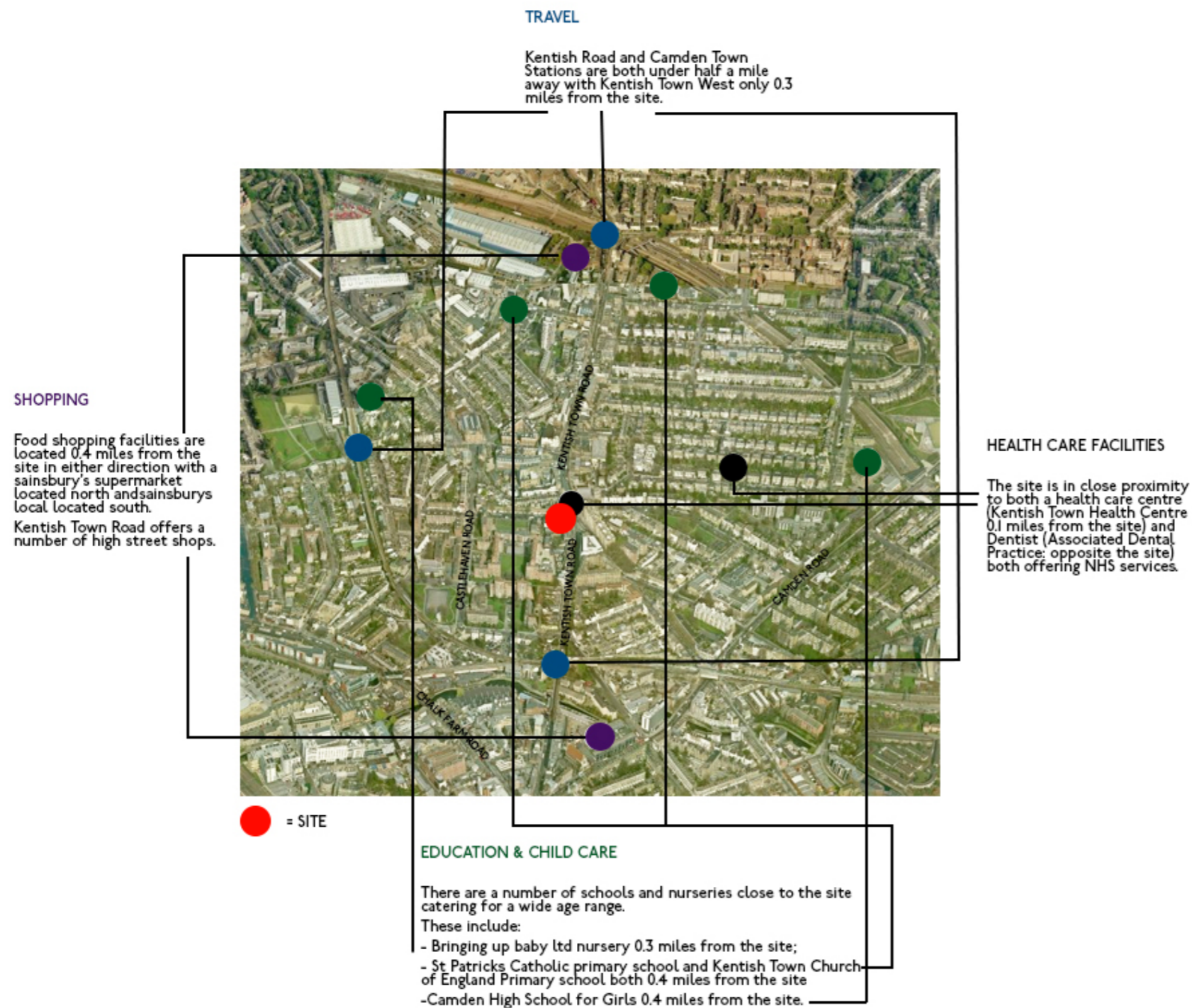


### 3.0

## the site -local amenities



Because of the sites proximity to Kentish Town Road, it has good access to many amenities in the surrounding area. This, along with the sites excellent transport links, allows for access to amenities further afield.

Health care facilities are located within half a mile of the site at Kentish Town Health Centre, with a dental care centre directly opposite.

A number of child care and educational facilities, as listed on the diagram, are available close by, enabling the development to be suitable for young families.

Food shopping facilities are located both north and south of the site, under half a mile away. High street shops are easily accessible along Kentish Town Road, with Camden High Streets amenities only half a mile away. Further shopping is easily reached by the sites excellent transport links.

4.0

amount  
-amenity147 Kentish Town Road  
Accommodation Schedule

Floor & Unit	Type	Tenure	GIA (sq.m)	Living /Kitchen/ Dining (sq.m)	Bedroom 1 (sq.m)	Bedroom 2 (sq.m)	Amenity (sq.m)
First floor: Unit 1	2 B	Private	74.4	25.6	12.7	12.0	6.7
First Floor Unit 2	1 B	Private	50.3	26.0	12.3	n/a	0
First Floor Unit 3	2 B	Private	72.5	26.9	12.7	12.6	4.6
Second Floor Unit 4	2 B	Private	74.4	25.6	12.7	12.0	6.7
Second Floor Unit 5	1 B	Private	50.3	26.0	12.3	n/a	0
Second floor Unit 6	2 B	Private	72.5	26.9	12.6	12.7	4.6
Third Floor Unit 7	2 B	Private	70.1	27.6	12.8	12.2	22.3
Third Floor Unit 8	2 B	Private	74.3	24.3	13.2	12.0	21.8

The proposal is spread over four floors, retaining and restoring the facade of the existing pub whilst building and extending behind.

The basement and ground floor will contain 418.8 sq.m of commercial office space. Plant room and cycle storage facilities are also provided in the basement.

14 bike storage spaces are provided for residential use with six for commercial.

The upper three floors will contain 6 two bed and 2 one bed flats, all with GIA's of the exceeding CPG2's guidance as well as the minimums given within the London Plan.

Six of the eight flats have access to an outside amenity space.

## 5.0 appearance -context



CASTLE ROAD ELEVATION



KENTISH TOWN ROAD ELEVATION

The proposal references its proportions from the existing building. However care has been taken in the treatment of the facade to ensure that the new portions of the elevation remain subservient to the existing. This way the former pub building retains its status as a significant landmark on the corner of Kentish Town Road and Castle Road.

The proposal follows the hierarchy of the existing building, with a higher ground floor and larger windows at lower levels which diminish towards the upper floors.

This arrangement suits the proposed use of the building, which has commercial at basement and ground floors with residential at first, second and third (set back) floors.

The proposed facade along Castle Road has incorporated a step down in the third floor from the part behind the retained facade to the part behind the newer elevation in keeping, with the idea of making the newer part subservient to the existing building. The resulting difference in height has been determined by what could be achieved whilst complying with LHDG residential height requirements as well as good commercial space standards.

Reference is also made to the fenestration of 3 Castle Road, with transoms added to the new windows to mirror the proportions.

## 5.0 appearance -proposal



CASTLE ROAD ELEVATION



KENTISH TOWN ROAD ELEVATION

In order to retain the existing building as the dominant feature of the site, the new sections of the facades have been designed to be subservient to the principle corner of the site. It is proposed that the new elevation will be a stock brick and will be relatively plain so as not to detract from the richness of the mouldings of the existing facades. The ornate plaster surrounds of the retained facade will be echoed in a plain surrounds of the newer elevations.

Overall the approach that has been taken to the elevations is that of a traditional one, and this was indicated as the favoured approach from the public consultations that have been held.

The third floor/roof has been set back by 1.5m from the internal face of the parapet. With the high existing parapet and the lowered floor levels of the new building this will minimise the impact of the appearance of the overall facade and will mean that the third floor will be less visible.

The proposed materials for the third floor are vertical tiling in a dark pre-paternated zinc and glass for the doors/windows.



## 5.0 appearance -proposed materials



RHIENZINCK TILE



HANSON CAMDEN STOCK BRICK



PRECEDENT: THE ROSE PUBLIC HOUSE

The materials proposed compliment the existing facade and are in keeping with the surrounding area.

The Rheinzinck tiled roof references many of the tiled mansard roofs in the area, but is a modern interpretation.

The stock brick is similar to a number of the neighbouring buildings, with precedent particularly taken from the house photographed in Castlehaven Road, close to the site.

The warm grey colour selected for the restored facade will help accentuate and enhance the relief of the mouldings.



PRECEDENT:  
MODERN MANSARD ROOFS IN KELLY ROAD



PRECEDENT:  
STOCK BRICK AND BLACK MOLDINGS IN CASTLEHAVEN STREET



FORMER BRIGHTLY COLOURED FACADE OF THE CASTLE TAVERN

## 5.0 appearance -design development



ELEVATIONS FROM CONSULTATION ONE



ELEVATIONS PROGRESSED AFTER FEEDBACK



MATERIAL EXPERIMENTS

The design evolved with both careful consideration along with feedback from public and council consultation.

Two public consultation events were carried out during July. Feedback given was positive, with the traditional option being favoured, as outlined in the statement of community involvement.

A traditional facade was also favoured by the case officers, however a modern roof was chosen after further consultation to allow the new building and upper floor to remain subservient to the existing public house.

The elevations shown, which explore the traditional mansard, show that this option creates a less discrete addition to the chosen modern option.

Consultation with the case officers meant heights were lowered, and a step in the floor level was included in order to allow the existing building to remain the dominant feature on the site.

Materials were thoroughly explored, taking reference from precedents in the surrounding context with feedback from case officers shaping the final decision.



TRADITIONAL ROOF OPTION

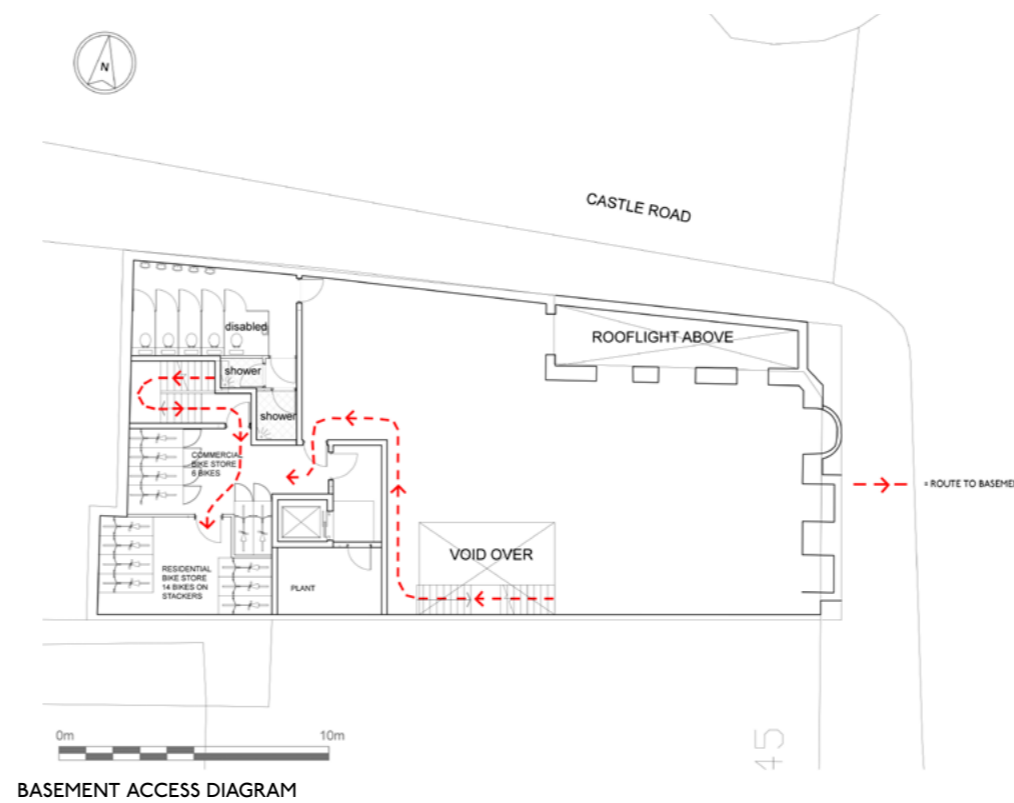


MODERN ROOF OPTION



FINAL ELEVATION

## 6.0 access and layout



The access to the residential units will be via a separate entrance from Castle Road. Access to the secure cycle storage in the basement will be via a lift. The corridor/entrance ways have been designed to allow both cycle and rider to move easily through the spaces. All the residential units will be served by both stairs and lift.

The commercial space will be accessed directly from Kentish Town Road.

### Wheelchair Access:

Although no wheelchair units are proposed, all units with the exemption of unit 6 (due to the heights of the cills on the retained facade) will be Lifetime Home compliant and therefore can be easily adapted. The proposed lift will provide access to all floors.



## 7.0 services strategy



### Refuse and Recycling provision:

Refuse and recycling provision will be in line with CPGI planning documents, meeting figure 14's waste management requirements.

From this it is calculated that the 6no. 2 bedroom units will require 0.25m<sup>3</sup> each for recyclable and non recyclable waste, and the 2no. 1 bed units will require 0.20m<sup>3</sup> of space each. This gives a total requirement of 1.9m<sup>3</sup> which translates to 1900 ltrs. The development exceeds this requirement as 3300 ltrs of bins are provided.

The applicant currently occupies offices opposite the site at 116 Kentish Town Road. The proposed commercial refuse and recycling collection will be an extension of the arrangements, with collections to be discussed and agreed with the business recycling and waste department.

Deliveries will have access from Castle road as indicated on the diagram. These deliveries will be minimal due to the residential and commercial use, unlike the larger deliveries that would of taken place when the building functioned as a pub.



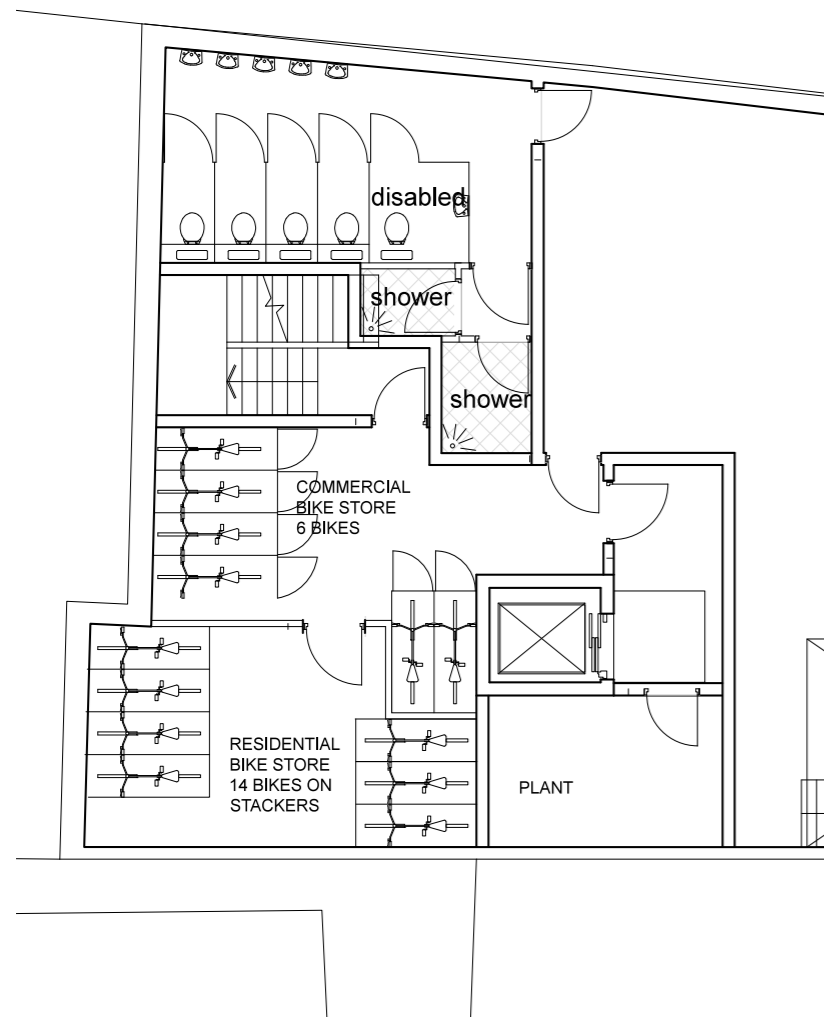
## 8.0 cycle

The cycle storage provision is in accordance with Camden policy, London Plan, and CFSH requirements.

The following has been provided:

Residential- 14no.  
(1 per unit under Camden and London plan)

Commercial- 6no.  
(1 per 250m<sup>2</sup>)



BASEMENT CYCLE STORAGE



CYCLE RACK  
SOURCE: CYCLE WORKS LTD



BIKE LOCKERS  
SOURCE: CYCLE WORKS LTD

## 9.0

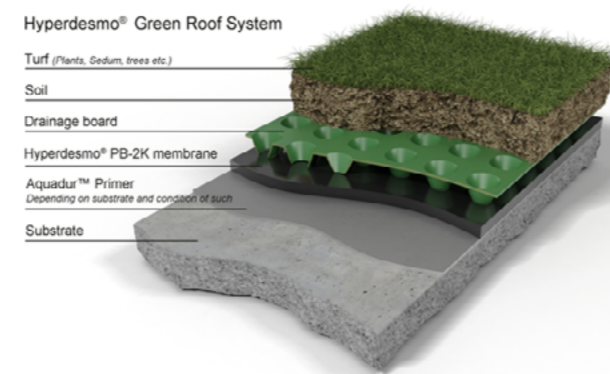
compliance  
-lifetime homes

Lifetime home criteria		
1	Where there is car parking adjacent to the home it should be capable of enlargement to attain a 3300mm width	N/A
2	The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping.	N/A
3	The approach to all entrances should be level or gently sloping	Achieved: The approach to the site is level
4	All entrances should be: a) illuminated, b) have level access over the threshold and c) main entrances should be covered	Achieved: All entrances are illuminated and lower level access covered.
5	Communal stairs and lifts	A lift is provided close to the communal stairway. The staircase is compliant with the prescribed dimensions for communal staircases.
6	The width of internal doorways and hallways should conform to specifications below: 750mm or wider- 900mm (when approach is not head on) 750mm or wider- 1200mm (when approach is not head on) 775mm or wider-1050mm (when approach is not head on) 900 or wider-900 mm (when approach is not head on). Clear width of the front door should be a minimum of 800mm. There should be a 300mm nib to the side of the leading edge of doors at entrance level.	Achieved: All internal doorways are compliant
7	There should be space for a turning wheelchair in dining areas and living rooms and adequate circulation space for wheelchair users elsewhere. A turning circle of 1500mm diameter or a turning ellipse of 1700mm x 1400mm is required in dining areas and living rooms	Achieved- All rooms and circulation spaces give adequate space for wheelchair users
8	The living room should be at entrance level	Achieved
9	In houses of two or more storeys there should be space on the ground floor that could be used as convenient bed space.	N/A
10	Entrance level WC and shower drainage a) wheel chair accessible entrance level WC, b) drainage provision enabling a shower to be fitted in the future	Achieved
11	Walls in bathrooms and toilets should be capable of taking adaptations such as handrails	Achieved- partitions will incorporate plywood inserts within its construction to safeguard for future fixing requirements
12	Stair lift/ through floor lift. The design should incorporate: a) provision of a stair lift, b) a suitably identified space for a through the floor lift from the ground to the first floor for example to a bedroom next to a bathroom.	N/A
13	The design should provide a reasonable route for a potential hoist from a main bedroom to the bathroom	Achieved: Main bedrooms suitably placed in accordance with the bathrooms allowing for a clear and direct route.
14	The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin	Achieved: requirement is integrated within the design.
15	Living room window glazing should begin at 800mm or lower and windows should be easy to open/operate	Achieved: Glazing on the extension complies: all glazing starts below 800mm. The existing building also complies where possible, with floors raised in some flats to meet the criteria.
16	Switches sockets, ventilation and service controls should be at a height useable by all.	Achieved: This specification will be followed during the construction of the development.

## 10.0 sustainable design



HORIZONTAL SOLAR PANELS



GREEN ROOF  
SOURCE: ALCHIMICA



INTEGRATED RECYCLING BINS  
SOURCE: HOWDENS

In order to meet the governments Energy policy, which aims to reduce the UK's carbon dioxide emissions, and to meet the regional London Plan, the development proposes to integrate many energy saving measures and renewable technologies.

In accordance with the lean principle of the energy hierarchy of the London plan 2011, a number of energy efficiency measures are proposed including :

- The use of accredited construction details to reduce thermal bridging and therefore heat loss.
- The prescription of maximum U-values: 0.20w/m<sup>2</sup>k for walls; 0.10 w/m<sup>2</sup>k for roof; 1.10 w/m<sup>2</sup>k for glazing and doors and maximum air leakage rate of 4.50m<sup>3</sup>//m<sup>2</sup>.h.
- The use of Baxi Duo-tec 2 condensing combi boilers with delayed start thermostats
- A weather compensator
- The use of low energy use bulbs and AA+ rated white goods to assist in reducing the carbon footprint of the scheme.
- The use of Photovoltaic panels as a renewable energy source

A green roof is also proposed above the existing and over part of the extension.

These measures will allow the development to meet the required specifications and reduce its overall energy consumption.