

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	
Application Number:	2012/6338/P	Officer: Jonathan Markwell
Ward:	Gospel Oak	
Date Received:	23/11/2012	
<p>Proposal: 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.</p>		
<p>Drawing numbers: Site Location Plan dated 21/11/2012; 202_A_P_001_00; 202_A_P_010_00; 202_A_D_100_001; 202_A_P_003_01; 202_A_P_003_02; 202_A_P_003_03; 202_A_P_DHO_100_00 Rev 01; 202_A_P_DHO_100_01 Rev 01; 202_A_P_DHO_100_02 Rev 01; 202_A_P_DHO_100_03 Rev 01; 202_A_P_DHO_100_04 Rev 01; 202_A_P_DHO_100_05 Rev 01; 202_A_P_DHO_100_06 Rev 01; 202_A_P_DHO_100_07 Rev 01; 202_A_P_DHO_100_08 Rev 01; 202_A_P_DHO_200_01 Rev 01; 202_A_P_DHO_200_02 Rev 01; 202_A_P_DHO_200_03 Rev 01; 202_A_P_DHO_300_00 Rev 01; 202_A_P_DHO_300_01; 202_A_P_DHO_300_02 Rev 01; 202_A_P_DHO_300_03; 202_A_P_DHO_300_04 Rev 01; 202_A_P_DHO_400_01; 202_A_P_BLR_100_B01; 202_A_P_BLR_100_00 Rev 01; 202_A_P_BLR_100_01; 202_A_P_BLR_100_02; 202_A_P_BLR_100_03; 202_A_P_BLR_100_04; 202_A_P_BLR_100_05; 202_A_P_BLR_100_06; 202_A_P_BLR_100_07; 202_A_P_BLR_100_08; 202_A_P_BLR_200_01; 202_A_P_BLR_200_02 Rev 01; 202_A_P_BLR_200_03; 202_A_P_BLR_200_04; 202_A_P_BLR_200_05; 202_A_P_BLR_300_00; 202_A_P_BLR_300_01; 202_A_P_BLR_300_02; 202_A_P_BLR_300_03; 202_A_P_BLR_300_04; 202_A_P_BLR_300_05; 202_A_P_BLR_300_06; 202_A_P_BLR_400_01; 202_A_P_DHO_110_001 Rev 01; 202_A_P_DHO_110_002; 202_A_P_DHO_110_006; 202_A_P_DHO_110_007; 202_A_P_DHO_110_008; 202_A_P_DHO_110_009; 202_A_P_DHO_110_010 Rev 02; 202_A_P_DHO_110_011; 202_A_P_DHO_110_012; 202_A_P_DHO_110_013 Rev 02; 202_A_P_DHO_110_014; 202_A_P_DHO_110_015 Rev 02; 202_A_P_DHO_110_016; 202_A_P_DHO_110_017; 202_A_P_DHO_110_018; 202_A_P_DHO_110_019 Rev 01; 202_A_P_DHO_110_020; 202_A_P_DHO_110_021; 202_A_P_BLR_110_001; 202_A_P_BLR_110_002; 202_A_P_BLR_110_003; 202_A_P_BLR_110_004; 202_A_P_BLR_110_005; 202_A_P_BLR_110_006; 202_A_P_BLR_110_007; 202_A_P_BLR_110_008;</p>		

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 202_A_P_BLR_300_075; 202_A_P_BLR_200_076; 202_A_P_BLR_200_077;
 202_A_P_BLR_200_078; 202_A_P_BLR_200_079; LL439_C_SP_001 Rev J;
 LL439_C_SP_002 Rev K; LL439_C_SP_003 Rev D; LL439_C_SP_004 Rev B;
 LL439_C_SP_009.

Design & Access Statement Statement of Community Involvement Ref 202-A-REP-DA
 by Karakusevic Carson Architects; Appendix to Design & Access Statement by
 Karakusevic Carson Architects; Block C Design Development Supplementary
 Addendum to Planning Application Ref 202_A_REP_ADDENDUM_01 dated December
 2012 by Karakusevic Carson Architects; Landscape Proposals by Camlins Rev A
 08.02.2013 8th Revision dated 04/02/2013; Construction Management Plan by EC
 Harris; Planning Statement by Quod Ref Q30150 dated 22/11/2012; Bat Survey Report
 by Greengage Ref 550355mtJul12FV01_Bat_Survey dated January 2013; Ecological
 Extended Phase 1 Habitat & Protected Species Survey by Greengage Ref
 550338MTJan13FV02_Phase1_Bacton dated January 2013; Daylight & Sunlight
 Report by GVA Schatunowski Brooks dated November 2012; Addendum Daylight &
 Sunlight Report by GVA Schatunowski Brooks dated November 2012; Second
 Addendum Daylight and Sunlight Report by GVA Schatunowski Brooks dated February
 2013; Daylight Analysis Bacton Low Rise by GVA Schatunowski Brooks dated
 28/02/13, as submitted 03/03/13; BRE073, as submitted 03/03/13; Air Quality
 Assessment by Peter Brett Associates Ref 26572/004 Rev 01 dated 20/11/2012;
 Basement Impact Assessment Revision B by Rolton Group Limited Ref 12-0083
 XRP007 dated February 2013; Requirements for Code for Sustainable Homes Level 4
 by EC Harris; Energy Strategy Report by Rolton Group Limited Ref 12-0083 XRP004
 dated November 2012; Flood Risk Assessment by Rolton Group Limited Ref 12-0083
 XRP003 Rev A dated November 2012; Geotechnical and Geo-Environmental Report by
 Rolton Group Limited Ref 12-0083 XRP005 Rev A dated November 2012; Noise and
 Vibration Assessment by Peter Brett Associates Rev 26572/003R001 Rev 01 dated
 22/11/2012; Sustainability Statement by EC Harris; Transport Assessment by Peter
 Brett Associates Ref Issue 1 Rev 1 dated 23/11/2012; Tree Survey, Implications
 Assessment and Constraints by Greengage Ref 550355MTSept12FV04_BS5837 dated
 November 2012; Email from Rolton Group Limited to Environment Agency dated
 17/12/2012; Impact Assessment and Tree Removal – Addendum by Greengage, as
 received 12/02/2013; Dust Monitoring Protocol Technical Note by Peter Brett
 Associates Ref TN001A dated 07/02/2013; Response to LBC Comments on Transport
 Assessment by Peter Brett Associates Ref 001 dated 08/02/2013, as received

14/02/2013; Trip Generation Calculations – Residential Land Use, dated 08/02/13, as received 27/02/13; TRAVL – Average Trip Rate by Mode and Time, as received 27/02/13; Revised Trip Generation trips by mode and time, as received 27/02/13; Revised Trip Generation trips by time, as received 27/02/13; Email from Greengage dated 22/02/2013 and associated annotated photographs (x3), Tree Constraints Plan GRNGE-BCTLWRS-583707 and untitled Vicars Road RPZ plan; Email from Greengage dated 03/03/2013.

RECOMMENDATION SUMMARY: Grant Council’s own development under regulation 3 subject to a shadow S106 legal agreement and any direction by the Mayor of London.

Applicant:	Agent:
Housing and Adult Social Care Department London Borough of Camden Town Hall Extension Argyle Street London WC1H 8ND	Quod Ingeni Building 17 Broadwick Street London W1F 0AX

ANALYSIS INFORMATION

Land Use Details:		
	Use Class	Floorspace (GIA)
Existing*	<i>B1a Business</i>	2529m ²
	<i>B1c Light industrial</i>	922m ²
	<i>C3 Dwelling House (tenure breakdown below)</i>	14,210.1m ²
	<i>D1 Non-residential institution</i>	314m ²
	Total	17,975.1m ²
Proposed	Tenure breakdown of residential	
	<i>C3 Dwelling House – social rent</i>	12,509.1m ²
	<i>C3 Dwelling House – market</i>	1701m ²
	<i>B1c Light industrial</i>	259.31m ²
	<i>C3 Dwelling House (tenure breakdown below)</i>	31,976.13m ²
<i>D1 Non-residential institution</i>	314m ²	
Total	32,549.44m ²	
	Tenure breakdown of residential	
	<i>C3 Dwelling House – social rent</i>	12,798.61m ²
	<i>C3 Dwelling House – intermediate</i>	1,366.41m ²
	<i>C3 Dwelling House – market</i>	17,811.11m ²

Difference between existing and proposed*	<i>B1a Business</i>	- 2529m ²
	<i>B1c Light industrial</i>	- 662.69m ²
	<i>C3 Dwelling House (tenure breakdown below)</i>	+ 17,766.03m ²
	<i>D1 Non-residential institution</i>	No change
	Total	+ 14,574.34m ²
	Tenure breakdown of residential	
	<i>C3 Dwelling House – social rent</i>	+ 289.51m ²
	<i>C3 Dwelling House – intermediate</i>	+ 1366.41m ²
	<i>C3 Dwelling House – market</i>	+ 16110.11m ²

*The applicant has encountered difficulties in calculating the existing BLR floorspace, owing to no original plan information of the BLR buildings being available and it not being possible or practical for any detailed survey information to be provided. Hence the existing floorspace information has been prepared using the existing ground floor footprint of the building provided via the topographical survey. Estimates of floor space, size and shape of floorplate for the upper levels have been deduced through the use of aerial photography. It is with this context that the existing and uplift floorspace figures in this report must be considered. In the context of the proposals the approach taken by the applicant is considered to be appropriate in estimating the existing floorspace figures.

Residential Use Details:										
Tenure		Residential Type	No. of bedrooms per Unit							
			1	2	3	4	5	6	Total	
Social rent	Existing	<i>Flat/Maisonette/House</i>		33	49	5				87
	Proposed	<i>Flat/Maisonette/House</i>	14	45	34	5	5	1		104
Intermediate	Existing	<i>Flat/Maisonette/House</i>								0
	Proposed	<i>Flat/Maisonette/House</i>			10					10
Market	Existing	<i>Flat/Maisonette/House</i>		5	7					12
	Proposed	<i>Flat/Maisonette/House</i>	64	76	31	5				176
Total existing residential units									99	
Total proposed residential units									290	
Total uplift in social rent units									17	
Total uplift in intermediate units									10	
Total uplift in market units									164	
Total uplift in residential units									191	

Parking Details:		
	Existing	Proposed
Car Parking Spaces (General) (Existing = estate permits 29; resident permits 16; garages on-site 83; commercial 7) (Proposed = garages (off-site) / estate permits 55; resident permits 13)	135	68
Car Parking Spaces (Disabled)	1	15
Dedicated Cycle Parking	0	437

OFFICERS' REPORT

Reason for Referral to Committee: The proposal constitutes a Major Development which involves the construction of more than ten new residential dwellings [Clause 3(i)].

On account of the number of units proposed, the development is of a scale whereby it is referable to the Greater London Authority. The Mayor of London has the power under the Town and Country Planning (Mayor of London) Order 2008 to call in the application and act as the planning authority or direct the Council to refuse the application.

This is a Council's own application, as submitted by the Housing and Adult Social Care department.

This application is the subject of a Planning Performance Agreement (PPA).

1. SITE

- 1.1 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.
- 1.2 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).
- 1.3 The Bacton Low Rise (BLR) site is bounded by Wellesley Road to the east and south, Haverstock Road to the west and Bacton Tower to the north. The site contains 99 existing residential units, predominantly within blocks of four storeys and built in the 1960s, together with associated landscaping, parking (including

garages) and hardstanding. There are 8 blocks in total of (mainly) 2 and 3 bedroom maisonettes accessed from a deck set above garages lining the street frontage. The surrounding area includes the aforementioned Bacton Tower, Lismore Circus, community hall, DHO building, Vicar's Road properties and St Martin's Church to the north, north-east and east, the residential flats of No's 2-104 Wellesley Road to the south-east (four storey), Gospel Oak open space and Wellesley Road Elderly Person's Home (beyond which is Malden Road) to the south, the residential flats of Wendling (predominantly four storeys in height) to the west and the Gospel Oak Family Health Centre and Day Nursery to the north-west.

- 1.4 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.
- 1.5 The DHO part of the application site is also identified in the Draft Site Allocations Development Plan Document, as one part of a wider site (Site 42: 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus Health Centre & Nursery). The draft guidance states that the development of the sites should "provide a mix of uses including renewed community facilities along with new community facilities, housing (including affordable housing) and other complementary uses, such as employment". The guidance continues in stating that "Development will be expected to:
- Support and complement wider area regeneration objectives and be responsive to identified community needs
 - Enhance existing community facilities and explore opportunities for additional community facilities to contribute towards improved provision in the area.
 - Make more efficient use of the sites to assist investment in existing housing and enable the provision of new housing and affordable housing
 - Seek to retain an element of flexible employment floorspace on site or suitable replacement floorspace on alternative sites
 - Contribute to an improved environment and wider regeneration aims within the area
 - Contribute to improved public realm, pedestrian environment and accessibility to and around any new development

- Contribute positively towards community safety
- Offer job and training opportunities for local residents, particularly through apprenticeships and training in construction
- Safeguard the setting of nearby listed buildings
- Fully explore the potential to link into the Royal Free Hospital heating network
- Consider the setting of Hampstead Heath and associated views

1.6 The Site Allocation DPD is at the time of writing yet to be adopted, although the examination by an Inspector took place in January 2013.

2. THE PROPOSAL

Background

2.1 This estate regeneration scheme comes forward as part of an ongoing series of such projects to be delivered within the Council's Community Investment Programme (CIP). It originally started life as part of the "*Investing in Camden's Homes*" 2007 strategy which set out the Council's plans to secure investment capital to deliver the Government's targets for decent (better) homes. This strategy now forms part of the wider CIP which was launched in December 2010 and seeks to make best use of the Council's land and property to support investment and improvements to places and facilities across the borough. The overall programme has ambitious financial targets which include reducing the Council's overall capital funding gap and contributing £100m of capital receipts towards delivery of the Council's Capital Programme approved in February 2011, as well as contributing towards the Better Homes programme.

2.2 Gospel Oak has been identified as an area of opportunity with a need for investment. The proposed scheme is the first phase of physical development and seen as one strand of future regeneration throughout the area. The CIP report agreed by Cabinet in July 2011 included the opportunity to redevelop the DHO site and benefit from resources raised from the disposal of a site in Lawn Road to fund new affordable housing for the existing residents of Bacton Low Rise as a first phase of regeneration in Gospel Oak. As such the current proposals will serve as a catalyst for future regeneration of the wider area. In December 2011 Cabinet agreed a budget to develop the scheme and a local lettings policy in consultation with residents. All of the main consultants were in place by May 2012 and there has been a series of pre planning application consultation / community involvement events in the past 18 months with local residents / stakeholders. This has varied from initial meetings to drop in events, community fun days and a Development Management Forum held on 23/07/12.

2.3 At Cabinet in September 2012 more details in respect of the regeneration strategy for the application site were agreed. This enabled matters such as the appropriation of Council held land under the relevant statutory powers to enable implementation of the scheme, obtaining vacant possession of commercial and other non-residential property and the issuing of demolition notices to take place. It also delegated the Director of Finance of the Council the option to undertake prudential borrowing to support the capital funding requirements of the scheme if required.

2.4 As existing it has been identified within the September 2012 Cabinet report that the key issues at Bacton Low Rise involve poor energy efficiency, failing heating, water penetration, damp and condensation, and poor thermal and envelope performance requiring significant investment. Persistent anti-social behaviour is also identified as adversely affecting residents' quality of life. Residents expressed view is that another round of repair/refurbishment works would not resolve issues that they feel relate to the fundamental design and construction of the estate. As such the proposals are a resident led project based on the need for a radical option to address the poor condition, design faults and problems of energy inefficiency on the estate. More specifically the Cabinet report at paragraph 3.2 identified the investment need at Bacton Low Rise, stating that:

The blocks have flat roofs and homes on the upper level have large patios, both of which are prone to leak in wet weather. The properties at the ends of the blocks are particularly susceptible to damp and mould growth on the ceilings and walls and are the most expensive to heat. The scope of necessary repair work is significantly wider than most 'Better Homes' projects with unit costs per property in the region of £40-50,000 or approximately £5,000,000 overall.

Proposed development

2.5 The application is for full planning permission and seeks the demolition and redevelopment of the Bacton Low Rise Estate (BLR), Gospel Oak District Housing Office and Vicar's Road workshops (collectively referred to as DHO) sites. Following the demolition and redevelopment of the DHO buildings (barring the existing community hall which remains unaltered) the BLR site will be demolished and redeveloped in a phased manner to provide 290 residential units in total, both affordable and market properties, employment floorspace and associated works.

2.6 The proposed residential development totals 31,976.13m²(GIA) comprising 290 units. Of these, 176 units (17,811.11m²) will be private sale market units, 10 units (1,366.41m²) will be intermediate and 104 units (12,798.61m²) social rented. The residential mix of the total development is 78x1, 121x2, 75x3, 10x4, 5x5 and 1x6 bedroom units. The unit mix of the three tenures is as follows:

	1 bed	2 bed	3 bed	4 bed	5 bed	6 bed	Total
Market	64	76	31	5			176
Intermediate			10				10
Social Rent	14	45	34	5	5	1	104
Total	78	121	75	10	5	1	290

2.7 The DHO site includes 63 residential units, comprising a majority of flats, 9 townhouses and 13 maisonettes. There are four blocks in total, with Blocks A, B1 and B2 being for social rent housing and Block C for market sale. Block A is five storeys in height and fronts onto Wellesley Road in the location of the existing DHO building. Block B1 consists of a row of four and part three / part four storey

townhouses and maisonettes set close to the boundary with the railway cutting to the north of the site. A communal garden and play space and secure access points to/from Vicar's Road and Wellesley Road are provided for occupiers of Block B1. Block B2 is made up of two part two, part three storey townhouses fronting onto Vicar's Road adjacent to the existing 20 Vicar's Road property (outside of the application site). Block C fronts onto Vicar's Road to the east of the junction with Weedington Road, extending a short distance further east than the existing workshops building, short of the junction with Grafton Road. The mass has been split into three elements, rising from five to six and up to eight storeys on the angular corner closest to Grafton Road.



2.8 The BLR site houses the remaining 227 residential units, of which 199 are flats, 5 are townhouses and there are also 23 maisonettes. Three Class B1c employment units are also proposed. There are two main blocks (D&E and F), either side of an east-west pedestrian link which is proposed to be created through the site towards St Martin's Church to the east and Haverstock Road to the west. Courtyard spaces are created internal to the main blocks. All tenures are incorporated into this part of the site. More specifically Blocks D1, D2, the mews properties of E H&M (Houses and Maisonettes), F1-F4 and F H&M are for market sale, the houses and maisonettes of Block E H&M is intermediate housing and Blocks E1, E2 and E3 are social rent.

2.9 Blocks D and E are located to the south of the pedestrian east-west link. Blocks D1 and D2 front onto Wellesley Road on the east side of the site, includes two apartment cores and rises in height from six to eight storeys. To the west of Blocks D1 and D2 is a small mews courtyard space comprising three two-storey mews houses, denoted as part of Block E H&M. To the west of the mews houses is a larger internal courtyard garden and play space, which is surrounded by the perimeter buildings of the five storey Block E3 (fronting onto the south side of Wellesley Road), the seven to eight storey Blocks E1 and E2 (fronting onto Haverstock Road) and the four storey maisonettes of Block E H&M (fronting onto the east-west pedestrian link).

- 2.10 Block F is located to the north of the pedestrian east-west link. Block F1 is on the western boundary fronting onto Haverstock Road and is part seven, part eight storeys in height. To the north of this in the north-west corner of the site is Block F2, which is six storeys at the point opposite Bacton Tower, rising to eight storeys at its highest point. Block F2 also incorporates the three ground floor Class B1c units (GIA of 259.31m²). Block F3 is in the south-east corner of this part of the site, aligning with the existing Vicar's Road properties (outside of the application site) opposite St Martin's Church and is five storeys in height. Block F4 is in the north-east corner of the BLR part of the site and is five storeys in height. Block F H&M front onto the east-west link and are part three, part four storey in height.
- 2.11 The associated works include the new and altered public realm, most notably the pedestrian east-west link through the DHO site and associated landscaping works. The proposals also involve alterations to the vehicular links/accesses, most significantly the improvements to Haverstock Road, reduction in on-site parking spaces and introduction of dedicated cycle storage. The general design approach to redevelopment encapsulates the spirit of the London New Vernacular movement, with traditional street patterns, many front doors and the predominant use of brick particular features. The elevations are articulated in various forms, with large windows and a combination of roof terraces, roof gardens and green roofs set across varied roof lines. Another key urban design objective is to enhance the setting of the church and its presence.

Revisions

- 2.12 During the course of the application several elements of the scheme have been revised and/or additional information submitted. The revisions/additional information is summarised as follows:
- Block B2 has been reduced in height by one storey from part three / part four storey to part two / part three storey, set back further from the Vicar's Road frontage but are slightly wider in nature. Alterations have also been made to the fenestration on the west elevation;
 - A second access route is provided to the DHO site from ground floor level within Block A, fronting onto Wellesley Road. Associated internal alterations are proposed to the location of one residential unit and the cycle / refuse storage at ground floor level within Block A, while the substation is now located separately from Block A within the on site parking provision to the west of Block A.
 - Reduction in size of a balcony on the east elevation of Block B1 at second floor level.
 - Changes made to the indicative landscape plans associated with the east-west 'the street' link through the site between Haverstock Road and St Martin's Church, to provide additional soft landscaping.
 - Updated lifetime homes and wheelchair housing plans.
 - Revised Landscape strategy
 - Revised Ecological Extended Phase 1 Habitat and Protected Species Survey
 - Revised Bat Survey report
 - Addendum Tree Impact Assessment, Tree Removal information and additional plans concerning planting proposals and further information submitted via email on tree matters.

- Second addendum daylight and sunlight report, including consideration of the impact on St Martin's Church and the courtyard spaces within phases 2 and 3.
- Indicative daylight assessment for 1-49 Vicar's Road
- Supplementary addendum regarding the design development of Block C.
- Updated Basement Impact Assessment.
- Submission of a dust monitoring protocol.
- Various revised / additional transport related information, including servicing arrangements, off-site garage parking details and provision of motorcycle parking.
- Report by Lambert Smith Hampton on Burmarsh workshops, Marsden Street (submitted on a confidential basis)

Phasing / decant strategy

- 2.13 The development will be carried out in three main phases, which are closely linked to the decant strategy for existing BLR residents into the new homes. The aim is to ensure as far as possible that existing residents will only move once as part of the proposals. Phase 1 consists of the demolition of the Gospel Oak District Housing Office and Vicar's Road workshops on the DHO part of the site. This will create a vacant site to build the 63 new residential units within Blocks A, B1, B2 and C. Decant of existing occupiers in the southern element of the existing Bacton Low Rise site (within the area of Phase 2 of the proposed development) will take place at this stage into new properties within Blocks A, B1 and B2 of the DHO site. The estimated duration of phase 1 is 80 weeks (around 19 months).
- 2.14 Phase 2 consists of the demolition of the southern element of the existing BLR site, the building of 140 units within proposed Blocks D1, D2, E1, E2, E3 and E H&M and the decant of existing occupiers in the northern element of the existing Bacton Low Rise site into new properties within Blocks E1, E2 and E3 of the southern section of the BLR site. The estimated duration of phase 2 is 86 weeks (around 20 months).
- 2.15 Phase 3 consists of the building out of the remainder of the scheme. It is not envisaged that any decant will be involved at this stage, with this having been completed in phases 1 and 2. As such this stage involves the building of 87 residential units within Blocks F1-4 and F H&M, the 3 Class B1c employment units and the completion of all landscaping and other works. The estimated duration of phase 3 is 74 weeks (around 17 months).
- 2.16 The applicant has also indicated that while the aim is to re-house residents on the southern part of BLR within phase 1 of the development, there may be a mismatch in housing need or other reasons why it is not possible for relocation to phase 1. In such instances residents in the northern part of BLR will be offered an opportunity to be re-housed earlier than anticipated in phase 1. In-turn a void property would be created to temporarily re-house the resident within the southern part until phase 2 is completed. Another option would be off-site decant. A breakdown on the mix of units by phase is provided below.

Phase	Tenure	1 bed	2 bed	3 bed	4 bed	5 bed	6 bed	Total in phase by tenure	Total residential units per phase
Phase 1	Market	8	12					20	63

	Social Rent	7	19	10	3	3	1	43	
Phase 2	Market	34	17	16	2			69	140
	Intermediate			10				10	
	Social Rent	7	26	24	2	2		61	
Phase 3	Market	22	47	15	3			87	87

2.17 There is anticipated to be only limited overlap between the three phases of development, with this comprising only site establishment works in each instance. The overall timeframes for the implementation of the whole development is close to 57 months, which converts to 4 years and 9 months.

Shadow Section 106 Agreement

- 2.18 The Recommendation is based on certain planning requirements (“Heads of Term”) being secured in the event of approval. These Heads of Terms would usually be incorporated in a Section 106 Agreement. However in this case the applicant is the Council and as a matter of law the Council cannot enter into a Section 106 Agreement with itself.
- 2.19 Nevertheless it is still imperative that this application is dealt with in a way that is consistent with the way the Council would deal with non-Council applications. Therefore the Heads of Term will be embodied in a “Shadow Section 106 Agreement”. This will be in the same form as a “standard” Section 106 agreement, incorporating the “usual” legal clauses and negotiated by separate lawyers within the Borough Solicitors Department representing the interests of the Council as landowner/ applicant and the Council as regulatory planning authority.
- 2.20 The Shadow Section 106 will inter alia include a provision requiring (i) that in the event of any disposal of the relevant land the Shadow Section 106 Terms will be included in the terms of the sale transfer and (ii) the purchaser will be formally required to enter into the Shadow Section 106 as owner of the land at the point of acquisition (and hence its terms will thereafter bind the site).
- 2.21 As an additional safeguard some or all of the Heads of Term of the Shadow Section 106 will be duplicated as conditions on the planning permission.
- 2.22 Once the Shadow Section 106 Agreement has been finalised the Director (or relevant Assistant Director) of the applicant department (in this case Housing and Adult Social Care) will sign a letter formally undertaking on behalf of the department that its provisions will be complied with in the build out of the development and its subsequent operation.
- 2.23 The Shadow Section 106 Agreement and the Director/ Assistant Director’s Undertaking of Compliance will be noted on the Planning Register (so the agreement is put on the record in the same way as a “standard” Section 106 Agreement) and compliance with the Shadow Section 106 will be tracked and monitored by the Planning Obligations Monitoring Officers in Development Management in the same way as a “standard” Section 106.

Environmental Impact Assessment

- 2.24 The proposed development falls within Category 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 by virtue of the size of the site (an urban development project exceeding the relevant 0.5ha threshold). This requires that an assessment in relation to Schedule 3 of the Regulations as to whether an Environmental Impact Assessment is necessary. A formal screening opinion on whether the proposals would require an EIA was received on 31/07/2012 and it was subsequently determined by the local planning authority that an EIA would not be required. This was due to it being considered that, owing to the proposed size, scale and nature of the proposal and the characteristics of the surrounding area, the scheme would not constitute a 'major development' of more than local importance, be within a 'environmentally sensitive location' or 'create any unusual or hazardous effects' pursuant to the selection criteria of Schedule 3 of the EIA 2011 regulations. Please see the relevant history section below for further details.

3. RELEVANT HISTORY

Application site

- 3.1 The area was first developed in the 1870s but owing to the railway line to the north of the site it made the area less popular. The site comprised largely Victorian terrace streets such as Oakfield Crescent (and a school on the site of the existing DHO building) until the post war period of the 1960s, when the Council undertook wholesale demolition of the Lismore Circus area to provide new modern estates. Oak Village, Elaine Grove and Julia Street were the only streets which substantially survived, although there are isolated examples of Victorian properties along Vicar's Road. Bacton Low Rise dates from the 1960s, although there does not appear to be any record of the original planning permission. The two-storey Vicar's Road workshops date from a permission granted in 1973 (Ref: 16225).
- 3.2 Since being built in the 1960s Bacton Low Rise has fallen into disrepair, suffering from poorly designed prefabricated design and an ill-defined public realm to name but two issues. In January 2000 a Council's own permission was granted (Ref: PE9900897) for the installation of replacement doors, windows and vertical boarded panels. This substantial repair and refurbishment work was funded from a Capital Challenge grant. Despite this investment and improvements to security and the public realm there are still substantial problems with persistent anti-social behaviour adversely affecting quality of life for residents at Bacton Low Rise. Residents have expressed the view that another round of repair/refurbishment works would not resolve the issues that they feel relate to the fundamental design and construction of the estate.
- 3.3 2012/4079/P - Request for Environmental Impact Assessment (EIA) Screening Opinion for works involving the proposed regeneration of the Bacton Low Rise Estate and Wellesley Road District Housing Office (DHO) site. EIA not required as, though the development is, by definition, Schedule 2 development, it is not considered to be EIA development as defined by Regulation 2(1) of the Town &

Country Planning (Environmental Impact Assessment) Regulations 2011 (SI 2001 no. 1824). Date of decision 21/08/2012.

Nearby sites

- 3.4 Two recent applications were made but subsequently withdrawn prior to formal decisions being made by the local planning authority in relation to St Martin's Church Hall, 22 Vicar's Road. Subsequently in September 2012 a French school, La Petite Ecole Bilingue, opened within the building. Full details of these applications are as follows:

2011/5702/P & 2011/5707/L - Planning permission and listed building consent for change of use and works of conversion from education (D1) to provide 8 residential units (Class C3) comprising 2 x 2 bed maisonette, 6 x 2 bed, addition of 3rd floor at roof level to provide 1 x 3bed with lightwells at front and rear, and adjoining 2 storey side extension to provide 1 x 1 bed. Withdrawn 30/01/2012.

2012/2383/P & 2012/2385/L – Planning permission and listed building consent for change of use and works of conversion from education (D1) to provide 7 x two-bedroom and 2 x one-bedroom residential units (Class C3) with the formation of a front lightwell, new openings and windows to the north elevation, modification to a window on the south elevation and replacement of door with window to the west elevation. Withdrawn 12/06/2012.

- 3.5 In 2010 full planning permission was granted at Wellesley Road Elderly Person's Home (1 Wellesley Road), to the south of the BLR site, for the demolition of the existing building and erection of a replacement 2/3 storey care home. It is understood that works to implement this permission will begin in 2013. Full details of this application is as follows:

2010/4890/P - Demolition of the existing building and the erection of a part 2 part 3 storey building comprising a 60 bed care home (Class C2) and associated parking facilities and landscaping. Granted 25/11/2010.

- 3.6 A current pre planning application enquiry has been submitted for consideration in respect of the possible internal/external upgrading of Bacton Tower and Barrington Court. To clarify, no formal planning application has yet been submitted in relation to these possible works. Details are as follows:

1-120 Bacton Tower and 13-63 Barrington Court – CA\2012\ENQ\09494 - Current pre-application enquiry for advice in respect of possible external wall insulation, new roof and perimeter edge protection, cavity wall insulation, new windows and doors, concrete repairs and general redecorations.

4. CONSULTATIONS

Statutory Consultees

- 4.1 The Greater London Authority (GLA) considers that the proposed residential-led regeneration of this site is strongly supported in strategic planning terms and

represents a comprehensive intervention to promote the regeneration of this part of Gospel Oak. There were however some issues raised at the time of the GLA response which indicated that the proposals did not comply in full with the London Plan (these matters are denoted by *italics* below). Nevertheless it was also noted that the resolution of these issues could lead to the application becoming compliant with the London Plan. In the concluding remarks it is stated:

Housing: The overall approach to housing renewal is strongly supported. The application will make an appropriate re-provision of housing and affordable housing. Matters of tenure, mix, residential standards, children's playspace and density are also acceptable. *However further information is sought with respect to maximum reasonable amount of affordable housing.*

Employment: The net loss of 685sq.m. of on-site employment floorspace does not raise a strategic concern. *However, the Council should ensure that an appropriate business re-location strategy is in place.*

Urban design: The design is supported. *However, a clarification is sought with respect to noise to ensure the highest residential standards.*

Inclusive access: The approach to inclusive design is broadly supported. *However, officers would welcome further discussion with respect to the proposed provision of disabled parking.*

Sustainable development: The proposed energy strategy is broadly supported. However, further information is sought with respect to: energy efficiency; district heating and combined heat and power. Planning conditions are sought with respect to green roof provision and sustainable urban drainage. *Further information is sought with respect to the tree replacement strategy.* The scheme appropriately responds to issues of noise and air quality.

Transport: Further discussion, clarifications and commitments are sought with respect to walking, parking and travel planning.

The applicant has subsequently submitted further information to the GLA (letter and associated supporting documentation dated 14/02/2013) seeking to address/clarify the matters queried in the GLA response.

4.2 Transport for London (TfL) provided an initial response and then further responses following discussions with both the applicant and local planning authority transport team. A summary of the issues raised in the initial response is as follows:

- Although welcoming the pedestrian assessment TfL recommends Legible London infrastructure is secured at this site to complement the existing finger posts.
- TfL sought clarification as to why improvements are not sought to links to connect the site to St Dominic's School, Church and bus stop.
- Reduction of 57 car parking spaces is supported. Clarification is however sought as to the mechanism to allocate these permits and if new residents will be excluded from applying for them. In addition the applicant should increase the level of Electric Vehicle Charging Points, with 20% of spaces having an active charging point and 20% having passive provision.

- The applicant should clarify if the new occupiers of the proposed development will be prevented from applying for a parking permit in the local Controlled Parking Zones and how the 13 CPZ permits will be managed.
- TfL query why a TRICS assessment has been used rather than TRAVL regarding trip generation. Notwithstanding this TfL accepts the methodology to calculate the existing trips and to discount these from the new trips. Given the distance from the TfL highway network the methodology presented is overall acceptable.
- Regarding public transport it is unlikely that the development will result in an unacceptable impact on the capacity of local highway, rail or London Underground services. TfL does however recommend that links to local bus stops are improved.
- The 437 cycle spaces, including five covered sheltered stores, are supported.
- TfL note that the travel plan has unfortunately failed its ATTrBuTE assessment; TfL expects to see robust targets implemented through the plan with mechanisms to achieve these targets alongside a clear monitoring strategy, setting out who will be responsible for monitoring this plan.
- Recommended that the acceptable delivery and servicing strategy is secured as part of the travel plan.
- Recommended that the acceptable construction logistics plan is secured via condition.

4.3 English Heritage does not wish to offer any comments on this occasion. Instead English Heritage recommends that the application should be determined in accordance with national and local policy guidance, and on the basis of specialist conservation advice from within the local planning authority. English Heritage also note by not commenting it is not expressing any views on the merits of the proposals which are the subject of the application.

4.4 The Environment Agency (EA) stated, after confirming and clarifying some matters with the applicant based on an initial assessment of the proposals (where objections were originally raised by the EA), that the proposals are satisfactory. More specifically EA are now satisfied that surface water run-off will be significantly reduced as a result of this development and request a condition is placed on any permission granted to ensure that the scheme is built in compliance with the Flood Risk Assessment submitted. The condition seeks for surface water run-off to 85.7 litres per second (as stated in the email from the applicant, dated 17 December 2012) and surface water storage is provided on site as outlined in the FRA.

4.5 Natural England advises in overall terms that permission could be granted (subject to other constraints) and that the local planning authority should consider requesting enhancements. More specifically the protected species survey has identified that bats, a European protected species, may be affected by this application. Natural England concluded that the application is not within/close to a SSSI or SAC notified for bats but the survey report did highlight that there are suitable features for roosting within the application site (e.g. buildings, trees or other structures) that are to be impacted by the proposal. However it was also determined that no evidence of a roost was found. Consequently as the proposals do not involve a medium or high risk building permission could be granted (subject to other constraints), although enhancements should be considered to be requested.

- 4.6 Network Rail noted that, due to the development being adjacent to the operational railway, a number of conditions and informatives are recommended. Regarding the development itself a method statement is requested by condition prior to works commencing and approval obtained from Network Rail's Asset Protection Team. Informatives are also recommended to advise Network Rail of the intention to begin works and ensure the safe operation of the railway and stability of adjoining structures. Turning to the construction phase conditions are recommended to ensure scaffold does not over-sail the railway and a method statement provided of any vibro-compaction machinery used. Informatives concerning the possible need to close the railway or restrict rail traffic to implement the scheme and the proximity of machinery to the railway are also recommended. A final informative recommended concerns party wall matters.
- 4.7 The Crime Prevention Design Advisor at Camden Police Headquarters confirmed agreement with the points raised and measures incorporated within the design and access statement submitted by the applicant.
- 4.8 The Design Council (formerly CABI), London Fire Brigade, London Travel Watch, National Grid, Camden Primary Care Trust and Thames Water Utilities were all formally consulted on the application but no response has been received from any of these groups.

Local Groups

- 4.9 Bacton Low Rise Tenants and Residents Association (TRA) supports the proposals. An overview of the response received is as follows:
- The TRA, along with the majority of the tenants and residents of the estate, are extremely overwhelmed and delighted with the final detailed design that has been submitted for planning.
 - The TRA are extremely delighted at the amount of involvement / consultation that the TRA and the tenant's and residents on the estate have had in relation to the overall design and appearance.
 - The tenants and residents as they did not want to be re-homed in tower blocks; the height of the scheme has been well designed, following consultation with all. The majority of the community are happy and overwhelmed too, as the Bacton Project has remained lower than its surroundings / neighbouring Barrington Court which has 10 floors, and Bacton Tower which has 20 plus floors.
 - Everyone on the existing Bacton Low Rise is counting down the days to a better standard of living / homes that are much needed [which the proposals will bring]. Existing residents are still living in non weathered damp smelling homes that are unhealthy, not only for themselves but family as well.
 - TRA are extremely happy with the final project design on all 3 sites in relation to external and internal design along with the court yards. The main concern is the location of some of the trees as those existing have created concerns regarding restricting daylight and causing flooding.
 - Ask for this project to be approved as a matter of urgency. TRA extremely delighted and overwhelmed at not only the overall design but also the support that has been received by all from Camden Council, Councillors, MP, Gospel Oak DMC Chair,

Tenants and Residents both on and off the estate and in general the Gospel Oak community.

- Please help us by making this outstanding project become a reality.

4.10 The Chair of the Gospel Oak District Management Committee supports the proposals. An overview of the comments received is as follows:

- Totally support this much needed investment and development to the area, which is of high deprivation and poor housing stock.
- Can only compliment and praise the initiative taken by the London Borough of Camden to invest in redeveloping this estate to create new and much needed additional affordable homes
- Current estate was poorly designed and has fallen into disrepair with evidential signs of concrete fatigue and fabric problems, the roofs are in part non weathered thus creating damp in many if not all the current properties; in some cases rooms remain uninhabitable because of damp and disrepair issues. Equally the properties remain non energy efficient and create high fuel poverty for many residents.
- Remarkable collaboration between Tenants, The London Borough of Camden, Ward Councillors, Regeneration Team and the Architects to create and design such a worthy scheme, which in essence brings much needed change to the area.
- The design and architecture of this new development is to the highest standards and quality in modern design social housing.

4.11 Bacton Tower Tenants and Residents Association was formally consulted on the application. An objection has been received, summarised as follows:

- Not consulted prior to the plans being drawn up and presented by the architects.
- No opportunity to contribute and voice concerns about such plans so they could be redesigned.
- Height of new buildings should not exceed existing heights, so there is no day/sunlight restriction into Bacton Tower flats. The sun currently acts to warm the flats.
- Privacy issues as close proximity of the new build will overlook Bacton Tower flats and damage views
- Bacton Tower capital works need to be completed first to offer protection from noise and dust during construction.
- History of noise from TRA Hall and suggestion TRA Hall should have been integral to the new buildings and located away from Bacton Tower to avoid a potential burden to existing Bacton Tower residents and new residential occupiers.
- Objection to the through road linking Haverstock Road and Wellesley Road to the south of Bacton Tower
- Opportunity to build out the acoustic problem of the forecourt triangle (to the east of Bacton Tower) has not been explored owing to no consultation with Bacton Tower. Building parallel to the existing DHO building would prevent sound from reflecting back toward Bacton Tower. There is space to accommodate this if the plans are redesigned.
- Statement that this was submitted “for and behalf of the remaining tenants that we could not make contact with – approximately 60 residents”.

4.12 An objection has been received from Elaine Grove and Oak Village Residents Association (EGOVRA). This has been provided in two separate responses. A summary of the objection and other comments made in the first submission is provided below:

- Rather less consultation on some aspects of this scheme than the Design and Access statement suggests
- Misinformation regarding the general height - there are very few 3 storey units, and the average height now seems to be 6 stories. EGOVRA suggest suitable amendments are made before the documents go to the development control committee.
- Some carefully considered comments after the Management Development Forum have neither been acted on nor referenced in the Design and Access Statement.
- A discussion with the architects at the Drop In just before Christmas led EGOVRA to believe that a visual showing the relationship between the West of St Martin's Church and neighbouring blocks would be put on the website along with measures to ensure privacy for the Vicarage garden; this is not so.
- In respect of St Martin's Church the light which floods in from the great west windows illuminates the beauty of the interior. The tall buildings to the west of these windows (rising to 8 stories) seem to obstruct this light, particularly in afternoons as the sun moves to the west and drops down in the sky
- Query why a daylight/sunlight report has not been prepared for the church. Request that one is prepared as a matter of urgency to provide an accurate assessment of the effect of proposed developments to the west of the church on sunlight and daylight in the church.
- Plans cause harm to the setting of the listed St Martins Church by overshadowing and blocking sunlight to the great west windows, contrary to DP25 and also contrary to Camden's policies on good design. It would be a sad irony if a development designed to give residents a fine view of the exterior of the western gable of the church (D and A notes) ended up spoiling views of the interior of the church for the community. Believed that this is unnecessary. The site is large and it should be possible to design the development so the light/sunlight to the great west windows is unaffected.
- Concern that samples of the brick to be used in this development did not arrive in time for the pre planning application Drop In, nor were they available at the pre Christmas Drop In. These need to be publicly available, and as a matter of courtesy should be shown to the church authorities.
- A special section of the construction plan is needed to ensure St Martins Church is protected during construction. Further, appropriate arrangements (insurance?, Bond?, pre survey financed by the Council?) are needed to ensure any damage can be quickly righted without delay or unpleasant litigation.
- *Block A* has windows overlooking the Vicarage garden (including the most private area outside the back door) and into the Vicarage windows, including bedroom windows. The same is true for the garden of the housing association block gardens next door to the Vicarage and for some bedrooms in this block. Block A is less than 18 metres from the Vicarage and some of the housing association flats and therefore, according to CPG 6, para 7, developers should incorporate measures to ensure overlooking is reduced to an acceptable level and privacy maintained. No

evidence of such measures are provided, but EGOVRA believe that they can easily be incorporated.

- The Vicarage garden will also be overlooked sideways by balconies and suggest that the design of these balconies are checked to ensure overlooking is reduced to a minimum.
- Surprised that the height of block C was increased from 7 to 8 stories after the Forum on the unproven grounds that width, not height, was the issue.
- Proposed Block C will block views of St Martin's Church from Grafton Road, as the picture on the back cover of the Design Development Supplementary Addendum for Block C clearly shows. Given that other elements of the (e.g. Blocks A and B1) will block views of the church tower from Lismore Circus and elsewhere to the north, this view is particularly important. The church belongs to the community and should be visible to it. Its purpose is not to be a feature of this scheme. Hence we find the justification of the height of this block as reinforcing the position of the church as the heart of the scheme as risible.
- Block C is simply too tall for its location. None of the residential buildings in Vicar's Road or Grafton Road are half this tall. Unconvinced by the arguments in the Supplementary Addendum which seek to justify the height of this block.
- Welcome the inclusion of workshop/retail spaces in the development and the plan to refurbish and bring back into use the Burmarsh workshops. The local group stress the need for the refurbishment to be done to a high standard.
- Not opposed to the increase in population density or the increased height of the buildings (except Block C) involved in this development. EGOVRA believe however, that this should not be taken as a precedent for all other estates in need of repair to be tripled in density and doubled in height. EGOVRA continue to believe an area plan is needed ensure services are developed to meet needs and all new developments are integrated into a coherent whole.

After the submission of revised plans / information during the course of the application a further objection was received. A summary of issues raised in this response are as follows:

- Welcome the proposal that the privacy of the neighbouring properties and gardens will be safeguarded via planning conditions
- Welcome the applicant proposing to monitor the effects of construction on St Martin's Church, assuming this comes with an obligation to put right any damage done.
- Reiteration of objection to Block C locking views of the Church and being of inappropriate height.
- Will be some loss of sunlight to the west windows of the church for over half the year and for several months it will be considerable. Urge to consider revising the design of the block to the west to reduce this loss.
- Request for all properties at 24 Vicar's Road to be checked for daylight and sunlight, as one of the flats was re-assessed during the course of the application.
- Extensive overshadowing of the internal courtyards will cause great disappointment to future residents in the relevant blocks.
- Comment that a signage strategy is required and flat map TfL boards would be welcomed by pedestrians

- Opposed to any loss of on-street parking for any reason as the area is already heavily parked.
- Need for Weedington Road garage car parking spaces to be made safe if they are to be used. Also comment for electric charging points to be added / easily added in the future.
- No public discussion about how the s106 monies should be allocated. EGOVRA urge a contribution to the church repair work is made from section 106 monies and believe this will have widespread local support.

4.13 An objection has been received from St Martin's Church Gospel Oak, 26 Vicar's Road (Three separate responses). A summary of the objection and other comments made in the first and second submissions is provided below:

- Comment of being fully supportive of the regeneration of the area and the importance of providing decent high quality housing for people whose present accommodation in Bacton Low Rise, and other council properties, is clearly inadequate.
- However very concerned that the re-building and regeneration plans far from enhancing the Grade I listed building located at the heart of the re-development area, will in fact seriously and irreparably damage and degrade its setting and environs, and limit even further the capacity of local people and visitors to enjoy and benefit from its presence in their community.
- Also very concerned about the effects of the plans on the quality of life in the Vicarage, No's 26 Vicars Road.
- No consideration of the effect of redevelopment on the very special interior of the church. Currently sunlight streams through the clear glass west windows lighting up, almost magically, the interior of the church along its west east axis, in the later part of the afternoons. We are concerned that the higher buildings to the west of the church (D1 and E2?) will severely curtail the sunlight the church currently enjoys and reduce enjoyment of its beauty for future generations
- Effect on the church garden, and the disproportionate dwarfing, overshadowing and crowding of the building as a result of the proposed height and bulk of the blocks on the corner directly opposite the church's west window
- No drawings which illustrate the relationship of the proposed new buildings with the west side of the church. To enable us all to access the effect on the church of the proposed new buildings, a daylight and sunlight report for the church, especially its west windows, is needed as a matter of urgency.
- Whilst the church welcomes the opening up of the view of the church from New Vicar's Road, other views of the church will suffer serious impairment or vanish altogether. Block A, for example will block views of the church for those approaching from the north from Lismore Circus. Worse, the height of the proposed new build (Block C) at the junction of Vicars Road and Grafton Road will block any vestiges of the current very limited line of site of for anyone proceeding north or south along Grafton Road, which offers the only view from a through road. The height of this block should be reconsidered.
- Block A has a large number of windows in its southern wall which lies well within 18 metres of the Vicarage back wall. These windows look directly into the Vicarage north facing windows, including bedroom windows, and the Vicarage garden, including the most private part of the garden next to the back door. (The same is

true for the housing association building next door to the Vicarage.) In accordance with Camden Planning Guidance 6 Amenity, paras, 7.4-7.7 and DP26, Block A needs to be redesigned to include measures which reduce overlooking and ensure privacy for the Vicarage and its garden, and the adjacent housing association block and garden.

- There is no mention in the construction plan of measures to protect the fabric of the church from construction works, particularly the vibrations caused by heavy vehicles travelling to and from the site, heavy machinery on site, and from demolition and pile driving. Indeed St Martin's Church is wrongly identified as a grade 2 listed building in the construction plan. It is grade 1). This issue was raised by the Church at the Management Development Forum (see notes of the Management Development Forum, Appendix). We were promised that the construction Management Plan would "deal with the routes to and from the construction site," see notes of that meeting). It does not; rather the routes appear to be left to the contractor. Common sense and para 26.10 of Camden's Local Development Framework suggest a special section is needed in the construction management plan to minimise and monitor the effects of construction on St Martin's Church as a grade 1 listed building. Further, insurance or other financial arrangements are necessary to ensure that any accidental damage to the church can be promptly repaired without fuss.

After the submission of revised plans / information during the course of the application a further objection was received. A summary of issues raised in this response are as follows:

- Construction damage issues to the Church - the Construction Management Plan as submitted does not adequately deal with this matter. Sought for condition to route construction traffic away from the building and to ensure that risks to the building from construction activities are minimised. Sought for full condition surveys with photographic records to be undertaken before construction starts along with installation of monitoring devices during construction to be secured via condition.
- Increase in height at west end of church has not been resolved. No real explanation has been given as to why the buildings have to rise to a tall point (taller than the existing development) at the closest point to a Grade 1 Listed Building. The responsibility is on the local planning authority for the good planning of the area and the protection of listed buildings and their setting.
- Light through west window – lighting consultants confirms there will be a loss of light, but in the applicant's view this is acceptable. Asked for the applicant to employ an independent consultant that specialise in these conservation issues to investigate and advise.
- Loss of views of the church from Grafton Road remains.
- Overlooking to the Vicarage remains – expectation for the applicant to show design details to prevent direct overlooking into the vicarage block
- Loss of light to the Vicarage accommodation seems to be an unacceptable over-development of this location.

Other comments as part of this response are as follows:

- Sought for heritage signage to be placed around the area directing people to the church to mitigate the loss of views of the church.

- We are very keen that a good regeneration development does take place in the area and that the Parish plays its full part in this regeneration. We can see that much good can be achieved by this regeneration scheme but it does not need to be achieved at such an expense to the future.

4.14 The Archdeacon of Hampstead objects. A summary of first the major concerns regarding the impact of the proposals on the church are:

- The West Window is of great importance to the Listed Church its design allowing natural light to flood in and illuminate the important interior. At present the church faces the corner of the existing building which is of four storeys, raised slightly above a parking level. Under the new proposal, the West Window will face the wall rather than a corner of building set slightly closer and of 7 storeys. This will have a significant effect on the lighting and quality of the interior. St Martin's owes its grade 1 listing both to the beauty of its interior and the charm and eccentricity of its external design. Currently sunlight streams through the clear glass west windows lighting up the interior of the church along its west east axis, in the later part of the afternoons. It would seem possible to adjust the design so that this overbearing corner is either reduced in height or repositioned to avoid this undesirable outcome.
- Understand that non-domestic light may be normally dealt with as a less important issue in planning applications this is an application affecting the setting of and quality of a listed building. The windows are part of the listing and to interfere with their operation is to compromise a Grade 1 Listed building. In addition we would comment that the proposed arrangement will have the effect of crowding this end of the Church diminishing the setting of the listed Church.
- Concerns regarding the height of the proposed new build block C blocking any vestiges of the views to the Church for anyone proceeding north or south along Grafton Road. The views of Churches and other such "permanent" buildings can very important in giving neighbourhoods a feeling of continuity at a time of change. They also distinguish areas from each other and can be reference points for visitors.
- Vibration and damage during the construction process. There would seem to be possibilities for ensuring that this doesn't happen. Seek for the Parish to be closely involved in the Construction Management Plan as the costs of errors in this regard could be enormous.

Also very concerned about the effects of the plans on the quality of life in the Vicarage, Nos 26 Vicars Road:

- The proposed block to the rear of the vicarage is five storeys in height and is placed about 13m from the rear wall of the vicarage. There are to be windows to habitable rooms in the new building overlooking the vicarage. 13m is clearly insufficient as a distance between the existing Vicarage (with flats above) and the proposed new building. Equally the whole of the private garden to the Vicarage is overlooked at less than 2m distance in places by habitable rooms. Needless to say a vicarage garden is a functional space used for community events or children playing while their parents see the Vicar. This would seem to be neither satisfactory for the existing Vicarage or the new residents.
- The daylighting assessment needs further consideration. It accepts that the single aspect windows in the rear of the vicarage are adversely affected. In the

assessment of the daylight impact on the other rooms it is said that, because the rooms have the benefit of dual aspect, this minimises the impact. However, the second windows are also affected by the other part of the development and it is not clear whether the effect on both windows is assessed or only the impact of the building to the rear.

Other comments as part of this response:

- We know that St Martin's Church Council is fully supportive of the regeneration of the area and the importance of providing decent high quality housing for people in the parish whose present accommodation in Bacton Low Rise, and other council properties, is clearly inadequate.
- Also carefully noted the efforts made by the architects to enhance the views of the Church, for instance by the extension of Vicar's Road.
- Church are very keen to work with the Council on the regeneration of the area. The Church building and grounds could be used much more for the whole community with some investment. The vicarage site may well be able to be factored into regeneration plans too providing both improved facilities for Church use and the community.

4.15 Vicar's Road Tenants Residents Association - A petition with 25 signatures with addresses in Vicar's Road has been received. 4 of the addresses denoted submitted separate objections (see adjoining occupiers section below). This has been submitted by Vicar's Road Tenants Residents Association on behalf of the views of the residents within Vicar's Road. The objection centres on the height of the 8 storey block at the junction of Vicar's Road and Grafton Road (Block C). It is said to go against the proposed planning ambition of making St Martin's Church the architectural focus of the new development. It is also said to be in stark contrast, towering over its neighbours on Vicar's Road.

4.16 Carlton Primary School, Eleanor Palmer Primary School and Fleet Primary School were all formally consulted on the application. No response has been received from any of these nearby schools.

4.17 Gospel Oak Methodist Church and Fleet Community Centre were formally consulted on the application. No response has been received.

4.18 Cayford House Tenants and Residents Association and Maitland Park Tenants and Residents Association were both formally consulted on the application. No response has been received from either group.

Ward Councillors

4.19 Ward Councillors Blackwell, Birch and Revah were all formally consulted on the application. No formal response was received as a result of the consultation.

Adjoining Occupiers

<i>Number of letters sent</i>	747
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<i>Total number of responses received</i>	74 (not including a petition)
<i>Number of electronic responses</i>	15
<i>Number in support</i>	4 (and a petition with 87 signatures)
<i>Number of objections</i>	67

- 4.20 In addition to the letters sent to adjoining and nearby occupiers site notices were erected on 05/12/2012, expiring on 26/12/2012 and a press notice published in the Ham and High on 13/12/2012, expiring on 05/01/2013.
- 4.21 Furthermore the applicant, in advance of the submission of the planning application, undertook their own programme of consultation prior to the application being submitted. This has already been referenced at paragraph 2.2 of this report and a Statement of Community Involvement has been submitted as part of the Design and Access Statement to detail this in full.

Supports

- 4.22 A total of four letters of support have been received from individuals as a result of the public consultation. Three are from existing Bacton Low Rise addresses and the other is from an unspecified address. A summary of these responses is as follows:
- Layout and street pattern is amazing, especially St Martin's Church being a focal point.
 - All the proposed buildings would be shorter than Barrington Court and Bacton Tower.
 - Design and layout is wonderful, as each neighbour has their own privacy, balcony and a safe entrance. Children's play area also supported.
 - One response, from an occupier who has lived at the site since it was built in the 1960s states the current accommodation is well past its sell by date and development of the area is welcomed
 - Another respondent, resident for 23 years, reiterates the poor condition of the existing properties, supports the application and looks forward to moving to a new home and making a new start
- 4.23 In addition a petition, with 87 signatures, has also been received. This includes addresses from the local area and further afield, including 9 from Bacton Low Rise, 9 from Wendling, 7 from Weedington Road, 5 from Kiln Place, 4 from Ludham, 3 from Waxham, Wellesley Road, Lismore Circus and South End Close and 2 from Highgate Road, Castlehaven Road and Aspen House (Maitland Park Villas). The accompanying text to the petition pages states "We would like to support 2012/6338/P... This is a well-designed project, which is both internal & externally outstanding; the heights are that of a low design compared to that of its neighbouring blocks. We think this regeneration project will be good for the area and we would like to support this outstanding project".

Objections

- 4.24 A total of 67 objections have been received. Of this total 50 have been received from Bacton Tower addresses, 7 from addresses in Vicar's Road, 3 from addresses

within Bacton Low Rise properties, 3 from addresses within Barrington Court properties and 1 each from addresses in Barrington Close, Lamble Street, Malden Road and Oak Village. A summary of the issues raised are as follows:

Height and bulk

- Up to 8 storeys is far too high.
- Increase in height is not in keeping with the area (predominantly 2 or 3 storey houses or up to 5 storeys).
- Height of the buildings should not exceed the existing heights (made in separate responses to both the existing Vicar's Road workshop building and the Bacton Low Rise building opposite Bacton Tower). Another objector states it is completely unfair and unnecessary for the height of existing buildings to be exceeded.
- Proposals will dominate and overpower the existing buildings, including the church.
- It will change the skyline significantly, and it alters current building lines.
- Other taller blocks that have been built in the area have been unsuccessful.
- Throughout the consultation a local residents states they were advised that Block B2 would be no more than 2-3 storeys and that the heights would be not significantly higher than the existing workshops on that space. The Block C design addendum shows that this isn't the case. Subsequently the occupiers at 20 Vicar's Road have confirmed that they are happier with the proposals now the height has been dipped by one storey (after submission of revised plans during the course of the application).
- Adverse impact on local character – treatment in height and bulk serve to exacerbate the sense of separation to the adjacent neighbourhoods. In many areas the development is over scaled being at 8 storeys. The traditional fabric around is around 3/4 storeys. At such a high density and self-consciously “differently” styled development, the proposals do not address the disconnect that Gospel Oak currently suffers.
- The height and massing of the corner block to Vicar's / Grafton Road are out of keeping in the area and contravene policy with respect to the setting of a Grade 1 Listed Building (St Martin's Church). This corner block is out of scale with the context, and overbearing on the streetscape. While the shape and form of the site can justify a corner feature, however in its current form it is completely over scaled. A reduction of at least two to three storeys is required for it to relate in scale to its surroundings.

Detailed design

- A sample of the brick to be used in the buildings surrounding the church has not been made available; request for it to be made available for inspection.
- The architectural treatment on the Bacton Low Rise site is at odds with the street pattern and character of the area. Having sculptural roof forms and little horizontal articulation further exaggerates the over-scaled nature of the scheme and is overpowering. The architecture expression appears more like warehouses than housing and is quite different from the traditional scale and treatment of the blocks it purports to emulate.

Density

- Increase in population density will negatively impact on the immediate area. Density should be retained as existing.

- Over densification and unacceptable intensification of the site. Proposals almost triple density of the existing density of the site. This will place undue burden on existing services and community.

Impact on St Martin's Church

- Nothing in the plans which illustrated the relationship between the blocks facing the western end of the church and the church. This is where the great windows are and the sunlight streams in.
- The proposals over dominate the Church and undermines a major civic and architectural landmark in the area. The scale, mass and distribution of buildings along Vicar's Road make no attempt to unify Vicar's Road, indeed contribute and exacerbate the disjointed character with the creation of two further blocks that neither relate to each other nor the massing and height of the existing building's.

Noise and disturbance

- Noise and dust disturbance to Bacton Tower residents (with single glazed windows and ill fitting doors) will be enormous. Request for new doors and triple glazing to be installed at Bacton Tower prior to works taking place.
- Noise disturbance from future residents of DHO site (proximity to Bacton Tower properties).
- TRA halls have a history of being a noise burden to local residents; TRA should be part of the proposals and moved away from Bacton Tower to avoid the potential burden for future occupiers of the proposed units.
- The opportunity to build out the acoustic problem of the forecourt triangle (between Bacton Tower and the existing TRA hall and DHO building) has not been explored. Building parallel to the DHO building would prevent sound reflecting back to Bacton Tower as it does at the moment.
- Noise disturbance of proposal sought to be built close to the public house at 166 Malden Road. Request for the assistance of the council to upgrade windows at the public house to prevent noise of the building works adversely affecting the business.

Specific noise and vibration pollution concerns / Location of social residential units

- Surprising that parts of this proposed development brings residents closer to sources of pollution. Exposure to pollution from the diesel engines on the railway, any proposed balconies or roof gardens/terraces will exceed the recommendations by the World Health Organization.
- Important to note and make social tenants aware that the works will result in a need for secondary glazing and glazing with such a high acoustic performance may not be openable. Even if they can be physically opened it will be impossible for residents to enjoy the comfort of their homes with them open, this will be due to a combination of rail noise and air pollution.
- The less desirable location has been allocated to social tenants, those who have the least control over their choice of location. Residents relocated to the DHO site will be brought closer to an obvious noise nuisance with no power to correct the problem if planning approval is granted (while the majority of private accommodation will be sited on the footprint of the original decamped tenant's homes, away from dominant noise and pollution from the railway)

- Linked comment from this objector that they are not opposed to the principle of the regeneration scheme, however the current choice of location and design only serves to place both social and private tenants, many of whom have young families, in the most unsuitable location.

Construction

- Noise and disruption to existing occupiers.
- Six year timescales will reduce peaceful enjoyment of existing neighbours
- Noise and disruption during construction and concern over working hours based on experiences of 6 months of pipe laying (experiences of dirt and noise everywhere encountered).
- Noise disruption during construction to Public House at 166 Malden Road.

Daylight and sunlight

- Inaccuracies within daylight and sunlight report regarding position of windows and sizes of rooms at 20 Vicar's Road. Loss of light would negatively impact on quality of life. Subsequently the occupiers at 20 Vicar's Road have confirmed that they are happier with the proposals now that Block B2 has been repositioned (after submission of revised plans during the course of the application).
- The depth of the B2 block appears to be the full length of a nearby garden which would result in a total loss of light year-round and throughout the day. The nearby garden at 20 Vicar's Road is sun-filled throughout the spring and summer months. Loss of significant daylight from the windows a nearby kitchen diner. The result will have a terrible impact on the enjoyment of the nearby home and on living conditions. Subsequently the occupiers at 20 Vicar's Road have confirmed that they are happier with the proposals now that Block B2 has been repositioned (after submission of revised plans during the course of the application).
- Height of the buildings should not exceed the existing heights so they don't restrict day and sunlight into Bacton Tower flats, which also assists to warm the flats.
- Daylight will be significantly reduced to Vicar's Road properties owing to DHO Block C.
- One respondent reaffirms concerns over the lack of a daylight assessment at 1-49 Vicar's Road, on the basis of the Addendum Daylight and Sunlight Report by GVA, which is considered to be glib and subjective. Considered that residents of 1-49 Vicar's Road will suffer hugely if the plans are not altered.
- Block sunlight to houses (including living areas and bedrooms) and gardens within Barrington Court during winter months.
- Loss of light to the garden of the public house at 166 Malden Road.

Privacy

- Loss of privacy to Bacton Tower flats from the close proximity of the proposed buildings causing overlooking.
- Loss of privacy to occupiers of 20 Vicar's Road from Block B2 3 storey townhouse with roof terrace and side elevation windows proposed adjacent to the existing property. Overlooking to kitchen / diner and garden. Subsequently the occupiers at 20 Vicar's Road have confirmed that they are happier with the proposals now the windows in the side elevation have been removed (after submission of revised plans during the course of the application).

- Overlooking to Vicar's Road properties due to Block C building line being much closer than existing workshop building.
- The Vicarage garden is currently not overlooked as the blank end wall of the DHO forms its back wall. Proposed Block A appears to have 12 living room windows looking into the Vicarage garden.
- Overlooking / loss of privacy to Barrington Court properties - living rooms and gardens will be overlooked by at least four floors of the proposed development
- Loss of privacy to properties along Barrington Close and Lamble Street by the DHO site proposals – increase in height and positioning of windows over the rail line makes the situation considerably worse than present.

Views / outlook

- Loss of views from balconies at Bacton Tower.
- Proposals would obscure views from existing Vicar's Road properties.
- Loss of uninterrupted view to Hampstead Heath from Vicar's Road property as a result of DHO Block C.
- Loss of view of the London skyline / St Martin's Church from Barrington Court / Barrington Court / Lamble Street property as a result of the proposal.

Other amenity matters

- Detrimental impact upon enjoyment of a garden in Barrington Court, including the ability to grow plants and vegetables (owing to reduction in sun/daylight).

Business space

- Proposal makes no provision for small business units being prematurely removed from the workshops. Business units should be promoted. Loss is to the detriment of employment prospects in the local area. 12 businesses are being lost without alternative locations.
- Request for the workshops to be retained.

Trees

- Object to the removal of existing mature plane trees, a major feature and environmental advantage.
- Request made for a TPO to be served on the plane trees (T1-T7) in Vicar's Road, as this is presently a pleasant leafy tree lined street and all these trees are extremely important in maintaining that atmosphere, which is so precious in London.
- The case for exceptional circumstances that justifies two trees protected by TPO being lost is not evidenced. The buildings that are proposed are too close to the remaining trees (also with TPO) and protected root ball which contravenes policy. Removal of 2 trees and damage (through construction) of remaining 2 trees is an unacceptable loss of all the protected trees and, given the scale of the development on the site, the consequent loss of greenery will be severely detrimental to the streetscape.

Transport

- Impact on local parking will be horrendous. 1000 extra people with no provision for parking or access for servicing and removal lorries.
- Roads will not be able to cope with the extra traffic.

- Bacton Tower residents object to a through road being created between Haverstock Road and Wellesley Road.
- Traffic and parking issues have not been discussed with residents of Bacton Tower.
- Proposals will result in more cars, traffic and pollution.

Crime / supporting services

- New development will not bring new facilities for local young people, worsening existing local crime rates as the local area becomes more densely populated. One response states that there will be a need for a new police station to be built in the area as a result of the proposed works.
- Increase in local population will have a resultant strain on public services and negative impact on existing residents services and quality of life.
- Increase in housing and population density without increasing any amenities or amenity land.

Consultation

- Poor consultation; notices to all local residents and businesses have not been served.
- Consultation procedure was not genuine and the council merely went through the process.
- Consultation timed to coincide with Christmas holidays, which may be “deliberate in order to force this ill thought out development through”
- Bacton Tower residents denote they were not consulted about the plans and there was no opportunity to contribute and voice concerns prior to the application.
- Concern that local residents have been given misinformation throughout the consultation period - specifically regarding the height of the townhouses next to 20 Vicar’s Road (Block B2) and the right to privacy. Hence it hardly feels as though it were a 'consultation' at all if residents were re-assured wrongly that all of their concerns were unfounded.

Other comments

- Occupiers of 47 Vicar’s Road states “If there is no change to these plans we shall be seeking significant compensation from the applicant for our loss of light and privacy”.
- DHO Block C will negatively affect the value of properties in Barrington Court due to impacting on views and privacy.
- The proposals are a cynical exploitation of an area which is deemed as a soft touch despite the availability of other sites in the borough that might help spread the load.
- Overall comments from one objector: no justification for the massive increase in density to the scale presented, that the proposals breach a number of planning policies and central government guidelines and adversely affects the character of the area. The development is fundamentally misconceived at the scale and density currently conceived and should not proceed in its existing configuration.
- The existing London Borough of Camden Town Hall Extension building can house the 104 social rent units proposed; 170 private units is not fair – the local residents lives will be turned into a nightmare.

5. **POLICIES**

5.1 **National / Regional Policies**

National Planning Policy Framework 2012
London Plan 2011

5.2 **LDF Core Strategy and Development Policies**

CS1 (Distribution of growth)
CS4 (Areas of more limited change)
CS5 (Managing the impact of growth and development)
CS6 (Providing quality homes)
CS8 (Promoting a successful and inclusive Camden economy)
CS10 (Supporting community facilities and services)
CS11 (Promoting sustainable and efficient travel)
CS13 (Tackling climate change through promoting higher environmental standards)
CS14 (Promoting high quality places and conserving heritage)
CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)
CS16 (Improving Camden's health and well-being)
CS17 (Making Camden a safer place)
CS18 (Dealing with our waste and encouraging recycling)
CS19 (Delivering and monitoring the Core Strategy)
DP1 (Mixed use development)
DP2 (Making full use of Camden's capacity for housing)
DP3 (Contributions to the supply of affordable housing)
DP4 (Preventing the loss of affordable housing)
DP5 (Homes of different sizes)
DP6 (Lifetime homes and wheelchair homes)
DP13 (Employment sites and premises)
DP15 (Community and leisure uses)
DP16 (The transport implications of development)
DP17 (Walking, cycling and public transport)
DP18 (Parking standards and the availability of car parking)
DP19 (Managing the impact of parking)
DP20 (Movement of goods and materials)
DP21 (Development connecting to the highway network)
DP22 (Promoting sustainable design and construction)
DP23 (Water)
DP24 (Securing high quality design)
DP25 (Conserving Camden's heritage)
DP26 (Managing the impact of development on occupiers and neighbours)
DP27 (Basements and lightwells)
DP28 (Noise and vibration)
DP29 (Improving access)
DP30 (Shopfronts)
DP31 (Provision of, and improvements to public open space and outdoor sport and recreation facilities)
DP32 (Air quality and Camden's Clear Zone)
Appendix 1 (Threshold for Transport Assessments and Transport Statements)
Appendix 2 (Parking standards)

5.3 **Other Planning Policies**

Camden Planning Guidance (CPG) 2011 (CPG1-8)
Draft Site Allocations Development Plan Document 2012

6. **ASSESSMENT**

6.1 The principal considerations material to the determination of this application are summarised as follows:

- Land use – Principle of development
- Land use – Employment
- Land use – Housing
- Quality of residential accommodation
- Design
- Community safety
- Landscaping, trees, biodiversity and nature conservation
- Amenity of existing nearby occupiers
- Transport
- Sustainability and energy strategy
- Other Shadow S106/condition matters
- Other matters

Land use – Principle of development

6.2 The existing context for the proposals has already been detailed within section 2 of this report. In short BLR is in need of redevelopment and furthermore the existing buildings are not of any architectural merit and hence demolition is appropriate in principle. Section 2 of this report also details that the scheme is part of the Council's CIP proposals. Furthermore it is considered to comply with the overarching Core Strategy policies of CS1, CS4 and CS6 and DP1. Policy CS1 (Distribution of growth) establishes the overall approach to growth and development in the Borough, with this being focused in the most suitable locations and seeking to make the best use of Camden's limited land.

6.3 Although the site is not located within either an identified growth area (policy CS2) or other highly accessible location (policy CS3), policy CS4 (Areas of more limited change) does take into account that large scale development, such as estate regeneration programmes, may take place outside of these areas. The proposals in this instance are considered such a case, with Gospel Oak specifically referred to within the supporting text to policy CS4 as one of the Council's Place Shaping areas where the Council is working with the local community to regenerate the area, with replacement housing and improvements to the tenure mix being two objectives. These proposals are therefore the first to come forward in the Gospel Oak area to meet these objectives.

6.4 In addition policy CS6 (Providing quality homes) also makes reference to Gospel Oak being expected to benefit from estate regeneration over the period of the Core Strategy. The policy refers to estates with substantial investment need, with Better

Homes and the creation of mixed and inclusive communities whilst also addressing local housing needs also outlined.

- 6.5 It is also relevant to note that the DHO part of the application site is also identified in the Draft Site Allocations Development Plan Document, as one part of a wider site. This is detailed within section 1 of this report. It is considered that the proposals broadly comply with many of the objectives outlined for this albeit wider site.
- 6.6 In terms of the mix of uses proposed, policy DP1 (Mixed use development) builds on CS1 and states that the Council will require a mix of uses in development where appropriate in all parts of the borough. The proposal is predominantly residential-led, although a secondary Class B1 commercial use is proposed while an on-site Class D1 community hall remains unaffected by the proposals. When compared with the existing uses on the site it is evident, as detailed in the 'land use details' at the outset of this report, that there will be a net loss of employment uses at the site. This is considered in greater detail in the 'Land use – employment' section below, but in terms of the overarching CIP and regeneration objectives for Gospel Oak as a whole, it is considered that a residential led scheme and reduction in employment uses is compliant with DP1. It is relevant to note that a balance must be considered between maximising capital returns to make the housing proposals financially viable versus the Council's policy position of protecting existing employment uses.
- 6.7 The GLA has confirmed that it considers that the proposed redevelopment represents a comprehensive intervention to promote the regeneration of this part of Gospel Oak and the principle of this development is strongly supported in strategic planning terms.

Land use – employment

DHO building

- 6.8 Considering first the proposed loss of employment floorspace at the DHO building, CS8 safeguards existing office premises in the borough which meet the needs of modern industry and employers. However paragraph 8.8 of the supporting text also indicates that the Council are promoting sufficient office space to meet projected demand, and so there is a general presumption that older office spaces can be released where housing or community uses are proposed. DP13 indicates circumstances under which the Council may accept a change to non-business use, namely where premises are not suitable for their existing use and there is evidence that the possibility of re-using or redeveloping the site for alternative business use is not appropriate. Furthermore paragraph 51 of the NPPF stipulates that local planning authorities should "normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate".
- 6.9 Moreover, the applicant has confirmed the staff within this building will be amalgamated into other Council premises. Therefore, although the proposals would

result in the loss of a significant amount of office floorspace (2529m²), given this context and the premises comprising an 'older office space', its loss is considered appropriate.

Workshops at 2-16 Vicar's Road

6.10 Policies CS8 and DP13 are also applicable to the sixteen workshop units located at 2-16 Vicar's Road. Parts c-g of DP13 are most applicable in this instance as the premises are suitable for continued business use. The policy states mixed use redevelopment proposals will be considered provided that the level of employment floorspace is maintained or increased; they include other priority land uses such as housing and affordable housing; premises suitable for new, small or medium enterprises are provided and the re-provided floorspace is suitable for a range of employment uses; and the proposed non-employment uses will not prejudice continued industrial use in the surrounding area.

6.11 Guidance within CPG5 is also of relevance, in particular the classification of sites and the subsequent protection accorded to them. This stems from the Roger Tym & Associates Business Premises Study of March 2011, which rated sites into 3 categories with Category 1 being afforded the highest priority and Category 3 sites the lowest. In brief, the main criteria distinguishing these categories are as follows:

Category 1: purpose built, predominantly single storey units with high ceiling heights and loading bays/doors of minimum 5.5m height; access for large service vehicles and unrestricted 24 hour operation, with minimal likelihood of complaint from neighbouring residential occupiers. CPG5 notes that Category 1 sites are rare in Camden and will always be protected.

Category 2: Good access for servicing and delivery, roller shutter doors and clear, floor to ceiling heights of 3-5m. This category may be subject to some degree of restriction due to the presence of neighbouring residential occupiers but should offer level access (normally ground floor), lots of natural light and at least some off street parking ability. These sites will usually be protected unless there is very strong marketing evidence to show they are no longer suitable.

Category 3: Small, isolated units with poor access via narrow streets or small doors, steps, lower ground or basement level; little or no space for servicing and no goods lift; incompatible neighbouring uses (often residential). Category 3 sites are heavily compromised and although they may continue to be occupied in the short term, may not be suitable for continued industrial use when they become empty, or will need significant investment due to the inherent constraints of their location.

6.12 CPG5 advises that where mixed use redevelopment is acceptable, the new employment space should be provided to meet as many of the category 1 criteria as possible. It however acknowledges that it may be difficult to achieve all of these features in Camden; hence as many as practically possible should be provided. It is this context in which the proposals are considered.

Quality of existing Vicar's Road workshop units

- 6.13 It is considered that the existing workshop units fall broadly within the category 2 standard of accommodation. The 16 units are arranged over two floors, include unit sizes of typically between 50-60m² and provide a total of 922m² (GIA). The uses of the 1970s built premises are varied, including artist studios, food preparation, woodwork/joinery, landscape design/office and light industrial manufacturing. As such there are a combination of B Class uses, although light industrial (B1c) predominates. Up until recently 14 of the 16 units have been let. The internal layout of each unit is regular in size and shape and includes reasonable natural light at ground floor level and excellent natural light at first floor level. There is also dedicated off-street parking and servicing space. Another benefit of the existing space is it being within a standalone building, albeit residential uses do neighbour the site. The shortfalls of the premises are that half of the units are at first floor level and there is no goods lift access. As such the majority of category 2 characteristics are present. In such circumstances the policy presumption is for the site to be retained, or redeveloped in a mixed use development which provides equivalent employment uses. It is the latter approach which is being proposed in relation to the Vicar's Road units. The existing tenants have been served notice by the applicant and have now in the past couple of months moved out of the building.

Approach to existing tenants of Vicar's Road workshops

- 6.14 In terms of the tenants who occupied the employment units at 2-16 Vicar's Road, the applicant, in conjunction with Property Services, has provided significant assistance in seeking new premises for these businesses nearby and elsewhere in the borough. As of the end of February 2013 three tenants have agreed terms on alternative Council owned premises in nearby Queen's Crescent and another has been offered a unit in Queen's Crescent. Moreover, two tenants have denoted an interest in moving to Burmarsh workshops where the proposed off-site upgrade works are proposed (as discussed further below).
- 6.15 Furthermore, another has agreed terms on a unit within the Dove Centre, 109 Bartholomew Road (NW5 2BJ to the east of the application site within Kentish Town). Of the nine remaining tenants all have moved out and a proportion have confirmed that the offered alternatives are not suitable while the applicant is awaiting feedback from others. As such it is considered that the applicant has shown sufficient assistance is relocating the existing tenants and a proportion have already agreed terms on nearby units. As such it is not considered necessary for a shadow s106 obligation, as discussed by the GLA in the stage 1 response, to be secured in this instance.

Proposed employment floorspace – on-site

- 6.16 To partially mitigate the loss of the existing employment units on site (and in accordance with DP13 c-g) it is proposed to re-provide three units on site as part of phase 3 of the development. This will comprise ground floor units located in the north-west corner of the site, fronting onto Haverstock Road (opposite the existing Gospel Oak Family Health Centre and Day Nursery) and the existing service road opposite Bacton Tower (to the north).

- 6.17 In floorspace terms the three units provide a total of 259.31m², representing an overall decrease of 662.69m². As such it is acknowledged that the amount of on-site employment floorspace will be reduced. This is however proposed to be mitigated by the off-site element of the proposals, as discussed further in the section below. Focusing solely on the on-site re-provision the three units are 73m², 92m² and 95m² in size and will be provided in a shell and core format to allow greatest future flexibility. All units show dedicated toilet and kitchenette spaces, are located at ground floor level and include floor to ceiling heights of 3m, with fully glazed frontages and wide entrances. Access will be provided via Haverstock Road and dedicated refuse storage space is provided close by. The main drawback of the space is that the units are provided on the ground floor of a residential block, which the Tym report guards against as this may limit interest from future occupiers.
- 6.18 In response to this the applicant has provided a report by Lambert Smith Hampton, which, although focusing on the Burmarsh proposals, also details that there is overall demand for Class B1c light industrial space in the general area. Furthermore the letting of 14 of the 16 existing units at Vicar's Road also illustrates the potential demand for such spaces in the local area. It is considered appropriate that the units will have flexibility for any Class B1 use, with it being envisaged that the future occupiers would be Class B1a, b or c. It is not considered appropriate to specify a restrictive condition specifying Class B1c use, as this may have a negative impact on the future marketability of the units. Moreover, the Class B1 uses are not considered to have any significant impact on the amenity of future or existing nearby occupiers.

Proposed employment floorspace – off-site

- 6.19 Given the shortfall in on-site floorspace re-provision, when compared with existing, the applicant has explored off-site options with the aim of providing a suitable part on-site, part off-site employment strategy. It is therefore proposed that as part of the proposals the applicant will make significant improvements to the existing nearby Council owned Burmarsh workshops on Marsden Street, NW5 3JA. To clarify the off-site offer is not providing new accommodation but is proposing the upgrading of existing accommodation, at a site 600 metres from the existing workshops at Vicar's Road and within the neighbouring Haverstock ward. As such the proposal is not strictly considered to be re-provision of the lost space at Vicar's Road, as the Burmarsh Workshops are already designated as B1c space and are available to businesses, albeit largely vacant and in disrepair at present.
- 6.20 More specifically Burmarsh workshops as existing comprise 16 light industrial workshop units located at lower ground floor level, accessed off Marsden Street and below a residential block of flats and a decked open space associated with the residential units. The workshops themselves are 1300m², together with 484 m² circulation space, a 935 m² parking area and 120m² for communal toilets and bin storage. Hence the overall total floorspace is 2,840m² (all GIA figures). Although in the past Property Services has confirmed that the units enjoyed high levels of occupancy, only three units are presently let owing to the existing poor on-site conditions. The problems are summarised as water ingress, water leaching through the building causing corrosion to the floors, dilapidated features and poor

specifications. Thus the Council has been obtaining vacant possession of the individual units as leases expired and were not renewed, or were repossessed in the past five years. Units were not subsequently able to be re-marketed due to aforementioned problems. The lower ground floor location and limited on-street presence also contribute to the existing site being largely a category 3 employment site. There are some features with potential, such as access to natural light is possible as the deck part of the site is effectively ground floor level, while the lower ground floor level beneath the residential flats includes a lightwell. The floor to ceiling heights range from 2.75m to 3m and there is scope for units to be merged and sub-divided where necessary.

- 6.21 With the above in mind the applicant is proposing a series of measures to allow the upgrading of the Burmarsh space up to a standard which is sought to make the units suitably attractive to a range of future occupiers. More specifically the applicant has developed a refurbishment and upgrade programme, which totals close to £850,000 investment at Burmarsh. This has been accounted for in the viability assessment submitted by the applicant. The proposed works have been developed in coordination with advice from commercial agents with view to the needs of future commercial occupiers in mind.
- 6.22 The proposed works include repair, waterproofing and insulation works to walls, floors, ceilings and doors, improvements to the lighting system, and the provision of dedicated toilet and kitchenette facilities within each unit. Moreover to the communal areas works include improvements to the signage (improving the prominence and street presence of the site), lighting and security (including improvements to the access intercom) and advancements to the parking arrangements. Such matters would undoubtedly improve the quality of accommodation for potential future occupiers. It is considered that with the improvements denoted the site will have an increased number of category 2 features than existing, most notably improved parking/servicing conditions and more purpose built features and facilities than existing.
- 6.23 Furthermore the applicant has also submitted a report by Lambert Smith Hampton to assess the market demand for the off-site space at Burmarsh. The improvements, particularly the provision of toilets and kitchenettes in each unit and parking improvements will assist the marketability of the spaces. Moreover there is shown to be identified need for such spaces in the borough, with small businesses and start ups both identified. In addition a wider range of occupiers than the application site could operate from the site, with all Class B uses possible, with the likely exception of Class B2 general industrial.
- 6.24 It is however acknowledged that the Burmarsh refurbishment would not represent an increase in available employment space in Gospel Oak. It is also the case that even with the significant investment proposed by the applicant, the physical constraints of the site at Burmarsh limit the quality of space that will be achievable for future occupiers. Nevertheless, this needs to be balanced against the significant investment proposed to be brought forward at Burmarsh, coupled with the identified market demand assessment which demonstrates the potential the site has. Therefore, with the investment put forward the site could provide suitable employment opportunities for a range of future occupiers. Thus when these various

factors are considered in overall terms the proposed investment at Burmarsh is considered to be appropriate. Moreover the proposals have been closely considered by the Economic Development team, who are broadly supportive of the overall scheme and agree that owing to the delivery of significant regeneration benefits the proposals in relation to employment floorspace are considered appropriate.

- 6.25 The off-site improvements to Burmarsh workshops will be secured via condition and the shadow s106 Legal Agreement. This will detail that all of the proposed improvements to Burmarsh are fully implemented in order to significantly improve the quality of the accommodation at this site. The timeframes for implementing all of these works will be specified to be within three years, which is considered to be reasonable and sufficiently precise as well as necessary. As such this will ensure that the off-site measures the applicant has indicated will be carried out (which involve largely internal alterations and minimal external works and so in themselves will not require a separate application for planning permission) will materialise.

Conclusion on loss of employment

- 6.26 In overall terms it is considered that the combination of partial on-site re-provision and partial off-site improvements to sub-standard accommodation nearby in Marsden Street is sufficient to accord with the broad aims of policies CS8 and DP13. Although it would have been preferable from a policy perspective for the entire re-provision to be on site, the wider aims and needs of the regeneration proposals are in this instance considered to allow an exception to the normal policy approach to protecting this employment site. Hence when the proposals are considered in overall terms the approach put forward is considered to be in accordance with the LDF as a whole, with the on-site re-provision, combined with the off-site improvements to Burmarsh that will be secured via shadow s106 legal agreement / condition. It is also relevant to note that the GLA has also confirmed they consider that the net loss of 662m² of employment floorspace does not raise a strategic concern.

Land use - Housing

Overall provision

- 6.27 The overall scheme seeks to provide 290 residential units split across the market, intermediate and social rent tenures with the aim to assist in facilitating a mixed and balanced community in this part of Gospel Oak. This represents a net increase of 191 units compared with the 99 existing units at the present BLR site. The proposed scheme will therefore considerably assist in helping to deliver both the five year housing supply and the longer term target set out in the LDF Core Strategy. Housing is the priority land use within the LDF and part of the site is allocated within the Draft Site Allocations Development Plan Document to make more efficient use of the sites to assist investment in existing housing and enable the provision of new housing and affordable housing. Given this context the increase in residential units at the site is welcomed in principle.

Density

6.28 During the course of the application the applicant has confirmed that the proposed density is 479 habitable rooms per hectare. On a unit basis the density is 153 dwellings per hectare, based on the net residential area. The proposals therefore marginally exceed the habitable rooms figure when compared with the London Plan and supporting Housing SPG, which has a guidance density of 200-450 habitable rooms per hectare (equivalent to 45 to 170 dwellings per hectare) for an urban location with a PTAL of 2-3. London Plan policy 3.4 details that when considering whether the proposals optimise the site factors of local context, design, transport capacity, social infrastructure, open space and play should also be considered, with the supporting text also stipulating that the density table should not be applied mechanistically. It is considered that the quality of the design of the development in overall terms and the improvement in tenure mix (both discussed below) in particular mitigate the marginally higher than guidance density figure. Hence the scheme is considered to optimise the use of the site, compliant with LDF policies CS1 and DP2. GLA officers have also confirmed that they are supportive of the density proposed.

Tenure

6.29 The proposed mix across the different tenures has been developed in accordance with policy, the housing needs of existing tenants and financial viability considerations. Paragraph 2.36 of CPG2 states that “As part of estate regeneration we will seek to improve the tenure mix in some areas of concentrated social rented housing, such as parts of Gospel Oak”. Accordingly the proposals represent an uplift of 191 homes beyond the existing social rent dominated 99 BLR properties (existing 87 social rent and 12 leaseholder units). The greatest uplift will be in market units (additional 164), while there will also be a net increase in social rent units (additional 17) and the introduction of intermediate units at the site for the first time (10 units). As already indicated in the table beneath paragraph 2.16 of this report, phase 1 of the development will include social rent and market units, phase 2 comprises all three tenures and phase 3 is solely market sale units. The mix across the tenures is considered to be appropriate, following the specific guidance with CPG2 for estate regeneration projects. Furthermore the GLA stage 1 response supports the proposal in this regard as it “would greatly improve the balance of tenure at the estate, and would introduce intermediate affordable accommodation to the estate for the first time, thereby diversifying the tenure mix”.

6.30 In terms of the affordable tenure split between social rent and intermediate units the table below shows this from the perspective of net internal floorspace and number of units, both in overall terms and uplift at the site. The London Plan strategic target is 60:40 between social rent and intermediate in affordable housing provision.

	Existing affordable units		Overall affordable units proposed total		Uplift affordable units total	
	No. of dwellings	Floorspace sqm NIA*	No. of dwellings	Floorspace sqm NIA	No. of dwellings	Floorspace sqm NIA*
Social rent	87 (100%)	10,007.28 (100%)	104 (91.2%)	10,118.65 (89.5%)	17 (63%)	111.37 (8.6%)
Intermediate	0 (0%)	0 (0%)	10 (8.8%)	1,183.14 (10.5%)	10 (37%)	1,183.14 (91.4%)
TOTAL	87 (100%)	10,007.28 (100%)	114 (100%)	11,301.79 (100%)	27 (100%)	1294.51 (100%)

*The NIA figures have been calculated by converting the existing GIA figures provided by the applicant into NIA figures by multiplying by 0.8. No existing NIA figures have been provided, only GIA / GEA.

- 6.31 As outlined at the land use details section of the report, it is acknowledged that the applicant has encountered difficulties in calculating the existing BLR floorspace, owing to no original plan information of the BLR buildings being available and it not being possible or practical for any detailed survey information to be provided. Hence the existing floorspace information has been prepared using the existing ground floor footprint of the building provided via the topographical survey. Estimates of floor space, size and shape of floorplate for the upper levels have been deduced through the use of aerial photography. It is with this basis that the uplift floorspace figures in this report must be considered. In the context of the proposals the approach taken by the applicant is considered to be appropriate. It does however result in all existing / uplift figures based on floorspace being estimates, albeit ones which are as accurate as reasonably possible.
- 6.32 Given this context the applicant considers that it is more accurate to work on a unit basis when calculating the uplifts in the scheme, although the policy is clear that NIA floorspace is the basis for the consideration (CPG2 paragraph 2.42). As can be seen from the table above the tenure split in terms of social rent / intermediate does not accord with the London Plan target on a floorspace basis. This is primarily owing to the existing context, the Local Lettings Policy which seeks to provide for the needs of existing occupiers and financial viability. In this instance it is considered that although the overall proposed total in floorspace terms is wide of the target it is acceptable given the large extent of reprovided social rent housing, which is both required and has been provided by the proposals. In addition DP3 allows for some flexibility to be applied and that social rent housing may be prioritised over intermediate. In addition, when the uplift is viewed in unit terms, the split is close to the London Plan target. Furthermore the GLA in the stage 1 response, whilst also identifying the proposal does not directly accord with the 60:40 target, confirms their view that the balance is acceptable when considered against the strategic aims of London Plan policies 3.9 (Mixed and balanced communities) and 3.11 (Affordable housing targets).

Affordable housing

- 6.33 The first consideration in terms of affordable housing provision is DP4, which details that development that would involve a net loss of affordable housing floorspace will be resisted. The supporting text to the policy recognises that there is a mismatch between the sizes of affordable housing most needed in Camden and the sizes available in the existing stock, with a particular shortage of affordable homes for large families. This explains why floorspace rather than each individual home is protected whilst also providing for development that tailors the stock to meet existing and future needs. As well as the increase in affordable units (27 in total), there is an increase in GIA floorspace of 1655.92m². As such the proposal complies with the principles of DP4.
- 6.34 More specifically, it is seen that there is a net increase in 1 bed (+14) and 2 bed (+12) social rent units (see the 'residential use details' at the outset of this report). There is however a decrease in number of 3-bed social rent units, from 49 existing

to 34 proposed. The applicant has explained that this is the result of the Local Lettings Policy, which has identified that fewer 3-bed social rent units are needed in comparison than existing. As such in this regard the proposals are clearly tailored to the existing needs of BLR residents. Furthermore this is partly offset by the introduction for the first time of 5x5 bed social rent units and 1x6 bed unit. There are also 10x3 bed intermediate units proposed. As such the proposals have demonstrated sufficiently that there will be an increase in affordable floorspace and the existing needs of BLR residents has dictated the unit sizes proposed.

6.35 Turning to the amount of affordable housing being provided in comparison with market housing, the policy expectation is for 50% to be affordable. The scheme on a standalone basis provides 44.3% affordable housing in overall terms when calculated by GIA floorspace figures (as stipulated by DP3). However, a more accurate and policy compliant consideration of the proposals is reflecting on the net increase (taking into account the existing floorspace being replaced) of affordable housing. Thus in terms of the total addition to housing floorspace the affordable component equates to 9.3%. This figure is acknowledged to be below the 50% target stipulated by the London Plan and LDF. However this does need to be considered within the context of the existing affordable provision, the poor quality of that existing affordable provision and the overall positive regenerative nature of the proposals.

	Existing total Floorspace m ² (GIA) / %	Overall proposed total Floorspace m ² (GIA) / %	Uplift total Floorspace m ² (GIA) / %
Market	1,701 (12%)	17,811.11 (55.7%)	16,110.11 (90.7%)
Affordable (Social rent and Intermediate combined)	12,509.1 (88%)	14,165.02 (44.3%)	1,655.92 (9.3%)
Total	14,210.1 (100%)	31,976.13 (100%)	17,766.03 (100%)

6.36 Owing to the aforementioned difficulties in calculating the existing floorspace figures (in order to calculate the uplift figures) the applicant also considers it relevant to refer to uplift in affordable provision on a unit basis. As seen on the table below it is shown in terms of residential units the scheme provides 39% affordable on a standalone basis and 14% in uplift terms. Whilst floorspace is denoted within the policy as being the basis for considering affordable housing provision, the unit numbers also assist to illustrate the uplift in affordable provision at the site. Regardless of the floorspace or unit basis for consideration, the proposals are evidently below the policy requirement in uplift terms. There are however numerous reasons for this, as detailed below.

	Existing No. Of dwellings / %	Overall proposed total No. of dwellings / %	Uplift total No. of dwellings / %
Market	12 (12.1%)	176 (61%)	164 (86%)
Affordable (Social rent and Intermediate combined)	87 (87.9%)	114 (39%)	27 (14%)
Total	99 (100%)	290 (100%)	191 (100%)

- 6.37 Given the nature of this Council's own application it is important to note at the outset that the applicant (Housing and Adult Social Care department) will lead the development and thus have full nomination rights in allocating the affordable residential units. The affordability terms will be secured via the shadow s106 legal agreement / condition.
- 6.38 The applicant has outlined that the amount of affordable housing in this estate regeneration scheme has been influenced by three main factors. First the planning policy context of the LDF has been closely considered. Second the decant strategy, already referred to in section 2 of this report, is particularly pertinent in this instance. More specifically, the housing needs of existing Bacton Low Rise residents has influenced the exact number and mix of social rent units proposed, which as the overall affordable housing totals are calculated by floorspace has knock on consequences. Thus the local lettings policy adopted by the Housing and Adult Social Care department has influenced the housing mix. Thirdly, the financial viability of the scheme has influenced the housing mix. The applicant contends that these factors combined have influenced the proposals so that the maximum reasonable amount of affordable housing is being provided on the basis of an affordable housing target of 50% of the total addition to housing floorspace. Policy DP3 also outlines that in considering the scale and nature of the contribution that would be appropriate, the Council will take into account (amongst other factors) the character of the development, the site and the area; the economics and financial viability of the development; and the impact on creation of mixed and inclusive communities. As such the factors which the applicant has noted are all applicable in this instance.
- 6.39 In particular the viability of the scheme has been closely considered following the submission of a full financial viability assessment by EC Harris in order to justify that the highest level of affordable housing possible is being provided.
- 6.40 The financial viability information submitted has been subject to independent review, on behalf of the local planning authority, by BPS Chartered Surveyors. The independent review states at the outset that as the Council owns the site and will act as the developer of the scheme it does not consider this to be a 'profit-led' development. Thus certain costs have not been included (or are at a relatively low rate) that would typically be inputted in a viability assessment by a private developer, such as a land cost (viability benchmark) and Developer's Profit. Hence it is sought to establish whether the anticipated income from private and intermediate units is sufficient to cover the cost of development and in doing so enabling it to be 'self-financing'. An overview of the findings of the BPS assessment are as follows:
- EC Harris has undertaken a detailed viability appraisal using a bespoke Excel based modelling tool. The GLA toolkit has not be used owing to the specific nature of the project (long term several phases), making the bespoke model more sophisticated.
 - Following a detailed review of the cost and value assumptions BPS has confirmed satisfaction with these being an accurate representation of market rates.
 - The estimated values applied to the private market units have been substantiated by a detailed report by Savills which includes comparable evidence of new-build

schemes in the local area. Following a review of the local market BPS are satisfied that the sales values estimates are reasonable.

- The Cost Plan, when benchmarked against Building Cost Information Service (BCIS) cost indices, demonstrates that the cost estimate is at an appropriate level for a scheme of this nature.
- In view of the fact that this is a Council-led development, the following omissions and reductions in costs in comparison to a typical development appraisal of a private-sector developer:
 - 3% Contingency (typically 5%)
 - Nil profit (typically 17-20% on GDV)
 - 1.5% finance rate (typically 6-7%)
 - Nil viability benchmark figure (typically equivalent to existing use value of site plus any landowner premium)
- BPS considers the applicant could potentially have increased some of these costs (thus worsening viability) even though it is a 'not-for-profit' organisation. Clearly the omission of profit improves the viability position and increases the number of affordable units that can be viably provided.
- BPS also considers, on the other hand (worsening viability), capitalised ground rents (typically c£0.8m) and the rented affordable units' capital values have both been omitted from the appraisals, which are both revenues typically included in the appraisals of private developers. The applicant asserts that it is not able to borrow against these future income streams, so therefore they are of no value in terms of funding the development. BPS accepts the logic of this explanation.
- The GLA were seeking to ensure that provision of Social Rented units (SR) *in lieu* of Affordable Rented units (AR) is not impacting on the total number of affordable units that the scheme can viably provide. In response to the GLA's enquiry, BPS confirms that the form of rented tenure (AR or SR) has no impact on the viability position by virtue of the fact that no rental incomes from the proposed scheme have been capitalised (i.e. both forms of rented tenure generate nil value in the appraisal).
- The BPS review has been undertaken assuming the scheme remains in its current form, and has been assessed on the basis of present day values. In view of the current market conditions, and the sensitivity of the residual value caused by small changes to sales values (for example a 5% increase in value of the private units would add £3.4m to the gross development value of the scheme), it would seem appropriate for any S106 Agreement to include a reappraisal mechanism (using an open book approach) at key stages in the development.

6.41 In overall terms the appraisal shows that after all development costs and incomes have been taken into account, there is a surplus of £2.02m (gross development value of £70.16m minus total development costs of £68.14m). BPS do however quantify this by acknowledging that given the relatively high value of the overall development, there will always be a degree of imprecision and the stated surplus is considered to lie within an acceptable margin. This is illustrated by the estimation of the shadow s106 financial contributions within the viability assessment being under those required to comply with established policies of the LDF and guidance within CPG. If this is taken into account the surplus would be a lower figure of £1.4m.

6.42 However it is evident from the independent assessment of financial viability that, although acknowledging that the scheme is on the margins of viability despite the

omission of certain costs, a surplus nevertheless is shown. Given that this is at such a limited scale it is thus not considered appropriate for the scheme at this juncture to be altered to provide a greater level of on-site affordable housing (above the 9.3% in uplift shown). Instead, owing to the development being of a phased nature, it is considered that there is scope for the financial viability of the scheme to be re-appraised during the phased construction stage in order to re-assess whether a greater contribution to affordable housing can be provided by way of a deferred contribution at this later stage.

- 6.43 Deferred contributions to affordable housing are considered to be lawful (within the wording of Section 106 (1) (d)) and supported by policy (by both the London Plan and the LDF, within CPG). More specifically the November 2012 Mayor of London Housing SPG to supplement the London Plan 2011 refers to re-appraisals as contingent obligations and confirms these should be considered where a large scheme is built out in phases. In addition it advises boroughs to be mindful of the need to identify the point(s) to carry out the re-appraisal, establish on a case-by-case basis a threshold level(s) of viability at which contributions will be ascertained and set an expectation for the type of additional contribution. Thus in this instance it is considered an appropriate means of applying a flexible method to achieve the maximum contribution to affordable housing.
- 6.44 In this instance, owing to the nature of the proposals, it is considered that the shadow S106 Legal Agreement / condition will detail that any deferred contribution could take the form of further on-site affordable housing, the provision of off-site affordable housing or a payment-in-lieu to fund affordable housing in the future elsewhere in the borough. The timing at which point the further viability appraisal would take place is considered most appropriate to be at the end of phase 2 and prior to the beginning of phase 3 of the development. It is not considered possible or appropriate in this instance for the re-appraisal to take place at an earlier point in time as phases 1 and 2 of the proposals are required for the decant of existing Bacton Low Rise residents to new homes on the development site. As such there will be limited opportunities for additional affordable housing to be provided before or during these phases of development.
- 6.45 In addition, at the end of phase 2 over half (51% - 89 out of 176) of the market units will have been built meaning a significant proportion of the revenue generated from private sales will be known. Furthermore phase 3 presently comprises solely market housing and includes a significant number of units (87) thus providing an opportunity for significantly more on site affordable housing to be provided. Similarly the layout of phase 3, with numerous separate cores, also allows the potential for additional affordable units to be provided alongside the market sale units if applicable. This is hence considered the most suitable time to re-appraise the financial viability.
- 6.46 Moreover, the applicant has outlined that this proposal to be the first of a series of similar proposals as part of the wider Gospel Oak regeneration. As such it could be that phase 3 of the development is subsequently required by the applicant for the decant associated with nearby developments of a similar nature to this proposal. The September 2012 Cabinet report reflects this at paragraph 3.20 in stating:

Wider strategic options are in development across Gospel Oak which could impact on the final mix of housing and employment space for this [third] phase of development and some flexibility may be necessary to adapt to future regeneration needs in Gospel Oak.

- 6.47 However, at the time of this application there is no definitive evidence that this will be the case and hence the shadow s106 / condition will be suitably flexible to allow all eventualities to be considered at this future time. The preference, as will be detailed in the shadow s106 / condition, will be for on-site provision, followed by an off-site contribution and finally a payment in lieu, consistent with DP3. Such an approach is considered to demonstrate that both the maximum reasonable amount of affordable housing is being provided at the outset of the development, whilst also ensuring that during the lifetime of the phased development there is a mechanism in place to re-appraise the scheme and secure additional affordable housing closer to the policy compliant level if appropriate.

Unit Mix

- 6.48 In terms of mix policy DP5 is calculated in terms of numbers of dwellings rather than floorspace. Considering first the social rent units, the scheme achieves 43.3% 'large' (3 bed +) homes, which is close to the DP5 target of 50%. This is considered to be appropriate, given the number of 4, 5 and 6 bedroom units provided, and the flexibility that can be used in applying DP5 for a scheme of this nature and size.

	Social rent	Intermediate	Market
No. of bedrooms	No. of dwellings / %	No. of dwellings / %	No. of dwellings / %
1 bed	14 (13.5%)	0 (0%)	64 (36.4%)
2 bed	45 (43.3%)	0 (0%)	76 (43.2%)
3 bed	34 (32.7%)	10 (100%)	31 (17.6%)
4 bed +	11 (10.6%)	0 (0%)	5 (2.8%)
TOTAL	104 (100%)	10 (100%)	176 (100%)

- 6.49 Turning to the intermediate units the proposed scheme achieves the DP5 target of 10% large homes. In-fact all ten of the intermediate units will be large three bed units. Officers originally questioned whether three-bed intermediate units would be affordable, given the Mayoral income cap of £74,200 for three-bed units. The Council's Housing Partnerships team have been provided with information which demonstrates that a household with a joint income of approximately £50,000 would be able to purchase an intermediate unit on site, comfortably within the £74,200 limit within the London Plan. This is achieved by enabling entry at 25% and setting a low % rental return on the remaining unsold equity. Service charge assumptions

are also low. The applicant is able to drive down the affordability equation by having no land costs that would be part of the transfer value from a developer to a Housing Association. Furthermore a bid has been made for funding from the Mayor's Housing Covenant Scheme for a number of the CIP schemes. This funding is specifically designed to improve the offer of Intermediate Housing for the purchaser. These factors combined allow the provision of three-bed intermediate units to be supported.

- 6.50 In terms of the mix of market units a combination of 1, 2, 3 and 4 bed units are proposed, with the DP5 target of 40% 2-bed homes achieved. It is also shown that a reasonable mix of 1-bed and 3-bed+ (providing family sized accommodation) units is provided and thus in overall terms the proposed mix is considered appropriate.

Quality of accommodation

Future occupiers

- 6.51 For future occupiers it is considered that the proposed development will provide a high quality of residential accommodation. For existing BLR residents the new units will provide a standard of modern living which in itself is considered to be of a high quality and, moreover, will be immeasurably better than the existing poor conditions encountered. In terms of the minimum floor space and room size standards the proposed units comply with the minimum standards outlined in both CPG and the more stringent London Plan requirements. Moreover the proposed flats, houses and maisonettes are all regularly sized and shaped, include dedicated storage areas, good levels of outlook and natural ventilation and are also predominantly dual-aspect. In addition the floor to ceiling heights are generous and a combination of private balconies, private front/rear amenity spaces, communal roof gardens and the communal courtyard areas provide dedicated private/semi-private amenity space for all future occupiers.
- 6.52 In respect of overlooking between future occupiers of different residential units, there are some instances where the distances between rooms or balcony spaces are below 18m. However in the majority of instances the orientation of the buildings is such that direct overlooking between different blocks will be limited. Instead any overlooking would be at oblique angles, thereby reducing the harmful impact to such a degree that it is not considered to compromise the overall quality of accommodation for future occupiers. However, there are some areas where further details of either obscure glazing to windows or privacy screens to terraces, as appropriate, are considered to be required in order to protect the amenity of future occupiers. This includes for example the directly facing windows between blocks E1 and E3 at first to fourth floor level and blocks F2 and F4 at second to fourth floor levels. Such details will be secured via suitably worded conditions.
- 6.53 In terms of the sunlight and daylight received by future occupiers the applicant has undertaken a study in terms of those properties closest to others at both the DHO and BLR sites. It is shown that when the BRE recognised vertical sky component (VSC), average daylight factor (ADF) and no sky line (NSL – also known as daylight distribution) calculations are made that across the whole development

there are four rooms which fall below the recommended levels. More specifically this is one kitchen within Block E1, two recessed behind balconies living/dining/kitchens within Block F4 and one similar living/dining/kitchen within Block F1. These shortfalls have been fully explained by the applicant, with the kitchen in Block E1 potentially being overcome by internal layout alterations to make the room a combined living/dining/kitchen space. In terms of the living/dining/kitchens in Blocks F1 and F4, it is the external balconies which have caused the resultant figures. There is a need to balance outdoor amenity space versus light requirements in this instance and it is considered that the proposals are satisfactory given this context.

- 6.54 Turning to sunlight considerations, in terms of the amount of sunlight the courtyard spaces within phases 2 and 3 will receive, the BRE guidelines outline that half of the spaces should receive two hours of sunlight at the Spring equinox. It has been shown that over half of the courtyard spaces will receive below the required two hours, with for example only 16.3% of the courtyard within phase 3 receiving over 2 hours. This is acknowledged to be to the detriment of future occupiers. However, when this shortfall is considered within the context of the overall quality of accommodation provided, it is viewed to be satisfactory. As already noted the overall quality is of a high standard and when compared with the existing living conditions at the site represents an immeasurable improvement.

Lifetime Homes and wheelchair housing

- 6.55 Policy DP6 requires all new dwellings be designed to meet Lifetime Homes standards. The applicant has submitted a Lifetime Homes commentary within the Design and Access Statement and a series of layout plans demonstrating in detail how the unit typologies will comply with lifetime homes standards. During the course of the application some revisions have been made and details confirmed following feedback from the Council's Access officer. Following these discussions the internal layouts of the proposed units are considered to be lifetime home compliant and therefore appropriate. The applicant has however denoted that the internal layouts, despite the high level of detail provided at application stage, are only indicative in nature. As such the Council's standard condition will be adapted in this instance to allow for details to be submitted if any changes are subsequently proposed at a later stage of the design process, in order to ensure that DP6 is complied with in practice.
- 6.56 In terms of wheelchair housing the applicant has submitted detailed layout plans which illustrate that 29 units are either already adapted or readily adaptable wheelchair accessible units. The number of units complies with the 10% requirement of DP6, of which 19 are social rent units and 10 for market sale. The social rent element (19 dwellings) are required to be designed, built and fitted out to meet the Camden Wheelchair Housing Design Brief 2010. More specifically there are 5x2 bed wheelchair accessible social rent units in Block A which are fully compliant on the DHO part of the site. On the BLR part of the site 14 units are wheelchair ready and a further 10 are wheelchair adaptable. More specifically there are 14 (4x2 bed and 10x3 bed) wheelchair accessible social rent units in Blocks E1, E2 and E3 and 10x3 bed wheelchair accessible market units in Blocks D1 and F1. The layouts have been considered to be appropriate by Housing Occupational

Therapist in discussion with the Council's Access officer. The applicant has however denoted that the internal layouts, despite the high level of detail provided at application stage, are only indicative in nature. As such a recommended condition will secure the 29 wheelchair adapted / readily adaptable units are provided, but the wording of the condition will also allow for details to be submitted if any changes are subsequently proposed to the layout of the wheelchair units at a later stage of the design process.

Waste and recycling

- 6.57 The proposed development incorporates a variety of dedicated ground floor locations across the site for the provision of general waste and recycling. The strategy for waste and recycling has been advanced with CPG1 guidance in mind and it is confirmed that sufficient space and provision for general waste and recycling requirements has been shown for the number of units proposed. In the majority of instances the facilities are within 10m of the highway, allowing easy kerbside collection. The revisions to the internal layout of block A during the course of the application has improved the location and access for residents in comparison with that originally proposed. In addition each individual residential unit will have dedicated internal storage space, which will in practice be required alongside the dedicated storage areas.
- 6.58 In terms of bulk storage, this is shown to be provided at basement floor level within phase 2 of the development. The proposed plans do not detail the nature of the storage containers proposed at this point, but it is anticipated that a fob operated platform lift will facilitate the collection of bulky waste. Presently Environment Services colleagues have raised queries over the practicalities of the proposed bulk storage strategy and thus full details will be secured via an appropriately worded condition.

Noise and Disturbance

- 6.59 A noise assessment has been carried out which considers the noise climate around the application site. It also considers vibrations from the railway line and where appropriate recommends mitigation measures to ensure compliance with 'good' internal noise criteria. The Environmental Health team have considered the information submitted and are satisfied with the proposals in this regard from the perspective of future occupiers and existing nearby occupiers, subject to the imposition of conditions.
- 6.60 More specifically the report identifies road and rail traffic as the main sources of noise and vibration in close proximity to the proposed redevelopment. The report also addresses a latter noise source from a possible heat and power plant system to serve the final development and also noise through the development phase. Thus three separate assessments, including vibration, at representative locations have been undertaken to consider the proposed redevelopment and demonstrate that Camden's Noise and Vibration policy DP28 would be met, with suitable mitigation where applicable.

- 6.61 It is shown that the measurements predominantly fall within the required noise limits for sensitive sites near roads and railways. The limits are however marginally exceeded immediately adjacent to the railway line on the DHO site (railway facing elevations of Block B1 and C). Thus to mitigate these noise impacts for future occupiers the noise assessment details measures to ensure 'good' noise levels are achieved, in accordance with BS8233. More specifically the report details that a combined glazing system incorporating a single glazing pane (10mm), 100mm air cavity and double glazing unit comprising of 10mm and 6mm panes would provide sufficient mitigation at this point.
- 6.62 In answering a query raised in the GLA stage 1 response the applicant has confirmed that the Noise Exposure Category (NEC) of the site is predominantly A and B, rising to NEC C & D adjacent to the rail line. However with the incorporation of mitigation measures to windows this is not considered to adversely impact on the quality of accommodation provided for future occupiers.
- 6.63 In terms of vibrations the Environmental Health team has confirmed that the measurements provided within the report satisfy DP28. External noise sources, identified as a possible heat and power system, have also been referred to in the report. The noise rating level the plant must achieve, operating on an aggregate capacity, is confirmed. Such information is also considered to be satisfactory by the Environmental Health team.
- 6.64 Thus the noise report has sufficiently demonstrated that noise and vibration will be within acceptable levels. A number of conditions are however recommended which will seek to ensure the development protects the amenity of nearby residents and future occupiers of the proposed development.

Air Quality

- 6.65 The applicant has submitted an Air Quality Assessment which describes existing air quality in and around the site, considers the suitability of the site for the proposed uses and assesses the impact of construction activity on local air quality. The report identifies that the main air pollutants of concern relate to traffic and rail emissions are nitrogen dioxide and fine particulate matter, whilst for construction activities they are dust and fine particulate matter. A variety of mitigation measures are recommended by the report. The assessment has been considered by specialist officers, who are satisfied that the overall impact of the development will not be detrimental to local air quality once completed.
- 6.66 However, the site has been classified as high risk for the impacts from demolition and construction dust, given the large site area and being surrounded by residential areas. As such, during the course of the application a real time dust-monitoring plan in line with Camden's monitoring protocol has been agreed with the applicant. This includes measures such as dust monitors being in place prior to the start of works to first establish base levels and then assess the impact of the proposed development. If trigger action levels are exceeded measures are in place, including stopping activities until the problem is mitigated. The measures within the dust monitoring protocol will be secured via condition to ensure compliance with policy DP32 in order to protect future residents and existing nearby occupiers.

Contaminated land

- 6.67 The application site is identified as potentially suffering from ground contamination. The applicant has submitted a Geotechnical and Geo-environmental report as part of the supporting information associated with the application which confirms presence of local soil contamination. More specifically this comprises lead and hydrocarbons and although not seriously impacted the report recommends further testing once the site is cleared. Further monitoring is also recommended in relation to gas contamination and soil disposal. The report has been duly considered by the Council's specialist contaminated land officer, who accepts that an adequate level of documentation has been provided. In order to protect future occupiers and existing nearby occupiers from the possible presence of ground contamination conditions are recommended to be attached as appropriate to ensure a programme for the necessary mitigation and to address any further contamination that may be uncovered whilst the development is implemented.

Design

Context

- 6.68 The area of Lismore Circus in Gospel Oak was originally laid out to a typical Victorian suburban form of low rise terraces and villas. After the Second World War the Council undertook comprehensive redevelopment of the area leaving only a handful of historic properties around the listed St Martin's Church on Vicar's Road, a Victorian church in medieval style, finished in Kentish Ragstone (Grade I listed). These include brick townhouses at 51, 52 and 20 Vicar's Road and the Grade II listed French School, also in Kentish rag.
- 6.69 BLR is currently occupied by four story concrete buildings which form three courtyards. The buildings are in poor condition, as already discussed in section 2. To the west are similar properties (Wendling), albeit in better condition. The 22 storey Bacton Tower sits to the north. DHO shares a triangular site with a school and residential properties.

General approach

- 6.70 The general approach to redevelopment encapsulates the spirit of the London New Vernacular movement. This approach values traditional London streets activated by many front doors. Communal corridors are kept short with more cores resulting in many entrances and more dual aspect. Facades are modest and aim to be timeless, employing good quality brick and elegant proportions. The buildings are also legibly domestic, with a traditional residential balance of solid to void and pitched or profiled roofs, even on the apartment block elements.

Layout

- 6.71 The BLR site will be formed of two street facing perimeter blocks (Blocks D&E and F). A new pedestrian link east-west through the site between the junction of Wellesley Road/Vicar's Road and Haverstock Road will be placed between the two blocks, widening out towards the church offering significant new views and improving the setting of the church at this point. This tying-in with the historic

elements is considered to be very positive in providing a legibly and characterful environment that will help install a sense of place. The new pedestrian link also provides a direct extension of Vicar's Road through to Haverstock Road, thus providing easier links through to Malden Road. Properties on the east-west link have been kept lower so it is more constant with Vicar's Road. The perimeter blocks have entrances on all external elevations and contain both private and shared private gardens within their courtyards.

6.72 The DHO site shares a narrow piece of land with retained buildings and so the layout approach is less comprehensive and looks to weave new buildings into the existing urban pattern. Where possible these new buildings have road frontages. However as the site is bounded by a railway to the north, this is not possible in the central section of the site, where new houses (Block B1) will be placed behind road frontage buildings. These rear houses and maisonettes form a mews style row of three to four storeys running parallel to the tracks and sitting behind proposed communal gardens / play space at the front. On Wellesley Road a five storey apartment block would address the street (Block A). An apartment block on the eastern point rises from five storeys through six to an eight story element at the corner junction of Vicar's Road and Grafton Road (Block C). Two additional houses would be located on Vicar's Road where they form a contextual relationship with the existing houses, French school and church (Block B2). Like the enhanced setting delivered by the BLR element these houses are considered to further add to the sense of place around the church.

6.73 The rear houses (Block B1) and the garden are accessed at two points, one on Vicar's Road and the other on Wellesley Road. Both are proposed to be gated for security. On Wellesley Road the entrance would be through a separate entrance in the apartment block. The bin and bike stores will also be located in the ground floor of this block. A secondary entrance gives direct access into the communal garden for future residents.

Height and Massing

6.74 In the BLR site the two new perimeter blocks are made up of elements of different heights depending on their use and contextual relationships. There are houses of three to four storeys and apartments of five and six to eight storeys. All roofs are pitched or stepped.

6.75 The taller elements are six storeys high across their whole footprint, with seventh and eighth storeys sitting within the pitched elements. This approach is considered to be effective and appropriate in reducing the sense of scale, helps to relate the different heights of buildings into a cohesive whole and reflects a strong domestic character. These taller six to eight storey elements are located along the east (Wellesley Road) and west (Haverstock Road) sides of the perimeter blocks with lower elements on the north (opposite Bacton Tower) and south (on Wellesley Road opposite the Elderly Person's Home) frontages.

6.76 The taller elements also slope in height away from their gable ends, so that their lowest height is expressed on their end elevations. This aids what is considered to be a comfortable transition in height with other buildings, existing and proposed. For example Block D drops to five storeys at its corner opposite the church. The scale drops down to six storeys to the south of Bacton Tower within Block F2 and is

five storeys within Block F4 to mitigate against any canyon effect between the two buildings. Flats in the tower face east or west (or are dual aspect at the corners), so the impact of new development to the south on outlook is considered to be limited.

- 6.77 The buildings of the DHO site have small footprints and are prominently lower than the BLR site being of three, four and five storeys. The exception to this is Block C which rises to eight storeys. The eastern end of the DHO comes to a sharp point between the railway cutting and Vicar's Road. Here the context opens out, with a less defined structure in terms of street pattern. The railway creates a gap in the townscape, while the road junction again creates space. In townscape terms, it is considered to be an appropriate location for a taller building, while its separation from existing buildings via the railway and junction means it would have what is considered to be a limited impact on amenity of existing properties. Furthermore the land here is two metres lower than Wellesley Road and Vicar's Road junction, and three metres (one storey) lower than the most western proposed house on the DHO site.
- 6.78 However it is also recognised that for a successful building consideration must be given to the setting of the church and the historic cluster on Vicar's Road, together with the desirability of providing a characterful and coherent quality to Vicar's Road (and its extension through BLR). The proposal is considered to achieve this. The approach taken is viewed to be thoughtful and successfully addresses the transition from three storey houses proposed close to the church, to the eight storey height at the corner. Rather than being read as a single block, Block C is formed of three distinct bays of modest width, each with a shift in façade alignment and roof profile. The building steps away from the church, the closest element being five storeys, then second six and the final corner element eight. This variation in height is considered to reinforce the perception of smaller footprint buildings, which is particularly successful in street views eastwards where they are seen in succession, with the shorter elements in the foreground mitigating against the increase in height. The introduction of a recessed two storey plinth of darker brick again visually reduces the scale of the building. The key to the contextualisation of the eight storey element is that it is very slender, being only one flat in size, or a quarter of the overall building footprint. This narrowness means that it would not be considered to compete or dominate the church tower, or block out or impose in views in a significantly harmful manner.

Setting of church

- 6.79 One of the key urban design objectives is to enhance the setting of the grade I listed church and its presence. The layout of buildings and spaces are regarded to make the church feel more of a central focus within the wider townscape. The extending of Vicar's Road, which widens out in relation to the church, provides significant new views towards the church and its tower.
- 6.80 There have been concerns raised that Block C would inhibit views of the church. For example, at present the church tower can be seen from Grafton Road as one approaches the railway bridge. It is noted that the existing two storey workshop buildings on the DHO site, which sit in the foreground, currently obscure the body of the church. It is acknowledged that Block C would remove this view, however it is considered to be an incidental view of the top half of the tower only, and the

church would be still be seen by anyone walking this route as they reach the junction of Vicar's Road further to the south. Similar conclusions are reached at other points, such as the impact of Block A from Lismore Circus and Lamble Street. It is also noteworthy that it is not the eight storey element that blocks the view at the point to the north of the railway bridge on Grafton Road, but the lower five storey part of Block C. Furthermore a building as low as three to four storeys would also have the effect of blocking this view. It is thus concluded that the loss of the momentary view is not significant enough to prevent development on this end of the site, while the proposals at BLR result in an overall enhancement of views of the church.

- 6.81 Concerns have been raised about potential loss of light penetration through the west windows of the church nave, negatively impacting on the setting of the church. They are plain glass windows made up of small rectangular panes set in lead comes at this point. It is acknowledged that the building heights would increase across Wellesley Road from the church, given that Block D1 rises from five to seven storeys in comparison with the existing four storey building. However it is considered that the nature of the urban design approach, which lowers the height towards the Wellesley Road/Vicar's Road corner, and opens up a western pedestrian link through the site, coupled with the height of the west windows and their distance from the development (minimum 22m), would not result in a reduction of light that would be substantially harmful to the significance of the building.
- 6.82 Although there are no scientific tests for measuring sunlight penetration within a building of this nature, the applicant has during the course of the application studied the effect further by adapting overshadowing software to measure sunlight availability along the aisle all the way up to the altar on the Spring Equinox and Summer Solstice from the west window in isolation (not taking into account light from other windows). The results show that at the Summer Solstice there will be no loss of direct sunlight along the full length of the aisle. At Spring Equinox there will be a minor loss of sunlight at the western end of the aisle, closest the window, but the amount of sunlight received at the eastern end of the aisle, including the altar, will remain unchanged. On this basis, and mindful of the aforementioned factors, it is therefore considered in overall terms from a design perspective that the proposals would not be harmful to the overall setting of the church and in a number of ways the setting would be enhanced.

Detailed design

- 6.83 Entrances to the flats are two storeys in scale with lots of glazing and wooden frames. Houses are similarly treated, but of a single storey, with a vision panel to the side. The ground floors have appropriate domestic boundary treatments of low walls with low railings on top. Balconies are generous, and roof gardens have been provided where possible. The roof terraces cut into the sloping roofs are viewed to be successful in marrying the desires for both amenity and pitched roof forms.
- 6.84 The buildings will be clad in a palette of four bricks with aluminium windows and timber entrance enclosures. Returns and soffits of recesses and balconies will be in the same bricks, giving a robust consistency to the buildings. The facades would be given relief through good window proportions, depth and a variation in brickwork

pattern to include flat and textured bonds, areas of vertical bed joints, and areas of hit and miss brickwork.

- 6.85 The use of cross laminated timber (CLT) is currently being explored by the applicant for use for the structural frame and key party walls. CLT is a similar product to Glulam (Glue Laminated), which has been used to make structural beams in this country for many years. Both products are made from sheets of plywood laminated together to reach a desired thickness. With Glulam the grain of the plywood is aligned in the same direction, to reflect the structural properties required of beams. With CLT alternate sheets are turned through 90 degrees to create a product which performs equally in any direction. This makes it an ideal product for walls, floors and roofs. In simple terms the way CLT is used is comparable with how the construction industry uses pre-cast concrete. The attraction of CLT is that it can directly replace the concrete or concrete block elements in traditional masonry construction, with all the other materials, process and methods being familiar and expected.
- 6.86 The taller buildings express the two storey plinth and a two storey roof zone, reducing the visual scale of the buildings and providing architectural hierarchy. There are deep balcony cut-outs to aid massing.
- 6.87 All the houses are considered to have been designed thoughtfully and appropriately, are clearly legible, with strong party wall rhythms, within the London tradition. The half width storey at roof level again reinforces the individual houses and gives a characterful skyline.
- 6.88 Various conditions relating to materials and details are recommended to be added to ensure the high quality detailed design envisaged is achieved in the built scheme.

Community Safety

- 6.89 In advance of the submission of the application the applicant has discussed the proposals with the Crime Prevention Design Advisor, who is supportive of the various design, layout and access measures incorporated into the proposals. The proposals in overall terms seek to ensure that the scheme meets Secured by Design standards, whilst also complying with CS17 and related LDF policies and guidance. In this location matters involving security, surveillance, public safety, crime and fear of crime and anti-social behaviour are recognised to be particularly pertinent with existing residents, as identified in section 2 of this report. As such the proposals have been carefully considered with this context in mind.
- 6.90 One of the elements of the overall strategy is the incorporation of a gated entrance to the DHO site on Vicar's Road. This consists of a gate set back from Vicar's Road between Blocks B2 and C, to provide access to future residents of Block B1. Blocks A, B2 and C will have access from the street and are not impacted by this element of the proposals, but owing to the location of Block B1 an active street frontage is not possible. The gates span a width of 10m and would be 2.5m in height and allow fob access into the space for residents only.

- 6.91 The applicant, together with the Crime Prevention Design Adviser, considers the provision of this gated entrance is the most appropriate urban design solution in the particular circumstances of this site. In particular the need for the clear separation of the public and semi-private communal courtyard/play space is considered necessary. Without the gated entrance the applicant outlines that the communal space and buildings will be at risk of vandalism. Moreover the future residents of Block B1 will be at risk of crime (and fear of crime), community safety and anti-social behaviour, which could lead to residents seeking to incorporate target-hardening measures such as ground floor grilles to windows/doors. Most importantly in this resident led regeneration proposal the applicant outlines that existing residents of BLR are very much in favour of the gating proposal.
- 6.92 The proposal for gating is set against the guidance within CPG1 which outlines that gating should be seen as a last resort and that public accessibility combined with good design, lighting and the use of CCTV can enhance community safety. Moreover the proposal is a new development, rather than reacting to an existing situation to install gating to a site. In assessing this element of the proposals it is acknowledged that there are a number of competing demands and a balance needs to be struck between the site specific circumstances and the guidance within the LDF and supporting CPG. In particular it is considered evident from the work undertaken by the applicant that future residents of Block B1 are strongly in favour of a gating solution. It is also acknowledged that the DHO site is inherently difficult to provide a simple urban design solution owing to its shape and relationship with the existing neighbouring context (railway to the north, buildings along Vicar's Road not part of this application). As such, in overall terms it is considered on balance that in this specific instance the provision of a gated entrance is an appropriate design solution, to be used in conjunction with lighting and CCTV which will be secured via condition.
- 6.93 In addition the applicant has indicated that as part of the proposals the design of the gate will be subject of a local competition and thus details of the exact design will be secured via condition. The intention is for this to act in helping bringing together the new community, create a sense of identity / civic pride and make a positive contribution to the environmental quality of the space at this point. The applicant has put forward a financial contribution of £40,000 towards this public art, which is considered appropriate for this element of the scheme. This will be secured via shadow S106 / condition, in line with CPG8 Chapter 5.
- 6.94 Linked to this the applicant was originally proposing for this gated entrance to be the sole access point for future residents of Block B1. During the course of the application a second secure access point has been incorporated through Block A (Wellesley Road) to provide an alternative means of access for occupiers of Block B1. This is considered from a community safety and urban design perspective to be advantageous in comparison with a single entrance, by way of providing an alternative point of entering/exiting the site for residents in case of an emergency or crime/anti-social behaviour at a single access point. The second access point is 4m in width, has street presence from Wellesley Road and by being located through the middle of Block A will be visible from properties within Block B1. Community safety officers have confirmed that this second entrance provides a suitable solution in providing alternative access to the site. The applicant has also indicated

that lighting and CCTV will be incorporated into the proposals at this point, as per a recommendation of Community safety officers. CCTV and a lighting strategy applicable to the scheme as a whole will be secured via condition.

- 6.95 In relation to other matters the scheme is considered to respond successfully to provide appropriate security and community safety measures to both the built form and spaces. For example recesses have been prevented where possible, the majority of residential units have front doors and where corridors are provided these are kept short. In relation to the semi-private communal play spaces these are overlooked by numerous residential units in order to create natural surveillance at these points. Thus in overall terms the proposals are considered to be satisfactory from a community safety perspective.

Landscaping, trees, open space, biodiversity and nature conservation

Context

- 6.96 The site and surrounding area is characterised by its open spaces and tree cover. To the south of the site is Gospel Oak Open Space and to the north is Lismore Circus Gardens (registered under the London Squares Preservation Act 1931). Hampstead Heath is also around 500m to the north of the site. Within the BLR part of the site there are a number of open spaces/courtyards which serve existing residents. The open space in the north east corner of BLR and the courtyard to the north are currently grassed open spaces with trees present. The two southern courtyards with BLR have a higher level of hard surfacing and incorporate play equipment. The DHO site lacks any significant open space, but importantly Vicar's Road includes a group of London Planes.

Trees / open space

- 6.97 The aforementioned open spaces and large trees around the site and surroundings provide a range of environmental and social benefits. A number of trees are proposed for removal, while the scheme will also result in the loss of the existing courtyards/open spaces. The proposed strategy is to replant/mitigate tree loss with new planting.
- 6.98 Most of the trees for removal are currently located in internal courtyards and are not easily visible from the public realm. The perimeter trees are considered the key trees within the development area (in terms of visual amenity), although all trees provide benefits in terms of canopy cover, urban cooling, green infrastructure and biodiversity. Of these perimeter trees two key trees are to be removed, both mature Norway Maples. Although it would be preferable to retain these trees and incorporate them into the development (including the greenspace they are located within to preserve the green infrastructure qualities of the site) it is acknowledged and accepted that this would mean a significant reorganisation of the proposed blocks. As such, the wider regeneration benefits of the proposals result in this loss being considered appropriate.
- 6.99 There are a group of London Planes along Vicar's Road which potentially could be affected by the development. These trees have developed as a group and are

considered to make an important contribution to the visual amenity and character within the streetscape. It was originally proposed to remove the far left tree to accommodate two new houses (Block B2). It was considered the impact of this would have been detrimental to the group as a whole. Partly as a result of this (also owing to amenity considerations) the proposals have been revised to set the block back from the road frontage to allow the retention of this tree. Some reduction works will be required but the general shape of the tree can be preserved.

- 6.100 Further arboricultural information has been submitted to demonstrate this tree can be retained. The information is considered sufficient to demonstrate that the London Plane near to Block C (the far right tree) can also be retained, albeit in a reduced state. The building comes within relatively close proximity to this tree and limbs will need to be reduced to accommodate it and to prevent future encroachment. However it is considered the tree will tolerate this level of pruning and will still contribute to the overall form of the tree group. It is recommended conditions are attached to any planning permission requiring tree protection plans and method statements, details of foundations where they affect trees and details of service locations.
- 6.101 In terms of open space, the proposed development layout of the development allows a new east-west pedestrian route through the site (c. 950m² in area). This will give the perception of the site being more open in character and will provide a level of public open space, which is a strongly supported element of the scheme. This is complemented by, where possible, strips of public space between adopted footways and the boundary of residential properties (e.g. the south side of Wellesley Road).
- 6.102 In addition, two courtyards and a mews court will be provided within the site surrounded by Wellesley/Haverstock Road (BLR part of the site) and a new space created within the DHO site, complimented by a small square between Blocks B2 and C. Each of these spaces will be communal areas for future occupiers only (thereby semi-private) and not be publicly accessible open space, similar to the existing arrangement. The courtyard spaces are smaller in overall terms than the existing spaces and a higher number of people will be utilising them. However, in order to incorporate the level of development/number of units on the site to make the scheme financially viable the courtyards are the maximum size possible. In addition, significant balconies/terraces, private gardens and shared roof gardens will be provided to allow more useable space. As the site is located within close proximity of existing parks/open spaces to both the north and south of the site, the on-site provision is considered in overall terms to be appropriate, complementing the existing nearby provision. Moreover, in comparison with the existing quality of space, the proposals are considered to represent a significant improvement in terms of functionality and have been developed with other considerations, such as wider urban design and community safety factors in mind to provide an integrated approach with the end-user in mind.
- 6.103 In terms of children's play space the GLA has confirmed that sufficient on-site space is provided. This comprises the semi-private courtyard/garden spaces within each phase, which are shown to include child play facilities, and is also complimented by the private balconies, private gardens of individual units and

semi-private roof gardens. This is detailed within the updated landscape strategy (which details that over-provision is catered for both Under 5's and 5-11 year olds in the DHO and BLR parts of the site with the overall child yield anticipated to be 133).

6.104 Matters relating to the shadow S106 / condition for public open space are discussed separately in a later of the report.

Landscape design

6.105 In overall terms the landscape design is generally considered to be largely appropriate and the new tree planting proposed should help mitigate those lost and over time reinstate canopy cover, providing the right species are selected. However, there are detailed areas where officers consider it beneficial if the proposals are worked up further in order to achieve the best possible landscape design for the long term benefit of the site. As such the landscape details shown on the plans are not final and the overall landscape design will be secured via appropriately worded conditions. Such an arrangement is considered to be appropriate and the applicant is fully aware of this context.

6.106 Regarding the amenity spaces, there are three main landscaped areas proposed within each phase, although the proposals are presently shown to incorporate a greater proportion of hard landscaping / lower proportion of soft landscaping than officers considered appropriate. Thus the detailed condition will seek for full details in this regard and the applicant has been advised that it is sought for as much greenspace as possible to be incorporated.

6.107 In terms of sustainable drainage, hard landscape areas should have the ability to drain into planting beds. Some redesign of these areas is likely to be required in order to achieve this and to provide further biodiversity enhancements. This will be covered by the aforementioned conditions.

6.108 The pedestrian routes through the site have the opportunity to incorporate a higher level of planting than presently shown and this will be explored further through condition, albeit it is recognised that the applicant has incorporated more soft landscaping measures in the revised details submitted during the course of the application. However, for example, the raised planters are not ideal in the east-west route as they require maintenance and irrigation. Planting at ground level is preferable in the public space which will promote healthy tree growth and provide areas for surface runoff to naturally drain. It is considered soft landscaping at ground level can be provided here and the area of provision can be increased. This detail can be further dealt with through the landscape condition. Thus in overall terms full landscape design details will be required by condition to ensure large canopy trees are incorporated into the scheme and to ensure sufficient biodiverse planting and greenspace / soft landscape / natural play place is provided. Furthermore the species selection and surface treatment can also be dealt with through the landscape conditions.

Biodiverse roofs/other biodiversity enhancements

6.109 Regarding green/brown roofs, the design and access statement demonstrates that 30% of roof space will be biodiverse. This is welcomed in principle with the exact details to be secured via condition. The applicant has also indicated that bat/bird bricks will be incorporated into the proposals. A condition is recommended to be added to any permission securing the details in this regard, as discussed further in the nature conservation section below.

Nature Conservation

6.110 Owing to the nature of the proposals and the application site area the applicant has submitted an Ecological Extended Phase 1 Habitat and Protected Species Survey. Based on an initial assessment by the Council's Nature Conservation Officer the report by the applicant has been revised to comply with CPG3 requirements, most notably contact with Greenspace Information for Greater London (GiGL) has now been undertaken and more specific recommendations to contribute to biodiversity or green infrastructure enhancements are made. More specifically the report makes what are considered to be appropriate recommendations in respect of living roofs, bat and bird boxes and landscaping. Such measures will be secured through appropriately worded conditions.

6.111 In addition the applicant has also submitted a separate Bat survey report which details that no roosting bats were identified within trees or buildings in the site boundary or immediate surroundings. A limited number of foraging bats were identified in the area. The implementation of the development during daytime hours and the living roof, bat and bird boxes and landscaping conditions referred to in the previous paragraph will satisfactorily mitigate this potential impact on bats in the area.

Amenity of existing nearby occupiers

6.112 The proposed scheme has been considered to take into account the amenity of existing occupiers which are outside of, but close to, the application site. In overall terms it is considered that the amenity of existing nearby occupiers will not be significantly harmed by the proposed development.

Overlooking / loss of privacy

6.113 Considering first the DHO part of the site, there is potential for overlooking and a loss of privacy from the proposals to the existing properties along Vicar's Road. CPG notes good practice is for an 18m distance between directly facing windows of different units. On the north side of Vicar's Road is the three-storey Vicarage (corner of Vicar's Road and Wellesley Road), 24 Vicar's Road (a four-storey block of flats), the three-storey French School and 20 Vicar's Road (two storey dwellinghouse). On the south side of Vicar's Road is St Martin's Church, 51&53 Vicar's Road (two-three storey dwellinghouses) and 1-49 Vicar's Road (four storey block of flats). In addition, to the north beyond the railway line is Barrington Close and to west is the 22-storey Bacton Tower.

6.114 Regarding the Vicarage and 24 Vicar's Road, the south elevation of Block A includes windows which would directly face these buildings at a distance of 13.2m

and 14.6m respectively. At either end of the south elevation of Block A are external terraces, which are east and west facing. Owing to the distances involved a condition will be added seeking for details of obscure glazing / privacy screens as appropriate to be provided to maintain the privacy of existing occupiers. In terms of the French School there is a blank façade facing the application site, downplaying any overlooking concerns at this point. Turning to 20 Vicar's Road, the scheme has been revised during the course of the application to remove windows from the west side elevation of Block B2 facing this property. As such no significant overlooking is envisaged. The distance of 21m between the south elevation of Block B2 and 49&51 Vicar's Road is sufficient to maintain privacy at this point. Similarly there is a sufficient distance of 18.2m, rising to 25m, between Block C and 1-49 Vicar's Road. The distance between the north elevation of Block B1 and Barrington Close is 34m, between the west elevation of Block A and Bacton Tower a minimum of 24m, and the south elevation of Block A and St Martin's Church 45.2m. Thus no significant overlooking at these points are anticipated.

- 6.115 Turning to the BLR part of the site the surrounding buildings comprise the aforementioned Bacton Tower to the north and Vicarage / St Martin's Church to the east, together with the four-storey 2-104 Wellesley Road also to the east, the two-three storey Wellesley Road Elderly Person's Home to the south, the predominantly four storey Wendling flats to the west and the Gospel Oak Family Health Centre and Day Nursery to the north-west.
- 6.116 In terms of Bacton Tower, the distance between the north elevation of Block F2 and the south elevation of Bacton Tower is a minimum of 15.8m. However, the proposed building predominantly follows the footprint of the existing BLR block at this point, which is four storeys in height. As such, given the minimal shortfall in the distance below the 18m good practice distance and the existing context this element is considered satisfactory. With regard to the east elevation of Block F4 and the west elevation of the Vicarage the distance is a minimum 14.4m. However in this instance the distance is at an angle and this downplays any significant harm at this point. Between the east elevation of Block D1 and St Martin's Church / 2-104 Wellesley Road the distances are a satisfactory 22m and 18m. Between Block E3 and Wellesley Road Elderly Person's Home there is a minimum distance of 16.8m, but the existing context of BLR again means there is not considered to be a harmful increase in overlooking at this point. The distance between Wendling fronting onto Haverstock Road and the west elevation of Blocks E1&2 will be a minimum of 16.8m. However the existing context of BLR is again considered to mitigate any significant harmful impacts occurring. A 19.8m distance separates Gospel Oak Family Health Centre and Day Nursery and the west elevation of Block F2, which is a sufficient separation.

Outlook / sense of enclosure

- 6.117 It is acknowledged that at various points across the site the height of development is increasing in comparison with the existing situation. Most substantially Block C is part five, six and eight storeys in height in comparison with the two-storey workshop buildings and Block A is five-storeys as opposed to the current three-storey DHO building. Furthermore Blocks D, E and F vary in height from two storeys, are predominantly five to six storeys and are up to eight storeys at certain points in

comparison with the predominant four-storey current arrangement. As such outlook matters are a consideration in the proposals, to ensure existing residents do not suffer an overbearing sense of enclosure. In overall terms it is considered that, given the existing context and importantly the distances between buildings identified in the overlooking section above, the proposals would not lead to such a sense of enclosure for existing nearby occupiers to warrant a sustainable reason for refusal of the application on this basis. With specific regard to the impact from the western windows of the church, the 22m distance and the stepping up in height of Block D1 away from the church sufficiently mitigates any significant level of harm at this point. With regard to views, in particular those raised from Bacton Tower occupiers during the public consultation process, CPG6 is clear that the specific view from a property is not protected and this is not a material consideration.

Daylight / sunlight

- 6.118 The applicant has undertaken a Daylight and Sunlight study in respect of the impact of the proposals on neighbouring properties and also provided additional information during the course of the application. Considering first daylight matters the BRE recognised vertical sky component (VSC – test is not less than 27% and not less than 0.8 times its former value), average daylight factor (ADF – test is more than 2% for kitchens, 1.5% for living rooms and 1% for bedrooms) and no sky line (NSL – also known as daylight distribution - test is loss must be not less than 0.8 times its former value) calculations have been made. In terms of sunlight the BRE recognised annual probable sunlight hours (APSH – test is more than 25%, of which 5% during winter) test has been undertaken. The applicant has assessed all of what are considered to be the relevant neighbouring residential properties, with the exception of 1-49 Vicar’s Road, where an indicative daylight assessment has been made during the course of the application.
- 6.119 Considering first the indicative daylight assessment to 1-49 Vicar’s Road, survey data was not measured at the time of the rest of the survey as the specialist consultant (GVA) of the applicant did not consider it necessary and on the basis of their professional view it was “clear that sufficient daylight would pass around the new structure”, this structure being the part five, part six, part eight storey Block C. However, officers have sought for a full survey to be undertaken to allow a technical assessment to be made, given that 1-49 Vicar’s Road is nearby to the application site to possibly be adversely impacted and opposite the tallest part of the proposed scheme (which is presently a two-storey workshop building which is set back from the building line of the proposed Block C). The applicant has indicated that there has been insufficient time to undertake a full survey and instead has provided an indicative assessment.
- 6.120 More specifically, the indicative calculations are based on estimated measurements and dimensions from the periphery of the survey undertaken and Ordnance Survey data. Three ground floor (where lighting levels will be lowest) test rooms have been calculated, one at either end of the north elevation of 1-49 Vicar’s Road and one at the centre to provide indicative VSC, NSL and ADF calculations. This shows in terms of VSC the proposed figures will be below the required 27% within the central and western end ground floor windows and the overall percentage loss is above the 20% maximum. However, this is mitigated by the proposed VSC figures (ranging

from 25.28% to 26.08%) being only marginally below the 27% figure which provides a sufficient level of daylight. Moreover, the ADF figures demonstrate a good level of internal daylight will be achieved (figures range from 3.3% to 3.85%, far exceeding the required amounts) and the NSL losses are below 20% in two of the three rooms. In the central room the loss would be 24.27% but 74.89% of the room would continue to receive sufficient daylight. Hence in overall terms the indicative information is satisfactory. With regard to sunlight, it is considered an assessment is not required as the windows facing the application site do not face within 90 degrees of south.

- 6.121 On the basis of the indicative results it is considered likely that sufficient daylight will continue to be enjoyed by occupiers of 1-49 Vicar's Road. However, a degree of caution is noted owing to the indicative nature of the information provided by the applicant. Officers have requested for the building to be subject to a full survey to provide accurate results over and above the indicative results provided. It is anticipated that these will be reported in the supplementary agenda to provide definitive conclusions on this matter.
- 6.122 In respect of the residential buildings where a full survey has been undertaken these are considered in turn. In overall terms there are acknowledged to be some small shortfalls, but given the context of the urban setting of the site and the existing buildings the proposals in overall terms are considered to be satisfactory in not resulting in a significant loss of amenity for neighbouring occupiers.
- 6.123 Considering first the daylight within Vicar's Road properties it is shown at the Vicarage that there are likely to be reductions in terms of the VSC, with the 27%/0.8 test failed in most instances. However the NSL figures are satisfactory barring two single aspect bedrooms at first and second floor level. In both instances the ADF test will be above 1% (1.46% and 1.58%) and hence the proposals are considered to be satisfactory in respect of this property. With regard to 24 Vicar's Road, all windows barring one at ground floor level will suffer a reduction in VSC to below 27%, but the overall value will not be below 0.8 in any instance. One window at first, second and third floor level fails the VSC 27%/0.8 test, but the NSL loss is satisfactory in this instance. Thus the proposals are satisfactory for 24 Vicar's Road. At 20 Vicar's Road, after a fully accurate survey was carried out during the course of the application, only two kitchen windows fail the VSC 27%/0.8 test. In this instance the VSL figures shows that more than adequate daylight distribution is retained in this room. Moreover all ADF figures are above the minimum requirements meaning no significant loss is anticipated at this point. Finally in terms of 51&53 Vicar's Road, the ground floor living room windows fail the VSC 27%/0.8 test, but pass the NSL and ADF tests resulting in no significant impact being envisaged.
- 6.124 Turning to 2-104 Wellesley Road there are numerous instances where the VSC 27%/0.8 test and NSL 0.8 test is not satisfied. This is predominantly at the northern end of the block adjacent to Block D2. However, in all instances the ADF will be above the 2% and therefore in overall terms a satisfactory level of daylight will continue to be enjoyed by occupiers. At Wellesley Road Elderly Person's Home there are a number of windows which fail the VSC and NSL tests, but all apart from four windows pass the necessary ADF. As such there are concerns over four

windows, two at ground floor and two at first floor level. However these are set within recesses and understood to be non-habitable in nature. Given this context no significant concerns are raised. At 58-74 Haverstock Road (Wending) in the majority of instances the VSC and NSL tests are failed. However, in this instance the ADF figures are all comfortably above the highest 2% requirement for kitchens. At Bacton Tower the majority of rooms pass one of the two VSC tests, but there are some exceptions. In these instances all but two second floor kitchen windows pass the NSL test. Within these two kitchens the ADF is above 2% and hence the daylight test is satisfied.

- 6.125 With regard to sunlight considerations the report demonstrates that in terms of the Vicarage, 24 Vicar's Road, 20 Vicar's Road, 51&53 Vicar's Road, 2-104 Wellesley Road, Wellesley Road Elderly Person's Home and Bacton Tower the BRE guidelines in terms of APSH are fully met. With regard to 58-74 Haverstock Road (Wending) the results show that there will be some shortfalls. However in all instances this occurs to one window within rooms with more than a single window and in all instances at least one window in each room meets the standard. As such this shortfall is not considered to be significant and hence the proposals in overall terms are considered to be satisfactory in terms of sunlight impacts on neighbours.
- 6.126 Separate from the residential buildings considered, concerns have been raised as a result of the public consultation as to the impact on light within St Martin's Church. The design section of this report considers this information. It is however reaffirmed that the analysis provided by the applicant, together with the significant 22m between the west windows and Block D1 (which lowers in height towards the Wellesley Road/Vicar's Road corner, and opens up a western pedestrian link through the site) is considered satisfactory in maintaining a sufficient amount of light to the church.

Other matters

- 6.127 In respect of noise and disturbance, air quality and contaminated land matters, these have already been discussed in the housing section above (and the transport section below regarding the construction management plan) and have been considered on the basis of impact on existing nearby occupiers and future occupiers equally at this point. With specific regard to the construction management plan, please see the transport section below for details.

Basement impact and flood risk assessment

- 6.128 The proposals include only one substantial area of basement level works, that being a 34m wide, 18m in length area within phase two of the scheme in an area adjacent to Haverstock Road and the proposed east-west link through the site. Within CPG4 Wending estate along Haverstock Road is identified as having experienced flooding in 2002, which is the area adjacent to where the proposed basement is located.
- 6.129 This basement area is a single storey in depth, providing a storage area for bulky waste, cycle storage, plant and associated services. The total depth of the basement is shown to be 6m, although the floor to ceiling height of the space is

4.6m. It is also likely that some limited excavation works (to around a depth of 1m) will take place throughout the site as part of the redevelopment proposals, associated with the foundations and services required for a scheme of this nature.

- 6.130 On the basis of the excavation proposed and the existing site constraints the applicant has submitted a comprehensive Basement Impact Assessment (BIA), in line with policy DP27 and CPG4. The BIA follows the standard approach for considering basement proposals, first answering the various screening questions before investigating those matters which the screening stage has identified as requiring further consideration.
- 6.131 The screening results indicate that there are no matters which requires further investigation from either a surface flow and flooding or subterranean (groundwater) flow perspective. Within these results it is identified that historically a former tributary of the River Fleet flowed north to south across the site until it was culverted in the late nineteenth century and the route was completely severed by the rail cutting at the northern boundary of the site. In terms of slope stability considerations the screening results have identified that the proposed works are within 5m of a highway and pedestrian right of way, adjacent to a railway cutting, will involve trees being felled and the site is underlain by London clay.
- 6.132 As part of the wider preparatory works at the site a phase 1 geo-environmental desk study and preliminary intrusive ground investigation works (boreholes, soil sample testing and ground gas monitoring) have been undertaken. These works have confirmed that the site comprises of 0.9m-2m of made ground and thereafter is London clay, down to the depth 20-30m (the depth the nine boreholes were drilled). During drilling a small seepage of water was found in one borehole, while after monitoring groundwater was identified at depths of between 1.59m and 9.55m, although these are explained to be discrete minor volumes of water.
- 6.133 With this in mind the BIA was progressed to the scoping stage and it is shown that the foundation and basement construction across the site will use well established techniques of load bearing piles to minimise ground/groundwater movements and no dewatering is anticipated as the proposals are unlikely to significantly affect the groundwater regime in the area. Ground stability involving the basement will be ensured by sheet piling and the foundation design has been considered with the identified rail and tree constraints in mind. Adjacent to the rail line foundation loads will be transferred by load bearing piles to strata below the base of the cutting. For trees the foundations will cater for moisture related ground movements. As such it is considered that the BIA has sufficiently demonstrated that the proposals will not cause harm to the built and natural environment and local amenity nor result in flooding or ground instability.
- 6.134 However, the BIA does conclude by noting that it is assumed that full time and appropriate supervision is provided on site at all times including during the piling, excavation and construction works. In light of this and the known context of the site being located within an area comprising all three of the hydrological constraints and neighbouring Wendling having been flooded in 2002, it is considered necessary to impose a condition seeking to ensure a suitably qualified chartered engineer with

membership of the appropriate professional body has been appointed to supervise the construction works throughout their duration.

- 6.135 Intrinsically linked to basement considerations, the applicant has submitted a Flood Risk Assessment owing to the size of the site. This details that the site is not within a high risk flood area and the reconstruction of the existing drainage system to facilitate the proposed redevelopment will marginally reduce the flood risk in comparison with existing. The Environment Agency has confirmed satisfaction that surface water run-off will be significantly reduced as a result of this development. However a condition is requested to ensure that the scheme is built in compliance with the Flood Risk Assessment and thus prevent the increased risk of flooding and improve water quality, habitats and amenity.

Transport

- 6.136 In respect of transport matters the applicant has submitted a Transport Assessment, which includes a Framework Travel Plan, a draft Construction Management Plan and various other transport / servicing related documentation and plans in support of the application. During the course of the application some additional and revised information has been provided to enable the proposals to be fully considered. Each main transport related element of the proposals is considered in the following sections. In overall terms it is considered that, following the submission of additional information, the proposals are supported from a transport perspective, subject to several conditions and shadow s106 matters.

Car Parking - Existing

- 6.137 The site is located within Controlled Parking Zone CA-L, which operates between 8.30am and 6.30pm Monday to Friday. Resident parking bays are located around the periphery of the estate on Vicar's Road and Wellesley Road, while garages and estate parking bays are also located within the estate at various locations.
- 6.138 More specifically, there are a total of 83 garages within the BLR site, of which 45 are let to tenants and 12 are let to staff and residents of surrounding areas. The remaining 26 garages are unused. There are 29 estate bays within the BLR site, of which 13 are let to tenants and 5 are let to staff and residents of surrounding areas. The remaining 11 bays are unused. An unspecified number of parking spaces are located to the rear of the DHO building, while 7 spaces are located outside the front of the Vicar's Road workshop units. In addition, there is currently 1 disabled parking bay and 1 motorcycle bay located within the estate. These are situated outside the DHO office at the northern end of Wellesley Road. The existing residents of BLR hold 16 residents parking permits, while no permits are held by staff of the DHO or the workshop units.
- 6.139 There are currently no Car Club bays located within the estate. The nearest Car Club bays are located outside the estate on Courthope Road (off Mansfield Road to the north of the site), Mansfield Road (immediately to the west of Savernake Road) and Parkhill Road (to the west of the site, north of Dunboyne Road).

Car Parking - Proposed

6.140 A key element of the proposals is to remove car parking from the estate and to only re-provide spaces that are actually used/needed. The replacement garages/spaces will be located within walking distance of the site at off-site locations.

6.141 The existing and proposed levels of car parking are summarised in the table below:

Type	Existing				Proposed
	Residents	Others	Unused	Total	
Garages	45	12	26	83	55
Estate Permits	13	5	11	29	
Resident Permits	16	0	-	16	13
Disabled Spaces	1	0	0	1	15
Car Club Spaces	0	0	-	0	1
Electric Vehicle Spaces	0	0	-	0	1
DHO	0	Unspecified number of informal spaces			0
Commercial Units	0	7	unknown	7	0
Total	75	24	37	136	85

6.142 The Transport Assessment states that 162 of the residential units will be designated as car free. However, this figure does not tally with the 68 estate and resident permits that are to be re-provided. Therefore the actual number of car free units is 222 (290 residential units – 68 on-street permits). This will be secured by Condition/Shadow Section 106 Agreement. The level of car parking (including disabled) that is being provided is equivalent to 0.29 spaces per unit across the site. The overall reduction in parking spaces to a level in line with the required re-provision levels is welcomed.

6.143 It is relevant to note that Blue Badge holders are exempt from car free agreements. The disabled spaces will be allocated by the Housing and Adult Social Care department to residents of the development on a needs basis. The provision of the disabled parking spaces (15 – along Haverstock Road and to the north of Block F4) will be secured by condition. This condition will also restrict the use of the disabled spaces to Blue Badge holders only. The provision is significantly higher than existing and considered to be appropriate.

6.144 The applicant has also stated that any resident or non resident who currently lets a garage space for parking or storage will be able to apply for a replacement garage elsewhere within the vicinity of the site. During the course of the application the applicant has shown that the majority of garages will be re-provided within the underused nearby Weedington Road and Grafton Road estates (to the east and south), whilst additional garages/spaces are available in the Waxham block on

Mansfield Road and Kiln Place, off Grafton Road. Such an approach is considered to be appropriate, subject to the shadow s106/condition (as the garage spaces are outside of the application site) specifying that the garages are upgraded as appropriate and ready for occupation prior to the first occupation of any units within phase 2 of the development (by which time the decant of existing occupiers at BLR will have taken place). This will ensure that safe and secure replacement parking facilities will be provided to serve the proposed development.

- 6.145 It is proposed that 13 of the current 16 Resident permit holders will retain their permits. The applicant has stated that the 3 remaining permit holders are leaseholders moving out of the estate and thus no longer require permits. It is considered in overall terms that all of the aforementioned arrangements will not lead to an increase in on-street parking demand in the local area and therefore are considered appropriate.
- 6.146 The Car Club and Electric Vehicle charging spaces, which are to be located to the north of Block F4, are outside of the car free agreement. The electric vehicle space can be used by any electric vehicle for up to 3 hours, whilst additional electric charging facilities will be provided for the disabled spaces. It is understood that Zipcar are interested in operating the Car Club space and that this vehicle would be available to residents of the development and the surrounding neighbourhood. The provision of the Car Club space and the electric vehicle charging facilities are considered to be appropriate for the proposed development and will be secured by condition. The existing motorcycle parking bay will be re-provided in the parking area north of Block F4 to serve the proposed development. This will also be secured via condition.

Cycle Parking

- 6.147 At present there is no dedicated cycle parking facilities anywhere on the BLR or DHO sites. It is assumed that residents, office and commercial workers currently store cycles within their own properties.
- 6.148 The proposals include the provision of a total of 437 cycle parking spaces across the entire site, with 310 spaces on the BLR part of the site and 127 on the DHO element. This level of provision meets the latest parking standards set out in the London Plan and is therefore welcomed in principle. The cycle parking facilities have been shown to be proposed to be provided in a range of types around the site, some which are appropriate (e.g. Josta two tier and Sheffield stands) and others which are not (front wheel locking stands). As such the detailed design of the cycle parking will be secured via condition to ensure that both an acceptable level and design of cycle parking is provided for future occupiers. TfL have stated that this site lies outside the current expansion plans for the Barclays Cycle Hire scheme and so no contribution is sought in this respect.

Servicing

- 6.149 Blocks E1&2 and F1&2 will be serviced on street from Haverstock Road. Refuse vehicles and other large vehicles will be able to turn around at the northern end of Haverstock Road using the proposed turning head adjacent to the parking area.

The estate section of Haverstock Road will be significantly improved in comparison with the existing situation, with for example the complete repaving and introduction of on-street disabled parking bays included in the works.

- 6.150 It is understood that all other residential units will be serviced on-street from Wellesley Road or Vicar's Road. In order to service the residential units on either side of the northern section of Wellesley Road it will be necessary for the refuse vehicle to reverse up the street as there is insufficient space available for a vehicle to turn around, as per the existing arrangements. This requires one of the refuse workers to act as a banksman to ensure safe manoeuvring. In overall terms it is considered that the proposed servicing arrangements will be sufficient for the proposed development.
- 6.151 Although the three Class B1 units at the northern end of Haverstock Road will not be provided with any dedicated loading bay facilities, there is considered to be sufficient on street servicing space provided for these units.

Access

- 6.152 The proposed new east-west pedestrian/cycle route through the BLR site will link Haverstock Road with Wellesley Road, which is welcomed from a transport perspective in significantly improving the pedestrian environment in this area. It has been confirmed and shown within information submitted during the course of the application that there will be no new vehicular link between the two roads, either at the new east-west link or the northern end of the BLR site opposite Bacton Tower.

Highways works and improvements in the local area

- 6.153 Owing to the scale and nature of the proposals a variety of highways works are considered to be required as part the proposals.
- 6.154 To tie the development into the surrounding area the footways around the site will be repaved and where appropriate unnecessary crossovers, railings and 70 bollards will be removed. This includes the public highways around the site and also two nearby areas. First it also includes the corner of Vicar's Road and Wellesley Road adjacent to the Vicarage, French school, 20 and 24 Vicar's Road (not part of the application site but either side of these sites are). Second it also includes the repaving of the western footway on Haverstock Road between Wellesley Road and Malden Road (to the south of the site) as this identified as a key link in the Transport Assessment in linking the new east-west pedestrian link. An estimate of the proposed cost of these works has been calculated to be £153,567.
- 6.155 The applicant has also indicated that they are willing to make a contribution of £75,000 towards the required improvements to Haverstock Road. Highways however estimate that this is will not cover the cost of the works required in this area and instead suggest that £125,000 is a more realistic estimate for the proposed works. As such the shadow S106 / condition will secure a contribution of £125,000 for the highways works proposed along Haverstock Road.

6.156 It is also considered necessary and appropriate to secure a financial contribution to Legible London in this instance. This will introduce TfL Legible London wayfinding signage in the surrounding area as part of the development and will be particularly beneficial for new residential occupiers in the area. In total a contribution towards the provision of 3 signs has been considered appropriate, which amounts to a financial contribution of £24,000. The location of the signs are anticipated to be: 1) on the north side of Mansfield Road, near the zebra crossing/junction with Oak Village; 2) on the south east corner of the junction of Mansfield Road and Southampton Road (to replace an existing white finger post sign); and 3) on the southern corner of the junction of Southampton Road and Malden Road. In addition the remaining white finger posts around the site will be retained and cleaned, with all other redundant signs removed. This will be secured via shadow s106 / condition.

Trip Generation

6.157 As the proposals include the provision of 191 additional residential units it is to be expected that there will be an increase in trips from the site as a result of the development. Whilst the proposals include a reduction in the amount of office and commercial floor space that is currently provided, this in itself is not expected to affect the overall trip generation of the site in any meaningful way. TfL have stated that they consider that the proposed development is unlikely to have an unacceptable impact on the capacity or operation of the local highway, bus, Overground or Underground networks. This position is agreed with transport officers following the submission of further information during the course of the application.

Travel Plan

6.158 A Framework Travel Plan has been submitted with the Transport Assessment. TfL have stated that this Travel Plan fails its ATTrBuTE assessment, although this is not considered to be sufficient grounds to refuse the application on this basis. It is instead considered that a full and detailed Travel Plan, including targets and measures, can be developed and submitted prior to the first occupation of any residential units. The Travel Plan will be secured via Shadow S106 / condition and include a monitoring fee of £5,561.

Construction Management Plan

6.159 A draft Construction Management Plan (CMP) has been submitted in support of the application. This does not provide a specific level of detail of exactly how the development will be carried out. Furthermore, during the course of the application the applicant has provided written commentary (aside from and not within the CMP) regarding the arrangements to protect St Martin's Church from the construction phase of development, including recommending that a condition survey/schedule of defects to be carried out prior to works commencing. In addition Network Rail have sought for a number of conditions/informatives to be added to any decision, some of which are linked to the construction phase owing to the proximity of the railway line to the north of the DHO site. As a result the CMP will need to be updated and submitted for review once a contractor has been appointed and prior to the

commencement of any works on site. As such the full CMP will be secured by the Shadow S106 / condition. It is not considered necessary for the exact detail of the CMP to be agreed prior to the determination of the application.

Sustainability and Energy strategy

- 6.160 The applicant has submitted a Code for Sustainable Homes (CfSH) pre-assessment in relation to the residential component of the scheme. The on-site employment floorspace is such that a BREEAM pre-assessment is not required. The CfSH pre-assessment details that in overall terms the proposed scheme is targeting Level 4, in compliance with CS13, DP22 and CPG3 for proposals in 2013 (prior to 2013 the target was Level 3). In respect of the specific energy, water and materials categories the proposals all exceed 50% of the available credits stipulated by CPG3, with 55% in water (targeted and contingency figure combined), 50% in water and most impressively 100% in the materials category. The overall targeted score is 71.5%, which is above the 68% required for code level 4. As such the proposals are fully policy compliant in this regard and the post-construction review will be secured via the Shadow S106 / condition to ensure compliance.
- 6.161 The applicant has also submitted a comprehensive Energy Strategy Report, which follows the approach outlined in the London Plan, LDF policies CS13, DP22 and DP23 and CPG3. Most notably the three steps of the energy hierarchy of 'be lean', 'be clean' and 'be green' have been incorporated. In overall terms it is concluded that carbon dioxide emissions are anticipated to be reduced by 29% (284 tonnes per year) in comparison with the Part L 2010 Building Regulations, which is a policy compliant level (25% improvement in 2010-13).
- 6.162 The majority of the savings are through passive design features and measures. Without taking into account any decentralised energy networks and combined heat and power or renewable energy technologies, there is anticipated to be a 24% (229 tonnes per year) reduction in carbon dioxide emissions. This is to be through a combination of measures such as improvements in u-values (in all regards – wall insulation, roof, floor, glazing and doors) far exceeding standard practice, air permeability, 100% low energy internal lighting and other measures associated with achieving CfSH Level 4. Such measures will minimise energy use as far as possible.
- 6.163 In addition the proposals seek to connect to the nearby Royal Free Hospital Combined Heat and Power (CHP) district heating network. This would reduce carbon emissions by 5% (55 tonnes a year). Suitable space is provided on-site to facilitate CHP connections and a plan detailing the heating network and CHP feed has been provided to answer a query by the GLA during the course of the application. It has been confirmed by the Sustainability team that the heat connection from the Royal Free to Gospel Oak is now live so there are no obvious reasons other than contractual negotiation between the applicant and Mitie as to why the site cannot connect. However, in light of a query raised by the GLA in this regard the applicant has confirmed a contingency plan involving utilising gas fired boiler capacity and possibly photovoltaics to offset the emissions requirements is feasible should connection not occur. The connection of the site to the Royal Free CHP is welcomed.

6.164 Finally, the applicant has considered the various renewable technologies but concludes that owing to the passive measures and CHP connection sufficiently reducing carbon dioxide emissions no measures such as solar thermal or photovoltaics are envisaged to be required at the present time. The GLA have confirmed acceptance of this approach. In overall terms the proposed energy strategy is welcomed, in particular the connection with the Royal Free CHP. The shadow S106 / condition will secure the carbon dioxide reductions outlined in the Energy Strategy are achieved.

Other Shadow S106 / condition matters

6.165 In addition to the matters already identified as being secured via the shadow S106 Legal Agreement / condition, there are also a number of other measures to be sought in association with the proposed development.

Public open space

6.166 Policies CS15 and DP31, in addition to CPG6/8 require developments of 5 or more additional dwellings which give rise to an overall increase in the number of visitors or occupiers to contribute to the provision of public open space. It is expected for new developments to provide for the open space needs of its occupiers at a ratio of 9sqm per residential occupier. This would normally be expected on site in areas with an under provision of open space (which is not the case in this instance) or in developments which provide 100 or more dwellings (which is applicable in this case), otherwise a financial contribution may be made towards the provision or enhancement of open space off-site. CPG acknowledges that private amenity space and other private open land can reduce pressure on the use of public open space. However, public open spaces provide opportunities for social interaction and a focus for community activities. Therefore, private spaces cannot be used as a substitute for public open space.

6.167 In this instance the proposals need to be considered on the basis of the existing provision and the proposed. At the present time the existing site offers little meaningful public open space. The proposed scheme incorporates a pedestrian east-west link (c. 950m) which the applicant has accounted £130,000 for within the viability assessment submitted. If the scheme is considered on the basis of providing the necessary financial requirement in line with formula detailed in CPG6/8, this amounts to £245,043. This amount will be secured via condition and the shadow S106 agreement. Within this total a proportion will account for the east-west link outlined above which is being provided on-site, alongside off-site provision. It is not considered possible to provide the entire public open space requirement on site (thereby not requiring a financial contribution) owing to the nature of the proposals and the wider objectives of the regeneration proposals. It is noted that, separate from the public open space provision, significant semi-private courtyard spaces are being provided within each phase for communal use by future residents. As discussed earlier this is however not public open space and therefore is separate from considerations and calculations in this regard.

- 6.168 More specifically in terms of the off-site provision, the applicant is seeking the public open space contribution to be secured for local play areas within Lismore Circus, which is adjacent to the site to the north. Part of this site is managed by the Parks and Open Spaces team, who have confirmed that Lismore Circus is an appropriate location for funds as the site offers potential for enhancements and a contribution is likely to be effective in addressing broader open space issues in the area. The remainder of the site including areas identified for potential investment are owned and managed by Housing and Adult Social Care. Once discussions have been advanced on the level of works considered necessary in Lismore Gardens the exact amounts and overall details of the allocation of the contribution as a whole will be able to be developed. At this point in time no decisions on the exact spending of the public open space contribution have been made.
- 6.169 Whilst the overall responsibility for the allocation of s106 contributions rest with the Council (with relevant inputs from Parks and Open Spaces team, Housing and Adult Social Care, and the Gospel Oak Regeneration Team within Placeshaping) it should be noted that this is not a s106 in the strict legal sense and the Council has also agreed that the local group; the Real Deal Community Partnership (RDCP), will play an active role in the allocation of the public open space contribution.
- 6.170 The RDCP have identified the quality and availability of outdoor play space around the application site as being a particular local need. It is anticipated that input will also be incorporated from the local community as a whole, including local groups and existing residents in addition to RDCP, in the decision making process for the allocation of the public open space contribution. In addition the RDCP have been tasked with demonstrating that there is wider community support for the projects and priorities they have identified.

Community facilities

- 6.171 In line with CPG8 Chapter 4, which stems from policy CS10, a financial contribution is sought towards community facilities. This is as a development of this nature and scale has the potential to significantly impact on the social infrastructure of the neighbourhood. Applying the CPG formula a contribution of £344,960 (£980 x a net increase of 352 bedrooms) is sought and will be secured via the shadow s106 agreement / condition.
- 6.172 The applicant is seeking for a proportion of the community facilities contribution to be secured for improvement works to the on-site TRA community hall, which is within the application site but is not sought to be altered in any physical way by the proposals. The applicant has provided details of £40,000 worth of improvement works, including the installation of double glazing and significant roof repairs. It is considered appropriate for the community facilities contribution to include improvement works to the community hall and this will be detailed within the shadow S106 / condition.

Education

- 6.173 A financial contribution towards educational infrastructure is also required in line with CS10, CS19 and DP15. Each new dwelling created in the Borough places

increased pressure upon education places and costs. Hence CPG provides a formula which is applied across the Borough, is proportional to the number and size of dwellings proposed and will be used to improve capacity and expand education provision to accommodate additional children. In line with CPG guidance the affordable housing element of the scheme does not form part of the equation. In addition it is not considered reasonable to seek a contribution where the 12 market units are being re-provided in the scheme. Hence only a contribution for the uplift in market units is sought, which equates to £409,999 in total (64x1 bed - no contribution; 71x2 bed - 71 x £2213 = £157,123; 23 x 3 bed - 23 x £6322 = £145,406; 5x4 bed - 5x £21,494 = £107,470; combined total = £409,999).

Employment and training

6.174 In line with CPG8 Ch8, which stems from LDF policies CS8 and DP13 a range of training and employment benefits are to be secured in order to provide opportunities during and after the construction phase for local residents and businesses. This package of recruitment, apprenticeship and procurement measures will be secured via shadow S106 / condition and will comprise:

- That the contractor be required to work to a target of 20% local recruitment.
- That the contractor advertise all construction vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre (KXCSC) for a period of 1 week before marketing more widely.
- That the contractor recruits a minimum of 17 construction apprentices. Recruitment of construction apprentices should be conducted through the Council's KXCSC.
- That the contractor provide in the region of 19 work placement opportunities (CITB benchmark) 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.
- That the contractor sign up to the Camden Local Procurement Code, which includes a local supply chain target of 10%. In addition, organise a minimum of 2 Meet the Buyer Event/Supplier Workshop/s to support local suppliers to bid for tenders. The events will be delivered in partnership with the Economic Development Team.
- Deliver at least 1 End Use apprenticeship.
- That the contractor provides a local employment, skills and local supply plan setting out their plan for delivering the above requirements.

Other matters

CIL

6.175 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm GIA or one unit of residential accommodation. The scheme will be charged at a rate of £50 per m², but will also taken into the social housing relief and the floorspace of the existing buildings on site proposed to be demolished. The CIL charge will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached

advising the applicant of the CIL requirement, although acknowledging that they are already aware of it having completed the Planning Application Additional Information Requirement form and referring to CIL within the viability information submitted.

7. CONCLUSION

- 7.1 The proposed development is a key proposal in the Council's Community Investment Programme and is the first within the Gospel Oak area. It seeks to deliver a comprehensive housing-led phased regeneration project on an existing estate which currently comprises poor quality housing which is in need of significant investment. The proposal will deliver an additional 191 residential units, re-provide all of the existing affordable housing provision and bring forward new on-site affordable housing, in the form of additional social rent units and for the first time on-site intermediate units. The uplift in units/floorspace is predominantly through the provision of market units, which will assist in improving the tenure mix in an area of concentrated social rented housing and thus assist with the aim to facilitate a mixed and balanced community in this part of Gospel Oak.
- 7.2 Although the amount of affordable housing is below policy targets, this is owing to the existing on-site characteristics and the financial viability of the scheme. A re-appraisal of viability will be secured with view to increasing the amount of affordable housing in phase 3 of the scheme. The proposed units will provide a high standard of modern living accommodation for future occupiers, far exceeding present standards for BLR residents. There will be an overall loss of employment floorspace at the site, but this partly re-provided on-site and further mitigated by a significant investment to fund improvements to the nearby existing Burmarsh workshops to make this space suitable once again for employment uses.
- 7.3 In terms of design the proposal represents a high quality scheme which is considered to be fitting with the urban structure, scale and general character of the area. The general approach to redevelopment encapsulates the spirit of the London New Vernacular movement, which values traditional London streets activated by many front doors. Facades are modest and aim to be timeless, employing good quality brick and elegant proportions. The buildings are also legibly domestic, with a traditional residential balance of solid to void and pitched or profiled roofs, even on the apartment block elements.
- 7.4 In terms of existing nearby occupiers the proposed scheme is considered to satisfactorily prevent any substantial adverse amenity impacts. The scheme also provides improved public, semi-public and private open space, in particular the east-west pedestrian link which will enhance the setting of the adjacent grade I listed St Martin's Church. In overall terms the setting of the church would not be significantly harmed and in a number of ways the setting would be enhanced.
- 7.5 From a transport perspective the proposals would lead to a reduction in car-parking spaces across the site and would not lead to an increase in on-street parking demand in the local area, given the majority of the units will be designated as car-free. The proposals will also secure code for sustainable homes level 4, significant

carbon reductions and includes a link up with the Royal Free Hospital CHP district heating network.

7.6 Hence in summary the proposals will deliver a sustainable scheme which meets the needs of existing occupiers and which aims to serve as a catalyst for future regeneration of the wider area.

7.7 Planning Permission is therefore recommended subject to conditions and a shadow S106 Legal Agreement, covering the Heads of Terms outlined below. Moreover the recommendation is also subject to referral to the Mayor under the Town and Country Planning (Mayor of London) Order 2008.

Shadow S106 Heads of Terms

7.8 This should be read in conjunction with the commentary within section 2 of this report (paragraphs 2.18-2.23). The wording of the associated conditions are in the process of being worked up by officers and the Legal Division; hence at this point in time they are not included in the subsequently referred to conditions. A full list of heads of terms are as follows:

- Affordable housing, including phasing and a re-appraisal of financial viability at the end of phase 2 and prior to beginning of phase 3.
- Full implementation of improvements to Burmarsh workshops
- Car free development for 222 units
- Highways works contribution of £153,567 for repaving footways within the vicinity of the site
- Highways works contribution of £125,000 for improvements to Haverstock Road;
- Travel Plan, including monitoring financial contribution of £5,561
- Legible London contribution of £24,000
- Full implementation of improvements to off-site garage parking spaces
- Construction Management Plan
- Code for Sustainable Homes Level 4
- Energy Strategy
- Public art contribution of £40,000
- Public open space contribution of £245,043
- Community facilities contribution of £344,960
- Education contribution of £409,999
- Recruitment, apprenticeship and procurement measures:
 - Target of 20% local recruitment.
 - Advertisement of all construction vacancies and work placement opportunities exclusively with the King's Cross Construction Skills Centre
 - Minimum 17 construction apprentices, as recruited through King's Cross Construction Skills Centre
 - 19 work placement opportunities, as recruited through the Council's King's Cross Construction Skills Centre
 - Sign up to the Camden Local Procurement Code
 - Provision of 1 End Use apprenticeship.
 - Local employment, skills and local supply plan setting out their plan for delivering the above requirements.

8. **LEGAL COMMENTS**

- 8.1 Members are referred to the note from the Legal Division at the start of the Agenda.
- 8.2 In addition, specific reference should be made to the Shadow Section 106 Agreement part of the report (paragraphs 2.18 – 2.23).