



**GL Hearn**

Part of Capita Real Estate

# Planning Statement

## **Create REIT Ltd**

225 Kentish Town Road  
London  
NW5 2JU

August 2017

## **Prepared by**

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## Quality Standards Control

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This document must only be treated as a draft unless it has been signed by the Originators and approved by a Business or Associate Director.

DATE

16 August 2017

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### Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of GL Hearn; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

## 1 INTRODUCTION

1.1 This Planning Statement has been prepared by GL Hearn on behalf of Create REIT Ltd in support of a full planning application submitted at 225 Kentish Town, Camden.

1.2 The full planning application seeks planning permission for:

*“Redevelopment of upper floor levels to provide four further levels for use as 2 x studio flats and 1 x 2 bedroom duplex flat (Class C3)”*

1.3 The site is located within the jurisdiction of the London Borough of Camden. The general context of the site is provided at **Figure 1** below.



**Figure 1: Aerial Photo of the Site**

1.4 This Planning Statement provides a planning assessment of the proposal considering the scheme against the relevant policies outlined in the National Planning Policy Framework (2012). The London Plan (2016), Camden Core Strategy (2010) and Camden’s Development Policies (2010). A separate supporting Design & Access Statement prepared by Freeson and Tee is submitted with the application to set out matters of design and access.

1.5 In addition to the above, a full set of plans illustrating the proposals have been prepared by Freeson and Tee and are detailed within the cover letter.

## 2 SITE & SURROUNDINGS

- 2.1 The site is positioned on the western side of Kentish Town Road, near to the junction with Anglers Lane.
- 2.2 The site is located within the core shopping frontage of Kentish Town Centre. The surrounding area predominantly consists of commercial accommodation at ground floor with a variety of commercial and residential uses above.



**Figure 2: Street view of 225 Kentish Town Road (centre-left, shown by red arrow)**

- 2.3 The ground floor of the premises formerly had a temporary permission to operate as a restaurant (A3) which has since lapsed. The ground floor unit benefits from Class A1 consent. An application was submitted and approved for the installation of a new shop front in September 2015. It is important to note that the ground floor is not the subject of this application.
- 2.4 The application site has been vacant for circa four years and, therefore, does not contribute to the vitality and character of the Kentish Town Centre.
- 2.5 The three-storey building is of no architectural significance. These two floors were used as ancillary spaces with open-plan layouts and are currently unoccupied.
- 2.6 The application site is not itself statutorily listed; the nearest listed building being 213-215 Kentish Town Road – a Grade II listed building. Similarly, the building itself is not located within a Conservation Area, but does lie within close proximity to the Bartholomew, Kentish Town and Kelly Street Conservation Areas.
- 2.7 There are no car parking spaces specifically serving the ground or upper floors.

### 3 PLANNING HISTORY

#### Application Site History

- 3.1 This planning application takes into account all of the previous planning history to the site (as outlined below), seeking to address those concerns highlighted in former applications.
- 3.2 An application (planning application ref: 2015/0567/P) for the *“Erection of 4-storeys with rear balconies above existing ground floor commercial unit (following substantial demolition of existing building) and change of use of building above ground floor level from Class A2 to Class C3 to provide 4x1 bedroom flats”*, which was made valid on 7 July 2015 and was subsequently withdrawn upon agreement with the Council. It was mutually considered that the application be withdrawn predominantly based on reasons relating to the scale of the additional massing from the extension, the proposed unit mix and the potential impact of the extraction flue associated with the adjacent Nando’s restaurant on the amenity of those occupiers within the proposed residential development.
- 3.3 Resubmission of the withdrawn application to incorporate numerous amendments to address planning officer’s comments was subsequently submitted in February 2016 (planning application ref: 2016/0756/P). Principal changes to the scheme included:
- Reduction in height of roof by 0.1m;
  - Dormer window widths pulled in to give a slimmer appearance;
  - Reduction in depth of rear extension;
  - Alteration of flat mix from 4no. one bedroom flats to 2no. one bedroom flats and 1no. two bedroom duplex; and
  - Compliance of flat size/configuration with London Plan policy standards and local plan policy CPG2.
- 3.4 This application was refused in July 2016 by virtue of its design which was considered by the LPA as ‘incongruous, out of keeping with neighbouring buildings and detrimental to the character and appearance of the streetscene’. In addition, the proposed four-storey rear extension was considered to be ‘overbearing and create a sense of enclosure detrimental to the outlook of the occupiers of 1A Anglers Lane’ and the proposed terrace would ‘result in harmful overlooking and loss of privacy to the occupiers of 1A Anglers Lane’.
- 3.5 An appeal was submitted in January 2017 against the refusal of planning permission for the *‘Erection of a four-storey extension (including mansard roof) above existing ground floor commercial unit (following substantial demolition of existing building) and change of use of building above ground floor level from ancillary retail (Class A1) to residential (Class C3) to provide 2x 1-bedroom flat and 1x 2-bedroom duplex flat.’*

- 3.6 Dismissing the appeal, the Planning Inspector in his decision dated May 2017, stated when considered overall, the proposal would cause harm ‘to the character and appearance of the area, not according with the design aims of local policies’, as well as contribute to ‘car parking congestion in the locality’ (although did state that this could be overcome by completing a planning obligation which would ensure the development is car-free).
- 3.7 Whilst not forming part of the application site, it is considered pertinent to mention that a planning application for the change of use of the ground floor unit from Use Class A1 to Use Class A2 was similarly withdrawn in July 2014 (planning application ref: 2014/4455/P). The ground floor unit has since reverted to its original A1 use class permission.

### Surrounding Relevant Planning History

- 3.8 Further to planning history above research into neighbouring properties located on Kentish Town Road has been undertaken and the following relevant applications have been identified:
- **PE9900950 (311 Kentish Town Road)** – Redevelopment of the rear yard area by the erection of a three storey full width extension to provide accommodation at basement level within Class B1, a two bedroom flat at ground floor level and a two bedroom flat at first floor level (GRANTED on 28 March 2000)
  - **2014/3286/P (385 Kentish Town Road)** – Mansard roof extension to add additional bedroom to existing first and second floor residential flat, change of use of rear section of ground floor takeaway (Class A5) and erection of a single storey rear extension to create 1 x studio flat (C3) at rear ground floor level with new access door on front elevation, installation of new shopfront and replacement of second floor front window with timber window (GRANTED on 12 February 2015)
  - **2015/2735/P (309 Kentish Town Road)** – Change of use of upper floors of building from office use (Class B1a) to residential use (Class C3), and four storey rear extension and mansard roof extension, to allow the creation of 3 no. self-contained studio flats and 1 no. self-contained 2-bed flat (GRANTED on 14 October 2015)



## 4 APPLICATION PROPOSAL

4.1 The submission on behalf of Create REIT seeks full planning permission for:

*“Redevelopment of the upper floor levels to provide four further levels for use as 2 x studio flats and 1 x 2 bedroom duplex flat (Use Class C3)”*

4.2 The development seeks to provide for 3no. residential units as part of a new-build scheme. The development will provide appropriate accommodations which are compact and well-designed to meet the increasing demand for housing in urban locations, as set out below in Table 1:

Floor Level	Proposed Floorspace (sq m)
1 <sup>st</sup> Floor	41.4sqm (Studio flat)
2 <sup>nd</sup> Floor	42.2sqm (Studio flat)
3 <sup>rd</sup> / 4 <sup>th</sup> Floor	92.0sqm (2 bed duplex)

**Table 1: Proposed Accommodation Schedule**

4.3 As stated, this application is for redevelopment of the upper floors only. The proposal will not affect the existing ground floor. Access to the upper floors is proposed at ground floor level via an existing staircase access adjoining the commercial space. Common parts within the building have been kept to a minimum to ensure that the residential units make the most efficient use of the available space.

4.4 The redevelopment of the upper floors does extend further both to the rear (minimally) and in height than the existing by two floor levels. The ceiling heights however are lower than existing; therefore, the additional height only appears one storey higher. The additional height will ensure that the development steps down in sync with adjacent properties.

### Primary Changes

4.5 Since the last application proposal, the scheme has been amended to take on board officer comments. The primary changes are as follows:

- Vertical window bays to the front elevation reduced from four to three (including to the dormer windows in the new mansard)
- Windows generally increased in size to better complement adjacent properties
- Creation of more consistent vertical and horizontal rhythm to correspond to No. 217-223 Kentish Town Road

4.6 Given the site’s urban location and its high accessibility rating, the proposal forms a car free scheme.

4.7 Please refer to the supporting Design & Access Statement for further details on the scheme.



## 5 PLANNING POLICY

5.1 Section 38(b) of the Planning and Compulsory Purchase Act 2004 requires that:

*“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material consideration indicate otherwise”*

5.2 The following section of the statement has been formulated with due regard to the policies as set out in the National Planning Policy Framework (2012) and the London Plan (2016).

5.3 In this section we outline the planning policy framework against which the proposal has been development and confirm that the scheme is in compliance with the policies of the development plan.

### The London Plan (July 2016)

5.4 The London Plan sets out planning policy and guidance for Greater London. An annual target is set for the provision of 32,210 net additional dwellings across London; within Camden the annual target is set at 665 dwellings.

5.5 Policy 2.15 (*Town Centres*) states that development proposals in town centres should conform with policies 4.7 (*Retail & Town Centre Development*) and 4.8 (*Supporting a Successful & Diverse Retail Sector and Related Facilities & Services*) preserving and supporting the diversity of the retail sector whilst sustaining and enhancing the vitality of the centre, being in scale with the centre, promoting access by public transport, walking and cycling.

5.6 Guidance stipulates that all housing should be of a high quality internally and externally, whilst consideration should similarly be given to the local character, density and tenure of the proposals (*Policy 3.5 – Quality & Design of New Developments*). In continuing this theme, policy 3.8 (*Housing Choice*) provides for a genuine choice of homes in terms of affordability, size and type of dwelling.

5.7 Minimum space standards for new dwellings are set out within Table 3.3 of the London Plan.

5.8 Policy 3.14 (*Existing Housing*) requires the efficient use of the existing housing, whilst reducing the number of vacant buildings.

## London Borough of Camden – Local Development Framework (November 2010)

5.9 The London Development Framework (LDF) comprises:

- Camden Core Strategy 2010-2025
- Camden Development policies 2010-2025
- Kentish Town Neighbourhood Plan 2016

## Camden Core Strategy (November 2008)

5.10 Policy 1.8 specifies that housing is considered to be the priority land use of the Core Strategy and the Council's other Local Development Framework documents. The Council aims at delivering 12,250 new homes between 2010/11 and 2024/25 including over 20% located within highly accessible areas.

5.11 Policy CS3 (*Other Highly Accessible Areas*) sets out those areas within the borough considered to be highly accessible and capable of accommodating development. Kentish Town is one such area careful to be a suitable location for the provision of new homes, retail, food, drink and entertainment uses, offices, community facilities and other such uses which are likely to significantly increase the demand for travel.

5.12 Policy CS5 (*Managing the Impact of Growth & Development*) provides for the growth and development within the Borough and the ways in which this will be managed. The Council will ensure that development meets the needs of Camden's population and contribute to the Borough's London-wide role; provide spaces of the highest quality; and protect and enhance the local environment and heritage.

5.13 Policy CS6 (*Providing Quality Homes*) continues to highlight the importance of providing self-contained flats and ensuring that everyone has the opportunity to live in a decent home at a price they can afford in a community where they want to live.

5.14 Policy CS11 (*Promoting Sustainable & Efficient Travel*) which sets out the promotion by the Council of the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel and relieve pressure on the Borough's transport network.

5.15 Policy CS14 (*Promoting High Quality Places & Conserving our Heritage*) outlines the Council's approach to conserving and enhancing local heritage and valued places. The overarching aim of the policy is to ensure development is of the highest standard.

## Camden Development Policies 2010-2025 (November 2010)

5.16 Policies in this sub-section relate to the same forms of housing as Core Strategy CS6, predominantly self-contained houses and flats (Use Class C3).

- 5.17 Policy DP2 (*Making Full Use of Camden's Capacity for Housing*) states that the Council will seek to maximise the supply of additional homes in the borough, especially homes for people unable to access market housing, by expecting 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.
- 5.18 Policy DP5 (*Homes of Different Sizes*) states that the Council will expect a mix of large and small homes in all residential developments.
- 5.19 Policy DP17 (*Walking, Cycling & Public Transport*) outlines that the Council will promote walking, cycling and public transport use. It is recognised that the design of a development and the way it relates to transport networks will be major factors influencing the transport choices of future occupiers and visitors. Those developments which seek to utilise and support existing modes of public transport will be favoured.
- 5.20 Policy DP18 (*Parking Standards & Limiting the Availability of Car Parking*) sets out the Council's approach to parking in new development. It seeks to minimise the level of car parking provision in new developments, as well as promoting cycle parking and the provision of spaces for car clubs and electric charging points.
- 5.21 Policy DP24 (*Securing High Quality Design*) serves to complement and supplement the provisions within the Core Strategy with a detailed approach to the Council's design of new developments, alterations and extensions. These principles will ensure that all parts of Camden's environment are designed to the highest possible standards and contribute to providing a healthy, safe and attractive environment.
- 5.22 Policy DP26 (*Managing the Impact of Development on Occupiers & Neighbours*) contributes to the implementation of the Core Strategy by making sure that the impact of a development on occupiers and neighbours is fully considered. Relevant factors of consideration will include matters of visual privacy and overlooking, overshadowing and outlook, sunlight and daylight, noise and odours and microclimate.
- 5.23 Policy DP28 (*Noise & Vibration*) sets out the Council's attitude on noise and vibration levels within a development and will not grant planning permission for development likely to generate noise pollution or noise-sensitive development in locations with noise pollution.

### [Kentish Town Neighbourhood Plan \(2016\)](#)

- 5.24 The Kentish Town Neighbourhood Plan was adopted in November 2016. The Plan seeks to provide a framework for how planning decisions will be made in the Area, with clear policies to be followed and applied.
- 5.25 Policy D3 (*Design Principles*) supports opportunities for high quality innovative design unless this will be harmful to areas of homogeneous architectural style. Applications for new development

/redevelopment will be supported where they meet criteria including a comprehensive understanding of the site and its context and reinforce/enhance local character with appropriate architectural detailing.

### National Planning Policy Framework (March 2012)

- 5.26 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and replaced all previous national planning guidance in Planning Policy Statements and Planning Policy Guidance documents. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is material to consideration in planning decisions.
- 5.27 The NPPF confirms that the purposes of the planning system is to contribute to the achievement of sustainable development where sustainable means *'ensuring better lives for ourselves don't mean worse lives for future generations'* and where development means growth implying the need for housing of a *'rising population, which is living longer and wants to make new choices'*.
- 5.28 There is a presumption in favour of sustainable development, in both decision making and plan-making. The NPPF encourages local authorities to approve development proposals that accord with up to date development plans unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against policies in the NPPF or specific policies in the NPPF indicate development should be restricted (Paragraph 14).
- 5.29 With regard to decision-taking, councils are advised to do this in a positive way to foster the delivery of sustainable development, and highlights local authorities should look for solutions rather than problems and that local authorities should work proactively with applicants to secure developments that improve economic, social and environmental conditions of the area. Proposals that can demonstrate an evolving design that takes into account of the views of the community should be looked on more favourable.
- 5.30 The NPPF sets out 12 Core Planning Principles of which the most relevant to this proposal are considered to be:
- Proactively drive and support sustainable economic development to deliver the homes and business (...) that the country needs;
  - Always seek high quality design and a good standard of amenities for all existing and future occupants (..) of the buildings
  - Encouraging the effective use of land by reusing land that has been previously developed; and
  - Conserving heritage assets in a manner appropriate to their significance
- 5.31 Local authorities are encouraged to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Specifically paragraph 49 of the NPPF states "housing applications should be considered in the context of the presumption in favour of sustainable development..." It also highlights that empty properties should be brought back into use.

5.32 The NPPF supports planning policies which promote competitive town centre environments and plan for the management and growth of centres over a plan period. Local authorities are advised to:

- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres; and
- Recognise that residential development can play an important role in ensuring the vitality and viability of centres and set out policies to encourage residential development on appropriate sites.

5.33 The NPPF attaches great importance to good design of the built environment. The key design requirements in determining planning applications are set out within section 7 of the NPPF.

## 6 PLANNING ASSESSMENT

6.1 This planning application proposed the redevelopment of the upper floors of 225 Kentish Town Road to create 3no. flats. From preceding planning history and policy analysis the main planning considerations in this application are considered to be planning considerations:

- Principle of Development;
- Principle of Residential Use (Use Class C3);
- Impact on Surrounding Amenities;
- Design;
- Space standards; and
- Car Parking

### Principle of Development

6.2 The proposed scheme includes the redevelopment of the upper storeys at 225 Kentish Town Road to create 4no. storeys, comprising 3no. residential units, within the confinement of Kentish Town Centre wherein development of this kind is considered to be acceptable. Furthermore, of note, the Planning Inspector did not previously challenge the principle of development in his appeal decision.

### Principle of Development (Use Class C3)

6.3 The proposal seeks demolition of the upper storeys of 225 Kentish Town Road and, in place, the erection of four upper floor levels to create 3no. residential units (2no. studio units and 1no. two bedroom duplex unit).

6.4 Although the upper floors are considered to be ancillary to the A1 use, it should be noted that there is no policy in existence which specifies that the upper floors in this location should be in active A1 use and, therefore, the mixed use development, as proposed, is compliant not only with the character of the surrounding area but also with adopted local planning policy.

6.5 Class C3 residential use is considered to be the most suitable alternative use on the upper floors at this location as it will serve to contribute to the improved vitality and viability of the surrounding area, encouraging town centre living in accordance with the provisions contained within the NPPF.

6.6 The application site has lain vacant for approximately four years and one of the twelve Core Planning Principles of the NPPF encourages the reuse of previously developed land. The site is located in a highly accessible location with a PTAL (Public Transport Accessibility Level) rating of 5 (one of the highest ratings out of a possible 6) with services and amenities available within close proximity. The proposed Class C3 use will introduce a beneficial, complementary use to the upper floors where these would otherwise continue to lie vacant.

- 6.7 The principle of residential development at this location was considered to be acceptable by the London Borough of Camden as stated in the planning officer's accompanying delegated report to planning application ref: 2016/0756/P, where it was specifically noted that the "ground floor will still continue to operate as an A1 use" whereby the "frontage and function at ground floor level will not be compromised, diminished or removed as a result of the proposal". Additionally, the Planning Inspector did not challenge the principle of development in the previous appeal decision.

### Impact on Surrounding Amenities

- 6.8 Policy 7.4 of the Development Policies states that new development should be a minimum distance of 18m between the closest points on each balconies (including balconies) unless these design requirements cannot be met. In these particular circumstances, the aforementioned policy requirement cannot be met; however, careful attention has been paid to reducing potential overlooking. It is worth noting from the recent appeal decision that, upon consideration of the sunlight and daylight report submitted, the Inspector concluded that the proposal would "not have a materially adverse impact on the living conditions in terms of loss of light of the occupiers of 1A Anglers Lane". The subject scheme does not propose any further extensions/encroachment to the rear and so the acceptability should remain as previously determined.
- 6.9 Particular consideration has been given to matters of noise and odour infiltration due to the proximity of future occupiers of the proposed scheme to the adjacent existing A3 unit, which currently operates as a Nandos restaurant. Two separate reports (odour and noise) have been independently commissioned and submitted by Mayer Brown consultants which both conclude that the proposed development will not be impacted upon negatively. When previously submitted, these technical reports were reviewed by the London Borough of Camden Council's Environmental Health Officer who had no objections, subject to the imposition of conditions.
- 6.10 The absence of private residential amenity space in the proposed scheme is not considered to pose an issue to the amenity of any future occupiers of the scheme. Numerous parks and gardens are within close proximity to the site, including Talacre Gardens and Canteloves Gardens – both of which lie within approximately 400m to the east and west of the site respectively.
- 6.11 The site is considered to be relatively unconstrained in terms of impact upon amenity. Notwithstanding this, the scheme has been designed in order to protect the residential amenity of both the existing and the proposed residential occupiers, according to comments raised to previous design iterations.



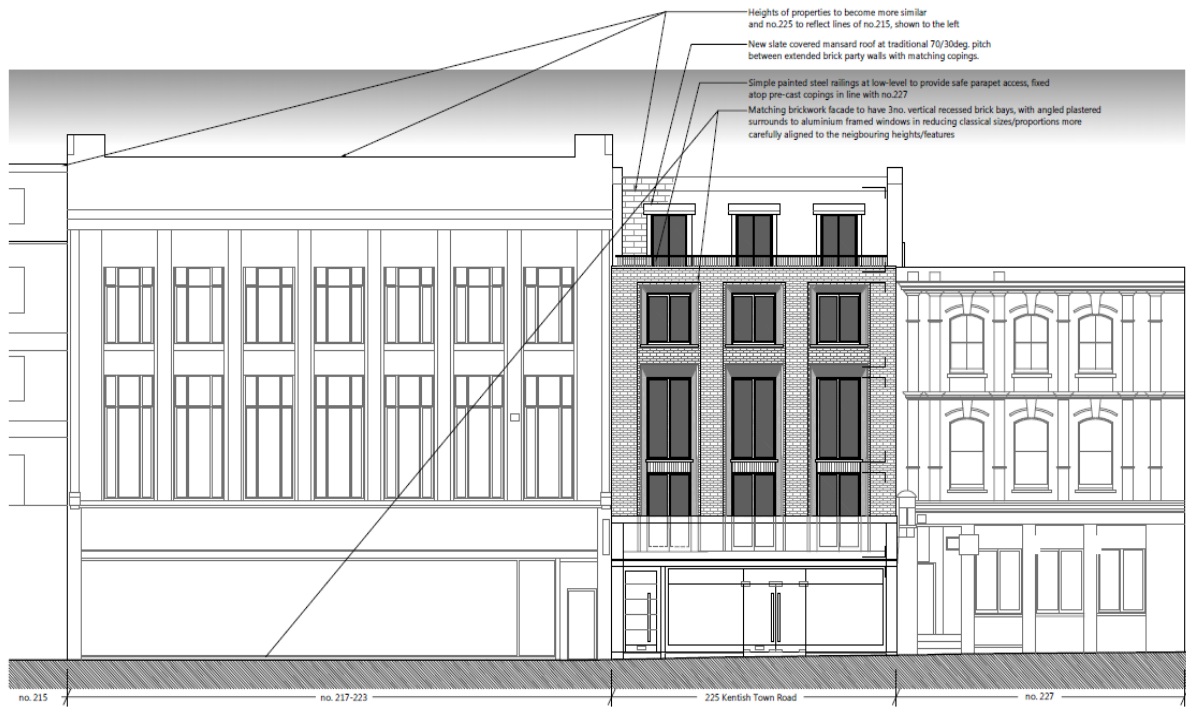
## Design

### Layout and Mix

- 6.12 The design of the proposed residential units have been carefully considered to meet the increasing need for town centre housing. The compact but flexible internal layout of each of the new flats complies with the objectives of the Development Plan and London Plan policy encouraging the provision of sustainable housing which is recognised as suitable for a wide range of demands (see Figure 3 below).
- 6.13 The accommodation seeks to provide a well-arranged internal layout on each floor level. The mix has been designed to be compliant with Policy DP5 as the development seeks to provide a mix of 2no. studio flats and 1no. two bed flat. Whilst the supporting text to Policy DP5 does refer to the high importance the Council places on the provision of two bedroom units, it does give due consideration to site-specific factors such as location and context. The size of the dwellings, as proposed, have been designed to complement town-centre living and therefore is considered to be appropriate for this area.

### Scale

- 6.14 The height contributes towards the creation of a regular roof line which better reflects the height of No. 215 Kentish Town Road. The proposed building height remains deliberately slightly lower than No. 217-223 to preserve the articulation of the roofline by generating a stepping variation to the roofscape and added interest to the street scene.
- 6.15 In addition, the extension will seek to replicate the existing roofline located at No.209 by a habitable mansard-style roof, which in turn respects the hierarchy of built form. In addition, stepping back the upper floor refines the massing of the proposed housing block (see below Figure 3).
- 6.16 In the most recent appeal, when considering the previous proposal, the Inspector considered that the “development would not appear over-dominant in the street scene”. Of principal concern was the size and configuration of the windows, which were considered to be “very small when compared to the larger and more imposing windows which mainly appear on the other properties within the street”. The proposal hereby submitted aims to address this concern with the elevation reworked and improved to create a structured rhythm and formality. In this way, the fenestrations have been elongated, framed within splayed reveals and are considered to be in harmony with the design of No. 217-223.



**Figure 3: Proposed Front Elevation**

- 6.17 The planning permission and subsequent appeal was ultimately refused/dismissed on design grounds. We have used this opportunity to better reflect and align with the overall proportions of the windows which exist in the locality and particularly with No. 217-223 Kentish Town Road. The design proposes to improve the vertical and horizontal rhythms of the fenestrations on the front façade to harmonise with those of 217-223 Kentish Town Road. The height of the roof has been designed to provide a step change in building heights, better integrating with 217-22 and 227 Kentish Town Road.
- 6.18 Further information regarding the detailed design (and choice of materials) is identified within the supporting Design and Access Statement.

### Space Standards

- 6.19 Minimum floor space requirements as stated by the Department of Local Communities and Local Government (DCLG) Technical Housing Standards stipulate minimum space standards of 36sqm for 1-bedroom 1-person apartments and 79sqm for 2-bedroom, 4-person apartments across two storeys.
- 6.20 The space standards for Camden are set out in Table 3.3 of the London Plan (2011). The proposed redevelopment allows for these new dwellings to benefit from a comfortable and practical living space.

- 6.21 The first floor level and second floor levels (both studio units) are similar in layout and provide over the minimum London Plan standard of 37sq m for 1b1p units. In relation to the third and fourth floors the space on each floor is similar however the unit is split across two floors to provide a 2no. bedroom unit of 92sq m which can comfortably accommodate four people if necessary.

### Car Parking

- 6.22 No car parking spaces are provided as part of the proposal due to the sustainable urban location of the site, with a Public Transport Accessibility Level Rating of 5. Buses and Overground (Kentish Town West) are within walking distance from the site and the applicant therefore proposes a sustainable approach to the redevelopment which will encourage the use of alternative modes of public transport.
- 6.23 The site falls within the West Kentish Town (Outer) Controlled Parking Zone. It is understood that there are local parking pressures and local policy (Policy DM 18 of the Development Policies Plan) stipulates that for new developments in such areas, car parking permits will not be issued. The applicant is prepared to enter into a planning obligation which would ensure that the development is car-free to ensure that future occupants are aware they are not entitled to on-street car parking permits.

## 7 CONCLUSION

7.1 The proposed development comprises the redevelopment of the site located at 225 Kentish Town Road within Kentish Town Centre. The benefits of the scheme are identified below:

- The redevelopment provides 3no. self-contained residential units (C3) on the upper floors within a sustainable location.
- The application site has been vacant for approximately 4 years and its redevelopment has been formulated with due consideration to maximise its use within a key town centre location.
- This proposal incorporates revisions to the design to include alterations to the fenestration detailing and size to increase the windows to allay concerns expressed by the Planning Inspector in the previous appeal dismissal. These changes have the effect of creating greater vertical and horizontal consistency with No. 217-223.
- The height of the building, which remains unchanged in this proposal, creates a staggered roof line and serves to create a harmonious relationship between the proposal and adjacent properties. The Planning Inspector had previously determined that “the use of a mansard roof and the resultant height of the building would not be unacceptable in terms of its overall effect when viewed from Kentish Town Road”. The building’s mansard roof will be stepped back and be very similar in appearance to that of No. 215 Kentish Town Road.
- The residential development is based on ‘car-free’ principles and so the development is not likely to result in increased traffic or congestion.
- The proposal will also result in a high-quality redevelopment preserving and enhancing the Kentish Town Road streetscape.
- The proposal complies with national, regional and local policy and meets the space standards set out in the London Plan.
- The proposal is in compliance with the NPPF which encourages the reuse of accessible locations, bringing an underused site into full use, whilst also highlighting the aim to deliver high-quality housing which the proposals seek to deliver.
- The proposal accordingly seeks to redevelop an under-utilised site to provide 4no. floor levels comprising 3no. flats on the upper floors which are arranged to efficiently use the available floorspace at 225 Kentish Town Road.

7.2 It is considered that the scheme offers many benefits such as the introduction of residential promoting town centre living in a car-free development which will encourage sustainable travel patterns of future occupants. We therefore respectfully request Camden Council to grant planning permission.