

Delegated Report		Analysis sheet	Expiry Date:	30/12/2011
		N/A / attached	Consultation Expiry Date:	N/A
Officer			Application Number(s)	
Richard Black			2011/5187/P	
Application Address			Drawing Numbers	
17-29 Hawley Crescent London NW1 8TT			A-719, A371, ASK-698, ASK-756, Bauder - Maintenance Procedure, Biotech Ltd - Maintenance Agreement, Planting Plan for Living Walls to MTV - 22nd February 2012, Section through Gutter Area - Bauder, 9076-D-01C3, 2302C1, 507T2, 515T2, 516T2, 2340T2, A-377C1, 2301T2, A-339C1, A-342C1.	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Details pursuant to condition 3 (green walls, green roof and rainwater harvesting) and 6 (cycle storage) of planning permission dated 21/01/10 (ref. 2008/4458/P) for internal alterations to provide additional floor space (Class B1), and external alterations including new plant at roof level and provision of new facade to eastern side of Hawley Crescent elevation.				
Recommendation(s):		Grant approval of details		
Application Type:		Approval of Details		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		
Summary of consultation responses:	N/A					
CAAC/Local groups* comments: *Please Specify	N/A					

Site Description

The application site at 17-29 Hawley Crescent is located on the northern side of Hawley Crescent and south of the Regent's Canal between Camden High Street and Kentish Town Road. A small northern section of the site falls within the Regent Canal Conservation, however the front section of the site, which forms part of this application does not fall within a conservation area. The site is within an archaeological priority area.

The existing building designed by Terry Farrell for TVAM television in the early 1980's has two distinctive elevations. Its northern elevation presents a 2 storey blue brick elevation which fronts the Regent's Canal. The southern elevation presents a 3 storey high volume, clad in profiled metal sheeting to Hawley Crescent.

A recessed courtyard breaks the façade into two parts allowing service access and entry into the building, which is otherwise devoid of any window or door punctuations on its main elevation. The recessed courtyard is marked by a 3-dimensional truss system overhead, with horizontal, decorative pipes extruding themselves across the Hawley Crescent elevation.

The site is located in the town centre of Camden Town as designated in the London Plan. Hawley Crescent is one-way east (from Kentish Town Road) to west (to Camden High Street, north of Camden Road). The site has a Public Transport Accessibility Level (PTAL) of 6a (excellent).

Relevant History

2008/4458/P - Internal alterations to provide additional floor space (Class B1), and external alterations including new plant at roof level and provision of new facade to eastern side of Hawley Crescent elevation. Granted - 21/01/2010.

2010/6203/P - Revisions to planning permission ref. 2008/4458/P (dated January 2010 for internal and external alterations to create additional office floorspace) to create further additional office floorspace, in ground, first and second floor extension, new facade treatment and alteration to roof level plant of TV studio/ office building (class B1a). Granted - 13/05/2011.

2012/0686/P - Details pursuant to condition 2 (sample panel of facing materials) of planning permission dated 21/01/10 (ref. 2008/4458/P) for internal alterations to provide additional floor space (Class B1), and external alterations including new plant at roof level and provision of new facade to eastern side of Hawley Crescent elevation. Registered.

Relevant policies

N/A

Assessment

Proposal

The application relates to the approval of details pursuant to condition 3 (green walls and rainwater harvesting) and 6 (cycle storage) of planning permission dated 21/01/10 (ref. 2008/4458/P) for internal alterations to provide additional floor space (Class B1), and external alterations including new plant at roof level and provision of new facade to eastern side of Hawley Crescent elevation.

Condition 3 states:

“Prior to the commencement of works a plan showing details of the green wall including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for an initial scheme of maintenance shall be submitted to and approved in writing by the local planning authority. Details shall also be submitted for the rain water harvesting tanks, including location and size, to serve the green wall. The green roof shall be fully provided in accordance with the approved details and thereafter retained and maintained in accordance with the approved scheme of maintenance.

Reason: To ensure that the green roof is suitably designed and maintained in accordance with the requirements of policies SD9, N5 and B1 of the London Borough of Camden Replacement Unitary Development Plan 2006 and Camden Planning Guidance 2006.”

Condition 6 states:

“Before the development commences, details of the proposed cycle storage area shall be submitted to and approved by the Council. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and permanently maintained and retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T3 of the London Borough of Camden Replacement Unitary Development Plan 2006.”

Green wall

Concerns were raised in respect of the species of planting proposed for the green wall in that they were considered to be for visual effect and not tailored to enhance wildlife habitat. It was considered that more flowering plants should be provided. As such, the applicant has altered the planting schedule to include species which will produce nectar for insects i.e. more flowering/nectar producing species, which are preferred. The species proposed include:

- 1, Deschampsia caespitosa
- 2, Carex testacea
- 3, Sarcococca hookeriana
- 4, Heuchera Beauty Colour
- 5, Heuchera Marmalade
- 6, Lonicera May Green
- 7, Acorus Ogon
- 8, Begonia purpurascens
- 9, Geranium mac. Bevan's Variety
- 10, Geranium sang. Max Frei
- 11, Lavandula Munsted
- 12, Lavandula Hidcote Blue
- 13, Euphorbia char. Humpty Dumpty
- 14, Euonymus Emerald n' Gold

There are two elements being the plant selection for aspect, microclimate and urban biodiversity, and aesthetic arrangement. Criteria for successful plants must be evergreen (predominately), low-growing and suitable for the nature of the vertical medium. Native plants that are suitable are relatively few (more for North aspects) but many suggested here are of value to insects as food sources. It is considered that the species selection is tailored to enhance the wildlife habitat, and create a pleasing visual effect.

The green wall will provide an attractive and interesting feature of the streetscape and the maintenance detail will help ensure its long term viability. The company responsible for the design of the green wall has significant experience of this type of development.

The benefits of the green wall are multiple and the system and planting has been chosen to ensure that the green wall will not fail. The technology is relatively new and to ensure that it is successful Biotope have ensured that tried and tested plants are used, as well as a few new ones in order to widen the palette.

On balance the details provided are considered to be acceptable and in accordance with the objectives of Camden's relevant planning guidance and LDF policies and therefore condition 3 can be approved.

Cycle provisions

The original proposal was to provide an additional 20 cycle parking/storage spaces. It is noted that 36 additional cycle parking/storage spaces are to be provided. This exceeds the minimum requirement (11 spaces) as detailed in the LDF (Camden Development Policies, Appendix 2). This additional provision is very welcome and clearly takes into account the high number of trips made by bicycle in the Camden Town area.

The proposals are acceptable in transport terms and the Council's Transport Planner assessing the proposal raises no objections and as such condition 6 can be approved.

Recommendation: Approve

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