

Design and Access Statement

Our ref: 892-RT1-HQ120517

Site Address:

141-145 Kentish Town Road
London
NW1 8PB

Date:

May 2017

Applicant:

Montdore Investments Ltd.

Agent:

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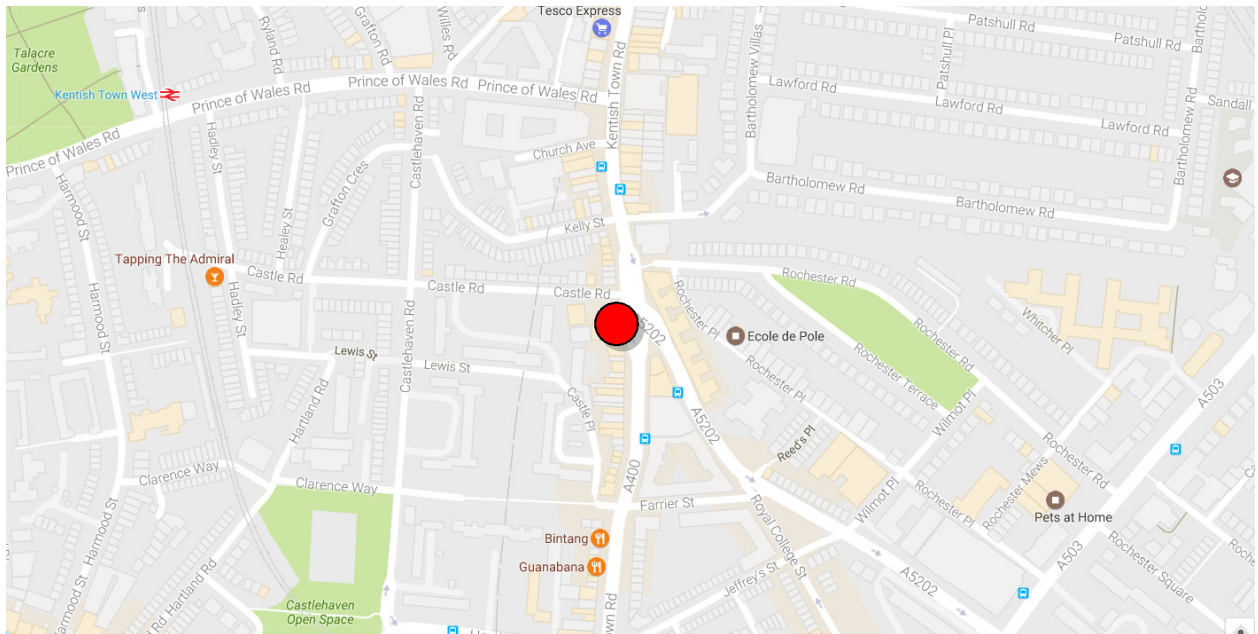
Introduction

This design and access statement has been prepared to accompany a planning application for the construction of a mansard roof extension to provide three new self-contained flats whilst retaining the current uses of the basement, ground and first floor.

Location

The building faces a busy shopping street at a junction where it meets Royal College Street. Immediately adjacent to the frontage is a public house, with a disused single storey shed to the rear. The shed is currently in the ownership of Montdore Investments but is not subject to this application.

There is an example of recent residential development on the adjacent site across the alleyway Castle Place, and behind the site are a mixture of Victorian and late 20th Century housing, with more commercial buildings fronting on to Kentish Town Road.



Existing Building

The building was designed by the architect Leslie Green in the early years of the 20th Century and is one of many examples of his work from that period for the rapidly growing underground system.

The building has not been used as a station since 1924, although the lift shafts and platforms remain below the building.

The basement, ground floor, and first floor are occupied by various businesses none of which will be affected by this application.

Statement of Intent

The applicant intends to add a residential second floor comprising of 2no two-bed units and 1no one-bed unit.



Planning History

Ref: 2013/6368/P

In 2014, permission was granted for the erection of a mansard roof extension to provide 3 residential units (1x1bed and 2x2bed) (Class C3), and erection of associated bin and bike storage in Castle Place at ground floor level.

The approval was subject to a Section 106 Legal Agreement, which was completed that year. The design was not implemented and the permission has since expired.

Our application is based on this approved design.

Design

Although not listed, the building is one of a number of examples of an important period of transport architecture in the capital. It was constructed from a steel frame with the intention that a further storey would be added in future to provide office accommodation.

Whilst not exactly a corner building, it is adjacent to an alleyway and can be viewed from a long distance. Therefore there's no doubt that in townscape terms, a roof development can be sustained.

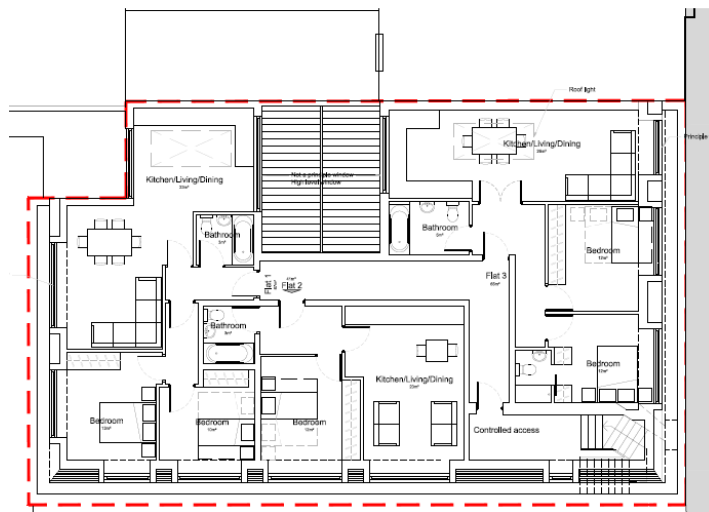
Although the façade is presented in a classically proportioned Arts and Crafts style, it is immediately identifiable as an underground station building and therefore a fine example of transport architecture.

Externally, we are proposing a vertically tiled mansard roof extension with lead double-glazed dormer windows. Internally, the design is as approved previously in application 2013/6368/P.

LB Camden generally support the creation of new housing in the borough, especially when it is to be located in such a highly accessible location as this. The proposal shows a reasonable mix of units which would be required by the council.



Proposed Front Elevation



Proposed Second Floor Plan

Waste Storage

For the collection of waste and recyclable waste a ventilated enclosed space is provided next to the entrance. This storage will accommodate 2 x 660lt bins for the waste and 1 x 660lt bin for the recyclable waste.

Access Statement

We have used as our main source of reference approved document M of the Building Regulations, and the recommendations of Life Time Homes publications although not all of it is relevant to this proposal.

Access to the proposed apartments would be from the existing side entrance pm Castle Place. A video linked intercom system will be placed at the security gate on the main road, another will be installed to the communal entrance door.

The site is midway between Camden Town and Kentish Town Stations and is well served by public transport with a very high PTAL rating of 6b. It is within easy walking distance of local amenities such as shops and places of entertainment. Whilst there are a number of small green spaces nearby the closest large open spaces are Hampstead Heath and Regents Park, each about 20 minutes' walk away.

Car parking cannot be provided on the site, but we are showing covered cycle parking adjacent to the front door in the alleyway at the side of the building.

The entrance currently has three large steps at the threshold, and works will include alterations to these steps to make them more accessible.

As far as possible within the constraints of the conversion, the proposals are in accordance with Life Time Homes requirements.

Ambulant accessible WCs are provided to each apartment.

The development is conceived to be as accessible as possible.

Summary

With the proposals submitted here, the applicants intend to bring the whole building to life as a vibrant mixed use site which will make a positive contribution to its neighbourhood. The development will provide three new residential units in a highly sustainable location.