



URRL
URBAN REGEN LONDON

Architecture & Design

Design and access statement

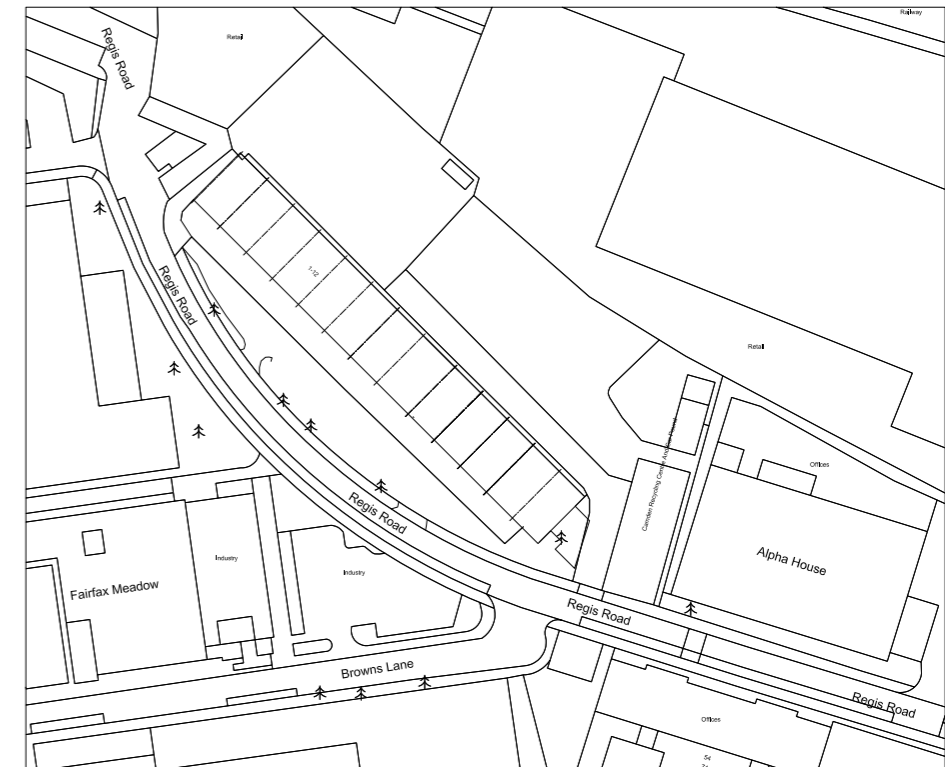
April 2017

Regis Road, NW5.

Introduction



Satellite Photograph



OS map

Introduction

The application site is located in the Kentish Town Business Centre, Regis Road, London NW5 3EW.

Regis Road forms a large industrial and business centre and is a designated within the Kentish Town Business Centre by the Local Authority. The site is not within a conservation area or is listed.

The business centre is a valuable source of employment in the borough, with major companies such as Royal Mail, Asphaltic Roofing Supplies and UPS.

The site is located in a sustainable town centre location with excellent services and transportation links.

Existing



Existing site photographs





Existing site photographs

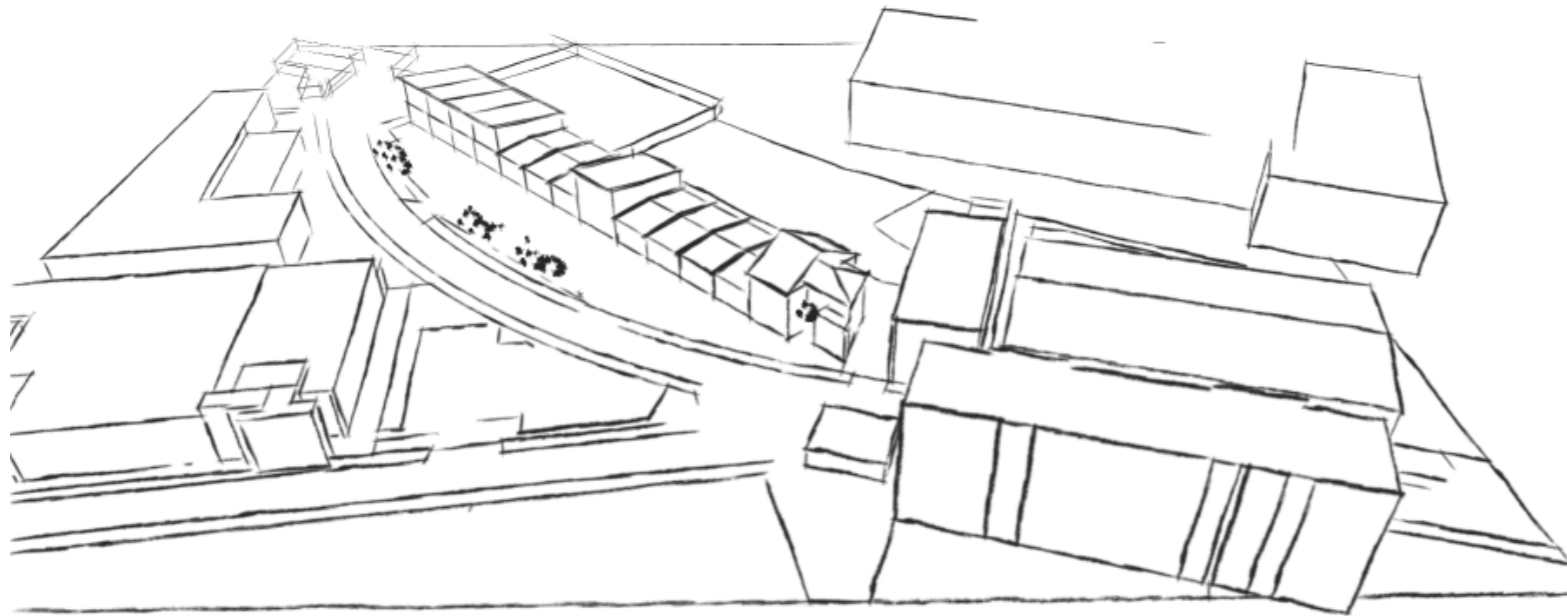


Physical

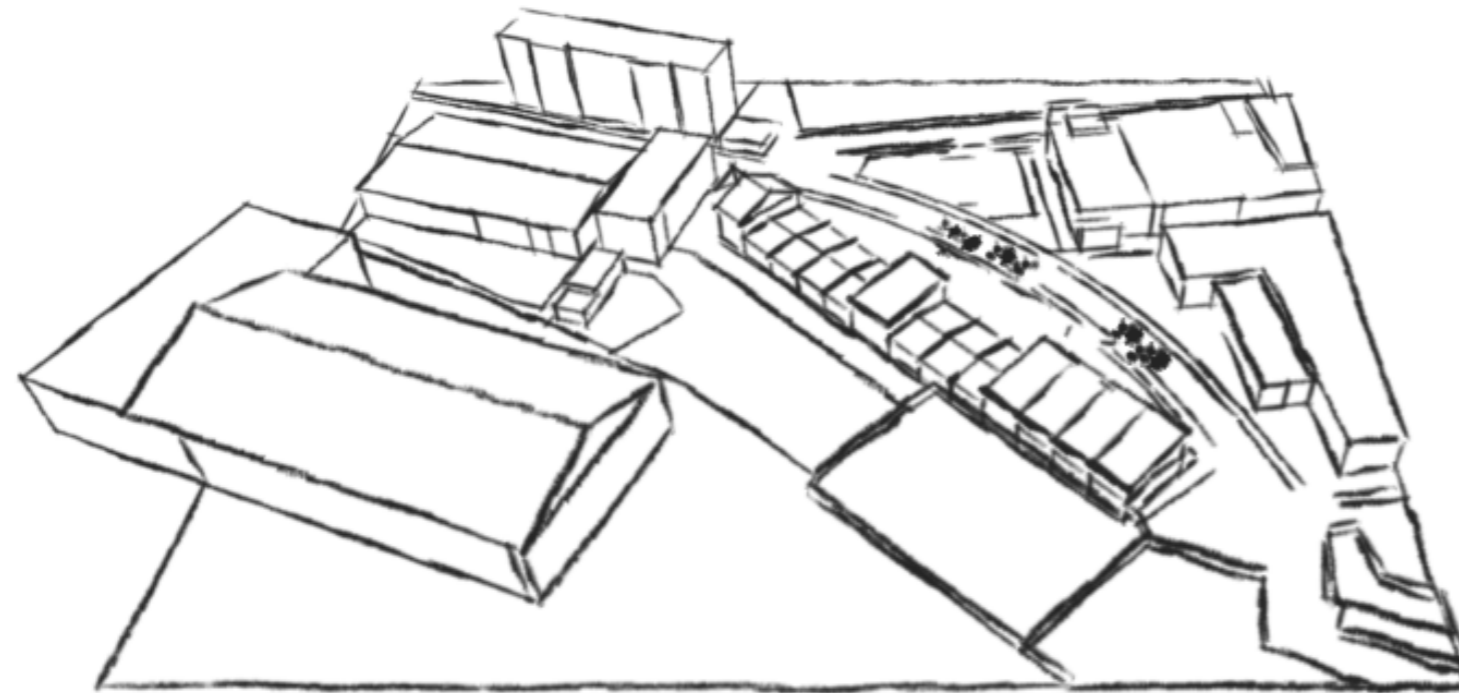
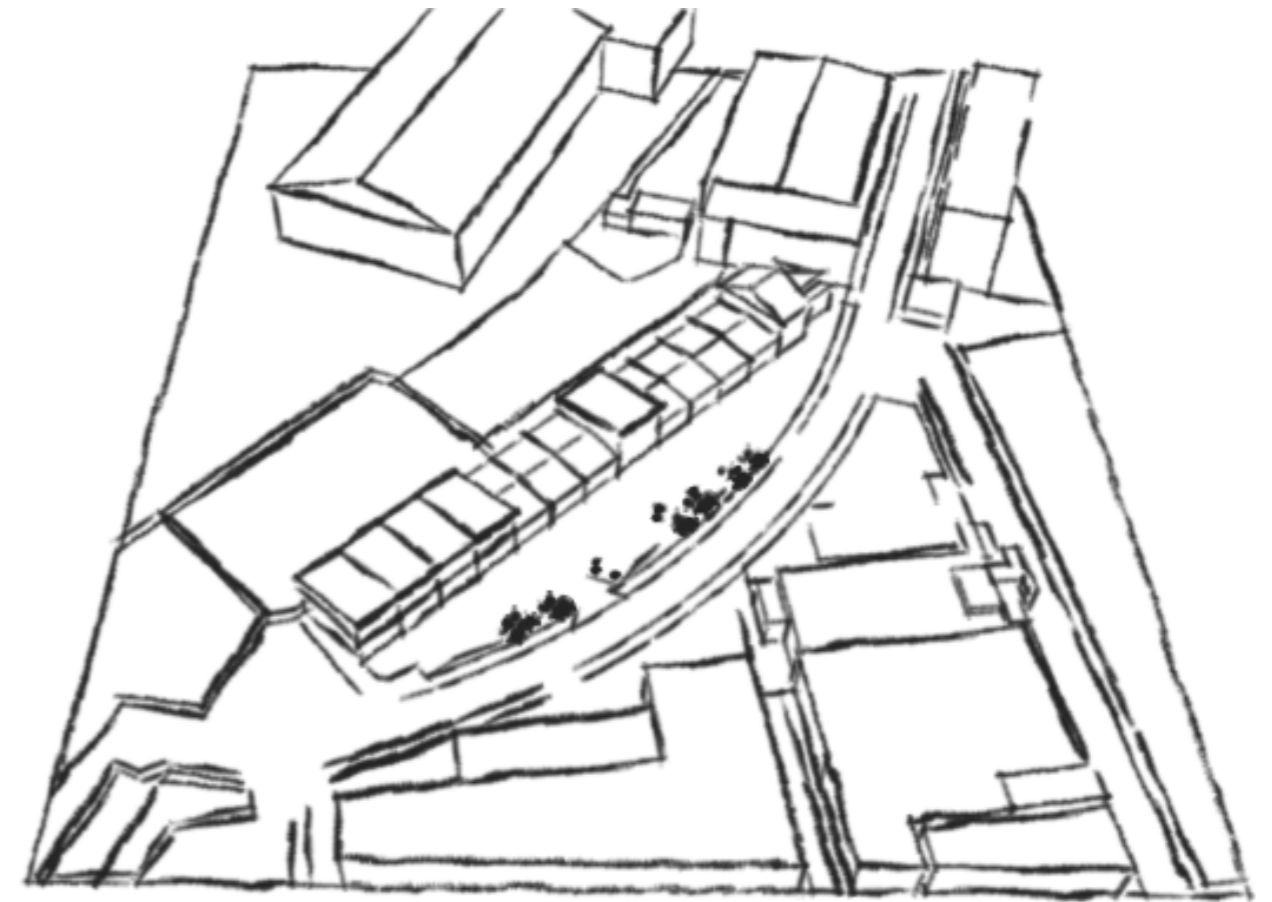
The application site consists of five B1 commercial units 7a, 8, 9, 10 and 11 Ken-tish Town Business Centre.

The existing units, with exception of 7a are identical in bulk, scale, form and design. They consist of two storey buildings of B1 space with metal clad facades and roof surfaces.

The units are afforded approx. 5.5m of external space to the front of the building currently utilised as parking spaces for the units. Additional parking is provided within the estate and is controlled by a permit holder enforcement system. Each unit provides approx. 220 m2 of B1 floor area.



Existing 3 dimensional visuals



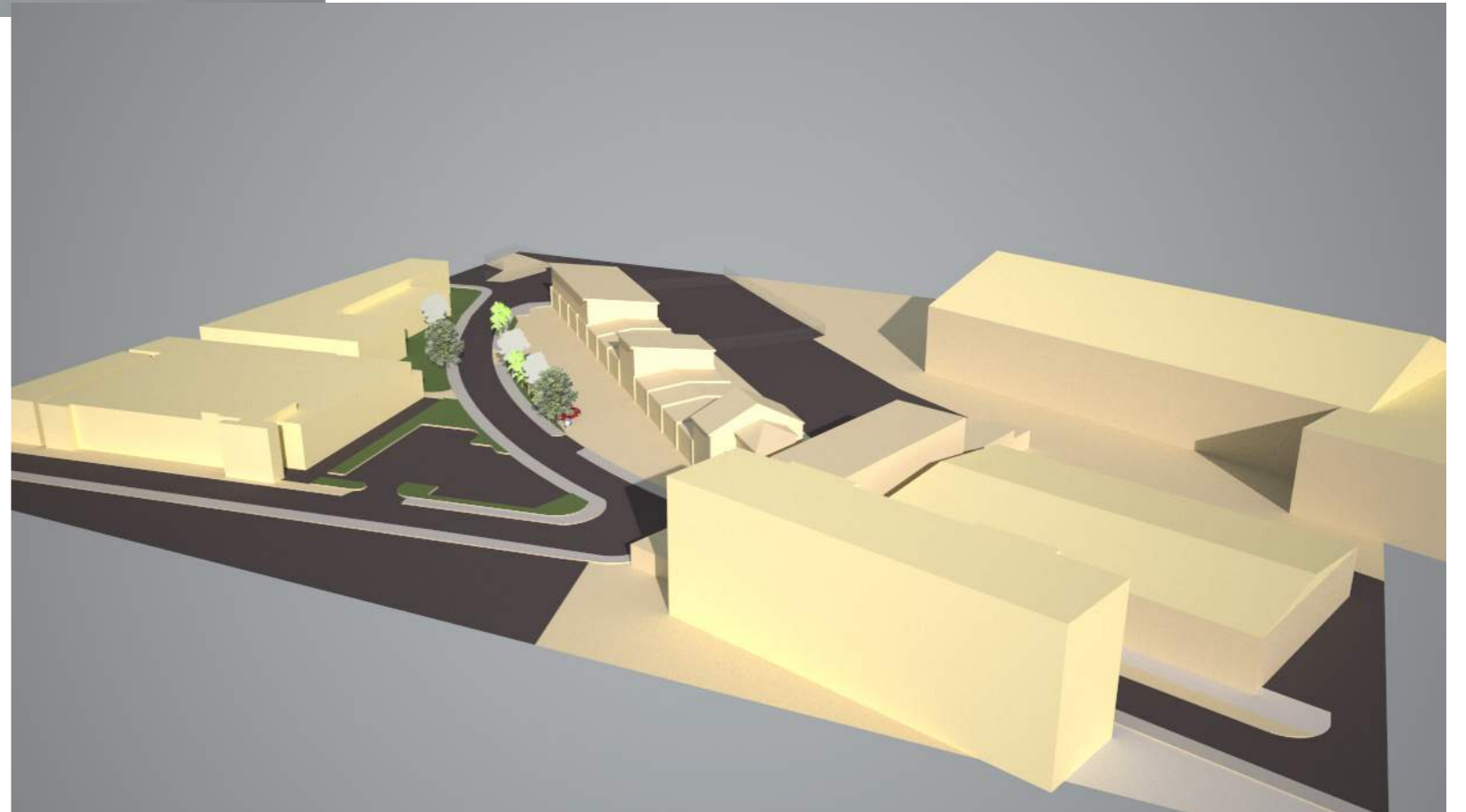
Physical

Unit 7a provides 3 full storeys of B1 floor space and is set apart from surrounding units by its high quality elevational treatments and design.

Unit 7a is clearly identifiable in the enclosed photographs and visuals. Since its construction unit 7's design ethos has been replicated and applications to the L.P.A have been approved.

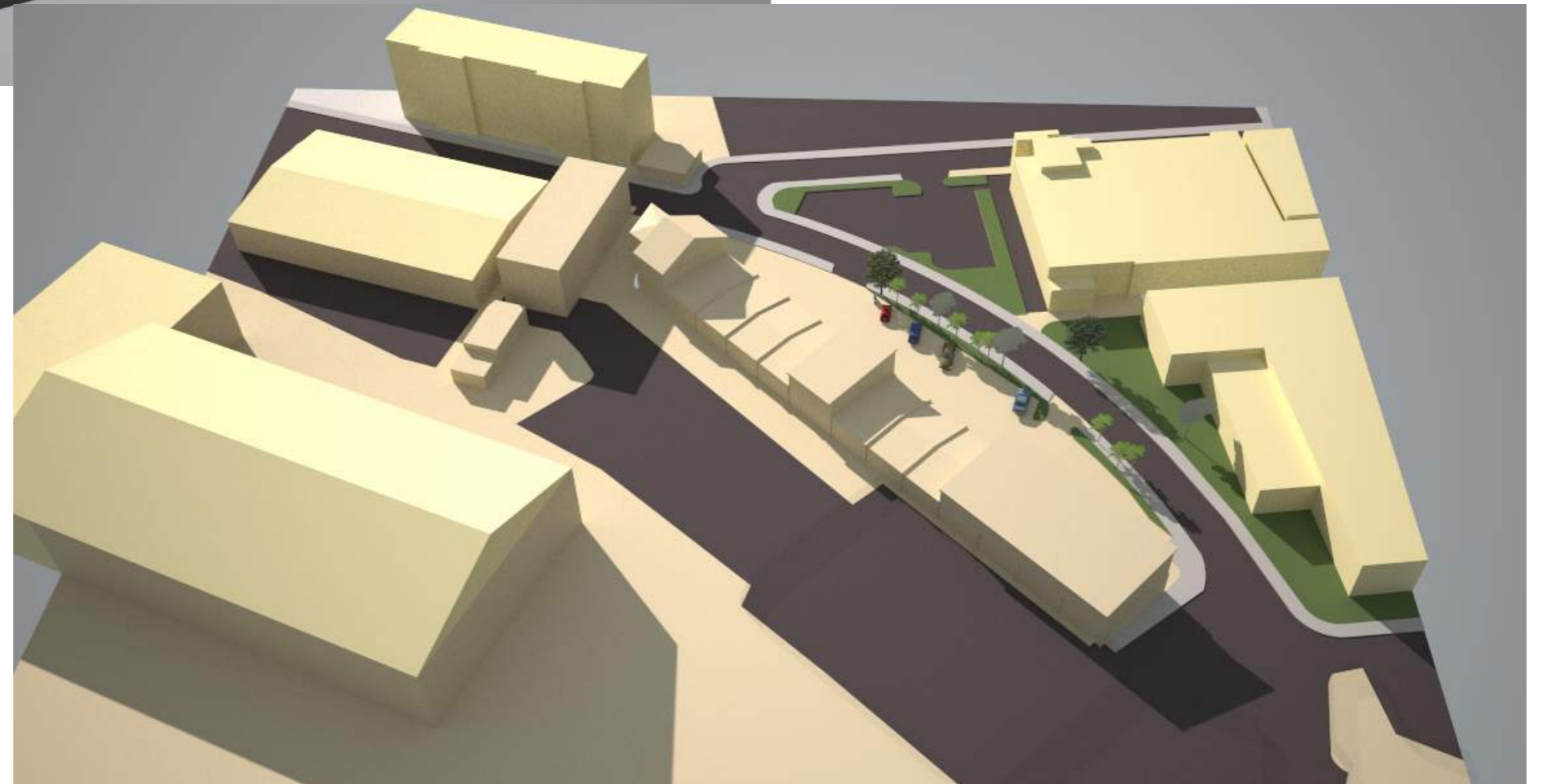


Existing 3 dimensional visuals





Existing 3 dimensional visuals





Proposal

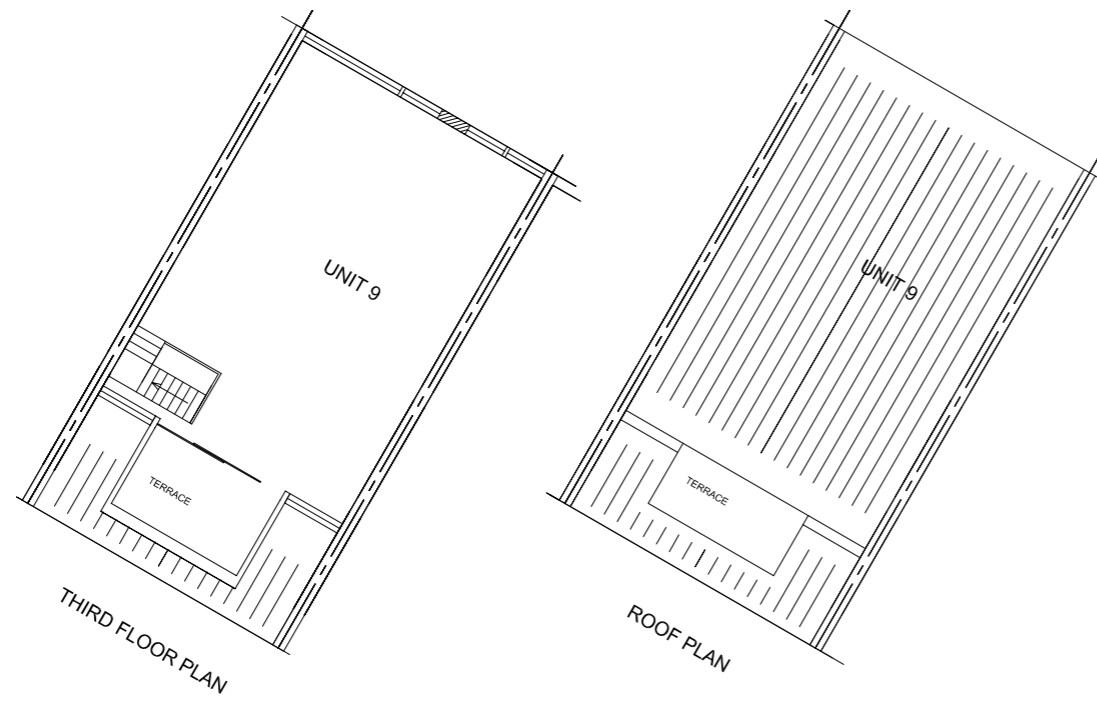
This application seeks to extend units 8,9,10 and 11 and remove the roof structure to unit 7a.

Following the proposed development we propose to provide 4no. extended B1 units of 4 storeys:

110m² ground floor
110m² first floor
110m² second floor
88m² third floor and
10m² of terrace, external amenity space
Total 418m² of B1 floor area each.

Unit 7a will feature an additional storey of B1 floor space as proposed for adjacent units featured within this application.

Following the success of unit 7a and the adoption similar designs for adjacent units, we propose identical elevational treatments forming a uniformed terrace of high quality contemporary commercial units.



Proposal

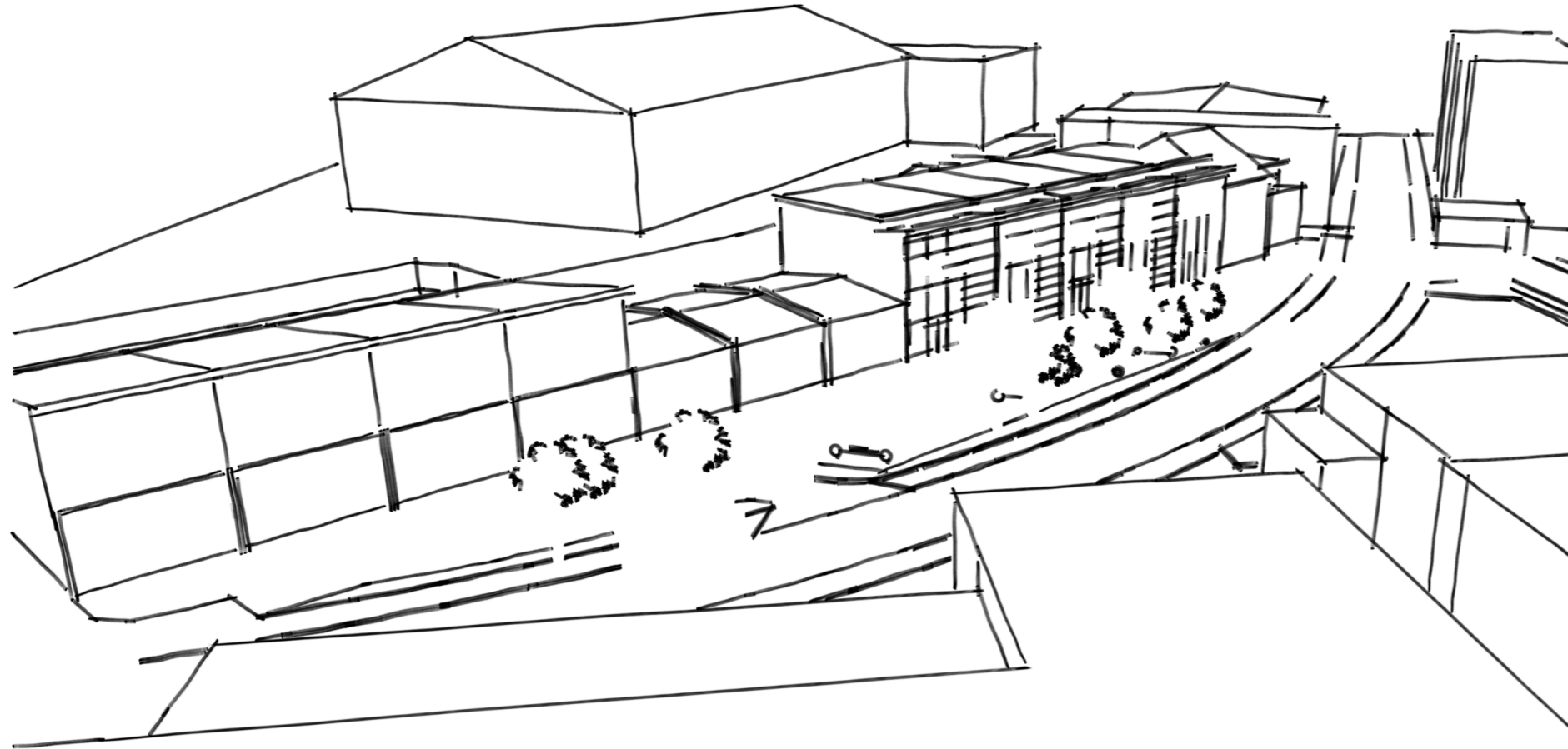
Each unit will be provided with 4 storeys, three full storeys of floor area, the third floor features a set back from the front elevation with a small (10m²) terrace cut into the sloping section of roof. This set back ensures the buildings are not overly dominant when viewed from the front elevation.

Refuse and recycling stores are provided at ground floor level to each proposed unit.

Ground, First and Second floors each feature W.C and kitchen facilities as required by legislation. A passenger lift is provided to the first three floor levels as required by Building Control.

Unit 7a is sited on a slightly wider plot providing 135m² of floor area per floor. We propose an additional third floor which will provide 106m² of floor area with an additional 10m² of external terrace area.

Proposal



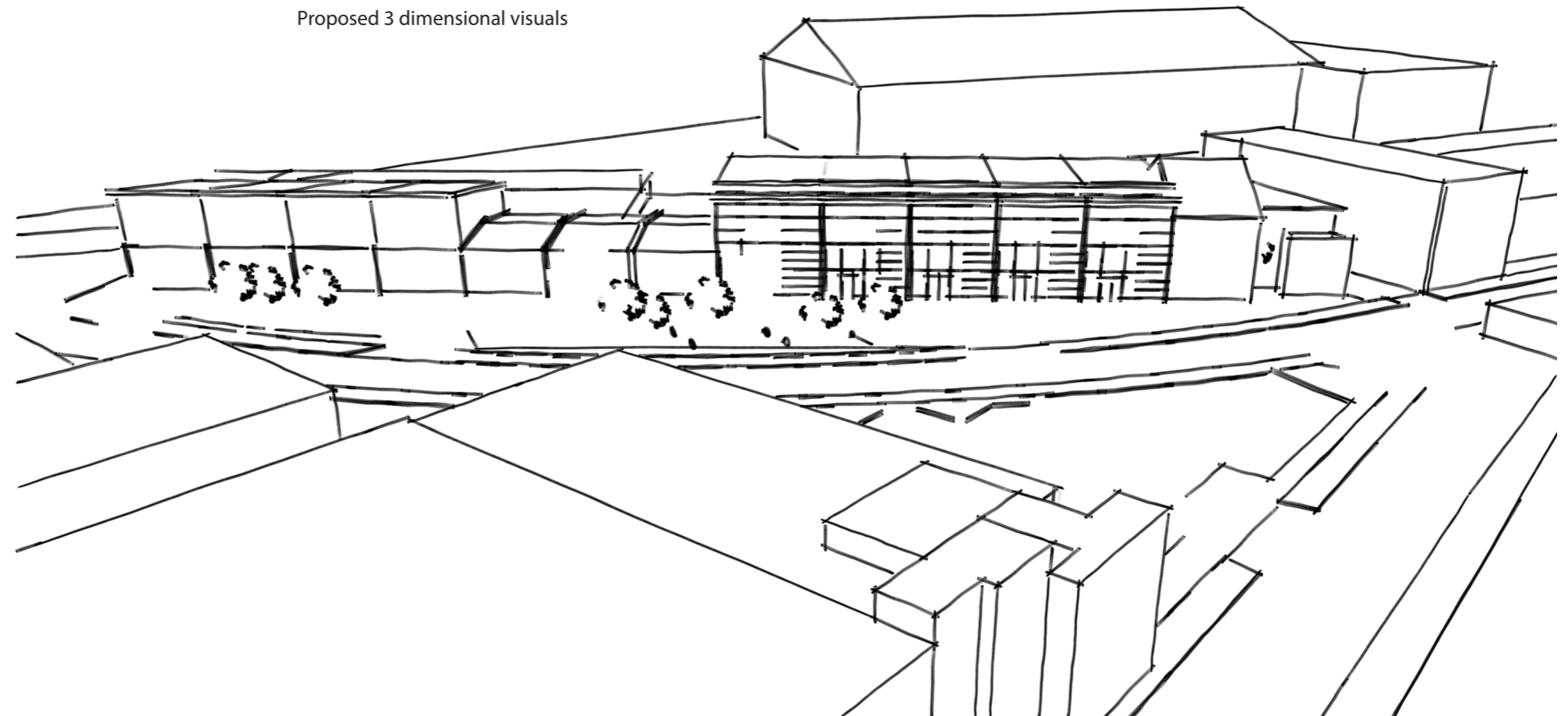
Proposal

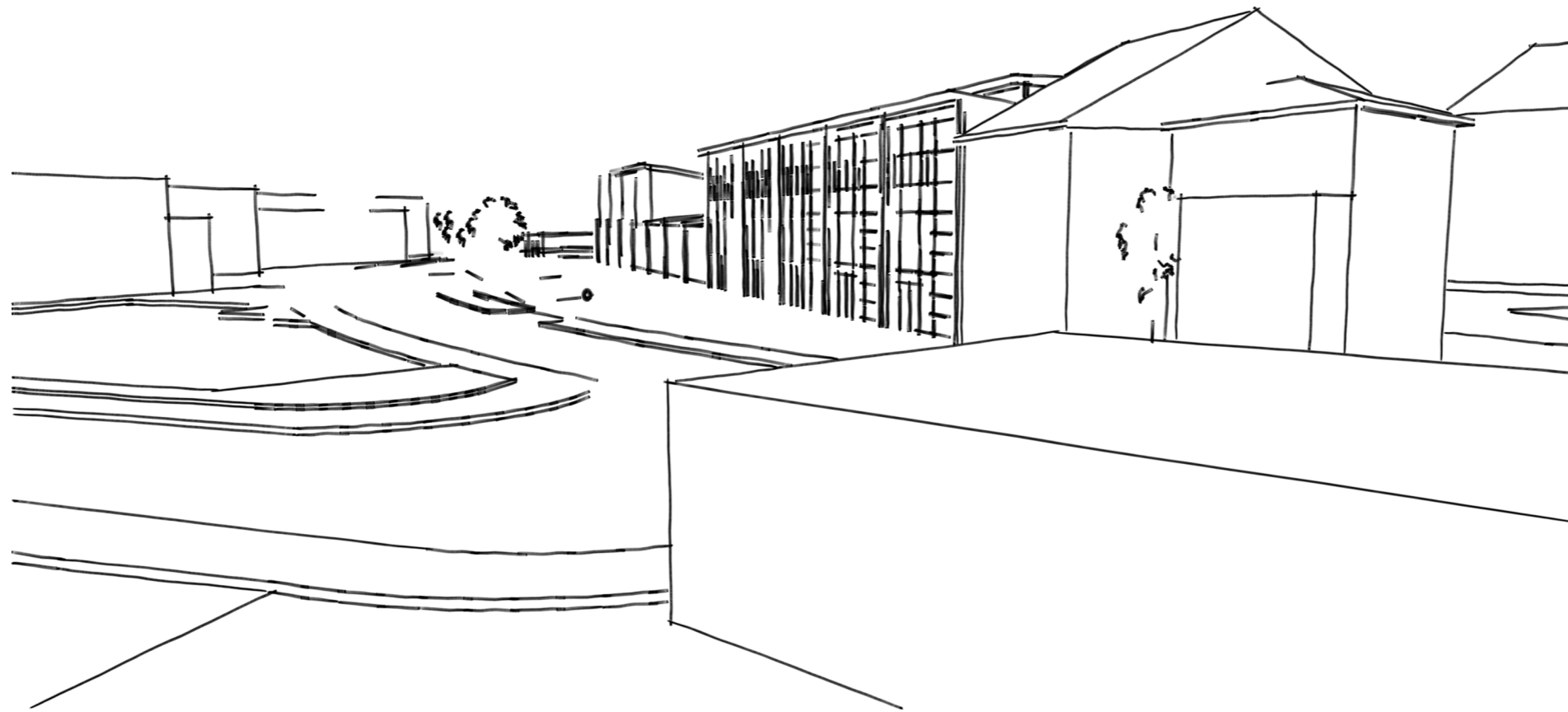
Externally the proposed units will be of similar bulk scale and design to adjacent units that have recently undergone extension works or have had schemes approved by the L.P.A.

We propose an additional storey of accommodation but by setting back this additional floor from the front elevation we have reduced the visual impact of the additional bulk and scale of the building.

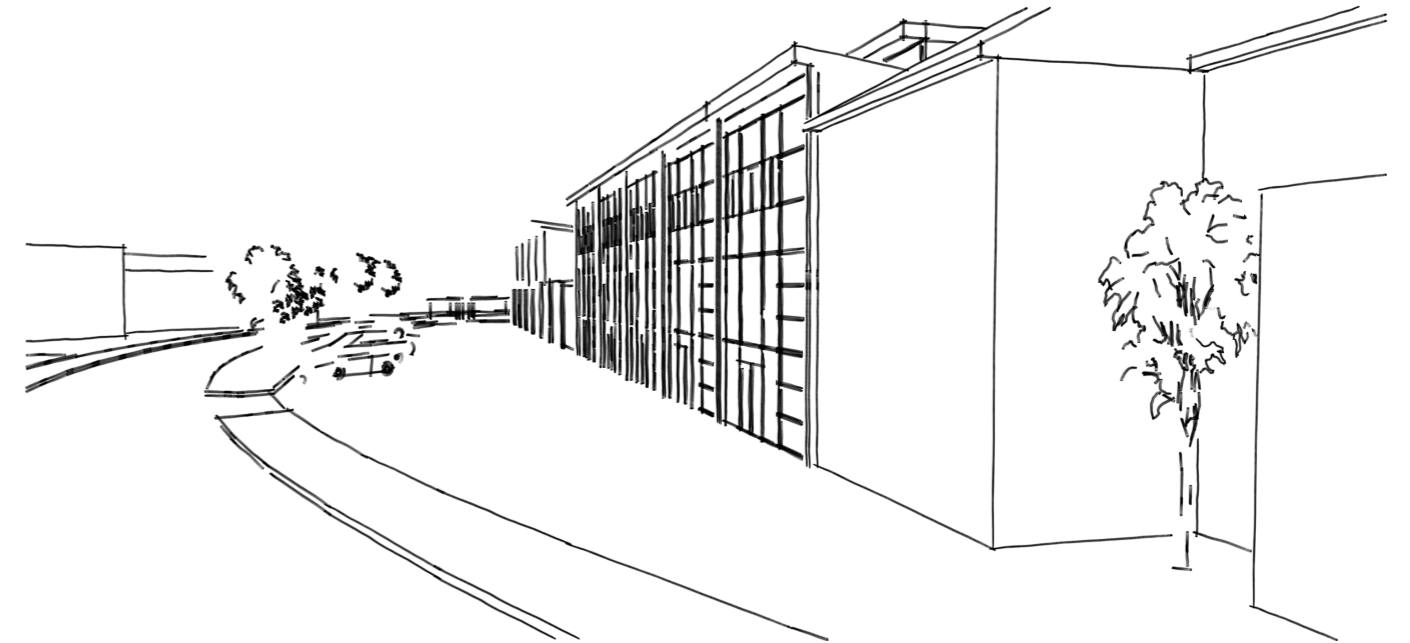
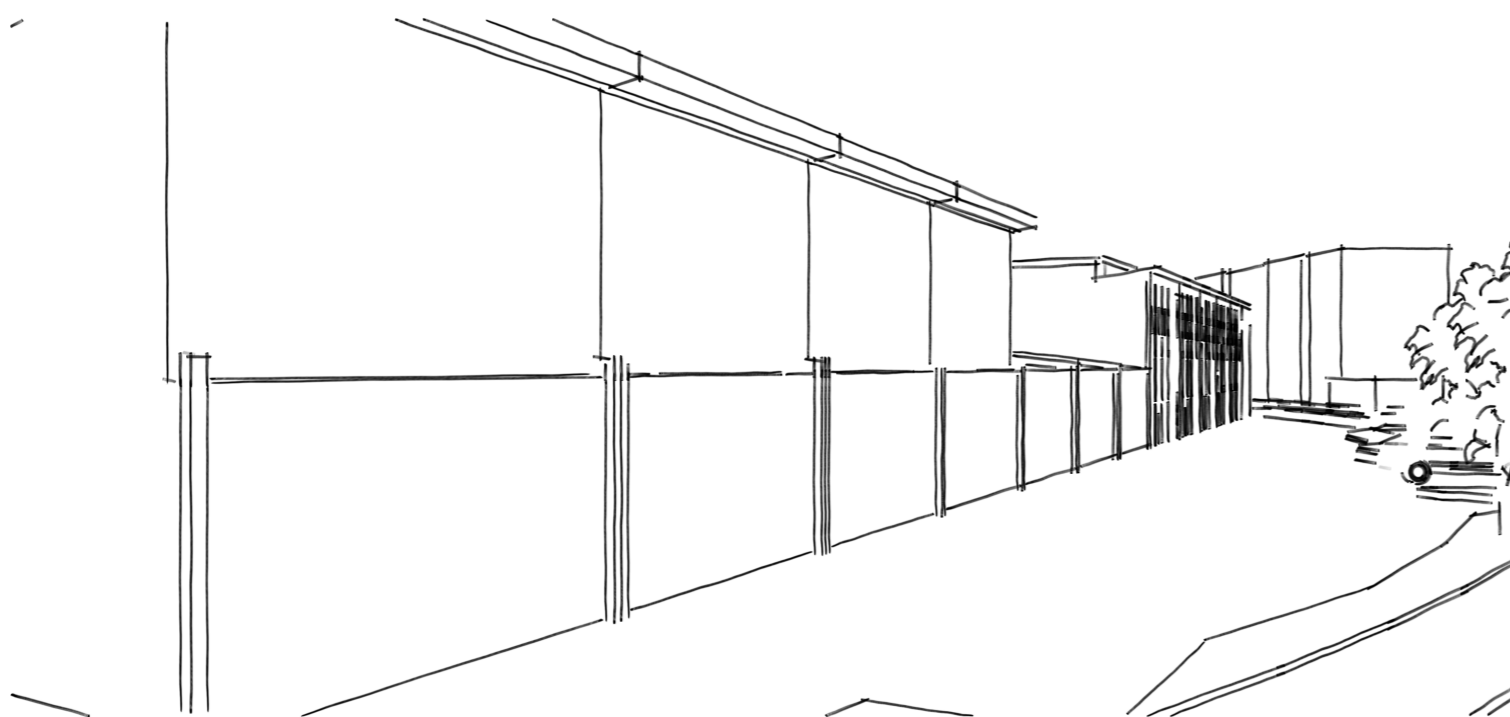
The proposed scheme will form a terrace of high quality B1 units and will sit comfortably within the constraints of the site whilst harmonising with adjacent developments.

Proposed 3 dimensional visuals





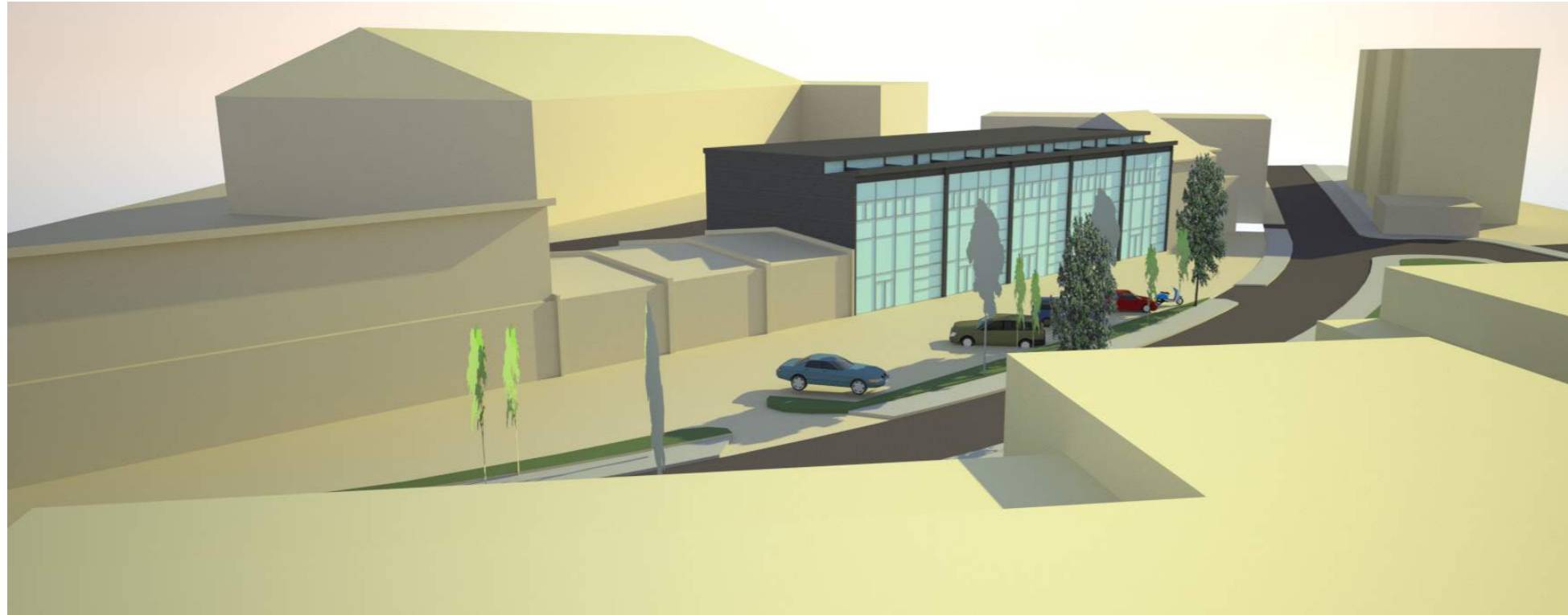
Proposed 3 dimensional visuals





Proposed 3 dimensional visuals





Proposed 3 dimensional visuals



Energy Conservation and Sustainable Construction

A sustainable design approach should not just be a 'add on' approach but a way of thinking through out the design process.

Consideration of the lifetime of the building from it's use by it's occupants to future refurbishments even onto it's eventual demolition and recycling of the reclaimed building materials.

Within this design, use of natural and recycle-able materials is paramount reducing pollutants at the manufacturing stage and maximising future recycling potentials following demolition.

Energy conservation and the use of free natural resources have been a major consideration through out the design process in an effort to reduce the consumption of fossil fuels, while creating an environment for the future occupants that is both comfortable and efficient to maintain.

Energy efficient appliances.

Air tight envelope- preventing heat loss and draughts.

Condensing boilers- causing less pollution and consumption of fossil fuels.

Passive solar design- maximising natural light and thermal gain from the sun's rays.

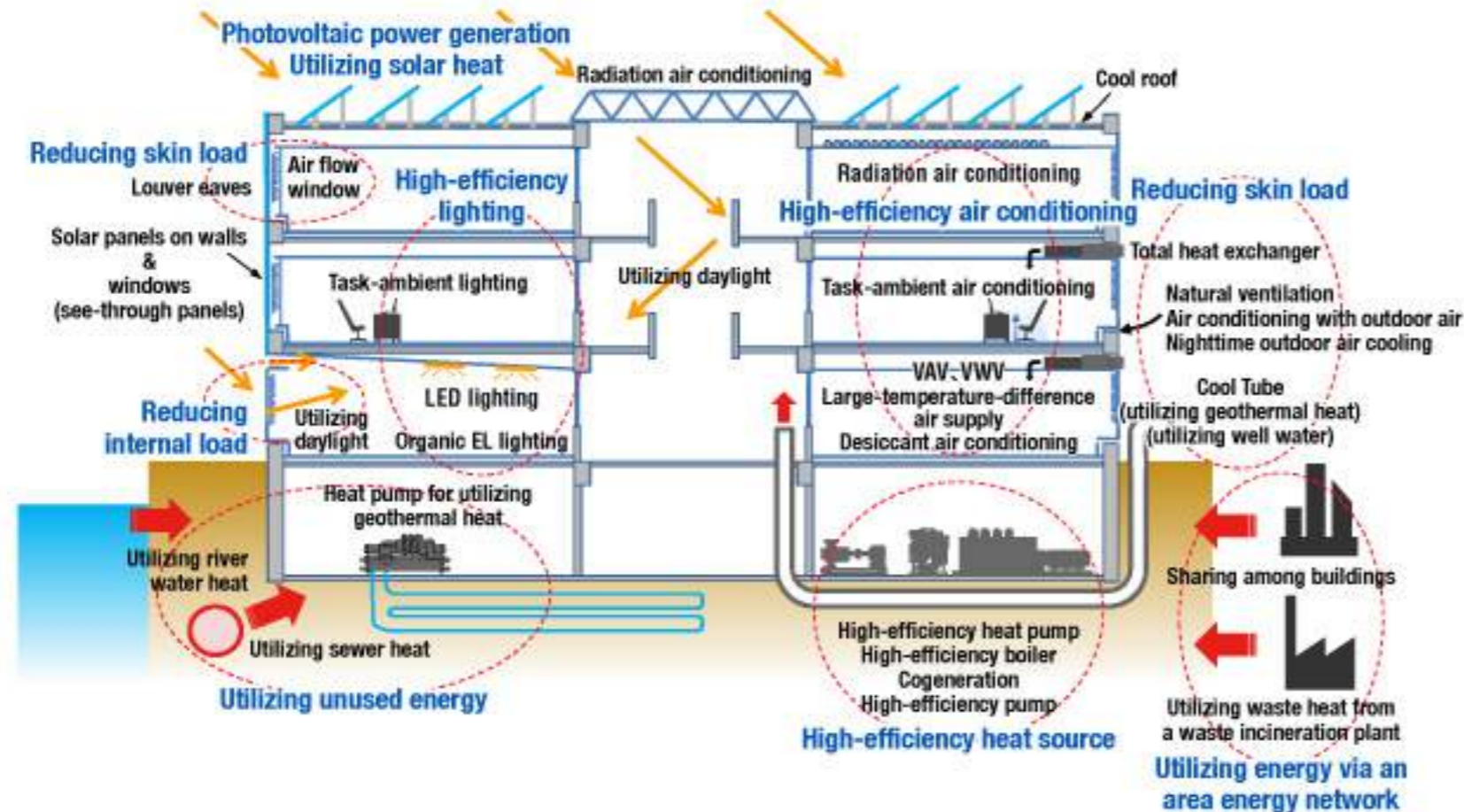
Low U value roof and walls- preventing heat loss.

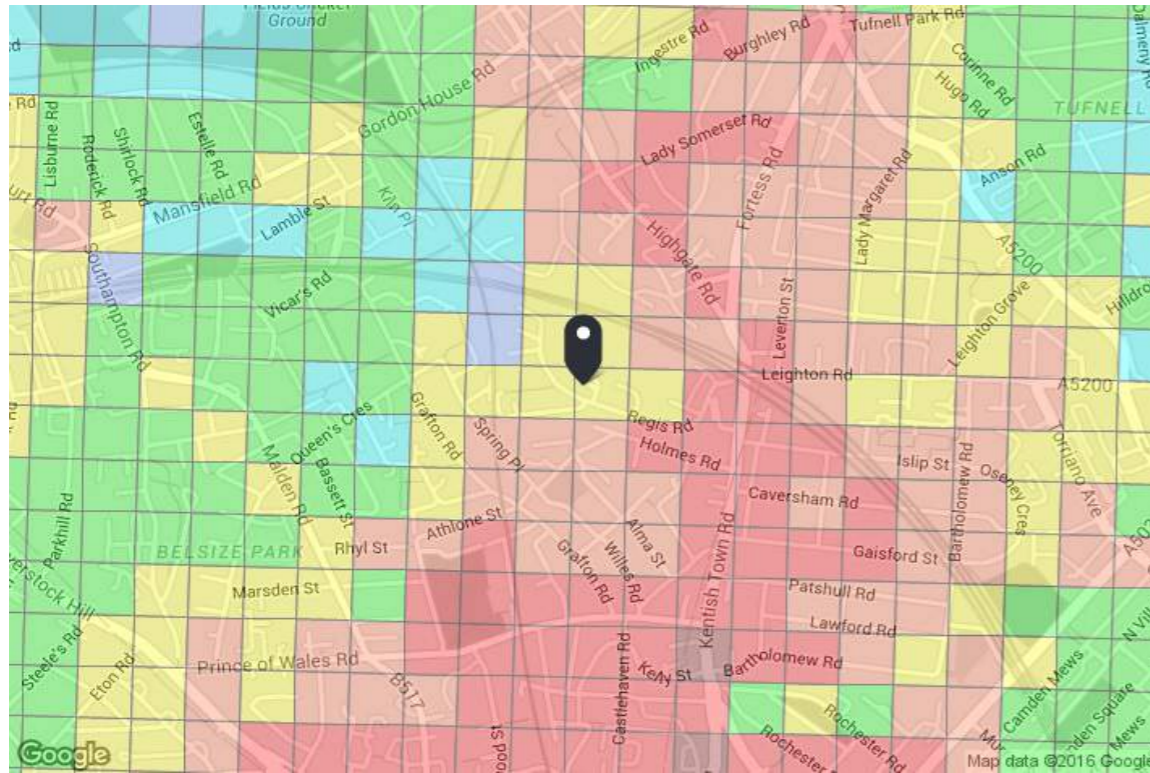
Low energy lighting and energy efficient appliances.

Use of energy efficient glazing to utilise passive solar gains whilst utilising solar reflective glass to prevent overheating of the structure.

grey water recycling.

Integrated design to achieve ZEBs





PTAL output for 2011 (Base year)
4

NW5 3EW
London NW5 3EW UK

Easting: 528715, Northing: 185154

Grid Cell: 104757

Report generated: 07/01/2016

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

WebCAT PTAL Report

Site Details

Calculation Parameters

Day of Week: M-F
 Time Period: AM Peak
 Walk Speed: 4.8 kph
 Bus Node Max Walk Access Time (mins): 8
 Bus Reliability Factor: 2.0
 LU Station Max Walk Access Time (mins): 12
 LU Reliability Factor: 0.75
 National Rail Station Max Walk Access Time (mins): 12
 National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	KENTISH TOWN STATION		393	397.32	5	4.97	8	12.97	2.31	0.5	1.16
Bus	KENTISH TOWN STATION	C2	397.32	8	4.97	5.75	10.72	2.8	0.5	1.4	
Bus	KENTISH TOWN STATION		134	397.32	12	4.97	4.5	9.47	3.17	1	3.17
Bus	KENTISH TOWN STATION		214	397.32	8	4.97	5.75	10.72	2.8	0.5	1.4
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	429.75	1	5.37	30.75	36.12	0.83	1	0.83	
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'SUTTON-STALBCY 2O06'	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'SUTTON-LUTON 2O10 '	429.75	1	5.37	30.75	36.12	0.83	0.5	0.42	
Rail	Kentish Town	'STALBCY-SUTTON 2O21 '	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'STALBCY-SUTTON 2O29'	429.75	0.67	5.37	45.53	50.9	0.59	0.5	0.29	
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91 '	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'SUTTON-STALBCY 2V08'	429.75	0.67	5.37	45.53	50.9	0.59	0.5	0.29	
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20'	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'STALBCY-SUTTON 2V27'	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	429.75	0.67	5.37	45.53	50.9	0.59	0.5	0.29	
Rail	Kentish Town	'SVNOAKS-LUTON 2E61 '	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'BROMLYS-LUTON 2E93 '	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
LUL	Kentish Town	'Morden-HighBarnet '	429.75	14.67	5.37	2.79	8.17	3.67	1	3.67	
LUL	Kentish Town	'Morden-MillHillE '	429.75	4	5.37	8.25	13.62	2.2	0.5	1.1	
LUL	Kentish Town	'HighBarnet-Morden '	429.75	0.33	5.37	91.66	97.03	0.31	0.5	0.15	
LUL	Kentish Town	'HighBarnet-Kenningt'	429.75	5.33	5.37	6.38	11.75	2.55	0.5	1.28	
LUL	Kentish Town	'MillHill-Morden '	429.75	1.67	5.37	18.71	24.09	1.25	0.5	0.62	
LUL	Kentish Town	'MillHillE-Kenningt '	429.75	1.67	5.37	18.71	24.09	1.25	0.5	0.62	

Total Grid Cell AI: 18.49

PTAL: 4

Transportation

The site is located with a sustainable area and is well served by public transport.

The site has a PTAL rating of 4 indicating that the site has good access to the public transportation network. There is an underground (Kentish Town Station) located within 10 minutes walk and an over ground service (Kentish Town West) within 15 minutes walk of the site. There are also several bus routes along Kentish Town Road (e.g., 46, C2, 134, 214, and 393), a 10 minute walk from the site.

The site features 16 existing car parking spaces (6 shared and 2 dedicated to each unit) but due to the site constraints we are unable to provide additional parking spaces. However due to the sites high PTAL level and sustainable location we aim to promote the use of public transportation and cycling as modes of transport for future occupants.

This proposal features secured cycle racks and storage facilities to the front elevation of each unit, totalling 52 new cycle spaces..

2015/4234/P 1 Kentish Town industrial estate Regis Road London NW5 3EW Erection of additional storey to provide office and storage accommodation (Class B1 and B8) to Units 1, 2 & 3. FINAL DECISION 14-08-2015 Granted

2014/1058/P Unit 4 Kentish Town Industrial Estate Regis Road London NW5 3EW Amend- ment to approved scheme granted on 30/09/2011 (ref: 2011/3868/P for the erection of an ad- ditional floor at second floor level to storage and distribution premises), namely increase of ridge height by 120mm and amendment to curved soffit. FINAL DECISION 12-02-2014 Granted

2013/4832/P Land adjacent to Unit 1 The Interchange Regis Road London NW5 3EW Erection of new three storey building for a mixed use development to provide a light industrial unit with ancillary offices (Class B1c) at ground floor and part first floor levels, and an office unit (Class B1a) at second floor level, plus the provision of 2 car parking spaces. FINAL DECISION 27-08-2013 2007/1541/P Unit 12 Kentish Town Industrial Estate Regis Road London NW5 3NE Amendments to planning permission reference 2006/1891/P for the erection of a second floor ex- tension, a three storey side extension, terrace at front second floor level, external staircase at rear and associated alterations to rear boundary wall/gates to light industrial unit (Class B1) involving amended elevational treatment. FINAL DECISION 02-05-2007 Granted

2011/3868/P Unit 4 Kentish Town Industrial Estate Regis Road London NW5 3EW Erection a additional floor at second floor level to storage and distribution premises (Class B8) FINAL DECI- SION 10-08-2011 Granted

2006/1891/P Unit 12 Kentish Town Industrial Estate Regis Road London NW5 3NE Erection of a second floor extension, a three storey side extension, terrace at front second floor level, exter- nal staircase at rear and associated alterations to rear boundary wall/gates to light industrial unit (Class B1). FINAL DECISION 17-05-2006 Granted

2005/2932/P Unit 12 Kentish Town Industrial Estate Regis Road London NW5 3NG Erection of a two-storey side extension to provide additional floorspace to the existing light industrial unit (Class B1c). FINAL DECISION 13-01-2006 Granted

2005/1199/P Unit 12 Kentish Town Industrial Estate Regis Road London NW5 3EW Erection of a new 2-storey side extension to industrial unit. APPEAL DECIDED 12-04-2005 Refused

2004/2496/P Unit 7A Kentish Town Industrial Estate Regis Road London NW5 3EW The erec- tion of a new 3 storey building for Class B1(c) use. FINAL DECISION 16-06-2004 Granted

2004/1228/P Unit 7A, Kentish Town Industrial Estate Regis Road London NW5 3EW The erec- tion of a new 2 storey building for Class B1 use. FINAL DECISION 26-03-2004 Granted

LDF Core Strategy and Development Policies

Core Strategy:

CS1 (Distribution and growth)

CS5 (Managing the impact of growth and development)

CS8 (Promoting a successful and inclusive Camden Economy)

CS9 (Achieving a successful Central London)

CS11 (Promoting a sustainable and efficient travel)

CS13 (Tackling climate change through promoting higher environmental standards)

CS14 (Promoting high quality places and conserving our heritage)

CS15 (Protecting and improving our parks and opens spaces & encouraging biodiversity)

CS16 (Improving Camden's Health and well- being)

Development Policies

DP13 (Employment sites and premises)

DP17 (Walking, cycling and public transport)

DP18 (Parking standards and limiting the availability of parking)

DP19 (Managing the impact of parking)

DP20 (Movement of goods and materials)

DP23 (Water)

DP24 (Securing high quality design)

DP26 (Managing the impact of development on occupiers and neighbours)

DP28 (Noise and vibration)

DP32 (Air Quality and Camden's Clear Zone)

Camden Planning Guidance 2013

CPG1-Design: Chapters 1, 2 & 6

CPG5- Town Centres, retail and employment

CPG7 – Transport: Chapters 6 & 9

Shaping the future of the Kentish Town Area 2011

London Plan 2011

National Planning Policy Guidance 2012