

Section 9  
Area D  
Design approach



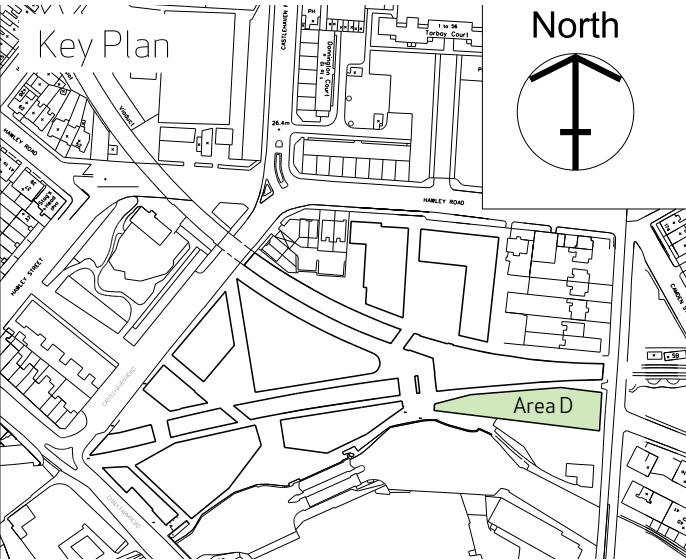
# Area D: Introduction

The proposals for Area D include the demolition of the existing buildings and the construction of a new purpose-built residential block, with employment on the ground floor and basement.

- The following three options were carefully analysed:
- Retention of the existing buildings and maintaining them as offices.
  - Retention of the existing buildings and converting the office space to residential.
  - Demolition of the buildings and creation of a new residential building with office use at ground and basement levels.

The existing buildings are constructed from structural blockwork and would therefore be difficult to reconfigure without compromising their structural integrity. In addition, significant upgrading would be required to meet Part L. Therefore a new build option was agreed with residential and employment uses.

This section reviews the design for Area D, in terms of context, concept, evolution following consultation and feedback, and the proposal.





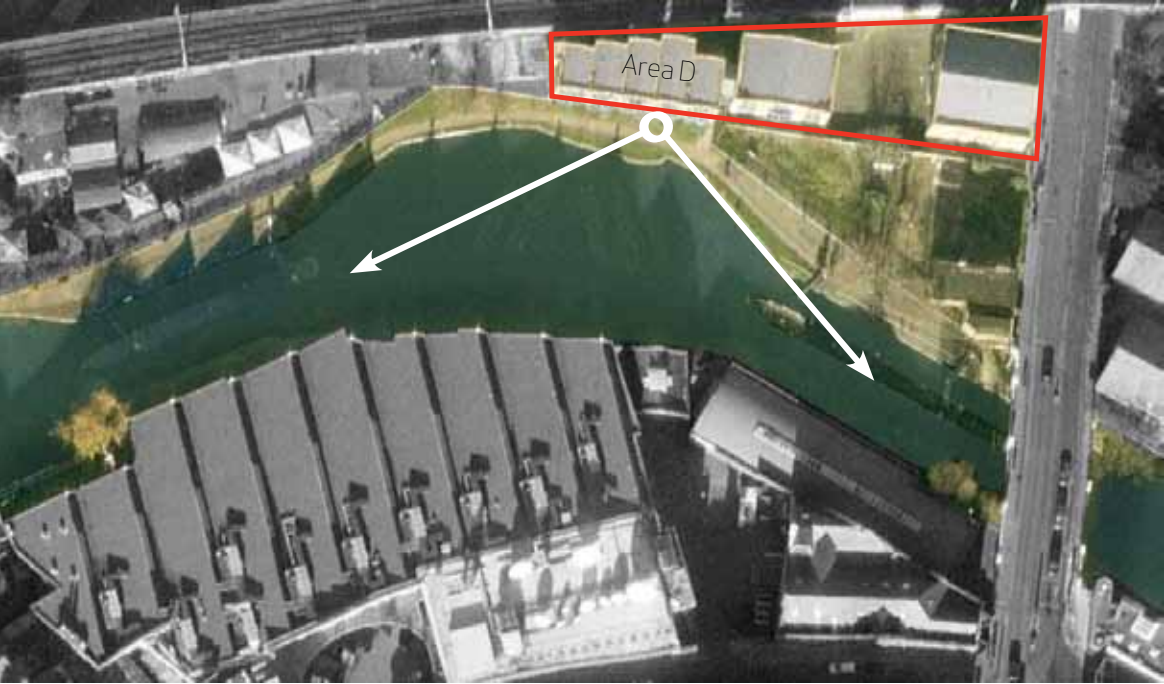
# Area D: Existing buildings

Area D is located between Regent's Canal and the viaduct. Nos. 2 to 6 Water Lane have a clear line of sight across the canal. 47 Kentish Town Road and 1 Water Lane front onto a cleared part of land which is owned by Samuel Smith's brewery. It is understood that the brewery has implemented their consent for a public house, therefore the proposed building for Area D takes reference from the consented public house building.

The position of this area on the canal bend has a unique vista, which is one of the major advantages of positioning residential here. The part of the site fronting the potential public house has been designed as a blank wall and the apartments have been oriented around that fact, with aspects to both the canal and the park opposite the site on Kentish Town Road.



--- Land with planning approval for a public house  
Aerial views of Area D

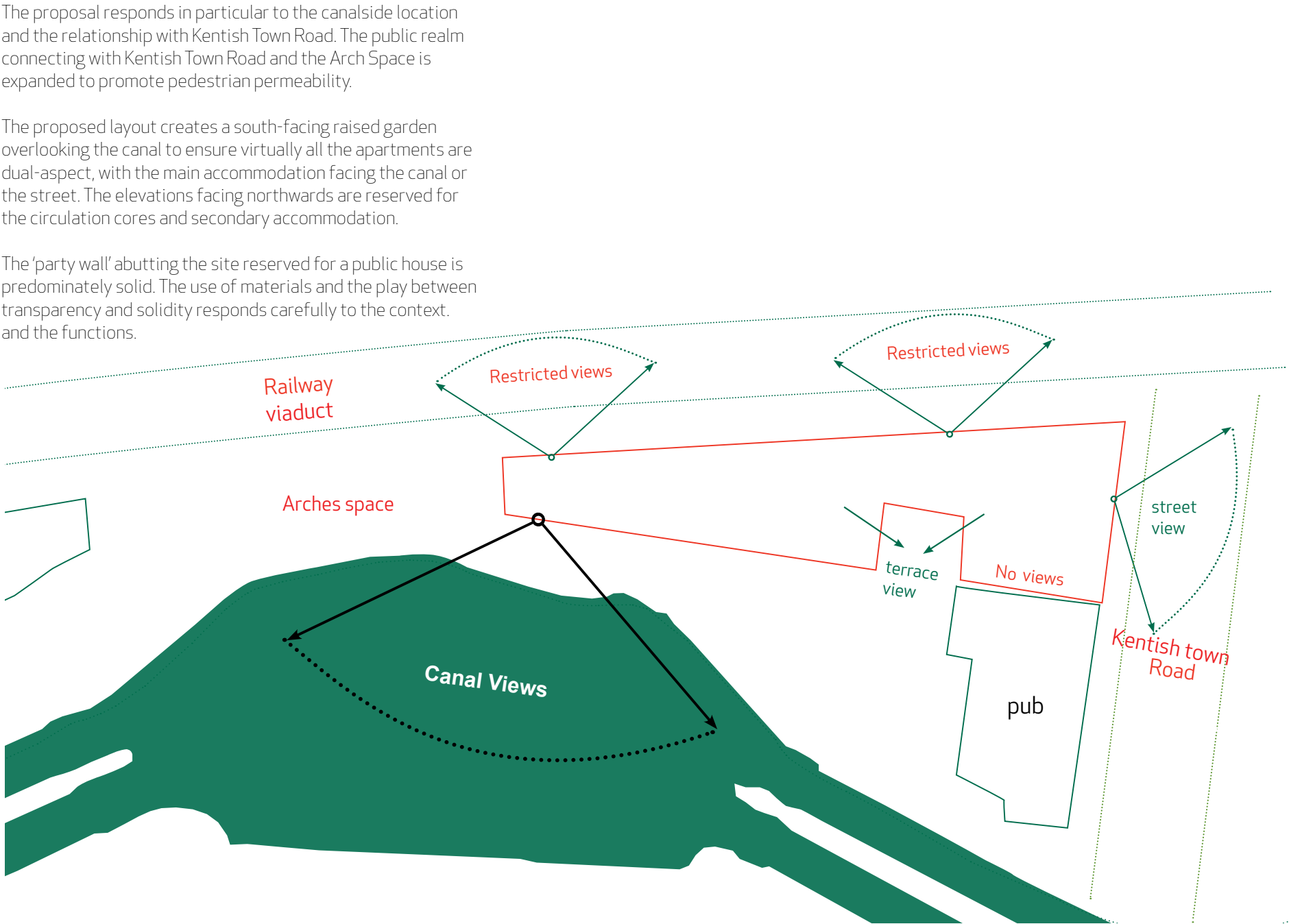


Existing views of Area D





# Area D: Proposed layout



Layout showing the proposed layout

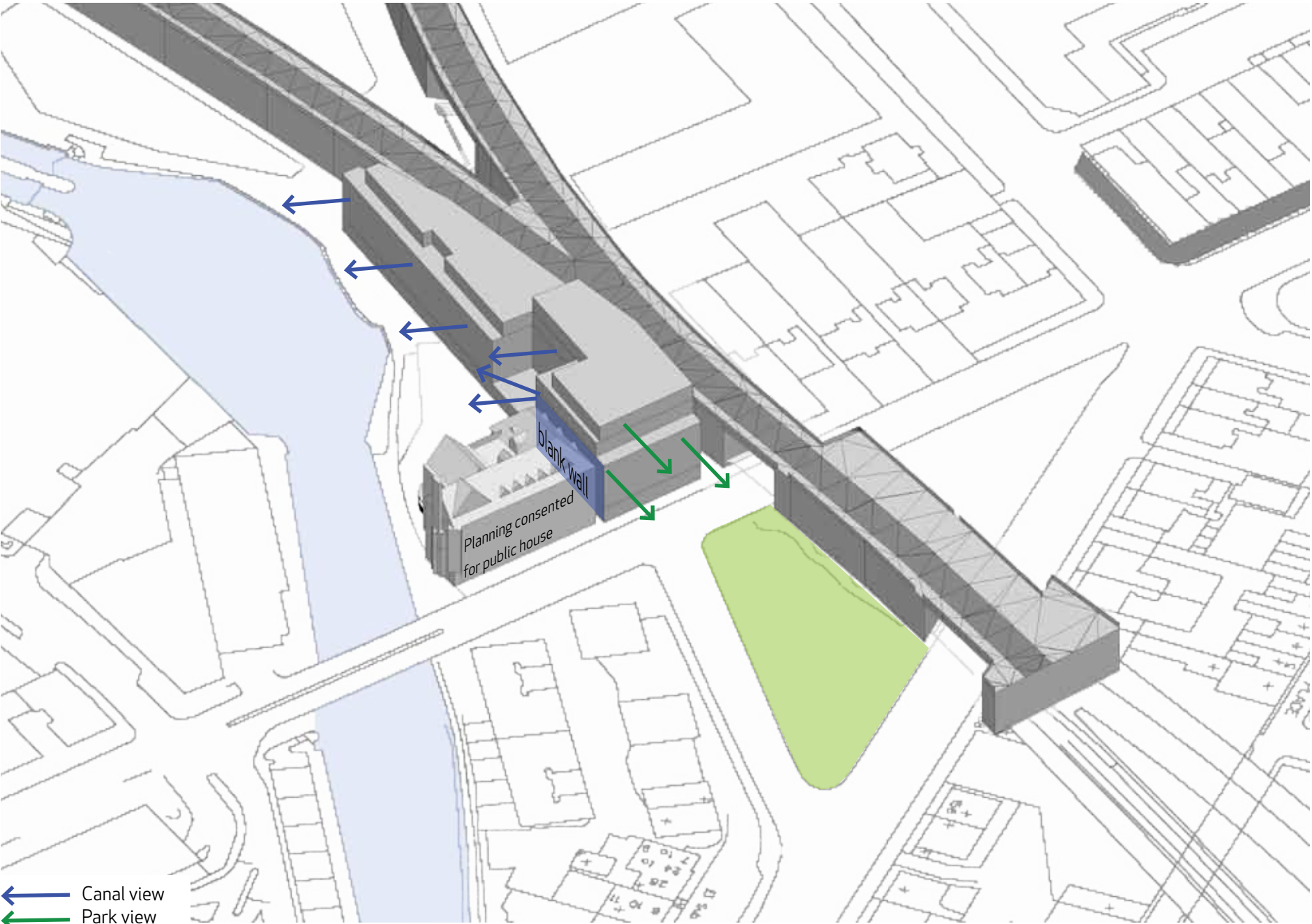


Diagram showing the proposed layout

## Area D: Proposed streetscape

The building not only enjoys a clear canal view on the south, but also has a direct visual connection to Camden Gardens. The proposal has been designed to respond to the large railway viaduct to the north, acknowledging the large open space to the east as well as the public house, previously consented. A simple vertical rhythm of brick frames, recessed balconies and a setback top floor is established.



Illustrative views including public house (previously consented)



Proposed Kentish Town Road elevation

Kentish Town Road bridge

Public house  
(previously consented)

Proposed Area D

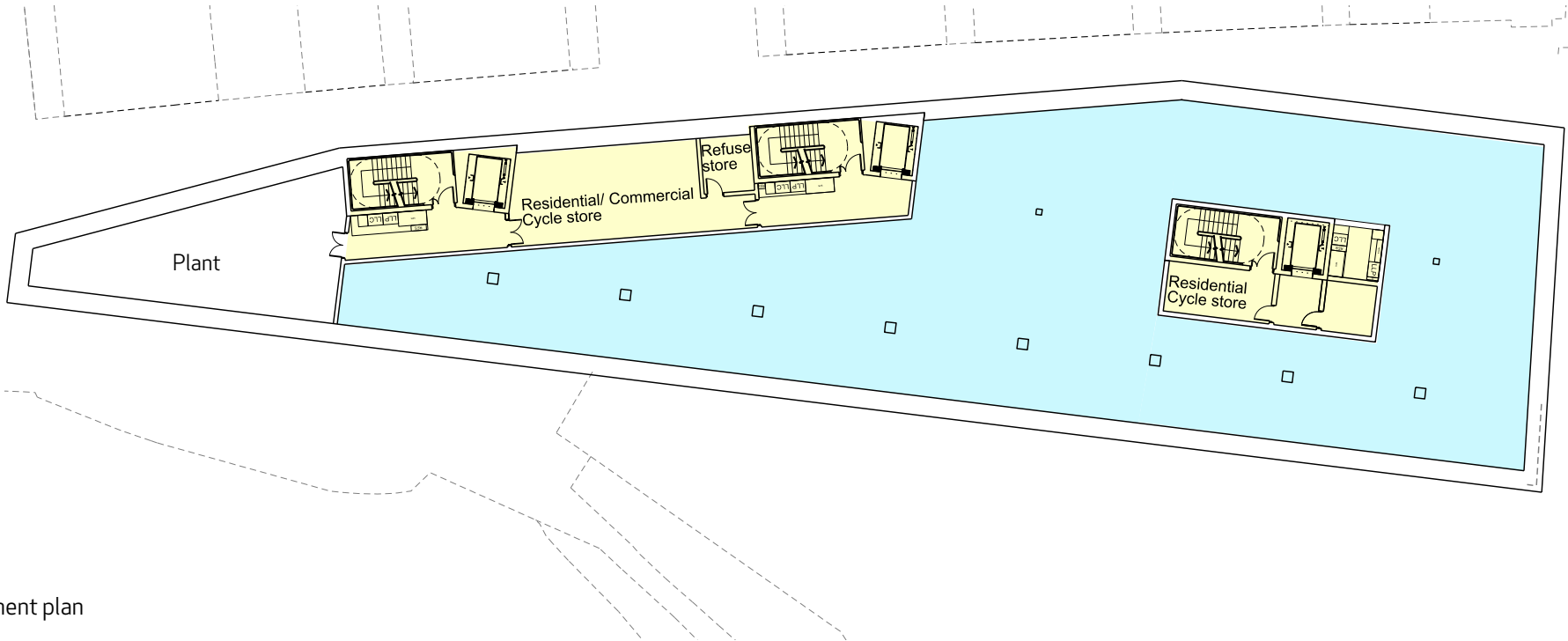
Railway bridge



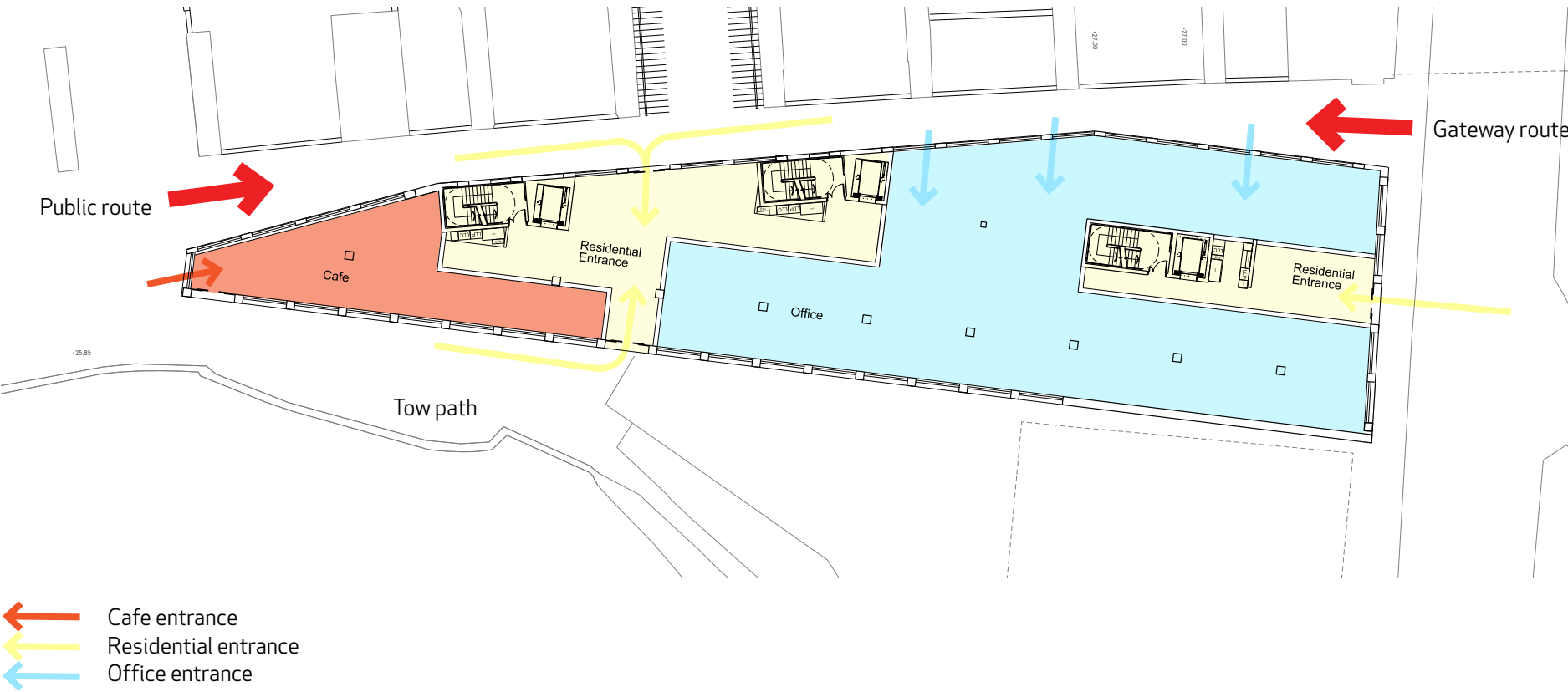
# Area D: Proposed Ground floor and basement

- Gateway spaces:
- Generous 'entrance spaces' to the public pedestrian route beside the railway viaduct.
  - Continuation of the hard landscaping finishes and details

- Ground floor layout:
- Introducing entrances on all elevations.
  - Creation of usable employment space at basement and ground floor.
  - The ground floor of the Area D building will be office use and the units will have the option of taking space in the basement. Access to the office will be from the route beside the railway viaduct.
  - Creation of a cafe at the western end to provide an active frontage onto the Arch Space.



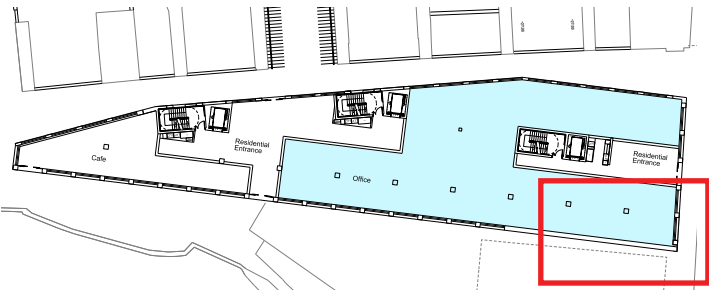
Basement plan



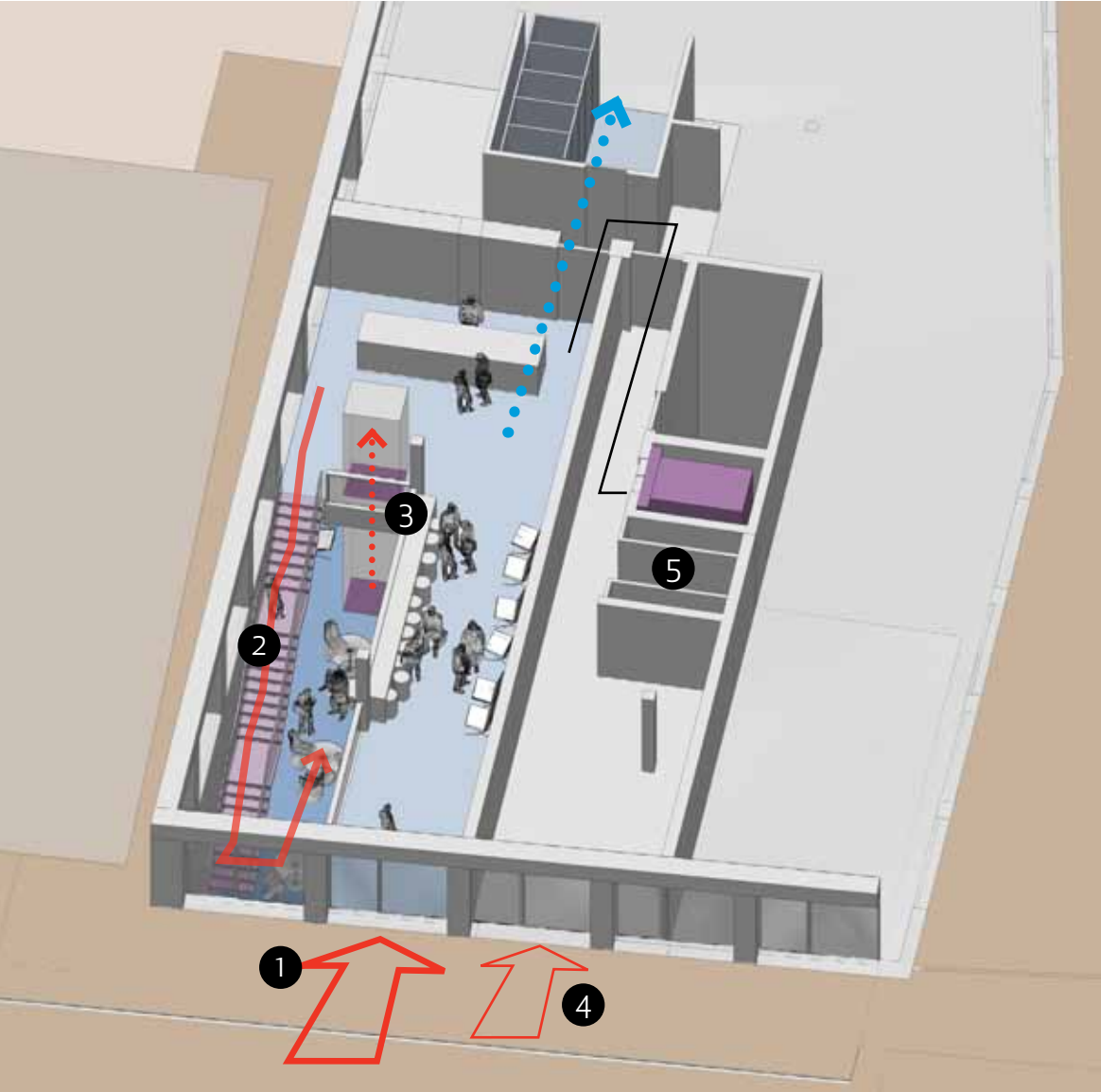
Ground floor plan

# Area D: Proposed commercial study

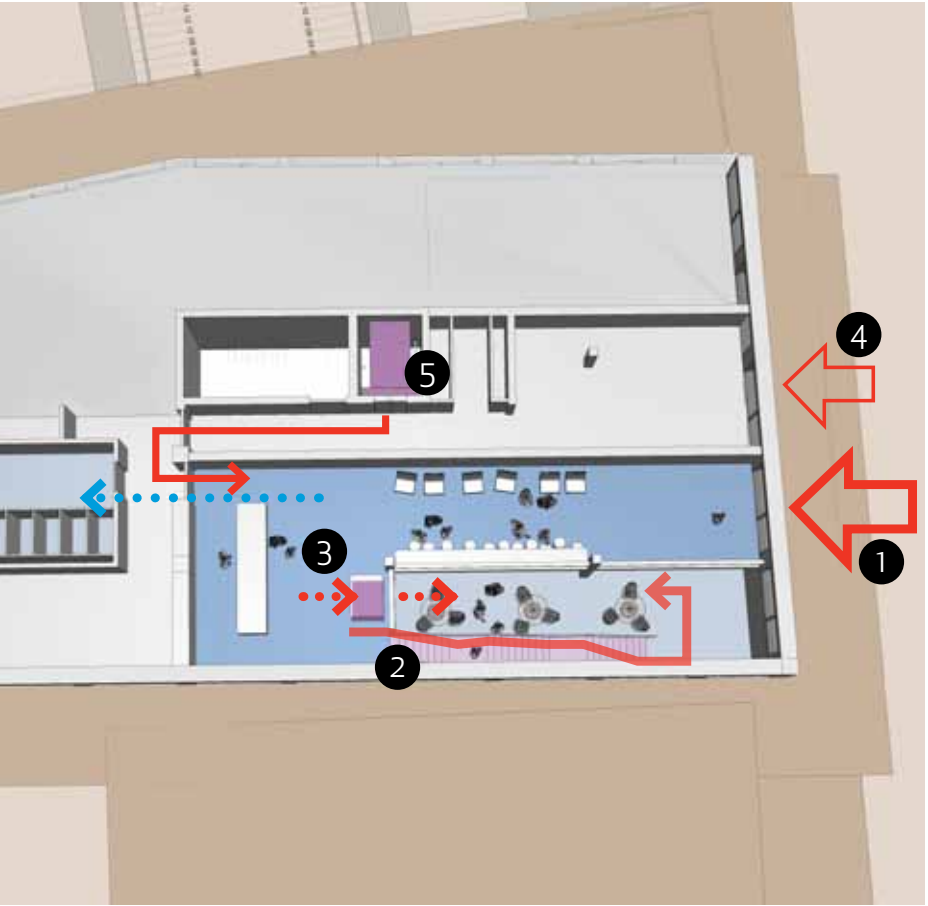
All commercial units in building D are on two levels (ground floor and basement). They are accessed directly from the public realm and each unit has its own circulation (staircase and the provision for a lifting platform), as well as access from the shared residential core. Shared toilets are located on both levels and are easily accessed from all the units.



Plan of ground floor



Typical office unit showing circulation



Plan showing typical retail unit circulation options



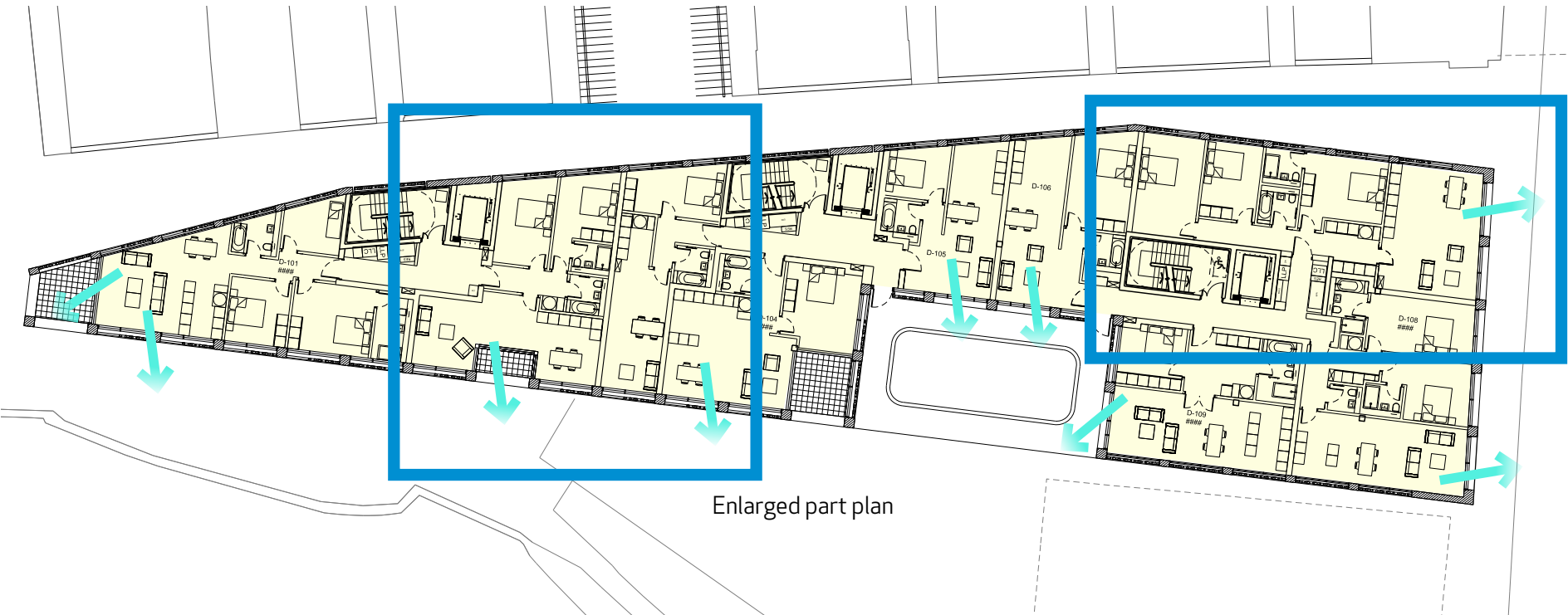
Internal view of typical office unit

- 1 Office entrance
- 2 Internal stair to basement floor
- 3 Lifting platform (optional)
- 4 Entrance to shared lifts
- 5 Access to basement floor via shared lifts (optional)

# Area D: Proposed Residential layouts

Upper floor residential layouts:

- Three separate cores serve the residential floors.
- The majority of the apartments are dual-aspect, with all the living spaces facing either the canal or the open space.
- A residential communal garden is proposed on the first floor, accessed from two of the residential cores.
- The top floors are set back to form generous terraces.

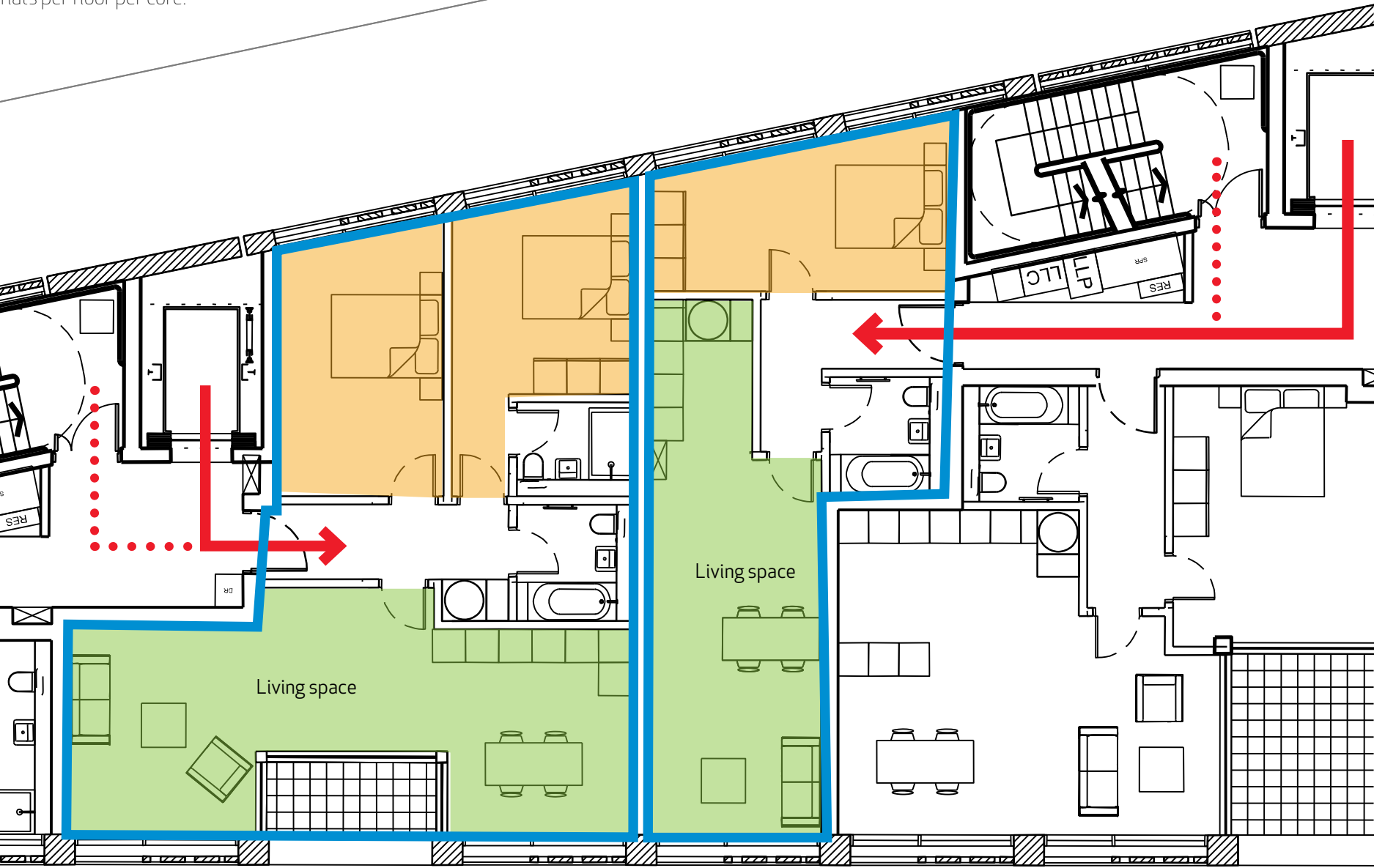


Canal/open space view  
Typical residential floor

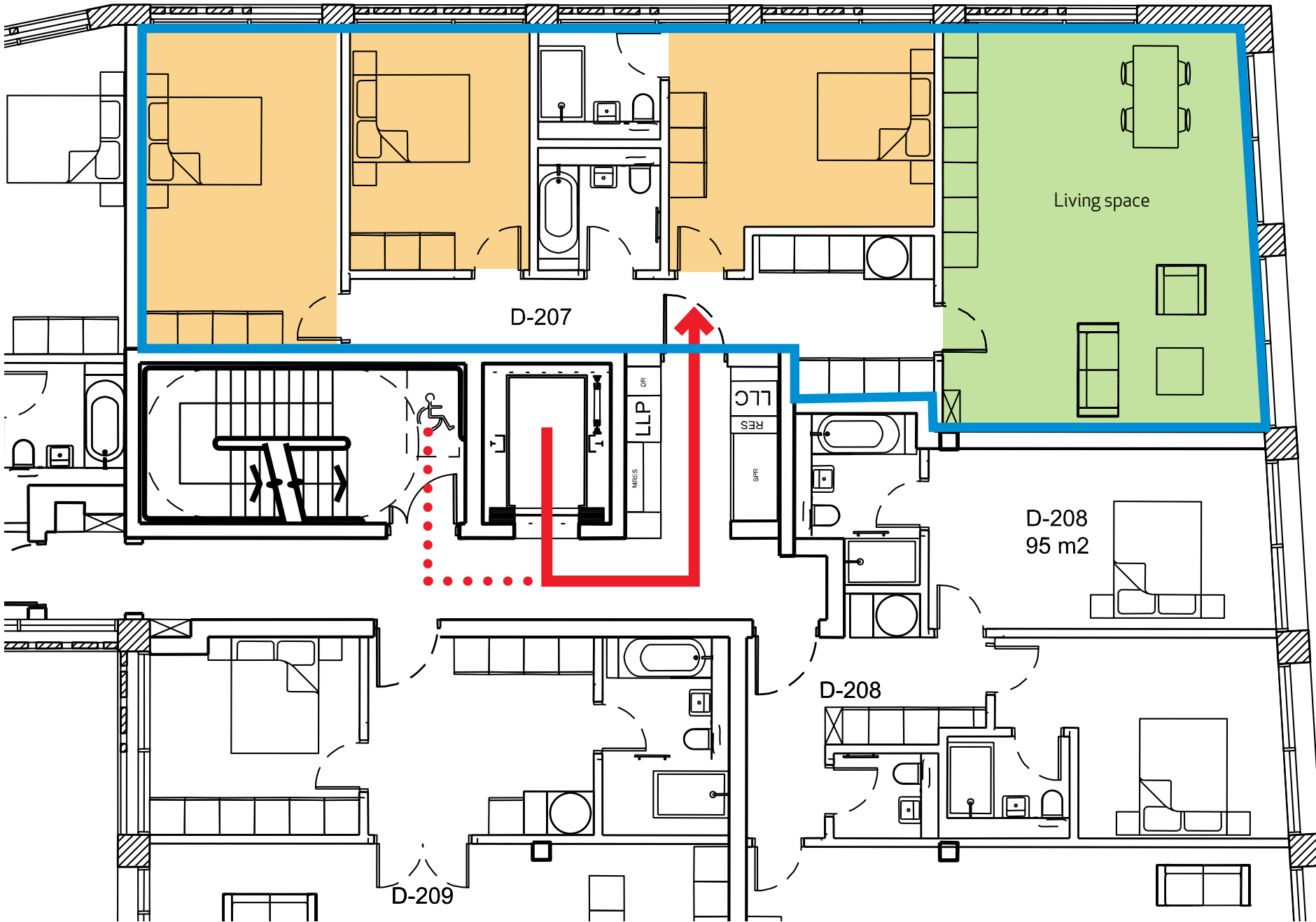


# Area D: Proposed residential floors

There is a mix of one, two and three-bedroom apartments on each typical floor of building D, the majority of which are dual-aspect. The main living spaces overlook either the canal or open green space, and the bedroom spaces are positioned at the rear. There are three cores in the building and two to four flats per floor per core.



Typical one and two-bed flats



Typical three-bed flat



# Area D: Proposed elevations and materials

The proposal has been developed in response to the local context of canalside warehouse buildings:

- Vertical bays reference the nearby warehouses - regular bays with equal amounts of solid and glazing.
- The proposed facade will open up for windows and balconies.
- There will be larger openings for living rooms overall and narrower opening for bedrooms and secondary spaces.
- Brick will be used for solidity and brick lattice to create screening, in particular for the north elevation.
- The brick frame grid is expressed, in reference to the rest of the masterplan.

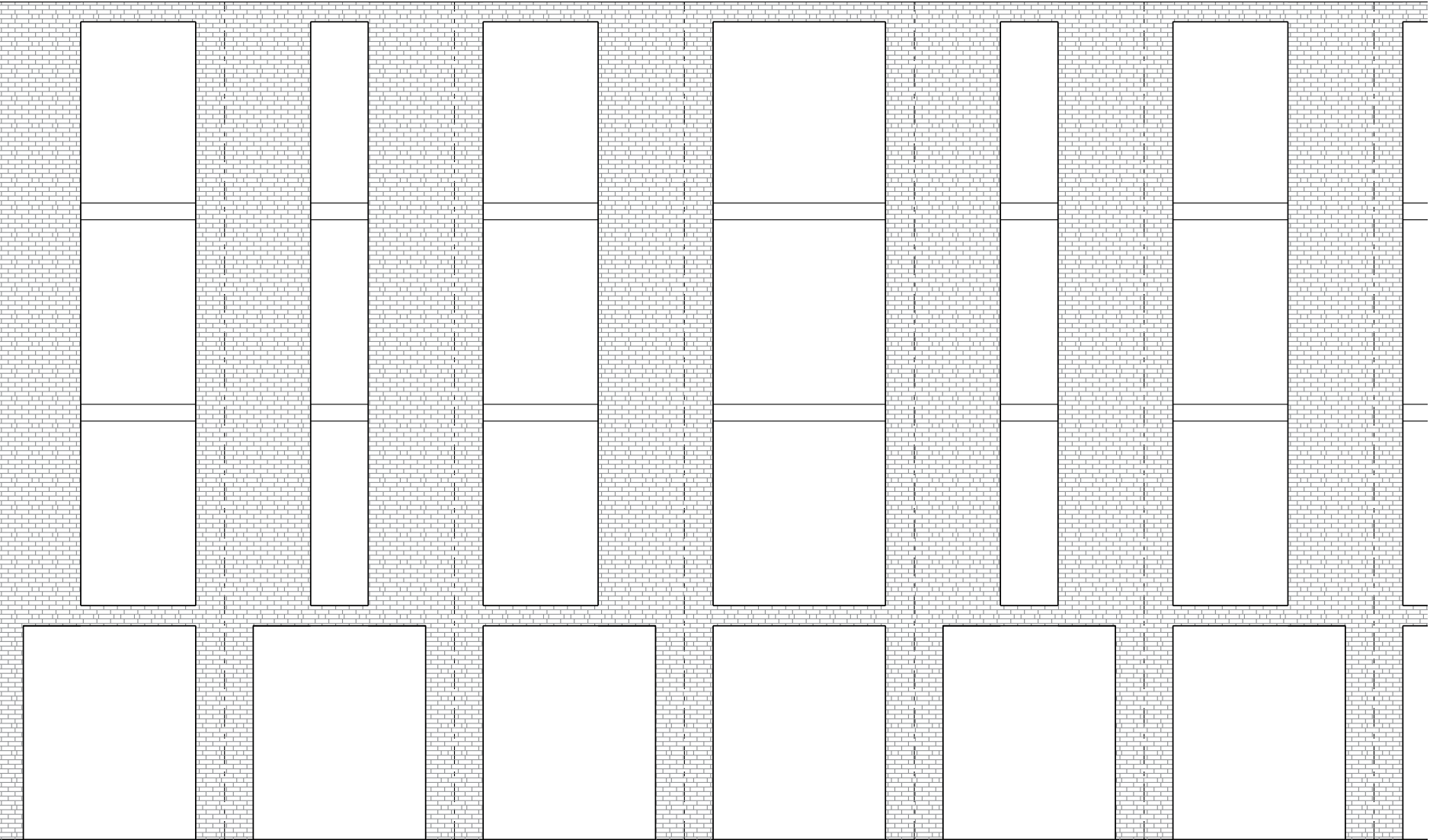


Referencing the existing warehouse buildings



Elevation proportions study

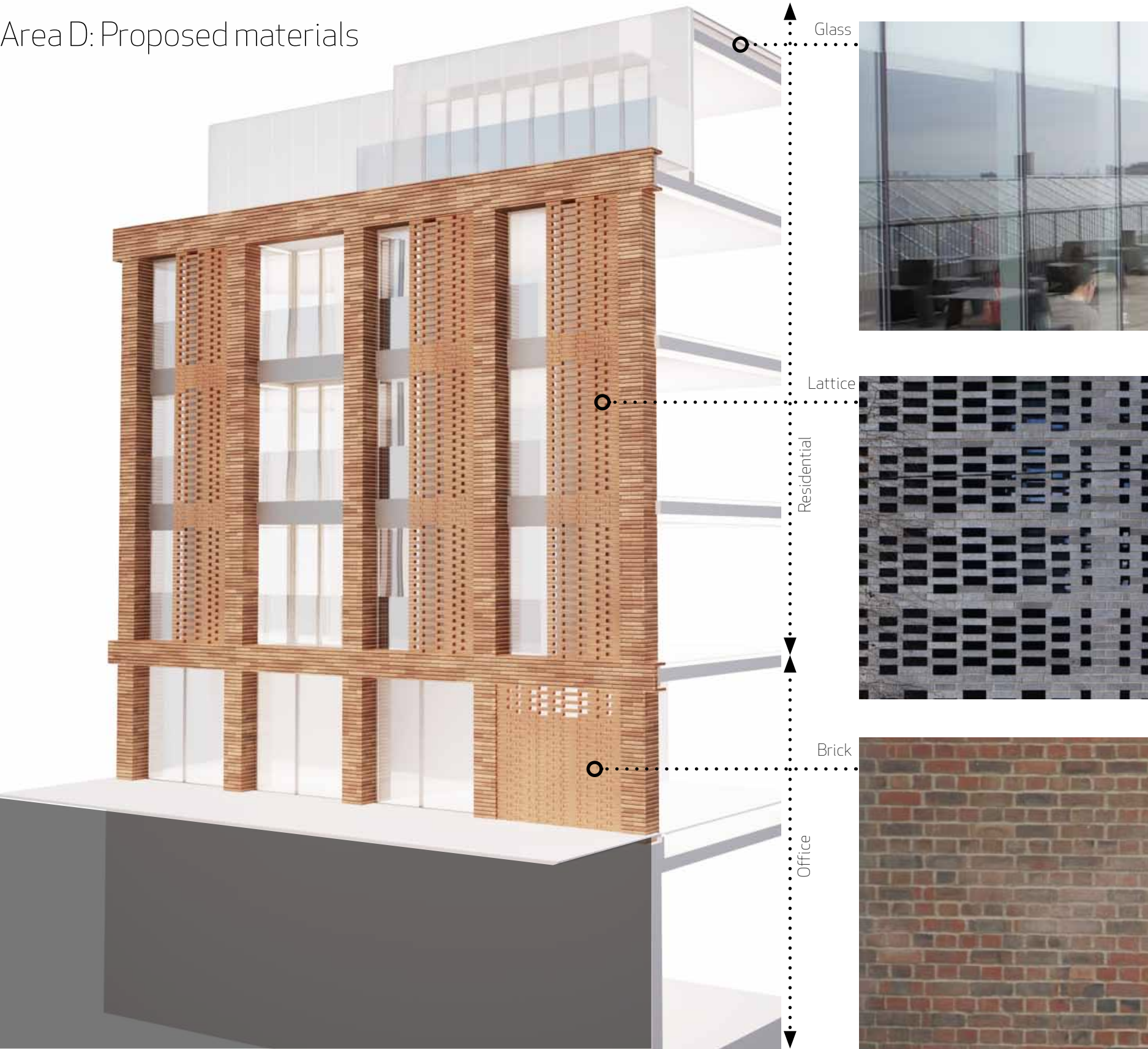
- The architectural details pick up on the design of the area's nearby warehouses.
- Brick is the primary material, with details such as recessing the brick cladding panels and expressing the structural frames.
- Steel and glass balconies will also be used, in keeping with the area's industrial feel.



Proposed elevation



Area D: Proposed materials



The canal elevation uses brick frames with 'infills' of lattice brick to create a vertical rhythm. There are solid brick panels with lattice brick clerestory windows to the ground floor office spaces along the boundary of the neighbouring site.

The rear elevation appears more 'solid' with the use of solid and lattice brick infill panels. The increased screening of the spaces behind responds to the use and aspect.



Area D: Proposed



Artistic impression of the view from the Chalk Farm Road bridge



View from Kentish Town Road bridge



## Area D Cycle parking facilities

The cycle storage is located in the basement. Users of the facility will be able to bring their bikes down in the residential lift.

London Housing  
Design Guide

INTERIM EDITION

↑

MAYOR OF LONDON

21. Cycle Parking  
Standards, Transport  
for London, 2008  
22. Cycle Parking  
Standards, Transport  
for London, 2008

In the past, far too little space has been provided for cycle storage in new developments. The Mayor wishes to increase the provision of secure, convenient and sheltered cycle storage for new homes in London, to encourage people to use bicycles for everyday journeys.

Cycle storage, which may be outside or within the home, should be provided at the level of one space for every home with one or two bedrooms and two spaces for homes with three or more bedrooms. The requirement is the same for houses and flats. Floorspace of 750 x 2000mm is a suitable guideline area per bicycle, but vertical hanging and lockers will have different space requirements. The location, type and number of cycle storage spaces should be indicated and dimensioned on plans submitted for full planning approval.

Cycle storage outside the home should be located in a convenient and easily accessible storeroom, private garden or secure common space close to the street. Wherever possible, large communal stores and out of the way locations and should be avoided, as they tend to be vulnerable to cycle theft. The preferred option for residents is usually an individual lockable compartment, close to home.

Where cycle storage is provided within the dwelling, the space must be in addition to the minimum GIA, and located at entrance level, within, or adjacent to the circulation area, rather than within habitable rooms or on balconies.

Developments should also provide cycle parking provision for visitors; secure hoops

**3.4  
Cycle Storage**

or stands are usually the most convenient for short stay use. Cycle stands should be located away from main pedestrian desire lines to avoid creating obstruction.

**Standards**

**3.4.1**

**All developments should provide dedicated storage space for cycles at the following levels<sup>21</sup>:**

- 1 per 1 or 2 bedroom dwelling; or
- 2 per 3 or more bedroom dwelling

**3.4.2**

**Individual or communal cycle storage outside the home should be secure, sheltered and adequately lit, with convenient access to the street<sup>22</sup>. Where cycle storage is provided within the home, it should be provided in addition to the minimum GIA and minimum storage and circulation space requirements. Cycle storage identified in habitable rooms or on balconies will not be considered acceptable.**

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## Area D Servicing and refuse

The waste storage is located in the basement. Users of the facility will be able to bring the waste down in the residential lift. On refuse collection days the management will bring the waste and recycling up from the basement to a collection point.

- Residential refuse store
- Office refuse store
- Euro bins for general waste.
- Bins for recycling waste.
- The bins will be collected by a management company and presented at ground floor level for collection.



Recycling bins

