

Address:	Clockwork Factory Apartments 13 Blackburn Road London NW6 1RZ		5
Application Number:	2020/2940/P	Officer: David Fowler	
Ward:	West Hampstead		
Date Received:	02/07/2020		
<p>Proposal: Demolition of existing building and construction of three buildings between 1 and 9 storeys (plus basement) in height comprising 53 residential dwellings, 4,797sqm of commercial floorspace, courtyard landscaping and resident's facilities including cycle and refuse storage.</p>			
<p>Background Papers, Supporting Documents and Drawing Numbers:</p> <p><u>Existing plans:</u> ST-EX-01-001 2A, ST-EX-02-100 2A, ST-EX-02-101 2A, ST-EX-02-102 2A, ST-EX-02-103 2A, ST-EX-03-100 2A, ST-EX-03-101 2A, ST-EX-02-100 2A, ST-EX-02-100 2A, ST-EX-02-100 2A.</p> <p><u>Proposed plans:</u> ST-PR-02-099 2A, ST-PR-02-100 2A, ST-PR-02-101 2A, ST-PR-02-102 2A, ST-PR-02-103 2A, ST-PR-02-104 2A, ST-PR-02-105 2A, ST-PR-02-106 2A, ST-PR-02-107 2A, ST-PR-02-108 2A, ST-PR-02-109 2A, ST-PR-03-100 2A, ST-PR-03-101 2A, ST-PR-03-102 2A, ST-PR-03-103 2A, ST-PR-03-104 2A, ST-PR-03-105 2A, ST-PR-04-100 2A, ST-PR-04-101 2A, ST-PR-04-102 2A, ST-PR-04-103 2A, ST-PR-04-104 2A.</p> <p><u>Documents:</u> Landscaping and Environmental Management Plan 6908/BR/290520/CP (Clarkson & Woods) 29th May 2020, 13 Blackburn Road Design and Access Statement (Stiff + Trevillion) June 2020, 13 Blackburn Road – Energy Statement (Chapmanbdsp Ltd) June 2020, 13 Blackburn Road – Sustainability Statement (Chapmanbdsp Ltd) June 2020, Noise Report A1541 R01 (Ion Acoustics) 31st March 2020, Rapid Health Impact Assessment (Boyer) June 2020, Planning Statement (Boyer) June 2020, Cover letter (Boyer) 26th June, 13 Blackburn Road – Drainage Strategy (Elliott Wood Ltd) June 2020, Structural Engineering Report (Elliott Wood) Construction Method Statement, Ecological Impact Assessment (Clarkson & Woods) May 2020, Ground Investigation and Basement Impact Assessment Report (GEA) May 2020, Daylight & Sunlight Report (Point 2) 24/06/2020, 13 Blackburn Road – Transport Statement (TTP Consulting) June 2020, 13 Blackburn Road – Workplace Travel Plan (TTP Consulting) June 2020, Blackburn Road – Residential Travel Plan (TTP Consulting) June 2020, Blackburn Road – Delivery and Servicing Management Plan (TTP Consulting) June 2020, Blackburn Road – Construction Management Plan (TTP Consulting) June 2020, Stage 2 Fire Strategy (Elementa) 22 November 2019.</p>			

RECOMMENDATION SUMMARY:**Grant conditional planning permission (subject to a Section 106 Legal Agreement)**

Applicant:	Agent:
WHIP	Boyer Planning

ANALYSIS INFORMATION

Land Use Details:		
	Use	Floorspace (GIA sqm)
Existing	29 flats (market housing)	1,962
	Warehouse (Class B1a)	445
Proposed	Residential – 53 flats (breakdown below)	3,949
	Commercial (Class E)	4,797

Residential Use Details:						
	Residential Type	No. of Bedrooms per Unit				Total
		1	2	3	4	
Existing						
Market	Flat	28	1	0	0	29
Proposed						
Market	Flat	42	4	7	0	53
TOTAL – All	Flats	42	4	7	0	53

Parking Details:	
	Parking Spaces
Existing	11
Proposed	5 – all Disabled

OFFICERS' REPORT

Reason for Referral to Committee: Major development where this involves the construction, extension or conversion of floorspace for 10 or more new dwellings or more than 1000 sq. mtrs of non-residential floorspace; [clause 3(i)];

EXECUTIVE SUMMARY

The site is occupied by the Clockwork Factory, 29 market flats which were created following the conversion of commercial floorspace under permitted development rights. The site also has some vacant existing commercial use to the rear, which was ancillary storage space for the building at the front of the site

The application is for demolition of the existing buildings on site and the erection of three buildings – two of which are mixed use but would be predominantly residential (Buildings A and B) and a solely commercial building to the rear of the site (Building C).

The site is located in a growth area where it is expected that sites come forward and development opportunities are optimised. The proposed uplift in housing on the site is welcomed given that housing is the priority use of the local plan and is strongly supported in the Neighbourhood Plan. The proposed flats would provide a good level of amenity to future occupants, much better than the existing residential accommodation. Whilst the scheme would not provide affordable housing given viability issues, a payment-in-lieu of £500,000 would be secured. Significant weight is placed on the delivery of new housing, even if there is no physical provision of affordable housing on site under the proposals.

The significant uplift in commercial floorspace is also supported given the location of the site close to the Town Centre and the employment benefits this will bring to the area. The provision of a proportion of affordable workspace and employment and training package are also welcomed.

The scheme would provide high-quality landscaping with trees in the courtyard. As well as along the north side of Blackburn Road.

Given the location, distance and orientation of the proposed building with respect to neighbouring residential properties and approved residential accommodation coming forward, there would not be a material detrimental impact on amenity.

The existing building is of poor architectural quality and has a negative impact on the streetscene so its loss and replacement with new buildings which are considered to be of high architectural quality, appropriate to the existing and emerging context of the area and in line with the objectives in the neighbourhood plan is supported. The demolition of the building is acceptable given the above and in terms of the sustainability credentials of the proposed scheme. Over all the proposals are considered to be an enhancement to the character and function of the area.

On the balance of all material planning considerations, the proposals are acceptable and it is therefore recommended that planning permission be granted.

1 SITE

- 1.1 The site covers an area of 2,692.2sqm. It has a frontage along the north side of the western end of Blackburn Road (where it joins West End Lane), which is occupied by the Clockwork Factory (formerly Asher House) which was converted to residential under prior approval (see 'History' section) and has a floor area of 2880.2sqm. This building consists of a part single/part two/part three-storey building. The rear part of the site is occupied by a single-storey office building which was not part of the prior approval application. This building backs on to Billy Fury Way, a public pedestrian route which leads from Finchley Road and West End Lane, with the railway tracks behind.
- 1.2 The site is not located within a conservation area and there are no listed or locally listed buildings on the site. The site is within West Hampstead Growth Area. The site has a PTAL rating of 6a ('Excellent') and is located close to the West Hampstead stations interchange, as well as numerous bus services. The site lies just outside West Hampstead Town Centre. The application site is within the Fortune Green and West Hampstead Neighbourhood Plan Area.
- 1.3 The application site is bounded by:
- 11 Blackburn Road to the north-west, which is currently used as workshops;
 - Billy Fury Way; a pedestrian walkway (designated as Metropolitan Walk) to the north, with the Overground railway line beyond;
 - Haywood House (formerly Nido), the student accommodation to the east;
 - Blackburn Road to the south, with 14 Blackburn Road on the other side of the road opposite the site, which is currently a builders' merchant. This has an extant permission for a mixed-use commercial/residential scheme. It also forms the most westerly outline development plot (S8) of the O2 masterplan scheme which has a resolution to grant planning permission (see 'History' section).

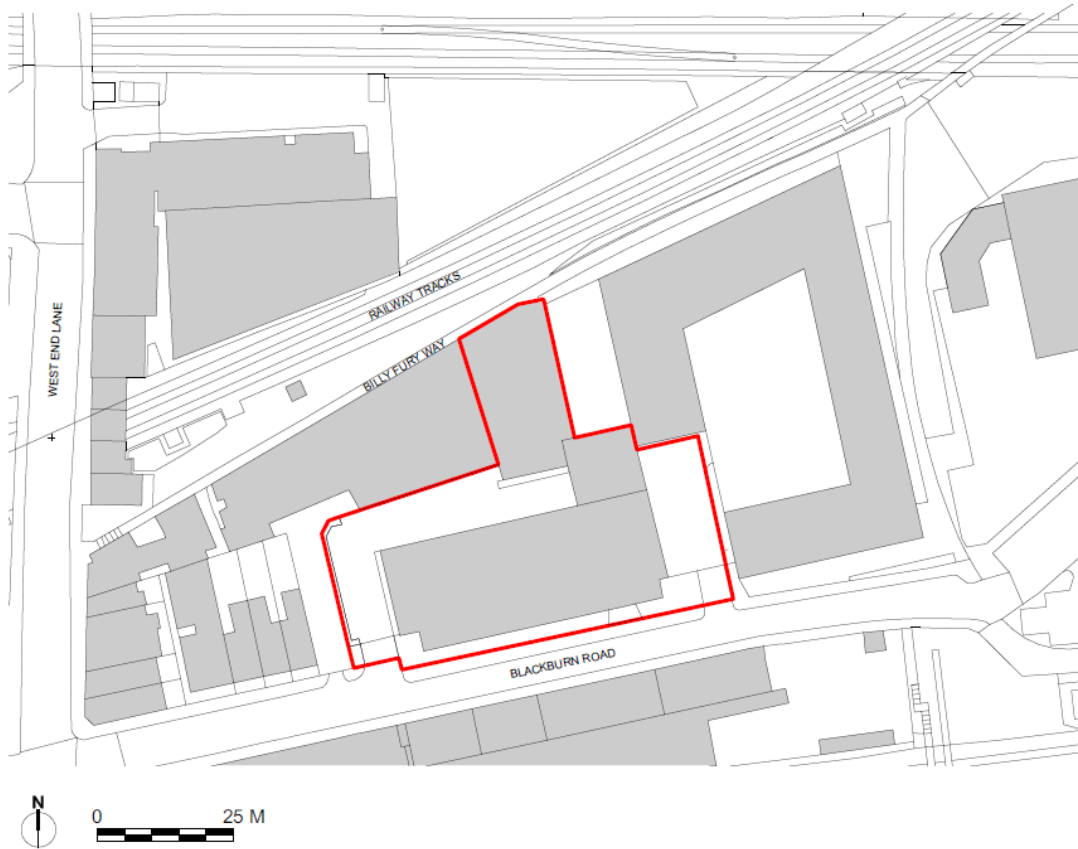


Figure 1 – The site

2 THE PROPOSAL

2.1 The proposals are for demolition of the existing buildings on site and the erection of two residential buildings fronting Blackburn Road with commercial on the lower floors (Block A - 4 storeys and Block B - 8 storeys) and an office building at the rear of the site (Block C - 8 storeys). 53 dwellings would be provided (although some of this would be to replace the existing 29 dwellings in Asher House on the site, so the uplift is 24 dwellings or 1987sqm of floorspace). The proposed breakdown of floorspace within each of the three blocks is set out in the table below.

Block	Use	Floor area GIA (sqm)
A	Commercial (LG and GF)	1,284
	Residential (upper floors)	2,001
B	Commercial (LG and GF)	268
	Residential	1,948
C	Commercial	3,252

Figure 2 – Proposed floor areas

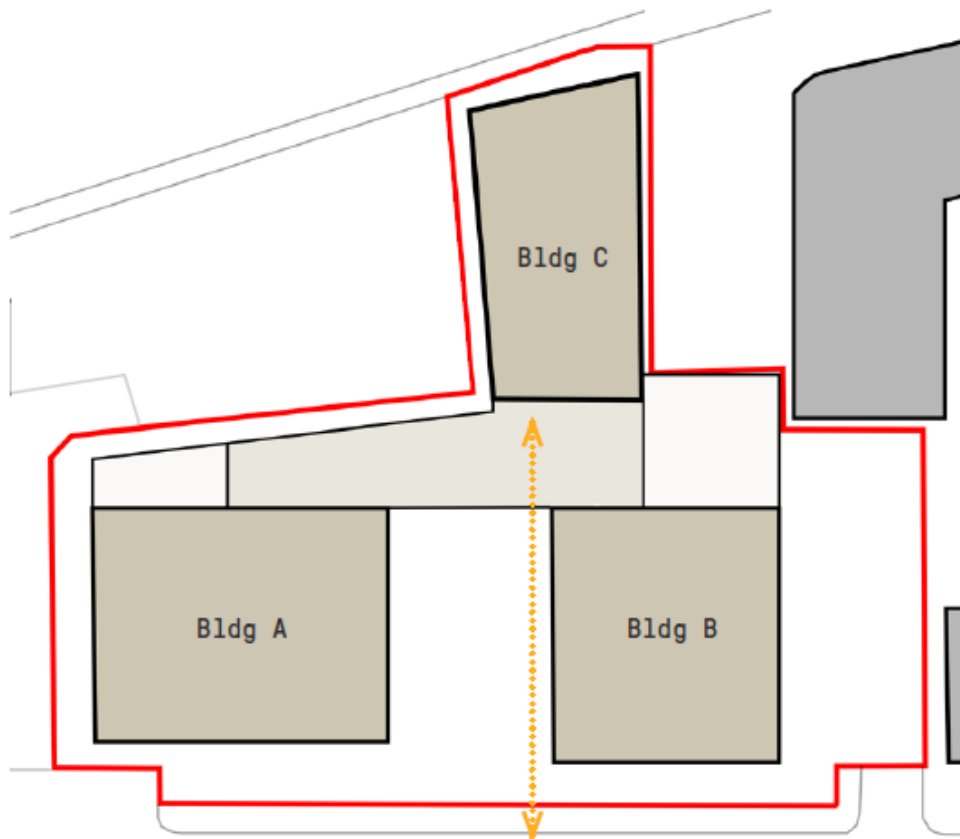


Figure 3 – Proposed blocks – Building A, Building B and Building C

3 RELEVANT HISTORY

3.1 The following planning history is relevant to this site:

Application site

The following planning history is relevant to this site:

2014/1671/P – Prior approval granted for “Change of use from office to 25 residential units (2 x studio, 21 x 1 bed, 2 x 2 bed).” - 06/05/2014.

2014/4587/P – Prior Approval Application granted for the “Change of use of building from offices (B1a) to 29 residential units(C3), comprising of 15 x studio units, 13 x 1 bed, 1 x 2 bed units”. - 24/09/2014.

Neighbouring sites

11 Blackburn Road

2015/3148/P – Permission granted for “Demolition of existing single storey office building (Class B1) and replacement with 6 x two-bed houses (Class C3)

(part 3/part 4 storey); refurbishment of Victorian warehouse (Class B1) and landscaping and associated works.” - 05/05/2017. This permission was not implemented and has expired.

Nido, Student Accommodation – now known as Haywood House

2017/7072/P – Extensions at roof level to provide 41 additional student studio bedrooms comprising: dormer roof extension to purple block on Blackburn Road; two storey roof extension to red brick block on Blackburn Road; single storey roof extension to middle east seven storey block; and associated alterations including re-cladding existing zinc roof elements, replacement of timber infill panels, alterations to windows, re-cladding of ground floor plinth; and landscaping works to adjacent area. Including re-submission of previously approved common room extension Ref. 2015/5488/P. Planning Committee resolved to grant planning permission on 4th March 2021, but the final determination is awaiting completion of the associated Section 106 legal agreement.

14 Blackburn Road

PWX0202103 – Permission granted for “Redevelopment of whole site by the erection of a 4 storey eastern block comprising two Class B8 and eight Class B1 units with associated service yard, together with a 4 storey plus basement western block comprising 8 dwellinghouses and 6 self-contained flats with associated underground car parking. - 08/05/2003.

2022/4576/P – Certificate of Lawfulness to seek confirmation of the lawful implementation of permission reference PWX0202103 dated 08/05/03 (see above). Pending decision but the Council is minded to grant. If works in connection with the approved scheme were lawfully implemented within the time limit imposed by condition, then the planning permission will remain extant and will be capable of full implementation. If the works were not lawfully implemented within the time limit, then the permission will have expired.

The O2 Masterplan Site, Finchley Road

2022/0528/P – Detailed planning permission for Development Plots N3-E, N4, and N5 and Outline planning permission for Development Plots N1, N2, N3, N6, N7, S1 and S8, including demolition of all existing structures and associated works, and redevelopment to include residential development (Class C3), commercial, business and service uses (Class E), local community uses (Class F2), and sui generis leisure uses (including cinema and drinking establishments) together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots, in accordance with the Development Specification. Planning committee resolved to grant planning permission on 30th March 2023, but the final determination is awaiting referral and sign off by the Mayor and completion of the associated Section 106 legal agreement.

4 CONSULTATION SUMMARY

Statutory Consultees

- 4.1 **Thames Water** – No objection subject to a condition (17) for further information.
- 4.2 **Metropolitan Police (Design Out Crime)** – No objection.
- 4.3 **Transport for London (TfL)** – No objection and the following comments. It should be noted that consultation occurred before the adoption of the LP 2021 but there are no significant changes between the draft at the time, and the now adopted version.

Cycle Parking

- Welcome the cycle parking exceeding the standards.
- There should be 5% provision for larger and non-standard bikes for residential and commercial
- Further details required for design and security of staff showers and lockers.

Construction Logistics Plan

- The proposal details the largest vehicle which will enter the site (7.5t box van). TfL will require further information on the signage and safety strategy during construction and deliveries. This should show the impact on current and future proposed pedestrian routes and the appropriate mitigation strategy should a road closure be required on Blackburn Road. We accept this information can be provided on appointment of a contractor and completion in collaboration with Camden Council. TfL will require the council to confirm the contact from Network Rail.

Officer's response: See 'Transport', further details of cycle parking have been provided.

Local Groups

- 4.4 **Fortune Green and West Hampstead Neighbourhood Development Forum** – Objection (whilst supporting much of the design) on the following grounds:
- Attended consultation in 2018 and had the following comments:
 - the balance of commercial and residential was good, as was open space. Retail at ground floor was important.
 - Height of the building and the lift over-run highlighted as a problem.
 - Unclear the quantum of affordable housing proposed.
 - The height of the tower has not been reduced to match the height of the NIDO building next door – proposals are contrary to FG&WH Neighbourhood Plan Policy 4 para B4.
 - Still unclear how much affordable housing is proposed.

Officer's response: See "Conservation and design" and "Tenure and unit size mix".

4.5 **West Hampstead Liberal Democrats** object on the following grounds:

- Application does not set out how much affordable housing will be provided.
- The proposed black bricks will not match the red bricks of West Hampstead.
- There should be increased connections to Billy Fury Way to reduce anti-social behaviour.

Officer's response: See 'Tenure and unit size mix of the proposed housing', 'Design' and 'Safety and security'.

Adjoining Occupiers

4.6 Four site notices were displayed on Blackburn Road and West End Lane from 04/09/20 until 28/09/20. An advert was placed in the local press on 10/09/20. The formal consultation period ended on 04/10/20.

Representations summary

4.7 Six letters of objection were received from local residents raising the following:

Design

- Nine storeys is higher than anywhere else in West Hampstead apart from the ugly adjacent Nido student housing, four storeys should be the maximum, too high.
- Height will set a further precedent.
- Insensitive and perverse overdevelopment of a site on a small road.
- Layout and style is poorly planned – unacceptable disconnection between the residential and commercial units.
- Density too high, overcrowded.
- Unnecessary demolition of existing building.
- Out of character.

Officer's response: See 'Design' section.

Land use

- No social/affordable housing proposed – against policy WH13.
- Office may become obsolete and could be converted to residential.
- Will not provide any amenities for local people.

Officer's response: See 'Land use' section.

Amenity of neighbouring properties

- Will harm the amenity of the area.
- Loss of light to locals on West End Lane.

Officer's response: See 'Amenity of neighbouring properties' section.

Transport

- Traffic and congestion will increase on exit from this small road.
- Will be difficult to build the proposals given the size of site and the narrowness of the cul-de-sac road.

- Congestion.

Officer's response: See 'Transport' section.

Prejudicing development of neighbouring site

- 11 Blackburn Road is recognised as an appropriate site for development, with an extant permission (permission has since expired)
- Proposals prohibit 11 Blackburn Road from optimising potential to contribute to housing supply.
- Would impact on living conditions of prospective occupants of 11 Blackburn Road. The Daylight/Sunlight Report does not take into account the approved scheme. A revised report should be submitted to take this into account.
- Proposed development is a 'bad neighbour' for the purposes of BRE guidelines on light.
- No assessment on overlooking.
- Windows face directly on to the site from the west elevation of the offices. The presence of these windows would limit development to a maximum of six storeys.
- There are windows and terraces proposed on the residential blocks directly overlooking no. 11.
- The sole access route would have development built right up to it – sense of enclosure
- The submitted Ground Movement Assessment, with regards the basement, should cover the no. 11 site accurately.

Officer's response: An addendum was submitted to the Daylight and Sunlight Report, assessing the impact on the approved scheme on this site, see 'Amenity of neighbouring properties', the 11 Blackburn Road permission was not implemented and expired on 05/05/2020.

Billy Fury Way

- Proposals do not connect to Billy Fury Way or allow a future connection – missed opportunity.
- Do not accord with aspirations of the Council to provide more connections to Billy Fury Way or a new public space here.

Officer's response: See 'Safety and security' section.

Other

- Insufficient infrastructure in terms of schools, transport, medical facilities and water supplies.
- Application says it doesn't know if the blocks will be attached to the general sewers – surely they should know. Will add more pressure on the system.

Officer's response: Local schools are experiencing falling school numbers and have capacity. The proposed uplift of 24 flats will not have a significant impact on local infrastructure and services.

5 POLICIES & GUIDANCE

5.1 National Planning Policy Framework 2021

5.2 NPPG

5.3 The London Plan 2021

5.4 Mayor's Supplementary Planning Guidance

5.5 Camden Local Plan (2017)

- G1 Delivery and location of growth
- H1 Maximising housing supply
- H4 Maximising the supply of affordable housing
- H5 Protecting and improving affordable housing
- H6 Housing choice and mix
- H7 Large and small homes
- C1 Health and wellbeing
- C3 Cultural and leisure facilities
- C5 Safety and security
- C6 Access for all
- A1 Managing the impact of development
- A2 Open space
- A3 Biodiversity
- A4 Noise and vibration
- D1 Design
- D2 Heritage
- CC1 Climate change mitigation
- CC2 Adapting to climate change
- CC3 Water and flooding
- CC4 Air quality
- CC5 Waste
- T1 Prioritising walking, cycling and car-free development
- T2 Parking and car-free development
- T3 Transport infrastructure
- T4 Sustainable movement of goods and materials
- DM1 Delivery and monitoring

5.6 Fortune Green and West Hampstead Neighbourhood Plan (2015)

- Policy 1 – Housing
- Policy 2 – Design and character
- Policy 4 – West Hampstead Growth Area

5.7 London Borough of Camden Housing Delivery Test - Action Plan dated August 2020

The Housing Delivery Test (HDT) is an annual measurement of housing delivery in the area of relevant plan-making authorities introduced by the government. It measures whether planned requirements (or, in some cases, local housing need) have been met over the last 3 years. The government's most recently published figure is for 2021, when the measurement for Camden was 76% - which means that Camden has to produce an action plan and apply a 20% buffer to our 5-year housing

land supply. In view of this measurement, officers have recently reviewed the 5-year housing land supply as part of the Authority Monitoring Report, and have concluded that the amount of deliverable housing land in the borough falls substantially short of what is needed for a 5-year supply. Consequently, the presumption in favour of sustainable development in paragraph 11(d) of the NPPF is engaged, and there is a need to place great weight on the provision of housing in decision making. The NPPF indicates that applications should be granted unless their adverse impacts would significantly and demonstrably outweigh their benefits when assessed against NPPF policies as a whole.

5.8 Draft site allocations WH13

5.9 Camden Planning Guidance

- Access for all
- Air quality
- Amenity
- Biodiversity
- Design
- Employment sites and business premises
- Energy efficiency and adaptation
- Housing
- Public open space
- Transport
- Trees
- Water and flooding

ASSESSMENT

The principal considerations material to the determination of this application are considered in the following sections of this report:

6	Land use principles <ul style="list-style-type: none">- Introduction- Residential use- Commercial use
7	Tenure and unit size mix of the proposed housing <ul style="list-style-type: none">- Policy review- Introduction- Tenure- Mix of unit sizes
8	Quality of proposed housing <ul style="list-style-type: none">- Policy review- Design and layout- Aspect- Daylight and sunlight- External amenity space- Noise- Conclusion
9	Conservation and design <ul style="list-style-type: none">- Policy review- Existing building and site- Conservation- Design Review Panel (DRP)- Proposed layout- Scale and massing- Appearance and detailed design- Views- Conclusion
10	Landscape and trees <ul style="list-style-type: none">- Policy review- Introduction- Landscape design- Trees
11	Amenity of neighbouring properties <ul style="list-style-type: none">- Policy review- Introduction- Loss of light and outlook- Loss of privacy- Noise
12	Air quality

13	Sustainable design and construction <ul style="list-style-type: none"> - Policy review - introduction - The site and the proposal - Energy - Sustainability - Conclusion
14	Flood risk and drainage
15	Transport <ul style="list-style-type: none"> - Policy review - Introduction - Loss of car park - Cycle parking - Trip generation and servicing - Car parking - Public realm improvements - Pedestrian, cycling and environmental improvements - Managing and mitigating the impacts of construction - Construction impact bond - Conclusion
16	Basement
17	Safety and security
18	Land contamination
19	Fire safety
20	Refuse and recycling
21	Planning obligations
22	Mayor of London's Crossrail CIL and Camden CIL
23	Conclusion
24	Recommendations
25	Legal comments
26	Conditions
27	Informatives

6 Land use principles

6.1 The principal land use considerations are:

- Introduction
- Residential use
- Commercial use

Introduction

6.2 The site is located in the West Hampstead Growth Area where an intensification of uses and a mix of uses, including residential is expected.

Residential use

6.3 Residential is the priority land use of the Local Plan. Camden Local Plan policies H1, H2, H4, H6 and H7 are relevant with regards to the provision of housing and set out what is required in terms of tenure and unit mix. Fortune Green and West Hampstead Neighbourhood Plan also has policies which are relevant to this site. Policy 1 (Housing) seeks a range of housing types, related to the scale of development, including the provision of affordable housing. Policy 4 (West Hampstead Growth Area) seeks a range of uses such as business/commercial; retail/hotel; residential (including affordable housing) and health/education/community uses. It states that employment uses would be preferred on the ground floor

6.4 There are currently 29 flats on the site and there would be 53 in total under the proposals. The proposal would result in an uplift of 24 homes on the site and an increase of 1987sqm of residential floorspace. This is welcomed in principle and is in line with policy H1 and G1. The proposed dwellings would contribute towards the strategic objectives of the Local Plan and contribute to the borough meeting the Housing Delivery Target, which must be given significant weight.

Commercial use

6.5 Camden Local Plan policy E1 seeks to secure a successful and inclusive economy. Policy E2 encourages the provision of new employment premises and sites and to protect existing employment space. Policy 12 of the Neighbourhood Plan supports development that provides employment floorspace.

6.6 The front building on the site was previously used as offices (Class B1 at that time) for a watch company, but was converted to residential through prior approval. There is currently a warehouse to the rear of the site with a floorspace of 445sqm (GIA), which previously provided storage to the watch business. The warehouse is currently vacant. Under the proposals, there would be 4,797sqm (GIA) of offices (Class use E(g)) provided in Building C and also on the ground floor of Buildings A and B. There would therefore be an uplift of 4,352sqm (GIA) in employment floorspace. The employment capacity of the proposed offices is estimated at 400 people. The proposed offices would be purpose-built and high quality, encouraging and supporting the economic growth in the growth area.

6.7 The offices would be suitable for a range of businesses including small and medium enterprises (SME's) which is strongly welcomed. Affordable workspace of 20 desk

spaces would be provided with a discount to 65% of market rate. This constitutes 10% of the overall office floorspace and is strongly welcomed. As the development includes a net increase of more than 1,000sq m of new employment floorspace, employment and training contributions would also be secured via section 106 legal agreement.

- 6.8 The Inclusive Economy Section has been consulted on the proposal and welcome the increased employment opportunities that would result from the scheme both in terms of construction and the end-use phases, through the expansion of the existing employment floorspace on site by 4,352sqm.

7 Tenure and unit size mix of the proposed housing

- 7.1 The considerations with regards to tenure and unit size and mix are as follows:

- Policy review
- Introduction
- Tenure
- Mix of unit sizes
- Design and layout

Policy review

- 7.2 Policies H1, H2, H3, H4, H6, H7 and CPG's Housing are relevant with regards to new housing, including to tenure and unit size.

Introduction

- 7.3 There are currently 29 flats (market housing) on the site, which were converted from office use via prior approval (see 'History'). The assessment of both the proposed tenure mix and unit size mix has been assessed subtracting the floorspace/unit mix of the existing flats. Policies on required unit mix are only applied to the uplift in dwellings. This approach was agreed with the applicant to ensure the redevelopment of the Clockwork Factory came forward, given its poor architectural quality and that more housing can be achieved through a redevelopment scheme. The proposed mix has been considered in terms of the proposed scheme, but has also had regard to the existing mix and quality provision as a strong material consideration.

Tenure

- 7.4 Camden Local Plan policy H4 and the CPG on Housing seek the provision of affordable housing. The Council's preference is to provide affordable housing on-site. Where affordable housing cannot be provided on-site, off-site provision will be considered and only in exceptional circumstances will a payment-in-lieu will be accepted. Given the proposed residential uplift of 1,951sqm, the sliding scale in Policy H4(d) applies. The additional residential area has a notional capacity for 20 additional homes, so the affordable housing target is 40%. In this case the policy requirement for affordable housing is 40% of the total proposed residential uplift (3,949sqm minus the existing residential floorspace of 1,962sqm. This calculates to 794.8sqm or equivalent of around eight units.

7.5 The proposal does not include the provision of affordable housing either on-site or off-site. The applicant states that the scheme cannot viably provide on-site or off-site affordable housing. This has been reviewed by the Council’s independent viability assessor, BPS, who identified a surplus of £426,000 within their July addendum report (Appendix 4 to this report), with a Benchmark Land Value (BLV) of £6,925,000. The Applicant then made a cash offer of £500,000. When compared to the surplus, this results in a deficit of £74,000. This deficit is nominal overall and represents a broadly breakeven viability position, and so a maximum viable contribution.

7.6 Applying the payment in lieu of £5,000 per sqm set out in Housing CPG, the total payment under the policy target would be:

$$1,962 \text{ sqm} \times 40\% \times £5,000 \text{ psm} = 784.8 \text{ sqm} \times £5,000 \text{ psm} = £3,924,000$$

A payment of £500K would be 12.7% of this requirement. Given the above, BPS consider that the proposed payment-in-lieu is a good offer and recommend accepting it as it represents the maximum viable contribution in line with development plan policy.

7.7 Planning and housing officers consider that the £500,000 surplus which has been identified is insufficient to provide a viable quantum of affordable housing on-site (or off-site) and therefore in this instance the payment-in-lieu is considered acceptable in this instance.

7.8 A Deferred Affordable Housing Clause would be included in the section 106 legal agreement, with a review mechanism to ensure that additional contributions to affordable housing would be provided if the scheme become more profitable in the future. This would be capped at £3,424,000 (£3,924,000 - £500,000) and any surplus would be split between the Council and developer 60%/40% respectively, in line with the policy and guidance.

Mix of unit sizes

7.9 Policy H7 requires the provision of homes of different sizes, the need for small and large homes varies depending on the tenure of the accommodation. The policy states that the proposed unit mix of a scheme should broadly accord with the Dwelling Size Priorities Table set out in the policy, although the Council will be flexible when assessing development.

Table 1: Dwelling Size Priorities

	1-bedroom (or studio)	2-bedroom	3-bedroom	4-bedroom (or more)
Social-affordable rented	lower	high	high	medium
Intermediate affordable	high	medium	lower	lower
Market	lower	high	high	lower

Table 1 – Dwelling size priorities

7.10 Policy H7 sets out the targets for unit sizes, which reflect broad needs across the borough. In order to create mixed, balanced communities, officers would normally

seek a policy compliant mix of sizes, including a proportion of 4-bed homes. In this case, 42 of the 53 proposed flats would be one-bedroom. However, 28 of the existing flats are one-bedroom and are being re-provided. When these are subtracted from the proposed mix there would be 14 x one-bedroom flats in the uplift. Officers agreed to support this approach at pre-app stage as the original pre-app proposals retained the existing building at the front of the site. This building is of low architectural quality and provides a poor level of amenity to occupants, being a commercial building converted to residential use under permitted development. Looking at additional units, one bed homes represent around 58% of the dwellings, two bed homes represent around 13%, and three bed homes represent around 29%. Considering this, the proposed unit mix broadly complies with the dwelling size priorities for market housing.

Residential Use Details:						
	Residential Type	No. of Bedrooms per Unit				
		1	2	3	4	Total
Existing						
Market	Flat	28	1	0	0	29
Proposed						
Market	Flat	42	4	7	0	53
TOTAL - All	Flats	42	4	7	0	53

Table 2 – Existing and proposed flats by unit size

8 Quality of the proposed housing

8.1 The considerations with regards to quality of the proposed residential accommodation are as follows:

- Policy review
- Design and layout
- Aspect
- Daylight and sunlight
- External amenity space
- Noise
- Conclusion

Policy review

8.2 Camden Local Plan policy H6 is about housing choice and mix, and it aims to minimise social polarisation and create mixed, inclusive, and sustainable communities, by seeking high quality accessible homes and a variety of housing suitable for Camden's existing and future households. London Plan policy D5 says development should provide the highest standard of accessible and inclusive design, which allows them to be used safely, easily and with dignity by all.

8.3 LP policy D6 and Camden Local Plan policies H6 and D1 require that housing should be high quality and provide adequately sized homes and rooms, and maximise the

number of dual aspect dwellings. Camden Local Plan policy A2 encourages opportunities to provide private amenity space which is reflected in a requirement to provide amenity space in LP policy D6. Camden Local Plan policy A1 seeks to protect the amenity of occupiers in relation to a number of factors, including privacy, outlook, light, and noise. Camden Local Plan policy A4 says suitable noise and vibration measures should be incorporated in new noise sensitive development.

Design and layout

- 8.4 New development should conform with the minimum space standards set out in the London Plan (see below) and Camden Planning Guidance Housing.

Type of dwelling		Minimum gross internal floor areas ⁺ and storage (square metres)			
Number of bedrooms (b)	Number of bed spaces (persons(p))	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *	N/A	N/A	1
	2p	50	58	N/A	1.5
2b	3p	61	70	N/A	2
	4p	70	79	N/A	2
3b	4p	74	84	90	2.5
	5p	86	93	99	2.5
	6p	95	102	108	2.5

Table 3 - Minimum internal space standards (London Plan Table 3.1, Policy D6)

All of the proposed homes meet the London Plan space standards, both in terms of overall size and bedroom size. The proposed homes have been designed to a high standard in terms of size, aspect and layout, with step-free access.

- 8.5 The scheme will be designed to comply with building regulation's part M4(2) and M4(3), as set out in the Design and Access Statement. Five of the units would be wheelchair adaptable, complying with Part M4(3). Conditions (7 and 8) are attached to ensure that the proposed units would comply with Building Regulations Part M4(2) and Part M4(3).

Aspect

- 8.6 The existing residential building, having been converted from a former office building, is considered to offer a compromised degree of residential amenity to its occupants with a large number of the homes being single aspect and without access to amenity space.
- 8.7 For the proposed development, 68% of the 53 proposed homes would be dual aspect. None of the single-aspect proposed homes would be north-facing. High efficiency mechanical ventilation with heat recovery (MVHR) is proposed to further improve ventilation.

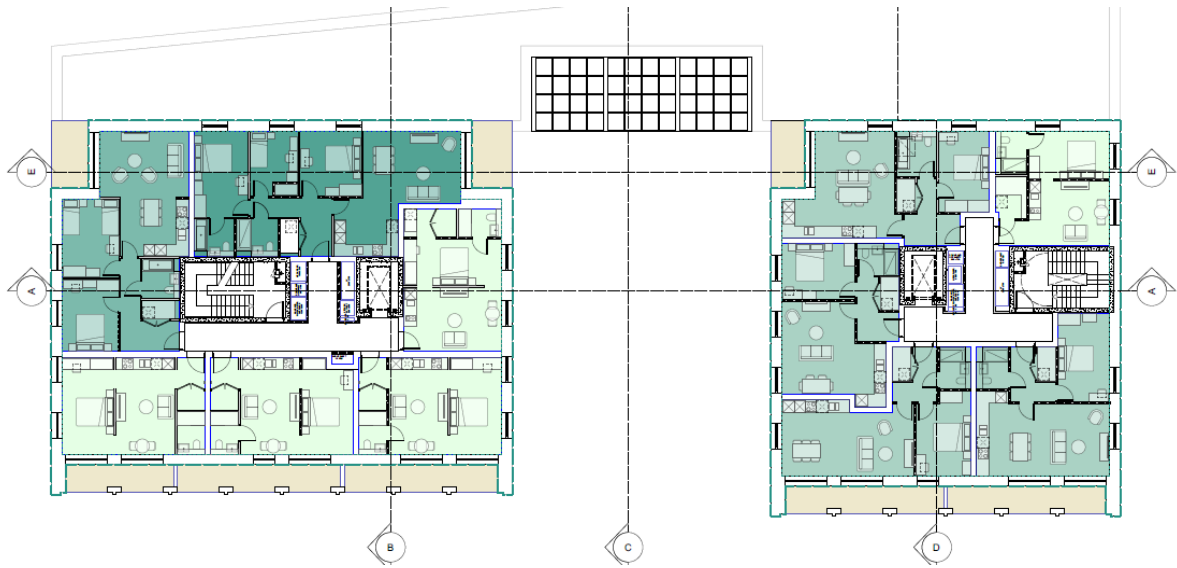


Figure 4 – Floors 1 – 3 of the residential blocks

Daylight and sunlight

8.8 The methodology and criteria used for the assessment is based on the approach set out by BRE guidance. The report makes use of several standards in its assessment of surrounding buildings which are described in the BRE guidance:

- Vertical Sky Component (VSC) – This relates to daylight on the surface of a window. A measure of the amount of sky visible at the centre of a window.
- The BRE considers that daylight may be adversely affected if, after development, the VSC is both less than 27% and less than 0.8 times (i.e. a reduction of more than 20%) its former value.
- No Sky Line (NSL), also known as Daylight Distribution (DD) – This relates to daylight penetration into a room. The area at desk level (“a working plane”) inside a room that will have a direct view of the sky.
- The NSL figure can be reduced by up to 20% before the daylight loss is noticeable (i.e. retain 0.8 times its existing value).
- Annual Probable Sunlight Hour (APSH) - A measure of the amount of sunlight that windows of main living spaces within 90 degrees of due south receive and a measure of the number of hours that direct sunlight reaches unobstructed ground across the whole year and also as a measure over the winter period. The main focus is on living rooms.
- The BRE considers 25% to be acceptable APSH, including at least 5% during the winter months. Impacts are noticeable if less than these targets, and sunlight hours are reduced by more than 4 percentage points, to less than 0.8 times their former value. It recommends testing living rooms and conservatories.
- The overshadowing of open spaces is assessed by considering any changes to surrounding outdoor amenity spaces. A Sun Hours on Ground assessment has been undertaken which uses the BRE methodology.
- The BRE recommends at least half (50%) of the area should receive at least two hours (120 mins) of sunlight on the 21st March, and the area

which can receive some sun on the 21st March is less than 0.8 times its former value.

- Categorising impacts and alternative targets

8.9 The assessment has set significance criteria which is the approach recommended by BRE guidance in the case of EIAs. The approach is endorsed by CBRE and DPR, as are the criteria used are in the table below.

BRE compliant	20.1% to 30% reduction	30.1% to 40% reduction	More than 40.1% Reduction
Negligible	Minor Negative	Moderate Negative	Major Negative

Table - Impact criteria

8.10 The BRE guidance targets are based on a model which is meant to apply broadly across the whole country, so it does not tend to account for much denser urban settings like London or Growth Areas. As a result, it recommends setting alternative targets which take account of relevant local context.

The BRE guidance indicates suggested alternative VSC targets based on street width to building height ratios. The approach is supported by the London Plan. The London Plan Housing SPG states: “The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.”

8.11 A retained VSC value of 14% to 15% VSC at ground floor level can be considered an acceptable level of retained daylight for the surrounding properties, which is in line with the BRE guidelines as described above.

8.12 The alternative targets are 15% for VSC, 50% for NSL, 15% for annual APSH and 3% for winter sun. Whilst there is precedent for the alternative VSC target, there is not for NSL and APSH and these have instead been adopted based on the advice of professionals in this field. DPR confirmed that this approach is reasonable in principle and the alternative target values are not unreasonable for an urban area. The targets are also consistent with those that have been applied to other schemes in Camden.

8.13 Paragraph 125 of the NPPF supports making efficient use of land and says that authorities should take a flexible approach in applying policies or guidance relating to daylight/sunlight where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.

8.14 The proposed scheme was designed in accordance with the previous BRE guidelines (2011) and based on the Average Daylight Factor (ADF) methodology which was relevant at the time of the submission. Climate Based Daylight Modelling (CBDM) methodology replaces the ADF methodology. The new methodology is a

more complex simulation of actual daylight levels but has targets that are generally more difficult to achieve in an urban context.

- 8.15 The new CBDM methodology is based on the British Standard 'Daylight in Buildings' (BS EN17037) using target illuminances from daylight. The calculations are based on localised weather data. The British Standard contains advice and guidance on interior daylighting for all buildings across Europe but also has a UK National Annex which provides suggested targets for dwellings in the UK. The UK Annex gives illuminance recommendations of 100 Lux in bedrooms, 150 Lux in living rooms and 200 Lux in kitchens. These are median illuminances to be achieved over 50% of the assessment grid for at least half of the daylight hours. However, it also says that a living room target of 150 Lux could be used for a combined living/kitchen/dining room.
- 8.16 An addendum report was submitted, covering the revised internal daylight and sunlight standards outlined above.
- 8.17 The results show the majority (89.4%) of the 93 habitable residential rooms would satisfy the daylight illuminance target which is a good rate of compliance. However, it should also be noted that results of the old ADF assessments (now superseded) show a higher compliance rate with around 93.3% of all habitable rooms assessed receiving good levels of daylight for an urban area. The scheme was designed and submitted under this older assessment method. It should be noted that at present there are flats at lower ground and ground floor level which have low levels of light, which were converted to residential under permitted development.
- 8.18 As set out within the BRE guidelines and the NPPF, daylight and sunlight availability are one of several considerations in site layout design. A balance between the various design factors needs to be made to ensure an overall high quality of housing. Other issues such as provision of a balcony, for amenity space (see section below) and for shading to reduce solar gain, need to be considered together. Overall, whilst achieving this balance, the daylight and sunlight assessment results are considered to show a good level of compliance while ensuring the development makes optimal use of the potential for the site.

External amenity space

- 8.19 Each of the proposed flats has a balcony. On the corner units, the balconies are located so that they allow views in two directions. This also provides interesting architectural features to the facades.
- 8.20 Camden Local Plan policy A2 states developments should seek opportunities for providing private amenity space, and LP policy D6 says that 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m.
- 8.21 The balconies have a good depth and width and will provide usable amenity space for their occupants. The provision of private amenity space complies with policy and would result in a high-quality development and provision for future occupiers.

Noise

- 8.22 An acoustic assessment has been submitted as part of the application. Appropriate noise guidelines have been followed within the report such as Noise Policy Statement for England, National Planning Policy Framework (NPPF), Planning Practice Guidance on Noise, Camden Council's Local Plan, version June 2017 and BS 4142:2014 etc.
- 8.23 Sound insulation calculations for habitable rooms have been prepared in accordance with appropriate standards to determine the extent of the sound insulation required to control noise levels in offices and in residential bedrooms and living rooms to meet the noise and vibration limits.
- 8.24 The assessment has correctly considered the potential noise impact from road traffic and railway noise on the proposed buildings.
- 8.25 The results calculated in the report indicate that an improved façade sound insulation is required to attenuate the noise from the road and railway. Noise limits for any future plant have also been correctly derived and therefore the acoustic information submitted is acceptable in Environmental Health terms.
- 8.26 The proposed accommodation would provide an acceptable level of amenity subject to conditions (12, 13, 14 and 15), the proposed flats would be acceptable in noise terms.

Conclusion

- 8.27 The proposed flats are considered acceptable in terms of layout and design, aspect, outlook, light, noise and amenity space and would provide an acceptable level of amenity.

9 Conservation and design

- 9.1 The design and conservation considerations are follows:

- Policy review
- Existing building and site
- Design Review Panel (DRP)
- Conservation
- Proposed layout
- Scale and massing
- Appearance and detailed design
- Views
- Conclusion

Policy review

- 9.2 Policies D1, D2 and CPG (Design) of the Camden Local Plan are relevant to conservation and design. Fortune Green and West Hampstead Neighbourhood Plan Policy 2 (Design and Character) states that new development should be of a high quality design which complements and enhances the identity of Fortune Green and West Hampstead. Fortune Green and West Hampstead Neighbourhood Plan

Policy 4 (West Hampstead Growth Area) states that any new building should take account of changes in ground levels and should respect the heights and alignment of neighbouring buildings.

Existing building and site

- 9.3 The existing site comprises of two buildings of two and three storeys respectively; a residential building on Blackburn Road and a warehouse/ancillary office building to the north. The building is considered to be quite defensive in character and its contribution to the function and character of Blackburn Road is poor. The demolition of the existing building is strongly supported in design terms and is supported by the Neighbourhood Plan which seeks a building that respects the street and the level changes.
- 9.4 The site is situated between the lower rise 2-3 storey Victorian properties to the west, between the site and West End Lane, and the student building, between 6-9 storeys, to the east. Further west on the opposite side of West End Lane a recent redevelopment comprises buildings ranging between 5-11 storeys. Further east of the site, Blackburn Road is terminated by a group of low industrial/retail shed type buildings occupied by car dealerships and Homebase, along with the O2 carpark and complex, which is expected to come forward for redevelopment, as set out in the adopted and emerging site allocations document and the West End Lane to Finchley Road Draft Supplementary Planning Guidance. A development proposal for the site obtained a resolution to grant planning permission from the planning committee (see 'History') for heights ranging between eight and 16 storeys.
- 9.5 The site is not in a conservation area but to the south, south of the railway tracks, is South Hampstead Conservation Area and to the north, north of the railway cutting, is West End Green Conservation Area. There are no listed buildings or locally-listed buildings impacted by the site and this proposal.
- 9.6 In summary, the surrounding townscape is mixed and varied in scale and character and is likely to change significantly in the coming years. Strategically the site has an important role to play in improving the character and function of Blackburn Road linking West End Lane to future redevelopment of sites to the west. This includes helping to provide a "gateway" into the larger O2 masterplan site from West Hampstead.

Design Review Panel (DRP)

- 9.7 Proposals for the site were reviewed by the DRP at pre-application stage on 27 September 2019. In summary the recommendations of the DRP and the changes made to the scheme in response are set out below;



Figure 5 – the pre-app proposals presented to the DRP

- (1) Further consideration should be given to the relationship of the proposals to potential redevelopment of the site to the west, 11 Blackburn Road.

Officers encouraged the application site and no. 11 being brought forward together but the different landowners did not bring a scheme forward as such.

- (2) Further consideration should be given to the relationship of the proposals to Blackburn Road.

Response: The extent of lightwells along the frontage has been reduced and entrance ramps reconfigured, resulting in an over-all improvement to the public realm along Blackburn Rod, including creating the potential for new street tree planting.

- (3) The DRP recommended that further consideration be given to the massing of the buildings across the site.

Response: The mass of the upper storeys of Building C has been reduced resulting in a part 4, part 9 storey building with the benefit of reducing its impact on the courtyard and the width of the gable end facing 11 Blackburn Road. The DRP considered that the scale of this building was appropriate provided the building mass was given a more elegant proportion and exemplary architectural design. It is considered that this has been achieved.

The scale and massing of Buildings A and B were reduced and shaped to provide a more comfortable fit with the site and its surroundings.

- (4) Further consideration should be given to the set-back top storey to provide greater integration with the lower storeys.

Response: Greater integration of the set-back top storey has been achieved by adopting the same architectural language and materiality as the storeys below.

- (5) The approach to detailed architectural design was generally supported with a recommendation that further refinement should be carried out.

Applicant's response: A number of refinements have been made, particularly with regard to brick colour and detailing which has resulted in an improved appearance and degree of visual richness of the buildings

Conclusions

Officers are satisfied that the DRP's comments have been sufficiently addressed.

Conservation

- 9.8 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that special regard must be given to the preservation of a listed building, its setting or its features of special architectural or historic interest. Section 72 of the same Act sets out that special regard must be given to preserving or enhancing the character and appearance of a conservation area.

- 9.9 Any harm arising should be mitigated as far as possible, for example, through the design and approach of the scheme. Considerable weight and importance must be given to any harm to designated heritage assets, and any harm identified should be outweighed in the balance by considerable public benefits.

- 9.10 Paragraph 202 of the NPPF states:

202. Where a development proposal 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 optimum viable use.

- 9.11 There are also non-designated heritage assets in the area and these most notably include locally listed buildings in the surrounding area, as well as buildings that make a positive contribution to conservation areas.

- 9.12 Any harm to non-designated heritage asset is a matter of planning balance as set out in paragraph 203 of the NPPF:

203. 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.

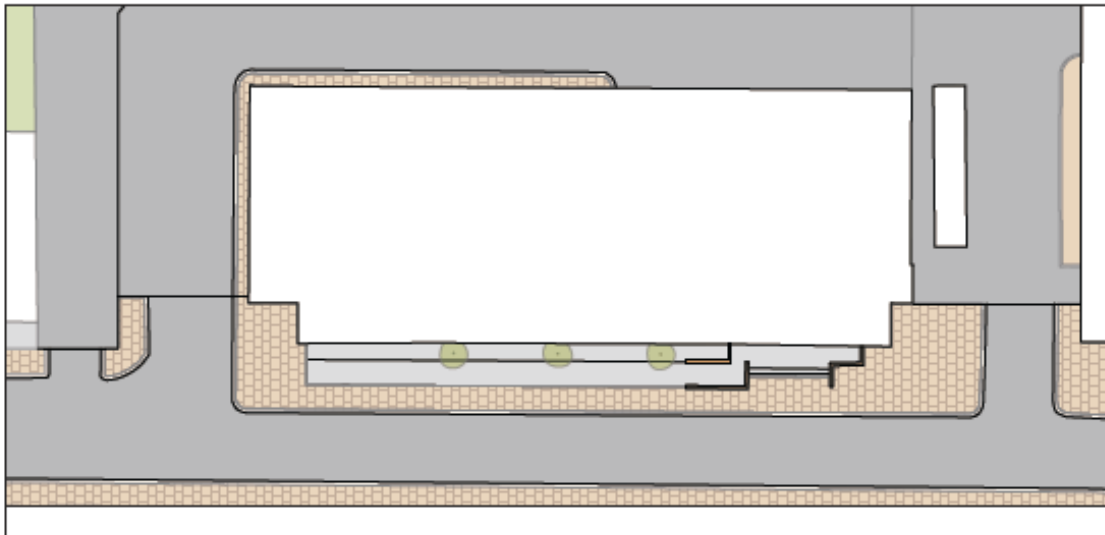
- 9.13 The development plan and the policies of the NPPF make clear that conservation and heritage are important factors that should be given considerable weight in decision making. The design and heritage policies set out in the CLP (Policy D2), Neighbourhood Plan (Policy 3) and London Plan (Policy HC1) all note the importance of character and appearance. The development plan focuses on the potential impact of new development on the built environment, but also the impact on archaeological remains which may often be unidentified but discovered in the future. Development should avoid harm or minimise harm to designated heritage assets. The policies and NPPF also provide protection to non-designated heritage assets.
- 9.14 The site is not in a conservation area, and there are no listed buildings, or locally listed buildings, within the site. The only “designated heritage assets” in the surrounding area are the West End Green and South Hampstead Conservation Areas.
- 9.15 The West End Green Conservation Area is centred on West End Lane and West End Green, and includes the adjoining streets. The area is bounded by Finchley Road in the north, the West Hampstead Thameslink Station to the south, Hampstead Cricket Club Sports Ground to the east, and a serrated boundary edge to the west which is loosely defined as an area of more modest terraced houses. The Conservation Area is largely domestic in nature with large detached and semi-detached villas and a variety of mansion blocks. There is less visibility from the area to the south of the site, within South Hampstead Conservation Area. Part of the significance of these conservation areas derive from their setting which, with much low and medium density development, limits encroachment of height into the backdrop of various views from within the conservation areas, helping to reinforce their character as metropolitan suburbs.
- 9.16 Building C of the proposed development would be visible from the north standing on West End Lane bridge, right at the southern end of the West End Green conservation area. The existing view is open in character with some large to medium sized buildings in the foreground such as the Nido student housing scheme, and 156 West End Lane (Travis Perkins site), currently under construction, which will appear to the left of this view. The open sky visible across the current open site provides some relief to the setting of the south end of the conservation area, this part of which has a busy enclosed character. There will also be some visibility of the taller building from the south, for example glimpses from Broadhurst Gardens or Priory Road, but there is a greater sense of enclosure in and around this part of the South Hampstead Conservation Area.
- 9.17 Whilst the taller building (C) would be visible from the southern end of the West End Green Conservation Area, it would be viewed with Haywood House in the backdrop. Views from South Hampstead Conservation Area would be far more obscured and lesser impact. The heights of the proposed buildings, in particular Building C, are not sufficient to materially alter the settings in general or harm the significance of

those conservation areas. As such, no harm has been identified and the proposal would preserve the character and appearance of the surrounding heritage assets.

Proposed Layout

9.18 The redesign of the site comprises two residential buildings (A and B) with commercial uses on ground and basement levels fronting onto Blackburn Road and an office building (Building C) to the north of the site, adjacent to Billy Fury Way. Buildings A and B are separated by a courtyard space and linked together, along with Building C, by a single storey pavilion. This arrangement along with the increased activity and over looking to Blackburn Road is considered to provide a more positive contribution to this route than the existing building. In addition there is an improvement to the public realm through widening of the pavement and potential tree planting. Planting within the courtyard will also contribute to a green aspect in views into the site from the public realm.

1. Existing pedestrian route condition



2. Proposed pedestrian route condition

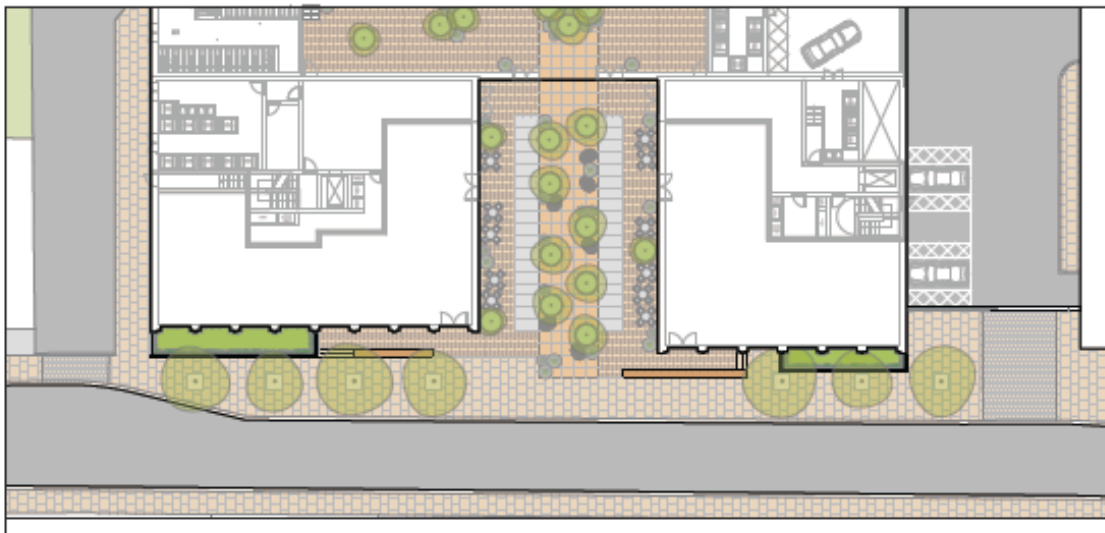


Figure 6 – Comparison of the existing and proposed pavement conditions.

9.19 To the north, Building C forms a frontage with Billy Fury Way. Ground floor doors, windows, and windows above, offer increased passive surveillance to this route, improving its safety.



Figure: 7 – View west along Billy Fury Way

Scale and massing

- 9.20 Buildings A (6 storeys) and B (7 storeys) are arranged to distribute the scale and mass across the site in relation to their immediate context with the lower Building A adjacent to the existing lower scale Victorian properties and Building B in relation to the larger student accommodation building.
- 9.21 The taller Building C (9 storeys) relates to the taller elements of the Nido Building and would be lower than the tallest buildings proposed further east (going up to 16 storeys) in the O2 Masterplan development.
- 9.22 In terms of the impact of the scale and mass on the site both A and B have a set-back roof storey which reduces the impact of the scale of these buildings on Blackburn Road. Building C comprises of two parts; a 4 storey element closest to the courtyard and the tallest part, 9 storeys, next to the railway cutting.



Figure: 7 – View up proposed courtyard

Appearance and detailed design

- 9.23 Both Buildings A and B have a defined base in charcoal grey brickwork with the upper residential floors in a red coloured brick. A further layer of detail is provided with the edges of the ground floor piers, on the southern elevation, framed with a toothed pattern of glazed black bricks. Piers to the upper residential storeys are framed with a darker red brick. The piers are also profiled with a projecting element which provides a vertical emphasis to the composition, balanced against the horizontal definition of each floor with a profiled pigmented concrete lintel. This element is also used to define the top of the building forming a cornice to the set-back storey.
- 9.24 The recessed balconies and ground floor and top storey awnings provide shade and mitigation to over-heating on the south elevation.

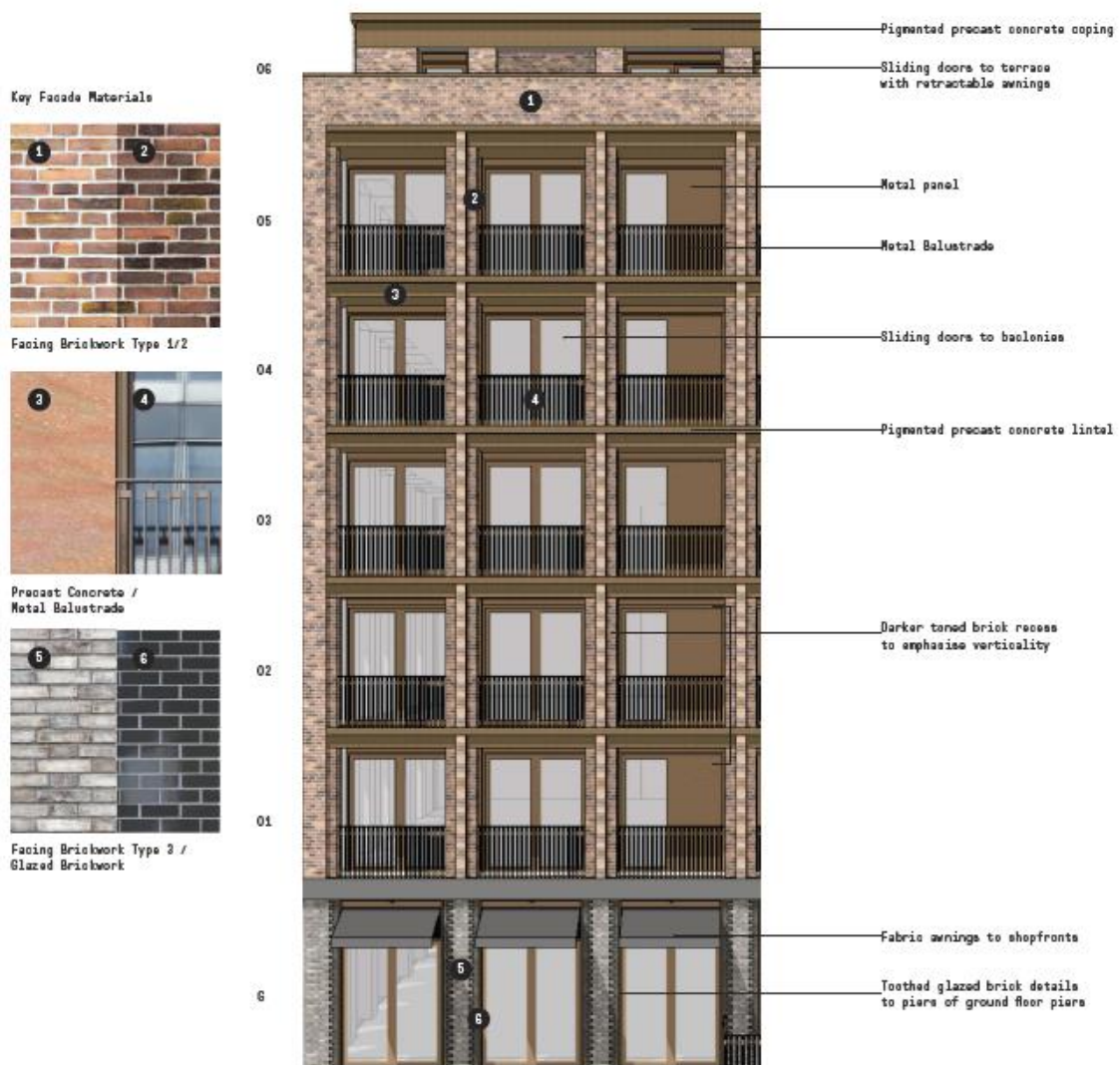


Figure: 8 – Detail of proposed residential building

9.25 The design of the office building C follows a similar language of detailing with a toothed pattern of glazed black bricks framing the window openings with the building differentiated from A and B with the use of charcoal coloured bricks forming the main body of the building. Building C has a more industrial aesthetic emphasised by the windows and surrounds, which reflect its commercial nature. Spandrels to the window openings are detailed with an extruded horizontal brick pattern providing an added layer of texture to the surface of the building. This detailing adds richness and references the use of brick and glazed bricks in the surrounding context. Plant for the building has been integrated in the top storey expressed by louvres to the window openings.

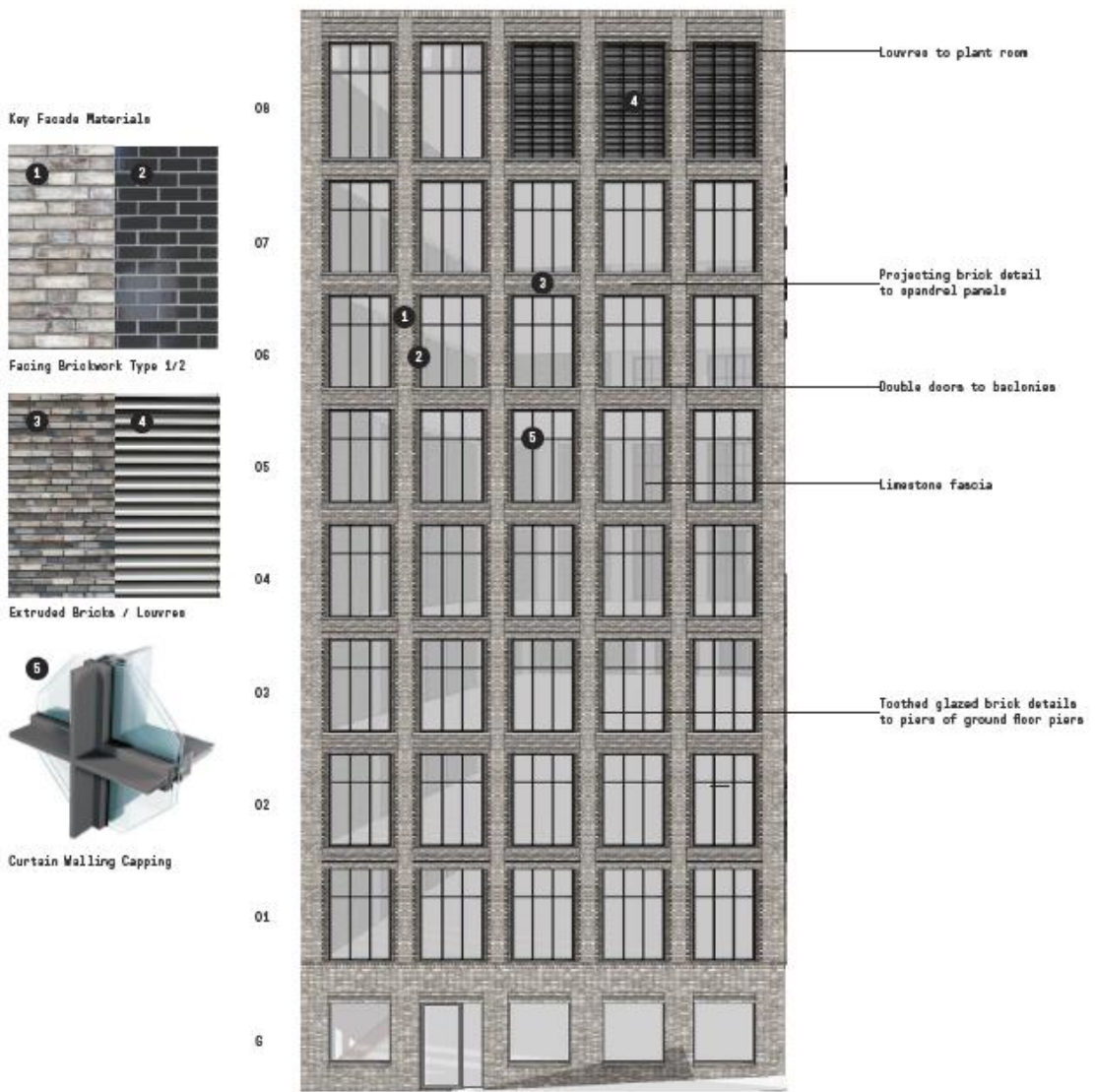


Figure: 9 – Elevation of proposed office building



Figure: 10 – Proposed view looking east along Blackburn Road



Figure: 11 – Proposed view looking east along the railway cutting from the bridge on West End Lane

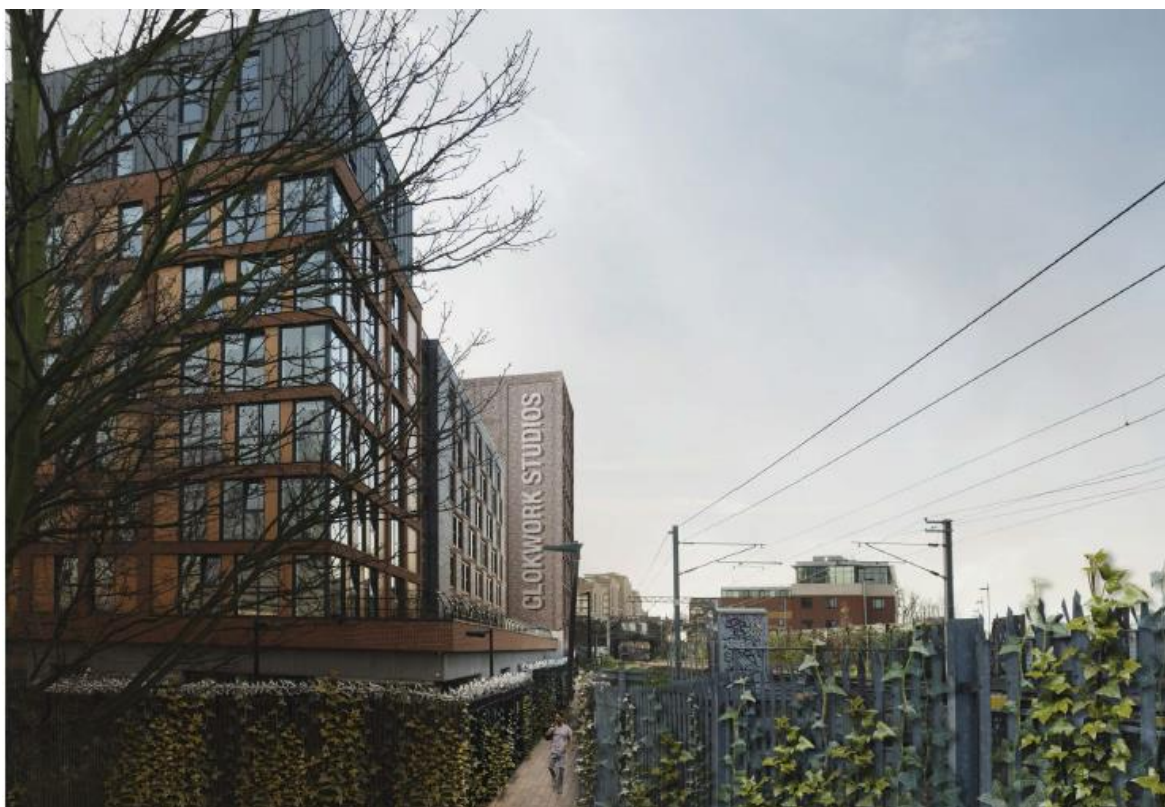


Figure: 12 – View looking west along Billy Fury Way

Conclusions

9.26 The proposals are considered to be of high architectural quality appropriate to the existing and emerging context of the area which will have no impact on heritage assets. The restricted footprint of the taller building further mitigates any impact from the height. Overall, the proposals are considered to represent good design and be an enhancement to the character and appearance of the area in general, helping to provide a positive link between West End Lane and the O2 site to the east.

10 Landscape and trees

10.1 The landscaping and trees considerations are follows:

- Policy review
- Introduction
- Landscape design
- Trees

Policy review

10.2 Camden Local Plan policies A2 (Open space) and A3 (Biodiversity) and Camden CPG Biodiversity seek to protect existing trees, secure additional trees and vegetation and to protect and promote biodiversity.

Introduction

10.3 The application includes a Landscaping Plan and an Ecological Impact Assessment. A Tree and Landscape Officer has reviewed these documents and supports the proposals.

Landscape design

10.4 The aim of the landscape design has been to improve the public realm on Blackburn Road and to maximise the opportunities for planting within the development. Increased pavement width facilitates new street tree planting (see 'Trees'). Additional tree planting is provided in the courtyard in planters above the basement. Planting is carried through into the pavilion and added to the lightwells. The result of these proposals will be to improve the function and amenity of the public realm along Blackburn Road. A condition (9) is attached to secure further details of landscaping.



Figure: 13 – Landscaping in the courtyard and tree on Blackburn Road

Trees

10.5 The ecological value of the existing site is extremely low, with most of the site developed or hard landscaped. There are only three small ornamental trees at present, which are situated on the southern boundary of the site (see image below). These were planted relatively recently, around the time of the conversion of the building to flats in about 2015 and are considered to be Category C trees.



Figure: 14 – Existing Clockwork Factory building

Tree grade	BS5837:2012 definition	No. of trees - existing
A	High quality, est. remaining life span of >40 yrs	
B	Moderate quality, est. remaining life span of >20 yrs	
C	Low quality, est. remaining life span of >10 yrs or below 150mm diameter	3
U	Poor quality, est. remaining life span of <10 yrs	
	TOTAL	3

Table 4 – Existing trees on site

10.6 The Landscaping Plan proposes a landscape scheme to mitigate against the loss of these low value trees. The plan proposes to plant seven street trees along the southern boundary of the application site, which would have space to grow to maturity. Given the above, the loss of these three trees is considered acceptable. A condition (9) is attached on tree planting and on landscaping. Six of the proposed trees would be planted on the applicant's land and would be secured via this condition. The seventh tree would be just outside the site on the public highway and a section 106 contribution of £1,125 would be secured for this. There are no other trees on the site or on adjoining sites that would be affected by redevelopment. A condition (20) is also attached requiring full details of the proposed green roofs. Given the above, the proposals will be positive in biodiversity terms.

11 Amenity of neighbouring properties

11.1 The considerations on the impact on the amenity of the occupiers of neighbouring properties are as follows:

- Policy review
- Introduction
- Loss of light and outlook
- Loss of privacy
- Noise

Policy review

11.2 Camden Local Plan policies A1 and A4 and the Amenity CPG are all relevant with regards to the impact on the amenity of residential properties and other sensitive uses in the area, requiring careful consideration of the impacts of development on light, outlook, privacy and noise. Impact from construction works are also relevant but dealt with in the 'Transport' section. The thrust of the policies is that the quality of life of residents should be protected and development which causes an unacceptable level of harm to amenity should be refused.

Introduction

11.3 The closest buildings to the site are:

- Haywood House student accommodation to the east,
- the Builder's Merchant Yard at 14 Blackburn Road, on the southern side of Blackburn Road,
- An industrial site to the west at 11 Blackburn Road,
- There are some residential buildings beyond no. 11 to the west of the site.
- Billy Fury Way, a pedestrian route, lies to the north, with the railway beyond.

11.4 Whilst none of the neighbouring buildings accommodate permanent residential accommodation, the amenity of the student accommodation is still a material accommodation, there is also an extant permission for the Builder's Merchant Yard and 11 Blackburn Road was previously granted permission for some residential use on the site. Whilst this permission has lapsed, proposals for residential could still come forward on this site and we need to safeguard its future development potential.

Daylight and sunlight

11.5 A Daylight and Sunlight Report has been submitted which details any impacts upon neighbouring properties.

11.6 The leading industry guidelines on daylight and sunlight are published by the Building Research Establishment in BR209 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (third edition, 2022) (BRE). The development plan supports the use of the BRE guidance for assessment purposes, however, it should not be applied rigidly and should be used to quantify and understand impact when making a balanced judgement.

11.7 Paragraph 125 of the NPPF supports making efficient use of land and says that authorities should take a flexible approach in applying policies or guidance relating

to daylight/sunlight where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.

11.8 The submitted report assesses 12 properties in the area (see Figure 15 below):

- 1 Haywood Housing (student accommodation)
- 2 7 & 9 Blackburn Road
- 3 5 Blackburn Road
- 4 3 Blackburn Road
- 5 Rear of 3 Blackburn Road
- 6 124 West End Lane
- 7 126 West End Lane
- 8 128-130 West End Lane
- 9 132 West End Lane
- 10 134-136 West End Lane
- 11 148-152 West End Lane
- 12 172 Broadhurst Gardens



Figure 15 – Properties assessed for daylight and sunlight impact

11.9 The four neighbouring properties which would experience the greatest impact are assessed below. An addendum report was submitted which assessed the impact on the lapsed scheme at 11 Blackburn Road.

Haywood House

11.10 As stated above, student accommodation is not permanent residential accommodation and can generally be considered more akin to transient accommodation like hotels when dealing with light impact. It should also be noted that as well as having their rooms, there are communal areas available for the students.

- 11.11 Of the total 134 rooms that were assessed, 88 were fully compliant with the BRE guidelines, with 46 rooms experiencing an impact above the guidelines. Of these 46 rooms, 9 are communal areas. All of these would be fully compliant with the NSL criteria, but would experience some impact with regards VSC. However, all of these rooms have more than one window and their ADF levels would be in accordance with the old guidance. Regarding sunlight, only 24 rooms would breach the guidance with a reduction of Annual Probable Sunlight Hours (APSH) in excess of 30%. Only three rooms would not achieve at least 1%.
- 11.12 Given the non-permanent nature of the student accommodation and the loss of light described above, the impacts are considered acceptable for an urban setting.

Rear of 3 Blackburn Road

- 11.13 There are two flats within this building. Of the ten rooms assessed, all would retain a VSC above 20 which is considered good for an urban area. The APSH would comply with BRE guidelines.



Figure 16 – Rear of 3 Blackburn Road

128-130 West End Lane

- 11.14 This site is located to the north-west of the site, across the railway lines. It comprises some commercial floorspace as well as flats. Only one residential room would not comply with the guidelines. This room's existing VSC is 0.18% and this would fall to 0.06% under the proposals. This represents a large loss in relative percentage

terms of 66.67%. However, the room currently receives a poor level of daylight due to its low position at ground floor level and any loss in percentage terms is exaggerated. In reality, the loss of VSC in actual terms is very minor – less than 1%. It should also be noted that no other rooms would fall below in the building.

11.15 Given the location of the building, to the north-west of the site, there would be no impact in terms of sunlight.



Figure 17 – 128-130 West End Lane

134-136 West End Lane

11.16 This property is located to the west of the site and is predominantly residential. Of the 33 rooms assessed, only two would not fully comply with BRE guidelines with VSC losses only just above the 20% guideline (22.65% and 22.97%). This is only considered a minor adverse impact marginally in excess of the guidance.

11.17 There would be no impact in terms of sunlight.



Figure 18 – 134-136 West End Lane

11 Blackburn Road

11.18 As stated above, the planning permission for this site (see 'History') has lapsed and the site remains in industrial/commercial use. Nevertheless, the lapsed permission establishes the principle of residential on the site and the proposals should not unduly prejudice residential development here. Given the above, the applicant has submitted an addendum, assessing the impact on the lapsed scheme.

11.19 The addendum report only assesses the ADF for the lapsed scheme which were the older assessment methods. The balconies have been stripped off for the assessment as these would impact on the daylight to these properties, and the rooms were limited to 4m in depth. This is an acceptable approach given the scheme cannot be built out and a new application is unlikely to have the same design. 18 rooms were assessed and all except three ground floor kitchens passed the BRE ADF guidelines. Kitchens are not habitable rooms and the impacts are therefore acceptable.

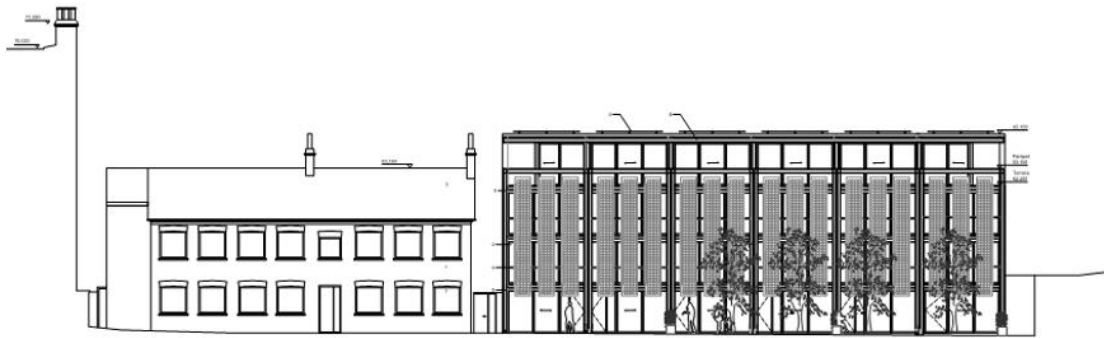


Figure 19 – Previously approved scheme at 11 Blackburn Road (expired permission)

14 Blackburn Road

11.20 This site is currently in commercial use, though there is an extant permission (see 'History') which involves residential use on the upper floors. There is also a resolution to grant permission (again see 'History') with the O2 Masterplan. Again, the ground floor would be in commercial use under these proposals. 14 Blackburn Road is to the south of the application site and would have no material sunlight impact.

Loss of privacy

11.21 The guideline for the separation distance between windows serving habitable rooms is 18m. As outlined above, there are no buildings adjacent to the site with permanent residential accommodation. The student accommodation, would be only 12m away from the taller building at the rear of the site. However, the tall building would be occupied by offices, rather than residential and it is unlikely that these would be in use during the evenings and at the weekends.

11.22 The other adjacent site is 11 Blackburn Road to the west, which could be developed for residential use in the future. As above, the offices would have less amenity impact than residential use, given their likely hours of use. Whilst the offices have windows directly on to the 11 Blackburn Road site, should an application come forward on the 11 Blackburn road site, these windows would not need to be left open, given their commercial nature, the location facing on to another site, and that open office floorplans would allow light and aspect.

Noise

11.23 The development is for residential and office floorspace and will by its nature not create substantial noise nuisance. Proposed plant would be covered by noise conditions which will ensure there is no noise nuisance. All of the houses would be ventilated naturally. A Noise Assessment has been submitted as part of this application which is considered acceptable by Environmental Health subject to conditions (12-15).

12 Air quality

12.1 Camden Local Plan policy CC4 is relevant with regards to air quality.

12.2 An Air Quality Assessment (AQA) has been submitted as part of this application which was assessed by an Air Quality Officer. The report indicates a high risk of dust without mitigation during demolition and construction. This issue would be covered by the Construction Management Plan (CMP) and a condition (19) requiring at least 4 real time dust monitors. The Air Quality Officer is satisfied with air quality subject to the above condition. Given the above, the proposed flats would provide an acceptable level of air quality.

12.3 The proposals are car-free except for disabled parking, which is positive in air quality terms.

12.4 The proposals are considered acceptable in terms of air quality subject to a condition (19) on construction related impacts. Air quality during construction would be managed with the CMP, which is secured by section 106 legal agreement.

13 Sustainable design and construction

13.1 The sustainable design and construction considerations are as follows:

- Policy review
- Introduction
- The site and the proposal
- Energy
- Sustainability
- Conclusion

Policy review

13.2 Pursuant to the London Plan 2021 policies G1, SI 1, SI 2, SI 3, SI 4, SI 5 and SI 7, and Camden Local Plan policies CC1, CC2, CC3, CC4 and CC5, all developments in Camden are required to make the fullest contribution to the mitigation of and adaptation to climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.

Introduction

13.3 Applicants must submit an Energy Statement as part of an application showing how the development will meet the following policy requirements:

- Follow the energy hierarchy set out in the London Plan (2021) Chapter 9 (particularly Policy SI 2 and Figure 9.2) and meet the target for zero carbon residential buildings. The first step of the energy hierarchy is to reduce demand (be lean), the second step is to supply energy efficiency (be clean) and the third step is to use renewable energy (be green).
- The application must achieve at least a 35 per cent reduction in regulated carbon dioxide emissions (beyond Part L 2013) on site as set out in the

Energy Planning – GLA Guidance on preparing energy assessments 2018
50% plus on site for residential developments.

- Domestic developments should achieve at least a 10 per cent improvement on Building Regulations from energy efficiency. Non-residential development should achieve at least a 15 per cent improvement.
- The remaining regulated carbon dioxide emissions, to 100 per cent (zero-carbon), are to be off-set through a payment in lieu contribution to Camden Council.
- The London Plan (Policy SI 3) requires developers to prioritise connection to existing or planned decentralised energy networks where feasible. Camden's Local Plan Policy CC1) requires all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible establishing a new network.
- Camden's Local Plan (Policy CC1) requires all developments to achieve a 20% reduction in CO2 emissions through renewable technologies (the 3rd stage of the energy hierarchy) wherever feasible, and this should be demonstrated through the energy statement.
- Where the London Plan carbon reduction target cannot be met on-site, we may accept the provision of measures elsewhere in the borough or a financial contribution (charged at £60/tonne CO2/yr over a 30 year period), which would be used to secure the delivery of carbon reduction measures elsewhere in the borough.
- GLA guidance on preparing energy assessments and CPG3 should be followed.

13.4 Applicants are also expected to submit a Sustainability Statement - the detail of which is to be commensurate with the scale of the development showing how the development will:

- Implement the sustainable design principles as noted in policy CC2
- Ensure the development does not increase flood risk and reduces the risk of flooding where possible as noted in policy CC3 and specifically demonstrate that the residential development is capable of achieving a maximum internal water use of 105 litres per day (plus an additional 5 litres for external water use). Flood risk is covered in the 'Flood risk and drainage' section of this report.

The site and the proposal

13.5 The proposal is a car free scheme of a suitable density in a highly accessible location. The principle of the scheme is therefore highly sustainable.

Energy

13.6 An Energy Statement has been submitted as part of this application.

13.7 The development would achieve between 10% and 15% carbon reductions through energy efficiency measures. These targets would be achieved through passive design with insulation, airtight bridging, thermal construction optimising solid to void

ratio and double glazing. Officers are satisfied with the proposed savings at the Be Clean and Be Lean stages.

- 13.8 The applicant has demonstrated that they are maximising Photo-Voltaic (PV) panels on the residential elements. No PV panels are proposed on the commercial building due to other plant on the roof. An extensive blue-green roof is proposed here, which is welcomed. Details of PV panels and the blue-green roof would be secured by conditions (20).
- 13.9 The Energy Statement details that the proposals would safeguard connection to any future Decentralised Energy Network (DEN), which is welcomed and would be secured through S106.
- 13.10 Heating is proposed using Air Source Heat Pump (ASHP) technology to serve the heating and hot water demands of the proposed scheme. Details are secured via condition.

Sustainability

- 13.11 A Sustainability Statement has been submitted as part of this application. This statement shows that the scheme would achieve the GLA's zero-carbon target with an on-site CO₂ reduction in emissions of 35% compared to Part L, would minimise water consumption, use air source heat pumps and PVs, minimise overheating and employ SUDS. Water efficiency would be secured via condition (21). The Carbon Offset contribution required is £139,207, which would be secured through S106.
- 13.12 The BREEAM pre-assessment targets Excellent and this would be secured via Section 106.

Conclusion

- 13.13 In line with the categories highlighted within the Supplementary Planning Guidance (SPG) on Sustainable Design and Construction, the sustainability features of the proposed development are outlined. Section 106 obligations and conditions would secure these details. The proposals are considered sustainable and therefore policy compliant.

14 Flood risk and drainage

- 14.1 Policy CC3 is relevant with regards to flood risk and drainage, it states that development should not increase flood risk and should reduce the risk of flooding where possible. When considering development proposals we should consider the impact of development in areas at risk of flooding, incorporate flood resilient measures in areas prone to flooding and utilise Sustainable Drainage Systems to achieve a greenfield runoff rate where possible.
- 14.2 Policy SI 13 of the London Plan states that London is at particular risk from surface water flooding and that development proposals should aim to achieve greenfield runoff rates and ensure that surface water run-off is managed as close to its source as possible. A preference should be given to 'green' over 'grey' infrastructure in line with the drainage hierarchy. Policy GG6 seeks to ensure that London becomes more

efficient and resilient, and that development is designed to take account of a changing climate including natural hazards like flooding.

- 14.3 The application site is located within Flood Zone 1. There are 3 flood zones as defined by the Environment Agency: Flood Zones 1, 2 and 3. These are based on the likelihood of an area flooding, with flood zone 1 being an area least likely to flood and flood zone 3 being more likely to flood.
- 14.4 Thames Water has been consulted and has no objections.
- 14.5 A Surface Water Drainage Strategy has been submitted as part of this application. The submitted documents include pro-forma, drainage calculations, exceedance flow routes and maintenance tasks ownership. SUDS are proposed, including blue roofs which will reduce peak water discharge and attenuation storage in the basement. The proposed run off rate is sufficiently close to the 2 l/s and is therefore considered acceptable
- 14.6 The Lead Local Flood Authority raises no objections subject to a condition requiring further details with regards SUDS and a water efficiency condition (11 and 21).
- 14.7 Given the above, the proposed measures are considered acceptable in terms of flood risk.

15 **Transport**

15.1 The following transport considerations are covered below:

- Policy review
- Introduction
- Loss of car park
- Cycle parking
- Trip generation and servicing
- Car parking
- Public realm improvements
- Pedestrian, cycling and environmental improvements
- Managing and mitigating the impacts of construction
- Construction impact bond
- Conclusion

Policy review

15.2 Camden Local Plan policies T1, T2, T4, A1 and the Transport CPG are relevant with regards to transport issues.

Introduction

15.3 The site is located on Blackburn Road (accessed via West End Lane) and is easily accessible by public transport with a PTAL rating of 6a (very good). The nearest transport interchange is West Hampstead Underground and Overground stations, approximately 100m from the site. West Hampstead Thameslink Station is also

nearby (approximately 300m), and several bus stops serving various routes are located nearby on West End Lane.

Cycle parking

15.4 In accordance with Policy T1 of the adopted Local Plan, the officers expect cycle parking at new developments to be provided in accordance with the standards set out in the London Plan.

Long Stay

15.5 The proposal is required to provide the following long stay cycle parking provision to meet the minimum requirements set out in the London Plan:

- Residential – 73 spaces
- Office – 72 spaces

15.6 The council also expects that there is a provision for non-standard cycles. The Transport Assessment and proposed plans confirm that 5% of spaces for both uses will be configured to accommodate non-standard cycle designs including those for users with mobility impairments.

15.7 The development proposes 78 long stay spaces (including 4 spaces for larger adaptable cycles) for the office space, and 86 long stay spaces (including 4 spaces for larger adaptable cycles) for the residential use. The level of provision proposed exceeds the minimum requirement of the London Plan for residential and office uses. The Transport Assessment confirms showers, lockers and changing facilities for staff will also be provided for the office use. The cycle parking satisfies TfL's request for more cycle parking.

Short Stay

15.8 The development is required to provide a minimum of 14 short stay spaces for both uses, in accordance with the London Plan. There are 30 spaces proposed in three locations in the public realm between the proposed building and Blackburn Road. These spaces on the public realm are acceptable in principle, however will be subject to final detailed design of the public highway. The cost for the implementation of short stay cycle spaces are provided for within the Pedestrian, Cycling and Environment contribution.

15.9 The provision and ongoing retention of the cycle parking and associated facilities would be secured by condition (6). All of the short-stay cycle parking would be provided on the applicant's land.

Car parking

15.10 There are currently 11 car parking spaces on the site. Five disabled parking spaces would be provided under the proposals, with no general needs parking, which meets the policy requirement.

15.11 The development will be secured as car free, restricting occupiers from obtaining residents and business parking permits. Two Disabled Bays will be provided for the residential development within the site. There is also space within the shared servicing area for three further disabled bays should they be required by either the

office use or the residential element of the development. A condition is attached to secure these space.

15.12 The proposed development would involve the use of a shared servicing area for vehicles servicing the office and residential uses. This is acceptable from a general parking point of view, as the shared servicing area road will not be used for private parking and only used to service the site in accordance with Policy T2. The servicing area is discussed further in the Servicing section below.

15.13 A car-free planning obligation would be secured by legal agreement in accordance with Policy T2 if planning permission were granted. This would apply to all proposed uses (Policy T2 requires all new development in the borough to be car-free).

Trip generation

15.14 The submitted Transport Assessment (TA) includes details of trip generation analysis from the use of TRICS trip generation software for both uses.

Office use

15.15 The results predict the proposed office development would generate 360 trips (318 in, 42 out) between 7am-10am and 304 trips (33 in, 271 out) between 4pm-7pm.

15.16 The assessment suggests the following modal share for trips to work:

- 14% walking
- 3% cycling
- 80% by public transport
 - 40% Underground/Overground
 - 22% Rail
 - 18% Bus
- 2% motorcycles
- 1% taxi

15.17 The results of the assessment suggest that the proposed office development will result in a large increase in the number of trips to the site. The majority of these trips is likely to be via public transport, however the Council anticipates that a higher modal share for cycling and walking can be achieved via a travel plan and the implementation of public realm improvements in the local area to make cycling and walking more attractive to staff and visitors.

Residential

15.18 The residential trips generated by the 53 units is estimated to be 150 (increase in 68 compared to existing) 2-way trips between 7am-10am and 148 (increase in 67 compared to existing) 2-way trips between 4pm-7pm. The assessment suggests the following modal share for residential related trips to/from the site:

- 6% walking
- 4% cycling
- 85% by public transport
 - 59% Underground/Overground
 - 18% Rail

- 8% Bus
- 5% private vehicles and motorcycles

15.19 Due to the car free nature of the residential development, it is likely the vast majority of the trips will be done by sustainable modes of transport, however as with the Office development, the Council anticipates that a higher modal share for cycling and walking can be achieved via a travel plan and the implementation of public realm improvements in the local area to make cycling and walking more attractive to residents and visitors.

Travel planning

15.20 As detailed in the previous section, there is a large amount of predicted trips associated with the development, the majority of these associated with the office use. A draft travel plan has been submitted in support of the planning application. This is welcomed as it demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport.

15.21 A Strategic Workplace Travel Plan (for the office use) and associated monitoring and measures contribution of £10,392, and a Local Level Travel Plan (for the residential use) and associated monitoring and measures contribution of £5,196 will be secured as a section 106 planning obligation if planning permission is granted. The Travel Plans would be targeted towards encouraging staff and residents to make walking, cycling and travel by public transport the natural choice for day-to-day trips.

Deliveries and other servicing activities

15.22 A servicing area is proposed on site. The layout of the servicing area enables most vehicles to be able to enter and leave the site in forward gear, with larger refuse type vehicles being able to reverse into the servicing area if required.

15.23 A draft delivery and servicing plan has been submitted in support of the planning application, which estimates the completed development would generate an average of 4-5 deliveries per day for the residential use, and 18 deliveries per day for the office use. All delivery vehicles, refuse and recycling collections associated with the office and residential uses are proposed to be accommodated within the servicing area.

15.24 The servicing related trips should have a negligible impact on the surrounding highway network as long as they are managed effectively. To ensure that deliveries, refuse and recycling collections and other servicing vehicles do not have a severe impact on the area, a servicing management plan will be secured as a section 106 planning obligation if planning permission were granted.

Highway works contribution

15.25 The carriageway and footway directly adjacent to the site on Blackburn Street is likely to sustain significant damage as a result of the proposed demolition and construction works. The Council would need to undertake remedial works to repair any such damage following completion of the proposed development, and tie in the proposed public realm works of the development to the public highway.

15.26 A highways contribution would need to be secured as a section 106 planning obligation if planning permission is granted. This would allow the Council to repave the carriageway and footway directly adjacent to the site and repair any other damage to the public highway in the general vicinity of the site. The highway works would be implemented by the Council's highways contractor on completion of the development. A cost estimate for the highway works has been requested from the Council's Transport Design Team and will be forwarded once received. This contribution will also provide for the proposed public realm changes on the public highway adjacent to the site discussed below, and will be subject to detailed design and consultation.

Pedestrian, cycling and environmental improvements

15.27 The development would introduce a substantial increase in new residential and office related trips to the area. The Council, through its policies and strategies aims to encourage active travel such as walking and cycling as the primary mode of transport for short journeys within the borough, and is committed to improving cycling and pedestrian routes in the area.

15.28 The Council will seek to secure a Pedestrian, Cycling and Environmental (PCE) improvements contribution as a section 106 planning obligation if planning permission is granted. This would be used by the Council alongside contributions secured from other major developments and funding provided by other sources to transform the public realm in the general vicinity of the site for the benefit of cyclists and pedestrians. The contribution would most likely be focussed towards improving cycling and walking routes, thereby helping to encourage residents, staff and visitors to cycle, as well as public realm improvements along Blackburn Road.

15.29 As discussed in the cycle parking section above, a proportion of short stay cycle parking spaces required by the development will be provided on the public highway. The Council will investigate and look to implement short stay spaces on the public highway within the vicinity of the site as part of the works associated with PCE contribution.

Managing and mitigating the impacts of construction

15.30 Construction management plans (CMPs) are used to demonstrate how developments will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). Our primary concern is public safety but we also need to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. The proposal is also likely to lead to a variety of amenity issues for local people (e.g. noise, vibration, air quality, temporary loss of parking, etc.). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area.

15.31 The Council would expect construction vehicle movements to and from the site to be scheduled to avoid peak periods to minimise the impacts of construction on the transport network. This is very important due to the location of cycle and pedestrian routes adjacent to the site. The contractor would need to register the works with the Considerate Constructors' Scheme. The contractor would also need to adhere to the CLOCS standard.

15.32 The development, would require significant input from Council officers, local residents and other stakeholders. This would relate to the development and assessment of the CMP as well as ongoing monitoring and enforcement of the CMP during demolition and construction. A full CMP and associated Implementation Support Contribution of £29,943.14 and Impact Bond of £31,497 should be secured by means of the Section 106 Legal Agreement in order to ensure that the proposed development can take place without unduly affecting highway safety or local amenity. The CMP would need to take into account the construction impacts of other projects in the area, including the O2 Masterplan site (see 'History').

Excavation in close proximity to the public highway

15.33 The proposal would involve basement excavations in close proximity to the footway directly adjacent to the site. We have to ensure that the stability of the public highway adjacent to the site is not compromised by the proposed basement excavations. The applicant would be required to submit Approval In Principle (AIP) reports to our Highways Structures & Bridges Team within Engineering Services as a pre-commencement obligation. This is a requirement of British Standard CG 300. The AIP reports would need to include structural details and calculations to demonstrate that the proposed development would not affect the stability of the public highway adjacent to the site. The AIP would also need to include an explanation of any mitigation measures which might be required.

15.34 It is likely that at least four separate AIP reports will be required for the final completed basement, however there is a possibility that further AIP reports will also be required for any temporary piling or retaining walls during excavation and construction. The AIP reports and an associated assessment fee of £1,800 (per report) would need to be secured as section 106 planning obligations if planning permission is granted. It is advised that the applicant and the construction contractor liaise with the councils Structure Manager to determine the number of reports required.

Conclusion

15.35 The loss of the parking area is welcomed in policy terms. Any planning approval would be subject to conditions (e.g. cycle parking) and the following planning obligations being secured by S106 Legal Agreement:

- A condition (7) securing the following provision of CPG Transport compliant long stay cycle spaces:
 - Office - 78 long stay spaces (including 4 spaces for larger adaptable cycles)
 - Residential – 86 long stay spaces (including 4 spaces for larger adaptable cycles)
- Car-free development applying to all land uses
- Strategic Level Travel plan (for the B1 office use) and associated monitoring and measures contribution of £10,392
- Local Level Travel plan (for the residential use use) and associated monitoring and measures contribution of £5,196
- Delivery and Servicing Management Plan
- Highways contribution (TBC)
- Pedestrian, Cycling and Environmental Improvements contribution (TBC)

- Construction management plan (CMP) and CMP implementation support contribution of £29,943.14
- Construction Impact Bond of £31,497
- Approval In Principle (AIP) and associated fee of £1,800 per report

16 Basement impact

- 16.1 Camden Local Plan policy A5 (Basements) seeks to permit basement development where it is demonstrated that it will not cause harm, structurally, in amenity terms, environmentally or in conservation/design terms.
- 16.2 The site is subject to two underground constraints on site – slope stability and subterranean groundwater flow.
- 16.3 A lower ground floor is proposed. The majority of the basement will be formed by a c. 4m deep excavation or less.
- 16.4 The application was accompanied by a Basement Impact Assessment (BIA) which includes construction methodology, a Ground Movement Assessment (GMA) and flood resistance measures. The GMA is considered accurate and sufficiently detailed. The submitted BIA confirms that there will be no adverse impact on the hydrogeological environment.
- 16.5 An independent review was carried out by the Council's basement consultant (Campbell Reith) who reviewed the Basement Impact Assessment for potential impact on land stability and local ground and surface water conditions arising from basement development in accordance with Camden's policies and technical procedures. Campbell Reith concluded that the BIA is adequate and in accordance with the criteria laid out in policy A5 and guidance contained in CPG Basements and Lightwells. The proposed basement is therefore considered acceptable, subject to a condition (22) requiring details of the engineers overseeing the excavation and ensuring the basement is constructed in accordance with the approved BIA and audit (26).
- 16.6 It is proposed to implement a sustainable urban drainage system (SuDS) to ensure the surface water rates will decrease post development. It is accepted that the site is at low risk from flooding from rivers, seas and reservoirs and from surface water flooding.
- 16.7 Campbell Reith accept that there will be no slope stability concerns regarding the proposed development and so overall, the development would comply with the objectives of the development plan.

17 Safety and security

- 17.1 Camden Local Plan policy C5 requires that development incorporate design principles which contribute to community safety and security. London Plan (LP) policy D8 requires public realm to be well-designed, safe, accessible and inclusive.

LP policy D6 deals with housing quality and the supporting text explains that gated forms of development that could realistically be provided as a public street are unacceptable, and alternative means of security should be achieved through the principles of good urban design and inclusive design. LP policy D11 requires schemes to work with Designing Out Crime Officers (DOCOs) to design and maintain a safe and secure environment that reduces fear of crime. However, it also deals more generally with safety, security, and resilience to emergency. It says development proposals should maximise resilience and minimise potential physical risks including those resulting from extreme weather, fire, and flood.

- 17.2 The Designing Out Crime officer was consulted prior to the application being submitted and was involved in the design process. The Metropolitan Police have raised no objection to the proposals.
- 17.3 The proposals would have an active frontage along Blackburn Road, and importantly would provide natural surveillance along Billy Fury Way which currently suffers from poor surveillance. There is a connection between Billy Fury Way and Blackburn Road to the east of the student accommodation, about 30m east of the site. Providing another connection would reduce footfall on the existing connection, making this route more insecure, as well as impacting on the layout and quantum of development coming forward in this application. As a result, officers consider the proposed arrangement the optimum for tackling safety and security concerns.
- 17.4 The proposed courtyard space would be publicly accessible and also well-overlooked. The scheme has been designed to ensure there are clear sightlines and no hiding places.

18 Land contamination

- 18.1 The site has a history of industrial commercial uses and Council records indicate there is a medium chance of contamination on the site. A Geotechnical and Geo-Environmental Investigation was submitted as part of this application. This submitted report has been assessed by the Council's Contaminated Land Officer who has no objections to the proposal subject to conditions.
- 18.2 Given the above, the proposal is acceptable in terms of contaminated land subject to a condition on a written programme of ground investigation and remediation measures (condition 23).

19 Fire safety

- 19.1 Policy D12 of the London Plan also requires the application to be accompanied by a fire statement, prepared by a suitably qualified third-party assessor. London Plan Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.
- 19.2 A Fire Strategy has been submitted as part of the application, which demonstrates compliance with Building Regulations. Pressurisation, fire resistant materials and

smoke ventilation measures would be employed. A condition (16) is attached to ensure compliance.

- 19.3 The floor of the highest level of residential accommodation is less than 18m from ground level (17.04m) and therefore the application is not referable to the Health and Safety Executive and one stair and lift core is sufficient. The detailed build and design will also be subject to Building Regulations requirements in later stages, ensuring the buildings are constructed to a high degree of fire resilience.

20 Refuse and recycling

- 20.1 Policy CC5 and Camden Planning Guidance Design are relevant with regards to waste and recycling storage and seek to ensure that appropriate storage for waste and recyclables is provided in all developments.
- 20.2 Two separate, communal, residential refuse/recycling stores would be provided – located in the ground floor of Building A and Building B. A refuse/recycling store for the offices would be located on the ground floor of Building C. The proposed refuse and recycling would comply with Camden waste guidance.
- 20.3 A condition (5) would ensure the refuse and recycling storage was ready for prior to occupation of the residential units.

21 Planning obligations

- 21.1 The following financial contributions are required to mitigate the impact of the development upon the local area, including on local services. These heads of terms will mitigate any impact of the proposal on the infrastructure of the area.

Obligation	Financial contribution if applicable
Affordable housing	£500,000
Highways	Tbc
Pedestrian, cycling and environmental contributions	Tbc
Strategic Travel Plan	£10,392
Local Level Travel Plan	£5,196
CMP monitoring fee	£29,943.14
CMP bond	£31,497
AIP monitoring fee	£1,800 (per report)
Employment and training contribution	£106,558.60
Carbon Offset	£139,207
Street tree planting	£1,125
TOTAL	£825,718.74 (plus any additional AIP reports plus the Highways and pce contributions)

22 Mayor of London's Crossrail CIL and Camden CIL

- 22.1 The proposal will be liable for the Mayor of London's Community Infrastructure Levy (CIL) as it includes the addition of private residential units. Based on the Mayor's CIL charging schedule and the information provided as part of the application, the Mayoral CIL is **£706,040.73**. This would be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, and subject to indexation in line with the construction costs index.
- 22.2 The proposal would be liable for the Camden Community Infrastructure Levy (CIL). The estimate based on the uplift of floorspace and the proportion of market housing and commercial floorspace proposed, the Camden CIL liability is **£1,420,815.29**.

23 CONCLUSION

- 23.1 The site at present is under-developed with poor quality buildings and the existing flats have poor levels of amenity as a result of being a conversion from commercial use under permitted development.
- 23.2 The redevelopment of the site is welcomed, providing more housing and employment use. Whilst no affordable housing is proposed on site, the financial contribution of £500,000 is welcomed. The proposed flats would provide a good level of amenity to future occupants, much better than the existing residential accommodation on site.
- 23.3 The significant uplift in commercial floorspace will bring employment benefits to the area. The affordable workspace and employment and training package are strongly welcomed.
- 23.4 The existing building is of poor architectural quality and has a negative impact on the streetscene. The proposals are considered to be of high architectural quality and represent good design, appropriate to the existing and emerging context of the growth area. Whilst the Neighbourhood Plan states that the buildings should be lower than the student accommodation, taking account of more recent policies in Camden Local Plan (G1) and the NPPF (para 125), officers consider the scale and density appropriate for this site, within the growth area. The scheme would provide high-quality landscaping with trees in the courtyard as well as along Blackburn Road.
- 23.5 Given the location, distance and orientation of the proposed building with respect to neighbouring residential properties, there would not be a material amenity impact.
- 23.6 There is no harm to heritage assets, designated or non-designated. However, if members consider there to be less than substantial harm, officers consider there to be considerable and significant public benefits capable of outweighing the considerable weight and importance given to any heritage harm. In particular, significant weight is given to the additional housing being provided by the proposal. The scheme also includes significant improvements in terms of employment, affordable workspace, training, urban realm, greening, streetscapae and supporting

the wider growth area development, and an upfront payment towards affordable housing. On the balance of all material planning considerations, the proposals are acceptable and in general accordance with the development plan as a whole, and it is therefore recommended that planning permission be granted.

24 RECOMMENDATIONS

24.1 Planning Permission is recommended subject to conditions and a section 106 legal Agreement covering the following Heads of Terms:-

Affordable housing

- Affordable housing payment-in-lieu of £500,000
- Deferred Affordable Housing review mechanism

Transport

- Car-free development applying to all land uses
- Strategic Level Travel plan (for the B1 office use) and associated monitoring and measures contribution of £10,392
- Local Level Travel plan (for the residential use use) and associated monitoring and measures contribution of £5,196
- Delivery and Servicing Management Plan
- Highways contribution (TBC)
- Pedestrian, Cycling and Environmental Improvements contribution (TBC)
- Construction management plan (CMP) and CMP implementation support contribution of £29,943.14
- Construction Impact Bond of £31,497
- Approval In Principle (AIP) and associated fee of £1,800 per report
- Construction management plan (CMP) and CMP implementation support contribution of £29,943.14

Employment

Construction phase:

- The applicant should work to CITB benchmarks for local employment when recruiting for construction-related jobs as per section 68 of the Employment sites and business premises CPG
- The applicant should advertise all construction vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre for a period of 1 week before marketing more widely.
- The applicant should provide a specified number (to be agreed) of construction work placement opportunities of not less than 2 weeks each, to be undertaken over the course of the development, to be recruited through the Council's King's Cross Construction Skills Centre, as per section 70 of the Employment sites and business premises CPG
- If the build costs of the scheme exceed £3 million the applicant must recruit 1 construction apprentice paid at least London Living Wage per £3million of build costs, and pay the council a support fee of £1,700 per

apprentice as per section 65 of the Employment sites and business premises CPG. Recruitment of construction apprentices should be conducted through the Council's King's Cross Construction Skills Centre. Recruitment of non-construction apprentices should be conducted through the Council's Economic Development team.

- If the value of the scheme exceeds £1 million, the applicant must also sign up to the Camden Local Procurement Code, as per section 71 of the Employment sites and business premises CPG; and
- The applicant provide a local employment, skills and local supply plan setting out their plan for delivering the above requirements in advance of commencing on site, as per section 63 of the Employment sites and business premises CPG.

End use phase:

- Affordable workspace of 20 desk spaces would be provided with a discount to 65%.
- Provision of a rolling programme of end use apprenticeships paying at least London Living Wage (exact number to be agreed). The apprenticeships could be within a range of roles (examples include hospitality, business administration, finance, customer service, IT) and we would be open to discussing a Shared Apprenticeship Scheme
- The applicant should provide a specified number (to be agreed) of end use work placement opportunities of not less than 2 weeks each, to be recruited through the Council's Economic Development team
- We would welcome the opportunity to discuss the promotion of the [Camden STEAM Commission](#)'s objectives and [Good Work Camden](#) programme amongst end use occupiers.
- The Council would seek to negotiate a Section 106 contribution to be used by the Economic Development service to support employment and training activities and local procurement initiatives. This contribution would be calculated as follows:

Net increase in commercial floorspace (4,352sqm GIA) / 12sqm [space requirement per full time employee] = 363 full time jobs created

Full time jobs created x 21% [% of Camden residents who work in Camden] x 35% [% of employees requiring training] x £3,995 [£ per employee requiring training] = employment and training contribution of £106,558.60.

Energy and sustainability

- Sustainability and energy measures
- BREEAM Excellent
- Future-proofing for link to district heating network

Tree planting

- One street tree - total cost including excavation and 3 year watering of £1,125.

25 LEGAL COMMENTS

25.1 Members are referred to the note from the Legal Division at the start of the Agenda.

26 Conditions

1	<p>Three years from the date of this permission</p> <p>This development must be begun not later than three years from the date of this permission.</p> <p>Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
2	<p>Approved drawings</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p><u>Existing plans:</u> ST-EX-01-001 2A, ST-EX-02-100 2A, ST-EX-02-101 2A, ST-EX-02-102 2A, ST-EX-02-103 2A, ST-EX-03-100 2A, ST-EX-03-101 2A, ST-EX-02-100 2A, ST-EX-02-100 2A, ST-EX-02-100 2A.</p> <p><u>Proposed plans:</u> ST-PR-02-099 2A, ST-PR-02-100 2A, ST-PR-02-101 2A, ST-PR-02-102 2A, ST-PR-02-103 2A, ST-PR-02-104 2A, ST-PR-02-105 2A, ST-PR-02-106 2A, ST-PR-02-107 2A, ST-PR-02-108 2A, ST-PR-02-109 2A, ST-PR-03-100 2A, ST-PR-03-101 2A, ST-PR-03-102 2A, ST-PR-03-103 2A, ST-PR-03-104 2A, ST-PR-03-105 2A, ST-PR-04-100 2A, ST-PR-04-101 2A, ST-PR-04-102 2A, ST-PR-04-103 2A, ST-PR-04-104 2A.</p> <p><u>Documents:</u> Landscaping and Environmental Management Plan 6908/BR/290520/CP (Clarkson & Woods) 29th May 2020, 13 Blackburn Road Design and Access Statement (Stiff + Trevillion) June 2020, 13 Blackburn Road – Energy Statement (Chapmanbdsp Ltd) June 2020, 13 Blackburn Road – Sustainability Statement (Chapmanbdsp Ltd) June 2020, Noise Report A1541 R01 (Ion Acoustics) 31st March 2020, Rapid Health Impact Assessment (Boyer) June 2020, Planning Statement (Boyer) June 2020, Cover letter (Boyer) 26th June, 13 Blackburn Road – Drainage Strategy (Elliott Wood Ltd) June 2020, Structural Engineering Report (Elliott Wood) Construction Method Statement, Ecological Impact Assessment (Clarkson & Woods) May 2020, Ground Investigation and Basement Impact Assessment Report (GEA) May 2020, Daylight & Sunlight Report (Point 2) 24/06/2020, 13 Blackburn Road – Transport Statement (TTP Consulting) June 2020, 13 Blackburn Road – Workplace Travel Plan (TTP Consulting) June 2020, Blackburn Road – Residential Travel Plan (TTP Consulting) June 2020, Blackburn Road – Delivery and Servicing Management Plan (TTP Consulting)</p>

	<p>June 2020, Blackburn Road – Construction Management Plan (TTP Consulting) June 2020, Stage 2 Fire Strategy (Elementa) 22 November 2019.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Detailed drawings/samples</p> <p>Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Council before the relevant part of the work is begun:</p> <ul style="list-style-type: none"> a) Plan, elevation and section drawings, including 500mm window jambs, head and cill, of all external new window and door openings. b) Samples and manufacturer's details of all new facing materials including glazing, bricks, window frames and terrace balustrades. c) A sample panel of all brickwork shall be erected on-site and approved by the Council before the relevant parts of the work are commenced and the development shall be carried out in accordance with the approval given. The panel must be constructed at 1:1 scale and be no less than 1m² in size demonstrate the proposed colour, texture, mortar and bond of the brickwork. <p>The relevant part of the works shall then be carried in accordance with the approved details.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of Camden Local Plan policies D1 and D2.</p>
4	<p>External fixtures</p> <p>No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the Council.</p> <p>Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of Camden Local Plan policies D1 and D2.</p>
5	<p>Refuse and recycling</p> <p>Prior to first occupation of the residential units, the refuse and recycling storage areas shall be completed and made available.</p> <p>Prior to first occupation of the commercial floorspace, the refuse and recycling storage areas shall be completed and made available.</p> <p>The development of each block shall not be implemented other than in accordance with such measures as approved. All such measures shall be in</p>

	<p>place prior to the first occupation of any residential units and shall be permanently maintained and retained thereafter.</p> <p>Reason: To safeguard the amenities of the future occupiers and adjoining neighbours in accordance with the requirements of Camden Local Plan policy CC5.</p>
6	<p>Cycle parking</p> <p>Prior to first occupation, the following bicycle parking shall be provided:</p> <p>Long Stay (secure and covered parking for)</p> <ul style="list-style-type: none"> - Residential – 73 spaces - Office – 72 spaces <p>Short Stay</p> <ul style="list-style-type: none"> - 30 spaces. <p>All such facilities shall thereafter be permanently maintained and retained.</p> <p>Reason: To ensure that the scheme makes adequate provision for cycle users in accordance with Camden Local Plan policies T1 and T2, the London Plan and CPG Transport.</p>
7	<p>Adaptable housing – Part M4(2)</p> <p>All residential units, unless otherwise specified as a M4(3) unit (wheelchair adaptable and wheelchair accessible units) under the below condition shall be designed and constructed in accordance with Building Regulations Part M4(2).</p> <p>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 policies H1 and C5 of the Camden Local Plan 2017.</p>
8	<p>Wheelchair housing – Part M4(3)</p> <p>All of the M4(3) units shown on plan reference XXXX as wheelchair units shall be designed and constructed to comply with Part M4(3) of the Building Regulations.</p> <p>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 policies H1 and C5 of the Camden Local Plan 2017.</p>
9	<p>Landscape plans</p> <p>Detailed landscape plans shall be submitted to and approved in writing by the Council. The landscape works shall be implemented prior to occupation of any</p>

	<p>of the flats of commercial space. These plans shall include the six proposed trees on the applicant's land.</p> <p>Reason: To ensure that the development achieves a high quality of cohesive landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies A2, A3 C5, C6, CC3, and D1 of the London Borough of Camden Local Plan 2017.</p>
10	<p>Landscaping</p> <p>All hard and soft landscaping works shall be carried out in accordance with the approved landscape details [by not later than the end of the planting season following completion of the development or any phase of the development] [, prior to the occupation for the permitted use of the development or any phase of the development], whichever is the sooner. Any trees or areas of planting (including trees existing at the outset of the development other than those indicated to be removed and the proposed nine trees) which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.</p> <p>Reason: To ensure that the development achieves a high quality of cohesive landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies A2, A3 C5, C6, CC3, and D1 of the London Borough of Camden Local Plan 2017.</p>
11	<p>SuDS</p> <p>Prior to occupation, the SuDs measures proposed shall be implemented and thereafter be permanently retained and maintained in accordance with the approved details.</p> <p>Reason: To reduce the rate of surface water run-off from the buildings and limit the impact on the storm-water drainage system in accordance with policies CC2 and CC3 of the London Borough of Camden Local Plan Policies.</p>
12	<p>Internal noise</p> <p>The design and structure of the development shall be of such a standard that it will protect residents within it from existing external noise so that they are not exposed to levels indoors of more than 35 dB LAeq 16 hrs daytime (07.00-23.00hrs) and of more than 30 dB LAeq 8hrs in bedrooms at night (23.00-07.00hrs).</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.</p>

13	<p>Vibration</p> <p>No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater than 0.4m/s^(1.75) 16 hour day-time nor 0.26 m/s^(1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.</p>
14	<p>Plant noise</p> <p>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 appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the typical existing background noise level by at least 10dBA, by 15dBA 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.</p> <p>Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.</p>
15	<p>Anti-vibration</p> <p>Prior to use, machinery, plant or equipment system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.</p> <p>Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.</p>
16	<p>Fire safety – implementation of approved measures</p> <p>The proposals must be implemented in accordance with the provisions of the Stage 2 Fire Strategy (Elementa) 22 November 2019.</p> <p>Reason: To ensure the development provides for the safety of all building users and the highest standards of fire safety in accordance with Policy D5 and D12 of the London Plan.</p>

17	<p>Non-road mobile machinery</p> <p>No non-road mobile machinery (NRMM) shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).</p> <p>Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Camden Local Plan policies A1 and CC4.</p>
18	<p>Remediation Strategy</p> <p>No development shall commence (other than demolition above ground level) until an appropriate radon gas and vapour investigation (incorporating detailed assessment of the risks to all receptors that may be affected) is undertaken and a radon gas and vapour assessment report (GVAR) [where necessary incorporating a Remediation Strategy (RS)], is submitted to, and approved in writing by, the local planning authority.</p> <p>No occupation or use of the development shall commence until the approved Remediation Strategy is implemented and a Verification Report (VR) is submitted to, and approved in writing by, the local planning authority.</p> <p>Where remedial measures are implemented to protect end-users of the development they shall be maintained.</p> <p>Reason: To ensure the risks from radon to the future users are acceptable in accordance with the requirements of policies A1 and A4 of the London Borough of Camden Local Plan 2017.</p>
19	<p>Construction related impacts – Monitoring</p> <p>Air quality monitoring should be implemented on site. No development shall take place until</p> <ol style="list-style-type: none"> a. prior to installing monitors, full details of the air quality monitors have been submitted to and approved by the local planning authority in writing. Such details shall include the location, number and specification of the monitors, including evidence of the fact that they will be installed in line with guidance outlined in the GLA’s Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance; b. prior to commencement, evidence has been submitted demonstrating that the monitors have been in place for at least 3 months prior to the proposed implementation date. <p>The monitors shall be retained and maintained on site for the duration of the development works in accordance with the details thus approved.</p>

	<p>Reason: To safeguard the amenity of adjoining premises and the area generally in accordance with the requirements of policies A1 and CC4 of the London Borough of Camden Local Plan Policies.</p>
20	<p>Green/blue roofs</p> <p>Prior to commencement of above ground development, of each block further details of the green/brown roof (design, sections, species and maintenance) for that block are to be submitted to and approved in writing by the Council, to follow the recommendations in the Ecological Assessment Report. The green roofs shall thereafter be constructed in accordance with the approved details prior to occupation of the relevant block, and they shall thereafter be retained and maintained in accordance with those details.</p> <p>Reason: To ensure the development is sustainable and promotes biodiversity in line with Camden Local Plan policies CC1, CC3 and A3.</p>
21	<p>Water efficiency</p> <p>The development hereby approved shall achieve a maximum internal water use of 105litres/person/day, allowing 5 litres/person/day for external water use.</p> <p>Reason: To ensure the development contributes to minimising the need for further water infrastructure in an area of water stress in accordance with policy CC3 of the Camden Local Plan 2017.</p>
22	<p>Basement Suitably Qualified Engineer</p> <p>Prior to the commencement of the development, details of a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, check for compliance with the design (as approved by the local planning authority and building control body) and monitor the critical elements of both permanent and temporary basement construction works throughout their duration. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.</p> <p>Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policies D1 and A5 of the London Borough of Camden Local Plan 2017.</p>
23	<p>Ground investigation – land contamination</p> <p>At least 28 days before development commences (other than site clearance & preparation, relocation of services, utilities and public infrastructure, but prior to removal of any soil from the site),:</p>

	<p>(a) A Phase 2 Assessment shall be carried out</p> <p>(b) The results and a written scheme of remediation measures [if necessary] shall be submitted to and approved by the local planning authority.</p> <p>(c) The remediation measures shall be implemented strictly in accordance with the approved scheme and a written report detailing the remediation shall be submitted to and approved by the local planning authority prior to occupation.</p> <p>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 A1 of the Camden Local Plan.</p>
24	<p>Air source heat pumps</p> <p>Prior to occupation of each building, details, drawings and data sheets showing the location and carbon saving, of the air source heat pumps and associated equipment to be installed, shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of meters to monitor the energy output from the approved renewable energy systems. A site-specific lifetime maintenance schedule for each system, including safe access arrangements, shall be provided. The equipment shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development is sustainable, including appropriate measures to mitigate climate change in line with Camden Local Plan policies CC1, CC3 and A3.</p>
25	<p>Photo-voltaic cells</p> <p>Prior to occupation of each building, drawings and data sheets showing the location, extent (at least 645m²) and predicted energy generation of photovoltaic cells (at least 92kWp) and [associated equipment 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. A site-specific lifetime maintenance schedule for each system, including safe roof access arrangements, shall be provided. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained and maintained thereafter.</p> <p>Reason: To ensure the development is sustainable in line with Camden Local Plan policies CC1, CC3 and A3.</p>
26	<p>Basement</p> <p>The proposed basement shall be built in accordance with the Basement Impact Assessment and the independent audit.</p>

	<p>Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policies D1 and A5 of the London Borough of Camden Local Plan 2017.</p>
27	<p>Disabled car parking</p> <p>Prior to occupation of any residential units, two disabled car parking spaces shall be provided and shall be retained in perpetuity.</p> <p>Reason: To ensure that the proposed development can accommodate the needs of residents with disabilities, in accordance with the requirements of policies H1 and C5 of the Camden Local Plan 2017.</p>

27 Informatives

1	<p>Construction related impacts – Mitigation</p> <p>Informative: Mitigation measures to control construction-related air quality impacts should be secured within the Construction Management Plan as per the standard CMP Pro-Forma. The applicant will be required to complete the checklist and demonstrate that all mitigation measures relevant to the level of identified risk are being included.</p>
2	<p>Non-road mobile machinery</p> <p>Non-road mobile machinery (NRMM) is any mobile machine or vehicle that is not solely intended for carrying passengers or goods on the road. The Emissions requirements are only applicable to NRMM that is powered by diesel, including diesel hybrids. For information on the NRMM Low Emission Zone requirements and to register NRMM, please visit "http://nrmm.london/".</p>
3	<p>Construction dust</p> <p>Measures relevant to High dust risk for demolition, earthworks, construction and trackout from Appendix 7 of the Mayor of London's SPG on The Control of Dust and Emissions During Construction and Demolition should be incorporated in the CMP.</p>
4	<p>Thames Water</p> <p>The developer should enter into discussions with Thames Water to ensure:</p> <ol style="list-style-type: none">1. Capacity exists off site to serve the development, or2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Appendix 1 – BPS Viability Review 08/06/21

Appendix 2 – BPS Addendum 22/02/22

Appendix 3 – BPS Addendum 04/04/22

Appendix 4 – BPS Addendum 25/07/22