

From: McCarthy, Mark [REDACTED]
Sent: 26 July 2016 17:44
To: Quigley, Elaine
Subject: 145-147 Camden Road

Please find attached objection to the proposal.
Please note also there is no site plan on the web pages.

Please will you acknowledge receiving this objection and place it on the web page.

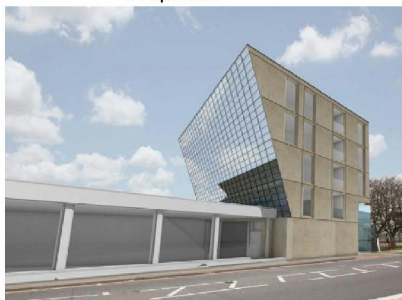
with thanks
Mark McCarthy

The scheme

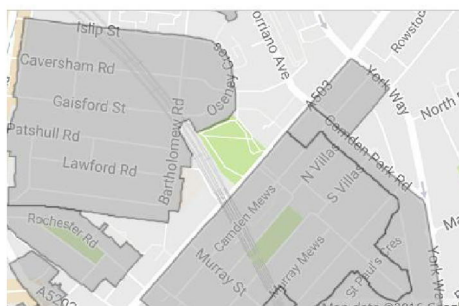
Existing



Proposed



The site is close to three conservation areas – Bartholomew, Rochester and Cantelowes – which seek to protect Camden Road from development which harms existing local character and amenity. We have actively responded in previous applications for this site.



Conservation areas

The site is on land originally developed for villa housing along Camden Road. It is adjacent to the Midland Railway, the wide cutting with original brickwork for the railway and tunnel and the former Camden Road Station, which closed in 1916 although continued as a building until the 1960s.

Planning History for the site 139-143-147 (Camden Road Station)

AC/1329 (1953) refused a sign saying "Petrol" on the boundary wall

CA/1618 (1960) permitted petrol signs saying "Jet Self Service".

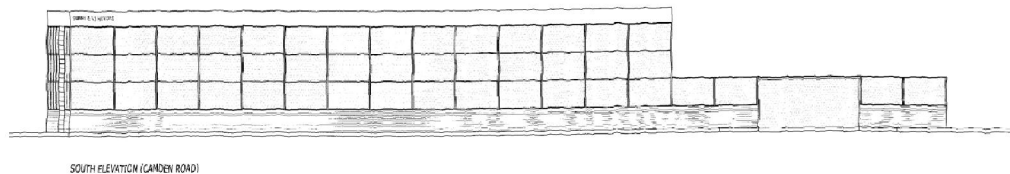
TP/103479/1374 (1964) refused two-storey rebuilding of petrol station

TP/103479/2146 (1965) permitted single-storey rebuilding of petrol station

8700796 refused redevelopment of the petrol station.

9100216 approved redevelopment for a single storey petrol station including No 143-145.

2006/3570/P approved demolition of the petrol station and rebuilding as single-storey vehicle repair garage and parking area.



2008/5804/P part refused for 'detrimental impact on the appearance of the building, and the character and appearance of the streetscene' of the materials.

2010/5596/P sought permission for 'Erection of new 6 storey building of homes across the whole site 139 - 147 Camden Road. Refused because

The overall height is considered to be excessive in this location.

The design makes no attempt to unify the streetscene by confirming with the established building line, celebrate the adjoining open space or provide amenity or outlook onto the public open space

The impression of a building at ground level is important because buildings are generally experienced at ground floor level.

The Decision was:

The proposed development, by reason of its height, bulk, mass, footprint and detailed design, would be detrimental to the streetscape along Camden Road and the character and appearance of the neighbouring Camden Square Conservation Area

2011/5226/P, a revised version of the 2010 proposal, was again refused permission again because it, "by reason of its height, bulk, mass, footprint and detailed design, would be detrimental to the streetscape along Camden Road". It went to appeal, and was subsequently withdrawn with costs awarded against the applicants for 'unreasonable' behaviour.

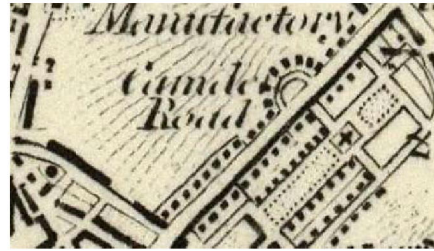
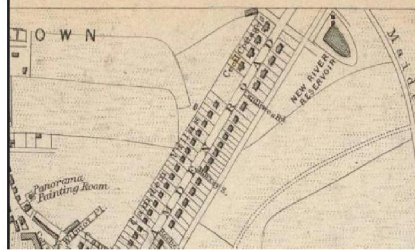
The applicants then sought pre-app advice, but this has not been placed on Camden's web page, making interpretation of the new proposal more difficult. The objection is based on previous reasons for refusal by the Council.

1. The overall height is excessive

The history of the site (not described in the applicants 'Heritage Statement') shows that there were only low-height buildings along this part of Camden Road. Demolition in the 1950s was designed to provide *open space and vistas*.

Camden Road was developed by the third Lord Camden in the 1830s, before the estates either side. There were semi-detached (not terraced) houses along both sides, up to Brecknock Road (Maiden Lane). By 1860, the estates of Kentish Town had not been built,

but the space on the 1843 map between Camden Villas and Cecil Cottages, that had been vacant, was filled with Camden Crescent

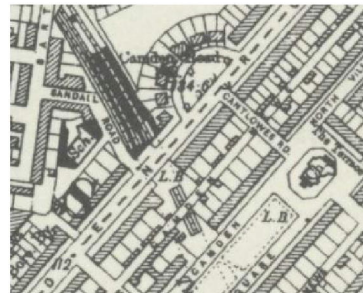


1843, Society for the diffusion of useful knowledge Approx 1860, First Ordnance Survey Sheet 18

The Midland Railway line from St Pancras Station was carved out underneath, with Camden Road station built in 1868 (it was closed in 1916 during the Great War). Six inch to the mile Ordnance Survey maps from 1870 onwards show Camden Crescent paired villas, with a house on the site adjacent to the station.

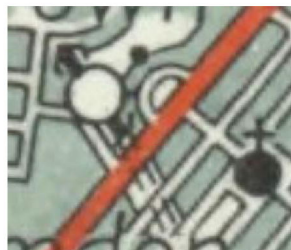


1870s



1939

Camden Crescent was still present in the 1950s Ordnance Survey one inch to mile map, paired villas – but these were demolished (probably by St Pancras Council) create Cantelows Gardens open space.



1951-55 – (one inch to mile)



http://www.disused-stations.org.uk/c/camden_road/index3.shtml

Camden Road Station had a forecourt which maintained the building line of adjacent housing. In a 1967 picture above, the house at 147 Camden Road is demolished and there is a shed / garage, and small huts. Sun shines on the cutting brick wall.

St Pancras borough demolished housing for the public benefit of open space. Canteloves Gardens and Skatepark is now one of 20 'Great Parks in Camden'

<http://www.camden.gov.uk/ccm/content/leisure/outdoor-camden/great-parks-in-camden.en?page=5>

Adjacent to the site within the gardens, there is a row of trees, and from the west there are views across the parking lot to the houses on the east side of Camden Road:



View from east



View from west

2 *The design makes no attempt to unify the streetscene by confirming with the established building line, celebrate the adjoining open space or provide amenity or outlook onto the public open space*

The application does not provide a site plan. The original Victorian building line for the station and house was set back several feet from the pavement, and did not extend backwards along the railway cutting. The proposal building line is extended fully onto the pavement and considerably back along the cutting wall, as well as overhanging the railway. This does not 'celebrate' the adjoining space – it appropriates it.

In contrast, within Caversham Conservation area these angular plots have been used for a variety of relevant open spaces



Islip Street



Caversham Road

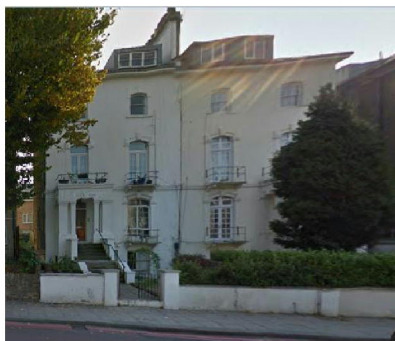


Oseny Street



Camden Road (existing)

The 2000s development to the north of Cantelowes Gardens was built on land of the 1960s Jewish Free School (now in Brent), which was demolished in early 2000s and replaced with an estate of terraced housing similar in style to the Victorian houses opposite.



1840



2000s

3. *The impression of a building at ground level is important*

Plans

The proposed ground floor plan shows a garage with blank external walls.

vehicle 'entrance' is only from the neighbouring building without its own entrance of this space and therefore at risk from change of use of No. 139-143,

The plan shows insufficient space for circular entry and exit of cars (a crash is shown!)

Moreover, it provides 'parking' yet the application claims this as a car-free development

The 'garage' is considerably lower in internal height than the entrance building so couldn't take commercial vans or trucks

Facades

The northwest elevation, seen from the park, shows the vertiginous angle of the southwest face and again the applied plastic picture without fenestration

The southwest elevation, seen from Camden School for Girls, shows a dreary façade of glass without interest or detail

The southeast elevation yet does not provide an interesting ground floor frontage – the entrance is extended to two floors – why? – while the rest of the façade is blank at ground floor level.

The northeast and southeast elevations, show (?) pink stone facades on 2-5 floors. The full-length windows and lack of pitched roof are out of character with the adjacent Victorian buildings.

In summary

A five storey building leaning over the railway and sharply adjacent to both gardens and roadway would be harmful to the present character of Camden Road.

The preferable choice would be to retain this plot as an open space relating to Cantelowes Gardens, the railway across and the Bartholomew estate behind.