

LEATHER LANE YARD

45-49 LEATHER LANE

DESIGN, ACCESS AND HERITAGE STATEMENT



By



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PPG15

“Buildings should be a stimulus to imaginative, high quality design, and be seen as an opportunity to enhance the area.”

Camden Conservation

“We want to use planning policy as a positive guidance and high template for which to design proposals that not only make viable projects for our clients but also that make positive contributions to Conservation Areas.”

Simon Astridge

Director

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INTRODUCTION



Proposals and Pre-planning advice

This document has been prepared in support of a full planning application for the erection of temporary metal shipping containers located to the land at the rear of 45-49 Leather Lane. The existing use of the site at ground floor is A1 retail units with B1 offices on the further four storeys above. The existing land at the rear of 45-49 Leather is a redundant car park.

The entire site is owned by one freeholder and this application is being prepared with the full support of retail and office uses within the building. A pre-application [2015/4976/PRE] was made preceding this application and whilst formal written feedback has not been received we have prepared this full planning application based upon the meeting and email discussions with Shane O’Donnell planning officer. In an email sent by Shane O’Donnell to Simon Astridge on 3rd November 2015 it states as a summary following the pre-app submission;

- *The Council has limited powers in granting temporary permissions hence it is better to consider the proposal as something permanent but ‘reversible’. However, it is considered, on reflection, that a permanent extension or outbuilding would not necessarily be objected to, given suitable design.*
- *The proposed use would be considered acceptable given that it can be shown that the loss of existing car parking use would not transfer the demand for parking elsewhere of effect the loading of goods or delivery of services.*
- *As a development that ‘preserve and enhance’ the conservation area, the linkage with Leather Lane would need to be improved ie there are currently two proposed doors that inhibit the link between the application site and Leather Lane. Taking into security concerns, there would be a desire for linkage during daytime activities.*
- *The second floor element may be acceptable given an appropriate design.*

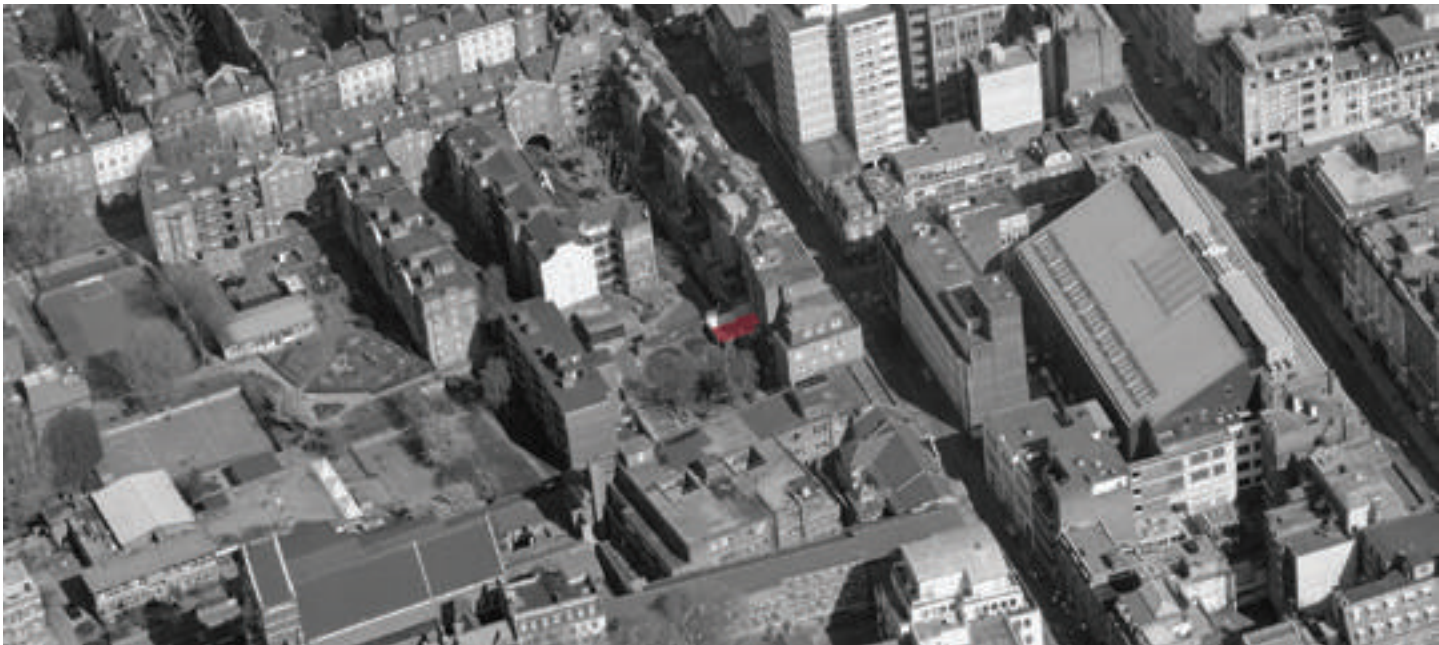
CONTEXT

Location and Site

Measuring approximately 96 sq.metres, the application site lies near the centre of the Leather Lane market directly opposite St Cross Street. The site is within the Hatton Garden Conservation Area and is not a Listed Building or a Building of any Heritage Interest. There also does not appear to be any Article 4 notifications on the building. The building is a five storey concrete frame with masonry facades constructed post-war with A1 retail units at ground level and B1 offices above. To the rear of the site and under a tunnel is a disused car parking area that is ‘the site’. Next door 51 Leather Lane is a Listed Building forming part of the Bourne Estate with A1 Retail at ground floor level and C3 Residential above. Leather Lane has the benefit of a daily food and goods market with stalls either side of the road creating a popular pedestrianised street.



10m



10m

CONTEXT
THE CHANGING FACE OF LEATHER LANE



Prufrock Coffee



London Rocks
contemporary jewellery



The Lion and The Fox hairdressers and gallery



Full city bike shop and cafe



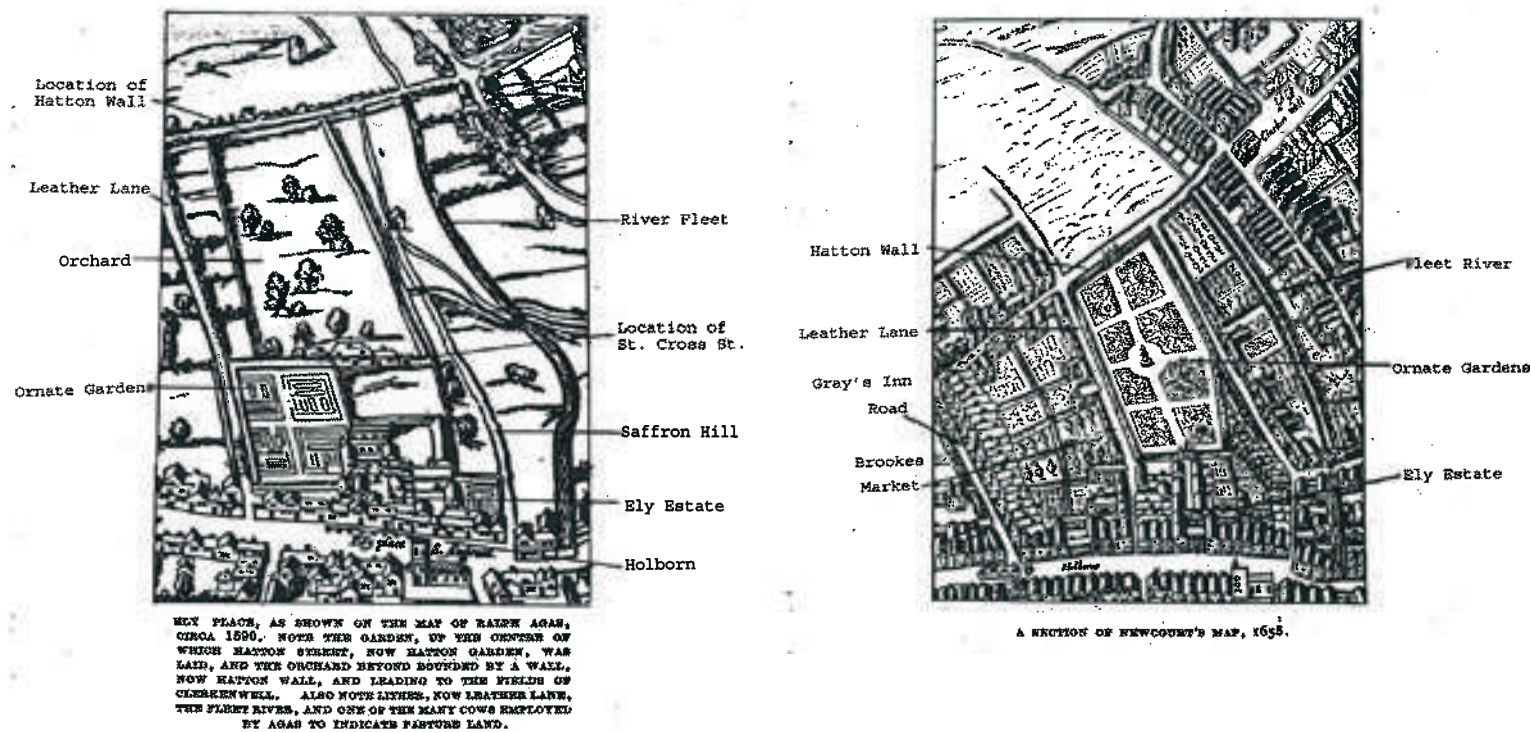
Department of Coffee and Social Affairs

HISTORICAL RESEARCH AND CONSERVATION PRECEDENTS

During the 13th century the need for land within the ancient City of London prompted new development beyond the original Roman City walls. Many large estates were built by wealthy citizens including the Bishop of Ely’s palace, constructed in 1292 on the site of today’s Hatton Gardens. Lither Lane [Leather Lane today] to the West and Saffron Hill to the East formed the boundaries of this estate.

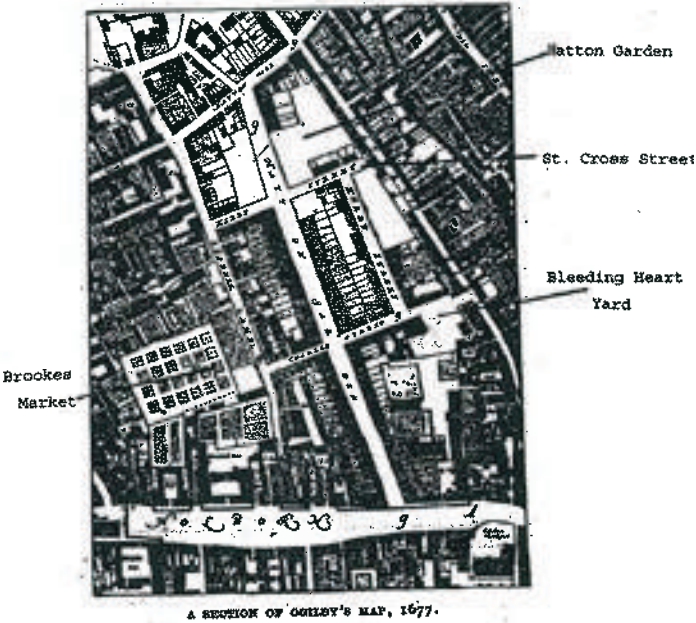
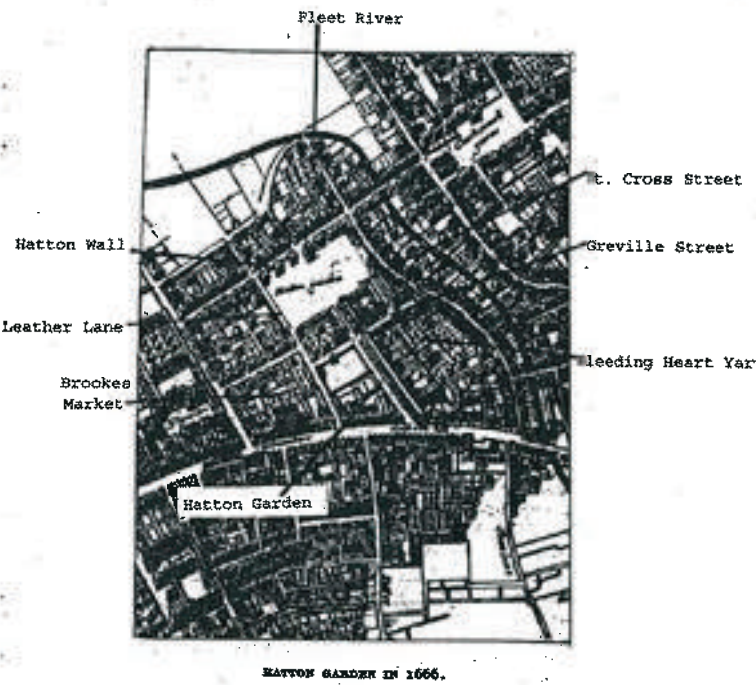
In the 1570’s Christopher Hatton came from Northamptonshire to London and in 1576 gained much ownership from the Bishop of Ely Estate. He built a large residence and large ornate gardens in the area.

In 1659 the estate was still in Hatton family ownership but due to the large demands of London’s growing population parts were sold to make way for residential estates.



The 17th century streets we laid out on a grid pattern and the Hatton Garden area became a lot smaller. The area became subject to further development when the Hatton family descendants died and the estate was sold to wealthy landlords. Leather Lane remained a constant during this development and served as a market place over spilling from nearby Brookes market.

In the 19th century Hatton Garden was regarded as a condensed residential area with surrounding street slums and had a poor reputation that was the setting for Charles Dickens book, *Oliver Twist*. The narrow roads in the Hatton Garden area were unable to cope with the increased demand and traffic congestion moving in between the City and the London Docks in the East. To address this problem, major plans were implemented to widen Holborn Road and Grays Inn Road and creating new roads, Clerkenwell and Farringdon Roads. This led to many old residential slums being demolished that were replaced with business and industrial premises with a large transformation in the character of the area.



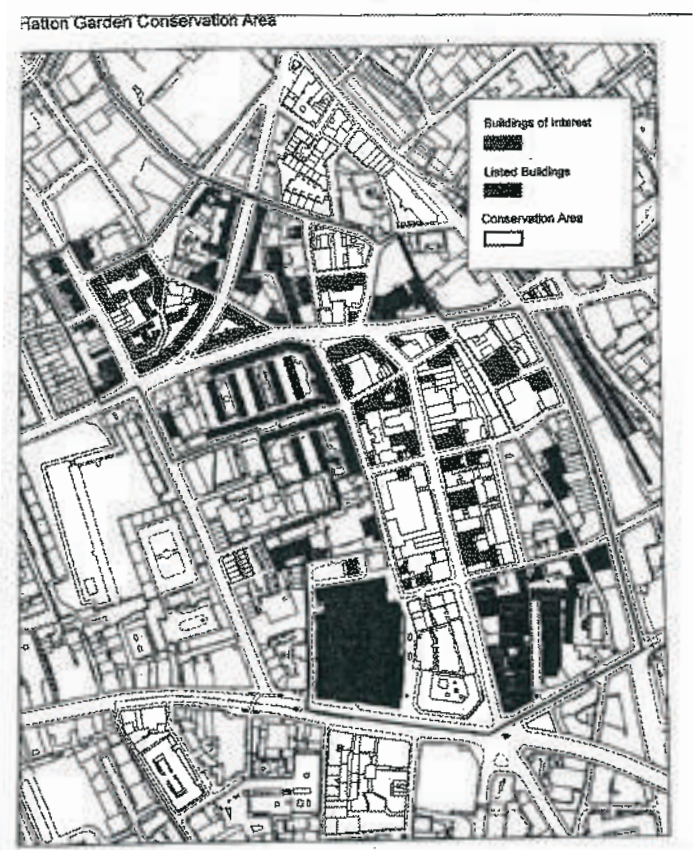
In the late 19th and early 20th centuries, Hatton Garden was established as a focus for jewellery and diamond trade as well as the clock and watch industries. Many of the residential terraces in Hatton Garden were now occupied on the ground floor by retail and office uses, while on the upper floors were the workshops. As a result of these changes, many banks relocated to the area managing the accounts of the diamond traders. The improved infrastructure in the area increased the viability of the workshops, warehouses and industrial uses which were established throughout the area known today as Hatton Garden Conservation Area.

The early 20th century saw more demand again for housing for working classes who had jobs in the area, so early social housing projects such as the Bourne Estate and Afsil House were constructed. A lot of the Georgian facades and buildings were falling into disrepair so a large number of high quality Victorian buildings replaced them with elaborate stone facades that signified the wealth and prosperity in the area.



The main other changes to the area were as a result of World War II bomb damage and post-war redevelopment. Many buildings in the area were destroyed, including Kirby Street, Saffron Hill, to the south of the Bourne Estate and West of Leather Lane, this includes our site at 45-49 Leather Lane. Many of these areas subsequently contain post war buildings, that were erected as quick and easy ways of replacing earlier buildings.

In recent years the jewellery industry has suffered a decline in Hatton Gardens. The process of making has moved outside central London [presumably due to cost and rent demands] and unfortunately this has seen a loss of the manufacturing and light industrial warehousing units and their replacement in the Hatton Garden area with residential and restaurants and bars.



HATTON GARDEN CONSERVATION AREA
TIMBER YARD DOOR ANALYSIS



Bleeding Heart Yard door



Mount Pleasant Yard



Organ builders workshop door



Existing 45-49 Leather Lane Yard door



Black Ball Yard

HATTON GARDEN CONSERVATION AREA
COURTYARD ANALYSIS



Bleeding Heart Yard



Mount Pleasant Yard material palette



Ye Olde Mitre Inn



Mount Pleasant Yard



Bleeding Heart Yard

DESIGN PROPOSALS

INTENT

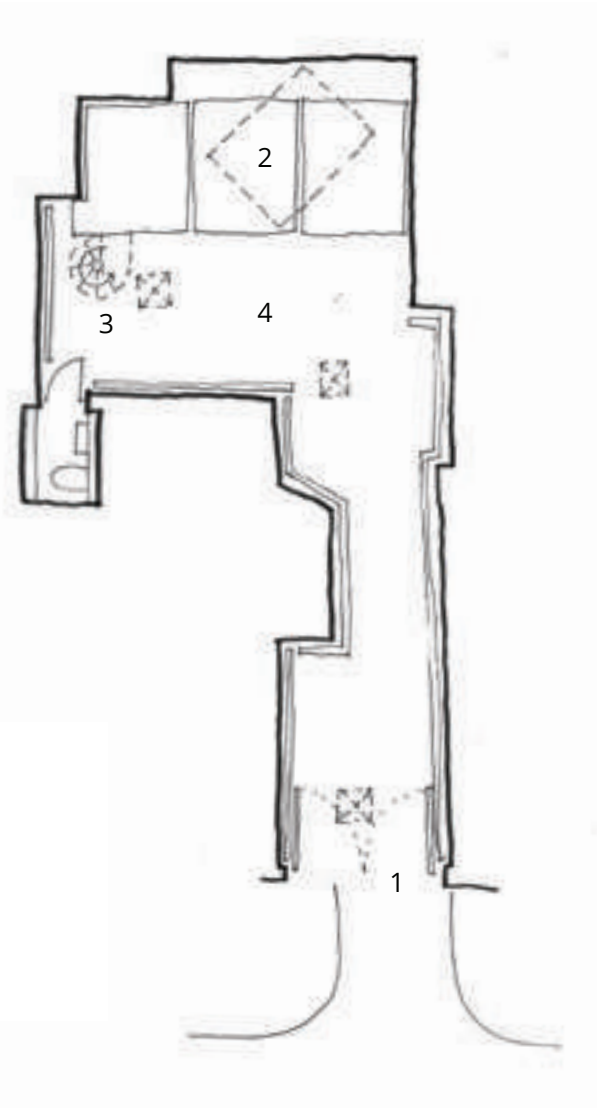
At the heart of our proposed scheme is a development informed by the researched contextual character and setting of the Hatton Garden Conservation Area. Using the area’s rich history of warehouses, workshops and industrial uses as a precedent, considerable care has been taken to protect and enhance the site whilst conforming to the current planning policy.

USE AND DENSITY

The existing use of the land at the rear of 45-49 Leather Lane is a redundant car park. The rest of the building is Class A1 retail at ground level and Class B1 offices on the four storeys above. My client would like to retain the existing B1 office use of the building but incorporate it into the rear of the site. It is not envisaged that the proposed metal shipping containers at the rear of the site would be any more impact than permanently parked cars or transit vans as its intended use.

Due to the continued success of the Leather Lane food and goods market , the area has been pedestrianised and it has become increasingly difficult for my client to use the land at the rear of 45-49 Leather lane as a car park. Access is not possible with vehicles during the daily market and it is dangerous to reverse cars onto pedestrianised areas.

The proposals are for 4 no. metal shipping containers and 1 no. sets of timber workshop doors for security at the frontage to Leather Lane.



- 1 Yard door
- 2 Metal Containers
- 3 Staircase and WC
- 4 Courtyard

SITE LAYOUT AND MASSING

The proposals for this application are the following

- 1. Replace is timber door on Leather lane with new workshop style door
- 2. Install 4 no. metal shipping containers at the rear of the site where cars and vans would park with scaffolding staircase for access
- 3. Creation of a public laneway and courtyard amenity with planting to enhance the CA to be open during working hours
- 4. Refurbishment of redundant boiler cupboard into new WC

APPEARANCE AND MATERIALS

Where alterations take place, they should respect the established character of the history of the street and the wider conservation area.

The existing post war building at 45-49 is not a good example of the rich history in the area. We want to incorporate timber style warehouse doors and metal shipping containers that take reference from the old light industrial working yard and colour precedence from the neighbouring Listed Bourne Estate brickwork colours of red and yellow.

English Heritage states;

“Conservation Area practice can be defined as the reinforcement of the qualities providing the special interest which warranted designation.”

Our application attempts to improve the current existing appearance and materials of the site and actually make a poor building better aligned to the rich history of the Hatton Garden conservation area.

PLANNING POLICY

The Hatton Garden Conservation area main issues and concerns in guidance are;

- 1. Recognition of the importance of the area’s specialist retail function

Response: The area has a rich retail function and has been a market place since the 13th century. We also believe that saturating the area with more retail functions would be detriment to the area, so we are proposing to continue the existing B1 Office use at the rear.

- 2. The need to ensure retention of a stock of small industrial premises associated with specialist trades

Response: These small industrial uses are key in defining the Hatton Garden Conservation area that sprung up since the 19th century. The proposed incoming tenant for the site is a tile company who want to use the space to store materials and have as a central London office base.

- 3. The need to retain an overall balance between residential and commercial development

Response: the proposed retaining of the B1 office use on the site does not impact the delicate balance in the area between uses. There is an existing precedence of this use on the site.

PPG15 states that buildings, :should be a stimulus to imaginative, high quality design, and be seen as an opportunity to enhance the area.”

Response: We believe with our proposals we are making the building a better quality design and enhancing the conservation area too.

“The infilling of yards and rear spaces between buildings will generally be unacceptable where they contribute to the CA.”

Response: The existing back yard certainly does not currently contribute to the CA. The proposed containers will be used for storage and existing office use. We propose adding new public laneway and amenity space, timber warehouse style doors that will improve the character and appearance of the CA.

SUSTAINABILITY

The metal shipping containers would be prefabricated off site and delivered and installed in a few days. This not only allows for minimum impact of the Leather Lane market with material deliveries, but also means that the site can be removed quickly too in the future.

ARCHAEOLOGY

The land to the rear of 45-49 Leather Lane does site is within an Archaeology Priority Area but as the proposed work does not include any foundation or works below ground level we do not expect archaeology to be necessary on this project. All existing tarmac and drain services are to remain unaltered as a part of this scheme with a new raised floor finish above the existing tarmac.

LANDSCAPING AND COURTYARD

“All new development should have a high standard of external space design.” Camden Conservation

The proposal is to create a new public amenity courtyard space that will be accessible when the offices are open Monday - Friday.

Today’s densely built up areas means there are few existing open or public ancillary spaces. The two that exist in the Conservation Area are Bleeding Heart Yard and Mount Pleasant, they both make a positive contribution to the area. These areas contain seating and trees and planting. We have looked at the rich heritage and history of courtyards and how they feature within the Hatton Garden Conservation Area as precedence to include new potted planting in our proposals.

DRAINAGE AND UTILITIES

All existing drainage manholes will remain accessible and no utilities are to be changed except new electricity meter for the metal containers.

ACCESSIBILITY AND TRANSPORT

The existing car and van use on the site is proposed to be removed. Pedestrian access will be given via a new timber warehouse style door on the frontage of Leather Lane. 2 no. bicycle parking stations will be provided for the office staff in the courtyard area. The timber warehouse door will be fully opened during working hours Monday - Friday to allow public access to the rear courtyard.

By removing the existing redundant parking area we believe a demand for parking in another area of the borough will not be required by people working at 45-9 Leather Lane. The existing car park is not used because there is no space for a car to turn around. Therefore a car has to reserve out of the car park onto Leather. All other cars in the area would also have to be moved to let the other car out.

Reversing onto Leather Lane market during working hours is dangerous because it is a pedestrianised area with people buying and selling goods and food. It was never practical as a car park due to the proximity of the market and due to the size of the space. As such there has never been demand for this car park and changing the use of the space will not create more demand, because there never was demand. No staff working and occupying the entire plot in the offices above travel to work with a car, only public transport and bicycles. A bicycle store exists inside at the ground floor of the existing office building and it is our intention to provide more bicycle parking for staff for this new proposal.



Existing entrance



Pre-application proposal

CAMDEN BOROUGH HIGH QUALITY DESIGN CONSERVATION PRECEDENT

Henning Stummel Architects, Camden Workshop, 2013

Winner of the RIBA London Housing Award 2014

This back yard project was conceived and guided by the Conservation team to echo the back yard plot and to introduce materials that preserved the historic nature of the Conservation Area. It is a beautiful example of what can be achieved through careful consideration. The palette of materials include;

Painted steelwork

Corrugated steel cladding

Timber warehouse style door

Crittall framed windows





Existing redundant car park



Full planning proposal

EXISTING CAR PARK REAR OF SITE



Existing access tunnel

Existing front elevation sliding timber doors

Existing front elevation

Existing front elevation

