

Address:	152-156 Kentish Town Road London NW1 9QB		3
Application Number:	2016/1372/P	Officer: Fergus Freeney	
Ward:	Cantelowes		
Date Received:	10/03/2016		
Proposal: Replacement of existing building with a four storey mixed use building comprising retail (A1 Use Class) at ground and basement level and office space (B1 Use Class) and Dental Practice (D1 Use Class at first floor level) with 8x residential units (5x2bed and 3x3bed) on upper floors.			
Background Papers, Supporting Documents and Drawing Numbers D_01 A; 02A; 03A; 04A; P_00; P01B; P_02A; P_03A; P_04B; P_05B; P_07C; P_08C; P_09C; P_10C; P_11C; P_12C; P_13B; P_14C; P_15B; P_16B; P_17B; P_18B Air Quality Assessment (June 2016); BRUKL Document x2(dated 2/3/2016); BRUKL Output Document x4 (21/04/2016); Transport Statement (03/06/2016); Daylight & Sunlight Report (June 2016); Energy & Sustainability Statement (03/06/2016); Building Services Concept Design Report (02/06/2016); Basement Impact Assessment (June 2016); Site Waste Management Plan (03/06/2016); Planning Statement Addendum (June 2016); Planning Statement (March 2016); Design and Access Statement (June 2016); Historic Environment Desk-Based Assessment (March 2016); Environmental Noise Survey Plant Noise Assessment Report (4th March 2016); Drainage Strategy - (18/04/2016).			
RECOMMENDATION SUMMARY: Grant Conditional Planning Permission subject to a Section 106 Legal Agreement.			
Applicant:		Agent:	
AHIG Ltd. c/o Agent		Montagu Evans LLP 5 Bolton Street London W1J 8BA	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	A1 Shop		486m ²
	B1 Office		566 m ²
	D1 Non-Residential Institution		98 m ²
	Sui Generis betting shop		164 m ²
	Total		
Proposed	A1 Shop		1170m ²
	B1 Office		575 m ²
	C3 Residential		796 m ²
	D1 Non-Residential Institution		103 m ²
	Total		

Residential Use Details:										
	Residential Type	No. of Bedrooms per Unit								
		1	2	3	4	5	6	7	8	9+
Existing	Flat/Maisonette									
Proposed	Flat/Maisonette		5	3						

OFFICERS' REPORT

Reason for Referral to Committee: The proposal constitutes a 'major development' which involves the construction of more than 1000sqm of non-residential floorspace [Clause 3 (i)];

1. SITE

- 1.1. The site is located prominently on the east side of Kentish Town Road at the junction with Prince of Wales Road. The site is not a listed building and is not within a conservation area. It is within the Kentish Town Centre and is part of the Core Shopping Frontage (where guidance does not allow for a reduction below 75% of retail space in each frontage).
- 1.2. 152 – 156 Kentish Town Road is a mixed use retail and office building over 2 storeys located on a prominent junction mid-way along Kentish Town High Street. The existing building is approximately 12m high, slightly lower than the neighbouring building at the end of the terrace to the south (approx. 13m high), which in itself is one of the taller buildings within the terrace. The upper storeys of the building in question project forward from the established building line along this part of Kentish Town Road, with only the neighbouring to the north also projecting forward on the upper floors.
- 1.3. The building dates from the early 20th Century and is a landmark in so much as it breaks from the surrounding context in its position in relation to the street, its lower height, its use mix and its architectural style. The building interrupts a long, consistent row of buildings dating from the early to mid 1800s to the south, with a more modern post war 2 storey building to the north. This row is generally consistent in land use (residential and retail), front façade positions, relationship to the street, height and bulk.
- 1.4. The row is composed of individually built buildings all of slightly different design and material although strongly related in design, with the exception of the building directly to the north. The current building stands apart from this consistent pattern and whilst not considered high quality architecturally, it is an established landmark and point of interest on the High Street.
- 1.5. As noted above, the site is mixed use with approx. 486m² of retail (A1 Use Class) and 164m² betting shop (Sui Generis) at ground floor with 566m² of Office (B1 Use Class) and 98 m² of Dental practice use (D1 Use Class). The retail space is currently in use and has been trading for some time as a Carpet Right outlet.

2. THE PROPOSAL

- 2.1. Permission is sought for the demolition of the existing building and construction of a 4 storey building, plus basement and roof plant enclosure. It would comprise 1170m² of retail (A1 Use Class) at ground floor and basement, 575 m² of Office (B1 Use Class) and 103 m² of Dental/Community use (D1 Use Class) at first floor and 8x residential units on second and third floor level (5x2bed and 3x3bed).
- 2.2. The building would be constructed from London Stock Brick with Portland Stone and bronze coloured aluminium anodised shopfronts at ground floor level. At street level

fronting Kentish Town Road, on land within the applicants ownership there would be pavement lights above to allow light into the ancillary retail space at basement level.

- 2.3. The ground floor shopfronts would be divided into 4 bays to reflect the small scale nature of neighbouring units on Kentish Town Road, however – as with the existing Carpet Right store – there would only be one entrance. The upper storeys would be set back to be in line with the traditional building line, and to match that of most of the terrace.
- 2.4. Entrance to the upper storeys for offices, dental/community and residential use would be via separate access to the north side, fronting Kentish Town Road. Access to waste and cycle storage would be via an alley way to the side of the building, again on the northern boundary.

3. Revisions

- 3.1. Following public consultation the scheme was revised to reduce the initial proposed height from 5 storeys to 4 storeys. This reduced the proposed number of residential units from 9 to 8.
- 3.2. The shopfront design was also amended slightly to enhance the detailing and animation at street level.

4. RELEVANT HISTORY

- 4.1. No recent relevant history at application site

Relevant applications at neighbouring sites;

- 4.2. 150 Kentish Town Road - 8600852 (approved 28/08/1986) for '3 bedroom flat with rear terrace on the first floor and two bedsitter flats on the second and third floors'

5. CONSULTATIONS

- 5.1. Thames Water – No objection subject to conditions
- 5.2. Historic England GLAAS (Archaeology) – No objection subject to condition

The submitted assessment (Archaeology South-East, 2016) indicates a generally low potential for archaeological remains prior to the later medieval period to be located within the site. The proposed demolition plans included within the assessment also show that archaeological survival will have been compromised across the majority of the footprint by the existing lower ground floor level. I therefore agree with the conclusions within the assessment that archaeological evaluation would be an appropriate initial stage of investigation in order to clarify the requirements and scope for any further archaeological mitigation. The aim of the initial evaluation should be to determine the nature and significance of the archaeological remains which survive within the site as well as identify the nature of the underlying geology which would help to inform our understanding of the early land surfaces and environment of the North Camden Area.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I

consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

5.3. London Underground - No objection subject to condition on detailed design and method statements and an informative on Infrastructure Protection.

6. Adjoining Occupiers

<i>Number of letters sent</i>	20
<i>Total number of responses received</i>	88
<i>Number in support</i>	13
<i>Number of objections</i>	65

6.1. Site notice displayed: 30/03/2016 – 20/04/2016

6.2. Objections and comments have been received from numerous properties on the following streets, Bartholomew Villas, Bartholomew Road, Leverton Street, Kentish Town Road, Prince of Wales Road, Bassett Street, Patshull Road, Kennistoun House, Evangelist Road, Alma Street, Ryland Road, Raglan Street, Lawford Road, Rochester Terrace, Willes Road, Hampshite Street, Lawford Road, Kelly Street, Fortress Road, Royal College Street and Castle Road.

6.3. Objections are summarised as follows:

1. Height/Bulk – the building is too high and bulky, numerous comments advising that it should be no more than 4 storeys above ground;
2. The view from Prince of Wales Road will be impacted upon;
3. Relocation of existing dental facilities during construction has not been taken into account;
4. Right to light of properties on Bartholomew Villas and Patshull Road will be affected;
5. Overlooking to Bartholomew Villas and Patshull Road properties;
6. High demand for school places already;
7. The existing building could be reused, and has architectural merit.
8. The proposed fenestration is out of keeping with the surroundings, brickwork is slab sided and institutional. Out of keeping with area and lacks integrity of the building it intends to replace;
9. The Georgian buildings with single storey shops on either side of the development will be compromised in terms of view to and from those buildings. The art deco facade should be retained and any development should respect the building line of the Georgian buildings to create a more harmonious development
10. Views from surrounding conservation areas will be affected;
11. Impact on character of retail offering on highstreet – high quality retail not required;
12. Construction difficult in this busy location;
13. No attempt to consult local people;
14. Basement concerns – high water table, land stability, damage to buildings during construction.

6.4. Kentish Town Residents Association (KTRA) objects for the following reasons:

- KTRA does not object to the design of the main building, but our objection is to the overall height of the building and the sixth floor “penthouse” on top. This floor breaks the roofline of the surrounding buildings and is higher than any other

building close by. The design of the “penthouse” is ugly and spoils the graceful effect of the proposed lower floors of the building.

- We are asking for this application to be turned down as it stands for the reasons given. We would like the applicant to resubmit the application without the sixth storey included. Should you recommend approval, we are asking for this application to be heard by the Development Committee.

6.5. Bartholomew Estate and Kentish Town CAAC - consider that this building is at least 2 storeys too high, as the proposed height will directly affect the CAAC by loss of light to properties in the CAAC. We also consider the basement should not be permitted because of potential affects to surrounding houses in the CAAC. We would like the height reduced by 2 storeys.

6.6. Rochester CAAC – object for the following reasons:

- Hydrology flooding - the Basement Impact Assessment has reported the presence of ground water; the site is within 50 m of a watercourse (River Fleet). The site is also at risk from surface water flooding down Kentish Town Road.
- Hydrology construction -
This could be a major piece of construction with considerable local impacts that are not recognised in the application.
- Business: the planning case for a commercial-use basement is not made. The pre-application advice states: “Office space at basement level with minimal light and outlook is unlikely to be acceptable”. The response states that “Proposed B1 and D1 accommodation [is] reinstated at first floor level to match the existing on-site provision”. No explanation is given for use of the basement.
- It would also set and unwelcome precedent for future basements in the area.

6. POLICIES

National Planning Policy Framework 2012 London Plan 2016

Core Strategy:

CS1 (Distribution of growth)

CS2 (Growth areas)

CS3 (Other highly accessible areas)

CS4 (Areas of more limited change)

CS5 (Managing the impact of growth and development)

CS6 (Providing quality homes)

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 2010:

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)
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)
DP21 (Development connecting to the highway network)
DP22 (Promoting sustainable design and construction)
DP23 (Water)
DP24 (Securing high quality design)
DP25 (Conserving Camden's heritage)
DP26 (Managing the impact of development on occupiers and neighbours)
DP28 (Noise and Vibration)
DP29 (Improving access)
DP31 (Provisions of, and improvement to, open space and outdoor sport and recreation facilities)

Camden Planning Guidance (CPG)

CPG 1 (Design)
CPG 2 (Housing)
CPG 3 (Sustainability)
CPG 6 (Amenity)
CPG 7 (Transport)
CPG 8 (Planning obligations)

Kentish Town Neighbourhood Plan

SW1 – Supporting Small Businesses
D3 – Innovative Building Design
GO4 – Biodiverse Habitats
CC1 – Statement of Community Consultation

7. ASSESSMENT

7.1. The main planning considerations for this scheme would be as follows:

- Principle of Demolition
- Land Use
- Housing;
- Amenity;
- Design;
- Transport;
- Sustainability
- Basement issues
- Other issues

Principle of demolition

7.2. The site is not within a conservation area, not a listed building, nor is it on the local list of buildings identified as being valued by the local community; furthermore it is not considered to be non-designated heritage asset. Although it is not considered to contribute negatively to the streetscene, its demolition is considered to be acceptable subject to a high quality replacement.

Land use

- 7.3. DP1 outlines that the Council will require a mix of uses in development where appropriate in all parts of the borough, including a contribution towards the supply of housing. The proposed scheme includes a mix of retail, office, re-provision of the D2 use and residential accommodation.
- 7.4. Currently the site provides for approximately 566sqm of B1 floor space at first floor level, in use as small private offices, namely law firms. There is a 98sqm dentist surgery (D1 Use Class) at first floor level, which is considered a community use. The scheme proposes a very slight increase in the amount of B1 Office space to 575sqm at first floor level, whilst the dental/community use would increase slightly to 103 sqm, also at first floor level.
- 7.5. Camden's planning policies generally seek to retain viable employment uses. Policy CS8 (Promoting a successful and inclusive Camden economy) of the Core Strategy seek to support Camden's industries by safeguarding existing employment sites and premises in the borough that meet the needs of modern industry and other employers.
- 7.6. Policy DP13 (Employment premises and sites) of the Camden Development Policies provides detailed information on how this will be achieved. It states that Camden would seek to protect existing employment uses, unless: such uses are re-provided, either on site as part of redevelopment, or elsewhere
- 7.7. Policy DP8 states that The Council will protect existing community facilities by resisting their loss unless: a replacement facility that meets the needs of the local population is provided; or, the specific community facility is no longer required in its current use.
- 7.8. Policy Sw1 of the Kentish Town Neighbourhood Plan supports the retention and increase of floorspace for the use of small businesses. The proposal would retain the existing large floorplate rental use and enlarge it. Should tenants require the floorplates could be subdivided to allow for smaller units. At present the space is occupied with a Carpetright store, the applicants have not indicated whether they will be returning but the space will be high quality, flexible and large enough for a number of retailers to take advantage of.
- 7.9. As both the office space and dental/community space would be re-provided and enlarged at first floor level the principle is considered to be acceptable and therefore complies with policies CS8, DP8 and DP13. It is noted that the current tenants are small/medium enterprises (mainly law firms) and the small dental practice. The re-provided floor space would be flexible to allow for similar firms to return. The Council's economic development team have not objected to the proposals and the applicants have expressed an interest in working with the Council to find suitable tenants for the office space, which is welcome.
- 7.10. There are no policies aimed at protecting Sui Generis betting shops and they are generally considered to be an unwelcome presence within the borough; its loss is therefore acceptable.
- 7.11. In order to preserve the existing dental use and to ensure no unwelcome uses are provided in the new development a condition will be added to ensure that only a dental surgery use can be provided and no other use within the D1 Use Class.

Housing

Principle of housing

- 7.12. Housing is regarded as the priority land-use of the Local Development Framework, and the Council will make housing its top priority when considering the future of unused and underused land and buildings. As noted above, policy DP1 encourages mixed use development where appropriate. As such the provision of new residential accommodation is compliant with policies CS6 and DP1 and DP2, the site is currently a mixed use site and the provision of houses will enhance this further.

Mix of unit sizes

- 7.13. Policy DP5 seeks to ensure that all residential development contributes to meeting the priorities set out in the Dwelling Size Priorities Table, the table identifies 2 bedroom market homes as being very high priority with 1 bedroom and studio flats being a lower priority and 3 bedroom properties being a medium priority. The council aims for at least 40% of all new market housing to be 2 bedrooms given its high priority status.
- 7.14. The proposal would provide 5x2bed (62%) and 3x3bed (38%) properties. This mix is considered to be appropriate.

Affordable housing

- 7.15. Policy DP3 requires that affordable housing is provided on all residential developments with a capacity for 10 or more units (or 1000sqm of additional residential floorspace is provided). As the current proposal is for 8 units of less than 1000sqm in floorspace, and it is considered that this is a sufficient use of the site's capacity, there is no formal requirement to provide affordable housing in accordance with DP3.
- 7.16. Policy DP1 requires that gross additional 200sqm of any floorspace within Central London, Camden Town, Finchley Road/Swiss Cottage and Kilburn High Road is provided as residential accommodation. The site is not within the areas mentioned above and has an uplift of non-residential floorspace of 534sqm as such it is not required to provide affordable housing in accordance with policy DP1.

Quality of accommodation

- 7.17. The government's recent introduction of the Nationally Described Housing Standards requires that dwellings comply with the following space standards:

	National (sqm)	CPG (sqm)
Flat 1 (3b4p) – 81sqm	74	75
Flat 2 (2b4p) – 86sqm	70	75
Flat 3 (3b4p) – 78sqm	74	75
Flat 4 (2b4p) – 100sqm	70	75
Flat 5 (2b3p) – 63sqm	61	61
Flat 6 (2b3p) – 63sqm	61	61
Flat 7 (3b4p) – 78sqm	74	75
Flat 8 (2b4p) – 75sqm	70	75

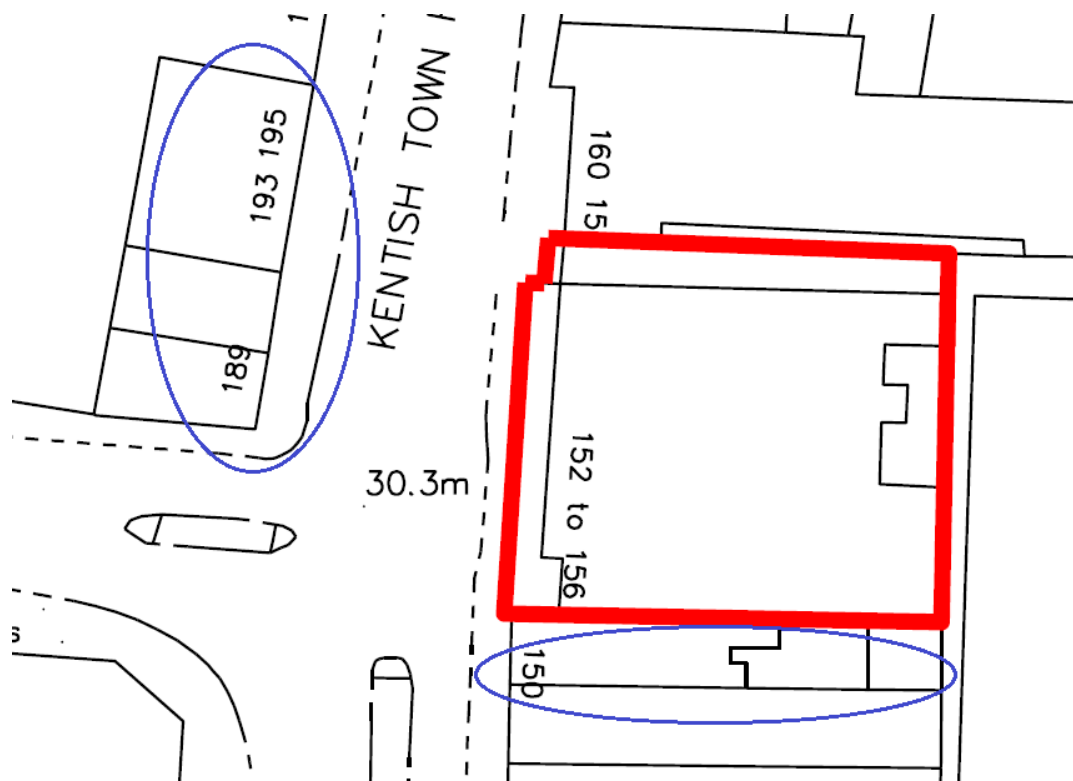
- 7.18. Each flat is larger than the dimensions set out in the national space standards, 4 are dual aspect, and all but one have generous outdoor terraces to the rear, however

the one unit facing Kentish Town Road which does not benefit from a rear terrace would have 6x Juliet balconies facing onto the street.

- 7.19. 4x Units would be single aspect; 2x facing Kentish Town Road (west facing) and 2x facing east. Although it is unfortunate that not all units can be dual aspect, given the depth of the site and the advice during pre-planning advice to reinstate the terrace to the south, together with the need to provide a high quality design in such a prominent location this is considered to be an acceptable compromise. The single aspect units would benefit from either morning or afternoon direct sunlight and would get good light levels throughout the day. Furthermore only one unit would not have a large terrace (relying only on Juliet balconies). Given the existing form of development on Kentish Town Road and design concerns, this is considered to be an acceptable approach.
- 7.20. The living accommodation is nonetheless of a high standard and is laid out well, with good sized rooms, generous hallways and space for storage. They would also be well lit, with large windows large windows and would have good outlook.
- 7.21. Policy DP26 and the guidance set out in CPG6 seek to protect the quality of life of neighbours from development. It also states that development should be designed to protect the privacy of both new and existing dwellings to a reasonable degree. Spaces that are overlooked lack privacy. Therefore, new buildings, extensions, roof terraces, balconies and the location of new windows should be carefully designed to avoid overlooking.
- 7.22. The proposed residential units would be located above the retail at ground floor and offices at first floor. All but 2 would have views out onto Kentish Town Road, but would be high enough so as not to feel overlooked by traffic, pedestrians etc. As they would face out into Kentish Town Road there would be no material overlooking impact to residential properties from these 6 units.
- 7.23. Similarly, the two properties facing to the rear would look out over commercial buildings, there is no existing residential in the immediate vicinity which would be overlooked and the new dwellings would be high enough so as not to be overlooked themselves.

Amenity

- 7.24. At first floor level at the front of the building there would be a terrace relating to the B1 use, whilst acceptable in principle there would be potential for overlooking into the windows at 150 Kentish Town Road. It is not considered that a privacy screen would be suitable at the front of the property as it would impact upon the design; however to address this concern a condition will be added requiring that the 1.1m high balustrade be set back from the boundary at 150 Kentish Town Road by at least 1m, this will remove any ability to overlook the property and would not impact upon the design of the building.
- 7.25. The proposal would, in effect, reinstate the Georgian terrace and would only be negligibly higher than the neighbouring buildings (approx. 1.5m higher) and would therefore not result in overshadowing.
- 7.26. A daylight/sunlight assessment has been submitted which considers surrounding residential properties as follows (see blue outline on map):



150 Kentish Town Road

- 7.27. 150 Kentish Town Road is located directly to the south of the proposals and is a part residential building, over four storeys to the rear. The findings of the technical analysis confirm that, with the exception of one window at second floor which will see a VSC (Vertical Sky Component) reduction of over 20%, the BRE tests will be satisfied. The BRE guidelines state that if this vertical sky component is greater than 27% then enough skylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum.
- 7.28. This window enjoys exceptional levels of daylight in the existing condition and despite the reduction in the proposed condition; it will still retain a very good VSC level of 25.05%, under the proposals.
- 7.29. All remaining windows /rooms tested will satisfy all the BRE Guidelines tests for daylight and sunlight, by either retaining their absolute guideline value, 0.8 of their former value or experience a reduction less than 4%.
- 7.30. The proposal would result in a much higher flank elevation to the rear at the boundary with 150 Kentish Town Road; this will impact upon the outlook of flats within the neighbouring property. Currently the upper floor windows at the rear of 150 can overlook the roof of 156 (to the north east) and due east and south east. The north east aspect would be blocked with the new flank wall. However, the proposal would not have a detrimental impact upon light levels (as noted above) and the aspect due east and south would remain unaffected.
- 7.31. Furthermore, planning application 8600852 (approved 28/08/1986) for '3 bedroom flat with rear terrace on the first floor and two bedsitter flats on the second and third floors' at 150 Kentish Town Road indicates that the rear windows at this property are kitchens and are therefore not considered as important as other rooms such as living rooms. Furthermore the flats in 150 are dual aspect with windows facing both the front and rear, the rear windows do not provide the main outlook therefore any impact will be minimal.

7.32. Were the flank wall to be reduced in depth or height it would severely impact upon the scheme's ability to provide an acceptable number or quality of residential units. When all these factors are taken into account it is not considered that the minor impact on one window of the flank wall on properties at 150 Kentish Town Road would be so severe as to warrant refusal; furthermore this approach would be unlikely to be acceptable were it taken to appeal.

189-195 Kentish Town Road

7.33. 189-195 Kentish Town Road is located to the west of the proposals on the opposite side of Kentish Town Road and is residential at first, second and third floors. The findings of the technical analysis confirm that all windows /rooms tested will satisfy all the BRE Guidelines tests for daylight and sunlight, by either retaining their absolute guideline value, 0.8 of their former value or experience a reduction less than 4%.

Bartholomew Villas and Patshull Road

7.34. It is noted that residents of Bartholomew Villas and Patshull Road have raised concerns with the height of the building potentially blocking light. The application site is to the south west of properties on Patshull Road, separated by commercial 2/3 storey commercial buildings and are approx.45m away from the site boundary (at the very closest point).

7.35. The nearest residential properties on Patshull Road are again separated by a large warehouse type building and are approx. 40m away from the site boundary.

7.36. Given the distances involved and the orientation of the building, together with height of the building being only approx. 0.5m higher than the existing terrace, it is not considered that there would be any impact on sunlight/daylight levels at any of these properties.

7.37. Furthermore Camden Planning Guidance 6 (Amenity) advises that there should normally be a distance of 18m between windows of habitable rooms of different units. The proposal comfortably complies with this.

DESIGN

7.38. 152 – 156 Kentish Town Road is currently a mixed use retail and office building over 2 storeys located on a prominent junction mid-way along Kentish Town High Street. The site is located at the southern end of the primary high street roughly dividing the primary from the secondary retail.

7.39. The proposed building re-establishes a residential land use on the site, along with office and retail. This necessitates a change in the bulk and mass of the building from low and deep plan to a more residential bulk. The architects have responded to the change in use on the site and to the surrounding context by proposing to arrange the residential bulk in a manner which repairs the gap in the residential terrace that the site represents. The proposal consists 4 storeys above ground (with a set back plant enclosure above) with a main elevation that follows the established upper building line of the terrace. At the ground floor the building steps forward to meet the retail building line started by the other buildings on the street as recommended in Camden's development policies.

7.40. The architects have proposed a contemporary reinterpretation of the historic terrace. Their proposal follows sensitively the prevailing building frontage lines in response to policy guidance. In addition to a sympathetic bulk and mass, the

building's architecture responds to patterns, materials and characteristics of Kentish Town High Street:

- 7.41. The building is divided into 4 bays which approximately reflect the historic plot divisions on the site and help relate the proposal to the fine grained street frontage. The 4 bays are further defined as distinct elements through subtle variations in brick tone between each bay. This is a reference to the historic terrace where each building has a slight variation in brick.
- 7.42. The architect has arranged the fenestration in a hierarchy which responds to window hierarchies in the area. The windows have generous reveals adding relief to the facade and are set behind Juliette balconies with bespoke railings. While balconies are not commonly found nearby, they provide new homes with some ability to be open to the outside and will help to animate the frontage.
- 7.43. The shop frontage has been designed to be responsive to local character and in accordance with Camden policy guidance on shop fronts. The retail frontage is divided into 4 sections reflecting the rhythm of the surrounding frontages. Like neighbouring buildings the proposal uses traditional elements to create an attractive retail frontage, but like the rest of the proposal, these elements are interpreted in a contemporary way. The four bays are divided by simple pilasters with limestone block detailing and simplified fluting topped with slightly protruding corbels. The corbels define 4 slim signage facias which are physically limited by a simple cornice above and awning setback below. The shop fronts are detailed with bespoke bronze anodized aluminium stall risers, window mullions and door panels which should give a high quality appearance overall. The residential and office entrances are set back from the retail frontage to distinguish them from the rest of the frontage and create more space for users. The pilasters and entablatures above sit on the existing retail frontage line while the shop frontage is set back behind the pilaster line which gives additional space to the publicly accessible pavement.
- 7.44. Policy D3 of the Kentish Town Neighbourhood Plan supports opportunities for high quality innovative design unless this will be harmful to areas of homogeneous architectural style and Development must respect the historic appearance of Kentish Town in order to reinforce rather than detract from its local distinctiveness. As outlined above, the proposal is considered to integrate well onto Kentish Town High Road. It attempts to echo the Georgian terrace to the south with its projecting shopfronts and uses high quality materials and takes a contemporary design approach. By echoing the terrace and shopfronts it is considered to contribute to the area distinctiveness.
- 7.45. The nearest conservation areas are Bartholomew Estate to the east and Rochester to the south. The building would not be overly visible from either of these conservation areas, furthermore, given its relatively modest height (0.5m higher than the neighbouring terrace), and traditional materials it is not considered that it would be harmful if it is visible in long views.
- 7.46. The first iteration of the scheme was for 4 storeys above ground plus a fifth set-back upper storey. In response to local concerns, the Architect has removed the upper storey to bring the building down to the height of its neighbour to the south. Plant is now exposed on the roof although set back towards the middle and back of the residential element. The plant is generally invisible in all but longer views where it is screened.
- 7.47. Following discussions with council officer significant refinements have been made to the retail frontage resulting in a high quality street retail frontage proposal. Improvements include incorporation of traditional shop front language, detailing of the

stone columns and positioning and detailing of the residential and commercial entrance.

- 7.48. This proposal supports Camden design policies DP24 and 25 as well as CPG1 which call for well-designed, contextually responsive development. The developer and Architect have taken part in pre-application design process and have been committed throughout to submitting a high quality scheme for planning permission. The proposal is therefore acceptable in terms of design.

Transport

Car Parking

- 7.49. Development policy DP18 states that the Council seeks to ensure that developments provide the minimum necessary car parking provision. The Council expects development to be car free within Controlled Parking Zones that are easily accessible by public transport. The site is located in the East Kentish Town controlled parking zone (CA-M) which operates between 0830 and 1830 hours on Monday to Friday. In addition, the site is located in the town centre of Kentish Town and has a PTAL rating of 6b (excellent) which means it is highly accessible by public transport. A car free development would therefore be secured as a Section 106 planning obligation for the residential units. This would allow the proposal to be in accordance with Core Strategies CS11 and CS19 and Development Policies DP18, DP19 and DP21.

Cycle Parking

- 7.50. Development Policy DP18 (Paragraphs 18.12 and 18.13) requires development to provide cycle parking facilities in accordance with the minimum requirements of Camden's cycle parking standards (Refer to Appendix 2 of Camden Development Policies document). We also expect development to provide cycle parking facilities in accordance with the minimum requirements of the London Plan. The proposed residential development consists of 9 units with 2 bedrooms or more. Therefore 18 cycle parking spaces are required for residential use to meet the London Plan's minimum cycle parking requirement.
- 7.51. The proposed development would create an additional 578 sqm of B1 Office space. The London Plan (Table 6.3) has the following minimum cycle parking requirements for B1 Office developments:
- Long stay – 1 space per 90 sqm
 - Short stay – 1 space per 500 sqm
- 7.52. The proposed development would therefore need to provide 7 long stay cycle parking spaces and 1 short stay space in order to comply with the minimum requirements of the London Plan.
- 7.53. The proposed development would create an additional 1172 sqm of A1 retail space. The London Plan (Table 6.3) has the following minimum cycle parking requirements for B1 Office developments:
- Long stay – 1 space per 250 sqm
 - Short stay – 1 space per 125 sqm
- 7.54. The proposed development would therefore need to provide 5 long stay cycle parking spaces and 10 short stay spaces in order to comply with the minimum requirements of the London Plan.

7.55. The proposed development would create an additional 103 sqm of D1 dentist use. The London Plan (Table 6.3) has the following minimum cycle parking requirements for B1 Office developments:

Long stay – 1 space per 5 staff

Short stay – 1 space per 3 staff

7.56. The proposed development would therefore need to provide 2 long stay cycle parking spaces and 3 short stay spaces in order to comply with the minimum requirements of the London Plan.

7.57. In total, 46 cycle parking spaces are required. The application form suggests that 51 cycle parking spaces would be provided. Therefore the level of provision meets the minimum requirements of the London Plan.

7.58. Cycle parking for the Offices, Retail and Dentist will be accessed via the existing alley to the north of the site; the residential cycle parking can be accessed either from the ally or level access from the main residential access fronting Kentish Town Road. The B1/D1 storage, retail and residential storage would all be in separate, enclosed and secure locations this is welcome and fully complies with Camden Planning Guidance requirements.

Management of Construction Impacts on the Public Highway in the local area

7.59. Camden Development Policy DP20 states that Construction Management Plans should be secured to demonstrate how a development will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). Camden Development Policy DP21 relates to how a development is connected to the highway network. For some development this may require control over how the development is implemented (including demolition and construction) through a Construction Management Plan (CMP).

7.60. Given the scale of the scheme and its location on a main thoroughfare and busy junction a CMP will be required and secured by s106 legal agreement.

7.61. Some highway licenses would be required to facilitate the proposed works. This might include a hoarding licence, a scaffolding licence, a skip licence, and a temporary parking bay suspension. The applicant would need to obtain such highway licences from the Council prior to commencing work on site. Any such licence requirements can be discussed in the CMP.

Highway and Public Realm Improvements directly adjacent to the site

7.62. The summary page of Development Policy DP21 states that 'The Council will expect works affecting Highways to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development'. The footway and vehicular crossover directly adjacent to the site could be damaged as a direct result of the proposed works. We would therefore need to secure a financial contribution for highway works as a section 106 planning obligation if planning permission is granted. This would allow the proposal to comply with Development Policy DP21.

Proposed lightwells adjacent to the site

7.63. A lightwell is proposed adjacent to the public highway on the Kentish Town Road frontage. It would appear that small glass blocks, flush with the pavement are proposed as the lightwell treatment (this is a standard approach for many lightwells

across London). Our Camden Planning Guidance; specifically CPG4 provides guidance on basements and lightwells. Paragraph 2.71 discusses railings, grilles and other lightwell treatments. As the proposed lightwell is to be located adjacent to the public highway, public safety issues will need to be addressed. Paragraph 2.71 states that lightwells need to be secured by a railing or grille. The planning application does not appear to include any such details and nor are they considered appropriate in this setting. However, to ensure there will be no trip hazard for pedestrians and the design is appropriate details of the lightwell treatment will be secured by condition.

Waste

- 7.64. A waste management strategy has been submitted and approved by the Council's street environment team. Refuse would be stored in separate bin stores, access via the service ally to the north with each use (office/dentist, retail and residential) having separate storage. There would be external (yet covered) storage for food waste.
- 7.65. The proposal would comply with Camden Planning Guidance in providing level access for refuse collection and an appropriate amount of space of wheeliebins.

Sustainability

- 7.66. A Sustainability Statement and Energy Statement has been submitted and would be secured via legal agreement to demonstrate that the new development is in accordance with policies CS13, DP22 and DP23.
- 7.67. The new units need to comply with London Plan policy 5.2 (35% reduction in carbon emissions beyond Part L building regulations) and must achieve water efficiency of 110 litres per day. This element will be secured by condition. In addition, to ensure sustainability and energy elements throughout the site, the photovoltaic cells, green roofs, and bird and bat box locations shall also be secured by way of condition. This approach complies with policy GO3 of the Kentish Town Neighbourhood Plan which promotes the use of green roofs.

BASEMENT ISSUES

- 7.68. The proposal includes the demolition of an existing building and construction of a new 4 storey mixed use building plus a single storey basement. The basement is within the footprint of the proposed building. It would measure approx. 20m in width x 30m in length x 4m deep. It is noted that the site is within 5m of a highway or pedestrian right of way. The site is also within the exclusion zone of a London Underground tunnel.
- 7.69. A basement impact assessment has been submitted in accordance with DP27 (Basements and Lightwells) and has been subsequently assessed independently by Campbell Reith.
- 7.70. The BIA has proposed to form the basement walls using a bored piled wall. The retaining wall will be a secant piled wall formed by 600mm diameter CFA piles with suitable temporary propping arrangements. The basement slab will be either raft slab or suspended slab on spread footings bearing on the London Clay.
- 7.71. The ground investigation and subsequent water monitoring however indicate the groundwater level varies between 0.45m and 1.81m below existing ground level and is likely to be encountered within the basement excavation.

- 7.72. It is noted that the site is entirely covered by the existing building and hardstanding and therefore infiltration of rain water into the ground beneath the site is extremely limited and that the majority of surface runoff is likely to drain to the sewers.
- 7.73. It is noted that a full ground movement analysis has been carried out to assess the effect on the surrounding properties. It is also noted that the predicted damage category of the adjoining properties is from Negligible (Category 0) to Slight (Category 2). Where risk of category 2 damage level is found to be present, appropriate mitigation measures have been proposed.
- 7.74. It is accepted that the development will not impact on the wider hydrology of the area and is in an area with low flooding risk.
- 7.75. The proposal is considered to be acceptable and fully complies with DP27. Furthermore Campbell Reith (the Council's independent assessors) have confirmed that the associated reports have been prepared by individuals with suitable qualifications and that they BIA provides sufficient information to address any Basement Construction Plan requirements – therefore these will not need to be conditioned.

Noise impacts

- 7.76. Mechanical plant will be located at roof level within a screened plant enclosure. An acoustic report has been submitted which determines that if implemented with proposed mitigation measures (i.e. in-duct attenuators) would be within LB Camden's plant noise emission criteria. The Scheme itself is not considered to be a noise-generating use that would impact on the surrounding residential uses and is considered to be acceptable subject to conditions requiring full details of all noise mitigation measures are submitted to and approved by the Council prior to use.
- 7.77. In order to ensure the amenity of residents within the building details of enhanced sound insulation of at least 5db above building regulation values for the floor/ceiling/wall structures separating the different types of rooms/uses in adjoining dwellings shall be submitted and approved by the Council.

Other Issues - Community Consultation

- 7.78. Policy CC1 of the Kentish Town Neighbourhood Plan states that applicants proposing major developments that include 10 (or more) dwellings or 1,000 square metres of floorspace are strongly encouraged to actively engage in consultation. The applicant has not indicated that wider consultation was undertaken, however, it should be noted that this application was submitted well before the Kentish Town Neighbourhood Plan was adopted. The Council has also consulted widely in accordance with the Statement of Community Involvement.

CIL

- 7.79. The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. 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. Camden also introduced its own CIL on 1st April 2015. The proposed charge in Camden will be £500 per sqm for new residential development, £25 per sqm for Retail and Office in this part of Camden.

7.80. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay CIL. The Mayoral CIL 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.

7.81. The estimated CIL payable will be

- *Mayoral CIL:*
- Proposed GIA 2644sqm at £50sqm = £132,200

- *Camden CIL:*
- Proposed Residential GIA 796sqm at £500sqm = £398,000
- Uplift in retail 684sqm GIA at £25sqm = £17,100
- Uplift in office 9sqm GIA at £25sqm = £225
- Total: £415,325

CONCLUSION

7.82. The proposal would introduce a high quality mixed use scheme which provides a good standard of residential accommodation; it retains existing retail, office and dentist/community use on the site and will offer improved facilities for these functions.

7.83. The design aims to reinstate and echo the Georgian terrace which runs to the south by way of materials and architectural language albeit with a contemporary design. It is considered to contribute to the appearance of Kentish Town Road and acts as suitable landmark at the termination of Prince of Wales Road in long views.

7.84. Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

- Car Free
- Service management plan
- Construction Management Plan (CMP)
- CMP Implementation Support Contribution - £3240
- Highways Streetwork repair contribution - £6900
- Energy Efficiency Plan
- Sustainability Plan
- Local Employment and Training Plan
- Local Procurement

LEGAL COMMENTS

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 Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:

- a) Details including sections at 1:10 of all windows (including jambs, head and cill), ventilation grills, external doors and gates;
- b) Plan, elevation and section drawings, including fascia, cornice, pilasters and glazing panels of the new shopfronts at a scale of 1:10;
- c) Manufacturer's specification details of all facing materials and plant enclosure screening and samples of those materials.

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 of the London Borough of Camden Local Development Framework Development Policies.

- 3 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking and re-enacting that Order, no development within Part 1 (Classes A-H) [and Part 2 (Classes A-C)] of Schedule 2 of that Order shall be carried out without the grant of planning permission having first been obtained from the local planning authority.

Reason: To safeguard the visual amenities of the area and to prevent over development of the site by controlling proposed extensions and alterations in order to ensure compliance with the requirements of policies CS14 and CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

- 4 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.

- 5 The secure and covered cycle parking as shown on drawing P_01 B shall be provided and 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 buildings, detailed plans showing the location and extent of photovoltaic cells to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CS13 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 of the London Borough of Camden Local Development Framework Development Policies.

- 7 Details of bird and bat nesting bricks and/or boxes shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. Features should be integrated into the fabric of the building wherever possible to increase sustainability. Details shall include the exact location, height, aspect, specification and indication of species to be accommodated. Boxes shall be installed in accordance with the approved plans prior to the first occupation of the development and thereafter maintained. Guidance on biodiversity enhancements including artificial nesting and roosting sites is available in the Camden Biodiversity Action Plan: Advice Note on Landscaping Schemes and Species Features.

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.

- 8 The development hereby approved shall achieve a maximum internal water use of 110 litres/person/day. The dwelling/s shall not be occupied until the Building Regulation optional requirement has been complied with.

Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policies CS13 (Tackling climate change through promoting higher environmental standards), DP22 (Promoting sustainable design and construction) and DP23 (Water)

- 9 No impact piling until a piling method statement, prepared in consultation with Thames Water or the relevant statutory undertaker, detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works, has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To safeguard existing below ground public utility infrastructure and

controlled waters in accordance with the requirements of policy CS13 of the London Borough of Camden Local Development Framework Core Strategy. The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 10 All new dwellings, as indicated on plan number/s hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved by the Local Planning Authority prior to occupation.

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.

- 11 Notwithstanding the details as shown on the approved drawings, prior to first occupation a 1.1m high balustrade at the front terrace at first floor level on the boundary with 150 Kentish Town Road shall be set back by a minimum of 1m from the boundary. The balustrade shall be permanently retained and maintained thereafter

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of 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.

- 12 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which: provide details on all structures; accommodate the location of the existing London Underground structures and tunnels; accommodate ground movement arising from the construction thereof; and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

- 13 No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To safeguard the archaeology 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 DP25 and DP27 of the London Borough of Camden Local Development Framework Development Policies.

- 14 Prior to commencement of development full details of a biodiverse, substrate-based extensive living roof shall be submitted to and approved in writing by the local planning authority. The design and planting scheme should be informed by the Ecological Appraisal and should reflect the local conditions and species of interest. The details shall include the following: A. detailed maintenance plan, B. details of its construction and the materials used, C. a section at a scale of 1:20 showing substrate depth averaging 130mm with added peaks and troughs to provide variations between 80mm and 150mm and D. full planting details including species showing planting of at least 16 plugs per m². The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied. Guidance on living roofs is available in the Camden Biodiversity Action Plan: Advice Note on Living Roofs and Walls.

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.

- 15 Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value DnT,w and L'nT,w of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely eg. living room and kitchen above bedroom of separate dwelling. Approved details shall be implemented prior to occupation of the development and

thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site is not adversely affected by noise.

- 16 Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling separating the commercial part(s) of the premises from noise sensitive premises. Details shall demonstrate that the sound insulation value $D_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ adjacent dwellings/ noise sensitive premises is not adversely affected by noise.

- 17 As the proposed plant requires noise mitigation measures to comply:

Prior to use of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as specified in report ref; 22647/PNA, dated 4th March 2016. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment.

- 18 Prior to commencement of development (excluding demolition and site preparation works) on site, full details of the mechanical ventilation including air inlet locations shall be submitted to and approved by the local planning authority in writing. Air inlet locations should be located away from roads and the boiler/CHP stack to protect internal air quality.

Reason: To protect the amenity of residents in accordance with DP26, London Plan policy 7.14. To safeguard the amenities of the adjoining 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 DP12, DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 19 No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails 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

- 20 Details of lightwell treatment to include level drawings at an appropriate scale, section drawings at a scale of 1:20, plan drawings and sample of proposed covering material(s) shall be submitted to and approved by the Council prior to commencement of the scheme (excluding demolition and site preparation works)

Reason: To safeguard the appearance of the premises, the character of the immediate area and pedestrian safety in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24, DP27 of the London Borough of Camden Local Development Framework Development Policies.

- 21 In the event that additional significant contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of the Environment Agency's Model Procedures for the Management of Contamination (CLR11), and where mitigation is necessary a scheme of remediation must be designed and implemented to the satisfaction of the local planning authority before any part of the development hereby permitted is occupied.

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.

- 22 Notwithstanding the provisions of Class D1 of the Schedule of the Town and Country Planning (Use Classes) Order, 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the parts of the premises to which this application relates at first floor levels shall only be used for Dental Surgery use, and for no other purpose.

Reason: To ensure that the future occupation of the building does not reduce its employment generating potential, local dentist provision or adversely affect the adjoining premises or immediate area by reason of noise, traffic congestion and excessive on-street parking pressure, in accordance with policies CS1 (Distribution of growth), CS5 (Managing the impact of growth and development), CS8 (Promoting a successful and inclusive Camden economy), CS10 (Supporting community facilities and services) and CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy; and policies DP13 (Employment sites and premises), DP26 (Managing the impact of development on occupiers and neighbours), DP28 (Noise and vibration), DP15 (Community and leisure uses) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies.

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

D_01 A; 02A; 03A; 04A;

P_00; P01B; P_02A; P_03A; P_04B; P_05B; P_07C; P_08C; P_09C; P_10C; P_11C; P_12C; P_13B; P_14C; P_15B; P_16B; P_17B; P_18B

Air Quality Assessment (June 2016); BRUKL Document x2(dated 2/3/2016); BRUKL Output Document x4 (21/04/2016); Transport Statement (03/06/2016); Daylight & Sunlight Report (June 2016); Energy & Sustainability Statement (03/06/2016); Building Services Concept Design Report (02/06/2016); Basement Impact Assessment (June 2016); Site Waste Management Plan (03/06/2016); Planning Statement Addendum (June 2016); Planning Statement (March 2016); Design and Access Statement (June 2016); Historic Environment Desk-Based Assessment (March 2016); Environmental Noise Survey Plant Noise Assessment Report (4th March 2016); Drainage Strategy - (18/04/2016)

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

Informative(s):

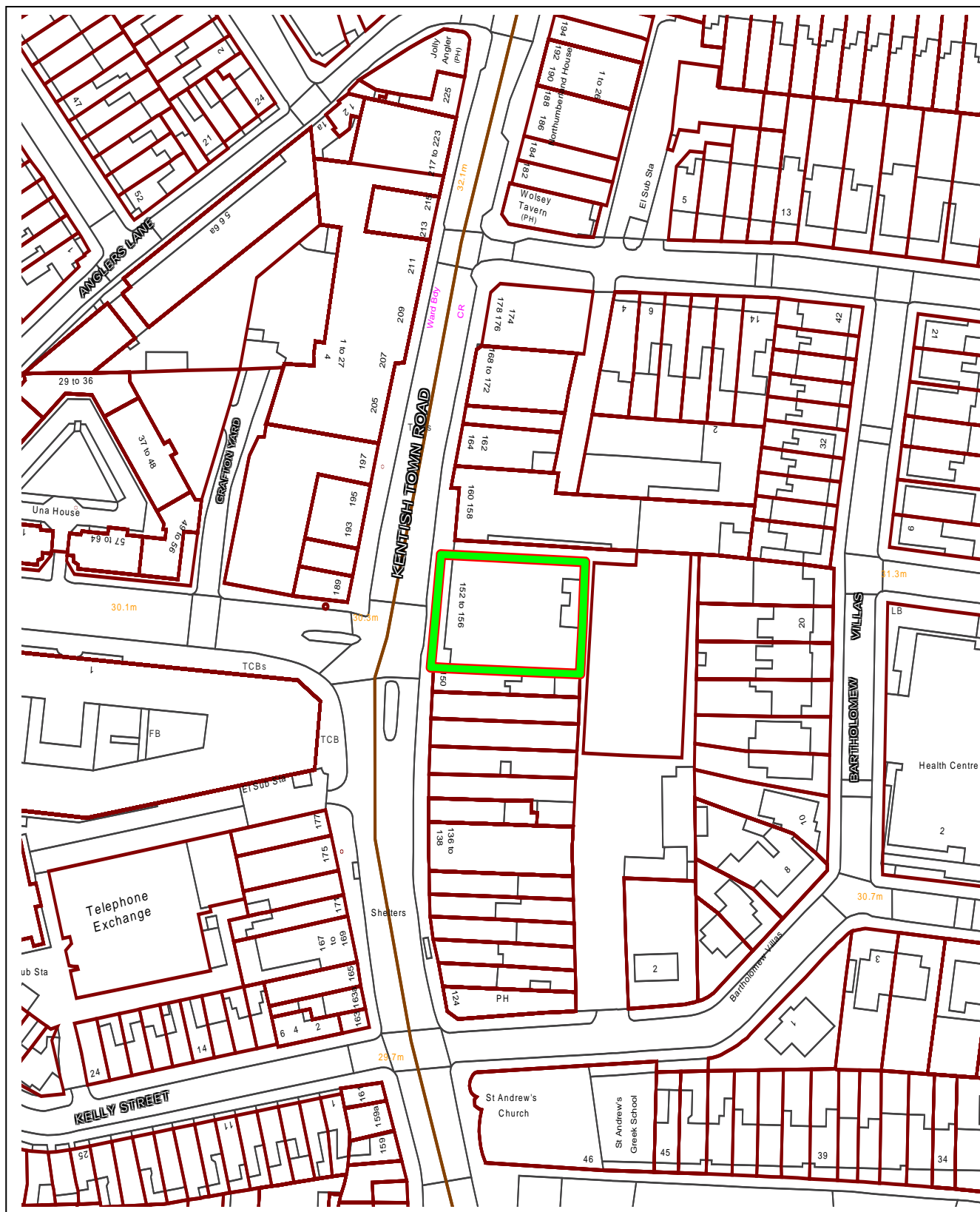
- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.
- 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 <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> 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 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 5 There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to

existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

- 6 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.
- 7 The correct street number or number and name must be displayed permanently on the premises in accordance with regulations made under Section 12 of the London Building (Amendments) Act 1939.
- 8 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.
- 9 This permission is granted without prejudice to the necessity of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, www.camden.gov.uk/planning or the Camden Contact Centre on Tel: 020 7974 4444 or email env.devcon@camden.gov.uk.
- 10 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
- 11 Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."
- 12 Written schemes of investigation in relation to archaeological heritage assets will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management

Procedure) (England) Order 2015.

- 13 You are advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods



Application No: 2016/1372/P

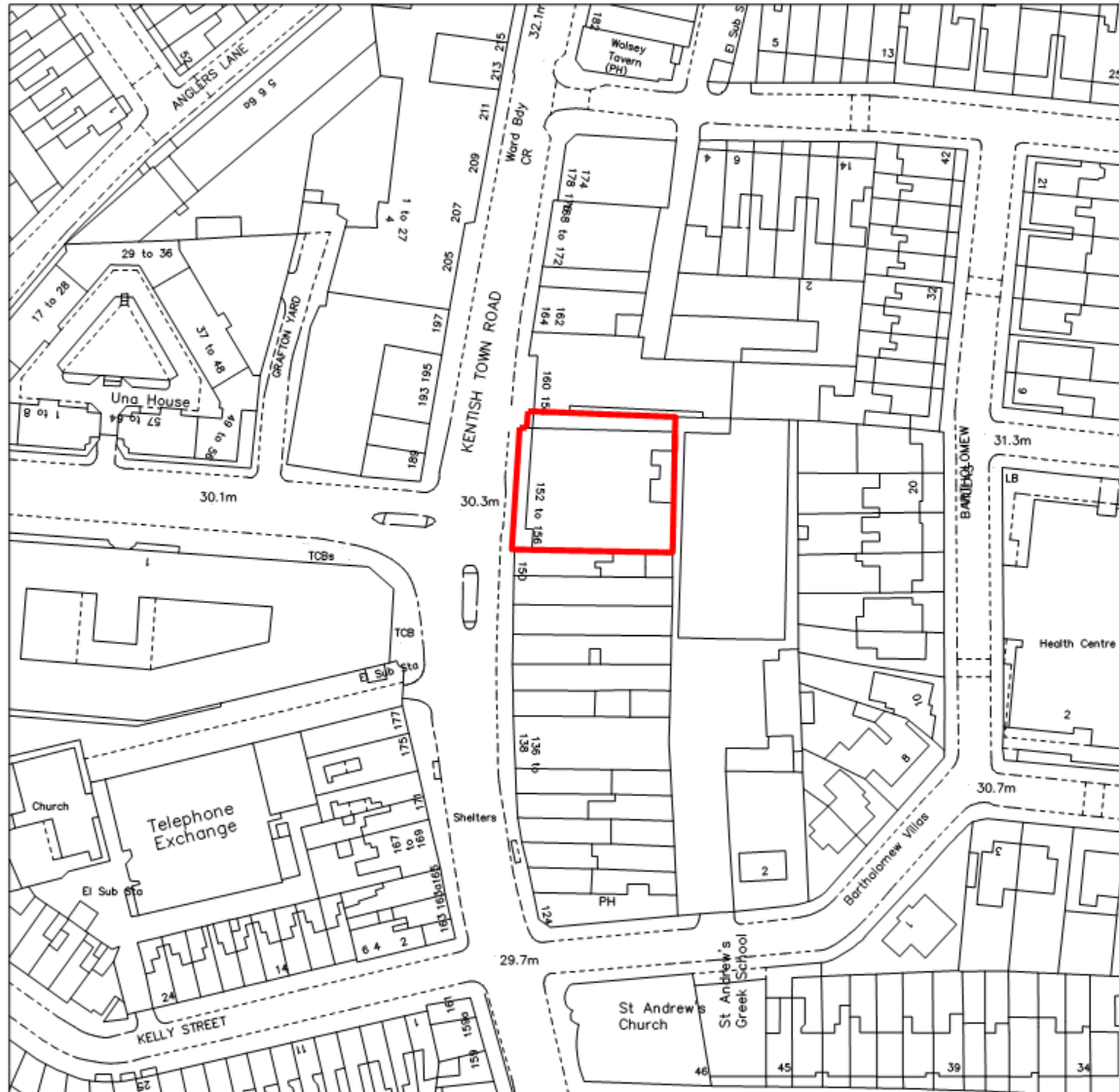
**152-156 Kentish Town Road
London NW1 9QB**

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**Scale:
1:1250
Date:
5-Aug-16**



Site location plan



Long view from Prince of Wales Road (Looking East)



Junction of Kentish Town Road and Prince of Wales Road (Looking East)



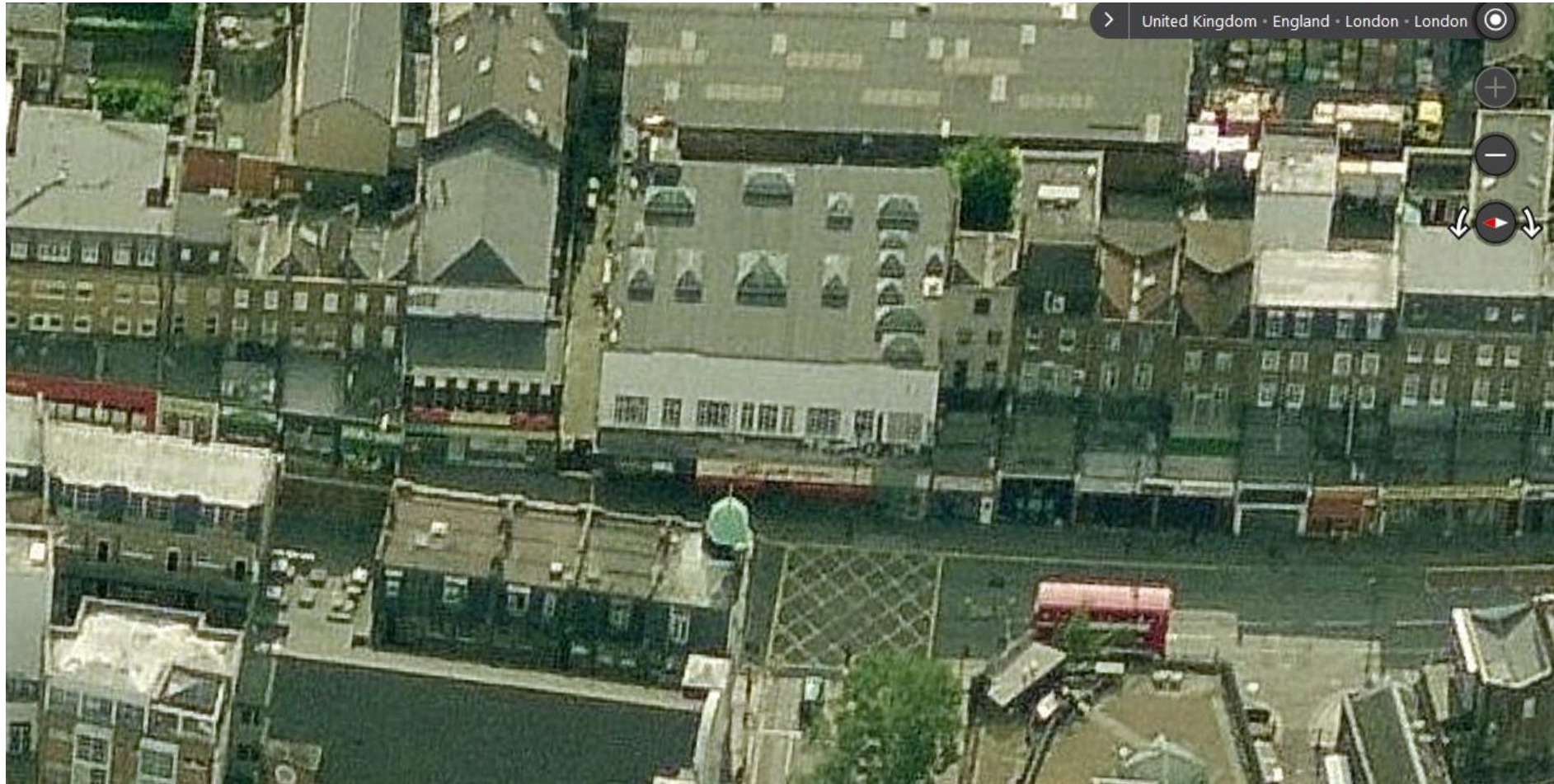
Kentish Town Road (looking north)



Kentish Town Road (Looking south)



Aerial view



Existing Perspective of Front Elevation from Prince of Wales Road



Proposed Perspective of Front Elevation from Prince of Wales Road



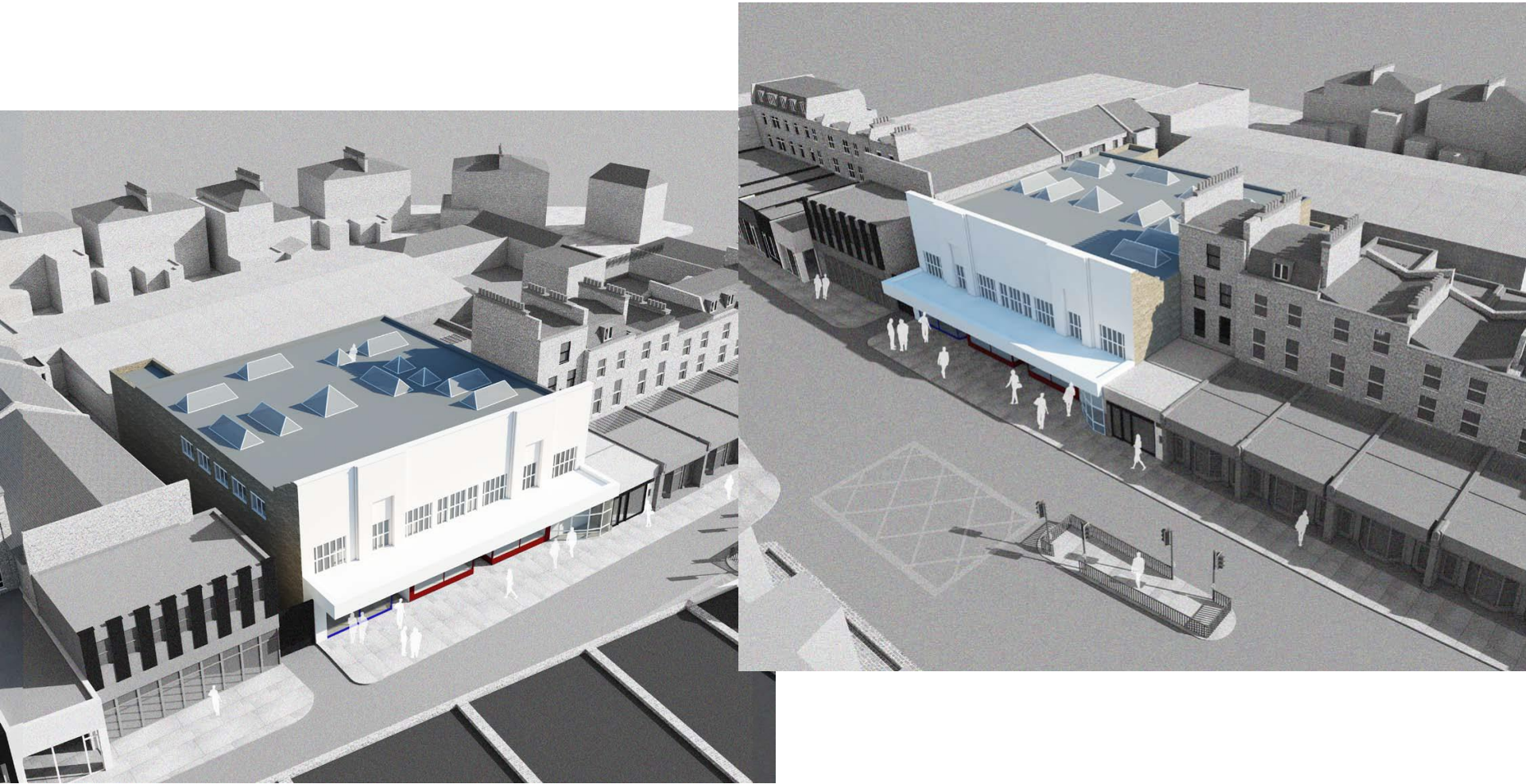
Proposed office and residential entrances



Proposed view looking south along Kentish Town Road



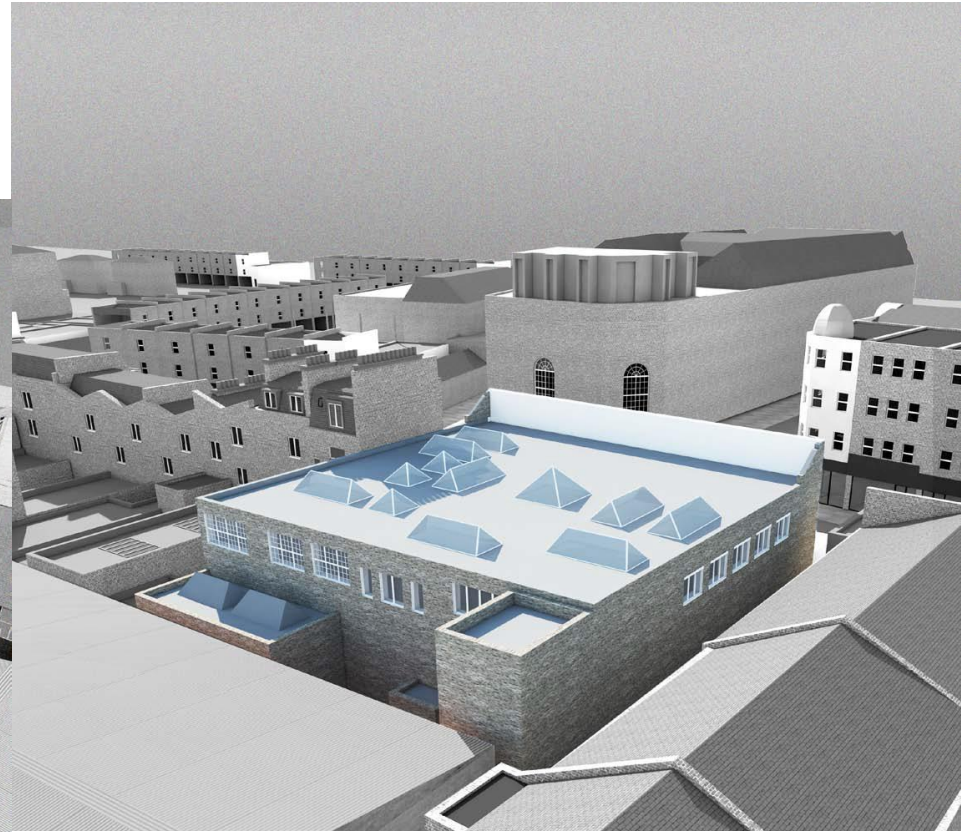
Existing Front Aerial Views



Proposed Front Aerial Views



Existing rear Aerial Views



Proposed rear Aerial Views



Existing Front elevations



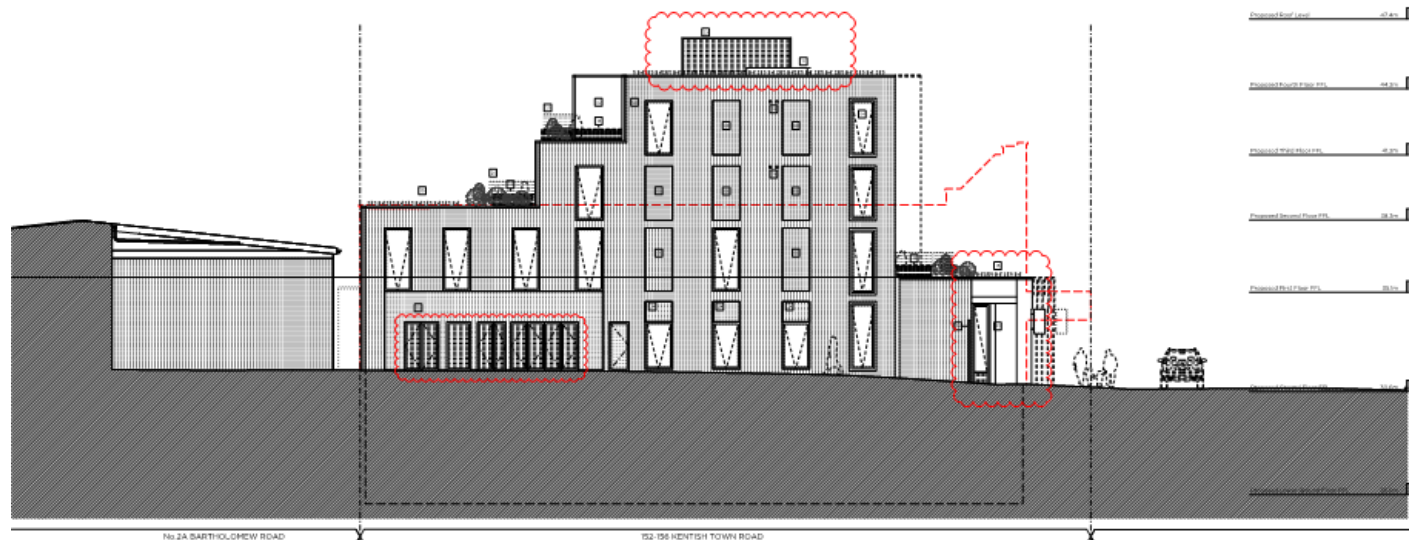
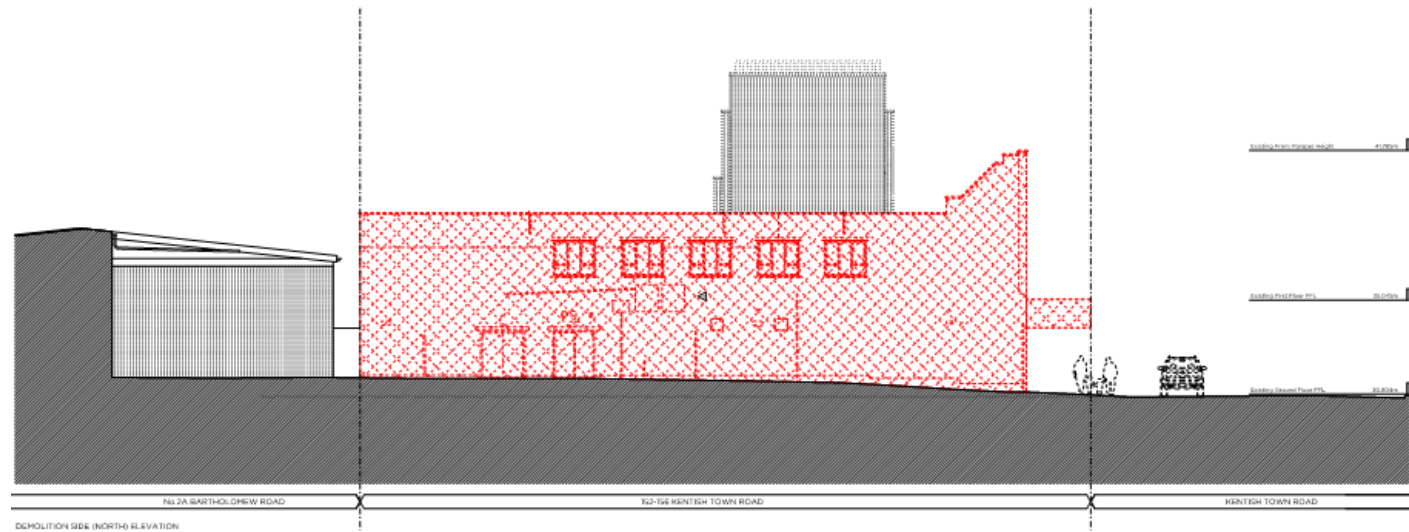
Proposed Front Elevations



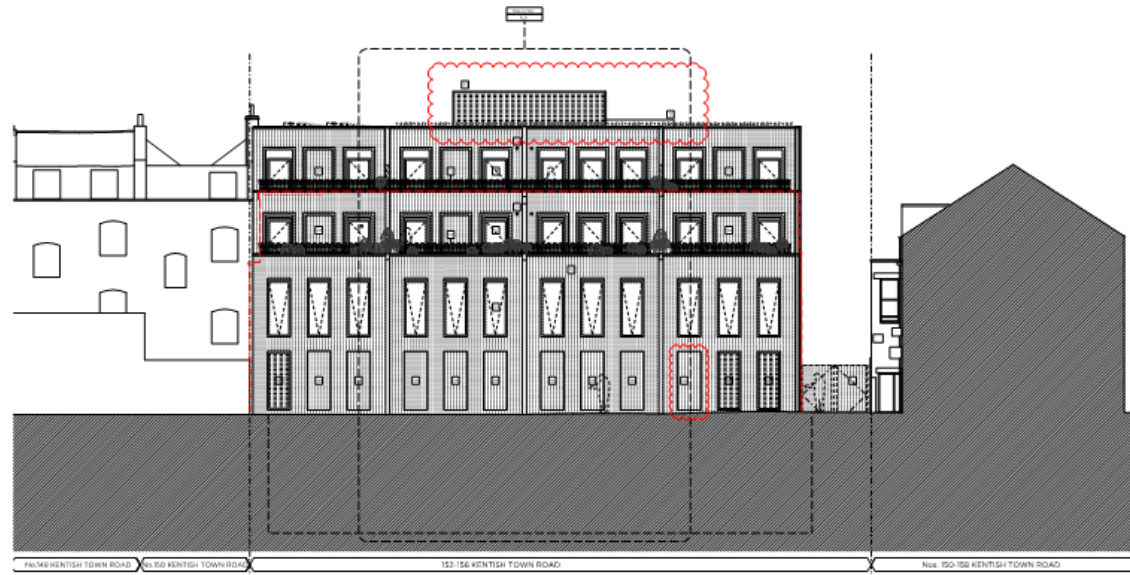
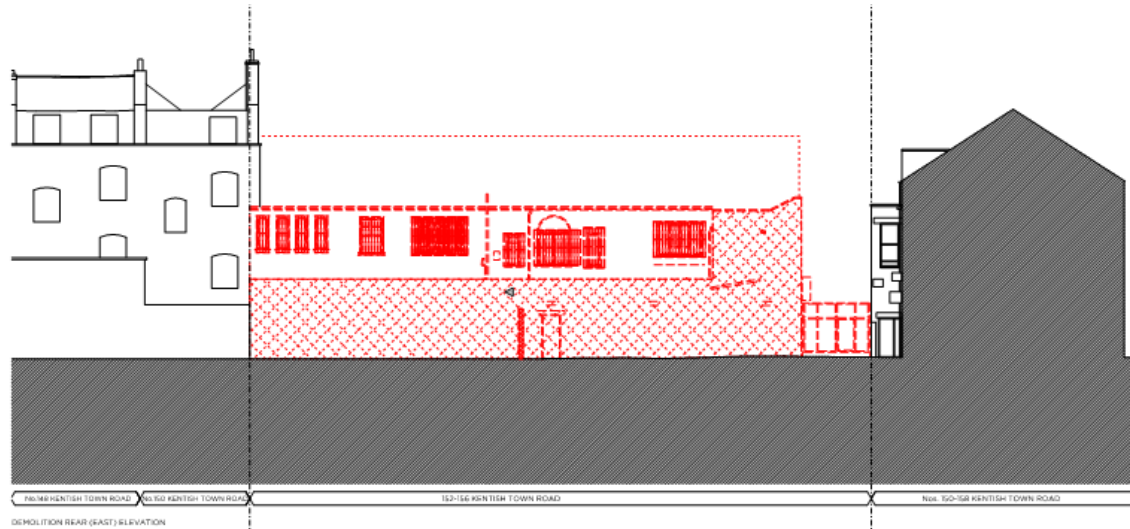
Existing and proposed front elevations



Existing and Proposed Side Elevations (looking south)



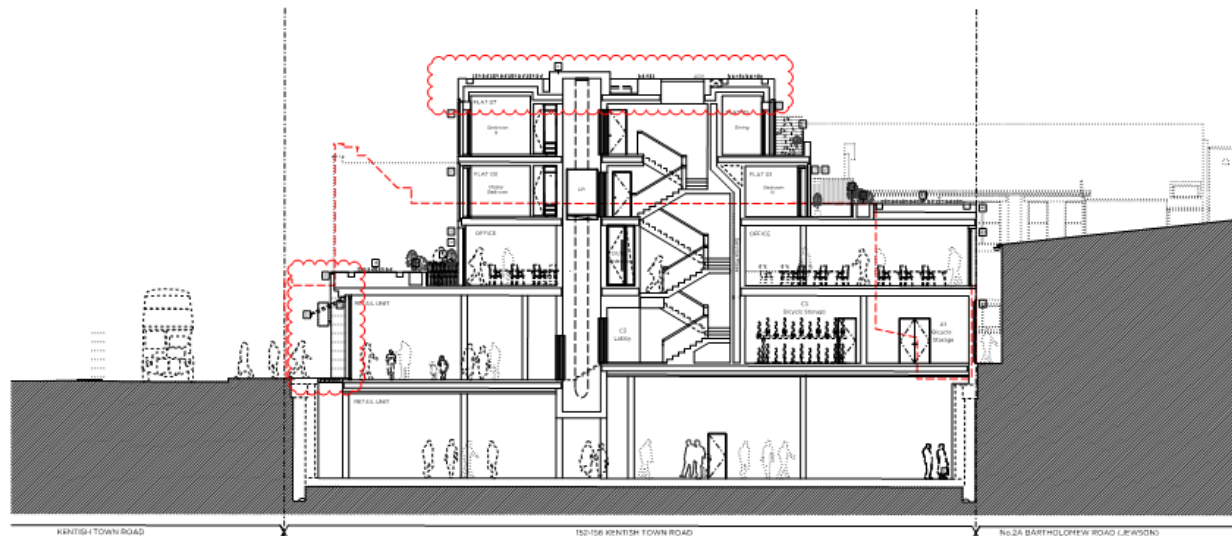
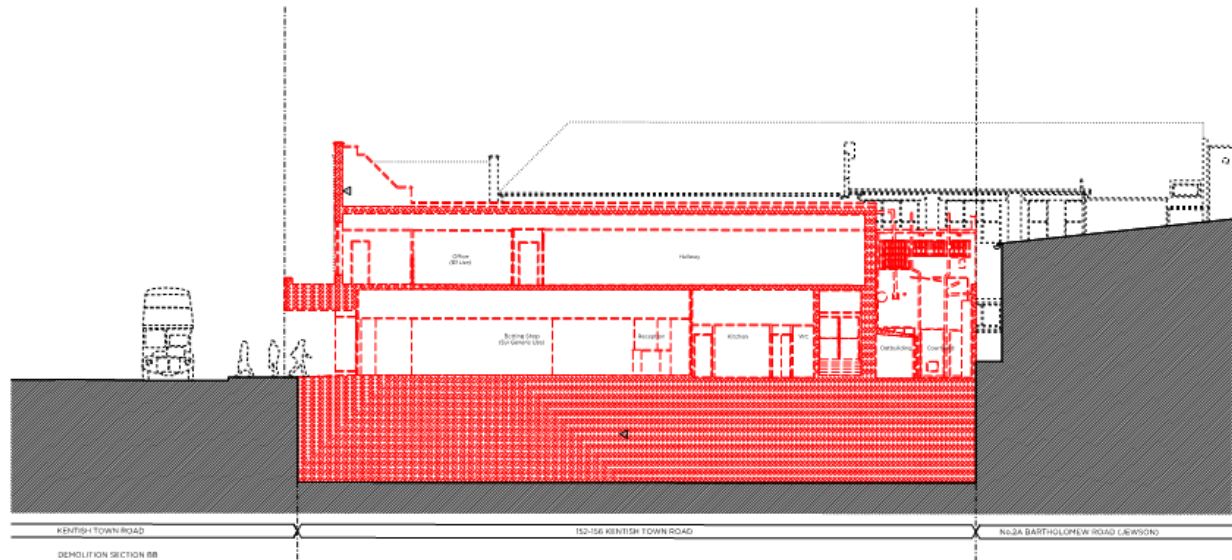
Existing and proposed rear elevations



Existing and proposed side elevations (looking north)



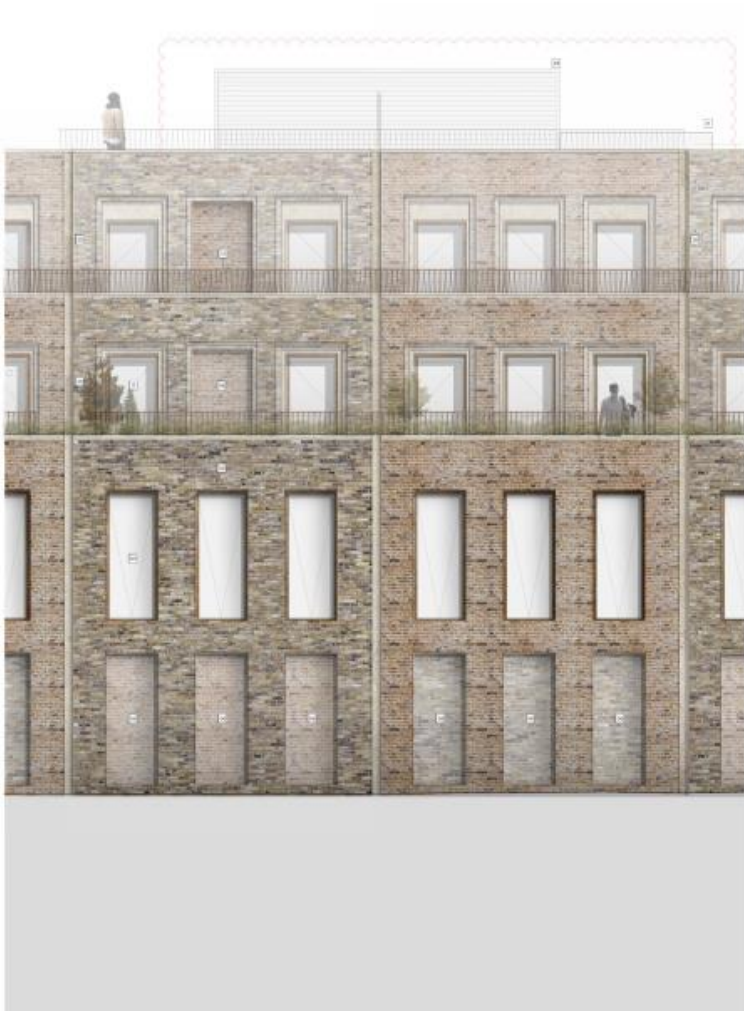
Existing and proposed cross section



Detailed front elevation and cross section

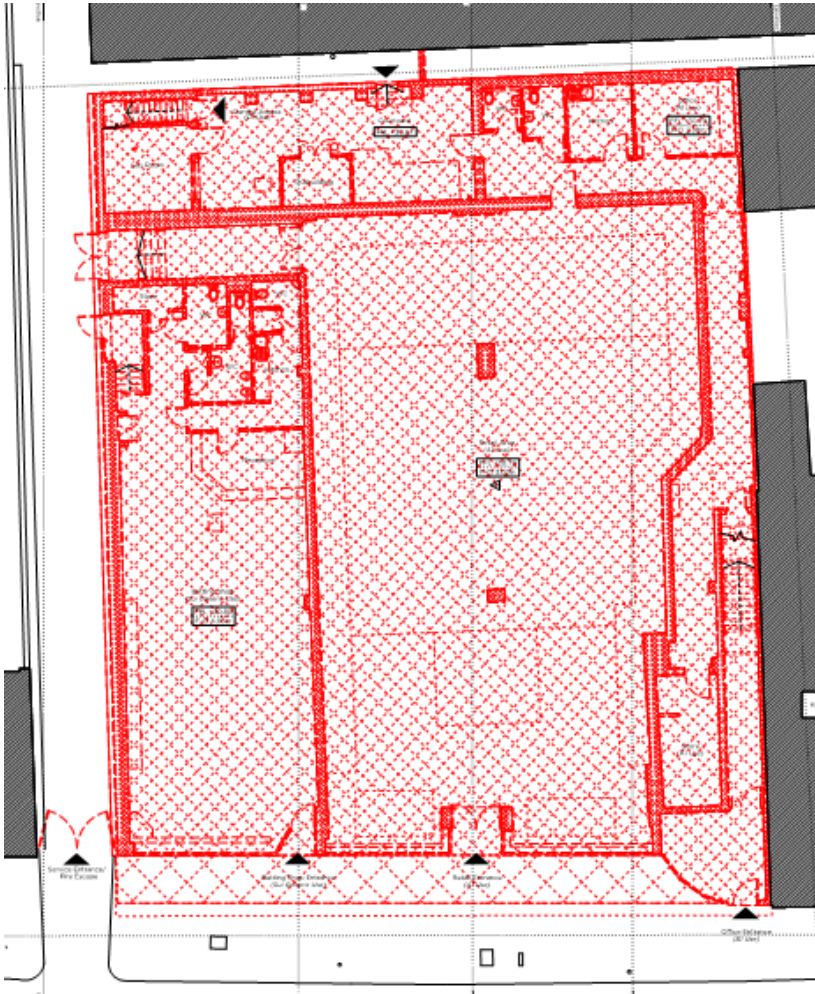


Detailed rear elevation and cross section

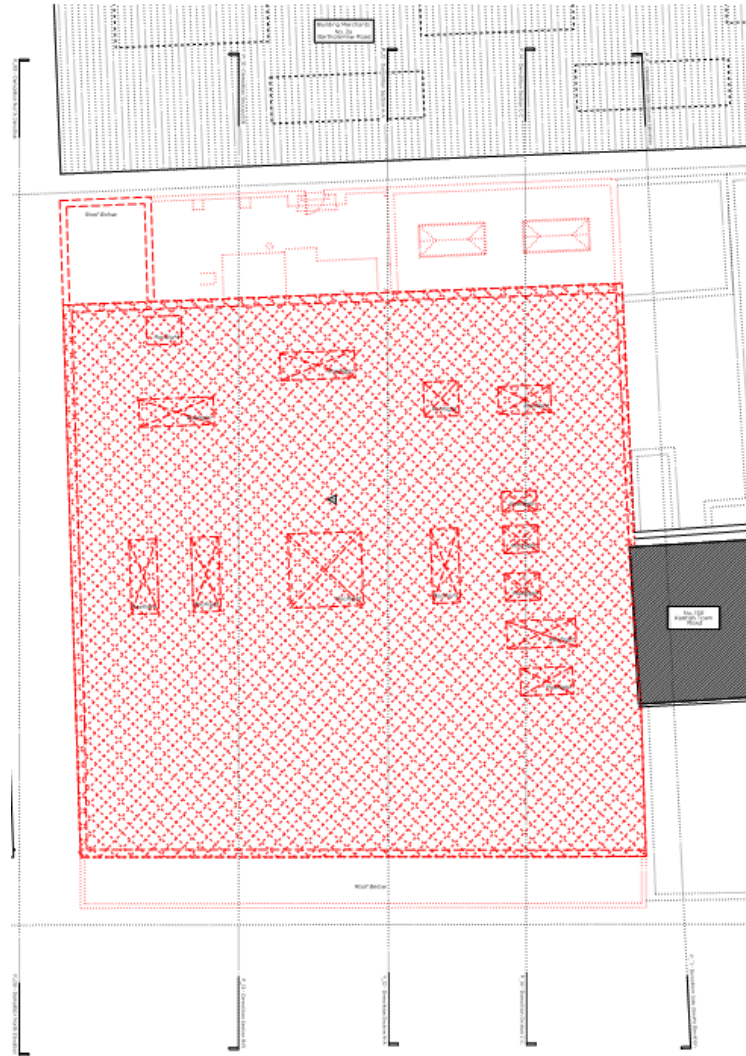




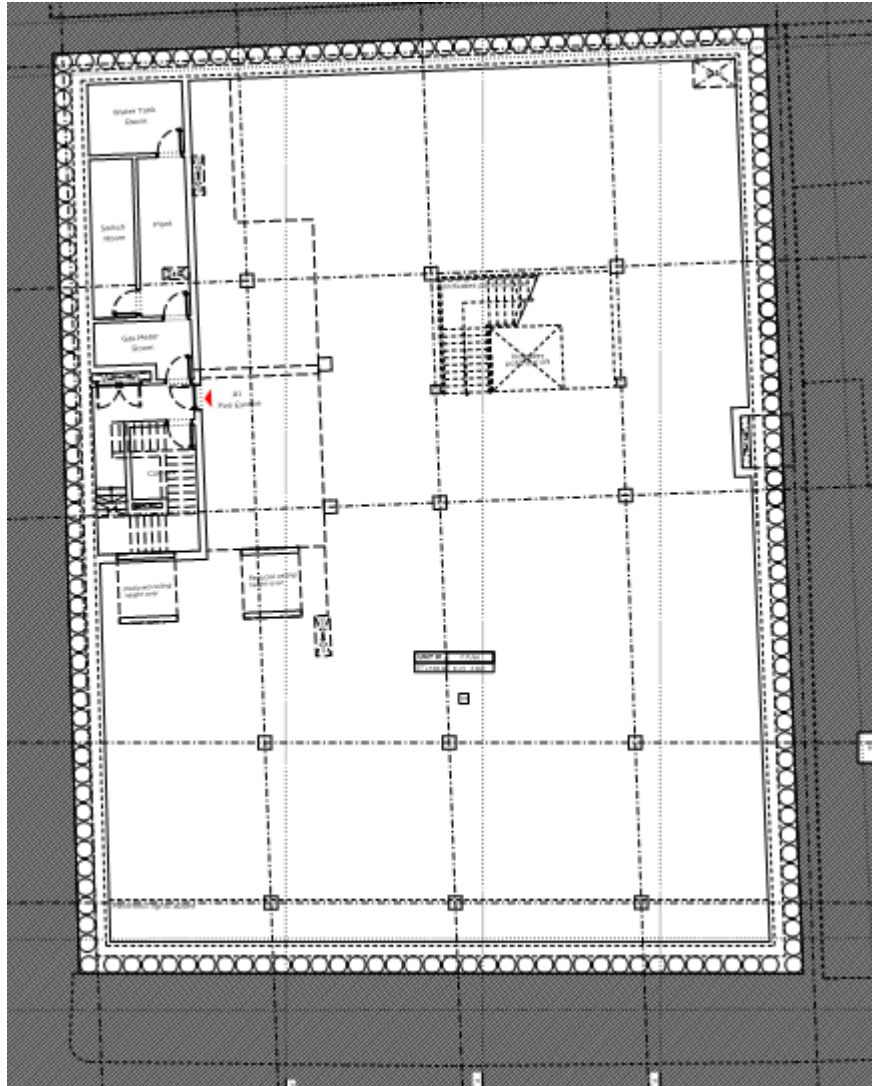
Existing Ground and First Floor Plan



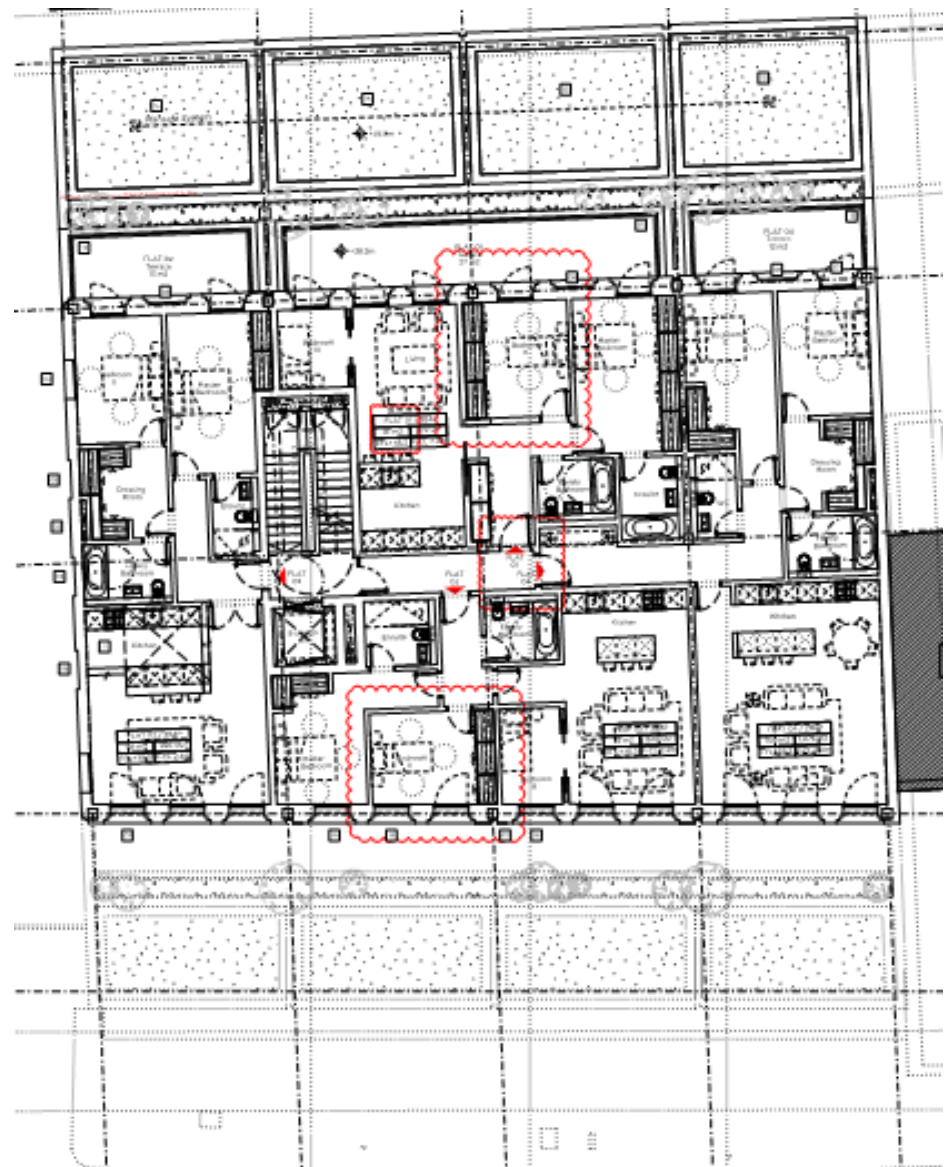
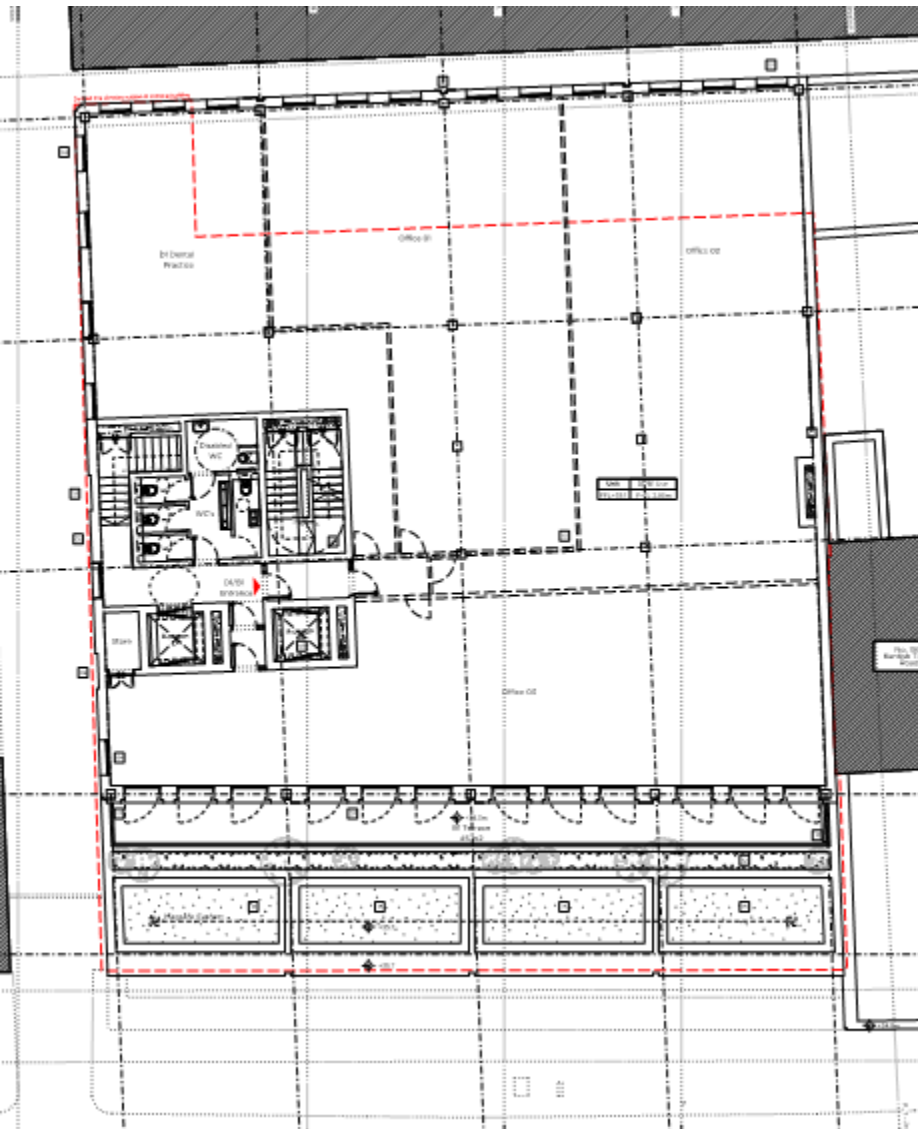
Existing roof plan



Proposed Basement and Ground Floor Plan



Proposed first and second floor plans



Proposed second and roof plans

