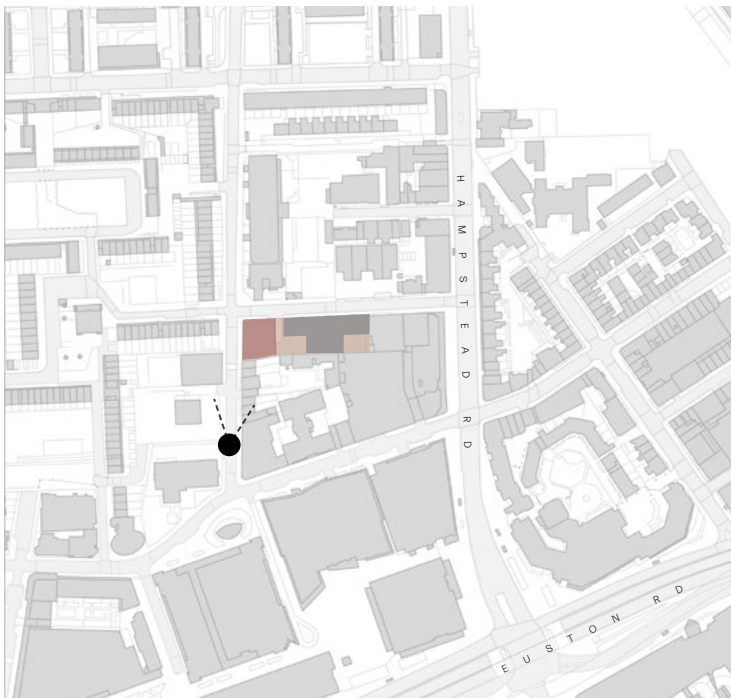


10. Street Views

10.7. View from Stanhope Street facing North



Existing Plot A present a clear break in the residential frontage to Stanhope Street.



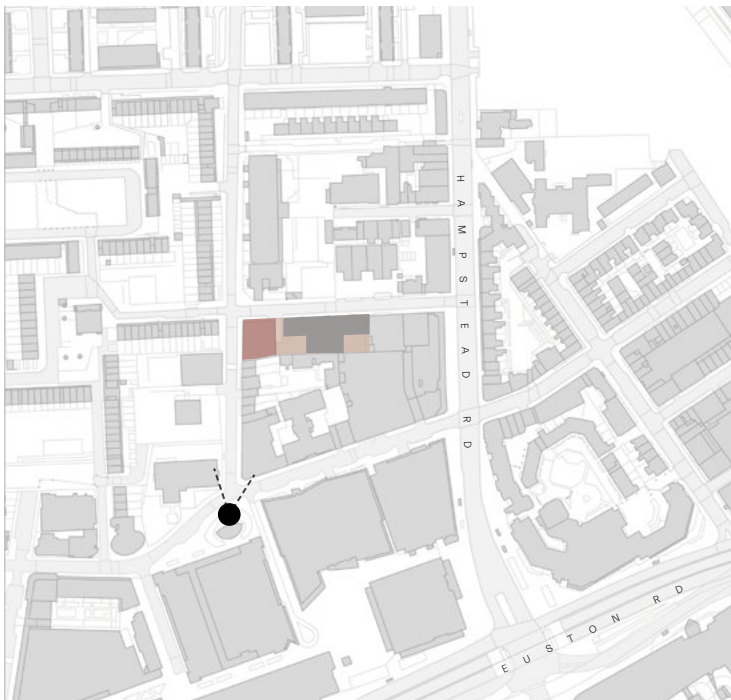
A strong parapet line defines the base of the building and balances the datum created by the locally listed warehouse at the southern end of Stanhope Street.

10. Street Views

10.8.View from Drummond Street corner facing North



Existing Plot A present a clear break in the residential frontage to Stanhope Street.



View from the corner towards the south-facing open terrace amenity in the top floor.

11. Physical Model

11. Physical Model

11.1. Proposal's physical model photographs



3



1



2

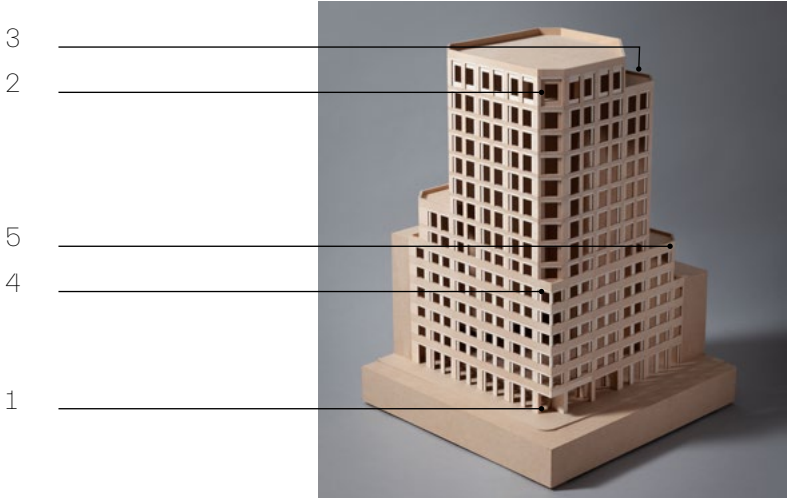
- 1:75 physical model showing facade composition
- Llme wood veneer with selective grain
- 1. North elevation, William Road
 - 2. West Elevation, Stanhope Street
 - 3. Massing corner view from courtyard
 - 4. Corner view, William Road with Stanhope Street junction



4

11. Physical Model

11.1. Proposal's physical model photographs



1



2



3



4



5

1:75 physical model showing facade composition
Llme wood veneer with selective grain

1. North elevation, William Road
2. West Elevation, Stanhope Street
3. Massing corner view from courtyard
4. Corner view, William Road with Stanhope Street junction

11. Physical Model

11.2. Site model photography



1

1:250 site model showing the proposal in context

Natural timber massing model with selected significant detail

- 1. Aerial context view from the North West
- 2. Extent of the context model, proposal in centre
- 3. Elevation view from the West



2



3

11. Physical Model

11.2. Site model photography



1

1:250 site model showing the proposal in context

Natural timber massing model with selected significant detail

- 1. Aerial context view from the South looking down Stanhope Street
- 2. Aerial view from the North East showing the tall building's in context



2

12. Access Proposals

12. Access Proposals

12.1. Transport

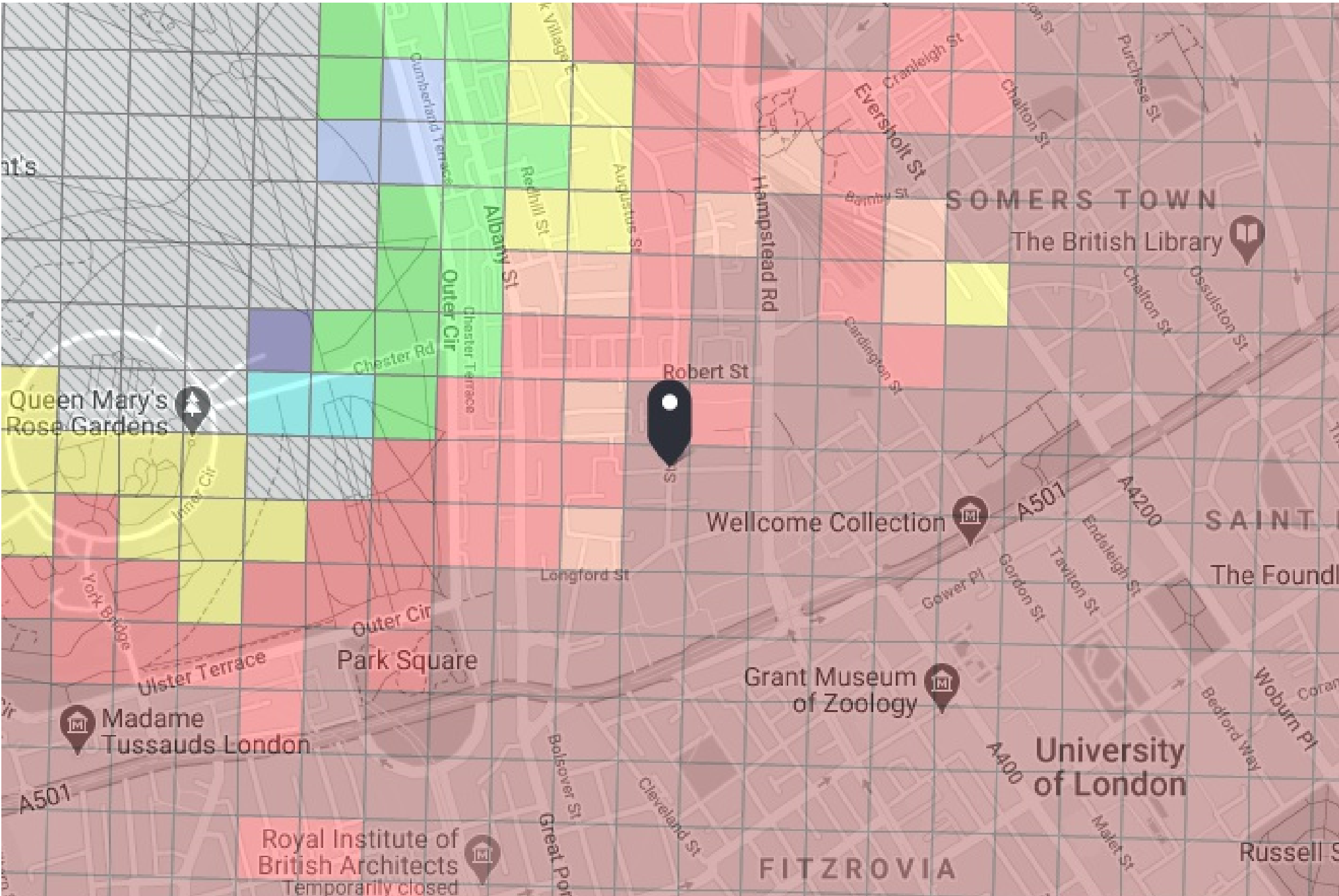


Transport

A detailed description of vehicle/ cycle access and servicing strategy can be found in the Transport Statement by Caneparo Associates Transport Planning Consultants. Consultation on transport and access arrangements for the proposal took place as part of the pre-application process with LBC. A summary is described in the followings pages.

PTAL

PTAL (Public Transport Access Level) rating for the Site as shown in the PTALs 2012 map is 6b. Euston Stations and Warren Street Underground stations are a short walk away. There are multiple bus stops in the vicinity of the Site.



Map key - PTAL



Map layers

PTAL (cell size: 100m)

PTAL output for Base Year 6b

William Road
William Rd, London NW1, UK
Easting: 529068, Northing: 182553

Grid Cell: 90918

Report generated: 13/10/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75

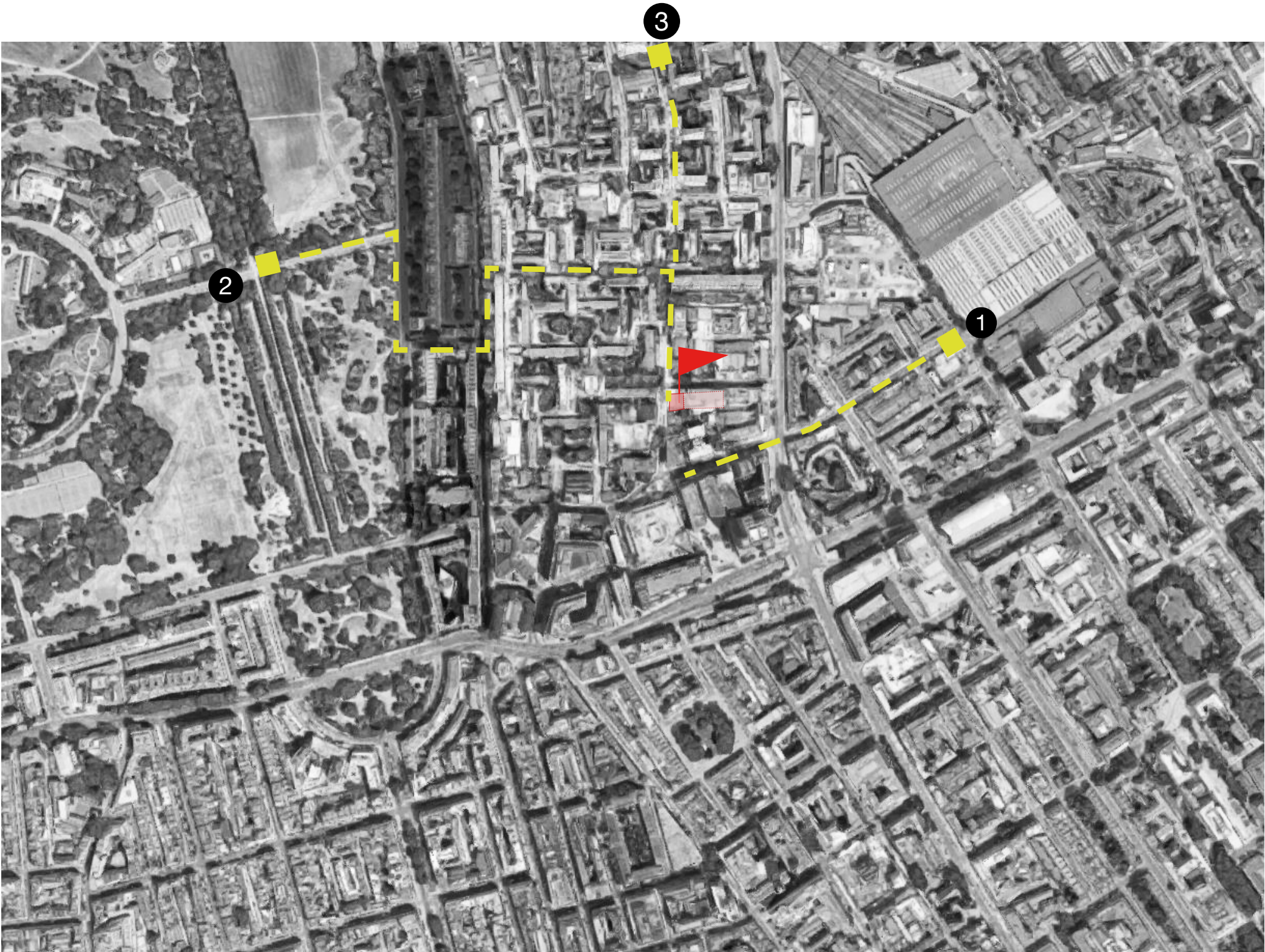
12. Access Proposals

12.2. Approach routes

Main approach routes

The site sits within a wide variety of different building typologies with different heights, programme and materiality. There is a gradual transition from large scale office buildings along Drummond Street to smaller residential blocks along the northern part of Stanhope Street.

We have analysed the area through 3 different journeys to identify the characteristics of the local area surrounding the site: what is the noise level, what types of houses, programme, material and scales are used, and where is the activity and the open spaces for the local occupants as well as for the public.



Key:

- ① Drummond Street
- ② Robert Street
- ③ Stanhope Street

12. Access Proposals

12.2. Approach routes

Route from Drummond Street



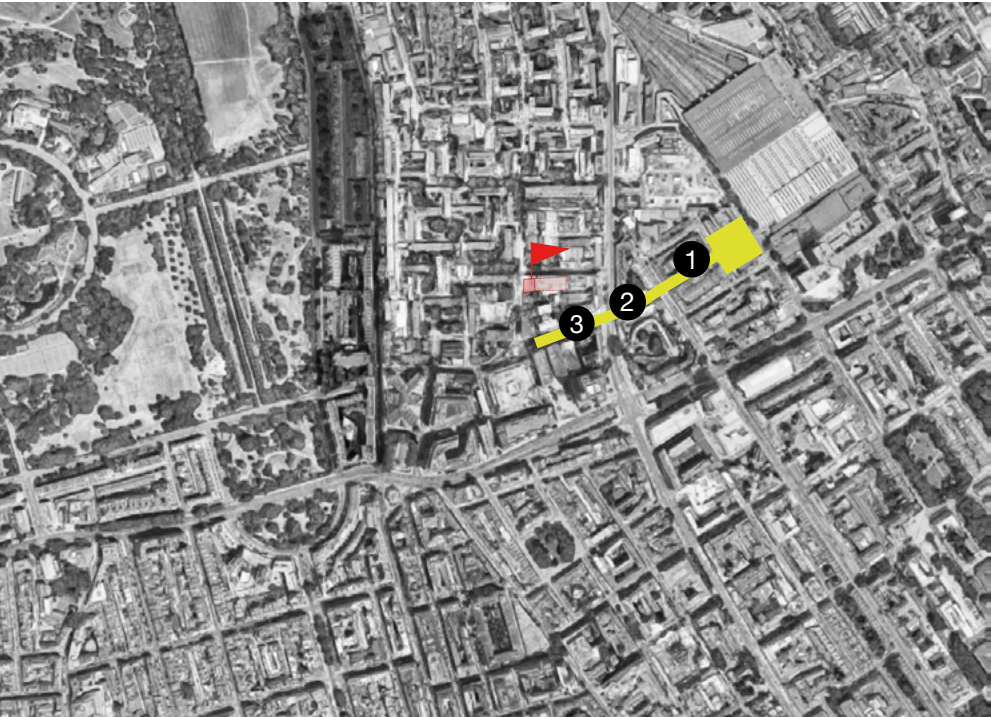
1 On its east side Drummond Street is calm with only little traffic due to the narrow one way car lane. The view is dominated by the tower offices in west end of the street.



2 There is a distinct transition in building character by the crossing at Hampstead Road, where one is met with dense and tall building volumes. The noise and smell from the traffic is predominant.



3 The scale of the buildings have increased massively on the left side of the street and the ground floor programme has change from activity and retail to office and bank.



12. Access Proposals

12.2.Approach routes

Route from Robert Street



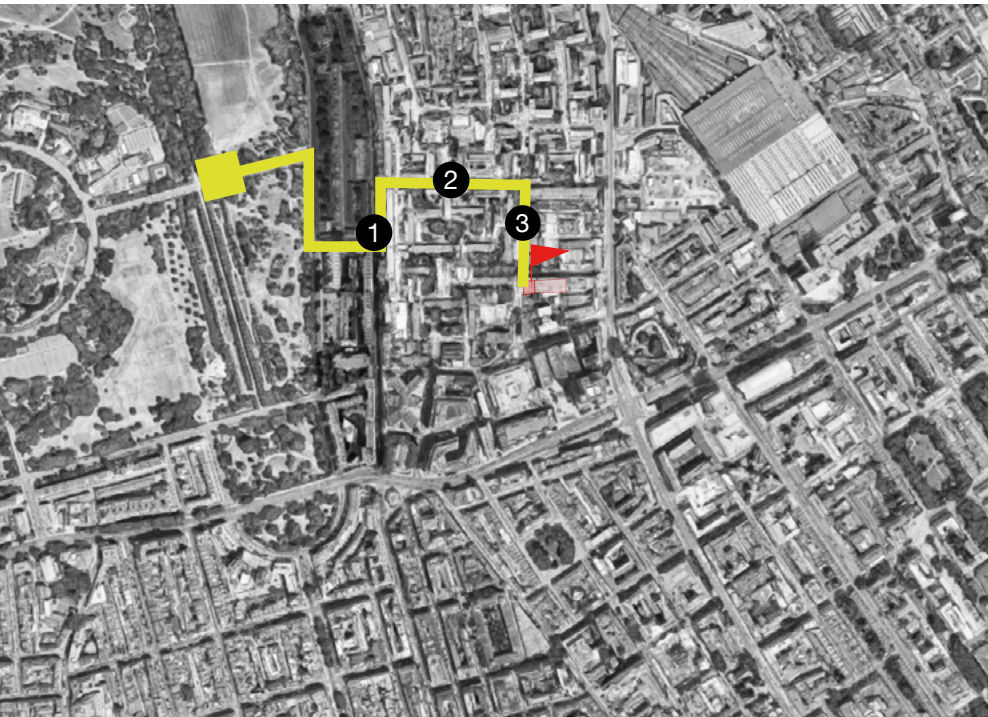
1 The journey from Regents Park to the site is dominated by the variation in height of different residential housing typologies. Victorian villas are located in closely to the park transitioning into a large number of postwar social housing schemes.



2 The estate is a mix of housing blocks that vary between 5 and 12 storeys. Only very little retail at the west end of Robert Street exists The lack of mixed use and retail programme makes the estate area seem poorly vivid.



3 Contemporary 6–9 storeys residential buildings in William Road very close to the site (Netley building and Plot B).



12. Access Proposals

12.2. Approach routes

Route from Stanhope Street



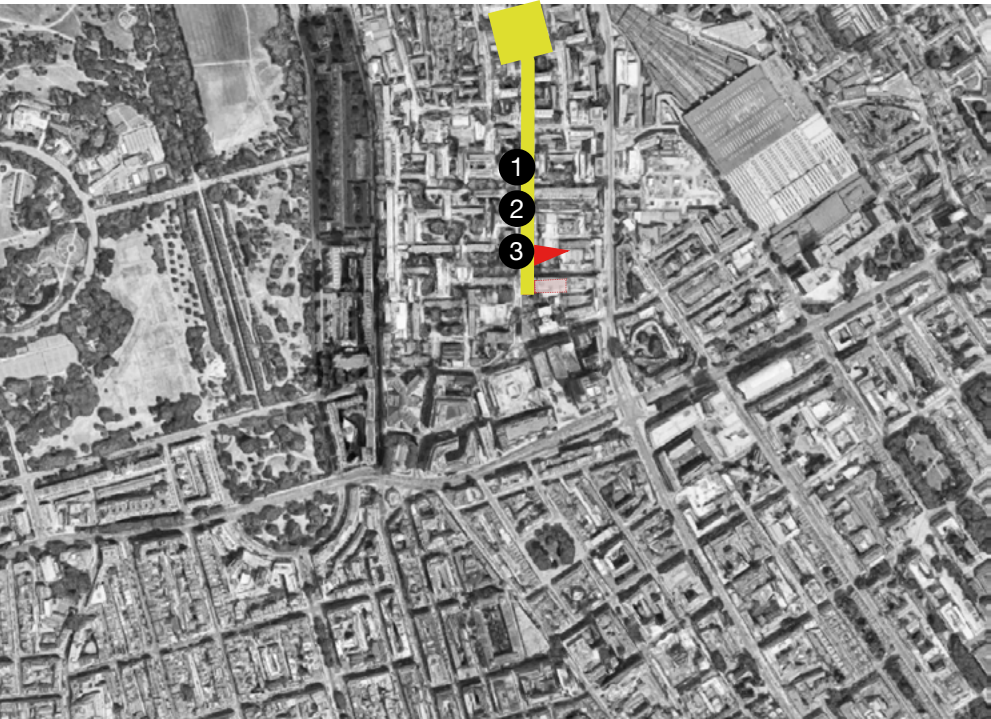
1 The northern end of Stanhope Street offers open spaces for building occupiers.



2 Stanhope Street is mainly residential besides a single school building and a pub, which leaves the street very quiet, with only little activity.



3 Crossing Robert Street at the southern part of Stanhope Street, the area becomes more dense with fewer open spaces and a language of buildings that varies in style, height (from 3 to 12 storeys) and materiality.



12. Access Proposals

12.3. Key approach views to the site

Key views of the site

A key aspect of the proposal is the improvement of the pedestrian experience approaching the site. This has been made by the following design key principles:

- + Continuity of Plot A and B, removing the existing “gap” in between buildings
- + Continuity of the datum along Stanhope Street
- + Activation of the corner and facade facing Stanhope Street
- + Recess of the main entrance to the student accommodation, creating a welcoming entrance and extending the public realm
- + Chamfered corners on the upper levels, softening the edges on the long views
- + Recessed entrance to the office space in William Road
- + Improvement of office frontage and residential entrances in Plot B

Approach routes are overlooked and well lit to improve safety, they are convenient from nearby public transport connections and other modes of transport, such as bike and car.

1. Approach to site from Drummond Street (existing and proposal)
2. Approach to site from Stanhope Street (existing and proposal)
3. Approach to site from Stanhope Street junction with William Road (existing and proposal)

1.



2.



3.



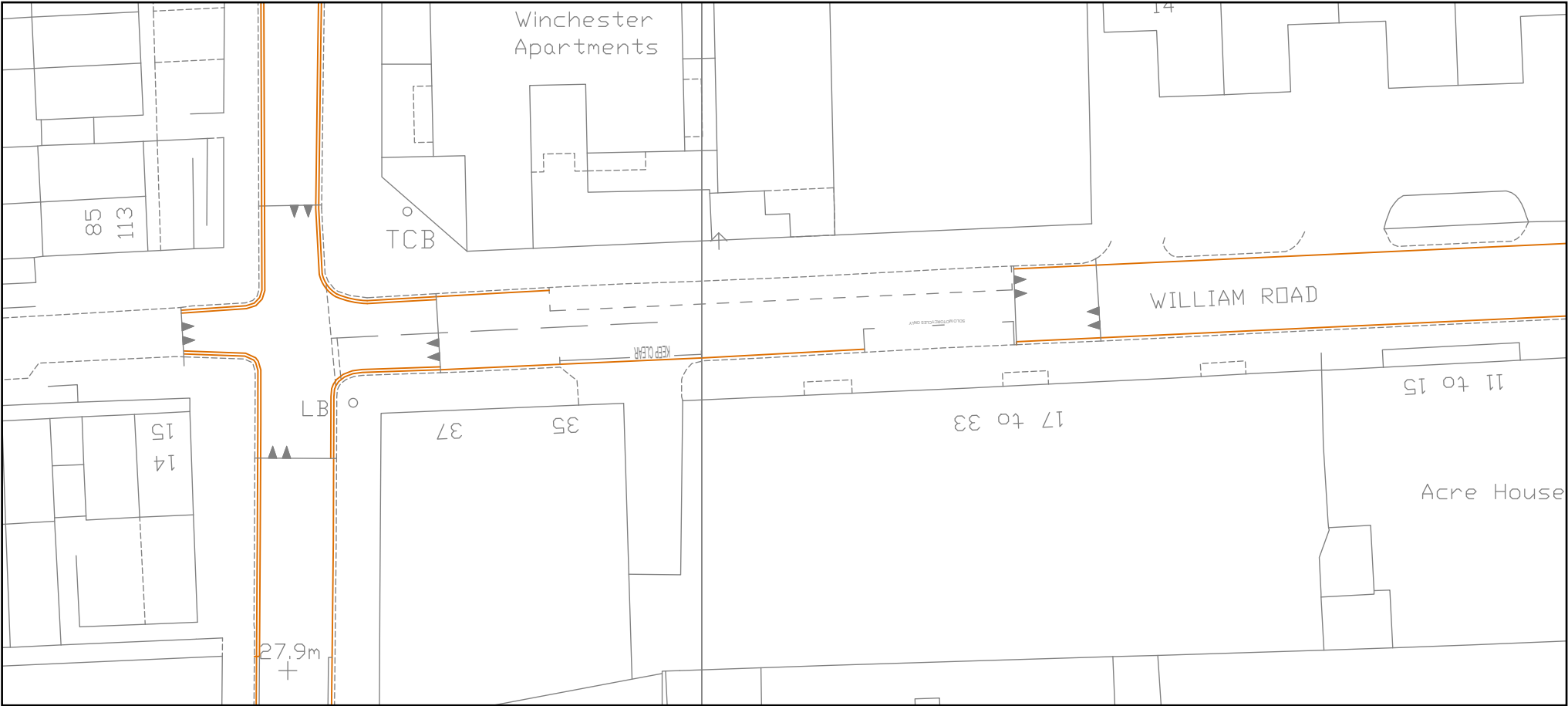
12. Access Proposals

12.4. Servicing

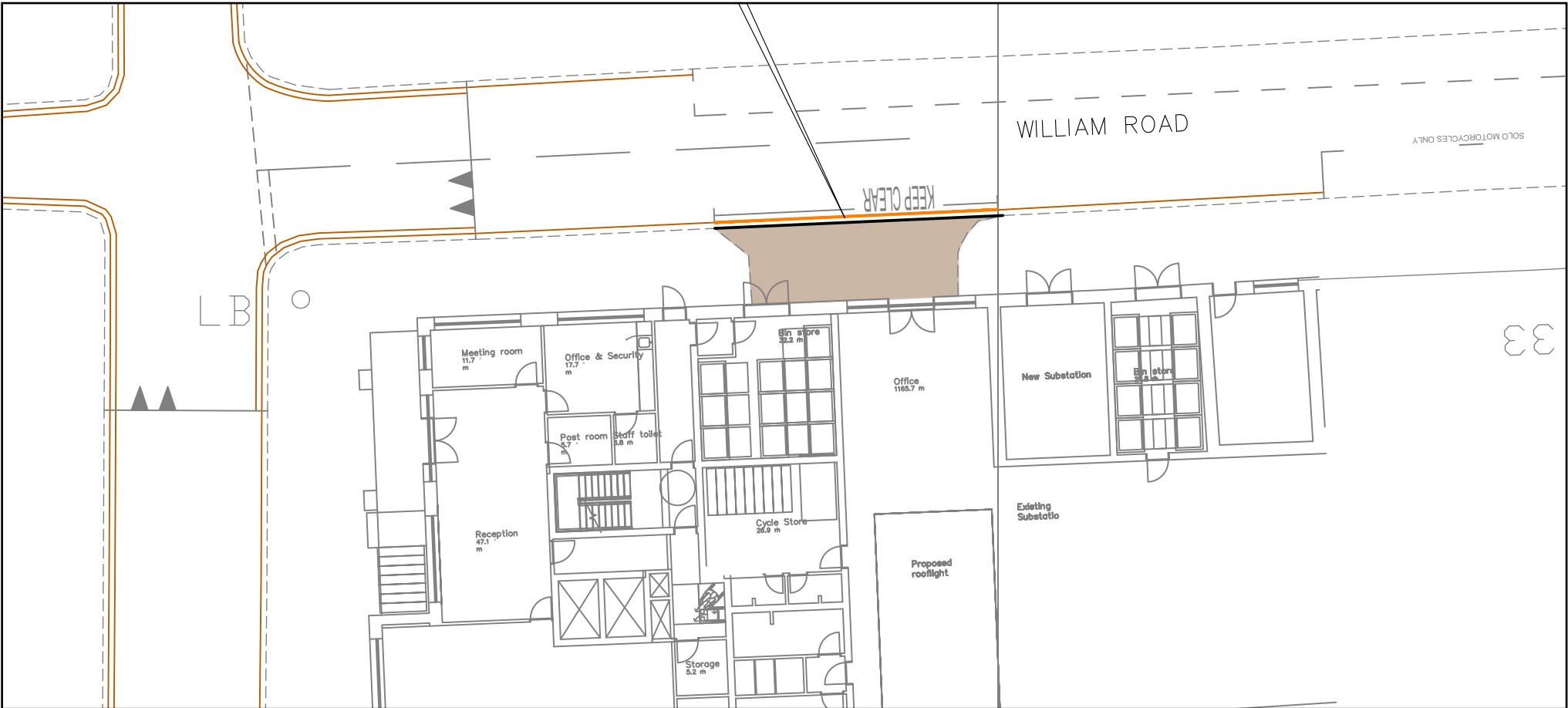
Delivery and Servicing Strategy

(Refer to Caneparo Associates Delivery and Servicing Management Plan)

The proposed servicing strategy was set out in the pre-application Transport Assessment Scoping Report that was submitted to LBC. In the report is proposed that all servicing and deliveries will take place from the William Road and Stanhope Street frontages (via the existing and proposed single yellow lines – see highways plans in this page). The officers did not raise any concerns regarding the proposed servicing and delivery arrangements.



1



2

- 1. Existing Highway Layout by Caneparo Associates
- 2. Proposed Scheme and Highways Arrangement by Caneparo Associates

12. Access Proposals

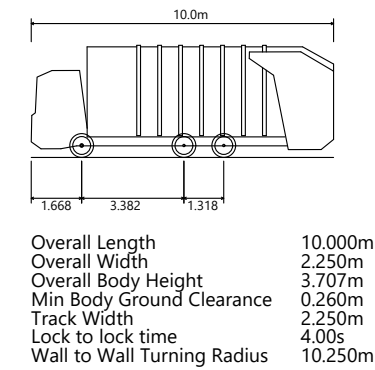
12.4. Servicing

Refuse collection and exit manoeuvre

(Refer to Caneparo Associates Delivery and Servicing Management Plan)

The delivery and servicing requirements for the proposals are anticipated to be small and therefore can be accommodated on-street. The estimated delivery and servicing events have been set out in the Transport Assessment produced by Caneparo Associates.

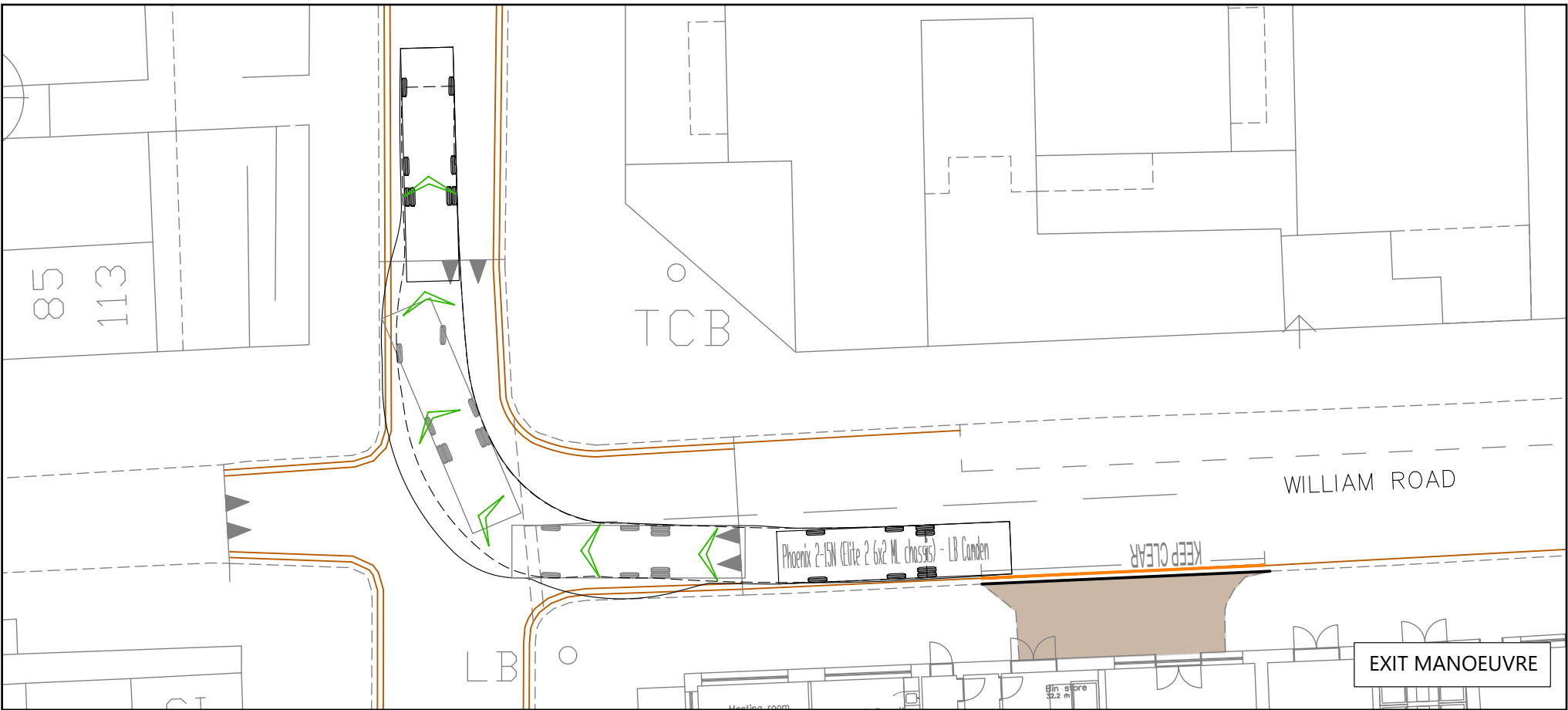
The current strategy requires forward movements only, avoiding the risk of backwards manoeuvring. If its considered in the future that a provision of a loading bay is necessary, this could be provided in the vicinity of where the keep clear markings currently are and the proposals can be shown via an revised proposed highways plan.



FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)



1



2

- 1. Refuse collection manoeuvre
- 2. Exit manoeuvre

12. Access Proposals

12.5. Refuse strategy

Overview

This strategy put forward by Morris + Company sets out the refuse provision and access for *A295 William Road* for RIBA Concept Design Stage 2, and is based on guidance from the London Borough of Camden’s Planning Guidance on Design, Section 8 (March 2019), and Camden’s Environment Service Technical Guidance for Recycling and Waste.

- The scheme provides refuse provision for the following programmes and spaces:
- + 1140sqm NIA of affordable workspace provision
 - + 239 student accommodation rooms
 - + 444 sqm amenity area
 - + 79 sqm external amenity area

Student Accommodation Refuse Provision

The scheme understands that guidance from Camden’s Environmental Service Technical Guidance for Recycling and Waste recommends 1100L of mixed refuse (general waste and re-use) per week per 10 flats of average size 3 persons per dwelling.

The scheme offers 168 flats consisting of a mix of 1 and 2 bed units. Because the proposed scheme provides a lower inhabitation rate per unit than compared with the above technical guidance average of 3 persons per dwelling, the strategy projects that a lower volume of waste will be produced. As such, the scheme shows 11 x bins, and increases the bin size indicated in Camden’s guidance from 1100L to 1280L producing a combined capacity of 14,080L; approx 3/4 of the provision of the original recommendations for a 3 person flat, as per table 5.40 from Camden refuse guidance (right).

If the above proposal is not deemed sufficient to supply the 168 flats, a private refuse collection with more frequent collection times can be considered for the scheme.



Refuse overview

5.40 of Camden’s Environmental Service Technical Guidance for Recycling and Waste

Weekly general waste and reuse			
Participation	Refuse	Bulky Waste /Reuse	WEEE (Small / Large Electrical)
	No. of dwellings x 120L	No. of dwellings x	7+ 55L sack
	Size 1280L/ 1100L / 660L	Minimum 3M ₃ area	1M ₃
7+ flats	1 x 1280L / 2 x 660L/	3M ₃	1M ₃
10 flats	1 x 1100L	5M ₃	2M ₃
20 flats	2 x 1280L/ 2x 1100L / 4 x 660L	2 x 5M ₃ or 10M ₃	4M ₃
40 flats	4 x 1280L/ 4 x 1100L / 8 x 660L		

Table 5 *see table 1 for calculating spatial dimensions for bins

12. Access Proposals

12.5. Refuse strategy

Affordable Office Provision

LB Camden do not provide guidance for the calculation of commercial waste, therefore, reference to the British Standards Institute: Waste management in buildings - Code of practice (BS 5906:2005) (4.7, Table 01) has been made in order to calculate waste arisings and storage requirements.

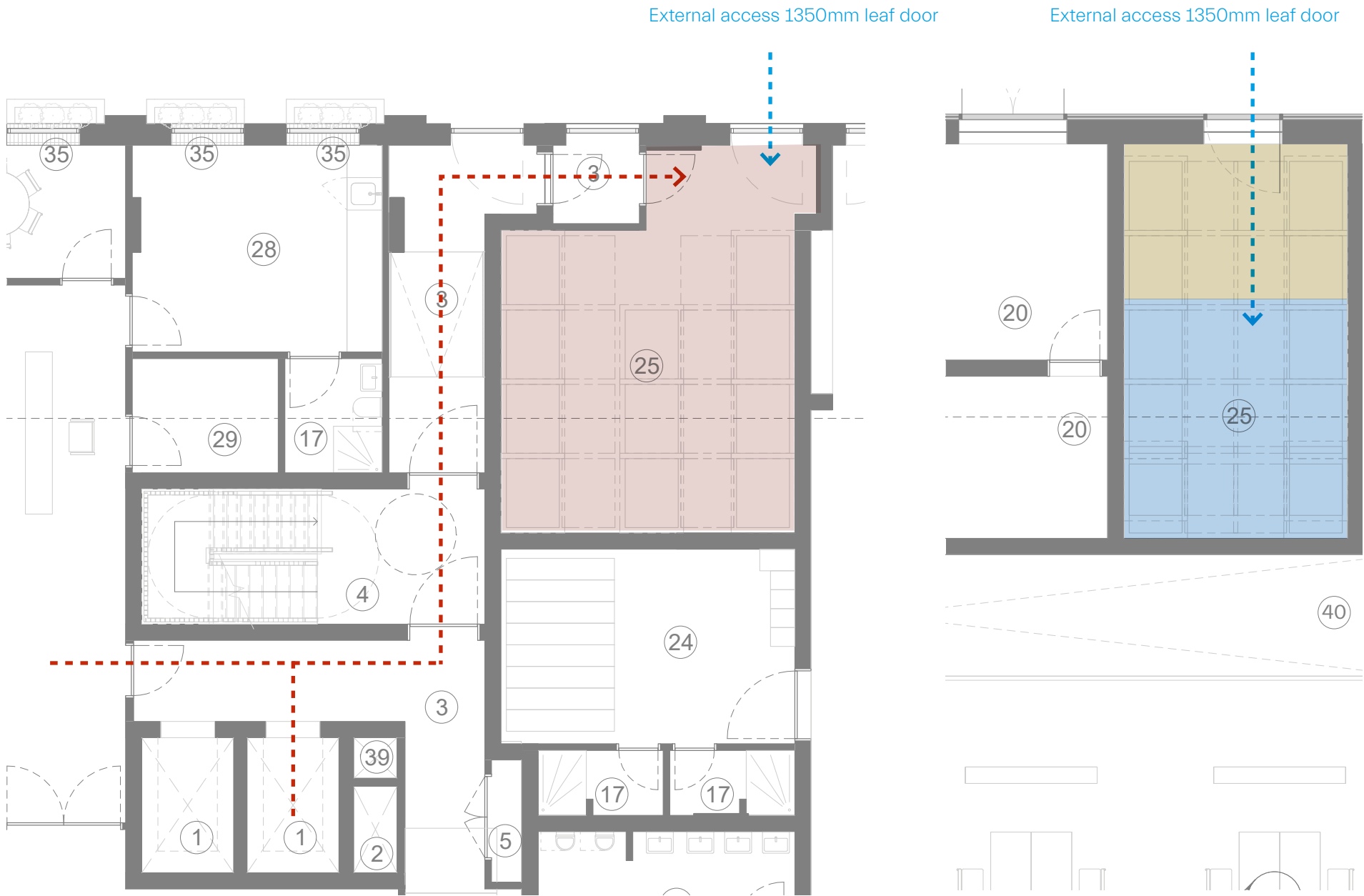
The above mentioned code recommends up to 50L of waste per week can be calculated per employee, and Appendix 1 of the Camden Planning Guidance on Employment Sites and Business Premises (March 2018) refers to an employment density of 1 employee per 12sqm of B1a class NIA space for General Office use. As such, the proposed scheme of 1140sqm NIA B1a office class calculates a maximum capacity of 95 employees producing 4750L of waste weekly. The scheme provides this volume of waste in 4 x 1280L bins, as per the diagram on the right.

Existing Residential Provision

The scheme maintains an area of 16sqm as per the existing residential refuse provision, re-locating it in a shared bin store with the office refuse provision, as per the diagram on the right.

Refuse Accessibility

All bin stores are located on the ground floor and internal finish floor are level with external levels. Student accommodation refuse is dropped-off at the bin store via a lift and corridor, while affordable workspace refuse is dropped-off via the external door. External access for refuse collection is accessed directly off William Road which can be accessed by standard sized refuse vehicles. All externally accessed refuse doors for refuse collection are 1350mm leaf to allow 1280L bins to be wheeled through whilst leaving 150mm clearance either side.



Student Accommodation Refuse Provision

Affordable Workspace Refuse Provision

- Internal access / refuse drop-off
- External access / refuse collection & drop-off
- Student accommodation provision
- Affordable workspace provision
- Existing residential provision (16m2)

12. Access Proposals

12.6.Cycle provision

Overview

This strategy put forward by Morris + Company sets out the cycle provision and access for *A295 William Road* for RIBA Concept Design Stage 2, and is based on guidance from TFL’s London Cycling Design Standards (2016) and the London Borough of Camden’s Planning Guidance on Transport (March 2019).

The scheme provides cycle provision for the following programmes and spaces

- + 1140sqm NIA of affordable workspace provision
- + 239 student accommodation rooms
- + 444 sqm amenity area
- + 79 sqm external amenity area

Cycle Provision

Based on the above uses, the scheme follows the cycle provision set out by the ItP London Plan (Dec 2019) minimum requirements as follows:

Cycle Parking Numbers (minimum requirement)

Use	Quantum	Long-Stay Cycle Parking		Short-Stay Cycle Parking	
		Standards/ Requirements	Number Required	Standards/ Requirements	Number Required
Student Accommodation	239 Bedrooms	0.75 spaces per bedroom	180 (including 9 accessible bays @5%)	1 space per 40 bedrooms plus 20%	8 (including 1 accessible bay @5%)*
Offices	1338sqm GEA	1 per 75sqm	18 (including 1 accessible bay @5%)	1 space per 500sqm	3 (including 1 accessible bay @5%)*

*Note it may be possible to agree with TfL and Camden that the proposed development does not require any short-stay accessible parking bays provided that we meet the minimum requirements for standard short stay spaces.

Cycle provision for the proposed scheme is provided as follows:

- Student accommodation - 180 long-stay spaces and 8 short-stay spaces
- Affordable workspace - 20 long-stay and 3 short-stay spaces
- Existing residential provision - 12 long stay spaces (based on replacing 14m2 of cycle provision as per existing residential cycle store)



12. Access Proposals

12.6.Cycle provision

Accessible and Adaptable Cycle Provision

Based on advice from our Building Control consultant on provision for accessible and adaptable units in the scheme, we have taken a reasonable reduction in the % of base build accessible units. On this basis we propose a like-for-like reduction in adaptable cycle space in the long-stay student cycle store to 1% of the overall. This is an overall reduction from 9 spaces to 2 spaces for student accommodation. Office accessible long-stay spaces remain as per TfL’s recommendations of 1 space. Based on a note from our Transport Consultant highlighting that short-stay accessible units may be omitted providing the scheme still meets the minimum requirements for standard short-stay spaces, the proposed scheme will not propose any short-stay accessible spaces.

Accessibility

The scheme proposes for all accessible cycle spaces to be located on the ground floor with step-free access. Where accessible spaces are reached through sets of doors, these are all >2m wide. The proposed location for the 2 long-stay accessible spaces for student accommodation is located in an overlooked courtyard, level with the ground floor entrance and FFL. The location of the 1 long-stay accessible space for affordable workspace is in the overlooked recessed office entrance, level with the street. The proposed 178 standard long-stay spaces for student accommodation are located in the basement and will be accessed via a cycle channel installed on the stair and power assisted 1250mm leaf doors. Office long-stay standard spaces and existing residential spaces are accessed in step-free cycle stores with power assisted 1250mm leaf doors.

Folding Cycle Provision

As a scheme within the CAZ, and to meet the increasing demand for folding cycles and in accordance with Camden’s CPG guidance, the scheme proposes that up to 10% of its affordable office long-stay cycle provision is for folding cycles. 1 of the 18 required spaces is therefore a folding cycle space, and an additional 2 are provided over the minimum required, providing three folding bike lockers in total.

