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REVISED ADDENDUM: Proposed Changes to the Development at 8 & 10-12 Kentish Town Road London **NW1 9NX**

Date: 11 October 2019



This document demonstrates amendments to the scheme proposals for 8-12 Kentish Town Road and responding to Camden's comments. As a result it involves changes to the facade design, omitting the roof level enclosure to further mitigate the impact of the building's massing, and changing fenestration materiality from powder coated aluminium to traditional timber frames.

Within the following pages we have sought to address the points raised in Camden's email notes sent 02/10/2019.

INTRODUCTION

In order to summarise the points raised within the case officer's email dated 03/10/2019; we have itemised them below so that it can be read in conjunction with our reply:

1) Addition of chimneys - now acceptable;

2) Zinc cladding for roof - now considered to be acceptable;

3) Demotion - acceptable;

4) Roof heights - staggered roofline considered to be acceptable;

5) No.12 has lower parapet and should have lower roof - plans now accepted;

6) No.12 cornice - plans now accepted;

7) No.12 fascia - plans now accepted;

8) Shopfronts - plans accepted on basis that accord with consented scheme and No.8 altered to match;

9) Roof level services enclosure - the roof level services enclosure is not acceptable. It is partially visible in views along Kentish Town Road (popping up between the chimneys) and will be visible from surrounding properties as an incongruous addition above the mansard roof;

- This has been addressed by removing the enclosure.

10) Rear elevation - The chimneys and party walls at roof level help to give a sense of the separate buildings, and the changes at the rear of No.8 are positive (in terms of providing windows); however, we still have concerns and the proposed fenestration and the overall design of the rear of the building.

The solid-to-void relationship on the rear elevation is wrong, particularly taking into account the rear of other properties in the triangle; the proposed materials are not appropriate (the fenestration at the rear should be timber framed) and the traditional, ad hoc arrangement of normal-sized windows dotted around the elevation ahas been lost and instead the rear elevation appears too grand and modern and at odds with the surrounding pattern on development. - solid to void relationship has been addressed by reducing the size of windows;

- all fenestration is to be painted white timber frame in keeping with local context.

11) Rear stair enclosure to No.8 - see point 10;

12) Rear mansard windows - see point 10;

13) Rear fenestration - see point 10.

CONTENT



Previous revision

AMENDED REVISION

Point 14: The roof level services enclosure has been omitted and therefore the roof line is consistent with surrounding buildings. The new reduced mass of the lift overrun does not obstruct any views from street level.

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REVISED FRONT FACADE





Previous revision

AMENDED REVISION

REVISED REAR FACADE





Camden Road

CONTEXTUAL REAR ELEVATION PHOTO MONTAGE

Kentish Town Road



Camden Road

CONTEXTUAL REAR ELEVATION



Kentish Town Road



















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Point 10: Study to show how changes have been made to the rear facade, accommodating a more appropriate solid to void relationship.



SOLID/VOID ANALYSIS

Verticality of windows out of place compared with neighbours











The revised proposed windows at Nos. 8-12 are reduced in width to accommodate a solid-void percentage which
is much more in line with the rest of the urban block. The reduced width has been determined by it's neighbours,
however, we believe the verticality of the windows should remain to enhance the internal spaces behind.

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•	The average solid-void percentage excluding 8-12 KTR is 15.3%.
•	The average solid-void percentage including the consented rear facade is 15.8%.
•	The average solid-void percentage including the new proposed rear facade is 16.4%.
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SOLID/VOID ANALYSIS

Verticality of windows in keeping with rhythm of neighbours





CONSENTED REAR ELEVATION

The consented elevation is nondescript and of poor design quality, we believe that it will prove not to be a sustainable and durable solution for the Camden Town





REVISED PROPOSED REAR ELEVATION

NEW HOTEL & RESTAURANT 8 & 10-12 Kentish Town Road London NW1 9NX



REVISED PROPOSED REAR ELEVATION













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REVISED PROPOSED REAR ELEVATION: DETAILS



REVISED PROPOSED REAR ELEVATION: DETAILS



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Point 12: Rear mansard windows are to be timber framed.



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REVISED PROPOSED REAR ELEVATION: DETAILS



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