2.0 Site

2.8 Land uses and Urban Analysis

Immediately to the north of 102 the area is occupied by warehouses for cash and carry, B8, B1 and light industrial uses. To the west across Camley Street at 103, a new student housing and residential apartments including the Incubator, a new local shop and canal side cafe, up to 12 storey-high will be completed by August 2014.

North of this new development is occupied largely by small scale residential units including Elm Village housing.

Large scale buildings and new residential developments line the area immediately to the west of the Regents Canal. St Pancras Hospital is located between Granary Street and St Pancras Way. A new large development of student housing above a builder's depot is being completed this year to the west face of St Pancras Way.

To the east and south-east King's Cross will continue to undergo significant developments, including mixed-use, residential and commercial alongside major investments carried out in the area's infrastructure stations and public transport facilities.

Residential (proposed or existing) with small amount of commercial

Mixed use development incl. residential, commercial and energy centre

Ligth industrial / warehouse

Site plan showing building uses and storey heights

2.0 Site

2.9 Access and Connections

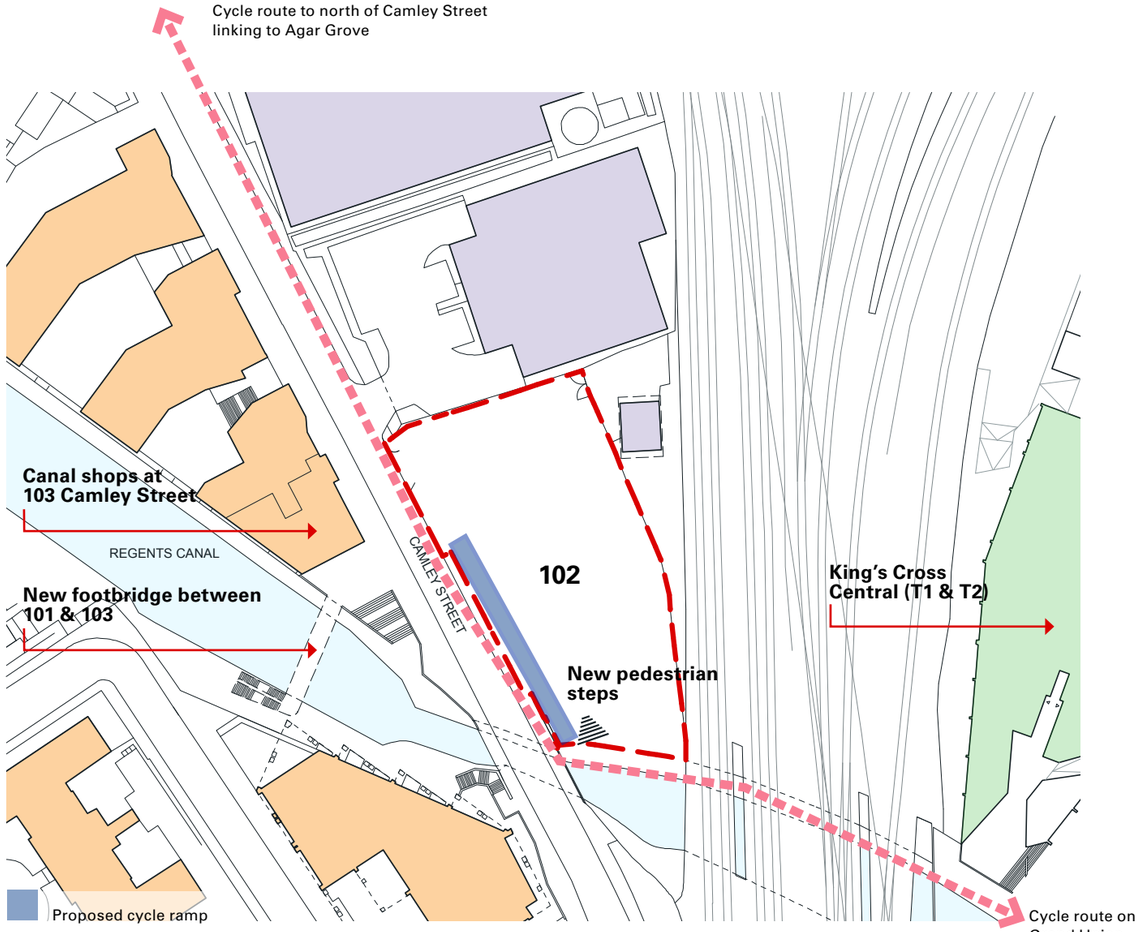
Current access to the site is provided from Camley Street. From Summer 2014 pedestrians will be able to access the towpath from newly built steps south of 103 Camley Street, immediately to the west of Oblique Bridge, which will be replacing a former narrow dog leg stair.

The site achieves a PTAL accessibility rating score of 6 (with 1 being the lowest rating and 6 the highest). The site therefore has extremely good accessibility to public transport. St Pancras and King's Cross stations are 10-minute walk away. These major stations provide both international and national links and are the linkage points to the underground and bus routes.

Increased development and mix of uses on Camley Street will result in greater pedestrian movement both to Camley Street and the canal towpath. LB Camden recognises that '*general accessibility is currently low [but that] improvements in accessibility are likely to take place as a result of development in the wider area, including the development of the northern Ticket Hall at King's Cross-St Pancras.*' (Source: Shaping Camden, Camden's Local Development Framework, Site Allocations Preferred Approach Consultation Document).

In addition to improved pedestrian routes along the towpath and from towpath to Camley Street, LB Camden has expressed its desire to improve connections through the introduction of a cycle ramp from the Grand Union towpath to link to the existing cycle route north of Camley Street.

Views of existing cycle route north of Camley St linking to Agar Grove



Site plan showing cycling route facilitated by a new cycle ramp, pedestrian stairs and new footbridge

Views of existing cycle route north of Camley St linking to Agar Grove

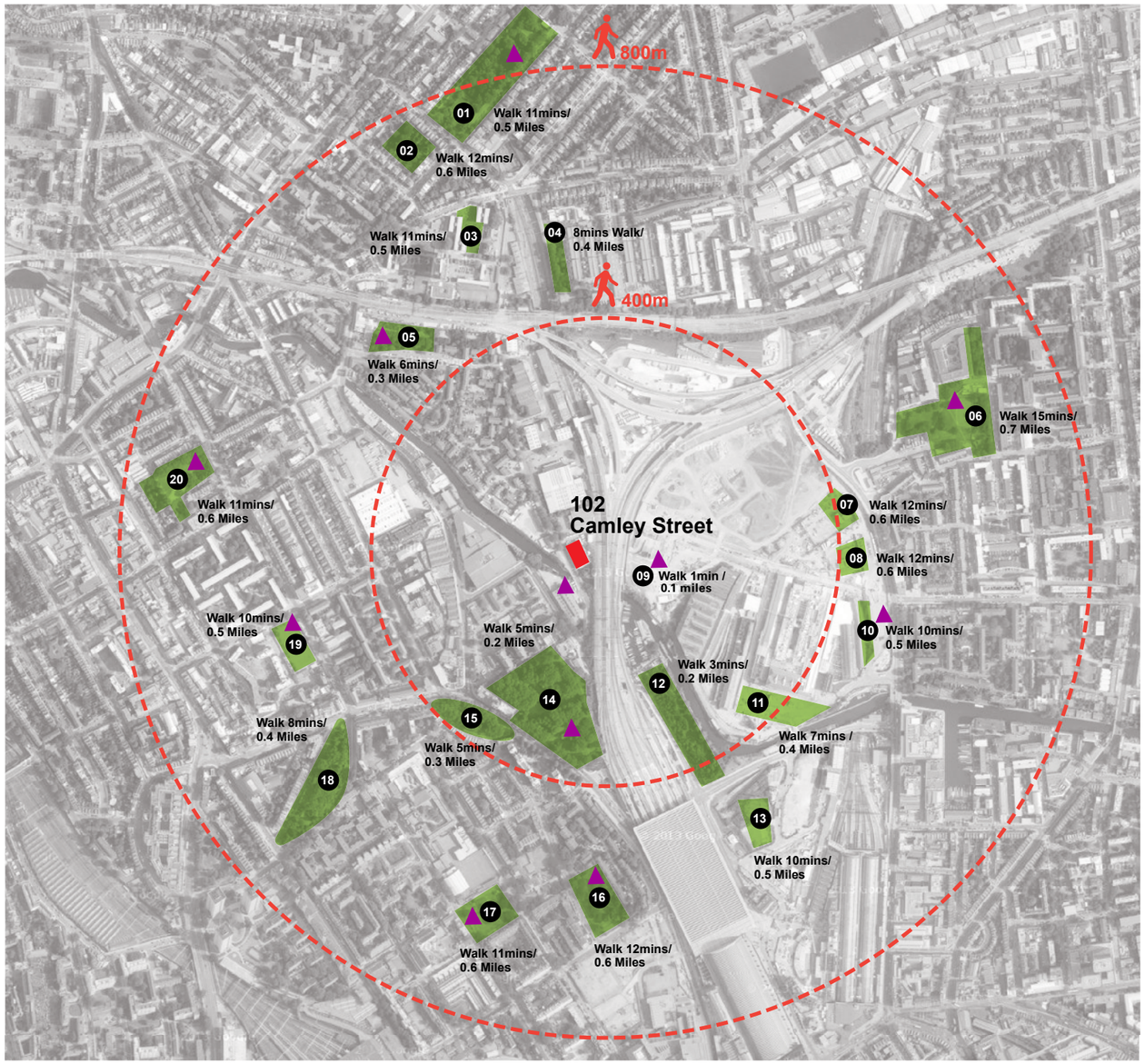
Views of existing cycle route north of Camley St linking to Agar Grove

2.0 Site

2.10 Existing amenity and open space

Camley Street also benefits from many open spaces located within walking distance of the site as illustrated herewith. These, along with public and private amenity spaces provided as part of the proposed scheme, ensure that the 102 Camley Street will benefit from a wide range of amenity features.

Full details on the provision of amenity and landscape proposals are included in Section 4.0 Landscape Design and Amenity of this report.



Pedestrian distances to open amenity spaces

01. Camley Square Play Centre
02. Rochester Square
03. Agar Grove Estate
04. Agar Grove Openspace
05. Elm Village
06. Bingfield Park
07. King's Cross Outdoor Sports Area
08. Skip Garden
09. Gas Holder No. 8
10. Handyside Garden
11. Granary Square
12. Camley Street Natural Park
13. Pancras Square
14. St Pancras Gardens
15. Goldington Crescent Gardens
16. Purchese Street
17. Chalton Street and Plot 10 Adventure Playground
18. Oakley Square
19. Camden Street Playground
20. St Martin's Garden
21. Proposed development at 101 Camley Street

▲ Includes a Playground

N

2.0 Site

2.11 Constraints and Opportunities

The site experiences a number of constraints that will require specific consideration, as well as opportunities:

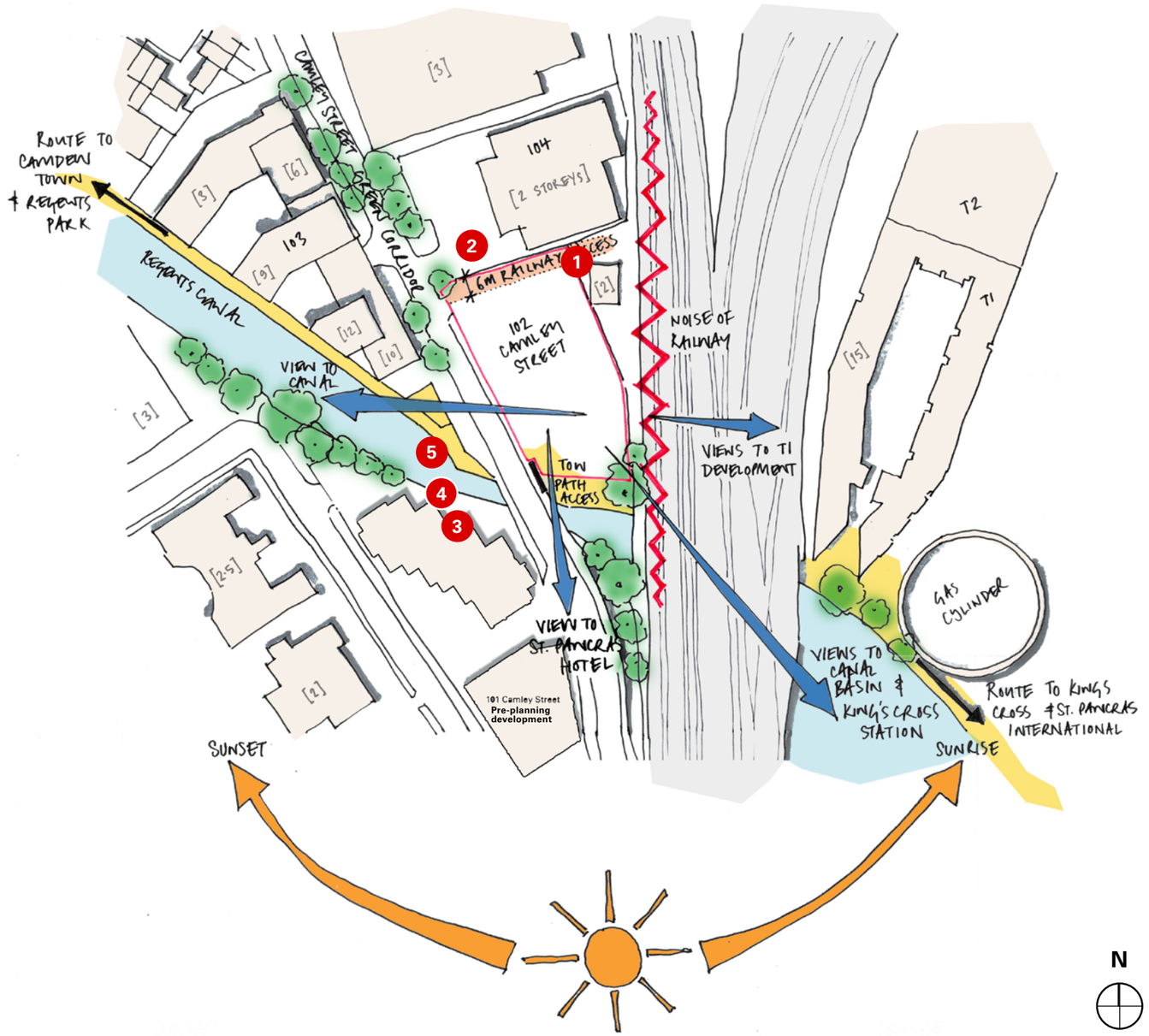
1. Proximity to the CTRL and Network Rail railway lines (See SBA Residential planning noise and vibration report, June 2014 p. 28).

2. A 5-6m zone to the north of the site is designated as shared right of way for Network Rail to also allow access to the NR sub-station to the north-east of the site.

3. The site provides an opportunity to create a new link between Camley Street and the canal towpath. The site level is approximately 3.5m higher than towpath level. The gradient of a ramped access will be constrained by the length available from towpath to the northern edge of the site boundary (approximately 73m).

4. The towpath is currently typically up to 2.5m wide with a pinch point under Oblique bridge of 1200mm-wide which creates potential for clashes between pedestrians and cyclists.

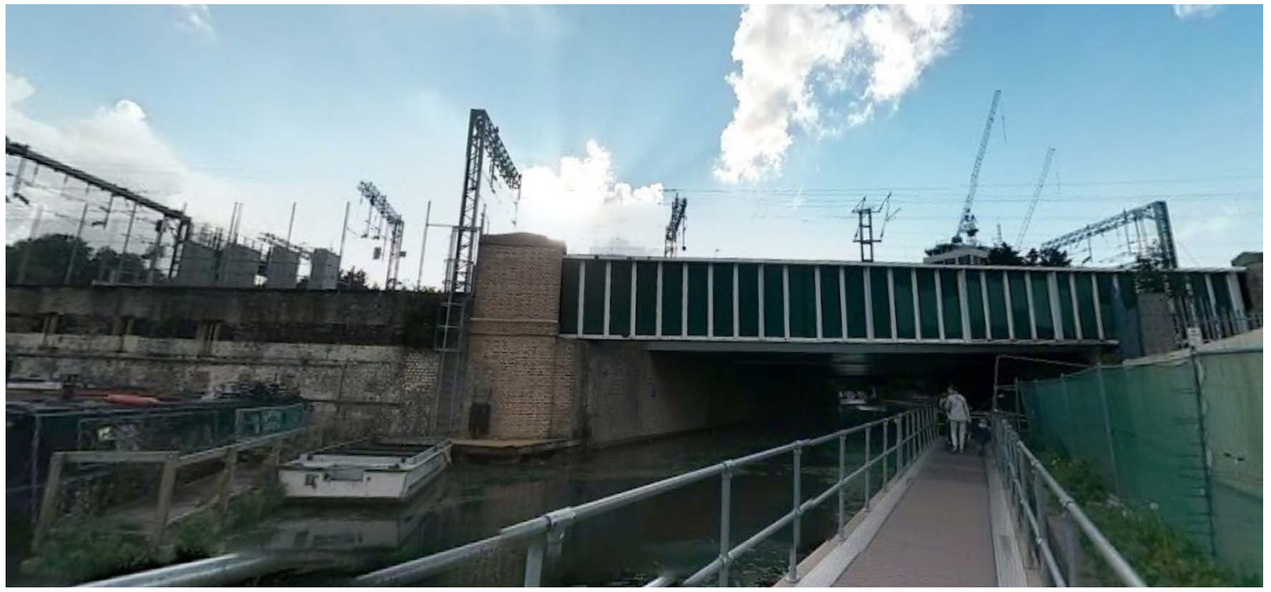
5. The site affords views to the new King's Cross Central development, as well as views to the canal basin, King's Cross Station and St Pancras station. In addition, the site offers expensive views to the canal to south east and the west.



2.0 Site

2.11 Constraints and Opportunities

Street view of Network Rail shared access route to the north of the site at 102 Camley Street



View of railway lines to east of site, looking west from Grand Union canal

3.0 Architectural Design

3.1 Design Brief and Principles

Design Brief

The client brief is for the replacement and increased provision of employment floorspace along with new residential apartments including on-site affordable housing in order to respond positively to the demand for high quality housing in Camden. The balance of the scheme proposals are to provide a high quality public realm and publicly accessible areas and improve linkages from Camley Street by foot and on cycle to the Regents canal and to adjacent areas, to respond to the current isolation of the Camley Street area from the rest of Camden. The initial brief has explored a range of options to best use the site and respond to both the site and wider urban contexts, taking into account Camden Council masterplanning aspirations.

The residential accommodation is to contain both private and affordable units, including affordable-rented housing and shared-ownership. The size of accommodation ranges from 1 to 4-bed apartments and include fully wheelchair accessible units.

The new development is also to provide:

- High quality public realm and landscaping that is accessible, inclusive and inviting: this area represents approximately 50% of the area within the site boundary
- All apartments to have access to private amenity spaces - either a balcony and/or winter gardern - regardless of tenure
- Commercial space ranging from small to medium with unit size ranging from approximately 500 to 3,600 ft^2 GIA with the possibility to extend through the use of mezzanine (ground level units).

Design Principles

The principles key to the new development include:

- Enhance provision of public amenity space with new trees and plant
- Introduce an informal open play area and contributing to a coherent landscape scheme across the wider area on Camley Street
- Enhance existing pedestrian routes around the site through the introduction of an additional pedestrian link (via a cycle ramp and steps). The link will increase permeability around the development, in particular from the towpath to the east side of Camley Street and from the towpath to the north of the development, which could be extended further north in future development
- Provide on-site safe and generous three ground floor entrance lobbies
- 24/7 security, one each for private housing, private/ shared housing and affordable housing. Lifts will accommodate the transport of large furniture and cycles to dedicated safe cycle storage at basement level which will be covered by the on-site security
- Employment spaces to be located at towpath and street levels and aspire to achieve BREEAM ‘Excellent’ credentials.
- The development will be car free with the provision of 2 parking spaces for wheelchair users.
- Building design will complement the two other building styles and types comprising the Gateway sites at 101, 102 and 103 Camley Street.
- High quality brick finish that will complement the character of the area and that of new developments in proximity to the site.
- Energy efficient lighting, boilers, mechanical plant and vertical transport (be lean) with no air conditioning for residential units
- All residential units will achieve CfSH Level 4 minimum standard, LifeTime Home standards and London Housing Design Guide (2010) standards

3.0 Architectural Design

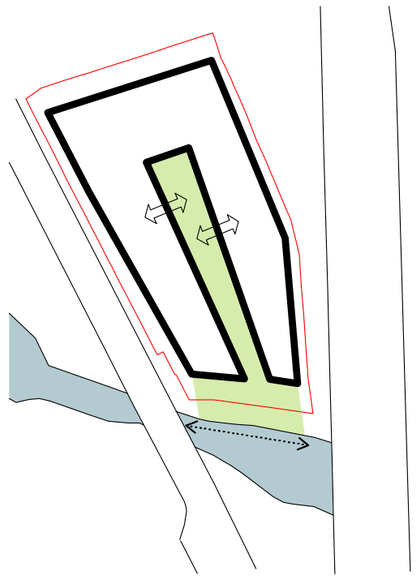
3.2 Massing Design - Evolution

In order to address the site characteristics and its immediate urban environment, several options were reviewed.

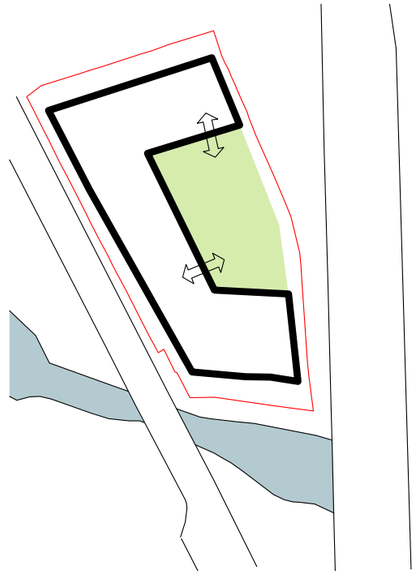
A key aspect investigated was the relationship between the proposed development and Camley Street and the resulting provision of amenity space. A continuous frontage onto Camley Street as well as along the railway line would result in reduced central amenity space provision at ground level; amenity provided to the east of the scheme along the railway lines would help maximise the distance of most units from railway noise whilst the street frontage would be maintained.

Conversely setting back the scheme away from Camley Street and along the railway lines would allow the building mass to act as a screen between railway noise and quieter Camley Street. At the same time the open space thus created contributes to Camley Street as semi-public amenity and completes the linear park running west and south-west towards Granary Street and St Pancras Way and the anticipated amenity spaces of the two other Gateway sites at 101 and 103 Camley Street.

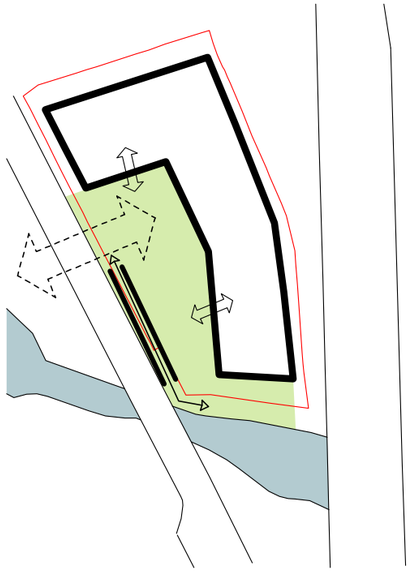
Central Amenity Space



East-Facing Amenity Space



West-Facing Amenity Space



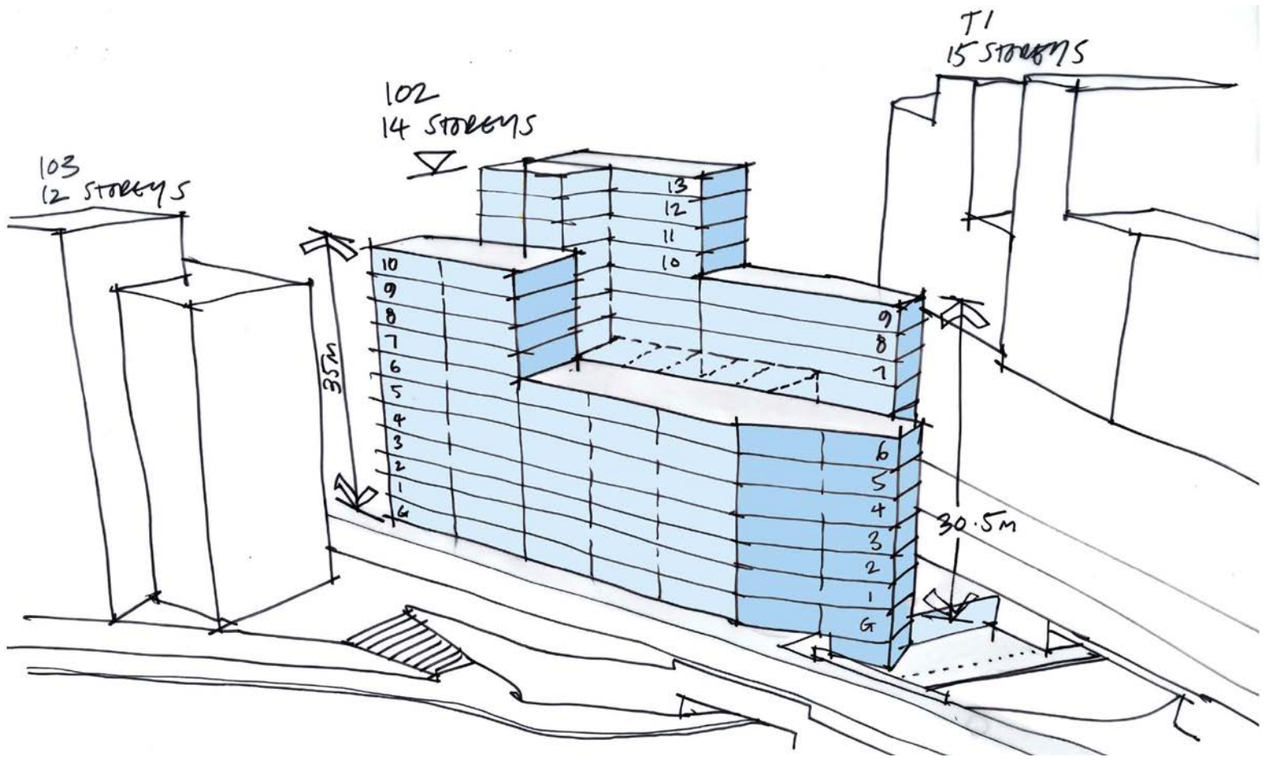
3.0 Architectural Design

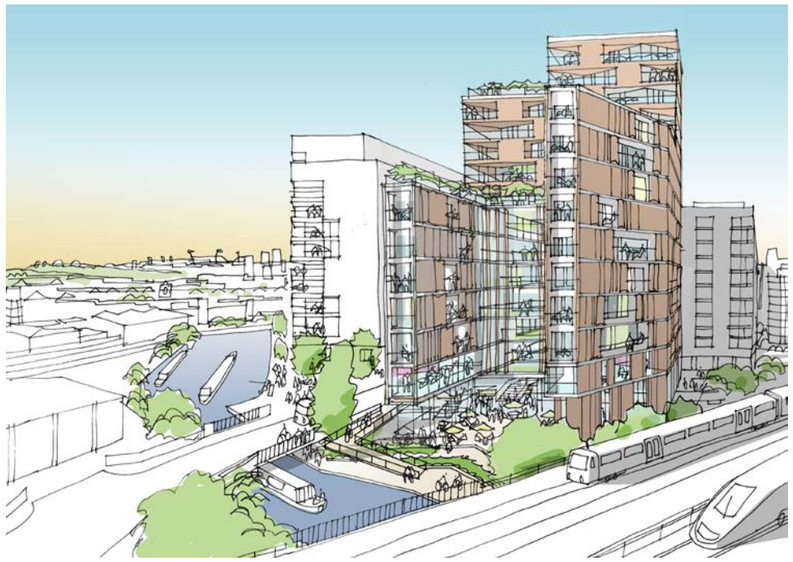
3.2 Massing Design - Evolution

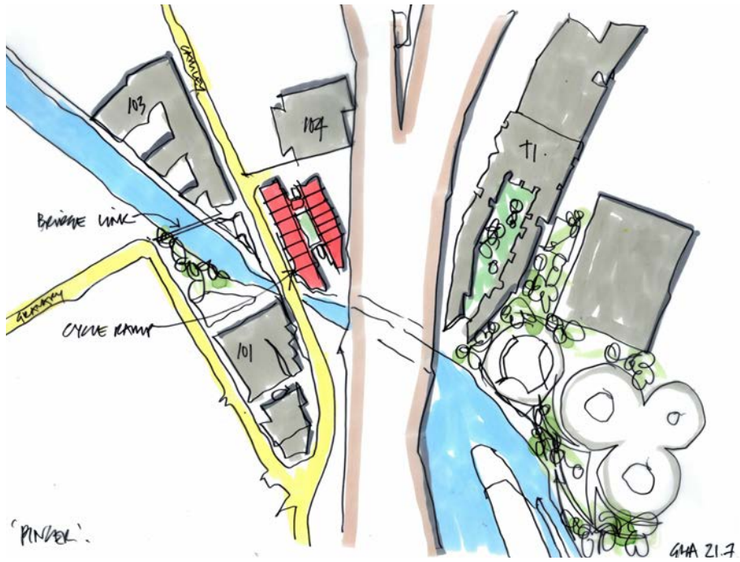
Option 1 – Pincer

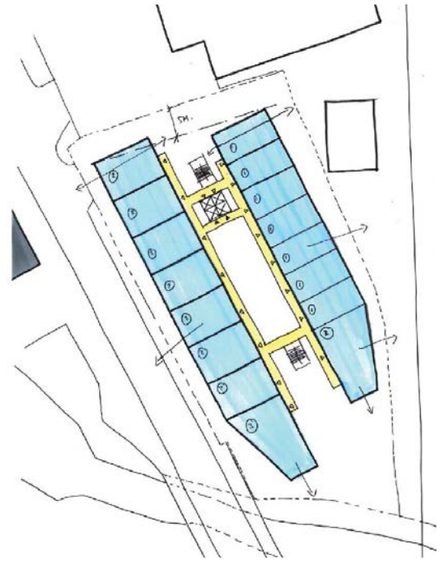
Pros and Cons

- Attractive communal atrium space between 100% dual aspect units
- Forms a continuous frontage to Camley Street
- Potential lack of daylight to internal habitable rooms
- High envelope to floor area ratio = reduced cost efficiency / viability









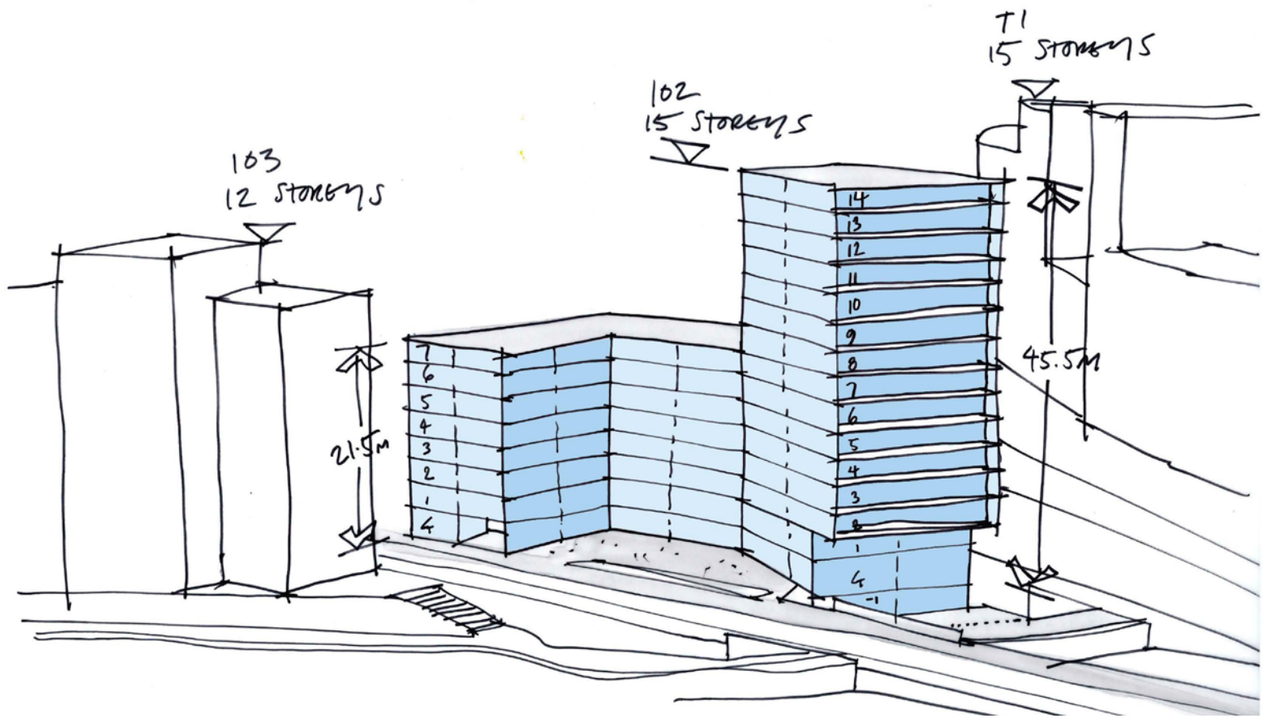
3.0 Architectural Design

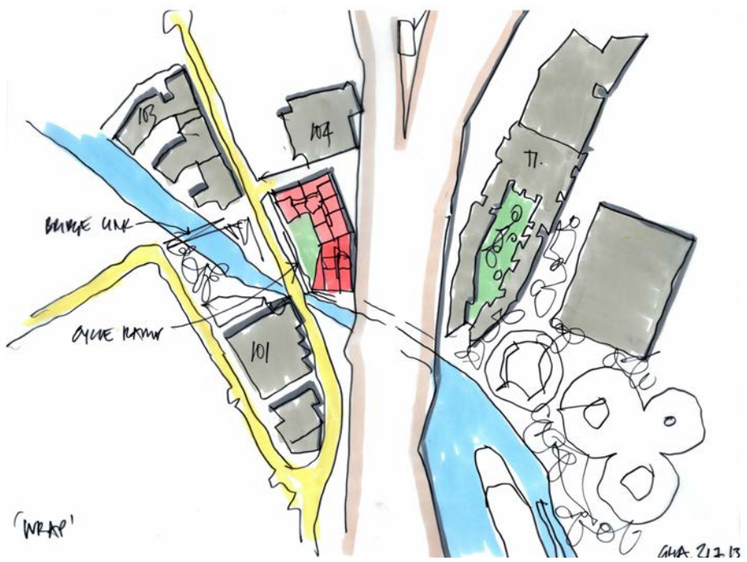
3.2 Massing Design - Evolution

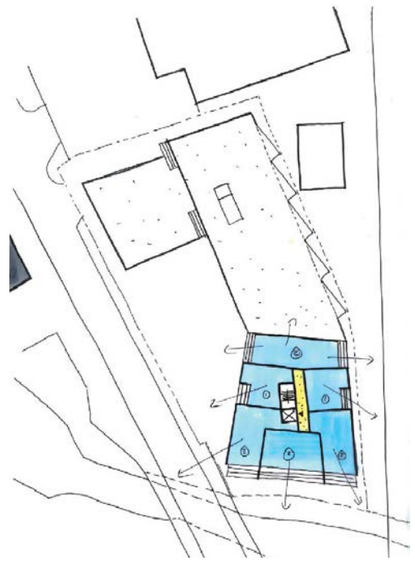
Option 2 – Swan

Pros and Cons

- Maximises potential of the canal-facing site
- Northern block kept lower to compensate for height
- Dominant 15 storey form may be unprecedented on canalside and more difficult townscape proposition







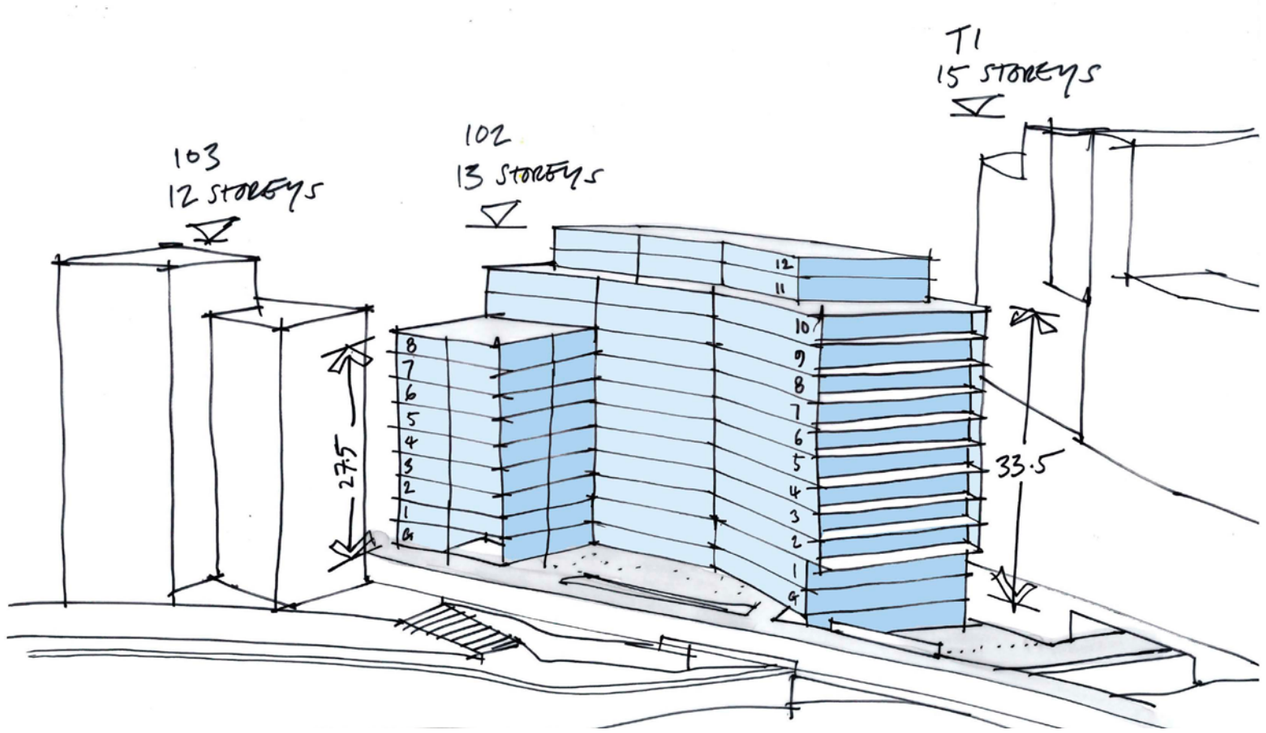
3.0 Architectural Design

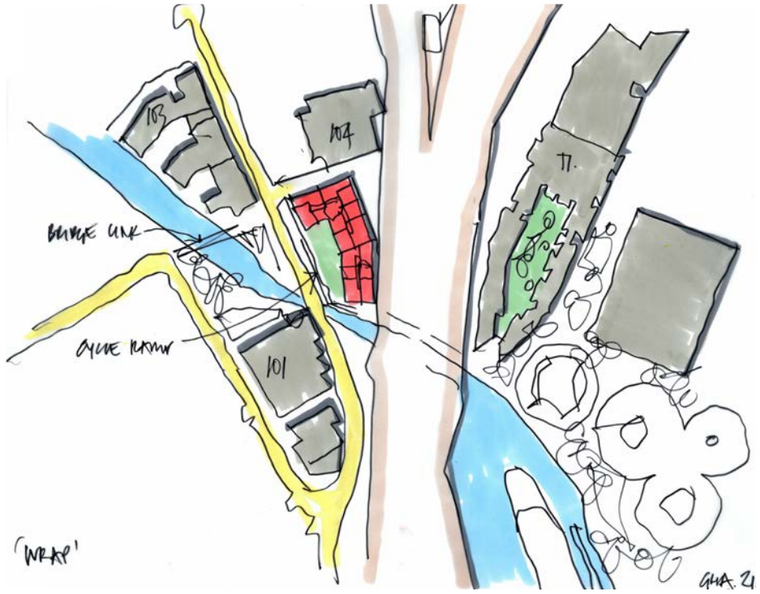
3.2 Massing Design - Evolution

Option 3 – Wrap

Pros and Cons

- Building height stacked to railway side to open up space onto Camley Street
- Northwest block steps down to address Camley Street and building 103
- South facing elevation maximises opportunity of views over canal and the city
- East facing units require dual aspect solution





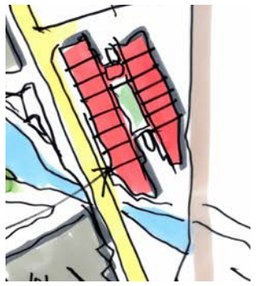
3.0 Architectural Design

3.2 Massing Design - Evolution

Preferred Option – Option 3 Wrap

Having considered various massing options the ‘wrap’ was deemed to provide better opportunities for integrating the development within its wider context with the opening up of public realm space onto Camley Street as well as the canal towpath whilst linking visually and physically with adjacent new or future developments of the other Gateway sites at 101 and 103 Camley Street. The ‘Wrap’ also results in more cost efficiency due to a lower envelop to floor ratio.

In addition the ‘wrap’ allows all units to benefits from generous daylight and sunlight and maximises views in all directions, over the canal and the city.



Option 1 - Pincer
Potential daylight deficiency for courtyard-facing units.
High envelop to floor ratio results in reduced cost-efficiency and viability

Option 2 - Swan
15-storey high southern block results in more difficult townscape composition

3.0 Architectural Design

3.2 Massing Design - Evolution

The 'wrap' option being identified as the one which best uses the site characteristics and optimises the brief, further options were explored.

Wrap Option 3A

- Simple form with taller block to north keeps height low towards canal
- Low street building forms atrium within site
- Lacks open amenity space
- View from north appears too large and monolithic

Wrap Option 3B

- Stepping heights articulate the same built area into vertical elements
- Height rises to 16 storeys to north and 13 onto Camley Street
- Massing not considered as successful from various viewpoints

Wrap Option 3C

- Simple diagram of a low street-facing block, with height against the railway
- Curved, stepping form adds height to compensate for smaller footprint
- Maximised western views
- Potential microclimate issues due to wall-like mass

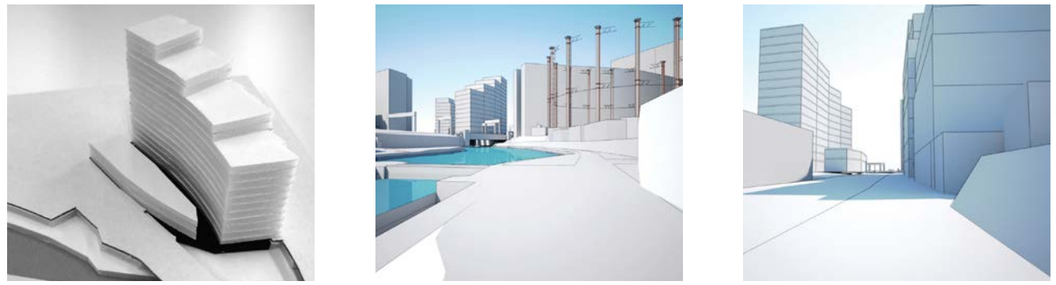
Wrap Option 3D

- Simple diagram with more even range of heights
- Massing steps down to northwest to relate to 103
- Top floors set back to express top of building and reduce massing
- Large ground level space forms courtyard for use as amenity/ link to wider public realm
- Lacks amenity space

3A

3B

3C



3D

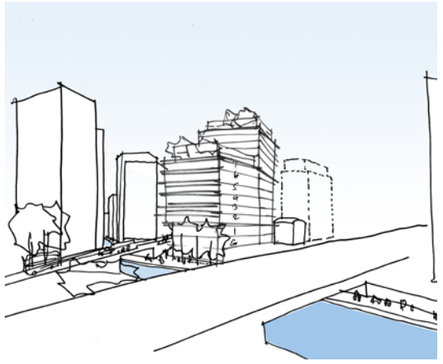
3.0 Architectural Design

3.2 Massing Design - Evolution

The relationship with the canal was explored by testing various heights ranging from ground + 7 storeys to ground + 12 storeys

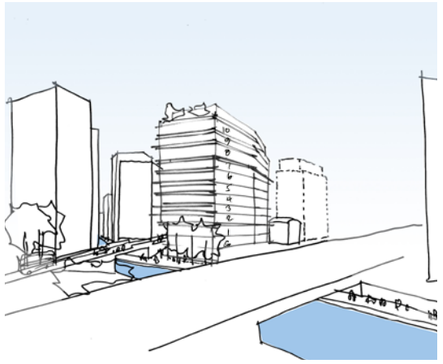
GROUND + 7 STOREYS

- Low scale forms a “dip” relative to T1 and 103
- Height is maximised to north to compensate loss of built area
  (13–15 Storeys)



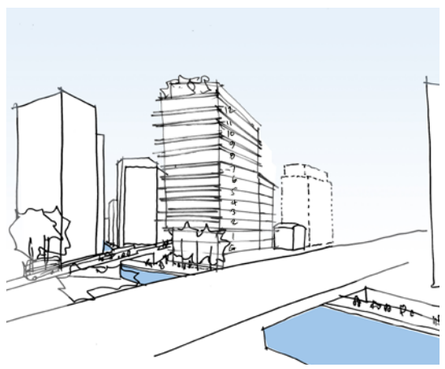
GROUND + 10 STOREYS

- Building height is evenly spread from north to south
- Building presents confident frontage to canal, in keeping with T1/ 103 (+101)
- Steps up from built form at 103 Camley Street



GROUND + 12 STOREYS

- Increased height to south = reduced height to north
- Height onto canal optimises best views but is unprecedented
- Height relationship with 103 Camley Street
- Height lower than T1/T2 and King’s Cross Central

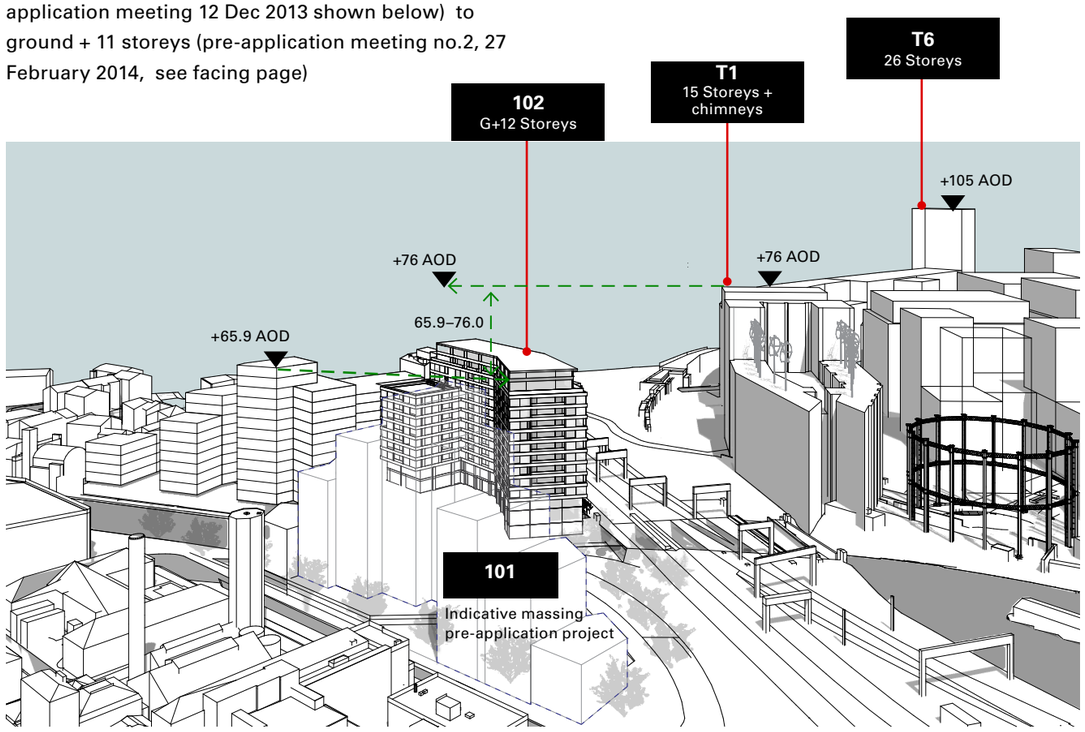


View from railway lines showing option at Ground + 12 storeys

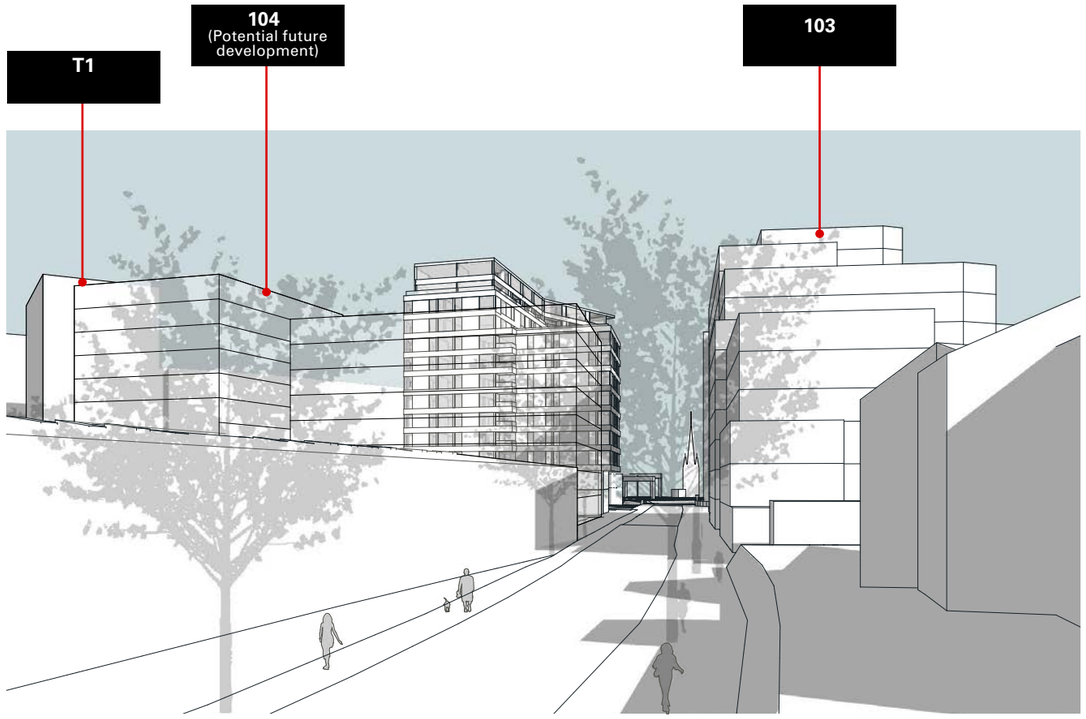
3.0 Architectural Design

3.3 Height and Massing - Evolution

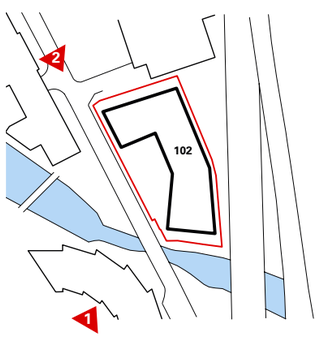
Following discussion with LB Camden, the height was reduced from ground + 12 storeys (as per pre-application meeting 12 Dec 2013 shown below) to ground + 11 storeys (pre-application meeting no.2, 27 February 2014, see facing page)



View 1



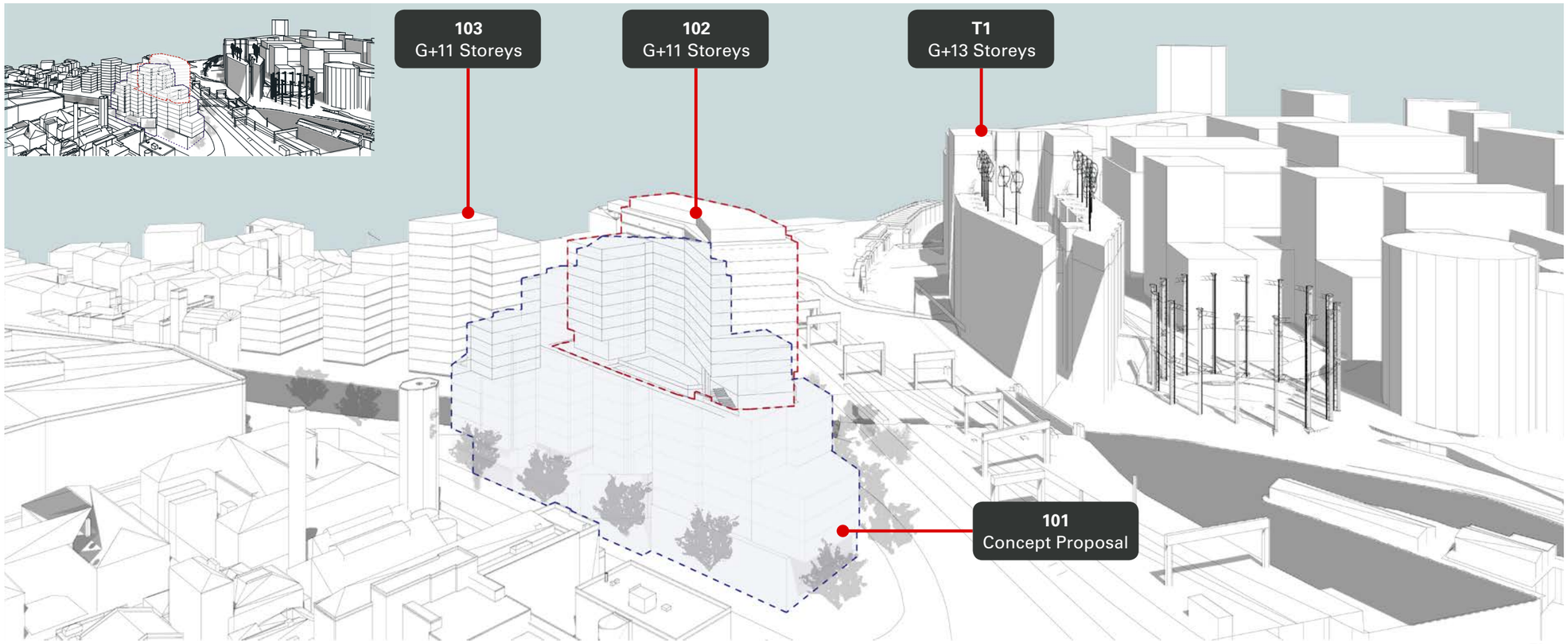
View 2

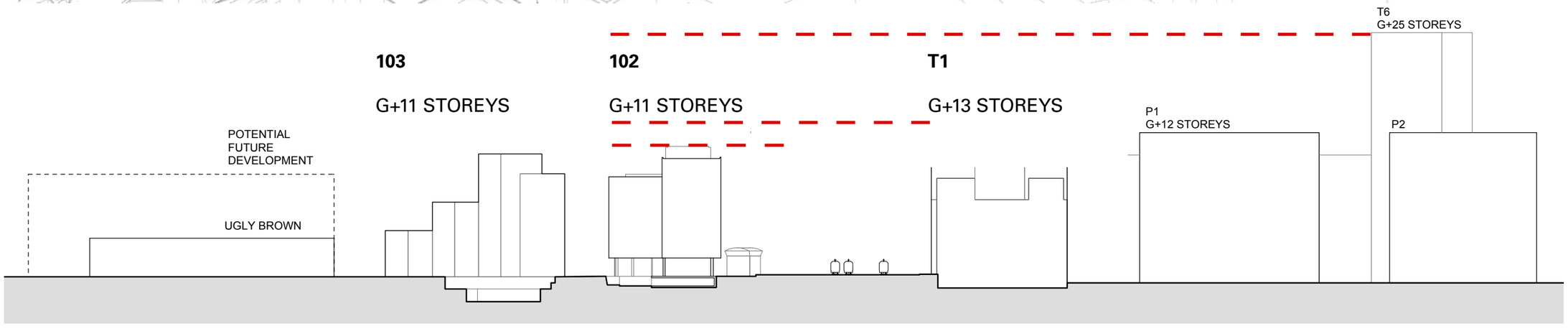


3.0 Architectural Design

3.3 Height and Massing - Evolution

Height and massing of the final design has been agreed as acceptable in principle with LB Camden design officer.

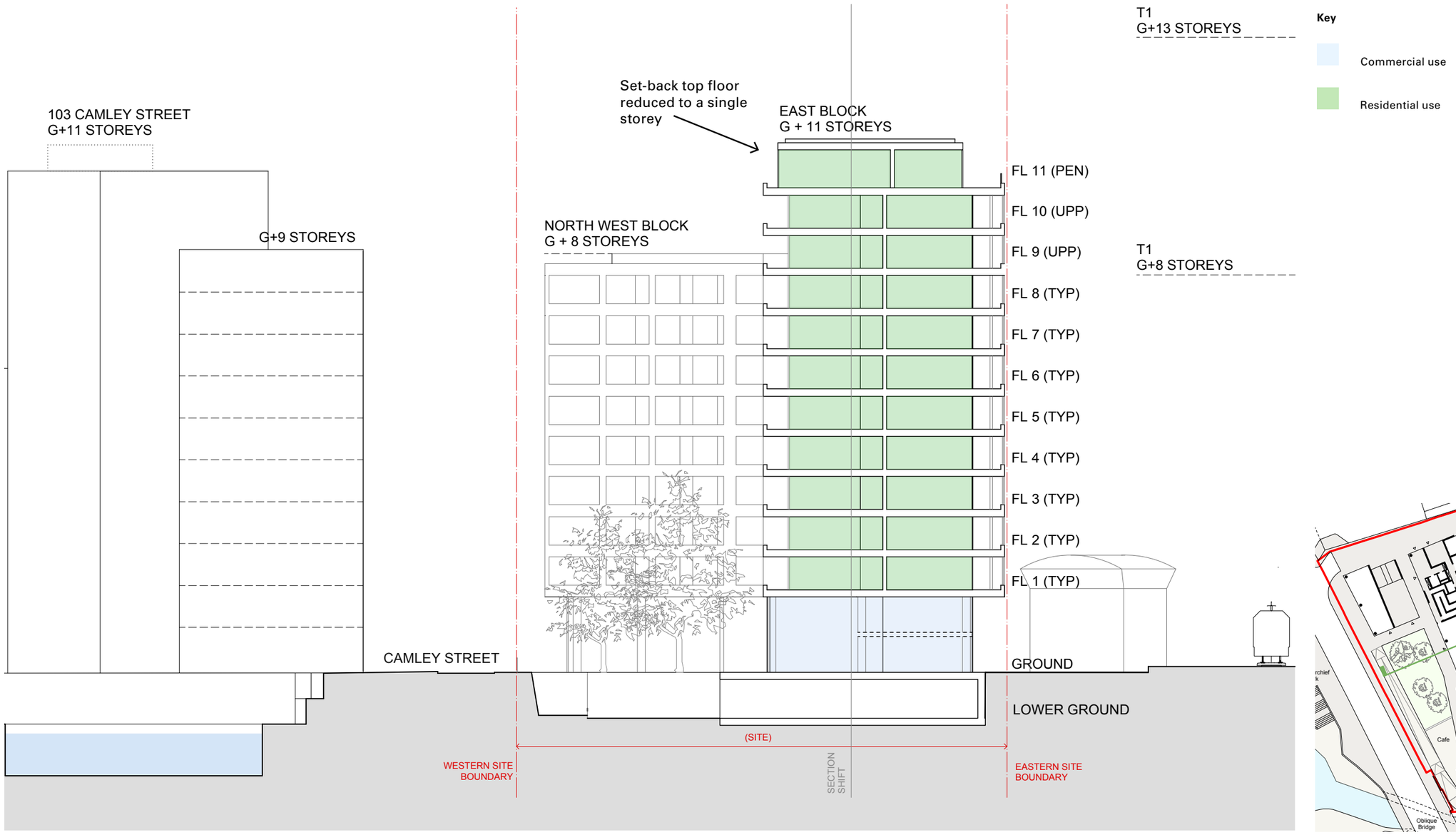




Context section

3.0 Architectural Design

3.3 Height and Massing – Proposed



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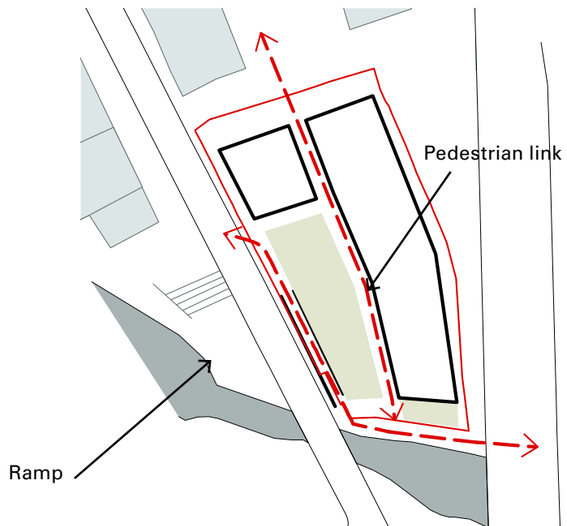
3.0 Architectural Design

3.4 Design Principles

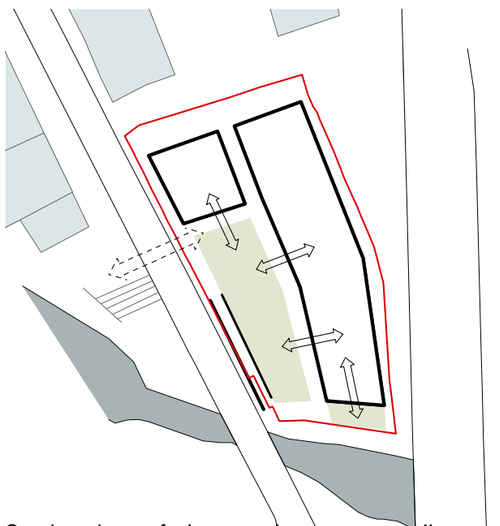
The design principles as outlined in the remaining part of this document are summarised by the following diagrams

LINKS / DESIRED LINES



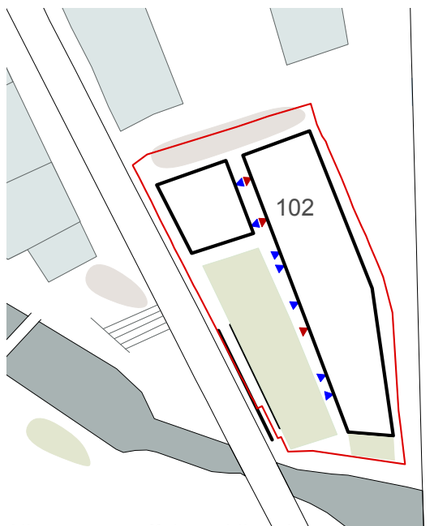
Introduction of ramp and pedestrian link to link Camley Street and amenity space of the Regents Canal, in order to enhance the public realm experience and increase connectivity

AMENITY SPACE



South and west-facing amenity spaces contribute to Camley Street environment and “Linear Park” running west and south-west towards Granary Street and St Pancras Way. Good sunlight and wind conditions for public amenity space

ACCESS TO MAIN ENTRANCES

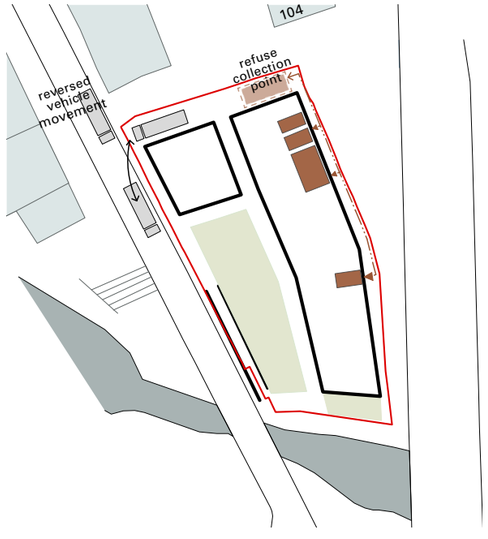


All entrances off the public link

residential

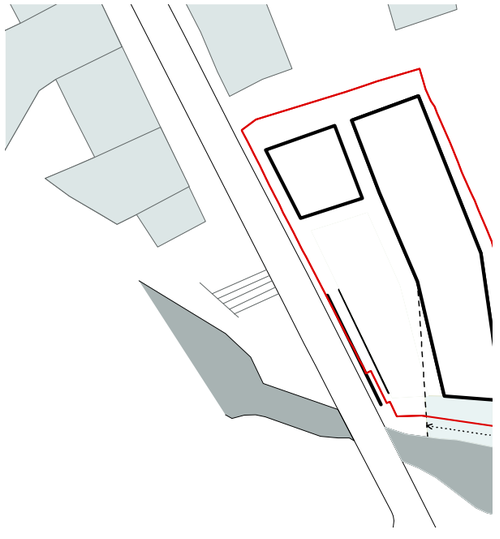
commercial

WASTE COLLECTION ACCESS



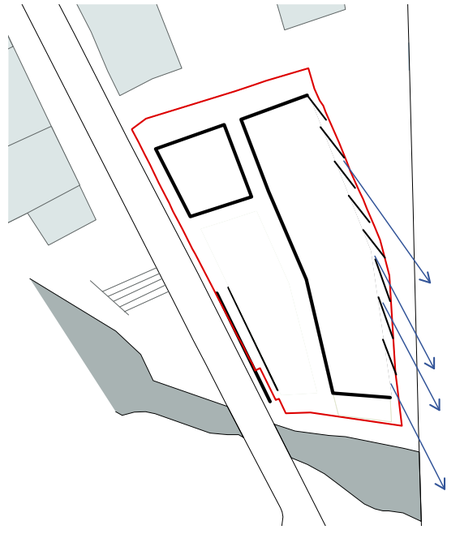
Waste and recycling for residential and employment spaces collected on site as agreed with LB Camden Highway and Refuse sections.

CANAL FRONTAGE



Canal frontage maximised by building splay and adding interest at ground and canal towpath levels

SAWTOOTH FACADE



Sawtooth facade screens railway noise as well as providing southerly view and daylight to east-facing units

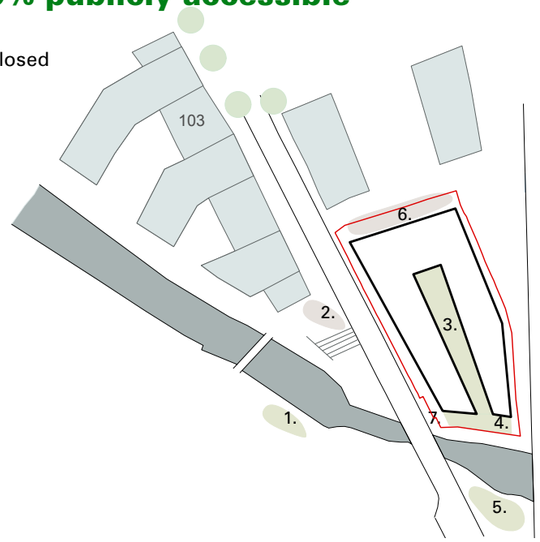
N

3.0 Architectural Design

3.5 Public Realm Design Evolution

Pincer – 30% publicly accessible

Building mass enclosed around courtyard



Key

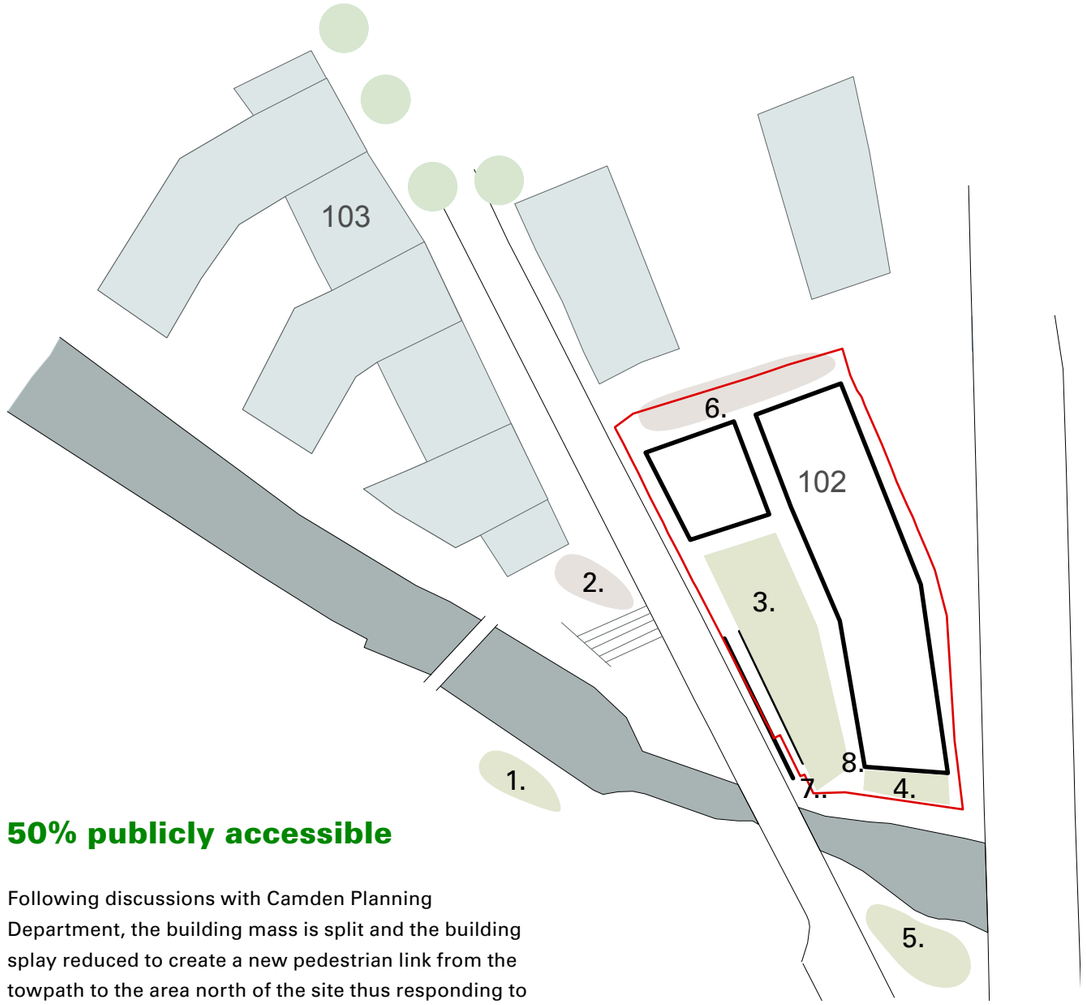
1. Proposed green space at 101
2. Handkerchief park at 103
3. Green courtyard at 102
4. Widened tow path and landscape resting point
5. Potential landscape enhancements to existing canal embankment opposite
6. North mews and shared Network Rail access
7. Cycle Ramp at 102
8. Pedestrian steps to towpath

Wrap – 40% publicly accessible

Building mass to railway side creating courtyard onto Camley Street.

Pedestrian and cycle link connecting tow path to Camley Street.

Proposed



50% publicly accessible

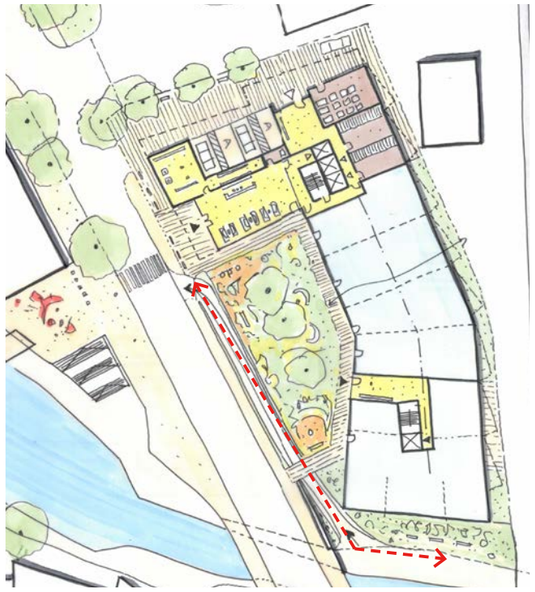
Following discussions with Camden Planning Department, the building mass is split and the building splay reduced to create a new pedestrian link from the towpath to the area north of the site thus responding to Camden's future masterplan aspirations.

N

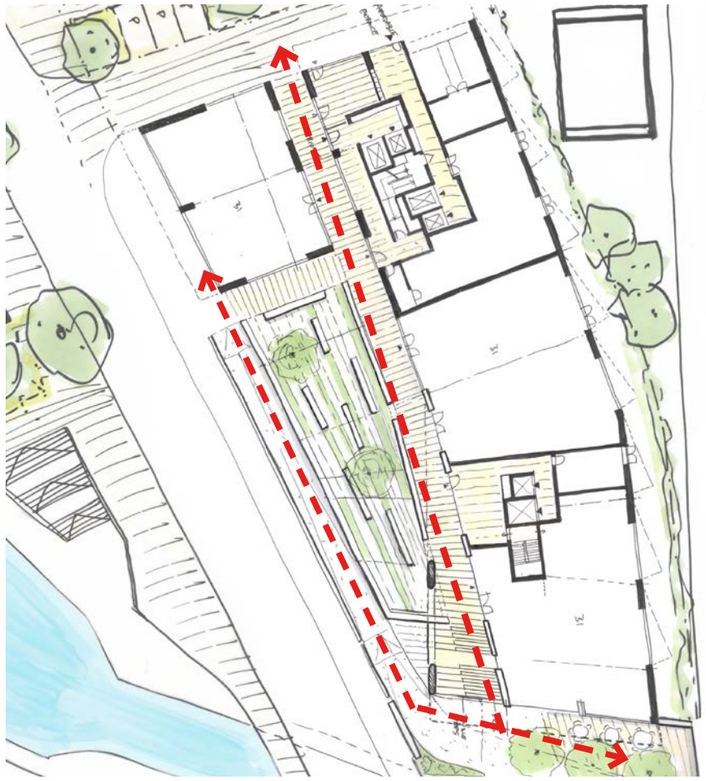
3.0 Architectural Design

3.5 Public Realm Design Evolution - Public Link Through Site

ORIGINAL PROPOSAL 16 December 2013

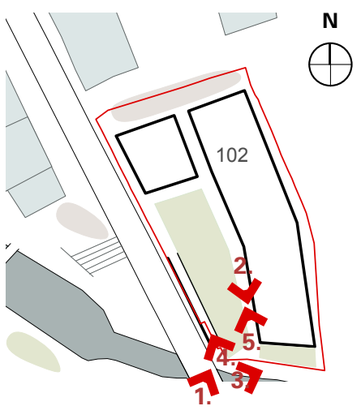


PROPOSED



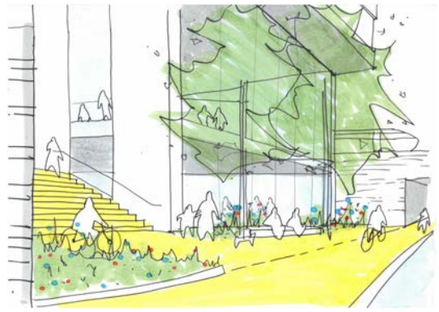
Proposed:
A new pedestrian stepped access and cycle ramp linking the Grand Union Canal to Camley Street are proposed from the canal towpath constitute another key feature of the proposed development to enhance public realm. The stepped access becomes part of the pedestrian link extending to the north of the site.

The reduction in building splay results in the open public space facing onto Camley Street being widened at its southern point where it connects with the towpath, which is also proposed to be widened.

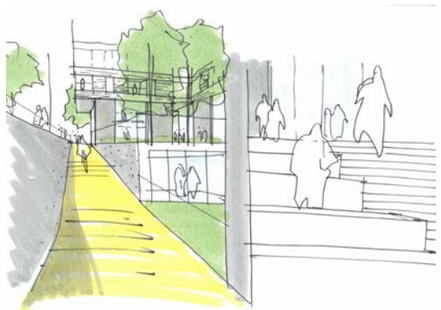


1. View from south-west

2. View from stairs looking towards the canal



3. View oblique bridge on towpath



4. View from towpath up the ramp

5. View from top of stairs looking north

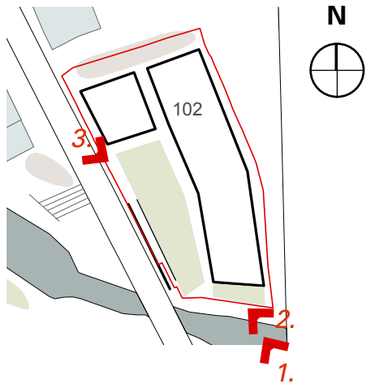
3.0 Architectural Design

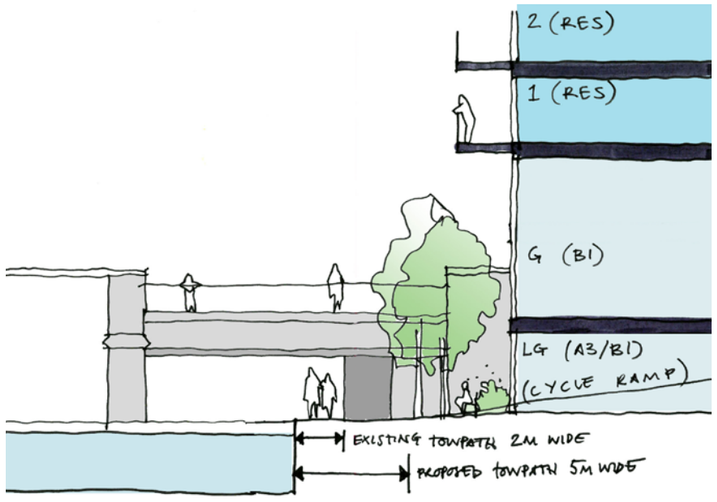
3.5 Public Realm Design Evolution - Public Link Through Site

1. View of design in development from south embankment

2. Canal approach from towpath (design in development)

3. View of design in development from Camley Street looking South





Section showing proposed widening of towpath

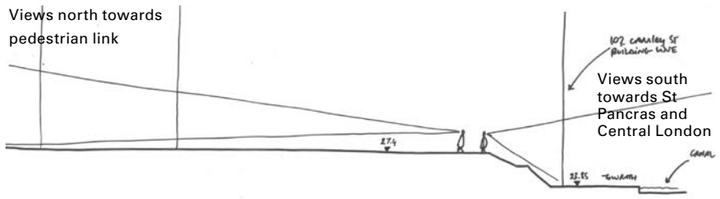
Existing view, looking south

3.0 Architectural Design

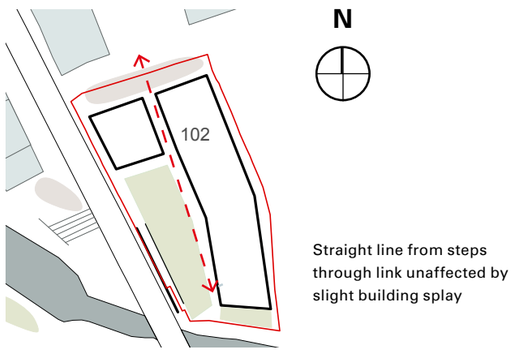
3.5 Public Realm Design Evolution - Link Sight Lines

ALTERNATIVE OPTIONS EXPLORED

PROPOSED pedestrian link



Visual link to tow path only occurs towards the top of the steps



Straight line from steps through link unaffected by slight building splay

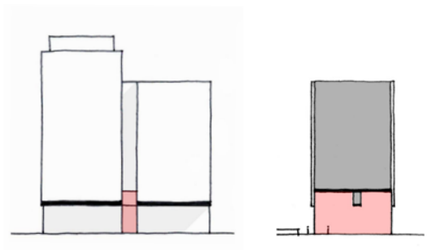
Discussions held with Camden Planning Department resulted in the exploration of the link forming a straight line of sight from the top of the steps leading to the towpath level.

The discussion resulted however in the splay to the southern face of the proposed building being reduced from 10.5 m to 7m thus requiring fewer external columns and improving sight lines at street level and reducing the extent of the undercroft. Distant vistas to St Pancras Station and Central London are increased.

3.0 Architectural Design

3.5 Public Realm Design Evolution - Link Height

ALTERNATIVE OPTION explored

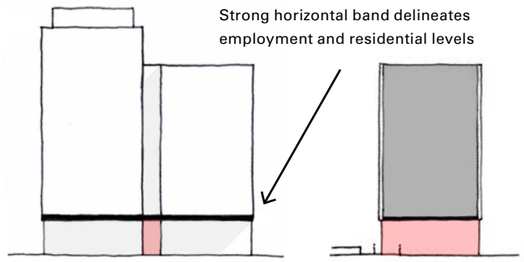


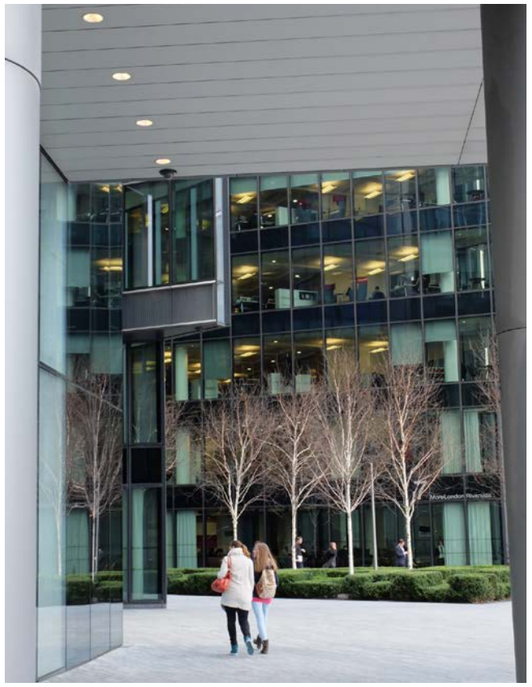
In pre-application discussions Camden Planning Department suggested the height of the link to the north of the site be raised from 2 to 3 storeys (c. 9-metre). Following further discussions it is agreed that this would result in the space feeling disproportionate to human scale and create a more corporate experience which the planners were keen to avoid. In addition, this will result in a disconnect with the architecture language of the clearly-articulated base separating the tall employment units at ground level from the residential apartments above.

PROPOSED link height

TWO-STOREY HIGH:

- Human scale
- More civic experience, less corporate
- Aligned with architecture of buildings



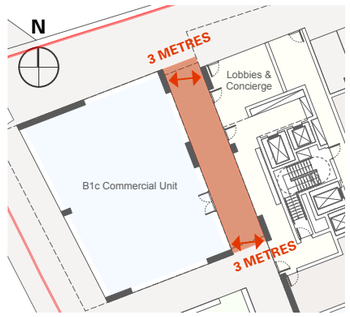


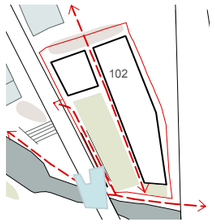
More London entrance canopy at c. 6-metre high

3.0 Architectural Design

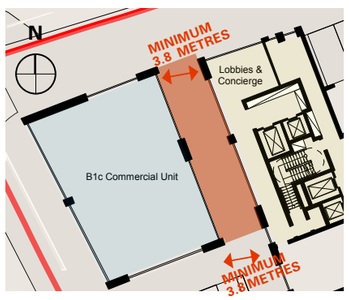
3.5 Public Realm Design Evolution - Link Width

ORIGINAL PROPOSALS





Link desired lines



3.8M LINK WIDTH – PROPOSED

Discussion with Camden Planning Office led to the widening of the link to the north of the site from 3 metres as originally proposed to 3.8 metres. This provides prominence to the pedestrian route from canal towpath to the area north of the site in response to Camden's future aspirations.

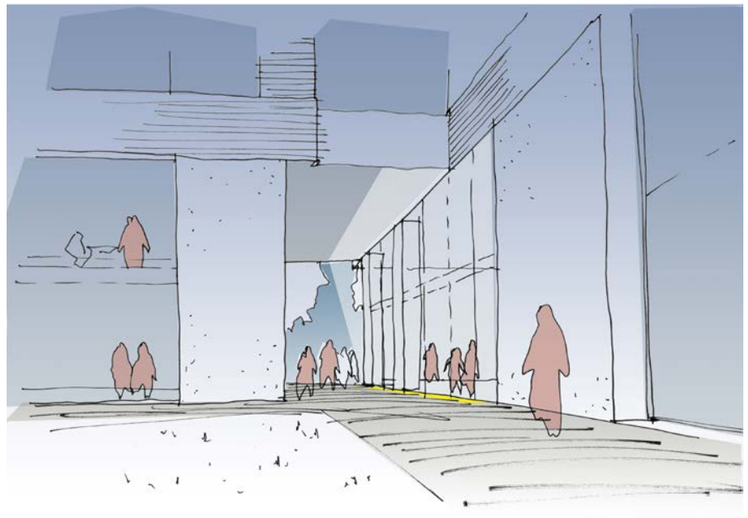
SUMMARY OF DESIGN CHARACTERISTICS

- Grand but human scale
- Experience feels less corporate, more civic
- Similar sight lines between the alternative option and the preferred one
- Clear wayfinding route between the proposed development and public realm.

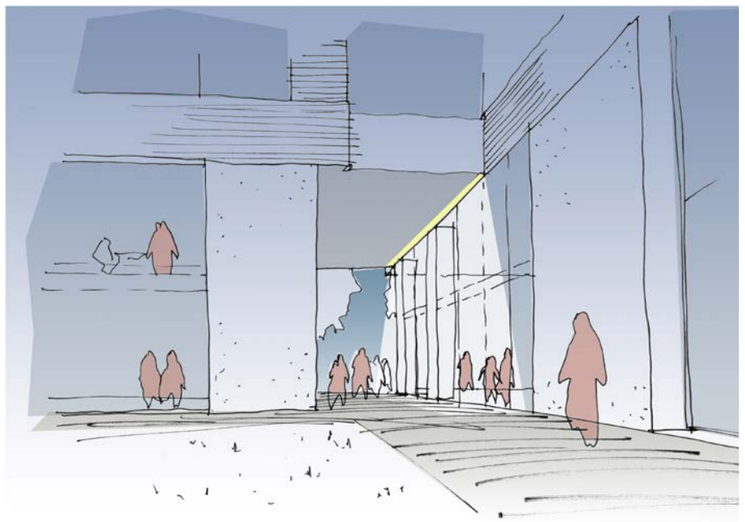
3.0 Architectural Design

3.5 Public Realm Design Evolution - Link Lighting Concept Options

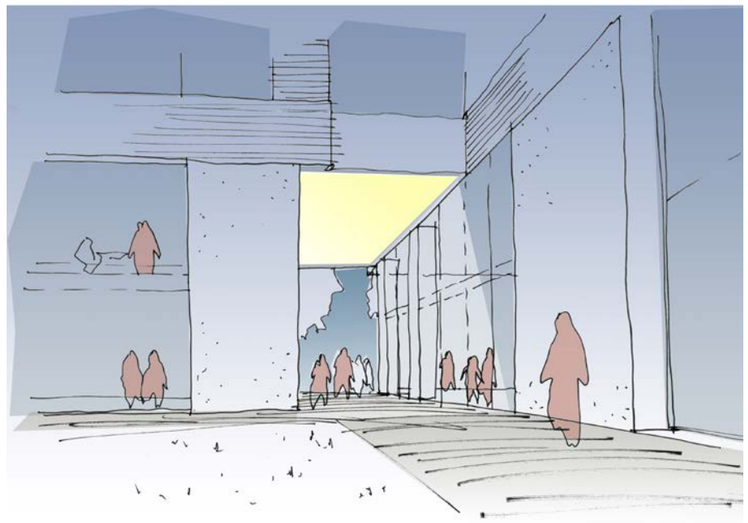
Various options were considered to explore the after dusk lighting of the northern link in order to help ensure both a safe and inviting environment.



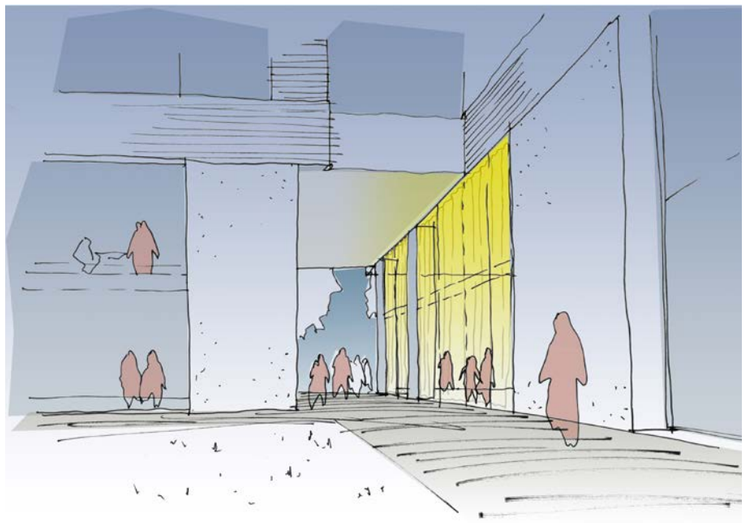
1. lighting from Paving upwards



2. lighting from side of soffit downwards



3. lighting from soffit downwards

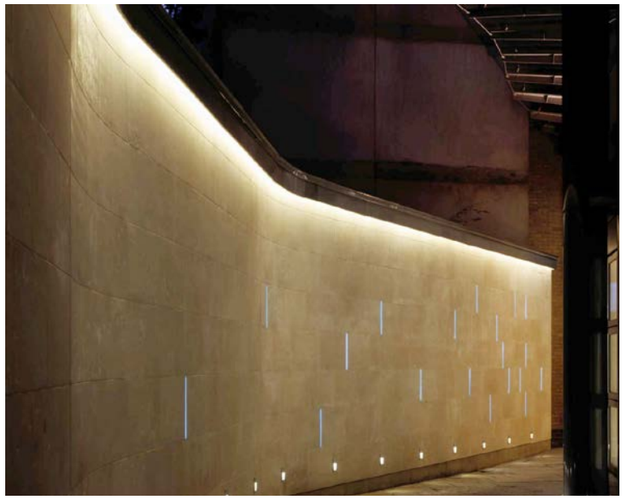


4. lighting from side wall providing some privacy to lobby, e.g. through a curtain

3.0 Architectural Design

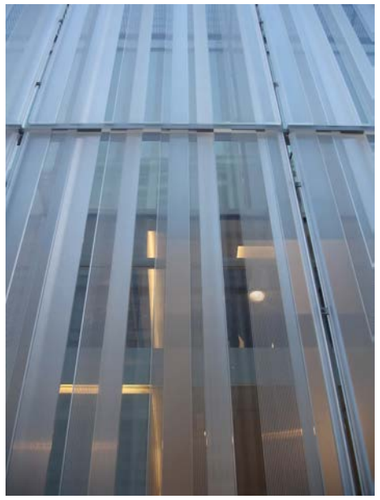
3.5 Public Realm Design Evolution - Link Lighting Concept Options

Devonshire Square, Spiers + Major
side paving upwards

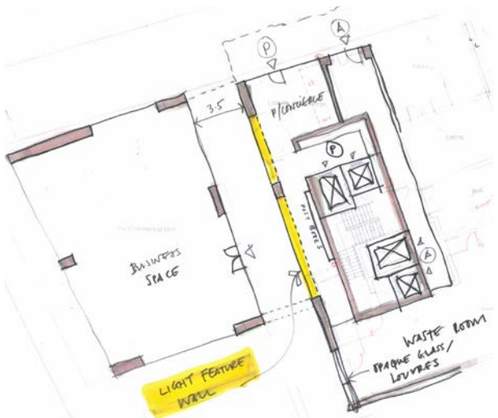


Light Bureau
side wall downwards and low-level

Sofie Gips Hotel, Berlin
soffit lighting downwards



Reiss London store, Squire and Partners
lighting 'screen'



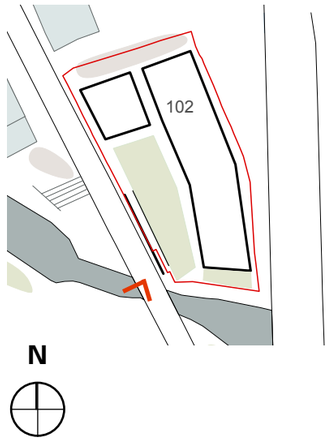
plan diagram of early stage development (option 4)

art feature on wall

Hoare Lea - Highbury Square
lighting around entrance frame

3.0 Architectural Design

3.5 Public Realm Design Evolution - Link Lighting

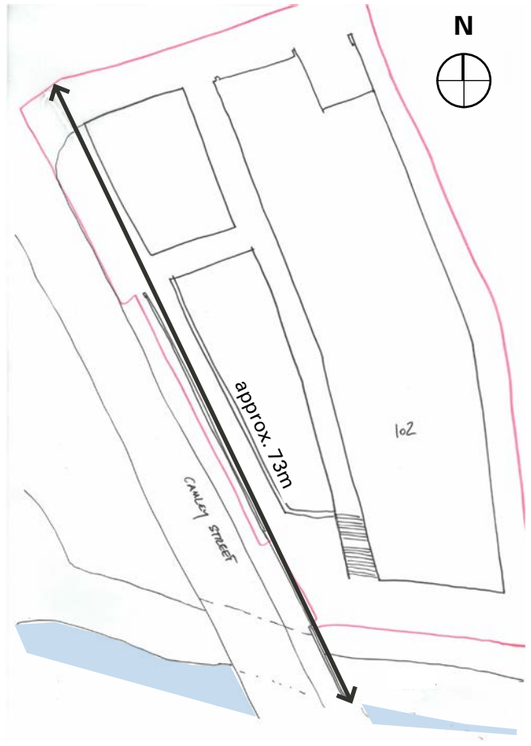


This image of the design in development shows how the link forms part of the 6m tall ground floor level, and could be clearly identified by lighting to improve wayfinding.

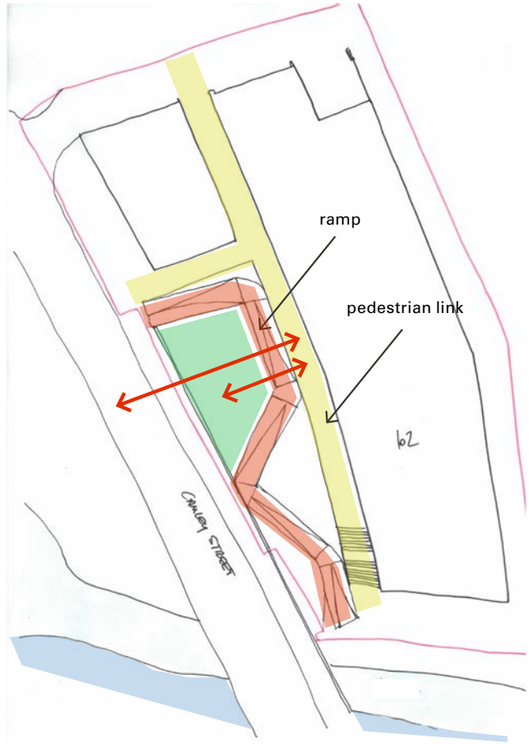
3.0 Architectural Design

3.5 Public Realm Design Evolution - Cycle Ramp

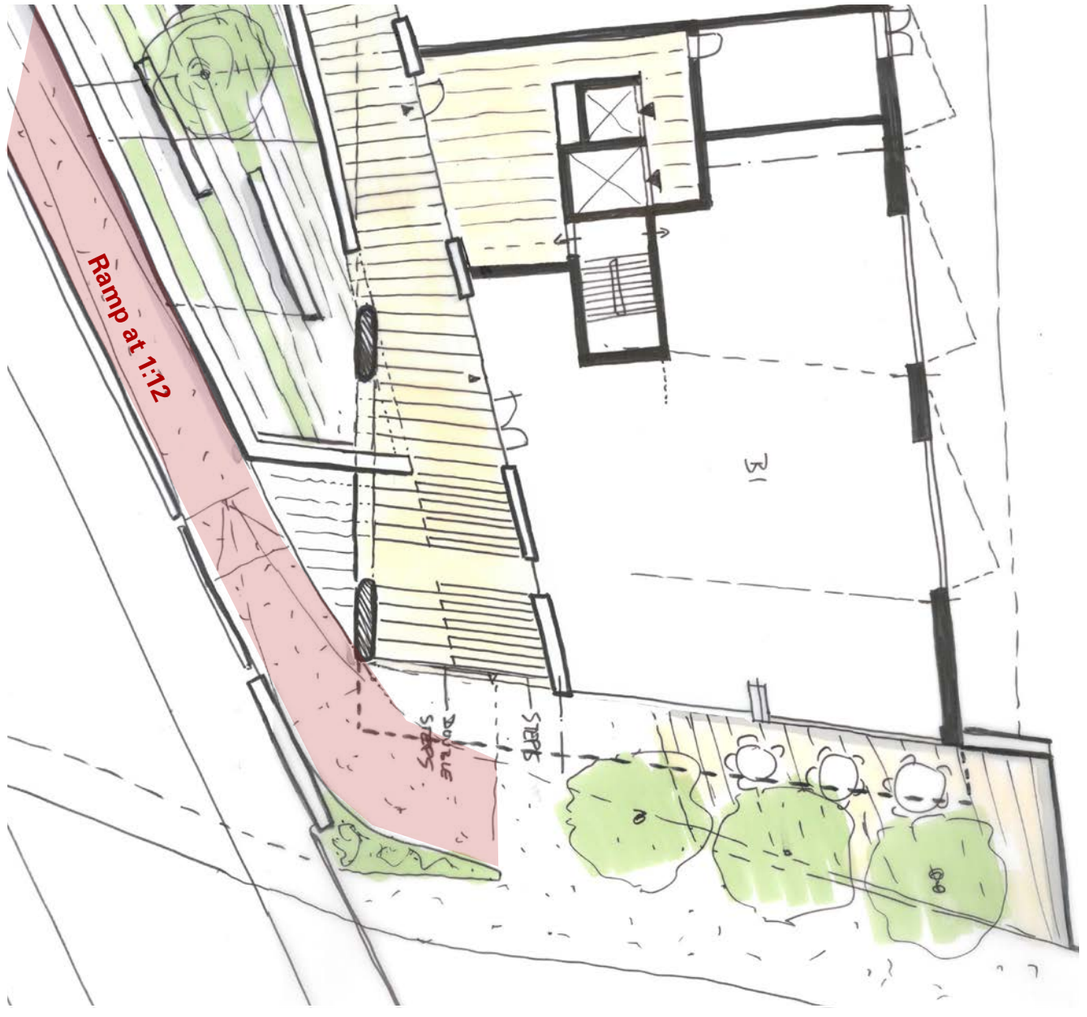
The ramp design was extensively discussed with Camden departments in order to attain a solution within the constraints of the site. Site constraints mean the ramp gradient could only be designed at 1:12. Alternatives were discussed through consultation with Camden engineers, including making use of the 'courtyard' width and the introduction of several 'chicanes' to accommodate lower gradients. It was accepted however that this would impact negatively on the experience of public space at ground level. As a solution, a single 'chicane' was introduced at the junction between the ramp and the canal towpath to discourage a high speed approach from cyclists.



The entire length of the site from northern boundary to the canal towpath (approx. 73m) will be required for a ramp at 1:20 in order to accommodate level differences between Camley Street and towpath (-3.5m). This will conflict with the shared servicing and Network Rail access corridor.



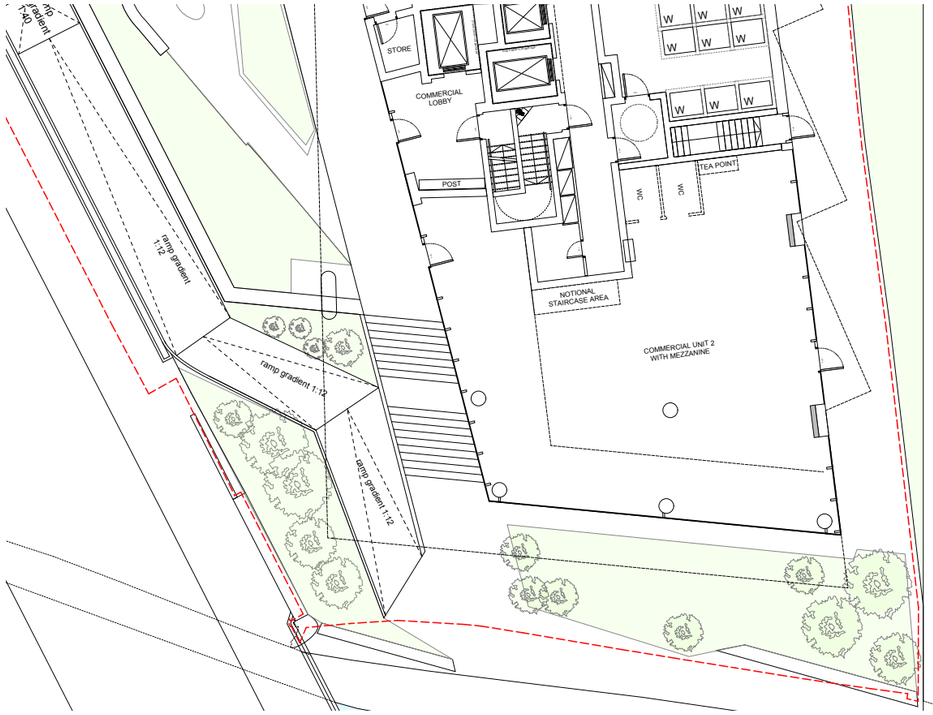
The introduction of several 'chicanes' to help achieve gradients closer to 1:20 will impact negatively on the provision of public amenity space as well as the integrated approach to landscape across the three gateway sites



Sketch plan showing earlier ramp development at 1:12 without 'chicane'

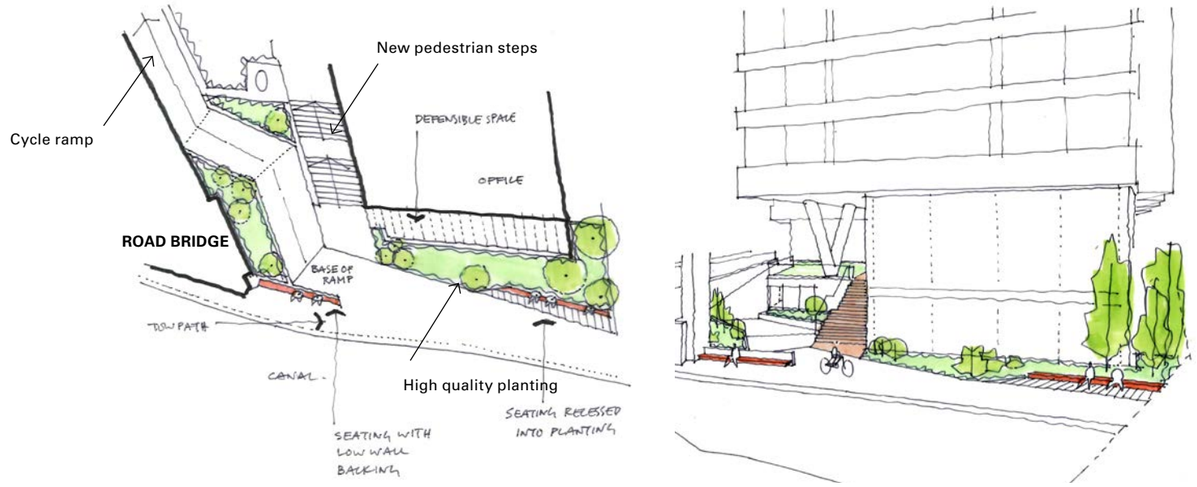
3.0 Architectural Design

3.5 Public Realm Design Evolution – Cycle Ramp

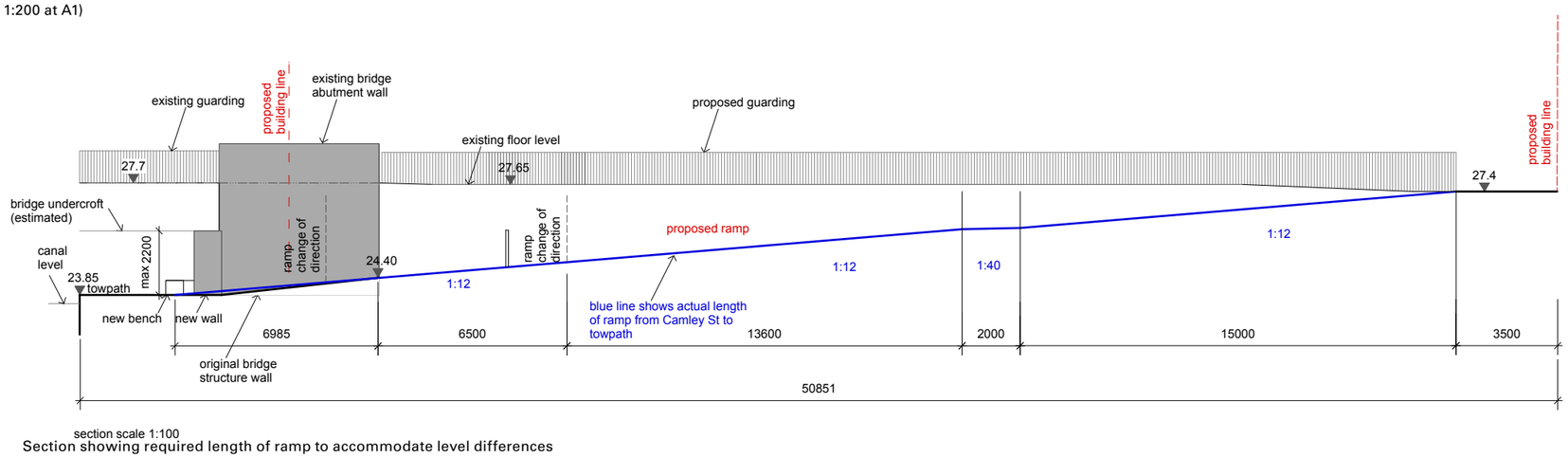


Plan showing proposed ramp with gradients at 1:12 and 'chicane' (scale 1:200 at A1)

Landcape design eveolved to propose distinct finishes to improve legibility between pedestrian and cycle routes (refer to section 4.0).



Plan and 3D-sketch showing ramp and proposed landscaping at towpath level (source: turkingtonmartin)



Section showing required length of ramp to accommodate level differences