



Proposals for Mixed Use Regeneration

## 140-146 Camden Street London NW1 9PF

Planning Application  
Design & Access Statement  
December 2014



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## Chassay+Last Projects in London

Chassay+Last were selected for this project by the Client because of:

- their innovative design
- their experience in Camden and North London
- their experience in mixed use schemes

The architects have completed a number of buildings in London Borough of Camden, including the following:

- 158 Prince of Wales Road, Chalk Farm
- 52 Prince of Wales Road, Kentish Town
- Wychcombe Studios, Belsize Park
- Jazz Café Parkway, Camden Town
- Blackburn House, Hampstead
- Pond Street Houses, Hampstead
- 83-85 Abbey Road, St Johns Wood
- Milkwood Studios, Delancey Street, Camden Town



## Chassay+Last Projects in London

The architects have completed a number of buildings in adjacent areas, including the following:

- Coutt's Crescent, Highgate
- Ice Wharf, Kings Cross
- The Fitzpatrick Building, Kings Cross
- York Way School, Kings Cross
- Angel Southside, Islington
- The Wallpaper Factory, Islington
- Brent Adult College, Stonebridge
- South Kilburn Demonstration Home, Kilburn

## Preface

This design and access statement has been prepared for Elebro Ltd by Chassay+Last Architects in support of an planning application for the proposed redevelopment of a redundant employment building at 140-146 Camden Street. The document sets out the nature of the existing site, the development proposals and the design rationale for the approach adopted.

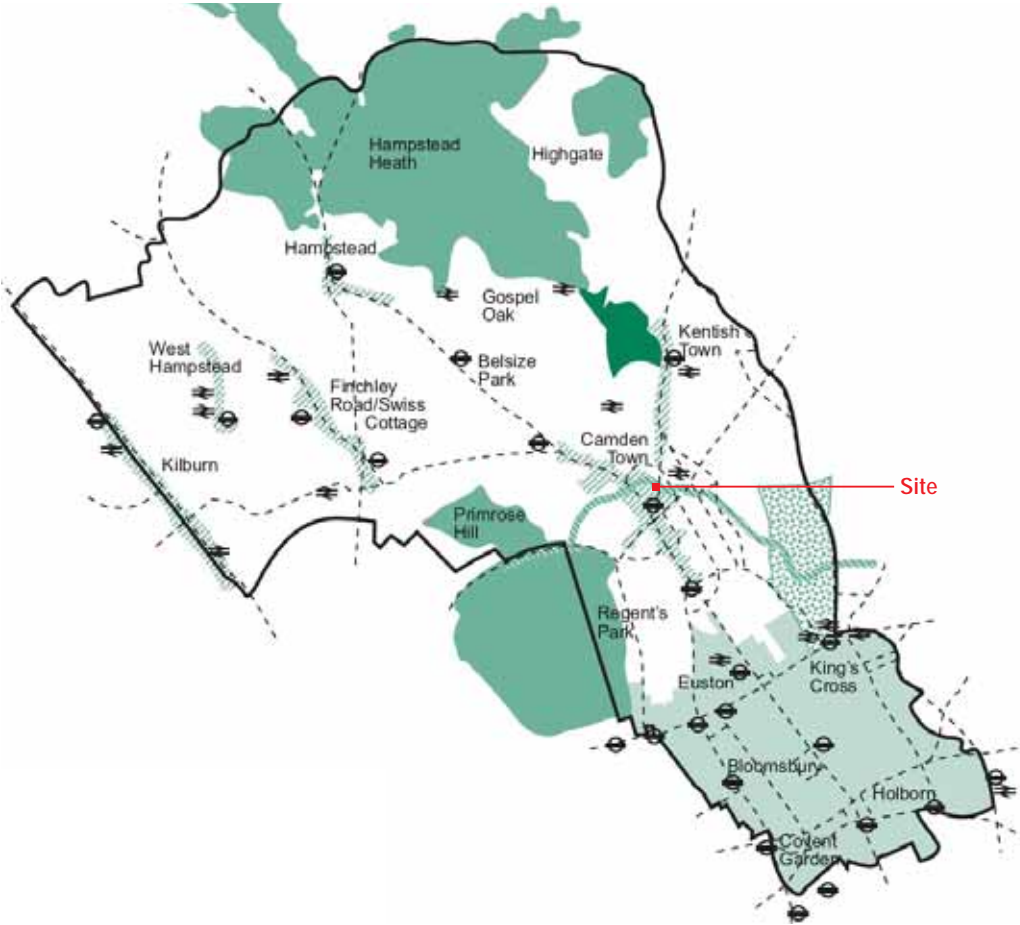
## The Team

Architects  
Planning Consultant  
Townscape and Heritage Consultant  
Structural Engineer  
Landscape Design  
Affordable Housing Statement  
Air Quality Assessment  
Arboriculture Impact Assessment  
Basement Impact Assessment  
Biodiversity and Ecological Assessment  
Daylight / Sunlight Assessment  
Ecological and Biodiversity Assessment  
Existing Commercial Employment + Marketing report  
Noise Impact Assessment  
Service Strategy  
Statement of Community Involvement  
Sustainability Reports  
Tree Survey  
Transport Assessment  
Viability Report relating to Employment Floor space

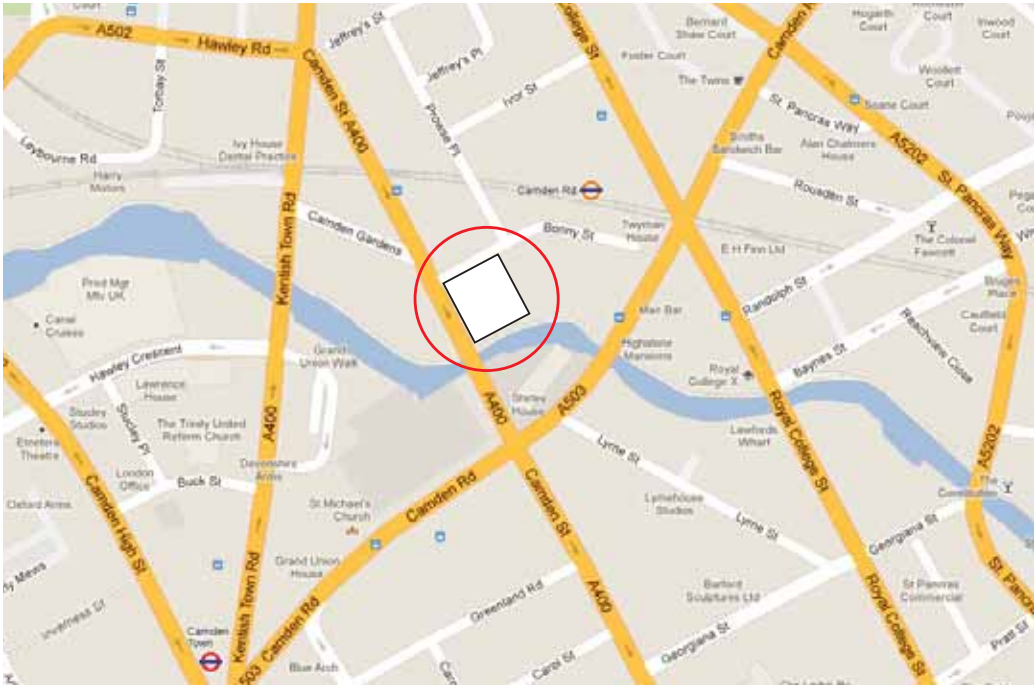
Chassay+Last Architects  
CgMs Consulting  
Richard Coleman City Designer  
Price & Myers  
Turkington Martin  
Douglas Birt Consulting  
Air Quality Consultants  
Landmark Trees  
Price & Myers  
The Ecology Consultancy  
Anstey Horne & Co  
The Ecology Consultancy  
Goldstein Leigh  
Hann Tucker Associates  
The KUT Partnership  
Bellenden  
Price & Myers  
Landmark Trees  
TTP Consulting  
Currell Commercial

Context

Site Location



London Borough of Camden - Site Location



Location Map showing application site



Camden Street runs parallel and to the east of Camden High Street, from Kentish Town Road in the north to Crowndale Road in the south. It currently forms the main route of the one way system to the south in Camden Town.

The existing building is located at the corner of Bonny Street and Camden Street on a section of the road to the north west of its junction with Camden Road that is isolated by the railway viaduct to the north and the Regents Canal to the south.



Aerial site view from south (Location Map as aerial photo)



Camden Street View - Existing Building on site

# Site History

A previous archaeological assessment for the site found that the area was open fields through to the middle of the 19th century.

Maps show that it was not developed at the same time as Camden Terrace immediately to the north, which was built by 1826. This may be because of the River Fleet, which was culverted at this point c.1812 when the Regents Canal was built over it, crossing just south of the application site. Buildings facing the site on the other side of Camden Street were built around this time, but have been demolished and replaced several times since then.

A pair of semi-detached villas were built either side of the Fleet culvert between 1834 and 1849; one facing College Street (now Camden Street) the other onto Brecknock Street (now Bonny Street). The villa on Brecknock Street was located directly on the site. Adjacent to site, the neighbouring houses were built at about the same time, and the railway was built to the north of Brecknock Street.

In the 1860s, the railway station was built at Camden Road, diverting the eastern part of Brecknock Street, whose name was changed to Bonny Street in 1912.

The villas on the application site still existed after the second world war, but were replaced by an ice-cream cold store warehouse and office for Lyons Ice Cream in 1959. Bomb maps indicated no recorded strikes on the site.

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



1746 (Rocque's Map)  
Fleet river flows through open fields



1830 (Greenwood's Map)  
Fleet river covered but no building on site



1870  
Fully urbanised with railways. Site occupied by 2 villas



1913  
Little change, site occupied by Georgian Villas



The construction of the coldstore warehouse at 140-146 Camden Street was followed in the 1960s by the construction of Twyman House, an office building, on the adjacent site to the east.

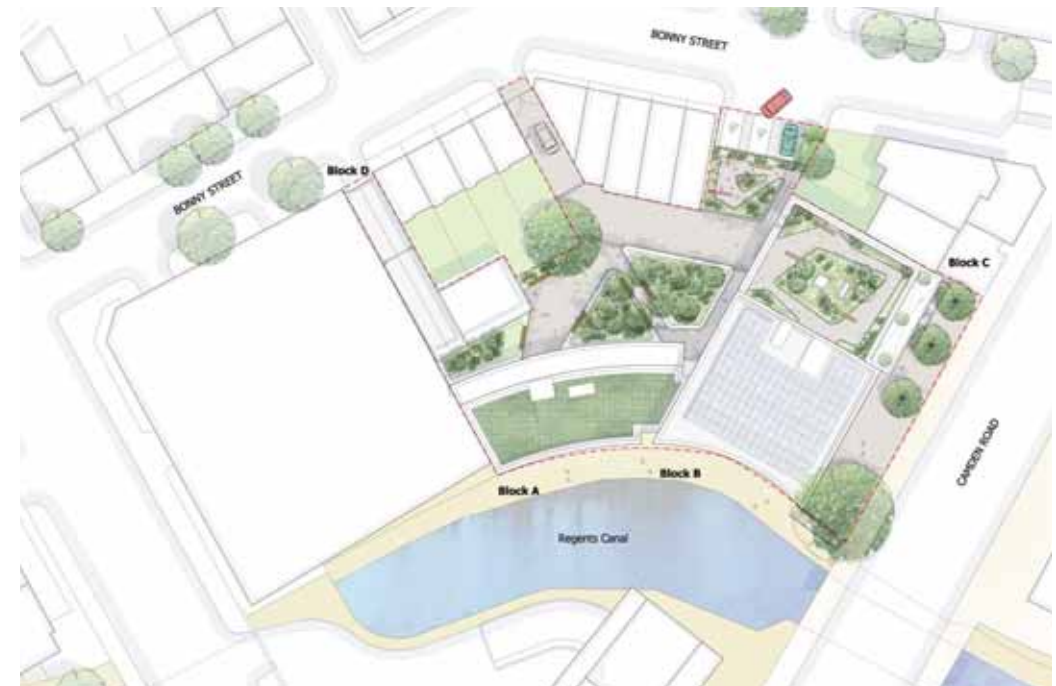


OS Map showing site occupied by warehouse

Twyman House has been demolished and replaced by a new residential development, Regent's Canalside. This development includes the adjacent site on Bonny Street, Pulse House (Block D as indicated on the plan - lower right)



Regent's Canalside in construction

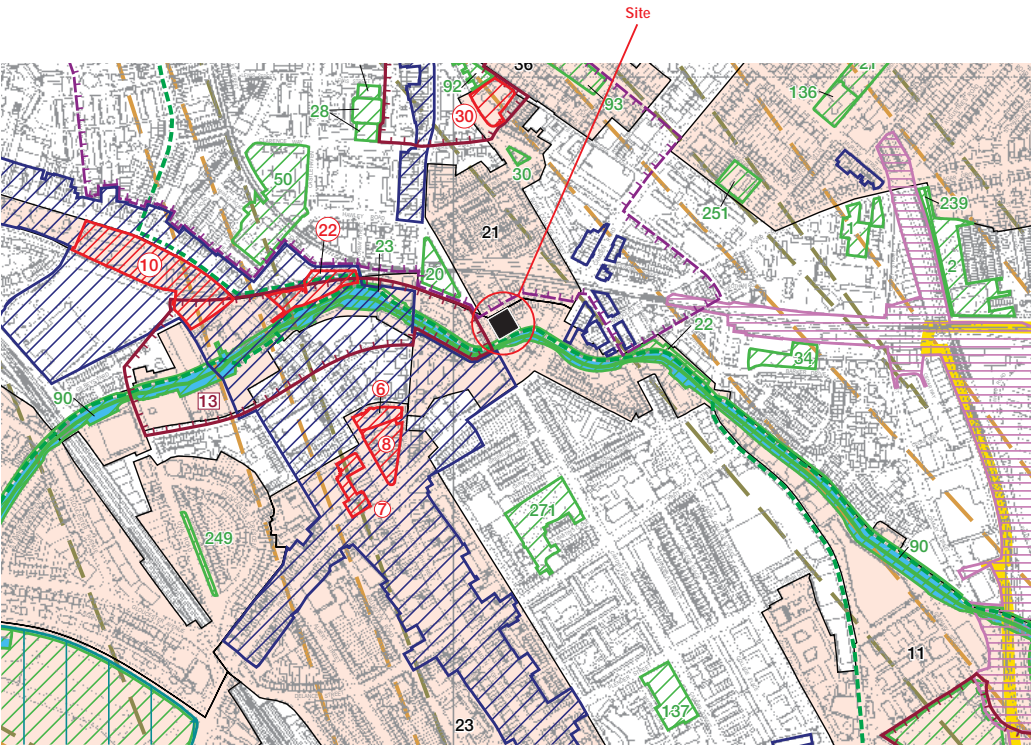


Regent's Canalside - Consented Scheme by Squire & Partner

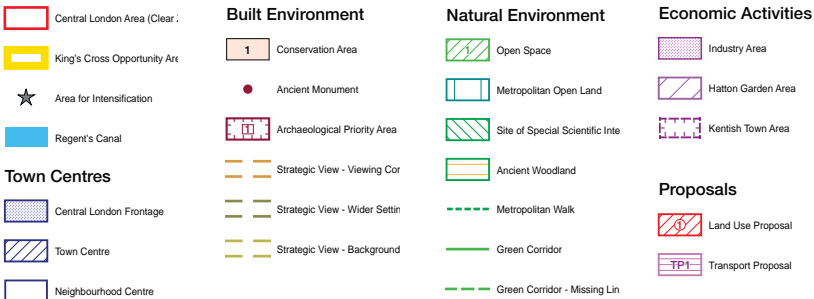
# Planning and Conservation Context 1

## Planning Policy Areas

The site lies within the Regent's Canal Conservation Area. The northern side of Bonny Street is in the Jeffrey's Street Conservation Area.

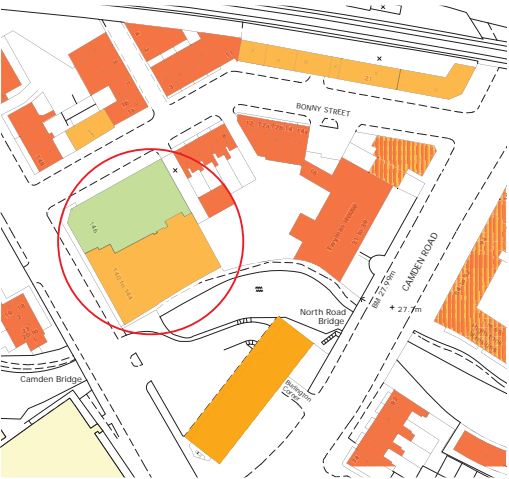


UDP Map  
Only policy zone on site is the Regent's Canal conservation area



## Land Use

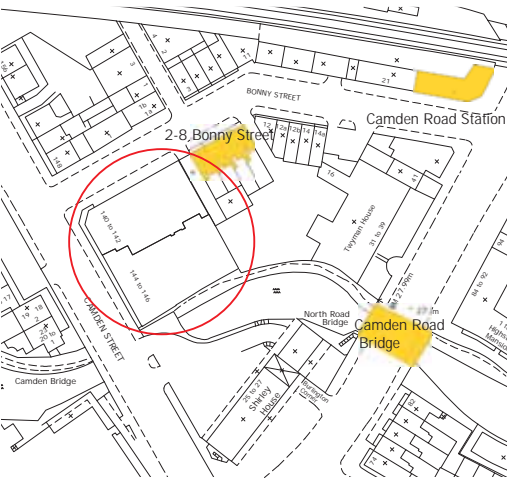
The site is located in an area of mixed land use - see diagram below.



AND USE KEY  
Residential  
Office  
Commercial  
Retail  
Land Use Map  
Commercial in a mixed residential / office area

## Listed Buildings

The existing buildings on site are not listed or identified as a positive contributor in the relevant Conservation Area Statement neither does the site lie within an Archaeological Priority Area. The closest Grade II Listed buildings are the terraced houses in 2-8 Bonny Street, which are separated from the site by Pulse House, which is not listed.

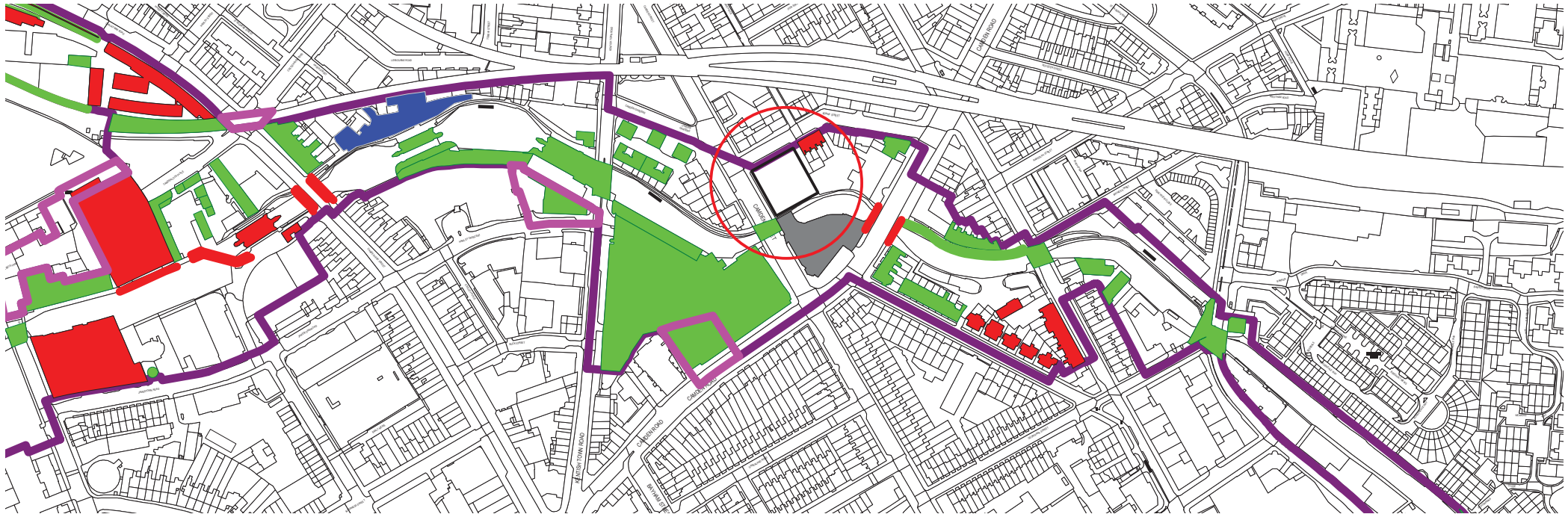


Listed Buildings Map  
Listed houses almost adjacent



### Regent's Canal Conservation Area

The site is located within the Regent's Canal Conservation Area which is shown on the map below.



# Planning and Conservation Context 2

## Flood Risk

The site is close to the Regents Canal and Fleet River but is not shown at risk of flooding by the Environment Agency, as are areas further east. Flood warnings are not issued for the area. The Fleet River runs under the site.



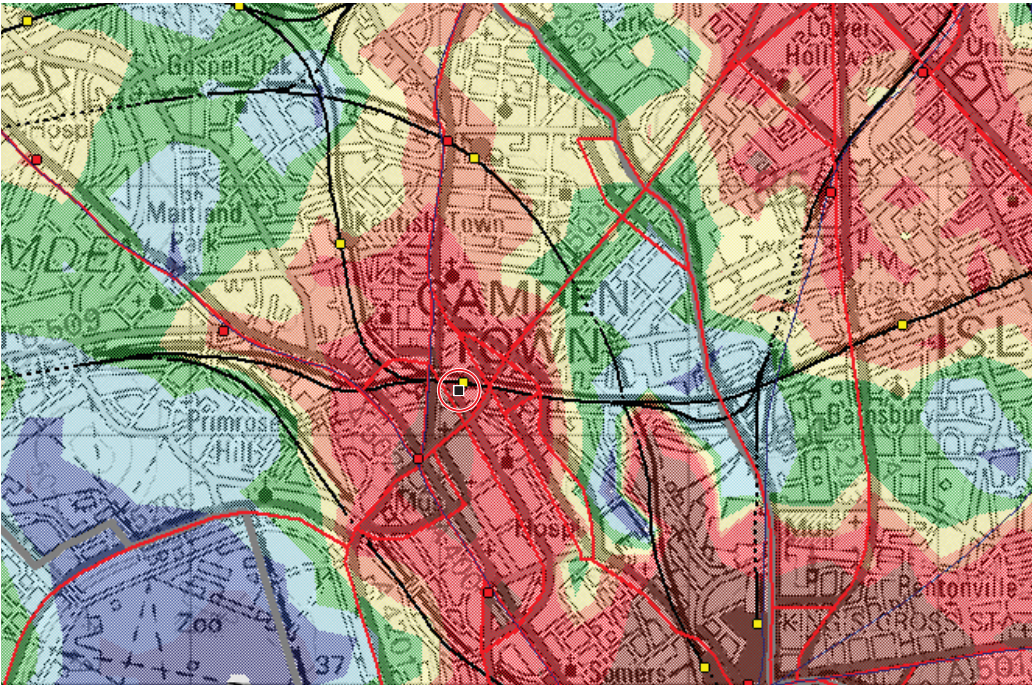
Flood Risk Map  
No environmental dangers near the site

## Public Transport Accessibility

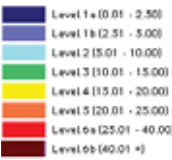
The area has very good access to public transport, with Camden Road Overground station a few metres further along Bonny Street, Camden Town underground station just three minutes walk to the south, and twelve bus services in the adjacent streets. It sits within a PTAL (Public Transport Accessibility Level) area of 6a, the second highest rating.



Bus map  
12 bus routes close to the site



PTAL map  
Site shows Level 6, maximum rating



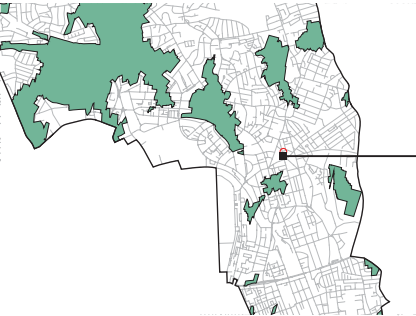


Public Open Space

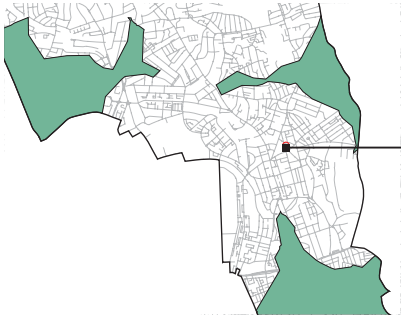
In addition to being adjacent to the canal, the site has good access to public open space for such a central location. Council maps show that it is not in an area deficient of open space or deficient of nature conservation.

Camden Gardens is very close to the site, described as 'a little green oasis' by the Camden guide. The Regents Canal tow path is also very close, and designated a 'green corridor' and a place for informal recreation.

There are two more parks within half a kilometre, and a further eleven within 1km, including most importantly Regents Park with its wide range of leisure facilities.



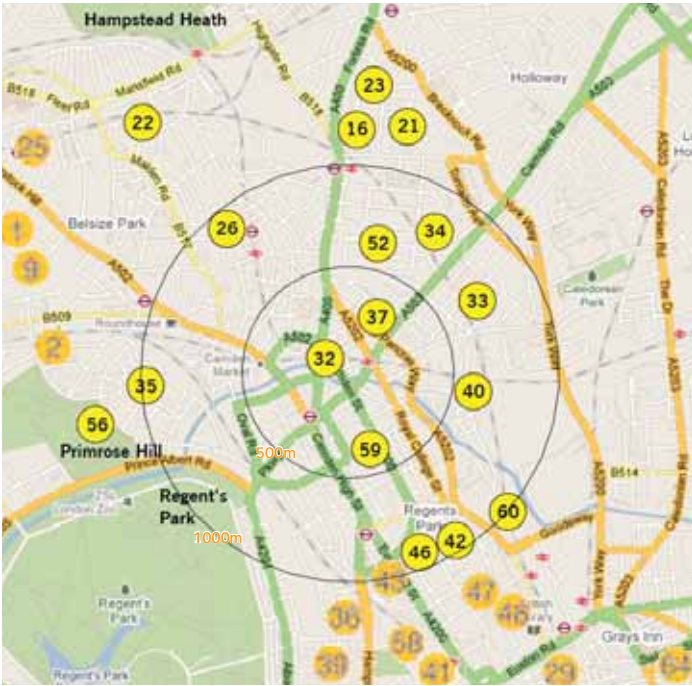
Areas of Open Space Deficiency



Areas of Nature Conservation Deficiency



Camden Gardens - Local Park



Map showing public open spaces, taken from 'A Guide to Camden's Parks & Open Spaces'

Key to Public Open Spaces

- 16 Falkland Place Open Space
- 21 Leighton Crescent Gardens
- 22 Lismore Circus
- 26 Talacre Gardens
- 32 Camden Gardens
- 33 Camden Square Gardens
- 34 Cantelowes Gardens
- 35 Chalcot Square Gardens
- 37 College Gardens
- 40 Elm Village Open Space
- 42 Goldington Crescent Gardens
- 46 Oakley Square Gardens
- 52 Rochester Terrace Gardens
- 56 St George's Terrace Open Space
- 59 St Martin's Gardens
- 60 St Pancras' Gardens





Local Context

## Urban Context

### Camden Street

This part of Camden Street is dominated by Shirley House, and its odd relationship to Grimshaw's supermarket opposite. The domestic scale of the area is cut off by the railway viaduct to the North which cuts through Camden Street from Camden Road Station.



01) Camden Street view from Camden Road (south)



02) Camden Street view from road bridge (north)



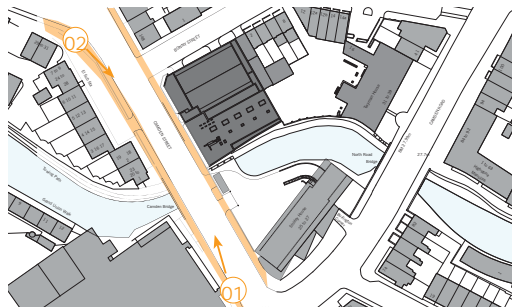
03) View from the junction of Camden Road and Camden Street



04) The ABC bakery in Camden Road shortly before it was demolished in the 1980's. Sainsbury's now stands there.



05) High Stone Mansions to the East of the site.

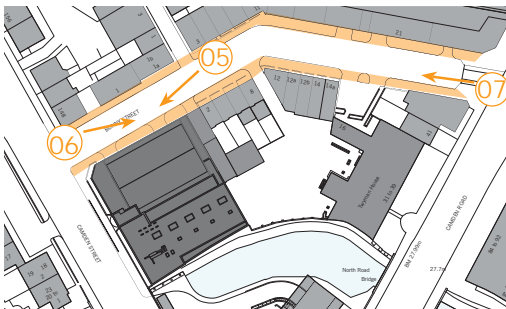


## Bonny Street

Bonny Street shows considerable variation in style and height between blocks. The nearest neighbours, Pulse House and adjacent listed Georgian housing, are some of the smaller blocks in the street.



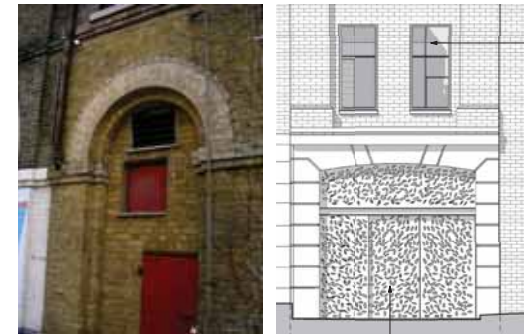
05) Bonnie Street view towards Camden Street



06) Bonnie Street view from Camden Street of the listed buildings  
07) The London Overground station building



08) Local industrial building  
09) Industrial detailing on Bonnie Street - Deep openings in brickwork articulated with double recess  
10) Laser cut gateway to Pulse House





Regent's Canal

The southern boundary of the site fronts the Regent's Canal. A large concrete platform, which is an extension to Shirley House parking area, spans over the canal alongside the Camden Bridge; almost touching the existing building. A public towpath separates the site from the canal edge passing under Camden Street and Camden Road.



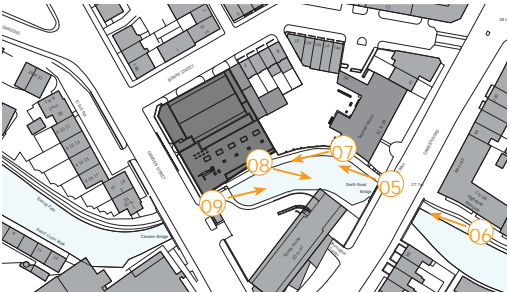
05) Regent's Canal view from North Road Bridge (Camden Road)



06) Regent's Canal view through North Road Bridge towards site  
08) View towards North Road Bridge from site



07) Regent's Canal view towards Camden Bridge (Camden Street)  
09) Camden Street view from railway bridge



### Adjoining Site

Adjacent the site to the east the existing office building of Twyman House (shown below) was demolished in 2012.

### Regents Canal side

Twyman House has been replaced by Regents Canalside a mixed-use development of 50 flats with a cafe at canal level towpath and ground floor facing onto Camden Road.

A new public staircase from Camden Road to the tow path has also been incorporated into the scheme, as part of the public realm improvements



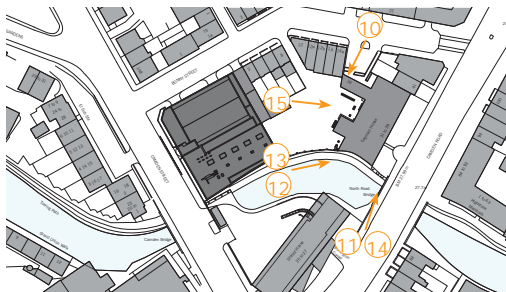
11) Regent Canalside South facade from the roof of 140 Camden Street  
12) Regent Canalside East facade from the roof of 140 Camden Street



13) Regent Canalside South facade from roof of 140 Camden Street



14) View of the PV Solar panels on the roof of the taller element of Regent Canalside viewed from Shierly House.





Immediate Vicinity

The site lies at the point where residential and commercial areas intersect. The immediate vicinity shows domestic and commercial buildings interspersed.

Materials of neighbouring buildings in Bonny Street are predominantly brick with elements and trims in other materials. Along Camden Street the materials and colours are much more varied.



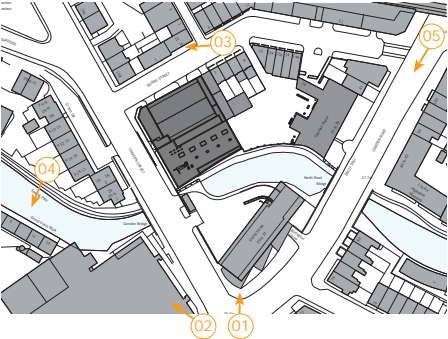
01) Sainsbury's Supermarket and Shirley House at the junction of Camden Road and Camden High Street



02) Sainsbury's Supermarket in Camden Road  
03) Residential Buildings in Bonny Street



04) Residential Units at Regents Canal  
05) Camden Road Station





## Recent Developments in Camden

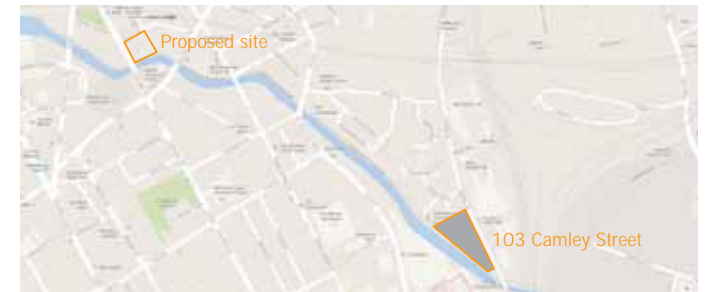
### 103 Camley Street



103 Camley Street is a large mixed use development located adjacent to Regents Canal to the north of St Pancras Station and falls within the King's Cross Opportunity Area.

Accommodation for 320 students across a variety of 84 units, typically in large clusters, will be provided and 40 residential dwellings in a mix of 2, 3 and 4 bed arrangements plus incubator office space for local young entrepreneurs, retail opportunities and a café.

The scheme's design is composed of three brick volumes that step down to meet residential neighbours to the north and rise up at the site's southerly apex to act as a gateway. The different parts of the scheme are rising up between 5 and 13 storeys from canal level.



Following discussions with the London Borough of Camden and the Greater London Authority, planning permission was granted in 2012 and completed in 2014.



## Agar Grove Estate Regeneration



The project is part of the Council's Community Investment Programme and aims to be an exemplar for the borough, with high sustainability standards and a 'fabric-first' approach to increase energy performance.



Located North East of Camden Town on a site adjacent to two railway lines, the original estate dates from 1966. The new scheme will provide 513 new homes accommodated in different types of residential building varying from 4-storey town houses up to a 20 storey tower block.



The scheme was submitted for planning by LB Camden at the end of 2013, according to the council's website the first phase of building works will begin in October 2014.

# New Developments in Camden - Post-Planning

## 79 Camden Road



79 Camden Street lies at the junction of Camden Road and St. Pancras Way in the London Borough of Camden and is surrounded by four Conservation Areas. 164 new homes will be provided by the development in a mix of one, two, three and four bedroom homes replacing various buildings, previously used by Camden Council.

The massing of the proposed building is composed in three vertical layers similar to a mansion block. The base contains the duplexes, with their own front doors with bridges over lightwells and railings around. The middle section is four storeys and contains the apartments.

The top section is set back from the street behind a well defined parapet. The overall height of the development will be a five storey high to St Pancras Way and Camden Road, with two additional set-back floors to Camden Road and one to St Pancras Way.

Planning permission was granted in March 2014 to redevelop the formerly Council owned, brownfield, vacant site and demolition works will commence shortly.



## Hawley Wharf



The Hawley Wharf Masterplan transforms a neglected site in the heart of Camden Town into a vibrant new destination whilst enhancing the inherent identity of the area.

Eight new buildings between 5 and 9 storeys high – set amongst the existing railway viaducts – and two refurbished buildings, including the Grade II Listed 1 Hawley Road, are arranged around three major new public spaces and several new pedestrian routes which reconnects the site with its neighbourhood.



The lively mix of uses includes 170 affordable and private homes, a primary school for 210 pupils with a 26 pupil nursery, incubator workplace units, artisanal and industrial workshops, a local cinema, a variety of local retail opportunities and a flexible and open market building along Regent's Canal. The scheme achieved planning consent in 2012.



## 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



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



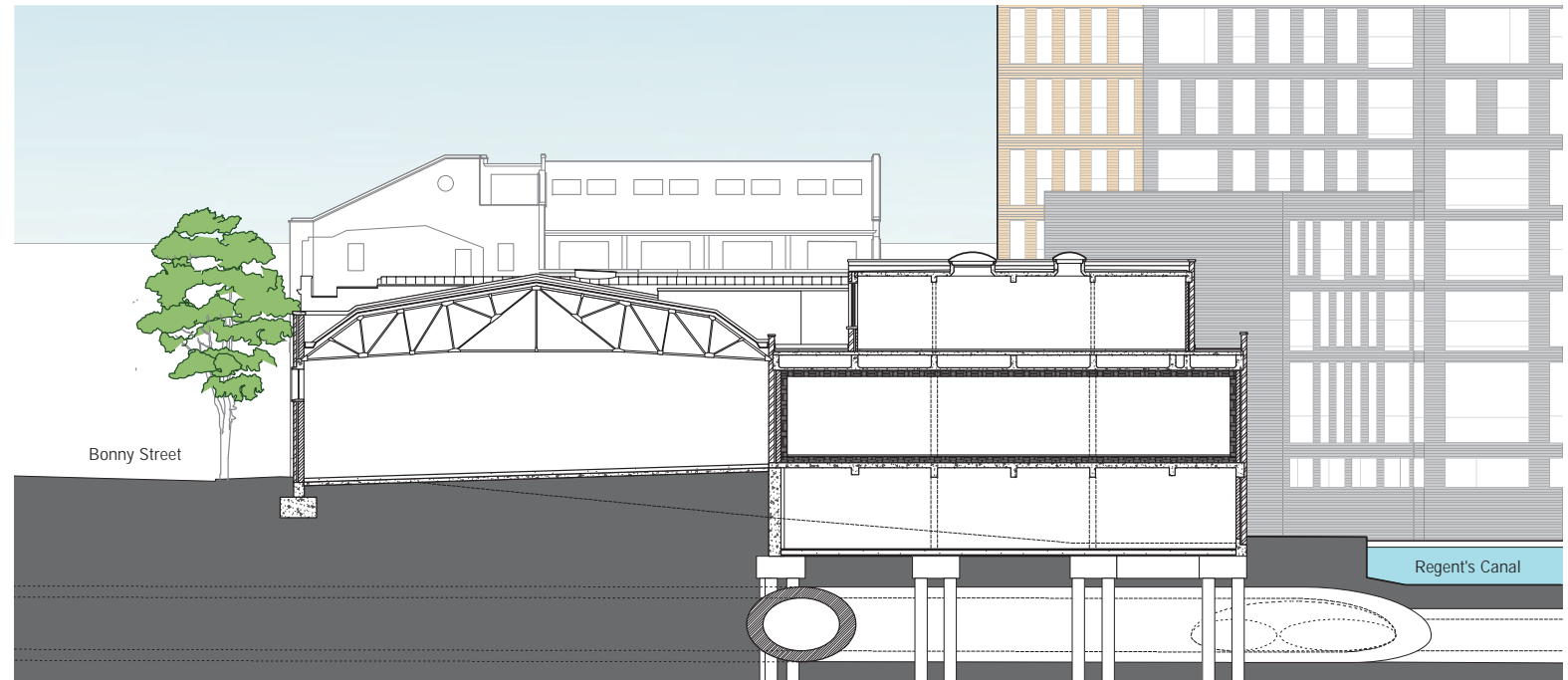
Top View from Bonny Street towards Camden Street  
Bottom View from the old Twyman House

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



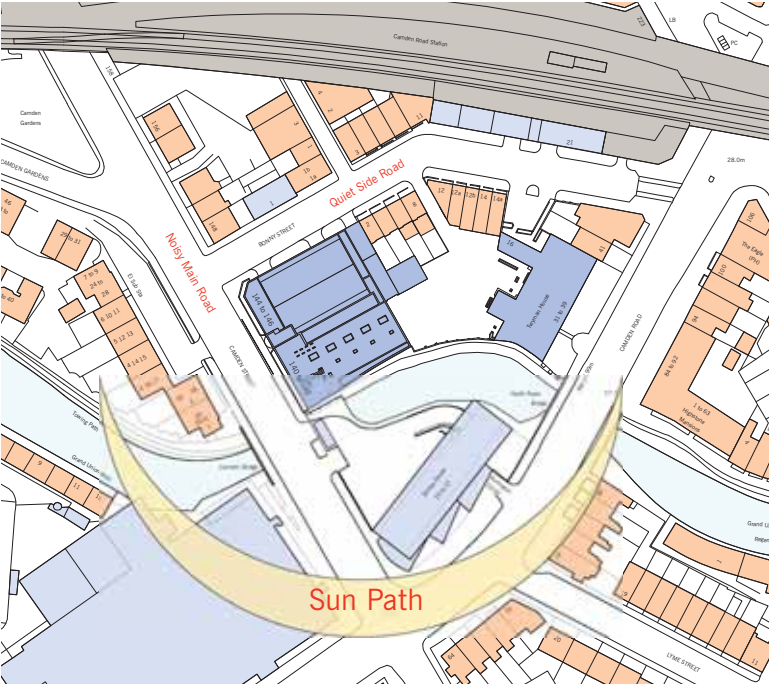
Section through the Existing Building



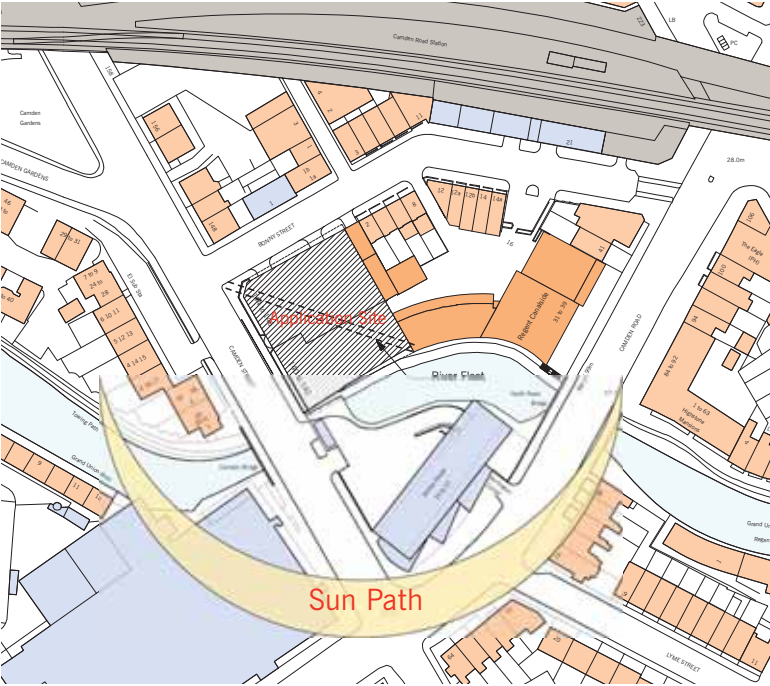
# Site Constraints

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



## Concept Development

## Client Brief

The client brief demands high quality contemporary building combining flexible commercial space and mixed tenure residential apartments with associated amenity space.

### Commercial

- To be suitable for a full range of B1 uses.
- Flexible to allow for subdivision.
- Floor to ceiling heights to be in excess of 3.6 metres.
- Heavy duty lifts.
- Exposed services.
- Large 1.5 metre wide doors.

The space created is to have a good street presence, with maximum commercial frontage and main entrance situated onto Camden Street.

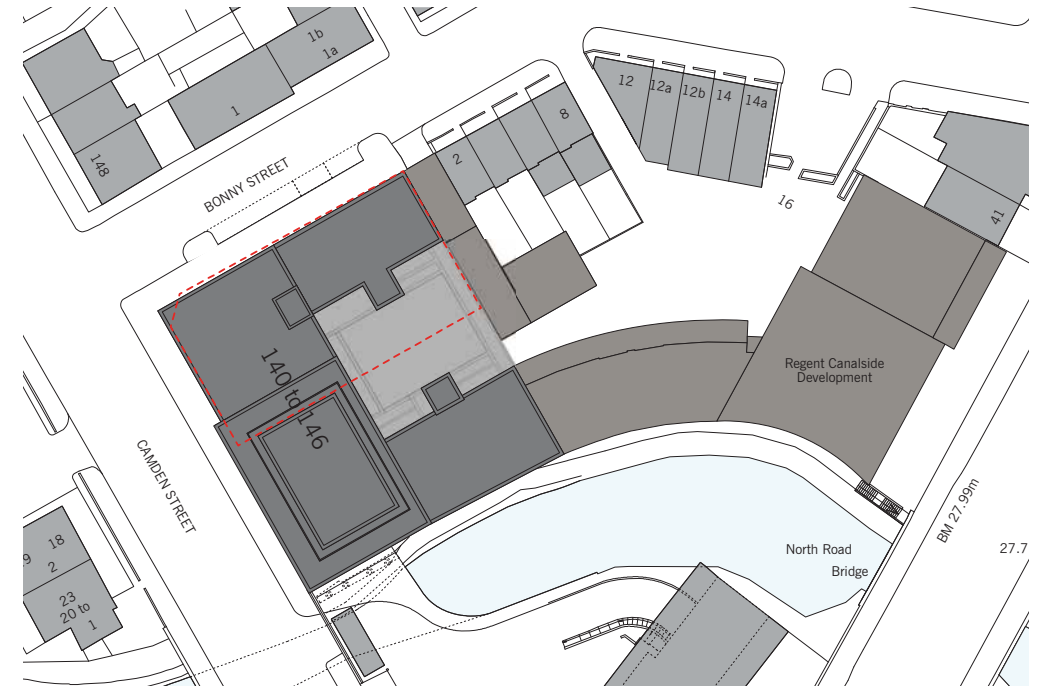
### Residential

To be high quality residential scheme with:

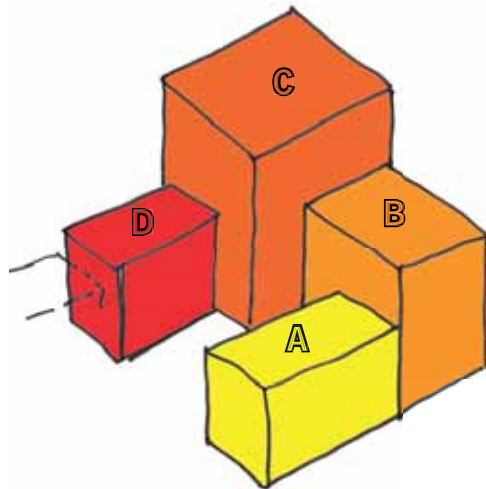
- A range of self contained homes of different sizes & tenures.
- All apartments to meet the residential space standards set out in the London Plan.
- All apartments to comply with Lifetime Homes.
- All apartments to have a high level of amenity space, through balconies shared amenity space and private terraces.
- The majority of apartments to be dual aspect.

### Materiality

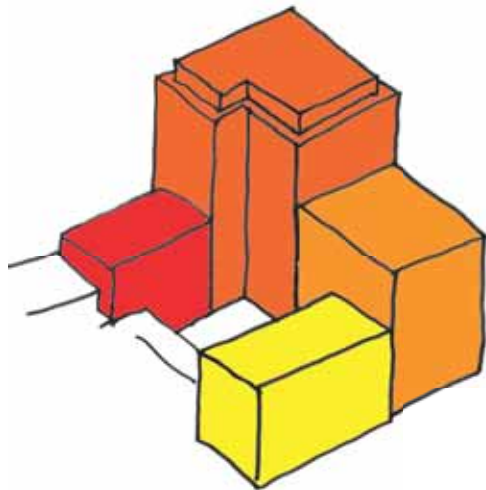
- Sustainable high quality materials to be used.
- To be a sustainable building incorporating future proofing.
- All apartments to achieve Code 4 for Sustainable Homes
- Commercial space to be BREEAM excellent rating.



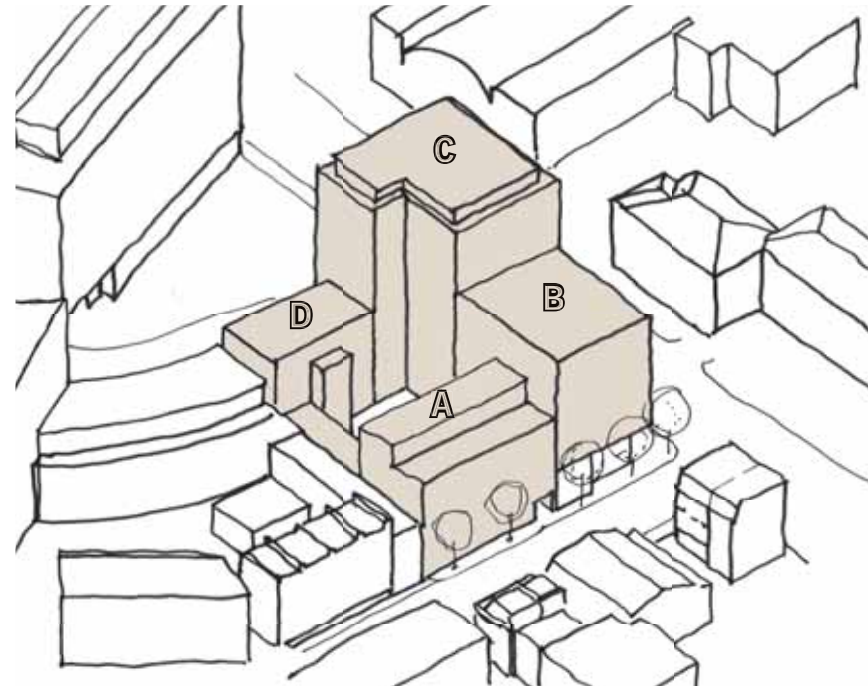
Site Plan showing site boundary of previous Pre-Application scheme dotted



The building is designed from simple clear volumes, stepping up in a spiral up towards the corner and then stepping down to the scale of the canal.



The volumes are modified to create the internal courtyard



The volume fitted into the urban context



View along Camden Street towards Camden Road



Roof Plan

Bonny Street Elevation

A proposal for the redevelopment of the single storey warehouse building on the northern part of the site as a mixed use commercial- residential building was prepared in 2010.

This was submitted for pre-application planning advice and discussed at a meeting on 8 February 2011.

- The importance of flexible commercial / light industrial space in the immediate area
- The reprovision of employment space needs to be viable
- The inclusion of residential accommodation is supported
- Some affordable housing to be included with 60 : 40 social : intermediate
- Massing is too complex; simple, clear volumes deemed more suitable; definition of character required at roof level
- Consideration to be made of the future of the southern site
- Development needs to be part of the distinct character of Camden Street
- Future proof design is required
- Car free scheme is acceptable but to include secure cycle parking.

Following this a further meeting was held with the Camden Design and Conservation Officer Charlie Rose, to discuss amended proposals based around the scheme being split into two simple volumes; one relating to Camden Street and the other to Bonny Street.



Context Elevation - Camden Street



Context Elevation - Bonny Street

The form and width of the building proposed was of similar proportion to that of 148 Camden Street with the proposed building stepping up along the street toward the height of Shirley House, at a height of 5 storeys over ground floor. Charlie Rose agreed the proposed height was acceptable in planning terms.

# 1<sup>st</sup> Pre-Application Submission - March 2013

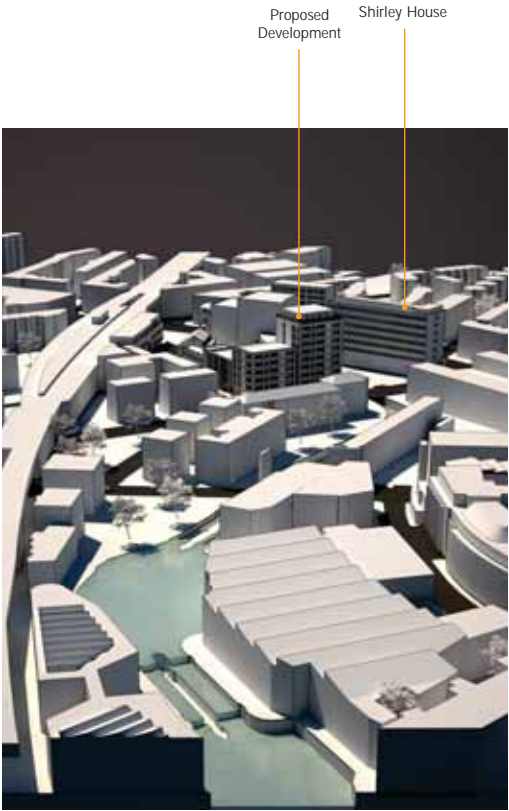
The initial Massing for the larger site was shown at the 1st Pre-Application in March 2013



Visual for Camden Street



Massing Model - View North



Massing Model - View East

Following the feedback from Camden Planning department  
In January 2012 it became evident that the BTP were to vacate their building, and the whole site was then considered.

It was agreed at the Pre-Application meeting that the overall concept of the design was acceptable; that of a contemporary design broken down into a series of elements, which seek to address their particular context:

- Each module is repeated with slightly different fenestration patterns throughout the scheme.
- The variations provide visual interest as well as rhythm and continuity.
- The scheme also creates a more subtle vertical emphasis and modulation that helps break up the facades and provides depth to the elevation with layering and shadowing effects.
- The council stated that they were unlikely to object to the replacement of the existing building from a design and conservation perspective subject to suitable replacement.
- There were concerns about the detailed design and height, which needed to be addressed prior to gaining office support.



Camden Street elevation



Canal side elevation