



45 HOLMES ROAD

Planning Statement

May 2015

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1. INTRODUCTION

- 1.1. This planning statement has been prepared by DP9 Ltd on behalf of Tiuta Properties Limited and 160 Iverson Limited ('the Applicant') in support of an application for full planning permission at 45 Holmes Road. The site is located within the Kentish Town Ward within the London Borough of Camden (LBC).
- 1.2. The full planning permission seeks permission for "*Improvements to the external fabric of the existing building and extension above to create 8 new residential dwellings with associated amenity, landscaping and servicing arrangements.*"
- 1.3. This document will provide an overview of the site and the proposed development, considers the relevant planning policies and sets out a justification for the development.
- 1.4. The planning statement should be read in conjunction with the other supporting information submitted in support of the application which comprises;
 - Planning application forms and Certificates prepared by DP9 Ltd;
 - Planning Application Drawings (existing and proposed);
 - CIL information form on behalf of the Applicant prepared by DP9 Ltd;
 - Design and Access Statement prepared by Lynas Architects;
 - Energy & Sustainability Strategy prepared by Malcolm Hollis;
 - Sunlight and Daylight Assessment prepared by Delva Patman;
 - Statement of Community Involvement prepared by Four Communications;
 - Transport Statement prepared by TTP Consulting;
 - Acoustic Survey prepared by Clement Acoustics;
 - Draft Construction Management Plan prepared Tiuta Properties & 160 Iverson Ltd.
- 1.5. The following section of the report is structured as follows:-
 - Section 2: Site and Surrounding Area – describes the location, character and physical features of the site.
 - Section 3: Planning History – sets out the relevant planning history of the site
 - Section 4: Proposed Development – describes the application proposal

- Section 5: Consultation – describes the consultation that has been undertaken on the proposed development prior to the submission of the planning application.
- Section 6: Planning Policy Framework – sets out the relevant planning policy associated with the site.
- Section 7: Assessment – assesses the proposals against the provisions of the Development Plan and other planning policy and material considerations
- Section 8: Planning Benefits – outlines the planning benefits that the development scheme brings
- Section 9: Conclusion – draws together the Statement into a set of conclusions.

2. SITE AND SURROUNDING AREA

The site

- 2.1. The site is situated in the Kentish Town Ward of the LBC. The application site is located on the south side of Holmes Road, to the west of Kentish Town and Kentish Town Road.
- 2.2. The site is currently occupied by a commercial building with a separate residential flat. The former owners (a frame and art supplies business) relocated in early 2015. The building itself is not listed and is not located within a Conservation Area. The eastern boundary of the site adjoins, but does not form part of, the Inkerman conservation area.
- 2.3. The site is located in an area with a Public Transport Accessibility Level (PTAL) rating of 4, demonstrating a good level of public transport which is rated as 'Excellent', as calculated using the Transport for London (TfL) PTAL calculation methodology.
- 2.4. Kentish Town Station (National Rail and Northern Line services) and Kentish Town West (Overground services) are both located within a short walking distance of the site to the north east and south west respectively.

The Surrounding Area

- 2.5. The area is characterised by a variety of building sizes and uses, including mixed use (business and residential) buildings of up to six storeys. Historically, the Holmes Road area has been characterised as an employment area with offices, light industrial and storage uses. However, recent developments have brought about a significant proportion of residential and student accommodation developments to the area. The site and the immediate surrounding area is outside the designated Kentish Town Industrial Area which runs to the north of the Holmes Road area.

- 2.6. There has been a recent change in the character of the Holmes Road area from the previous largely low-rise industrial location to an area with several larger scale residential-led mixed use developments with commercial floorspace.

3. PLANNING HISTORY

- 3.1. Planning Permission was granted in December 2014 for the erection of a 4 storey (above single basement level) building comprising flexible office/light industrial use (class B1a/B1c) and 8 residential units (Class c3) (4 x 2 bed, 4 x 3 bed) following the demolition of existing light industrial building (Class B1c) and two storey extension (comprising C3 residential unit and Class D2 dance studio).
- 3.2. Planning permission (2003/1043/P) was granted in 2003 for the demolition of the existing single storey timber building used as a warehouse storage and the erection of a 2 storey building to provide warehouse storage on the ground floor with a 2 bedroom self-contained residential flat above.
- 3.3. Planning permission (2012/2016/P) was refused in 2012 for change of use of the ground floor storage unit (B8) to a 2 bedroomed self-contained flat (class C3).
- 3.4. In 2013 a prior approval application was made (Class J change of use B1 to C3) for the change of use of the ground floor from offices (B1a) to 1 x 2 bedroom flat (C3). This was refused on the grounds that the building was not used for a use falling within Class B1 (a) (offices) before 30th May 2013, nor was it last in use as Class B1 (a) offices.

Surrounding Developments/Precedents

- 3.5. Appendix 1 outlines the nearby development sites that have gained planning permission in the last 6 years.

4. PROPOSED DEVELOPMENT

- 4.1. The application seeks permission for “*improvements to the external fabric of the existing building and extension above to create 8 new residential dwellings with associated amenity, landscaping and servicing arrangements.*”
- 4.2. The proposals seek to retain the existing commercial floorspace and extend above to create additional high quality residential accommodation. The proposed scheme will accommodate 1 x1 bed, 4 x 2 bed dwellings and 3 x 3 bed dwellings.
- 4.3. A breakdown of the existing and proposed floorspace (GIA) is shown in table 1 below.

	Existing Floorspace (SQ.M)	Proposed Floorspace (SQ.M)	Uplift (SQ.M)
Residential	104	806.5	702.5
Commercial	836	836	0

Table 1: Existing and Proposed Floorspace

- 4.4. When measuring the existing and proposed floorspace for the current application, it was found that the existing commercial floorspace had been calculated incorrectly during the previous application. 5 sq m should have attributed to the existing residential unit instead of the commercial. Table 1 reflects the correct measurements.
- 4.5. The area is characterised by a variety of building sizes and uses, including mixed use (business and residential) buildings of up to six storeys. The scheme has been designed to reflect the existing roof profile and industrial feel to the area. The site is considered to be a ‘backland’ site as it does not have a formal frontage on to the street. Therefore the design has ensured to address each of the rear aspects as much as the main approach from Holmes Road.
- 4.6. The proposals have been designed and carefully considered against the emerging development proposals surrounding the site (refer to Appendix 1), in particular the proposals at 41-43 Holmes Road in terms of access, both pedestrians and vehicular
- 4.7. There are no car parking spaces proposed as part of the development.

- 4.8. Cycle parking for the commercial use will be provided within the commercial space providing space for 15 cycles. 16 cycle parking spaces will be provided for the residential units in the courtyard.
- 4.9. The existing access to the site would be retained for use by pedestrian and delivery vehicles.
- 4.10. Separate residential and commercial refuse stores have been provided at ground floor level. A managed collection system will operate whereby bins are moved from the storage areas to the pick-up point within an acceptable distance to the public highway. The proposed refuse and servicing strategy is outlined further within the Transport Statement.

5. CONSULTATION

- 5.1. The applicant has carried out pre-application discussions with Officers at the LBC, including Development Control, Urban Design and Conservation from December 2014 through to May 2015. The submitted development proposals reflect these discussions.

- 5.2. In order to ensure that the public were provided with an opportunity to comment on the proposed development, an invitation was sent out to approximately 1,000 local addresses, inviting them to a public exhibition on 12th May 2015 between 3.30pm – 8pm.

- 5.3. A Statement of Community Involvement (SCI) has been submitted with the application which outlines all consultation activities that have taken place with stakeholders and the local community. It also outlines the issues raised during the consultation exercise and how the applicant has responded to them

6. PLANNING POLICY FRAMEWORK

6.1. This section of the statement reviews relevant planning policy in relation to the proposed development

National Planning Policy Framework (NPPF)

6.2. The National Planning Policy Framework (NPPF) was published on 27 March 2012 and supersedes previous national planning guidance setting out the Government's economic, environmental and social planning policies. The NPPF outlines a presumption in favour of sustainable development as being at the heart of the planning system. The NPPF sets out key policies on delivering sustainable development, which include:

- Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.
- Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.
- Housing applications should be considered in the context of the presumption in favour of sustainable development. Local Planning Authorities (LPA) should normally approve applications for change to residential use and any associated development from commercial buildings, provided that there are not strong economic reasons why such development would be inappropriate.
- Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is however, proper to seek to promote or reinforce local distinctiveness. Planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Development Plan

- 6.3. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that any determination under the Planning Acts, should be made in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the Development Plan for the area consists of the London Plan 2015, and the London Borough of Camden Core Strategy and Development Plan Policies Documents (2010). LBC is reviewing its main planning policies and is consulting on a draft 'Local Plan'. When finalised the Local Plan will replace the current Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough. LBC are currently collating all the representation following the consultation period. An updated version of the draft Local Plan will be issued for consultation later in 2015.
- 6.4. On 10 March 2015, the Mayor published the Further Alterations to the London Plan (FALP) for consultation. From this date the FALP are operative as formal alterations to the London Plan (the Mayor's spatial development strategy) and form part of the development plan for London.

London Plan (2015)

- 6.5. The London Plan was formally adopted in July 2011 and is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. Within the London Plan, the site lies within the Inner London area.
- 6.6. The London Plan contains a number of key policies relevant to the development proposals including: -
- London Plan Policy 3.3 seeks to increase housing supply and the Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford.

- London Plan Policy 3.4 requires housing development to take into account local context and character amongst other design principles and optimise housing output through new development.
- Policy 3.5 examines the quality and design of housing developments and states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. The design of all new housing development should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open space;
- London Plan Policy 3.8 concerns housing choice in London and 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;
- London Plan Policy 6.1 seeks to reduce the need to travel while Policy sets out the requirements in relation to cycle parking;
- London Plan Policy 7.2 relates to an inclusive environment that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design; and
- London Plan Policy 7.4 relates to local character and states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

LB Camden Core Strategy (2010)

- 6.7. The Core Strategy and Development Plan Policies Document were adopted in November 2010. In addition, further guidance is provided in the form of the Council's and Mayor's Supplementary Planning Guidance ('SPG') or Supplementary Planning Documents ('SPD') as well as Camden Planning Guidance notes ('CPG').
- 6.8. The Core Strategy sets out the Council's spatial vision, strategic objectives and spatial strategy on how the borough should develop. Key policies within the document relevant to the development proposals are as follows:
- 6.9. Policy CS1 aims to focus Camden's growth in the most suitable locations while achieving sustainable development, and providing in the region of 12,250 additional homes between 2011/11 and 2024/25;
- 6.10. Policy CS5 aims to manage the impact of growth and development in Camden by ensuring that development meets the full range of objectives of the Core Strategy and other Local Development Framework documents;
- 6.11. Policy CS6 of the Core Strategy relates to housing and has the key aim to provide quality homes within Camden. Housing is regarded as a priority land use within the LDF;
- 6.12. Policy CS8 of the Core Strategy seeks to safeguard existing employment sites and premises in the Borough that meet the needs of modern industry and other employers. Paragraph 8.8 states that the future supply of offices in the Borough can meet projected demand and that consequently the Council will consider proposals for other uses of older office provision if they involve the provision of permanent housing and community uses.
- 6.13. Policy CS10 of the Core Strategy supports the retention and enhancement of existing community, leisure and cultural facilities
- 6.14. The CS (paragraph 8.20) seeks to protect premises that are suitable for small businesses, particularly those under 100sq.m, and ensure that new proposals do not result in a net loss of premises suitable for small businesses.

- 6.15. Policy CS13 will require all development to take measures to minimise the effects of, and adapt to, climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation;
- 6.16. Under Policy CS14 the Council will ensure that Camden's places and buildings are attractive, safe and easy to use by requiring development of the highest standard, seeking the highest standards of access in all buildings and places and requiring schemes to be designed to be inclusive and accessible; and
- 6.17. Policy CS17 aims to make Camden a safer place by ensuring to work with their partner to tackle crime and anti-social behaviour and to encourage appropriate security and community safety measures. Camden requires development to demonstrate that they have incorporated the Design principles which contribute to community safety and security, particularly in areas with relatively high levels of crime, in particular Camden Town, King's Cross, Bloomsbury, Covent Garden and Kilburn; and
- 6.18. Under Policy CS18 the Council will seek to make Camden a low waste borough and make sure that developments include facilities for the storage and collection of waste and recycling.

LB Camden Development Policies Document (November 2010)

- 6.19. The DPD supports the Core Strategy and London Plan, setting out the detailed policies for managing development within the borough. Key policies relevant to the development proposals are considered to be:-
- Policy DP2 aims to make full use of Camden's capacity for housing and seeks to maximise the supply of additional homes in the borough, especially homes for people unable to access market housing. The Council will expect the maximum appropriate contribution to the supply of housing and resist alternative development of sites considered particularly suitable for housing;
 - Policy DP3 demonstrates that the Council will expect all residential developments with a capacity for 10 or more additional dwellings and/or a floorspace of 1,000 sq m (gross) which is capable of accommodating 10

family dwellings will expect all residential developments that would provide additional built residential floorspace of 1,000 sq m (gross) to make a contribution to the supply of to make a contribution to the supply of affordable housing. The Council will expect the affordable housing contribution to be made on site, but where it cannot practically be achieved on site, the Council may accept off-site affordable housing, or exceptionally a payment-in-lieu.

- Policy DP6 states that all housing development should meet lifetime homes standards and that 10% of homes developed should meet either wheelchair housing standards, or be easily adapted to meet them;
- Policy DP13 of the Development Policies seeks to retain land and buildings that are suitable for continued business use and resists a change to non-business use unless: a) it can be demonstrated to the Council's satisfaction that a site or building is no longer suitable for its existing business use; and b) there is evidence that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative business use has been fully explored over an appropriate period of time;
- Policy DP13 states that when it can be demonstrated that a site is not suitable for any business use other than B1(a) offices, the Council may allow a change to permanent residential use or community use;
- Policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. The Council will resist development that fails to assess and address any need for movements to, from and within the site and additional transport capacity off-site where existing or committed capacity cannot meet the additional need generated by the development;
- The Council will promote walking, cycling and public transport use under Policy DP17 and development should make suitable provision for pedestrians, cyclists and public transport use. The Council will resist development that would be dependent on travel by private motor vehicles;

- Policy DP22 requires developments to incorporate sustainable design and construction measures by incorporating green or brown roofs and green walls wherever suitable;
- Policy DP24 requires all developments, including alterations and extensions to existing buildings, to be of the highest standard of design and will expect developments to consider a variety of factors such as the quality of materials to be used, the appropriate location for building services equipment and the provision of appropriate amenity space;
- Policy DP25 seeks to conserve the heritage of Camden. Development affecting conservation areas should take account of conservation area statements and will only be permitted if it preserves and enhances the character of the conservation area. It seeks to preserve trees and garden spaces which contribute to the character of the conservation area; and
- Policy DP26 aims to protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity such as visual privacy, overshadowing, noise & vibration and microclimate. The Council will also require developments to provide an acceptable standard of accommodation (dwelling and rooms' sizes etc), facilities for the storage of waste, bicycle storage and outdoor space for private or communal amenity space wherever practical.

Camden Draft Local Plan (2015)

6.20. As outlined in 6.3, LBC is updating policies to be in accordance with National Policy.

In summary, LBC is proposing as part of its Draft Local Plan;

- A target for over 1,000 new homes per year up to 2030/31.
- Protecting existing business premises (offices as well as industry and warehousing) unless redevelopment can better meet economic and employment objectives and other priorities, for example housing/affordable homes.

- Updated list of key infrastructure needed to ensure growth delivers the facilities needed by local communities, such as schools, open space and transport
- Extending requirements for car parking-free development to new housing and businesses throughout the borough
- Continue to protect resident's quality of life and amenity, for example in terms of noise, privacy and light.
- Continue to preserve/enhance Camden's rich and diverse heritage, require the highest architectural and urban design quality.

Camden Planning Guidance 1: Design (2013)

- 6.21. This Planning Guidance has been prepared to support the policies in our Local Development Framework (LDF). It is consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD) which is an additional “material consideration” in planning decisions.
- 6.22. This guidance provides contained within this section therefore considers a range of design related issues for both residential and commercial property and the spaces around them.

Camden Planning Guidance 2: Housing (2013)

- 6.23. This guidance note provides information on all types of housing development within the borough including affordable housing, student housing, residential space standards and lifetime homes and wheelchair housing. It provides further detail on how the Council will deal with the delivery of affordable housing and the use of affordable housing credits.

Camden Planning Guidance 3: Sustainability (2013)

- 6.24. This guidance provides information on ways to achieve carbon reductions and more sustainable developments. It also highlights the Council's requirements and guidelines which support the relevant Local Development Framework (LDF) policies.

Camden Planning Guidance 6: Amenity (2011)

6.25. This guidance is intended to provide information on all types of amenity issues including, daylight/sunlight, overshadowing, construction management plans and open space facilities. The guidance provides details on the level of contributions required where public open space is not provided on site.

Camden Planning Guidance 7: Transport (2011)

6.26. Camden faces considerable transport challenges including congestion and poor air quality and this guidance contains information on a variety of transport issues including travel plans, car free development, vehicle access, public spaces and cycling facilities.

7. ASSESSMENT

- 7.1. This section assesses the proposals against the Development Plan and other relevant Planning Policy at national or local level.
- 7.2. The site has no relevant site specific designations but is identified within the Core Strategy as a Central London Area.

Comparison to the consented scheme (2014/2551/P)

- 7.3. The key change from the existing consent is that the scheme now retains the current commercial floorspace. The former owners of the site (Bird & Davis, a framing and art supplies business) who occupied the site for approximately 20 years have now relocated. The nature of their business had changed in recent years and their requirement for employment space had decreased. In 2014, they relocated and downsized their business in response to the market and to focus the retail side of the business online.
- 7.4. Following the relocation and the approval of planning permission in December 2014 the current owner has marketed and internally renovated the existing B1 space to accommodate smaller units. This has demonstrated a demand for the existing commercial space and that the existing space would be viable without the basement as per the previous consent. As of consequence of this, the current scheme has been based on the same principles as previously consented but without the introduction of a basement.
- 7.5. The proposal maintains the current single storey building and adds to its roof, therefore reducing the height by 1950mm.
- 7.6. The existing building will be improved and reclad (the cladding to the façade has been continued down to the ground).
- 7.7. The residential mix has been amended to suit the current configuration to 1 x 1 bed, 4 x 2 beds and 3 x 3 beds (the previous consent had 4 x 2 bed and 4 x 3 beds).

Principle of Development

- 7.8. Policies CS8 of Camden's Core Strategy and DP13 of their Development Policies DPD outlines that Camden will look to safeguard existing employment sites and premises in the borough that meet the need of modern industry and other employers. There will be no loss of employment floorspace as the existing commercial space is being retained. It is therefore in accordance with the London Plan (2015), CS8, DP13 and CPG 3.
- 7.9. The NPPF seeks to significantly boost the supply of housing. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.
- 7.10. Housing is regarded as the priority land-use within the LDF and a residential development which seeks to maximise the supply of additional homes in the borough and the principle of this use should therefore be supported. Policy DP2 outlines that the Council will seek to maximise the supply of additional homes in the borough and expects the maximum appropriate contribution to supply of housing on sites that are underused or vacant, taking into account any other uses that are needed on the site.
- 7.11. In 2014, planning permission was granted for 8 self-contained residential flat above the commercial demonstrating that the principle of residential development is acceptable to the LBC in this location. In addition, and as highlighted in appendix one there have been a number of mixed use developments being approved within the sites immediately adjacent to this development.
- 7.12. Therefore, given the above, it is considered that the proposed development meets the requirements of, and accords with the NPPF, London Plan and DP2.

Affordable Housing

- 7.13. Policy DP3 of the Council's Development Policies document sets the threshold of 10 units (1000sq.m gross residential floorspace) at which the requirement for affordable housing provision is triggered. The Development Policies document states that the Council's target of 50% of total additional housing floorspace as affordable housing operates on a sliding scale, subject to the financial viability of the development, with

a norm of 10% for 1,000sq.m of additional housing and 50% for 5,000sq.m of additional housing, on sites with a capacity of 10 dwellings and 50 dwellings respectively.

- 7.14. Taking into account the existing residential dwelling (110 Sq m GEA) on site, the proposed residential floorspace will be 790 Sq m GEA, totalling a net addition of 680 Sq m residential floorspace. Therefore, in line with Policy DP3, affordable housing is not applicable in this case.

Residential quality

- 7.15. Policy DP26 contained within the Development Policies document requires outdoor space for private or communal amenity space wherever practical.
- 7.16. Each residential unit will have its own private amenity space, in the form of a sunken garden or private patio spaces in line with CS5, DP26 and CPG 6 amenity.

Overlooking

- 7.17. Policy DP26 states that the council will protect the quality of occupiers and neighbours by only granting planning permission for development that does not cause harm to the amenity.
- 7.18. The proposed development has been designed to avoid any potential overlooking into nearby properties. Windows to the proposed scheme will need to be treated sensitively in order to avoid overlooking to neighbours and to protect the neighbouring residential amenity. The material and elevational treatments have been chosen and designed to be sympathetic to neighbouring properties. The new timber cladding is subtle and aesthetically pleasing. The sunken balconies are treated with perforated timber boards, whereby every second piece is missing to increase privacy and avoid any potential overlooking.
- 7.19. The development has, in line with DP26 and CPG 6 been designed to protect the privacy of both new and existing dwellings.

Design and Layout

- 7.20. As outlined throughout this statement, the existing character of the area has changed, it has moved away from being an industrial location to an area of mixed use development, namely, commercial, residential and student accommodation. The proposals have been designed in line with these changes but have focussed on maintaining the Industrial feel of existing area within the design.
- 7.21. There are eight residential units being proposed over two storeys with a small mezzanine area in the two duplex units. An external core rises to all levels and the units have been designed to have large open plan living areas with ample light and access to an external amenity space. The proposed massing of the scheme is lower than the consented scheme by 1950mm. The site is surrounded by many adjoining sites and each boundary condition has been looked at carefully to ensure that the proposal does not have an adverse effect on neighbouring windows and terraces.
- 7.22. Due to the proximity of surrounding buildings, careful consideration has been taken to ensure that there is no overlooking/privacy issues arising from the development towards the surrounding neighbouring properties, in particular Azania Mews. The aim has been to minimise the impact of the loss of daylight caused by the development on the amenity of existing occupiers and ensure sufficient daylight to occupiers of the new dwellings in line with CPG 6.
- 7.23. The provision of soft landscaping has been integrated where possible to help divide the commercial and residential areas. The approach to the landscape design is to use several materials to produce subtle level changes with some sculptural elements such as trees or external lights to break up the space for external vehicles and pedestrians. The scheme is looking at using grasscrete and brick paving to create a hard landscape. The proposals also look into the possibility of incorporating the shared access road into the landscaping proposal. This has been outlined within the Design and Access Statement. Any landscaping designs outside of the red line (ownership) boundary is indicative (and not part of this planning permission) and needs to be agreed with the respective landowner.

Accessibility

- 7.24. London Plan Policy 3.8 requires all new housing to be built to ‘Lifetime Homes’ standards. The ‘Camden Planning Guidance Housing’ SPD reiterates this requirement and provides advice on how proposals can be designed in an inclusive manner and be accessible to all by incorporating ‘lifetime’ home standards. All residential dwellings have been designed to meet the Lifetime Homes standards.
- 7.25. The proposed development has been designed to incorporate a number of access principles, including maximising access to all parts of the residential parts, for all future residents and building users. The proposal aims to ensure accessibility and inclusion so that all potential users, regardless of disability, age or gender can use them safely and easily. The provision of toilets, showers and cycling facilities will be considered with Part M of the building regulations in mind. Please refer to the design and access statement for full details.

Housing mix

- 7.26. The unit mix to be included within the scheme is demonstrated in Table 2

Unit Size	No. of Private Units
One bedroom	1
Two bedroom	4
Three bedroom	3
Total	8

- 7.27. Policy DP5 seeks to provide a range of unit sizes to meet demand across the Borough. The Dwelling Size Priority Table included within Policy DP5 demonstrates that there is a ‘very high’ priority for private two bed units and that developments should aim for 40% of two beds. The scheme also provides three family sized three bed dwellings which are considered a ‘medium priority’ in Camden. The mix provided is considered appropriate as it contributes to the creation of mixed and inclusive communities by containing a mixture of large and small homes in line with Policy DP5. The mix has been designed to suit the existing footprint and character of the building.

Townscape and Conservation

- 7.28. The building on site is not listed, nor does it lie within a Conservation Area. The site adjoins the boundary of the Inkerman Conservation Area, therefore it has been ensured

that any design proposals takes into account the view from the existing conservation area.

- 7.29. The Inkerman Conservation Area lies to the west of Kentish Town Road and is bounded to the south by Prince of Wales Road and Anglers Lane, to the north by Holmes Road, to the east by Raglan Street and to the west by the railway viaduct. The Inkerman Conservation Area appraisal outlines that the prevailing character is residential, with incidental corner shops on ground floor level integrated with institutional, educational, light industrial and commercial uses. 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.
- 7.30. DP25 outlines that in order to maintain the character of Camden's conservation areas the council will not permit development outside of a conservation area that causes harm to the character and appearance of that conservation area.
- 7.31. The proposed building is only visible from two locations within the designated Conservation Area; Cathcart Street and Inkerman Road. There are glimpsed views between existing buildings. The proposed building is an attractive building which is in keeping with the prevailing character of the Inkerman Conservation Area.. There are other recently consented taller buildings that are visible from the conservation area (55 Holmes Road) and in comparison the proposed development will only be glimpsed from the conservation area.
- 7.32. It is considered that the proposal provides a scheme of the highest architectural quality, in terms of appearance, layout and massing and will contribute positively and therefore preserve the Inkerman Conservation Area in accordance with the NPPF and Policy DP25.

Residential Amenity

- 7.33. In accordance with Policy DP26, a Daylight and Sunlight report has been undertaken by Delva Patman in support of this application to consider the sunlight and daylight impact on neighbouring buildings.

- 7.34. The daylight and sunlight report prepared is based on the methods laid out in the BRE guidelines to determine the acceptability of daylight and sunlight using a detailed 3D computer model of the site and the surrounding incorporating the consented schemes in the vicinity.
- 7.35. The results for daylight and sunlight to the surrounding properties show all rooms and windows that serve habitable rooms in the neighbouring buildings meet the levels recommended in the BRE Guidelines, except for a small number of windows in the adjacent St Pancras Hostel (in both planning consents) that do not meet the BRE Guidelines in terms of VSC, however all these rooms served by these windows meet the BRE Guidelines in terms of ADF and daylight distribution, indicating these rooms will be well lit in the proposed situation. It should also be taken into consideration that the adjacent Hostel accommodation is temporary accommodation and should be considered more flexibly than permanent residential accommodation.
- 7.36. In terms of sunlight amenity, all gardens analysed around the proposal and internal to the proposal itself meet the BRE Guidelines and so are in accordance with local planning policy.
- 7.37. Overall, the sunlight and daylight report considered that the scheme is in accordance with the BRE Guidelines for daylight and sunlight and is compliant with planning policy.
- 7.38. For further detail in this regard please refer to the accompanying Daylight and Sunlight Report provided by Delva Patman.

Transport, Parking and Servicing

- 7.39. The proposed development will not provide any car parking on site. Residents would not be permitted to apply for on-street car parking permits for themselves or visitors in line with Policy DP18.
- 7.40. The proposed development will provide cycle parking in accordance with the latest London Plan (March 2015) cycle parking standards – applying the B1 office standard of a minimum of 1 space per 90sqm to the flexible commercial floorspace and 1:1 for

1 and 2 bed residential units and 2:1 for 2 and 3+ bed residential units. Visitor parking for both uses will be provided externally, with 5 Sheffield stands providing parking for 10 cycles.

- 7.41. Cycle parking for the commercial use will be provided within the commercial building area, with a cycle store providing space for 15 cycles. Josta 2 tier stands will be used to provide 16 spaces for the residential units, within a secure enclosure. Showers and lockers are also available within the dance studio area and a shower is available within the shared facilities adjacent to commercial units 1 to 3.
- 7.42. The development proposal allows an internal layout capable of accommodating vehicles up to and including 7.5t/8m box vans arriving and departing in forward gear. The number of deliveries associated with the residential units per day would be minimal and would also tend to comprise small to medium sized vehicles. On the basis of the above, the provision of a layout which accommodates vehicles up to and including 7.5t/8m box vans means that all regular servicing demands arising as a result of the proposed development would be met on-site (and off-street).

Sustainability and Energy

- 7.43. The NPPF states that local planning authorities should approve planning applications if their impacts are (or can be made) acceptable in sustainability terms. Policy 5.2 of the London Plan states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy; 1) Be lean: use less energy 2) Be clean: supply energy efficiently 3) Be green: use renewable energy.
- 7.44. In order to minimise the buildings energy consumption, a low carbon approach for the design of the buildings fabric and associated engineering system has been undertaken. The building design has incorporated measures to reduce the use of artificial light and minimise/eliminate the need for cooling. Heat energy to the new apartments is provided by use of gas fired combination boilers linked to underfloor heating systems. To provide further CO₂ reductions it has been proposed to install photovoltaic panels on the roof of the residential properties to further increase the amount of electrical energy generated on the site.

- 7.45. For further information on the energy strategy please refer to the energy and sustainability report prepared by Malcolm Hollis.

Noise

- 7.46. A noise assessment has been carried out by Clement Acoustics that assesses the suitability of the site for residential development. Environmental noise surveys that have been undertaken as part of the assessment to identify the level of exposure to noise have demonstrated that the noise levels are commensurate with those expected for a quiet urban location. Subject to adequate mitigation measures being put in place during the construction phase a “good” internal noise level can be achieved.
- 7.47. The noise assessment prepared by Clement Acoustics provides further information on level of exposure to noise, internal noise levels for residential areas and the external building fabric performance requirements.

8. PLANNING BENEFITS

- 8.1. The Applicant has worked closely with the LBC and residents to produce a scheme that is in keeping with the surrounding area but also to maximise the provision of planning benefits for the locality.
- 8.2. The current scheme reduces the overall height of the development in comparison to the consented scheme in 2014 and the removal of the originally proposed basement will not only cause less disruption to the local residents but will also reduce the build programme to approximately nine months in comparison to 15 months for the previous consented scheme.
- 8.3. Eight new residential dwellings are being proposed, all of which are in line with Camden's dwelling size priority table. The mix will contribute to the creation of mixed and inclusive communities and ensure accessibility and inclusion so that all potential users, regardless of disability, age or gender can use them safely and easily.
- 8.4. The architects have worked closely with LBC Design Officer to ensure that the building design is considered interesting architecture and reinforcing the character of the existing area. One of the main objectives was to ensure that the surrounding residential amenity is protected by carefully considering any potential overlooking or sunlight and daylight issues. A draft construction management plan has been submitted in support of this application in order to minimise the disruption to surrounding residents.

9. CONCLUSION

- 9.1. DP9 Ltd have been appointed to submit a full planning Application for improvements to the external fabric of the existing building and extension above to create 8 new residential dwellings with associated amenity, landscaping and servicing arrangements.
- 9.2. The proposals have been designed to be in keeping with the character and appearance of the Holmes Road area. The proposals seek to retain the existing commercial floorspace and extend the building to provide sustainable high quality residential dwellings.
- 9.3. The details of the proposed development have been subject to extensive discussions with the LBC and neighbouring residents. The works will not harm the character and appearance of the nearby Inkerman Conservation Area. For the above reasons, and those set out in this statement, planning permission is sought for the development.
- 9.4. The planning statement has assessed the proposed scheme against the provisions of the development plan and other material considerations relevant to the determination of the application. It is considered that the proposal accords with the development plan, is a sustainable scheme and in accordance with the National Planning Policy Framework.

Appendix 1

Site	Description	Decision
41 -43 Holmes Road Homeless Hostel	<p>Application Reference – 2013/6756/Ful Alterations to fenestration on east elevation, installation of additional PV panels to main roof, change to shape of rooflights, reduction in number of rooms from 26 to 25 and changes to internal layout, all as amendments to planning permission dated 07/10/2013 (Ref: 2012/6344/P) for extensions and alterations to Holmes Road Hostel (Sui Generis)</p>	Granted 29 th October 2013
	<p>Application reference – 2012/6344/P The erection of a part 3 part 2 storey extension to the south, new roof extension to rear and elevational alterations to retained building facing Holmes Road to provide an additional 16 rooms to existing 43 room hostel (sui generis) and ancillary office/commercial and storage space, following demolition to the existing rear buildings to the south.</p>	7 th October 2013
65-69 Holmes Road (Magnet)	<p>2010/6039/P (LBC Reference) Demolition of the existing Magnet Warehouse building and erection of part six, part three storey building with two basement levels to provide student accommodation comprising 268 student rooms housed with 245 units with ancillary (sui generis), storage and distribution use (class b8) at lower basement and ground floor level and coffee shop (class A1) at ground floor level.</p>	Appeal Decided 1 st December 2011
	<p>Application Reference - 2013/7130/P Erection of part seven, part three storey building above two basement levels to provide student accommodation comprising 273 units (337 rooms and 439 bed spaces) with ancillary facilities (sui generis), warehouse (Class B8) at basement and ground floor levels and coffee shop (Class</p>	March 2014

	A1) at ground floor level following demolition of existing B8 buildings.”	
55 Holmes Road	2008/1304/P (LBC Reference) The development proposed is the replacement of disused rooftop plant room with two new 2 bed flats and one new 3 bed flat over two floors	18 th September 2009
	Redevelopment of the site and the erection of a four storey building providing office/warehouse use and 14 residential units.	7 th March 2008