

## 6.0 Public Realm Strategy

New retail frontage, together with the new pedestrian route) will help to activate the public space on Stacey Street.



Existing view of Stacey Street public realm



Proposed view of Stacey Street public realm

## 6.0 Public Realm Strategy

### 6.4 Materials

The proposed landscaping materials have been selected to compliment the materiality of the proposed facade as well as to create a high quality, unique public space.

The light coloured brickwork of the proposed facade will be complimented by light coloured setts that will run from Caxton Walk through the pedestrian route to Stacey Street. Concrete planters and seating are proposed for the public spaces, referencing the proposed facade's corncing.

### 6.5 Planting

The existing trees on site have been surveyed by an arboriculturalist and their report is included as part of this application. Four of the existing trees are Category B and the two subservient trees are Category C. All trees are planned for retention.

New trees are proposed within the new planters. The tree species have been selected to complement Phoenix Gardens and extend the biodiversity that is currently offered by this space. The new trees have been selected to have high canopies to not obstruct views through the site and to the retail units.

In addition to the new trees, low level planting is proposed for both Caxton Walk and Stacey Street. Species chosen for this location will need to be tolerant of both shade and dry conditions. Native and non-native woodland plants have been selected to create variety with a focus on texture and seasonal change.



White brick



Concrete planters



Dicksonia antarctica



Rowan



Silver Birch



Hakonechloa Macra



Blechnum spicant



Miscanthus Sinensis

## 6.6 Landscape Plan

Key aspects of the landscape design are illustrated in the adjacent drawing, including critical dimensions.



Landscape Plan (NTS - dimensions are approximate)





## 7.0 Technical Summary



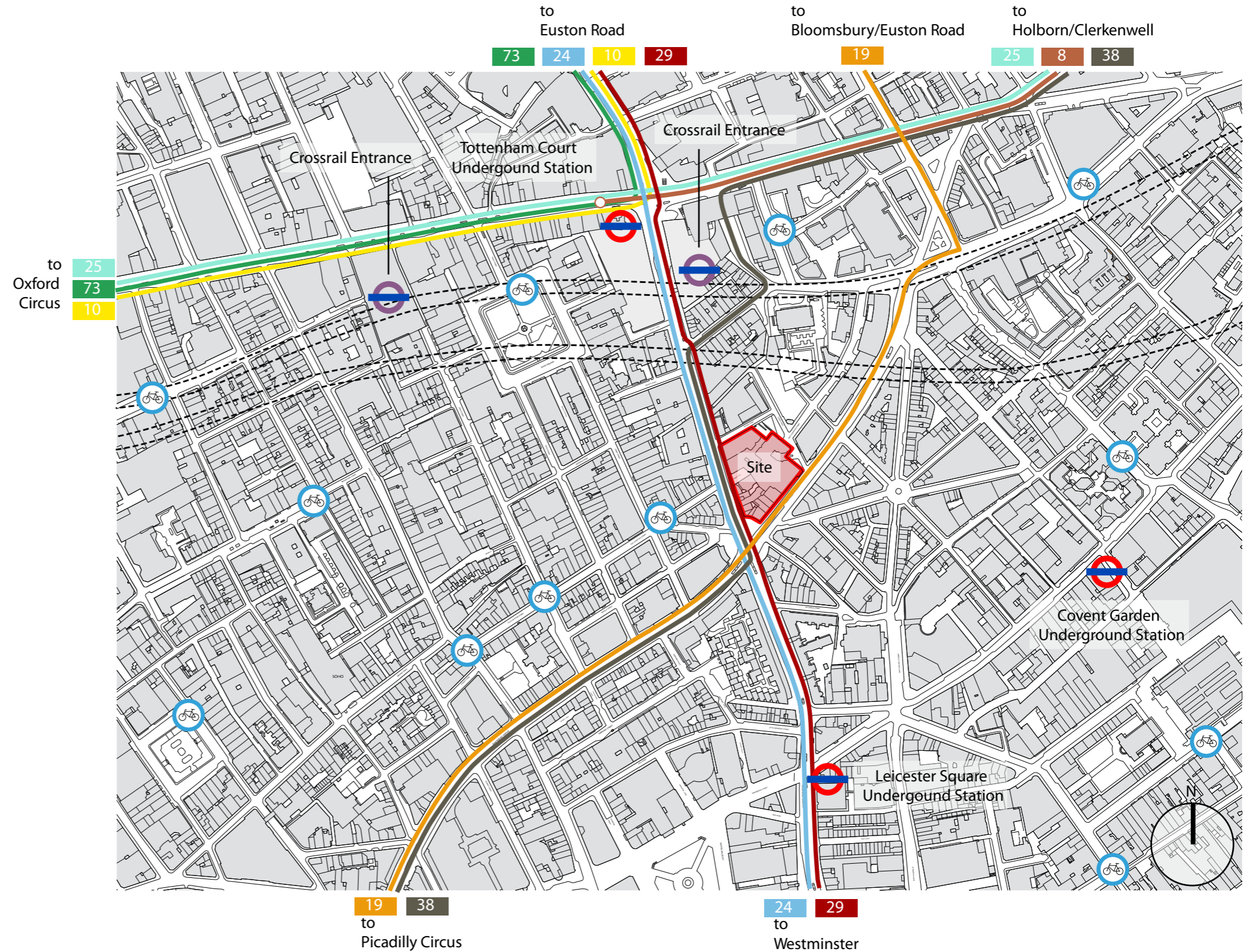
## 7.1 Public Transport Accessibility




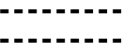

The site has a Public Transport Accessibility Level 6b.

This is the highest possible PTAL rating, meaning that the area has a high level of accessibility by public transport.

This site will only become more connected once Crossrail 1 becomes operational in 2018.

Please refer to Waterman Infrastructure & Environment Ltd Transport Assessment for a detailed review of site accessibility.



-  Bus routes
-  Underground Stations
-  Crossrail Station
-  Crossrail routes
-  London Bicycle Rent Docks

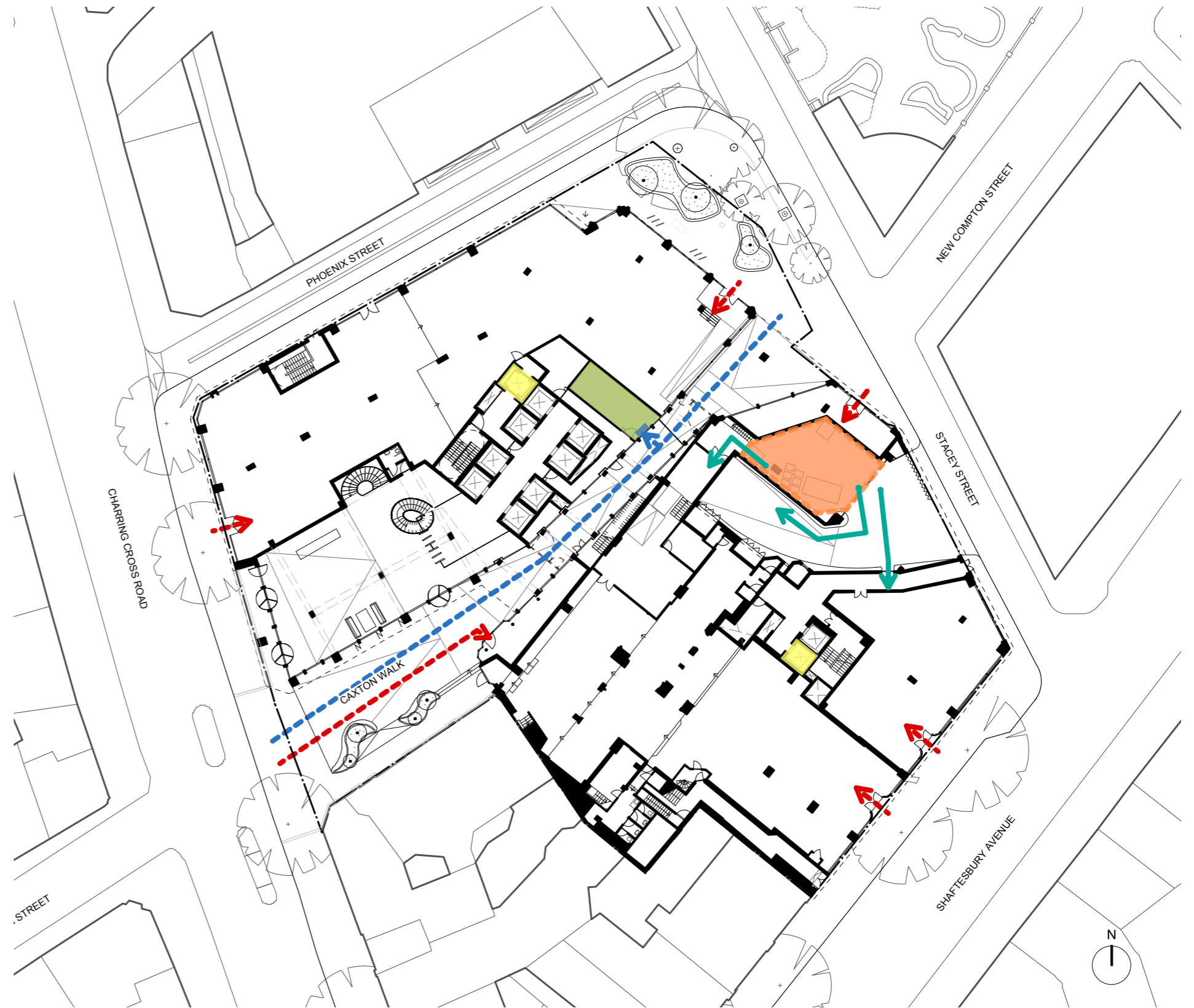
## 7.2 Vehicular Access

The proposals have been developed in accordance with Camden's planning policy requirements in respect of car parking which look to reduce the use of and reliance on the car.

All car parking spaces have been removed from the building with the exception of two which are on a long lease to a neighbouring property and have, therefore, been retained.

The retained spaces are located at basement level and are accessed through the Stacey Street service entrance and existing ramp. To allow the historic route through the site to be reinstated, the existing two-way car park ramp will be narrowed at its entrance. The vehicle access will be controlled by a new traffic light system, which will enable the two-way movement of vehicles. For further details please refer to the Access Statement, part of this report, for more information.

Please refer to Waterman Infrastructure & Environment's Transport Assessment for a detailed description of the proposed vehicular access.



- Post room
- Loading bay
- Goods lifts
- Direct deliveries on-foot from street to Building address
- Daily Post and small scale courier deliveries
- Loading routes from Loading bay

## 7.3 Access for Servicing / Deliveries

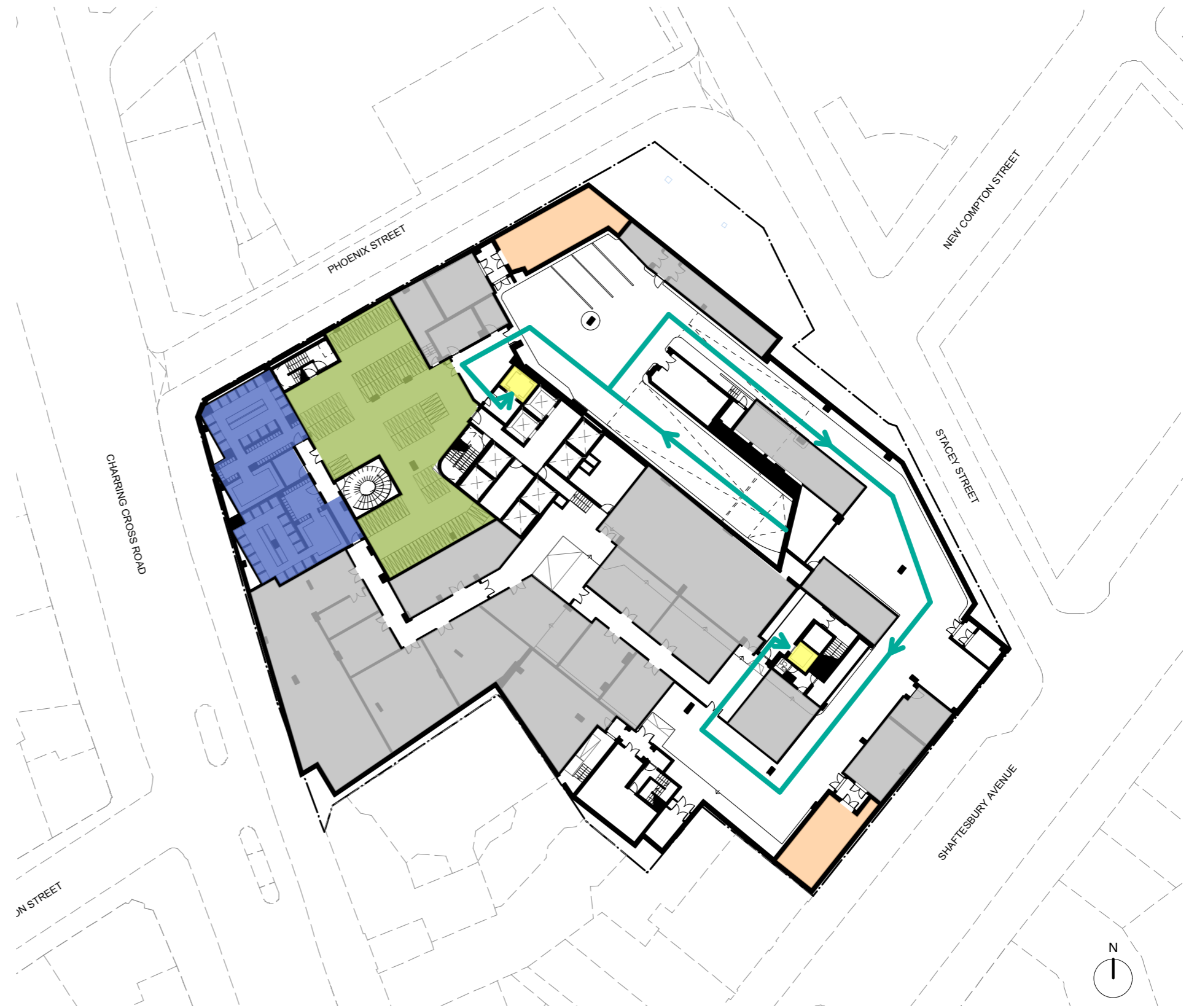
The principle vehicular access into the site is off Stacey Street. This route has the lowest level of car traffic surrounding the site.

The service areas have been located and designed carefully with regards to safety and aesthetics and are designed to be as unintrusive visibly as possible.

Both the loading bay (located at ground floor level) and the basement ramp are accessed from a single location on Stacey Street - as shown on opposite page - consolidating what was previously two separate entrances.

Please refer to Waterman Infrastructure & Environment's Transport Assessment for a detailed description of the proposed servicing strategy.

- Goods lifts
- Loading routes from Loading bay
- Plant
- Existing Sub-station
- Cycle Parking (Office and Retail)
- Changing and Shower facilities





## 7.0 Technical Summary

### 7.4 Bicycle Access, Storage and Changing

A primary requirement for the development is that it should minimize vehicle usage generally, in particular the number of car parking spaces. The emphasis should be to promote pedestrian and cycle access and to promote this by creating a very high quality environment for pedestrians and significant facilities for cycle storage.







#### 7.4.1 Cycle spaces

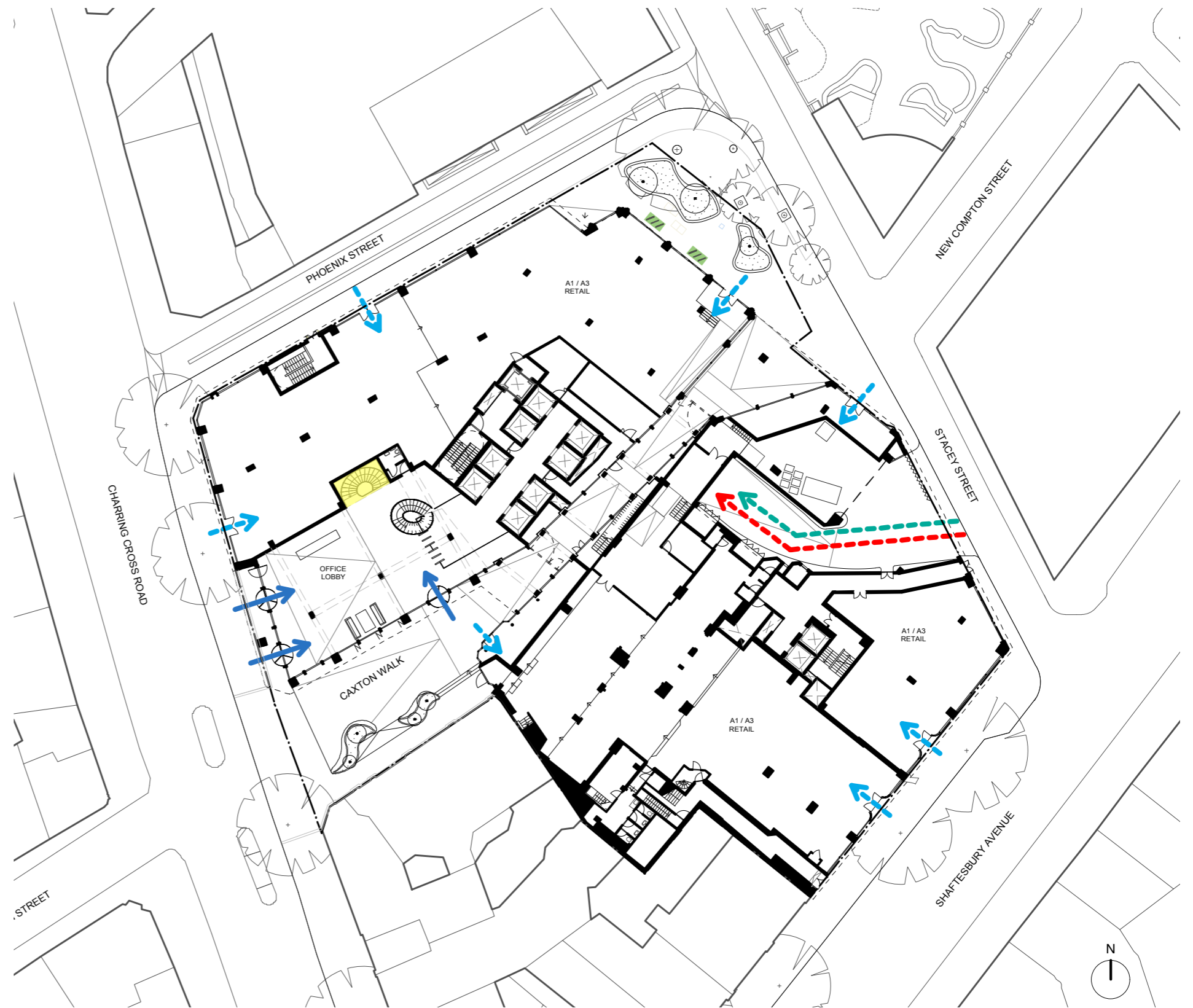
The proposals include 303 cycle spaces – 280no. for office, 12no. for retail and 11no. for short stay visitor cycle parking spaces.

#### 7.4.2 Office and Retail Cycle Parking and Facilities for Cyclists

The proposed long stay cycle parking will be located in the basement level. The cycle store is accessed from the existing ramp (1:10 gradient) from Stacey Street via a shared services access and cycle entrance. The proposal provides 280no. office and 12no. retail cycle spaces comprised of Josta two-tier cycle parking system (or simialr), to comply with Camden's cycle parking layout design guidance as provided in LBC's Planning Guidance Transport CPG7.

The main cycle access for the cycle storage will be via the existing vehicle ramp with demarcated cycle / pedestrian lanes on either side of the ramp. For safety reasons this will require a one way signalled shuttle working system to apply to cyclists.

-  Visitor Cycle Parking (Office and Retail)
-  Cyclists Access to Office Lobby
-  Access to Cycle Parking
-  Pedestrian Access to Retail
-  Pedestrian Access to Office Lobby
-  Access to Car Parking



One locker per cycle space will be provided. Facilities including 35no. individual shower cubicles with associated changing space and 1no. unisex accessible shower / accessible WC located adjacent to the cycle storage on the basement level will be provided. Shower/ Changing facilities are designated male/female.

A dedicated staircase links the cycle store room to the ground floor lobby reception at which control procedures would be implemented.

### 7.4.3 Visitor Cycle Parking

Proposed office	4 no. short stay parking spaces
Proposed retail	7 no. short stay parking spaces

Visitor bike stands will be provided at street level as part of the public realm works as shown on opposite page diagram.

The nearest Santander Hire Docking Station is located on Moor Street with 15 bikes stands, and on Frith Street with 18 bikes stands. For more information on cycle parking please refer to the Transport Assessment.

- Cycle Parking (Office and Retail)
- Changing and Shower facilities
- Cyclists Access to Office Lobby
- Access to Cycle Parking
- Cyclists route to Lobby access
- Car Parking
- Access to Car Parking

