



Planning Statement

Planning Application

Demolition of the three storey buildings to create a four storey residential and commercial development; consisting of 3 number flats above 2 number shops, with a new basement for each shop.

3, 5 & 7 Fortess Road, Kentish Town, London NW5 1AA

DLA Ref: 19/009

March 2019

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1.0 INTRODUCTION

1.1.0 Background

1.1.1 This report relates to a planning application for the demolition of the three-storey buildings to create four-storey residential and commercial development at 3, 5 & 7 Fortess Road, Kentish Town, London NW5 1AA.

1.2.0 Scope

1.2.1 This document comprises an overarching Planning Report. Sections 2 to 4 consider the physical, economic, social and historical context of the site, identifying the relevant local, regional and national planning policy framework; Section 5 sets out the details of the proposal. All these sections inform the evaluation of the proposal in Section 6 against the identified planning policy framework. The overall conclusions are set out in Section 7 and which are summarised below at paragraph 1.2.0.

1.3.0 Summary

- The proposal follows a positive pre-application discussion with the Council and has informed the overall architectural design of the proposed building.
- Numbers 5 and 7 Fortess Road are currently vacant due to structural damage. As a result, the site not positively contribute to the visual appearance and vitality of the Kentish Town Centre, and is comparatively less attractive and vibrant than nearby shopping frontages.
- The Council accepts the principle of demolition and retention of commercial uses on the ground floor with an element of residential accommodation above.
- The scheme would increase the density of the site in respect of both commercial and residential floorspace.
- The proposal would result in a significantly enhanced accommodation and would therefore result in a material improvement to the Council's housing stock.
- A Sunlight and Daylight Assessment demonstrated that the proposal would not cause any noticeable change to existing occupiers. Results indicated that none of the existing windows will see an annual noticeable loss in sunlight levels.
- The rear elevation has been redesigned to exhibit a more active façade in order to appease the Council's concerns in terms of outlook for existing residents

- It is considered that the overall design of the proposed building would be a significant improvement over the appearance of the existing building. In addition, it would have a neutral impact on the Kentish Town Conservation Area and the Grade II listed buildings.
- The site benefits from a PTAL rating of 6a and will therefore encourage sustainable modes of transport.
- The scheme achieves a calculated reduction in CO2 emissions of 39% over Part L 2013.

2.0 SITE & CONTEXT ANALYSIS

2.1.0 Location

2.1.1 The site is positioned on the western side of Fortress Road in a triangular street block, near the junction with Kentish Town Road (to the south).

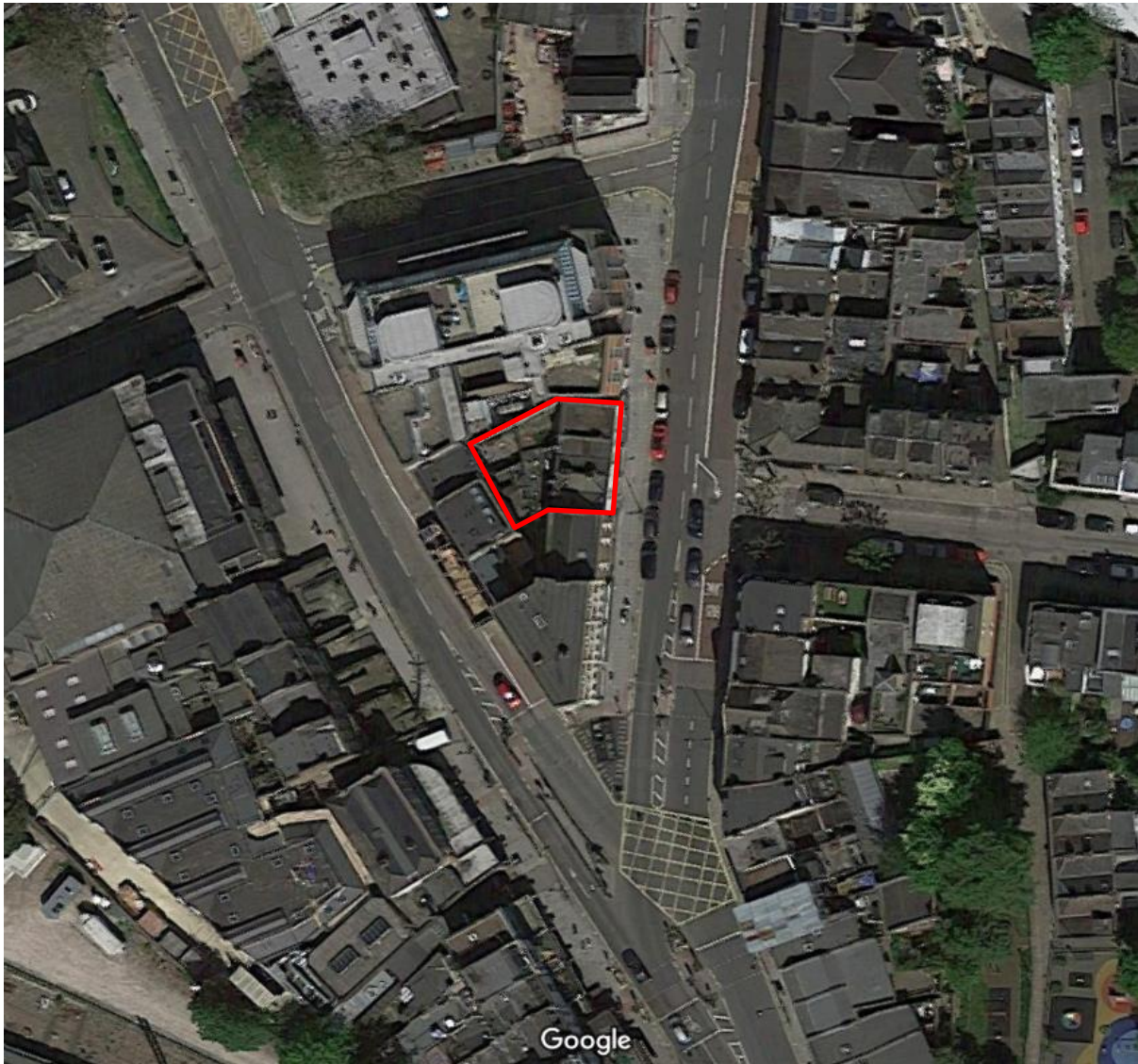


Figure 1: Location of the site

2.2.0 Application/Report Site

2.2.1 The site comprises three, three-storey terraced units. A commercial unit sits on the ground floor of number 3, which is currently occupied by a hot food takeaway with residential accommodation located on the first and second floor. Numbers 5 and 7 mirror the commercial and residential elements of number 3, although are currently vacant due to structural damage. As a result, the site does not positively contribute to the visual appearance and

vitality of the Kentish Town Centre, and is comparatively less attractive and vibrant than nearby shopping frontages.

2.3.0 **Context**

2.3.0 The site is located in the northern area of Kentish Town Centre and forms part of the secondary shopping frontage. The surrounding built form is characterised by two to five storey buildings of varying heights, design and appearance, which consist primarily of town centre uses on the ground floor and residential accommodation above. The list below exhibits the range of town centres uses:

- Sun Hin (A5 Hot food takeaways) (subject site);
- Spring Café (A3 Restaurants and cafes) (vacant subject site);
- Funky Bean (A3 Restaurants and cafes);
- Loft Style Properties (A2 Financial and professional services);
- Ace Sports (A1 Shops);
- Co-op (A1 Shops);
- O2 Forum (D2 Assembly and Leisure);
- Bull and Gate (A4 Drinking establishments); and
- CW Plant Hire (Sui generis).

2.4.0 **Proposals Map Notation**

2.4.1 The site is located within the Kentish Town Centre and Kentish Town Archaeological Priority Area. It also forms part of the Secondary Shopping Frontage, as highlighted on Map 82 of the Policy Map Alterations (June 2017). The application site does not include any statutory listed buildings, nor are any of the buildings located within the Conservation Area.

2.6.0 **Accessibility**

2.6.1 The site has an excellent Public Transport Accessibility Level (PTAL) rating of 6a. There are various bus routes operating within close proximity of the site, as well as London Underground and National Rail links running from Kentish Town, which are approximately 180m to the south on Kentish Town Road.

3.0 RELEVANT PLANNING HISTORY

3.1.0 Application Site

3.1.1 The relevant history of the application site is summarised in Figure 3.1.0 below.

LPA Ref	Proposal	Outcome
2003/1095/P	Change of use of ground floor premises from retail (A1) to food and drink (A3), including the installation of an external flu to the rear elevation.	Refused- 01/09/2003
27887	Change of use of ground floor from retail shop to snack bar	Granted- 22/01/1979
13207	Extension to shop premises at ground floor level and erection of addition at 1st floor level in order to create self-contained maisonette.	Granted- 23/02/1972
TP4339/2656	To erect an addition at the rear of the premises, in order to provide preparation room at ground floor level in connection with the existing use for a fried fish shop and to erect a kitchen, bathroom and separate W.C. at first floor level	Granted- 25/06/1965
TP4059/9177	To use the first-floor of the premises, as a social club and to erect an extension at the rear at first-floor level for use as a cloakroom and W.C.	Refused- 04/04/1962
TP4709/27401	Alterations to external and erection of a single-storey addition at rear and residential accommodation	Granted- 22/02/1961

3.2.0 Other Relevant Sites

3.2.1 Further to the planning history of the site in the above table, research into the neighbouring redevelopment at the former 'Tally Ho' Public House has been undertaken and listed below:

- **2005/2242/P:**
Demolition of existing public house and erection of a part 5 part 6-storey building comprising 33 residential flats including 13 affordable flats and retail at ground floor level. Granted (09/09/2005).
- **2008/0275/P:**
Alterations to the ground floor shopfront on the Fortress Road, Highgate Road and Fortress Walk elevations, and installation of a mezzanine floor level to provide an additional 378m² of retail floorspace as an amendment to planning permission granted 9/09/2005 (ref. 2005/2242/P) for the demolition of existing public house and erection of a part 5 part 6-storey building comprising 33 residential flats including 13 affordable flats and retail at ground floor level. Appeal allowed (21/10/2008).
- **2009/4862/P:**
Erection of a rooftop extension at 5th floor level, comprising an infill between 2 existing penthouse pavilions to provide additional accommodation to 2 existing 4th and 5th floor maisonettes (Class C3). Appeal allowed (20/10/2010).

4.0 POLICY CONTEXT

4.1.0 National Policy / Guidance

4.1.1 The Ministry of Housing, Communities and Local Government published the revised version of the National Planning Policy Framework on 24th July 2018, which was updated on 19th February 2019 and sets out the government's planning policies for England. Paragraphs 11 to 14 'The presumption in favour of sustainable development'- and Section 2: 'Achieving Sustainable Development' are directly relevant to this application. Particular account is also taken of:

- Decision-making (Section 4);
- Delivering a sufficient supply of homes (Section 5);
- Building a strong, competitive economy (Section 6);
- Ensuring the vitality of town centres (Section 7);
- Promoting healthy and safe communities (Section 8);
- Promoting sustainable transport (Section 9);
- Making effective use of land (Section 11); and
- Achieving well designed places (Section 12);

4.1.3 The National Planning Policy Guidance contains detailed guidance on the application of the NPPF and is a material consideration in the decision-making process.

4.2.0 The London Plan (July 2016)

4.2.1 The London Plan sets out the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. Boroughs' local development documents are required to be in general conformity with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

4.2.2 This document has been consolidated with all the alterations to the London Plan since 2011.

4.3.0 Camden Local Plan (2017)

4.3.1 Camden Local Plan was adopted by the Borough on 3rd July 2017 and sets out the Council's planning policies, which replaced the Core Strategy and Development Policies planning documents. The following Local Plan Policies are considered to be relevant:

Policy No.	Title
Policy G1	Delivery and location growth
Policy H1	Maximising housing supply
Policy H2	Maximising the supply of self-contained housing from mixed-use schemes
Policy H3	Protecting existing homes
Policy H6	Housing choice and mix
Policy H7	Large and small homes
Policy C5	Safety and security
Policy C6	Access for all
Policy E1	Economic development
Policy E2	Employment premises and sites
Policy A1	Managing the impact of development
Policy A2	Open Spaces
Policy A4	Noise and vibration
Policy A5	Basements
Policy D1	Design
Policy D2	Heritage
Policy D3	Shopfronts
Policy TC1	Quantity and location of retail development
Policy TC2	Camden's centres and other shopping areas
Policy TC4	Town centre uses
Policy TC5	Small and independent shops
Policy T1	Prioritising walking, cycling and public transport
Policy T2	Parking and car-free development

4.4.0 **Supplementary Planning Guidance / Documents**

4.4.1 The following Supplementary Planning Guidance are relevant to this application:

- CPG Housing (interim);
- CPG 2 Housing May 2016 (updated March 2018);
- CPG Amenity;
- CPG Basements;
- CPG Employment Sites and Business Premises; and
- CPG Town Centres

4.5.0 **Kentish Town Neighbourhood Plan (2016)**

4.5.1 The Kentish Town Neighbourhood Plan was adopted in November 2016. The following neighbourhood plan policies are considered to be relevant:

Policy No.	Title
Policy SW1	Supporting small businesses
Policy SW2	Protection of secondary shopping frontages
Policy D3	Design principles

5.0 DESCRIPTION OF DEVELOPMENT

5.1.0 Use

5.1.1 The proposal comprises the demolition and redevelopment of the existing three-storey buildings on the site, to provide a new shop (Class A1) and café (Class A3) on the ground floor with a basement for each of the commercial units, and three self-contained dwellings on the three levels above. The table below sets out the areas of the existing and proposed land uses:

Land Use	Existing GIA (sqm)	Proposed GIA (sqm)	Net Change of GIA (sqm)
Hot Food Takeaways (Class A5)	39 sqm	0 sqm	- 39 sqm
Café (Use A3)	48 sqm	141 sqm	+ 93 sqm
Retail (Use A1)	43 sqm	103 sqm	+ 60 sqm
Residential (Class C3)	157 sqm	229.5 sqm	+ 72.5 sqm
Total	287	473.5 sqm	+ 186.5 sqm

5.2.0 Layout

5.2.1 Access to the retail unit would be achieved from the south-east corner of the proposed building off Fortess Road. To the rear of the unit would be a goods lift and staircase, serving as access to the basement level. The basement level would primarily be used as storage for the retail unit and would also accommodate a staff toilet.

5.2.2 Access to the coffee shop would be located to the west of the proposed building of Fortess Road. The ground floor level would comprise of the counter and seating for 36 persons, including a wheelchair accessible lift and staircase to the basement. The basement level would provide additional seating for 30 persons, as well as toilets for staff and customers.

5.2.3 Access to the entrance lobby for the proposed residential units would be achieved from the north-east corner of the building. The lobby includes a cycle store (for 6 no. bikes); mail boxes upon entry; a wheelchair accessible lift and staircase serving all residential floors; and a plant room for the purposes of controlling the vertical green wall on the rear of the building. The bin store would have a separate access point off Fortess Road.

5.2.4 The proposed dwellings would occupy the first, second and third floors. All three of the proposed units would have identical layouts, with a floorspaces of approx. 76.5 sqm. The living room, dining area and kitchen would reflect an open plan arrangement, benefiting from private amenity space in the form of a rear balcony. In addition, there are three

proposed bedrooms, including a master bedroom and two singles. All properties would have a bathroom and an additional separate toilet.

5.3.0 Appearance & Scale

5.3.1 A full explanation of the appearance, scale and materials of the proposed development are set out within the Design and Access Statement prepared by GLA Architects.

5.3.2 In summary, the design of the proposed building is generally in keeping with the style and character of the surrounding area. It would incorporate design elements and brickwork to mirror the façade of numbers 1a and 2a Fortess Road. The proposal would be for a four-storey building, which would resemble the general building heights of the area.

5.4.0 Landscaping

5.4.1 No on site trees or other landscaping of any value would be lost as a result of these proposals. The only proposed landscaping would be to integrate a vertical green wall on the rear elevation of the building.

6.0 CONSULTATIONS

6.1.1 Two pre-application enquires have been made to the London Borough of Camden ahead of the submission of this applications. A pre-application enquiry (2015/5011/PRE) was submitted in 2015, which was a proposal for the demolition of a three-storey building to create a five-storey residential and commercial development consisting 7x 1 bed flats and a shop, with excavation of a new basement.

6.1.2 In addition to this, another pre-application enquiry was submitted on the 1st November 2016 for the demolition of the existing three storey properties at 3, 5 and 7 Fortess Road and the erection of a four-storey building, with excavation of a basement. A written response (2016/6037/PRE) for this was received on 18th May 2017 and has been summarised below in the table:

Issue	LPA's Response – May 2017
Principle of land use	<ul style="list-style-type: none"> - The Council accepts the principle of demolition and supports the retention of retail uses on the ground floor level and residential uses above.
Standard of residential accommodation	<ul style="list-style-type: none"> - Each unit (82 sqm) would meet national space standards for self-contained dwellings for a 4 person, 3-bed unit. - Concerns about the amount of light reaching the master bedrooms on each floor due to the unusual window design. - No objections to windows facing west. - Details of any extractors and flues would need to be submitted along with a noise report setting out how this would be sensitively designed to mitigate noise and odour impacting the amenity of existing and proposed residents.
Housing mix	<ul style="list-style-type: none"> - Three-bed dwellings have high priority and would be an appropriate housing mix.
Design	<ul style="list-style-type: none"> - The height and size of the building is improved on the previous pre-application enquiry however it could be set back at third floor level to provide some subordination to the corner buildings adjacent at 1-34 Fortess Walk. - The detailed design of the proposed buildings is currently unacceptable and requires some revision before an application is submitted. - The design of the façade is too busy and would benefit from more considered detailing. One example of this is in terms of the vertical

	<p>emphasis and advises to pick up the three historic plot width. This should also be expressed at ground floor level.</p> <ul style="list-style-type: none"> - The fascia sign should be considerably reduced in size and the shopfronts would benefit from have a stall riser rather than being floor to ceiling glazed. - In terms of the proposed windows, the upper windows on the front façade should be recessed by at least one brick width. We would recommend that the glass balustrades are framed which would help add depth and relief to the façade. All the windows should have a soldier course or other similar detail above them, and sills at their base which will assist weathering over time. - The stone receded panel and niches might benefit from being brick. - The horizontal emphasis proposed on the front elevation, the stone bands between the floors have some merit, however might wish to consider giving these greater depth so that they project forward the building line slightly similar to number 1 Fortess Road. - The additional half width white bands look fussy and may wish to consider a detail in brick instead which would be a subtler way to enliven the façade. - The current design of the proposed rear façade would provide a very poor outlook for existing residents of 8 and 10 Highgate Road where the rear faces onto it. The use of blind windows, soldier courses or brick arches above windows, sills on windows will add visual interest and reduce the large area of blank façade. - No objection to some windows with open outlook to the rear, however would suggest there are more windows with open outlook than the existing situation.
Amenity impact	<ul style="list-style-type: none"> - The proposal would need to be sensitive to the residential units to the rear at 6,8 and 10 Highgate Road. - A daylight and sunlight report should be submitted with an application to demonstrate the impact of the proposed increase in height of the building on the residential occupiers to the rear at 6,8 and 10 Highgate Road. - Strongly advise to keep the existing rear building line to minimise the impact on adjoining residential occupiers.
Basement Impact	<ul style="list-style-type: none"> - All new basements will be assessed to ensure they maintain the structural stability of the building any neighbouring properties, avoid adversely affecting drainage and run-off causing other damage to the water environment, and avoid cumulative impacts on structural ability or the water environment in the local area.

	<ul style="list-style-type: none"> - Basement development should be less than 1.5 times the footprint of the host building in area, should not exceed 50% of the garden within the property and should be set back from the neighbouring property boundaries where it extends beyond the footprint of the host building. - The new single storey basement proposed here under the footprint of the building will be acceptable in principle and will have little impact on the appearance of the new building. - Any application would need to be supported by a Basement Impact Assessment. - An 'Approval in Principle' (AIP) would include structural details and calculations to demonstrate that the proposed development would not affect the stability of the adjacent public highway adjacent to the site. This would be secured as a section 106 planning obligations. - Archaeological Assessment would need to be submitted.
Transport	<ul style="list-style-type: none"> - Has an excellent PTAL rating of 6a. - In order to secure that the development remains car free in the future the new residential units must be made car free by means of a Section 106 obligation, - The proposal would require 6 long stay cycle parking bays.
Highways	<ul style="list-style-type: none"> - Council will secure a financial contribution for highway works as a section 106 planning obligation.
Construction Management Plan	<ul style="list-style-type: none"> - The Council needs to ensure that the development can be implemented without being detrimental to amenity for the safe and efficient operation of the highway network in the local area. - A Construction Management Plan (CMP) should therefore be secured as a Section 106 planning obligation. A financial contribution would need to be secured (as Section 1067 planning obligation) to cover the costs of reviewing the CMP.
Servicing	<ul style="list-style-type: none"> - Details of the how the commercial units at the ground floor and basement level would be serviced should be submitted at application stage.
Sustainability	<ul style="list-style-type: none"> - The Council will require development to incorporate sustainable design and construction measures. A sustainability statement demonstrating how the development mitigates the causes if climate change and adapts to climate change. - All application must demonstrate through the submission of appropriate sustainability and energy statements the detail of

	which to be commensurate with the scale of the development, and thus will be confirmed by a post-construction review secured by either condition or a Section 106 agreement.
CIL	- The scheme will be liable to Community Infrastructure Levy for both Mayor of London and London Borough of Camden.

7.0 PLANNING CONSIDERATIONS

Based on the analysis set out in Sections 2 to 5, I consider that the application proposal raises the following issues, which I will consider in turn below:

1. Principle
2. Dwelling Mix and Quality
3. Design and Heritage
4. Basement Impact
5. Transport, Parking and Servicing
6. Energy and Sustainability

7.1.0 **Issue No 1: Principle**

7.1.1 **Demolition of the Existing Buildings**

7.1.2 Numbers 5 and 7 Fortess Road have been vacant for a period 8 and 12 years respectively and, are therefore not contributing to the vitality of Kentish Town Centre. NPPF paragraph 118 recognises that's substantial weight to the value of using suitable brownfield land (including under-utilised buildings) that supports opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land should be given substantial weight. Considering two of the three buildings are currently vacant due to structural damage, redevelopment of the site should be regarded as a more sustainable and effective use of land and is in accordance with national and local policy objectives.

7.1.3 The Council acknowledged in the written pre-application response (summarised in section 5) that due to the extremely poor condition of the existing buildings, the Council accepts the principle of demolition and retention of retail uses on the ground floor with an element of residential accommodation above, which is also supported by Policy G1 of the Local Plan.

7.1.4 **Mixed Use Development**

7.1.5 The NPPF paragraph 91 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places. In particular, "mixed-use developments can play a role in promoting social interaction, including opportunities for meetings between people who might no otherwise come into contact with each other". The NPPF also encourages planning decisions to promote effective use of land in meeting the need for homes and other uses. With regards to this, paragraph 118a highlights that mixed-use schemes can result in multiple benefits.

7.1.6 Policy G1 of Camden's Local Plan lays out how the Council will create the conditions for growth across the Borough. It states that:

"The Council will deliver growth by securing high quality development and promoting the most efficient use of land and buildings in Camden by:

- a. supporting development that makes best use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;
- b. resisting development that makes inefficient use of Camden's limited land;
- c. expecting the provision of a mix of uses where appropriate, in particular in the most accessible parts of the borough, including an element of self-contained housing where possible; and

- d. supporting a mix of uses either on site or across multiple sites as part of an agreed coordinated development approach, where it can be demonstrated that this contributes towards achieving the strategic objectives and delivers the greatest benefit to the key priorities of the Plan.”

7.1.7 Policy G1 also identifies that the Local Plan seeks to meet the Borough’s objectively assessed needs to 2031 for 16,800 additional homes, 695,000 sqm of office floorspace and c30,000sqm of retail floorspace. Although the site is not located within a growth areas, Policy G1 does make reference to growth being delivered through development at highly accessible locations such as the town centre of Kentish Town.

7.1.8 Assessment

7.1.9 The site is in a highly accessible and sustainable location where the redevelopment of brownfield land is making best use of the Borough’s limited land supply. This approach is in compliance with the core principles of the NPPF, which encourages the re-use of previously developed and also Policy G1 of the Camden Local Plan.

7.1.10 The scheme proposes a retail and coffee shop on the basement and ground level with residential accommodation on the three levels above. The mix of uses is consistent with nearby development in the Kentish Town vicinity and aligns with Policy G1, which expects an element of self-contained housing where possible. Having a range of active uses throughout the day increases the level of safety and security for current and future inhabitants. This is supported by NPPF paragraph 91, which aims to achieve healthy, inclusive and safe places.

7.1.11 Town Centres are considered to be suitable for higher density developments provided that they are of high quality and contribute to the character of the area. The excavation of a basement and erection of an additional floor would increase the density on the site in respect of both commercial and residential floorspace. As shown in the existing and proposed GIA table (section 5), there would be an increase in A3, A1 and C3 floorspace of 93sqm, 60sqm and 72.5sqm respectively- a total increase of 186.5 sqm in floorspace. It is considered that a mixed used development is acceptable in principle and would be a desirable replacement for the mainly redundant existing buildings.

7.1.12 **Retail and Other Town Centre Uses**

7.1.13 Paragraph 85 of the NPPF states that “planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaption”. The National Government recognises the importance Town Centres as a focal point for community activity, as well as their role in providing character and identify to local areas. In essence, National Policy seeks to maintain and protect their long-term viability and vitality.

- 7.1.14 Policy TC1 of the Camden Local Plan notes that “the Council will focus new shopping and related uses in Camden’s existing centres, having regard to the level of capacity available in these locations”. This additional provision of retail floorspace is expected to be supported by a range of other centres uses, including food, drink and entertainment uses. The Camden Retail and Town Centre (2013) identifies a need of approximately 30,000sqm of new retail floorspace by 2031.
- 7.1.15 Policy TC2 of the Camden Local Plan states that “the Council will promote the successful and vibrant centres throughout the Borough to serve the needs of residents, workers and visitors”. To achieve this, the Council will seek to protect and enhance the unique character of each of Camden’s centres and make sure that food, drink and entertainment and other suitable uses do not have a harmful impact on the residents and the local area.
- 7.1.16 Further to this, Policy TC2(g) refers to secondary shopping frontages as locations for shops (A1) together with a broader range of other town centre uses to create centres with a range of shops, services, food, drink and entertainment uses which support the viability and vitality of the centre. It also refers to Appendix 4 of the Camden Local Plan, which lays out the Council’s expectations for the mix and balances within frontages for each designated centre. It requires Kentish Town secondary frontages to provide a minimum of 50% A1 shops in each individual frontage. However, there is no requirement for A3, A4 and A5 uses as a proportion of each individual frontage.
- 7.1.17 Policy TC4 of the Camden Local Plan aims to ensure that “development does not cause harm to the character, function, vitality and viability off a centre, the local area or the amenity of neighbours”. In particular, the Council will consider the effect of development on the shopping provision and the character of the centre; the individual planning objectives for each centre, as set out in the supplementary planning document Camden Planning Guidance on town centres and retail; and the impact of the development on nearby residential uses and amenity and any prejudice to future residential development.
- 7.1.18 Policy TC5 of the Camden Local Plan states that “the Council will promote the provision of small shop premises suitable for small and independent businesses”. It will do this by encouraging the occupation of shops by independent business and the provision of affordable premises. This is echoed by Policy SW1 of the Kentish Town Neighbourhood, which seeks to promote of small businesses, along with the retention and increase of floorspace for the use of small businesses.
- 7.1.19 Under the guidance of Policy SW2 and SW3 of the Kentish Neighbourhood Plan, the aim is for 60% of secondary retail frontages to be in retail use. Any scheme that results in the loss of a retail unit would be resisted by the Council.

- 7.1.20 Policy 2.15 of the London Plan encourages Town Centres beyond the Central Activities Zone to be “the main foci for commercial development and intensification, including residential development”. Policy 4.7 of the London Plan states that “the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment”.
- 7.1.21 Assessment
- 7.1.22 As previously identified, the site is located in the secondary frontage of Kentish Town centre. The ground floor level of 5 & 7 Fortess Road are currently vacant and, are therefore not fulfilling national and local Policy objectives in relation their contribution to the function, character and vitality of the Town Centre. As such, the current ground floor situation is not benefiting the Town Centres local economy and competitiveness.
- 7.1.23 Redevelopment of this site provides an excellent opportunity to revitalise this section of the street scene with compatible uses in line with Policy TC2, which aims to integrate other uses such as A3 restaurants and cafes alongside A1 retail. It would retain and enhance the existing A1 retail use as required by Local and Neighbourhood Plan Policy, including an additional provision of A1 retail and A3 floorspace over and above the existing. Due to a clear lack of A1 retail units within adjacent and nearby frontages, the proposal would make a positive contribution to the shopping provision in the local area.
- 7.1.24 Furthermore, the Kentish Town Neighbourhood Plan has recognised that the economic health of the Town Centre is suffering as a result of the loss of at least 130 small businesses and offices since legislative changes were made to the Town and Country (General Permitted Development) Order, in 2012. This modification has streamlined the change of use from business to retail to residential without the need of planning permission. Although the GDPO modification does not directly relate to A1 retail, the implications of the loss in floorspace has a knock-on effect where smaller business are losing their premises and fewer younger people are coming into Kentish Town. This is only exacerbated by vacant premises such as the application site.
- 7.1.25 The redevelopment is in full compliance with the Policy position of SW1 and TC5 which encourages the provision of additional small business floorspace. The Neighbourhood Plan defines small businesses as those that employ less than 50 people. As such, the redevelopment proposes commercial premises that would be suitable and affordable for small businesses and independent retailers.
- 7.1.26 **Residential Accommodation**
- 7.1.27 Changes to the NPPF in July 2018 maintained the National Government’s objective “of significantly boosting the supply of homes” and its requirement for Council’s to demonstrate a five-year housing land supply. There is greater emphasis in the revised framework on the

deliver of new homes and it formalises the introduction of a new standardised methodology for calculating housing need and the housing delivery test.

- 7.1.28 The London Plan recognises that the delivery of homes is a key objective. Policy 3.3 states that the Capital requires an annual average of 42,000 net additional homes and, more specifically, outlines that Camden should be delivering 889 dwellings per year.
- 7.1.29 Policy H1 of the Camden Local Plan refers to the Council's aim to secure "a sufficient supply of homes to meet the needs of existing and future households by maximising the supply of housing and exceeding a target of 16,800 additional homes from 2016/17-2030/31, including 11,130 additional self-contained homes".
- 7.1.30 Policy H2 of the Camden Local Plan supports the aims of Policy H1 by promoting the inclusion of self-contained homes where non-residential development is proposed so long as it is compatible with the character and operational requirements of the proposed non-residential use and other nearby uses. Where the development proposes a total increase of more than 200 sqm of GIA, it will require 50% of all additional floorspace to be self-contained housing.
- 7.1.31 Policy H3 of the Camden Local Plan aims to protect existing homes by resisting development that involves the net loss of residential floorspace.
- 7.1.32 Policy TC2 of the Camden Local Plan states that the Council supports development of housing within centres above shops where this does not prejudice the town centre function and particularly the ability of the ground floor to be used for town centre uses.
- 7.1.33 Assessment
- 7.1.34 The current uses of the first and second floor of 7, 5 and 7 Fortess Road are in C3 residential use, which would indicate the proposal does not necessarily increase the net supply of homes. However, two of the three residential units have been unoccupied for a such long period of time and the proposal would result in significantly enhanced accommodation. The proposal would therefore result in a material improvement to the Council's housing stock. The retention of residential accommodation was supported by the Council in the pre-application response as the site is currently underused.
- 7.1.35 As outlined above, Policy H2 would usually require 50% of floorspace of all additional floorspace to be residential if the development proposes an increase of more than 200 sqm of GIA. As the development only proposes a net increase of 186.5 sqm, it does not need to comply with this requirement. Nonetheless, the proposal benefits from an additional 72.5 sqm of floorspace, which equates to 39% of the total net addition of GIA. This would provide a more desirable and spacious living environment for future inhabitants and is in compliance with Policy H3 with regards to protecting existing homes.

- 7.1.36 Policy H4 of the Camden Local Plan identifies that the Council expect an affordable housing contribution from all developments that provide one or more additional homes and proposals where the total addition of residential floorspace is of 100 sqm or more. Again, the proposal does not require an affordable housing contribution as it only provides an additional 72.5 sqm of residential floorspace.
- 7.1.37 To conclude this issue, a mixed-use scheme of commercial units on the ground floor and residential accommodation above is considered an acceptable and appropriate mix of town centre uses in accordance with National and Local Plan Policy.

7.2.0 **Issue No 2: Dwelling Mix and Quality**

7.2.1 **Unit Mix and Size**

7.2.2 London Plan Policy 3.5 and 3.8 seek to ensure that developments comply with minimum space standards and London residents a choice of homes that are affordable and meet their requirements for different sizes and types of dwellings. Table 3.3 of the London Plan outlines the minimum space standards for new dwellings, which requires a three-bed, four person dwelling to provide 74 sqm (GIA) (applicable to one story dwellings only).

7.2.3 Policy H6 of the Camden Local Plan echoes this and expects developments to meet nationally described space standards. In addition, it requires 90% of new-build self-contained to be accessible and adaptable in accordance with Building Regulation M4(2), and 10% of new-build self-contained homes to be suitable for occupation by a wheelchair user or easily adapted for occupation by a wheelchair user in accordance with Building Regulation M4(3).

7.2.4 Policy H7 of the Camden Local Plan states that all housing development should contribute to meeting the priorities set out in the Dwelling Size Priorities Table and include a mix of large and small homes. The table demonstrates that there is a 'high' priority for 3-bedroom dwellings.

7.2.5 The Mayor's housing SPG (Standard 29) requires developments to minimise the number of single aspect windows.

7.2.6 **Assessment**

7.2.7 The proposal is for three, 3-bedroom units. The proposed scheme therefore meets the identified market demand for 3-bedroom units in the Borough. It is also considered that the proposal meets the London Plan minimum space standards and nationally described space standards, with all three dwellings being over the 74 sqm requirement at 76.5 sqm. Overall, the provision of additional residential floorspace is a vast improvement on the existing dwellings total floorspace and as a result would provide an enhanced standard of living.

7.2.8 There is a lift on the on the ground floor level, which will give wheelchair access to the dwellings on levels 1, 3 and 3. The layouts of the proposed dwellings have been altered from the existing so that they occupy only one level. This makes them more suitable for occupation by wheelchair users.

- 7.2.9 The proposed dwellings have been designed to be dual aspect where appropriate to increase the levels of sunlight and daylight and make it more liveable for future residents. This is in full accordance with Policy.
- 7.2.10 **Private Amenity Space**
- 7.2.11 Policy A2 (o) of the Camden Local Plan states that the Council should ensure developments seek opportunities for providing private amenity space.
- 7.2.12 Assessment
- 7.2.13 The proposal seeks to achieve private amenity space in the form of a three rear 2.6 sqm balconies for each individual dwelling. The existing residential units do not provide any form of private amenity space and, as such, the provision of a balcony should weigh in favour of the replacement dwellings.
- 7.2.14 **Amenity Impact**
- 7.2.15 Paragraph 123(c) of the NPPF states that Councils should “refuse applications which they consider fail to make efficient use of land, taking into account the policies in this framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making effective use of a site (as long as the resulting scheme would provide acceptable living standards).”
- 7.2.16 Policy 7.6 of the London Plan says that planning decisions should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy and overshadowing. The Mayor’s Housing SPG reiterates and expands on these requirements, stating that all homes should provide direct sunlight to enter at least one habitable room for part of the day. Living areas and kitchen dining spaces should preferably receive direct sunlight.
- 7.2.17 Policy A1 of the Camden Local Plan notes that the Council will protect the quality of life and amenity of occupiers and neighbours in relation to sunlight, daylight and overshadowing. The Camden Amenity SPG expects all buildings to receive adequate daylight and sunlight. If there is a chance that sunlight and daylight would be affected, then a Daylight and Sunlight report is required by the Council.

7.2.18 The BRE (2011) Site Layout Planning for Sunlight and Daylight advises on planning developments for good access to sunlight and daylight and is widely used by local authorities to help determine the impacts of new development.

7.2.19 Assessment

7.2.20 A Daylight and Sunlight assessment has been prepared by EAL Consult to determine the likely loss of light to adjacent buildings resulting from the redevelopment. A total of 5 neighbouring properties were identified that could potentially be impacted by the proposed development. These include:

- No 12 Fortess Road
- No 1 Fortess Road
- No 8 Highgate Road
- No 10 Highgate Road
- No 1-34 Fortess Road

7.2.21 Autodesk Ecotect software was used by EAL Consult to carry out the daylight and sunlight impact assessment. The assessment indicated that the proposed development would not cause any noticeable change to the existing occupants and results indicate that none of the existing windows will see an annual noticeable loss in sunlight levels. As such, the scheme is considered to be fully BRE compliant in terms of daylight and sunlight amenity.

7.2.22 Moreover, the rear elevation has been redesigned to exhibit a more active façade in order to appease the Council's concerns in terms of outlook for existing residents. The introduction of soldier brick bands and vertical wall planting to the staircase wall adds to the visual interest of the proposed building. Maximising opportunities for greening are promoted in Policy D1(k) of the Camden Local Plan, specifically paragraph 7.22 of the Plan encourages the development of green walls.

7.3.0 **Issue No 3: Design and Heritage**

7.3.1 **Design**

7.3.2 NPPF paragraph 124 puts great emphasis on the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

7.3.3 NPPF paragraph 127 states that planning policies and decisions should ensure that developments:

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

7.3.4 Policy 7.1 of the London Plan requires the provision of good quality environments which improve people’s access to local services and community infrastructure. The design of buildings should help reinforce or enhance character, legibility, permeability, and accessibility of the neighbourhood.

7.3.5 Policy 7.4 of the London Plan notes that “development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area’s visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.”

7.3.6 It also requires buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets; contributes to a positive relationship between the urban structure and natural landscape features; is in human-scale; and is informed by the surrounding historic environment.

7.3.7 Policy 7.6 of the London Plan states that “architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.”. In terms of buildings and their design they expected to be:

- of highest architectural quality;
- of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm;
- comprise details and materials that complement, not necessarily replicate, the local architectural character;
- not cause unacceptable harm to the amenity of surrounding land and buildings;
- be adaptable to different activities and land uses, particularly at ground level;
- meet the principles of inclusive design; and
- optimise the potential of sites.

7.3.8 Policy D1 of the Camden Local Plan reflects the design principles listed above, but in summary the Council will seek to secure high quality design in development, which respects local character and context. It will, however, resist development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

7.3.9 Assessment

7.3.10 This section of the planning report provides an assessment of design considerations with regards to the relevant policies at national, regional and local level.

7.3.11 During the pre-application stage, the Council recognised that the structural integrity of numbers 5 and 7 are not sound and the buildings have been vacant for a number of years. As

a result, the buildings are not contributing to the attractiveness and vitality of the local area. The Council support the demolition of these underutilised buildings, however they suggested that there would need to be further detailed design work for the proposal to be acceptable. Details of how the proposal is now considered to be acceptable in design terms are discussed below.

- 7.3.12 The redevelopment presents a significant opportunity to optimise the potential of the site in line with Policy 7.6 of the London Plan. It would reinvigorate the currently blank shopping frontage through the provision of an A1 and A3 commercial element and has been designed to reflect the local context and character of the surrounding area. By incorporating the pre-application comments and recommendations, the fascia signs have been reduced in size and the floor to ceiling glazed windows have been replaced with a stallriser, which would correspond with the traditional rhythm of shop frontages in the locality.
- 7.3.13 The upper windows at the front have been redesigned to incorporate glass balustrades that would be framed with slate powdered aluminium, adding depth and relief to the façade (reflecting pre-application advice). The high quality red brickwork and soldier brick bands above the windows are sympathetic to and would build on local character by mirroring the facades of numbers 1a and 2 Fortess Road in accordance with NPPF Paragraph 127(e) and Policy 7.4 of the London Plan.
- 7.3.14 The drawings submitted at the pre-application illustrated stone recessed panels and niches, which have now been altered and would consist of wholly red brick. The stone bands create vertical emphasis and accentuate the three historic plots being the two commercial units and residential entrance lobby. Likewise, the horizontal stone bands would complement the levels of 1a and 2 Fortess Road.
- 7.3.15 With regards to the height of the proposed building, it would contribute towards the creation of a more uniform roofline. The front parapet has been designed to match the heights of numbers 1a and 2 Fortess Road, although the rear parapet would be slightly lower to reduce the visual scale and improve the outlook for existing residents of 8 and 10 Highgate Road.
- 7.3.16 Additional information on materials used have been identified in the Design and Access statement produced by GLA architects. However, it is considered that the overall design of the proposed building would be a significant improvement over the appearance of the existing building. The scheme would be of the highest architectural merit and would positively contribute to the local character and townscape of Fortess Road in line with policies at local, regional and national level.

7.3.17 Heritage

7.3.18 NPPF paragraph 189 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

7.3.19 NPPF paragraph 190 further notes that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

7.3.20 NPPF paragraph 192 specifies that local authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

7.3.21 NPPF paragraph 196 states that where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimal viable use.

7.3.22 NPPF paragraph 197 requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

7.3.23 Policy 7.8 of the London plan stipulates that development should incorporate measures that identify, record, interpret, protect and, where appropriate present the site's archaeology. It should also conserve the significance of heritage assets, by being sympathetic to their form, scale, materials and architectural detail.

7.2.24 Policy D2 of the Camden Local Plan states that the Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas.

7.2.25 Assessment

7.2.26 The Heritage Impact Assessment prepared by Locus Consulting conducted a search of the National Heritage List for England (NHLE) and Local Authority datasets, which identified 33 designated heritage assets. This comprised 32 listed buildings and one conservation area within the 500m study area buffer. Albeit, the site itself is not located within a conservation area and the existing buildings on site are not statutory or locally listed heritage assets and do not carry any architectural value.

7.2.27 The report discusses the archaeological interest of the site to understand the potential impact of the proposed redevelopment on the archaeological resource. In addition, it considered the impact of the proposed redevelopment on the ability to appreciate the heritage significance of designated heritages from within their setting.

7.2.28 The archaeological interest of the site is considered to be moderate with a low likelihood of the proposed development impacting on remains of greater than regional archaeological interest. However, as there could be archaeological remains present within the site, a programme of archaeological monitoring and recording of development groundworks is recommended.

7.2.29 The report also found that the scheme would improve the visual quality and condition of the existing streetscape on Fortress Road. It will have a neutral impact on the significance of the Kentish Town Conservation Area, and the grade II listed buildings Christ Apostolic Church and Roman Catholic Church of Our Lady Help of Christians.

7.2.30 It was concluded that the proposed development would make a logical and well-conceived addition to the street scene with regards to its scale, form, massing and materials, responding well to the general historical context of the area.

7.4.0 **Issue No 4: Basement Impact**

7.4.1 Policy A5 of the Camden Local Plan states that the Council will only permit basement developments where it is demonstrated that the proposal does not cause harm to neighbouring properties; the structural, ground, or water conditions of the area; the character and amenity of the building/area; and significance of heritage assets.

7.4.2 Assessment

7.4.3 A Basement Impact Assessment has been prepared by Lustre Consulting in support of this application. The report considered that the proposed development is a “Category A” development which is defined as residential or commercial development with a single storey basement where the Screening Stage of the BIA indicated no matters of concern that need further investigation. Submitted BIA anticipates no significant impact relating to land stability or impacts, buildings or infrastructure and groundwater flow or surface water flooding and underground tunnels. The Screening Stage indicated no significant impacts require immediate investigation.

7.4.4 However, the report noted that it was not possible to carry out a site investigation at this time due to the structural instability of the existing building and due to major access constraints. Further investigation would be undertaken once the site has been cleared of existing structures, including status of neighbouring party wall foundations and soil conditions for foundation design. It was concluded that the BIA could be further updated following the investigation as a condition of a successful decision notice.

7.5.0 **Issue No 5: Transport, Parking and Servicing**

7.5.1 **Transport and Cycle Parking**

7.5.2 Both the NPPF and the London Plan (Policy 6.1) promotes the importance of delivering sustainable modes of transport such as walking, cycling or public transport. This includes encouraging development in areas with high public transport accessibility to minimise the use of private vehicles and adverse environmental impacts of traffic and congestion.

7.5.3 Policy 6.3 of the London Plan requires that the impacts of development proposals on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

7.5.4 Policy T1 of the Camden Local Plan states that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the Borough. For example, it will be sought that developments provide accessible, secure cycle parking facilities.

7.5.5 Further to this, Policy T2 of the Camden Local Plan will limit the availability of parking and require all new developments to be car-free.

7.5.6 Assessment

7.5.7 The site benefits from a Public Transport Accessibility Level (PTAL) rating of 6a, which means it has very good access to public transport links. The Kentish Town Underground and National Rail Station are located approximately 180m to the South. Tufnell park is situated some 600m to the north-east.

7.5.8 As existing, the site will be a car-free development, which accords with Policy T2 of the Camden Local Plan.

7.5.9 The proposed development will provide a two-tier cycle rack for six bikes in the entrance lobby of the residential element, which meets the long-stay cycle parking standards as set out in Table 6.3 of the London Plan. The bikes will be stored in a sheltered, accessible and secure environment in accordance with T1 of the Camden Local Plan.

7.5.10 **Delivery and Servicing Management Plan**

7.5.11 A Transport and Traffic report prepared by John Elliot Consultancy has been submitted help minimise the impact of the proposed redevelopment on the local highway network and to

avoid obstruction of the highways and footways. The Delivery and Servicing Management Plan sets out a strategy demonstrating:

- Goods delivery and collection arrangements; and
- Refuse storage and collections arrangements

7.5.12 The implementation of the DSMP will ensure that the proposal does not unduly impact on the local highway network and does not inconvenience future and neighbouring occupiers. It is not anticipated that the redevelopment will necessitate or justify a specific management strategy. Further information is provided in report if needed.

7.6.0 **Issue No 6: Energy and Sustainability**

- 7.6.1 The NPPF encourages the planning system to support the transition to a low carbon future in a changing climate. In particular, paragraph 150 states that new development should be planned in ways that avoid increases vulnerability to the range of impacts arising from climate change and can help reduce greenhouse gas emissions.
- 7.6.2 NPPF paragraph 154 states that when determining applications for renewable and low carbon development, local planning authorities should “approve the application if its impacts are (or can be made) acceptable.
- 7.6.3 Policy 5.2 of the London Plan stipulates that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with an energy hierarchy. In addition, it requires a 40% improvement in carbon emissions on the 2010 Building Regulations. This is considered to be broadly equivalent to the 40% target beyond Part L of the 2013 Building Regulations.
- 7.6.4 Policy 5.3 of the London Plan notes that standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.
- 7.6.5 Policy 5.7 of the London Plan further notes that the Mayor seeks to increase the proportion of energy generated from renewable sources.
- 7.6.6 Policy CC1 of the Camden Local Plan states that the Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.
- 7.6.7 Policy CC2 of the Camden Plan requires development that is resilient to climate change and should adopt appropriate climate change adaption measures. The Council will also promote sustainable construction measures.
- 7.6.8 **Assessment**
- 7.6.9 An Energy and Sustainability Statement has been prepared by EAL Consult in support of this application. It demonstrates that ‘lean’ and ‘green’ measures have been adopted to reduce the overall energy consumption and onsite renewable technology to reduce carbon emissions from the development.

- 7.6.10 Renewable technology chosen includes 6.5Kw PV panels; air source heat pump for each flat; and underfloor pipes in insulated timber floor time and temperature zone control. As a result, the development's energy performance is significantly improved over Part L 2013 Standards. The scheme achieves a calculated reduction in CO2 emissions of 39% over Part L 2013.
- 7.6.11 Sustainable Design and Construction measures in waste management, water, health and well-being, materials, pollution and surface water management have been incorporated in the development and are in accordance with the London Plan and Camden local Plan. More information has been provided in the statement prepared by EAL Consults.

8.0 CONCLUSIONS

8.1.0 Background

8.1.1 This report relates to a planning application for the demolition of the three-storey buildings to create four-storey residential and commercial development at 3, 5 & 7 Fortess Road, Kentish Town, London NW5 1AA. The proposal is promoted in the following circumstances:

- The proposal follows a positive pre-application discussion with the Council and has informed the overall architectural design of the proposed building.
- Numbers 5 and 7 Fortess Road are currently vacant due to structural damage. As a result, the site not positively contribute to the visual appearance and vitality of the Kentish Town Centre, and is comparatively less attractive and vibrant than nearby shopping frontages.
- The Council accepts the principle of demolition and retention of commercial uses on the ground floor with an element of residential accommodation above.
- The scheme would increase the density of the site in respect of both commercial and residential floorspace.
- The proposal would result in a significantly enhanced accommodation and would therefore result in a material improvement to the Council's housing stock.
- A Sunlight and Daylight Assessment demonstrated that the proposal would not cause any noticeable change to existing occupiers. Results indicated that none of the existing windows will see an annual noticeable loss in sunlight levels.
- The rear elevation has been redesigned to exhibit a more active façade in order to appease the Council's concerns in terms of outlook for existing residents
- It is considered that the overall design of the proposed building would be a significant improvement over the appearance of the existing building. In addition, it would have a neutral impact on the Kentish Town Conservation Area and the Grade II listed buildings.
- The site benefits from a PTAL rating of 6a and will therefore encourage sustainable modes of transport.
- The scheme achieves a calculated reduction in CO2 emissions of 39% over Part L 2013.