

DESIGN & ACCESS STATEMENT

Proposed Mixed Use Development at the "Carpenters Arms"
105 Kings Cross Road | London | WC1X 9LR



Introduction

This document describes the proposal to reconfigure the first and second floor of this existing public house, including the proposal to develop a flat topped mansard to create a total of 3 No. residential flats, whilst retaining the Public house at basement and ground floor levels.

1. Existing Site



Fig 1. Google aerial view of the existing site

The property is located at 105 King Cross Road, Camden, London – WC1X 9LR and is a purpose designed and built traditional public house building. As noted, the ground floor and basement is in use as a public house with associated accommodation over two floors. The building is situated over the underground railway to and from Kings Cross Underground Station and turns the corner from Kings Cross Road to Federick Street.

The adjacent buildings either side of the ‘Carpenters Arms’ (Forming a terraced row) are 2 Frederick Street which is currently a Newsagents at ground floor with accommodation over and 107 Kings Cross Road which is currently a hair salon also with accommodation over.

The building under this application is located within the Bloomsbury Conservation Area, as highlighted in Fig. 2 & 3 below. The map was obtained from Camden Council Conservation Planning Search.

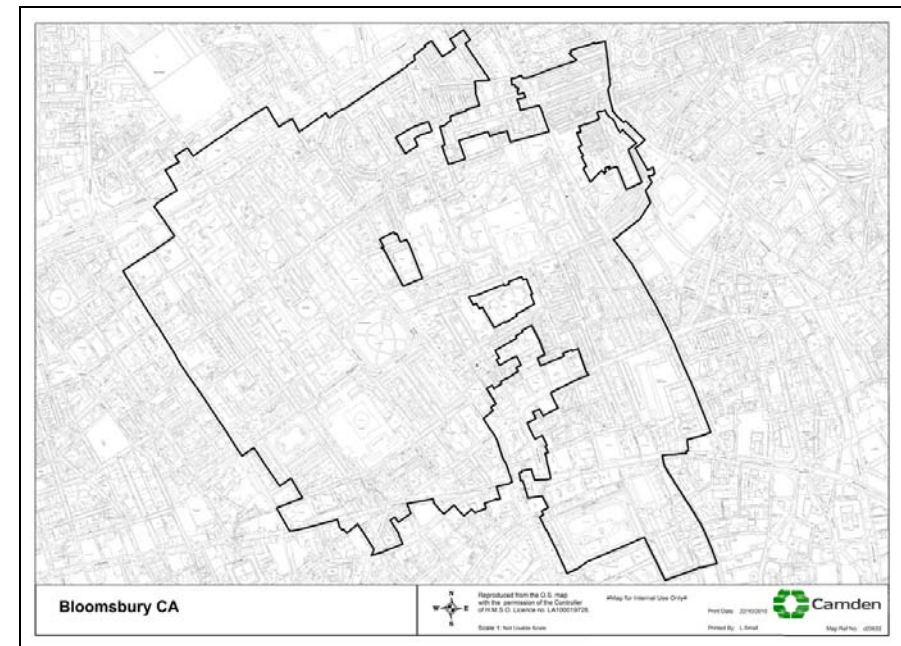


Fig 2. Application site shown to be in a Conservation Area.

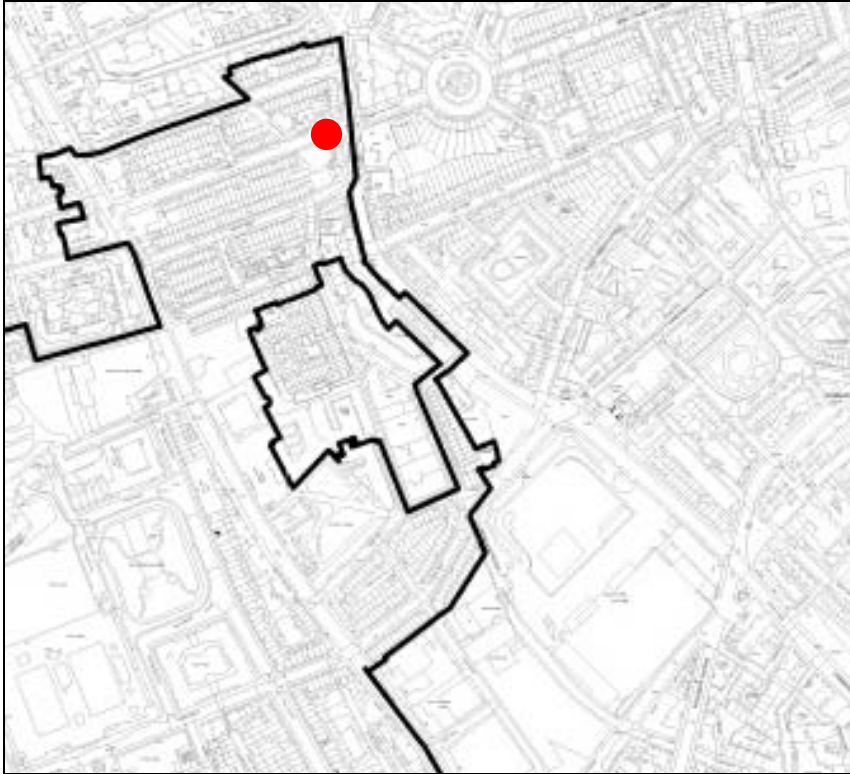


Fig 3. Larger Map / Extract to show the Application site is in a Conservation Area with site highlighted in red.

The description of the Bloomsbury conservation area as noted within the 'Bloomsbury Conservation Area Appraisal and Management Strategy' is:

The Bloomsbury Conservation Area is located within central London, its southern boundary around 750 metres north of the River Thames. It covers an area of approximately 160 hectares which extends from Lincoln's Inn Fields and High Holborn to Euston Road and from King's Cross Road to Tottenham Court Road.

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A search of the Camden Planning Website shows that the building is not listed (Shown in Fig. 4 below – Map obtained from Camden Council Planning Website) and a further search shows that the building is not locally listed.

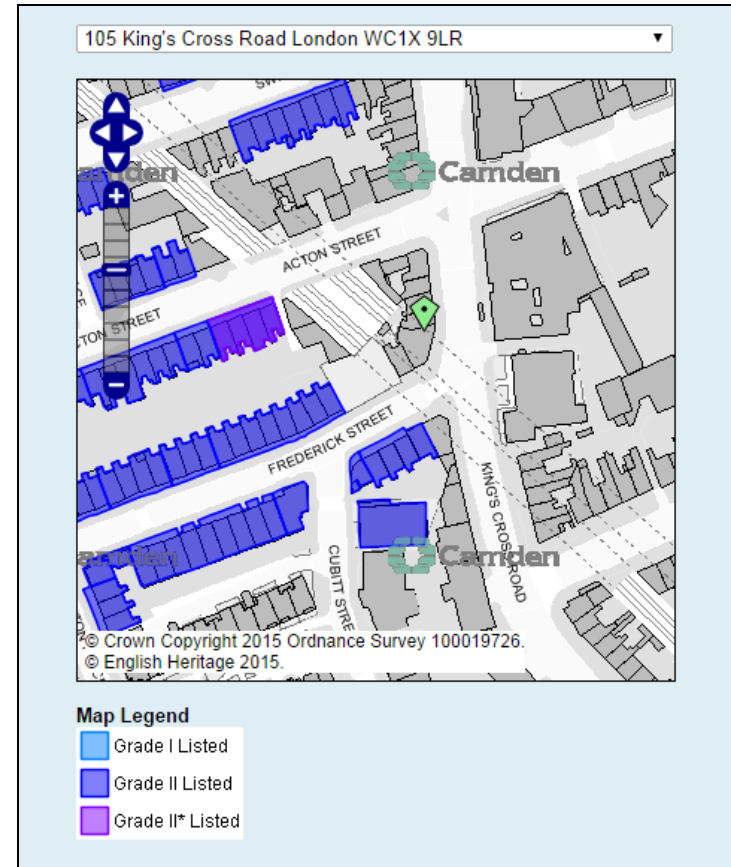


Fig 4. Map to show that the building (Application site) is not listed.

2. Site Context

2.1. Kings Cross Road & Frederick Street

The immediate buildings adjacent the site are of a similar ilk (Fig. 5), however buildings 107, 109 and 111 Kings Cross Road boast mansard extensions raising the roof line above the building under this application. Equally, the building to 2 Frederick Street adjacent the application site also has a mansard (Fig. 6).



Fig 5. Existing front of the site along Kings Cross Road with the Carpenters Arms shown on the left.



Fig 6. Existing Elevation along Frederick Street showing the adjacent building with a mansard.

The buildings surrounding the site are of varying styles and storey heights. Directly opposite the site is a 4 storey building and basement (Fig. 7)



Fig 7. Image to show the relationship between the application building (to the left) and surrounding buildings.



Fig 8. Image to show the relationship between the application building (to the right) and surrounding buildings.

Similarly, the existing building opposite the site from Frederick Street is 4 storeys raising to 6 storeys along Kings Cross Road as shown in Fig. 8 above.

3. Existing Building - Materials & Features (Fig. 9)

The public house is of traditional construction with masonry painted brick to all elevations (Front and Rear) with adjoining buildings also in brick. The windows are timber single glazed sash windows with projecting masonry window surrounds mixed with flat and pointed pediments and a cornice to top of the building all painted white. The ground floor (currently used as a Public House) shows the pilasters with timber glazed windows and doors between providing a 'base' to the building.



Fig 9. Elevation of the Carpenters Arms along Kings Cross Road.

4. Design Proposals

This proposal seeks to form 3 residential flats with 1 flat on the first and second floor respectively via an internal reconfiguration of the existing layout and the proposal to develop a flat topped mansard extension to create a further flat.

The proposal limits changes to the existing building fabric of the building with alteration to the ground floor elevation adjacent to 107 Kings Cross Road to create a new shared communal entrance door to the flats and the mansard extension behind the parapet wall and raising the abutment walls.

The proposal for the mansard to be flat topped rather than a double pitched mansard style was to ensure that the overall height of the extension would not increase the overall height of the building substantially higher than its neighbours in order to remain in keeping with the street scene. In addition, a flat topped mansard negates the need to raise the chimneys heights and therefore does not alter the proportion of these elements.

Camden Planning Guidance Design – CPG 1

The proposal takes into account the 'Camden Planning Guidance Design – CPG 1' Section 5 states:

5.7 Additional storeys and roof alterations are likely to be acceptable where:

- There is an established form of roof addition or alteration to a terrace or group of similar buildings and where continuing the pattern of development would help to re-unite a group of buildings and townscape;

- Alterations are architecturally sympathetic to the age and character of the building and retain the overall integrity of the roof form;
- There are a variety of additions or alterations to roofs which create an established pattern and where further development of a similar form would not cause additional harm.

Given the points highlighted and raised above, the proposal meets this criteria with the infill / extension (proposal) for a mansard between two existing buildings which already have mansard extensions which would 're-unite a group of buildings...'. The design is sympathetic to the building conforming to the hierarchy and style in order to embrace and enhance the character of the building.

4.1. External Appearance and Materials

In establishing the design of this scheme, the setting and layout, external appearances and material finishes have been carefully considered in a simple and sensitive manner in order to relate to the character of the building, a relationship between the neighbouring buildings and the important nature of the Bloomsbury conservation area.

Flats 1 & 2 situated on the first and second floor respectively work with the existing structure / internal configuration and no proposed changes are made to the elevational treatment of the existing windows other than to overhaul and re-paint as required.

Flat 3, as noted, is situated within the new flat topped mansard extension and is finished in Welsh natural slates laid in traditional overlap pattern with lead dormer and timber double glazed sash windows. The windows are smaller in size than the second floor, ensuring the hierarchy of each floor is maintained. These dormers are aligned with the window pattern on each elevation, with the head of the dormer detailed to contrast with

the buildings architectural period. Figure 10 & 11 show all elevations of the mansard for the proposed scheme.



Fig 10. Proposed Front Elevation showing the scheme as proposed.

The mansard extension is set inward of the parapet walls and follows the contour of the building as it turns the corner from Kings Cross Road to Frederick Street. The 70 degree sloped mansard is separated from the parapet wall by a substantial gutter. It is proposed that the abutment walls to the mansard are to be raised using a brick to match the existing style with a masonry coping to finish. The existing cornice is to be retained. The height of the mansard has been kept as low as possible based on a minimum internal floor to ceiling head height in line with London Housing Design Guide requirements. The building sits on a prominent corner and its upper floors are slightly higher than neighbouring properties. It is fitting therefore that the mansard will sit slightly higher than the neighbours even though this height variation will

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hardly be noticeable from the street scene. Please see attached perspective.

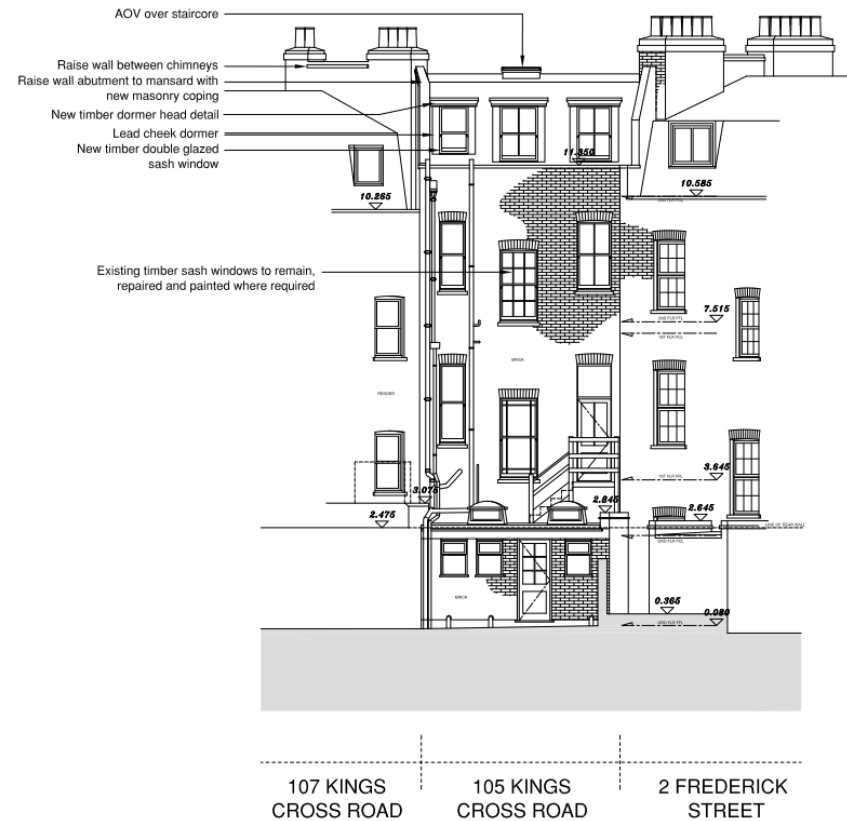


Fig 11. Proposed Rear Elevation showing the scheme as proposed.

Although the rear elevation narrows due to the shape of the site, the mansard extension still follows the same ethos of smaller windows above

the second floor. Additionally, an AOV has been proposed above the stair core to address Building Regulations Approved Document B.

All new windows match the proportions and character of the existing building and shall all be double glazed with trickle vents.

In terms of safety and security, specific measures have been taken and applied to the site. These include well lit exterior spaces and new video phone entry systems.

4.2. Internal Layout

The internal layout allows for the retention of the public house at ground floor and basement floor levels with a new access stair off Kings Cross Road leading to the existing stair core and which serves the second and third floor flats.

The response from Camden at pre-planning application stage raised concerns in terms of the loss of ancillary A4 accommodation at the first and second floor. It should be noted that the lease states the ancillary upper floors of the pub are for the accommodation (sleeping quarters) of the owner or manager of the pub. They are not used for any purpose other than residential use. The staircase leading to the upper floors is for staff access only in the existing pub and as the existing plans show the community is unfamiliar with this space as it is shut off from the general public. The commercial kitchen referred to in the pre-planning response does not service the ground floor and the floor which it is on is used only for residential purposes for the owner/manager of the pub. Due to the single access staircase shown in the existing plans, the upper floors would only be able to deal with capacity for ten people due to fire regulations for single access. This has been the

case for many years as documented in photos of the existing pub on the pub website which only shows use of the ground floor as a pub. Please see carpenterskingscross.co.uk. Please see the attached plan of the existing stair with this application. Furthermore, the premise's licensing agreement does not allow any trading to take place on the upper floors (sale of alcohol). Please see the attached document to this application.

As aforementioned, the internal layout works with the existing fabric, in that no changes are proposed to the existing window positions facing both Kings Cross Road and Frederick Street.

There is an efficiently laid out plan to each flat with adequate circulation space. We believe all flats have a good aspect as well as a generous amount of light coming in from well-placed windows. Room areas either meet or in most cases within the scheme, exceed the minimum space standards for residential developments, using the London Plan as a benchmark.

The third floor mansard (Fig. 16) does not include floor area below 1.5m head height, and achieves the minimum floor area for both flats. In this instance, the third floor flat is larger than indicated.

Considering the characteristics of the area and taking into account that it is a conversion of an existing building on a prominent, main high street location, amenity space has not been provided within the development. However this is a common aspect of the majority of the properties that surround the site.



Fig 12. Proposed Basement Plan – No Change to the existing plan

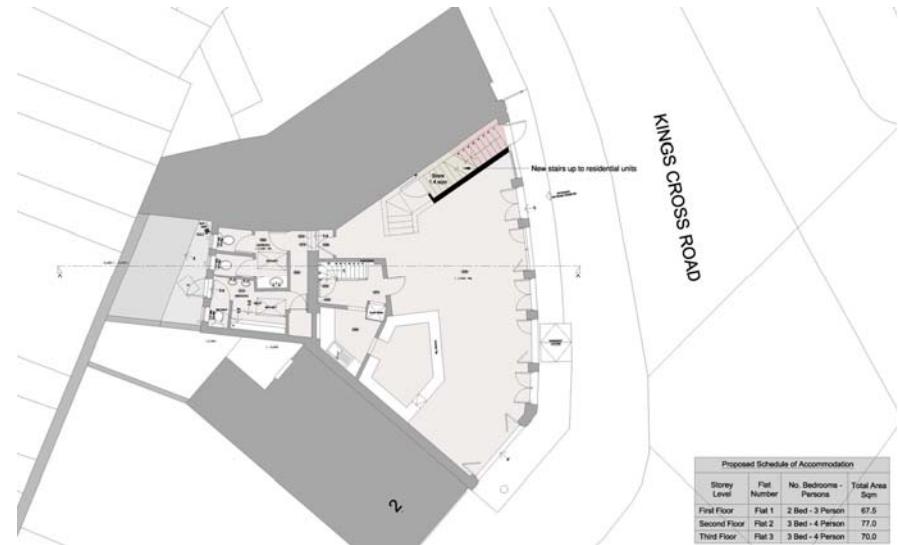


Fig 13. Proposed Ground Floor Plan – (New walls shown in Black)

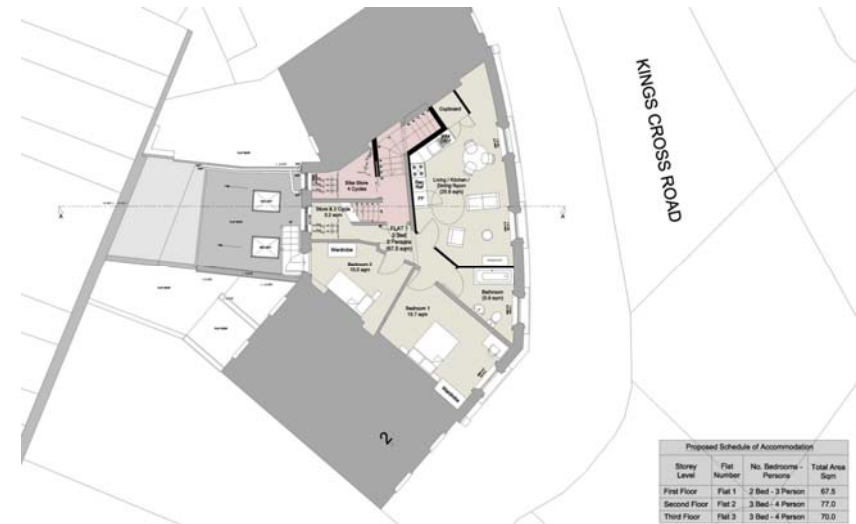


Fig 14. Proposed First Floor Plan – (New walls shown in Black)

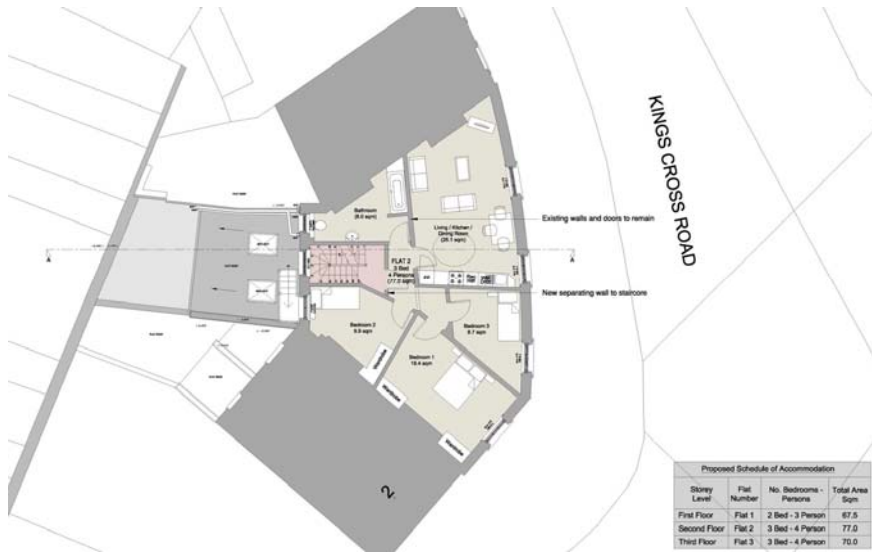


Fig 15. Proposed Second Floor Plan (All Internal existing walls to remain)

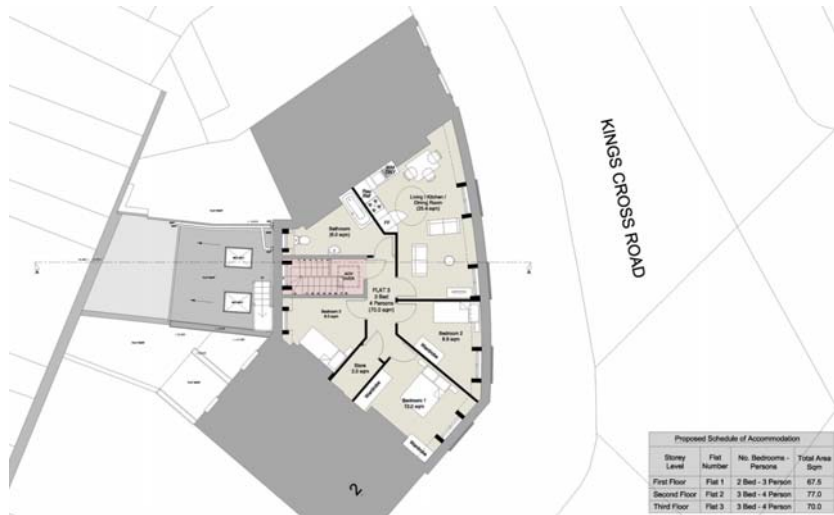


Fig 16. Proposed Third Floor Plan (Mansard)

Figure 17. below shows the proposed new stair off Kings Cross Road, with the new mansard and access stairs to the third floor.

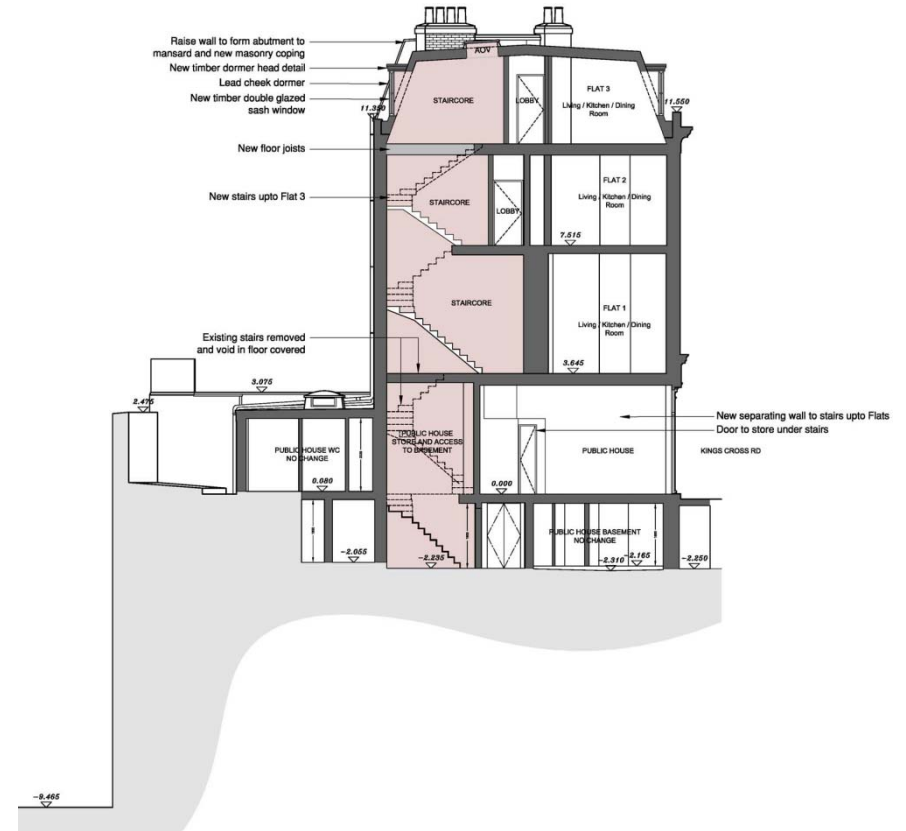


Fig 17. Proposed Section A-A to show the new stairs circulation core and new mansard extension.

The proposal provides 1 x 2 bedroom 3 person flat and 2 x 3 bedroom 4 person flats. The schedule of accommodation is noted below in Fig 18.

Proposed Schedule of Accommodation			
Storey Level	Flat Number	No. Bedrooms - Persons	Total Area Sqm
First Floor	Flat 1	2 Bed - 3 Person	67.5
Second Floor	Flat 2	3 Bed - 4 Person	77.0
Third Floor	Flat 3	3 Bed - 4 Person	70.0

Fig 18. Table to show the proposed schedule of accommodation

4.3. Proposed Retention of the Existing Public House

An existing public house (Use A4) has been retained at ground floor and basement levels including the entrances via Kings Cross Road. The existing area of the pub would be reduced slightly to allow for a new access stair off Kings Cross Road leading to the proposed flats.

5. Refuse facilities

We have contacted Camden Council to obtain information relating to the refuse and recycling collection days for both Commercial and Residential. To this end, we have only noted the residential waste collection days as the public house is already in use and has a collection arrangement, and where this application makes no change to this.

The residential collection days (as investigated with Camden Council 11/05/2105) are as follows:

Refuse: Collection Every Working Day – Monday to Friday

Recycling: Collection Once a week Every Tuesday

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The proposed new flats are to have a dedicated refuse and recycling cupboard in each kitchen negating the need for a separate bin store and given the frequency of waste collection during the week internal storage would be adequate in this existing situation.

5.1. Secured by Design

- 5.1.1. All flats doors set to be BS Pas 24.
- 5.1.2. All windows to be fitted with opening restrictors or sash stops.
- 5.1.3. External lighting shall be incorporated for the new residential entrance areas.
- 5.1.4. The communal access door set to flats will be BS PAS 24 rated and fitted with an audio and video control access panel and fob control. Twin electro magnets rated to a minimum of 2000 lbs total holding force will be used within the new door entrance.
- 5.1.5. Cycle store will be 2 bicycles per flat within a dedicated lockable store on the first floor.

5.2. Sustainable Building Design

At this current stage in design, we have allowed for the following measures to be considered:

5.2.1. Sustainable Water management

Water efficient WC's, taps and showers can be installed within the new private residential units. These include shower and tap systems which restrict the amount of water flow thus enabling users to decrease the amount of water required.

5.2.3 Acoustic Report

An Acoustic Report has been prepared by KP Acoustics to accompany this application. The findings show that noise inside any room of the proposed flats will not increase in dB significantly to go against the benchmarks set out in Table D of policy 28 of Camden's noise thresholds.

6. Specific Access Issues

6.1. Car Parking

The proposed development will be a car free and residents / users will not be offered access to the controlled parking zones. Furthermore the site lies within an area with excellent location in terms of accessibility to public transport. Using the Transport For London Website (TfL Planning Information Database) it is noted that the site is situated in the highest PTAL (Public Transport Accessibility Level) rating of Level 6b.

6.2. Cycling

A general requirement for any development is the provision of a secure and sheltered bike store. With the adopted changes to the London Plan it is stated that 2 cycle spaces are provided for each 2 and 2+ bedroom unit. A total of 6 cycle spaces have been provided on the first floor, 4 within a communal store for flats 2 and 3 and 2 within an internal store area within flat 1.

6.3. Public Transport

The site is located within minutes walking distance from Kings Cross / St Pancras Underground / Train Station and also Angel Underground tube

station. Furthermore, the area is serviced regularly by bus routes connecting with Central London and the surrounding town centres.

As noted above, the site lies within the highest PTAL rating of Level 6b meaning that access to public transport is high.

Other alternative means of public transport include black cabs, which are commonly found along the surrounding roads.

6.4. Pedestrian Approach

Kings Cross Road and Frederick Street are easily accessible by foot from the surrounding bus and train and tube stations.

7. Conclusion

This document describes the proposal for a new entrance and stair off Kings Cross Road, the internal reconfiguration of the first and second floor and a new flat topped mansard extension to this existing public house, namely the 'Carpenters Arms' to create 1 x 2 bedroom and 2 x 3 bedroom flats.

The proposal outlines a development that makes a positive application for accommodation in the vicinity whilst the remodeling of the property is in context with the surrounding properties. The choice of materials have been considered to respect the building, its neighbouring buildings and the fact the site is located within the Bloomsbury Conservation Area.