

From: Zoe Adeline [mailto:ZAdeline@ahmm.co.uk]
Sent: 19 September 2012 16:25
To: McDonald, Neil
Cc: Powell, Antonia; Andre Bogle; chris.beard@dp9.co.uk; Ceri Davies; Kevin Hong
Subject: 10019_CAMLEY ST towpath openings

Neil,

Thank you for your comments in relation the towpath wall report.

We have prepared two drawings which will help identify the specific areas of the works to the existing towpath wall. We suggest these, together with the below text, become an addendum to the towpath wall report issued at the end of August.

The following explanation should help address both the Conservation Officer's and The Regents Canal Conservation Area Advisory Committee's concerns, along side the attached PDF drawings 10019_(00)_205 and 10019_(00)_206:

Variations in reduction:

1. The extent of material to be removed from the top of the wall is exactly the same as shown within the demolition plan submitted at Planning and we also note this has been found to be of unstable/ poor condition (total 190m²)
2. Porthole windows have been removed, due to the depth of the wall becoming apparent (9 no. at 0.5 m² shown at Planning – equating to 4.5 m² of material now remaining)
3. On the basis that the towpath lift is being relocated, the overall 'plantroom opening' reduces in size from 30m² shown at planning to 18.5m² now indicated on the proposed elevation. The relocated area is then redistributed in to the cafe wall opening (as noted below)
4. 22 m² of existing wall adjacent to where the existing steps are being removed is now being retained. The top section of this wall will be profiled to reflect the proposed steps behind
5. Part of this 22 m² now includes the low section of wall constructed from yellow London bricks and stone copings (part of the old bridge abutment). Further to discussions with Mansell, it is now advocated that this low section of wall, as well as the concrete retaining wall behind it (visible the high level) are both retained, thus disturbing the wall as least as possible. The concrete wall retained in section will be profiled where required and faced using the salvaged bricks.

Variations in relocation/ addition:

1. The area previously allocated for the towpath lift opening is to be relocated, forming a window to the cafe (shown in proposed elevation as 12.3m² in size). This opening will promotes a visible link between the public cafe and the towpath, as well as a positive interest point along the canal towpath. In conjunction with conversations with yourself, the Secure by Design Officer and Access Officer, we have feel that this is an important addition to the scheme. We also note British Waterways Trust are supportive of this and we are seeking a letter of support for this inclusion. The Hackney cafe is a successful example which is now accepted in placeshaping terms as improving security and activity on this otherwise remote section of the canal towpath.

- The gates into the courtyards have increased slightly in width, to provide better sightlines for security, due to existing depth of wall becoming apparent. This results in an area of wall of 7.4 m² to be removed (compared to 5.6 m² at Planning)

Hence in summary and in terms of area calculations, we now propose that less of the existing wall is removed – **235.6m²** in comparison to **257.7m²** being removed now (22.1m² less).

Location	Area of wall being removed at Planning	Area of wall being removed in current proposal	Variations in reduction	Variations in relocation/ addition
Top of wall	190m ²	190m ²	-	-
Courtyard 1	5.6m ²	7.4m ²	-	1.8m ²
Courtyard 2	5.6m ²	7.4m ²	-	1.8m ²
Porthole windows	4.5m ²	-	4.5m ²	-
Towpath lift & plantroom	30m ²	18.5m ² (plantroom)	11.5m ²	-
Retaining wall	22m ²	-	22m ²	-
Cafe window (relocation of towpath lift opening)	-	12.3m ²	-	12.3m ²
TOTAL	257.7m²	235.6m²	38m²	15.9m²

We hope the above clarifies the situation and gives comfort to the relevant people that we are working with the existing fabric and developing our designs, with knowledge gained through the Enabling Works and conversations with yourselves and the Conservation Officer.

Kind regards,

Zoe

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