



Design and Access Statement

Arches 43-46 Castle Mews, Kentish Town, NW1 8SS

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1. Project Description

- 1.1.1. This Design and Access Statement has been prepared by Hollis on behalf of The Arch Co in support of a proposed development at Arches 43-46, Castle Mews Kentish Town, NW1 8SS
- 1.1.2. The proposed development seeks to replace an existing lean-to building in front of railway arches 44-46 with a modern sustainable space which will provide flexibility to suit current and future demands. The existing buildings have been built in various stages over a number of years and the result is a collection of poor-quality buildings unsuited to their present use. Despite active marketing the existing unit has remained vacant for over 12 months.
- 1.1.3. Additionally, the proposed development seeks to replace the existing arch infill to arch 43. The existing infill is of poor quality and unsuited to its present and future use.
- 1.1.4. The proposed building will be modern in appearance using contemporary materials to provide a more attractive and sustainable development. The new envelope to the lean-to will have highly insulated cladding panels to both roof and walls.
- 1.1.5. The proposed lean-to building will be slightly smaller than the existing which will create a unit of 425m2 GIA.

2. Site analysis/condition

- 2.1.1. The application site is arches 43-46 located off Castle Mews opposite the entrance to Buttles builders merchants. The site is rectangular in shape encompassing four railway arches. It is surrounded by additional railway arches and residential properties. Vehicle and pedestrian access is off Castle Mews.
- 2.1.2. The existing site contains two different lean-to buildings with linked internal spaces built in front of arches 44, 45 and 46. The two parts of the building appear to have been built at different times with different roof heights between the section in front of arches 44-45 and the section in front of 46. Both sections are of steel construction with metal cladding and a rust damaged corrugated roof.
- 2.1.3. This access statement has been prepared following consultation with the client representatives and design team. Our consultation and appraisal process has included an initial site visit to understand the constraints of the existing structure, preparation of an outline strategy/access considerations along with an assessment of the accessibility of the proposed designs.
- 2.1.4. The photographs on the next page show the existing buildings on the site which are all in poor condition both internally and externally. The fabric of the building will not meet current building regulations in terms of insulation. The section of lean-to in front of arch 46 is supported off the internal mezzanine which was installed by a previous occupier. The mezzanine is no longer required, the buildings are therefore considered not fit for their intended purpose. As such the current proposal seeks to demolish and re-build.
- 2.1.5. The front elevation arch infill to arch 43 again has an arrangement suited to a previous occupier, as such the proposal seeks to demolish and re-build to provide flexibility for future occupiers.

3. Existing Photos



Existing south elevation of lean-to



Existing interior of lean-to



Existing north elevation of lean-to



Existing front elevation to arch 43

4. Proposed design

- 4.1.1. The proposal will involve the complete demolition of the existing lean-to buildings on the site and the construction of a new modern lean-to structure to meet current and future demands for the space. The proposed single storey lean-to building will have a rectangular plan shape covering an area of 137m². Along with the existing arches it will create a unit with GIA of 425m²
- 4.1.2. The height to the ridge will be approximately 5.7m. The height will be consistent with the height of the existing lean-to and seek to remove the existing change in height along its length.
- 4.1.3. The proposed building will be clad in metal cladding panels. The south elevation providing the main access into the building will be punctuated with a roller shutter door. The north elevation will have metal security doors providing emergency egress.
- 4.1.4. The roof will have profile metal panels laid to a mono pitch.
- 4.1.5. The scale of the proposed building will be in keeping with the existing, albeit to a slightly smaller footprint. The overall appearance will be consistent with current industrial building design, using modern materials in a contemporary arrangement.
- 4.1.6. The proposed infill to arch 43 will be of a brickwork design. Access into the arch will be provided via a metal roller shutter door with inset personnel door.

5. Pedestrian, Vehicle and Public Transport

5.1. Generally

- 5.1.1. Pedestrian, vehicle, cycle hire and public transport provisions are all provided outside of the development boundary and all controlled by third parties.

5.2. Pedestrian

- 5.2.1. Pedestrian access is provided via roller shutters with inset pedestrian doors to the proposed lean-to and to arch 43.

5.3. Vehicle (Including Parking)

- 5.3.1. Street parking is provided on Castle Road.

5.4. Public Transport

- 5.4.1. The site is circa 160m from Kentish Town West located on Prince of Wales Road to the north of the property.
- 5.4.2. Various bus stops are located on Prince of Wales road with the closest bus stop outside Kentish Town West station serviced by bus routes 46 and 393.

5.5. Access

- 5.5.1. The proposal is designed to have step free access from the boundary of the site to the main entrances of the building and will be fully compliant with the requirements of Part M, Volume 2 of the building regulations and Equality Act 2010.

6. Internal Circulation

- 6.1.1. As part of the refurbishment works, internal partitioning will be removed to provide a single open plan space that will rationalise the existing floor plan. A new WC will be provided which will be of an accessible design with level access to the WC.

7. Signage and Way Finding

- 7.1.1. There is no intention to install wayfinding signage internally. However, an incoming tenant could consider installation of clear and concise directional signage to indicate best entrance and egress routes. This may include the use of colours or materials for identifying key features such as the step currently present to the open plan office area.
- 7.1.2. If installed by the tenant, detailed signage and wayfinding design should follow the principals of being clear, visible and tactile (where reasonable), utilising appropriate visual/colour contrast between lettering/symbols and background, not be unduly affected by lighting and use upper and lower case lettering in accordance with current best practice guidance.

8. Emergency Egress

- 8.1.1. The fire strategy will develop further during the detailed design stage. It is currently proposed that a simultaneous evacuation strategy will be adopted. The occupying tenant will be responsible for evacuating the demise.
- 8.1.2. A fire alarm system will not be installed as part of the works, this will be the responsibility of the incoming tenant and should be installed in strict accordance with Approved Document B of the Building Regulations.
- 8.1.3. The tenant will be responsible for developing a Personal Emergency Evacuation Plan (PEEP) for their own staff and coordinating any specific requirements with the building management (which may include any additional auxiliary aids).
- 8.1.4. The final exit doors will be provided with emergency ironmongery.

9. Crime Prevention

- 9.1.1. The proposal will feature crime prevention and security strategies based on secure by design guidance aimed at reducing the risk of crimes against persons and property.
- 9.1.2. The proposal considers both environmental design and physical security through its layout and design strategies with specific attention to crime prevention details by providing the following:
- 9.1.3. The site is secured on two sides via the railway arches and the perimeter fence of the residential property car park. The south elevation entrance will be secured with a metal roller shutter. The north elevation will be secured with metal security doors providing emergency egress.

10. Planning Drawings

10103	Location Plan
10104	Site Plan
10200	Existing General Arrangement Plan
10250	Proposed General Arrangement Plan
10400	Existing Elevations
10450	Proposed Elevations