

## Planning application for change of use from B8 Warehouse to B1 Office / light industrial units

July 2020

69 - 73 Holmes Road  
London  
NW5 3AN





## 1.1 Introduction

This D&A Statement has been prepared by Contemporary Design Solutions LLP for 65 Holmes Road Ltd in support of a full planning application for a change of use to replace B8 warehouse space with B1 offices / light industrial units/studio spaces.

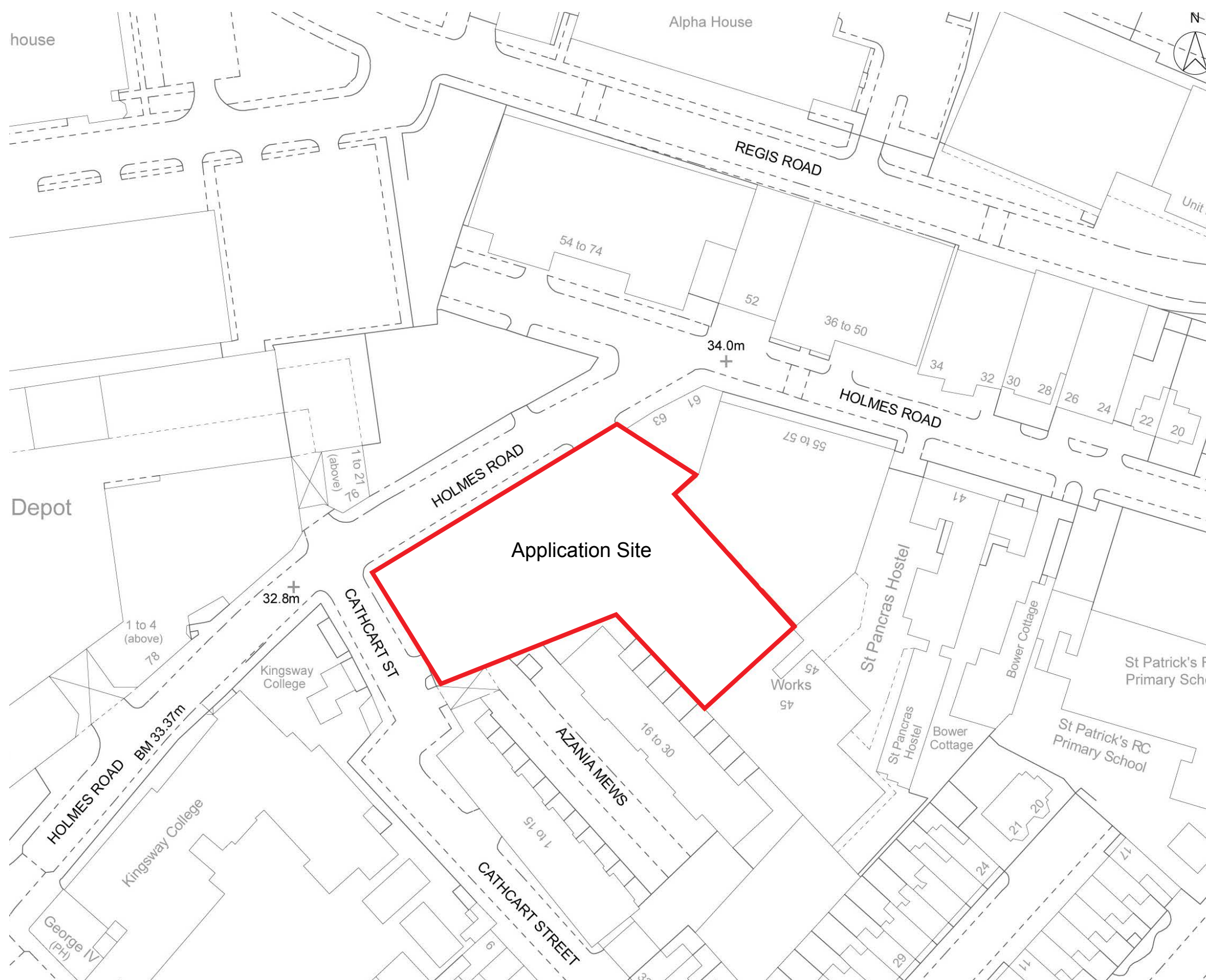
The proposal will include the forming of a mezzanine basement level over part of the double-height warehouse space of the approved scheme 2017/6786/P to create additional area for B1 use.

This document should be read in conjunction with the drawings prepared by Contemporary Design Solutions LLP and supporting planning statement by S.M. Planning; Energy and Sustainability Statement by Hodkinson Consultancy and Transport Statement by Aecom.



Aerial Photograph Showing Site Location





Site Plan

## 2.1 Site Location

Current Building Use: Student Accommodation (Sui Generis) + B8 Warehouse Use.

The Application Site: The extent of the application site is identified in red.

The site is an L-shaped plot of land with an area of 2470 sqm, situated off Holmes Road to the North West and Cathcart Street to the South West. The site was previously occupied by a Magnet Kitchen Showroom and Warehouse with customer car parking to the South West. Subsequently, in 2017, construction works began for student accommodation with café and warehouse with showroom scheme and completed in late 2019. The warehouse space is currently occupied as warehouse storage for a building contractor.

The development currently has multiple access points along Holmes Road for the student accommodation, café and showroom. There is existing access to the warehouse and loading bay on Cathcart Street.

The site is situated to the west of the busy shopping area of Kentish Town Road, Kentish Town Underground Station and to the North of the many facilities of Camden Town.





View 1



View 2



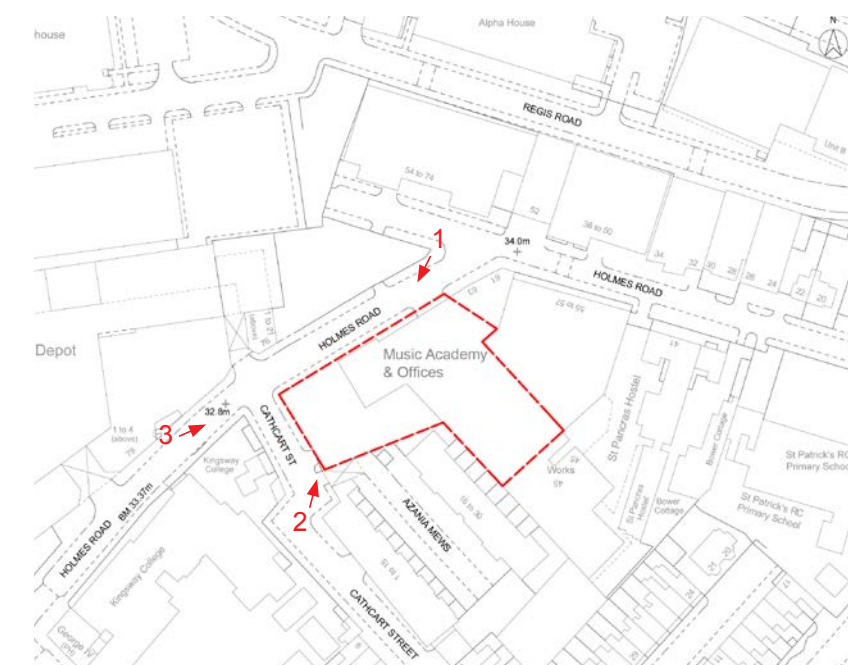
View 3

## 2.2 Site Photographs / Information

View 1 - 2019 October view from the north end of Holmes Road looking to the Southwest.

View 2 - 2020 March view from Cathcart Street looking towards the loading bay.

View 3 - 2019 October view from Holmes Road looking east towards Holmes Road and Cathcart Street.



Key plan



## 2.0 Site Context



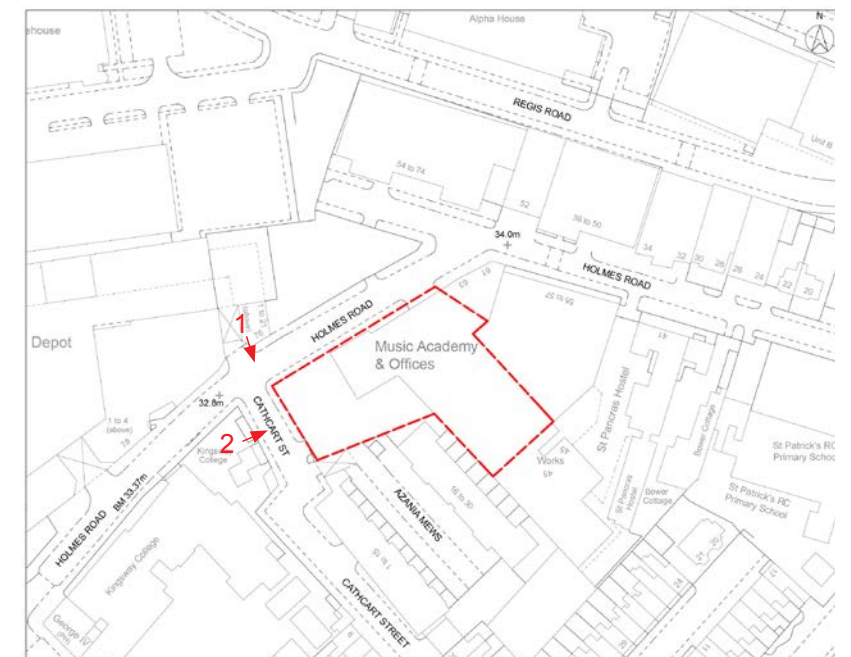
View 1



View 2

View 1 - 2019 October view of showroom

View 2 - 2019 October view of showroom from Cathcart Street side.



Key plan



3.1 Warehouse area change of use to creative hub containing offices and light industrial workshops / studios

This application seeks to make changes to the warehouse and showroom use within the approved scheme (2017/6786/P) which accommodated 2317 sqm of warehouse storage spread across four main levels: Lower Basement, Upper Basement, Upper Basement Mezzanine and Ground Floor.

In response to the changing economic situation and commercial/practical viability of accommodating an industrial storage use in a primarily residential area, the Client seeks to make better use of the space by introducing B1 office / light industrial workspaces in the area of Kentish Town.

There is a higher demand in London of co-working spaces which tend to support many smaller start-ups companies making renting more affordable.

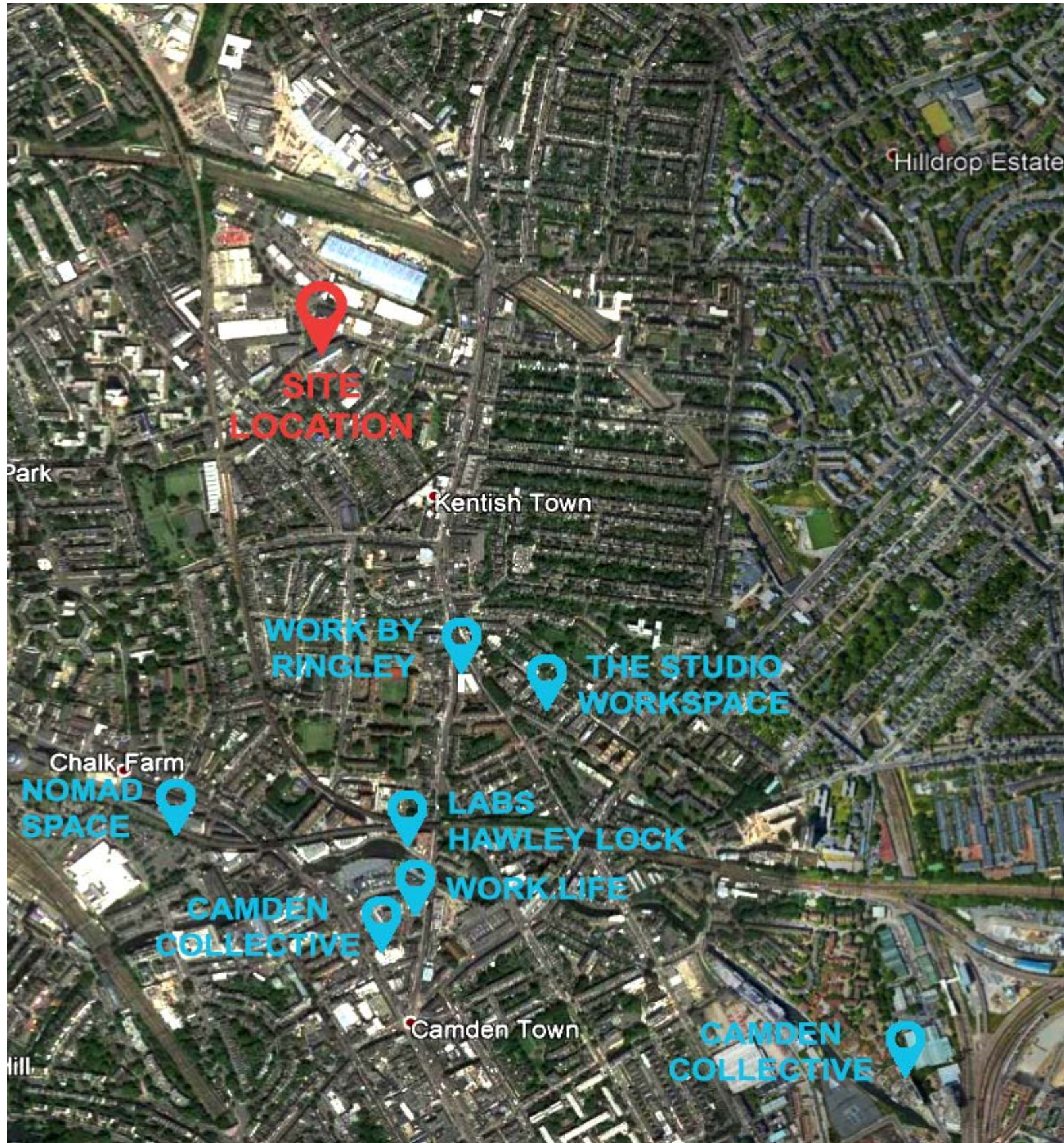
The below schedule details the approved warehouse areas and proposed changes and additions to support the new uses.

69-73 HOLMES ROAD - B8 WAREHOUSE CONVERSION TO B1 OFFICE AND STUDIOS SPACES PROPOSED AREAS -June 2020

		PROPOSED	
Level	Area Name	Area - m <sup>2</sup>	height (m)
Ground floor			
	UNIT A	165	2.85
	UNIT B	133	5.9 - 6.16
	BIN STORAGE	30	2.85
Upper Basement			
	UNIT C	700	2.56-3.19
Mezzanine level			
	UNIT C	39	3.16-3.19
	UNIT D	32	3.16-3.19
	UNIT E	34	3.16-3.19
	UNIT F	29	3.16-3.19
	TOILETS	11.3	3.16-3.19
Middle Basement			
	UNIT 1	40	2.25-2.37
	UNIT 2	50	2.25-2.37
	UNIT 3	71	2.25-2.37
	UNIT 4	63	2.25-2.37
	UNIT 5	38	2.25-2.37
	UNIT 6	92	2.25-2.37
	UNIT 7	38	2.25-2.37
	UNIT 8	69	2.25-2.37
	UNIT 9	70	2.25-2.37
	UNIT 10	40	2.25-2.37
	TOILETS	9.7	2.25-2.37
	CYCLE STORAGE	52	2.25-2.37
	STORM WATER TANK AREA	24	2.25-2.37
Lower Basement			
	UNIT 11	65	2.27-2.34
	UNIT 12	88	2.27-2.34
	UNIT 13	40	2.27-2.34
	UNIT 14	65	2.27-2.34
	UNIT 15	58	2.27-2.34
	UNIT 16	58	2.27-2.34
	UNIT 17	39	2.27-2.34
	UNIT 18	38	2.27-2.34
	UNIT 19	64	2.27-2.34
	UNIT 20	80	2.27-2.34
	UNIT 21	46	2.27-2.34
	UNIT 22	43	2.27-2.34
	UNIT 23	82	3.84-3.89
	UNIT 24	58	3.84-3.89
	TOILETS	3.6	2.27-2.34
	KITCHEN AREA	8.5	2.27-2.34
	TOTAL	2666.1	

	GIA - m2	
	EXISTING	PROPOSED
Ground floor	384	421
Upper Basement	723	700
Mezzanine level	130	130
Middle Basement	0	957
Lower Basement	1080	1080
TOTAL	2317	3288





Locations of Workspace / Office hubs around Camden

## 3.2 Existing Studio / Office spaces

Around the Camden area, there are a number of workshops and shared office / hot-desking type spaces for small start-up businesses.

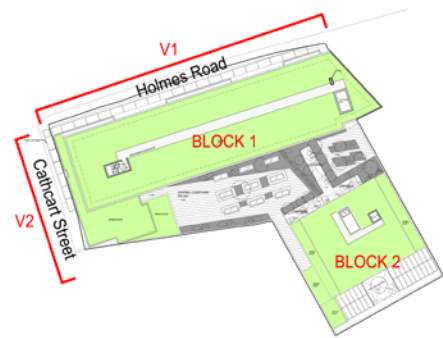
The proposed change of use looks to create a number of smaller spaces for multiple small companies or individuals to occupy to create a community hub based in Kentish Town and to also support the potential regeneration occurring to the North.

In the adjacent building at 55 Holmes Road basement level, there are a small number of existing units of similar or smaller size occupied by photography studios and other creative art tenants.



Basement spaces in 55 Holmes Road - Photography studio example





Key Plan

## 3.3 Cathcart Street Elevation - Scale and Massing

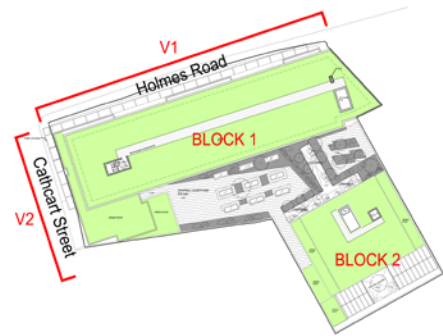
There is no change in the overall massing of the building, which remains as per the approved scheme. An outer L shaped building (block 1), central garden zone and lower inner building (block 2) reflect the approved design. Curtain wall glazing replaces the large roller shutter to the Cathcart Street elevation to provide natural light and views out for the proposed office use to the ground floor area that is currently the loading bay/goods yard.

The elevation material treatment is as per the approved scheme - white render to the external walls with metal screen panels to the top floor and curtain walling to the ground floor showroom. All proposed fenestration will match the existing.



Cathcart Street Elevation



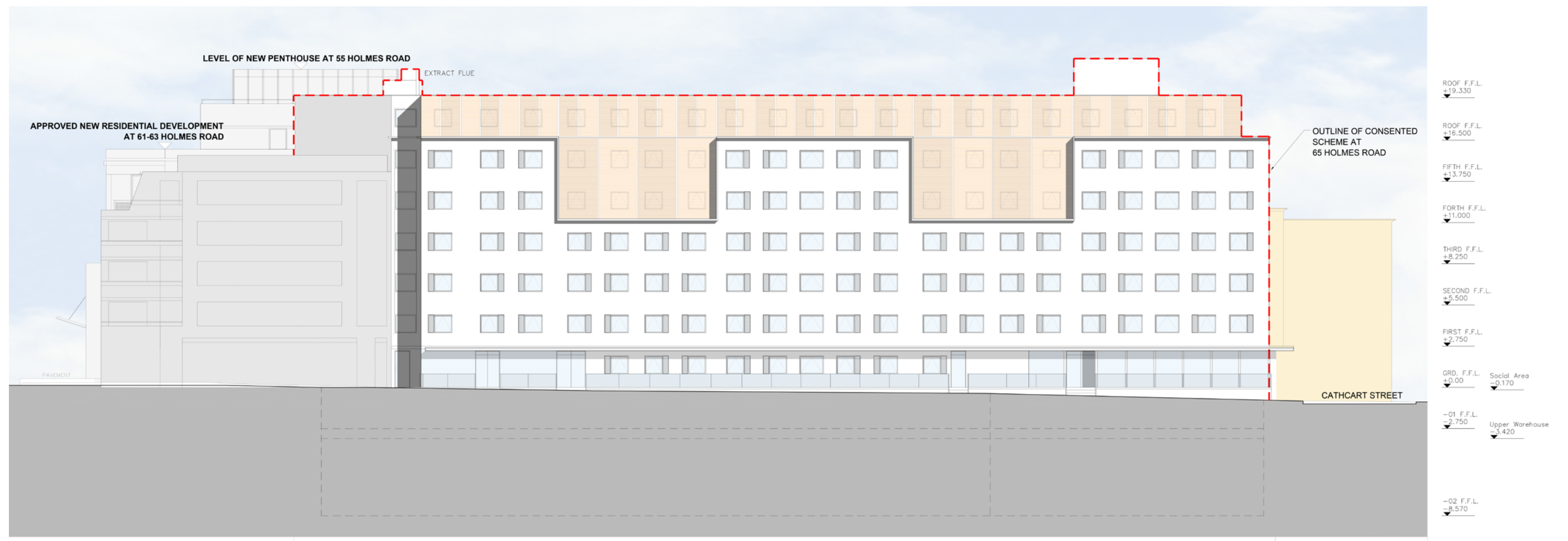


Key Plan

## 3.4 Holmes Road Elevation - Scale and Massing

This elevation remains as per the existing. The overall scale and massing are as per planning approved. The elevation treatment follows the approved scheme with the use of white render to the external walls and metal screen panels to the top three floors.

The existing double doors that form the emergency egress for the student use will provide new access into the proposed office use at upper basement level, via a reconfigured internal entrance stair (refer to the proposed ground floor and upper basement plans).



Holmes Road Elevation



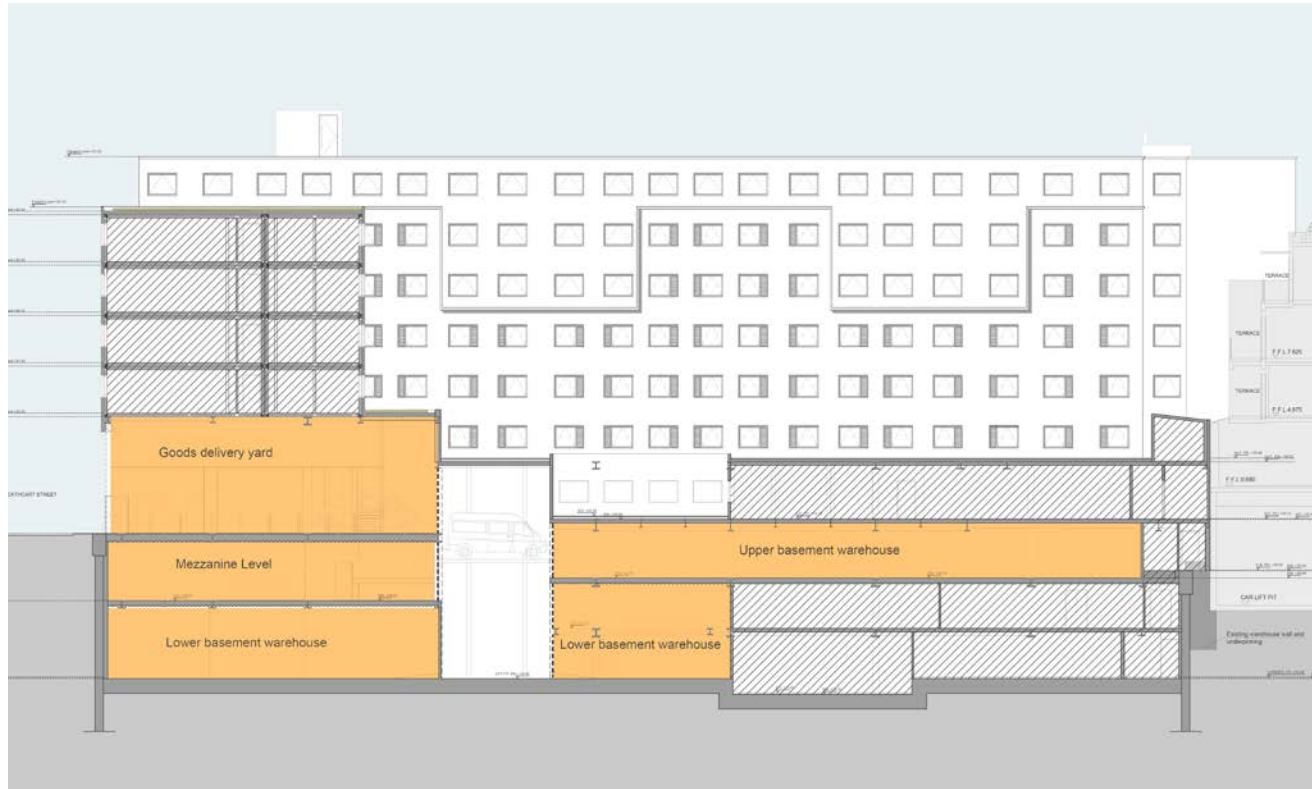
## 3.5 Section AA - Scale and Massing

There is no change to the building outline in terms of scale and massing, with the section outline following the approved scheme.

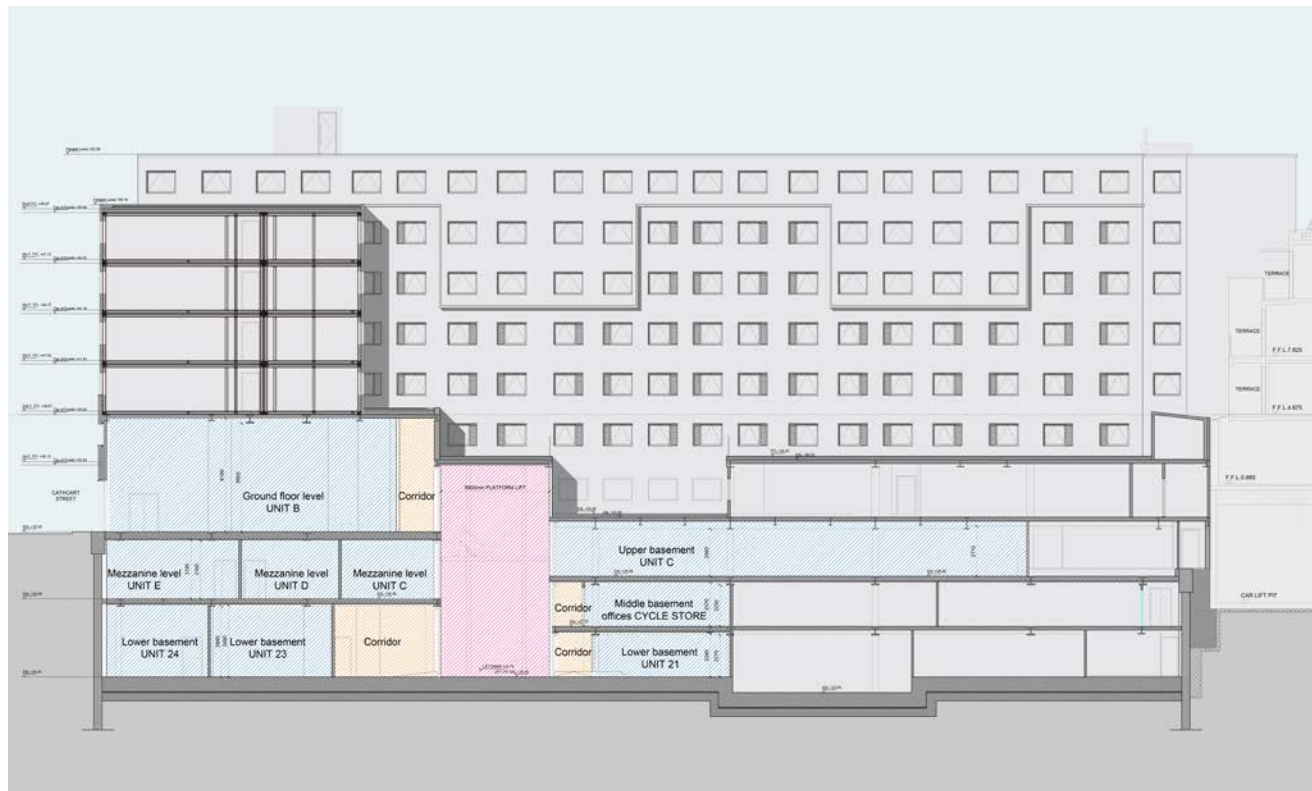
The adjacent section shows the current open warehouse levels divided into smaller B1 office / light industrial studio spaces across three basement levels.

A communal cycle store provides sufficient cycle parking for the proposed use. The current ground floor loading bay is proposed to accommodate an office / studio space with more generous proportions.

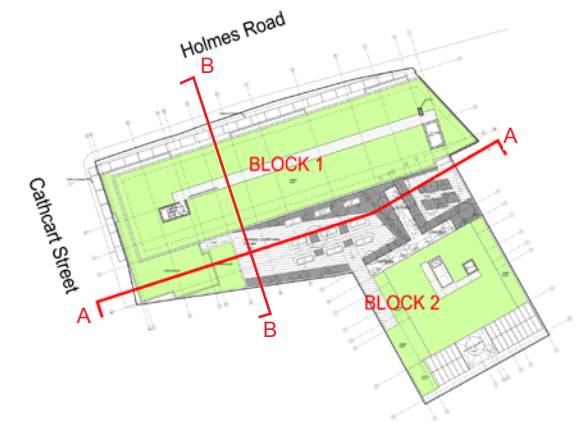
The new spaces will be linked by the existing goods lift and stairs providing vertical circulation.



Extant Section AA



Proposed Section AA



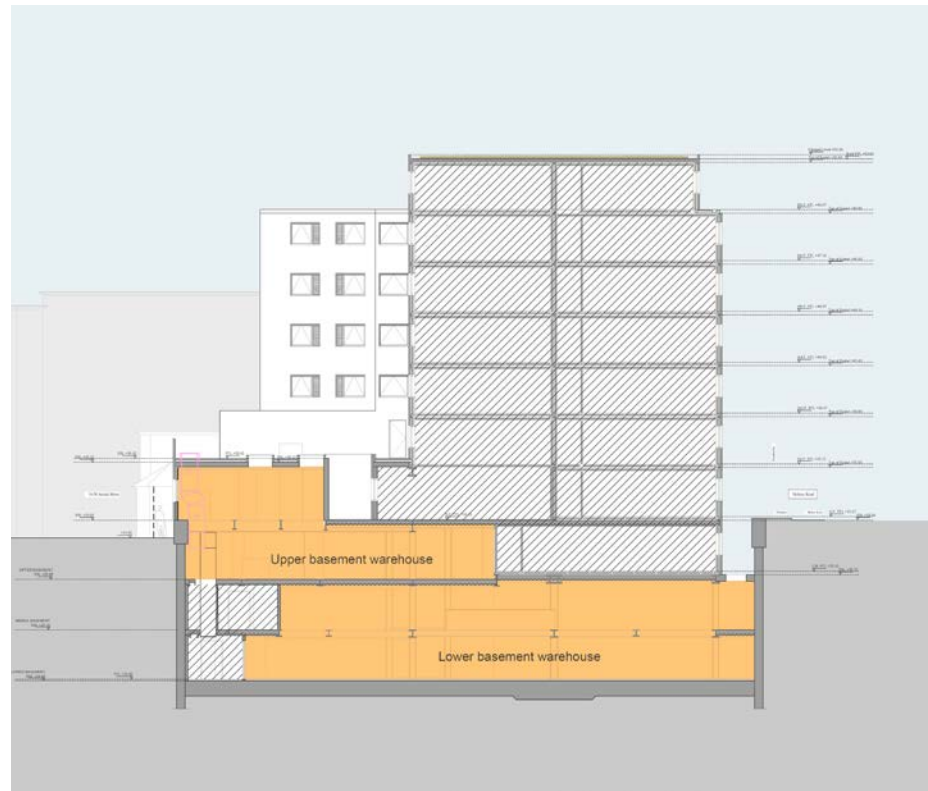
Key Plan



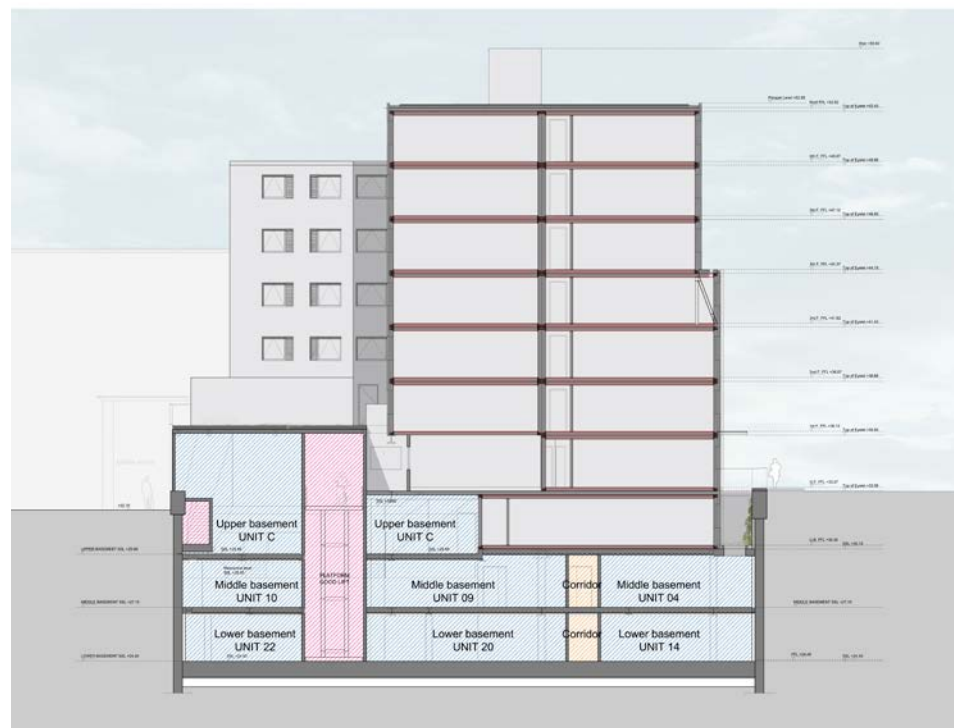
## 3.6 Section BB - Scale and Massing

There is no change externally to the outline section in term of scale and massing. The elevation treatment follows the approved scheme with the use of white render to the external walls.

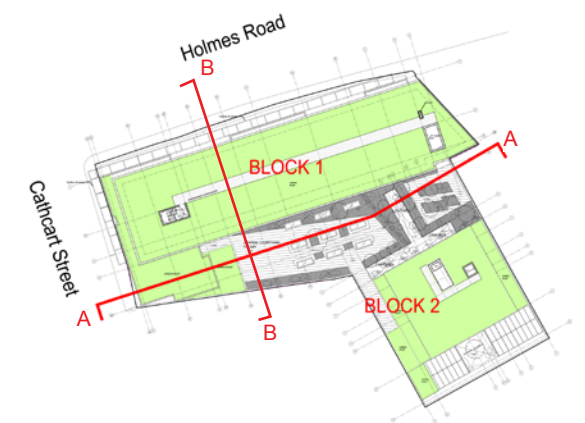
The proposed changes are internal with the creation of a mezzanine level at the lower basement which would be sub-divided into a number of office/studio spaces.



Extant Section BB



Proposed Section BB



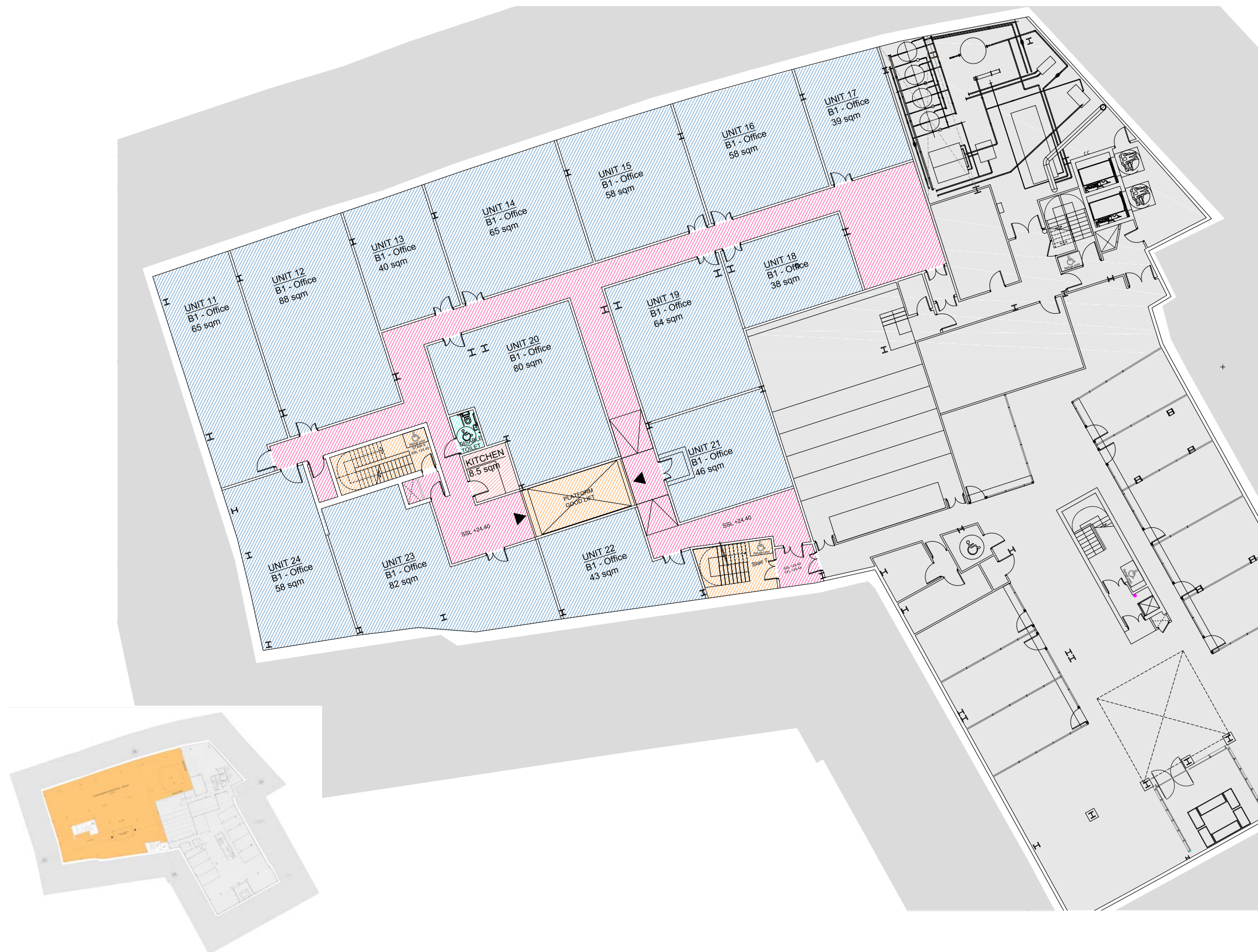
Key Plan



## 3.7 Proposed Lower Basement:

The current open-plan basement warehouse space is proposed to be divided into smaller studio / office spaces, providing a range of sizes relative to the requirements of potential users.

A disabled WC, a kitchen and circulation make up the remaining spaces. Main access is provided by a single stair leading up to Cathcart Street. Alternative egress in emergencies are available via alternative existing circulation core.



### Proposed Lower Basement Plan

- Unit 11 - 65m<sup>2</sup>
- Unit 12 - 88m<sup>2</sup>
- Unit 13 - 40m<sup>2</sup>
- Unit 14 - 65m<sup>2</sup>
- Unit 15 - 58m<sup>2</sup>
- Unit 16 - 58m<sup>2</sup>
- Unit 17 - 39m<sup>2</sup>
- Unit 18 - 38m<sup>2</sup>
- Unit 19 - 64m<sup>2</sup>
- Unit 20 - 80m<sup>2</sup>
- Unit 21 - 46m<sup>2</sup>
- Unit 22 - 43m<sup>2</sup>
- Unit 23 - 82m<sup>2</sup>
- Unit 24 - 58m<sup>2</sup>
- Kitchen - 8.5m<sup>2</sup>
- Disabled WC - 3.6m<sup>2</sup>

Existing Lower Basement Plan



## 3.8 Proposed Mezzanine Basement

10 new studios will be accommodated across a proposed mezzanine level over a proportion of the lower basement. A large areas of void remains, which maintain double-height volumes to two of the units below in the lower basement.

A cycle store accommodating up to 50 bike spaces will be accesible just in front of the platform lift door. Cycles will be taken down this level via the existing large lift.

A small block of communal toilets are proposed next to the existing main stair.



**Proposed Mezzanine Basement Plan**

- Unit 1 - 40m<sup>2</sup>
- Unit 2 - 50m<sup>2</sup>
- Unit 3 - 71m<sup>2</sup>
- Unit 4 - 63m<sup>2</sup>
- Unit 5 - 38m<sup>2</sup>
- Unit 6 - 92m<sup>2</sup>
- Unit 7 - 38m<sup>2</sup>
- Unit 8 - 69m<sup>2</sup>
- Unit 9 - 70m<sup>2</sup>
- Unit 10 - 40m<sup>2</sup>
- Cycle store - 52m<sup>2</sup>
- Disable toilet - 9.7m<sup>2</sup>



## 3.9 Proposed Upper Basement

A large open plan B1 office use is proposed to the upper basement level, with ancillary functions on the lower floor area near the stair core which will accommodate three separate office spaces and WCs.

A new stair is formed to provide direct access from Holmes Road, with a cycle ramp incorporated to transfer bicycles down to the store at the mezzanine basement.

A communal disabled WC is located near the new stair.

The existing platform lift will be used for carrying goods or the bikes from and to the lower levels. This lift will also accommodated potential wheelchair occupiers.



### Proposed Upper Basement Plan

- Unit C - 739m<sup>2</sup>
- Unit D - 32m<sup>2</sup>
- Unit E - 34m<sup>2</sup>
- Unit F - 29m<sup>2</sup>
- Toilets - 11.3m<sup>2</sup>

Existing Upper Basement Plan

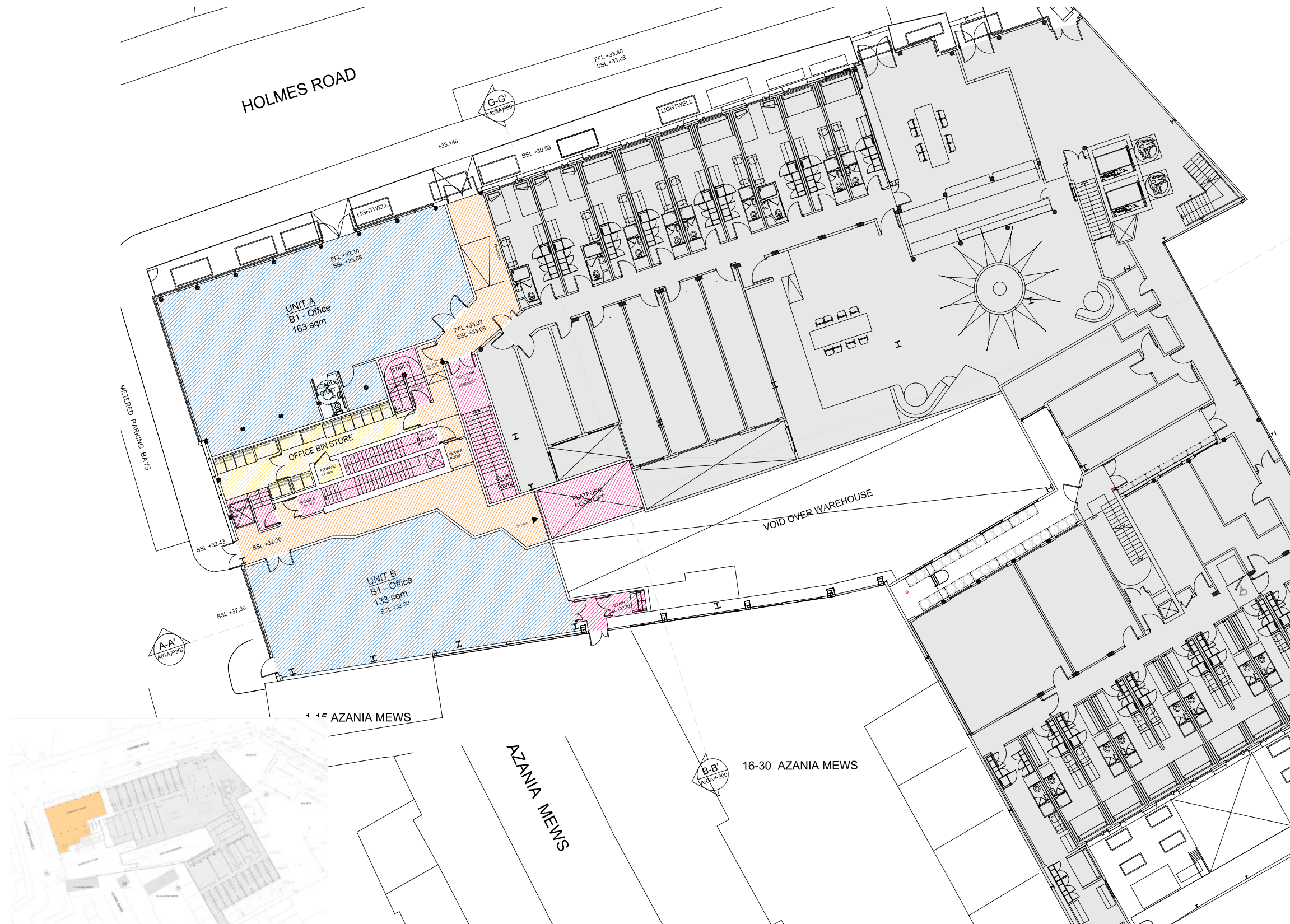


## 3.10 Proposed Ground Floor

The current showroom and goods yard/loading bay are proposed to accommodate two office areas units A and unit B.

A communal refuse store is formed between the two units and will also provide a new refuse storage area for the student accommodation.

A new entrance stair is proposed for access to the upper basement unit C which will have it's own entrance separate from the basement units.



Existing Ground Floor Plan

### Proposed Ground Floor Plan

- Unit A - 165m<sup>2</sup>
- Unit B - 133m<sup>2</sup>
- Bin Store Office / Student - 12m<sup>2</sup>



## 3.11 Appearance, Visual Impact

The physical changes primarily occur internally in the basement levels. Externally the overall massing, height and scale remain as per the approved scheme.

The proposed changes have no impact on the overall massing and appearance, as seen in the photos of the current building.

The external changes will be limited to replacing the loading bay roller shutter on Cathcart Street elevation installing a new curtain wall glazing and door set more appropriate for office use.



Proposed Sketch View - Corner of Holmes Road



Sketch View - Holmes Road and Cathcart Street Junction



### 4.1 Accessibility Statement

The proposed changes maintain the principles of the accessible design from the approved warehouse scheme.

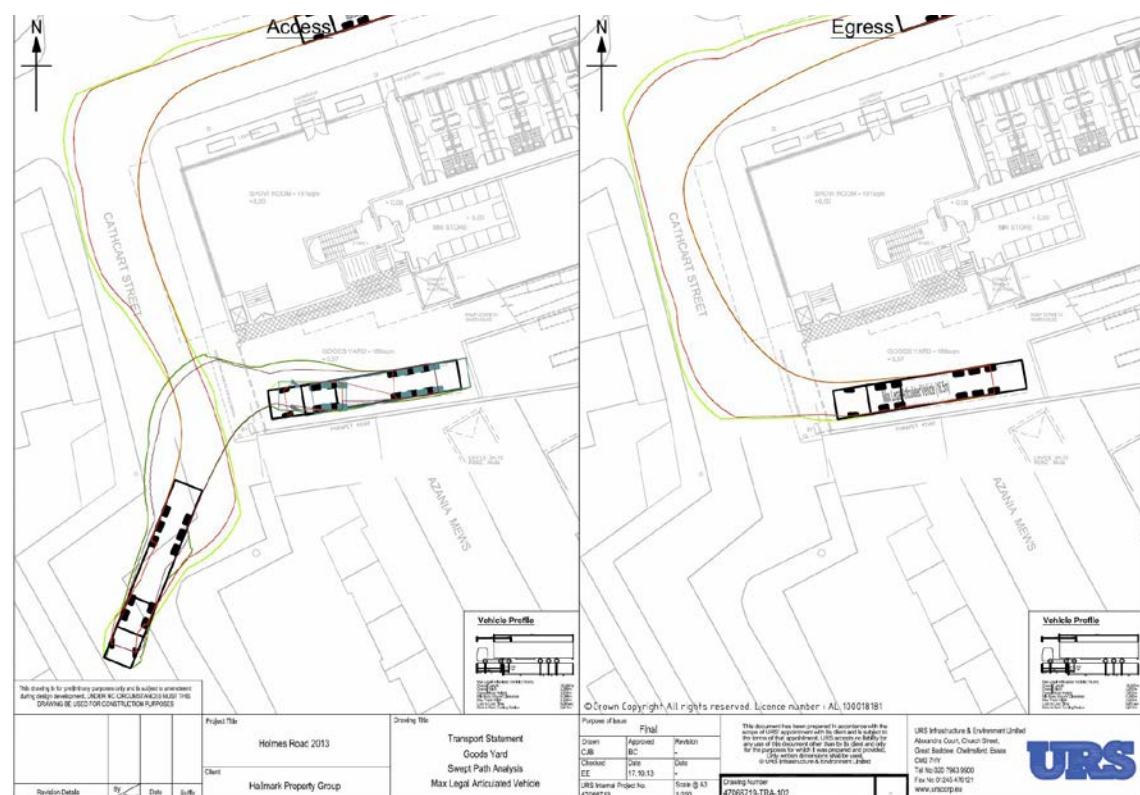
The proposed B1 units located at the ground floor will have access from street level. Unit A will be designed to have a private entrance, using the existing showroom entrance, and includes a disabled WC. Unit B can accommodate a disabled WC. Communal use disabled WCs are located at lower basement and upper basement levels.

The office units C, D, E and F are at the upper basement level and will be accessed by a Part M compliant staircase from the new stair and entrance from Holmes Road. For wheelchair users, the building the use of the large platform lift is available to enable level access to all the planned levels of this application proposal.

Building Entry: The entrances are directly accessed from street level off Holmes Road and Cathcart Street.

Communal Facilities: The communal areas of the building, including corridors, principle doors, lifts and stairwells, have been designed to provide sufficient width and ease of circulation throughout. The main corridors are all minimum clear 1200mm width.





Approved tracking condition of HGVs to service existing warehouse

## 5.1 Transport

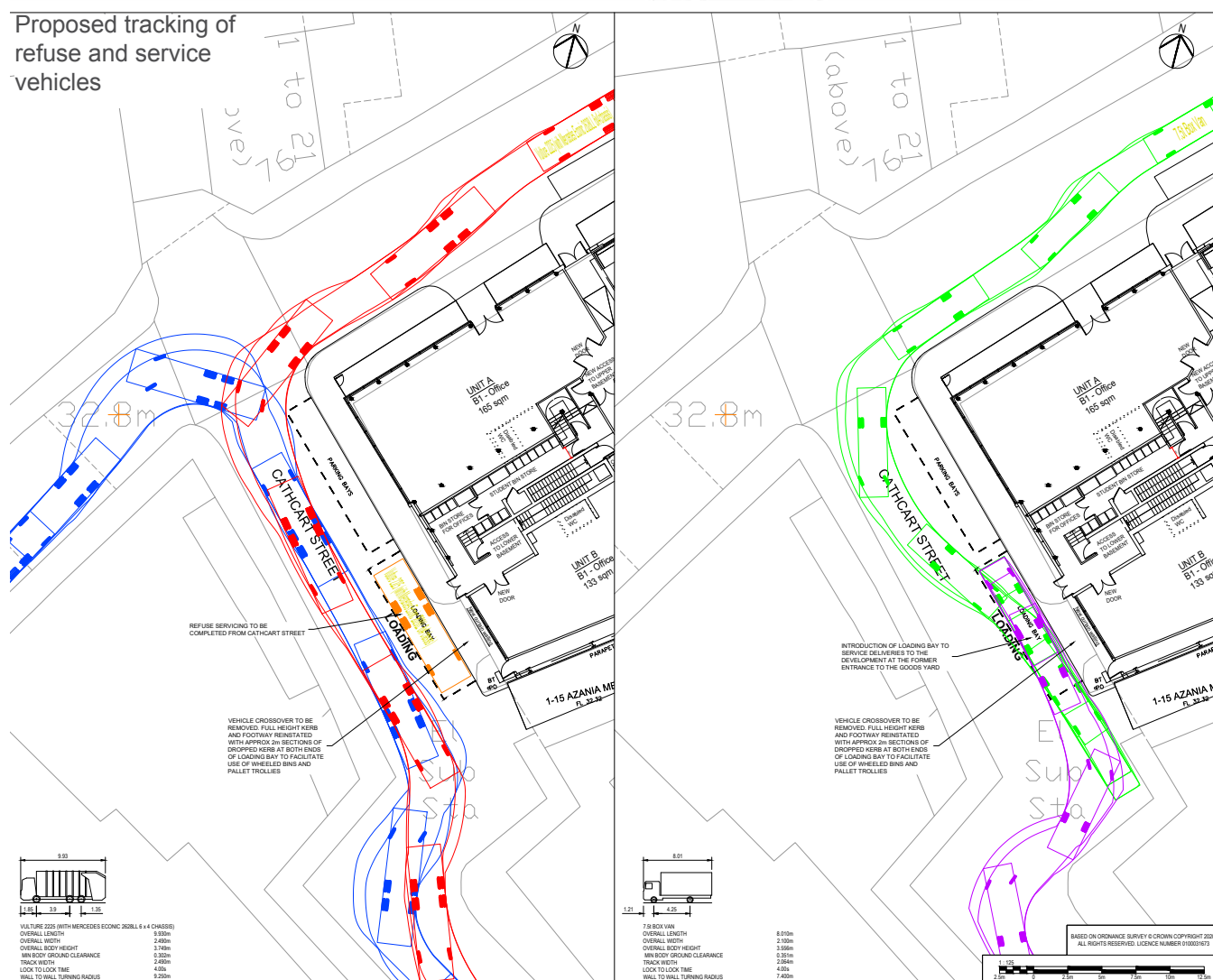
The site has high public transport accessibility reflected by PTAL level 5 – see Aecom transport statement for more detail.

The current use of the warehouse was intended to accommodate deliveries via a combination of vans and large HGVs up to 16.5m long turning into Cathcart Street and reversing into the loading bay. With the gradual regeneration of the area and the old industrial uses converted or changed into residential buildings, the siting of a warehouse used in this area represents a disconnect with the locale. Cathcart Street, aside from the private French school Collège Français Bilingue de Londres, is predominantly a residential street which does not easily facilitate large vehicle movements. The proposal to change the use from a B8 warehouse to B1 offices / light industrial studios would result in smaller vehicle traffic compared to HGVs.

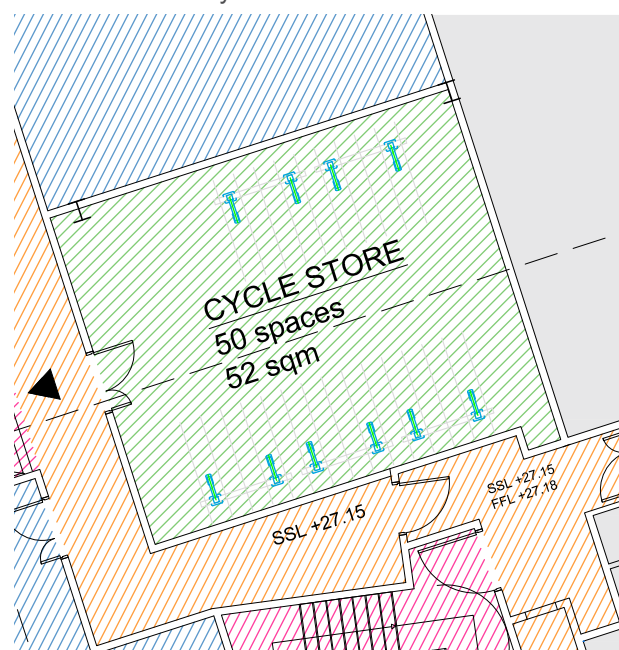
Refuse vehicles will still be required to pick up waste bins and the opposite plan shows the refuse vehicle can utilise a proposed marked loading bay on Cathcart Street in front of the existing goods yard entrance. Although the goods yard no longer remains for refuse vehicles to turn into, since the existing residential properties on Cathcart street are served via on-street refuse trucks, then there is already in place a precedent that refuse collections can occur street side. Pick up will be a managed scenario of the building maintenance team bringing the bins out to street level at the appropriate time, which is currently in place now by the student accomodation.

## 5.2 Cycle Parking

A communal cycle store is located at the mezzanine basement level and will accommodate up to 50 cycle parking spaces.



### Plan of the new cycle store



### The cycle rack diagram

