

# Planning Statement

## Planning Application

Demolition of existing buildings to create a five-storey mixed residential and commercial development

3-7 Fortess Road, Kentish Town, London NW5 1AA

DLA Ref: 22/360

August 2023

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## 1.0 INTRODUCTION

### 1.1.0 Background

1.1.1 This report relates to a planning application for the demolition of existing buildings to create a five-storey mixed residential and commercial development at 3-7 Fortess Road, Kentish Town, London NW5 1AA.

### 1.2.0 Scope

1.2.1 This document comprises an overarching Planning Statement. Sections 2 to 4 consider the physical, economic, social and historical context of the site, identifying the relevant local, regional and national planning policy framework; and Section 5 sets out the details of the proposal. All these sections inform the evaluation of the proposal in Section 6 against the identified planning policy framework. The overall conclusions are set out in Section 7 and which are summarised below at paragraph 1.3.0.

### 1.3.0 Summary

- There is no policy objection to the provision of new housing in this location.
- The proposal would represent a high-quality standard of design that would reflect the character and appearance of the surrounding area.
- The proposal would cause no loss of amenity to neighbouring occupiers and future occupiers would be afforded good living conditions.
- The proposal would not be prejudicial to highway safety and a care-free scheme would be acceptable in a highly sustainable location.

## 2.0 SITE & CONTEXT ANALYSIS

### 2.1.0 Location

2.1.1 The site is positioned on the western side of Fortess Road in a triangular street block, near its junction with Kentish Town Road.

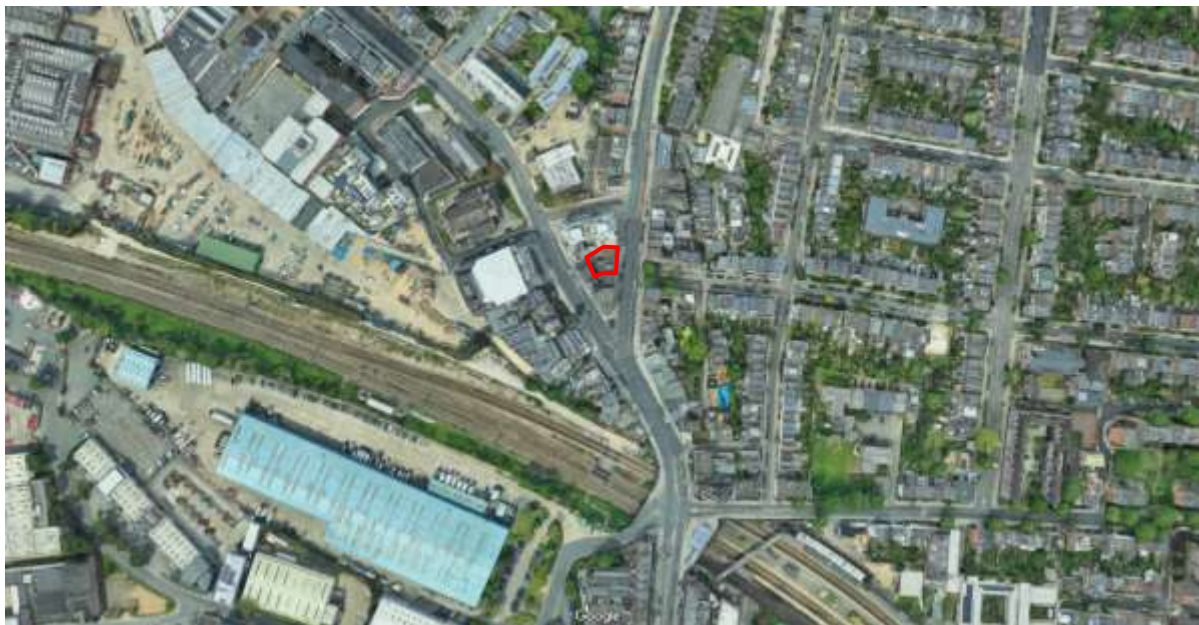


Figure 1: Location of the Application Site

### 2.2.0 Application Site

2.2.1 The application site comprises three, three-storey terraced units with a large ground floor rear extension occupying the whole of the site. All three properties are vacant due to structural damage caused by the redevelopment at Nos 1-34 High Gate Road and comprise commercial premises on the ground floor with residential accommodation above.

2.2.2 The existing front elevations of the existing buildings are constructed with red bricks painted white, central white timber framed windows on both the first and second floors. The ground floors have a grey aluminium framed shopfronts and fascia's that still have advertising displayed by the previous business occupiers. The existing rear elevations are similarly constructed in red brick with various sized (timber-framed) window openings.

### 2.3.0 Context

2.3.1 The site is located in the northern area of Kentish Town Centre and forms part of the secondary shopping frontage. The surrounding built form is characterised by two to five storey buildings of varying heights, design and appearance, which consist primarily of town centre uses on the ground floor and residential accommodation above. Facades of neighbouring buildings are constructed in red brick, Yellow London Stocks.

#### 2.4.0 Proposals Map Notation

2.4.1 The site is located within the Kentish Town Centre and Kentish Town Archaeological Priority Area. It also forms part of the Secondary Shopping Frontage, as highlighted on Map 82 of the Policy Map Alterations (June 2017). The application site does not include any statutory listed buildings, nor are any of the buildings located within the Conservation Area.

#### 2.5.0 Local Services

2.5.1 The application site has excellent access to a range of facilities and services that are easily accessible by means of walking and cycling. The table below identifies the immediate key services and facilities:

Facility	Local provision	Distance from the site (km)	Indicative journey times (minutes)	
			Walk	Cycle
Education	Kentish Town Church of England Primary School	350m	4 mins	1 min
	Eleanor Palmer Primary School	500m	7 mins	2 mins
	Rainbow Nursery	500m	7 mins	2 mins
	Acland Burghley School	600m	7 mins	3 mins
Retail	Co-op Food	10m	1 min	1 min
	Sainsbury's Local	230m	3 mins	1 min
	Iceland Foods	300m`	4 mins	1 min
Health, Leisure & Community Facilities	The Basement LDN – GYM	270m	4 mins	1 min
	Pure gym	450m	6 mins	2 mins
	Parliament Hill Medical Centre	500m	6 mins	2 mins
	Christ Apostolic Church	100m	1 min	1 min
	02 Forum Kentish Town	100m	1 min	1 min

#### 2.6.0 Accessibility

2.6.1 The site has an excellent Public Transport Accessibility Level (PTAL) rating of 6a. There are various bus routes operating within close proximity of the site, as well as London Underground and National Rail links running from Kentish Town, which are approximately 180m to the south on Kentish Town Road.

### 3.0 RELEVANT PLANNING HISTORY

#### 3.1.0 Application Site

3.1.1 The relevant history of the application site is summarised in Figure 3.1.0 below.

LPA Ref	Proposal	Outcome
<b>2019/1724/P</b>	Demolition of existing buildings and erection of a four storey block with retail units at ground floor and 3 x 3-bed residential units above	Granted- 21/05/2021
<b>2003/1095/P</b>	Change of use of ground floor premises from retail (A1) to food and drink (A3), including the installation of an external flu to the rear elevation.	Refused- 01/09/2003
<b>27887</b>	Change of use of ground floor from retail shop to snack bar	Granted- 22/01/1979
<b>13207</b>	Extension to shop premises at ground floor level and erection of addition at 1st floor level in order to create self-contained maisonette.	Granted- 23/02/1972
<b>TP4339/2656</b>	To erect an addition at the rear of the premises, in order to provide preparation room at ground floor level in connection with the existing use for a fried fish shop and to erect a kitchen, bathroom and separate W.C. at first floor level	Granted- 25/06/1965
<b>TP4059/9177</b>	To use the first-floor of the premises, as a social club and to erect an extension at the rear at first-floor level for use as a cloakroom and W.C.	Refused- 04/04/1962
<b>TP4709/27401</b>	Alterations to external and erection of a single-storey addition at rear and residential accommodation	Granted- 22/02/1961

### 3.2.0 Other Relevant Sites

3.2.1 Further to the planning history of the site in the above table, research into the neighbouring redevelopment of the former 'Tally Ho' Public House has been undertaken and listed below:

- **2005/2242/P:**  
Demolition of existing public house and erection of a part 5 part 6-storey building comprising 33 residential flats including 13 affordable flats and retail at ground floor level. Granted (09/09/2005).
- **2008/0275/P:**  
Alterations to the ground floor shopfront on the Fortress Road, Highgate Road and Fortress Walk elevations, and installation of a mezzanine floor level to provide an additional 378m<sup>2</sup> of retail floorspace as an amendment to planning permission granted 9/09/2005 (ref. 2005/2242/P) for the demolition of existing public house and erection of a part 5 part 6-storey building comprising 33 residential flats including 13 affordable flats and retail at ground floor level. Appeal allowed (21/10/2008).
- **2009/4862/P:**  
Erection of a rooftop extension at 5th floor level, comprising an infill between 2 existing penthouse pavilions to provide additional accommodation to 2 existing 4th and 5th floor maisonettes (Class C3). Appeal allowed (20/10/2010).

## 4.0 POLICY CONTEXT

### 4.1.0 National Policy / Guidance

4.1.1 The National Planning Policy Framework (NPPF) 2021, sets out the Government's planning policies for England. The following sections are considered directly relevant:

- Decision-making (Section 4)
- Delivering a sufficient supply of homes (Section 5);
- Building a strong, competitive economy (Section 6);
- Ensuring the vitality of town centres (Section 7);
- Promoting healthy and safe communities (Section 8);
- Promoting sustainable transport (Section 9);
- Making effective use of land (Section 11); and
- Achieving well designed places (Section 12)

4.1.2 The National Planning Policy Guidance contains detailed guidance on the application of the NPPF and is a material consideration in the decision-making process.

4.1.3 National Design Guide 2021: Planning practice guidance for beautiful, enduring and successful places, aims to illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.

### 4.2.0 The London Plan (2021)

Policy No.	Title
GG2	Making the best use of land
D4	Delivering good design
D6	Housing quality and standards
H1	Increasing housing supply
H2	Small sites
T5	Cycling
T6	Car parking

### 4.3.0 Development Plan

4.3.1 Camden Local Plan was adopted by the Borough on 3<sup>rd</sup> July 2017 and sets out the Council's planning policies, which replaced the Core Strategy and Development Policies planning documents. The following Local Plan Policies are considered to be relevant:



<b>Policy No.</b>	<b>Title</b>
<b>Policy G1</b>	Delivery and location growth
<b>Policy H1</b>	Maximising housing supply
<b>Policy H2</b>	Maximising the supply of self-contained housing from mixed-use schemes
<b>Policy H3</b>	Protecting existing homes
<b>Policy H6</b>	Housing choice and mix
<b>Policy H7</b>	Large and small homes
<b>Policy C5</b>	Safety and security
<b>Policy C6</b>	Access for all
<b>Policy E1</b>	Economic development
<b>Policy E2</b>	Employment premises and sites
<b>Policy A1</b>	Managing the impact of development
<b>Policy A2</b>	Open Spaces
<b>Policy A4</b>	Noise and vibration
<b>Policy D1</b>	Design
<b>Policy D2</b>	Heritage
<b>Policy D3</b>	Shopfronts
<b>Policy TC1</b>	Quantity and location of retail development
<b>Policy TC2</b>	Camden's centres and other shopping areas
<b>Policy TC4</b>	Town centre uses
<b>Policy TC5</b>	Small and independent shops
<b>Policy T1</b>	Prioritising walking, cycling and public transport
<b>Policy T2</b>	Parking and car-free development

#### 4.4.0 **Supplementary Planning Guidance / Documents**

4.4.1 The following Supplementary Planning Guidance is relevant to this application:

- CPG Housing (interim);
- CPG 2 Housing May 2016 (updated March 2018);
- CPG Amenity;
- CPG Employment Sites and Business Premises; and
- CPG Town Centres

4.5.0 **Kentish Town Neighbourhood Plan (2016)**

4.5.1 The Kentish Town Neighbourhood Plan was adopted in November 2016. The following neighbourhood plan policies are considered to be relevant:

<b>Policy No.</b>	<b>Title</b>
<b>Policy SW1</b>	Supporting small businesses
<b>Policy SW2</b>	Protection of secondary shopping frontages
<b>Policy D3</b>	Design principles

## 5.0 DESCRIPTION OF DEVELOPMENT

### 5.1.0 Use

5.1.1 The proposal comprises the demolition and redevelopment of the existing three-storey buildings on the site, to provide x 2 new Class E units on the ground floor and four self-contained dwellings on the floors above. The table below sets out the areas of proposed land uses:

Land Use	Proposed GIA (sqm)
Shop (Class E)	57sqm
Coffee Shop (Class E)	70sqm
Flat A	85sqm
Flat B	85.5sqm
Flat C	85.5sqm
Flat D	69sqm

### 5.2.0 Layout

5.2.1 Both commercial units would also be accessed off Fortess Road. The entrance lobby for the proposed residential units is provided in the north-east corner of the building. The lobby includes a cycle store for 8 no. bikes; mailboxes upon entry; and a staircase serving all residential floors. The proposed dwellings would occupy the first, second third and fourth floors. A bin store would have a separate access point off Fortess Road.

### 5.3.0 Appearance & Scale

5.3.1 A full explanation of the appearance, scale and materials of the proposed development are set out within the Design and Access Statement prepared by GLA Architects and the Heritage Impact Assessment by Marrons.

5.3.2 In summary, the design of the proposed building is generally in keeping with the style and character of the surrounding area. It would incorporate design elements and brickwork to mirror the façade of numbers 1a and 2a Fortess Road. The fourth floor would have a contrasting material palette with slate grey and light grey zinc cladding and grey aluminium framed windows. The proposal would be for a five-storey building, which would resemble building heights in the area.

### 5.4.0 Landscaping

5.4.1 No on-site trees or other landscaping of any value would be lost as a result of these proposals.

## 6.0 **PLANNING CONSIDERATIONS**

Based on the analysis set out in Sections 2 to 5, I consider that the application proposal raises the following issues, which I will consider in turn below:

1. Principle
2. Layout & Design
3. Transport, Parking & Servicing
4. Energy & Sustainability

## 6.1.0 Issue No 1: Principle

### 6.1.1 Housing Supply

Government, regional and local planning policy all support the provision of additional housing. Paragraph 60 of the NPPF seeks to significantly boost the supply of housing. Paragraph 119 advises that planning policies and decisions should promote an effective use of land in meeting the need for homes.

6.1.2 Paragraph 69 of the NPPF recognises that small and medium sized sites can make “an important contribution” to meeting the housing needs of an area. It also notes that smaller sites can be built out relatively quickly. Paragraph 68 also advises that policies and decisions should support the development of windfall sites.

6.1.3 Policy GG2 of the London Plan states that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must enable the development of brownfield land particularly at sites on the edge of town centres, as well as utilising small sites; prioritise sites which are well-connected by existing or planned public transport; and intensify the use of land to support additional homes.

6.1.4 Policy G1 of Camden’s Local Plan sets out how the Council will create the conditions for growth across the Borough. It states that:

*“The Council will deliver growth by securing high quality development and promoting the most efficient use of land and buildings in Camden by:*

- a) supporting development that makes best use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;*
- b) resisting development that makes inefficient use of Camden’s limited land;*
- c) expecting the provision of a mix of uses where appropriate, in particular in the most accessible parts of the borough, including an element of self-contained housing where possible; and*
- d) supporting a mix of uses either on site or across multiple sites as part of an agreed coordinated development approach, where it can be demonstrated that this contributes towards achieving the strategic objectives and delivers the greatest benefit to the key priorities of the Plan.”*

6.1.5 Policy G1 also identifies that the Local Plan seeks to meet the Borough’s objectively assessed needs to 2031 for 16,800 additional homes, 695,000 sqm of office floorspace and c30,000sqm of retail floorspace. Although the site is not located within a growth area, Policy

G1 does make reference to growth being delivered through development at highly accessible locations such as the town centre of Kentish Town.

- 6.1.6 The site is in a highly accessible and sustainable location where the redevelopment of brownfield land is making best use of the Borough's limited land supply. This approach is in compliance with the core principles of the NPPF, which encourages the re-use of previously developed and also Policy G1 of the Camden Local Plan.
- 6.1.7 Table 4.1 and 4.2 of the London Plan sets the ten-year targets for overall net housing completions and on small sites (less than 0.25ha) that each local planning authority should plan for. Camden's overall housing target is 10,380; however, of this figure, 3,280 dwellings should be through small sites which equates to 32% of the overall target. The proposal would therefore contribute to the Borough's housing supply, given its high percentage reliance on smaller sites relative to the overall target. Paragraph 4.2.1 of the London Plan recognises that *"increasing the rate of housing delivery from small sites is a strategic priority"*.
- 6.1.8 In this policy context, the principle of additional housing on the site is considered acceptable and would materially contribute to the supply of homes within the Borough. As set out in section 2.5 and 2.6 above, the site has a PTAL Rating of 6a and is within a sustainable location with good access to shops, services and public transport links.
- 6.1.9 *Provision of Retail Uses*  
Policy TC1 of the Camden Local Plan notes that *"the Council will focus new shopping and related uses in Camden's existing centres, having regard to the level of capacity available in these locations"*. This additional provision of retail floorspace is expected to be supported by a range of other centres uses, including food, drink and entertainment uses. The Camden Retail and Town Centre (2013) identifies a need of approximately 30,000sqm of new retail floorspace by 2031.
- 6.1.10 Policy TC2(g) refers to secondary shopping frontages as locations for shops (A1) together with a broader range of other town centre uses to create centres with a range of shops, services, food, drink and entertainment uses which support the viability and vitality of the centre. Under the guidance of Policy SW2 and SW3 of the Kentish Neighbourhood Plan, the aim is for 60% of secondary retail frontages to be in retail use. Any scheme that results in the loss of a retail unit would be resisted by the Council.
- 6.1.11 As previously identified, the site is located in the secondary frontage of Kentish Town centre. The buildings are currently vacant and, are therefore not fulfilling national and local Policy objectives in relation their contribution to the function, character and vitality of the Town

Centre. As such, the current ground floor situation is not benefiting the Town Centres local economy and competitiveness.

- 6.1.12 Redevelopment of this site provides an excellent opportunity to revitalise this section of the street scene with compatible uses in line with Policy TC2. The retail unit would provide a comparatively more attractive commercial environment for future business needs in a town centre location. It would retain and enhance the existing shop use as required by Local and Neighbourhood Plan Policy, including an additional provision of retail floorspace over and above the existing. Due to a clear lack of retail units within adjacent and nearby frontages, the proposal would make a positive contribution to the shopping provision in the local area.
- 6.1.13 In light of the above, it is considered that the proposal would comply with Policies TC1, TC2 (g) of the Local Plan and Policies SW2 and SW3 of the Neighbourhood Plan and would protect the vitality of the retail frontage in this location.

## 6.2.0 Issue No 2: Layout & Design

### 6.2.1 Character, Appearance & Heritage

Paragraph 126 of the NPPF advises that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Likewise, paragraph 130 of the NPPF seeks to ensure that developments function well and add to the overall quality of the area; are visually attractive and sympathetic to local character and history; and establish or maintain a strong sense of place.

6.2.2 Chapter 3 'Design' of the London Plan (2021) echoes the provisions of the NPPF by advising that high-quality design underpins sustainable development.

6.2.3 Policy D1 of the Camden Local Plan reflects the design principles listed above, but in summary the Council will seek to secure high quality design in development, which respects local character and context. It will, however, resist development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

6.2.4 Policy D2 of the Camden Local Plan states that the Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas.

6.2.5 The structural integrity of the existing buildings is not sound and as a result they have been vacant for a number of years, therefore failing to contribute to the attractiveness and vitality of the local area. The redevelopment presents an excellent opportunity to optimise the potential of the site by reinvigorating a currently blank and unattractive shopping frontage through the provision of higher-quality residential and commercial floorspace.

6.2.6 The proposed building remains identical to previously approved permission under LPA ref: 2019/1724/P apart from the addition of a new recessed upper storey. The additional storey will comprise a mansard style roof constructed in a contrasting material palette with new slate grey and light grey zinc cladding and grey aluminium framed windows. It will be set back from the front and rear elevations behind a parapet to remain subordinate and, due to its low positioning, would have limited visibility from the street scene of Fortess Road.

6.2.7 Whilst the proposal would have an additional storey to the previously approved development, it would be lower in height than the neighbouring development at Tally Ho apartment complex to ensure that the natural slope of the land can continue upwards to the



street corner with Fortress Walk. The proposed development's height would be approximately 16 metres, reducing to 15.5 metres against the Tally Ho apartment complex as the street slopes upwards. Additional information on design has been provided in the Design and Access statement by GLA architects.

6.2.8 A Heritage Impact Assessment has been prepared by Marrons, which concludes that:

*“The Site lies within the setting of a number of listed buildings and Character Area 5 of the Kentish Town Conservation Area. The Site plays a prominent role as a terminating building of Falkland Road, the junction of which with Fortress Road is a key gateway to the Conservation Area.*

*The proposed development will bring about an amelioration of the quality and condition of the streetscape of Fortress Road and will have a neutral impact upon the ability to appreciate the significance of both designated and non-designated heritage assets from within their townscape settings.*

*Groundworks within the Site have the potential to impact upon archaeological remains. If and where found in situ these are most likely to be associated with Late-Medieval, Post-Medieval and later occupation, and are likely to be of local to, at the very most, regional significance.”*

6.2.9 In light of the above, it is considered that the overall design of the proposed building would be a significant improvement over the appearance of the existing building. The scheme would be of the highest architectural merit and would positively contribute to the local character and townscape of Fortress Road in line with Policies D1 and D2 of the Local Plan and the provisions of the London Plan and NPPF.

6.2.10 Neighbouring Amenity

Policy A1 of the Camden Local Plan seeks to protect the quality of life and amenity of occupiers and neighbours. The Amenity CPG expects all buildings to receive adequate daylight and sunlight. If there is a chance that sunlight and daylight would be affected, then a Daylight and Sunlight report is required by the Council.

6.2.11 A Daylight and Sunlight Assessment has been prepared by EAL Consult to determine the likely loss of light to adjacent buildings resulting from the redevelopment. A total of 5 neighbouring properties were identified that could potentially be impacted by the proposed development:

- No 12 Fortess Road
- No 1 Fortess Road
- No 8 Highgate Road
- No 10 Highgate Road
- No 1-34 Fortess Road

6.2.12 The assessment concluded that:

*“Overall, the assessment of daylight and sunlight to the surrounding properties indicates that the proposal will not cause a noticeable change to existing occupants as the difference in the results has been kept to a minimum. As such the scheme is considered fully BRE compliant in terms of daylight and sunlight and should be considered acceptable.”*

6.1.13 The siting and the scale of the proposed building has been carefully considered in order to create acceptable relationships with neighbouring buildings and land uses. The proposal will largely reflect the massing, height and footprint of the previous approval such that there would be no noticeable change in the amenity currently afforded to neighbouring occupiers. The Council raised no other issues in the previous approval that would need to be reconsidered as part of this proposed scheme.

6.2.14 Moreover, it is considered that there would be an improvement in general amenity for all surrounding land uses due to the visual enhancements proposed by the development, compared to the existing building.

6.2.15 Residential Amenity

The London Plan and Housing CPG sets out the minimum space requirements for residential units. The table below demonstrates that the proposed flats would meet the required internal space standard:

Flat	Size	Required Internal Space Standards	Proposed GIA
Flat A	3-bed, 4-person	74 sqm	85 sqm
Flat B	3-bed, 4-person	74 sqm	85.5 sqm
Flat C	3-bed, 4-person	74 sqm	85.5 sqm
Flat D	2-bed, 3-person	61 sqm	69 sqm

6.2.16 The flat layouts would ensure efficient circulation as well as providing excellent levels of light through dual aspect accommodation. The layouts of the proposed flats would incorporate

both east and west facing open plan living rooms/kitchens thereby maximising the potential for solar gain into habitable living space in line with BRE Guidelines.

- 6.2.17 No external private amenity space is provided; however it is considered that as the site is located within a short walk to a number of a public parks and is within a Town Centre location, this shortfall is acceptable.
- 6.2.18 The proposed development has been sensitively designed to ensure that it would not detract from the residential amenity of neighbouring occupiers. Future occupiers of the dwellings would enjoy good living conditions in an area with excellent access to shops and services in accordance with Policy A1 of the Local Plan, The Housing CPG and The Amenity CPG.

### 6.3.0 Issue No 3: Transport, Parking and Servicing

#### 6.3.1 Transport and Cycle Parking

NPPF paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In addition, paragraph 107 of the NPPF recognises that local parking standards for residential development should take into account the accessibility of the development and availability of and opportunities for public transport.

6.3.2 Policy T6 of the London Plan states car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

6.3.3 Policy T1 of the Camden Local Plan states that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the Borough. For example, it will be sought that developments provide accessible, secure cycle parking facilities. Further to this, Policy T2 of the Camden Local Plan will limit the availability of parking and require all new developments to be car-free.

6.3.4 The site benefits from a Public Transport Accessibility Level (PTAL) rating of 6a, which means it has very good access to public transport links. The Kentish Town Underground and National Rail Station are located approximately 180m to the South. Tufnell Park is situated some 600m to the north-east. As such, the site will be a car-free development, which accords with Policy T2 of the Camden Local Plan.

#### 6.3.5 Delivery and Servicing Management Plan

A Transport and Traffic report prepared by John Elliot Consultancy has been submitted to help minimise the impact of the proposed redevelopment on the local highway network and to avoid obstruction of the highways and footways. The Delivery and Servicing Management Plan sets out a strategy demonstrating:

- Goods delivery and collection arrangements; and
- Refuse storage and collections arrangements

6.3.6 The implementation of the DSMP will ensure that the proposal does not unduly impact on the local highway network and does not inconvenience future and neighbouring occupiers. It is not anticipated that the redevelopment will necessitate or justify a specific management strategy.

#### 6.4.0 **Issue No 4: Energy and Sustainability**

6.4.1 Policy CC1 of the Camden Local Plan states that the Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.

6.4.2 Policy CC2 of the Camden Plan requires development that is resilient to climate change and should adopt appropriate climate change adaptation measures. The Council will also promote sustainable construction measures.

6.4.3 An Energy and Sustainability Statement has been prepared by EAL Consult in support of this application. The Statement outlines an overall commitment to reducing energy consumption under occupancy through the adoption of a 'Fabric First' principle, which will seek enhanced insulation standards and improved heating and lighting efficiencies in comparison to the standard requirements of Approved Document Part L1 2021. Further carbon emission reduction can be achieved by using Photovoltaic Panels.

6.4.4 The proposed development by incorporating the measures above can achieve an average carbon emission reduction of:

- 75.7% with the use of Air source heatpumps for the flats
- 47.4% with the use of Photovoltaic panels for the commercial units.

6.4.5 Sustainable Design and Construction measures in waste management, water, health & wellbeing, materials, pollution and surface water management have been incorporated into the development and are in accordance with Policies CC1 and CC2 of the Local Plan.

## 7.0 CONCLUSIONS

### 7.1.0 Background

7.1.1 This report relates to a planning application for the demolition of existing buildings to create a five-storey mixed residential and commercial development at 3-7 Fortess Road, Kentish Town, London NW5 1AA. The proposal is promoted in the following circumstances:

- The principle of a mixed used commercial and residential development is acceptable in this location in accordance with Policies G1, TC1 and TC2 of the Local Plan and the provisions of the London Plan and NPPF.
- The overall design of the proposed building would be a significant improvement over the appearance of the existing building. The scheme would be of the highest architectural merit and would positively contribute to the local character and townscape of Fortess Road in line with Policies D1 and D2 of the Local Plan and the provisions of the London Plan and NPPF.
- The proposed development has been sensitively designed to ensure that it would not detract from the residential amenity of neighbouring occupiers. Future occupiers of the dwellings would enjoy good living conditions in an area with excellent access to shops and services in accordance with Policy A1 of the Local Plan, The Housing CPG and The Amenity CPG
- The proposal would not be prejudicial to highway safety and car-free development is considered acceptable in this sustainable location in accordance with Policy T2 of the Local Plan.
- Sustainable Design and Construction measures in waste management, water, health & wellbeing, materials, pollution and surface water management have been incorporated in the development and are in accordance with Policies CC1 and CC2 of the Local Plan.

DLA <sup>Town</sup> Planning

DLA  
Heritage

DLA  
Strategic

DLA  
Commercial

DLA  
Residential

DLA  
Leisure

[dlatownplanning.co.uk](http://dlatownplanning.co.uk)