

Address:	45 Holmes Road London NW5 3AN		7
Application Number:	2015/3131/P	Officer: Kathryn Moran	
Ward:	Kentish Town		
Date Received:	2 June 2015		
Proposals: Erection of three storey extension above ground floor level to provide 8 x residential units with associated amenity space, landscaping and servicing.			
Drawing Numbers, Supporting Documents and Drawing Numbers: PL (10) 101_P2 2; PL (10)100_P2; PL (10) 100 P2; PL(10)10 301_P1; PL(10) 300_P1; PL(10) 200_P1; PL (10) 104_P1; PL(10)104_P1; PL(10)103_P1; PL(10) 102_P1; PL(10) 011_P1; PL (10) 010 P1; EX(10)300; EX(10)200; EX(10)102; EX (10) 101; EX(10)100_P1; Transport Statement; Statement of Community Involvement; Planning Statement; Design and Access Statement; Energy and Sustainability Statement; Construction Management Plan; Acoustic Report; Lifetime Homes Statement			
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to a Section 106 Legal Agreement			
Applicant:	Agent:		
Tiuta Properties Ltd c/o agent	DP9 100 Pall Mall LONDON SW1Y 5NQ		

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace (GIA)
Existing		B1(c) – Light Industrial	836sqm
		C3 - Residential	104sqm
		TOTAL	940sqm
Proposed		B1(flexible) – Business	836sqm
		C3 - Residential	806sqm
		TOTAL	1642sqm

Residential Use Details:				
	Residential Type	No. of Bedrooms per Unit		
		1	2	3
Existing	<i>Flat – C3</i>	-	1	-
Proposed	<i>Maisonettes - C3</i>	1	4	3

Parking Details:				
	General parking	Disabled parking	Cycle parking (Residential)	Cycle parking (Commercial)
Existing	4 (informal)	0	0	4
Proposed	0	0	16	4

OFFICERS' REPORT

Reason for Referral to Committee: The application is for a Minor Development involving the creation of more than 5 new residential units [Clause 3(iii)]

1. SITE AND SURROUNDINGS

- 1.1 The application site is located on the south side of Holmes Road, to the west of Kentish Town Road. The 0.12ha site comprises a workshop for a frame and canvas manufacturers (Class B1c use), which is fronted by a retail area selling a range of arts and crafts products. There is also a dance studio within the main building, this is understood to be used occasionally and is unconsented. The building has two storey front extension which has a separate dance studio on the ground floor with a 2-bed flat above.
- 1.2 The building 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. The site and the immediate surrounding area are outside the designated Kentish Town Industrial Area which runs to the north of the Holmes Road area. The site is also located close to Kentish Town Centre.
- 1.3 Pedestrian and vehicular access into the site is via a single width cobbled road off Holmes Road. Kentish Town Station (National Rail and Northern Line services) and Kentish Town West (Overground services) are both located within walking distance of the site to the north east and south west respectively.
- 1.4 The area is characterised by a variety of building sizes and uses, including mixed use (business and residential) buildings of up to six storeys. To the rear of the site is Azania Mews, a modern residential development of 3 storey terraces along with the warehouse at 31 Cathcart Road. To the south east of the site lie the two storey terraced houses along Inkerman Road (within the Inkerman Road Conservation Area). The Magnet Warehouse (which has permissions for student accommodation, see para 3.10 below) lies to the west of the site, and a residential led mixed use development at 55 Holmes Road adjoins the site to the north west. The St Pancras Hostel lies to the east of the site, this is currently under construction. Historically, the Holmes Road area has been characterised as an employment area with offices, light industrial and storage uses. However, recent developments, including those outlined above, have brought about a number of residential and student accommodation proposals to the area as reflected above.

2. THE PROPOSALS

- 2.1 The application proposes to extend the existing building to provide two storeys plus mezzanine level of residential accommodation above the retained commercial (Class B1) accommodation at ground floor level. The proposed first floor would occupy most of the footprint of the existing ground floor and provide 1 x 1 bed flat, 3 x 2 bed flats and 1 x 3 bed flat. The second floor level is set back and would provide 1 x 3 bed flat. The second and third floors mezzanine level would accommodate 1 x 2 bed and 1 x 3 bed duplex flats.

- 2.3 Each of the flats have access to private amenity space in the form of roof terraces at first and second floor levels. At ground floor level there would be cycle stores and refuse store for the residential flats.
- 2.4 The existing 836m² commercial floorspace at ground floor is to be retained as seven separate units within the application although the intention is that this floorspace can be used flexibly. There would be a designated cycle and refuse store for the commercial use.
- 2.5 The existing ground and extension above would be clad with black timber with black zinc at third floor level.

3. RELEVANT PLANNING HISTORY

- 3.1 Planning permission (ref: 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.
- 3.2 In 2012 planning permission (ref: 2012/2016/P) was refused for change of use of the ground floor storage unit (Class B8), measuring 110sqm to a 2 bedroom self-contained flat (Class C3). The proposal was considered to result in an unacceptable loss of employment floorspace capable of continued business occupation which is contrary to LDF policies CS8 and DP13.
- 3.3 In 2013 a prior approval application (ref: 2013/4900/P) was made for the change of use of the ground floor from offices to a 2 bedroom flat. This application was refused on the grounds that the building was not used for a use falling within Class B1a offices before 30th May 2013, nor was it last in use as Class B1a offices.
- 3.4 19 December 2014 permission was granted for 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 Class C3 residential unit and Class D2 dance studio). This was subject to a s106 agreement.
- 3.5 The current application is similar to the previously approved scheme however the main differences are:
- the retention of the existing commercial accommodation at ground floor level
 - omission of the basement
 - reduction in height of 1950mm
 - recladding of the ground floor and continued to new third floor level
 - revised mix of residential units; 1 x 1 bed, 4 x 2 bed and 1 x 3 bed.

Adjoining sites

- 3.6 The surrounding area has been subject to a great deal of change in recent years. The below provides a brief summary of the main permissions for the surrounding sites.

41-43 Holmes Road ('Hostel Site')

- 3.7 On 7 October 2013 planning permission (ref: 2012/6344/P) was granted for 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.
- 3.8 This permission was subsequently amended in October 2013 (ref: 2013/6756/P) for 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.
- 3.9 The scheme is currently under construction.

55 Holmes Road

- 3.10 In 2002 planning permission (ref: PEX0000934) was granted for redevelopment of the site by the erection of a basement and four storey building to provide office (Class B1) and warehouse (Class B8) floorspace together with 14 residential units with car parking and servicing in the basement.
- 3.11 In 2011 planning permission (ref: 2011/2627/P) was granted for change of use and conversion of part ground floor from part office Class B1a and part storage and distribution (Class B8) to 3 residential units (Class C3) and associated alterations.

65-69 Holmes Road ('Magnet Site')

- 3.12 This site has been subject to numerous planning applications in the last ten years which have been both allowed and dismissed at appeal.
- 3.13 However the most recent planning permission (ref: 2013/7130/P) was granted in March 2014 for 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 A1) at ground floor level following demolition of existing Class B8 buildings.

4. CONSULTATIONS

Statutory Consultees

- 4.1 N/a

Adjoining Occupiers

<i>Number of letters sent</i>	131
<i>Total number of responses received</i>	0
<i>Number in support</i>	0
<i>Number of objections</i>	0

4.2 Neighbour notification letters were sent out on 8 June 2015. No responses were received from neighbouring properties.

4.3 Thames Water – no objection subject to informative.

5. POLICY CONTEXT

5.1 Set out below are policy documents (including lists of relevant Council policies) that the proposals have primarily been assessed against. However, it should be noted that recommendations are based on assessment of the proposals against the development plans taken as a whole together with other material considerations

5.2 National and Regional Policy

National Planning Policy Framework 2012

London Plan 2011

London Borough of Camden Local Development Framework

Core Strategy:

CS1 (Distribution of growth)

CS3 (Other highly accessible areas)

CS5 (Managing the impact of growth and development)

CS6 (Providing quality homes)

CS8 (Promoting a successful and inclusive Camden economy)

CS10 (Supporting community facilities and services)

CS11 (Promoting sustainable and efficient travel)

CS13 (Tackling climate change through promoting higher environmental standards)

CS14 (Promoting high quality places and conserving our heritage)

CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)

CS16 (Improving Camden's health and well-being)

CS17 (Making Camden a safer place)

CS18 (Dealing with our waste and encouraging recycling)

CS19 (Delivering and monitoring the Core Strategy)

Development Policies:

DP1 (Mixed use development)

DP2 (Making full use of Camden's capacity for housing)

DP3 (Contributions to the supply of affordable housing)

DP5 (Homes of different sizes)

DP6 (Lifetime homes and wheelchair housing)
DP13 (Employment premises and sites)
DP15 (Community and leisure uses)
DP16 (The transport implications of development)
DP17 (Walking, cycling and public transport)
DP18 (Parking standards and limiting the availability of car parking)
DP19 (Managing the impact of parking)
DP20 (Movement of goods and materials)
DP21 (Development connecting to the highway network)
DP22 (Promoting sustainable design and construction)
DP23 (Water)
DP24 (Securing high quality design)
DP26 (Managing the impact of development on occupiers and neighbours)
DP27 (Basements and lightwells)
DP28 (Noise and Vibration)
DP29 (Improving access)
DP31 (Provisions of, and improvement to, open space and outdoor sport and recreation facilities)
DP32 (Air quality and Camden's Clear Zone)

Supplementary Planning Policies/Guidance

Camden Planning Guidance (CPG)

- CPG 1 (Design)
- CPG 2 (Housing)
- CPG 3 (Sustainability)
- CPG 4 (Basements and lightwells)
- CPG 5 (Town centres, retail and employment)
- CPG 6 (Amenity)
- CPG 7 (Transport)
- CPG 8 (Planning obligations)

6. ASSESSMENT

6.1 The principal considerations material to the determination of this application are summarised as follows:

- Land use;
- Housing standards;
- Urban design;
- Amenity;
- Transport and servicing;
- Biodiversity and public open space;
- Sustainability and energy issues;
- CIL

Land use

Employment

- 6.2 There proposed scheme proposes no change to the existing ground floor light industrial accommodation.
- 6.3 The site currently provides 836sqm of existing light industrial (Class B1c) floorspace. The previously approved scheme would have delivered 845sqm of additional flexible office/light industrial (Class B1a/B1c) employment floorspace over lower ground and ground floor.
- 6.4 The former occupiers of the site who operated as a framing and art supplies business have now relocated. Following vacation of the premises, the current owner has internally altered the ground floor to create seven smaller B1 units. A marketing exercise has been undertaken and demonstrated that there is demand for the existing accommodation and this would be viable without the creation of a basement level. As a result of this the applicant no longer wishes to excavate a basement.
- 6.5 The ground floor would provide seven individual commercial units ranging from 61m² to 183m² in size. There will be a shared entrance to three of the commercial units and the remaining units would have their own separate entrance.

Housing

- 6.6 The Council seeks to maximise the supply of additional residential accommodation within the Borough in order to meet its housing targets under policies CS6 and DP2. The principle of 8 houses as part of this mixed-use proposal is therefore supported, subject to meeting the other housing policy and amenity requirements.
- 6.7 Policy DP3 provides a clear rationale for seeking affordable housing in schemes of 10 or more additional dwellings or 1000sqm of floorspace GEA (Gross External Area). The threshold is capacity for 10 additional homes. The percentage target is 10% where there is capacity for 10 additional homes, and an additional 1% per additional home capacity.
- 6.8 The scheme would provide an uplift of 702.5m² new residential floorspace plus the existing 104m² (806m² in total). Therefore, in line with Policy DP3, the development is not required to make a contribution towards affordable housing. However, if the building were to be subdivided or extended in the future to increase the overall number of residential units on the site, a clause in the s106 agreement is recommended to ensure that affordable housing would be provided on the basis of the number of units.

Housing standards

Mix of units / quality of the accommodation

- 6.9 Policy DP5 seeks to provide a range of unit sizes to meet demand across the borough. The proposed development will provide 1 x 1 bed, 4 x 2 bed and 3 x 3 bed flats. The number of market 2-beds exceeds the policy requirement of 40% (50%) and the provision of new 3-bed family housing is welcomed. The

proposed mix is considered to comply with the aim of DP5 to create mixed and inclusive communities.

- 6.10 CPG 2 (Housing) states that new self-contained dwellings should satisfy the following minimum areas for overall floorspace (excluding communal lobbies and staircases):

Number of persons	1	2	3	4	5	6
Minimum floorspace (m ²)	32	48	61	75	84	93

- 6.11 In addition, CPG2 requires that first and double bedrooms measure a minimum of 11sqm and other bedrooms measure a minimum of 6.5sqm. The minimum unit sizes are outlined in the following table:

Unit	Dwelling size (GEA)	Camden CPG	London standards	Plan
1 bed 2 person	50m ²	48m ²	50m ²	
2 bed 4 person	70.5m ²	75m ²	70m ²	
2 bed 4 person	73m ²	75m ²	70m ²	
2 bed 4 person	73m ²	75m ²	70m ²	
2 bed 4 person	88m ²	75m ²	70m ²	
3 bed 6 person	86m ²	93m ²	86m ²	
3 bed 6 person	98m ²	93m ²	86m ²	
3 bed 6 person	102m ²	93m ²	86m ²	

- 6.12 Based on the measurements taken from the proposed plans, the size of each unit of accommodation and the size of the bedrooms exceed Camden's space guidelines with the exception of the 3 bed flat at first floor level. This unit is just under the Camden guidance but complies with the London Plan space standards. It is considered the flats would provide an acceptable standard of accommodation. All of the units would have access to private outdoor amenity space in the form of terraces at first and second floor level. All units are dual aspect and it is considered the units would achieve good levels of natural light.
- 6.13 The applicant has submitted a Lifetime homes statement as part of the design and access statement, indicating that all possible standards are achieved by the development. The flats would be accessed by a stair and lift located in stair enclosure adjacent to commercial units 1 and 4.

Urban Design

- 6.14 The site is not located within a conservation area and is not listed. The existing buildings on the site are of no architectural or historic merit. Moreover the site forms a backland parcel of land largely hidden from public view.
- 6.15 The character of the site is one of a secondary yard with industrial function and appearance. This is consistent with Holmes Road more generally. Recent piece-meal student housing has developed along Holmes Road and this site is seen as an opportunity to reinforce its industrial character of this backland site.
- 6.16 The previous scheme identified an opportunity to replace the existing buildings on the site with a high quality development which would enhance the character of the area. The site does border the northern boundary of the Inkerman Conservation Area borders and therefore care needs to be taken to respect the setting of the Conservation Area which is characterised by small scale domestic dwellings.
- 6.17 The scale of the proposed development is similar to the scheme previously agreed. It is considered to successfully optimise the site whilst remaining low enough to not be seen from within the Conservation Area to the north. The site will only be viewed from Holmes Road and is set back from the road by 30m at its nearest point and approximately 50m for the main body of the building. The development would be seen in views through the entrance passage looking past nos.55-57 Holmes Road, to the right hand side of the entrance, which is of significantly greater scale than the proposal and set at the pavement edge. The proposed building is 1950mm lower than the approved scheme and therefore is considered acceptable in terms of scale.
- 6.18 The previous scheme incorporated a brick base and zinc panels giving an industrial character. This was considered an innovative and contemporary design with detailing which responded positively to the back-land context. The current scheme proposes timber cladding to the existing ground floor which is continued up to second floor level. The third floor would comprise black zinc. The materials now proposed are also considered to be appropriate in the context and are considered to be acceptable. It is considered the proposed design is appropriate in this context and complies with DP 24 and CS 2.

Amenity of Neighbours

- 6.19 Policy DP26 seeks to protect the quality of life of neighbours from development. Amenity includes daylight and sunlight, outlook, privacy, lightspill, noise disturbance and odours. Issues relating to construction and demolition are considered in the transport section of this report.

Overlooking and Privacy

- 6.20 The site is a backland site which is surrounded on all sides by existing and proposed developments, including those in residential use. The scheme has been designed to minimise the impact on the surrounding properties.

- 6.21 At lower ground floor and ground floor levels the site is contained, at both sides and the rear, within its existing retaining walls therefore there is no impact on neighbouring properties resulting from the development at these levels. The ground floor commercial units do front onto the access road and therefore will obliquely face the St Pancras Hostel building; however as this is broadly the same as the existing situation, and the units are in commercial and not residential use, this relationship is considered acceptable.
- 6.22 The properties directly to the rear of the proposal, on Azania Mews, are the closest to the proposal with 5.3m gardens separating the houses with the site. The existing 6.1m high retaining wall which sits between the Azania Mews gardens and the site will be retained. Only the second and third floors of Azania Mews lie above this wall and will have the potential to be impacted by the development. The second floor windows of Azania Mews face the first floor of the proposed residential units within the development. There is privacy planting 11m away at a height of 2.2m which will ensure that overlooking is avoided.
- 6.23 The rear windows of Azania Mews at second and third floor level are 15.7m away from the proposed residential units. This is below the recommended 18m separation distance and as such a number of design features have been incorporated to ensure that overlooking is avoided and privacy is maintained. The balconies would be treated with perforated timber boards with every second board missing to ensure privacy and prevent direct overlooking of neighbouring buildings.
- 6.24 The residential properties on Inkerman Road will be 11.6m away from the boundary and the existing 4.2m retaining wall. The nearest residential element of the proposal lies 13.8m from the boundary and therefore 25.4m from the rear of the Inkerman Road properties. This distance is considered acceptable to prevent any detrimental overlooking and, in any event, there is only one long, thin window facing the site.
- 6.25 With regard to the properties at 55 – 57 Holmes Road, none of the proposals at first floor level and above lie adjacent to this property. In terms of distance, the nearest part of the proposal is 10m from the nearest part of 55 – 57 Holmes Road. While overlooking would be oblique, angled screen, fins and shutters are incorporated onto the front elevation to direct overlooking towards the access road thus avoiding any overlooking of these properties. This is also true for the windows facing the St Pancras Hostel elevation at first and second floors which is approximately 5m from the nearest part of the proposal.
- 6.26 With regard to the Magnet Warehouse site, the 2013 scheme for student accommodation does include habitable room windows facing the site. These are however set 6.2m from the boundary of the site and 10m from the closest façade of the proposed building, which does not contain any windows, therefore overlooking is not considered an issue regarding this relationship.
- 6.27 The scheme is therefore considered to comply with policy DP26 with regard to ensuring an acceptable level overlooking and privacy for neighbouring properties.

Daylight/sunlight

- 6.28 In relation to daylight and sunlight, DP26 refers to the tests and standards detailed in the BRE document *Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice*.
- 6.29 An updated Sunlight and Daylight Report has been submitted with this planning application and assesses the impact of the development on all neighbouring properties. The proposal has been analysed in two scenarios: firstly, with the 2011 consented scheme for the Magnet Warehouse site (ref: 2010/6039/P) and secondly using the 2014 consented scheme for the Magnet Warehouse site (ref: 2014/7130/P). In addition, the analysis includes the consented hostel scheme at 41 – 43 Holmes Road (ref: 2012/6344/P) which has been implemented.
- 6.30 The following properties have been analysed:
- 16 – 30 Azania Mews
 - 20 – 31 (inclusive) Inkerman Road
 - 55 – 57 Holmes Road
 - Magnet Warehouse site (2011 and 2014 consented schemes)
- 6.31 The previous scheme was considered acceptable in terms of daylight and sunlight. The proposed development is similar in terms of scale and massing and is 1950mm lower than the previously agreed scheme. The daylight/sunlight assessment identifies one first floor window in 16-19 Azania Mews which would experience a reduction in VSC of 22%. Therefore this would not technically meet the BRE criteria. However the loss of light to this window would be marginal and on balance is not considered to justify refusal of permission. With regard to the other properties in Azina Mews and Inkerman Road, the report demonstrates that all windows that serve residential rooms and overlook the development site meet or exceed the BRE Guidelines for daylight under the Vertical Sky Component test (VSC). With regard to sunlight, none of the windows face 90 degrees due south and as such do not require analysis for sunlight.
- 6.32 The properties at 55 – 57 Holmes Road which face the development site also meet the BRE Guidelines for daylight (VSC) and sunlight under the Annual Probable Sunlight Hours Test (ASPH). This has been tested with both the 2011 and 2014 consented Magnet Warehouse schemes in situ.
- 6.33 The St Pancras Hostel at 41 – 43 Holmes Road is currently under construction. Whilst this site has not been tested in the sunlight/daylight report, it was assessed as part of the previous scheme. The analysis of this scheme (using both the 2011 and 2014 permissions) showed that the majority of windows overlooking the site (21 out of 26) meet the BRE Guidelines for VSC. Those windows that do not are located on the ground and first floors of the proposed development and all serve hostel bedrooms. These rooms do however meet the BRE Guidelines for the Average Daylight Factor (ADF), with no bedrooms retaining less than 1.25% ADF against the recommended

level of 1% for bedrooms. Furthermore, the daylight distribution results demonstrated that all bedrooms will be able to see 0.2% of the sky at desk height across at least 84% of their space. Therefore, while these windows do not meet the VSC requirements, it has been demonstrated that they will achieve an acceptable level of daylight.

- 6.34 Both permitted schemes (2011 and 2014) for student accommodation on the Magnet Warehouse site meet the BRE Guidelines for VSC and ASPH for all windows that serve residential rooms and overlook the development site.
- 6.35 In addition to the impact on neighbouring windows, the scheme also assessed the sunlight amenity impact on the rear gardens surrounding the scheme. The BRE Guidelines recommend that amenity spaces should receive at least two hours of sunlight to at least 50% of its area on March 21st. The analysis shows that all gardens meet the BRE Guidelines in terms of sunlight amenity.
- 6.36 Therefore, overall the scheme is considered to be fully in accordance with the BRE Guidelines and as such complies with Policy DP26.

Noise disturbance

- 6.37 A noise impact assessment has been submitted with this application which highlights that the main noise sources associated with the proposed dwellings will be from traffic noise from surrounding roads and noise from nearby commercial premises and is defined as a quiet urban location. In order to achieve good internal noise levels for the residential spaces, it is proposed to use blockwork for the non-glazed external building fabric, along with good quality double glazing. This will be secured via condition.
- 6.38 A condition will secure adequate noise insulation between the residential and commercial elements.

Transport and servicing

- 6.39 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.

Car Free Development

- 6.40 Development Policy DP18 states that car free development is expected 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).

- 6.41 The development proposes no parking on site and the applicant has agreed 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.

Cycle Parking

- 6.42 The proposal would need to provide cycle parking facilities in accordance with the minimum requirements the London Plan. The London Plan revised early minor alterations were published in March 2015. This requires a cycle parking provision of 1 space for 1 bedroom dwellings and 2 spaces for residential dwellings with 2, 3 or more bedrooms. It also requires 1 space per 250sqm of office floorspace for staff and visitors. Applying the London Plan requirements to this application means we need to seek to secure at least 15 spaces for the residential units and at least 4 spaces for the office/light industrial element of the proposal.
- 6.43 The proposal involves provision of 16 cycle stands (8 two tier josta stands) for the residents which exceeds the minimum requirements and is therefore acceptable. The residential cycle store located to the south of the residential entrance. It would be covered and secure. In addition, two Sheffield stands for office employees and visitors would be re-provided within the external courtyard. Details of the cycle parking facilities will be secured by condition.

Servicing, Access and Waste Management

- 6.44 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.

Construction Management and Highways Contributions

- 6.45 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 will be secured by a Section 106 planning obligation.

- 6.46 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 a travel plan statement be secured (required for office developments with more than 20 staff). A travel plan statement and the associated monitoring fee of £2,951 will be secured by a Section 106 planning obligation.
- 6.47 The proposed development would require significant construction works, involving the movement of earth and materials. In order to mitigate any damage caused to public highways surrounding the site a contribution towards highway works is required. Camden's highway engineers have calculated that these works would cost £3,124. This would be secured through a clause in the s106 agreement.

Contaminated Land

In terms of land contamination, the Council's Environmental Health Officer has reviewed the submitted information and searched historical legacy of the site. It has therefore been confirmed that the site is at Medium risk from contamination due its existing light industrial use. The permission should therefore be subject to a planning condition requiring a written programme of ground investigation 28 days prior to development commencing. These measures would protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site.

Biodiversity

- 6.48 Green roofs are proposed at first floor level of commercial unit 7 and will be secured via condition.
- 6.49 Details of new planting will also be secured by condition.
- 6.50 The new building has the potential to incorporate bird and bat bricks/boxes, the details of which would be secured through a condition.

Sustainability and energy issues

- 6.51 London Plan climate change policies and policies CS13 DP22 and DP23 of Camden's LDF require all developments to contribute to the mitigation of and adaptation to climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.
- 6.52 An Energy Statement has been submitted as part of this planning application. Using the Mayor's Energy Hierarchy, the report sets out that these measures would result in a reduction in CO2 emissions of approximately 35% when measured against Part L 2010 Building Regulations.

- 6.53 The proposal uses passive design measures and energy efficient features to deliver the 'Be lean' and 'Be clean' elements of the Mayor's strategy and include a well-insulated building fabric, the maximisation of the natural ventilation and natural light within the building and the use of photovoltaic panels and heat recovery ventilation to ensure heating energy efficiency.
- 6.54 In order to address the third stage of the Mayor's energy hierarchy, 'Be green', a number of possible renewable technologies were considered as part of this report. It discounts many measures as being unfeasible however the use of photovoltaics for both the commercial and residential element of the development is proposed.
- 6.55 The proposed measures are supported by officers and will therefore be secured through the clauses in a S106 Agreement.

CIL

- 6.56 The proposal would be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm or one unit of residential accommodation. Based on the Mayor of London's CIL charging schedule and the information given on the plans the charge is likely to be £39,300 786sqm (additional floorspace) x £50). This would be collected by Camden after the scheme is implemented. The application would also be liable for Camden CIL.

7. CONCLUSION

- 7.1 It is considered that the retention of the existing commercial accommodation at ground floor level and the provision of eight residential units (seven family sized) meets the requirements of the LDF. The proposal has been carefully designed to fit within the context of the site and safeguard neighbouring properties in terms of privacy, overlooking and sunlight and daylight while ensuring a more efficient use of the site.
- 7.2 Planning Permission is therefore recommended subject to a s106 Legal Agreement covering the following Heads of Terms:-

- Highways contribution of £3,124;
- Construction Management Plan;
- Car free development;
- Sustainability Plan;
- Energy Statement;

8. LEGAL COMMENTS

- 8.1 Members are referred to the note from the Legal Division at the start of the Agenda.

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

PL (10) 101_P2 2; PL (10)100_P2; PL (10) 100 P2; PL(10)10 301_P1; PL(10) 300_P1; PL(10) 200_P1; PL (10) 104_P1; PL(10)104_P1; PL(10)103_P1; PL(10) 102_P1; PL(10) 011_P1; PL (10) 010 P1; EX(10)300; EX(10)200; EX(10)102; EX (10) 101; EX(10)100_P1; Transport Statement; Statement of Community Involvement; Planning Statement; Design and Access Statement; Energy and Sustainability Statement; Construction Management Plan; Acoustic Report; Lifetime Homes Statement

Reason:

For the avoidance of doubt and in the interest of proper planning.

- 3 Prior to the relevant part of the works taking place detailed drawings and samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

- a) Plan, elevation and section drawings, including jambs, head and cill, of all new external windows and doors at a scale of 1:10 with typical glazing bar details at 1:1.
- b) Typical details at a scale of 1:10 or 1:1 samples where appropriate and manufacturer's details of new facing materials including but not limited to brickwork, windows and door frames, shutters, glazing, balconies, balustrades, metal panels.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies

- 4 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of any of the new residential units.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

- 5 Prior to the relevant part of the development commencing, details of secure and covered cycle storage areas as shown on the approved drawings shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies.

- 6 Prior to first occupation of the development commencing, a plan showing details of bird and bat box locations and types and indication of species to be accommodated shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter retained.

Reason: In order to secure appropriate features to conserve and enhance wildlife habitats and biodiversity measures within the development, in accordance with the requirements of the London Plan (Consolidated with Alterations Since 2004) and Camden Planning Guidance 2006 and policy CS15 of the London Borough # of Camden Local Development Framework Core Strategy.

- 7 Prior to the relevant part of the development commencing, details of a sustainable urban drainage system shall be submitted to and approved in writing by the local planning authority. Such system shall be based on demonstrating 50% attenuation of all runoff. The system shall be implemented as part of the development and thereafter retained and maintained.

Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CS13 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 8 Prior to the first occupation of the building a plan showing details of the green roof including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for a scheme of maintenance shall be submitted to and approved in writing by the local planning authority. The green roof shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.

Reason: To ensure that the green roof is suitably designed and maintained in accordance with the requirements of policies CS13, CS14, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23, DP24 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

- 9 Prior to the relevant part of the development commencing, full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. Such details shall include details of any proposed earthworks including grading, mounding and other changes in ground levels. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 [if landscape details] of the London Borough of Camden Local Development Framework Development Policies.

- 10 All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by no later than the end of the planting season following completion of the development or prior to the occupation for the permitted use of the development or any phase of the development, whichever is the sooner. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policy CS14, [+ CS15 if in CA] of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 11 Before first occupation of the residential units details of sound insulation between the commercial and residential units shall be provided for the building in accordance with a scheme to be first approved by the local planning authority in writing. The use shall thereafter not be carried out other than in accordance with the approved scheme.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 12 At least 28 days before development commences:
- (a) a written programme of ground investigation for the presence of soil and groundwater contamination and landfill gas shall be submitted to and approved by the local planning authority in writing; and
 - (b) following the approval detailed in paragraph (a), an investigation shall be carried out in accordance with the approved programme and the results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority in writing.
 - (c) The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority in writing prior to occupation.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 13 Before the relevant part of the development is first occupied, the refuse and recycling storage facilities, as shown on the drawings hereby approved, shall be provided. All refuse and recycling storage facilities shall be permanently maintained and retained thereafter.

Reason: To safeguard the amenities of the premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26, DP28 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

- 14 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 15 Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To safeguard the amenities of the [adjoining] premises [and the area generally] in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

Informatives:

1. The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

We will then issue a CIL demand notice setting out what monies needs to paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or correspondence to CIL@Camden.gov.uk

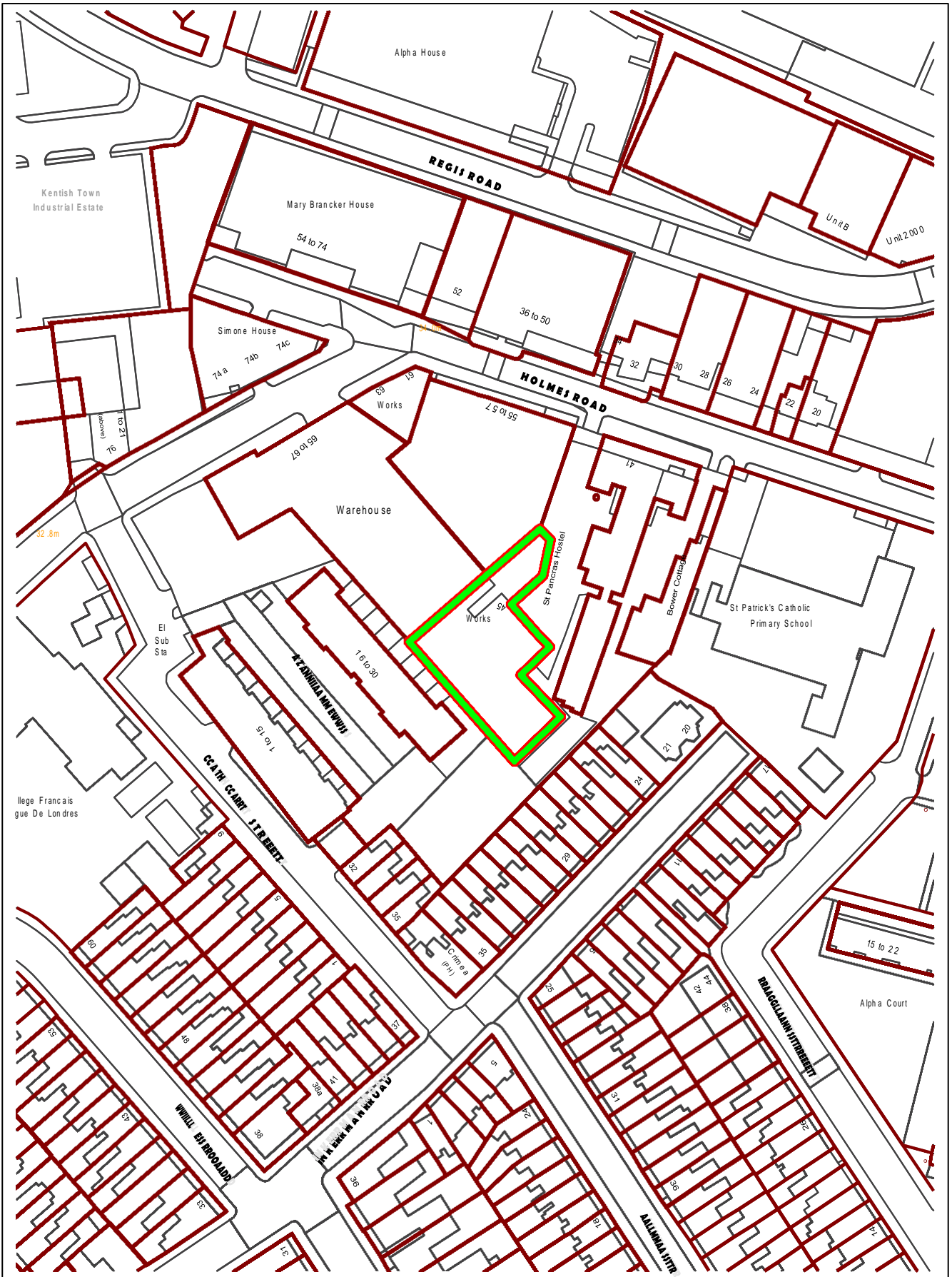
2. Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
3. Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
4. If a revision to the postal address becomes necessary as a result of this development, application under Part 2 of the London Building Acts (Amendment) Act 1939 should be made to the Camden Contact Centre on Tel: 020 7974 4444 or Environment Department (Street Naming & Numbering) Camden Town Hall, Argyle Street, WC1H 8EQ.
5. Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.
6. You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.

- 7 The London Borough of Camden introduced the Community Infrastructure Levy (CIL) on the 1st of April 2015 to help pay for local infrastructure. This is in addition to the Mayoral CIL which helps fund the Crossrail introduced on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay the CIL charge.

The proposed CIL charge will be calculated in accordance with the regulations set out in Part 5 of the Community Infrastructure Levy Regulations 2010 (as amended). For further information on the Camden CIL or Mayoral CIL charge please refer to the information on the Camden website which may be accessed via the following link

You are required to assume liability and notify the CIL team on commencement using the forms that can be downloaded from the planning portal; We will issue an assumption of liability setting out the calculation and CIL demand notice setting out the method of payment accordingly. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or queries to CIL@Camden.gov.uk



Application No: 2015/3131/P

**45 Holmes Road
London
NW5 3AN**

**Scale:
1:1250
Date:
20-Aug-15**

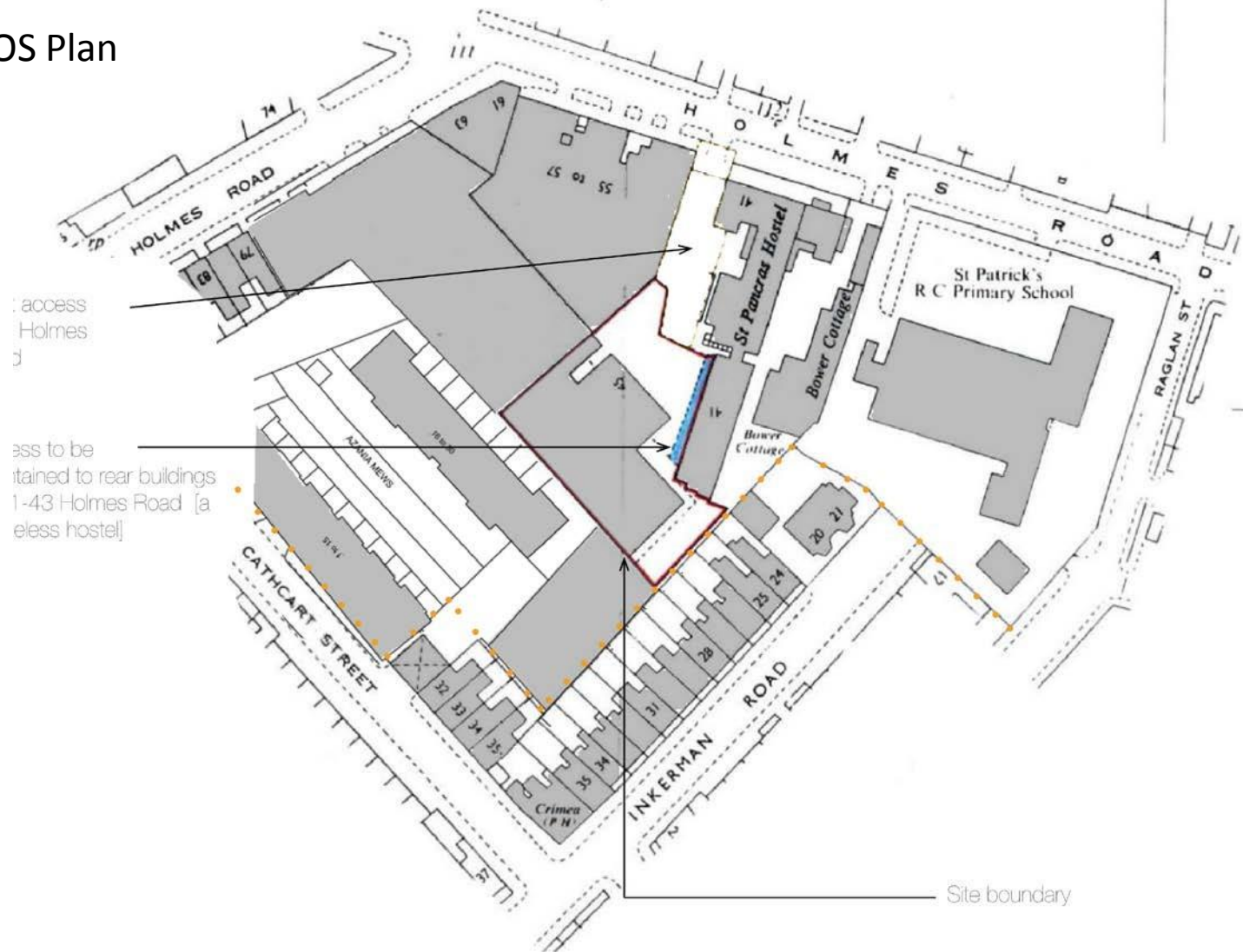


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45 Holmes Road



OS Plan



45 Holmes Road

Site Photographs



45 Holmes Road

Photographs



Photo 1



Photo 2



Photo 3



Photo 4



45 Holmes Road

Neighbouring Properties

65-67 HOLMES ROAD



A light industrial building housing retail units. Its pitched roof meets the boundary wall of our site but has no windows facing the site.

AZANIA MEWS



To the West of the site boundary are the rear windows to housing along Azania Mews. These rear windows sit very close to the boundary wall of the site so need careful consideration and will influence how proposals are set out.

31 CATHCART STREET



A light industrial building housing various small businesses



55 HOLMES ROAD



55 Holmes Road to the immediate west of the site – planning permission was initially granted for the redevelopment of the site and the erection of a four

41-43 HOLMES ROAD [HOMELESS HOSTEL]



HOUSES ALONG INKERMAN ROAD



The back garden of houses along Inkerman Road

45 Holmes Road

Existing Ground Floor Plan

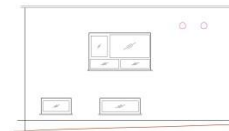
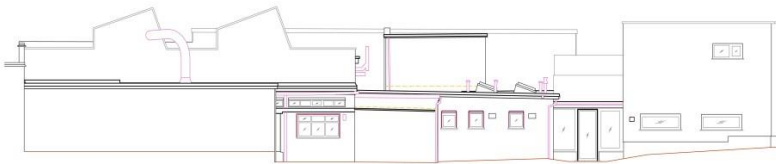


45 Holmes Road

Existing Elevations

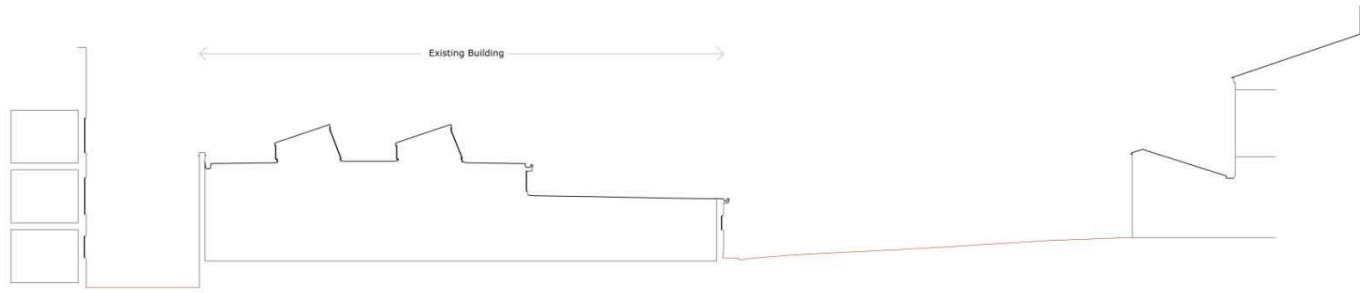


ELEVATION 1

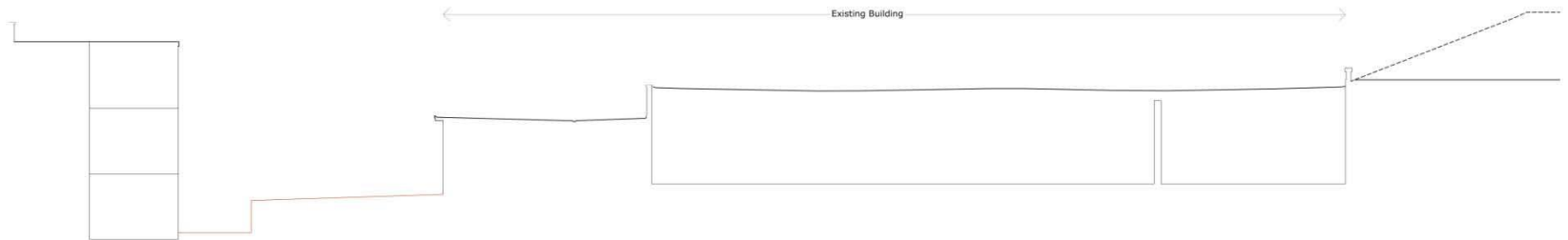


45 Holmes Road

Existing Section



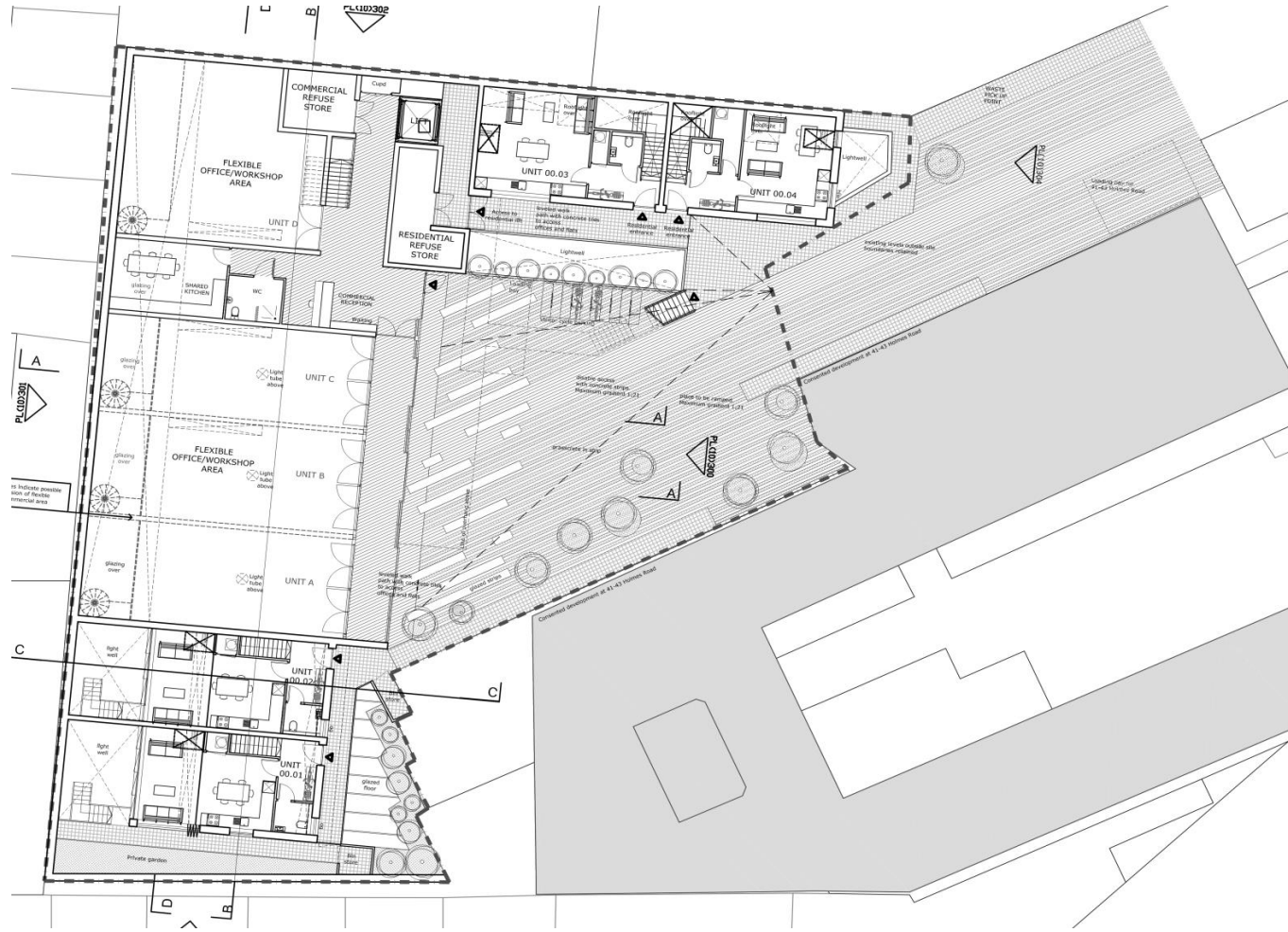
SECTION A-A



SECTION B-B

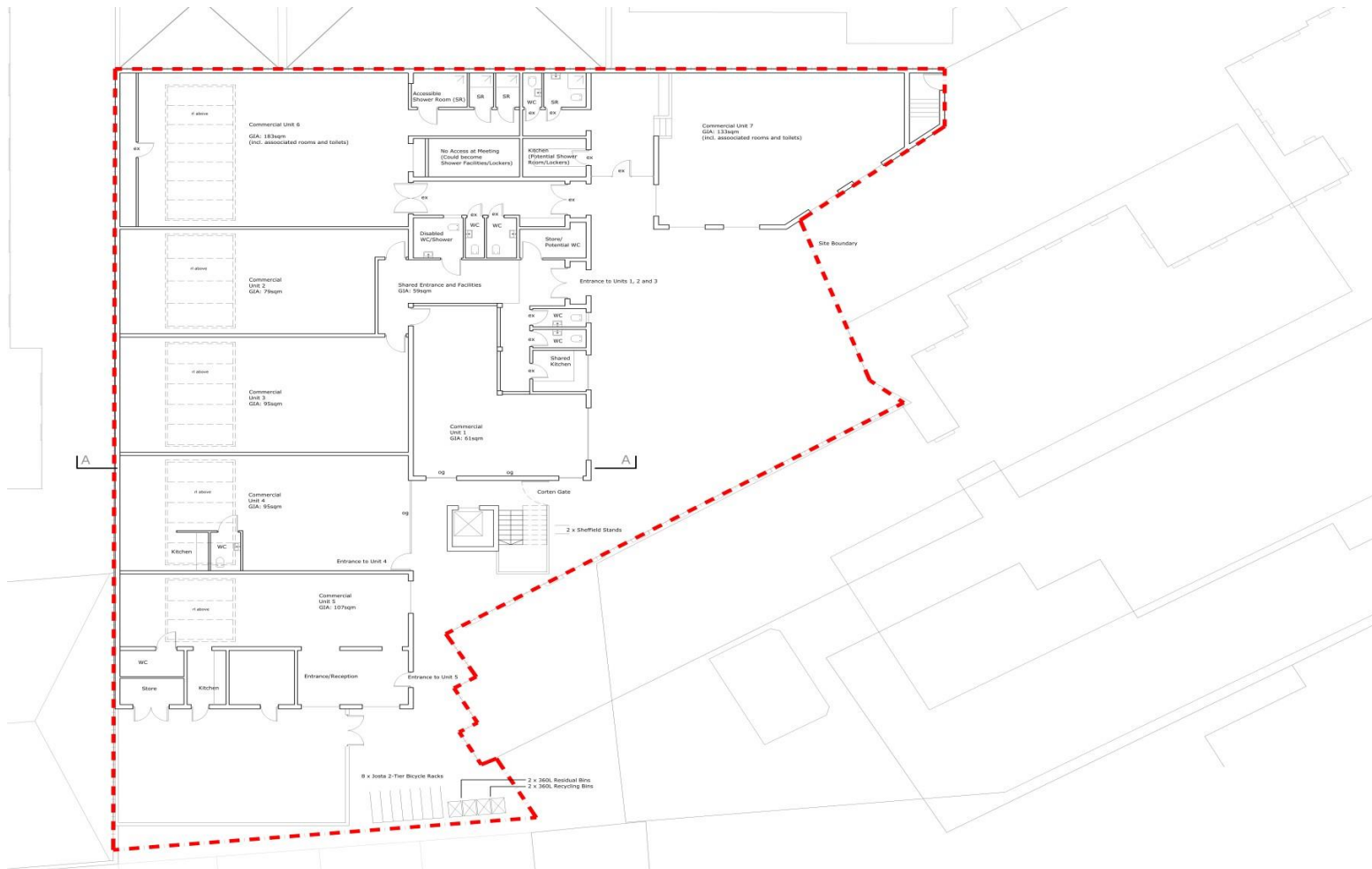
45 Holmes Road

Approved Ground Floor



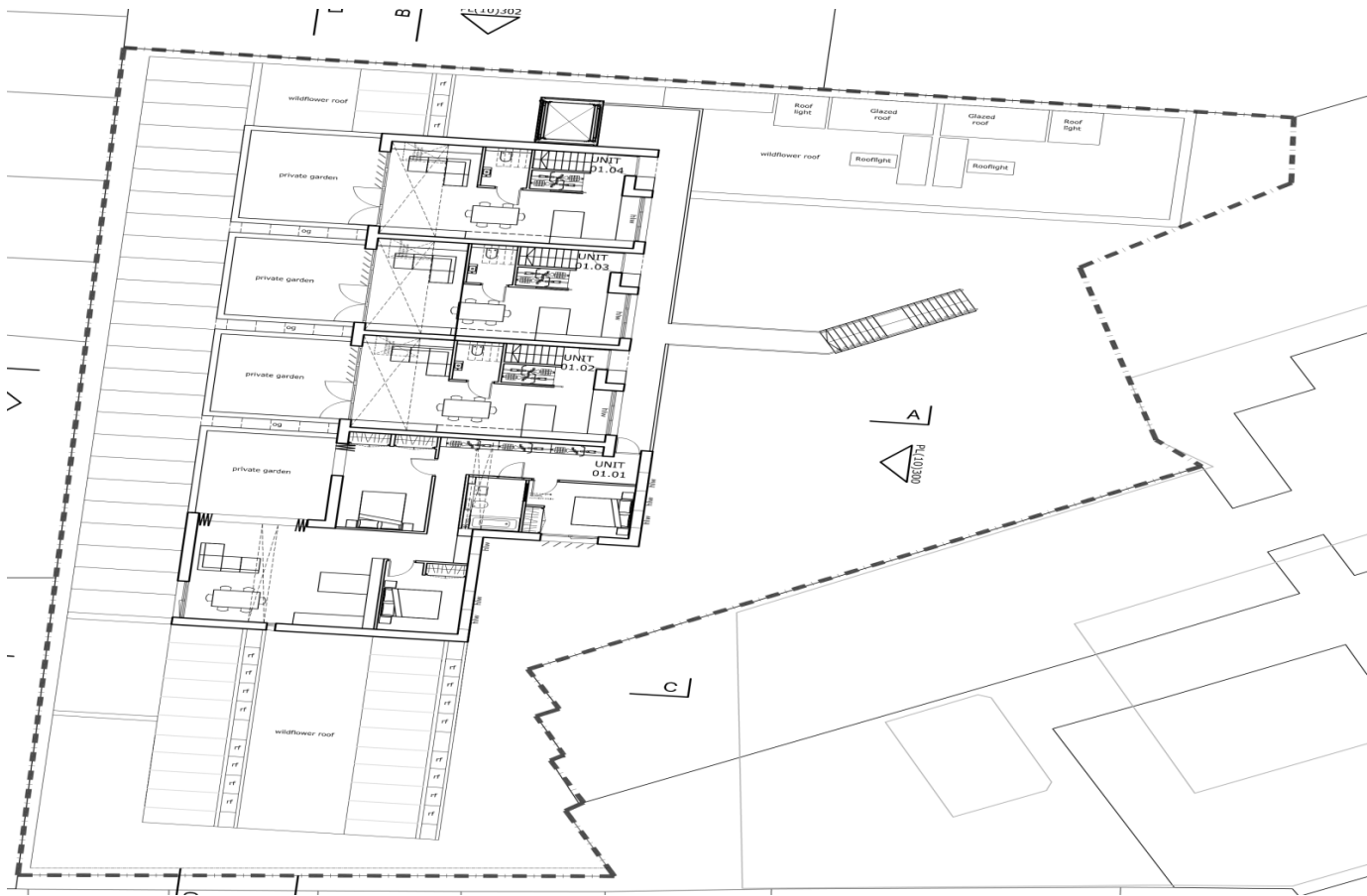
45 Holmes Road

Proposed Ground Floor Plan



45 Holmes Road

Approved First Floor Plan



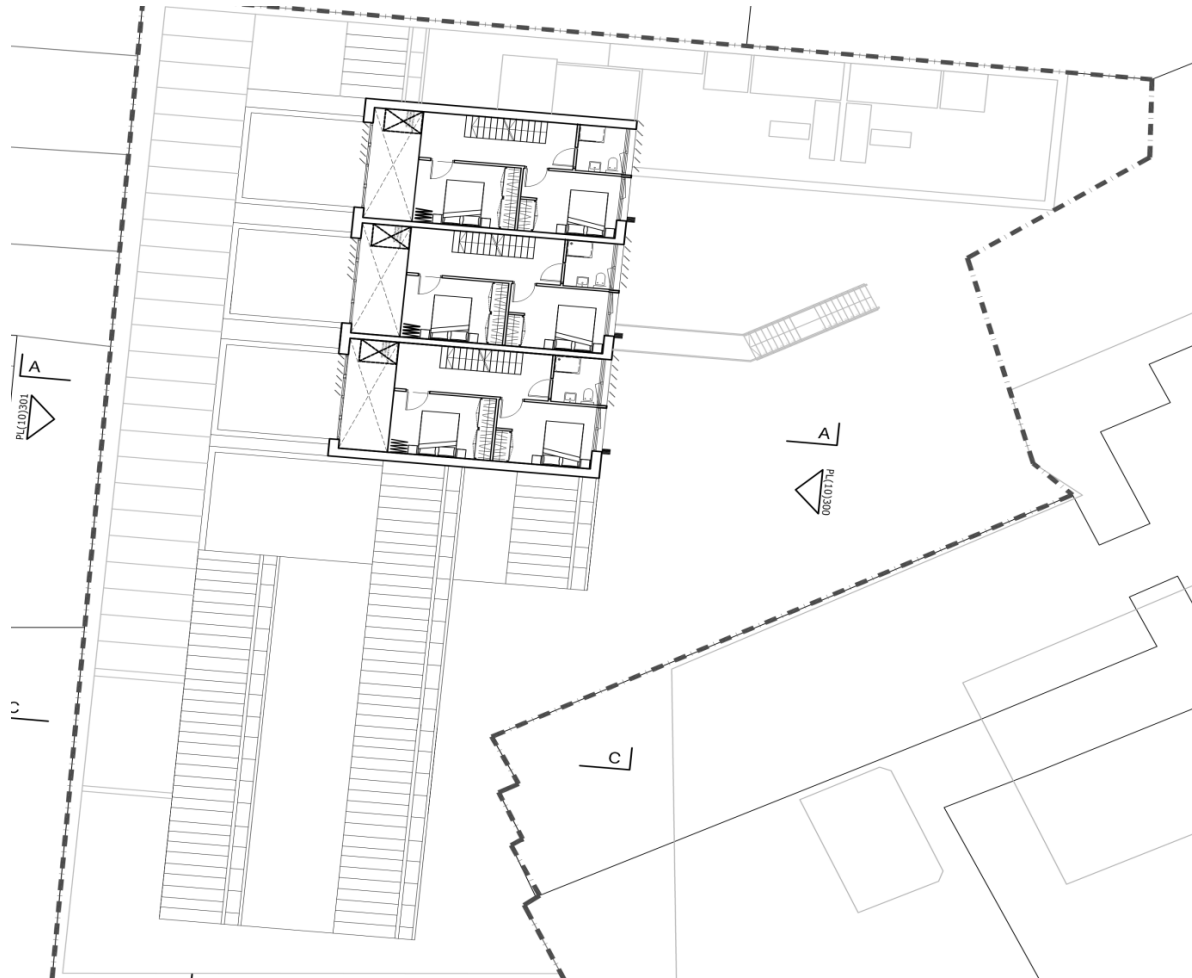
45 Holmes Road

Proposed First Floor Plan



45 Holmes Road

Approved Second Floor Plan



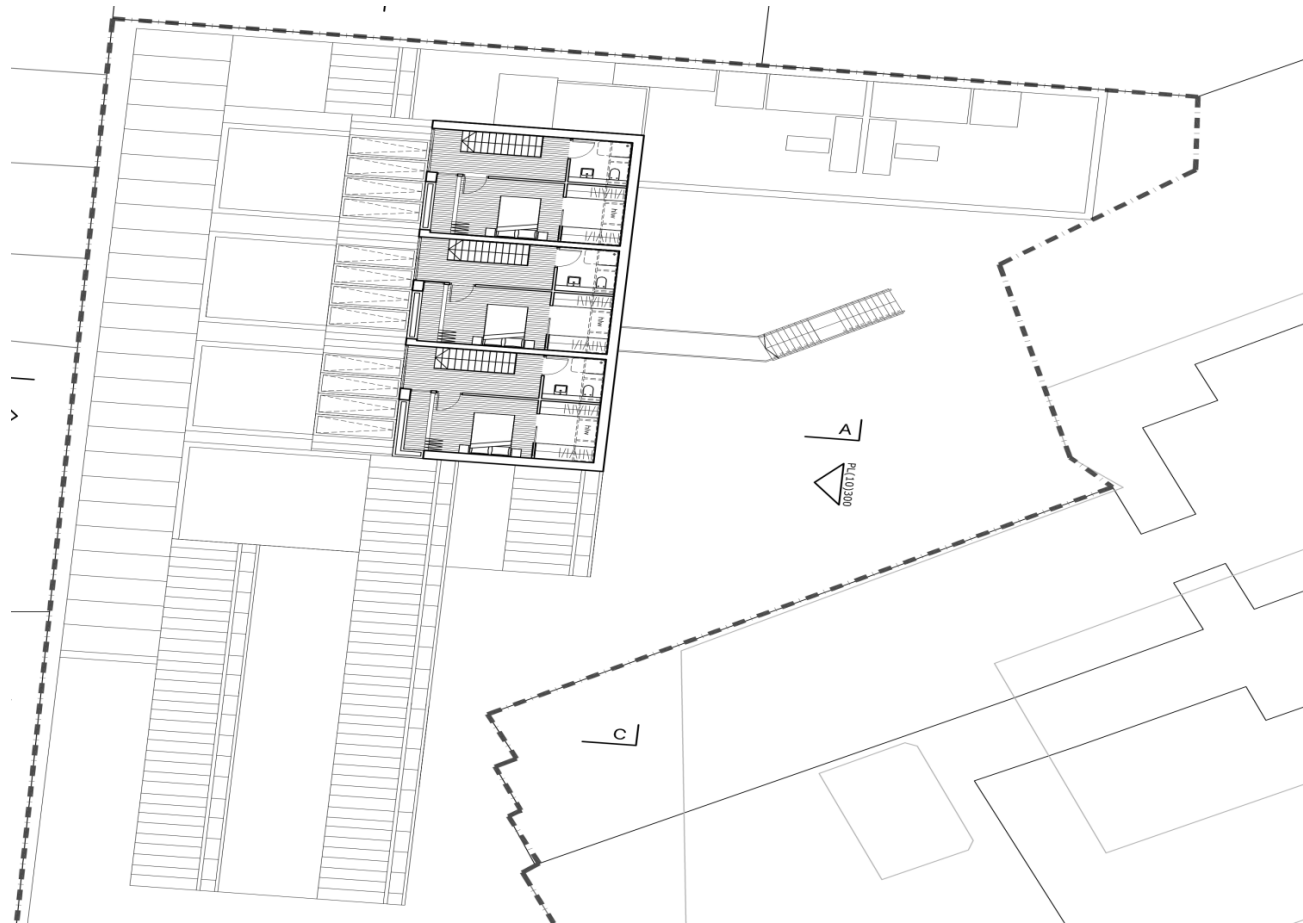
45 Holmes Road

Proposed second floor plan



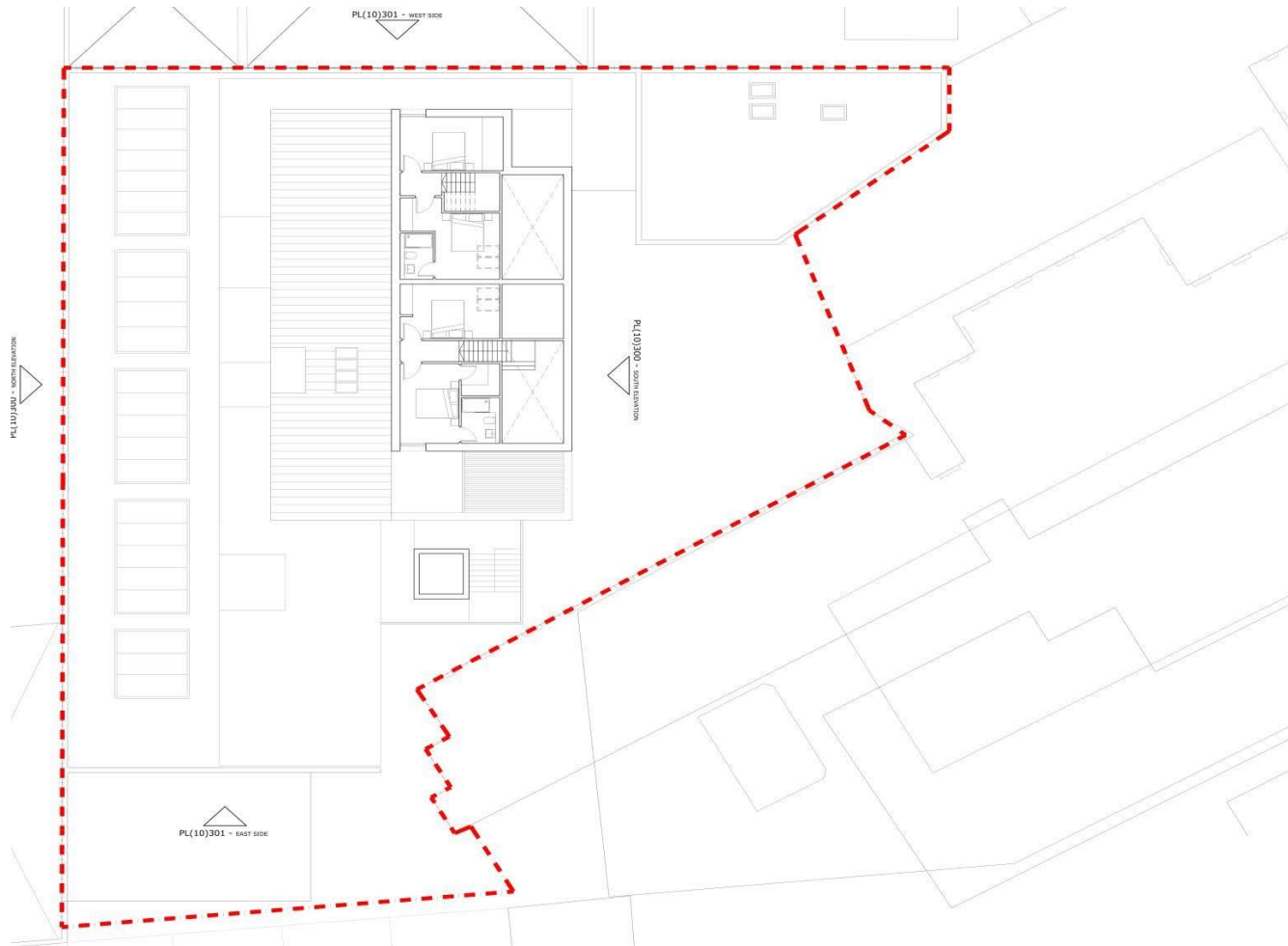
45 Holmes Road

Approved Third Floor Plan



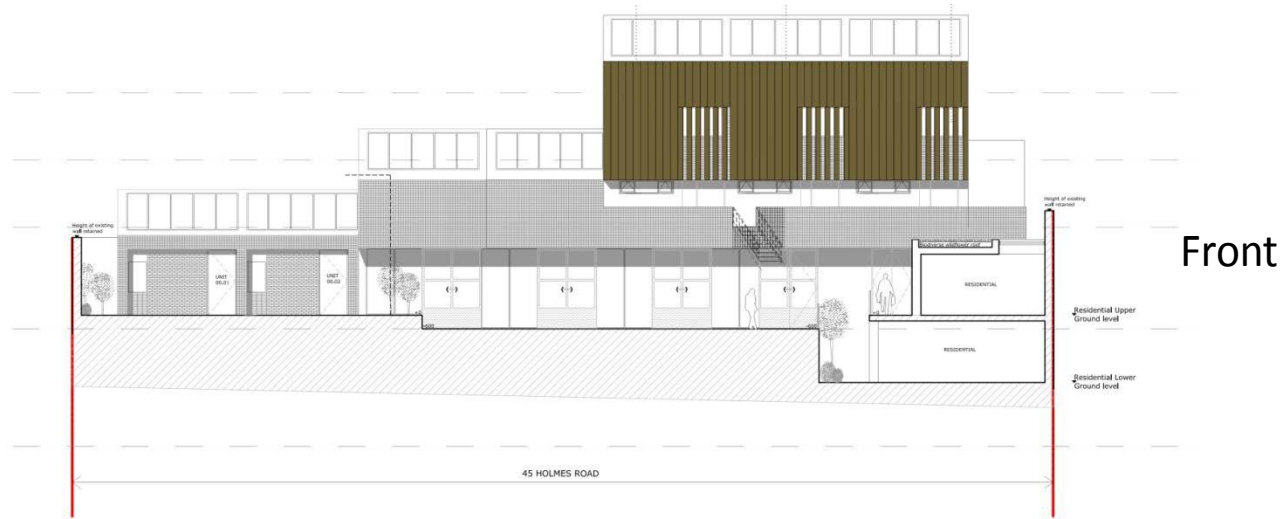
45 Holmes Road

Proposed Third Floor Plan



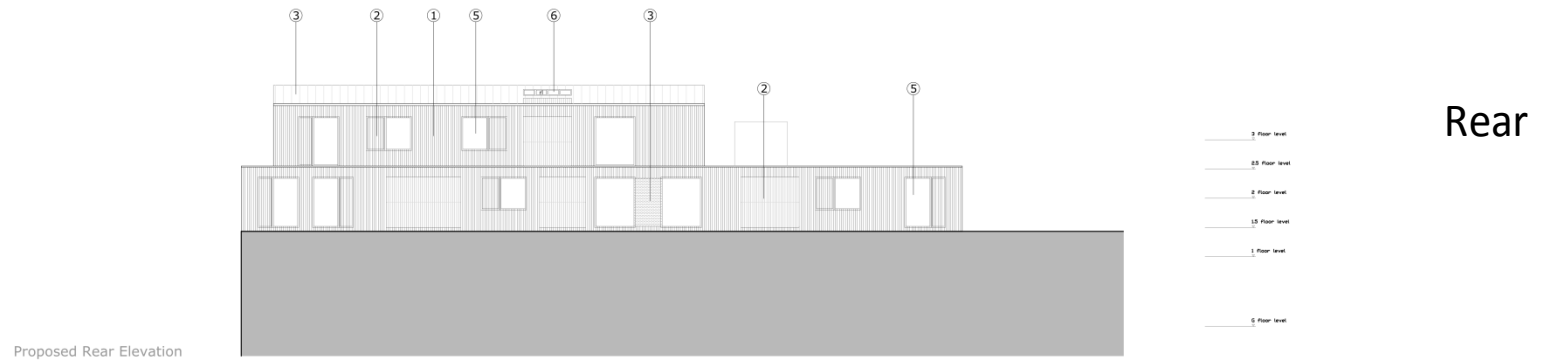
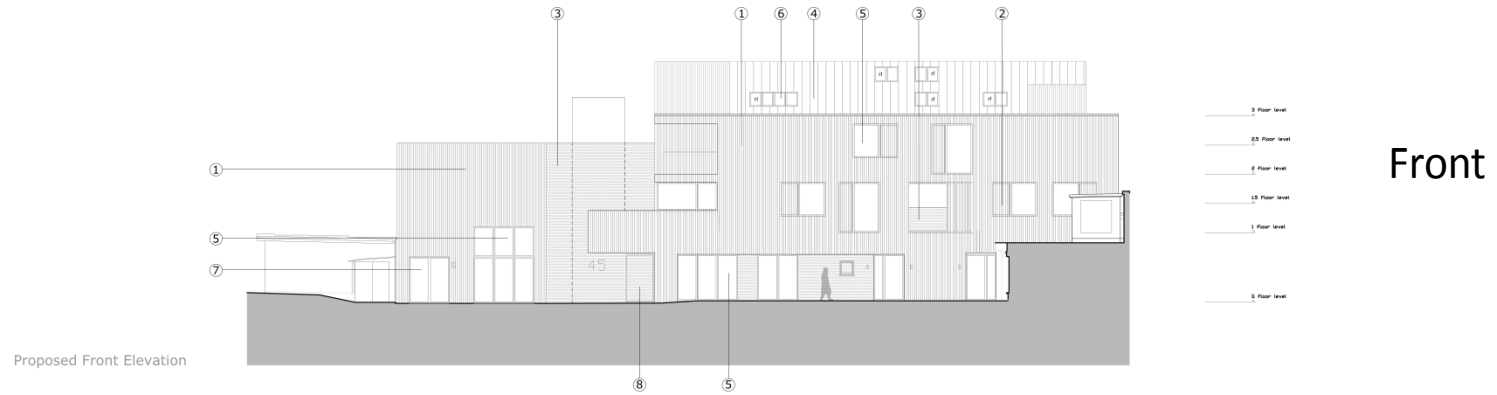
45 Holmes Road

Approved Front and Rear Elevations



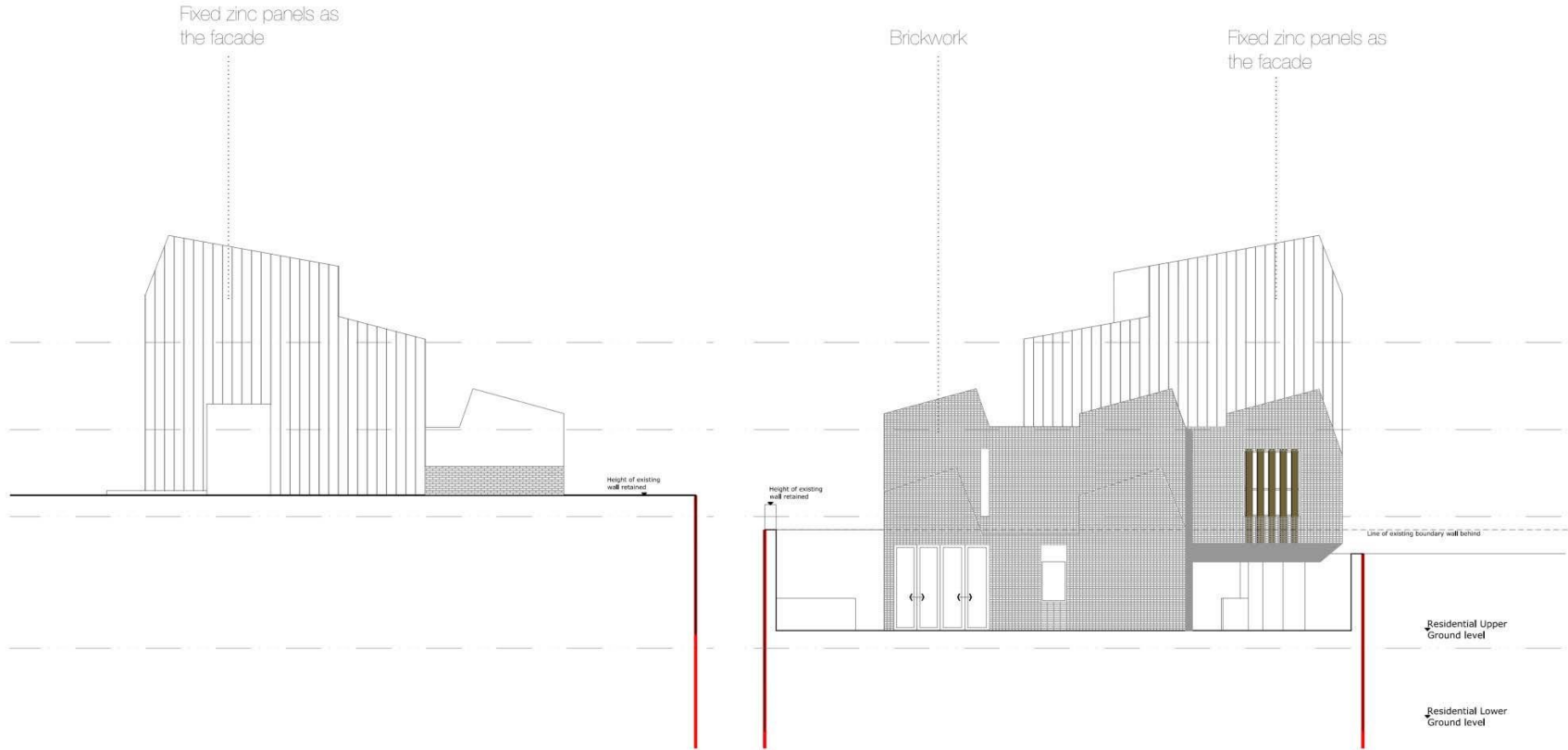
45 Holmes Road

Proposed Front and Rear Elevations



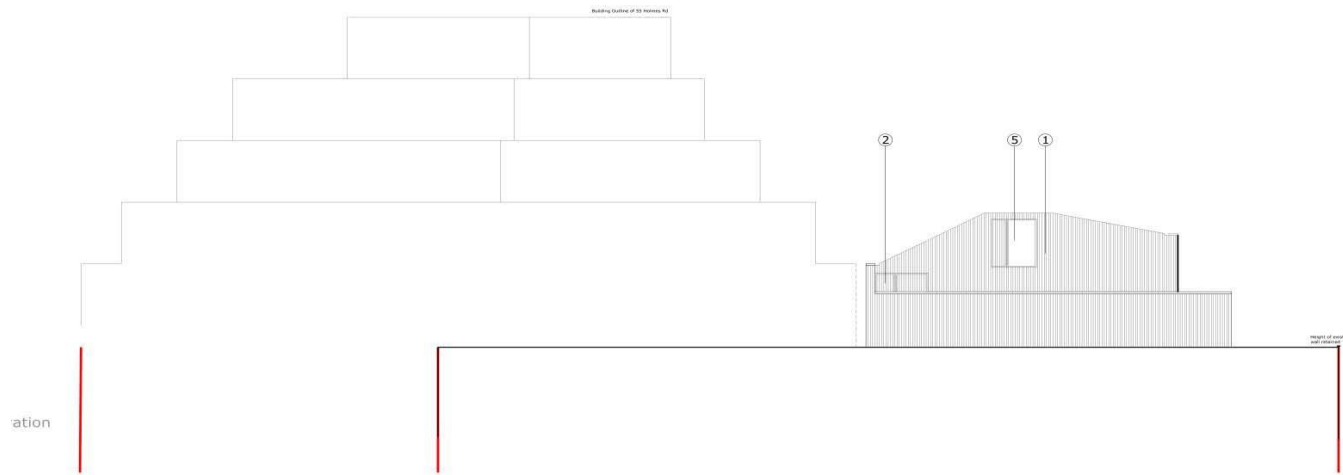
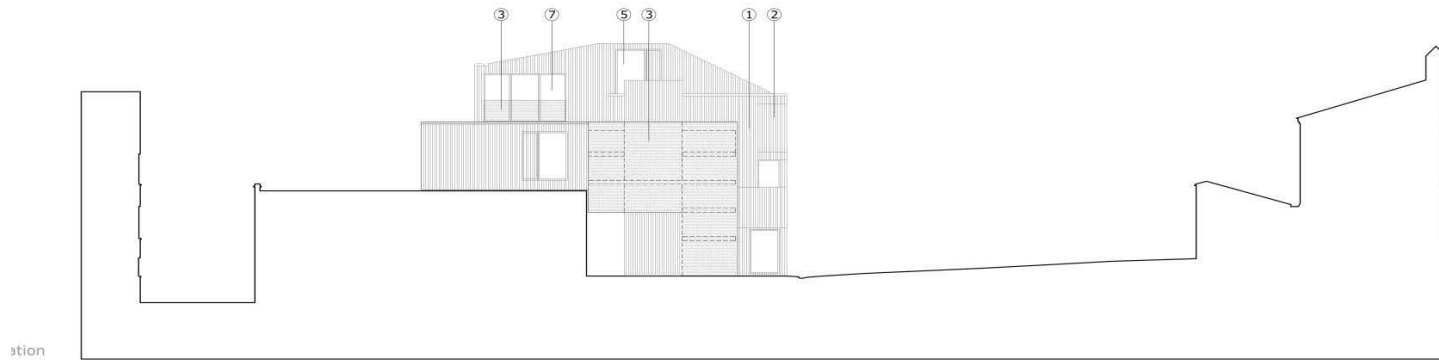
45 Holmes Road

Approved Side Elevations



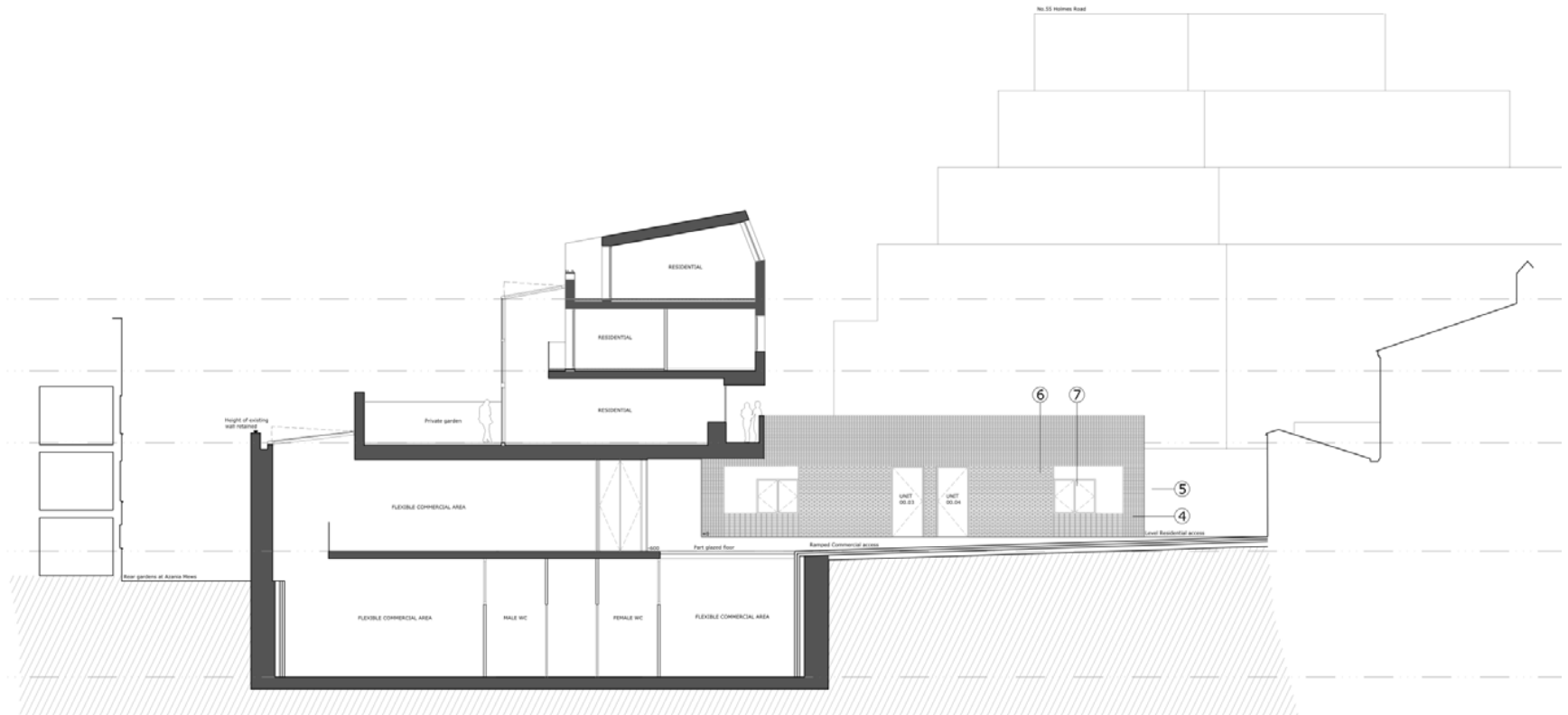
45 Holmes Road

Proposed Side Elevations



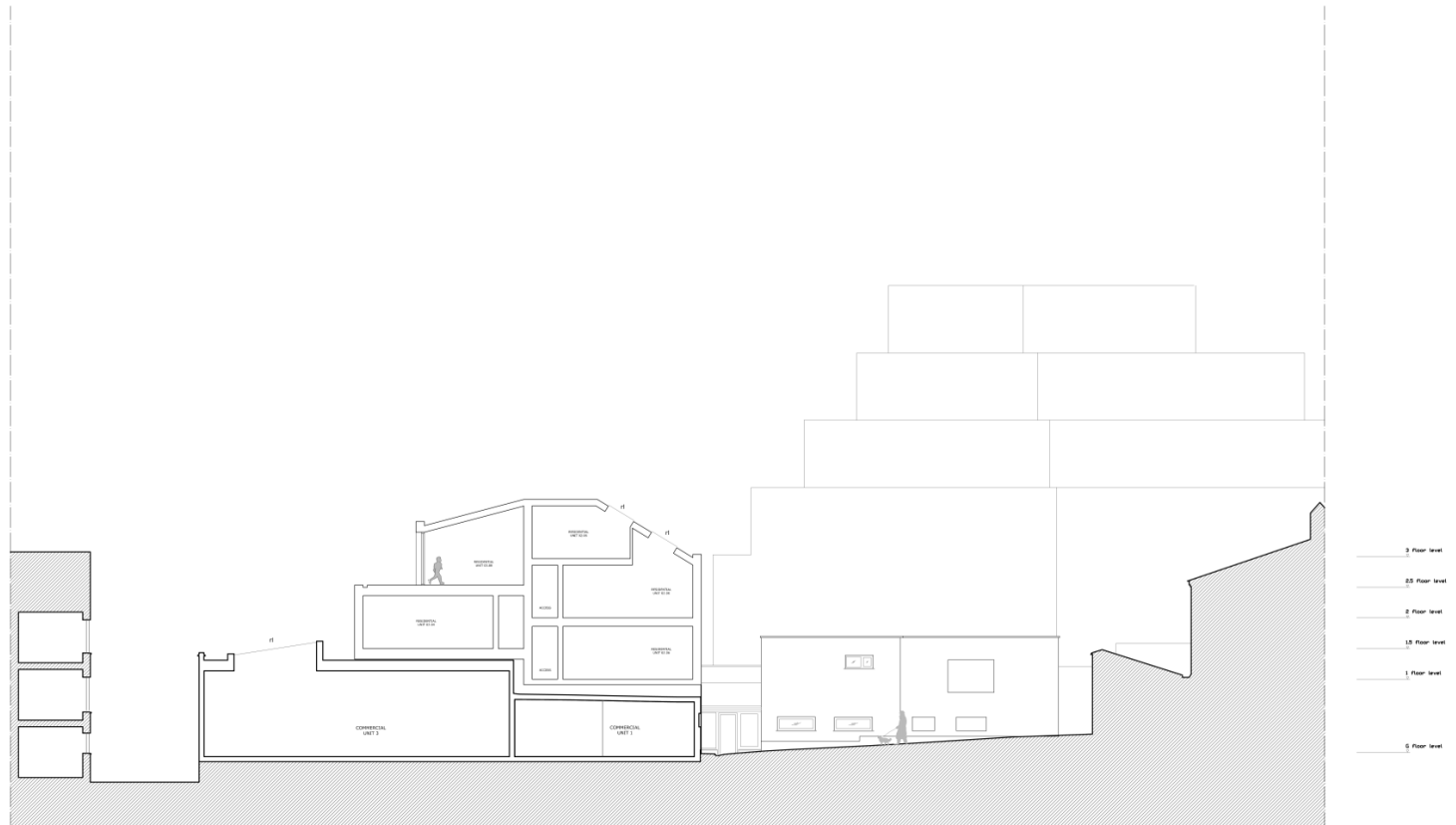
45 Holmes Road

Approved Section



45 Holmes Road

Proposed Section



Proposed Section A-A

45 Holmes Road

Approved Visual



posed sketch; Closed fins

45 Holmes Road

Proposed Visual

