

Centre Heights - Security Measures

(Addendum to Design and Access Statement)

August 2015

Summary

This design note sets out to summarise the key security measures that have been considered within the design proposals for the site at Centre Heights, with particular reference to the focus points of Secured by Design. It should be read in conjunction with the Design and Access Statement, the accompanying architectural drawings and the Transport Statement.

Secured by Design guidance points out that *“a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion.”* It asks *“how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places”*.

This design note aims to demonstrate how such measures have been considered during the design process and incorporated within the proposed scheme. The focus of this report is on the mews development, with some commentary on the upward extension too.

Layout and Design

Roads, Footpaths, Boundaries and Access (DAS p16, 33-36, 48, 78-80)

A shared vehicle, cycle and pedestrian access route from Belsize Road already serves the building. This route is to be retained and will continue to provide access to the shared courtyard to the rear of Centre Heights.

We have consulted with Secured by Design who have initially been supportive of the intention to introduce a secure boundary between the mews courtyard and the shared access road to provide safety and security for occupants and the communal amenity space, whilst assisting in addressing a perceived lack of ownership to the rear of the site. It will also help protect the defensible space to the edge of the mews.

The positioning of key circulation routes across the development though encourages movement through the rear of the site and the shared courtyard generating activity, a feeling of safety and interaction between residents.

Anti social behaviour is currently a problem that occurs in this part of the site, which our Client hopes will be curtailed by the re-development of the car-park and the above security measures. Natural surveillance will be generated from the mews dwellings across the shared surface and by the safe movement of vehicles, bicycles and pedestrians to and from the shared courtyard.

External Lighting

External lighting will be provided to ensure safety and security and will be designed in accordance with relevant guidelines to prevent any harmful impact to existing residential amenity. The lighting scheme will also be considered in conjunction with planting and seasonal variations.

We propose that external entrances to individual ground floor dwellings are illuminated, as are the new communal entrances and footpath across the mews courtyard.

Internal Lighting

We propose that 24 hour lighting to the new communal parts will be provided in accordance with relevant guidelines.

Communal Areas and Planting (DAS p 33-35, 48-50)

The mews courtyard has been designed to provide a communal amenity space for residents; surrounded by dwellings on three sides there will be a high level of natural surveillance and supervision from nearby dwellings. The secure boundary will help to define the junction of the courtyard with the shared surface route. The communal area will provide an attractive outlook for dwellings with a balance of hard and soft landscaping, incorporating defensible space to the edge of the building. Both the soft landscaping and defensible space will feature planting that will provide a visual amenity, create a buffer zone to the building adjacent to windows and doors and will also enhance biodiversity. The detailed design and specification of the planting will be considered in conjunction with future maintenance requirements as well as natural surveillance, security and anti social behaviour.

Car Parking (DAS p 78-80)

The mews development is proposed in place of the existing carpark and offered as a car free development. A single car parking space suitable to meet the accessibility needs is to be retained in the shared courtyard. For further information on car parking please refer to the Transport Statement.

Deliveries to the new residential units will continue to take place as they do for the existing residential units, from the Belsize Road entrance and via the shared courtyard. Deliveries to the existing retail units will continue to take place as they do currently, via the shared courtyard or on the Finchley Road frontage.

Security

New Entrance to Centre Heights (DAS p 25)

The proposals include upgrade works to the residential entrance of Centre Heights to create a covered residential entrance. Currently the entrance is dark and enclosed, set back from the pedestrianised footway and the top of a flight of stairs. The new glass doors will bring the entrance down to street level, giving the entrance a more prominent, accessible and secure street frontage.

Front Doors to Ground Floor Dwellings

Whilst the final specification of doorsets and locking systems have not yet been decided, they will be compliant with British Standards and Building Regulations and shall meet one of the Secured by Design standards. Doors to ground floor dwellings have been positioned within zones of defensible space.

Communal Doors and Access Control

New dwellings on the upper levels of the mews will be reached via a communal entrance at ground floor, accessed from the communal courtyard. Existing and new dwellings within Centre Heights will

be accessed via the upgraded residential entrance. The final specification of the doorsets and locking systems have not yet been decided but they will be compliant with British Standards and Building Regulations and shall meet one of the Secured by Design standards; access will be controlled by a designated control system suited to the number of dwellings.

Entrance Doors to Flats

Whilst the final specification of doorsets and locking systems have not yet been decided, they will be compliant with British Standards and Building Regulations and shall meet one of the Secured by Design standards. They will also be fire rated and installed with a door closer unit.

Mail Delivery and Letter Boxes

The process for mail delivery to individual dwellings has not yet been decided, but will be agreed with the Client and the building manager to ensure a secure delivery of mail to all residents. Delivery of mail to the upward extension will adopt the same process currently used for existing residents of Centre Heights.

Windows

Whilst the final specification of windows and locking systems have not yet been decided, they will be metal framed and compliant with British Standards and Building Regulations; those in the ground floor dwellings shall meet one of the Secured by Design standards. It should be noted that some of these (as well as windows at first floor) will be designated as emergency egress routes, so the specification of window hardware will suit this. Windows to ground floor dwellings within the courtyard have been positioned within zones of defensible space. Some windows in the north elevation have been orientated to protect the privacy both of occupants and residents to the adjacent Campden House; other windows in this elevation will incorporate an obscured film, also to protect the privacy of residents.

Ancillary Security

Bicycle Parking (DAS p 78-80)

Bicycle parking will be provided as set out in the Design and Access Statement (p78) using Josta two tier racks and Sheffield stands. The majority of bicycle parking will be provided internally within the lower ground floor and basement of Centre Heights and some will be provided as covered external storage, all access via the shared surface into the site. The design of the covered external storage has not yet been agreed but it will either be within 100 meters of the primary entrance to the mews where it will be within view from the habitable rooms of some dwellings, or adjacent to the residential entrance to the rear of Centre Heights.

Bin Stores (DAS p 79-80)

Refuse will continue to be collected as per the current arrangements - from the Belsize Road entrance via the shared courtyard, although the frequency of collections will be less than the former office space. A secured waste storage area is to be provided for the mews, adjacent to the mews at the bend in the access road.