Photograph of the existing building from the other side of Regents Canal

6.0 FOURTH FLOOR ROOF EXTENSION

The principle areas developed following the pre-planning meeting no.2 on 10th May are as follows:

A - Explore subtle ways to integrate the fourth floor extension glass

B - Reduce vertical depth of top band to roof extension

C - Integrate the new balustrade design with the existing building

D - Remove the corner balustrade to the private dining area on the top floor

E - Integrate a green roof with PV panels for most effective and maintenance free lifespan

F - Explore the facade treatment to the plant enclosure facing Jamestown Road

G - Reduce the height of the plant enclosure to south west corner visible from Arlington Road

H Ensure adequate plant space is provided at planning stage to avoid increases in the future

The above changes were incorporated together with supplementary planning drawings and presented to LBC on 5th July 2016

6.0 FOURTH FLOOR ROOF EXTENSION

6.1 EXAMPLES/ INSPIRATION - GLASS TREATMENT OPTIONS

As part of the facade treatment study, the team reviewed other projects that could inform the proposals. These projects have provided useful examples on ways to integrate the fourth floor extension glass and the balustrades.
The images below were used as inspiration to inform design decisions in terms of aesthetics.

Curtain Road - Duggan Morris

Volume B Store - Marcio Kogan

Paul Smith Albemarle Street Store Facade - 6a Architects

St James's Market - Make Architects

Skyroom - David Kohn

Size & Matter - David Chipperfield

6.0 FOURTH FLOOR ROOF EXTENSION

6.2 PROPOSED FACADE TREATMENT OPTIONS

Four options were explored extensively before making final decisions on the facade treatment.
- Option 1 used woven mesh within the curtain wall glass on the fourth floor and incorporated curved metal balustrades for the third and fourth floors.
- Option 2 entailed a curved design screen onto the curtain wall glazing with balustrades at third and fourth floors to match
- Option 3 introduced a vertical anodized metal screen in front of the glazing with the third and fourth floor balustrades to match
- Option 4 evolved option 3 further, but tilted the screen in front of the curtain walling

Options 1 and 3 were studied further and materials were added to the 3D model as shown in the two visual studies on this page. Option 1 image shows a stainless steel wave mesh treatment to the curtain walling glass while option 3 image shows an anodized metal screen with vertical rods in front of the fourth floor extension facade with the balustrades to match this design. Option 3 was chosen over the other options since the intelligent use of the vertical anodized rods over the curtain walling design allows for maximum glazing and views out whilst still keeping enough privacy that direct views in do not occur.

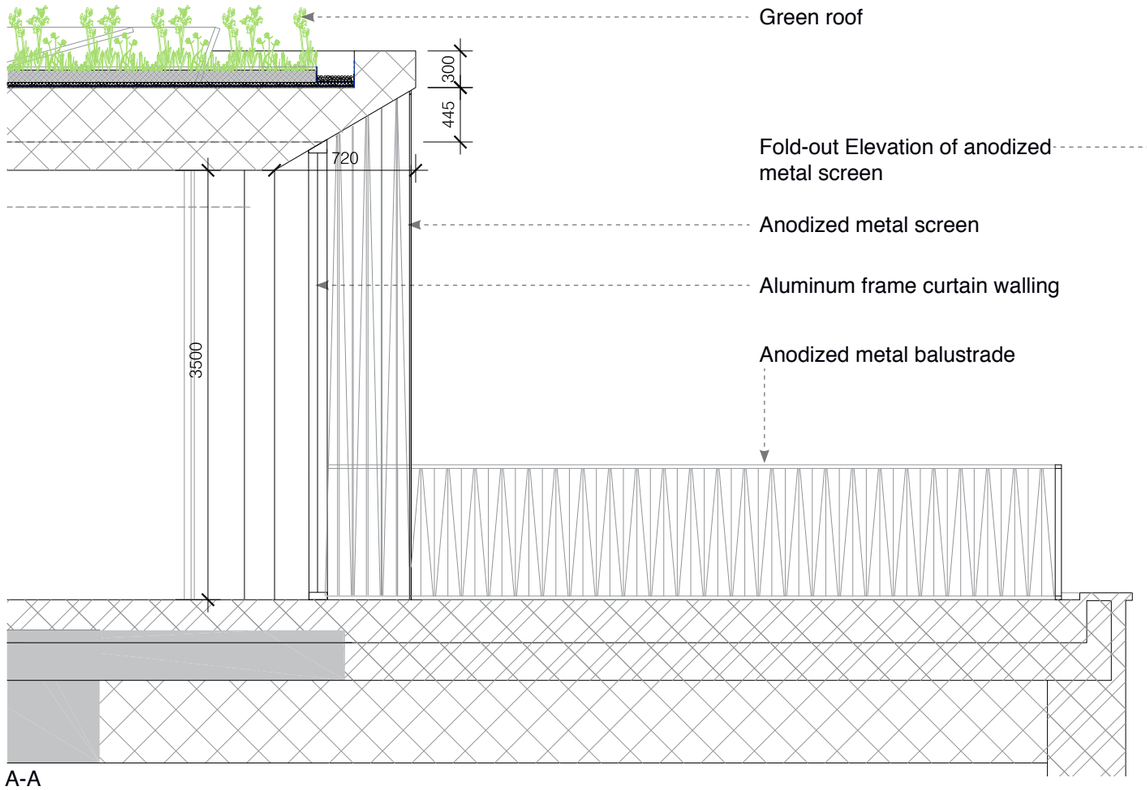
OPTION 1 - GLASS TREATMENT

OPTION 3 - VERTICAL SCREEN POSITIONED IN FRONT OF GLAZING

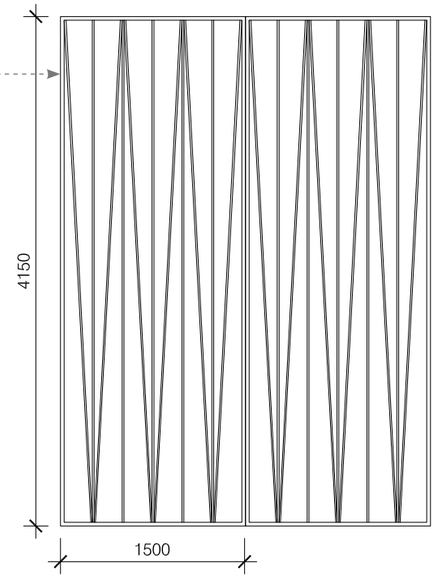
Inspiration Image for Option 1

Inspiration Image for Option 3

6.3 PROPOSED FACADE TREATMENT DETAILS



A-A
Proposed Section Through Fourth Floor and Fold-out Elevation of Anodized Metal Panel
Scale 1:50@A3

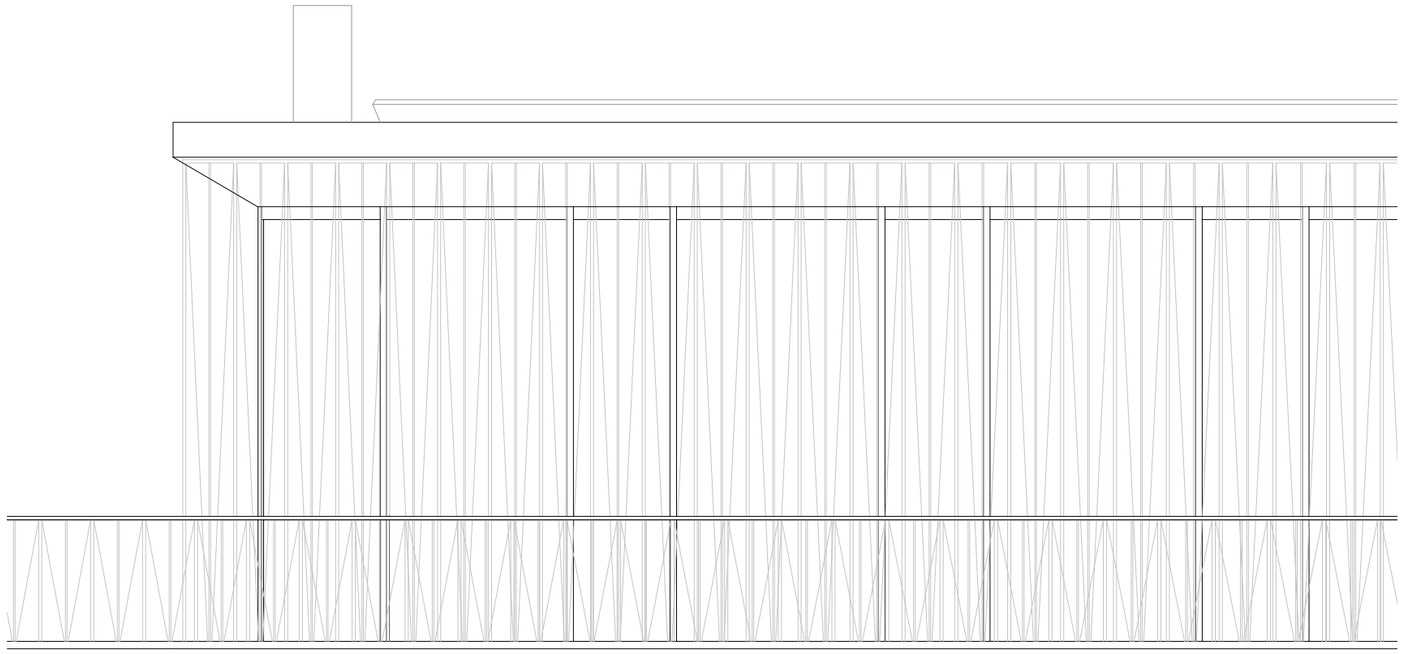


A - Anodized metal panels fixed vertically to the structure are proposed to screen the curtain walling along the north-west facade overlooking Regent's Canal

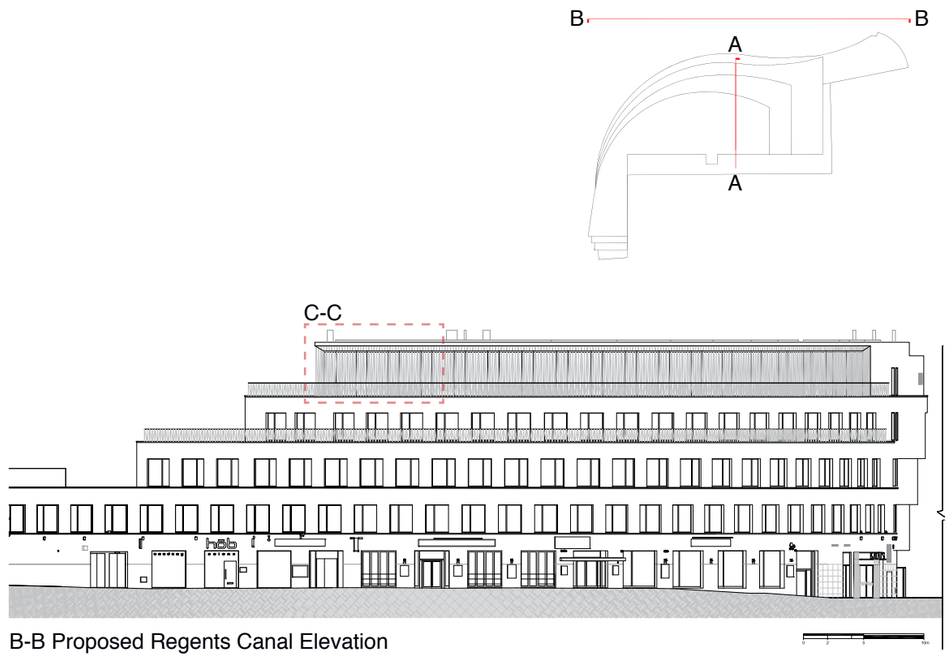
B - Fourth floor section developed to reduce the depth of the top band of the extension by offsetting the curtain walling within the restaurant/office area and therefore increasing the parapet cantilever

C - The balustrade design matches the 4th floor extension anodized screen and the shop-front design on the ground floor

D - No balustrade is proposed between the public and private terraces at fourth floor



C-C Proposed Facade Treatment
Scale 1:50



B-B Proposed Regents Canal Elevation
(Reference Elevation)

6.4 PROPOSED VIEW FROM CAMDEN FROM CAMDEN LOCK MARKET

Illustrative CGI of the Camden Wharf roof extension proposal

The new fourth floor extension uses an anodized metal panel system to screen the glazed curtain walling to the north and west side of the site. This allows views out while reducing excessive amount of glazing on this elevation.

The horizontal depth of the top band has been kept to a minimum to create the sense of a light structure on top of the existing building.

The facade treatment to the fourth floor and balustrades on the fourth and third floor are also incorporated into the design of the new entrance on the ground floor via the new public realm.

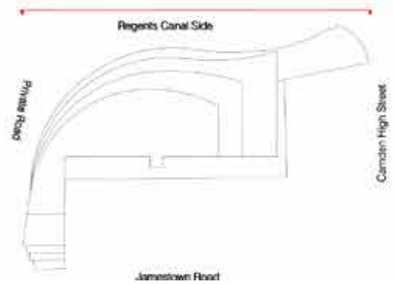
6.0 PROPOSED FOURTH FLOOR EXTENSION

6.5 PROPOSED VIEW FROM CHALK FARM ROAD ON HAMPSTEAD BRIDGE

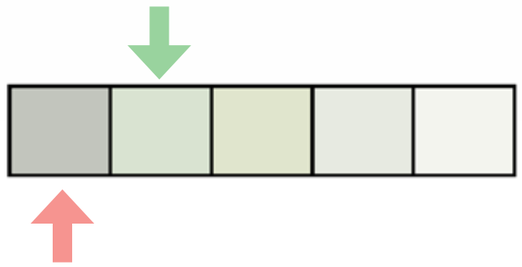
7.0 FACADE TREATMENT

7.1 COLOUR PALETTE STUDY: REGENTS CANAL ELEVATION

Proposed Regents Canal Elevation



Proposed building tone
Alumasc 16246/68/C1/O



Existing building tone

Proposed anodized metal to new fourth floor extension and shopfront

7.0 FACADE TREATMENT

7.2 COLOUR PALETTE STUDY: REAR ELEVATION

Proposed rendered facade to match existing repainted facade (Alumasc 16246/68/C1/O)

Proposed rendered facade to match existing repainted facade (Alumasc 16246/68/C1/O)

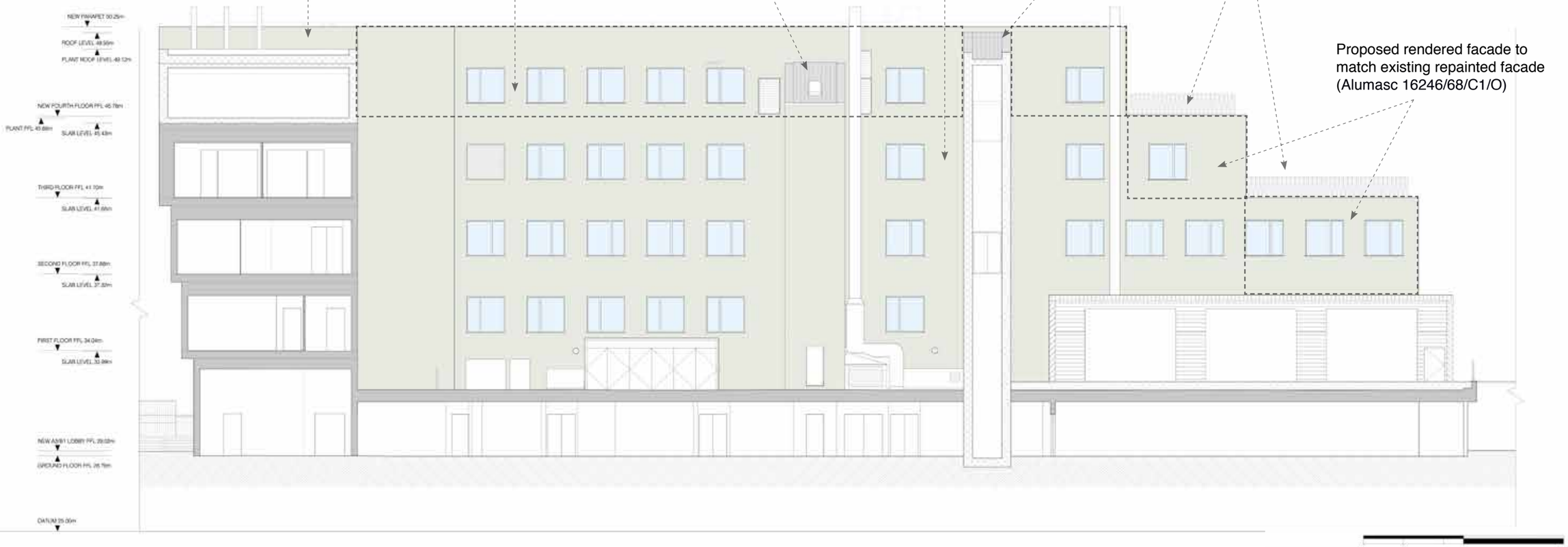
Existing zinc roof

Existing facade repainted rendered facade in a lighter shade (Alumasc 16246/68/C1/O)

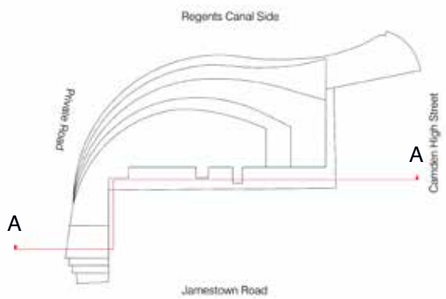
Proposed zinc roof to match existing stair roof

Anodized metal balustrade

Proposed rendered facade to match existing repainted facade (Alumasc 16246/68/C1/O)



Proposed Section A-A



Photograph of the existing private road/public realm conditions

8.0 PUBLIC REALM

8.1 PUBLIC REALM ENHANCEMENTS

The principle areas for improving the public realm developed following the pre-planning meeting no.2 on 10th May were as follows:

A - Increase permeability and visibility and reduce level changes

B - Improve pedestrian priority use

C - Present the hard landscaping materials

D - Consider outside amenity space for the restaurant

E - Integrate cycling facilities

F - Rationalize kerbs and street furniture to suit new design

The above comments have been incorporated and presented to LBC on 5th July 2016

8.0 PUBLIC REALM

8.2 PHOTO JOURNEY; EXISTING GROUND SURFACES

This page illustrates the existing uncoordinated surface materials used to differentiate the zoning of different uses of the existing public spaces around Camden Wharf.

This study further describes the need for order and definition to the under-used existing public realm zone

A - Change in ground surface outside existing A3 units

B - Regents Canal water

C - Footbridge

D - Outdoor seating area ground change

E - Public realm steps

F - Steps up to Holiday Inn

G - Holiday Inn Entrance

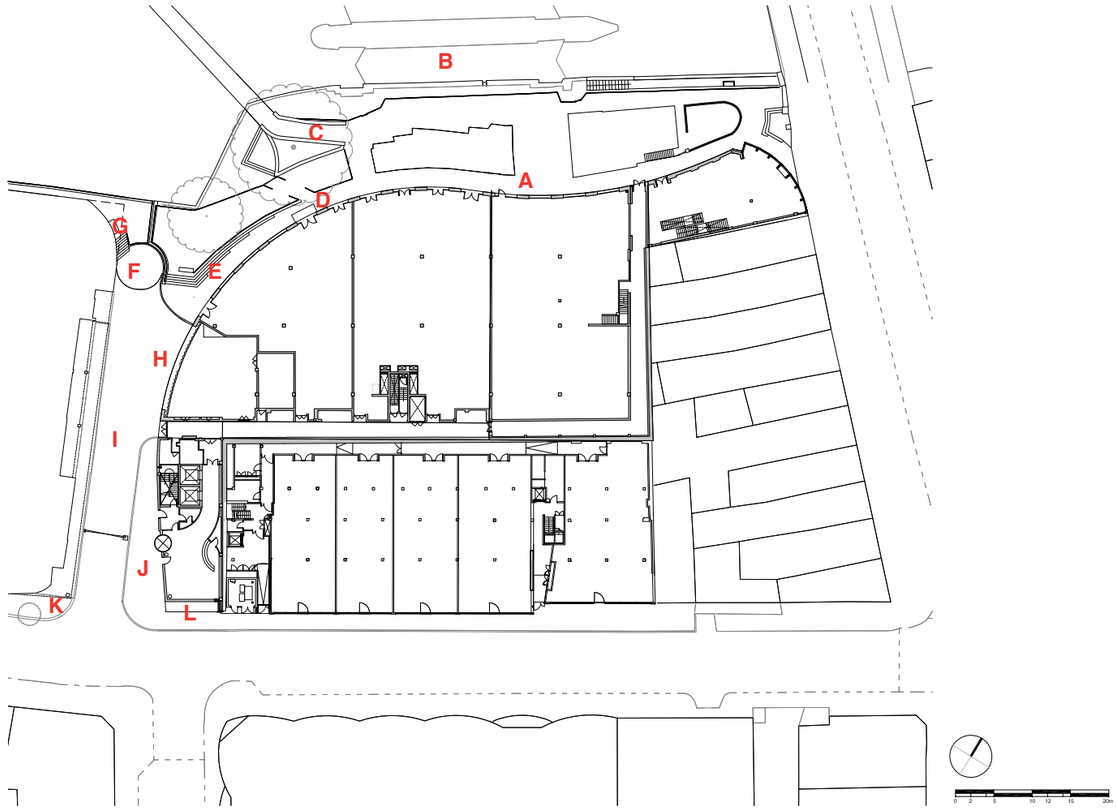
H- Private Road level pavement ground surface change

I - Private Road ground surface

J- Private Road pavement

K- Corner pavement of Private Road and Jamestown Road

L- B1 unit external private ground surface change to public pavement



The private road to the west side of the site is currently used for loading/unloading deliveries and car parking. It is poorly connected to the canal walk and dominated by vehicles, parking and loading, making it an unfriendly pedestrian zone.

The diagram on the left shows the current arrangement, vehicular and pedestrian flows through the site.

Notes:

1. Servicing area
2. Tarmac
3. Paving tiles
4. Servicing/ loading outside
5. Waste storage
6. Entrance gate

Vehicular traffic

Pedestrian footfall

Tarmac

Paving tiles

Site Boundary

Area Subject to Restrictive Covenants

0 2 5 10 12 15 20m

The proposed scheme focuses on the following improvements to the public realm:

A Increased permeability by encouraging pedestrian access to the private road, managing vehicular access, and reducing level changes while enhancing visibility throughout

B Pedestrian priority use improved by managing and limiting vehicular access

C New hard landscaping materials, which increase the pedestrian environment of the road and reduce level changes

D Outdoor amenity space for the new A3 unit incorporated and existing amenity spaces towards the Canal enhanced

E Cycling facilities incorporated

F Kerbs and street furniture rationalised to suit new design

The railing design and the public realm area outside Wetherspoons restaurant is to be conditioned by LBC and to be finalised in conjunction with neighboring occupants proposal
Black granite slabs were selected as the main material since it is a natural stone with a unique beauty, resistant to scratching and can withstand a lot of pressure, making it durable in the long term.

8.0 PUBLIC REALM

8.5 MANAGING VEHICLE ACCESS

• The design proposals enhance the public realm outside Camden Wharf and give greater priority to pedestrians. This results in the vehicle loading bay being relocated to the south-west side of the access road.

• A Facilities Management team will be based on the site and will be responsible for overseeing the management of the loading bay consistently.

• Rising bollards are to be placed at the entry to the access road to provide the Facilities Management team with the ability to control when vehicles enter the access road. There is space for a vehicle to wait off Jamestown Road before the bollard is dropped.

• The Facilities Management team will operate a booking system to enable them to actively manage arrivals to the site.

• It will be the responsibility of the Facilities Management team to ensure that the operation of the loading bay runs smoothly.

• Quick vehicle turnover will be encouraged. This will reduce the potential for vehicle conflict and ensure that deliveries do not overwhelm the loading space.

• The office tenants will be advised to consider the use of a centralised purchasing system to coordinate purchasing throughout the building. By eliminating duplicate ordering and/or over ordering of office supplies and services, the total number of vehicle movements to and from the site will be reduced.

• A draft Servicing Strategy has been prepared by Arup and submitted with this application which incorporates these measures. The strategy will ensure that the proposed development can be serviced in an efficient manner that minimises traffic flow, vehicle noise and visual impact.

New A3/ B1 entrance

Vehicular traffic

Pedestrian footfall

Area of Soft/Hard Landscaping Amended as Shown

Site Boundary

Area Subject to Restrictive Covenants

New black granite slabs (200mm x 400mm)

Notes:
1. New raised landscaped area
2. New removable planters
3. New balustrade; design to be developed in conjunction with neighbouring facilities
4. New ramp
5. New smokey black granite steps
6. No. 8 Camden “M” shaped bike stands
7. New outside seating area (removable)
8. New A3/B1 entrance and shopfront; anodized metal and glass
9. New lift lobby and concierge waiting area
10. A3/B1 ancillary spaces; refer to drawing 20.201
11. New loading bay
12. New level paved area; smokey black granite paving slabs with 5mm epoxy grout joint between different areas/ change in pavement direction
13. 5mm stainless steel paving detail
14. New 3no. raising bollards
15. New raised table end
16. Existing railing along canal retained
17. Existing step to Holiday Inn escape door reconfigured and aligned to new landscaping
18. Existing Holiday Inn building structure incorporated into reconfigured step for holiday Inn escape door
19. Access door to Holiday Inn
20. Existing public pavement extended

8.0 PUBLIC REALM

8.6 PROPOSED VIEW FROM PUBLIC REALM TOWARDS REGENTS CANAL

Illustrative CGI of the public realm and entrance proposals

The public realm will be enhanced along the private road by encouraging pedestrian access, managing vehicular access, and reducing level changes while improving visibility throughout.

Vehicular access will be controlled, giving priority to pedestrian and cycle use, thus improving the connection to the canal walk.

New hard landscaping materials and outdoor amenity spaces will be introduced, and kerbs and street furniture will be rationalised.

A new glazed shopfront with anodized metal details to match the proposed screen and balustrades at the fourth floor above will be installed in place of the existing bi-folding gate and the services yard will be used as the new A3/B1 lobby and for required ancillary spaces (including cycle storage, showers and lockers facilities) generated from additional floor space and uses.

Illustrative CGI of the public realm and entrance proposals

8.0 PUBLIC REALM

8.7 PROPOSED VIEW FROM PUBLIC REALM TOWARDS JAMESTOWN ROAD

As illustrated in the visual on this page, access across the canal and connections to Jamestown Road are both more visually pleasing and safer for pedestrians and cyclists due to the controlled access of vehicles to the Private Road.

9.0 TOWNSCAPE

The new design respects the scale of the particular location and complements the appearance, character and setting of the existing building, the surrounding buildings and the Regents Canal. The massing of the new proposals has been studied extensively as demonstrated in the views included in this document. These view shows that the existing building proportions have been respected and that the proposed scale is in keeping with the surrounding area. The public realm proposal also illustrates how the proposal respects the character of the canal by maintaining the existing set back from the edge of the canal.

10.0 ACCESSIBILITY

One of the key aims of the proposals is to improve access across the site. The Private Road will be fully repaved to provide for a leveled surface from Jamestown Road towards Regents Canal while maintaining access and leveled thresholds to the existing building and Holiday Inn hotel entrances. An extended 3m wide ramp will connect the road to the public realm overlooking at the Canal.
A new fully accessible entrance and lobby is proposed at ground floor in place of the existing services yard. A DDA compliant platform lift and lift will connect the ground floor with the new top floor extension. New ancillary spaces are also proposed at ground floor within the foyer services yard area. These will be accessible from the Public Realm road through a leveled threshold and will include for DDA compliant facilities.

11.0 LAND USE

The existing, proposed and uplift areas for the project are shown on this page.
Shared B1/A3 in table 2 includes shared escape stairs and lifts which can be accessed by (all existing and proposed) B1 and A3 users. Also in table 2, the flexible B1/A3 includes only the proposed B1/A3 4th floor unit extension and its associated lift cores which only serves this new use.

	Existing Areas		Proposed Areas		Uplift	
Basement Floor	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	381	4,103	385	4,145	4	42
GIA	334	3,599	337	3,623	2	24
NIA	165	1,776	165	1,776	0	0
Ground Floor	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	2,085	22,443	2,087	22,459	2	16
GIA	1,941	20,893	1,944	20,922	3	29
NIA	1,365	14,693	1,365	14,693	0	0
First Floor	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	1,511	16,264	1,655	17,813	144	1549
GIA	1,421	15,296	1,557	16,760	136	1465
NIA	1,252	13,476	1,252	13,476	0	0
Second Floor	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	1,140	12,271	1,290	13,881	150	1,610
GIA	1,059	11,395	1,225	13,180	166	1,786
NIA	887	9,551	1,012	10,895	125	1,344
Third Floor	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	803	8,643	893	9,608	90	964
GIA	737	7,933	820	8,823	83	890
NIA	584	6,286	647	6,964	63	678
Fourth Floor	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	93	998	650	7,001	558	6,003
GIA	84	901	602	6,478	518	5,577
NIA	0	0	400	4,300	400	4,300
Total GEA	**6,013**	**64,722**	**6,959**	**74,907**	**946**	**10,185**
Total GIA	**5,576**	**60,016**	**6,483**	**69,787**	**908**	**9,770**
Total NIA	**4,253**	**45,782**	**4,841**	**52,105**	**587**	**6,323**

1. Area table by floor

	Existing Areas		Proposed Areas		Uplift	
A1 Shops	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	378	4,069	378	4,069	0	0
GIA	338	3,637	338	3,637	0	0
B1 Office	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	3,370	36,274	3,556	38,275	186	2001
GIA	3,140	33,802	3,323	35,772	183	1970
A3 Restaurant	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	1,502	16,165	1,502	16,165	0	0
GIA	1,427	15,356	1,427	15,356	0	0
Flexible B1/A3	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	0	0	641	6,898	641	6,898
GIA	0	0	588	6,326	588	6,326
Other use/Plant	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	406	4,373	437	4,698	30	325
GIA	365	3,933	401	4,315	36	382
Shared B1/A3	sq m	sq ft	sq m	sq ft	sq m	sq ft
GEA	357	3,841	446	4,802	89	961
GIA	306	3,288	407	4,381	102	1,093
Total GEA	**6,013**	**64,722**	**6,959**	**74,907**	**946**	**10,185**
Total GIA	**5,576**	**60,016**	**6,483**	**69,787**	**908**	**9,770**

2. Area table by use



Allotments on roof

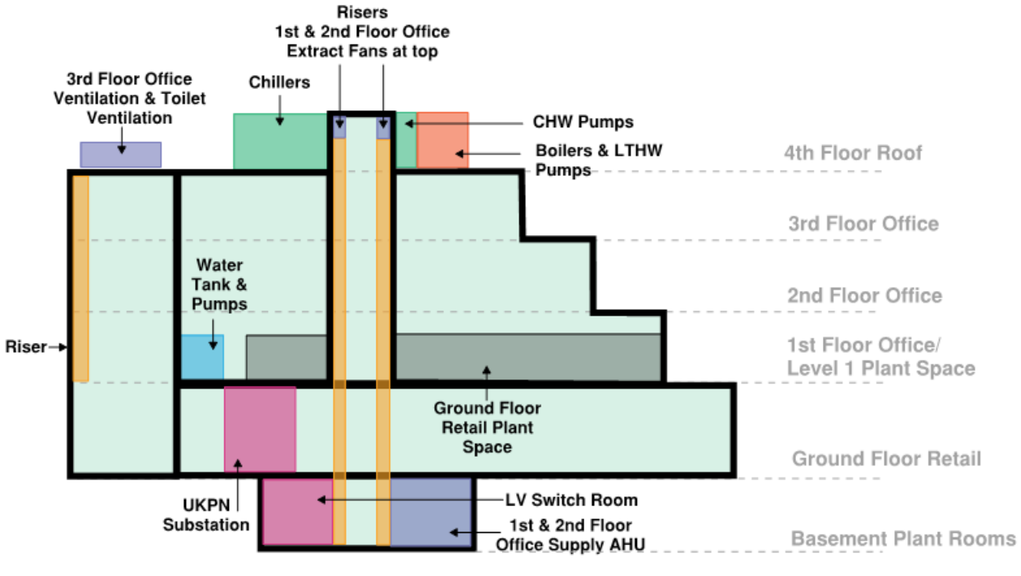


Green roof and green wall

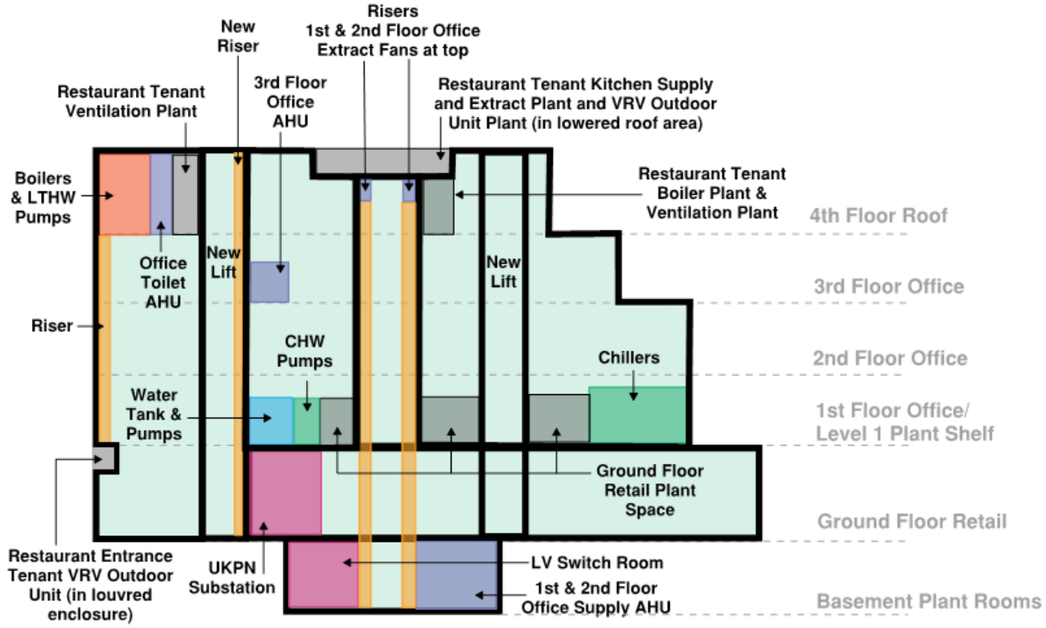

PV panels and green roof combined

Bioreceptive materials such as biological concrete have been considered for the wall at the rear of the new plant enclosure to the south-west corner. This material is being developed by researchers at Barcelona's Universitat Politècnica de Catalunya (UPC) and a Catalan company called Escofet is currently interested in commercialising it but the product is not yet on the market.

Sustainable design has been considered by the design team from the outset of the project and targets have been established for the development of the design during the feasibility and concept stages. The Sustainability Statement which accompanies the Design and Access Statement sets out the sustainable development considerations that have been made in the design of the scheme, and outlines the features, measures and technologies that have been included in the proposals in response to local, regional, and national policy requirements and targets. The new build extension will achieve a BREEAM 2014 "Excellent," rating with a current targeted score of 72.3%.
The Energy Strategy, which also accompanies the Design and Access Statement, sets out how the building has been designed to incorporate passive measures, efficient systems and renewable technologies in line with the energy hierarchy outlined in the London Plan and local planning policies. The building will achieve a 1.2% reduction in regulated CO2 emissions from energy efficiency measures against a Part L 2013 compliant baseline building. PV panels will also be installed on the building which will reduce the regulated CO2 emissions by a further 18.2% giving a total saving of 19.4%.



Existing services provision



Proposed services provision

13.0 SERVICES/ STRUCTURE

13.1 SERVICES

In order to enable the 4th floor restaurant extension, the plant currently located at roof level requires relocation. In addition, the new lifts to the restaurant at the rear of the building will take away some space from the plant area at Level 1 where the plant for the ground floor retail units is located. This plant will also need to be re-configured.

Plant space for the proposed 4th floor restaurant will be provided at 4th floor.

The height of the plant enclosure to the south-west corner visible from Arlington Road has been reduced so that the extension doesn't impact on this view (refer to point G on page 17).

Following on from the two pre-planning meetings, the team have developed further the services strategy while ensuring that adequate plant space is provided as part of the scheme (refer to point H on page 17).

UKPN and Thames Water have been contacted regarding capacities of changes to the utilities. UKPN have assigned a case manager and we are awaiting their response. Thames Water have granted permission to proceed as they deemed the increase in discharge to be minimal.

13.2 STRUCTURE

The structural implications of the proposals are as follows:

- New roof construction over additional accommodation, including vertical support. Generally this will be a lightweight construction, but may follow the original building's concrete frame in certain locations.
- Potential strengthening of existing structure to carry additional loads from added areas and new load paths.
- New lift shafts and pits; the pits to be excavated through the existing ground floor slab between pile caps.
- Miscellaneous builders work in relation to the revisions to building services.
- The existing frame will largely be retained and demolition will therefore be limited to local removal of façade and finishes, creation of new openings, and achievement of sound interfaces between new and existing structure.