
2.0 Site & Context

2.1 Site Context

The existing building is located at 3-6 Spring Place and has a site area of 0.222Ha. Spring Place is named as such because it is where small tributaries of the now culverted River Fleet converged. Watercress beds originally laid in the area and the water was also used by the surrounding breweries.

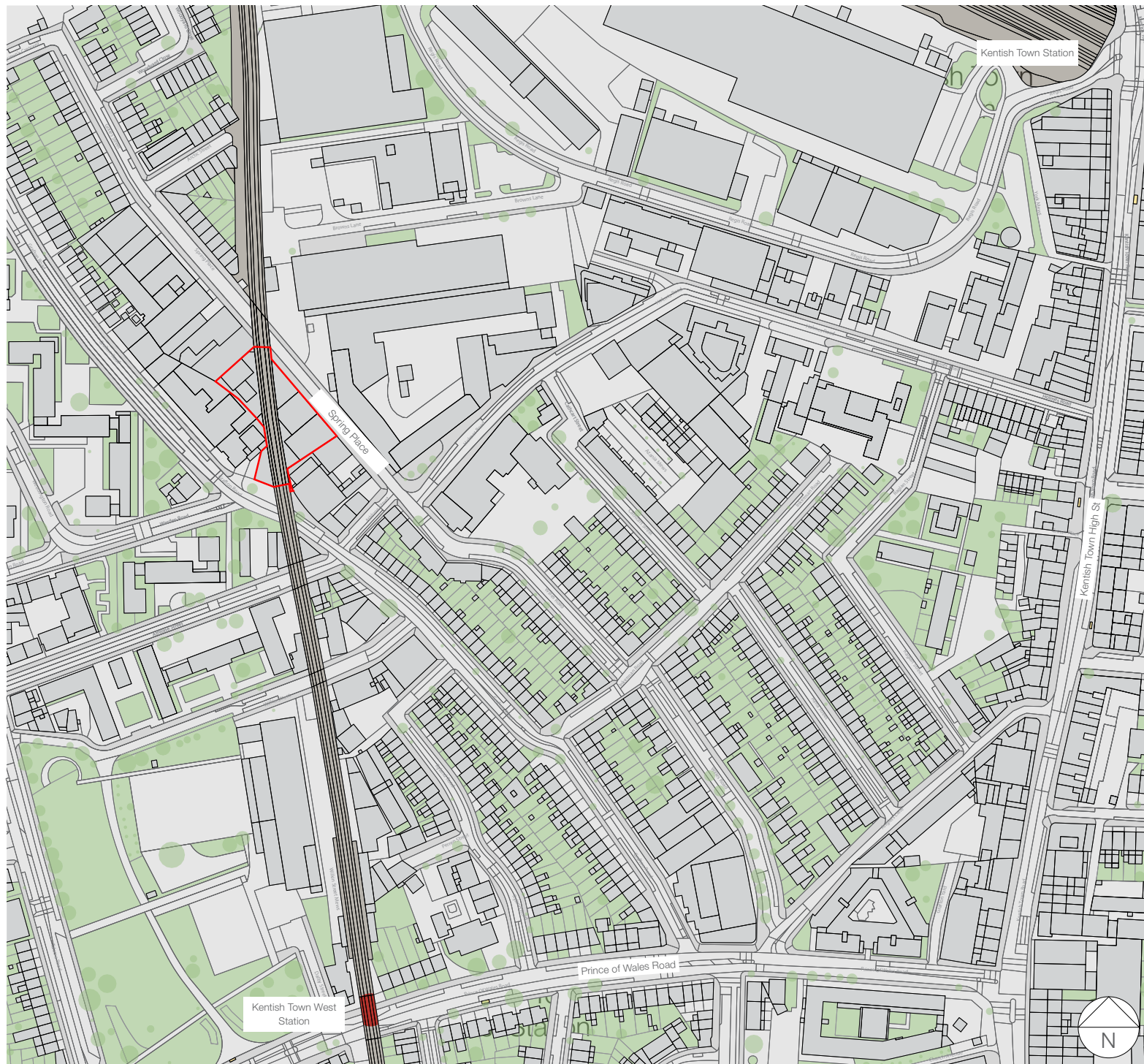
The wider area is characterised by a mix of uses and is transitional in nature, with a variety of industrial / warehousing uses and buildings, established residential properties and other commercial uses, including offices and studio space.

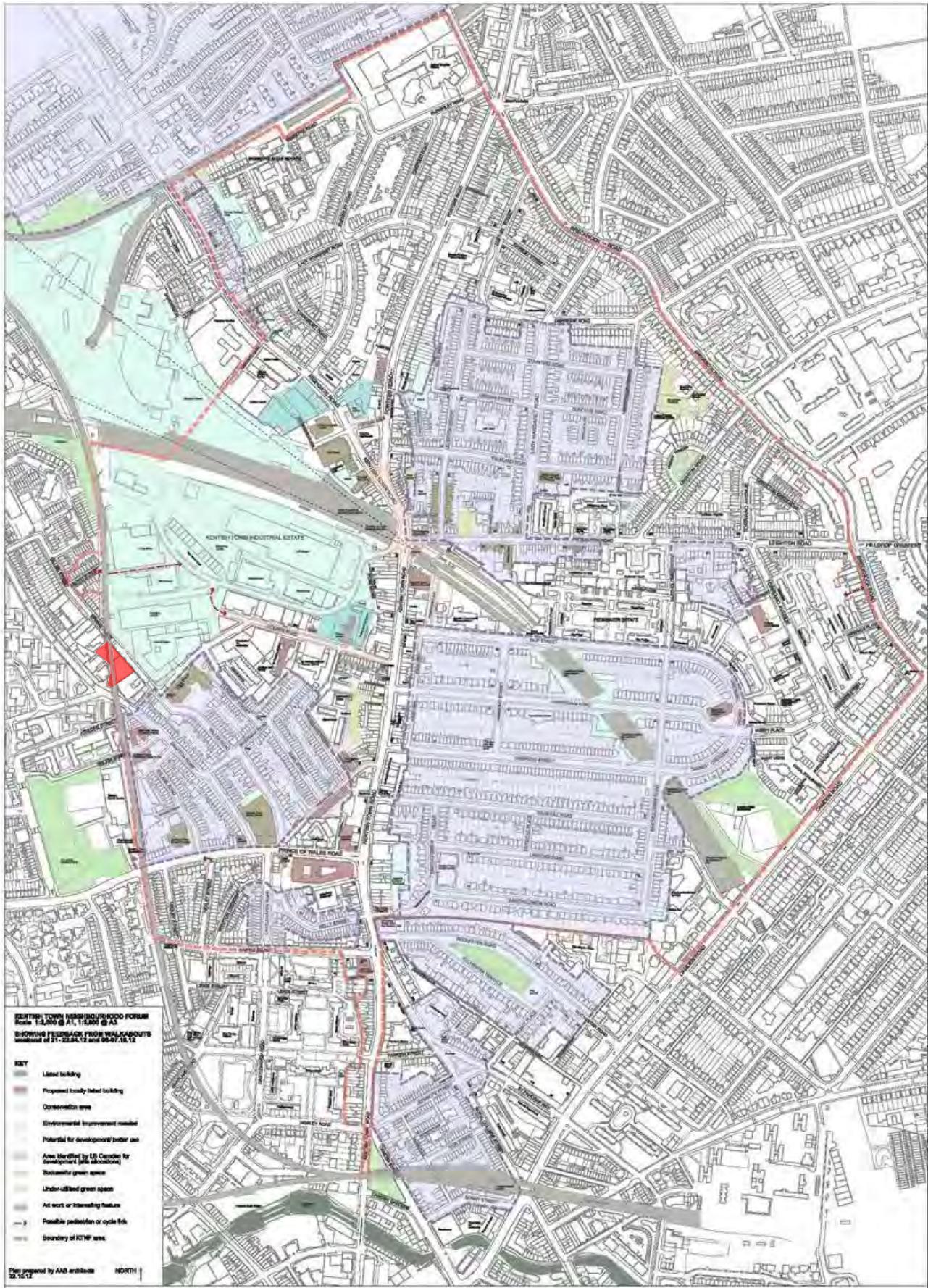
The immediate context is now characterised by light industrial buildings, railway infrastructure and residential. Situated to the north of the site is the area known as Kentish Town Industrial Estate. There are also a number of Victorian buildings associated with the historic steam-powered Colour Works including Spring House built for Windsor & Newton, now occupied by Spring Studios.

To the south of the site is the Inkerman Conservation area. This area is more residential in its character, typically three-storey mid to late-Victorian housing.

The key feature of the site is the railway arches of the 'North London Overground' line that cuts diagonally across it.

The site has very good public transport accessibility being located within walking distance of Kentish Town Underground Station and Kentish Town West London Overground Station as well as six regular bus services. Furthermore, Kentish Town Station provides Thameslink mainline rail services. The pedestrian and cycling environment along the surrounding roads is of good quality.





2.2 Planning Policy Considerations

The Development Plan comprises of the London Plan (March 2016 version); Camden Core Strategy (November 2010); Camden Development Policies DPD (November 2010); and Camden Site Allocations DPD (September 2014).

Camden are currently in the process of preparing a Local Plan which will supersede the above documents.

The Site is located within the Kentish Town Neighbourhood Forum area. A draft Neighbourhood Plan was published for public consultation in November 2015 and a referendum was held in June 2016. The Neighbourhood Plan will now proceed to Full Council on 19 September 2016 where a decision on whether to adopt the plan will be made.

The Site is not subject to any specific designations or allocations. This can be seen on the Proposals Map extract opposite.

As shown in the draft Neighbourhood Plan on the left, the site is outside, albeit adjacent to, the Kentish Town Industrial Area and the Kentish Town Potential Development Area. These are the only areas where Policy protects against the loss of existing industrial uses. Elsewhere, there is a safeguarding of existing B Class employment sites.

The Site is not located within a Conservation Area and does not contain nor is it in close proximity to any Listed properties.

The railway viaduct running through the Site is identified as a Habitat Corridor and it is therefore requirement to protect and improve this as a site of nature conservation and biodiversity.

The Site is located opposite the Veolia Council Depot site. Draft Neighbourhood Plan Policy SSP6 allocates the site for redevelopment for a mainly residential-led mixed use scheme, including active frontages along Holmes Road and Spring Place. This will include the “*retention of existing employment space by creating new work space for the creative sector to complement the creative businesses in nearby Spring Place*”.

A search on the planning portal has not revealed any site specific planning history or unsuccessful applications at 3-6 Spring Place. 7 Spring Place was given planning approval in 2005 and has been built as a 7 storey residential building that provides 21 apartments. Of particular interest though is that the Kentish Town Neighbourhood Forum (KTNF) have identified the Industrial Estate as a large development opportunity. Whilst there are no specific proposals for this, it highlights a desire for change and acceptance of development in this area by the local community.

2.3 Existing Building

Internally the building has two open volumes either side of the railway arches. These are currently used as car workshop spaces. These areas are supported by ancillary areas for management facilities and toilet areas.

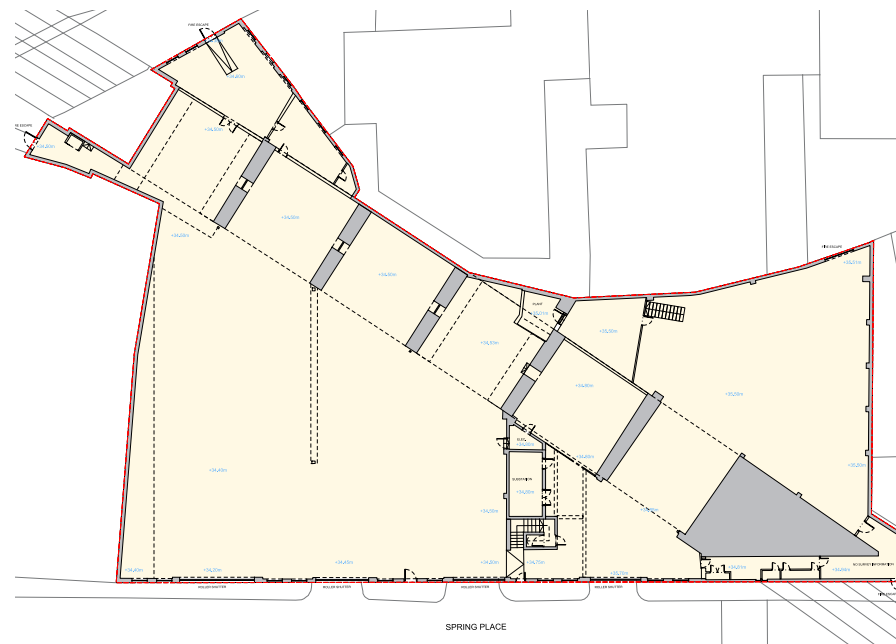
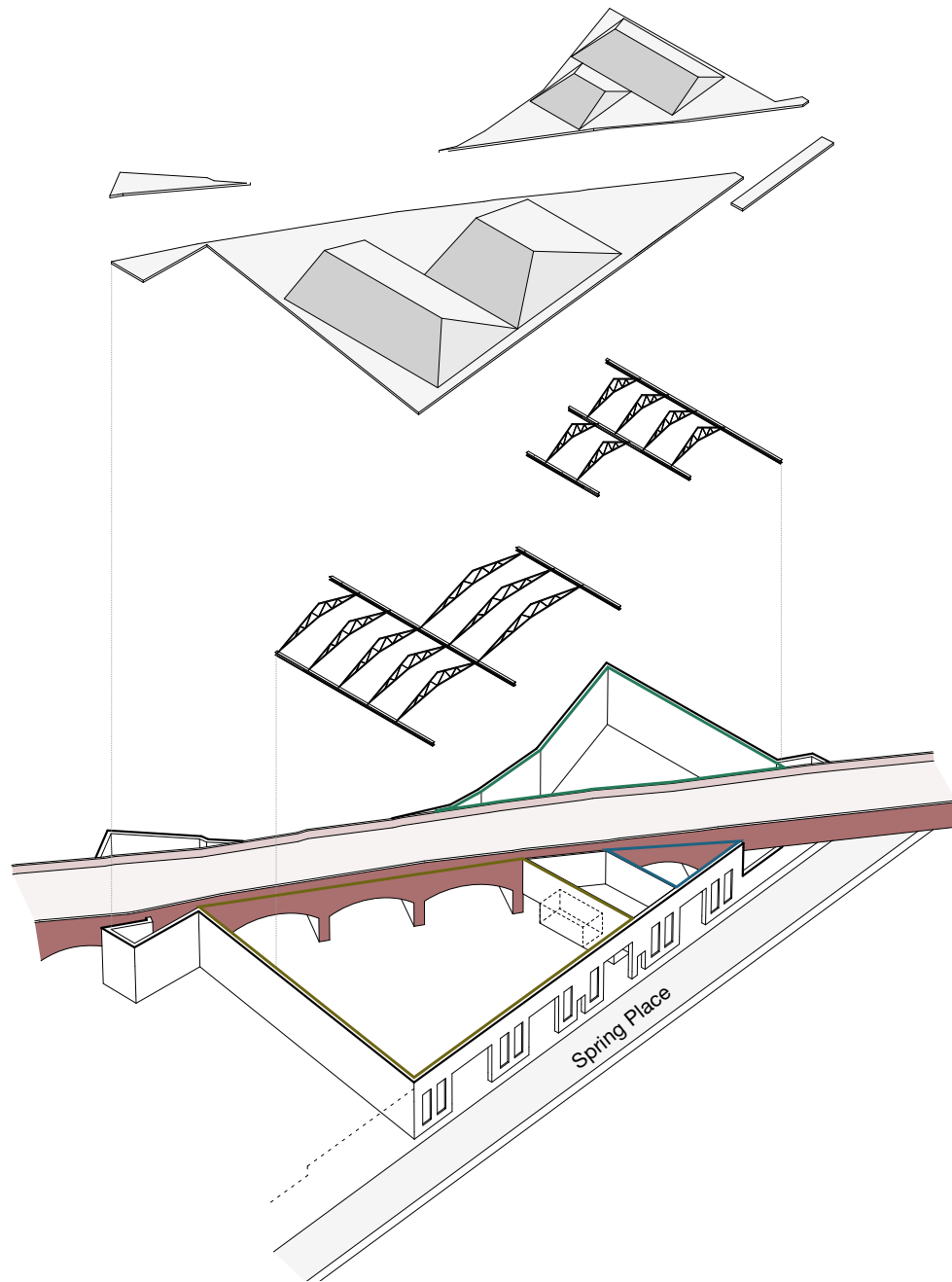
Of particular note is the sub-station located within the building. The proposals involve the relocation of the substation as agreed in principal by UKPN. This is further detailed in chapter 3.2.2

Most of the internal brickwork is painted white. A false suspended ceiling runs throughout the space. The glazed windows are a mixture of types.

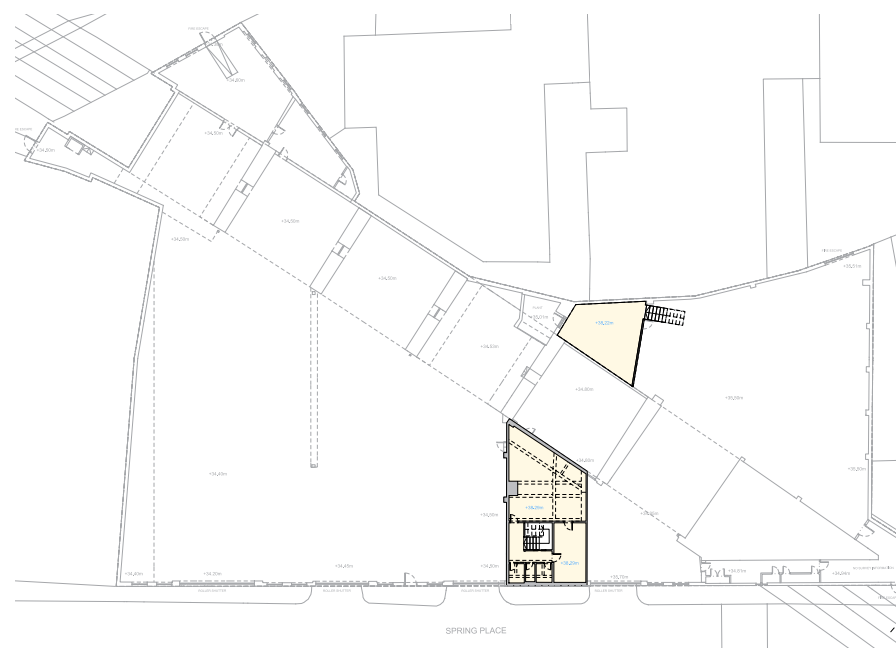
The primary facade to Spring Place has considerable presence in the street as a result of its long frontage and white painted brickwork. It is characterised by the scale of the large openings for vehicular access and the tall pairs of windows in between.

Behind the flat front brick parapet are two large-span pitched roofs with some areas of flat roofs over the areas immediately adjacent to the railway arches. Little natural daylight is provided to the space.

The existing building has a total GIA of 1,858 sqm.



Existing Ground Floor Plan



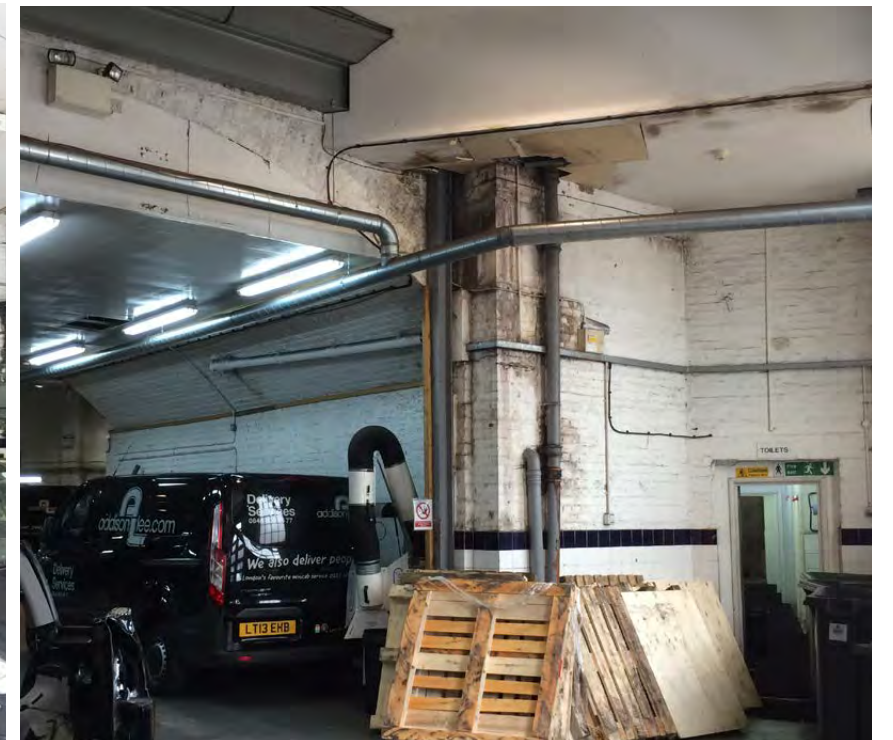
Existing Mezzanine Floor Level



External view looking south along Spring Place



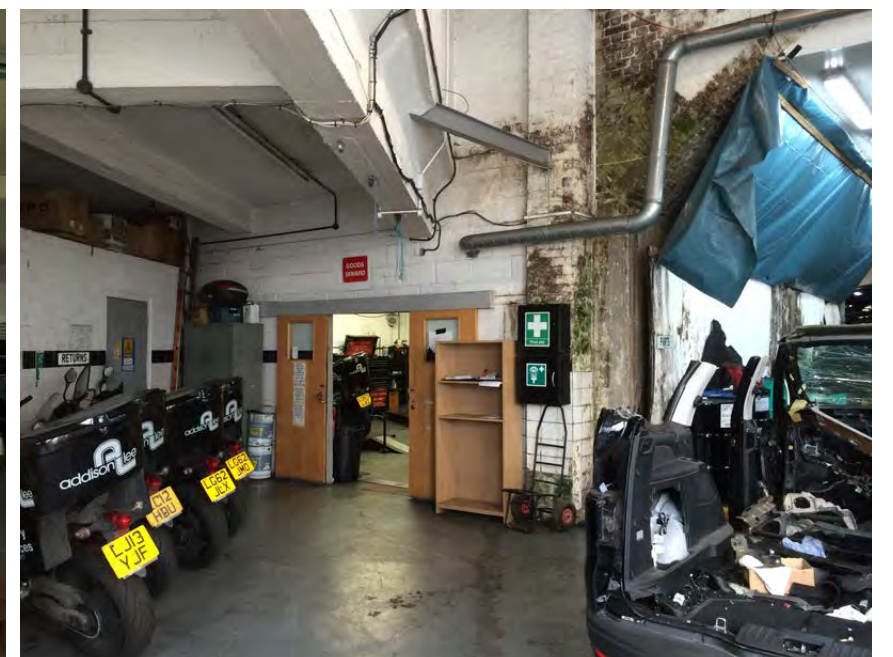
Internal view towards the railway arches of 3-6 Spring Place



Close up of the existing condition of the railway arches



Internal view towards Spring Place



Close up of the existing condition of the railway arches

2.4 Spring Place History

Spring Place received its name at the beginning of the 19th century, when the tributaries of the River Fleet converged near the pub George IV on Holmes Road, and watercress beds occupied the area.

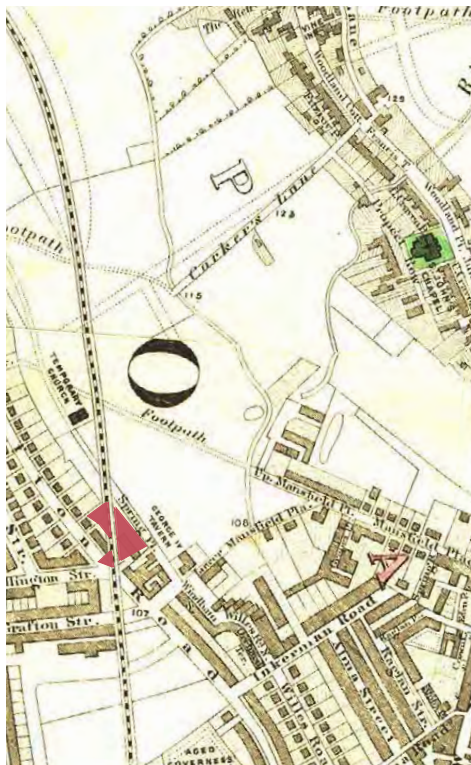
The river Fleet ran southward, a hundred metres east of the junction between Holmes Road and Willes Road. The springs supplied water to a brewery on the west side of the Place.

Despite its natural origins, Spring Place was the earliest developed street in this part of Kentish Town, in place by 1801 after Holmes Road had been built in 1796 (then called Mansfield Place).

Area development

The Holmes family owned a brickworks and ropewalk where the Council Depot now sits. They later sold the land to the Midland Railway who built arches here for the local coal depot.

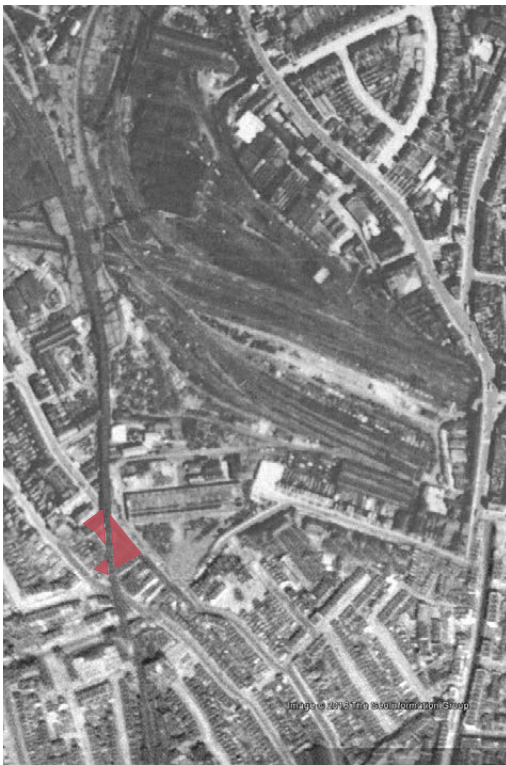
3-5 Spring Place housed London Lorries pre-Second World War, and they operated as motor body builders. Their site was bombed during the War and later General Roadways, lorry haulage, took over the site.



1862



1892



1945



Present

2.5 Local Industrial Heritage & History

The site sits adjacent to the border of the Kentish Town Industrial Area (highlighted in blue on the map next page).

The Site was once occupied by London Lorries Ltd, a company dedicated to the fit-out of coaches and London buses. The front facade, facing Spring Place, still remains, if in poor condition.

While the Kentish town Neighbourhood Plan and some Camden Policies observe the need for redevelopment of this currently industrial but under-used area, it is the intention of this proposal to uncover and complement the remains of its industrial past.



London Lorries Ltd

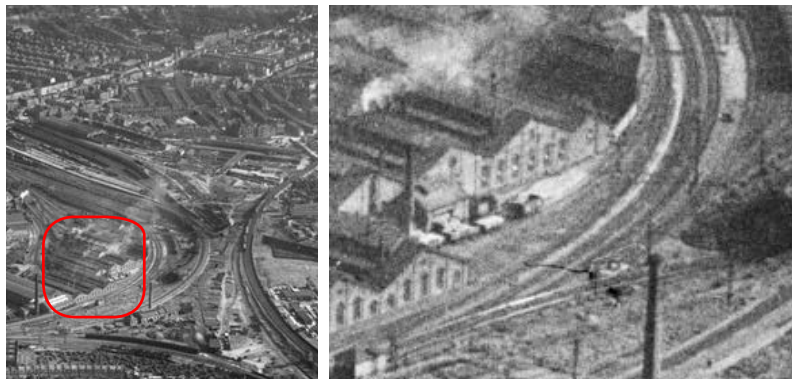


Claudius Ash False Teeth Manufacturers

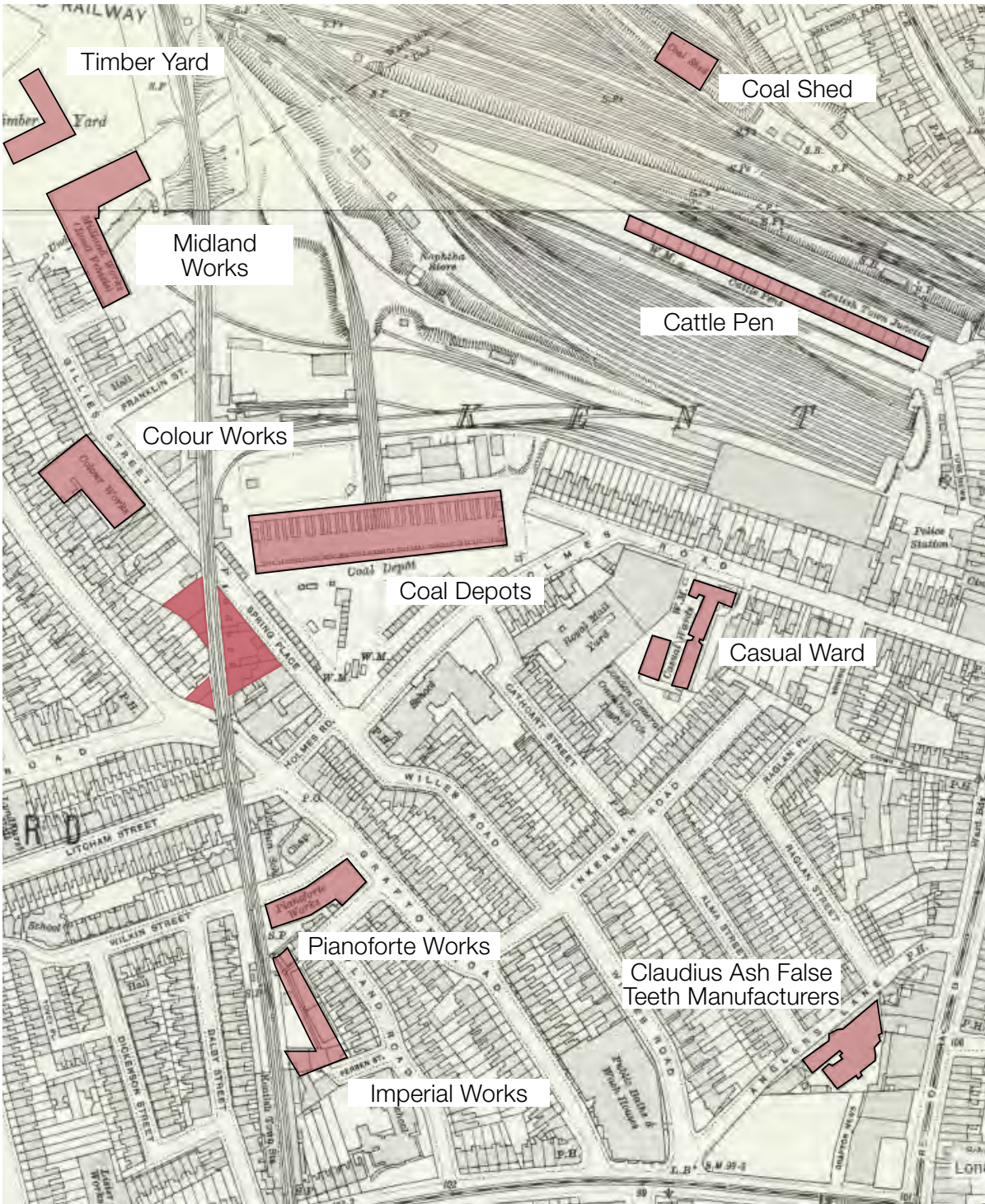


Kentish Town Coal Stage

Kentish Town Casual Ward



Aerial View of Kentish Town Coal Depot



1892 Map depicting the industrial buildings of the area

2.6 Conservation Areas & Listed Buildings

The existing 3-6 Spring Place building is not listed, nor adjacent to any listed properties. It is located near to the Inkerman Conservation Area.

A variety of Grade II Listed buildings are encountered to the South and East of the site:

1. No.87 Kentish Town Centre, Kingsway College and attached walls
2. No.12A Police Station and attached railings and lamp
3. No.281 Dawson and Briant Street
4. Nos. 213-215 (Blustons)
5. St Pancras Public Baths and attached railings and walls
6. Richard of Chichester Catholic Secondary School & gates & railings



- Site
- Conservation Area
- Industrial Area
- Grade II Listed Buildings

2.7 Transport Links

In terms of public transport the site is very well connected. The site has a PTAL of 5 (Public Transport Accessibility Level). It is:

- Located in near proximity of two main roads (Prince of Wales Road and Kentish Town Road), both of which benefit from regular bus services from 6 lines.
- Within 5 minutes walk to Kentish Town Underground Station on the Northern Line.
- Within 5 minutes walk to Kentish Town West Overground Station.

2.8 Green Space

An analysis of the site's surrounding area shows that to the north and west the large industrial area has resulted in a lack of green spaces. Towards the South landscaped spaces often featuring mature vegetation are generally contained within private residential developments.

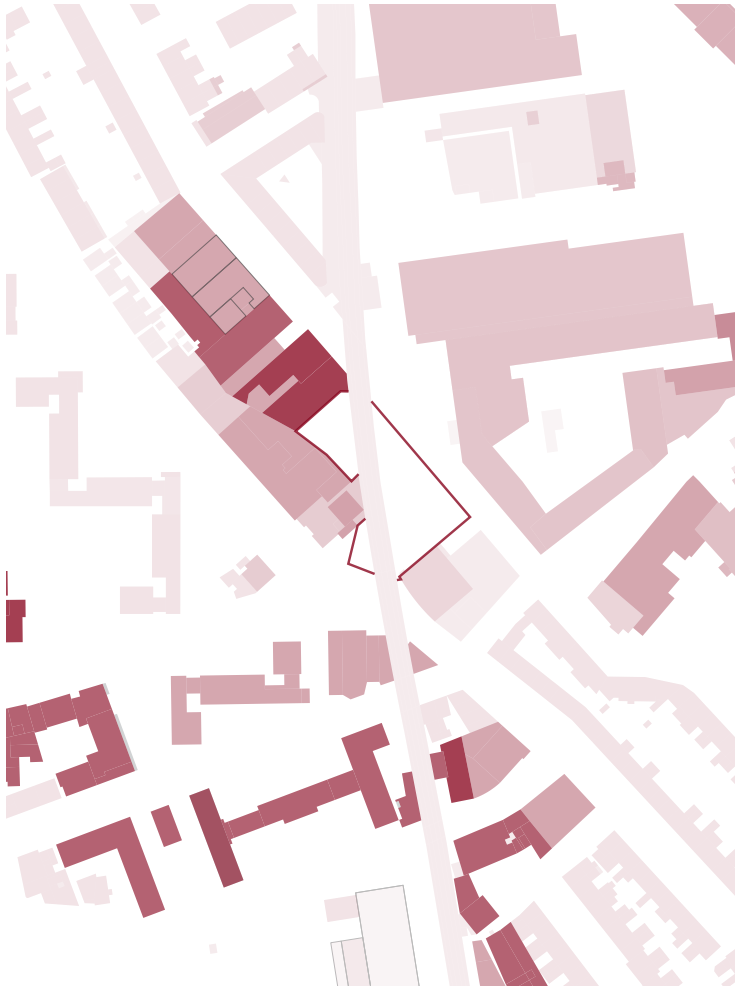
While there are some significant public amenity spaces in the area, the site adjacent streets present a lack of green spaces and trees. The proposal intends to improve this when possible through additional tree planting and outdoor space.



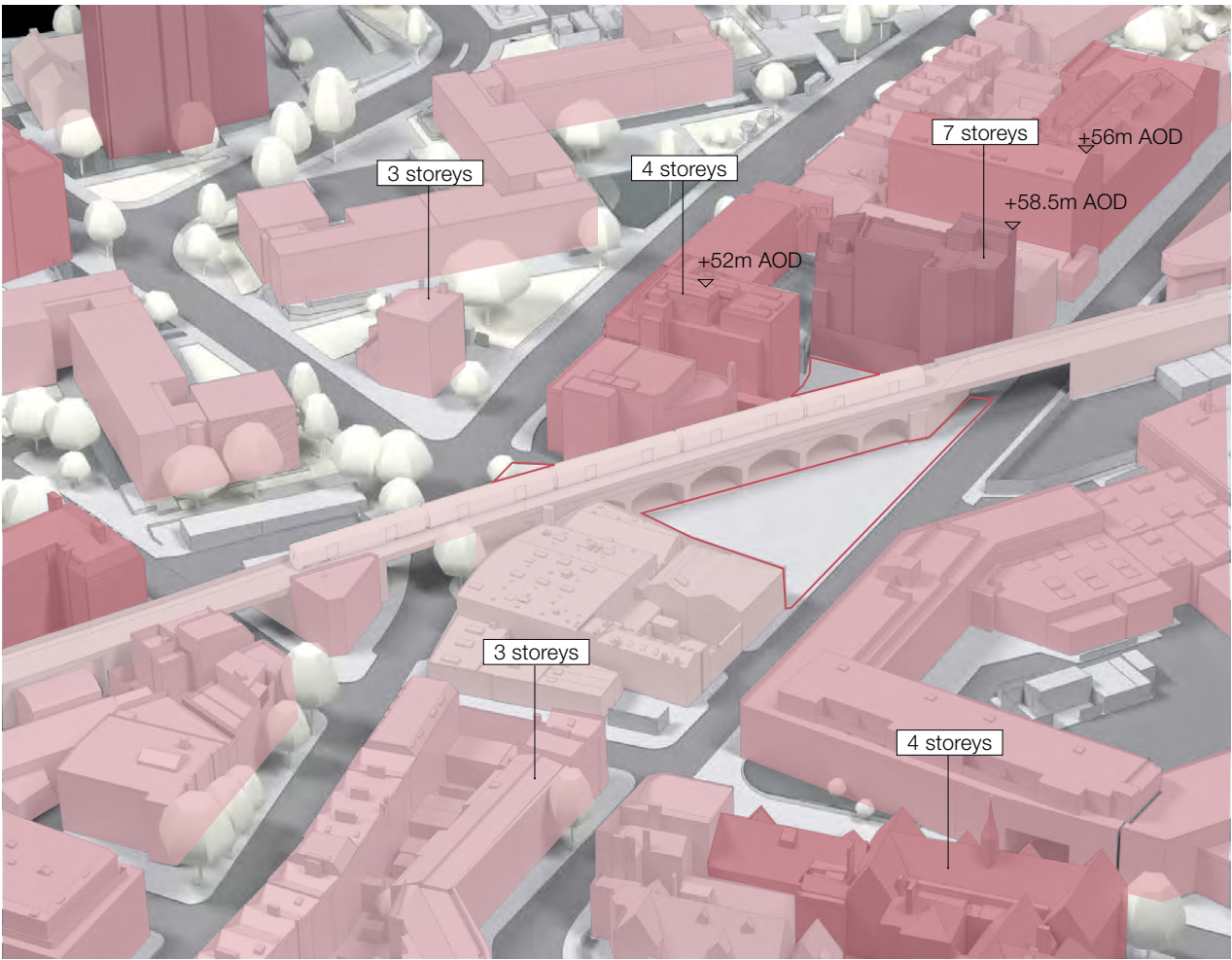
Transport Links & Green Spaces

2.9 Building Heights

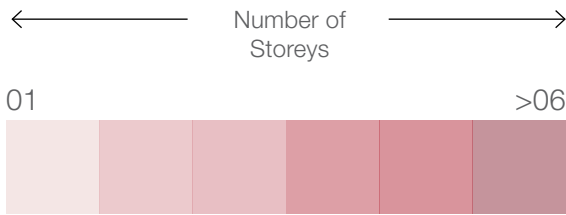
An analysis of the surrounding area shows buildings ranging from two to seven storeys, with the taller buildings located adjacent to the site on Spring Place.



Site Plan showing Building Heights

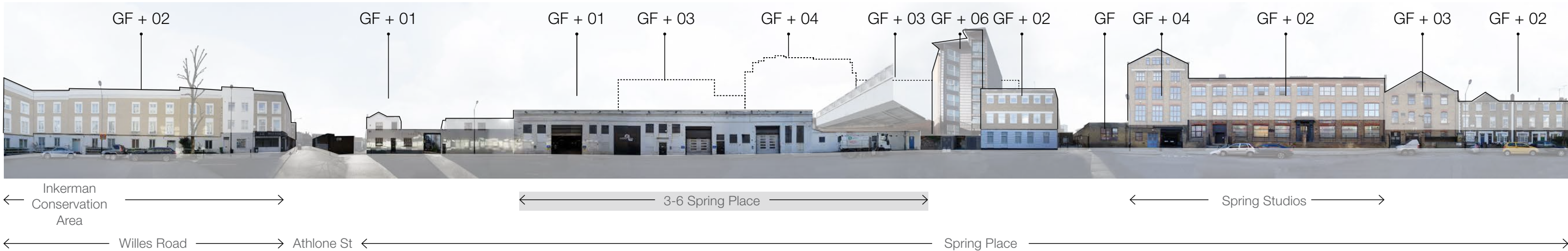


Immediate Context

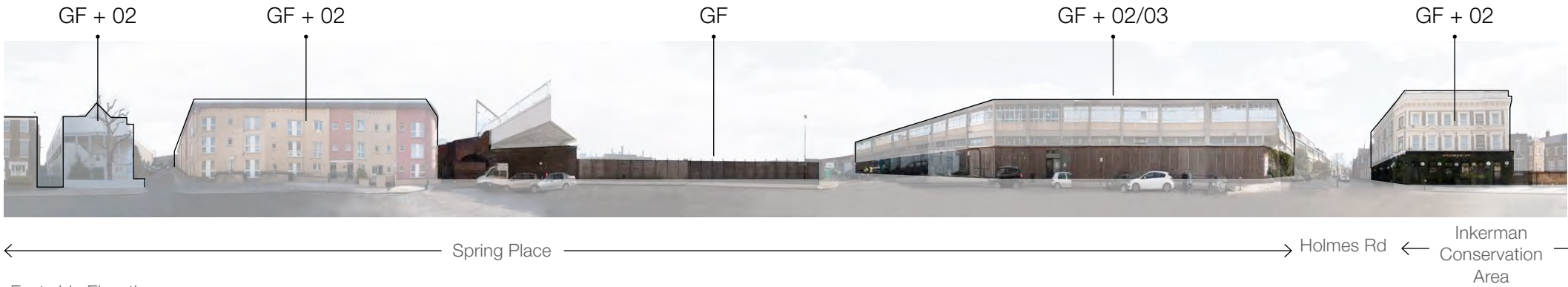


2.10 Street Scale

The lower storey (or storeys) of the buildings along Spring Place are generally differentiated through materiality or the scale of the openings. This helps to create a more coherent and interesting street scene.



Spring Place West side Elevation



Spring Place East side Elevation

2.11 Townscape

This section has been prepared by Peter Stewart Consultancy and assesses the effect of the proposals on the townscape of the area around the application site ('Site'). The Site is described elsewhere in this report.

Further consideration of the proposed development can be found within the DAS section *5.0 Townscape Views & Visual impact Assessment*.

Brief history

The area around the Site was first developed in a period of around 25 years from the mid 1840s to the 1870s, when Kentish Town was transformed. The resultant pattern of uses, with a mix of industrial / commercial premises sitting close to residential areas remains clearly evident today, particularly in the area around the Site.

The arrival of the railways encouraged the growth of streets of terraced houses and the intensification of industrial uses in the area. The North London Line built in 1850 (now London Overground) runs through the area (and crosses the Site) on a brick viaduct running roughly north / south in this location. It remains a major influence on the character of the local area, as does the wider network of railway tracks which dissect the area.

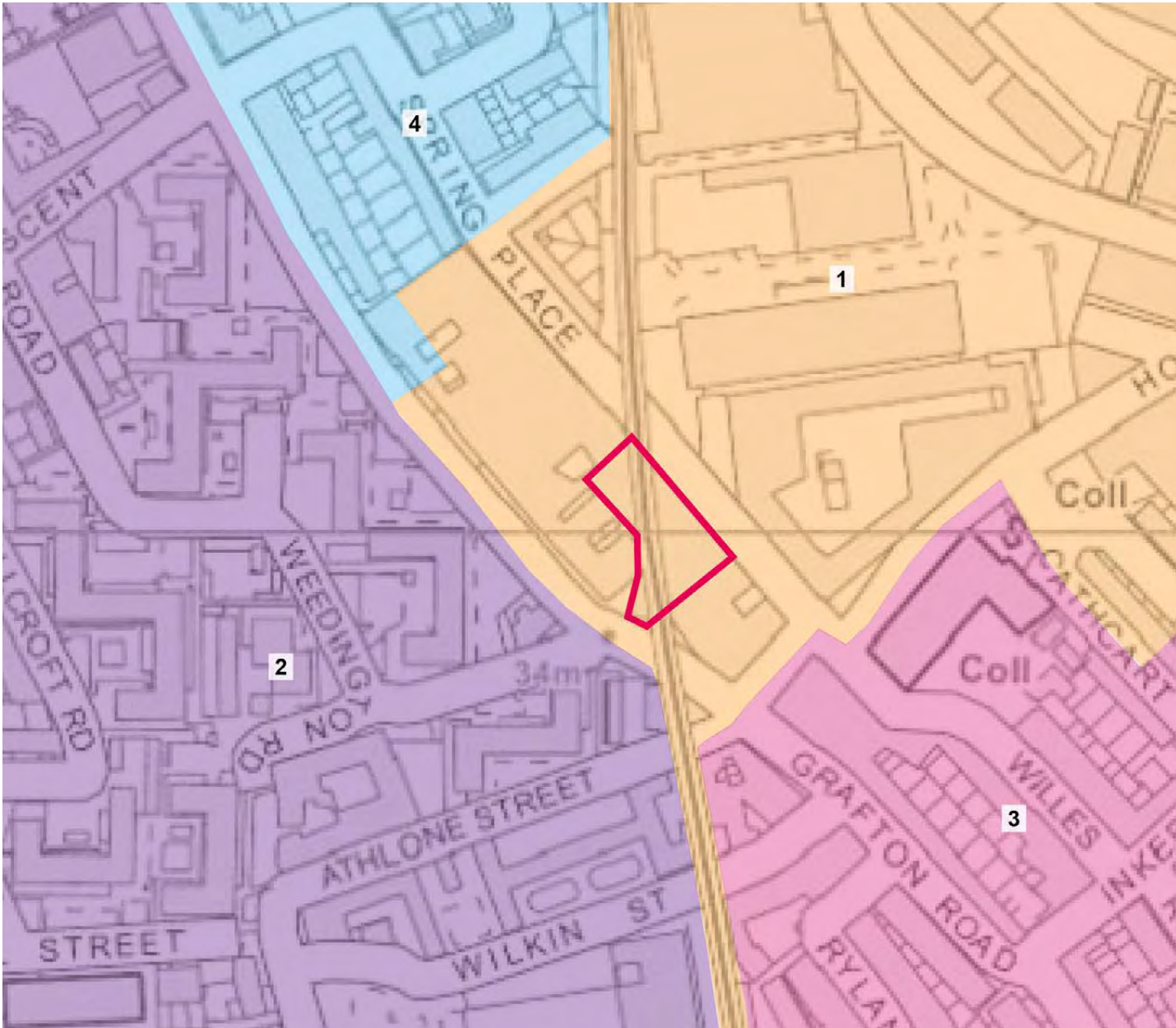
Townscape context

The townscape in the area around the Site today is very varied in character, and fragmented in places – largely as a result on the impact of railway infrastructure. There are buildings which are varied in age, use and quality.

The character of the area changes north of Holmes Road, from the streets of predominantly residential terraces in the Inkerman Conservation Area, to the commercial and industrial area focused around Spring Place and the railway viaduct (leading north-east to the large Kentish Town Industrial Estate). Similarly, the character changes from the post-war West Kentish Town Estate (residential) to the commercial and industrial area focused around Spring Place Spring north-west of Grafton Road.

There are areas which share common townscape characteristic in terms of the prevailing uses and the age of development, and these comprise:

- Spring Place / Kentish Town Industrial Estate
- West Kentish Town Estate
- Inkerman Conservation Area
- Gillies Street



Indicative Site outline

Townscape Character Area 1: Spring Place / Kentish Town Industrial Estate

Townscape Character Area 2: West Kentish Town Estate

Townscape Character Area 3: Inkerman Conservation Area

Townscape Character Area 4: Gillies Street

2.11 Townscape

Spring Place / Kentish Town Industrial Estate

This townscape character area, which includes the Site, straddles the railway (as does the Site) and is heavily influenced by the railway and the industrial past of the area. To the north and the south the railway acts as the boundary between the various other townscape character areas.

The Site lies on Spring Place, a street predominantly lined by commercial use, that is bridged towards its centre by the London Overground Railway Line. The street runs on a north - west / south - east alignment and is a continuation on of Willes Road to the south and Gillies Street to north.

The quality of the townscape to the south of the railway bridge is generally poor. The Site lies on the south-west side of the street forming part of a run of unremarkable rendered and painted brick commercial buildings with a generally blank street frontage (apart from openings for vehicular or service access).

On the opposite side of Spring Place there is a large unsightly Council depot building at a prominent location on the north-east corner of the junction of Holmes Road and Spring Place. It is set back from Holmes Road behind a small well planted open space with some seating (opposite the George IV pub, see below). The depot is two to three storeys in height with a tall ground floor of blank precast concrete panels to Spring Place, and to the north-west has an open wire fence to the parking area fronting Spring Place. Beyond the depot, fronting Spring Place is the concrete panel fence of the parking area of a large car showroom.

Further north / north-east is the large Kentish Town Industrial Estate, which comprises a number of large industrial sheds and depot buildings including the Royal Mail.

To the north-west, beyond the railway bridge there is the large Spring Studios complex, as well as recent residential buildings such as the seven storeys high no. 7 Spring Place.

West Kentish Town Estate

West Kentish Town Estate is a post-war residential estate comprising slab blocks and a point tower set in areas of grassed open spaces. The open character of the layout of the area contrast with the enclosed streets of terraced houses found in townscape character areas 3 and 4.

To the south is the inter-war Athlone Estate, and south of this Talacre Park and Sports Centre. There is no intervisibility with the Site from this open space.

Inkerman Conservation Area

The Inkerman Conservation Area lies some 50m to the south and south-east of the Site, and comprises streets of mid 19th century terraced houses (see heritage assets section below). At the junction of Holmes Road and Willes Road is the mid to late 19th century George IV pub, a prominent corner building.



1 - View from the edge of Inkerman Conservation Area towards Spring Place



2 - View from Grafton Road



2.11 Townscape

Gillies Street

Gillies Street to the north comprises streets of 19th century terraces and later residential infill. This residential area has a similar townscape character to that of townscape character area 3.

Heritage assets

The area around the Site is not particularly heritage sensitive. The principal heritage assets close to the Site lie to the south and include the Inkerman Conservation Area and the grade II listed College Francais Bilingue De Londres.

The Inkerman Conservation Area was designated on the 31 October 2001. The Council's Conservation Area Statement describes the Inkerman Road Conservation Area as forming:

“a dense and homogenous environment in the heart of Kentish Town. The prevailing character is residential, with incidental corner shops on ground floor level integrated with institutional, educational, light industrial and commercial uses. The majority of the buildings were built in the 1850s and 1860s and they form its core. The later buildings and the mix of uses give the area a lively diversity and mostly they have had a positive impact on the townscape and contribute to the character of the Conservation Area. Although the area has a cohesive overall identity each street within it displays different characteristics.”

The College Francais Bilingue De Londres (former Kentish Town Centre, Kingsway College and attached walls) was built in 1873-4 to the designs of ER Robson in a Gothic style. It is an early example of a Robson Board School. There is long frontage to Holmes Road, consisting of the main building and a later side wing. The former (to the east, away from the Site), is built of yellow stock brick with red brick dressings and 'X' patterning, as well as stone dressings. The slated roof has gables to alternating bays and a central wooden bellcote with a fleche.

Peter Stewart Consultancy
August 2016



3 - View from Warden Road



4 - View from the North side of Spring Place

