

For the attention of:
Charles Rose - Heritage and Conservation Officer
Caroline Birchall - Nature Conservation Officer
Michelle Hall - Access officer
Steve Cardno - Principal Transport Planner

Paul McAneary
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**145-147 Camden Road
London, NW1 9HA**

Design and Access Statement

May 2016
Our Ref: PMA168



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1. Supporting Documentation

Following the Planning Refusals prior to our appointment 2010/5596/P and 2011/5226/P, and further to our pre-application 2013/2763/PRE to create a new five storey building and two floors of basement, creating 9 residential units, we are now proceeding for a Planning Application for the erection of a five storey office block with associated cycle parking and refuse storage . Please find our Design and Access Statement, which should be read in conjunction with the following drawings and documents:

PMA168_LP 01_Location Plan
PMA168_SBP01_Proposed Site Block Plan
PMA168_EX 01_Existing Site Plan
PMA168_EX 02_Existing Elevations and Existing Section
PMA168_SV 01_Site Views
PMA168_SV 02_Site Views
PMA168_SBP02_Proposed Street Elevation
PMA168_GA01_Proposed Ground Floor Plan
PMA168_GA02_Proposed First Floor Plan
PMA168_GA03_Proposed Second Floor Plan
PMA168_GA04_Proposed Third Floor Plan
PMA168_GA05_Proposed Fourth Floor Plan
PMA168_GA06_Proposed Roof Plan
PMA168_GA07_Proposed North West Elevation
PMA168_GA08_Proposed South West Elevation
PMA168_GA09_Proposed South East Elevation
PMA168_GA10_Proposed North East Elevation
PMA168_GA11_Proposed Section

Planning Statement and Open Space Assessment
Heritage Statement

Arboricultural Impact Assessment
Energy Statement
Sustainability Statement
Ecological Appraisal
Construction Management Statement
Daylight and Sunlight Report
Noise Assessment and Acoustic report checklist

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2. Introduction

Planning permission is sought for the erection of a five storey office block (use class - B1) with associated cycle parking and refuse storage, which would create office units at First to Fourth Floor level, whilst retaining the existing ground floor car park for the sole use by the existing adjacent Autodeutsche car repair garage.

Given the sustainable location of the site, this is a car-free development. The only access to the parking area on Ground Floor is via Sandall Road, through the Autodeutsche garage.

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3. Location and History

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The site

The site was formerly that of the Camden Road Railway station from 1875-1916. The site then was utilised as a petrol station from 1954 - until 2005 and as a car wash from 2007 to 2009. The photograph below shows the old Midland Railway - Camden Road Station - with the old Camden School for Girls constant in the background.



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The Autodeutsche garage is an improvement on the old 70's petrol station which has been sensitively constructed within guide lines, while at the same time respecting the surrounding landscape environment.

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The site is currently demised as a private car park, used solely in connection with Autodeutsche garage. It is bordered by a single storey garage building (2006/3570/P), the railway and Cantelowes Gardens.

It contains no Listed Buildings, nor it is located within a Conservation Area. Please refer to the enclosed Planning Statement and Open Space Assessment and Heritage Statement.

Site Planning History

2006/3570/P: Permission for Auto Deutsche Garages

2010/5596/P: Refusal of Studio V's Proposal

2011/5226/P: Refusal of Studio V's Proposal

2013/2763/PRE: pre-application to create a new five storey building and two floors of basement, creating 9 residential units at ground to fourth floor level, with the two floors of basement for parking associated with the existing garage on site.

4. Pre-Planning Consultations

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Pre- Planning Consultations

Consultation with neighbouring and nearby occupiers and local groups have been held prior to the pre-planning application 2013/2763/PRE.

The following groups have been contacted and this has informed the design of this entirely new design and design team.

Friends of Cantelowes Gardens.

A meeting was held with Andrew Deans, Chairman of the Friends of Cantelowes Gardens, which was highly informative to aid this new proposal. Working alongside the Cantelowes Gardens strategies that were outlined in the meeting, the proposal aims to financially support the Gardens through a number of planting and building initiatives that are outlined later within this report. Further it was discussed that a portion of the gardens would need to be closed during the works in the interest of safety and access to the building site. Since this time it has been confirmed by the construction statement, that no access will be to the site via Cantelowes Gardens and that we are not requiring the large area of the garden to be closed during the works. A hoarding shall surround the site for safety and security that shall be offset from the building by the least feasible to allow the construction to be completed efficiently. This is considered to be in the best interests of all parties.

Network Rail

As we are within 10 metres of the boundary of Network Rail we have consulted with representatives that advise Network Rail on development. The proposal will need to allow for special regards to that of maintenance. The use of scaffolding would be possible but would not be the best strategy to maintain this building. The proposal is being designed to be made of high quality pre-fabricated elements made in factory conditions off site. This will ensure their highest quality and fastest construction, minimising disruption. The facade elements will be designed to be installed from the inside and thus can be maintained and repaired in future from the inside safely and easily and quickly without the need for scaffolding.

Auto Deutsche

The only access to the proposed parking area on Ground Floor is via the existing access on Sandall Road, through the Autodeutsche garage.

No access via Camden Road to the garage is proposed. This has been agreed with the owners of the business. Their current entrance from Camden Road towards the parking area which this proposal builds over would be permanently closed with the intent of preventing noise, security, safety and access issues. This proposal will not disrupt business due to a new internal reorganisation of the company's internal arrangements of ramps to allow for this proposal to be acceptable.

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5. The Architects

The new appointed architects were chosen by design competition. The client terminated their agreement with the previous architects on the basis of design quality. Paul McAneary Architects' proven track record in design quality has been recently recognised by Grand Designs who have named them as one of the top ten architects.

Paul McAneary Architects Ltd are a multiple design award-winning Central London based practice. They have completed a wide range of cultural, commercial and residential projects in Central London, throughout the UK and throughout the world from California to Kazakhstan and from Germany to Nigeria. Their projects are known for their sensitive approach and respectful judgement required for works in Conservation Areas and on Listed Buildings. Paul McAneary Architects Ltd have completed the restoration and extension of over 150 projects and can be considered experts given the breadth of experience.

With a progressive vision of architectural design and an on-site laboratory to create bespoke, sustainable details and materials, Paul McAneary Architects Ltd have won multiple awards in innovation and design and have been finalists in the RIBA London Regional Awards and Young Architect of the Year.

As a leading proponent of the architectural concept "Warm Minimalism," their contemporary designs respond to the environmental issues attached to architecture by using natural, carbon neutral materials that age beautifully, enhance the environment and save on long-term refurbishment expense. This design ethos incorporates the natural landscape and stimulates the relationship between people and the environment, leaving a lasting and evolving legacy for future generations.

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6. Sustainable Design

This proposal is based on a clear understanding of all the most recent Building Regulations that we aim to surpass, and maintains the preference for Sustainable Design principles.

This document has also considered all the relevant benefits that Sustainable Design can provide in terms of security, acoustics, water ingress and enhancing biodiversity.

Sustainability

In accordance with the enclosed drawings and Sustainability & Energy Statements, the proposed sustainable design includes:

1. Sedum Roof
2. Living wall
3. Photovoltaic panels on the roof of the building
4. A dual skin façade
5. Natural Facade Ventilator units
6. Grey water recycling: Rain water is proposed to be collected and recycled to irrigate the living wall.

Noise

The proposal offers adequate mitigation measures to protect the working environment from noise and vibration through a number of construction details. The principal measure being the dual skin facade system that faces the Midland and Thameslink railway lines. Please refer to the enclosed drawings, and in particular PMA168_GA08_Proposed South West Elevation PMA168_GA11_Proposed Section.

Acoustic laminated glazing is employed throughout this facade, anti-vibration shocks and acoustic attenuators at the bottom of the facade are exploited to create a buffer between the outer and inner facade systems.

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Dual Skin Façade System

Our proposed building incorporates a dual skin façade system.

The concept is not new; there is a growing tendency to put this system into practice due to its adaptability to different variable environmental conditions.

The design of the system is crucial for the performance of the building. The dual skin façades can provide both improved indoor climate and reduced use of energy at the same time.

The advantages of a dual skin façade are as follows:

- the design flexibility
- the practical need for improved indoor climate such as avoidance of overheating, acceptable internal surface temperatures during the winter and summer
- the need for improving the acoustics in buildings located in noise polluted areas by improving the acoustic performance of the envelope
- the reduction of energy use during the occupation stage of a building: reduction of heating demand during winter, reduction of cooling demand during summer, reduction of peak heating/cooling loads, use of natural daylight instead of artificial as much as possible.
- the improved visual comfort (such as avoiding glare)
- the use of natural instead of mechanical ventilation using the dual skin façade cavity.

The dual skin façade system is by definition a second skin façade which is an additional building envelope installed over an internal façade.

The system consists of an external screen, a ventilated cavity and an internal screen.

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The space between the second skin and the internal façade is a buffer zone that serves to insulate the building and at the same time to provide natural ventilation to the internal spaces. It enables natural mechanical ventilation called the 'stack effect'. The stack effect is controlled by adjustable flaps along the top and bottom of the cavity. These flaps will be installed to ensure ventilation but also to attenuate the noise travelling through.

In winter the cavity forms a thermal buffer zone which reduces heat losses and enables passive thermal gain from solar radiation.

During the summer, the higher temperatures inside the cavity during heating periods lead to increased temperatures close to the windows, and as a result improved thermal comfort for the occupants.

The layers of the proposed dual skin façade are described as follows:

- The exterior façade it is made of acoustic laminated glazing panels. All panels are securely clipped into place and easy to remove from the inside with no need of external scaffolding.
- The air cavity buffer between the two skins. The width of the cavity allows for repairing, maintaining and cleaning of the façade from the inside, for security and safety purposes.
- Interior Façade: composed of an insulated opaque wall with double glazed windows. The windows incorporate Natural Façade Ventilator units to achieve cross natural ventilation for the internal spaces.

Natural Façade Ventilator units

The Natural Façade Ventilators are part of the energy efficient system proposed for this property. Natural ventilation offers a straightforward low energy cooling strategy which can provide year round comfort, with flexible user control, but with a low capital and maintenance cost.

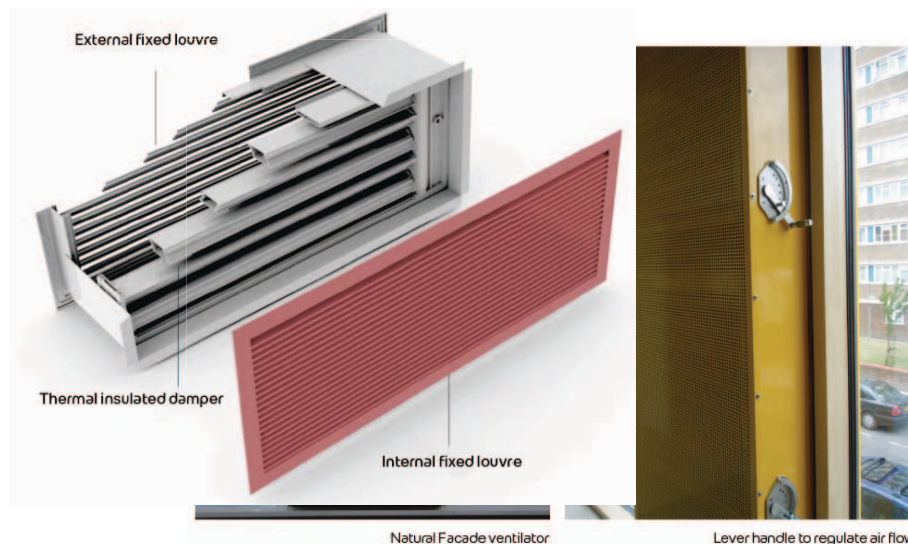
Modern buildings with their low U-values and high heat gains typically have a high cooling requirement. The climate in the UK and many parts of Northern Europe is perfectly suited for Natural Ventilation applications with low extremes of temperature providing an ample supply of fresh cooling air even in a typical summer. Low-energy natural ventilation is an increasingly important design strategy as environmental concerns have increased and sustainable design has become more desirable, beside being required by planning policies.

Good design is based on the principle that adequate ventilation is essential for the health, safety and comfort of building occupants, but that excessive ventilation leads to energy waste and discomfort. The natural ventilation system allows for developing strategies for winter and summer. Winter ventilation to maintain good indoor air quality must be balanced against minimising heat losses. Summer ventilation must offset excessive daytime heat gains and provide fresh air distribution. The two main strategies are background ventilation and rapid ventilation. Background ventilation is necessary to provide adequate indoor air quality throughout the year. This can be achieved by façade mounted controllable ventilators.

Rapid ventilation is necessary to remove excess temperature from the space and is of prime importance during the summer. Single-sided ventilation, usually through façade opening devices, is mainly driven by wind turbulence. Fluctuations in wind speed due to turbulence will create a pumping action, where cold air inflows will be followed by hot air outflows, via a single opening. Cross ventilation achieves good air change rates driven by pressure differences across the building. This method uses controllable high-capacity inlets/outlets on the building façades.

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There are several types of natural façade ventilators and all of them have been specifically designed to fit into both curtain walls, masonry and windows. They comprise of a fixed external weather proof louvre, an insulated air volume damper, to control the air movement allowing for very low U-values when closed, and an internal fixed fascia grille. We propose that the adjustable dampers are manually operated by a lever handle (see pictures below).



We propose to integrate the windows on the interior façade of the dual skin façade system with Natural Façade Ventilators. The proposed fixed external weather proof powder coated louvre panel will match the window frames and are flush mounted within the windows outer frame. We propose Natural Façade Ventilators also for security reasons. In fact, we believe that an important requirement with natural ventilation systems is the use of low overnight temperatures to bring cool night air into the building, especially during summer, avoiding security issues, as requested by Secured by Design.

7. Secured By Design

This planning application has taken into account the accepted principles of Secured By Design as listed below.

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- 1.0 Policy and strategic guidance in support of Secured by Design
- 2.0 Layout of roads and footpaths
- 3.0 Through-roads and cul-de-sacs
- 4.0 Footpath design
- 5.0 Planting next to footpaths
- 6.0 Seating next to footpaths
- 7.0 Lighting of footpaths
- 8.0 Footpaths on phased developments
- 9.0 Communal areas
- 10.0 Dwelling boundaries
- 10.1 Front boundaries
- 10.2 Access gates to rear gardens or yards
- 10.3 Side and rear boundaries
- 10.4 Fencing in high crime vulnerable areas
- 10.5 Sub-divisional boundaries
- 11.0 Layout and orientation of dwellings
- 12.0 Gable and walls
- 13.0 Rear access footpaths
- 14.0 Dwelling identification
- 15.0 Climbing aids
- 16.0 Car parking
- 17.0 Underground car parking
- 18.0 Planting
- 19.0 Street lighting

Further to a meeting with Patrick Cogan of Secured by Design on 19/11/2012 at our office this scheme has been discussed in detail focusing on how to mitigate against crime. Suggestions were made to develop the proposed scheme to be of the highest security possible. The proposed detail design takes into account all the given suggestions.

Some of the main points were:

2.0 Layout of roads and footpaths; 3.0 Through-roads and cul-de-sacs; 4.0 Footpath design:

This proposal seeks to remove the existing car access to the ground floor car park from Camden Road.

5.0 Planting next to footpaths:

No windows are proposed on Ground Floor.

10.0 Dwelling boundaries; 10.3 Side and rear boundaries; 12.0 Gable and walls; 15.0 Climbing aids; 18.0 Planting:

A living wall or green wall is proposed will be part of the rear facade along the junction with Canteloves Gardens. A selection of planting is in line with expected light levels in this shaded area so it will remain green, offer further biodiversity and new habitats. The living wall is intended to be detailed to be non-climbable. This proposal uses another system held by only vertical members preventing climbing and minimising the non-natural aesthetic appearance until fully grown.

10.1 Front boundaries:

The ground floor doors that create access to the cycle parking and refuse storage, adjacent to the footway, will be self closing and allow for security key fob access. It is part of our proposal to include a glazed entry with overlooking onto Camden Road.

16.0 Car parking; 17.0 Underground car parking:

The only access to the proposed parking area on Ground Floor is via the existing access on Sandall Road, securely through the Autodeutsche garage.

19.0 Street lighting:

The main entrance on Camden Road will be lit to the relevant levels as defined in BS 5489:2013.

8. Use

The site is currently demised as a car park. The proposal seeks to change the use class to mixed use being both the current Autodeutsche car repair garage use on ground floor, and to create a new five storey block of offices (use class - B1) with associated cycle parking and refuse storage, which would create office units at First to Fourth Floor level.

To confirm, only the adjoining car repair garage will benefit from the use of the parking area on Ground Floor.

Working alongside the Canteloves Gardens, the proposal aims to financially support the Gardens through a number of planting and building initiatives which will enhance the use of the park and make the place more useful for the community.

It is our intention to ensure that all users, including those on a wheelchair, will have equal and convenient level access to the building.

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9. Amount

The rear part of the proposed Ground Floor plan maintains the car park area, directly accessible from the adjoining car repair garage; the front part of the Ground Floor plan, adjacent to Camden Road, creates the access to the offices on First to Fourth Floor and provides the required spaces for plant equipment, cycle parking and refuse storage.

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Please find below the proposed floor space schedule.

	Floor space - including office space, communal spaces, lift and risers, and excluding dual skin facade
Floor	SqM
Ground Floor	54
First Floor	188
Second Floor	209
Third Floor	231
Fourth Floor	254
Total GIA	936

Our proposal include the provision of one 660 litre euro bin and three 240 litre recycling wheelie bins, in accordance with the Council's waste management plan, and allows for at least six on-site cycle parking.

10. Layout

The site of this application is unique due to its own inherent limitations. It is structurally impossible to build over the bridge that is adjacent to the site as no further loads can be added, which has been confirmed by the structural engineer who was responsible for the structural design of the existing built garages. Behind the site are live rail lines and the other boundary is with Canteloves Gardens that belongs to the council.

No future neighbours are possible for this site. The building will be seen from all sides on this exposed site. It has been acknowledged that this site is small in size and the proposal aims to provide the highest quality solution to these challenging site limitations.

The proposed access to the office block can only be along Camden Road and shall be through the pedestrian footpath. In fact, this application seeks to remove the existing crossover on Camden Road, which will no longer be required.

This application is for a car-free development, and the only access to the Ground Floor car park is via Sandall Road, through the car repair garage. Therefore, a functional connection between the proposed building and the existing garage is created on ground floor.

Following the pre-application 2013/2763/PRE, the cantilevered part of the proposed building over the existing car garage has been significantly reduced. Further, the pre-application stepped layout and appearance of the cantilevers has been greatly simplified, and redesigned as one angled facade. The tilted South-West Elevation increases the depth of the proposed development over the garage, from First to Fourth floor with a discrete gradient. Please refer to 3D views in section 15 of this document.

The building is located upon a complex site from a building perspective. Please refer to the enclosed Construction Management Statement. Structurally the building shall have to be of relatively lightweight construction.

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It will incorporate Vierendeel trusses. This structural type will also facilitate the construction of the proposed angled facade.

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Amenity

We propose to allow for full height fixed windows to the South East and North East Elevation for security purposes and to maximise the amount of natural light. We propose to allow for two small amenity spaces on each floor, at the opposite ends of the floor plan to allow for cross-ventilation, which in combination with mechanical ventilation heat recovery system and natural ventilation through the Natural Facade Ventilator units will provide adequate ventilation to the office units. The proposed balconies will be used during office hours, and are not great enough to have a large number of people externally that could present a nuisance to neighbours. Therefore, we believe that the proposed amenity spaces will minimise the impact upon the neighbour amenity.

Maintenance

The proposed dual skin facade facilitates no need for scaffold for future maintenance and cleaning as previously described. In fact a metal mesh on wall mounted brackets will create a continuous path along the cavity between the inner and outer skin. Accesses to this path are proposed from the office units on all floors to allow for maintenance.

An access hatch on the roof is proposed for maintenance purposes only, to allow for servicing the photovoltaic panels and the Sedum planted roof.

11. Scale

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Height

The proposed overall height of the office block matches that of the former residential scheme that was submitted for pre-application 2013/2763/PRE. The reason for this is that the proposed height matches that of the residential buildings opposite Camden Road, which in accordance with the pre-application advice was considered appropriate for this site.

Bulk, Mass, Footprint

This proposal maximises the given site by way of a multi-approach design that creates a faceted structure to be seen from multiple directions, given its unique location.

Following pre-application advice 2013/2763/PRE, we have significantly reduced the bulk and the mass of the proposed building by removing the cantilevers and allowing for one angled facade over the railway side. Further, in order to minimise the shading impact upon Cantelowes Gardens, the roof line has been pulled back, creating an additional facet, to reduce the bulk of the rear part of the building which is wedged into the Gardens. Please also refer to the enclosed Daylight & Sunlight Report.

In order to reduce the massing of the building and give space to the five Whitebeam trees in the South-East corner, the building envelope folds back, away from the ownership line. This part of land within the ownership line, albeit small, will be incorporated into the Cantelowes Gardens, as shown in the enclosed drawing PMA168_GA01_Proposed Ground Floor Plan .

The proposed faceted building not only takes into account all the site limitations but also considers the importance of its context, including the five Whitebeam trees immediately adjacent, and the impact upon the neighbour amenity, in accordance with the Policy CS15.

12. Landscaping

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This proposal includes the following landscaping elements, within and outside this development area:

1. The planting of additional trees as is the agreed strategy of Canteloves Gardens
2. The planting of native hedgerows around some of the boundaries as is the agreed strategy of Canteloves Gardens
3. Protecting the existing five Whitebeam trees in accordance with the enclosed Arboricultural Impact Assessment.
4. A living wall or green wall is proposed, which will form part of the rear facade along the junction with Canteloves Gardens. A selection of planting is in line with expected light levels in this shaded area so it will remain green, offer further biodiversity and new habitats. Canteloves Garden Friends Group have requested edible herbs here, which this proposal equally supports. Our research shows the variety of herbs that will grow in the shade: Invasive herbs: Angelica, Calendula, Catnip, Chives, Cilantro/Coriander, Lovage, Mint, Parsley, Sweet woodruff, Thyme. Not Invasive herbs: Bee balm, Chamomile, Chervil, Comfrey, Garlic, Lemon Balm, Oregano.
5. A green Sedum roof is proposed for the entire roof area, including the areas covered by solar panels.
6. SUDs system - Rain water is proposed to be collected and recycled to irrigate the living wall. An automated system will control the irrigation and a maintenance contract shall be established to continuously thereafter maintain the living planted elements and irrigation system.

The following picture shows a living wall, but the design of this one in Islington is not secure by design being a planted climbing frame. This proposal uses another system held by only vertical members preventing climbing and minimising the non-natural aesthetic appearance until fully grown.



A shading impact assessment is carried out as part of the Daylight and Sunlight Report, which proves that the impact the development will have on the park is minimal.

The Site has been subject to a previous contaminated land report, albeit for a different proposal. This identified the presence of petrol storage vessels underground along with petroleum-contaminated soil, as the Site was previously used as a petrol station. The proposed piling works will be closely monitored given the presence of the existing fuel tanks that currently don't clash with the new substructure and foundation design however careful probing will need to take place prior to the piling process. The proposed piling methodology using Continuous Helical Displacement piles minimises potential contaminated arisings and minimises off-site disposal, as well as reducing significantly harmful exposure to construction operatives during or

after piling and ground work operations. Measures will be implemented to prevent exposure of potential users to this contaminant source.

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In accordance with the enclosed Ecological Report, the site is of inherently low ecological value. This proposal provides ecological enhancements as part of the scheme, which increases the ecological value of the site, by creating opportunities that include the green wall, the green roof and wildlife friendly planting.

13. Appearance

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Quality Design

In accordance with DP24, the paragraph 24.12 states "In areas of low quality or where no pattern prevails, development should improve the quality of an area and give a stronger identity."

Camden Road is itself the site of a number of important architectural advancements such as the Grimshaw mixed use Residential and Sainsbury building. 145-147 Camden Road is currently a car park for the sole use by the existing adjacent Autodeutsche car repair garage. It has no high level architectural context immediately adjacent. In fact, it is surrounded by the Canteloves Gardens and the Railway Camden Tunnels 15 A-C, that has the single storey car repair garage facility upon it.

The proposal is to be of the highest quality contemporary design. It aims to provide the highest quality solution to this challenging site, developing a stronger identity by giving full consideration to its immediate context, and through detail design and best practice in construction.

The building will be seen from all sides on this prominent and exposed site. Therefore, it is considered that there should be a continuity of architectural language on all facades, whilst allowing for inherent differences within each facade, due to the interaction with the adjacent context.

The proposed faceted architectural design responds to the multiple perception of the building from different directions, and to the diverse nature of its surroundings. Given its unique location, this proposal creates a faceted envelope to be explored at different speeds, in different views, interacting with its neighbour amenity, and we believe it will give the strong visual and urban identity that is considered relevant to this site.

South-East Elevation

This proposal clearly separates the entrance to the car park facility from the 2-storey glazed entry to the office units. The design removes the existing crossover on Camden Road and creates a secure, open and welcoming high quality glazed entry to the offices from the street front on Camden Road.

The ground floor doors, adjacent to the footway, which create access to the cycle parking and refuse storage, will be flush with the external wall line and allow for security key fob access. The doors will be finished to match the wall finish, in order to be 'hidden' within the ground floor plinth, which ends into the 2-storey entrance glass box, to emphasise the sense of arrival.

We propose to form a sharp and neat interface between this elevation and the acoustic glass facade on the South-West Elevation. We detailed this interface in order to take the glass up to the folding edge between the South-East and South-West Elevation, obliterating the thickness of the wall and structure, to convey lightness and architectural quality.

Elevations on Canteloves Gardens

This proposal considered the immediately adjacent Canteloves Gardens, and seeks to preserve and enhance its quality.

The proposed building allows for the park to be framed with a living wall installation on its facade at ground floor level. The living wall installation, and its edible and aromatic herbs, would mitigate the relationship between the building and the gardens, and will enhance the quality of this part of the park which feels of a poor quality at present due to the proximity of the road, the car park and the railway.

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Materials

Given the nature of this site, and its visibility, it is vital that high quality materials are exploited to provide a new building that will age and wear beautifully with time. It is for this reason that natural materials are exposed on the outer facades. Particular attention has been given to the selection of the materials, to be similar to other materials in the local area, with the design intent of being respectful of the context. Please see pictures below.

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St Luke's Church - local stone reference used in façade treatment of this project



Camden School for Girls - local stone reference used in façade treatment of this project

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We propose to employ cast stone panels for all external walls, to match the appearance of local stone in the surrounding areas. This material will fold and form all the facets of the proposed building to provide consistency of architectural language. The living walls, the 2-storey entrance glass box and the glass facade facing Camden Road are juxtaposed with the proposed stone finished envelope, intentionally positioned within the proposed building to enable the interaction with the surrounding context. This proposed multi-faceted approach reveals different aspects of the form of the building when moving around it, whilst being perceived as one visual and urban entity.

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Dual Skin Façade

The proposed dual skin façade has been described with particular attention to the technical components and its performances in the previous chapters.

It is our design intention to keep the acoustic laminated glass panels to a small size that can be easily unclipped or replaced for cleaning and maintenance purposes.

It is likely that any building will require future addition of yet unknown services integration. This building has standard service risers but in addition the dual skin façade allows for the easy installation of services that cannot be seen from the outside, nor from inside the flats, without affecting the appearance of the building, and this is usually sustainable and functional design.

We believe that the appearance of the new development not only enhances the significance and the character of its surroundings, but also does so by addressing important matters such as security, acoustics, and overshadowing issues, sustainable design and energy efficiency.

14. Access Statement

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Parking

This proposal seeks to remove the existing car access to the site from Camden Road. The only access to the proposed Ground Floor car park is via Sandall Road, through the existing car repair garage. To confirm, this proposal is for a car-free development and does not include a car access to the office block or any vehicular access whatsoever from Camden Road.

All office units are wheelchair accessible by a DDA compliant lift, and a level access from the footpath on Camden Road is also part of our proposals.

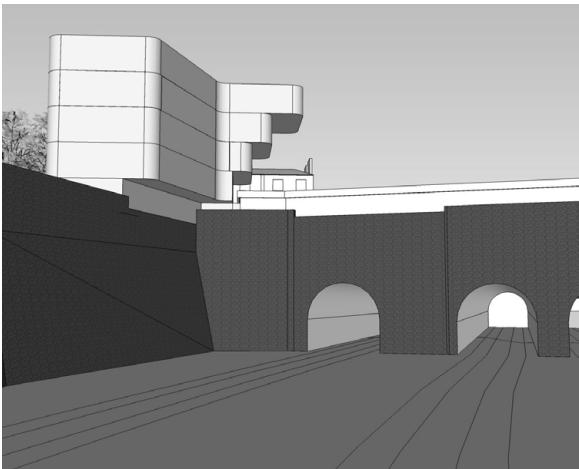
Accesses to the path in the cavity within the dual skin façade are proposed from the office units on all floors to allow for maintenance.

Cycling

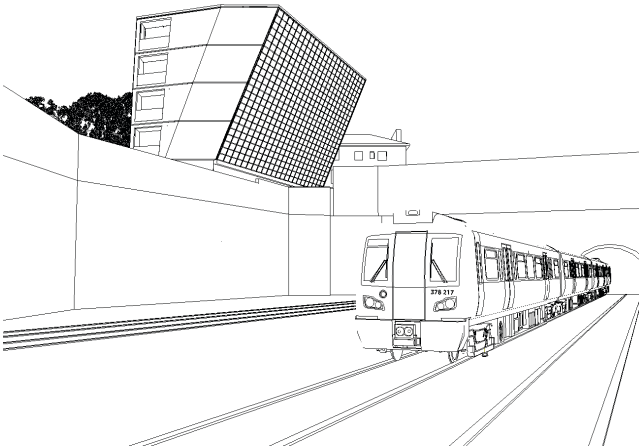
The provision of 6 secure, ground floor cycle parking spaces is facilitated.

15. Photographs and 3D views

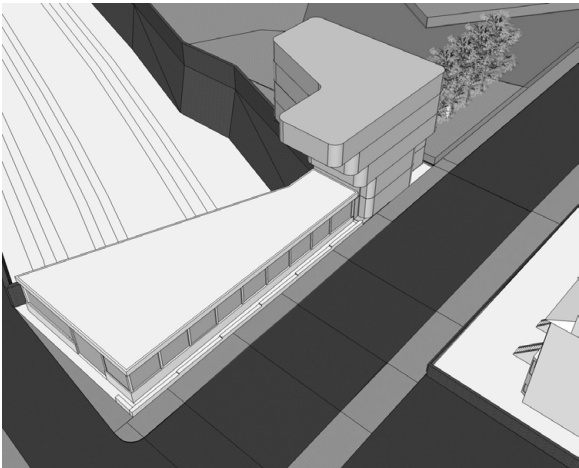
Paul McAneary
Architects Ltd



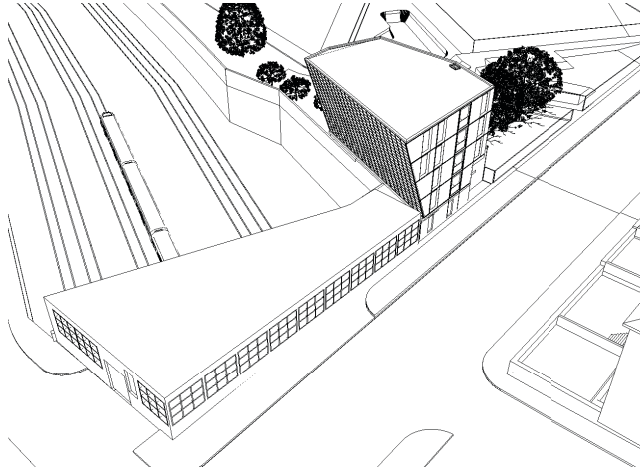
3D view 1_pre-application



3D view 1_current proposal



3D view 2_pre-application



3D view 2_current proposal

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3D view 3_pre-application



3D view 3_current proposal



3D view 4_pre-application



3D view 4_current proposal

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16. Conclusion

This document has indicated that the proposal is based on a clear understanding of the issues that were risen from the previous Planning Refusals.

The previous planning applications, appeal responses and all interested parties and neighbours have all been considered as brief-forming guidance and have therefore directly informed this proposed design.

The documents have also considered all the relevant planning policies that it has respected and adhered to.

This proposal has carefully considered and understood the specifics of the value of this site and the surroundings.

We believe that the proposed development not only enhances the significance of its surroundings, but also does so by addressing important matters such as security, acoustics, and energy efficiency by employing innovative technologies and the best principles of sustainable design.

All elements that make up this application have both been shown to have been fully addressed.

The proposal not only satisfies the clients need, but also does so in a manner that will preserve and enhance the character of the surrounding area, in best practice in design and in the proposed construction in 2016.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Paul McAneary', with a long horizontal line extending to the right.

Paul McAneary

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