

# Cooley | Architects

## Design & Access Statement

Redevelopment of  
36-52 & 20 Fortress Grove  
London NW5 2HB

for

*The Estate Charity of Eleanor Palmer*

July 2015



### Agent:

Cooley Architects Ltd  
123 Aldersgate Street  
London EC1A 4JQ

Contact: Mr Slawek Dragun  
tel: 020 3176 4481  
email: [slawek@cooleyarchitects.com](mailto:slawek@cooleyarchitects.com)  
web: [www.cooleyarchitects.com](http://www.cooleyarchitects.com)

## 1.0 Description of the Development



Car repair workshop in the large industrial building



Entrance to M&A Coachworks building & No. 20



View from Fortress Grove of the smaller industrial building

The applicant is a charity that manages property assets, the profits from which are allocated to two other charities in North London – in Camden and Barnet – that provide relief in need and sheltered housing.

The site at Fortress Grove has been in their ownership for many years, and as the trustees are charged with maximizing the potential of their assets for the benefit of the charity, they are aware that it could perhaps be redeveloped to improve its potential returns.

The buildings on the site, whilst still in use, are nevertheless at best, tired and at worst in a very poor state of repair.

The trustees therefore have asked Cooley Architects to investigate the potential for redevelopment of the site.

The solution presented is a response to pre-application advice offered by Camden council in February 2014 and April 2015. It represents a balance between the council's guidance and the maximum gain for the charity through a measured response to the setting.

Most of the site is currently used as a car body repair workshop, with one residential unit, no.20 Fortress Grove. We have considered absorbing the house into the commercial element, but also see the value of retaining it as a residential unit for security and continuity of the townscape.



## 2.0 The Site and Context



Aerial view of the site from the west



## 2.0 The Site and Context

The site covers approximately 0.17ha and sits between Fortress Road and Leverton Street just North of Kentish Town Station in the London Borough of Camden. Access to the site itself is from both streets via two small mews, Fortress Grove, and Railey Mews.

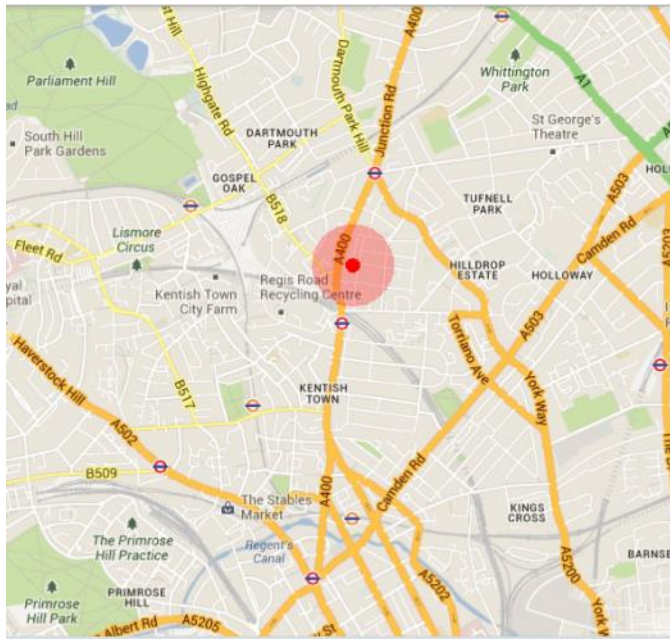
The surrounding streets are primarily residential with some ground floor commercial use along Fortress Road. The buildings along Fortress Road are generally 5 storeys in height with Leverton Street being lower in scale. The mews streets however are very low in scale being generally two storeys in height.

There is a small garden to the front of the house, but otherwise the existing buildings completely fill the site to its boundaries. There is a vehicle pull-in on the Fortress Grove entrance to the site.

On the following page we show an analysis of the site including access, sun path and aspect distances from neighbouring properties. We have used this as a basis for the proposal.

In spite of the fact that the site straddles the boundary of the Kentish Town Conservation Area, the buildings have all been judged to be positive contributors to the townscape and the

new design should work to retain and enhance their presence.



Site Location Plan



Aerial View Looking South

3.0 Site Analysis



Site Analysis



### 3.0 Site Analysis

This is a backland development with the full range of sensitive overlooking and amenity issues.

Camden's design guides dictate that there should ideally be 18m aspect distance between the habitable rooms of rear facing residential properties. The positioning of the houses has taken this line as a key generator in the design and layout. Where this is not possible then mitigation measures such as obscured glazing or privacy screens will be proposed.

Some of the houses to the rear of Railey Mews have first floor windows looking directly on to the site and create the greatest challenge for the design to ensure

that both these and the new residents do not have their private amenity unacceptably impinged upon. The design of any new residential units behind Railey Mews would need to consider this in terms of their internal layout and placing of windows and rooflights.

From aerial views, it appears that there are extensive roof terraces on numbers 2-4 Railey Mews which immediately adjoins the site. Although there seems to be no planning history applied to these, we must assume that they have been in use for some time and could be approved retrospectively. We have therefore taken this into account in our design for the houses.

The site is at present accessible from both Fortress Grove and Railey Mews, with both entrances in use by the car repair workshop and a level change between the two entrances negotiated with a ramp.

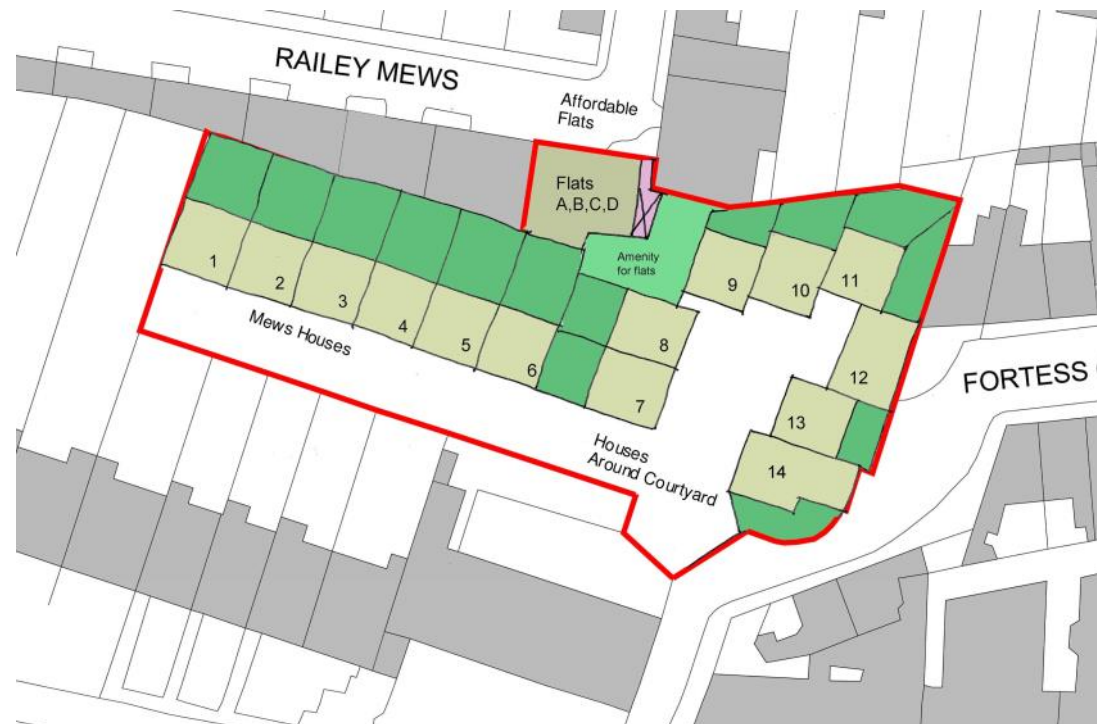
The site is within five minutes walk to Kentish Town underground station and has a PTAL (Public transport accessibility level) rating of 5 which is very good.



View to roof from Railey Mews bedroom



## 4.0 Design Development



Model of existing buildings



Massing model of first pre-app proposal

### 4.1 First pre-application submission

The first approach submitted to the council was submitted in order to explore for the charity the maximum yield for the site which in the current market would be wholly residential.

The scheme explored the complete replacement of the existing buildings with new townhouses and flats and the design impact was tested through the massing studies shown opposite.

The planning officer deemed the three-storey building on Railey Mews as unacceptable, and expressed concern for the loss of buildings that are of heritage value.

A fully residential scheme would also not be acceptable. The loss of employment space would be against policy CS8 in favour of safeguarding existing employment sites.

Any new development would be required to maintain at least an equal amount of employment space and create premises suitable for new, small or medium enterprises.

It was considered an appropriate location for a car free development.

## 4.0 Design Development



Ground floor plan of 2nd pre-application scheme



Type A houses—west elevation

Commercial building & No.20 Fortress Grove

## 4.2 Second pre-application submission

The second application scheme was arrived at through the acceptance of the need for a greater commercial element to make for a more balanced mixed-use scheme.

The new scheme also took a more measured response to the existing buildings and the continuity of the townscape. The shell of the existing buildings were substantially retained so that the boundary condition was disturbed as little as possible and the buildings inserted sought to enhance the remaining structure.

The row of townhouses positioned along the north-south axis of the larger industrial building addressed the particular containment of this place and responded by utilizing courtyards and rooflights to overcome the sense of enclosure.

The commercial building was ideally suited to the retained workshop shell which terminates the vista on Fortress Grove and is visually accessible from Fortress Road. The house on Railey Mews was designed to reanimate a rather jaded building.



## 4.0 Design Development



Type B House - East Elevation - Railey Mews



Commercial and No. 20 - South Elevation - Fortress Grove

Elevation studies for the 2nd pre-application submission



Study view from Fortress Road



Study view to the commercial building from Fortress Grove

### 4.2 Second pre-application submission (cont.)

The planning officer's response was an appreciation of the re-provided employment floor space and the uplift in the number of jobs supported by the site, so long as the space would be suitable for small businesses and light industrial uses.

The principle of residential on the site was also welcomed.

In terms of design related and townscape issues, the 'robust industrial character' of the existing buildings was emphasized and the sensitive integration of the proposed buildings into this setting was considered vital to the success of the submitted scheme from a townscape point of view. It was the opinion of the officer that this had not yet been successfully addressed.

The predominant scale and form of the commercial building would over dominate the 'positive contributors' on Fortress Grove, including the small house on the site, No.20, an issue that needed to be dealt with in detailed design.

The re-use of the industrial on Railey Mews was considered acceptable subject to detailed design.

*Please refer to the CgMs report for a full description of the site's planning history and the application's response to the borough's policies.*

## 5.0 Description of the Submitted Design



Townhouse Types A&B



The commercial building



House Type C on Railey Mews

### 5.1 Three Distinct Parts

The second pre-application established that the scheme would move forward with three distinct but interrelated parts:

- the townhouses occupying the shell of the large industrial building;
- the commercial building in the smaller industrial building;
- the small mews house filling the shell on Railey Mews.

The small house, No. 20, is within the site but outside of the scope of this application. It remains nonetheless an important part of this ensemble and it is hoped that funding for its restoration will become available as an outcome of this work.

The following section will give a general overview of these three parts before examining the design in greater detail.



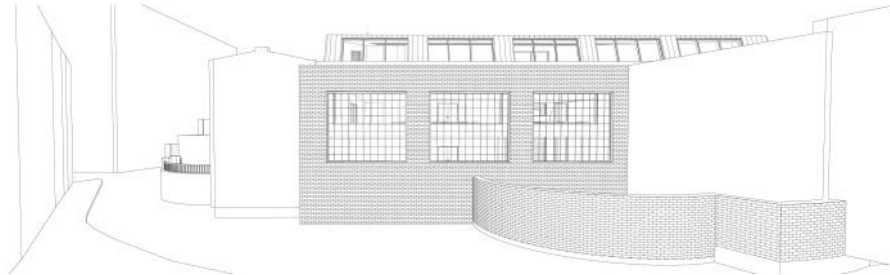
## 5.0 Description of the Submitted Design



Visual of view to the commercial building from Fortress Road



Aerial visual of the commercial building



Sketch view from Fortress Grove showing the low impact of the roof



Roof lit atrium space



Deep plan functionality with artificial light



Top lit office space

## 5.2 The Commercial Building

The commercial building naturally finds its place at the entrance to the site, visually accessible from Fortress Road and maintaining an active connection with that street.

The new building sits entirely within the shell of the M&A Coachworks building and utilizes the existing opening. A new tall slot window serving the entrance atrium area will punctuate this façade and increase its permeability offering views in and out.

The constraints of the setting with the perimeter walls defining the site boundary have determined the strategic use of continuous perimeter rooflights, individual skylights, a court and the atrium lightwell, to ensure that light is delivered from above to minimize overlooking into gardens. This creates studio-like spaces well-suited to IT and creative industries alike.

The metal clad asymmetrical Mansard-like roof is shaped to respond to give a more sensitive response to the context. The raised section to the north relates in scale to the gable of the large industrial building, and the roof drops down towards the houses on Fortress Grove including No.20. The roof gradient is such that from the depths of Fortress Grove only the steep pitch on the south side will be seen. This face of the roof has large windows that will be angled towards and reflect the sky, further dematerializing the mass.

## 5.0 Description of the Submitted Design



South elevation of the small industrial building showing the three glazed openings



Sketch view to the commercial entrance

### 5.2 The Commercial Building (cont.)

The three large openings on Fortress Grove that were the main light source for the M&A Coachworks will have their windows replaced with a suitable and matching metal frame substitute. The pattern of small panes and industrial feel will remain, with an improved thermal and acoustic performance required for the offices or workshops.

In order to maintain the even arrangement of panes we have devised a secondary façade at first floor level so that the ground floor space in front of the windows is double height. This same double height rooflit channel works its way around the entire perimeter of the old coachworks, from No.20 to the house to No.1 Railey Mews. This brings daylight and sunlight deep into the ground floor plan.

The first floor plan also derives its main source of daylight from rooflights located around the stepped-in perimeter of that level to overcome overlooking issues.

This is less of an issue over the entrance where large glazed windows appropriately opening the building to the entrance forecourt and offer their activity to the street.

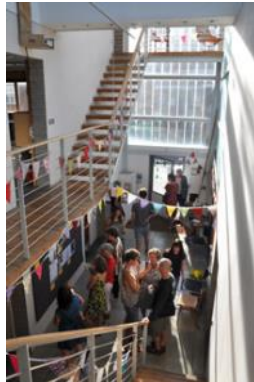
The large west facing window at second floor level cuts in to the metal cladding of the roof. The perception of the internal space will be enhanced the rows of rooflights on the entrance axis that will illuminate this strip of interior, allow views through to the sky, and serving as a foil against the mass of this new element rising out of the old.



Shoreham Street, Sheffield, by Project Orange— a bold and successful re-use of a un-listed building with heritage value



## 5.0 Description of the Submitted Design



Social event at  
Workspace Co-operative 115



Persistence Works, Sheffield



Sum Studios, Sheffield



Entrance atrium sketch  
Note how the gable end reads as intact with the  
unfinished existing wall through the glazing

### 5.2 The Commercial Building (cont.)

The entrance sequence was central to the design thinking. On entry through the existing opening an immediate turn to the left is made past the reception and one confronts the roof lit brick wall of the large industrial building. The floor finish of the entrance court will continue in to the building and right back to the court, bike and bin store so that the building has a sense of layered, infolded space that will be part of its rich identity and feels concomitant with the urban weave of this part of the city.

The building plan will be flexible and able to entertain a mix of different unit sizes suited for enterprises of all types

We explored the idea of this being a creative industries space with an example nearby on Bartholomew Road- Workplace Co-operative 115. Persistence Works and Sum Studios in Sheffield were other useful examples. The sense was of creating a place that would also have a positive feed back in to the community.

The building is intended for flexibility and to accommodate a number of different types of business. Each level could be broken down in to smaller units. The large sliding openings and high ceilings at ground floor would permit light industrial use, and be suitable for creative industries.

*For a full description of how the new commercial use relates to policy and the council's specific requirements for this site then please refer to the CgMs Planning Statement.*

## 5.0 Description of the Submitted Design



Visual of Type A & B Houses



View through stone arch to Cornwall Mews South offering a similar framing of the townhouses through the opening to the old large industrial building



Container housing in Le Havre

### 5.3 House Types A&B

From the earliest design concept the large industrial building has always lent itself best to a row of houses aligned with its long axis. Their present positioning has been determined through the constraints acting on them. The most onerous of these conditions have been light and sunlight, outlook and overlooking from the bedrooms of the Railey Mews houses, and their rights to light. A three-storey courtyard style house with access from Fortress Grove has evolved as the solution to these issues.

We have worked with the idea of retaining the existing building's brick shell from early stages. The challenge was how to fill this shell, matching its scale and making the new and old sit together in harmony. The upright townhouse was the appropriate solution.

The houses have two variations to give modulation to the facades and allow the projected elements space for full expression. These projections offer an enlivened vista that stands in contrast to the large plane of the brick shell itself modulated by its projecting brick piers.

Each plane on these house types is represented by a different material with brick as the ground and variously white render, light grey metal cladding (2 types) representing recesses and projections.

The metal clad projected boxes are suggestive of cargo containers and their post-industrial counterpart, stacked container housing, an appropriate image for this framed setting.



## 5.0 Description of the Submitted Design



Aerial visual of House Types A&B



Sketch visual



Camden Mews



Sketch visual

### 5.3 House Types A&B (cont.)

The projections offer multiple surfaces and reflections and shadows. They also create a defensible space, through the metal planting boxes at ground level, to the closed down views at the upper levels screening visual access.

Though the reference to stacked boxes is satisfactorily industrial and stamps this place and its idiosyncratic setting and containment as a separate mode of living from the surrounding neighbourhood, though relating more closely to the mews housing, we still found a need to connect the houses into the existing brick shell, to bind them more satisfactorily to their host.

The frame idea comes from original discussions to keep the roof frame of the large building. Instead we are using a hollowed section steel frame, which emerges from the roofs of the houses and follows the slope of the retained gable down to the brick piers, to offer a notional presence of the old roof. It can also be read as a huge pergola that marks the unique identity of this place.

Metal planting boxes will be suspended on the old wall to break its mass and lend focal points of interest to this broad expanse that will dominate the outlook from the houses. They will also counterbalance the life to be found on the house side and simulate a typical mews, like those found in Camden.

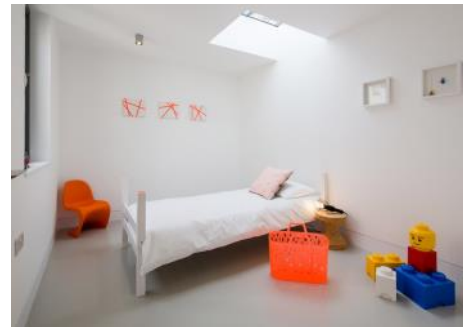
## 5.0 Description of the Submitted Design



Fully glazed courtyard examples



Steel planters



Bedroom lit from two sources



Roof lit bathroom

### 5.3 House Types A&B (cont.)

The houses are subjected to the same boundary conditions as the commercial and also rely on rooflights and a courtyard for sources of daylight and sunlight.

The ground floor will have an open feel with a front to rear vista illuminated by the fully glazed courtyard.

The upper level windows and rooflights facing the Railey Mews bedrooms will have translucent glass permitting light only but no outlook in that direction. Nevertheless, the green glow from the green roof will be seen, and the full benefit from this roof will be experienced by the mews houses.

Private amenity space is in the form of an accumulation of terraces at each level and the external courtyard. The ground floor terrace sits behind the deep metal screen with planting and timber seating. The space is open but defensible, as is the level entrance.

The passage to the houses will be punctuated with planting boxes allowing trees and shrubs to layer the space and soften the hard edges.

Low level lighting around the perimeter and the planting boxes will ensure that this passage is well illuminated.

A secure bin store is located in front of the commercial building and bike stores will be provided in front of each house against the existing wall.



## 5.0 Description of the Submitted Design



View to the site as existing from Leverton Street framed by the Pineapple public house



Modern house on Railey Mews



Sketch visual of House Type C



Corrugated zinc cladding

### 5.4 House Type C

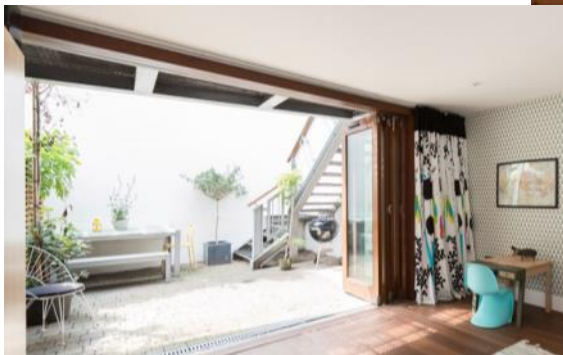
This will be designed as a courtyard-style mews house and will have access from Railey Mews. The fabric of the old coachworks will be retained but the openings will be infilled with a contemporary intervention designed so as to harmonize with its setting. We have noted the modern house at the top of the mews, which successfully melds into the urban setting.

The building is seen from Leverton Street and is drawn in to relation with the listed Pineapple Public House. We certainly do not wish to compete with the eccentricity of pineapple keystones and wish to keep the language restrained and sharp-edged with materials that again reflect the previous industrial use.

The mews houses are all conversions and have dealt with the openings in their own ways. This conversion has to address the largest of openings on the mews, the rear entrance to the old coachworks. This difference in scale is expressed through the more expansive use of glass to illuminate the staircase. A cross frame of steel marks the division of floors and stair/landing, and the glass is further broken down in to panes in sympathy with the context.

The solid infill of powder coated profiled steel panel alludes to the steel shutter that presently fills this opening. The orientation is shifted to the vertical as if to literally state a new orientation for the building, but also to prevent dirt gathering.

## 5.0 Description of the Submitted Design



Inspiration for the interior

### 5.4 House Type C (cont.)

No new elements will be seen above the existing parapet. The new build behind is deliberately kept low to allow the maximum penetration of light in to the courtyard.

The downstairs living spaces are opened to the court by a fully glazed wall, and a strip of rooflight ensures this room is well lit. This expansion in to an outside room compensates for the house's introspection. Instead the occupiers will enjoy absolute privacy in this inner sanctum. The orientation ensures that sunlight will reach the back of the courtyard for part of the day. The level difference between Railey Mews and Fortress Grove ensures that the adjacent commercial element is only one and half storeys above ground level on the south side. There will be no overlooking issues from the second floor commercial.



## 6.0 Conservation and Heritage



View of the site on Fortress Grove  
Note - the larger industrial building to the top left is outside of the conservation area



Views of the site on Railey Mews

### 6.1 Conservation and Heritage

The previous section explored the way each new function has fit in to the retained walls of the existing building. The form of these walls as an urban presence is being kept entirely intact. The challenge has been how to take each wall's lost function and inject it with a new meaning. Taking the gable ends of the large industrial building for instance: where once it provided security and shelter and raised the roof up to a pitch, now it will stand freely against the sky and look uncomfortably close to being half-way towards demolition.

The solution in this instance was to make the housing buttress up to it and be as tall as possible. The overarching frames are companion pieces, stabilizing the overall composition. In this sense they are also like wall supports to the side wall that is now a screen between the houses and the gardens of the properties on Fortress Road.

It is not just about preserving the fabric but also retaining some of the meaning. We have shown that the new intervention is in all cases contemporary- sharp-edged, lightweight materials and smooth reflecting surfaces contrasting with the raggedy edges and rough texture of the brickwork— and the idiom and references are a refined industrial aesthetic as should be deemed acceptable within this defined space.

## 7.0 Technical Requirements

### 7.1 Lifetime Homes Assessment

*The council have state that all dwellings should accord with Lifetime Homes Standards. The following commentary demonstrates our compliance:*

#### 16 Criteria Checklist:

##### 1. Parking (width or widening capability)

The scheme is car-free. The 10% wheelchair accessibility does not apply because there are less than ten units, in accordance with Policy DP6.

##### 2. Approach to dwellings from parking or site boundary (distance, gradients and widths)

N/A

##### 3. Approach to all entrances

The approach to all dwellings is level.

##### 4. Entrances

All entrances will:

- A. be illuminated by wall-mounted lamps;
- B. have level thresholds;
- C. have a clear opening doorway to satisfy Part M;
- D. have cover from projections on the floor above;
- E. have a level external landing.

##### 5. Communal stairs and lifts

N/A

##### 6. Internal doorways and hallways

All hallways are 1100mm width. All internal doorways satisfy the clear width of 750mm for a doorway set at right angles off this width of corridor.

##### 7. Circulation space

All habitable rooms can accommodate 1500 diameter wheelchair turning circles. Double beds have at least 750mm on all sides.

##### 8. Entrance level living space

The houses satisfy this criteria.

##### 9. Potential for entrance-level bed space

As above.

##### 10. Entrance level WC and shower drainage

An accessible shower room is provided in each house.

##### 11. WC and bathroom walls

The walls to the bathroom will be detailed to accept firm fixings.

##### 12. Stairs and potential through-floor lift in dwelling

A. All stairs have the potential for stairlift installation.

B. There is a potential for a through-lift from living rooms to double bedrooms in each dwelling type.

##### 13. Potential for fitting of hoists and bedroom/bathroom

The structure above the ceiling level between the bathroom the closest double bedroom will be designed to be capable of supporting a hoist using a route through the doorway and along the hallway, or through a break-out panel in the bathroom wall where possible.

##### 14. Bathrooms

Bathrooms will comply with the criterion.

##### 15. Glazing and window handle heights.

The criterion are satisfied.

##### 16. Location of service controls

This criterion will be satisfied at the detailed design stage. All rooms have approach widths to their windows greater than 750mm and handles/controls to opening lights will be placed no higher than 1200mm above floor level.



## 7.0 Technical Requirements

### 7.2 Refuse requirements

Using CPG1 - Guidance on Standards for Waste Storage, the requirements for the development are as follows:

#### House Types A + B - 8 no. dwellings

4 hab. rooms per dwelling = 0.30 m<sup>3</sup> per dwelling  
8 no. dwellings x 0.30m<sup>3</sup> = 2.4m<sup>3</sup> = 2400 litres  
Recyclable and non-recyclable waste to be divided between 2 no. 1280 litre Eurobins  
Bins to be located in the compound in the entrance court.

#### House Type C

1 no. 660 litres Eurobin for non-recyclables  
Either a sack or box for recyclable  
27 litre organic kitchen waste receptacle

#### Commercial

1m<sup>3</sup> per 300-500m<sup>2</sup> depending on use (= both recyclable and non-recyclable)  
Accounting for the worst case:  
Total area = approx. 1130m<sup>2</sup> / 300 = 3750 litres  
As the bins store is located inside the building we suggest the following split:  
Non-recyclables: 3 x 660L Eurobins  
Recyclables: 5 x 360L wheelie bins  
These bins can be delivered to the external compound on collection days

### 7.3 Dwelling Mix and Residential Standards

The provision of 8 no. 3 bed houses and 1 no. 2 bed house was deemed acceptable at the pre-application stage.

The dwellings are all designed to meet the minimum floorspace requirements according to the CPG and London Plan standards.

### 7.4 Resources and Energy

An Energy and Sustainability Statement has been submitted by NRG Consulting outlining the methodology for achieving the borough's targets with regards to energy use and conservation.

### 7.5 Designing Out Crime

The scheme as a whole has limited perimeter access. Access to the Type A and B houses along the walk with living rooms at ground level and bedrooms overlooking at first floor determines high levels of natural surveillance. Furthermore, the entrance is screened off with gate and intercom access.

The commercial will have a secure front entrance overseen by the apartment building on Fortress Road. Aside from the alarmed emergency exit on Railey Mews which will require a security camera, the perimeter has limited access.

The mews house again has access only from the front and this will be designed for maximum security.

### 7.6 Landscaping and Biodiversity

We have discussed how the buildings are pushed to the perimeter and this limits the scope for landscaping. However, with the creation of new roofs there is the possibility of green roofs and the potential to contribute to the biodiversity of the area.

The green roof types will vary depending on their location, visual accessibility and maintenance requirements.

Green roofs are also valuable for rainwater attenuation and will form part of the SUDS strategy for the site. This will also include the surface of the walk leading to the Type A & B houses which will be water permeable.

This walk will provide the greatest opportunity for landscaping with planters utilized to give a welcome infusion of green, along with the wall-mounted planters.

The courtyards also provide an opportunity for planting and the forecourt of the commercial has a planted corner with trees to create an attractive setting and place to sit.

#### Guidance

Camden Local Development Framework  
Camden Planning Guidance 1 - Design  
London Plan

## 8.0 Schedule of Areas

### Residential

House Type	Units	Quantity	Description	Hab Rooms	GIA per unit		Total Area	
					m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>
A1	1, 5	2	3bed 5p house	4	129.02	1,389	258.04	2,778
A2	3, 7	2	3bed 5p house	4	127.04	1,367	254.08	2,735
B	2, 4, 6, 8	4	3bed 5p house	4	129.95	1,399	519.80	5,595
C	9	1	2bed 4p house	2	102.80	1,107	102.80	1,107
<b>Totals</b>		<b>9</b>		<b>14</b>			<b>1,134.72</b>	<b>12,214</b>

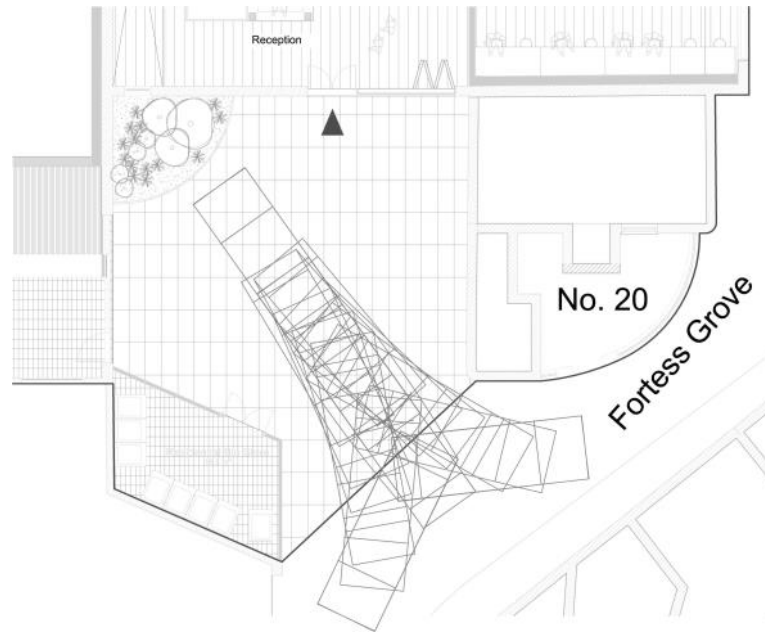
Site Area 0.17 ha  
 Total hab rooms 14  
**82.3529** hr/h

### Commercial

Unit	Quantity	Description	GIA per unit		Total Area	
			m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>
Industrial	1	Total Area (NIA)	482.80	5,197	482.80	5,197
Studios	1	Total Area (NIA)	655.00	7,050	655.00	7,050
<b>Totals</b>					<b>1,137.80</b>	<b>12,247</b>



## 8.0 Access Statement



View of the entrance court to the commercial building and townhouses

### 8.0 Access

The site is highly accessible by public transport, as has been discussed. As such it is car free for both the residential and the commercial.

A cycle store is provided in the commercial building for about 26 cycles using a 2-tier Josta style system. Sheffield cycle stands will be provided for visitors at the entrance

Every part of the building is wheelchair accessible and designed to Part M requirements.

Accessibility to the residential has been described in the Lifetime Homes section.

For deliveries to both the commercial building and the residential, turning space is limited in the commercial forecourt, though negotiable for a smaller vehicle. The drawing shows how a delivery van would enter the forecourt and reverse on to Fortress Grove or vice versa. It should be noted that these exact manoeuvres have been part and parcel of the car repair business, with pickup trucks and lorries paying regular visits to the site.

## 9.0 Summary



The intention in preparing this design was to develop a creative space. Kentish Town is characterised by its mixed use and strong industrial heritage. The intention therefore in preparing this design was to provide a creative community where the commercial and residential uses enjoy a symbiotic relationship that we hope will expand into and complement the wider neighbourhood.

In consultation with Camden Council, we have taken the approach that the existing buildings and the high quality of urban grain that they provide should be retained and celebrated. The new uses and new structures are then expressed as distinct and will inhabit the old buildings.

We believe that if approved, then this development will become a popular place to live and work and will contribute positively to the neighbourhood.

**Cooley | Architects**  
[www.cooleyarchitects.com](http://www.cooleyarchitects.com)