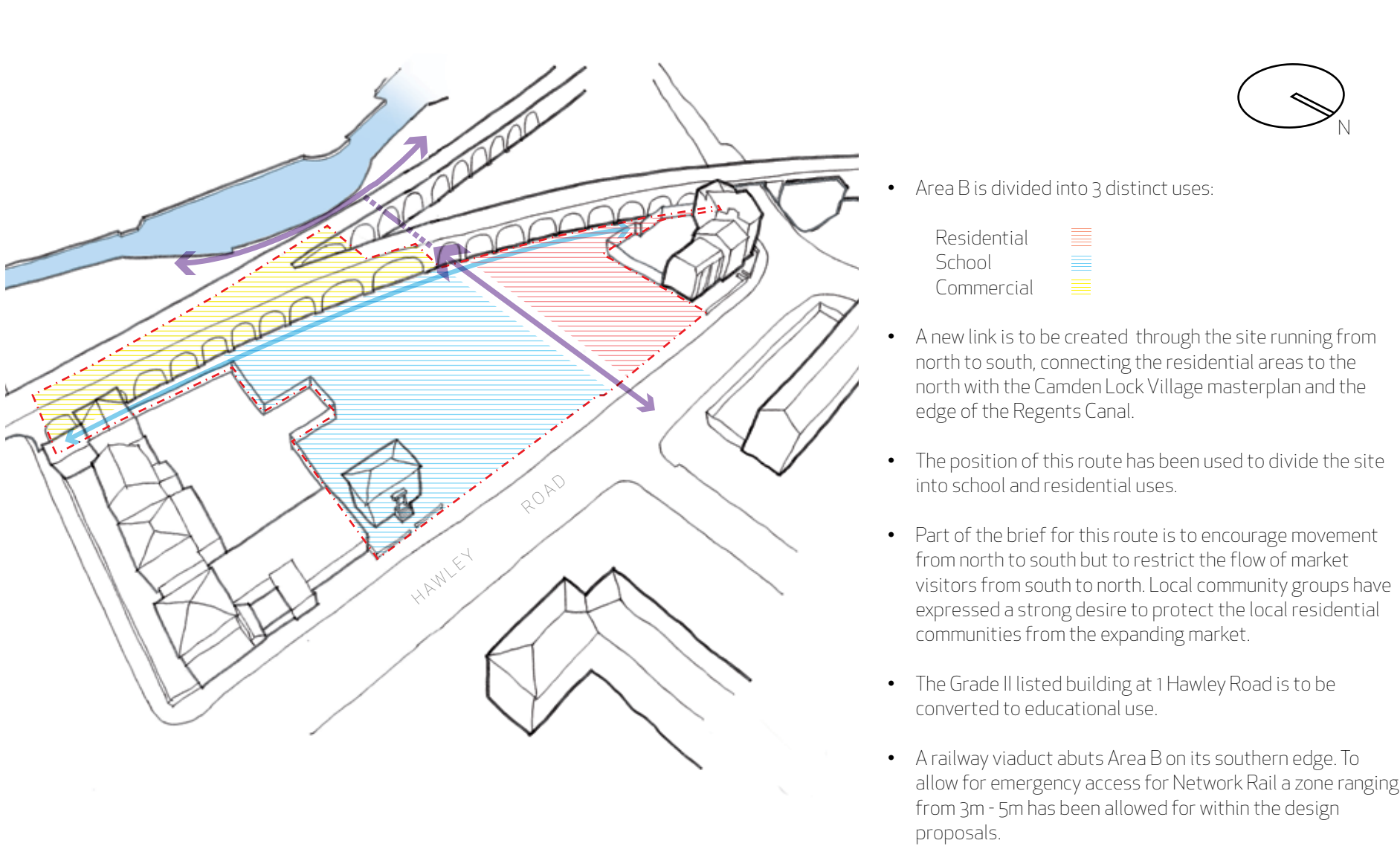


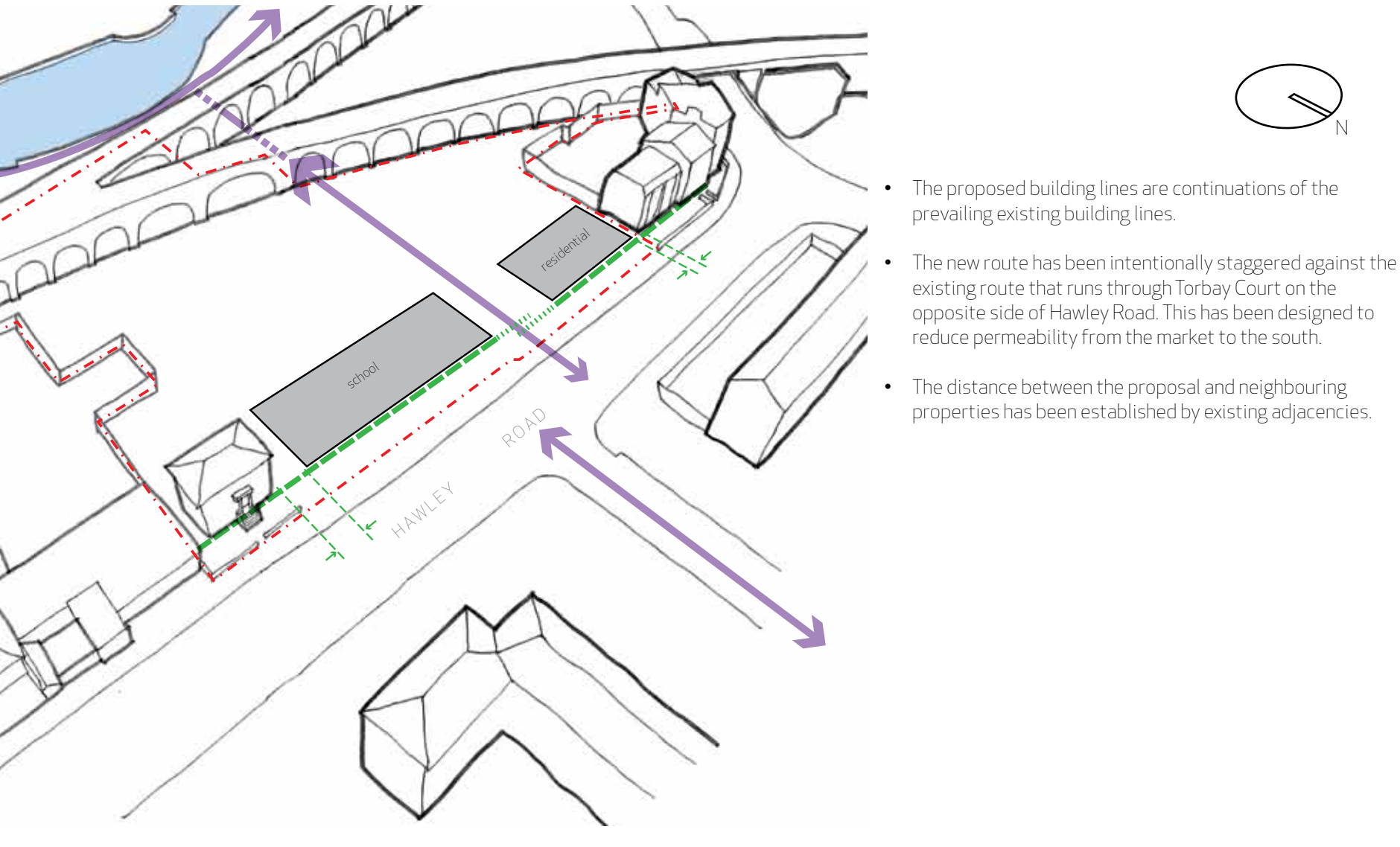
Key Design Moves

01 - Public Route



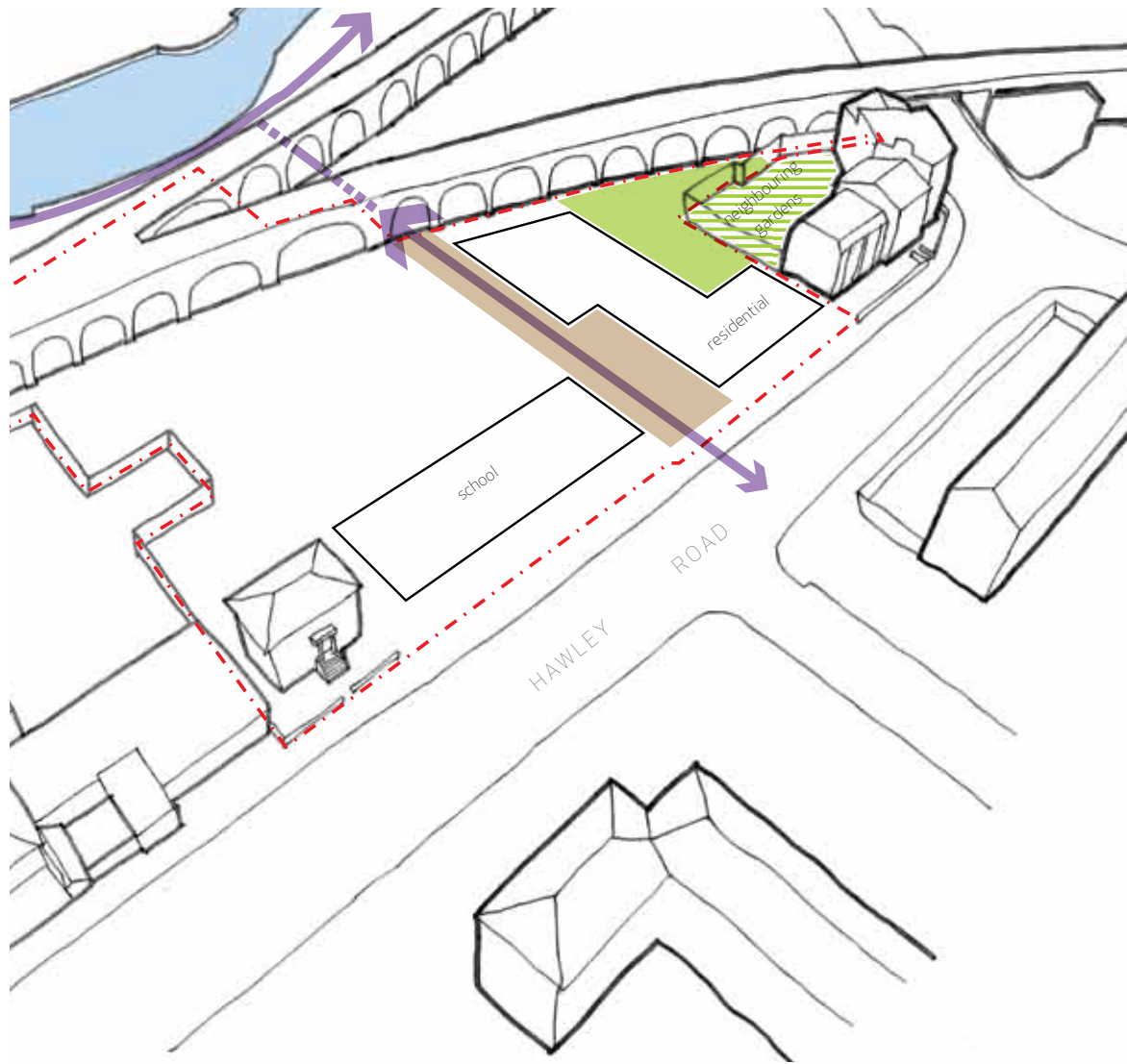
Key Design Moves

02 - Building Lines



Key Design Moves

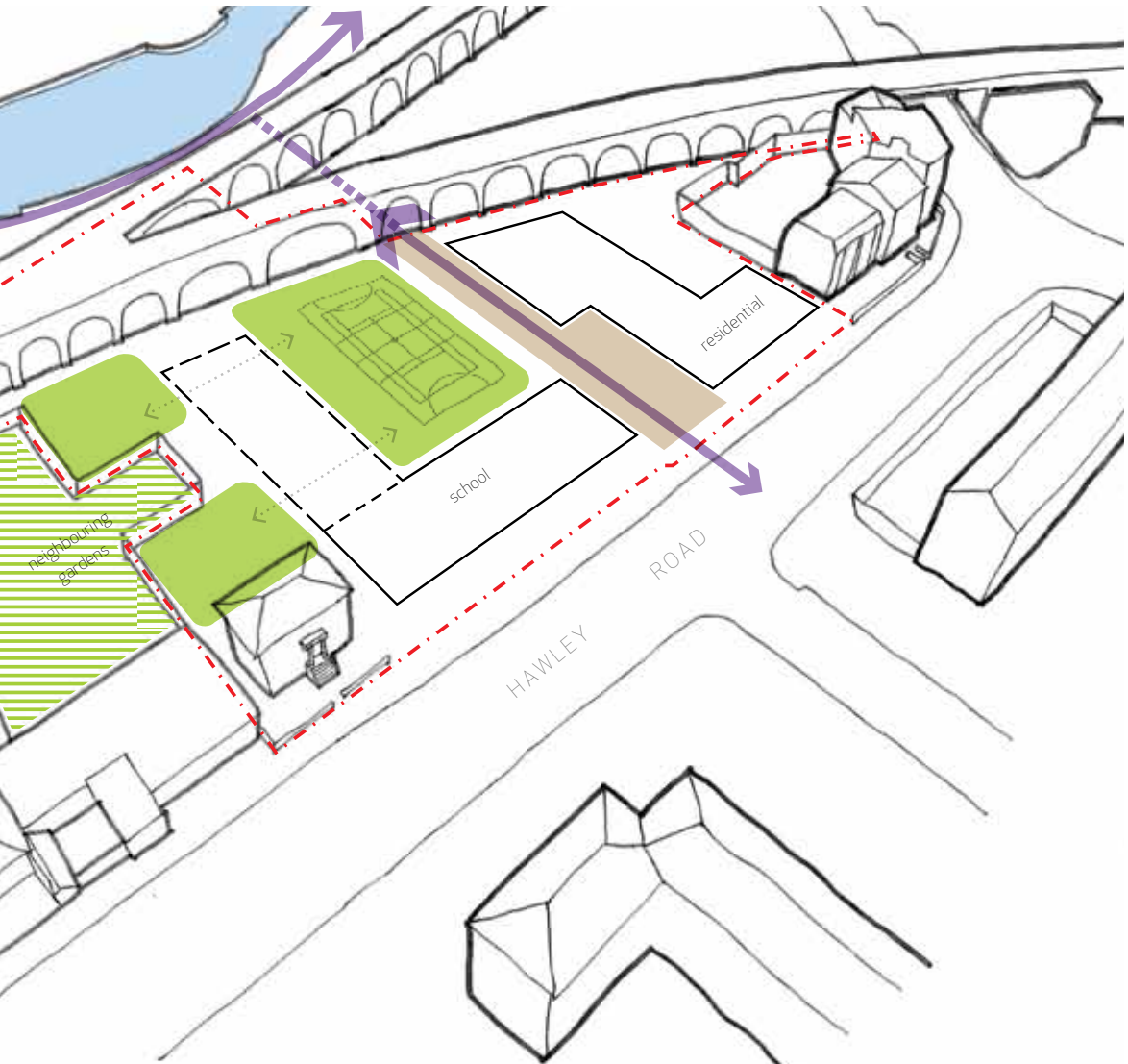
03 - Open Spaces, Residential



- The proposed residential building that faces Hawley Road is extended back through the depth of the site in an 'L' plan.
- Two types of open space are created by this move
 - public courtyard & pedestrian route
 - communal private garden for use by residents of Area B
- A small public square addresses Hawley Road and signifies entrance to the pedestrian route.
- The proposed communal private garden is located to the southwest of the main building mass and adjacent to existing neighbouring gardens providing a degree of privacy and direct sunlight.

Key Design Moves

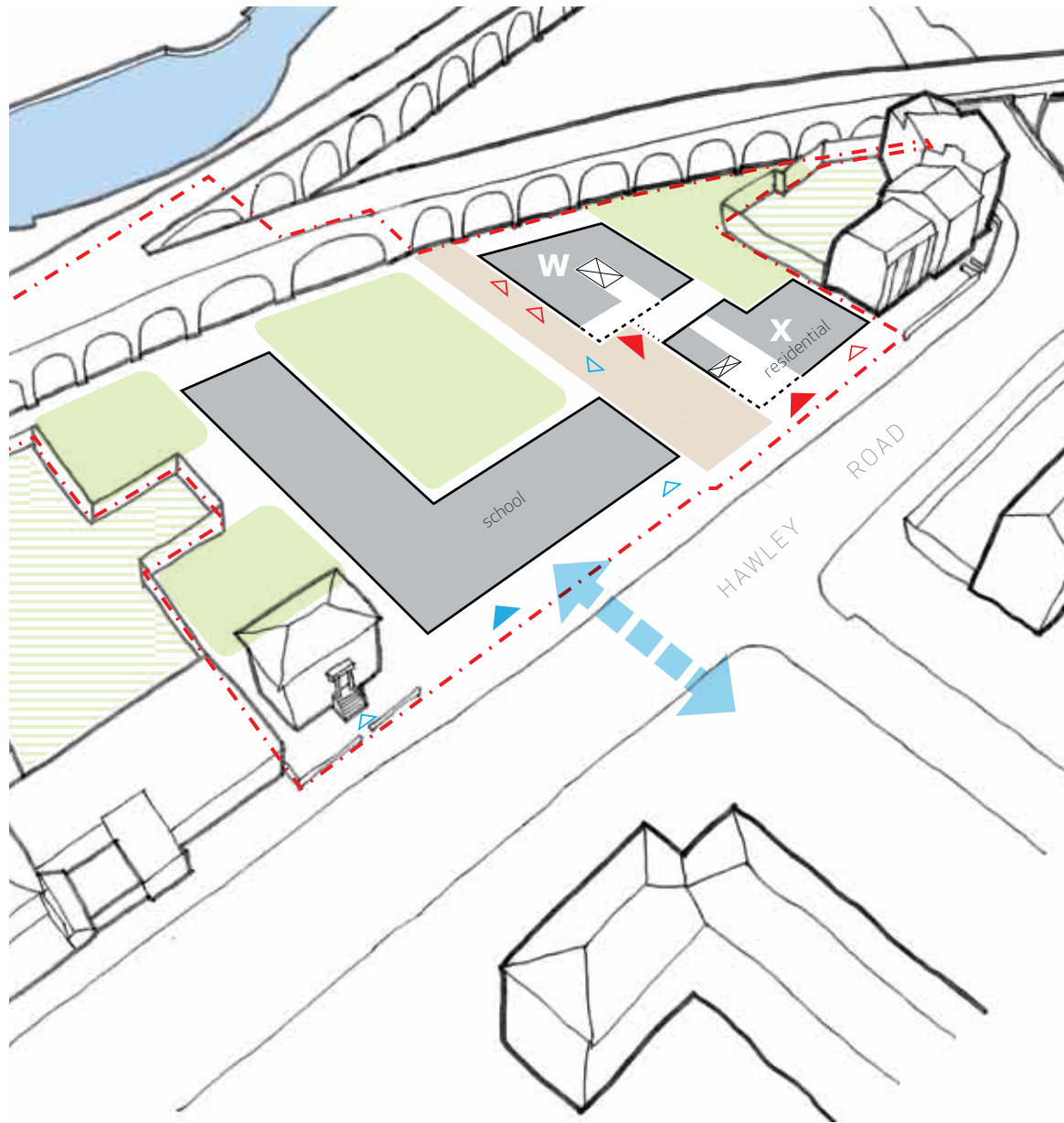
04 - Open Spaces, School



- The school building is also extended back into the depth of the site creating a second 'L' plan.
 - The school building divides the site area of the school in two. The exact location of the dividing block is flexible as illustrated by the dotted arrows. This flexibility ensures that the size of different types of amenity space can be defined through more detailed brief development.
 - The siting of this block must allow for a MUGA (multi use games area) to be located within the site boundary while minimising overlooking from the adjacent residential properties (existing and proposed).
- public courtyard & pedestrian route
 - school amenity area

Key Design Moves

05 - Access and Entrance



Residential

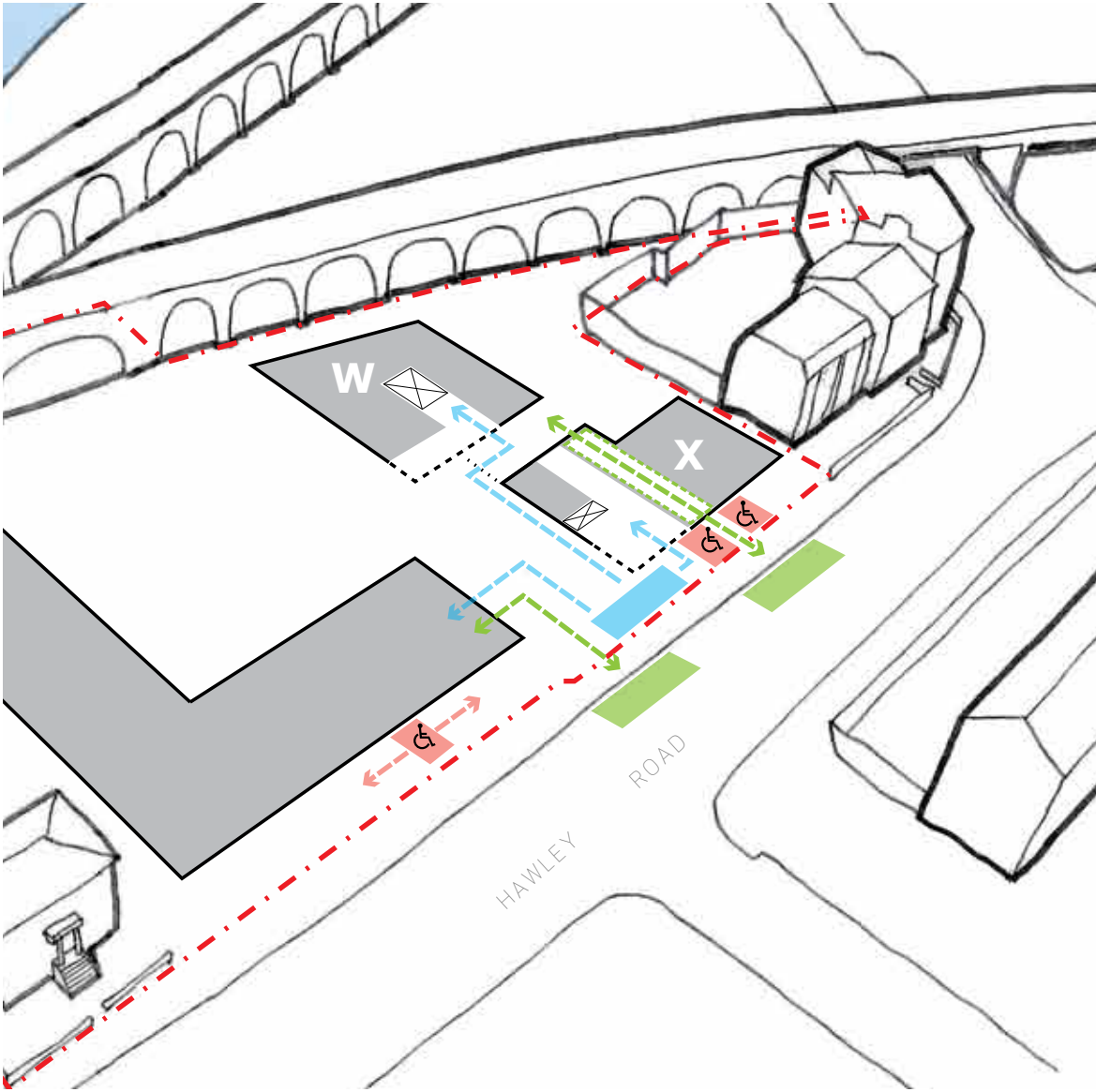
- Access is granted to the communal private garden through a double height external entrance area that also links directly into the vertical circulation for both residential buildings.
- An entrance and reception area for building X is located on Hawley Road.
- Ground floor units are accessed directly through individual front doors providing an active frontage to all public areas of the proposal.

School

- The primary entrance to the School building is adjacent to the listed building.
- The strip of land between Hawley Road and the school building is used to provide security and protection to the school entrance as well as acting as an external lobby to control the flow of children onto the busy street.
- Further entrances to the school buildings and grounds are located along Hawley Road and on the pedestrian route giving further levels of activity to the public routes and spaces.
- A pedestrian crossing relating to the school entrance on Hawley Road will be considered through further consultation with LBC. The location and design of this crossing does not form part of this application.

Key Design Moves

06 - Vehicular Access



- In order that Area B can be completely car free (with the exception of emergency vehicles), a number of strategies have been adopted through consultation with LBC.
- Vehicular access for residential and school uses has been consolidated within Area B. This means that the site area used for vehicular access is kept to a minimum and that the main pupil entrance to the school building is kept apart from any vehicular movement.

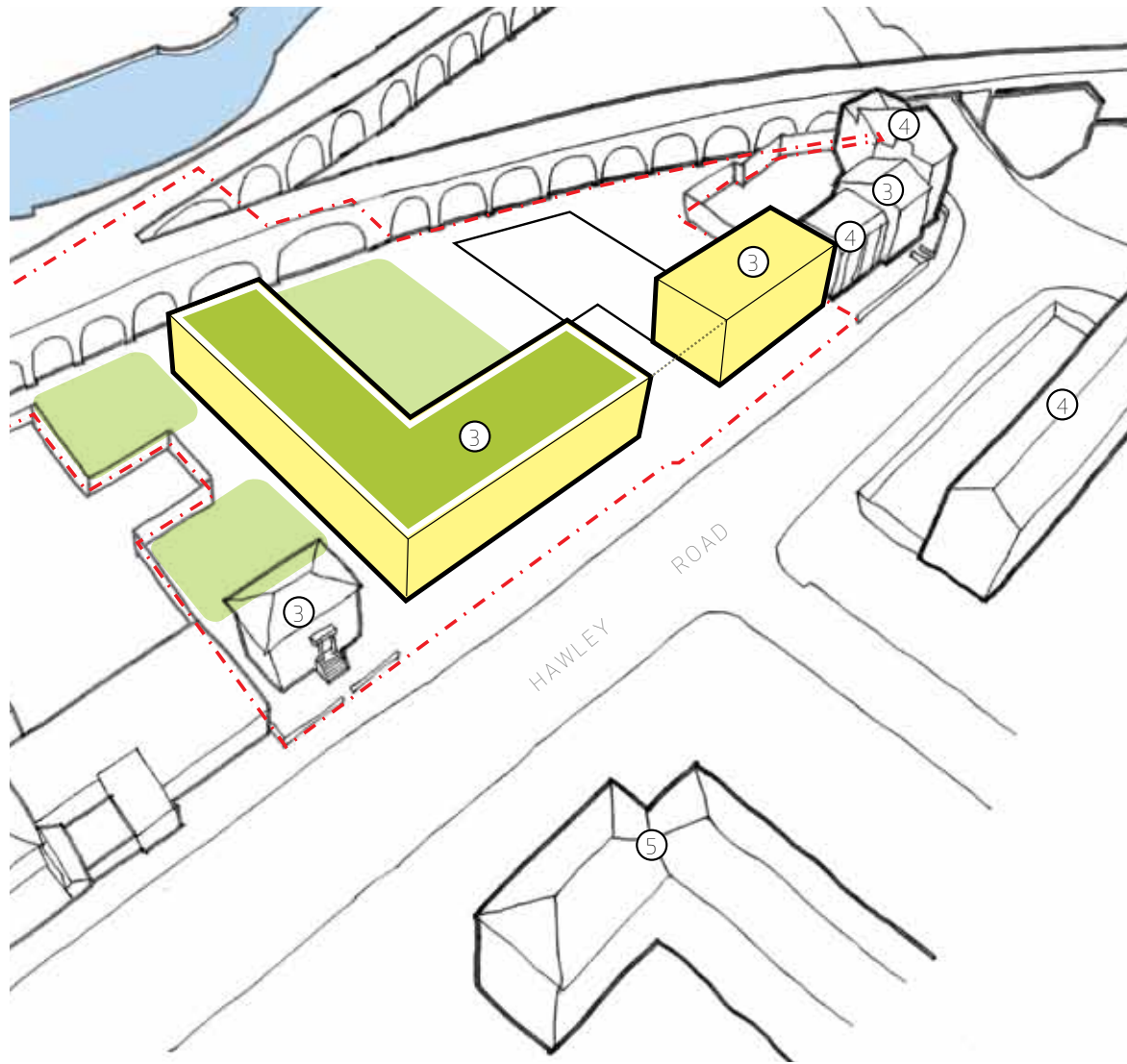
A delivery bay to serve both residential and school uses has been provided adjacent to the pedestrian route. This allows for rigid delivery vehicles up to 10m in length to park off the street without entering the depth of the site.

Disabled parking bays have been located within the curtilage of the site. Due to the distance between building line and site boundary they can be accommodated 'off-street' without taking cars into the site.

Refuse vehicles will park on street to serve both residential and school buildings. A common bin store for the residential buildings runs through the depth of the block X. It is positioned to allow residents to deposit refuse from the entrance courts while allowing the refuse truck to park on street for collection.

Key Design Moves

07 - Massing 1: Street Datum and Rooftop Playspace

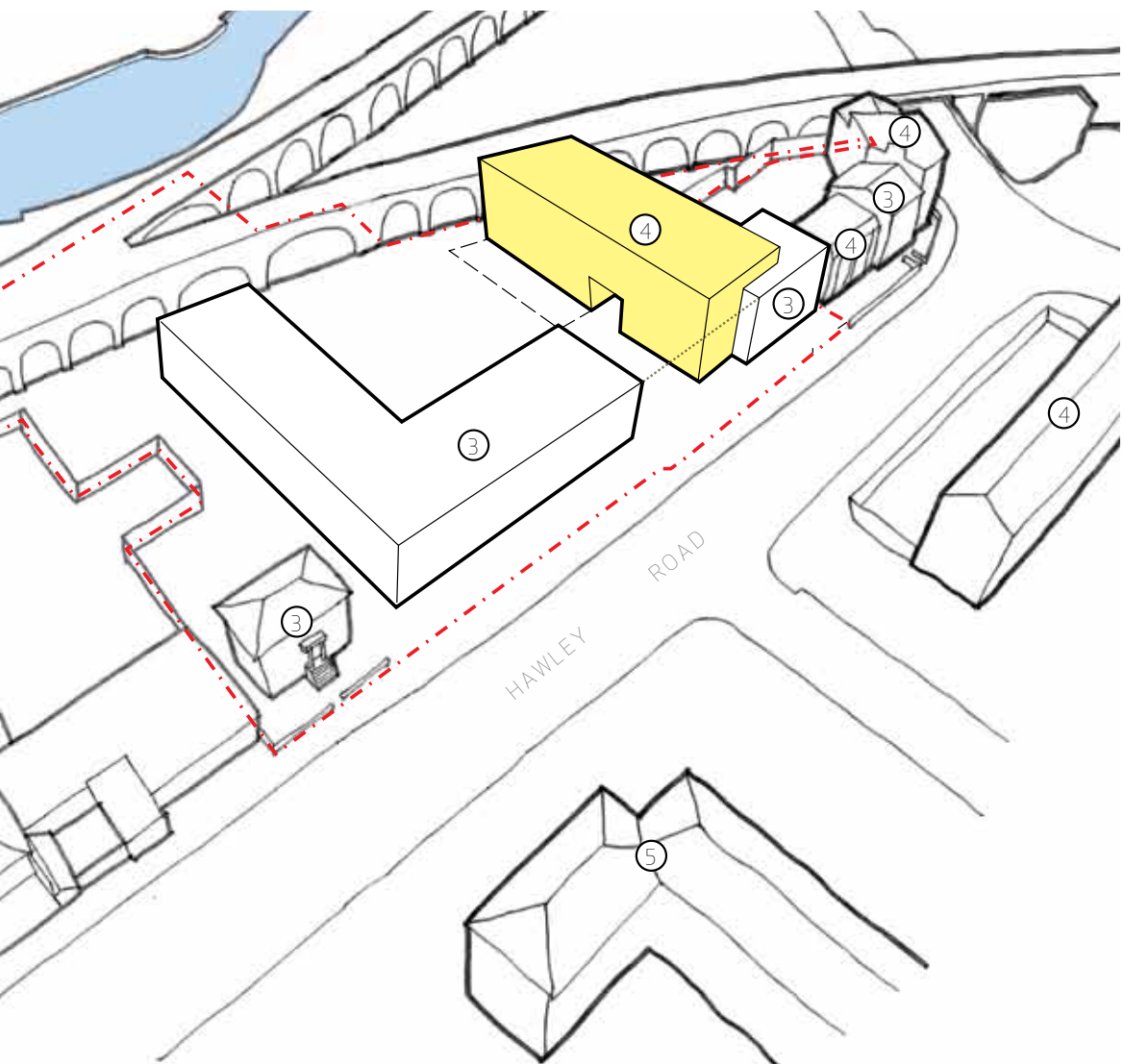


- The prevailing building heights on the south side of Hawley Road are used to establish a datum for the proposed buildings that address the street.
- The proposed school building is 2 storeys in height, with an additional enclosure for rooftop playspace that will be up to 1 storey in height giving the overall appearance of a 3 storey building

Ⓝ = number of storeys

Key Design Moves

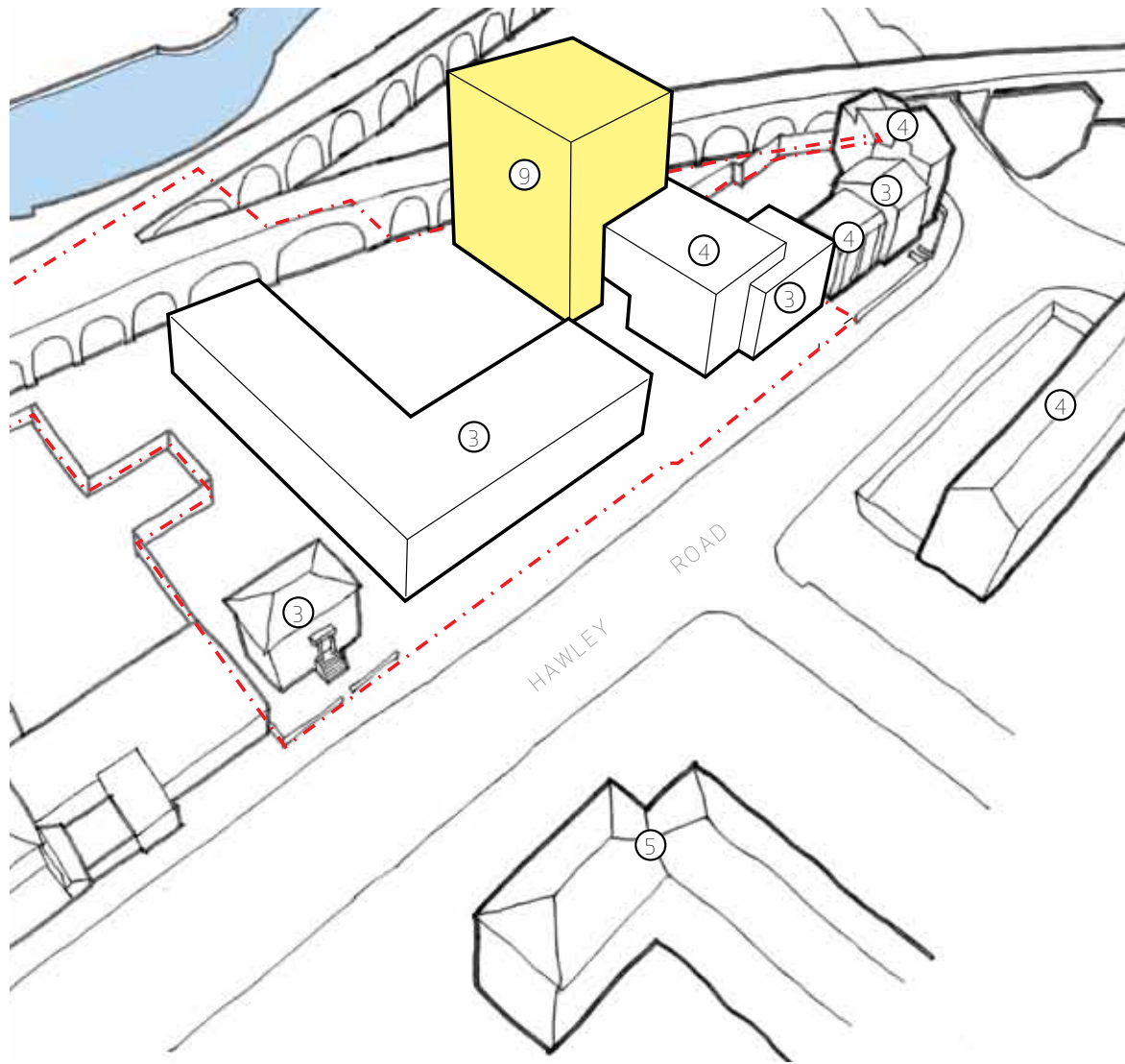
08 - Massing 2: Entrance



- A second mass is introduced to the residential building that steps back from the street edge and steps up in height to 4 storeys.
- This tiered massing signposts entrance to the residential component of Area B and the larger masterplan beyond .
- The set back mass also provides setting for the new entrance square located off Hawley Road.

Key Design Moves

09 - Massing 3: Height

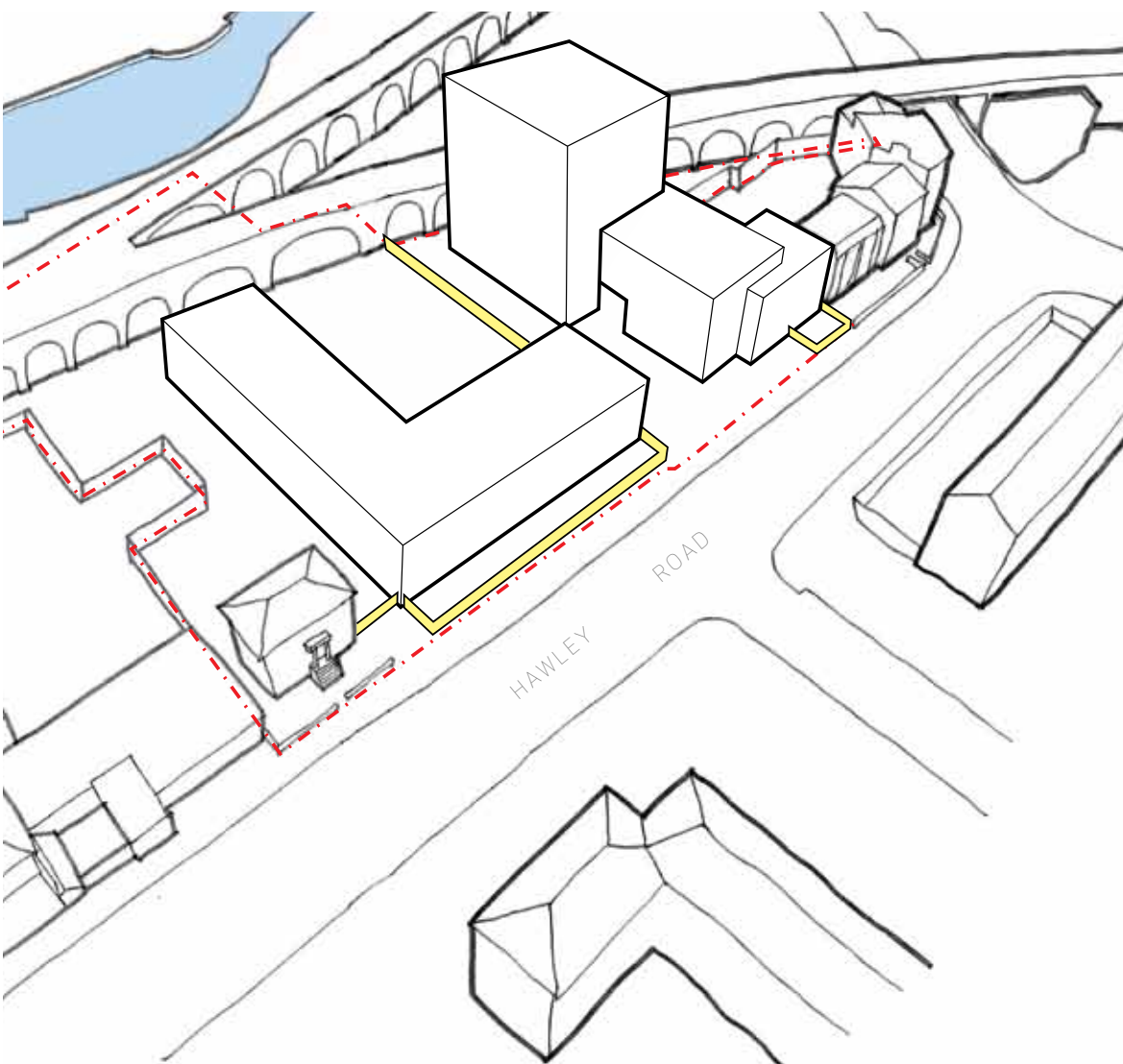


- Area B provides the connection between the quiet residential North and the bustle and scale of Camden Town to the south. This presents an opportunity to engage in the dialogue between these two distinct architectural characters.
- At a depth of approximately 20m from Hawley Road, the residential building steps up in height again to 9 storeys. This more dramatic jump is designed to act as a gateway into the masterplan beyond and to continue the tiered massing that rises in height as it recedes from Hawley Road.
- The increased height mirrors the height of Torbay Court, located off Hawley Road to the North, while step up in scale also responds to the rest of the masterplan.
- Locating this extra height adjacent to the most open part of the school grounds means that issues of internal daylighting and overlooking are minimised.

Ⓝ = number of storeys

Key Design Moves

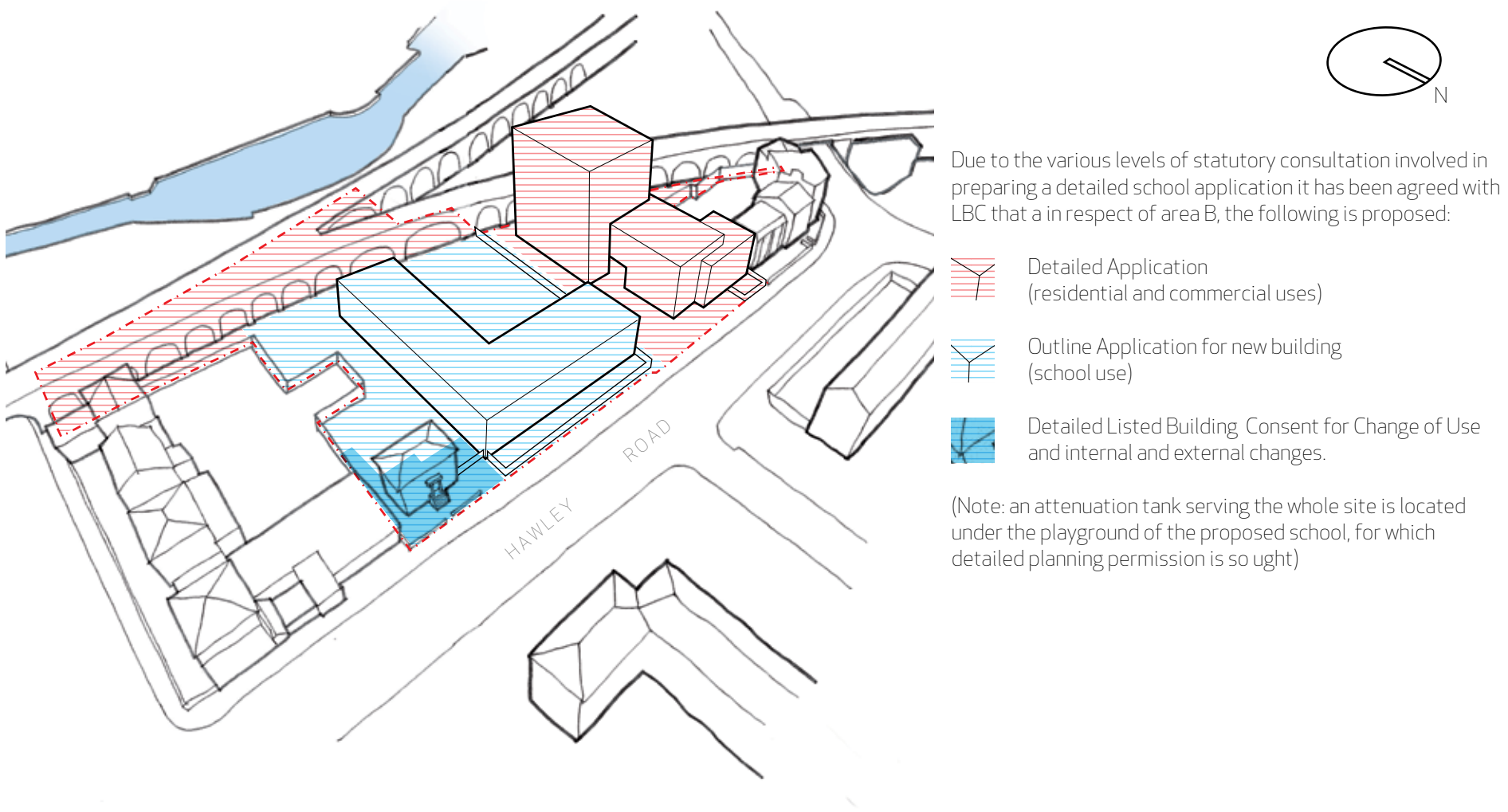
10 - Garden Walls



- The language of garden walls is reinstated to Hawley Road. The walls are designed to provide a buffer zone to both residential and school building while connecting to the scale and character of the residential context
- The school wall is extended back into the depth of the site along the pedestrian route to help manage the relationship between the residential properties, pedestrian route and school grounds.

Key Design Moves

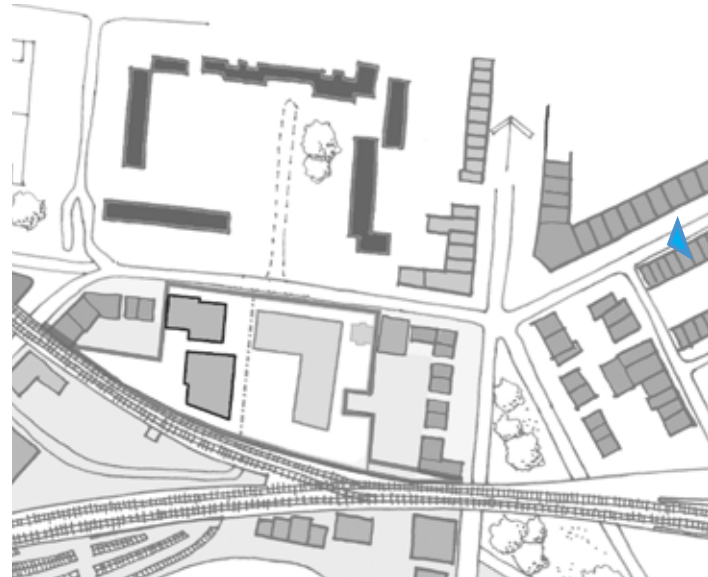
11 - Detail and Outline





Verified View no 07

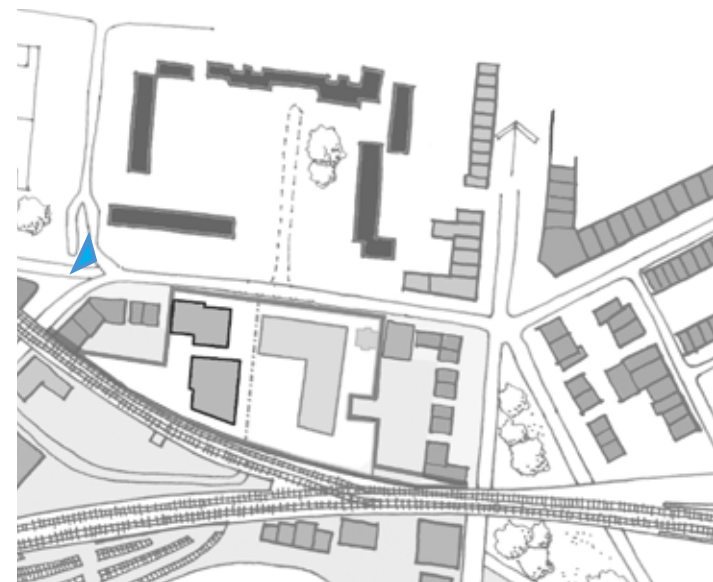
From Jeffrey Street looking south west





Verified View no 11

From the corner of Hawley Road and
Castlehaven Road looking east





Verified View no 12

From the corner of Hawley Road and
Kentish Town Road looking west



Scheme Description

Area B

Area B is split into two halves by a new pedestrian route leading to the Regents canal to the south.

The western half accommodates two residential buildings (W and X) that interlock to form an L- shape, lining the two public edges of the site. A new courtyard is created signalling the junction of the pedestrian route and Hawley Rd as well as the entrances to the new residential buildings. The land to the west of the blocks is to be used by the residents as shared private gardens, overlooked by the residential properties.

The eastern half of area B accommodates the school and its playgrounds. One building (S1) continues the prevailing building line along Hawley Rd to the north, while another building (S2) projects to the south of the first to form another L-shape composition that divides the school site into playgrounds of different sizes. The listed building at no.1 Hawley Rd sits within the school site and will be refurbished and converted for school use, (subject to a listed building application).

A 5m wide strip adjacent to the railway viaduct on the southern edge of the site allows for access by Network Rail. This area is incorporated into the shared gardens of the residential blocks, the school playground, and further to the east is used for access to the light industrial units located within the railway arches. One of the railway arches is left open to provide turning for vehicular access with a further arch incorporating a public cycle store. For more information on the proposals for the arches that are located within the boundary of area B please refer to the end of this chapter.

