

**Planning, Design and Access Statement**

October 2011

Residential Development  
at the former

**South Kentish Town Underground Station**  
**141 / 145 Kentish Town Road**

for

**Montdore Investments Ltd**



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## 1.0 Introduction

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*"When morning came he started on his hands and knees to crawl,  
And made a lot of progress 'till his forehead hit a wall.  
Then he sat and chewed a poster which was advertising "port",  
But the paste upon it proved a most unsatisfying sort.  
All day upon the platform Mr Brackett quietly fumed,  
His mind was full of pictures of the day he'd be exhumed;" .*

From 'South Kentish Town' by John Betjeman

### 1.0 Introduction

In July 2011, Bellis Cooley Architects were asked to look at opportunities for the development of the former South Kentish Town Underground Station, on Kentish Town Road, London NW1.

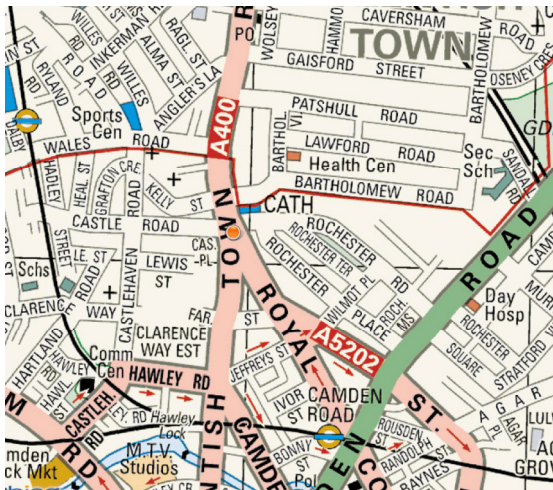
The building was designed by the architect Leslie Green in the early years of the 20th Century and is one of many examples of his work from that period for the rapidly growing underground system.

The building has not been used as a station since 1924, although the lift shafts and platforms remain below the building.

The ground floor is let on a long lease to Cash Converters, and the basement to a massage parlour.

The first floor is a disused B1 office space that has been marketed unsuccessfully for four years. This Design and Access statement is in support of a planning application to convert the first floor to residential use and to add an additional floor to create a total of six units.

## 2.0 Site Context



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The building faces a busy shopping street at a junction where it meets Royal College Street. Immediately adjacent to the frontage is a public house, with a disused single storey shed to the rear. The shed is currently in the ownership of Montdore investments but is under offer of sale.

There is an example of recent residential development on the adjacent site across an alleyway, and behind the site are a mixture of Victorian and late 20th Century housing, with more commercial buildings fronting on to Kentish Town Road.



## 3.0 Planning History

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The Local Authority planning records contain some information related to the retail use on the ground floor, but the most relevant planning record is one from 2003.

#### Ref: PEX0300256

In 2003 approval was granted for a single storey rooftop extension as well as development to the rear, on the site of the single storey building. The application was for B1 office use. That approval has now lapsed.

#### Pre-Application Advice 2008

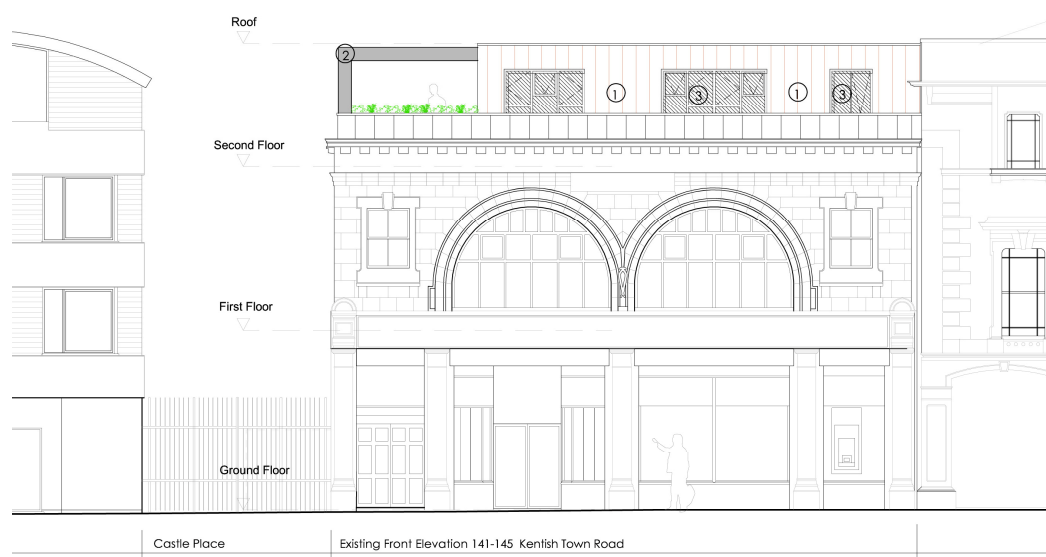
In July 2008 a pre-application meeting was arranged with Camden Council where a scheme for an extension of the building to form six new residential units was discussed. We have not seen the proposals by BB Partnership Architects, but understand them to have been for 1No 3 bed flat and 5No 2 bed flats over 1st and 2nd floors.

The response from the council was generally positive. It was noted that any approval would be subject to a s.106 agreement to secure contributions for education and open space.



### 2003 Planning Approval

## 4.0 Design Quality



**Proposed Front Elevation**

## 4.0 Design Quality

Although not listed, the building is one of a number of examples of an important period of transport architecture in the capital.

It was constructed from a steel frame with the intention that a further storey would be added in future to provide office accommodation.

Whilst not exactly a corner building, it is adjacent to an alleyway and can be viewed from a long distance. Therefore there's no doubt that in townscape terms, a roof development can be sustained.

Despite the 2003 approval we feel that the proposed domestic style mansard roof addition is inappropriate to the building.

Although the façade is presented in a classically proportioned Arts and Crafts style, it is immediately identifiable as an underground station building and therefore a fine example of transport architecture.

We have then in this application, taken a different approach to the 2003 approval by suggesting a more industrial language for the rooftop extension. The simple, elegant, metal clad box structure would be in keeping with the spirit of the original building albeit in a contemporary aesthetic.

We are suggesting a muted tone for the metal cladding, a dark treated copper which will sit well with the red faience cladding of the original building. The window frames would also be in a muted colour and the fenestration would relate to the window pattern of the existing building.

## 5.0 Proposals

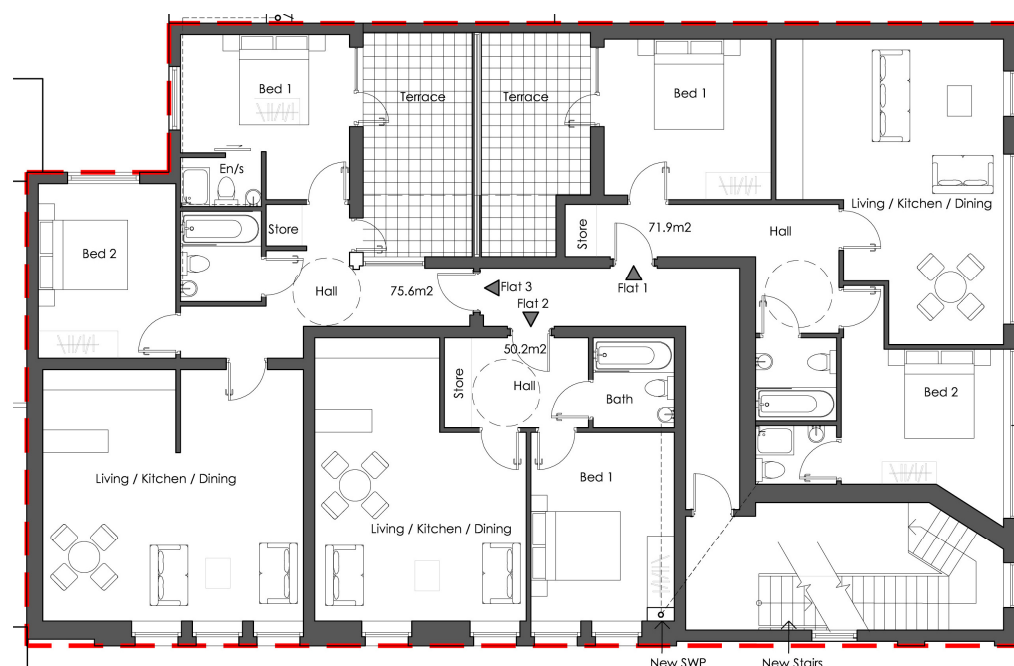
### 5.0 Proposals (continued)

Camden generally support the creation of new housing in the borough, especially when it's to be located in such a highly accessible location as this.

The conversion from B1 to residential use is justifiable in this instance as 4 years evidence of robust marketing is available.

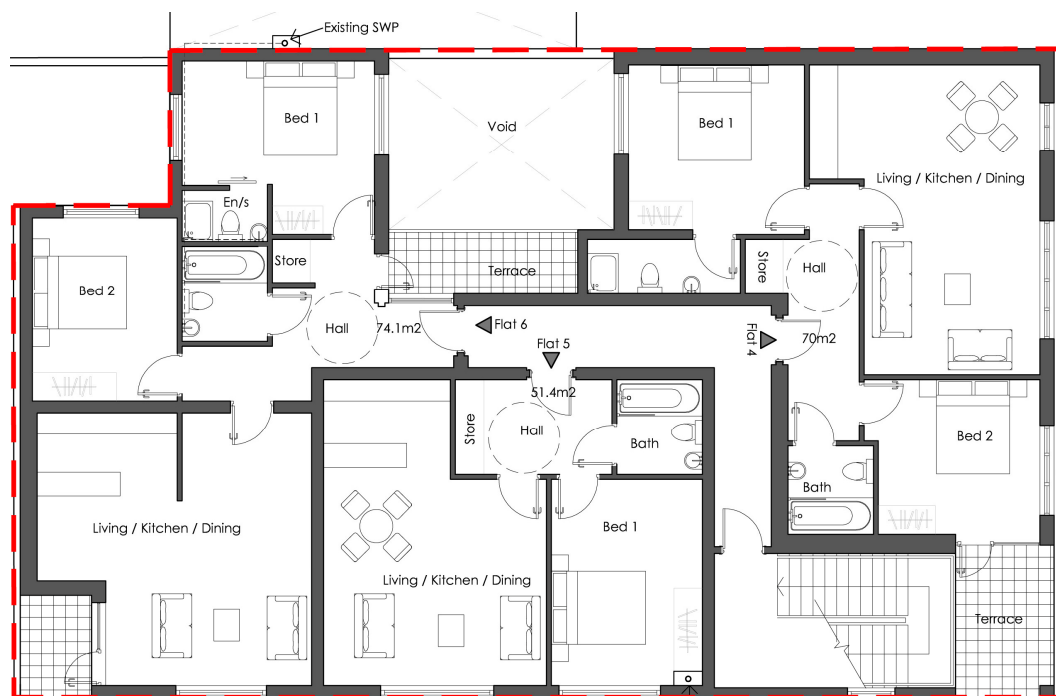
The proposal on this and the following pages, shows a reasonable mix of units which would be required by the council and most of the proposed apartments have some private amenity space.

We are proposing to open up a light well in the existing roof to facilitate the development and to create the amenity space for two of the units.



**First Floor Plan - As Proposed**

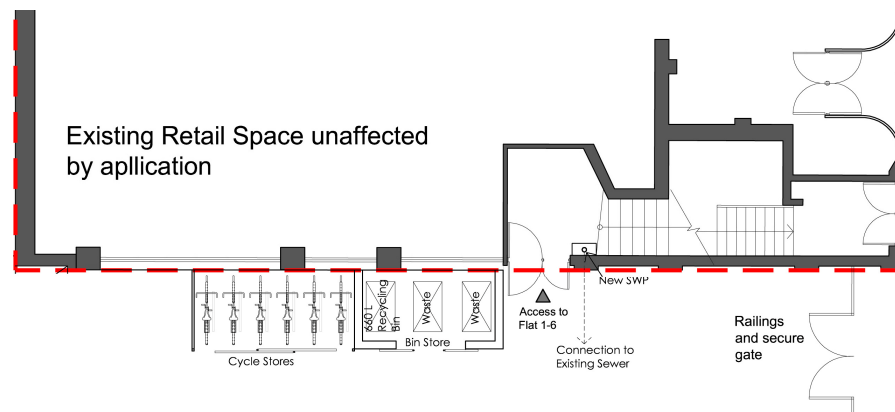
## 5.0 Proposals



**Second Floor Plan - As Proposed**



## 6.0 Access Statement



**Ground Floor Plan - As Proposed**

### 6.0 Access Statement

Access to the proposed apartments would be from the existing side entrance. A video linked intercom system will be placed at the security gate and the main entrance door.

For the collection of waste and recyclable waste a ventilated enclosed space is provided next to the entrance. This storage will accommodate 2 x 660lt bins for the waste and 1 x 660lt bin for the recyclable waste.

We have used as our main source of reference approved document M of the Building Regulations, and the recommendations of Life Time Homes publications.

The site is midway between Camden Town and Kentish Town Stations and is well served by public transport with a very high PTAL rating of 6b.

It is within easy walking distance of local amenities such as shops and places of entertainment. Whilst there are a number of small green spaces nearby the closest large open spaces are Hampstead Heath and Regents Park, each about 20 minutes walk away.

Car parking cannot be provided on the site, but we are showing covered cycle parking adjacent to the front door in the alleyway at the side of the building.

The entrance currently has three large steps at the threshold, and works will include alterations to these steps to make them more accessible.

As far as possible within the constraints of the conversion, the proposals are in accordance with Life Time Homes requirements.

Ambulant accessible WCs are provided to each apartment.

The development is conceived to be as accessible as possible.

## 7.0 Schedule

### Schedule of Accommodation

Floor	Quantity	Description	GIA		Total Area	
			m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>
First	1	<b>FLAT 1-2</b> Bedroom Apartment	71.90	773.92	71.90	773.92
First	1	<b>FLAT 2-1</b> Bedroom Apartment	50.20	540.35	50.20	540.35
First	1	<b>FLAT 3-2</b> Bedroom Apartment	75.60	813.75	75.60	813.75
Second	1	<b>FLAT 4-2</b> Bedroom Apartment	70.00	753.47	70.00	753.47
Second	1	<b>FLAT 5-1</b> Bedroom Apartment	50.20	540.35	50.20	540.35
Second	1	<b>FLAT 6-2</b> Bedroom Apartment	74.10	797.60	74.10	797.60
<b>Totals</b>	<b>6</b>				<b>392.00</b>	<b>4,219.45</b>

Total private amenity space: **37sqm**

NB: Areas supplied are Gross Internal Areas unless otherwise stated and confirmed as taken from the internal face of the external leaf of the building(s) including internal walls, Service Accommodation, Columns, Piers, Lift, Stairwells and Plant/Motor Rooms

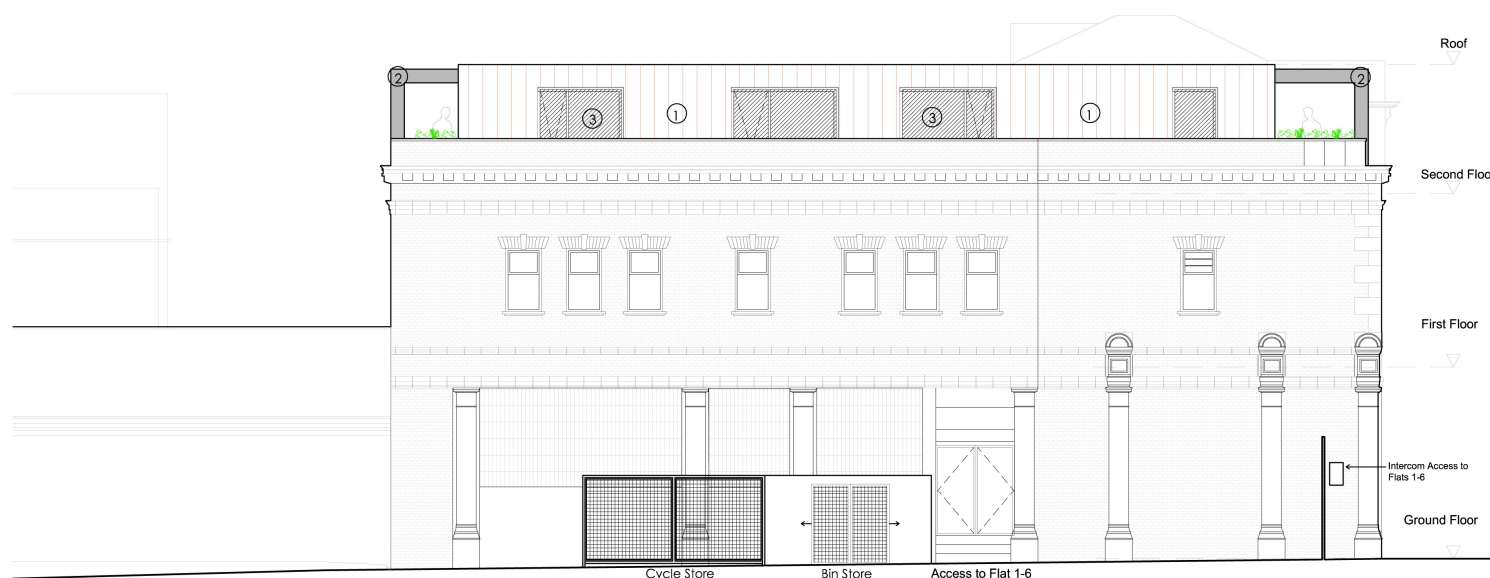
### Schedule of Proposed Accommodation

## 8.0 Summary

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The building is a tired but elegant example of its type and although the ground floor frontage is active, the rest of the building has been severely under used for the past 5 years.

With the proposals submitted here, our clients intend to bring the whole building to life as a vibrant mixed use site which will make a positive contribution to its neighbourhood.



**Proposed Side Elevation**

## 9.0 Contacts

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#### Client

Montdore Investments Ltd  
57 Limesdale Gardens  
Edgware  
Middlesex  
HA8 5HY

020 8446 8787

#### Architects

Bellis Cooley | Architects

Bellis Cooley Architects  
Studio 201  
16-16a Baldwins Gardens  
London EC1N 7RJ

020 3176 4481  
[info@belliscooley.com](mailto:info@belliscooley.com)  
[www.belliscooley.com](http://www.belliscooley.com)

Contact: Ralph Cooley