Design and Access Statement

4 Upper Basement Flats
55-57 Holmes Road
Kentish Town
London
NW5 3AN

Contents

Fig.1 - Aerial Photograph Showing Site Location

Introduction

This Design and Access Statement has been prepared by Contemporary Design Solutions for Kentish Town Developments Ltd in support of a full planning application to convert part of an existing redundant storage and distribution space (B8 use) to four residential units (C3 use) comprising of two 1-bed flat and two 2-bed flats.

The proposed development area is located within the London Borough of Camden.

This document should be read in conjunction with the drawings prepared by Contemporary Design Solutions that form part of this application along with sunlight/daylight and marketing reports and a planning statement by KR Chartered Town Planning.

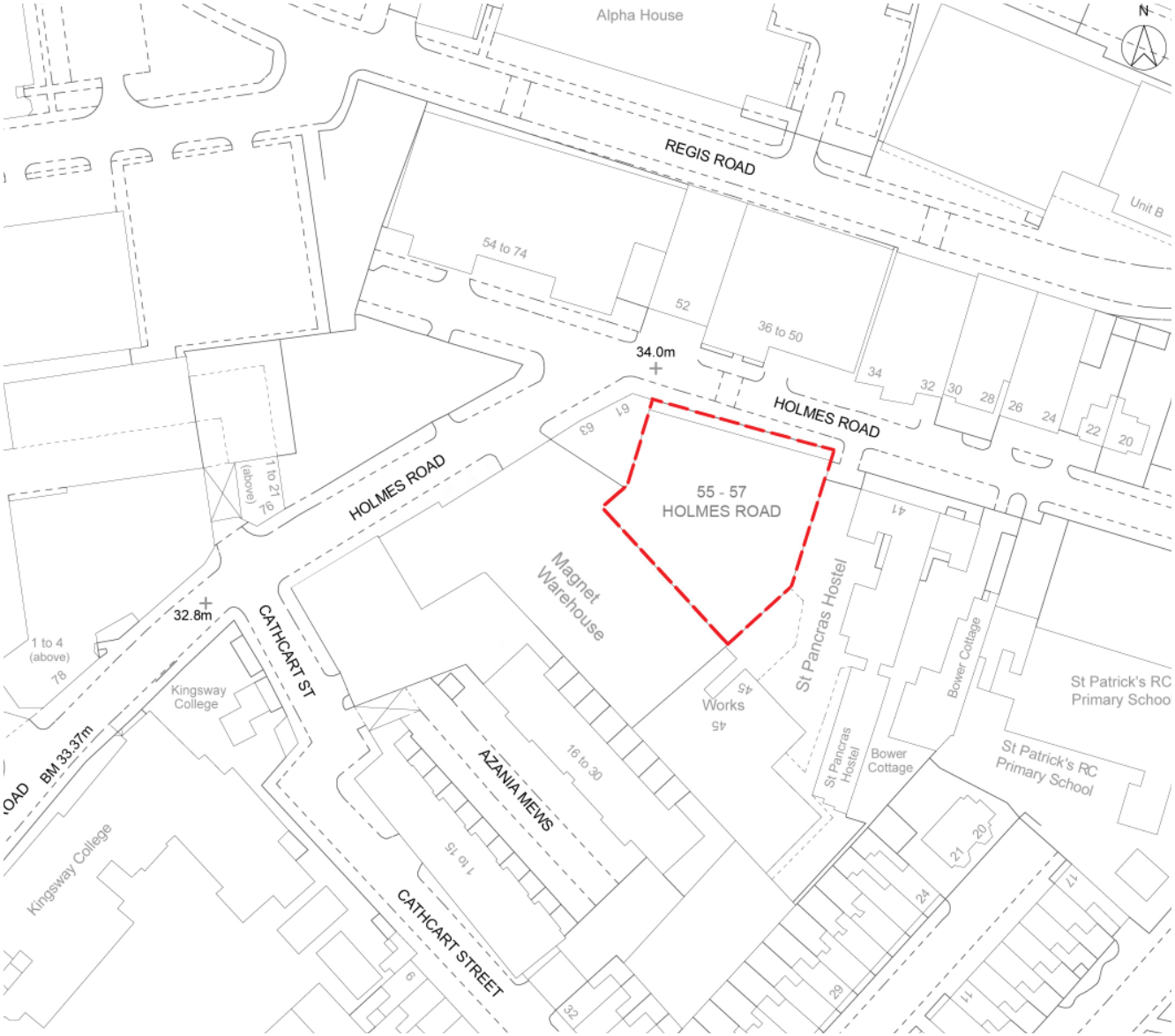

Fig.2 - Site Plan

2.1 Building Type

Existing Building Type: Storage/distribution B8 on lower and upper basement levels, office B1 space on ground and first floor with dwellings C3 on upper floors.

The Application Site: The extent of the application site is identified in red.

2.2 Site Location

The site is in an existing building, situated off Holmes Road and contains a variety of uses as listed above. The main pedestrian entrance is on Holmes Road. Vehicular access is to the east of the site, down a ramp to a basement parking and loading area. The site is particularly suitable for residential development due to its proximity to the busy shopping area of Kentish Town Hight Street and Kentish Town Underground Station (to the west). To the south of the site are the many facilities of Camden Town.

The surrounding area is varied in character, appearance and uses. The south-west end of Holmes Road is dominated by the Magnet Warehouse and Kingsway College. To the south -east of Cathcart Street and Azania Mews, there comprises mainly two/three storey terraced town houses. To the North West is a new contemporary residential five/six storey block of flats and a six storey student housing scheme. There is a hostel directly east of the site. In the existing building, there are existing residential units within the upper floors. To the south is a purpose built brick mews (Azania Mews) development of two/three storeys social housing with associated parking.

To the frontage on Holmes Road and Cathcart Street to the south-west there are metered parking bays with single yellow lines in all other areas.

Fig.3 - Location of local amenities

2.3 Local Amenities

1 - Kentish Town West Overground Station

2 - Kentish Town Underground Station

3 - Co-operative Supermarket

4 - Somerfield Supermarket

5 - Tesco Metro

6 - Talacre Sports Centre

7 - Kentish Town Swimming Baths

Within the locality of the site, there is a wide range of existing amenities to support further residential development.

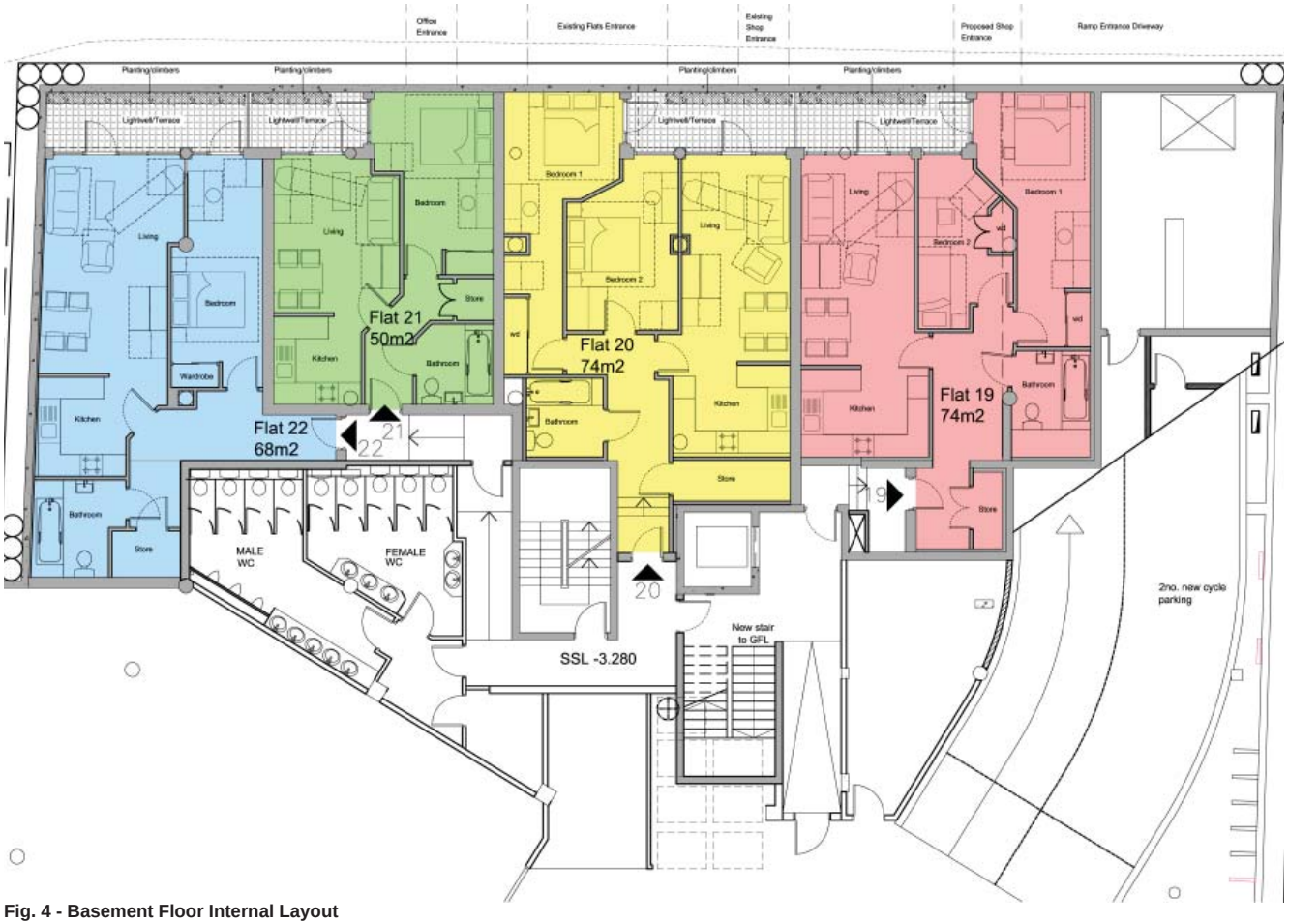

Fig. 4 - Basement Floor Internal Layout

3.1 Internal Floor Areas

- Flat 19 - 2 bedroom / 3 person - 74 sqm
- Flat 20 - 2 bedroom / 4 person - 74 sqm
- Flat 21 - 1 bedroom / 2 person - 50 sqm
- Flat 22 - 1 bedroom / 2 person - 68 sqm

3.2 Internal Layout

The four single aspect flats at the basement level are arranged along the Northern elevation facing Holmes Road (see adjacent floor plan). Each flat will look out onto a landscaped lightwell/terrace which provides an external amenity space for each residential unit.

All the units exceed the minimum floor area standards provided within the Camden Planning Guide.

Fig.5 - Image of existing guarding

3.3 Appearance / Visual Impact

The proposed flats are located on the upper basement level and will have no effect on the main Holmes Road elevation as the basement level is not visible from street level. The only visible change will be the replacing of the existing street level guard rail to a glazed balustrade around the new lightwells There will be two bridge links to the existing ground floor commercial units. These links have been aligned so as not to impact on the light-wells. Any impact noise from footfall will be negated by the floor construction of the bridge deck.

In terms of massing, since the flats are a conversion of existing commercial space, there will be no change in the overall mass of the building form.

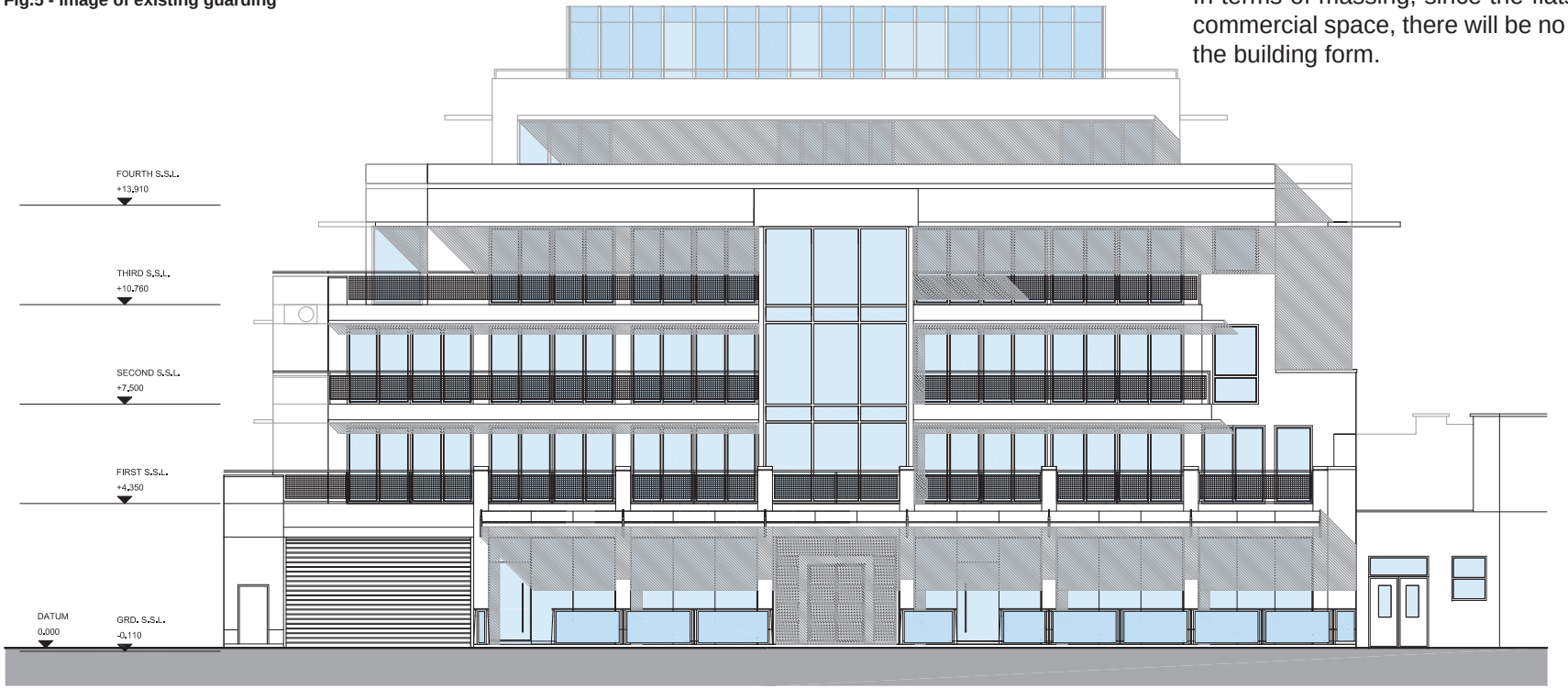

Fig.6 - Holmes Road proposed elevation showing new glazed balustrade at street level

Fig.7 - Image of existing Holmes Road elevation

3.4 Materials

The existing building has a distinctive contemporary architectural style composed mainly of large areas of fenestration with off-white rendered structural elements and grey metal balustrade and louvers (see fig.7).

The proposed elevations will be sympathetic to the existing building by virtue of applying the simple materials palette onto the proposed upper basement elevations that overlook the lightwell/terraces. Using the same window proportions as the upper residential levels, large glazed areas are created to maximise daylight into the internal spaces, with the solid areas rendered to match the existing upper floors.

Fig.8 - Holmes Road proposed upper basement elevation

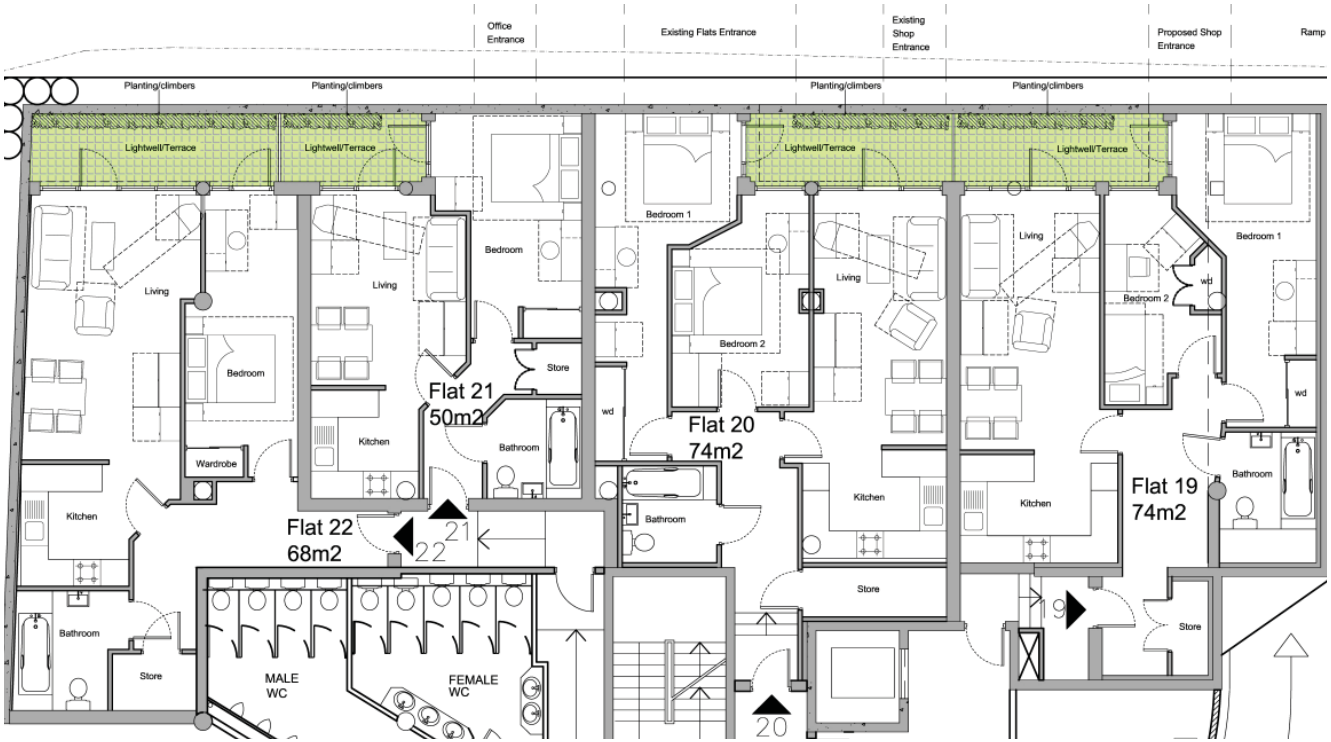

Fig.9 - Holmes Road proposed upper basement plan showing lightwell / terraces

4.1 Design & Amenity

The proposed flats involves re-using existing space with only one length of glazed elevation facing North. The other walls, floors and ceilings of the units adjoin internal heated spaces so will provide insulation and heatloss through these elements is minimised.

Each new flat will have an external terrace that provides some private amenity space, as well as space for drying clothes naturally (see fig.9). Planting/wall climbers will be introduced to create a visual amenity.

4.2 Demolition / Construction

The existing empty space is formed from concrete walls and floors. The proposed conversion of the commercial space to residential space has been designed to re-use as much of the existing structure as possible (walls, floors and ceiling) in order to minimise the amount of demolition required, thus reducing site waste and potential waste going to landfill. All suitable demolition waste material will be recycled.

Construction of all new elements will comply with current building regulations and Robust Details to achieve appropriate levels of insulation and thermal performance.

Since the proposal is on a level that is completely separated from the upper residential flats, there should be minimal disruption to the residents above. Separate access down to the upper basement level will be created to avoid any construction traffic disrupting residents entering or exiting the building.

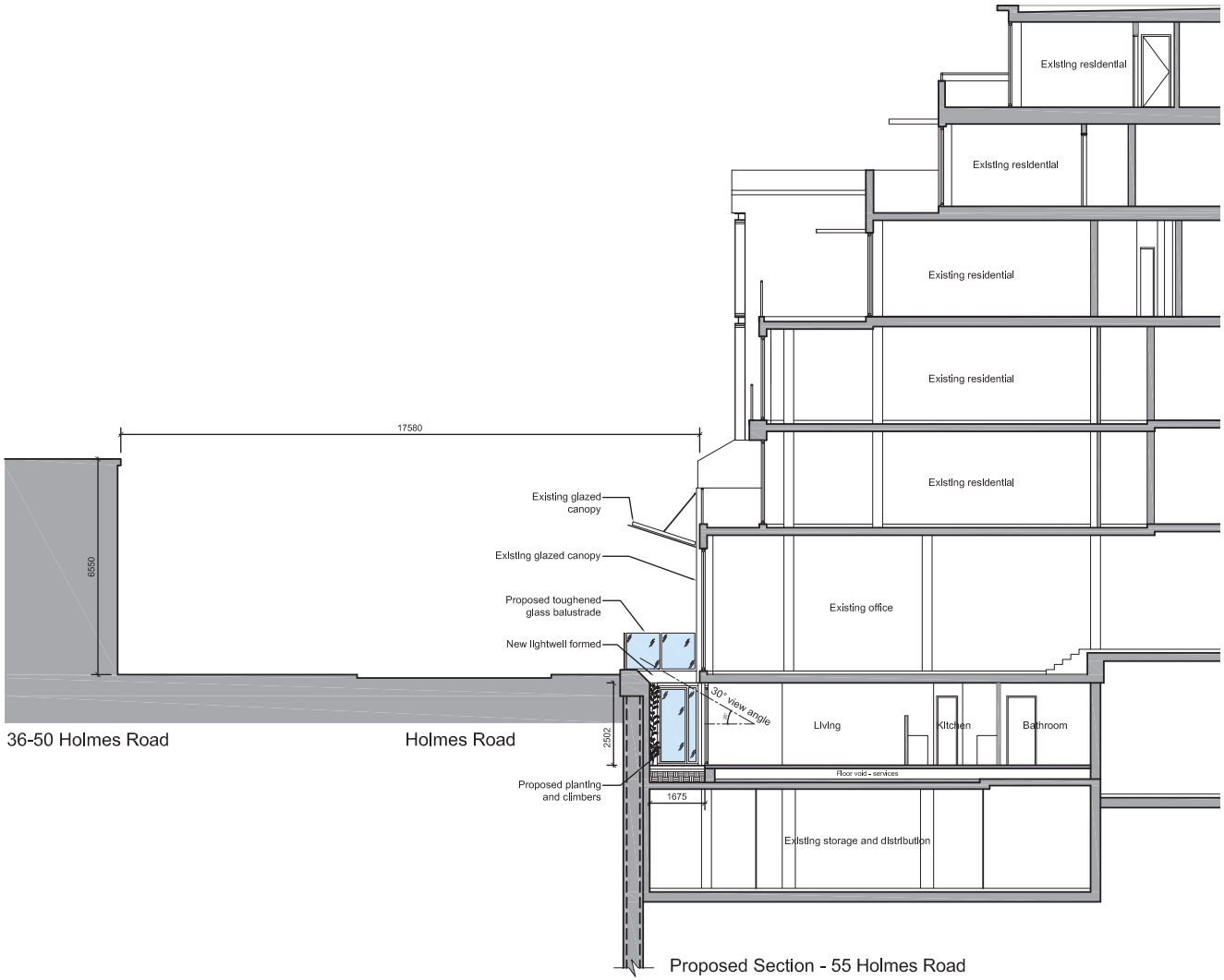

Fig.10 - Holmes Road proposed section through upper basement flat and external lightwell / terrace

4.3 Environmental Considerations

The existing commercial space already has in place an allocation of energy/waste resources to serve the commercial function. Therefore with the proposed direct replacement of commercial use with residential use, there should be no additional capacity requirements for utilities / waste services. The status quo will be maintained.

The re-use of the existing building is in itself a sustainable strategy in preserving the embodied energy of the existing fabric (e.g. foundations, façades & floors).

As the scheme is a conversion of an existing building, Code for Sustainable Homes is not applicable.

4.4 Sunlight / Daylight

Within the existing ground floor slab along the front of the building, there are a number of glazed lights that allow daylight down into the existing upper basement commercial space. In this proposal, the aim is to remove the existing glazed lights and open up a suitably sized area to bring more natural daylight into the proposed flats, whilst forming two new external terraces adjacent to Holmes Road.

Full height glazed windows are formed to maximise the amount of daylight into the internal habitable spaces as well as providing external views out. The walls of the lightwell are to be rendered white in accordance with good practice.

For further information, please refer to sunlight / daylight report by Right of Light consultants.

Fig.11 - Local bus services

5.1 Vehicular and Transport Links

The site benefits from excellent public transport links. It is within 400m of Kentish Town underground and railway station and within 300m of Kentish Town Road which has four bus routes.

Reduction of car journeys is emphasised in the UDP and because of the sites proximity to public transports, the proposal will not be introducing any extra car spaces in the existing basement car park.

Instead, additional cycle storage (4 spaces) will be introduced in the basement car park.

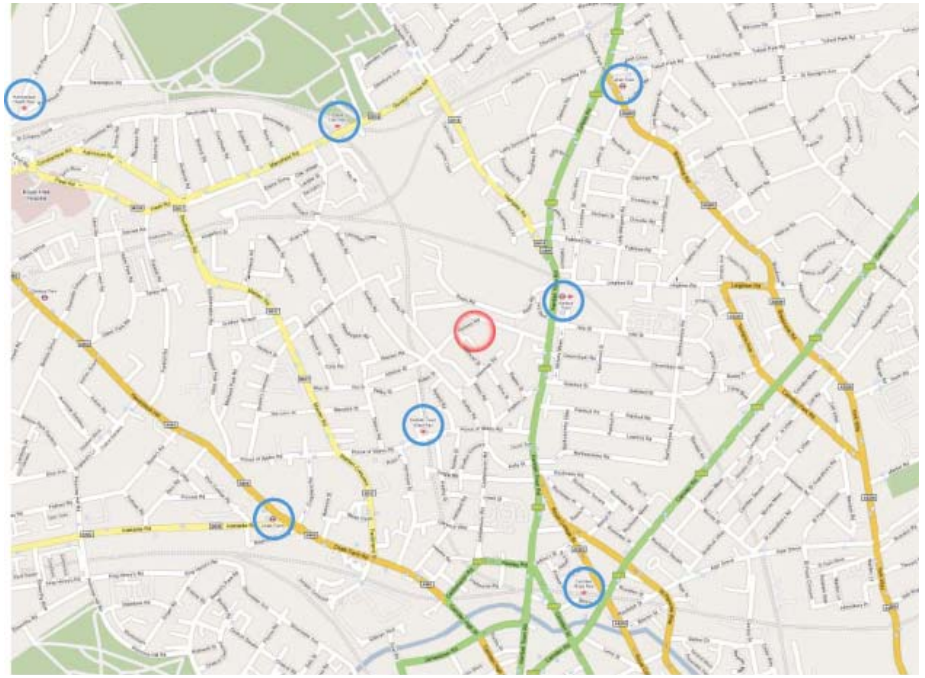

Fig.12 - Proximity to London Underground and London Overground Services

5.2 Inclusive Access

All four upper basement flats will be access via the existing communal lift that currently serves the upper level residential units. The existing residential staircase will extend down to the upper basement level to provide exclusive access for residents.

The new residents will use the existing main residential entrance off Holmes Road to enter the building and mail boxes and intercom systems will be installed to match existing. To allow for the new residential staircase down to the upper basement level, the existing mail boxes which currently reside in the stairwell, will be relocated to the main entrance foyer.

All the flats internal layouts aim to fully incorporate the proposed London Housing Design Guide Standards. Flats 21 and 22 are designed to be fully wheel chair accessible. All flats will have flush threshold access to the external terraces.

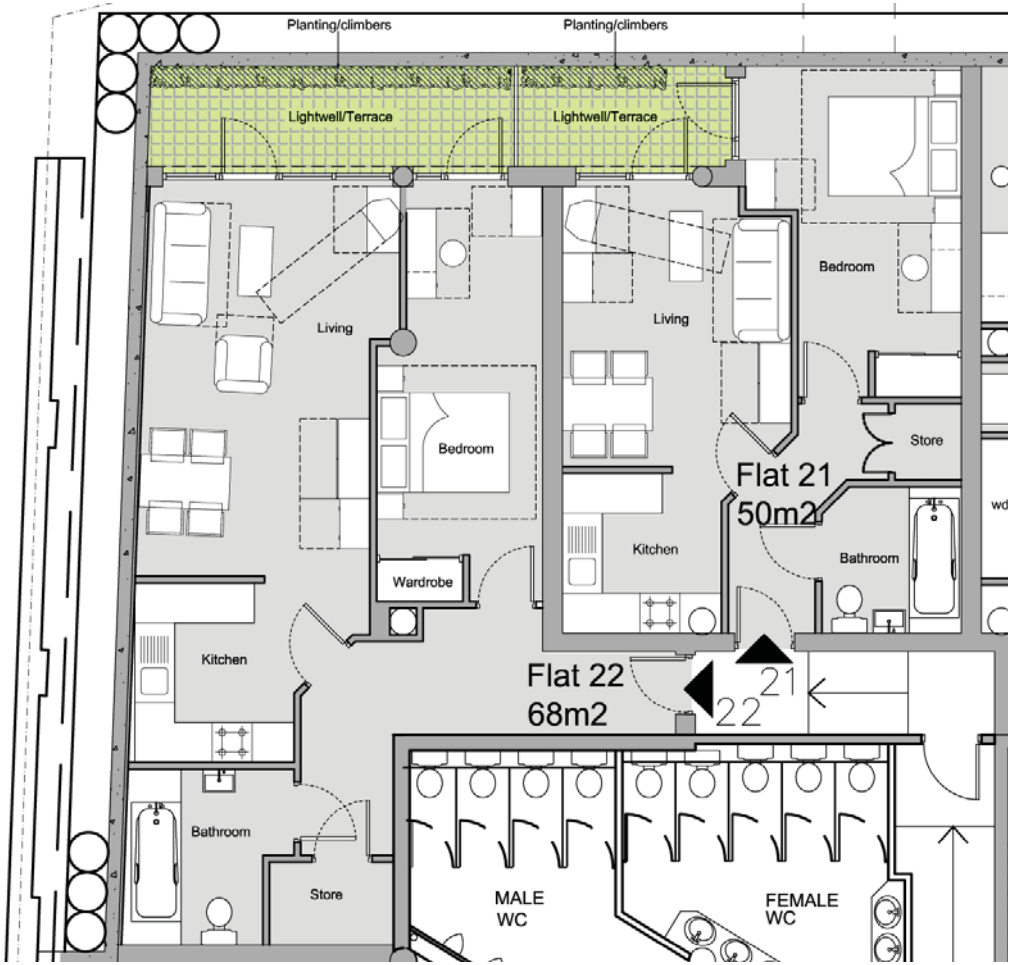

Fig.14 - Detail plan of Flats 3 and 4 showing ramped approach to flat entrances

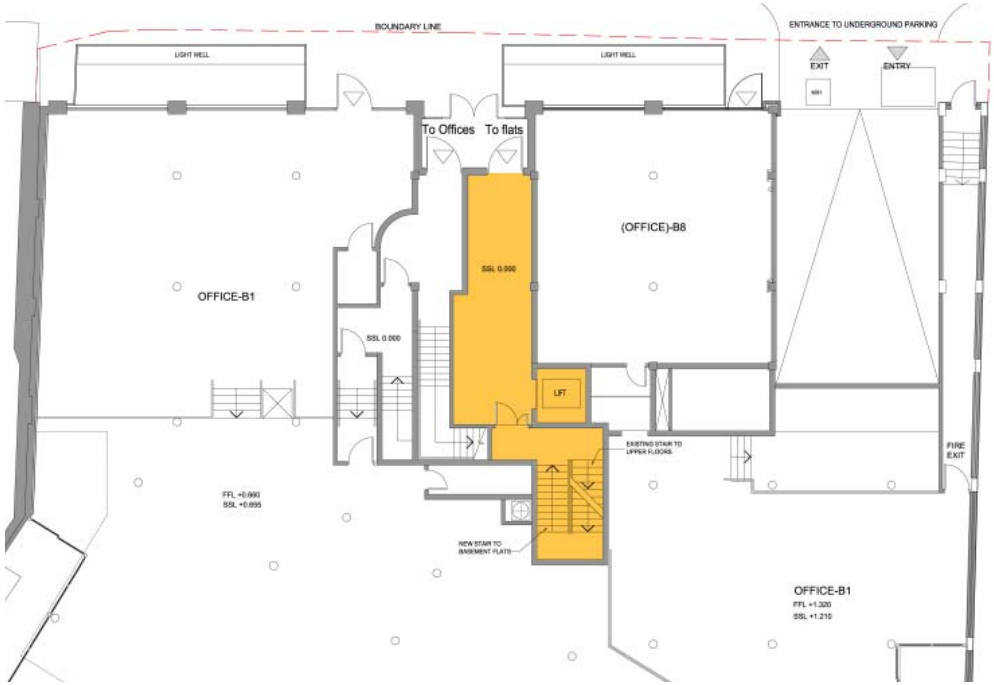

Fig.13 - Ground floor plan showing residents entrance foyer and new stairs down to upper basement level

Fig.15 - Upper basement floor plan showing existing commercial stairwell used as alternative escape route

5.3 Consultation

In order to ensure the new design complies with current building regulations with regards to emergency egress, Scott Wilson's specialist fire department have been consulted on the proposed escape strategy.

Since the proposal is within an existing mixed-use building, the escape routes for the separate uses must be maintained. As a result of the consultation, this led to the design of the new staircase down to the upper basement being located within the existing residential circulation core.

In a fire emergency, the existing commercial staircore as well as the new proposed residential stair can be used by residents of all the proposed flats. In addition to this, there is also the existing egress route via the car park and up the ramp that exits onto Holmes Road (see fig.15).