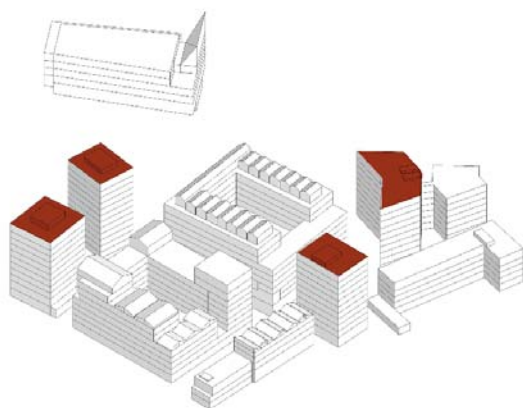
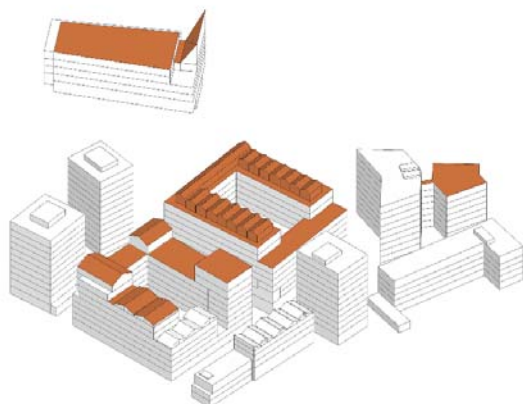


- 10 - 14 floors
- 6 - 9 floors
- 3 - 5 floors

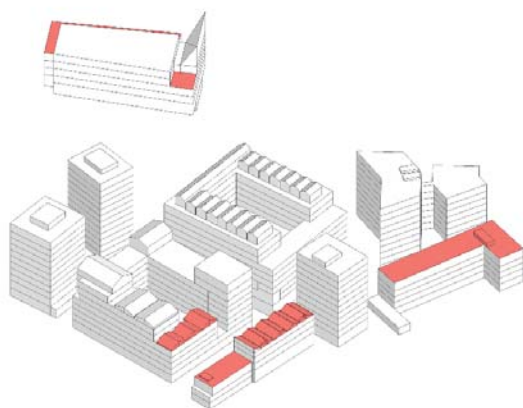
Scale heights and massing



Tall buildings located on public spaces



Prevailing height



Low rise to integrate with existing context

5.6 MASSING AND SCALE

5.6.1 MASSING AND SCALE

The massing strategy has evolved around three key heights, shown in the adjacent massing models, to respond to different parts of the site:

Low rise buildings

3- 5 storey buildings made up of townhouses, duplexes and terraced apartments are located at the interface with Gilbey's Yard. This is to relate to the scale of the existing buildings on Gilbey's Yard and to make the transition to higher massing within the site.

Medium rise buildings

The prevailing height across the site is 6-9 storeys. The two main courtyard blocks at the centre of the site act as anchors to the scheme between the low rise buildings to the south and the taller blocks on the public spaces.

Tall buildings

Tall buildings are placed on the main routes and public spaces, where the open spaces can accommodate the mass and overshadowing without detrimental impact on amenity.

Petrol Filling Station

The medium rise element of the petrol filling station is in response to the emerging context to development along Chalk Farm Road including the planning permission for 100 Chalk Farm road at 4-7 storeys. This step down on the street frontage to respond to the low rise shops across the street.



Block A



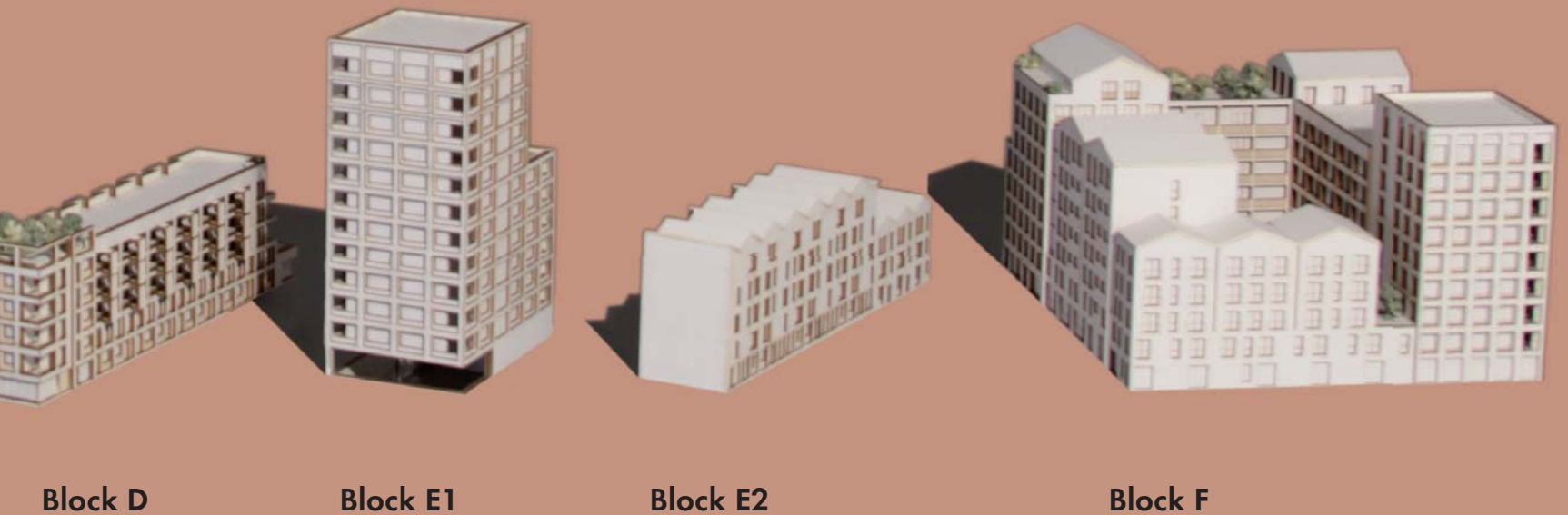
Block B



Block C

5.6.2 SCALE AND TYPOLOGY

The transition in height across the site, the different open spaces and the response to the different sides and situations about the site are echoed in the typologies of the buildings. The desire to respond to the town centre location and the transition to residential neighbourhoods to the south in combination with the complex change in levels has resulted in a hybrid of typologies within many of the buildings. In terms of both the layering of uses and variety of types within each use. As a result, the scheme offers a diverse and rich mix of accommodation.



Perimeter blocks

4-7 storeys with taller elements up to 9
 1 – 4 bed units
 Flats and duplex's , terraces to street
 Communal Courtyards on deck
 Undercroft/basement parking
 Hybrid – Store/Office below deck



Singular and uniform (B)



Collection of buildings (F)



Terrace apartments

3 – 5 storeys
 Stacked maisonettes
 Townhouses
 Duplex apartment duplex
 1-4 bed units



Singular and uniform (E2)



Collection of buildings (D)





Apartment buildings

6-10 storeys
Flats and duplexes
Private balconies and communal roof terrace
Commercial at ground



(C)



(E)

Towers

11- 14
Flats
1 – 3 bed units
Private balconies
Commercial at lower floors



(A)



View of model from the south

5.6.3 COMPOSITION AND LAYERING OF HEIGHT

The disposition of buildings and height across the site creates a layering of height and roofscape. The lower buildings respond to the edges along the south that address the neighbouring residential area of Gilbey's Yard and the historic buildings of Camden Lock. Also to the west across the railway tracks to Primrose Hill.

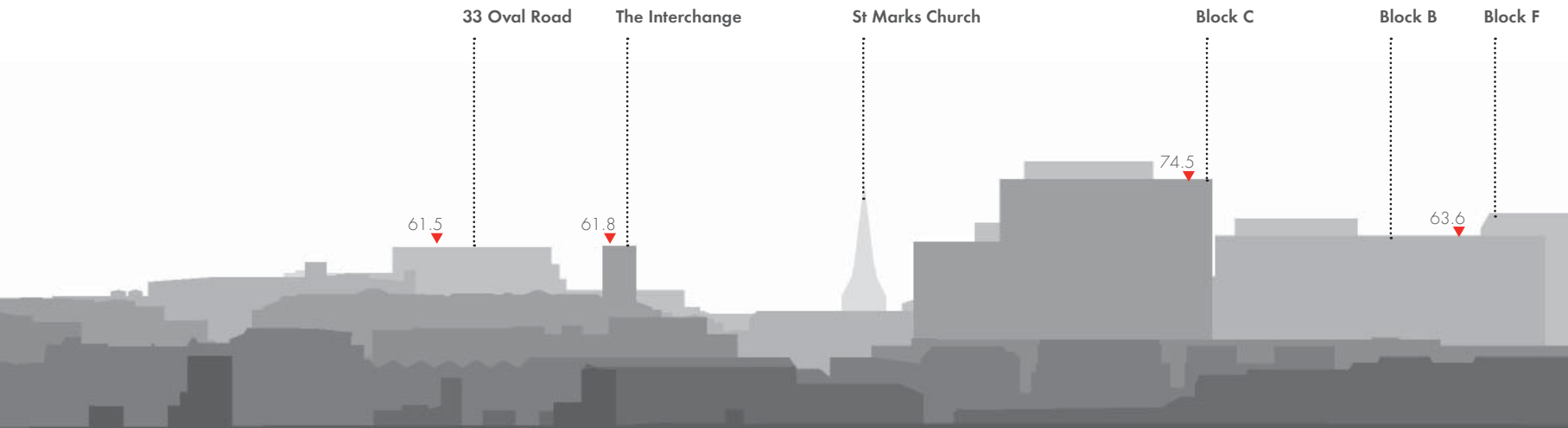




Chalk Farm Road looking west



Ferdinand Street looking south





Haverstock Hill looking east

5.6.4 CONTEXT AND HEIGHT

Chalk Farm Road

In the wider area the prevailing height for buildings range from 2 to 5 storeys. Along Chalk Farm Road there is an emerging height of 7-8 storeys in projects coming forward with planning permission. In the railway lands and along the canal corridor the warehouse buildings are equivalent to 7-8 storeys. Taller buildings can be found through out Camden, from the industrial buildings associated with the Railway age and 21st Century housing.

Over 60 townscape views have been analysed in the development of the scheme. The views on this page show how the scheme sits within its context from Chalk Farm Road.

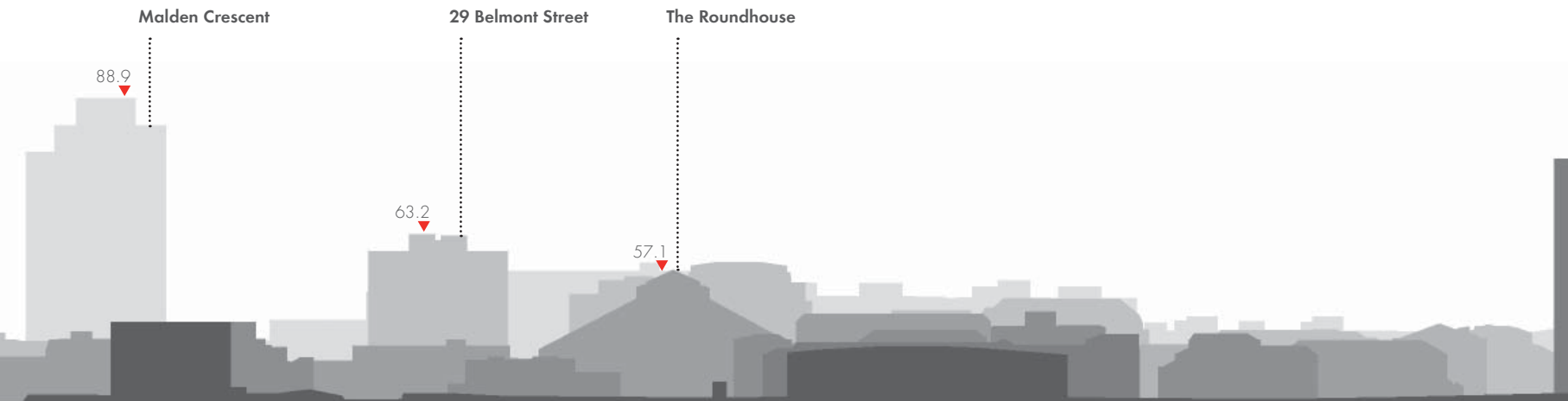




Edis Street looking north



Oval Road looking west



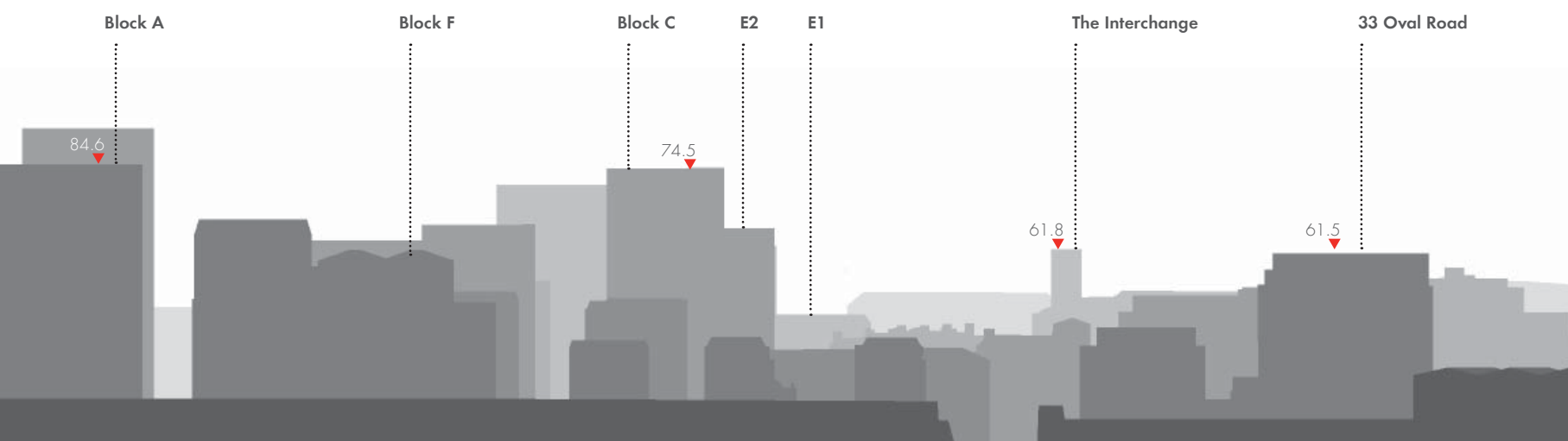


View from Roving Bridge looking southwest

Primrose Hill

The composition and impact of the scheme on views has been carefully considered and has had a key influence on the proposed heights and their disposition across the site. For instance, early iterations of the scheme could be seen within view 3 from the Roving Bridge, but given the sensitivities of this view the scheme has been developed so that it cannot be seen from here.

The views on this page show how the scheme sits within its context from the south and west across the Westcoast mainline and the Regents Canal.





View 1 : Haverstock Hill



View 2 : Haverstock Hill



View 3: Regent's Park northeast quadrant



View 4: Grafton Bridge over Regent's Canal



View 5: Harmood Street



View 6: Hartland Road



View 3: Roving Bridge over Regent's Canal



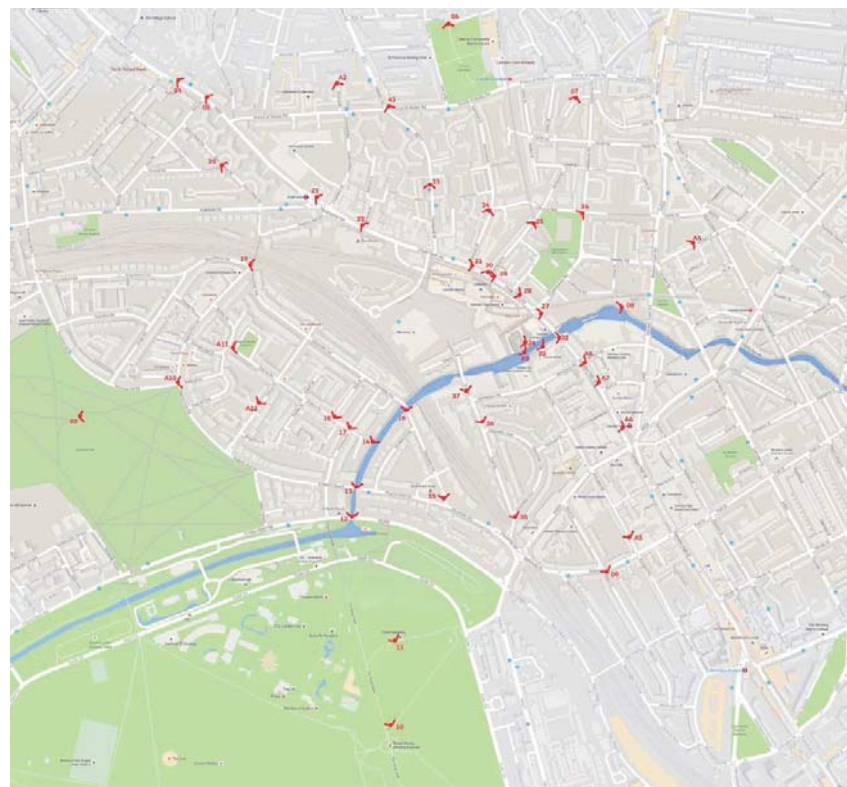
View 6: Edis Street

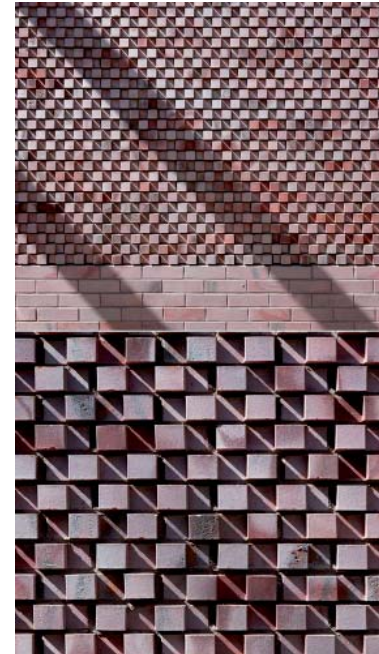


View 9: Oval Road

5.6.5 TOWNSCAPE VIEWS

The 70 townscape views that have informed the development of the scheme are shown on the map below and fully circumnavigate the site a full 360 degrees. In review and agreement with the planners 37 of these have been assessed in the townscape and visual impact assessment. Opposite is a small selection.





London Stock Brick will form the backbone of the scheme



5.6.6 APPEARANCE

The overall architectural character of the development draws influence from the Railway, Warehouse and Industrial buildings of the site and associated with Camden as a Railway town. On the main site this is embodied in a language of brick, masonry, precast and metalwork with deep set window reveals and texture which reflect a robust “converted industrial” aesthetic.

The prevailing brick in Camden is a London Buff, with special buildings in other colours such as the red rubbers of the Interchange Building and Arlington House. Block B acts as the main central building to the site, with a civic presence onto the Goods Yard. Along with the other perimeter block it creates the backbone to the scheme anchoring the different and special blocks A, E1 and C. As the backbone to the scheme block B and F along with the terraces will be predominately in London Buff. While Block A, E1 and C will each be treated differently. Block A in a dark grey brick with metal folded panels. In contrast E1 will be white. While C will be mottled colours of red/purple.

Block A is singular in its treatment with a continuous parapet height. Block F, also a perimeter block, is treated as a series of buildings to reduce its scale in response to the different context of each face. The buildings are articulated through differing heights, roof forms, fenestration and balcony treatments.

Brick has been chosen as the primary material for walls as a familiar material for people's homes. It is robust and has longevity, maturing with age and low in maintenance. It has a natural level of variation and texture to the wall surface. Across the masterplan it will be a coherent element but it also offers a wide scope of variation in treatment; its mix, bond and mortar colour which will bring a distinct character to each building.

At entrances to homes, glazed bricks and painted timber will be employed to introduce colour and signal the residential nature of the building.

Across the masterplan balconies will be articulated in different ways to introduce variety and distinguish buildings. Some will have painted metal with glass balustrades, others solid folded steel painted panels, perforated steel panels, painted steel railings.

For the petrol filling station site brick is used at ground as a poetic reference to the Camden Wall which once enclosed the site. Its prominent location on the high street and at the entrance to the site warrants a different treatment and will be timber and glass. Many corner buildings in and around Camden are treated as special; slightly taller, a roof treatment or curved corner, a glazed brick or stucco embellishment, to signify their importance at a junction. It also references the timber buildings that once occupied the Goods Yard in their many incarnations as needs changed.



Balcony types



Refuse strategy

Key

- Communal bin store
- Individual bin
- Commercial bin store
- Bin core
- Refuse truck layby

5.7 SITE WIDE STRATEGIES

5.7.1 REFUSE STRATEGY

The market residential properties will have a managed strategy for refuse collection. Residents will drop waste into a small dedicated bin store with wheelie bins adjacent to the lift core at lower ground floor level. These wheelie bins will be replaced every day by facilities staff such that they don't over fill.

The full bins are then taken to a larger storage area, located off the car park in Block F. This will include storage of bulky items. The council refuse truck will then pick up from Engine House Way and will not need to enter any further into the site.

There will be one bin store per core for affordable homes and individual bins for the townhouses. These will also be subject to the management system, with all bins taken to Block F for collection.

There are spaces for commercial bin storage on Camden Yard and in Blocks A, B and F. The removal of bins from these stores will be managed and the commercial refuse truck will pick up from the layby in front of Block A and on the Engine House Way. For Camden Yard the truck will use the store access road.

In Blocks F and A the smaller workspaces will have bins within the units, which will be taken to the bulk store in Block F for commercial pick up.

The supermarkets waste will be collected within the service yard to the store.



5.7.2 TRANSPORTATION

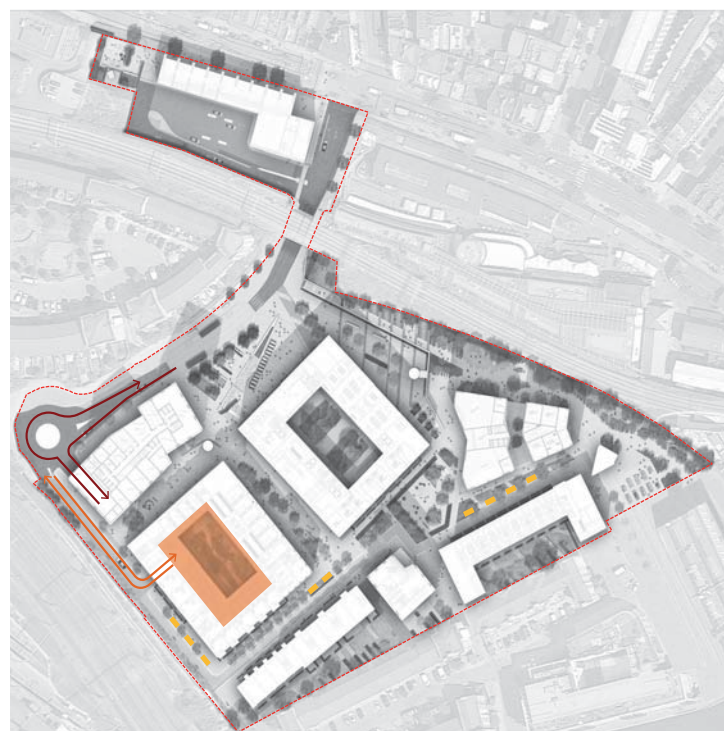
The development will be predominately car free except for the supermarket parking and disabled parking spaces for residents.

The supermarket car parking is to be reduced from 425 to 300 spaces, in line with Local Authority aspirations to reduce car use in the wider area. Access to the underground store car park is from Stephenson road and off the roundabout. There will be no need for shoppers in cars to go into the development beyond the roundabout. As the road turns onto Engine House Way it will become a shared surface. Half of the 20 disabled parking spaces are in an undercroft car park under Block F. This is accessed from Engine House Way. The remaining 10 spaces are located curb side along Engine House Way and Roundhouse Way.

The site is well connected for public transport sitting between Chalk Farm and Camden Town underground station. PTAL varies across the site 2-6 and averages at 5. Two bus routes come onto the site and new bus stops are located off the main public space, The Goods Yard. There is also a “stop over” for the bus to stand still to regulate services and for drivers to have a break. Bus Drivers will have access to the cafe and toilet facilities within the Morrisons store.

A dedicated cycle route will connect Chalk Farm Road and the Oval Road. The aspiration is for this to lead from the Engine House Way and connect to Gilbey's Yard should Gilbey's Yard be redeveloped in the future. In the meantime, the cycle route will run along the Windings and between block D and E1 to arrive at the Oval Road.

The parking and servicing strategy leaves much of the site free for pedestrians. A shared surface at The Cuttings signals the change to a residential road. The east end of the Winding Vaults Way will have restricted vehicle access, bollards will be controlled by the Concierge located in Block E1.



Parking

Key

- Access to residential car park
- Residential car park - 10 disabled spaces
- Access to store car park - below ground
- Street parking - 10 disabled spaces only



JUNIPER CRESCENT

PFS

CHALK FARM ROAD

STEPHENSON STREET

4

16

16

8

BLOCK B

CAMDEN YARD

RAILWAY PARK

BLOCK C

INTERCHANGE YARD

BLOCK A

MAKERS YARD

ROUNDHOUSE WAY

BLOCK F

BLOCK E1

BLOCK E2

BLOCK D

WINDING VAULTS WAY

ENGINE HOUSE WAY

WINDING VAULTS WAY

SOUTHAMPTON SQUARE

GILBEYS YARD

Cycle provision

Key

- Cycle route
- ... Alternative cycle route
- Cycle stands
- ④ Number of stands
- Cycle hire station
- Residential bike store
- Workplace bike store

5.7.3 CYCLE PROVISION

Across the site there are 875 cycle racks for residents. These are located at Ground Floor level except for Block A which is accessed from the Lower Ground Floor. They are in close proximity to each core.

There are 73 cycle racks provided for workers including the supermarket. 36 for workplaces and 18 for the supermarket are accessed via Camden Yard. A further

10 racks are located within Block A and accessed from Makers Yard at ground level. Each smaller retail unit has its own space within the unit. It is also assumed that the smaller workspaces will have racks within each unit.

Visitors cycle stands are spread throughout the site and there are two TFL cycle hire stands. These are located within view from Chalk Farm Road at the entrance to Goods Yard.

CYCLE RACKS FOR WORKERS (Long Stay)	
Block A	12
Block B	39
Block C	8
Block D	2
Block E	
Block E1	
Block F	12
PFS	46
TOTAL CYCLE RACKS FOR WORKERS (Long Stay)	73

CYCLE RACKS FOR RESIDENTS	
Block A	144
Block B	197
Block C	132
Block D	59
Block E	66
Block E1	40
Block F	237
PFS	46
TOTAL CYCLE RACKS FOR RESIDENTS	875
TOTAL Cycle Stands for Visitors – see location on plan opposite	80
TOTAL Cycle Hire Scheme racks – see location on plan opposite	32



JUNIPER CRESCENT

PFS

CHALK FARM ROAD

STEPHENSON STREET

GOODS YARD

CAMDEN YARD

RAILWAY PARK

BLOCK B

BLOCK A

MAKERS YARD

BLOCK C

INTERCHANGE YARD

BLOCK D

SOUTHAMPTON SQUARE

WINDING VAULTS WAY

BLOCK F

BLOCK E1

BLOCK E2

ENGINE HOUSE WAY

WINDING VAULTS WAY

GILBEYS YARD

Proposed servicing

Key

- Fire tender access
- Vertical circulation
- Loading bay
- Servicing to supermarket
- Main turn arounds

5.7.4 **SERVICING**

The supermarket services yard is hidden under block B. Vehicles serving the store turn off shortly after the bridge and go under block B to the service yard below ground. This minimises the extent they travel into the new neighbourhood. The frequency of articulated lorries is approximately 3 a day, with a couple of smaller vehicles also making daily deliveries.

Loading bays are located on Stephenson Road, Engine House Way and Winding Vaults Way to serve the Commercial units within block A and at Ground Level within block F, B and C. The service road to the store will be used for servicing the commercial units on Camden Hub with restriction on times of use.

The main concierge for the residents is in block E1. This will accept the daily delivery of parcels for residents. Access to the west end of the Winding Vaults Way will be restricted by bollards. These will be controlled by the concierge for the infrequent delivery of larger items such as furniture to residents.



Space in front of the interchange and ill defined boundary to site



Entrance to the site via a narrow passage from Gilbey's Yard



Extensive surface car parking and lack of active frontages



Railway boundary and the backs of stables' offices beyond



Main access road from Chalk Farm Road and the retaining walls create an inhospitable environment for pedestrians



Backs of buildings and blank frontages lack activity and passive surveillance

5.8 SAFER PLACES & SECURED BY DESIGN

5.8.1 INTRODUCTION

Meetings were held on the 24 May 2017 and 06 June 2017 with PC Adam Lindsay, a MET Designing Out Crime Officer (DCO), to discuss the proposed development in the context of Secured by design.

Background to the area

The site is near a high concentration of Bars, Pubs, Clubs and Music Venues associated with Camden Towns thriving night time economy. The site is bordered with railway lines and the backs of buildings to the south and north. The existing nature of the site and its isolated situation leave it prone to antisocial behaviour and crime. Antisocial behaviour at night, in particular, impacts neighbouring residents with activity spilling over from the night time economy in the town centre.

Characteristics that contribute to this issue are:

- Limited access onto the site with ill defined routes and poor connections.
- Poorly defined boundaries
- Large surface car park and lack of activity after store closes
- Lack of active frontages and passive surveillance
- Dead end situations
- Drug dealing and taking is reported on the site
- There is a high level of drink related crime in the area
- Urination on the streets at the end of the night is a particular issue that affects much of the surrounding residential streets.
- Sheer numbers of people at the end of a night making their way home.

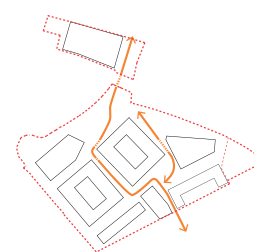
5.8.2 SEVEN ATTRIBUTES OF SAFER PLACES

To place the discussion with the DCO into context, how the masterplan seeks to achieve the seven attributes of safer places is summarised below:

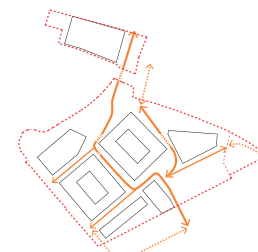
Access and Movement

The masterplan has been developed to create a strong network of streets, with two primary routes through the site linking Chalk Farm Road and the Oval Road. The removal of the retaining wall along the access road and creation of a new public realm has improved visibility into and from the site.

- Both the primary routes and neighbourhood routes are overlooked.
- The narrow passage between the properties on Gilbey's Yard that provides pedestrian access from the Oval Road opens up into a wider route with active frontages.
- At night routes through the linear park will be closed and gated.



Main routes



Secondary routes



Proposed masterplan layout

Structures

- The typologies employed across the site minimise backs of buildings and reduce opportunities for entry: The perimeter blocks enclose communal gardens and carpark/servicing areas; Flats and terraces also restrict opportunities for entry. Supermarket servicing is hidden below ground.
- Rear gardens to the Mews terraces along Winding Vaults Way are enclosed by buildings and 2.5 m high walls to the site boundary. Entry is gained via cores or through gated portals from the streets.
- The communal courtyard gardens and terraces in the other blocks are only accessible from the surrounding buildings.
- The layout and structure of the site promotes active facades on all faces. Two exceptions occur at either end of Engine House Way (see below for mitigation).

Surveillance

- The primary routes have commercial uses at lower floors and residential uses above promoting passive surveillance throughout the day and night.
- The residential streets have duplexes at ground with individual front doors and gardens, promoting passive surveillance and defining ownership.
- The existing passage between the properties on Gilbey's Yard is overlooked by residents in Block B, opposite the route.
- The short section of blank facade at the west end of Engine House Way is trafficked by cars entering the site. This is overlooked by residents above and there are also alternative routes for pedestrians avoiding this area.
- Currently a hotspot for crime, the area in front of the Interchange Warehouse will become a new public space enclosed by buildings. The buildings within the proposed site will have active frontages at ground while the residents above will overlook the square.
- The Railway park is overlooked by both block C and block B. The resident's gym which will be open into the evening also overlooks this space at ground.
- Balconies on the concave west facade of block C gain views across Southampton Square and down through Camden Yard
- All streets and spaces will be well lit to BS 5489 with 40% uniformity.

Ownership

- Defensible space in front of duplexes line the residential spaces
- A fenced community garden in Interchange Square has been located to encourage activity and bring the space under the supervision of local residents

- The strategic location of play equipment within Interchange Yard and Southampton Square signal what behaviour is expected and bring the spaces under the supervision of local residents.

Physical protection

- See Checklist for items discussed with the DCO on next page. The aim is for design to be accredited to Secure by Design:
- Part 1 Layout of buildings
- Part 2 Layout of buildings plus securing the perimeter of buildings and access for different uses.

Activity

- The mix and disposition of uses across the site have been carefully considered to promote activity but avoid conflict. Commercial activity is located towards the north and close to the town centre but will not include bars, clubs and venues.
- The mix of uses will ensure activity throughout the day,
- There is play equipment for different age ranges from young children to adults such as parkour trails, basketball hoops and table tennis.
- The pavement about the PFS has been designed to accommodate queues for the Roundhouse.
- A pop up toilet will be located adjacent to the Stables entrance on Stephenson Road to tackle the issue of street urination associated with the night time economy of Camden Town.

Management and Maintenance

- The resident's Concierge is centrally located in Block E. It gains views down Roundhouse Way, the Winding Vaults Way and across Southampton Square.
- CCTV will be employed on the site and comply with ico.

org.uk

- Refuse removal will be subject to a managed regime
- Maintenance of the site will be looked after by an estate wide management company.
- The Railway Park will be gated after dark
- Access to the community garden in Engine House Way and Interchange Yard will be controlled.



Individual front doors and defensible space on residential streets

TOPIC	Incorporated into design	Post Planning Design Development
Rough Sleeping		
Overhangs of more than 600mm on ground floor are not encouraged.	✓	
Utilise landscape design to deter rough sleeping	✓	
On block E1 the overhang is considered acceptable given proximity and natural surveillance from concierge.	✓	
Gates to all portal and deep entrances to stop rough sleeping.	✓	
Separation between different uses		
Sub division of the building for different uses will be implemented. Each area will have individual lock down with certified products.	✓	✓
Doors. All communal and residential doors will be security certified to BS PAS 24-2012, LPS 1175 sr2 , STS 201, STS 202 br2. Communal doors will be controlled to each floor of the building.		✓
Offices – between different tenancies need to be secure and doors certified. Lifts to be controlled by encrypted fob. Expanded metal mesh or plywood between domains.		✓
Secure and certify all doors in residential block to access communal areas i.e. courtyards and terraces. Lift to be fob operated.		✓
The partitions between residential units and between units and common parts are to be expanded metal mesh or 9mm plywood.		✓
Urban Farm – secured with a certified door on outside and fob for lift. The Urban Farm access needs to be separated from residential access with a controlled door which is also certified and secured.	✓	✓
Fire escape from car park to be used for egress only with no access to residential building above. It should be locked at car park level out of hours.	✓	✓
Securing the perimeter of the buildings		
Perimeter of the building to have security certified doors.		✓
Doors. All communal and residential doors will be security certified to BS PAS 24-2012, LPS 1175 sr2, STS 201, STS 202 br2.		✓
Residential doors and windows facing external communal areas such as the courtyards and terraces need to be secured to the above standard.		✓
Windows. Opening and accessible windows will be to the above standard with P1A laminated glass. BS EN 356;2000		✓
All entrances and portals to communal gardens or entrance areas to be secured by self closing and certified gates.		✓
Curtain walling will be secured to BS PAS 24-2012		✓
Access Control		
Audio and video required with ability to record images from the camera of access control recommended.		✓
Surveillance		
CCTV and alarms should be considered. If CCTV is used then it will be registered and comply with the information commissioner's guidelines. www.ico.org.uk		✓
Bin stores		
Self closing and locking fit for purpose door. Securely certificated doors will be fitted if the bin store has access to other areas of the building.	✓	✓
Bike Stores		
The door will be security certified, self closing and locking. It is recommended that the stores should be subdivided to reduce the number of bikes in each one.	✓	✓
Post	✓	✓
Ideally external access for postman to post boxes. Internal post boxes will be to TS 009 with secondary postal foyer doors security certificated to BS PAS 24-2012.	✓	✓
Car parking		
Doors/gates on all car park access to cores to also be secure and certified.		✓
Roller shutter or gates to each of the service and car park entrance for securing out of hours.	✓	✓
Roller shutters or gates between car park and traveller lobby for securing out of hours.	✓	✓
Supermarket		
Roller shutter or gates to service entrance to be secured and certified.	✓	✓

5.8.3 SECURED BY DESIGN

In light of the above the DCO made the following suggestions to mitigate safety and security issues relating to layout:

- Railway Park to be closed and gated at night. This has been incorporated into the design.
- Between Block E2 and Gilbeys Yard, PC Lindsay welcomed the 2.5 m wall preventing entry into the neighbouring gardens and recommended a 2.4m high gate to the proposed communal garden at the west end. This has subsequently been designed out and gardens to the rear of block E2 introduced.
- A gate between Gilbey's Yard and Engine House Way. This is the only location on the site with a short section of blank facade. Subsequently the proposal has incorporated a gated garden for residents use only. As part of the Planning Framework for the wider area the aspiration is to redevelop Gilbey's Yard and create a public space at the entrance to the Windings. The public space would have active frontages onto it and the route between Gilbey's Yard and Engine House Way opened up.
- With regard to Physical protection and Secure by Design accreditation the topics on the checklist opposite were discussed

With regard to Physical protection and Secured by Design accreditation the table opposite summarises the issues discussed and notes the Secured by Design principles integrated into the scheme.



Individual front doors and defensible space on residential streets