

#### Access and movement

The safety of existing and future residents and employees is paramount to the success of this proposal. The proposed routes and spaces have been designed to enable natural surveillance.

The crime impact study has been prepared after consultation with Camden's Crime Prevention Design Advisor.

#### Hawley Wharf Development Area

Historically the Hawley Wharf area has been a focal point for street crime and anti-social behaviour in Camden Town. A new development would logically face the same issues.

Criminal activity includes:

- Robbery
- Burglary
- Drug dealingVehicle crime
- Criminal damage

Anti social behaviour includes:

- Drunkenness
- Street drinking
- Drug taking
- Public urination and defecation

In acknowledgement of the many challenges of managing the site, the applicant has employed Broadgate Estates. They have been employed to write a management and security plan that will be submitted with the planning application.

#### Existing security

Currently Area A is patrolled by a security team employed by the applicant. CCTV is also employed in parts of the site.

## Proposed security: Access and movement

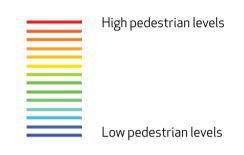
Space Syntax have been involved in the project from the concept stage, designing the routes and the spaces.

The key principles are:

- The routes have been designed to link into the existing street network.
- The routes have been designed so that they are easy to understand, with clear lines of sight within the site and connecting to the existing street.

The team has also agreed a strategy regarding the closure of streets at night. The applicant has have attempted to balance the desire for permeability across the site with the safety of people using these routes.

The diagram below shows the Space Syntax analysis, including how many people will be using each of the routes, and demonstrates medium to high levels of pedestrians.





Space Syntax diagram

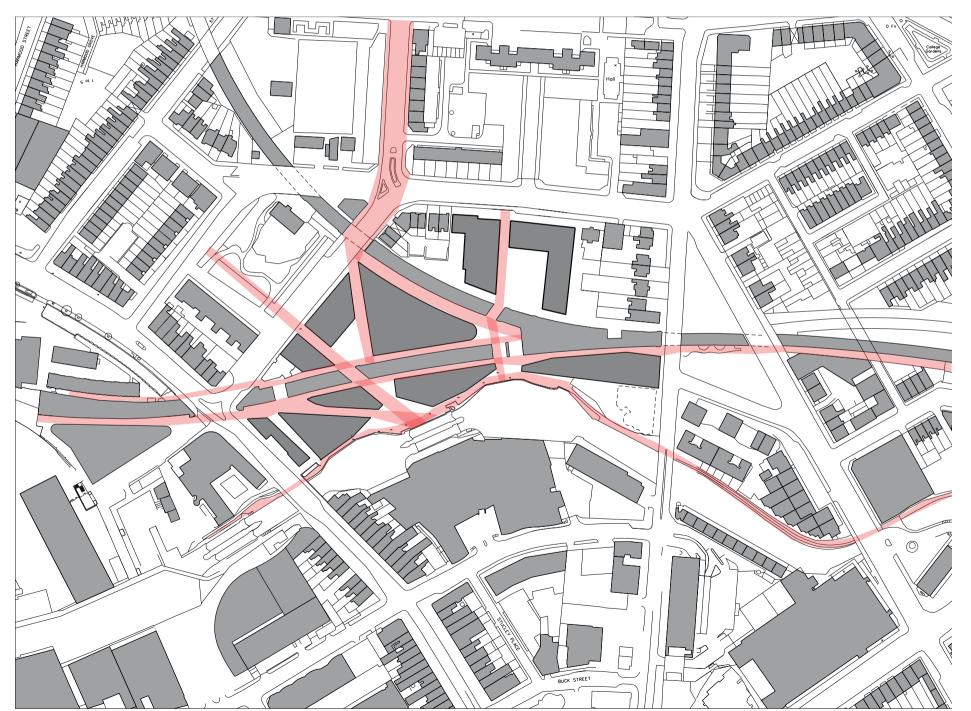


Diagram showing how the proposed routes link into the existing street network

## Activity and night time route closure

One of the key principles of the masterplan is to provide clear routes and spaces. These benefit from the surveillance offered by the adjacent residential and office spaces.

The route through in Area B has been designed to ensure that it is overlooked by residential properties at ground and first

In Areas C and D the ground floor will have active facades during the day and will be overlooked by residential units at night. In addition, the private amenity space is also overlooked.

The mixed use nature of the development extends the active life of the building, ensuring the site is in use 24 hours a day, seven days a week.

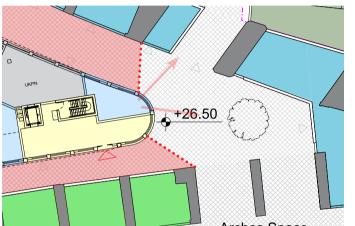
The night time route closure strategy closes down a number of routes between the viaduct and the buildings, but keeps open most of the larger routes through the site.

One of the key routes, the canal towpath, is outside the site

Part of the strategy is to ensure there are no dead ends and, in terms of people using the towpath, that they have an alternative route. Haven Street provides this alternative route; it also is a public right of way and should remain open at all times.

By closing down most of the routes, the proposal concentrates the number of people on the remaining routes. More activity on these routes means less chance of anti-social behaviour.

The proposed gates will be a minimum of 2.4 metres high and designed to be difficult to climb over and vandalise.



The proposed management office is located opposite the Arches space. The manned security will have easy access into this area and a good line of sight discouraging anti social behaviour in this

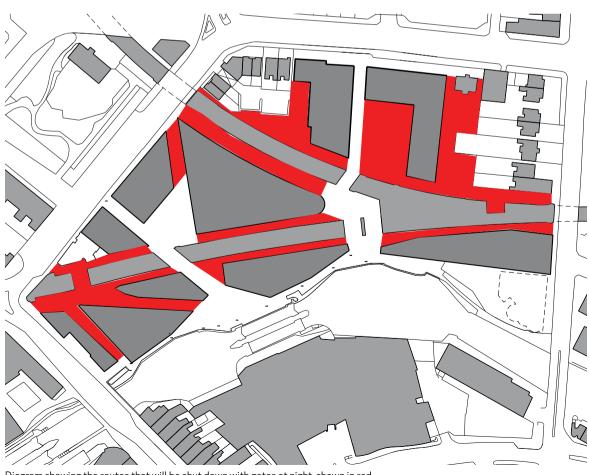


Diagram showing the routes that will be shut down with gates at night, shown in red.

### Structure

The masterplan has been designed to avoid crime generators such as recessed doorways, deep service areas, dead space or The external areas will be illuminated and designed to BS areas of access to the rear of buildings.

Area B has recessed doorways in some instances to provide a • Footpaths canopy for the residents. This was discussed with the crime prevention officer, who did not object to recessed doorways 800mm deep.

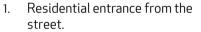
Existing structures within the area such as the railway arches, 
It is proposed that the ground floor of each of the buildings where it is the intention to keep them open, will be kept straight, uncluttered, well lit and have walls treated to prevent behaviour by ensuring that the areas around the facade are graffiti.

5489. Areas that require external lighting are:

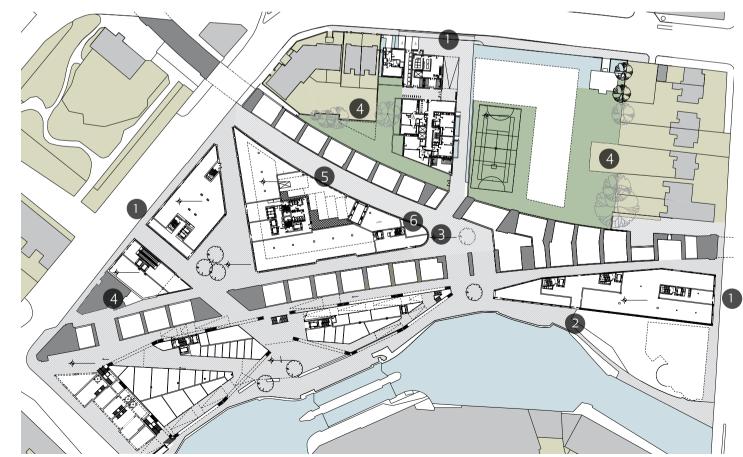
- Main site accesses
- Disabled carparks
- Main entrance gates and doors

will be illuminated at night. This will also discourage anti-social well lit.

At ground floor most of the space is not private but public. The area will have a physical security presence in the form of security patrols, to ensure the spaces remain safe and secure for the general public.



- 2. Residential entrance from the pedestrian route (gated at night) and towpath.
- Residential entrance from arches space. Residents can also gain access to their units from the entrance on the community
- . Neighbouring structures providing perimeter protection.
- 5. Vehicle access points (loading bays and car lifts). Impactresistant gates rated to BS PAS
- 6. Proposed security office.



## Surveillance and ownership

All of the residential entrances will be clearly signed and well

Although the spaces at ground floor are not private, they are designed in such away that they are overlooked by the residential, commercial and retail units. It is proposed that this • Digital recording. will promote a sense of ownership, respect, territorial responsibility and community. However, well-designed security • Ability to link and share with external links. features will be in place.

The landscape will be simple and well designed, and the proposed open spaces will increase the natural surveillance of the public realm.

Good maintenance, appropriate lighting and general improvement of the public areas will make the space far more These issues will be address with the following: "liveable" than the public areas that currently exist on site, for example Leybourne Road.

It is envisaged that the commercial areas will have manned reception desks.

Main entrance doors will be fitted with an audio visual verification access control system, with electronic lock release and entry phones linked to the flats

The access control system will also cover the internal circulation areas, for example a door entry systems will be provided on landings

Front entrance door sets will be certified to meet BSPAS 24:2007 and fitted with appropriate SDB certificated locking systems

Flat entrance door sets served off a shared corridor or stairway will be certificated to meet BS PAS 24:2007 and fitted with appropriate SBD certificated locking systems.

Windows at ground floor level will be certificated to meet BS 7950: 1997.

All windows will be fit for purpose and will be certified to the relevant material standard.

\*There should be extensive estate CCTV requirements, summarised as follows:

- Number plate and facial recognition.
- Mixture of fully functional moving and fixed cameras.
- High quality low light ability.
- Archiving facility and storage.

There are a number of active and passive management activities that could be used to prevent problems, such as:

- Opportunity for sheltering rough sleepers.
- Location for unsociable activities.
- Cover for crime.

- CCTV coverage and monitoring.
- Regular security patrols.
- Activated lights or motion-activated audible alarms which go off when people enter a doorway.

(\*Text edited from Camden Lock Village Estate Management





Main entrance doors will be fitted with an audio visual verification access control system, with electronic lock release and entry phone linked to the flats.

# Physical protection, management and maintenance

\*Currently Area A is patrolled by manned security. It is envisaged that security will form a major part of the external and internal area management. The masterplan faces a number of challenges, particularly the high number of visitors expected and the problems that the area already faces from anti-social behaviour.

The security will be present during the day, evening and at night. Security will act as a deterrent and a presence to make users of the estate feel safe.

We are proposing a security manager and a security office facing the arches space. The loading bay will also be managed when in operation. When not in operation the loading bay will be closed off with a screen door.

The strategy would be a soft presence during the day, with staff wearing Camden Lock Village branded clothing. In the evening a more visible presence will be employed, with security staff wearing a more formal security uniform and high visibility jackets.

Discussions will need to be held with local policing representatives to establish whether there is a need for floor space to be allocated for use by a policing unit, or whether financial contributions need to be made for additional policing resources.

(\* Text edited from Camden Lock Village Estate Management plan)



