4.3 Layout/Access

The Phase 1 building along Belsize Road contain a mixture of retail and business uses at ground floor with residential accommodation above. In total there are five blocks with entrance cores on Belsize Road.

The accommodation provides a mix in sizes of one-bedroom to four-bedroom flats. All flats have balconies and those at ground floor have their own private gardens. A concierge is created on Belsize Road, to provide a postal address for, and location of, a facilities manager for the private sale units.

The main entrance to the private-sale apartments in the landmark building will be through the concierge office and block D entrance. Residents, their visitors, their post and any deliveries to the Landmark building and block E on Belsize Road will all gain access through the concierge. Block D will have its own entrance. This creates a secure means of access to all blocks.

Wheelchair accommodation is provided in flats for affordable rental tenants and will meet the requirements of Camden's Wheelchair Housing design Brief 2013.

All units will be designed to Lifetime Homes and at a minimum will achieve the requirements of the London Housing Design Guide across all tenures.

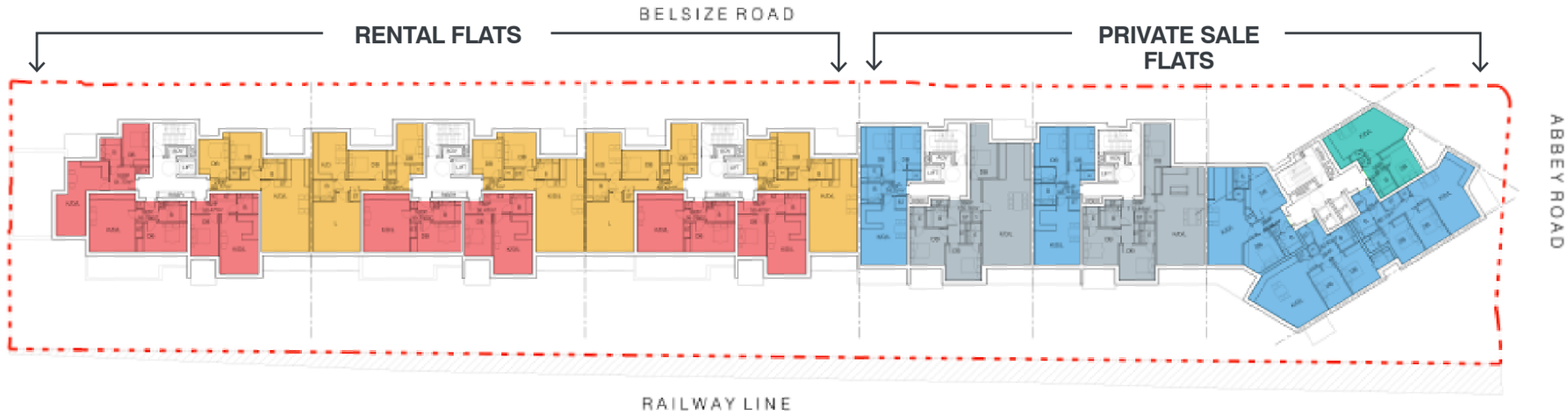
The fourteen storey landmark building addresses what will become a new public node for the neighbourhood, providing retail and business opportunities as well as private-sale accommodation for new residents.

At basement level a car park for 52 spaces, including wheelchair spaces and an energy centre sits below the buildings along Belsize Road as well as the landmark building.

The energy centre serves all phases of the development. The energy centre will be accessed through the basement car park, with an access pit located on Abbey Road to allow equipment to be lifted in and out of the basement.

The basement car park will be accessed by those who have purchased parking spaces. There will also be a number of wheelchair spaces with lift access to wheelchair designed flats at ground and upper floor levels. The affordable rental tenants who are allocated a disabled unit will be the only affordable rental tenants given access to the basement.

The remaining basement will house a combination of plant, refuse stores for commercial, retail and private sale residents, as well as bike storage for private sale residents. The refuse and bike storage for affordable rental tenants will be at ground floor level.



FIFTH FLOOR PLANS

FOURTH FLOOR PLAN

3B RENTAL
2B RENTAL
1B RENTAL
3B PRIVATE SALE
2B PRIVATE SALE
1B PRIVATE SALE

Flat layouts

Typical Affordable Block Plan

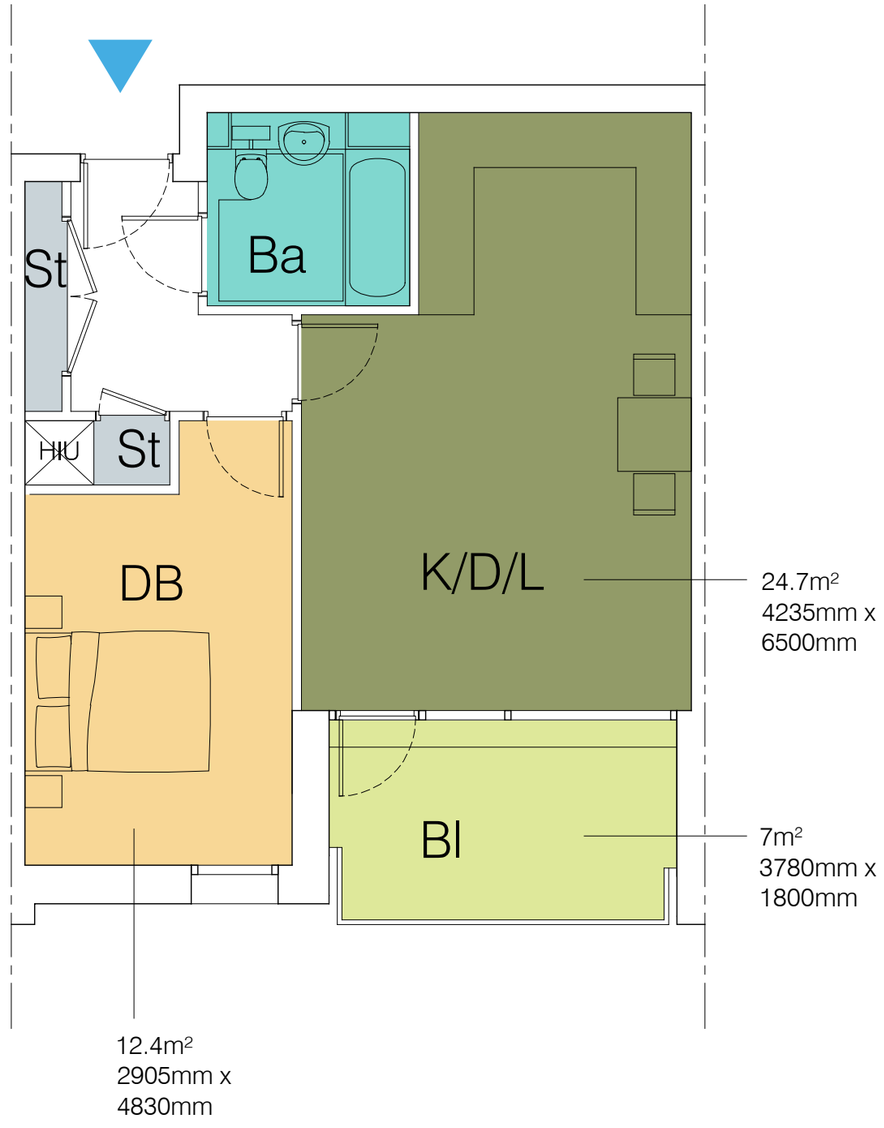
KEY

DB	Double Bedroom
SB	Single Bedroom
K	Kitchen
L	Living
Ba	Bathroom
St	Storage 2.5m²
Bl	Balcony
WC	Toilet

Pollard Thomas Edwards architects

Proposed 2-Bed 4 Person Flat

Proposed 1-Bed 2 Person Flat



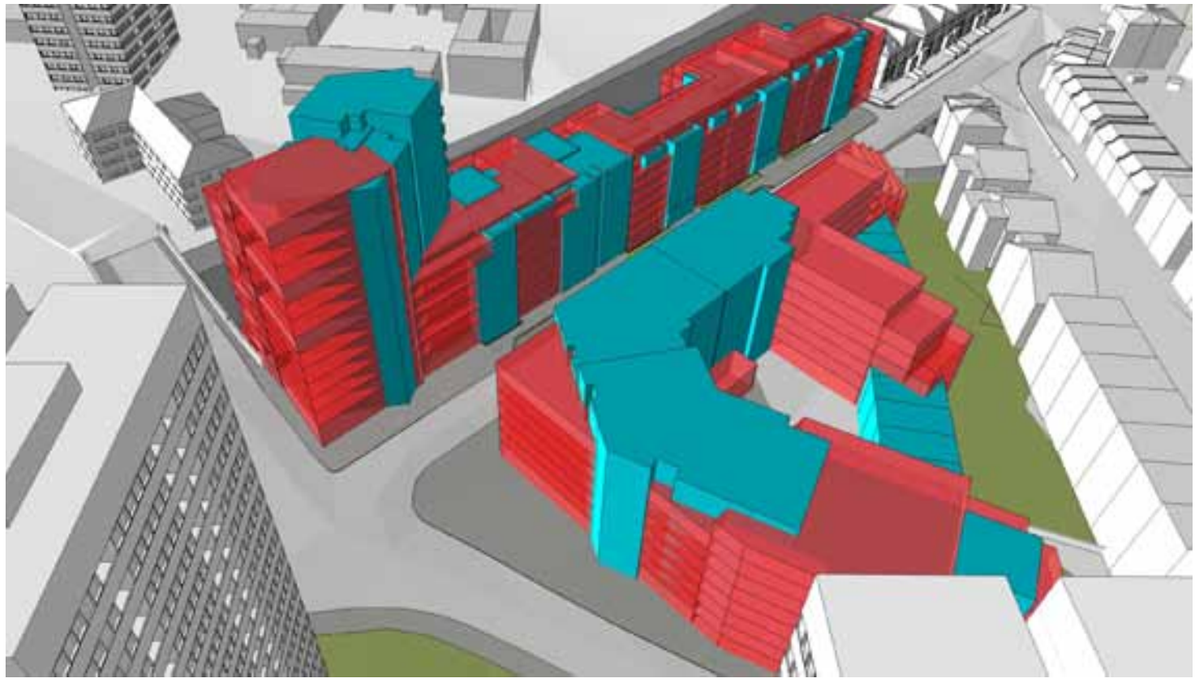
Proposed 3-Bed 5 Person Flat
Total Area 90 sqm

Pollard Thomas Edwards architects

4.4 Scale/ Building heights

The landmark building is 14 storeys and will pinpoint the site and its three phases of regeneration. Joined to the landmark building is a six storey building that runs west along Belsize Road. The building is kept at the same height along the length of the road in order to further emphasise and contrast with the taller fourteen storey block.

AERIAL VIEW LOOKING NORTH WEST



AERIAL VIEW LOOKING SOUTH WEST

PROPOSAL AT OUTLINE PLANNING STAGE

CURRENT PROPOSAL

4.5 Schedule of accommodation – tenure and mix of residential buildings

The proposal for phase 1 accommodates a variety of sizes of flats from one-bed up to three-bed general needs and four-bed wheelchair flats. Phase 3 has a range of homes from one-bed flats to three-bed houses.

The planning condition in the consent for the Outline Planning Application (OPA July 2012) requires a 50:50 split between Affordable Accommodation (there is a proportion of shared ownership accommodation in the phase 3) and Private Sale Accommodation based on the gross external area of each tenure. The current proposal provides a split of 47:53 which has been deemed acceptable. The split in unit types for the affordable rental accommodation is tailored to comply with the results of the Housing Needs Survey as well as the planning conditions for the OPA.

The Housing Needs Survey has indicated a need for a large number of one-bedroom units, given that some 74 units of this size are required to be re-provided as part of the decant strategy for the development (See Housing Delivery Plan).

In Phase 1 there are a total of 66 affordable rental units and the proposed mix reflects the requirement of the Housing Needs Survey. This can only be achieved by placing the three-bedroom units at first, second, third and fourth floors. However, in order to achieve a balanced mix on each floor, we have created one, two or one bed wheelchair, and three-bedroom units at each floor level.

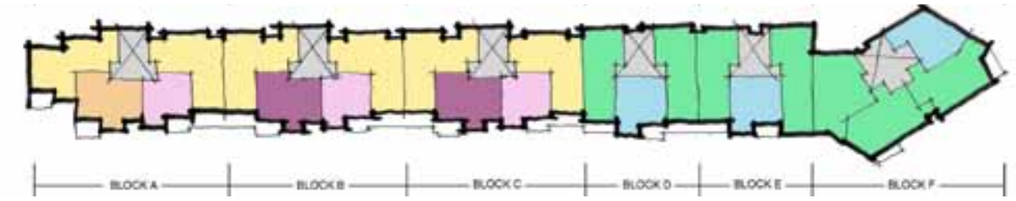
The private sale mix comprises one, two and three bedroom flats. There are five three-bedroom flats in phase 1, which complies with the exact planning condition in the OPA (July 2012). All private tenure two and three-bedroom flats are dual aspect.

There are no living rooms facing due north. All unit sizes exceed the minimum requirements of the London Housing Design Guide. All flats are designed to Lifetime Homes. There are 2no. four-bedroom, 6no. one-bedroom and 2No. two-bedroom wheelchair units that are created for affordable rental tenure. This unit provision has been negotiated with the access officer at LBC who has identified a short fall in the provision of four-bedroom and one-bedroom wheelchair units.

The overall total no of new homes is 241 (141 in Phase 1 and 100 in Phase 3). Of this total, we are providing 22 wheelchair homes, 9.2% by unit number. The shortfall from the established 10% policy is due to the size of the 4 bedroom wheelchair flats. At 170 sq m area they are equivalent to 2 smaller units.

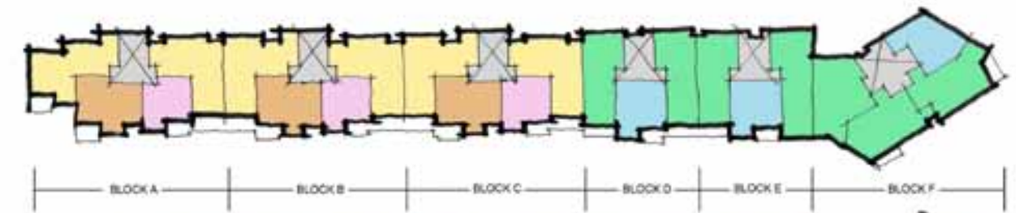
All wheelchair homes are within the affordable tenure accommodation. Planning and access officers have agreed to this approach, due to the shortage of suitable properties within the borough.

There are six cores across the development. At each floor no one core serves more than four units. The affordable rental cores generally serve approximately 21 units. The number of units to the core has been maximised to address concerns relating to service charges. In two of the private sale blocks the cores serve 11 units each. In the landmark building there are a total of 44 units. In accordance with the London Housing Design Guide the core of the landmark building accommodates two 13-person lifts. There are no more than four flats per floor in the landmark building.

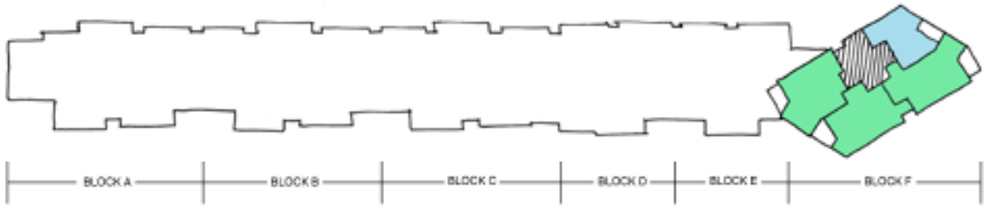


1ST-3RD FLOOR PLAN

5TH FLOOR PLAN



4TH FLOOR PLAN



6TH TO 10TH FLOOR PLAN

PTEa
Pollard Thomas Edwards architects

ABBEY AREA REGENERATION

Phase 1 Accommodation Schedule 16 JULY 2013

141 UNITS

rev A - 11 SEPT 2013 - schedule to agree with Rev A planning drawings

Block	Floor	Unit no	Unit type	Area sqm NIA	Ensuite (Y/N?)	Amenity	Tenure
A	0	1	2B4P	78	N	Garden	SR
	0	2	1B2P	52	N	Garden	SR
	1	3	3B5P	90	N	Balcony	SR
	1	4	1B2P	52	N	Balcony	SR
	1	5	2B4P	73	N	Balcony	SR
	1	6	3B4P	91	N	Balcony	SR
	2	7	3B5P	90	N	Balcony	SR
	2	8	1B2P	52	N	Balcony	SR
	2	9	2B4P	73	N	Balcony	SR
	2	10	3B4P	91	N	Balcony	SR
	3	11	3B5P	90	N	Balcony	SR
	3	12	1B2P	52	N	Balcony	SR
	3	13	2B4P	73	N	Balcony	SR
	3	14	3B4P	91	N	Balcony	SR
	4	15	3B5P	90	N	Balcony	SR
	4	16	1B2P	52	N	Balcony	SR
	4	17	2B4P	73	N	Balcony	SR
	4	18	3B4P	91	N	Balcony	SR
	5	19	2B4P	79	N	Terrace & Balcony	SR
	5	20	1B2P	52	N	Balcony	SR
	5	21	1B2P	55	N	Terrace	SR
	5	22	1B2P	56	N	Terrace	SR

BLOCK A	GIA (m²)
5th	295.1
4th	360.1
3rd	360.1
2nd	360.1
1st	360.1
GROUND	316
BASEMENT	18
TOTAL	**2069.5**

total **Block A 1596** NIA (m²)

Block	Floor	Unit no	Unit type	Area sqm NIA	Ensuite (Y/N?)	Amenity	Tenure
B	0	1	4B6P W/C	170	N	Garden	SR
	0	2	2B3P W/C	121	N	Garden	SR
	1	3	3B5P	90	N	Balcony	SR
	1	4	1B2P	52	N	Balcony	SR
	1	5	1B2P W/C	73	N	Balcony	SR
	1	6	3B5P	94	N	Balcony	SR
	2	7	3B5P	90	N	Balcony	SR
	2	8	1B2P	52	N	Balcony	SR
	2	9	1B2P W/C	73	N	Balcony	SR
	2	10	3B5P	94	N	Balcony	SR
	3	11	3B5P	90	N	Balcony	SR
	3	12	1B2P	52	N	Balcony	SR
	3	13	1B2P W/C	73	N	Balcony	SR
	3	14	3B5P	94	N	Balcony	SR
	4	15	3B5P	90	N	Balcony	SR
	4	16	1B2P	52	N	Balcony	SR
	4	17	2B4P	73	N	Balcony	SR
	4	18	3B5P	94	N	Balcony	SR
	5	19	2B4P	79	N	Terrace & Balcony	SR
	5	20	1B2P	52	N	Balcony	SR
	5	21	1B2P	55	N	Terrace	SR
	5	22	2B4P	87	N	Terrace & Balcony	SR

BLOCK B	GIA (m²)
5th	327.1
4th	363
3rd	363
2nd	363
1st	363
GROUND	368.8
BASEMENT	29
TOTAL	**2176.9**

total **Block B 1800** NIA(m²)

Block	Floor	Unit no	Unit type	Area sqm NIA	Ensuite (Y/N?)	Amenity	Tenure
C	0	1	4B6P W/C	170	N	Garden	SR
	0	2	2B3P W/C	121	N	Garden	SR
	1	3	3B5P	90	N	Balcony	SR
	1	4	1B2P	52	N	Balcony	SR
	1	5	1B2P W/C	73	N	Balcony	SR
	1	6	3B5P	94	N	Balcony	SR
	2	7	3B5P	90	N	Balcony	SR
	2	8	1B2P	52	N	Balcony	SR
	2	9	1B2P W/C	73	N	Balcony	SR
	2	10	3B5P	94	N	Balcony	SR
	3	11	3B5P	90	N	Balcony	SR
	3	12	1B2P	52	N	Balcony	SR
	3	13	1B2P W/C	73	N	Balcony	SR
	3	14	3B5P	94	N	Balcony	SR
	4	15	3B5P	90	N	Balcony	SR
	4	16	1B2P	52	N	Balcony	SR
	4	17	2B4P	73	N	Balcony	SR
	4	18	3B5P	94	N	Balcony	SR
	5	19	2B4P	79	N	Terrace & Balcony	SR
	5	20	1B2P	52	N	Balcony	SR
	5	21	1B2P	55	N	Terrace	SR
	5	22	2B4P	87	N	Terrace & Balcony	SR

BLOCK C	GIA (m²)
5th	327.1
4th	363
3rd	363
2nd	363
1st	363
GROUND	368.3
BASEMENT	29
TOTAL	**2176.4**

total **Block C 1800** NIA (m²)

Block	Floor	Unit no	Unit type	Area sqm NIA	Ensuite (Y/N?)	Amenity	Tenure
D	1	1	2B4P	76	Y	Balcony	PS
	1	2	1B2P	55	N	Balcony	PS
	1	3	2B4P	75	Y	Balcony	PS
	2	4	2B4P	76	Y	Balcony	PS
	2	5	1B2P	55	N	Balcony	PS
	2	6	2B4P	75	Y	Balcony	PS
	3	7	2B4P	76	Y	Balcony	PS
	3	8	1B2P	55	N	Balcony	PS
	3	9	2B4P	75	Y	Balcony	PS
	4	10	2B4P	76	Y	Balcony	PS
	4	11	1B2P	55	N	Balcony	PS
	4	12	2B4P	75	Y	Balcony	PS
	5	13	2B4P	75	Y	Balcony & Terrace	PS
	5	14	3B6P	120	Y	Balcony & Terrace	PS

BLOCK D	GIA (m²)
5th	234.4
4th	255.6
3rd	255.6
2nd	255.6
1st	255.6
GROUND	61.7
BASEMENT	70.3
TOTAL	**1388.8**

*incl. refuse

total **Block D 1019** NIA (m²)

Block	Floor	Unit no	Unit type	Area sqm NIA	Ensuite (Y/N?)	Amenity	Tenure
E	1	1	2B4P	76	Y	Balcony	PS
	1	2	1B2P	55	N	Balcony	PS
	1	3	2B4P	75	Y	Balcony	PS
	2	4	2B4P	76	Y	Balcony	PS
	2	5	1B2P	55	N	Balcony	PS
	2	6	2B4P	75	Y	Balcony	PS
	3	7	2B4P	76	Y	Balcony	PS
	3	8	1B2P	55	N	Balcony	PS
	3	9	2B4P	75	Y	Balcony	PS
	4	10	2B4P	76	Y	Balcony	PS
	4	11	1B2P	55	N	Balcony	PS
	4	12	2B4P	75	Y	Balcony	PS
	5	13	3B6P	123	Y	Balcony x2 & Terrace	PS
	5	14	2B4P	74	Y	Balcony	PS

BLOCK E	GIA (m²)
5th	240.5
4th	255.6
3rd	255.6
2nd	255.6
1st	255.6
GROUND	36.4
BASEMENT	29
TOTAL	**1328.3**

total **Block E 1021** NIA (m²)

Block	Floor	Unit no	Unit type	Area sqm NIA	Ensuite (Y/N?)	Amenity	Tenure
F	1	1	2B4P	80	Y	Balcony	PS
	1	2	2B4P	82	Y	Terrace	PS
	1	3	2B4P	79	Y	Terrace	PS
	1	4	1B2P	50	N	Balcony	PS
	2	5	2B4P	80	Y	Balcony	PS
	2	6	2B4P	82	Y	Balcony	PS
	2	7	2B4P	79	Y	Balcony	PS
	2	8	1B2P	50	N	Balcony	PS
	3	9	2B4P	80	Y	Balcony	PS
	3	10	2B4P	82	Y	Balcony	PS
	3	11	2B4P	79	Y	Balcony	PS
	3	12	1B2P	50	N	Balcony	PS
	4	13	2B4P	80	Y	Balcony	PS
	4	14	2B4P	82	Y	Balcony	PS
	4	15	2B4P	79	Y	Balcony	PS
	4	16	1B2P	50	N	Balcony	PS
	5	17	2B4P	80	Y	Balcony	PS
	5	18	2B4P	82	Y	Balcony	PS
	5	19	2B4P	79	Y	Balcony	PS
	5	20	1B2P	50	N	Balcony	PS
	6	21	2B4P	80	Y	Balcony	PS
	6	22	2B4P	87	Y	Balcony	PS
	6	23	2B4P	76	Y	Balcony	PS
	6	24	1B2P	50	N	Balcony	PS
	7	25	2B4P	80	Y	Balcony	PS
	7	26	2B4P	78	Y	Balcony	PS
	7	27	2B4P	76	Y	Balcony	PS
	7	28	1B2P	50	N	Balcony	PS
	8	29	2B4P	80	Y	Balcony	PS
	8	30	2B4P	78	Y	Balcony	PS
	8	31	2B4P	76	Y	Balcony	PS
	8	32	1B2P	50	N	Balcony	Ps
	9	33	2B4P	80	Y	Balcony	PS
	9	34	2B4P	78	Y	Balcony	PS
	9	35	2B4P	76	Y	Balcony	PS
	9	36	1B2P	50	N	Balcony	PS
	10	37	2B4P	80	Y	Balcony	PS
	10	38	2B4P	78	Y	Balcony	PS
	10	39	2B4P	76	Y	Balcony	PS
	10	40	1B2P	50	N	Balcony	PS
	11	41	2B4P	80	Y	Balcony	PS
	11	42	2B4P	78	Y	Balcony	PS
	11	43	2B4P	76	Y	Balcony	PS
	11	44	1B2P	50	N	Balcony	PS
	12	45	3B6P	115	Y	Terrace	PS
duplex	12 +13	46	3B5P DU 1	130	Y	Terrace	PS
duplex	12 +13	47	3B5P DU 2	133	Y	Terrace	PS

total **Block F 3546** NIA (m²)

BLOCK F	GIA (m²)	
13th	121.2	
12th	329.3	
11th	348.6	
10th	348.6	
9th	348.6	
8th	348.6	
7th	348.6	
6th	359	
5th	355.6	
4th	355.6	
3rd	355.6	
2nd	355.6	
1st	355.6	
GROUND	136.5	*
BASEMENT	117.4	
TOTAL	**4584.4**	

* incl. concierge for blocks e & F

Summary Schedule

Social Rent (SR)

	1B2P	1B2P W/C	1B2P W/C Adapt	2B3P W/C	2B4P	3B4P	3B5P	3B5P Duplex	3B6P	4B6P W/C	Total
A	8	0	0	0	6	4	4	0	0	0	**22**
B	6	3	0	1	3	0	8	0	0	1	**22**
C	6	3	0	1	3	0	8	0	0	1	**22**
Total	**20**	**6**	**0**	**2**	**12**	**4**	**20**	**0**	**0**	**2**	**66**

Private for Sale (PS)

D	4	0	0	0	9	0	0	0	1	0	**14**
E	4	0	0	0	9	0	0	0	1	0	**14**
F	11	0	0	0	33	0	0	2	1	0	**47**
Total	**19**	**0**	**0**	**0**	**51**	**0**	**0**	**2**	**3**	**0**	**75**

Percentages for both Phase 1 tenures	**28%**	**4%**	**0%**	**1%**	**45%**	**3%**	**14%**	**1%**	**2%**	**1%**	**100%**

GEA

Floor	social rent (m²)	Private for Sale (m²)
Basement	77.7	165.9
Ground	1165.5	281.5
1	1198.2	956.7
2	1198.2	956.7
3	1198.2	956.7
4	1198.2	956.7
5	1053	920.7
6		402.4
7		393.8
8		393.8
9		393.8
10		393.8
11		393.8
12		378.9
13		156.4
Total	**7089**	**8101.6**

Total Units	141	
W/C	10	**7.1%**

Note combined total with phase 3 is 9.1%

TENURE SPLIT SUMMARY

	Total (m²)	Social rent (m²)	Private (m²)	%Split	
				Affordable	Private
GEA*	**15190.6**	7089	8101.6	**46.7%**	**53.3%**
GIA*	**13724.3**	6422.8	7301.5	**47%**	**53%**
NIA	**10782**	5196	5586	**48%**	**52%**

*Note for the purpose of tenure split calculations, these figures do not include plant and basement parking areas

Commercial spaces

Unit	NIA (m²)	GIA (m²)	GEA
Supermarket	407.2	470.1	522.5
Retail B1 (Block D)	207.6	224.8	250
Retail B1 (Block E)	118.6	137.2	148.9

4.6 Landscaping, public realm, open space, road and street, access and movement.

The landscape design is being lead by Farrer Huxley Associates, who have written a detailed report of their design. Please see this report in the appendix.

In accordance with the requirements of the OPA there is scope to provide a play area for children under five years old.

4.7 Appearance - Materials

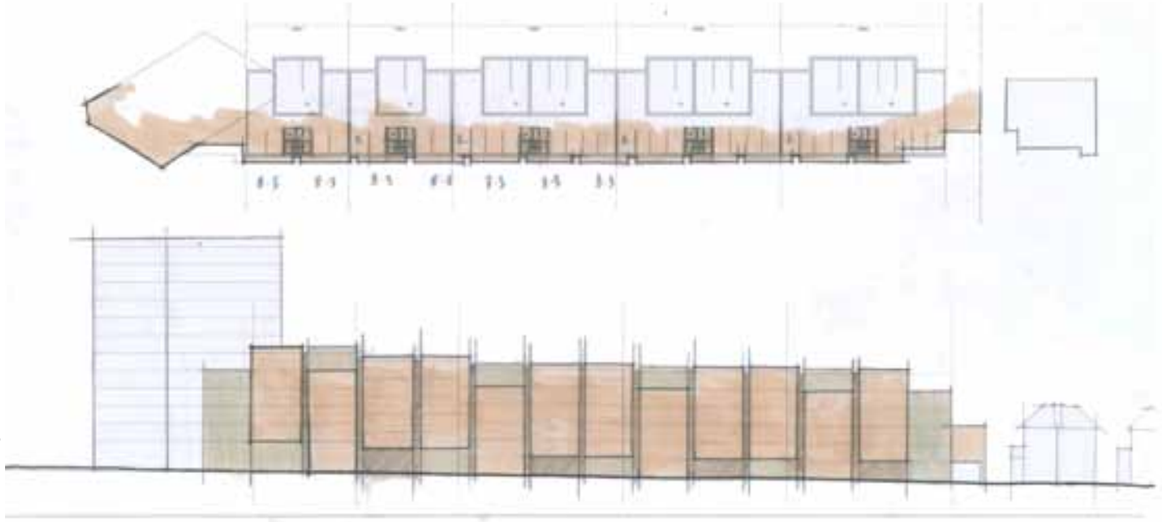
The whole development will be constructed in brick, with a combination of recessed and projecting balconies that look south, west and east onto the neighbouring railway and public node. The elevations vary in treatment to respond to their outlook and the type of accommodation within.

Whilst there are some setbacks at fifth floor level, the use of brick as the cladding material is kept constant across the whole development. This is an honest response to the fact that the development will be seen from all directions across long views and there is no requirement to pretend that there are upper floors that will not be seen from street level. In this development there are no rear, side or secondary elevations. Every elevation can be seen fully and holds equal importance.

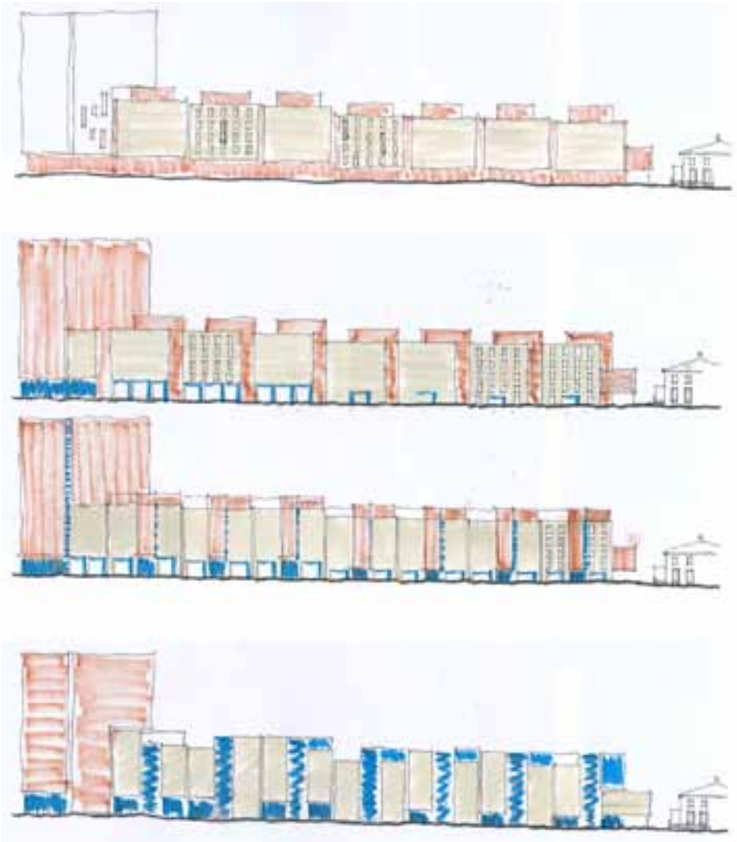
The buildings along Belsize Road have two contrasting elevations. The north side, facing onto Belsize Road is almost entirely made up of kitchens and bedrooms. The south side, facing onto the railway is almost entirely made up of living rooms and balconies. The predominant material on both sides will be brick. The treatment of the brick corresponds to the two different layouts. Brick wall recesses have also been introduced to the protruding bays and the contrasting brick colour is used in these recesses. Along Belsize Road there will be two contrasting colours of brick. One colour will form the main body of the buildings and the other will form protruding bays.

Along Belsize Road the bays will contain bedrooms or kitchens with the recess to the bays emphasised with a window. The bays will help to break up the scale of the Belsize Road elevation and introduce a vertical rhythm to the elevation that responds to the scale and rhythm of the Villas along Belsize Road and within the neighbouring conservation area. The bays are generally formed up to fifth level but in some cases terraces are provided on the top floor revealing the main body of the building continues up behind it. In areas where there are entrances to residential accommodation, the bays are lifted to first floor to clearly indicate that an event is happening. In other areas where there is non-residential accommodation, the bays are treated differently to reflect the different ground floor use.

Balconies are recessed, lined with brickwork/glazed brick with metal railing balustrades. Where balconies project, they will have a peforated metal balustrade. To the rear (south side) the brickwork is used differently. Large bays in the form of frames are created to group sections of balconies. In grouping and framing the balconies the same vertical emphasis on the north elevation is introduced. There are balconies over the large living room windows so that they provide shading to these spaces in summer. The bedrooms have smaller windows to reduce the likelihood of overheating on the south facade. The main body of the building (the darker brick) runs behind the protruding bays (lighter brick), terminating at the new public node in the form of a 13/14 storey landmark building. The landmark building has been treated differently to the 6 storey blocks along Belsize Road. The window reveals get deeper as you go up the building. The ground floor has a flush finish to the glazing, the first floor a half brick reveal, increasing so that the top floor has a 450mm deep reveal. This creates a strong visual emphasis around the windows and also provides a subtle method of shading in the summer.



BELSIZE ROAD ELEVATION STUDY



EARLY CONCEPT SKETCHES

Camden CBRE ikon Franklin+Andrews ATKINS PTEa Pollard Thomas Edwards architects

Precedent studies for the lower buildings on Belsize Road

RODMARTON STREET - MAKE ARCHITECTS

BEAR LANE - PANTER HUDSPITH ARCHITECTS

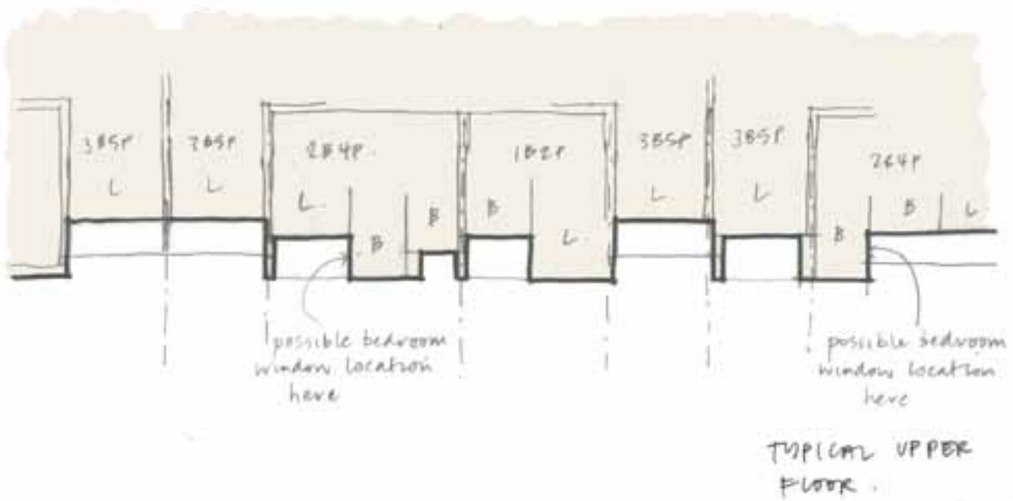
BEAR LANE - PANTER HUDSPITH ARCHITECTS

ACCORDIA - FIELDEN CLEGG BRADLEY

GRAUWAART - ULTRECHT

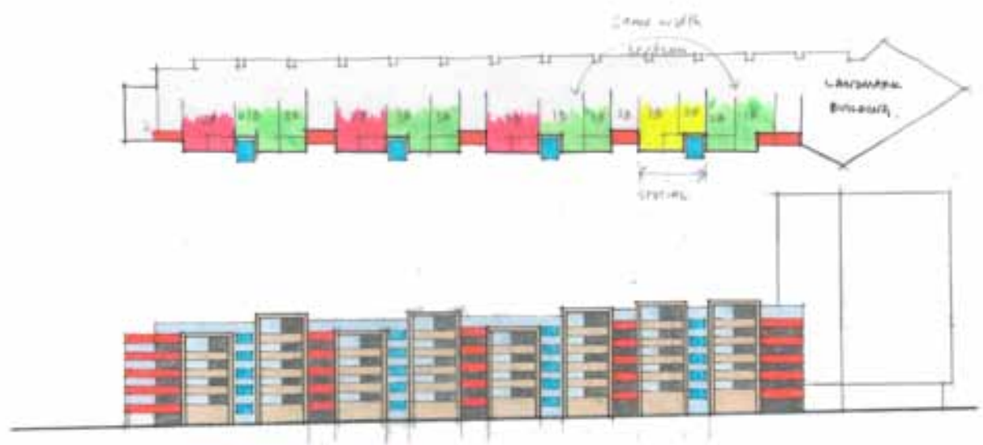
BEAR LANE - PANTER HUDSPITH ARCHITECTS

Elevational treatment to the railway



REAR PART-ELEVATION STUDY

LYON CONFLUENCE - CLEMENT VERGELY ARCHITECTS



REAR ELEVATION STUDY

Camden CBRE ikon Franklin+Andrews ATKINS PTEa Pollard Thomas Edwards architects

Landmark building

The Landmark building will be a visual marker for the public node. It can be viewed when approached from north, south, east and west. The building contains private sale flats on the upper floors with a convenience store at ground floor level that will provide activity to the public node. The plan is a parallelogram, where the narrow edge faces onto the public node. This reduces the impact on the public node and creates an efficient plan for the flats. The form has been carefully considered so that the acute and oblique angles give the appearance of a building that is always diminishing, which helps with the visual impact on the surroundings.

The building will be constructed in brick on all floors, with a combination of recessed and projecting balconies. The brick is taken to the uppermost floors, presenting an honest building that is 14 storeys high. The use of inset balconies and other recesses help to break down the appearance of the longer edge of the parallelogram. The termination of the building at the upper floors will express the difference in accommodation between the uppermost two floors (where there are duplex apartments) and the lower floors.

H10 HOTEL - MACCREANOR LAVINGTON

RUBICON HOUSE - PRP

RUBICON HOUSE - PRP

H10 HOTEL - MACCREANOR LAVINGTON

4.8 Sustainability

The development proposes the following sustainable design strategies:

- Sustainable design and construction methods to achieve Code for Sustainable Homes Level 4 for all new homes and BREEAM ‘Very Good’ for all non residential buildings – please see separate report.
- A fabric first approach to the energy strategy. This means enhanced insulation, Y values, and air-tightness for the building fabric - applying “passivhaus principles”.
- The development will use the most viable low carbon technology – a combined heat and power plant (CHP) serving all the new buildings, in combination with roof mounted solar PV’s mounted to flat roof areas above blocks A-E.
- Intensification of development in an area of low flood risk with good public transport links.
- Use of sustainable drainage solutions as part of any redevelopment of the site (including the use of SuDS)
- The scheme has also been designed to allow for the potential future expansion of the plant space to allow for energy provision to both the retained tower blocks, Casterbridge and Snowman, and the Abbey Estate to the south of the site. Subject to the detail design, it would also be possible to allow for any communal plant, with the possibility of forming part of a wider network of linked communal heating networks in the area. The basement of the landmark building houses the energy centre. The energy centre is accessed through the car park and provides servicing for phase 1 and future phases of the masterplan.

4.9 Security and safety

The project team met with Camden’s secured by design officer in November 2012 and May 2013 and acted on their recommendations which are noted in minutes in appendix 8. The proposal complies with the secured by design guidance and actively seeks to create a safer environment in the abbey area.

One area of particular concern is the boundary with the railway line. This area has been looked at in greater detail with the secured by design officer, and the proposal is to provide secure emergency escape doors to the rear of the retail units. This boundary will be a new solid brick wall of 2.4 m in height, and a secure gate matching this height to the abbey road entrance of the site.

4.10 Community facilities, retail and commercial

Phase 1 of the development proposes a supermarket together with two flexible B1/Retail units. Phase 2 proposes a medical centre, community centre and a nursery. Phase 3 proposes predominantly retail with one B1 unit. This retail will be located on the ground floor of the development to activate the street front. The majority of the elevation will be glazing, but brick will frame the frontages to ground the development in phase 1, and make the elevation a cohesive whole.

Phase 3 will raise the brickwork up on pilotis to emphasise the retail use and to distinguish it from the residential use.

Phase 2 will be a similar style of brick and glazing used in phase 1.

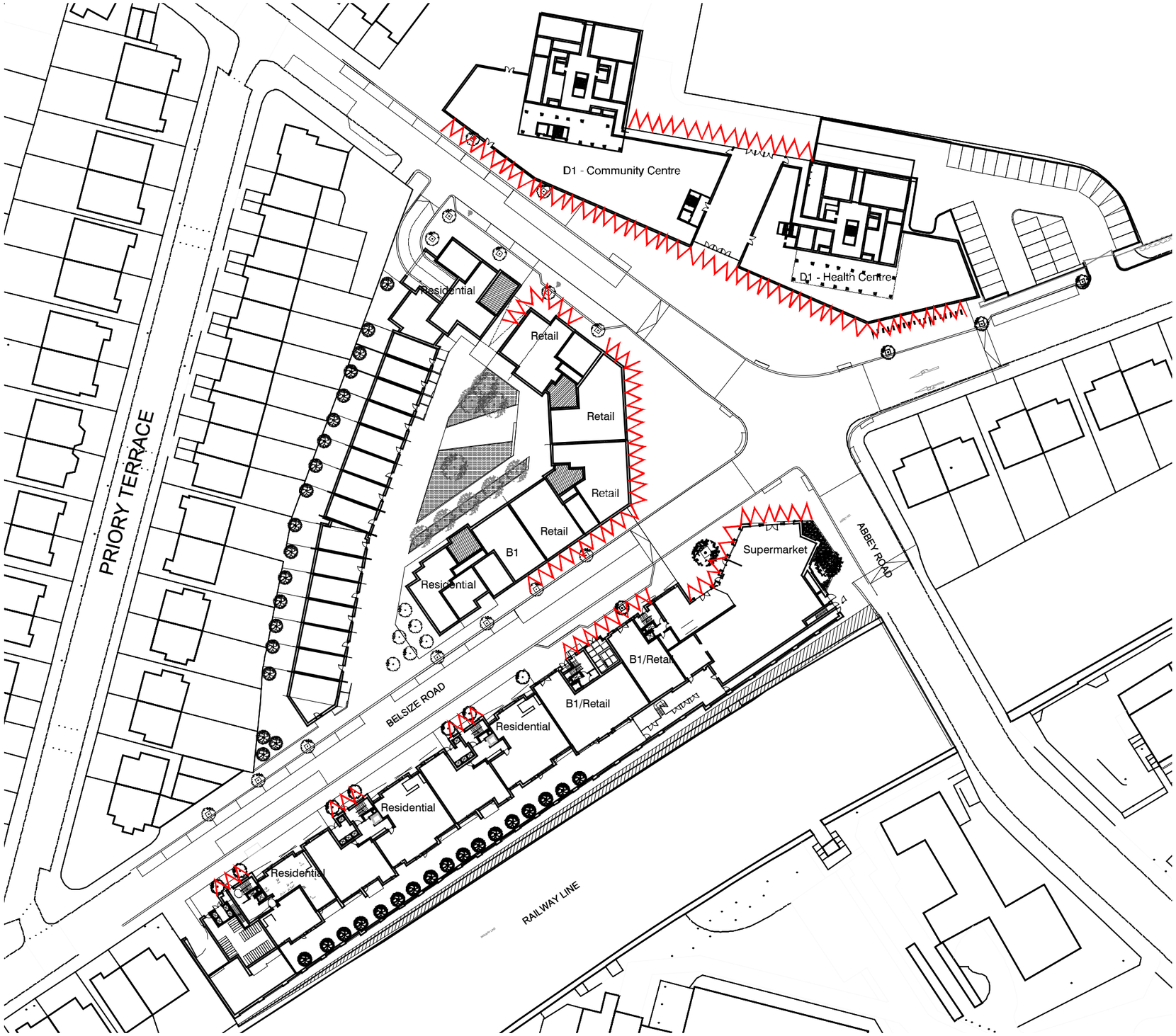
The diagram opposite shows the active frontages across the site which help create a sense of place and activity in the public realm.

4.11 Car parking

The basement for phase 1 accommodates parking for 52 cars – including 10 no. wheelchair spaces (1/ unit), 5 spaces for the health centre (2 possible wheelchair spaces) and 37 standard spaces. Phase 3 has a basement that will accommodate 30 car spaces including 12 no. wheelchair spaces (1/unit), 3 spaces for the community centre and 15 standard spaces.

Refer to the Atkins Transport Assessment for breakdown tables and references to Policy compliance.

40% of the total parking spaces will be electric vehicle charging spaces (EVCP), of this 20% will be active (fitted out at the time of the building) and 20% will be passive (without plugs at the time of building).



ACTIVE FRONTAGES

Proposed surface level parking plan

Pollard Thomas Edwards architects

4.12 Service, refuse and cycle storage

The refuse strategy for the non-residential space and private sale flats will be managed by the concierge (see the refuse strategy for further detail). The non-residential space will be accessed from a lay-by along Belsize Road that sits in front of the non-residential uses. This will be used for dropping off commercial deliveries, collecting refuse and recycling, any other service requirements.

Servicing of plant will take place in the basements of phase 1 and 3, where the floor to ceiling height has been designed to ensure that adequate head room is provided to plant and vehicles. It is anticipated that most replacement plant kit will arrive in reasonable sizes, easy to handle manually and to be assembled within the plant area. A service pit is also provided, but this will only be used in the event of the removal or delivery of large pieces of equipment that are not able to be assembled on site. There will be no on-street parking facilities for users of the retail or commercial space along Belsize Road.

Cycle storage is in the basement of phase 1 and 3, with 84 secure bike spaces available for the private sale accommodation in phase 1. 82 bike spaces are available on the ground floor of phase 1 for affordable rent accommodation – giving a total of 166 bikes spaces for phase 1 of the development. There is also an allowance for a 20 space bicycle hire station. There are 79 bike spaces in the basement of phase 3 and each of the 15 mews houses will have separate storage for two bikes per house, accumulating a total provision of 109.

Abbey Area Phase 1- Refuse Capacity Table based on Camden's Waste Store Requirements (May 2005 version)

12-Sep-13

Schedule of Accommodation

Tenure	Blocks	Flat types (Bedrooms)	Habitable rooms (hr)	Required volume of refuse capacity [m³] per flat	# of flats	Required volume of refuse (# of flats x Required volume of refuse capacity per flat) [m³]	Required volume of refuse capacity per block [m³]	Required volume of refuse capacity per block [m³] for twice weekly collection	# of 1100L Euro Bins provided
Affordable	**A**	1B	2hr	0.2	8	1.6	5.9	3.245	**4**
		2B	3hr	0.25	6	1.5			
		3B	5hr	0.35	8	2.8			
	B	1B	2hr	0.2	9	1.8	6	3.3	**4**
		2B	3hr	0.25	4	1			
		3B	5hr	0.35	8	2.8			
		4B	6hr	0.4	1	0.4			
	C	1B	2hr	0.2	9	1.8	6	3.3	**4**
		2B	3hr	0.25	4	1			
		3B	5hr	0.35	8	2.8			
		4B	6hr	0.4	1	0.4			
Private for Sale*	**D**	1B	2hr	0.2	4	0.8	3.4	Combined Blocks D&E	
		2B	3hr	0.25	9	2.25			
		3B	5hr	0.35	1	0.35			
	E	1B	2hr	0.2	4	0.8	3.4	3.74	**4**
		2B	3hr	0.25	9	2.25			
		3B	5hr	0.35	1	0.35			
	F	1B	2hr	0.2	11	2.2	11.45	Block F only	**6**
		2B	3hr	0.25	33	8.25		6.2975	
		3b	4hr	0.3	1	0.3			
		3B	5hr	0.35	2	0.7			

1.To maximise the usable ground floor frontage along Belsize Road and we have liaised with Camden's Waste Management team on an acceptable strategy to reduce the sizes of the ground floor refuse stores.

2. PTEa has agreed with Camden in principle that if the weekly refuse collection is doubled (from once a week to twice a week) then the refuse store capacity can be halved.
The management are to be made aware of the arrangement and the additional associated costs.

3. PTEa added 10% additional buffer capacity (on the twice weekly collection figures) to each refuse store.

4. All refuse is to be collected by refuse trucks from the Ground floor refuse stores along Belsize Road.

*The refuse strategy for the 'Private for Sale' blocks separates the room where residents deposit their refuse with the area where refuse is collected by the refuse truck.
Residents from these blocks will use the basement floor refuse stores to deposit their refuse.
On collection days, the refuse will be transported from the basement floor refuse store up to the ground floor refuse holding area, via a goods lift operated by the management for collection.
The ground floor refuse holding area will only be used to temporarily "hold" the bins on collection days. There will be enough space to fit the combined 10x 1100L Euro bins in this space.

Access statement

section 5

Pollard Thomas Edwards architects

5.1 Purpose of the access statement

This Access Statement (AS) demonstrates the Applicant's commitment to inclusive design, which essentially refers to a commitment to designing for everybody, including people in wheelchairs, people with mobility, cognitive and sensory impairments, older people and those with young children.

In the last census 20% of respondents claimed to have some form of disability. This figure is likely to increase in the future as the UK population demographics shift increasingly towards an ageing population; there is a strong positive correlation between age and disability. The design of the built environment can have a significant impact on the ability of many disabled people to participate in society. This Application proposal presents an opportunity to design an inclusive area of Camden, considering the needs of vulnerable groups from the outset.

The Transport Assessment produced by Atkins, should be read in conjunction with this AS, which provides a detailed summary of the transport facilities in the vicinity of the site in Section 5.3.

The relevant policy standards and good practice guidance applied to this development are detailed in Section 5.2.

Section 5.3 considers the access and circulation routes through the Application site for all users, including pedestrians, cyclists, cars and emergency and service vehicles.

Section 5.4 details the main inclusive design principles that are applied to the development, in terms of residential design, disabled car parking, public realm, consultation, emergency evacuation and how inclusion will be maintained and managed.

Finally, a summary and conclusions are provided in Section 5.5.

5.2 Policy and guidance

Various documentation exists providing policy, standards and sources of advice for designing inclusive environments. The most relevant documents relating to this application are listed below:

i) London Plan policy 5.2 An inclusive environment

ii) British Standards Institution, BS 8300, Design of buildings and their approaches to meet the needs of disabled people – Code of practice. March 2009

iii) Commission for Architecture and the Built Environment (CABE), The principles of inclusive design (They include you), 2006

iv) London Development Agency (LDA), Inclusive Design Toolkit, 2009

v) Lifetime Homes and wheelchair housing standards

www.lifetimehomes.org.uk

vi) Accessible London: Achieving an Inclusive Environment, GLA (April 2004)

vii) Building Regulations – Part M: 'Access to and Use of Buildings', ODPM (2010);

- access policy, consultation, transport links, inclusive access

viii) Camden Policy DP6: Lifetime Homes and wheelchair housing – including Camden wheelchair housing design brief 2013.

5.2.1 ACCESS SUMMARY

A review of national, regional and local policy has revealed a consistency in policy objectives in providing inclusive, accessible environments for all members of society, in particular the disabled and elderly. The Abbey Area redevelopment proposals are in accordance with these policies, by providing an accessible, convenient and safe environment. At the detailed design stage, the internal layout of buildings will be designed in line with design guidelines and policy, including Lifetime Homes Standards, to ensure people have equal and convenient access to buildings and spaces, without undue effort, separation or special treatment.

5.3 Access and circulation

This section describes the access and circulation routes throughout the proposed scheme for all users, including vehicles, pedestrians, cyclists, servicing and emergency vehicles.

5.3.1 VEHICULAR ACCESS AND ROUTES

The main vehicular access point to the development is taken from Belsize Road. The crossroads formed with Abbey Road is a very busy hub for vehicular traffic. More detail can be found in the transport statement in appendix 2. The proposal will add vehicle access to the underground car parking situated on Belsize Road in Phase 1 and Abbey road in Phase 3.

5.3.2 PEDESTRIAN AND CYCLE ACCESS AND ROUTES

Pedestrians can freely permeate the site via various pedestrian accesses and routes.

There are no separate cycle paths, but there is an allowance for a public bike hire station for 20 bikes.

5.4 Inclusive design principles

This section details the inclusive design principles which have been applied to the development, in line with national, regional and local planning policy and guidance. The overall aim of the scheme in terms of inclusive design is as follows:

"The development will be used safely and easily by as many people as possible, without undue effort, separation or special treatment."

5.4.1 RESIDENTIAL DESIGN

In line with Camden's Policy DP6 and the London Plan it is proposed that the residential development will be built to Lifetime Homes standards. In discussion with the council's Occupational Therapist, it was agreed to provide less than 10% of habitable rooms as wheelchair accessible on the basis of borough needs. Camden's wheelchair housing allocations officer advised of the need for one and four-bed wheelchair flats in the borough, and the current excess provision of two and three-bed wheelchair flats. Hence, the officer requested a high proportion of these one and four-bed units, and so accepts our proposal for two no. four-bed wheelchair flats 6no. one-bed wheelchair flats and 2no. two-bed wheelchair flats in Phase 1.

5.4.2 COMMERCIAL AND RETAIL

All buildings on site, including the proposed B1 commercial space and retail units, will be designed in accordance with BS 8300:2001 and Part M of the Building Regulations and will reflect the intent of the Disability Discrimination Act 1995, to ensure the design of buildings and their approaches meet the needs of disabled people. The buildings will be fully accessible to all.

Additional legislation and guidance which will be adhered to as the basis of design decisions includes the Building Regulations Part B (Fire Safety) and Part K (Protection from falling, collision and impact), BS 5588 – Part 8 (Fire precautions in the design, construction and use of buildings), the Sign Design Guide – A Guide to Inclusive Signage, the Code for Lighting 2001, the Department for Transport Inclusive Mobility and the Disability Rights Commission Codes of Practice. In addition to meeting these standards, the community centre will have a drop-off area for ambulances.

5.4.3 DISABLED CAR PARKING

In phase 1, 10 wheelchair spaces will be provided in the basement, providing one space per unit for disabled residents. In addition to this, there is one disabled on-street parking space which shares a loading bay. In the basement of phase 3 there are 12 wheelchair spaces to provide one space per unit for disabled residents.

In total there will be 82 parking spaces for the whole development, of which 22 are wheelchair accessible.

5.4.4 PUBLIC REALM

All pedestrian areas are designed for ease of use by people with mobility and sensory impairments. Coloured and textured paving will be used to identify pedestrian routes and dropped kerbs and tactile paving will be provided at the appropriate crossing locations. Surface materials would be even and slip resistant.

Footways will consist of a raised pavement and will be provided where dwellings front the highway. All pedestrian footways throughout the development will be wide and well-aligned to enable pedestrians, prams and pushchairs to pass each other freely and without hindrance, in accordance with the London Plan. Gradients will be level or gently sloping throughout in compliance with Lifetime Homes.

Street furniture such as road signage and lampposts will be aligned to minimise obstructions to pedestrian flows and to ensure sufficient footway width for wheelchair users.

Public open spaces, including the play area will be fully accessible for all.

5.4.5 CONSULTATION

The Applicant is committed to a policy of obtaining information and first-hand experience from existing and potential users of the site, and those organisations representing them. Regular consultation has already taken place with the local residents' group and at the construction stage it is anticipated that individual consultation will take place with those nominees of the wheelchair user accessible units and their individual needs met.

Public consultation took place on the following dates:-

27 October 2012 - Public Consultation
8 April 2013- Workshop Group
19 April 2013- Resident Workshop
13 May 2013- Public Exhibition
6 June 2013- Workshop Group

In addition to strategic meetings held with the Working Group made up of representatives of the Abbey Co-op, GP practice and NHS services and the Abbey Community Centre.

5.4.6 MAINTENANCE AND MANAGEMENT

The Applicant recognises the obligations imposed on it by the Disability Discrimination Act 1995 (DDA) and is committed to ensuring that any potential sources of discrimination are addressed in both the physical attributes of the building, its uses and in the management practices and procedures it adopts. Positive actions will be undertaken to maximise accessibility and participation of the site for all users, including residents, visitors and employees.

Clear, legible signage and literature will be provided which details information about the site, its facilities and management practices. A high standard of staff training will be undertaken in disability awareness to ensure the needs of all users are met fully, in terms of the testing and use of specialised equipment such as induction loops and communication equipment.

Structured programmes of review for compliance with legislation related to health and safety and fire precautions will be undertaken, to ensure any issues related to physical barriers, management practices and procedures that may affect accessibility are overcome.

5.5 GLA Feedback

The scheme was presented to the GLA on two occasions, firstly in January and subsequently on the 13th of June and was generally well recieved by the GLA.

Summary of Feedback;

- Reduction of A1 (retail) to provide more B1 (business) floorspace was welcomed by the GLA

- Percentage of affordable housing, split by GEA had increased which was welcomed in terms of strategic planning

- The urban design was welcomed and considered to be well thought out, helping to repair the current urban fabric in the area, and establishing the junction as an important focal point for the community.

- The building to the corner of Abbey road and Belsize road (phase 3) was thought to create a strong built element to the public realm, creating additional public space that would help to articulate the hierachy of the location. The composition of the ground floor with mixed uses of residential, B1 and retail was welcomed as it would ensure the public realm was well activated and overlooked.

- The communal courtyard (phase 3) was supported in principle together with the creation of 15 mews houses to the rear of the site which were thought to create very high quality dual aspect units for the scheme.

- The plans were thought to demonstrate a high quality of accomodation for the scheme, and the core to unit ratio allowed for an increased number of dual aspect units which was welcomed.

- The overall height was accepted and thought to present no strategic concern. The fourteen storey building in phase 1 helped to Landmark the scheme overall and improved the area's overall legibility.

- The architecture of the scheme was welcomed and thought to keep the buildings massing simple and legible. The predominant use of brick reflected the residential character of the street which was also welcomed.

5.6 Summary and conclusions

This Access Statement which forms part of the Design and Access Statement, accompanies the planning application at Abbey Area, London Borough of Camden (LBC), for a residential led development.

The proposals are in accordance with national, regional and local policy policies, by providing an accessible, convenient and safe environment.

Various access points to/from the development have been established for all users, including pedestrians, cyclists, cars and service and emergency vehicles.

The inclusive design principles applied to the proposed scheme include all residential properties to be built to Lifetime Homes standards internally and more than 10% of all parking spaces to be provided for the mobility impaired. The public realm is designed for ease of use by people with mobility and sensory impairments and emergency evacuation plan and staff training would be undertaken to ensure the inclusion is managed and maintained effectively.

In conclusion, the proposal is committed to a policy of equality, inclusion and accessibility in the delivery of its services to all users, in both the physical attributes of the buildings, its uses and the management practices and procedures. Consequently, the redevelopment would achieve access for all, without undue effort, separation or special treatment.

LIFETIME HOMES COMPLIANCE CHECKLIST **ABBEY AREA REGENERATION JULY 2013**

Lifetime Homes (July 2010)		Compliance (All Units)	Comments
1a	'On plot' (non-communal) parking: Where a dwelling has car parking within its individual plot (or title) boundary, at least one parking space length should be capable of enlargement to achieve a minimum width of 3300mm.	n/a	
1b	Communal or shared parking: Where parking is provided by communal or shared bays, spaces with a width of 3300mm should be provided.	✓	
2	Access from Car Parking: The distance from the car parking space to the dwelling entrance should be kept to a minimum and should be level or gently sloping.	✓	
3	Approach to all entrances: The approach to all entrances should be level or gently sloping.	✓	
4	Entrances: All entrances should: a) be illuminated b) have level access over the threshold; and c) have effective clear opening widths and nibs as specified below In addition, main entrances should also: d) have adequate weather protection; and e) have a level external landing	✓	
5	Communal Stairs and Lifts: a) Communal stairs should provide easy access and b) Where homes are reached by a lift, it should be fully accessible.	✓	
6	Doorways and Hallways: The width of the doors and halls should conform to the specifications below: Doorway clear opening width — Corridor/passageway width (mm) minimum 750mm or wider — 900mm (when approach is head-on) 750mm or wider — 1200mm (when approach is not head-on) 775mm or wider — 1050mm (when approach is not head-on) 900mm or wider — 900mm (when approach is not head-on) The clear opening width of the front door should be a minimum 800mm. There should be a 300mm nib to the side of the leading edge of doors at entrance level.	✓	
7	Wheelchair Accessibility: There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere. Where movement between furniture is necessary for essential circulation in Living Rooms a clear width of 750mm between items should be possible. Kitchens should have a clear width of 1200mm between units The main bedroom in a dwelling should be capable of having a clear space, 750mm wide to both sides and the foot of a standard sized double bed.	✓	
8	Living Room: A living space should be provided on the entrance level of every dwelling.	✓	
9	Entrance Level Bedspace: In houses of two or more storeys, there should be space on the entrance level that could be used as a convenient temporary bed-space.	✓	
10	Entrance Level WC and Shower Drainage: There should be: a) A wheelchair accessible entrance level WC, with b) Drainage provision enabling a shower to be fitted in the future.	✓	
11	Bathroom and WC walls: Walls in all bathrooms and WCs should be capable of taking adaptations such as grab rails.	✓	To be detailed in the specification
12	Stair Lift/Through-floor lift: The design should incorporate: a) potential for a stair lift; and, b) a suitably identified space for a through-the-floor lift from the entrance level to a storey containing a main bedroom and accesible bathroom.	✓	
13	Potential for future fitting of hoists: Structure above a main bedroom and bathroom ceilings should be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom.	✓	
14	Bathrooms: An accessible bathroom, providing ease of access, should be provided in every dwelling on the same storey as a main bedroom.	✓	
15	Window Specification: Living room window glazing should begin at 800mm or lower and at least one opening light in each habitable room should be easy to open/operate.	✓	
16	Controls, Fixtures and Fittings: Switches, sockets, ventilation and service controls should be at a height usable by all (ie between 450mm and 1200mm from the floor).	✓	To be detailed in the specification

Crime Impact Statement

section 6

6.1 Purpose of the Crime Impact statement

This section of the DAS will assess the impact of the crime in the surrounding area of the site and wider ward of the redevelopment of the Abbey Road Housing Estate.

The redevelopment of the site enables a number of security improvements, through providing active street frontages to the central urban realm, increasing opportunities for natural surveillance and minimising possibilities for anti-social behaviour to occur. In accordance with Camden's Design SPG (CPG1) this assessment details how any potential impacts of crime and anti-social behaviour resulting from the proposed development have been considered, addressed and where appropriate designed out with regard to Secure by Design principles.

The design has had regard to potential impacts of crime and anti-social behaviour both for potential users of the proposed development and for the surrounding community. These have been identified through analysis of the Police UK Crime Database, pre-application discussions with the London Borough of Camden's Crime Prevention Design Advisor and through a series of public consultation events which are outlined in further detail within the Statement of Community Involvement and the Planning Statement.

6.2 Identification of Issues

The applicant has undertaken the following assessments to identify crime and anti-social behaviour issues at the site and immediately surrounding area:

- Analysis of existing site - security measures incorporated in existing design that have developed over time as a response to perceived and actual threat of crime
- Review of the Police UK Crime Database;
- Pre-application discussions with the London Borough of Camden's Crime Prevention Design Advisor and Design Officers; and
- Series of public consultation events.

Analysis of Existing Site Conditions

Key security measures incorporated into the existing sites and buildings relate to:

- The open lower floors of the car park along Belsize Road are secured through wire netting fencing;
- The rear facade of the car park facing the railway line to the south of the site is also secured through wire netting fencing;
- The wall/fence/hedge around perimeter of Snowman and Casterbridge building lines (circa. 1.5 metres in height);
- Fence around car park south of Belsize Road (circa 1.2 metres in height);
- The car park on the Snowman/Casterbridge estate on Abbey Road which is fenced with control access points required swipe card/code/call button;
- Gated entrances at Emminster/ Hinstock and Snowman/Casterbridge estates;
- Visible and highlighted CCTV cameras on all existing buildings;
- Street lighting and;
- Secured / gated fire escapes and service routes.

Despite these measures, it is considered that there are number of areas within the site exposed to potential criminal activity which could be improved upon. In particular, the interrupted perimeter and inactive areas during late hours such as the car park along Belsize Road. The redevelopment of the site enables a number of security improvements to the fabric of the building envelope, as well as a 24 hour security guard for the residential accommodation.

Crime and Anti-Social Behaviour Profile for Site

From the above analysis of safety and security measures at the existing site, it is evident that there is a perceived fear of crime at the site, which is likely a response to past incidents and the location of the site adjacent to the railway line and convergence of several prime transport routes. Accordingly, the applicant has undertaken a review of the crime and anti-social behaviour profile for the site using the Police UK Crime Database for the site and immediately surrounding area (see Figure 1.1 which identifies the area reviewed).

The site falls within the area covered by the Kilburn Neighbourhood Policing Team. The database sets out that between May 2012 and April 2013 there were 166 incidents of reported crime within the area indicated in Figure 2.1.

The crimes recorded for the area comprised the following:

- Anti-social behaviour – 58;
- Burglary – 14;
- Other crime – 5;
- Other theft – 9;
- Robbery – 3;
- Vehicle crime – 17;
- Violent crime – 30.

6.8% of crimes at the site were classified as anti-social behaviour, vehicle crime and violent crime (66.8% of all crimes). In addition, fourteen instances of burglary were reported.

Figure 1.1: Crime Map for site and immediately surrounding area

In April 2013, there were thirteen crimes reported at the site. The crime in the wider area is shown in Figure 1.2. In proportion to the level of population at the site (at present circa. 1000 residents) and the level of crime in the wider surrounding area the crime levels at the site are not considered high.

Figure 1.2: Crime map for the wider Bloomsbury area (April 2013)

6.3 Feedback from Camden's Crime Prevention Design Advisor

A meeting was held between PTEa and Adam Lindsay, Camden's Crime Prevention Design Advisor, on 28/05/2013.

The following points were raised during the meeting;

Phase 1

1. Security issues with basement.

Solution: Basement entry completely secured and screened so as not to be visible from the street. Gating will be full height and width and be operated on a fob, and self closing. Lighting will be to BS 5489. Fob activation of the lift to gain access and egress from the basement was agreed. Lift lobbies in basement to be fitted with fob entry. Lift use at Basement restricted by fob also. CCTV to be in 24hr operation.

2. Lighting

Solution: Lighting to BS5489

3. Communal and Residential entry doors to PAS24-2012. All external communal doors (including cycle and refuse) to be self-closing, self-locking doors

Solution: All entry doors to accommodation and stores will be designed to PAS 24- 2012

4. Stud partitions between residences and communal corridors to be enhanced by 9mm ply or wire mesh

Solution: The proposal will comply with this

5. Cycle Stores to be segregated into groups where possible. (Simple as a locked chainlink fence)

Solution: Cycle stores have been broken down into individual stores for each core and a separate store at ground level for the non-residential uses.

8. To deal with access and rubbish in ventilation voids, suggested including a grill over void on hydraulic arm

Solution: Voids are now well set-back from the pavement behind defensible planting.

9. All ground floor windows to meet pass 24-2012 (Including railway elevation)

Solution: All ground floor windows will be designed to PAS 24- 2012

10. Audio/video location to be separate from concierge

Solution: The proposal will comply with this

11. If concierge door not a security standard (likely), need communal PAS24 doors to lift cores

Solution: The proposal will comply with this

12. CCTV to be provided in the basement

Solution: The proposal will comply with this

13. Avoid flood lighting as this disrupts CCTV (goal of uniformity of lighting)

Solution: The proposal will comply with this where possible

14. Planting: Should aim for low level kerbs, to deter sitting together with additional planting along long wall at concierge entrance. Landscaping should stay below 1m and above 2m. Landscape area of access hatch on abbey road.

Solution: The proposal will comply with this where possible

15. Confirm national rail requirements for fencing between railway and B1/Retail egress. SBD recommends minimum of 2.4m fence at abbey road

Solution: The proposal will comply with this and have PAS 24 compliant access gates

16. Substantial doors recommended at B1/Retail egress

Solution: The proposal will comply with this

17. Generally, adhere to SBD design guide

Solution: The proposal will comply with this

6.4 Secure by Design Principles

ACCESS AND MOVEMENT	
Have the consequences and nature of all connections been considered?	yes
Do all routes lead to somewhere people want to go? Are all routes necessary?	yes
Do routes provide potential offenders with ready and unnoticed access to potential targets?	yes
Are routes for different users segregated when they could be integrated?	no- all routes integrated
Will pedestrians, cyclists and drivers be able to understand which routes they should use?	yes
Is it easy to understand how to travel through an area?	yes

STRUCTURE	
Have the types of building been selected and designed with security in mind?	yes
Is the layout of the development appropriate for the identified crime risk, as well as to meet wider planning objectives?	yes
Will all uses in an area be compatible and have potential conflicts been thoroughly thought through?	Yes- no conflicts apparent
Does all public space serve a purpose and support an appropriate level of legitimate activity?	yes
Has the remodelling, removal or re-use of buildings and spaces that are vulnerable to crime been considered?	yes
Have the potential benefits for crime prevention of restoring historic environments been considered?	yes

SURVEILLANCE	
Are opportunities for surveillance from the subject and adjacent buildings maximised?	yes
Will those most likely to observe any criminal or anti-social behaviour respond appropriately?	yes
Are both of the above true at all times of the day, week and year?	yes
Have efforts been made to eliminate 'inactive' frontages and corners?	yes
Where appropriate, such as in public buildings, does the design allow for high visibility into the building or site?	yes
Are cars highly visible but secure?	yes- basement parking is screened so as not to be visible from the street and basement is completely secured at all access points by fob access. In addition the basement will be controlled by 24hr CCTV.
Has lighting been a primary consideration in designing out crime?	yes
Is CCTV the best way to solve the particular problem and is it the most effective use of resources?	yes
Is the CCTV part of a wider package of crime prevention measures?	yes
Will the resources be in place to maintain the CCTV system, including staff to monitor and respond to the pictures in future years?	yes

OWNERSHIP	
Will it be clear to users - including potential offenders and capable guardians which space is public, communal, semi private and private?	yes
Are the boundaries between public, communal and private space signified in the most appropriate manner, be it a physical barrier or psychological barrier such as changes in paving, surface texture/ colour, landscaping and signage?	yes
Will the place have an identity of its own?	yes
Will barriers be of a high quality design in their detailing and appropriate to their context?	yes

PHYSICAL PROTECTION	
Have the target hardening principles of secure by design been addressed?	yes
Has the potentially negative visual impact of crime prevention measures been addressed and, where these cannot be ameliorated by good design, have the advantages been weighed against their adverse impacts?	yes

ACTIVITY	
Will as many law abiding people as possible be attracted to use the public realm??	yes
Is there a strategy for encouraging residential population in town centres?	Not applicable
Should the evening economy be nurtured and if so is it diverse and inclusive?	yes
Will what attracts people to the public realm uphold its attractiveness?	yes
Are all uses in an area compatible and have potential conflicts been thoroughly addressed?	yes
Are mixed uses successfully integrated with one another?	yes

MANAGEMENT AND MAINTENANCE	
Has care been taken to create a good quality public realm?	yes
Are appropriate facilities management systems in place? Does the design and layout support these?	yes
Are users, businesses and residents involved in management?	yes

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