

**Apt**

**Lupin House**

Response to Camden Planning Department

05 August 2022



# Bin Store

## Feedback received

### Designing out Crime

- The bin stores to be separated between the uses, officers would be unlikely to support this shared arrangement.

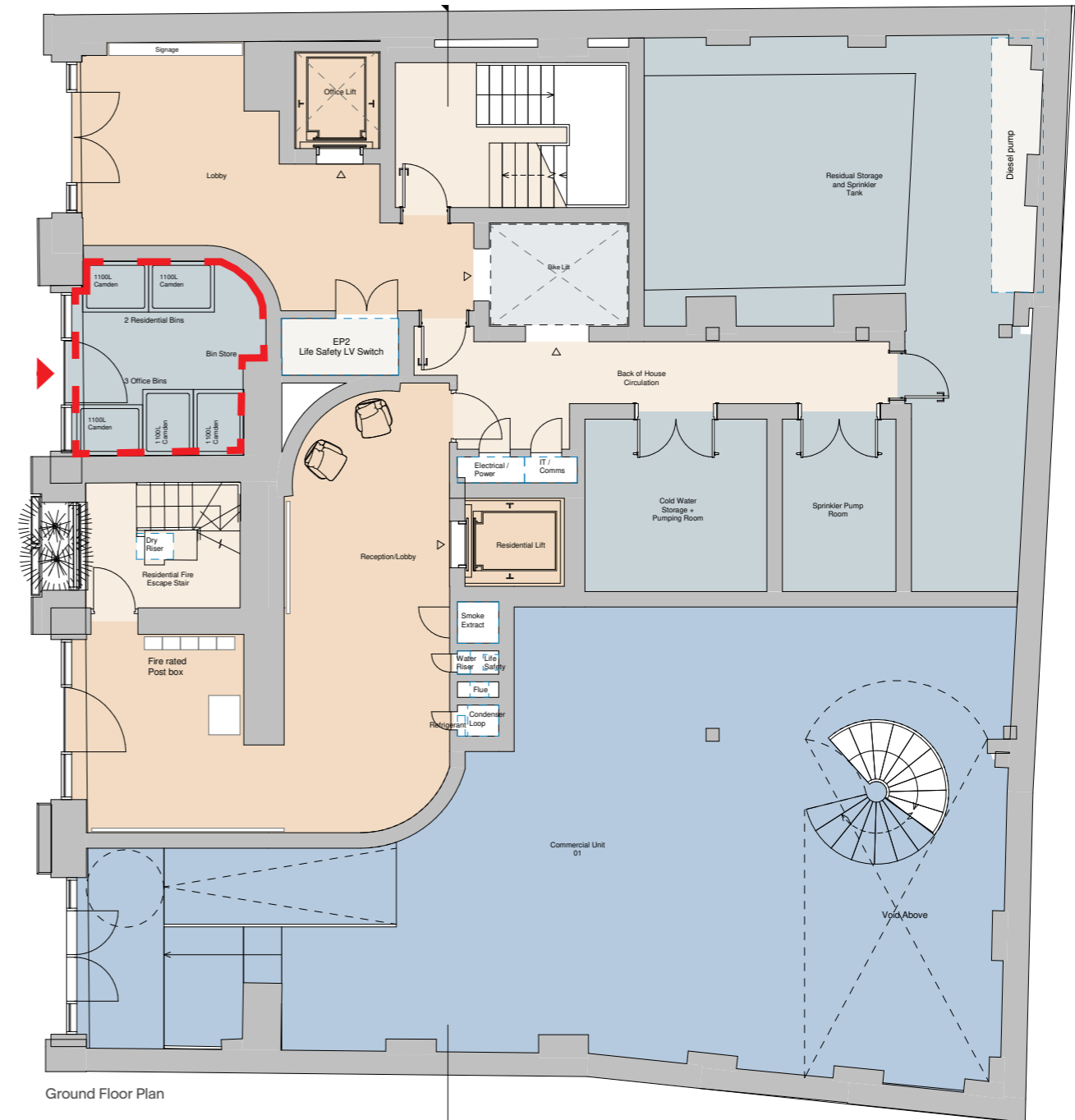
## Applicant response

In order to minimise the distance that a bin will be dragged from the store when being collected we have located the bin store on the front facade.

Due to the historic nature of the front facade it would not be suitable to provide two bin stores, giving them prominence in the historic streetscape, therefore we have combined the store to contain both commercial and residential bins, clearly labelled. This proposal is an improvement to the existing waste facilities on the site.

Paragraph 8.29 in the CPG: Design reads: "Commercial units should generally have their own independent waste and recycling store and this must be separate from any residential bin stores. **Where the same service collection provider collects it may be possible to apply for a permit or waste exemption for shared bin storage for certain types of waste produced, i.e. mixed recycling or general waste**".

The same collection provider will be used for both commercial and residential waste.



Ground Floor Plan

Key



New Waste Store

# Bike Route

## Feedback received

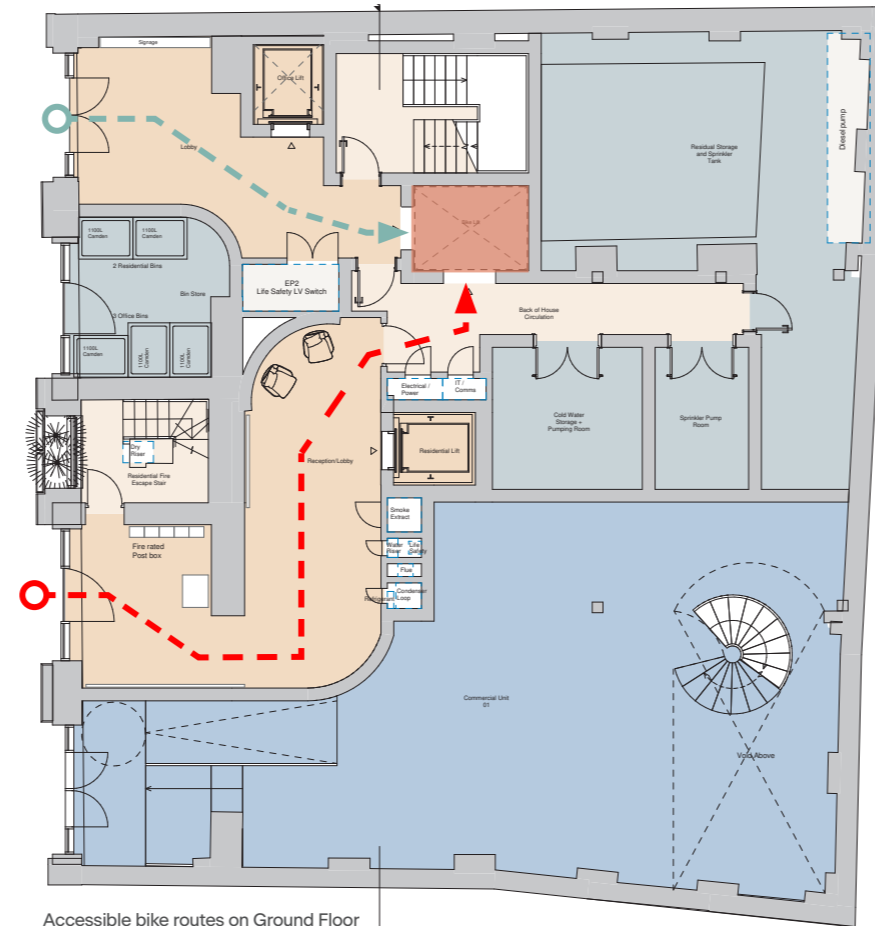
### Designing out Crime

- Very concerned about the shared entrance for both residential and office just to be able to access the cycle parking, high potential for crime and ASB through a conflict of uses. This should be designed out by putting one of the cycle stores at ground floor.
- The current layout would also require destination control on the lifts and stairs to prevent access to floors unrelated to them.

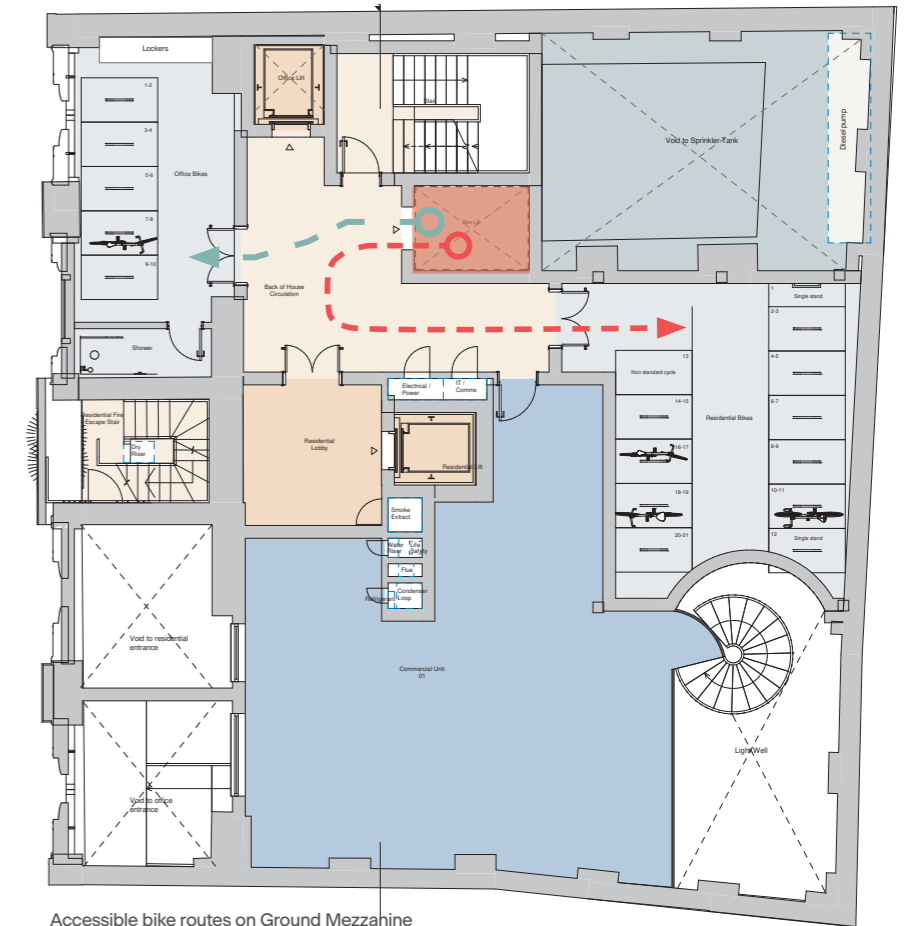
### Applicant response

There is not a shared entrance for residential and office, each has a separate entrance with separate route to the bike lift as annotated opposite. The two bike stores on the mezzanine level are separate, with access controlled security doors.

Destination control will be provided to the lifts, and access control to the stair doors.



Accessible bike routes on Ground Floor



Accessible bike routes on Ground Mezzanine

#### Key

Accessible route for office bikes

Accessible route for residential bikes

New lift

# Bike Store Location

## Feedback received

### Transport

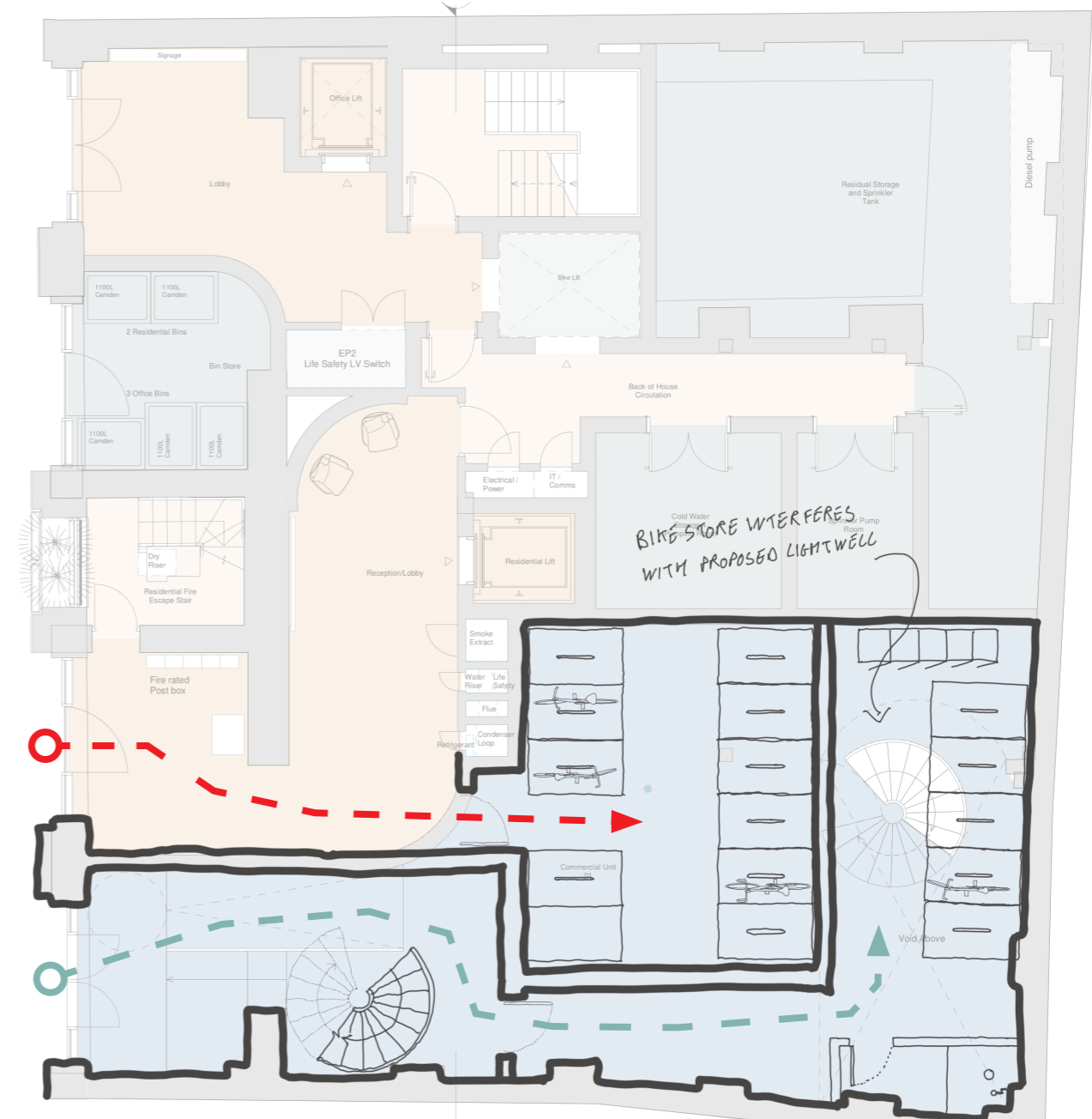
- The Council would stress that cycle parking should be at ground floor level if feasible particularly the residential store as this would mean that they would not need to have access to the mezzanine level or the cycle lift. This would also address the designing out crime issues below.

## Applicant response

It is not feasible to swap the bike stores on the mezzanine with the plant areas on the ground floor as the technical constraints of the plant require it to be on ground level.

If the bikes are moved down to the ground level along with the plant area it takes up the majority of useable space from the office, blocking access to the new lightwell which was added to improve the quality of office space. Refer to sketch opposite, which was a design option rejected by the design team.

Given the importance of high quality office space and the efforts made in the scheme to provide that, it was considered inappropriate to sacrifice office space for bike storage which can be provided more appropriately elsewhere in the building.



Ground Floor Sketch - rejected option

OFFICE SPACE LOST — GROUND FLOOR BECOMES ENTRANCE LOBBY + ACCESS ROUTE ONLY

- Key
- - - - - -> Potential route for office bikes
  - - - - - -> Potential route for residential bikes

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