



Twyman House, London NW1  
Design & Access Statement

For CIT Developments Ltd



# Contents

## 1.0 Development Framework

- 1.1 Introduction
- 1.2 Application Boundary

## 2.0 Context

- 2.1 Location
- 2.2 Site Access
- 2.3 Site Photographs
- 2.4 Immediate Surroundings
- 2.5 Site History
- 2.6 Site Constraints
- 2.7 Surrounding Uses
- 2.8 Environmental Analysis
- 2.9 Previous Application

## 3.0 Design Inspiration

- 3.1 Design Brief
- 3.2 Camden Buildings
- 3.3 Camden Culture
- 3.4 Canal Inspiration
- 3.5 Canal Infrastructure
- 3.6 Design Concept
- 3.7 Facade Development
- 3.8 Design Review Panels & Consultations

## 4.0 Scheme Design & Development

- 4.1 Layout
- 4.2 Accommodation Mix
- 4.3 Amount & Massing
- 4.4 Scale
- 4.5 Facade Appearance
- 4.6 Detailed Bay Studies
- 4.7 Connection with the Canal Towpath
- 4.8 Amenity Space & Landscaping
- 4.9 Green Roofs
- 4.10 Internal & External Lighting
- 4.11 Energy Strategy & Sustainability
- 4.12 Entrance, Access & Site Levels
- 4.13 Car Parking, Service, Refuse & Recycling Strategy
- 4.14 Crime Impact Statement

## 5.0 Design Summary

- 5.1 Conclusion

## 6.0 Planning Statement

- 6.1 Background and Planning History
- 6.2 Planning Policy Context
- 6.3 Land Use
- 6.4 Density and Mix
- 6.5 Design and Conservation
- 6.6 Trees, Landscaping, Ecology & Biodiversity
- 6.7 Amenity and Open Space
- 6.8 Impact on Amenity for Neighbours
- 6.9 Visual Privacy and Overlooking
- 6.10 Overshadowing
- 6.11 Outlook
- 6.12 Sunlight and Daylight Study
- 6.13 Disturbance from Artificial Lighting
- 6.14 Noise and Disturbance
- 6.15 Highways and Parking
- 6.16 Sustainability Policies
- 6.17 Verified Views
- 6.18 S.106 Agreement
- 6.19 Conclusion

## 7.0 Appendices 1

- 7.1 Project Directory
- 7.2 Access Statement
- 7.3 Strategic Views / CGI's
- 7.4 Area & Accommodation Schedules
- 7.5 Drawing Issue List
- 7.6 Existing Surveyed Drawings
- 7.7 S+P Proposed Drawings

## 8.0 Appendices 2

- 8.1 Construction Management Plan
- 8.2 Structural Concept Report & Desktop Study
- 8.3 Energy Strategy
- 8.4 Code for Sustainable Homes Pre-Assessment
- 8.5 Statement of Community Involvement
- 8.6 Transport Statement
- 8.7 Archaeological Study
- 8.8 Acoustic Report
- 8.9 Daylight / Sunlight Report
- 8.10 Air Quality Assessment
- 8.11 Arboriculture Report
- 8.12 Ecology Report
- 8.13 Code for Sustainable Homes Ecology Report
- 8.14 Landscape Report
- 8.15 Townscape Document

## 1.0 Development Framework

### 1.1 Introduction

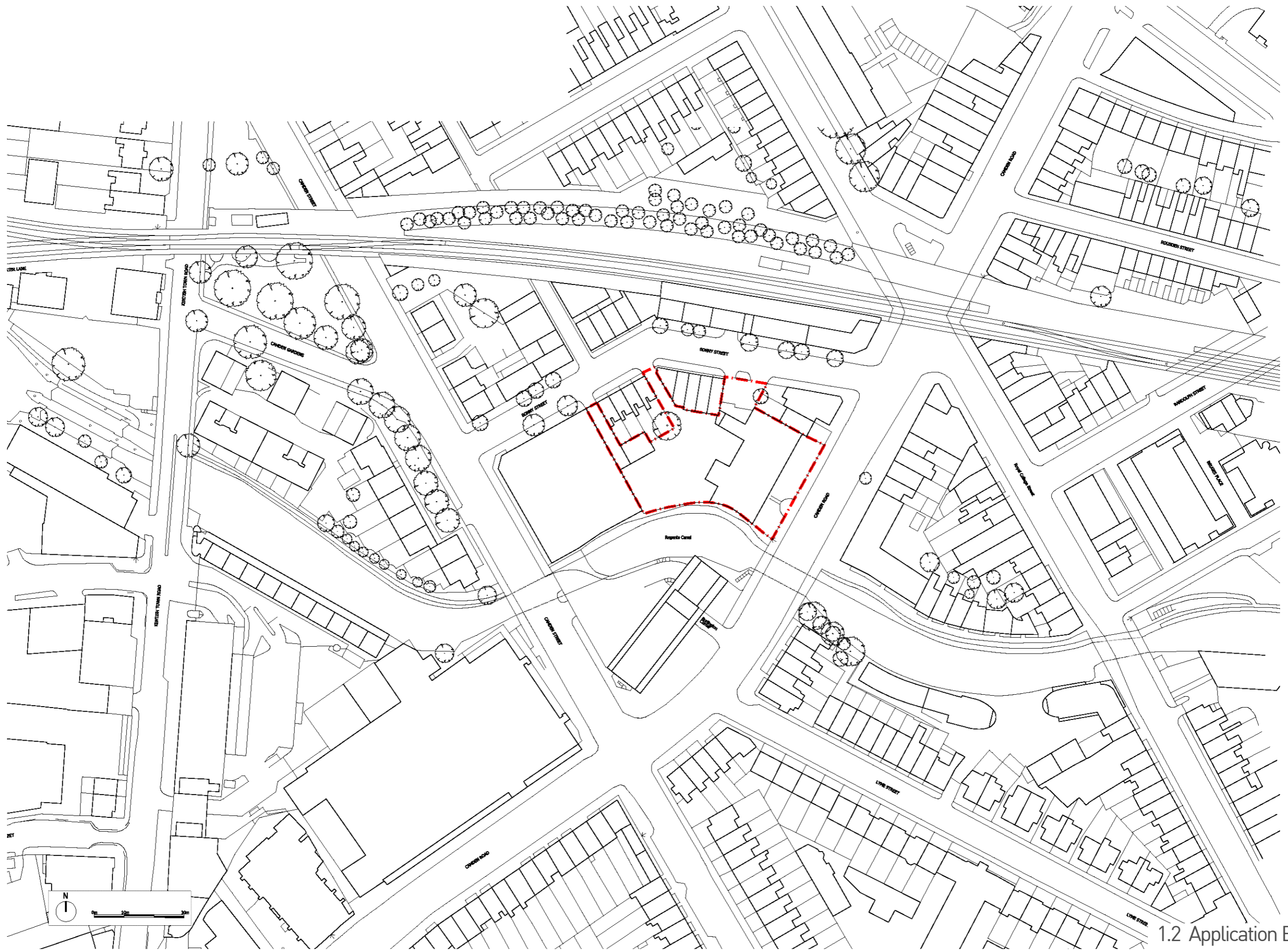
1.1.1 Squire and Partners have been appointed by CIT Developments Ltd. to design a new mixed use scheme for a site in Camden Town. The site lies on the Regent's Canal, just south of Camden Road Railway and just north of Camden Town tube station. The proposed scheme comprises 54 residential units in 4 blocks, from 2 to 8 storeys in height.

1.1.2 The scheme has a total of 47,000sqft residential space, amongst 650sqm of landscape amenity space, and provides 3 off road car parking spaces specifically for wheelchair users. Our client owns the site as indicated by the red-line boundary plan overlaid, Fig. 1.2.

1.1.3 The project team have invested considerable time in pre-application consultation with Planning Officers, Councillors, local residents, amenity groups and businesses as part of an all inclusive design approach to these proposals. This Design, Planning and Access Statement includes our full site analysis, design evolution and technical analysis, along with supporting consultant's reports for the site.

1.1.4 The scheme has been carefully designed to respond to its environment, urban context and the aspirations of the local community. The balance of uses, footprints, amenity spaces and building heights have been thoroughly considered, as has the architectural detail and language, to deliver a scheme that can meet the strategic requirements of the local authority and the GLA and provide a quality architectural building.





1.2 Application Boundary

1:1250 @ A3

## 20 Context

### 2.1 Location

2.1.1 The site sits just south of the Camden Road Overground railway station and just north of Camden Town underground tube station. Twyman House is accessed via Bonny Street, turning off Camden Street, leading one into a courtyard space. The site is directly adjacent to the Regent's Canal, with the towpath offering links either west towards Camden Town or east towards parts of the city.

2.1.2 The site is located on an irregular shaped plot, which occupies land bounded by a warehouse to the west, Bonny Street to the north, Camden Road to the east and the Regent's Canal to the south. The site is currently occupied by a 1960s brick six storey commercial office building, and a small two storey office building infilling a small parcel of land linking to Bonny Street. A hard standing car park occupies the centre of the site and part of the canal frontage.

2.1.3 The site is set within the Regent's Canal Conservation Area and adjacent to the Jeffrey's Street and Camden Broadway Conservation Areas. The Regent's Canal is designated as open space.

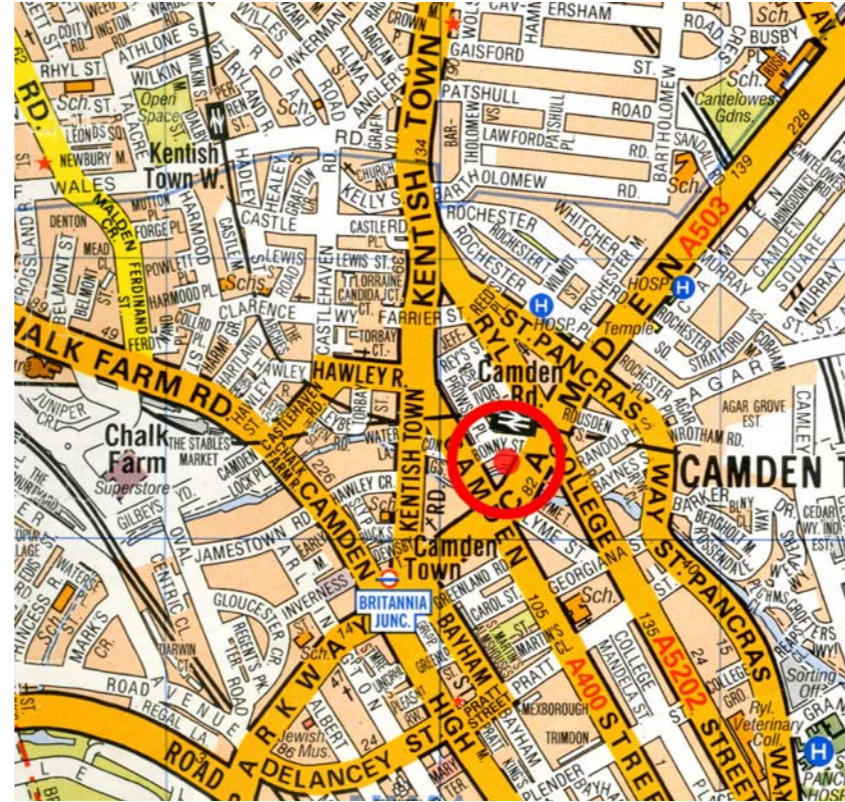


Fig 2.1.1

Location plan



Fig 2.1.2

Aerial photograph of the site as existing

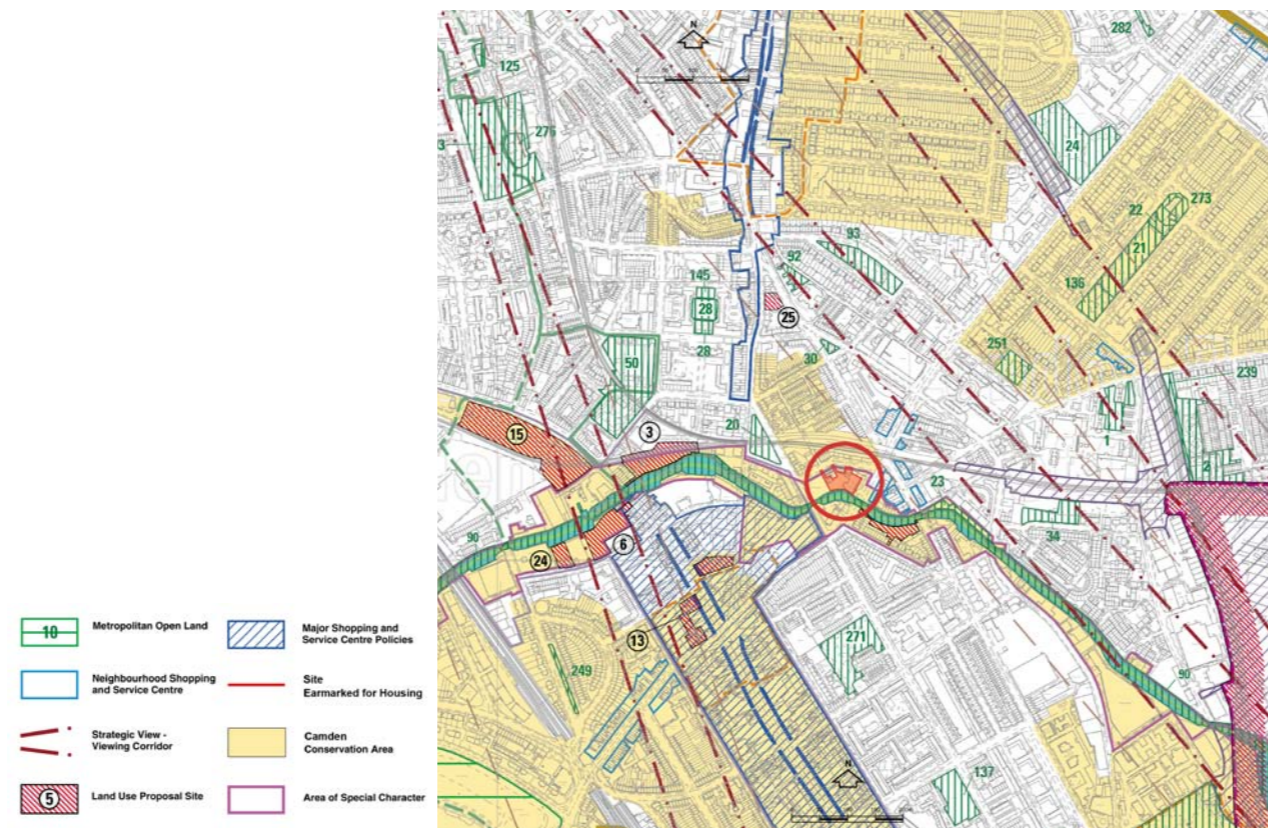


Fig 2.1.3

Camden & Westminster UDP Maps combined, showing the Built Environment



Fig 2.1.4

Axonometric aerial photograph of the site showing the canal weaving through

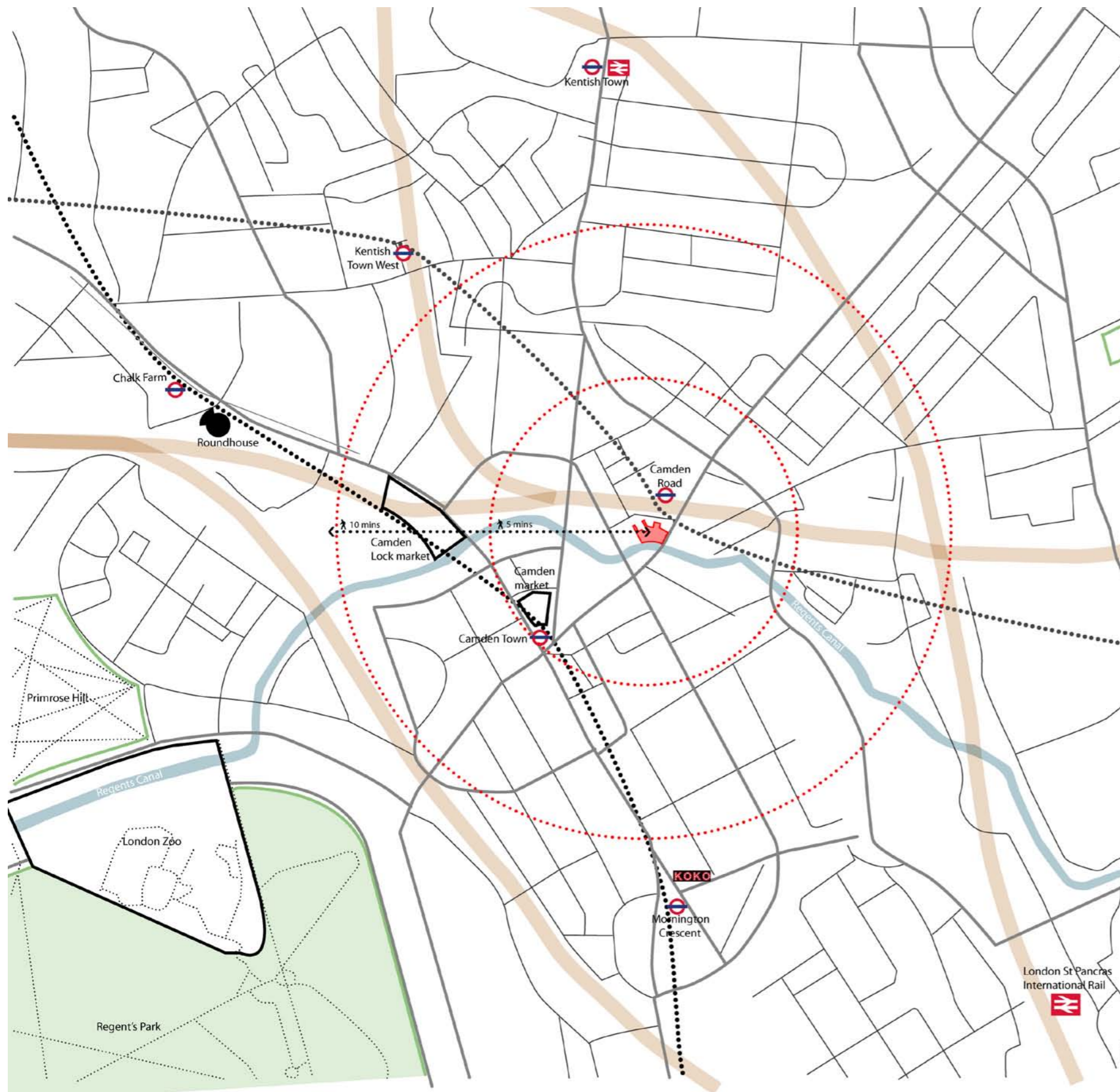


Fig 2.2.1  
Site accessibility diagram showing nearby tube station links & landmarks

## 2.2 Site Access

2.2.1 The site lies very close to Camden Road Overground Railway Station and is within 5 minutes walking distance (350m) from Camden Town tube station, from which it is only a 10 minute train journey into Central London. Several bus routes run along Camden Road providing connections to Central London or the west; some of which also run throughout the night. The site benefits from a PTAL rating of 6 which indicates that it has an excellent level of accessibility to public transport. By car the site is accessible via Camden Road, which is part of the A503 linking the site to the A1 Holloway Road from the north east or from Camden Street part of the A400 providing connection to Mornington Crescent and Kentish Town.

2.2.2 The site borders the 14km Regent's Canal, which has a public towpath providing connections from Limehouse Basin in the east through to the London Zoo, Regent's Park and Little Venice up to Paddington Basin in the west. From the towpath level, the site lies at the centre of a 1km stretch between road access points, which cuts off the canal from the surrounding area. This scheme proposes a new pedestrian access point from the canal towpath onto Camden Road, providing the immediate surrounding area quick access to the canal.

2.2.3 As well as being part of one of the busiest weekend and nightlife areas, Camden is renowned for its markets, which are open throughout the week but are especially busy on the weekends with all stalls fully trading. The Camden Lock Market was the original craft market, established in 1974, now with a wider spectrum of goods on sale. Both this and the more popular Stables Market, are the centre of the alternative fashion scene. Buck Street market, Camden Lock Village market and Inverness Street market also thrived on local trade long before tourists discovered the area.



### 2.3.1 Site Photographs

Existing site view from Camden Road Bridge





### 2.3.2 Site Photographs

Existing site views from the courtyard towards Pulse House



### 2.3.3 Site Photographs

Existing site view from the courtyard towards Twyman House and the canal



Camden Road Bridge - Grade II Listed



View from Twyman House Towards Pulse House



Entrance to Twyman House on Bonny Street



View from Camden Road Towards Twyman House

2.3.4 Site Photographs  
Existing views onto the site

## 2.4 Immediate Surroundings

2.4.1 Camden Town stands on land which was once the manor of Kentish Town. Sir Charles Pratt, a radical 18th century lawyer and politician, acquired the manor through marriage and in 1791 he started granting leases for houses to be built in the manor. The Regent's Canal was built through the area in 1816.

2.4.2 Camden Road railway station is just north of the site, with all trains in operation by London Overground on the route between Richmond and Stratford and is in Travelcard Zone 2. The station, at the corner of Royal College Street and Camden Road, was opened as "Camden Town" by the North London Railway on 8 December 1870. It was renamed "Camden Road" on 25 September 1950 to avoid confusion with the newly placed London Underground station Camden Town on the Northern line which is 350 metres to the southwest. Camden Road station is one of the few railway stations in England within which there is a police station. The former Camden Road station (1868–1916) of the Midland Railway was about 500 metres to the north-east of this station.

2.4.3 Camden was laid out as a residential district from 1791 and was anciently part of the manor of Kentish Town and the parish of St Pancras, Middlesex. The local urban fabric is characterized by an eclectic architectural mix, including Georgian terraces, Victorian industrial buildings and a Gothic revival church.

2.4.4 The site is surrounded by a mix of land uses and developments, including the 7 storey Shirley House, currently occupied by British Transport Police, on the opposite side of the canal and the 7 storey residential building to the east of Camden Road. The north of the site is bounded by 4-storey 19th century terraced housing.

2.4.5 The Grimshaw housing scheme is part of the Sainsbury's supermarket development, comprising retail, car parking, workshops and a terrace of eleven houses lined along the bank of the Regent's Canal. The houses lie on the south bank and face north onto the canal. The south elevation faces onto Sainsbury's service yard, with the main access to the dwellings from a low level private canal side path.



Fig 2.4.1  
Camden Road Rail Station



Fig 2.4.2  
Residential flats along Camden Road



Fig 2.4.3  
British Transport Police Offices off Camden Street



Fig 2.4.4  
Canal side housing by Grimshaw Architects



Fig 2.4.5  
Buildings along Camden Street including Shirley House to the right occupied by the British Transport Police Offices

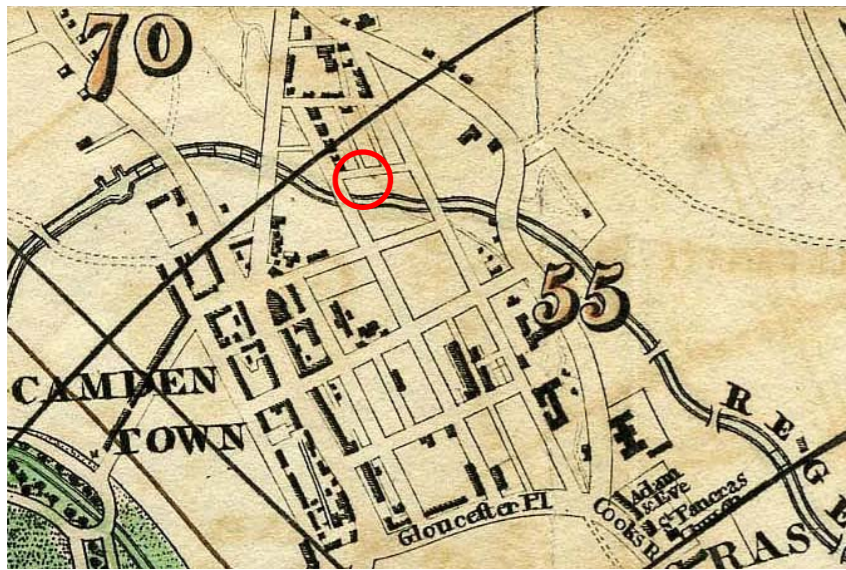


Fig 2.5.1  
Map from 1820



Fig 2.5.2  
Map from 1837



Fig 2.5.3  
Map from 1861

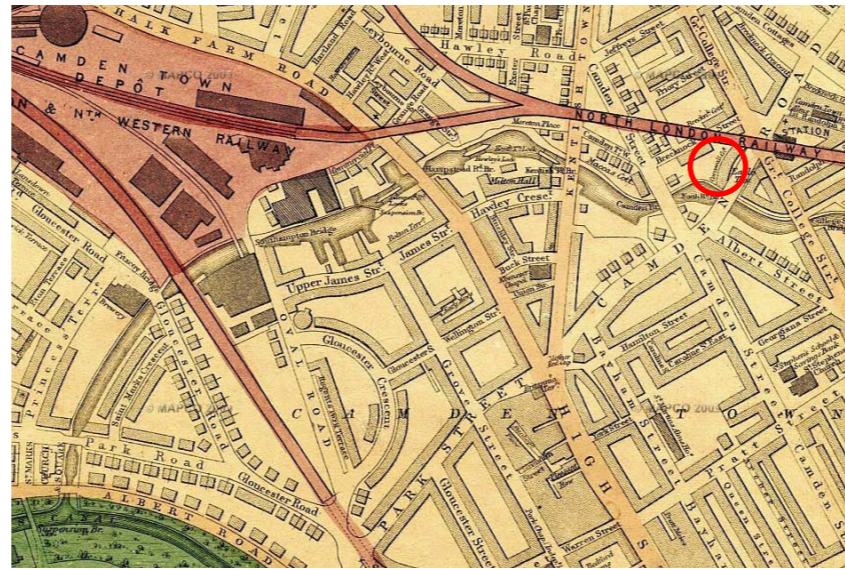


Fig 2.5.4  
Map from 1868

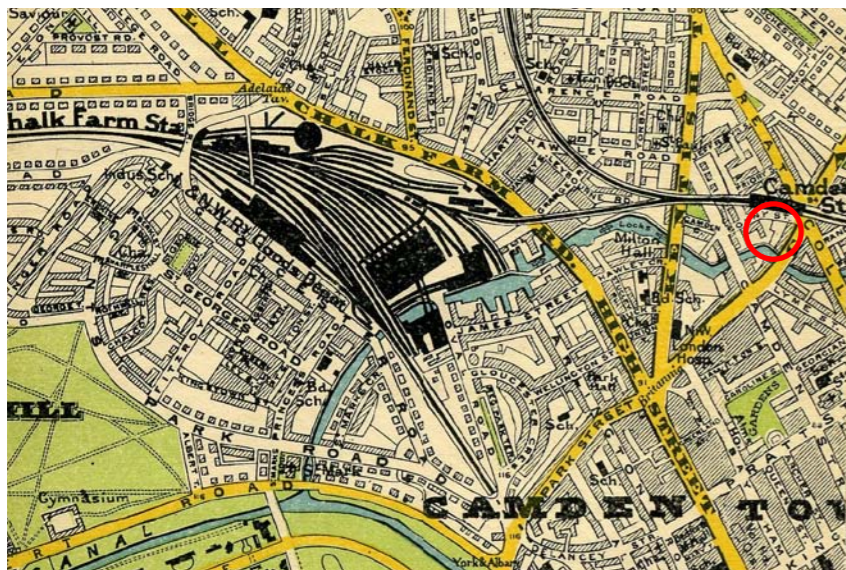


Fig 2.5.5  
Map from 1897



Fig 2.5.6  
Map from 1908

## 2.5 Site History

2.5.1 The London Borough of Camden was formed in 1965 from an area of metropolitan boroughs of Hampstead, Holborn, and St Pancras, which had previously formed part of the County of London. The borough was named after Camden Town, which had gained its name from Charles Pratt, 1st Earl Camden in 1795. It was laid out as a residential district from 1791 and was anciently part of the manor of Kentish Town and the parish of St Pancras, Middlesex. The town became an important location during the early development of the railways. The frontages of Georgian buildings have been fractured by the introduction of the railways and roads. Its industrial heritage has made way for retail, tourism and entertainment, including a number of internationally renowned markets and music venues that are strongly associated with alternative culture.

2.5.2 The Regents Canal was opened in 1820 taking 8 years to construct, it was built for long distance trade to the Midlands and the North and connected to the Grand Union Canal at Paddington Basin in the west and the River Thames in the east at Limehouse. The canal instigated the development of industrial developments along the canal contributing to the vast development of Camden Town in the mid 19th Century. By the 1960s its use for commercial functions had ceased.

2.5.3 The earliest mapping of the site area, produced in 1740 shows the site in a rural setting located adjacent to the River Fleet near to a small settlement called 'Old Mother Red Caps', which later became Camden Town. By the early 19th Century the area had significantly developed and the first indications of a development on the site was in 1849 where the site had approximately five terraced properties along the south-eastern edge, which formed the southern half of 'Cornwall Crescent'. These were two and three storey properties that had cellars towards their fronts on Camden Road. There was also an industrial building on the western side of the site with a yard accessed from Brecknock Street (now known as Bonny Street). The railway to the north of the site was included by 1862 and the Railway Station, known then as Camden Town was built by 1870. By 1891 Brecknock Street had been renamed Bonny Street. The London County Council Bomb damage map shows that there was no bomb damage on the site during World War II. By 1969 the terraced housing had been demolished to make way for the existing six storey Twyman House that is on the site today along with Shirley House on the other side of the Regents Canal.

## 2.6 Site Constraints

2.6.1 There are three listed buildings within close proximity to the site; Adjacent to the site to the north is 2-8 Bonny Street, a Grade II listed terrace of four, three-storey brick houses. There are three Grade II terraced houses in the Jeffrey's Street Conservation Area; 52-64 Kentish Town, 3-33 Jeffrey's Street and 4-28 Jeffrey's Street. Camden Road Station and North Road Bridge over the Canal are also listed.

2.6.2 The site lies within the Regents Canal Conservation Area and express consent is required for the demolition of the existing buildings. A Conservation Area Consent application is submitted in conjunction with this planning application.

2.6.2 The Regent's Canal benefits from a number of designations including public open space, metropolitan walk, green corridor and Metropolitan site of Nature Conservation. Any application proposal must therefore be sensitively designed so as to enhance the contributions the area makes to the overall canal environment.

### 2.6.3 Topography

Based on a topographic survey produced by Plowman Craven in November 2007 the site is at a level of approximately +27.70m AOD at the Camden Road boundary, the courtyard is at a level of +24.65m AOD with the access road sloping up to +26.30m AOD (1:13) on Bonny Street. The canal towpath is at a level of +23.65m AOD.

### 2.6.4 Archaeology

The site does not lie within an Archeological Priority Area. Please see supporting Archaeology report for more detail.

### 2.6.5 Existing Trees

There is one tree within the site boundary, which is a London Plane, approximately 21 meters in height and will be kept and carefully protected throughout the construction process and development life. Please see supporting Arboricultural report for more detail.



Fig 2.6.1  
Listed buildings in the vicinity



Fig 2.6.2  
Conservation Area outline

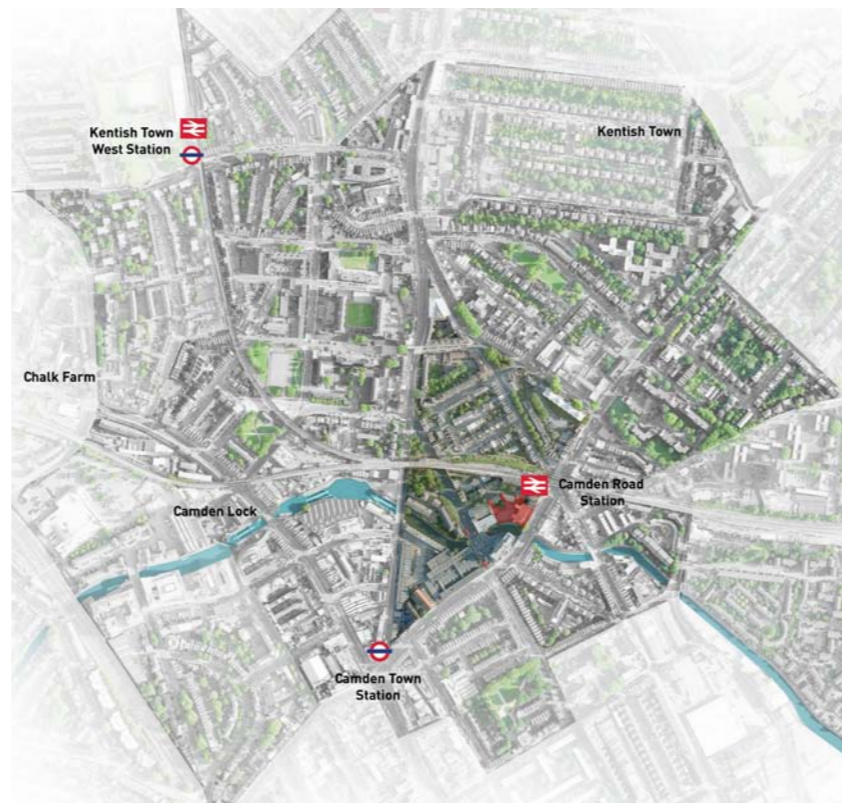


Fig 2.6.3  
Camden districts

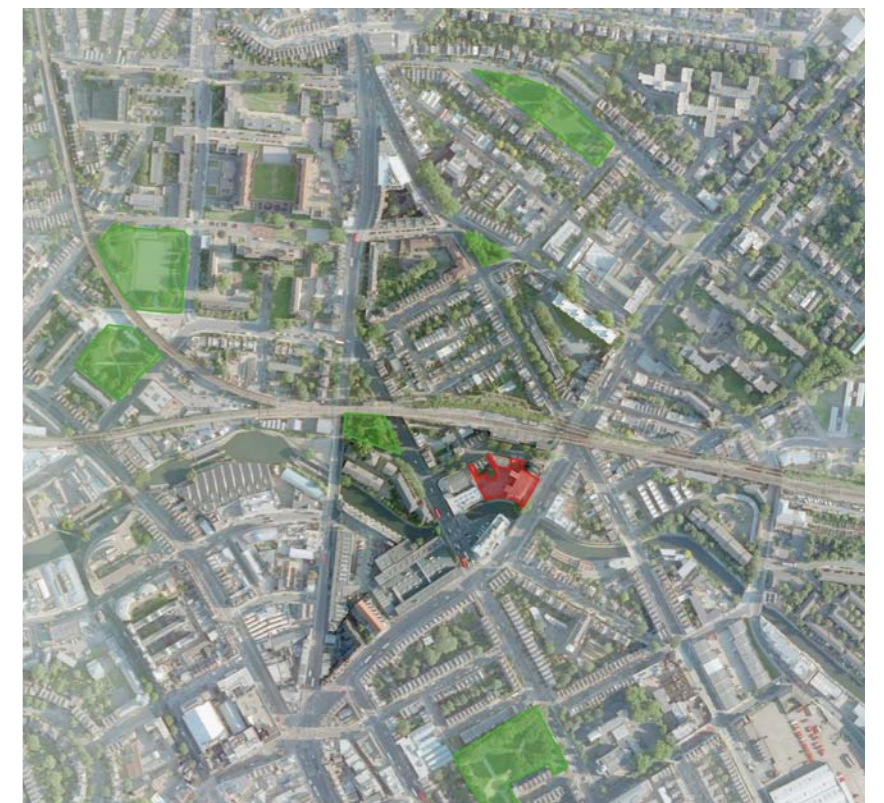


Fig 2.6.4  
Green spaces in the area

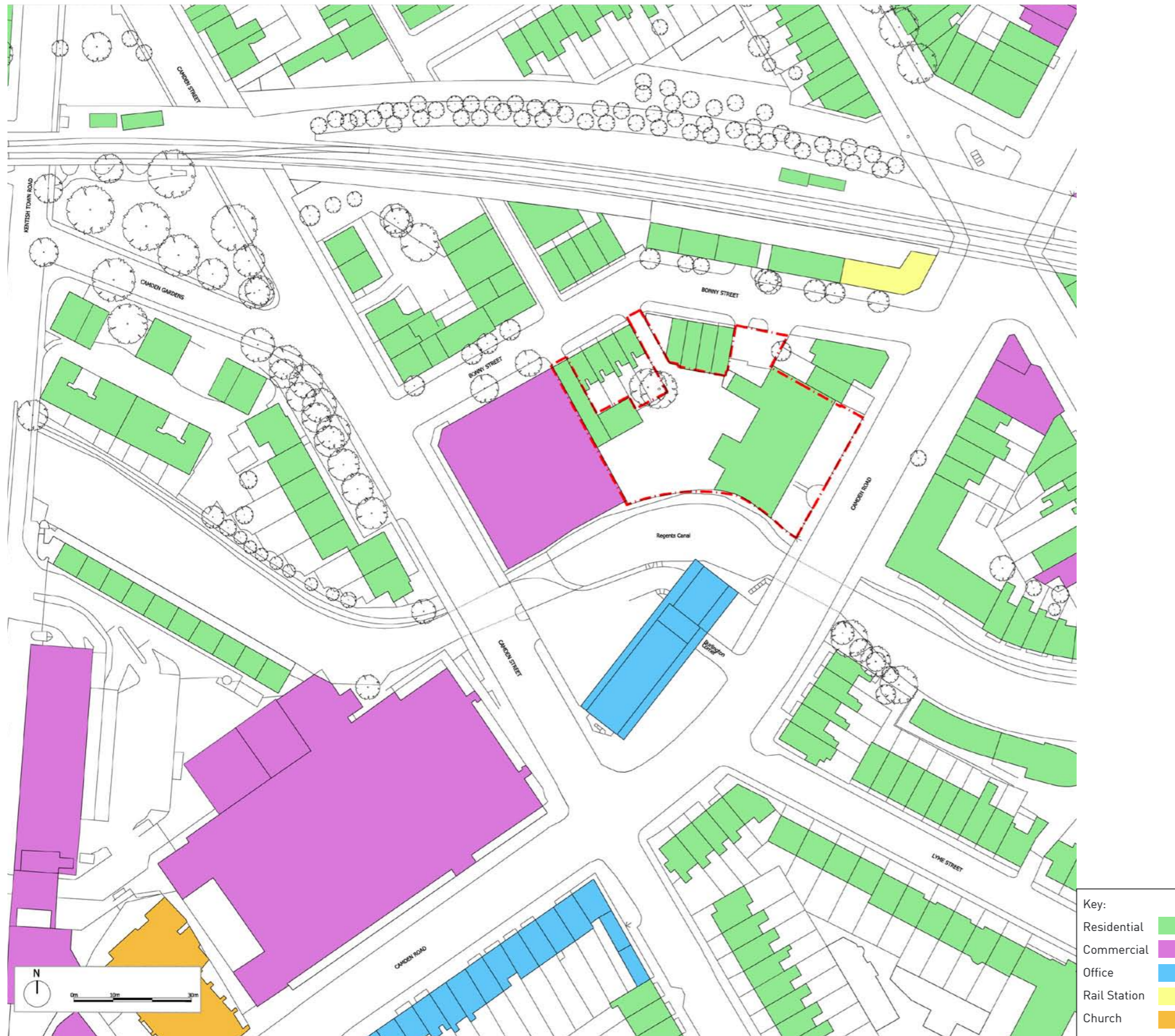


Fig 2.7.1  
Existing surrounding building uses

## 2.7 Surrounding Uses

2.7.1 We have carefully analysed the site, surrounding buildings and context. The site is occupied by three buildings. The urban context surrounding the site is predominantly residential with some of those buildings containing retail or offices on ground level. The closest commercial area is Camden High street, which is only 5 minutes walk away. Creating a residential development would therefore add to and enhance the character of the area. Other surrounding land uses include the Camden Road rail station and St Michael's church just south of the site on Camden Road.

2.7.2 The proposed design aims to reflect and respond well to the existing urban context. The scheme consists of three new residential buildings that address Camden Road and the canal side and a renovation of an existing office building onto Bonny Street into two residential apartments. A retail/café unit and office space will be provided at the ground and lower ground floors. There will be 54 residential units on the scheme, a proportion of which will be affordable rented and shared ownership. There will be a landscaped central courtyard and roof terrace, which will provide residents with amenity space and a children's play area.

## 2.8 Site Analysis

2.8.1 The adjacent diagram illustrates the key issues relating to the site. These elements have had a major influence on the design development of the proposed scheme and consideration has been given to the following factors:

- Green Spaces
- Existing Tall Buildings close to the site
- Environmental Analysis

### 2.8.2 Green Spaces

There are no large communal parks close to the site; the closest small open space is Camden Gardens, which is 5 minutes walk away and Regent's Park, which is a 15 minute walk away.

### 2.8.3 Existing Tall Buildings

The site sits adjacent to a 7 storey block, Shirley House opposite the canal, which is currently occupied by the British Transport Police. There is also a residential block, Highstone Mansions, directly opposite on Camden Road which is 7 storeys.

### 2.8.4 Environmental Analysis

Fig.2.7.1 illustrates the sun path, prevailing wind direction and noise levels affecting the site. Any proposal will have to be situated at an axis to allow maximum sunlight penetration into and through the site. The prevailing wind on the site comes from the southwest. Wind is unlikely to be an issue on the site.

The site is surrounded by a triangle of two main roads and the Overground railway line, and so suffers from excessive noise and low air quality. The acoustics of Camden Road to the east of the site need to be taken into account within the detailed cladding design, to ensure required noise reduction dBA levels are observed for all habitable rooms in any proposed buildings facing this direction. The noise levels of the railway to the north and on the canal to the south are significantly quieter than the noise generated from Camden Road. An acoustic assessment has been undertaken to accompany this application.

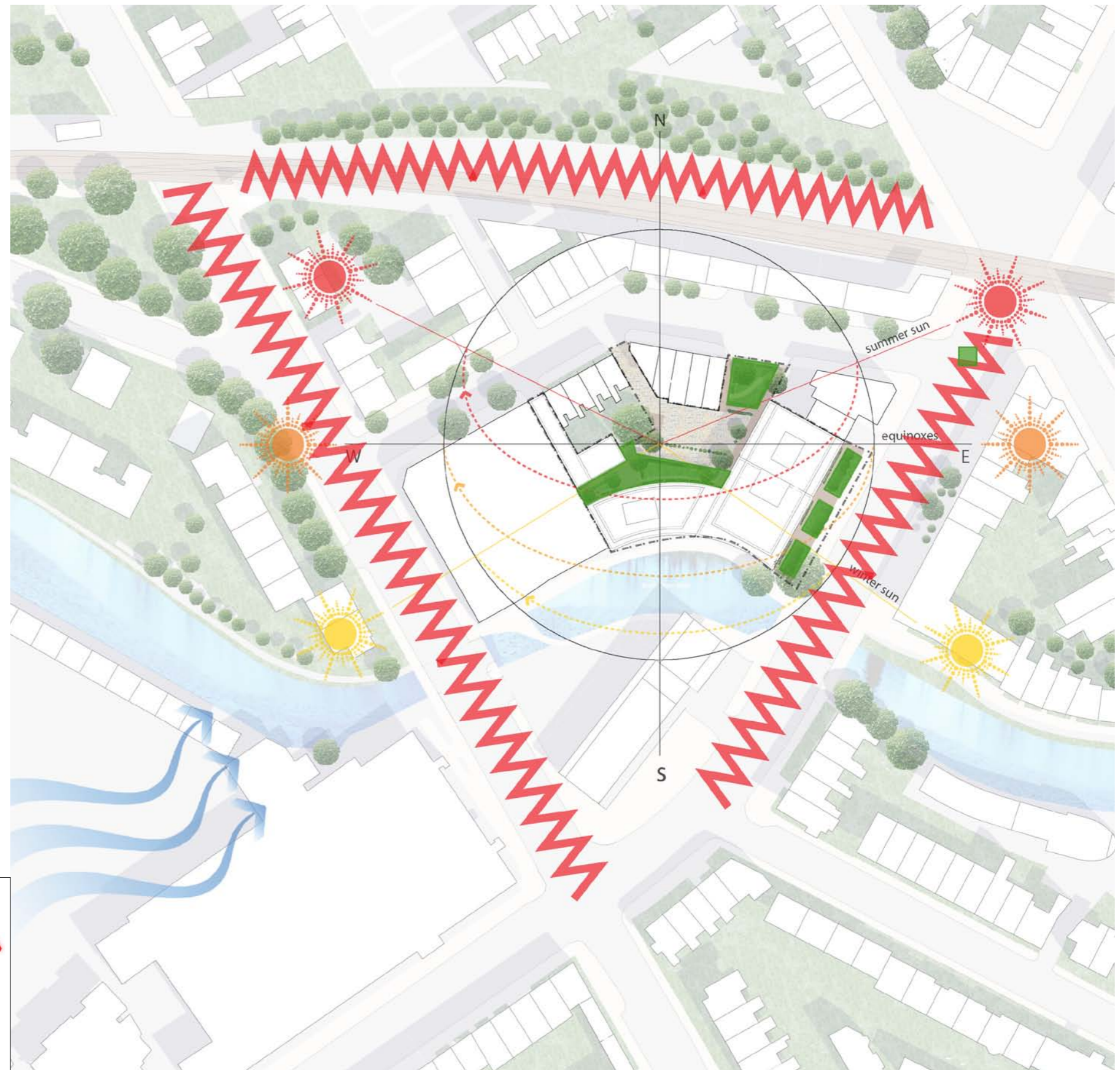
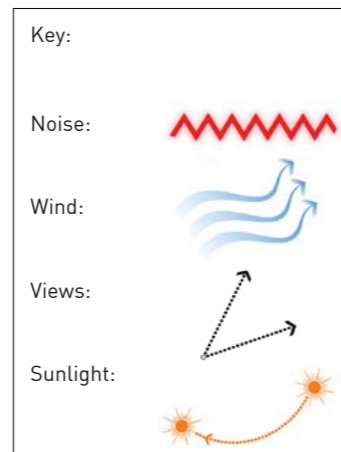


Fig 2.8.1  
Environmental Analysis





## 2.9 Previous Application

2.9.1 Chassey + Last Architects proposed a mixed used scheme for the site in 2009. Their scheme proposed three interlinked blocks, from 4 to 13 storeys in height. The scheme also opened up direct access to the Regent's Canal and provided a large area of accessible amenity space for use by the residents, and promoted a car free environment.

2.9.2 The scheme was refused on the grounds that its design would result in harm to the character and appearance of the surrounding Regent's Canal Conservation Area, contrary to policies B7 of the London Borough of Camden's UDP. The proposal had insufficient open space and landscaping insufficient for promoting biodiversity, and the building scale, bulk and mass exceeding that of the sites capacity, deemed as an over-development, made worse by lack of articulation. The listed buildings on Bonny Street and Camden Road were over-dominated by the tower proposal, which would also be an anomaly in Camden, overbearing to the towpath and canal edge, with colour and materials not sensitive to the surrounding context. The tower would dominate views from neighboring streets, and have an adverse impact on four Conservation Areas. Also the distances of 8 to 14m separation was less than ideal. On-site disabled parking was not indicated and the biomass boiler CHP was inappropriate.



Fig 2.9.1

Scheme by Chassey + Last, 2008