

## Hazelton, Laura

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**Subject:** FW: 69 Kentish Town Road - Application Ref 2016/2424/P  
**Attachments:** RE: 69 Kentish Town Road, NW1

**From:** Rebecca Durham [mailto: [REDACTED]]  
**Sent:** 22 July 2016 17:02  
**To:** Hazelton, Laura  
**Cc:** [REDACTED]  
**Subject:** 69 Kentish Town Road - Application Ref 2016/2424/P

Dear Laura,

### 69 Kentish Town Road - Application Ref 2016/2424/P

Further to the comments raised by the South Kentish Town CAAC we would be grateful if you could read the following comments;

There is a discussion regarding the Jeffreys Conservation Area across the road, and a suggestion that the boundary will be widened to include the buildings both sides of Kentish Town Road. Although this may be planned for the future this is not the case at present, and no issues regarding the conservation area were raised at pre-app. This is particularly the case given that the proposals do not make any changes to the front of the building or the roofscape. None of the proposed changes can be seen from the conservation area and therefore there cannot be any impacts on the setting of the conservation area. In fact, the building is currently run down and in need of repair and maintenance, which would be undertaken as part of the development. The SKT CAAC admit on page 2 that 'both sides of the road could benefit with visual improvement', which we completely agree with and it is hoped that this scheme will enhance the shop front and create a good retail space, upgraded to latest fire and sound regulations, with fit for purpose toilet accommodation. However, these improvements can only be financially viable in the context of the whole proposed development. We would therefore suggest that the proposal will benefit the conservation area.

The rear views of the row of terraces along Kentish Town Road have been mentioned by the SKT CAAC although we would clarify that only the upper storeys of these building are really visible from Hawley Road and that any development we are proposing here is completely in keeping with the style of the terrace and will have no visible impact on the neighbourhood. There is only one listed building on Hawley Road, and as can be seen from the following diagram the proposed development cannot be seen from the listed building, particularly given the large lean to which is covering the yard of the adjacent public house, therefore this can have no negative impact on the listed building in question.

1. We would point out that the existing rear elevation of this terrace is not brickwork. We would also argue that the rear of this terrace does not constitute a 'sensitive row of Georgian houses' given the quantity of modern development which has already taken place.
2. It is argued that the basement cannot be used for retail space and that none of the rest of the shops on this row utilise the basement. This is however incorrect as a cafe next door but one uses the basement for additional seating. We would argue that the designation of a particular building when it is built has no bearing on whether or not it's use can alter in the future. We are proposing that the existing basement which is in a dreadful state of repair, is refurbished for storage and sales, as is so typical of so many shops.
3. Measured from our drawings, the extension will actually take up 46% of the rear garden space, not 'more than 50%' as stated in the SKT CAAC comments. The remaining garden space is more than adequate for the proposed 1-bedroom flat.
4. The comment that there is a layer of gravel/sand between the made earth and the full clay is at odds with the findings of the engineers who completed the Basement Impact Assessment. Notwithstanding this, any present layer of sand/gravel would allow water to flow at this level, as stated in the CAAC comments, and thus would demonstrate itself in the existing basements of this property showing water. The fact that the

existing basements of this property have never flooded or had water through them suggests that there is no sand/gravel layer at this specific location.

5. The notion that the submitted Basement Impact Assessment indicated that there would be 'significant heave from excavation and this could have substantial effects on adjacent properties' is incorrect. The Basement Impact Assessment fully covers the subject of heave in the calculations undertaken in section 7 which conclude that the net overburden is equivalent to 600mm of clay. The conclusion to this section actually states 'we can categorically say that the equivalent of removing 600mm of clay will not lead to crack damage exceeding category of damage 2.'
6. As I'm sure you are already aware, the northern line runs beneath Kentish Town Road at this location. However given the very shallow nature of the proposals, we are given to understand that these would have no impact on the TFL network. Please see attached email from TFL confirming this.
7. We have never come across a standard known as 'design-for-living access' and we would suggest that this doesn't exist. In terms of access, much of the arrangements remain as existing. As it would be impossible to create level access to the building without significant changes to the front of the property which is discouraged, we have left the access as existing, which inevitably means there are steps to negotiate between the street and the back garden. Any additional dwelling on the site would therefore be unsuitable for level access due to the existing site constraints, thus the access arrangements for the rear extension are suitable.
8. A point has been raised regarding the appearance of the front facade. The proposal will include general repair and maintenance to the front facade to improve the appearance of the building without changing it's style. Regarding the front facade of the shop, our client is very amenable to receiving a planning condition regarding the detailed design and materials of the shop front, in order to make sure that this is designed exactly to the planning department's requirements. As part of the improvements of the front facade, we will also attend to the faux-pas that is the front door to this property having been installed upside down! This will be put right.
9. We note SKT CAAC's comments and we agree that the improved and larger shop unit on the ground floor will increase the desirability of the shop unit and is likely to positively contribute to both the local environment and the local economy.

There is with this planning application not only the ability to create additional residential accommodation in a hugely sustainable area but also the advantage of refurbishing the present shop and ensuring the future of the building, together with a new shop front which will greatly enhance this side of the road and hopefully add to the improvement of this end of the street.

It has been shown above that there will be no impact on the conservation area, that there will be an overall enhancement, that there will be no impact on TFL services/tube lines, that the proposal leaves at least half of the existing garden, and conforms with the extensive pre-app report undertaken. We hope therefore, having been in discussion for 9 months now with Camden planning authority, that we can move forward to an approval.

Finally, we point out that at number 79 just a few doors up the street, a quite substantial development with a large and full basement was constructed some 8 years ago which I am sure you are aware of. In comparison our proposals are minimal and much shallower and will allow for the repair and refurbishment of the much run down building at its lower levels and will generally help to stimulate the improvement needed at this end of Kentish Town Road as mentioned above. If you do have any final queries then please let us know.

Kind regards,

**Rebecca Durham**  
Architect



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**Hazelton, Laura**

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**From:** Payne Malcolm <[REDACTED]>  
**Sent:** 21 July 2016 12:28  
**To:** 'Andrew'  
**Cc:** 'Steve'; 'Rebecca Harrison'  
**Subject:** RE: 69 Kentish Town Road, NW1

Thank you Andrew. These drawings clearly show that all the new excavation and load changing is to the rear of the building.

Our records show the Northern line tunnels to be under the carriageway of Kentish Town Road with a crown level of about 12m above Ordnance Datum.

Thus unless the project scope changes to affect basements or other load changes on the street frontage London Underground are unlikely to be affected by the project.

**Malcolm Payne BSc CEng MICE | Professional Head of Infrastructure Protection**  
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Find out more about Infrastructure Protection - <https://youtu.be/0hGoJMTBOEg>



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**From:** Andrew [REDACTED]  
**Sent:** 21 July 2016 09:25  
**To:** Payne Malcolm  
**Cc:** 'Steve'; 'Rebecca Harrison'  
**Subject:** 69 Kentish Town Road, NW1

Dear Malcolm,

Thank you for your phone call yesterday. Please find attached some information to what the project involves. Please could you respond with your comments and confirmation of whether or not these proposals would have any impact on the TfL network.

Kind regards,

**Andrew Jowitt**



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