

3.8 TRANSPORT

3.8.1 General

The proposed new buildings are not designed to increase the Roundhouse’s performance programme. They are for office and training use. No increase in public visitor numbers will therefore be caused.

There will be a small increase in staff numbers, an increase in the number of young people coming to the Roundhouse to use the studios, and an increase in employment numbers through the new office. The majority these groups, however, are expected to arrive by public transport, as at present.

3.8.2 Site Accessibility

- Site access will be minimally affected.
- Vehicles will access the site from Regent’s Park Road, through the secure sliding electric gate
 - The public will continue to enter the site through the 2006 extension, and access the public outdoor space through Torquil’s Bar
 - Staff and signed-in visitors will continue to access the site through the Container Building
 - Staff and visitors for the new Campus Building will use a separate, designated entrance to the north of the Container Building

3.8.3 Vehicle Parking

In line with Camden Council’s Polict DP18, Roundhoue seek to minimise the amount of vehicle journeys generated by their activities, and provide minimum number of parking spaces.

No additional spaces will be provided. 6 no. disabled spaces will be offered, along with 6 no. parking spaces for visiting production staff and sub contractors, and 3 large servicing spaces in the Service Yard.

3.8.4 Cycle Parking

The regenerated campus will provide 23 cycle parking spaces for staff and visitors. This provision exceeds Council’s policy expectations.

As is currently the case, cyclists arrive via at the Container Building entrance.

Public cycle racks are also provided on Chalk Farm Road.

3.8.5 Trip Generation

The proposals see an additional 80 staff max in the Container Building, and 250 max people in the Campus Building.

The impact of the development on the wider transport network is considered to be minimal and insignificant on the adjoining transport network.

3.8.6 Public Transport

The Roundhouse is adjacent to Chalk Farm underground station, with good local bus links. A majority of audiences, staff and performers arrive by public transport.

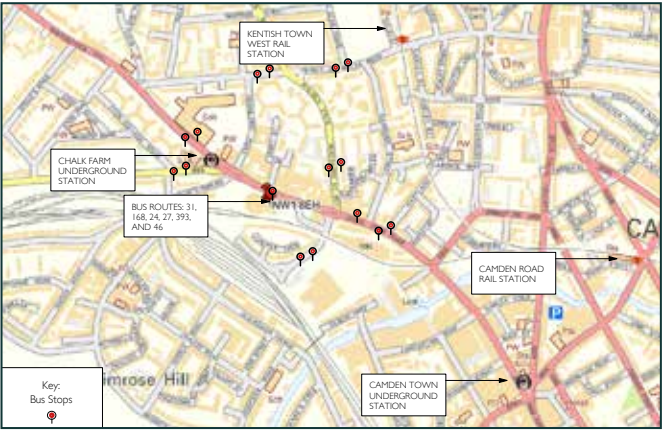
3.8.7 Vehicle servicing

The new Campus Building will have only a limited impact on vehicle servicing, since it affects neither public performance in the main building, nor the main building’s front of house operation.

Existing servicing arrangements will be largely unaffected by the proposals, with refuse collection, deliveries and production vehicles accessing the site from Regent’s Park Road and manouvering in the Service Yard.

Tracking analysis for vehicles in the Service Yard has been carried out by Paul Mew Associatess. See appendix item 5.2.

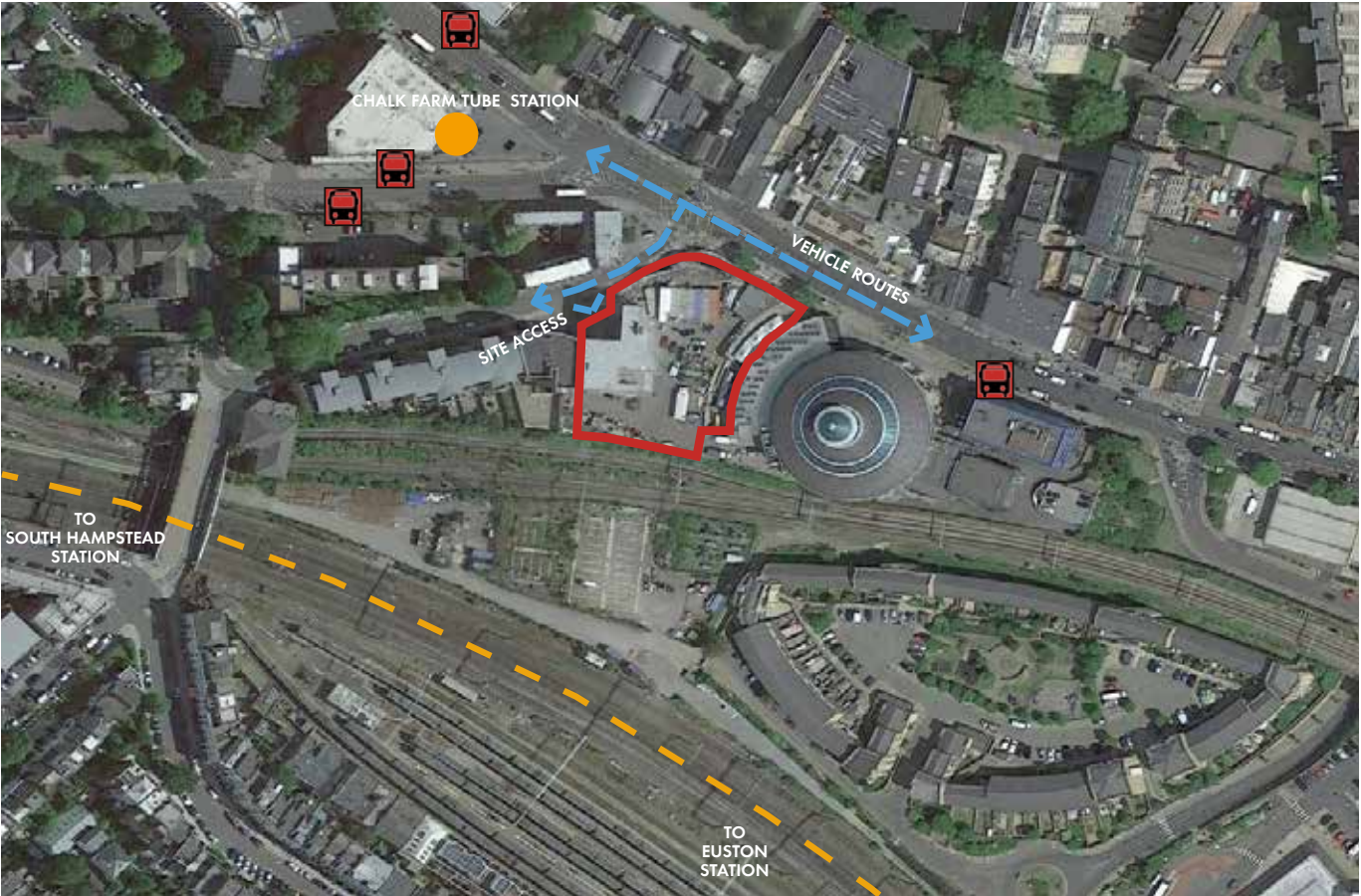
The servicing arrangements under the proposals are considered to be satisfactory and are provided to result in no material change compared with the site’s extant operations.



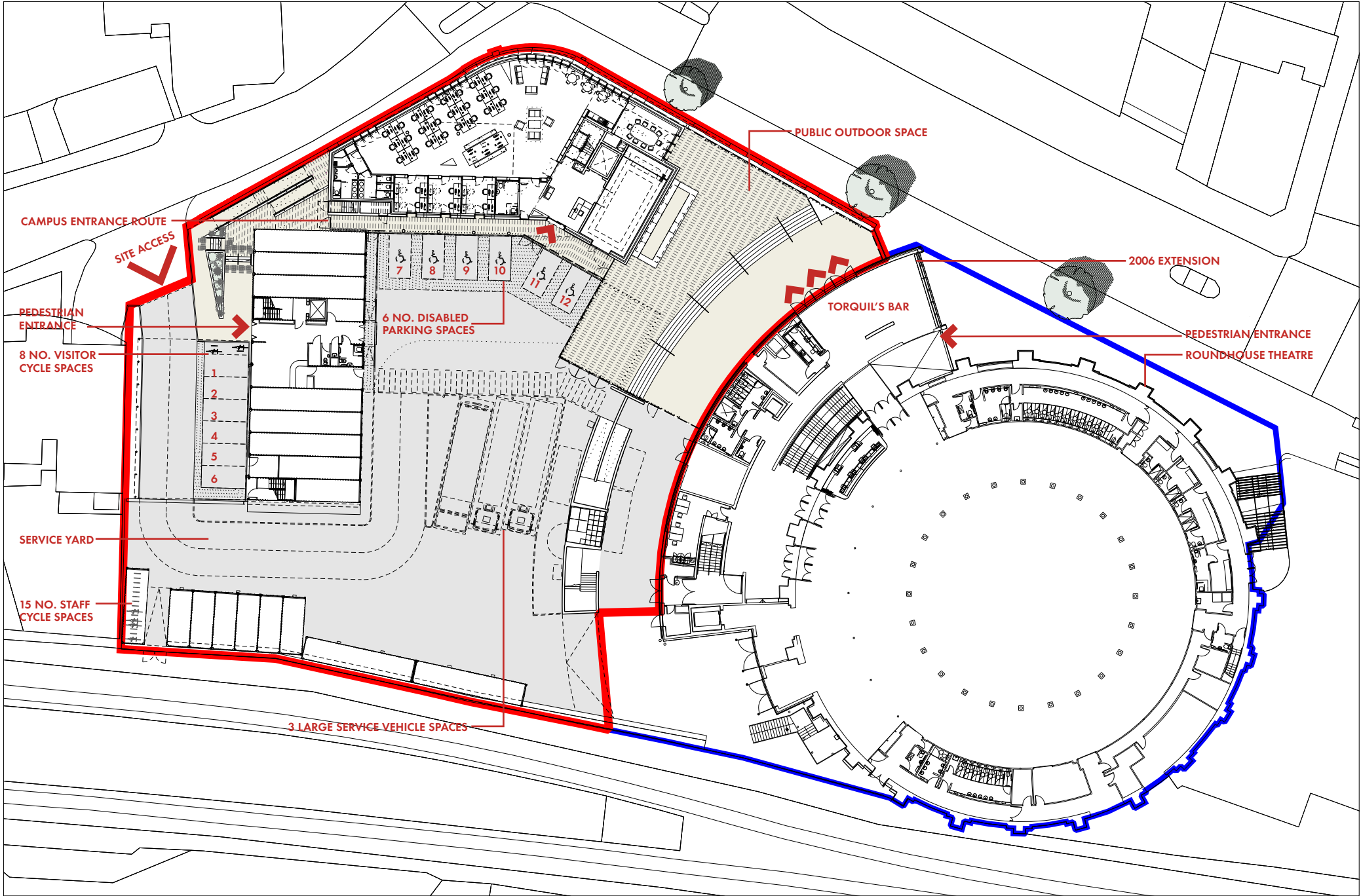
Key bus stops



Extract from TFL Local Cycling Guide 7



Site transport links



Site plan - parking provision

B1 - Business	
Vehicle Type	Standard
Cycles	Staff - from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Visitor - from threshold of 500 sq m, minimum of 2 if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time.
People with disabilities	Required above 2,500 sq m. Staff/operational - 1 space per 20,000 sq m or part thereof. Visitor - minimum of 1 if any visitors are expected, plus any additional spaces needed to bring the total number up to 5% of the visitors likely to be present at any time.
Service vehicles	Required above 2,500 sq m. One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.
Other staff/operational parking	Low provision area: maximum of 1 space per 1,500 sq m Rest of Borough: maximum of 1 space per 1,000 sq m

D1 - Non-residential institutions	
Vehicle Type	Standard
Cycles	Staff - from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Visitor - from threshold of 500 sq m, 1 space per 250 sq m or part thereof.
People with disabilities	Required above 2,500 sq m. Staff/operational - 1 space per 20,000 sq m or part thereof. Visitors/students - 1 space per 500 sq m or part thereof.
Service vehicles, coaches and taxis	No minimum requirement, on-site provision should be on the basis of early negotiation supported by the Transport Assessment required under policy T1B/appendix 2.
Other staff/operational parking	Low provision area: maximum of 1 space per 1,500 sq m Rest of Borough: maximum of 1 space per 1,000 sq m Any additional needs for staff providing home visits and working anti-social hours will be considered provided they are supported by a Transport Assessment, and a Travel Plan can be secured.
Other visitor parking	Spaces will be considered for healthcare provided they are supported by a Transport Assessment showing that existing spaces, public transport and taxis cannot cater for the expected travel demand, and a Travel Plan can be secured. The need for injured people to visit, and for patients to be accompanied will be considered.

Extracts from Camden Development Policy - parking standards



Chalk Farm tube station

3.9 ACCESS

3.9.1 Inclusive Access

The design of the proposal has been developed through consultation with Camden Borough Council and Shape Arts, a disability led arts organisation.

The site has been developed over a number of years, starting as far back as 1847. This part of the development aims to provide office space for young people to hire, studio space along with suitable WCs and shower facilities for all, space for the Roundhouse team and aims to organise the yard area.

Development proposals in London are required to comply with policy standards set out in the London Plan (2015). From the outset the proposals as a minimum need to be accessible to wheelchair users as a baseline, the Roundhouse wants to achieve this and more.

The nearest tube stations are not accessible and it is approximately 800m from Camden Town underground station.

There is a bus stop just outside the main entrance and the Roundhouse is on an accessible bus route. The bus stop on the opposite side of the road is approx. 50 metres away, there is a controlled crossing and the street is level.

Regents Park Road and Haverstock Hill/Chalk Farm Road surround the site on two sides. Off Regents Park Road there is a service road into the Roundhouse site, this has a steep approach up to the entrance and from there leads into the service yard where there are bays designated for disabled drivers/visitors.

At the junction of Regents Park Rd and the service road in to the rear of the Roundhouse ramped access has been provided along with an alternative stepped route.

There will be contrast between the ramp surfaces

and the landings along with continuous handrails that have ends designed so as not to catch clothing. The gradients for the ramps and the length meet with current design guidance. The steps, of which there are two sets will have tactile warning to both the top and bottom of the flight and handrails designed the same as those for the ramps.

The circulation space between the ramps and steps is to have a gradient no steeper than 1:21, meaning it does not have to conform to ramp design guidance.

Within the yard six designated bays are to be provided, from these there will be level and safe routes into the new building and the rest of the Roundhouse.

The entrance to the new build meets with guidance in Approved Document M (ADM) and BS8300 ‘The Design of buildings’ and their approaches to meet the requirements of disabled people. The doors slide and provide in excess of a 1000mm clear effective width and will be obvious. Within the lobby area there is an accessible WC and shower facility, these provide a right transfer.

The entrance lobby door also slides and is in front of the reception desk so visitors can identify it and can be seen entering the building.

The ground floor provides a studio and office space. The office space consists of an open plan office, private offices including a large meeting room along with single sex WCs. To these WCs there is one cubicle with an outward opening door and support rails.

The building provides ground, first and second floors; there is lift access up to the first floor only. This is a passenger lift as they are more accessible than platform lifts and meet the requirements of ADM. The lift will also be used as a goods lift. The lift is larger than the recommended size of a passenger lift and will allow a wheelchair user to turn in it, for

that reason a mirror is not provided on the car wall opposite the lift door, but handrails will be. Floor level signage will be placed either on the wall opposite the lift door or door reveal.

The adjacent staircase, which gives access to all floors, meets with ADM for width, handrail design, contrast and signage.

The first floor provides two studios, breakout area, two accessible WCs/showers of left and right transfer, and four showers. There is to be a kitchen area, the details for this area are not as yet finalised but it is intended that the area will be accessible.

Within the lift lobby there are drinking fountains, one of which will be at a lower level suitable for wheelchair users or people of short stature.

The second floor does not provide lift access to it, for this reason this is where the standard WCs are located, along with a gender neutral WC. There will be one cubicle to each facility with an outward opening door and support rails. This raises the potential for the accessible WCs on the first floor to be occupied by non disabled people, the Roundhouse are to monitor this and respond accordingly to discourage inappropriate use.

Although not appropriate for this stage of the design process; contrast, surface finishes, signage, lighting design etc will meet the needs of disabled people. Internal doors will provide in excess of 800mm clear effective width.

Means of escape from the ground floor will provide step free exits. From the first floor there is a refuge in the lift lobby with a two-way emergency communication system. The routes are to exit using the stairs or exit out onto the flat roof and use the external emergency only staircase. The route across the roof provides width along its length and at the change in direction. This will be backed up

by suitable management policies and emergency evacuation plans for staff and visitors.

The Equality Act 2010 is a civil rights piece of legislation and plays an important part in preventing discrimination and in the course to take if discrimination should occur. The Act is not about buildings but about access to services, education or employment in this case. It states that where features put disabled people at a substantial disadvantage then reasonable adjustments should be made. During the course of the design this has been taken into account hence the need to have a policy around accessibility.

For staff, the duty is to make reasonable adjustments to suit the specific disabled employee, for example this may be the provision of specialist software to computers for vision impaired staff, or making adjustments around working practices, this for example may be that another member of staff assists with filing where shelving is high.












This report has been produced by

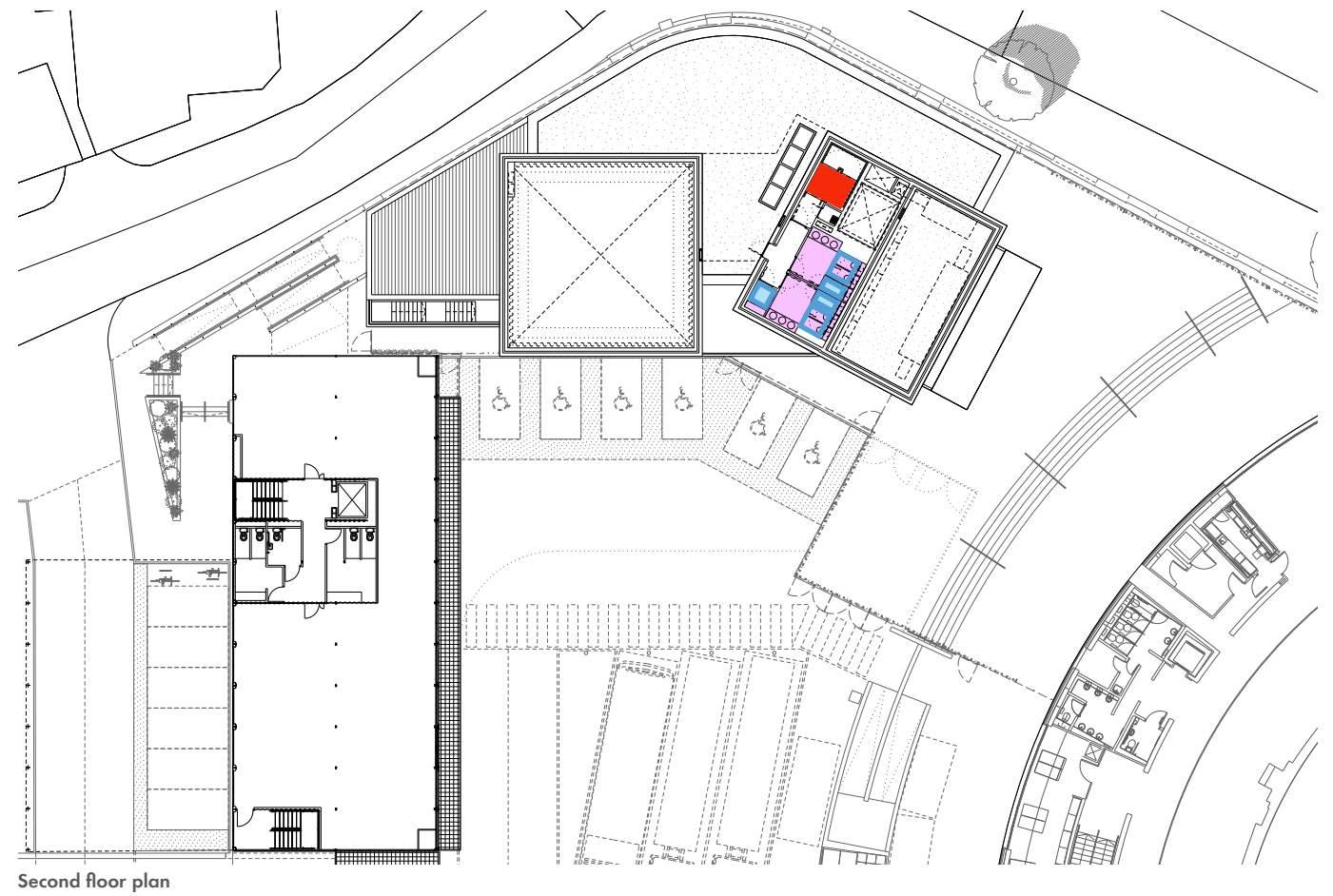
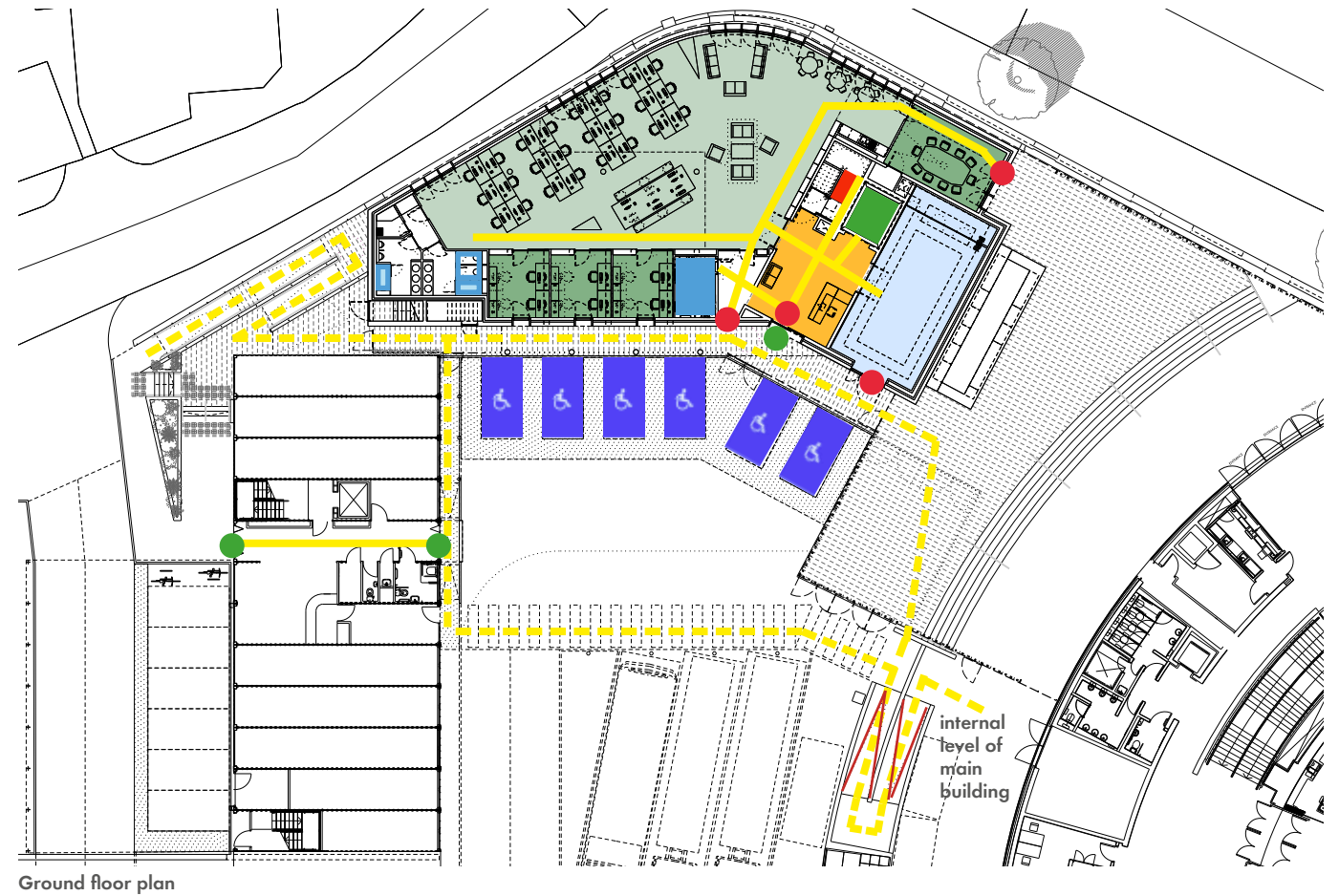
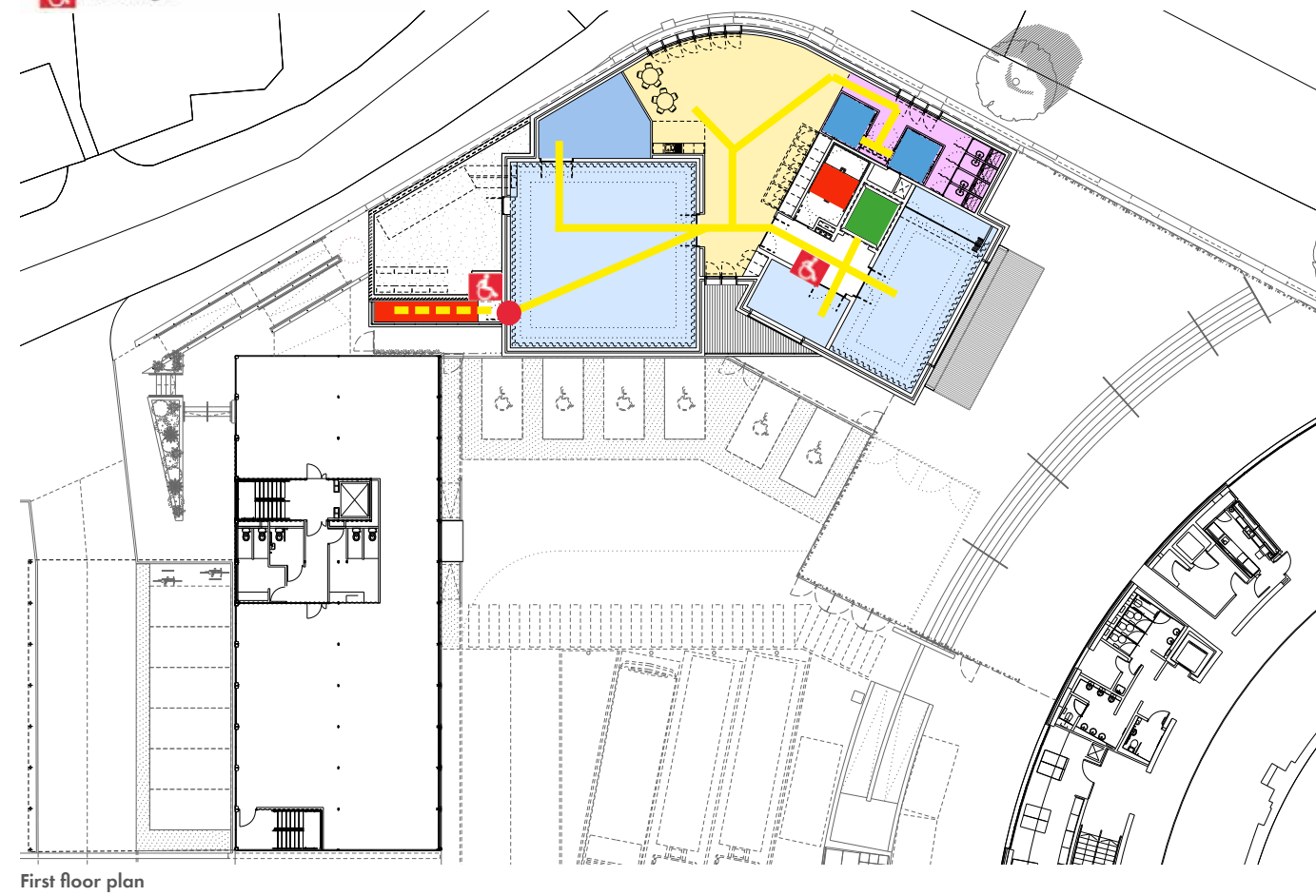
Ian Streets NRAC (Consultant)

Shape Arts

29th September 2016

The contents of this report have been agreed by the Roundhouse, for the Roundhouse

- Key**
-  blue badge parking
 -  external wheelchair accessible route
 -  internal wheelchair accessible route
 -  accessible entrance
 -  accessible emergency exit
 -  passenger lift
 -  accessible WC
 -  ambulant WC
 -  WC
 -  escape stairs
 -  safe refuge



4 HERITAGE STATEMENT

4 PPS5 HERITAGE STATEMENT

4.1 GENERAL

Taking into account the context of the site and the proximity of the associated heritage assets, the Roundhouse Trust and their Design Team have given careful consideration to how the proposal will relate to the setting of the Roundhouse, the Chalk Farm Road boundary wall, the adjoining Regents Canal Conservation Area and the wider surroundings. The scheme has been designed and arranged to respond to its site and the heritage assets in the vicinity in a sensitive and contextual way.

The proposals will have no physical impact either on the original Roundhouse building, or on the listed railway retaining wall along the north side of the campus. No historic material is removed. No changes are proposed to the nineteenth century fabric.

The proposals will, however, change the setting of the Roundhouse and the context of the retaining wall, and will re-order the campus that forms the curtilage of the listed structures.

4.2 SIGNIFICANCE OF THE LISTED BUILDINGS

The Roundhouse and retaining wall both form part of the same development: the construction of new, embanked railway lines into London in the 1840s. This was a significant moment in the industrialisation of Britain, and both structures are essentially industrial in character. The Roundhouse was constructed adjoining the railway tracks to service trains. The embankment was a necessary evil to raise the tracks above street level. Seen from campus level today, that industrial character is still in place. The railway lines are as busy as ever.

When the Roundhouse was converted to arts use, it was the industrial nature of the buildings that attracted its pioneering occupants. Roundhouse shows and programming deliberately avoided the polish of traditional arts venues, choosing instead to experiment in an industrial context. It is no

surprise, therefore, that, under its new use, the industrial character of the Roundhouse curtilage has been preserved, with containers used to store seating and technical equipment; industrial vehicles delivering shows to site; and the organisation's offices themselves housed in containers.

Although industrial in purpose, the fabric of the railway architecture was constructed with a degree of care and attention to detail that we now recognise as having exceptional architectural merit. This merit resides not only in the eye-catching circular form of the original train shed, but in the high quality of brickwork, and in the attention given to buttresses and subdued decoration on both Roundhouse and retaining wall. It is this architectural character that is most apparent to passers-by on Chalk Farm Road, from where the railway itself is invisible.

So the heritage significance of the listed structures on the Roundhouse site can be summarised as follows:

- They are significant examples of Victorian industrial railway architecture
- The pioneering cultural use of the site built on that industrial character, creating a venue of global renown, and assisting in a historic transformation in how we view the arts, and arts buildings
- The architecture of the original structures are of great personality and merit

4.2 CONTEXT OF THE LISTED BUILDINGS

The Roundhouse is far from buried. It is clearly visible on Chalk Farm Road, providing a local landmark at the north end of Camden Town. Views of the Roundhouse from the east are largely obscured by adjacent development. There are longer views from the west, down Haverstock Hill. From this direction, the Roundhouse itself is masked by the 2006 extension, but its conical roof can be seen.

The retaining wall is a feature of Chalk Farm Road, running northwards from the railway crossing north

of Camden Lock. While it is a characteristic feature, the wall could also be described as a mixed blessing, providing an inanimate edge to Chalk Farm Road, and masking from it any activity between road and tracks (such as the development around Dingwalls). Glimpses of bars, offices and other activities above the wall have been of clear benefit in animating Chalk Farm Road.

Presently, the retaining wall within the Roundhouse context is badly compromised by the dilapidated timber palings above it, and the two advertising hoardings at the corner of Chalk Farm Road and Regent's Park Road. The wall's context would clearly be improved by their removal.

4.3 THE PROPOSALS

The strategy of the campus plan is as follows:

- To conserve the fabric of Roundhouse and retaining wall
- To design massing and form so as to unite the disparate buildings that form the context of the Roundhouse
- To enhance the retaining wall by removing timber fences and advertising hoardings, replacing them with a neat, well-scaled elevation that provides animation towards Chalk Farm Road.

- The new Campus Building will be sited at the northern extremity of the Roundhouse service yard. Its highest roof will be 12.65m. below the top of the Roundhouse's conical roof (not including the antenna).
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- The container building with the additional floor will be 8m below the same conical roof.
-
- Measured from the Roundhouse drum (excluding the buttresses) perpendicular to the side of the proposed Campus Building, the buildings will be separated by 28.8 m.
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- The Container Building will continue to be separated by 48.5m from the same drum.
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- The proposed height and separation distances will ensure that the scheme is subservient and deferential to the Roundhouse. Viewed from Chalk Farm Road this means that the development will not significantly impinge on views of the Roundhouse, nor affect its setting that would be preserved.

The new elevation to the Campus Building above the retaining wall has been designed to pick up on the rhythms of historic buttresses, creating a respectful connection between new and old fabric.



Disused fountain at corner of Chalk Farm Road and Regent's Park Road



Retaining wall has recently been restored, note lighter coloured bricks



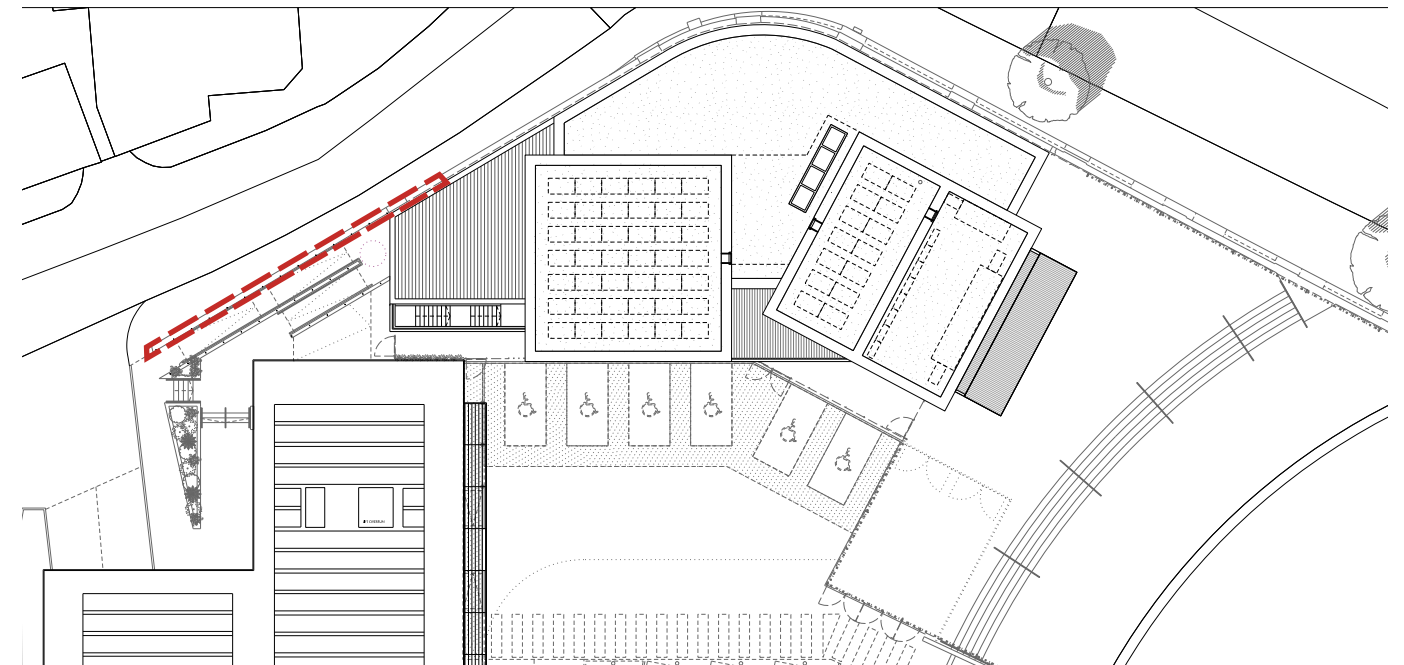
Dilapidated fencing and storage containers create unsightly view



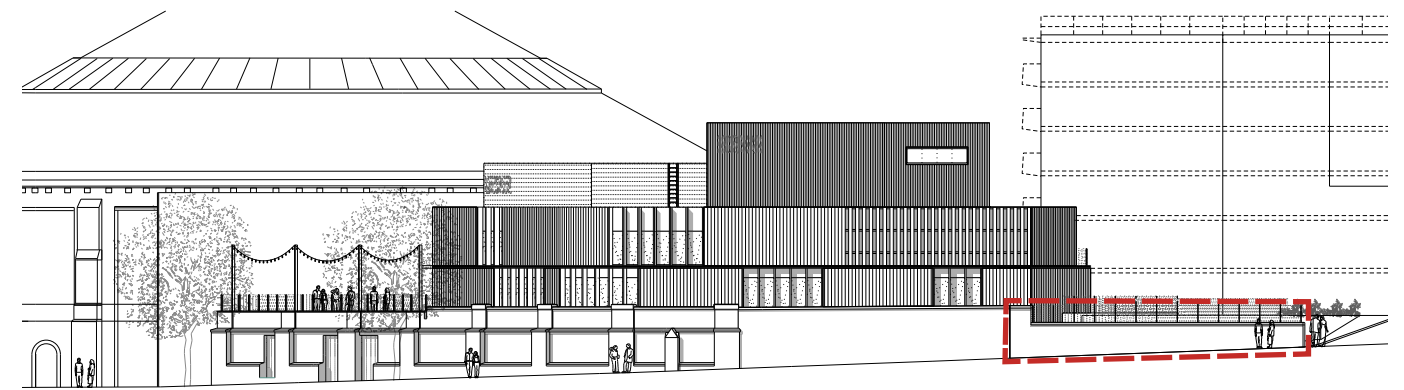
Retaining wall and Roundhouse form an integrated composition



Retaining wall will have to be extended to replace graffitied hoarding



Extent of retaining wall to be built as part of Campus Building, plan view



Extent of retaining wall to be built as part of Campus Building, elevation view

4.4 IMPACT ON HISTORIC FABRIC

The proposals will have no impact on historic fabric.

The proposals will enhance the setting of the Roundhouse by unifying the buildings and extensions within the campus.

The proposals will enhance the setting of the retaining wall by replacing fences and hoardings with a new, sensitively-designed elevation

In terms of materiality and architectural expression, the character of the adjoining Regents Canal Conservation Area derives at this location largely from its railway heritage. The use of a robust material such as corrugated metal cladding, steel containers, thick timber posts etc for the construction of the new elemnts will be appropriate within this context. This will be in keeping with the industrial history, aesthetic, scale and setting of the Roundhouse and the retaining wall on Chalk Farm Road. The result will be a distinctive, contemporary campus composition that will bring visual interest adjacent to the designated area, albeit contrasting with the mostly 19th century surroundings.

Such a contrast between building types within and adjoining historic areas finds support in 'Building in Context: New Development in Historic Areas' 2001 published by CABI and English Heritage. This echoes the view that there is no overriding reason to copy the architecture of existing buildings within historic areas. It is considered wrong to try to emulate the architecture, or the period character, of the adjoining conservation area, comprised in this location by the unique and distinctive Roundhouse. The character and appearance of the conservation area will be preserved and enhanced by an adjoining campus that, whilst contrasting with the predominantly 19th century character, will have its own distinctive but appropriate architectural language whilst not competing with the Roundhouse.

4.5 IMPACT ON VIEWS

The proposals are not impacted by protected viewing corridors. The closest viewing corridor, 2A: Parliament Hill to Palace of Westminster passes to the east of the site, approximately 100m from the proposed Campus Building.

The proposals will enhance the views along Haverstock Hill, replacing dilapidated fences, hoardings and advertisement billboards with a new, sensitively-designed elevation

Meanwhile, long views down Haverstock Hill retain the characteristic silhouette of the Roundhouse roof, with its conical cap, as illustrated in views provided. The brick elevation of the Roundhouse is already masked by the 2006 extension.

As advised by the NPPF (Parag raph 134) this minor degree of harm to views of the heritage asset should be balanced against the public benefits of the proposal. These include helping to continue the optimum viable use of the building as an arts venue, its social and educational roles, and improvements to the layout of the service yard that will enhance the building's setting.

Also, when viewed from the surrounding public highways, it is intended that storage containers and re-sited refuse compactor will be concealed from view. This, and the location of the storage containers away from the Roundhouse, will again improve and preserve the setting of the Grade II* listed building.



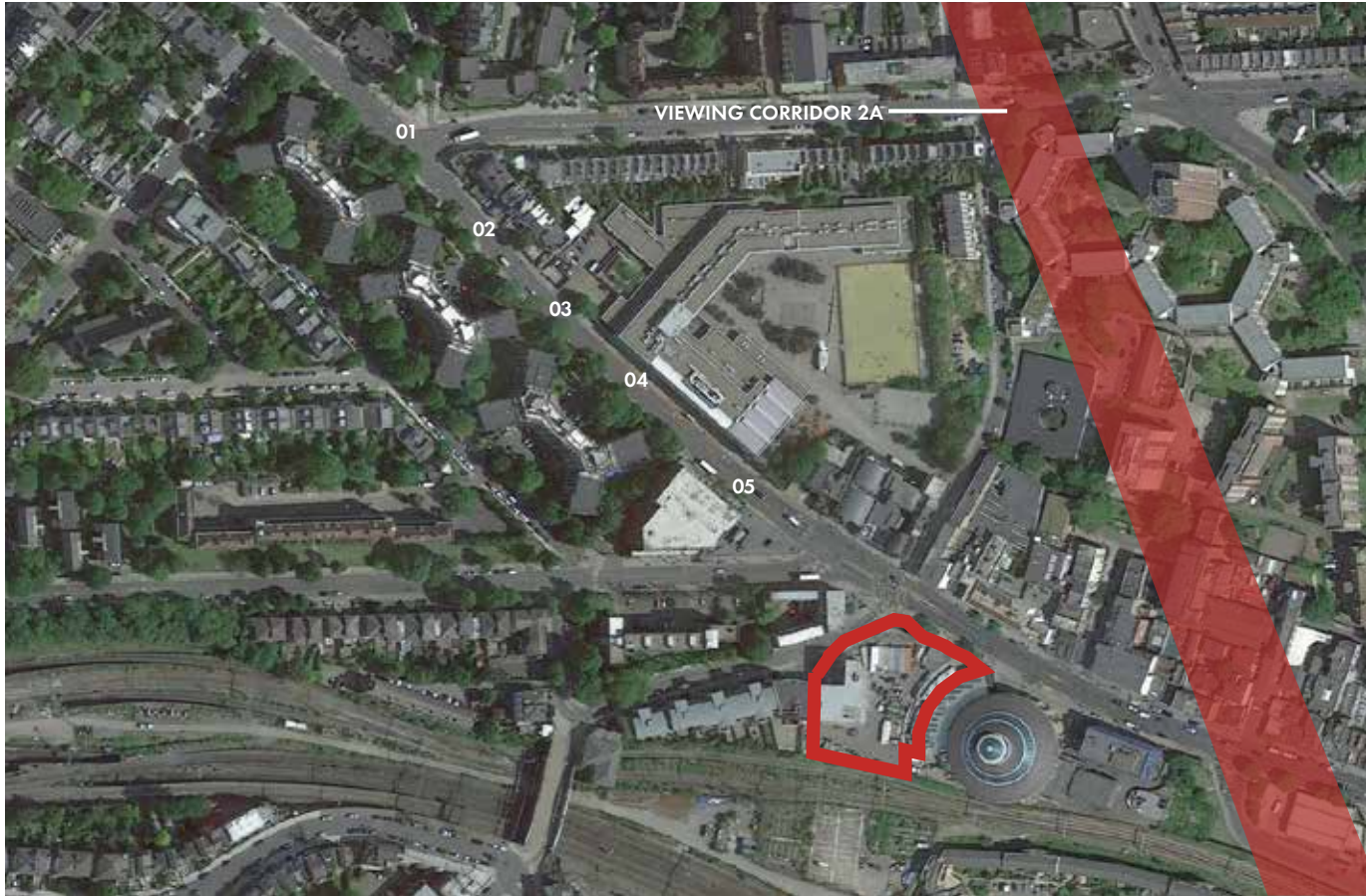
Extract from Camden Local Plan 2016 Background Paper; Tall Buildings; Conservation Areas, Listed Buildings and Viewing Corridors in Camden



View 01, refer to Key Plan above right for location



View 02



Key plan - views along Haverstock Hill



View 03



View 04



Existing advertisement billboards currently block views of Roundhouse



View 05, see also separate Verified View document

4.6 Summary

The proposals will have no impact on historic fabric of the Roundhouse, the retaining wall or the nearby Conservation Area.

The proposals will enhance the setting of the Roundhouse by unifying the buildings, extensions and service yard within the campus.

With regard to Historic England’s letter in favour of the proposed scheme, “the new proposals are likely to have a neutral impact on the setting of the Roundhouse. In fact, there are areas of the yard which as existing are poorly presented, and the works would bring about a significant enhancement to this area of the site.”

They continue with “The post-war history of inclusive arts programmes associated with the Roundhouse will be sustained by these proposals and, it is argued, will strengthen the long term function of the site for this purpose. This too can be considered to be of some benefit to the historic and communal value of the Roundhouse.”

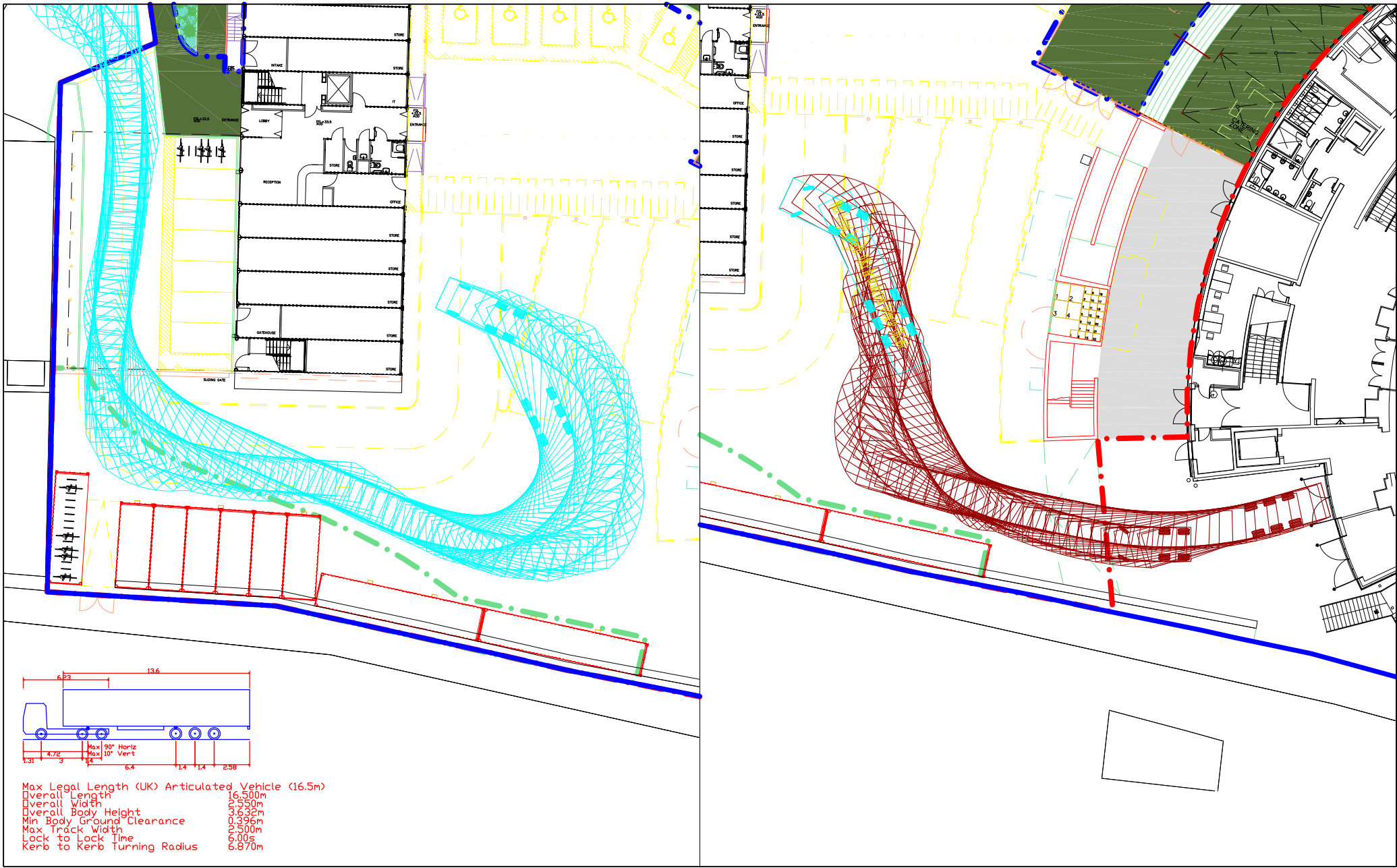
- Finally;
1. The development will sustain the significance of the Roundhouse and boundary wall, and contribute to their setting.
 2. The development will reduce or remove risk to the continued successful operation of the Roundhouse by providing essential ancillary accommodation.
 3. The development will help secure the optimum use of the Roundhouse and support of the building's long term conservation.
 4. The development will make a positive contribution to economic vitality and sustainable communities.
 5. The design is appropriate for its context and will make a positive contribution to the appearance, character, quality and local distinctiveness of the historic environment.
 6. The development will not damage the significance of the Roundhouse or the boundary wall.

5 APPENDICES

5.1 PROJECT TEAM

- Architect
Allies and Morrison
- Serivces Enginner
Ingleton Wood
- Structural Engineer
Momentum
- Cost Consultant
Bristow Johnson
- Acoustic Consultant
Charcolablue
- Fire Consultant
The Fire Surgery
- Access Consultant
Shape Arts
- Traffic Consultant
Paul Mew Associates
- Verified Views
Cityscape Digital
- Container Building
Urban Space Management, with Keeping Blue

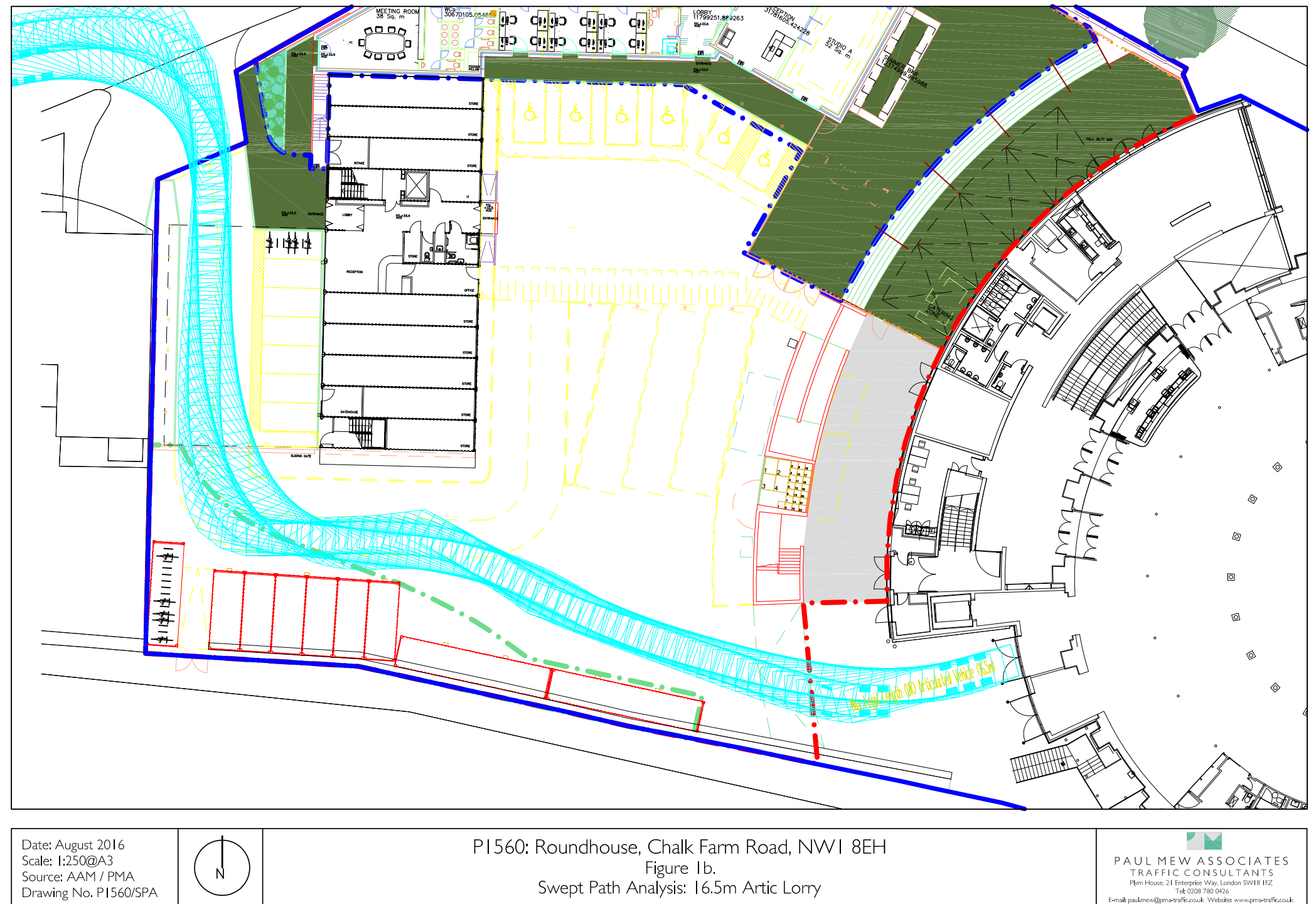
5.2 TRACKING ANALYSIS

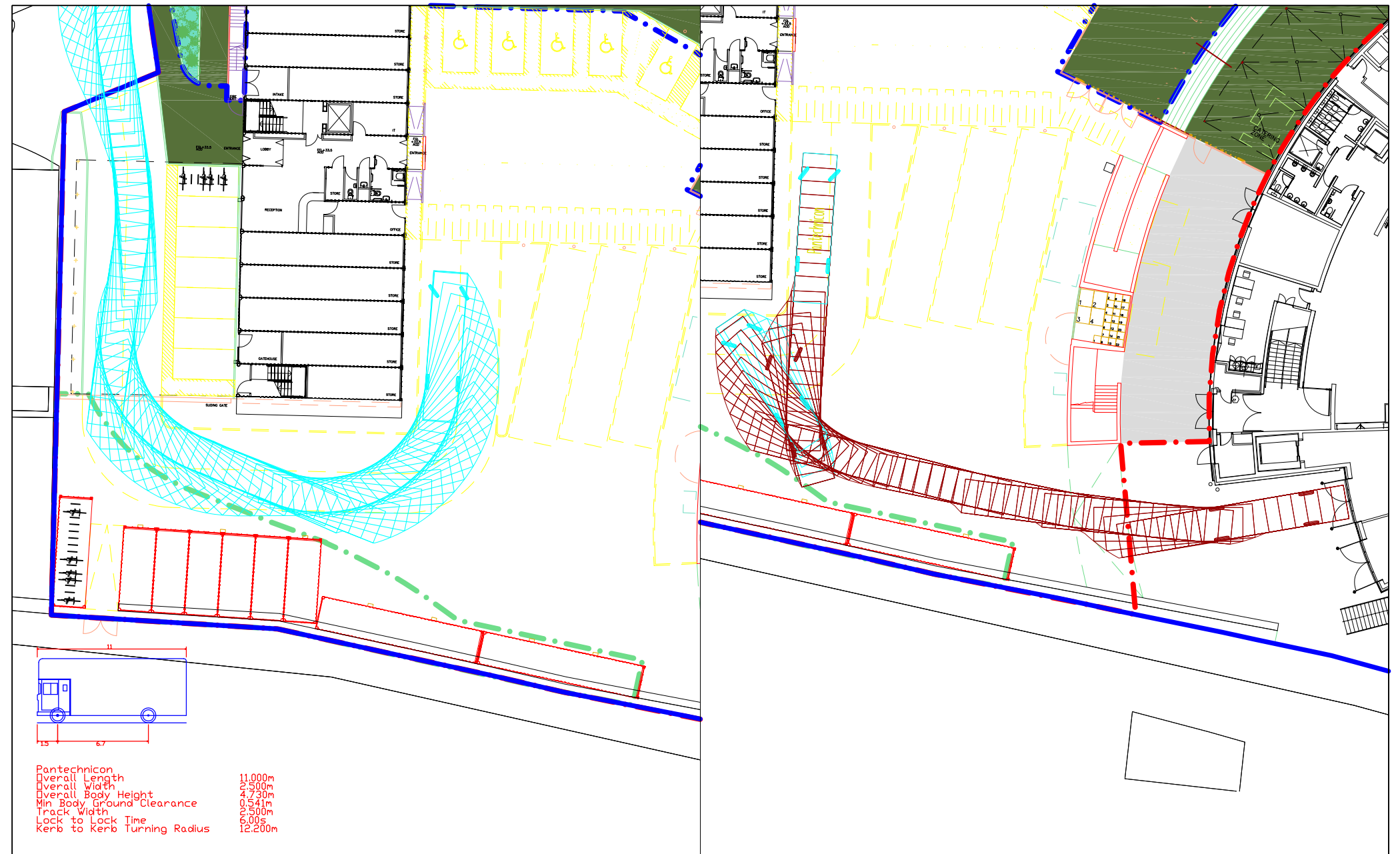


Date: August 2016
Scale: 1:250@A3
Source: AAM / PMA
Drawing No. PI560/SPA

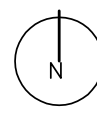
PI560: Roundhouse, Chalk Farm Road, NW1 8EH
Figure 1a.
Swept Path Analysis: 16.5m Artic Lorry

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Date: August 2016
 Scale: 1:250@A3
 Source: AAM / PMA
 Drawing No. PI560/SPA



PI560: Roundhouse, Chalk Farm Road, NW1 8EH
 Figure 2a.
 Swept Path Analysis: Pantechicon

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