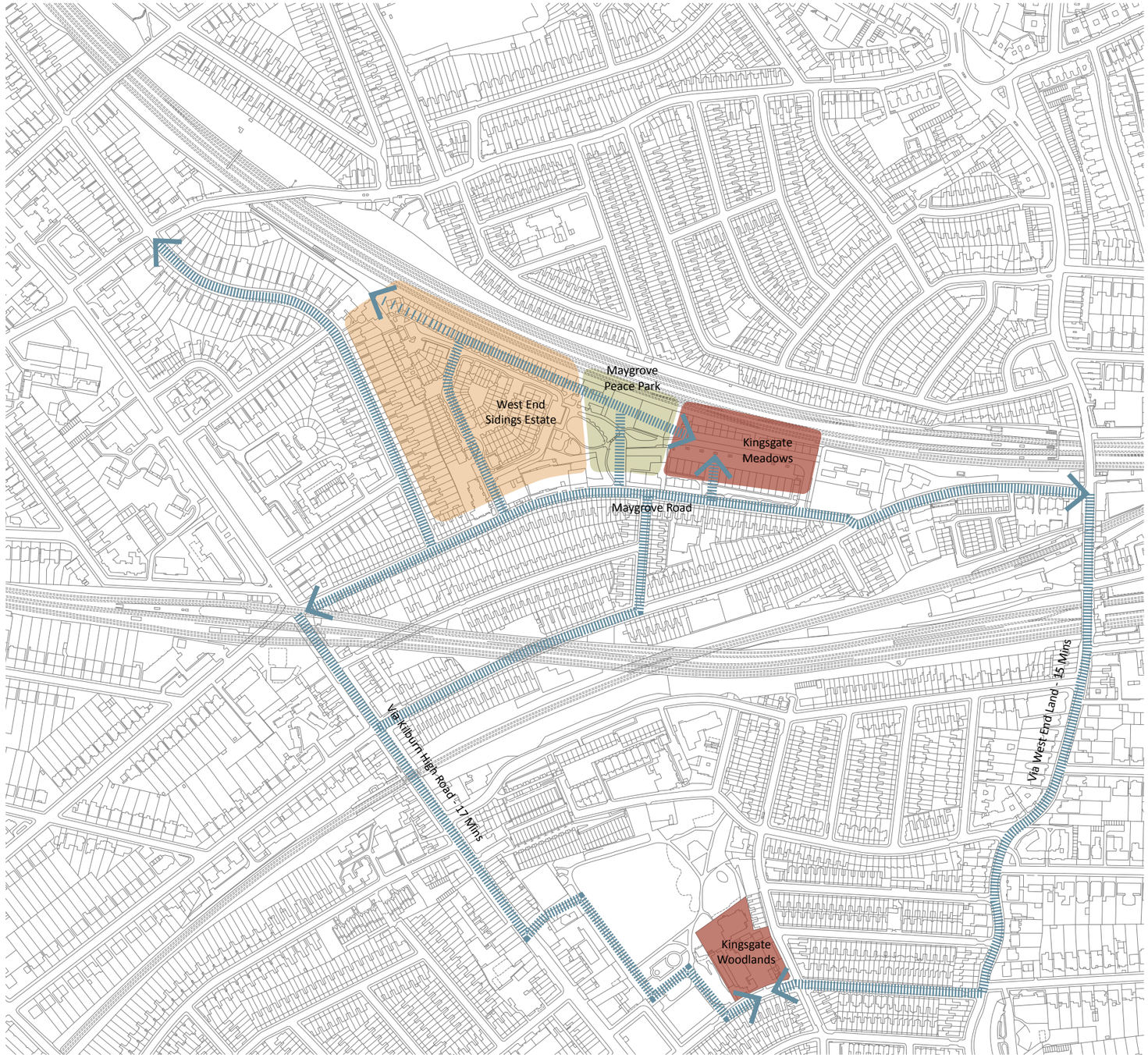
3.8 Access

Inclusive Design

The masterplan has been designed to ensure that all potential users of the site are able to use the place comfortably, safely and easily. An inclusive approach to access has been considered in relation to the wider neighbourhood, the site and the individual buildings and spaces.

Pedestrian Access

Pedestrian access and permeability is increased by the proposed pedestrian route through the Liddell Road site, linking to Maygrove Peace Park and beyond to the West End Sidings Estate. This diagram indicates pedestrian links anticipated between the existing and proposed school sites.



Plan showing masterplan increases pedestrian access and permeability to the site

3.8 Access

Site Access

The current masterplan proposes a new internal access route through the site, creating a pedestrian link from Maygrove Peace park to Maygrove Road. A shared surface is proposed for this new route, allowing controlled vehicular access for delivery and servicing for the residential, commercial and school buildings in addition to access to accessible parking spaces.

Access to the shared surface will be controlled by rise/fall bollards. A management strategy is proposed to restrict access into the site during times of critical pedestrian activity - specifically drop-off and collection time at the school. The route will be pedestrian priority with a portion of the shared surface will be paved in contrasting material and lined with planting as a pedestrian-only route during busy times.

The masterplan proposal allows for an additional school access point at the existing Liddell Road junction with Maygrove Road. This access point is anticipated to allow for emergency vehicle access to the school playground and sporadic large deliveries. The access point will also allow for a secondary pedestrian access to the school and will be beneficial to the school during the construction of the phase two building works.

Further information is outlined in Alan Baxter Associates' Transport Assessment and Travel Plans for the site.

Site access diagram

3.8 Access

Cycle Parking

Requirements for cycle parking across the scheme will, at a minimum, be determined by Camden Development Polices (2010), though these requirements are likely to be increased by the requirements of BREEAM 'Excellent' standard for the school and commercial elements and CfSH Level 4 for the residential.

Proposed school cycle parking:

- 10 cycle spaces will be provided for staff plus 1 shower and 10 lockers. The cycle spaces will be covered and secure.
- 10 cycle spaces will be provided for visitors in the public realm.
- 20 secure cycle spaces will be provided for children.
- 60 secure scooter spaces will be provided for children.

Proposed commercial cycle parking:

- 16 secure cycle spaces will be provided for staff.
- 2 visitor cycle spaces will be provided in the public realm.

Proposed residential cycle parking:

- 110 secure cycle spaces will be provided for residents.
- 11 cycle spaces will be provided in the public realm.

Full details of the proposed cycle parking strategies are outlined in the supporting travel reports provided by Alan Baxter Associates.

Proposed cycle parking strategy diagram

Cycle or Scooter Parking for Pupils

Cycle Parking Storage (inc. parking for school staff)

On-street Visitors Cycle Parking

3.8 Access

Servicing

Delivery and servicing activity for the school, commercial building and residential building adjacent to the rail line is proposed to be undertaken from the public realm space within the site (off street). Delivery and servicing activity for the mansion block is to be undertaken on street from Maygrove Road. A site wide delivery management system is proposed to distribute the timings of deliveries, including the control of access into the site during school drop off and pick up.

Refuse

Refuse and recycling requirements and operations have been discussed with Ann Baker: Principal Environmental Services Officer at LBC in a meeting on 01.05.14.

Refuse and recycling storage and collection arrangements have been proposed based on: Camden's '*Guidance for waste and recycling storage and collection*'; BS 5906:2005 *Waste Management in Buildings*; BREEAM; and CfSH standards.

Refuse and recycling stores are provided on the ground floors of the residential, commercial and school buildings. The new public space within the site allows for the turning circle of a refuse vehicle providing direct collection from commercial, school and residential tall building. A managed solution is proposed for the mansion block with bins from each core taken weekly to a larger store within the eastern most mansion house for collection by crews directly from the street.

Further information is outlined in Alan Baxter Associates' Transport Assessment for the project.

Proposed refuse collection and servicing diagram

3.9 Sustainability

Energy and Sustainability

An appraisal of the local planning requirements has highlighted the minimum sustainability and energy requirements for the development:

- School
  35% Improvement on 2013 Building Regulations.
  BREEAM 'Excellent' school building.
  'Zero Carbon' aspiration.
- Residential
  35% Improvement on 2013 Building Regulations.
  Code for Sustainable Homes 'Level 4'.
- Office
  35% Improvement on 2013 Building Regulations.
  BREEAM 'Excellent' school building.

Atelier 10 have developed a series of strategies which have driven the design to date and will guide the further development of Building Services and Sustainability design in order to fulfil the targets above.

Passive Energy Strategies

The scheme aim is to provide low energy buildings through passive energy strategies: massing and orientation; ventilation; enhanced fabric performance; natural and mixed-mode ventilation; and natural day-lighting. Renewable energy technologies are proposed as a means to further enhance the performance of the site. A detailed energy strategy has been developed by Atelier 10 as a separate supporting document for the application.

Site Energy Strategy

In order to meet the Zero Carbon target for the development, a site-wide Combined Heat and Power (CHP) system is proposed, with back-up gas boilers. Each of the buildings on the site will have the option to receive heat and power from the proposed CHP station, located in the base of the residential tall building. The details of operation, ownership and management of the CHP system are described in greater detail in the supporting Energy and Sustainability statement produced by Atelier 10.

Proposed CHP site strategy

3.10 Construction Phasing

Construction Phasing

An initial phasing strategy has been developed for the site, with the understanding that the school will be the first phase to be developed, with completion for new school places in September 2016. In support of the requirement to provide school places by that date, the development is proposed in two phases: Phase 1 - site enabling works and school construction; and Phase 2 - the residential and workspace buildings.

The design recognises the requirement for safe and secure school access following completion of Phase 1, whilst Phase 2 works are in place. The secondary access point to the school will assists is providing flexibility in school operational plans.

A detailed construction management plan has been developed to support the application as a separate report by Sweett Group.