

1929_Eagle Mews- 150 Royal College Street

Design Access Statement - Planning Brochure Vol 1 of 2



For Cumbrae Properties (1963) Ltd

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Note:
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5.0 Scheme Design

5.4 Amenity Space and Public Realm / 5.5 Sustainability and Environmental Strategy

5.4.1 Amenity Spaces

The provision of quality of public, semi-private and private amenity spaces are key design elements of the proposed scheme.

4.4.2 Public Amenity

The positive contribution and visual public amenity to the local area is recognised and in particular the existing green pause along the canal. It is proposed to maintain and improve planting and provide compensatory planting in the form of bio-diverse informal landscaping, including a new tree and shrubs. At ground floor level it is proposed that the windows open onto the canal edge. It is proposed that the length of the building along the canal edge is landscaped with trees and shrubs to promote biodiversity and encourage wellbeing for tenants. The existing greenery at the canal edge is removed and replanted. One tree is to be removed and additional trees as compensation are to be replanted. Access to the canal is for maintenance purposes but the landscaped areas can be appreciated from both inside and out the building. The canal edge is deliberately kept as a soft green edge to balance the presence of both the building and nature.

The area around the Thames Water thrust block has been increased during the pre-app process and the building line repositioned to create a more generous private green space that can be used as a tenants wild garden providing much needed amenity to the occupiers of the building. Planting has also been further extended around the thrust block.

The Met Police have been consulted on the scheme presented at the DRP and the main concern was the undercroft section around the thrust block. Any hard standing area has been removed based on their advice to avoid any potential anti-social behaviour. The proposed scheme includes secure gated access to the undercroft and the planting of the wild garden will be carefully selected to actively discourage this behaviour.



fig. 5.22 Proposed View of Regents Canal and Canal side Elevation

New Green edge including compensatory tree, shrubs and bio-diversity enhancements

Tenants pocket wild garden private amenity = 5.5 sqm

New Window boxes to Royal College Street



fig. 5.23 Proposed Ground Floor Key Plan

5.0 Scheme Design

5.4 Amenity Space and Public Realm / 5.5 Sustainability and Environmental Strategy

4.4.3 Private Amenity

Private amenity space is provided around the site in a number of locations as follows:

- Rewilded informal tenant garden (5.5 sqm) (see allocated space previous page)
- Eagle Mews pedestrian shared space (193 sqm)
- Third Floor Terrace (16.5sqm sqm)

Total Private Amenity Space = 214.5sqm

The space is demonstrated adjacent in the plan figs 1,2 and 3.

Urban Greening

- Royal College Street Planters (1.2 sqm)
- Eagle Mews Greening (5sqm)
- Roof Terrace Greening (3.5sqm)
- New Biodiverse Green Roof (135sqm)

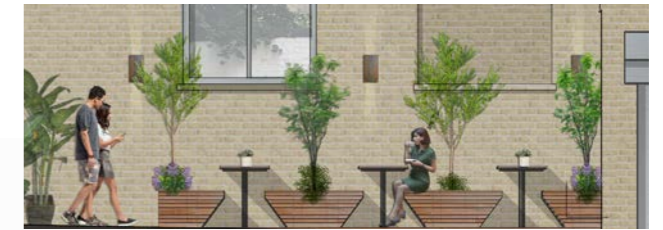
Total = 144.7sqm

New metal planters are proposed to Royal College Street adjacent the windows with a selection of native species and bio-diverse plants that enliven and activate the street edge. Additionally the Mews is to be further planted to create a fresh and inviting environment.

The top floor has a terrace along Regents canal side and a pocket terrace on the Royal College Street side allowing tenants to step out on to for amenity. The roof terrace at third floor will include planters with informal native plants. The terrace has been designed to maximise views to the canal and the large windows maximise sunlight filtering into the building.

A bio-diverse extensive green roof including wildflowers and native plants will be included at roof level. All the above features add up to a significant improvement and increase in urban greening that will enhance the local ecology and environment.

Policies for major development exist that require 0.74sqm per occupant. This would require 58sqm based on the proposed building size. This scheme proposes providing 214sqm of private amenity space and although this is a minor application with a total GEA of 852sqm, it is therefore considered that this is a generous and positive contribution to the development and application submission.



Proposed Mews Plan and Seating Area



fig. 5.24 Proposed Eagle Mews - Pedestrian Shared Space

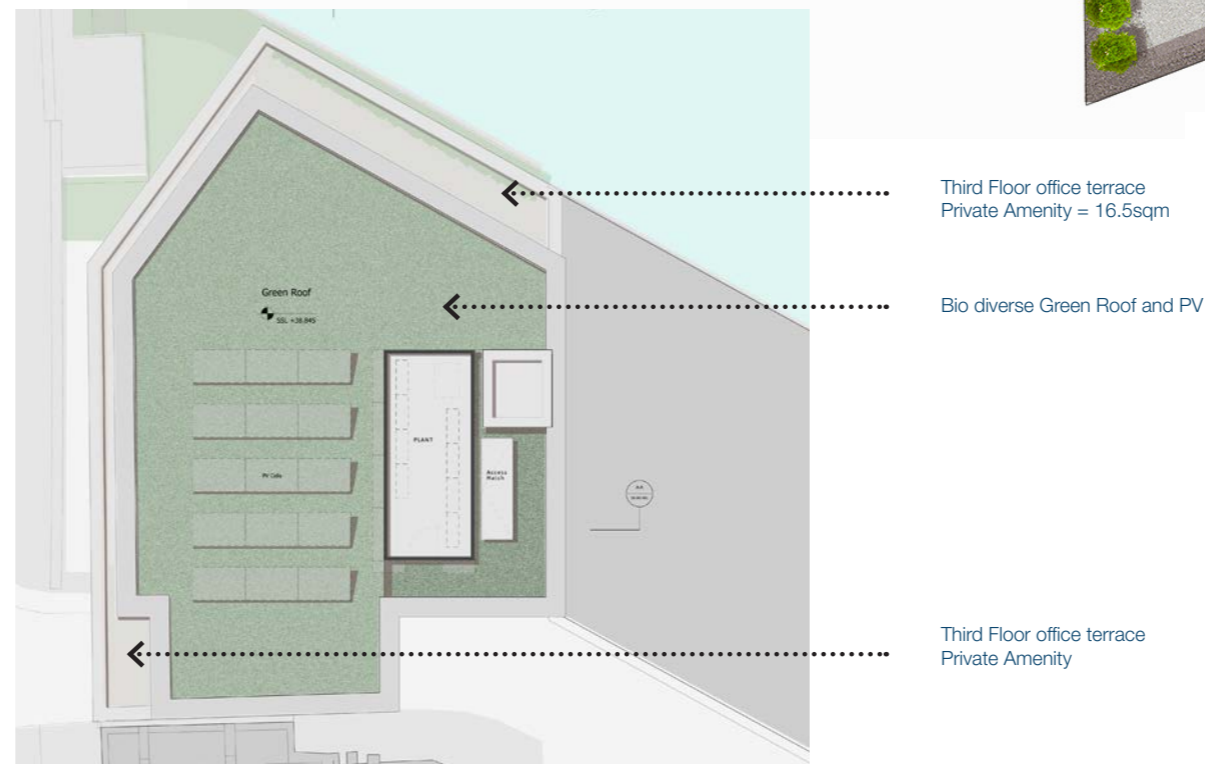


fig. 5.25 Proposed Roof Plan

5.0 Scheme Design

5.4 Amenity Space and Public Realm / 5.5 Sustainability and Environmental Strategy

The amenity of future occupiers and neighbouring properties has been considered through the design. The scheme has ongoing assessment for its impact on visual privacy, outlook, sunlight, daylight, overshadowing, artificial lighting levels, transport impacts, noise/vibration and the microclimate. The impact of construction works, contaminated land and water/wastewater infrastructure will also be considered prior to any construction work beginning.

5.4.2 External lighting

The proposed Development will have a limited amount of facade lighting to respect the properties nearby, reducing night glow and to be sustainable and reduce energy consumption. External lighting to ground level and all publicly accessed areas, entrances and circulation spaces will be lit using low level downlights and lighting columns as detailed in the Landscape Strategy. All external lighting will be designed to meet standards for ensuring security during evening and night time hours.

5.5.1 Environmental Strategy

The proposed design seeks to increase biodiversity and enhance the ecological value of the site as one of the aims of the design. The current ecological value of the site has been found to be of low value. A core principle of the proposed design is therefore to enhance the current conditions and increase the biodiversity of the site. Attenuation The use of permeable paving materials and rainwater collection through a Sustainable Urban Drainage System (SUDS) are proposed to most areas of the site to reduce surface water run-off.

Biodiversity Planting schemes to the ground level canal side terrace will help support and increase biodiversity. Plants will be carefully selected to provide adequate habitats for the local fauna. Please refer to the landscape section and Ecological Report provided in the Appendix.



Fig 5.26 Elevation and Section to show informal bio diverse planting at Ground floor and third floor terrace and green roof.

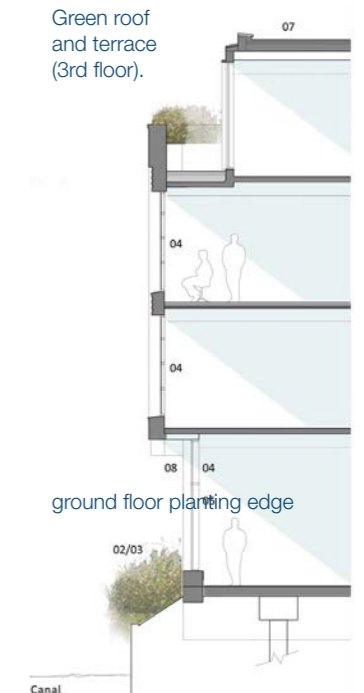


Fig 5.27 Ground Floor, Roof Plan and canal precedent showing informal planting

5.0 Scheme Design

5.5 Environmental Design and Sustainability

5.5.2 Sustainability, Energy Strategy and Climate Change response

Our world is facing unprecedented challenges in response to the environmental changes. The built environment is a major contributor to these challenges, but must also be part of the solution.

A wide range of measures have been considered and investigated to provide the most extensive and suitable sustainable provisions for the scheme. In addition to designing the scheme in line with the Camden Climate Action Plan, we have also aligned the design with the adopted London Plan 2021. Chapter 8 Green Infrastructure and Natural Environment: Policy G1 Green Infrastructure, Policy G4 Open Space, Policy G5 Urban Greening, Policy G6 Biodiversity and Access to Nature, Policy G7 Trees and Woodlands; Chapter 9 Sustainable Infrastructure: Policy SI1 air quality, SI2 minimising greenhouse gas emissions, Policy SI 4 Managing heat risk, Policy SI5 Water infrastructure, Policy SI 7 reducing waste and supporting the circular economy, Policy SI 12 Flood risk management, Policy SI 13 Sustainable drainage, Policy SI 14 Waterways (6- the Regents Canal on Table 9.6), Policy SI 15 Water transport, Policy SI 16 Waterways – use and enjoyment, and Policy SI 17 Protecting and enhancing London’s waterways.

Airtight Construction and Thermal Insulation

Sustainability has been considered from an early stage in the project with the aim of using air tight passive design measures to create a building fabric that minimises the need for heating, artificial lighting and cooling.

Carbon CO2 Reduction and Energy Efficient Equipment

In addition to passive design measures a number of technologies are to be implemented to help achieve key sustainability targets, such as a target for reduction in CO2 emissions from the site. This is primarily achieved with application of technologies and sources of energy.

In line with the Camden Climate action plan, we have moved away from fossil fuels and have designed an all-electric heating and hot water system, which will utilise low carbon air source heat pumps. This will continue to reduce the carbon emission of the building over time as the Camden electricity grid de-carbonises. Furthermore, this will improve the local air quality as there will be no combustion on site, which can create harmful gases such as nitrogen oxides (NOx) and sulphur oxides (SOx).

Ventilation will be provided by high efficiency fans with low specific fan powers (SFP), to minimise the energy consumption associated with ventilation. To further reduce energy demand the ventilation system will include heat recovery to capture waste heat and reduce the building’s heating demand.

Further Energy Efficient Technologies

Further measures like energy efficient light fittings, increased air tightness and water saving appliances will also be incorporated. All lighting will be provided by high efficiency light emitting diode (LED) luminaires. All lighting will have an efficacy of at least 100 lm/W which is significantly more efficient than minimum standards require.

A solar (PV) array will be located on the roof to supplement the building electricity demand and in turn help to de-carbonise the Camden electricity grid. The building will achieve an EPC rating of A and a carbon reduction of 77.2% from the baseline Part L requirements.

Re-use and Recycled materials

Our approach to material selection is based on the model of cradle to cradle rather than cradle to grave. This diagram is shown in adjacent. We consider the recyclability of materials to be essential in the selection of building products.

Materials and recycled materials will be locally sourced where possible. All timber will be from responsible forest sources. The building frame is designed to be as light as possible whilst still providing a robust and flexible structure that has potential for future adaptation and flexibility.

The building is to be a steel frame construction and the roof will consist of timber joists. The deconstruction of the building is also considered so that materials are not put into land waste but can be recycled and reused.

BREEAM Assessment - Excellent rating

In line with Camdens policy we have targeted a Breeam excellent rating from the outset for the design of the building. We are monitoring and developing to maintain this rating. The scoring at present maintains the potential of achieving an excellent rating. We use the Breeam Green guide to specification as a guide to ensure we select suitable materials and consider their application in construction.

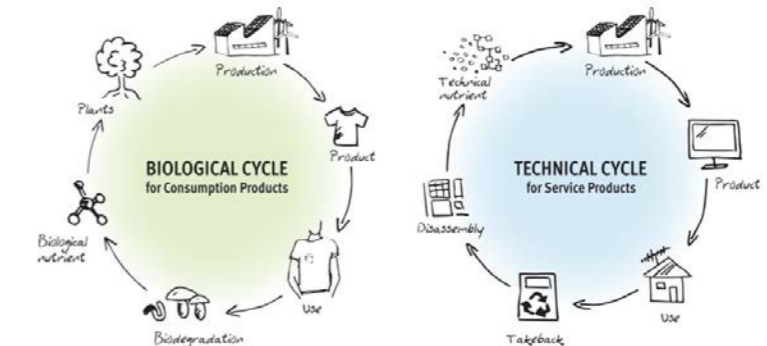


Fig 5.28 Sustainability references

5.0 Scheme Design

5.6 Entrance, Access and Levels

5.6.1 Entrances & Access

The mews is a shared space for pedestrians and the occasional car that requires the disabled car parking space. It is to be tidied and improved with new surfacing, screened refuse and recycling. It will have the ability to host pop up events and permanent seating is to be provided. The space is to be well lit, secure and softened with greenery in pots and planters.

Eagle Mews has a clear entrance portal from the street complete with night security gate, clear signage and lighting. It is proposed that the gate include open rails to provide views into the mews and aid visibility and daylight to the mews area. 'Eagle Mews' Name will feature within the design of the gate to be clearly visible. A tenant board is to be installed at the gate location with a way finding map of the mews and building entrance locations

The operation details of the gate will essentially be open during daylight hours to allow free movement of pedestrians and vehicles and locked with fob access during the evening. A pedestrian gate is integrated within the main gate, open able with fob access.

Eagle Mews includes two existing buildings which are currently accessed from the existing mews entrance. There currently a signage at the mews entrance of the tenants. The proposals provide a clear entrance to both the proposed building and existing buildings.

The proposed building has one main entrance door clearly defined with signage, canopy and lighting. The pedestrian entrance has a level threshold and designed inclusively to allow access for users with a wide and varying range of abilities. Please refer to the access statement in section 8.0 for further details on accessibility and how this has influenced the design.

The approved inspector has also been consulted to achieve the required standard of fire safety, means of escape and suitable access and equipment for fire fighting.

5.6.2 Levels

The site is relatively flat at present and a gentle slope down the mews leads to the front door. The existing site levels have been carefully examined to allow for the proposed entrance door to connect where the slope and floor level coincide, thus creating safe routes and gradients.



Fig 5.29 View of Eagle Mews Entrance

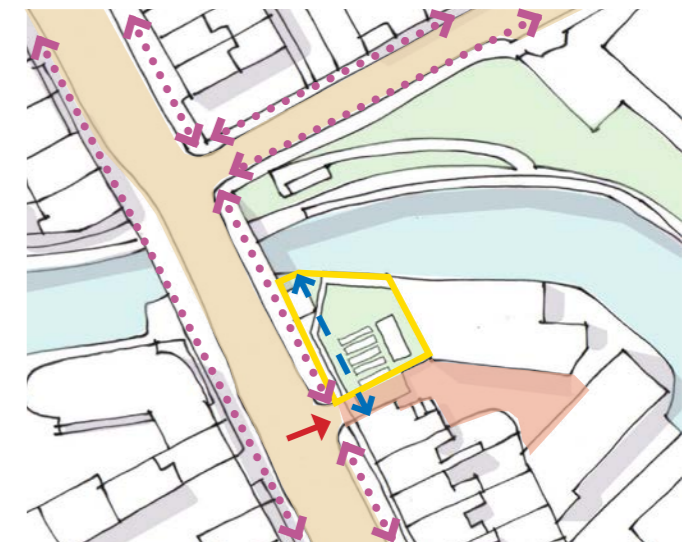


Fig 5.30 Plan of Entrance space and access

| Key | | | |
|-----|--------------------------------|--|--------------------|
| | Eliminating gaps in the street | | Semi-private Space |
| | Footpaths | | Street (Public) |
| | Entrance to Mews | | |

5.0 Scheme Design

5.7 Parking, Servicing and Refuse Strategy

5.7 Parking, Recycle/Refuse Strategy and Servicing

The mews space is designed to be a lively and pleasant environment that is uncluttered and easily maintained. It is defined as a shared space predominately for pedestrian and cycle access. Vehicular access to the site is from Royal College Street for a limited amount of accessible parking. The Mews will be a semi public/private space.

Cycle and Vehicle Parking

The design team has been working with the traffic consultant in order to provide the optimum mews layout. The scheme provides 12 long stay cycle spaces in the cycle store which is double stacking and a Sheffield stand for the 2 short stay spaces.

The site provides the following that exceeds the requirement of Chapter 10 Policy T5 table 10.2 -1 space per 75m² long stay and 1 space per 500m² short stay and Policy T6.2 and table 10.4 car parking, disabled persons parking Policy T6.5 & table 10.6 (5%), and Policy T7 Deliveries, servicing and construction. The cycle storage has been carefully considered to be both accessible and neatly located within the mews.

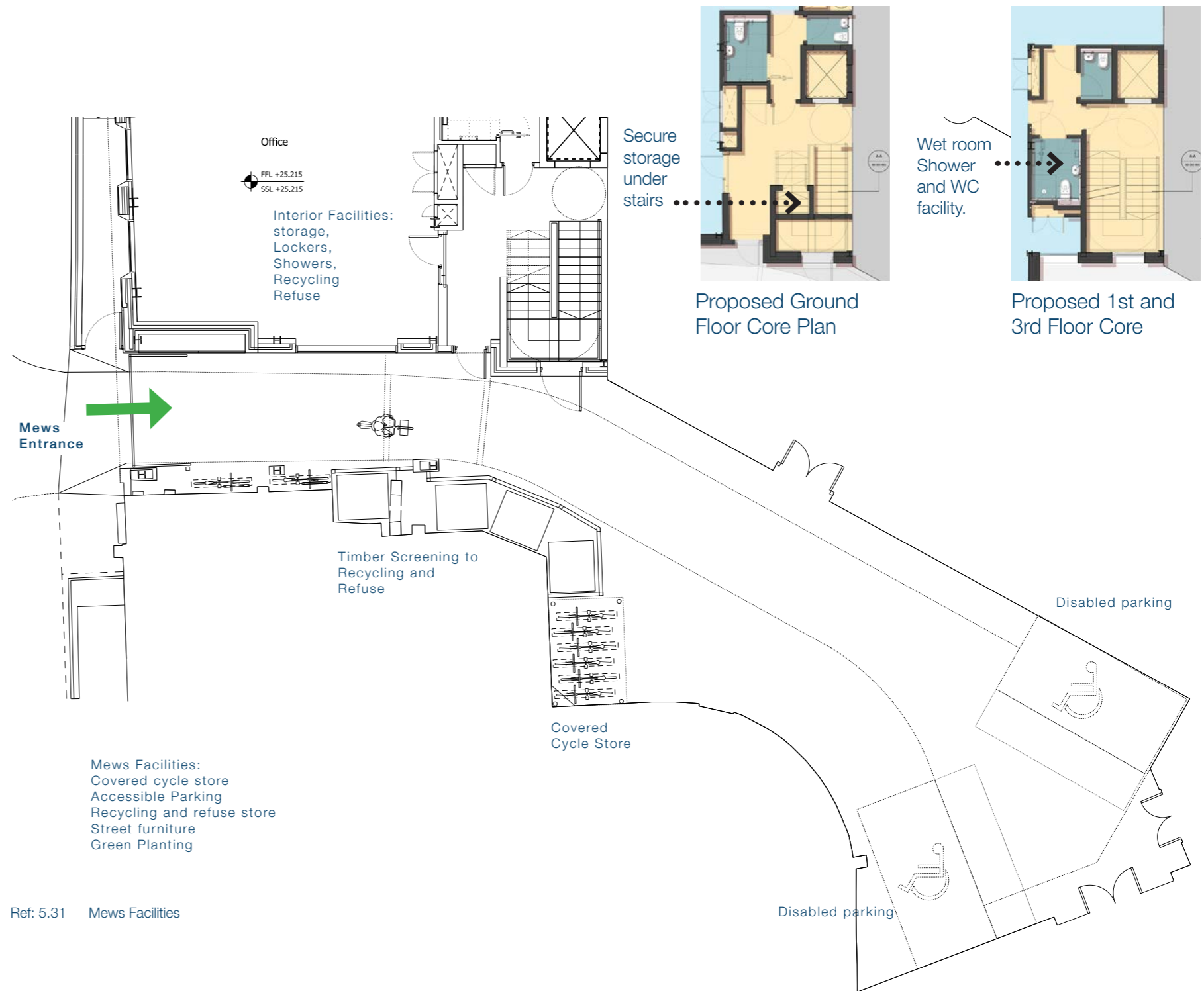
Cycles can access the mews as above with a facilities section for bicycle parking. Within the building, the first and third floors will have showers. Capped off services for kitchenettes and additional tenant showers are to be provided at every floor for tenants to expand. Secure storage is provided in the core and additional lockers are allocated on the floors.

Recycling and Refuse

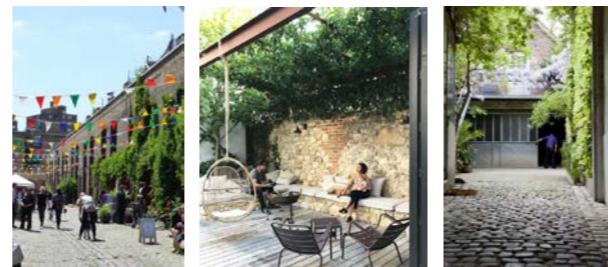
The mews servicing area acts as a point of contact for refuse collection. Each unit has a localised store and on collection days the management relocate the bins from the holding area for collection. The refuse storage spaces incorporate policy compliant recycling and waste facilities. Recycling and refuse holding areas will be screened with timber screens and planters and are designed to be easily accessible for all tenants. These measures together with the Applicant's commitment to encourage sustainable waste practices through BREEAM accreditation will facilitate waste minimisation and recycling at the Site.

Servicing

Cycle and Vehicle Parking A limited amount of out of hours servicing will be permitted to Eagle Mews and will be managed by the Estate management. From the mews entrance small vans can be loaded and unloaded for the office supplies. As the offices are relatively small the supplies will be transferred via the lift cores for direct access into the units. The management of the site will maintain and manage day to day operations.



Ref: 5.31 Mews Facilities



Ref: 5.32 Precedent Images for Mews

6.0 Landscape Design

6.1 Landscape Design Approach

6.1 Landscape Design Approach

The design of the landscape and public realm has been developed in response to the site conditions and aims to provide a series of useful spaces that relate to the built forms, active and private edges, boundary conditions and movement strategies.

Key objectives of the landscape strategy are to:

- Define and reinforce activities and functions appropriate to their locations within each of the spaces;
- Promote a feeling of inclusiveness, safety and security
- Apply treatments and materials that reflect the history of the area and are appropriate to the scale of different spaces and unify the scheme;
- Create uncluttered spaces, using high quality materials that integrate with proposed uses;
- Define a series of clear interfaces between public, semi-private and private zones;
- Integrate natural elements into the site as a means of extending the character of significant adjacent open spaces, provide amenity and recreational spaces and promote biodiversity, ecology and nature;
- Develop a hierarchy of legible and coherent pedestrian routes into and through the site, to maximise the functions of site features and linkages to the surrounding facilities and attractions.

6.1.1 Character Area

The landscape and public realm vision for this workspace development is founded on providing an accessible, green and functional setting to complement the design of the built form, and to facilitate an active ground floor to both Eagle Mews and Royal College Street. The design draws on the evocative Regents Canal history as a key part of the local areas character.

6.1.2 Historical Context

The Regent's Canal was built to link the Grand Junction Canal's Paddington Arm, which opened in 1801, with the Thames at Limehouse. One of the directors of the canal company was the famous architect John Nash.

The special character of the area is largely derived from the almost hidden nature of the canal. The surrounding townscape largely turns its back on the canal creating a tranquil space distinct from the business of the surrounding city. This character has in part arisen from the topography of the canal located as it is in shallow cuttings along part of its length and partly as a result of canal side development forming an effective barrier, cutting off views towards the canal.

6.1.3 Site Connectivity

Royal College Street is a busy thoroughfare through Camden, well connected with rail, buses and cycle path and footpaths. Eagle Mews as a small industrial workplace environment and the connection of the Mews to Royal College Street readdresses a historic canal side connection.

Pedestrians and cyclists can then access directly into the Mews from Royal College Street through a new portico, framed with a metal gate and adjacent sign. A granite set pavement with inset lighting provides a defined entrance to the project site. This also acts as a link for to the other existing work space buildings.

The Mews provides a setting for the workspace tenants and ground floor activities to break out into as it is a primarily a pedestrian space. A primarily hard paved space with intermittent hanging planters and wall mounted lighting, the space provides clear, attractive access and circulation space between building and spaces. Access to this area out of hours is managed and restricted to card access for tenants and staff.

Enclosed by the building the Canal edge remains a largely cut off space in character with Regents canal generally in Camden. A small opening adjacent the bridge provides a quiet respite from the activity and vibrancy of the street.

6.2 Site Context Analysis

The proximity of the site to the historic Regents Canal, Royal College Street and Eagle Mews, provides a historical context to the development of this workspace destination.

Together with excellent access and connections to the public transport network of rail and bus, this context allows the public realm design to build on the identity of the area; with well-connected walkable streets, a new enhanced mews, a quiet green canal edge and a redefined street edge to the busy thoroughfare of Royal College Street.



Ref: 6.1 Character Areas

Key

- Regents Canal
- Royal College Street
- Eagle Mews

6.0 Landscape Design

6.3 Landscape Vision

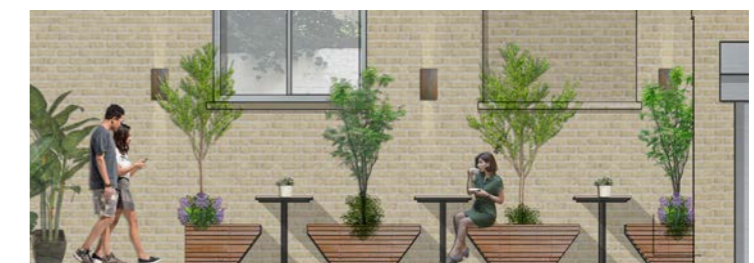
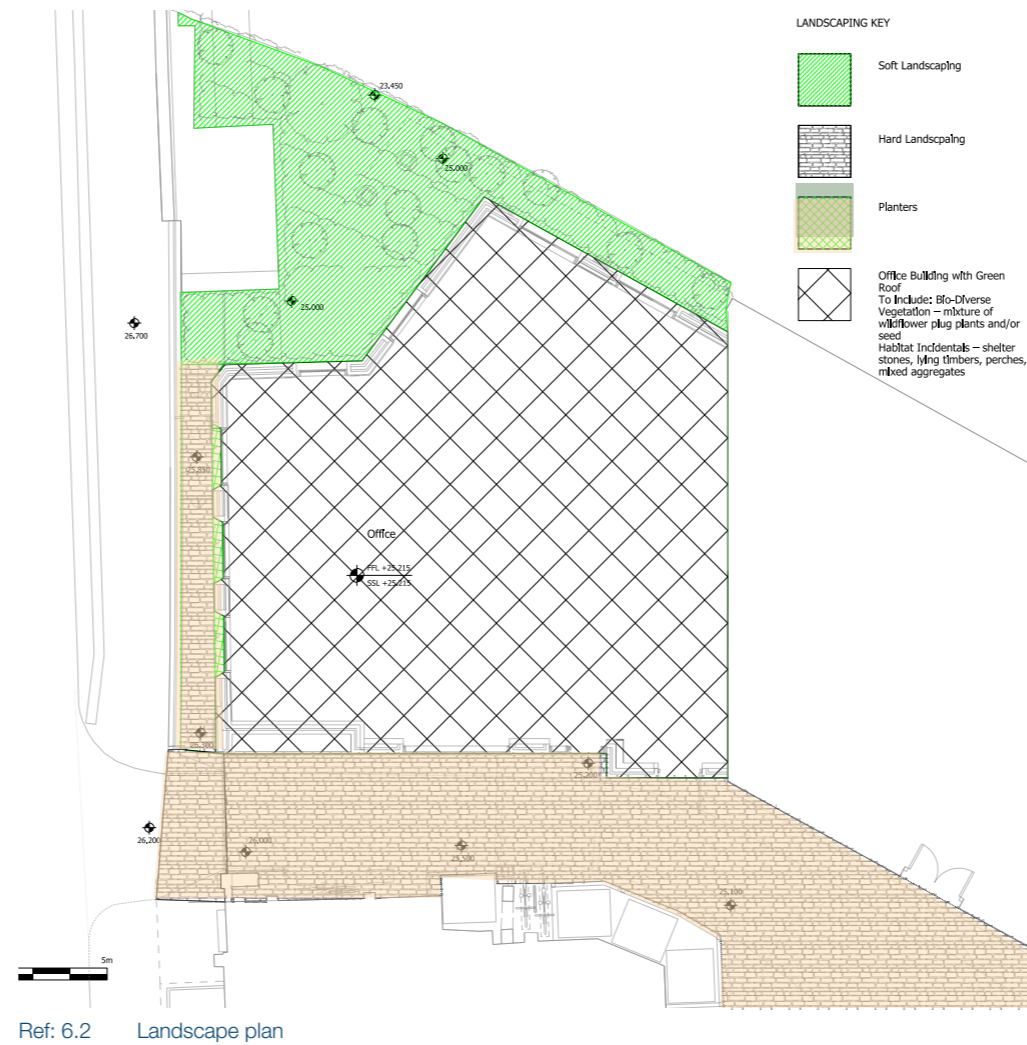
6.3 Landscape Vision

The continuation of canal side soft and informal greenery combined with the landscaping of the historically influenced Eagle Mews and reestablished edge of Royal College Street forms an underlying theme manifested through the public realm. Stone and brick pavements drawing on the adjacent historical area of Regents canal and canal side activity are in keeping with the site, provide a consistent and uniform ground plane, reinforcing pedestrian access across and around the site.

6.4 Landscape Plan

The landscape plan includes a variety of character areas which respond to the design and layout, providing a range of public, semi-public, communal and private spaces for use and enjoyment. The new mews public realm links directly to Royal College Street from the canal side buildings. Canal side informal greenery defines the canal edge. A new balcony with overflowing planters provides continuity the greenery. A new access route along the front of Royal college street defines the route from Royal college Street and the canal front. Green roofs provide an improved roof scape, increase biodiversity, sustainable energy and storm water management, with low maintenance sedum and wildflower species. The principle aims of the landscape design are summarised below:

- **Richness and identity**
Create a compelling identity for the scheme that references its setting and history within a contemporary design language. Provide a range of different spaces with varying character, for use by tenants and visitors.
- **Accessibility**
Develop a series of private, communal and public spaces that not only contribute to the setting of the buildings but add to the enjoyment and its use, by providing a range of comfortable, engaging, innovative and accessible spaces for workers and visitors to the area.
- **Privacy and diversity**
Create a variety of communal and private spaces for tenants which provide a range of functions and character, as well as opportunities to relax, recreate and interact with others, within a secure and private environment.



6.0 Landscape Design

6.4 Public Realm Landscape Vision

- Sustainability

Provide a self-sustaining landscape with a series of closed loop systems – wild flowers attracting bees which pollinate flowers and fruit, nitrogen fixing species to add to soil nutrients and selection of food and habitat plant species for wildlife benefits. Introduce a richly diverse planted ecology to provide micro-climate benefits and reduce heat island effects. Include green roof treatment where feasible to improve energy efficiency, reduce storm water runoff, manage water use, reduce heat island effects and add to aesthetic treatment of the roof scape.

6.5 Public Realm

Royal College Street Frontage allows for access to the canal and defined pedestrian circulation spaces. The street has a generous pedestrian zone and railing to site edge define and improve street scape and develop character for Royal College Street
A Mews portico defines the entrance and includes the integration of signage, access information and lighting.

Semi Public Realm

The Mews provides a functional and attractive setting for the work space buildings. Pavement treatment reflects the access, providing more detailed paving to entrance areas and central pathways. Hanging planters filled with colourful and lush perennials, create informal atmosphere within the mews and add definition to the space. Wall mounted lighting will ensure safe levels of ambient light for safety, security, comfort and atmosphere. The buildings clearly define the vehicular circulation within a granite sett paved forecourt to the building, to create a shared use zone with pedestrian priority.

6.6 Private Realm

The canal side greenery is a space primarily to be kept in keeping with the canal conservation area and maintains its informal character. New tree planting will compensate for removal of existing greenery. Adjacent the building a undercroft strip balcony will be edged with planters that continue the informal planting sequence and these will contain hanging plants to extend the softened edge to the canal side. External lighting is restricted on the canal side to avoid undue light spillage and potential disturbance to residents and wildlife.

6.7 Bicycle Facilities

Tenants secure and covered cycle storage is provided within the Mews for long term use. Additional sheffield stands for short term use have been located near the entrance gate. These provide parking opportunities adjacent to workspace areas and facilitate passive surveillance and overlooking of parking areas from active use areas. CCTV position are also located to monitor the racks.

The rack types has been selected to provide a well-designed element within the street scape and contribute to the overall range of furniture. Cycle Hire stations are available nearby and are located adjacent the Underground and rail stations.

6.8 Hardworks Strategy

Railings, Gates, Fencing and screens

In order to designate private areas from publicly accessible areas around and within the site, a number of railings and fences are provided. The design of these fences will draw on, and reflect, the strong character of traditional fencing in the surrounding residential areas. Black cast iron palisade fences to terrace gardens provides a basis for the development of a site-specific response to restricting access to certain private and more secure areas. It is intended that these elements are developed to provide a recognisable design response as well as a functional barrier.

The Mews entrance will have a side hung, central opening metal gates designed to match the building exterior and with a metal work pattern inspired by the conservation area. A pass door will be included for out of hours. Evening and night time entry to the Mews space will be controlled with swipe card access for tenants and staff of the various work space units and managed by the management team. The canal side access is restricted with gate and fence for security and maintenance access.

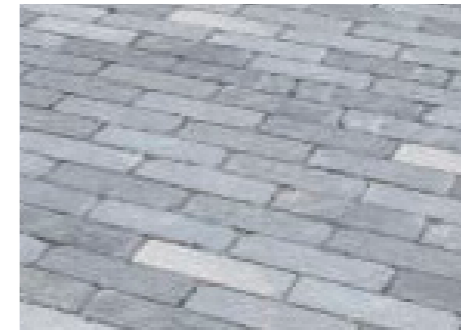
An attractive timber screen with galvanised metal frame construction will hide the recycling euro bins and bring natural materials into the mews, enhancing the mews environment.

Lighting

The concept for lighting the external areas of the site, is kept to a minimum, providing lighting effects to highlight the landscape and ensure safety and accessibility to all areas of the public and private realm.

The existing mews lighting and public realm (streets and footways) will generally be maintained and upgraded where necessary to achieve the required lighting levels for access and safety around the perimeter of the site.

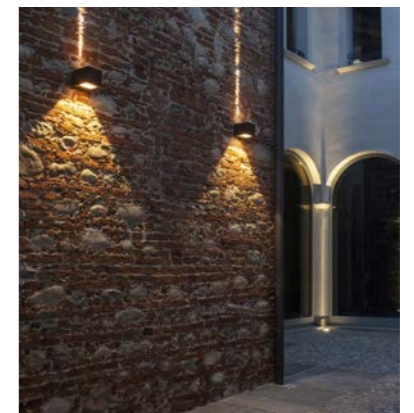
The canal side space is lit with low levels of access lighting, all areas without glare or impact on neighbours or wildlife, and without creating additional light spill in the neighbourhood. The use of LED lights to the majority of fixtures will provide a more sustainable approach to the lighting scheme.



Ref: 6.7 Brick and stone surfacing



Ref: 6.8 Mews Lighting



Ref: 6.9 Cycle stand and timber screens



6.0 Landscape Design

6.5 Soft Landscape Strategy

6.9 Soft Landscaping Strategy

6.9.1 Planting Concept

Within the various areas of the site, planting and tree selection has been developed to reinforce different characters and contribute to the creation of public and private spaces with colour, texture and seasonal variety, as well as providing shelter and shade during summer and from wind and visual intrusion.

The canal side informality provides colourful planting and some shade and shelter for wildlife with large shrubs, small deciduous trees and ground covers. The canal side balcony contains planters with variegated flowering shrubs and trailing ivy, again providing spectacular colour and interest throughout the seasons. The Mews hanging planters are providing year round seasonal colour and flower.

Extensive green roofs (sedum and wildflowers) are proposed on the roof, in association with plant and equipment required, with sedum species providing a growing surface and low maintenance green roof, reducing heat transfer and absorbing rainwater.

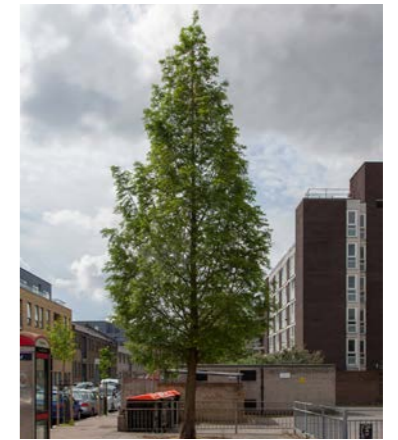
6.9.2 Biodiversity/Habitat

The tree and plant selections will improve the biodiversity and habitat within the local landscape. The range of native and non-native plants chosen reflects a desire to create a diverse landscape with a variety of plants providing colour, flower and nectar as well as habitat for various birds and other wildlife. Bird and bat boxes are also proposed and to be added on the roof and within the canal side greenery where foraging habitat and shelter is more conducive to support of wildlife.

Ref 6.10 Planting Palette - Border Tree

1. Dawn Redwood Tree
Metasequoia Glyptostroboides

Proposed Size
at instillation
3m - 3.5m



2. Lilac
Syringa Charles Joly

Proposed Size
at instillation
1.5m



Ref 6.11 Planting Palette - Border plants

1. Cornus mixed
2. Perovskia atriplicifolia
3. Liriope muscari
4. Lavandula Hidcote
5. Ferns – hardy mixed
6. Verbena bonariensis
7. Ceanothus griseus



6.0 Landscape Design

6.5 Soft Landscape Strategy

6.9.3 Green Roof

A bio-diverse roof is proposed on the roof to add biodiversity and sustainable approach to water use, energy efficiency and reduction of heat transfer. Due to lack of access and to reduce maintenance requirements, these roofs are proposed to be 'extensive' type green roofs, with planting material consisting of sedum and wildflower species requiring little maintenance. The roofs will be planted as native wildflower meadows and it is proposed to utilise a pre-grown wildflower mat system which ensures swift establishment and a diversity of species

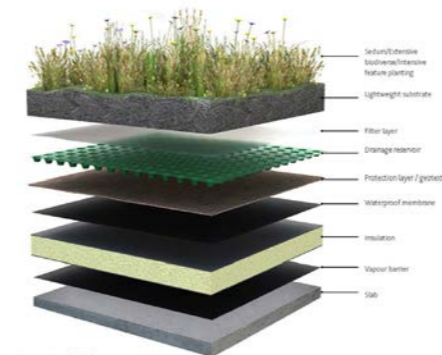
Ref 6.12 Planting Palette - Planter plants

1. Abelia grandiflora
2. Skimmia japonica
3. Ceanothus thrys. Repens
4. Variegated Ivy – trailing



Ref 6.13 Planting Palette - Green Roof














1. Mixed Sedum Alba / Hybridum / Reflexum Sexangulare / Spurium / Sempervivum Montanum
2. Achillea Millefolium
3. Allium Schoenofrasum
4. Anthemis tintoria
5. Centaurea Scabiosa
6. Dianthus Carthusianorum



6.0 Landscape Design

6.5 Soft Landscape Strategy

Ref 6.14 Planting Schedule

| Item | Tree Species | Installed Height (cm) | Amount | Common Name | Evergreen / Deciduous | Location | Image |
|------|------------------------------|-----------------------|--------|----------------------|-----------------------|----------------|---------------------------------------------------------------------------------------|
| 1 | Metasequoia Glyptostroboides | 300 - 350 | 1 | Dawn Redwood Tree | D | Feature Border |  |
| 2 | Syringa Charles Joly | 150 | 1 | Lilac | E | Feature Border |  |
| 3 | Cornus mixed | 80-100 | 6 | Cornus mixed | E | Border |  |
| 4 | Perovskia atriplicifolia | 60-90 | 5 | blue spire | E | Border |  |
| 5 | Liriope muscari | 30 | 12 | big blue | E | Border |  |
| 6 | Lavandula Hidcote | 60 | 15 | English lavender | E | Border |  |
| 7 | Ferns – hardy mixed | Various | 15 | Ferns | E | Border |  |
| 8 | Verbena bonariensis | 150 | 6 | Purpletop vervain | E | Border |  |
| 9 | Ceanothus griseus | 50 | 6 | Yankee Point | E | Border |  |
| 10 | Abelia grandiflora | 100 | 6 | Hopleys | E | Planters |  |
| 11 | Skimmia japonica | 50 | 6 | Rubella | E | Planters |  |
| 12 | Ceanothus thrys. Repens | 100 | 6 | Creeping blueblossom | E | Planters |  |
| 13 | Variegated Ivy – trailing | Various | 24 | Ivy | E | Planters |  |

7.0 Scheme Design

7.1 Design Summary

7.1.0 Design Summary

The proposed design is an exemplar contemporary architectural scheme in an urban environment and context.

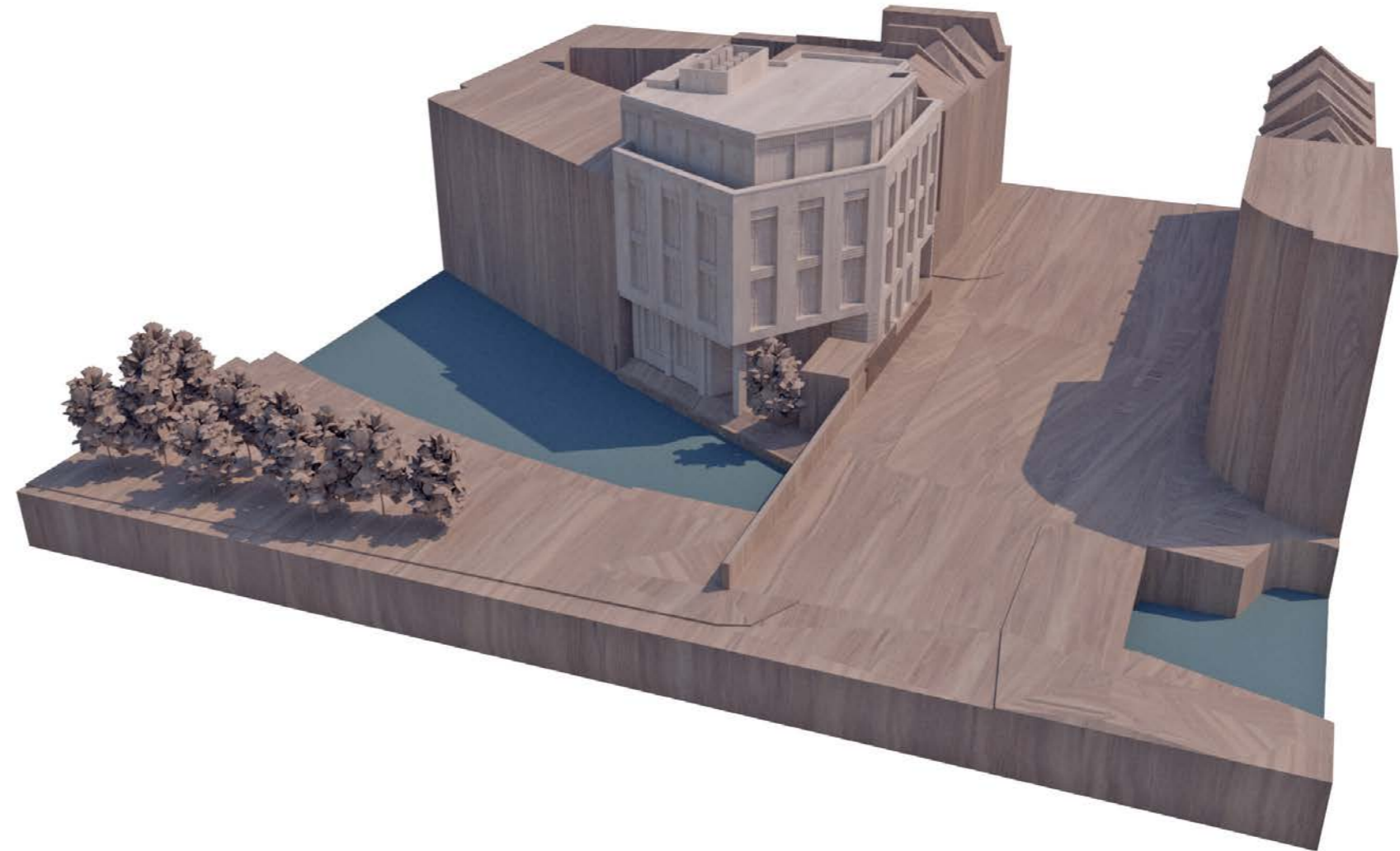
The design recognises the distinct character of the Camden area and addresses the rich variety with a bold yet carefully composed townscape and architectural design.

The new building will replace the empty and under used 'gap' in the street with highly efficient office accommodation designed to meet the demands of modern requirements and standards.

The elevations on each side of the scheme have been designed to optimise natural light within the space, whilst responding to the street scape character, its rhythm and its materiality. The proposals will make a refined and elegant contribution to the building stock of the area.

The proposed design seeks to deliver accessibility through consideration of inclusive design from the conception of the project and the consideration of the needs of all users. All aspects of the building are designed to ensure an inclusive and enjoyable environment for everybody, regardless of abilities, throughout the life span of the building in accordance with the relevant local and national planning guidance.

Overall, the proposed scheme meets the policy requirements of Camden in terms of land use and active frontages, whilst delivering a development which has embraced design, careful attention to detail, workmanship and materiality. It will make a positive contribution to the area, and will raise the profile of the area as a whole.



Ref: 7.1 Model of Royal College Street



Ref: 7.2 Workspace to supporting local creative Industries such as Fashion, PR, Art, Textile, Music, Film, Tech and Media

8.0 Access Statement

8.1 Summary

8.1 Summary

Gluckmansmith and the applicant set excellent standards of accessibility through consideration of inclusive design from the conception of the project and the consideration of the needs of all users.

All aspects of the building are designed to ensure an inclusive and enjoyable environment for everybody, regardless of abilities. Our aim is to empower the building's users, and not to discriminate against anyone.

This access statement recognises that disability will be a part of most peoples life to a lesser or greater degree, either now or at some point in the future and this Access Statement has therefore been prepared in support of the planning application which has been submitted for 146-150 Royal College Street on behalf of the client.

The purpose of this statement is to outline Gluckmansmith's overall holistic approach to inclusive design within the scheme in accordance with the relevant local and national planning guidance, along with how the different access principles will be implemented into the scheme and managed.

8.2 Pedestrian Access

The scheme will provide a safe, legible, high quality environment that will be easy to use for as wide a range of people as possible without undue effort, special treatment or separation. The site will benefit from simple access to underground stations, rail stations, buses and roads for taxis and cars.

The development proposals will continue this existing good level of accessibility to the mobility impaired, in line with requirements set out in National Guidance and the Camden's policies.

The pavement around the site is relatively flat but gently slopes down from Royal College Street into the mews. The main entrance to the building will have step free access from the mews through doors designed to suit wheelchair access requirements.

All main cores to the different building blocks are fitted with wheelchair accessible lifts that provide level access to all floors and the staircase will have allocated space for disabled refuge as outlined in the Building Regulations.

The following documents have been referred to in the development of the scheme:

- Part M of the Building Regulations
- Part B of the Building Regulations
- The Camden policies have been reviewed carefully with regards to mobility impaired access and policies have been accounted for in the design.

8.3 Trains, Buses and Cycle Services

The local underground station at Camden Town tube station, over ground train stations (Camden Road) all have good mobility impaired access as a step-free stations. Street level to platform can be achieved by lift and ramp. Level access to the trains is also provided or ramps are provided. Buses operating around the site have wheel chair access, designated priority seating and wheelchair spaces. Various bus lines departing from the area connect the Site extremely well to the immediate vicinity. The site has an excellent Public Transport Accessibility Rating of 6a.

Cycling is popular in the area and the nearest TFL cycle hire station is just located very closely to the Site. Cycle parking spaces are provided and are located directly within the mews with secure storage facilities. The new building will be equipped with showers, lockers and drying cupboards.

8.4 Access to and around the building

Access to Eagle Wharf mews entrance/exit will be level with the pavement. Pavement surfacing will meet Camden's requirements and an appropriate level of external lighting will be provided in open spaces which is to be addressed in the detail design stages.

Access into the Building - Flush thresholds are provided into the ground floor area. Handrails to stairs provided are suitably detailed in line with Part M - Minimum clear width to stairs (1.2m) will be provided

Within the Building - The entrance lobby is provided with adequate space to manoeuvre as required under Part M. Each lift core is 1.5m wide and flush thresholds are provided to all lobbies, lifts and unit entrance doors. All unit sizes have been designed with the space requirements of Part M in mind and all floors are served by adequately sized lifts for wheelchair users.

8.5 Part M and DDA Compliance

Further to the description in 7.4 and Access statement generally, we confirm that the design has been considered to comply where ever possible with the requirements of the DDA and Part M Building regulations. The design will need to be considered further to ensure ongoing compliance with Interior design and tenant fit out

8.6 Communications and Controls

The signage and wayfinding for proposed building, 150 Royal College Street integrated in and around front entrance to the building. Generally signage will be clear, legible, consistent and consideration will be given to provide auditory signals for the visually impaired and visual signals for the auditory impaired. All fire alarms will be both visual and auditory in line with Part B of the building regulations. The building will be managed by an appointed management company who will also take responsibility for any external areas belonging to the development.

The proposed entrance door features;

- A clear focal point entrance door
- Well lit mews
- A canopy with integrated lighting
- Clear Signage of Building
- Clear Signage of Tenants
- Door Entry System
- Clear wayfinding for each floor once inside the building

The stair case has a roof light at the top and windows at each level to ensure good natural daylight through out and to encourage tenant use through the building.

Evacuation and means of escape In the event of an emergency, evacuation from all buildings is by stairwell and a protected refuge for the mobility impaired is provided at each firefighting core.

8.7 Vehicle Access and Servicing

Parking/Cycle Storage Parking for cars and bicycles is provided in line with the standards of the London Plan. Eagle Mews will contain a dedicated refuse area for collection and storage of refuse and recycling materials at ground floor level within the mews. These areas have been sized in line with Camden and London's requirements and can all be directly accessed from Royal College Street for collection. A total of 4no 1280 ltr euro bins will be provided for commercial rusers.

8.0 Access Statement

8.1 Summary

8.8 Safety and Security

Secure by Design (SBD) is a police initiative to guide and encourage those engaged within the specification, design and build of new buildings to adopt crime prevention measures in new development. The Royal College Street development will adopt Secured by Design principles in order to create safe and secure places for users. Access control, CCTV, intruder detection, lighting, staffing should all be considered and designed together, in an 'integrated security' approach, rather than put together separately and installed piecemeal. A holistic approach makes for better, leaner, more cost effective, more user-friendly security.

The 6 core principles of Secured by Design and how they relate to the Royal College Street development are outlined as follows:

1. Integrated approach

The layout of the proposals provides a clear definition and legibility between public and private space ensuring there are no conflicts between security requirements and uses. The main entrance to the units visibly overlooked with access to CCTV to monitor potential intruders. Access control systems will be provided to the new building. Pedestrian and vehicular movement will be restricted during the evening through a fob access entrance gate which will be designed to secure the development from intruders.

2. Environmental quality and sense of ownership

The office units have independent and direct access from Eagle Mews. These areas will be staffed and the estate maintained to a high standard ensuring that external areas are managed effectively, providing a safe and pleasant realm around the new buildings.

3. Natural Surveillance

The units at first floor level overlooking the site areas and provide natural surveillance while this will also be supplemented by CCTV as required and to maintain access control to service areas and access to car parking.

4. Access and footpaths

Places that promote a sense of ownership, respect, territorial responsibility and community. The extended facilities for users on site such as the mews and terraces will help tenants form a community and cultivate good neighbourly security awareness.

5. Open Space Provision and Management

Places that include necessary, well-designed security features. The Site will remain in private ownership and as such will be managed by the management agent.

6. Lighting

Good lighting is considered to be appropriate to the location and level of human activity. It will create a reduced risk of crime and a sense of safety at all times. Footfall will be along Royal College Street and the employment of CCTV and lighting incorporated discretely throughout the scheme will help to mitigate any threats. CCTV will also be employed to control and maintain access.

A good level of management and maintenance will discourage crime in the area. The operational management and security procedures carried out by staff will consider the safety and security of the development.

8.9 Facade Access and Cleaning

The facade access and maintenance strategy evaluates the cleaning and maintenance options for the building façades of the development.

The office building will allow reach and access to the office terraces and the ground floor for the purpose of routine cleaning maintenance and non routine facade maintenance/replacement. The First and second floors have openable windows that will allow for cleaning from the inside. Alternatively the Royal College Street and Mews facades can be cleaned by extendable pole. The exact method statement needs to be determined by the specialist contractor.

9.0 Appendix

9.0 Appendices Content

9.0 Appendix

- 9.1 Project Directory
- 9.2 Area and Accommodation Schedules
- 9.3 Planning Pre-App Notes

see Volume 2 of 2 for Architectural Drawings and Reports

9.0 Appendix

9.1 Project Team

| | | | | | |
|------------|-------------------------------------------------------------------------------------------------------------------|-----|------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.0 | Client Cumbrae Properties (1963) Ltd 5th Floor Crowne House 56-58 Southwark Street London SE1 1UN | 2.4 | Structural Engineer Michael Alexander Consulting Engineers Foundation House 4 Percy Road London N12 8BY | 2.9 | Arboriculture Consultant Barrell Tree Consultancy Field House, Fordingbridge Business Park Ashford Road Fordingbridge SP6 1 BD |
| 2.0 | Design Team | 2.5 | M&E Consultant B&W Engineering 28-30 Worship Street London EC2A 2AH | 2.10 | CDM Eurosafes Eurosafes House Tribune Way, Centurion Park Clifton Moor, York |
| 2.1 | Project Manager HartDixon 3rd Floor 14 Devonshire Square London EC2M 4YT | 2.6 | Party Wall Consultant Gordon Ingram Associates (GIA) The Whitehouse Belvedere Road London SE1 8GA | | |
| 2.2 | Architects Gluckmansmith Architects 112 Great Western Studios Alfred Road London W2 5EU | 2.7 | Ecology Consultant Greengage 64 Great Suffolk Street London SE1 0BL | | |
| 2.2 | Planning Consultant David Lock Associates 50 North Thirteenth Street Central Milton Keynes MK9 3BP | 2.8 | Acoustic and Air Quality Consultancy RF Environmental 27 Greenleaf Gardens Polegate E Sussex BN26 6 PE | | |
| 2.3 | Quantity Surveyor Navigation 1 KD Plaza Hemel Hempstead Hertfordshire HP1 1AX | | | | |

9.0 Appendix

9.2 Area Accommodation Schedule

Existing Footprint Area (GEA)

| AREAS | sqm | sqft |
|----------------------|------------|-------------|
| Full Site Area | 446 | 4802 |
| Parking Area | 174 | 1872 |
| Mews | 204 | 2195 |
| External Green Space | 65 | 700 |
| Total | 446 | 4766 |

Car park spaces 12 car spaces

Existing Green Space % of Site Footprint 15%
Private Amenity % of Site Footprint 0%

Proposed Scheme

| EXTERNAL AREAS | GEA | |
|------------------|------------|-------------|
| Floor | sqm | sqft |
| Office (class E) | | |
| Third | 205 | 2211 |
| Second | 236 | 2545 |
| First | 236 | 2545 |
| Ground | 174 | 1871 |
| Total | 852 | 9171 |

| INTERNAL AREAS | GIA | |
|------------------|------------|-------------|
| Floor | sqm | sqft |
| Office (class E) | | |
| Third | 192 | 2061 |
| Second | 217 | 2337 |
| First | 217 | 2337 |
| Ground | 156 | 1675 |
| Total | 781 | 8410 |

| Amenity Area | sqm | sqft |
|------------------------------------|------------|-------------|
| External Green Space Canal Edge GF | 53 | 573 |
| Green Roof | 136 | 1461 |
| Mews | 207 | 2224 |
| Third Floor Terrace | 21 | 224 |
| Total | 396 | 4258 |

Disabled Parking required 2 car spaces
Parking provided 2 car spaces

Green Space % of Site Footprint 43%
Private Amenity % of Site Footprint 64%

Notes:

GEA - Gross External Area / GIA - Gross Internal Area / NIA - Net Internal Area

Areas are approximate only and subject to change through planning, design and development of the proposal.

9.0 Appendix

9.3 Pre-Application Advice and Response

9.3.2 Pre-App 12 November 2019 - Meeting held

9.3.3 Gluckmansmith Architects 20 November 2019

A response document issued to Camden Council to outline all the design teams proposals. Additional consultants and reports in response to Camdens Councils questions.

9.3.4 Camden Council 09 December 2019

Response letter issued as below.



**Development Control
Planning Services**
London Borough of Camden
5 Pancras Square
London N1C 4AG

Tel 020 7974 4444
www.camden.gov.uk/planning

Date: 09 December 2019
Our Ref: 2019/5505/PRE
Contact: David Fowler
Direct Line: 020 7974 2123
Email: david.fowler@camden.gov.uk

Laura Bell
Gluckman Smith

146-150 ROYAL COLLEGE STREET

The site

The site (also known as Eagle Wharf) is bounded by Royal College Street to the west and by the Regent's Canal to the north and east. To the south, along the eastern side of this part of Royal College Street is a terrace consisting of 3 storeys up to parapet level, with some 3rd floor extensions. Most of this terrace (nos. 118-144) are locally listed, with only nos. 118, 138 and 144 not included. On the opposite side of Royal College Street, there is a terrace also consisting of 3 storeys to parapet height, which is all grade II listed. The Bangor Wharf site lies to the south-east of the site (also along the canal).

The site is located within the Regent's Canal Conservation Area. 2 of the buildings on the site are considered positive contributors to the character of this conservation area.

The site is occupied by a series of buildings which follow the curve of the canal, consisting of the 'Long Building' (2 storeys) and the 'Tall Building' (3 storeys) which are connected by a link block. The part of the site immediately adjacent to Royal College Street has a hardstanding area, vehicular access, pedestrian access via a short footbridge and some greenery along the canal side.

The site is potentially contaminated. In terms of underground development constraints, the site is also designated as liable to 'ground water flow' and also 'slope stability'.

The site is currently occupied by Class B1 offices and have a total floorspace of 1,106sqm.

Documents submitted:

1929_146-150 Royal College Street - Planning Pre_Application Brochure (Gluckman Smith).

Proposals

Extension of office buildings (use class B1) to the street frontage at ground to third floor levels, to add an additional 764sqm (GIA). Please note that commercial uplifts of over 500sqm would need to be determined by our Planning Committee.

Planning History

The Pre-Application Site

TP15875/14316 – Permission granted for: "The erection of a building comprising-basement, ground and three floors over, for use for industrial purposes Class IV of the Town and Country Planning (Use Classes) Order, 1950) at Eagle Wharf Nos. 146-150, Royal College Street St. Pancras". (30/09/1959).

8601250 – 150 Royal College Street; Permission granted for 'Erection of an additional storey on part of the existing building for use as an ancillary typesetting studio with a terrace connection to the existing fire escape' (25/09/1986).

PE9800888 – Permission granted for "Alterations to south west and north east elevations through replacement of timber infill screens at ground floor with brick work and casement windows or rear entrance doors" (13/01/1999).

2011/4796/P – Permission granted for "Replacement of entrance door at ground floor level with new glazed entrance doors and solid security roller shutter on elevation facing the Canal to existing Office use (Class B1)." 09/11/2011.

Bangor Wharf

2016/1117/P – Application refused (and appeal dismissed for) 'Demolition of all buildings on-site and new buildings of 1-6 storeys in height to include 46 residential (C3) units (18 x 1 bed, 19 x 2 bed and 9 x 3 bed) of which 30 would be market units and 16 affordable, new office (B1a) floorspace (604m²) and associated works to highways and landscaping'. 17/06/2016.

2017/1230/P – Application pending decision for 'Demolition of all buildings on-site and new buildings of 1-6 storeys in height to include 40 residential (C3) units (16 x 1 bed, 15 x 2 bed and 9 x 3 bed) of which 34 would be market units and 6 affordable, 868m² (GEA) office floorspace (B1), balconies and roof terraces and associated works to highways and landscaping.'

Lawford Wharf/Royal College Street

PE9900613 – Permission granted for 'The erection of a five-storey building (Block A) on the north-east corner of the site to provide B1 floorspace and three 3-bedroom, three 2-bedroom and two 1-bedroom flats; the erection of a part three, part two and part one-and-a-half storey building (Block B) along the canal side to provide B1 (studio/gallery) space and three 3-bedroom and 2-bedroom flats; the refurbishment of the existing listed cottages on the site to provide 252sqm of office accommodation; associated works of landscaping; the provision of 14 associated parking spaces, cycle racks/stands and a servicing bay' (06/11/2000).

Land use

Camden Local Plan policies E1 and E2 are relevant with regards to economic development and employment premises. These policies encourage the provision of employment premises in the borough.

Under the proposals, the Class B1 office space would be increased from 1,106sqm to 1,870sqm (an increase of 764sqm).

The increase of Class B1 floorspace in site is welcomed in policy terms.

The site is not located within a town centre or the Central London Area, and therefore Camden's mixed use policy (H2) is not triggered. However, Policy H1 seeks the maximisation of housing supply. Should no housing be provided under the proposals, a justification should be submitted as part of any future application.

Conservation and design

Policies D1, D2 and CPG1 (Design) of the Camden Local Plan are relevant to conservation and design.

Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("the Listed Buildings Act") are relevant with regards to impacts on heritage assets. Section 72(1) requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that area. The effect of this section is that there is a statutory presumption in favour of the preservation of the character and appearance of Conservation Areas. The loss of the locally-listed and non-designated heritage assets would also need to be weighed up in terms of harm and public benefit. The NPPF provides guidance on the weight that should be accorded to harm to heritage assets and in what circumstances such harm might be justified (section 12). You should address this issue in any future applications.

The historic plan provides a sensible starting point for proposed development of the site. Further information on the demolition of these buildings (between 1950 and 1970) would be appreciated. A building form that references the depth of the neighbouring terrace would provide a more appropriate scale when viewed from the canal / looking south down Royal College Street.

The Royal College Street elevation is not ideal as the ground floor does not engage with the street. We appreciate that this is a result of the change in floor level, however this issue should be explored further to find an improved solution. The fenestration on the Royal College Street elevation has no decipherable rhythm. There is some reference to the neighbouring Georgian buildings, but as a result of the ground floor proportions and the lack of any other hierarchy, this is not effective. The clearer entrance on this elevation is an improvement to the scheme. The curved corner is an interesting architectural feature but is not appropriate for this site. This sort of corner treatment is usually seen on pubs and on corner sites where there is movement round the corner and the two sides of the building. Curved corners are decorative features and are not entirely suited to the industrial and functional character of the canal side. The site is not a true corner plot but rather the cut end of the terrace. The proposal should reflect this. To provide a cohesion with the neighbouring properties, the frontage of the building should tie in with the alignment of the terrace in plan. This alignment is unclear from the plan on p26.

The introduction of oversailing the mews makes better use of the site and 'completes' the terrace more cohesively. It would be better considered as part of the primary form of the building, as opposed to the recessed feature proposed.

9.0 Appendix

9.3 Pre-Application Advice and Response

A lightwell, as featured elsewhere on the street, could be a beneficial feature to resolve floor levels and glazing heights.

Considering varying contexts of Royal College Street and Regent's Canal and how the proposal responds to each condition - The canal facing elevation should be more solid and reference warehouse type canal buildings. The relationship to the (currently lower) neighbouring canal side building needs an easier transition. Consideration to be given to altering the proposed floor levels to provide a ground floor with street entrance. More detail is required on the proposed future integration with the neighbouring building. If the lift were re-located and adjustments made to the staircase, do both buildings require the same floor levels? The canal side elevation is largely glazed, which we appreciate creates light internal spaces that

have a view to the canal. However, the character of the canal is industrial, and as a result, buildings have a solid and robust character created from thick brick walls and smaller amounts of glazing. Whilst any new building does not need to replicate this exactly, this general character should be referenced. The materiality of the building has merit in its own right, but does not respond to the immediate context. The proposed materials need justification/alteration. A material study of the local area is required as well as the preparation of a proposed palette that responds to context. The white and black glazed bricks do not relate to the predominant existing materials, which are yellow stock bricks and stucco. The copper is also not a material seen in the local area. The materials are decorative and have a pleasant aesthetic but do not compliment the character of the Regent's Canal conservation area. Simpler good quality materials that relate to the existing material and colour palette would be more appropriate.

The proposed security strategy / openness of the site requires detail, particularly with regards to the gates. The proposed building entrance doesn't feel clear enough from the street.

We encourage you to consider daylight in to the staircase to encourage usage.

The reduced massing and the set back building line is an improvement upon the previous proposals. It's also great to have some proper views of the proposal so that the impact of height and massing can be better assessed.

Views looking south down Royal College Street are slightly worrying as the scale of the proposed building is awkward next to the scale of the existing canal buildings. In the previous scheme the canal buildings were extended at roof level, and as a result there was not such a difficult junction.

We strongly advise that the proposals are presented to Camden's Design Review Panel (DRP) which is made up of external parties, once we are in a position where we think the proposals are acceptable.

As stated at our meeting, we encourage you to work with the owner of the neighbouring Bangor Wharf site to achieve a more comprehensive development scheme.

Trees, landscaping and biodiversity

An Arboricultural Report and an Ecological Assessment should be submitted as part of any future application.

The greenery along the canal should be retained as much as possible. The character of this part of the canal is verdant and this contributes to the character of the conservation area. Access to a canal side terrace was noted. More detail required on this proposal. Planting to the canal should be more informal, to reflect the existing character and should also promote biodiversity.

Amenity of neighbouring properties

Policy A1 and CPG6 (Amenity) of the Camden Local Plan are relevant with regards to the amenity impact on neighbouring properties. You are advised to demonstrate where the nearest residential properties are and assess any impact.

A daylight/sunlight assessment should be submitted as part of any future application to demonstrate that there would be no material impact on neighbouring properties.

Details of all plant and ventilation, including equipment related to the proposed station entrance, are required and a noise report should be submitted as part of any future application.

Transport

PTAL
The site has a PTAL of 6a (Excellent).

Car parking
The proposal would be secured as car free under a Section 106 Agreement.

Cycle parking
Cycle parking should be provided in line with the standards laid out in Table 6.3 of the London Plan 2016. The B1 standards are 1 space per 90sqm. Facilities for cyclists need identification.

Servicing
Details of servicing should be provided as part of any future application.

Security

Camden Town faces challenges in terms of crime and anti-social behaviour. Uses which activate the frontage and provide natural surveillance are welcomed. Safety measures should be considered in any proposed designs. Increased natural surveillance, especially over the canal is welcomed.

Sustainability

Camden Local plan policies CC1, CC2 and CC3 are relevant with regards sustainability and climate change. You must demonstrate how your development complies with these policies.

Conclusion

The provision of employment floorspace is warmly welcomed.

Overall, the building lacks a distinct character. The elevations do not relate to one another and it appears all aspects of Camden as a borough have been referenced within the design. A clearer, single identity needs to be established. The detailing needs simplifying, with more consideration for the massing.

You must demonstrate as part of any future application that there would be no material amenity impacts on residential neighbouring properties.

Thank you for submitting your pre-application proposal. We look forward to working with you to address the issues raised in this letter. We recommend that we have another pre-application meeting before the application is submitted.

Community Infrastructure Levy

The development would be subject to the Mayor of London's Crossrail CIL at £50 per sqm of new floorspace (net uplift) given that more than 100sqm increase in floorspace is proposed.

The proposal by its size and land use type will be liable for the London Borough of Camden's Community Infrastructure Levy (CIL) at £250 per sqm of new floorspace introduced on the 1st April 2015 to help pay for local infrastructure.

Section 106 Obligations

Policy CS19 and CPG8 (Planning obligations) are relevant with regards to planning obligations. The section 106 obligations below are likely to be included in an agreement. Please note that this list is not exhaustive.

Potential section 106 terms

- Car free
- Sustainability/energy
- Construction Management Plan
- Highways contribution
- Pedestrian, Cycling and Environmental contribution
- Employment and training

You are encouraged to undertake public consultation, including with local groups such as the local CAAC and the Canal and River Trust, before the submission of any planning applications. The details of any should be provided within a Statement of Community Involvement.

You are encouraged to enter into discussions with local groups and individuals prior to submitting an application.

Information to be submitted with any planning application (not exhaustive)

- Planning Statement
- Design and Access Statement
- Daylight/Sunlight Assessment
- Transport Statement
- Townscape, Heritage and Visual Impact Assessment
- Air Quality Report
- Arboricultural/Biodiversity Assessment
- Landscape Plans
- Ecological Assessment
- Statement of Community Involvement
- Energy Statement
- Flood Risk Assessment
- Sustainability Statement
- Details of Refuse and recycling storage
- Noise (and Vibration) Report and details of necessary attenuation measures
- Draft Construction Management Plan
- Contamination Report
- Statement of Community Involvement

Please note that failure to provide all of the above information with any planning application is likely to lead to delays in the application being validated. Please note, this list is not exhaustive, and other documents may be required to validate the application if they are considered necessary at a later date.

9.0 Appendix

9.3 Pre-Application Advice and Response

9.3.5 Gluckmansmith Architects 14 August 2020

Response document issued to outline design issues raised and design teams proposals.

9.3.6 Hart Dixon 07 September 2020

Thames Water and plans produced by the specialist Consultants to explain and resolve Utility issues at the corner of the site and bridge junction.

9.3.7 Gluckmansmith Architects 08 September 2020

Thames Water clarifications issues and drawings issued

9.3.8 Camden Council 05 October 2020

Further clarifications requested prior to a meeting and issue of comment on corner junction constraints. Confirmation that the design is moving in the right direction, and request for a workshop approach.

9.3.9 Gluckmansmith Architects 09 November 2020

Response brochure issued further to the workshop. Confirmation that the chamfered edge has responded well to your comments on massing, overhang to the canal edge, material selection and fenestration to create a singular, simple and unified commercial building in keeping with the context.

9.3.10 Camden Council 17 November 2020

Encouragement that the scheme is markedly improved and the articulation of the corner provides a positive response to the urban form and thoughtfully resolves the established constraint of water infrastructure in that location. Request for the design to be resubmitted to the Camden DRP.

9.3.12 Gluckmansmith Architects 01 December 2020

Further Design changes and clarifications issued to Camden and PM email response issued 23.11.20 in relation to wider development issues.

9.3.13 Camden Council 08 December 2020

Camden response to design submission issued (Pre-Application Response Brochure dated 23.11.2020) : Further comments relate to Canal Edge, Solidity / depth of façade, Windows, Materials, Rooftop, Response to Climate Crisis.

9.3.14 Hart Dixon 09 December 2020

PM and architects design brochure response issued in relation to issues raised

9.3.15 Camden Council 25 January 2021

Overall we think the revised proposals are looking much more promising – the form, the windows and the brick detailing are all better. It's a definite improvement on the previous version, and we are pleased to see that some of our comments have been addressed – windows in particular. We will require further info going forward – drawings, particularly showing how the building meets the canal and the canal buildings, and also how it meets Royal college Street. There is still some further work on refinement (eg. access to external terrace at canal, incorporation of rooftop plant, sustainable construction measures). See you at Friday's DRP and we can pick up the above after.

9.0 Appendix

9.3 Pre-Application Advice and Response

9.3.17 Design Review Panel 29 January 2021

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London Borough of Camden Design Review Panel

Report of Chair's Review Meeting: Eagle Mews (146 Royal College Street)

Friday 29 January 2021
Conference call

Panel

Catherine Burd (chair)
Scott Grady

Attendees

| | |
|-------------------|--------------------------|
| Kevin Fisher | London Borough of Camden |
| David Fowler | London Borough of Camden |
| Alastair Crockett | London Borough of Camden |
| Angela McIntyre | Frame Projects |
| Kiki Ageridou | Frame Projects |

Apologies / report copied to

| | |
|----------------|--------------------------|
| Bethany Cullen | London Borough of Camden |
| Richard Wilson | London Borough of Camden |
| Edward Jarvis | London Borough of Camden |
| Deborah Denner | Frame Projects |

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Camden Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Chair's Review Meeting
29 January 2021
CDRP63_Eagle Mews (146 Royal College Street)

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1. Project name and site address

Eagle Mews, 146-150 Royal College Street, London, NW1 0TA

2. Presenting team

| | |
|------------------------|---------------------------|
| Phil Shears | Gluckman Smith Architects |
| Laura Bell | Gluckman Smith Architects |
| Sophie Crichton-Stuart | Cumbrae Properties |
| Barry Shambrook | Cumbrae Properties |
| Robert Purton | David Lock Associates |

3. Planning authority briefing

The site (also known as Eagle Wharf / Mews) is bounded by Royal College Street to the west and by the Regent's Canal to the north and east. To the south, along the eastern side of this part of Royal College Street is a terrace consisting of three storeys up to parapet level, with some third floor extensions. Most of this terrace (numbers 118-144) are locally listed, with only numbers 118, 138 and 144 not included. On the opposite side of Royal College Street, there is a terrace also consisting of three storeys to parapet height, which is all Grade II listed. The Bangor Wharf site lies to the south east of the site (also along the canal). The site is located within the Regent's Canal Conservation Area. Some of the buildings on the site are designated as positive contributors to the character of this conservation area.

The site has a hardstanding area, vehicular access, pedestrian access via a short footbridge and some greenery along the canal side.

Planning officers asked that the panel give its views on the emerging designs, including architectural expression, scale and massing.

The panel considers the car park site represents an exciting opportunity for an inspiring development, with its unique canal-side setting, mature trees and characterful industrial buildings. While the overall design approach is satisfactory in principle, the panel feels that the proposals require more ambition, both in terms of their architecture and their approach to health and wellbeing. The proposals significantly reduce the amount of landscape and greenery along the canal, and remove an important existing silver birch tree. The panel suggests a rethink of the building footprint, to create a more generous and greener amenity space along the canal, and to respond more effortlessly to the Thames Water thrust block on the site. Brickwork colour, tone and detailing require careful consideration to add character appropriate to the canal-side setting. The proposed rooftop appears heavy, and the panel encourages the design team to bring more lightness and elegance into the building language here. It suggests Corten may not be the right material and encourages exploration of a roof form that offers more delight as well as more generous amenity space alongside the canal. The quality of workspace and the wellbeing of the building's future tenants requires more thought, and the panel highlights the importance of sustainability; it would like to see more sustainable choices in terms of building materials and construction approaches. Provisions for cyclists must be thoughtfully integrated into the proposals. These points are expanded below.

Overall approach

- At first sight the panel finds the overall approach to the development to be satisfactory in principle - the massing appears appropriate and the building fenestration appears sensible and thoughtful. However, it considers that the proposals require more ambition to make more of the unique canal-side site, and that they would benefit from more sophisticated thinking about quality of life and workspace in a post-Covid-19 world.
- It encourages the design team to consider how the space they are designing is beneficial for the health and wellbeing of its users, as well as what the proposals contribute to the wider public realm.
- The panel suggests a number of enhancements which may elevate the scheme and should be incorporated prior to submission of a planning application.

Canal setting

- The scheme fronts a delightful canal-side landscape, with mature trees and planting distinctively running along both edges. Views towards these trees when travelling along the towpath give this stretch of canal a special character – and contribute to a moment of 'green pause' which the panel would like to see preserved.
- The panel finds the brickwork detailing overly complex and suggests a simpler approach.
- The panel would like to see the proposals considered in their wider context along the canal, including the bridge and the white rendered curved building beyond.

Rooftop

- The profile of the proposed roof level appears heavy. The choice of Corten adds to the heavy perception of the rooftop.
- The panel encourages the design team to look at local references, such as wrought iron balconies, which could help bring more lightness and elegance into the building language.
- The design team should explore the roofscape in views from the bridge on Camden Road to the west of the site.
- The panel would like to see the rooftop stepped back from the canal edge to allow a more generous amenity space for tenants to enjoy.
- There is an opportunity for the roof form to offer more delight. The design team might test if a pitched or triangulated roof form could work with the building line geometry to create an elegant and dynamic rooftop.
- The panel suggests 22 Handyside Street, by Coffey Architects, as a precedent to explore.
- The panel would like to see the perimeter line of the parapet simplified, with fewer steps.

9.0 Appendix

9.3 Pre-Application Advice and Response

Wellbeing and sustainability

- The wellbeing of the building's tenants requires more thought, and the panel encourages ambitious thinking. In particular it would like to see connections from interior spaces to much more generous external amenity spaces.
- The panel welcomes the incorporation of openable windows, and suggests the design team should explore the health and wellbeing benefits of balconies, Juliette balconies, and fully openable windows, which could help the proposals take further advantage of the canal side location.
- Any balconies must be carefully considered in terms of their architectural appearance and townscape impact.
- The panel would like to see design decisions fully informed by a response to the climate emergency.
- The panel questions whether a concrete frame is the most suitable and sustainable material choice. It encourages the design team to explore timber and other more sustainable materials and approaches to construction.

Cycling

- Careful consideration should be given to tenants arriving by bike. Showers do not appear part of the proposals and the panel encourages the design team to think about how the provision of showers, as well as convenient and accessible cycle parking, can encourage sustainable travel.
- The rear courtyard, outside the applicant's boundary, is an asset and the design team should ensure that it does not become overcrowded with cycle parking and thereby become unusable.
- Provisions for both cycle parking and other cycle facilities should be tested against national and borough standards.

Next steps

The panel trusts that in collaboration with Camden officers the design team can address the points outlined above prior to the submission of a planning application.

9.3.16 Gluckmansmith Architects 08 February 2021

Met Police Design Out Crime Officer Guidance

As part of the consultations process. We feel that it is an important piece of information to share at this stage, particularly given some of the recent discussions on the amenity spaces.

Sent: 05 February 2021 11:06

I have been having a look at the proposal for Royal College Street. I am happy to offer comment in regards to the proposed plans. Do you happen to have any drawings that could be forwarded that provide more detail than those on the link?
The main concern that I have at this stage is the undercroft section. This will be fine during the day when the business is open but how will this be secured overnight and at weekends? Undercroft areas are appealing for groups to gather and congregate. They are out of inclement weather and depending on the layout could offer concealment opportunities for activities such as drug taking and public urination. The crime statistics for the area show violence and sexual offences, antisocial behaviour, public order and theft as the top reported crimes for December. This is from the Police UK website. These figures are down as would be expected in a lockdown scenario.
They are normally much higher with a greater emphasis on ASB and opportunistic theft.

Looking forward to hearing from you
Kind regards

**Police Constable Aran Johnston
Design Out Crime Officer**

9.3.18 Camden Council 15 February 2021

Request to further discuss, clarify and agree DRP comments.

9.3.19 Gluckmansmith Architects 08 March 2021

Revised design brochure submitted incorporating DRP comments to improve the scheme.

9.3.20 Camden Council 08 March 2021

Request for Additional information issued.

9.3.21 Gluckmansmith Architects 15 March 2021

Updated document issued to include additional views included.

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