
7.0 Technical Considerations



7.1 Market and Site Management

Camden Market pledges to maintain the Estate to an acceptable standard at all times. Whilst some standards are statutory requirements, other standards relate to the operational management of the site such as response times to customer queries, standards of cleaning and levels of security.

The Applicant identifies the following areas as key to the ongoing success of the Market:

- A well maintained landscape
- A clean and tidy environment
- Safe and welcoming operation
- A market that is accessible to all
- Minimal impact on the environment
- Encouraging social inclusion and economic opportunity
- Public Information provision
- Clear Tenant Information

Much has been achieved but in order to keep Camden Lock Market a vibrant and sustainable neighbour for the local community, it is inevitable that some of the physical constraints can only be resolved by sympathetic intervention. The main objectives of the proposed scheme are to:

- Improve accessibility and permeability, particularly to upper levels
- Establish more comprehensive goals for recycling and sustainability
- Continue to work with the traders to improve merchandising and product that is unique to Camden Lock Market
- Encourage more community relationships and like-minded businesses to add to the experience and heritage of Camden Lock Market
- Provide further seating around the Estate and cover from inclement weather
- Utilise under-used buildings around the Estate
- Improve storage facilities
- Relocate management accommodation to facilitate more efficient working to enable the existing offices to be returned to active frontage through change of use
- Continue to invest in new technologies including upgrade to Wifi and cashless trading formats
- Continue the summer and Christmas night markets and encourage all traders to engage through extended trading hours or promotions
- Proactively address management issues with traders such as disparate opening hours or poor quality product
- Continue to nurture the London Waterbus Company and improve customer service for visitors through facilities or experience

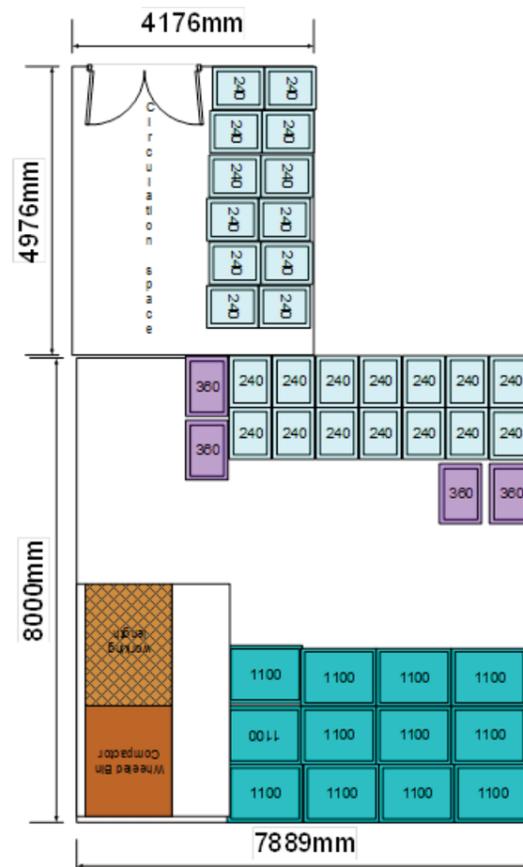
For further details please refer to the Market Management Plan prepared by the Applicant that accompanies this application.

7.2 Refuse Strategy

ARUP have provided indicative waste calculations based on the assumed uses across the Market. It is expected that commercial tenants will require a daily collection service. The Applicant currently has daily waste collections contracted to Camden Council.

The proposed bin store is located in the north-west corner of the site off Camden Lock Place as indicated on the adjacent plan. This is where the main bin store is currently located but the bin store has been enlarged to provide space for 150% of the anticipated daily waste generated. This allows for resilience in case of disruption to waste collection.

The Waste Management Report states that 12no. Eurobins will be required, with a smaller contractor and ancillary 240L bins for mixed waste and recycling.



7.3 Transport Strategy and Vehicle Servicing



it is noted that the site is within close proximity to a range of public transport services including bus, London Underground and London Overground services. There is also a dense network of walking and cycling routes. The transport proposals for the site support a highly sustainable development. The majority of trips to the site are expected to be made by walking, cycling and public transport. Demand generated by the development can be accommodated on the existing networks. However, the existing issue of congestion at Camden Town Station and Camden High Street, during peak periods, will remain.

The development would support growth within Camden Town and promote sustainable travel by:

- Focusing retail and mixed use development in an area of excellent public transport accessibility with a wide range of public transport facilities
- Improving the pedestrian environment, particularly links through the market
- Not increasing car parking provision, in line with objectives to encourage sustainable travel in and around Camden Town
- Providing the development with secure cycle parking, providing 48 staff cycle parking spaces and identifying suitable locations for 46 visitor cycle parking spaces, to encourage and promote cycling throughout Camden in accordance with the London Plan
- Providing a managed environment for waste servicing and the application of a Servicing and Waste Management Strategy which will mitigate the effects on the surrounding area
- Implementing an effective Travel Plan for the development to support travel by sustainable modes and implement measures that suitably manage travel to resolve local issues (e.g. overcrowding at Camden Town)

As a development within central London, the majority of servicing trips to the site will be made by 6m transit vans, with the remainder of the deliveries by 8m and 10m vehicles.

Vehicle servicing is typical out of hours on Camden Lock Place but is supplemented by additional trips that utilise the loading bay on Chalk Farm Road.

Please refer to the Transport Assessment and Interim Travel Plan prepared by ARUP on behalf of the Applicant.



Lift access to staff bicycle facilities at basement level.

Bicycle parking for up to 46 visitor cycles beneath stairs

DEAD DOG BASIN

CAMDEN LOCK PLACE

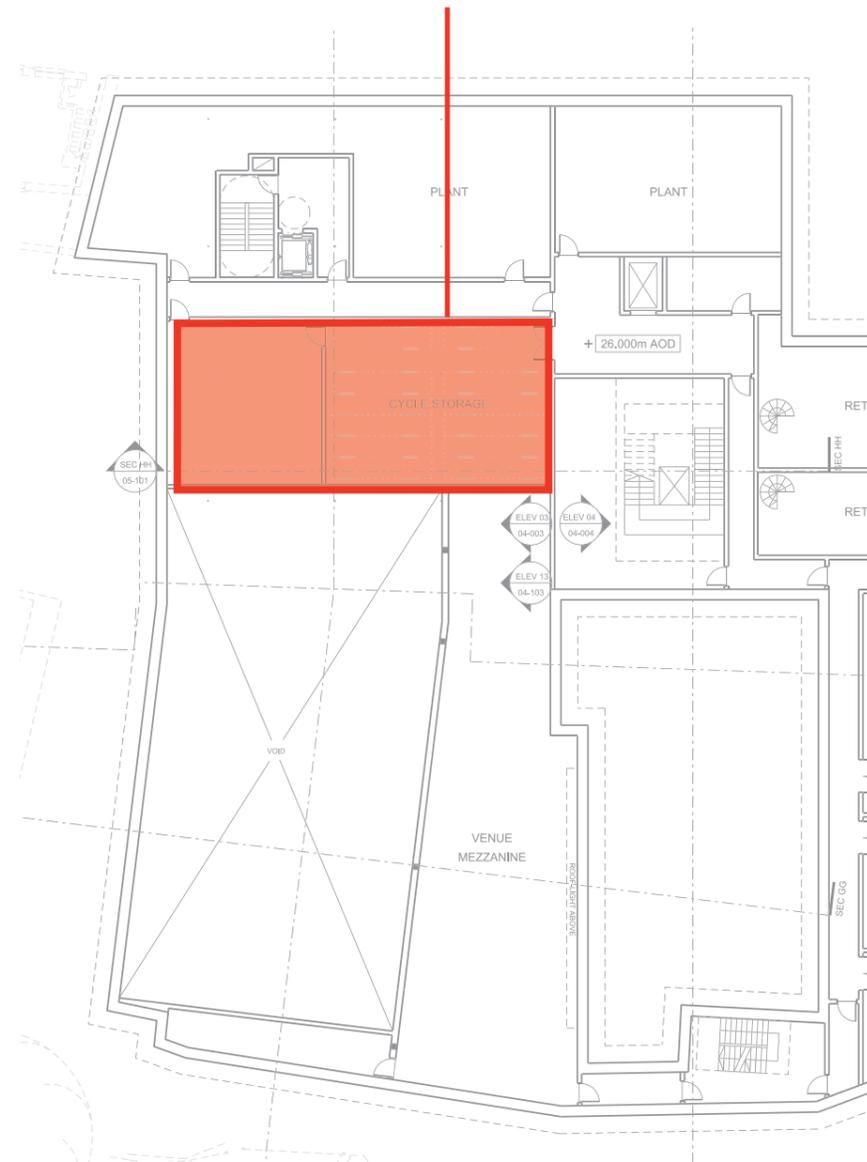
EST YARD

MIDDLE YARD

MARKET HALL

Roving Bridge

Cycle parking and facilities for up to 48 staff cycles within new basement



- Staff cycle parking
- Visitor cycle parking
- Staff cycle route
- Visitor cycle route

7.4 Cycle Parking, Storage and Facilities

The proposals make provisions for both visitor and staff cycle users in accordance with quantity and quality standards set out by both LBC and TfL's parking standards for new development. The highest standards as set out by the London Plan (2014) Further Amends, will be aimed for however the availability and further, the suitability of parking space locations needs to be balanced with both the needs of the market environment and consideration to heritage assets. The proposal currently provides for 50% of the visitor cycle parking standards but will look to provide further opportunities in accordance with London Plan standards.

Long term (staff) cycle parking is accommodated within the new basement to the east of the site. Lift access from Middle Yard (opposite) provides access to 48 safe and secure cycle parking spaces. In addition, changing and shower facilities are provided along with mixed sized lockers and a drying room for wet towels and clothes providing the highest standards of facilities for staff working within the site.

Short stay (visitor) cycle parking is aimed at being convenient to cyclists to dissuade the use of heritage railings along the tow path. A location close to Camden High Street, accessed from the Tow Path provides convenient parking facilities outside the main market areas. This provides 46 cycle parking spaces within a safe and secure environment.

It should be noted that in addition to on-site provision for cyclists with their own bicycles, there are three cycle hire docking stations within a 5 minute walk of the site accommodating up to 75 cycles for one-way journeys.

For more information on the cycle parking strategy please refer to the Transport Assessment provided by ARUP on behalf of the Applicant.

7.5.1 Sustainability

As agreed with LBC, BREEAM will be employed as a design framework across the whole site and relevant sustainability measures that will enable the buildings on the site achieve a BREEAM 'Very Good' rating will therefore be incorporated into the design proposals. Please refer to Sustainability Statement for a BREEAM Pre-Assessment summary.

LAND USE

The Site has historic light industrial use but is currently used as a market with a mixed retail and food offer. The layout of buildings has been refined based upon the historic pattern of development that is suitable for the Conservation Area and historic setting.

MATERIALS

Building materials will be selected in accordance with the BRE Green Guide to Specification, with the aim of selecting elements in the range A+ to C to minimise environmental impact. All timber used at the Proposed Development will be FSC certified and where possible materials will be locally sourced. 100% of the timber used at the Proposed Development will be FSC certified.

It is intended that insulation materials will have an Ozone Depletion Potential (ODP) of zero, and a Global Warming Potential (GWP) of less than five in accordance with BREEAM requirements. Where specified by the developer, finishes and other materials will not contain or emit toxic substances (e.g. low VOC paint).

CONSTRUCTION WASTE

In line with the BREEAM Wst 01: Construction Waste Management credit requirements, the contractor will be required to produce and adhere to a Resource Management Plan (RMP) which clearly sets out requirements to minimise waste generated on site and maximise diversion of waste from landfill. A dedicated recyclable waste storage facility will be provided and waste segregation will be encouraged.

For further information, please refer to the Sustainability Statement prepared by Hoare Lea on behalf of the Applicant.

7.5.2 Sustainability - Energy Commitments

For further details please refer to the Energy Strategy prepared by Hoare Lea in line with the London Mayor's Energy Hierarchy: 'Be Lean', 'Be Clean' and 'Be Green'.

The findings of the initial energy appraisal carried out by Hoare Lea indicate that the Proposed Development is unable to achieve a 35% CO2 emissions reduction as set out in the London Plan. However, passive design and energy efficiency measures will be implemented in order to achieve a reduction beyond the requirement of the Building Regulations Part L 2013.

MAJOR SERVICING

The Proposed Development has very limited opportunity to implement an onsite Combined Heat and Power (CHP) or decentralised energy network due to technical feasibility and economic viability issues. However, the developer will encourage the efficient generation and delivery of energy by tenants.

The nature of the Site and the general servicing strategy of the existing commercial units does not readily lend the Site to the use of low and zero carbon technologies. Tenants will generally be responsible for their own fit-out which shall be subject to minimum efficiency requirements in order to minimise the amount of CO2 emissions.

7.5.3 Sustainability - Water

FLOOD RISK

The Site is in Flood Zone 1 and therefore has a low annual probability of flooding from all sources. The drainage strategy for the Proposed Development has been prepared in consideration of flooding from all applicable sources.

WATER EFFICIENCY

The Proposed Development will be fitted with water efficient fixtures and fittings. As a minimum, tenants will be encouraged to fit-out their spaces appropriately to meet the requirements of the Building Regulations Part G (2013), with the aspiration being to achieve a reduction beyond this level for BREEAM Wat 01: Water Consumption credits.

Existing water fixtures and fittings will be upgraded in order to minimise water consumption.

7.5.4 Sustainability - Environmental

BIODIVERSITY

The proposals are expected to result in no negative change in site biodiversity as all but one of the existing trees on the site are to be retained. The roofs of both the new-build and existing elements are pitched and present little or no opportunities for green/ brown roofs

TRANSPORT

No parking spaces are provided within the Proposed Development and no significant traffic would be generated by the Proposed Development. A review of the potential emissions from demolition/construction activities and new heating plant has been carried out with measures for minimising nuisance caused by dust from the construction activities identified.

AIR QUALITY

Systems at the Proposed Development will be selected to minimise emissions of Nitrous Oxide (NOx) and other pollutants which can lead to adverse air quality impacts. The Proposed Development will be provided with mechanical ventilation with suitable filtration to maximise indoor air quality. Neither CHP nor biomass plants have been specified for the Proposed Development.

It is intended that contractors will comply with The Control of Dust and Emissions during Construction and Demolition SPG. Contractors will be required to identify potential sources of dust and other air pollution and appropriate dust control measures will be implemented. It is also intended that the main contractor shall register under the Considerate Constructors Scheme and achieve a best practice score.

For further information, please refer to the Air Quality Report submitted in support of the application.

NOISE

It is intended that external and internal wall and floor specifications will ensure comfortable noise levels, particular for office staff. Sound insulation will be provided to limit impact and airborne sound and beyond the requirements of the Building Regulations Part E. Noise attenuation measures will be incorporated on-site where required, to ensure that any noise generated by equipment or services will not generate a source of noise pollution or negatively impact the surrounding area.

The Site is located in an area with a high level of background noise. High efficiency mechanical ventilation will be used to provide air to the spaces in where natural ventilation is not possible. This will aid noise attenuation as occupants will not be reliant on opening windows to maintain good indoor air quality and control internal temperatures.

7.6 Fire Strategy

It will be necessary to ensure that the development complies with the functional requirements of the Building Regulations 2010. Guidance on how these requirements can be satisfied is described in Approved Document B. However, alternative solutions, such as the semi-prescriptive, semi-risk based approach of BS9999, or fully fire engineered solutions to BS7974, can be adopted to demonstrate compliance with the Building Regulations.

On a scheme of this size and complexity, it will be necessary use both prescriptive and fire engineering solutions to ensure that the functional requirements relating to means of escape, internal fire spread, external fire spread and fire service access are satisfied.

Means of escape from the development will be facilitated by a number of escape corridors, stairs and external routes. These escape routes will be located to ensure that they are of adequate width to accommodate the population required to use them, and also located such that occupants are not required to travel excessive distances to reach a place of safety.

The structure will require fire protection to ensure that its stability is maintained for a reasonable time, and compartmentation will be required to minimise the risk of fire spread throughout the premises. This will include separation of the basement accommodation from the upper storey levels by compartment construction.

It will be necessary to ensure that adequate and appropriate access and facilities for the fire service are provided. This will necessitate dry rising fire mains to serve the 'above ground' accommodation. Due to the difficulties in firefighting in large/deep basements, the basement will require the provision of a firefighting shaft, coupled with smoke ventilation, possibly in conjunction with sprinkler protection.

7.7 Security and Safety

Security is a major part of the service and management operation of the site. The 24/7 security presence is a deterrent to crime and works proactively to control behaviour and engender a peaceful ambience. The Applicant is already a member of the CBAC system which is a Camden BID/Camden Council/Metropolitan Police initiative which unites Camden High street shops and adjacent communities.

Consultation has been sought from the Counter Terrorism Security Advisor and principles recommended will be followed as required.

The proposed scheme will adopt the following principles:

SECURITY LIGHTING

- Lighting externally is a more effective deterrent than CCTV provided the area being lit is overlooked by other properties.
- Externally, targeted down-lighting will be positioned at frequently used entrances and exits.
- Lighting should compliment the CCTV system, and provide facial images of people using the area. The CCTV system should be registered and comply with the information commissioners guidelines.

CCTV

- CCTV discourages crime and gives protection to the site and staff members.
- A colour CCTV camera system will be used to enhance security to the ground floor reception area, deliveries entrance and all external areas. The monitoring system location will be within the security room on the ground floor.
- Exterior cameras will be day/night cameras, of fixed and pan-tilt-zoom (PTZ) type. All external cameras will be contained within vandal resistant housings. Coordination will need to be made with lighting systems to ensure that adequate levels are maintained and locations are appropriate.

INTERNAL ACCESS & SECURITY

- Access control will be fitted to private areas at ground floor entry and exit doors and the refuse/recycling store as part of the perimeter protection.
- Access control will utilise proximity card readers and the system will be interfaced with the fire detection and alarm system.
- There will be a night time lock down procedure.
- Recessed areas will be designed out through, for example, suitable gating
- Directed routes for people to leave the area when in night time lock down.
- Clear site permeability will achieve increased surveillance.
- New windows and doors will be fitted to an security enhanced standard. LPS 1175 sr2 or higher, STS 201, 202 br2 or BS PAS 24-2012 has been recommended
- Existing areas which currently have physical security such as bars and grills, should keep these higher security measures.

7.8 Wayfinding and Signage

There are 1.5 million people with a learning disability in the UK, of which approximately 30% have a sight impairment, and 40% have a significant degree of hearing loss (Section 1.2.3, 'Good Signs', Disability Rights Commission).

Signage should therefore be clear, concise and consistent, and suitable for people with visual impairments and learning disabilities, such as dyslexia, as described below:

CLEAR

Easy to see and understand with large print in a clear typeface, with good contrast and low glare. People with learning disabilities would benefit from an increased use of pictures on signs, in addition to or independent from text.

CONCISE

Simple, short and to the point.

CONSISTENT

Signs meaning the same thing should always appear the same.

Signage will be developed in subsequent design stages, to the requirements set out in Approved Document M and BS 8300. Consideration will need to be given to the provision of both tactile and visual signage.

7.9 Street Furniture and Lighting

Approved Document M and BS 8300 suggest a minimum lux level of 100 lux for circulation routes, although this may increase depending on the usage of the area. Light is an important element when providing adequate visual contrast to surfaces within the built environment.

Large amounts of light on surfaces can increase glare and reflection (depending on the nature of the surface finish), which in turn reduces contrast. The nature of the surface finish will affect how the light is reflected from it but it will also be affected by the way the surface is lit. The combination of light and shade will be effective in enhancing the appearance of the surface texture but it will reduce the average luminance, which can be interpreted as a reduction in its average reflectance.

Artificial lighting should be compatible with electronic and radio-frequency installations. Emergency lighting is exempt from the above and should be designed to the requirements of the relevant fire codes.

Lighting will be kept to a suitable minimum along the canalside and towpath.

In relation to street furniture, wherever possible, the number of obstacles protruding into, or located in the walking area should be kept to a minimum. Typically lighting will be integrated into or onto buildings rather than on columns within the public realm. If provided, they should be adequately visually contrasted with the critical surface against which they will be viewed. Street furniture should be inclusive, including appropriate consideration for disabled users.

8.0 Access Statement

8.1 Introduction

This Access Statement was prepared over June-August 2015 by Arup Accessible Environments for planning permission. It satisfies paragraphs .20 to .23 of Approved Document M of the Building Regulations 2010 (with 2013 amendments), and the more detailed requirements of the Development Management Procedure (England) Order 2015.

In addition this application takes full account of the Mayor of London's London Plan, in particular the Supplementary Planning Guidance (SPG) 'Accessible London: Achieving an Inclusive Environment' October 2014.

8.1.1 DESIGN PHILOSOPHY

The design aspiration for this development is the creation of an inclusive environment throughout. All issues relating to inclusive access have been and will continue to be considered throughout the design process.

This Access Strategy is based on an inclusive model of disability, addressing social, spatial and legislative considerations. The design philosophy seeks to achieve an inclusive design that maximises access for all disabled people. This satisfies the General Duty placed upon the London Borough of Camden under the Equality Act 2010 and the London Plan to promote the interests of disabled people.

8.1.2 EQUALITY ACT (2010) AND 'DISABILITY'

The Equality Act has been in force since October 2010, and replaces, amongst other legislation, the Disability Discrimination Act (DDA). However, the same underlying philosophy regarding discrimination on the grounds of disability applies, and the duties placed on the physical design of the built environment remain unchanged. In summary, the Equality Act 2010 aims to protect the nine identified 'protected characteristics', of which one includes 'Disability'. With regards to Disability, the Equality Act provides legal rights for disabled people in the areas of:

- Employment
- Education
- Access to goods, services and facilities
- Buying and renting land or property
- Functions of public bodies.

The Equality Act, although not prescriptive, includes an intent to offer disabled people an accessible environment which does not discriminate against them because of their impairment. Statutory regulations and recommendations for the built environment provide parameters for how an accessible environment can be achieved. Compliance with these regulations and recommendations is not proof that Equality Act issues have been addressed. They do though go a long way to ensuring such issues are considered.

In the Act, the term 'disability' includes not only disabled people, but also people who have an association with a disabled person (e.g. carers and parents) and people who are perceived to be disabled.

The principles of an accessible environment contained within this document address the needs of the following user groups:

- Individuals with mobility, sight, comprehension or hearing impairment
- The ageing population
- People with temporary injuries
- People whose movement may be impaired or encumbered in any way i.e. pregnant women, people with young children or people with baggage.

8.1.3 PROCESS

The Access Statement has been prepared for the planning submission, and records all areas of the design that maximise access for disabled persons. This is the Access section of the Design and Access Statement. The objective of this statement is to assist the local authority in their approvals process and to outline the intent for the project team going forward. This is the first stage of the inclusive design process, and we will continue to work with the design team throughout the life of the project to ensure that access is integral to the final built environment.

Additionally the Access Statement will contain details of specific inclusive design facilities or features so that end users are sufficiently aware of the reason for them and how they operate.

The Access Statement is an evolving document and it is envisaged that it will be one of the operational documents handed over to the building management team on completion.

8.1.4 REFERENCE CODES AND GUIDANCE USED

In order to maximise access for disabled people the following guidance has been used. Only where there is a departure from the adopted guidance, a reference to this will be included in the Access Statement.

- Approved Documents B, K and M of Building Regulations (with 2013 amendments).
- BS 8300: 2009 + A1:2010 (Design of Buildings and their approaches to meet the needs of disabled people).
- Department for Transport (DfT), 2005, "Inclusive Mobility" (A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure).
- Department for Transport (DfT), June 2007, 'Guidance on the use of tactile paving surfaces'.
- Royal National Institute for the Blind (RNIB), 1997, 'Colour and Contrast: A Design Guide for the use of colour and contrast to improve the built environment for visually impaired people'.
- BS 9999:2008 (Code of practice for fire safety in the design, management and use of buildings).
- BS 5395-2:1984 'Stairs, Ladders and Walkways – Code of Practice for the design of helical and spiral stairs'.
- BS EN 81-70, Safety rules for the construction and installation of lifts, Particular applications for passenger and goods passenger lifts. Accessibility to lifts for persons including persons with disability, 2003.
- BS EN 81-1:1998+A3:2009, Safety rules for the construction and installation of lifts, Electric lifts
- London Borough of Camden, relevant plans and policies.
- The London Plan (and London Plan SPG), Mayor of London, 2014.
- Consideration of Equality Act issues.

8.1.5 ACCESSIBILITY CONSULTATION

In addition to working closely with Arup Accessible Environments throughout the design process, the team for Camden Lock Market have also conducted pre-planning consultation with the following parties to ensure that all accessibility related issues are identified and addressed within the design proposals, as far as practicably possible.

- Independent Inclusion Consultant - Mik Scarlett
- London Borough of Camden, Access Officer - Michelle Horn
Meetings on 22nd April 2015, 13th July 2015
- Public Exhibition
8th and 11th July 2015

8.1.6 OVERVIEW OF THE STATEMENT

The arrangements for access described in this statement reflect the current design. The descriptions in this report have been based on the planning submission drawings and discussions with the design team on intent.

The initial results of the review indicate that the scheme is not detrimental to the needs of disabled people.

Access arrangements will be addressed in further detail as the design develops, with the Arup Accessible Environments team working collaboratively with the project team.

This Access Statement is presented as a design guide, which should be used as a reference document during design development. It will demonstrate the intent of the Equality Act and compliance with the statutory regulations, in particular, Approved Document M.

Throughout this document, we will use the following terms:

- 'Will'
Where items have been discussed, or where items have been included within the drawings as compliant, and will therefore be part of the inclusive design strategy.
- 'Should'
Where items have not yet been discussed or developed and will be considered in later design stages, or where items fall outside of the remit of the design team. The text will then detail our advice, to document areas which should be considered subsequently.
- 'Has/Have', 'Is', 'Are'
These terms will be used where describing existing elements, which are definite in relation to the site or scheme – e.g. items which have been provided, a street which is at a gradient, bus services that are currently running into the site.

8.2 The Site

8.2.1 SITE

The Master Plan for the site is based on the provision of access for all.

The Camden Lock Market site consists of existing buildings and yards, within the London Borough of Camden. The Camden Lock Market site is bounded by Camden Lock Place to the north, Chalk Farm Road to the east, Camden Canal to the south and the East Vaults (also known as Dead Dog Basin) to the west.

Camden Lock Market itself is a series of existing buildings located on a former warehouse and canal trading site. The use of the site as a market was first established in the 1970s. The scope of this project is to refurbish the site to improve accessibility around the site, the quality and experience of the spaces, and to maximise the retail opportunities in these areas.

8.2.2 TRANSPORT LINKS AND PEDESTRIAN ACCESS

Public Transport

The site is served by excellent public transport links – train (London Overground), London Underground and by bus. The site is therefore easily accessible from local areas and further afield. London Overground services are available at Camden Road Station, which is located approximately 650m to the east of the site. Camden Road Station is on the North London Line (NLL), which operates between Stratford in east London and Richmond/Clapham Junction in south-west London. Step free access is available from street level to the platforms at Camden Road Station.

The two London Underground stations located in the vicinity of the site are Camden Town (located approximately 350m to the south of the site) and Chalk Farm (situated approximately 640m to the north of site). Both stations are served by the Northern line and serve destinations to Edgware/High Barnet in the north and Morden in the south. Both stations at present do not have step free access from street level to the platforms.

All of the following bus services serve Chalk Farm Road:

- 24 – Hampstead Heath – Pimlico;
- 27 - Chalk Farm Morrisons – Chiswick Business Park;
- 31 – White City Bus Station – Camden Town Station; and
- 168 – Hampstead Heath – Old Kent Road.

Services 27 and 168 also serve Camden Town Underground station and services 31 and 168 also serve Chalk Farm Underground station.

The nearest accessible National Rail stations are Euston, 1.7km south from the site and Kings Cross St. Pancras Station, 2km south from the site.

Taxis

The nearest Transport for London (TfL) appointed taxi rank from the site is on Hawley Crescent, 160m south from the site.

Pedestrian Access

There is generally good provision of pedestrian facilities in the vicinity of the site, and recent improvements have included the widening of footways along Camden High Street to increase the capacity between Camden Town Underground Station and the market retail areas. Consequently there is currently adequate width along the footways to cope with pedestrian flows. The market stalls and outdoor displays at some businesses may however, obstruct the flow of pedestrians at points along the route.

A two-stage controlled pedestrian crossing is provided at the junction of Chalk Farm Road and Castlehaven Road, to the north-east corner of the site. A controlled crossing is also situated on Camden High Street at the crossroads with Hawley Crescent and Jamestown Road, south of the site. These crossings provide a safe connection to and from the site for pedestrians.

8.2.3 POINTS OF ACCESS

The principal point of access to the site for vehicles i.e. taxi and service vehicles, will be Camden Lock Place to the north of the site. Chalk Farm Road will provide access to emergency vehicles. There is also vehicular access for deliveries to the site by means of a loading bay located off Chalk Farm Road.

Pedestrian access is via:

- Camden Lock Place – a graded road with setts, situated along the northern boundary of the site. The road is a busy pedestrian route and pavements are present on the southern side of Camden Lock Place. There are three access points from Camden Lock Place leading to the ground floor of Market Hall, Middle Yard and West Yard. A number of stalls are set up on Camden Lock Place, which can reduce the width of the road for pedestrian use.
- Camden High Street – two access points on the eastern side of the site. One is a ramp leading directly onto the ground floor of Market Hall and the other is in the south-eastern corner of the site leading to the first floor of Market Hall.

Proposals for improving access and approaches to the site are included as part of this submission. This will include a proposed new access point on the south side of the site from the canal towpath, replacement of ramps to provide shallower gradients, widening pavements on Camden Lock Place and improving walking surfaces along main routes. It should be noted that these options will be developed together with London Borough of Camden.

8.2.4 CAR PARKING

The scheme aims to encourage access to the site by means of walking, cycling and public transport, as per London Borough of Camden's Core Local Plan. Parking provision within the site has therefore not been provided.

The nearest accessible Blue Badge parking bay is on Leybourne Street, 130m north east from the site.

Parking on Chalk Farm Road, directly outside the site is restricted to the following times:

- Mon-Fri, Midnight- 8.30am and 6.30pm – Midnight
- Sat-Sun, Midnight – 9:30am, 6.00pm – Midnight.

Loading can only take place Mon-Fri 8:30am-6:30pm. No loading can take place on the eastern side of Chalk Farm Road adjacent to the site.

8.2.5 CYCLE STORAGE AND ROUTES

Public cycle parking is available on Castlehaven Road at the junction with Chalk Farm Road and Camden High Street, east of the site. There are two spaces on the northern side of the road and five spaces on the southern side. A Cycle Hire Docking Station is also located on Castlehaven Road, with 29 bicycle spaces available. Pedestrians need to cross Castlehaven Road to access these facilities.

There are a number of routes that travel through the local area that form part of the London Cycle Network Plus (LCN+). The closest LCN+ route to the site runs along Camden High Street and Kentish Town Road. This route continues north along Kentish Town Road, Highgate Road and Highgate West Hill, connecting with the A1 Archway Road/Great North Road and Muswell Hill to the east of Highgate Village. To the south, the route connects to Streatham via Parliament Square and Westminster Bridge.

Cycle storage will also be provided for people working within the Camden Lock Market site - these will be located in the basement and access to these will be step free and accessible. It is difficult to provide accessible cycle storage that is suitable for all users from the outset, as adapted cycles vary in size and shape. It is therefore proposed that cycle spaces for disabled cyclists will be provided by the estate management team as and when required by an individual. Shower and changing facilities will be provided to accompany the cycle storage. This will include a wheelchair accessible toilet / shower cubicle, designed in accordance with Approved Document M and BS 8300.

8.2.6 CONCLUDING STATEMENT FOR SITE

The site has excellent public transport links and good pedestrian and cycling provision. Car parking is limited in the area surrounding the site.

Going forward, the following items should be considered further:

- Resting areas and seating throughout the site to allow people to rest along their journey
- Improved signage.

8.3 Market Specific Items

8.3.1 OVERVIEW

The proposed scheme will comprise of the main Market Hall building, the Middle Yard, the East Yard, West Yard, East Vaults and perimeter buildings.

It is proposed that the internal level of the Market Hall will be raised to provide better connections with the street and surrounding spaces. This effort will improve accessibility of the site, reducing the level difference between key spaces and thus creating shallower gradients that are easier to negotiate.

Following extensive consultation and collaboration with the consultant team, the London Borough of Camden (planning, access and conservation officers) and Historic England, specific areas have been identified within the site as being of cultural and historic importance. In these areas (such as the facade of Camden Lock Market along Camden Lock Place), there has been a request to maintain the original setts on the ground.

Many of these setts are not accessible for many disabled people, and so to mitigate this, accessible routes with more inclusive walking surface will be provided. The routes identified will provide one direct line from the main Chalk Farm Road entrance to the East Vaults, and one from the East Vaults to Camden Lock Place (along both sides). There will also be a cross route from Camden Lock Place through Middle Yard. See Diagram A.

This will provide a choice of routes into the site, which will accommodate both access and egress, and day and night time use. Accessible routes will maintain a clear width of 1.8m, allowing wheelchair users to pass one another.

The public access lifts will be located to ensure that the approach routes are within the accessible areas. These are proposed within the West Yard and Middle Yard.

Although there are areas identified on the site as retaining setts as the walking surface, it is proposed that these will be refurbished to make more appropriate and safer to walk on. This includes smoother surfaces, slip resistant surface treatment, and laying the setts so that access is as comfortable as possible (including smaller joints, reduction/removal of undulations between setts).

The retail units within the site will be accessible by step-free means, although there may be some localised restrictions as a result of the setts. A management strategy would need to be employed in these instances, which may include temporary floor coverings (as/when required) or a personal shopper / assistance scheme. This will also be considered as part of the Shop Mobility provision for the adjacent Camden Lock Village scheme - if there are more appropriate vehicles that would suit this more challenging terrain, then these will be considered to maximise access to as much of the site as possible for as many people as possible.

Staff access to the site will be step-free. However, there may be some localised restrictions at the lifts, at the staff entrances, as a result of the setts. As the staff population is known, it is possible to manage this as/when required by an individual member of staff. This may include temporary floor coverings over these entrances, or provision of an alternative workspace elsewhere on this site or in adjacent sites (such as the new Hawley Wharf site, across Chalk Farm Road).

Taking into consideration the conservation requirements for the area, this has been the optimum solution possible for accessibility within the site.



DIAGRAM A - Accessible Routes (green arrows) and Location of Retained Setts (dark grey)

8.3.2 MARKET ENTRANCES

There will be a number of entrances into the site, utilising existing entry points, approaches and making improvements to these wherever possible (under existing site constraints and considerations relating to conservation of the area). Following extensive discussions with the London Borough of Camden's planning, access, and conservation officers, the following is proposed as a solution which balances the requirements of all disciplines.

During market opening hours, entrances will be open and allow direct access through the building. Weather protection is not therefore required. The entrances will be well signed and illuminated. The entrances will afford level access and will be developed in accordance with the recommendations set out in Approved Document M and BS 8300.

Lower Ground Floor, Chalk Farm Road – Market Hall Main Entrance:

The main entrance will utilise the existing Chalk Farm Road entrance, which is located approximately mid-way along the Chalk Farm Road frontage. The entrance provides direct access from street to the centre of the Market Hall, and is currently ramped (with a gradient of approximately 1:20 over a length of 9m).

As a result of the proposal to raise the internal levels of the Market Hall, the entrance will be improved. The revised gradient will be 1:27 over a length of 9 meters.

It will be made clear on literature and website information, as well as signage, that this is the main entrance into the site.

Chalk Farm / Canal Corner Entrances:

There is an existing ramped approach to the upper level of the Market Hall (first floor), which is currently not accessible. The existing ramp consists of setts and has varying gradients, the steepest of which is 1:6 and is dangerous for independent use.

Due to the constraints of the site in relation to the level of the street and the level of the first floor, it has been necessary to provide two approaches from this corner – one stepped approach (in place of the steep ramp) and one level approach off the Canal towpath. These have been described in turn below.

Lower Ground Floor - Market Hall Canal Entrance:

The level approach entry point will be located off the Canal towpath on lower ground floor. Access from Chalk Farm Road to this entrance will be by means of the existing tow path ramp.

8.3 Market Specific Items

8.3.3 OUT OF HOURS

At night, when the remainder of the market is closed and access/exit is for the late opening restaurants/bars/venue only, it is proposed that there will be shutters or gates to close off access to the wider site, and to delineate a clear and direct route from one of the public passenger lifts back out onto Camden Lock Place. This will be supplemented with appropriate signage to direct people. See Diagram B (below).



Diagram B - Accessible Night Routes (red arrow)

8.3.4 INTERNAL ACCESS - GENERAL

There are existing stairs and lifts that will be improved as part of this project, and will be supplemented with additional, new lifts and stairs to improve the overall accessibility of the site. The revised scheme will comprise of:

Market Hall:

- Existing stair and lift off Camden Lock Place, retained and improved.
- Existing stair off Chalk Farm Road, retained and improved.
- Two new passenger lifts, which will be located off Chalk Farm Road. One will provide access between lower and upper ground floor; the other will provide access between lower ground floor and second floor.
- One new passenger lift and one goods lift will be located in the Market Hall, which will provide access between the basement levels and the upper ground floor.
- A new link bridge which will provide level access between the Market Hall and the Middle Yard Building.

Middle Yard:

- The existing stair off Camden Lock Place is replaced and improved.
- New stair to the south of the Middle Yard, adjacent to the Canal, will provide emergency escape access from basement to lower ground floor.
- A new passenger lift and stair, which will provide access between lower ground floor and second floor.
- A new passenger lift off Camden Lock Place will provide access to the office space.

West Yard:

- A new passenger lift and stair to the north-west corner of the West Yard will provide access between lower ground floor and upper ground floor.
- A new stair with terraced seating to the south of the West Yard, adjacent to the Canal, which will provide access between lower and upper ground floor.

East Vaults:

- Due to a change to the level of the floor in the East Vaults, localised ramps will be provided to these areas for step-free access. These will be designed to the parameters set out in Approved Document M and BS 8300, including ramp gradients, lengths, landing and handrail provisions.

Each floor within the site will be level, and stepped and step-free routes will be provided to offer choice. Signage will be provided to ensure that people are able to locate alternatives where required. All passenger lifts and stairs will be designed to the recommendations set out in Approved Document M and BS 8300. Stairs will be suitable for use by ambulant disabled people, and lifts will be large enough to allow comfortable use by a range of people.

All horizontal and vertical access within the site will be designed to the recommendations set out in Approved Document M and BS 8300. Any internal circulation within individual retail units will be the responsibility of the retail tenants at fit out and should be designed to the most current requirements for accessibility.

8.3.5 INTERNAL FACILITIES

It is proposed that the site will consist of the following:

Basement -2:

- Plant and maintenance areas
- Public toilets
- Retail units
- Venue

Basement -1:

- Plant and maintenance areas
- Cycle storage and associated shower / toilet provisions
- Retail units

Lower Ground Floor:

- Accommodation for management staff
- Retail units
- Open space for market stalls

Upper Ground Floor:

- Public toilets
- Retail units
- Open space for market stalls

First and Second Floors:

- Retail units
- Office / workshops / studios

Third Floor:

- Office/workshops/studios

These areas will be accessed by means of the stairs and lifts described previously. All retail, venue, office / workshop / studio spaces will be designed as step-free, level throughout and accessible and will need to be maintained through tenant fit out.

This is with the exception of plant rooms and maintenance areas, which are exempt from the requirements of Approved Document M.

Public toilet facilities will be provided in basement -2 and on upper ground floor. These will include wheelchair accessible toilets as well as cubicles for ambulant disabled people. Due to the nature of the space, it has not been possible to provide toilets within the maximum travel distances recommended in Approved Document M and BS 8300. Signage will be provided to clearly indicate the location of the conveniences.

All accessible sanitary facilities will be designed to comply with the recommendations set out in Approved Document M and BS 8300. Sanitaryware will be located in prescribed positions for practical reasons and should not vary from the recommendations set out in Approved Document M and BS 8300.

In addition to the public toilets mentioned, individual retail units may also have additional facilities (especially if offering food and beverage). These will be part of the tenant fit out, and will need to be designed to the then current requirements.

8.3 Market Specific Items

8.3.6 CONCLUDING STATEMENT FOR THE BUILDING

In general, access within Camden Lock Market considers inclusive access and provides a range of options to cater for a variety of users. This has greatly improved on the existing access arrangements and will provide a more accessible and inclusive environment for both visitors and staff.

Going forward, further consideration will be given to the selection and placement of walking surfaces, levels of visual contrast and details of the management strategy (for when Camden Lock Market is in operation) to ensure that accessibility and inclusion are maximised.

8.3.7 MEANS OF ESCAPE

Provisions will be made for disabled persons within the building as per the recommendations of BS 9999: 2008. The strategy will involve use of the lifts and the walkways, previously described, and will be subject of a condition.

8.3.8 GENERAL CONSIDERATION

The following items should also be considered in subsequent design stages:

- All floor and wall colour schemes should be considered with recourse to “Colour, contrast and perception – Design guidance for internal built environments” Reading University.
- All floor finishes both internally and externally should be slip resistant and designed with recourse to BS 8300: 2009 Annex E.
- Tactile and visual circulation route signage should be provided in accordance with the recommendations set out in BS 8300.

This will be developed collaboratively with the project team post-planning and will aim to maximise accessibility as far as practicable.

8.3.9 MAINTENANCE OF FEATURES

On hand-over the completed Access Statement will contain a record of features and facilities designed to maximise accessibility with sufficient information to ensure their proper use.

Where there have been necessary constraints on inclusive design these will be detailed and all relevant background information supplied as part of the Access Statement. This will enable the London Borough of Camden to demonstrate, in the event of an individual claiming they have been unreasonably discriminated against under the Equality Act, that a reasoned process was employed in delivering a reasonable level of

8.4 Conclusion

8.4.1 SUMMARY

Design development will aim to maintain and improve accessibility throughout the site through ongoing review and collaboration between the design team and Arup Accessible Environments.

The Camden Lock Market refurbishment has been designed with inclusive access in mind, and has taken into account relevant policy, regulations and good practice. This will be developed further in subsequent design stages.

This access statement has explored both access and egress to and around the site as well as within the building itself. At present options are being considered to ensure the site is accessible. Design developments – including the consideration of colours, lighting, markings, sizes, surface finishes and handrails – would continue to be reviewed with the aim of maintaining and improving accessibility throughout the building and site. Further access assessment and consultation will be required during future design progression, including the Part M Building Regulations submission.

9.0 Conclusion



JONGLEURS
Family Cafe

LOCK 17

MARKET HALL

LOCK 17

LOCK

PINEWALLS

THE
MUSEUM

9.1 Summary

The previous sections of the DAS have presented the Applicant's vision for the sensitive refurbishment and improvement of the famous Camden Lock Market. It has presented the Applicant's commitment to enhance the character of the Market and rediscover the Market's Arts & Craft background by making and selling on site.

The proposed scheme is intended to facilitate a market that appeals to locals, Londoners and tourists in equal measure and seeks to provide an environment which is accessible to all.

Section 2.0 describes the Site in terms of its heritage and cultural context, highlighting the physical constraints that are currently detracting from the experience of the Market.

Section 3.0 describes the development context. The proposed scheme reveals the hidden history and industrial heritage of the site by opening the East Vaults and Dead Dog Basin to the public. In addition, the sensitive refurbishment of the buildings that are of heritage value, or contribute to the character of the Conservation Area, have been identified.

Section 4.0 presents the improved access through the Site and how the public realm driven masterplan provides for greater legibility, improved connections and greater freedom of movement. The masterplan provides enhanced physical and visual connections between the canalside and Camden Lock Place. It describes in detail how the proposed character of each individual area is enhanced so that the Market provides a rich townscape experience and a strong sense of place.

Section 5.0 describes how the new Middle Yard Building has been informed by contextual analysis of the historic urban grain as a result of the historic industrial infrastructure. It presents the detailed conceptual and context derived architecture of the Middle Yard Building, describing how the form responds to the context of the canalside and Camden Lock Place whilst facilitating significant east to west connections through the Market. It describes in detail how the forms, scale, grain and materials have been informed by and respond to the historic setting.

Section 6.0 presents views of the proposed scheme from key townscape vantage points.

Section 7.0 provides a summary of the technical issues relevant to the Proposed Development and guides the reader to other detailed documentation accompanying the Application.

Section 8.0 presents the key principles of accessibility throughout the scheme.

9.2 Conclusion

In conclusion, the proposals address the physical constraints that detract from trader and visitor experience. In doing so the proposals aim to deliver the following key benefits:

- Enhancement of the character of the existing Market
- Rediscovery of the Market's Arts and Crafts background
- Improvement of the public realm
- Greater legibility and permeability by removing physical constraints
- New accessible routes through the Market
- Reveal the hidden heritage of the site
- The creation of high quality buildings that compliment the existing use and character
- Better connections to the surrounding markets
- Improved facilities for traders and visitors
- Enhanced safety and security around the site

Appendices

AP.1 Appendix 1 - Planning Drawings

AP.2 Appendix 2 - Illustrative Drawings