

Firstplan

WAHACA
KENTISH TOWN UNDERGROUND
STATION,
276 KENTISH TOWN ROAD,
LONDON, NW5 2AA



**PLANNING,
DESIGN AND
ACCESS
STATEMENT**

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Firstplan Ref: 14118
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DOCUMENT 1: PHOTOGRAPHS OF SITE

DOCUMENT 2: LETTER FROM TfL CONCERNING PERMITTED DEVELOPMENT RIGHTS

DOCUMENT 3: LIFT BROCHURE



SECTION 1: INTRODUCTION

- 1.1 This planning, design and access statement has been prepared by Firstplan in support of a joint planning application by Wahaca and TfL. The application seeks planning permission for alterations to entrance and front elevation, erection of rear extension at first floor level, alterations to rear elevation, installation of secondary access staircase in rear lightwell and installation of plant at roof level in connection with proposed use of part of station building as a restaurant.
- 1.2 The application is made entirely without prejudice to the permitted development rights afforded by Part 17A of the General Permitted Development Order (1995 as amended) which allows development in railway stations by statutory undertakers.
- 1.3 The proposals will provide a high quality restaurant which will make efficient use of the site and is appropriate for this town centre location.
- 1.4 The design of the extension and alterations will preserve and enhance the character and appearance of the existing building. The proposed extension at first floor level is small and will remain subservient to the original property. The proposed entrance works will enhance the building and will provide level access.
- 1.5 The residential amenity of surrounding properties will not be adversely affected. A noise report has been submitted which concludes that the proposed plant will meet Camden's noise standards.
- 1.6 The relevant background information to the proposal, including a description of the site and surrounding area is set out in Section 2. A description of the application proposal is outlined in Section 3. Section 4 discusses the relevant planning policy issues. Section 5 assesses design and access issues. Our conclusions are drawn in Section 6.



SECTION 2: BACKGROUND INFORMATION

a) Site Description

- 2.1 The site is situated to the east of Kentish Town Road and to the south of the railway line.
- 2.2 The site comprises a two storey station building with underground platforms. At ground floor level the underground station entrance is located to the north of the Kentish Town Road frontage. Adjacent to this is a greengrocer, which is located in the centre of the building's frontage, including a small internal area (approximately 16sqm) and external fresh produce displays on the station forecourt. To the south is a separate entrance which provides access to the first floor unit and includes some space at ground and basement floors. This unit is currently vacant.
- 2.3 The building has a flat roof including brick air shafts that projects above the roof parapet located on the west and north sides of the building.
- 2.4 The station building adjoins a three storey building to the south which comprises commercial units including an estate agents, newsagents and hairdressers at ground floor and offices, residential flats and a dentist surgery above. To the north of the application site is Kentish Town Rail Station.
- 2.5 To the rear of the site is a two storey building that is linked to the station and fronts Frideswide Place. This building is separated from the main station building at first floor level.
- 2.6 Photographs of the site are attached at document 1.

DOCUMENT 1

b) Planning History

- 2.7 Planning permission was granted in October 1992 for the erection of an extension at rear first floor level together with an external staircase and canopy (ref. PL/9200775).



c) Pre-Application Discussions

2.8 Pre-advice was sought prior to the submission of this application. This advice confirmed that officer's considered that permission was required for the change of use but there was no objection to the proposed land use given its accessible location. There was also no objection in principle to the proposed extension or alterations subject to an acceptable noise assessment and details of the design and materials.

d) Wahaca

2.9 Wahaca is a Mexican restaurant concept co-founded by Thomasina Miers, winner of Masterchef 2005. Wahaca is a business which has grown organically over several years. The focus is on the vibrancy and freshness of real Mexican food.

2.10 Wahaca are focused on sustainability and won the coveted Sustainable Restaurant Group of the Year award in both 2012 and 2013. They concentrate on sourcing locally and responsibly, building environmentally efficient restaurants and helping their teams work sustainably.



SECTION 3: SCHEME DESCRIPTION

3.1 The application proposes alterations to entrance and front elevation, erection of rear extension at first floor level, alterations to rear elevation, installation of secondary access staircase in rear lightwell and installation of plant at roof level in connection with use of part of station building as a restaurant and part of the station building as a burrito bar. The different elements of the scheme are as follows:

a) Use of First Floor Unit as Restaurant

3.2 As the site comprises part of a railway station the applicants consider that these operations could take place under Part 17 Class A of the General Permitted Development Order (1995), which allows “development by railway undertakers on their operational land, required in connection with the movement of traffic by rail.” TfL are a railway undertaker and the proposed use is ‘wholly within a railway station’ as it is entirely on TfL land. DCP Casebook is clear that developments wholly within a railway station such as kiosks, cafes etc. are permitted development. A letter from TfL concerning this matter is attached at document 2.

DOCUMENT 2

3.3 However, pre-application discussions with officers indicated that planning permission was required as the restaurant was not considered to be ‘required in connection with the movement of traffic by rail’. The applicant believes that the restaurant is like other restaurants in stations, which are permitted development. However, the pre-application advice stated that the Council required an application for the change of use and it has therefore been submitted without prejudice.

3.4 The main seating area of the restaurant and kitchen area will be located at first floor level, with an additional area of seating and a staff WC and shower at ground floor and storage at basement level.

3.5 It is expected that the restaurant will trade from 10am to 11pm Monday to Saturday and 10am to 10.30pm Sunday. Staff will be required to access the unit outside of these hours to set up for service and clean up after closing time. This is not expected to give rise to concern in this town centre location.



b) Use of Ground Floor as Burrito Bar

- 3.6 As set out above this application is submitted on a without prejudice basis. However, notwithstanding this it is considered that the proposed burrito bar is an A1 use and therefore there is no material change of use from the grocers to the burrito bar.
- 3.7 We note that Tortilla recently obtained a certificate of lawfulness for an A1 use at 144 Camden High Street (ref: 2014/2268/P). The officer's report for this application states that:

“The majority of their customers would be takeaway (around 85%) and it is expected that around 60% of the food would be hot and 40% would be cold. No food would be cooked on the premises, it would only be heated up in an oven and a microwave.”

- 3.8 Other relevant examples in Camden include certificates granted at 166 Clerkenwell Road (2013/7678/P) and Unit K3 Brunswick Centre (2010/3588/P). Wahaca operate a burrito bar in part of their Charlotte Street unit in Westminster under an A1 consent.
- 3.9 All customers will take away from the ground floor unit and no cooking is proposed as the cooking will be carried out in the first floor unit kitchen. The majority of fillings will be hot but there will also be cold food options. As such it is considered that the existing grocers unit will remain in A1 use.

c) Alterations to Entrance and Front Elevation

- 3.10 It is proposed to replace the existing entrance door with glazed double doors and a glazed transom above. The doors will open onto a small raised platform on the station forecourt, with two steps down to the pavement and a platform lift to provide access for all. The area to the left of the door, comprising modern tiles, will be rendered. To the right of the platform a planter will be provided to define the area.
- 3.11 The burrito bar unit will retain the existing bulk head and a new counter will be installed. It is proposed that this will be closed off at night by an aluminium clad hatch.



d) Rear Extension to First Floor and Rear Alterations

- 3.12 A small rear extension is proposed at first floor level. This will allow for a lift to be installed. The extension will be constructed of blockwork with a render and paint finish.
- 3.13 It is also proposed to install two fire escape ladders and replace two of the skylights at first floor flat roof level.

e) Secondary Access Staircase

- 3.14 It is proposed to install a secondary access staircase in the rear lightwell and construct an access way to connect with the first floor including relocation of a doorway. This access will provide a fire escape and will also be used for servicing of the unit, including a bin store.
- 3.15 The staircase will be constructed of steel with a glazed roof. The bin store will be constructed of timber. The structures will be screened by the existing fencing facing the railway line, which will be made good.

f) Installation of Plant

- 3.16 The application seeks consent for a plant enclosure which will contain kitchen extract, an air handling unit, six heat pumps and two catering condensers. This plant will be located within a proposed enclosure at roof level with some low level duct work running across the roof.



SECTION 4: PLANNING CONSIDERATIONS

- 4.1 This section considers the proposal in the light of the relevant planning policies.
- 4.2 The London Plan (2011), the Camden Core Strategy (November 2010) and the Camden Development Policies DPD (November 2010) comprise the statutory development plan against which this application will be assessed.
- 4.3 The National Planning Policy Framework (NPPF) (2012) is also relevant. This guidance states within Paragraph 14 that at the heart of the planning system, there is a “presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking”. The document highlights that local planning authorities should seek positive opportunities to meet the development needs of their area by approving proposals that accord with the development plan without delay.
- 4.4 The application site falls within Kentish Town Centre and is identified as part of a core shopping frontage on Map 4 of Camden Planning Guidance 5. It is not a listed building and is not within a conservation area, although Kentish Town Conservation Area is located on the opposite side of the railway line. The site is also located within a strategic view.
- 4.5 The key planning issues for consideration are as follows:
- a) The proposed change of use
 - b) The potential impact of the proposals on the amenity of surrounding occupiers
 - c) Design considerations
 - d) The servicing arrangements and the impact on the highway
- 4.6 These issues are addressed in turn below.
- a) **The proposed change of use**
- 4.7 As set out in Section 3 of this report, the applicants consider that, as the site comprises part of a railway station, the use of part of the station building as a restaurant could take place under part 17 Class A of the General Permitted



Development Order (1995 as amended). However, following pre-application advice the application includes the proposed change of use (submitted on a without prejudice basis) and the relevant policies are considered below.

- 4.8 The NPPF encourages sustainable development as set out above. Of particular relevance, it seeks to make efficient use of land, secure economic growth in order to create jobs and prosperity, and ensure the vitality of town centres by promoting competitive town centre environments. The proposal accords with the NPPF as it will make efficient use of the units and will provide approximately 45 jobs.
- 4.9 Policy CS1 sets out that the Council will focus Camden's growth in the most suitable locations, and manage it to make sure that opportunities and benefits are delivered and achieve sustainable development, while continuing to preserve and enhance the features that make Camden such an attractive place. Appropriate development at highly accessible locations including Kentish Town Centre will be promoted. Policy CS3 confirms that the identified highly accessible locations are considered to be suitable locations for the provision of homes, shops, food, drink and entertainment uses, offices, community facilities.
- 4.10 Policy CS7 states that the Council will promote successful and vibrant centres throughout the borough to serve the needs of residents, workers and visitors by seeking to protect and enhance the role and unique character of each of Camden's centres, ensuring that new development is of an appropriate scale and character for the centre in which it is located. A range of shops, services, food, drink and entertainment and other suitable uses will be maintained and provided to ensure variety, vibrancy and choice.
- 4.11 Policy CS8 seeks to secure a strong economy in Camden. This includes supporting Camden's industries by safeguarding existing employment sites and premises in the borough that meet the needs of modern industry and other employers and recognising the importance of other employment generating uses, including retail, markets, leisure, education, tourism and health.
- 4.12 Policy DP12 seeks to ensure that the development of shopping, services, food, drink, entertainment and other town centre uses does not cause harm to the character, function, vitality and viability of a centre, the local area or the amenity of neighbours. Consideration will be given to the effect of non-retail development on shopping provision and the character of the centre, the cumulative impact of food, drink and



entertainment uses, impact on residential amenity, parking and servicing, noise and vibration, fumes likely to be generated, potential for crime and anti-social behaviour such as littering.

4.13 The proposed change of use is in accordance with these policies as the restaurant will make efficient use of the existing floorspace in a highly accessible location. The retail use of the ground floor is small scale and will be retained as the burrito bar will comprise an A1 use. The first floor space is currently vacant and the new use will make good use of space, providing approximately 45 jobs.

4.14 There are a variety of uses in the area and the proposed development will complement mix. The use will not have an adverse impact on residential amenity, parking and servicing, noise and vibration, fumes as detailed below.

b) The impact on residential amenity

4.15 No.274 comprises offices on the upper floors and the closest residential property is at No.272 Kentish Town Road.

4.16 Policy CS5 sets out that the Council will protect the amenity of Camden's residents and those working in and visiting the borough by:

- a) making sure that the impact of developments on their occupiers and neighbours is fully considered;
- b) seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and
- c) requiring mitigation measures where necessary.

4.17 Policy DP26 confirms that the Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. The relevant factors to be considered in this case include noise and vibration levels; odour, fumes; and the inclusion of appropriate attenuation.

4.18 Policy DP28 explains that the Council will seek to ensure that noise and vibration is controlled and managed and will not grant planning permission for development likely to generate noise pollution. Camden Planning Guidance 6 provides further guidance on amenity issues.



- 4.19 It is expected that the restaurant will trade from 10am to 11pm Monday to Saturday and 10am to 10.30pm Sunday. Staff will be required to access the unit outside of these hours to set up for service and clean up after closing time. This is not expected to give rise to concern in this town centre location.
- 4.20 The application proposes installation of kitchen extract, an air handling unit, six heat pumps and two catering condensers within an enclosure. A noise report has been submitted with the application. The assessment included a site visit, ambient noise monitoring and calculations of the plant noise. The results of the assessment found that atmospheric noise emissions from the plant will be 8 dB below the lowest background noise levels measured at the nearest noise sensitive window from the plant location. The report also explains how vibration will be mitigated by using steel spring isolators or rubber footings.
- 4.21 In relation to the proposed lift this is set away from the boundary wall and a brochure is attached at document 3. As it is not tied into the wall the lift will have an acceptable impact on the adjacent office building.

DOCUMENT 3

- 4.22 The proposed use will therefore not have a harmful impact on the amenity of surrounding occupiers and meets the requirements of the local planning policies.

c) Design Considerations

- 4.23 Policy CS14 confirms that the Council will require the highest standard of design that respects local context and character. Camden's rich and diverse heritage assets and their settings, including conservation areas, should be preserved and enhanced.
- 4.24 Policy DP24 sets out that the Council will require all developments to be of the highest standard of design. It expects developments to consider the context of the site, the materials to be used, the provision of visually interesting frontages at street level, natural features, provision of landscaping and amenity space, and accessibility. Camden Planning Guidance 1 (CPG 1) entitled 'Design' provides supplementary guidance on design excellence, heritage matters and other matters.
- 4.25 Policy DP25 states that the Council will not permit development outside of a conservation area that causes harm to the character and appearance of that conservation area.



- 4.26 Policy DP30 sets out that the Council will expect a high standard of design in new and altered shopfronts, canopies, blinds, security measures and other features. Considerations for shopfront applications include the design of the shopfront, the design of the building and the relationship between the shopfront and the upper floors, the general characteristics of shopfronts in the area and the contribution made by shopfronts to natural surveillance.
- 4.27 The proposed alterations will preserve and enhance the frontage by providing by retaining key features of the building such as the original tiles and window design. The replacement entrance doors will not have a significant visual impact and comprise a suitable contemporary addition. The render will only cover non-original tiles and will help to define the different uses of the building. The burrito bar will continue to provide an active use and further details of the aluminium clad hatch can be conditioned.
- 4.28 To the rear the alterations are only visible from glimpsed views as they are screened by the adjoining station building to the rear and by the timber screening adjacent to the railway line. The extension is of a small scale and will have a simple design and will be subservient to the existing building. The replacement skylights will provide a visual enhancement. The bin store will be constructed of wooden panels to blend in with the existing screening and the staircase has an appropriate practical design.
- 4.29 The plant is discretely located at roof level and is set back from the front and north elevation and the enclosure will ensure that there is an acceptable impact where it is visible in glimpsed views.
- 4.30 The proposed alterations should therefore be considered to be in accordance with Policies CS14, DP24 and DP25.
- 4.31 The building is not prominent in views from Kentish Town conservation area owing to the high wall along Leighton Road which provides a barrier to the railway line. The proposed alterations are minor and will not cause harm to the character and appearance of the conservation area. They should therefore be considered acceptable in terms of Policy DP25.

d) Refuse and Servicing

- 4.32 Policy CS18 requires developments to include facilities for the storage and collection of waste and recycling. Policy DP26 also requires developments to provide facilities



for the storage, recycling and disposal of waste. The plans show a refuse store at first floor level which will provide sufficient storage. All waste will be recycled where possible including cardboard, glass, cans, plastic and food waste. Where recycling is not possible, a company such as Paper Round can take the waste to an energy from waste facility to ensure that nothing goes to landfill. The proposed waste strategy is therefore sustainable and will result in only one collection per day.

- 4.33 Policy CS11 promotes sustainable and efficient travel patterns. Policy DP16 explains that the Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.
- 4.34 Policy DP17 promotes walking, cycling and public transport use. Policy DP18 confirms that developments are expected to be car free in Kentish Town Centre and other areas within Controlled Parking Zones that are easily accessible by public transport. Policy DP19 confirms that the Council will encourage the removal of surplus car parking spaces.
- 4.35 Policy DP21 sets out that the Council will expect works affecting highways to: avoid disruption to the highway network and its function; avoid harm to on-street parking conditions; address the needs of wheelchair users and others; avoid causing harm to highway safety or hinder pedestrian movement and avoid unnecessary street clutter; contribute to the creation of high quality streets and public spaces; and repair any construction damage to transport infrastructure or landscaping.
- 4.36 The site is situated in a highly accessible centre location as it is part of Kentish Town Underground Station and is next to Kentish Town Rail Station. It is also within a range of bus routes. It is expected that the vast majority of customers and staff will travel to the restaurant by walking or public transport. The proposal is therefore considered to be in a suitable location and will not have any significant impact on parking pressures in the area.
- 4.37 The unit can be serviced from Kentish Town Road or Frideswide Place. It is anticipated that there will be two deliveries a day. This level of deliveries will not have a significant impact on the highway and is appropriate for this centre location.



SECTION 5: DESIGN AND ACCESS STATEMENT

a) Use

5.1 It is proposed that part of the station building will be used as a restaurant (A3) and part of the ground floor will be a burrito bar (A1).

b) Amount and Scale

5.2 The proposed first floor rear extension is small scale and will provide an additional 8sqm of floorspace. Its main purpose is to allow a lift which will ensure that the restaurant is accessible for all. The height of the extension will match the height of the existing first floor.

5.3 In total the restaurant unit will measure 547sqm including back of house space. The burrito bar will measure 16sqm.

c) Layout

5.4 A proposed layout is shown on the application plans. The site will be laid out with a burrito bar located on the ground floor where the existing grocer is located. There will be no cooking in this unit and it will be aimed at office workers and residents who wish to purchase their lunch and take away.

5.5 The main restaurant entrance will be located to the right of the burrito bar. A staircase and lift will lead up to the first floor where the main seating area, restaurant kitchen and back of house areas will be located.

5.6 At the rear of the ground floor there will be a small additional seating area. There will also be a staff WC and shower room.

5.7 The restaurant plant will be located at roof level.

d) Appearance

5.8 The front of the station will be enhanced by the provision of new glazed entrance doors with a planter to define the station forecourt area. It is proposed that render will be applied to the ground floor near the entrance. A separate signage application will be submitted in the future.



5.9 To the rear the proposed extension will have a simple design to complement the existing building. The fire escape will have a light design with a glass roof and the bin store will be constructed of timber to blend in with the existing timber screen.

5.10 The proposed plant enclosure will be set back from the edge of the roof to minimise its visual impact. It is set back by approximately 7.5 metres from the front elevation and by a minimum of 5.5 metres from the side elevation and is screened to the rear by the station building. The enclosure should therefore be considered to have an acceptable visual impact.

e) Landscaping

5.11 The proposals do not impact on any existing landscaping.

f) Access

5.12 The site is in a highly accessible location as it forms part of Kentish Town Underground Station and is situated adjacent to Kentish Town Rail Station. There are also numerous bus routes along Kentish Town Road.

5.13 Staff will be able to access the burrito bar from a side door and customers will be served from the station forecourt.

5.14 Access the restaurant will be via glazed double doors to the right of the frontage. It is proposed that a platform lift will be installed to accommodate the existing change of levels and allow for access for all.

5.15 There is a secondary access to the side elevation which will be used as a means of escape and will allow for servicing to take place from Frideswide Place.



SECTION 6: CONCLUSIONS

- 6.1 Planning permission is sought for change of use of part of station building to restaurant use with alterations to entrance and front elevation, erection of rear extension at first floor level, installation of secondary access, and installation of plant at roof level.
- 6.2 The application is made entirely without prejudice to the permitted development rights afforded by Part 17A of the General Permitted Development Order (1995 as amended) which allows development in station buildings by statutory undertakers.
- 6.3 The site is suitably located being in the Kentish Town centre. The proposed restaurant use will make good use of vacant floorspace within the station building and will create approximately 45 jobs.
- 6.4 The design of the alterations and extension will preserve and enhance the station building and the proposals will result in significant investment in the building.
- 6.5 The proposed use can function effectively without giving rise to any loss of residential amenity. The proposed plant will meet Camden's noise standards as detailed in the submitted Acoustic Report.
- 6.6 Overall, the proposal represents a suitable use of the station building and will make a positive contribution to Kentish Town centre, therefore planning should be granted.



DOCUMENT 1

PHOTOGRAPHS OF 276 KENTISH TOWN ROAD, NW5

Front Elevation



Existing Entrance



Side Elevation



Existing Timber Screening



First Floor Flat Roof with Existing Rooflights



Main Roof



Side Access from Frideswide Place



DOCUMENT 2



22 August 2014
Our ref: IG/LUL/KSH/1

London Borough of Camden
Development Management
2nd Floor, 5 Pancras Square,
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Group Planning
Policy & Strategy
Transport for London
10th Floor
Windsor House
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SW1H0TL

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Email: ian.gilbert@tfl.gov.uk

Dear Sir / Madam,

**Re: Kentish Town Underground Station, Kentish Town Road, NW5 2AA -
Change the use of vacant part of station to decked area to A3**

This letter is sent on behalf of TfL Commercial Property in support of an application to be submitted by Firstplan on behalf of Wahaca for various minor works to Kentish Town Underground Station.

The application does not mention the change of use of the vacant part of the London Underground (LU) station building to an A3 restaurant use as LU already has planning permission for this change of use under the permitted development rights that it enjoys.

The proposed unit forms part of the station building and thus the permitted development rights for a change of use to A3 are contained within the Town & Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 17, Class A, see below:

**“PART 17
DEVELOPMENT BY STATUTORY UNDERTAKERS
*Class A Railway or light railway undertakings***

A. Permitted development

Development by railway undertakers on their operational land, required in connection with the movement of traffic by rail.

A.1 Development not permitted

Development is not permitted by Class A if it consists of or includes—

- (a) the construction of a railway,
- (b) the construction or erection of a hotel, railway station or bridge, or

(c) the construction or erection otherwise than wholly within a railway station of—

(i) an office, residential or educational building, or a building used for an industrial process, or

(ii) a car park, shop, restaurant, garage, petrol filling station or other building or structure provided under transport legislation.

A.2 Interpretation of Class A

For the purposes of Class A, references to the construction or erection of any building or structure include references to the reconstruction or alteration of a building or structure where its design or external appearance would be materially affected.”

The proposed restaurant unit will be located “wholly within a railway station” and therefore, benefits from permitted development rights under Part 17, Class A.1(c)(ii).

A station is not defined under planning law however, a definition does exist in the Railways Act 1993, Section 83 and the Greater London Authority Act 1999 Section 239 which gives a definition that a:

“station” means any land or other property which consists of premises used as, or for the purposes of, or otherwise in connection with, a railway passenger station or railway passenger terminal (including any approaches, forecourt, cycle store or car park), whether or not the land or other property is, or the premises are, also used for other purposes”.

Transport for London support the application for the physical works to the station building as it will:

- provide an improved service and variety of food outlets to the area, and
- it will create valued employment opportunities in this area

Therefore, TfL would be grateful if LB Camden were to look upon this application favourably.

Yours faithfully,

Ian Gilbert
for Head of TfL Consents Team

DOCUMENT 3

GARTEC

Leading the Platform Lift Industry



Aritco 7000 and 9000

Platform Lifts for commercial and public buildings

Why choose Gartec?

Founded in 1994, Gartec is one of the longest established platform lift companies in the UK. Through installing more than 6,000 platform lifts to date (more than any other company), our experience means we have almost certainly worked on a project like yours.

A great combination

Gartec and Aritco are both part of the **Aritco Group**. Aritco is a world-leading manufacturer of platform and home lifts, based in Sweden. Gartec is the UK's number one platform lift installer. Belonging to the same operating company means we enjoy a level of co-operation and partnership that few competitors can claim. This not only gives us unmatched product knowledge and expertise, it also means we can offer our clients the assurance of greater financial stability. No other UK company has more knowledge and experience of the Aritco range.

Our aim is to make your life easier

We'll work with you at every stage of your project to give you the support you need for a smooth and successful installation. Our experienced project management team will guide you through the approval stages leading you towards an agreed installation date. Our installation team and dedicated engineers will then work with you to the agreed timeframe and install your lift to your total satisfaction.

We keep your project on time and on budget and offer an unrivalled level of customer care. ISO 9001 certification means our processes are constantly reviewed and improved, and customer satisfaction reviews are regularly carried out. Our commitment to service doesn't end when your lift is installed; Gartec Platform Lifts are supplied with one year's warranty and two free service visits, and we offer a range of service packages to ensure your lift keeps operating efficiently year after year.

Leading the Platform Lift Industry. As a founder member of the European Platform and Stairlift Association (EPSA), and through membership of the Lift and Escalator Industry Association (LEIA), Gartec takes a leadership role in shaping the platform lift industry.



Does your project need a lift?

If you need a simple, cost effective way to provide access within public, commercial or domestic buildings, you need a Gartec Platform Lift.

A platform lift that combines versatility in form and function with ease of installation and use. One that complements and blends into any environment, internally or externally, with just the right aesthetic touch. Running year in and year out, without incident, a lift that takes mobility to new levels and adds to the value of your building.

Quite simply, a Gartec Platform Lift.



Gartec Platform Lifts

Developed in close collaboration with architects, builders and access consultants, a Gartec Platform Lift combines aesthetics with functionality that enables building designers and owners to meet with the requirements of Part M and BS 8300, as well as helping to meet obligations under the EN81-41 and the Equality Act (formerly the DDA).

Specifying a Gartec Platform Lift makes your life easier

The lift's elegant Scandinavian design is the foundation that ensures that project approval and installation is a hassle free experience.

In use, movement between floors is safe and easy. The lift operates via a screw and nut drive system incorporating a patented safety nut. The ride is smooth and an automatic lubrication system ensures that it remains so. Just one touch of the landing call button ensures the lift arrives at your location.

Inspired in design, comfort and simplicity

The platform console houses large tactile buttons for each stop, as well as emergency stop and alarm functions. Console illumination is provided by stylish, energy-efficient LED lighting.

A Gartec Platform Lift is capable of travel up to 13 metres and can be installed in existing or new buildings. It is already in use in thousands of locations all over the world, including schools, shopping centres, offices and airports.

Environmentally Sound

With the lowest maintenance and running costs on the market, Gartec Platform Lifts also have minimal impact on the environment. This is by virtue of their economical demand on materials, their small carbon footprint, the designed life of over 20 years and their low energy consumption. And at the end of its useful life, over 95% of the materials used in its construction are recyclable.



As flexible as your imagination

A Gartec Platform Lift perfectly complements architecturally striking interiors, creating public spaces that demand attention.

Many architects incorporate our platform lifts as key elements within the space they occupy – either as the dominant structure or co-ordinated with an existing feature.

High-specification, creative building projects demand the very best from every contributing element. With a wide range of optional extras and finishes available, our platform lifts allow for maximum flexibility.

So why compromise?



A Gartec Platform Lift is a design feature in its own right.



Gartec Platform Lifts are ideal for schools, offices, shops and other public and commercial spaces.



For external applications, choose the Aritco 7000 XT.

Colour range

Specify your lift to complement or contrast with your interior's existing colour scheme. Many components – from the platform and shaft panels to the door frames – can be supplied in any RAL colour so you're sure to find the perfect shade.

Glass panels

Glass is increasingly popular to building designers, with some of the most striking modern buildings incorporating it in new and exciting ways. You can specify our platform lifts with glazed shaft panels up to 2.5 metres in height.

Stainless steel

The sleek finish of stainless steel makes the perfect partner for high-end design projects. The lift shaft, doors, handrail, door and platform faceplates and door handles can all be specified in stainless steel for a clean, contemporary look.

Accessories

Choose from a wide range of alternative finishes to ensure your lift meets your specifications. Door handles, platform handrail, flooring and more can be selected from a wide range of materials.

Helpful design features

Safety is of course, paramount to us. Gartec Platform Lifts include standard safety features such as battery backup lowering which, in the event of a power cut, allows the user of the lift to release themselves without the need to call for addition help.

Equality Act (DDA) required access

For situations where compliance and appearance are both key concerns, choose the Aritco 7000 in its standard form. It will exceed your statutory requirements and provide a highly cost-effective solution.

The versatile Aritco 7000

For versatility the Aritco 7000 can't be beaten.

It is the robust choice for schools, colleges and universities. It is the considered choice for care homes and hospitals. It is the functional choice for office complexes. It is the elegant choice for smart shopping centres and the designer choice for fashionable retail environments.

For internal or external applications the Aritco 7000 and its range of options and accessories has been thoughtfully designed to take care of all your needs.



Gartec has installed over 300 lifts in learning institutions in just the last three years.

Platform size

No two sites are the same, and the space available for a lift can vary. The typical platform size is 1100 x 1480 mm providing compliance with part M of the Building Regulations, however we do offer other sizes in various combinations. We can advise you which ones will be suitable for your particular circumstances as regulatory requirements can vary depending on usage and the type of building the lift will be operating in.

Enclosure design

All machinery and electrical systems are housed inside the self-supporting shaft enclosure. There is no need for a separate machine room. As such, minimal space and construction work is required and installation typically takes just two days.

Any combination of doors and glass can be fitted to three sides of the shaft, to facilitate any lifting requirement for up to 13 metres.

Doors

If the lift is installed into an existing shaft then the doors will be the first thing a person sees when they encounter our platform lifts. As such, they need to have high visual impact and be easily customised to suit any environment.

The Aritco 7000 is supplied with doors fitted with glass panels as standard, powder coated to RAL 9003. We provide several alternative door types, including fireproof, centre opening, and double glass doors. For applications where the distance covered by the lift is two metres or less we can supply a half height door on the upper landing.

Carriage of goods

The Aritco 7000 lift is also certified for the carriage of goods – ask about our Flexi Lift option, designed and tested for this purpose.



The Aritco 9000 Cabin Lift

Experience the best of both 'lift' worlds; a platform lift with fully enclosed lift car. The Aritco 9000 combines the feel of a passenger lift with the ease of installation and versatility of a platform lift.

As with a conventional lift, the Aritco 9000 operates by a single touch, rather than the constant pressure required for an open platform lift. Enclosing the cabin on all sides creates an improved sense of security and comfort, which when added to the class leading benefits of a pit depth of only 75mm and a requirement of just 2400mm headroom, create a compelling package of desirability and affordability.

So closely aligned to a conventional lift and yet there is no comparison; working out at around 60% of the typical installation cost.



Aritco 9000 – exclusive options

OPTION	9000	OPTION	9000	
Mirrors in cabin Mirrors can be specified to be placed either side of the control panel (as shown). Alternatively, specify mirrors to any other cabin side wall.	<input type="radio"/>		Platform handrails Stainless steel Open ended rod style and offered as standard on the control panel side. Optional on all other sides. Oak Open ended rod style and offered as an option on all three sides.	<input checked="" type="checkbox"/> <input type="checkbox"/>
Bump rail Positioned to your specification, bump rails help protect the lift cabin from general wear and tear. Choose from Stainless Steel or Oak finish.	<input type="checkbox"/>	 	LED lighting The cabin ceiling comes with four LED spot lights. A dimmer switch allows you to set the brightness.	<input checked="" type="checkbox"/>
Cabin walls Standard colours: Alternatively, select from a range of different laminates. Choose the same colour for all cabin walls or choose one colour for the control panel side and another colour for the remaining walls.	<input checked="" type="checkbox"/>		Cabin flooring Choose between eight options for vinyl and rubber floorings.	<input type="checkbox"/>

✓ Standard Ⓞ Optional – Not available

Cabin size

Exceeding part M Building regulations, conforming to the EC Machinery Directive and fulfilling the relevant requirements of EN81-41, the Aritco 9000 cabin lift is the benchmark to ensure compliant provision. The Standard cabin size is 1100mm W x 1400mm L x 2100mm H and has a rated capacity of 400kg (5 persons capacity or for a wheelchair user and attendant).

Enclosure design

As with the Aritco 7000, all machinery and electrical systems are housed inside the self-supporting shaft enclosure. There is no need for a separate machine room, so minimal space and construction work is required resulting in a typical installation taking just three days.

A feature of the Aritco 9000 is the option to include entrance positions on three sides, providing the building designer or architect with greater versatility and more positioning alternatives.

Options to customise

The Aritco 9000 is set apart by its own exclusive range of finishes. Internal customisation of the lift car is key to providing the correct ambience. With 21 wall textures and styles to choose from, creating your individual specification offers a world of opportunities. Looking to the exterior shaft, specify colours or glazing to complement or contrast with your building design.

Automatic doors




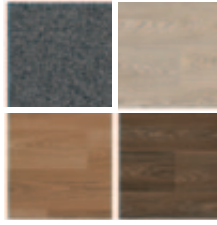

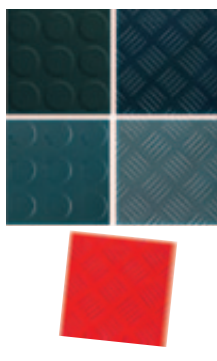






The Aritco 9000 lift car carries its own automatic doors which fold closed to create a fully enclosed car when moving. Choose from steel doors with a vision panel, or glass folding doors with aluminium frame.

The folding car door provides the Aritco 9000 with class-leading attributes; building designers will benefit from the compact footprint and low headroom requirements, both of which are direct gains from the Aritco 9000's folding door design.

Aritco 7000/9000 – external options

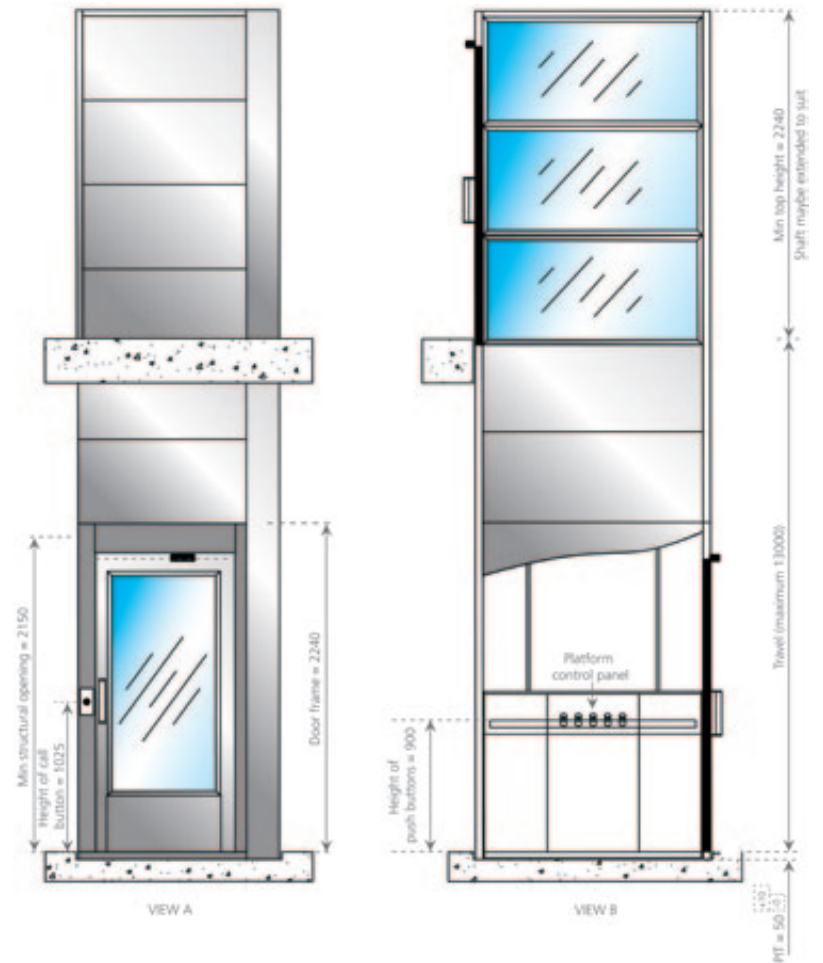
OPTION	7000	9000		OPTION	7000	9000	
GL doors A glass and steel door with concealed door closer. Painted white as standard with aluminium trims to the glass area.	✓	✓		Shaft glazing With 3 pre-set sizes and further options for glazing up to 2500mm high panels, make a truly stunning statement with your lift.	○	○	
Door alternatives 1 Fire doors (60 min rated) GD style (Double glass) All doors include concealed door closers and are painted white as standard with aluminium trims to the glass area.	○	○		Glazing tints Clear glass as standard; chose from: Dark Tinted Glass (JT5) Frost Glass (JT23) Tinted Glass (JT16) Clear Glass (JT0).	○	○	
Door alternatives 2 Double hinged (auto doors) Leafs are centre opening with aluminium trims to the glass area. HG doors (half height) Allows an open top to the lift when travel is <2m.	○	-		Lift colour other than white A spectrum of 210 colours is available to choose from the RAL architectural classic range.	○	○	
RAL painted door We offer the option to have the door blade, frame or both painted in the colour of your choice.	○	○		Ramped entry to lift For situations where creating a recess in the floor is not achievable.	○	○	
Door handle – aluminium Closed ended rod style, finger print resistant finish.	○	○		Wireless remote call stations Allows for wire free installation of the landing call station at a position away from the lift.	○	○	
Door handle – stainless steel Brushed finish closed ended rod style.	○	○		Landing call station stainless steel Nominally positioned on the lift door frame.	○	○	
Automatic door opening Press the call station button to open the door. Replaces the concealed door closer.	○	○		Lift position indicators on the landings Illuminated LED display indicating where the lift is currently positioned.	○	○	
				Key switch on door Used to restrict access to the lift. Can be used to both call and send the lift.	○	○	

Aritco 7000/9000 – internal options

OPTION	7000	9000		OPTION	7000	9000	
Half height carriage Finished to 1100mm high on the control side of the platform, includes destination controls and handrail. Aritco 9000 has a fully enclosed cabin.	✓	-		Platform handrails Aluminium Closed ended rod style, finger print resistant finish. Stainless steel Brushed finish, closed ended rod style. Oak Straight or curved with stainless steel brackets.	✓	✓	
Full height carriage Control side of platform has an overall height of 2200mm, including integral LED lighting, destination controls and handrail. Aritco 9000 has a fully enclosed cabin.	○	-		Platform flooring – vinyl Four choices: Grey, Oiled Oak, European Oak, Classic Walnut.	✓	✓	
Destination buttons Tactile buttons Compliant to EN81-41, with a raised landing destination number or letter. Braille buttons Compliant to EN81-41, with braille and tactile reading finished in gloss black.	✓	-		Platform flooring – rubber Five choices: Black Check, Grey Check, Red Check, Black Studding, Grey Studding.	○	○	
Shaft lighting Choose ceiling or platform head lighting with fluorescent or LED illumination.	○	○		Self-release emergency lowering Allows for safe travel under battery power to the nearest floor in case of mains power failure.	✓	✓	
Fold down seat In solid birch with chromed brackets. The seat is folded back manually after use.	○	-		Telephone on platform For making and receiving emergency calls.	✓	✓	
Platform destination indicator A voice and LED display notifying the user of landing reached, includes further voice notifications.	○	○		Autodialler A hands free device for making emergency calls. Dials automatically when the alarm button is pressed.	○	○	

Aritco 7000 – Technical specification

These drawings show a typical platform lift with 1100 x 1480 mm platform and are for illustration purposes only.



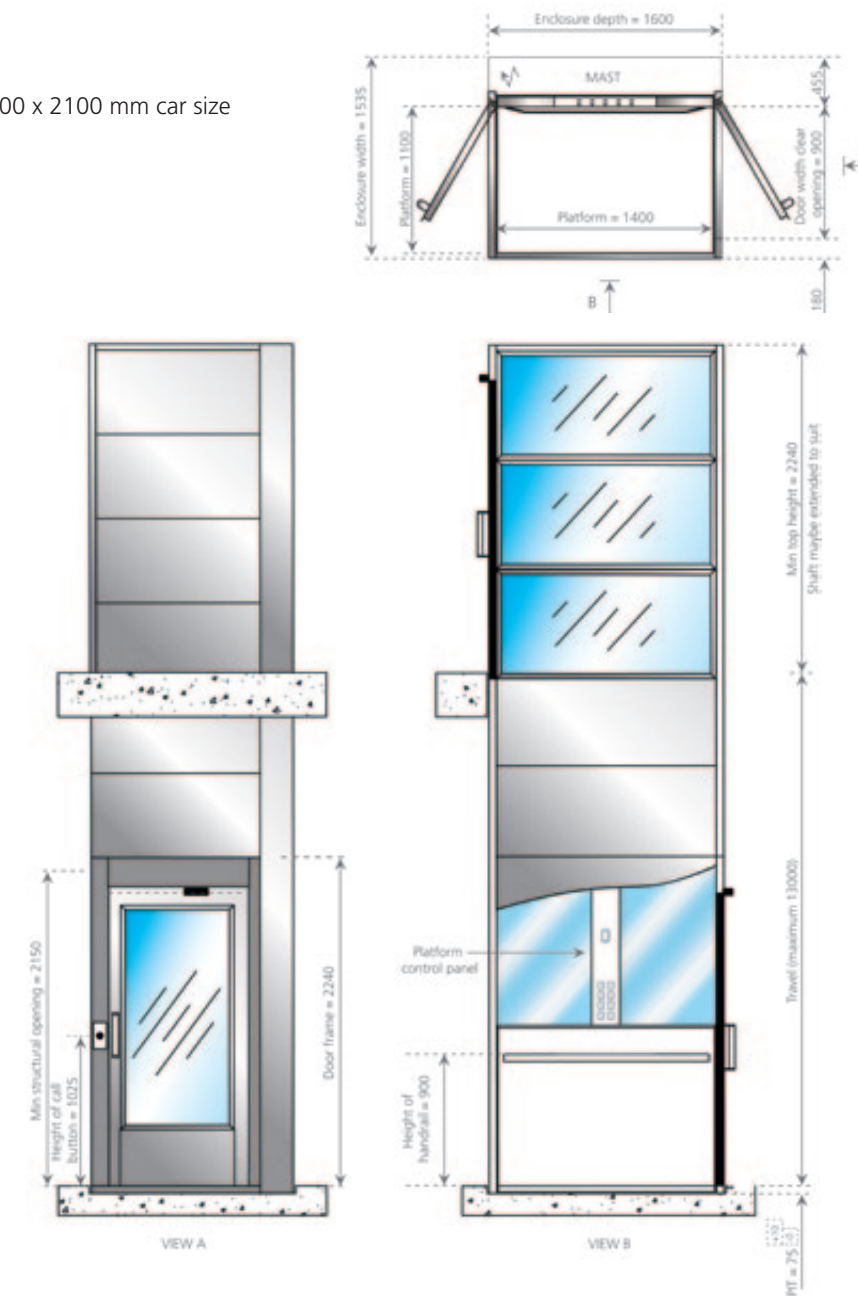
Aritco 7000 Specifications

Structural opening [w x d]	1305 x 1190	1305 x 1430	1305 x 1630	1405 x 1430	1405 x 1630	1405 x 2130	1505 x 1630	1505 x 1730
Shaft size	1275 x 1160	1275 x 1400	1275 x 1600	1375 x 1400	1375 x 1600	1375 x 2100	1475 x 1600	1475 x 1700
Platform size	900 x 1040	900 x 1280	900 x 1480	1000 x 1280	1000 x 1480	1000 x 1980	1100 x 1480	1100 x 1580
Doors A-side	800	800	800	900	900	900	900	900
Doors B-side	800	900	900	900	900	900	900	900
	Increase structural opening and shaft size by +25mm on width dimension							
Doors C-side	800	800	800	900	900	900	900	900
Half height door upper level *	Yes	Yes	Yes	Yes	Yes	Yes (side A & C)	Yes	Yes
Load [kg]	410	410	410/500	410	410/500	500	410/500	500
Travel [mm]	250 - 13000	250 - 13000	250 - 13000	250 - 13000	250 - 13000	250 - 13000	250 - 13000	250 - 13000
Rated speed [m/s]	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Power requirement	3 phase, 400V, 20A as standard, 1 phase 230V 20A option available							

(*) Note that half height door on upper level is only available for lifts that travel up to 3m.

Aritco 9000 – Technical specification

These drawings show a typical cabin lift with 1100 x 1400 x 2100 mm car size and are for illustration purposes only.



Aritco 9000 Specifications

Structural opening or Footprint [w x d]	1465 x 1630	1565 x 1630
Doors B-side	Increase structural opening and shaft size by +25mm on width dimension	
Car size [w x d x h]	1000 x 1400 x 2100	1100 x 1400 x 2100
Headroom requirement	2400	2400
Car doors	Automatic powered folding busmatic	
Landing clear opening [w x h]	900 x 2000	900 x 2000
Drive control	Single touch operation	
Load / Capacity	400 kg / 5 person	
Travel [mm]	2100 - 13000	
Rated speed [m/s]	0.15	
Power requirement	3 phase, 400V, 20A as standard	

BREEAM

BREEAM is the leading and most widely used environmental assessment method for buildings. By using a Gartec Platform Lift rather than a conventional lift, the BREEAM count requirement is reduced by two credits, allowing the building to achieve a better overall rating.

All dimensions are in millimetres.

Gartec and our Swedish manufacturer are both part of the Aritco Group. Belonging to the same operating company means we enjoy a level of co-operation and partnership that few competitors can claim.

As a founder member of the European Platform and Stairlift Association (EPSA), and through membership of the Lift and Escalator Industry Association (LEIA), Gartec has always taken an active role in shaping the Platform Lift industry.

For all your platform lift needs, from service to installation, new lift sales to refurbishment, you can count on Gartec – our experience means we have almost certainly worked on a project like yours.

GARTEC


ARITCO™

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