



**125 Clerkenwell Road, London EC1R 5DB**  
PLANNING APPLICATION DESIGN & ACCESS STATEMENT Rev A

August 2016

Monahan Blythen Hopkins Architects

*Note: This document is best viewed as a double page format.*

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# Site context

## Site

The applicant's property at 125 Clerkenwell Road consists of a public house and flat situated on the southern side of Clerkenwell Road close to the junctions with Rosebery Avenue and Grays Inn Road. The building is late Victorian and is located in the Hatton Garden Conservation Area. The building is not listed but is located immediately adjacent to the six storey Grade II Listed Bourne Estate frontage (constructed 1901-03) at 123 Clerkenwell Road to the eastern side of the property running along the north east section of Leather Lane and to the south of Clerkenwell Road. The Bourne Estate is an Edwardian Housing Estate of some architectural and historical significance designed by W.E. Riley for the London County Council and is considered one of the best examples of tenement housing in the city.

To the western side of the site are two large seven storey office blocks at 127 and 129 Clerkenwell Road built in the late 20th century which are of little architectural merit and currently dwarf the site.

The existing building is three storeys high to the north Clerkenwell Road frontage (with basement) and has been rendered up to the level of the underside of the decorative cornice that runs the length of the street elevation just below the level of the cills of the first floor windows. A granite plinth runs up to the cills of the ground floor windows. A stucco cornice decorates the top of the parapet wall. There are stone string courses above the arches of the first floor windows and in line with the spring of the second floor windows. Both string courses are painted.

The rear south facing elevation of the property and single storey rear extension is of little architectural quality with large areas of yellow stock brickwork punctuated with four windows and a means of escape door at first floor level adjacent to a metal escape stair case leading down to the rear yard of the property. The rear yard is accessible from Clerkenwell Road through a gated archway.

To the south of the site is a continuation of the Bourne estate with 5 storey housing blocks enclosing communal courtyards. The flank wall of the Ledam Buildings block of the estate forms part of the southern boundary of the site. There is a vertical row of four small windows to this flank wall (which are located to its eastern end) looking toward the rear of the Bourne Estate and not directly across the site and are understood to be to kitchens.





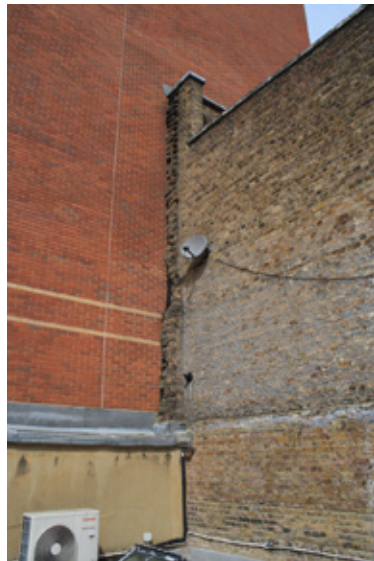
*View looking West down Clerkenwell Road towards No. 125*



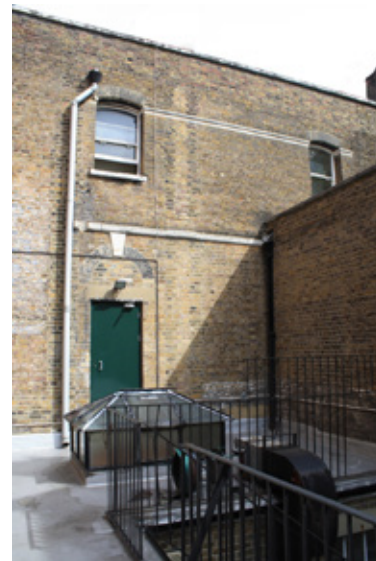
*View from opposite side of Clerkenwell Road*



*Junction with no. 123 at rear*



*Junction with no. 127 at rear*



*Rear facade*



*View of rear from Bourne Estate*

# Historical context

## History

Historically the site of 125 Clerkenwell Road served the large Griffin brewery that existed on the land that is now occupied by the Bourne Estate, although the original pub was demolished and rebuilt in the late Victorian era on an adjacent site, presumably to allow expansion of the brewery, which can be seen in the historic maps opposite. The Griffin Brewery which fronted Liquorpond Road (now Clerkenwell Road) was built in 1763 and in 1862 was the largest brewery under one roof<sup>1</sup>. It is claimed that the brewery was visited by a number of distinguished figures, including Emperor Napoleon III who came to sample the famous stout and ‘showed his appreciation by emptying a tankard’<sup>2</sup>.

The brewery eventually amalgamated with another brewery and the buildings were demolished in 1898. The public house was retained.

The Bourne Estate was built between 1905-09 on the land previously occupied by the brewery. The estate designed by the London County Council Architect’s Department by E. H. Parkes under W. E. Riley, is one London’s finest examples of tenement housing; inspiring the highly admired public housing built in Vienna - which in turn would inspire London’s Ossulton Estate and other mansion blocks in the 1930’s.

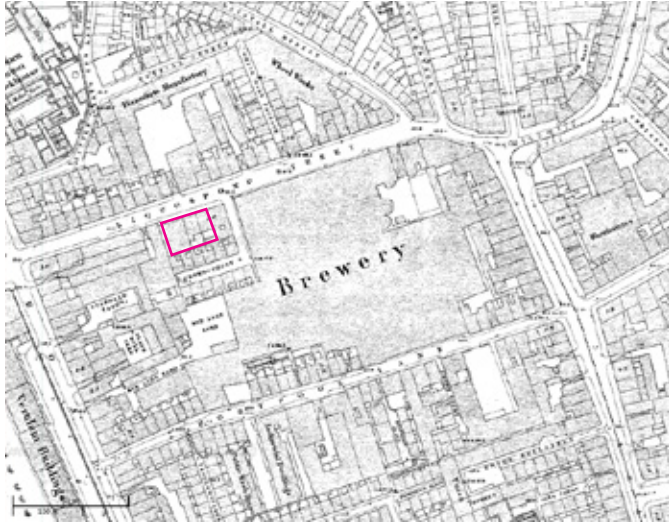


*Contemporary view (probably before 1870) looking east along Clerkenwell Road then called Liquorpond Road. Note the Griffin Brewery and the original Griffin Public House to its right which was demolished. The existing public house appears from the historic maps to have been re-built on an adjacent plot of land slightly further to the west to what is visible in this illustration.*

1 [http://www.gracesguide.co.uk/Reid\\_and\\_Co](http://www.gracesguide.co.uk/Reid_and_Co)

2 <http://www.british-history.ac.uk/vch/middx/vol2/pp168-178>

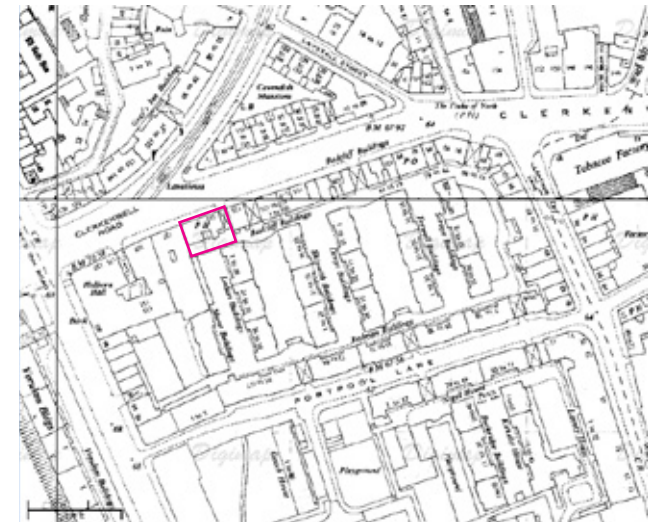




The site and its environs in the 1870's



The site and its environs in 1896



The site and its environs in the 1950's

# Planning policy & history

## Planning Policy

Camden's Development Policy document item 24.11 requires that "careful consideration of the characteristics of a site, features of local distinctiveness, and the wider context is needed in order to achieve high quality development which integrates into its surroundings" in order to respect the local character of the environs.

Camden's Development Policy document item 25.2 states that "The Council will only grant planning permission for development in Camden's conservation areas that preserves and enhances the special character and appearance of the area" the factors include "scale, density, pattern of development, landscape, topography, open space, materials, architectural detailing and uses".

The development is located within the Hatton Garden Conservation Area and the Hatton Garden Conservation Area Statement published by DC Sub-committee in 1999 describes the area and gives guidance on design considerations for proposals for the area.

In section 5.10 which describes the prevalent building types in the area, the document states the following:

The character and special interest of the Hatton Garden area is defined largely by the quality and variety of buildings, as well as the unique pattern of streets. The character is not dominated by one particular period or style of building but rather by the combination of styles that make the area of special interest. It is often the case that buildings of different periods, architectural styles and functions exist together in the same street, creating contrasts in scale and character.

Section 7.22 highlights that:

All extensions should respect the proportions and architectural treatment of the original buildings, and its relationship and impact upon open spaces, highways, important local views and viewing corridors.

It is the intention of this detailed planning application proposal that the attached scheme responds to the design criteria set out in both the Development Policy document, the Hatton Garden Conservation Area Statement and the comments made on the pre planning submission by Camden Council's planning department in their letter dated 24th June 2015.

Accordingly, the design approach of the attached proposals has sought to consider the context very closely.

The proposed extension at third floor level is set back approximately 800mm from the front face of the existing parapet wall and runs along the main frontage of 125 Clerkenwell Road up to the small brick return to the existing frontage where the existing archway is located. The proposed two storey extension is designed as a two tiered structure, carefully modelled so that it respects the listed Bourne Estate property both at third and fourth floor levels. It has also been designed so that the proportions of each of the extension floors respect the proportions of the existing street frontage of the building so that the extension sits comfortably on top of existing facade.

The set back section at third floor level above the ground floor arch adjacent to 123 Clerkenwell Road, is also dropped in height (relative to the main proposed 3rd floor element) to respect the listed building and will be set back approximately 2.0m from the front of the Bourne Estate so that return of the brick quoins feature on the flank wall can be appreciated and the return of the properties emphasized in deference to this building.

To reduce the visual impact along the street frontage the proposed fourth floor is set back approximately 3-4m from the front face of the existing front facade of the property. Both the third and fourth floor extensions are clad in a bronzed copper. The intention of the scheme is therefore to respect the scale and height of the Bourne Estate as well as proportions of the host building.



Please also note that the property is not formally identified as a building of interest and is not considered an unlisted building making a positive contribution to the character and appearance of the area within the Hatton Garden Conservation Area Statement document. We understand however, that the Hatton Garden Conservation Area statement is currently being updated and that the building is being re-considered as being included as a positive contributor to the area. As you will note from the historic maps included within this document, the existing public house only overlapped with the brewery for a relatively short period of time (the brewery was demolished in 1898), therefore we believe that The Griffin building that currently occupies the site has little historic relationship with the old brewery.

While the building is of little architectural merit, the front elevation has a late Victorian charm however which is considered worth preserving for this development.

## Planning History

Planning permission was given in 2013 to infill part of the rear of the property to improve back of house toilet facilities as well as the acoustic performance of the building (Ref. 2013/0813/P). Planning permission was also granted in 2013 to improve the street frontage - improvements included re-cladding the plinth of the public house street frontage with black granite and replacing the four ground floor windows (Ref. 2013/5508/P).

Permission was also given by the Council in 2014 for the demolition of the four large chimney stacks at roof level, which was given approval under permitted development rights (ref: 2014/4596/P)

# Design

## Proposal Description & design analysis

The proposals are for the retention of the existing ground floor public house with the demolition of the existing first and second floors and the rear elevation from first floor level while retaining the front facade of the building. The first and second floors would be rebuilt and additional third and set back fourth floors added to provide C3 Use Class housing accommodation.

The existing entrances to the ground floor public house will be retained, as will the alternative means of escape route from the rear of the public house to Clerkenwell Road via the existing archway. The entrance to the new residential accommodation will be sited on Clerkenwell Road where the existing eastern ground floor archway is located. This enclosed archway takes residents to a new communal staircase and lift. The toilet facilities within the public house in the area where the new housing stairwell is to be located are to be reconfigured to allow for the new arrangement. Refuse and recycling for the proposed housing and public house will be located to the rear passageway which has direct access to Clerkenwell Road. Please note that additional details about refuse and recycling are provided later in this document.

## Accommodation

The proposals comprise 8 new self contained private dwellings to the following mix:

- 3 No. x 1 bed 2 Person Flats (first floor)
- 1 No. x 2 bed 3 Person Flats (third floor)
- 4 No. x 2 bed 4 Person Flats (second, third & fourth)

The three one bed flats are located at first floor level with two flats located on each of the the second and third floors while the fourth floor is set back significantly from the Clerkenwell Road facade and consists of a single flat with access to its own generous roof terrace. The main roof of the proposed building is dedicated for the provision of an array of photovoltaic panels.

62.5% of the scheme is therefore comprised of 2 bed dwellings which would assist the borough's "very high" need for such dwellings for market housing (Camden Development Policy - 5.4). This is well in excess of the Council's requirement for a minimum of 40% of dwellings in a market development to have two bedrooms.

The most eastern section of the third floor to the front elevation is set back in deference to the adjacent Bourne Estate building resulting in amenity space for the residents of this 2 bedroom dwelling.

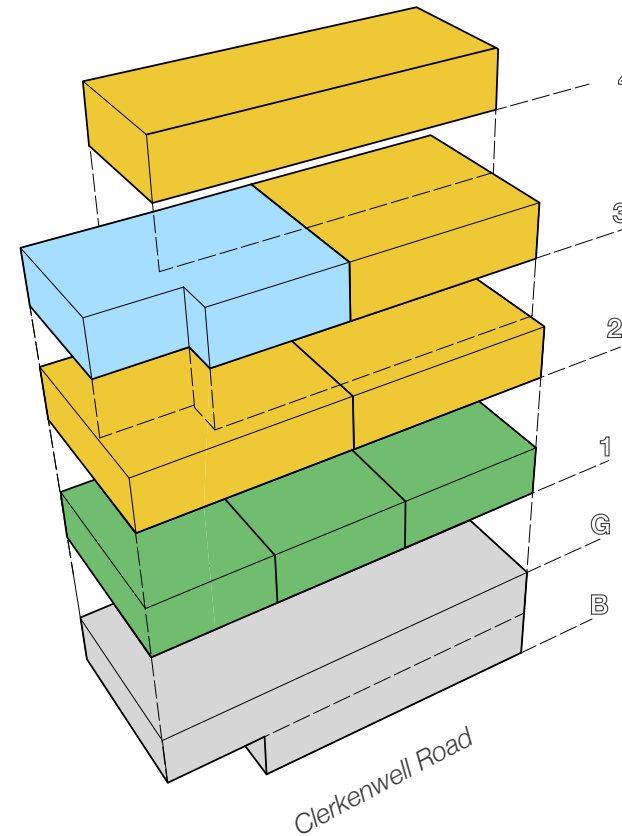
The proposed south facing rear elevation would be re-built with the new stair, service and lift core designed to be kept as tight as possible to the rear of the building to reduce its visual impact on the neighbouring estate (particularly 1-12 Ledam Buildings).

While the balconies have been included to provided necessary amenity space, they also additionally give modelling, depth and interest to the rear elevation with

vertical screening to the sides of the balconies designed to provide additional architectural interest whilst contributing to solar shading in summer as well as acting as privacy screening to prevent overlooking. The fenestration to the rear elevation is also designed to reflect its surrounding context albeit in a modern interpretation with a predominantly brick facade up to 3rd floor with punched windows with deep reveals. Only the fourth floor is treated differently, clad in copper and treated in the same language as the front elevation to tie the two elevations together and provide cohesion to the proposed scheme.

## Density

There are a total of 21 habitable rooms within the proposed development. With the site area of 0.0312 Hectares, this works out at a density of 673 hr/ha for the housing element.



● 1 Bed 2 Person

● 2 Bed 3 Person

● 2 Bed 4 Person

○ Existing Public House retained



# Pre Application & Planning Application Design Response

Further to receipt of Tania Skelli-Yaoz's pre-application advice letter dated 24th June 2015 (pre-application ref. 2015/2395/PRE), the scheme has been reconfigured to respond to comments on the pre-application scheme previously submitted (refer to Designed Development pages later in the report which shows the original pre-application scheme and the revisions explored during the pre-application discussions) and addresses the main design issues highlighted in the letter, namely, impact upon the host building, the appearance of the Hatton Garden Conservation Area and the setting of the adjacent Bourne Estate Grade II listed building.

The scheme has also been further amended following dialogue with Camden Planners following submission of the original planning application in December 2015, following correspondence during the planning process namely responses to Camden's emails dated 2nd March 2016, 23rd March 2016 and a meeting held at Camden's planning department on 11th July 2016. Please refer to Pre-Application, Planning Application, and Design Variations later in this report which sets out the timeline of the design amendments.

## Design Approach

The proposed amended roof extension responds appropriately to the host building: the extension although two storeys in height, consists of two distinct elements - to Clerkenwell Road, the third floor element is an extension that is set back over 0.8 metres from the front face of the parapet wall of the existing building. The copper clad fins of both storeys of the extension are respectively aligned with the vertical fenestration of the existing building below in accordance with CPG1 (5.11). The proposed facade treatment of colonnaded fins also acknowledges the vertical streetscape patterns and architectural features referring to the pilasters on the Bourne Estate elevations.

The fourth storey of the extension is now set back further still at a distance of 3.4 metres from the front face of the existing parapet wall, resulting in two distinct set backs of the roof extension ensuring that the impact of the fourth floor is significantly visually reduced when viewed from Rosebery Avenue and Clerkenwell Road. The fifth floor element previously included on the original

pre-application scheme has been removed altogether to enhance the marked difference in height which still exists between the property and the proposed two storey roof extension and the adjacent office block building (127 Clerkenwell Road).

## Scale

The amended roof profile will ensure that the height of the property will continue to provide visual interest and relief to the streetscape juxtaposed against the tall office block and large mass of the adjacent Bourne Estate buildings in accordance with CPG1, where the two tiered roof extension will assist in emphasising this difference of scale.

## Form and Materials

The form has been significantly altered from the original pre-application and no longer consists of a sheer two storey block built off the front parapet wall but follows the principal of the tiered extension as proposed in the amended original planning application scheme. The vertical fins of the previous pre-application scheme have been refined and now run along the facades on both the third and set back fourth floor and to the rear facade storey of the proposed extension.

The roof will be clad at both 3rd and 4th floor levels in bronzed copper (one of the traditional recommended in the CPG1 document - clause 5.9) to ensure that the materials visually blend in with the traditional materials of the Clerkenwell Road street scene.

The roof extension now reads as a sympathetic and yet modern addition to the building, and accordingly it is our interpretation that the amended scheme now meets the requirements set out in Camden's developments policies DP24 and DP25 of securing high quality design and helping to conserve Camden's heritage.

## Rear extension and Amenity

The rear extension has also been reconfigured so that the window openings to the top storey (4th floor level) are set within copper panels between the copper clad fins as a continuation of the treatment of the front elevation, to unify the front and rear of the extension and give cohesiveness to the design.

The rear elevation is proposed as being predominantly finished in brickwork with deep set windows openings, so that it compliments the brickwork of the adjacent buildings and sits very comfortably while responding materially to its context providing a strong load bearing aesthetic.

Because the rear of the proposed extension is less than the recommended 18m distance (set out in CPG6) from windows to the west elevation of 1-12 Ledam Building to the south, full height privacy screening is included in the sides of the living room balconies to prevent overlooking from the balconies themselves (refer to Daylight, Sunlight & Overlooking later in this report).

## Impact on Listed Building

The reconfigured roof has been redesigned to ensure that the set back roof of the top fourth storey of the proposed roof extension is lower than the roof line of the adjacent Bourne Estate building at 123 Clerkenwell Road. The roof to the section of the building at third floor level (above the arch to the public House) is considerably set back by 2.0m and dropped in height to respect the Grade II listed Bourne Estate building as discussed earlier in this document.

With the lower roof height and set back at third floor level of the proposed roof extension adjacent to 123 Clerkenwell Road, the proposed scheme is appropriately deferential to the listed building and as a result, the features of the Bourne Estate building are emphasised and given a new prominence.

# Demolition Justification

As detailed on the attached application drawings (125CR/P/EX11-125CR/P/EX9), the first and second floors of the existing building are to be demolished along with the roof structure and the rear elevation wall from first floor upwards to make way for the proposed redevelopment of the host building while the front facade would be retained. The rear of the existing building has no architectural merit, including internally, steps in and out in a haphazard way and does little to relate to the buildings around it, nor brings any positive contribution to the conservation area as is clearly evident in the pictures included here. As discussed earlier in the report, the Hatton Garden Conservation Area Statement is currently being reviewed and updated and the building is being reconsidered as a positive contributor to the area.

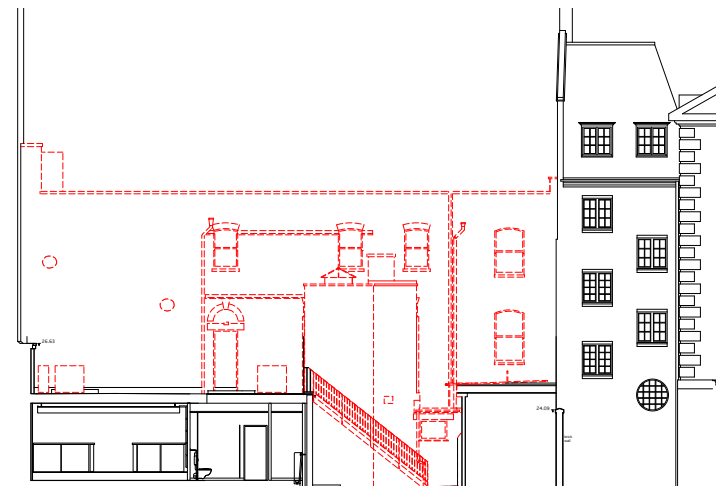
While the front Clerkenwell Road elevation has some architectural interest and Victorian charm and should be retained, the same cannot be said about the rear of the building, in terms of either its features or massing. The demolition of the rear of the building is therefore in our view justified as it cannot be argued that the rear elevation “makes a positive contribution to the special character and appearance of the area” (Hatton Garden Conservation Area Statement - clause 5-43).

The brickwork is plain and there are no decorative features that are distinct or noteworthy. The rear elevation also has exposed snapped headers the full height of the building where a thick party wall adjacent to the flank wall of 127 Clerkenwell Road was demolished historically, enhancing the poor quality of the appearance of this elevation of the building.

The proposed scheme seeks to rationalise the form of the rear of the building and by comparison to the existing rear elevation, tidies it up and gives it a coherent quality tying it in respectfully to its setting.



View looking north-east at first floor level to the rear of 125 Clerkenwell Road. Note lack of features, poor quality of brickwork, haphazard rear extensions and drainage runs.



Extract of drawing 125/CR/P/EX17: rear elevation (demolition)





View looking north east from ground floor rear court yard. Note unattractive haphazard rear extensions, poor quality of brickwork and absence of architectural features of any merit.



View lookinh north east from first floor level to junction of rear of 125 Clerkenwell Road and 127 Clerkenwell Road. Note poor quality of brickwork, especially snapped headers at junction of two properties, and absence of architectural features of any merit.



*Clerkenwell Road elevation (scale 1:200)*

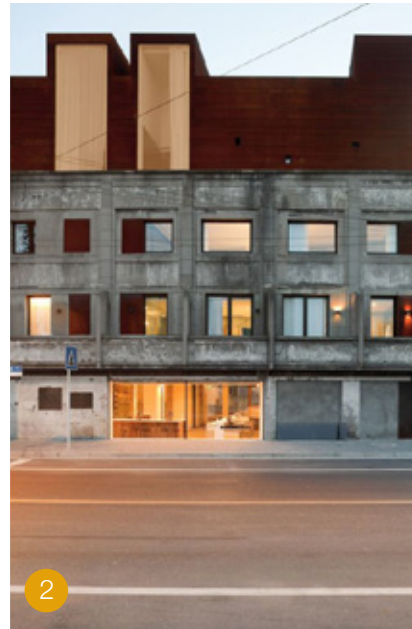






Rear elevation (scale 1:200)

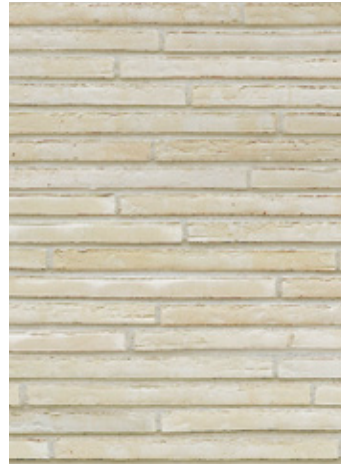
# Precedents



1. SD Worx, Antwerp by Stramien.
2. The Waterhouse at South Bund by Neri & Hu Design
3. Private residence by TDO
4. Somerville College by Niall McLaughlin Architects



# Material solutions



## Brickwork

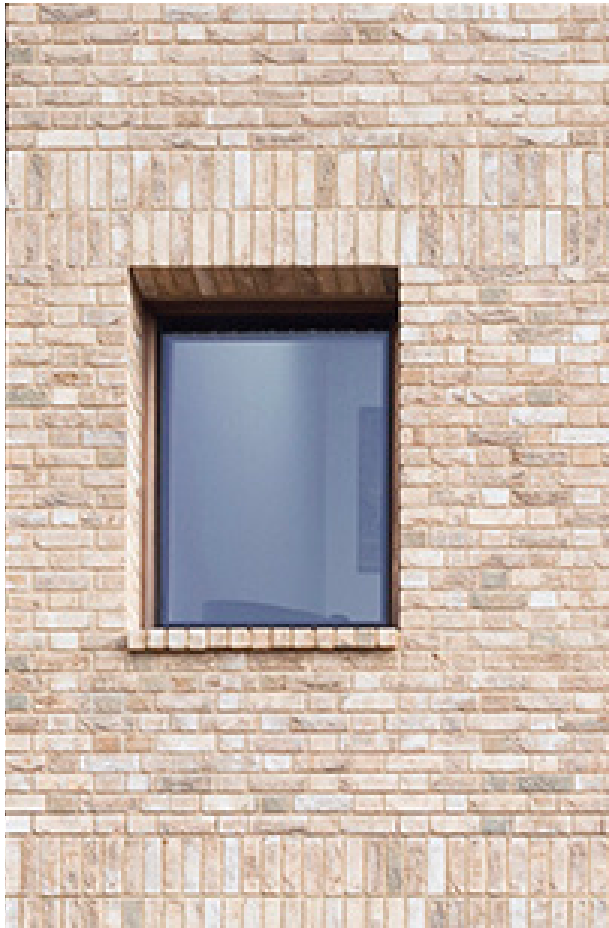
A light buff coloured brick has been proposed, which would both compliment the multiple shades of bricks within the area, whilst reflecting greater levels of light.

The picture to the right shows where they have been used on the nearby Turnmill Building, Farringdon Road, London.

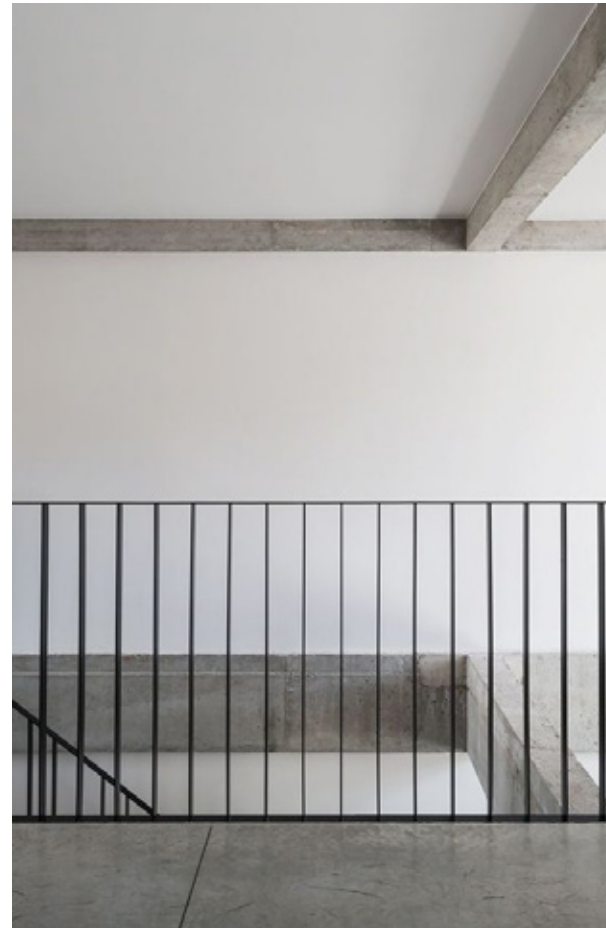


## Bronze copper cladding

Used on Levring House by Jamie Fobert Architects, located within Bloomsbury Conservation Area in Camden, London



**Deep set triple glazed window**  
Private Residence by TDO,  
Old Church Street, London



**Custom metal railings**  
The railings and screens are to be custom made for the project using slim profiles of steel.

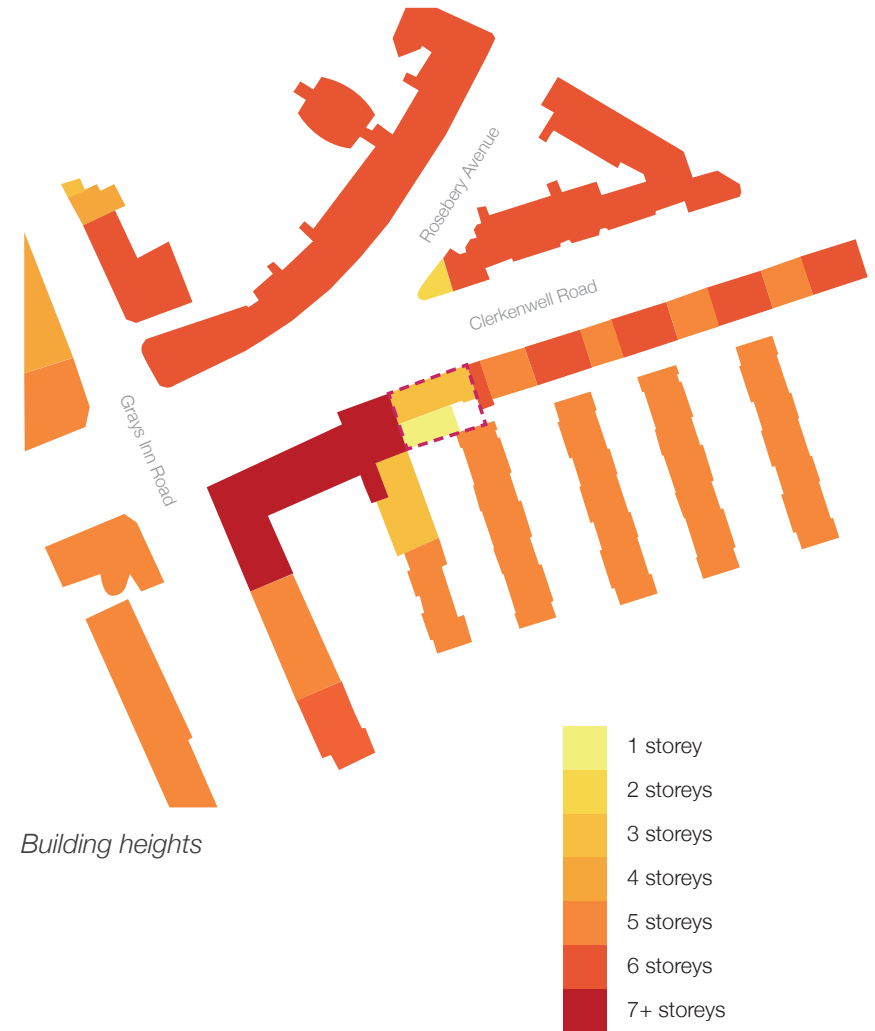


# Massing



125 Clerkenwell Road is three storeys in height, which sits in contrast to the surrounding buildings. The building itself sits within an urban grain that is predominantly 5 storeys, with a number of its neighbours opposite at 6 storeys and its direct neighbour no. 127, at 7 storeys (8 storeys including the large plant enclosure on the roof).

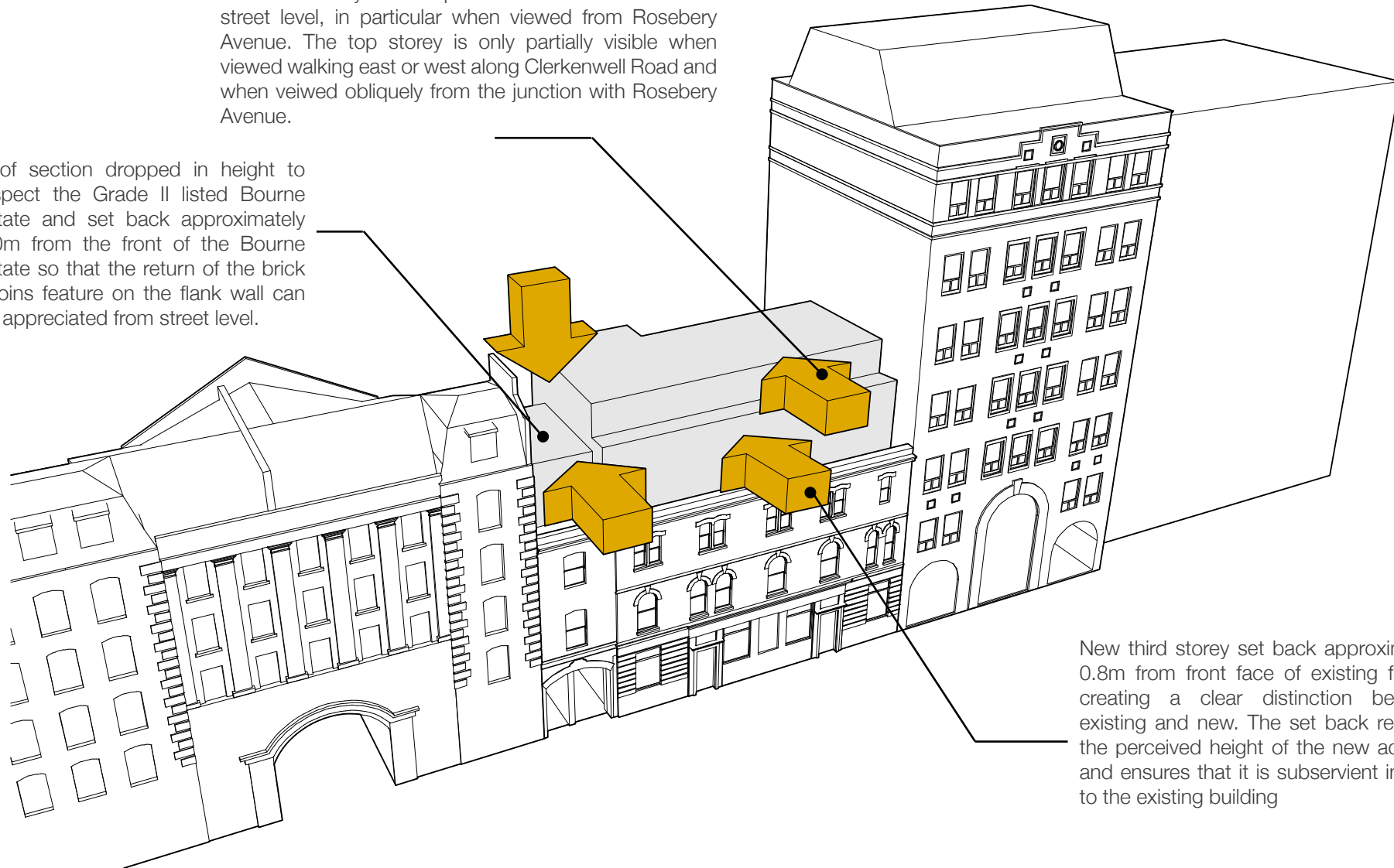
The inclusion of an additional third floor and stepped back fourth floor extension simultaneously retains the sense of space between the existing neighbouring buildings within the existing streetscape whilst still remaining in keeping with the massing and density of the area.



# Design diagrams

The fourth floor is set back approximately 3.4m from the front face of the existing facade to maintain the sense of space between the existing neighbouring buildings within the existing streetscape (127 and 123 Clerkenwell Road) and reduce any visual impact of the new extension from street level, in particular when viewed from Rosebery Avenue. The top storey is only partially visible when viewed walking east or west along Clerkenwell Road and when viewed obliquely from the junction with Rosebery Avenue.

Roof section dropped in height to respect the Grade II listed Bourne Estate and set back approximately 2.0m from the front of the Bourne Estate so that the return of the brick quoins feature on the flank wall can be appreciated from street level.



New third storey set back approximately 0.8m from front face of existing facade creating a clear distinction between existing and new. The set back reduces the perceived height of the new addition and ensures that it is subservient in form to the existing building



# Perspective Views



*Image A: Proposed view from Grays Inn Road looking East down Clerkenwell Road*





*Image B: Proposed view looking West down Clerkenwell Road towards No. 125 Clerkenwell Road*





*Image C: Proposed view looking up Rosebery Avenue towards Clerkenwell Road*





*Image D: Proposed rear view from 1-12 Ledam Building on the Bourne Estate.*





Image E: Proposed view along the rear of Bourne Estate, looking at the flank wall of the proposed development.

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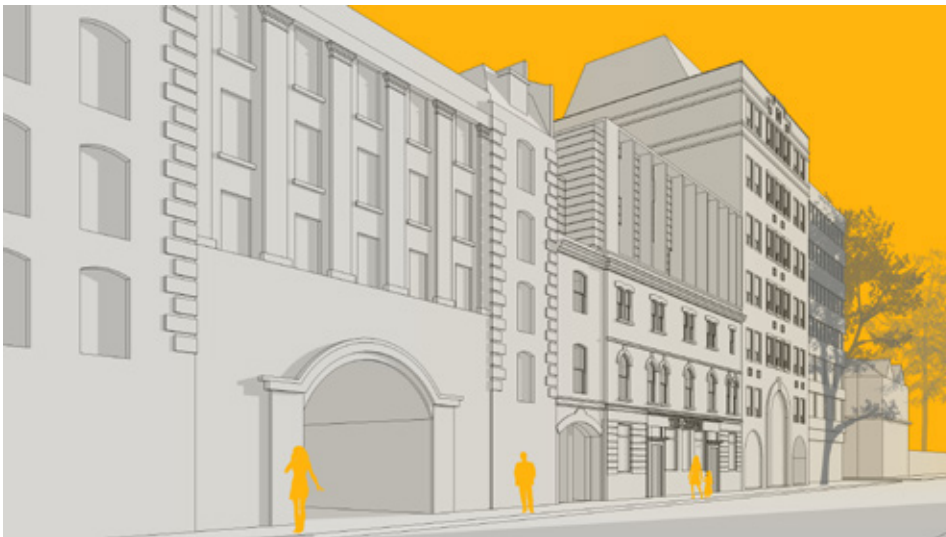


# Design development

## Original pre-application design



*Original Pre-application elevational treatment along Clerkenwell Road (ref 2015/2395/PRE)*

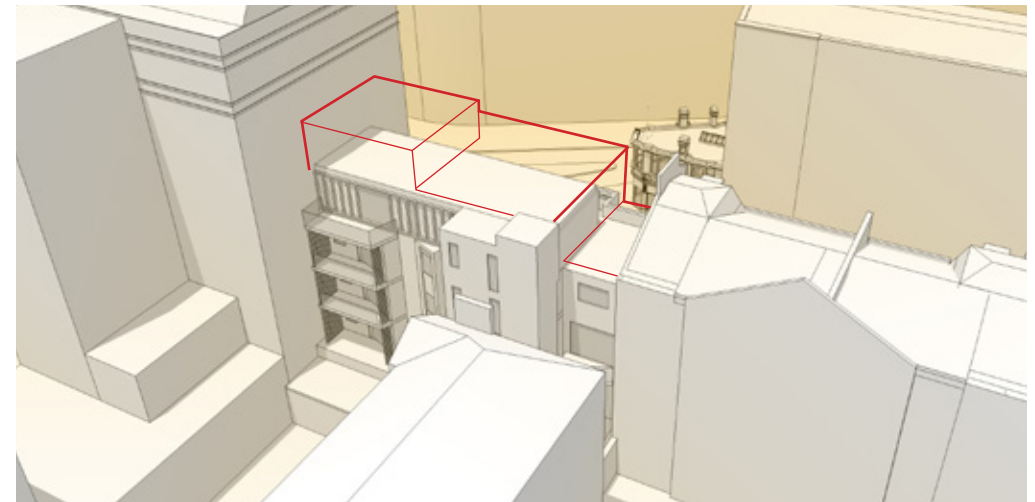
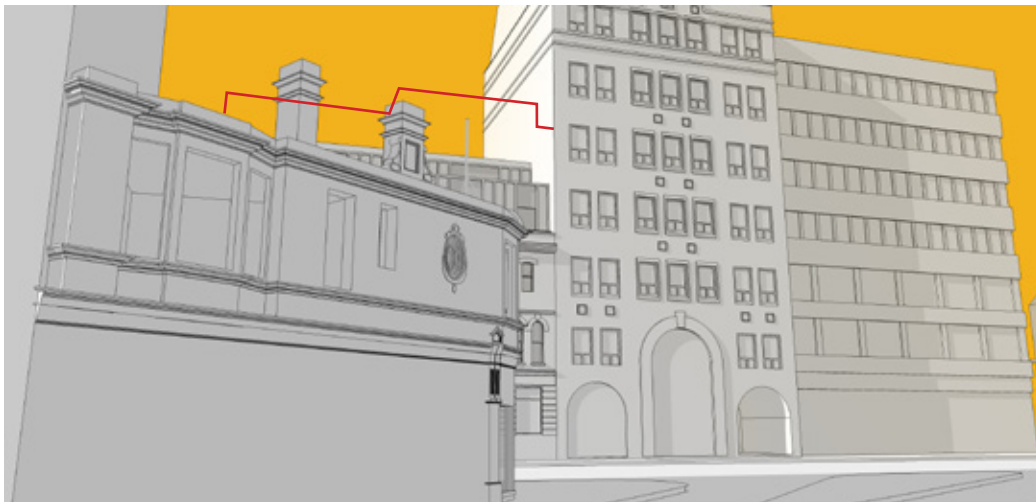


*Original Pre-application rear elevational treatment.*

## Alternative pre-application design

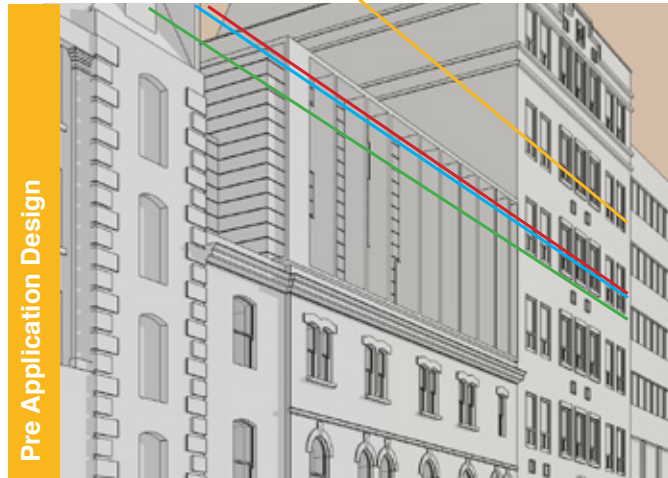


*Revised elevational treatment following meeting with Victoria Pound on 31st July 2015 and emailed to Victoria Pound and Tania Skelli-Yaoz on 3rd August 2015 showing reduction in massing and scale of proposed extension. Red outline indicates profile of pre-application scheme (ref 2015/2395/PRE)*



# Pre-Application, Planning Application and Design Variations

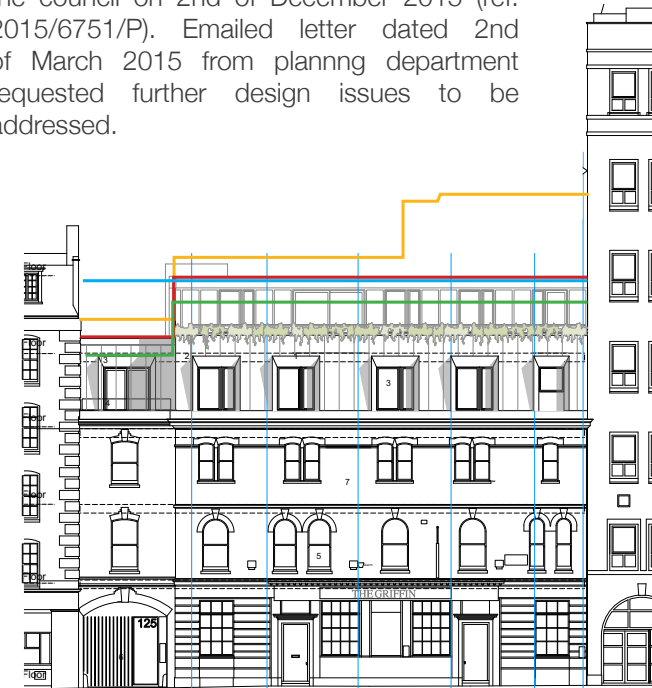
Coloured lines indicate profiles of different designs:  
 Orange - pre-application design.  
 Red - original planning application design.  
 Blue - planning application redesign 01.  
 Green - planning application redesign 02.



Pre-application skim (ref. to 2015/2395/PRE) submitted to the council on 27th of April 2015. Pre-application response letter issued on 18th of May 2015 by the council setting out design issues which were to be addressed.



Detailed planning application submitted to the council on 2nd of December 2015 (ref. 2015/6751/P). Emailed letter dated 2nd of March 2015 from planning department requested further design issues to be addressed.



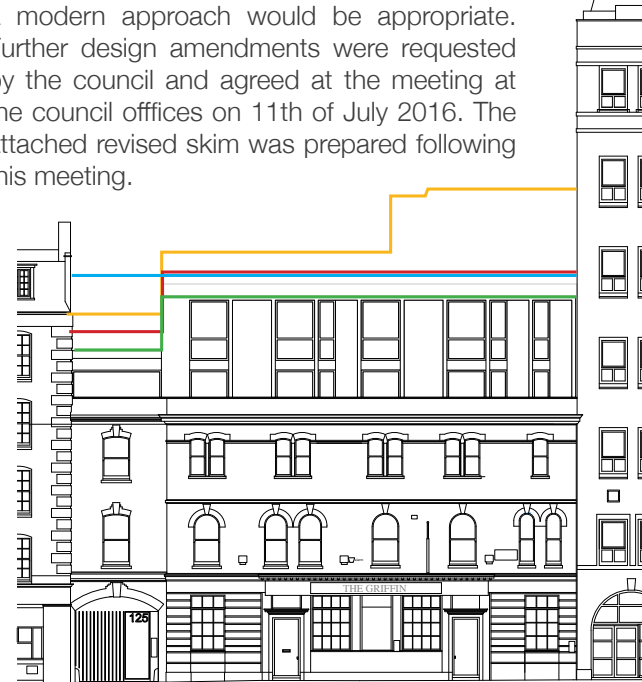




Scheme option submitted to council on 12th of March 2016



Scheme option submitted to council on 19th of April 2016 following advice from council that a modern approach would be appropriate. Further design amendments were requested by the council and agreed at the meeting at the council offices on 11th of July 2016. The attached revised skim was prepared following this meeting.





# Sustainability

## Design Points

- The proposal is a sustainable use for an existing occupied site by increasing the density and providing 8 no. dwellings on an existing footprint, whilst retaining the existing public house use at ground floor level.
- Photovoltaic panels on the roof provide on-site renewable energy production. The total area of proposed PV array is approximately 27sqm; equating to approx. 2,430-2,970 kWh per annum.
- It will have a highly insulated construction, aiming to exceed the expectations of Camden by having a greater than 20% reduction in energy consumption and a performance comparable to A.E.C.B. Silver Standard.
- Interior wall insulation will be installed to the retained existing front facade, reducing the fabric heat loss.
- High quality triple glazed windows are to be installed to reduce heat loss and provide a high level of internal comfort.
- Large south facing glazing is to be protected from summer sun by a carefully integrated design which uses the balconies and overhangs to shade glazing, reducing the risk of over heating and the need for cooling devices while in winter allowing for beneficial solar gains from the lower sun position to reduce heating requirements.
- Water saving devices are to be installed such as dual flush toilets, low flow rate taps, etc.

A full and detailed analysis of the sustainability approach for the project can be found in the separate Energy and Sustainability Strategy document prepared by Etude which is included as part of this detailed planning application.

# Accessibility, Amenity & Trees

## Access and Accessibility Statement

The main vehicular and pedestrian access will be from Clerkenwell Road. Refuse vehicles will be able to use this road to pick up refuse immediately in front of the development as it does at present. Emergency vehicles will also be able to gain access to the proposed building from the same access point.

While there are no dwellings dedicated as entirely wheelchair units, all of the 8 dwellings within the development are designed to Lifetimes Homes standards to ensure that the accommodation can be adapted over the years to the changing requirements and any particular special housing needs which may arise (in accordance with Camden DP6) as well as requirements of the London Design Guide. The dwellings could be adapted if required in the future to become wheelchair accessible dwellings. All dwellings are served by a wheelchair accessible 8 person lift. All main entrance and terrace access thresholds will be level.

The 8 person wheelchair accessible lift serving all 8 of the flats has been incorporated into the design with minimum internal dimensions of 1100 x 1400. It will be designed as a public buildings type lift and will include a folding perch seat.

## PTAL (Public Transport Accessibility Level) Rating

The site has excellent access to public transport with bus, rail, tube and road connections and the London Plan has established that the PTAL (Public Transport Accessibility Level) rating for this site is 6b which is the highest possible score. This is in line with the London Plan's Density matrix (table 3A.2) which recommends housing developments in central London of 650-1100 hr/ha require a PTAL level of 4 to 6.

The site is close to Chancery Lane tube station (central line), and is adjacent to numerous bus routes along Clerkenwell Road, Rosebery Avenue and Grays Inn Road including No's 19, 38, 55, 243 and night buses N19, N35, N38, N41 and N55. Farringdon tube and overground stations are also close to the site with the Circle, Hammersmith & City and Metropolitan tube lines and overland train services running north to Luton and South to Sutton, Gatwick Airport and Brighton.

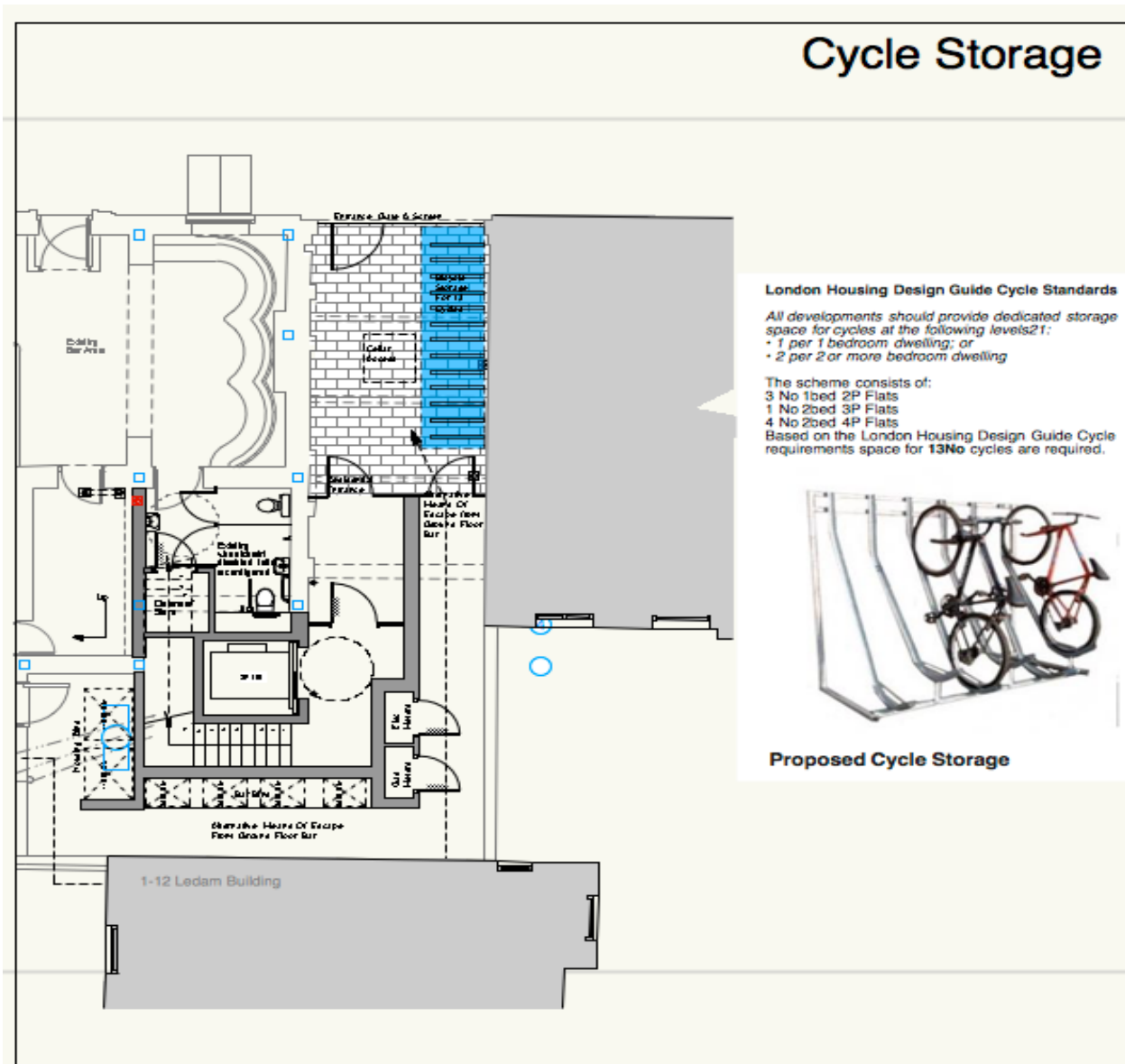
## Amenity provision

Each of the eight dwellings have access to private or shared terraces (in the case of two dwellings) or balconies providing amenity areas in line with or exceeding the provisions required by the London Design Guide. The three first floor 1 bedroom 2 person flats have access to generous terraces built over the roof of the rear ground floor extension of the public house (giving generous areas of 17 sqm and 12.5 sqm respectively with two of the flats sharing the latter terrace) while the fourth floor terrace of the 2 Bed 4 person flat has a terrace with a very generous area of 26.7 sqm for example.

## Tree statement

There are no trees on the site and no trees to adjacent properties will be effected by this re-development.

# Car Parking and Cycle Storage

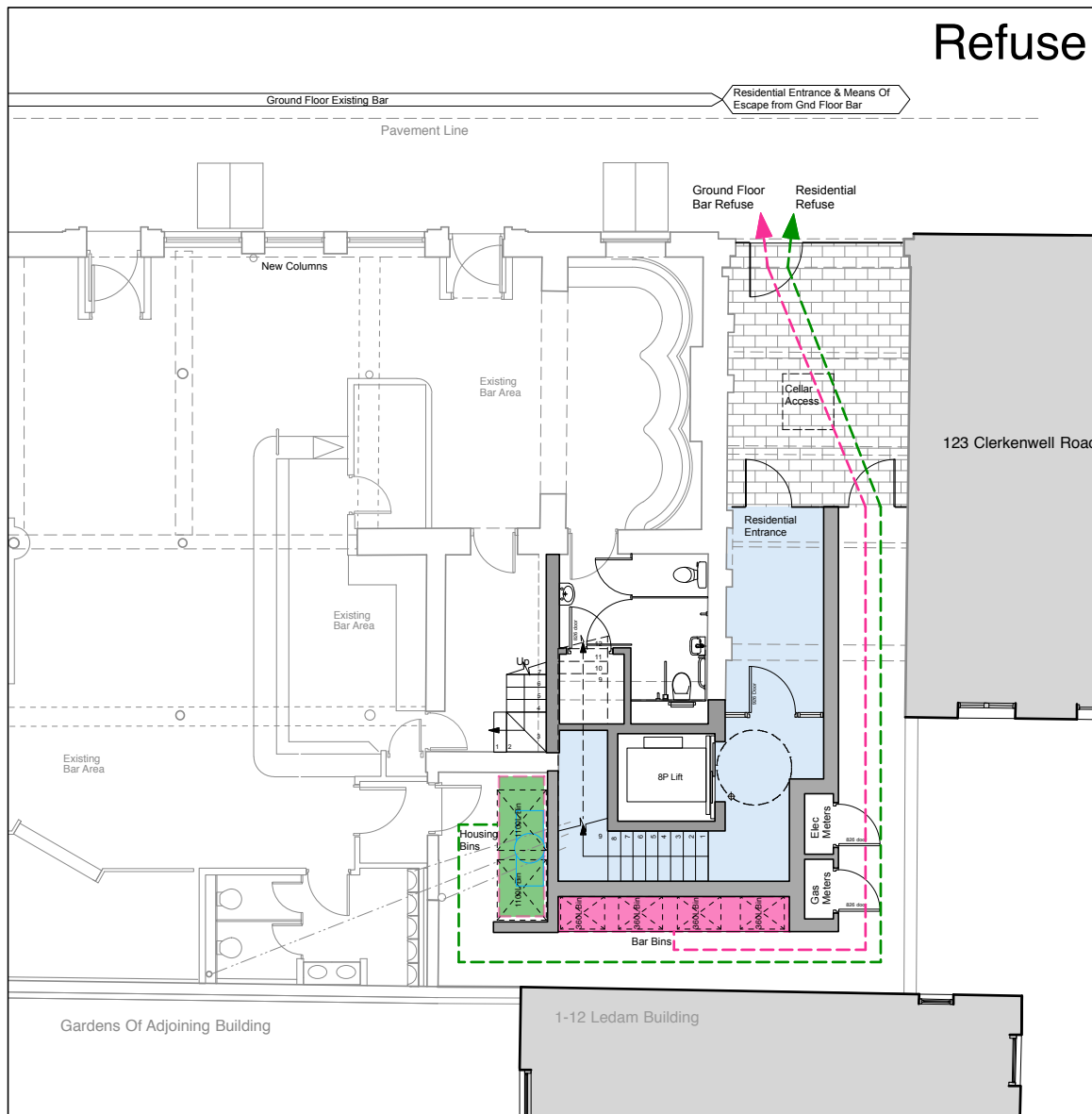


The scheme is a car free development to promote sustainable transport patterns. Secure bicycle storage for bicycles has been included in a covered communal cycle store located to the front entrance passageway in accordance with Camden Council's requirement of one cycle storage or parking place per unit providing a total number of 13 covered spaces.

(Refer also to London Housing Design Guide Cycle Standard as demonstrated at left showing the calculation for the 13 cycle storage spaces allowed for the scheme).



# Refuse and Recycling



Refuse and recycling storage for the development is located adjacent to the rear passageway. The Council's criteria for calculating the amount of waste was used to determine the amount of storage needed. Camden's Environmental Services department have confirmed that the 2 No. x 110L Eurobins proposed would provide more than sufficient waste storage for the housing development. Please note one of the Eurobins would be allocated for household waste while the other would be dedicated for recycling. The waste for these bins would be taken to the Eurobins by way of waste disposal chutes located at each communal landing level (first to fourth floor level).

As the bins are stored over 10m from the pavement where the collection vehicles will park, the bins would be moved to the main entrance area on collection days by the housing management staff to ensure that the bins can be accessed by both Camden's waste collectors or private collectors with ease.

# Daylight & Sunlight Overlooking



## Overlooking

Because the rear of the proposed extension is less than the recommended 18m distance (set out in CPG6) from windows to the west elevation of 1-12 Ledam Building to the south, full height privacy screening is included to the sides of the living room balconies to prevent overlooking from the balconies.

The diagram demonstrates how screening to the balconies and first floor terrace would prevent overlooking to the nearest windows to 1-12 Ledam Building. It also demonstrates that the nearest windows to the first floor of the rear flank wall of the 127 Clerkenwell Road office building within the 'visible' zone would be 13.7 metres from the window of the living/dining room of the proposed development and would be viewed at a very oblique angle significantly restricting overlooking.

## Daylight & Sunlight

A daylight and sunlight impact assessment prepared by Hawkins Environmental investigated the impact of the proposed development on levels of daylight and sunlight on the windows of surrounding buildings.

The report concludes that although there will be small reductions in both daylight and sunlight to some neighbouring windows, under BRE guidance, the impacts would be "negligible". This report is included as part of this detailed planning application.

# Executive Summary

The proposed design was arrived at via a contextual approach, with careful consideration of the adjacent buildings and existing streetscape. The proposal looks at providing eight dwellings that are of a high standard, with all apartments provided with access to external amenity space. The ground floor public house and associated ancillary basement spaces are retained.

The treatment of the roof form of the proposed extension ensures that the existing gap in the urban grain between the two adjacent neighbouring buildings is visually maintained and has been sensitively set back at the junction of the listed neighbouring building preserving views of the quoin corner. The high quality architectural approach is in keeping with the existing massing and scale of the area, with the majority of buildings in the immediate vicinity being taller.

The influence of the form and facade treatment although unapologetically has been influenced directly from the retained Victorian facade, as well as the wider street context. We believe that the building will be a positive addition to the architectural oeuvre of the area.

By retaining the existing ground floor use and sensitively extending the building, the scheme makes efficient use of the site, maximising the density without over development.

The sustainable use of land is reinforced by the proposed high standard of design and construction. The building will be highly insulated and airtight, providing an extremely efficient building fabric that not only reduces the primary energy consumption of the building, but will also provide a very comfortable living environment.

To conclude, this detailed planning application represents an exciting opportunity to deliver a sustainable high-quality development which would also provide significant benefits to the local area and contribute towards its continued reinvigoration.



**monahan  
blythen  
hopkins**  
architects

166 Clerkenwell Road,  
London EC1R 5DE

020 7833 9616

[www.mbharchitects.co.uk](http://www.mbharchitects.co.uk)