



**Land at rear of Site B,
24-27 Regis Road,
Kentish Town, London
NW5 3EW**

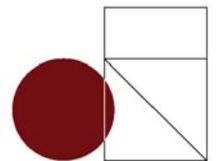
Design and Access Statement

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1.0 Introduction

1.1 Executive Summary

1.1.1 This is a Design and Access Statement prepared by KAD Architects on behalf of the applicant, First Knight Trading Limited, in support of the application for Planning Permission on the land at rear of Site B, 24-27 Regis Road, Kentish Town, London NW5 3EW.

1.1.2 Permission is sought for the erection of ancillary structures to facilitate the sale of food and beverages for consumption on the premises.

1.1.3 The applicant has been granted an operating licence for sale of alcohol for consumption on the premises, from 11.00 to 23.00 hours each day, in the outside area at the rear of the unoccupied Fairfax Meadow Europe Limited factory. The premises licence number is PREM-LIC\104808.

1.1.4 The development will be known as The Food Garden Kentish Town. It was conceived as a way of delivering meanwhile uses of the unoccupied loading and storage of distribution vehicles and containers external yard area of the Fairfax Meadow facilities, in order to deliver short to medium term employment opportunities for the local community.

1.1.5 The area will be renovated into a stylish outdoor licensed food garden providing self-contained bar and toilet facilities and a number of food outlets providing a full range of 'street food' for customers to consume, mainly on site, in a convivial environment. Bench seating will be provided within the premises which will have an available capacity

for 934 customers plus staff. It is anticipated that the venue will provide employment for around 70 persons comprising venue management, bar staff, servers, SIA security stewards and food vendors.

1.1.6 This Design and Access Statement aims to explain and justify the proposals. In doing so, it demonstrates that the proposals have been carefully considered and that the development will not cause harm to the appearance of the building and this part of the city, nor have unacceptable effects on the amenities of the neighbouring properties.

1.2 Design Team

1.2.1 KAD Architects are a London-based architectural practice founded by Nan Atichatpong in 2009. Nan was a project architect for Eric Parry Architects on the award-winning renovation works at St Martin-in-the-Fields, Trafalgar Square. Since then, the practice has been involved with a number of successful, high quality residential developments in tight urban sites, as well as projects on statutory listed buildings, and in conservation areas.

1.2.2 Our practice focuses on exploring the potential of spaces and places through thoughtful and careful assessment of the project brief. All our developed designs are rooted in in-depth process of research and exploration into the materiality, physicality, and psychology of the site which enables us to deliver the optimum solution to each design challenge we are presented with.

2.0

Assessment

2.1 Site Location

2.1.1 The site comprises part two/part three-storey industrial building used for meat packing with associated offices and distribution vehicle loading and parking at rear of site.

2.1.2 The site is located on a private road within the Kentish Town Industrial Area.

2.1.3 The site is situated less than 500m from Kentish Town station which serves both the London Underground and the Overground/mainline rail network. There are also numerous bus routes along Kentish Town Road. And the premises can provide approximately 40no. off-street car parking spaces. The site has a Public Transport Accessibility Level of 4.

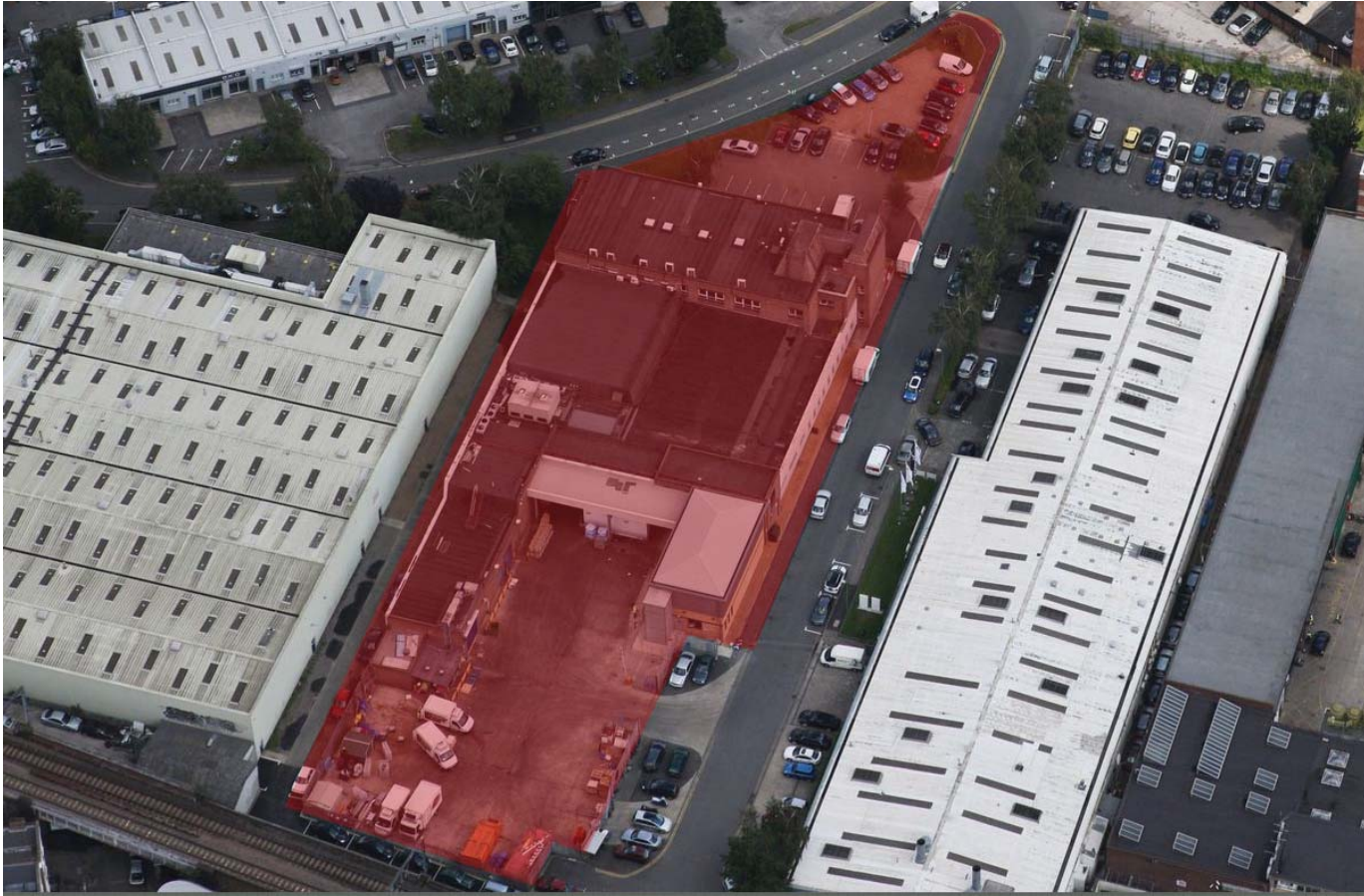
2.2 Wider and Historic Context

2.2.1 As the site lies at the centre of the Kentish Town Industrial Area and adjacent to the London Overground /mainline railway line, there are no immediate residential neighbours. The closest adjoining occupier is a car garage on the opposite side of Browns Lane.

2.2.2 The site does not lie in or near a conservation area.



Aerial view from south (site in red)



Aerial view from west (site in red)

2.3 Existing Building

2.3.1 The site is the unoccupied hard standing area used for the loading and storage of distribution vehicles and containers at the rear of the meat processing factory.

2.3.2 The site is bounded by 2.4m high metal fencing which has 1no. vehicular access point from Browns Lanes as well as 1no. pedestrian gate adjacent.

2.4 Site Photos



View from Browns Lane



North elevation



External yard looking east



External yard looking north-west



North-west corner of site



External yard looking south





View towards factory building



Existing pedestrian entrance



Looking towards railway line



South elevation of factory building

3.0 Planning Context

3.1 The following planning policies and planning document guidance's have been consulted during all stages of the design process and in preparation of this document:

- The National Planning Policy Framework (NPPF)
- The London Plan (2016)
- Camden Local Plan (2017)
- Kentish Town Neighbourhood Plan (2016)
- Camden Planning Guidance – Design (2021)

3.2 Planning History

3.2.1 Permission was granted for the alterations and extension of existing factory unit on 14/04/94, Ref: 9400127.

3.2.2 Permission was granted for the erection of a two-storey extension with pitched roof and stair enclosure to the side of the south elevation and a single-storey extension plus canopy to the west elevation of existing industrial building on 04/11/09, Ref: 2009/4117/P.

4.0 Proposals

4.1 General Principle of Development

4.1.1 The general thrust of national, regional, and local planning policies is to secure sustainable patterns of development and re-use of previously developed urban land. This objective is the common thread that runs through the NPPF, the London Plan, and the Camden Local Plan.

4.1.2 Kentish Town Regis Road is one of the six identified growth areas in the Camden Local Plan, but currently there are no plans to redevelop the site. And although the site has been occupied by Fairfax Meadow for nearly forty years, the premises have been vacant since 2018.

4.1.3 Policy C3 Cultural and leisure facilities is supportive of the temporary use of vacant buildings for cultural and leisure facilities. As such, there is a case for providing suitable meanwhile uses on the site.

4.1.4 In order to facilitate the proposed meanwhile use as a food and drinks cafe, a small number of lightweight ancillary structures will be necessary to be erected as listed below.

4.2 Erection of 7no. re-conditioned shipping containers with 2no. associated outdoor seating areas.

4.2.1 Each recycled shipping container is a standard 12.1m x 2.4m (40' x 8') module. Two containers will be re-fitted to form the bar areas. One will be re-fitted to contain 3no. food stalls. One will house the offices; whilst another will house the cold cellar. Two further containers will house the WCs with one wheelchair accessible cubicle. Three more food stalls will be erected under temporary gazebos within the site.

4.2.2 The height of the containers is 2.4m, which is below the height of the existing boundary fence.

4.3 Housing for cold cellar plant

4.3.1 The plant area for the cold cellar is located behind the container unit which houses the food stalls.

4.3.2 The external units will be visually and acoustically screened by timber fencing.

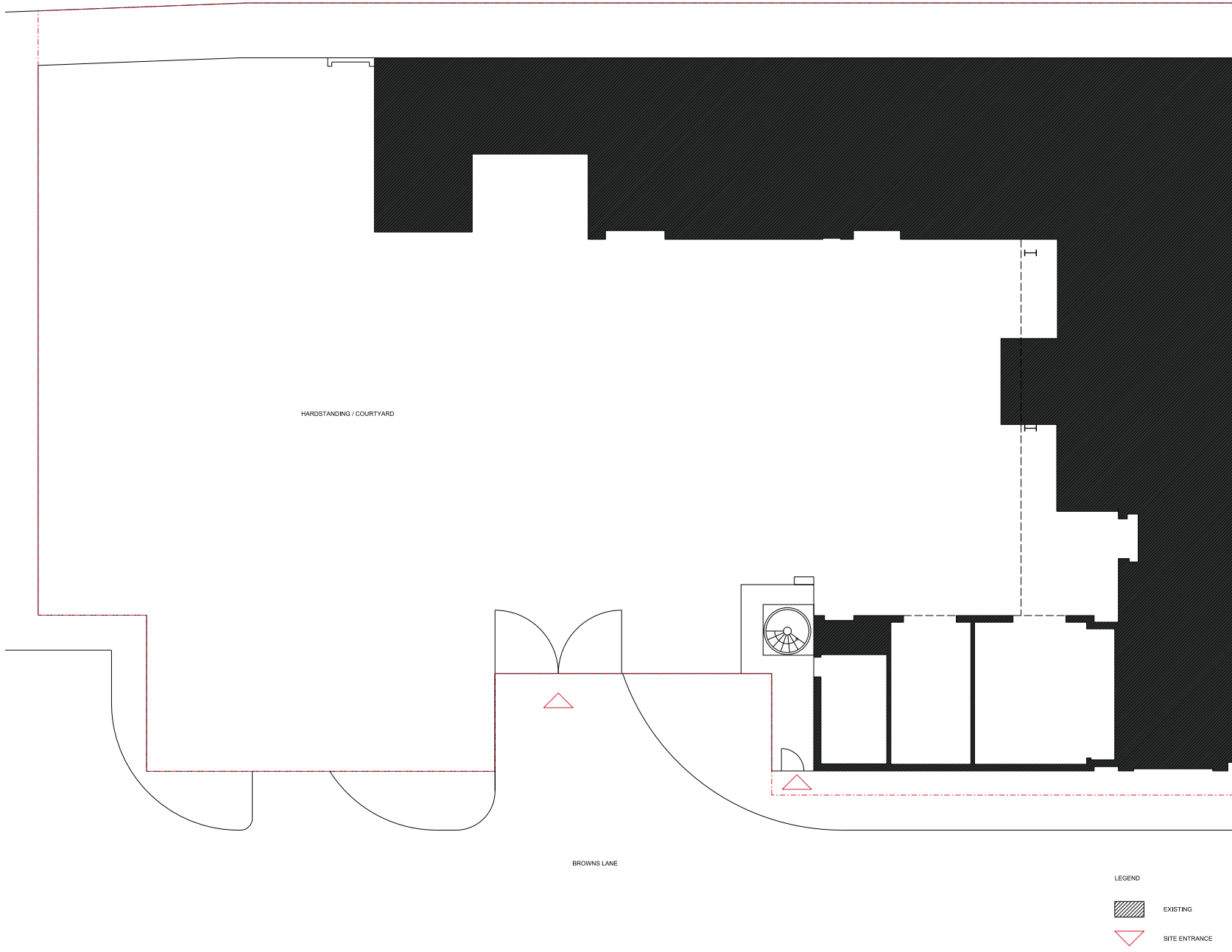
4.4 PVC awning

4.4.1 2no. PVC semi-circular awning to provide shelter from inclement weather as well as acoustic attenuation for mitigating noise breakout will be erected above the space between the main rows of containers.

4.4.2 The highest point of the awning will be approximately 7m above the hardstanding level.

4.5 Increase site boundary fence height

4.5.1 The height of the site boundary fence at the southwest corner will be raised by 1m to further reduce sound level to a number of flats 60m away from the southwestern site boundary.



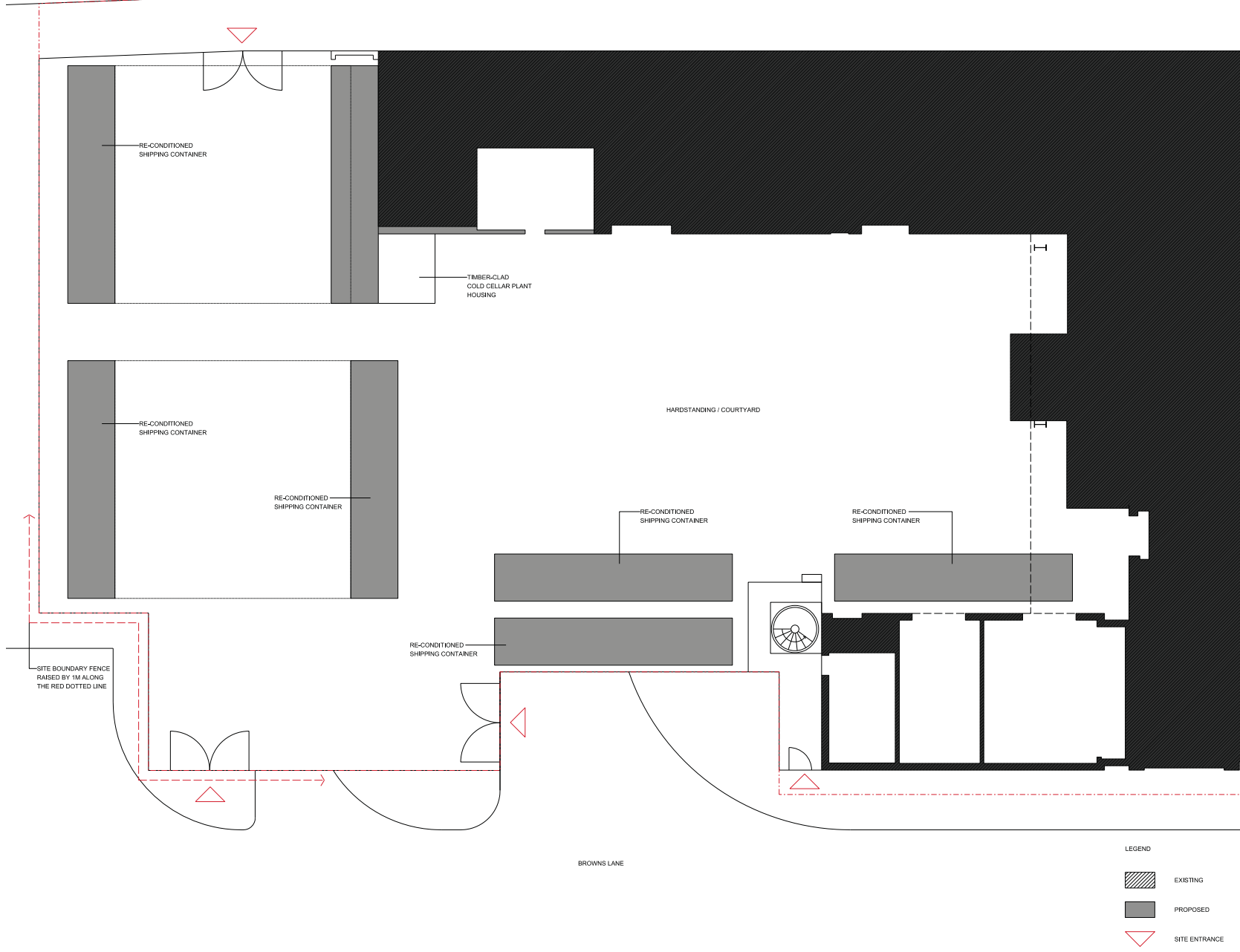
5.0 Use

5.1 The use of the site remains as existing:
Class E – Commercial, Business, and Service.
More specifically E(b) Sale of food and drink
for the consumption on the premises and E(g)
(i) Offices to carry out and operational or
administrative function.

6.0 Amount

- 6.1 The application site has an area of approximately 0.537 ha.
- 6.2 The licensed area is approximately 0.156 ha.
- 6.3 Each container unit has an internal floor space of 28.5 sqm.





7.0 Layout

7.1 The development will retain the open-air feel of the existing external yard.

7.2 The containers are arranged to form two distinct seating areas.

7.3 The number of entrances to the access the site will be increased to 3no: 1no. main entrance on the north boundary from a pedestrianised access road, and 2no. entrances to the south on Browns Lane. The existing pedestrian entrance on Browns Lane will be retained.

8.0 Scale

8.1 The height of the containers is below the height of the existing site boundary fence. The containers themselves are very much subservient in scale to the existing buildings.

8.2 No part of the proposed structures, including the awning, will be higher than the existing highest point of the existing factory buildings.



Example of re-conditioned shipping container



Example of PVC awning

9.0 Appearance and Amenities Considerations

9.1 The use of re-purposed shipping container emphasises the industrial nature of the site. The containers will be re-painted externally with pleasing and vibrant designs.

9.2 Policy 7.15 of the London Plan seeks to ensure that the development does not result in significant adverse noise impacts on health and quality of life. At a local level, Policy A1 Managing the Impact of Development and Policy A4 Noise and Vibration seek to ensure that developments protect the amenity of existing and future neighbouring residents and building occupants, together with the amenity of the surrounding public realm.

9.3 The 2no. outdoor seating areas are well screened from the surrounding area by the placements of the shipping containers, which act as barriers to mitigate noise breakout.

9.4 The hours of operation are from 11.00 to 23.00 hours daily.

9.5 If necessary, we can utilise decibel meters to monitor and ensure that noise levels at the site will not result in any undue noise disturbance to neighbouring residents or building occupants in accordance with local planning policies.

10.0 Access

10.1 There will be 2no. vehicular access points to the site as well as 2no. pedestrian access points.

10.2 The site has step-free access throughout.

11.0 Conclusion

11.1 The use of recycled shipping containers for temporary accommodation to facilitate meanwhile uses of a vacant site is a well-established and successful strategy on many other similar sites across London. Boxpark in Bishopsgate Goods Yard site is one such example.

11.2 The creation of the Garden Kentish Town will deliver short to medium term employment opportunities (as many as 70) for the local community as well as social and environmental improvements to act as a catalyst for further investment in the Kentish Town Regis Road Growth Area.

11.3 The structures are temporary and lightweight in nature and will not have any lasting impact on the local townscape setting.

11.4 The proposed development has been considered to be in accordance with local and national planning policies as outlined above.

11.5 For all the above reasons, we respectfully request the Design team at the London Borough of Camden planning department to view the development favourably and grant planning permission for the proposed works.