



PLANNING STATEMENT ON BEHALF OF 65 HOLMES ROAD LTD

**SITE AT 65-69 HOLMES ROAD,
LONDON, NW5 3AN**

**ERECTION OF A PART SEVEN,
PART THREE STOREY BUILDING
WITH TWO BASEMENT LEVELS TO
PROVIDE STUDENT
ACCOMMODATION COMPRISING
301 STUDENT ROOMS HOUSED
WITHIN 273 UNITS WITH
ANCILLARY FACILITIES (SUI
GENERIS), STORAGE AND
DISTRIBUTION USE (CLASS B8) AT
LOWER BASEMENT AND
GROUND FLOOR LEVEL AND
COFFEE SHOP (CLASS A1) AT
GROUND FLOOR LEVEL.)**

**KR PLANNING
OCTOBER 2013**

INTRODUCTION

1. This Planning Statement is submitted in support of a full application by 65 Holmes Road Limited for the development of student accommodation on land known as 65-69 Holmes Road, Kentish Town, London. The application follows an earlier iteration, which was the subject of an allowed appeal for a 248 unit scheme and an appeal dismissal earlier this month.
2. The statement seeks to set out the background to the proposed development and the detailed planning justification for the proposal.
3. This statement should be read in conjunction with the following:
 - Scheme drawings prepared by Contemporary Design Solutions
 - Design and Access Statement prepared by Contemporary Design Solutions
 - Energy Statement prepared by Richard Hodgkinson Consultancy
 - Sustainability Assessment and BREEAM Pre-Assessment Estimator prepared by Richard Hodgkinson Consultancy
 - Transport Statement prepared by URS
 - Travel Plan(s) prepared by URS
 - Construction Management Plan prepared by URS
 - Sunlight & Daylight Study prepared by BMT Fluid Mechanics Ltd.

SITE AND SURROUNDING AREA

4. The site comprises a total site area of 2450 square metres, including within it a combined retail/warehouse of 1595 sqm, supplemented by a 450sqm of demountable mezzanine and a 765 square metres of car park. The car park has within it 8 marked customer spaces, but space to accommodate approximately 14, plus an off street service area.
5. The warehouse is single-storey but double height and has been extended. The existing building is arranged as an L-shape on the site, with the front showroom having a flat roof finish and the other two warehouses to the north and east having low pitched roofs.
6. The site is currently occupied by Magnet, who have occupied the site for 26 years, and who utilise the warehouse as both a distribution depot and a retail showroom. Magnet intends to decant from the site.
7. The site is located to the north of Kentish Town Road, on the corner of Holmes Road and Cathcart Street. The site has a long frontage of approximately 56 metres on Holmes Road. The car park on the site allows vehicular access from both Holmes Road and Cathcart Street, including access for larger vehicles from both streets.
8. The current building on the site is of a relatively poor architectural quality, but is in keeping with the generally mixed style of Holmes Road. Regarding its scale, the building is slightly taller than the

adjoining two-storey buildings at 61-63 Holmes Road, but not as tall as the five storey building opposite at 74a Holmes Road and that at 55-57 Holmes Road. Again, this mix of heights is in keeping with the general mixed style of the road.

9. The site has no specific designation within the LDF. It is not located within a conservation area, although it is in the vicinity of both the grade 2 listed Kingsway College on Holmes Road and the Inkerman Conservation Area to the south-east of the site.

PLANNING HISTORY

10. There are two appeal decisions, which are relevant to this determination.
11. Planning permission was granted in September 2009 for an additional two storey extension to the property at 55 Holmes Road to house 3 additional units. The scheme has been modified subsequently to provide a single dwelling from the additional floors. The additional floors have now been constructed.
12. In December 2011, planning permission was granted for the redevelopment of the application site for student accommodation, warehouse at ground and basement levels and a coffee shop. Further commentary on this appeal decision are to be found in Section 6.
13. In October 2013, an appeal was dismissed for a 7 storey building housing B1a Office space. Although disappointed by the decision, the Inspector endorsed both a larger building and the possibility of an increase in student numbers. Further commentary on this appeal decision are to be found in the merits section.

THE PLANNING APPLICATION PROPOSALS

14. The development proposal has been amended since the allowed appeal, as outlined in summary below:
 - a. The scheme now provides 301 student rooms, provided within 273 units.
 - b. An additional lightweight storey is now proposed
 - c. The student rooms are provided in a range of sizes, including studio, twin , double and cluster unit
 - d. The employment space is B8 warehouse, identical to that considered acceptable by the Inspector in 2011.
 - e. The additional storey endorsed by the Inspector in October 2013 is retained.
15. All other matters (cycle parking, amenity space, unit mix) remain as per the approved appeal scheme. Details pertaining to floor areas and unit mix can be found within the Design and Access Statement.

POLICY CONSIDERATIONS

16. In March 2012 the Government published the NPPF for immediate application, with transitional provision running across the next 12 months. This is a key part of the Government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.
17. In a statement to Parliament, the Right Hon, Greg Clark MP, Minister for Planning, described the local plan as the "keystone of the planning edifice" and emphasised the high-level of discretion that local authorities will exercise following the removal of centrally imposed development targets.
18. The NPPF retains the 'presumption in favour of sustainable development', which is defined by five guiding principles as set out in the UK Sustainable Development Strategy (2005):
 - Living within environmental limits
 - Ensuring a strong, healthy and just society
 - Achieving a sustainable economy
 - Promoting good governance
 - Using sound science responsibly
19. The Government believes that there are three dimensions to sustainable development, economic, social, and environmental, and these give rise to the need for the planning system to play three critical roles in England:
 - An economic role- contributing to building a strong, responsive, and competitive economy
 - A social role- supporting strong, vibrant and healthy communities
 - An environmental role-contributing to protecting and enhancing our natural, built and historic environment
20. The NPPF sets out 12 core land-use planning principles which "should underpin both plan-making and decision-taking." These stipulate that planning should:
 - Be genuinely plan-led, empowering local people to shape their surroundings
 - Not simply be about scrutiny
 - Pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs
 - Always seek to secure a high-quality design and a good standard of amenity for occupants for all existing and future occupants of land and buildings
 - Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them
 - Support the transition to a low-carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources and the use of renewable resources
 - Contribute to conserving and enhancing the natural environment and reducing pollution;

- Encourage the effective use of land by reusing land that has been previously developed (brownfield land);
- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas
- Conserve heritage assets "in a manner appropriate to their significance"
- Actively manage patterns of growth to make fullest possible use of public transport, walking and cycling
- Take account of and support local strategies to improve health, social and cultural wellbeing for all

Brownfield land

21. The NPPF makes explicit that local plans should encourage brownfield sites to be brought back into effective use, provided that the site is not of high environmental value. Local authorities can consider setting local targets for the use of brownfield land.

Housing

22. Section 6 of the NPPF focuses on the need to increase the supply of housing. Local authorities must establish a five-year land supply for housing plus 20 per cent. For those authorities with a strong allocation record, this figure is five per cent

Growth

23. As a related document and in advance of the NPPF, in March 2011 the Minister for Decentralisation via the Chief Planner, issued a ministerial statement highlighting the economic difficulties and the need for LPA's to be responsive to a growth agenda:

The Government's clear expectation is that the answer to development and growth should wherever possible be 'yes', except where this would compromise the key sustainable development principles set out in national planning policy.

And

When deciding whether to grant planning permission, local planning authorities should support and facilitate housing, economic and other forms of sustainable development.

Design

24. Section 7 of the NPPF focuses on the importance of good design. It states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people." It encourages local plans to set out policies and consider design codes to set the design expectations of an area based on objectives for its future, including optimising "the potential of the site to accommodate development" and responding to "local character and

history". However, such policies should avoid unnecessary detail or prescription and imposing particular architectural style, allowing innovation in design.

The Development Plan

The London Plan (July 2011)

25. The London Plan 2011 is the statutory plan for London and sets out the strategic, citywide guidance for London, to which individual boroughs' planning policies are required to be in broad conformity. The original London Plan was published in 2004, and was revised in 2008 before being replaced this year.
26. In summary the London Plan sets out to:
- Meet the needs of a growing population with policy on new homes, including affordable housing, housing design and quality, and social infrastructure, which will promote diverse, happy and safe local communities;
 - Support an increase in London's development and employment with policy on: outer London, inner and central London; finding the best locations for development and regeneration, and protecting town centres; encouraging a connected economy and improving job opportunities for everyone, so that London maintains its success and competitiveness;
 - Improve the environment and tackle climate change by: reducing CO2 emissions and heat loss from new developments; increasing renewable energy; managing flood risk, ensuring water supply and quality; improving sewerage systems; improving London's recycling performance and waste management; and protecting our open spaces making London a green and more pleasant place to live and visit;
 - Ensure that London's transport is easy, safe and convenient for everyone and encourage cycling, walking and electric vehicles.
27. The London Plan (para. 3.52) recognises that student accommodation meets a specific housing need in London and relieves pressure on other housing sectors. Policy 3.8 requires that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.
28. Policy 3.10 requires that student accommodation is concentrated and directed to locations near to existing Higher Education Institutes and away from family housing. In this respect, it is important to note that the appeal site is located in a mixed use area, where the Borough wish to maintain a majority of business use. Furthermore in September 2011 the University of Arts will open their campus as part of the Kings Cross Central development which will be about 1.3miles walk away, but also a short underground journey away. Furthermore whilst there is some family housing in relatively close proximity to the site, as noted elsewhere, there has been no reported incidence relating to the existing provision. This is exactly the type of location where the London Plan is directing student accommodation to.

29. Within the broad requirement between 2007 and 2017 for 144,000 more market homes and for 182,000 additional affordable homes, the Mayor is committed to promoting a real choice of homes for Londoners across a range of tenures to meet their needs at prices they can afford. The SHMA demonstrates the diversity and complexity of London's housing requirements, ranging from the clear priority need for affordable family homes, through those to meet the substantial projected growth in smaller households, to more specialist needs such as those of London's growing numbers of older people. Different tenures will have particular roles in meeting these requirements, with renting as well as owner occupation playing an important part in the private sector and, in the affordable sector, a more diverse range of intermediate products providing greater flexibility for movement between tenures. The Mayor's London housing Strategy provides guidance on the housing management measures and short to medium terms investment which will help underpin this.
30. London's universities make a significant contribution to its economy and labour market (Policies 3.19 and 4.10). It is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation. While there is uncertainty over future growth in the London student population and its accommodation needs, there could be a requirement for some 18,000 - 27,000 places over the next 10 years to 2021 (change ref to Mayor of London DRLP EIP Housing Technical Note GLA 2010I). New provision may also tend to reduce pressure on other elements of the housing stock currently occupied by students, especially in the private rented sector. The SHLAA/HCS has identified capacity for over 17,000 student places 2011 - 2021.
31. Addressing these demands should not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities. This may raise particular challenges locally, and especially in parts of inner London where almost three quarters of the capacity for new student accommodation is concentrated. The Mayor will provide strategic support and a forum for boroughs, higher and further education establishments and developers to work together to address these issues (exploring, for example, the use of DPD site allocations and development management policies to identify housing land particularly suitable for student accommodation taking account of proximity to HEIs, environmental and social characteristics and travel needs and, more widely, to avoid potential problems of 'studentification' within existing family housing areas) and to monitor future demand and capacity. Student accommodation should be secured as such by planning agreement or condition relating to the use of the land or to its occupation by members of specified educational institutions. If the accommodation is not robustly secured for students, it will normally be subject to the requirements of affordable housing (Policies 3.11-3.14). While student accommodation is accounted as part of the overall housing provision, it should be monitored separately because it meets distinctive needs. Because of uncertainty over future demand/supply relationships the monitoring process must have particular regard to these.'

Core Strategy

32. The overarching principles advocated in Policies CS1 of the Core Strategy requires that developments make the best use of their sites. The appeal site is well located and easily accessible by public

transport, both bus and underground services and is, therefore, capable of accommodating a greater quantum of development than at present, thereby making a more efficient use of the land. Policy CS1 also promotes the development of a mix of uses in easily accessible locations in the borough to secure the most efficient use of the land.

33. Policy CS6 is a permissive policy that supports appropriate development for sites within the designated Kentish Town Centre. Policy CS5 is a catchall policy that seeks to promote appropriate development, which does not come at the expense of the existing character or amenity of neighbours.
34. In response to Policy CS6, as detailed below, and identified in its Core Strategy topic paper, the LPA's expectation is that: The housing delivery anticipated remains substantially above the 6,550 London Plan target for self-contained homes and the 8,925 target for all homes.
35. Policy CS8 is an aspirational policy and seeks to support existing industries in Camden by 'safeguarding existing employment sites and premises in the borough that meet the needs of modern industry and other employers; expect a mix of employment facilities and types, including the provision of facilities suitable for small and medium sized enterprises, such as managed, affordable workspace; and recognize and encourage concentrations of creative and cultural businesses in the borough'.
36. Policy CS10 relates to the provision of community facilities and services, dealing with impact arising from new development impacts. Policy CS11 advocates sustainable policies towards the transport needs of any development. Policy CS13 does the same in relation to tackling climate change through integration of carbon reduction technologies in major developments, and CS18 seeks to achieve the same through the reduction of waste by way of recycling.

Development Policies

37. The Camden DPD states at paragraph 1.4 that Policy DP1 helps deliver the objectives of Policy CS1 by setting out a detailed approach to mixed use developments. Policy DP1 requires the provision of mixed use developments in all parts of the Borough, including a contribution towards housing.
38. Development Policy DP2 – 'Making full use of Camden's capacity for housing' seeks to maximise the supply of additional homes in the Borough to meet housing targets. This is to be achieved by 'expecting the maximum appropriate contribution to the supply of housing on sites that are underused or vacant, taking into account any other uses that are needed on the site; resisting alternative development of sites considered particularly suitable for housing; and resisting alternative development of sites or parts of sites considered particularly suitable for affordable housing, homes for older people or homes for vulnerable people'.
39. DP2 goes on to state that the Council will seek to minimise the loss of housing in the borough by 'protecting residential uses from development that would involve the net loss of residential floor space, including any residential floor space provided within hostels or other housing with shared facilities'.

40. There are two important policies crucial to the determination of this application. Policy DP 13 states that where sites are suitable for continued business use, the Council will consider redevelopment proposals for mixed use schemes provided that:
- the level of employment floor space is maintained or increased;
 - they include other priority uses such as housing and affordable housing;
 - premises suitable for new, small or medium enterprises are provided;
 - floor space suitable for either light industrial, industry or warehousing uses is re-provided where the site has been used for these uses or for offices in premises that are suitable for other business uses;
 - the proposed non-employment uses will not prejudice continued industrial use in the surrounding area.
41. Policy DP 9 relates specifically to the provision of student accommodation and states that 'the Council will support development of housing with shared facilities and student housing'. This is subject to a number of caveats to ensure such development will not 'prejudice the supply of land for self-contained homes, or the Council's ability to meet the annual target of 437 additional self-contained homes per year'; 'contributes to creating a mixed and inclusive community' and 'does not create an over concentration of such a use in the local area or cause harm to residential amenity or the surrounding area'.
42. DP9 goes on to state that 'student housing development should a) serve higher education institutions based in Camden or adjoining boroughs; b) be located where it is accessible to the institutions it serves; c) include a range of flat layouts including flats with shared facilities'.
43. Policy DP16 and DP21 seeks to minimise the transport implications arising from new development. Policy DP24 and DP26 seeks high quality design in redevelopment schemes without harm arising to identified material considerations, including neighbour amenity.

ANALYSIS OF PLANNING ISSUES

44. It is important to begin by highlighting the principles established by the previous decision letters:
- There can no objection to the scale, mass, height or disposition of the development
 - There was no objection to the principle of student use on the site, nor a closed mind to an increase in student numbers
 - There is no opportunity loss of permanent housing through the sites redevelopment for student housing.
 - That student population would not harm the amenities of nearby residents in this mixed use area.

- There was no credible evidence that anti-social behaviour in the area was the result of students in the community, and indeed police evidence had it centered in other locations.
- That a contribution towards environmental improvements was not warranted.
- The existing building has 'serious shortcomings', and 'cannot conceivably be regarded' as supplying high quality accommodation. It's relevance to the determination is minimal
- That it was unnecessary to provide a link to a defined HEI.

Principle of Student Accommodation & Numbers

45. There can no longer be any issue between the parties as regard to the principle of the use so the questions is framed as how many bed spaces above the previously approved 417 can be had.
46. In dismissing the appeal, the Inspector recognize it as a finely balanced judgment. He states:
I find it impossible to say categorically whether the proposed increase (133, or about 30% compared with the approved scheme) in student numbers would bring about a harmful over-concentration. However, I am cautiously inclined to believe that it might cross an ill-defined threshold

And concludes:

But in the final analysis I agree with the Council that there are some reasonable grounds for concern about a likely increase in noise and disturbance from the significant proposed increase locally in student numbers

47. Whilst the Appellant is disappointed with the decision, it has taken on board the Inspector's criticism. The increase in bed spaces from the extant consent is 16 spaces, or roughly 3%. If 30% is deemed to be significant, then an increase of 3% should be described as marginal and therefore within the realms of acceptability.

Mix of Units

48. In response to the Development Plan Document Policy DP9, the application proposes a mix of units types, including studios, clusters, twin, wheelchair -accessible and double rooms. The Application scheme now proposes a larger proportion of twin rooms than previously sought.

Principle of Proposed Employment Use

49. The application re-instates the warehouse scheme endorsed by the Inspector in November 2011. There has been no material change of policy since that time that would allow a deviation from his clear

conclusions as to the appropriateness of the scheme, albeit in the meantime it was endorsed by the LPA at the last Inquiry.

Scheme Design

50. The only change to the architecture is the re-instatement of the roller door on the Cathcart Street elevation, which was deemed desirable by Mr. Rose in his evidence to the Inquiry. The most recent appeal decision settles the issue of the size of the building. The Inspector states at para 51:

In my view, there is a good case in townscape terms for a 7 storey building on the appeal site, of the overall height proposed. It would complement its neighbours without appearing excessive in height in either street elevation, or otherwise over-dominant. And I see no necessity in design or policy terms for the upper storey(s) to be set back from the main elevation. That said, and accepting the inevitable degree of subjectivity in such a judgement, the current scheme probably represents an acceptable maximum for the site, in terms of the site coverage, and the height, bulk and massing of the building

51. He follows with:

I agree too with the appellant that one significant effect of the additional storey would be slightly to improve the proportions of the main elevations, compared with the approved scheme

And

Instead, it would present a visually stimulating contrast with it, (and with the rather forbidding, quasi-brutalist style of the 1970s Council depot buildings on the opposite side of Holmes Road.) Thus it would not represent, in the Framework's phrase, a development of poor design

52. And concludes:

In sum, I find the appeal scheme acceptable in terms of its architectural design and its effect on the character and appearance of the area. It would comply with development plan and Framework design policies, and would provide a worthy replacement for the comparatively dull and utilitarian Magnet buildings and their parking areas.

The Applicant is committed to providing a high quality design response, and the scale, height, massing and alignment of the proposal have been designed to better enclose the street. Proposed materials are identified in the Design and Access Statement, and are otherwise conditionable.

Amenity for Occupiers

53. Previous concerns regarding intervisibility and outlook have been settled by the Inspector's findings of fact.

54. The sunlight/daylight report is submitted with this application to assess the level of light to the units as well as the impact of the proposed building on daylight and sunlight in surrounding properties. This assessment has shown that the best practice BRE guidelines for sunlight can be achieved in all locations, and that appropriate levels of daylight are provided to all locations.
55. The amenity space is re-instated at the first floor level as per the extant consent.

Crime Prevention

56. The scheme has been designed to reduce the opportunities for criminal behaviour and promote personal safety/security has been designed to meet the criteria to achieve the Secure by Design award. As requested by the CPG, particular consideration has been given to the points laid out in Safer Places: the Planning System and Crime Prevention (ODPM, April 2004), which are namely those of access and movement within the building, the structure of the building, surveillance, physical protection, ownership, activity levels and management and maintenance.
57. With regard to access to the building and movement throughout it, the main reception of student accommodation element of the building will be manned on a 24 hour basis from the reception and security room within the lobby, in order to control access. The internal doors to the bedroom corridors and lifts will be secure and will be entered either via a swipe card system.
58. With regard to access to employment areas, these will be separate from the student accommodation and secure doors, controlled via a swipe card system, to ensure no unauthorised access to other parts of the building. The internals of the development has been altered to ensure complete separation of the relevant occupiers. The fire exit facing onto Holmes Road will be locked from the outside, and will be alarmed.
59. Measures have been taken within the design of the building to ensure it is safe to all. The lightwell fronting Holmes Road is secure, as it is fully surrounded a 1100 glass balustrade around it and the base of the well sits sufficiently below pavement level thus making it difficult to access. It is anticipated that the lightwell would only need to be accessed for maintenance reasons.
60. External lighting will be provided and all details of this will be submitted via condition. CCTV will be provided on a 24 hour basis all around the building and including all entrances. This will be monitored at the reception area and will also incorporate lighting to ensure student safety, subject to a separate
61. Additionally, the shared spaces within the building that will be restricted to the students residing there should encourage a sense of ownership of these. The internal courtyard provides a private but shared space for the students, where they can feel a sense of belonging and safety but within an open space.
62. The level of activity that the development will create is appropriate to its setting. The development will increase pedestrian activity within this part of Holmes Road, thus increasing natural surveillance of the area and improving safety. It will also reduce transport activity on Holmes Road, as demonstrated in the Transport Statement, thus improving safety for all users of the road. The active

frontage of the showroom will also help to encourage an improvement in natural surveillance on the road.

63. A Student Accommodation Operational Management plan will also be put in place, via S106, in order to ensure the efficient and safe running of the development.

Sustainability/Ecology

64. The proposed development, being over the 1 000 square metre threshold, meets the requirements of London Plan by including the provision of at least 20% renewable energy. Further measures have been taken, in line with the Mayor's hierarchy of
- Use less energy;
 - Use renewable energy and
 - Use energy efficiently and in line with Camden Planning Guidance,
- which notes that developments should be sustainable with regards to energy by being energy efficient and incorporating renewable energy facilities. This is further detailed in the attached Energy and Sustainability Statement.
65. The proposed development meets the BREEAM rating of 'very good.' Camden Planning Guidance requires that developments achieve 60% of the available credits within the energy section of the BREEAM pre-assessment, as this development does, achieving 74% for the student accommodation and 71% for the industrial use. The proposed development meets the target of 60% set for water and complies with the policy of the London Plan, by proposing water saving measures that contribute to 63% of the credits within the BREEAM pre-assessment. Additionally, 40% of the credits have been secured under the materials section of the BREEAM pre-assessment, in line with the CPG. Further details of the energy saving measures within the development are detailed within the Energy Statement and Sustainability Assessment.
66. The proposed development features a number of water-saving devices as further detailed within the Sustainability Assessment. These include water efficient taps, shower and dual flush WCs, flow restrictors to manage water pressure, water efficient white goods and water metres to detect leakages. A rainwater harvesting system will also be included in the communal garden.
67. In accordance with the London Plan, Sustainable Urban Drainage Systems (SUDS) are to be included within the proposals, which will attenuate a large proportion of the surface run-off associated with the roof.
68. Reflecting its accessible location, the scheme has been developed to be car-free, encouraging both residents and workers to use means of transport other than the private car. A S.106 agreement will be entered into to ensure that the development is car free and that occupants of the development would not be eligible to apply for residents parking permits in the area.
69. The scheme has been formulated to provide provision for 258 bicycles for students located in the lower basement, plus 12 spaces on the ground floor for visitors This is in excess of the Transport for London

(TfL) standard of one cycle parking space for every two students. The bicycle storage area in the lower basement will be accessed via either the lifts or bicycle gutters on the eastern stairwell. Further details on cycle parking can be found in the supporting Transport Statement.

70. The large garden and green roofs of the development have been designed to make an important contribution to addressing the biodiversity balance in the area. These will also provide surface water attenuation in the form of a sustainable urban drainage system. Additionally, creepers have been designed to be placed within the courtyard to the wall adjacent Azania Mews and along the walls facing the rooms to the light wells on Holmes Road and Cathcart Street.
71. It is not possible to use all of the same materials from the existing building within the proposed development, in order to achieve a high quality development in terms of material finishes. Therefore, an audit of the materials on the site will be carried out to identify salvageable raw materials and, in particular, recovery and treatment of brick, concrete and asphalt. See Sustainability Assessment for further details of where these materials are intended to be re-used. It is proposed that the remaining materials will be stored on site and re-used in other developments in the surrounding area, which would be in accordance with policy SD9C(d).

Section 106 Matters

72. The applicant is willing to enter into a section 106 agreement relating to the following obligations:
- Service Management Plan
 - Construction Management Plan
 - Workplace and Student Management Plan
 - Car Free Housing
 - Highway Contributions
 - Student Management Plan
 - Local labour and Procurement Strategy
 - Energy Strategy
 - Sustainability Strategy
 - End University User
 - Student Occupation
 - BREEAM Assessment
73. The Applicant would note the Inspector's conclusion regarding any 'Environmental' contribution at para 5 of the decision letter.

74. Although we considered that this matter was comprehensively dealt with at the November 2011 appeal, the Borough again pursued it at Inquiry. The Inspector concluded on the issue:

I agree however with the appellant that the Council (Mr. Cardno) has failed adequately to demonstrate the justification and need for a contribution of some £200,000 from this development for highways improvement works in the area of the appeal site. This is because the various infrastructure items referred to in Mr. Cardno's evidence are not sufficiently closely related to the appeal scheme, but are more in the nature of a general shopping list of traffic management and highways safety items, aimed at improving conditions for pedestrians and cyclists, which the Council considers desirable in the area

75. The Inspector ultimately awarded costs against the Borough for pursuit of the obligation.

CONCLUSION & SUMMARY

76. The design of the revised proposals has evolved through a proper analysis of context, the constraints and opportunities afforded by the site, and consideration of the function of the proposed development.
77. There is a consistent theme in all the relevant planning policies and guidance which seeks, in the most robust terms, the economic and effective use of available development land commensurate with environmental considerations, particularly where such land is located in existing urban areas with good public transport, and where such land provides opportunity for housing for small households. Furthermore, in uncertain economic times, more must be done to provide for employment and housing opportunities. The redevelopment of the site as proposed admirably fulfils these aims.
78. Overall a balanced judgement of all the relevant and material planning policies lends strong policy support to the proposed developments the subject of these Application, which can be seen to:-
- achieve a sustainable, economic, efficient and effective use of a genuinely available development site, whilst respecting environmental planning aims and objectives; within an urban area which is identified as being capable of accommodating further development
 - produce a development of quality, respecting the townscape context of the site and its surroundings and safeguarding both the visual and residential amenities of the locality;
 - Provide an opportunity for local business through modern units.
 - help to satisfy the housing needs of the area through the provision of much needed student accommodation, including a contribution towards affordable housing.
 - help to reduce reliance on the private motor car; and,
 - Provide a safe and secure environment for the intended occupants without prejudice to the amenities of neighbours or causing any harm to any other interests of acknowledged importance.
79. The scheme has been through robust examination at two Public Inquiry, and the application scheme is a combination of elements that have been endorsed by Inspectors acting on behalf of the Secretary of State. Their findings of fact and principle are now material considerations in the determination of any application. In this respect the proposed developments make efficient use of an under developed previously used site in accordance with the Development Plan and all material considerations the NPPF, and should be granted planning permission.