

The Site & Existing Building

Existing Building

The existing building is in two parts. The northern part is a 1950s single storey warehouse building on the corner of Camden Street and Bonny Street with entrances on both streets. This has been vacant since 2009 despite being marketed, and was the subject of a submission for pre-application planning advice in 2011.

The southern part is a 3 storey office building with frontages to Camden Street and the Regent's Canal. This has been let to British Transport Police who now seek to consolidate their operations at Shirley House on the south side of the Canal.

The entire building becoming vacant provides the opportunity to redevelop the entire site to create both more useful accommodation and improvements to the urban context.

The 1950's warehouse buildings do not include elements of special interest and do not contribute in a positive manner to the character and appearance of the Regents Canal Conservation Area, within which they are located.



Top View of site at the corner Camden Street with Bonny Street

Exterior



Top View along Camden Street from Shirley House
Bottom View along the Regent's Canal



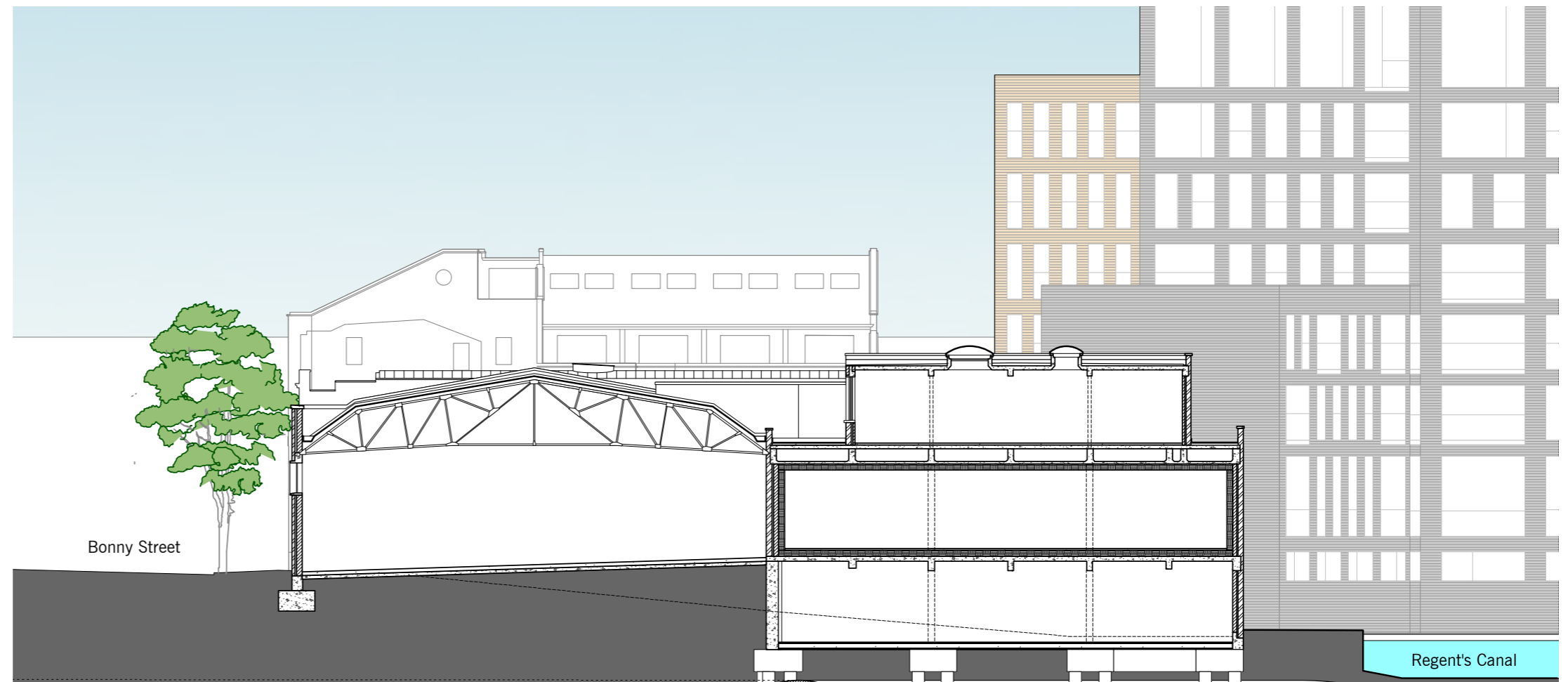
Top View from Bonny Street towards Camden Street
Bottom View from the old Twyman House

For further information please refer to the townscape, heritage and visual impact assessment carried out by Richard Coleman City Designers

Interior commercial space



Internal views of existing commercial space

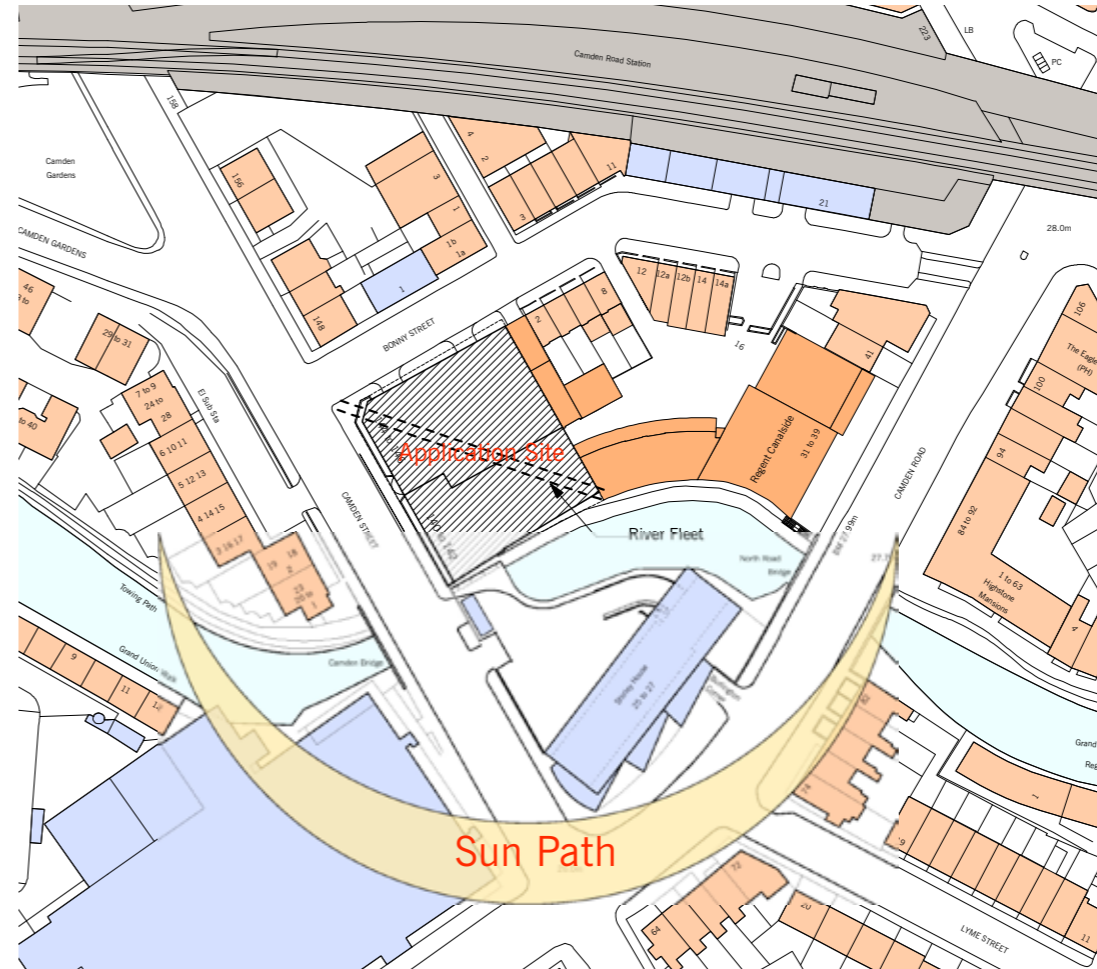
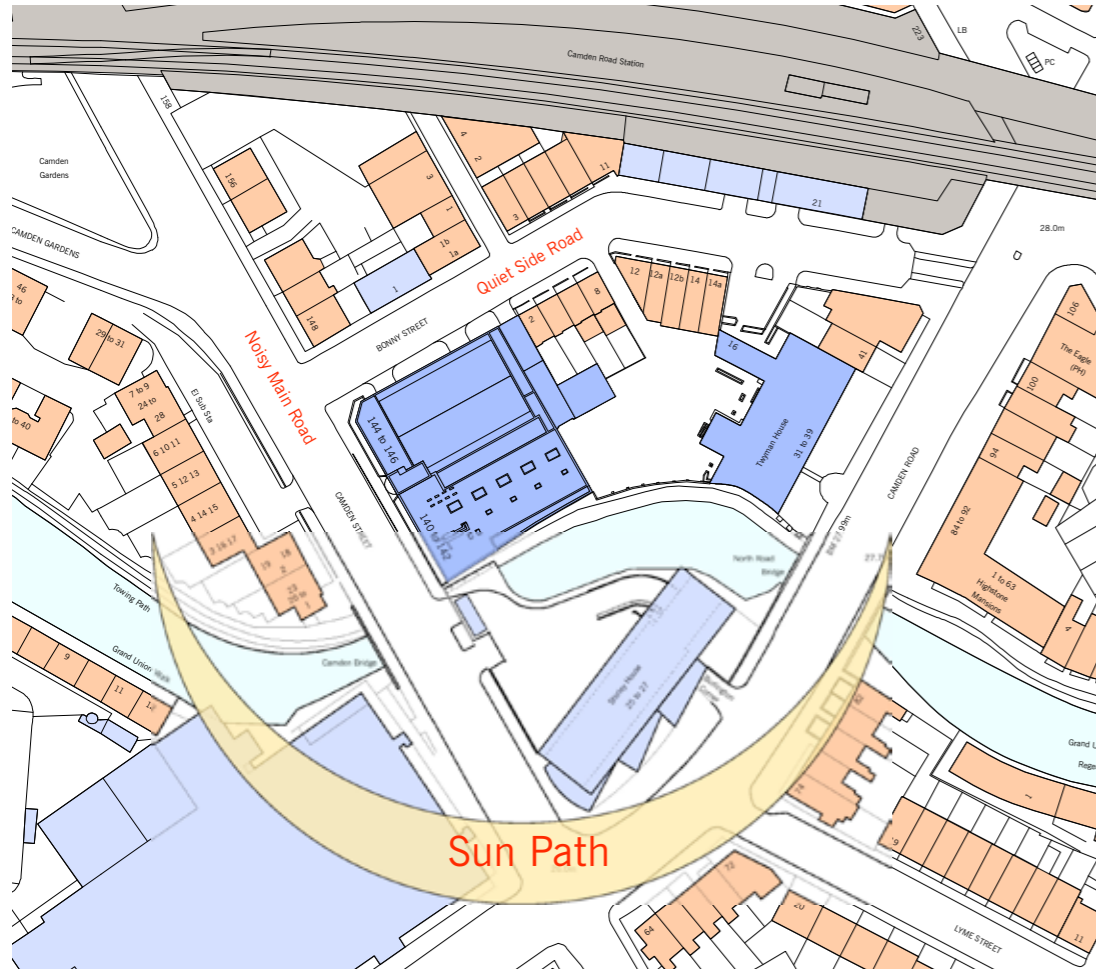


Section through the Existing Building

Site Constraints

The Fleet River is culverted runs under the site.

Existing trees in the street have are regularly pollarded to reduce the damage they have done to the existing building.



Map A
Shows that the site to the north of the canal was largely commercial

Map B
Shows that with the recent development of Regent Canalside the area is becoming part of the residential zone



Relevant Planning Policies

LDF Core Strategy

- CS1 Distribution of growth
- CS3 Other highly assessable areas
- CS5 Managing the impact of growth and development
- CS6 Providing quality homes
- CS8 Promoting a successful and inclusive Camden economy
- CS10 Supporting community facilities and services
- CS11 Promoting Sustainable and efficient travel
- CS13 Tackling climate change through promoting higher environmental standards
- CS14 Promoting high Quality Places and Conserving Our Heritage
- CS15 Protecting and Improving our Parks and Open Spaces & encouraging

Biodiversity

- CS16 Improving Camden's health and well-being
- CS18 Dealing with waste and encouraging recycling
- CS19 Delivering and monitoring the Core Strategy

Updated Camden Planning Guidance 2011

- CPG1 – Design
- CPG2 – Housing
- CPG3 – Sustainability
- CPG4 - Basements
- CPG6 - Amenity
- CPG7 – Transport
- CPG8 – Planning Obligations

LDF Development Policies

- DP2 Making full use of Camden's capacity for housing
- DP3 Contributions to the supply of Affordable Housing
- DP5 Homes of different sizes
- DP6 Lifetimes Homes and Wheelchair Housing
- DP13 Employment premises and sites
- DP15 Community and Leisure Uses
- DP16 The transport implications of development
- DP17 Walking, Cycling and public transport
- DP18 Parking standards and limiting the availability of car parking
- DP19 Managing the impact of parking
- DP20 Movement of Goods and Materials
- DP21 Development Connecting to the Highway Network
- DP22 Promoting Sustainable Design and Construction
- DP23 Water
- DP24 Securing High Quality Design
- DP25 Conserving Camden's Heritage
- DP26 Managing the impact of development on occupiers and neighbours
- DP27 Basements and Lightwells
- DP28 Noise and Vibration
- DP31 Provision of, and improvements to, open space and outdoor sport and recreation facilities
- DP32 Air quality and Camden's Clear Zone

