





Fig. 1 aerial view



Fig. 2 aerial view

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6.0 Appendices

1.1 Site Description

The site sits between Leighton Road, which largely comprises 19th century private houses, and Kentish Town Railway station, built in the 1860s. The main building on the site was built as a Royal Mail sorting office in 1903, and operated as such until around 1996 when it was taken over by its current owners. The larger studio building to the rear was added shortly after this, and the smaller building around 2005. Since 1995 the site has functioned as studio and office space. The building is currently leased by a clothing company's head office.

Evidence suggests that there was originally road access to the rear of the site - either from Leighton Road via what is currently a builders' yard, to the west, or from the southeast via Peckwater St and what is now a health centre car park, from Islip Road.

28 Leighton Road & adjoining terrace - Immediately to the east of the Leighton Rd frontage is a terrace of mainly 3-storey private houses. These have back gardens which adjoin the side of the main sorting hall and the area currently occupied by the main studio building.

32 Leighton Rd - Immediately to the west of the Leighton Road frontage is a flat-roofed two storey building built in 1972 and currently occupied by the London Centre for Psychotherapy. This building shares a party/boundary wall with the entire length of the eastern side of the main sorting office hall.

Peckwater St - Adjoining the eastern and part of the southern boundary of the site is a 2 - 3 storey building and associated car park which are part of a GPs' surgery and health centre, the Caversham Group Practice. Part of this building directly adjoins the party wall, and part of it is set back from the boundary line by approximately 8 metres.

Kentish Town railway station - Forming a section of the southern boundary of the site is a brick retaining wall, at the bottom of which is one of the railway station platforms. The railway station is owned by Network Rail. It is understood that there is a legal agreement that no buildings can be erected on the land without prior approval within 12m of the shared boundary, not to be unreasonably withheld from Network Rail.

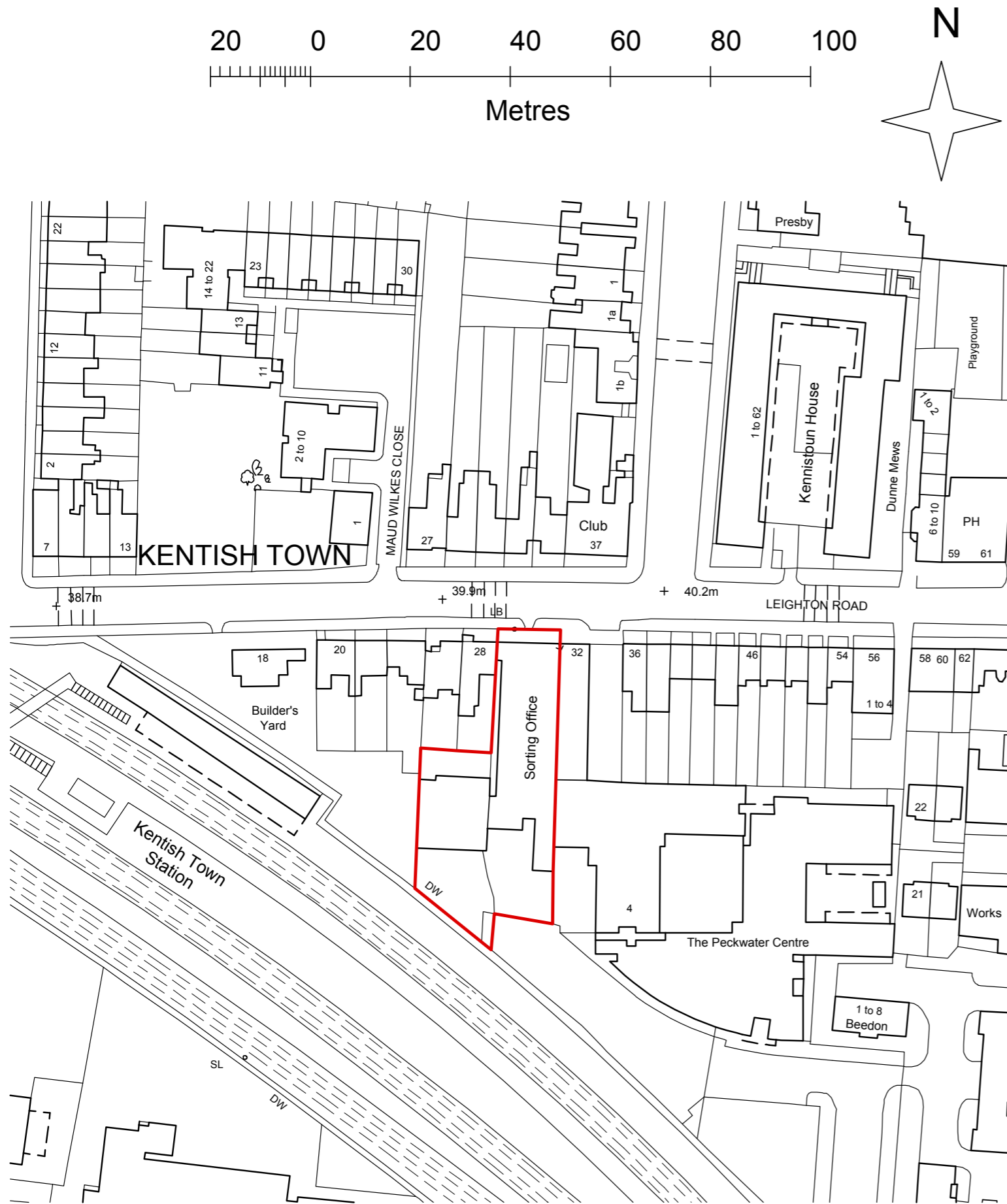
18 Leighton Rd - Adjoining the west side of the rear part of the site is a storage yard and vehicle depot occupied by Meeres Civil Engineering Ltd. This yard extends from an entrance at 18 Leighton Rd. There are no permanent structures adjoining the site at this point.

1.2 Access to the Site

At present the only vehicular access to the site is from the front off Leighton Road. There is a car park that adjoins part of the Southern boundary of the site and there is an access gate which has been in constant use as an access point, by our Client and is also presently in use by the current Tenant.

However, when investigated, it was found that the car park and associated areas directly to the South of the site that abuts the railway embankment are held by the NHS on a 99 year lease from Network Rail.

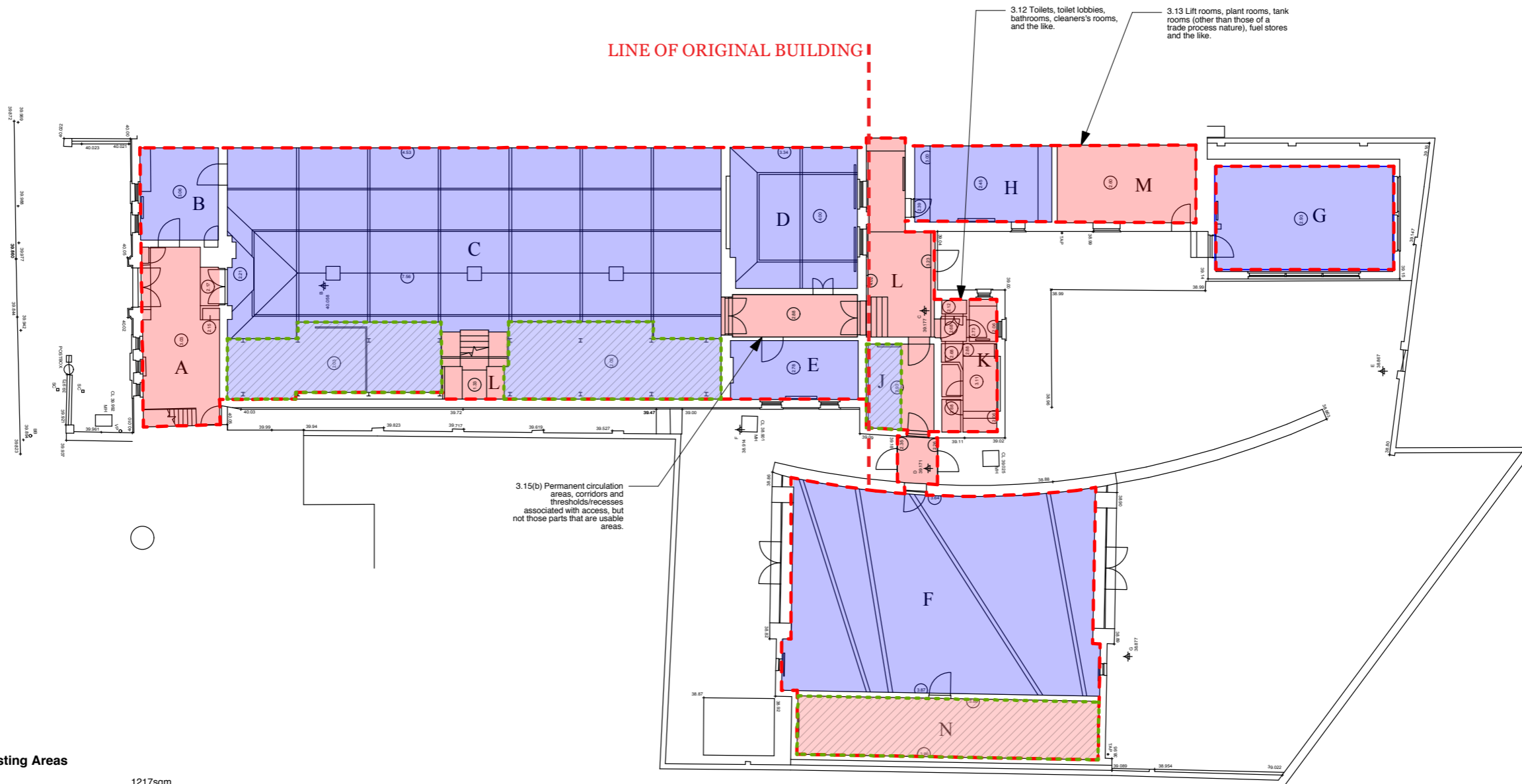
Furthermore, the NHS have confirmed that the GP Practice immediately to the East of the Postmen's Office land has already been granted long term rights over both the access road and some of the parking spaces. Due to the various ownerships and existing rights of access attached to this land there is no prospect of securing vehicular or official pedestrian access to the site in perpetuity from the rear.



Location Plan - Not To Scale

1.3 Current Usage of Buildings

The schedule of areas has been updated following a full measured site survey. This drawing is to be read in conjunction with the Market Report prepared by Howell Brooks, which has been submitted along with this document.



Schedule of Existing Areas

Site area: 1217sqm

Gross Internal Area (GIA) of buildings: 674sqm

Lettable Areas:

Office by entrance lobby (B):	13sqm
Main hall - full height space (C):	218sqm (includes areas with headroom of approx 2010mm)
Mezzanine level (not shown on plan):	59sqm
Meeting Room (D):	33sqm
Store at rear end of main hall (E):	13sqm
Main studio at rear (F):	115sqm
Print room at rear (G):	34sqm
Kitchen (H):	19sqm
Library (J):	6sqm
Total lettable area:	510sqm

Total lettable area with spaces excluded from lettable area calculations in accordance with marketing report by Howell Brooks & Partners: 437sqm

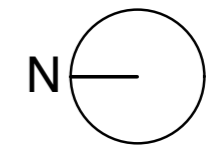
Internal circulation and ancillary areas (non lettable):

Entrance Lobby (A):	23sqm
Toilets (K):	13sqm
Stairs, Lobby & Circulation at rear (L):	47sqm
Plant off rear courtyard (M):	20sqm
Safe (N):	32sqm

Total non lettable area 135sqm

Key:

- Gross Internal Area of Buildings (GIA)
- Lettable area.
- Non-lettable area.
- Spaces previously excluded from lettable area calculations in accordance with Marketing Statement prepared by Howell Brooks & Partners.



1.4 Heritage Designation of Postmen’s Office

We are submitting a full heritage report alongside this application prepared by KM Heritage which deals in detail with the significance of the existing listed Postmen’s Office building and the proposed alterations contained within this application for Listed Building Consent. The following is a summary of the findings.

30 Leighton Road is listed Grade II; the list description is: TQ2985SW LEIGHTON ROAD 798-1/43/1024 (South side) 13/02/95 No.30 Kentish Town Sorting Office (Formerly Listed as: LEIGHTON ROAD No.30 (former Royal Mail sorting office - incl. attached railings))

“Royal Mail sorting office. Dated 1903. Red brick with stone dressings. Hipped slated roof with central tall panelled brick chimney-stack set above a segmental pediment and flanked by brick pediments with ball finials above Diocletian windows with keystones. Symmetrical design. Lower single storey facade projects forward beneath the Diocletian windows to give a segmental-arched entrance with pilasters having enriched capitals and frieze inscribed “Postmens Office”, above which a pediment with carved royal coat of arms; original part-glazed double doors. Left hand bay with 2 sashes, upper halves with glazing bars; right hand bay with 3 smaller sashes, upper halves with glazing bars. Both bays with brick parapets, corresponding to doorway frieze, and having central segmental headed plaques carved with royal GR monograms. Original rainwater head and pipe to left hand bay. INTERIOR: not inspected.”

The nature of its special architectural and historic interest (the statutory definition of the quality possessed by a listed building, as set out in S.1 of the Planning (Listed Buildings and Conservation Areas) Act 1990) is analysed below. Nos 20, 22, 24, 26 and 28 Leighton Road are also listed Grade II.

30 Leighton Road and the other listed buildings are located in the Kentish Town Conservation Area. The boundary of the conservation area runs along the northern boundary of the railway line, which is also partly the southern boundary of the site of 30 Leighton Road. It returns north along the eastern boundary of 30 Leighton Road with No 32 Leighton Road, and then goes eastwards to include those properties on the southern side of Leighton Road.

30 Leighton Road, the other listed buildings and the Kentish Town Conservation Area are ‘designated heritage assets’, as defined by the National Planning Policy Framework (the NPPF). Structures that make a positive contribution to the conservation area can be considered as ‘undesigned heritage assets’.



Fig. 3 Archive image of frontage



Fig. 4 Kentish town conservation area

1.5 Heritage Significance

‘Significance’ is defined in the NPPF as ‘the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic’. The English Heritage ‘Planning for the Historic Environment Practice Guide’ puts it slightly differently – as ‘the sum of its architectural, historic, artistic or archaeological interest’. ‘Conservation Principles, Policies and Guidance for the sustainable management of the historic environment’ (English Heritage, April 2008) describes a number of ‘heritage values’ that may be present in a ‘significant place’. These are evidential, historical, aesthetic and communal value. The concept of heritage significance is consistent with that of the ‘special architectural and historic interest’ of listed buildings and conservation areas.

30 Leighton Road possesses each of these qualities to a certain degree. The special historic interest or historical value of 30 Leighton Road lies in its former use as a postal sorting office and the date of its construction; its role as a signifier of the development of the modern post office distribution network; and its role in the area of which it forms a part.

Its special architectural interest or aesthetic significance lies in:

- The front part of the building facing Leighton Road: as the public face of the former sorting office this was afforded the greatest architectural effort and is a good example of the degree of effort and attention given to the architecture of public buildings – even relatively humble buildings – in the Victorian and Edwardian periods. This part of the building is well executed in brick and Portland stone, with some fine detail (above and around the entrance, the stone window architraves, the plaque in the parapet above the windows, the chimney, the brick header gables above the Diocletion windows lighting the main hall) and a partially intact boundary treatment incorporating custom-designed railings.
- The single large space of the former sorting office: this space is directly linked to the original use of the listed building, and is thus the principal spatial feature of the building. Plan forms are an inherent part of special interest, and the key feature of the plan of this building is – because it was a sorting office – a single large space in which the building’s principal activity occurred. Within this space is a physical expression of how that activity was managed – the former supervisor’s office sits above the space in the northern internal wall of the hall, in a position where the sorting office workers could be observed at their work.
- Other aspects of the listed building’s significance are the treatment of the side wall (on the western side) and the survival in a vestigial state of some structures to the rear that were clearly ancillary to the main building.

The modern insertions within the main building and the modern extensions to the rear are not considered to be of heritage significance.

1.6 Pre-Application Advice from Camden Borough Council

Various iterations of the following proposals have been presented to the Local Authority on several occasions with amendments to the scheme being made in response to various comments from the Case Officer, the Policy Officer and the Conservation Officer.

Formal planning and listed building advice on the proposals has been given in the Pre-Application Meeting Report issued by Camden on 03/02/2015 with the case reference: 2014/2197/PRE. The case officer reviewing the proposals was Mr Charles Thuaire.



Fig. 4 existing frontage of brick and portland stone



Fig. 5 existing bespoke railings to Leighton Rd



Fig. 6 existing diocletion windows



Fig. 7 archive view of main hall



Fig. 8 archive view of main hall



Fig. 9 existing view of main hall



Fig. 10-12 existing view of ancillary buildings



2.1 Executive Summary

The main building and the adjoining studios and ancillary buildings to the rear are currently leased by a clothing company's head office. A marketing report commissioned by the applicants and a letter from the tenant which are both submitted with this application attest to the fact the building is no longer providing suitable accommodation for a modern business. As a result of the current fabric and facilities being inadequate the current tenants will soon be vacating the property, leaving the property empty.

The applicants are intending to take the opportunity of having vacant possession to refurbish the existing Postmen's Office building to create new high quality modern commercial space and to clear away the various ancillary buildings to the rear in order to develop the site for residential use. With this application we are seeking planning permission and listed building consent for alterations to the Postmen's Office and planning permission for the erection of three residential blocks to the rear of the site comprising of 7 residential units and 2 Live/Work units.

2.2 Brief

The proposals will provide 1 open plan commercial unit within the existing sorting office space, with independent access, totalling 396m² plus two Live/Work units to the rear which provide an additional 58m² commercial floor area. The offices will undergo much needed refurbishment works to the existing fabric to allow for better thermal performance and services to create high quality commercial space. The proposals will provide a total of 454m² of newly refurbished and new build commercial area; it was confirmed by the policy officer during Pre-Application discussions that the 56m² (approx 10%) loss is considered acceptable in light of the overall improvement of the commercial offer in the proposed scheme.

The residential element will provide a mix of units comprising 5 No. 2 and 3 bed maisonettes and 2 No. 1 bed flats along with the two Live/Work units. The proposed buildings are to be 2 double storey blocks and a 3 storey block sitting within the newly landscaped site. Please see Appendix 1 for further details of the GIA areas provided within the proposed scheme.

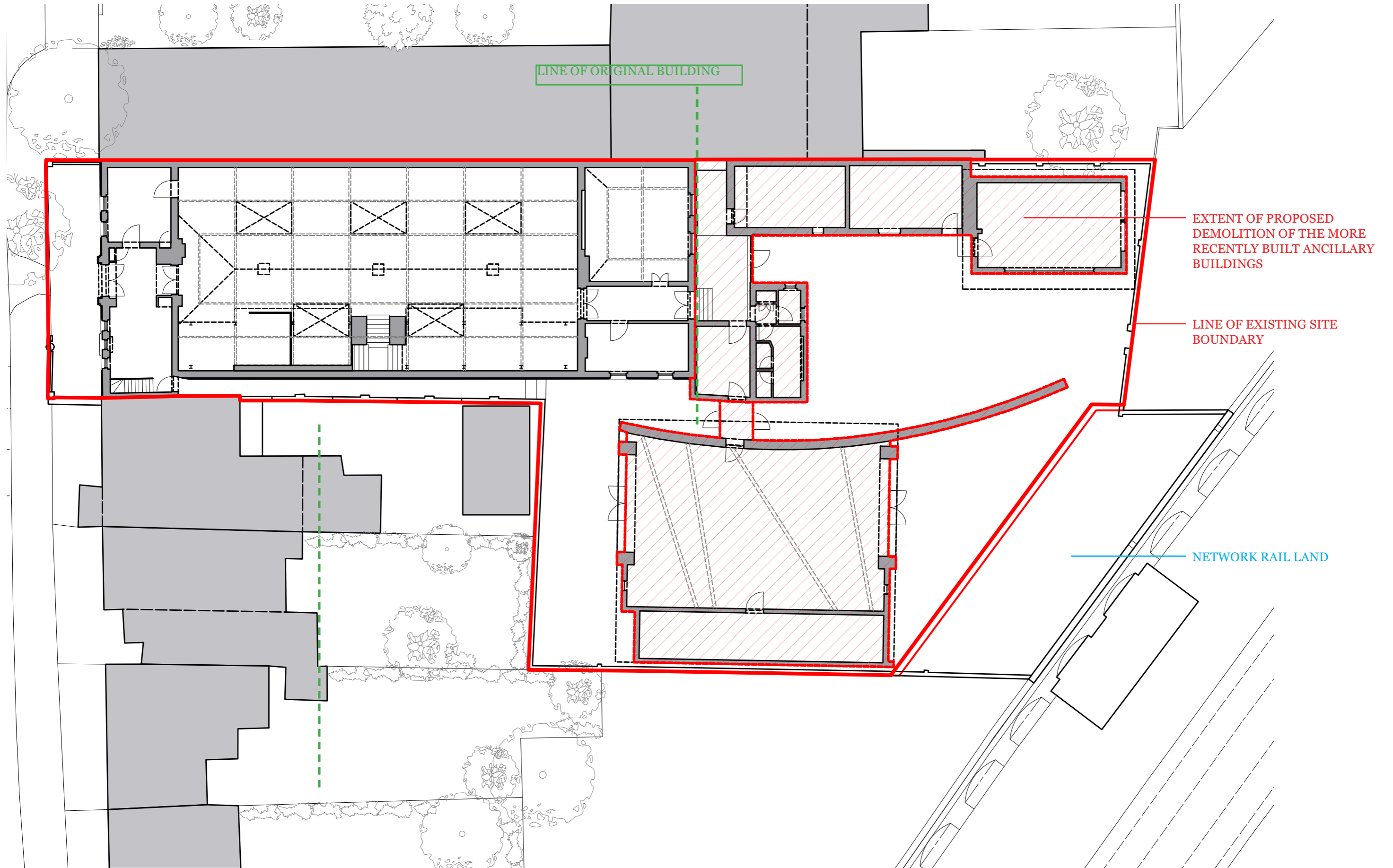
2.3 Access to Proposed Residential Units

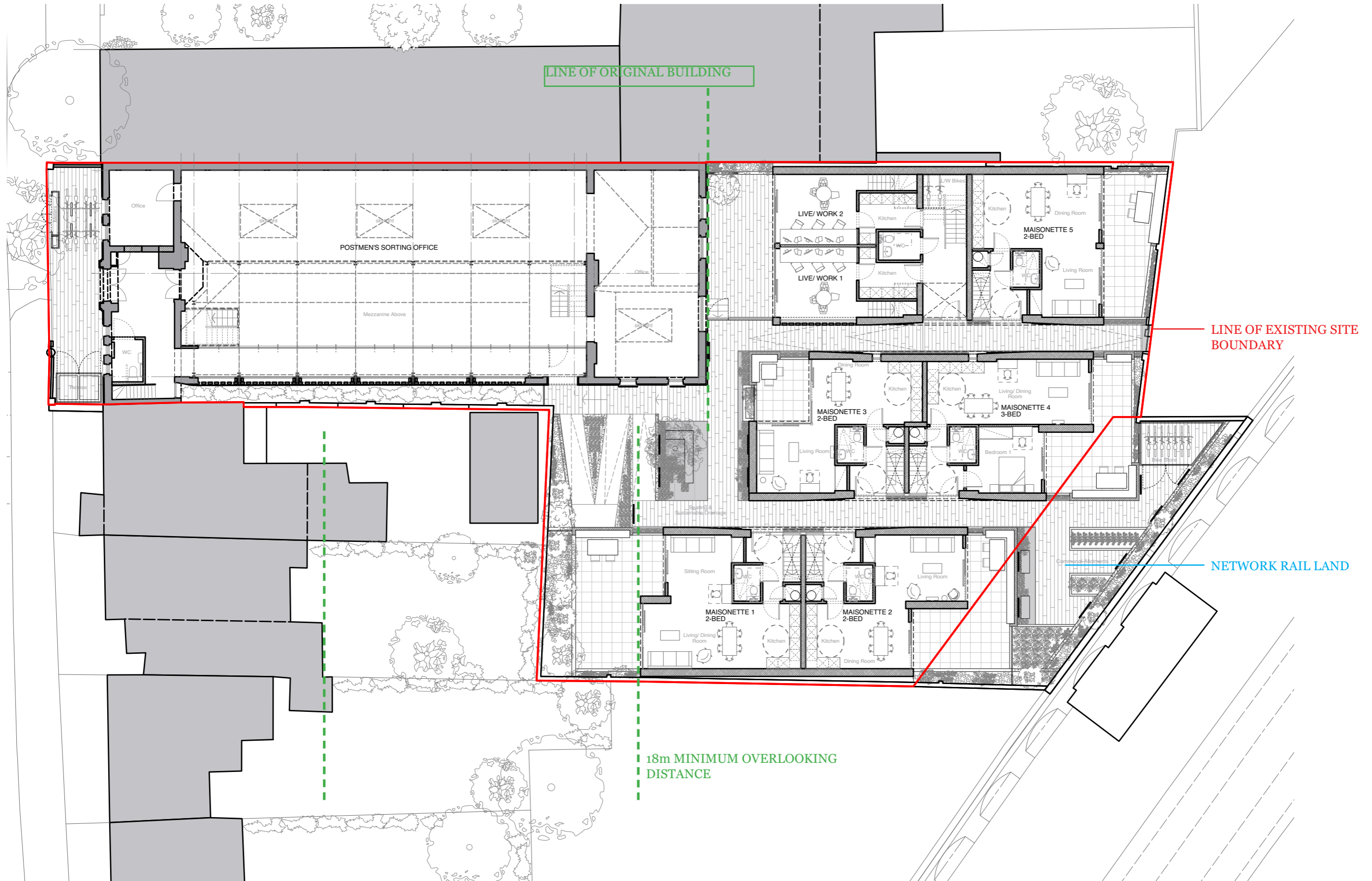
To provide access to the residential units to the rear, a section of the ground floor running under the mezzanine in the Postmen's Office is to be partitioned off from the main hall. This creates an open arcade that leads from a communal entrance area to the rear of the site. This arcade will also allow access to any future smaller commercial units, enabling a greater number of individual spaces if required in the future, and which the current market and Camden's employment policy also support.

2.4 Transport and Servicing Statement

As there will be no service space provided on site, day-to-day servicing will be from the street to the front of the building. The existing car-parking spaces to the front are to be replaced with a refuse storage area and a set of cycle racks for use by office workers and residents.

The development will remain car-free as welcomed by Camden's case officer but will have adequate cycle storage within the common areas and private amenity spaces of the residential units. The proposed width of the corridor access will be adequate for large deliveries including furniture to be carried to the residential units.





3.1 Proposed Works to Frontage

As part of the proposed works there will be no physical alterations to the front elevation to the Postmen’s Hall. The stonework details, windows and flashings will all be repaired and refurbished as necessary and the brickwork will be repointed where required and cleaned down.

The proposed additional elements to the frontage will include a metal clad bin store for the commercial and residential refuse, a metal clad bench with space for meters and incoming services which will include a back lit signage graphic and a set of cycle stands for use by the tenants of the commercial unit.

The existing brick walls to the curtilage will be repaired and the original railings will be repaired and reinstated into their original position around the existing post box. New high quality granite surfacing will replace the existing cracked tarmac, maintaining the level transition from the pavement. The landscaping will include recessed lighting features that will light up the facade to give the frontage a strong visual impact along the streetfront at night and early evening.

The only other intervention on the facade will be the reglazing and refurbishment of the original doorway and the addition of security and access control features.



Fig. 13 Front facade as existing showing general state of disrepair.



Proposed Front Elevation - Not to Scale

3.2 Proposed Walkway Access Intervention.

The proposed new walkway through to the apartments to the rear would run along the existing West wall and essentially be unheated, external space. The East side will be formed in a full height thermally broken glazed screen that separates the commercial element. To allow for ventilation to the space and good daylighting to the commercial space the walkway works will include for newly formed filigree apertures in a Flemish bond pattern under the existing windows. This ‘opening up’ of the solid brick wall will also allow a new visual connection to the outside on the West side of the building which is currently blocked by the existing mezzanine.

Following comments by the Conservation Officer at the last meeting it was noted that the proposed ramping of the floor level along this new corridor would not be acceptable as it would form a non-reversible change to the listed building. In response to this the floor level has been maintained level throughout the access route at the existing level with a DDA compliant ramp to the rear of the site between the street and rear level of the site. Please see Page 14 for further details of the treatment to the existing wall.

3.3 Treatment of Existing Hall Space and Structure.

Previous proposals included the subdivision of the main space into three separate office units. Although this approach was supported by the Policy officer in that it provides several spaces suitable for SME’s, it was not supported by the Conservation Officer, who felt that the original hall space should remain legible. The current proposal is for a single, refurbished space in the hall with a new extended mezzanine. This approach means the overall feeling of space and the structural rhythm of the existing hall is not obscured, and the original purpose of the sorting office remains strongly legible.

A new mezzanine level is proposed that sits over the walkway and is lit to the Western side by the original windows. The mezzanine is to be a lightweight structure with two lightweight open stairs that provide access and fire escapes from the upper level.

The line of what has been deemed to be part of the “original” building has been shifted to the South to include the lean-to buildings to the rear of the main hall to increase the commercial area by 95sqm further than the previous scheme. The scheme has been revised to maintain as far as possible the existing openings of the building and ensuring that wherever possible, the alterations to the existing building will be reversible.

3.4 Amendments from Pre-Application Proposals

The previous proposals submitted for pre-application advice showed the rear section of the Postmen’s Office excavated out to a lower level to allow the installation of a mezzanine. It has been established that due to headroom restrictions under the existing roof structure that the existing floor level would have to be lowered by approximately 1.9m below existing. It has been recognised by the design team that this represented a major alteration to the listed building that would also require underpinning of the existing structure, which could not easily be supported from a heritage perspective.

The current proposal therefore is to maintain a level floor throughout which has the added advantage of allowing the layout to revert to one that is closer to the original layout of the sorting office, making use of the existing original openings. The areas of employment space required under Camden policy are maintained at 256m2 by increasing the size of the proposed mezzanine. This increase is slight and we consider that it is still an acceptable intervention in that it still respects the main open space of the hall, leaving the Eastern side open and free of any staircases.

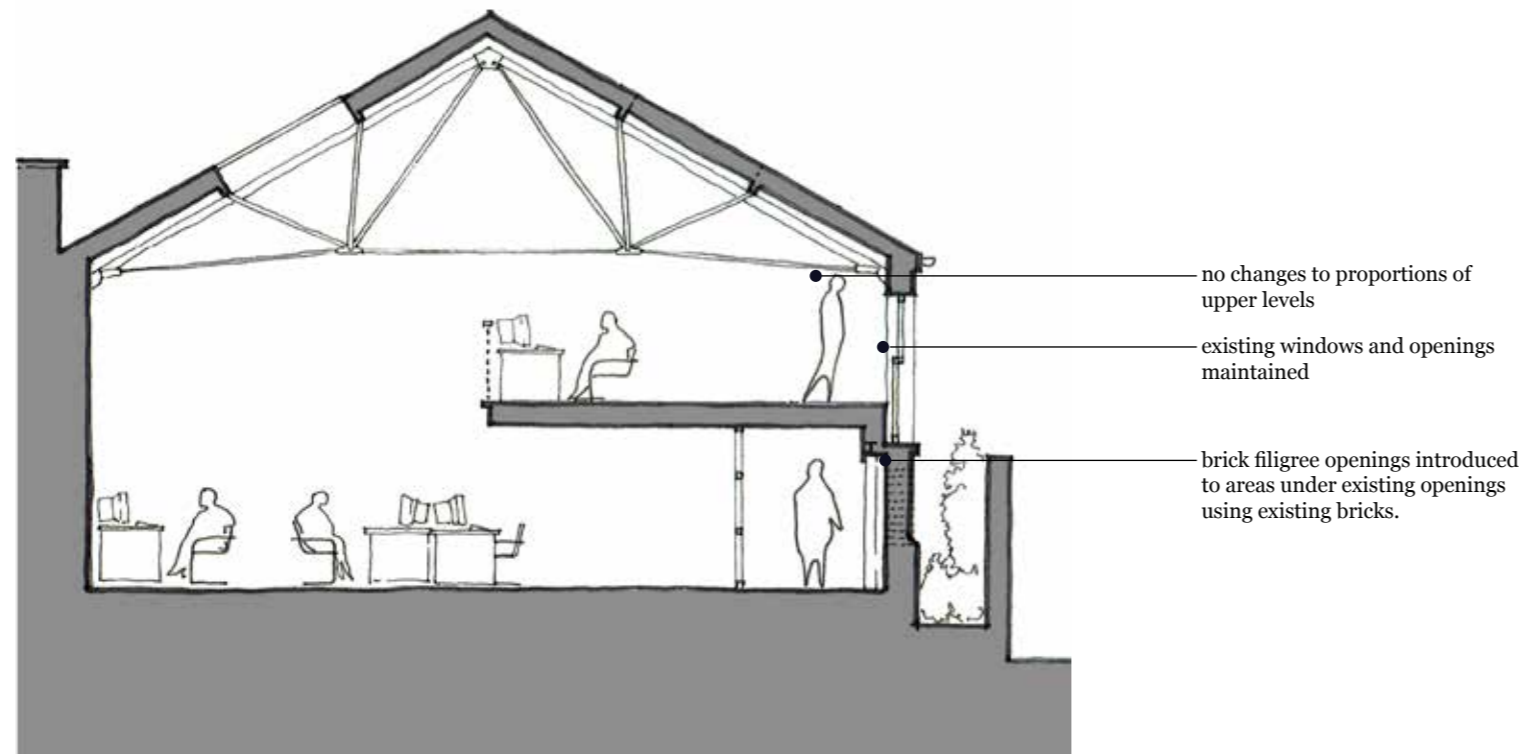


Fig. 14 Sketch section through Postmen’s Hall showing walkway



Fig. 14 Sketch section through Postmen’s Hall entrance hall

3.0 Proposed Works to Listed Building
Proposed Postmen's Office GF Plan
Approx 1:100@A3



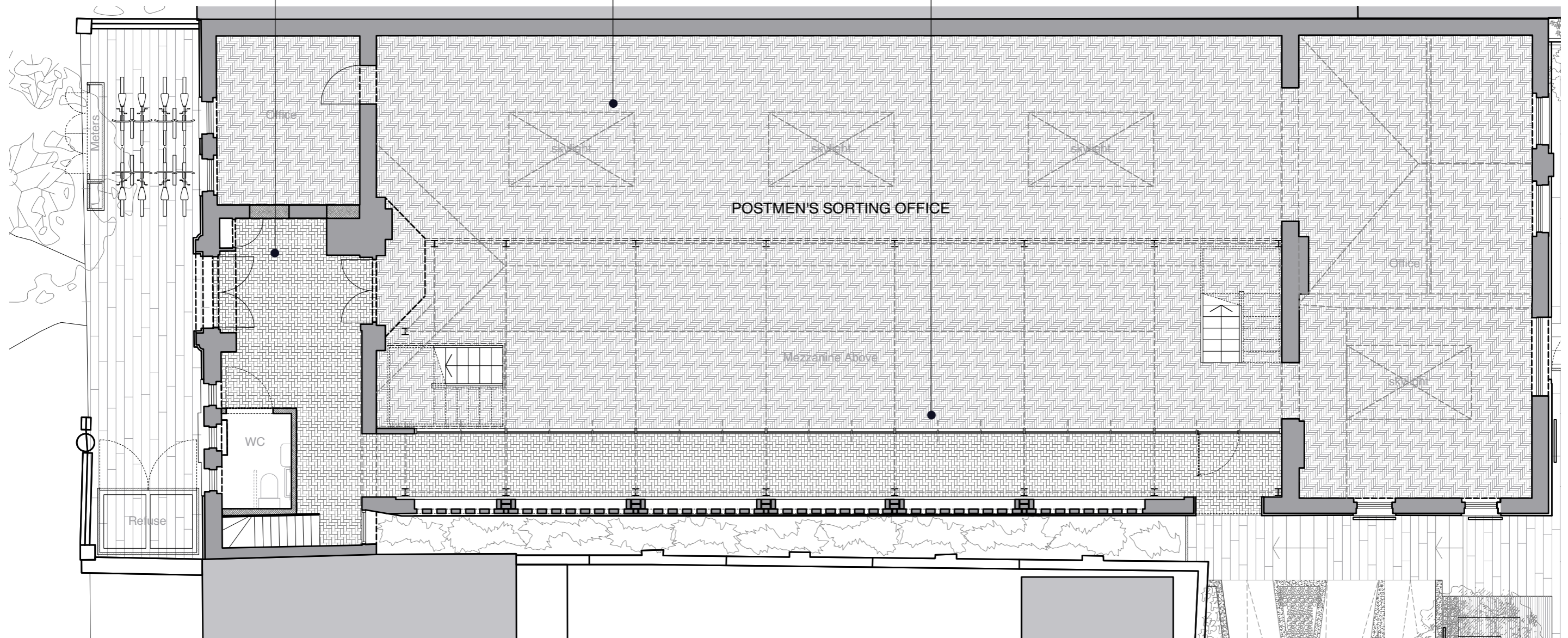
"staffordshire blue" brick slips laid in herringbone pattern on existing substrate



existing pine parquet floor in herringbone pattern to be refinished where shown, all areas lifted to be carefully set aside for reuse within the building.

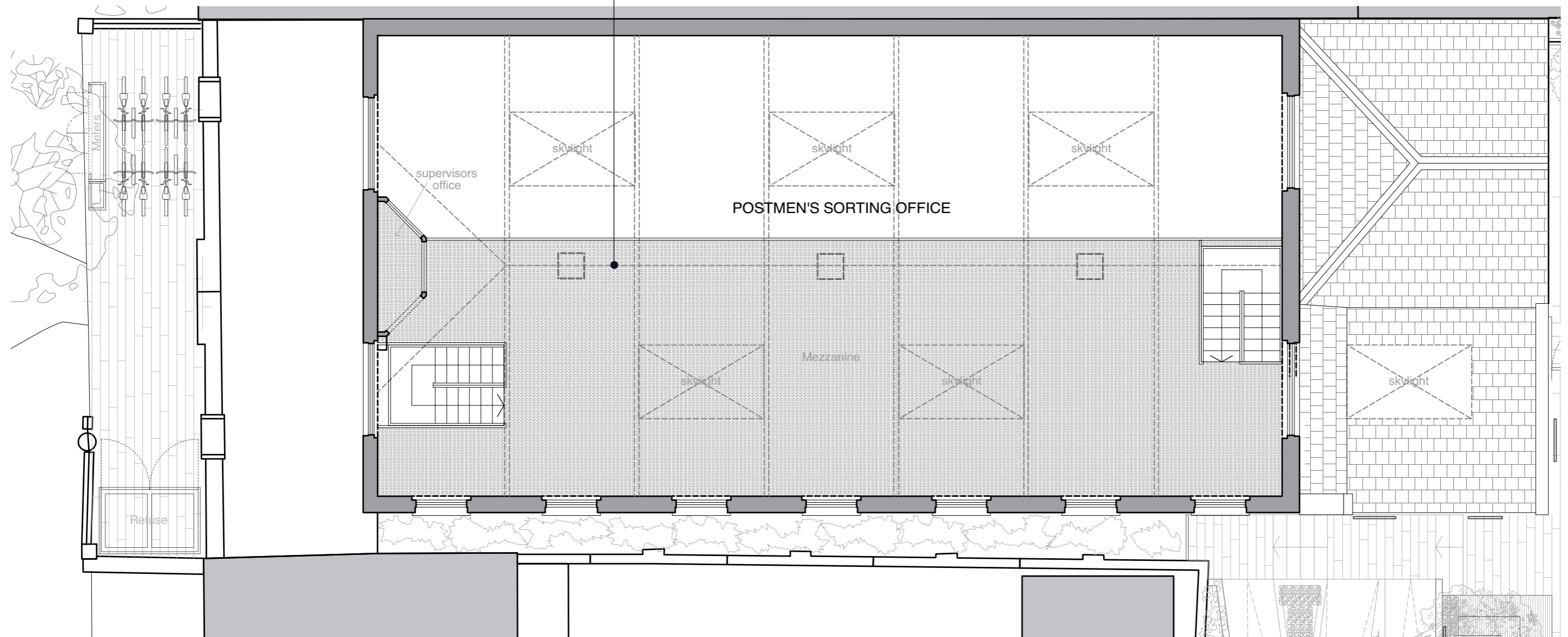


new glazed curtain walling system to commercial units. black painted aluminium frames with double glazed units. Whilst using modern systems of glazing the proportion of frame and glazing is considered to reference traditional proportions





simple mezzanine design for upper level.

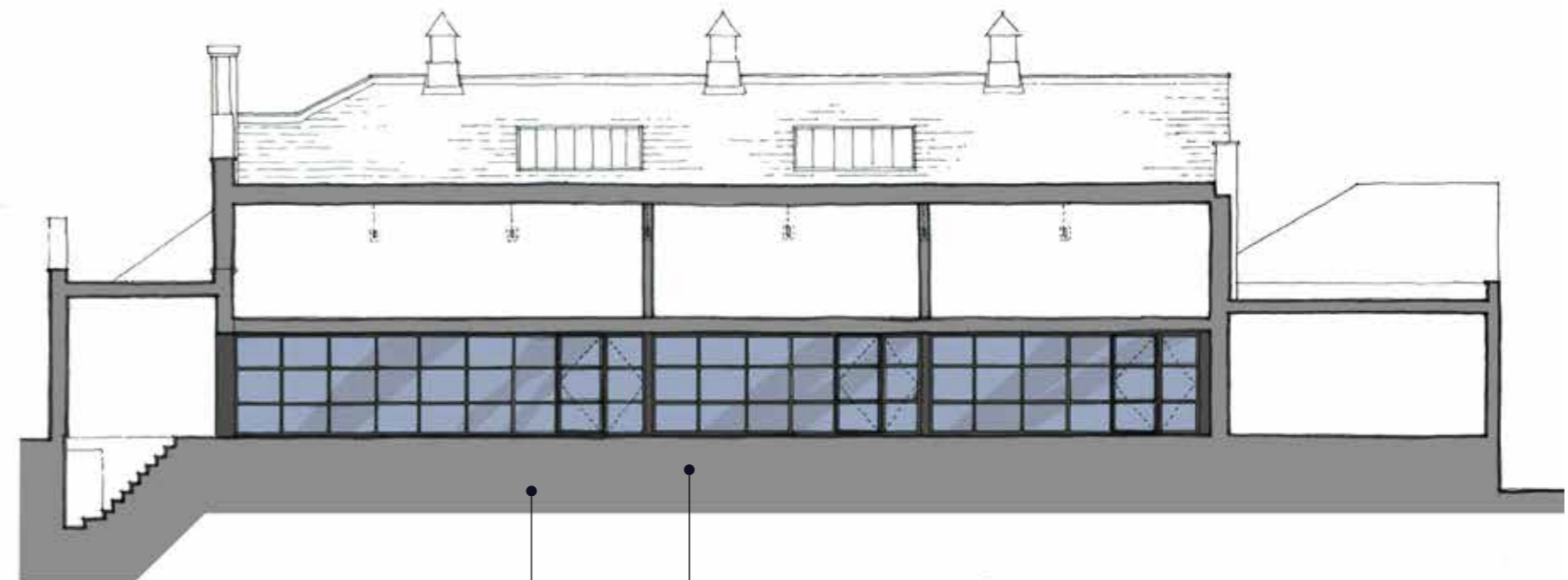




**Section A-A
Proposed West Elevation
Not to Scale**

brick filigree introduced below existing cill level of windows down to floor level.

existing opening extended down to internal ground level and internal cladding system brought out to face of reveal above new door opening



**Section B-B
Section Through Proposed Access Arcade
Not to Scale**

new glazed curtain wall system to offices

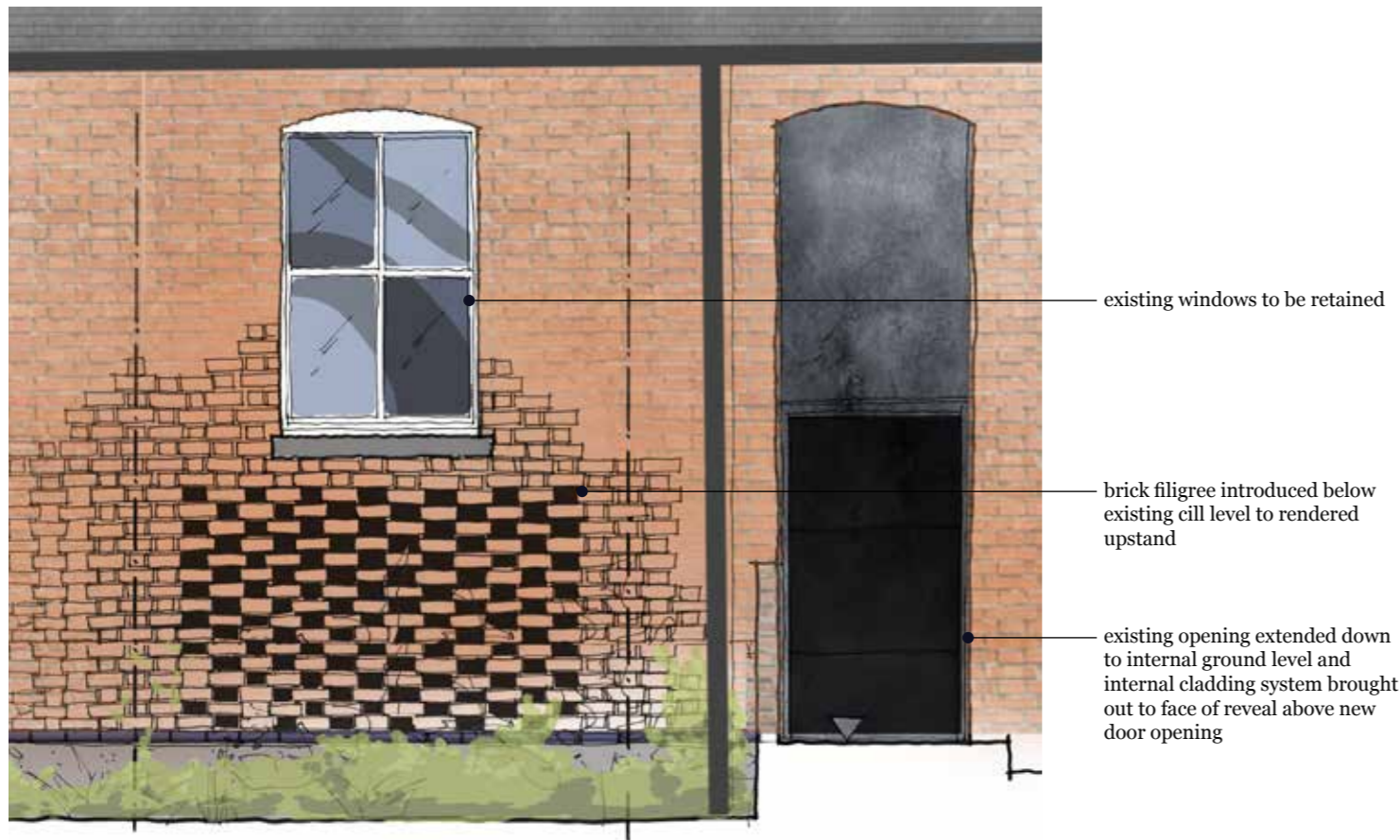
soffit of mezzanine to be clad in metal cassette units

3.4 Treatment to Western Wall

Comments made by the Conservation Officer regarding the apertures to the West elevation have been taken on board and a more sensitive approach has been taken to allow daylighting and ventilation to the proposed arcade access to the office units and residential units.

The existing window cills are to be supported on new concealed lintels within the existing wall depth. These will span between piers centred to the centre of each existing steel column to the internal face of the brick facade. The existing bricks will be carefully removed and cleaned off and set aside for re-use. As the existing wall is formed of a three brick thick and of Flemish bond construction, it is proposed that the piers be of the same form and the infill filigree be reduced to a single skin to maximise the light to the internal space. The filigree is to be of a Flemish pattern with the headers missing to form the openings as per the images below.

The design of the proposed walkway and mezzanine has been considered to allow for enhanced daylighting to enter the office spaces through the use of a clerestory to the underside of the mezzanine onto the covered walkway to light spaces under the extended mezzanine floor.



Detail Elevation
Not to Scale



Sketch view looking down proposed arcade



Precedent images of brick filigree

4.1 Design

The proposal provides 4 no. maisonettes in two blocks, each with ground floor private outdoor amenity space. The three storey block to the East of the site provides 1 no. maisonette with South facing ground floor amenity space, two studio flats above the live/work offices which both share a generous amenity space and 2 no. one-bedroom flats on the upper level, each with a external balcony space.

The scheme has been generally revised to take on board the comments made during Pre-Application discussions regarding the bulk and form of the proposal to ensure that the scheme is subsidiary to the existing listed building. The mass of the proposal has been split down into three distinct blocks to reduce the overall bulk of any new development on the rear of the site. In accordance with the comments received the West Block "A" has been reduced to two storeys and the ground floor is set at a lower level than that of the surrounding circulation spaces to ensure that the building line sits below that of the main hall's eaves line. The Eastern Block "C" on the site raises to three storeys against the Eastern boundary.

The building line of Block C has been set to match the height of the existing Medical centre to the East of the site and sits below the parapet heights of the existing neighbouring buildings facing on to Leighton Road. The ground floor level of Block C has also been reduced to minimise the building height whilst still maintaining good internal floor to ceiling levels. The building lines have been pulled away from both the neighbouring buildings to the North to ensure a minimum of 18m overlooking distance. Block C has been pulled back from the existing listed building to allow for a visual separation as per the comments made by the Conservation Officer. To the South of the site, the buildings have been pulled back from the boundary of the site to allow for a large amenity space, intended to be used for a community garden.

The comments received in the pre-application advice indicated a bold contemporary approach to the scheme design was preferred over a direct copy of the style of the original hall. The following design has been developed along these lines with simple building forms and crisp lines.

4.2 Affordable Housing

The number of proposed units is 9 in total including the Live/Work units and the additional residential floorspace is now 639sqm and therefore the provision in this scheme falls below the threshold for the provision of affordable housing.

4.3 Daylight/Sunlight - Amenity and Impact

Daylighting and sunlighting levels was raised as an area of concern by the Case Officer and this has resulted in a detailed analysis of the spaces being carried out and a design process focussed on achieving good daylighting and sunlighting levels. The design of the residential units have been reviewed and where possible roof lights and cutbacks have been introduced to internal spaces to ensure adequate daylighting.

The daylight and sunlight report carried out by Hawkins Environmental is submitted as a supporting document along with this application. The report also finds that there is minimal impact in terms of daylighting on the existing adjacent properties.



Sketch perspective from rear showing 3 proposed residential blocks sitting behind Postmen's Office.



Sketch perspective from rear showing walkway between Blocks A and B.

