

Plot E1,E2,E3 and E4 - Basement floor plan

5.7 EAST SITE – BELOW GROUND

5.7.1 Introduction

The accommodation below ground on the east site includes a common basement that sits under all four plots (E1,E2, E3 & E4) and includes the LUL Station Box.

The overall basement is an irregular plan with a maximum length of approximately 170 metres and width of 72-114 metres.

5.7.2 Amount of development

Summary of accommodation (GEA)

| Type | Sq.m | Sq.ft |
|----------|-------------|---------------|
| Basement | 13,553 Sq.m | 145,878 Sq ft |

The extent of the basement area is defined by the building above and site constraints.

- Northern perimeter is defined by the UAL:LCC building of plot E1
- North-west perimeter is defined by the box for the future LUL station
- Western perimeter defined by buildings of plot E2
- Southern perimeter defined by buildings of plot E3
- Eastern perimeter is defined by buildings of plot E1 and E3 and constrained by the proximity to the network rail viaduct.

A second intermediate basement mezzanine floor level extends to part of the basement area where double height accommodation is not required.

Basement depth

The ground floor to all four plots (E1,E2, E3 & E4) and the public realm between plots is typically +3.20 AOD. The lowest level of basement has a finish floor level of -4.285 AOD The basement mezzanine has a finish floor level of -0.835 AOD with lower level to form the retail mezzanine below plot E3 with a finish floor level of -1.335 AOD

5.7.3 Layout

The layout of the basement is informed principally by the location of the box for the future LUL station, the requirements of the UAL:LCC building, vertical circulation cores from above, the vehicle ramp, the energy centre, plant, services and other pragmatic concerns.

Access

Vehicle access to basement area is by vehicle ramp located under the east side building on plot E1. The ramp is accessed by left turn off New Kent Road.

The cores with lift and stairs from each of the buildings above extend down into the basement and mezzanine levels.

The lifts and escape staircases in each of the three residential towers (E2 Tower 1, E3 Tower 2 and Tower 3) descend to the basement levels and provide resident's access to car and cycle parking.

Separate cores with goods lifts connect basement levels to the retail and leisure uses above. Separate fire escape provision from common basement and mezzanine levels is provided exiting at ground level in accordance with the fire strategy. Escape exits from the retail mezzanine at ground level are above flood level to help mitigate flood risks to areas below ground as outlined in the flood risk report.

Service Yard and Waste

A Service Yard provides space for manoeuvring and loading space for vehicles up to 10m Rigid. 5no. loading bays around the edge of the service yard provide space for unloading vehicle serving retail, residential and education uses.

6no total waste compactors for recycling and general waste are also located in the service yard serving retail, residential and education uses.



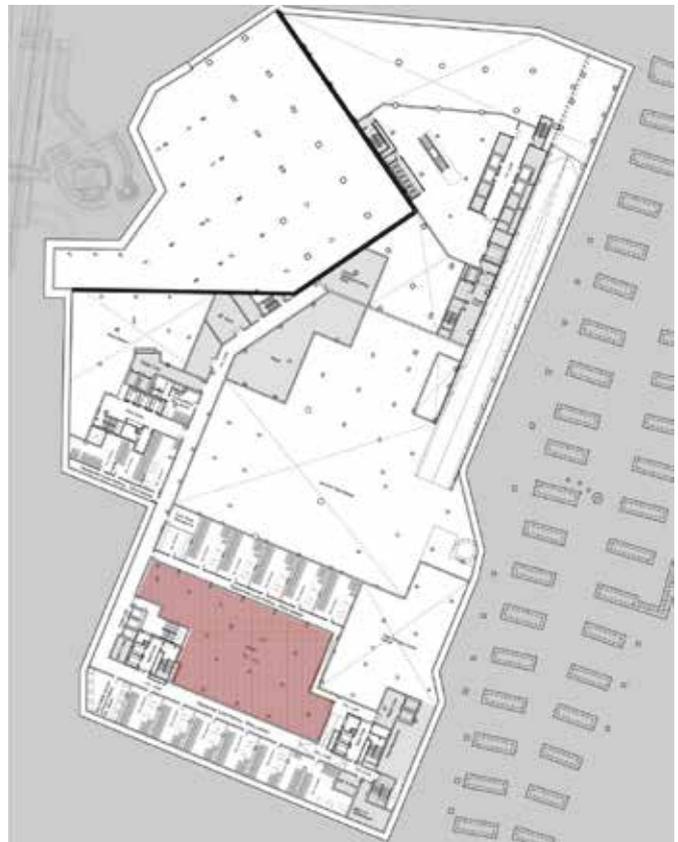
Service yard



Cycle provision



Car parking



Retail

A service corridor at basement level connects the service yard to the cores from each of the buildings above and to building management facilities and stores.

Refuse stores are located at basement for separate collection of recycling and general waste from refuse chutes in each of the three residential towers.

Car parking

The scheme is designed to be car free with the spaces provided allocated as accessible car parking. An area of accessible car parking allocated to residential uses is located to the south of the service yard access off the service yard providing 13no. spaces. An additional area of accessible car parking allocated to UAL is located to the north of the service yard accessed off the vehicle ramp providing 3no. spaces.

Energy Centre and Plant

An energy centre serving the whole east site is located on the eastern side of the basement area.

Areas for plant servicing the basement and buildings above are located to the north, south and west around the cores and to the north of the service yard.

Basement Mezzanine

The basement mezzanine incorporates long stay cycle parking for residents and further provision for cycle parking and facilities for staff of retail and leisure uses. There is also provision for mobility scooter parking/charging for residents. The cycle parking is accessed by 3 cycle lifts from ground level communal entrance on the west side of plot E3.

There is also further provision for plant at mezzanine level.

An area of lower mezzanine floor at the southern end of the basement below plot E3 is allocated for retail use connected to retail space at the ground floor level above.



Section

5.7.3 LUL Box

Occupying an area at the north west of the basement is the box for future fit out by LUL to provide a new northern line tube station with a finish floor level of -4.285 AOD. The entrance is located above at street level at the north west corner of plot E1.

The LUL station consists of a concrete box that connects the ground floor plane of the development with the platforms of the Northern line, for future fit out by LUL.

The entrance of the station is located within block E1 fronting the Peninsula and it is visible from the existing Bakerloo line entrance. It provides step free access for passengers with reduced mobility as well as an access via the escalators to the platform levels. The ticket hall where the gatelines are located is at a lower level, occupying an area at the northwest of the basement.

A fire fighting shaft is also provided from the platform levels to the street with an access and egress to Newington Butts.



Basement Level B3 - LUL Overbridge level



Basement Level B4 - LUL NLSB platform level