. Two of the designated spaces will be for 5KS and the Box staff use, while the remaining space is for 4KS use. Vehicle access to the car park is via an existing vehicle ramp from Kingdom Street . Access into the building from the car park will involve traversing a short-stay cycle parking area and use of the shuttle lifts (that serve Box Lower Level through Level 01), or crossing the new cycle lane to enter the building at Lower Ground level. Details of the access route(s) into the building including the design of an uncontrolled crossing and gradients to address the change of level between the car park and the shuttle lifts and building interior will be further developed at Stage 3. Management will be required to ensure that access routes remain clear of obstructions and hazards, particularly when adjacent to or via cycle parking areas.

Parking bay geometry

Accessible car parking spaces will meet dimensional and other specifications as set out in Approved Document Part M and local authority requirements.

Car parking - on street

The national Blue Badge scheme doesn't apply in Westminster due to traffic congestion and the high demand for parking in Central London. Westminster City Council operates a White Badge scheme which works alongside a Blue Badge. The White Badge can only be used in Westminster by eligible individuals and organisations. Information about parking for disabled motorists in Westminster, including where White Badge and Blue Badge holders may park is available at: https://www.westminster.gov.uk/disabled-parking .
There are two designated disabled badge holder parking bays on Eastbourne Terrace and one on Hermitage Street, within ~600m from the eastern part of the site. Additional designated disabled badge holder parking spaces in the area can be found via City of Westminster's website.

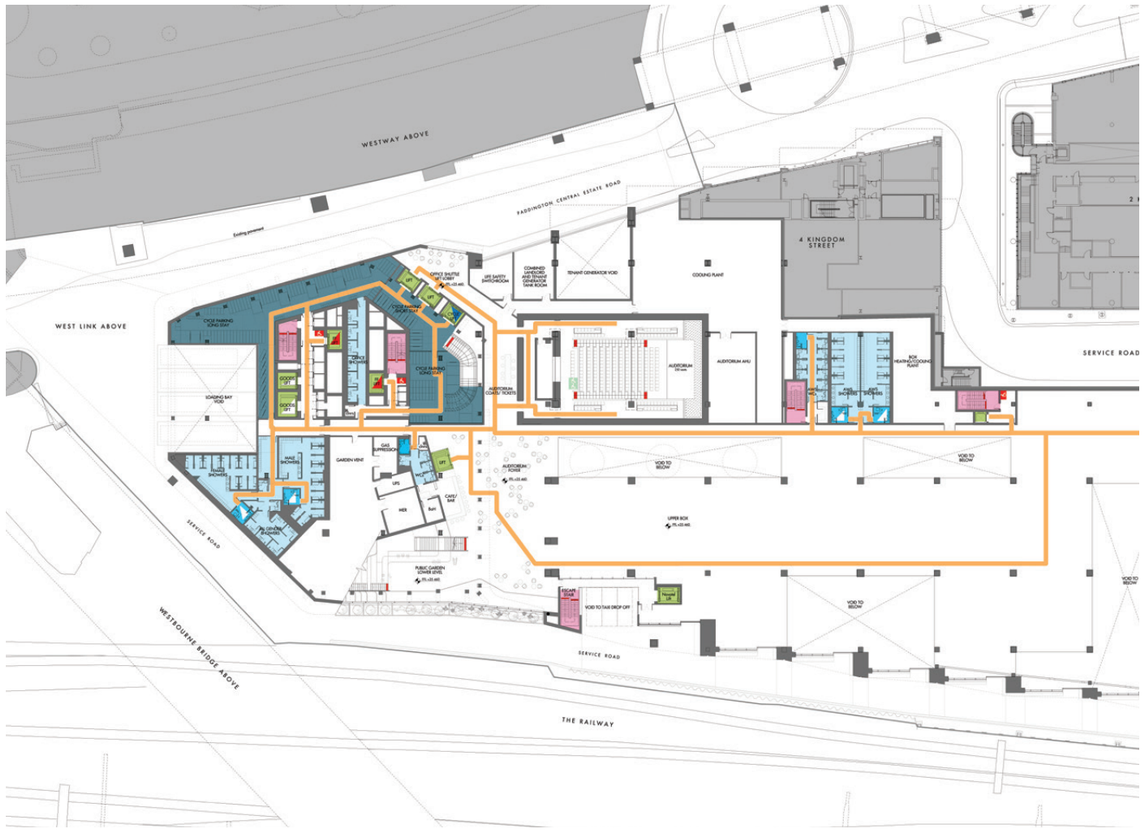
6.3.3 CYCLES AND MOBILITY SCOOTERS

Long stay cycle parking spaces will be provided in multiple secure, covered locations at Lower Ground Level and in secure locations within the building at Box Upper Level. Access to these parking areas will be via the new dedicated cycle route that skirts the northern and western façades of the building. A cycle lift serving Box Lower Level through Podium level provides step-free access between the cycle route at Lower Ground and the Box Upper Level cycle parking facilities. The cycle lift will have interior dimensions of at least 1.2m x 2.3m and a lift door clear opening width of at least 1m to meet the guidance of London Cycling Design Standards 2016 (referenced by the London Plan). Due to structural constraints, the lift will be oriented so that it is wider than it is long, meaning that users will likely need to turn their cycles within the lift; this may be difficult for some users, particularly for people with larger or adapted cycles, and those with reduced mobility / strength. It is anticipated that cyclists who have difficulty with the lift can use the secure Lower Ground floor cycle parking. A stair located near the cycle lift provides stepped access between Lower Ground and Upper Box cycle parking areas.

Short-stay cycle parking spaces for shared 5KS and Box use will be provided in several locations including within the public realm at Ground and Lower Ground levels, adjacent to the building and the cycle route at Lower Ground level, and within the building at Upper Box level.

Approach to accessible cycle parking will be step-free along wide corridors and will involve passing through no more than two sets of wide automated doors. Doors to cycle stores will be power operated and have at least 1m clear opening width (for a single leaf). At least 5% of cycle parking spaces will be designed to accommodate larger, adapted cycles or bicycles used by disabled cyclists in line with the London Cycling Design Standards as required in the London Plan. Shower and changing facilities for cyclist use will be provided for staff use - refer to Sections 4.8 and 7.2 below.

No mobility scooter parking and charging is currently proposed. The possible provision of mobility scooter parking and charging will be explored further at Stage 3 design development.



Proposed Box Upper Level Floor Plan

6.3.4 PEDESTRIAN ACCESS

Description of site - Terrain

The 5 Kingdom Street site comprises a complex mix of existing and proposed levels, fitting in with the existing site, and surrounding sites, pedestrian and road infrastructure.

At the eastern side of the site at Ground Level (5 Kingdom Street), the site is +33.470. Vehicle access to the Paddington Central masterplan area is controlled with a barrier on Sheldon Square. Kingdom Street is a pedestrian priority area. An existing landscaped, pedestrian area—Kingdom Square—is located between the end of Kingdom Street and the building. The access routes through the public realm to 5KS Ground Level are generally level or gently sloping.

At Lower Ground, the level of the West Link to the northwest of the building on the approach to the building entrance and the new cycle route that wraps around the northern and western façades of the building is +28.420. The approach to the entrance slopes up gradually to a proposed interior level of +29.520. There is a 1:21 gradient along the cycle route, resulting in a level of +30.020, which is consistent with the level of the car park.

At Box Lower Level, the loading bay and interior levels are proposed at ±21.450. Proposed levels along the northern façade of the building are higher, however the northern, western, and the western part of southern ends of the Box Lower Level are dedicated to loading, maintenance, and servicing uses. The southern boundary in front of the Box will be resurfaced and will be level or gently sloping.

The interior route through the building from Kingdom Street (at Ground Level) to Westlink / Harrow Road (at Lower Ground level) will provide a new, public, sheltered east-west link between Paddington, Royal Oak, and Warwick Avenue stations.

Access provisions in the public realm

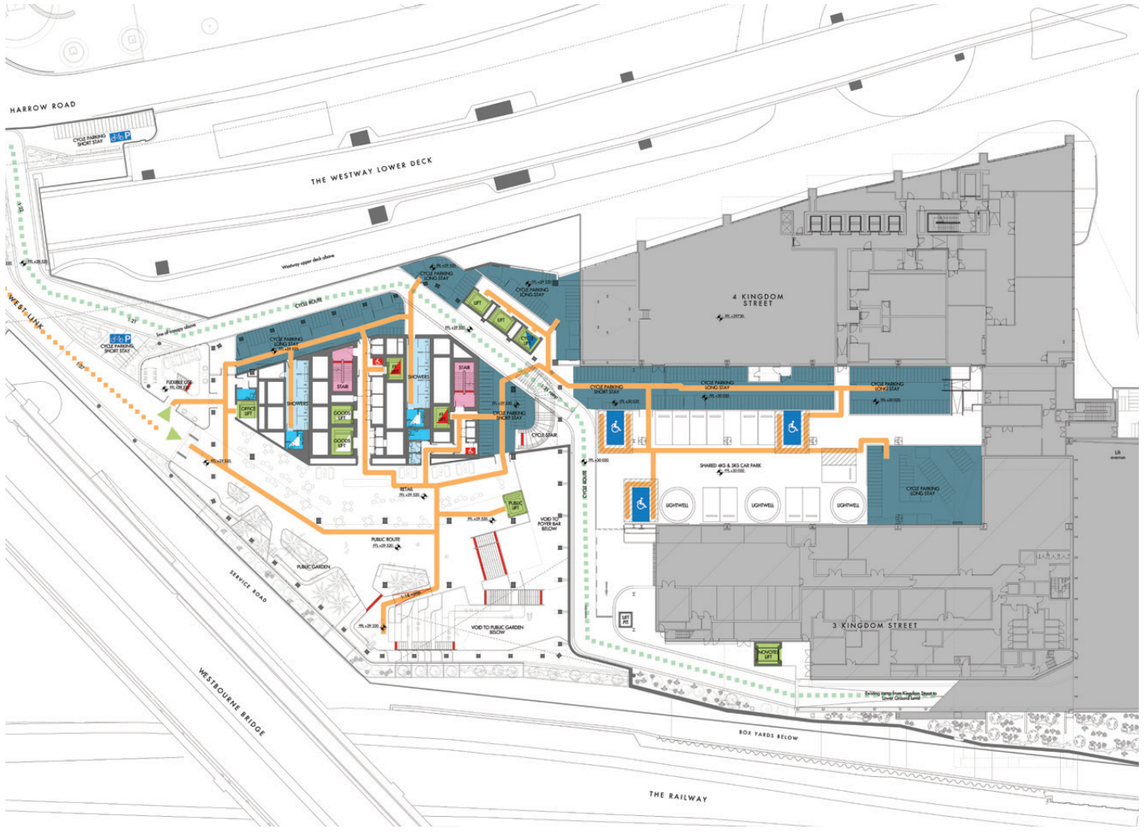
Provisions to ensure the comfort of all pedestrians using the public realm are to include:

- Clear visual links between the entrances to the site and key building entrances;
- A legible layout for visitors;
- A safe pedestrian zone, without traffic and with step-free, level or gently-sloping circulation routes at the Kingdom Street (eastern) eastern approach at Podium Level;
- Planting and landscape feature including seats and resting places every 50m. Any street furniture, paving and landscape features such as the proposed trees and public seating placed alongside circulation routes will not create barriers or hazards for people with impaired vision;
- Predictable spaces, facilitating wayfinding for people who are blind or partially sighted;
- Suitable non-slip, even, level walking surfaces. Cobbled surfaces are generally too uneven to provide good access; and
- Suitable tonal contrast between any structure that might protrude into the public area (such as columns) and the background against which it is seen.

Pedestrian access routes

Pedestrian access routes (PARs) are defined as the most direct and convenient pedestrian routes linking key parts of a Development. They are designed to be inclusive and have access features such as gentle gradients, suitable surfaces, rest points and good lighting. All routes will be designed to meet or exceed the regulations of Approved Document M (AD M) Volume 2 2015 and other relevant guidance, such as guidance on tactile paving.

The pedestrian access routes for 5 Kingdom Street are indicated in yellow on the plans in this Access Statement.



Proposed Lower Ground Level Floor Plan

6.3.5 APPROACHES TO MAIN ENTRANCES

Approach to 5 Kingdom Street (Ground Level) entrances

The approach to entrances on the eastern side of the building is from Kingdom Street and through a existing landscaped, predominantly level, pedestrian area (Kingdom Square) at Podium Level.
The immediate approach to the Podium (ground) Level office, public, and retail entrances.

Approach to eastern entrance (Lower Ground Level)

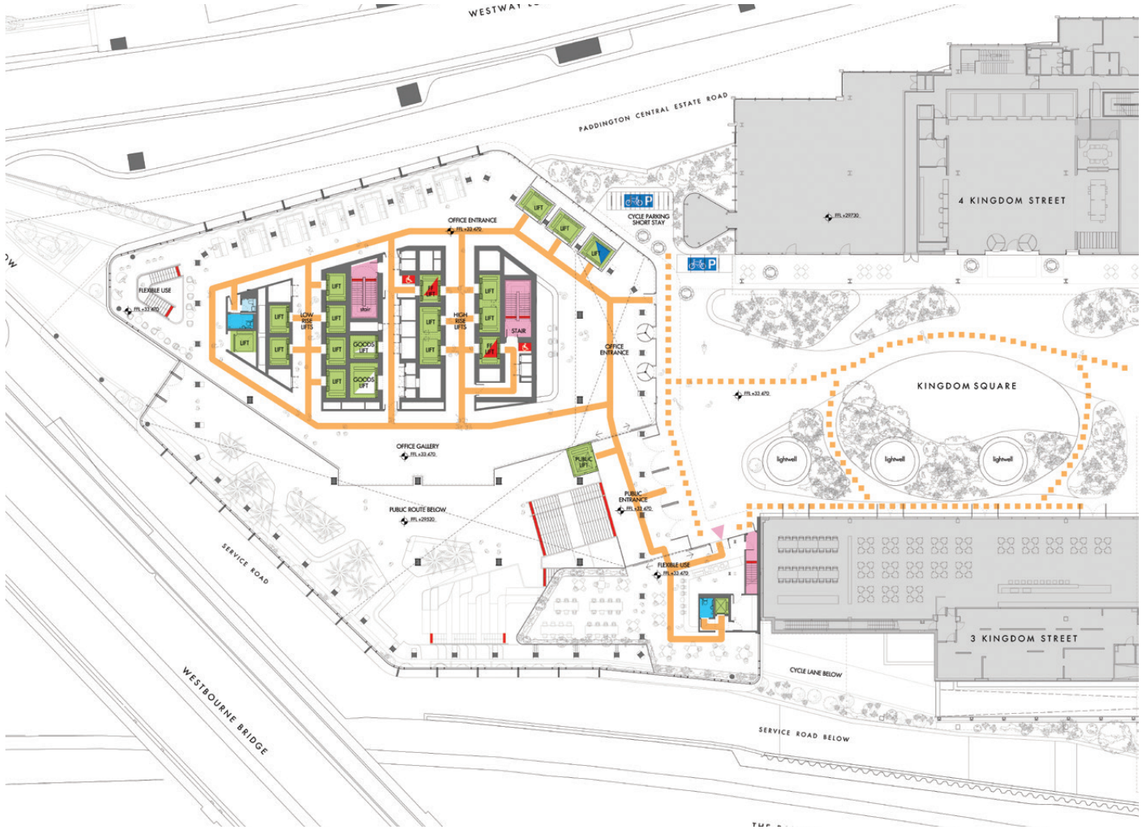
The approach to the eastern entrance at Lower Ground level from the shared 4KS & 5KS car park involves passing through a door to exit the car park, traversing a short-stay cycle parking area, crossing the cycle route at an uncontrolled crossing, and traversing another short-stay cycle parking area to reach an entrance to the retail area. Alternatively, the shuttle lifts that serve the office up to Level 01 and go down to the Upper and Lower Box levels can be used. Details of the means of addressing the change in level between the car park and the shuttle lifts and interior Lower Ground floor level will be further developed at Stage 3.

Approach to western entrance (Lower Ground Level)

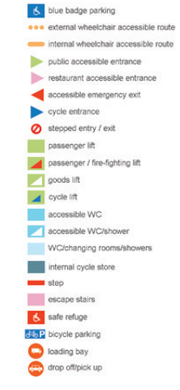
The approach to the Lower Ground western entrance slopes up gradually.

Approach to southern entrances (Box Lower Level)

The approach to the Box entrances at Box Lower Level (near the Box set-down) will be resurfaced and will be level or gently sloping.



Proposed Podium Level Floor Plan



6.4 OFFICE

Office accommodation will occupy spaces at Podium level through Level 18, with an office amenity space and roof terrace provided the Roof Terrace level (Level 19), a terrace at mezzanine and at Level 01, and an auditorium for office (and public) use at Box Upper and Lower levels.

6.4.1 ENTRANCES

The office entrance is located at Podium level and is accessed from the east. Two glazed revolving doors and one adjacent accessible glazed hinged / swing doors are proposed. The hinged door will be power operated and will have a clear opening width of at least 1000mm through a single leaf. The hinged door should remain unlocked at all times the revolving doors are unlocked to provide equal ease of entry into the building for all users without the need to request admittance or call for assistance.

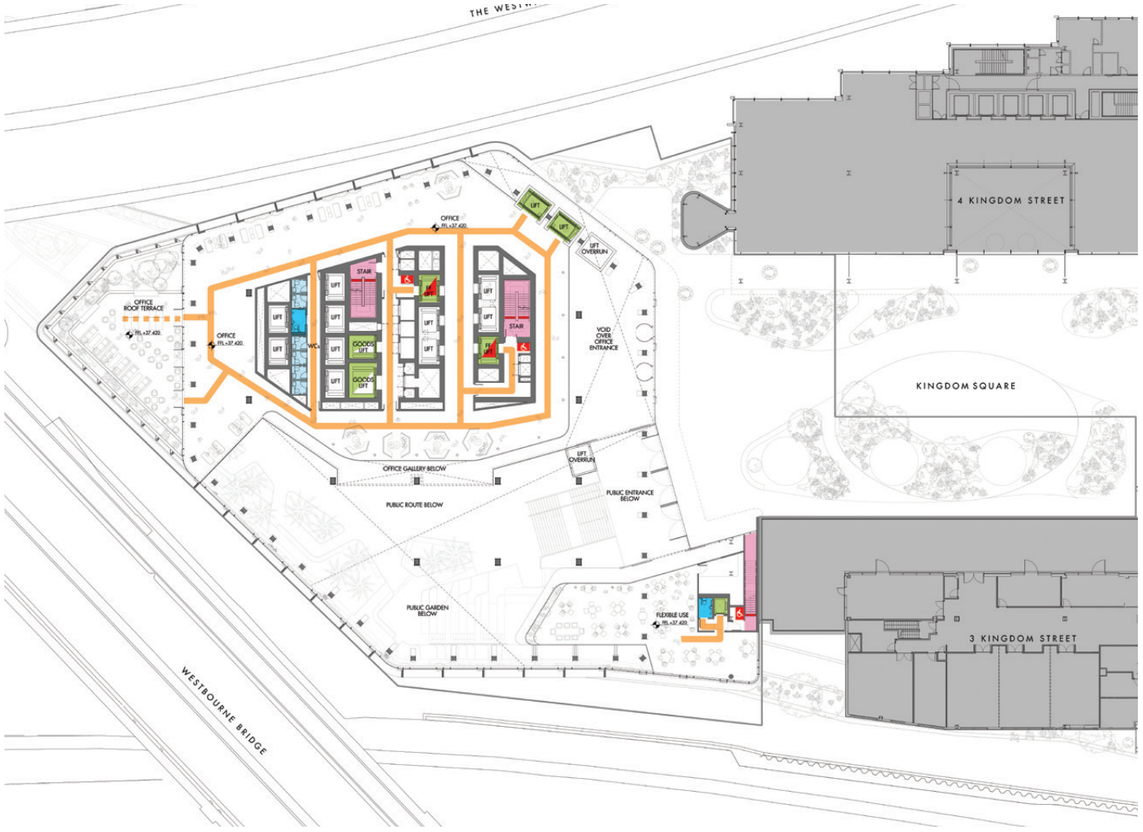
In addition, a power operated glazed sliding door with a generous (approximately 3m) clear opening width is proposed to provide access between the adjacent public entrance lobby and the office entrance / reception area. The public entrance doors and the connecting interior sliding office entrance door may be held open when weather permits.

Access to the Podium office entrance / reception area from the Lower Ground level car park and cycle parking facilities is via the two shuttle lifts that serve Box Lower Level through Level 01 - refer to 3.3.1 above for details of routes from the car park. A cycle lift adjacent to the shuttle lifts also serves Box Lower Level through Podium Level. Alternatively, the public lift could be used could be used to reach the Podium level public entrance lobby and the sliding door opening into the office. Stairs and the high-rise fire fighting lifts within the core can also be used by cyclists to reach the office.

When approaching from the west, people can enter the building at the western Lower Ground level entrance, which will have power-operated swing doors with a clear opening width of at least 1000mm through a single leaf. A passenger lift serving Lower Ground and Podium levels, and located within 10m of the entrance, will provide access up to the internal Office Entrance area. Alternatively the public lift, located approximately 40m from the western Lower Ground Entrance could be used to reach the Podium level public entrance lobby, which has a door leading into the office entrance. For stepped access, the stairs in the flexible use area at west, the stairs in the public garden, or a circulation and escape stair beyond the retail area can be used.

Pre-arrival information and signage will be a vital part of the wayfinging strategy.

Entrances will be designed to meet AD M Vol.2. Details of entrances will be further developed at a later stage of design development, including details of how entrances will be distinguished from building elements, and how glazed entrance doors will be distinguished from adjacent glazed screens.



Proposed Mezzanine Floor Plan



Reception and Lobby

The generously sized 'Office Entrance' area at Podium Level will provide reception, seating, and office space. The reception desk will be visible from the office entrance and the public entrance lobby. The desk will be designed to meet the guidance of AD M Vol.2 including a section of desk no higher than 760mm AFFL, and the provision of a fixed hearing enhancement system with suitable signage.

A wheelchair-accessible WC (AWC) will be located approximately 40m from the reception desk (approximately 50m from the office entrance, however the route has the potential to remain unobstructed, with a minimum number of doors.

The location and details of security controls / gates will be developed at a subsequent stages of design development. Ideally, access to the reception AWC will not require passing through a secure area, however this will be determined at the next stage. Where security barriers are provided, at least one in each location will be designed to be accessible to wheelchair users and people using mobility aids, with sufficient clear opening width—1000mm clear opening width is recommended.

6.4.2 HORIZONTAL CIRCULATION

The current proposals show open floor plates within the office and flexible workspace areas, however the office floor plates may be subdivided into two—possibly three—tenancies during fit-out stage. Where floor plates are subdivided, all areas will need to have access to all the amenities within the core including lifts, stairs, and all sanitary facilities. Those responsible for tenant fit-out should be made aware of this.

Internal doors, lobbies, and corridors will be designed to meet the guidance of AD M Vol.2.

Corridors will have a width of at least 1200mm, with 1500x1500mm turning spaces in appropriate locations, and 1800x1800mm passing places at regular intervals in corridors less than 1800mm wide. In some sanitary facilities, the provision of 1800x1800mm passing places may not be feasible, however this will be explored further at Stage 3.

The use of acoustically and visually reflective surfaces, and the use of bold patterns which could be mistaken for changes in level will be avoided to avoid hampering communication or creating visual discomfort or confusion.

Internal office arrangements will be for tenant fit-out, and will need to meet AD M Vol.2 guidance.

6.4.3 VERTICAL CIRCULATION

Lifts

There are numerous passenger lifts serving the development, including the office.

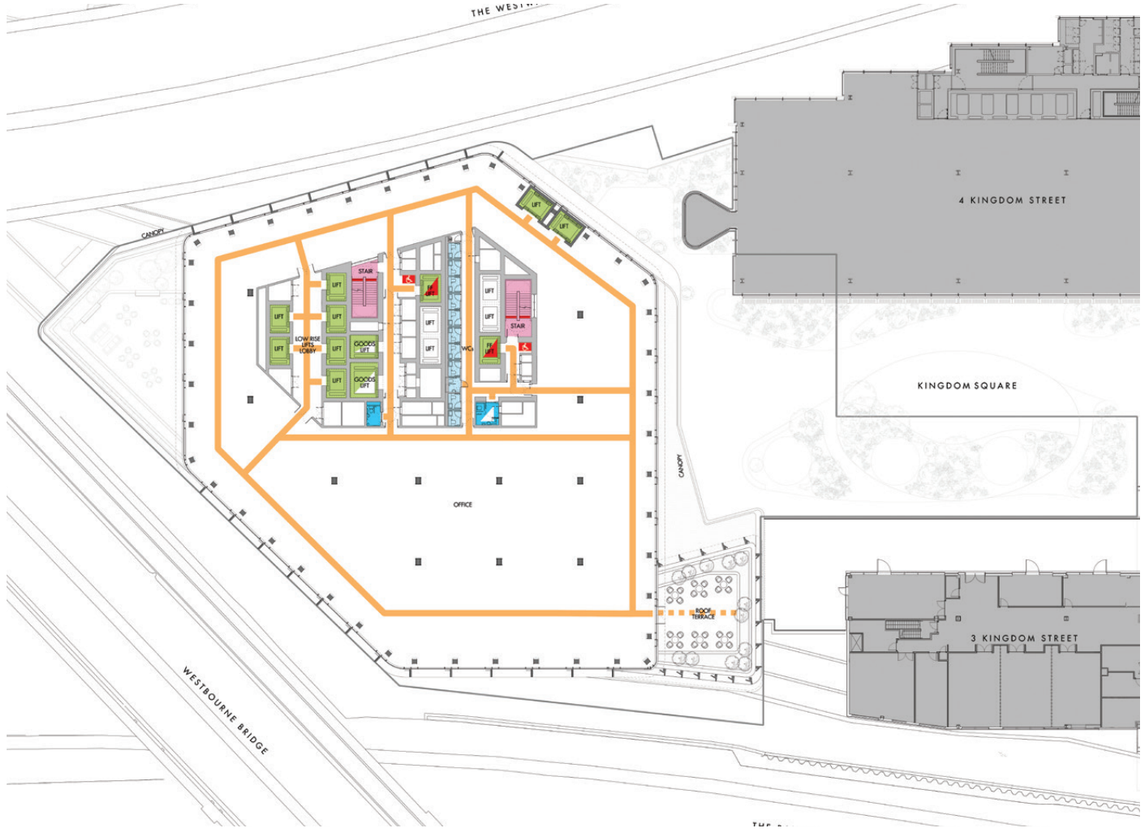
As noted above, passenger lifts including two shuttle lifts serving Box Lower Level through Level 01 at east, one cycle lift serving Box Lower Level and Podium level, and one passenger lift serving Lower Ground and Podium levels at west, provide access to the office entrance level from building entrances, the car park, and cycle parking.

Six low rise lifts serve Podium and Levels 01 through 10.

Six high rise lifts serve Podium level, and Levels 10 through 18. Two of the high rise lifts will be fire fighting through lifts, with emergency access only at all other floor levels, except Lower Ground, where they can also be used to reach the office from the car and cyclist parking. The fire fighting lifts can be used for assisted evacuation prior to the arrival of the fire service.

Two goods lifts serve Box Lower Level through Roof Terrace (level 19).

All passenger lifts serving the office and flexible workspace uses exceed the minimum interior car dimensions required to meet AD M Vol.2. All passenger lifting devices will be designed to meet the guidance of AD M Vol.2— and BS EN 81-70 for passenger lifts—, including, but not limited to sufficient unobstructed manoeuvring space in front of lift doors, tonal contrast between controls and background surfaces, audible as well as visual indication of lift arrival and location.



Proposed First Floor Plan

Stairs

There are two stairs located within the stair / lift / WC cores, which will be used for circulation and evacuation.

A stair is provided to connect the flexible use areas at Podium level and Lower Ground (refer to 6.2 below). All stairs will be designed to meet the requirements of Part K for 'general access stair', and will be detailed at a later stage, including dimensions that suit ambulant disabled people, tonal contrast to aid people with impaired sight, and handrails extended 300 mm beyond the top and bottom riser.

Ramps

There are no ramps within the office areas of the building.

6.4.4 AUDITORIUM

A 250-seat auditorium for office and public use is provided at Box Upper and Lower levels. Access to the auditorium from the office floors may require the use of two different lifts; mid or high rise lifts to reach the mezzanine level, then the 'Public Garden' passenger lifts to Box Upper or Box Lower levels.

Three permanent spaces for wheelchair users will be provided, including two spaces located towards the rear at Box Upper Level. An additional three 'removable' spaces will be provided, for a total of six spaces to meet AD M Vol.2 Table 3. A choice of location for wheelchair users will be available including spaces at Box Upper Level, and at the front of the auditorium at Box Lower Level. The front three rows of seating (Box Lower Level) are loose seats in the current proposal, which will provide flexibility in provision of wheelchair spaces.

A permanent hearing enhancement system will be provided.

The presentation area will be wheelchair-accessible. At present the presentation area is level. If this changes in future as the design develops, suitable step-free access will be incorporated.

Toilets, including a wheelchair-accessible WC (AWC), will be located within the core at Box Upper Level; the Box Upper Level AWC will be within 40m of the wheelchair spaces at Box Upper level. At Box Lower Level, toilets for public use will be provided south of the 'Public Garden' passenger lifts.

The auditorium will be designed to meet the guidance of AD M Vol.2, with stepped gangways designed to meet the guidance of AD K Section 1.

6.4.5 OFFICE AMENITY SPACES / ROOF TERRACES

A flexible use space is provided at Podium level. The space is open to the 'Office Entrance' area. (Refer also to section 6 below).

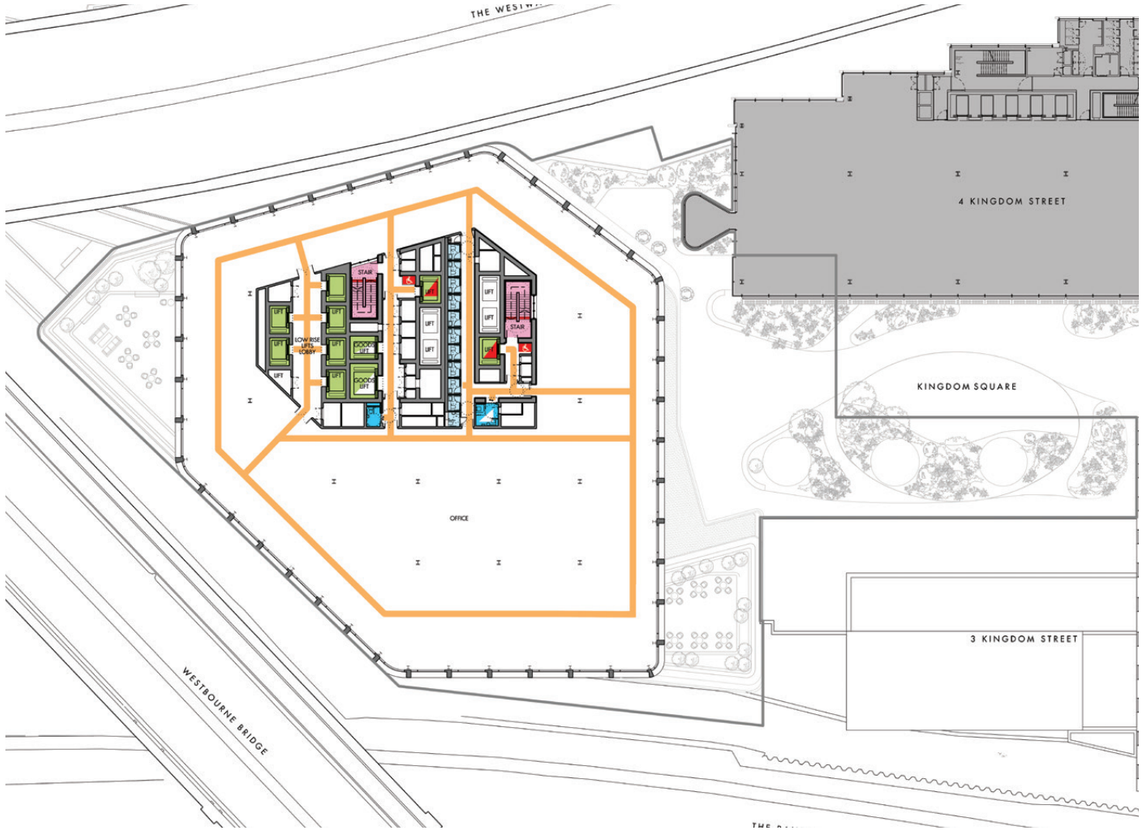
An office terrace is provided to the west at mezzanine level and to the southeast and Level 01.

Office amenity space and a terrace will be provided at the Roof Terrace Level (Level 19); this will include interior and terrace seating, and sanitary facilities. A choice of seating will be provided, including some with arm rests and backrests, to suit a variety of users.

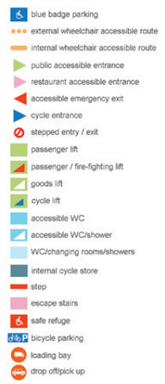
Amenity and terrace spaces will be designed to meet AD M Vol.2, and where feasible, the good practice guidance of BS 8300-2:2018.

6.4.6 ADDITIONAL FACILITIES

Additional facilities and amenities—where provided—will be designed to meet the guidance of AD M Vol.2 at minimum. This includes the provision 850mm AFFL counter heights with suitable knee recesses below for any shared refreshment facilities. BS 8300-2:2018 good practice guidance will be met where feasible.



Proposed Typical Lower Level Floor Plan



6.4.7 SANITARY PROVISION

Sanitary facilities are provided within the core at levels mezzanine through 18. WCs at these levels will be unisex, self-contained facilities.

As noted in section 4.2 above, a wheelchair-accessible WC (AWC) will be provided near the office reception at Podium level.

WCs at Box Upper and Lower Levels will be available for office, Auditorium, and Box use.

At least one WC suitable for use by people with mobility impairments will be provided in each location that WCs are provided, except where only AWCs (and not other WCs) are provided.

At least one AWC will be provided in each location that WCs are provided. At levels 01 through 19 (Roof Terrace Level), to provide an AWC within 40m travel distance, two wheelchair-accessible WCs are proposed. The current proposals show one AWC and one combined wheelchair-accessible WC and shower room. No other showers are provided at levels 01 through 19. The (accessible) shower (at levels 01 - 19) is provided to supplement the cyclist shower facilities provided at Lower Ground and Box Upper levels (see below). Combining the AWC with a shower could result in longer wait times or increased travel distances for those who require wheelchair-accessible facilities should the AWC/shower room be occupied. However as the 01 - 19 shower provision is considered supplementary, it is not anticipated that use of the (accessible) shower will prevent access to the accessible toilet on a regular basis.

Within the core at Box Lower Level, the wheelchair-accessible toilet is also combined with a wheelchair-accessible shower where WCs, but not other showers, are located. As the sanitary facilities in this location are for facilities management and maintenance staff use only, there are no concerns about putting undue pressure on the wheelchair-accessible toilet. Sanitary facilities for office, Auditorium, and Box use will be available to the west of the Public Lift at Box Lower and Upper Levels.

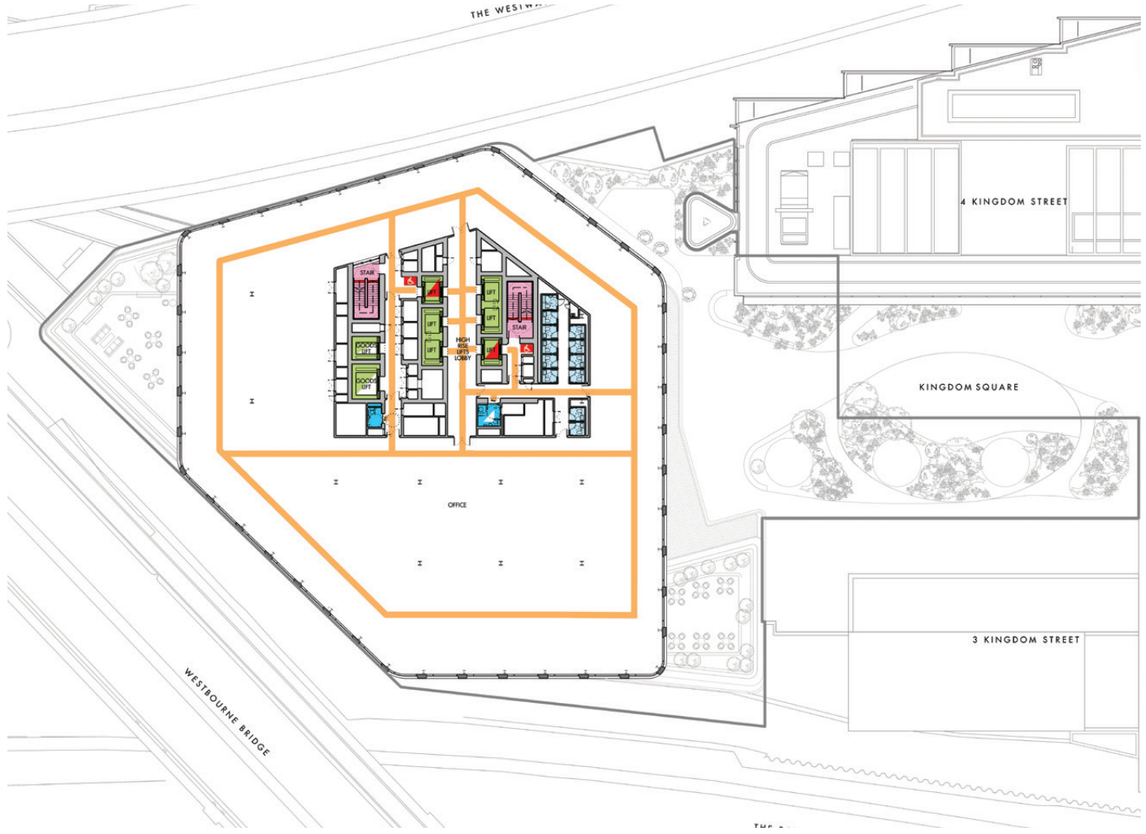
A choice of right-hand and left-hand transfer-layout will be provided for AWCs and for AWC/shower rooms within the office and shared office/Auditorium/Box demises.

Where floor plates are subdivided, all areas will have access to all the amenities within the core including lifts, stairs, and all sanitary facilities. Details of any potential subdivision will be developed at a subsequent stage of design development.

Shower and locker facilities will be provided at Lower Ground and Box Upper Level. Separate-sex showers are proposed at Lower Ground; a mix of separate-sex and gender neutral showers are proposed at Box Upper Level. A combined wheelchair-accessible WC and shower (AWC/shower) room is proposed in each location that showers are proposed at Lower Ground, and in each location except one at Box Upper Level. The AWC/showers at Lower Ground and in the west showers at Box Upper Level will be located within separate-sex cyclist facilities, while two unisex AWC/showers will be provided at the east end of Box Upper Level in the lobby leading to the separate-sex showers. Lockers will be available for use by those accessing the unisex AWC/shower room without having to access the separate-sex facilities. Access to the office levels from the Lower Ground and Box Upper Level showers will be via the shuttle lifts and then via the high-rise or low-rise lifts as appropriate.

All inward-opening sanitary (WC, shower, change) compartment doors will be capable of being opened outwards from the outside in the event of an emergency.

All sanitary facilities will be designed to meet the guidance of AD M Vol.2 at minimum and good practice guidance where feasible; details to be developed during the detailed design stage of design development. BS 8300-2:2018 Figure 39 provides an example of a self-contained unisex WC suitable for use by people with mobility impairments.



Proposed Typical Upper Level Floor Plan

6.4.8 EMERGENCY EGRESS

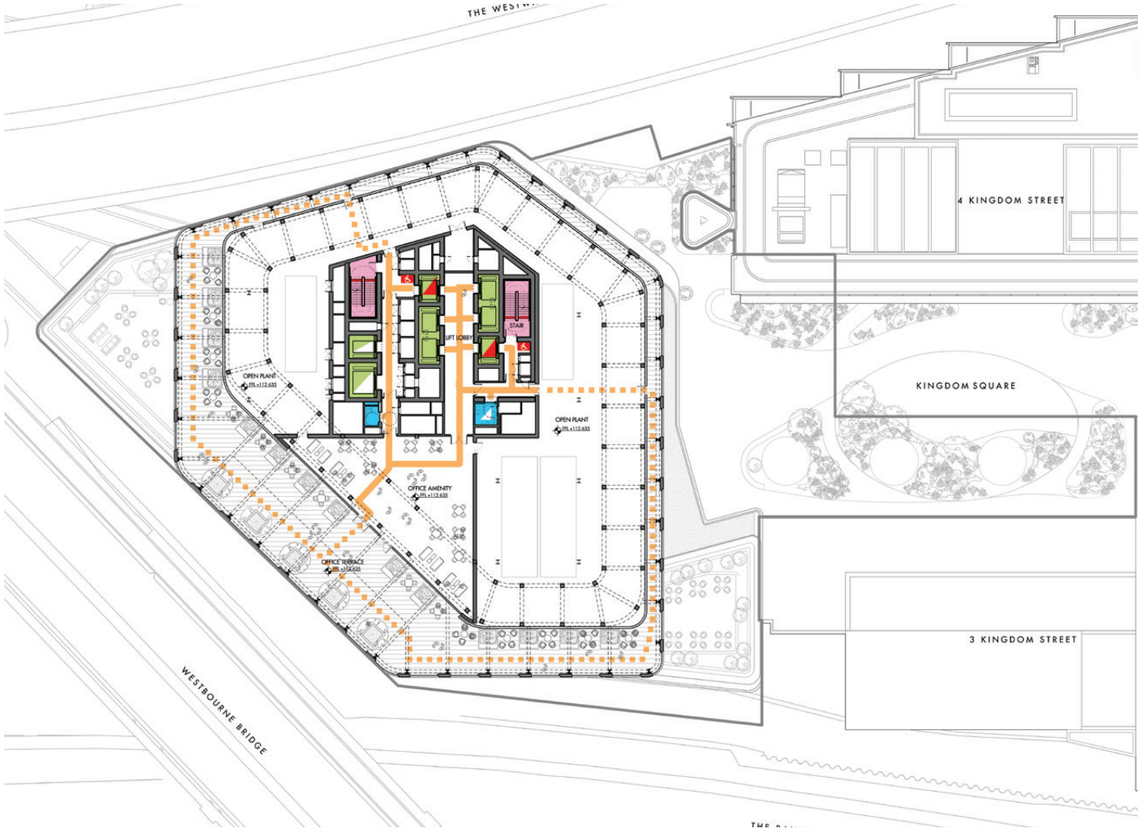
The fire strategy for 5 Kingdom Street will take precedence over this section. The strategy should include best practice procedures for the evacuation of disabled people from all parts of the buildings, based on BS 9999:2017 and Regulatory Reform (Fire Safety) Order Supplementary Guidance.

The following measures for the evacuation of disabled staff and visitors should be considered:

- Designated escape routes from each part of the building that allow wheelchair users and others to reach a safe area to await assistance;
- Provision of safe refuge with a two-way communications system, within reach of a wheelchair user, to allow direct communication with the fire controlling authority in accordance with BS 9999:2017;
- Lifts that can be used as part of the evacuation strategy - the use of the fire fighting lifts is proposed;
- Alarm systems that provide visual as well as audible signals in isolated locations such as WCs; and
- Management procedures that include the appointment and regular training of staff to assist with the evacuation of disabled people.

If evacuation chairs are required to carry people to a place of safety in areas accessed by stairs they should be regularly maintained and inspected.

The use of suitable warning systems, such as vibrating pagers may be considered for individual members of staff, following a Personal Emergency Egress Plan (PEEP) assessment.



Proposed Roof Terrace Floor Plan (Level 19)



6.5 PUBLIC GARDEN AND NEW PUBLIC ROUTE

A new, interior and sheltered east-west link between Paddington, Royal Oak, and Warwick Avenue stations will be created through the building between Kingdom Street (at Podium Level) and Westlink / Harrow Road (at Lower Ground level). Restaurants and retail will be provided along the route (refer to section 6 below).

Access from the east (5 Kingdom) at Podium level will be via the public entrance and via steps or the public passenger lift. The public entrance will feature large-double-leaf entrance doors that may be held open when weather permits. From the west, access is available via the Lower Ground floor entrance, which will also have double-leaf doors.

A public garden will be provided at Box Upper Level and Lower Ground, with voids at Podium and mezzanine levels to provide views to the garden below. The garden will feature extensive landscaping, integrated seating, and small terrace / intermediate level, and amphitheatre-style seating / presentation area. (Refer to DAS Chapters 4 & 5).

6.5.1 VERTICAL CIRCULATION

Steps to and within the garden will provide access between levels, including intermediate level(s). The public passenger lift at the east of the building will provide step-free access to the public garden. A ramp is proposed to provide step-free access to the terraced area between the Lower Ground floor level and the amphitheatre-style seating down to the Box Upper Level.

Steps will be designed to meet the guidance of AD K Section 1, including the provision of tonally contrasting nosings and tonally contrasting handrails. The ramp will be designed to meet AD K Section 2. The public lift will be designed to meet AD M Vol.2 and BS EN 81-70. Details of vertical circulation with be developed at the detail design stage of design development.

6.5.2 FACILITIES

Integrated seating is proposed throughout the public garden. Details will be further developed at the next stage of design development, however consideration will be given to providing spaces for wheelchair users to sit alongside others, transfer seating for wheelchair users, providing some seating with arm rests and back support, and seat heights. The good practice guidance of BS 8300-2:2018 will be applied where feasible.

Amphitheatre-style seating is also proposed in the public garden. Spaces for wheelchair users will be provided at the top (intermediate terrace level) and the bottom (Box Upper Level). This area will be further developed at subsequent stages of design development to integrate spaces for wheelchair users alongside fixed seating.

6.5.3 SANITARY PROVISION

Sanitary facilities for public and general building use are provided within the core at Lower Ground and Box Upper floor levels. WCs at these levels will be unisex, self-contained facilities.

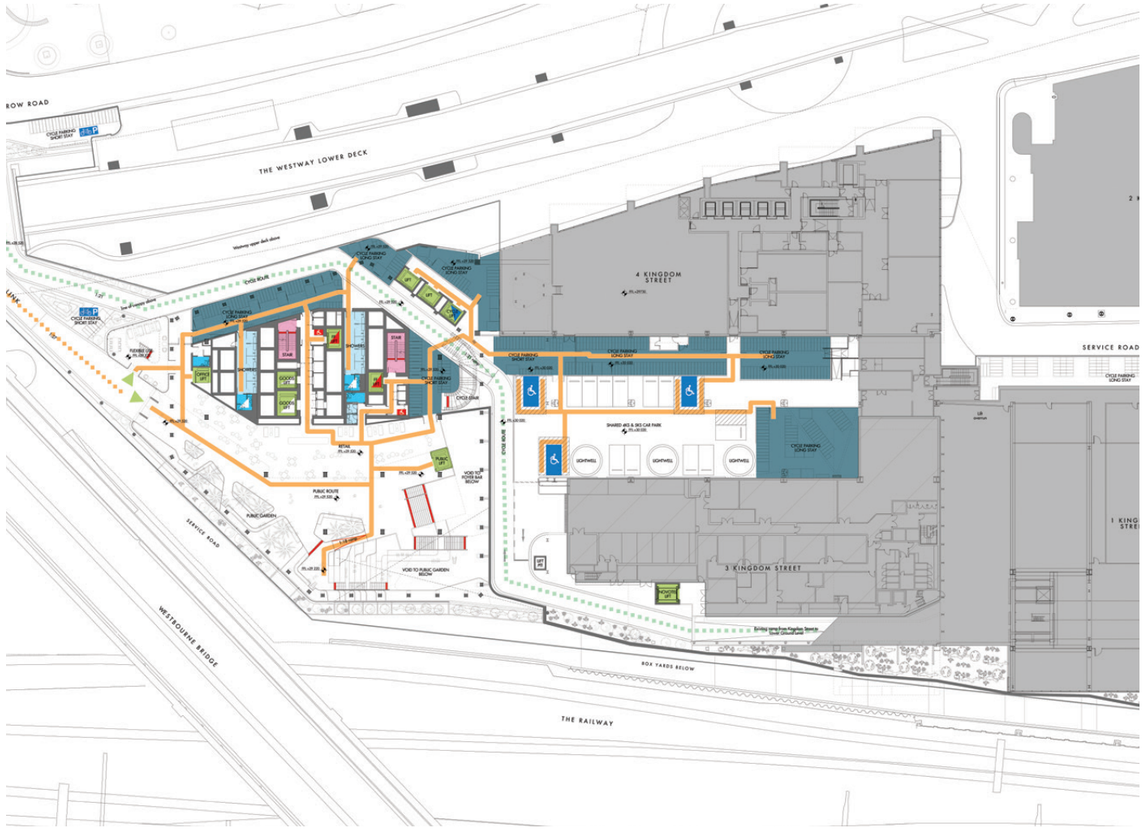
At least one WC suitable for use by people with mobility impairments will be provided in each location that WCs are provided.

At least one wheelchair-accessible WC (AWC) will be provided in each location that WCs are provided.

If baby changing facilities are provided, they should be wheelchair-accessible, but should not be provided within the wheelchair-accessible toilets. Possible provision of baby change facilities will be discussed further at Stage 3 design developments.

6.5.4 EMERGENCY EGRESS

Emergency warning and egress will addressed by the 5 Kingdom Street fire strategy. The strategy will need to consider how disabled people are alerted to an emergency and how they are assisted to evacuate the building. The 'Public Garden' passenger lifts will not be used for evacuation except from the intermediate levels of the public garden. Refer to Section 4.9 above for items that should be considered as part of the evacuation strategy.



Proposed Lower Ground Level Floor Plan

6.6 RESTAURANTS, RETAIL, AND FLEXIBLE USE

Restaurants, retail, and flexible use are proposed at Lower Ground, Podium and mezzanine levels - refer to Section 7 for The Box at Box Upper and Lower Levels. Two restaurant / retail / flexible use areas each covering two levels are proposed. The restaurant at east will occupy space at Podium and mezzanine levels. The flexible use area at west will occupy space at Lower Ground and Podium levels, with the Podium level area proposed as combined flexible office / flexible use space. An additional retail area is proposed at Lower Ground between the public garden and the core and will be open to the main circulation route at Lower Ground.

6.6.1 ENTRANCES

Entrances will be designed to meet AD M Vol.2 guidance. DBA suggest that, as a good practice measure, entrance doors provide a clear opening width of 1000mm (for a single leaf doors, at least one leaf of double-leaf doors, and sliding doors) even where entrance doors are internal.

Restaurant entrances

The restaurant at the east end of the building will have an external entrance off the public realm at Podium level. An inward-opening double-leaf, manually operated swing entrance door is proposed. A canopy will be provided over the exterior entrance. In addition, a power operated glazed sliding door with at least 1000mm clear opening width is proposed to provide access between the adjacent public entrance lobby and the restaurant. The public entrance doors and the connecting interior sliding retail entrance door may be held open when weather permits.

Flexible use entrance

The flexible use entrance is located off the West Link, adjacent to the western building entrance at Lower Ground level. Access to the flexible use area is also available from within the building at both Lower Ground and Podium levels. Inward-opening double-leaf entrance doors are proposed.

6.6.2 CIRCULATION

Internal restaurant and retail arrangements will be designed as part of the tenant fit-out. Each of the two-level restaurant / retail / flexible use areas will have its own internal stair. A passenger lift is proposed within the restaurant at east. No lift is proposed within the flexible use area at west as part the scheme, however the passenger lift opposite the flexible use area at Lower Ground floor provides step-free access the Podium level.

Horizontal and vertical circulation will be expected to be designed to meet AD M Vol.2 and AD K guidance, including the provision of sufficient unobstructed circulation routes and lift landings, tonally contrasting stair nosings and handrails, etc.

6.6.3 FACILITIES

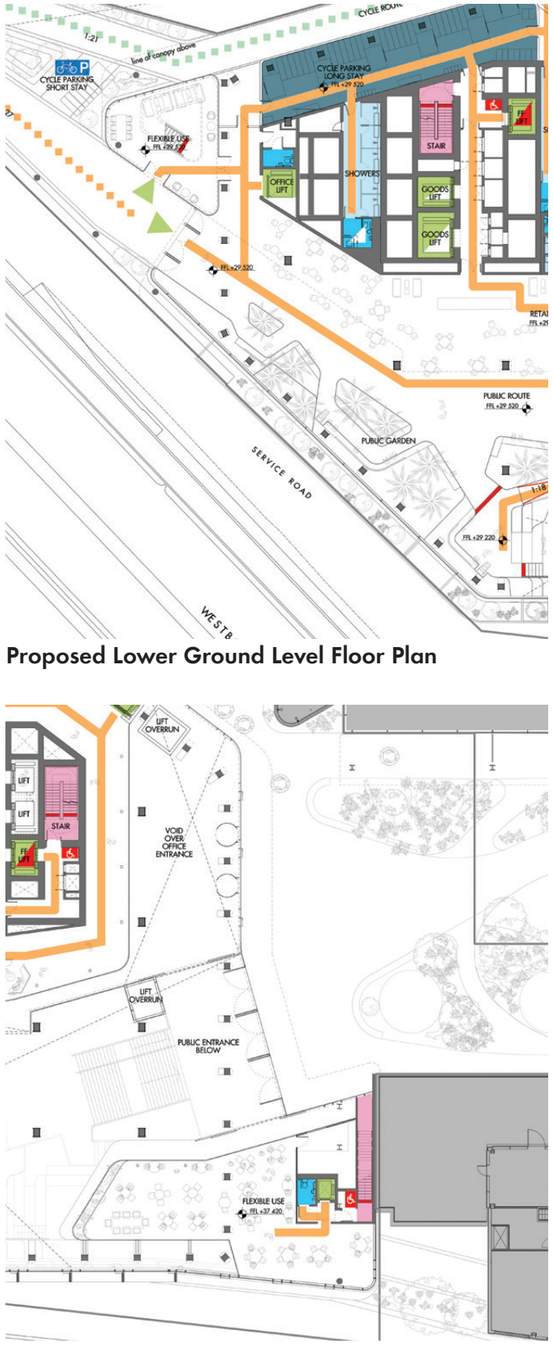
Internal restaurant and retail arrangements will be designed as part of the tenant fit-out and will require separate planning applications. Service counters, bar counters, and other facilities will be expected to be designed to meet the guidance of AD M Vol.2 including the provision of service and bar counters at 850mm AFFL and provision of hearing enhancement systems.

6.6.4 SANITARY PROVISION

An AWC is proposed at both Podium and mezzanine levels within the east restaurant / retail area. A choice of transfer-layout will be provided.WCs, including an AWC, for retail / public use are located off the public garden retail area at Lower Ground. If baby changing facilities are provided, they should be wheelchair-accessible, but should not be provided within the wheelchair-accessible toilets.

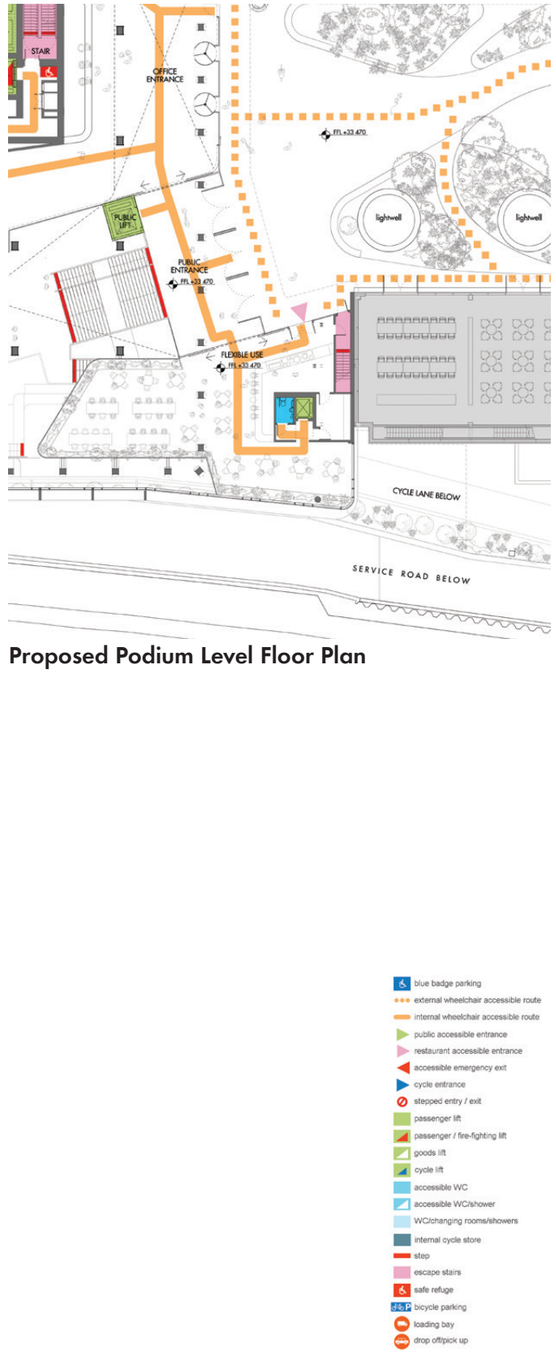
6.6.5 EMERGENCY EGRESS

Emergency warning and egress will addressed by the 5 Kingdom Street fire strategy. The strategy will need to consider how disabled people are alerted to an emergency and how they are assisted to evacuate the building. For the restaurant / retail at east, carry-down procedures will form part of the evacuation strategy as the retail lift will not be designed for use during evacuation. Refer to Section 4.9 for items that should be considered as part of the fire / evacuation strategy.



Proposed Lower Ground Level Floor Plan

Proposed Mezzanine Floor Plan



Proposed Podium Level Floor Plan

6.7 THE BOX

The Box space occupies the eastern end of the Box Upper and Lower floor levels. The Box can be reached via the public passenger lift. The Box can also be accessed via the designated set-down point with direct access into the building at Box Lower Level (refer to section 3.2 above). Box entrances accessible from the set-down point will have a clear opening width of at least 1000mm through a single leaf and will be designed to meet AD M Vol.2.

The Box is being designed to allow for future flexible use—including the provision of affordable workspace—and fit-out; the fit-out will require separate planning applications.

The Auditorium provided at Box Upper and Lower floor levels will be for public and office use - refer to 4.5 Auditorium and 4.7 Additional Facilities above for details.

6.7.1 VERTICAL CIRCULATION

Vertical circulation (stairs and lifts) within affordable workspace or other tenant areas that occupy space at both Box Lower and Upper Levels will be for tenant fit-out.

6.7.2 SANITARY PROVISION

Sanitary facilities are provided for Box, Auditorium, office, and public use at Box Upper and Lower levels. Unisex, self-contained WCs are proposed. At least one WC suitable for use by people with mobility impairments will be provided in each location that WCs are provided.

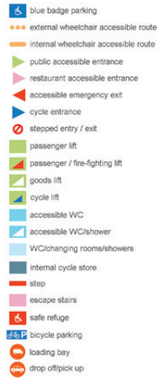
At least one wheelchair-accessible WC (AWC) will be provided in each location that WCs are provided. Travel distances to reach the WCs are excessive from most parts areas of the Box. As a result, soft-spots will be provided to allow for tenant fit-out of sanitary facilities. Tenant sanitary facilities will need to include wheelchair-accessible facilities and facilities suitable for use by people with ambulant mobility impairments. Baby changing facilities—if provided—should be wheelchair-accessible, but should not be located within the wheelchair-accessible toilets. Possible provision of baby change facilities for the Box shell and core design will be discussed further at Stage 3 design development.

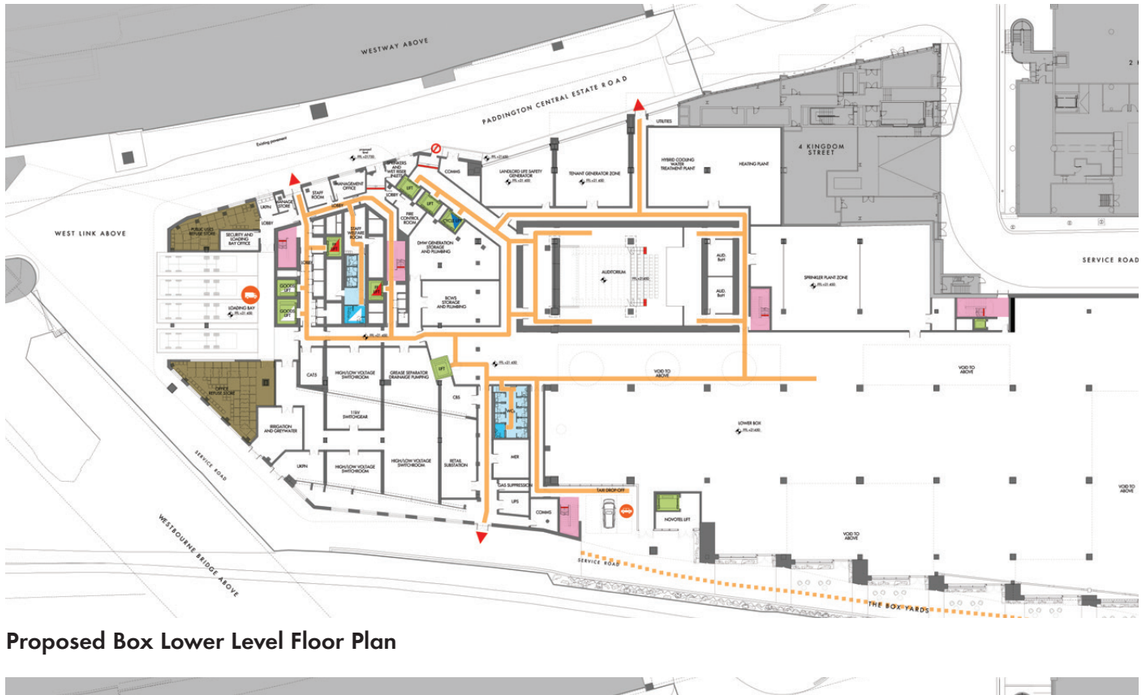
Additional sanitary facilities within the west core at Box Lower Level are for maintenance use only. The wheelchair-accessible toilet in this location is combined with a wheelchair-accessible shower; no other showers are proposed. As the sanitary facilities in this location are for maintenance staff use only, there are no concerns about putting undue pressure on the wheelchair-accessible toilet.

As noted in section 4.8 above, shower and locker facilities proposed at Box Upper Level will include a mix of separate-sex and gender neutral showers. In the west showers, the AWC/showers will be located within separate-sex cyclist facilities; at east, two unisex) AWC/showers will be provided in the lobby leading to the separate-sex showers. No AWC/shower is currently proposed in the north showers at Box Upper Level due to space constraints. Lockers will be available for use by those accessing the unisex AWC/shower room without having to access the separate-sex facilities.

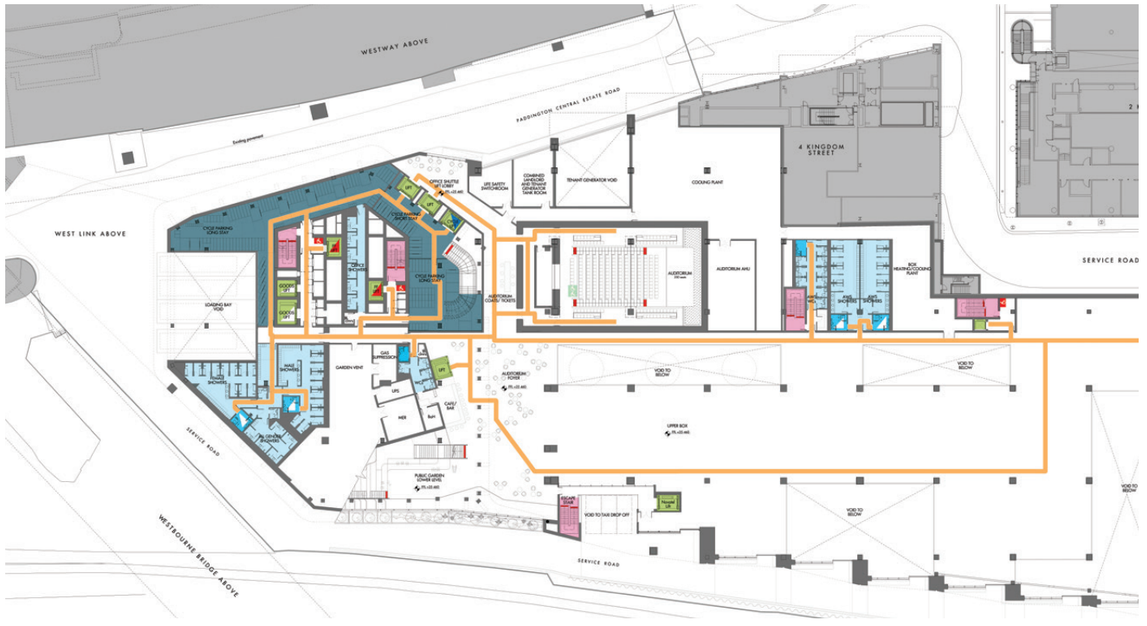
6.7.3 EMERGENCY EGRESS

Emergency warning and egress will addressed by the 5 Kingdom Street fire strategy; refer to Section 4.9 for items that should be considered.





Proposed Box Lower Level Floor Plan



Proposed Box Upper Level Floor Plan

6.8 APPENDIX 1 | REFERENCES FOR INCLUSIVE DESIGN

6.8.1 LEGISLATION

Equality Act 2010

The Equality Act 2010 ('the Act') combines and supersedes previous separate discrimination legislation (including the Disability Discrimination Act 1995 as amended ('the DDA') and the disability discrimination provisions of SENDA 2001 for England, Wales and Scotland. People are protected from discrimination and harassment based on 'protected characteristics'; victimising anyone as a result of action taken in connection with the Act is also unlawful. There are nine different protected characteristics under the Act which have different levels of protection depending on the context (such as employment, provision of goods and services or the provision of education). This Access Statement focuses on the protected characteristic of disability; the definition of disability is essentially the same as under the DDA.

The types of discrimination that can arise in relation to disability are:

- Direct disability discrimination;
- Indirect disability discrimination;
- Treating disabled people unfavourably because of something arising in consequence of their disability without justification; and
- A failure to make reasonable adjustments for disabled people ('the RA duty'). The RA duty works in different ways depending on who requests the reasonable adjustments to be made, for example an employee or a member of the public.

The Act also provides protection for people who are treated less favourably because of their relationship with a disabled person (such as a carer) or for people treated less favourably because they are mistakenly believed to be disabled. A disabled person can always be treated more favourably than a non-disabled person.

If an employer is a listed public authority (such as a local authority) they will be subject to the public sector equality duty. If the employer is not a public authority but carries out a public function as part of its work, it will be covered by the general part of the equality duty in relation to the exercise of that function.

The public sector equality duty seeks to promote equality from within an organisation and the general duty requires the organisation to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not; and
- Foster good relations between persons who share a protected characteristic and those who do not.

Due regard must be given to these three aims when undertaking procurement and to comply with procurement law, consideration must be given to the extent to which equality considerations are relevant and proportionate to the subject matter of the contract.

Most of the listed public authorities are also subject to the specific duty (which operates slightly differently in England and Wales). This involves reporting requirements to demonstrate compliance with the three aims of the general duty. The public sector equality duties are relevant both to the design and the management of the built environment.

The Reasonable Adjustment Duty and specific building provisions

The Equality Act does not contain any specific requirements for the built environment and therefore has no relevance to 'compliance' in respect of physical building standards.

Statutory Consents

When considering a reasonable adjustment to a physical feature, the Act does not override the need to obtain consents such as planning permission, building regulations approval, listed building consent, scheduled monument consent and fire regulations. If the consent is not given, there is still a duty to consider a reasonable means of avoiding the feature.

6.8.2 A1.2 REGULATIONS AND STANDARDS

- *The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings*, HM Government, 2015 edition.
- *The Building Regulations 2010, Approved Document K: Protection from falling, collision and impact,* HM Government, 2013 edition.
- *Approved Document B (Fire safety) Volume 2: Buildings other than dwellinghouses*, HM Government, 2019 edition.

The Regulations make clear that designs other than those shown in the document can be approved if they are justified as being equally or more effective. Approval confers acceptance that the building meets the regulations in respect of physical access for disabled people.

National Planning Policy

- *National Planning Policy Framework (NPPF*), Ministry of Housing, Communities and Local Government, 2019.

The NPPF states that all developments should be designed to be inclusive and that this should be addressed by local policies.

- *Town and Country Planning* (Development Management Procedure) (England) Order 2015, Article 9.

London Planning Policy

- *The London Plan: Spatial Development Strategy for Greater London consolidated with alterations since 2011,* Mayor of London, March 2016.

The London Plan (2016) comprises the development plan at the regional level. Relevant policies relating to access and design standards are summarised in the Standards section below.

An Intend to Publish version of the emerging new London Plan was published in December 2019.

Adoption and publication of the new London Plan is pending. The draft new London Plan is a material consideration in planning decisions. It gains more weight as it moves through the process to adoption, however the weight given to it is a matter for the decision maker. The Plan is at an advanced stage. Policies contained in the Intend to Publish (ItP) London Plan published in December 2019 that are not subject to a direction by the Secretary of State carry significant weight.

- *Social Infrastructure Supplementary Planning Guidance May 2015*, London Plan 2015 Implementation Framework, GLA, 2015.
- *Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment, Supplementary Planning Guidance April 2014*, London Plan 2011 Implementation Framework, Mayor Of London, 2014.

This London Plan SPG outlines an approach for delivering and implementing inclusive access. It includes principles, policies and processes for achieving inclusive design in London.

Local Planning Policy

- *Westminster City Plan*, November 2016. *Westminster City Plan 2019-2040* is pending.

6.8.3 REFERENCES

British Standards

- *British Standard 8300:2018 Design of an Accessible and Inclusive Built Environment Part 1 External Environment - Code of Practice Part 2: Buildings - Code of Practice,* British Standards Institution, 2018.
- *BS 9999:2017 Code of practice for fire safety in the design, management and use of buildings,* British Standards Institution, 2017.
- *BS EN 81-28:2018, Safety rules for the construction and installation of lifts. Remote alarm on passenger and goods passenger lifts*, British Standards Institution, 2018.

- *BS EN 81-41:2010, Safety rules for the construction and installation of lifts. Special lifts for the transport of persons and goods. Vertical lifting platforms intended for use by persons with impaired mobility*, British Standards Institution, 2010.

- *BS EN 81-70:2018, Safety rules for the construction and installation of lifts. Particular applications for passenger and goods passenger lifts. Accessibility to lifts for persons including persons with disability*, British Standards Institution, 2018.
- *BS 5656-2:2004 Safety rules for the construction and installation of escalators and moving walks - covering disabled access, British Standards Institution, 2004.*

- *DD CEN/TS 15209:2008 Tactile paving surface indicators produced from concrete, clay and stone,* British Standards Institution, 2008.

- *BS 5395-1:2010 Stairs. Code of practice for the design of stairs with straight flights and winders*, British Standards Institution, 2010.

- *BS 7000-6:2005 Design Management Systems. Managing inclusive design. Guide*, British Standards Institution, 2005.

- *BS 5499-4:2013 Safety signs. Code of practice for escape route signing,* British Standards Institution, 2013.

- *BS 8501:2002 Graphical symbols and signs. Public information symbols*, British Standards Institute, 2002.

International Standards

- *ISO 7176-28:2012, Wheelchairs - Part 28: Requirements and test methods for stairclimbing devices*, British Standards Institution, 2012.

- *ISO 9386-1:2000, Power-operated lifting platforms for persons with impaired mobility*, British Standards Institution, 2000.

Access Statements

- *Guidance on Information Requirements and Validation,* Department for Communities and Local Government, 2010.

- *Design and Access Statements: How to Write, Read and Use Them*, Design Council (CABE), 2006.

Sanitary Accommodation

- *Good Loo Design Guide*, CAE, RIBA Enterprises, 2004.

- *Changing Places: the practical guide*, Changing Places Consortium, undated.

- *BS 6465-2: 2017 Sanitary installations Part 2: Space recommendations — Code of practice,* British Standards Institution, 2017.

Urban Design / External Environment / Landscape / Transport

- *Inclusive Urban Design: A guide to creating accessible public spaces*, David Bonnett Associates, BSI, 2013.

- *Inclusive Mobility: Making Transportation accessible for passengers and pedestrians*, Department for Transport, 2005.

- *Improving Walkability: Good Practice Guidance on Improving Pedestrian Conditions as Part of Development Opportunities,* Transport for London, 2005.

- *Guidance on the Use of Tactile Paving Surfaces*, Department for Transport 2007.

- *Traffic Advisory Leaflet 5/95 Parking for Disabled People,* Department for Transport, 1995.

- *Inclusive Design for Getting Outdoors I'DGO*, Legacy website http://www. idgo.ac.uk/, 2011.

- *London Cycling Design Standards*, TfL, 2016.

- *A Guide to Inclusive Cycling (second edition),* Wheels for Wellbeing, 2019.

Signage, Lighting And Wayfinding

- *The Colour, Light and Contrast Manual: Designing and Managing Inclusive Built Environments,* Bright, K., Cook, G., Wiley-Blackwell, 2010.

- *Sign Design Guide: a guide to inclusive signage,* JMU and the Sign Design Guide, 2000.

Buildings

- *Designing for Accessibility*, CAE/RIBA Publishing, 2012.

- *Inclusive Design Toolkit,* Design Council, 2014

- *Building Sight: a Handbook of Building and Interior Design Solutions to Include the Needs of Visually Impaired People,* Barker, Barrick and Wilson, RNIB/HMSO, 1995.

Office And Commercial

- *Workplace health, safety and welfare. Workplace (Health, Safety and Welfare) Regulations 1992. Approved Code of Practice L24,* HSE Books ,1992.

- *The Accessible Office: Designing the Inclusive Workplace*, JMU Access Partnership, Royal National Institute of Blind People, 2005.

- *Open for business: Taking the Risk out of 2004,* Employers' Forum on Disability, 2003.

Arts, Culture And Sport

- *Accessible Sports Facilities | Design Guidance Note Creating sporting opportunities in every community*, Sport England, 2010.

- *Museums and Art Galleries*, Adrian Cave, RIBA Publishing, 2007.

- *Technical Standards for Places of Entertainment*, Entertainment Technology Press, 2015 (revised 2018).

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