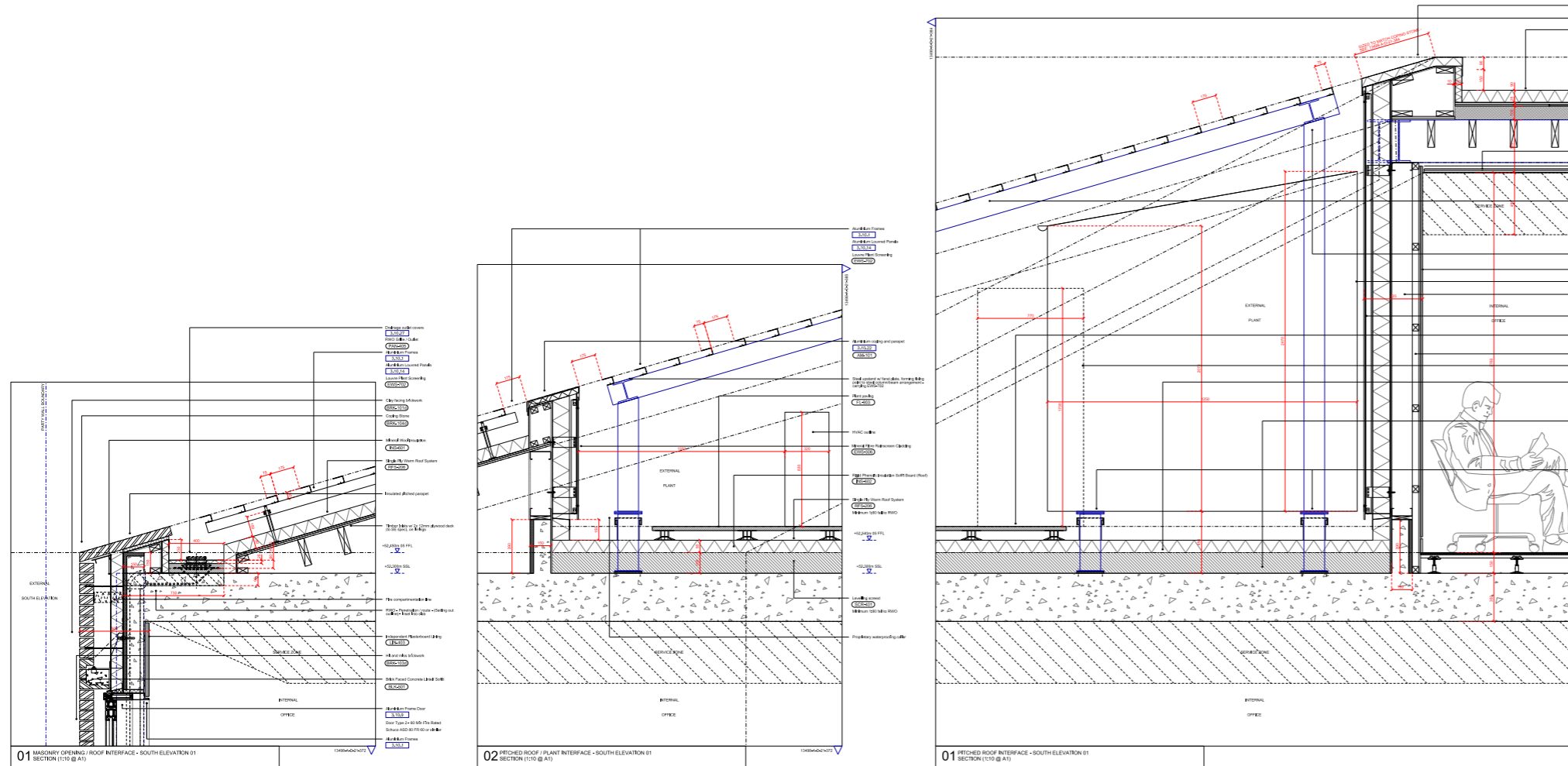


Envelope Update Roof Plant Relocation - Eastern Block

The rooftop plant space is covered by a louvred screen to ensure adequate ventilation. Where this is visible obliquely (ie from adjacent buildings) the spacing of the louvres means the roof will read as a solid pitched surface similar to a tiled roof.

For further details please refer to the revised Noise Impact Assessment Note, which can be found as an Appendix to this document.



Envelope Update Roof Plant Relocation - Western Block

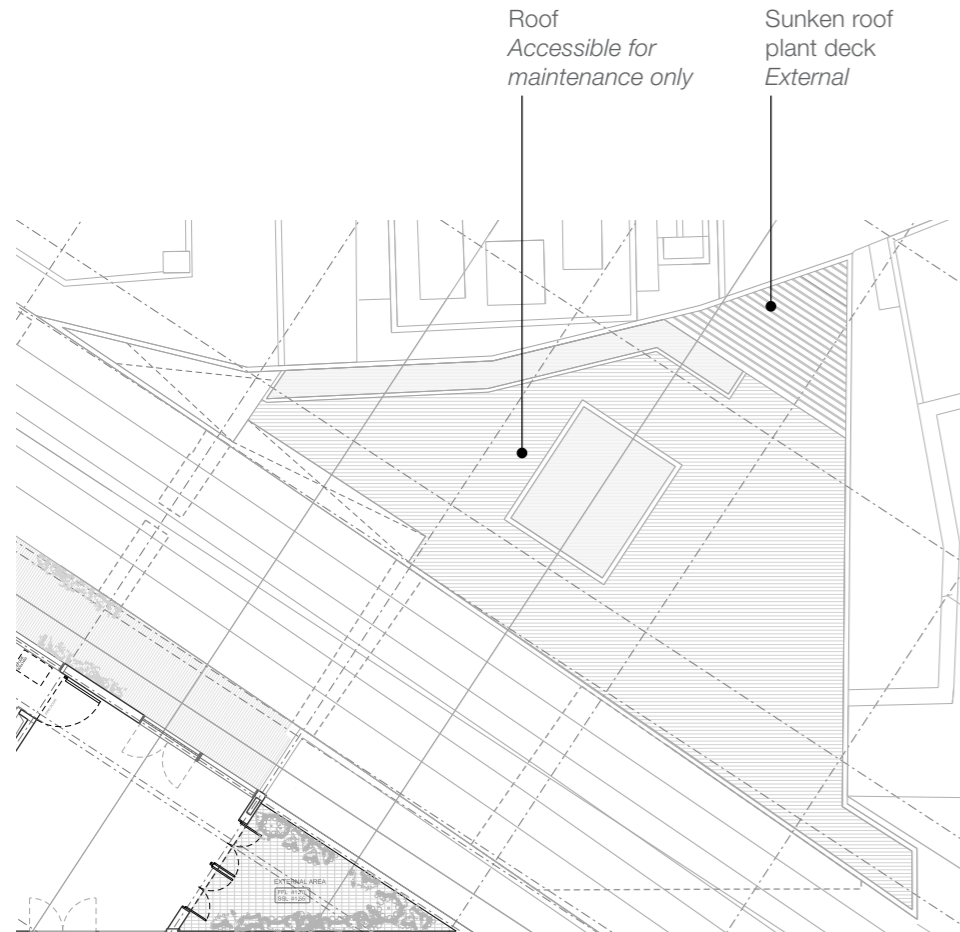
Due to the difficulty of connecting MEP services through the railway arches, several pieces of MEP equipment and the kitchen extract have been relocated to the western side of the arch.

These are now located in a recessed plant space with a plant screen above them in a similar arrangement to the plant room already part of the consented scheme.

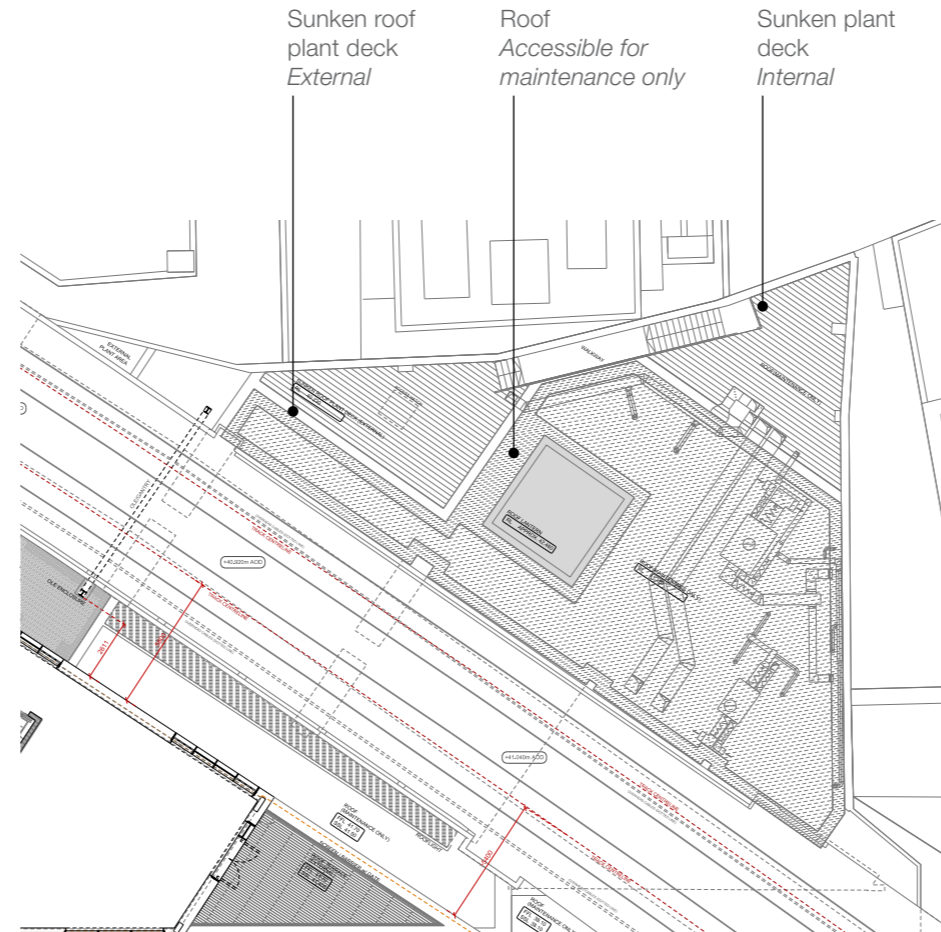
Some ductwork connecting this equipment will also be visible.

The proposed redistribution of plant and rooflights will have an impact on the area dedicated to green roof. However, the plant kit will be placed on a big foot system and the team is liaising with specialists to ensure the species selected allow for the green roof to be located underneath the plant kit.

For further details on the acceptability in terms of noise please refer to the revised Noise Impact Assessment Note prepared by Scotch & Partners, which can be found as an Appendix to this document.



Consented Scheme

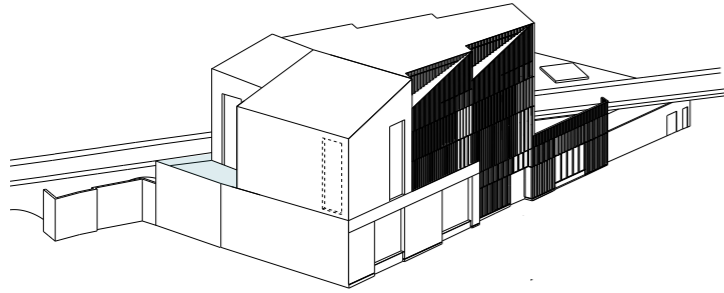


Updated Proposal

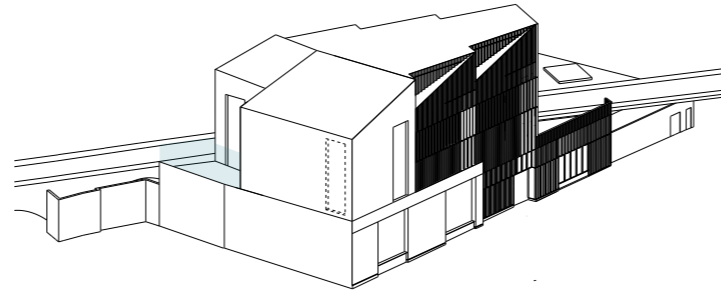
Envelope Update Southern Terrace

The second floor terrace located on the southern side of the building has been relocated one level higher to increase workspace provision, create a more open and generous floorplate and improve the shared co-working spaces at this level.

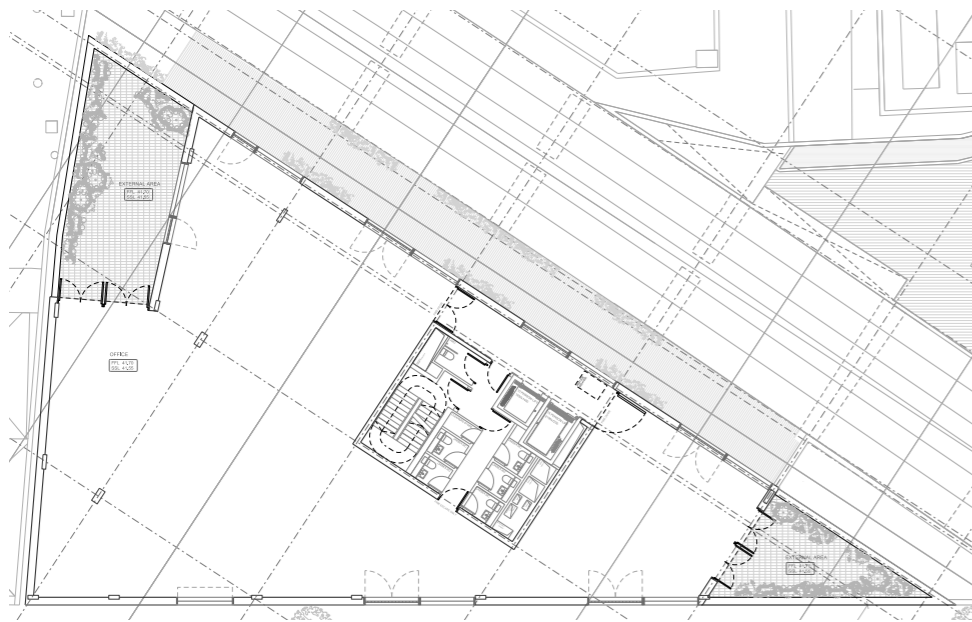
This results in an increase of 80 sqm GIA Class B1 space.



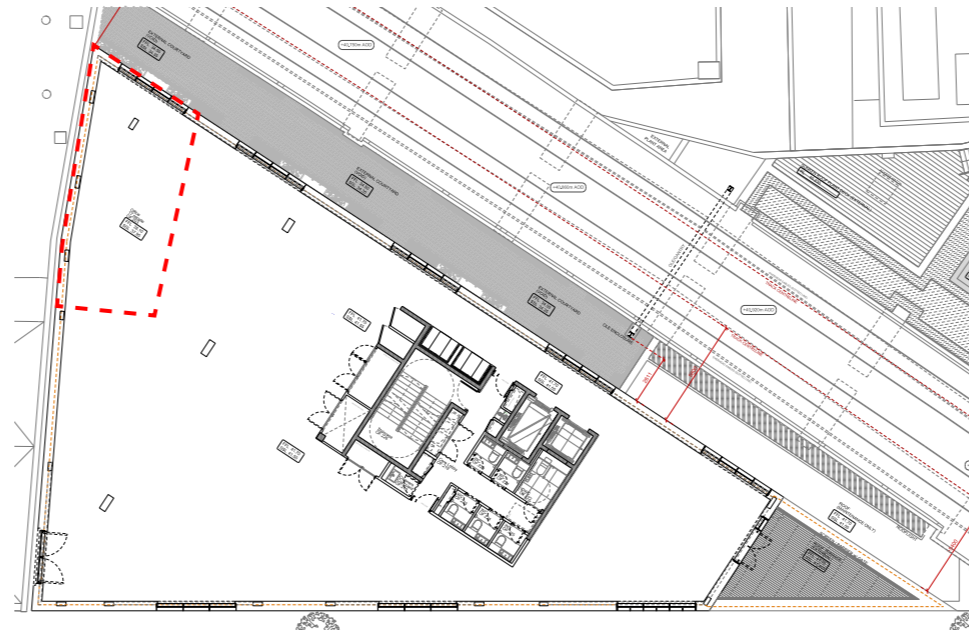
Southern Terrace location as per the consented scheme



Updated location for Southern Terrace



2nd floor Consented Scheme Floor Plan



2nd floor Updated Floor Plan

Envelope Update Openings

The openings on the facade have been rationalised to maximise the daylight into the office space, with a conscious focus on attractiveness of space to prospective tenants, buildability and the maintenance strategy.

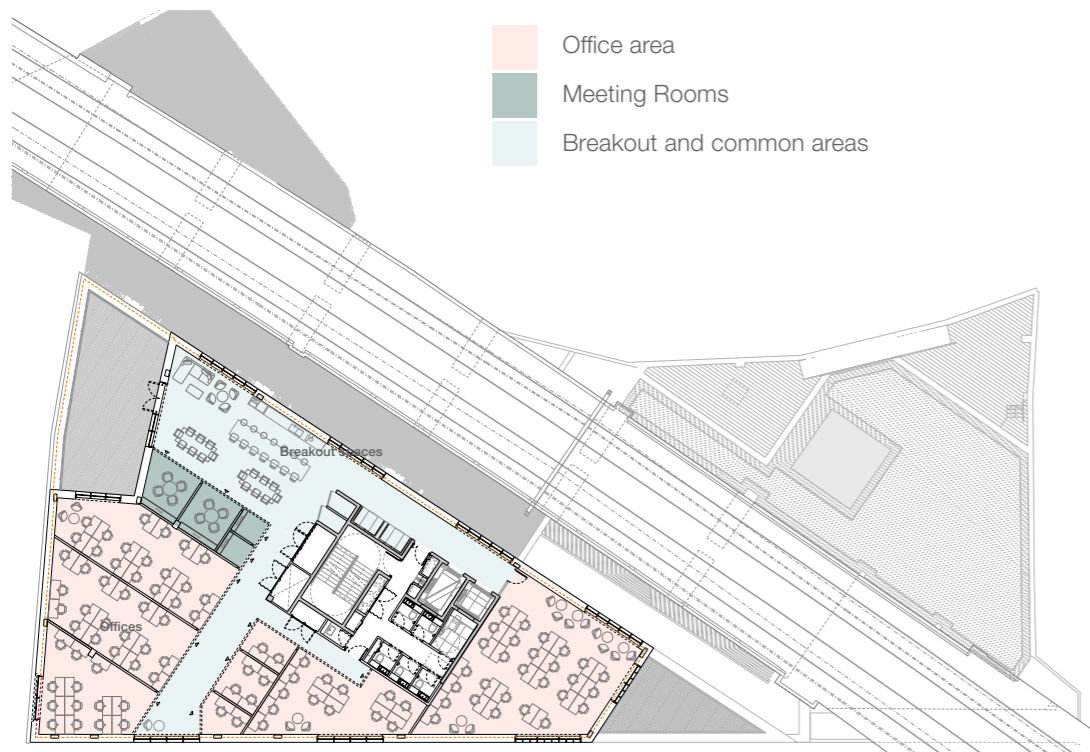
The indicative layout on this page shows how the openings benefit not only the offices but the common spaces of the office floor, helping to create high quality space in what is a constrained footprint.



Indicative internal view of window with hit-and-miss brick (consented scheme)



Indicative internal view of window (as proposed)



Indicative office layout



Indicative internal view of the office internal street

Townscape Views

TOWNSCAPE ASSESSMENT OF THE AMENDED SCHEME SUBMISSION

Peter Stewart Consultancy prepared the townscape assessment section in the Design and Access Statement ('DAS') submitted with the application for the approved scheme ref: 2016/5181/P. This section has been prepared to assess the potential effects of the design amendments made to the approved scheme, following a meeting with the Council on the 2 March 2018, in respect of our original assessment. The application site ('Site') and design amendments are described earlier in this report.

We set out an assessment of the townscape and heritage context of the Site below, and go on to assess the amended scheme and its effect on local views.

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 (including the brick railway viaduct running through the Site). 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.

Areas which share common townscape characteristic in terms of the prevailing uses and the age of development, were identified in the DAS and comprise:

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

The Site lies on Spring Place in the 'Spring Place/ Kentish Town Industrial Estate' townscape character area, which 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).

Spring Place, a street predominantly lined by commercial use, 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. The predominant building material is brick

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 (which lies some 50m to the south and south-east of the Site) 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.

Assessment

The scheme remains of a high quality of design and has been well articulated through the careful handling of the massing and use of materials. The design amendments are minor in nature and the appearance and massing of the scheme remain broadly consistent. The building overall will have a robust commercial character clearly influenced by the industrial past of the area.

The amended scheme will sit as a positive addition to the Site and relate well to its different edge conditions, and the varied wider context. The design responds positively to the main street frontage to Spring Place, as well as the rear elevation facing the railway viaduct, acknowledging the varied character of each, and will signify the regeneration of the area. The new open space and entrance from Grafton Road will enhance this frontage of the Site, and introduce a new route through the Site and under the brick viaduct.

In respect of the Spring Place elevation, the ground floor frontage will provide an enhanced active street edge, encouraging activity along this part of the street. The brick plinth provides a clearly defined base, and the brick clad southern bay acts as a 'book-end' to the south, which will appear as a positive element in views from the south (including the conservation area). Brick is used to face the rear elevation, facing the railway viaduct, in order to comply with Network Rail maintenance requirements.

The architectural design provides interesting elevations, with crisp detailing and a varied pattern providing a distinctive pattern across the elevations as a whole. Further design detail is set out earlier in this report. The horizontal banding effect in the brick work is achieved through the mortar detail (the same water struck brick is used throughout), with the bands appearing to become lighter as they rise through the building elevation. The metal and glass clad element has a more lightweight character and will provide a rich texture to the Spring Place elevation.

The use of brick as the principal cladding material to the railway viaduct (rear) elevation is a direct response to Network Rail's requirements for maintenance access to the elevation facing the railway. It is in the spirit of the original design and will provide a consistent appearance to the building as a whole. The use of light coloured brick as a facing material is wholly appropriate for the approved building, and the local area generally.

Views

Views of the Site from the surrounding area are limited, and the effect of the design amendments on these views is minimal, as assessed in the next pages. Three of the views from the DAS (views 1, 3 and 4) have been updated and are included below (the numbering follows that in the DAS).

These views are generally of a fragmented townscape, principally as a result of the railway viaduct, of a mixed character. There are no views of the Site that have been identified as significant, by the planning authority or others, e.g. in planning policy and guidance documents and conservation area appraisals.

Assessment of effect and conclusions

The approved scheme offered a number of urban design and townscape benefits, including the intensification of development on this underused Site and the provision of enhanced active frontages to Spring Place and Grafton Road. The amended scheme, like the approved scheme, delivers the same urban design and townscape benefits and will result in a significant enhancement to the Site as found today. The building will contribute to a sense of place that is lacking on Site and the local area generally today. The well articulated massing and elevation designs will relate well to the varied character of the Site's surroundings.

The proposed design amendments, which are detailed in nature, are in the spirit of the original approved design and do not change our assessment of the quality of the building and its positive effects on the local area. The project will deliver a characterful building with a sculptural form and a distinctive silhouette. The architecture is of a high quality appropriate for the commercial use. The use of brick (the principal building material in the surrounding area) for the railway elevations is a practical response to comments made by Network Rail.

In respect of the design (as amended) considered in its own right, and the relationship between the new building and its surroundings, including the Inkerman Conservation Area, the effect of the new development will be entirely positive. The amended scheme will enhance the quality of the townscape of the area. It is in line with the policies and guidance on design set out in the NPPF, the national PPG, London Plan policies, and local policies and guidance.

View 1 from Inkerman Conservation Area

Approved Scheme



Updated Proposal



Existing

This viewpoint is on the south side of Holmes Road at the junction with Willes Road (which continues north to become Spring Place), looking north-west at the Site. The viewpoint and the end of the terrace in the immediate foreground to the far left are within the Inkerman Conservation Area.

The amended scheme will enhance this view with a building of a high quality of design that is sympathetic to its context. The amendments to the Spring Place elevation of the approved scheme, its principal elevation, will be barely noticeable in this view.

The scheme will define a new high quality built edge to Spring Place, to which it has a continuous built edge. The massing of the building has been carefully considered and the two distinct cladding treatments of different parts of the building will be apparent: a brick clad bay, and two ribbed metal and glass clad bays beyond. The saw tooth profile of the parapet evokes the industrial heritage of the area.

The brick work, to both the Spring Place and return south-east elevations, is articulated through the use of wide horizontal bands, which appear lighter as they rise through the building. The south-west end bay of the latter is set back, articulating this façade. The use of brick as the principal cladding material is consistent with the use of brick as the predominant material in the Inkerman Conservation Area.

View 3 from Warden Road

Approved Scheme



Updated Proposal



Existing

This viewpoint is on the south side of Warden Road, close to the junction with Grafton Road, looking towards the Site. The differences between the amended scheme and the approved scheme will be most apparent in this view. Neither the view or viewpoint are sensitive in townscape terms, and this is the least sensitive of the views considered as part of the application submission.

Part of the brick clad upper floors of the elevation facing the railway viaduct will be visible beyond the railway viaduct (it is screened to the north by Star House). The overall elevation design and the profile of the building will appear largely as the approved scheme, and complement the commercial and industrial character of the immediate surroundings. The use of a light coloured brick is consistent with the structures in the foreground, including the robust railway viaduct and the post-war office building. It is a wholly appropriate response to the Site context and will result in a building of an appropriate appearance.

The new Site access and open space will be prominent on the street edge and will enhance the streetscene.

View 4 from Spring Place

Approved Scheme



Updated Proposal



Existing

This viewpoint is on the north-east side of Spring Place, looking south in the direction of the Site. The changes to this view, compared to that of the approved scheme, will be minimal. It is the increase in height of the window opening in the end bay that is most likely to be noticed, and this follows the design intent of the approved scheme.

The elevation design, cladding materials and profile of the amended scheme will complement the commercial and industrial character of the area around the railway viaduct. The new built edge to the south-west side of Spring Place will be visible below the bridge deck and the active ground frontage will significantly enhance the site's contribution to the local area.

Summary



The proposed minor material amendments represent the design development of the scheme to ensure the delivery of this key regeneration project. The updates respond to the unique conditions of the development site - particularly the relationship with the adjacent railway infrastructure - and retain the clarity and attention to detail of the original proposal.

The report and the associated townscape commentary demonstrate the limited extent of the changes and the continued acceptability of the updated scheme in design and townscape terms.

The technical documents mentioned throughout the document, such as the Noise Impact Assessment Note and Network Rail email can be found as appendix to this document.