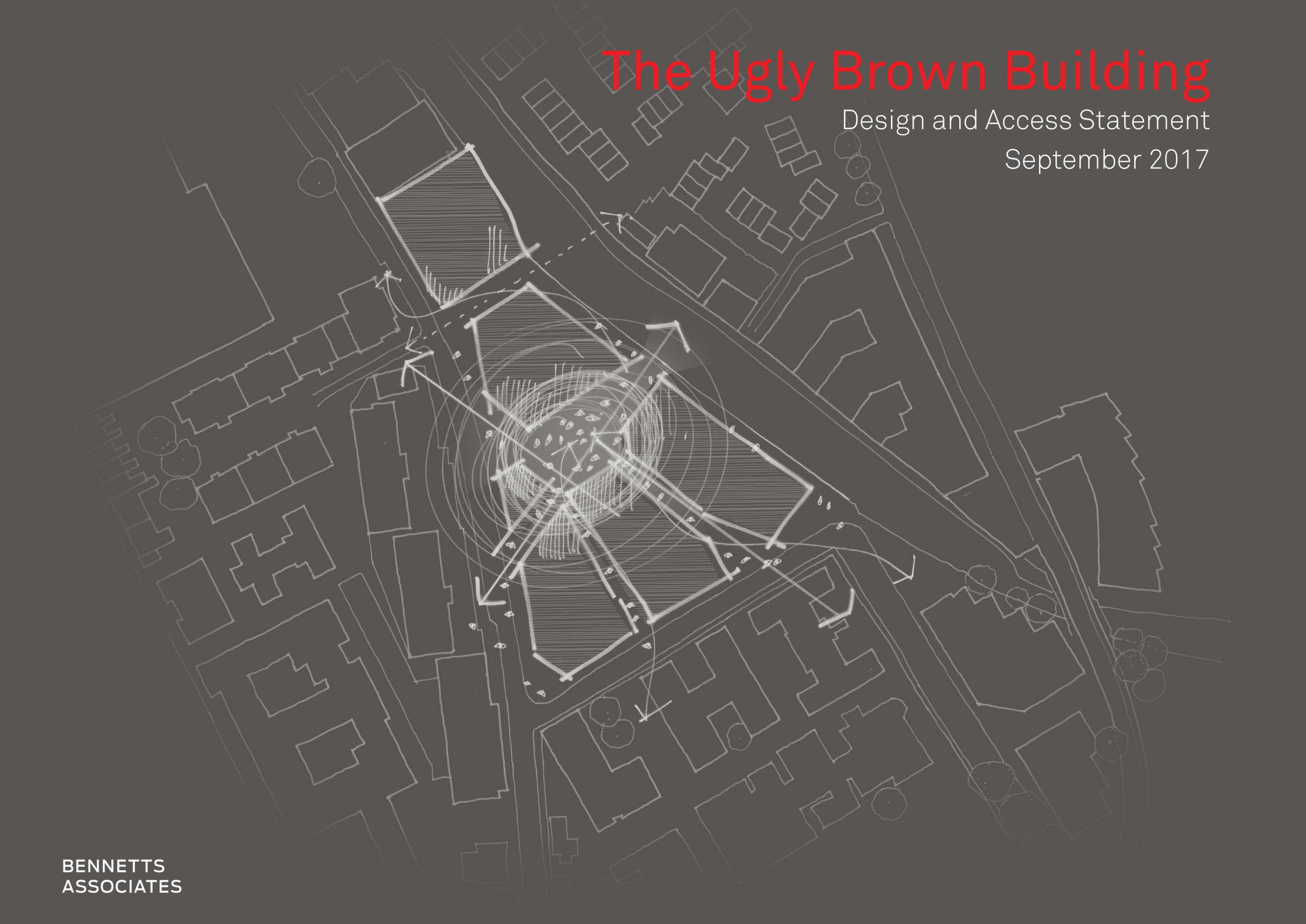


The Ugly Brown Building

Design and Access Statement

September 2017



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A	Detailed Residential Proposals
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1.0 Introduction

This document accompanies the planning application for the redevelopment of the site known as ‘The Ugly Brown Building’ On St Pancras Way, NW1. The purpose of the report is to explain the development of the proposals in a clear, structured format that will enable the design and access rationale for the project to be transparent and intelligible. It outlines the process, analysis and design principles that have informed the proposal and illustrates how the local context and the pre-application consultation process has influenced the project.

Summary of Proposals

The Ugly Brown Building site is strategically located alongside the Regents Canal between Camden Town and Kings Cross, part of the existing building has been the HQ of Ted Baker since 2000 and also contains a Data Centre and largely vacant office space. The redevelopment proposals include the demolition of the existing building and its replacement with six buildings of mixed uses and accompanying public open space and pedestrian routes across the site and alongside the Regents Canal. The key building at the centre of the site will be the new global headquarters for Ted Baker PLC and will include a Ted Baker branded hotel. Other buildings will contain workplace and residential uses with supporting retail and restaurant uses at ground level and basement gym and storage.

Planning Policy Context

The area in which the Proposed Development is situated is of notable significance in policy terms. Whilst St. Pancras and Somers Town is recognised as being one of the most deprived wards within the Borough of Camden, King’s Cross - St Pancras itself is identified as an Opportunity Area within the London Plan (2016) with the potential to support 25,000 new jobs and a minimum of 1,900 new homes. In close proximity, Euston is also identified as an Opportunity Area.

Both King’s Cross and Euston are identified as Growth Areas within the Camden Local Plan (June 2017) suitable for large-scale redevelopment or significant increases in jobs and homes largely due to their proximity to transport interchanges. King’s Cross / St Pancras is identified in policy TC1 as a growth area for retail with a focus on community life and activity as well as providing leisure and employment services.

The Local Plan identifies a number of priorities for Somers Town itself, recognising its position between the two major growth areas of King’s Cross and Euston. It states the importance of ensuring that the impact of the significant change in the wider area is managed and need to ensure that the benefits of growth are harnessed for the local area and community. These priorities include the delivery of additional housing and open space, development of local heating networks, as well as jobs and training opportunities. Engagement and continuing dialogue with local residents, businesses and community groups is essential on issues that affect the wider area.

For further information refer to section 2.8 of this report and Ugly Brown Building, St. Pancras Way: Regeneration Statement

Pre-Application Consultation

The project has been subject to over 18 months pre-application discussion with London Borough of Camden and other stakeholders.

Structure of this Report

The document is structured to include information on the site and its context, a description of the design strategy and further detail on the buildings themselves. This is supplemented by information on access and inclusive design proposals, transport and environmental strategies. Finally there is a section which describes the process of pre-application engagement and design development.

2.0 The Project

This section of the design and Access Statement describes the team behind the redevelopment proposals, gives a physical description of the existing site and its ownership and sets out the proposed use and amount of accommodation contained in the planning application.

Project Team:

Client

Reef Estates Limited

Client

British Airways Pension Fund

Client

Ted Baker

Architect

Bennetts Associates

Structural & Civil Engineer

GD Partnership Limited

Building Services Engineers & Sustainability

Max Fordham

Cost Consultant

Gardiner & Theobald LLP

Landscape Architect

Fabrik

Fire Consultant

FDS Consult

Transport Planning and Highway Design

Caneparo Associates

BREEAM

Max Fordham

Planning Consultant

DP9

Rights of Light and Daylight and Sunlight Consultants

Waldrams Limited

Verified Views

Miller Hare Limited

Townscape and Heritage Consultant

Tavenors

Development Analyst

Regeneris Consulting Limited

Environmental Impact and Archaeology

Waterman Group

Wind Assessment

RWDI

Ecology & Arboriculture

Aspect Ecology Limited

Community Liaison

London Communications Agency

2.1 Client and Site Ownership

The proposals to transform the Ugly Brown Building are being brought forward by Reef Estates Limited on Behalf of Ted Baker PLC and British Airways Pension Fund. BA Pension Fund and Ted Baker acquired the three freeholds which make up the site in 2015. Ted Baker has occupied part of the site as its headquarters since 2000.

Reef Estates

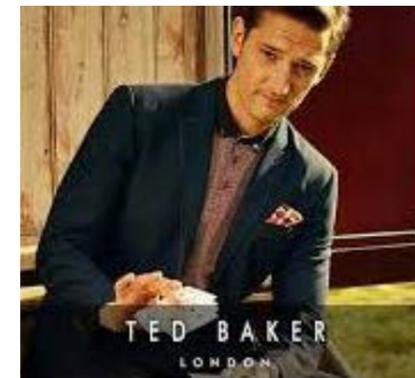
Reef Estates is a private property development and investment company focused on urban regeneration, asset value enhancement and delivering quality, innovative developments. Reef have experience in a variety of sectors including retail, residential, mixed use, hotel and leisure, office as well as 'alternative' sectors such as student housing and care homes. For this project, Reef have partnered with British Airways Pension Fund and Ted Baker who own the three separate freeholds which comprise the Ugly Brown Building site.



Ted Baker PLC

Ted Baker London is a fast-growing global lifestyle brand. Since conception as a menswear brand in Glasgow in 1987, Ted Baker now offers a wide range of collections including Menswear, Womenswear, Accessories, Homeware and Fragrance. Ted Baker has a portfolio of stores in the UK (also in leading department stores), Europe and USA and is currently expanding into Asia and the Middle East. It also operates a number of traditional barbershops and has recently begun exploring the hotel market.

Renowned for unswerving attention to detail and a quintessential British sensibility, London and the vibrancy of Camden are a key part of this British brand. In 2000 they created their characterful international headquarters - their 'Tedquarters' - in the old sorting office, renaming it 'The Ugly Brown Building' currently accommodating a team of approximately 600 people. In keeping with their title of 'No Ordinary Designer Label', this is no ordinary head office with many playful and quirky touches demonstrative of their unique sense of humour and retail theatre.



British Airways Pension Fund

British Airways Pension Fund (BAPF) is an institutional property investor which takes a long-term view about its property portfolio. They acquired the site along with Ted Baker PLC in 2015. The total BAPF Property portfolio is valued in excess of £1.4bn



2.2 The Existing Building

The site is triangular in shape and bounded by St Pancras Way, Granary Street and the Regent's Canal. The site area is 1.14 hectares and is divided into three freehold plots. Collectively known as 'The Ugly Brown Building' it was built as a Royal Mail facility in the late 1980s and converted to other uses in 2000.

The existing buildings are uniformly four storeys in height with unbroken elevations to the street and Regent's Canal which create an insular and inward-looking site offering no access to the 100m of canalside frontage. The single building is divided into three ownerships, creating three separate freehold plots which comprise the development proposals.

Plot A

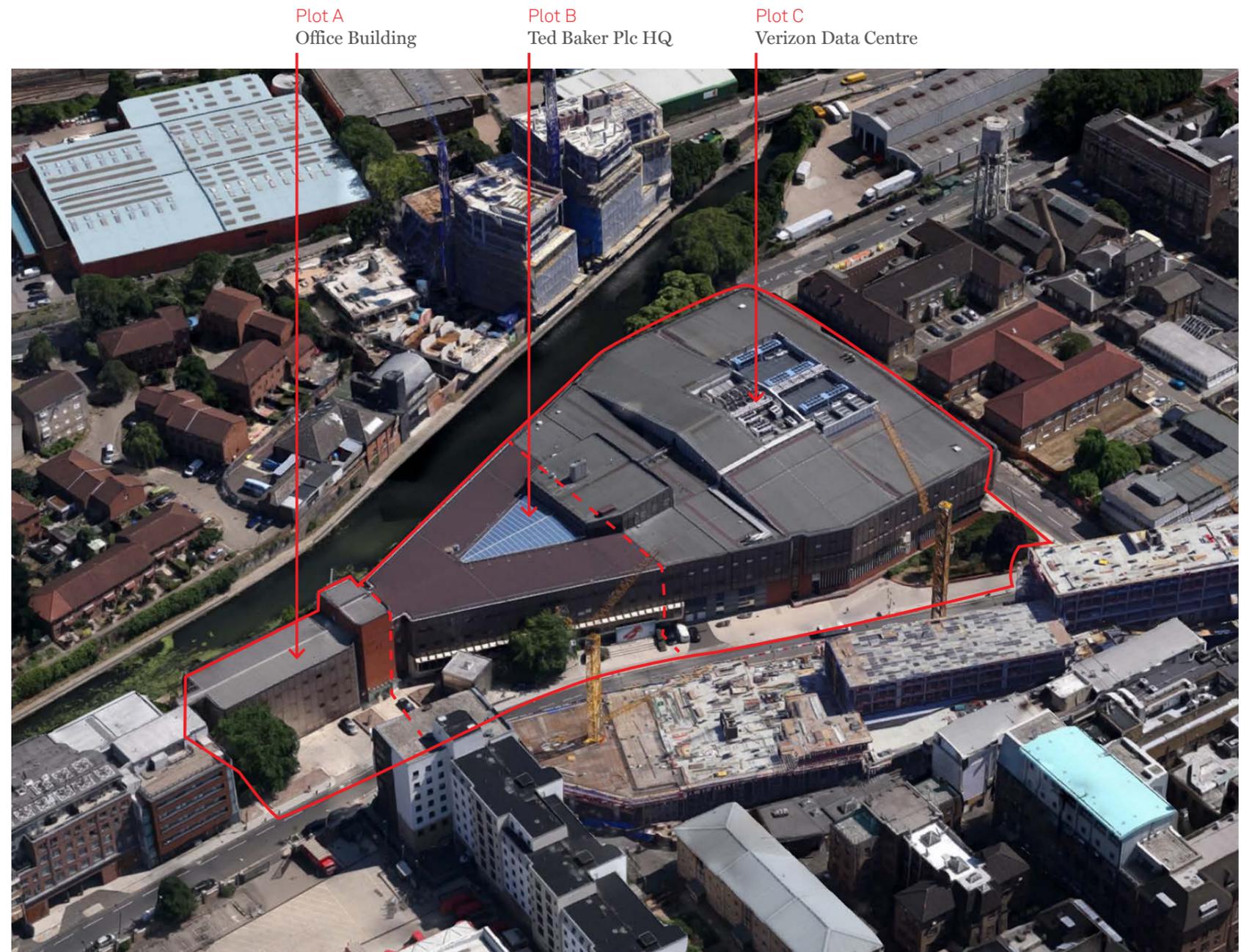
The north of the site is owned by British Airways Pension Fund and is currently occupied by a largely vacant four-storey office building with a forecourt and parking to St Pancras Way.

Plot B

The centre of the site is owned by Ted Baker PLC and has been their headquarters since 2000. In that time the organisation has grown from a few tens of people to a team of over 500. Office space is supported by undercroft parking at ground level.

Plot C

To the south of the site and fronting Granary Street, is the largest of the three plots. This plot is also owned by British Airways Pension Fund and contains a data centre operated by Verizon. The site is secured by a fence and there is no access to the canal-side.



—The site and existing building viewed from the west with current uses identified



Frontage to St Pancras Way and Granary Street

The existing building creates a long and monotonous frontage to St Pancras Way. Despite the wide footways the lack of visible activity within sets the tone for this section of St Pancras Way and is highly detrimental to its character. The only evidence of Ted Baker's presence in the buildings is the large lobster billboard which surrounds the entrance door to 'Tedquaters' on Plot B.

The Granary Street elevation is similar in character (brown metal panels and red brick) with very few windows.



Frontage to Regent's Canal

The building's elevation to the canal is almost identical in treatment to the St Pancras Way side. Again a monotonous frontage of brown metal panels and brick set back from the canal about 5m to create a barren strip of open space which is inaccessible to the public and devoid of moorings. The bend in the canal and resultant cranked frontage are an opportunity and allow the site itself to command good views up to Camden and down to the emerging King's Cross development.

2.3 The Brief

The project brief is to create a mixed-use development comprising workspace, homes and supporting retail of around 80,000m² on the site. At the centre of the scheme the new headquarters building for Ted Baker will allow them to remain in the borough whilst maintaining their projected growth from 500 to 1100 staff and a Ted Baker branded hotel. Another key aspiration of the brief is to break up the site into a number of individual buildings, allowing the opening-up of the canal edge and the introduction of public pedestrian routes across the site for the first time in 150 years.

The mix of uses and strategic location of the site between Kings Cross and Camden Town will allow the creation of a site which will be active seven days a week, with over 3500 people in workplaces, up to 200 in residential accommodation and footfall across the site created by the popularity of the canal edge and proximity to Camden Town and Kings Cross. The accommodation provided in the scheme is as follows:

19,400 m² HQ for Ted Baker PLC including a 87-room hotel

This will retain Ted Baker as an important presence in the London Borough of Camden and allow the company to double in size. The hotel and public-facing aspects of the Ted Baker building will help to create 7-day/week activity on the site. Basement accommodation includes the re-provision of a proportion of the car-parking which Ted Baker currently has.

43,100 m² of Workspace offering a variety of scales and tenures

In addition to the Ted Baker HQ, Workspace is provided in three other buildings on the site. This allows for a variety of different sizes of space which can accommodate different types of tenants, from small-scale affordable workspace at ground floor, to multi-let or single-let office floors in the buildings above ground. The office space provided on the site will be distinctive and takes full advantage of the canal-edge and public space to create characterful office facades and terraces. Ground floor reception areas are flexible and can be shared and mixed with retail if desired.

69 Homes including on-site affordable homes

Homes are included in the canal-side building to the south of the site and take advantage of the daylight, sunlight and views afforded by this location. Tenures are split between private for sale, social rent and intermediate. The residential accommodation is designed to comply with London Plan design guidance and lifetime homes standards.

6340m² of ground floor retail in a variety of unit sizes

Retail space is provided at ground floor with space for a gym at basement level below the main public square and a stand-alone retail pavilion. The retail provision on the site is intended to service the site users and residents in an area which is historically under-provided. The retail offer will also help to reinforce street-level and canal-side activity which will be an important factor in the successful transformation of the site.

3770m² of publicly accessible open space

New open space on the site will include a central public square orientated to take advantage of the lunchtime sunlight, 100m of accessible canal-side space and a retail 'street' cutting through the south end of the site. Working with a team of Landscape architects the open space has been designed to allow step-free access across the site despite relatively significant level changes. The scheme also aims to promote the biodiversity and amenity of the site with extensive tree planting.

Basement accommodation

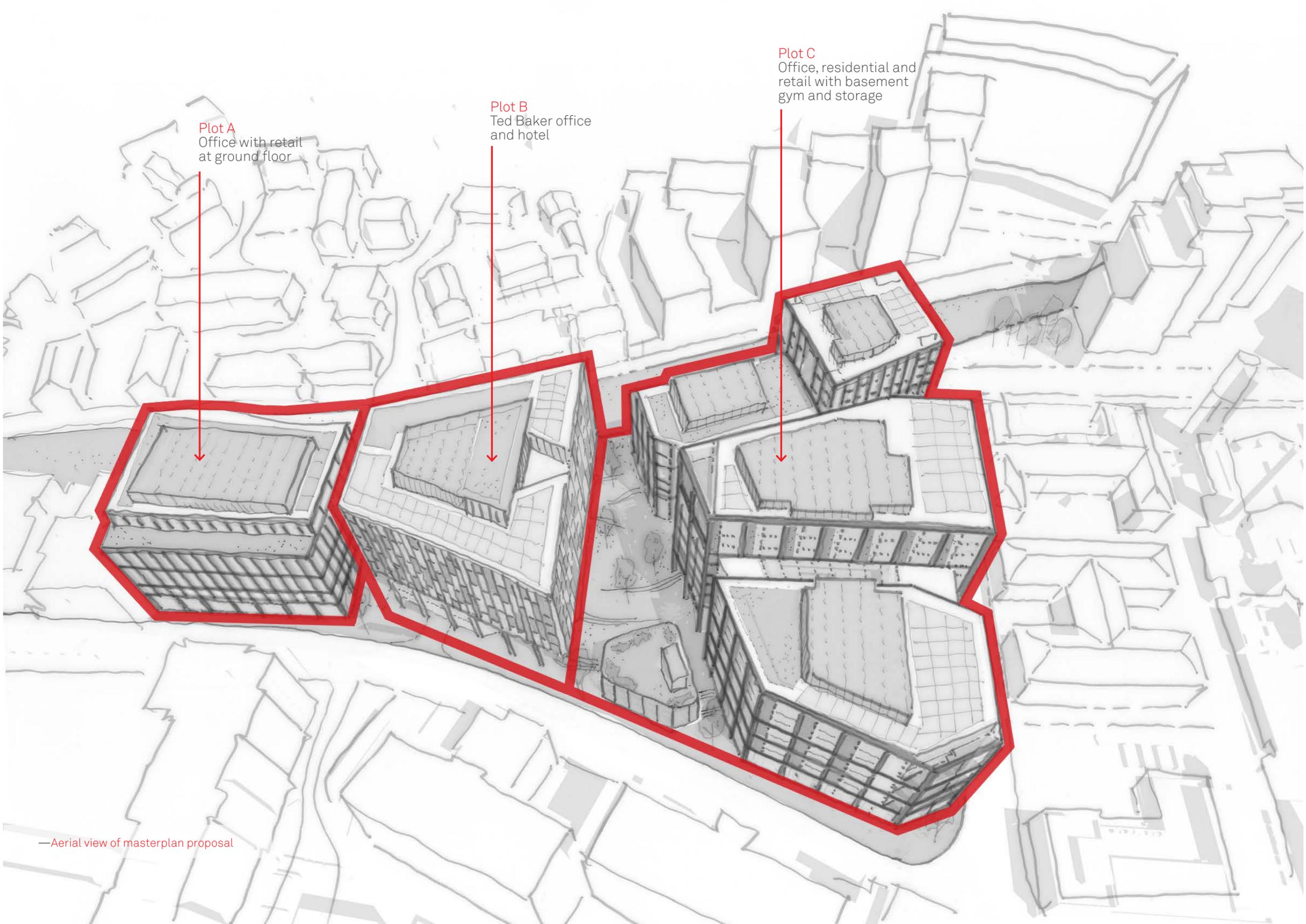
A shared basement connects together all the buildings on Plot C to the south and the first basement level includes a 1420m², cycle storage and changing facilities and ancillary space for retail and office. A second basement provides 6380m² of storage.

Plot A
Office with retail
at ground floor

Plot B
Ted Baker office
and hotel

Plot C
Office, residential and
retail with basement
gym and storage

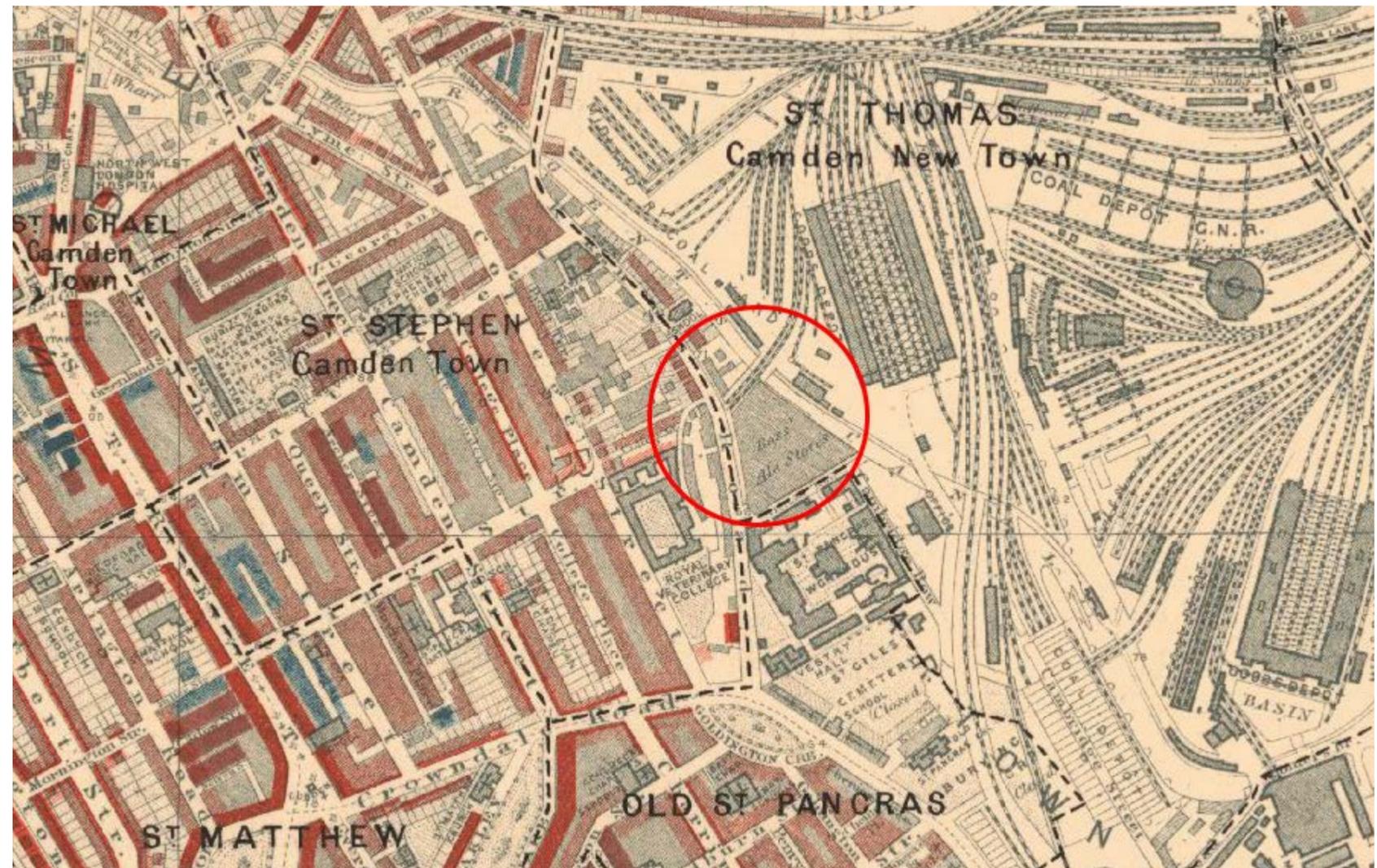
—Aerial view of masterplan proposal



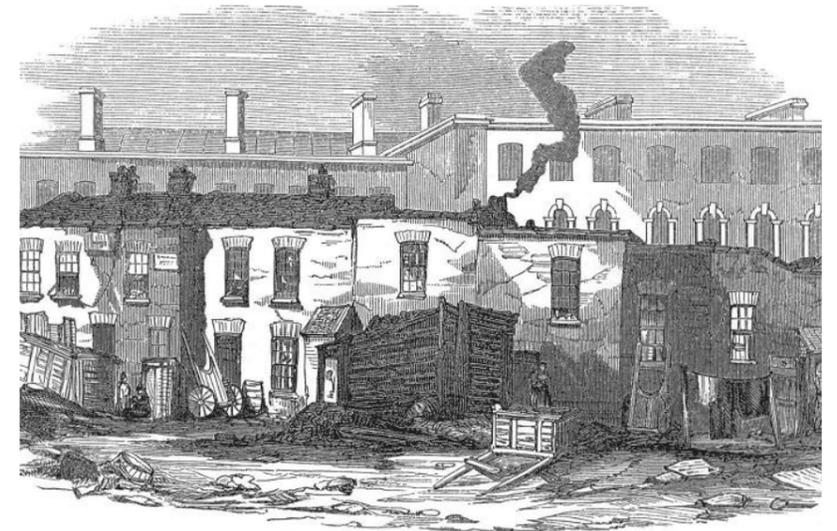
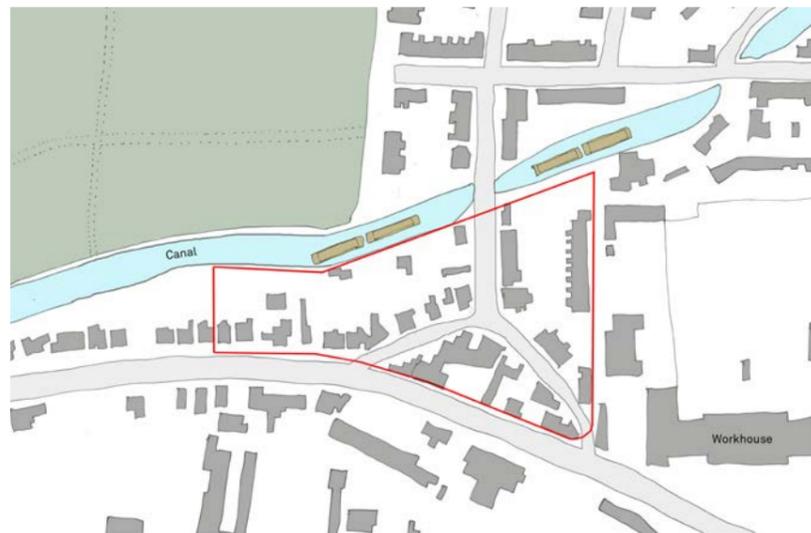
2.4 Site History and Context

The project team have carried out research into the historical development of the site which provides an important context for any future development proposals. This section of the Design and Access Statement summarises the site's history and analyses the current and future context of the site. For further details see the Historic Environment Desk Based Assessment included in the application

The site was first developed in the early nineteenth century when the Regent's Canal was built across the estate of Thomas Agar. The alignment of the canal alongside the line of the ancient track which now forms St Pancras Way created the distinctive triangular shape of the plot. Subsequent industrialisation created by the proximity of major rail termini led to the site being developed as a single large building as early as 1885, and redevelopment in the 1980s for Royal Mail continued this approach with no public access to the canal or routes being available across the site. Ted Baker's presence on the site since 2000 has created an energetic creative hub with a team of over 500 people but it remains barely visible from the outside.



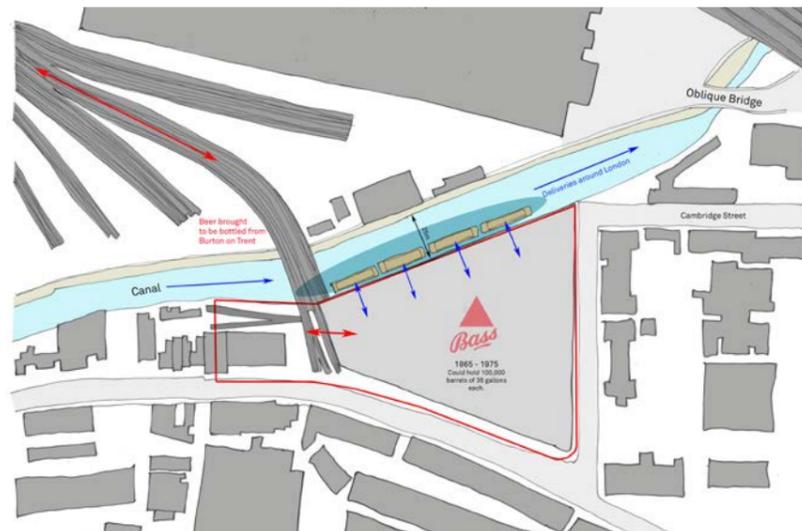
—Booth map of 1889 with site highlighted



1830 Agar Town

Agar Town was a thriving community built on the fields alongside the Regent's Canal.

Soon after the opening of the Regent's Canal a suburban settlement of villas and terraced houses was developed on the site. The houses, around 70 in total lined St Pancras Way (then known as The King's Road) The streets of Oxford Crescent and Oxford Street ran across the site bridging the canal and giving access to further land and a further network of suburban streets to the east. The resulting settlement was known as Agar Town. With the opening of the Great Northern Railway's station at King's Cross in 1863 parts of Agar Town were cleared to make way for the extensive network of goods and locomotive sheds. The streets to the west of the Regent's Canal appear to have survived for at least a few years longer, only finally being cleared on completion of the Midland Railway's St Pancras Station in 1868.

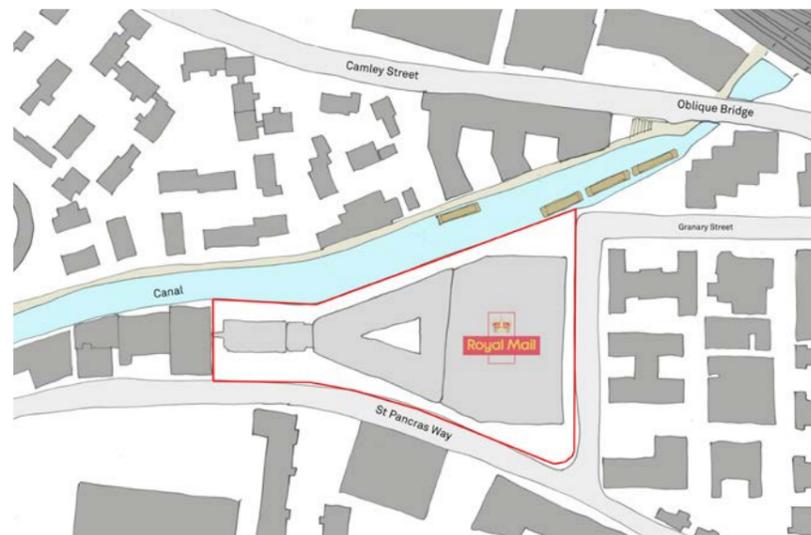


1830 The Granary

With the opening of King's Cross station in 1863, parts of Agar Town were cleared to make way for an extensive network of goods and locomotive sheds. After the completion of the Midland Railway's terminus at St Pancras, the site was cleared entirely, and a very large single building known as 'The Granary' was built for goods storage and transfer.

Built right to the site boundary, The Granary was one of the largest single buildings in the area and included its own built-in canal wharf.

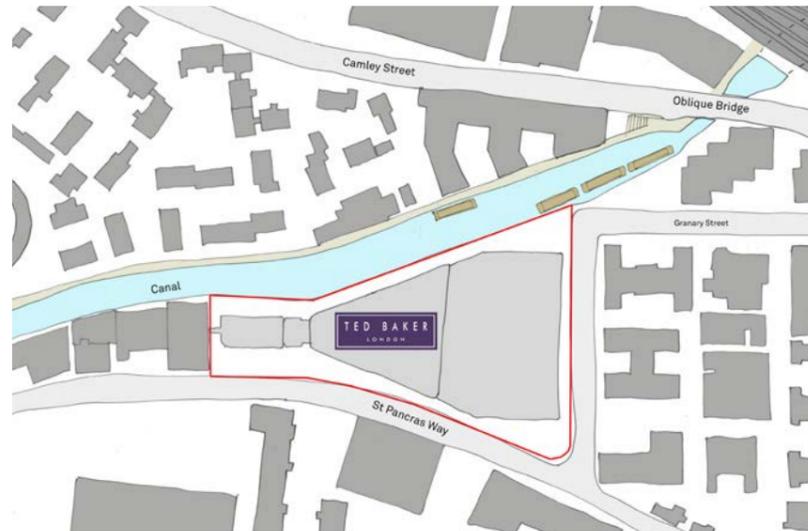
Referred to on contemporary Ordnance Survey plans as an 'Ale and Porter Store', it was known to have been used by Bass & Co of Burton on Trent as their London warehouse. The canal was widened to the edge of the Granary building forming a wharf whilst a railway bridge and ramps allowed the transfer of goods from rail to road and water. The Granary survived until it was destroyed by fire in 1978.



Site History: 1986 The Royal Mail

After the fire, the Granary was replaced in the mid-1980s by the building which currently occupies the site, a purpose built mechanised letter sorting office for the Royal Mail. The building was used as such for less than a decade, with the Royal Mail vacating the site in the mid-1990s. It was subsequently let to a range of tenants.

The building consisted of an admin block, a triangular welfare block and a large sorting office suspended over a ground-floor vehicle yard. All physical connections with the canal were lost and whilst the canal-side wall was rebuilt, neither public nor functional access to the water was permitted. After The Royal Mail vacated the former sorting office building was let to tenants which included Ted Baker and a data centre operator. In 2015 Ted Baker and the British Airways pension fund purchased the freehold.



Site History: 2000 Ted Baker

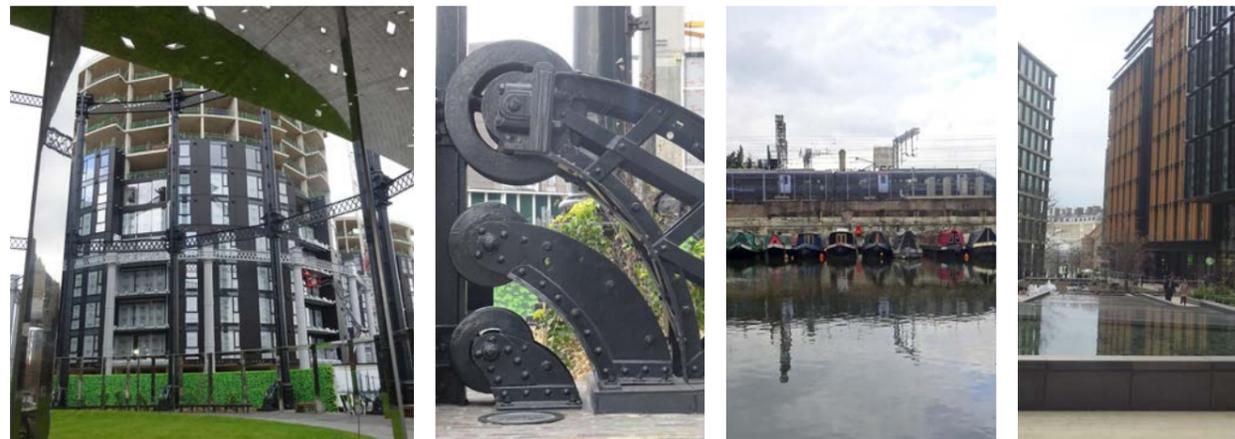
British luxury clothing brand Ted Baker created their characterful HQ in the old sorting office in 2000, renaming it 'The Ugly Brown Building'. The company has now grown to fill the building and is looking to double its space on the site. Initially it leased the centre section of the site and refurbished the former welfare block of the sorting office to create office, studio, showroom and support space for its team, and it has now purchased the freehold for its part of the site. Now numbering around 600, the Ted Baker team is growing quickly and has fully occupied the existing building. Ted Baker wants to remain in Camden for the long-term and consequently has an immediate requirement to extend their existing building to support the growing business.

For further information refer to the Historic Environment Desk-based Assessment.

2.5 Site Character

The site lies immediately north of St Pancras International station, in the hinterland between Camden Town and the emerging King's Cross redevelopment. The Regent's Canal and its conservation area provide continuity through this part of the Borough and provide one of the few remaining links to the area's significant industrial past.

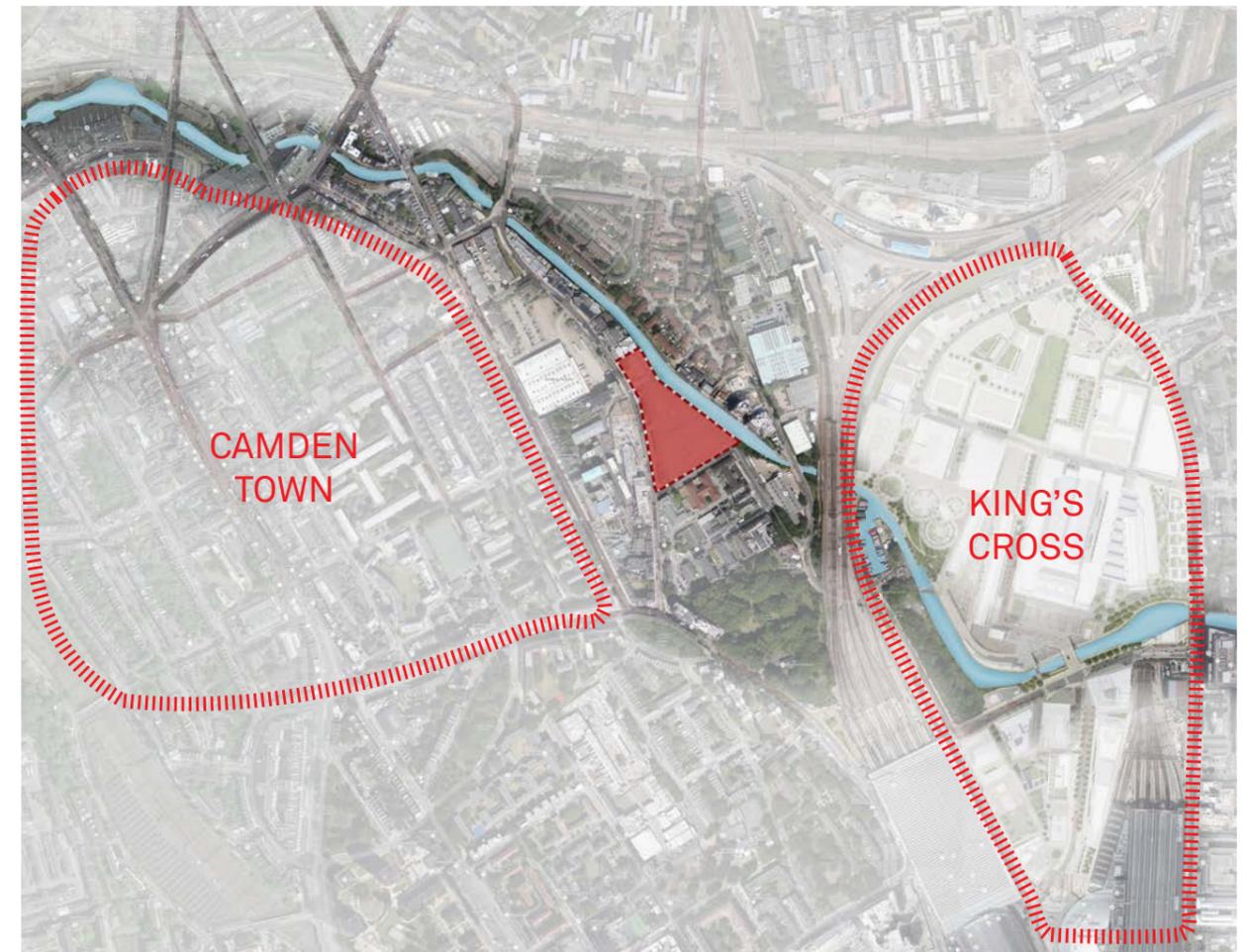
This section of the Design and Access Statement analyses the site's wider context in order to highlight opportunities which might be provided by the proposed redevelopment



— King's Cross

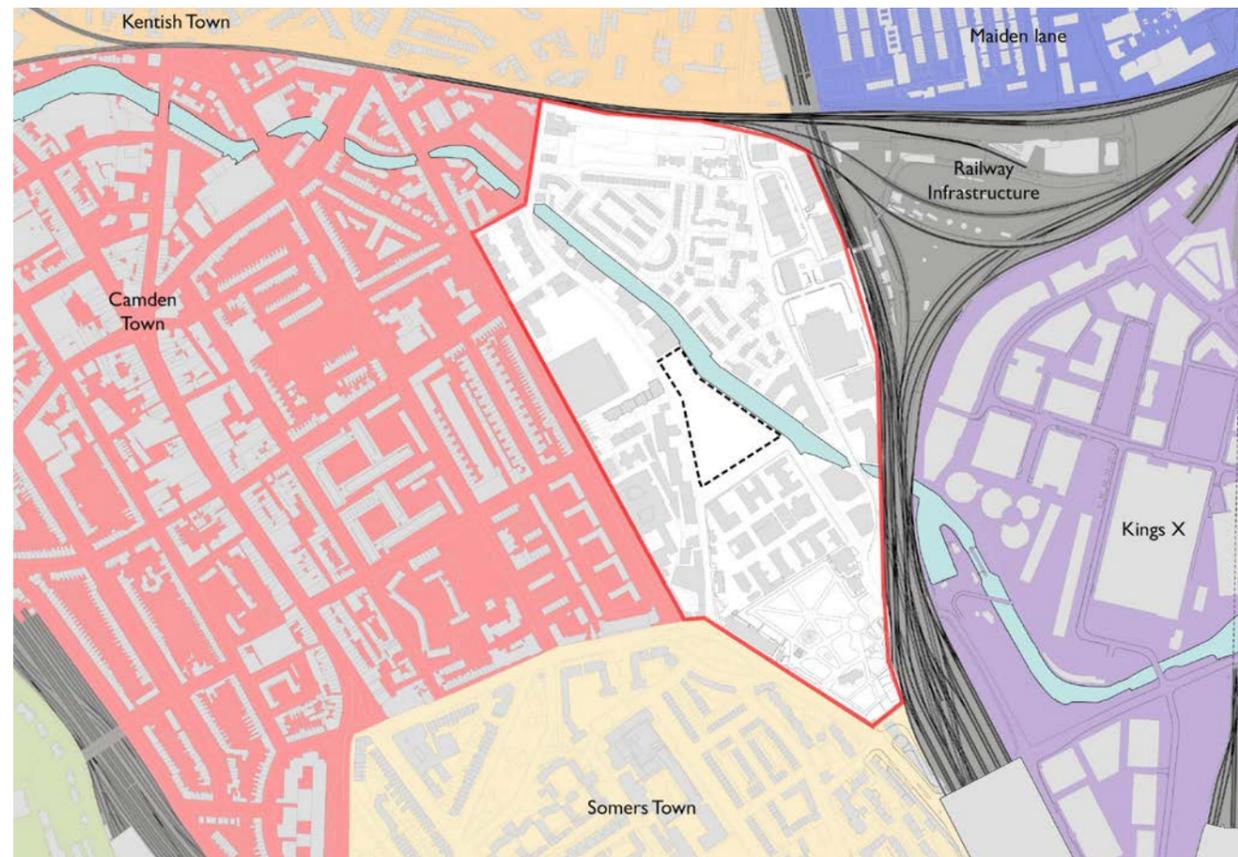


— Camden



—The site is located between two well established neighbourhoods of North London

2.6 Site Analysis

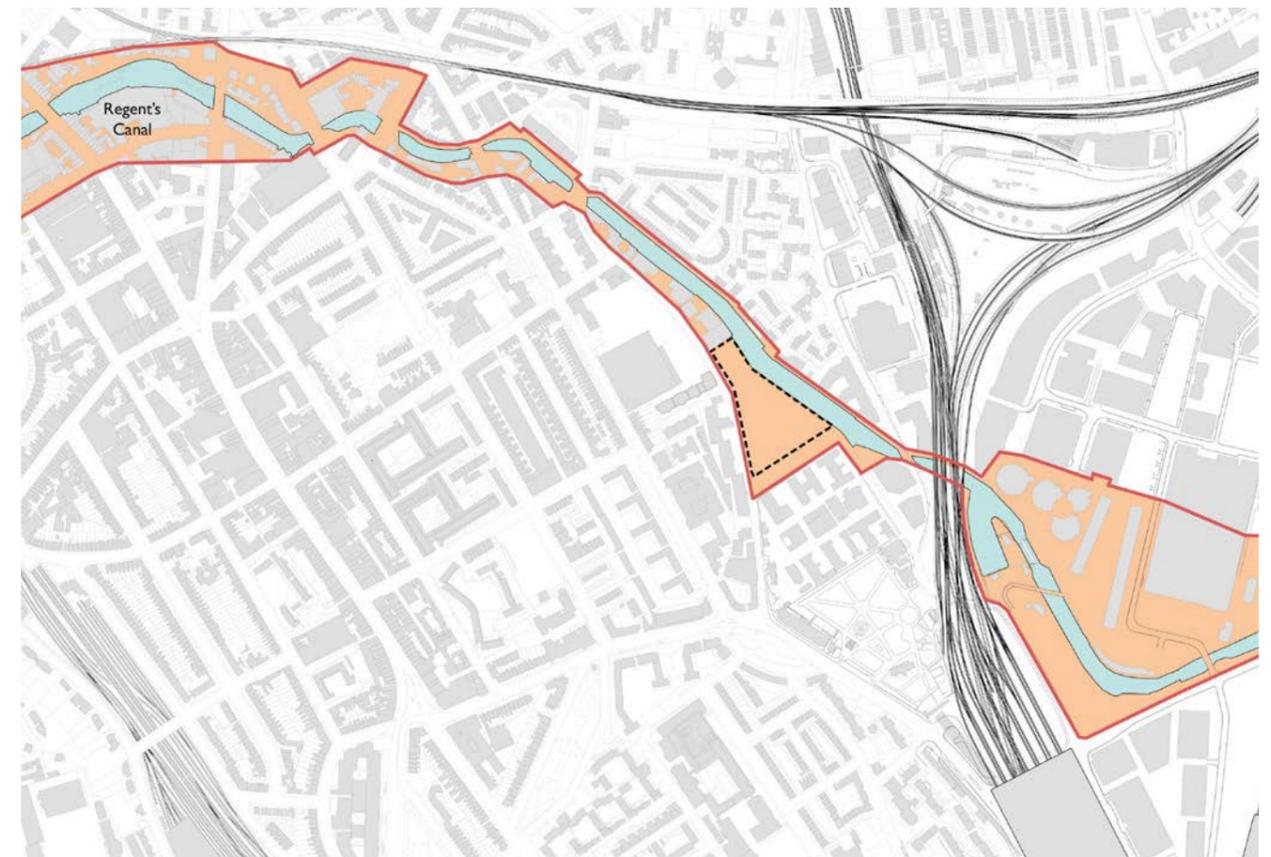


Identity and Character

King's Cross and Camden Town are rich in industrial, railway and canalside heritage. The King's Cross redevelopment derives its character from the remaining buildings and structures along the canal and uses a palette of materials which reinforces its links with the past, successfully creating a distinctive new neighbourhood which feels contemporary yet rooted in its past. Camden Town has evolved more slowly, with its distinctive and colourful character overlaid against a background of nineteenth century industrial buildings built to serve the canal and railway, alongside uniform streets of terraced housing.

The area immediately around the site, between Royal College Street in the West and Camley Street to the East has largely lost the sense of identity which is still evident in Camden Town and King's Cross. Twentieth century industrial buildings (including the Ugly Brown Building itself) have erased most of what remained and new buildings generally fail to successfully pick up on the character of the canal corridor.

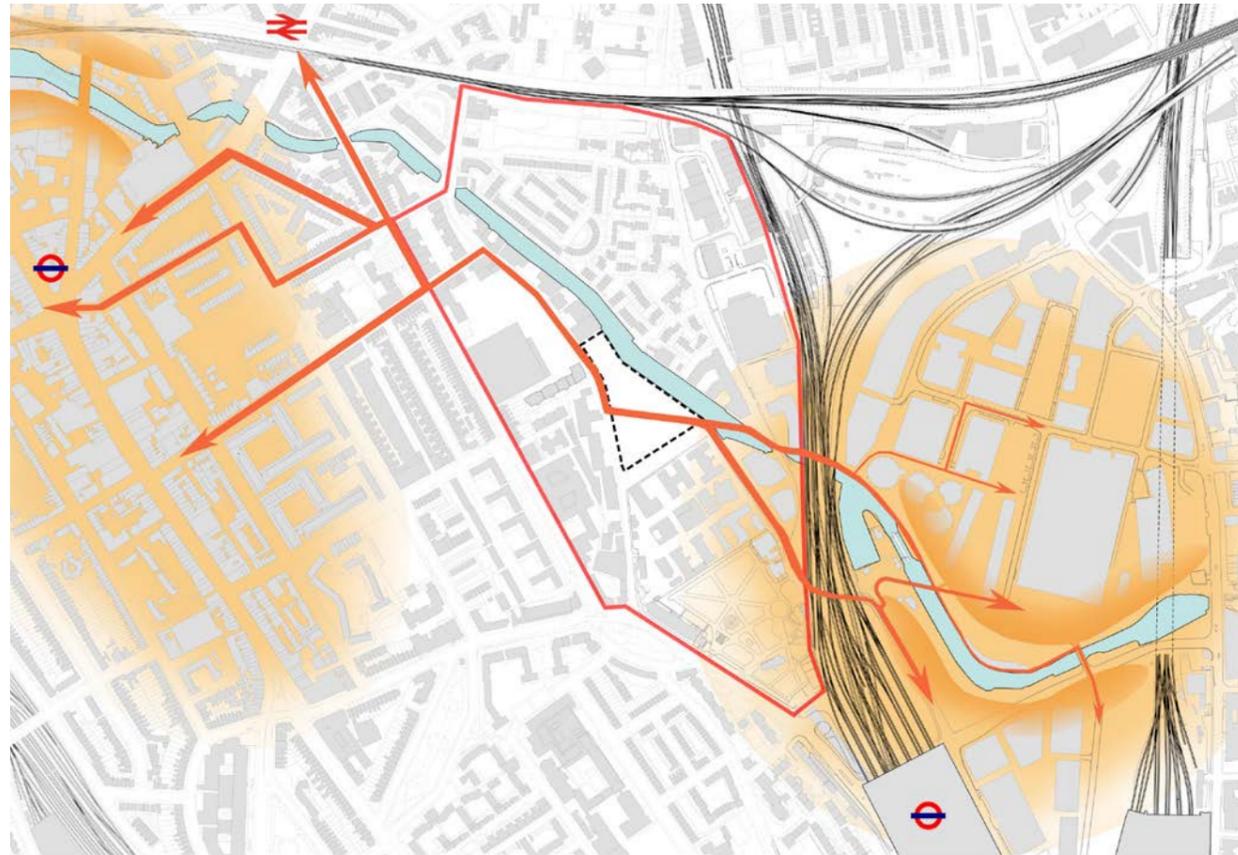
The redevelopment of the Ugly Brown Building site presents an opportunity to reinforce the identity of this area and create distinctive buildings, streets and spaces which will help to place it alongside its characterful neighbours.



The Conservation Area

The site lies within the Regent's Canal Conservation area which forms part of a continuous ribbon of conservation areas running from Regent's Park and Camden Town to King's Cross. The Ugly Brown Building itself is highlighted as a negative impact on the conservation area and its heritage assets, and is included in the area boundary to highlight the potential to improve its relationship with the canal. The canal in this area is hidden and inaccessible from St Pancras Way and Granary Street from where it can be glimpsed through a fence. The towpath is on the north east side and alongside it are the few remains of industrial heritage, a long retaining wall in brick, and a former engine house now converted into a waterside community centre. There is some tree planting on the site which was carried out as part of the previous redevelopment in the 1980s.

The proposed redevelopment of the site offers the opportunity to create more access to the canal and to break the monotony of the single building that currently exists on the site. Materials, tones and colours can also be selected to enhance the setting of the canal and reference the remaining historic features. The redevelopment of the site will promote the conservation of the surrounding heritage assets, designed with regards to London Plan 7.8 and 7.9 and Camden's local plan D2 in particular.



Pedestrian Movement and Desire Lines

The redevelopment of the King's Cross railway lands which has been taking place over the last ten years has created changes to the way people move across the area. New bridges and access points to the canal towpath, and the growing population of King's Cross itself have meant that desire lines across to the existing busy centre of Camden Town have the potential to become active pedestrian and cycle routes seven days a week. The site is very well connected to the public transport network and has a PTAL rating of 6A - 6B (the highest available) this further reinforces the need to provide better connections by foot to the mainline and tube stations at King's Cross, St Pancras, Euston and Camden Town.

The proposed redevelopment site sits directly on the key desire line between these places. Creating direct routes through the site which link to consented bridge locations along the canal will have the dual benefit of linking up pedestrian and cycle routes and creating footfall across the site and its new open spaces.



Publicly accessible open space

Analysing the provision of public space in the area identifies a significant shortfall. In the immediate vicinity of the site, only St Pancras Churchyard and the existing towpath provide publicly accessible open space. The adjacent redevelopment of 103 Camley Street, which is consented, begins to create open space along the south west edge of the canal and includes a proposed pedestrian and cycle bridge.

The redevelopment of the Ugly Brown Building site offers the opportunity to create further space along the canal and in the centre of the site which can be linked to new pedestrian routes. Together they can create a network of new routes and spaces which will create better permeability and access across the area, further reinforcing its character and identity.

2.7 Planning Context

The following section provides an overview of the planning policy framework which is discussed in more detail in the Planning Statement.

Local, regional and national policy relevant to the Proposed Development comprise of the National Planning Policy Framework, The London Plan (2016) and Camden Local Plan. The Local Plan was adopted by Council on 3 July 2017 and has replaced the Core Strategy and Camden Development Policies documents. The timing of this project means that both historic policies and emerging, now adopted, policy have been taken into account as part of the design process and guide the proposals.

This Design & Access Statement has been prepared with regards, but not limited to, a number of key policies discussed further below and within the body of this document.

The London Plan (2016)

- Chapter 7 – London’s Living Spaces and Places

LBC Planning Guidance

- CPG1 – Design
- CPG2 – Housing
- CPG6 – Amenity

LBC Core Strategy

- CS14 – Promoting high quality spaces & conserving our heritage
- CS17 – Making Camden a safer place

Camden Development Policies

- DP24 – Securing High Quality Design
- DP25 - Conserving Camden’s heritage
- DP26 – Managing the impact of development on occupiers and neighbours

Camden Local Plan (adopted July 2017)

- A1 - Managing the impact of development
- C1 - Health and wellbeing
- C5 - Safety and security
- C6 – Access for all
- D1 – Design
- D2 - Heritage
- E1 - Economic development
- H2 - Maximising the supply of self-contained housing from mixed-use schemes
- H4 - Maximising the supply of affordable housing
- H6 - Housing choice and mix
- H7 - Large and small homes

Design

The design of the Proposed Development has stemmed from wish to create buildings and a space of high quality and enjoyment, beneficial to the surrounding vicinity and Conservation Area supporting a variety of uses. In line with London Plan Policy 7.6, Camden Planning Guidance CPG1, London Plan Policy 7.6, and previous Core Strategy CS14 and Development Polices DP24 and DP25, now supersede by Local Plan Policies D1 and D2, the proposed materiality, design, and uses within the development are sensitive to the surrounding area and contribute to the success of the project and community. The composition and scale of the masterplan improves the amenity of the locale, whilst the development has been designed in line with London Plan Policy 7.11 and 7.12. In addition, the design has evolved and detailed studies undertaken to pay regard to the impact of the development on the surrounding area and occupiers, as set out in previous Development Policy DP26 and Local Plan Policy A1.

Heritage

Through sensitive proposals and consultation with key stakeholders, the design adheres to the requirements as set out in previous Core Strategy CS14 and Development Policy DP25, and with regards to Local Plan Policy D2. The development opens up the heritage asset of the Regents Canal to the public and creates an access route to it through the site for the first time in over 100 years. A contextual response to the canalside buildings preserves and enhances the setting of the Regents Canal Conservation Area.

Further information can be found in the Townscape, Visual and Built Heritage Assessment.

Housing

The requirements set out in the London Plan, Camden Planning Guidance CPG2, and previous Camden Core Strategies and Development Policies (now superseded by Section 3 of the Camden Local Plan “Meeting Housing Needs”) are addressed in detail in the Planning Statement and this Design & Access Statement. The proposed design creates a mixed tenure community, is tenure blind and meets the standards as required by those policies above as well as, but not limited to, Lifetime Homes (2010), London Housing Supplementary Planning Guide (2016), Camden Wheelchair Housing Design Brief 2013, and the Habinteg Wheelchair Housing Design Guide.

Inclusive Design & Access

The proposals include numerous measures to ensure the development is accessible and inclusive. Key policies including London Plan Policy 7.2 and Camden Local Plan C6 have been adhered to. The site is proposed to be open, fully accessible and without barriers, whilst the buildings have been designed to be flexible including adaptable and accessible homes.

For further information refer to section 10.0 of this Design & Access Statement.

Safety and Security

During the design process consultation has taken place with the Metropolitan Police to understand the risk of crime and ensure the design proposals consider safety within and around the site. The proposals as set out within this Design & Access Statement demonstrate compliance with previous Camden Core Strategy CS17, the new Camden Local Plan P9olicy C5 and London Plan Policies 7.3 and 7.13.

Further information can be found in section 12.0.

2.8 Design Evolution and Consultation

Design Development

The submitted proposals have evolved over the course of the last 15 months, with initial massing and design responses tested through models, key view analysis and an architectural response to the context. Creating buildings of scale, use and architecture appropriate to the surroundings, and opening up routes through the site and along the canal, has been a key desire throughout the design process.

The design evolved around the constraints of the site with key considerations being:

- Character of the conservation area and the opportunity for enhancement
- Ensuring a viable offer for residential units, workspace, retail and Ted Baker, with buildings of quality
- Relationship of the buildings to the canal, heritage assets and context
- Massing
- Height

As the design has progressed, detailed studies have taken place to ensure the proposals respond to comments from key stakeholders. The design team and client have also carried out a number of benchmarking visits to a variety of workspaces and residential schemes as well as analysing the way Ted Baker use their current space.

Consultation

The design has been developed and informed by a series of meetings and pre-application discussions with London Borough of Camden and public consultation events over this period:

- Early Engagement with key local politicians and amenity groups April – September 2016
- Camden Design Review Panels took place in November 2016 and March 2017
- A Special preview event for key stakeholders was held on site in November 2016
- One-to One consultations with key stakeholders including ward councillors
- Design workshops with Camden officers
- Meetings with Canal and Rivers Trust
- Development Management Forum (DMF) with local residents, politicians and amenity groups - March 2017
- Developers' Briefing with members of the Planning Committee - March 2017
- A two-day public consultation held in Camden Town - April 2017
- Ongoing stakeholder engagement with local residents, politicians and amenity groups throughout May 2017

A summary of the key design comments made at each of these meetings and consultation events and how the design has developed in response to these comments is presented on the following pages.



— Models were a key tool in testing massing and disposition of spaces



—View of context model

Pre-App 1: 6th June 2016

Description of Proposals: Two office buildings, Refurb/extended Ted Baker HQ and podium, two residential blocks. Tallest element Ground plus 18 storeys
Triangular public space with covered access from St Pancras Way

Key Design Comments Made

- Open Space: Oversail on canal edge divides site from Granary street space which could be linked, Central space too closed-in, covered entrances suggest private for occupants only. Second bridge requested, alignment of first bridge to be clarified
- Routes: Could be more legible.
- Character: Grain of the buildings questioned in relation to Camley trio. More dynamic/broken relationship to canal edge requested.
- Height: Serious reservations on height, particularly taller elements. Unlikely to be acceptable in terms of heritage impacts



Response taken to next meeting

- Corner opened-up to Camley Street to create obvious entrance to public space
- Height pulled back from corner and reduced
- Blocks split up creating corners and reducing scale of 'grain'



Pre-App 2: 27th July 2016

Description of Proposals: Two Office buildings, Refurb/extended Ted Baker HQ, two residential buildings with angled, open corner to Camley Street.
Tallest element: Ground plus 15 Storeys
Triangular central space with covered access to St Pancras

Key Design Comments Made

- Open Space: Connection to green space at Granary Street required. Suggested pulling back building facing the canal to achieve this
- Character: Stepped corners have improved 'grain but block along canal feels like a cliff edge. Function and 'public' nature of central open space questioned again.
- Height: Re-iterated height no taller than Camley Street, general scale along canal too great. Impact on local views more significant than LVF views



Response taken to next meeting

- Grid structure developed which responds to grain of context, wider open space along canal edge creates canalside park.
- Height of tallest elements further reduced



Pre-App 3: 7th November 2016

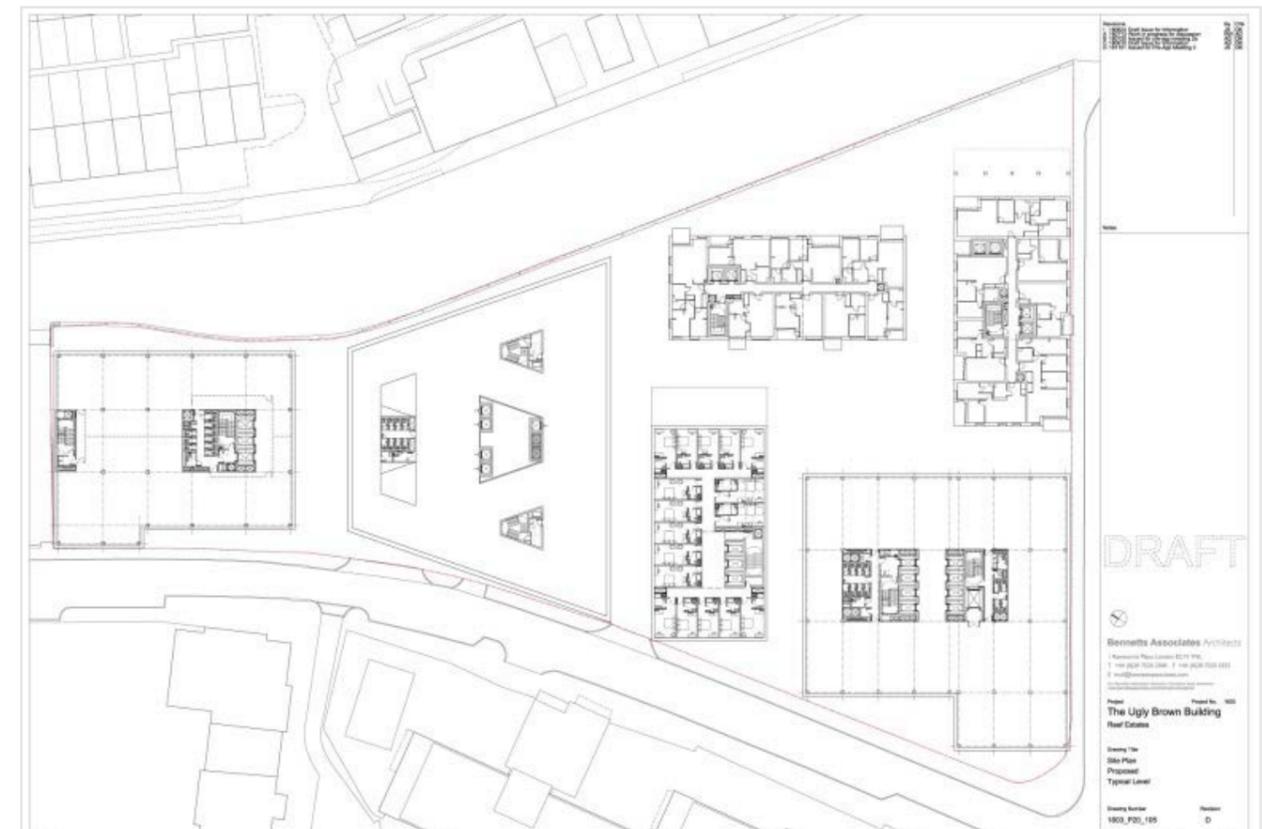
Description of Proposals: Two office buildings, New-build Ted Baker HQ with hotel, second hotel, two residential buildings

Ted Baker Hotel is above offices in a 9-storey block

Tallest element: Ground plus 14 Storeys Rectangular buildings and open space, triangular spaces to edge of site with stepped corners, buildings pulled back along canal edge.

Key Design Comments Made

- Open Space: Balance of perimeter space and central space questioned, too much along edges, particularly canal now buildings pulled back, resulting central space too small.
- Character: Needs to respond better to the canal conservation area and reflect its neighbourhood, neither Kings Cross or Camden Town. Looks too 'corporate'
- Height: buildings Should mediate in scale between Camley Street and St Pancras Way. Overshadowing of canal a key issue



Preview Exhibition: 9th November 2016

A special preview event to provide key stakeholders with opportunity to view the early proposals was held.

For a summary of the feedback received refer to the Statement of Community Involvement.



1 Site and Briefing



The site, also known as the 15th Brown Building, is owned by Ted Baker and the British Airways Pension Fund (BAPF). Reef Estates is the development partner for this project and Bennetts Associates has been appointed as scheme architect.

The site is 1.5ha. It currently comprises a building of four storeys (plus two ground floor and roof plant) which has approximately 22,000 sqm of office floor space. On site are parking spaces for 250 cars, a bus stop, and a cycle rack at ground level.

Ted Baker purchased the building in September 2012. The BAPF owns the land either side, which is currently a vacant office building to the North and a Victorian Clock Centre to the South.

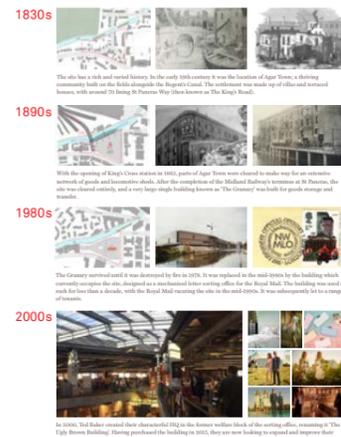
The building is currently the UK headquarters of Ted Baker. All of their UK operations are based here. Ted Baker is fully involved in this process and all of those working in the building are aware that there are new proposals coming forward for the building.

The brief calls for the redevelopment of the whole site to create a mixed use development which will provide around 70,000sqm of accommodation around by publicly accessible spaces. The current proposals comprise:

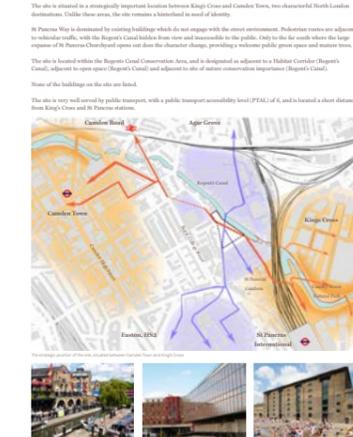
- a retained HQ for Ted Baker Plc, which will provide double the accommodation to house their expanding workforce and a boutique new brand hotel
- Commercial office space with large flexible office floors for a variety of users
- Around 1000 homes of various tenures and sizes
- Public open space along the canal edge, St Pancras Way and a central courtyard space
- A mid-rise hotel located on St Pancras Way
- A new retail at ground floor around the courtyard space to form a central public place
- A shared basement to provide combined car parking and further commercial leasable



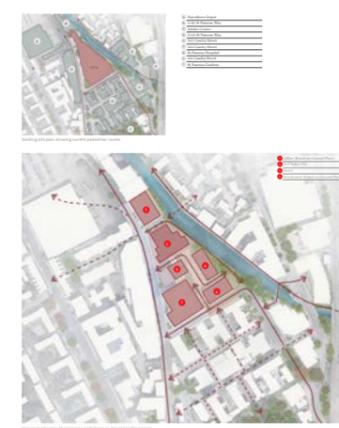
2 History



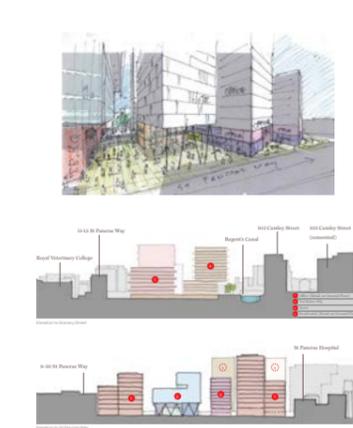
3 Location and Context



4 Buildings, Spaces and Routes



5 Scale and Grouping of Building



6 Ground Level Environment

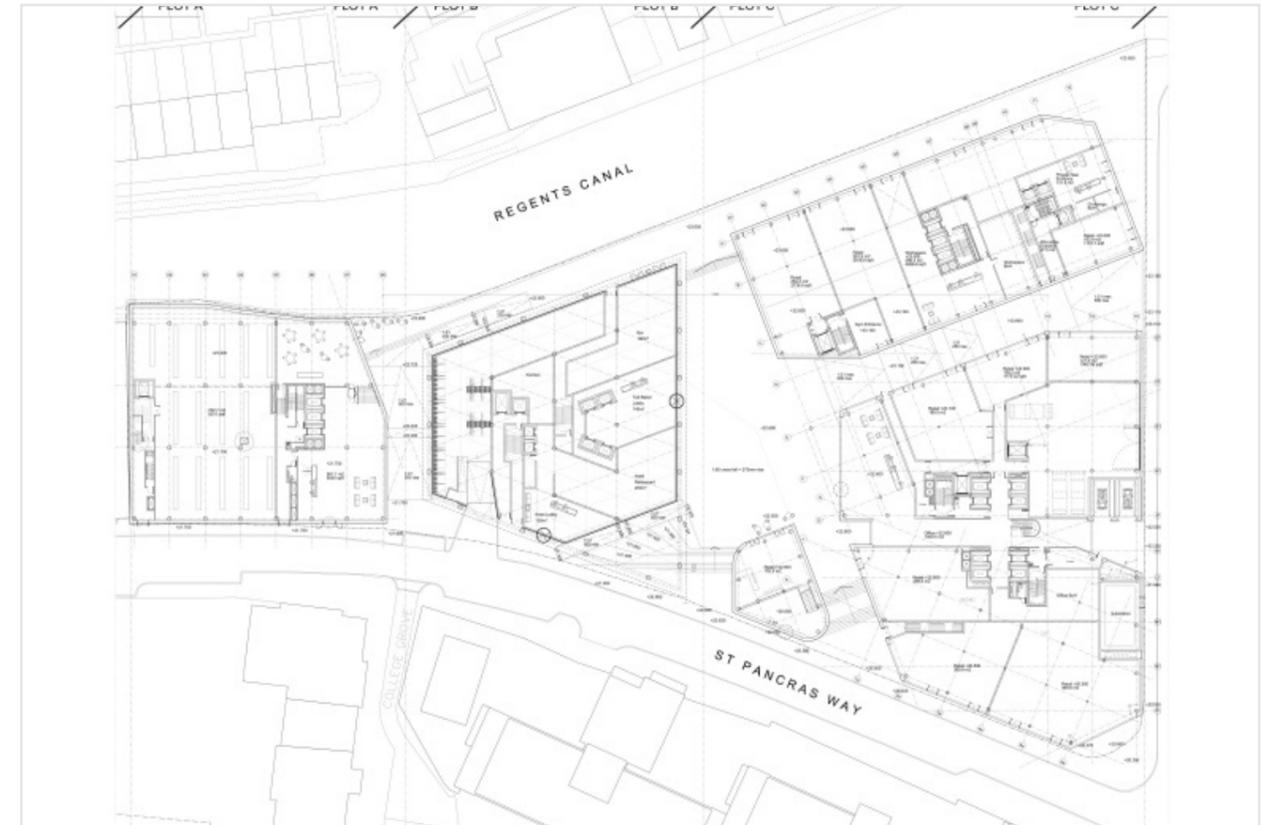


Pre-App 4: 25th January 2017

Description of proposals: Significant change to Plot C Masterplan, following meetings with Camden design officers. Residential quantity reduced due to changes in masterplan. Triangular open space with street and pavilion. Office buildings C2 and C3 separated by an internal atrium space. Ted Baker building now has offices above hotel in a single 9-storey volume. Tallest element moved away from the canal, and residential building on canal corner now 12 storeys.

Key Design Comments Made

- Camden pleased with the strategic moves made in this iteration of the design which allowed the team to begin to focus on the character of the individual buildings



DRP2 Scheme: 17th March 2017

Description of proposals: Detailed development of the five buildings and pavilion has now taken place and a strategy for materials and façade proportions is emerging which uses similar masonry on plots A and C contrasting with the glass/masonry treatment of Ted Baker.
The Ted Baker scheme has been developed further to remove the diagrid structure

Key Design Comments Made

- Very good feedback from Camden design review panel, leading to the further development of this scheme for public consultation and submission



Public Exhibition: 20th and 22nd April 2017

Building on the preview event, the public exhibition displayed how the scheme proposals had developed and provided further details on design, use and construction the design team met and responded to questions from members of the local community. Feedback received can be found in the statement of community involvement

1 Welcome to the Ugly Brown Building Exhibition

The exhibition is hosted by Reef Estates and Bennetts Associates Architects and it is your opportunity to find out more about the proposals to transform the Ugly Brown Building in St Thomas Way and to give us your views. Reef Estates and Bennetts Associates have been working for over a year to develop the scheme in consultation with Camden Council and other stakeholders and this is your second opportunity to view the proposals following a Development Management Forum in March 2017.

Reef Estates are a private property development and investment company focused on urban regeneration, asset value enhancement and delivering quality, innovative developments. They have experience in a variety of sectors including retail, residential, mixed use, hotels, leisure and office.

Bennetts Associates is an award-winning architectural practice based in London. The practice has been working in Camden for over twenty years and key buildings in the borough include Camden Council's new HQ, Midland Goods Shed, Shaftesbury Theatre and Hampstead Theatre.



REFEST
FCATPR

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2 Project Objectives

The Ugly Brown Building, owned by Ted Baker and the British Airways Pension Fund (BAPF), is a 1.1 Msq and currently comprises a building of three floors (one lower ground floor and roof plant) which has approximately 75,000sqm of office floorspace. On site car parking is limited with circa 25 spaces located at lower ground floor level and a further 84 ground level.

Ted Baker purchased the freehold of the building in September 2015. The BAPF own the land either side, which is currently a vacant office building to the North and a Victorian Gate Car to the South.



The building currently sits on the UK headquarters of Ted Baker. All of their UK operations are based here. Ted Baker is fully involved in the scheme development process and all of these working in the building are keen that there are new proposals coming forward for the site.

The current building is considered 'ugly', is very tired, and the layout is not conducive to a modern working environment. Ted Baker has experience in site to the fore and the proposals will allow the company to continue to grow. The plan also provides an opportunity to open up public access to the canal.

Creating a development that is both high quality and respectful to its neighbours has been a priority throughout the design process. The proposals include new buildings approximately 100,000sqm, and will deliver:

- A transformed and extended HQ for Ted Baker which will provide double the amount of space for the company's expanding workforce, housing 1,500 staff in total
- an outdoor office space for a number of offices
- Around 70 new homes of various tenures and sizes, including affordable homes
- The world's first 60 room hotel operated by Ted Baker
- 1,500sqm for shops, cafes and restaurants at ground floor set around a new central canal space
- New public open spaces along the canal edge, St Thomas Way and as part of the new courtyard
- A shared basement to provide controlled parking and further commercial lettings

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3 History of the Site

1830s
The site has a rich and varied history. In the early 18th century it was the location of 'The Green', a bustling community hub and the focal point of the Regent Canal. The settlement was made up of alleys and narrow lanes, with several 17th century St Thomas Way (then known as 'The King's Road').

1890s
With the opening of Kings Cross station in 1863, parts of 'The Green' were cleared to make way for an extensive network of goods and passenger sheds. After the completion of the Midland Railway terminus in St Thomas, the site was cleared entirely and a very large single building known as 'The Green' was built for goods storage and handling.

1980s
The Green survived until it was demolished by the late 1970s. It was replaced by the building which currently occupies the site, designed as a mechanical letter sorting office for the Royal Mail. The building was used as such for five decades, with the Royal Mail moving the site to the east in 1995. It was subsequently left to decay.

2000s
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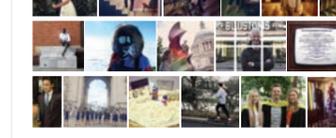
In 2009, Ted Baker created their showrooms HQ in the former western block of the sorting office, renaming it 'The Ugly Brown Building'. Having purchased the building in 2015, they are now looking to expand and improve their facilities.

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4 Ted Baker in Camden

Founded in 1986 and located in Camden since the 1990s, Ted Baker is a successful global lifestyle brand which creates menswear, womenswear and accessories. Ted Baker has occupied the current HQ since 2009 when it was converted from an ex-Royal Mail sorting office and nicknamed 'The Ugly Brown Building'.

The FSIH 150 company is growing quickly and seeks to more than double its HQ team from 500 to over 1,500 people. Creating a new HQ for Ted Baker on the Ugly Brown Building site will ensure the future of the company in Camden.



Ted Baker has a long track record of engagement with the neighbourhood and the new HQ will give them the opportunity to increase their entry to the community. Recent highlights have included:

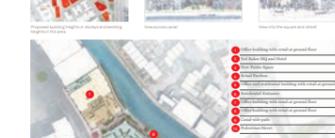
- The Reading Agency:** Ted Baker supports the work of independent charity The Reading Agency, contributing to their 'Reading Agency' promotion by sponsoring Author Andy McHugh to visit the South Bank.
- Urban Partners/Meat & Poultry Market:** Ted Baker is a long-term partner in the Meat & Poultry Market in Camden, providing and supporting providing specialist support and marketing support for the market for over 10 years. Ted Baker also supported training and mentoring as part of the Market's 'Market Week'.
- Friends Circle:** Ted Baker designed a complex as part of Camden Council's F&A that was intended to raise funds for Friends Circle and Camden Council's 'Camden' fund. Ted Baker also supported a cycle from London to Paris and supported a team from the Ugly Brown Building for the London Marathon.
- St Paul's Extramural High School:** Provides opportunities for people to develop their careers at Ted Baker through a year paid placement at The Ugly Brown Building.
- National House Music Day:** Ted Baker is a long-term partner in the National House Music Day, providing and supporting providing specialist support and marketing support for the school for over 10 years.
- Northside Street High Street:** Ted Baker took over the historic local shop 'The Green' following its closure and placed an eye-catching installation in the shop windows highlighting up the High Street.

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5 Creating New Public Space & Routes

The proposals create new public space on the site as well as 5,500sqm of public open space. The buildings are arranged to create pedestrian routes across the site for the first time, including public access to the canal edge and a 'burr' running diagonally across the site linking Grayney Street to the central public space and St Pancras Way.

As well as the main building entrance, the ground floor strategy will include a mixture of retail and restaurants. The main public space is intended to make the best of the building's form, and is located on St Thomas Way with the accessible canal edge. There is a level change of about one metre across the site which is dealt with using ramps to achieve step-free access to all buildings and spaces.



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6 The Evolution of the Design

The design team has worked with the London Borough of Camden and other stakeholders to arrive at proposals which are fit for the opportunities in their context. To do this the team have looked at the existing heights of buildings along St Pancras Way and at the proposed schemes under construction on Grayney Street. They have also carried out detailed analysis of how the scheme will change the feel of the site, both locally and from key vantage points.

As well as looking at what the team have considered the shape of the building footprint. The form of the buildings is defined from the geometry of the site itself, leaving building forms to the edges and creating a family of irregularly shaped buildings with varying light spaces between them. This gives a sense of variety and movement to the walking through the completed site. Throughout the consultation process there has been a number of changes but the proposals which are:

- Reduced height of buildings
- Better central open connecting canal to St Thomas Way and Ted Baker
- A clear hierarchy of open spaces, with light thresholds and long views
- Building form respect canal and road geometry
- Building meeting more contextual and responsive to canal-side context
- Missing character, materials and detail more better informed by the conservation area context



November 2016 Emerging Scheme
Proposed building footprint - 100% of current building footprint

March 2017 Current Proposal
Current building footprint - 100% of current building footprint

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7 Opening up the Canal

This section of the Regent's Canal is a conservation area and the proposed scheme creates the opportunity to open up the canal edge to the public for the first time. A new wide pedestrian route leads along the canal edge and into the new central space.

Three of the new buildings have canal frontages and their ground floor uses will create activity along the newly created canal-side path. Meetings along the canal edge will be brought back into use to support the buildings on the site creating a positive link with the Canal.



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8 New Employment Space, Shops, Cafes, Restaurants

The entire site is currently in employment use, and workspace is one of the key uses proposed on the site. In addition to Ted Baker, the site will provide a variety of workplaces in other buildings. The buildings are designed to provide very flexible spaces which will accommodate a variety of potential occupiers from small and medium enterprises to large corporate tenants, housing approximately 40,000sqm.

Other floors are to be let out, and ground floor areas can provide workspace for small companies who are looking for their own dedicated front entrance. In total, there may be 4,000 people who will work on the site following the redevelopment.

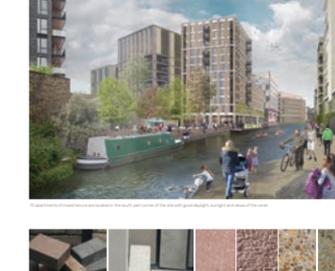


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9 New Homes

The site will accommodate 70 apartments which vary in size from 3 bedrooms down to one-bed studio flats. The residential accommodation will be mixed tenure and will include flats for private sale as well as affordable homes for rent. We are currently working with Camden Council to maximise the number of affordable homes on the site.

The building containing the housing is located to the South East of the site which offers good unobstructed views across the canal, and offers the best location for shopping, good transport and high quality air. The residential building forms a group with the three existing connected canal-side residential schemes on Grayney Street.



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10 Materials Appropriate to the Area

The materials have been chosen which to create a 'family' of buildings which reinforce the character of the site. This also gives the Ted Baker building a distinctive character allowing it to become the focal central piece of the site.

The materials proposed for the new buildings on the site are derived from the canal-side context of the scheme. Materials in darker tones of brick and grey stone will be used to express the material palette and form of the building and give depth to the facade. The expression of materials on the wider 'family' of buildings contrasts with the building on the Ted Baker building, which uses large ground source slabs to express the depth of windows and will wrap the building in a very distinctive and playful texture.



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11 Parking, Vehicle and Construction Management

The site is very well connected to public transport with St Pancras and Kings Cross stations only a few minutes' walk away and local bus routes in Royal College Street.

The scheme will be largely car-free. This site layout is also intended for the residential building and thirty parking spaces allocated to Ted Baker, around half the current number on the site.

Deliveries and refuse collection will take place from an off-street loading bay to Grayney Street, and from a dedicated bay adjacent to the Ted Baker building. The building on the western part of the site has a shared basement which links directly to the loading bay.

For appliances will require access to the public areas of the site in the event of an emergency but otherwise these areas are vehicle-free.

A total of 300 cycle parking spaces will be provided on-site with showers and changing facilities in the basement area.

The CDMF is likely to address the following issues:

- Hours of operation
- Timing of deliveries to avoid peak times
- Overall timetable for construction to completion
- Street control measures and air quality monitoring
- Engagement and communication with local residents by the contractor
- Control and monitoring of noise and vibration

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12 Feedback and Next Steps

The scheme represents an opportunity to open-up a currently inaccessible site alongside the Regent's Canal, and to support the continued growth of an important and globally recognised Camden business. In addition the site provides workspace, homes and a Ted Baker hotel.

In addition a study by Regenics Consulting has found that the scheme could provide the following socio-economic benefits:

- 400 Construction jobs per annum (FTE)
- 2,440-3000 net additional jobs on completion
- 70-80 Additional economically active residents adding £1.5m PA spending
- £95m - £195m Additional GVA (Gross Value Added) PA
- £2m Additional Business Rates PA
- £770k New Homes Bonus plus significant CIL

The current proposals have evolved over the last 12 months in response to a series of meetings and consultation events. Working with Camden officers, the scheme has been revised in response to comments received on height and layout.

We would welcome your feedback on the proposals on the pre-printed cards supplied.

Website: www.uglybrownbuilding.co.uk
Email address: uglybrownbuilding@londoncommunications.co.uk
Freephone number: 0800 307 7179

BENNETTS ASSOCIATES

Draft Planning review: 4th July 2017

Description of proposals: The draft planning scheme is a logical development of the DRP1 scheme with more detail on elevations and external areas. The Ted Baker HQ has further developed the existing design strategy to create a steel-framed building with an atrium to the office space facing the public square

Key Design Comments Made

- The proposals were reviewed by senior Camden officers in June and July 2017, some final design comments made have been reviewed prior to the final application. These include the architectural treatment of the bridging and connecting elements of Plot C and the design of the pavilion.



2.9 Development of Land Use Proposals

Primacy of the Masterplan

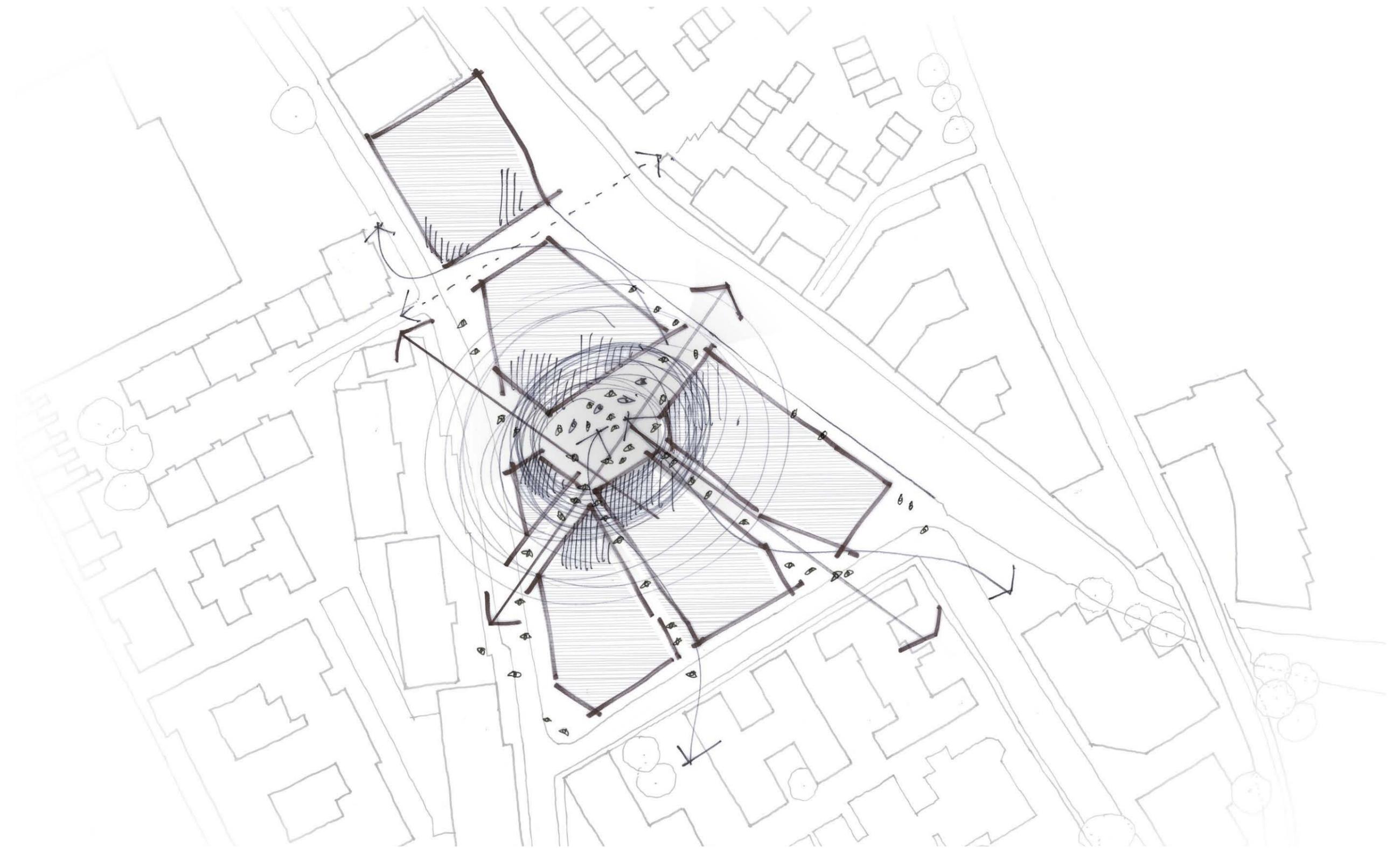
The design team has developed the scheme proposals over a number of months producing a series of iterations to arrive at a masterplan that satisfies the clients and Councils attitude towards massing, public open space provision, contextual response and viability.

The sites ownership boundaries separate the scheme into three plots, A, B and C. Plot A is intended as decant for Ted Baker during the construction of their HQ so will be developed as a workplace building. Plot B is to be retained as Ted Baker HQ and as such remains as workplace leaving Plot C as a potential mixed use site.

The challenge in designing a successful masterplan for the scheme has been in providing good quality external space which receives direct sunlight, relates to the canal and creates a suitable environment for commercial and social activity. Iterations of the scheme design placed the open space in a number of locations (adjacent to the canal, at the centre of the Plot C, against Granary Street or adjacent to Pancras Way) to explore and determine the most advantageous position. The location and form of the public space also defined the extents of the building forms and their inter-relationships. Placing the public open space between Plot B and C and aligning the building facades along the afternoon sun angle has unlocked the potential of the site as a genuine piece of city.

The central square links the canal to Pancras Way and forms an open space that relates directly to the primary building on the site, the Ted Baker building. This position maximises the number of main entrances and commercial frontage encouraging a lively place of interaction. The mixed uses on Plot C are grouped around the main square with the more public and commercial uses having entrances directly on the square and the more private and residential uses located further from the square at the canals edge. The proposal places the residential block to the south east of the site, adjacent to the canal and small existing green space.

This location allows the residential block to benefit from long views both up and down Regents canal and to the south over the hospital site to Pancras church yard. This position promotes direct sunlight penetration as the eastern and southern aspects are more open due to the position of the canal, roads and open spaces. The further factor in placing the residential block to this part of the site is the existing and consented schemes in the Camley Street Trio. These three buildings are primarily residential blocks and form a nodal point at the oblique bridge, our residential block adds a complimentary fourth corner to the grouping and further defines the public space between them. This residential critical mass will contribute to a sense of locale and help foster a burgeoning community on Regents canal.



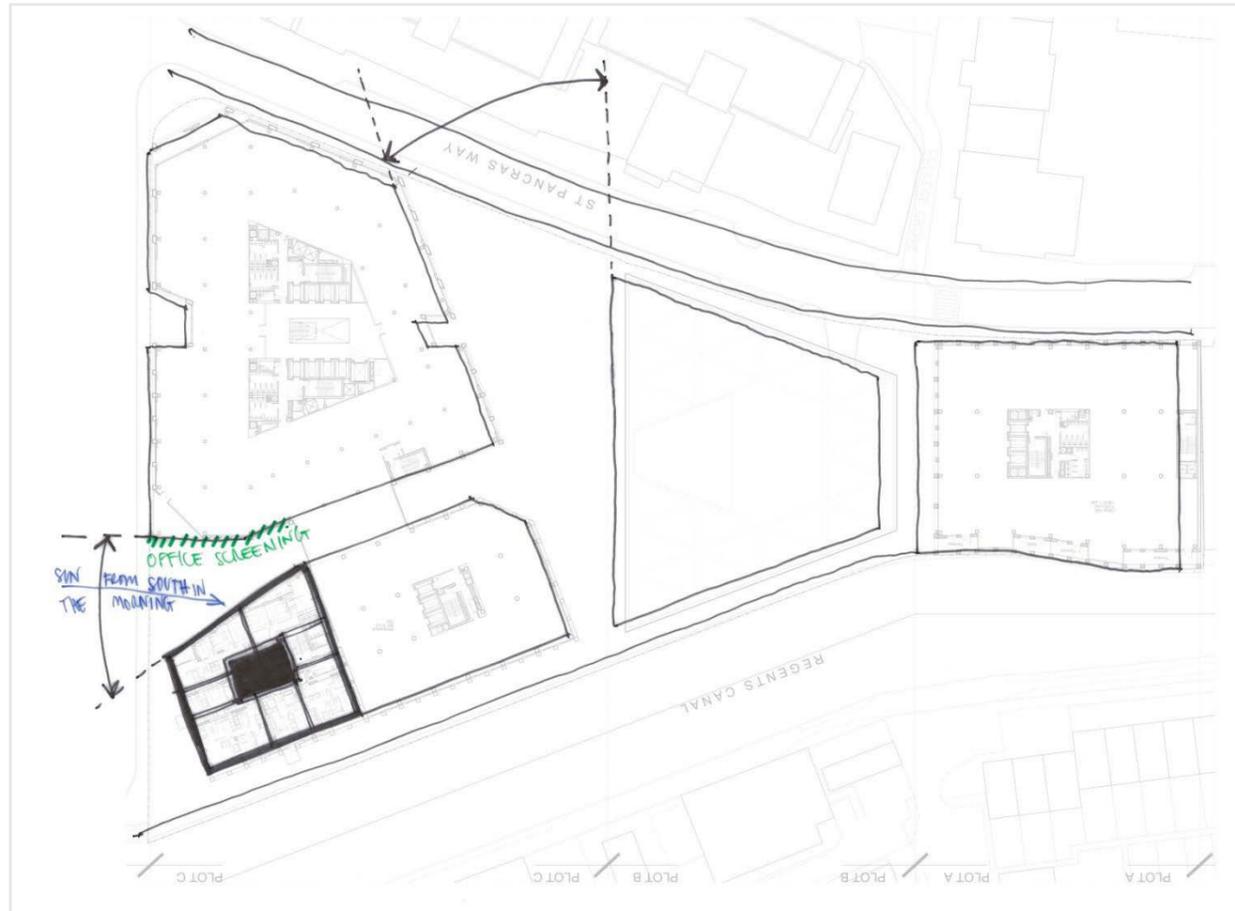
—Masterplan diagram showing public open space at confluence of key routes across and through the site

Exploring residential location options

Initial Housing Options Study: April 2017

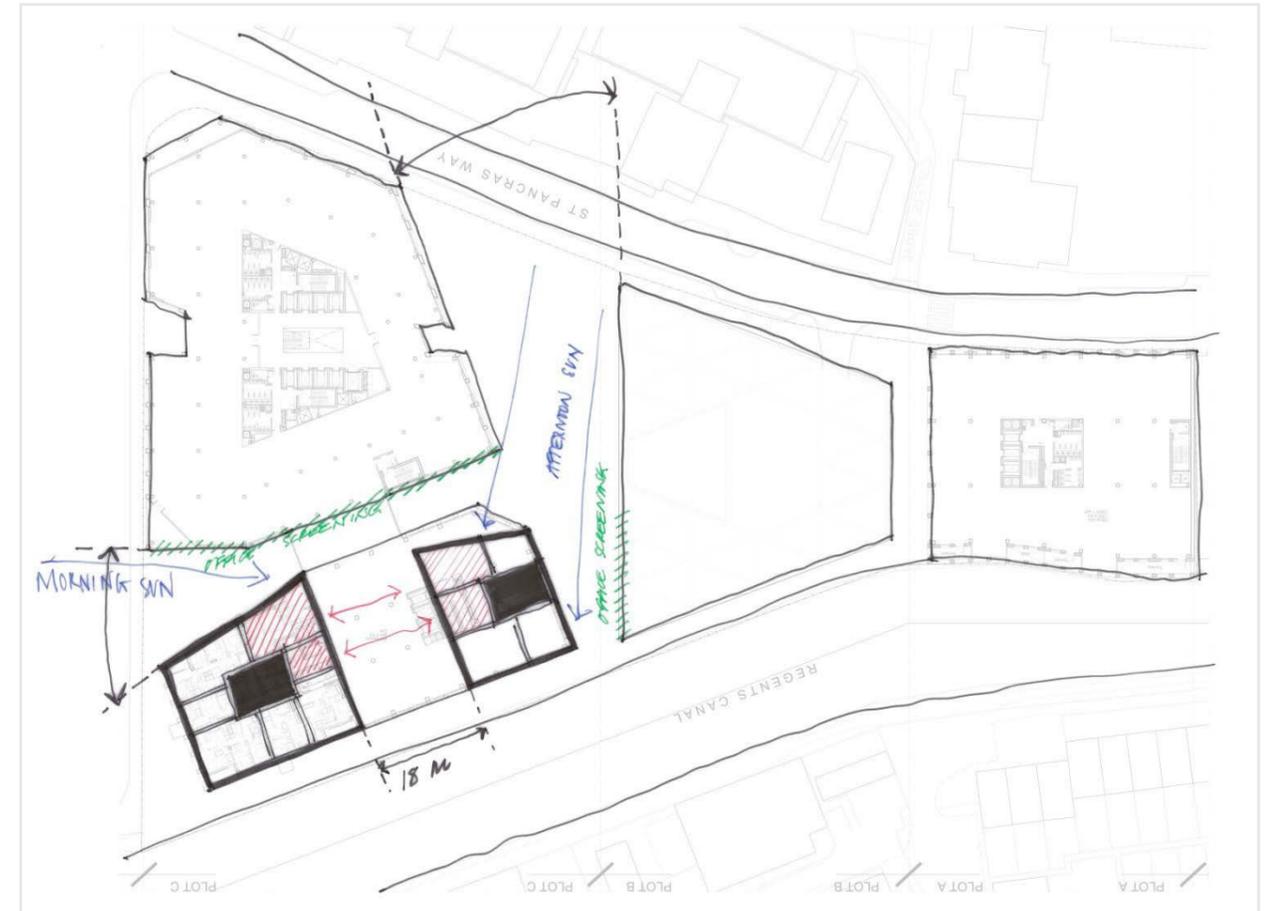
Having established the key masterplan principals we looked at options for residential building positions on Plot C. The primary focus remains the south east corner of the site as it has the advantages (discussed above) of view and aspect but we have also considered a number of locations in an attempt to exhaust the options. Some of these options looked at increasing the footprint of the residential block in its current location, whilst others looked at changing the location or providing more than one block of residential. The most significant impact of the changes is on the layout of the masterplan, the balance of building footprint to open space, and the difficulties in achieving good orientation for flats facing in to the site. As discussed above the masterplan principals are established and understood, the public square location, streets and canalside spaces work well with the context and use profile of the site. We have looked at options for increasing the residential numbers within this now well established masterplan form.

The following five options look at various strategies for the introduction of further housing and illustrate the impacts on overall residential and commercial provision -



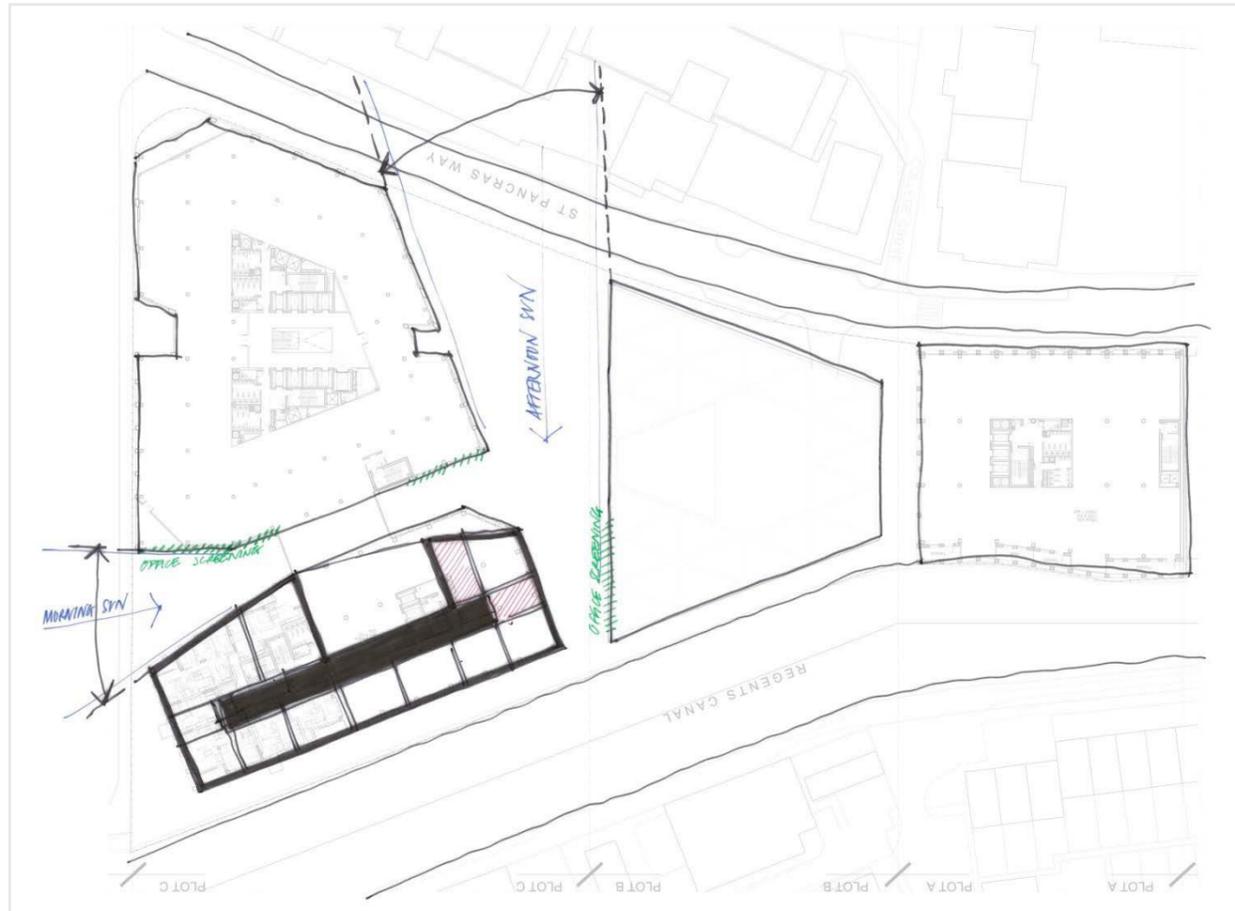
Option A – additional residential floors at the current location.

Potential for taller block at the corner of the site which could accommodate more residential units. To be explored in more detail.



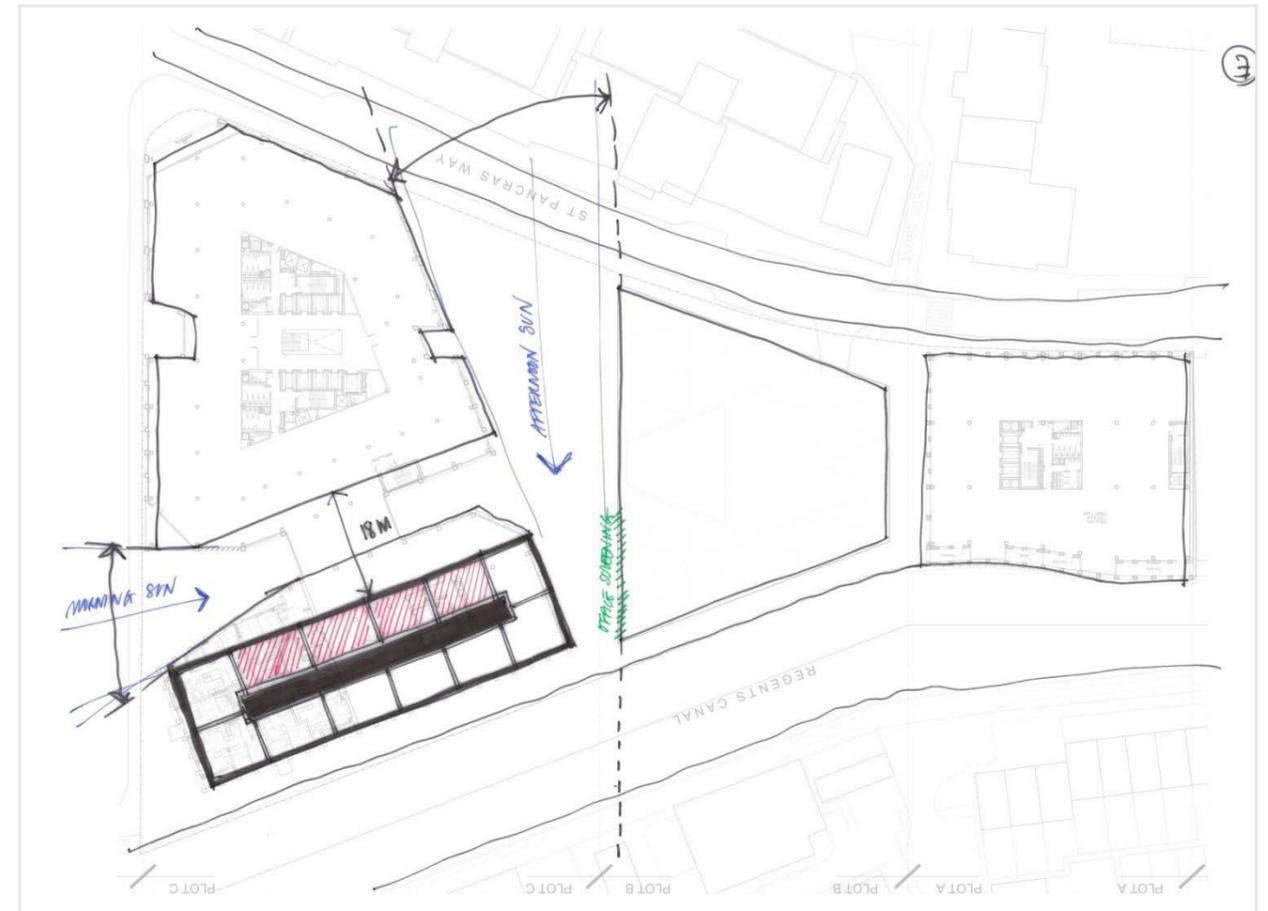
Option B – two blocks of residential along the canal edge

Two blocks of residential units could be placed along the canal edge. This maximises homes with canal views but this massing may have a negative impact on the other buildings on the site. To be explored in more detail.



Option C – a larger single horseshoe block at the canal edge

A similar option to B but with fewer compromised residential units looking back into the site. This doesn't massively increase the number of residential units and creates a 'hole' in the masterplan with looser relationships between buildings. It could also result in an oversized 'wall' of residential along the canal.



Option D – a linear slab block along the canal edge

Similar to Option C but with bigger gaps between buildings. This results in more daylight flats but the masterplan form is negatively impacted as the spatial hierarchy between central square and streets is lost.



Option E – relocation of residential block to the corner of Pancras Way and Granary street

This location for residential offers some positive benefits such as a larger amount of south and west facing units, however the environmental and experiential benefits of the canal views are lost as is the benefit of grouping residential units around the Camley St trio.

Exploring increased residential to canalside site

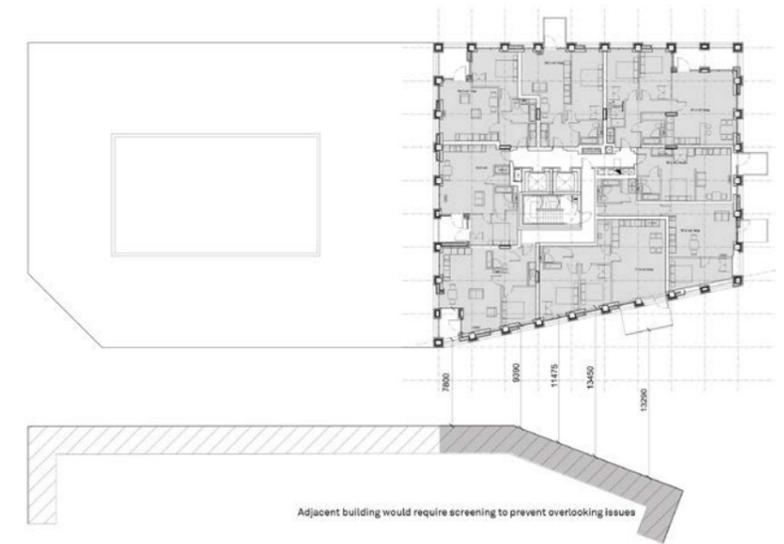
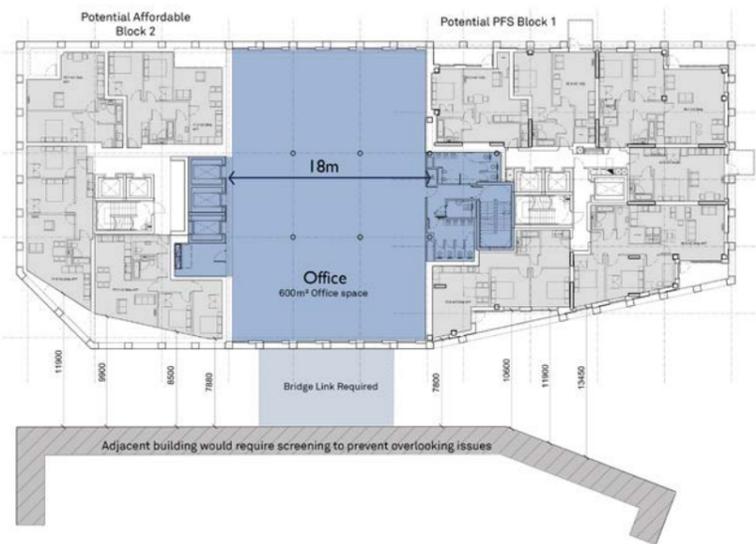
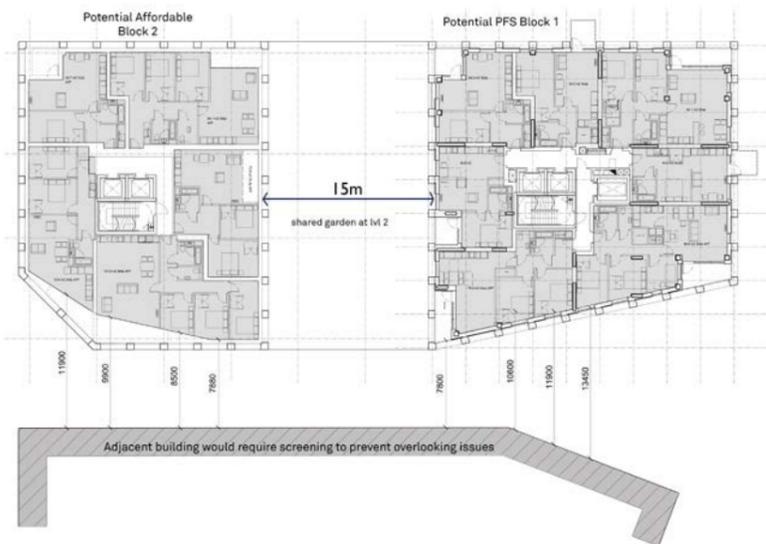
Second Housing Options Study: May 2017

Having established that the most sensible place for residential units was along the canalside of Plot C we undertook an exercise looking at possible ways to increase the residential unit numbers. A series of versions were drawn up exploring building form to determine if more units could be accommodated into the scheme. These versions looked at either enlarging the single block of residential or including a second block along the canal.

Versions A and B explore the potential of adding a further residential block in lieu of the proposed office accommodation along the canalside. Whilst these versions provide additional residential units they are of relatively poor quality and result in a significant loss of commercial space. The proposed residential will be compromised and there are concerns about the marketability of these units which fall well below daylight and overlooking standards. The options will, by necessity, require amendments to other aspects of the masterplan that have been endorsed by officers and the DRP. These amendments would include screening of office façades to mitigation against overlooking and widening gaps between buildings. Increased residential units would compel us to increase the gap between buildings B and C1 and C1 and C2 to maintain lighting levels and views into and out of the residential blocks.

The increased gap between buildings would result in a looser grouping of forms and work against the central strategy of tight streets and open squares. The spaces would become similar and lack hierarchy reducing the quality of the scheme. The relationship between buildings would fundamentally change as a consequence of the proposal and we feel this would be detrimental to the wider scheme. Ultimately we feel that additional residential units will force a reduction in quality of open space and the dynamic relationships between the proposed buildings. The changes would also lose circa 50,000 sq.ft of office. This would harm viability and render less affordable housing units than the current scheme. Versions C, D and E propose adding storeys to the residential block in its existing location and don't impact the design or viability of the remaining scheme. Approximately eight units are gained for every additional storey. Three versions were explored which result in a building of between 12 and 14 storeys. This approach would see one block extend beyond the Camley Street 'threshold' in an isolated fashion. The images produced demonstrate the impact of additional floors and its impact on the context and wider masterplan proposals. Having seen these options LBCamden recommended that additional floors were not acceptable due to the constraints of the conservation area and a desire to limit height to the previously established Camley Street 'threshold'.

The client and design teams were satisfied that additional residential provision could not be accommodated on the site without detrimental impact on the established masterplan characteristics and that the proposed scheme should remain at the same figure.



—Version A – Two residential blocks over a single commercial floor

—Version B – Two residential blocks either side of an office floorplate

—Current Version

Visualisations exploring impact of additional storeys to building C1



—Current proposal



—Version C - One additional storey to Building C1 (13 stories total)



—Version D - Two additional storeys to Building C1 (14 stories total)



—Version E - Three additional storeys to Building C1 (15 stories total)

3.0 Developing a Masterplan



Plan showing site ownership boundaries

The site ownership is divided into three plots. Plot A and C are owned by British Airways Pension Fund whilst Plot B is owned by Ted Baker plc.

The whole site is to be submitted as a single application but the ownership of the three plots will remain the same during and after construction.



Immediate context

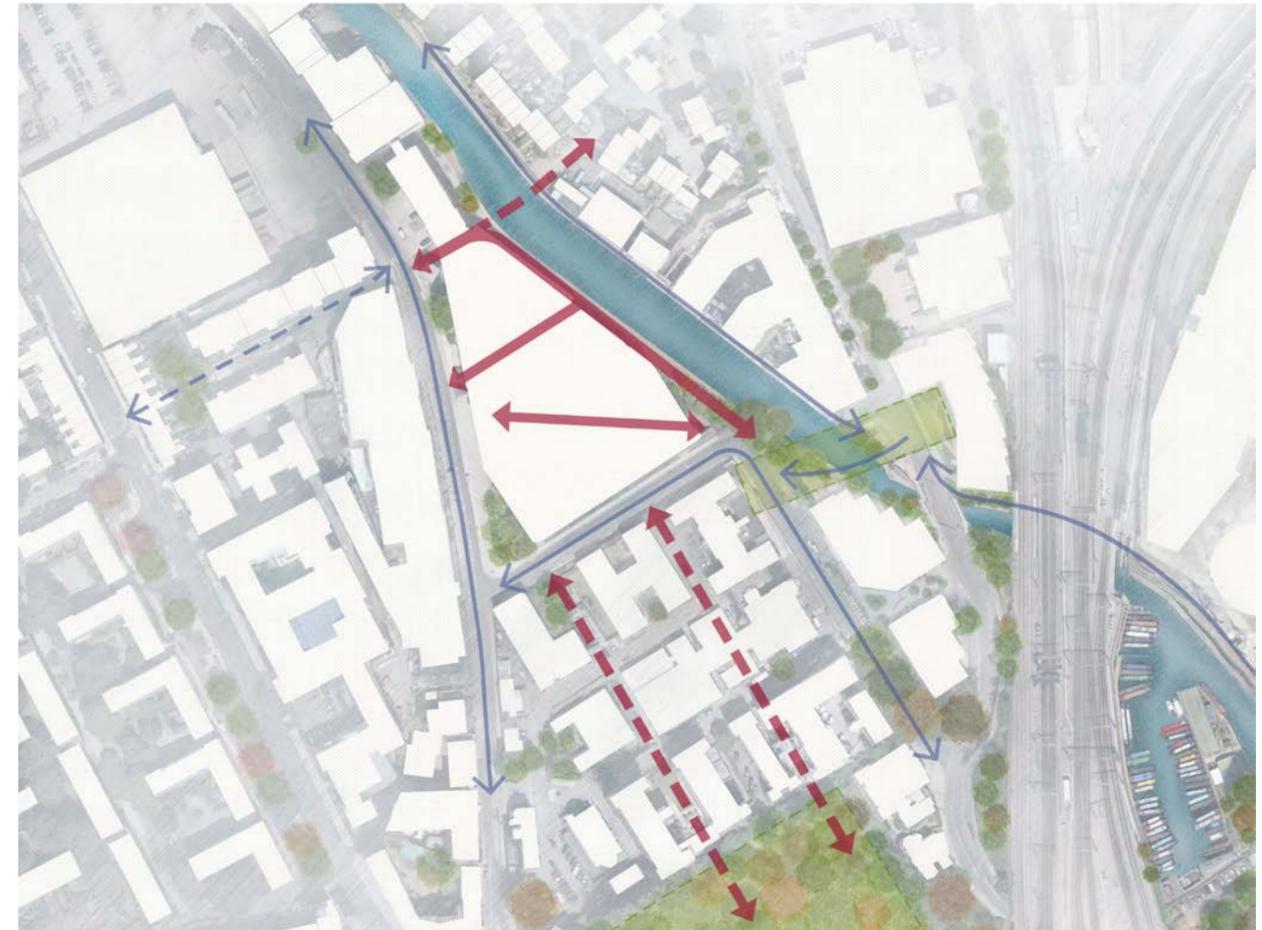
The urban context surrounding the site is extremely varied with no single character or typology.

- A. Low rise commercial shed
- B. Student housing block
- C. Victorian hospital site
- D. Low density 1970's housing
- E. Mid-rise new build residential blocks



Existing Connections

The site is currently an island, and impenetrable for pedestrians. However one of the longer sides of the site boundary runs alongside the Regent's Canal. This and the towpath on the opposite bank both give excellent exposure to the site's edge.



Potential connections

The pedestrian footfall along the towpath from King's cross to Camden is likely to significantly increase and a successful solution to crossings at Camley Street will be fundamental to the area's future connectivity.

The site is currently disconnected from its surroundings and poorly served by pedestrian bridge crossings. The consented bridge at 101 Camley Street is a positive proposal but doesn't maximise the potential of a crossing at this point. The desire line through the Ugly Brown Building site and over the canal runs in a north west to south east direction (linking King's Cross to Camden) and we would like to explore the potential benefits of re-aligning the footbridge along this axis.



Public Open space

The sun path analysis demonstrates that the existing green space on the north east side of the canal receives morning sun. By extending this across the canal, a link is formed between these two spaces creating a 'green' threshold to the site.

The orientation of afternoon sun suggests the introduction of a new public space opening out towards Pancras Way and extending right through the middle of the site providing access to the canal.



Routes and thresholds

The section of the canal adjacent to the site lies within the Regent's Canal Conservation Area. The location of the site boundary, extending along the bank, creates the opportunity to open up this part of the canal to the public for the first time. This suggests a generous pedestrian route along the canal edge linking the open spaces that receive the most daytime sun.

A second desire line through the site street links Granary Street to the newly created public space and Pancras Way. As a key pedestrian route linking King's Cross and Camden this is a potential focal point for smaller scale retail or maker spaces.

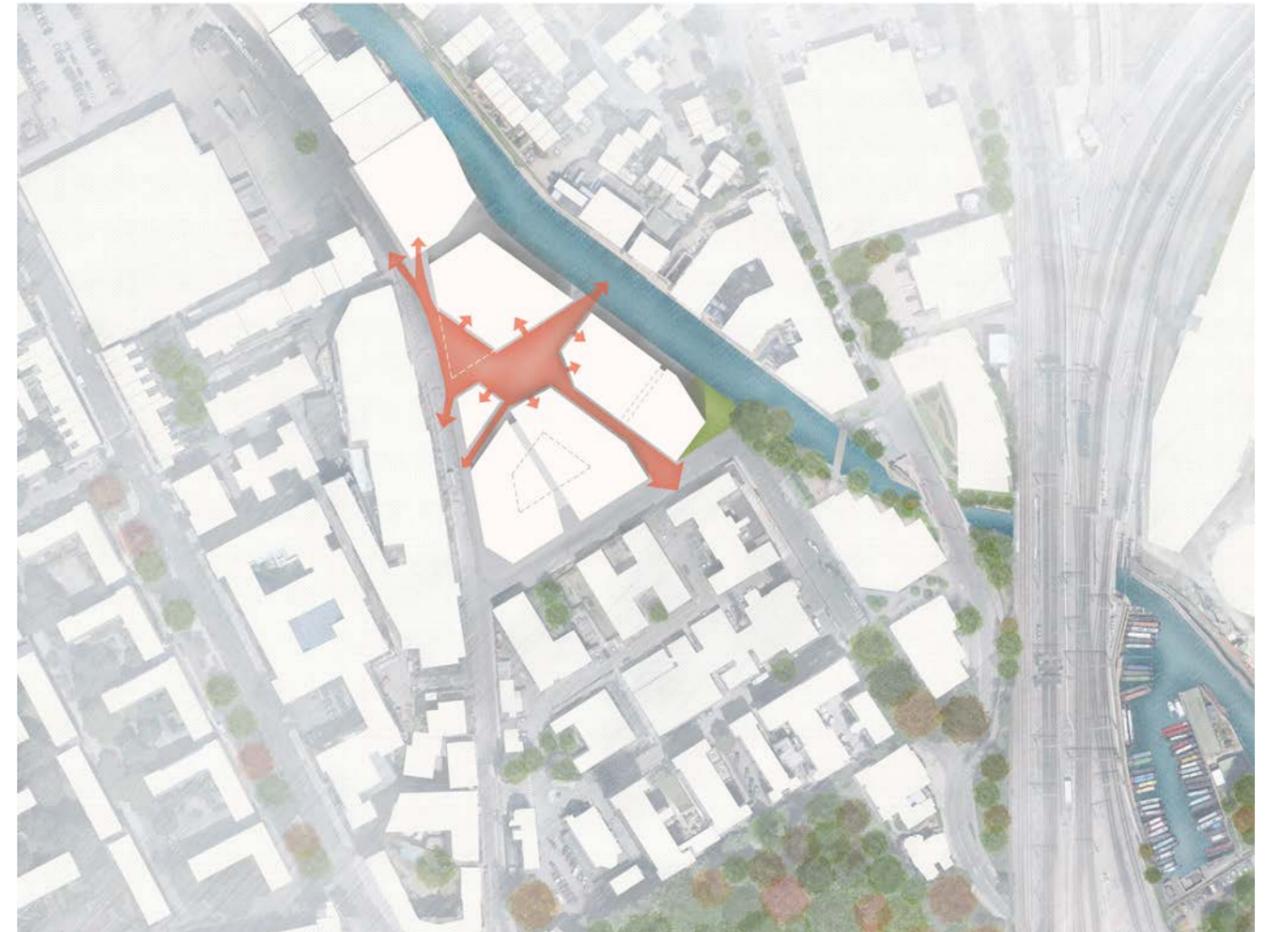


Site Layout

The geometry of the site suggests intersecting lines, parallel to the key boundary edges forming blocks of accommodation between pedestrian routes.

- The canal geometry is the principal organizing device with dominant building blocks aligned to this primary amenity along the site boundary.
- The Granary Street geometry influences the form and composition of the blocks suggesting a street of chamfered facades to fragment the mass at the wider end of the site.
- Elevations along St Pancras Way naturally follow the line of the road edge, forming a strong urban line and a positive relationship with the street.

The resulting building blocks are arranged and divided to introduce pedestrian routes across the site for the first time, including creating public access to the canal edge and a 'street' running diagonally across the site linking Granary Street to the central public space and St Pancras Way.



Public Open Spaces

A new open space at the centre of the site links St Pancras Way to the Regents Canal and Granary Street. The position of this square is prominent from Pancras Way and will act as a 'front door' to the scheme. Entrances to workspaces can be arranged around the square while retail occupiers will provide active frontage and provide human activity spilling out into the space.

A small pavilion building located on St Pancras Way 'holds' the open end of the square and creates human scale threshold from the street.



Proposed Usage

Ted Baker will retain their current position in the centre of the site with Plots A and C providing a mix of workspace, retail and residential accommodation.

The three plots have roughly equal canal frontage and the ground floor uses of the buildings will be predominantly retail or hotel to create activity along the newly created canal-side path.

Moorings along the canal edge will be brought back into use to support the buildings on the site and form a positive link with the Canal.



Proposed Building character

The proposals respond to the conservation area context and seek to harmonise with the surrounding built fabric.

Plots A and C1 are contextual responses in brick which make reference to the canalside architecture of the area.

Plots C2 and C3 share rhythms and colours with A and C1 but are harder edged to respond to their roadside context.

Plot B is a distinct proposal, a point of difference to the other proposed buildings that nevertheless responds to the colours and textures of the canalside setting.



Building heights – existing, consented and proposed

The site is within a transition zone between the higher buildings of the recent King’s Cross development and the lower massing of Camden Town. Consequently, the taller buildings within the proposals are towards the eastern and southern edge with height falling away towards Camden in the west. The Camley Street trio of buildings clustered around the Oblique Bridge sets a precedent for height in the immediate area. This masterplan proposes a pair of buildings at the southern canal edge which are close to the height of the Camley Street trio.

The proposed heights vary across the site and seek to create a broken skyline of differing heights and volumes, not a canyon-like wall. To this extent, the designed massing and relationship to the site’s surroundings pays full regard to Camden’s Local Plan Policies D1 and D2, London Plan Section 7 and all other relevant policies.



Phasing

Due to the ownership of the three plots and to minimize the impact on the local community, it is proposed the construction works will be split into three phases.

The first phase would be the demolition and construction of Plot A, followed by Plot B and finally Plot C.

It is currently proposed that on the completion of Plot A, Ted Baker will relocate into the building temporarily, while Plot B is demolished and their new headquarters constructed.

For further information about the construction phasing of the site, refer to the construction management plan.

3.1 Construction Phasing

The Site is to be developed in phases due to site ownership and the specifics of current and future occupation. The site is split into three ownerships which define the plot development boundaries, these ownerships are to be retained in the future. These boundaries also define the construction sequencing of the proposals.

The diagrams opposite demonstrate the proposed construction sequencing on the site –

Phase 1

Existing condition, Plot A is an used office block. Plot B is the existing TedBaker Headquarters building and Plot C is a Verizon data centre.

Phase 2

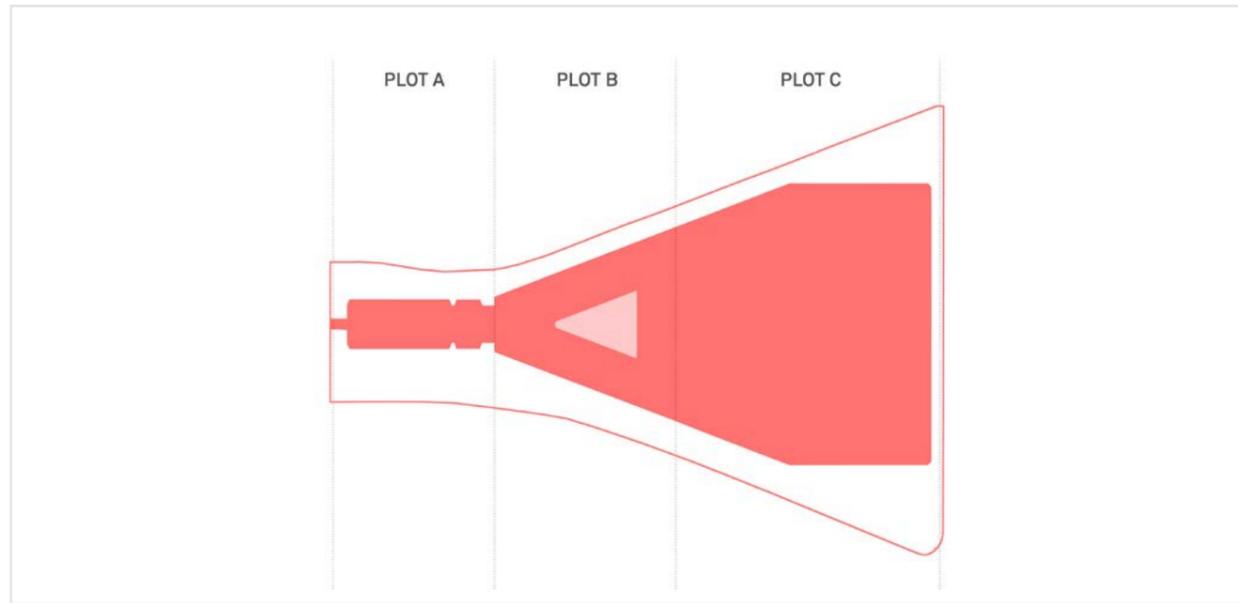
Demolition of the unused Plot A office block and retention of the existing buildings on plots B and C. Construction of the proposed newbuild retail and workplace building on Plot A.

Phase 3

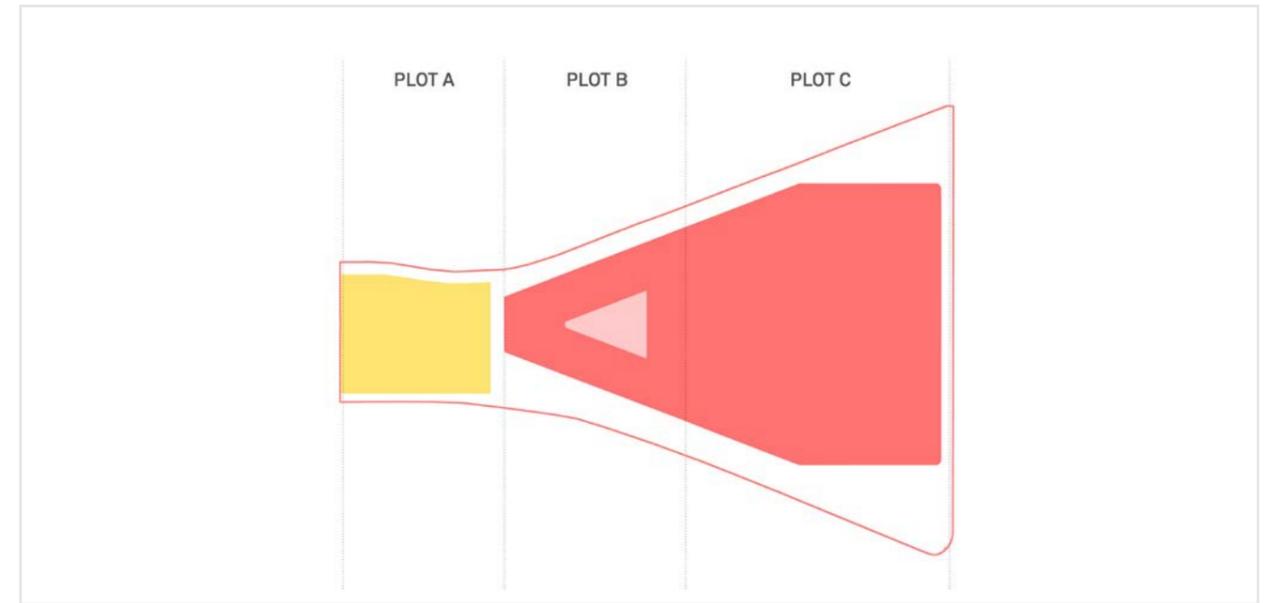
Demolition of the existing TedBaker HQ on Plot B and retention of the existing building on Plot C. Exposed cross section of the retained Plot C building is made good with new external wall. Newbuild retail, hotel and workplace building for TedBaker constructed on Plot B.

Phase 4

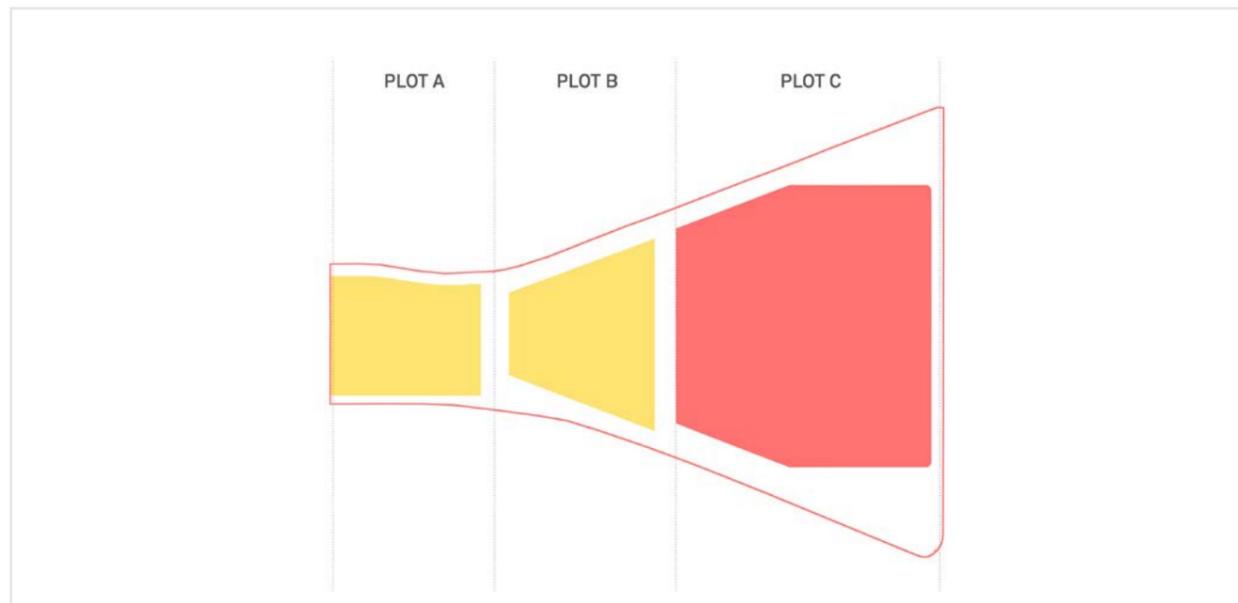
Demolition of the remained portion the existing building on Plot C and construction of the new open spaces, routes, retail, residential and workplace buildings on Plot C.



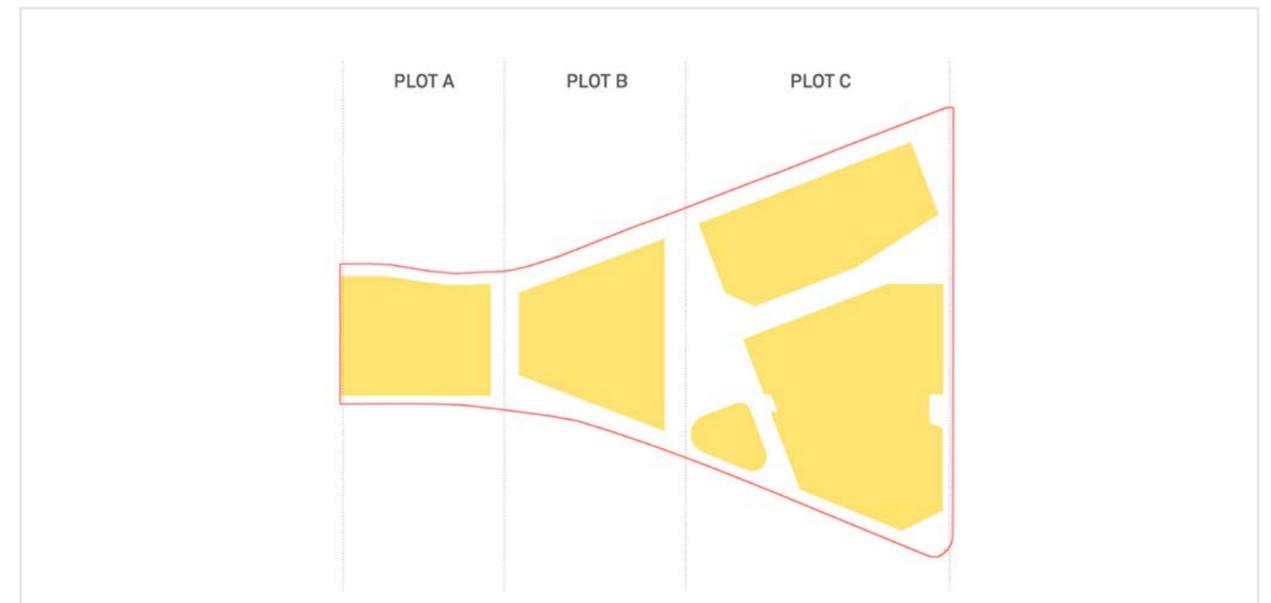
—Phase 1



—Phase 2



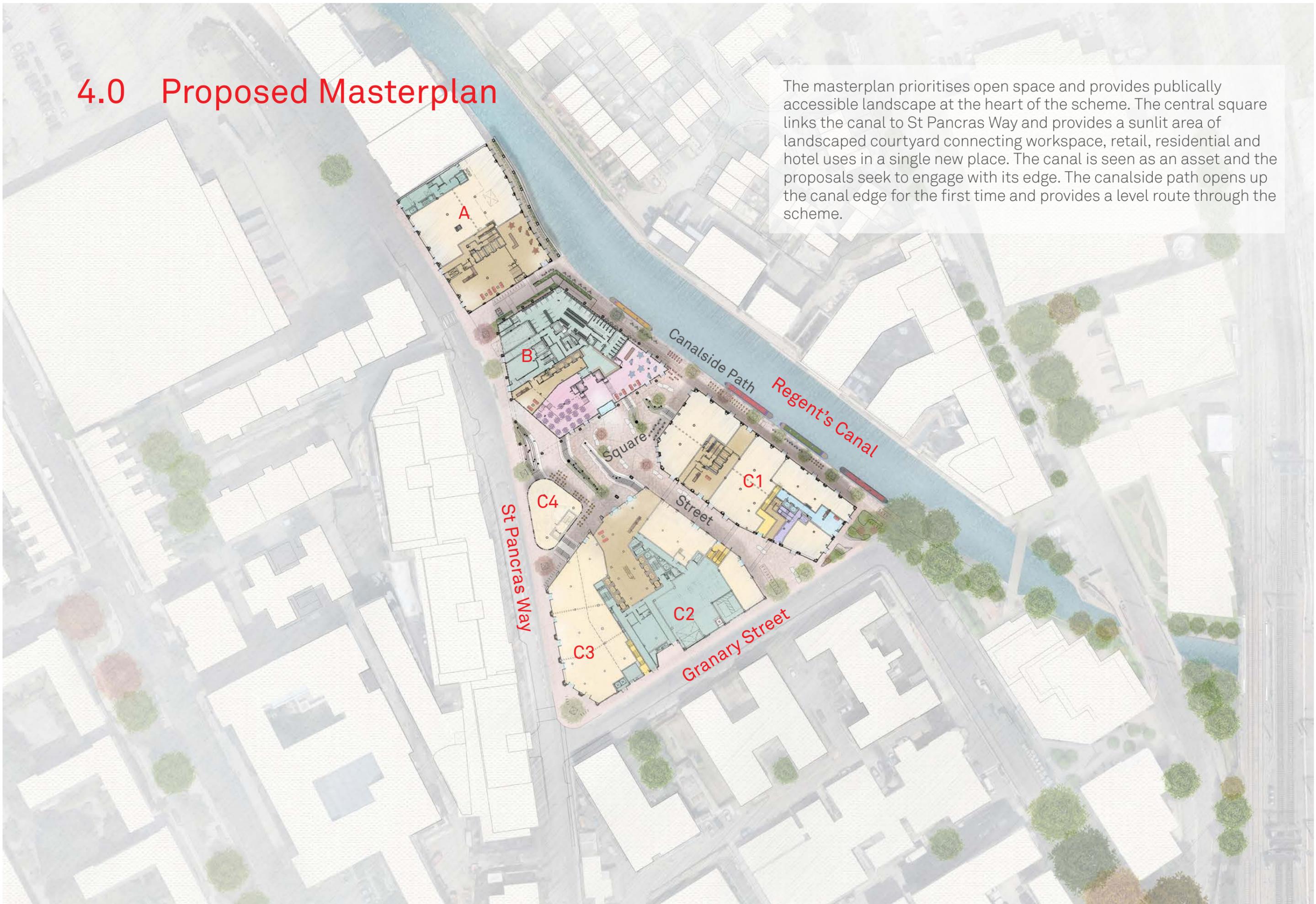
—Phase 3



—Phase 4

4.0 Proposed Masterplan

The masterplan prioritises open space and provides publically accessible landscape at the heart of the scheme. The central square links the canal to St Pancras Way and provides a sunlit area of landscaped courtyard connecting workspace, retail, residential and hotel uses in a single new place. The canal is seen as an asset and the proposals seek to engage with its edge. The canalside path opens up the canal edge for the first time and provides a level route through the scheme.





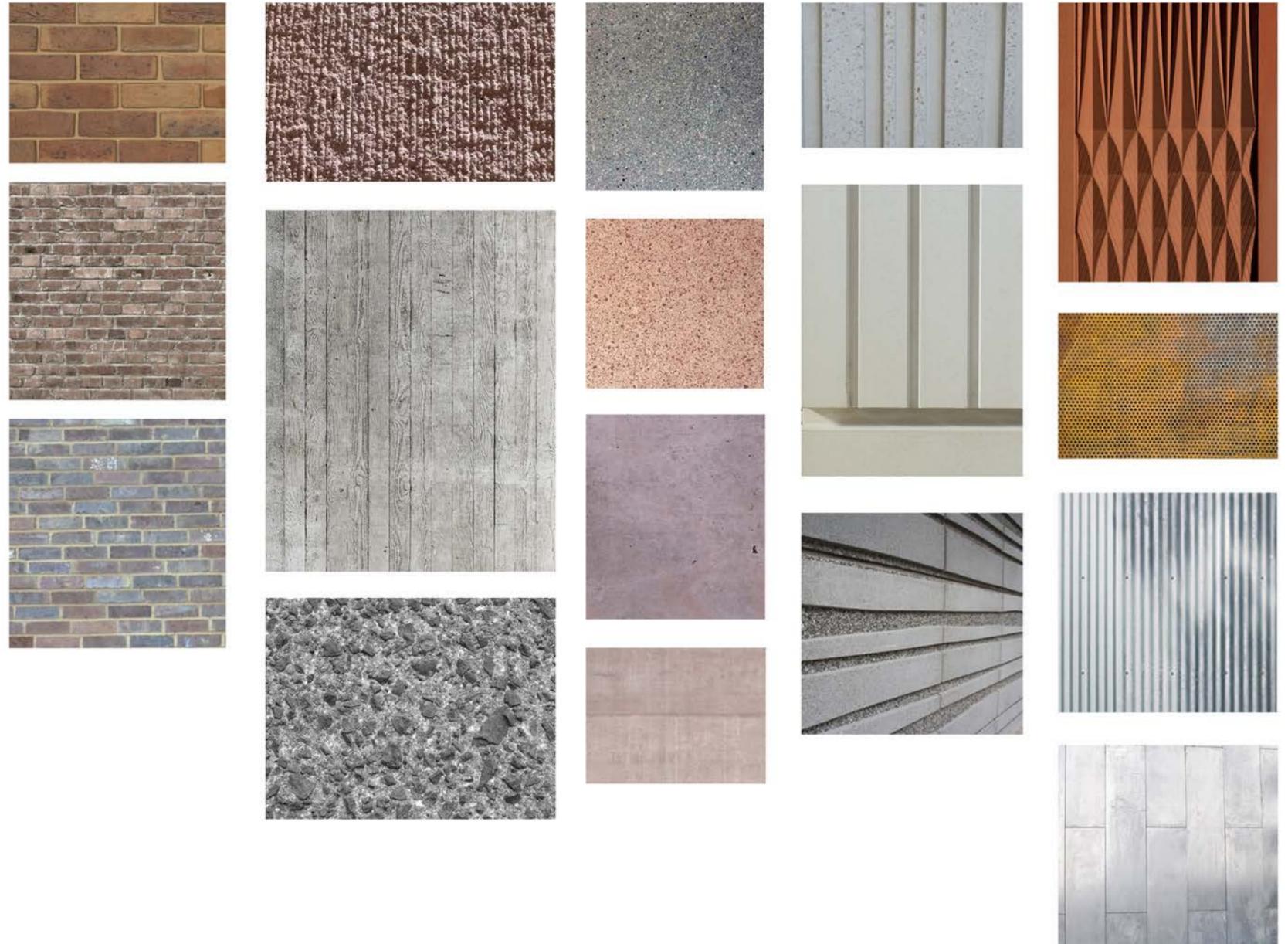
—Aerial view of proposed masterplan

4.1 Materials and Character

Materials have been chosen that help create a 'family' of buildings which reinforce the character of the site. The Ted Baker building has a distinctive character, allowing it to become the visual centre-piece of the site.

The tone and colour of the existing neighbourhood around the site reflects the canal and conservation area environment. The materials proposed for plots A and C are derived from the canal-side context of the scheme. Masonry in darker tones (a mixture of brick, reconstituted stone or precast concrete) will be used to express the structural frame and floors of the buildings and give depth to the facades. This expression of structure on the wider 'family' of buildings contrasts with the cladding on the Ted Baker building, which uses overlapping precast concrete 'shingles' to express the rhythm of windows and solid wall giving the building a very distinctive and playful character.

Plots A and C will have a shared character and materiality but each will be distinguished by particular details e.g. through cladding rhythm of bays, floor to floor articulation, tone/texture of materials etc. The masterplan is conceived as a grouping of familiar buildings with shared rhythms, textures, materials and details. The masterplan concept places a distinct building at the centre of this family grouping which is independent in its form and character but shares some of the materials and colour of the group. The variation of tone across the buildings has been developed to complement and enhance the rich materiality of the conservation area, and will provide buildings of high quality as required by the Camden Local Plan D2, previous CS14 and other relevant development policies.



—The buildings are predominantly masonry-clad with those facing the canal using brick. The primary building material is used in a variety of textures supported by secondary metal panels



—The canal elevation reveals the variety of uses and building scales on the site

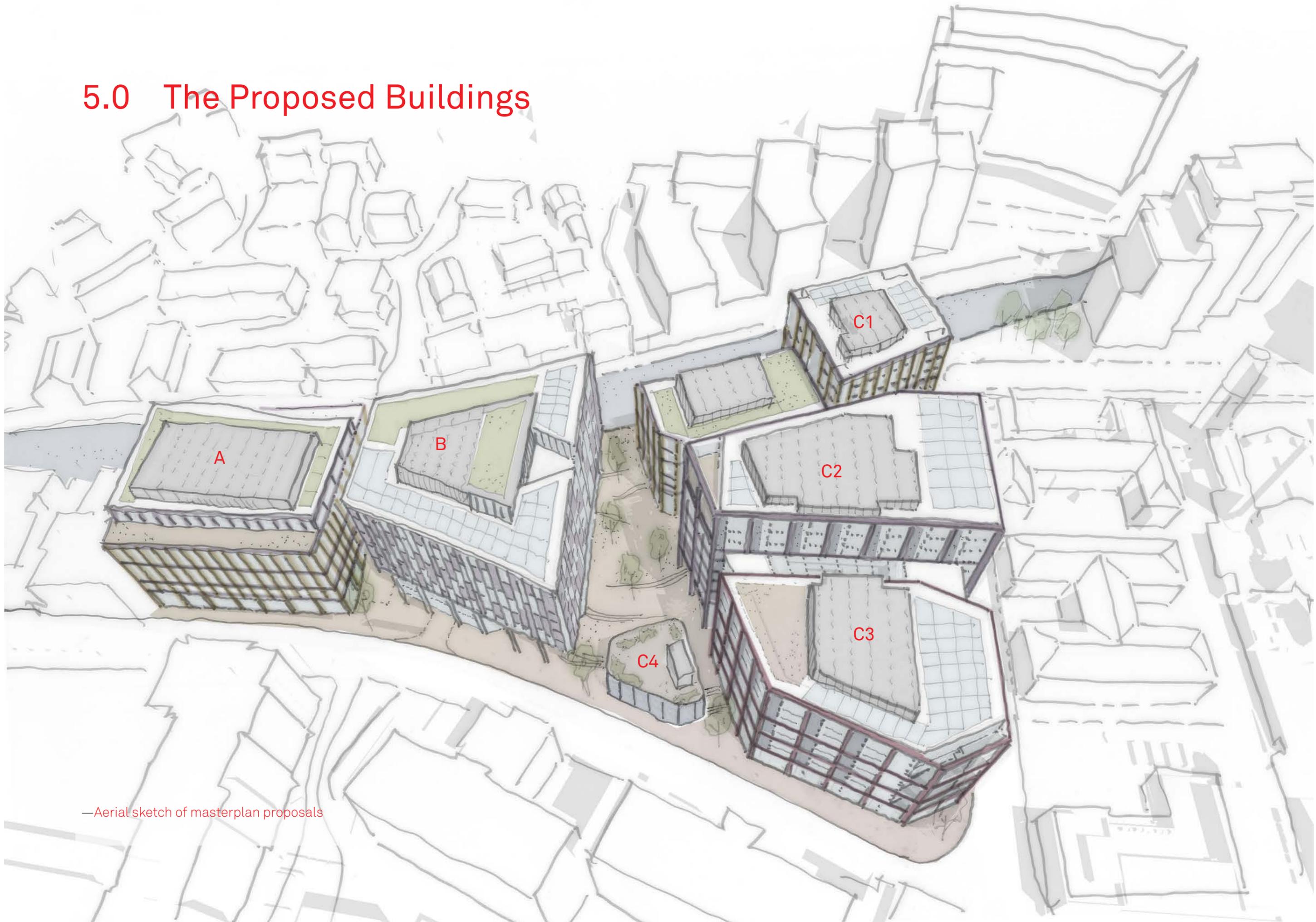


—The Pancras Way elevation describes a family of shared forms at different scales and material character



—The Granary Street elevation demonstrates the concept of a grouping of buildings with shared rhythms and tones but with distinct character, materials and scale.

5.0 The Proposed Buildings

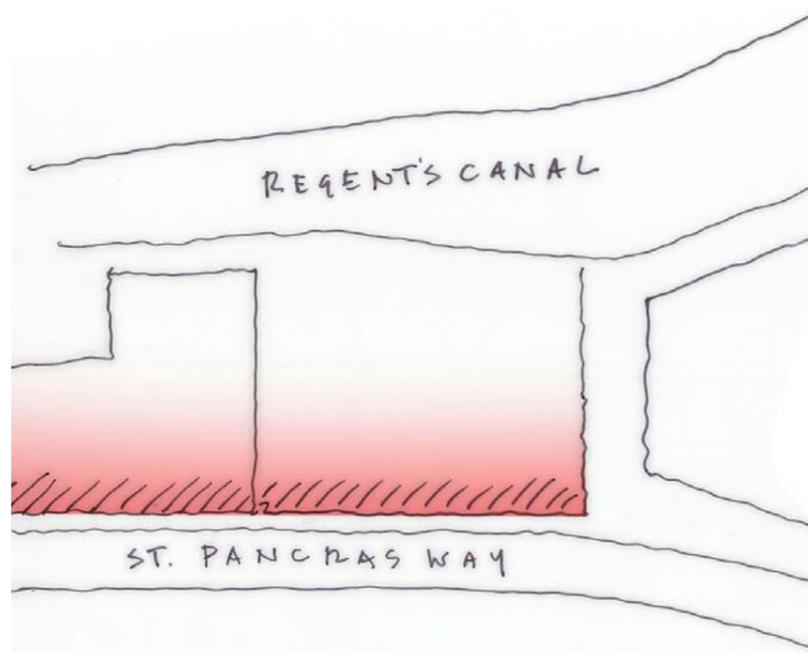


—Aerial sketch of masterplan proposals

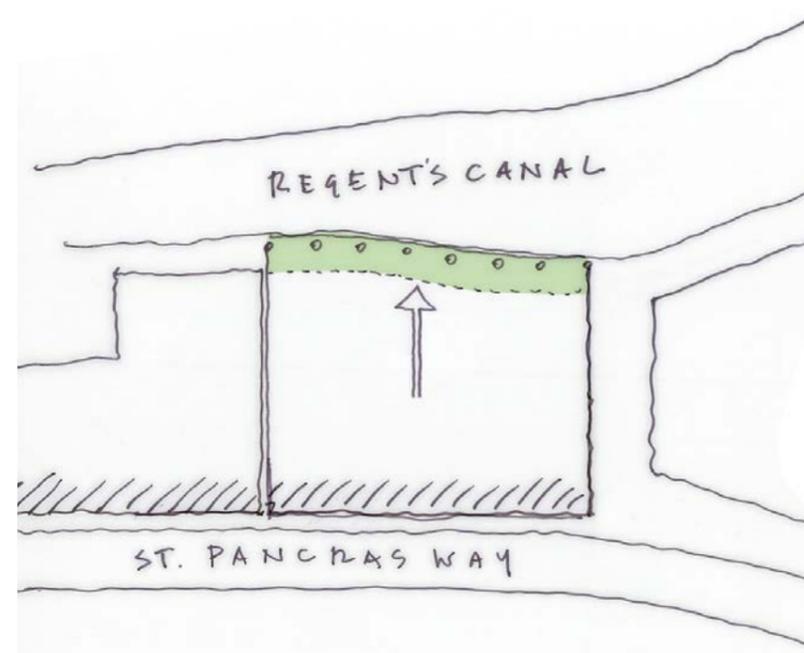
5.1 Plot A

The building on Plot A fills the smaller, northern end of the site and shares a party wall with the existing buildings situated on St Pancras Way. It terminates the run of six storey buildings that stretch down St Pancras Way from where it bridges over the canal with the west, street elevation providing a continuation of this street frontage. On the canal side it mediates between the existing buildings to the north that hug the canal side and the new proposed buildings on Plots B and C which are pulled away from the canal edge to provide access to and a pedestrian route along the canal.

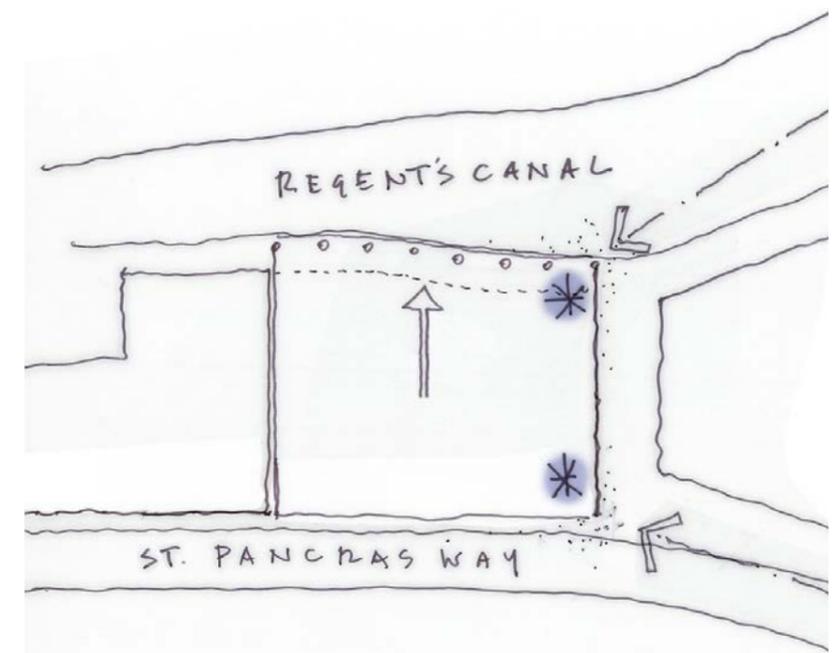
A colonnaded external terrace provides external amenity space for the retail unit while supporting the mass of the building above so that it completes the existing façade line, following the edge of the canal. Both of the corners on the southern side of the building are prominent when viewed on the southern approach to the site. The south east corner projects beyond the tapering façade of the Ted Baker building on Plot B and is visible from further down St Pancras Way. This corner provides the main entrance for the office space.



—Plot A continues and terminates the building line along St Pancras way.



—The building line hugs the canal edge as it widens forming an elegant curve. The vertically orientated facade emphasises this curve.



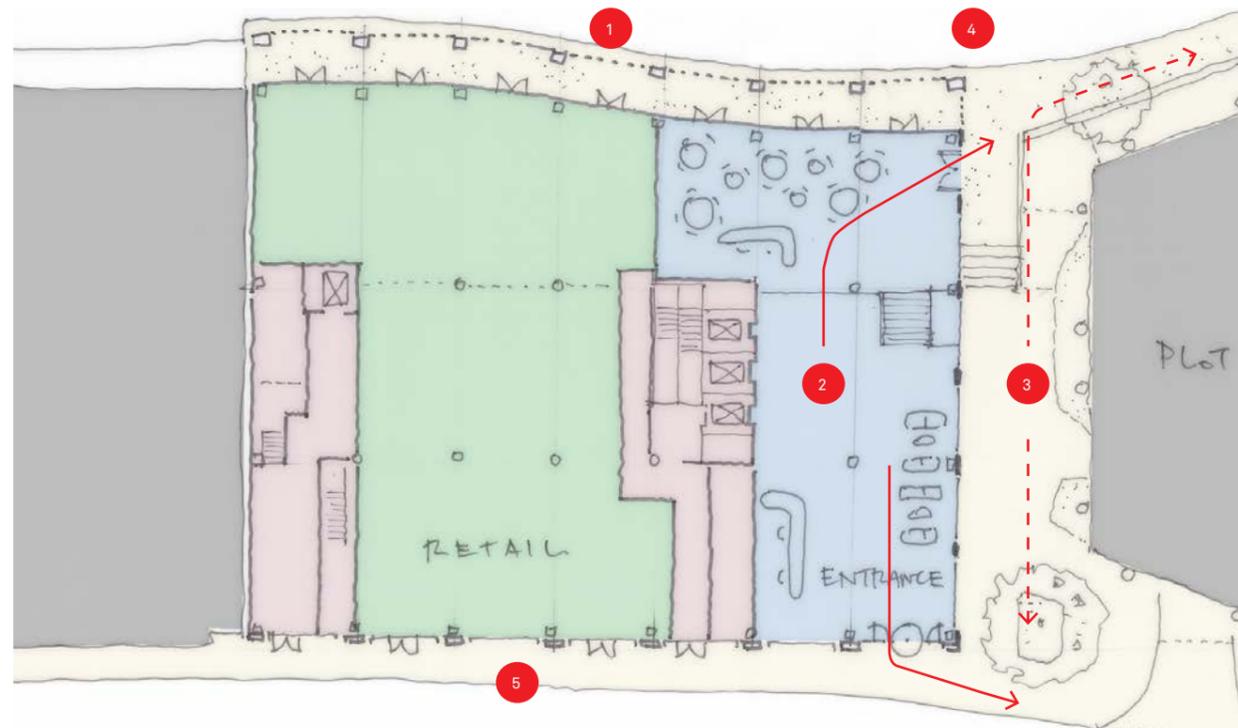
—The two exposed corners form vista stops along Regent's Canal and St Pancras way.

Building Layout

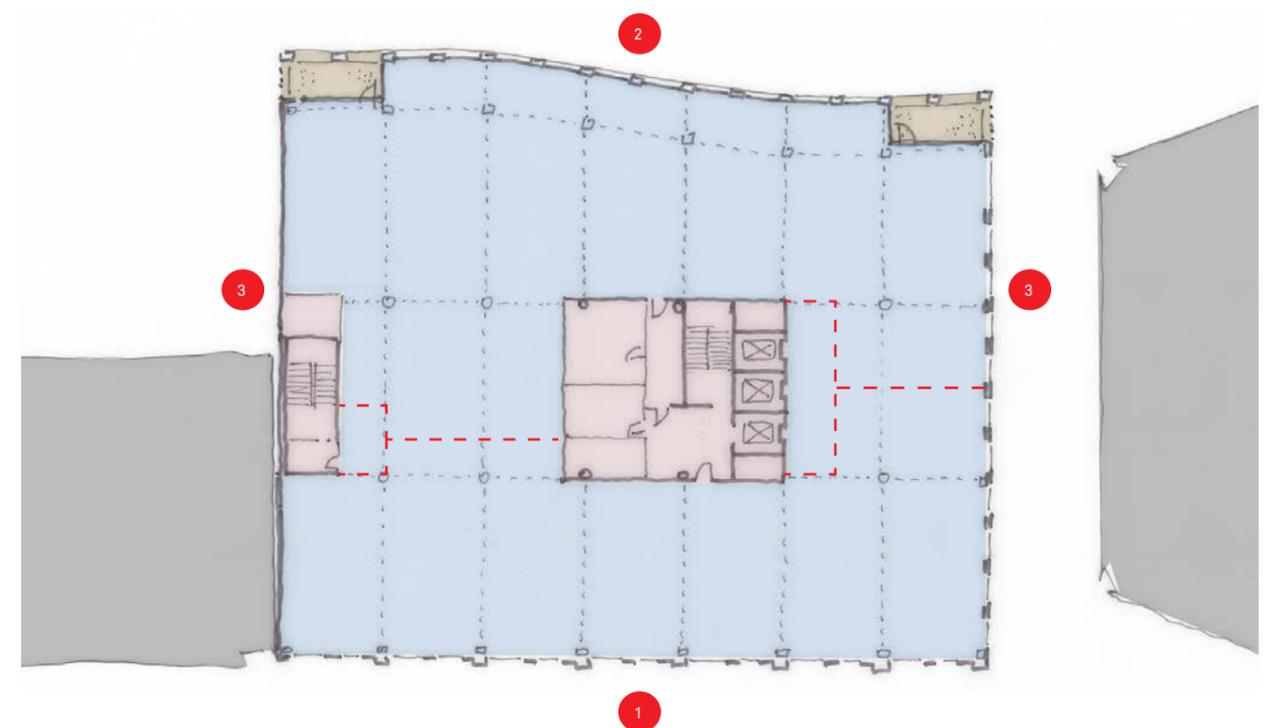
At Ground floor there is a change in level across the site of about 2m resulting in a split level ground floor with almost double height space along St Pancras Way. As well as the office reception and service entry / escape from the building, the ground floor provides retail space. This retail area has been designed as a flexible space which could be occupied by up to three tenants as the market dictates, one of which can be linked to the office reception. This retail unit is situated on the southwest corner with prominent views along the canal also providing a termination and focal point at the end of the new route and amenity space along the edge of the canal.

Above ground, Plot A comprises six floors of flexible office. The 10.5 x 6m grid offers highly flexible space with two lines of internal columns. A central core occupies the middle of the plan accommodating lifts, an escape stair and WCs and secondary core with escape stair is placed at the north end of the plan against the party wall. The plan will accommodate open plan workspace or a variety of cellular office fit out options. The typical floorplate can be divided down the middle (north-south) to provide two tenancies per floor and also on a floor by floor basis. Terraces are provided at each floor offering views up and down the canal.

The top floor is set back about 6m from the street façade and 3m from the canal edge. This creates a rooftop penthouse -style space akin to those of the adjacent existing buildings with access to large terraces on both sides. Plot A has a single level basement that includes a substation, cycle storage and shower facilities, plant and ancillary space for the ground floor retail unit(s). At roof level there is a screened plant enclosure, a perimeter BMU track providing maintenance access to all facades and areas of photovoltaics mounted over biodiverse roof.



- | | |
|--|---|
| 01. Colonnade along canal edge | 04. Prominent corners terminates long views |
| 02. Entrance links St Pancras Way to canal | 05. Shop front to St Pancras Way |
| 03. Pedestrian route from St Pancras Way to Regent's Canal | |



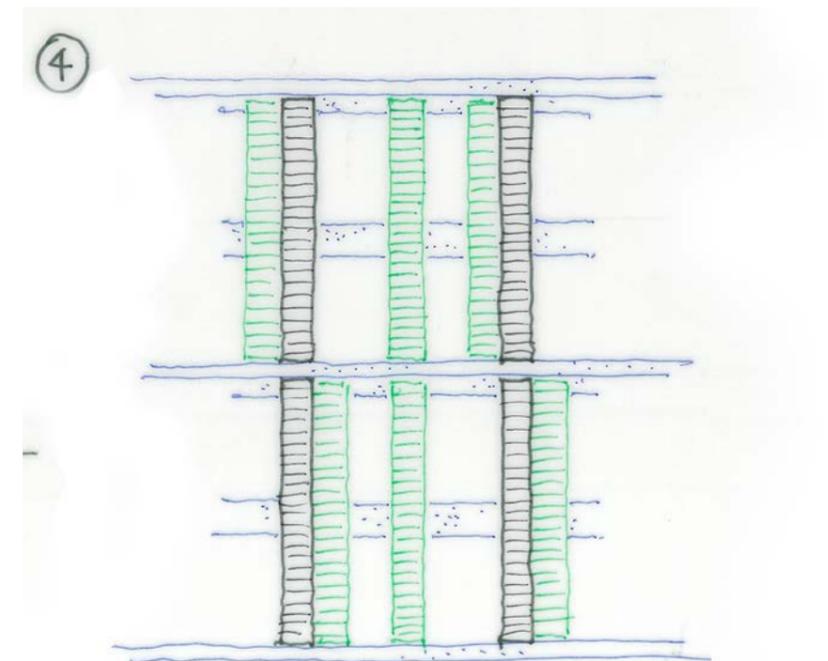
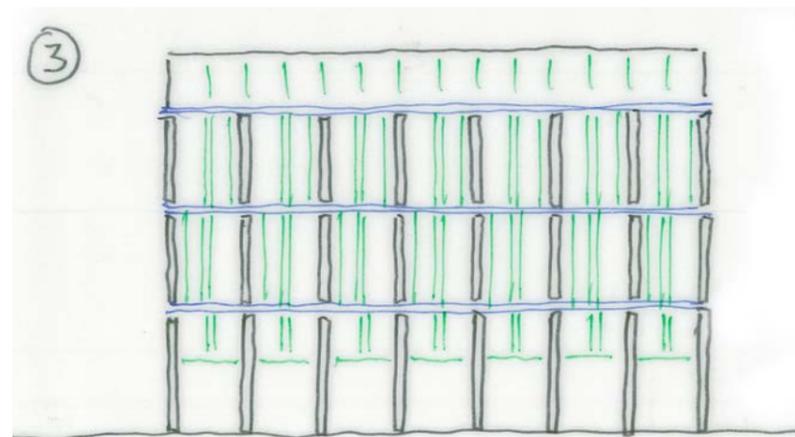
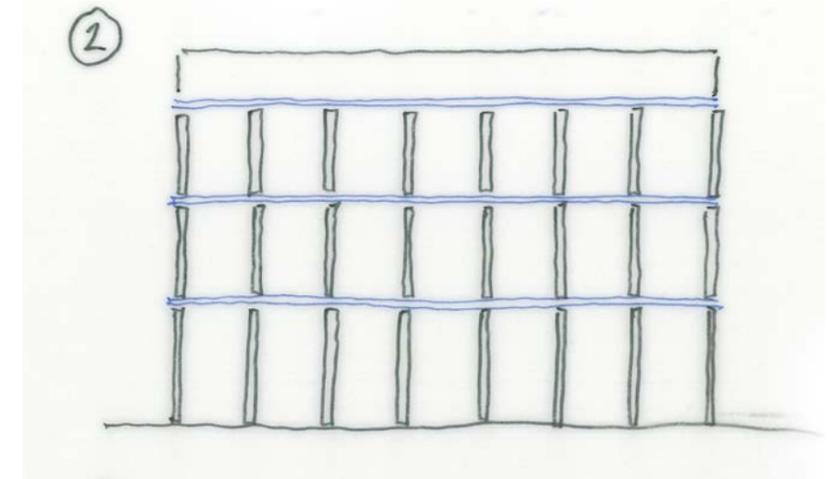
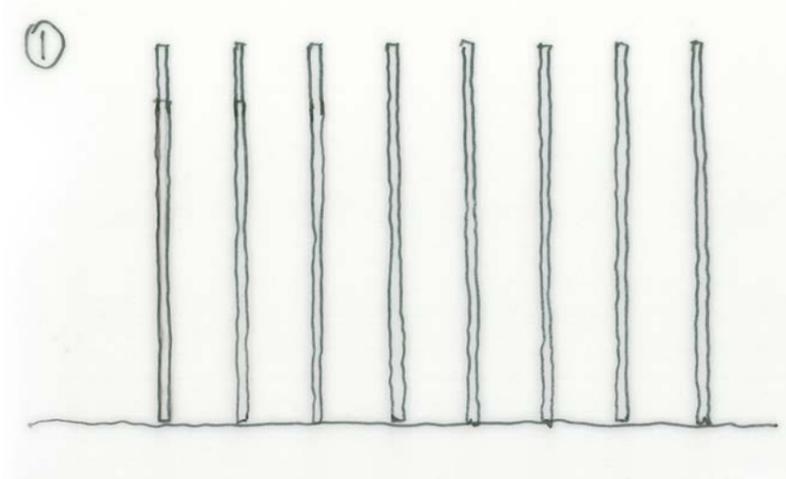
- | |
|---|
| 01. Brick piers and precast spandrels along St Pancras Way elevations |
| 02. Deep piers and colonnade along canal edge |
| 03. Flank walls are flat composition of brick and glazed panels |
| - - Indicative tenancy split |

Materials and Elevations

Plot A is a brick volume which sits at the back of pavement along St Pancras Way and along the curving Regent's Canal edge to the rear of the site. The building is composed of vertically emphasised brick piers framing window bays with masonry panels at spandrel height giving a secondary horizontal layering. The cladding concept proposes different depths and complexities of facades, dependent on orientation, status and context. Along St Pancras Way deep brick piers at 6m centres form a rhythm which gives texture to the façade when viewed obliquely. The side elevations are flat to represent their secondary status, the north façade is brick with a masonry string course, the south façade is flat brick panels with flush windows and minimal detailing. The Canal façade is proposed as a brick colonnade at ground floor with a composition of deep brick vertical piers above. The piers are at 6m centres at ground and first to promote views of the canal and closer spaced at 3m above to emphasise the curving form of the wall as it hugs the canal edge.

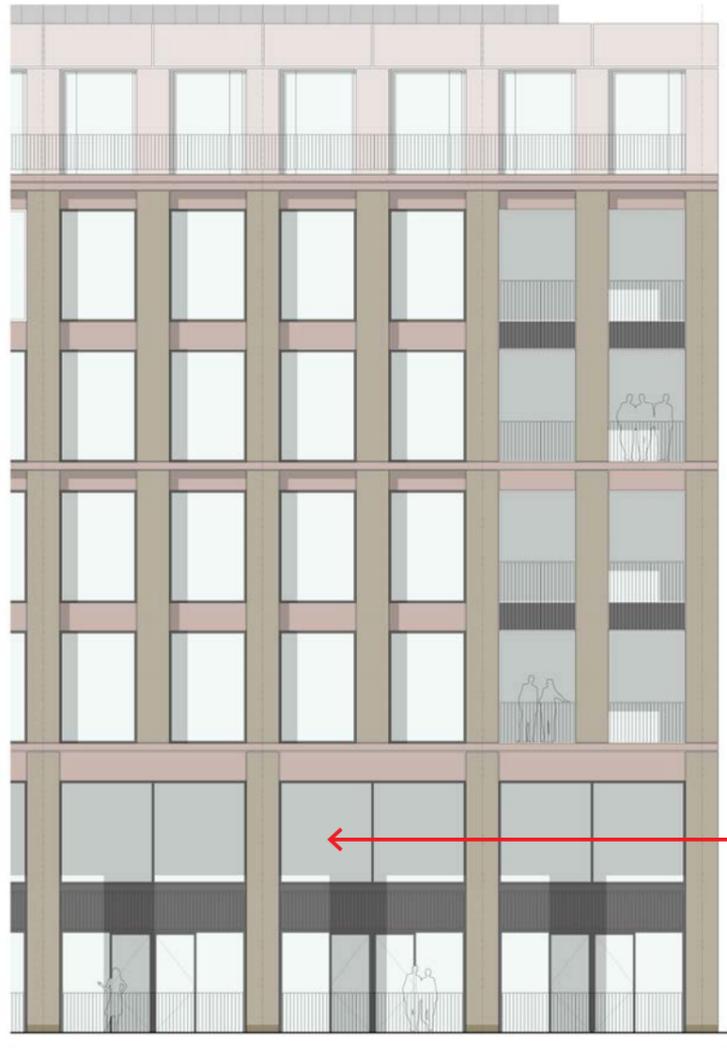
Base, middle, top.

- The lower two floors of Plot A are expressed as a base with brick piers and oversized window/shopfront units. This double height expression is emphasised on the canal edge with an open colonnade and upper building entrances.
- The middle floors are expressed in a double storey vertically banded composition with masonry string courses defining every other level.
- The upper floor of Plot A is a set back masonry volume similar to the attic storeys of contextual canalside buildings.

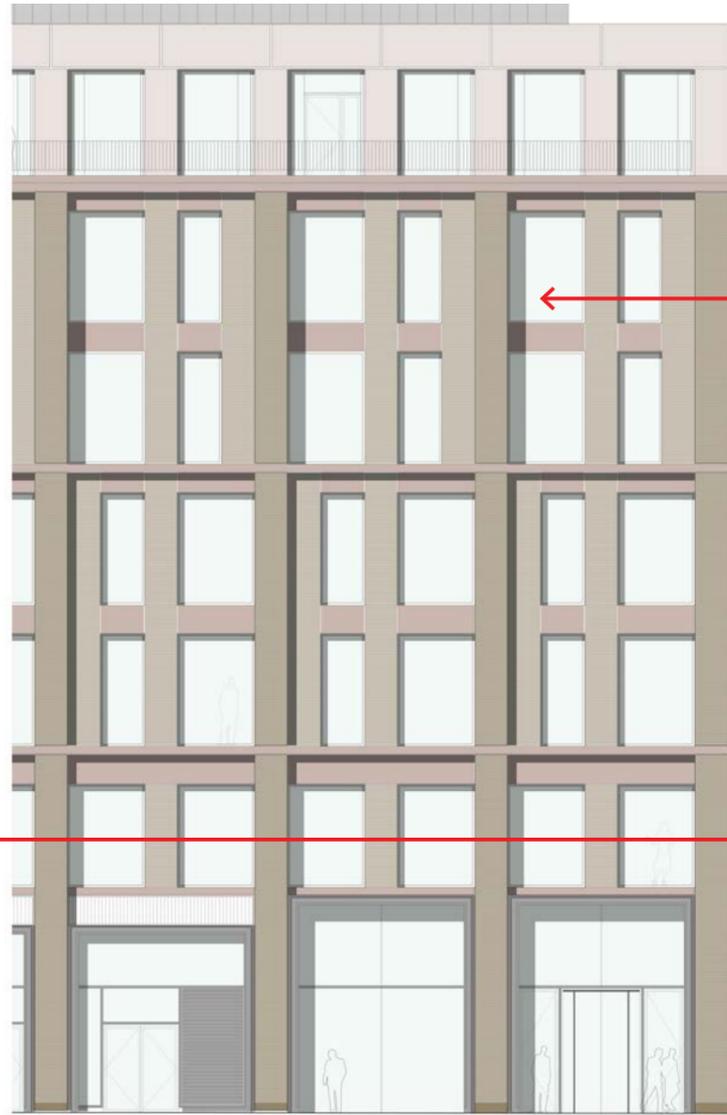


- Primary vertical brick piers at 6m intervals representing structural bays
- Primary horizontal precast string course emphasising two storey brick bays
- Secondary vertical brick infill panels reduce glazing ration and give solidity to the facade

—Sketch of 4 storey extract of Pancras Way elevation showing compositional hierarchy of elements. Primary vertical brick piers. Primary precast horizontal



—Canal Elevation



—Pancras Way elevation



—Brick piers: Type A cladding to Plot A along St Pancras Way



—Canal collonade: corner of Plot A showing collonade to canal edge and upper entrance



—Plot A in foreground along St Pancras Way showing brick piers and glazed shop fronts



—View showing prominent corner on St Pancras Way. The facade has a double storey expression of brick piers, brick panels and precast horizontals

—Architects illustration of proposed canal side showing relationship of Plot A to canal edge

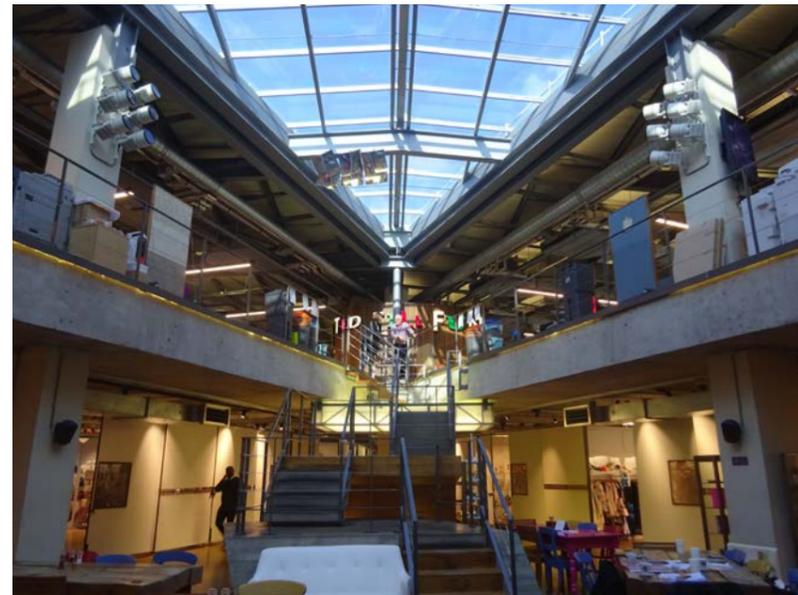


5.2 Plot B

Although immensely fond of their 'Ugly Brown Building' the expansion of the business means the building is no longer fit for purpose. Ted Baker are therefore seeking to create a unique and bespoke new building at the heart of the site that will be the centrepiece of the redevelopment of the Ugly Brown Building site.

Ted Baker's aspiration for their new Tedquarters is to include the following:

- Accommodate expansion of team from 600 to approx 1200 desk spaces plus a range of meeting rooms, break-out spaces and other ancillary functions
- Improve working environment for Ted's team – better thermal comfort, ventilation and space
- Retain vibrant and quirky atmosphere currently embodied by the Ugly Brown Building
- Create stimulating and creative environment that attracts and helps retain top talent to Ted's team
- Create space which is sufficiently flexible and agile to adapt to Ted's changing needs and working patterns, with some purpose built facilities for more specialized activities
- Catering facilities and restaurant for Ted team to eat and drink together
- Meet (and exceed) targets within Ted's global sustainability strategy; Fashioning a Better Future
- Integrate the first Ted Baker hotel – a high quality boutique hotel of 87 rooms with associated bar, restaurant and back of house support space
- Enhanced cycle parking and facilities to reflect growing workforce and popularity of cycling



— The interconnected top two floors of their current space provides a collaborative and community feel that is an essential part of their way of working



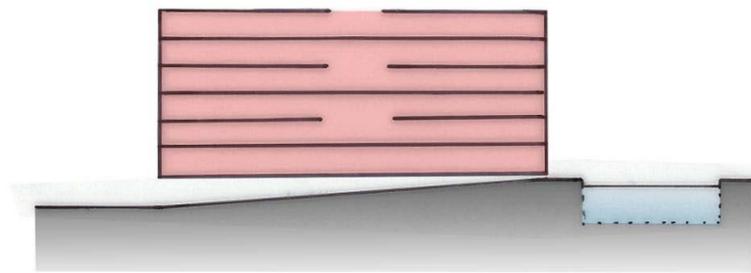
— A central dining and break out area enables two thirds of the employees to regularly eat together

Building concept

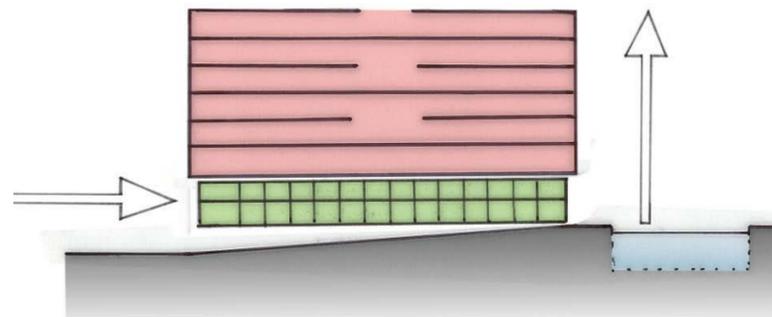
Ted Baker's new headquarters building forms the centrepiece of the scheme and will accommodate workspace for design, prototyping, showrooms and administration as well as an 87-room Ted Baker branded hotel with associated restaurant and bar space. The new building consists of nine floors of accommodation above ground and a single, split level basement. The basement houses a car park of 30 spaces for Ted Baker, providing just over half of their existing provision, but with enhanced circulation and disabled spaces. Above ground the building is split vertically with the main body of Ted Baker's new headquarters above two and a half floors of hotel.

The top of the building accommodates the BMU track and approx. 400m² of photovoltaic panels mounted on areas of biodiverse roof. An open steelwork structure with a combination of acoustic louvre and grillage provides the plant enclosure. This is recessed above the central core to reduce the impact on distant views.

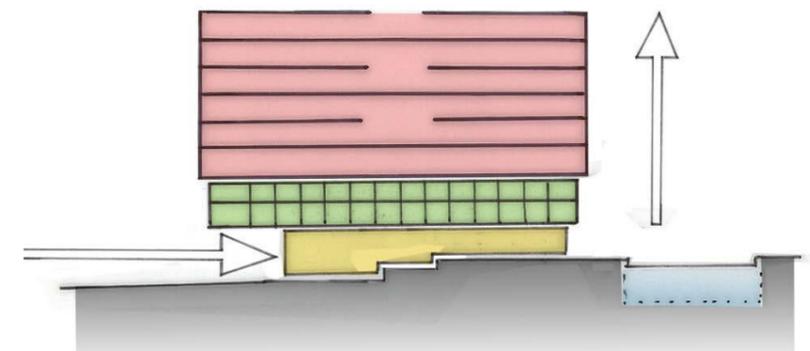
During the design process, various arrangements of hotel and office were considered however this vertically stacked arrangement provides the most efficient circulation, the best views and daylight to Ted Baker employees who will be the predominant daytime users of the building and also provides a degree of security to some of the more sensitive areas of the business.



—6 storey office building with central core and atrium

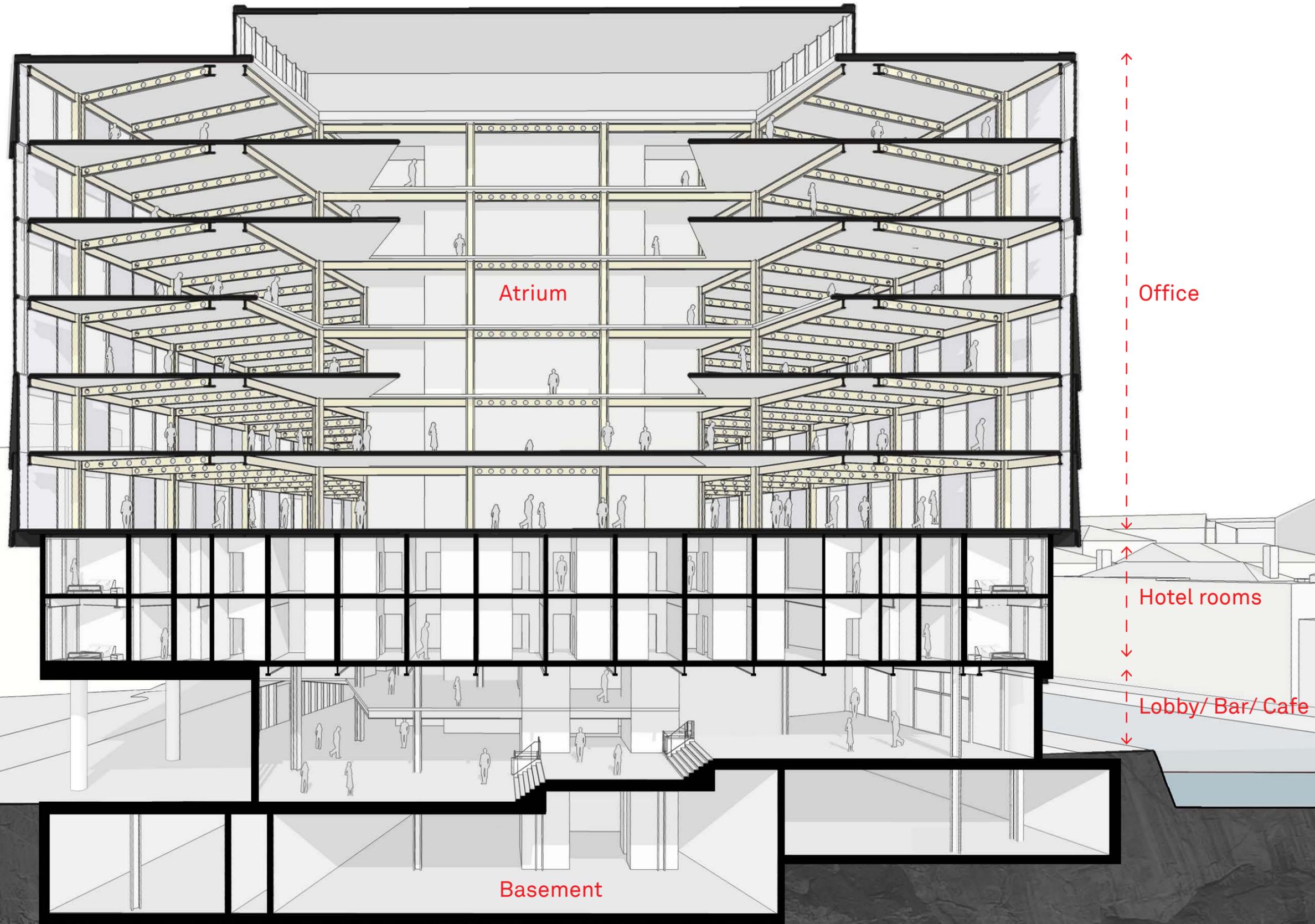


—87 room hotel below office

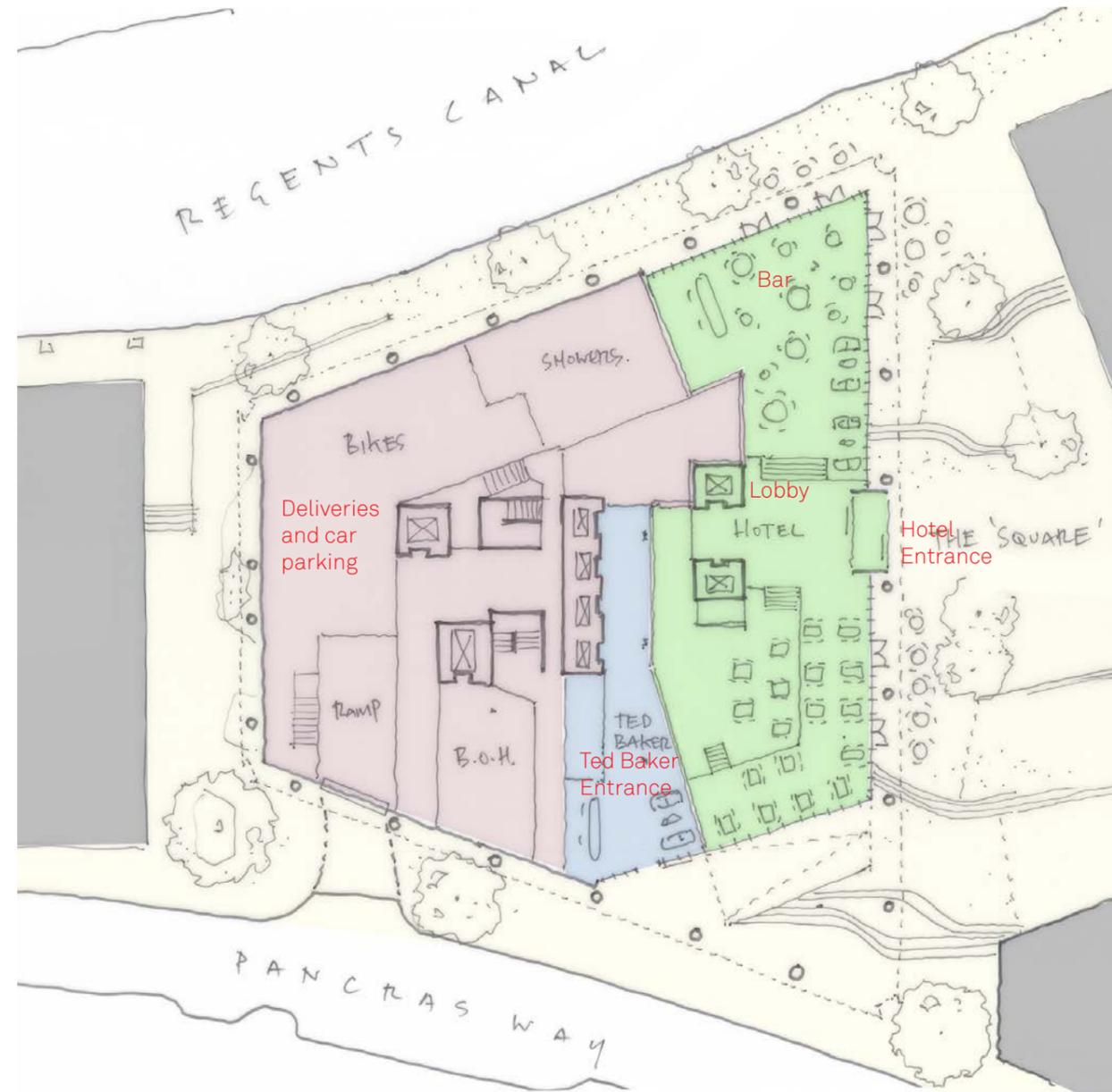


—Bars, entrance lobbies, restaurant and service space below hotel and office

—Section showing organisation of spaces within proposed Tedquarters



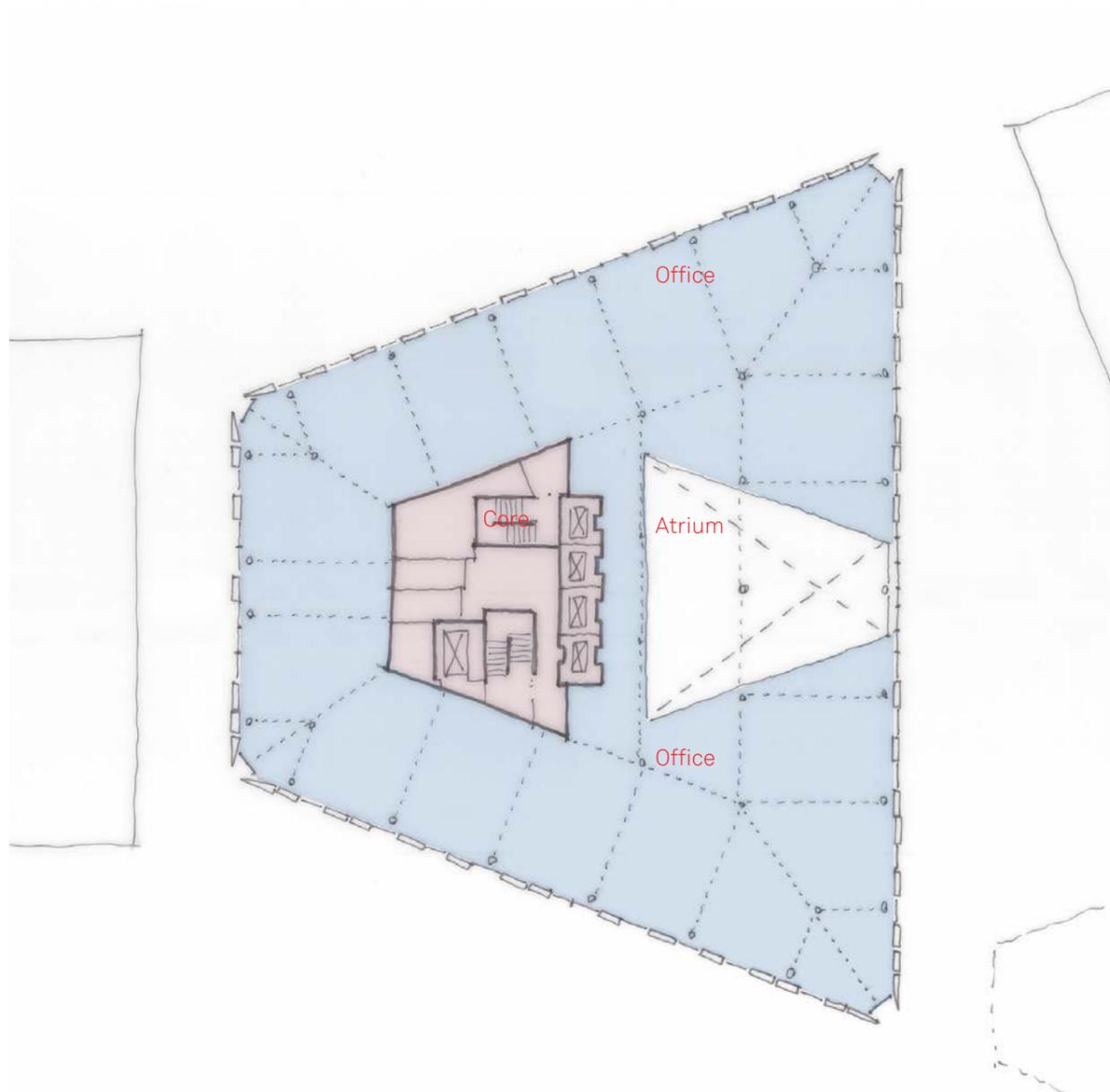
Plot B layout



—Ground floor
Public functions and entrances are grouped in double height spaces at ground floor providing an active frontage and allowing the hotel restaurant and bar to spill out into the public space and canal edge.



—Typical hotel floor
The typical hotel floor comprises 35 bedrooms distributed around the perimeter of the floorplate with a central core. Bedrooms will be double occupancy and fitted out to a high, 'boutique' specification, with an ergonomically planned layout for double or twin beds, desk area, sitting area, wardrobe/hi-fi/drinks cabinet and flat-screen TV. 10% of bedrooms are fully equipped for people with disabilities in keeping with the London Plan.



—Typical office floor

Workspace

The volume above the hotel contains six floors of flexible workspace. The triangular site has generated a trapezoidal floorplate with a compact central core including two escape stairs, WCs, storage and lifts. This space meets BCO recommended standards with the majority of the floorplate within this 10m zone between window and core providing good views and daylight. The height of the floor to the underside of structure similarly meets BCO specification to give 2.7m with a ceiling or up to 3500 to underside of soffit with the structure and services left exposed (likely for most areas of Ted Baker's fit out).

This space is designed to be agile and adaptable, capable of accommodating the wide range of activities required by Ted Baker. These include conventional desk-based office, design studios, mock-up shop displays, meeting and presentation spaces, and social spaces for break out, interaction and entertaining.

A variety of spaces will be provided to suit active / noisy collaborative or more quiet /business working environments. Separation or zoning to achieve this and enable appropriate intellectual security to certain areas will be designed as part of the Cat A/B design with which Ted Baker will be heavily involved.

A series of interconnecting voids rise through this upper volume connecting all but one of the Ted Baker office floors and retaining the sense of community and connectivity afforded and enjoyed within their current building. The top of this void connects with a sheltered terrace on the top floor of the building affording views across the London skyline.

An accessible terrace is located on the top office floor, providing views out over the public space and the London skyline. A full height glazed screen provides protection and maintains the line outer line of the façade.

— Internal atrium space showing layered void and glazing to top floor terrace



Materials and Elevations

The elevation is composed of overlapping precast shingles, loosely suggestive of a book of fabric swatches. These are arranged with full height glazing in between. The result is essentially a random pattern but with a slightly denser concentration of solid panels towards the corners (but with open / glazed corners) and more glazing in the centre of each façade. On the elevation facing the square for example, this means the area adjacent to the staggered vertical void has lots of light. The number of solid to glass panels is roughly as per the 50:50 ratio required to reduce overheating. Precast concrete pigmented, exposed aggregate with a rougher texture at the corners and smoother panels towards the centre of the floorplate. It is envisaged that Ted Baker will contribute some of their own quirky design and identity to the development of these panels during the detailed design phases. The hotel façade is predominantly glazed providing a floor to ceiling window at the end of each room.



—Pancras Way Elevation – Large precast overlapping shingle panels



—Levels and active frontage – Elevation between Pancras Way and Regents Canal with hotel entrance, restaurant and bar



—3D view of corner



—Views of the Ted Baker Building from the square and canal

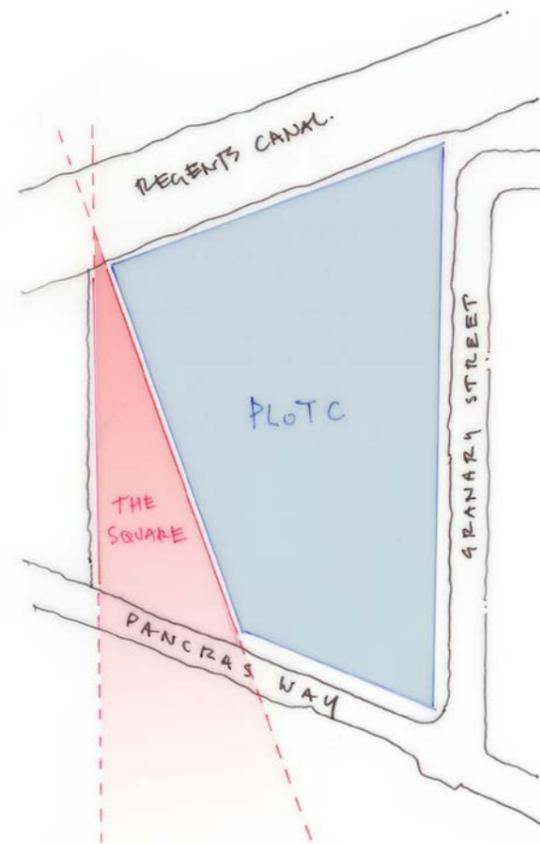
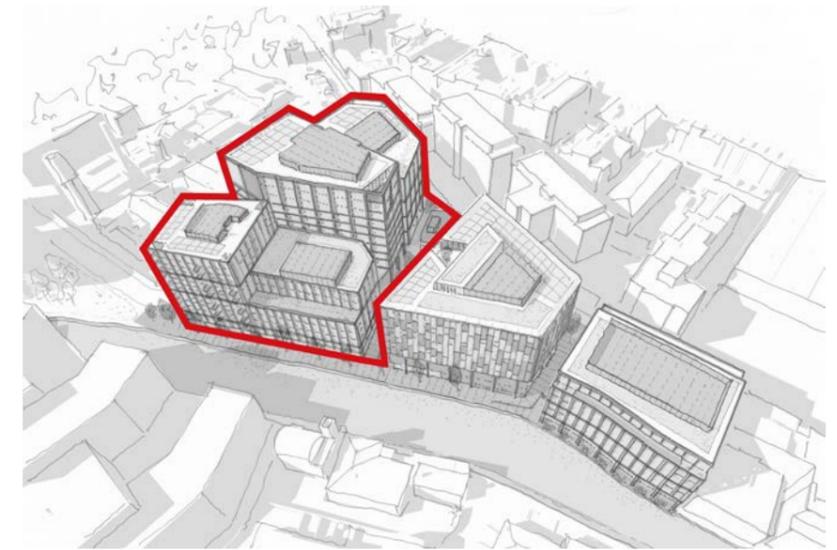
—Architectural illustration of central square



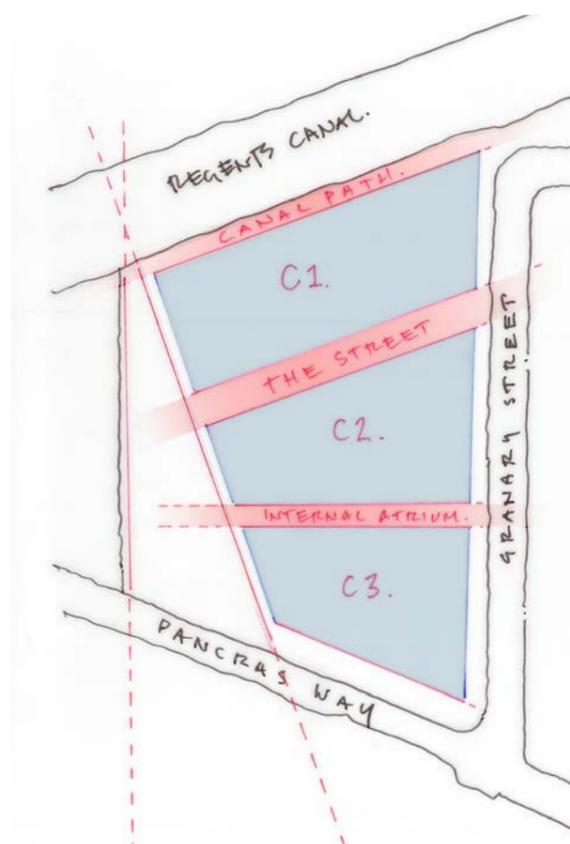
5.3 Plot C

The massing of the buildings located on Plot C has been designed in response to the context and informed by the key routes and spaces defined by our masterplan analysis. The three buildings are orientated to maximise canal frontage and to minimise the impact of their bulk to the south. The three buildings are conceived as a family group and share rhythms and materials across the site.

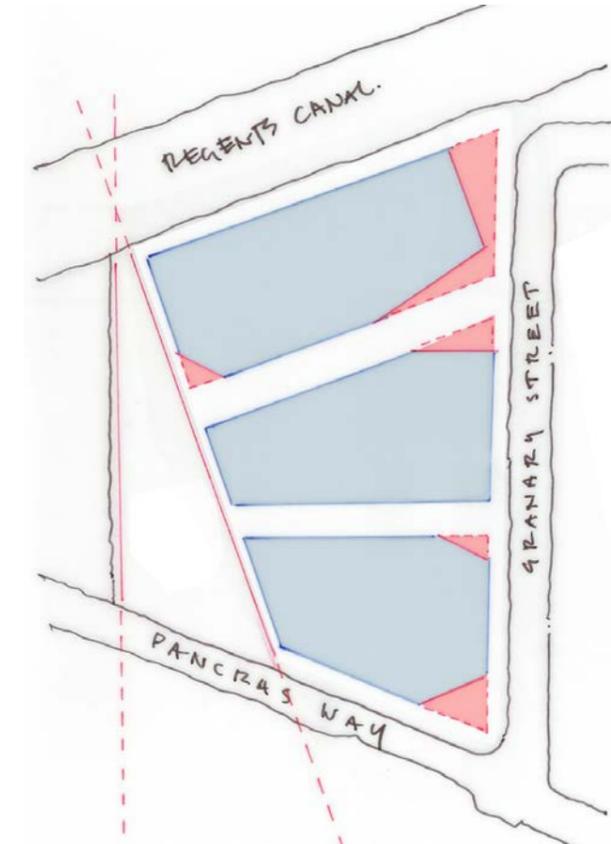
Plot C is broken down into 4 distinct blocks by significant public routes and spaces. The building line is pulled back from the canal to create a canalside pathway wide enough for pedestrian movement, tree planting and external tables. Along the key desire line between Kings Cross and Camden lies a new street which links Camley Street to the new square at the centre of the proposals. Entrances to the buildings are situated all around Plot C, from retail entrances along the canal edge and St Pancras Way, to workplace entrances on the street and square, to back of house entrances along Camley street. All buildings on the plot share a similar character and language of solid and void, responding to the local context and creating a family of buildings together with Plot A. Brick and masonry panels in similar pigments create a cohesive whole, unifying the varied building uses.



A central space orientated to the afternoon sun defines the footprint of the buildings on the plot. The existing road and canal edges define the other extents. The proposals seek to promote a positive relationship with the sites edges and therefore building lines are pushed towards the boundaries.



Key routes into the site are proposed along the key desire lines connecting King's Cross with Camden. These routes dissect the block of accommodation into three distinct volumes. The three spaces have distinct characters, a canalside path, a street and an internal atrium.



To reduce the bulk of the massing (particularly to the south) the blocks are chamfered at the corners presenting angled facades to the key contextual nodes and vistas.

—View from canal of proposed southern aspect of Plot C



Building C1

Situated along the canal, building C1 plays an important role in the site wide masterplan. At an early stage this location was identified as the part of the site that could support a taller element, responding to the completed and proposed buildings at 101-103 Camley Street and taking advantage of views across London to the south. The prominence of the building ensures it is a key device in the overall development.

Comprising retail, workspace and residential apartments the varied uses contained within C1 respond to its canal side location in a number of ways:

- Retail units at the ground floor, of varying sizes, provide an opportunity for canal side shops, restaurants and workspace, that link the canal to the street
- Floorplates above the retail can accommodate a variety of office workspace uses, such as small creative businesses or maker spaces
- A taller residential element that responds to the adjacent building use on Camley Street, the lack of adjacent buildings to the south and east maximises daylight and avoids proximity issues present on St Pancras Way or within the site
- A canalside location for the workspace offers the opportunity to create a unique space in a building of lower scale that relates closely to the canal's character

The ground floor of the building acts as a unifying base under the workspace and residential accommodation, with entrances to the Private and Affordable residential to the southern end and a workspace reception linking the street with the canal. Public uses such as retail line the canal, square and street. Designed to be as flexible as possible, the retail spaces can be subdivided to suit market needs, with some areas available for either retail or workspace use. The variety of uses at ground level, with all day activity from office, retail and residential will ensure a vibrant space allowing activity to spill out into the square and along the canal and street.

Due to the differing floor to floor heights of office and residential, there are six floors of office space and eight floors of residential within the same volume above ground. A typical floor would provide six residential units and approximately 990m² of office floorplate. The floorplate is set back by approximately 6m at level 05 and 06 on the canal side providing an accessible terrace for occupants and allowing additional views to the north for corner residential units. There are a further three residential floors above the workspace roof level.

Grouped together in the centre of the plan are the residential and secondary office cores, making use of deep floor space not suitable for workspace. As a fully flexible floorplate with three storey connecting floorplate linking the workspace to building C2 at levels 03-05, the building is suitable for a wide range of organisations and tenures from collaborative open plan spaces to individual office spaces.

With a small central core, the office space meets BCO specification with most of the floorplate within 10m of a window providing good views and daylight. The height of the floor to the underside of structure is 2.6m with a ceiling or up to 3100 to underside of soffit with the structure and services left exposed.

Above the level of the office building, three additional residential floors provide seven units each, located around a central core. Each unit enjoys views across the canal or to the south.



— Ground floor plan

A. Residential Entrances

B. Retail Units

C. Office / Workspace Entrances



— Architect's illustration of C1, showing pedestrian route along canal edge with Plots A and B in background

Materials and Elevations

Building C1 has a canal side, warehouse aesthetic driven by deep brick facades with a vertical emphasis. A 3m grid of vertical brick piers is applied across the façade, creating depth and shadow to the north, east and south facades whilst allowing large windows and balconies to the residential and workspace between them. It provides a contextual and characterful response to the locale, whilst a range of diverse uses are contained within.

Horizontal spandrels are located at specific levels where the office and residential floor levels meet. These unify the two uses and group together sections of the building vertically but recede behind the primary vertical piers. Residential window and balcony locations alternate in each vertical grouping to provide a subtle variation to the façade.

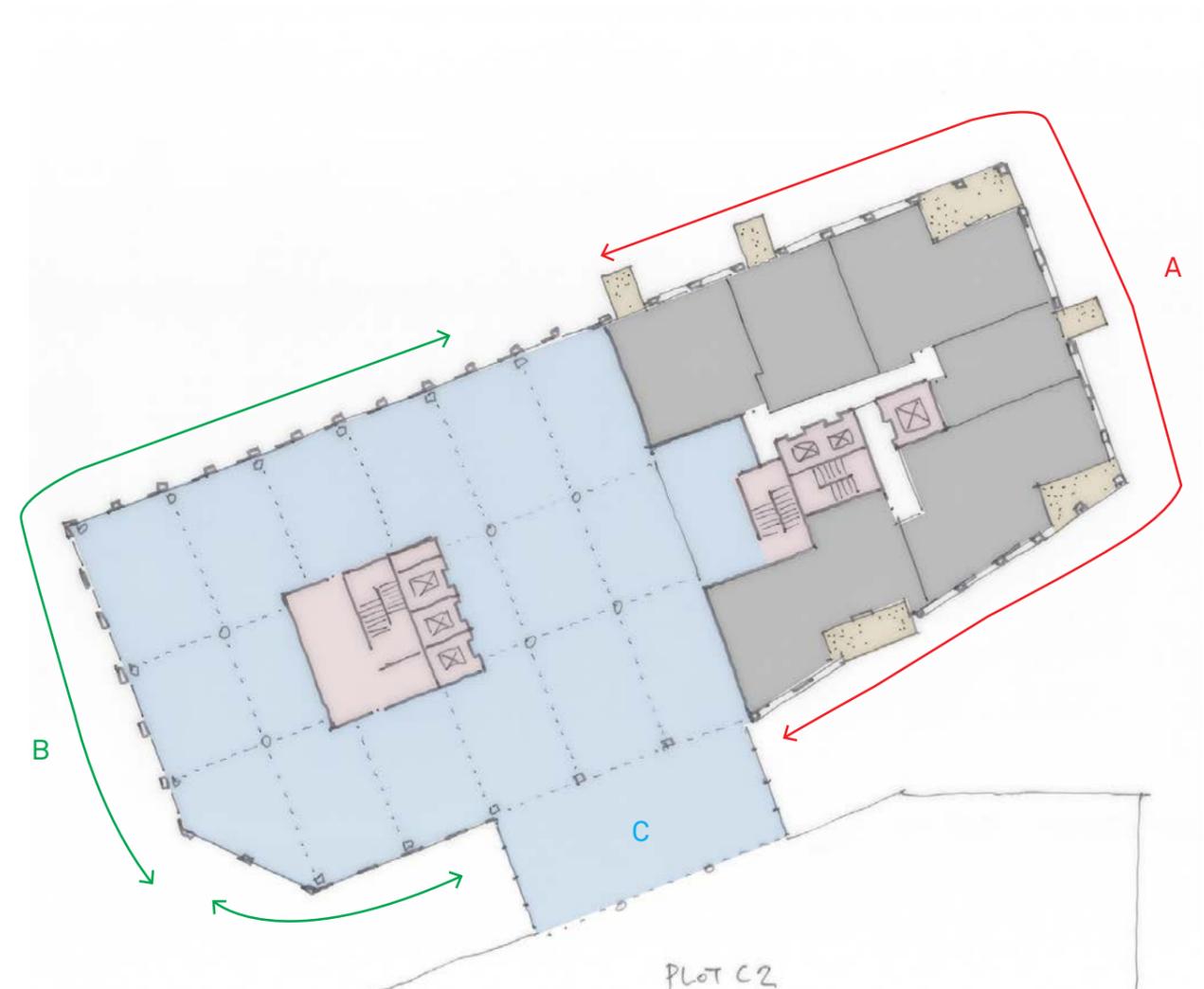
The west elevation facing the street and building C2 is proportionally the same as the other facades, but as it will receive less direct sunlight, the façade has one plane, without the deeper reveals seen elsewhere.

The residential units have either inset or large cantilevered external balconies to continue the warehouse aesthetic.

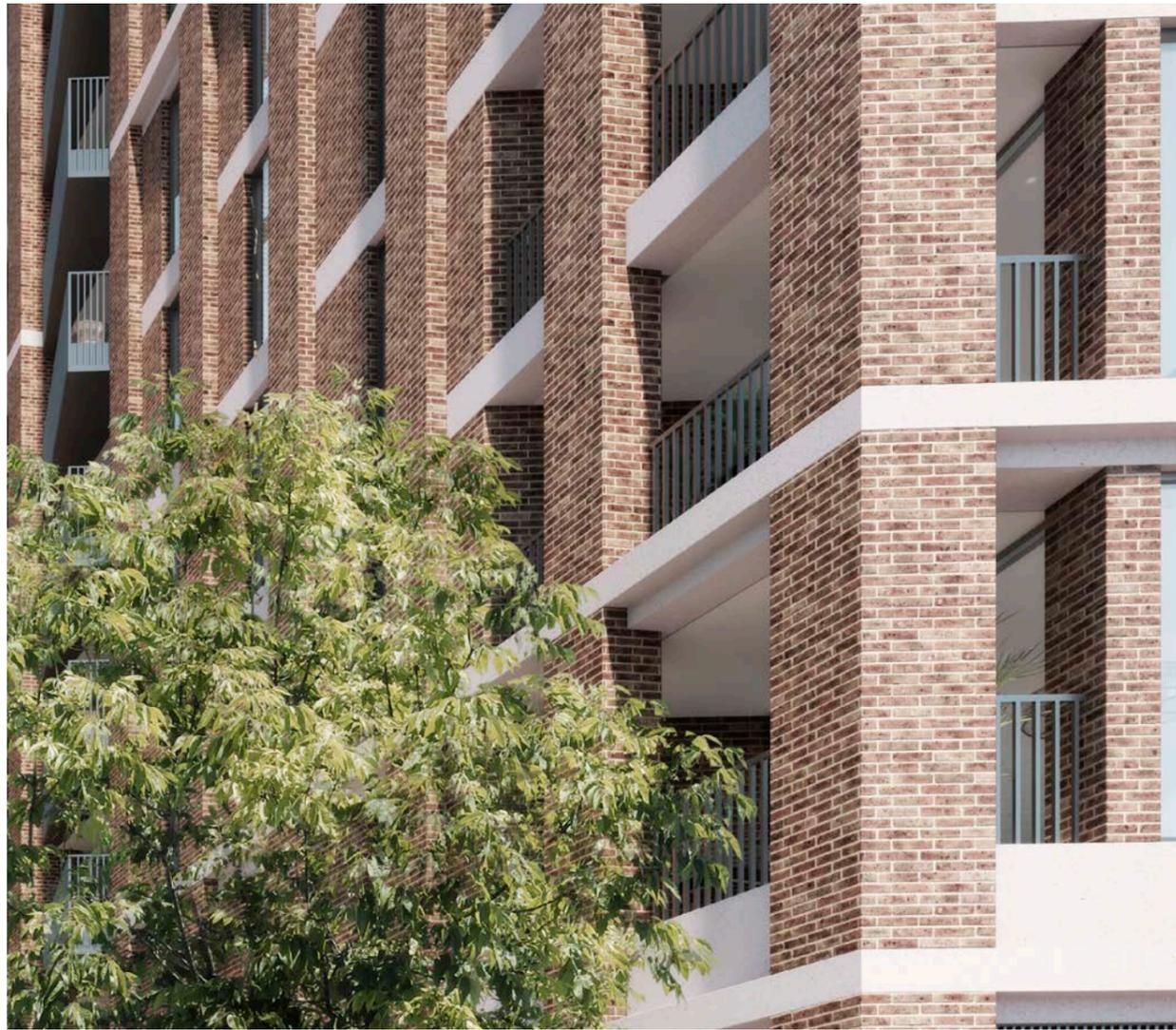
Workspace

C1 offers flexible and adaptable workspace with great views over the canal. The 3850mm floor to floor height provides a generous section which is well lit with natural light at the perimeter. Deeper plan zones are more suited to meeting rooms which require heavier servicing demands.

Linked over three floors to the C2/C3 floorplate, this provides enhanced workspace flexibility for small, medium and large occupier tenants and the facility to expand over time.



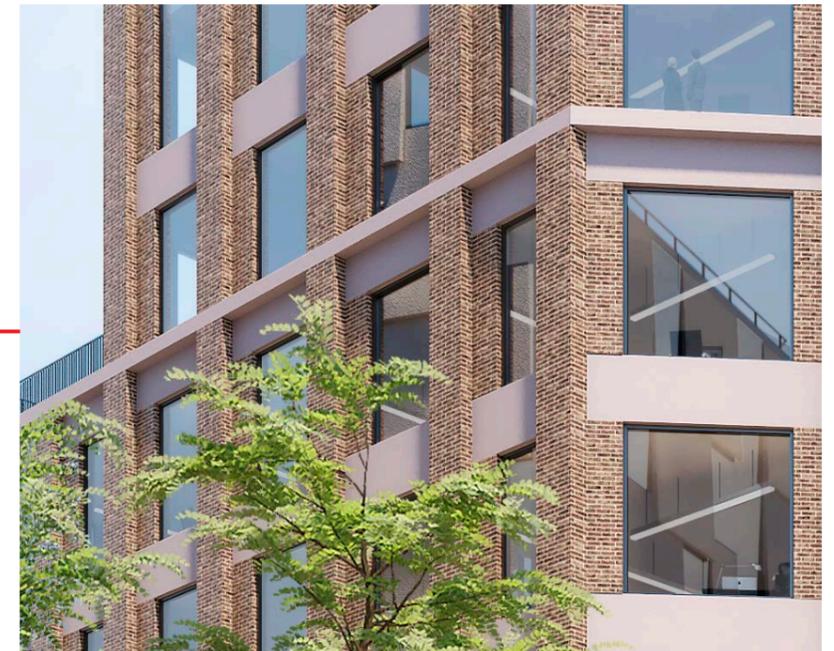
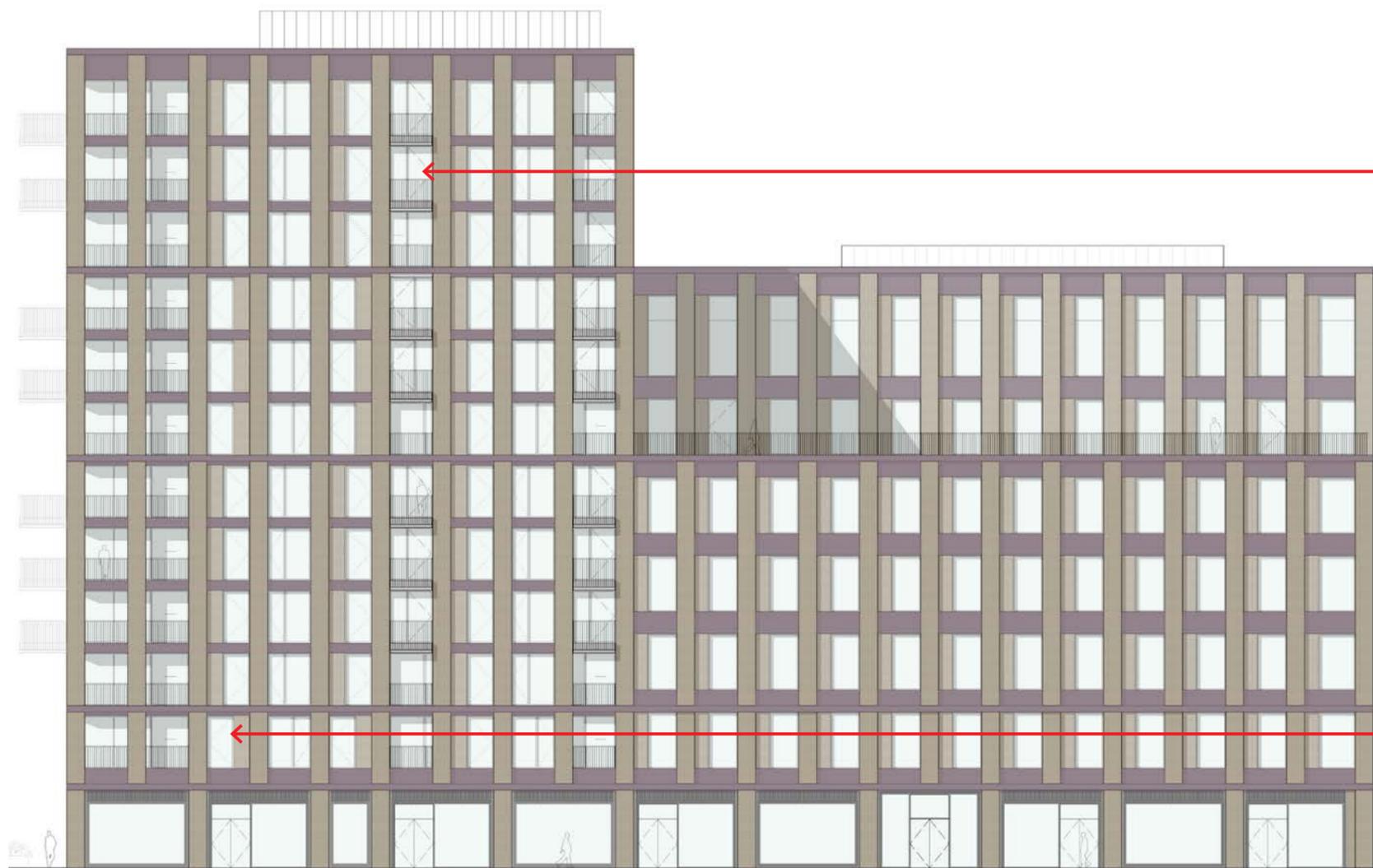
- Typical floor plan with facade types
- A. Residential facade - vertical brick piers, alternating windows and horizontal spandrels at key floors
- B. Office facade - vertical brick piers with regular windows and horizontal spandrels aligned with residential
- C. Connecting floors



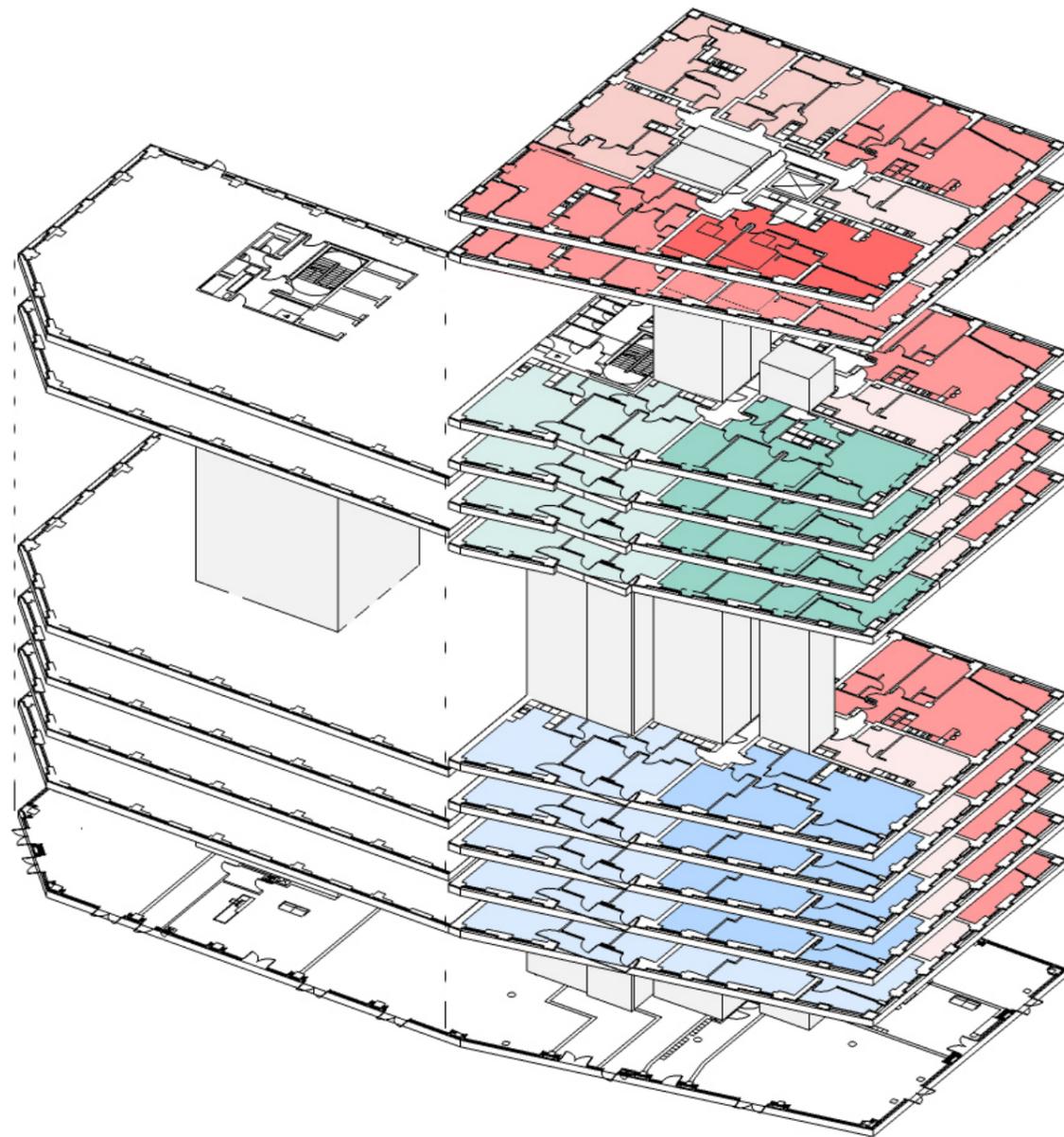
—Detailed view of C1 residential cladding, with inset and external terraces, brick verticals and spandrels aligning with office cladding



—View of C1 from the towpath showing stepped volume and bands of expressive materials



—The composition of C1 follows the same rules as Plot A but with added complexity of residential windows and balconies. The horizontal string course is the primary organisational feature that links the office and Residential elements.



Exploded view of C1 with residential tenures and unit sizes

■ Social Tenure

■ Intermediate Tenure

■ Private Tenure

Residential Design

The site will accommodate 69 apartments over 11 floors which vary in size from 3-bedroom flats to studios. The residential accommodation will be mixed tenure and will include flats for private sale as well as affordable homes for rent. The proposals are designed with regard to all relevant policies, in particular the Mayor's Housing Supplementary Planning Guidance, London Plan, and Camden Planning Guidance CPG1, CPG2 and Camden Local Plan H2, H4, H6 and H7.

The building affords unobstructed views across and down the canal, and is the most suitable location for achieving good sunlight and daylight into the apartments. C1 forms a residential group with the three existing and consented canalside residential schemes on Camley Street.

The design creates a 'ribbon' of residential to the south east of the site as part of a shared building form that also accommodates flexible workspace. This ensures that the units have a desirable south facing or canalside location, take advantage of orientation and avoid issues of proximity. This takes into account the requirements of CPG6 with regard to overlooking, privacy and outlook.

A maximum of seven units are clustered around the central core, creating a building without long corridors. Almost two thirds of the units are dual aspect, though due to the constrained nature of the site, a number of units are single aspect. These are located where an improved visual aspect can be offered, such as along the canal and to the south where a lack of adjacent buildings allows far reaching views.

The residential is proposed to be tenure blind in terms of design: there will be a single external character for private, intermediate and social housing. Social housing is located at levels 01-05 to the south and west, with intermediate housing occupying the same location on level 06-09. Private units are located to the east and south along the canal at levels 01-09, whilst occupying the entire floorplate at levels 10-11.

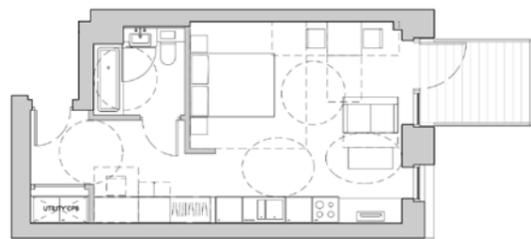
The core sits back-to-back with the workspace secondary core at lower levels where there are fewer residential units, and is centrally located on upper levels. The private units are served by two lifts on all levels, whilst there is a separate lift for the affordable tenure serving levels 01-09. This is sized to allow bicycles to be taken to the basement. Private residents would be allowed access at ground floor should they require a lift to the cycle store. The escape stair is accessed directly from the affordable lobby however is shared between the tenures in the event of a fire. A pass door linked to the building fire alarm will automatically open in the event of a fire to allow private unit residents to escape.

The mix of unit types is defined according to the location, level and aspect whilst adhering to policy regarding the housing needs in the area.

Of the total proposed, affordable units equate to 35% in area. Social housing occupies 55% of the overall affordable housing area, with intermediate 45%. Three bedroom units make up 40% of the social and 50% intermediate tenures and whilst there are no 1-bedroom intermediate units, consultation with Camden during the design process identified a preference for larger family homes. All other social and intermediate units are 2 bedroom or over in size. The majority of private units are 1- and 2-bed apartments, with studio and 3-beds also available ensuring there is a variety of accommodation. All units have private outdoor terraces or projecting balconies except for four studio apartments which enjoy 'Juliet' balconies with south facing views. All units comply with Lifetime Homes, Habinteg Wheelchair Adaptable or Wheelchair Accessible standards.

Further information is provided within Appendix A of this document.

Each unit provides high quality housing, with well designed light and open layouts. Ceiling heights are envisaged to be 2600mm above finished floor level in main living and bedroom spaces. The design pays particular regard to the Camden Planning Guidance CPG2, CPG6, and Mayor's Housing Supplementary Planning Guidance, Camden local plan policy H6 and the London Plan. Each unit adheres to the space standards required by the London Plan. Each unit has large hinged or sliding doors to access the external space, with some 2- and 3-bedroom units offering access from both bedrooms and living space. Each unit will have minimum 2.6m floor to ceiling in living rooms, also provided in master bedrooms of 2- and 3-bed units. Each room will have a 815mm, 1200mm or 2000mm wide floor to ceiling glazing with full height restricted opening windows, with internal glazed barrier protection to 1100mm.



Studios

Private tenure studios are designed to be flexible and open plan, whilst achieving Lifetime Homes requirements. All units have a large Lifetime Homes compliant bathroom, with integrated joinery and kitchen to one side, and an open plan living / bedroom space. Most have a balcony for private amenity space, are all south facing single aspect and are designed to a minimum 39m².



Typical one bedroom unit

All one bedroom units are designed with an open plan living and kitchen, with a separate large double bedroom and bathroom. Each unit has private amenity space, either a large inset terrace or external projecting balcony. Generally east facing overlooking the canal, the majority of units are single aspect. Units are designed to a minimum 50m² and are all private tenure.



Typical two bedroom unit

These units are designed with an open plan living and kitchen, two double bedrooms, family bathroom and an additional WC (affordable) or en-suite (private). The majority are dual aspect with a number of single aspect affordable units to the south-west. All units have an inset external terrace providing private amenity space and are designed larger than the minimum 70m² (single bathroom) or 75m² (en-suite).



Typical three bedroom unit

All three bedroom units are designed as 5 person dwellings, with two double and a single bedroom. The majority are affordable tenure, with a living room separated from the kitchen, a family bathroom and additional WC. The private tenure units are designed to be more open plan, with an open kitchen and living arrangement and the single bedroom access off the living space for flexibility. Private units have a family bathroom and additional en-suite to the master bedroom. All units have an inset terrace and are over the 86m² minimum area.

	Social	Intermediate	AFFORDABLE	PRIVATE	TOTAL
Apartments	10	8	18	51	69
NIA sqm (apartment floors only)	906.5	728.6	1635.1	3243.9	4879
Affordable NIA % (apart floors only)	55.44	44.56			
GEA sqm			2725	4980	7704
Overall GEA %			35.36	64.64	
GIA sqm			2487	4623	7110

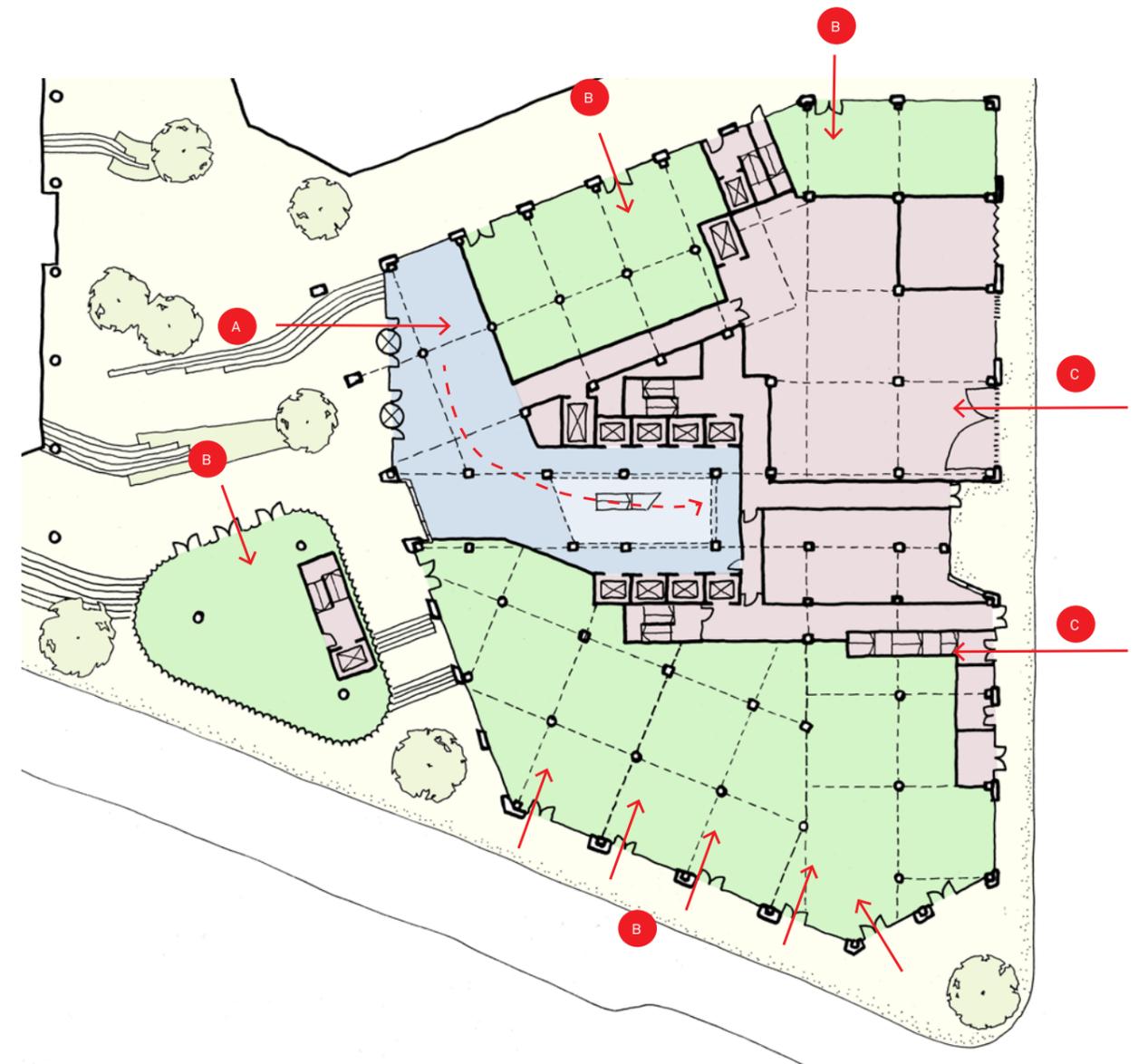
*excludes ancillary accommodation

Plot C2 and C3

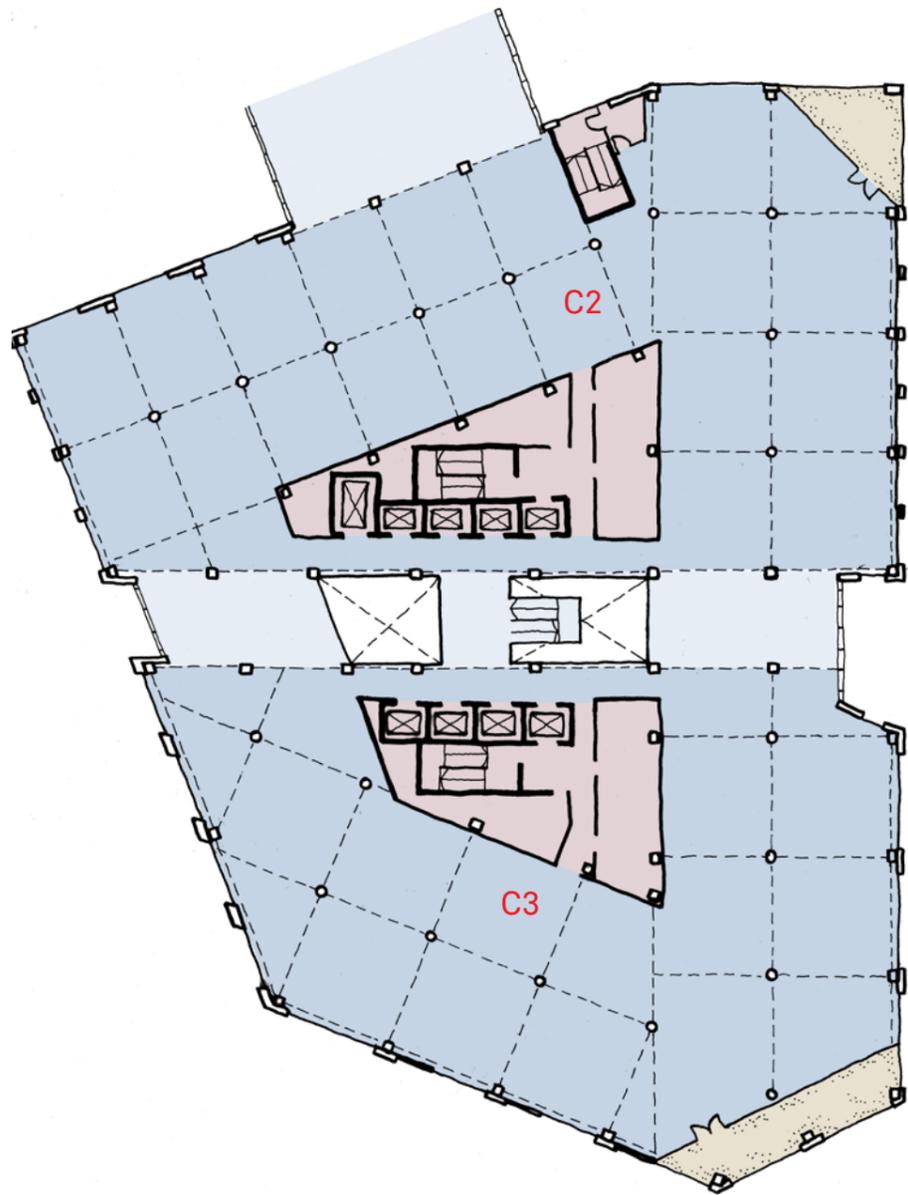
The proposed buildings for plots C2 and C3 are a pair of twinned masonry framed volumes closely related in form and character although different in tone, scale and cladding emphasis. C2 is the tallest building on the site and sits in the centre of Plot C. This position keeps height away from the canal and road edges and helps diminish the impact of the bulk. C3 is a shorter volume as the masterplan steps down to the west along St Pancras Way. Both buildings have an expressed frame-like cladding which directly relates to the structure and forms a composition of lines and panels enlivened by terracing and play of depth and colour. The two volumes are connected by a glazed link which emphasises their distinct character, as does the difference in material palette and framing composition. The lower and upper parts of the C2 square façade are cut back to create a sheltered entrance and an open topped loggia respectively.

Workspace.

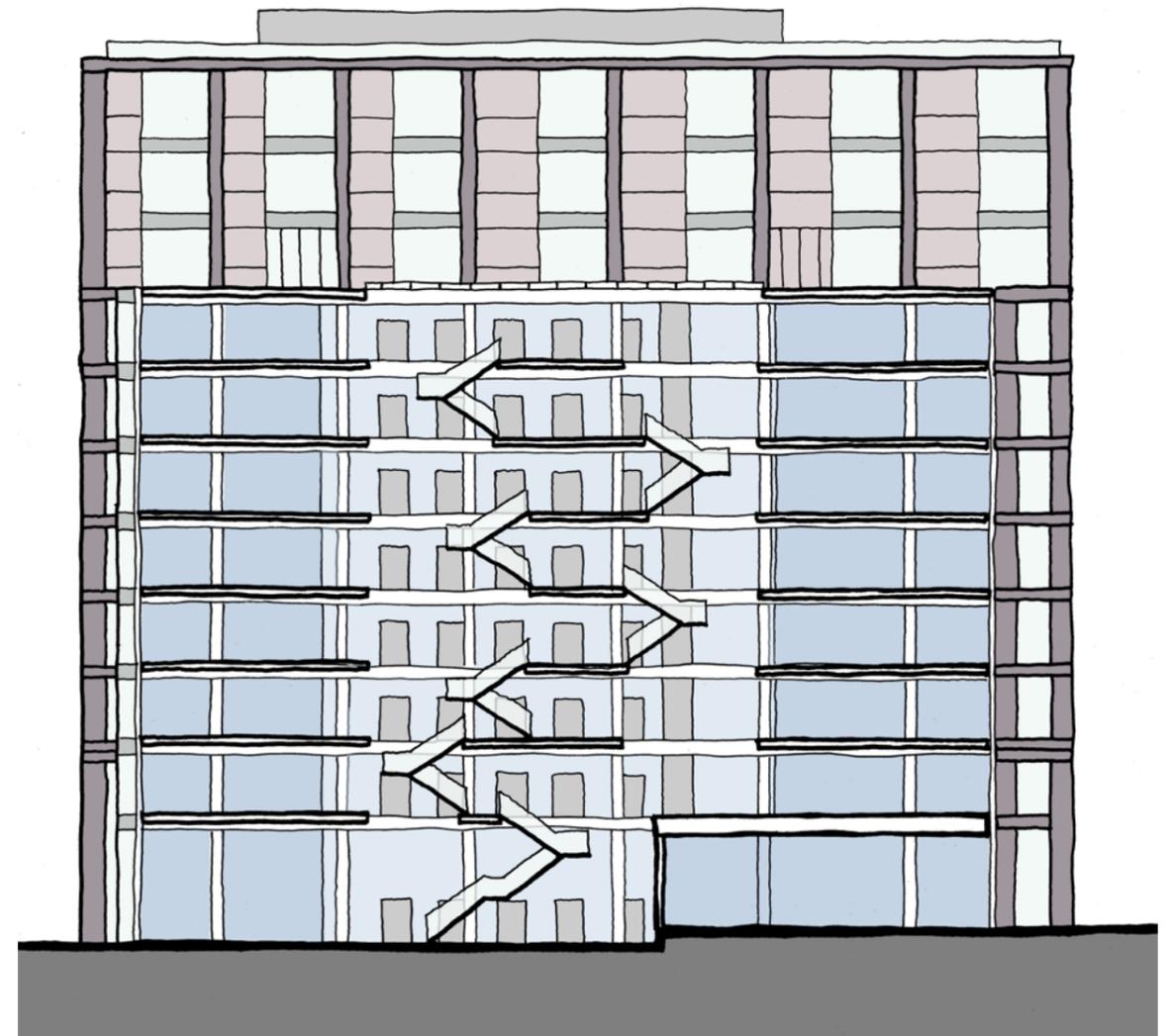
The buildings primarily provide flexible office workspace at a variety of potential scales all with good views out to the south and the new square to the north. The office floors are 3850mm floor-to-floor giving good internal height which will provide a well lit and comfortable space for the occupiers. The two buildings share a central core with a top lit atrium and the potential for separate or joined main entrances off the central square. The central core has 8 destination controlled lifts plus goods lifts, fire stairs and WC provision. The floorplates can be let fully or in a number of subdivided configurations. The C2 floor plate is linked at three levels to C1 via the bridge over the street, this forms a potential super-sized floorplate over the whole of Plot C. The buildings are to be concrete framed structures with exposed soffits giving a light-warehouse feel and a flexible base palette for tenant fit out.



- Ground floor plan
- A. Primary office entrance
- B. Retail entrance
- C. Back of house and loading bay



— Typical floor plan



— Section through C2/C3 link and rooflight

Plot C2 and C3 Elevation and Materials

Building C2 and C3 facades utilise a grid of two scales, responding to the distinct massing of each floorplate. A primary precast concrete grid provides depth and an overarching organisation to the facade, with secondary metal panels in similar tones recessed on the glazing line. Both the precast concrete and metal panels are either smooth or textured to provide variation.

Situated at the west side of the square, the small C4 pavilion completes the family of buildings.

The cladding to both C2 and C3 is to be an expressed masonry frame with glazed and metal infill panels. The colour, tone and composition of the framing elements is distinct to each building and the depth of the cladding varies dependent on the orientation, status and context of the elevation. The two buildings are conceived as a closely related pairing with complimentary tone of masonry and metal panels forming a twinned composition. The window units are to be darker metal with fritted or back-painted glazed panels at intermediate floors.

Large terraced cut-outs at the southern corners of both C2 and C3 add depth and compositional complexity to the proposals as well as providing amenity space with excellent views and daylight levels.

Base, middle, top

- The lower two floors of C2 and single floor of C3 is expressed as a base element with masonry piers coming to ground in a strong rhythm which frames shopfronts and entrances
- The middle floors of C2 are expressed in single storey emphasis of masonry piers and spandrels giving a fine grain to the façade. The middle floors of C3 are expressed in double storey lifts in deeper panels suggesting a building of more weight than C2
- The upper three floors of both buildings are expressed in a single vertical bay which reduces their apparent height and gives visual termination to the forms

Ground level frontage.

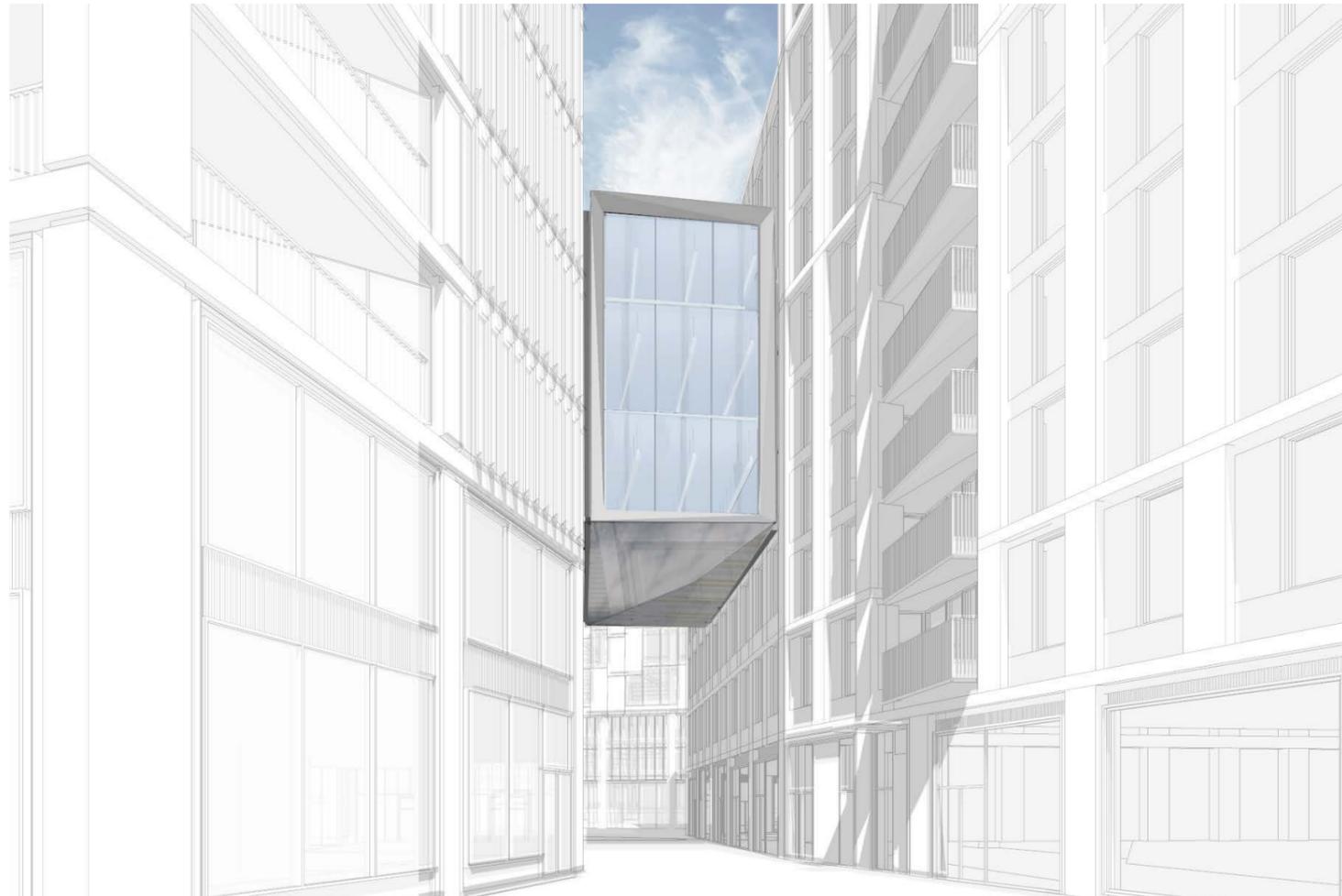
The buildings will have active frontages at ground level with retail, entrances, loading bays and service space arranged around the island site. The Granary Street elevation includes retail frontage at the corners but is predominantly the service façade at lower levels. The loading bay entrance, blue-badge parking spaces and substation access doors are located on Granary Street. The ground floor use along the three other elevations (the 'Street', St Pancras Way and the Square) is to be predominantly retail with main office entrances and minor fire escapes etc.



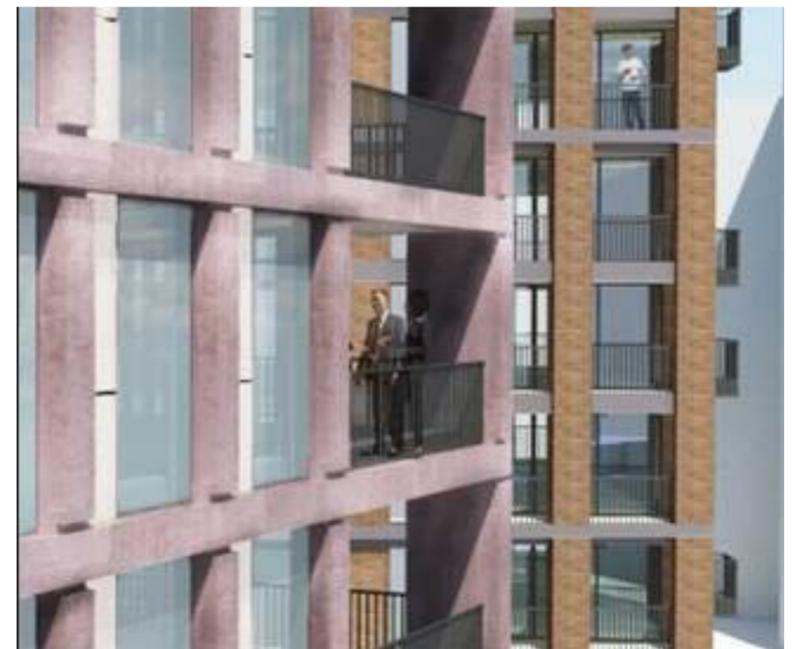
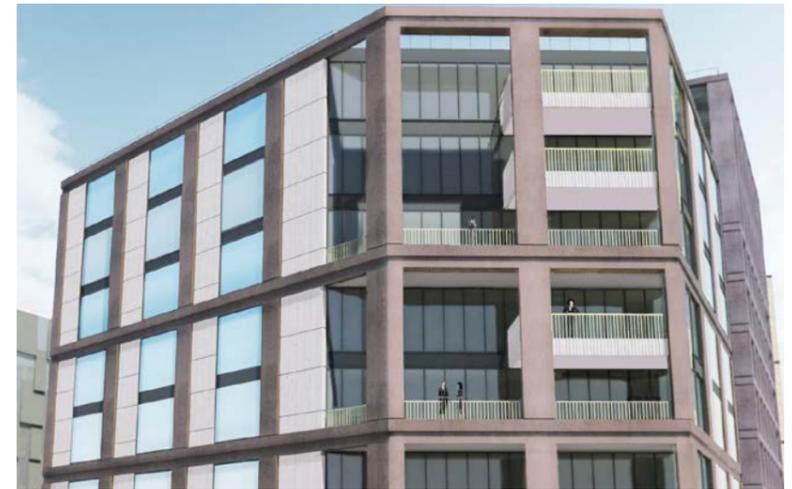
—C2 and C3 envisaged as a pair of buildings connected by a glazed atrium

C1/C2 Connecting Floorplate

The Building C1 floorplate is connected to C2/C3 at third to fifth floor providing flexibility and scope for a variety of tenant occupiers. The predominantly glazed facade of the connecting floorplate enhances the external street with the vibrancy and activity within the building.



—View of C1/C2 connecting floorplate



—Corners animated by balconies

C4 Pavilion

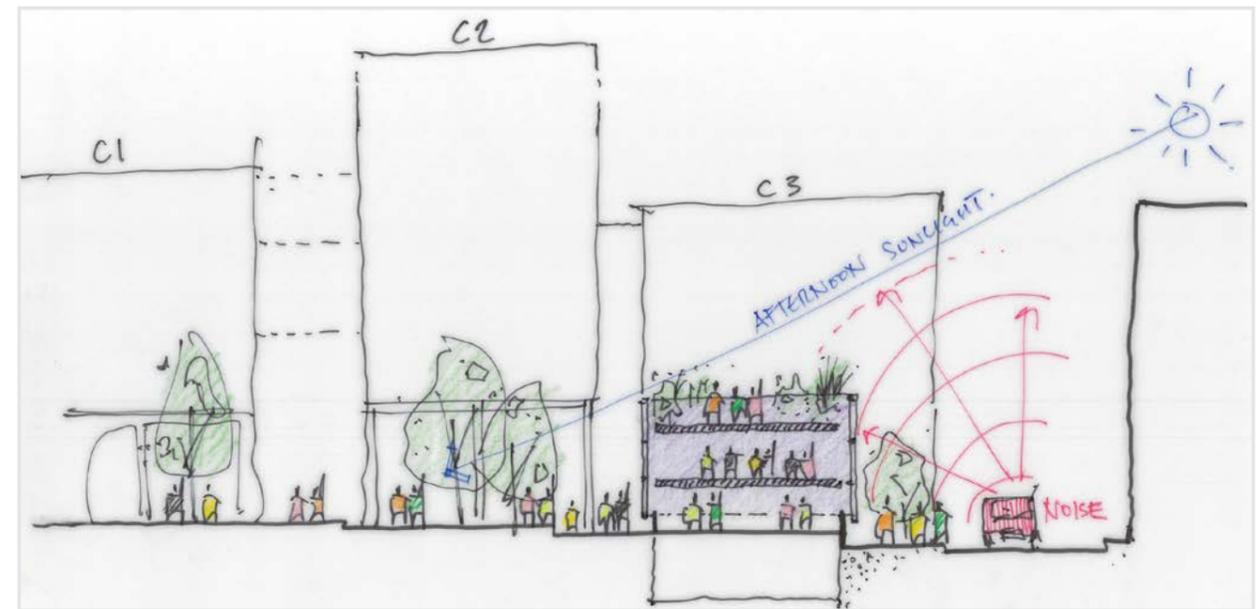
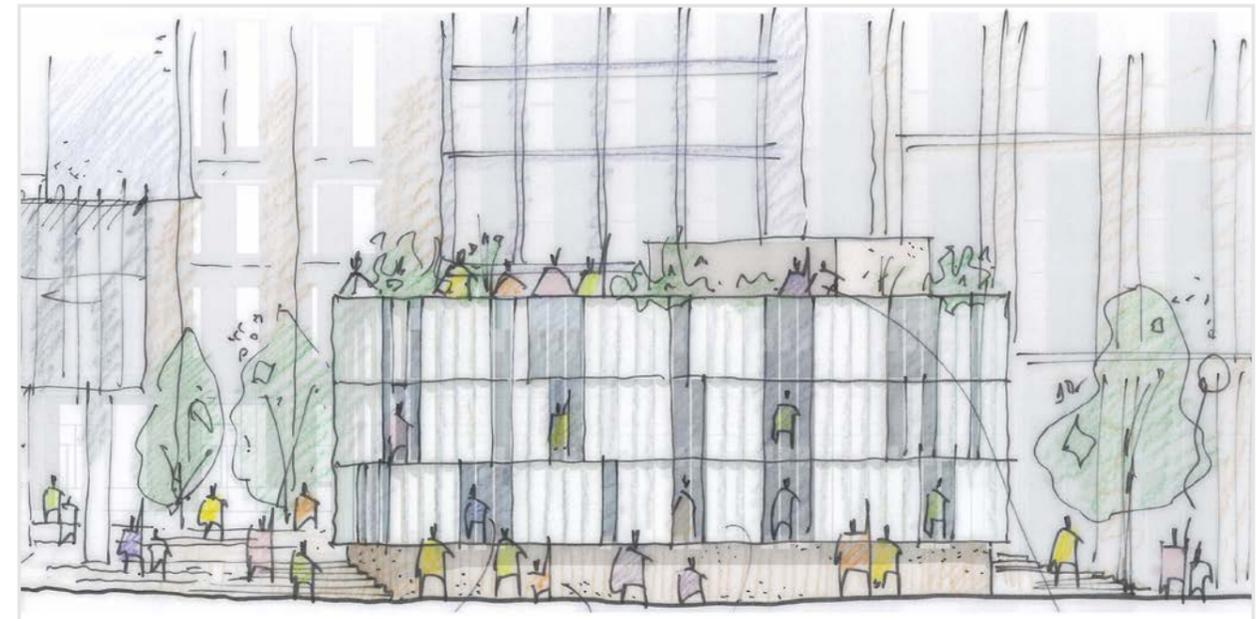
C4 is a two storey pavilion for A1-A4 retail use. It opens out onto the central level of the public space with opportunities for customers to spill out and animate the square. At roof level, an accessible terrace provides further amenity space with planting softening the skyline.

The pavilion sits at the mouth of the triangular public space and has two urban functions. Firstly it 'holds' the open space sheltering the landscape from the noise of the road. Secondly it creates human scale thresholds at the key entrance points to the public square.

It is curved in plan to facilitate movement and will be clad in metal and glass panels as a distinct object along Pancras Way.



—Sketch ground floor plan



—Sketch elevation and section

—Architect's illustration showing the proposed scheme viewed from the towpath, adjacent to the oblique bridge



—View of proposed street between C1 on the right and C2 on the left



6.0 Retail

Retail units at the ground floor of all buildings will contain a mix of shops, cafes and restaurants with the Ted Baker Hotel lobby, restaurant and bar on Plot B. This will create a lively mix of uses throughout the day and evening contributing to the life of the site and providing an opportunity for canal side activity linking the canal to the street.

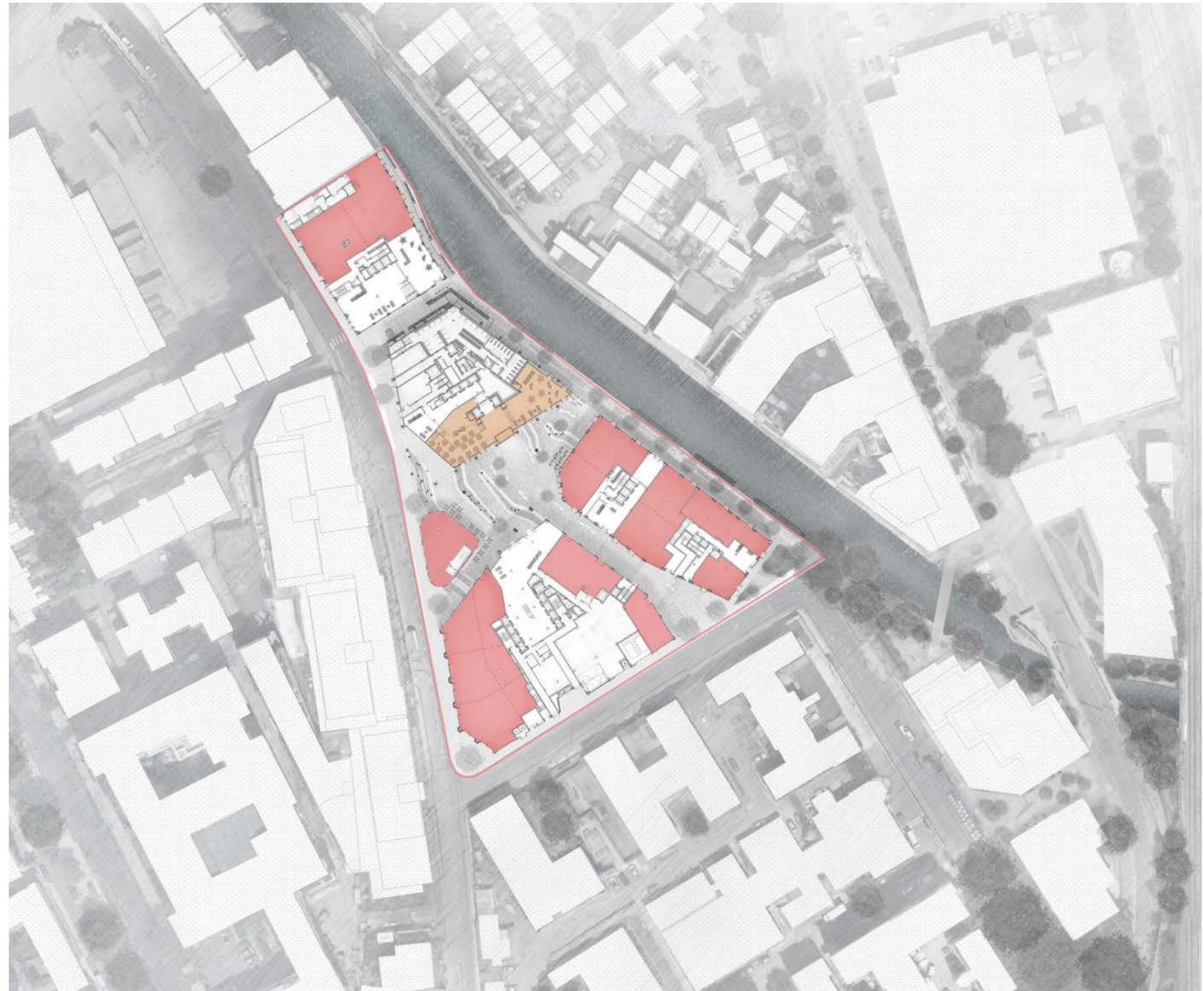
The area around the site is changing rapidly, and the increased number of local residents both on the site and nearby will help to support this transformation. The strategic location between the busy centres of King's Cross and Camden Town, and the pedestrian desire lines between these two centres are expected to create footfall across the site throughout the day, seven days a week. The type of retailers on the site could include distinctive independent operators attracted by the presence on the site of the Ted Baker brand. The creation of premium active retail space will attract such tenants.

There will be provision for several retail units at ground floor level on Plot A, C1, C2 and C3. Retail areas have been designed to be highly flexible A1-A4 used and occupied by a single or multiple tenants as the market dictates. Building C4 is a self-contained retail unit likely to accommodate a restaurant or café. C4 provides a physical edge to the new public square, containing the space on one side while signalling arrival on the St Pancras Way side. Largely glazed, transparency through the building helps connect the street with the square.

Retail entrances will have thresholds level with the surrounding streets and public space and larger units may be split level to accommodate the level change across the site. There will be the opportunity for outside seating to the units along the canal and those facing into the square.

The design of the shop front is of a similar architectural language in Plot A and Plot C creating a unifying retail frontage across the site. Units have a narrow band of louvre above predominantly glazed facades to allow the tenant to fit mechanical ventilation to suit their own requirements. This zone also provides a datum for signage along each façade.

The glazing line is typically flush with the face of the masonry piers to help distinguish the retail area from the office without distracting from the office entrance.



—Proposed plan showing location of retail units at ground floor

— Image showing potential occupancy type in double height base of C3 at Granary Street corner



7.0 Workspace

The site is currently entirely employment use, and workspace is one of the key uses proposed as part of the development proposals. Ted Baker, is already a significant employer in the area and the expansion of their operations on the site will create new jobs and safeguard their future in Camden. Their new headquarters building will be tailor made to their needs and enable them to expand and diversify the business while providing better facilities for their employees.

In addition, the site will provide a variety of workspace in three other buildings. These buildings are designed to provide flexible space which will accommodate a variety of potential occupiers from small and medium enterprises to larger corporate tenants, totalling approximately 43,100m². It is likely that as many as 3500 people will work on the site following the redevelopment.

Commercial space in Plots A and C consists of rational, largely orthogonal floorplates with BCO specification floor to ceiling heights and a 1500mm planning grid. Floorplates are highly flexible and can be divided vertically and horizontally to accommodate a number of tenants. On floors with multiple tenants the building arrangement will encourage collaboration and space sharing. The central core and circulation space will act as a common break out space promoting interaction and creating a commercial vibrancy.

There is recognition that this development is located close to a major agglomeration of healthcare and wider Life Sciences education, research and R&D activity. This includes the nearby St Pancras Hospital, Royal Veterinary College and the London BioScience Innovation Centre, as well as the Francis Crick Institute alongside the British Library Site and the Alan Turing Institute. Given growing needs associated with this activity the building has been designed to deliver reasonable flexibility for such uses.

Bicycle storage, shower and changing facilities and access to a shared gym in Plot C promotes happier, healthier employees. Accessible terraces on most floors provide opportunities for entertaining and outside working, also contributing to staff wellbeing.

Typical plans of Plot C showing potential workspace tenancy variations



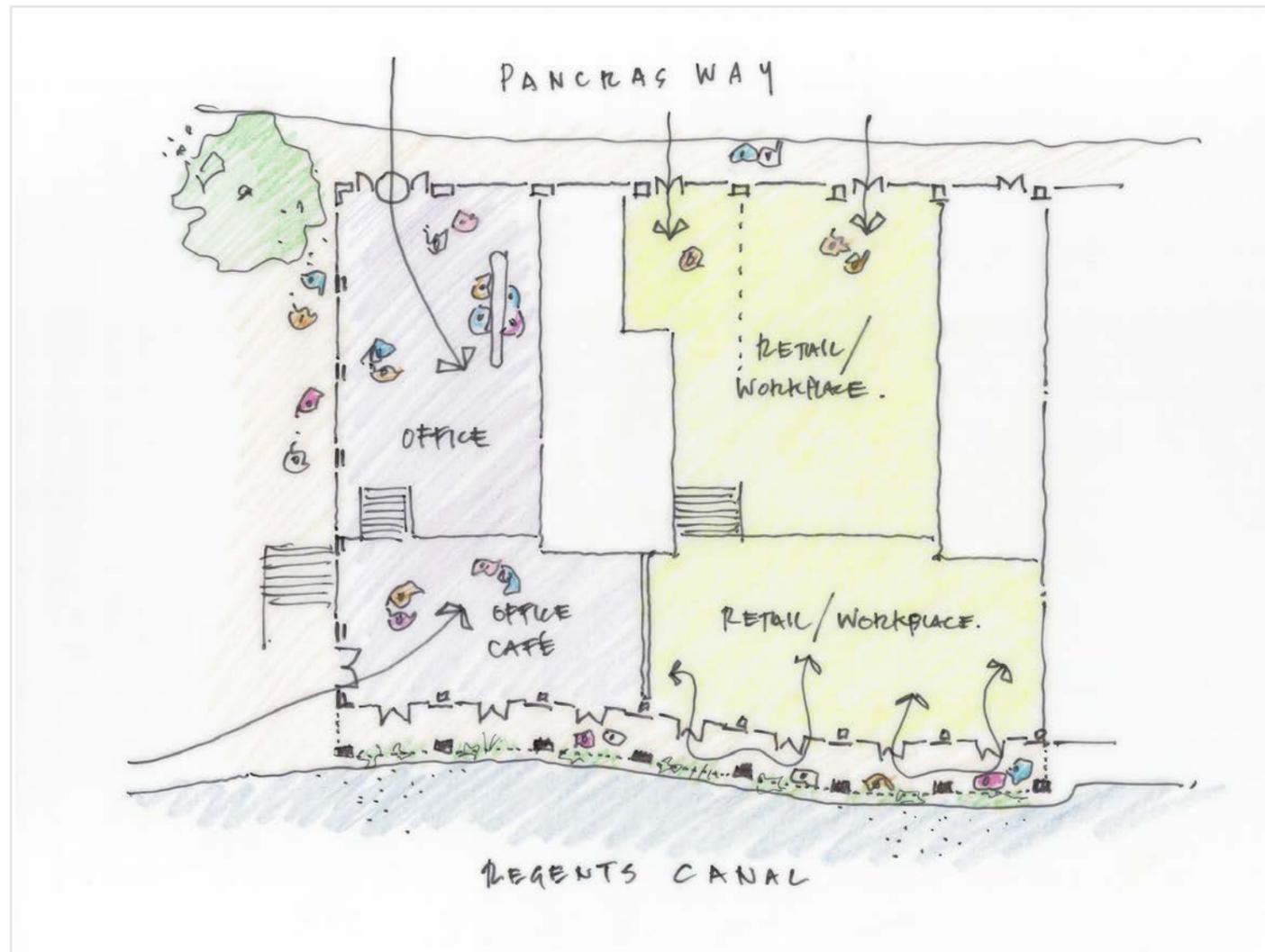
—Single tenancy

—3 tenants

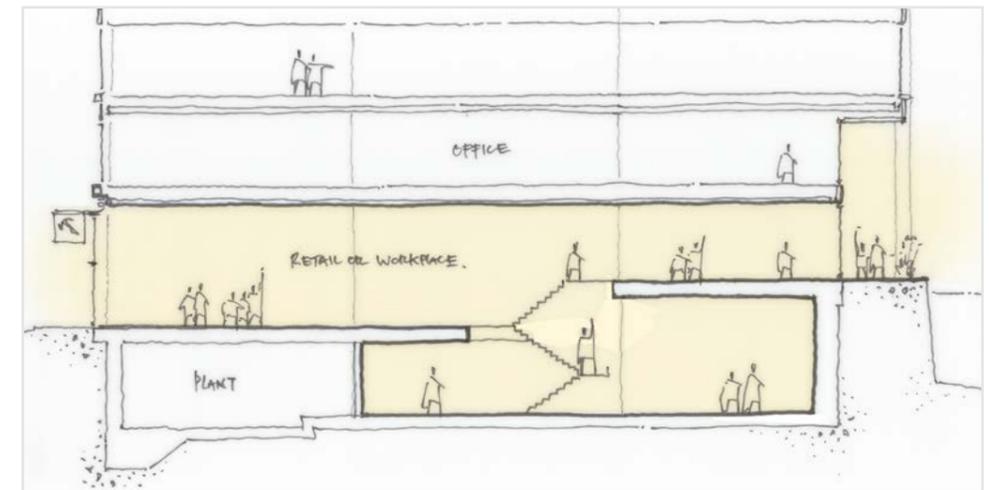
—Multiple tenants

Strategy for location of potential workspace

As well as retail, ground floor areas can provide workspace for small occupiers who are looking for their own dedicated front entrance. The scheme is conceived as a series of smaller floor plates arranged around external or internal 'streets' which inform the buildings external appearance and massing. Smaller floorplates can be occupied singly as incubator workspace or makerspace, or merged together to form larger, more corporate floorplates.



—Plan showing location of potential workplace at ground floor with street frontage and canal facing external space



—Section through stepped workplace between Pancras Way and Regents Canal

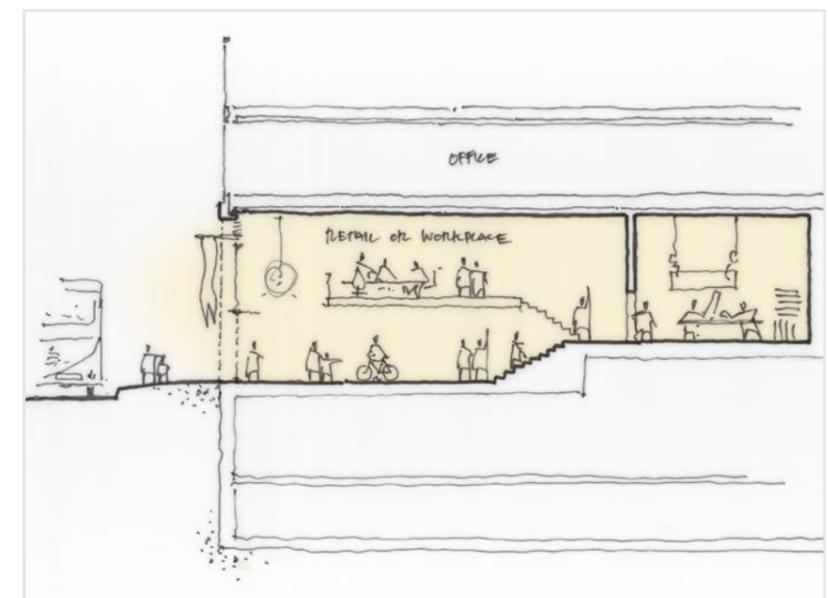


—Pancras Way elevation showing retail / Workplace entrances

The architecture of the proposals envisions a lively and mixed working environment of retail, food/beverage and workspace. The proposals seek to promote varied working environments which interest local and international clients alike. The office buildings will have the potential to be occupied by a wide range of tenants from co-working individuals to large city tenancies. The local area is emerging as a new work district with a developing pharma community. It is also hoped that the presence of Ted Baker could promote similar industry in the locale.

Plans showing location of potential workplace at ground floor of Plot C3 with street frontage, potential for separate private front doors and communal workspace hub.

Education, research and commercial R&D users will have a variety of requirements that may need to be attended to. Suite sizes may vary from small, managed suites for emerging businesses through to larger areas that deliver adaptable space that could include lecture theatres, laboratories and offices for organisations that could occupy anything between 200 sq m and 10,000 sq m or more.



—Smaller units with their own front door

—Larger single unit with mezzanine and double height space

— View into square from C4 pavilion



8.0 Landscape and Public Realm

The public realm surrounding the proposed new buildings on the site has been arranged, with careful consideration of the site geometry and orientation, to create a variety of spaces with key functions:

- A primary public open space at centre of scheme, aligned with the afternoon sun path
- Opening up the canal edge to promote a route through the site and improve access to the canal amenity
- A retail 'street' linking Granary street to the new square and St Pancras Way - a potential focal point for smaller scale retail
- A canal side garden linking the existing greenspace on the canal edge which receives morning sun

The central plaza forms part of the main route diagonally through the scheme, connecting St Pancras Way, Granary Street (via the retail street) and the Canal. This generous new public space is designed to be of high quality and accessible for all with areas for gathering and holding small events. Its prominence off St Pancras Way enables acts as a 'front door' to the scheme. Main entrances to the commercial buildings and Ted Baker hotel address the space and there are opportunities for the hotel and retail units to spill out with areas for external seating. A small pavilion (C4) 'holds' the open end of the plaza and creates a human scale threshold from the street.

The canal side is designed to provide a clear route alongside the canal encouraging pedestrian traffic and engagement with the canal. Trees and planting creates a green edge to the site with external seating and dining opportunities.

The existing streetscapes of St Pancras Way and Granary Street are the external frontages of the development and provide the service access, drop off points, short stay cycle storage and street trees.

Although the quantum of external space on the site (3770m²) is only slightly greater than the current provision it has been consolidated and made fully accessible. The site has a significant fall in level (circa 2m) from the canal edge to St Pancras Way and a series of ramps, steps and slopes has therefore been introduced to ensure that the landscape is accessible for people with varying mobility requirements. The landscape will be designed to be accessible and accommodating for visually impaired people – evenly lit, visual contrast where required, provision of clear routes and hand railing where required.

For further information refer to the Landscape Statement



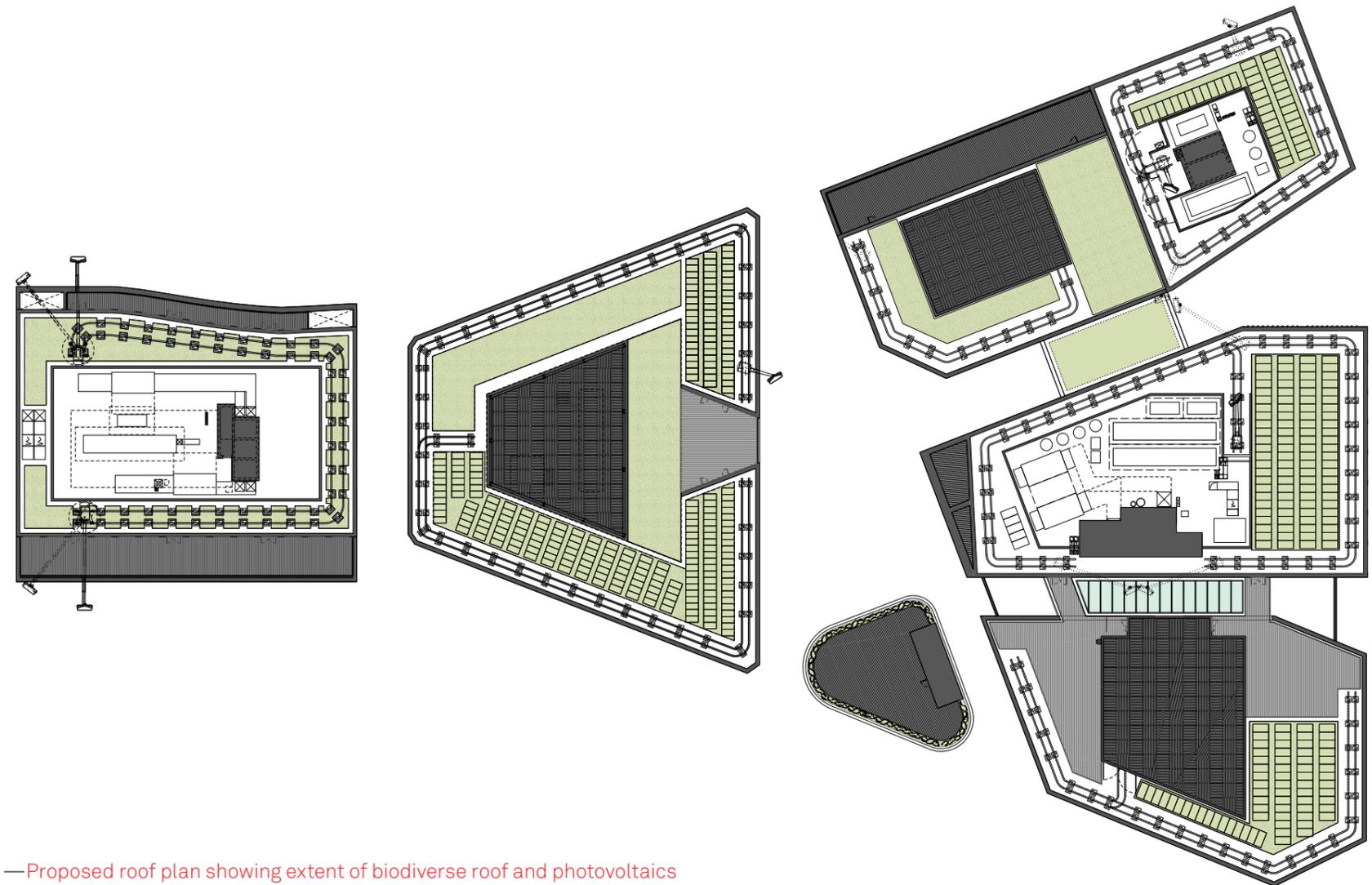
—Proposed ground floor plan showing extent of public realm

9.0 Sustainability

The project team have taken a holistic approach to sustainability, where possible exploring opportunities to reduce the environmental impact of the development. The proposals respond to Camden's Core Strategy and the London Plan and the design is currently targeting BREEAM 'Excellent' for non-residential parts of the scheme. Key features of this approach are as follows:

- An energy strategy which targets a 35% reduction over current 2013 Building Regulations.
- Site wide combined heating system
- Potential to connect to district heating system
- Highly insulated building fabric to reduce unnecessary heat loss
- Plots A and C are car-free with the exception of mandatory disabled parking for the residential element of Plot C. The number of car parking spaces on Plot B is almost halved despite more than doubling the population of the building
- Enhanced facilities to support commuting by bike or on foot are provided site-wide
- Displacement ventilation
- Exposed thermal mass to reduce overheating
- Glazing ratios to prevent overheating and deep reveals to external walls provides shading and reduce solar gain and glare
- Efficient LED lighting
- Biodiverse roofs to enhance biodiversity and provide rainwater attenuation and bat/ bird boxes
- Responsible sourcing of construction materials
- On site renewables

Further detail can be found in the Sustainability Statement



—Proposed roof plan showing extent of biodiverse roof and photovoltaics

10.0 Access and Inclusive Design

The development proposals will achieve the highest standards of accessible and inclusive design. The design team understand and have adopted principles of inclusive design to ensure that occupants (both employees and resident) and visitors to the site can access all parts of the development, its facilities and services regardless of disability.

This section describes how the design proposals have been developed in accordance with the London Plan Policy 7.2 and relevant best practice standards as required by local, regional and national policy to ensure the proposals:

- can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all

Exceptions to this are any parts of the development used solely for inspection, repair or maintenance of any service or fitting, in line with the scope of Part M of Schedule 1 to the Building Regulations 2000 (as amended by SI 2003/2692) and version 2013. If a disabled person requires access to these areas as part of their work then their employer is expected to take all reasonable steps to ensure that there are no barriers to them carrying out their work. Any building adjustments that are required would be carried out retrospectively as and when the need is identified.

The meaning of 'disabled' in this report is the definition stated in the Equality Act 2010.

The standards

The main access standards and regulations referred to in writing the access statement are:

- Approved Document M - Access to and use of buildings: Volume 1 - Dwellings (2015 edition incorporating 2016 amendments)
- Approved Document M - Access to and use of buildings: Volume 2 - Buildings other than dwellings (2015)
- Approved Document B (Fire safety) – Volume 1: Dwellinghouses (2006 edition incorporating 2010 and 2013 amendments)
- Approved Document B (Fire safety) – Volume 2: Buildings other than dwellinghouses (2006 edition incorporating 2010 and 2013 amendments)
- BS 8300:2009+A1:2010 Design of buildings and their approaches to meet the needs of disabled people – Code of practice
- BS 9999:2017 Fire safety in the design, management and use of buildings - code of practice (Incorporating corrigendum No. 1)
- The London Plan (2016)
- Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment. Supplementary Planning Guidance (2014)
- Accessible Hotels in London Appendix B Draft Best Practice Guidance

Interpretation of the standards

While frequently used documents such as Approved Document M and BS 8300:2009 +A2010 – Design of Buildings and their Approaches to Meet the Needs of Disabled People, provide general advice, other guidance may be more specific. Access standards are in a continuing state of development with no single authoritative document as a source of reference. Instead several separately authored documents have to be referred to, inevitably revealing anomalies and contradictions. This report also seeks to interpret those standards where there is an absence of clarity.

The proposals demonstrate that a good level of inclusive design can be achieved. Details of the access provisions are described in the following pages and a full set of design drawings for every level of the proposed development accompany this application.

Emergency Access and Escape

The fire strategy for each building has been established with a specialist fire consultant. This will be developed further at the next design stage. Each building has at least one defined firefighting shaft with protected stair and firefighting lift.

Fire tender access will be via St Pancras Way or Granary Street. To obtain coverage to all areas fire tenders are required to drive into the public space via the 'street' between blocks C1 and C2.

A fire control room is located in building C3.

Transport

The site benefits from a good local pedestrian environment including well maintained footways and consistent street lighting. The Pedestrian Environment Review System (PERS) Audit identified that the pedestrian environment within the vicinity of the site were of an acceptable to excellent quality. As part of the reinstatement of the public realm on and around the site, the design team will look to enhance and improve accessibility for wheelchair and buggy users, adding dropped kerbs as appropriate to provide access to the proposed new routes and public spaces.

The Public Transport Accessibility Level (PTAL) of the site is 6a-6b which indicates excellent public transport accessibility. The site is well served by local bus routes and a short walk from the major local, national and international transport interchange at King's Cross. There are several hire bike docking stations in the vicinity of the site and provision for cyclists is relatively good, with wide provision of cycle lanes, some of which are separated from the main carriageway, and advanced stop lines. In addition, there are back roads available for cyclists who want to stay away from the busier routes

Further detail can be found in the Pedestrian Environment Review System (PERS) Audit, Transport Assessment and Cycling Environment Audit, accompanying this application.

Parking

The site will be largely car-free. Two blue badge spaces are allocated for the residential social housing and there are 30 retained parking spaces within the Ted Baker building, around half the current number on the site, despite the occupancy increasing by more than double. 10% of these are designated disabled parking spaces. Plot A has no on-site parking provision.

Fire appliances will require access to the public areas of the site in the event of an emergency but otherwise these areas are vehicle free.

Deliveries and refuse collection will take place from a dedicated lay-by adjacent to Plot B building and from an off-street loading bay in Granary Street. The buildings on Plot C have a shared basement which links directly to the loading bay. Disabled visitors to Plot A arriving by taxi will

be set-down and collected at the east end of North Street on St Pancras Way. To Plots B and C, either end of the accessible route across Plot C – on St Pancras Way near the Ted Baker Headquarters entrance or at the southern end of the 'street' off Granary Street. Each of these locations is within 50m of the principal entrances to the buildings.

Further detail can be found in the Delivery and Servicing Management Plan accompanying this application.

Cyclists

Over 800 secure, covered cycle storage spaces are provided across the site for occupants and residents. Each Plot provides adequate changing, showering and clothes drying facilities which include a unisex accessible shower and WC.

Long stay bicycle parking spaces will be provided at the ground level of Plot B and the basements of Plots A and C, accessed by an appropriately sized lift. Provision for adapted cycles e.g. recumbent tricycles, can be made available if required.

Over 100 cycle spaces will be provided, distributed evenly across the public realm for short stay visitors to the site. Due to the likely overlap of uses at different times of the day, this is considered to be an appropriate number. Site phasing may result in fewer short-stay cycle spaces provided at the completion of Plots A and B than the individual buildings would ideally require.

Further detail can be found in the Transport Assessment accompanying this application.

Accessible routes

The public realm and routes around the buildings have been designed to provide barrier free access across and around the site. Despite the significant level change from St. Pancras Way to the edge to the Regent's canal, external levels have been manipulated to create a fully accessible, step-free route across the site from the south east corner of Granary Street diagonally towards St Pancras Way. The canal side level remains as existing and a further accessible route is provided east-west between plots A and B. This route, North Street, provides step-free access to the canal from St Pancras Way and via the existing pedestrian crossing opposite

College Grove which connects the site to Royal College Street. All ramps and external steps comply with Approved Document Part M and BS8300 with tactile surfaces and contrasting materials signalling changes in level and direction.

Further details can be found in the Landscape Statement accompanying this application.

Entrances

Access into the proposed buildings will be level with the external approach and well defined within each building's façade. The wind assessment has established that all primary entrances are located in areas comfortable in both summer and winter seasons.

The main entrance to the buildings on Plots A and C will be through power assisted revolving doors or pass doors. Plot B has sliding doors to both office and hotel, the latter of these with a with Approved Document Part M compliant draught lobby. Retail entrances across the site will be side hung glass doors.

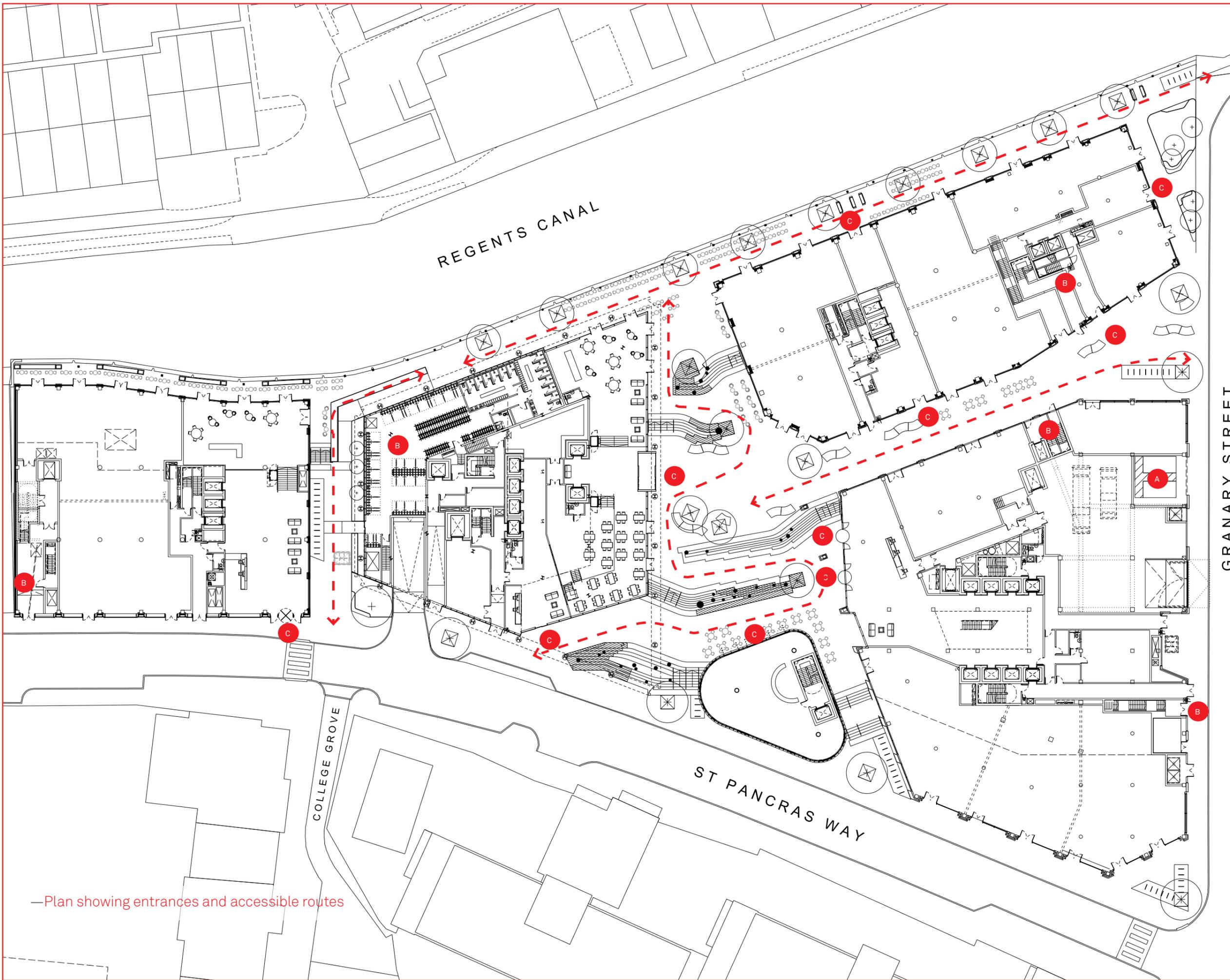
All doors will be have an effective clear width of at least 1000mm and will be maintained and available for people to use at all times without requiring assistance.

Any out of hours intercom or access control will be located to suit wheelchair users and have a speech reinforcement system included.

Manifestation to glazed screens and doors will be provided and transitional lighting from outside, and into entrance lobbies will have similar lighting levels.

Where entrance lobbies have reception desks these will be located in full view of the entrance doors. This will ensure that reception staff are able to identify and offer assistance to those visitors and staff who need help when entering or leaving the building.

The internal finishes will seek to avoid highly reflective surfaces that might confuse or disturb people with sensory disabilities, and use materials with adequate slip resistance to the floor surfaces especially when wet. A large wipe off area of floor or entrance matting will be provided to remove water as people arrive.



- Key
- A. Disabled parking spaces
 - B. Cycle parking
 - C. Main entrances
 - ← - - - Accessible route

REGENTS CANAL

GRANARY STREET

ST PANCRAS WAY

COLLEGE GROVE

— Plan showing entrances and accessible routes

Horizontal circulation

All of the buildings have internal circulation routes that are step-free.

Internal decor will distinguish the walls from the floors, and doors within walls to all circulation spaces and corridors. Any highly reflective surfaces will be carefully chosen so that they avoid causing confusion or might disturb people with sensory disabilities.

Doors on all circulation routes will be designed with minimum opening pressures of less than 30 Newtons or where this is not possible are either power assisted or on hold open devices. Doors on routes to be used by people in wheelchairs will have 300 mm offsets and will be a minimum of 800 mm wide per leaf unless power operated or held open.

Corridors and lobbies will meet Approved Document Part M standards and doors that open across corridors will be recessed. Any restricted areas accessed by security controlled pass doors will be wheelchair-friendly so that their operation and closure arrangement can be accommodated to suit independent access by wheelchair and stick users.

Vertical circulation

The proposed lifts and stairs provide a consistent core arrangement vertically up each of the buildings. This will help people to navigate from the lifts and stairs at each level. All lifts will be designed to meet current standards of Approved Document Part M as a minimum and BS EN 81 with suitably sized lift cars and controls for people with sensory disabilities.

All levels are accessed by a minimum of two passenger lifts to enable back-up in case of lift failure / maintenance. Waiting times in all cases are within CIBSE guidelines.

Fire firefighting lifts are typically dual action passenger lifts and serve all levels. Plots B and C have one or more goods lifts serving all floors. Plot A has a goods lift that only serves ground and basement. This is intended to take refuse collection, plant replacement and deliveries to the retail unit(s). One of the passenger lifts is a dual passenger/goods lift to serve the office floors above ground. As the building is less than 10,000 m² a dedicated goods lift for the office space is not recommended in the BCO specification for Offices 2014.

Internal stairs will be designed to meet Approved Document Part M in respect of stair profile, number of risers and handrails, etc. or defer to later design guidance in BS8300:2009 (amended 2010) that is considered to be best practice. Fire escape stairs will also be designed in accordance with BS 9999 and Approved Document B.

Toilets and Showers

The office buildings have unisex self-contained accessible toilets on every level located on accessible routes that are direct and obstruction-free. These will be handed on alternate floors to provide a choice of left-hand and right-hand transfer. The maximum travel distance to an accessible WC is no more than 40 metres. An ambulant disabled cubicle is also provided within each grouping of male and female WCs.

Office reception areas have a discreet unisex wheelchair accessible WC at ground level. Cyclists' showers and changing spaces will include a wheelchair accessible facility.

Terraces and balconies

There will be level access to all terraces and balconies.

The Pedestrian Level Wind Desk-Based Assessment identifies that some terraces and balconies, particularly those at higher levels are subject to conditions not comfortable for sitting or standing in the summer season. For the commercial tenants, depending on use, the fit out of terraces should include mitigation measures such as planting and temporary screens, which target sitting use conditions. The fit out of these spaces is not part of this application.

The comfort experienced on residential balconies likewise could be improved with applied mitigation as required by the occupant. Permanent mitigation measures such as the enclosing of balconies with full height screens, is detrimental to the design team's aspiration to break up the bulk and massing of C1 and has therefore not been adopted in the submitted proposals.

Further detail can be found in the Pedestrian Level Wind Desk-Based Assessment accompanying this application.

Wayfinding and orientation

Signage for the buildings both internally and externally will be located at strategic places and within the central circulation areas at ground level to enable people to navigate easily. The proposals will be subject to detailed consideration for wayfinding and internal signage at a later stage as part of the detailed design and fit out.

Communications

The extent of provision of hearing enhancement systems depends upon future detailed requirements for each building. These may include Induction Loop systems (or Inductive Couplers) at the entry points for staff, public, and residents, reception desk and at any security controlled gates and doors and the equivalent speech reinforcement facility at any safe refuge communication points.

Two way communications systems with inductive couplers will be provided within each lift car so that communication in an emergency can be successfully conducted with a person who has impaired hearing / or a speech impairment. This is subject to further specialist advice and the base build will ensure that such installations can be potentially accommodated.

The effectiveness of the access provisions of each building will be dependent on how well the buildings' management policies and procedures are implemented. Whilst this is not a duty placed directly upon the designers there will be an implicit requirement for suitable handover procedures that will enable the buildings' management to plan and accommodate any special needs of the occupants. This includes the awareness and training of staff responsible for day-to-day contact with the people.

Emergency escape

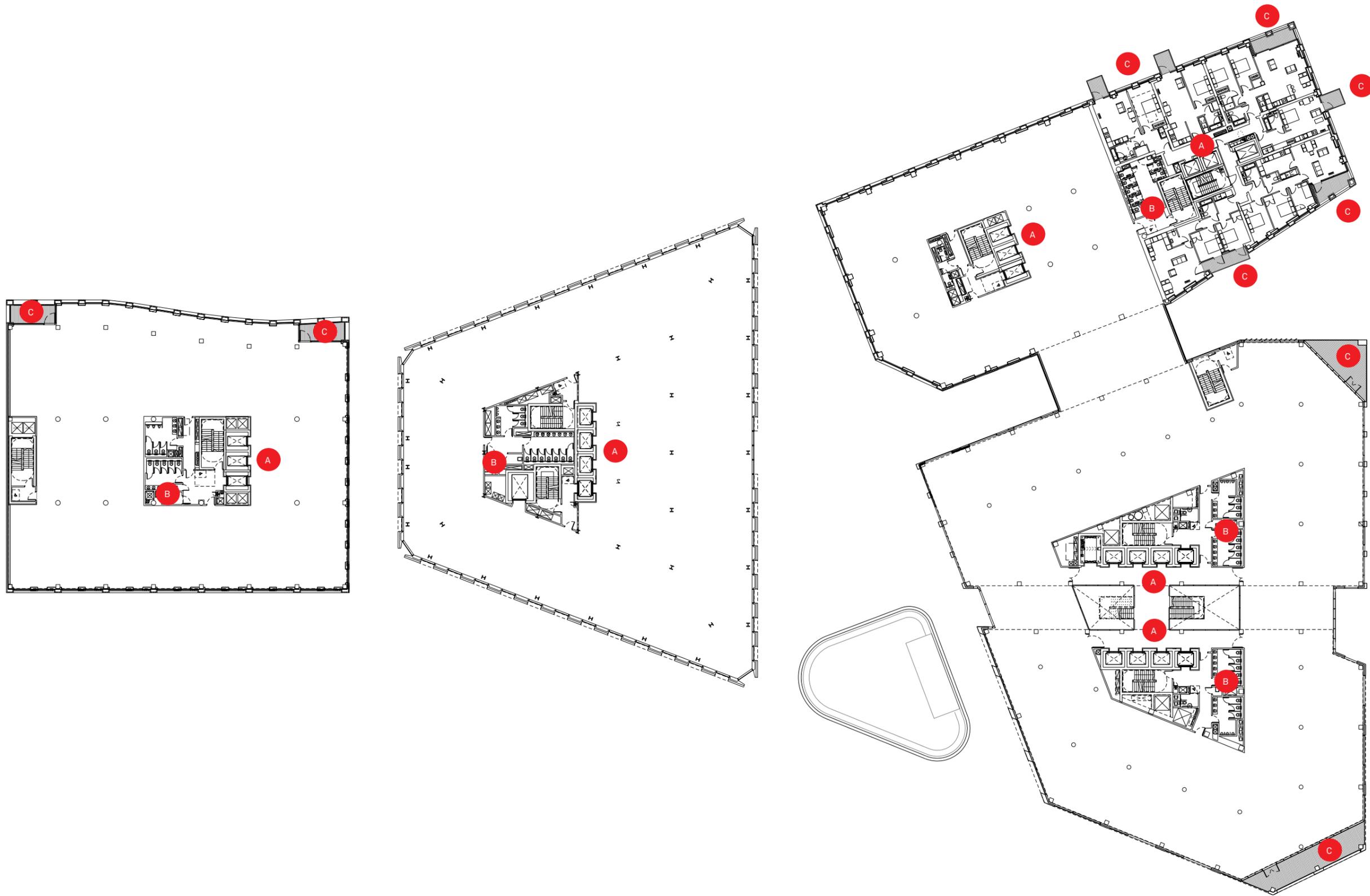
The safe evacuation of people, including those with disabilities, will be of paramount importance in the fire strategy and evacuation plans for each part of the accommodation. Vertical escape will be by either a fire fighting lift or stairs that will be available within fire fighting and escape cores.

— Key

A. Passenger Lifts

B. Accessible WC

C. Accessible terrace



—Plan showing vertical circulation and terraces

The following measures will be considered in addition to a full fire strategy report and plan;

- An approach to assess the building for risk and to plan a fire evacuation strategy that ensures best practice procedures for disabled people across the site
- Management procedures for the occupants will need to include the training and provision of staff to assist with the evacuation of disabled people from their relevant parts of each building.
- Evacuation in an emergency for people who are unable to use escape stairs may rely upon the use of fire fighting lifts as part of an agreed strategy with the rescue services and the individual tenants. This will require a management agreement with all tenants but significantly reduces the burden placed upon the individual occupants to carry disabled people downstairs.
- Provision of evacuation chairs will be required to carry people to a place of safety in those areas that are not served by a fire fighting / evacuation lift.
- All designated escape routes will allow people to reach a safe area or a safe refuge location (to await assistance) at each level where there is wheelchair access.
- Each safe refuge will have a two way communications system, within reach of a user sitting in a wheelchair at the location that enables people using the refuge to communicate directly with the fire controlling authority in accordance with BS 9999.
- Alarm systems will provide visual as well as audible signals in an emergency where disabled people may be in an isolated location such as unisex wheelchair accessible toilets, and general toilets. An alternative method for using vibrating pagers may be considered where the occupants have established the individual needs of an occupant through a Personal Emergency Evacuation Plan (PEEP) assessment.

The submitted proposals have been assessed by a Fire Engineer as part of the design development. A more detailed fire strategy will be developed at the next design stage.

Hotel

Approved Document Part M requires one wheelchair accessible bedroom in every twenty rooms and BS8300 recommends that 15% of bedrooms should be, or should be capable of being, wheelchair accessible and makes further recommendations with regard to hoist and bath provision.

The hotel has 9 accessible rooms in line with London Plan policy 4.5, so that at least 10 per cent of bedrooms are wheelchair accessible with level access to en suite shower facilities. None of the bedrooms have baths and therefore no wheelchair accessible rooms will be fitted with a bath or hoist. The wheelchair accessible bedrooms are located on, or close to, the south façade of the building near the passenger lifts.

The significant level change across the site results in a split level space at ground floor facing the public space. The hotel entrance lobby, restaurant and bar are located at different levels in order to provide level thresholds with the entrance route into the hotel and external amenity space serving the hospitality spaces. Step-free access is provided between these levels and further design studies will be carried out at the next stage to make this space as inclusive and barrier free as possible within these constraints.

Residential apartments

Following consultation with London Borough of Camden's Affordable Housing Development Coordinator, it was agreed that one wheelchair accessible apartment would be provided as part of the social rented provision. This equates to 10% of the social housing, however less than 10% of the overall requirement for affordable units stated in CPG2. This is to ensure the scheme offers the maximum number of family units. The unit itself will comply with the requirements as set out in the Camden Wheelchair Design Brief April 2013.

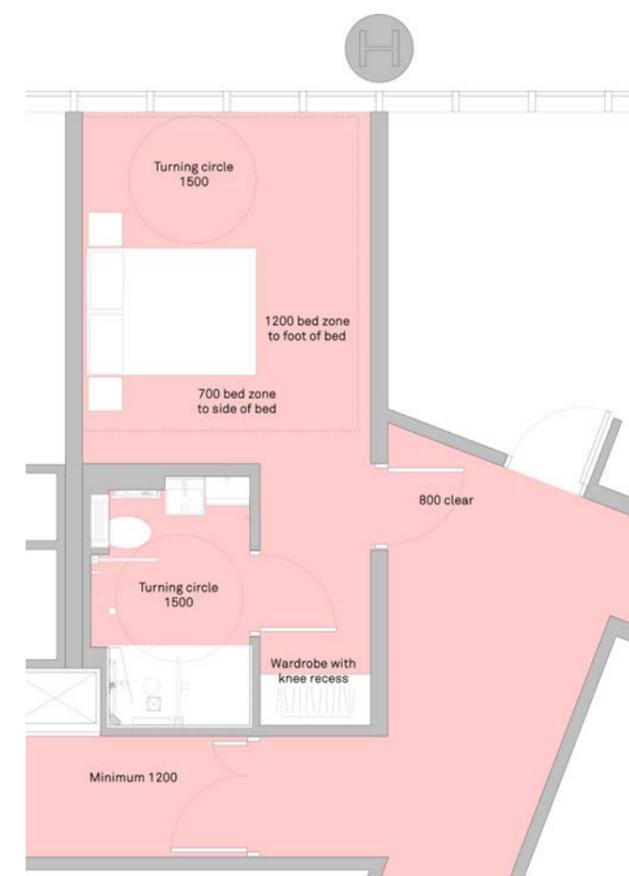
It is proposed there will be 5 wheelchair adaptable units within the Private residential accommodation, each designed to the Habinteg Wheelchair Housing Design Guide as set out in CPG2. This equates to 10% of the private units.

As a car-free residential development, anyone who chooses to live in one of the wheelchair adaptable properties would do so with the knowledge

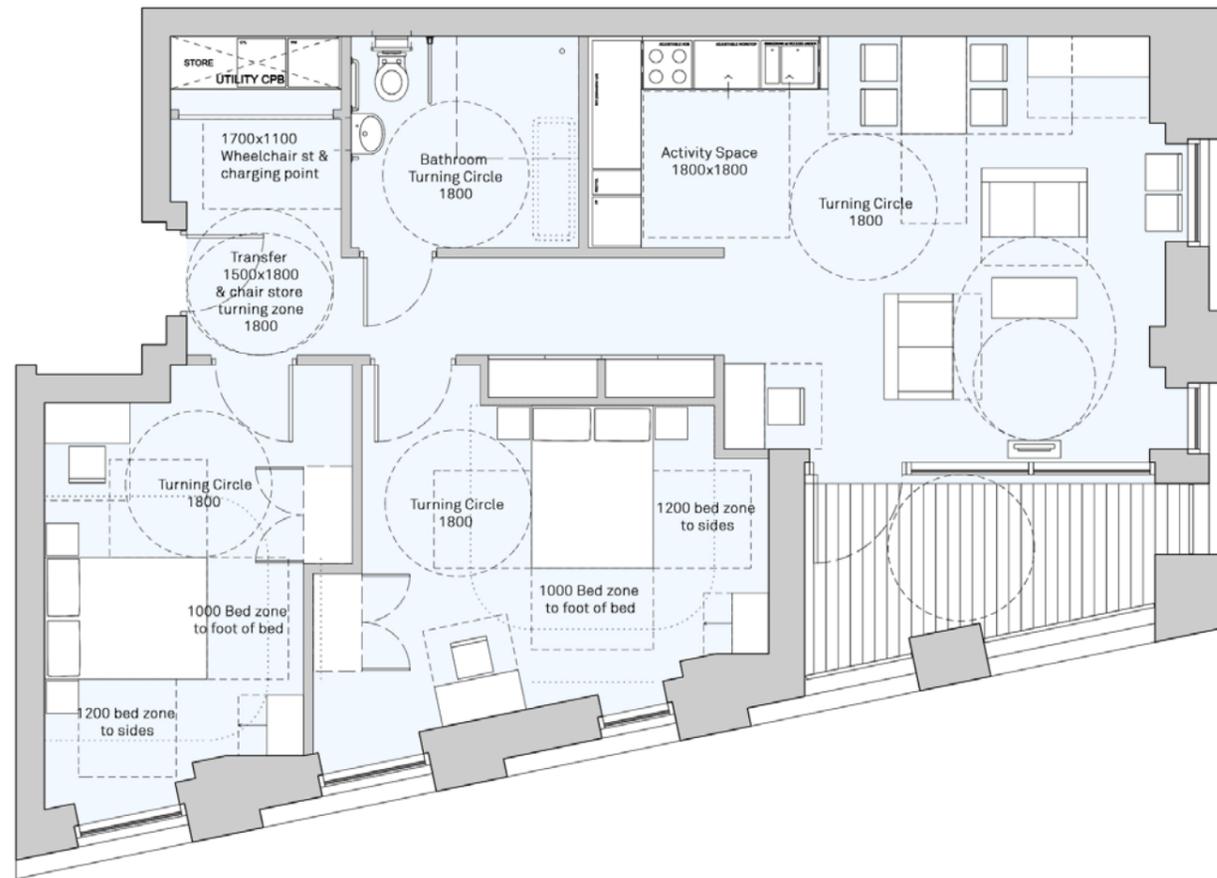
that an individual bay may not be available; only two accessible bays have been provided for use by disabled residents.

All other Affordable and Private units will adhere to Lifetime Homes requirements, and designed in accordance with the Mayor's Housing SPG (2016) and Minor Alterations (2016).

Further detail can be found in the Residential Appendix.



— Accessible Hotel Room



—Social Tenure 2 bed Wheelchair Accessible Unit



—Private Tenure 2 bed Wheelchair Adaptable Unit

11.0 Cleaning and Maintenance Strategy

External

Access for glass cleaning and facade maintenance to the building elevations above the first floor will typically be provided by means of roof mounted, track-based, Building Maintenance Unit (BMU). BMUs are typically stored within the plant enclosure or inboard of the roof edge to mitigate the impact on the massing and key views.

Access to the lower elevations of Plot B, soffit above Ted Baker office entrance, underside of bridge between C1 and C2 and the canal side elevation of C1 will be via a Mobile Elevated Work Platform (MEWP). This maintenance can generally be carried out from within the site boundary and planting and street furniture has been located to accommodate this. Any work requiring street access will be limited to periods of reduced traffic such as weekends.

Retail and entrance lobby glazing at ground floor and the elevations to C4 can be cleaned regularly using a proprietary water fed pole system from the ground.

Internal spaces

Internally, double height spaces (e.g. the hotel restaurant / lobby and voids in Plot B) will be accessible via a hired MEWP. These machines are sized to fit within a standard lift car and pass through standard door widths so they can access each space easily.

Roofs

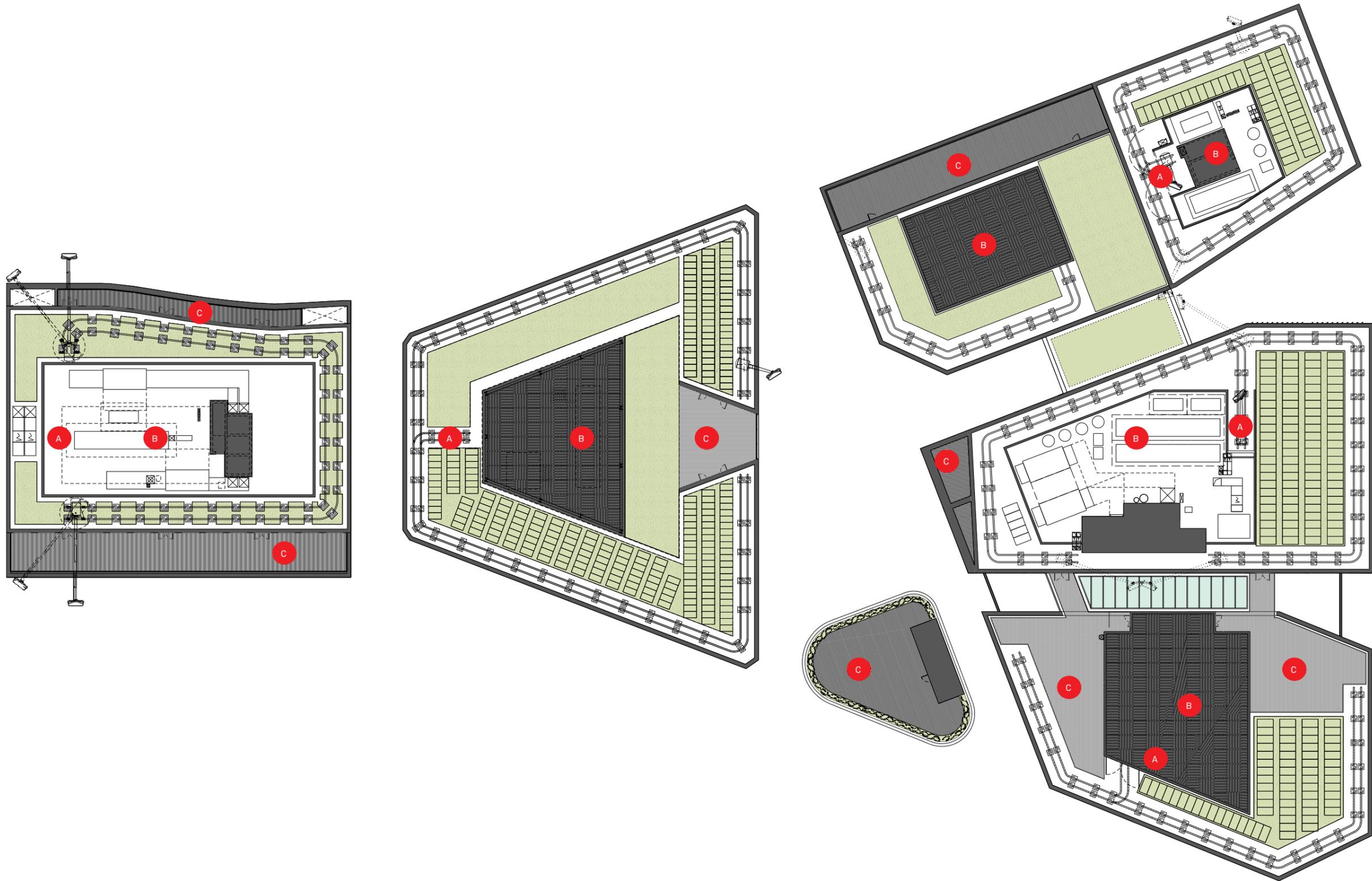
Roofs are proposed to be generally flat with edge protection to a minimum of 1100mm. Roof access is via internal stairs and will be surrounded by a full height plant screen or acoustic louvre where necessary. Drainage outlets will be located away from the edge where practical, towards the centre of the floor for safe regular access.

Biodiverse roofs are generally low maintenance involving only visual inspection and occasional weeding. Any planting will include self-sufficient, wind, frost and drought resistant species not requiring regular irrigation.

Plant replacement

Replacement of rooftop plant will be achieved using the BMUs located on the same level as the rooftop plant enclosure. Regular basement plant maintenance will be carried out via the goods lifts. For more significant replacement of mechanical kit and access to substations, each Plot has a removable basement access hatch.

- Key
- A. BMU in parked position
 - B. Plant enclosure
 - C. Accessible terrace



—Roof plan showing locations of BMU's, plant enclosures and terraces

12.0 Designing out crime

The proposals have been designed in consultation with Adam Lindsay, Designing Out Crime Officer (DOCO) for the Metropolitan Police. The purpose of this consultation was to understand the risk of crime and public disorder on and around the site and ensure that the design addresses these.

There are five main types of crime and anti-social behaviour historically associated with the King's Cross / Camden area which could affect the development:

- Prostitution
- Drugs
- Homelessness
- Street drinkers
- Begging (symptomatic of the above)

With regard to core strategy policy CS17, London Plan 7.3 and 7.13 some key principles for preventing crime and fear of crime have been addressed in the following ways:

Site Permeability

The DOCO's primary concern was the permeability of the site. Encouraging the movement of people through it aids anonymity and provides a deliberate reason to loiter. The permeability of the site, however, is an essential part of the aspiration for the new development shared by the client and Camden. A key driver for the masterplan is the opening up of a currently private island site and providing access to the amenity of the canal. A closed route or creating a gated space, as suggested by the DOCO, would be divisive and conflict with this objective. The proposals aim to be an open and inclusive environment that promotes accessibility and local permeability as described in CPG1 Chapter 9 Designing safer environments.

Mixed use tenure

There is an inherent security risk with mixed-use buildings because of the different groups of people using them. Security lines between office and retail will be identified and actively managed to prevent visitors to retail spaces gaining access to office space via shared fire escape routes. Workspace in Plot A and C is designed to be occupied by a single or multiple tenants so floor by floor security lines will be required when the tenancy split is vertical and/or across the floorplate.

Access around the buildings will be controlled with destination control lifts and card or fob access to control visitor movement. The large shared basement (residential, retail, office, gym, plant etc.) in Plot C is potentially a weak point in the security line. Initial proposals included a

basement loading bay arrangement which enabled pedestrians to follow vehicles into the basement unchallenged. This has been redesigned with the loading bay located at grade level and basement stairs are isolated from upper stairs to prevent unauthorised access further than ground floor.

24 hour security and CCTV

Security and CCTV on Plot C will be managed site wide. Office reception areas will have 24 hour security and CCTV will be registered and comply with the information commissioner's office. Lighting should work with the CCTV system and be to BS 5489 standard.

There is a 24 hour concierge located within the private residential entrance.

Public Space

To discourage rough sleepers and anti-social behaviour in the new public square this space will be bordered by active frontages to encourage an appropriate level of human activity. The mix of uses increases the potential for activity throughout the day and night creating a reduced risk of crime and promoting a sense of safety at all times. The square is overlooked by generous windows to habitable rooms in either the hotel or residential block. Natural surveillance and high quality public realm are essential to maintaining a safe and welcoming public space. Routes into and across the site are intuitive and generously proportioned. Sight lines have been considered and blind corners and recesses avoided. Cycling through the site and along the canal edge will be strongly discouraged.

Public furniture

Permanent public furniture will be robust and be fixed to the ground to reduce theft but allow for temporary removal for maintenance operations and events. The modular seating range proposed can be combined to create benches in a variety of non-orthogonal shapes and sizes which will discourage rough sleepers.

Lighting

Lighting will provide a uniform level of illumination. 'Street' lighting along the canal edge will be designed to minimize harm to biodiverse life

in and around the canal while also preventing dark areas which could contribute to a fear of crime. Lighting and CCTV will be planned to accommodate the phased construction.

Canal

The canal towpath has historically been known as an area of drug use, robbery and prostitution. The southern side of the canal has been inaccessible for many years but, by opening up the site, footfall and pedestrian movement along the canal will increase, reducing opportunities for crime with increased visibility and the perception that a potential crime will be witnessed.

The canal side will remain in private ownership as part of public space associated with the development and may include new mooring points for boats.

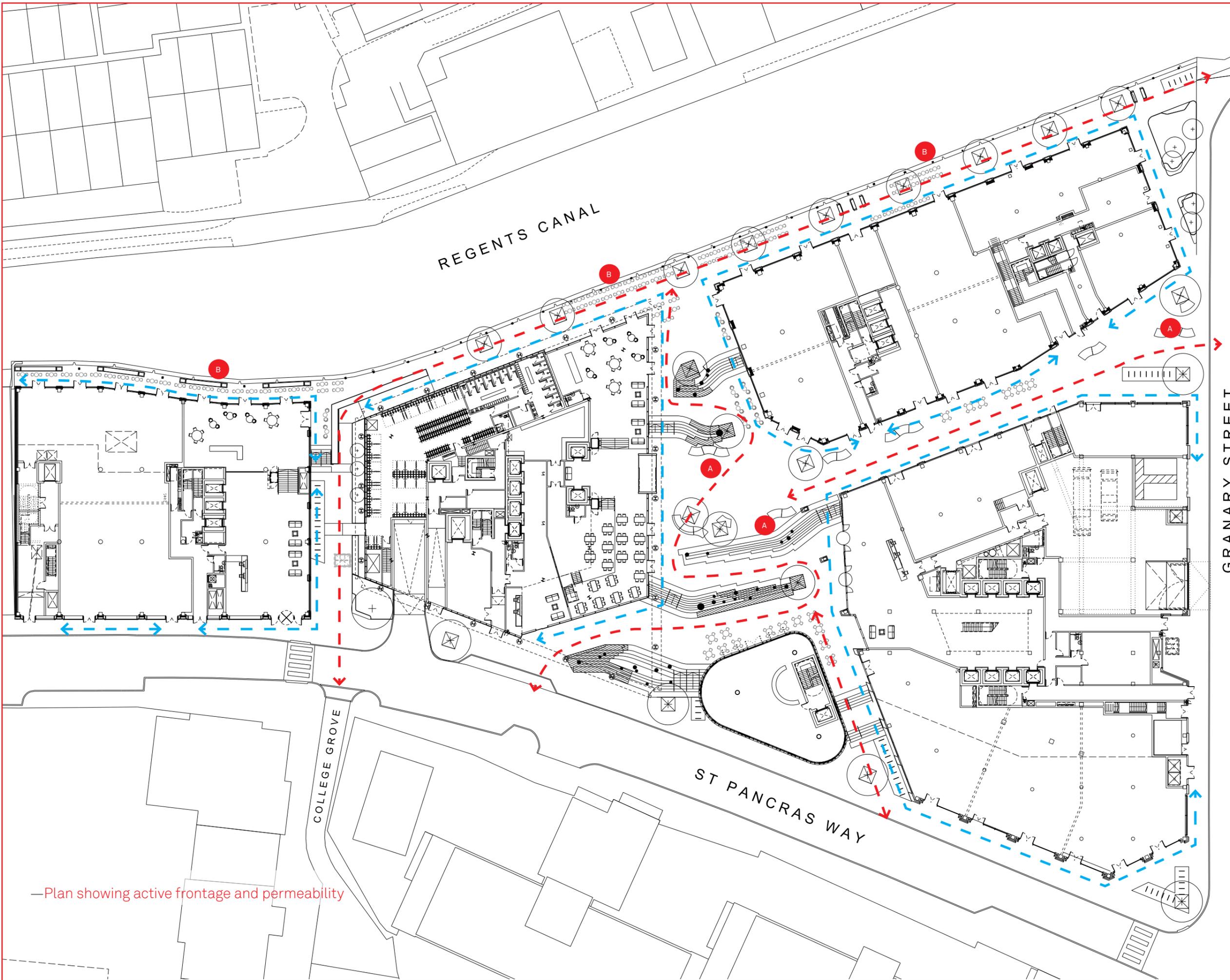
Terrorism risk

The risk of terrorism is high in Camden due to the proximity of King's Cross St Pancras. In the detailed design stage the design team will seek advice from a Counter Terrorism Security Advisor regarding more technical design issues, such as glazing specification.

Secured by Design

The residential apartments in building C1 will comply with the requirements of Approved Document Part Q (2015) and secured by design. This will include:

- All communal and end of corridor doors to be security certificated
- Windows - opening and accessible windows to BS 7950 will be security certificated
- Post delivery to be a through the wall type arrangement or internal post boxes with secondary security certificated doors
- Access control will be audio and video with a 'no trades' button fitted
- Stud partitions to common parts of the building to be supported with 9mm plywood or expanded metal mesh
- Utility meters will be located in central locations
- Self-closing and locking doors to the refuse store
- Self-closing and locking doors to all bike stores



- Key
- A. Street furniture
- B. Mooring points
- ←- - Permeability
- ←- - Active frontage

—Plan showing active frontage and permeability

Appendix

Detailed Residential Proposals

Residential Provision

Lifetime Homes Criteria

Wheelchair Adaptable Homes

Camden Wheelchair Housing Design Brief

Accommodation Schedules

This section of the report outlines the approach to the design of the residential units, unit size and tenure, and how each has been designed to meet relevant standards and regulations. Further information can be found in the Planning Statement.

Residential Provision

The C1 residential accommodation is defined by the overall site design response and the need to deliver a viable scheme with a variety of uses. During consultation the London Borough of Camden stated the proposals should provide flexible workspace in addition to standard commercial office buildings to encourage SME's. A canalside location for this workspace offers the opportunity to create a unique space in a building of lower scale that relates closely to the canal's character. The informal nature of these workspaces is more akin to residential buildings and so would sit easily beside this use. The diverse range of uses across three buildings on Plot C raises the issue of ensuring each use achieves the required amenity and maximises its viability within the site constraints.

LBC Planning Guidance CPG6 states “to ensure privacy, there should normally be a minimum distance of 18m between the windows of habitable rooms of different units that directly face each other. This minimum requirement will be the distance between the two closest points on each building.” Achieving the 18m distance between two residential buildings or residential to workspace / office would mean the public space between the buildings become oversized and lack the hierarchy of spaces outlined in the Design & Access Statement. It would also reduce each building area to such an extent as to render them potentially unviable due to the site geometry and constraints.

To achieve a similar level of residential provision to that presented in a taller scheme during early consultation would require substantial buildings along the canal and massing that would not respond to the concerns raised, nor offer permeability or clarity of public space. The proximity to other uses on the site would require multiple single sided units and present a building of blank facades to the remainder of the site, stifling activity and vibrancy. The revised proposals have therefore led to a reduction in the number of residential units proposed, but greatly improving their overall design.

The approach to the design ensures each building use is situated in its ideal location, the site supports the various uses within a reduced massing and public space is varied and of high quality. Visual amenity is maintained through angled facades and opaque cladding to C2.

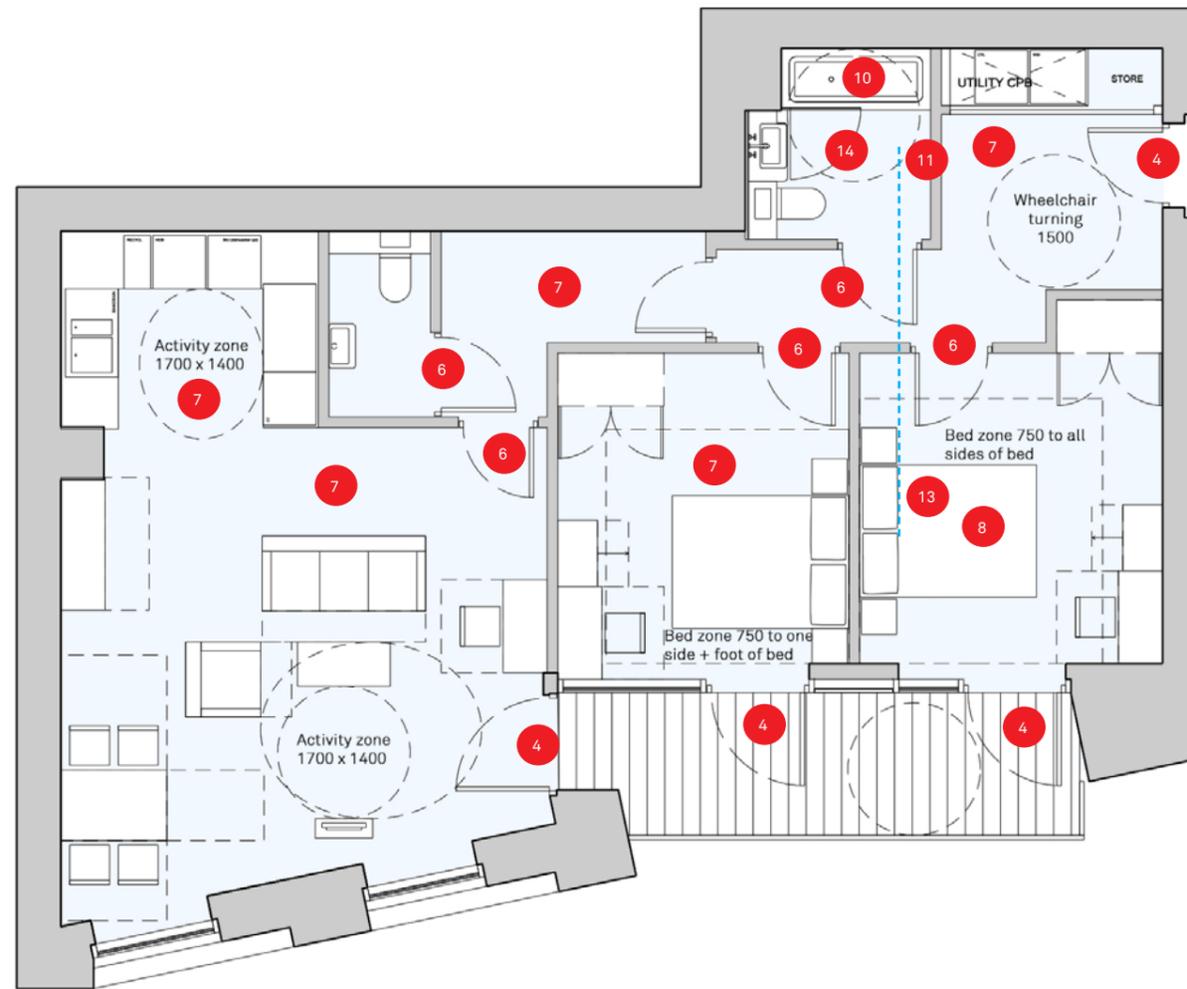
Lifetime Homes

Other than those designed to Wheelchair Accessible or Wheelchair Adaptable guidelines, all residential units within the development are designed in accordance with Lifetime Homes (July 2010) standards. These homes can be adapted in response to changing needs of the users, through carefully designed internal spaces and ensuring there are the necessary provisions for the future fitting of equipment, services and controls.

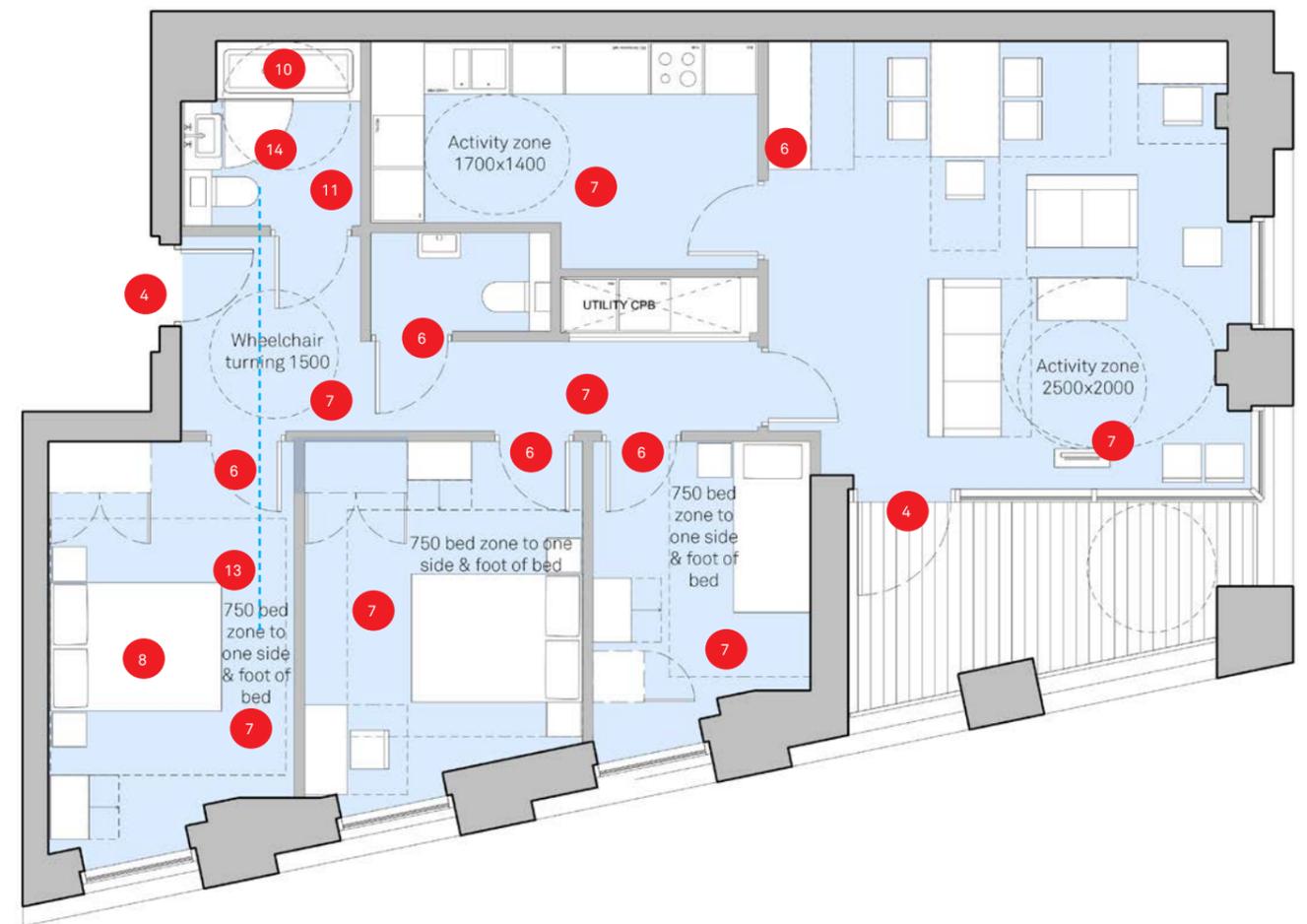
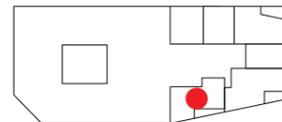
Set out below are the 16 requirements that make up Lifetime Homes criteria, and the following pages illustrate how each apartment type meets these standards. All furniture indicated in the following plans is as per the London Housing Design Guide.

LIFETIME HOMES (July 2010) COMPLIANCE CHECKLIST

DESIGN CRITERION		UNIT COMPLIANCE					
1a	'On plot' (non-communal) parking Where a dwelling has car parking within its individual plot (or title) boundary, at least one parking space length should be capable of enlargement to achieve a minimum width of 3300mm.	Y	Two bays provided for Blue Badge holders only	8	Entrance Level Bedroom Space A living room / living space should be provided on the entrance level of every dwelling	Y	
		n/a	Two bays provided for Blue Badge holders only	9	Potential for entrance level bed-space In dwellings with two or more storeys, with no permanent bedroom on the entrance level, there should be space on the entrance level that could be used as a convenient temporary bed-space.	n/a	
1b	Communal or shared parking Where parking is provided by communal or shared bays, spaces with a width of 3300mm, should be provided.	n/a	Two bays provided for Blue Badge holders only				
2	Approach to dwelling from parking The distance from the car parking space of Criterion 1 to the dwelling entrance (or relevant block entrance or lift core), should be kept to a minimum and be level or gently sloping. The distance from visitors parking to relevant entrances should be as short as practicable and be level or gently sloping.	Y		10	Entrance Level WC and Shower Drainage There should be: a) A wheelchair accessible entrance level WC, with b) Drainage provision enabling a shower to be fitted in the future.	Y	
3	Approach to all entrances The approach to all entrances should preferably be level or gently sloping.	Y		11	WC and Bathroom Walls Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails	Y	To be allowed for in specification
4	Entrances All entrances should: a) Be illuminated; b) Have level access over the threshold; c) Have effective clear opening widths and nibs; In addition, main entrances should also: d) Have adequate weather protection; e) Have a level external landing	Y		12	Stairs and potential through-floor lift in dwellings The design within a dwelling of two or more storeys should incorporate both: a) Potential for a stair lift installation; and, b) A suitably identified space for a through-the-floor lift from the entrance level to a storey containing a main bedroom and accessible bathroom	n/a	
5	Communal Stairs & Lifts a – Communal Stairs Principal access stairs should provide easy access regardless of whether or not a lift is provided. b – Communal Lifts Where a dwelling is reached by a lift, it should be fully accessible	Y		13	Potential for future fitting of hoists and bedroom / bathroom relationship Structure above a main bedroom and bathroom ceilings should be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom.	Y	
6	Internal Doorways and Hallways Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects. The width of doorways and hallways should conform to the specification below: Doorway clear opening width - Corridor/passageway width (mm) minimum: 750mm or wider - 900mm (when approach is head-on) 750mm or wider - 1200mm (when approach is not head-on) 775mm or wider - 1050mm (when approach is not head-on) 900mm or wider - 900mm (when approach is not head-on) The clear opening width of the front door should be a minimum 800mm. There should be a 300mm nib to the side of the leading edge of doors at entrance level	Y		14	Bathrooms An accessible bathroom, providing ease of access in accordance with the specification below, should be provided in every dwelling on the same storey as a main bedroom.	Y	
7	Circulation Space There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.	Y		15	Glazing and window handle heights Windows in the principal living space, should allow people to see out when seated that starts no higher than 800mm above floor level. In addition, at least one opening light in each habitable room should be approachable and usable by a wide range of people – including those with restricted movement and reach	Y	
				16	Location of Service Controls Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.	Y	To be allowed for in specification

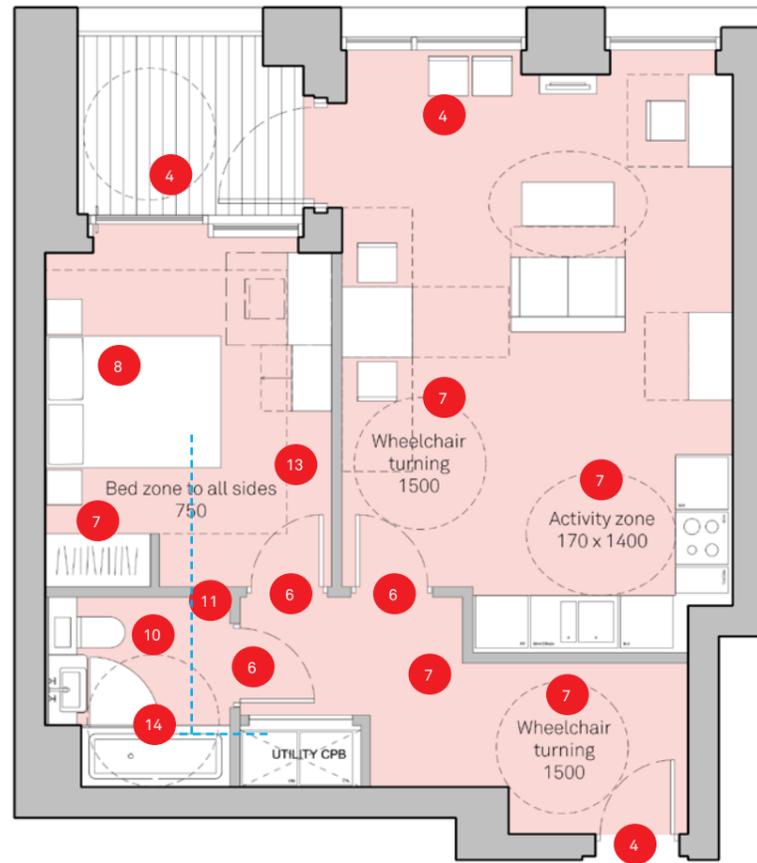


— Typical 2 bedroom Lifetime homes compliant unit
Unit: A-02-01

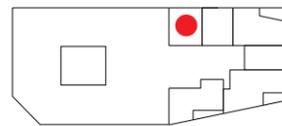


— Typical 3 bedroom Lifetime homes compliant unit
Unit: A-03-01

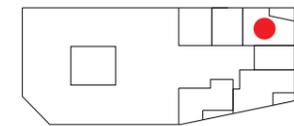




—Typical 1 bedroom private Lifetime homes compliant unit
Unit: P-01-01



—Typical 2 bedroom private Lifetime homes compliant unit
Unit: P-02-01





—Typical 3 bedroom private Lifetime homes compliant unit
Unit: P-03-01



Wheelchair Adaptable Homes

Wheelchair Adaptable Homes are those specifically designed to meet the changing needs of wheelchair users and those who may require a wheelchair in the future. Each unit is designed to assist those such as the frail, elderly or those with physical impairments. In line with the London Plan and Camden planning policy, this development proposes 5 no. private tenure Wheelchair Adaptable dwellings that can be easily modified. Easy adaptation would be considered as specific fixtures and fittings that could be added or removed without changing the structure or size of the home.

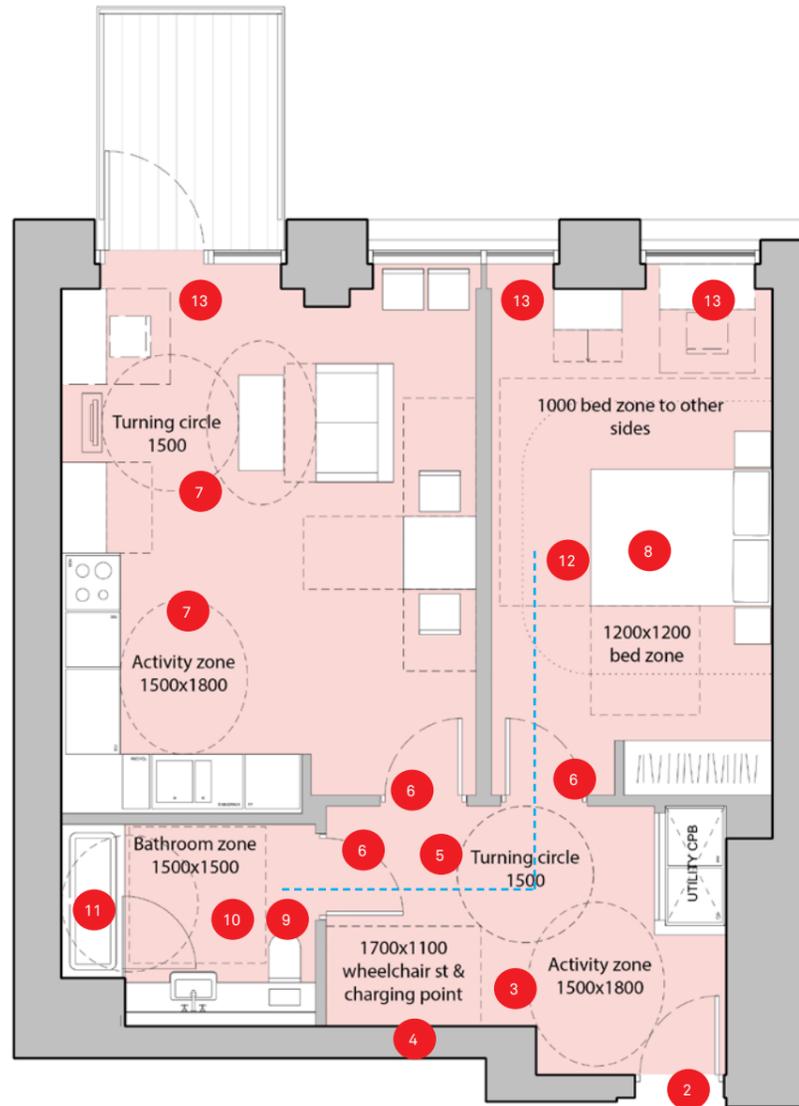
Each of the five apartments comply with the Habinteg Wheelchair Housing Criteria (opposite) as required by Camden Planning Guidance 2 (CPG2). Additional spatial constraints are placed on each unit and the overall dimension and size therefore larger in comparison with Lifetime Homes units. The proposals are therefore for four no. 1-bedroom and one 2-bedroom adaptable units.

Typically the apartments have been designed so that a large storage cupboard can be removed to provide space for a wheelchair charging point. All furniture indicated is as per the London Housing Design Guide.

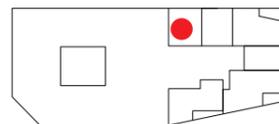
HABINTEG WHEELCHAIR HOUSING CRITERIA

	DESIGN CRITERION	UNIT COMPLIANCE
1	Dwellings should normally be designed on one level storey. Where a dwelling is arranged in two or more floors a vertical rise lift serving all floors must be provided.	Y
2	The entrance door to the dwelling should provide a minimum clear opening width of 800mm (when accessed head on) or 825mm (when the approach is not head on). It should be weather protected and lit and be provided with a 300mm clear space to the leading edge (pull side of the door) and a 200mm clear space on the push side. (WHDG p36)	Y
3	The entrance hallway requires a manoeuvring space 1500 x 1800mm (enabling an occupier to open and close the door and turn into the living space) (WHDG p37 & 44)	Y
4	A space to store and charge an electric wheelchair should be provided as an extension to the circulation space of the dwelling. Care should be taken to ensure that storage of the chair does not restrict the minimum clear effective width of any corridor. Consideration should be given to how the facility is accessed and used. To guarantee sufficient manoeuvring space an overall space of 1100 x 1700mm should be provided. (WHDG p45)	Y
5	All halls and corridors (facilitating 90° turns) should have a clear unobstructed width of at least 1200mm and internal door clear opening widths of at least 800mm. To facilitate a 180° turn a corridor with of 1500mm is required. (WHDG p57)	Y
6	All internal doors require a 300mm clear space to the leading edge (pull side of the door) and a 200mm clear space on the push side. (WHDG p58)	Y
7	A 1500 x 1800mm turning circle should be provided in the kitchen. (WHDG p7)	Y
8	In all bedrooms a 1200 x 1200mm clear space should be provided to one side of the bed, 1000mm circulation is required to the other sides and the foot of each bed. In single bedrooms access to one side of the bed is acceptable. All furniture and window controls should be reachable and usable. (WHDG p88)	Y
9	In all bathrooms space should be provided to facilitate frontal, side and oblique transfer to the toilet. The bathrooms and toilets should normally have outward opening doors or provide a clear space of 1100mm between the door swing and any fixture or fitting. (WHDG p78)	Y
10	All bathrooms should provide a 1500 x 1500mm square manoeuvring space, clear of all fittings (WHDG p78)	Y
11	In all bathrooms a drainage gully and services to facilitate the installation of a level entry shower (1000 x 1000mm) should be provided. (WHDG p85)	Y
12	A clear ceiling-track hoist route (suitably constructed and with a ready power supply) should be provided between the bathroom and the main bedroom (WHDG p80 & 15)	Y
13	Windows should be able to be opened from a seated position. Controls should be located no higher than 1000mm above finished floor level and suitable for use by people with limited manual dexterity (WHDG p99)	Y

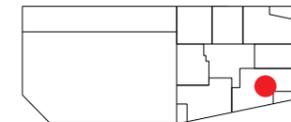
Wheelchair Adaptable Homes



— Typical 1 bedroom Habinteg adapted unit
Unit: P-01-03 (P-01-05 similar)



— Typical 2 bedroom Habinteg wheelchair adapted unit
Unit: P-02-03





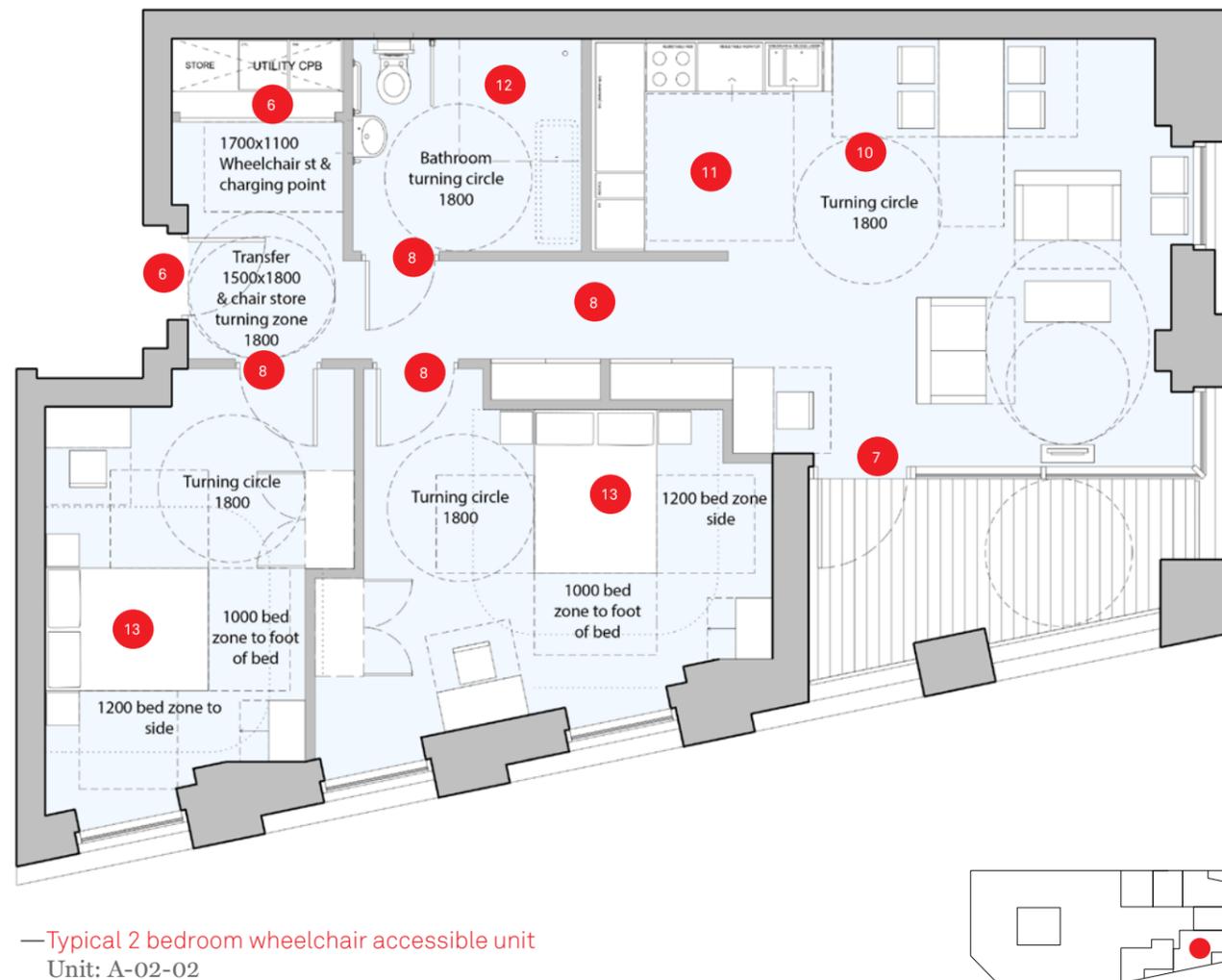
—Wheelchair Adaptable Units - before adaptation
 Units: P-01-03
 P-01-05
 P-02-03

—Wheelchair adapted units
 Units: P-01-03 adapted
 P-01-05 adapted
 P-02-03 adapted

Camden Wheelchair Housing Design Brief

As set out in the Design & Access Statement, consultation was held with London Borough of Camden's Affordable Housing Development Coordinator to determine the level of Wheelchair Housing provision. As there are more onerous space standards in comparison to adaptable or Lifetime Homes units, it was agreed one 2-bedroom wheelchair accessible apartment would be provided as part of the social rented tenure, in order that the maximum number of large 3-bed family homes could be provided within the overall development. This equates to 10% of the social housing, however less than 10% of the overall requirement for affordable units stated in CPG2 and local plan policy H6. The unit itself will comply with the requirements as set out in the Camden Wheelchair Design Brief April 2013.

The brief, set out opposite, provides minimum space standards for various rooms in a wheelchair dwelling and ensures suitable additional fixtures and fittings are designed into the apartment over and above Habinteg and Lifetime Homes standards. All furniture indicated is as per the London Housing Design Guide.



CAMDEN WHEELCHAIR HOUSING DESIGN BRIEF (2013) CHECKLIST

DESIGN CRITERION		UNIT COMPLIANCE	
1	Car Parking	Y	Two no. off-street blue badge holder spaces only
2	Moving around outside	Y	
3	Using Outdoor Spaces	Y	
4	Approaching the Home	Y	
5	Negotiating communal entrance doors	Y	
6	Entering and leaving the home, dealing with callers Key Requirements include: - External landing 1500x1500 space - 1800x1500 transfer space inside front door - Wheelchair storage & charging space 1700x1100	Y	
7	Negotiating a secondary door to garden or balcony	Y	
8	Moving around inside/storing things Key Requirements include: - 1200mm clear passageways - 900mm clear door openings	Y	
9	Moving between levels	n/a	
10	Using living spaces Key Requirements include: - 1800mm turning circle - 1400mm transfer spaces	Y	
11	Using the kitchen Key Requirements include: - 1800x1800 clear space plus 1800mm turning circle - Continuous worktop with knee recess is essential under the hob and sink unit within a kitchen - A shallow adjustable sink and adjustable hob should be provided - A built in oven accessible from a wheelchair with a reversible side hung door should be provided	Y	
12	Using the bathroom and shower room Key Requirements include: - 1400mm square showering space is required. - 1800mm wheelchair turning circle is required - Bath or shower option	Y	
13	Using bedrooms Key Requirements include: - 1800mm turning circle - 1200mm transfer space to each side of a double bed or one side of single beds - 1400mm transfer space required in front of any furniture.	Y	
14	Operating Doors	Y	
15	Operating Windows	Y	
16	Controlling Services	Y	

Accommodation Schedule

	Social	Intermediate	AFFORDABLE Total	PRIVATE	TOTAL	
Apartments	10	8	18	51	69	
NIA sqm (apartment floors only)	906.5	728.6	1635.1	3243.9	4879	*excludes ancillary accommodation
Affordable NIA % (apart floors only)	55.44	44.56				*excludes ancillary accommodation
GEA sqm			2725	4980	7704	
Overall GEA %			35.36	64.64		
GIA sqm			2487	4623	7110	

Unit Types	Social	Intermediate	AFFORDABLE Total	PRIVATE	TOTAL	Habitable Rms	Bedspaces
Studio				11	11	11	11
1b2p				21	21	42	42
1b2p WHEELCHAIR ADAPTABLE (WA)				4	4	8	8
2b4p	5	4	9	13	22	66	88
2b4p WHEELCHAIR ACCESSIBLE (WU)	1	0	1		1	3	4
2b4p WHEELCHAIR ADAPTABLE (WA)				1	1	3	4
3b5p	4	4	8	1	9	36	45
			18	51	69	169	202

Unit Mix	Social	% of Unit Mix	Intermediate	% of Unit Mix	PRIVATE	% of Unit Mix
Studio 1b1p					11	21.57
1b2p					21	41.18
1b2p WHEELCHAIR ADAPTABLE (WA)					4	7.84
2b4p	5	50.00	4	50.00	13	25.49
2b4p WHEELCHAIR ACCESSIBLE (WU)	1	10.00	0	0.00		
2b4p WHEELCHAIR ADAPTABLE (WA)					1	1.96
3b5p	4	40.00	4	50.00	1	1.96
	10	100.00	8	100.00	51	100.00

Site Area

Plot A-C Total	1.1412 Hectares
	11412 sqm

Mayor of London Housing SPG 2016 Calculation for mixed use developments

Residential GIA	7110 sqm
Non-resi GIA	66717 sqm
Total GIA	73827 sqm

Habitable Rooms	169
Units	69

Resi % net site area	9.63
Residential area	0.109905 ha

Hab Rms/ha	1537.696
Units/ha	627.8168

Accommodation Schedule - Detailed

PRIVATE																			
Unit Type	NIA m ²	Habitable Rms	Bedspaces	Amenity m ²	Level 01	Level 02	Level 03	Level 04	Level 05	Level 06	Level 07	Level 08	Level 09	Level 10	Level 11	Total	NIA Total	Habitable Rms Total	Bedspaces Total
P-ST-01	Studio	39.3	1	1	0	1	1									4	157.2	4	4
P-ST-01a	Studio	39.3	1	1	5											7	275.1	7	7
P-01-01	1b2p	58.1	2	2	5.1	1	1	1	1	1						3	174.3	6	6
P-01-02	1b2p	51.6	2	2	5.5	1	1									4	206.4	8	8
P-01-03	1b2p WA	64.9	2	2	5			1	1	1						3	194.7	6	6
P-01-04	1b2p	57.8	2	2	5			1	1	1						7	404.6	14	14
P-01-05	1b2p WA	63.5	2	2	5						1					1	63.5	2	2
P-01-06	1b2p	52	2	2	5.3								1	1	1	3	156	6	6
P-01-07	1b2p	56.4	2	2	7.1								1	1	1	3	169.2	6	6
P-01-08	1b2p	63.3	2	2	5							1				1	63.3	2	2
P-02-01	2b4p	91.3	3	4	8.8	1	1	1	1	1	1	1	1	1	1	11	1004.3	33	44
P-02-02	2b4p	88.1	3	4	7											2	176.2	6	8
P-02-03	2b4p WA	95.7	3	4	9										1	2	95.7	3	4
P-03-01	3b5p	103.4	4	5	9										1	1	103.4	4	5

TOTAL	4	4	4	4	4	4	4	4	4	4	4	5	7	7	51				
NIA TOTAL	240.3	240.3	253.3	253.3	253.3	240.3	251.9	251.7	290.6	480.6	488.3	3243.9							
Habitable Rms	8	8	8	8	8	8	8	8	10	16	17	107							
GIA m ²	301	301	315	315	315	301	312	312	362	581	581	3996							
GEA m ²	324	324	334	334	334	324	334	334	384	630	630	4286							

Total Units - Private	51
Total NIA - Private	3243.9
Total Hab Rms - Private	107
Total Bedspaces - Private	122
Total GIA - Private	3996
Total GEA - Private	4286

SOCIAL																			
Unit Type	NIA m ²	Habitable Rms	Bedspaces	Amenity m ²	Level 01	Level 02	Level 03	Level 04	Level 05	Level 06	Level 07	Level 08	Level 09	Level 10	Level 11	Total	NIA Total	Habitable Rms Total	Bedspaces Total
A-02-01	2b4p	85.4	3	4	9.1	1	1	1	1	1						5	427	15	20
A-02-02	2b4p WU	95.5	3	4	9	1										1	95.5	3	4
A-03-01	3b5p	96	4	5	9		1	1	1	1						4	384	16	20

TOTAL	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	10			
NIA TOTAL	180.9	181.4	181.4	181.4	181.4	0	0	0	0	0	0	0	0	0	0	906.5			
Habitable Rms	6	7	7	7	7	0	0	0	0	0	0	0	0	0	34				
GIA m ²	219	219	219	219	219	0	0	0	0	0	0	0	0	0	1095				
GEA m ²	239	239	239	239	239	0	0	0	0	0	0	0	0	0	1195				

Total Units - Social	10
Total NIA - Social	906.5
Total Hab Rms - Social	34
Total Bedspaces - Social	44
Total GIA - Social	1095
Total GEA - Social	1195

INTERMEDIATE																			
Unit Type	NIA m ²	Habitable Rms	Bedspaces	Amenity m ²	Level 01	Level 02	Level 03	Level 04	Level 05	Level 06	Level 07	Level 08	Level 09	Level 10	Level 11	Total	NIA Total	Habitable Rms Total	Bedspaces Total
A-02-01	2b4p	85.4	3	4	9.1					1	1	1				3	256.2	9	12
A-02-03	2b4p	88.4	3	4	7									1		1	88.4	3	4
A-03-01	3b5p	96	4	5	9					1	1	1		1		4	384	16	20

TOTAL	0	0	0	0	0	2	2	2	2	2	2	2	0	0	0	8			
NIA TOTAL	0	0	0	0	0	181.4	181.4	181.4	181.4	181.4	181.4	181.4	0	0	0	728.6			
Habitable Rms	0	0	0	0	0	7	7	7	7	7	7	7	0	0	0	28			
GIA m ²	0	0	0	0	0	219	219	219	219	219	219	221	0	0	0	878			
GEA m ²	0	0	0	0	0	239	239	239	239	239	241	0	0	0	0	958			

Total Units - Intermediate	8
Total NIA - Intermediate	728.6
Total Hab Rms - Intermediate	28
Total Bedspaces - Intermediate	36
Total GIA - Intermediate	878
Total GEA - Intermediate	958

ANCILLARY ACCOMMODATION				
	B1	Ground	TOTAL	
Shared	GIA m ²	180	156	336
	GEA m ²	199	164	363
Private	GIA m ²	334	125	459
	GEA m ²	374	138	512
Affordable	GIA m ²	229	117	346
	GEA m ²	258	132	390

TOTAL														
	B1	Ground	Level 01	Level 02	Level 03	Level 04	Level 05	Level 06	Level 07	Level 08	Level 09	Level 10	Level 11	
UNITS	0	0	6	6	6	6	6	6	6	6	7	7	7	69
NIA	0	0	421.2	421.7	434.7	434.7	434.7	421.7	433.3	433.1	475	480.6	488.3	4879
Habitable Rms	0	0	14	15	15	15	15	15	15	15	17	16	17	169
Bedspaces														202
GIA m ²	743	398	520	520	534	534	534	520	531	531	583	581	581	7110
GEA m ²	831	434	563	563	573	573	573	563	573	573	625	630	630	7704

WU Wheelchair User Accessible
WA Wheelchair Adaptable

