

6.0 Description of the Submitted Design

6.3 - Urban Design

The building form has grown out of our interpretation of the programmatic requirements of the brief and how that relates to the site context.

The existing site when viewed from St Pancras Way steps down from an 8 storey neighbouring building to the North to a three storey building to the South. However with 6 storey developments further to the South, the southern neighbour already seems to be quite low in scale relative to its surroundings. That said, we have addressed this street elevation by meeting the 8 storey neighbour, rising up in the middle of the site to the maximum at the centre, and stepping down again to address the lower elements to the South. This is all in accordance with planning guidance received at the first pre-application meeting with Camden Council.

The proposals are formed from three similar but distinct blocks that step back along the site from South to North. The Northernmost block is in the shape of a T, with a lower tail stepping back out to the street to offer a continuation of the building line rhythm and to contain the plaza on the deck.

The deck forms the roof of the Builders Merchants that also steps back slightly from the site edge as the road curves, in order to break up its overall form.

The outline form and mass has been arrived at through discussions with Camden Council and offers an interesting and contextual response to the site that respects the immediate urban fabric and introduces a distinctive and expressive composition.



Fig - 6.3.2 - View from Goldington Square



Fig - 6.3.3 - View from St Pancras Way Looking South



Fig - 6.4.1 - View of the Site from St Pancras Way Looking North Towards Block A

6.0 Description of the Submitted Design

6.4 - Critical Views and Public Realm Impact

Officers' advice has consistently been that a building of this height should be acceptable if well designed. We have kept this as a guiding principle when developing the design and we will show in this section how a building of this height will appear in the wider public realm.

The Local Authority indicated important views towards the site from Regents Canal and Goldington Square, which should be considered in terms of the impact of our proposals. We also identified a view from Royal College Street between the listed terrace and the Royal Veterinary College. A further assessment was requested by the design officer, to show how the building would appear from further North up St Pancras Way.

The photomontages show how the building would be viewed from these locations. The ten storey high development sits on a site that was once the River Fleet, and so is lower than the surrounding area. It therefore appears lower than 10 storeys from the wider public realm, and we feel that in the context of a highly developed urban area, sits comfortably in the urban fabric around.



Fig - 6.4.1 - View from St Pancras Way Looking South

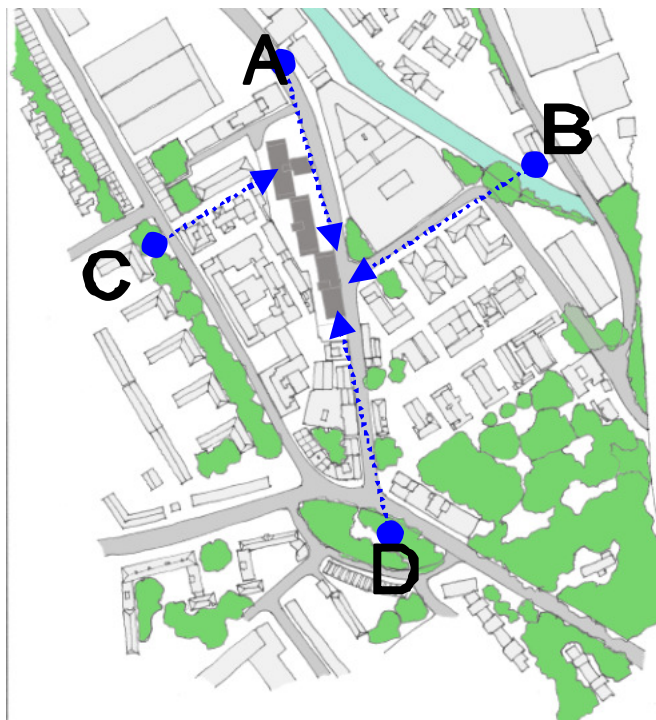


Fig - 6.4.2 - View from Regents Canal

Swap for Updated Images



Fig - 6.4.3 - View from Royal College Street



Light colour indicates new approved development nearby



Fig - 6.4.4 - View from Goldington Square Looking North



Fig - 6.5.1 - View of the Site from St. Pancras Way Looking North Towards Block D

6.0 Description of the Submitted Design

6.5 - Environmental Constraints

Daylight / Sunlight

The site is located in a very dense and developed urban environment. As such the impact on the daylight of neighbouring properties has been investigated in a separate report prepared by Delva Patman.

This diagram shows the general principles that were employed in the design to mitigate the impact on neighbouring daylight as well as the daylight to the proposed development itself.

The blue lines indicate neighbouring residential elevations. The pattern of the proposed blocks on the site is staggered such that over-shadowing to the neighbours is minimised.



Fig - 6.5.2 - Sun Path Showing Shadows at Noon (Typical)

Noise and Air Quality

St Pancras Way is a busy road and there are other potential noise constraints in the area from plant, trains and aircraft. A noise survey was commissioned and prepared by RBA and is submitted along with this applications.

This diagram shows the main source of noise and the general principles employed to mitigate the effect on the occupiers.

The podium raises the accommodation to a minimum of 7m above the traffic and therefore some mitigation of noise and separation from traffic fumes is achieved.

Block A is directly on the road. Natural ventilation will be provided via ducting running through the centre of the building with an intake from the rear so that windows can be closed at noisy times and the rooms will still be adequately ventilated. Blocks B and C are set back from the street edge, further reducing the impact of noise from the road. Block D is oriented such that no bedrooms face the road directly. The attenuated natural ventilation will also be implemented based upon the recommendations by WSP in their Air Quality Assessment,



Fig - 6.5.3 - Traffic Noise



Fig - 6.5. 1 - Detail View of The Travis Perkins Fence Near the Unit e Entrance

6.0 Description of the Submitted Design

6.6 - Travis Perkins Layout

The improvement to the layout and operations of Travis Perkins has been a consistently important part of the design process from the start.

On this page, we show the existing and proposed layouts of the facility and how the re-design will improve operations.

The current buildings on the site were not purpose built but have been converted, with all the compromises that inevitably result from that. The main difficulty however, is one of loading and deliveries. Essential to the smooth operation of the business is getting the stock in, and the sales out. The current situation required articulated lorries to arrive early in the morning before business hours, and to stop on St Pancras Way and reverse into the site for offloading. Only when they have left the premises, can the customers enter to load up. Inevitably, in London traffic, the deliveries are sometimes late and it can arise that vans are parked up on St Pancras Way waiting for the delivery lorries to arrive or offload. This causes congestion and noise at the busiest time of the day for what is a one way street into Central London.

Therefore the revised layout is designed to set up a one way flow through the site. The delivery lorries can enter and leave the site in forward gear. The loading area within the site can be used while the customers arrive. Also, in the revised layout if a customer has forgotten an item after paying, they can exit and immediately re-enter the site for further purchases. Whereas at the moment they would have to drive a large circuit around the neighbourhood to arrive back at the entrance (See Fig 4.1.1/2 p26).

The plans shown on this page indicate the areas given over to storage, retail/admin and parking, loading and delivery.

It's clear how the improved flow of vehicles through the site gives a more efficient use of the land and improved storage and sales areas.

In summary, the revised layout of Travis Perkins, is more efficient for their operations, and the development proposals as a whole are an essential driving force behind this regeneration of the business.



Fig - 6.6.2 - Travis Perkins Existing Layout

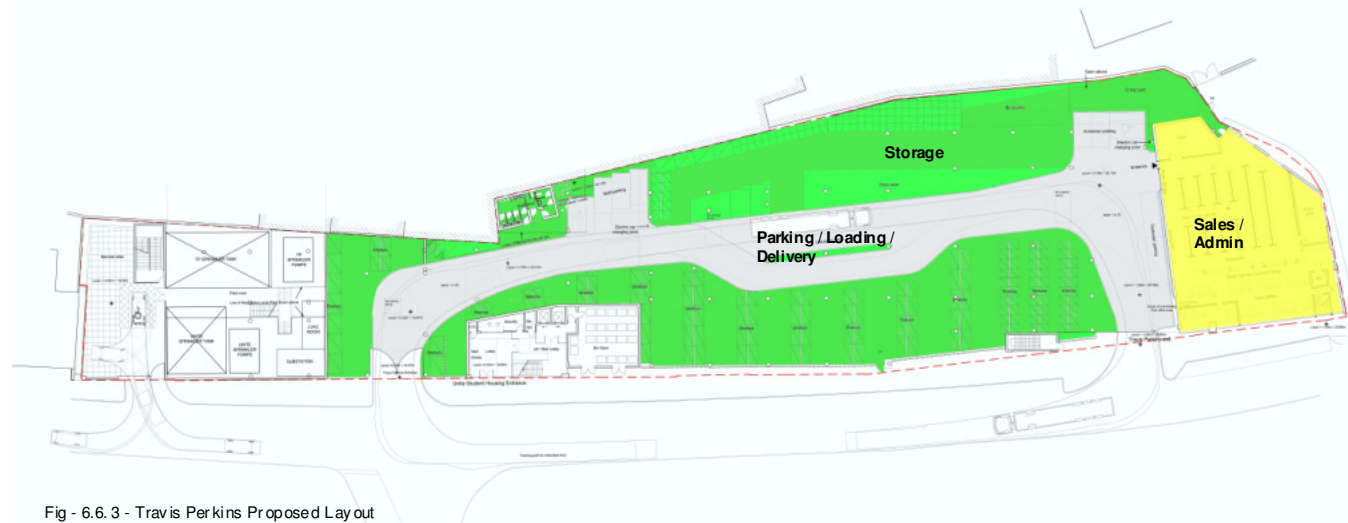
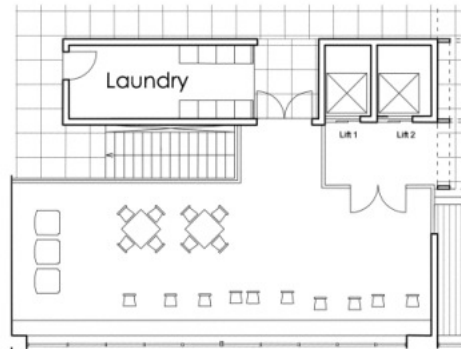


Fig - 6.6.3 - Travis Perkins Proposed Layout

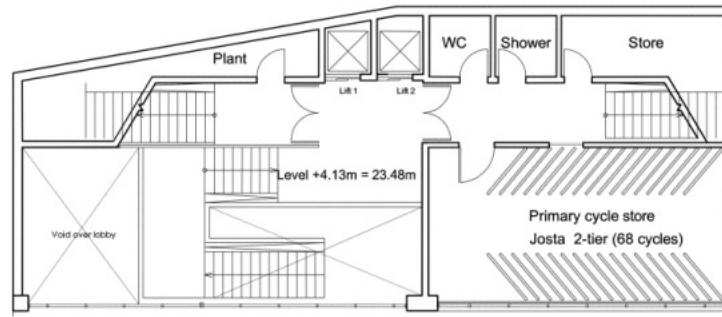


Fig - 6.6.1 - Detail View of The Unite Entrance

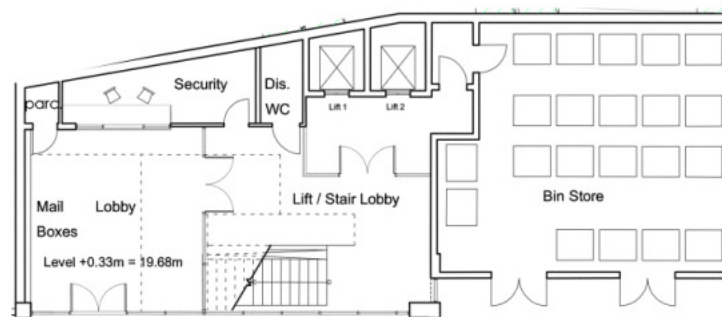
6.0 Description of the Submitted Design



Podium Level



Mezzanine Level



Ground Level

Fig - 6.7.2 - Entrance to the Unite Scheme

6.7 - Description of the Student Accommodation

Unite offer a high quality student living experience and their rooms are manufactured off site as modules which are lifted in to place on site. This process is highly sustainable in that quality and efficiency can be maintained in factory conditions, and on site operations can be kept down to a very minimum. This allows for a faster build time and reduces noise and site disturbance to the local area. The plans of the rooms and the shared living spaces have therefore been worked out over many years to be efficient, practical and comfortable.

The experience of living and visiting the Unite development starts by entering the vertical circulation area from ground level to podium. It has been a consistent theme of the design that this should be a spatial experience that takes the visitor up to a distinct raised platform.

The accommodation gathered around the entrance area includes:

- **Ground Floor**
Reception Desk and Office
Bin Store
Post area
- **Mezzanine Level**
Primary Bike Store for 68 cycles
Staff showers and WCs
- **Podium Level**
Informal Meeting Area
Main Common Room
Laundry

On the podium level, there is a large landscaped plaza which is discussed in more detail elsewhere in this report.

The common room is designed to be in two parts. The main space will have games facilities, a TV and will become a general socialising space. There is also, close by and visually linked, a separate space that looks out over the street. This space is a meeting area and will be more of a place to work and interact. By splitting the space into two there can be different events going on at one time. It's possible to allow one of these common rooms to be used by local interest groups to make presentations to students if required.

Further shared accommodation on the podium includes:

- A second laundry
- Secondary Cycle Storage
- Administration Office.

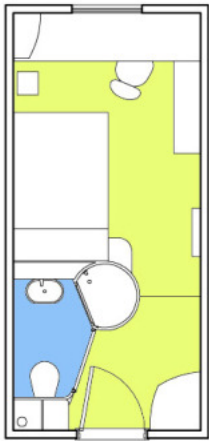


Fig - 6.7.3 - Typical Room

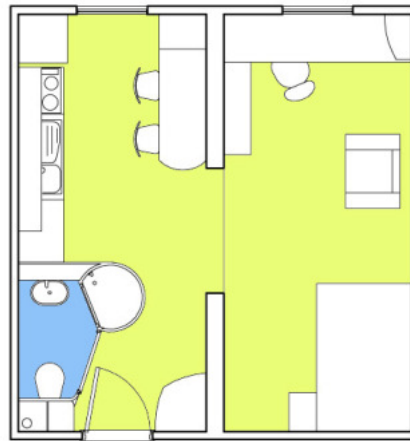


Fig - 6.7.4 - Typical Studio

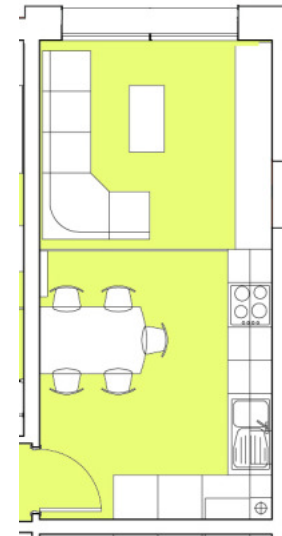


Fig - 6.7.5 - Typical Shared Kitchen

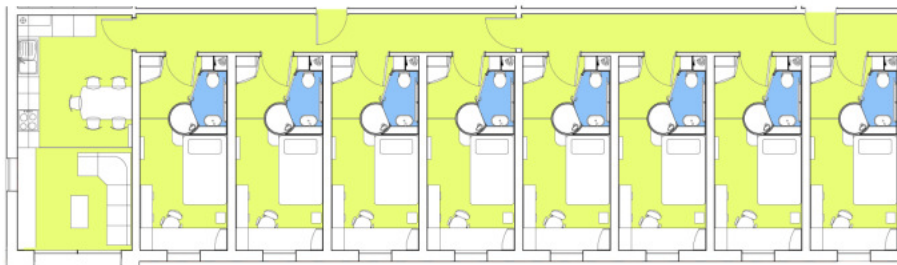


Fig - 6.7.6 - Typical Cluster Flat

6.0 Description of the Submitted Design

6.7 - Description of the Student Accommodation (Continued)

6.7.1 - General Description

The proposals would provide a total of 564 bedrooms spread across 120 units.

A range of different types of flat are provided in the scheme from studios for individual occupants to cluster flats for 8 students sharing.

The intention in providing such a range is to cater for students at different stages of their study and to allow enough flexibility for them to remain in student accommodation for the duration of their courses if they so wish.

The bedrooms are arranged as follows:

- 41 studio rooms
- 1 cluster flat with 2 bedrooms
- 13 cluster flats with 5 bedrooms
- 19 cluster flats with 6 bedrooms
- 26 cluster flats with 7 bedrooms
- 20 cluster flats with 8 bedrooms

Of these there are the following fully fitted accessible rooms:

- 6 rooms in 5 bed cluster flats.
- 5 in 8 bed cluster flats.
- 15 accessible studios.

Of the above, 6 rooms will be fully fitted out to DDA standards at construction stage, with a further 22 capable of being fully adapted. All cluster rooms are ensuite and have shared kitchen facilities, where as the studios are fully self contained.

All cluster rooms are single aspect and arranged along internal corridors. The Kitchens are all dual aspect and are generously proportioned to provide shared cooking facilities as well as a living room space.

6.7.2 - Student Housing Management Plan

A student housing management plan is being submitted along with this application. This plan outlines Unite's policy in regard to managing its facilities and ensuring that the occupants are considerate to each other and their neighbours.

It lays down the following mission statement and explains how that will be achieved:

The Student accommodation will be managed by UNITE, to create a safe, clean well run environment for its occupants, which respects their need for privacy and study.

The Residence and its occupants (the students) acknowledge and respect the rights of adjoining residents and businesses to a quiet life and will work to ensure that these rights are not compromised by their actions.

Unite, with their long experience of managing thousands of bed spaces across the country have developed and refined their management plan based on experience and are now well known for running well managed facilities that are considered to be good neighbours.

6.7.3 - Waste Management Plan

A dedicated refuse store will be provided on the ground floor next to the main entrance on St Pancras Way. This store can be accessed internally via a lobby and the waste will be collected from the road side.

Each cluster flat and studio will be provided with domestic waste collection facilities in the kitchens. The students will be responsible for depositing this in the refuse store.

Waste from the common areas will be collected by the staff and also deposited in the refuse store.

A dedicated space will also be provided in each flat for recyclable waste and the bin store will have space for recycling bins.

The total size of the refuse store will be 72 sqm

6.7.4 - Transport Management

A separate report is being provided as part of this application, prepared by WSP Transport Consultants.

In summary though the following will apply:

- A revised parking layout to the street will be provided so that there is no loss of on-street parking space.
- As part of this reorganisation, a dedicated loading point will be provided close to the student accommodation entrance.
- There will be no dedicated parking spaces apart from a single disabled parking space provided on the South part of the site.
- Moving in day will be managed with timed deliveries and will be explained in the Student Housing Management Plan
- Fire engines will serve the building from the road side and access will be provided to the podium deck via the main entrance and the escape stairs on Block D.



Fig - 6.8. 1 - Detail View of the Planted Frame to Block D

6.0 Description of the Submitted Design

6.8 - Landscaping and Biodiversity

Landscaping

The podium deck is a crucial part of the design as it will be place for the students to gather and meet, and will become a well used amenity space.

The landscaped areas are split into three distinct zones.

- Plaza

The largest open part of the podium will be this hard and soft landscaped plaza where students will be able to gather and socialise. It's located close to the common room areas as well as the entrance zone. The plaza will have planting boxes along its Eastern perimeter which, together with screens and balustrades will keep students away from the edge of the podium, whilst showing some greenery to the public realm.

Seating will be set out around planning boxes, and further planters will be set in front of the podium level room windows to give some defensible space for those occupants.

The hard landscaping will use pavements and decking to define areas of circulation.

The Plaza will also have a more intimate place next to the laundry where on a nice day, students could sit and read whilst waiting for the washing cycle.

- Retreat Garden

The protruding Block D separates an area of amenity space from the plaza. We are suggesting a less formal design for this zone which will give a more intimate feel. The intention is that this area will become a quieter area for study and relaxation.

- Less Accessible Zones

The landscaping to the rear of the building will follow a similar theme to that of the front but given the narrower spaces, these areas will be more of a visual amenity space for the rooms that look out in that direction, rather than a space to gather.

This is also true of the ground level to the South of the site. This will be the disabled parking space and service area for the plant room. It will be landscaped with climbing plants and planted paving to give some visual amenity to the neighbouring St Mungo's building.

Biodiversity

As the current site has little or no bio diversity, it being all hard standing and metal roofs, the proposals will certainly improve on this.

All flat roof spaces will be used to create green roofs, and together with the landscaped areas will be planted with a mix of species to be decided later on in consultation with a specialist consultant. The prominent frame structure to Block D is also proposed to be a vertical garden of climbing plants.

An Ecology report prepared by AECOM, is being submitted as part of this application.

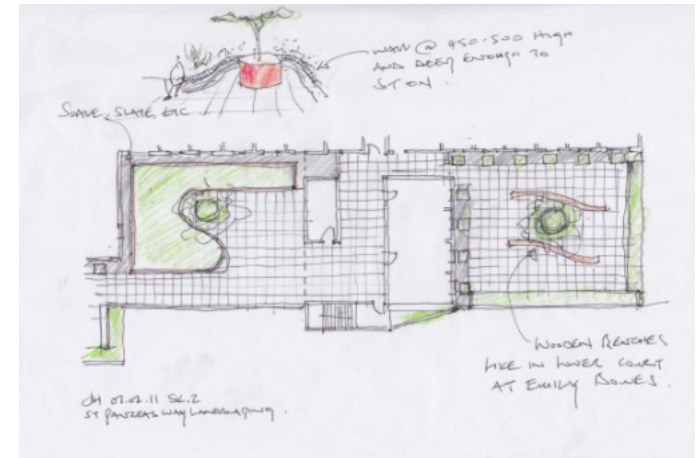


Fig - 6.8.2 - Landscaping Sketch

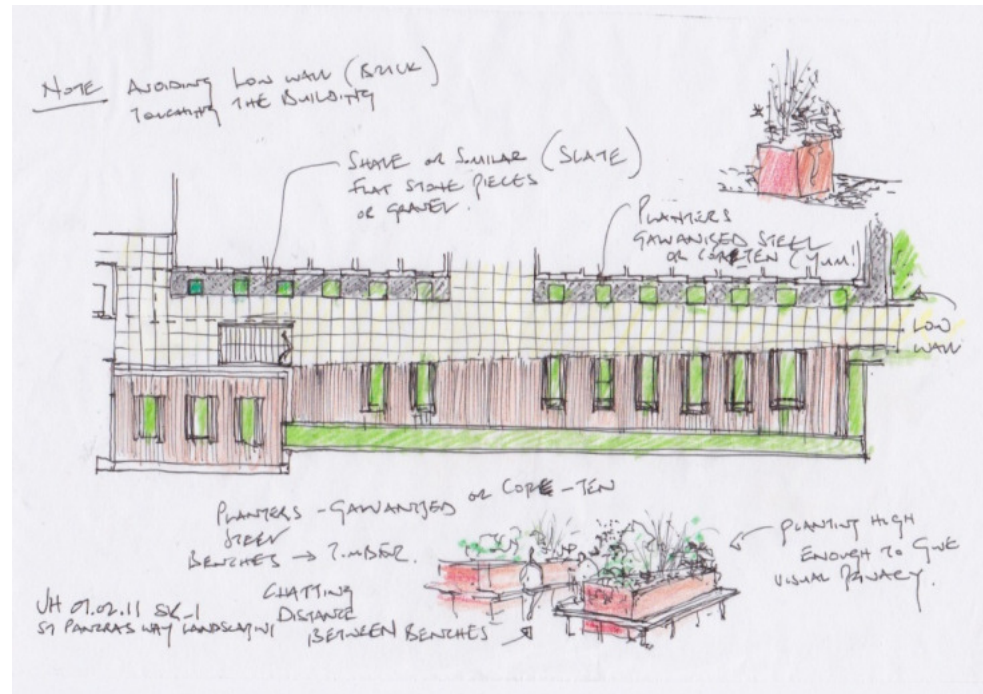


Fig - 6.8.3 - Landscaping Sketch



Fig - 6.8. 1 - Detail View of the Gable of Block A

6.0 Description of the Submitted Design

6.9 - Ecological Design

The ecological impact of the development has been at the forefront of our minds from the very beginning.

Unite have had many years experience in off site modular construction and have their own factory which manufacture the student rooms and kitchens to a high quality and specification. This process ensures that waste is kept to a minimum and that on site construction time is massively reduced over traditional build methods.

Fundamentally therefore the construction process of the student blocks will be as environmentally friendly as possible.

Along with this application will be submitted two reports on this aspect of the design.

Energy and Sustainability Report prepared by Applied Energy

This will outline the energy saving measures employed on the site to mitigate its impact on the environment for the life cycle of the building. The main measure being suggested is a highly efficient Combined Heat and Power plant, shared between the two uses on the site.

BREEAM Land Use and Ecology Reports prepared by Aecom

These reports show the Industrial and Multi-residential BREEAM assessments for the site.

The reports outline the measures to be taken in order to achieve the objective set out in initial planning advice which were to achieve a BREEAM rating of very good with an attempt to reach a rating of Excellent. The reports show that the Industrial element achieves Very Good, and the Student Residential achieves Excellent, so the proposals are well within the criteria laid out.

7.0 Accessible Design

7.1 Access Statement - Student Accommodation

7.2 Access Statement - Travis Perkins Facility

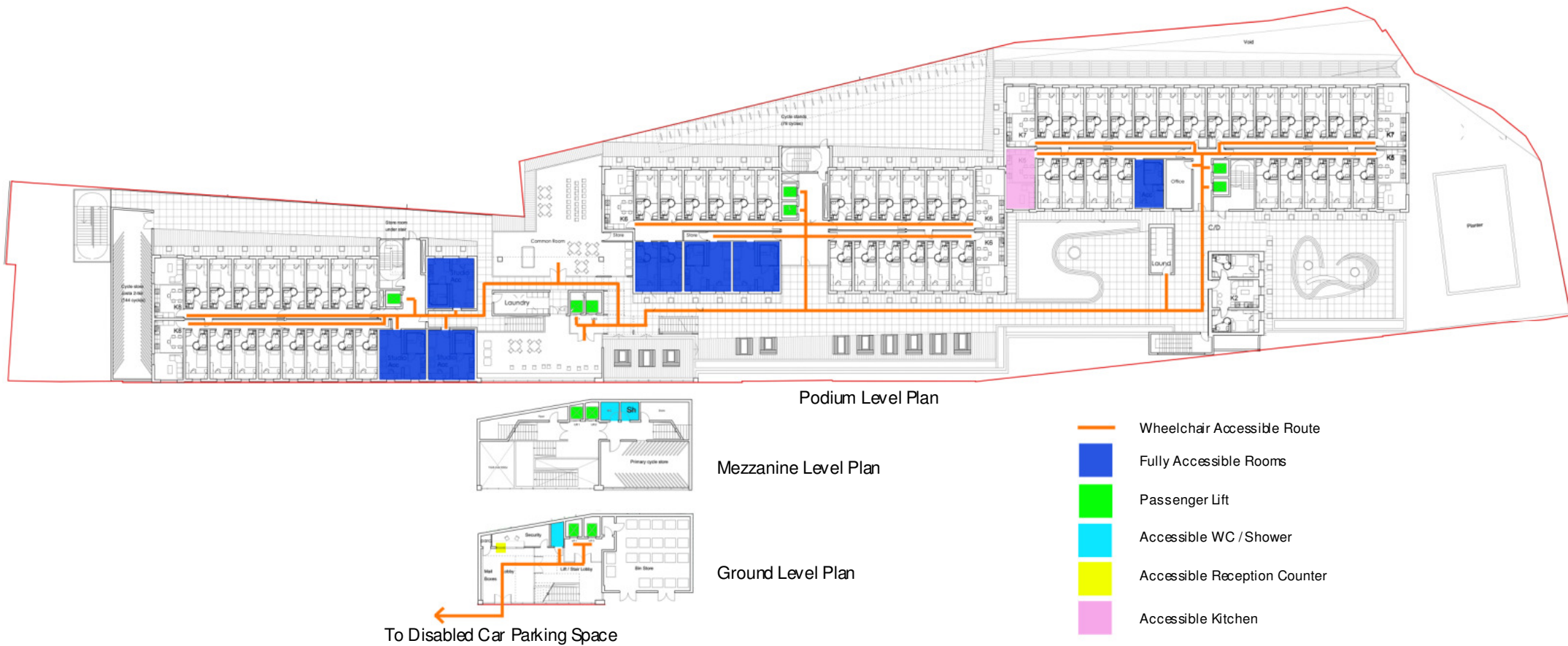


Fig - 7.1.1 - Access Diagrams - Ground and Podium Level

7.0 Accessible Design

7.1 - Access Statement - Student Accommodation

7.1.1 - Access Statement Introduction

Unite have been at the forefront of student housing design for many years and as such have developed the design of their rooms through experience. This is also true of their accessible flats and the general accessibility of the public spaces in the development.

This access statement assesses the proposed scheme in terms of its accessibility for as many people as possible. We look at the approach to the building, the entrances and the common circulation areas, as well as provisions made for the flats themselves.

7.1.2 - Access management

Unite have a policy of making their accommodation as accessible as possible to all of their customers. Students apply for a place in a Unite development and application take between 1 week and 1 month. During that application time, the prospective applicants are invited to tell Unite about any specific requirements to assist their residency. Unite's policy is to make any such changes as necessary.

Unite have over 150 wheelchair sized accessible rooms in their London Portfolio which can have standard adaptations fitted within a couple of hours. Specific needs will be undertaken as and when required. The management team within the property will be advised of specific requirements that maybe necessary to ensure safety and evacuation processes are tailored to the student.

All emergency cords within the room are linked to the Unite operational communications centre, 24 hours per day, 365 days per year.

Accessible rooms are either located within a cluster flat, which contains other standard rooms or are laid out as self contained accessible studios. This choice allows for a range of requirements to be catered for.

The standard accommodation that Unite provide, comprises single study bedrooms with en-suite shower room and a shared kitchen/lounge, designed as two distinct areas linked together by a table or breakfast bar for communal dining. The kitchen is laid out to provide residents with adequate storage space their provisions.

As part of the Access Management Strategy, a section of worktop space is designed so as to be extracted and replaced with a lower work surface, accessible by wheelchair users. This work is to be carried out by Unite, in good time, as part of their management of the building.

7.1.3 - Aims of the Access Statement

The aim of this section of the report is to show that all required reasonable standards for accessibility can be met by the proposals, and to ensure that the aims of the Disability Discrimination Act 1999 (Amended 2005) and the Special Education Needs and Disabilities Act (2002) can be complied with.

The statement refers solely to the planning stages of this legislation as defined by guidance issued by the DCLG and CABE.

Further aspects of these acts will be dealt with at the appropriate time through the building regulations process.

Legislation and guidance used during the design process includes the following:

Building Regulations Part M 2004 (amended).
British Standard 5588 Part 8 1999
British Standard 8300:2009+A1:20410
The Disability Discrimination Act 1995: Part 2 and 3
Special Education Needs and Disabilities Act 2002 (SENDA)
Accessible London: Achieving an inclusive environment

The plans shown in this section of the report show principal routes through the building. The intention in laying out these routes can be summarised as follows:

- To ensure that access to the facility, movement around it and exit from it, is inclusive for all and presents no barriers to people with disabilities.
- To ensure that all parts of the building can be accessed via step free routes and that lift access is provided to all parts of the building.

7.1.4 - Approach and entrance to the site

The site is easily accessed via public transport from Kings Cross & St Pancras Stations (underground, local, mainline and international routes), as well as from Mornington Crescent station which is a short walk away. There are also numerous bus routes close by as well as a cycle hire docking station within 5 minutes walk.

For those arriving by car there are on-street pay and display parking spaces and the loading point will be suitable as an accessible taxi drop off zone. Cycle storage is provided on site and cyclists will enter through the same secure doorway as pedestrians.

A single disabled parking space is provided at the South end of the site with step free access to the main entrance.

The entrance to the student development is clearly marked by a large, highly visible frame that suggests a connection to the podium level.

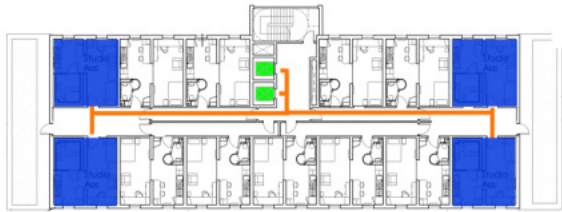
Wide powered doors at the main entrance and level access to a managed reception area will make the initial entrance to the development easy for all visitors. There are wide stairs going from the lobby to the podium. These stairs will be designed in accordance with ambulant disabled guidelines, and will also have a ramp at the side, so that bicycles can be wheeled up and down the stairs easily.

There are however, also two lifts connecting the lobby with the cycle store and shower on the mezzanine level, as well as the podium level above.

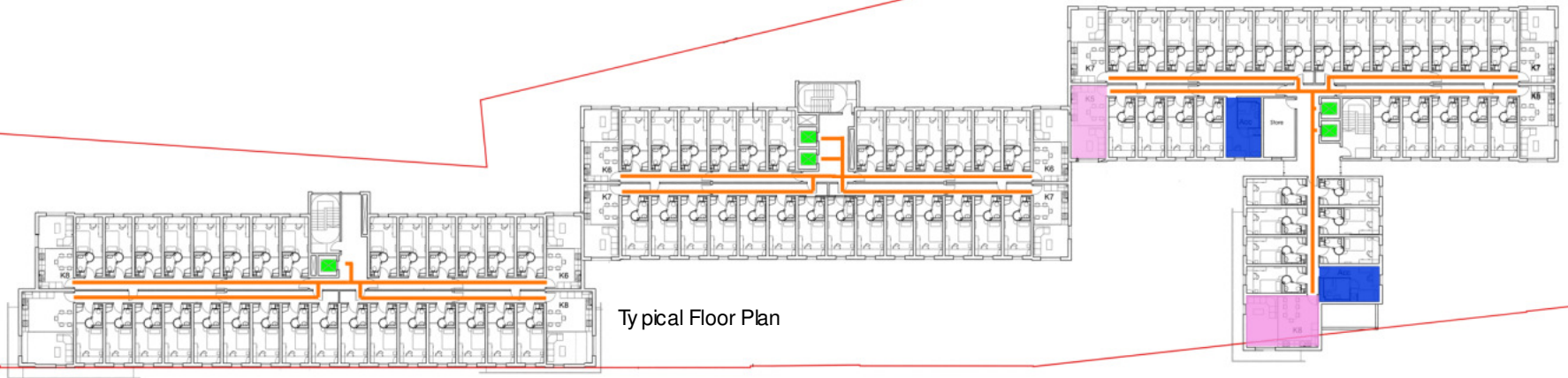
All lifts will meet standards as required by Part M of the building regulations and will consider BS8300:2009:A1:2010 and BS EN 81-70 recommendations.

All staircases in the development will meet Part K or Part M requirements as they might apply.

The podium level will have level access throughout, so the route to the individual block entrances will be easy for all.



Typical Top Floor Plan



Typical Floor Plan





-  Wheelchair Accessible Route
-  Fully Accessible Rooms
-  Passenger Lift
-  Accessible Kitchen

Fig - 7.1.2 - Access Diagrams - Typical Floor Plans

7.0 Accessible Design

7.1.5 - Circulation in the Common Spaces

Cycle users have two options for cycle storage. Regular users will obtain a key from management for the primary cycle store on the mezzanine level over the entrance lobby. This will be easily accessible via lift or wide stairs with wheel ramps.

Less regular users will be able to use the large cycle store at the South End of the podium. This is easily accessed via the lifts and stairs at the main entrance, the cycles will then be wheeled to the cycle store through well lit semi external corridors and across the podium. There is 1 cycle space for every 2 bed spaces in the development.

The blocks are served by three dedicated points of vertical circulation.

The entrance to the southernmost block is reached via semi enclosed corridors which pass between the common room spaces. The lobby will be clearly visible from the top of the stairs and from the ground to podium lift lobby. The southernmost block (Block A) is 5 storeys over podium level and has one lift serving the block.

The central block (Block B) and the northern blocks (C & D) will be accessed across the podium deck. The landscaping has been laid out to suggest a route across the deck. The entrances will be marked by distinctive red frames in the same language as the main entrance. The central and northern blocks are served by two lifts each and have a range of accessible flats spread out over all floors.

Entrances to lobbies will be via wide powered doors and the lobbies themselves are generous with plenty of space for wheelchair manoeuvring. Circulation to the front doors of the flats will comply with part M sections 7 & 9, which includes corridors, principle door openings stairs and lifts.

7.1.6 - Accessible accommodation

All units are accessible to visitors with disabilities.

A total of 564 bedrooms will be provided of which 5% will be designed to be able to be fully accessible in accordance with Part M of the building regulations. 1% of the rooms will be fully fitted out as accessible rooms at construction stage with the remaining 4% capable of being adapted as and when the need arises.

Therefore a total of 28 accessible rooms will be provided at construction, with the possibility to be fully fitted out to DDA standards.

7.1.7 - Open Spaces

There are a number of small green spaces in close proximity of the site, including St Pancras Old Church yard and Regents Canal, with Regents Park being the nearest large open space.

The podium deck is conceived of as being a collegiate style gathering space with a more intimate study garden to the North of the site.

All area of green space are step free and accessible to all and seating will be laid out so that wheelchair users can share in the experience without hindrance.

7.1.8 - Emergency Evacuation

Escape procedures for the proposals will be confirmed at Building Regulations stage, but they will rely on a combination of measures given that the building is arranged in a series of distinct blocks.

Escape from upper levels for wheelchair users will be via lift if allowed by the fire officer or via escape stairs using evacuation chairs.

Evacuation measures will include:

- Identification of safe refuge areas adjacent to escape stairs where disabled people can await rescue.
- The provision of evacuation chairs and physical assistance down escape stairs where required. Staff training will be instigated to make best use of the measures in place.



Fig - 7.2.1 - Access Diagram - Travis Perkins Facility

7.0 Accessible Design

7.2 - Access Statement - Travis Perkins Facility

The vast majority of staff and visitors to a Travis Perkins facility will by the nature of the business, be able bodied. However it is the policy of Travis Perkins to make their facilities accessible to all.

Disabled parking will be provided for both staff and visitors and most areas of the depot are accessible via level access points, or via ramps. There are two parts of the development not accessible to wheelchair users. The mess room mezzanine will be used by the yard staff and the mezzanine over the shop would be used for storage.

It's unlikely that members of staff needing access to these areas would be unable to use stairs by the nature of their job, however, space will be provide to retrofit a lift if required at any future point. Neither of these areas are accessible to visitors.

The shop will be accessed from the disabled parking bay via level access.

Good levels of lighting will be provided throughout the development for safety reasons, and this lighting will assist partially sighted visitors to the facility.

A disabled accessible WC is provided at ground floor level of the shop and further staff toilets will be at mezzanine level.

8.0 Crime Prevention

8.1 General Introduction

8.2 Crime Impact Statement

8.3 Further Advice

8.0 Crime Prevention

8.1 - General Introduction

The design has been discussed with the Crime Prevention Officer and the following statements are based on the results of that discussion.

8.1.1 - Travis Perkins Facility

During business hours, the facility will be managed by on site staff. The entrance and exit to the site will be monitored and the shop will be well staffed, with office spaces being laid out in the same space as the shop itself.

Out of hours the facility will be totally secured by vertical mesh fencing and gates. The fencing panels are 4.5m high and will have no footholds to aid scaling. All Travis Perkins sites are monitored by CCTV and security patrols are frequent so the site will be very secure.

The ground floor boundary has been laid out to avoid any spaces where people can hide or wait. Any potential blank spots will be well glazed and well lit.

8.1.2 - Student Accommodation

Unite place a very high priority on their residents' safety. The entrance lobby is arranged in a secure airlock layout so that ever ybody entering the facility has to pass a reception desk that will be staffed during the day by management staff and at night by security staff.

Communal doors will be accessed via programmable security passes and doors to the individual blocks themselves will also be secure, so that to gain access to a bedroom, a potential thief would need to pass through at least 5 secure doors.

8.2 - Crime Impact Statement

We have considered the following seven aspects of crime prevention.

Access and movement

The Travis Perkins facility is laid out along a single one way route with racking set out perpendicular to it. There are good sight lines across the site.

All circulation to the student block entrances are based around the podium deck and the routes are clearly marked by landscaping, lighting and bold entrances.

Structure

There is a clearly defined separation between the two uses on the site and there should never be a reason for confusion in terms of moving through one use without wandering into the other.

Surveillance

The Travis Perkins facility has excellent sight lines down its length and the boundary fence is highly transparent.

All areas of the podium deck are very well overlooked by surrounding student rooms.

Ownership

The open space on the deck will be given the feel of being an external common room space. It is the intention that the students will have a sense of ownership of this space. Whilst not publicly accessible it's still important that they have a sense of who is using the space in case breaches in primary security do occur.

Physical protection

All doors and windows are of a very high specification and will more than exceed minimum security requirements.

Activity

The daily activity of the Travis Perkins facility will be highly visible from the public realm, giving a sense of connection to the street. This will discourage loitering along St Pancras Way.

The entrances to the student blocks are set out at points across the podium encouraging a lot of pedestrian traffic across the external spaces.

Management and maintenance

Both of the development partners have an interest in well managed facilities, and have a history and experience that has enabled them to develop very well considered management plans.

8.3 - Further Advice

The following guidance was given in our meeting, and as far as possible, we will include this advice in the further stages of design development.

Doors

All communal and end of corridor doors should be to BS PAS 23/24.

Windows

Windows should be designed to BS 7950 and fitted with laminated glass.

Refuse

Self closing and locking doors to the refuse store. The door should be substantial and fit for purpose but not necessarily to a specific standard.

Bicycle Store

Self closing and locking doors to all bike stores. The number of bicycles a person can then access should be reduced. This can be achieved with metal cages and separate locking.

Mail

Mail will be delivered to secure boxes within the foyer and permanent security staff would be employed to provide surveillance and security.

Access and circulation.

Access through the building should be controlled by card or fob which should also be fitted to the lift system in order for it to operate. Fire doors should be fitted on stairways.

Lighting

Lighting should provide a uniform level of lighting in order to prevent a fear of crime with dark areas on the site.

9.0 Summary

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The purpose of this report is to show the process that we've been through in reaching the submitted design. It was an essential part of our brief from the beginning to work with the Local Authority and other stakeholders to arrive at a design that would meet broad support. We've enjoyed a very frank and open working relationship with Camden on this point and we feel we've arrived at a scheme that will make a positive contribution to the local environment and be a major stimulation for other high quality developments in the area.

The process can be summarised as follows:

- Travis Perkins identified the need to find a suitable development partner to invest in the site in order to fix a number of problems associated with their current layout. One of the main problems being the impact on local roads.
- We presented an initial feasibility study on the site to test the principle of the development.
- We took the advice of the Design Officer and prepared a revised layout on the site that generally met with support early on in the process.
- We engaged with the Design Officer in a series of discussions where elements of the design were gradually refined.
- When the design was at a reasonably fixed stage we consulted with the GLA.
- We had one final meeting with Camden's Design Officer and the GLA's Design Officer to agree principles for finishing off the process.
- A full planning application has now been submitted which this report forms a part of.

The proposals would transform what is currently a tired collection of sheds into a state of the art facility for Travis Perkins which will enable the company to continue to grow and prosper on the site over the coming years.

The student accommodation will bring an increase in life to the area by providing a high quality development on a landscaped podium.

The two aspects of the scheme are mutually dependent on each other and each in themselves positive.

The approval of this scheme design will transform this site into a thriving mixed use development that will be a benefit to the local area for many years to come.

10.0 Project Team

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Development Partners

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Appendix A

Area Schedules

Schedule of Areas - Proposed Student Accommodation

Floor	Quantity	Net per floor	GIA per floor	Net Area		Gross Internal Area	
				m ²	ft ²	m ²	ft ²
Ground	1	0	189.7	0.00	0.00	189.70	2,041.91
Mezz	1	0	200.9	0.00	0.00	200.90	2,162.47
1st	1	0	1,958	0.00	0.00	1,957.50	21,070.33
2nd	1	0	1,987	0.00	0.00	1,987.40	21,392.17
3rd	1	0	1,994	0.00	0.00	1,993.80	21,461.06
4th	1	0	2,000	0.00	0.00	2,000.20	21,529.95
5th	1	0	1,996	0.00	0.00	1,996.17	21,486.57
6th	1	0	1,770	0.00	0.00	1,770.14	19,053.61
7th	1	0	1078.3	0.00	0.00	1,078.30	11,606.71
8th	1	0	590	0.00	0.00	590.00	6,350.70
9th	1	0	500	0.00	0.00	500.00	5,381.95
Totals				0.00	0.00	14,264.11	153,537.51

Floor	Flats	Description	Beds		
			per flat	Total	Studios
1	1	1 2 Bed Cluster	2	2	
1	2	1 5 Bed Cluster	5	10	
1	2	1 6 Bed Cluster	6	12	
1	2	1 7 Bed Cluster	7	14	
1	3	1 8 Bed Cluster	8	24	
1	5	1 Studios	1		5
2,3,4,5	2	4 5 Bed Cluster	5	40	
2,3,4,5	3	4 6 Bed Cluster	6	72	
2,3,4,5	4	4 7 Bed Cluster	7	112	
2,3,4,5	4	4 8 Bed Cluster	8	128	
2,3,4,5	0	4 Studios	1		-
6	2	1 5 Bed Cluster	5	10	
6	2	1 6 Bed Cluster	6	12	
6	4	1 7 Bed Cluster	7	28	
6	1	1 8 Bed Cluster	8	8	
6	11	1 Studios	1		11
7	1	1 5 Bed Cluster	5	5	
7	1	1 6 Bed Cluster	6	6	
7	2	1 7 Bed Cluster	7	14	
7	12	1 Studios	1		12
8	2	1 6 Bed Cluster	6	12	
8	2	1 7 Bed Cluster	7	14	
9	13	1 Studios	1		13
Totals			523	41	564.00

NB: Areas supplied are Gross Internal Areas unless otherwise stated and confirmed as taken from the internal face of the external leaf of the building(s) including internal walls, Service Accommodation, Columns, Piers, Lift, Stairwells and Plant/Motor Rooms

Schedule of Areas - Proposed Travis Perkins Facility

Internal Covered Areas	
Gross Internal area	3,657
Net Area	m²
Storage area	1,658
Route/laybys	1,028
Parking/circulation	147
Staff area	28
Mess room	50
Plant room	431
Plant room mezz	230
Sales	
Sales office	96
Showroom/Tool hire	354
Store	36
WC	6
Stairs	7
Mezzanine	214
Total Net Area	4,284
Storage Volume	m³
Main storage	10,213
Uncovered	235
Total External Area	235