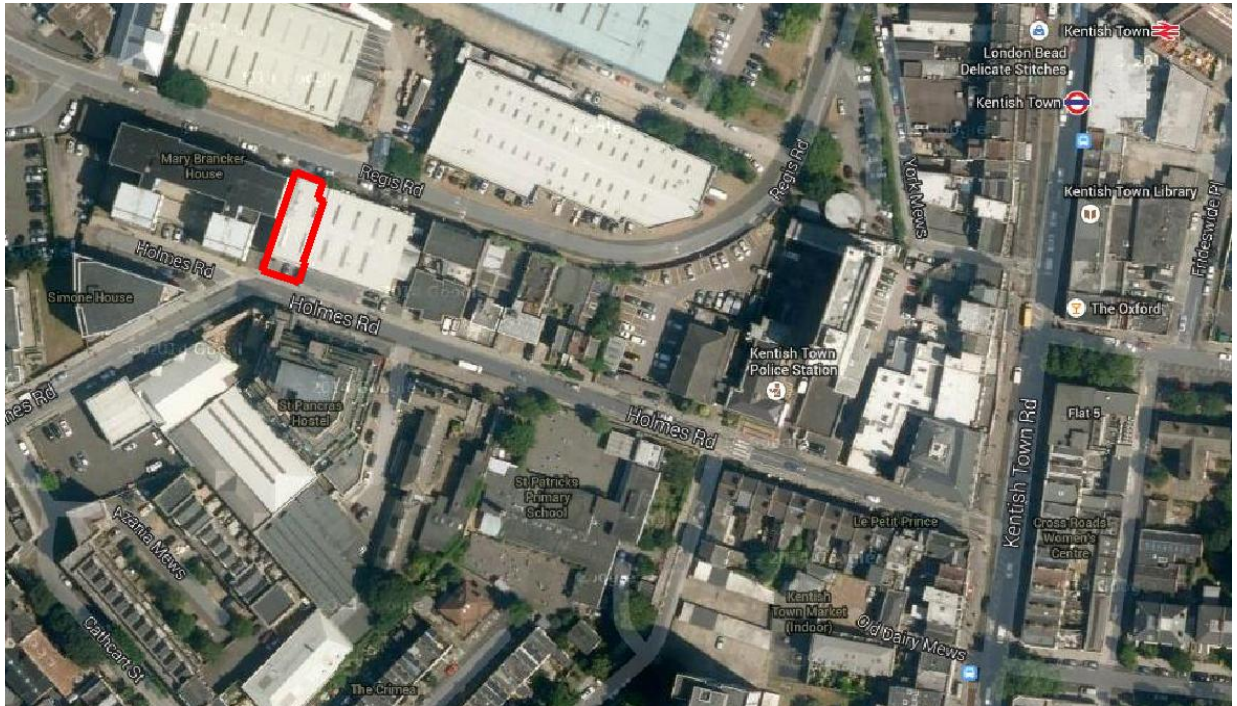


DESIGN & ACCESS STATEMENT

Job No. 4158

**52 Holmes Road
London, NW5**



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April 2016**

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INTRODUCTION

This statement is provided as a supporting document as part of the detailed planning application to the London Borough of Camden and should be read in conjunction with the accompanying drawings.

- 4158 - P-100 Site Location Plan
- P-110 Existing Ground Floor Plan
- P-111 Existing First Floor Plan
- P-112 Existing Roof Plan
- P-115 Existing Front Elevation
- P-116 Existing Rear Elevation
- P-117 Existing Side Elevation
- P-200 Proposed Basement & Ground Floor Plan
- P-201 Proposed First and Typical Floor Plans
- P-202 Proposed Top Floor Plan
- P-203 Proposed Basement Plan
- P-204 Proposed Ground Floor Plan
- P-205 Proposed First Floor Plan
- P-206 Proposed Typical Floor Plan
- P-207 Proposed Top Floor Plan
- P-208 Proposed Roof Plan
- P-210 Proposed Front Elevation
- P-211 Proposed Rear Elevation
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The existing building is a two storey light industrial unit with lower and Upper Ground Floor Levels providing circa 430m² GIA of floor space.

The proposal is for a mixed use development comprising of a light industrial unit on Lower and Upper Ground Floor Levels and five floors of residential above comprising of 8No- 2 bedroom units and 1No - 3 bedroom units.

CONTEXT

The immediate area surrounding the site is characterised predominantly as being a mixture of 5 to 6 storey contemporary buildings of mixed use and a two storey industrial unit adjacent to the site. Further along Holmes Road in both South and East directions there is a wider mix of styles and uses, including schools of nursery, primary and secondary education, residential use and a Police Station predominately in brick and ranging in height up to six storeys. To the North of the site at a higher ground level is a modern industrial estate mainly of brick and metal clad buildings.

The existing buildings immediately adjoining and facing the site include:

1. No- 54-74 Holmes Road

This is recent building erected in 2004 and consists of a part five and six storey building of student accommodation of 27 cluster rooms and four studio unit and Ground and Lower Ground Floor B1 Warehousing Units.

2. No 48-52 Holmes Road

This is a long standing light industrial building of two storeys with a 23m long double frontage with a single storey front extension.

3. No 55-57 Holmes Road

This is a recent building erected in 2005 and consists of a part five and six storey building of B1 Warehousing with residential units over.

4. No 65-69 Holmes Road

This is new building recently constructed and consists of a seven storey building with B8 warehousing at basement and ground floor and student accommodation above.



1 – Student residence



2 – Timber building, adjacent site



3 - View of 46 to 74 Holmes Road



4 – View along Holmes Road to site



5 55-57 and 61-63 Holmes Road opposite site.



6. Regis Road View of buildings to rear of site

Holmes Road Planning History:

Holmes Road has seen a significant amount of change in recent years, with new mixed use developments playing an important role in the general regeneration of; and changing character and aesthetic of the street, with a enhancement of the scale of many of the buildings to the west end of Holmes Road.

This regeneration can be seen in the redevelopments of the No.54-74 Holmes Road, No.55-57 Holmes Road and No 65-69 Holmes Road, all of which have retained an element of employment use of the sites while providing additional residential use.

SITE

The site is located in Holmes Road and is shown on the site location plan below. It is a rectangular site bound on the West and East by buildings and open to the North and South. It has an area of 0.0307 hectares (307m²). Holmes Road runs off Kentish Town Road from the East and curves around to the South connecting with Grafton Road.

View looking N



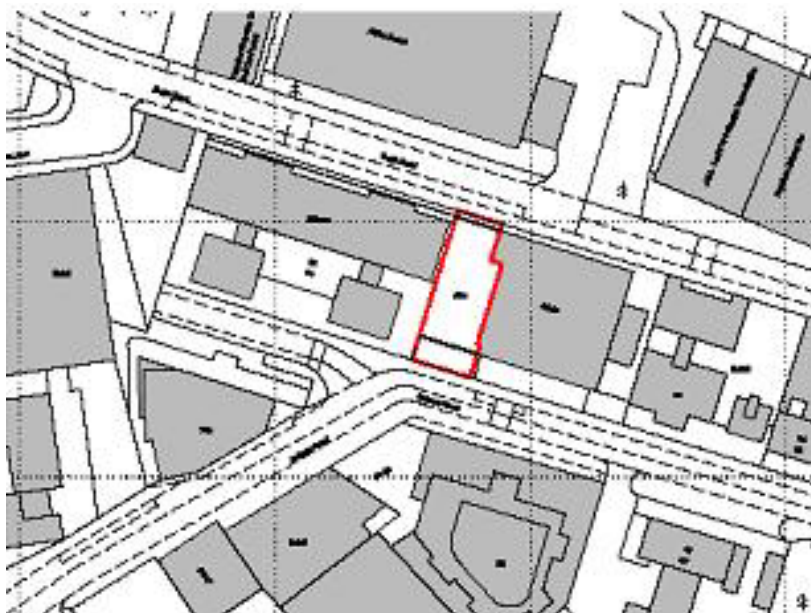
View Looking W



View looking E



View looking S



There is a two storey B1(c) light industrial unit on the site currently dealing in silk with a total floor area of circa 430m² over the two floors. It has two street frontages one to the south onto Holmes Road of red painted render and one to the North of red brick, onto Regis Road. It is bounded to the East by a two storey industrial unit and the West by a six storey student residence. See photos above.

Opportunities:

The following opportunities have been identified on this site:

- Opportunity to continue to regenerate Holmes Road
- Opportunity to provide active frontages to both Holmes Road and Regis Road
- Opportunity to provide additional and much needed residential accommodation in the borough.
- Opportunity to maintain employment uses in the borough.
- Opportunity to more appropriately match the massing and scale of recent developments.
- Opportunity to provide dual aspect accommodation at the front and rear of both the residential and commercial units
- Opportunity to enhance landscaping to Holmes Road.
- Opportunity to provide a safe and secure design to Secured by Design standards.
- Opportunity to respond to the long views of the site from the south end of Holmes Road

Constraints:

The following constraints have been considered and addressed in this scheme:

- Daylight/ Sunlight to adjacent properties– the design acknowledges this by its massing and set backs.
- Daylight sunlight to the Lower Ground Floor industrial unit. The provision of court yard light wells to this level addresses the issue.
- Due to the tightness of the plot, the possibilities for external amenity space are relatively constricted. The design alleviates this with generous balconies and carefully handled screening.
- Narrow site. The design addresses this issue by locating the access core and the bathrooms and kitchens centrally and allowing the most habitable rooms to have windows and balconies.

HERITAGE/ CONSERVATION

Holmes Road has been in existence since 1896, it was formerly known as Mansfield Road in the 1870's and consisted of open land and dwellings. The site sits outside the many Conservation Areas in Kentish Town and has been in its current use as light industrial since the 20th Century. It sits just to the South of a modern industrial estate that sits on the site of a former railway siding from 19th Century.

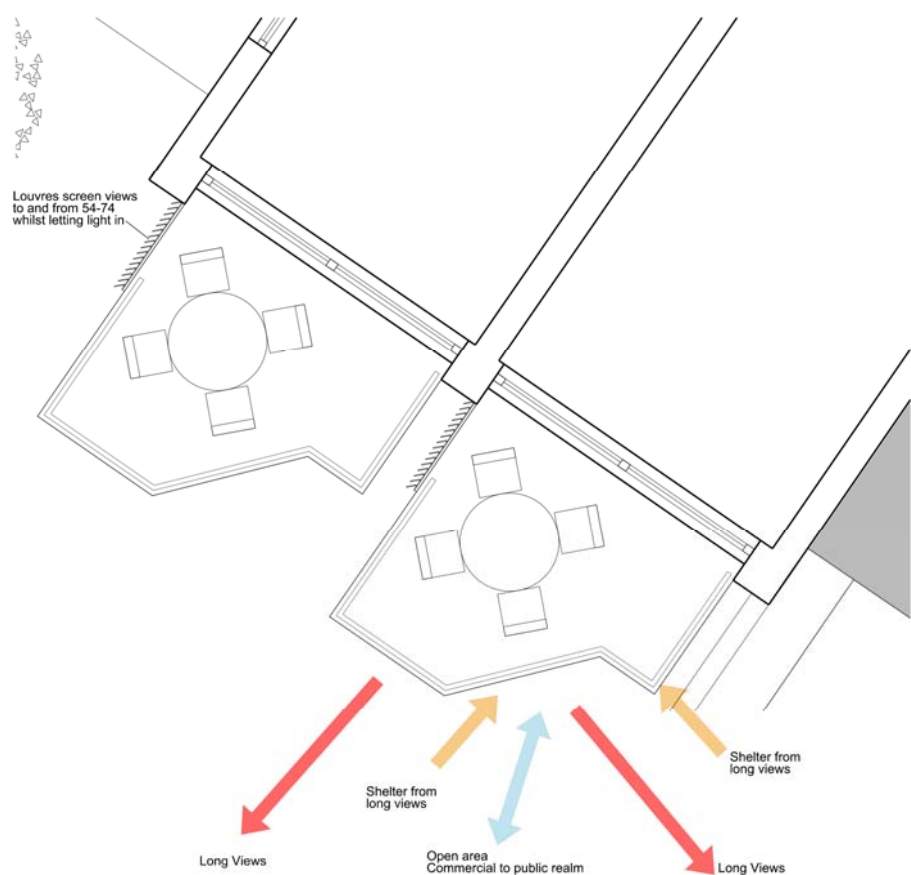
PRE-APPLICATION

An initial pre-application was submitted in November 2014 for proposals broadly in line with the submitted. A positive meeting was held with Kathryn Moran at site on 20th January 2015 and formal response issued by Ms Moran on 20th February 2015. That concluded:

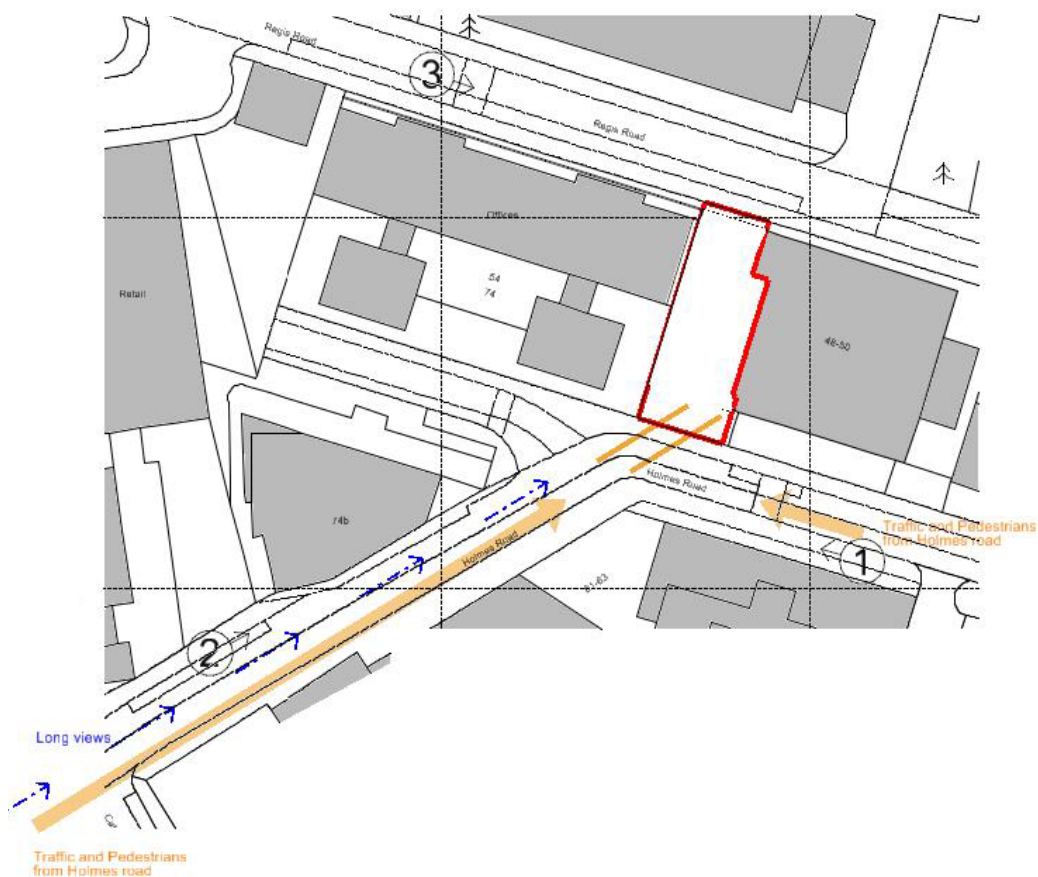
“The proposed redevelopment of the site to provide a mixed use seven storey building comprising employment floorspace with residential accommodation above is likely to be acceptable, subject to its detailed design and provided there is no adverse impact on the character and appearance of the area or residential amenity.”

Ms Moran also confirmed that the land use principle was supported by policy CS8 and CS6, and that the standard of residential accommodation was likely to be acceptable.

First floor plan showing balcony configuration



Site location plan





Aerial view looking



Street view from East

Ms Moran asked for light, sustainability, highways, structural and contamination reports, all of which are provided with this application.

The application was put on hold due to bereavement within the client team.

Subsequent updated proposals were submitted on 2nd March to Alex Bushell showing further architectural detail.



View 1



View 2

PROPOSALS

1 Proposal

The proposal is for a mixed use development comprising of replacement light industrial space on Lower and Upper Ground Floor Levels and five floors of residential C3 providing 9 flats.

The development will be of a contemporary design that responds to the site and context.

The entrances to each use of residential and commercial are on opposite sides of the site on Holmes Road and are separated by a court yard light well, which acts as a visual as well as physical separation. The design of each entrance is such that there is a clear and recognisable character to the entrances in terms of both scale and materials so that they are easily identified as residential and commercial.

2 Materials:

- Contextually appropriate material of brick, glass and metal are to be used, as in the recently constructed surrounding buildings and supported by recent GLA documents promoting the 'New London Vernacular'.
- A lightweight, crisp and minimalist upper section with more glazing (made possible by the set-back), stone cladding is proposed as a contrast to the more solid lower portion of the building.
- A transparent glazed entrance is proposed to give an enhanced sense of openness and welcoming to the building.

3 Layout, Scale & Massing:

- The provision of good levels of daylight/ sunlight and avoiding overlooking of neighbouring buildings, the use of existing building lines has informed the massing of the proposals. In particular, balconies are articulated with privacy screens to avoid overlooking.
- The building footprint is stepped back adjacent to 54-74 in order to reduce impact upon this building.
- The circulation core is located centrally in the block, further acting as a buffer between the flats. The circulation cores location also allows for dual aspect for all units, providing good potential for daylight and cross-ventilation.
- Court yard light wells are used to both the front and rear of the building bringing daylight down to lower ground floor of the industrial unit and providing a sense of open space at the upper ground level of the industrial unit.
- The massing of both the front and rear of the proposals is setback to the top level of the building to soften the effect of the increased massing, is subordinate in scale and massing and respects the set back on the adjacent site of No.55-74 Holmes Road.

ACCOMMODATION

Key aspects of the proposed accommodation include:

- Living rooms are to the front on Holmes Road and have a southerly aspect.
- The plan form is stepped back on the upper level to acknowledge the relationship to the student units to the West and to allow light deep into the plan.
- Employment area is maintained by providing an area of circa 377m².
- Additional residential accommodation is provided in generous 2 bedroom flats of 76 m² and 87m² and a 3 bedroom flat of 117m²
- Access to the proposed flats will be by the provision of an internal circulation core with full wheelchair accessibility, including a lift.

AMENITY

- Amenity space to the residential flats is provided by generous balconies in excess of GLA Standards.
- Amenity space is provided to the commercial unit by the incorporation of a planted courtyard light well and although not accessible by the residents it has a visual amenity of green and openness.
- Landscaping is provide to the external entrance area of the residential units.

ENERGY AND SUSTAINABILITY

See report prepared by RSK.

- All flats will be designed to meet a 19% CO₂ reduction over 2013 Part L Building regulations, which is equivalent to Code 4 of the now-obsolete Code for Sustainable Homes.
- Compact design is good for thermal efficiency and reduces fabric heat loss.
- Low embodied energy materials will be specified wherever possible in the construction. Low energy lighting will also be specified throughout along with water saving WCs showers and taps.
- Substantial areas of green roof will be provided.
- Significantly reduced carbon emissions associated with travel given that a car free development is proposed.
- Cross ventilation to residential units.
- Sites orientation creates good opportunity to provide integrated roof top photovoltaics.
- Maintains employment status of site.

LANDSCAPING, PARKING, REFUSE

- A car free development is proposed in line with LPA policy. The site benefits from excellent public transport links in Kentish Town Road providing bus routes and Kentish Town Underground and Over Ground Stations within a short walking distance.
- Two main entrances to the site are proposed from Holmes Road; the Eastern entrance being for the commercial unit and the Western entrance being for the residential.
- Residential bicycle storage is provided on site, close to entrance in secure enclosures for 20 bicycles, including 2 spaces for visitors.
- Separate residential and commercial refuse/ recycling stores are located close to the entrances and are accessed directly from the street in slated enclosures.
- Bin storage as follows:

Residential - Camden Requirement:

2-bed flat	170L	x8	= 1360L
3-bed flat	240L	x1	= 240L
			= 1600L Total

Total proposed = 1100L for refuse and 1100L for recycling = 2200L total capacity – this allows for higher future proportion of recycling.

Commercial BS5906:2005: For B1 use = 2.6L/sqm x 377sqm = 980L

- Storage for 1 x 1100L bin provided

HIGHWAYS

Refer to Transport Statement prepared by Mayer Brown which demonstrates:

- The site is located within close proximity of Kentish Town railway station which provides both London Underground and national rail services;
- Within the vicinity of the site is a bus stop that is regularly utilised by 5 local bus services;
- The site currently benefits from a PTAL of been 5 / 6a which illustrates the excellent accessibility to public services that future residents and staff can utilise;

- Local pedestrian infrastructure is provided within a small distance of the site and includes tactile paving and raised junctions;
- A dedicated cycle route is located 400m or a 2 minute cycle northeast from the site along Leighton Road;
- The Kentish Town Road (A400) is located within 100m of the site and provides accessibility to the North Circular or M1;
- The development proposals seek to reconstruct an existing B1(c) Industrial Unit over two levels with an additional 5 levels of residential flats;
- The existing access point will not be amended as a part of the development;
- The future site seeks to supply sufficient cycle parking which meet the London Plan (2015) guidance;
- Servicing and deliveries operations will not be altered as a part of any development proposals;
- The proposed additional 9 residential units are very unlikely to have an impact to the local highway network; and
- There is a limited number of trips associated with those who use sustainable modes of transport such as walking or
- In light of the above and preceding assessment, it is reasonable to conclude that the development proposals are fully acceptable in transport planning terms and do not generate any significant impact to the local transport network.

LIGHT

Refer to daylight and sunlight report prepared by Brooke Vincent which concludes impacts on surroundings:

- Acceptable impact upon 55 Holmes Road
- Acceptable impact upon 61-63 Holmes Road when existing overhangs taken into consideration.
- Minor level impact upon 54-74 Holmes Road

STRUCTURAL

Refer to structural report prepared by GDC Partnership which concludes:

- Potential impact on the flow of ground water can be considered negligible
- Effect on neighbouring foundations will be mitigated by the structural design
- No other impacts

ACCESS

- Disabled access is provided to each residential floor through the use of a DDA compliant lift.
- All flats are designed to meet or exceed the requirements of Part M4(2) which replaces Lifetime Homes.
- The commercial unit is designed so that all services are available on the ground floor and the stair is designed such that a stairlift can be installed.