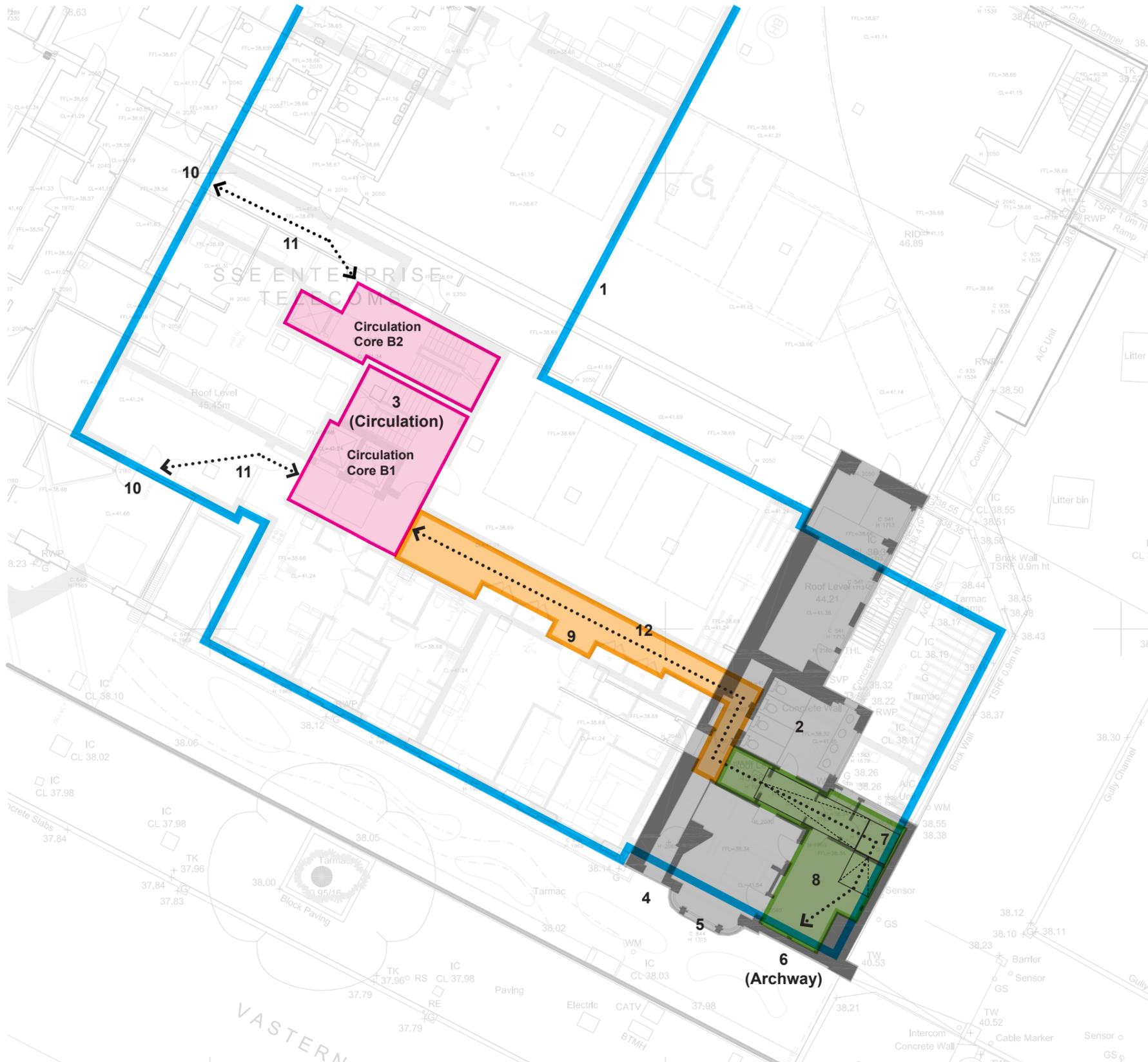


Mr Doyle's Massing View 6 (Proof of Evidence, Figure 46)

Illustrative View from the Towpath in front of the Turbine Hall

Assessment of Mr Doyle's Massing 6 (fig.46)
View of Appeal Scheme from Towpath

Fig. Ap.18. Assessment of the Integration of the LLB



Analysis of the Integration of the LLB

In Mr Edgar's Proof of Evidence paragraph 3.21, and Statement of Case paragraphs 3.58-3.60 it is suggested that the LLB could be put to use as an entrance lobby to the main building, or as a domestic or cycle store.

In order to test this, the adjacent figure overlays the appeal scheme, topographical survey, and surveyed floor plan for the LLB have been overlaid. The outcome of Mr Edgar's proposals are assessed as follows.

1. Outline of the appeal scheme shown edged blue.
2. Ground floor of the LLB shown hatched grey.
3. The circulation cores are located on the inside corner of the building due to this being unusable as habitable space.
4. Mr Edgar notes that the current pedestrian doorway would not be retained as an entrance due to the increased internal floor level required to make the LLB compatible with the FRA requirements (Mr Edgar's PoE Para. 3.21).
5. Mr Edgar notes that the former pedestrian doorway would not be retained as an entrance due to the increased internal floor level required to make the LLB compatible with the FRA requirements (Mr Edgar's PoE, Para. 3.21).
6. Mr Edgar notes the archway may not be possible to be used as an entrance to the wider development, but that it could be used as an internal hallway/lobby which could also deal with the required change in floor levels required in the FRA (Mr Edgar's PoE, Para. 3.21).
7. A ramp would be required to manage the change in levels from 38.2m externally to 38.6m internally. The configuration shown is based on a gradient of 1:15.
8. The extent of an entrance lobby formed within the archway element to the LLB is shown hatched green.
9. The extent of circulation corridor, connecting the appeal scheme circulation core through to the suggested archway entrance lobby is shown hatched orange.
10. The existing entrances to the circulation cores.
11. The appeal scheme provides a travel distance of around 7.5m from the front door to the circulation core.
12. The proposals by Mr Edgar would result in a travel distance of around 32.7m (13.0m from the Vastern Road archway to the eastern end of the internal corridor, and a further 19.7m from the eastern end of the internal corridor to the circulation core).