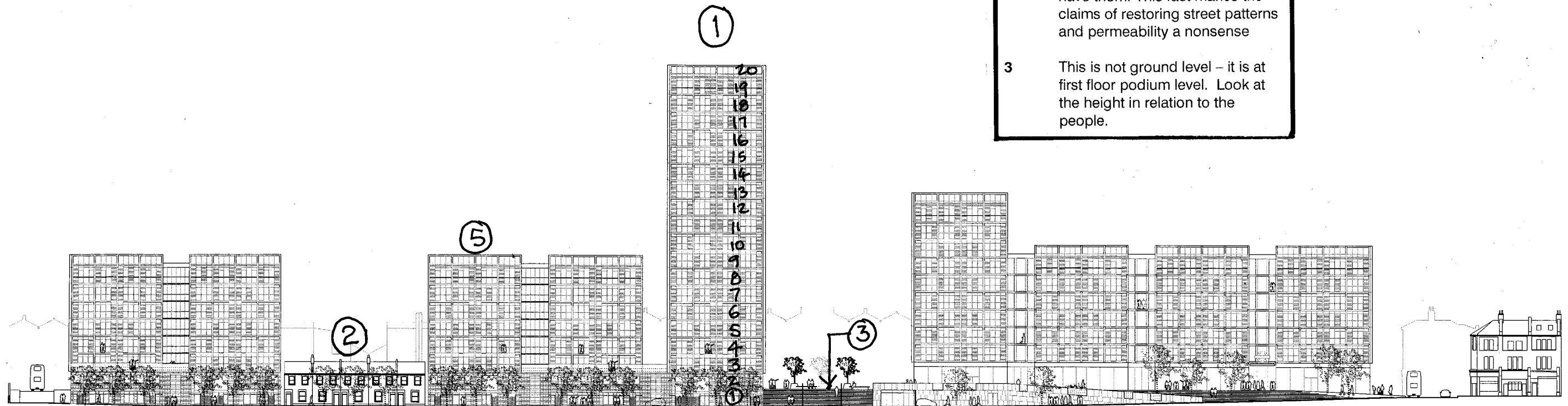


**KINGSLAND CONSERVATION AREA
ADVISORY COMMITTEE comments to
LBH planning department dated 6 Jan
2006**

On drawing **A-1201 rev A** submitted for
the Dalston Junction Interchange

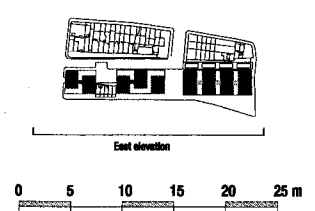
- 1 The tower building is actually a 20 storey building when counted from ground level. Not as stated in the submission.
- 2 These listed houses are at ground level, not basement as the submission documents would have them. This fact makes the claims of restoring street patterns and permeability a nonsense
- 3 This is not ground level – it is at first floor podium level. Look at the height in relation to the people.

- 4 This wall of stairs and a ramp will form a blank 'cliff face' 100metres or about 330ft long to Roseberry Place. Effectively not looked over by any podium occupants. The ground level presents a blank face to the street all along this length
- 5 This building is 9 storeys high to the roof garden.



East Elevation

100m
328ft



Do not scale from this drawing.
All dimensions are to be obtained on site and any
discrepancies noted in writing to JAP.
If discrepancies are to be resolved by written
reference.
If in doubt ask the Contract Administrator.

Rev.	Date	Description
A	01.12.2005	Issued for Planning Consent

Drawn
DKLW

Checked
HWCC

Dalston Junction Interchange	
East Elevation	
scale 1:250 at A0	job no. 1075
date 16.11.2005	drawn by DKLW
drawing title Planning	checked by HWCC
drawing no. A-1201	revision A

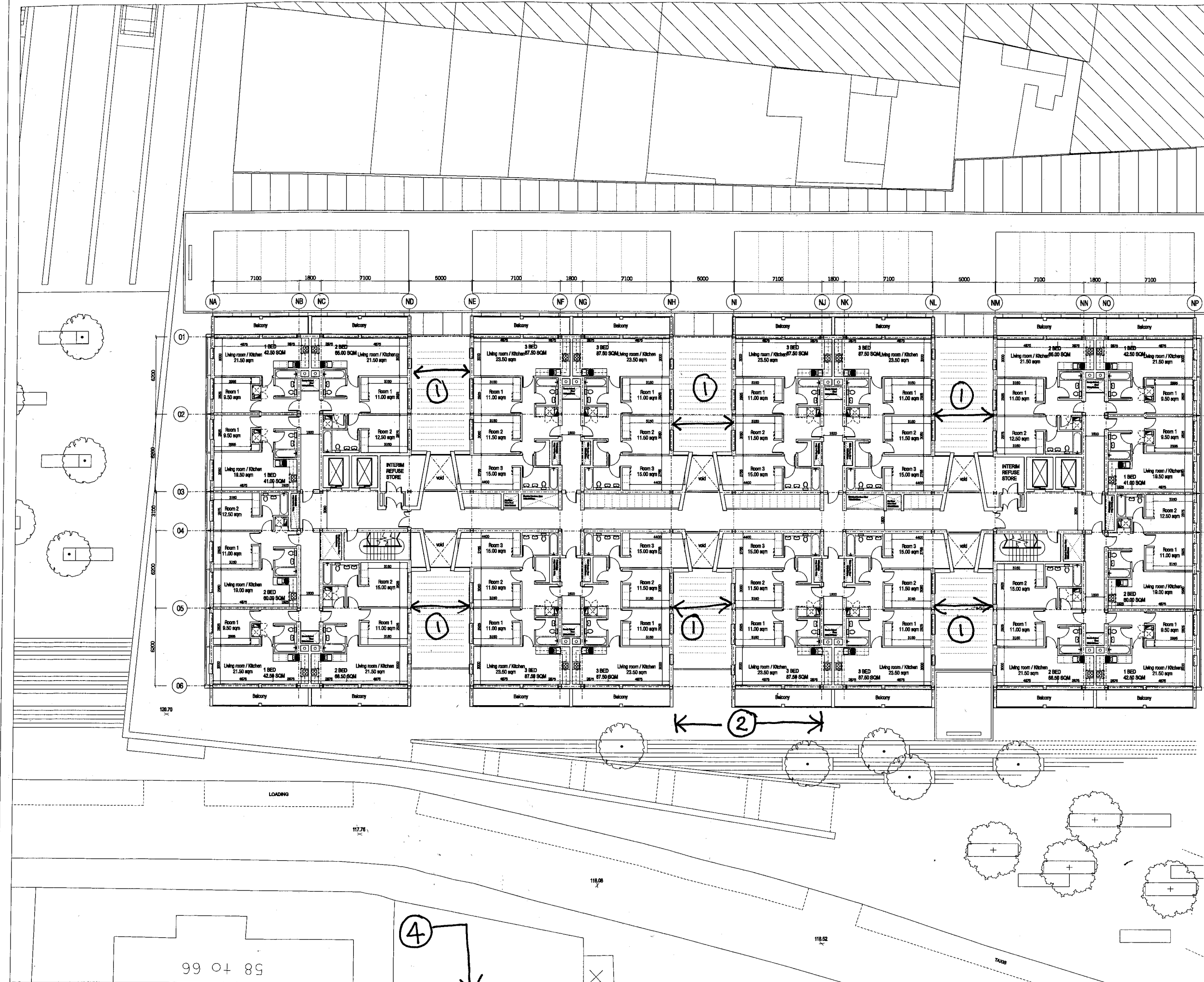
John McAslan + Partners



**KINGSLAND CONSERVATION AREA
ADVISORY COMMITTEE comments to
LBH planning department dated 6 Jan
2006**

On drawing A – North 2002 rev A
submitted for the Dalston Junction
Interchange

- 1 The overlooking distance between habitable rooms is severely substandard and is shown at 5m.
- 2 Hackney's usual requirement would be for a distance of 22 metres between habitable rooms.
- 3 Allowing housing developments of this sort would be to sanction building the 'slums of the future'. The KCAAC objects strongly to this inadequate proposal.
- 4 Drawings say that 'all apartment plans are 'Indicative' only'. As a Application for Full planning Consent that surely cannot be acceptable to Hackney planning department. The KCAAC object to the acceptance of this proposal.
- 5 We do not believe the claim that all flat plans would meet the 'Lifetime Homes' standards. KCAAC advises Hackney to ask for this claim to be substantiated.



58 + 66

120.70
117.76
118.08
118.52
74.20

Do not scale from this drawing.
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It is checked with the Council Administrator.

Revision
Rev. Date Description
A 01.12.2005 Issued for Planning Consent

Drawn: DK/LW
Checked: HW/CC

ALL APARTMENT LAYOUTS ARE INDICATIVE ONLY

BUS STOP

North Block

0 1 2 3 4 5 10 m

Dalston Junction Interchange
North Block Levels 2,3,4,5,6 & 7

Scale: 1:100 at A0
Date: 15.11.2005
Drawing title: PLANNING
Drawing no.: A-NORTH-2002

Job no.: 1075
Drawing by: DK/LW
Checked by: HW/CC

John McAslan + Partners

**KINGSLAND CONSERVATION AREA
ADVISORY COMMITTEE comments to
LBH planning department dated 6 Jan
2006**

On drawing **A -NorthS-2102 rev A**
submitted for the Dalston Junction
Interchange

- 1 **No** information is submitted to illustrate how the proposal would affect the Kingsland Road which is part of the conservation area.
- 2 The exit from the proposed bus garage will have a huge and detrimental effect. The market on Kingsland Rd Waste will be physically and visually separated from Dalston by a 70 feet wide exit from a bus garage which will be governed by traffic lights with a very short interval for pedestrians. The proposal is unsafe, unpleasant and will kill the current lively street frontage activity.
- 3 The steep exit ramp from the bus garage is clearly shown and the implications of the large slope is evident in the varying height supports to the shelters on the drawing. Buses will lurch around this ramp while turning the corner. The elderly will find the ramp difficult. Wheelchair users and people pushing buggies are expected to navigate this maximum gradient ramp for a distance of 45 m or 147 feet.



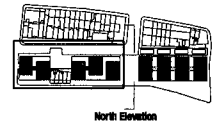
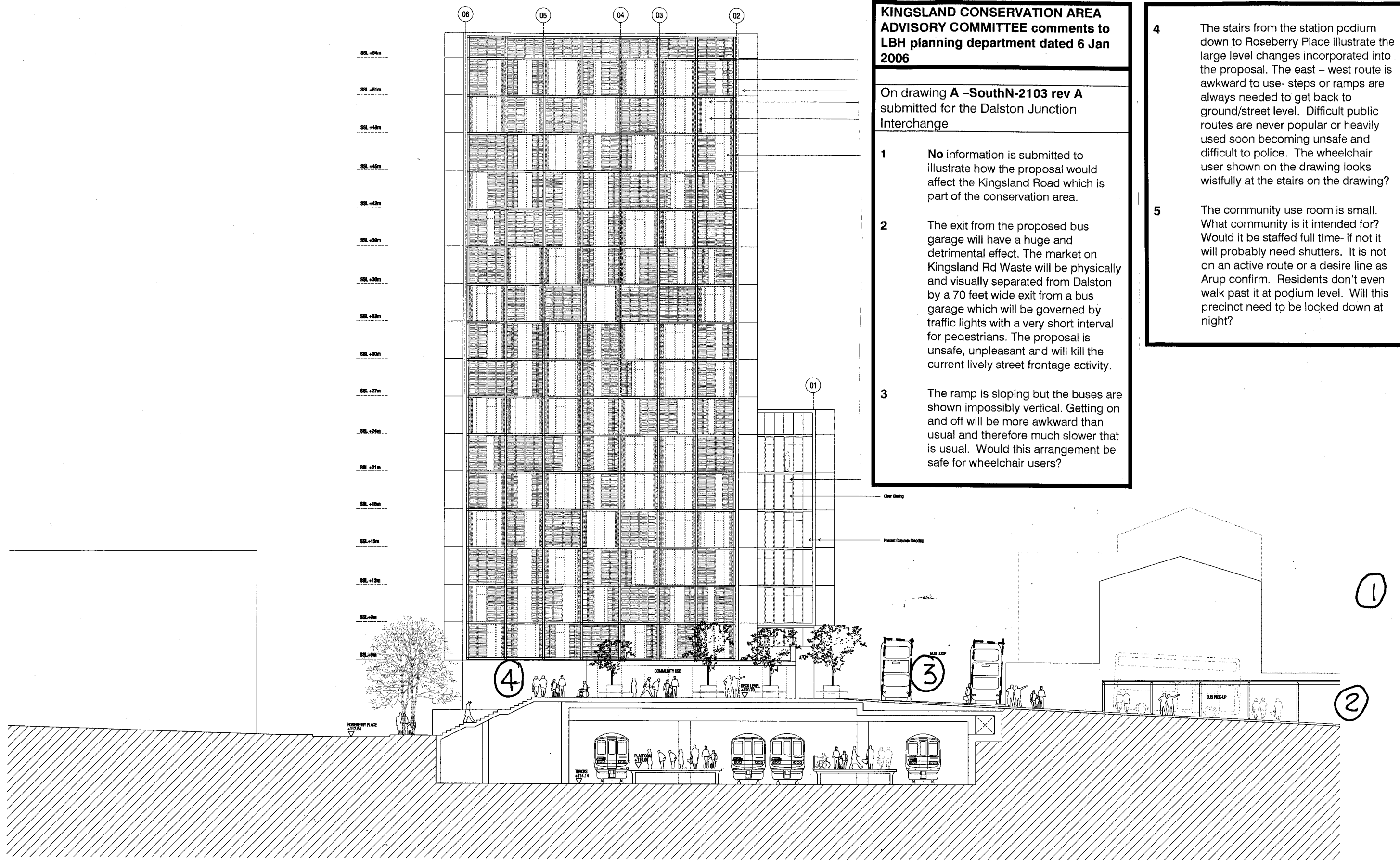
**KINGSLAND CONSERVATION AREA
ADVISORY COMMITTEE comments to
LBH planning department dated 6 Jan
2006**

On drawing A -SouthN-2103 rev A
submitted for the Dalston Junction
Interchange

- 1 No information is submitted to illustrate how the proposal would affect the Kingsland Road which is part of the conservation area.
- 2 The exit from the proposed bus garage will have a huge and detrimental effect. The market on Kingsland Rd Waste will be physically and visually separated from Dalston by a 70 feet wide exit from a bus garage which will be governed by traffic lights with a very short interval for pedestrians. The proposal is unsafe, unpleasant and will kill the current lively street frontage activity.
- 3 The ramp is sloping but the buses are shown impossibly vertical. Getting on and off will be more awkward than usual and therefore much slower than is usual. Would this arrangement be safe for wheelchair users?

4 The stairs from the station podium down to Roseberry Place illustrate the large level changes incorporated into the proposal. The east - west route is awkward to use- steps or ramps are always needed to get back to ground/street level. Difficult public routes are never popular or heavily used soon becoming unsafe and difficult to police. The wheelchair user shown on the drawing looks wistfully at the stairs on the drawing?

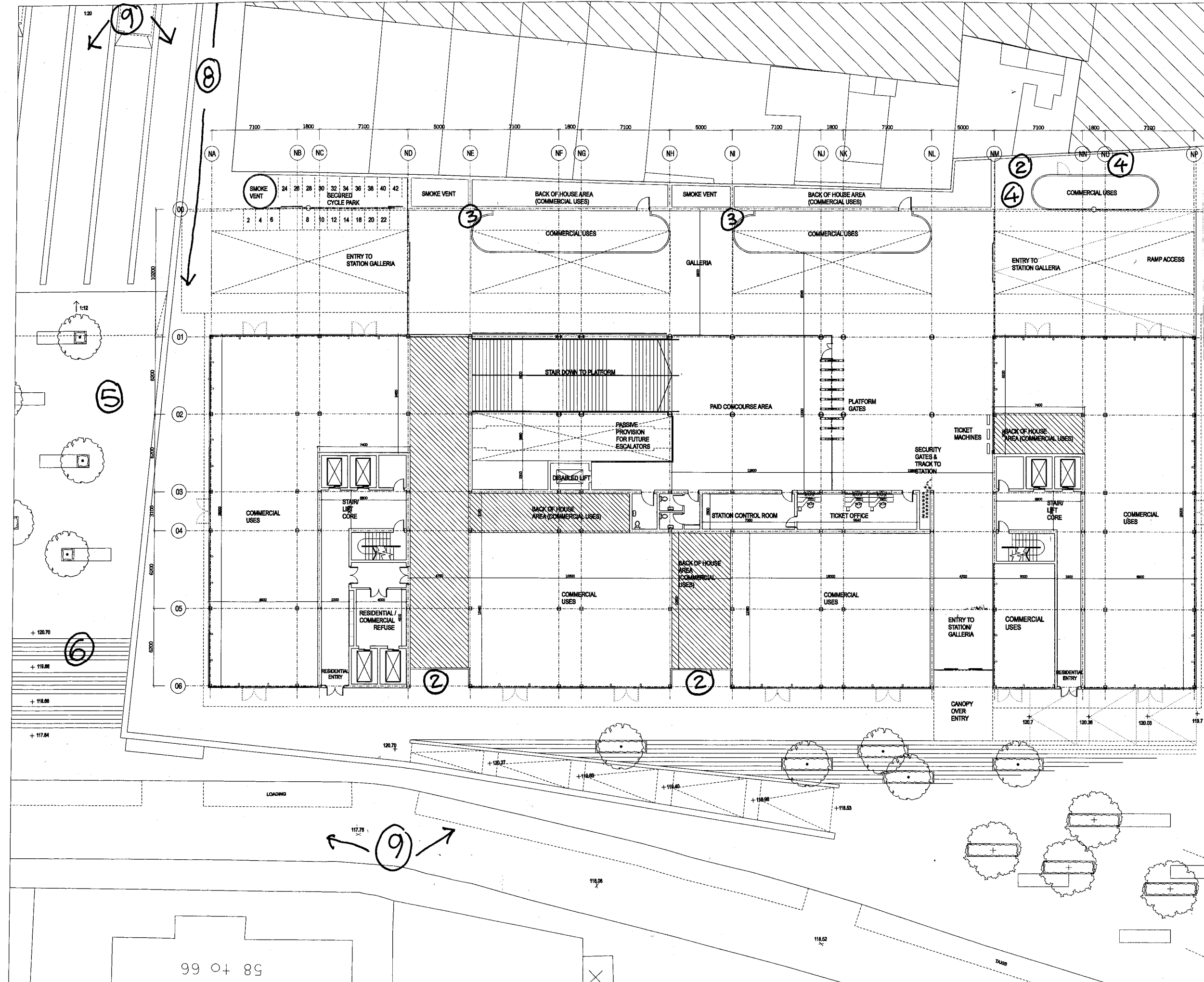
5 The community use room is small. What community is it intended for? Would it be staffed full time- if not it will probably need shutters. It is not on an active route or a desire line as Arup confirm. Residents don't even walk past it at podium level. Will this precinct need to be locked down at night?



0 1 2 3 4 5 10 m

<p>Do not scale from this drawing. All dimensions are to be checked on site and any discrepancies noted in writing to JWP. All dimensions are to millimetres unless stated otherwise. It is deemed that the Client Authorizes.</p>	<p>Revisions</p> <table border="1"> <tr> <th>Rev.</th> <th>Date</th> <th>Description</th> </tr> <tr> <td>A</td> <td>01.12.2005</td> <td>ISSUED FOR PLANNING CONSENT</td> </tr> </table>	Rev.	Date	Description	A	01.12.2005	ISSUED FOR PLANNING CONSENT	<p>Drawn DK/LW</p> <p>Checked NA/CC</p>
Rev.	Date	Description						
A	01.12.2005	ISSUED FOR PLANNING CONSENT						

<p>DALSTON JUNCTION INTERCHANGE South Block North Elevation</p>		<p>John McAslan + Partners</p>	
Scale	1:100 at A0	Job No.	1075
Date	15.11.2005	Drawn by	DK/LW
Drawn by	PLANNING	Checked by	NA/CC
Drawing No.	A-SOUTHN-2103	Sheet No.	A



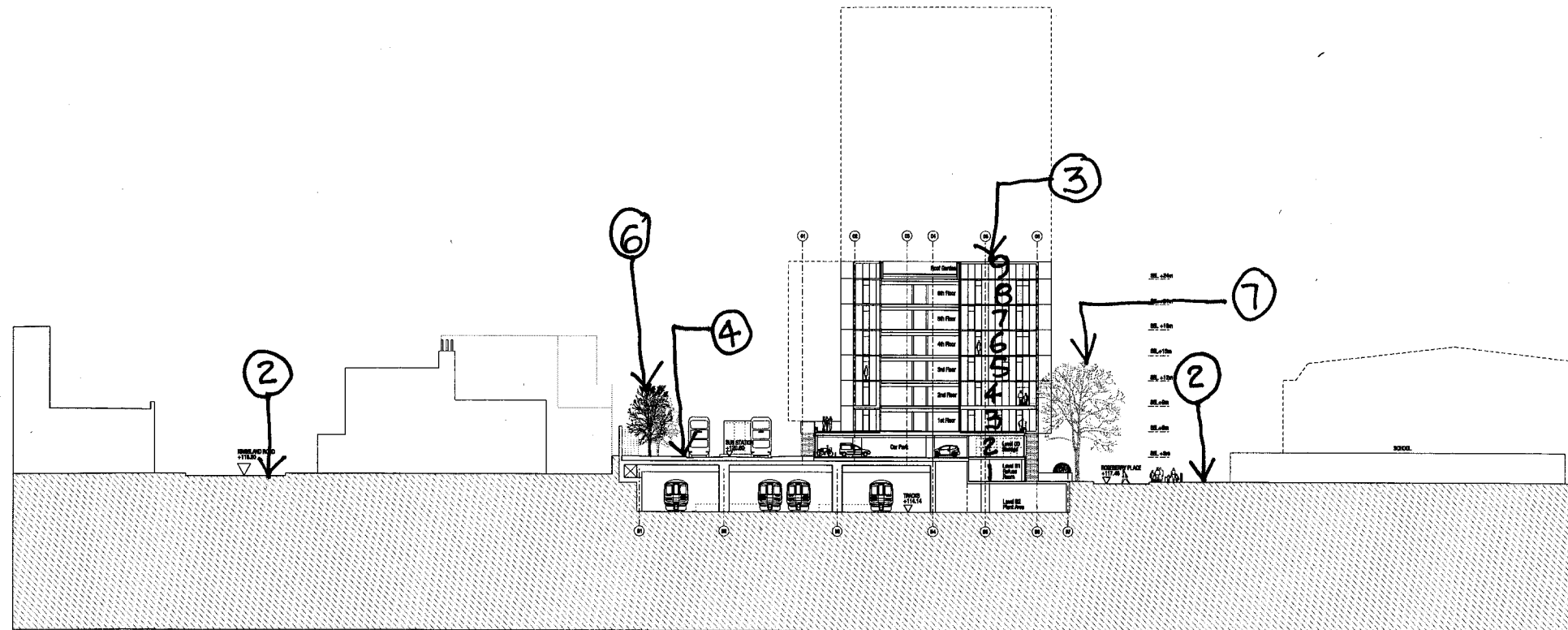
**KINGSLAND CONSERVATION AREA
ADVISORY COMMITTEE comments to
LBH planning department dated 6 Jan
2006**

On drawing **A – North – 200 D rev A**
submitted for the Dalston Junction
Interchange

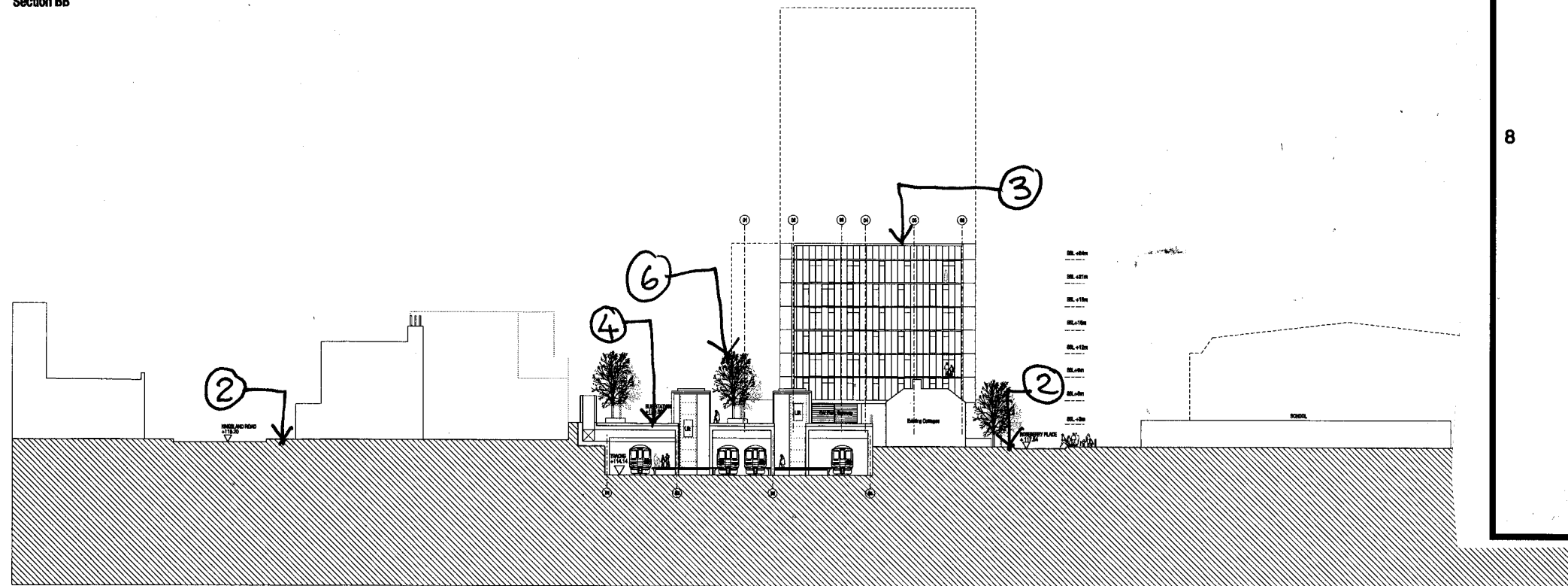
- 1 Unsafe and inappropriate spaces
spaces created as follows:
- 2 this space to lurk in as the area is
not overlooked
- 3 this is good place to urinate in as
the area is not overlooked
- 4 this is an area where litter and
rubbish can build up at what is
the 'entrance' to the station
- 5 **The east west pedestrian cross
route is awkward and not
at ground level.**
- 6 The podium sits over the tracks
and is 3 metres (9'10") higher
than Roseberry Place which is
reached by a stairs with eighteen
step steps. It is 2.3metres (7'6")
higher than Kingsland Rd.
- 7 Dalston Lane has been narrowed
– this is not been specifically
identified on the architects
drawings. Greater congestion for
both buses and traffic will result.
- 8 Both buses and pedestrians use a
steep ramp (is this compliant?)
from Kingsland Rd to get to the
podium.
- 9 Views from the surrounding
streets are depressing:
 - from Roseberry Place a 3
metre (10 feet) high wall
faces the street
 - from Kingland Rd three large
bus stops and shelters all
located on this steep ramp

**KINGSLAND CONSERVATION AREA
ADVISORY COMMITTEE comments to
LBH planning department dated 6 Jan
2006**

On drawing **A - 1110 rev A**
submitted for the Dalston Junction
Interchange

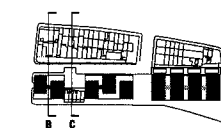


Section BB



Section CC

- 1 The height of the new buildings are understated within the application because:
- 2 This is ground level
- 3 This building is therefore 9 storeys **not** 7 storeys
- 4 This is **not** ground level
- 5 Drawing shows that podium is clearly much higher than Roseberry Place making any east/west pedestrian route awkward and not desirable.
- 6 The trees shown are large but they are on a PODIUM spanning over the TRACK. This is unrealistic for what can be grown in a container?
- 8 To grow a tree of this size here is not credible.



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It should suit the Council Administrator.

Revisions
Rev. Date Description
A 01.12.2005 Issued for Planning Consent

Drawn Checked
DKLW HAVC

Dalston Junction Interchange East-west Section BB & CC	
scale 1:200 at A0	job no. 1075
date 15.11.2005	drawn by DKLW
working title Planning	checked by HAVC
drawing no. A-1110	revision A

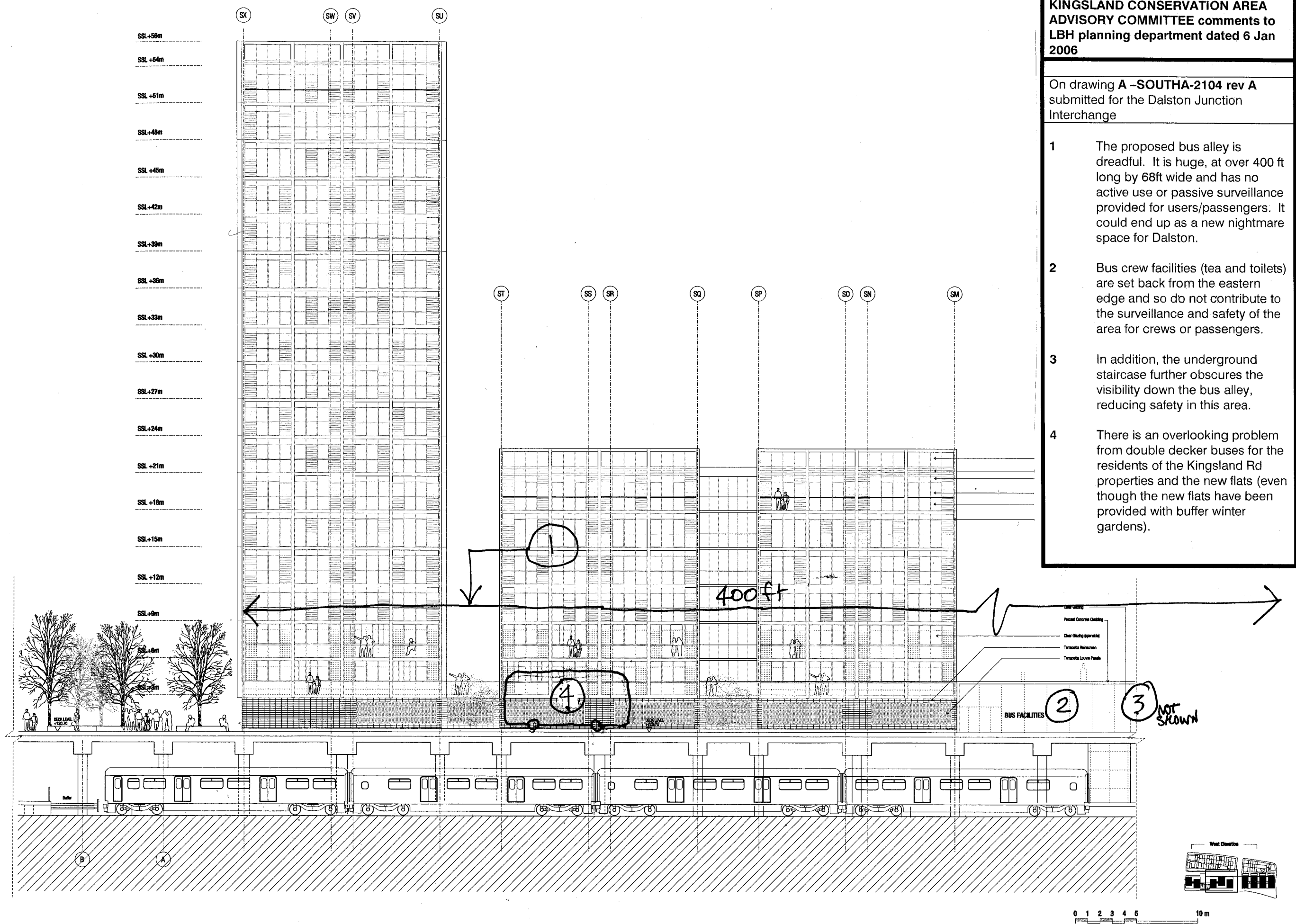
John McAslan + Partners

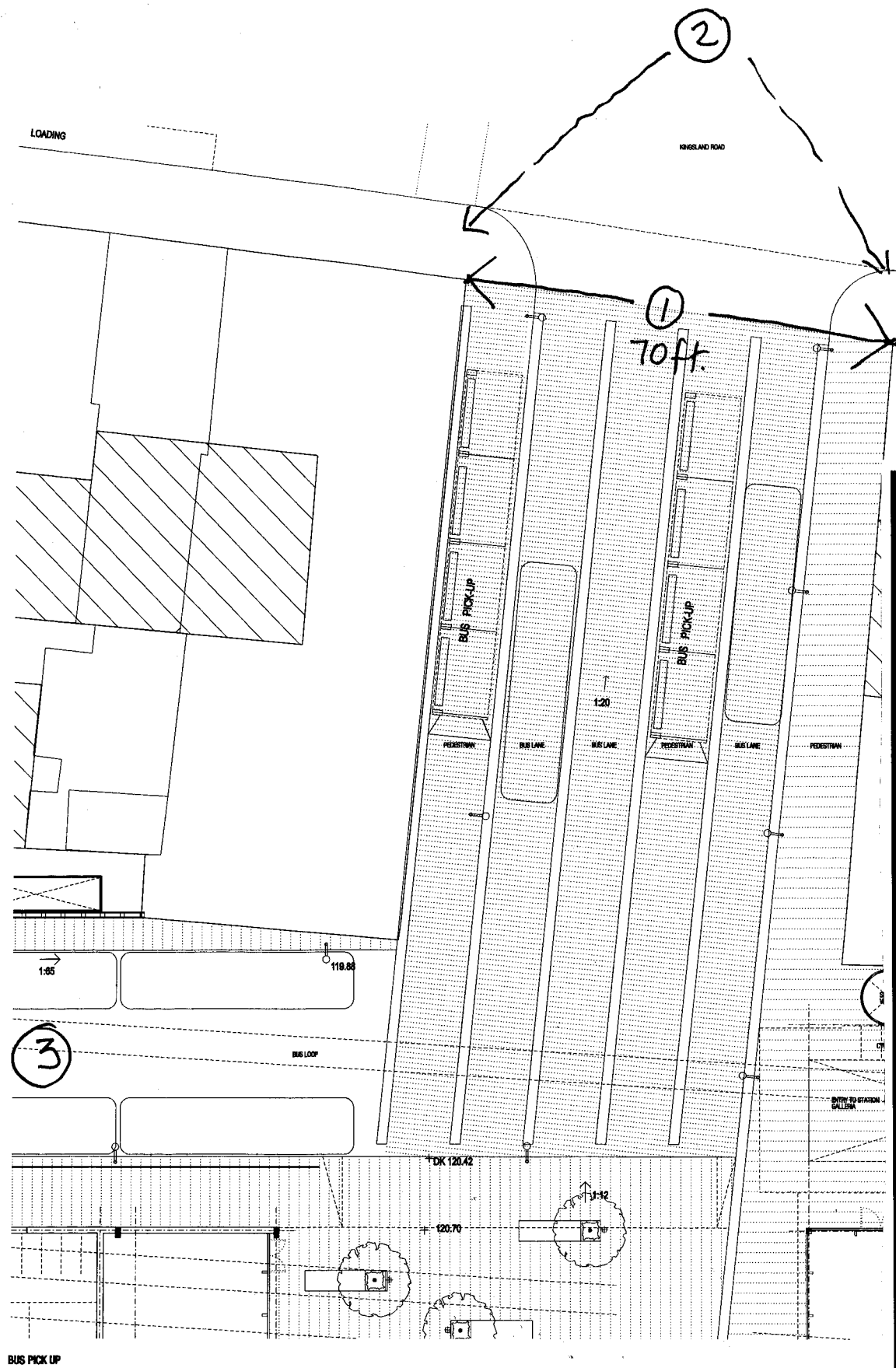
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**KINGSLAND CONSERVATION AREA
ADVISORY COMMITTEE comments to
LBH planning department dated 6 Jan
2006**

On drawing A -SOUTH-2104 rev A
submitted for the Dalston Junction
Interchange

- 1 The proposed bus alley is dreadful. It is huge, at over 400 ft long by 68ft wide and has no active use or passive surveillance provided for users/passengers. It could end up as a new nightmare space for Dalston.
- 2 Bus crew facilities (tea and toilets) are set back from the eastern edge and so do not contribute to the surveillance and safety of the area for crews or passengers.
- 3 In addition, the underground staircase further obscures the visibility down the bus alley, reducing safety in this area.
- 4 There is an overlooking problem from double decker buses for the residents of the Kingsland Rd properties and the new flats (even though the new flats have been provided with buffer winter gardens).

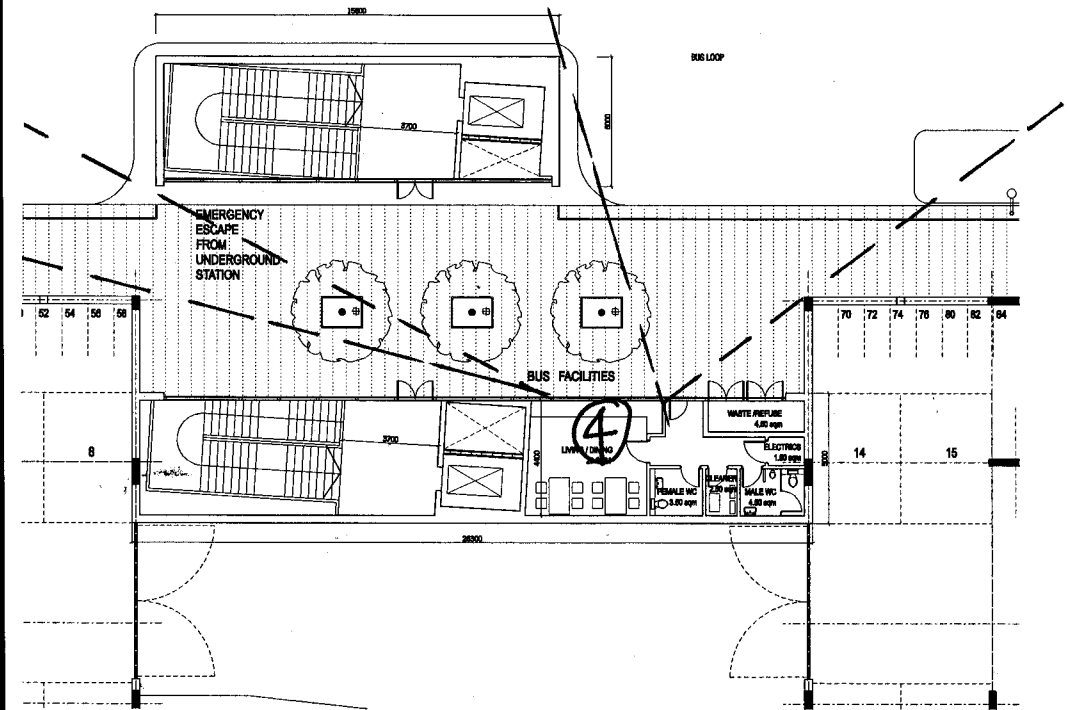
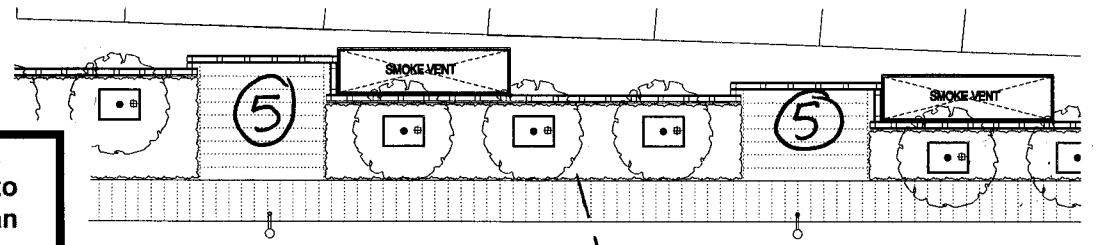




**KINGSLAND CONSERVATION AREA
ADVISORY COMMITTEE comments to
LBH planning department dated 6 Jan
2006**

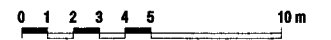
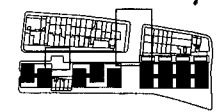
On drawing A-2530 rev A submitted for
the Dalston Junction Interchange

- 1 The gap in the high street is 21.3 metres wide (70ft) filled by three bus lanes and straggly bus shelters all perched on a ramp rising at the maximum incline permitted.
- 2 This does not provided an appropriate visual or architectural 'gateway' to the new station.
- 3 The new bus stand alley is 125metres long - over 410ft. At ground level there is NO activity, NO overlooking of the enormous space.
- 4 The small facilities for bus crews (tea and toilet stop) are set back from the bus lanes so provide no passive surveillance of the bus alley and indeed the entrance is so recessed and obscured by the staircase enclosure that the safety of the entrance could be an issue
- 5 The layout has many recesses down the entire 125 metre length of the bus alley providing places for thieves/muggers to wait or hide. This creation of this area could well increase the level of crime in the neighborhood.



ES / EMERGENCY ESCAPE

**NOTE: THESE
TWO DETAILS ARE
HAND-DRIVEN AND NOT
IN THE CORRECT
RELATIONSHIP
NORTH/SOUTH**



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Revisions
Rev. Date Description
A 01.11.2005 REVISED FOR PLANNING COMMENT

Drawn
DKLW
Checked
HAYCC

Dalston Junction Interchange
Bus Station
scale 1:1000 A3/A0
date 15.11.2005
drawing no. A-2530
job no. 1076
drawing by DKLW
checked by HAYCC
scale 00

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