

Enirayetan, Oluwaseyi

From: Ballantyne-Way, Sarah
Sent: 11 August 2014 08:55
To: Planning
Subject: FW: 45 Holmes Road 2014/2551/P

Sarah Ballantyne-Way
Principal Planning Officer

Telephone: 02079747050

From: Cardno, Steve
Sent: 11 August 2014 08:36
To: Ballantyne-Way, Sarah
Subject: RE: 45 Holmes Road 2014/2551/P

Hi Sarah

I am on leave this week but just remembered I hadn't got round to sending you Obs on this application. It looks pretty much the same as the proposal I saw at pre-app stage (which I thought was generally acceptable).

The site is located in a highly accessible location with regard to public transport provision, and has a very good public transport accessibility level (PTAL) of 5. The nearest station is Kentish Town, located a short distance to the northeast of the site, which benefits from Northern line and Thameslink services, whilst London Overground services are available from Kentish Town West, located to the southwest of the site. The nearest bus stops are located on Kentish Town Road with further bus stops located on Prince of Wales Road.

Development Policy DP18 states that we expect car free development in areas located within Controlled Parking Zones that are highly accessible by public transport. The site is located within the West Kentish Town Controlled Parking Zone (CPZ). The West Kentish Town CPZ (CA-L) operates from Monday to Friday between 0830 and 1830 hours. Camden Planning Guidance, specifically CPG7 (Transport) defines a highly accessible area as one which has a PTAL score of 4 or more. As such, this development site should be designated as car free (i.e. no on-site parking should be provided and the occupants will be prevented from obtaining on-street parking permits from the Council). The development is to be car free and the applicant is willing to enter into a car free agreement which is welcomed by Camden. The proposal would lead to a reduction in motor vehicle traffic when compared with the existing use. The car parking proposals comply with CS11, DP18 and DP19 and are therefore acceptable. A car free agreement should therefore be secured for the entire site to cover the student accommodation and the employment uses. This would need to be secured by a Section 106 planning obligation.

The proposal would need to provide cycle parking facilities in accordance with the minimum requirements of the Camden Development Policies and the London Plan. The London Plan revised early minor alterations were published in October 2013. This requires a cycle parking provision of 1 space for 1 or 2 bedroom dwellings and 2 spaces for residential dwellings with 3 or more bedrooms. It also requires 1 space per 150sqm of office floorspace for staff and visitors. Applying the London Plan requirements to this application means we need to seek to secure at least 12 spaces for the residential units and at least 6 spaces for the office element of the proposal. The proposed level of cycle parking provision exceeds these minimum

requirements and is therefore acceptable. The proposed locations for the cycle parking facilities is also acceptable. Covered, secure and fully enclosed cycle stores would be provided within the buildings for residents and staff. In addition, cycle parking facilities for visitors would be provided within the external courtyard. Details of the cycle parking facilities should be secured by condition. Such details would need to comply with the guidance on cycle parking facilities provided within CPG7 which is available on the Camden website at the hyperlink below:

- <http://camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en>

The proposal allows for deliveries and servicing to take place within the external courtyard. Sufficient room is available to allow the types of vehicle likely to service the site to be able to enter and exit the site in a forward gear. Refuse and recycling collections will take place from Holmes Road and arrangements will be made for bins to be left within 10 metres of the vehicular access to the site on collection days. Overall, trips associated with deliveries and servicing will be relatively low. A delivery and servicing management plan will not therefore be required on this occasion.

The site is located in close proximity to various schools and Holmes Road is a busy pedestrian environment on the periphery of Kentish Town town centre. In addition, the vehicular access to the site is narrow and Holmes Road already suffers from traffic congestion during peak periods. A construction management plan will therefore be required to mitigate transport and amenity issues associated with construction. A draft construction management plan was submitted with the planning application and this provides some useful information. However, a more detailed construction management plan would need to be approved by the Council prior to any works commencing on site. This would need to be secured by a Section 106 planning obligation.

The office element of the proposal would potentially accommodate in excess of 30 staff. The table on page 3 of the TfL guidance document titled 'TfL Travel Planning Guidance November 2013' suggests that we should secure a travel plan statement (required for office developments with more than 20 staff). We should therefore secure a travel plan statement and the associated monitoring fee of £2,951. This would need to be secured by a Section 106 planning obligation.

The works associated with the development could lead to the public highway in the vicinity of the site being damaged by construction vehicles (e.g. in the vicinity of the vehicular access to the site on Holmes Road). We will therefore need to secure a financial contribution to allow the Council to repair such damage. Please note that the highway and public realm improvements relate to land within the public highway and would be designed and constructed by Camden. A cost estimate has been prepared by our Transport Design Team and we would seek to secure a financial contribution of £3,124 if planning permission is granted. This would need to be secured by a Section 106 planning obligation.

I hope this helps for now. I can provide additional detail if required once I return from leave (18th August).

Regards
Steve

Steve Cardno
Principal Transport Planner

Telephone: 020 7974 8800

From: Ballantyne-Way, Sarah
Sent: 30 July 2014 13:51
To: Cardno, Steve
Subject: RE: 45 Holmes Road 2014/2551/P

Thanks Steve,

The scheme is for 8 units (4 x 2 bed and 4 x 3 bed) plus 845sqm commercial floorspace, replacing existing 841sqm commercial floorspace on site.

We're looking at committee on 11th September so unless you have any major issues/ require amendments then comments can wait until mid August. I could do with the S106 figure ASAP if poss?

Thanks again

Sarah

Sarah Ballantyne-Way
Principal Planning Officer

Telephone: 02079747050

From: Cardno, Steve
Sent: 30 July 2014 13:49
To: Ballantyne-Way, Sarah
Subject: RE: 45 Holmes Road 2014/2551/P
Importance: High

Hi Sarah

I think I sent pre-app obs to Ben Le Mare for this one. We would certainly require a financial contribution for highway works. We might also need a financial contribution for pedestrian, cycling and environmental improvements in the local area. Could you confirm the overall uplift and the number of residential units to be provided?

When would you need comments by?

Regards
Steve

Steve Cardno
Principal Transport Planner

Telephone: 020 7974 8800

From: Ballantyne-Way, Sarah
Sent: 30 July 2014 12:33
To: Cardno, Steve
Subject: 45 Holmes Road 2014/2551/P

Hi Steve,

I know how busy you are at the moment but do you have any comments on the above scheme and would you like me to request a public realm highways contribution and s278 etc

Many thanks

Sarah

Sarah Ballantyne-Way MSc MRTPI
Principal Planning Officer
Regeneration and Planning
Culture and Environment
London Borough of Camden

Telephone: 02079747050
Web: camden.gov.uk
Town Hall Extension (Environment)
Argyle Street
London WC1H 8EQ

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