

## 147 kentish town road, london

design and access statement august 2014

DARIA WONG ARCHITECTS

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## PROJECT ADDRESS

147 Kentish Town Road,  
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## PROJECT TEAM

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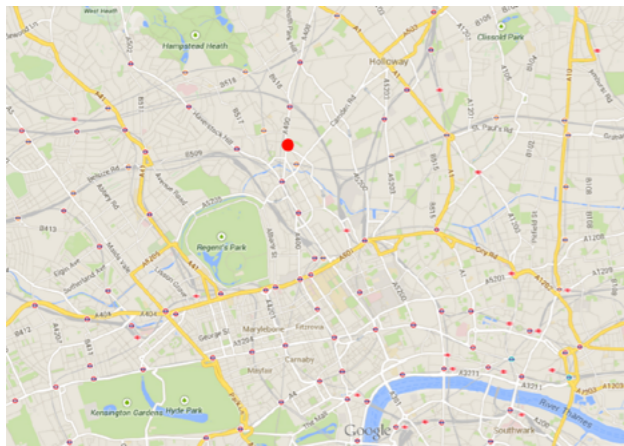
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## I.0 introduction



LOCATION  
source: Google map



AERIAL VIEW  
source: Google map



DETAILED PLAN

The following design and access statement supports a planning application for a mixed use development at 147 Kentish Town Road.

The site is located at the corner of Kentish Town Road and Castle Road. 141-145 Kentish Town Road is the former South Kentish Town Station on the Northern Line.

The proposed scheme will see the renovation and reinstatement of the facade to the building which was formerly The Castle Public House, as well as providing 418.8 sqm of commercial space and 8no. residential units. The proposed building will be 4 storeys with a basement.

A previous application (ref: 2013/5568/P) was refused at appeal in May 2014. This proposed a development of 5 storeys with a basement and a comprehensive redevelopment of the site.

## 2.0 planning history



REFUSED SCHEME: KENTISH TOWN ROAD ELEVATION  
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### PREVIOUS APPLICATION FOR THE SITE

A previous planning application was made for the site (reference: 2013/5568/P) in September 2013.

The application was for:

*"Redevelopment of existing former public house (A4 use) including enlargement of the existing basement plus five storey mixed use building comprising office space (A2/B1) at basement/ground floor levels and 9 self-contained residential flats (C3 use) at upper floors comprising 1x1 bed, 6x2 bed and 2x3 bed including basement level cycle storage and solar panels on the roof following demolition of existing building (A4 use)"*The coverage of the scheme was over the most of site leaving with a number of light wells adjacent to 141-145 Kentish Town Road to provide light to the scheme as well as in response to the structure of the former underground station.

The application was refused in March 2014, and an appeal was lodged, which was subsequently refused in May 2014.



REFUSED SCHEME CASTLE ROAD ELEVATION  
©Papa Architects

### REASONS FOR REFUSAL

The application was refused on 12 grounds. The reasons for refusal were:

1. That the demolition of the existing building would result in the loss of a significant landmark building and a local heritage asset, which contributes positively to the streetscape.
2. The proposal by virtue of its height, bulk, mass, scale and detailed design would have an adverse impact on the surrounding street scheme and local area.
3. The proposal by virtue of its height, bulk, mass, scale and detailed design would have an adverse impact on the amenity enjoyed by the neighbouring residence to the north.
4. The proposal, in the absence of a legal agreement to secure a construction management plan, would be likely to give rise to conflicts with other road users and be detrimental to amenities in the area.
5. The proposal, in the absence of a legal agreement to secure securing financial contributions towards pedestrian and environmental area would fail to mitigate the impact of the development created by increased trips.



REFUSED SCHEME: 3D MODEL

6. The proposal in the absence of a legal agreement for car-free housing, would be likely to contribute unacceptably to parking stress and congestion.
7. The proposed development, in the absence of a legal agreement to secure measures to incorporate environmental sustainability measures, would be contrary to policy CS13 of the Camden Local Development Core Strategy.
8. The proposal, in the absence of a legal agreement securing a servicing management plan for the commercial element, would likely give rise to conflict with other road users and be detrimental to amenities of the area generally.
9. The proposal would likely give rise to damage to the public highway and fail to ensure that the footway ties the development.
10. The proposal would be likely to contribute to pressure and demand on the existing open space in the area.
11. The proposal would likely result in unacceptable additional pressures on existing facilities in the area.
12. The proposal, without a legal agreement to secure contributions to educational infrastructure, would place an unacceptable strain on local educational resources in the area.

The appeal submitted was dismissed in May 2014 (appeal reference: APP/X5210/A/14/2211254).

The appeal is clear in that it is only the quality of the replacement building that prevents demolition of the existing building with modest heritage interest.

Although the property is not listed or within a Conservation Area, an Article 4 Direction was served on the property with regards to its demolition. Work undertaken on the property to date includes the removal of the roof, rusticated quoins, window architraves with projecting cornices at first floor, bracketed sills and cornice at second floor and cornice at roof level.

The Council served an enforcement notice on the 4 June 2013 and although this was appealed by the client, the planning Inspector determined that the appeal should not succeed and the enforcement notice should be upheld. As this decision was issued on the 27 March 2014, the breach of planning control requires re-instating these features by the 27 September 2014.

The works are on going to meet the requirements of the enforcement notice. The roof has now been reinstated to make the building weather tight once more. The procurement of other works including the ornate external mouldings are also underway.

### 3.0 the site -location and context



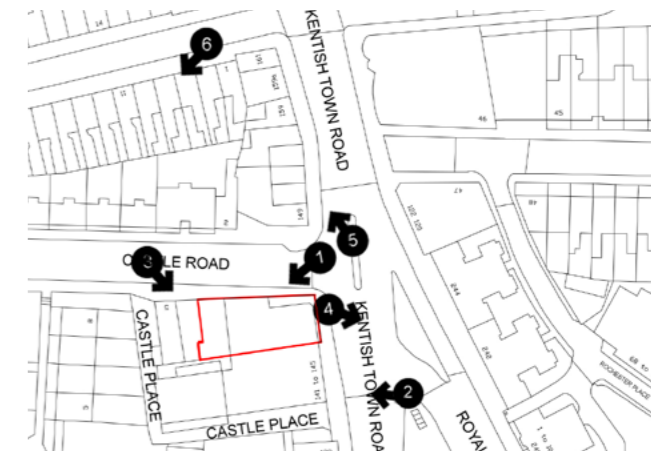
1. VIEW OF SITE FROM KENTISH TOWN ROAD  
Source: google maps



2. FORMER TUBE STATION NEIGHBOURING SITE



3. VIEW OF 3 & 5 CASTLE ROAD NEIGHBOURING THE SITE  
Source: Google maps



VIEWS KEY



4. VIEW OPPOSITE THE SITE



5. CORNER OF CASTLE ROAD AND KENTISH TOWN ROAD OPPOSITE THE SITE



6. HOUSES IN KELLY ROAD CLOSE TO THE SITE

### 3.0 the site -location and context



AERIAL VIEW ONE FROM THE NORTH- Source Bing Maps



AERIAL VIEW TWO FROM THE EAST- Source Bing Maps



SURROUNDING BUILDING HEIGHTS DIAGRAM

The buildings along Kentish Town Road predominantly have a commercial use at ground floor with residential above. The heights of the buildings are also generally higher than the surrounding side streets with junctions and corners usually marked with higher buildings still for example the junction of Prince of Wales Road.

The side streets become completely residential quite quickly with commercial uses at ground floor usually only limited to the corner or extending into the side street by a few units. Currently 3 and 5 Castle Road have a commercial use at ground floor with residential over this. Opposite to the site, the 6 storey buildings are all residential use.

# 3.0 the site -analysis



SUN PATH DIAGRAM

## ASPECT

The site is aligned east/west being bound by Castle Road to the north and Kentish Town Road to the east. The west boundary abuts 3 Castle Road and the southern edge 141-145 Kentish Town Road.

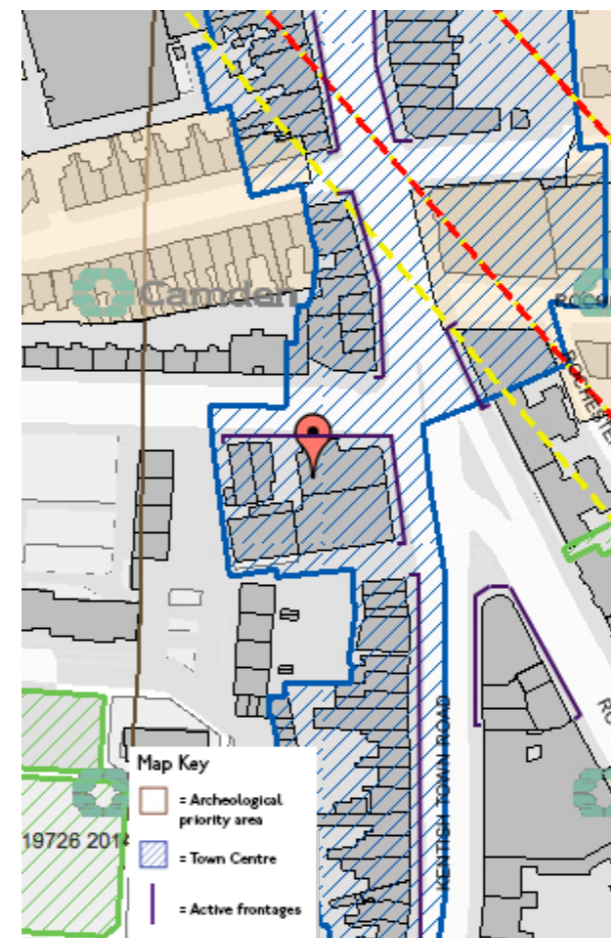
The proposed scheme is set back from the southern boundary to enable the proposed residential units to benefit from being dual aspect as well as the providing light via light wells to the commercial unit at ground and basement level.



ROAD TRAFFIC NOISE DIAGRAM

## NOISE

Kentish Town Road is the primary source of noise affecting the site as it is a busy and lively road both by day and night. The proposed scheme addresses this issue by placing the bedrooms on Castle Road or to the rear of the development. The main living spaces facing Kentish Town Road are used as a buffer.



PROPOSALS MAP WITH ACTIVE FRONTAGES INDICATED  
SOURCE: CAMDEN COUNCIL  
ACTIVE FRONTAGES ADDED BY DARIA WONG ARCHITECTS

## URBAN GRAIN

Kentish Town Road forms the main artery in the context of the development site.

The main commercial areas are along this road with active frontages facing the street. The commercial use may return for the first few units along the side roads but then very quickly becomes residential. The area has retained many of the existing housing stock and vernacular, for example in Kelly Street.

The type and scale of the housing sets up a very distinctive feel for the area. The higher buildings in the area tend to be located along Kentish Town Road with corners in particular accentuated, for example The Abbey Tavern on the junction with Bartholomew Road and Oliver's on The Prince of Wales Road.

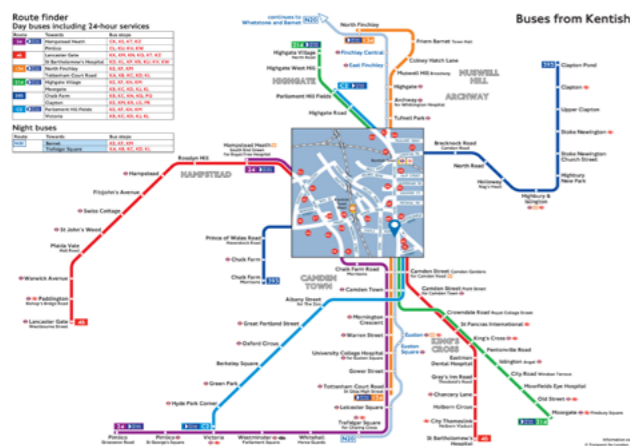


EXAMPLES OF ACTIVE FRONTAGES





### 3.0 the site -access



BUS ROUTES

Six routes operate along Kentish Town Road, these include: 46, 134, 214, 393, C2 and N20. These provide access to a number of hospitals ( St Bartholomew's and Royal Free) as well as underground stations with access to other lines (Jubilee line at Swiss Cottage via the 46 bus).

Train stations that give national rails services are easily reached via a number of the routes. The 46 route which stops closest to the site includes Paddington as well as Kings Cross/ St Pancras.

Bus Routes give access North towards north Finchley; west, towards Oxford Circus, thus providing easy access to large shopping amenities. The 24 route provides access to Westminster.

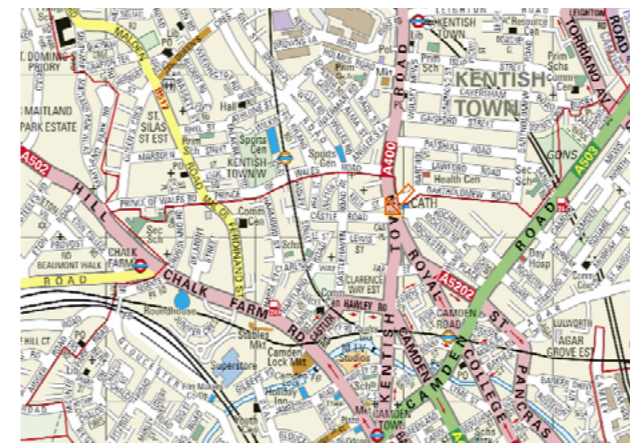


TRAIN AND TUBE

A number of tube and train stations surround the site. The closest, Kentish Town Road station is to the east and Camden Town station to the north. Both are on the northern line giving access as far south of London as Morden and north to High Barnet.

Camden Town and Kentish Road West also give access to the London Overground.

The Northern line gives excellent access to national rail services, at Waterloo, Kings Cross, Charing Cross and Euston.



ROAD MAP

The existing pub faces east onto the A400 Kentish Town Road, giving a direct route south to Camden Town and North toward Kentish Town Station.

The A400 gives access to the A1 (M1) and the north circular road. To the west there is also easy access to the A40.

Due to its location on Kentish Town Road, the site is extremely accessible, with a PTAL rating of 6B.

Several bus routes service the surrounding area with the KM bus route stopping just north of the site on Kentish Town Road giving access to King's Cross train station and a national train services.

There are a number of tube stations close by with both Kentish Town and Camden Town stations, under half a mile away. National train services can be accessed from here via the northern line to Waterloo, King's Cross/St Pancras, Paddington & Victoria

Enlarged diagrams of the images used on this page are included in appendix 2.