

Ref	Consultee/ Objector	Date Received	Topic	Objections/ Comments	Response
1.	Andrew Ridge	21/02/2019 08:48:13	Support	Great news, especially regarding the pavement widening.	
2.	A Eden	21/02/2019 09:11:29	Construction Traffic	Consideration needs to be done about the chaos of building at that Junction . It is already a traffic jam site and will affect 4 main roads , Regis road and 4 bus routes . How will that be managed and for how long ?	- A Construction Management Plan is to be secured via S106 Agreement.
3.	Frances Singer	21/02/2019 11:52:07	Design Height KTNF	<p>The design, size and height of new buildings are significantly in excess of the surrounding buildings &amp; would create an intrusive impact as a result on this historic neighbourhood which among other things has views across the railway track to the Heath in the West. This is intensely beautiful at sunset.</p> <p>There is a Kentish Town Neighbourhood Forum which has been a consultation forum for a long time now &amp; any new uses of buildings or of land should take its recommendations into consideration.</p> <p>At its present planned height of 7 stories there will be considerable loss of light. During construction there would be long term disruption to the flow of traffic along this busy road &amp; an impact of noise from plant equipment.</p> <p>As a residential structure there would also be an the impact on local infrastructure &amp; amenities. It would be far better for the health &amp; well-being of the community to consider developing this space in accordance with the KT Development Plan which acknowledges the importance of open spaces &amp; community cohesion along the lines of a town square. This consideration far outweighs the relentless increase of population density in an urban area incurred by this proposal.</p>	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- The proposal accords with the Kentish Town Neighbourhood Plan Site Specific Policies - Policy SSP1: Car Wash Site.</li> <li>- Policy SSP1 of the Kentish Town Neighbourhood Plan makes clear that development of the site will be supported if the design is of high architectural quality.</li> <li>- A Construction Management Plan is to be secured via S106 Agreement.</li> <li>- The retail / restaurant unit will incorporate active frontages facing both onto Kentish Town Road and towards the current retaining wall to the railway cutting adjacent. This will allow for any future development of this area in accordance with the Neighbourhood Plan's aspirations by offering an active frontage to any public space that may be created in this location.</li> <li>- The proposal is for 14 residential units, which would is a modest residential proposal and would have a small impact on local infrastructure and amenities.</li> <li>- Any impact on local infrastructure and amenities can be secured via CIL or Section 106 agreement.</li> </ul>
4.	Greg Rubinstein	21/02/2019 12:23:20	Design	This proposed development is totally out of scale with the surrounding buildings, and seems not at all appropriate for the location. It would be an overbearing presence, with a very negative impact on the immediate surrounding area.	- The Design & Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.
5.	Craig Duncan	21/02/2019 11:42:56	Affordable Housing	This development had better have the required percentage of realistically affordable homes included or I hereby register a strong objection to the plans!	- A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.
6.		22/02/2019 11:03:42	Affordable Housing	i strongly object to these plans unless a fair percentage of these flats are to be realistically affordable as this area is still being bludgeoned with social cleansing!	

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7.	Joseph Mahon	21/02/2019 11:34:08	Design Townscape	This proposal would have a severe negative impact on the character of the Kentish Town Road junction; the building as proposed is much too tall for the site. A lower building - that doesn't overshadow the historic architecture at the corner pub and tube station - would be more suitable. Furthermore, construction at this scale would mean months of site traffic causing congestion on a stretch of road that is already constantly disrupted by works and dangerously polluted.	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- A daylight and sunlight assessment of all relevant surrounding buildings has been undertaken by EB7 and their formal report has been submitted as a part of this application.</li> <li>- A Construction Management Plan is to be secured via S106 Agreement.</li> </ul>
8.	Sandy Nairne	21/02/2019 11:19:24	Design Height	It is good to see the affordable housing BUT this is far too tall for that site, looks quite out of keeping with the other facades and will appear oppressive in relation to the space around it. This does not fit with the ambition for this as a public place.	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> </ul>
9.	J Smith	24/02/2019 22:31:26	Design Height Construction Traffic	The scale of this development feels out of scale with the surrounding buildings. The height and loss of light it would cause would be detrimental to this key area of Kentish Town. Further this is a very busy and congested junction and lengthy building works on this scale are likely to cause significant further congestion for local residents.	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- A Construction Management Plan is to be secured via S106 Agreement.</li> </ul>
10.	Merle Mahon	24/02/2019 18:06:13	Affordable Housing Height Traffic Construction Residential amenity	<p>How many affordable housing units will there be?</p> <p>Development is much too tall and does not fit in with neighbouring buildings</p> <p>Traffic in this congested junction is likely to increase, and traffic problems during protracted building works will be extremely disrupting. This will increase pollution in an already over-polluted part of Kentish Town.</p> <p>Primary and secondary school places are already at a premium in north Kentish Town, has this issue been considered by the planners?</p> <p>Planners should heed the existing proposals for that site from the Kentish Town Neighbourhood Forum. It would be far preferable for the Kentish Town Square Project to be considered, rather than to crowd KT with an over-sized building.</p>	<ul style="list-style-type: none"> <li>- A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.</li> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- A Construction Management Plan is to be secured via S106 Agreement.</li> <li>- The proposal is for 14 residential units, which would be a modest residential proposal and would have a small impact on local infrastructure and amenities. Any impact on local infrastructure and amenities can be secured via CIL or Section 106 agreement.</li> <li>- The proposal accords with the Kentish Town Neighbourhood Plan Site Specific Policies - Policy SSP1: Car Wash Site.</li> <li>- Policy SSP1 of the Kentish Town Neighbourhood Plan makes clear that development of the site will be supported if the design is of high architectural quality.</li> </ul>
11.	Gillian Tindall	22/02/2019 17:31:25	Height Design	<p>The proposed block is too bulky and far too high for a key site at the heart of Kentish Town and adjacent to Listed buildings and conservation areas.</p> <p>The specious justification for its height is that it is 'the same' as that of the prominent Assembly House pub. It is not. The upper reaches of this pub consist of only three storeys above the ground floor one, plus a limited partial dormer above. On top of this, just as decoration, is a</p>	<ul style="list-style-type: none"> <li>- The proposal accords with the Kentish Town Neighbourhood Plan Site Specific Policies - Policy SSP1: Car Wash Site.</li> <li>- Policy SSP1 of the Kentish Town Neighbourhood Plan makes clear that development of the site will be supported if the design is of high architectural quality.</li> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design</li> </ul>

				<p>cupola with a thin spire on top. If the proposed unsuitable block were to be allowed, it would dwarf this iconic and visible-from-afar building.</p> <p>Already one bad recent mistake was made in the immediate area in allowing the site of the old Tally Ho pub to be grossly over-built, destroying a valid open space and views. The resulting block has not proved popular, either with commercial takers on the ground floor or with potential flat-dwellers on the upper floors. The plans now proposed epitomise the greed, insensitivity and ignorance of too many would be developers. Camden has a fairly good record in seeing off such applications. This one certainly needs to be seen off: modifying it will not alter its essential unsuitability.</p>	<p>evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</p> <ul style="list-style-type: none"> <li>- Commentary on the design of surrounding approved development is subjective and offers no substantive views.</li> <li>- A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.</li> </ul>
12.	Richard Lansdown	22/02/2019 15:20:01	Height Design	The proposed building takes little or no notice of the context : its height and the block like design would make it intrusive and quite out of keeping with what surrounds it	<ul style="list-style-type: none"> <li>- The building's massing has been designed to align with local building lines, particularly the Bull and Gate public house and the terrace of properties to the north. At ground level, the building is set back from the extended retail frontages on Kentish Town Road but at upper levels the massing steps towards alignment with the terrace buildings.</li> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> </ul>
13.		22/02/2019 18:09:19	Height Design	This application ignores the context: the proposed building is so tall and so block like that it would overshadow the surrounding area, to the detriment of all around it.	
14.	C Smyth	28/02/2019 19:03:47	Design	The proposals are too large and overbearing for the area. They take no account of the context of the site.	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- The building's massing has been designed to align with local building lines, particularly the Bull and Gate public house and the terrace of properties to the north. At ground level, the building is set back from the extended retail frontages on Kentish Town Road but at upper levels the massing steps towards alignment with the terrace buildings.</li> </ul>
15.	Robert Livock	27/02/2019 12:56:23	<b>Support</b>	<p>Please approve this application without delay and/or onerous conditions. It is a sensitive redevelopment of the site; sensibly designed and thoroughly documented to accommodate physical, economic and planning constraints in particular townscape requirements such as pavement widening, route through the site and height limits, CIL and covenant payments.</p> <p>Subsidised housing is quite clearly unaffordable without additional storeys.</p> <p>The public benefits of this application outweigh all disadvantages to neighbouring amenity and such development must be encouraged.</p>	<ul style="list-style-type: none"> <li>- A positive comment that will be viewed as such.</li> <li>- The building has been designed to ensure that overlooking into the neighbouring buildings to the north is prevented.</li> </ul>
16.	Luca Salice	26/02/2019 11:29:41	Height	The proposed building is too tall.	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> </ul>

17.	Chris Gregory	08/03/2019 02:59:09	Design Bin Storage Retail Noise Affordable Housing	<p>Dominates the local area and completely out of place compared to existing structures. Artists impressions are misleading as use proposed extensions of pavement area over railway line</p> <p>Access from the residents bin store through the commercial bin store looks convoluted. Collection of refuse would involve blocking lane for traffic up Highgate Road.</p> <p>There is a surplus of retail space in Kentish Town as it stands so likely that new space would remain unused.</p> <p>From what we can be perceived the ground floor would be unsuitable for residential occupational due to noise from railway and non-visibility of said source. Basement construction in close proximity to sustainable retaining wall – no comments from Network Rail?</p> <p>Unclear what affordable accommodation would be provided, Possibility of considerable traffic disruption during construction.</p>	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- No residential accommodation is proposed for the ground floor level, this area is for access only.</li> <li>- Policy SSP1 within the KTNP states that the site is in a very suitable position for restaurant or retail use on the ground floor and will provide much needed residential accommodation above.</li> <li>- With reference to noise, it is acknowledged that the close proximity of both the railway lines and the traffic on the local road network will need to be mitigated against. However, residential accommodation is common in these forms in the immediate local area and it is therefore clear that this relationship is an acceptable proposition. An assessment of the existing background acoustic conditions has been undertaken by Hann Tucker in order to establish the environment in which this development is being proposed.</li> <li>- A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.</li> <li>- A Construction Management Plan is to be secured via S106 Agreement.</li> </ul>
18.	Deborah Cook	07/03/2019 12:37:45	Height Design	<p>The size and height of this proposed development is excessive. It is bearing, ignores the surrounds contexts and would have an intrusive and extremely negative impact on this historic neighbourhood. I strongly object.</p>	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> </ul>
19.	Patricia Barson	09/03/2019 15:14:18	Height Design Affordable Housing	<p>The development is too high and out of proportion with the adjacent houses.</p> <p>It will dominate the area.</p> <p>It does nothing towards the need for social or even affordable housing in Kentish Town</p>	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.</li> </ul>
20.	Lewis L Durham	09/03/2019 19:14:59	Design Affordable Housing	<p>I feel that this building will ruin the skyline. I also feel that the housing will be unaffordable to normal people.</p>	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.</li> </ul>
21.	Michael Wells	10/03/2019 12:19:50	Affordable Housing	<p>If this application does not include a high proportion of affordable housing, i.e. at least 50%, it should not be granted. Housing is a concern in Kentish Town and across the country. We need to provide affordable accommodation for key workers on modest salaries.</p>	<ul style="list-style-type: none"> <li>- A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.</li> </ul>

22.	Jim Grover	09/03/2019 16:49:30	Affordable Housing	<p>Emphasis should be placed on affordable housing, both rental and sales.</p> <p>The market for affordable housing is silent. Many poorer people in Camden are in need of housing, but (by definition) those most needy have little financial clout to affect market forces.</p>	<ul style="list-style-type: none"> <li>- A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.</li> </ul>
23.	Julia Horan	08/03/2019 18:51:33	Design Affordable Housing	<p>I strongly recommend that the council does NOT grant planning permission to this oversized and unwelcome development. The planned building has no architectural merit and would dominate the top of the High Street. It would not provide any affordable or key-worker housing and would be an eyesore for years to come. It is being developed with no thought for the residents of Kentish Town.</p>	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> </ul>
24.	Belinda Wakefield	12/03/2019 15:23:32	Design Height KTNF	<p>The proposed development amounts to overdevelopment of a key site in Kentish Town. The site is viewed from many directions and from all aspects it is out of scale as well as being of insensitive design, unattractive and block like. Seven storeys is not in keeping with the area and will dominate the surrounding area.</p> <p>The proposed design will add nothing of architectural value to the area. The development of such a site provides an opportunity for an interesting, high quality, modern building that sits well in the surrounding context. This does not.</p> <p>According to Camden's Design Review Panel, this development is an 'exceptional building' and the 'overall height of the buildings is acceptable and the stepped elements work well in views south along Highgate Road'. This is completely untrue. The height is unacceptable compared with neighbouring buildings and it is certainly not 'exceptional'.</p> <p>The view north towards the building no. 2 Highgate Road, at the V junction of Highgate Road and Fortess Road, will be spoiled by this oversized and dominant building.</p> <p>Likewise it does not fit well with the Assembly House opposite.</p> <p>The Kentish Town Neighbourhood Plan, quoted by the developers, states that 'the design of the new building [on this site] will respect and be sensitive to the height of existing buildings in the vicinity and setting'. This building does neither.</p> <p>On these grounds I object to the current proposal for a seven storey building as detailed.</p>	<ul style="list-style-type: none"> <li>- The proposal accords with the Kentish Town Neighbourhood Plan Site Specific Policies - Policy SSP1: Car Wash Site.</li> <li>- Policy SSP1 of the Kentish Town Neighbourhood Plan makes clear that development of the site will be supported if the design is of high architectural quality.</li> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> </ul>
25.	Jimm Beggs	17/03/2019 11:59	Basement Access Transport Residential Layout Height Design Affordable Housing Blue roof	<p>Reject:</p> <p>Basement Layout</p> <ul style="list-style-type: none"> <li>• Plant room opens directly to uncomparted fire escape stair.</li> </ul> <p>Ground floor internal circulation problematic:</p> <ul style="list-style-type: none"> <li>• Use of lift to and from the basement by cyclists will severely limit the lift for residential passengers on the upper floors during rush hours/</li> <li>• Remove graphic of bicycle from lift on all other floors.</li> <li>• No internal route between retail/restaurant and waste cages</li> <li>• Residential waste cage route to street through tight space containing retail/restaurant waste</li> <li>• Building line set back from adjacent retail frontages by 1425m – loss of floorspace development opportunity to base and possibly mid-section floors.</li> </ul>	<ul style="list-style-type: none"> <li>- With regard to accessibility, the proposed residential accommodation fully complies with requirements set out under Part M of the Building Regulations.</li> <li>- All common parts also meet the requirements of Part M in regard to matters including corridor widths, the size and capacity of the lift, access to the bin stores and floor to ceiling heights.</li> <li>- The retail unit will be accessible with level thresholds from the street into the internal space.</li> <li>- The Design and Access Statement illustrates further details of accessibility.</li> <li>- The existing bus shelter will be replaced and relocated such that it is directly adjacent to the road carriageway. This addresses the current situation where conflict arises between those waiting for buses are</li> </ul>

			<p>Retail</p> <p>Daylight/sunlight</p> <p>Energy and sustainability report</p> <p>Ground floor external areas:</p> <ul style="list-style-type: none"> <li>Retaining bus shelter is an irrational constraints to such a large development – propose relocation to new town square adjacent.</li> <li>Entrance to retail not readily visible</li> <li>Base and mid-section of proposal should develop fully the triangular site, including the apex corner – in order to express the strong triangular volume and to maximise the development floorspace at these levels.</li> </ul> <p>Residential Mid-section:</p> <ul style="list-style-type: none"> <li>Disconnect between apartment division lines, structure and external modelling makes building difficult to ‘read; especially when internally lit at night.</li> <li>Layouts incorporate an over provision of corridors, particularly due to the northern location of stair and lift.</li> <li>Character of area incorporating higher first floor is not respected. A review of levels and maximising plan area of base and mid section, may not incur a loss of floorspace</li> <li>Financial viability has two sides to the equation – cost and quality of floorspace. Reduce the floorspace, increase the quality. Stated objective is to provide ‘high quality residential units’</li> </ul> <p>Residential top section:</p> <ul style="list-style-type: none"> <li>Too high – reduce by one floor – see progressive steps in height along Kentish Town Road to the north – No 379 is out of character and should not set by the precedent</li> <li>Circular stair at end of corridor is weak approach to the main residential floorspace.</li> </ul> <p>Roof:</p> <ul style="list-style-type: none"> <li>No indication of window cleaning track, equipment or housing.</li> <li>Lift motor room?</li> <li>Define what is meant bu the term ‘blue roof’- comments are sought from the general public</li> </ul> <p>Management:</p> <ul style="list-style-type: none"> <li>Hours of operation of retail/restaurant stated as unknown – surely part of viability assessment. Inform the application document accordingly</li> </ul> <p>Massing:</p> <ul style="list-style-type: none"> <li>Stated as being ‘to Officer advice’ – complying with specific items of officer’s advice is not a recognised design strategy and frequently results in an incoherent outcome. Who ‘owns’ the design, the Agent? It is not the Officers!</li> <li>Top residential section perimeter step back to include from apex corner i.e. maintain short flat south elevation.</li> <li>Improve visualisation of Base Mid and top sections.</li> </ul> <p>Daylight and sunlight:</p> <ul style="list-style-type: none"> <li>Appendix 1 – excellent 3D drawings – could have been shared to all</li> <li>Proposal impact on west/rear. Elevation of no</li> </ul> <p>D&amp;A Statement:</p>	<p>to the rear of the pavement and then can clash with pedestrians looking to walk along the pavement from north to south.</p> <ul style="list-style-type: none"> <li>The retail entrance has been designed to accord with Policy SSP1 within the KTNP. This states that the site is in a very suitable position for restaurant or retail use on the ground floor and will provide much needed residential accommodation above.</li> <li>A Viability Assessment has been submitted as part of this application to confirm the contribution towards affordable housing in accordance with the expectations of Policy H4.</li> <li>The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>Hours of operation of retail/restaurant can be secured in Conditions of the Decision Notice or via the Section 106.</li> <li>The Energy and sustainability report ‘regulations compliance report’ was submitted as draft due to the timescale, the report is now not draft stage.</li> </ul>
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26.	CAAC	21/03/2019 19:38:08	Height	<p>Bartholomew Estate and Kentish Town CACC have a number of concerns about this proposal. WE consider it is at least 2 stories too high and in style and height totally out of keeping with the surrounding buildings. It is added to a group of buildings with stucco exterior ,and no attempt has been made to fit it too its surroundings . indeed as proposed a complete eyesore. For a commercial building it is very ordinary not in the least distinguished and contributes nothing and does not enhance the the area We can see this building from the CAAC and consider the sight needs a more thoughtful design of less height at least two stories and in keeping with the surrounding buildings .</p>	- The Design & Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.
27.	Kentish Town Neighbourhood Forum (KTNF)	26/03/2019 09:44	<b>Support</b>	<p>Kentish Town Neighbourhood Forum (KTNF) have carefully studied the planning Application for the Car Wash site, paying particular attention to the Design and Access Statement. Over the course of the last eighteen months, the developer and his design team have asked KTNF to meet them to seek advice on how best to respond to local concerns and ambitions for the redevelopment of this important site. At our first meeting with them KTNF explained the process we had undertaken over five years working with the local community writing the Kentish Town Neighbourhood Plan and talked them through the ambitions KTNF had set out for the redevelopment of the Regis Road and Murphy sites, and the ultimate creation of a new Kentish Town square. We pointed out that the adopted plan made specific reference to the need to eliminate the eyesore of the existing car wash site and the importance KTNF attach to its redevelopment. We note that the application scheme reflects the important intentions set out in the Neighbourhood Plan; specifically, the access onto the Murphy site, the prominent design of the building, and its response as a marker for the future Kentish Town square, and the provision of a wider pavement to accommodate those queuing for buses on Highgate Road,</p> <p>Over a series of half a dozen meetings KTNF were encouraged by the way in which the development team grew to understand the intentions</p>	

			<p>presented in the Neighbourhood Plan, and their enthusiasm to fulfil our ambitions. Due to the importance KTNF have always attached to the redevelopment of the site we approached Camden Council to seek relaxation of their initial intention to refuse determination of any application on this site until the Framework Plan for the Regis Road and Murphy sites are complete. KTNF expressed concern that should the car wash site development be restricted it may not reach fruition for over a decade. We were very pleased when Camden Council relaxed their initial restriction.</p> <p>KTNF have read with great interest the summary of the report of Camden's Design Review Panel (DRP) held in January 2019, which is contained in 5.1 of the Design and Access Statement and which reflects our thoughts and feelings about the Car Wash site. The summary states that the DRP is supportive of the design approach, care and detailing; of the high-quality design and materiality; and, with a qualification, of the building's height. KTNF will explain their understanding of this qualification and how it was addressed. As the drawings accompanying this application appear not to incorporate the comments made by the DRP about the height of the building at its northernmost end, KTNF sought an explanation from the developer. We have been told that the developer's design team responded to the DRP's comments by reducing the height including the lift core; creating set back corners at the northern end; redesigning the arrangement of the fins at the northern flank; and introducing a small window into the lift core. These changes were subsequently seen by Camden planners as a reasonable response to the comments of the DRP.</p> <p>In consultation with KTNF committee members there have inevitably been individual aesthetic views about the details of the design of the façades, individual comments on height and massing, design treatment of the top two floors, and the relationship to the adjoining terrace. However, these comments are those of individuals and do not represent a collective view that warrants a comprehensive objection.</p> <p>KTNF is very concerned to see this application succeed. We recognise that the development of the small triangular site next to a deep and busy railway cutting is particularly challenging to make financially viable, and from the the extensive documentation supporting this application and the amount of time KTNF have spent with the development team, we know how seriously they have worked to produce an excellent solution despite so many difficult limitations. We would not wish to see this application fall at the current time when it is probable that any refusal would result not only in the loss of this particular proposal but also an extremely long delay before any alternative solution for the site emerges. KTNF supports this application.</p>	
28.	Laetitia Cooke	24/03/3019 10:08	<p>We write to object to the redevelopment of the existing car wash and the erection of a part-six and part-seven storey building plus basement on Kentish Town Road.</p> <p>From a personal perspective, the new building will have a significant effect on the outlook from the back of our home at 11 Leverton Street. The bedroom on the third floor of our house looks directly toward the space currently occupied by the car wash. As the car wash is a low building, we enjoy open views overlooking the existing Victorian rooftops of the Kentish Town Road. The planning statement mentions the "sense of openness" and the "longer views to Hampstead Heath and significant sky views". The new development will greatly affect our enjoyment of those views.</p>	<ul style="list-style-type: none"> <li>- The building has been designed to ensure that overlooking into the neighbouring buildings to the north is prevented.</li> <li>- 11 Leverton Street is approximately 70 metres from the proposed development and therefore the impact is not considered relevant.</li> <li>- A daylight and sunlight assessment of all relevant surrounding buildings has been undertaken by EB7 and their formal report has been submitted as a part of this application.</li> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also</li> </ul>



				<p>The proposed new development would alter significantly the outlook of our third floor bedroom. We will look directly towards the new building and believe that it will be possible to see inside the flats (and that they will be able to see into our bedroom). The large glass-fronted bedroom on the seventh floor will have a direct view into our home and will affect our privacy.</p> <p>We see from the proposed plans that the new building will feature lots of big windows and glass – presumably so its residents can have the pleasure of looking towards the Victorian terraces of Leverton Street. The importance of Leverton Street as a part of Kentish Town’s character is specifically mentioned in the planning documents: our view is the new development threatens the character of Leverton Street.</p> <p>The open views described above that can currently be enjoyed around the junction between Highgate Road and Kentish Town Road would also be blocked in large parts by the new development (albeit not for residents of the new buildings). Part of the charm of that junction, which contains a number of new and well-liked cafes and shops, is its sense of openness.</p> <p>More generally, we strongly believe that the new building will not be in keeping with the style and feel of the area. It is seven storey building that will dwarf the buildings surrounding it. The next door building 379 Kentish Town Road – is five stories tall, and that is already taller than many of the neighbouring buildings. Landmark buildings such as The Assembly House and The Bull &amp; Gate will be dwarfed and diminished by the new development. On the face of the planning documents, the building appears significantly larger than, and of an entirely different character to, the surrounding buildings.</p> <p>It is difficult to see, from our perspective, how the design of the proposed building is at all in keeping with the character of surrounding architecture. Our view is that is not an attractive building and is in danger of being an eyesore, particularly because of its disproportionate height.</p> <p>We ask you to refuse this planning application at least until it is considered more sensitively. The current plans are not in keeping with the local area and, from a personal perspective, risk impacting our to privacy.</p>	<p>explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</p> <ul style="list-style-type: none"> <li>- This is a strong design that significantly enhances what is currently a very poor contribution from a prominent site that is visible in a wide range of local views. Within the boldness offered, significant reference is also given to the existing local built environment to ensure that the building will read as an integrated element of the local streetscape and public realm.</li> </ul>
29.	Unknown	26/03/2019 09:46	<p>Height</p> <p>Design</p> <p>KTNF</p> <p>Air pollution</p> <p>Construction traffic</p>	<p>I strongly object to this planning application being approved.</p> <p>The proposed building is inappropriate for this key site, the hub of Kentish Town, both in design, height and size. It is totally out of keeping with the historical buildings opposite and around it. It would dwarf the adjacent building, which is already by far the highest in the terrace, and the Bull and Gate. From all points north of the crossroads it would be an oppressive large high rectangular wall (plus higher additions on the roof), blocking out light, particularly in the latter part of the day, and a large area of open sky. Both light and sky, in an urban environment like Kentish Town, are much valued, and contribute to quality of life, particularly as most of Kentish Town Road is narrow with high sided buildings.</p> <p>At the KentishTown Planning Framework (KTPF) consultation I was assured by a planning officer that the views towards the heath were recognised as being precious to residents and would be conserved in any development. I understood this to mean the open vista towards the</p>	<ul style="list-style-type: none"> <li>- The Design &amp; Access statement provides a full analysis of the constraints and opportunities, the design objectives and design evolution that have informed the proposed development. It also explains how the proposals contribute positively to the context of the site, surroundings and local townscape.</li> <li>- The site currently is located to the side of this longer vista. The openness of the railway cutting allows longer views to Hampstead Heath and significant sky views. This is a strong design that significantly enhances what is currently a very poor contribution from a prominent site that is visible in a wide range of local views. Within the boldness offered, significant reference is also given to the existing local built environment to ensure that the building will read as an integrated element of the local streetscape and public realm.</li> <li>- The proposal accords with the Kentish Town Neighbourhood Plan Site Specific Policies - Policy SSP1: Car Wash Site.</li> </ul>

			<p>heath, which would be a key factor in opening up a green gateway to the heath. (not just a distant tunnel vision of the heath as seemed to be interpreted by the developers at the consultation). This vista (including amazing sunsets) would be obscured totally from all points north of the crossroads by this building, from Kentish Town Road, Leverton Place, and towards Fortress Road. The view towards Kentish Town Road from the beginning of Highgate Road and Fortress Road, at least as far as Falkland Road, would also be totally lost. It is not only the view from the Underground station which should be considered.</p> <p>The air pollution at the crossroads, especially on the south side, is already at very high levels, proven to be a danger to health (this is also identified in the KTPF). This building, essentially a high wide wall, would, I believe, increase the trapping of polluted air in the street, and prevent the incoming mitigating air from the heath. It would therefore be detrimental to the health and well being of the community. Also the designs on display at the consultation were deceptive in that they showed the possible cantilevered extension of the pavement, which may well not happen.</p> <p>The Kentish Town plan describes opening up the connection to buildings to the right, off Highgate Road, such as the new Greenwood centre, and creating important green open spaces. This building would reduce connectedness from the streets with this area and the proposed new open spaces. The plan also states any new development should not compete with the retail units on Kentish Town Road, and recognises the importance of the rich historical character of the area.</p> <p>I feel this would be irreversibly damaged by this building, and the quality of life of those who live and work in the area.</p>	<ul style="list-style-type: none"> <li>- An air quality assessment has been prepared for this application. The assessment concluded that the proposed development will maintain neutral air quality.</li> </ul>
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