Figure 28: Illustrative CGI showing the proposed bridge entrance from KXC, with the butterfly gates open.

Condition 16: Urban Design Report - Scheme Description

2.5

KXC Entrance

When viewed from KXC, the proposed bridge will present a clear opening in the viaduct parapet wall. The absence of vertical features, such as pylons or arches, ensures clear views towards the CSNP trees, the St. Pancras Water Tower and the canal itself.

When viewed from this perspective, the proposed bridge should be read as a direct and elegant crossing, providing a link across the canal and towards Camden Town to the north, and St. Pancras Station to the south. The geometry of the handrail and bridge 'trough' will present the structure as a simple piece of urban infrastructure, that nevertheless has refinement in detail.

The gate line at the east abutment will be contained within the bridge and incorporated into the anti-vehicle bollard at this end.

The gate will open from the central bollard 'like a butterfly' (as shown in Figure 35 below and engage with both bridge parapets, to form a secure out of hours barrier.

The bridge deck will be bracketed by planting and seating, the end of the bridge meeting a similar approved design along the Wharf Road Viaduct, as well as being a natural meeting point. Space has been designed in around the bridge arrival, to avoid congestion.

The planting proposed in this area will also help tie the proposal into the approved Wharf Road Viaduct public realm.

Internal Surface Finish

As with the external finish to the beam, the internal surface will be protected by a single unified finish. The trafficked areas of the deck will be coated in a resin bonded aggregate system to provide a durable and slip resistant wearing surface. In addition to providing traction for bridge users, this system also provides the necessary corrosion protection to the top surface of the steel structure. It will also tie Camley Bridge into the KXC development, which includes several routes and areas of public realm finished with a resin bonded gravel.

Unusually for this type of application it is proposed that the resin bonded finish will lap up from the deck to also provide the finish and protection to the internal faces of the beam side walls. This is in order to provide the desired overall visual simplicity of the bridge and maintain the formal contrast between the monolithic primary structure and filigree handrails.

The Bridge Handrails

As described above, the bridge deck has been developed as a single formal element, with minimal articulation to the internal surface and a unified approach to the exterior articulation. In contrast to this, the handrails have provided an opportunity for a finer level of detail, finish and modulation, as appropriate to their role as the principle point of contact between the bridge and its users.

While the depth of the beam varies along the length of the bridge, the height of the parapet above deck level remains constant at +1100mm for the handrail, and +1400mm for the top rail. To accommodate the differing gap between the top of the beam and these two constants, the parapet is made up of an array of curved stainless steel uprights that develop in form from the low point on beam to the high point, providing the necessary transition from the migrating top flange to the straight line of the handrails. The steel uprights continue on to the landing area, at which point they start to alternate with the hardwood posts until the latter mark the edges of the route, as described above. The vertical supports for the handrail also provide the support structure.

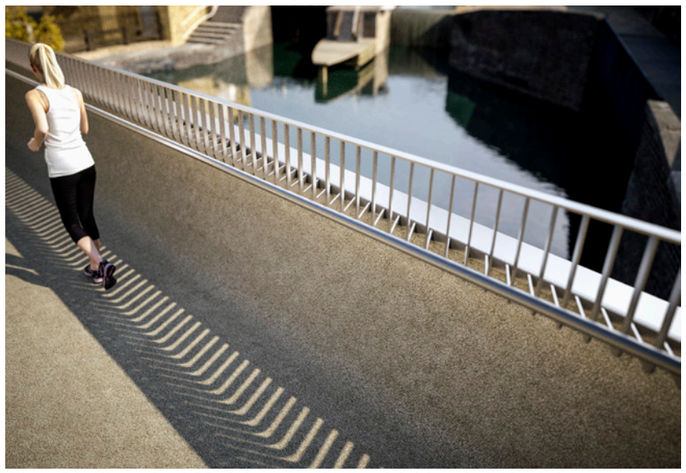


Figure 30: Illustrative CGI of the proposed internal finish to the bridge deck

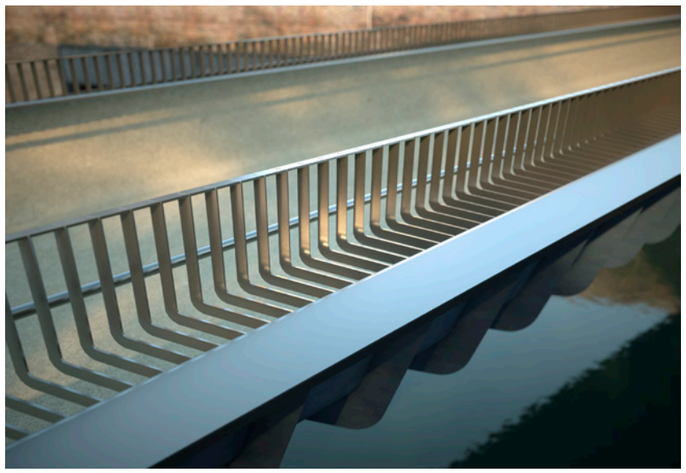


Figure 31: Illustrative CGI showing the proposed bridge handrails

Figure 32: Illustrative CGI showing the proposed east abutment, where the bridge pierces through the Regent's Canal Wall, to the Wharf Road Viaduct, as seen from the north.

Condition 16: Urban Design Report - Scheme Description

2.5

East Abutment

At the KXC end of the bridge, the abutment will be located within one of the Wharf Road Arches. Above the arches at deck level, the bridge will simply pierce through the Regent's Canal Wall parapet, with minimal gaps at either side. The proposed bridge would be 'announced' at KXC by cutting through this parapet and connecting into the new public realm running along the Wharf Road Viaduct. The parapet would otherwise be continuous along the canal edge.

The abutment structure will be constructed behind the viaduct wall, and within one arch, such that no load is transferred to the existing structure and any cut-through would be minimal.

By constructing the abutment this way, a full reconstruction of the viaduct can be avoided and very little of the building will be removed. Some of the existing canal wall will need to be removed to effect the horizontal 'pierce', where the line of the bridge will pass through the line of the viaduct. However, where feasible, existing bricks will be reclaimed and used to rebuild the same wall where required, for example up to parapet height, either side of the 'pierce'.

Below the parapet, access to bearing chamber will be built in, via a removable panel in the viaduct wall, just where the bridge deck intersects with the the viaduct. For maintenance purposes, temporary scaffolding or a portable ladder would need to occupy some of the canal towpath to access the bearing shelf, but this should not be for more than a day at at time, every few years.

Conclusion

The proposed bridge is deceptively simple, however it brings together many different components, each designed in response to their immediate environment, and as a part of the bridge as a whole.

Running from the more urban KXC development site, across a utilitarian canal that is now more of a public amenity, through the wild natural park and onto an out-of-the way street, the bridge reflects an active new neighbourhood, then a calm natural park, whilst providing a much needed east-west and north-south route across this section of the canal.

'S CANAL

CAMLEY

1a. Camley Street Side defensive planting
Hedge Planting:
Field Maple
Hazel
Hawthorn
Spindle

1b. Camley Street Side
Ground Cover:
Ivy
Bluebell
Yellow archangel
Foxglove
Red campion
Greater stitchwort
Southern wood-rush
Snowdrop
Daffodil
Wood anemone

2. Boundary with SPCC
General Ground Cover:
Sweet Woodruff (10%)
Male-fern (10%)
Ivy (50%)
Greater periwinkle (30%)

Green wall (creepers on retaining walls):
Clematis
Honeysuckle
Ivy

2c. Defensive planting along bridge on north side
Blackthorn
Hawthorn

3a. Defensive planting along bridge on south side
Hedge Planting:
Blackthorn
Hawthorn
Hazel
Dog rose
Field rose

Ground cover:
Foxglove
Red campion
Columbine
Wood spurge

3b. Temporary planting on leveled ground in Camley Street Natural Park, to be installed if proposed LWT visitor centre is not proposed to be commenced within 18 months of bridge completion
70% mix composed of:
Creeping Bent
Meadow Foxtail
Marsh Foxtail
Sweet vernal-grass

10% mix composed of:
Tufted hair-grass
Meadow fescue

20% mix composed of:
Common knapweed
Common sorrel
Greater bird's-foot-trefoil
Meadow buttercup
Meadowsweet
Meadow vetchling
Ribwort plantain
Tufted vetch
Yarrow

Maintenance Path

Trees retained

Group of newly planted semi-mature trees
Hornbeam Fastigata

Condition 16: Urban Design Report - Scheme Description

2.5

Environmental Sustainability

The purpose of the bridge is to encourage foot and cycle transport by enabling a connection between KXC and Camley Street, fulfilling a sustainable east-west and north-south route between Camden Town and Islington across the northern portion of the King's Cross Central site.

The bridge will have a 120 year design life. Steel structures have a high embodied energy in their construction, however, when detailed properly have very long lifespans with minimal maintenance requirements. As a fully welded structure with no vulnerable bolted connections, it has been detailed to shed water with no moisture or dirt traps.

A review of infiltration methods was undertaken for stormwater discharge, but due to the impermeability of nearby ground conditions, discharge to a sewer in Camley Street is required via attenuation, as described in response to Condition 45 below (Section 2.12).

Prior to a site investigation being undertaken, it had been proposed to retain and re-use top soil. However, following site investigation, the soils contain sufficient levels of asbestos that it is now proposed to remove the material from site in a controlled manner, and replace this with topsoil, possibly planted with wildflower meadow, depending on the LWT plans and timing for the redevelopment of their Visitor's Centre.

Ecology & Biodiversity

The design of the parapets and side walls provides containment to the deck lighting – an important consideration in the context of the recognised bat habitat of CSNP and the Regent's Canal. There will be no light overspill.

To further minimise disturbance to bats and other nocturnal fauna, lighting will be turned off when the bridge is closed and gates locked, that is to say between 9p.m. and 6a.m. The lighting will be controlled by King's Cross Estate Services team.

At the west abutment, and along the ramp, the proposal makes use of gabion walls to provide reinforcement to the slope and mask the abutment. As described above, these gabions provide opportunities for wildlife and planting to thrive. The planting identified for the proposal has been selected by LWT to be in keeping with existing planting in the CSNP and all the species are native (see Planting Palette and Schedule in the Drawing Package).

Further, bird and bat boxes will be intergrated into the Camley Bridge, to encourage more wildlife in the park and along the canal, and also to connect to the green network which is emerging across KXC.

As stated previously, the area of the submission site within the curve of the ramp will be decontaminated and left level for the LWT to redevelop or plant on. If it appears unlikely that they will commence within 18 months of the Camley Bridge completing, a temporary planting scheme of wildflower meadow will be planted.

Figure 33 (left): Extract from the Proposed Planting Scheme (Drawing KX_MOX_A_BR3_1014_F), showing the proposed planting scheme, including new and retained trees, as well as permanent and temporary plant species

REGENT'S CANAL

CAMLEY STREET

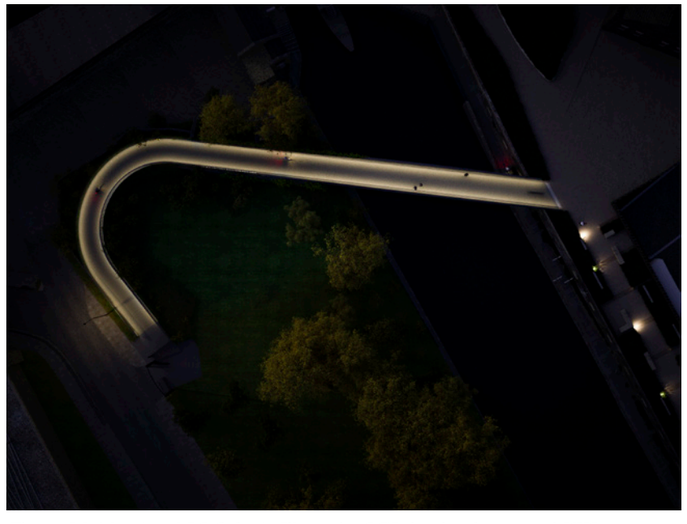
W H

+21.60
+22.20
+22.10
+21.60
+22.30
+23.48
+23.22 (+1.52 REL)
+23.48 (+1.78 REL)
+23.89 (+2.19 REL)
+24.31 (+2.61 REL)
+22.08
+22.96 (+1.26 REL)
+22.20
+26.10 (+4.40 REL)
+21.79
+22.71 (+1.01 REL)
+22.20
+22.20
+22.45 (+0.75 REL)
+21.50
+22.19 (+0.49 REL)
+21.50
+22.20
+21.65
+21.70 (±0 REL)
+22.20

- RETAINED 1.1M BRICK PARAPET
- PROPOSED RETAINING WALLS
- PROPOSED 1.4M HIGH METAL INFILL HANDRAIL ON BRIDGE DECK, SEE DRAWING KX_MOX_A_BR3_3004
- PROPOSED 1.4M HIGH METAL INFILL HANDRAIL ON RAMP, GRADIENT TRANSITION TO TIMBER INFILL, SEE DRAWING KX_MOX_A_BR3_3005/01
- PROPOSED 1.4M HIGH HANDRAIL ON RAMP WITHOUT INFILL, SEE DRAWING KX_MOX_A_BR3_3005/02
- PROPOSED 1.4M HIGH TIMBER INFILL HANDRAIL ON RAMP, SEE DRAWING KX_MOX_A_BR3_3005/03
- PROPOSED 1.9M HIGH TIMBER FENCE ON CAMLEY STREET BOUNDARY, SEE DRAWING KX_MOX_A_BR3_3005/04
- PROPOSED 2.2M HIGH METAL FENCE ON BOUNDARY WITH SPCC
- PROPOSED 2.2M HIGH METAL FENCE ON TOP OF RETAINING WALL
- EXISTING FENCE RETAINED

Condition 16: Urban Design Report - Scheme Description

2.5



Figures 35 (above) and 36 (below): Illustrative CGI showing the proposed KXC entrance, with the gates closed, and the lighting scheme from above, respectively

Figure 34 (left): Extract from the Proposed Planting Scheme (Drawing KX_MOX_A_BR3_1014_F), showing the proposed planting scheme, including new and retained trees, as well as permanent and temporary plant species

Security

Gates

It is proposed that the bridge (and ramp) will be open between 6a.m. and 9p.m. In order to manage this, two sets of gates are proposed at both the Wharf Road Viaduct entrance, and at the base of the ramp, on Camley Street.

The KXC gate will be built into the body of the bridge, fulfilling the requirement for a permanent anti-vehicle bollard as well as providing a gate line. Due to the complexities of the ramped and skewed geometry of the bridge alignment, the gates will open in a 'butterfly' fashion from a central post, engaging with the parapet on either side of the bridge deck. The height of the gate will match that of the parapet top rail at 1400mm above deck level, and when closed, it will form a continuous parapet alongside the Wharf Road Viaduct.

At the entrance to the ramp on Camley Street, a simple swing gate will be provided with a pivot line arranged such that in the open position the gate is parked alongside the boundary fence to CSNP, whilst in the closed position the gate becomes a continuation of the CSNP gates and the Camely Street boundary fence.

Lighting

Lighting on the ramp and bridge will be provided by fittings integrated into the handrail, and will be switched on during the darker opening hours. Visibility will therefore be maintained during the earlier or later hours in the winter, making users feel safer when taking this route.

CCTV

CCTV monitoring will be provided by cameras mounted on a mast on the northern edge of the ramp at approximately the halfway point along the pedestrian and cycle route. This location affords a clear line of sight to all points along the route. CCTV footage will be viewed in real time by dedicated KXES, as across the rest of the KXC estate. A second camera will be located on the Wharf Road Viaduct, looking west along the bridge.

Defensive Planting

In order to discourage people from scaling the parapets and accessing the land to the north and south of the proposal, the scheme includes some defensive planting, to both sides of the ramp. Native species with a densely growing and/or thorny character have been selected for these areas. They will include Blackthorn, Hawthorn, Hazel and Dog Rose, as shown in the Proposed Planting Palette and Schedule, located within the accompanying Drawing Package.

Boundary Fences

In addition to the parapets designed for the ramp and along the main bridge span, the proposal also includes fences to the north, on the CSNP/SPCC boundary and to the west, on the CSNP/Camley Street boundary, up to the SPCC entrance gates.

The fence on the northern boundary will see an existing timber fence replaced with a higher steel fence onto which creeping plants will be encouraged to grow.

The existing timber 'stockade' along Camley Street will be replaced by a robust, but visually more permeable, timber fence with high quality detailing to match that of the timber balustrade to the ramp elsewhere.

Figure 37: Illustrative CGI of the proposed bridge, focusing on the bridge handrail detail.

Condition 16: Urban Design Report - Response to Design Guidelines

2.6

Response to General Guidelines

Although the General Design Guidelines largely refer to the design of buildings, there are aspects of the design of the bridge that are influenced by the points raised in the guidelines. These are addressed, where applicable, in the following sections.

It is considered that the following General Design Guidelines are not relevant for the purposes of this submission and have therefore not been addressed:

- General 2: Micro-Climate
- General 4: Facade Elements
- General 5: Integration of Service Entrances
- General 6: Minimised Areas of Louvres/Blank Facades
- General 7: Street Hierarchy
- General 8: Visual Control of Occupier's Fittings
- General 9: Roofscape
- General 11: Daylight and Visible Sky Component

General 1: Facade Design and Public Realm

How the detailed design of the facades, particularly at ground level, integrates with the design and function of adjacent public realm and contributes to the vitality and safety of the streets, providing a human scale, through, for example, entrances, scale of elements, articulation, special features or choice of materials.

Response

In the context of the canal corridor and views of CSNP from KXC, the bridge will be a prominent artefact having a significant positive impact on the public realm. As discussed above, it will provide a strategically useful link – but in order to properly do so it should be an attractive and legible intervention in the wider public realm context.

The bridge and approach are clearly signalled at their respective ends as a public route. The design is simple, however, the combination of distinctive parapets and anti-vehicle bollards will clearly distinguish the bridge and its approach as a cycle and pedestrian route.

The deck surface finish will match the resin bonded surface used elsewhere in KXC, notably around the recently completed Cubitt Square and approved Gas Holder Gardens, helping to tie the bridge in with its surrounding and further signalling the bridge as a continuation of the public realm. The parapet and gate line to Camley Street will be predominantly timber, matching the proposed handrail to the ramp and the already extensive use of timber for guard rails and buildings in CSNP, taking on a 'softer' appearance than the main span again in order to situate this part of the proposal in its immediate context.

General 3: Listed Buildings

How the detailed design of the buildings responds to any adjacent listed buildings and their setting and/or views of local landmarks through, for example, articulation, the choice of materials or complexity of detailing.

Response

The proposed Camley Bridge is located within the Regent's Canal Conservation Area and will be surrounded by an arc of historic structures, as shown in Figure 5 above, which include the Gas Holder Park, the Gas Holder Triplets, the St. Pancras Lock and Cottage, the St. Pancras Water Tower, the Coal Drops Yard and the Fish and Coal Building and Wharf Road Arches.

To the east, the bridge directly interacts with one of the Wharf Road Viaduct arches, which run north-south alongside the Regent's Canal. The east abutment pierces across the viaduct parapet and down into the single arch, so as to hide it behind the brick facing wall, and thereby conceal the complexity of the connection when viewed from the towpath or within the arch itself.

The bridge alignment is coordinated such that it intersects on axis at the east abutment with the centreline of one of the arches, minimising the structure's effect on the viaduct. An access hatch from the towpath will be provided immediately below deck level – this will allow maintenance of the bearings – however this hatch will be detailed as a shallow steel 'tray' that will be infilled with brick slips to match the surrounding wall.

Through trough girders are themselves well-established structural forms, with historic precedent in the surrounding area, including the walk through beams located immediately to the north of the bridge at the top of the adjacent towpath ramp. The exterior surface of the bridge is characterised by the stiffening webs that follow the curved and tapered form of the beam. These webs modulate and break up the otherwise solid steel surface introducing subtle visual texture to the bridge and a visual character that is strongly reminiscent of historic structures associated with the King's Cross and St. Pancras rail terminals and their former railway land, and along the canal.

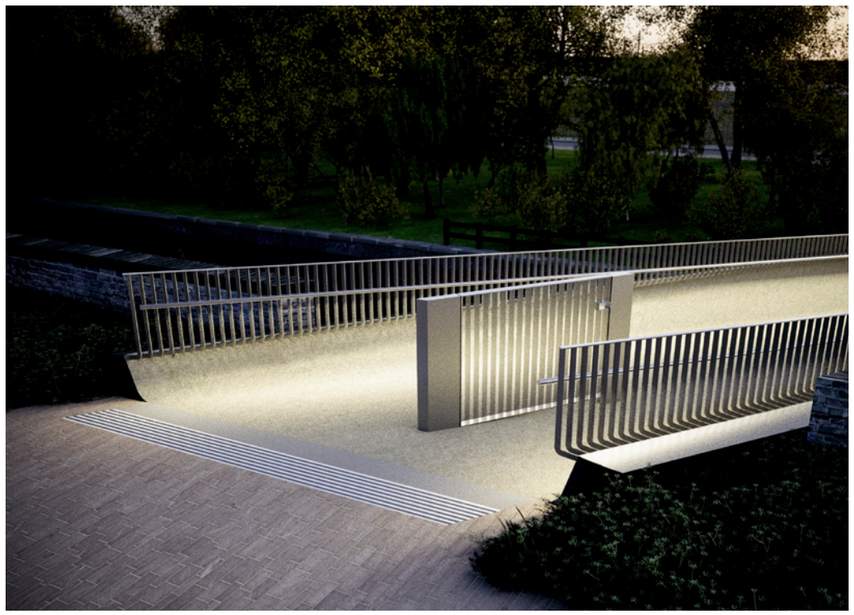


Figure 38: (left) Bird's eye illustrative CGI of the proposed bridge from the north east, showing the full length of the bridge and ramp, from the KXC Wharf Road Viaduct to the Camley Street entrance, at night; and showing the gate, handrail and interface detailing of the proposed KXC entrance, at night.

Condition 16: Urban Design Report - Response to Design Guidelines 2.6

General 10: External Lighting Design

How the design of the external lighting of the building, including any floodlighting or special lighting effects, enhances the safety and vitality of the night time environment and how it relates the lighting of adjacent buildings.

Response

The majority of lighting for the bridge and ramp will be low level and integrated into the handrails. This is for two principle reasons:

- Illumination from handrail level will be contained within the body of the bridge / limits of the approach ramp. This will ensure no overspill either onto the canal or into CSNP, protecting their ecology and the amenity of adjacent occupiers.
- Efforts have been made with the design of the main span to keep it as visually simple as possible. The incorporation of high level or discontinuous lighting was therefore viewed as undesirable – the intention is to present the user with minimal visual clutter in order that the canal and park environment can be enjoyed without the bridge competing for attention. The lighting is therefore seemlessly experienced as part of the bridge.

The only other lighting in the proposal is that incorporated into the anti-vehicle bollards at either end of the route. The bollards are designed to incorporate a continuous vertical ‘stripe’ of light in the direction of travel, such that they are clearly visible obstructions when seen at night.

All luminaires will be specified as LED type fittings with low energy consumption.

The proposed lighting scheme enhances the safety of users by throwing light down onto the pathway, but also by providing visual waymarking through the illumination of the handrails themselves.

General 12: Quality and Attention to Detail

How the detailed design of the building maintains quality and attention to function and detail on all elevations.

Response

The structural concept for the main span is one of extreme simplicity and this approach has been maintained throughout the design of all aspects of the scheme. The bridge itself comprises one element in carbon steel for the deck and spanning structure, an element in stainless steel for the parapet and finally the cast carbon steel TMD at centrespan.

All connections on the bridge that a user will come into contact with will be fully welded, such that the experience is one of a seamless sculptural object. Lighting will be directly inserted into the underside of the handrails. All edges and arrises on the parapet and primary steel structure will be ground smooth such that there will be no sharp edges on the bridge.

In terms of the overall geometry of the main span, a number of options were modelled where the relationship between cross section, longitudinal profile and stiffener profile were explored. These studies informed the final design presented here.

The parts of the bridge that a user will touch with their hands, specifically the handrail, balustrade and top flange on the beam, will all be fabricated from 2205 Duplex stainless steel. The grade of alloy has excellent resistance to pitting, crevice and stress corrosion and typically has a design strength twice that of standard austenitic grades. This attention to detail in material specification will result in a bridge that is attractive and enjoyable to use over the long term, with a simple and understated but robust feeling of quality.

The approach ramp handrail will match that on the bridge, albeit with an array of timber posts rather than steel to maintain commonality with the material palette that already exists at CSNP. An even transition between timber and steel parapet posts will take place across the length of the landing at the midway point on the scheme.

The approach ramp and internal faces of the bridge will be finished with a resin bonded gravel system to provide the necessary protection to the carbon steel elements and to marry the finish of the walking surfaces in the proposal through to those that already exist in KXC.

All of the external faces of the bridge will be finished with an anthracite coloured epoxy paint system. This type of protection was developed for the North Sea oil industry and allows a relatively straightforward application process, combined with outstanding corrosion resistance protection. The finish will be uniform and smooth for a high quality appearance.

Although the bridge and ramp pass through markedly different contexts this would reflected in different material finishes, principally to the parapet but also in the use of gabions / planting, the approach to detailing is common throughout the scheme. For example, the wearing surface and parapet module is common to all parts of the design, the hand and top rails are continuous and the lighting design is uniform along the entire length of the route.

Figure 39: Illustrative CGI showing the proposed handrail detail, where the transition between the steel and the timber posts occurs

Figure 40: Illustrative CGI showing the proposed bridge from the St. Pancras Lock.

Condition 16: Urban Design Report - Response to Design Guidelines

2.6

Figure 41: Illustrative CGI showing the proposed bridge, and the St. Pancras Lock and its associated Lock Keeper's Cottage in the background, from the Regent's Canal tow path

Canal Area Design Guideline 9: Respecting the View of St. Pancras Lock and Cottage

How the design of the bridge across the Camley Street Natural Park respects views of St Pancras Lock and cottage.

Response

By positioning the structural depth required to span the canal above deck level, the air draught below the bridge has been maximised. As such, the views of the canal to and from St Pancras Lock will remain as open as they possibly can be – the bridge does not obstruct any view of the canal itself, whether looking north or south, from the towpath or lock.

On a practical level, the maintained visibility is important as it will ensure that boats queuing below the locks can be seen by a lock operator and vice versa.

In terms of the views from the towpath looking north to the Lock Keeper's Cottage, the importance of the lock and cottage to the setting are maintained – there will be a clear view of the lock from every point along the towpath to the south, and the cottage will gradually emerge as part of the overall setting beyond the bridge.

Although this defined visual link will be maintained, the bridge will of course have an impact on the general view north and south along the canal. With a 38m span and a 3.5m width, the proposed deck is a significant new visual feature.

The decision to unify the structure with the deck as one single element simplifies the appearance of the bridge – as opposed to a cable supported structure, for instance, that would introduce masts & hanger arrays into the view – the design is the result of a conscious effort to minimise the potential for additional visual clutter in views of the canal, St Pancras Lock and the cottage, and appear as a natural crossing point along the Regent's Canal.

2.7

Condition 18: Earthworks and Remediation Plan

"Relevant applications (or groups of related applications) for approval of Reserved Matters shall be accompanied by an Earthworks and Remediation Plan to deliver appropriate site levels and ground conditions for that part of the development and demonstrate compliance with conditions 64 and 65. All works shall be carried out in accordance with the Earthworks and Remediation Plan as approved.

Reason: To ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies SD1 and SD10 the London Borough of Camden Replacement Unitary Development Plan 2006."

Response to Condition 18

An Earthworks and Remediation Plan (ERP) is submitted in Appendix A of this statement.

This ERP is provided to meet the requirements of Condition 18 and is submitted for approval.

Condition 19: Access and Inclusivity Statement

2.8

"Relevant applications for approval of Reserved Matters pursuant to this permission shall beaccompanied by an access statement. Each access statement shall:

(a) address the relevant design principles set out in the Access and Inclusivity Strategy dated September 2005;

(b) highlight any areas where technical or other constraints have prevented or constrained the application of these design principles; and

(c) include a project programme for that building or phase, to identify the key stages at which important decisions affecting inclusivity and accessibility will be made.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment, in accordance with policies SD1, B1, B2, T3, KC6, KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006."

Response to Condition 19

In accordance with Section V of the S106 Agreement, the evolution of the design of Camley Bridge and the preparation of the Access and Inclusivity Statement have been guided by the applicant's designated Inclusive Design Champion, James Holmes-Siedle of All Clear Designs. The Inclusive Design Champion has extensive experience of the KXC development, from its inception through to the Reserved Matters submissions made and approved to date.

He has ensured that the best possible level of access be achieved and that the proposals meet relevant legislation and the S106 Agreement requirements and apply recognised good practice guidance. A list of the documents and guidance used to assess the proposals are listed in Appendix B of this report.

This Access Statement is submitted to meet the requirements of Condition 19. It considers accessibility at a relatively early stage in the design. Detailed design issues such as fixtures, fittings, lighting, communication systems, management and other issues which contribute to the accessibility of the services and facilities provided will need to be considered in the future.

As stated previously, the proposals were presented and discussed at the Design and Access Forum on 15th July 2015.

It was confirmed that a width of 3.5m comprises sufficient space to accommodate pedestrians, wheelchair users and cyclists. It was agreed that the lighting proposed on the underside of the handrails would provide sufficient lighting at foot level, without generating undue light pollution, thereby balancing nature conservation and safety needs during the darker hours, within the bridge's opening hours (6am - 9pm).

Further detailed consultation took place with LBC's Access Officer in pre-application meetings, which resulted in the bridge's central platform and the placement of tactile warning surfaces at the Camley Street end. The resultant changes and completed design have produced a bridge proposal that will offer good access for a wide range of disabled people.

Gradients

The change in level (height) of the bridge is approximately 4.4 metres from the Camley Street entrance climbing up to the Wharf Road Viaduct, where the bridge lands on the KXC side.

This is achieved with a continuous slope that has a gradient of approximately 1:22 from the Camley Street entrance to the level central platform. Following the 3 metres deep level resting platform there is then a straight section of pathway over the bridge to the Wharf Road Viaduct, which has a gradient of approximately 1:21.5.

The location of the resting place was discussed at length and agreed to be half way up the climb (approximately 2.2 metres up from Camley Street) and of sufficient size (3 metres length) to be able to rest before continuing along the rest of the bridge.

2.8

Condition 19: Access and Inclusivity Statement

Pathway

The bridge deck will have a continuous width of 3500mm between handrails, and the proposed surface is a free draining non-slip resin bound gravel.

Handrails

As the slopes are outside the definition of ramps there is no requirement for a handrail, but a continuous handrail is intended to be provided at 1100mm above finished floor level on both sides of the bridge.

Tactile Warnings

In consultation with the LB Camden Access officer, the tactile warning comprises 400mm deep Corduroy paving at the Camley Street entrance at a perpendicular orientation to the entrance platform. This location has been selected to warn partially sighted users that they are entering a shared use bridge area; at the northern end of the bridge (see Figure 42 to the right) the tactile paving indicates the throat of the bridge parallel to the towpath.

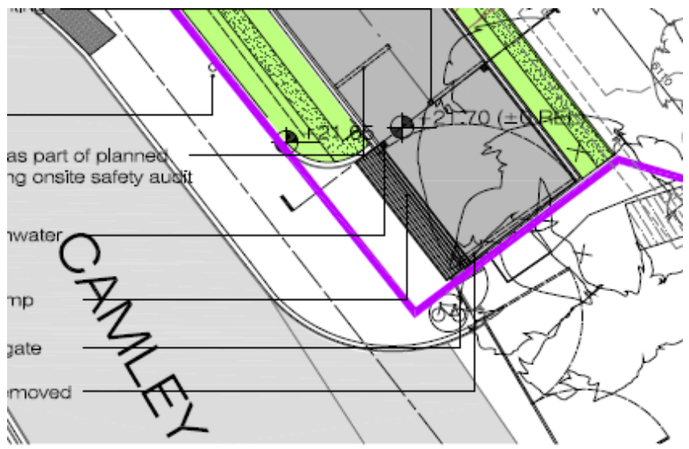


Figure 42: Camley Street Tactile paving placement (top) and Regent's Canal Towpath Tactile paving placement (bottom), extracted from Drawings [illegible] A_BR3_1002_F and 1001_F, respectively

Condition 20: Ilustrative Build Out Plan

2.9

"Relevant applications for approval of Reserved Matters shall be accompanied by an illustrative build out plan showing:

(a) the disposition of any buildings for which approval has been given and the take-up through those approvals of the land uses permitted by this planning permission;

(b) the disposition of any buildings for which approval of Reserved Matters is sought and how the approved uses are to be incorporated in these buildings;

(c) how the Development Zones within which buildings for which approval has been given under;

(d) and those for which approval has been sought under (b) above, may be built out and completed in conformity with this planning permission;

(e) development zones (or part thereof) for which buildings have yet to come forward for approval of Reserved Matters;

(f) the status of each area of Principal Public Realm, the phasing of development and its date of adoption or target date of adoption (where appropriate);

(g) demonstrate ongoing provision of green and brown roofs in accordance with condition 46; and

(h) the relationship between the buildings/development referred to in (a), (b), (c), (d) and (e) above.

Reason: To ensure a comprehensive and sustainable development and to achieve regeneration, integration and good design in accordance the Environmental Impact Assessment, in accordance with policies S1, S2, 53, SKC1 and KC8, of the London Borough of Camden Replacement Unitary Development Plan 2006."

Response to Condition 20

An Illustrative Build-Out Plan is presented on the following pages, addressing the sub-sections of the condition. In respect of 20(a), the plan shows the buildings for which approval has already been given coloured in red. Completed buildings are shown in purple.

With regard to 20(b), the plan shows the buildings for which Reserved Matters approval is now sought (coloured green).

As required by 20(c), the plan shows how the buildings already permitted and those subject to the current Reserved Matters submission would be built-out in accordance with the Outline Planning Permission.

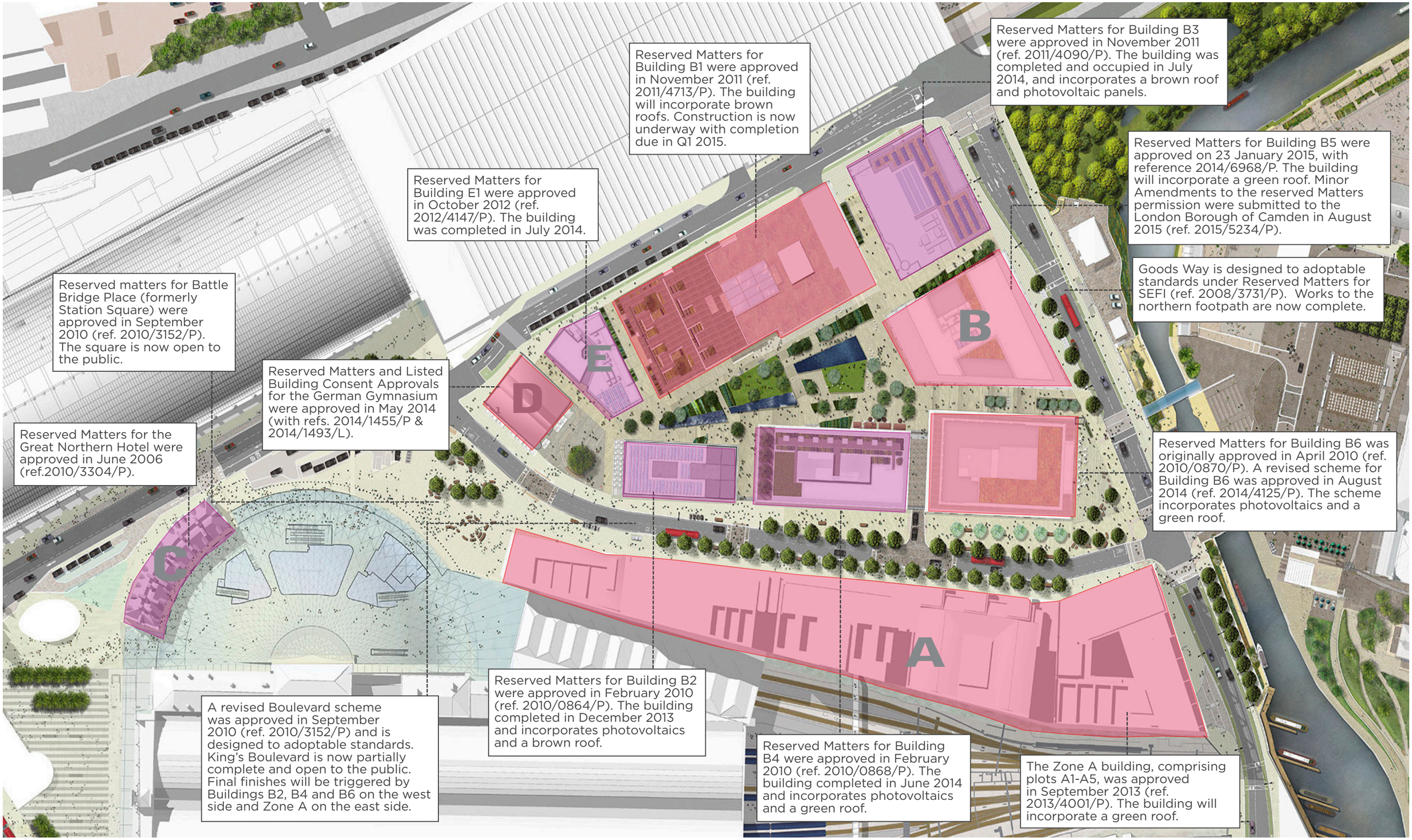
The buildings for which Reserved Matters are yet to come forward are included on the plan (coloured yellow), as required by 20(d).

In relation to 20(e), the works proposed for the Camley Bridge are programmed for completion in Quarter 1 of 2017. As stated above, landscaping and/or construction on some of the submission site will be completed by LWT as and when they build their replacement Visitor's Centre.

With regard to 20(f), the plan indicates the on-going provision of green/brown roofs across the site as a whole. Areas of green/brown roofs are already or will be provided on several buildings; and a green wall is installed on the perimeter wall of the new Gas Governor in Development Zone V.

The Illustrative Build-Out Plan, together with the above points, demonstrates the relationship between the different components and phases of the development, as required by 20 (g).

The details thus provided are submitted to meet the requirements of condition 20.



Development zones for which buildings have yet to come forward for approval

Subject to a current Reserved Matters submission

Buildings for which approval has been given

Buildings brought forward with this submission

Completed Buildings

Illustrative Build Out Plan
KXC, South of the Regent's Canal
January 2016