

CLIENT

London Borough of Camden
Housing & Adult Social Care Department

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NOTES

Application site boundary

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PROJECT

Bacton Low Rise Redevelopment
London Borough of Camden
London

TITLE

EXISTING SITE LOCATION PLAN

DRAWING NUMBER	REVISION
202_A_P_001_00	00
STATUS PLANNING APPLICATION	
DATE 23/11/2012	DRAWN BY TC
PROJECT DATE 23/11/2012	CHECKED BY CH
	SCALE 1/1250 @ A1
	PROJECT NUMBER 202

Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:	12/09/2013
		N/A / attached		Consultation Expiry Date:	N/A
Officer			Application Number(s)		
Jonathan Markwell			2013/4409/P		
Application Address			Drawing Numbers		
Land bounded by Haverstock Road, Wellesley Road and Vicar's Road including Nos 121-211 Bacton Low Rise Estate, 113a, 115 and 117 Wellesley Road and 2-16 Vicar's Road Gospel Oak London NW5 4			Please see decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s) Details of demolition plan for District Housing Office site relating to partial discharge of condition 47 (Construction Management Plan / Construction Logistics Plan) of planning permission granted 25/04/13 (ref: 2012/6338/P) for the redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings, to provide a total of 290 residential units and associated works.					
Recommendation(s):		Approve details for partial discharge of condition 47			
Application Type:		Councils Own Approval of Details			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. Electronic	00		
Summary of consultation responses:	None.					
CAAC/Local groups* comments: *Please Specify	<p>TfL was formally consulted on the application. TfL has no objection, stating in full “TfL has No comments toward the proposed discharge of condition 47 of the concerned planning consent”.</p> <p>A representative from Elaine Grove and Oak Village Residents Association (EGOVRA) objects, with a summary of the concerns being:</p> <ul style="list-style-type: none"> a) It is first commented that there is not an objection to the whole plan, as most of it seems well thought out. Instead, in summary, it is an objection to the transport bit and particularly the lack of arrangements made to accommodate Friday prayers for the Muslim community and the lack of consultation with Queen’s Crescent residents and traders. These people are not able to object themselves as they have not been notified of the plans. There is a criticism of the lack of public consultation. May be if the Council talked to them, they would be happy. In which case EGOVRA would have no objection. b) Concern over traffic movements being along Queen’s Crescent; notes from a recent meeting detail: 1. There will be 300 loads taken over a 12 week period. At a meeting in early August, the contractors confirmed that this meant 600 movements in that period. 2. The vehicles referred to are 32 tonne trucks. 3. The route is to be along Queens Crescent, except on market days. More specifically, QC is a busy and heavily parked street. All the shops are small independents, not corporates. They get deliveries from different sources and the street is frequently blocked with vehicles delivering to the shops as it is. c) On Fridays the Crescent is crowded because of people, many in traditional dress, going to and from Friday prayers. Certainly regular 32 tonners are likely to cause chaos and attendant bad feeling, especially if the first people who live and work in Queen’s C know is when 32 tonne trucks start coming down the Crescent on a regular basis, on a route agreed by people at a meeting to which QC people had not been invited. It is suspected it will also be dangerous and a risk assessment is needed. d) Further, as most of the small businesses are Muslim owned and agreement has been reached with St Martins Church to minimise effect on church activities, but not with the mosque, the proposal could be seen as discriminatory. e) Also considered that Camden needs to be honest; any disruption is not just for 12 weeks. Demolition is the quick bit. Thereafter comes construction. 					

- f) As far as other work in the area is concerned:
- The work at Carlton School will be finished before the school term starts and involves few movements.
 - Apollo are installing new kitchens and bathrooms in Kiln Place. This is north of the Grafton Road railway bridge.
 - Wellesley Road Old People's home is being demolished and rebuilt. However the route to this work is through a special entrance opened up from Malden Road, alongside the garage. This leads to the heart of the site. Only the occasional van uses the Haverstock Road route.
 - Work on Bacton Tower has not even been agreed and is unlikely to start before November when the demolition work finishes.

As such, that leaves some scope for some vehicles to use Haverstock Road and some vehicles might be able to use Holmes Road (which is a commercial Road, not a shopping street).

Officer responses: a) Regarding transport matters, please see section 2 below. Regarding the consultation point raised, there is no statutory requirement for the local planning authority to consult on approval of details applications. Furthermore, this partial discharge of the condition relates solely to the demolition works associated with the DHO part of the site. The applicant's agent has confirmed that the applicant intends to carry out thorough consultation with the local community on the details of the construction phase of the development. Moreover, the mechanism recommended through the CMP process is to establish a construction working group in connection to the larger scale works. This approach has been adopted in relation to Bacton Low Rise redevelopment as a whole and, to date, it has been advised that a number of these working group meetings have taken place. b) & c) Please see section 2 below. d) The proposals are not considered to be discriminatory in any way. e) The information submitted is purely for the demolition phase of works associated with the DHO part of the site. f) Transport Planners and the applicant are having continual discussions regarding other nearby developments in the area, and have taken this into account.

Site Description

The site comprises two parcels of land which are adjacent to one another within Gospel Oak. The first, the District Housing Office (DHO) site, is bounded by the mainline railway line to the north (set within a deep cutting), the junction of Vicar's Road and Grafton Road to the east, Vicar's Road to the south-east and Wellesley Road to the south-west. The existing site comprises the three-storey Gospel Oak DHO building (utilised by Housing and Adult Social Care staff of Camden Council) and associated 113a Wellesley Road, hardstanding and portacabins, a community hall to the north of the DHO building (used by Bacton Low Rise Tenants Residents' Association and Wendling Estate) and 16 workshop units (Class B1c) at 2-16 Vicar's Road within a two storey building. Vicar's Road includes a row of four mature London plane trees adjacent to the highway at this point. This application concerns only the DHO site.

Surrounding the DHO site to the north, beyond the railway cutting, are residential properties (Barrington Court and Barrington Close being the closest, beyond which is Lambie Street, Julia Street, Oak Village and Elaine Grove) and Lismore Circus (a designated public open space and London Square). To the east is the junction of Grafton Road and Vicar's Road, with Grafton Road at this point extending over the rail line. To the south are further residential properties along both sides of Vicar's Road (a combination of Victorian properties, blocks of residential flats and the vicarage building on the

junction of Vicar's Road and Wellesley Road), the Grade II former St Martin's Church Hall (now a French School) and the Grade I listed St Martin's Church. To the west of the DHO site is the 22 storey Bacton Tower residential block of flats (No's 1-120 Bacton) and the existing Bacton Low Rise properties (No's 121-219 Bacton).

The site as a whole has a total area of 1.89ha, is not within a conservation area or an archaeological priority area. It is however within the identified hydrogeological constraint area being susceptible to surface water flow, ground water flow and slope stability. Furthermore neighbouring Wendling estate along Haverstock Road is identified within CPG4 as being a street with the risk of flooding having experienced this in 2002. The site has a Public Transport Accessibility Level rating of 3 (which indicates that it has a medium level of accessibility by public transport), with the nearest rail station being Gospel Oak overground station 450m to the north-east on Mansfield Road. Kentish Town station, serving the Northern Underground line and Thameslink services, is further to the east of the site. The nearest bus stops are located on Southampton Road/Malden Road to the west/south of the site (routes 24 and 46), whilst an additional bus service is available from Mansfield Road to the north of the site (route C11). The site is also within an identified health deprived ward, while part of the site is within a nature deficiency area. It is also identified that there is potential for contaminated land at the site. To the west of the site is the Parliament Hill summit to the Palace of Westminster viewing corridor.

Relevant History

2012/6338/P - Redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings (99 Class C3 residential units Nos. 121-219 Bacton Low Rise; Class B1 offices at 115 Wellesley Road; Class B1 workshops at 2-16 Vicar's Road), to provide within buildings ranging from 2-8 storeys in height a total of 290 Class C3 residential units, comprising 176 market, 10 intermediate and 104 social rent units, 3 employment units (Class B1), new and altered public realm, landscaping, vehicular and pedestrian links/accesses, vehicular and cycle parking, bin storage and associated works. Granted 25/04/2013.

2013/4828/P - Details of dust control measures for the demolition phase of development relating to partial discharge of condition 18 of planning permission granted on 25/04/2013 (ref: 2012/6338/P) for the redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings, to provide a total of 290 residential units and associated works. Current application under consideration.

2013/5070/P - Details required by condition 31 (tree protection) to planning permission (ref: 2012/6338/P) granted on 25/04/2013 for the redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road to provide within buildings ranging from 2-8 storeys in height a total of 290 Class C3 residential units, comprising 176 market, 10 intermediate and 104 social rent units, 3 employment units. Current application under consideration.

Relevant policies

NPPF 2012

London Plan 2011

LDF Core Strategy and Development Policies

CS5 (Managing the impact of growth and development)

CS11 (Promoting sustainable and efficient travel)

CS19 (Delivering and monitoring the Core Strategy)

DP16 (The transport implications of development)

DP17 (Walking, cycling and public transport)

DP26 (Managing the impact of development on occupiers and neighbours)

Camden Planning Guidance 2011 (as amended 2013)

Assessment

1. Introduction

1.1 Planning permission was granted on 25/04/2013 for the redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops (see relevant history above). This permission was subject to a number of conditions, including condition 47, which states:

***Construction Management Plan**

Prior to the demolition of the existing buildings on the relevant part of the site and the commencement of construction of the new buildings on the relevant part of the site a Construction Management Plan / Construction Logistics Plan setting out measures for ensuring highway safety and managing transport, deliveries and waste (including recycling of materials) throughout that part of the demolition and/or construction period(s) and taking account of the cumulative impact of concurrent or planned development within the immediate area, shall be submitted to and approved by the local planning authority in consultation with Transport for London and shall contain mechanisms for monitoring, review and further approval by the local planning authority and Transport for London as required from time to time. The Construction Management Plan / Construction Logistics Plan shall also include details of a working group involving local residents and businesses, a contractor complaints/call-line and measures to be carried out to mitigate the impact of the noise arising from construction and demolition activities on local residents and businesses. The measures contained in the Construction Management Plan / Construction Logistics Plan shall at all times remain implemented throughout the duration of the works of demolition and construction.

Reason: In order to protect the pedestrian environment and the amenities of the area generally and to ensure the continued free flow of traffic in the area in accordance with policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies.

1.2 The applicant has submitted details which seek to partially discharge this condition. More specifically, the proposal solely concerns the demolition phase of the works in relation to the DHO part of the site. The rationale for this is that the scheme is a multi-phase, long-term construction, and the partial discharge of the condition will allow the initial demolition works to be carried out without delay. The submitted information does not take account of the follow-on works for the remaining phases of demolition at the BLR site, or construction on both sites. Transport Planning has advised the applicant that a strategic CMP, and more comprehensive sub CMP's, will be required to be submitted in connection to these later phases of work to satisfy condition 47 in full.

1.3 During the course of the application the Demolition Plan submitted has been revised following advice and feedback from Transport Planners.

2. Assessment

2.1 In relation to this condition a Demolition Plan has been submitted, which is the specific part of the condition the applicant is seeking to discharge now. This has been assessed by the Council's Transport Planners, in conjunction with colleagues within the transport and highways services. Transport Planners, following revisions submitted during the course of the application, are satisfied

with the information provided and therefore confirms that the partial discharge of the condition can be granted.

2.2 The demolition phase subject to this application is scheduled to be completed by the middle of November 2013. The initial soft strip out of the internal elements, of the to-be-demolished buildings, is presently taking place, but no demolition has yet commenced. In developing the transport element of the CMP, it has been identified that there are number of constraints around the Gospel Oak area in relation to construction vehicle movements. These have been taken account of and considered within the submitted CMP for the demolition phase. These constraints have been detailed in a plan submitted in the CMP, and includes, but not limited to, the width and time restriction on Grafton Road, the structural instability of St Martin's Church tower located on Vicar's Road, Queen's Crescent Market, height restrictions to the south along Grafton Road, height restrictions along Prince of Wales Road and local schools.

2.3 These constraints have been considered in relation to the movement of construction vehicles requiring access to the DHO site for the demolition phase. Following consultation, including via the working group meetings, comments and concerns identified have been detailed in the updated CMP submitted during the course of the application. In responding to these comments, discussions were held with EC Harris (Project managers of the BLR redevelopment) and Clifford Devlin (Contractor), that identified the CMP requirements in terms of Transport considerations, and how these could be addressed and mitigated. Following this meeting a significant amount of liaison between EC Harris, the contractor and Transport Planning was undertaken to respond to the points raised.

2.4 For the demolition phase of works the overall number of vehicle movements has been detailed in the CMP. It is detailed that during this phase of works the overall number of vehicle movements is not expected to exceed 100 movements. On average over the demolition phase (until mid November 2013) this could be in the region of 4 additional construction vehicles on the highway network travelling to the DHO site per day. It is recognised that the highest detailed number of movements on one day is 10 for the first three days of demolition, reducing down to 4 movements per day after this initial period. It is considered that this number of vehicle movements can be accommodated on the highway network.

2.5 Use of Queen's Crescent outside of market days has been identified for one type of vehicle movement in connection to the demolition phase. These maximum 50 tonne low-loader vehicle movements will not be more than 5 vehicle movements for the duration of the demolition phase. This route is not being advised in any other capacity for access to the site in this phase of works. This route has been justified on a number of factors including road type, width, the railway archway height restriction on Grafton Road and distance from the Strategic Road Network (SRN) as a reasonable alternative to take this weight of load in context of the highway network. The movements will be small in number, managed with banks men located at strategic points and undertaken outside of market days.

2.6 Given the constraints around the site, the CMP also details a number of further measures to be taken, in order to minimise the impact of construction vehicles in the area. These additional measures include time management of the site access to prevent waiting on the highway network, no construction vehicle movements during peak school drop-off and pick-up times, banks men stationed at Carlton School to manage pedestrian safety, use of Grafton Road to the south for general construction vehicle access, and crushing materials on-site to reduce the overall number of construction vehicles travelling to the site.

2.7 Owing to the various measures put in place, it is considered in overall terms that the application has sufficiently demonstrated both the protection of the pedestrian environment, and the amenities of the area generally. Furthermore, as far as possible, the proposed methodology will also ensure the

continued free flow of traffic in the area.

2.8 Given the partial nature of the condition being discharged, it is recommended that an informative is added to the decision notice which specifies that further details are required to be submitted by the applicant to fully discharge the condition.

2.9 Another informative is also recommended to remind the applicant of the conditions which remain outstanding and requires details to be submitted for approval, which comprise: Conditions 2 (sample panels), 3 (detailed drawings), 5 (privacy screens), 6 (overlooking measures), 7 (waste storage), 9 (cycle parking), 11 (electric vehicle charging points), 14 (method statement for demolition of buildings), 16 (vibro-compaction machinery), 18 (dust control measures), 19 (sound insulation), 24 (basement construction), 25 (contaminated land), 26 (biodiverse living roofs), 27 (bird and bat measures), 28 (lighting strategy), 29 (boundary treatment), 31 (tree protection), 32 (building foundations), 34 (sustainable urban drainage), 36 (CCTV), 37 (car-club), 39 (phasing plan), 40 (re-appraisal of financial viability), 41 (recruitment and apprenticeships), 42 (local procurement), 43 (energy efficiency), 44 (code for sustainable homes), 46 (travel plan), 48 (off-site garage spaces), 49 (Burmarsh workshop refurbishment works), 50 (community facilities), 51 (travel plan monitoring and review), 52 (legible London), 53 (public open space), 54 (public art), 55 (highways works) and 56 (education). It will also be specified that approval of details applications for the partial discharge of condition 18 (dust control measures) and discharge of condition 31 (tree protection) are presently under consideration by the Council.

3. Recommendation: Approve details for partial discharge of condition 47

DISCLAIMER

Decision route to be decided by nominated members on Monday 23rd September 2013. For further information please go to www.camden.gov.uk and search for 'members briefing'

Quod
Ingeni Building
17 Broadwick Street
London
W1F 0AX

Application Ref: **2013/4409/P**
Please ask for: **Jonathan Markwell**
Telephone: 020 7974 **2453**

18 September 2013

Dear Sir/Madam

DRAFT
DECISION

Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) Order 2010
Town and Country Planning (Applications) Regulations 1988

Councils Own Approval of Details Granted

Address:

**Land bounded by Haverstock Road
Wellesley Road and Vicar's Road including Nos 121-211 Bacton Low Rise Estate
113a, 115 and 117 Wellesley Road and 2-16 Vicar's Road
Gospel Oak
London
NW5 4**

Proposal:

Details of demolition plan for District Housing Office site relating to partial discharge of condition 47 (Construction Management Plan / Construction Logistics Plan) of planning permission granted 25/04/13 (ref: 2012/6338/P) for the redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings, to provide a total of 290 residential units and associated works.

Drawing Nos: Letter from Quod Rev Q30150, dated 11/07/2013; Demolition Plan for the Soft strip and demolition works at 115 Wellesley Road, Gospel Oak, London, NW5 4PA, by Clifford Devlin Ltd, Rev F, dated 17/09/13.

The Council has considered your application and decided to grant permission.

Informative(s):

- 1 You are reminded that conditions 2 (sample panels), 3 (detailed drawings), 5 (privacy screens), 6 (overlooking measures), 7 (waste storage), 9 (cycle parking), 11 (electric vehicle charging points), 14 (method statement for demolition of buildings), 16 (vibro-compaction machinery), 18 (dust control measures), 19 (sound insulation), 24 (basement construction), 25 (contaminated land), 26 (biodiverse living roofs), 27 (bird and bat measures), 28 (lighting strategy), 29 (boundary treatment), 31 (tree protection), 32 (building foundations), 34 (sustainable urban drainage), 36 (CCTV), 37 (car-club), 39 (phasing plan), 40 (re-appraisal of financial viability), 41 (recruitment and apprenticeships), 42 (local procurement), 43 (energy efficiency), 44 (code for sustainable homes), 46 (travel plan), 48 (off-site garage spaces), 49 (Burmarsh workshop refurbishment works), 50 (community facilities), 51 (travel plan monitoring and review), 52 (legible London), 53 (public open space), 54 (public art), 55 (highways works) and 56 (education) of planning permission 2012/6338/P granted on 25/04/2013 are outstanding and require details to be submitted and approved.

It is also noted that approval of details applications for the partial discharge of condition 18 (dust control measures) and discharge of condition 31 (tree protection) are presently under consideration by the Council.

- 2 For the avoidance of doubt this approval of details application approves, in relation to condition 47, only the demolition phase of the District Housing Office part of the overall site. Further details will be required to be submitted in due course to satisfy the condition in full.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

Your attention is drawn to the notes attached to this notice which tell you about your Rights of Appeal and other information.

Yours faithfully

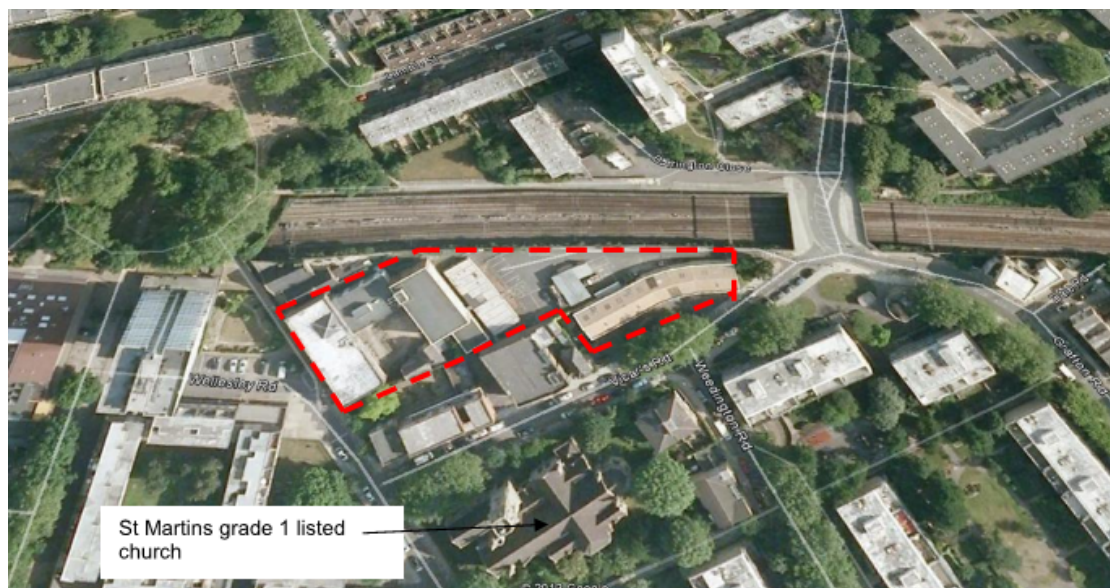
Culture and Environment Directorate
(Duly authorised by the Council to sign this document)



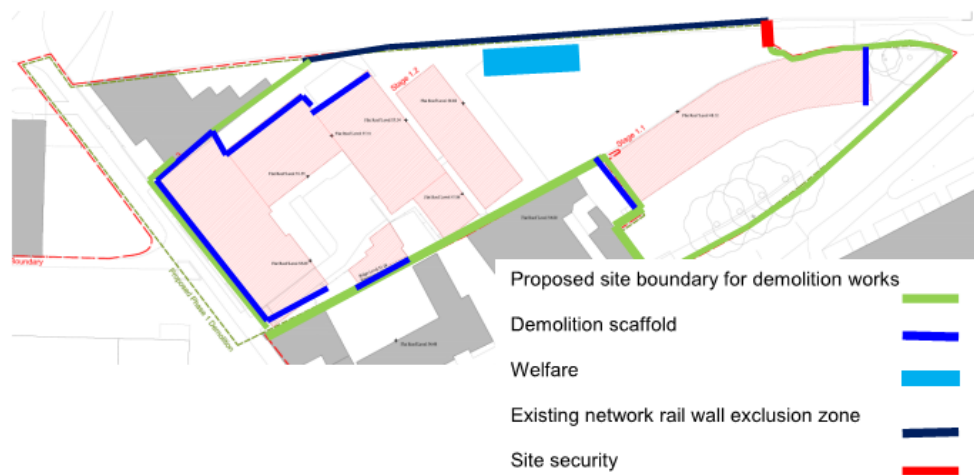
DHO building to be demolished (taken from Bacton Tower)



Vicar's Road workshop buildings to be demolished.

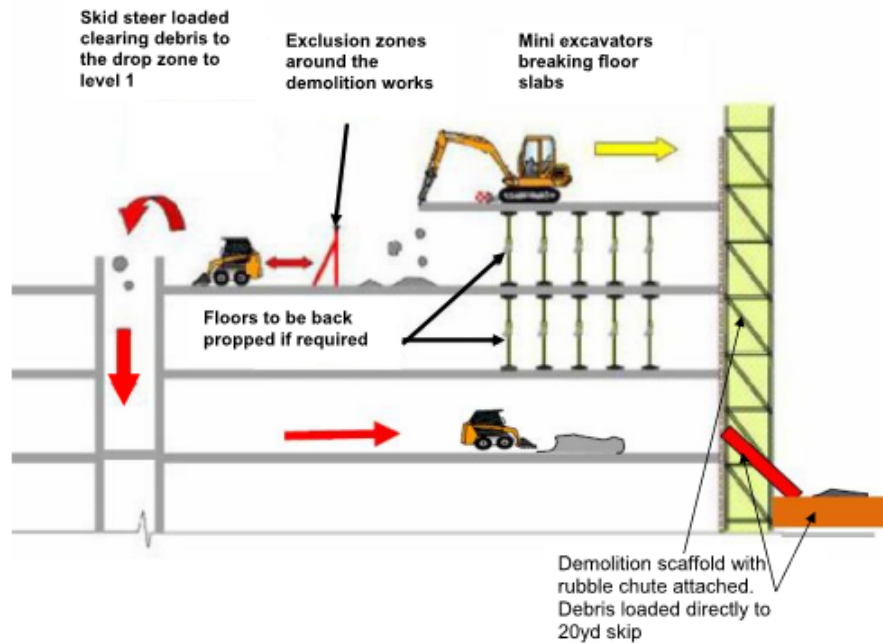


Aerial view of the DHO part of the site (red dashed line not strictly accurate)



Details of location of scaffold, welfare and site security points.

Typical Section showing the use of mini excavators progressively on a floor by floor basis with all the debris being transported to the drop zone down to level 1 and out through the building.



Vehicle tracking plans, Top: Malden Rd to Vicar's Rd site entrance. Bottom – junction of Queen's Cres and Malden Rd.

